



Clean motor cycle lines and a strong pressed steel frame characterise the *Avanti*

## A 47 c.c. Sports Moped

# The VICTORIA "AVANTI"

THE tendency of mo-peds to turn themselves into light sports motor cycles, albeit with pedal attachments, is regretted by many but is, nevertheless inevitable. The younger riders will always be interested in performance in choosing machines and the fascination of handling a light, small engine that outdoes many of its bigger brothers on the road makes the 50 c.c. sports machine an attractive proposition.

One such machine is the *Victoria "Avanti"*, top machine of the well

known "Vicky" range. In appearance the *Avanti* is pure motor cycle except for its pedals which combine the duties of kickstarters and footrests. The 1½-gallon fuel tank is mounted high up over the welded steel single beam frame; tyres are 23-inch by 2.25-inch and a sports dualseat is standard. Suspensions are leading link front and swinging arm rear with oil-damped telescopic springs.

The power unit is a 47 c.c. two-stroke with a three-speed gearbox, *Bing* carburettor and flywheel magneto. The well shaped rectangular headlamp has a built-in speedometer.

flavour, the *Avanti* handled extremely easily in heavy traffic.

At very low speeds there is a pronounced tendency to over-steer, due apparently, to the steep rake of the head, but above 5 m.p.h. steering becomes progressively more positive and over 30 m.p.h. hands-off riding is safe and comfortable as a test, although not to be recommended as normal practice. The brakes are well above average in actual efficiency, that on the front wheel being particularly good, and also very smooth in operation. No real force is needed to effect a quick stop and normal traffic pull-ups require only a gentle pressure on back pedal and hand lever. There is no pitching at the front end under violent braking by virtue of the excellent parallel linkage system of the torque arm.

The combination of three-speed gearbox and very lively engine make for above average performance on hills and it is unlikely that the gradient on any surfaced road in Britain will stop this lusty little machine. Handling over most kinds of surface is good although the rather limited travel of the bottom link front forks could not absorb big bumps. The wheels, however, stay firmly in contact with the road under all conditions.

Of 1½-gallons capacity, the shapely fuel tank not only affords a very long cruising range but also a firm grip on the machine by the rider's knees. This gives quite a different feel from that of the open frame mo-ped; the rider is more part of the machine and the rather low set handlebars are used

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#### On The Road

First good impression of the *Avanti* was the easy and certain starting. Either cold, with the self-cancelling choke device in use, or hot, the engine started at first kick on a pedal and immediately ticked over smoothly and quietly. Getaway is equally impressive, the revs mounting quickly and smoothly in each gear to maxima of 28 m.p.h. in 2nd gear and 36 m.p.h. in Top, coupled with acceleration that left all the other traffic standing when the lights went green at a cross road. At first there was a tendency to miss 2nd gear on the upward changes but with practice this rather precise movement was mastered, and all the changes became certain as well as absolutely silent. A very smooth clutch added much to the pleasure of riding and despite its sports

simply for control and not as something to hold on to. If the completely useless pedals were replaced by proper footrests this firmness would be more noticeable still.

The quite exceptional feeling of solidity and security given by the *Avanti* is largely due to the rigidity of the frame construction. The welded pressings form a single unit that includes the heavily valanced rear mudguard and thus provides a really firm structure extending from the steering head to the anchorage point of the swinging arm rear suspension. This system of construction also has the advantages of

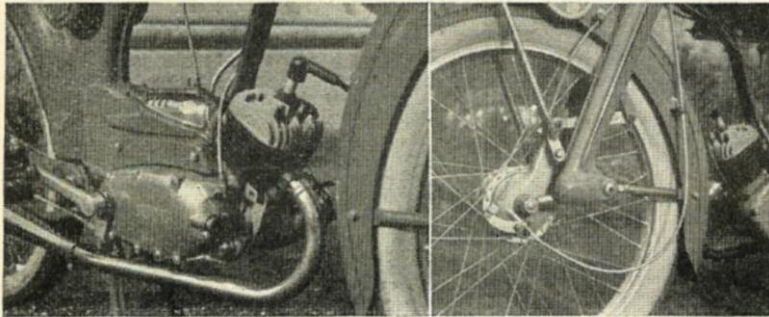
system, apart from keeping the noise at a remarkably modest level for so high performance a mo-ped, is very well plated and shewed no signs of tarnish while on test.

**For Keen Riders**

It would be a waste of money for the purely ride-to-work rider to buy an *Avanti* for that job alone. The machine would do it alright and it handles as well in traffic as anything on the market, but it is designed to be

sheer engine capacity. In its standard form as tested the *Avanti* is not a racing machine and sheer speed is not its major asset, but the alround performance, good handling and economy make it a first class starting point for a motor cycling career.

Disadvantages are the non-adjustability of handlebars and dualseat which make the riding position cramped for tall riders and the rather hard, narrow seat itself and, of course, the fairly heavy weight by conventional mo-ped standards. None of these, however, are likely to worry the young rider who wants a sports machine and this is just the market the *Avanti* is aimed at.



LEFT: The carburettor is completely enclosed except for the self-cancelling choke and the throttle cable adjuster. RIGHT: Note the effective paralld linkage of the front brake.

being easy to keep clean and providing space for a built-in tool box and full enclosure of the carburettor. There is no messiness from petrol seepage anywhere about the engine and no chance of road dirt getting into the wrong places either. The exhaust

is appreciated by the keen rider. Properly handled by a good jockey this little sports motor cycle (for that is what it really is) will produce a first class performance and give real pleasure and satisfaction to the youngster who likes to use his skill rather than

**SPECIFICATION**

- ENGINE : Two-stroke single, bore 38mm. x stroke 42mm., 47 c.c. in unit with 3-speed gearbox, hand controlled from left tist grip. "Bing" carburettor with self cancelling starting device.
- FRAME : Single beam, welded steel with integral rear guard and built-in tool compartment. Pressed steel bottom link forks.
- TANK : Saddle mounted. 1½-gal-lons including reserve. Quick action filler cap.
- SUSPENSIONS : Leading link front forks, swinging arm rear with telescopic damped spring units.
- WHEELS : 23in. x 2.25in. with finned full alloy hub brakes.
- CONCESSIONAIRES : Europa Imports, Ltd., 183a Oxford Road Reading, Berks.
- PRICE : £93. 0s. 0d. (including P.T.)



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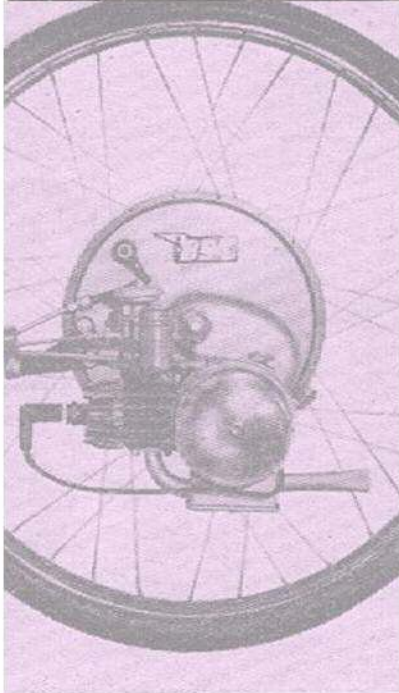
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