

ROAD TEST REPORT

The PARILLA "Greyhound"

WHEN the scooter first appeared as a practical form of personal transport for everyday use it set new standards in comfort and weather protection, standards that the conventional motor cyclist had never thought possible. In this way it created a fresh market amongst people who would not otherwise have thought in terms of two-wheeled powered transport at all. At the same time these new standards caught the eyes of many who had already appreciated the advantages of motor cycles for getting around quickly and economically and there automatically became a place in the market for machines that combined the advantages of the scooter in protection, comfort and handiness with the performance and handling characteristics of the more conventional motor cycle. One of these machines is the *Parilla* "Greyhound", a neat, light scooter with a real performance and sweet handling in the best two-wheeler tradition.

Of Italian origin, the *Parilla* is a 150 c.c. two-stroke of conventional design with flat-topped piston, ball bearing mains and roller big end, built in unit with a 4-speed gearbox operated by foot control. Primary drive is by helical gears and final drive by exposed chain. Front and rear springing is provided by telescopic coil springs. Ignition and lighting current come from the flywheel magneto, the lighting system being rather unusual in that the twin filament headlamp runs directly from the lighting coils, but a rectifier and 5-amp. battery provide for parking lights.

The wheels are of the luxury motor cycle standard, having light alloy rims, spokes and balanced tyres, ribbed on the front and studded tread rear. A very light but well-sprung dual seat is standard equipment. Total weight is 185 lbs. dry.

Despite its 7 to 1 compression ratio the engine starts very easily hot or cold. There is a choke control under the dual seat but we found it more convenient to flood the carburettor through the hinged trapdoor on the offside of the engine for a cold start.

Once moving the liveliness of the machine was an immediate pleasure. Giving a fair handful of throttle and stamping the gears in with a flick of the clutch only, the acceleration was very good indeed from a machine of this capacity and found ourselves doing 40 m.p.h. without noticing how we got there. This 40-45 m.p.h. gait seemed to suit the *Parilla* best as a cruising speed and there was still plenty of throttle left to nip past another vehicle when the occasion arose. At around 50 m.p.h. some engine vibration made itself felt, although this was not severe enough to cause any discomfort.

The instruction book given with this machine calmly advises that running in speeds should not exceed 45 m.p.h. for the first 350 miles and 60 m.p.h. for the next 350. Such speeds are not exactly modest for a scooter and a one-fifty at that, so the attempts at maximum speed had more than average interest. With the rider sitting up we were able to record just over 50 m.p.h. in third gear and 56 m.p.h. in top. "Getting down to it" by lying along the dual seat raised this top gear speed to 61 m.p.h. These speeds on the flat, however, are by no means the limit of performance and a down grade swoop at full bore brought the speedo needle right round to 112 k.p.h. which, as the instrument appeared to be some 5 per cent. fast, is near enough to 68 m.p.h. It is worthy of note that even at this speed the steering was perfectly steady while the suspension seemed even smoother than at lower speeds.

It is not suggested, least of all

in the pages of *The Scooter*, that such speeds are the normal requirements of scooter riders or even that they represent a recommended way of using the *Parilla*, but it is a matter of real interest that a scooter type machine with full mudguarding and legshields can put up such a performance from a 150 c.c. engine and handle well into the bargain.

As a test of adaptability the machine was taken over a piece of trials territory consisting of a narrow path with high sloping face of deep dead leaves on chalk. There was no actual mud but recent rains had kept the leaves damp enough and the chalk slippery enough to prevent rushing. There were also many obstacles in the form of overhanging trees and bushes and fallen branches and minor boulders. The machine motored up solo with ease, the rider being able to keep his feet up and negotiate occasional swings up the bank to avoid obstacles in the path. A further severe test was an attempt on the same path with a pillion passenger. Some "footing to maintain forward motion" was called for but this was hardly surprising as the little *Parilla* was carrying more than double its own weight!

On the road with a passenger, incidentally, the gearbox was definitely there to be used, but the gear change is fast and easy, there is no howl in the indirect gears and third gear in particular offered a fine range of speeds that enabled the cruising speed to be maintained even up hills.

This is not a "true scooter" in the sense we normally use. It lacks the open platform type chassis the enclosed shaft or gear drive and low-speed slogging power of the more commonly known machines here, but it does offer many of the advantages of the scooter over the old style motorcycle whilst providing a very high performance with really excellent steering and road holding qualities. The finish and workmanship are first class and the unusually high degree of mechanical

PARILLA—Continued

silence even under conditions of hard driving suggests that long and troublefree life can be expected.

Criticisms are confined to details. The forward swing kickstarter was not easy to manipulate from the saddle; we would have liked a more powerful brake on the front end; it seems rather silly to put the choke control under the dual seat; and we found the combined horn-button, dip-switch, cut-out too fussy to handle in gloves.

Perhaps only those who are used to handling a variety of vehicles will appreciate what we mean in saying that the *Parilla* is a "happy machine", but that is how we found it. It makes you feel that whenever the sun shines you want to jump on and ride—anywhere and preferably fastish. It is not an everyman's mount but there is a big potential ridership who will thoroughly enjoy a run with the "Greyhound".

NEWS FROM HOLLAND—By ERASMUS**Autocycles as Job Bait**

A NEWS agency message from Barneveld, industrial town in the Netherlands, announces a novel way of attracting skilled labour to factories. The employers there have hit on the singular idea of promising an autocycle to every workman who agrees to sign up for a two-years' contract. Vacancies are now rapidly being filled because at present it is the wish of all factory operators there to be able to go to work on a autocycle.

No More Autocycle Races

The Dutch Minister of Transport has sent a message to motoring organizations announcing that in future he will not consent to autocycle races being staged on public roads. He has come to this decision, he says, in the interests of general safety. The motorised bicycle, he adds, was originally

meant to be a cycle on which one could propel oneself without pedalling. It, however, threatens to lose entirely its former character and to become instead a light motorcycle with the consequence that one continually tries to raise its speed.

The motoring organizations in Holland are in full agreement with the Minister.

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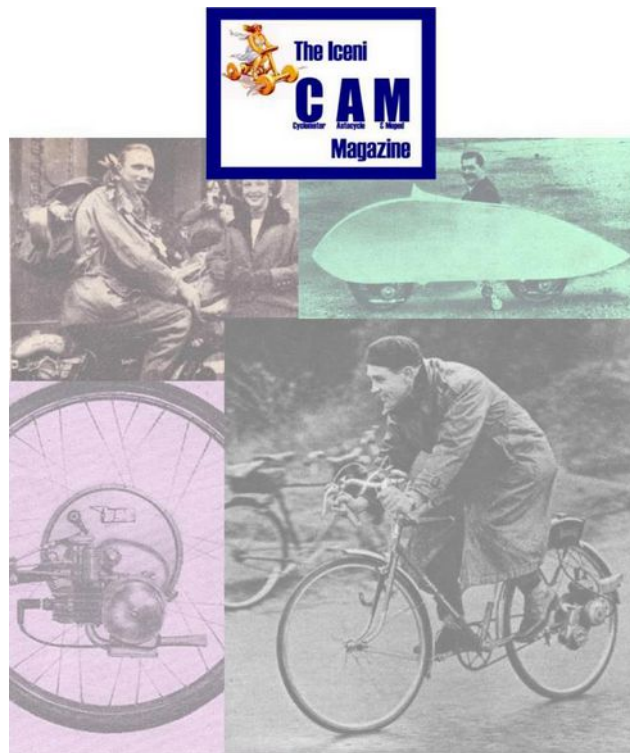
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