

Impressions of a Prototype

The 50 c.c. Two-stroke
Trials Model
VICTORIA "AVANTI K"

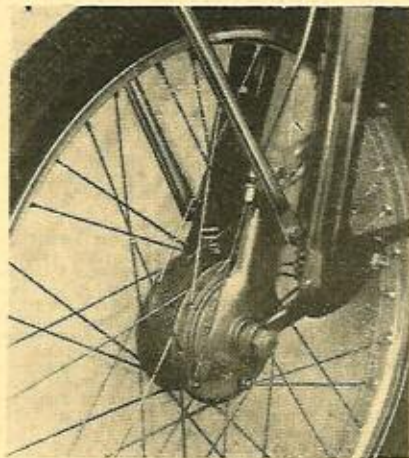
*How a German Hyper-lightweight made
its Competition Début*

ONE way to carry to a logical conclusion the testing of a motorcycle is to submit it to the conditions for which it is intended, and quite obviously, a good way to do justice to a trials machine is to ride it in a trial. Which is precisely how *Motor Cycling* tested the "first-off" prototype of the 47 c.c. (38 mm. x 42 mm.) two-stroke German Victoria "Trials Avanti K."

Not only is the "Avanti" the first of six such models to be built from the road-going machine by the Victoria concessionaires in Britain, Europa Imports, Ltd., of Reading but there is no doubt it is also the first-ever 50 c.c. trials motorcycle. Until specification details are finally settled, however, the price, which will be around 100 guineas (including P.T.) less lights, cannot be definitely fixed. The sceptic or trials enthusiast might perhaps be forgiven a gentle smile at the following statement: but the fact is that, mounted on an "Avanti" the tester won a second-class award in the recent Press Trial—and his handicap was by no means favourable.

107 lb. Weight

With a weight of only 107 lb. and gear ratios of 19.5, 29.5 and 48 : 1, the "Avanti" proved an outstanding performer in a trial where the mud was not too deep nor the hills too steep. Power output of the very peppery Victoria engine—which has a wonderfully crisp exhaust note—is 3.5 b.h.p. at 6,500 r.p.m. on a compression ratio of 7.2 : 1. Only on one hill was "paddling" necessary for lack of power and after the steepest gradient of the hill had been conquered, a



Leading link front forks are featured in the suspension of the machine.

Carrying his machine through a section would not help a competitor in a trial but few mounts would lend themselves to the practice.



feet-up performance to the top of the section was made. To be a stone lighter or to have an extra 400 r.p.m., was the wish of the rider at that moment.

Grip from the 2.75 by 19 Dunlop "Trials Universal" rear tyre, allied to the very low ratios, ensured a complete absence of wheel-spin even when the engine was revving at its maximum up a leaf-mould-covered hill. Such was its lightness, the "Avanti" was in its element when tackling "nagery" corners or slimy ruts and the front brake was so effective that recourse was never made to the rear brake when tackling even steep, downhill sections. Nevertheless, there was no tendency for the front wheel to slide.

Gearchanging

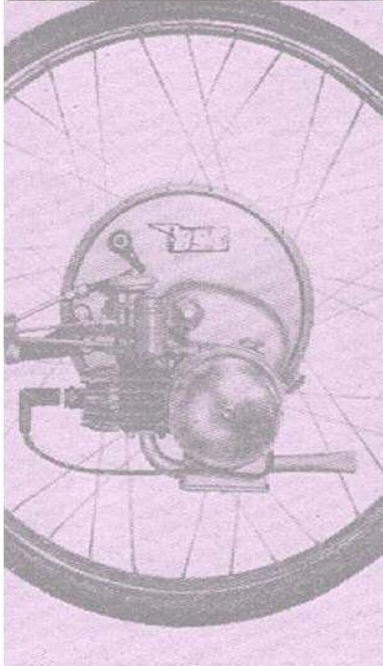
The standard Victoria handlebar operation of the gearbox had been altered by the fitting of two-directional gearchange cables to prevent slipping out of gear when lifting the clutch, but selection of second gear—either upward or downward—was a somewhat hit-or-miss affair. The ratios had been varied overall by the fitting of a 54-tooth rear-wheel sprocket but, although this proved eminently satisfactory on a pocket-handkerchief course, it would be necessary to fit wide-ratio gears if a longer course was attempted, for, on the machine tested, maximum speed was 30 m.p.h. This is a modification which is in prospect, as is also the fitting of foot-change operation and lights.

Just how the "Avanti" would perform in water, in deep mud, over tree roots or on rocks is as yet a matter for conjecture, for the machine has only been ridden in this one trial—by anyone! An extra air filter has been fitted to cope with water and a raised exhaust system and a ground clearance of 8½ in. should take care of the tree roots. For the rest, five "Trials Avantis" are to be ridden in January's Three Musketeers Trial. The South Reading club's popular "annual."



"Motor Cycling's" man gets through a tricky section feet up on the "Avanti."

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