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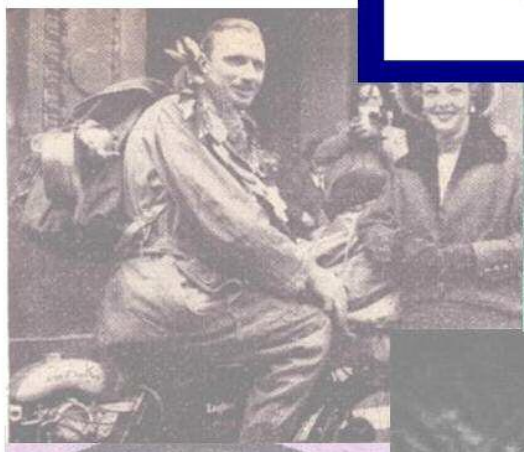

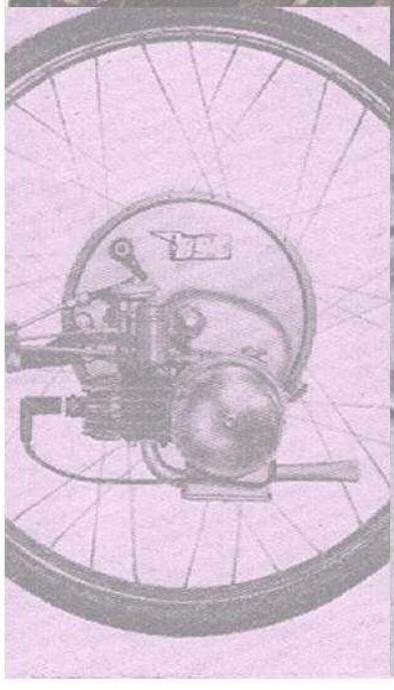

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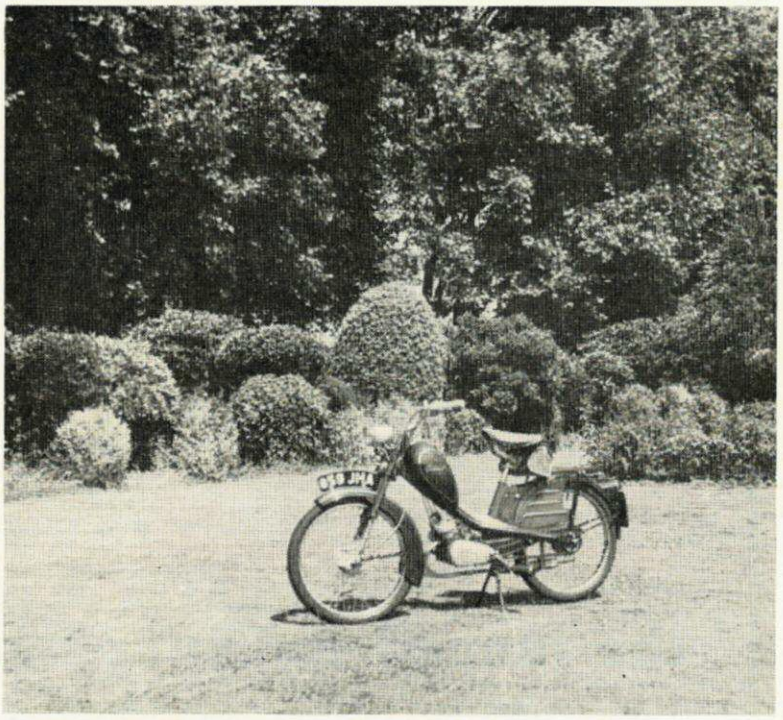
ROAD TEST REPORT:

A New Three-speed mo-ped, The PHILLIPS "GADABOUT DE LUXE"



The "Gadabout" is a good looking and thoroughly efficient machine

ONCE described in our correspondence columns as "the best loved mo-ped in Britain," the *Phillips "Gadabout"* has been consistently popular in the medium weight, medium priced mo-ped market. It is strictly conventional in appearance and noted for lively performance with good handling and braking.

This new "De Luxe" model is exactly the same as the familiar "Standard" job in all respects except the engine/gear unit, but this is very different indeed and sets some new standards in the performance field.

Bore, stroke and compression ratio remain the same but a modified crankcase and porting have stepped up the power output to 2·4 b.h.p. at 5,500 r.p.m. This is, moreover, not just an increase in maximum output at peak revs but a lot of extra power right through the speed range. In addition the engine is mated to a three-speed gearbox whose well chosen ratios make full use of the power available.

The cylinder is in light alloy with cast-iron liner. Parallel roller bearings are used for the big end with ball-bearing mains. The two-plate clutch and gear primary drive run in oil, the reduction being 3·82 to 1. Final drive is by ½ in. by 5/16th chain. Pedal drive is inside the gearbox and uses a pawl-less, roller-wedge freewheel and incorporates a back pedalling trip action for the rear hub brake. Ignition and lighting are by *Bosch* flywheel unit.

Overall weight is increased by 4 lb. by the fitting of the new unit but the rest of the machine is as the two-speed model with the Siamese twin main frame tubes welded up into a unit with pressings above and below for saddle and engine bearers. The telescopic spring forks are topped by wide, raised handlebars on two point attachments adjustable for angle. Brakes are in full width alloy hubs and both mudguards are valanced. The saddle mounted fuel tank has a capacity of 9¼ pints including reserve supply. Tyres are 23 in. by 2·00 in. *Dunlop.*

Usable Power

Our first impression on taking over the *Gadabout "3"* was sheer surprise at the amount of power in usable form that has been got out of a 50 c.c. engine. From 3 m.p.h. upwards the pull is there all the way up so that there is no need to rev hard on the lower gears to obtain good acceleration. It is quite a new feeling in mo-peds and gives the machine the feel and characteristics of a lively motor cycle of much larger capacity.

The real success of the unit, however, is as much in the perfect matching of this lively power output with the three-speed gearbox. The ratios fit the power curve perfectly and are close enough to afford plenty of overlap so that changes can be made as required over a wide range of road speeds. In addition the change itself is the fastest and most positive handlebar change we have yet met. It needs only a flick of the clutch lever and a very small movement of the wrist as fast as one can make it to effect a certain and silent change upwards or downwards, the selector stop making it quite impossible to go through second by mistake.

When coming to a standstill it is necessary to remember to make two changes down to get neutral or first gear before actually stopping, otherwise some difficulty is found in sorting out the gears for a re-start, but this is soon made a habit and the change is a considerable advance on anything in its field.

The gearbox is silent on all gears although there is a slight whine from the primary drive. Naturally the engine can be heard when giving its full output but the exhaust system is efficient and the rather deep toned note is pleasant to the interested ear and never obstrusive to the general public. This combination of qualities enables the unusually high performance of the engine/gear unit to be used to the full without attracting the wrong sort of attention.

Maximum speed is high with the test machine doing 37 m.p.h. on the level with a 13 stone rider sitting bolt upright and, even more useful, 30 m.p.h. in second. Because of the

lusty nature of the power output it is not necessary to use the lower gears much for climbing but this ability to rev as well as pull enables hills to be climbed from standstill with top engaged on the way up. Acceleration is well above average in mo-ped standards and pedal assistance is never required except for standing starts in very severe gradients.

Despite the high performance characteristics of the machine its traffic manners are exemplary, the good low-speed pulling making it practicable to change up early and proceed without fuss or noise in urban areas. The wide handlebar provides good control in comfort and the riding position is natural.

Incidentally those various readers who from time to time ask us for a machine that can be ridden by really short-legged people should note that the saddle on both the *Gadabout* models can be set down well below that of most machines yet be raised to fit a taller than average rider comfortably.

As always the *Phillips* internal expanding brakes are first-class stoppers, both very powerful and progressive in operation. The front brake in particular in conjunction with the telescopic forks could bring the machine to a smooth standstill quicker than many pairs together.

New Standards

The new standards set by the performance and handling of this engine/gear unit set a problem in comparisons for the machine as a whole. This sort of power and speed would be expected to come in a high priced luxury machine with full springing both ends, large tyres and a fair amount of weight to go with it. In the *Gadabout "3"* price, weight and suspension systems have been kept the same as on the two-speeder with the result that, if full use is made of the performance, comfort and road holding are not quite up to the new standards set by the engine.

This comparison is admittedly rather unfair to the *Gadabout* which has excellent steering and road-holding qualities at reasonable speeds and first-class control throughout the range. But it does encourage us to look forward to a slightly more luxurious version some time in the future.

For the moment the new model has much to offer to the rider who wants performance, either for getting there quickly or for the sheer fun of riding a really lively machine and the new *Rex* engine makes this quietly conventional looking mo-ped into a most efficient means of economical transport.

SPECIFICATION

ENGINE: "Rex" single cylinder two-stroke, bore 40 mm. x stroke 39·5 mm., capacity 49 cc. Cast alloy cylinder and head, iron liner, domed alloy piston. Roller bearing big end, ball mains. Compression ratio 6·8 to 1, claimed output 2·4 b.h.p. at 5,500 r.p.m.

TRANSMISSION: 3-speed gearbox with gear primary drive, two-plate clutch in oil. Ratios: 13·52, 16·08 and 25·54 to 1 overall. Pedal drive incorporated in gearbox, final drive by single ½ in. x 5/16th roller chain.

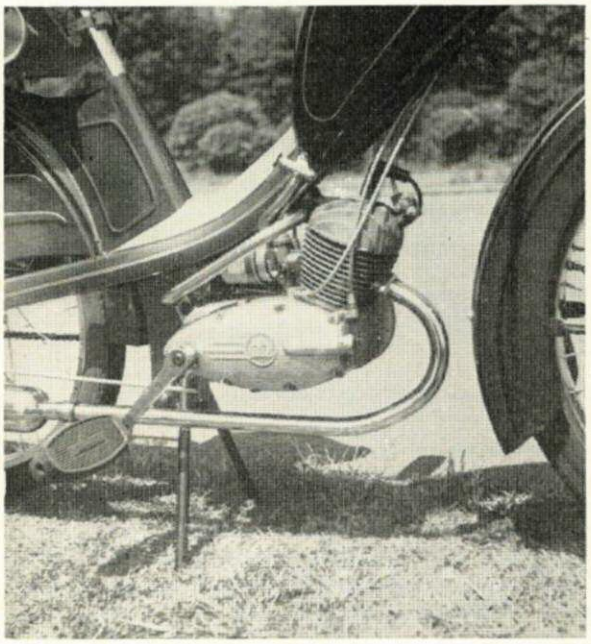
FRAME: Twin tube assembly with welded pressings. Wheelbase 44 in. Saddle mounted 9¼ pint fuel tank with reserve tap. Tool compartment in frame. Carrier with spring clip. Telescopic spring front forks. Centre stand.

WHEELS: Chromed steel rims on full width light alloy hubs, 4 in. internal expanding brakes. "Dunlop" 23 x 2 in. tyres.

ELECTRICS: "Bosch" flywheel magneto, 6 volt, 17 watt, 3½ in. headlamp with 15/15 watt bulb, electric horn.

PRICE: £77 14s. 0d. (including P.T.).

MAKERS: Phillips Cycles Ltd., Credenda Works, Smethwick, Birmingham.



The new three-speed unit differs slightly in appearance from the two-speed model but the rest of the machine is the same. Note the very low saddle position available and the easy accessibility of all maintenance points