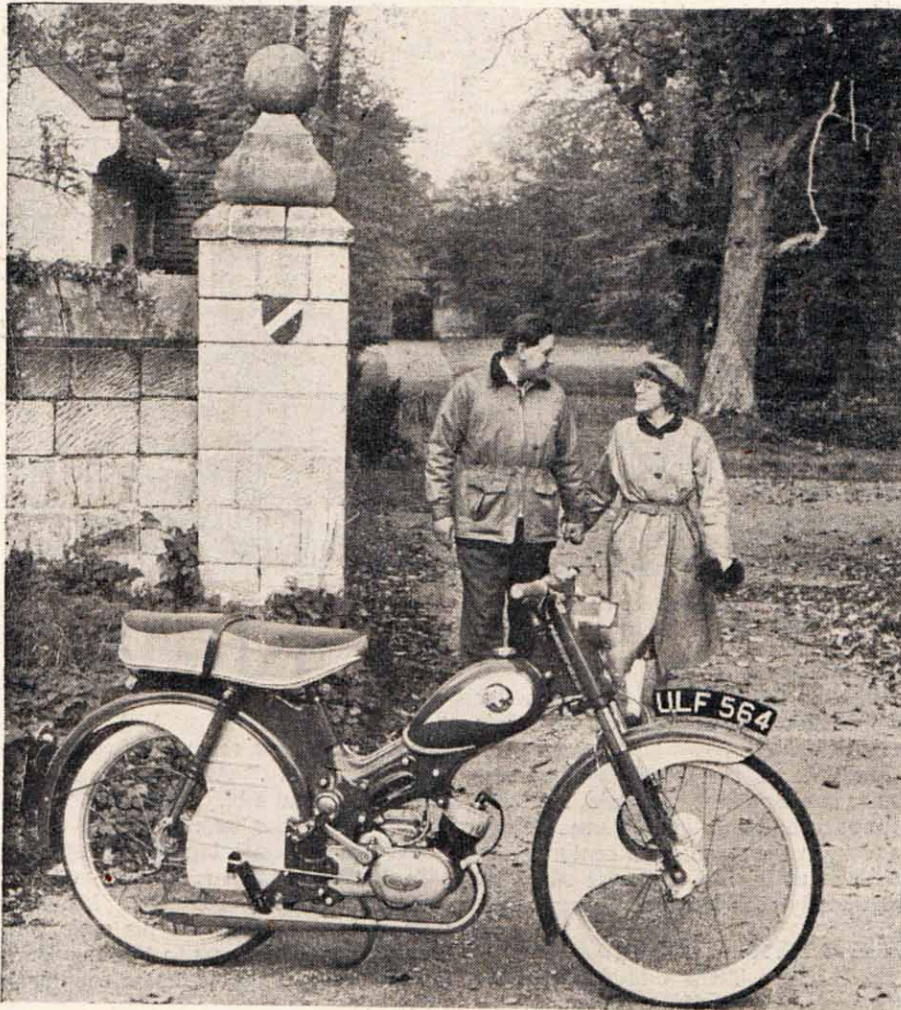


LEOPARD "BOBBY 6"

Smart and Comfortable Sachs-Engined
Two-Seater from Germany



LIKE riding on a cloud! The most comfortable machine I've ever been on." Those were Mrs. Centaur's reactions to the Leopard "Bobby 6," a smart Sachs-engined two-seater which simply bristles with good points.

We had been for a hill-climbing run when she formed her impressions. I'd been determined to see if I could fault its behaviour, for few people realize just how peppy is the sports-class Sachs engine (the 1.6 b.h.p. version of the more usual 1.25 b.h.p. touring job) with which the Bobby is fitted.

Consequently, I visited some of my favourite "pimples," all of which the Leopard climbed with consummate ease, confirming my view that here was a hill-climber of above-average ability. Flying starts having failed to fault it, I tried a two-up standing start on the steepish gradient of Turner's Hill. A few twists of the pedals were needed to help the machine off; there-

after, she buzzed up happily enough in first gear. On our test hill, pedal assistance was given to take the machine, solo, over the crest.

Level-road cruising speeds appeared to be between 28 and 32 m.p.h. whether two-up or solo, and acceleration to this region was smart enough for all practical purposes. Handling was good, and the weight distribution appears to have been carefully thought out to prevent any suspicion of tail-heaviness when a passenger is carried. As a result, I was able to corner sharply and happily on any surface, even on that most treacherous of snares—sodden autumn leaves.

Both front and rear suspension systems won good marks. Two-up, the Leopard could be driven quite happily at 20 m.p.h. on a vilely pot-holed unmade road without bottoming the springing or jarring the riders.

Accommodation for the rider is first-rate.

The LEOPARD at a GLANCE

Maximum Speed: 36 m.p.h. in 31 sec. from rest.
Economy: 150 m.p.g. at 20 m.p.h.
112 m.p.g. at 30 m.p.h.

Braking: From 20 m.p.h. From 30 m.p.h.
Both brakes ... 12½ feet. 37 feet.
Front only ... 52 feet. 125 feet.
Rear only ... 26 feet. 46 feet.

Load carried during test: 200 lb.
Retested with passenger.

Maximum Speed: 36 m.p.h. in 42 sec. from rest.
Economy: 137 m.p.g. at 20 m.p.h.
122 m.p.g. at 30 m.p.h.

Braking: From 20 m.p.h. From 30 m.p.h.
Both brakes ... 20 feet. 42 feet.
Front only ... 70 feet. 156 feet.
Rear only ... 24 feet. 48 feet.

Load carried during test: 320 lb.

Engine: Sachs two-stroke; 38 mm. bore x 42 mm. stroke=47 c.c.; c.r. 6 to 1; 1.6 b.h.p. at 4,750 r.p.m.

Gearbox: In unit with engine; two speeds, with handlebar twist-grip change; gear primary and chain final drives.

Frame: Welded-up from tubular and pressed-steel members with alloy cowling; swinging-fork rear suspension; telescopic front forks.

Tank: 8½ pints capacity.

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

Wheels and brakes: Both brakes 3½-in. diameter, internal expanding in full-width hubs; light-alloy rims and rust-proof spokes; 2.25-in. x 23-in. Continental whitewall tyres.

Equipment: Electric horn; pump; tool kit; integral tool box; speedometer; pillion footrests.

Finish: Duo-tone blue with matching dual seat.

Weight: 96 lb.

Makers: Pantherwerke a.g., Ludwigstrasse 23/24, Braunschweig, Germany.

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

Price: £89 15s. 6d. inc. P.T.

The stately homes of England, now no longer self-supporting, make pleasant settings for autumn visits—two-up on a "Bobby 6."

The dual seat is well shaped and is nicely positioned. So too are the handlebars. The passenger is particularly well catered for, and the pillion footrests are placed just where they ought to be—so that the passenger's legs are not bent sharply. In this respect, the Leopard is superior to most motorcycles.

Vibration gave food for several unkind thoughts. Though confined to the topmost end of the scale . . . well beyond the normal cruising speed . . . it was sufficient to loosen several sets of nuts and bolts in the course of the test. The stand and a pillion footrest were both victims. On the other hand, it was quite possible to drive below the vibration period, and in these circumstances the machine was as smooth and well-behaved as one could wish.

Elegant, well-finished, powered by a well-tried engine, and offering more than the normal degree of comfort for two people, the Leopard "Bobby 6" may well appeal to the family man as a handy and reliable answer to his transport problems. CENTAUR.

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