ROAD TEST REPORT

A 50 c.c. Two-seater

The LEOPARD "BOBBY 6"

This dual-seat 50 c.c. machine is the first of its kind we have road tested. Our report therefore, is mainly aimed at the two-seater angle of usage. Other models in the "Leopard" range will be road-tested in the near future.

THE recent announcement that the *Leopard* range of machines is being imported into Britain and distributed on a large scale was of major interest as a change in marketing methods in the British mo-ped field. The machines themselves are no less interesting in being really modern in concept, designed "all in one" as mo-peds rather than as developments of the powered cycle.

Three machines comprise the range now available, a rigid frame type of conventional appearance and two spring frame jobs in the modern styling, one a normal single saddle machine and the other a two-seater specifically designed for pillion work. It was this last, the *Bobby* "6" that we road tested this month.

Strength and Line

The frame is of tubular construction in large section, heavy gauge tubes, webbed at main lugs. It is strengthened as well as largely enclosed by extensive sheet steel pressings that afford a solid appearance without excessive weight. The 9-pint fuel tank is saddle mounted behind the steering head and has a three-way tap easily accessible from the saddle.

Wide section, deeply valanced mudguards provide very complete protection from wheel-flung mud and water and add to the easy lines of the machine. The front guard is anchored to the unsprung part of the forks and solidly bridged to maintain a fixed distance between tyre and guard whatever the deflection of the telescopic forks.

The engine is the familiar *Sachs* 2-speed unit and is equipped with a *Bosch* flywheel magneto incorporating 6-volt, 17-watt lighting coils. General details include dipping headlamp with handlebar switch, engine cutout and horn button, toolbox built-in to the main frame, reflector pedals, anti-theft lock in the steering head and speedometer in headlamp.

As a two-seater, the *Bobby* "6" is to be known by its dualseat instead of the conventional saddle, and the built-on folding pillion footrests.

On the Road

The performance of the *Sachs* engine has been described many times in these pages and it is sufficient to record that it has a maximum of just under 30 m.p.h. on the flat in top gear, a lively acceleration in first gear and a commend-

★ For all the LEOPARD Range — ★

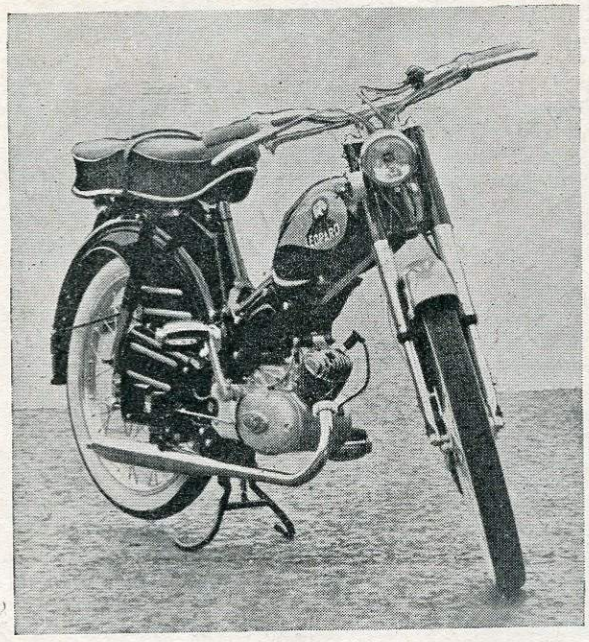
Bobby 3, Bobby 5 and the two seater, Bobby 6.

SACHS ENGINE SPARES & SERVICE

CONSULT—

S.S. MOTORS
(NR. LEE GREEN)

135 LEE ROAD
LONDON S.E.3
LEE GREEN 1122



Telescopic forks and the dual-seat distinguish the Bobby "6" from the other Leopards

able degree of flexibility. The machine tested had the familiar whine in the gearbox on the indirect drive but the exhaust note was pleasant and quiet except under full throttle at high revs. Starting is carried out by using the pedals in neutral gear with the machine standing or by pedalling in gear as required. A firm pressure is required to turn the engine over but the start is certain if it is remembered to flood the carburettor when cold but *not* when warm.

As the machine is designed for double load riding the springs in both front and rear forks feel somewhat hard when the machine is ridden solo. Some of this effect is cancelled out by running the tyres at modest pressures and leaving the springs to handle the big big bumps only, but few riders will care to adjust tyre pressures each time a passenger is carried so it must be taken for granted that the suspensions are a compromise.

Steering seems to be unaffected by the extra weight of a passenger and the springs never bottomed under load. Power is adequate for getting away on the level or modest gradients with the double load although the acceleration is naturally not so lively. Maximum speed seemed little affected and the engine itself appeared perfectly happy at all times. Like all good two-strokes the demand for pulling power suited the *Sachs* and it two-stroked steadily under load.

Dual seats can never be quite as comfortable as saddles made to fit riders, but the standard of comfort on this machine was quite good and the stability afforded by having the two riders mounted on one seat is well worth while.

Stopping power is adequate by means of finned, full-width hub brakes to both wheels and the telescopic front forks allowed the front brake to be used to maximum effect. The back pedalling rear brake could not always be used to full effect because the pedal when pressed down fouled the pillion rider's foot. Setting the pillion footrests a little further back would obviate this trouble.

Probably because of the exceptional rigidity of the frame road-holding characteristics are very good indeed. The wheels stayed on the road wet or dry, bumpy or smooth and there was a general impression of solidity and security under all conditions.

Summing Up

The very idea of a two-seater mo-ped will take some getting used to in this country although the usage is common enough in many continental countries. This makes it difficult to assess the machine in comparative terms as there is nothing else in our experience to compare it with and we feel some clear thinking is required by potential riders if the perfectly practicable idea of two-seater travel on this type of vehicle is not to be discredited by futile over-optimism.

The test proves conclusively that the *Bobby* " 6 " is capable of transporting two normal sized people in reasonable comfort over average roads. That is all it sets out to do and it does it well at a phenomenally low cost per mile by any standards in the world.

As very big riders are not catered for it perhaps matters little that we find the non-adjustable handlebars and limited adjustment of the dualseat uncomfortable for a tall rider. Apart from this and the position of the pillion footrest already referred to, this is a very sound, modern mo-ped that looks good and works hard.

MAIN AGENTS *for the*
LEOPARD
mopeds
Bobby III 68gns inc. P.T.
Bobby V 75gns ,, ,,
Bobby VI 85gns ,, ,,
see advert p.426
A. GATTO
206-212 GARRATT LANE SW18
Telephone BATtersea 4364

BOBBY 6

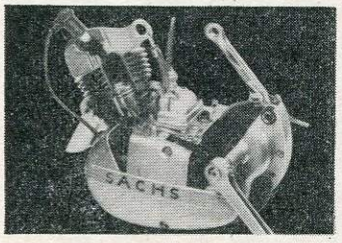
The de-luxe model of the LEOPARD range. With a special, reinforced tubular frame, long-action telescopic front forks and swinging-arm rear suspension it is a safe, lively and comfortable mount for two.
A twin-seat and pillion footrests are part of the standard equipment.
Price 85 gns. inc. p.t.

The *lively* Leopards *are HERE!*

These lively LEOPARDS are something really new in mo-peds. They're cleverly designed, carefully styled, light, economical to run and very reasonably priced. There are three models to choose from, each powered by the famous 50 c.c. Sachs engine which has a world-wide reputation for smooth, quiet reliability.

BOBBY 5. Styled in the contemporary Continental manner. With swinging link front suspension and swinging-arm rear springing. It's safe, comfortable and easy to handle. Price 75 gns. inc. p.t.

BOBBY 3. An elegant and speedy machine, the lightest of the lively LEOPARDS. Riding to work or going shopping it will save pounds in fares. Price 68 gns. inc. p.t.



The 50 c.c. Sachs engine which is fitted to all the lively LEOPARDS is built 'in-unit' with a two-speed gearbox and sturdy motorcycle-type clutch controlled by a combined twistgrip gear change and clutch lever on the handlebar.
ALL the LEOPARDS have easily operated centre stands, pedal starters and full width brakes.
H.P. Terms can be easily arranged.
See the lively LEOPARDS at your dealers or write for details to the sole concessionaires.

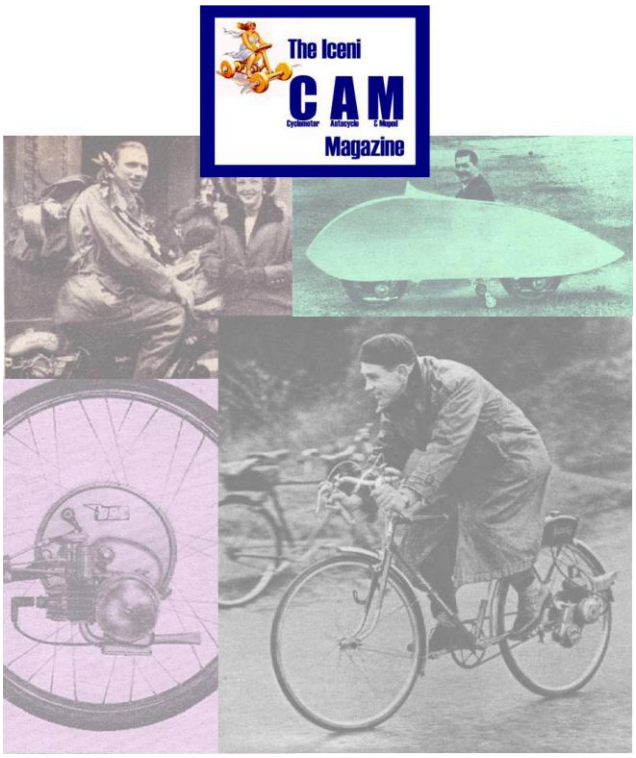
BOBBY 5

BOBBY 3

with the famous SACHS engine

For further information, write to
CHRISTIE & SADLER LTD · PLUTO HOUSE · 68 FINSBURY PAVEMENT · LONDON E.C.2 Tel: MONarch 1654

IceniCAM
On-Line Library



www.icenicam.org.uk