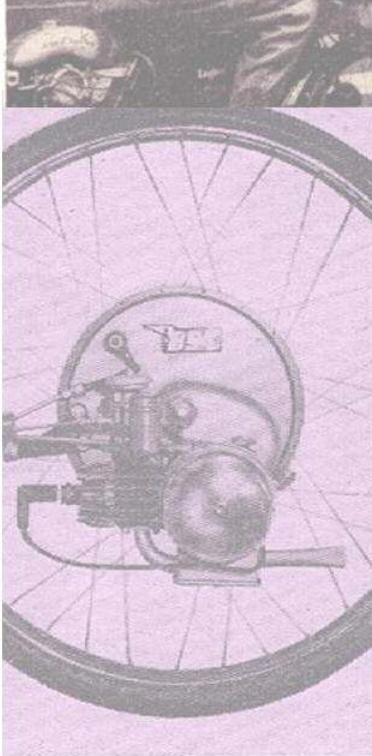


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ROAD TEST REPORT

The Paloma

PARIS

SINCE our test report two years ago on the *Paloma DASL* model we have heard nothing but fully satisfied comment from readers who bought and used the machine. As we wrote at that time "The most popular mo-ped buy in the world today is the single speed type with automatic transmission . . . in essence they are the civilised descendants of the original motorised cycles and retain many of the basic cycle characteristics of relatively light weight, easy handling and practical pedalling that have been lost by more complicated jobs. . . ."

That is the basis of the success of the *Paloma* and the model we have just tested called the *Paris* lives up to all the good things we said about the *DASL* plus some luxuries as well.

The main frame the *Lavalette* engine, tankage and general layout are the same for both models but the *Paris* has the larger diameter front forks and full width hub brakes of the more luxurious rear sprung *PAL* model that tops the range. It also has fully valanced mudguards and provision for a headlamp mounted speedometer, if that optional extra is required. A further minor improvement that also applies now to the rest of the range is that the pedal drive chain is tensioned by spring-loaded jockey pulley which is, of course, self adjusting.

Both saddle and handlebars are fully adjustable and the machine can be made really comfortable for either tall or short riders. The fuel tank holds the very useful total capacity of 10½-pints and is mounted below the saddle, leaving the open frame quite free for access with nothing in the way of coat or skirt. The engine is well shielded by detachable panels on each side secured by coin-slot screws, but very accessible with these shields removed. It is definitely an easy machine to work on although little maintenance is needed.

The *Lavalette* engine has a performance above average in the 50 c.c. class in acceleration, pulling

Despite a gloomy London, the bright new Paris brought a cheerful note to this November day



power and speed and drives through what is called a "Multimatic" two-stage automatic clutch. Two pairs of shoes are used, the starting shoes taking up the drive from standstill and the main shoes coming into operation at around 7/8 m.p.h. to provide a direct drive controlled by road speed. There is thus a drive for each purpose contained in a single, simple unit.

Primary drive is by endless belt and there are separate chains for the power and the pedals. Brakes are hand operated by long ball-ended levers affording maximum control with very little muscular effort. Tyres are *Michelin* 23 inch x 2 inch with whitewalls as standard and the machine used for this test was equipped with optional extras in the form of a speedometer, a pair of pannier bags designed for the *Paloma* range, a new *Europa* windscreen with universal fittings and legshields.

All Purpose

Starting is very easy. The machine can be pedalled freely up to the speed where the main shoes take up the drive and turn the engine over smartly enough for a first time fire and an immediate surge of pulling power. Alternatively, the machine can be started on its stand by a single kick down of either pedal. It takes a couple of hundred yards to warm up enough for brisk acceleration but the self-cancelling choke device will stay

in if the throttle is used gently at small openings for the first half minute.

Once warmed up the getaway is lively if the throttle is opened progressively at first but a good fist-full of grip actually makes the first 5 m.p.h. a bit slower in coming up. It is an old story with all automatic transmissions that one can use them without any skill or care at all, but they do a bit more for you if you handle them intelligently.

In the middle part of the range, 15 to 25 m.p.h., the acceleration is better than many larger machines and some quite astonished motor cyclists found themselves being left behind the *Paris* in traffic as they kicked their gears around while we kept on pulling hard all the way up. The power is available over most of the rev range and the light weight of the machine pays off well in all round performance.

There have been many arguments about the top speed of the *Lavalette* engine and some fancy claims. We can only say that this one performed exactly the same as our previous test model with a maximum speed of 37 m.p.h. with the rider sitting up straight and a tendency for the revs to go up quickly and easily to well into the 40's at any favourable grade. With a fully run-in unit it is possible (and with the *Paris* forks and brakes safe) to attain something near 50 m.p.h. on a down grade and the engine seems to thrive on this sort of treatment.

The *Paloma* is, therefore, a genuine all-purpose machine equally suitable for heavy traffic or open roads. On hills it can deal with most main road grades at a fair speed, but if the revs are allowed to drop too far the automatic clutch starts to "hunt", slipping and picking up the main drive alternately but keeping the machine moving. This does no harm over reasonable distances as the "multimatic" clutch is designed to do just this but we found it pleasanter to use the pedals to maintain about 10 m.p.h. on the direct drive which called for very little effort, even on 1 on 8.

However, a disabled driver could rely on this unit to get him around most of Britain without pedalling at all if necessary.

We could find no fault with steering and roadholding. The heavy forks absorb front end shock both large and small without dancing or bottoming and the rear wheel stays firmly on the road without apparently feeling the need for springing. From the comfort viewpoint we must criticise that small French saddle, although this one is not a bad specimen of its kind, but the full adjustability of saddle and handlebars enabling the riding position to be set to suit any rider, plus good front springing and the flexibility of *Michelin* tyres make for a high all round standards of comfort.

Brakes on the test machine were excellent, the front one in particular providing very quick and smooth stopping power with full stability. Drizzling rain during the test period created some unpleasantly greasy road conditions but the machine

handled well throughout and we had no skids unless deliberately provoked.

Silencing of the exhaust is good without being exceptional and there is no mechanical noise at all. Furthermore, engine vibration is negligible at all speeds with the smoothest patch at just under 30 m.p.h. when nothing could be felt through handlebars or saddle at all. As most riders know, the *Lavalette* engine rarely needs any maintenance except regular decarbonising of the exhaust system and it is a point worth noting that the pipe and silencer can be removed and replaced in a few minutes without touching anything else.

One Step Up

The accessories tested with the *Paris* shewed up well, notably the screen. We have not been much impressed with mo-ped windscreens in the past as they either seem to provide little protection and else have an adverse effect on handling, but this new *Europa* model makes a better compromise than most. It does not provide protection for the hands but it gives good body and face cover to riders up to middle height, does not catch the wind, is strong and is backed by a service of replaceable blades when required.

The panniers are neat and waterproof and will carry enough for an overnight stop plus a woolly and waterproofs for the all-weather rider. Incidentally the top of the fuel tank is designed as a proper and very sturdy carrier.

Most useful of all mo-ped extras in our opinion are legshields and

those on the *Paloma* are excellent. They look good (in white for night safety), really keep the legs and feet warm and dry and do not obstruct engine cooling or accessibility in the least. In conjunction with the long and fully valanced front mudguard of the *Paris* one can ride straight through puddles without getting splashed.

By contrast the shielding of the chains is sketchy and a well greased chain may result in well greased trousers if care is not taken. But criticisms of this machine are few.

It is a pity that there is still no Reserve tap and it is by no means easy to see the last two or three pints in the tank from the filler cap. The small saddle we have already mentioned and the only other item that we feel could be improved is the lighting which is adequate for urban conditions but limits the use of the machine's high performance out in the country and has no handlebar switch for dipping.

One of the points of criticism of the *DASL* was the quality of the paint finish but this does not apply to the *Paris* which is offered in a very attractive bronze metallic finish or a dignified red, both of excellent quality. This is a class machine and it looks the part.

SPECIFICATION :

ENGINE: "Lavalette" 50/2 model.

Bore: 40 mm. Stroke 39.6 mm., capacity 49.6 c.c. Compression ratio 6.1 to 1. Claimed output 1.8 b.h.p. at 4,800 r.p.m. Cast-iron barrel, alloy head, domed alloy piston. Roller bearing big end, large section ball mains.

CARBURETTOR: "Gurtner" D.12 with 23 main jet with self-cancelling choke and air filter.

ELECTRICS: Flywheel magneto type VM/BB. Lighting coil output 6-volt/10 watts. Bulbs, front 6 v. 1 amp., rear 12 v., 4 amp.

TRANSMISSION: "Multimatic" centrifugal clutch mounted direct on mainshaft. Primary drive by V-belt to countershaft pulley with disengaging device. Final drive by chain with independent pedal drive.

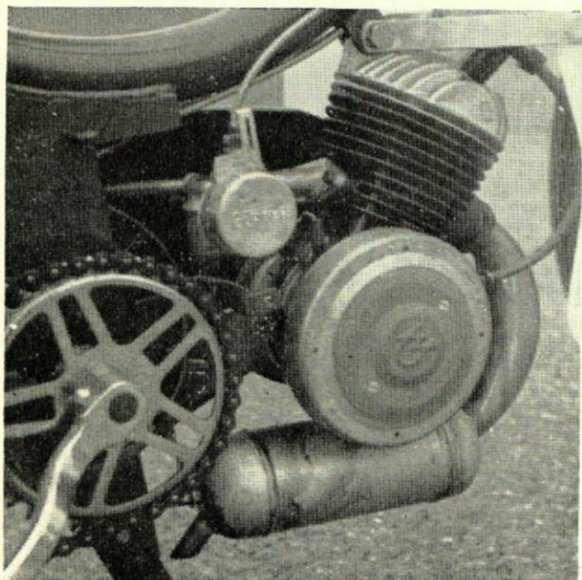
WHEELS: 23 in. x 2.00 in. with "Dunlop" tyres. Alloy hubs with full width internal expanding brakes.

FRAME: Single main tube, rigid rear end with integral carrier. 10½-pint fuel tank. Telescopic front forks. Adjustable saddle and handlebars.

PRICE: £60.16.5. (including P.T.).

EXTRAS: Windscreen £3.19.6., Legshields £3.10.0., Panniers £1.16.3., Speedometer £1.19.6.

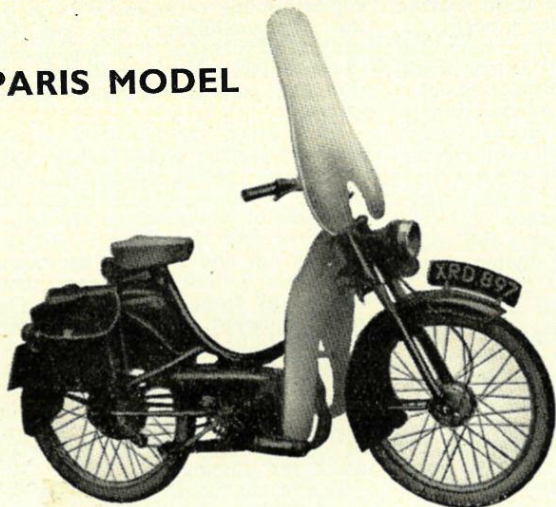
CONCESSIONAIRES: Europa Imports, Ltd., Arkwright Road, Read-



Obviously simple to get at, the engine is shown with covers removed. Carburettor, magneto and exhaust system can be clearly seen

Paloma . . . as simple to ride as a bicycle

PARIS MODEL



See and try it at your local Dealer or write for illustrated catalogue to Sole Concessionaires for U.K.:

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Arkwright Road, Reading, Berks.
Telephone: 84393/4

- ★ Completely Automatic Clutch
 - ★ Powerful Lavalette engine
 - ★ Telescopic Forks
 - ★ Full width alloy hubs
 - ★ Valanced mudguards
 - ★ 1½ gal. Petrol tank.
 - ★ Colours: Paris Bronze or Red.
- and only £60. 16. 5. inc. P.T.

OPTIONAL EXTRAS:

| | | | |
|------------|---------|-------------|---------|
| Windscreen | £3 19 6 | Speedometer | £1 19 6 |
| Legshields | £3 10 0 | Panniers | £1 16 3 |

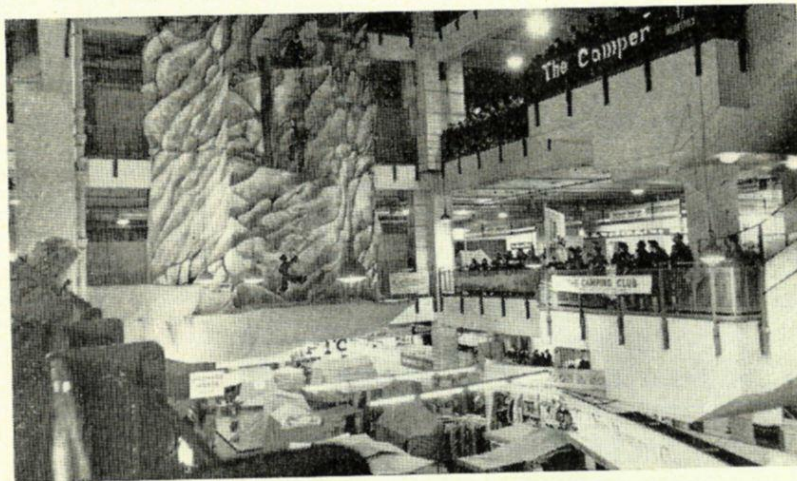
PALOMA AFTER-SALES SERVICE AVAILABLE THROUGHOUT THE COUNTRY

What is C.O.L.E.X. ?

C.O.L.E.X. is the nickname for the Camping and Outdoor Life Exhibition to be held at Olympia in January. Perhaps the "Outdoor Life" part of the title should be stressed as much as the camping part, because the show will have a great deal to interest those who don't actually go camping but are active out-of-doors. For this reason, most scooter and moped riders will find it an enjoyable and profitable event.

Among the spectacular displays to be arranged are parachute drops 80 feet from a hanging aircraft (visitors can have a go), underwater swimming, viewed through a glass window, and mountaineering demonstrations.

There will be continuous demon-



Above: visitors watch army climbers at work high above the displays of modern tents and equipment

strations of athletics, golf, tennis, table tennis and soccer (including a 5-a-side match of Internationals against a Variety team); exhibition boxing bouts, a judo contest for a barrel of beer, and weight-lifting and cricket demonstrations.

The sister magazine to P&P, *The*

Camper, will be on sale from Stand No. ONE—it's a good shillingsworth and will be invaluable when looking round the show. The exhibition is open to the public from Jan. 5th-13th (trade, 2nd-4th) from 10 a.m. to 9 p.m. Admission is 3s. adults and 2s. children.