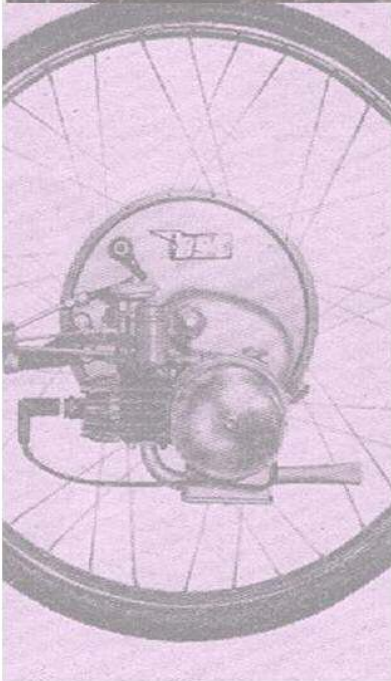
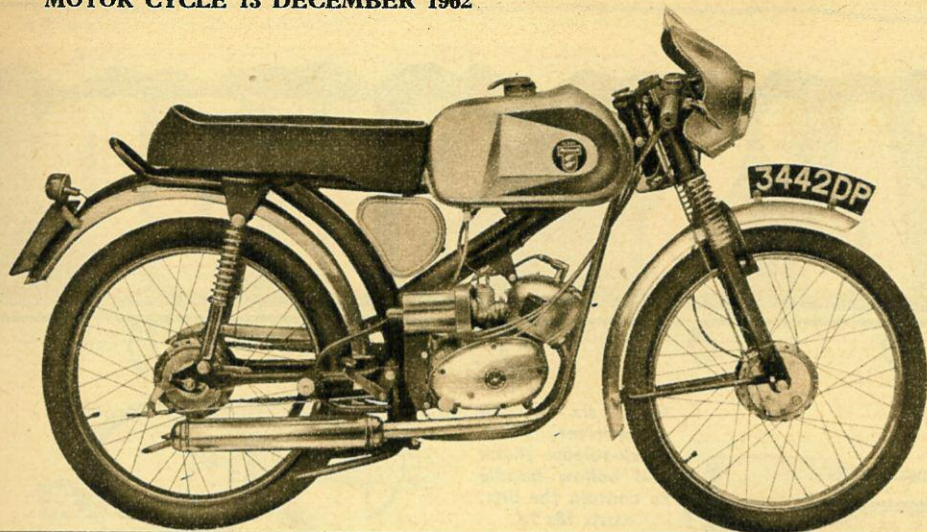


# IceniCAM Information Service



[www.icenicam.org.uk](http://www.icenicam.org.uk)



The Flash is new to this country and it is built in the current continental vogue; that is the reason for the uncomfortable riding position—for a roadster.

Don't let that put you off. With a few alterations to the handlebars and the footrests the model could be made comfortable—and a very nice little mount it would be.

With its very easy starting, tractability and lightness it could make an excellent ride-to-work machine. In its present form... well, I don't think it will be long before we see Palomas on the home tracks.

# c'est sportive

**IMPRESSIONS OF A 50 c.c.  
PALOMA FLASH by michael evans**

**Y**ES, c'est très sportive! The petite mam'zelle is one of the most interesting tiddlers on the British market. But, oh, that riding position! Combining the comfort of a tourer with the looks of a racer is extremely hard to do; and, indeed, the Lavalette firm have not entirely succeeded in resolving the problem.

The seat is hard and the riding position cramped—especially for a rider bordering on six feet. But the machine was ridden in the style for which it was designed. With one's head on the tank and rear end hard against the raised back of the seat, the position was tolerable for about-town riding—but not for long distances.

This one criticism spoiled an otherwise endearing mount. The fan-cooled Lavalette engine left no cause for complaint; it was quiet and punchy and extremely tractable. The impression gained, however, was that the machine was a trifle undergeared overall.

On cold mornings use of the automatic choke and the tickler provided on the Dell'Orto carburettor ensured that the engine came to life at the first kick. The left-side kick-starter is unusual in that it is operated in an anti-clockwise direction—by

the heel. The simplest way of starting was to stand at the side of the machine and prod.

Performance was good and the maximum speed recorded was 55 m.p.h. The speedometer was optimistic and 48 m.p.h. would probably be a more accurate figure. The Paloma could be cruised happily at a true 40 m.p.h. Braking was good and a figure of 35 feet from 30 m.p.h. was recorded. One gallon of petrol took the machine about 130 miles.

Gear changing was achieved with the greatest of ease—one of the best examples ever of a twistgrip gear change. Neutral clicked into place without the slightest fuss.

Good handling is a strong point with most 50 c.c. motor cycles. And that of the Paloma Flash was well up to par. In spite of the fact that the springing was hard, the steering was excellent; the machine could be laid into corners with supreme confidence.



## Specification

**ENGINE:** Lavalette fan-cooled 49 c.c. (38.6 x 42mm) two-stroke single. Compression ratio 5.8 to 1. Petrol ratio, 20 to 1.

**IGNITION and LIGHTING:** Six-volt flywheel magneto (energy transfer) ignition. Direct lighting.

**TRANSMISSION:** Three-speed gear box with twistgrip control. Gear ratios: top, 5.41 to 1; second, 8.2 to 1; bottom, 14.61 to 1. Primary drive by gears; final drive by chain.

**FRAME and SUSPENSION:** Duplex frame. Hydraulically damped telescopic front fork. Undamped pivoted rear fork.

**TYRES:** Michelin 2.25 x 23 (rear), 2.00 x 23 (front).

**WEIGHT:** 110 lb with no fuel.

**PRICE:** £109 16s 6d including British purchase tax.

**ROAD TAX:** £1 a year.

**CONCESSIONAIRES:** Europa Imports, Ltd., Arkwright Road, Reading, Berkshire.