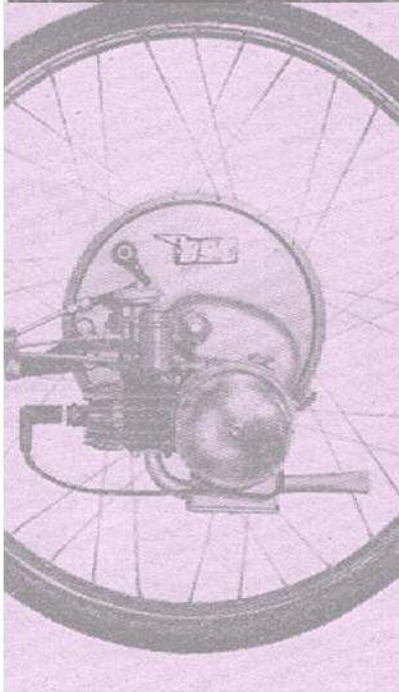
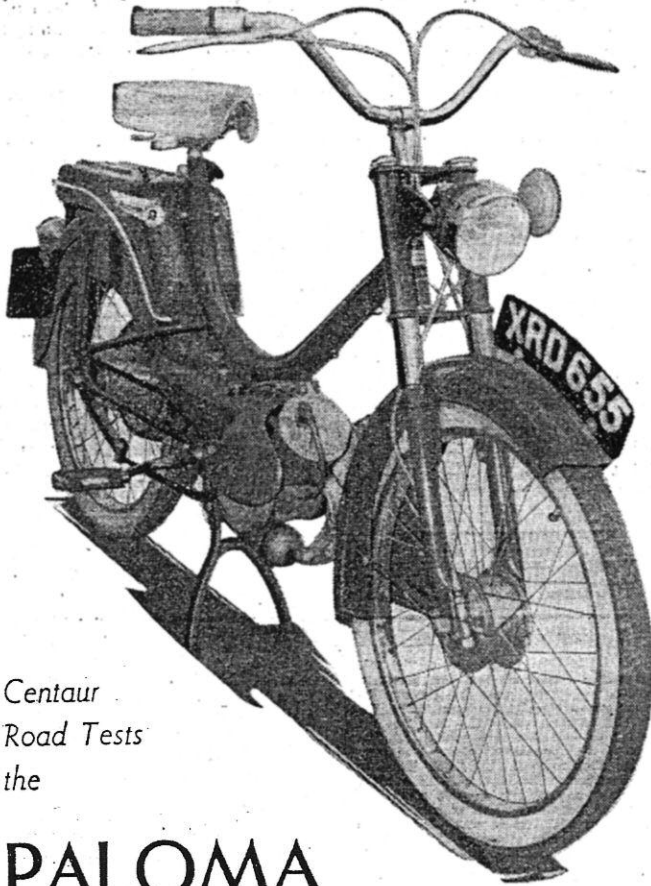


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PALOMA PARIS

THE new Paloma Paris, an improved form of the Paloma D.A.S.L., might well be described as the ideal about town moped. Easy steering, good road holding, rapid automatic acceleration from the Lavalette engine and Multimatic progressive clutch, all make for smooth, relaxed operation.

This is undoubtedly a fast machine. With a top speed of 36 m.p.h. cruising speeds of around 30 m.p.h. are quite feasible. With speed you must have efficient braking, and once more it is hard to fault the Paloma. The front anchor is particularly effective and a combined stopping distance of 30ft. is unusually good. There is no violent shuddering or skidding in a crash stop either. A lot of credit for this must go to the new full width hub, which strengthens the wheels and keeps them rigid under stress.

This machine has been built especially for the concessionaires to bridge the gap between the old Paloma and the Pal, and it therefore incorporates some of the best design features from both these mopeds. At first glance the new model seems very similar to the D.A.S.L. upon which I reported in September 30, 1959 issue. The most noticeable difference is the depth of the mudguards, ideal for keeping off the mud and dust. They also improve the styling of the machine, giving it more "body." The forks are heavier, too, and in fact they are the "luxury" pattern fitted to the Pal. Some people may find them on the firm side, however, as this is a lighter machine.

Improved Headlamp

I have already mentioned the larger hubs, and the final improvement is a heavier lamp, with provision for a speedometer. The one fitted to the test model, incidentally, had little more than a decorative value below 25 m.p.h.

The styling is attractive and the finish good. The sensibly placed

carrier/tank allows a clean, graceful sweep by the main frame member from the handlebars to the saddle. As the photograph shows the engine is suspended underneath. The two engine covers are very easily removed and replaced, but they did not keep all the oil off my trousers. The mudguards lend a sophisticated air to a very attractive moped. I was particularly impressed by the manufacturer's attention to detail—there were no wrinkled welding joints lurking beneath the excellent chrome.

Detail design is very good. The screw-on petrol tap is easy to operate, the filler cap large and leak-proof, the pedalling chain is kept taut by a spring loaded lever, the tank makes an excellent platform for a shopping basket and is equipped with brackets for straps and so on. The paint was inclined to wear rather easily, however.

The riding position felt a little insecure at first without the bulk of a tank between the knees, but the shape of the bars and firm front suspension made for maximum control and hairline steering. The bars can be adjusted for angle and height and the saddle for both angle and height. The brake lever pivots are welded to the bars, but their shape and position were just right, for my hands at any rate. Starting is of the pedal and go variety, and was never faulted. Once under way the pedals became footrests and all the rider had to do was steer and control the speed through the twist grip and brakes. There was nothing more to it than that.

The Multimatic clutch gives quicker acceleration than the usual type of automatic. It has two sets of shoes, the lighter set allowing the engine speed to build up as the machine moves off and the second set locking at about seven m.p.h. The build up of revs means that the moped will accelerate more rapidly and when the larger shoes eventually lock, all the engine power is harnessed in driving the Paloma. This also cuts down clutch wear.

A Joy to Ride

It is this combination of Lavalette engine and clutch, powerful brakes and easy steering that make the Paloma such a joy to use in heavy town traffic. All the performance available can be used with the confident knowledge that you can stop quickly if necessary. I have one comment which applies to many other models—noise, although by moped standards this is not a very noisy machine. One of the great things about moped travel, especially in towns, is that its small size makes life easier for other road users. Nothing, however, is likely to create more antagonism among the general public than the irritating high pitched whine of a moped at speed. Surely more efficient silencing would be worth the little extra cost to manufacturers from the public relations angle alone.

Another limit to the speed at which a moped can comfortably be ridden is vibration, but this only makes itself felt as the last few miles an hour are being squeezed out of the Paloma.

On the open road I found the suspension too firm for comfort, and the saddle did not absorb many of the road shocks. It climbed hills with tremendous ease and power, however. Once back among heavy traffic in crowded streets this easy-to-handle, enjoyable-to-drive moped was in its element; it rates high on my list of perfect town transport.

TEST STATISTICS

SPECIFICATION	PERFORMANCE
Engine: Lavalette two-stroke; 40mm. bore X 39.6mm. stroke=50cc.; effective power 1.8 b.h.p.; normal speed, 4,800 r.p.m.	Maximum speed: Flying 1/10th mile, 36 m.p.h. Standing 1/10th mile, 18 m.p.h.
Gearbox: Fully automatic with Multimatic clutch, no lubrication or adjustment required; pedalling or kick start; spring loaded button on pedal shaft renders engine independent of cycle.	Acceleration: No pedal assistance. 0-10 m.p.h., 3.5 sec. 0-20 m.p.h., 11 sec. 0-30 m.p.h., 17 sec.
Frame: Tubular construction; telescopic front forks; rigid rear end.	Economy: At 20 m.p.h., 170 m.p.g. At 30 m.p.h., 112 m.p.g.
Tank: 1½-gal. with special screw top for easy access.	Hill climbing: Time for hill: 1 min. 23 sec. Test hill 0.5 miles long; max. grad. 1 in 10; average grad. 1 in 16.
Lights: Head and tail lamps fed direct from flywheel magneto generator.	Braking:
Wheels and brakes: Both brakes 4½in. alloy hub internally expanding.	At 20 m.p.h. Front Rear Both At 30 m.p.h. 18ft. 25ft. 16ft. 37ft. 44ft. 30ft.
Equipment: Luggage carrier combined with petrol tank; tyre pump; centre stand.	Pedalling: Maximum pedalling speed, 12 m.p.h. Comfortable pedalling speed, 8 m.p.h.
Finish: Pale red or Paris bronze.	Tester's weight: 170lb.
Weight: Approx. 65lb.	Conditions for Test: Dry, light wind.
Concessionaires: Europa Imports Ltd., Arkwright Road, Reading, Berks.	
Price: £60 16s. 5d. inc. P.T.	
Extras: Plastic legshields, £3 10s.; panniers, £1 16s. 3d.; windscreen, £3 19s. 6d.; speedometer, £1 19s. 6d.	