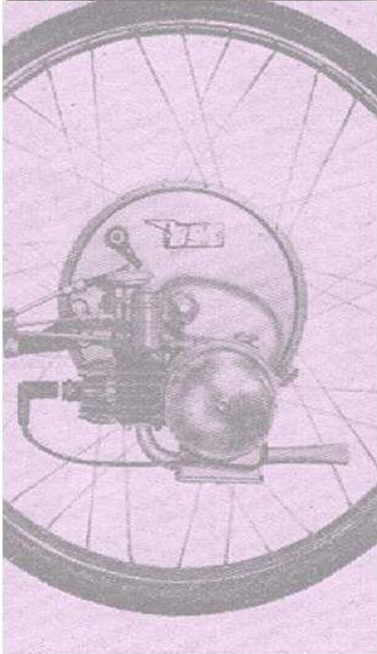
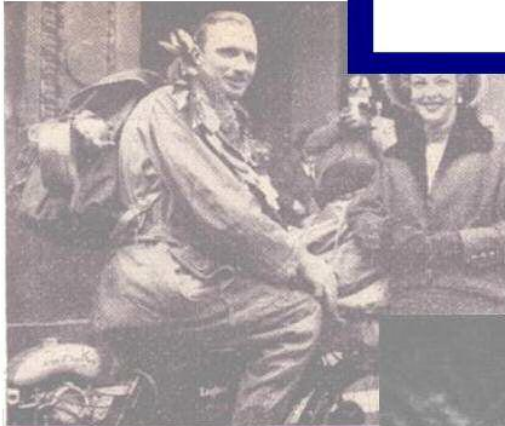


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TO PARIS — BY PALOMA

An Account of an
Unusual Trade Outing

"We made it!":
outside the
Lavalette
factory

THIRTY-TWO English mo-ped dealers went to Paris for two days at the end of July. And all of them rode from London to Paris and back to Boulogne—about 350 miles in all—on 50 c.c. *Paloma* mo-peds. It was a tribute to the amazing ability of these machines that only one of them (on loan to 'Power and Pedal') broke down beyond immediate repair—after being raced down a hill at 50 m.p.h.! This was quite an achievement as the party included a number of heavyweights, the heaviest being 17 stone Aylesbury agent Mr. Michael Riley.

The official purpose of the trip was to visit the new Lavalette engine component factory (all *Palomas* have Lavalette engines with automatic transmission) on the outskirts of Paris. There was, of course, plenty of free time to taste the pleasures of gay Paris. Arrangements were made by the

U.K. *Paloma* concessionaires, Europa Imports Ltd., of Reading, under director Jack Stocker who joined the party in Paris. On arrival at the Lavalette factory the agents came under the wing of Lavalette export manager Mr. Richard Gimblett who showed them round the factory, an impressive example of a modern, pleasant and efficient works. Climax of the day came when Lavalette personnel, headed by director W. Weilleurm, were hosts to the party at a merry many-course luncheon.

And Back Again

The return run to Boulogne was made in fine style, with a *Paloma*

display van leading and a Lavalette service van bringing up the rear. Europa sales manager Peter Nichol rode along with the service van to help with the few minor breakdowns (whiskered plugs, dirty petrol etc.) and to keep the party moving. French-born agent André Baldet was a great help with the language during stops at cafés. From Dover a coach took everyone back to London while the machines went by lorry.

A final compliment to the *Paloma* came from Jim Gifford of Messrs. Pountney, Birmingham. He decided to ride his machine from Dover to Birmingham because, he calculated, "it's quicker than train."

Below: A scene of activity outside the workshops before the return



On Right-hand side and in single file, the party streams away from Paris