

POWER & PEDAL

with the SCOOTER

119 Doll

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high performance machine at an attractive price.

Stand 76: EUROPA IMPORTS, LTD. A big show of four makes in mo-peds, scooters and motor cycles. A new range of "Paloma" mo-peds, automatic clutch single speeders at reasonable prices and a brand new scooterette with a 50 c.c. blower-cooled engine and full size scooter looks. *Victoria* and *D.K.W.* high performance mo-peds and the "155" 50 c.c. motor cycle with very modernistic styling are also on the stand and in addition there is another new range of two motor cycles and a new *Motobi* scooter with a 75 c.c. OHV engine, spoked wheels and dualseat all-in for a shilling under £100.

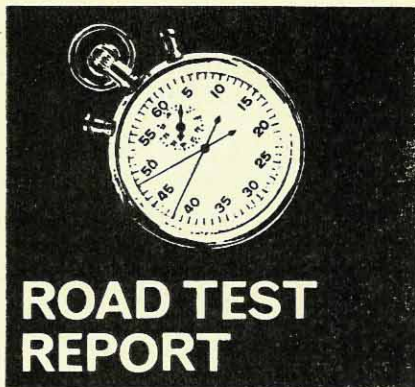
Stand 83: EUROPEAN HONDA TRADING Co. Ltd. Very fast OHV

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This is no giant with a Lambretta—its the editor with the new French 50cc. Vispetta. Why was he snatching it off the Silver City aircraft? Whats so special about it? See the full exclusive story on P.548

STOP PRESS



THE PALOMA 'VISPETTA'

New French 50 c.c. scooterette
with a heavyweight look

ONE of the most interesting scooters to arrive in Britain for quite a long time is the new *Paloma "Vispetta"* which came off a Silver City freighter at Lydd airport a few days before the Show and was immediately ridden away by the Editor of *Power & Pedal* for its first test in Britain.

As its name implies, the *Vispetta* has quite deliberately been designed to make the best of both the Italian scooter worlds in appearance and basic construction. The *monocoque* principle of pressed steel chassis and the appearance of the centre portion are pure *Vespa* while the panel work (to quote one English observer) is more *Lambretta* than the original, but strong though this appearance identification is, the new scooter is a genuinely original design and production job fairly bristling with qualities in its own right.

To start with this full-sized solidly built scooter has an engine of only 50 c.c. by Morini of Italy. With a three speed gearbox in unit, this is situated in front of the rear wheel with a final drive by chain. The

slightly inclined cylinder is blower cooled and enclosed in alloy cowlings, the hot air being ducted clear of the engine rearwards. The *Dell'Orto* carburettor is mounted separately from the power unit to an air cleaner/silencer under the fuel tank and its induction pipe is a short length of telescopic tube to the inlet stub.

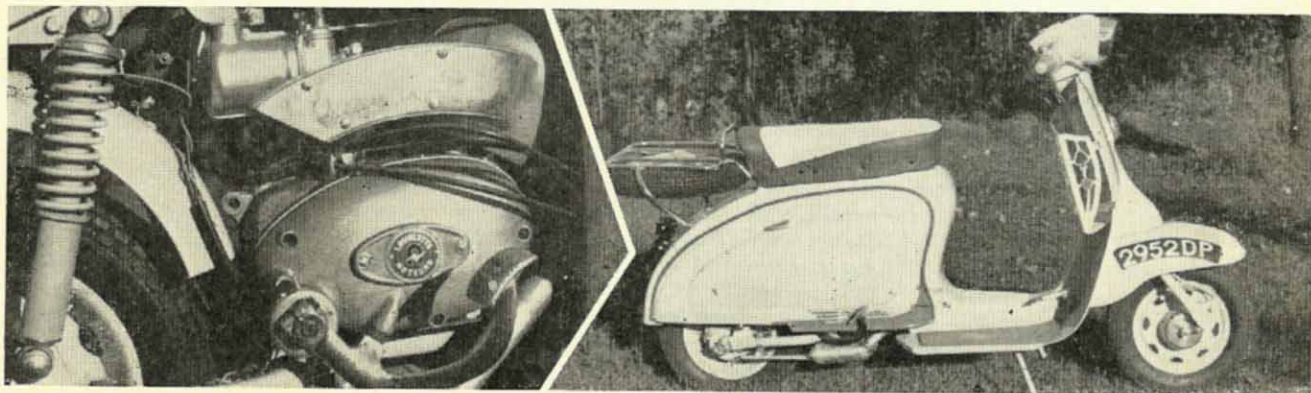
The main chassis forms a single welded-up unit with the footboards and front shield with large detachable side panels providing access to the engine, transmission and rear wheel. A wide "beak" type front mudguard is bolted on for easy replacement if necessary. Headlamp and handlebars are very neatly shrouded and appearancewise the machine is enhanced by the fitting of a semi-dualseat which hinges up for access to the fuel filler cap and "tickler". The external fuel tap and the tool compartment are below the saddle nose.

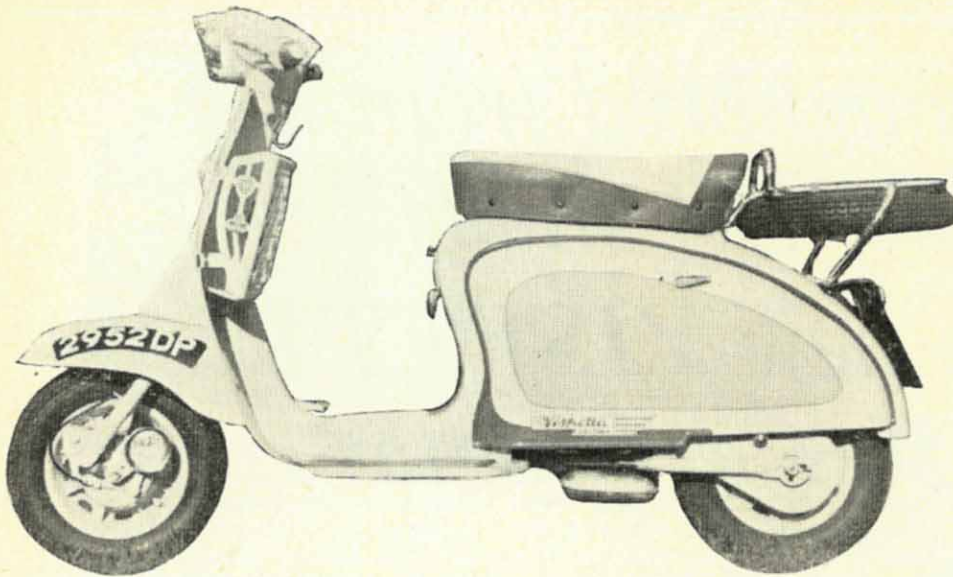
Both wheels are supported on both sides, in front by tubular bottom link forks and at the rear by swinging arm forks also tubular and fitted with cam chain adjusters at the ends. Suspension

is by coil springs throughout. The wheels themselves are unusual on scooters being of the wellbase type instead of the more common split rims. Like all the rest of the machine they are very solidly built in welded-up steel pressings and they are shod with 9-inch by 2.75-inch tyres.

From the word "Go"

The idea of taking over the machine literally from the doors of the plane was not purely a gimmick. Both the importers, Europa Imports, Ltd. and ourselves have heard plenty of complaints from both dealers and customers about the amount of work needed on some imported machines and taking the *Vispetta* straight on to the road with only one kilometre of test mileage on the clock was in itself an important part of the test. Apart from the fact that the new engine was very tight and took some 20 miles running before it would turn over freely, it stood up to the test excellently and no adjustments of any kind were needed during the time the machine was in our hands.





Because of its full-sized scooter looks we found it difficult to adjust ourselves to the 50 c.c. performance standards, the more so because, as running-in progressed, the smoothness at high revs encouraged us to let it have its head on favourable grades when it purred happily along at no less than 40 m.p.h.

However, this is not what the *Vispetta* is intended for and we found that 25-30 m.p.h. cruising range is the effective performance on more or less level roads. On hills the speed drops off fairly sharply and it is best to change down early to keep the revs up and climb at about 20 m.p.h.

Acceleration is not of the sporting order and getaway is somewhat limited by the necessarily low bottom gear, but we found no difficulty in keeping up with urban car traffic. Stop and restart tests on steep gradi-

ents provided a surprise in that the little engine took off with a 13-stone passenger on 1 in 6 without protest or excessive clutch slipping. There is plenty of power at low revs and no violent blipping of the throttle is needed to get moving, in contrast with some other lightweight scooters we have met. The *Vispetta* will amble along at 12 m.p.h. in Top if required in almost complete silence.

Some roughness in the middle part of the speed range disappeared completely when over-revved but as this seemed to be improving right up to the end of the test we think that complete running-in may be part of the answer. However, so high are the general mechanical standards of this machine that we feel an additional torque strap to the unused rear upper engine mounting would smooth things out completely. Nothing rattles and

there is virtually no mechanical noise at all.

Steering is of the hands-off variety on normal surfaces and the springing is very good indeed. Both brakes have adequate power to stop the machine independently or together. The seat is too short for two adults but a mother and child loading would be reasonably comfortable and within the capabilities of the power unit.

This one should stay

So many scooterettes have come and gone in the British market in recent years that we share the caution of the trade in approaching them, but in this case we can find none of the objections noted on earlier specimens.

The construction of the *Vispetta* is quite exceptionally tough. Bodywork, wheels, power unit and all fittings are really strong and solid and this combination of French and Italian scooter-using experience is certainly tough enough to stand any thing short of deliberate maltreatment.

Criticisms within the limitations of performance are hard to find. We would like it a little smoother; a more positive gearchange would be a help to the novice rider; a more audible horn, perhaps. But these are details and other details are better than average, such as the side panels that are really easy to get off *and on*, the built-in stop light to save hand flapping and the non-slip rubber on the footboards.

The *Paloma "Vispetta"* is a good scooter in its class and should create a permanent market for the 50 c.c. engine in the scooter field.

Specification

Engine

"Lavalette-Morini", bore 38mm., Stroke 42mm., capacity 49.3 c.c., 2.2 b.h.p. at 6,000 r.p.m., Dell'Orto carburettor with air cleaner. 3-speed gearbox, hand controlled, Gear ratios: 14.61, 8.20 and 5.41 to 1, multiple disc clutch, enclosed secondary chain with cam adjusters.

Body

Pressed steel monocoque chassis/body assembly with removable side panels and front guard tubular forks front: bottom link trailing arm, rear: swinging arm, both with coil springing. $\frac{3}{4}$ -gallon tank under dualseat

Wheels

Interchangeable, steel wellbase, 9-inch x

2.75-inch "Ceat" scooter tyres. 4-inch internal expanding brakes.

Electrics

Flywheel generator with external high tension coil. Double filament headlamp, tail and stop lights controlled by handlebar switch with horn control and kill button. Illuminated speedometer headlamp mounted.

Weight

135 lbs

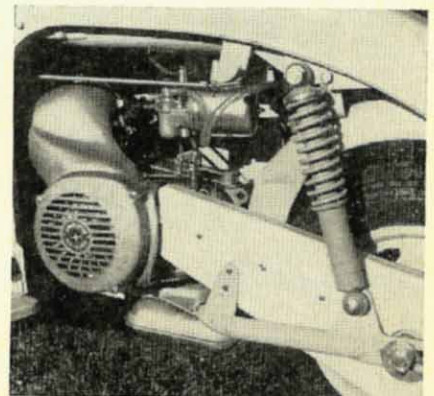
Price

£95.14.0. (Including P.T.)

Concessionaires

Europa Imports, Ltd. Arkwright Road, Reading

Power unit



*A Thoroughbred from
the "Paloma" stable*

*The new VISPETTA
50 c.c. Scooter*



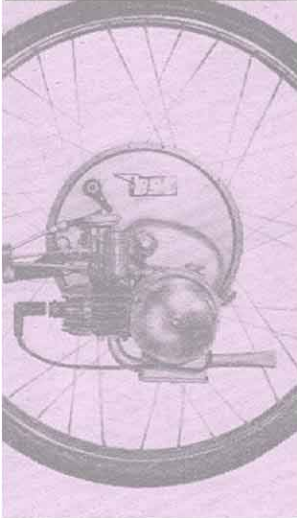
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