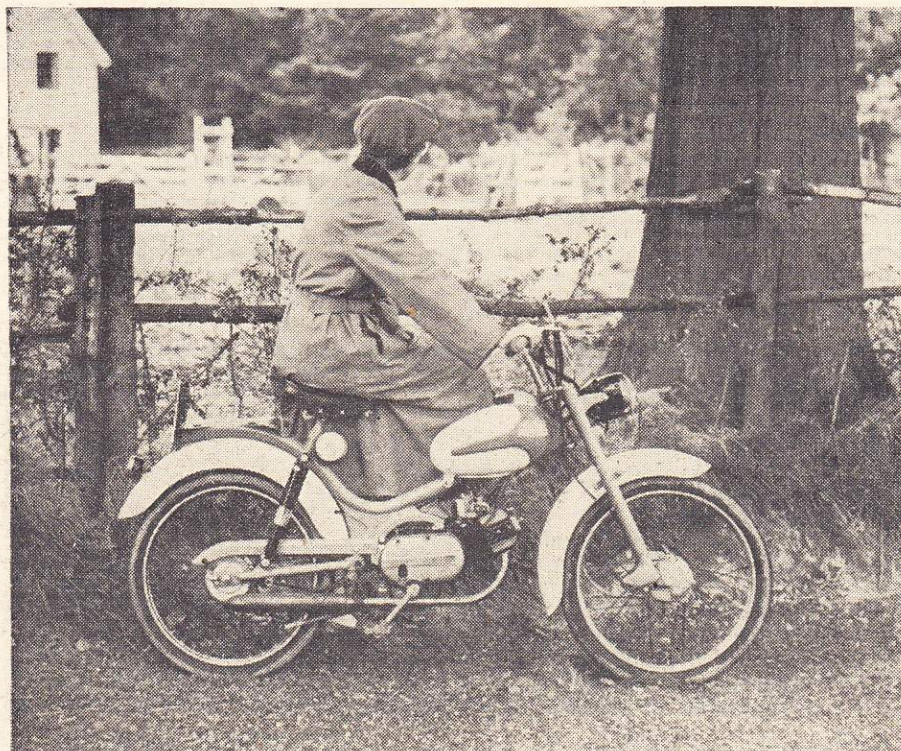


THE PARILLA T.4

An Overhead Valve Italian Machine
of Superlative Performance



SPELL "Performance" with a capital "P" and you have a good synonym for Parilla! This rakish, overhead-valve Italian moped rates such a catalogue of superlatives that it is difficult to know where to begin, but perhaps the most striking of its many characteristics is the smoothness of its powerful three-speed engine unit. From walking pace up to a 50-m.p.h. downhill gallop there is barely a tremor to be felt in the machine, and at normal speeds up to 38 m.p.h. on level roads it is silky in its smoothness.

The machine which I tested was that ridden to Cornwall by colleague Ken Bowden, and reported upon in our issue of September 5. In the interim, it had returned to its agent's premises for a check. Trouble had been experienced with the gearbox, second gear proving elusive—mainly a question of adjustment. However, I was troubled with a tendency for this gear to disengage throughout the test, though accurate selection in the first place and a steady hand on the grip did much to minimize it. Trouble with the locking of the selector was the likeliest answer. Even so, the Parilla romped up some really stiff hills in "second" without misbehaviour.

Its point-to-point performance was truly amazing. For fun, I took it for a 112-mile there-and-back gallop on a blustery day. The route was undulating and twisty, really

hilly in places, and with a fair sprinkling of town work. With the wind astern, the Parilla averaged 33 m.p.h. overall on the outward run; and 31 m.p.h. home, fighting a stiff headwind. A steady speed of 33 m.p.h. could be maintained on the level, and downhill the sky was the limit, for unlike most machines the Parilla will rev. freely on the over-run, and the speedo twice went "off the clock" at 50 m.p.h.! Uphill, it would slog steadily in top gear, though "second" was usually brought into play at about 20 m.p.h. First gear was resolved for really tough climbs. Needless to say, the machine treated CYCLING's test hill with supreme contempt, providing one of the quickest unassisted passages to date.

Steering, suspension and road-holding are all well above general standards, the rear suspension in particular being soft and very well controlled. The riding position is good, though I for one would prefer shorter bars placed farther forward. None the less, no saddle-soreness resulted from my Parilla excursions, and the expected crick in the back due to the rear-placed bars did not materialize.

Economy is good—as witness the test figures in the accompanying panel—and the brakes adequate for the job. Coupled, they provided a nicely progressive action, and proved themselves well up to the job of stopping this faster-than-usual moped.

The PARILLA at a GLANCE

Maximum Speed: 38 m.p.h. in 34 sec. from rest.

Economy: 190 m.p.g. at 20 m.p.h.

140 m.p.g. at 30 m.p.h.

Braking: From 20 m.p.h. From 30 m.p.h.

Both brakes . . . 12½ feet 30 feet

Front only . . . Not applicable Not applicable

Rear only . . . Not applicable Not applicable

Load Carried During Test: 200 lb.

Engine: Parilla o.h.v. four-stroke; 40 mm. bore x 39 mm. stroke=49 c.c.; c.r. 6.75 to 1; 1.8 b.h.p. at 5,750 r.p.m.

Gearbox: In unit with engine; three speeds with handlebar twist-grip gear change; chain primary final drives.

Frame: Of tubular construction, welded-up; swinging-fork rear suspension; leading link front forks with coil springs.

Tank: 1.4 gal. capacity.

Lights: Head and tail lamps fed direct from Marelli flywheel magneto-generator.

Wheels and Brakes: Coupled brakes, both 4½-in. diameter, internal-expanding in full-width hubs; chromium-plated rims and rust-proof spokes; 2.00-in. x 22-in. Pirelli tyres.

Equipment: Electric horn; tool kit; tool box; tyre pump; luggage carrier; centre stand.

Finish: White and grey enamel, with chromium-plated details.

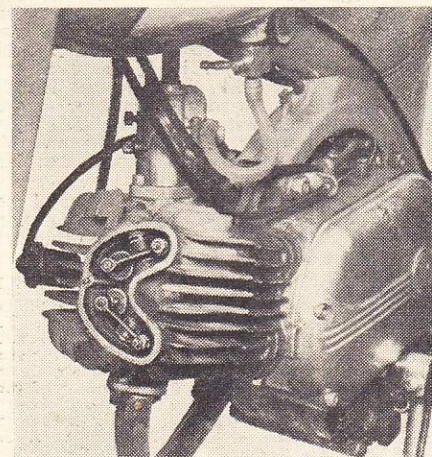
Weight: 118 lb.

Makers: Moto Parilla s.r.l., Via Oglio, 1, Milan, Italy.

Concessionaires: Carr Bros. Garages Ltd., 852, Brighton-road, Purley, Surrey.

Price: £108 10s. inc. P.T. Speedometer, £3 15s. inc. P.T.

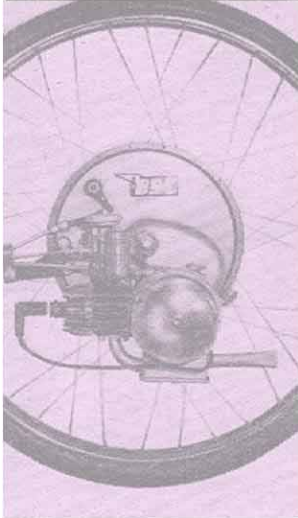
"Do not trust the horse . . ." wrote the Ancients. And though this Parilla-mounted lass has paused by the riding stable during her Sunday outing, no perfidious animal has condescended to put in an appearance! Below is seen the four-stroke engine with the valve cover removed.



Starting was good under all conditions; the engine quiet mechanically, and the exhaust note subdued. Oil leaks were non-existent; the mudguards efficient; the whole machine nicely finished and obviously designed as an entity. The one dull spot in the whole specification is the price—over £108. But then, if you want a moped as much out of the rut as is an Alfa-Romeo in the car world, the Parilla T.4 is it. And, in my opinion, it is well worth the few extra pounds to have the pleasure of owning a machine which comes near the top of the class on almost every count.

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