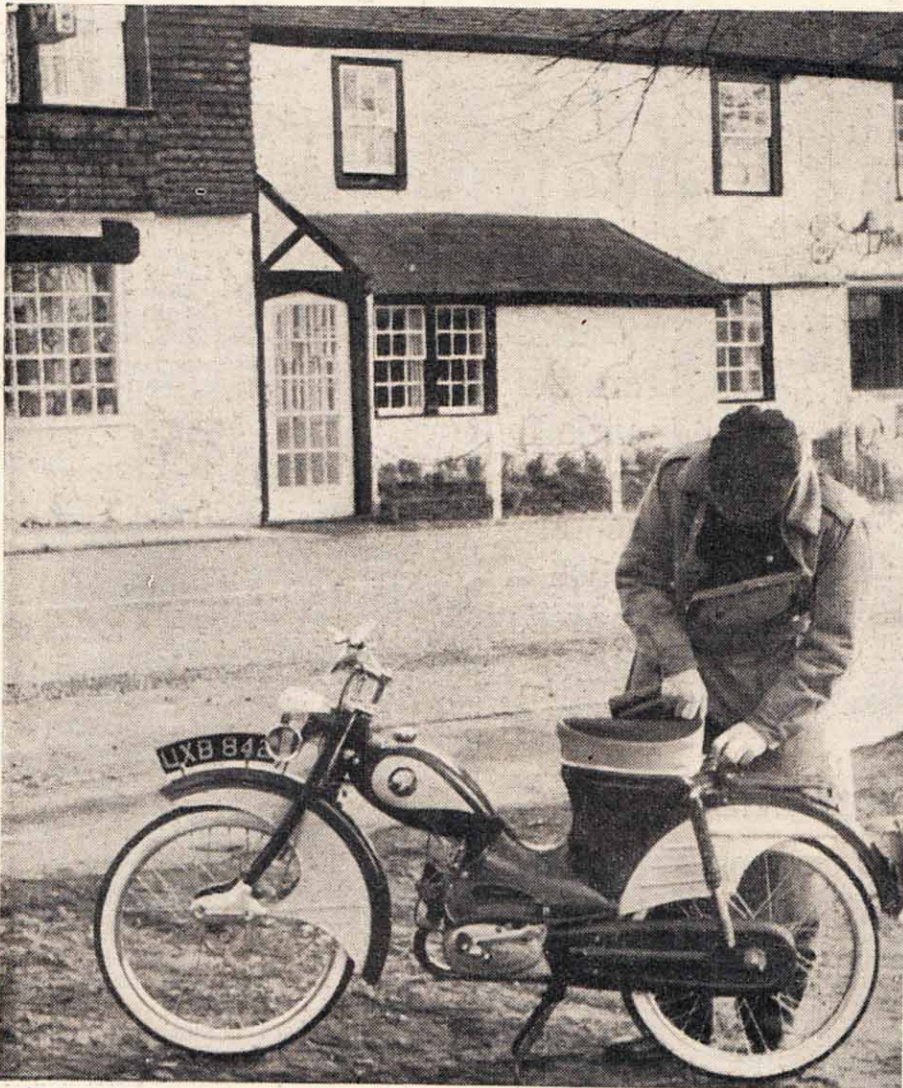


LEOPARD "BOBBY 5"

Rakish Three-speeder from Germany
Offers First-class Handling



ONE of the nicest-steering mopeds it has yet been my pleasure to ride, the Leopard "Bobby 5" has a rakish, almost greyhound-like, appearance which does not belie its abilities. This machine is quick off the mark, with a good top speed, and the ability to cruise at between 30 and 35 m.p.h. all day if needs be. Added to that is hill-climbing of better-than-average standard, and a none-too-extravagant thirst for petrol.

However, it is the "Bobby 5's" handling that is its especial recommendation. This machine is delightfully stable, yet can be thrown round corners as if they just didn't exist. Undoubtedly, part of the secret is its low centre of gravity; another factor must certainly be the efficient front and rear suspension. With the rear end, I could find no

fault at all; the front springing is good, but with a tendency to "chatter" on a series of rippled bumps. By choosing a really deep pot-hole and aiming the machine over it at a steady 30 m.p.h. I once—and only once—succeeded in making the springing "bottom," but the Leopard budged not a fraction of an inch from its course. *That's* the sort of handling I like!

A well-sprung machine must obviously be comfortable, and the "Bobby 5" is just that. The soft, sponge-rubber seat guarantees the rider against saddle-soreness, and the riding position generally is excellent, though I would have preferred a little more leg-room.

As might be expected, the Sachs engine was powerful and smooth—very smooth. These latest three-speeders are a definite improvement on the two-speed jobs in that respect.

The LEOPARD at a GLANCE

Maximum Speed: 35 m.p.h. in 41 sec. from rest.
Economy: 142 m.p.g. at 20 m.p.h.
134 m.p.g. at 30 m.p.h.

Braking: From 20 m.p.h. From 30 m.p.h.
Both brakes .. 22 feet. 47 feet.
Front only .. 47 feet. 105 feet.
Rear only 30 feet. 62 feet.

Load carried during test: 200 lb.
Engine: Sachs two-stroke; 38 mm. bore x 42 mm. stroke = 47 c.c.; c.r. to 1; 1.6 b.h.p. at 4,750 r.p.m.

Gearbox: In unit with engine; three speeds, with handlebar twist grip control; gear primary and chain final drives.

Frame: Of mingled tubular and pressed-steel construction, welded-up; swinging-fork rear suspension; trailing link front forks.

Tank: 8½ pints capacity.

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

Wheels and Brakes: Both brakes 3¼-in. internal-expanding in full-width hubs; chromium-plated rims and rust-proof spokes; 2.00-in. x 23-in. Continental white-wall tyres.

Equipment: Electric horn; luggage carrier; inbuilt tool and parcel compartment; tyre pump; centre stand; speedometer; steering head lock.

Finish: Duo-tone blue, with chromium-plated details.

Weight: 89 lb.
Makers: Pantherwerke a.g., Braunschweig, Germany.

Concessionaires: Christie and Sadler Ltd., "Apsley House", 17-19, Grove Vale, London, S.E.22.

Price: £88 4s. inc. P.T.

The gear ratios, too, are nicely spaced, and should enable almost any hill to be climbed without recourse to the pedals.

Only two dull spots can be recorded. The braking just did not match the rest of the performance, and—it must be a moped disease—again it is a front brake which must be accused of failing to make its proper contribution. The rear "anchor" was passable; the front brake little more than ornamental. Had it been of the same standard as the rear brake, average figures would have been obtained.

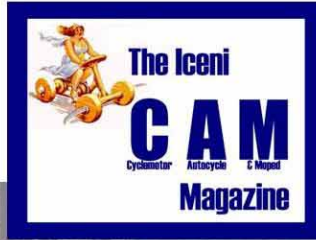
Heavier rivets for fixing the rear number plate to its bracket would have prevented my second "groan"—rear-plate vibration, made all the more noticeable by the commendable quietness of the machine. The intake is well silenced, and so is the exhaust. With nothing but a gentle hum to be heard from the machinery, any metallic vibration is bound to be over-audible; however, in this case the fault is easily rectified.

It would be unfair to close without a mention of the very clean and neat detail design of the "Bobby 5." The roomy tool and parcel compartment beneath the seat is capable of accommodating a gratifying number of oddments, and a basket can easily be carried on the luggage grid, too. Also, the smart rear chain case, fully enclosing the chain, and the stylish shielding over the engine unit, ensure cleanliness for everyday use. This is, therefore, a mount which must have more than the usual appeal for the housewife, besides being the ideal runabout for the man who wants pedal-free performance.

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