



VICTORIA "AVANTI"

First-class All-round German Three-Speed Sports Moped Tested

LOVERS of the sports moped class—and I must confess that I am one—would surely include the three-speed Victoria "Avanti" in any First Eleven they were asked to name. This tastefully-finished machine is not merely eyeable and well-made—it is also of first-rate practical design with a performance to delight the heart of the keen roadman.

Like most sports mopeds, the "Avanti" follows motorcycle practice in its general layout, and it handles just like a miniature racing machine. This is due, in part, to the cosy and compact riding position, with the body well braced, and the knees playing their full part in lateral control, thanks to the presence of the motorcycle-type fuel tank. The advantages of this type of tank are not always as fully appreciated as they should be. On the "Avanti," one can swing through bends on knee pressure

alone, and a high-mounted tank also proves useful in preventing one's coat skirt from flapping.

Its suspension is all that suspension should be—flexible, but not sloppy. I failed to "bottom" it during the test, despite some hard riding over bad roads. On long trips I was very glad of the extra comfort which the swinging-fork rear end offered. Steering is hair-line under all conditions and at all speeds.

This was the first chance I have had—apart from a quick spin when the type was first introduced—of assessing the three-speed Victoria engine. Its a beauty. I can recall no previous three-speeder which combined such a catalogue of excellence—a 36 m.p.h. top speed, coupled with better-than-average acceleration; better-than-average hill-climbing; a good fuel consumption, with only seven m.p.g. difference between 20- and 30-m.p.h. cruising; turbine smoothness; a high degree of cleanliness;

The VICTORIA at a GLANCE

Maximum Speed: 36 m.p.h. in 30 sec. from rest.

Economy: 133 m.p.g. at 20 m.p.h.

126 m.p.g. at 30 m.p.h.

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

Both brakes .. 16 feet. 35 feet.

Front only .. 20 feet. 57 feet.

Rear only .. 25 feet. 65 feet.

Load carried during test: 200 lb.

Engine: Victoria two-stroke; 38 mm. bore

x 42 mm. stroke = 47 c.c.; c.r. 8.5 to 1;

3 b.h.p. at 6,500 r.p.m.

Gearbox: In unit with engine; three speeds,

with handlebar twist grip control; gear

primary and chain final drives; kick starting.

Frame: Welded-up from steel pressings, with

bolted-on tubular front stays; swinging-fork

rear suspension; swinging-link front forks.

Tank: 2-gal. capacity.

Lights: Built-in head and tail lamps fed direct

from Bosch flywheel magneto-generator.

Wheels and brakes: Both brakes 4-in. internal-

expanding in full-width hubs; light alloy

rims and rust-proof spokes; 2.25-in. x 23-in.

Continental white-wall tyres.

Equipment: Electric horn; speedometer; steering

head lock; tool box; tool kit with lock;

dual seat with passenger's hand strap;

centre stand; tyre pump; lifting handle;

number plates; licence holder.

Finish: Scarlet enamel with black and gold

relief; chromium-plated details.

Weight: 115 lb.

Makers: Victoria Werke a.g., Nuremberg,

Germany.

Concessionaires: Europa Imports Ltd., 183,

Oxford-road, Reading, Berks.

Price: £93 inc. P.T.

In the team this week? The "Avanti" is certain to make the enthusiast's "First Eleven."

and a gear-change which was positive all the time.

This last-named feature I found particularly heartening. Most three-speed changes require a great deal of knack and are slow. The "Avanti"—after initial adjustment—needed no finicky "feeling" with the grip to ensure a first-time engagement either up or down, and this must help to account for its ability to accelerate so well.

Brakes? A good average, here, though with a tendency to be less effective individually at 30 m.p.h. than at lower speeds. Neither was prone to snatch or locking, and used together they provided a nicely-controlled stop, free from the screech of tyre on road which distinguishes "fierce" anchors.

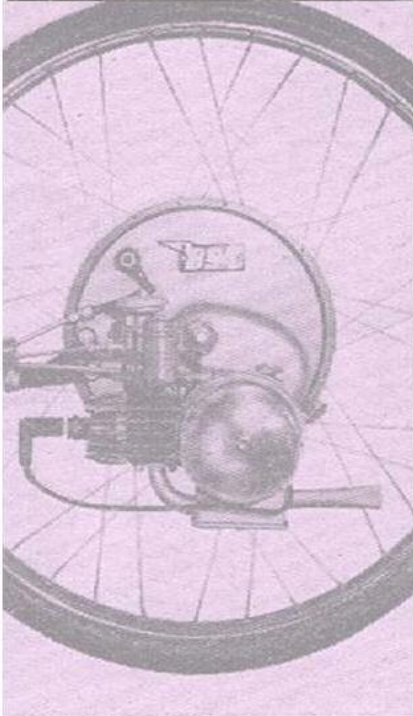
For a sports machine, the "Avanti" is commendably quiet and very flexible. The exhaust note is a mere background hum, and there is no mechanical noise worth speaking of, save for an occasional tendency for the chain to tap against the guard when the suspension works overtime.

Hill-climbing, as already noted, is well above the general run of mopeds, and it is worth noting that on really steep hills effective pedal assistance can be given. I met only one hill which required it, though, and the Victoria just laughed at our test incline!

As an all-round mount, then, this is a machine which, as its name implies, is in the advance guard. The rider of an "Avanti" knows that the model he rides is one of the best that money can buy, and that he is likely to be amongst the aristocracy of moped owners for some years to come.

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