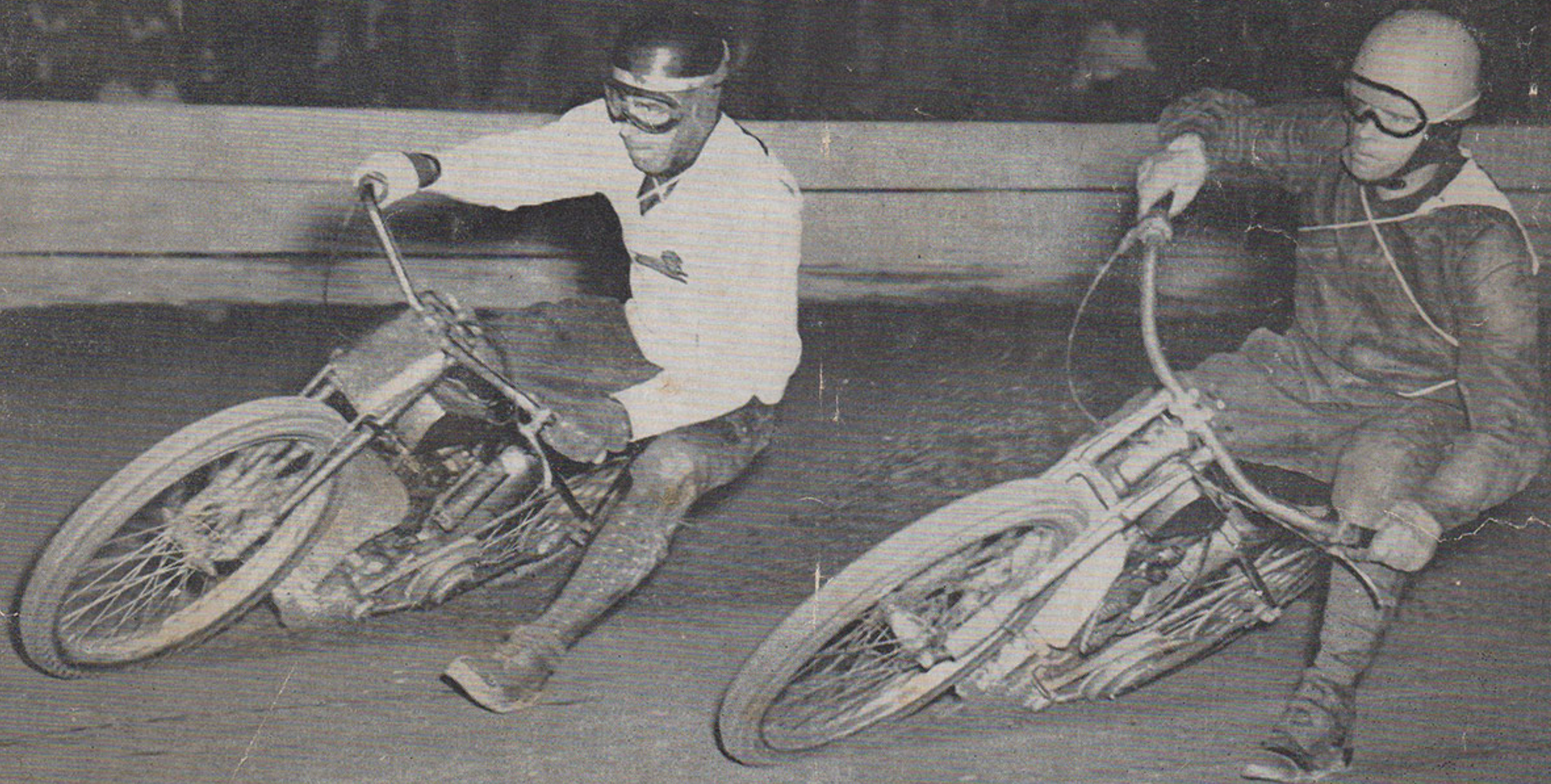


CYCLE

MAY 1950
TWENTY-FIVE CENTS
35 CENTS IN CANADA

In This Issue:

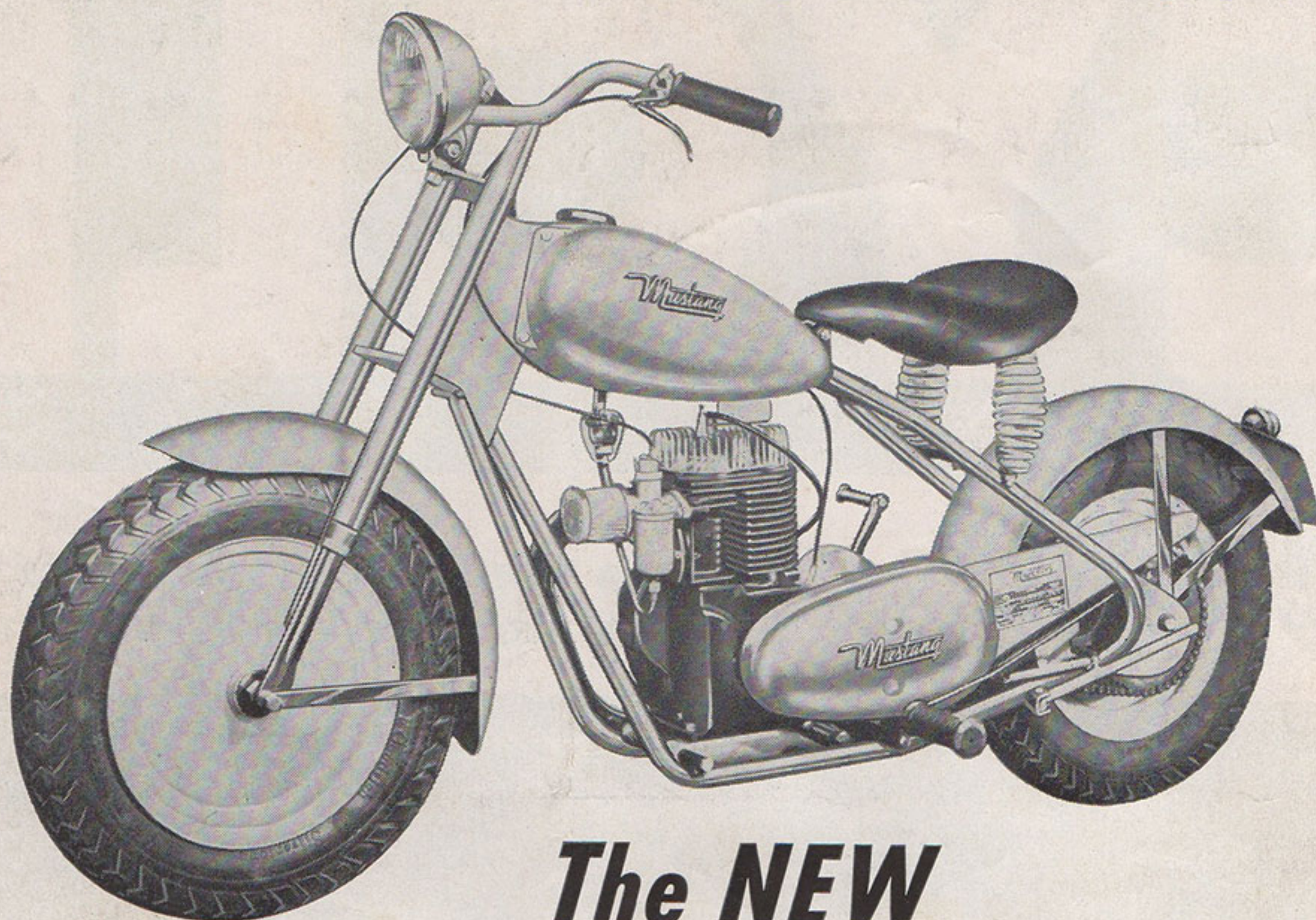
- REDESIGNED MUSTANG LINE FOR '50
- HUGH VINEY—BRITISH TRIALS STAR



The House of Milne displaying its wares. World's Champion Jack and younger brother Cordy in action

"A WORLD OF MOTORCYCLE INFORMATION"

FARTHER AND FARTHER AHEAD OF THE FIELD



The **NEW**

Mustang

LIGHTWEIGHT **Model "4"**

The original American high performance lightweight now offers further improvements which pay you even greater returns for your motorcycling dollars.

LOOK AT THE PRICE . . .

Now only \$346.30 federal tax included at our factory, Glendale, California.

. . . MUSTANG IS THE ONLY MOTORCYCLE GIVING YOU ALL THESE ADVANTAGES

- Seventy miles PLUS per gallon. Sixty miles PLUS per hour.
- Only American machine with the British Burman 3-speed, toe-shift gear box. Lightning getaway—safe maneuverability in traffic, ample power for hills and heavy going. No belts to slip—no automatic speed changing gadgets. **You** have complete control at all times.
- Mustang "75" 4-cycle, L-head engine develops 9.5 horsepower with only 19.4 cubic inch displacement without high compression or "hopping up." Uses regular gas and 30 weight oil obtainable at any service station.

- New Mustang high output, flywheel-encased, 6-pole generator-magneto with automatic current control. Levels off voltage and amperage at various speeds to keep the 32 candlepower headlight's beam at constant brilliance. Provides hot spark for complete combustion and through built-in breaker point system allows accurate top performance settings.
- Mustang telescopic fork (a Mustang first) with hard chrome actuating pistons and both shock and rebound cushioning springs.
- New cross-country saddle. Big, well sprung, ride-tried and approved for comfort for an hour, a day or a cross-country trip.
- New larger two section, non-splash gas tank with chrome trim strip provides 175 mile non-stop cruising range.
- Pressed steel, welded, automobile type, roller bearing wheels. Strongest wheel ever used on a motorcycle, with 4-inch, Goodrich Silvertown Special Service tires.

You can't match these features in any other lightweight. Ask your nearest Mustang dealer to let you see and ride the Mustang Model "4" or write us for free literature.

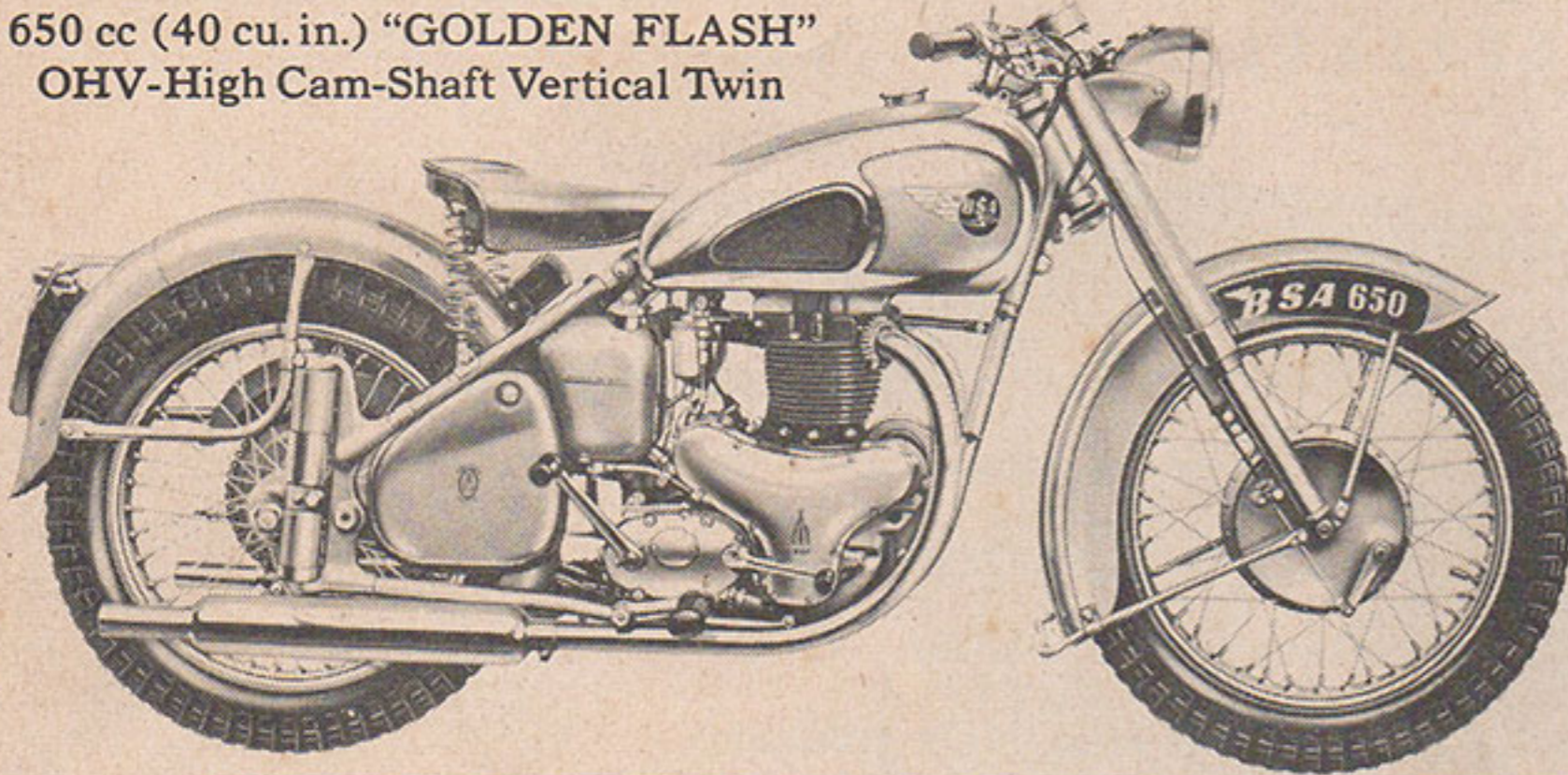
MUSTANG MOTORCYCLE CORP.
Dept. GP 37, 635 W. Colorado Blvd., Glendale 4, Calif.

BSA-SUNBEAM OFFER

16 MODELS FOR 1950

All Competitively Priced!

650 cc (40 cu. in.) "GOLDEN FLASH"
OHV-High Cam-Shaft Vertical Twin



NEVER BEFORE has a manufacturer *designed, engineered and competitively priced* a full line of 16 motorcycles to appeal to the American rider. 1950 BSA and Sunbeam models reflect years of *successful production* and hundreds of *refined improvements*, so that these new 1950 motorcycles from the 125 cc "Bantam" to the 650 cc "Golden Flash" are practically "custom built" for you!...Greater Speeds...Tougher Construction...Increased Comfort...Larger Piston Displacement...Rugged Design...and More Appealing Lines.

★ BSA "Bantam" 5 horse-power Rigid lightweight	\$280.66
★ BSA "Bantam" 5 horse-power with Spring Frame	299.50
★ BSA "Bantam" Special "Competition" Model	309.50
★ BSA "Bantam" Competition Model Springer	329.50
★ BSA C-11 DeLuxe 15 cubic inch Single Cyl.	442.05
★ BSA B-33 Rigid 30:50 cu. in. OHV Single Cyl.	582.38
★ BSA B-33 Spring Frame 30:50 cu. in. Single	638.51
★ BSA B-34 Rigid 30:50 cu. in. OHV Sports Model	631.50
★ BSA B-34 Spring Frame 30:50 cu. in. Sports Single	687.63
★ BSA "Gold Star" 30:50-cu. in. Racing Alloy Engine	827.96
★ BSA A-7 30:50 Overhead Valve Vertical Twin Rigid	659.56
★ BSA A-7 Spring Frame 30:50 cu. in. OHV Twin Cyl.	694.65
★ BSA "Star Twin" 30:50 cu. in. Super Sports Model	736.75
★ BSA "GOLDEN FLASH" for 1950-40 cubic inch high camshaft overhead valve vertical twin, fully sprung front and rear. (650 cc)	757.80
★ SUNBEAM S-7 30:50 Overhead Camshaft, shaft driven DeLuxe "Touring" model, fully sprung front and rear	950.40
★ SUNBEAM S-8 30:50 Overhead camshaft, shaft driven DeLuxe "Sports" Model, Sprung front and rear	871.20

1950 RETAIL PRICES inclusive of Fed. Tax, FOB New York and Los Angeles. All Prices Subject to change without notice.

BSA MOTORCYCLES

West Coast Distributor

★ **HAP ALZINA**

3074 BROADWAY,
OAKLAND, CAL.

East Coast Distributor

★ **RICH CHILD CYCLE CO., INC.**

639 PASSAIC AVE.,
NUTLEY 10, N. J.

MOTORCYCLE DEALERS ATTENTION!

Get on the BSA-Bandwagon for 1950 profits
-Write your BSA-SUNBEAM Distributor
for exclusive franchise particulars now!

638.51
18.02
14.10
670.53

582.38
151.04
131.00
610.42
645.00

Editor's *Viewpoint*

MAY 1950

CYCLE

"A World of Motorcycle Information"

VOL. 1 Published Monthly NO. 2

PUBLISHERS—Robert R. Lindsay
R. E. Petersen

EDITOR—Harry Steele

ART DIRECTOR—Al Isaacs

PHOTOGRAPHER—Tom Medley

ADVERTISING MANAGER—Floyd Wheeler

ADVERTISING ART—Jack Preston

WRITERS—John Lowry, Tim Witham

IN THE April issue of CYCLE we stated that we would offer a possible solution for the differences between various motorcycling groups in the May issue. Such differences, we know, do exist. It is probable that their existence is as great a barrier to the advancement of the interests of motorcycling as is the poor public opinion of motorcycling in general. We do not contend to know all of the answers regarding the problems of inter-association relations, nor shall we try to judge who is right and who is wrong. No doubt, there is some right and some wrong in all factions of the sport. Those with the answers to these differences are the members, officers and officials of the various motorcycle groups.

It is understandable that important differences cannot be worked out by letter, telephone or by word of the grapevine. If said differences are important enough to be worked out at all, they should surely command the personal attention of those involved. More can be worked out in a round-table discussion than in a thousand letters or a hundred phone calls. It is conceivable that the majority of the major points of contention between motorcycle groups could be worked out in a one or two-day conference IF the right people could confer. By "right people," we do not refer to the organizations. Naturally, in order to succeed, it would be necessary for all important groups to be represented. By "right people," we refer to persons with "authority" to speak on behalf of their group. What organizational meeting could have less meaning than one in which all of its conferees could not express an opinion or vote on a question without consulting with other non-attending officers? To have any success whatsoever the meeting would have to be composed of representatives ABLE TO VOTE FOR THEIR GROUPS.

Let us assume that the first such meeting could take place with each motorcycle group being represented by two, three or four constituents. One meeting alone would not suffice. There would have to be follow-up meetings, perhaps annually.

We do not know that our idea is the best, we may find that it is far from it. However, you, the readers, must have thoughts on this subject. We ask you to voice them. Here, in the pages of CYCLE you have a chance to express your feelings to more than fifty thousand readers. Drop us a card or letter today.

CONTENTS

- 6 REDESIGNED MUSTANG MOTORCYCLES FOR 1950
- 8 TEXAS LONG STROKERS—V. A. Corthron
- 10 TRAILBLAZERS 11TH ANNUAL DINNER—Gene Jaderquist
- 12 GRITS FROM THE GRIND
- 14 AIRPORT "DRAG" RACES
- 15 VINCENT HRD RE-WORKED
- 16 AJS RACING AND TRIALS FORECAST
- 17 HUGH VINEY—William H. Onslow
- 18 NOEL POPE'S "BLOWN" BROUGH SUPERIOR
- 20 TESTING THE AJS SPRINGTWIN—The Editor
- 22 BSA MODEL B-34 MODIFICATIONS—Tim Witham
- 24 BULLETINS FROM BRITAIN—William H. Onslow
- 29 "FLAT OUT" SNODGRASS—Medley
- 32 DEALER DOINGS
- 33 SAMMY "SPEED" SHIFT
- 33 BUSINESS AND SPORTS ACTIVITIES
- 34 LETTERS

CYCLE, U. S. Copyright 1950 by Motor Trend Publications, Inc., 548 S. San Vicente Blvd., Los Angeles 48, California. Phone: WEBster 1-1413.

SUBSCRIPTION RATE: \$3.00 per year throughout the world. Single copy \$.25, \$.35 in Canada. On sale at newsstands, tracks and motorcycle shops across the country. CHANGE OF ADDRESS: Allow twenty days for change of address. Direct all changes to Subscription Dept., and, whenever possible, accompany with mailing label of old address. ADVERTISING: Closes forty days preceding publication date. CONTRIBUTIONS: Manuscripts, photographs, and drawings not returned unless accompanied by self-addressed stamped envelope. No responsibility assumed for unsolicited material. NEWSSTAND DISTRIBUTOR: Independent News Company, 480 Lexington Avenue, New York 17, New York.

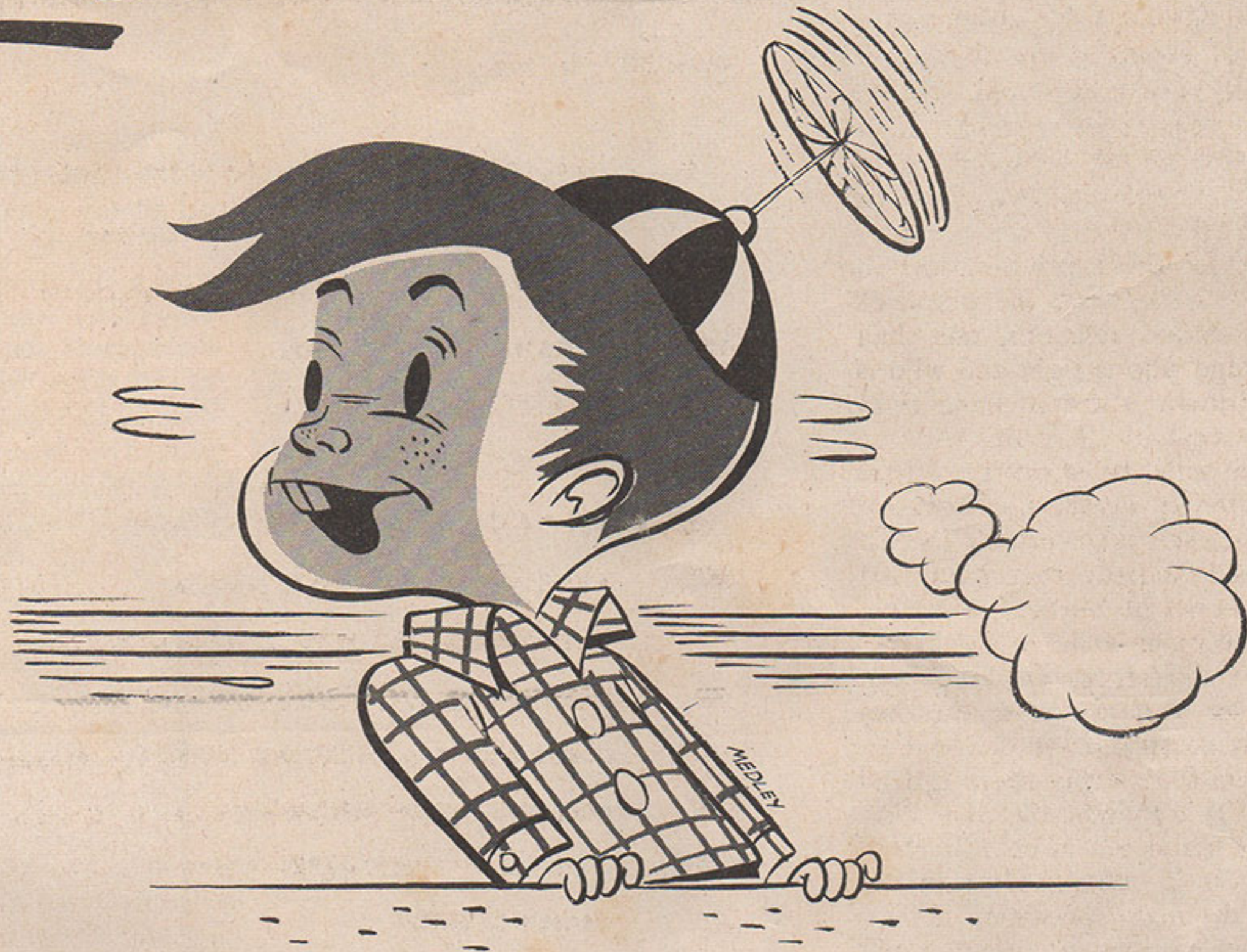


ON THE COVER

The two most famous motorcycling brothers ever developed in the U.S. Jack Milne, left, won the World's Short Track Championship in 1937. Brother Cordy, right, placed third. Cordy led in point standings for 1939 World's Championship, but War prevented final run-offs.

Photo by Shorty Campbell

ARE YOU A "4 WHEEL" RACE FAN TOO?



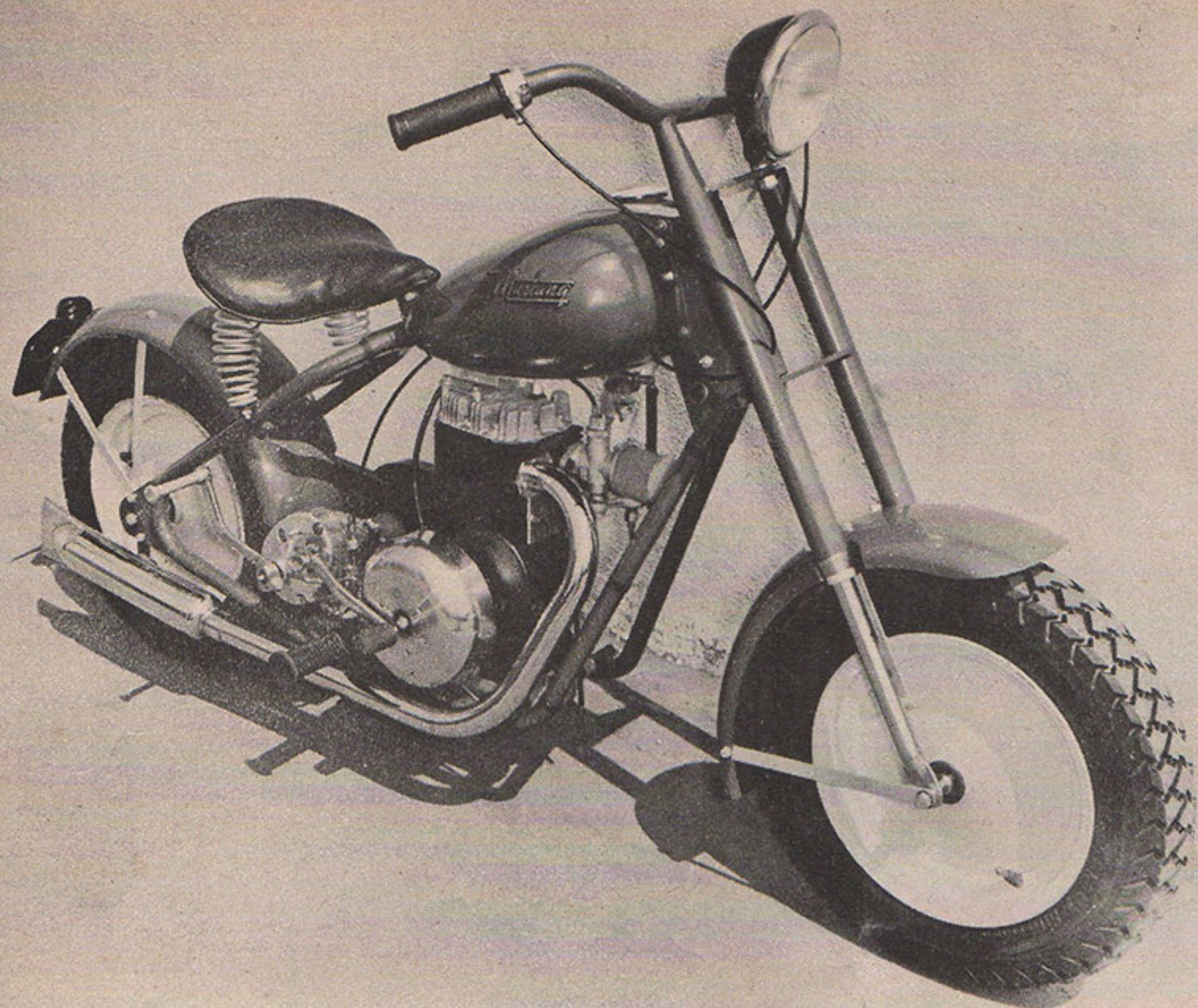
Most of us are! Anything with an engine adds up to—INTEREST. HOT ROD MAGAZINE and MOTOR TREND cover their 4-wheel fields completely. Custom, sport, American and foreign stock car features make MOTOR TREND "The Magazine for a Motoring World." Soup-up technique, roadster, hardtop and streamliner coverage are all to be found in "The World's Most Complete Hot Rod Coverage," HOT ROD MAGAZINE.

Subscribe today on the convenient blank, or check your favorite newsstand for your copies. Don't delay, something new in the automotive field is happening every day.

MOTOR TREND PUBLICATIONS, INC.

548 So. San Vicente Blvd.
Los Angeles 48, California

MOTOR TREND PUBLICATIONS, INC.		Rates:	
Subscription Dept.		1 year — \$3.00	
548 So. San Vicente Blvd.		2 years — \$5.00	
Los Angeles 48, California			
Please enter my subscription to:			
<input type="checkbox"/> HOT ROD MAGAZINE	} for	<input type="checkbox"/> 1 year	} (Check one)
<input type="checkbox"/> MOTOR TREND (Check one or both)		<input type="checkbox"/> 2 years	
Cash <input type="checkbox"/>	Check <input type="checkbox"/>	M.O. <input type="checkbox"/>	Postal Note <input type="checkbox"/> for \$.....
is enclosed.			
NAME.....			
ADDRESS.....			
CITY.....		ZONE.....	STATE.....
(Please PRINT Plainly)			
			MC



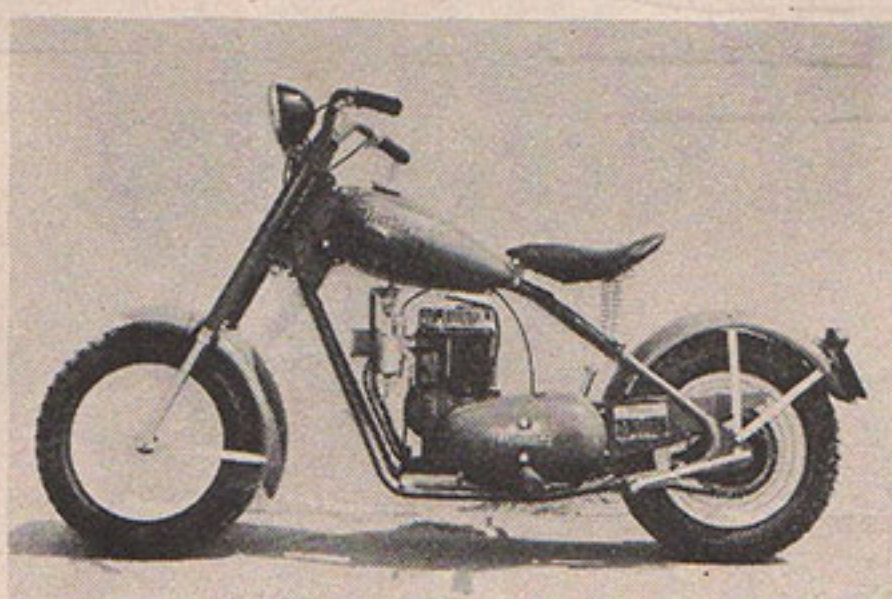
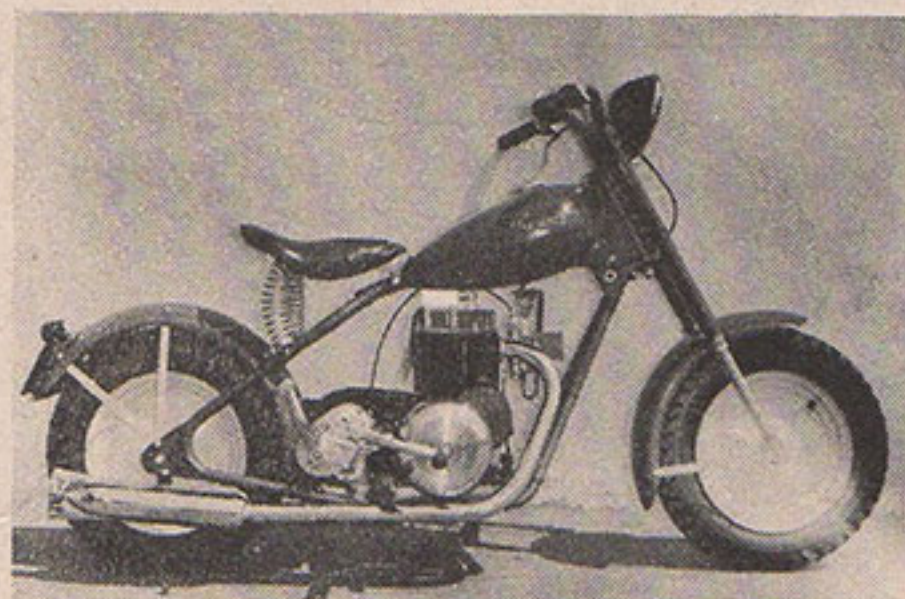
Now let's take a look at what the Mustang people, designers and producers of the first American high performance lightweight, have done to cause comments like that.

In general the new model is improved in appearance and seems, if possible, a little more compact than the previous model. It weighs despite some important additions only 215 pounds, which is 15 pounds lighter than its predecessor. The chrome exhaust pipe is now on the right and the aluminum flywheel has been enlarged and streamlined. Both changes, while improving the machine's looks, are actually the result of mechanical improvements.

The Model "4" is powered with the tried and proven four cycle, L-head Mustang "75" engine which develops 9.5 horsepower, delivers more than 70 miles to the gallon under average riding conditions, and speeds of 60 miles per hour plus. The Mustang Model "4" delivers for \$346.30 federal tax paid, at the factory in Glendale, California.

The motor has been repositioned for a closer coupled, more rigid power plant and transmission set-up. The gear box is now mounted directly to the motor and the primary drive, which operates in an oil bath inside a sealed housing, has been shortened.

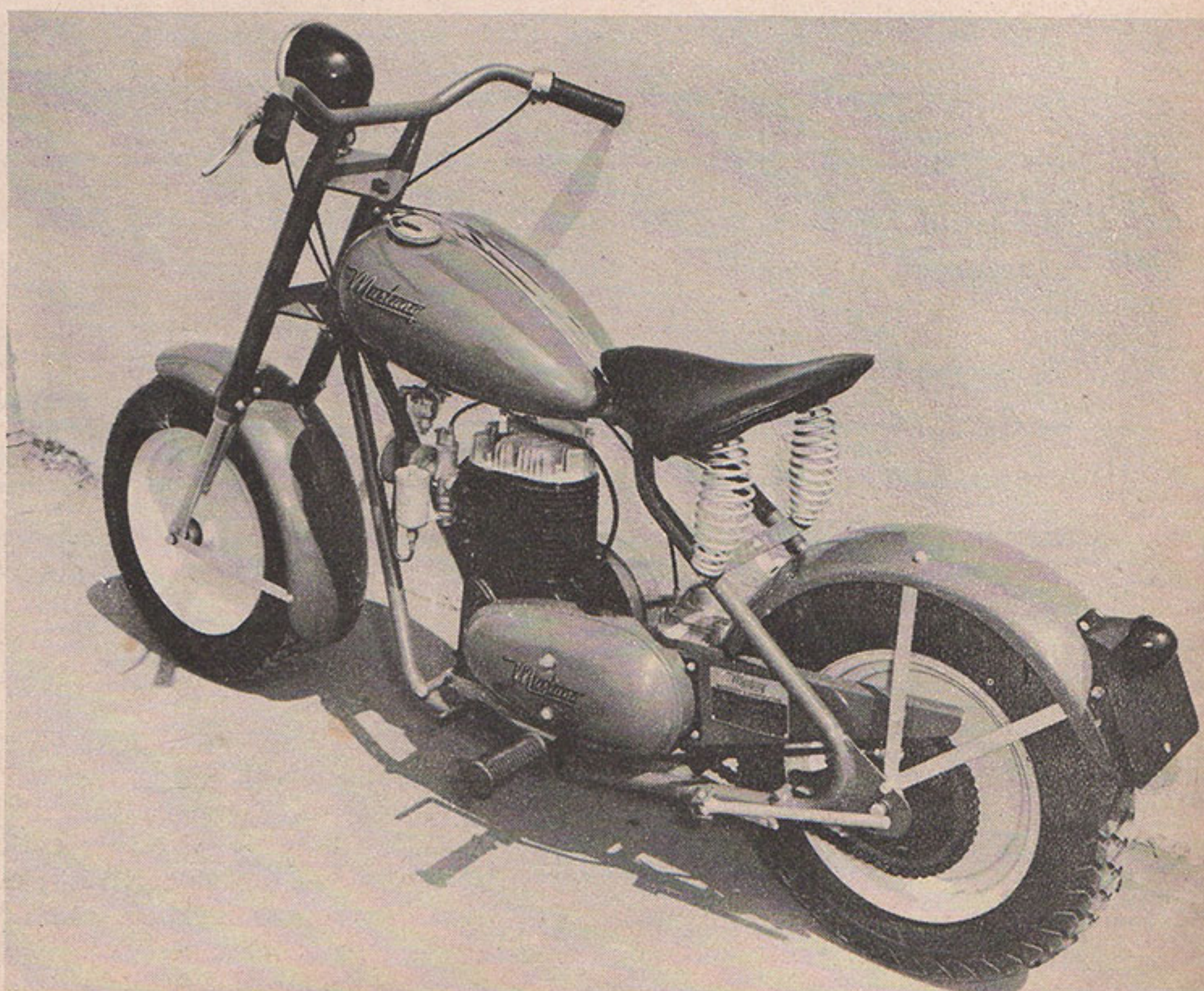
The exhaust manifold has been taken off and replaced with direct porting with the exhaust pipe running from the valve chamber. Result—reduced back pressure—more complete removal of exhaust gases—more efficient fuel consumption—smoother performance.

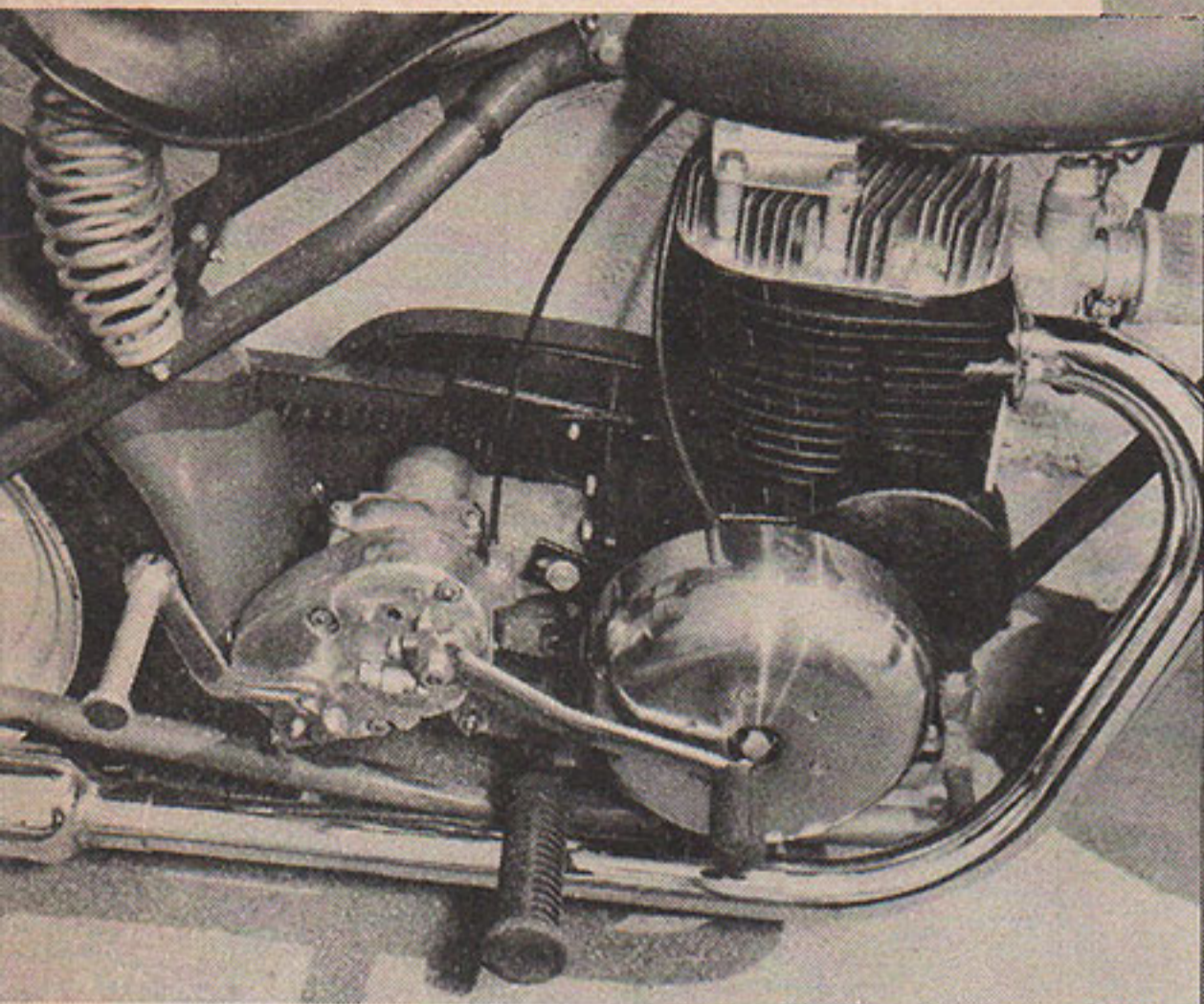


Redesigned Mustang Motorcycles for 1950

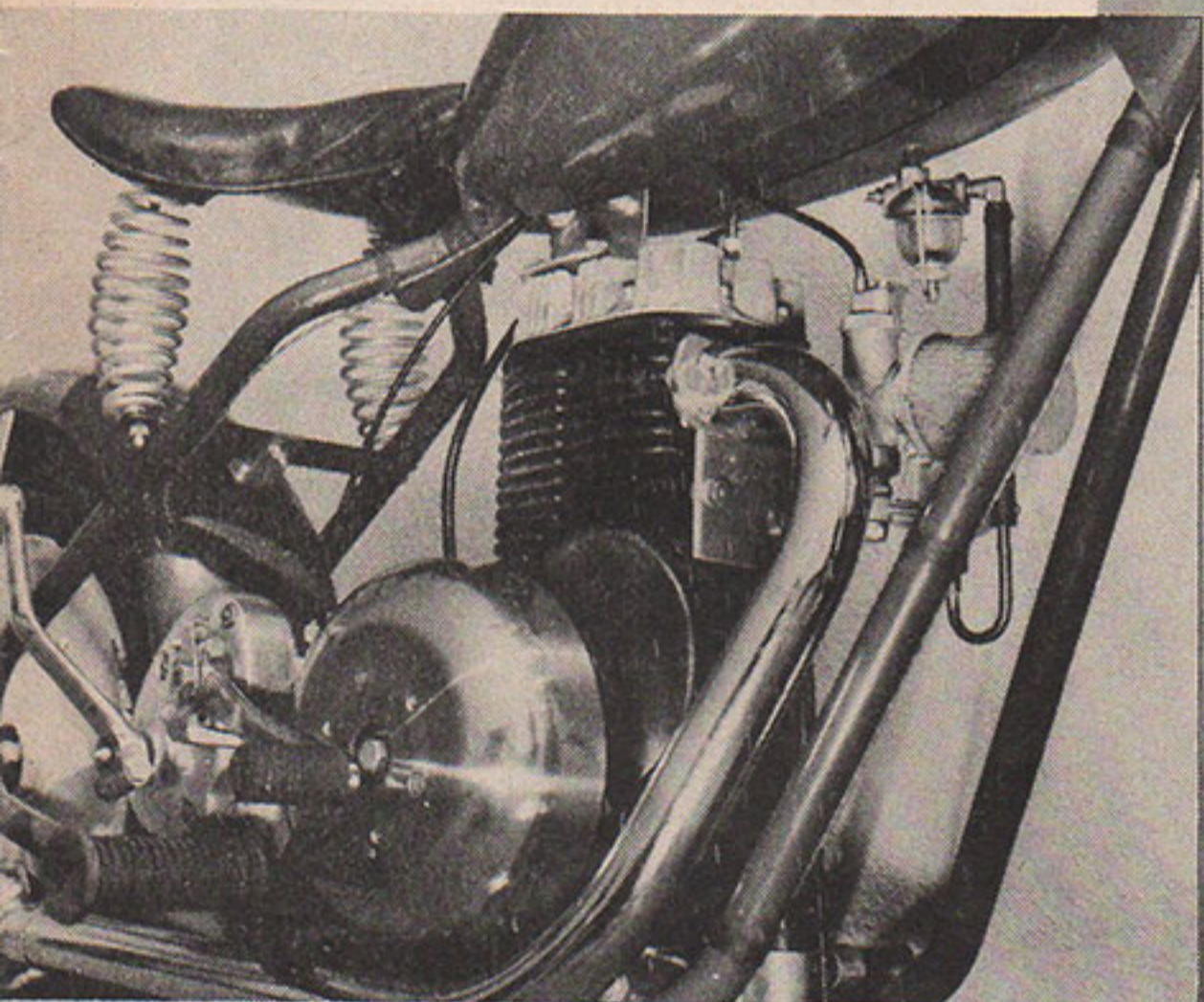
RECENTLY, Walt Fulton, who finished in the top ten in the 1950 Daytona 100 Miler on his 500 cc Norton, was invited by the makers of Mustang to try out the new 19.4 cu. in. Mustang Model "4." Walt had ridden the previous model some time ago in the Big Bear run and so had some idea of what to expect from the mighty mite.

However, after he had put the machine through the works to check its balance, pick-up, climbing ability and general all 'round rideability he said, "You're going to have a tough time telling people how much big machine performance you've built into this cycle. When they ride it—Oh Boy!"

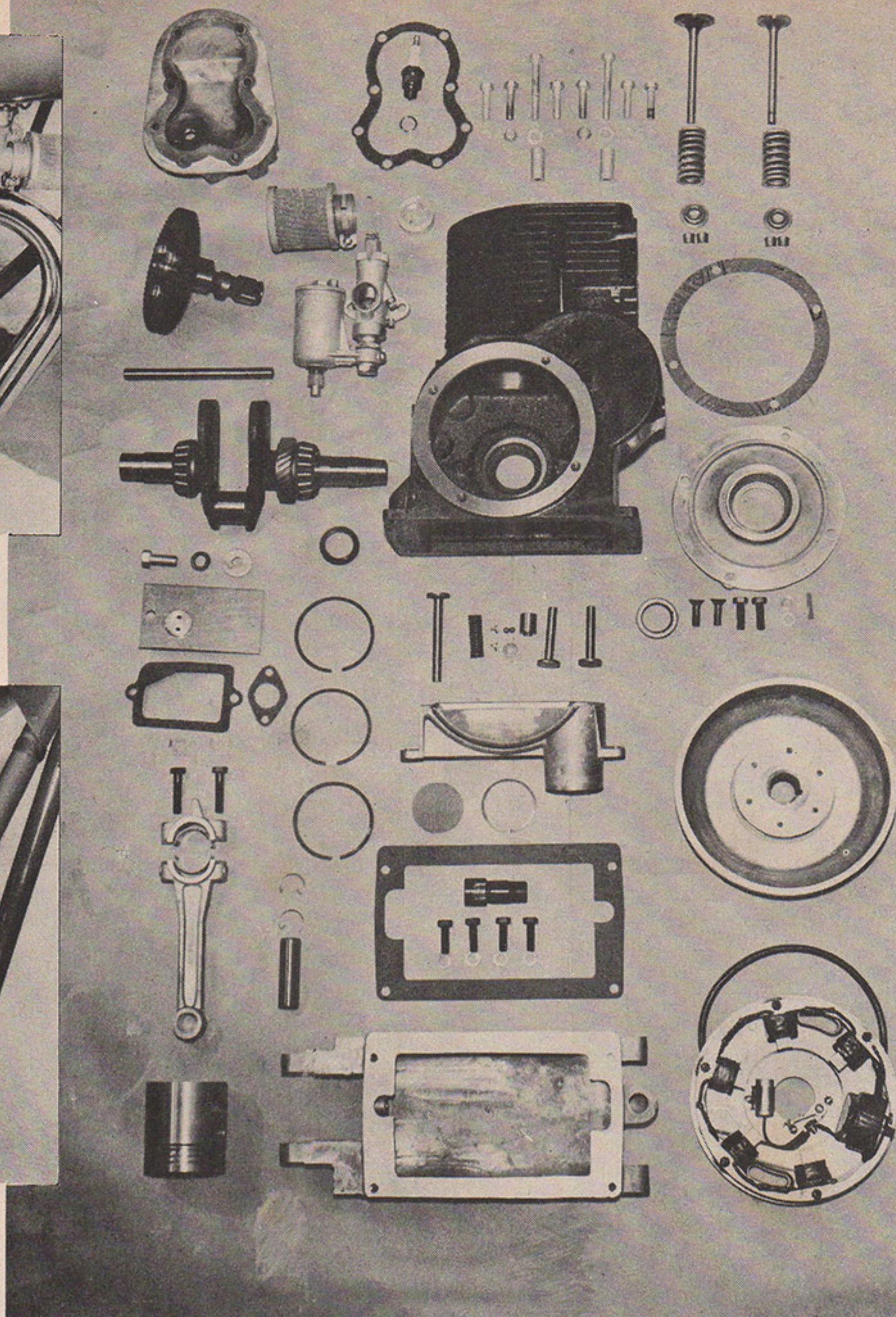




Trim appearance of engine and foot-shift Burman gearbox. Newly designed, larger outside flywheel improves torque. Transmission provides three speeds. Very outstanding workmanship



New Mustang features engine with aluminum cylinder head, forward-facing carburetor, double loop frame, dynamo lighting, accessibility, and neat appearance. Very high-grade finish



An air cleaner has been added to the carburetor—a desirable feature if much riding is to be done under dusty conditions.

A new precision designed and thoroughly pretested, 6-pole flywheel generator-magneto is now standard equipment. The new magneto provides a hotter spark and permits more critical timing adjustments for better combustion and more highly tuned performance. The rotor and new larger flywheel have passed safety tests at speeds up to 12,000 revolutions per minute, a rate far in excess of even top operating speeds. Breaker points and condenser are standard automotive parts easily replaceable anywhere in the country.

The generator part of the combination develops a 6 volt 5.4 ampere output for the lighting system, affording an exceptionally even flow of current to the

32 candle power headlight and 3 candle power tail light even at low speeds. Adequate current control eliminates burned out lights from overloads. Bulb life is comparable to that enjoyed with a good battery system.

The added weight of the larger flywheel which houses the generator-magneto adds smoothness to Mustang's operation at low speeds and permits an extremely low idling speed. Also, completely covering the generator-magneto as it does, it makes for a quieter machine.

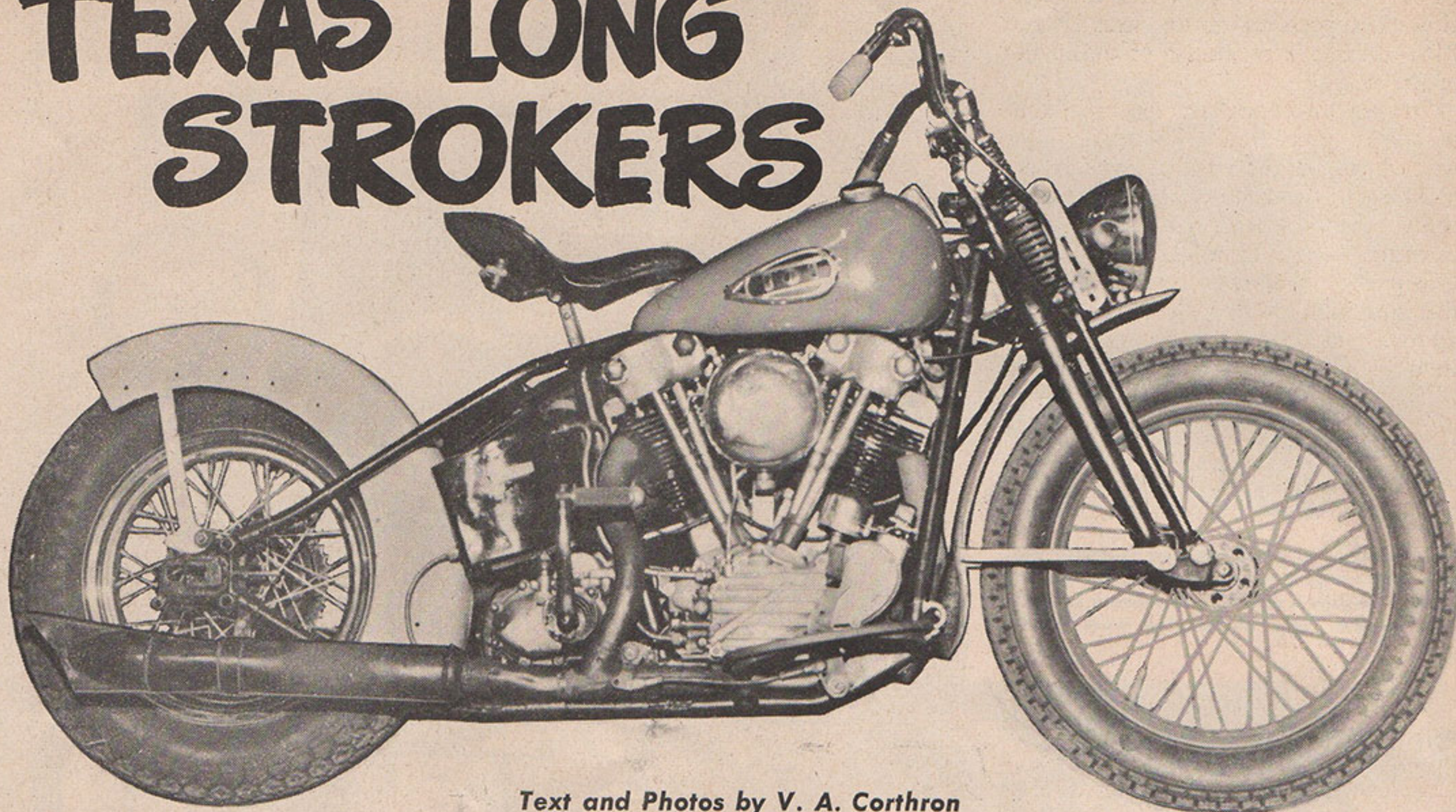
Mustang still remains the only American machine with the British-built Burman 3-speed, foot-shift gear box. Refinements have been made in the case, but the transmission itself is essentially the same as used on the record-smashing British machines which have virtually monopolized speed, cross coun-

try, and hill climbing wins in this country for the past several years.

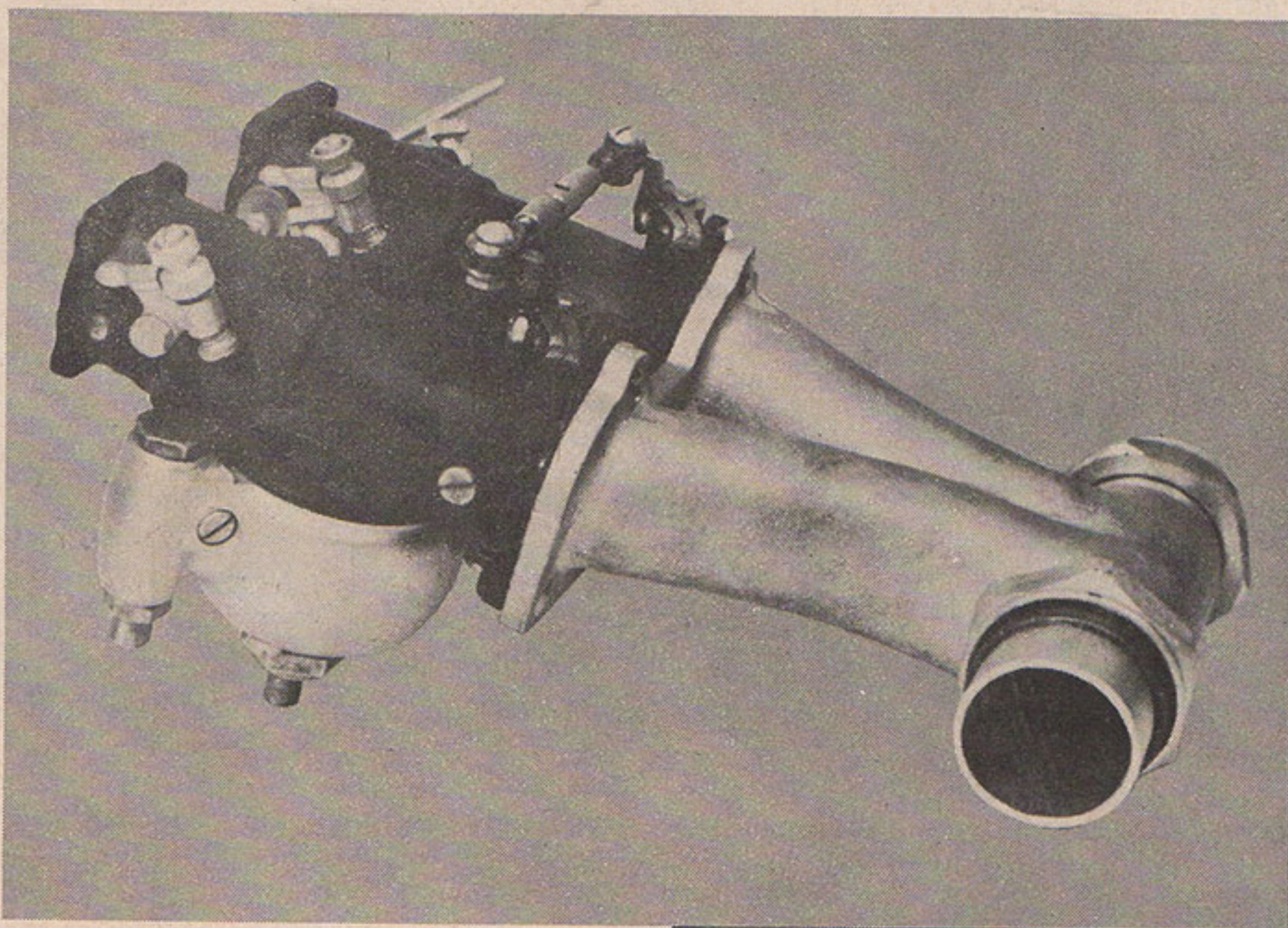
The telescopic front fork (Mustang was the first American machine to have it) is long since past the experimental stage. It is trouble-free, rugged and velvet smooth in operation. Polished hard chrome actuating tubes contribute beauty as well as long wear to these shock and recoil arresting forks.

A new larger anti-splash two-section gas tank "beefs up" the appearance of the machine and provides an extra half gallon capacity, raising the Mustang's cruising range to 175 miles or better at its 70-plus miles per gallon fuel consumption. A chrome strip down the center of the tank is an additional touch of good styling.

TEXAS LONG STROKERS



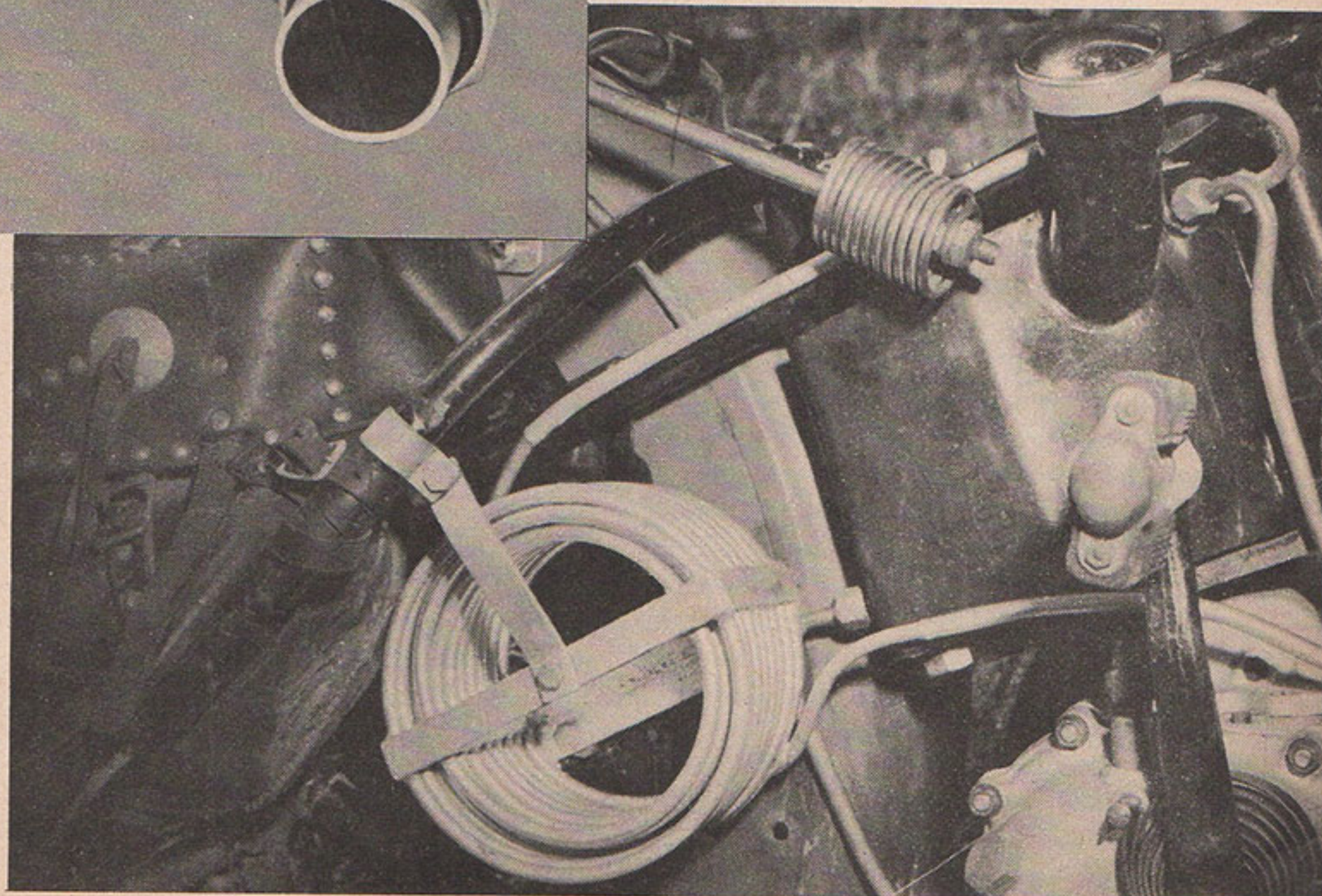
Text and Photos by V. A. Corthron



UPPER—Example of 94" OHV Harley-Davidson machine. Gas tank has been made shallower to accommodate "jacked-up" barrels without deeply recessing rocker boxes into the bottom of tank

CENTER—Special intake manifold used to fit two "45" carburetors to an OHV job. Manifold is thoroughly polished both inside and out. Special synchronizing throttle linkage is plainly seen

LOWER—Experimental oil cooler for big-twin Harley-Davidsons. Multiple coils of copper tubing reduce temperature of scavenged oil returning to oil tank. Special filler neck is shown



BOB OBENBERGER operates the Texas Motorcycle and Engineering Co., Fort Worth, Texas. He has earned a national reputation for building the 'most gigantic H-D strokers' in the country. Bob's strokers are just like the State of Texas, the Biggest and the Best.

On building Harley-Davidson strokers, Bob has this to say, "Make 'em as big as you want, but remember to keep 'em well oiled." A 45" can go out to a 61" while the O.H.V.'s can go out to 105", if you want a real big one. Most boys prefer a 58" 45 or a 94" O.H.V. job. Each engine is built up to the specifications laid down by the customer

when it comes to inches and compression. Compression ratios usually run 7½:1 to 8½:1 regardless of the inches of the engine.

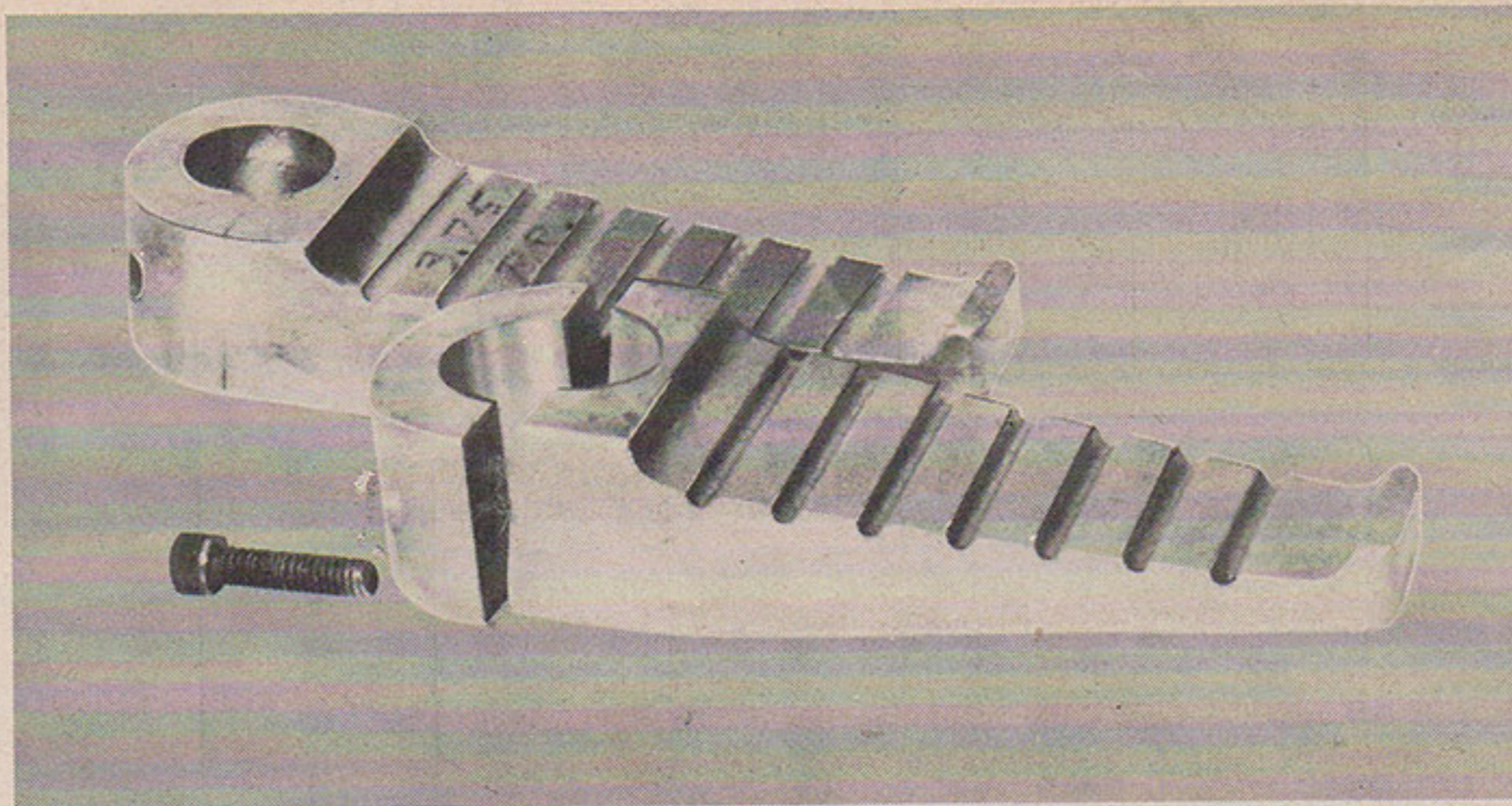
Stroker fly-wheels are machined out of virgin grey iron alloy blanks. No welded up, or bored out, wheels are ever used. After complete machining, these special wheels are balanced to customer's specs or to the time-proven Obenberger Balance. Spacing blocks that go under the barrels are machined all over and are the only changeable item in a stroker using Bob's wheels.

To prove that a stroker can be used on the road in everyday service, there is one 94" O.H.V. job in Fort Worth which has clocked 120 mph running bobbed fenders, 16" rear wheel, 18" front wheel, Sure-Start ignition, stock cam and a stock carburetor. The owner uses it regularly on his job.

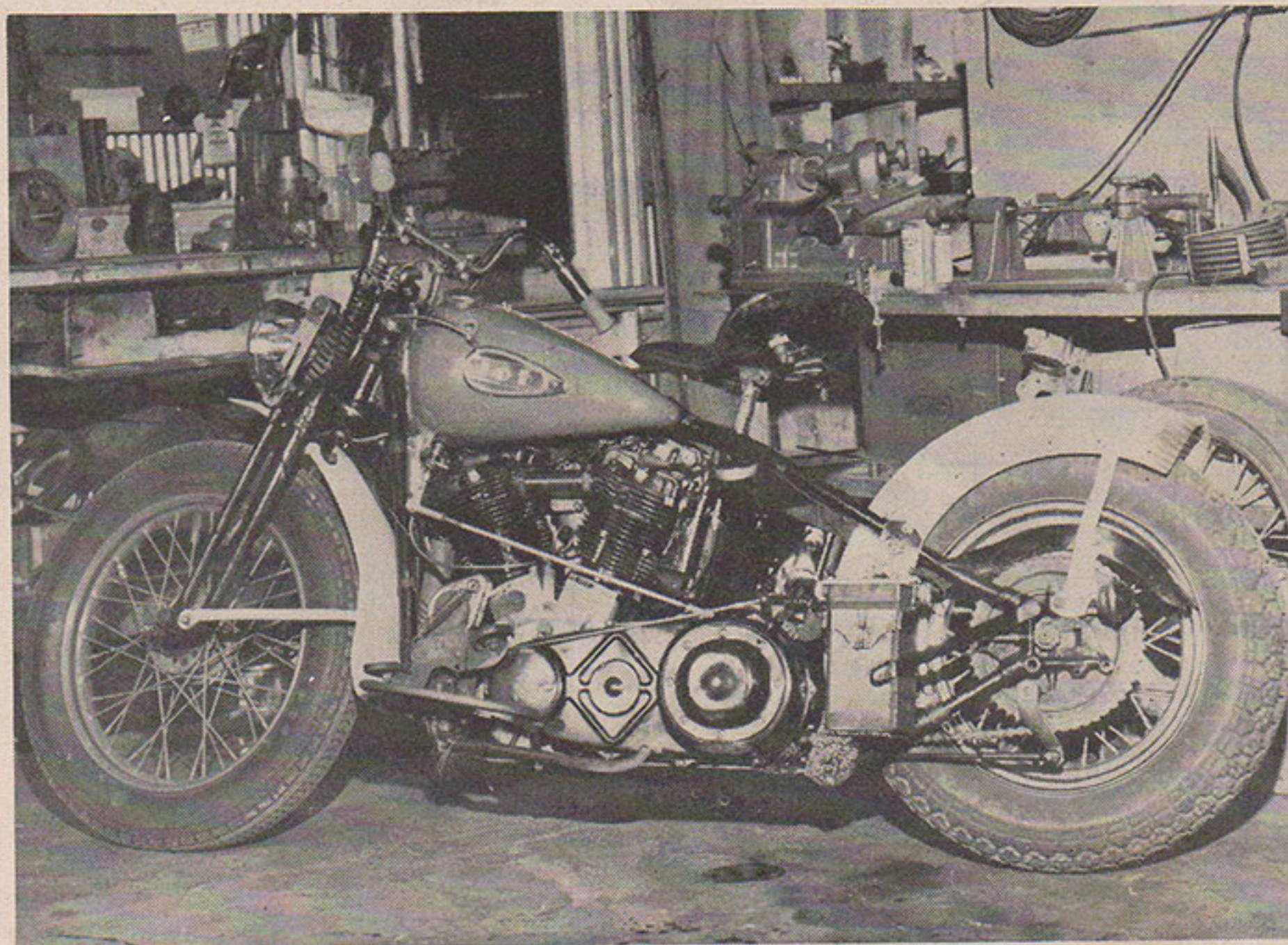
GOOD OILING IS ESSENTIAL

The second trick in building a stroker is to provide proper oiling. Bob began experimenting with Harley-Davidson oiling systems about 1937 and today has developed a fool-proof, smokeless set-up that guarantees to keep one of his strokers together. No special parts are required, but a new routing system for the oil is the secret. Bob's system circulates the oil better and faster yet normal consumption remains at 600 to 800 miles per quart. This system also does away with having to 'break-in' a new stroker engine. Just 'get on and go' is Bob's advice.

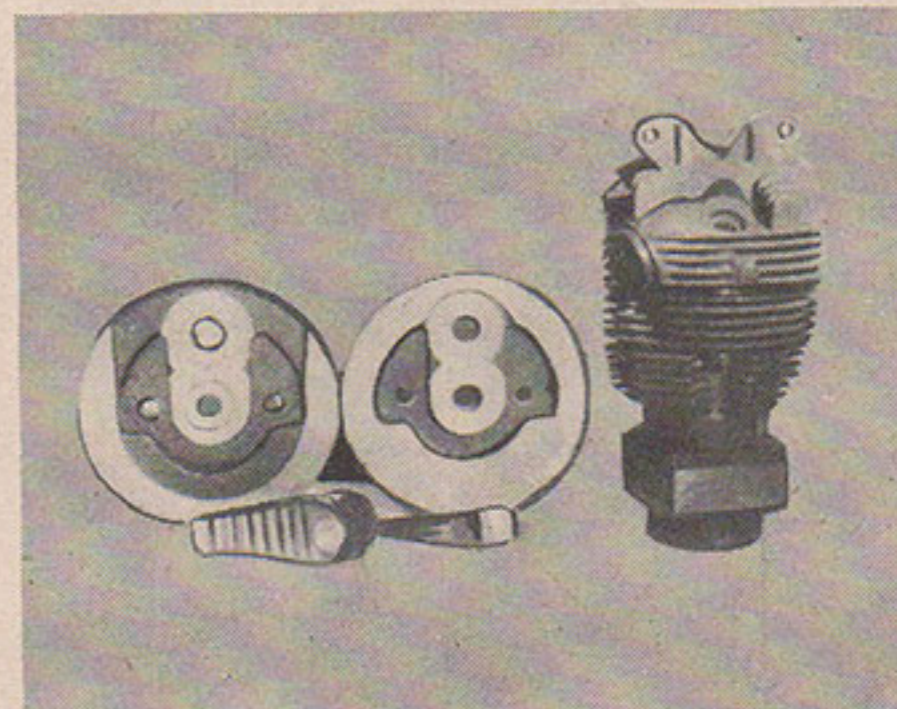
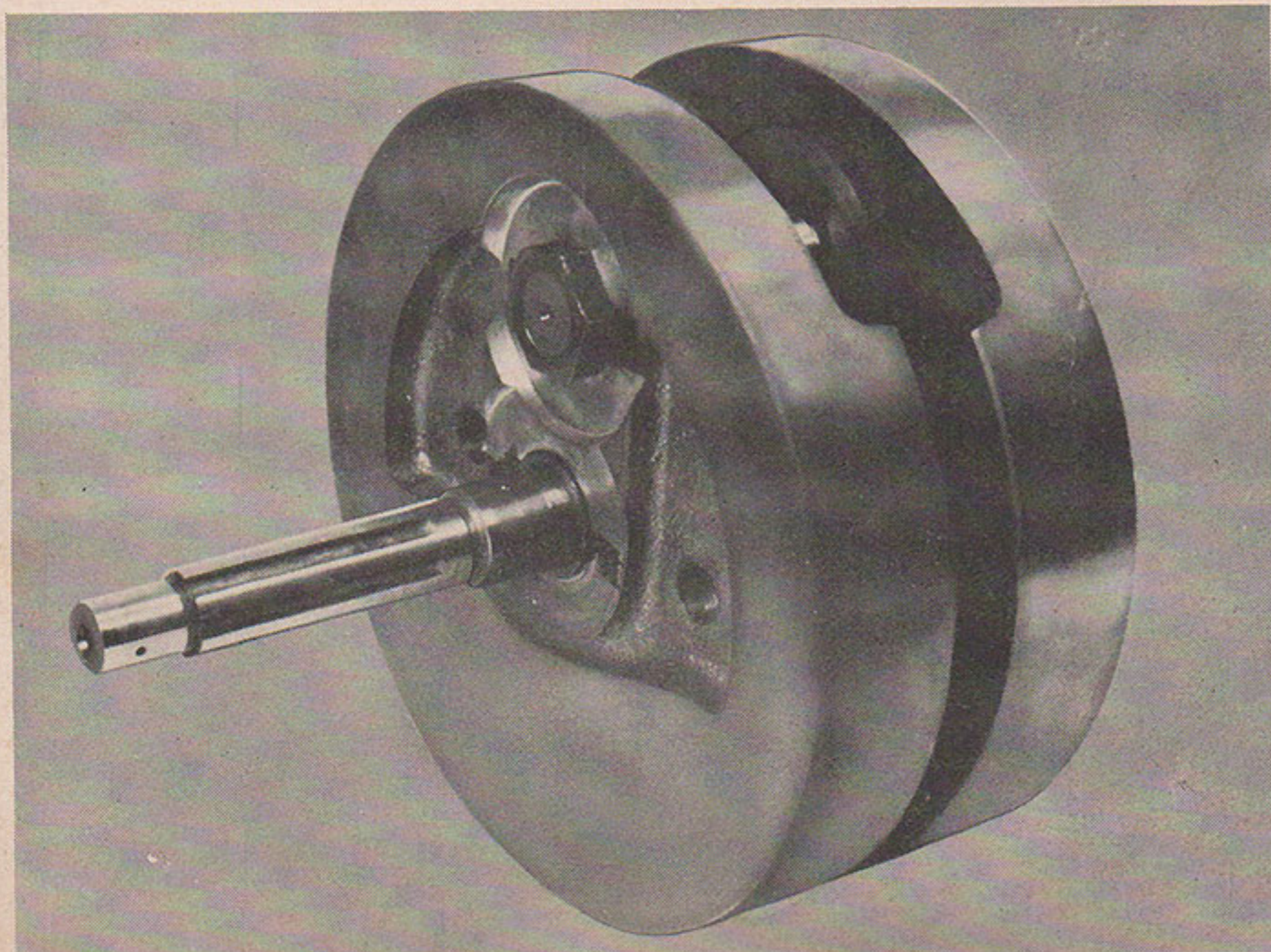
The Texas Motorcycle and Engineering Co. markets three customized accessories; a dual manifold for fitting two 45 carburetors on an O.H.V. job, foot rests for mounting on front crash bars, and a ribbed aluminum cooling shell for Harley-Davidson front brakes.



Solid cast aluminum foot rests for front crash-bar mounting feature utmost simplicity



Left side view of 94" OHV machine. Spacing blocks under cylinders and relocated battery are points of interest. Big engine does not make machine appear freakish. Bike is used daily



ABOVE—Specialty items manufactured by Texas Motorcycle and Engineering Company. The cylinder and head, mounted on the special spacing block, are factory components. Spacing blocks are available in many different thicknesses

LEFT—Flywheels for a 105" OHV Harley-Davidson complete with crankpin and mainshafts in position. Crankpins and mainshafts are factory parts. Shaft bores are extremely accurate



Main Photo by Acme Art Laboratories

Spot Photos by Thomas J. Medley

TRAILBLAZERS 11th ANNUAL DINNER

By Gene Jaderquist

THE ELEVENTH annual banquet of the Trailblazers was held in Los Angeles at Rodger Young auditorium on Saturday evening, March 25th. Informality and an air of easy good humor marked the proceedings as the club's president, Paul Derkum, introduced guests whose names read like a history of the past fifty years of U.S. motorcycling. There were no speeches of the usual after-dinner variety, no hour-long discourses; instead men from all branches of the field chatted briefly with the 305 other men present, giving highlights of motorcycling as they had seen it.

The meeting was called to order at 8:45. Introductions came first, and each guest stood and introduced himself by name and locality. Two had come from Ohio, one from Denver and one from New Jersey to attend the affair. The majority of the rest were from the Los Angeles area, but Oregon and the San Francisco bay area were also represented.

A solemn point in the proceedings came when A. F. Van Order, founder and secretary of the Trailblazers, read the list of members who had passed away during the past year since the last banquet. Fred Shaw, Lee Humiston, Ray Peck, Al Rice, Eddy Long and others, all names familiar to many in the audience, were called off and everyone stood in silent tribute to their memory.

Ordinary matters of business were dispensed with at this point so more time could be devoted to guests. Secretary Van Order read letters of greetings from members who were unable to attend the banquet. He then drew attention to the photographs on display, depicting historic moments in the history of motorcycling, and to the antique bikes exhibited in the lobby. These were an Indian, a Harley, a Reading Standard and another Harley all dating from the period between 1908 and 1912.

The first guest introduced was a man



Walter Collins, first man to do 60 mph, 1905

who had ridden similar motorcycles in the same period, Walter Collins. He was the first man to ride one mile in one minute in the United States. The date was February 22, 1905. He recalled early difficulties with roads and inadequate equipment in the eastern part of the country.

This same theme was continued by Floyd Clymer as he took over the meeting to introduce the guests at the speakers' table. A onetime racer, Clymer is



Free, present holder of the U.S. speed record; Joe Petrali, former holder of the same record; Don Evans, winner of the Daytona Beach 100-mile event in 1948 and 1949; George Lannon, former short-track racer; Harry Pelton, side-car racer; Joe Walker and Jack Wager, Harley-



C. Will Ridsen, first "motorcycle merchandiser" in Los Angeles, California. Ridsen handled over 800 new Indians in 1908. Established road records in 1912, Los Angeles-San Francisco

Davidson dealers; Jack and Cordy Milne, first and third, respectively, in the 1937 World's Championship short-track finals in England; Sam Parriott, holder of the acceleration record; Harry "Bozo" Small; Max "Hitler" Bubeck, California dry-lake racer; Frank Chase, designer and tuner of his own machines; Stan Irons, president of the Competition Riders Association; LeGrand Jordan, Highway Patrolman; Gene Jordan, who is building a 4-cylinder motorcycle to compete for the speed record; Johnny Krieger, formerly Indian factory racer; Walt Duwarski;

now vice-president of the Trailblazers. In turn he introduced Jack Hocker, Vallejo; Carey Loftin, free-lance Hollywood stunt man; C. Will Ridsen; Lloyd "Sprouts" Elder; Joe Petrali; Frank Murray; Arthur Welch; P. A. Bigsby, former cross-country racer now building electric guitars in Downey; A. F. Van Order; Paul Derkum; Hap Alzina; Ben Torres; Paul Seaman; Wilbur "Lammy" Lamoreaux; and Rollie Harper. Then from the audience, he selected Rex Edmonds, competition racer in 1913 who had been blinded in an accident at the peak of his career. Edmonds fought his way back

to become one of the top reporters of motorcycling events in the country, writing for leading Eastern publications.

Clymer concluded his turn at the rostrum by introducing Bertil Schmidt, a visiting engineer from Sweden and an ardent fan of motorcycling there.

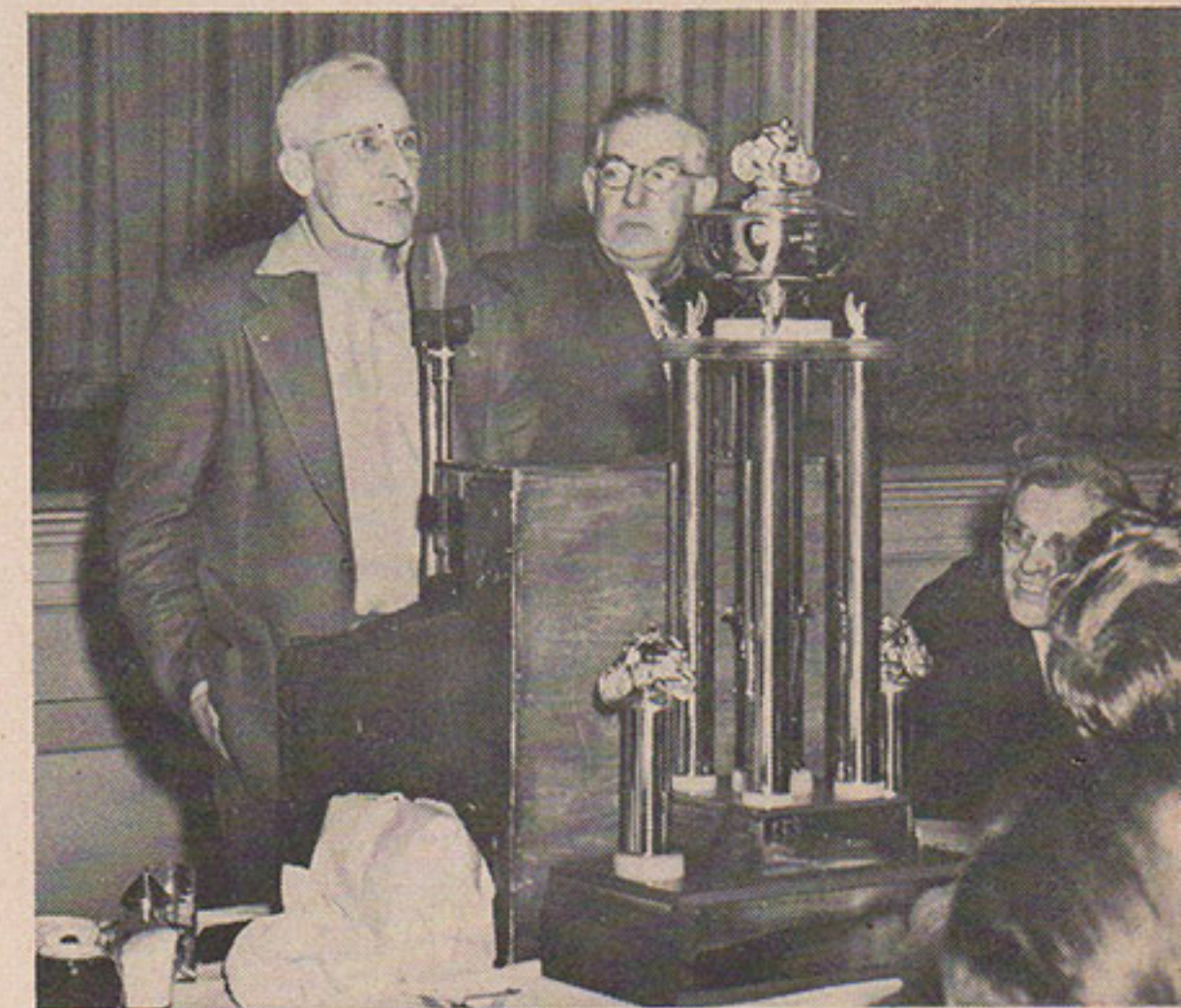
From the floor, Fred Ludlow, 26 years a motor officer in Pasadena and one of the directors of the Municipal Motorcycle Officers Association, announced that Paul Derkum had been voted an honorary membership in the Association.

Jimmy Chann, the Bridgeton, New Jersey, rider who is wearing the No. 1 on his 'cycle this year, said a few words about his plans. He will race in California this year and is planning to move out this way permanently as soon as possible.

OFFICERS RE-ELECTED

The last order of business was the election of officers. The existing officers were unanimously held in office for the ensuing year. They are: Paul Derkum, president; Floyd Clymer, vice-president; A. F. Van Order, secretary.

Among those attending were: Rollie



Walter Hadfield, famous 3-Flag contender

Lou Branch, former short-track rider; Earl Farrand, former racing rider; Cliff Shoemaker, former mechanic; Ed Hinkle, short-track rider; Ralph Fessler, racing rider; Judd Carriker, Indian dealer; Fred Shunk, Indian mechanic; Louie Thomas, B.S.A. dealer; Guy Urquhart, dealer; Joe Coons; Louie Robinson; Herman Filker, Alhambra motorcycle officer; J. J. O'Connor, former Editor of *Motorcyclist* magazine; and John Edwin Hogg, early board-track star.



Jimmy Chann, 1949 A.M.A. Championship titleholder. Chann is wintering in sunny California

GRITS from the GRIND

SOME ACTION SHOTS and EXTRA HIGHLIGHTS from DAYTONA BEACH

Photos by Onslow

BEN "QUIET" CAMPANELE, during the drawing for Starting Position numbers, gave the impression that he meant business this year. His performance bore out said impression. Ben rode the first American bike past the checkered flag for a solid Fifth Place.

A VERY COMMODIOUS and comfortable North grandstand has been erected. The lucky "sitters" could easily observe over one-half of the entire course.

THE FINISH line was established at a point on the backstretch just immediately before the riders banked over for the South Turn. A towering platform for the Starter precluded any possibility of the 1949 race incident re-occurring wherein Don Evans fell off just as Starter Jim Davis was giving him the checkered flag. Result—Davis received painful injuries.

UPPER—No. 67, Jack Gholson, on his Indian, forges ahead of a fast bunch on the road backstretch at over 115 mph in the 200 Miler. Riders are approaching the "Shut Off" point before South Turn. They back-shift and brake here

CENTER—No. 22, Trevor Deeley, Vancouver, corrects overslide of his Harley in South Turn. E. Widham, No. 104, hugs the pole while Rody Rodenberg, BMW, comes up fast. Deeley led out of the turn. Deeley was a strong favorite

LOWER—Where too much speed spells spills. Riders shown leaving paved road and entering South Turn. No. 77, Roger Soderstrom, leads pack on his Harley. Note Judge's stand to left of roadway. Photo taken from Checkers' Stand

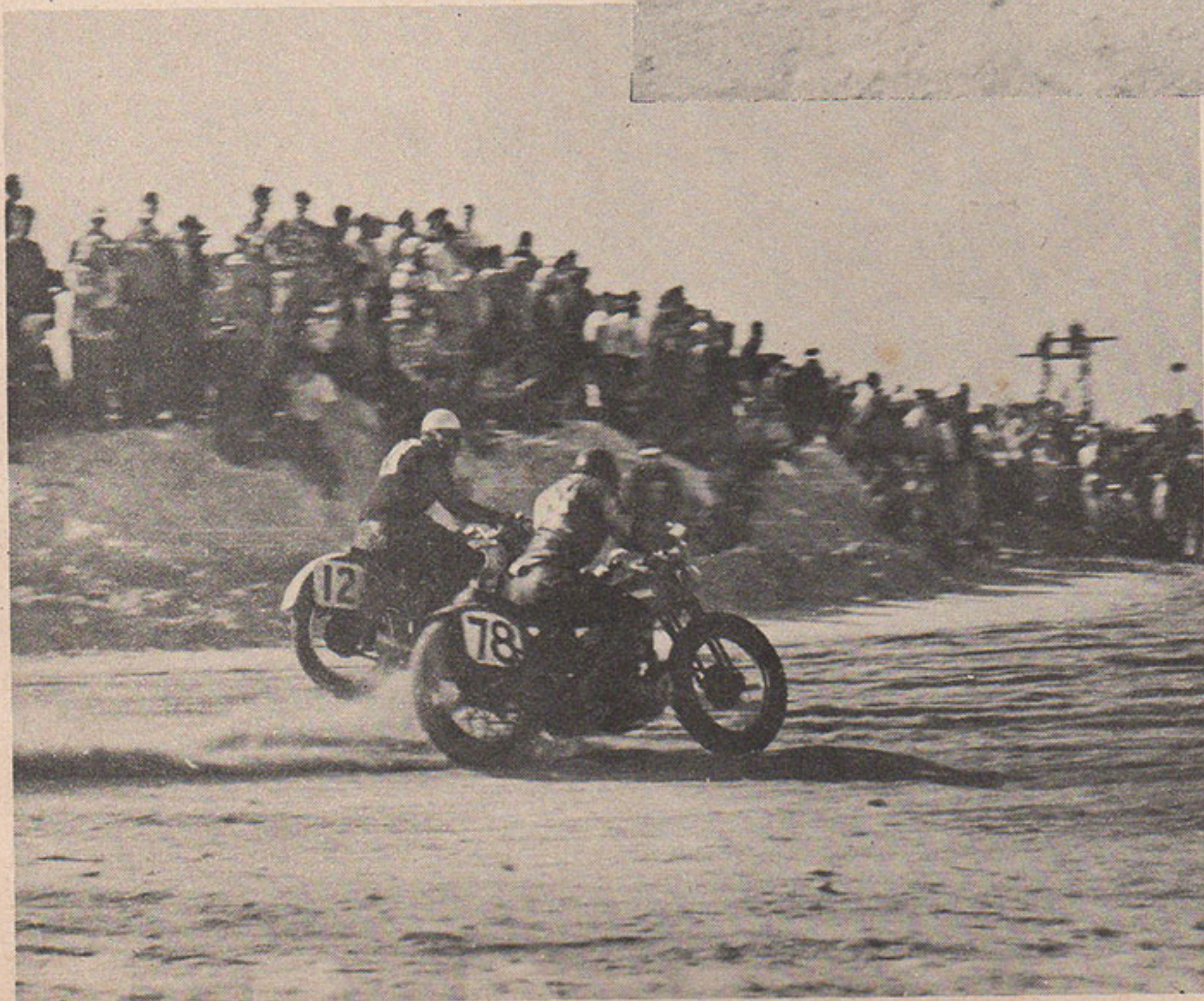
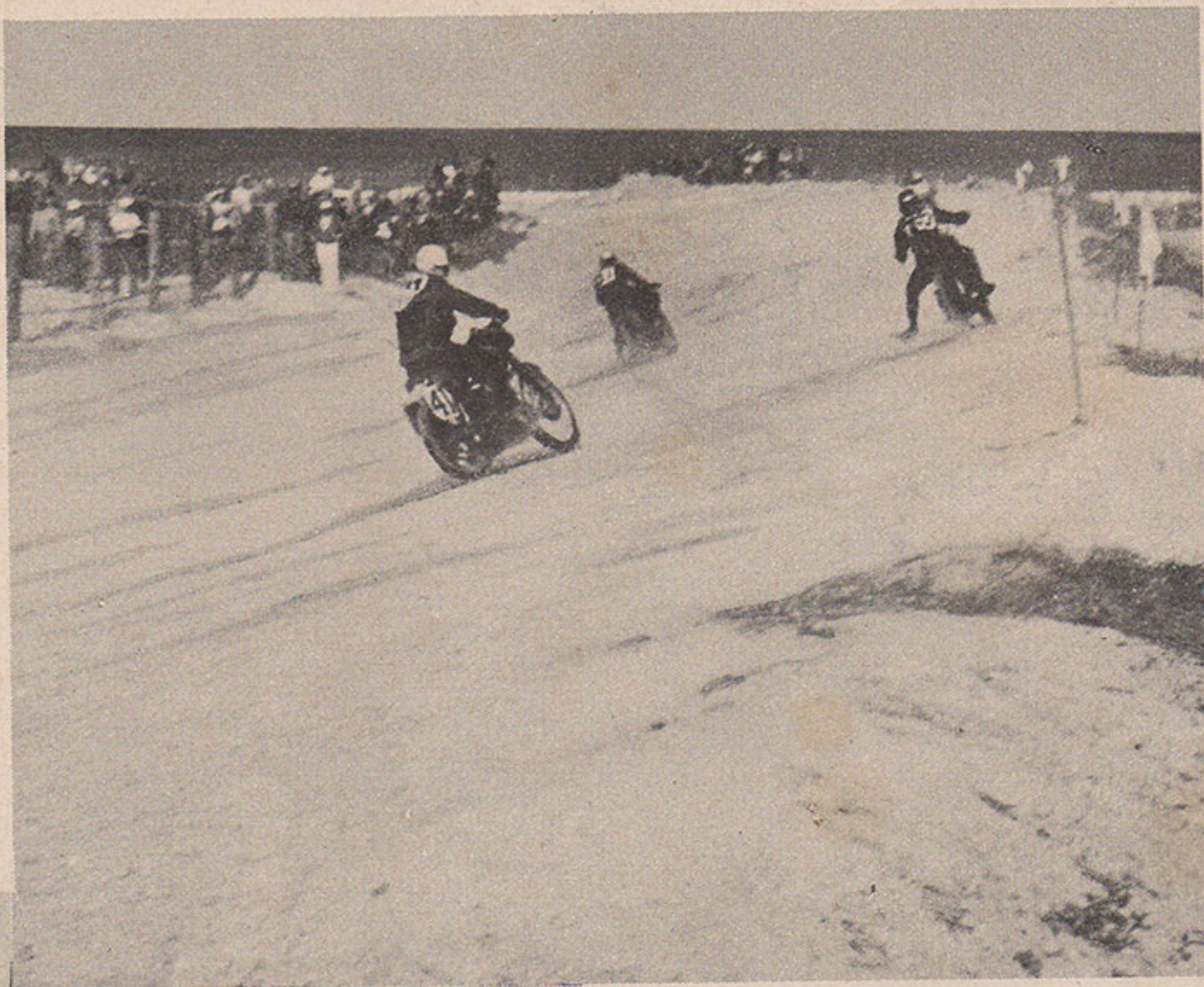
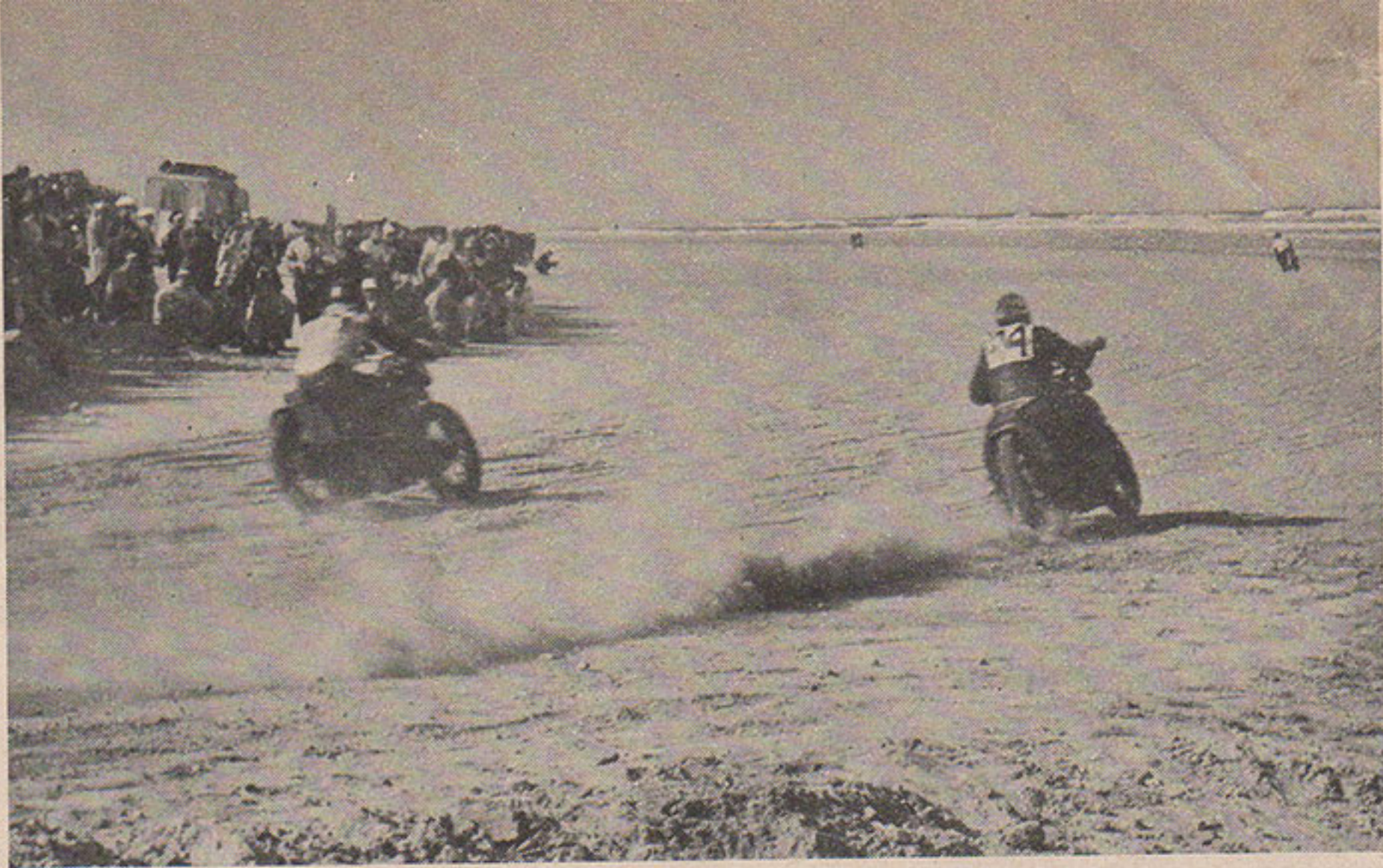
AN EVIL which still existed at Daytona this year was the practice of riders "dragging out" up or down the beach when other groups of riders were doing the same thing traveling in the OPPOSITE direction. Combined speeds when passing each other meant that riders were flirting with something like 220 mph. It doesn't take daredevils to do this sort of thing—it takes dumbheads. Note to Officials—This practice should never be tolerated again for Safety's Sake.

DUD PERKINS, San Francisco Harley-Davidson dealer, roamed up and down the beach during practice periods and prior to each race, on his Harley 125. The brilliant sunshine was again mistreating Dud's face—that Lobster Red color got brighter every day.

TOILET FACILITIES were definitely improved this year in contrast to previous years, but a lot of further improvements are in order. Note to Officials—Facilities were acceptable but far too few in number. Satisfied customers are your best repeat prospects for future races.

BILL ONSLOW, CYCLE's Foreign Correspondent at the races, expressed the fact that motorcyclists in Britain and the U.S. have many common interests, especially the spirit of comradeship amongst riders.

A 30.50 VINCENT HRD Grey Flash model was in much evidence on the beach. Quite unorthodox but pleasing in appearance it aroused a lot of interest. It was not an entrant in either race.



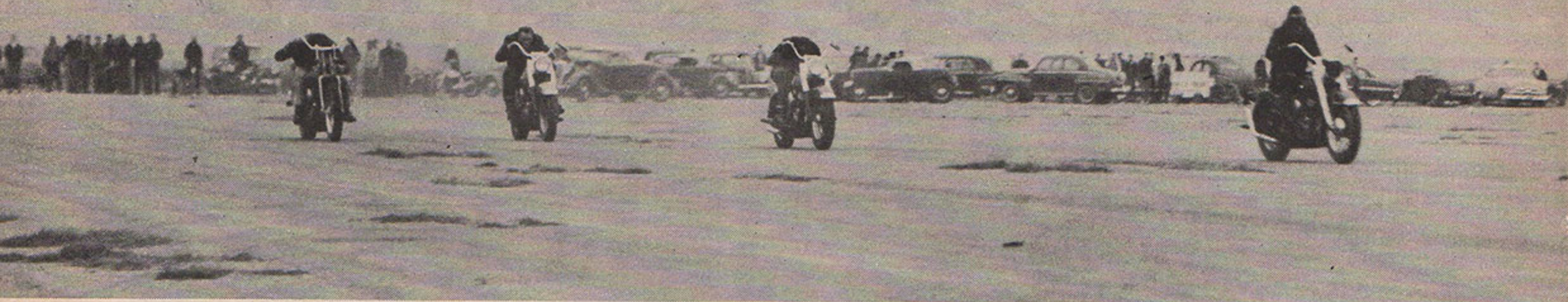
UPPER—Onto the beach with the next turn two miles away. George Sabine slides around slower rider and gets pointed North. This photo taken on sixth lap of 200 Miler showing beach at low tide. South Turn had not yet "torn up"

CENTER—Unidentified Expert rider flirts with treacherous top rim of South Turn. He quit flirting and continued safely. El Maestro, Jack Horn, No. 41, rides the turn with both feet on the pegs. This practice required great skill

LOWER—Jerry McCluney, No. 78, fights past John Long, No. 12, in the waning laps of the Amateur 100 Mile race. McCluney tied for Second Place by employing such hard-riding tactics as shown here and on all parts of course

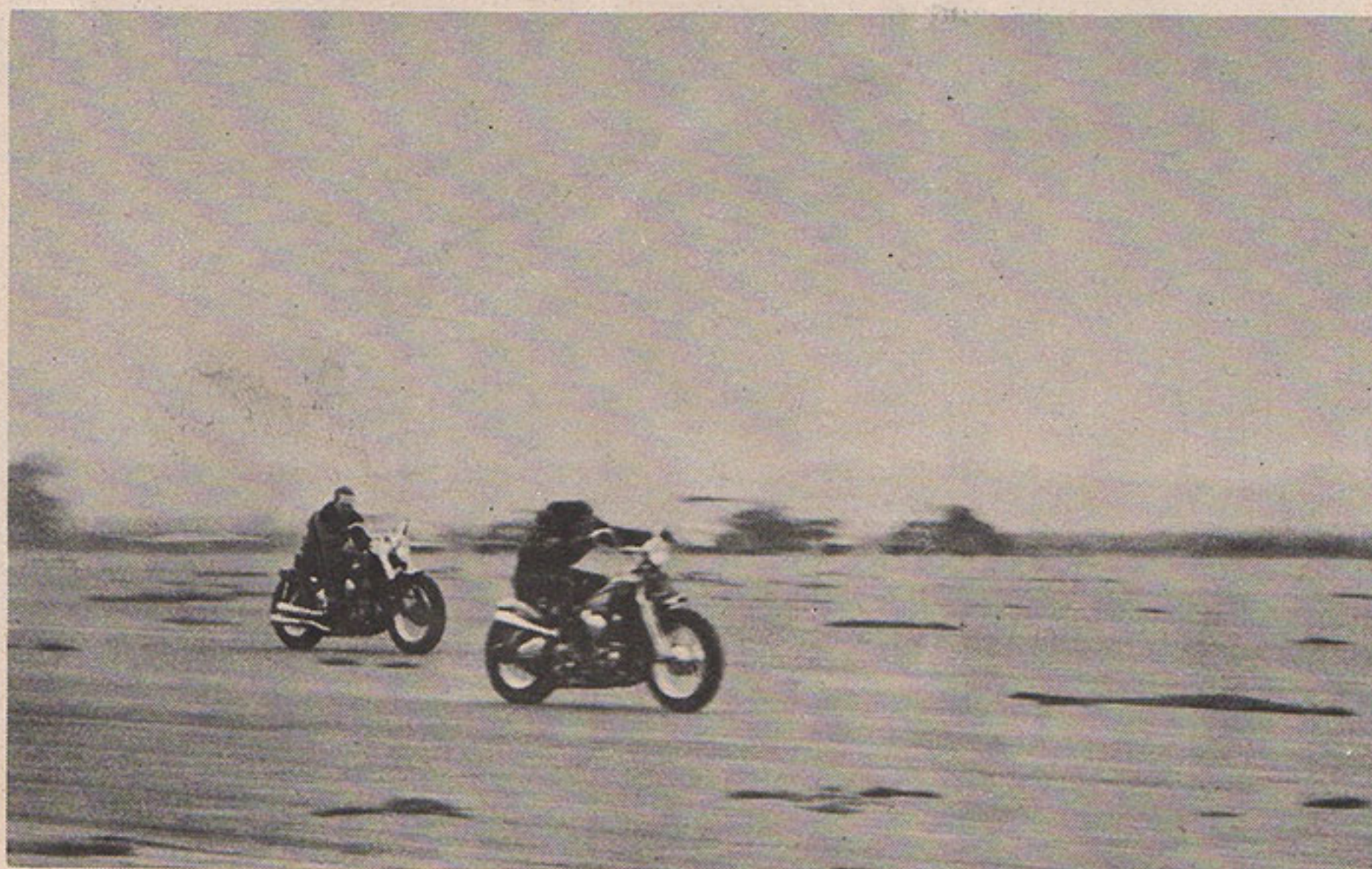
AIRPORT 'DRAG' RACES

SPEED WITH SAFETY

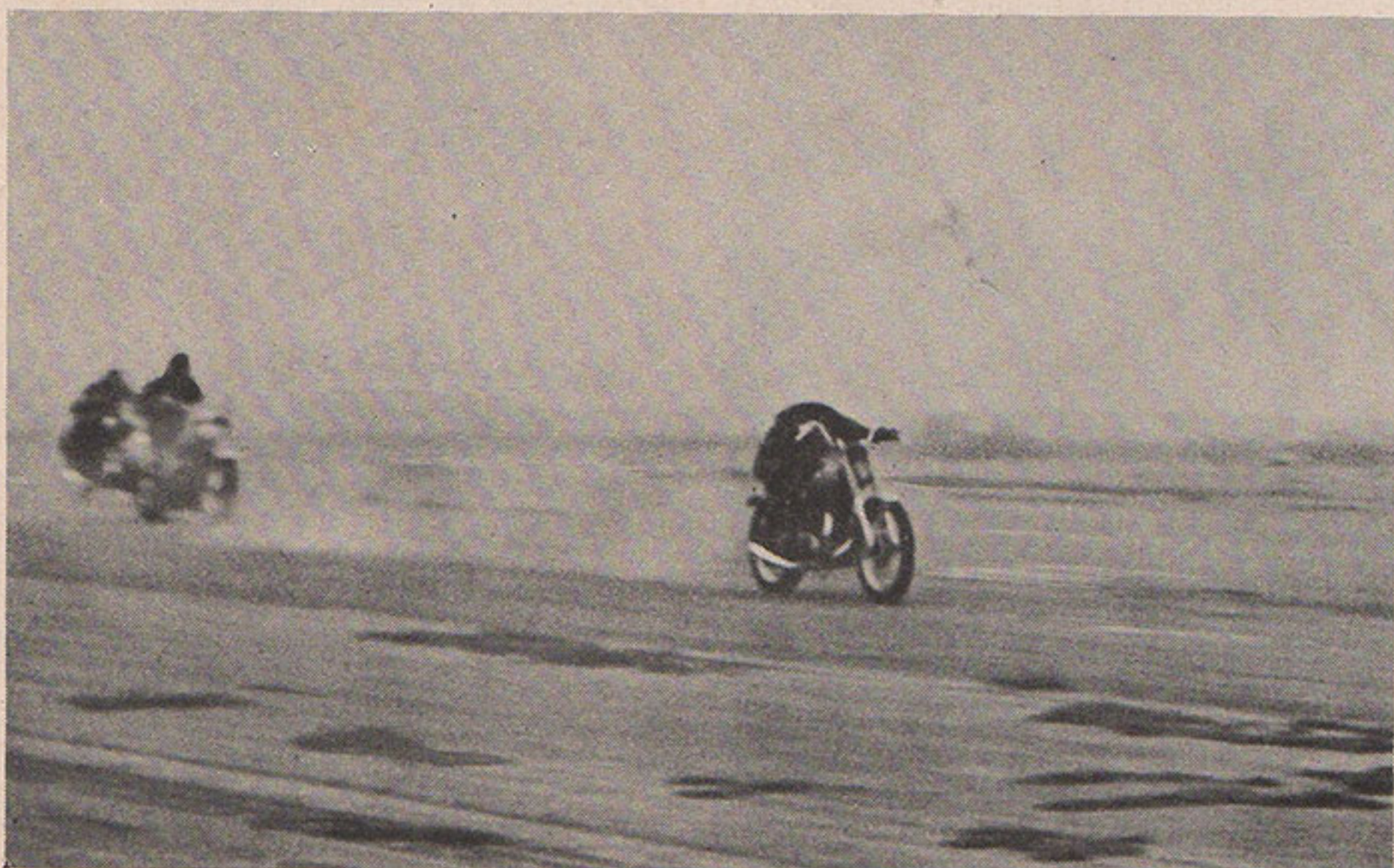


"Swapping cogs" from a standing start. Rider on the right apparently has hit second gear just right!

Photos by Wally Parks



"Two Machines That Made Milwaukee Famous" "top-coggin'" it! Lead rider places his weight back on fender pad to increase rear tire traction and reduce weight on front wheel



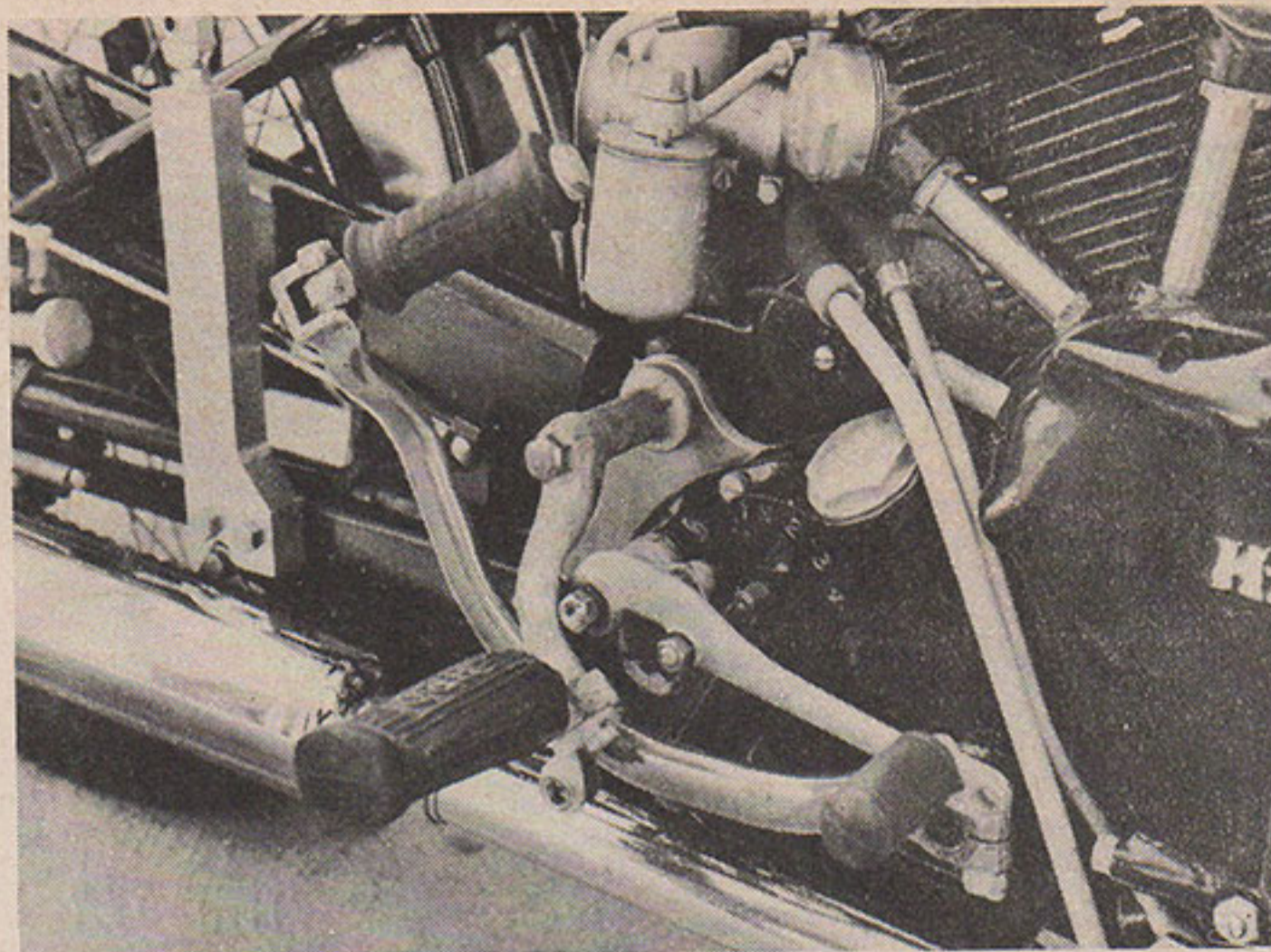
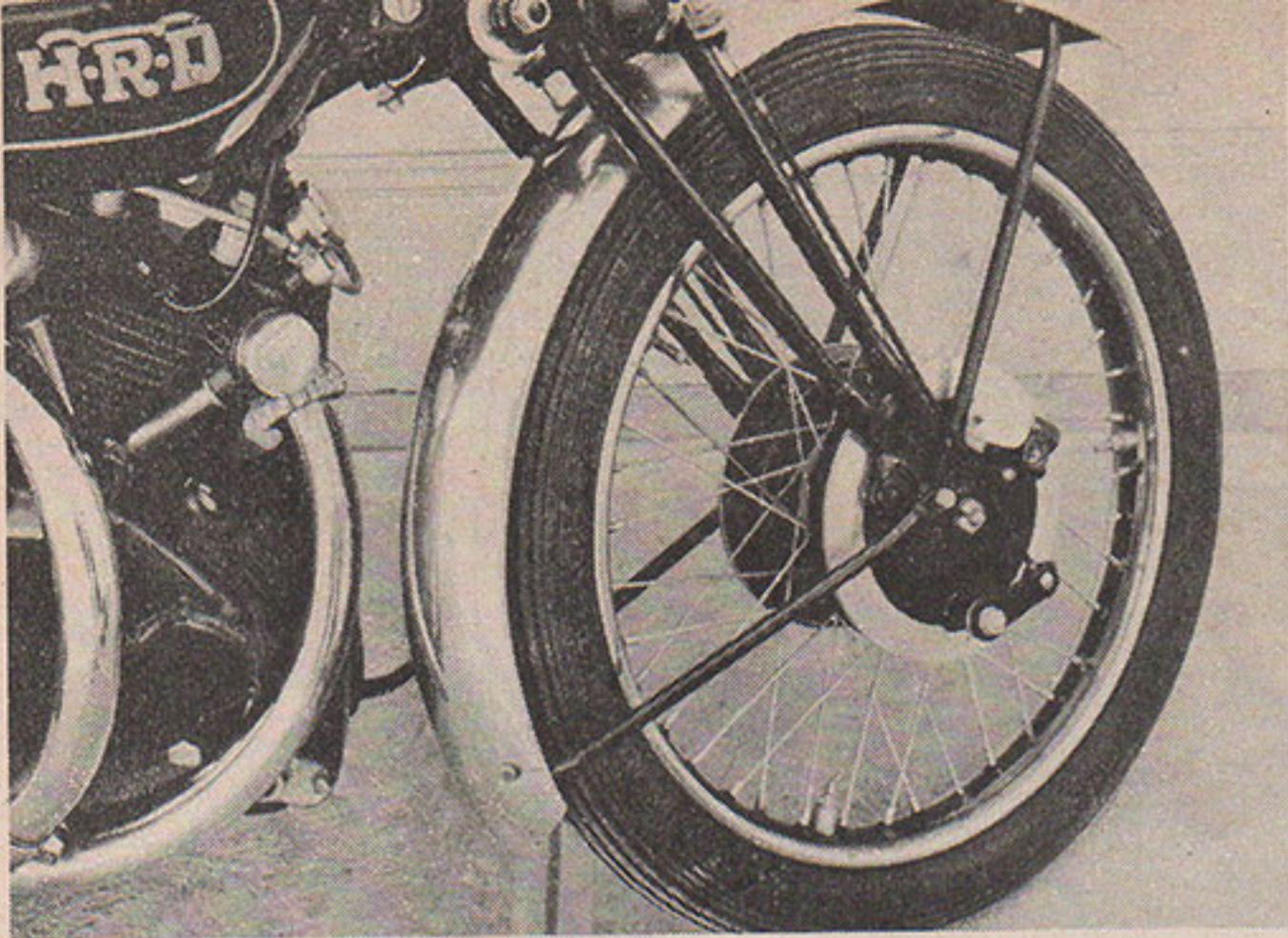
BSA Gold Star leads two other riders at end of one-mile race. Dark areas are grass patches

"AH, LISTEN, fella, I could chop your lugner with one plug wire off." "Hey, man, you're on. Where'll we go?" "What's the matter with right here, right now?" "You're on, hot shot, get your speediron fired up." (The receiving hospital pulled a white sheet over one boy, the other kept his shoulder in a plaster cast for several months. His left eye and left ear were gone for good.)

Matching 'drag-outs' on city streets often find the participants trying to occupy the same space at an intersection that an automobile already has prior rights on filling. You can never remove the spirit of competition from the average rider when it comes to matching his machine against that of a buddy or a belligerent pseudo expert who considers himself 'The Business.' But you can remove the competitors to a place of safety wherein to indulge themselves. What more ideal spot can be found than a deserted airport?

GENERAL APPROVAL

Quite a number of Southern California riders have been holding Sunday afternoon 'Drag Races' on the abandoned Santa Ana Army Air Base near Los Angeles. Public response to these weekly 'Cog-box Capers' has been amazing. Crowds of upward of 15,000 spectators for free have viewed the cycle riders doing their stuff. Police officers cheerfully accept the idea of open pipes on competing machines because the noise created does not become objectionable to John Q. Public since the airport is well removed from the business and residential parts of the town, plus the fact that the racket of open stacks is confined to private property—not the highway.



VINCENT HRD Re-worked

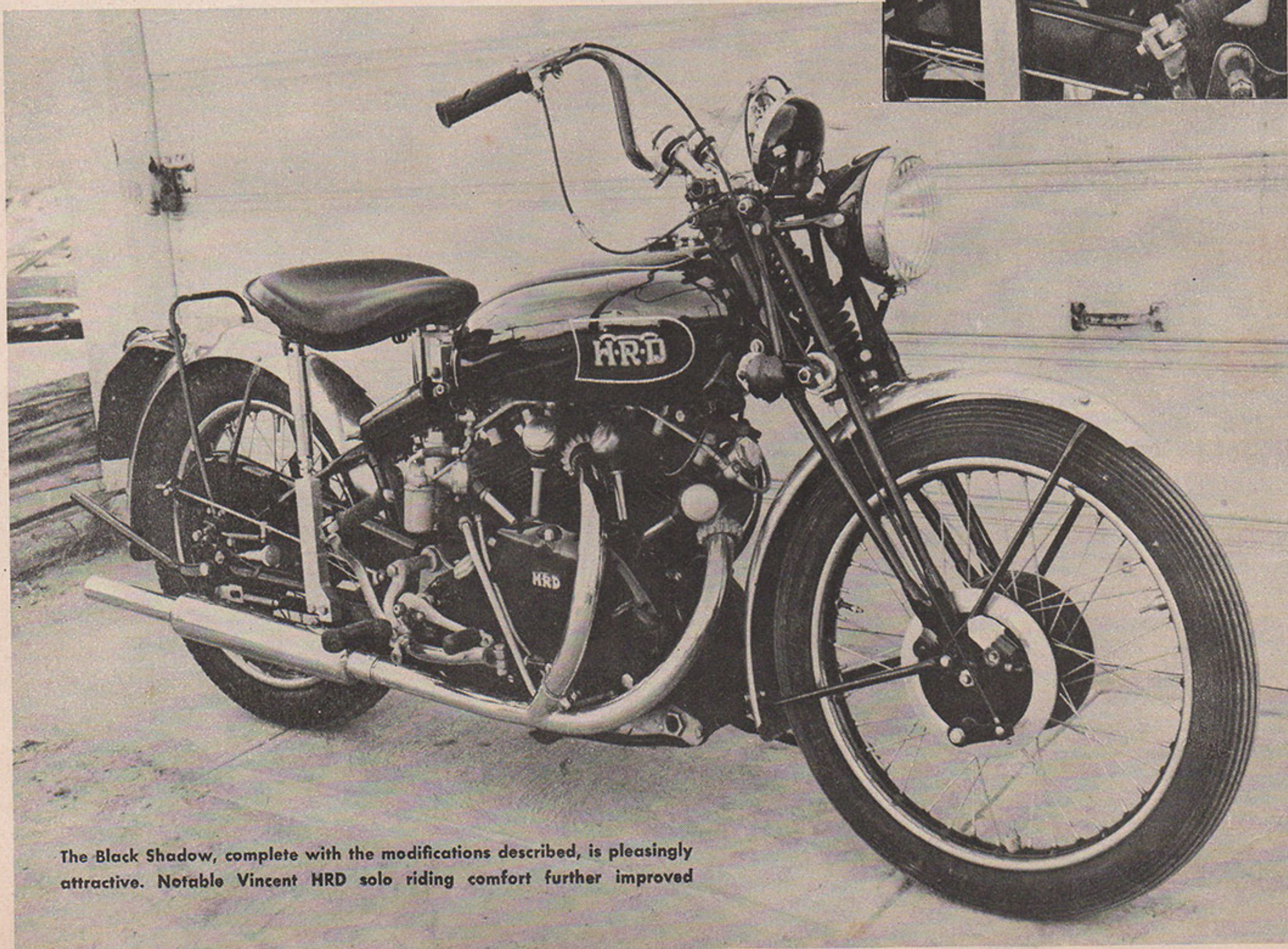
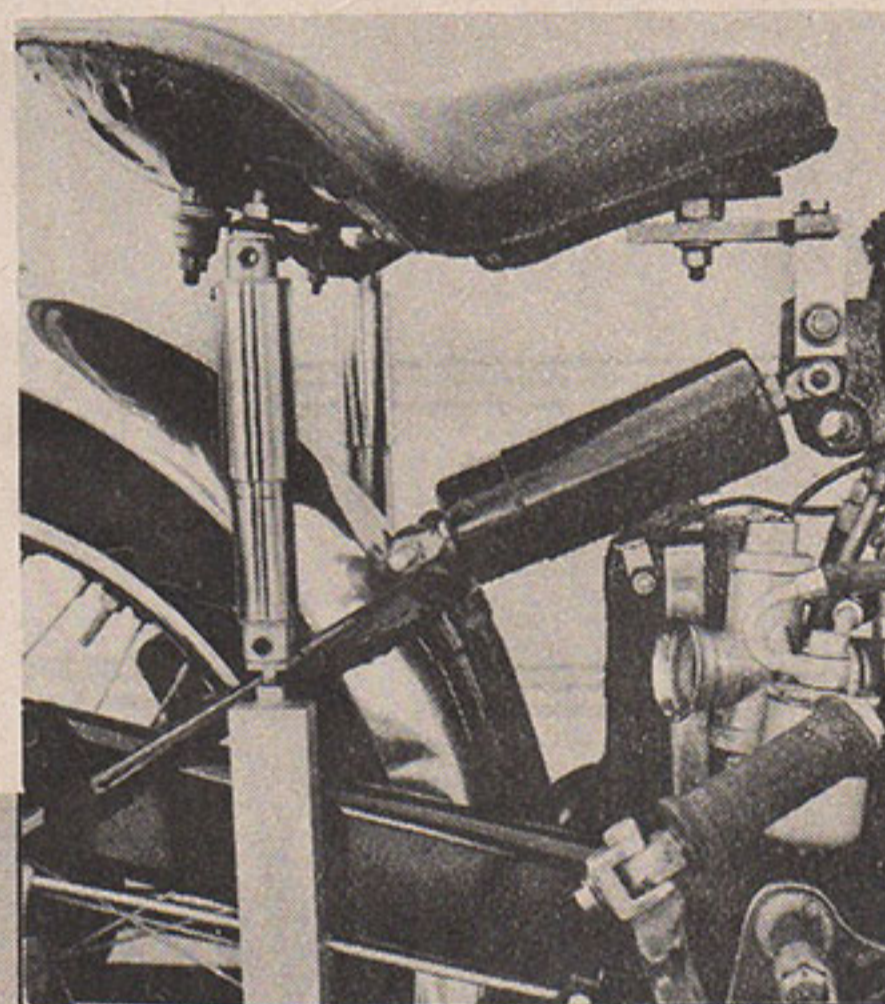
Photos by Thomas J. Medley

WE RECENTLY inspected a 1949 Vincent HRD "Black Shadow" which had been modified and was reported to us as bearing close resemblance to a "done at the factory" job. The accompanying photos rather bear out this report.

The owner did not care for the standard Feridax Dual-Seat which was fitted as standard equipment. He secured a Harley-Davidson deluxe solo saddle and seat bar, two Beck Distributing Company shock absorbers, three pieces

of thick section dural, a piece of $\frac{5}{16}$ " thick boiler plate and proceeded to fabricate a very workmanlike set of fittings.

Close inspection also revealed: the refitting of the front and rear fender braces to the *INSIDE* of the fenders, thus presenting a smooth outer surface for each fender, a simplification of the foot-shift lever mounting, and the incorporation of Flanders rubber-mounted handle bars to replace the "stubby" standard bars.

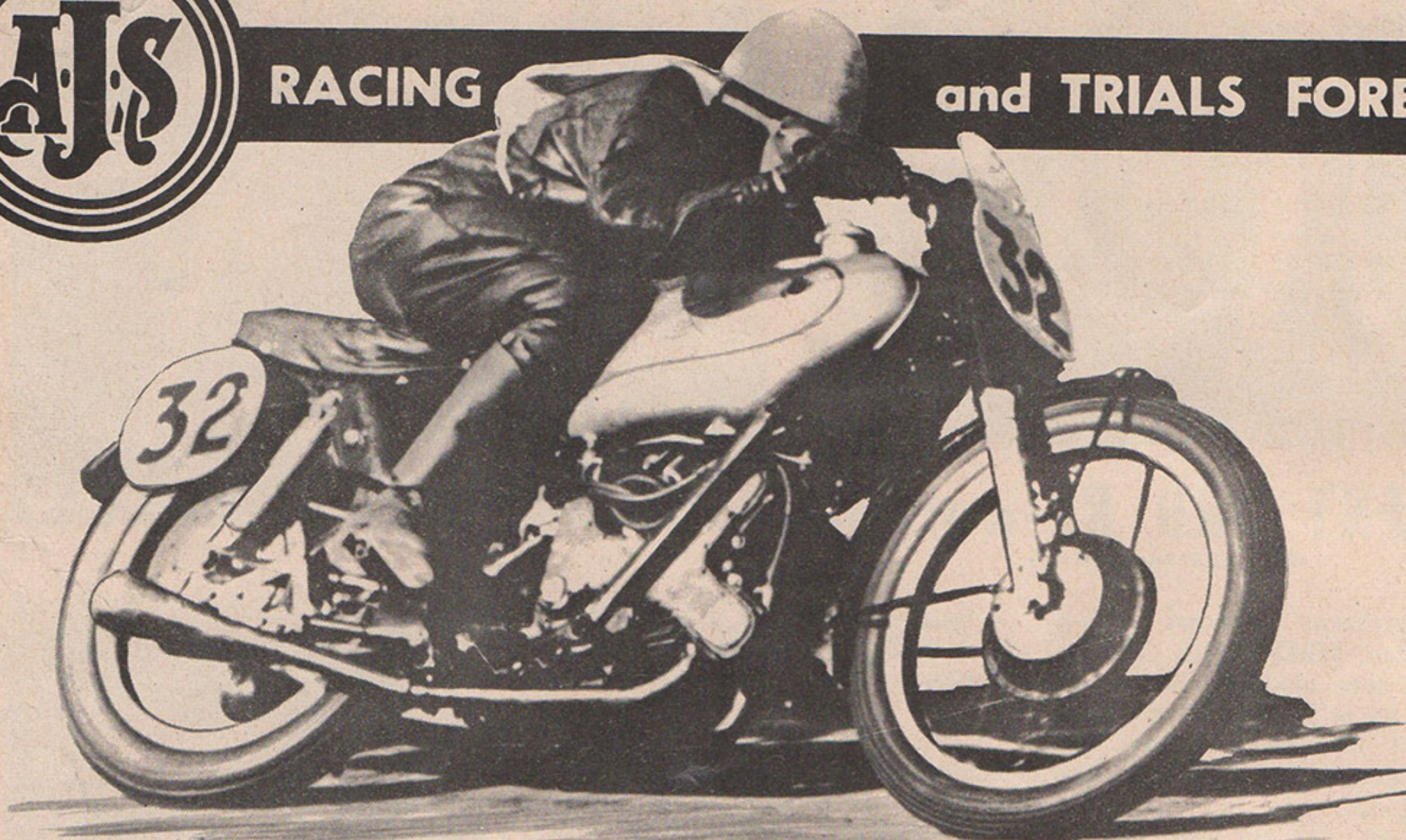


The Black Shadow, complete with the modifications described, is pleasingly attractive. Notable Vincent HRD solo riding comfort further improved



RACING

and TRIALS FORECAST



Photos courtesy MOTOR CYCLING



(This article must not be construed as representing the OFFICIAL forecast of the AJS factory. It is a summation of possibilities based on a personal viewpoint—ED.)

THE 1950 international motorcycle competition season is just about to blossom forth. As you read this article the various events will be already crowding the Competitions Calendar of England and many continental countries.

From a high speed road-racing standpoint the 1950 season will once more see AJS a top contender. The highly successful 500 cc racing AJS twin, ridden so brilliantly by Les Graham to annex the 500 cc World's Championship of

1949, will again do battle with the other famous makes; Norton, Guzzi, Gilera, etc.

The AJS twin racing machine has a dual overhead camshaft, vertical twin style of engine, mounted in a sort of 'lying down' position as illustrated above. The 'leaning forward' mounting provides the ultimate in cylinder head cooling with the added advantage of keeping the total weight of the engine in as low a plane as possible which results in a lower center of gravity. Because the problem of adequately cooling a racing twin is best solved by having a myriad of cooling fins projecting into the air-stream accounts for the 'spiny' appearance of the engine. The AJS factory is located on Plumstead Street in London. The popular slang name applied to this all-conquering machine has become "The Plumstead Porcupine." Get it?

TRIALS AND SCRAMBLES

In the Trials and Scrambles world AJS will again field their formidable Trials models. Hugh Viney, 1949 Trials Champion, will again head the AJS team. His exploits last year made him the most sought after Trials and Scrambles rider for 1950, but the AJS firm

having first call on his services, successfully engaged him for another year.

Mr. J. M. West, popularly known as Jock West, will again guide the destinies of the AJS name through the forthcoming season. Jock is THE man most able to fill the position of Competitions Manager, as he brings his great experience in road racing, etc., into expert play in all circumstances. Jock West has an enviable personal record in past Isle of Man T.T. races.



Hugh Viney

BRITAIN'S TRIALS STAR

By William H. Onslow

IN ANNOUNCING the first of the annual "Trials Drivers Star" awards for 1950 the Auto Cycle Union has given greater recognition to that hardest worked class of riders who in rain, hail, fog or snow, cover miles of hazardous country that our machines may be tested to the utmost capacity. The Trials riders are at last coming into their own.

Plodding carefully over hill and dale, under the eyes of a small but most critical gallery, the British Trials men perform. Man and machine, often covered with mud and dust, present a toil-worn picture at the conclusion of a hard day's run. Not for them the massed crowds of a Scrambles or the hero worship of a racing star, although requiring equal skill and experiencing immense fatigue. The Trials rider is the work-horse, literally, of motorcycling sport.

Hugh Viney, the AJS Works competition rider, although receiving no star for 1949 (because the award has but recently been inaugurated as explained above), was the most successful Trials rider in 1949. This was accomplished through continual practice over many years, commencing in 1926. That was a year of great depression in England, involving the General Strike and other Labour difficulties, and it could be understood that a motorcycle would be the greatest treasure of a young working man, even though it be a small James 2-Stroke. Such a lucky man was Hugh's elder brother, but little did he know that as his footsteps carried him toward his daily toil, young Hugh, then but 12 years of age, would wheel out the "Double Stroker" and steal a ride before school hours. This, of course, could not last and Hugh's sin was discovered. A few well-deserved words of reproach were followed by words of motorcycle wisdom and the promise of future assistance. The younger brother was ultimately taken to Trials and told to watch the well-known riders of the day and to model his style upon them.

Now aged 35 and on top of the world, Hugh confides that he still watches other riders to great advantage, for he maintains he still has much to learn.

But to return to his boyhood days, Hugh resolved to possess a machine of his own one day and win the "British Expert's Trial." This he did eventually and it is his most cherished award of his more than 250 Honors. Four years of hard saving plus weekly visits to various dealers finally enabled him, with the



Photo courtesy MOTOR CYCLING

few pounds thus accumulated, to purchase an old and rather worn New Imperial "250." His big brother gave assistance in putting it into shape before suggesting that Hugh join the Witley & District Motorcycle Club and start competition riding. His efforts, though praiseworthy, won him few Awards in his early days due principally to the machine being unsuitable and not too trustworthy.

Acquiring capital as he grew older, Hugh obtained better machines and greater experience, until at the outbreak of war he had become quite a well-known rider of a privately-owned AJS. At the start of hostilities the War Office was quick to take advantage of his reputation and Hugh was posted to the Royal Corps of Signals. He quickly became an Instructor and many Dispatch Riders gained knowledge of riding and maintenance from this very real enthusiast. Continued practice, on and off duty during his Army career, enabled him to return to civilian life in fine riding fettle. He was soon snapped up by the AJS concern. To have won the post-war Scottish Six Days' Trial three years in succession ('47-'48-'49) has been, to my mind, Hugh's greatest achievement.

During practice periods immediately before the International Six Days' Trial each year the contestants perform various timed tasks but Hugh has not shown particularly well under the stop watch.

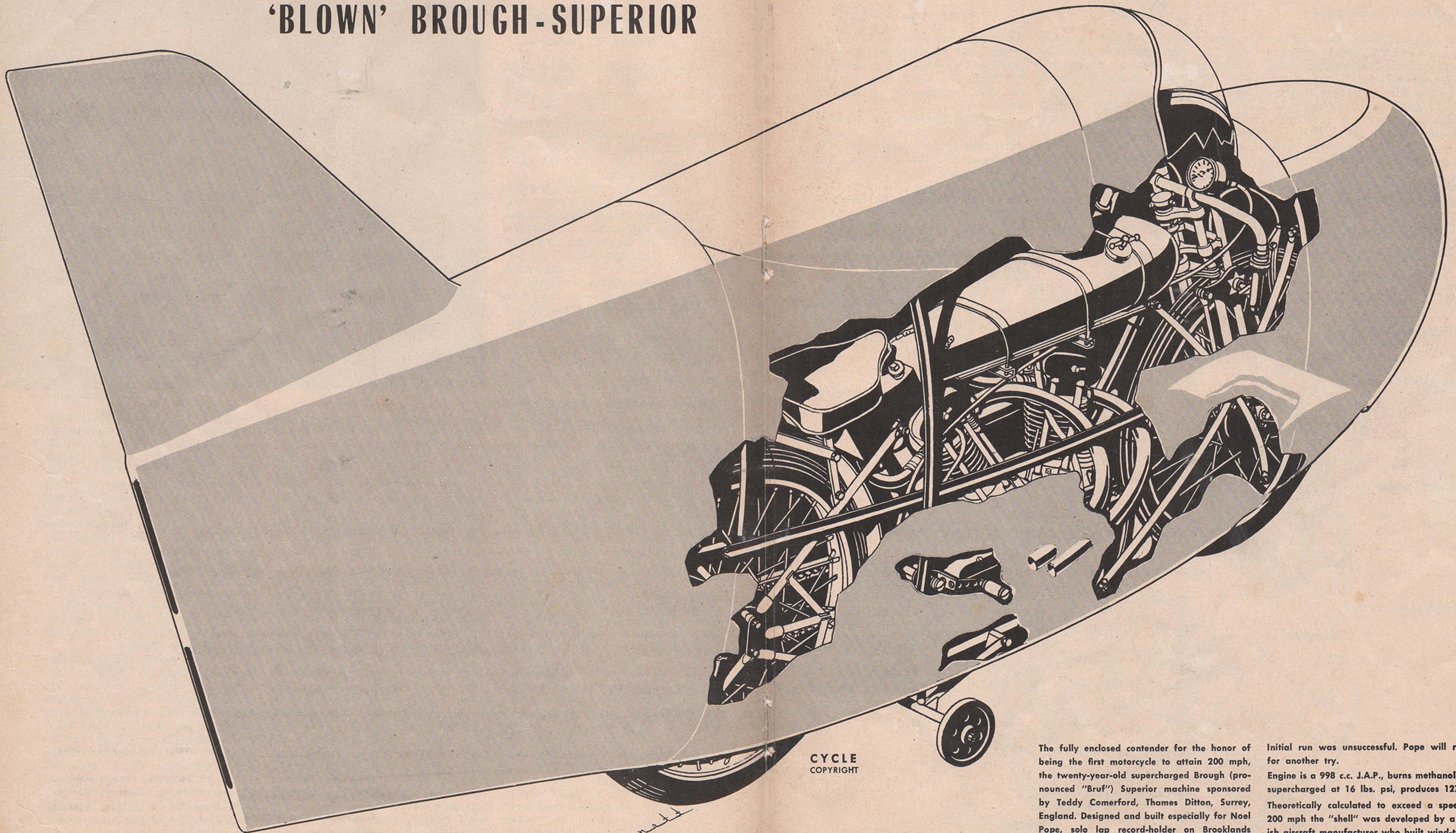
It was during the 1948 I.S.D.T. practice period that Hugh had an amazing experience which proved he was no stop watch sluggard. He had been chiding that old Trials Captain, Allan Jefferies, about the effort Allan was expending and the time being consumed for the task of changing a flat tyre. With a hearty laugh at Allan's discomfort Hugh walked over to his own machine and gingerly kicked both his tyres. A loud sizzle announced that the kick had punctured his rear tyre. Hugh shouted "Stop watch" and in just 3½ minutes he had whipped off the deflated cover and completely fitted a new one! The onlookers were utterly amazed while Hugh had been completely chastened.

This rugged pipe-smoking son of Surrey has won nearly all of our larger One- & Two-Day Trials at one time or another. A fitting member of the British team in both Trials and Scrambles he has represented his country in three International Moto-Cross events and two International Trials, a broken foot robbing him of the double Triple Crown. No dolt in the Scrambles world, Hugh was the first Briton to finish in the 1948 Moto-Cross held in Belgium, bettering by one place, his position of the previous year in the Dutch event.

Recently married, he has now the backing of an interested wife. Perhaps as a gift he will present her with the 4th Scottish Trophy!

NOEL POPE'S

'BLOWN' BROUGH-SUPERIOR



Rex Burnett

CYCLE
COPYRIGHT

The fully enclosed contender for the honor of being the first motorcycle to attain 200 mph, the twenty-year-old supercharged Brough (pronounced "Bruf") Superior machine sponsored by Teddy Comerford, Thames Ditton, Surrey, England. Designed and built especially for Noel Pope, solo lap record-holder on Brooklands Track in Britain.

Ridden by him last year at Bonneville Salt Flats, streamlined enclosure proved to be incorrect aerodynamically for speeds above 125 mph.

Initial run was unsuccessful. Pope will return for another try.

Engine is a 998 c.c. J.A.P., burns methanol fuel, supercharged at 16 lbs. psi, produces 127 hp.

Theoretically calculated to exceed a speed of 200 mph the "shell" was developed by a British aircraft manufacturer who built wind-tunnel model for test purposes. Results in wind-tunnel proved different than Pope experienced on Salt Flats. Pope will modify "shell" before next attempt. "On paper" this bike does 206 mph.

TESTING THE SPRINGTWIN

By Harry Steele, Editor

Photos by Thomas J. Medley

THE AJS Springtwin, subject of the second CYCLE Road Test, presented two very noticeable features right off the bat. First, the exceptionally loud exhaust note when buzzing up through the gears (standard mufflers were fitted) and, secondly, the slicker than slick clutch engagement.

The exhaust note was not a harsh bark, but rather a beautifully pitched sound of ripping canvas. Rather disturbing between downtown office buildings when the throttle was opened up perceptibly, the "music" rose to a very pronounced scream at about 65 mph

in open country. The higher the speed went, the more pronounced did the "canvas ripping" become. By contrast, when the throttle was snapped shut at any speed there was absolutely no trace of back-rap in the mufflers. Quieter muffling would be more appropriate under normal circumstances.

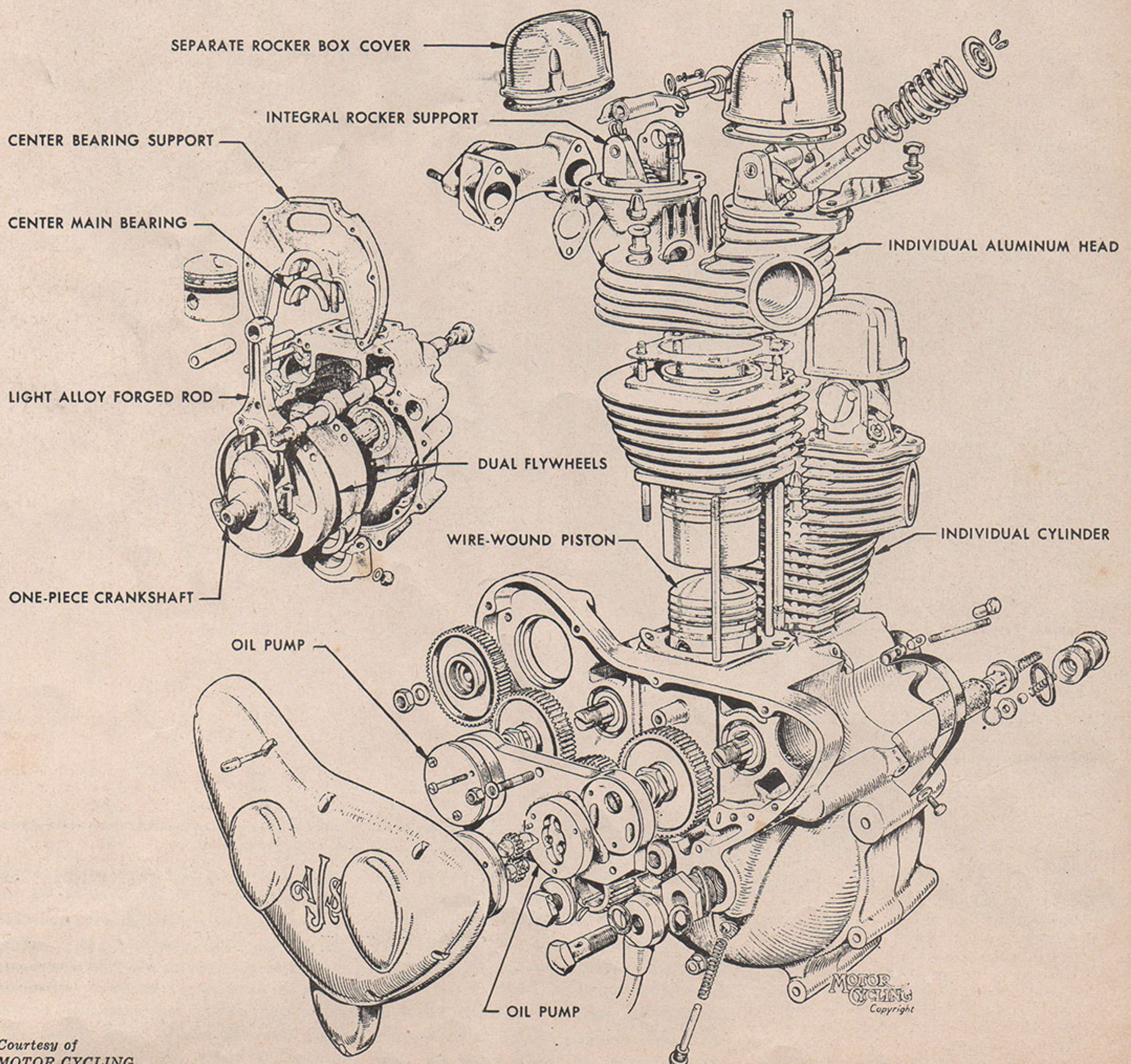
SMOOTHEST CLUTCH

The clutch operation reminded me of a Buick Dynaflo—not the slippage, but velvety smooth, the like of which I have never found on a motorcycle before. The lever would pick up the clutch

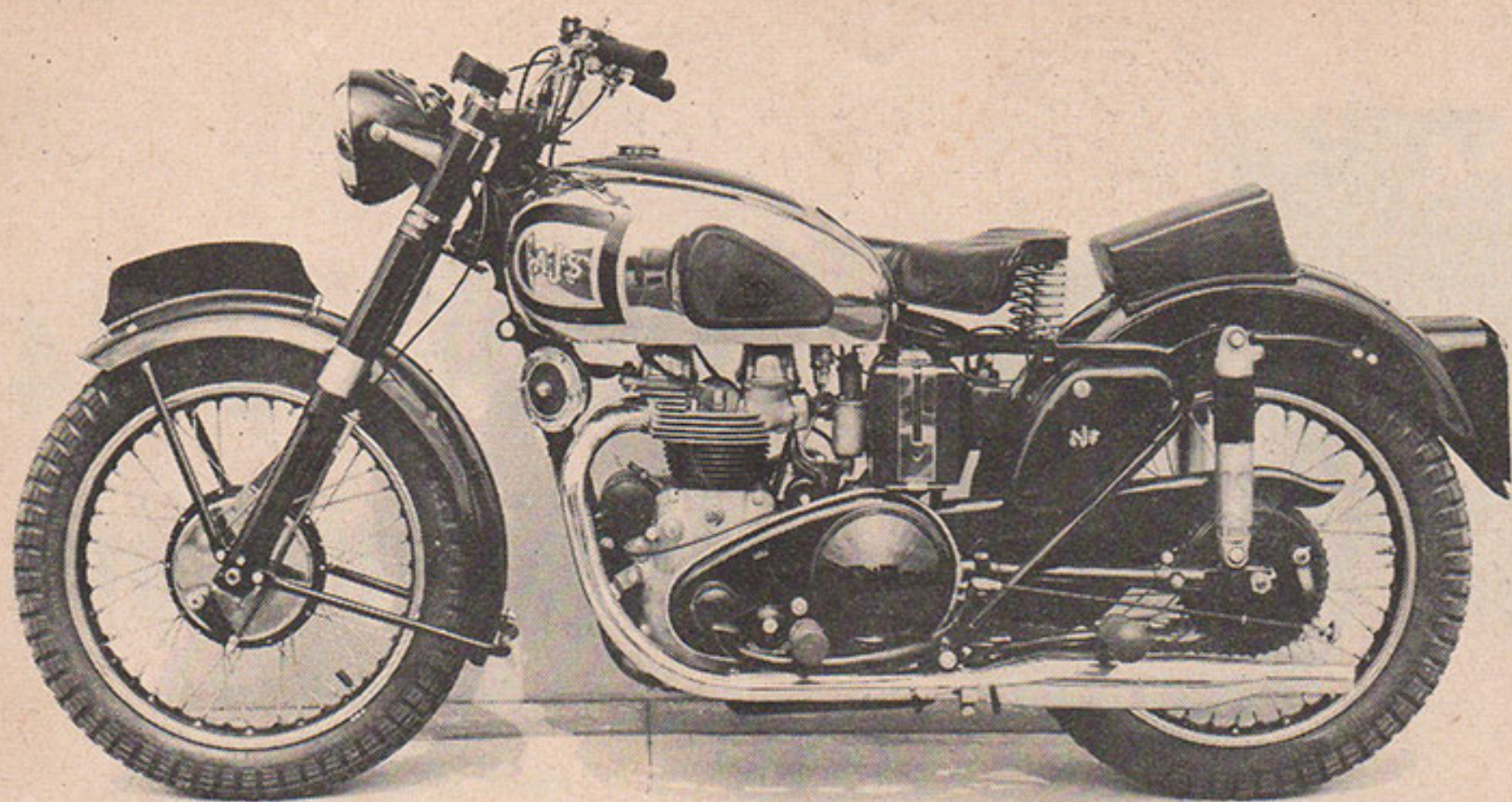
movement when about $\frac{1}{3}$ of the way released and progressively engage the plates over the whole $\frac{2}{3}$'s movement of the lever. (No clutch drag was ever felt when engaging low gear with the machine stationary.)

Starts from cold required a little flooding of the carburetor and generally three stabs with the kick-starter. With the engine hot "one kick starts" were always the case.

Riding was superb due to the Teledraulic front forks and the Teledraulic supports on the rear axle. The correct weight of oil in the forks snubbed the



Courtesy of
MOTOR CYCLING



rebound just right practically regardless of road surface conditions. The front forks could hardly be made to "bottom," even when hitting chuck holes, while the rear wheel remained glued to the ground nearly 100% of the time.

The engine could have carried a hair more spark lead with the fuel used, but conditions did not permit setting up the timing. Perhaps slightly higher speeds in every gear could have been secured with the spark setting advanced a trifle more.

PERIOD OF VIBRATION

A period of "tickling" vibration was present at about 66-68 mph in high gear. This vibration was not apparent in any other gear.

The lighting was exceptionally good. The head-lamp produced a broad fan of light on the road when set on high beam, which resulted in a perfect feeling of safety when riding at night. The low beam did not offend oncoming road

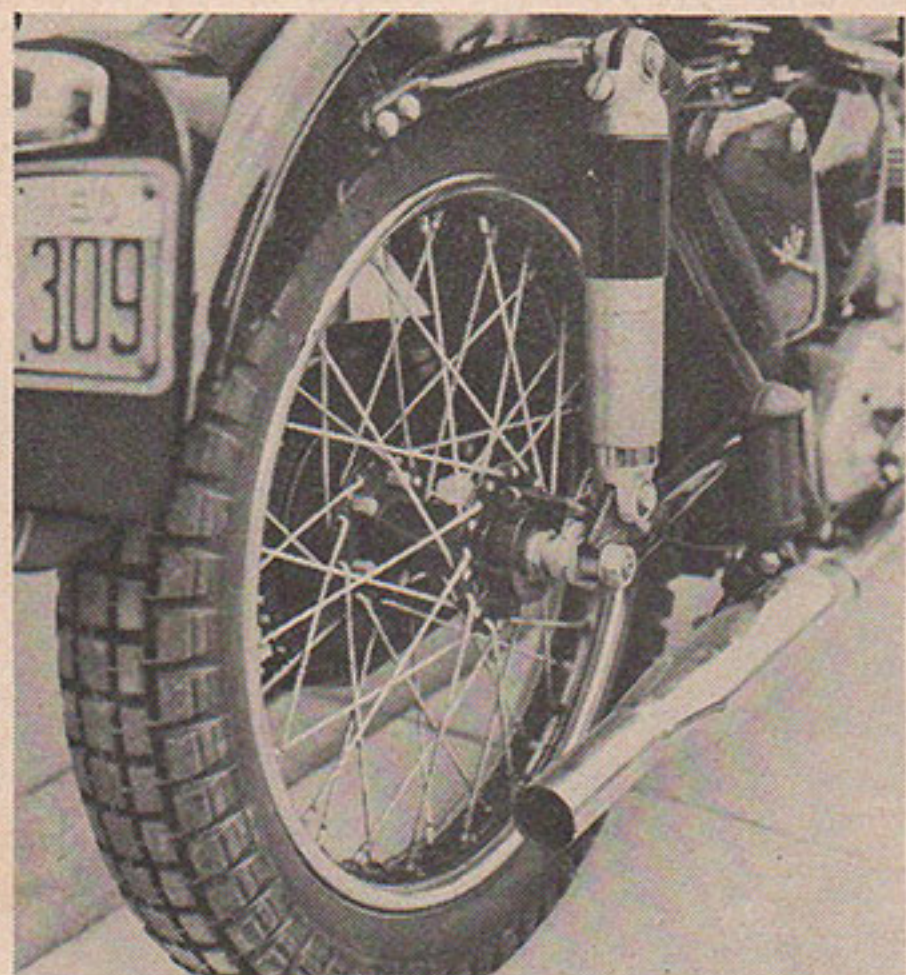
(Continued on Page 31)



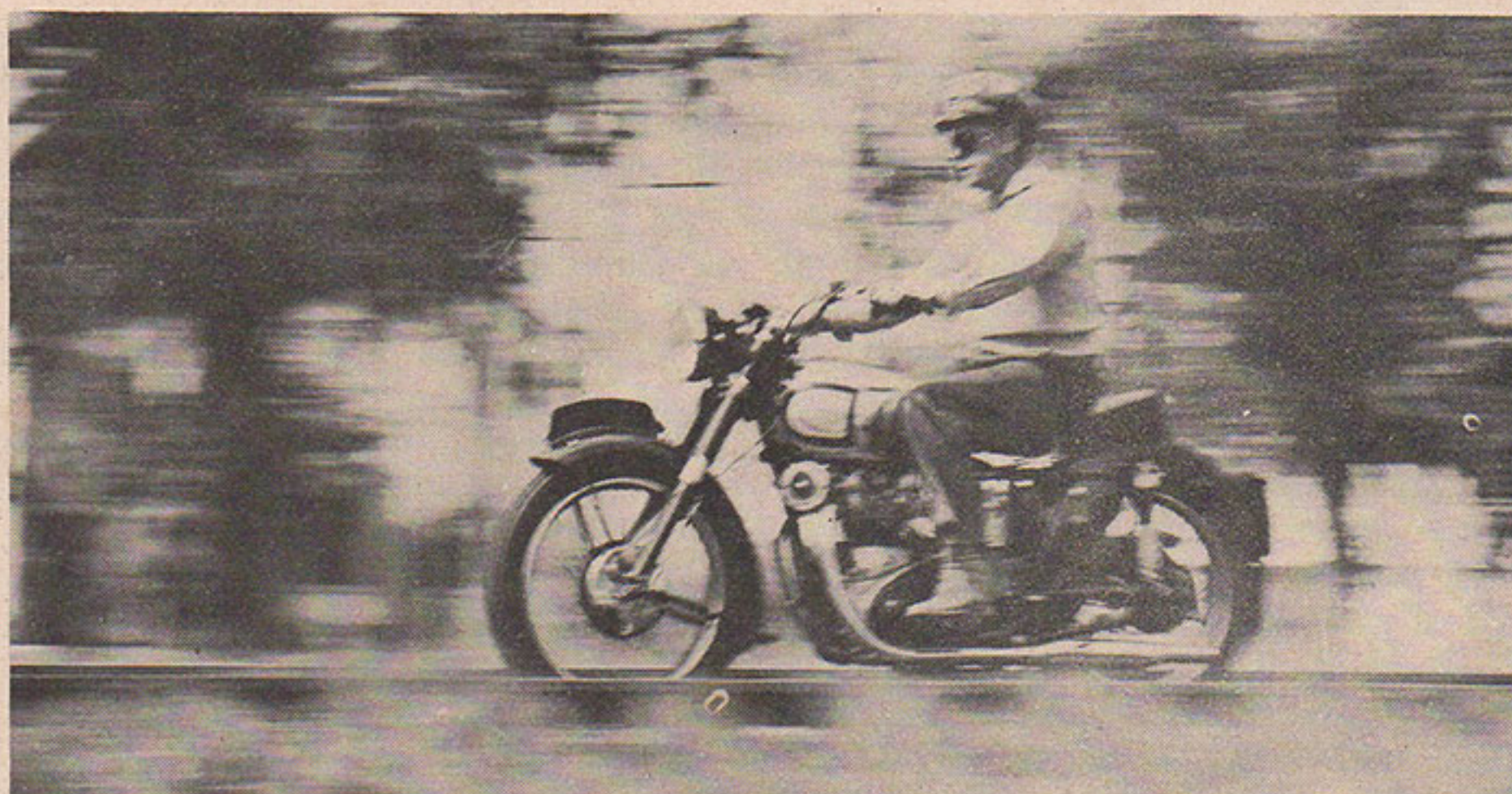
Crossing raised foot-path at 50 mph—no strain!



Riding at 35 mph on railroad ties felt smooth



Patented Teledraulic rear spring suspension



"Workin' on the Railroad" (ties) at 70 plus

General Specifications

ENGINE. 500 cc. Vertical Twin. Bore 66 mm. Stroke 72.8 mm. Designed to provide an exceptional performance without any of the disadvantages usually associated with ultra efficient power units, the following outstanding specification has been provided:

Three bearing crankshaft of exceptional strength, incorporating twin flywheels of generous proportions, separate cylinders deeply spigotted into the die cast spherical crankcase, heavily finned light alloy cylinder heads with integral rocker posts and eccentric spindle rocker adjustment. Stellite tipped valves, cast-in valve seats, forged light alloy connecting rods, wire-wound pistons, roller outer main bearings with Vandervell centre main and big end bearings, full dry sump lubrication with pressure feed to all moving parts by high

output twin gear pumps.

GEAR BOX. Oil lubricated heavyweight 4 speed with enclosed positive stop foot gear-change and kick-starter. Multi plate clutch with Bowden operated handlebar control.

FRAME. Duplex cradle with full Teledraulic oil damped rear suspension, swinging arm of massive construction, pivoting in self lubricating bush in light alloy casting. Center, front, and prop stands.

FORKS. AJS Patented Teledraulic.

BRAKES. Quickly adjustable, internal expanding of extra large diameter.

SADDLE. Terry, with chromium-plated coil springs. Separate sponge-rubber pillion seat, leatherette covered, mounted on rear fender.

CARBURETOR. Amal semi-automatic with twist grip throttle control and air lever.

TRANSMISSION. Chain throughout with primary oil bath case and deep section rear guard.

TANKS. 3-gallon petrol tank of welded construction with twin filter taps and chromium plated AJS emblems. 4-pint welded steel oil tank with easily cleaned fabric filter. Quick action filler caps.

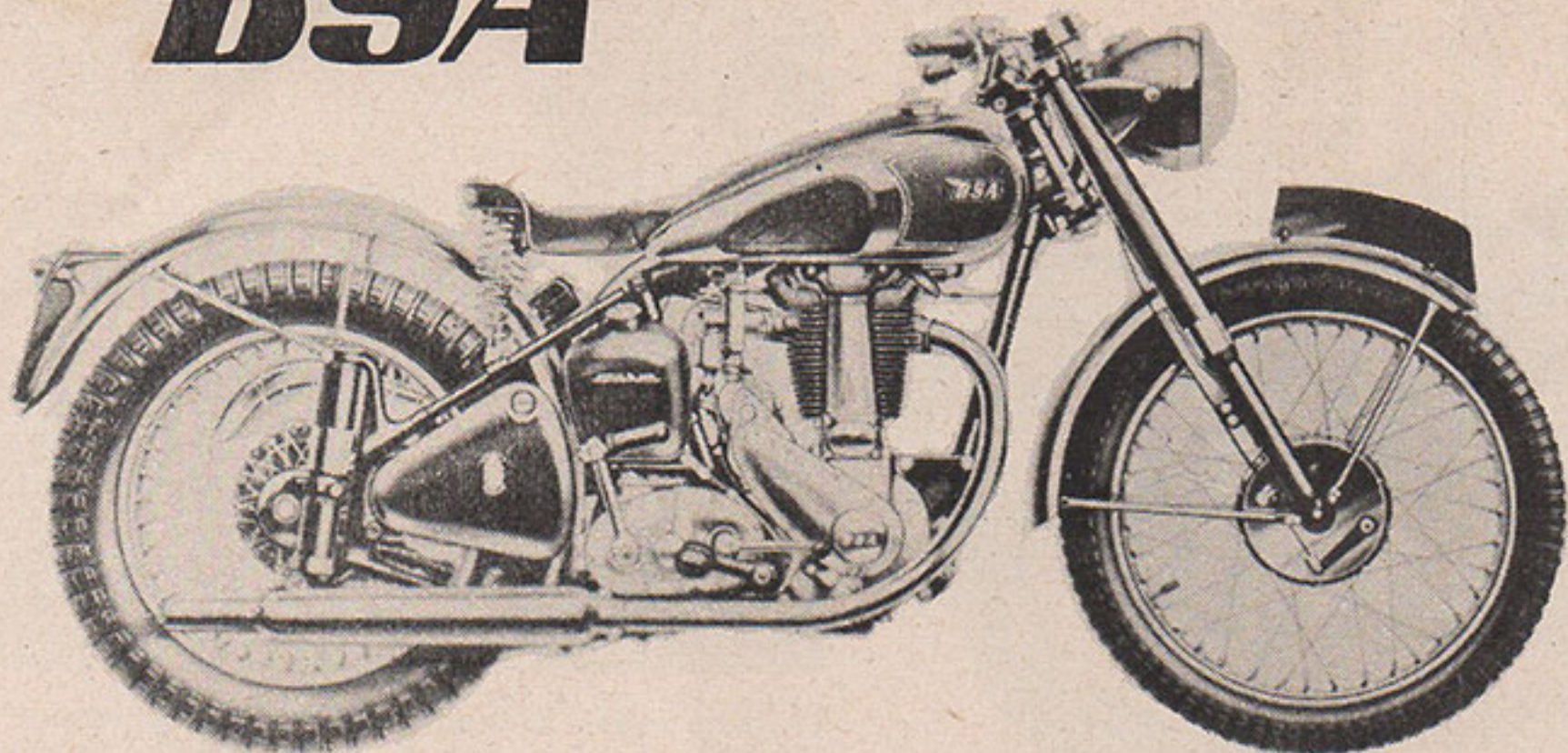
MUDGUARDS. New deep section with central rib and tubular stays. Valanced rear guard.

TIRES. 19" x 3.25" front, 19" x 3.50" rear, Dunlop Triple Stud.

ELECTRICAL EQUIPMENT. Gear driven flange mounted magneto and 45 watt dynamo, both instruments highly accessible for inspection or removal.

EQUIPMENT. Comprehensive tool kit, grease gun, tire pump, speedometer and 90-page Instruction Manual.

BSA



MODEL B-34 Modifications

By Tim Witham

Photos by Thomas J. Medley

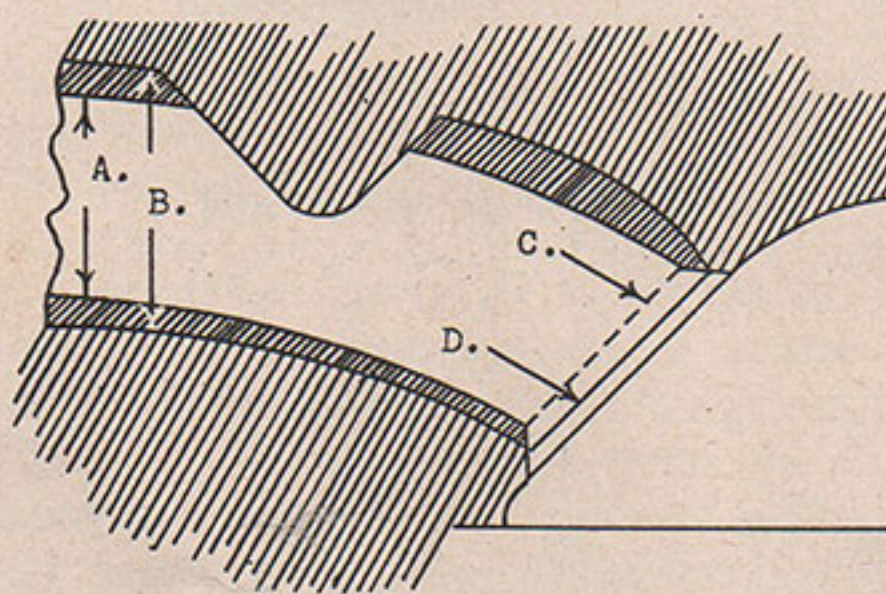
THE BSA single cylinder Model B-34 motorcycle is a well-designed, rugged, and generally suitable all-around bike. The B-34 is somewhat like the BSA Gold Star model in general design. To modify it for improved performance is not too costly and can provide a lot of fun for amateur tuners in the course of reworking the engine. Final results can surprise your motorcycling friends in a very convincing way. If you have a B-34 why not try your hand at modifying it?

The first operation is to remove the cylinder head from the barrel. Dismantle the rocker boxes and remove the valves, springs, etc. Leave the barrel in place while all necessary work is being done on the head.

Assuming that the engine has seen some service, the next operation is to press out the standard valve guides and proceed to scrape all of the carbon out of the combustion chamber. Then hand-polish the chamber with coarse emery paper until a generally smooth surface is had then finish-polish the surface with very fine emery paper, liberally and regularly dipped in gasoline, until a really mirror-like surface is obtained.

Standard B-34 intake and exhaust ports can be enlarged and carefully polished with very beneficial results. Use a flexible shaft grinder for this work. Two grades of polishing stones will be required for this job; rough stones for altering the shape of the ports, and smooth stones for the final labor of getting the desired "glisten" when the job is finished.

The accompanying sketch will aid you in re-forming the ports for best results. Intake ports generally receive somewhat more attention than the exhausts but the proper contouring of both ports is equally important. The trick in port polishing is to have all the unnecessary lumps and bumps removed or smoothed down to a minimum size to facilitate as little variation as possible in the "column flow" of the incoming charge or the exiting of the exhaust gases. Take plenty of time to insure the most careful workmanship.



- A. STANDARD INTAKE PORT SIZE
- B. ENLARGED INTAKE PORT SIZE
- C. STANDARD VALVE PORT SIZE
- D. ENLARGED VALVE PORT SIZE

If you lack the necessary patience you might make a botch of the job and run the risk of ruining the head to boot. When satisfied that the ports are suitable wash the entire head in gasoline or Gunk to remove all traces of filings and grindings.

Recommended practice is to install Gold Star valve guides. Gold Star guides, being bronze instead of cast iron, will conduct heat from the valve stems into the cylinder head faster and will wear somewhat longer when adequately lubricated. That portion of the guides which protrudes into the ports can be highly polished before being pressed into position but DO NOT cut off the protruding length as such practice will not improve the engine operation in any way—it will only result in excessive wear of the guide and a higher temperature of the valve due to the fact that less guide surface will be in contact with the valve and cannot therefore conduct heat away from the valve as quickly.

The use of Gold Star intake and exhaust valves, in place of regular valves, is recommended. Gold Star valves are larger in effective head diameter which results in "better breathing," they have a more even curvature fillet between head and stem, and they are made from the finest racing valve steel. Being larger than standard it will be necessary to enlarge the valve seat throat diameter to most effectively utilize the Gold Star valves. A valve seat cutter just equal in diameter to the lower ridge of the

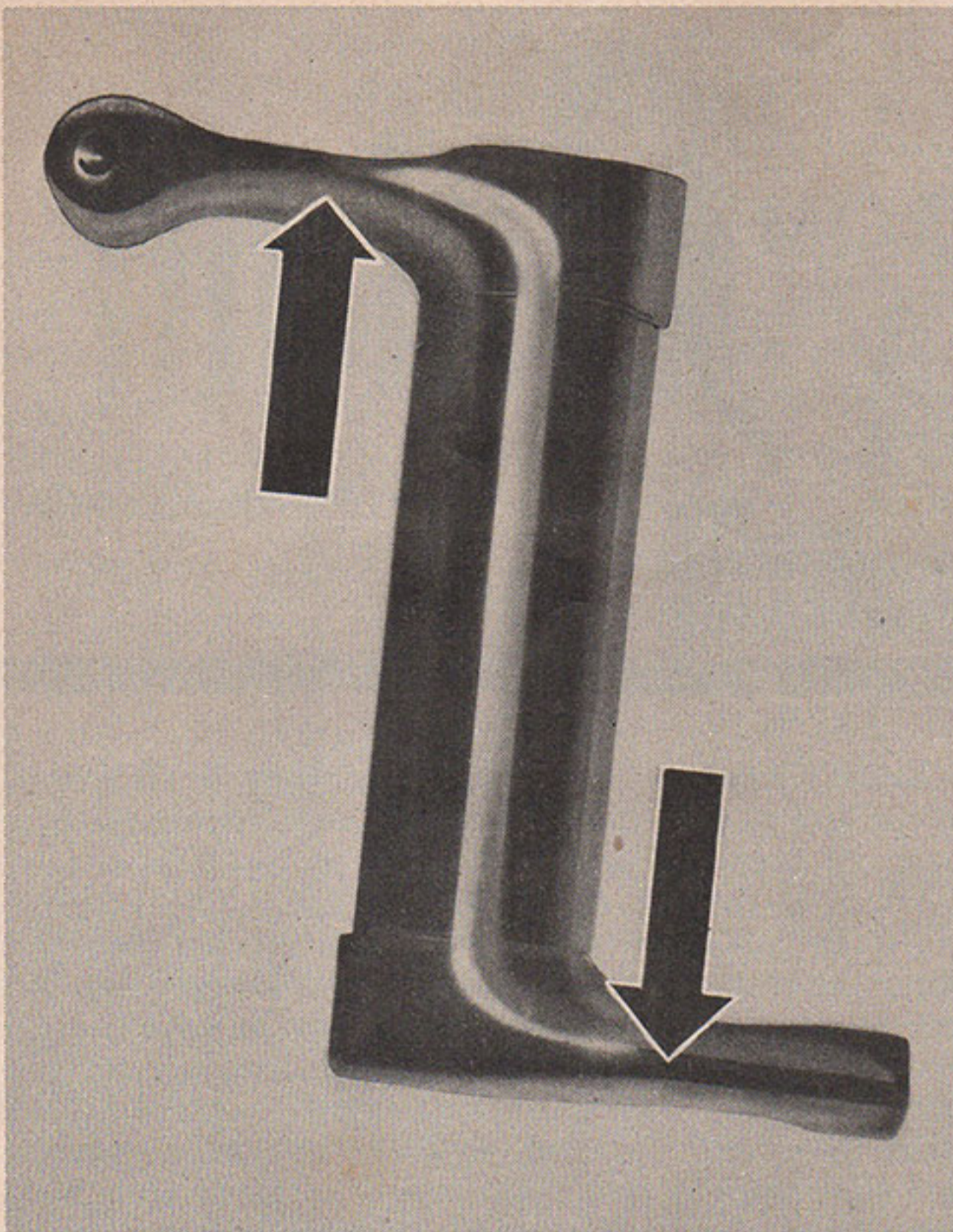
old valve seat can be used to remove the excess metal. This job also requires plenty of time and patience. When the enlarging is completed use another valve seat cutter of appropriate size to recut new seats for the larger valves. New seats must be cut very carefully so that the width of the new seats does not exceed $\frac{1}{16}$ ". Such a width will form a perfect seal against leakage and at the same time will provide ample "meat" for future valve grinds.

The new valves will require a light grinding-in with fine grinding compound. An oil-base compound is recommended. Do not press down too hard on the valves when grinding as too much pressure can form rings in the valve seats and on the valves proper. Such rings are prone to leak compression when the engine is operated.

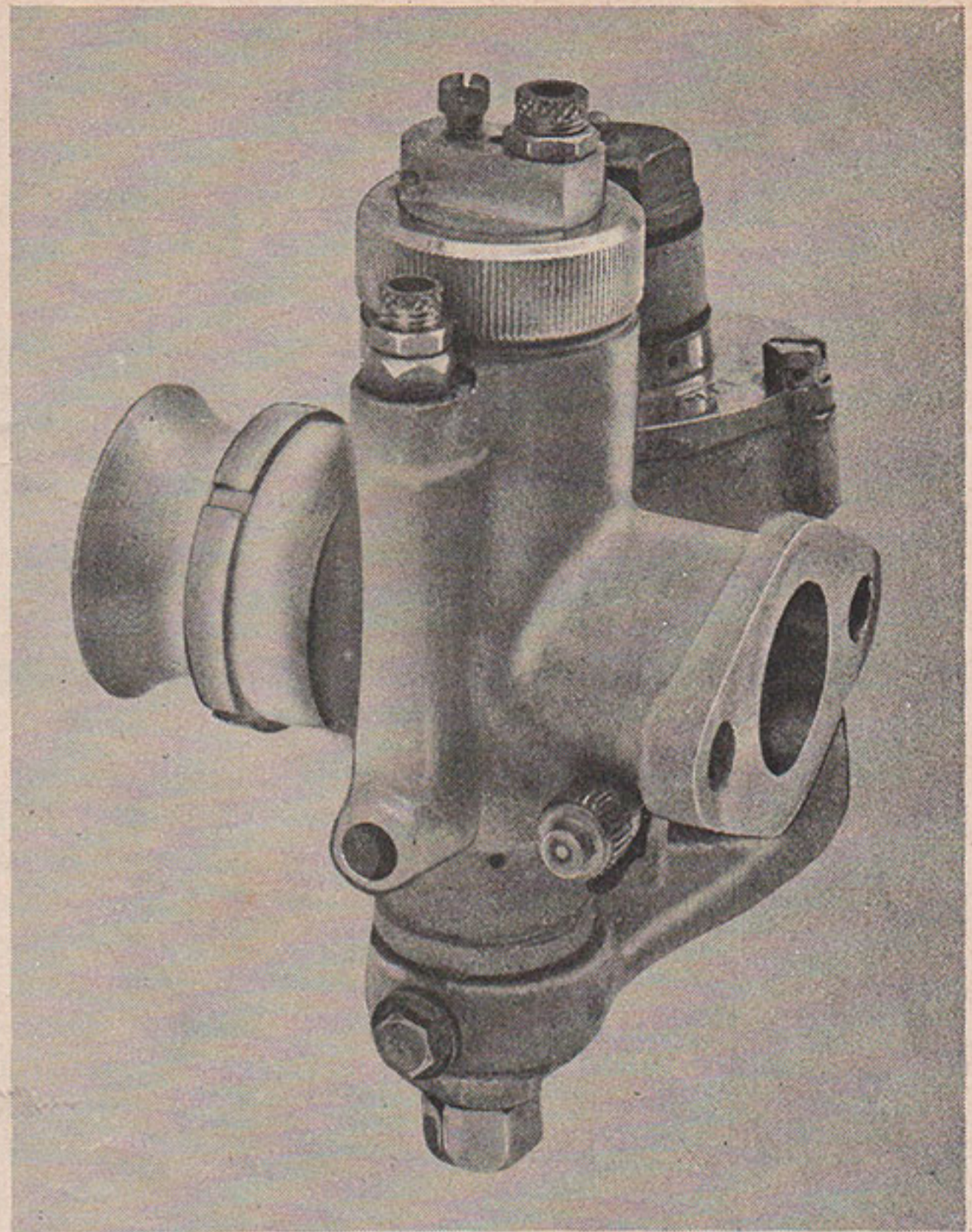
Next, assemble the valves, springs, collars, and keepers. Use Gold Star valve springs, as they are formed from somewhat heavier wire and result in about 15 lbs. per sq. in. more spring pressure. This additional spring pressure insures that the valves will not float readily at high engine rpm's.

Attention to the rocker arms is next. The standard rocker arms are comparatively heavy for ultra high engine speeds. Any part of a valve train which can be lightened permits higher rpm's because of the lower amount of reciprocating weight present. Standard rocker arms can be lightened without weakening them but again care and patience is required. By referring to the photo herewith it can be seen what alterations are to be carried out. Excess metal can be removed by grinding with great care being taken to blend together the various radii of the different surfaces. Complete this job by hand-polishing the rocker arms to a high luster. Proceed to re-assemble the rocker arms, rocker arm shafts, and rocker boxes onto the head. Be sure that the oil holes in the rocker arm shafts are unobstructed and that the rocker box gaskets are seated tightly. The cylinder head is then completed

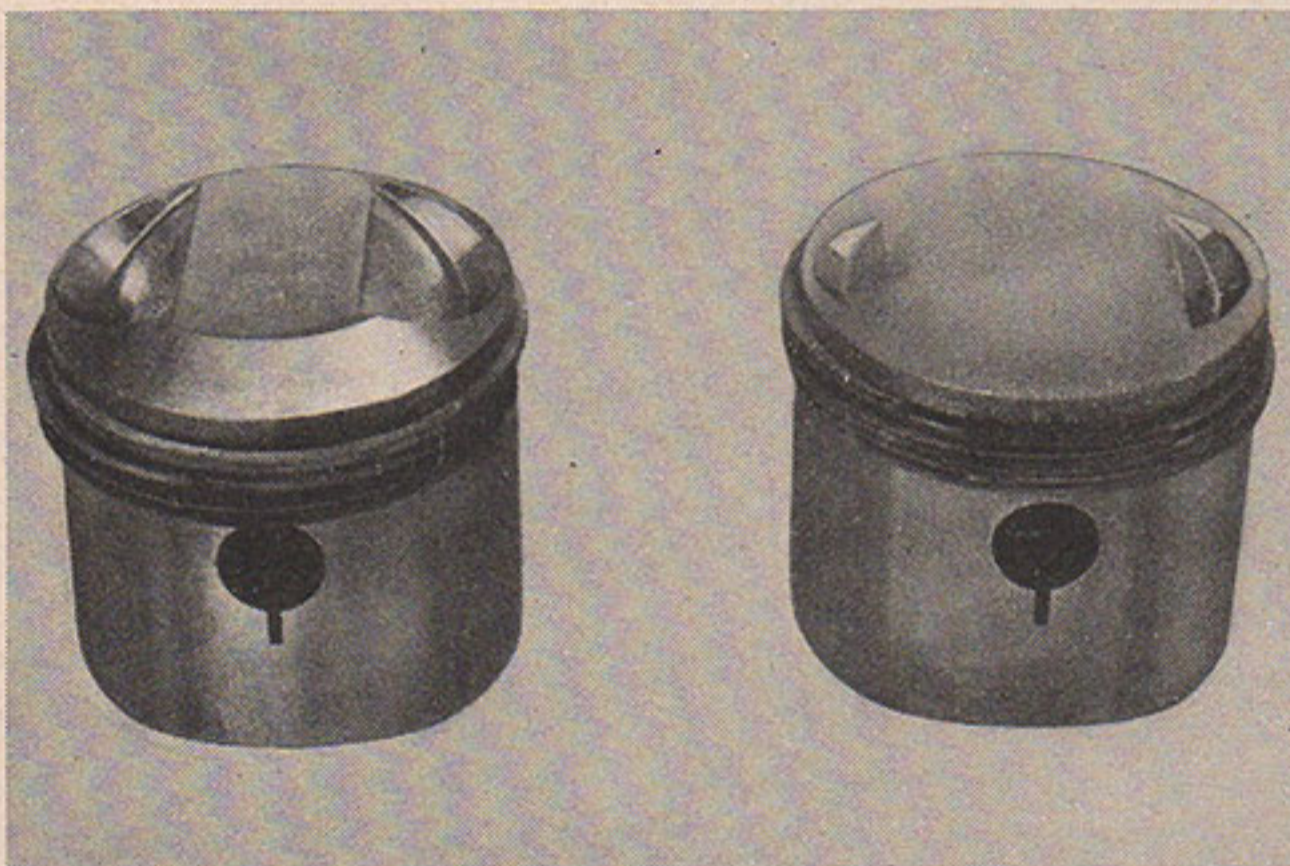
(Continued on Page 26)



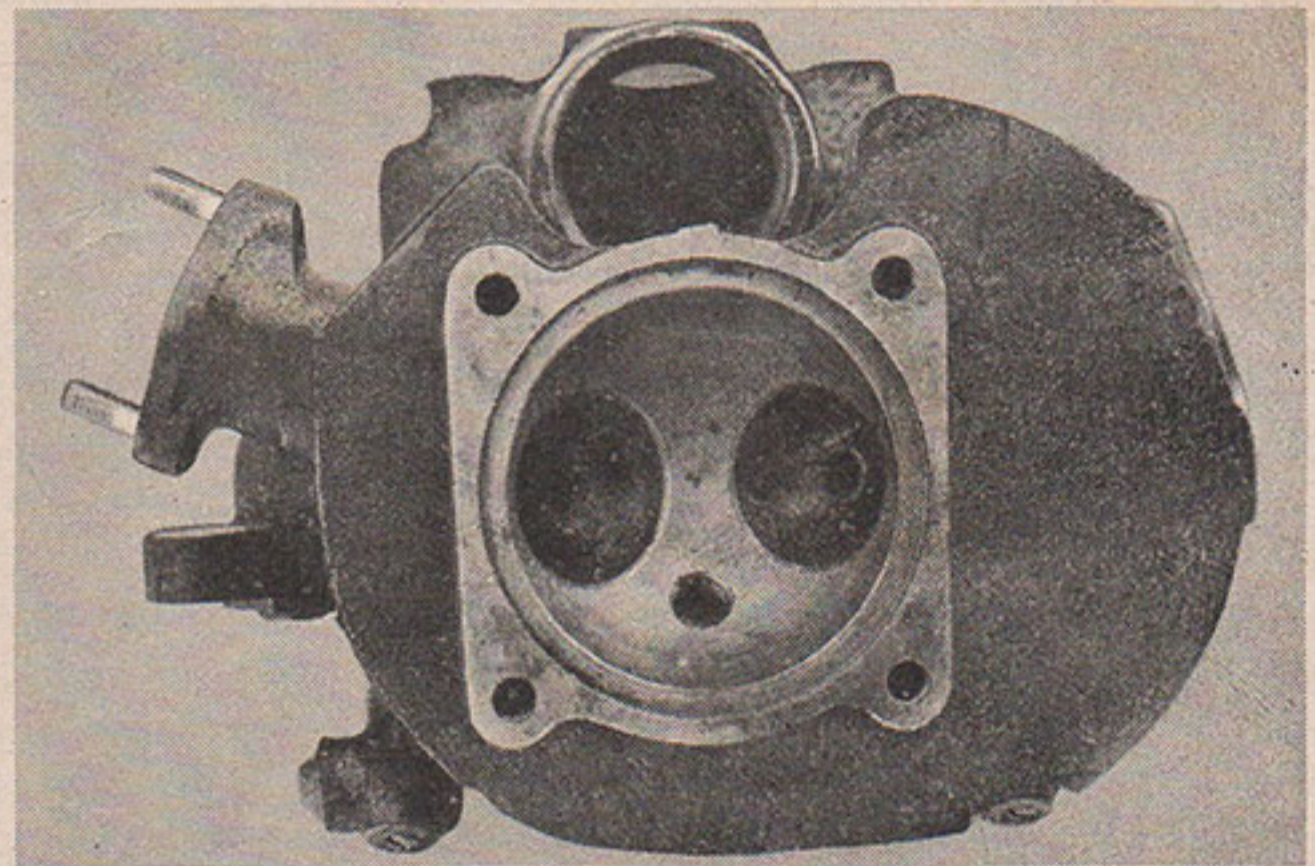
Illustrating the finished appearance of lightened rocker arm. Arrows indicate areas from which to remove metal. Removal does not impair strength. When completed, hand-polish rocker arm all over



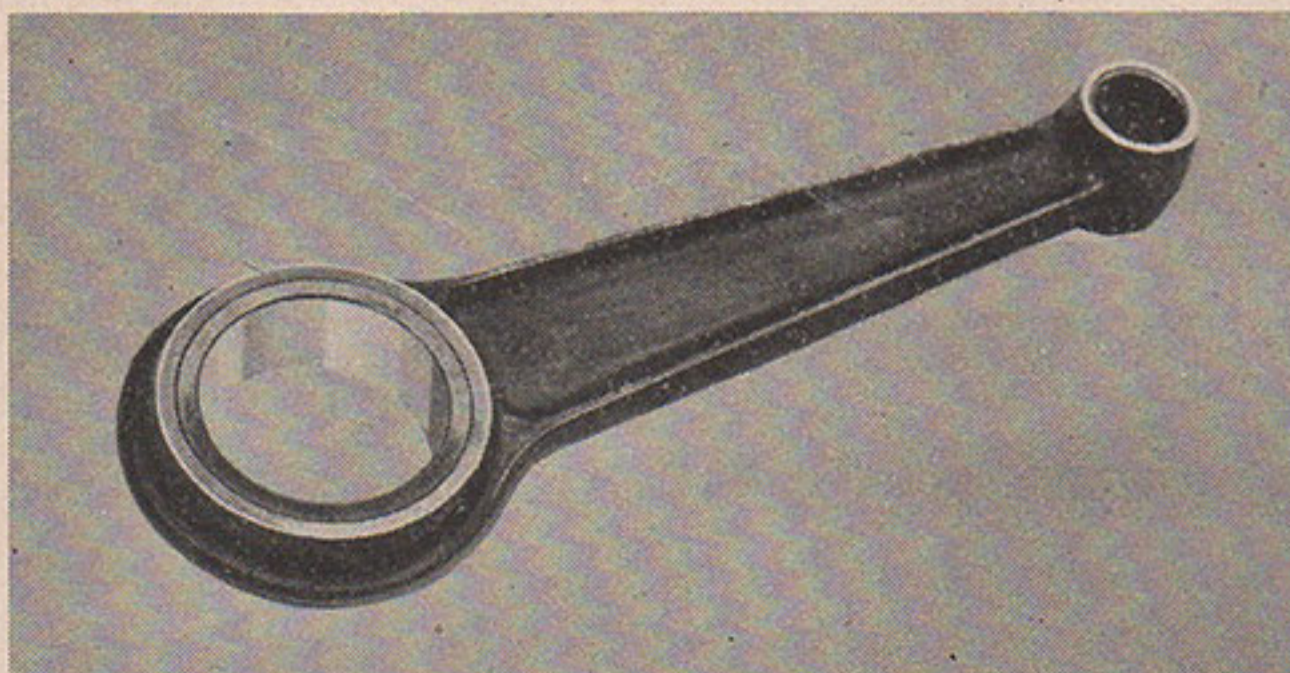
Amal T. T.-style carburetor can be used to great advantage. Throat size most suitable is 1 3/16". Carefully blend carburetor throat and intake port together by grinding or filing and then hand-polishing



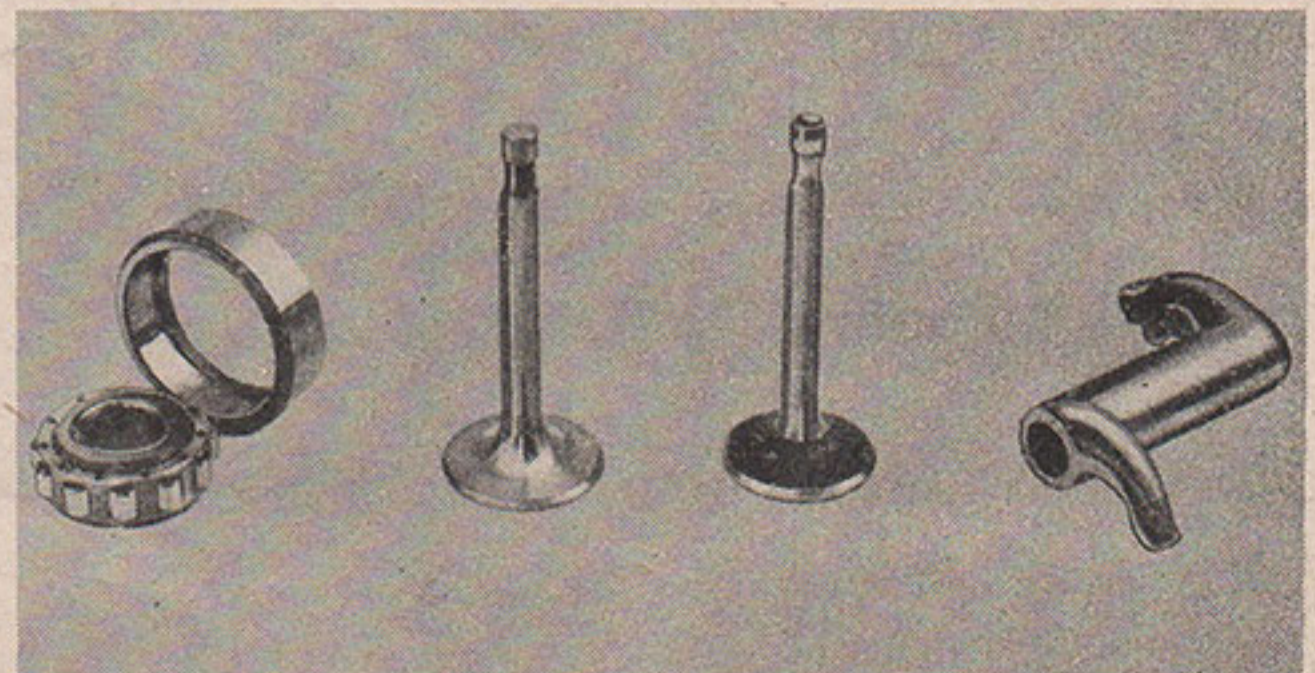
Examples of pistons available. At left, 8 1/2:1 compression ratio piston recommended in text. At right, standard Model B-34 stock piston. Piston rings must always be individually fitted to cylinder



Combustion chamber of modified BSA Model B-34 cylinder head showing enlarged valve ports and highly polished surface of combustion space. Note narrow valve seats and Gold Star valve guides



Model B-34 connecting rod carefully hand-polished all over to minimize oil mist friction and obviate the development of fatigue cracks. Polishing requires time but produces valuable results

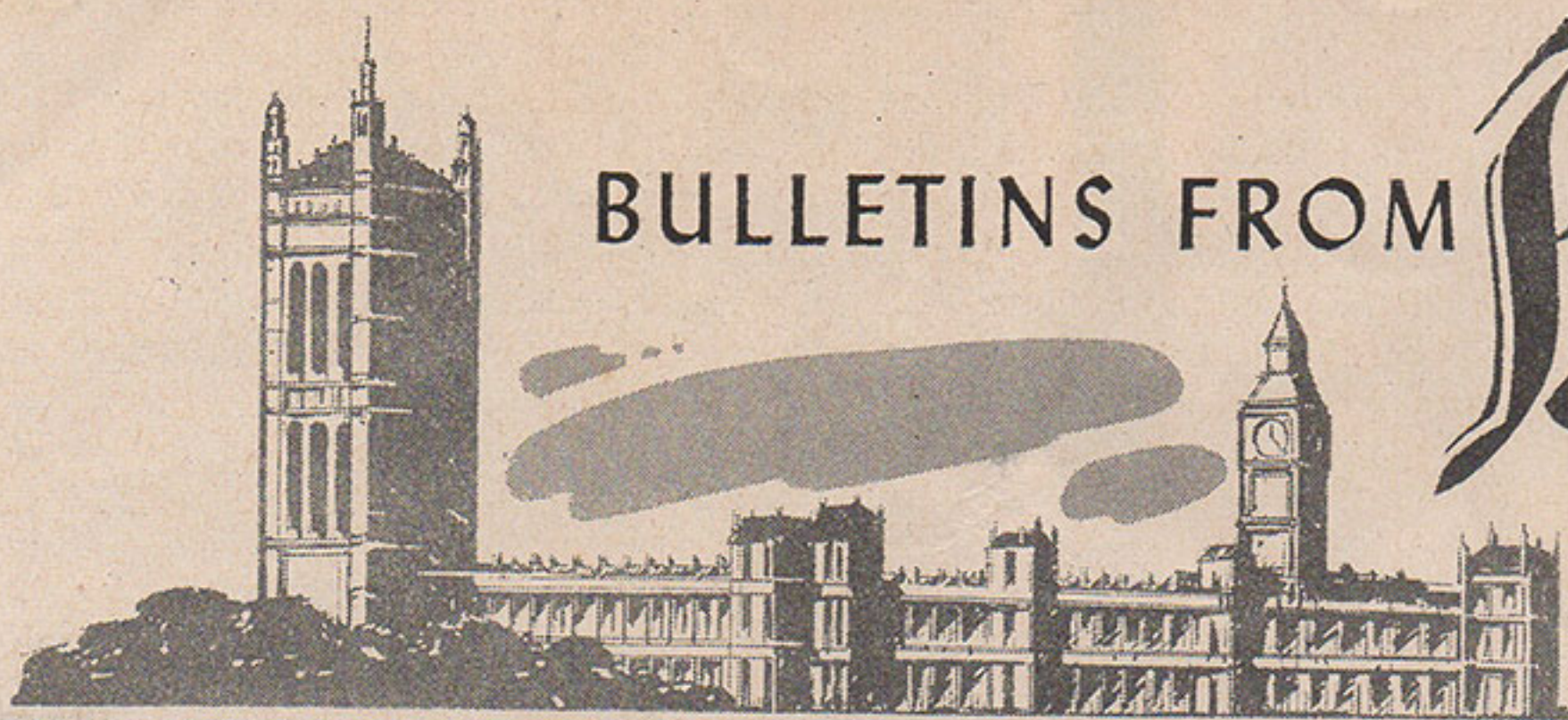


View of standard Model B-34 main bearing, Gold Star intake and exhaust valves, and lightened and polished rocker arm. Plain roller type main bearings are same as used in Gold Star engine

BULLETINS FROM

Britain

By William H. Onslow



MAYBE my interest in the Daytona Races was greater than that of any person present on that glorious sun-bathed beach, scene of the triumphs of the well-known British car drivers who put up record after record, before turning to the Salt Flats and attaining even greater speeds.

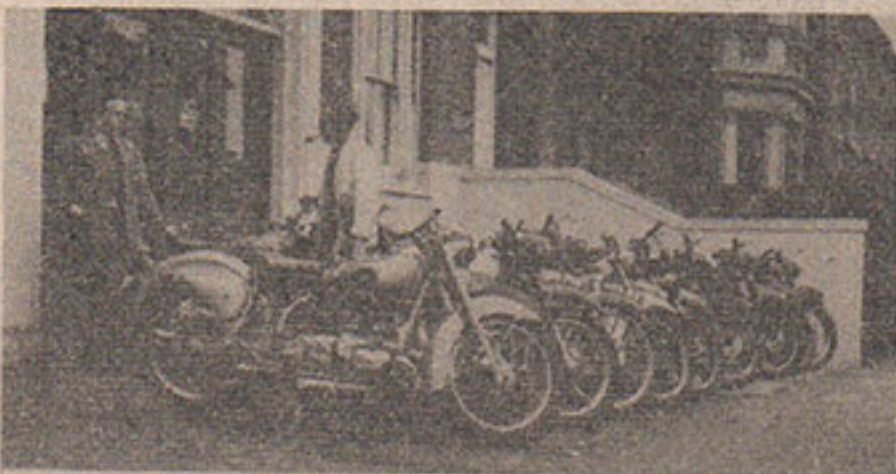
Still, motorcycling is our "piece of cake" and to me, the walk through the main street of Daytona was an education in itself. I was not prepared for the orderly parking of machines of all sizes and marques on either side of the pavement. The vivid coloring of the machines, however, seemed out of place to one used to more sombre effects.

The decorations adorning machines, particularly the Harleys, were a novelty to me. One in particular, being festooned more than usual, gave me food for thought. It looked O.K., was spotlessly clean, and evidently the property of a proud owner. My main object was to see how it handled, and though I kept out a strict watch, I did not see the machine in motion.

In case you wish to learn my reaction to this machine, it is not my idea of motorcycling. I have no wish to decry the owner's idea, however.

At the opposite extreme, I saw machines stripped to the minimum and can only say that a heavy fine would be the penalty over here, still each of us to our own ideas and be hanged to the other man. I have, however, one parting shot on the subject. I believed it a sacrilege to paint a Sunbeam S-7 yellow and bright green, then add crash bars and red streamers!

I was later down on the sands and



Motorcycle display at Comerford's Ltd. Noel Pope, in white coat, Comerford's Technical Manager and 200 mph aspirant, talks to prospect

seeing the red and white battle bonnet of Tommy McDermott in the lead of a bunch of Beesas soon put me at home. I strolled along the pits meeting the riders who were putting in a few practise runs. Tell you sumptin', only the tone of voice proves from which side of the Atlantic the riders are from. Same grins, same talk, same leg-pulling, though Harleys and Indians take the place of Gileras, Guzzis, and other irons. Let's hope that the next time I visit the meeting these machines, too, will be competing, then your interest will be as new and fresh as was mine.

It is my belief that the organization could be improved, especially in the pits. Many races are won in the pits, but I'm sorry to say that many must be lost at Daytona in this Holy of Holies. Pits should be enclosed, or if not possible to do so, roped off at the front, the number of helpers limited to two at the most. I pitied those fine chaps providing the spectacle, for as the race progressed the track was narrowed by both the sea and the helpers, who would have been paddling if there had been many more laps to the race.

Spectators, on the whole, were orderly, though many crossed the back-stretch at the peril of oncoming riders. The announcing system left much to be desired, although the scorers must find it tough to follow so great a field. It is bewildering for a stranger to hear *three different official results to one event!*

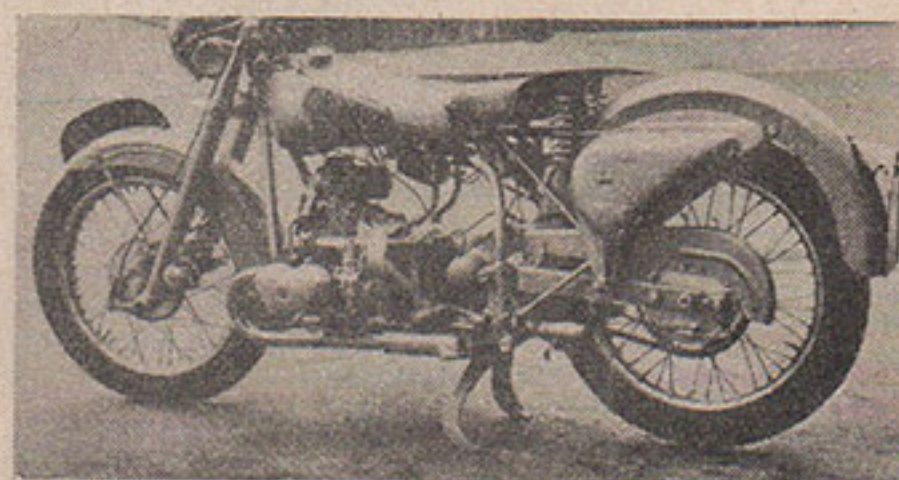
Style of riding must be my next subject. It was good to watch some riders keeping feet up on the turns and a keen eye would detect that they made a gain upon a sliding rider. None the less, I have deep admiration for the fellows handling the American machines, a slide is certainly a spectacle and that slick hand-change has to be seen to be believed. The main difference in style between the two countries is that our riders brake harder and change later. Many of the riders participating at Daytona, however, did not seem to use the revs obtainable before changing up, resulting in a drop in speed.

I, as did Ernie Nott of Triumphs, enjoyed the field-meet after the 100 Mile event. I have been an honorary member of the Hurricane M/C Club for several years and was pleased to see them pull off a prize in the uniform contest. This uniform business was again a novelty to me, and although I do not see anything in it for one person, a club, banded together, looks smart and impressive, even if apt to remind me of army years. I believed the trophies presented at the field-meet unsuitable, for surely a fellow could not proudly carry back a large motorcycle replica and announce to fellow club members that "I won it in a three-legged race!"

The numbers of female riders in America took my eye, for we in England do not have so large a percentage. It would please us all to have Mrs. Dot Robinson bring over a team of Motor Maids for the Six Days Trial, and while we are about it, let's have a male team, too. Whoever may come as a team, or single entry, will never regret it, for a more popular man than Tommy McDermott was hard to find in last year's event.

Before leaving the States, I had the pleasure of seeing an English-type Trial organized by the National Capitol Club of Washington, D.C. Their lads have the idea well enough and a fairly large crowd turned out to see the fun. I am sure that any Club in the States would be welcomed to try it. Anyone interested can, I am sure, contact the organizing club through CYCLE.

In conclusion, I thank you all for a pleasant and entertaining stay and trust many of us will meet again in other parts of the world.



Latest 350 cc Douglas "Mark III" opposed twin recently seen in London. Note unusual rear torsion bar suspension affording 5" movement



Les Archer, Velocette, "aviates" in front of Manns

"MARCH HARE" SCRAMBLE

THE ANNUAL "March Hare Scramble," organized by the Reading Ace M/C Club, was fortunate in having about 15,000 spectators on a bright, if rather cold, March day. The eleven events gave a good afternoon's entertainment on this rather tricky, twisting course. Crowds were thicker at the many spectacular jumps, though from many points most all the course could be observed.

The main event brought to the line 24 riders, among them Bob Manns, Jack Stocker, Jeff Ward, Les Archer and others of like calibre.

E. Chaney was away like the proverbial hare, J. Avery and L. Archer hot on the scent. Some way behind, a threesome was formed by J. Stocker, J. Draper and Bug Barrett. Bob Manns,

not motoring as well as usual, lay in 11th spot.

By the start of the 2nd lap several positions had become established, the first few riders passing in this order: Cheney, Archer, Stocker, Avery, Draper, Barrett, Keely and Manns. This procession remained unaltered with the exception of Bob Manns, who worked his Triumph up a couple of spots, till on the



J. Avery, BSA, "riding off the hill" in Main Event

6th lap Stocker developed trouble and went out of the running. Consequently, the rest of the field moved up one spot. No one could possibly catch the two leaders unless some ill luck dogged them. This does not mean the event held no interest, for it was moving at a fast pace, the bulk of the pack providing tense struggles as they strove to gain one place better. Result—1. E. Cheney

(Ariel), 2. L. R. Archer (Velo), 3. J. Avery (B.S.A.).

The thrill of the day was in the final of the Unlimited event. Cheney again made a flying start, and for four of the five laps he, Archer, and Ward battled hammer and tongs and for once I heard an English crowd shouting in excitement. Archer took the lead in the last lap, Cheney repassed, but in doing so, went into the rough and again had to dog behind. Then, like a bolt out of the blue, Ward passed both leaders and the scrap started in earnest. Teeth gritted, both Archer and Cheney strove to regain the lead, but Les Ward held grimly on for the remaining mile to receive the chequered flag two lengths in front of Archer. Cheney never really recovered from his mistake and finished about ten yards behind. Result—1. Ward (A.J.S.), 2. Archer (Velo), 3. Cheney (Ariel).



E. Cheney, Ariel, clear of the terrain in first lap

TWENTY Triumph Thunderbird motorcycles have left Coventry for Buenos Aires, where they will be the first British motorcycles to be used by the Provincial Police there. This is an initial order, and more will follow. The Thunderbird is the new machine which recently covered 500 miles at Montlhery, Paris, at an average speed of 92 mph, finishing with a flying lap at more than 100 mph.

When two Thunderbirds were sent to Sweden recently, also for police use, they were seen by Prince Bertil, who took one for a test run.

THE IRAN GOVERNMENT has ordered fourteen Triumph Thunderbird motorcycles, to be used by the government's medical authorities in a campaign against malaria.

The machines will be fitted with sidecars, to take medical staff and equipment to remote areas which cannot be reached easily by cars.

TRIUMPH motorcycles are to be used by the police in Kuwait—a sheikdom adjoining Saudi-Arabia at the north-west tip of the Persian Gulf. Oil developments, carried out by the British-owned Kuwait Oil Company, are responsible for the rapid modernization

of the territory, and for the first steps in the mechanization of the police force to deal with traffic problems in an area in which roads are often little more than desert tracks.

Other police forces which will shortly have Triumph motorcycles in service include Ceylon and Apeldoorn (Holland).

LEOPOLD BADO, agent in Gibraltar for Triumph motorcycles, likes to show off his goods with a flourish. The Rock gives him little scope, so he has recently taken to crossing the border into Spain and entering some of the most important Spanish motorcycle road races, with considerable success.

Riding a Triumph Grand Prix, he has won at Alicante the first of a series of five races to decide the Motorcycling Championship of Spain, and was also the winner of the Malaga Grand Prix.

IN CEYLON'S first motorcycle road races, at Nuwara Eliya, in the mountains more than 6000 feet above sea level, the two major events—for standard and racing machines—were won by a Triumph Tiger 100, ridden by P. Fernandez. Another Triumph, ridden by W. de Zylva, was second in the standard class. The races were watched by 20,000 people.

NO MATTER in what part of the world motorcycle sport is followed, Nortons are there—and continuing to add further honors to an unrivalled list of successes in events in which the world's best riders and machines pit their skill against each other.

Recent weeks have brought news of more convincing Norton wins—in South America and in Australia. Riding a 499 Norton, Francisco Gonzalvez, motorcycle champion of Argentina, won the Grand Prix of Argentina. Gonzalvez established an early lead over the 47 other competing machines and held that position until the end of the race.

NORTONS took the major honors in one of the most severe Victory Cup Trials on record, held over a course of 58½ miles in the Shropshire hills. Geoffrey Duke—as brilliant in trials as in racing events—riding a 490 cc Norton, was the only competitor to complete the arduous course without the loss of a single mark, and won the Victory Cup for the best performance of the day. The Cranford Bowl, for the best performance in the opposite class to the winner, was won by A. J. Humphries (490 cc Norton and sidecar), holder of the sidecar title in the British Experts' Trial.

#52 **SWAGGER** #53 **STROKER**



Retail Price \$3.35
Two-Tone Assortment
Finest Suedes
Fleece Lined

\$3.35
Black Only
Genuine Leather
Fleece Lined

CORONET CAP MFG. CO.
233 S. Broadway, L.A. 12. MA. 2820
Discount to Dealers

ROBBINS PISTONS



Low expansion alloy
Precision machining
Sizes to +.100" & Semi-finished
High compression & factory replacements
For American & English motorcycles

ROBBINS MANUFACTURING COMPANY
1530 Spence Street, Los Angeles California

**Hellings Motorcycle
Handlebars and Risers**

FULL LINE of . . .
Control Cables for BRITISH &
AMERICAN MOTORCYCLES
Wholesale only thru Motorcycle Dealers
Distributed by

**BARNETT TOOL and
ENGINEERING**

6503 Marbrisa Street
HUNTINGTON PARK, CALIFORNIA

**FOR HORSEPOWER
AND ACCELERATION!**

BSA 21 cu. in. Engines Bored-out to 28 cu. in.
Complete with Piston
\$18.00 Total plus tax—Discount to dealers

MODERN CYCLE WORKS

Phone ANgelus 3-6171
345 So. Atlantic Blvd. Los Angeles 22, Calif.

**GUARANTEED RESULTS!
SPEED CAMS**

for

BSA 21 and 30.50 cu. in. Machines—\$15.00
each Exchange, plus tax—Discount to Dealers

MODERN CYCLE WORKS

Phone ANgelus 3-6171
345 So. Atlantic Blvd. Los Angeles 22, Calif.

**FRAMES, FORKS,
WHEELS, RIMS**

Rebuilt, Repaired, Exchanged
ALL MAKES—ALL MODELS

MODERN CYCLE WORKS

Phone ANgelus 3-6171
345 So. Atlantic Blvd. Los Angeles 22, Calif.

BSA MODIFICATIONS

(Continued from Page 22)

and can be put to one side.

Remove the barrel and separate the cases if it is desired to polish the flywheels and connecting rod. Polishing these components helps to secure the ultimate in B.H.P. output but quite satisfactory final results can be obtained without going to this painstaking extra work. Also bear in mind that if the flywheels are not split it will not be necessary to re-align them again before re-balancing.

Remove the flywheels and rod and proceed to separate the wheels. A variety of files and a good quantity of emery paper plus a lot of time will produce a very satisfactory job. When finally polished the B-34 rod will be practically the equivalent of a Gold Star rod. Any connecting rod which is highly polished will materially reduce oil mist friction when running but more important the polishing will minimize the possibility of fatigue cracks developing. The same thing is also true of complete flywheels. When all polishing is completed remember to thoroughly wash all the parts to remove all traces of filings, etc.

The B-34 lower end is practically identical with a Gold Star lower end, insofar as material, stress analysis, bearing loads, etc., are concerned. Assemble the rod and flywheels together and check the assembly for alignment. The flywheel holes and crankpin must be clean and free of grit to allow the assembly to bolt up tight and square. Alignment of the flywheels must be as nearly perfect as possible and can be checked with the assembly supported either between centers or by a pair of main bearings mounted in a suitable jig. When the flywheels are revolved, any misalignment will be readily detected with a dial indicator or other indicating device arranged to contact the mainshafts. Misalignment can be corrected by moving one of the flywheels on the crankpin by means of a soft hammer or block of wood. When the wheels are aligned as accurately as possible, the crankpin nuts must be given a final tightening and the alignment rechecked.

Use an 8½:1 Gold Star piston, properly fitted to the cylinder, for best all-around results. Gold Star pistons are available in several sizes depending on what compression ratio you want.

A Gold Star engine uses a balance factor of 63%, that is 63% of the reciprocating weight. This job of balancing sounds very mysterious but is really quite simple. Before finally fitting the piston to the rod, lay the flywheels on the bench with the bare rod resting horizontally on a balance scale or other weight-measuring device. Note the

weight of the rod as registered on the scale. Next weigh the piston complete with pin, rings, and circlips. Add all these weights together. The total weight is the reciprocating weight of the engine to be balanced.

To find the weight actually used when balancing the flywheels, take 63% (the balancing factor of the engine) of the sum of the weights measured and subtract the weight of the small end of the rod.

Place the flywheel assembly on a pair of level parallel ways and allow the crankpin and rod to seek their own point of rest. Because a little weight has been removed from the rod by polishing, it may be necessary to drill one or more small holes in the edges of the flywheels opposite the crankpin so as to ultimately have the counterweights exactly opposite the crankpin side of the assembly at right angles to the parallel ways. This condition will be indicated when the crankpin comes to rest in the top vertical position, or, in other words, when a line drawn through the centers of the crankpin and mainshaft will be exactly perpendicular to the parallel ways.

When drilling balancing holes, take care to remove an equal amount of material from each flywheel counterweight to retain the dynamic balance of the unit.

To finish the balancing operation, attach a suitable weight, such as wire solder or welding rod to the small end of the rod. This weight must equal the weight previously computed. If the wheels are perfectly balanced the crankpin will stay in any position in which it is placed and the wheels will roll freely on the parallel ways.

Carefully fit the barrel over the piston and rings. Ring gap clearance should measure .010" to .012", measured when the rings are placed individually in the barrel. Be sure rings rotate freely in the ring grooves.

Install the head and proceed with the timing side of the engine. Install Gold Star cams, intake cam No. 65-1346, exhaust cam No. 65-1348, making sure that there is free end play in the cam wheels. Adjust valve clearances to .002" intake and .004" exhaust.

Adjust the magneto points to .012" at open position. Rotate crankshaft so that piston is on compression stroke. Insert a cigarette paper or a thin piece of cellophane between the points when in a closed position and set spark lead with a depth gauge inserted through the spark plug hole. The cigarette paper should just be able to be removed when the piston is ½" before reaching T.D.C.

Use a Champion L-11-S plug for breaking in the engine. This plug will prove satisfactory for average road use also, but if racing or fast road use is contemplated, use a Lodge R-47 or Lodge R-49.



Lee Carey, AJS, prominent West Coast hare and hound star, shown on winning ride of 1948 famed Cactus Derby. Lee is a real "skid kid"

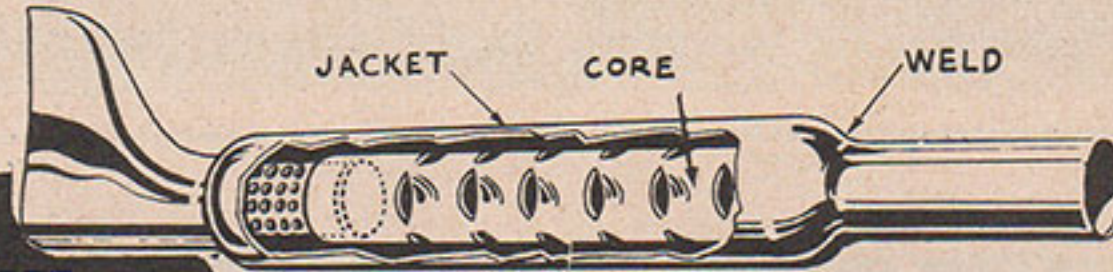


When Taller Risers Are Made Some Southern California "Hound" Will Make Them! A 57" Ex-GI Indian bike sporting 13" high solid mounts

Superior MUFFLERS FOR ALL MOTORCYCLES

- ★ Sparkling Chrome Finish
- ★ NEW Sturdy Construction
- ★ Mellow Tone for 'Law Appeal'
- ★ Less Back Pressure
- ★ Many Models

This cutaway shows Superior's new muffler core and smooth construction — standard for all our jacket mufflers.



SEE
YOUR DEALER
and ask for
SUPERIOR
MUFFLERS

SUPERIOR ACCESSORY CO.
4114 San Fernando Road, Glendale 4, Calif.

"proven
performance"

SCHALLER

Gives You Two Strikes on the Other Fellow

Price List (Liberal Dealer Discounts Apply)

HARLEY-DAVIDSON

45's	\$25.00
61's & 74's (O.H.V.).....	\$25.00
74's & 80's (Flatheads).....	\$25.00

Above prices for grind-
ing and re-hardening
your own cam

H. G. "BUS" SCHALLER

CARBURETORS CAMS REBALANCING
P. O. Box 31 — 247 West Main Street
TURLOCK, CALIFORNIA

CAMS & CARBURETORS

- tailored to your en-
gine
- guaranteed results
- unexcelled precision
- low priced

DON'T WORRY \$\$\$\$

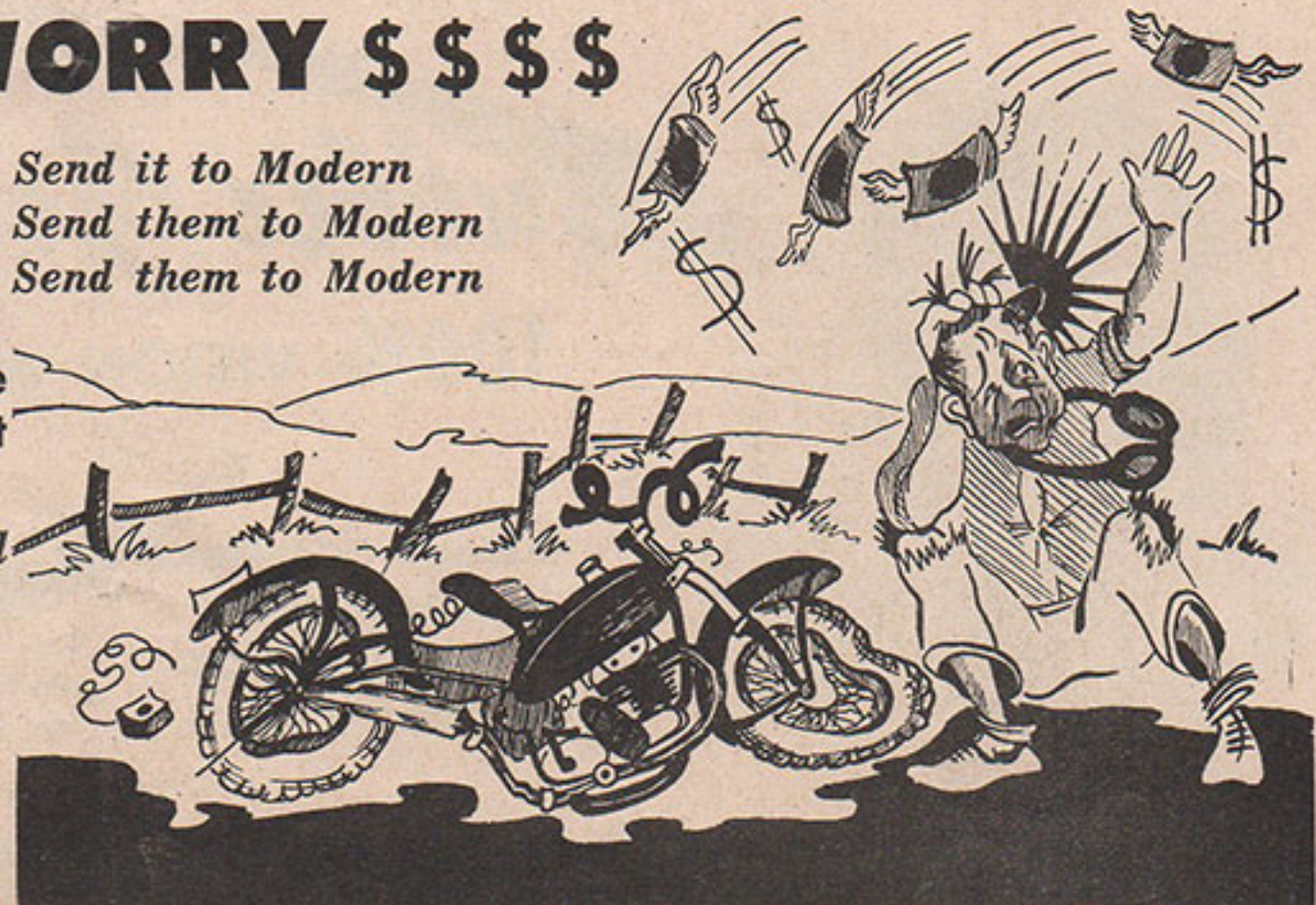
FRAME BENT? Send it to Modern
FORKS BENT? Send them to Modern
RIMS BENT? Send them to Modern

Cost Is Reasonable
Service Is Prompt

All Work Guaranteed

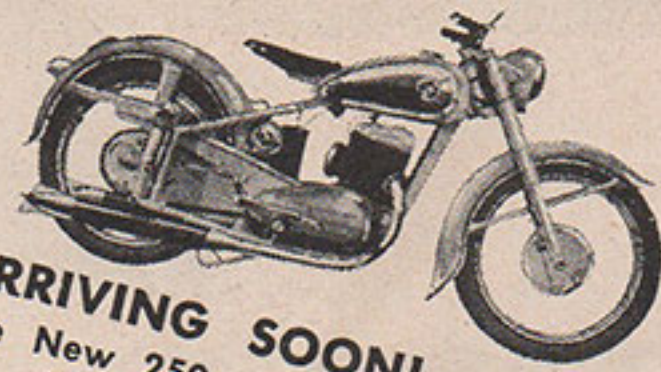
MODERN CYCLE WORKS

345 So. Atlantic Blvd.
Los Angeles 22, Calif.
AN. 3-6171



A.J.S. & MATCHLESS WINS AGAIN

- To date—1950 So. Calif.:
- Orange County Hare & Hound
 - Trucis Tigers English Trials
 - Royal Riders English Trials
 - So. Calif. M.C. Field Meet
 - Rough Riders Hare & Hound
 - Three Point English Trials
 - Corona 1/2 mile Race



PUCH

ARRIVING SOON!
The New 250 cc Twin Piston PUCH
World's Best Performance
Dealers wanted for 13 Western States.

FRANK H. COOPER

(Cooper Motors)
4401 South Figueroa, Los Angeles, Calif., ADams 1-9115

MOTORCYCLE INSURANCE

- FOR RIDERS:
- FOR DEALERS:

Fire and Theft
Collision
Public Liability
Property Damage

Fire and Theft
Embezzlement
Dealer's Collision
Garage Liability
And all other forms written to cover Times Sales Contracts

J. A. NEGLEY

Specialists in Motorcycle Insurance for 25 Years

5142 1/2 Crenshaw Blvd., Los Angeles

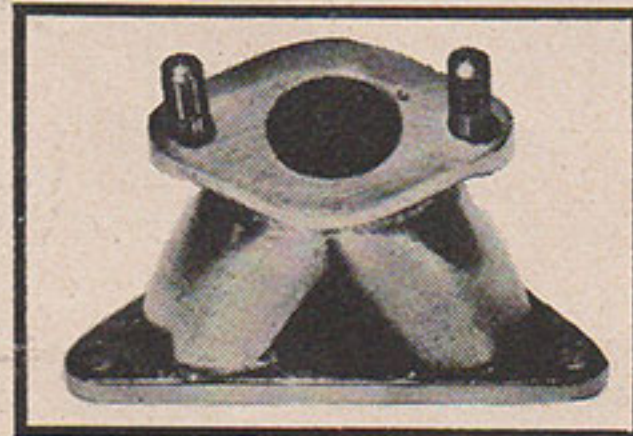
AX. 3-6251

All forms written all over the United States

INCREASE PERFORMANCE IN YOUR INDIAN TWIN

A highly polished cast aluminum manifold specially designed to adapt either a 7/8" or a 15/16" Amal carburetor to the Indian Vertical Twin. Complete with necessary studs and nuts ready to be attached.....\$7.95

MAIL ORDERS PROMPTLY FILLED—DEALER INQUIRIES INVITED



AUTOCESSORIES, LTD.

1924 Carmona Ave.

Los Angeles 16, California

WH-7800



Bubble Goggles

100% VISION WITH SAFETY

LIGHT IN WEIGHT
COMFORTABLE
WILL NOT FOG
CLEAR & TINTS

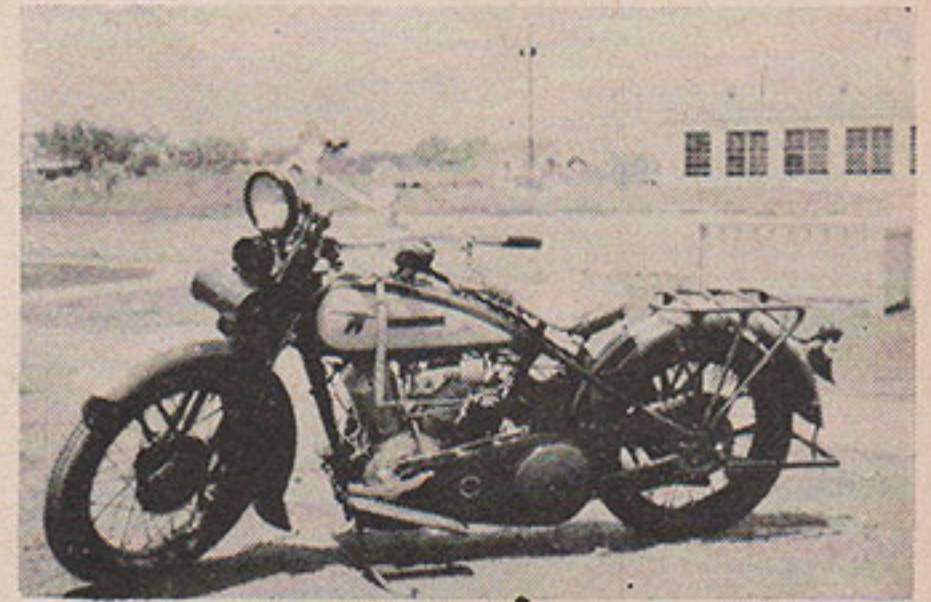
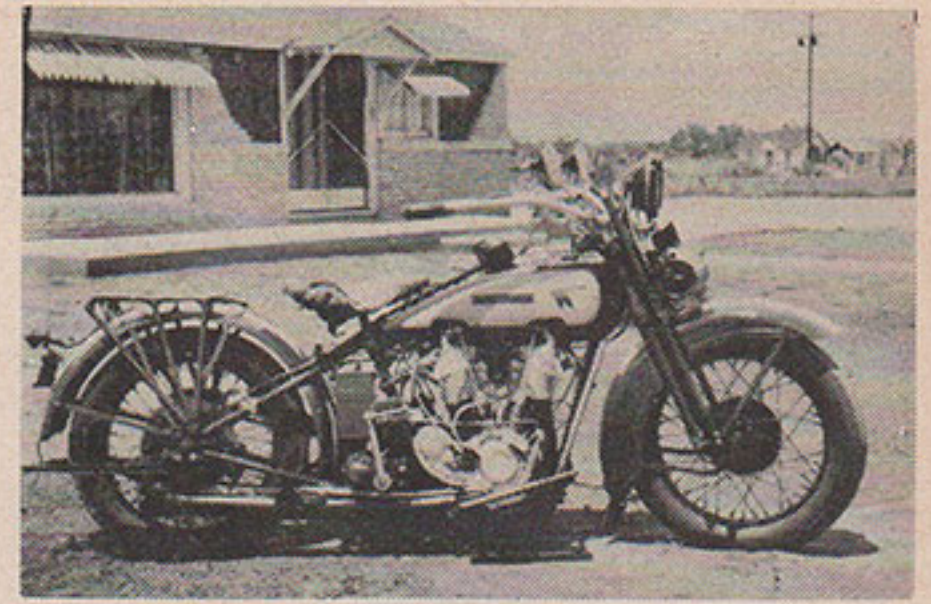
97c
List Price

Dealers write for information on our full line of Parts & Accessories

ANDERSON MOTORCYCLE SUPPLY

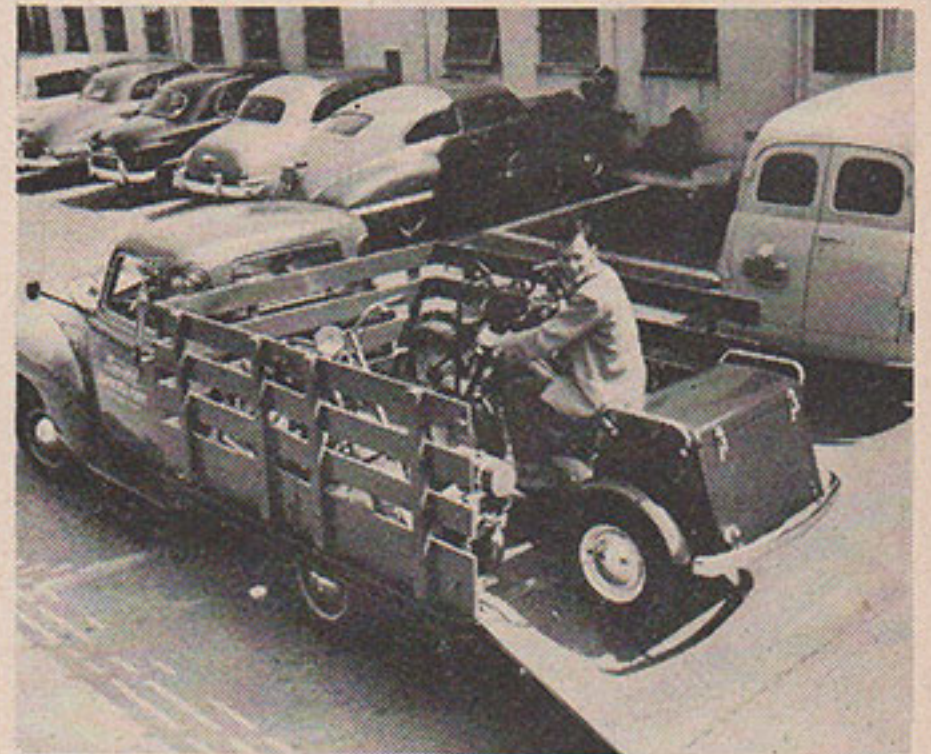
8314 South Central Avenue
Los Angeles 1, California

Yesterday . . .



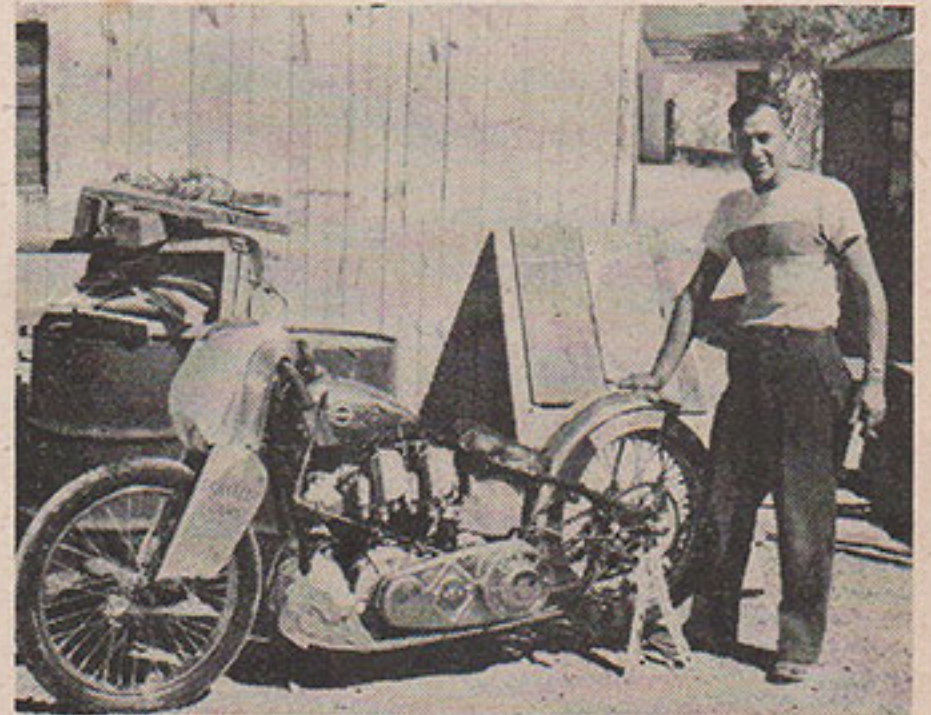
A completely rejuvenated 1928 Model "JDH" Harley-Davidson, owned and regularly ridden by P. C. Minnick, Tulsa, Oklahoma. Mr. Minnick is responsible for its spotless appearance

Today . . .



Mobile display truck used by Mustang Motorcycle Company for extensive sales campaign. Famed Walt Fulton is seen riding 3-wheeler down ramp. Fulton is now Mustang's Southwest field representative, and will travel extensively

Tomorrow . . .

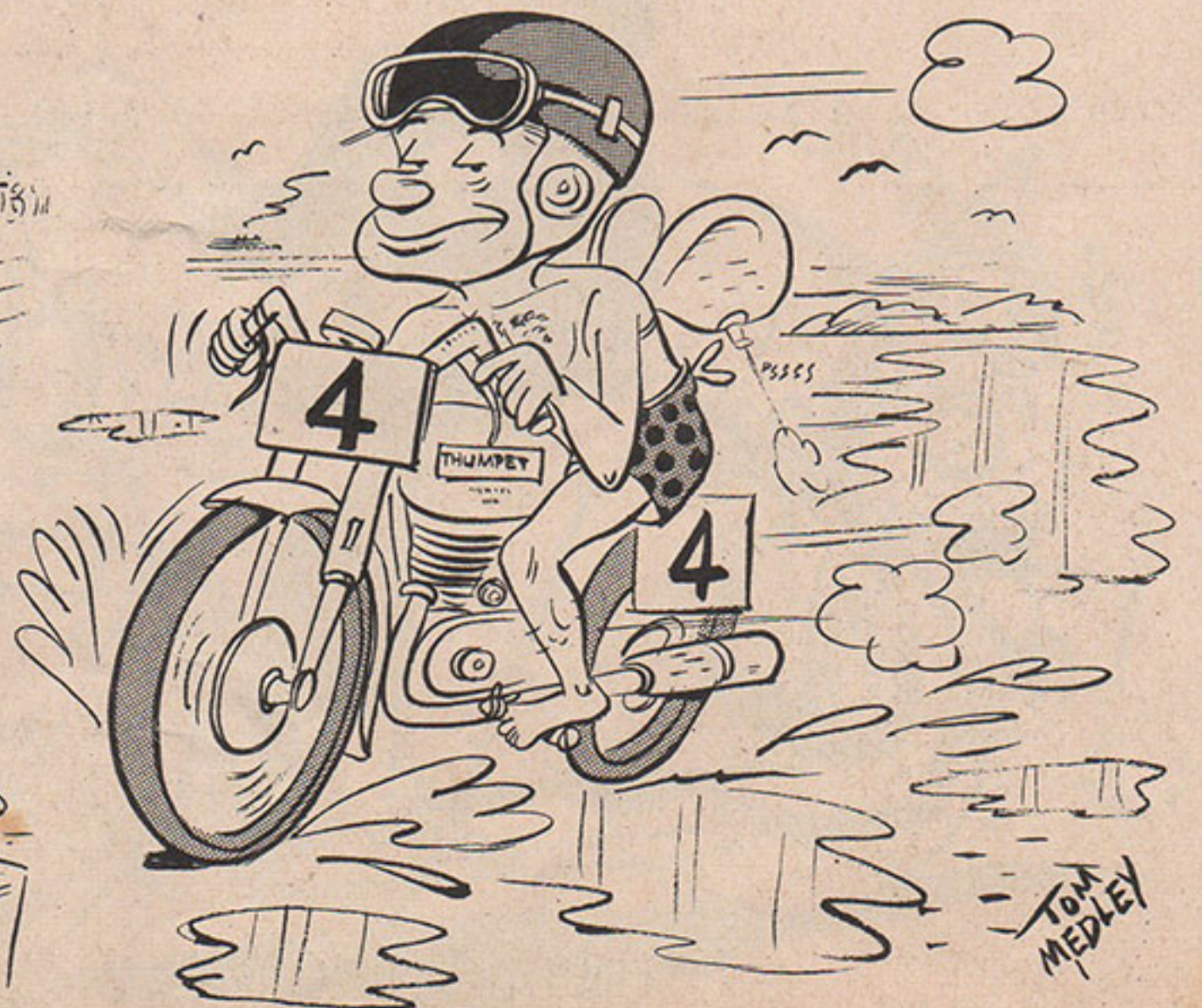
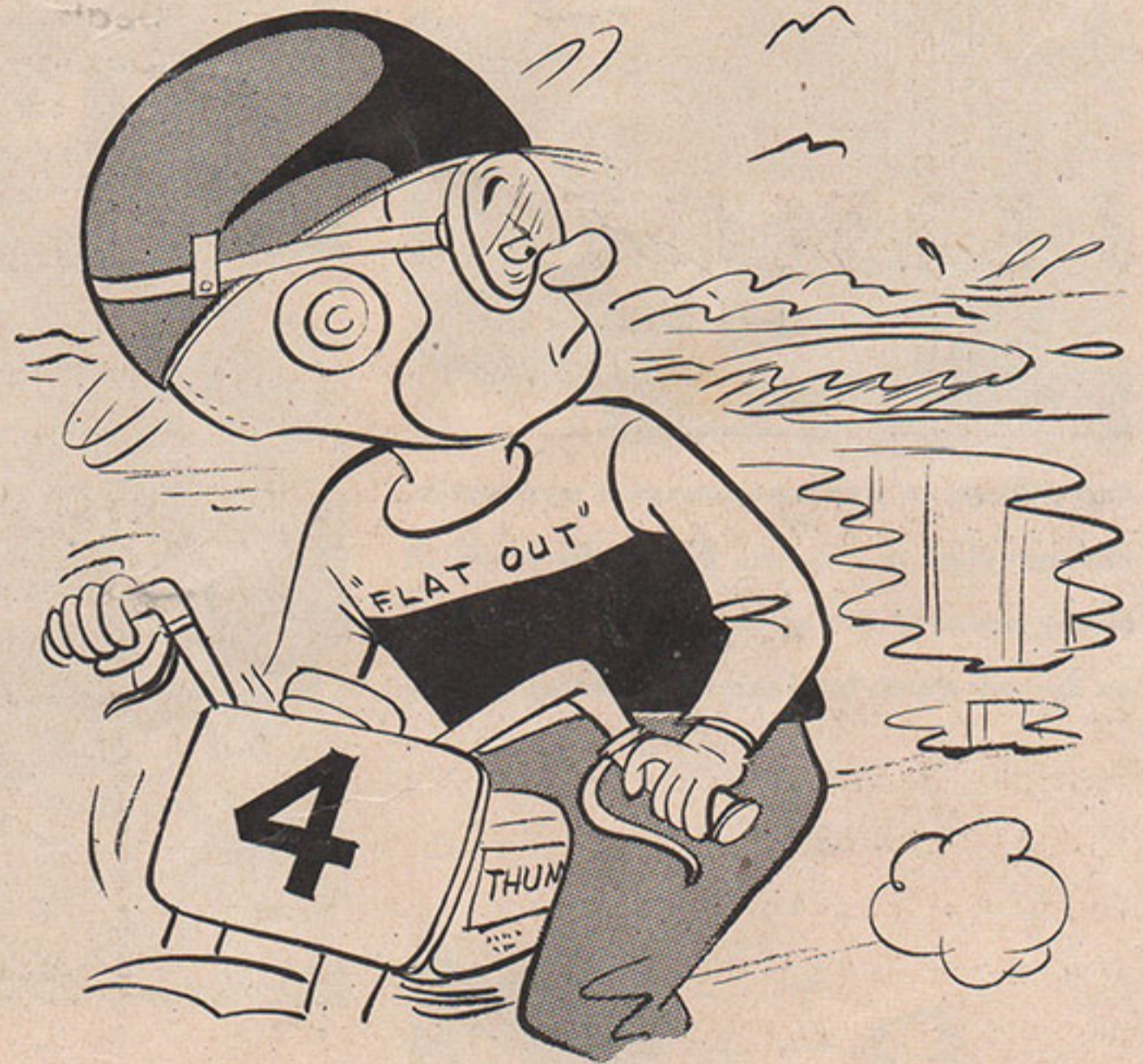
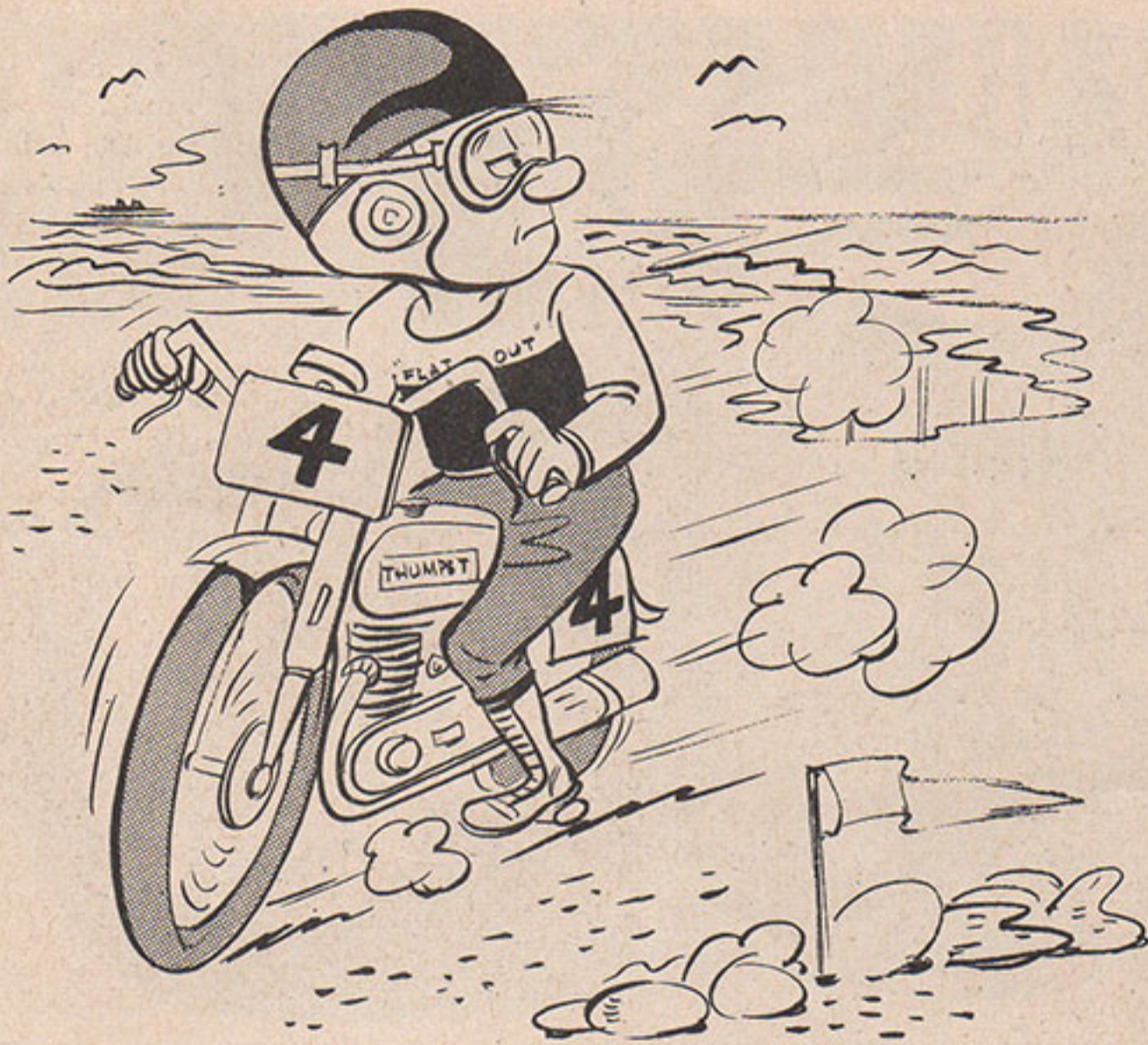
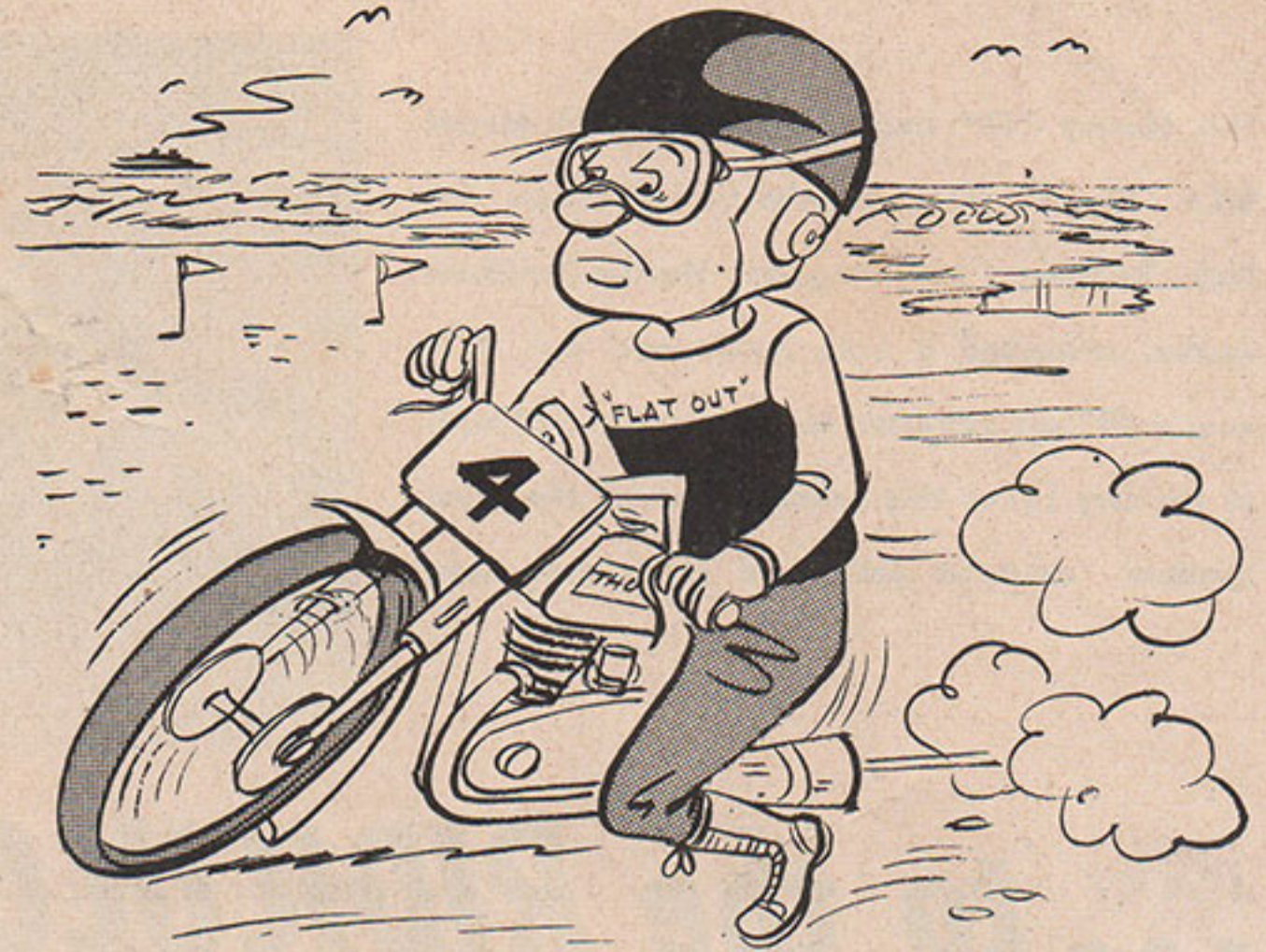
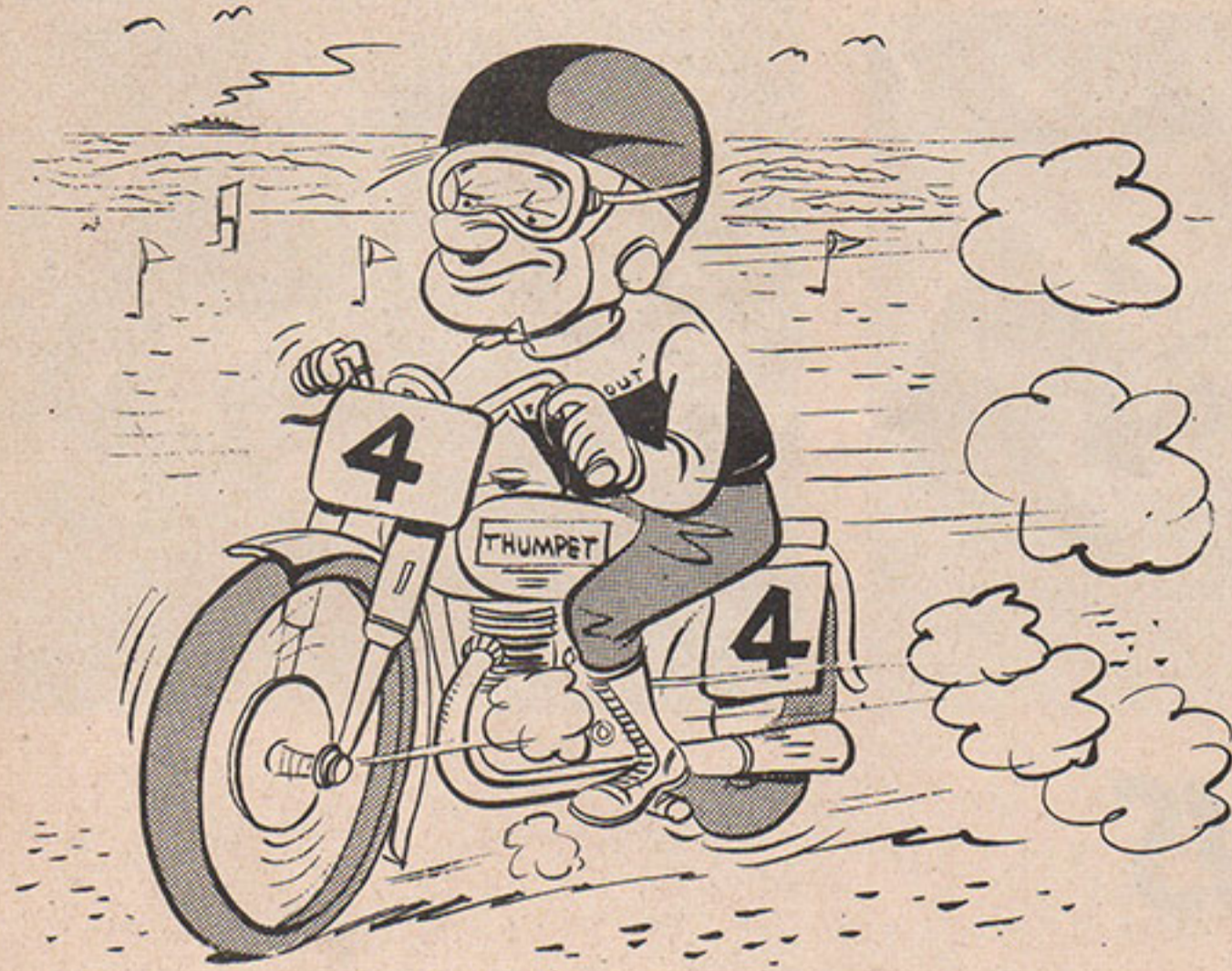


Legendary "Bus" Schaller exhibits his 141.73 mph Harley 61. Photo shows machine at peak of its "alcohol carburetor" development stage. (Secret—Schaller is preparing to attack American speed record of 150.13 mph soon, using fuel injection. Watch CYCLE for details)

"FLAT OUT" SNODGRASS

Daytona Beach-wear

By Medley

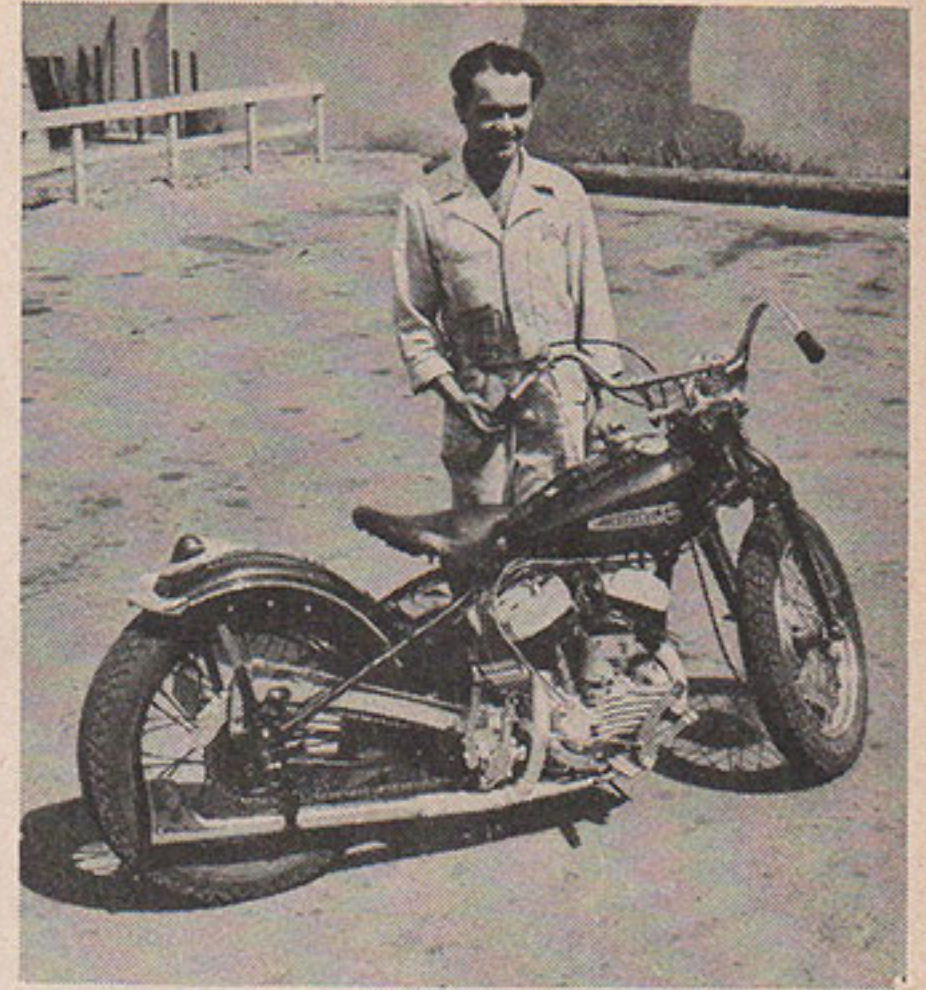
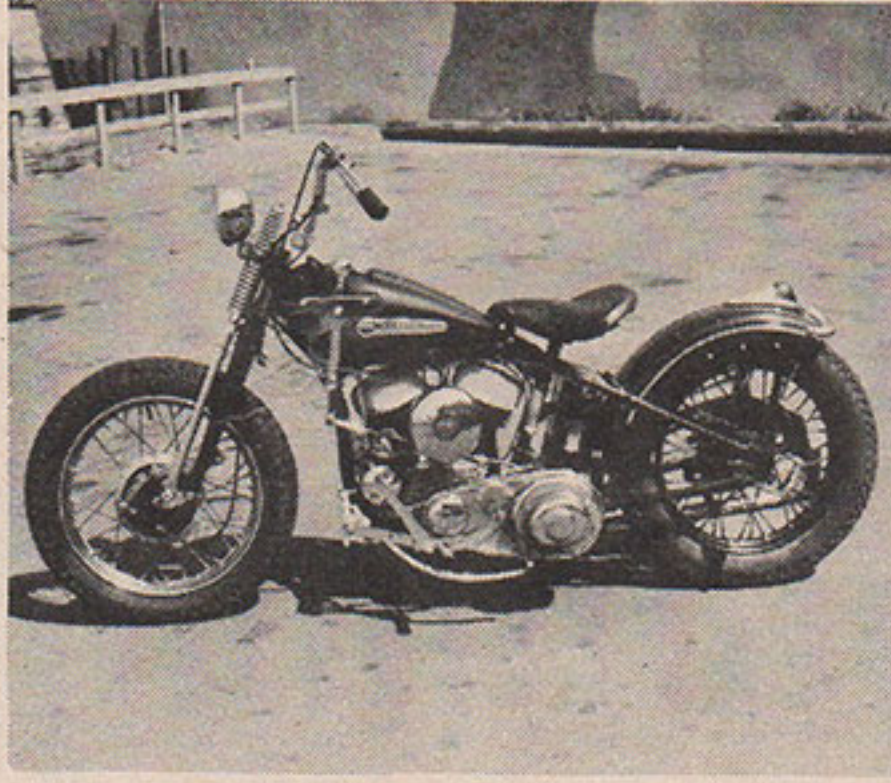


TOM MEDLEY

From the *SUBLIME*

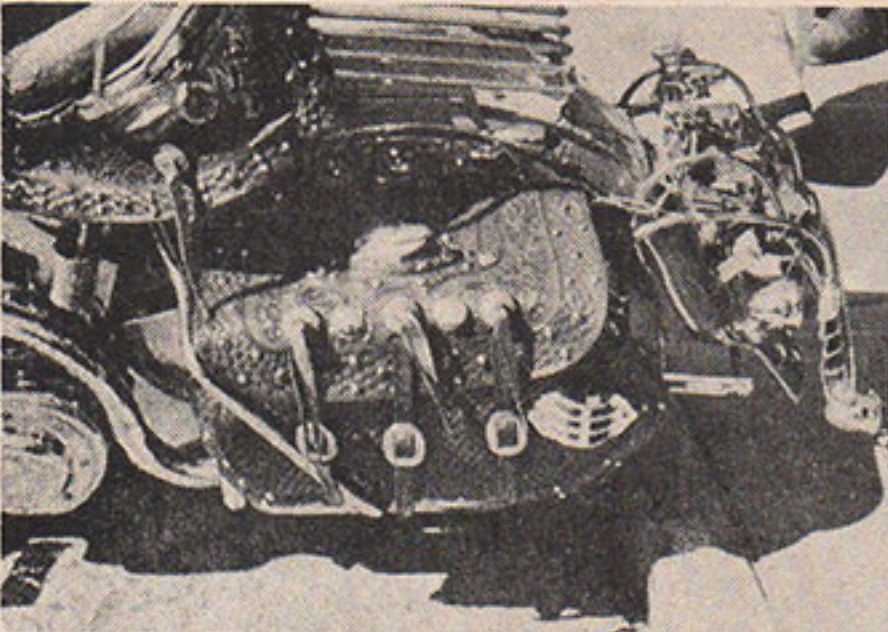
This Harley "45" began life as a 1941 Model WLA. Owner, Pete Encabo, a mechanic for Rich Budelier, Los Angeles Harley-Davidson dealer, reworked it both inside and out. It is now a 49" job expected to run close to 110 mph at the Dry Lakes this season. One of the most spotless "chopped jobs" we have ever seen

Photos by Thomas J. Medley

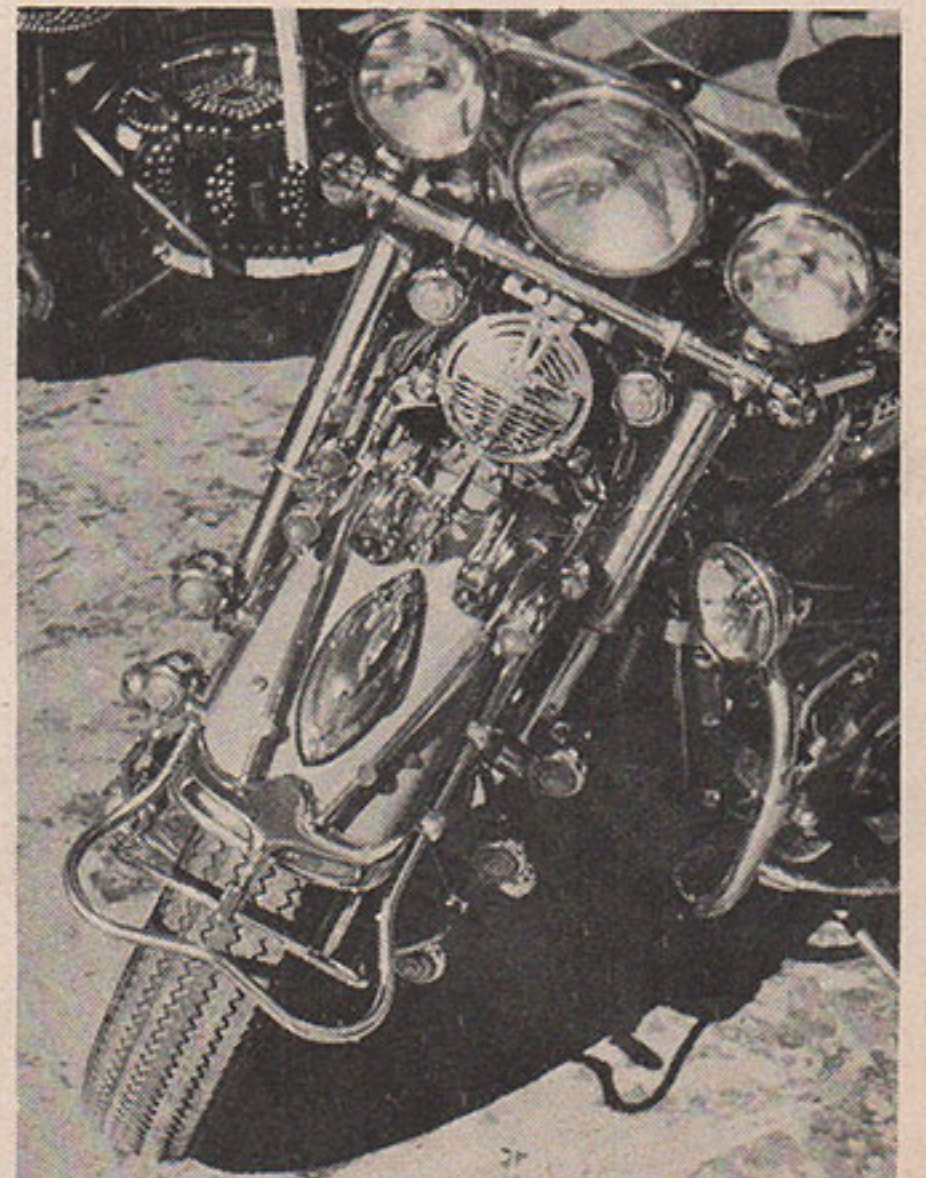
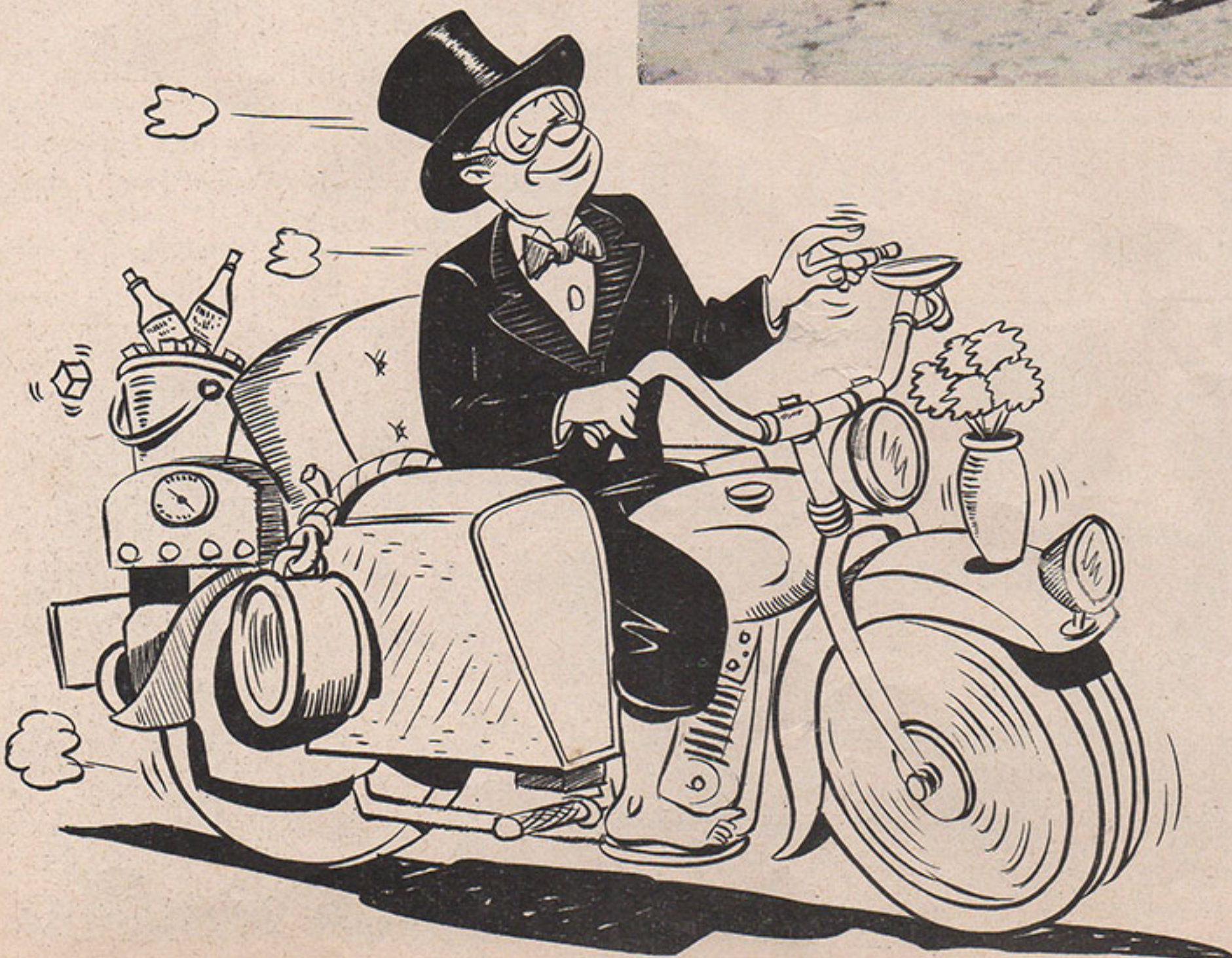
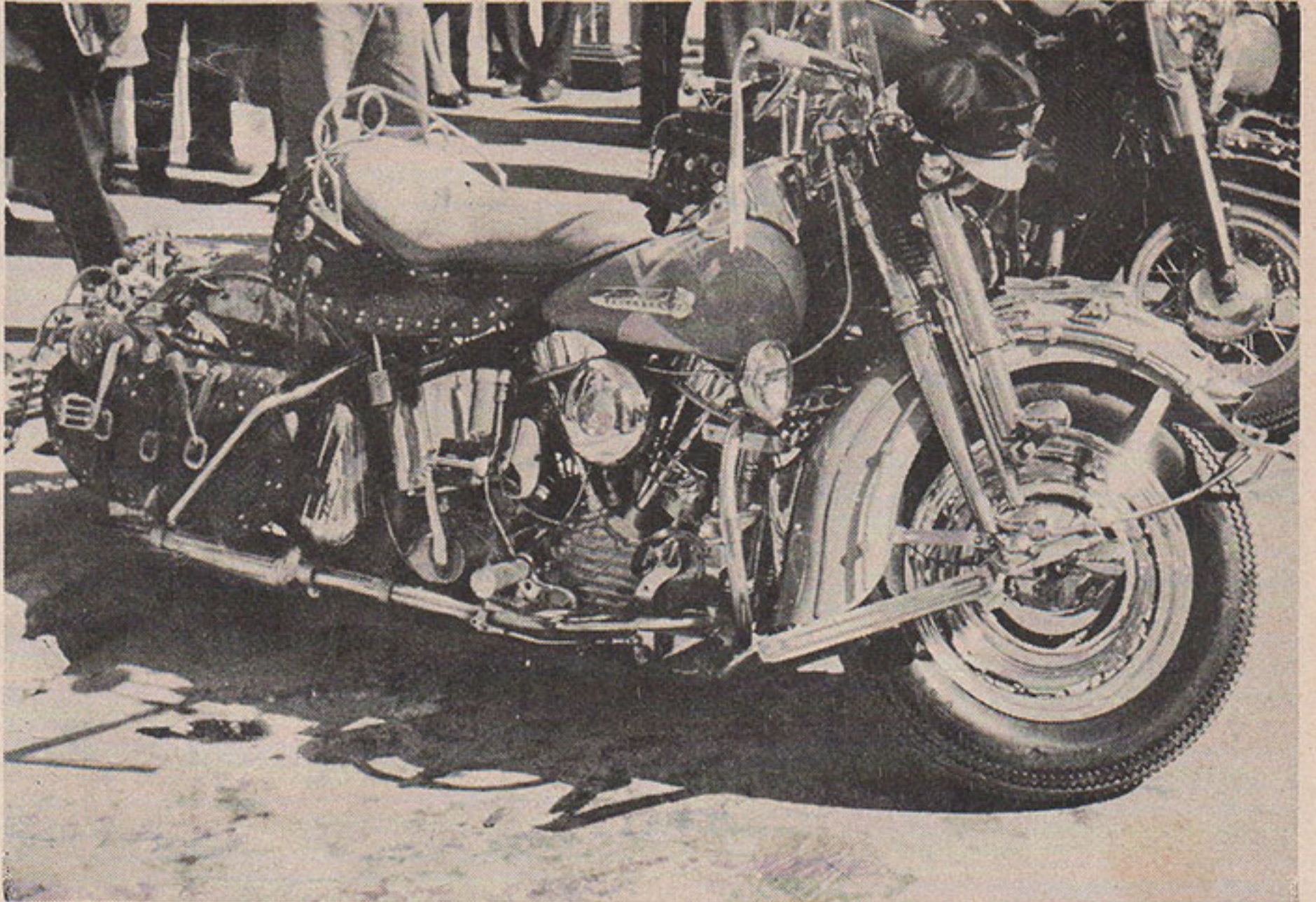


... to the *RIDICULOUS*

Photos by Bill Onslow



The ultimate in a chrome-encrusted monstrosity. Photographed at Daytona Beach, the proud (!) owner admitted it was too heavy to be placed on the rear stand. Total cost of "garbage," \$2,500



LEFT—CYCLE cartoonist, Tom Medley, offers his version of "Flashy Freddie's Free-way Phaeton"

ROAD TEST

(Continued from Page 21)

users, but still illuminated the roadway sufficiently for safe travel.

Until becoming familiar with the correct operation of the gear lever, fourth speed had a tendency to jump back into the neutral position between high gear and third. Practice overcame this annoyance, which proved ultimately that the human element was at fault, not the mechanical element. Apparently, the approved method of changing into high gear is to quite forcibly push the gear pedal into high—a gentle push would not do the trick.

BRAKES—100%

The correct way to spell "Brakes" on an AJS Springtwin is "P-E-R-F-E-C-T." In that case the correct way to pronounce the word "Brakes" as applied to an AJS Springtwin is like this: "Perfect."

The finish, chrome, black and gray, appeared to be Grade A. Saddle, controls, and handle-bars were readily adjustable for position. When said items were positioned to meet my personal requirements, the bike felt practically as though it had been built exactly to my physical requirements. Covering over 200 miles on the Road Test did not result in any cramped or stiff muscles anywhere, which speaks very well for the general lay-out of the machine and its effortless handling and wonderfully soft riding qualities.

A GOOD BUY

I can say that the AJS Springtwin tested was a surprisingly pleasant motorcycle. Properly priced, good to look at, full of all the horsepower a person could normally use, and with a silkiness of operation not normally associated with a motorcycle, I can readily say that the AJS Springtwin is an all-around he-man's bike.

PERFORMANCE SUMMARY

Acceleration

- * Standing Start to 25 mph— 2 $\frac{2}{5}$ sec.
- ** Standing Start to 60 mph—11 $\frac{1}{5}$ sec.
- *** Standing Start to 75 mph—16 $\frac{2}{5}$ sec.
- * Low gear only
- ** Low, second gears
- *** Low, second, third, high gears

Braking

- From 30 mph to Stopped— 31 feet
- From 50 mph to Stopped—129 feet
- From 75 mph to Stopped—348 feet

Slow Running

High gear without "chain snatch"

11 to 14 mph

Highest speed

91 mph



LAMOREAUX and MILNE BROTHERS

DEALERS:
SOUTHERN CALIFORNIA DISTRIBUTORS:
MANUFACTURERS:
USED MOTORCYCLES:

B.S.A. — Norton — A.J.S. — Matchless — Ariel
Triumph — Indian — Excelsior — H.R.D.

Avon Tires and Tubes — Gem Batteries
Champion Spark Plugs

Harpy Tweek English-type Throttles — P.K.
Tail-Lights

Long as 24 months-to-pay terms.

LIBERAL DEALER DISCOUNTS
PARTS—ACCESSORIES—SERVICE

MILNE BROTHERS

1951 E. Colorado St., Pasadena
RYan 1-6423

LAMOREAUX & MILNE

123-125 W. Colorado St., Glendale
WHOLESALE—RETAIL CItrus 2-9674

Mr. Dealer!



Your customers will appreciate being able to buy their favorite motorcycling magazine in your shop. CYCLE is rapidly leaving all other publications of its kind behind, with readers clamoring for its unique features. If you'd like to handle CYCLE in your shop, write on your letterhead to:

CYCLE

Dept. CD
548 So. San Vicente Blvd.
Los Angeles 48, California

Full details will be forwarded by return mail. You won't get rich, but you'll make a lot of happy customers.

INDIAN CHIEFS

- 74 cu. in. 1947-48 models from \$375 up. All fully guaranteed and equipped
- Several used Bonneville Chiefs
- Full Stock of Indian Parts. We ship anywhere
- ARIEL and TRIUMPH Dealers
- Immediate Delivery All Models

Sir Kegan BROS.
1230 So. Olive St., Los Angeles
Richmond 4730

Dealer Doings

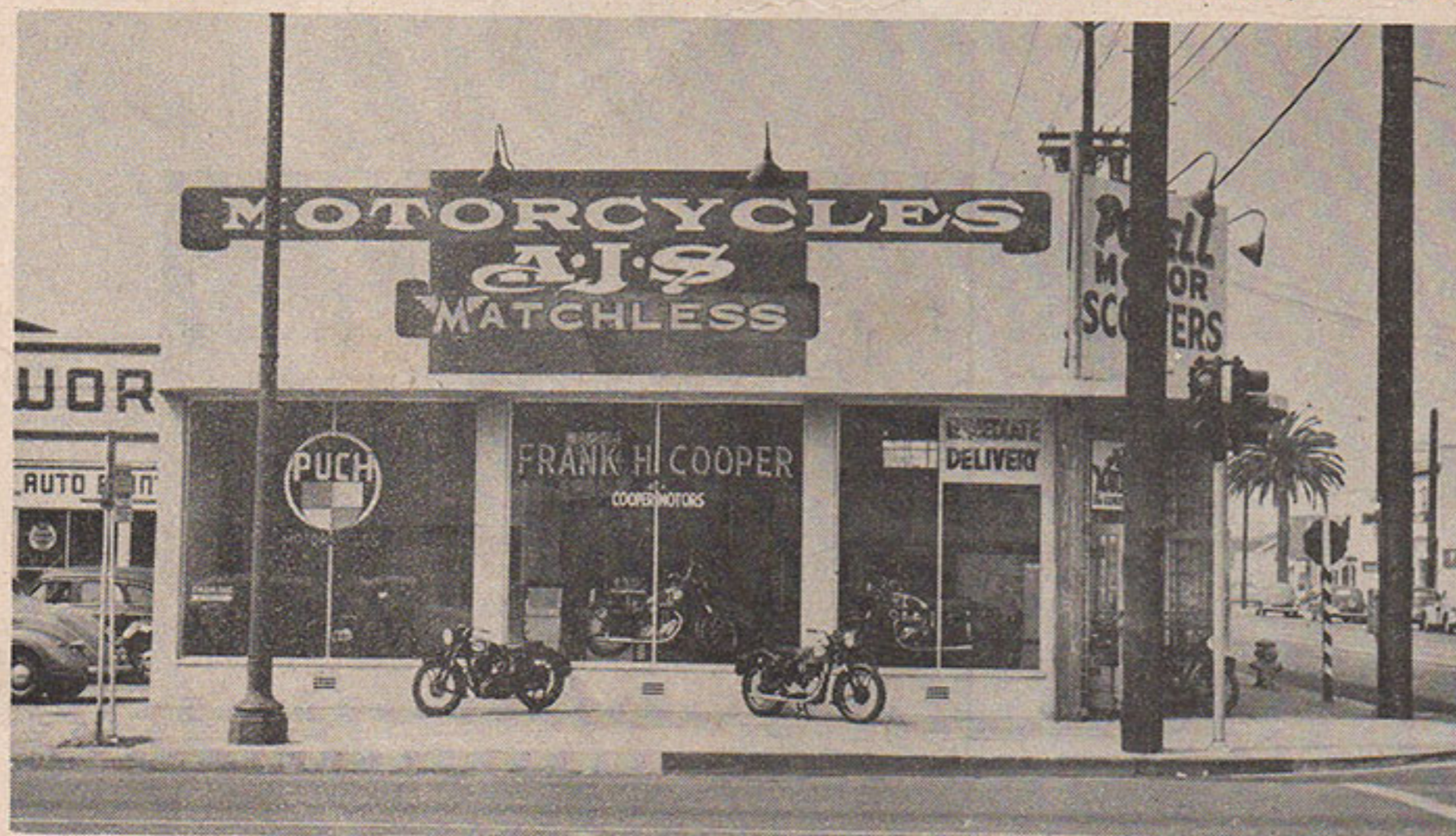


SOUTH FIGUEROA STREET in Los Angeles, California, is known all over the U.S. as "Automobile Row." When a motorcycle store recently invaded this renowned "Region of Down Payments" the whole town rocked. Frank H. Cooper, sometimes called "AJS Matchless Cooper," was the cause of it.

In 1939 Cooper entered the two-wheeled business field as a dealer for Powell scooters. In three years' time he had sold over 3,000 machines from his first modest establishment on downtown Los Angeles' Hope Street. Energy,

lice Department within two weeks after receiving his official franchise. Being a steady buyer of Harley-Davidsons for over fifteen years, the L. A. Police suddenly awakened to find 75 new Indian Chiefs gracing the Police Department garage. Frank Cooper had done the impossible.

The Indian distributorship necessitated new, enlarged quarters to house an expanding personnel force and an increased parts inventory. Cooper wasted no time in moving lock, stock, and barrel to West Pico Boulevard, Los An-



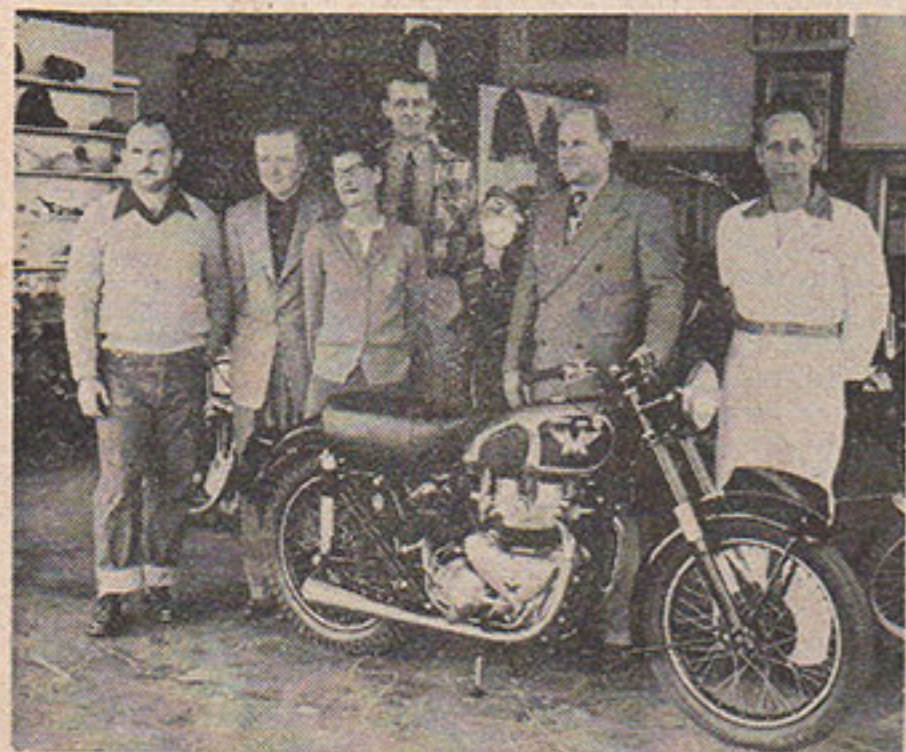
friendliness, and attention to business was the keynote. He added used motorcycles in 1943, specializing in Harley-Davidson machines.

A year later, Cooper acquired the Indian distributorship for Los Angeles. In typical dynamic fashion, Cooper started negotiations with the L. A. Po-

lice Department within two weeks after receiving his official franchise. Being a steady buyer of Harley-Davidsons for over fifteen years, the L. A. Police suddenly awakened to find 75 new Indian Chiefs gracing the Police Department garage. Frank Cooper had done the impossible.

Only after signing the Pico Blvd. lease did he get his South Figueroa Street inspiration. The California distributorship for A.J.S. and Matchless machines was secured in 1946. By selling over 1,600 new machines in three and one-half years, Cooper was financially able to make his 'Third Move.' Frank has this to say, "The auto audience on South Figueroa means several hundred thousand people per day pass a retail store. The merchandising possibilities are endless." With potential customers being practically assured of seeing his store, Cooper moved into a new 5,000 square foot building in 1950 on his 'Avenue of Dreams.'

Cooper now distributes A.J.S., Matchless, Francis Barnett, and Puch motorcycles, Powell scooters, and Mercury outboard motors. The photographs herewith tell the story better than words.



Frank Cooper, personnel, and Matchless Twin

RECENTLY a new A.M.A. Field Representative for District 37 took office by popular ballot. District 37 has long been a thorn in the side of the A.M.A. because the popular C.R.A. has its headquarters in the same District. The popular election of Harry Pelton augurs well for peace between both factions.

Pelton is a man long connected with motorcycles. Born in 1898 in Kansas City, Missouri, he became interested in motorcycles at the age of 15. His first machine was a belt-drive Harley.



Harry Pelton

Moving to Los Angeles, California, in 1922, he plunged deeper and deeper into all things motorcycling. Every type of motorcycle competition and club activity saw Pelton filling a prominent spot. Dirt track racing, hillclimbs, endurance runs, the annual Big Bear races, and sidecar events taught Pelton the valuable lessons he put into practice with the passage of time. At old Ascot Speedway, Los Angeles, he became the most successful sidecar exponent in the history of the track. In over 150 sidecar races Pelton never finished worse than third. His first places numbered over 135 with but two thirds out of the total. He never once failed to finish.

Pelton's promotional activities have included laying out the first West Coast hare and hound route in the early '20's. The advent of short-track racing at White Sox Park, Los Angeles, found Pelton being in the promotional picture as well as sponsoring such future greats as Cordy Milne, Bo Lisman, etc. Later he promoted at the famous Slauson Avenue stadium.

To his new job Harry Pelton brings a wealth of experience, the judgment of a fully matured man, and the desire to see District 37 operating once again on a peaceful basis. The riders and clubs of the district voted Harry Pelton into office on his own merits. His reputation and the respect accorded him by motorcyclists everywhere will prove that the balloting was for the man they really wanted for a job that has few thanks connected with it.

CYCLE magazine joins in to say, "Welcome, Harry Pelton, to the job that you can do justice to."

Sammy "SPEED" SHIFT Says

WELL, Cycle Riders, I've had time to really look into this safety business and I want to tell you here and now that the California Highway Patrol is going all-out to help present a brighter picture in the motorcycle field. Its field officers are now meeting with riders, clubs and dealers, ever stressing the need for more careful riding as we swing into a jam-packed season of sporting events.

First off the list we want to point out that *speed* may get us there a bit quicker, and it is proven in the fatal accidents via motorcycle. You fellows and gals have done a grand job in the injury accident field. I'm hoping we can do as well this year in the fatal accident brackets 'cause I just hate to attend those cycle-rider funerals. That wheel with the missing spoke just gets me.

I've been checking over some of these accidents in Patrol headquarters and about 75% of the motorcycle accidents are involving non-club members and nearly all of these are in the 17 to 25 year age bracket. These are the guys that need close watching, so if you know of any of these chaps, how about talking them into visiting your club next week and getting them to sign that application blank?

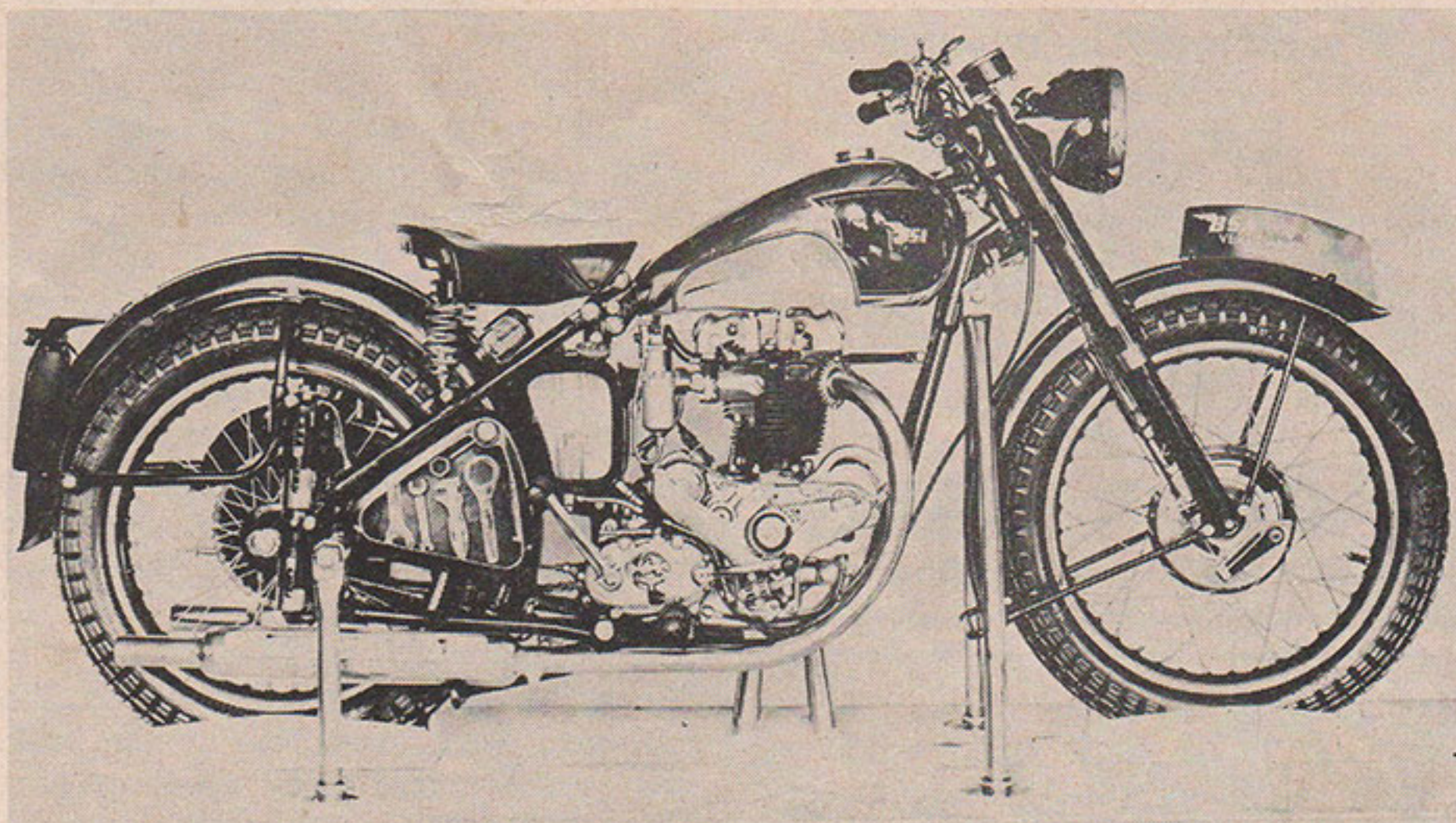
It is a little late for New Year resolutions, but surely we can all pledge to bring in one new rider in 1950. Maybe he'll ride longer than just one year, maybe even become a good club member. Give it a try.

I'm informed that the Patrol will again stage vehicle checks at all Sunday events, so why not take an expert's advice and get that iron all legal-like.

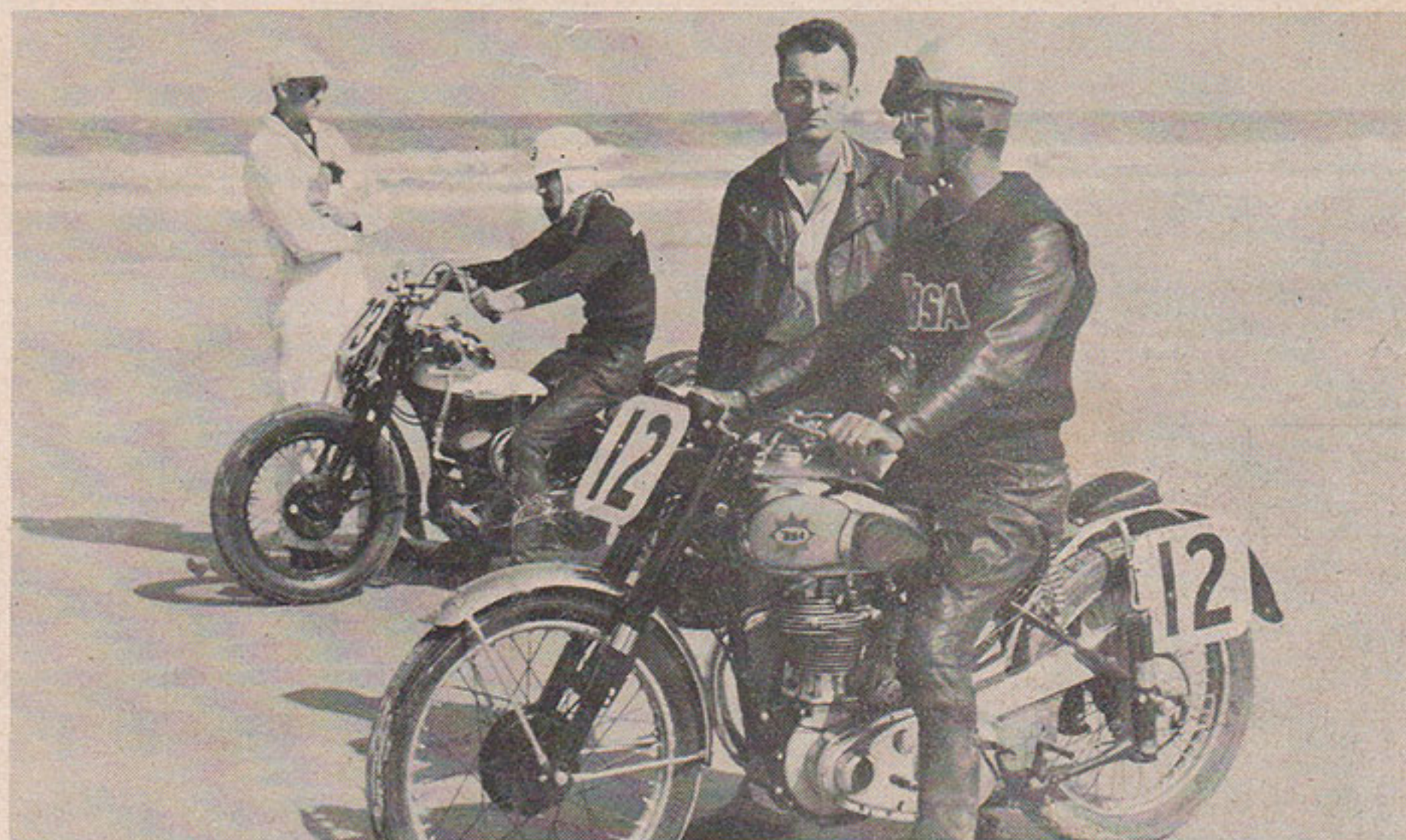
Even though I'm an old cycle hound I'm still human and judge one's acts by his appearance and that goes for machines, too. You can pretty sure bet that an officer will smile and pat you on the back when he sees you rolling up with a nice slick motor, but come along with a messed up deal and you'll see that same officer frown and get out his book. So before we hit the road let's all check our own machines to make sure we're not going to lose any time having to tell some officer why our license plate is missing, etc.

Yes, and don't get all hot under the collar when he hands you a ticket for it either, he's only doing the job he is supposed to and he's helping all of us to prove that motorcycling is America's greatest sport. So why don't we go one better and show him that it can be America's safest sport.

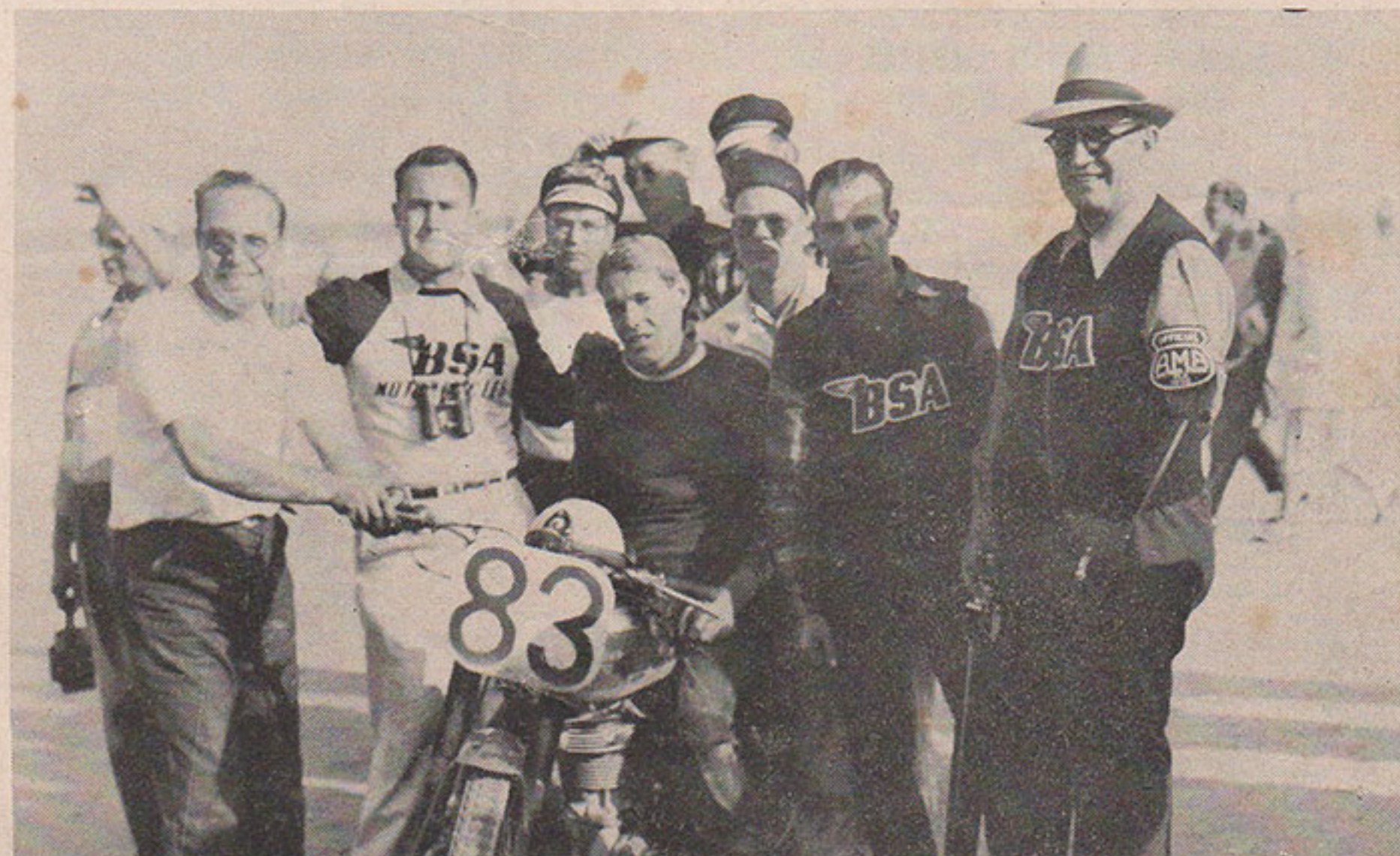
Business and Sport Activities



Cutaway model of BSA Star-Twin being displayed at Grand Central Palace Show, New York City



Johnny Long, BSA dealer from Miami, Florida, on his "Gold Star," waiting at the starting line



"Chuck" Minert, of Los Angeles, Calif., tired after finishing fourth in the 100-Miler at Daytona, with his pit crew. At extreme right, you see genial Alfred R. Child, BSA East Coast Distributor

if . . .

Harley-Davidson makes it,
we carry it.

if . . .

It's motorcycle news and
pictures
CYCLE carries it.



WAGER & WALKER

419 East 4th St., Santa Ana, Calif.

Harley-Davidson Distributor for Orange County

SUMPTER SPECIAL

Custom Built Engines
Motorcycles—Race Cars

Stock Motors Expertly Rebuilt
Stroker Specialists

SUMPTER MOTORS

3515 Cahuenga Blvd. Hollywood, Calif.
HU. 2-4143

Cams Carburetors Heads

HARRY FOSTER
ARIEL AND TRIUMPH
NEW AND USED
MOTORCYCLES

SLAUSON MOTORCYCLE SHOP
2056 West Slauson Ave., L.A., Calif.
Phone AXminster 3-1282

**CYLINDERS REBORED
OR SLEEVED**

With Pistons, Rings, Pins
ALL MAKES — ALL MODELS
Prompt Service, Dealer Discount

MODERN CYCLE WORKS
Phone ANgelus 3-6171
345 So. Atlantic Blvd. Los Angeles 22, Calif.

ENGLISH WEEKLY MAGAZINES

MOTOR CYCLING.....	20c.....	\$5.50 per yr.
THE MOTOR CYCLE.....	20c.....	5.50 per yr.
MOTOR.....	25c.....	8.00 per yr.
AUTOCAR.....	25c.....	8.00 per yr.

Send Stamps or Coin for Samples
British Cycle Subscriptions
Box 13, Westchester P.O., New York 61, N.Y.

**Lucas Electrical Parts
Amal Carburetor Parts**

Magnetos, Generators, Voltage Regulators
Repaired and Exchanged
Dealer's Discount — Work Guaranteed

MODERN CYCLE WORKS
Phone ANgelus 3-6171
345 So. Atlantic Blvd. Los Angeles 22, Calif.



Sirs:

I am in the motorcycle business in a small way and have enjoyed motorcycle riding for over 18 years.

The other day I stopped in at J & E Engineering and they had just received the first issue of cycle and I got a chance to look at it. Needless to say it sold me. In looking it over I came across a little paragraph explaining if anyone had an unusual motorcycle that you would be interested. I am enclosing a picture of the motor that was built in my shop.

It originally was a 1931 Harley V. L. When we completed it the Indian Springers were mounted in the rear. We used Standard parts wherever possible. A B.S.A. oil tank was mounted on one side of the frame and the battery mounted opposite the oil tank. The frame was reworked for the O.H.V. engine. Henderson gas tanks were welded together giving the appearance of one tank. The exhaust pipe was made to give more ground clearance, as the owner likes Hare & Hounds & Trials.

Hoping you find this of some interest. I remain yours,

Sandy McGregor
Covina, California

(We regret that the photo would not reproduce for printing.—ED.)

Sirs:

A few suggestions after reading the first issue of CYCLE:

- A.
1. Don't start a club news section.
 2. Plenty of technical & semi-technical articles.
 3. A Question and Answer department with tuning and upkeep hints.

B. Racing is popular with most riders, so include:

1. Plenty of pictures of out-and-out racing bikes, hill climbers, track (Class "A" & "C") and enduro bikes.
2. Lots of hop-up articles on various makes & possibly even a series on how to build a track job or climber.

C. In the interest of all riders, really honest road tests. If a machine isn't up to what it should be write it up.

Bill Cottom
San Pedro, California

(This reader has practically read our mind.—ED.)

Sirs:

I have just read the first issue of CYCLE. I think it is the best motorcycle magazine in the country and I've read

them all for a number of years.

I ride a Harley "61," currently. I have ridden four Indians, a Velocette and two Harleys. I am not a "nameplate rider." They're all good—all brands. Just keep CYCLE from becoming a "nameplate" magazine and I'll be all for it.

H. Daniel Cotterman
Los Angeles, California

(CYCLE'S basic policy is "Nameplates Do Not Count."—ED.)

Sirs:

Just writing to let you know your mag is very good.

All the things in it are good and Road Tests are the best and there are enough makes to make it a steady feature. The only drawback is, it should come out once each week instead of monthly.

Will the mag be out on the 15th of each month? Or what other date?

Paul J. Max
Glendale, California

(Publication date, 15th of the month —ED.)

Sirs:

I have just completed reading CYCLE and I find it very exciting. It seems quite pleasant to read a motorcycle magazine which isn't based on one type of motor and tells the exciting story of a race itself. The reason I like to hear so much in detail is because this year will be my third year in racing and there's no end to how much it helps us beginners. In my two years I've ridden a Matchless, Ariel, Indian and Harley-Davidson, and I've liked them all. I've won two trophies and quite a few first places. This year my sponsor is trying to buy a one-time winner of Daytona. I have my fingers crossed!

If we could find a way to keep in training before and during races, it would help us no end. So if I'm not imposing too much I wish you would write and let me know just what to do to keep in training.

Jerry Harper
Ogden, Utah

(That last paragraph could best be answered by a series of DON'TS. Do you follow us!—ED.)

IN THE first issue of CYCLE, page 23, there was an incorrect caption which read—"Grand Prix forged connecting rod is special alloy heat-treated dural, semi-polished. Shank of rod is tapered in both planes, with special fillets at top and bottom. Bearing cap is high-tensile steel, babbitt-lined."

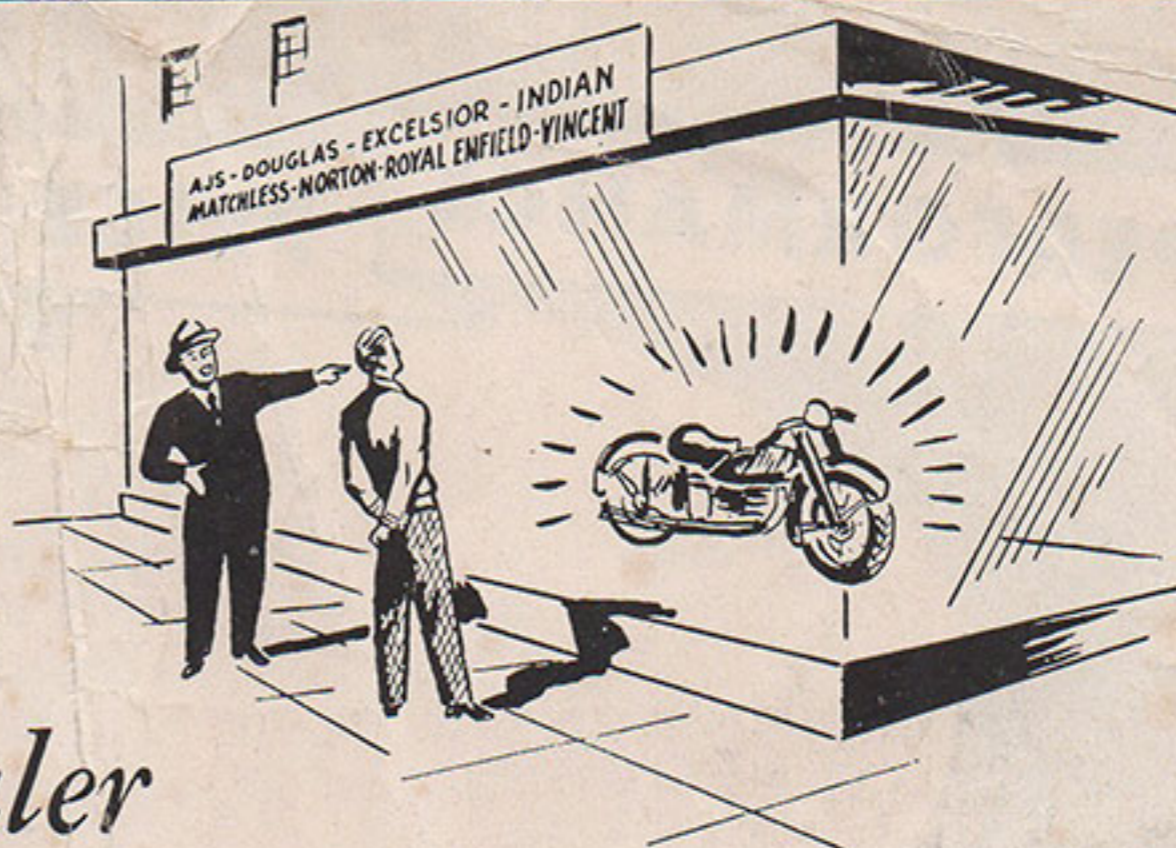
The last sentence in the caption is a mistake. It should read—"Bearing cap is also dural which bears directly on crank-pin."

Buying A Motorcycle?

See Your Indian Franchised Dealer

You've known him right along as a regular fellow, a real sportsman — and right now he's even better prepared to help you choose your new motorcycle! Indian dealers have available the largest, most complete selection of motorcycles you could find. From 98 c.c. two-stroke models right on up to the big 1303 c.c. Indian "80" Chief, there are 63 different makes and models of quality American and British motorcycles available to you!

See Indian's display at the British Automobile and Motor Cycle Show, New York's Grand Central Palace, April 15 to 23.



Many will be displayed as showroom models, or as demonstrators waiting for your own trial. Others are ready for prompt shipment from Springfield or from convenient ports on all coasts.

Visit the nearest dealer displaying AJS,* Douglas, Excelsior, Indian, Matchless,* Norton, Royal Enfield, or Vincent motorcycles. He is an Indian Franchised Dealer and can give you all the facts on every new 1950 model in the Indian line.

INDIAN SALES CORPORATION
SPRINGFIELD, MASSACHUSETTS

* Distribution in 47 states only.

Mr. Dealer!



Your customers will appreciate being able to buy their favorite motorcycling magazine in your shop. CYCLE is rapidly leaving all other publications of its kind behind, with readers clamoring for its unique features. If you'd like to handle CYCLE in your shop, write on your letterhead TO:

CYCLE

Dept. CD
1015 S. La Cienega Blvd.
Los Angeles 35, California

Full details will be forwarded by return mail. You won't get rich, but you'll make a lot of happy customers.

Motorcycle Insurance

● FOR RIDERS:

Fire and Theft
Collision
Public Liability
Property Damage

● FOR DEALERS:

Fire and Theft
Embezzlement
Dealer's Collision
Garage Liability
And all other forms written to cover Times Sales Contracts

Specialists in Motorcycle
Insurance for 25 Years

J. A. NEGLEY

AX. 3-6251

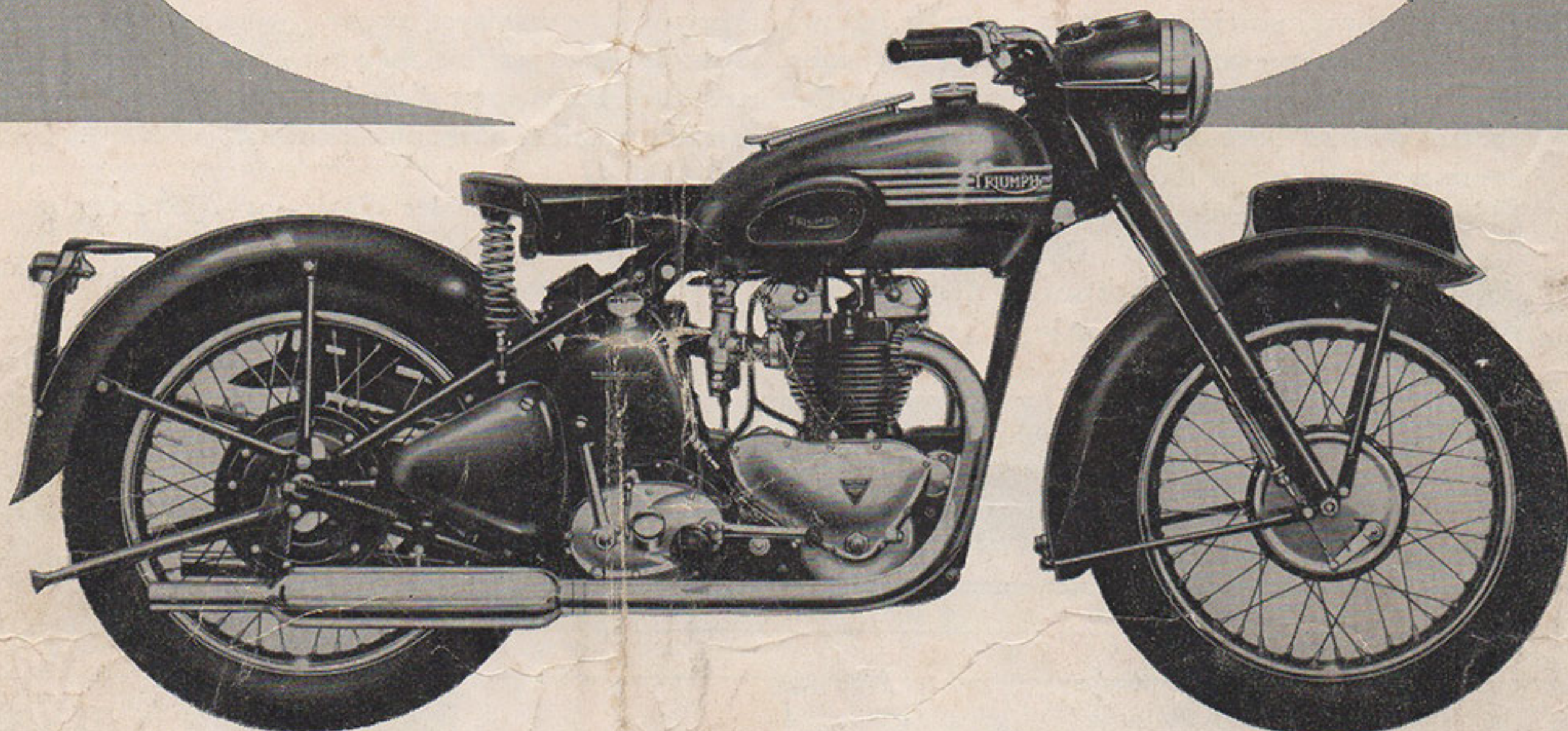
5142½ CRENSHAW BLVD. LOS ANGELES

All forms written all
over the United States

PERFORMANCE PRICE VALUE QUALITY BEAUTY

Again in 1950

TRIUMPH LEADS THE FIELD



AVAILABLE NOW!

5 GREAT MODELS TO CHOOSE FROM . . . SEE YOUR DEALER

MODEL	DESCRIPTION	RETAIL PRICE
THUNDERBIRD—6T	40 cu. inch (650 cc)	\$687.48
TIGER 100—T100	30.50 cu. inch (500 cc)	699.17
SPEED TWIN—5T	30.50 cu. inch (500 cc)	659.80
TROPHY MODEL—TR	30.50 cu. inch (500 cc)	706.49
DELUXE—3T	21 cu. inch (350 cc)	599.09

Spring Hub Optional \$62.71 additional

All prices are F.O.B. New York, New Orleans or Los Angeles, and include Federal Tax; subject to change without notice.

Johnson Motors, Inc.

267 WEST COLORADO STREET, PASADENA, CALIF.

Exclusive Distributors for the U.S.A.

**DEALERSHIPS
AVAILABLE**
Write for Complete
Information