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ROAD TEST REPORT

The Phillips "Gadabout"

*A quiet,
well-sprung
and well-
braked mo-ped
with a lively
performance*



THE complaint that all mo-peds to-day look alike loses a little of its point with the arrival on the market of the Phillips "Gadabout" for there is a noticeable difference at the front end of the machine in the shape of telescopic forks. The frame is of tubular construction, its main members being a pair of oval section tubes running in a wide curve from steering head to rear wheel. Wide valances to both mudguards and a boxing in of the space between the seat tube and the rear wheel to form a tool box give the effect of panelling which improves appearance as well as affording protection.

All-alloy, the engine is claimed to yield the high power output of 2.1 b.h.p. at 6000 r.p.m. Com-

pression ratio is 6.8 to 1. The cylinder is iron lined and the big-end bearing of the double row roller type. The engine is in unit with the 2-speed gearbox and drives through an oil bath multi-plate clutch. The Bosch flywheel magneto carries a 6-volt, 17-watt lighting coil.

Both brakes are of the internal expanding type, the rear one being of full hub width, 23in. x 2in. tyres are standard. 3½in. headlamp with provision for speedometer, electric horn, carrier and number plates are included in the specification.

On the Road

A neat lever protruding from the smooth exterior of the car-

burette provides a rich mixture setting for starting from cold. Apart from that it is never used. Starting is certain and the engine will tick-over positively as soon as it is fairly running.

First impression on moving off is one of extreme liveliness and the acceleration is very good indeed through both gears. First gear could be taken up to 15 m.p.h. if in a hurry but Top would take over comfortably from 6 m.p.h. and pulled away smoothly with no need for finesse in handling the throttle up to its maximum of around 32 m.p.h. Despite its lively performance the engine is very docile and traffic manners are perfect. Hill-climbing is good, main road hills being taken in Top without effort and Low gear offering a mountain-climbing reserve.

Exhaust silence is good without being exceptional but most welcome is the absence of the mechanical whine so common to many mach-

ines of this class. The *Phillips* is almost completely free from any noise other than the exhaust note, a purr at small throttle openings or a bumble bee buzz with the taps open.

By far the outstanding characteristic of the machine is its braking. This is mainly due to the front forks which permit a really effective front brake to be really effectively used. The rear brake, back pedal operated, is also a first class stopper and has the stamina and cooling fins to be an effective speed controller on long descents.

The telescopic forks themselves are designed with the springs anchored at both ends so that they act as rebound springs in tension. The range of movement is modest and the action fairly stiff so that they do not give a really soft ride. Against that it must be noted that although cobbles could be felt there was no bottoming or clashing even when moving fast over very

bad surfaces, while the lateral rigidity of the forks instilled great confidence and afforded excellent steering.

Summing Up

The only serious criticism of the machine we have to make is the non-adjustability of the handlebars for height. A comfortable position for long journey work could not be obtained by a tall rider and the adjustment for angle provided, though welcome, did not help materially. Alternatively, high level bends would meet the case if the fork design limits adjustment.

Apart from this one major defect the *Phillips* appears to be a good example of the two-speed mo-ped type by current standards and is a cut above many of its competitors in its braking and mechanical silence. Given a little more attention to rider comfort, it could have a very wide market indeed.

CLEANING THE CLIP-ON

Reader's Experience

I RECENTLY noticed how easily a friend of mine washed down his car by using one of the new detergent brushes on a water-hose. Thick mud, grease, etc., were cut off immediately and, most important, without harming the finish of the car.

Surely, I thought, this practice could be adapted to deal with "clip-ons" and "mo-peds".

Accordingly I set to work with a bowl of hot water with a generous amount of a well known detergent added. This solution was lavishly applied to the complete cycle, engine, and all the fittings and in no time at all the dirt and grease began to roll off.

Note well, the oil and grease do come off, so all bearings, etc., should be oiled or re-greased

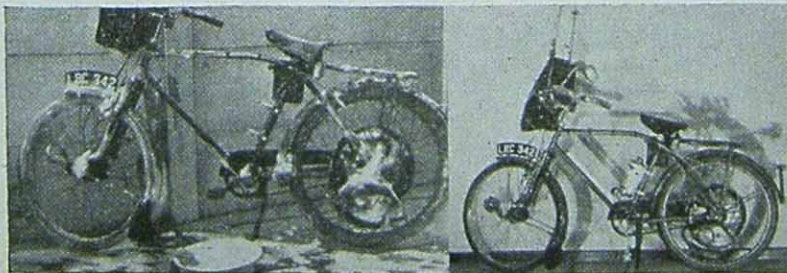
afterwards. This should be done at least once a week anyway, so these two jobs can be combined and thus need only take up a couple of hours each week-end.

If you have a hose-pipe you may use it to wash down the cycle after using the detergent, if not, bowls of clear water should be thrown over the machine to remove all traces of the washing solution.

This recalls a point raised in the correspondence columns of this magazine, namely *Cyclemaster* owners having trouble with water in the ignition system. I have never had any trouble of this kind, and

I believe that if the two rubber grommets, one on the lighting lead and one on the spark plug lead, are kept in place and the drainage hole in the bottom of the magneto-cover is kept clear, no one else need have any trouble either. In fact, this engine will still continue to run perfectly if a strong jet of water is directed onto the magneto.

After washing down the machine with clear water it should be left in the open air until dry. You will find that it dries with quite a shine even without polishing, but please, don't forget to attend to the oiling and re-greasing. J.C.M.



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