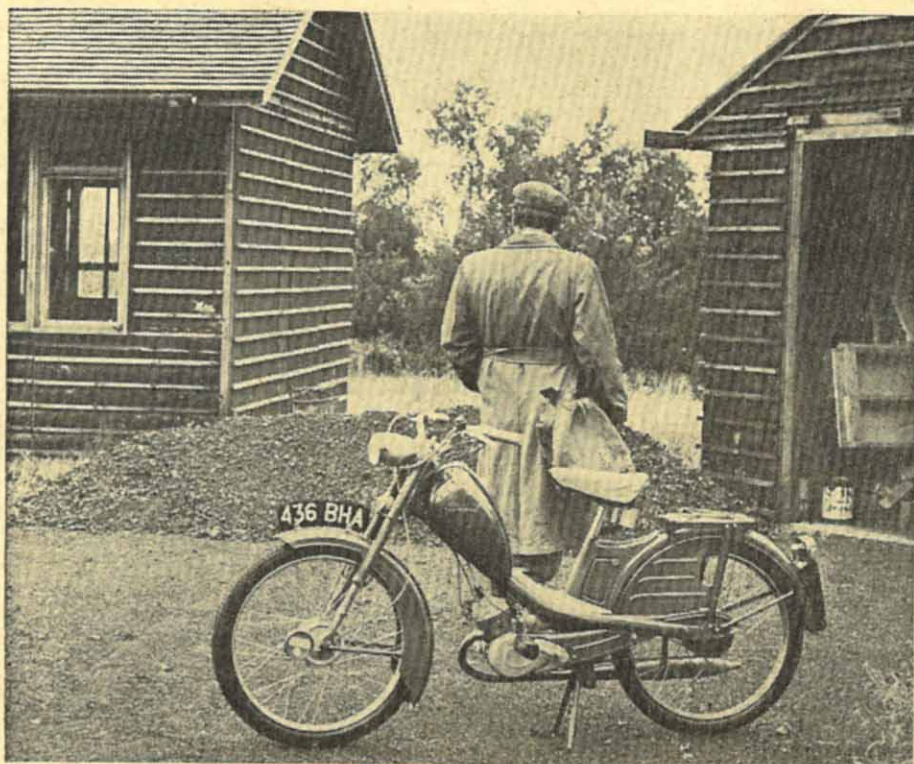


PHILLIPS "GADABOUT"

Fine Finish And Performance Characterize
British Moped



PARTICULAR interest attaches to this test, for the machine which I assessed was the same "Gadabout" which colleague Stanley Townsend rode to Paris and back (CYCLING AND MOPEDS, June 20, 1957). As a result, the machine had covered some 2,000 miles before it was subjected to my scrutiny, and the figures obtained thus represent those which a private owner might reasonably expect to record after six months or a year of hard riding. Needless to say, they do credit to the manufacturers of this highly likeable mount.

Few mopeds can boast such a high standard of finish as can the Phillips "Gadabout." Its rich scarlet enamel, with glistening chrome, polished light alloy, and quality gold lining, attract attention to the model wherever it is parked. That this is no fly-by-night finish is proved by the fact that, with the minimum of attention, the machine's paintwork and chrome are still as good as new after nearly six months of staff use. And, what's more, the performance matches the finish!

Acceleration is, perhaps, the feature of the "Gadabout" which I have found most endearing. Once the Rex engine has warmed up the machine will leap away from a standing start, and the power will continue to come in smoothly right up to peak revs. The gearchange is quick and smooth and aids the rider in obtaining the very best of which his machine is capable.

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Top speed is less important than cruising speed, and the ability of the Phillips to cover mile after mile at a steady 27-30 m.p.h. makes it particularly suitable for touring. On the other hand, it can return overall fuel consumption figures bettering 150 miles to each gallon, thereby making it an attractive proposition for the ride-to-work man.

Another feature which endeared the "Gadabout" to me is the sheer excellence of its brakes. Here we have a machine on which the front brake is just what it should be—smooth and free from locking, yet so powerful that when it is applied in a hurry one feels that it is about to fold the machine up! The figures obtained are, I believe, the best ever recorded in this country for a powered two-wheeler, so their merit is something which cannot be over-rated.

Steering and general handling is straight out of the top drawer. The telescopic front forks are efficient, and though I for one would prefer some form of rear suspension, I can honestly say that I never experienced a moment's discomfort through its lack on the Phillips. With a comfortable riding position and a well-sprung saddle, rear springing merely provides luxury; nothing practical is lost by the "Gadabout" with its unashamedly rigid rear end.

Hill climbing is above average. On CYCLING'S test hill the Phillips proved just capable of making the climb unaided—a

The PHILLIPS at a GLANCE

Maximum Speed: 34 m.p.h. in 33 sec. from rest.

Economy: 150 m.p.g. at 20 m.p.h.
125 m.p.g. at 30 m.p.h.

Braking: From 20 m.p.h. From 30 m.p.h.
Both brakes . . . 9 feet. 18 feet.
Front only . . . 12½ feet. 27 feet.
Rear only . . . 22 feet. 50 feet.

Load carried during test: 200 lb.

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

Gearbox: In unit with engine; two speeds, with handlebar twist-grip control; gear primary drive; chain final drive.

Frame: Welded-up from D-tubing; rigid rear end; telescopic front forks.

Tank: 9½-pints capacity.

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

Wheels and Brakes: Both brakes 4-in. diameter, internal-expanding in full-width hubs; chromium-plated rims and rust-proof spokes; 2.00-in. x 23-in. Dunlop tyres.

Equipment: Electric horn; tool kit; in-built tool box; pump; luggage carrier; centre stand; number plates; licence holder.

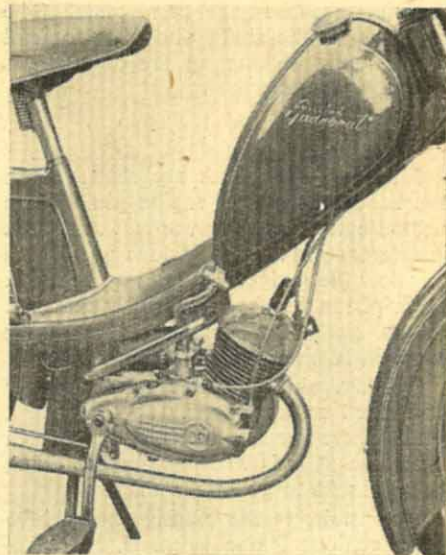
Finish: Flamboyant red polychromatic enamel, with gold lining; chromium-plated details, and polished light alloy.

Weight: 96 lb.

Makers: Phillips Cycles Ltd., Smethwick, Birmingham.

Price: £72 9s., inc. P.T. Speedometer, £2 2s., inc. P.T.

Early on the site! Ride to work folk have no transport worries with a Phillips (left), the powerful engine unit of which is seen below.



little slower than the best performances recorded here, yet well above the general run of machines.

In short, its British manufacturers can justly be proud of this excellent, hard-working moped, which in so many ways rates amongst the best in its class

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