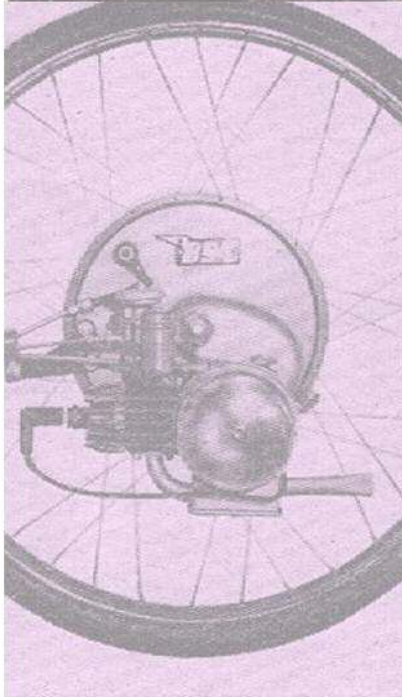


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## VICTORIA VICKY 4

### Test of One of Germany's Favourite Luxury Mopeds

ONE of the most popular of mopeds in its native Germany is the Victoria "Vicky 4," most luxurious of the range produced by the Nuremberg firm of Victoria, themselves one of Germany's oldest-established manufacturers of powered two-wheelers. That this popularity is well-deserved has been proved to me by many happy miles spent on the test "Vicky," during which time we have encountered together just about everything from snow to sunshine.

As befits a luxury mount of this type, the "Vicky 4" was supplied with "extras"—a prototype windscreen and an efficient pair of legshields. Since snow commenced to fall within 10 miles of my starting out on a 40-mile homeward trip I was more than usually grateful for their presence, the more especially so when they proved to be highly efficient, though I felt that the headlamp cutaway height could stand a little revision.

Be that as it may, I arrived home warm and dry, though the shield and screen bore a caking of snow, acquired in 20 miles of determined ploughing through inches of the stuff. It was a good test for the stability,

too, and the "Vicky 4" came through with ease—not a trace of skid-proneness to be found.

The snow soon went, but the "Vicky 4" proved to be an equally delightful companion in the heavy rain which followed. I rode through a deluge wearing only a top coat over my normal sports rig, and hadn't a drop of water on my shoes after 20 miles.

So much for the efficiency of the weather protection. Ridden with the "extras" removed, the "Vicky 4" showed a slight improvement in speed, though the normal cruise of 27-28 m.p.h. was the same in both cases. Fuel consumption was unaffected, and so was braking. This latter was good from 20 m.p.h., though slightly below average once the speed was raised to "30"—one of the few criticisms I can make of the machine.

From the comfort point of view I'd place the Victoria high on my list of favourites—it rides beautifully over the most atrocious surfaces—and the riding position is just right.

Engine performance is good. This latest Victoria unit is smooth, and with good

Just his cup of tea! With legshields and windscreen fitted, the "Vicky 4" offers the tourist comfortable travel.

#### The VICTORIA at a GLANCE

Maximum Speed : 33 m.p.g. in 43 sec. from rest.

Economy : 142 m.p.g. at 20 m.p.h.  
100 m.p.g. at 30 m.p.h.

Braking : From 20 m.p.h. From 30 m.p.h.

Both brakes .. 12½ feet. 37 feet.  
Front only .. 25 feet. 60 feet.  
Rear only .. 32 feet. 77 feet.

Re-tested with screen and shields.

Maximum Speed : 31 m.p.h. in 41 sec. from rest.

Economy : 142 m.p.g. at 20 m.p.h.  
100 m.p.g. at 30 m.p.h.

Load carried during test : 200 lb.

Engine : Victoria two-stroke; 38 mm. bore x 42 mm. stroke = 47 c.c.; c.r. 7.1 to 1; 2.25 b.h.p. at 4,500 r.p.m.

Gearbox : In unit with engine; two speeds, with handlebar twist-grip change; gear primary and chain final drives; kick starting.

Frame : Welded-up from steel pressings; swinging-fork rear suspension; leading link front forks controlled by rubber in torsion; integral fuel tank.

Tank : ½-gal. capacity.

Lights : Integral head and tail lamps fed direct from Noris flywheel magneto-generator.

Wheels and Brakes : Both brakes 3½-in. internal-expanding in full-width light-alloy hubs; light alloy rims and rust-proof spokes; 2.00-in. x 23-in. Continental tyres; knock-out rear spindle.

Equipment : Electric horn; speedometer; tool box; tyre pump; tool kit; luggage carrier with strap; centre stand; number plates.

Finish : Blue enamel and silver, with chromium-plated details.

Weight : 98 lb.

Makers : Victoria-Werke a.g., Nuremberg, Germany.

Concessionaires : Europa Imports Ltd., 183 Oxford-road, Reading, Berks.

Price : £78 15s. inc. P.T. Legshield £3 10s.; windscreen £2 19s. 6d.

pulling power, giving above-average hill-climbing though—dull note—the pedalling ratios are so low that effective pedal assistance is impossible. Luckily, it was not needed. There seems to be nothing to be gained, either, by over-revving the engine. A maximum of 15 m.p.h. in first-gear can be usefully employed, and the "Vicky" is not averse to an even earlier change—a feature which makes for quiet acceleration. It is worth noting, too, that with the "Frankfurter Topf" silencer which is fitted the exhaust note can hardly be heard anyway!

Cleanliness is excellent, since the fuel system is completely enclosed, as is the rear chain. In addition there are deep mudguards which are highly effective. Finish is up to the usual high Victoria standard, and the thought which has been given to such details as the channelling of control cables and the provision of a strong rubber strap on the extensive luggage carrier is indicative of the care which has gone into the design.

Prophecy is always dangerous, but I'd hazard a guess that the "Vicky 4"—smooth, smart and so obviously well-made—may easily establish itself as the choice of the discriminating moped tourist.

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