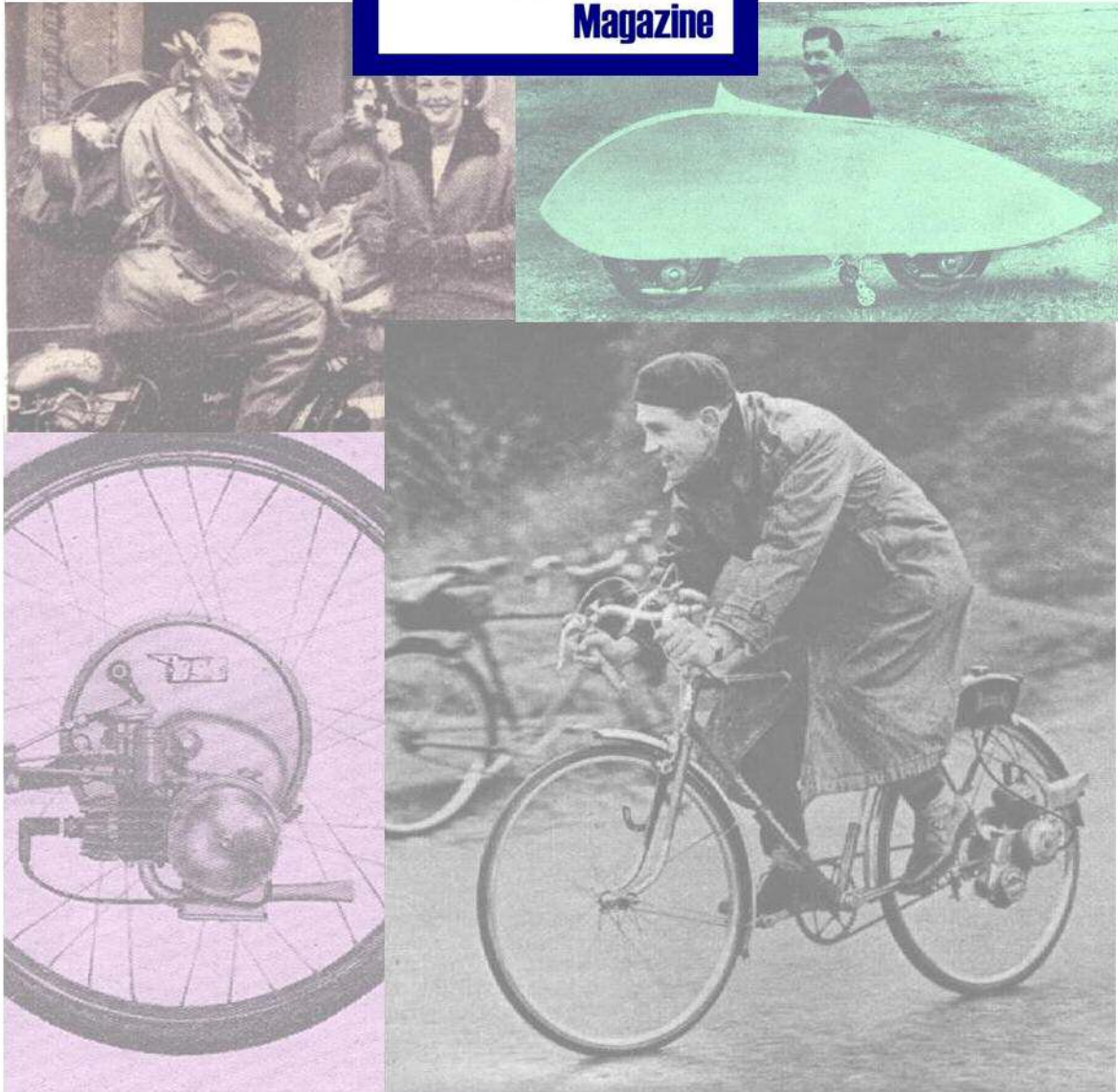


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Centaur tests . . .

THE PHILLIPS
GADABOUT
DE LUXE THREE

"THAT'S a quiet one. What kind is it?"
"A Phillips Gadabout De Luxe Three."

As I gave the preceding information to an admiring garage mechanic, I heartily agreed with his appraisal of the Gadabout. Equipped with a straightforward, no-nonsense silencer of motorcycle design, this English moped must have one of the pleasantest engine notes among mopeds. I include all the German makes as well in this statement for I do not recall anything to beat such a subdued tinkling exhaust noise.

I did not ride more than sixty miles on the Gadabout since it was already run in for me and had over 1,000 miles on the clock, but I must say that I enjoyed every mile I did ride. Although I am an advocate of dual seats I nevertheless uphold the attractions of a first-class "pan" saddle against the second-class dual seat. The Gadabout possesses an ideal saddle, while the moped's size put the handlebars in the spot where I wanted them, despite the fact that they were non-adjustable. Rider comfort was excellent and the sixty miles rolled away without any worries.

Acceleration, as can be seen from the figures, is superb and the three-speed box neatly fits the engine potential. Why the maximum speed did not exceed the 30 m.p.h. mark, as I fully expected it to do, is hard to understand. It may have been that a stronger-than-normal headwind was a bit capricious but after several runs in both directions I could still only get within a fraction of a second of 30 m.p.h. I can guarantee to anyone who is thinking of purchasing a Gadabout that brilliant lower speed acceleration will make the owner forget any upper limitations and, in any case, a lighter person may well find those extra two or three miles per hour.

Smooth Gear-change

The gear-change mechanism is smooth and easy to operate, and the rider will be able to "swap cogs" as fast as his own reactions will let him. A little care should be taken when changing down from top to second, as there is a tendency for the latter not to engage properly and to emit a chattering noise. A little practice soon eliminates this.

Perhaps the most outstanding single feature of the Gadabout is the braking system. The back-pedal brake is not savage and the front is not the sort which will attempt to throw you over the handlebars. Yet used singly, or in combination, they can produce a startling set of figures. It is some time ago since this column recorded a "both brakes" stopping distance at 20 m.p.h. of under ten feet.

The hill climb time is also a good one, verging, as it does, on the two-minute mark. It was only a desire to treat the engine normally and not risk seizure, that prevented me from knocking off the odd four or five seconds. Incidentally during ordinary road usage, there was never any need for me to employ bottom gear apart from when starting. All hills, excepting the steepest section of the test hill, were tackled in the extremely useful second gear.

The design, although not of tremendous aesthetic appeal, allows easy access to the engine and also provides covering where cover-



A pleasing
three-speeder
from Smethwick

ing is necessary. The front mudguards are deeply valanced, while a quarter of the side area of the rear wheel is also encased. This, combined with the comprehensive screening of the chain, gives excellent weather protection. The space between the seat tube and the rear mudguard has been thoughtfully utilised and a capacious tool compartment has been installed at this point.

A first-hand example of the engine accessibility occurred when I called in at a garage after the engine had been firing irregularly. A quick unhindered twist with a screwdriver and the carburetter jet was in my hand. A small obstruction was revealed at one end of the jet after I had blown through it and after I had wiped this away I was back in the saddle with an engine which was firing quite normally again. Time for the stop: approximately four minutes, which included asking for the loan of a screwdriver from the garage hand.

The Gadabout has several oddments of equipment which I took to immediately. The tank, for instance, is 9½ pints in capacity, and this takes it out of the realm of those irritatingly small fuel tanks which will only carry

about three-quarters of a gallon at the most and which present the rider with a problem every time he pulls up at a garage which does not have a two-stroke fuel dispenser.

The spring-clip which holds down luggage on the rear carrier is strong enough not to require any more securing devices when say, a couple of library books or a plastic mackintosh are put underneath.

Many people like to "Buy British" but often say this with a note of apology in their voice, as if they were making do with second-best. For a prospective moped buyer, the Gadabout De Luxe Three provides an opportunity to buy British and to buy quality at the same time.

Performance

Maximum speed:
Flying 1/10th mile, 29½ m.p.h.
Standing 1/10th mile, 18 m.p.h.

Acceleration:
0-10 m.p.h., 3½ secs. 0-20 m.p.h., 10 secs

Economy:
At 20 m.p.h., 150 m.p.g.

Hill climbing:
Time for hill, 2 min. 4 secs.
Second gear engaged at 0.3 miles, bottom gear at 0.4 miles
Test hill 0.5 miles long, max. gradient 1 in 10, average gradient 1 in 10

Braking:	Front	Rear	Both
At 20 m.p.h.	15½ft	12½ft.	9ft

Peddalling
Maximum pedalling speed, 13 m.p.h.
Comfortable pedalling speed, 8 m.p.h.
Tester's rating: Fair.

Tester's weight: 220lb.

Specification

Engine: Rex two-stroke, 40mm. bore x 39.5mm. stroke=49c.c.; c.r. 6.8 to 1; 2.1 b.h.p. at 6,000 r.p.m.

Gearbox: Three-speed in unit construction with gearbox, overall ratios: 25.48 to 1, 16.05 to 1, 13.49 to 1; helical gear primary and chain final drive; pedal or kick starting.

Frame: Welded up from steel pressings and twin-tube backbone; telescopic front forks, rigid rear end.

Tank: 9½ pint capacity.
Lights: Head and tail lamps fed direct from five-wire magneto generator.

Wheels and brakes: Both brakes 4in. diameter internally expanding in full-width hubs; chromium-plated rims; 23 x 2.00in. tyres with Schroeder valves

Equipment: Speedometer; horn; saddlebag; tyre pump, centre stand; built-in tool-kit.
Finish: Flamboyant red enamel with chromium-plated details.

Weight: 96lb.
Makers: Phillips Cycles Ltd., Smethwick, Birmingham
Price: 74 gns.