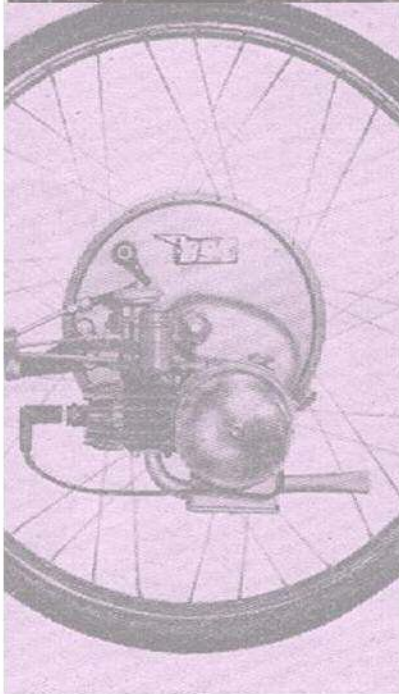


IceniCAM Information Service



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Road Testing . . .

THE Panda bear is indeed something that is not often seen in this island, but another Panda, the Phillips Panda moped will, I believe, become a familiar sight not only on the roads of this country, but also overseas. For, having recently completed an extensive test programme on this single-speeder, I am convinced that it is one of the most efficient units I have ever had the good fortune to ride.

Steering and handling are, perhaps, the features of the Panda which I found most endearing. Once the machine is under way, the rider is instantly struck by the "quiet confidence" of the Panda, for it is an extremely

Performance

Maximum Speed:
Flying 1/10th mile. 26 m.p.h.
Standing 1/10th mile. 18 m.p.h.

Acceleration:
No pedal assistance.
0-10 m.p.h., 5.2 sec. 0-20 m.p.h., 11.1 sec.

Economy:
At 20 m.p.h., 189 m.p.g.

Hill Climbing:
Time for hill, 1 min. 37 sec.
No pedal assistance required.
Test hill 0.5 miles long: max. gradient 1 in 10:
average gradient 1 in 16.

Braking:	Front	Rear	Both
At 20 m.p.h.	18ft.	23ft. 9in.	11ft.

Pedalling:
Maximum pedalling speed: 21 m.p.h.
Comfortable pedalling speed: 12 m.p.h.
Tester's rating: very easy to pedal.

Tester's Weight: 160 lb.

Specification

Engine: Rex two-stroke: 40.5 mm. bore x 38.25 mm. stroke=49 c.c.; cr. 6 to 1; 2.1 b.h.p. at 6,000 r.p.m.

Gearbox: In unit with engine: single speed: dry multi-plate clutch: gear primary and chain final drives.

Frame: Tubular construction: rigid rear end: rigid front forks.

Tank: 6½-pints capacity with reserve.

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

Wheels and Brakes: 3½-in. internal expanding front brake: Coaster hub pattern, foot operated rear: chromium plated rims and rust-proof spokes: 2.00-in. x 23-in. Michelin tyres.

Equipment: Tool bag; tool kit; cone stand; luggage carrier; tyre pump; number plates; electric horn.

Finish: Silver grey and flamboyant red with chromium-plated details.

Weight: 70lb.

Makers: Phillips Cycles Ltd., Smethwick, Birmingham.

Price: £53 11s. 6d. inc. P.T.

THE PHILLIPS PANDA

"Centaur" Examines a New Single-speed Moped
From a British Manufacturer

safe and solid moped which can be banked over even on the sharpest of corners without ever once deviating from the set line. However, should an emergency arise, then it is quite easy and safe to whip round the front wheel and the Panda will instantly alter course.

It will run along a straight course with the dexterity of a conventional bicycle and cannot be shaken off even on the roughest of surfaces. This so impressed me that I purposely rode along a line of "cat's eyes" just to see what would happen. Apart from a general shaking up, nothing happened and the machine steered as normal.

Starting the is by the normal method and easy

whichever way it is done. Pedalling off with the decompressor engaged starts the engine in a matter of yards, or one can kick down the pedal with the machine on its sturdy centre stand.

It is possible, even from the first start of the day, to drive off using just the clutch and engine alone. In fact I would say that the good, low speed pulling power makes it unnecessary to pedal even on steep uphill starts. Naturally, though, a quicker take-off is possible if the Panda is helped on its way by giving it a few quick turns on the pedals.

Another feature which endeared the Panda to me is the general comfort that the rider is afforded. The large, sprung rubber saddle is

about the best I have come across and goes a long way towards making up for the lack of springing. Although I for one would like to see some form of suspension on the rear, I never experienced any great discomfort due to its lack on the Panda. The range of adjustment of the handlebars and saddle offers a comfortable position to all riders and the provision of rear springing would merely be an added pleasure.

The 49 cc. Rex engine is basically the same as fitted to the original Phillips motorized cycle and is therefore a well tried and trusted unit. Although the overall top speed is a little less than I expected, there is, as I have mentioned before, good low-speed power and the machine will take most hills in its stride. At the expense of a high top speed, the Panda is quick in acceleration and returns some good consumption figures. The time of 11.1 seconds for the 0 to 20 m.p.h. test indicates that it will keep up with some of the heavier two-speeders and the close on 200 m.p.g. figure is one of the best I have obtained for some while.

Easy To Pedal

Most riders have at some time or other been faced with the difficulties of an empty fuel tank and several miles to ride to a garage. In the event of this happening to Panda riders, they should not be unduly worried as this machine is easy to pedal with the clutch lever pulled in and retained with a simple ratchet device.

Finally, the appearance of the moped. Although at first glance it looks much like a conventional bicycle, the frame is in fact specially designed for moped use. It is a strong, worthy little machine, neatly finished in red and silver and capable of standing up to a great deal of rough handling.

CENTAUR.

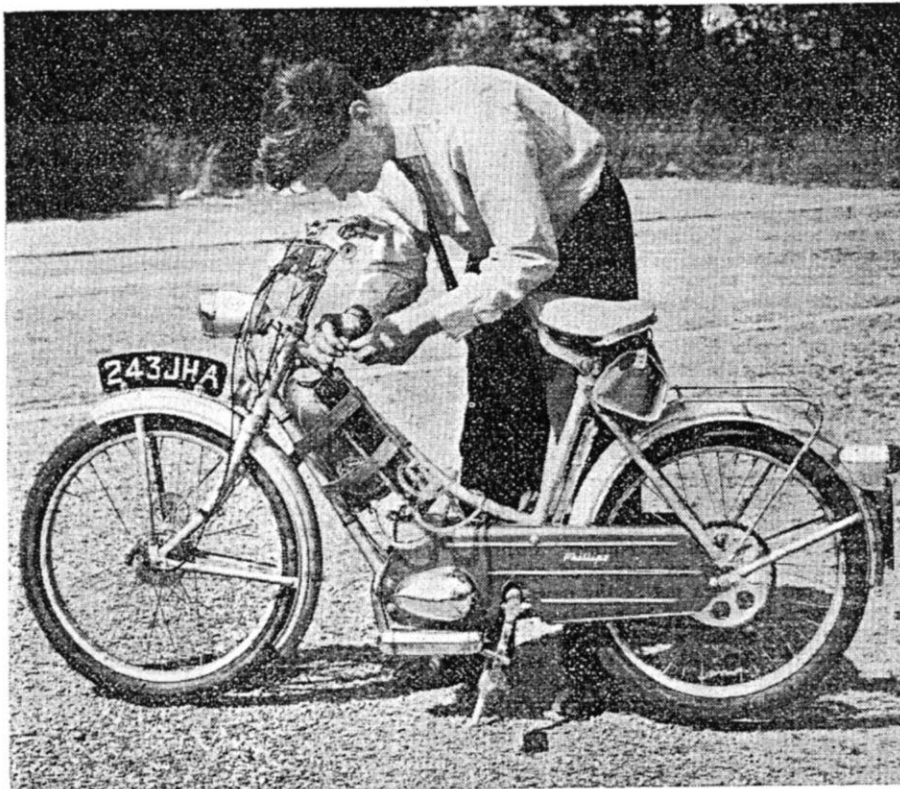
EXPORT RECORD

THE eight-millionth bicycle to be exported by Raleigh Industries since the war was dispatched from London Airport to Amsterdam in July. The gold-enamelled cycle, manufactured by Raleigh Industries, is to be presented to a Dutch boy in Amsterdam.

Total value of Raleigh Industries products exported since the war is in the region of £100 million. The company exports over 70 per cent of its production to more than 100 territories throughout the world.

The company is to send an all-chrome bicycle to be auctioned at the Britannia Ball in New York on November 4.

"This is the only one of its kind," say Raleighs. "Complete chromium plating is far too expensive for normal use."



Conventional bicycle lines and a distinctive red and grey colour scheme identify the Panda. Although the machine's maximum speed is not very high, acceleration and m.p.g. figures are commendable. Here the fuel consumption meter, strapped to the moped's petrol tank, receives some final adjustments before a test.