

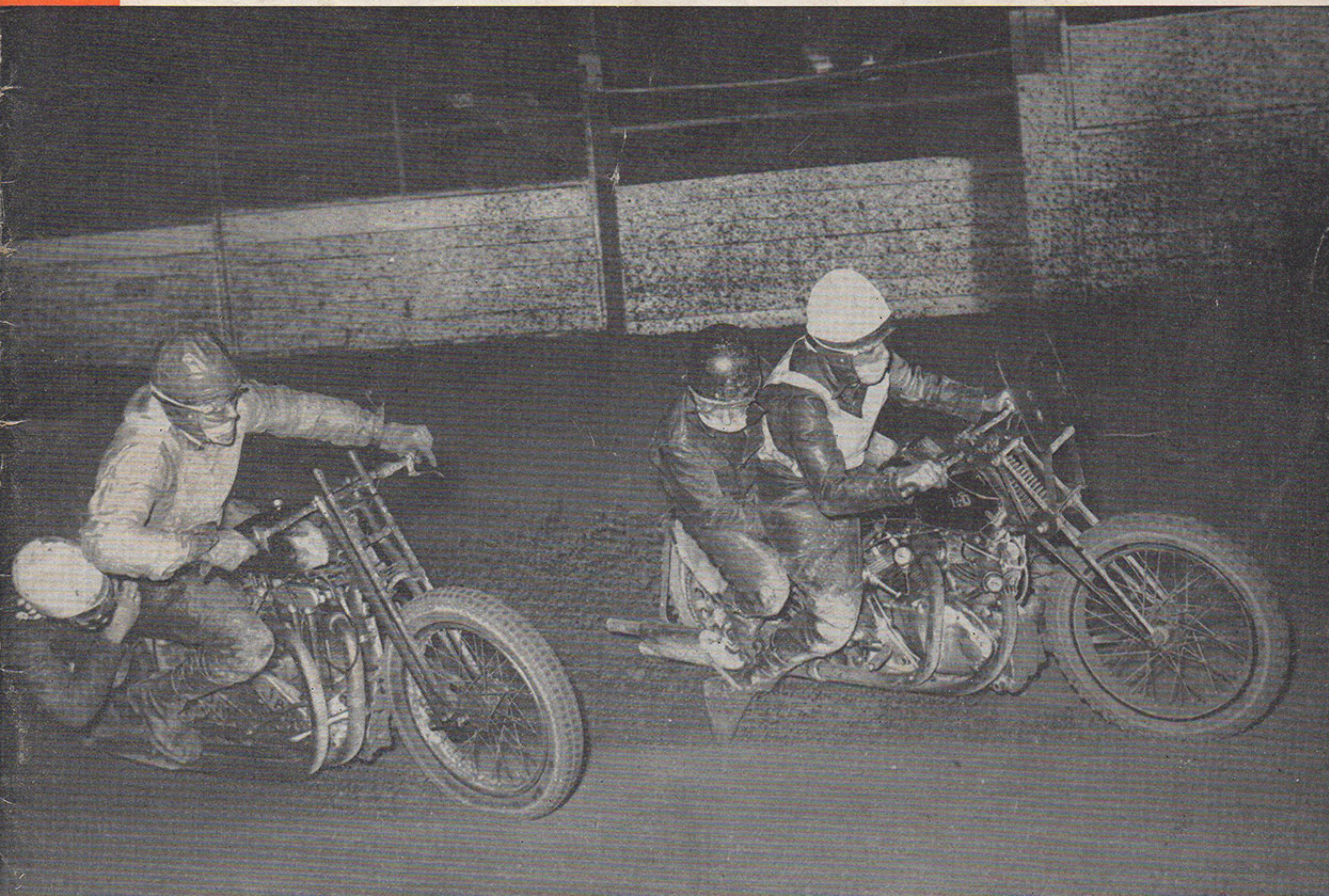


CYCLE

SEPTEMBER 1950
TWENTY-FIVE CENTS

In This Issue:

- BILL MILLER WINS THRILLER AT LACONIA
- ROSAMOND DRY LAKES HI-SPEED TRIALS



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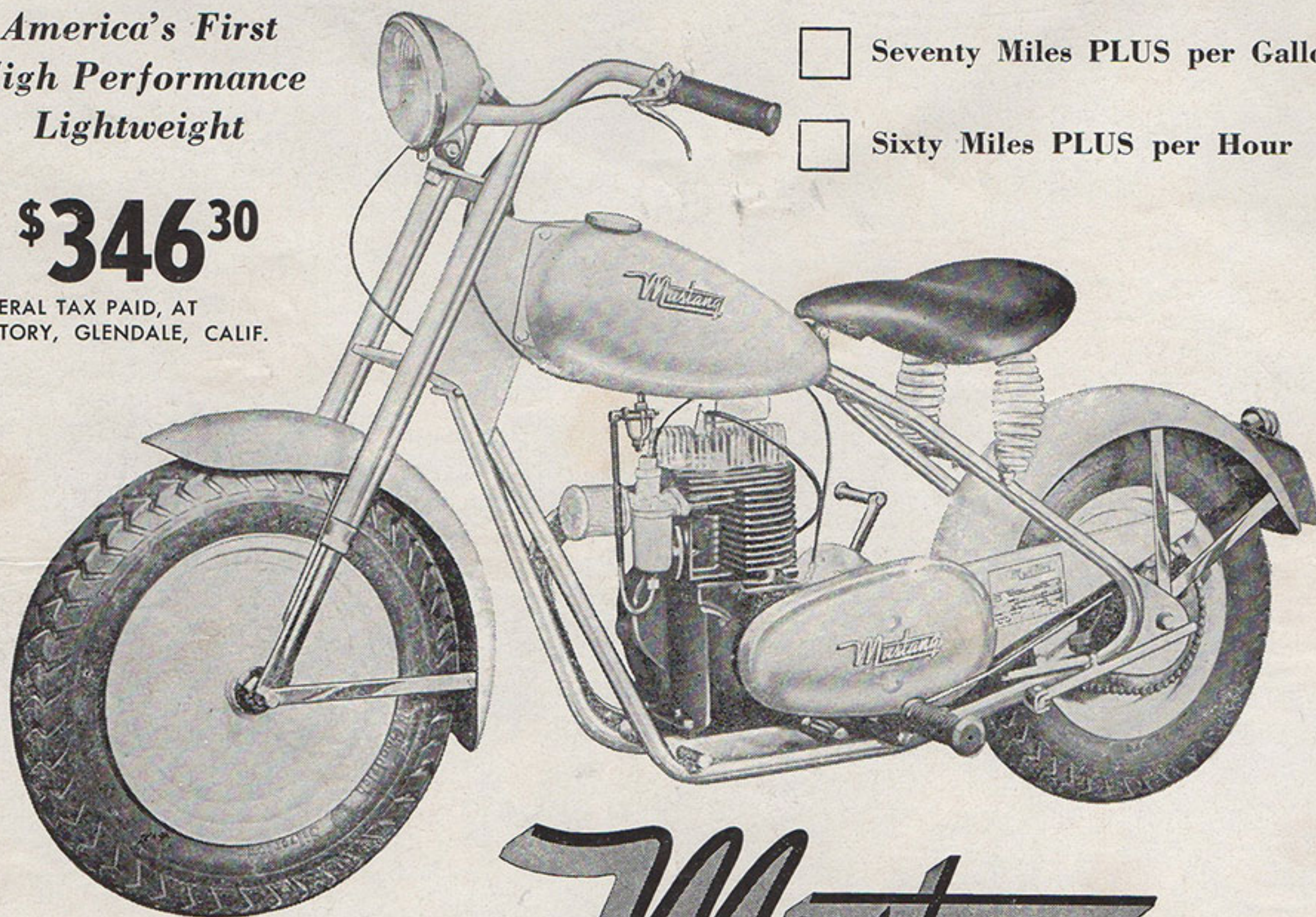
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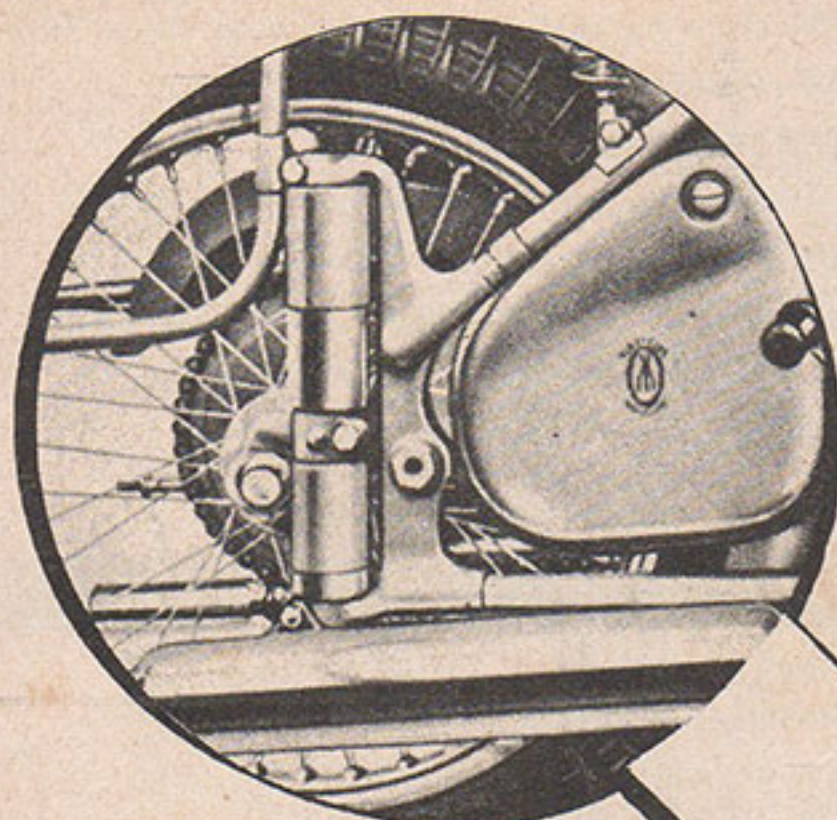


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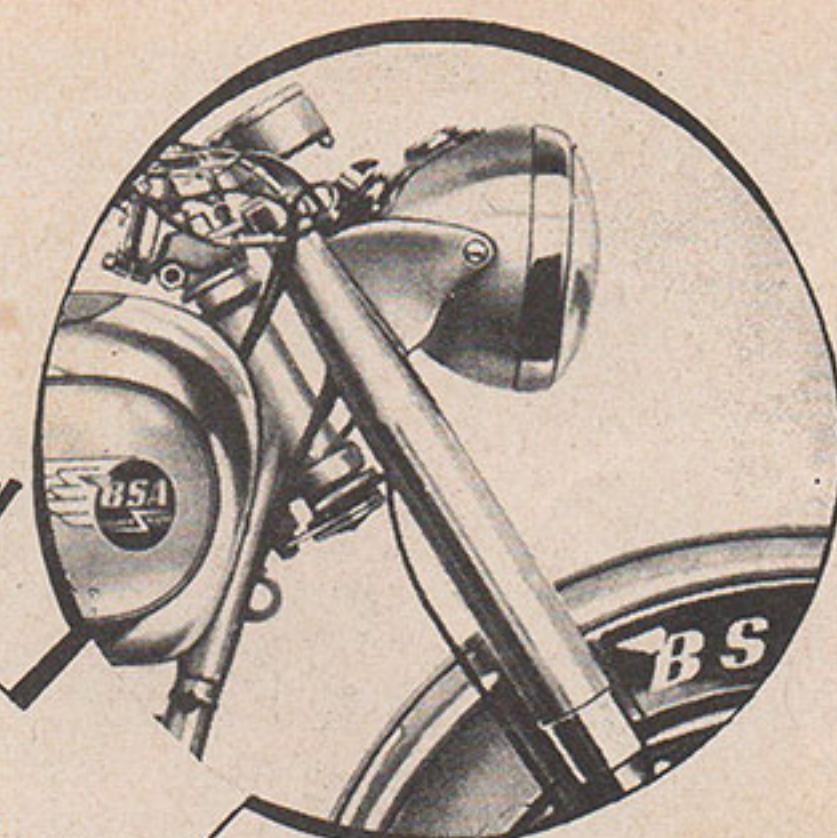
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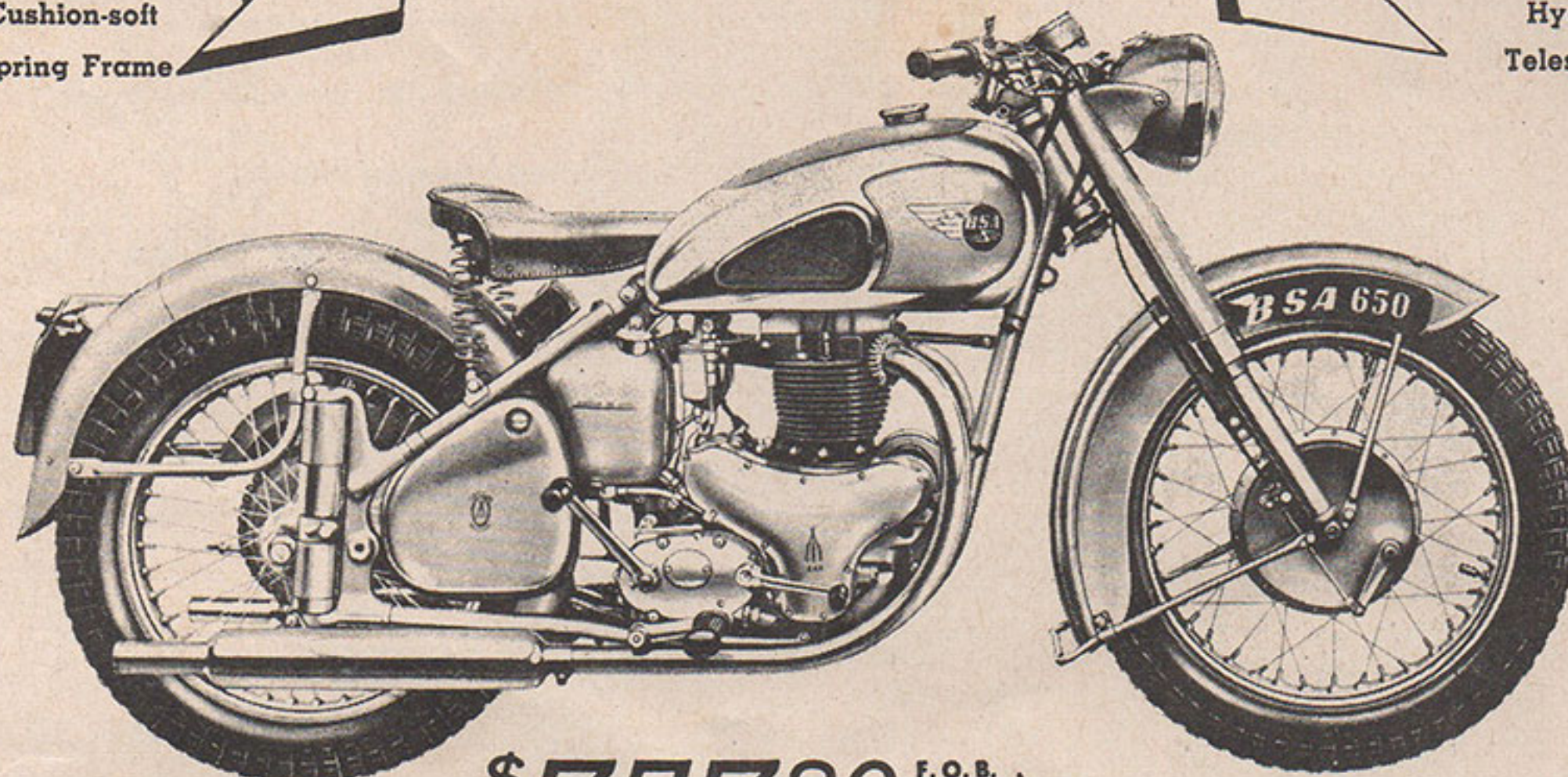
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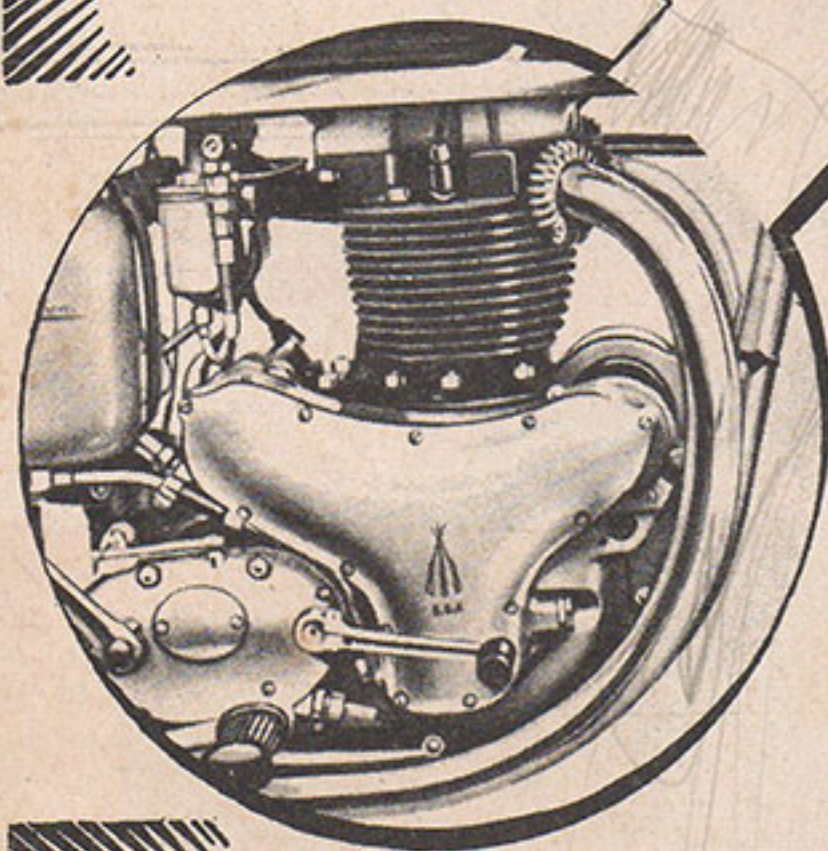


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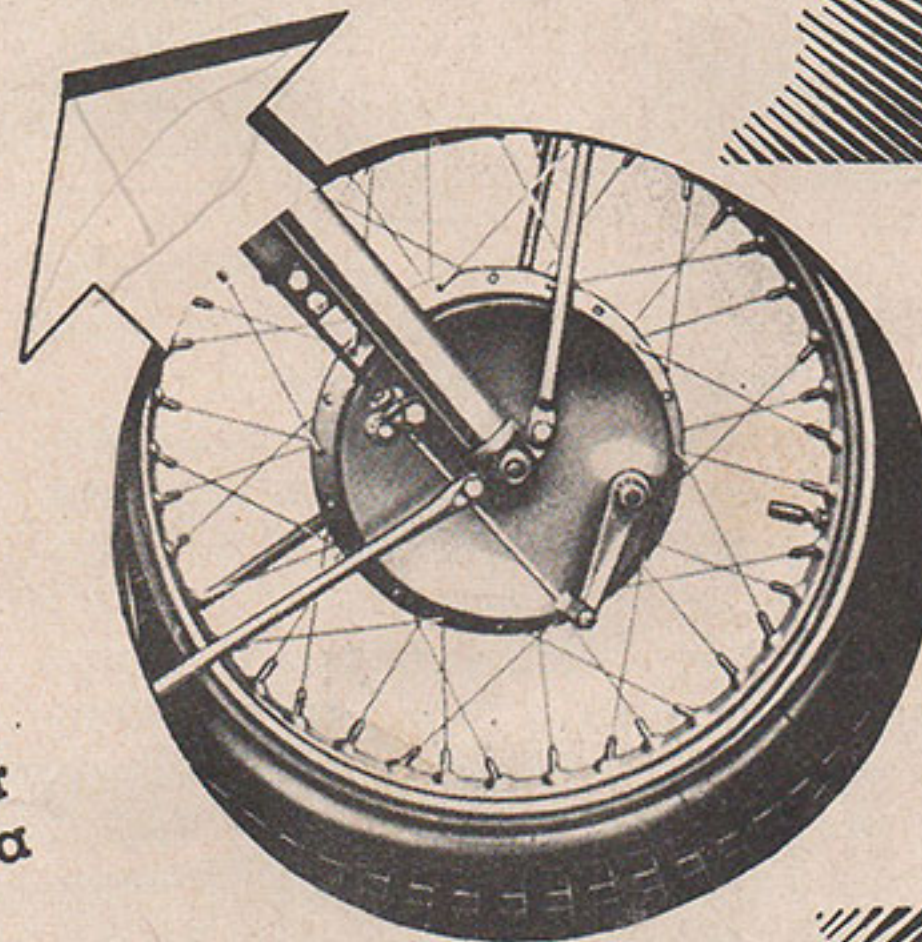


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for 1950

Editor's Viewpoint

SEPTEMBER 1950

CYCLE

"A World of Motorcycle Information"

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THE PRESENT motorcycle picture here in the U. S. is visual proof that "Competition is good for business." Not necessarily for those people directly engaged in the business, either, but for everybody even remotely interested in it.

For example, because of the growing popularity of scooters, economical two stroke machines, eye-appealing and performance-plus foreign motorcycles, and improved big twins, the potential field for more and more people to participate in motorcycling has greatly expanded.

Ten years ago a motorcycle rider had the choice of only two makes of machines in this country. In a few isolated cases a handful of foreign bikes could be had but not on a large scale. The youngster who looked longingly at a scooter, the logical stepping-stone to a big motor, was confined to a handful of makes from which to choose.

The war permitted literally millions of our young men to come into contact with foreign motorcycles all over the world. They were amazed to learn that other countries made motorcycles besides the U. S. And these were often more versatile machines, too.

Following the war, these same foreign bikes commenced to be imported. They "caught on" with the U. S. riders. Agents "set up shop."

Domestic manufacturers and dealers had to get on the ball, lose their complacency, start digging for business. Some old-established "franchise dealers' territories," long dying a slow death due to lack of initiative and a complacent self-satisfaction, were renovated by vigorous factory sales promotion representatives. New energy was injected into motorcycling from many angles.

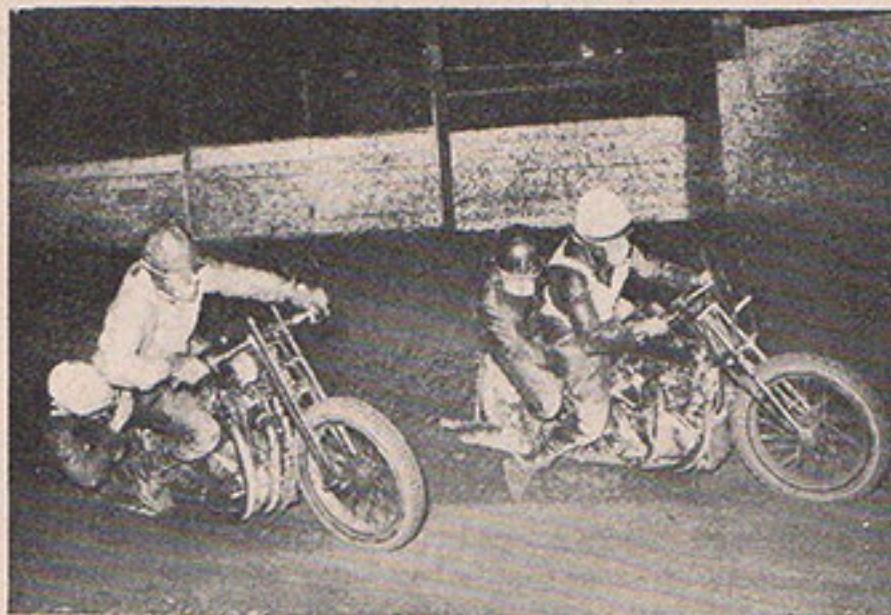
These changes worked hardships on some individuals but the sport, as a whole, benefited. And the riders in all parts of the country rose to the occasion. Motorcycling blossomed out into a great new sport for many who had never given it serious thought before.

HONOR for World Champion Fred Frith, by the British Empire, for his motorcycle racing prowess (see page 24) raises a question for us Americans. Who will be officially recognized first by the President of the United States for motorcycle racing prowess?

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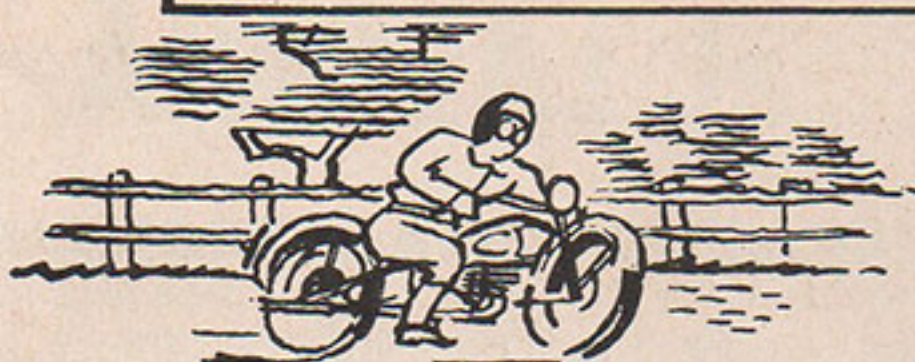


ON THE COVER

Photo from Bert Martin

Where are the side cars? This photo looks like a race between two machines, each packing double. In reality it shows Chuck Hodgkiss (two-engined JAP) and Jack Carruthers (HRD) battling it out at the Sydney Showground Speedway, Australia. See page 17 for more information and photos of special Short Track side car racing.

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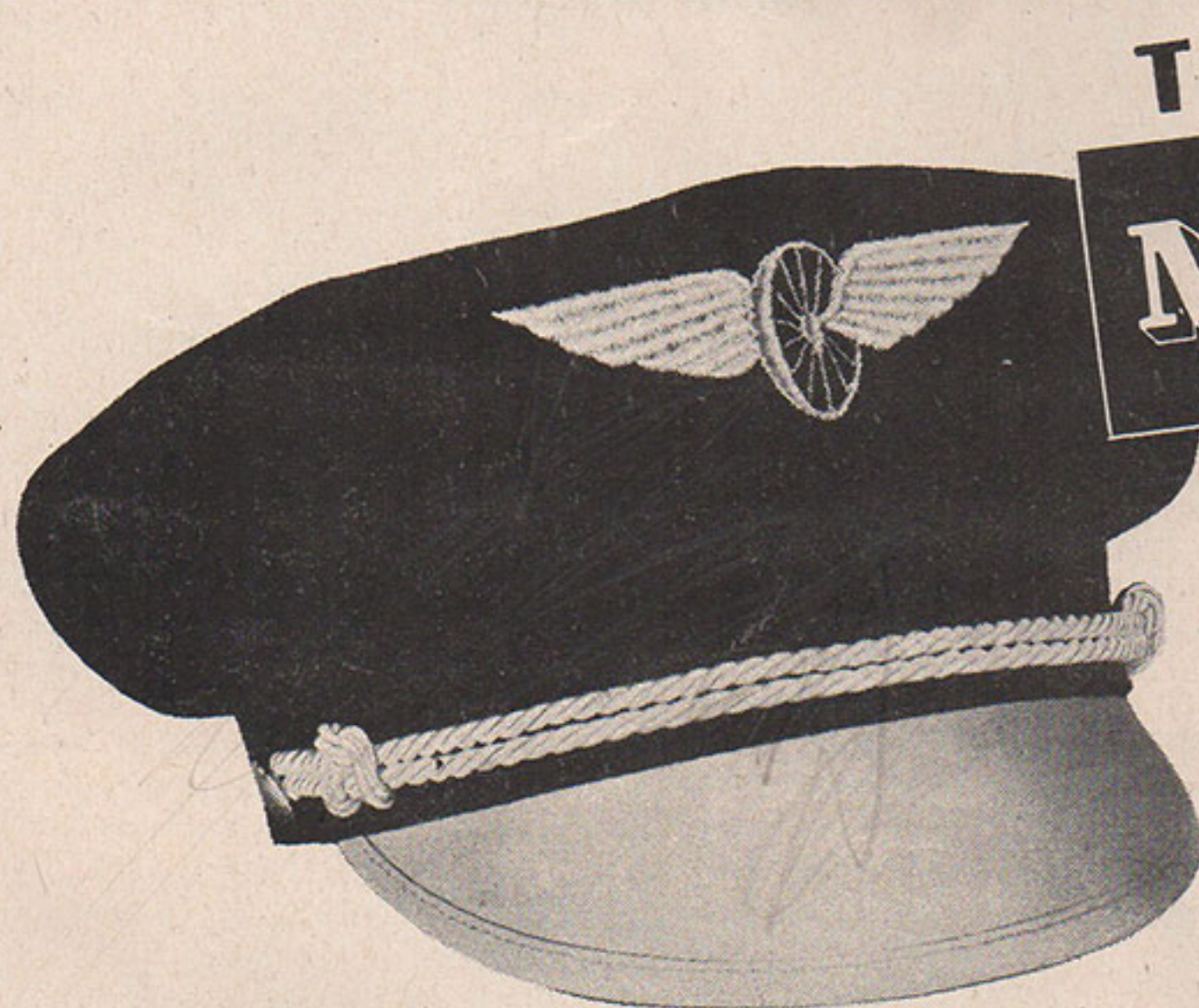
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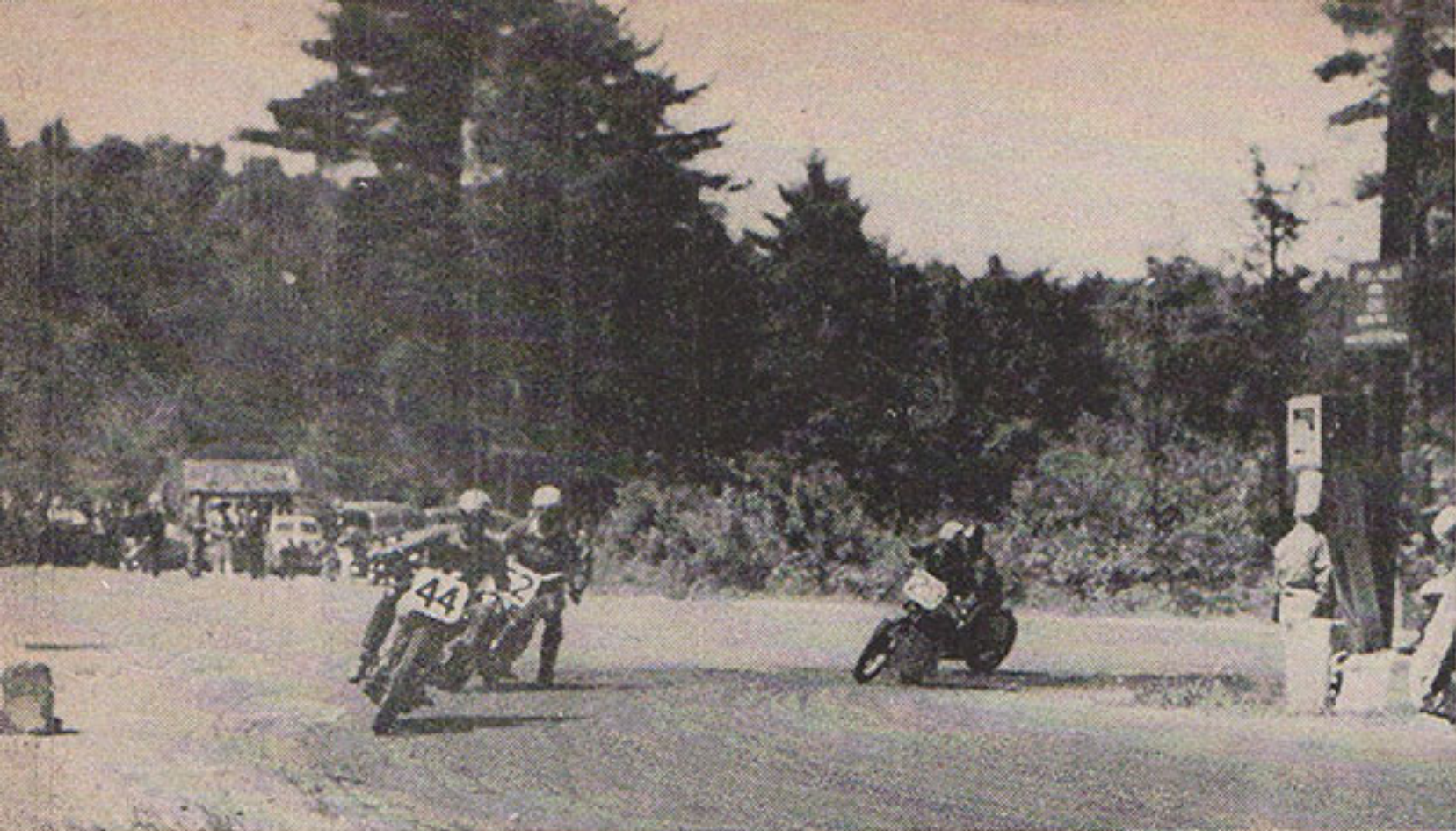
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Bill Miller Wins Thriller at LACONIA

KRETZ CRASHES AFTER SENSATIONAL RIDE

By H. Wieand Bowman

Photos by Bowman



George Sabine, H-D, Sal Scirpo, H-D, Tommy McDermott, BSA, and Roland Wolfe, Ind., enter front stretch from Judges' Hairpin. This is a paved right-angle turn, toughest one on course

BILL MILLER of Mountville, Pa., figured he was due for a win at the 100-Mile National Championship on the one-mile Laconia, New Hampshire, road course, that combines every known road hazard, on June 18th, last. Bill had reason to think he was due; in 1948 he had led the field for 92 laps and was then forced from competition due to engine failure, while again in 1949 he raced into an early lead and held his front rank position through 94 miles, only to have it happen again. This year, with a field of entries listing nearly every top expert in the business, Miller felt overdue, but the fans wondered if the Bill Miller "Jinx" would again rob certain victory for him in the final laps as it had during the two previous years.

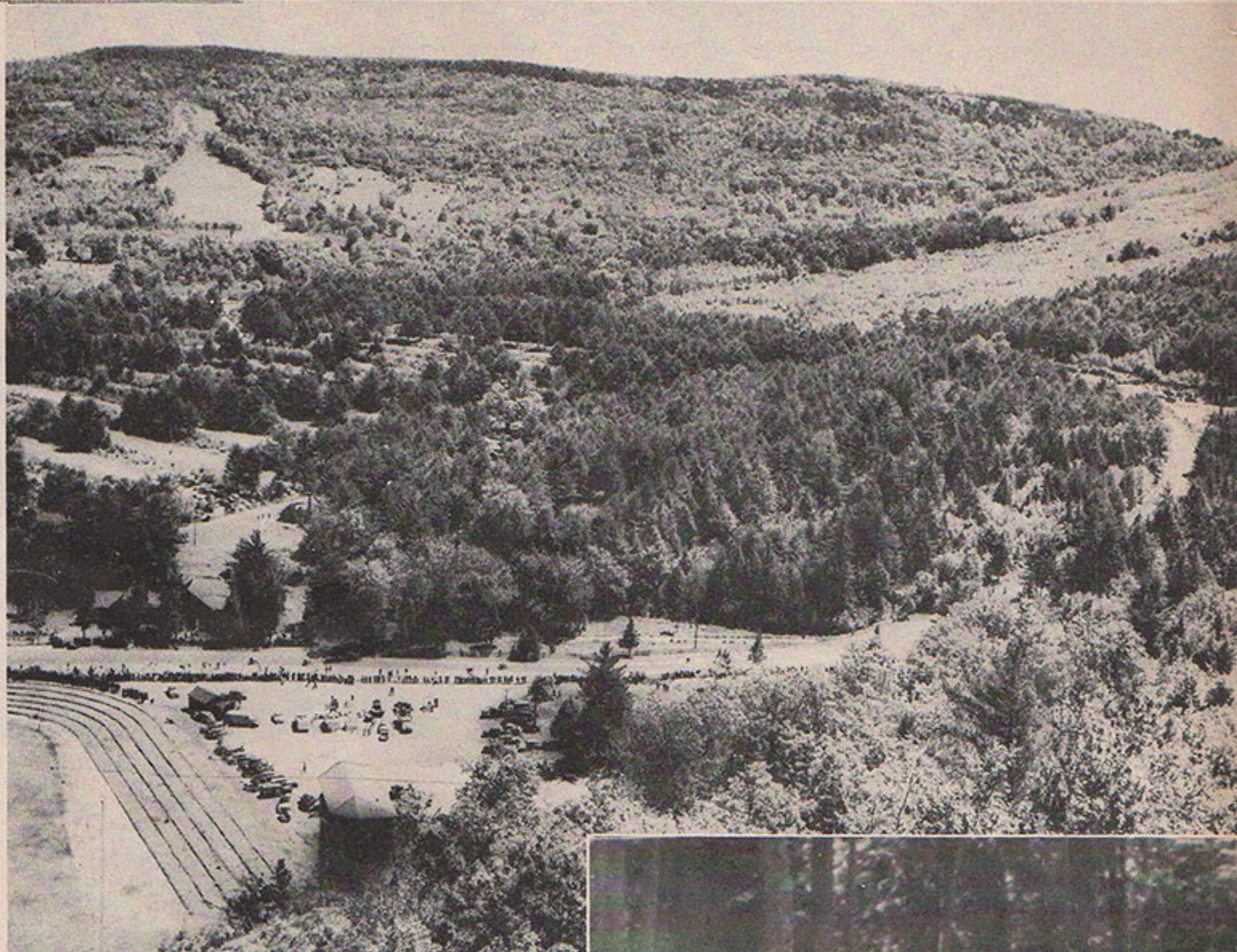
Just one hour, 56 minutes and 22 seconds after referee Emil Jannelle sent the first tier of riders on their way, 29th place starter Bill Miller slid through Judge's Hairpin turn to take the checkered flag in a new record time that shattered Joe Weatherly's old record by 6 minutes and 44 seconds.

Weatherly, in finishing second, in 1 hour, 57 minutes and 57 seconds, was just 1 minute and 35 seconds behind Miller and also clipped nearly 5 minutes from his own former record.

The event itself was a thriller from start to finish with numerous changes of position and, right up to the final laps, it was still anyone's race—or nearly anyone's.

The balance of the entrants, forty-three, lined up in eleven tiers, four abreast, and got away, with Stan Meyers, Doyleston, Pa., getting off into a lead from his pole starting spot. Each tier of four riders was flagged away at five-second intervals so that the early bikes had nearly completed one circuit of the course when the final four men, Ben Campanale, Vic Samuelson, Paul McDermott and Sam Hoopes screamed up the short straightaway stretch.

Pre-race interest was focussed on Ed Kretz, Sr. The day before, 18-year-old, unassuming Eddie Kretz, Jr., protege and son of Ed, Sr., spilled twice during his

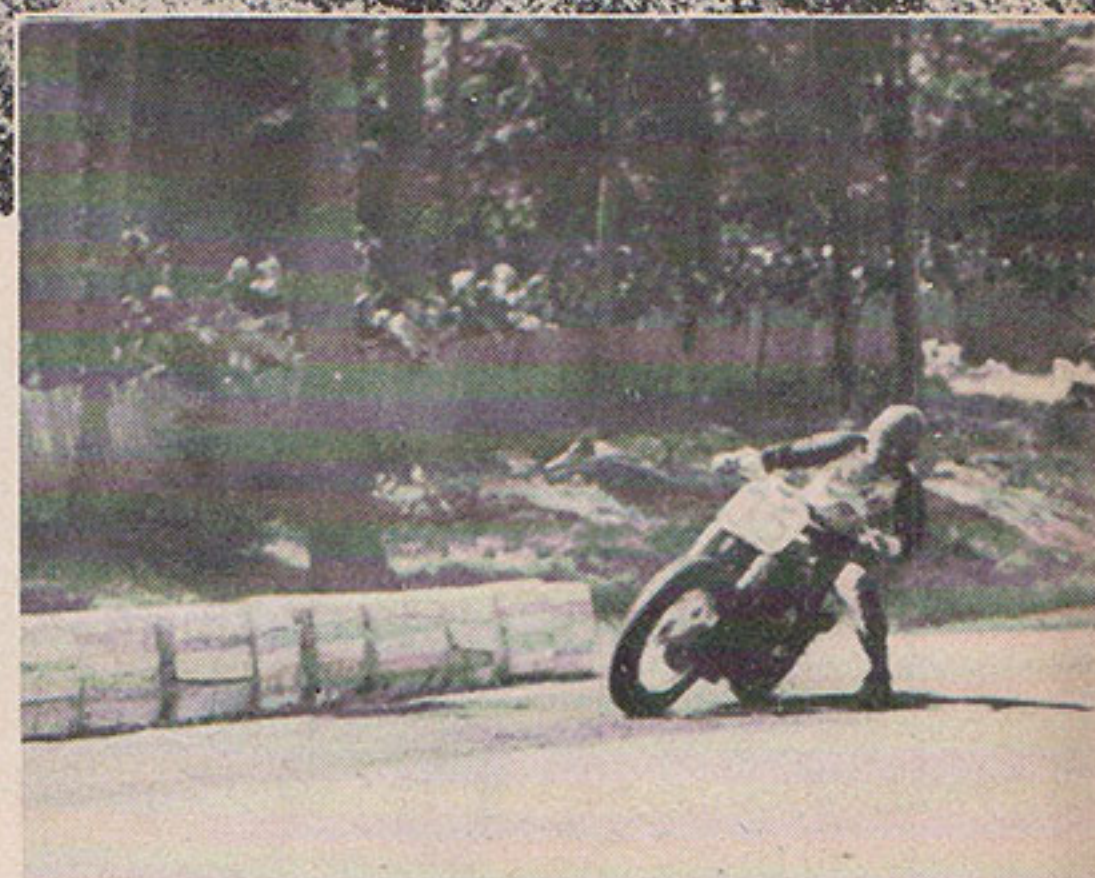


Aerial view of beautifully situated Laconia course in Belknap Recreation Area. Main stretch in foreground turns left up sweeping Arlberg Grade. Photo taken during practice

50 miles of combined macadam, gravel and dirt racing, but with excellent pit coaching and hard riding, young Eddie came in for the checkered in 58 minutes and 48 seconds, to better by 12 seconds the 1948 record time of Dick Klamfoth.

On Lap Six, up from the 12th starting position, Ed, Sr., took the lead on his Triumph. He was clocking his laps at 67 and 68 seconds, four and five seconds faster than Joe Weatherly, who was running around 73 to 75 seconds per lap. Bill Miller alone, among the 43 riders, seemed to be able to match the Kretz pace, while Klamfoth was riding in the neighborhood of 71 seconds, on an average. There was no doubt about it, Kretz, Sr., was out to win—as quickly as possible and with no sparing of either 'cycle or self.

Then on the 12th lap Kretz' pace fell off. He signalled his pit crew he was coming in. The Triumph had begun to miss badly on the Arlberg Grade and was obviously cutting out on one barrel.



Bill Miller, H-D, displays his riding style as he negotiates Judges' Hairpin on his 90th lap. Broadsiding on pavement is extremely risky but is the trademark of a highly skilled rider

Apparently he hoped the fouled plug would clear itself for he stayed out three more laps before he finally made his pit stop. The stop cost Kretz eight laps and any real chance of victory, but the stockily built California husky wasn't ready to call it quits and moved back onto the course in a frantic attempt to make up for lost time. Klamfoth had taken over the lead spot.

At the end of eleven laps the three right-angle turns and Judge's Hairpin had increased their toll. Ben Campanale

went out as did Bobbie Baer of Springfield, Mass., riding an Indian. In the following lap Len DeCosta, Taunton, Mass., fell by the wayside. At this stage Buck Brigance, Charlotte, N.C., was in the lead.

At the end of 20 laps, Klamfoth, who cornered more slowly and cautiously than any of the standout riders and made up for his slow moving turns on the straightaways and uphill stretches, had again shifted back into first spot. Billy Mathews, Triumph, was done for the day as was Dick Fisher, of Glen Falls, N.Y., and Bee Bee Smith, Washington, D.C. Bill Miller turned Lap 20 in 70 seconds flat but so did Buck Brigance. By the 30th, George Sabine of Gaithersburg, Md., was out-riding Klamfoth in the corners and losing only slight ground on the straightaways. Vic Samuelson ran out of bike and stability about this stage. Joe Weatherly was pressing Sabine. Sal Scirpo was pushing through the curves like a madman, picking up time on the leaders on the corduroy gravel stretch.

Kretz, at this stage, was working frantically to get the Triumph underway. Finally his crew, captained by Eddie, Jr., pushed him off. The fans who had been cheering for a Kretz Junior-Senior victory hoped fervently that Big Ed could do the impossible and make up that lost time. He tried not to let down his rooters. Those who knew his background had ample reason to have faith in him.

From the 25th through to the 52nd not a fan among the 15,000, whether cheering him on or not, could overlook Ed's riding. He was clocked on one of those laps at 64 seconds!! The day before officials had been astounded when young Eddie and Dick Heinzmann had turned laps in 67 seconds to break the old record. But June 18 was a day for records to be broken. Bill Miller turned three 67-second laps and then a 65. But Ed's 64 seconds stood alone as did what, unfortunately, occurred on the 52nd lap.

Ed the miracle man of motorcycling, the only man to win the big four titles, the rider who took the Daytona 200 Miler twice, in 1936 and 1937, the Savannah 200 Miler in 1937, the Langhorne title grind three years in a row—1938, 1939, and 1940, and then back to do it again in 1948, as well as Laconia in 1938 and 1946? It was a record to give the fans faith that even under the fabulously handicapped conditions now facing him, maybe with hard riding and a few lucky breaks, he could do it yet!

Meanwhile the ambulance had been on the track twice in the early stages of the race. Walter Troxel, leader during the first lap was also the first casualty, going out at the end of seven. Bill Normyle, Elizabeth, N.J., on an Indian, went out on the same lap as did Lloyd Laugerman, Hanover, Pa.

KRETZ CRASHES

Ed came off the gravel section, turned onto the four-block long macadam downgrade, sliding, booting sparks, and passing riders as though he alone was in a race against time. Three blocks down the hill he was hitting well over 75 mph. The Judge's Hairpin turn was only 200 feet way. Eddie grabbed the front brake. The sun and the hard pounding of the machines had combined to cook and squeeze an oily slick onto the top of the macadam at this point. The front wheel slid and Ed was out of competition for the day.

It sounds simple but it wasn't. The Triumph squealed a brief protest, then bolted high in the air toward the overhanging pine boughs, landing rear wheel foremost, lunged high in the air again and Ed, a blur of blue and white sweater, white crash helmet, and black leather riding britches, barreled down the macadam in a terrorizing series of cartwheels. The Iron Man bounced, whirled, rolled and twisted over 200 ft. clear down to the turn. From 300 yards away in the pit area, Eddie, Jr., caught the flash of man and cycle whirling through

the air. His stop watch told him his Dad was due. Even before officials, standing transfixed within 50 feet of where Ed finally crawled to the left side of the road, moved to his rescue, young Eddie had crossed the course and rushed to his father's side. The red flags were out again and an ambulance, parked near the escape route, moved rapidly to Ed's location. The Triumph had plunged off the road, down an 8-foot embankment and crashed into a snow fence erected for spectator control. He was carted into the ambulance but minutes later walked back, a set smile covering his disappointment, and checked over his damaged bike. His crash helmet had been torn to shreds on the left side, his blue and white sweater looked like the winter housing of a herd of moths. Both arms were denuded of skin from wrist to elbow, his face gave the appearance that he might have talked out of turn to Joe Louis, several ribs were cracked. But the smile was still there and, as he explained what had caused the accident to me, he stated mildly, "Maybe next year." Courage is the word for Kretz.

MILLER TAKES LEAD

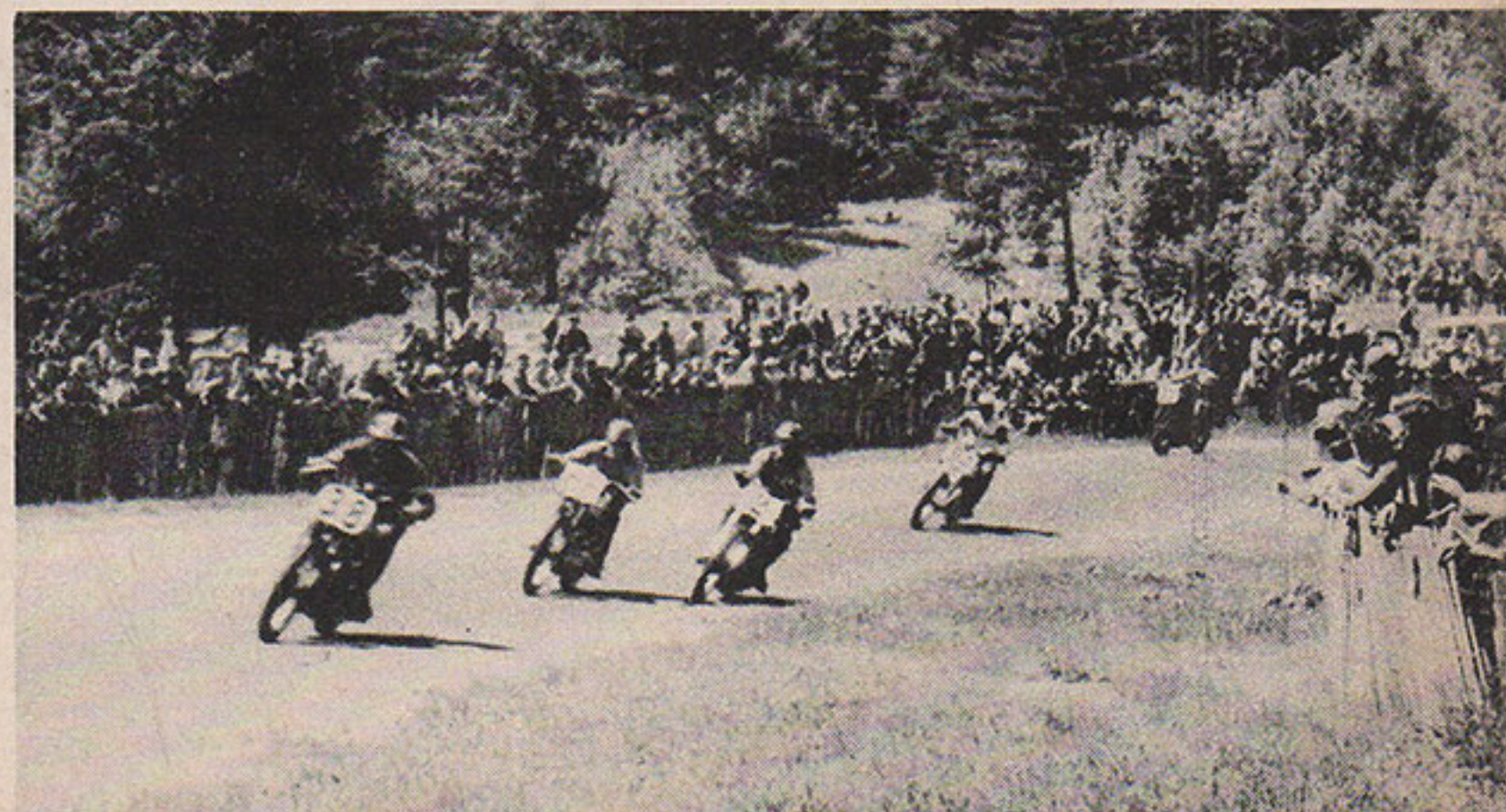
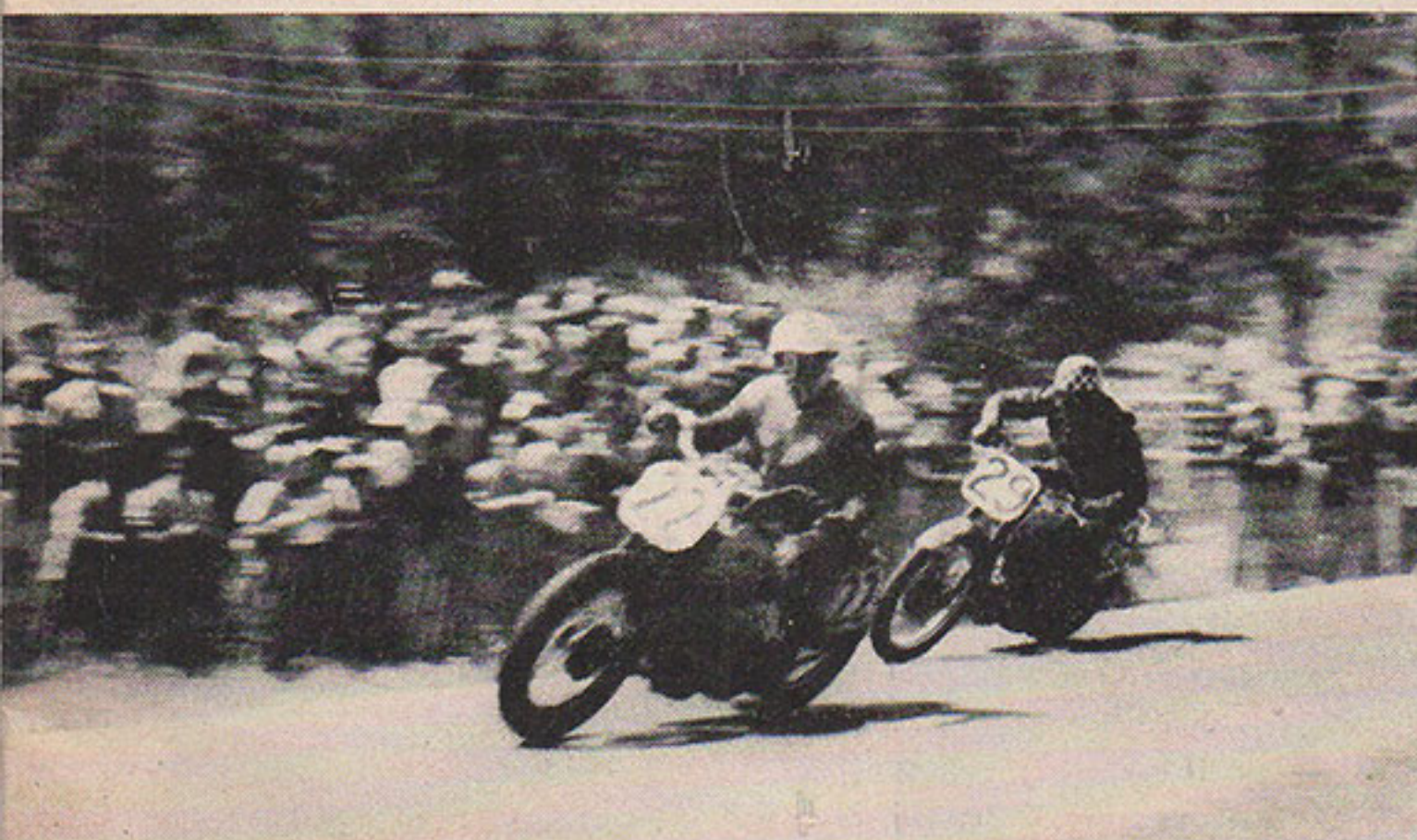
That same lap, Bill Miller, for the first time, moved definitely into the lead. Sabine was still in contention and Woody Simmons of Greenwood, S.C., was up among the leaders as was Johnny Knapp of East Dearborn, Mich. Dick Klamfoth, riding steadily and headily, was still taped through among the first five. At the end of 65 laps Dick Klamfoth had lapped everyone but Bill Miller and Joe Weatherly. By most of the fans who had followed the progress of the riders, who by now were thoroughly spread out in varying lap stages, bets were being placed on the three just mentioned.

On the 80th lap, Sabine failed to show, and two laps later Dick Klamfoth

(Continued on Page 26)

Stan Meyers, H-D, and Tommy McDermott, BSA, seen riding close company up the Arlberg Grade. Meyers was eliminated by mechanical trouble, McDermott placed 4th. McDermott, using this same 30½ cu. in. BSA Gold Star, placed 3rd in the Daytona 200 Miler this year

Again on the Arlberg Grade. Ed Kretz, Triumph, had just passed the group of riders shown as he stormed around the course on his 64-second lap—an all-time lap record. Ed, Senior, seems to improve with age. His Triumph was the fastest bike entered but his luck didn't hold



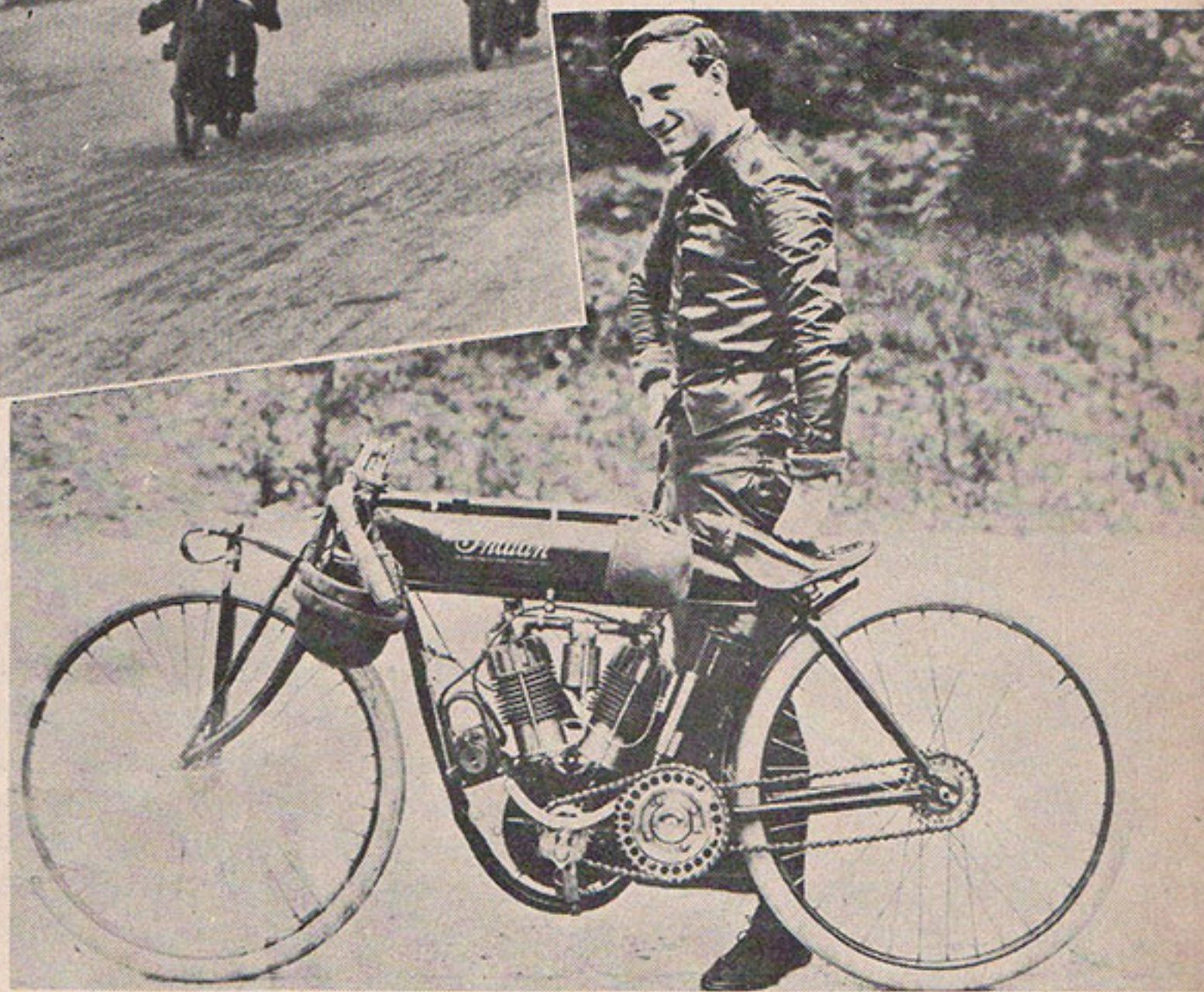
GREATS OF YESTERYEAR

By Emmett Moore



HIGHLIGHTS FROM THE HISTORICAL CLASS "A" ERA

Jake de Rosier with his Indian twin photographed in the Isle of Man, 1911. de Rosier was an outstanding pioneer racer, retired due to illness. The Indian seems flimsy, doesn't it?



IT HAS been observed that the average motorcyclist in the United States today is largely unacquainted with the colorful past of his sport. This is due, partly, to the lack of a truly representative national publication and also to the great decline in the sport during the late twenties and early thirties. At that time, with the total registration of machines below 100,000, the motorcycle was a rare sight on the American scene. It is in the hope that the riders of today will be interested in the story of the men and machines of yesteryear that the present article is written.

In 1910 the governing body of American motorcycling was the Federation of American Motorcyclists (F.A.M.) and, under its rule, racing flourished until the time of the first World War. Jake De-Rosier was the outstanding rider at that time. Jake was one of the first Americans to race abroad, and indeed, one of the few to attain success in Europe.

The board speedways were springing up in great numbers over the country at the time. Most of these were of the "Motordrome" variety which were, perhaps, a third of a mile in circumference, with nearly vertical banks. A few long board tracks, such as the one at Altoona, Pa., were also constructed during the 'teens. In the years following 1910 a League was formed and regular Inter-city racing was conducted for a number

of years. Some of the great 'drome riders were: Eddie Hasha, the diminutive daredevil from Texas, later killed in an accident at Newark, N. J.; Charles "Fearless" Balke, noted for his iron nerves; Georges Renel, the Frenchman; Joe Wolters; Morty Graves; Russell Smiley, who had the unique distinction of never having a broken bone!; "Pickles" Witherspoon, who once blew out both tires at 90 per and lived to tell the tale!

Since that time, by far the greatest amount of racing in this country has been on the 1/2 and 1 mile horse track. These do not allow as fast times to be made as on a banked speedway but make for a more spectacular contest.

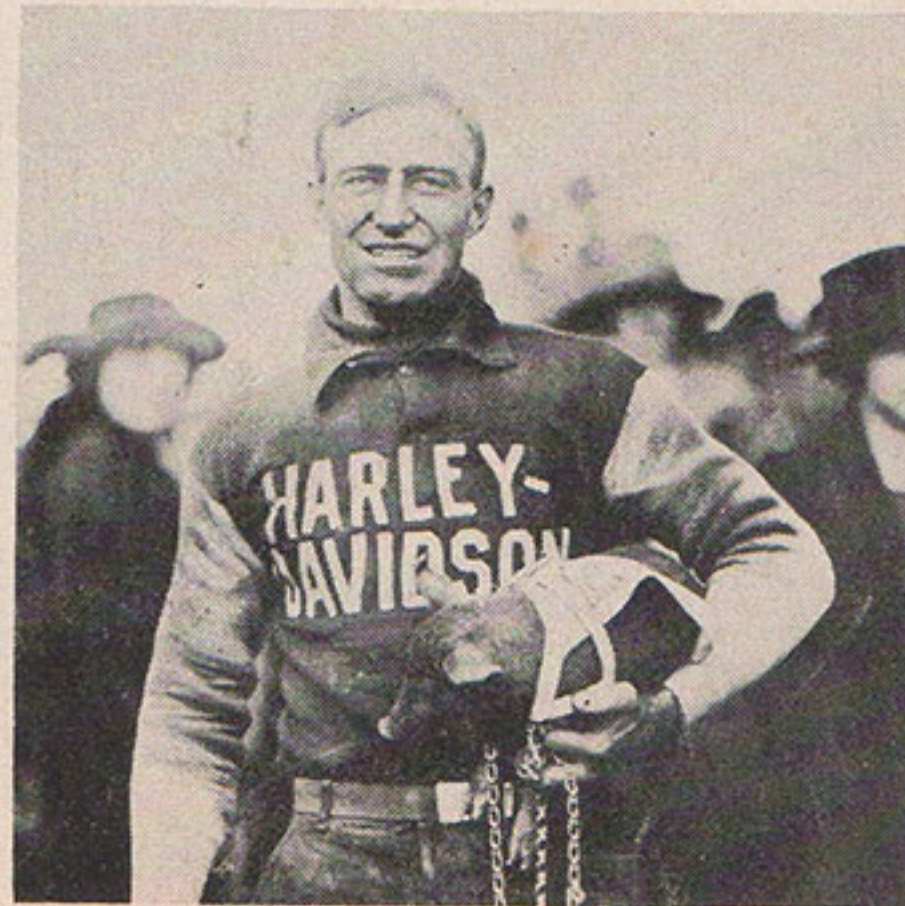
About the year 1914 there were several motorcycle factories supporting racing teams. The most important of these were: Harley, Indian, Excelsior, Thor, Merkel, and Pope. The machines used were 61" vee twins mounted in very light frames, no clutches or gearboxes, and 28 x 2 1/2" tires carrying 100 lbs. air pressure. They had rigid forks and did not give much of a floating ride!

Some of the great riders on these teams are still kicking around. Earle Armstrong (Indian) is still with the Springfield factory; "Cannon Ball" Baker is seen at almost every big event around the country; Maldwyn Jones (Excelsior) is still around Dayton, Ohio. Others of the great riders have passed on,

including Ralph Hepburn, with the Harley team for years, who was killed at Indianapolis in a time trial just a year or so ago (a complete article on the great Hepburn is being prepared—ED.) and Bob Perry (Excelsior), who was known for his well-thought-out races, the scientific type of rider. He met with a fatal accident at Ascot track while testing one of the very fast overhead camshaft Excelsior jobs.

To mention some of the other names of riders prominent at that time, we had "Farmer" Joe Wolters (Indian);

The late, legendary Ray Weishaar, great Harley-Davidson team rider, here seen with his famous pig mascot. Weishaar was killed in 1925 at Ascot Speedway, Los Angeles, Calif.



The Harley-Davidson team at Dodge City, 1920. These eight men were the strongest racing team ever run in the U.S. Left to right, Bill Ottoway, designer and tuner of racing Harleys; Maldwyn Jones; the late, great Ralph Hepburn; Freddie Ludlow, present police officer in Pasadena, California; Leslie "Red" Parkhurst; the late Ray Weishaar; Jim Davis; and Hank Syverston, present Harley racing boss

Ray Weishaar (Harley); Arthur Chapple, the "dandy" of the tracks, who always appeared in a spotless riding outfit plus a white silk scarf; Jim Davis; and Don Johns.

The 8 valve machines were designed to overcome the handicap of small diameter valves. Small valves were used because valve steels were not up to the quality demanded by the large ones in use today. In later years, with improvements in steels, the 8 valve design became obsolete.

Some members of the famed Harley teams were Otto Walker, Bill Brier, Irvin Janke, and Fred Ludlow. Fred is still riding a motorcycle as a police officer in Pasadena, California. Ludlow rode the tracks for many years, his greatest feat being his "housecleaning" at Syracuse, N. Y. in Sept. 1921, when he won every Championship event on the card that day—the 1 mile, 5, 10 and 25 mile features. Indian team members were: Fred Luther, Morty Graves, Roy Artley, "Speck" Warner and Hammond Springs.

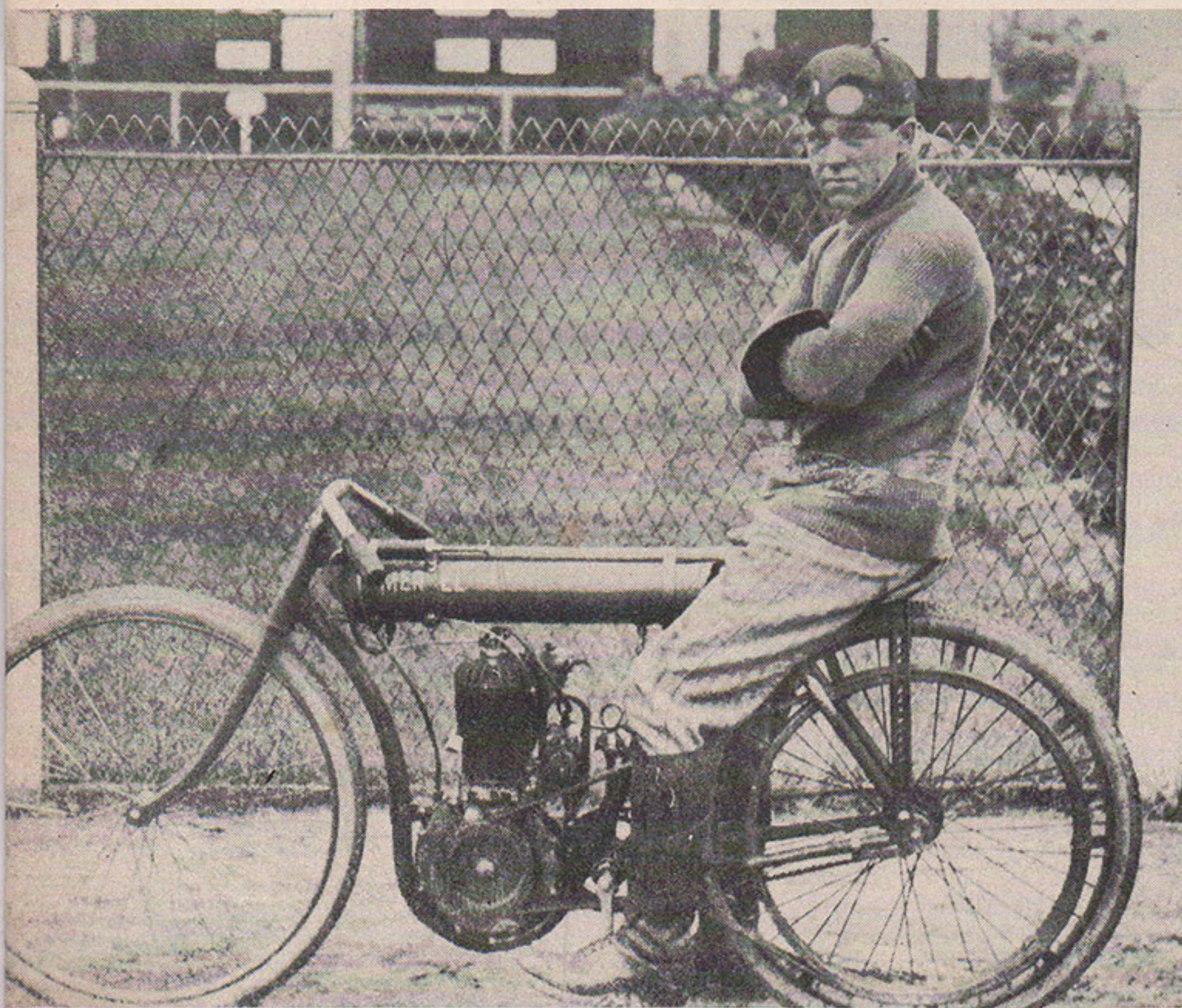
When this country entered the first



World War all racing competition ceased, not because it was banned but because practically all the riders went overseas. At the close of the war, there were but three factories left to resume racing competition; Harley, Indian and Excelsior.

New names appeared, and the years following provided some of the best racing and the best riders the game had so far seen. Jim Davis of Columbus, Ohio, starred in the decade 1920-30. Jim is well-known to present day riders as

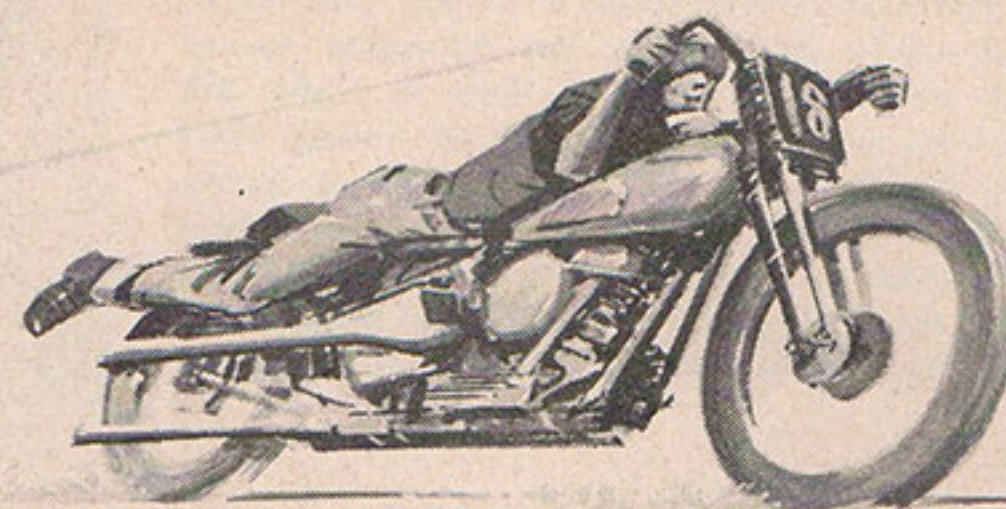
the starter at some National Championship events. Gene Walker, considered by many as the most skilled dirt track rider of all time, was active in the early twenties on his Indian four-valve machine. He was the first, it is said, to drag his foot on turns, the style of riding so prevalent today. Albert "Shrimp" Burns, small in stature but full of the will to win, never learned when to shut off, took many tumbles. After one fall on a board speedway the doctors removed some 600 splinters from his hide! He eventually crashed fatally. Incidentally many riders wore silk undies when on the boards as silk undies were supposed to turn the splinters in case of a spill. Eddie Brink of Dayton, Ohio, a friendly man with a host of friends, rode his Harley "peashooter" to many victories in the late twenties but was killed in a spill on an Eastern track. Joe Petrali, still with us today, was injured in the same mishap. Curly Fredericks, board track man, and Art Pechar were other great stars. Pechar was another rider to make a name for himself abroad, he starred on the English speedways for several years, around 1928-1930. Joe Petrali was almost the sole exponent of Excelsior horsepower for some years prior to the closing of the big Excelsior plant. He rode both on the track and in hillclimbs. The last years of Class "A" racing saw such riders as Fred Toscani, the little Indian rider from Brooklyn, the last champion in Class "A"; Lou Balinski, the Kalamazoo, Mich., broadslider; Miny Waln, later a California speedway expert, and Andy Hader, Cincinnati's only motorcycle champion, who cleaned house at Syracuse in 1934. After the demise of Class "A" in 1938 an entirely new group of racing men appeared. Few, if any, of the Class "A" men ever went over to Class "C." Thus, a colorful era was closed.



Charles Balke on a Flying Merkel, November 1908. Balke was nicknamed "Fearless" by teammates and opposition alike for his meteoric riding. The single-cylinder, single-speed, belt drive Merkel was very fast for its day. Balke was killed on a Motordrome, is interred in a Los Angeles cemetery

ROSAMOND DRY LAKES

SPEED TRIALS



By Joe Moore and Bill Bagnall

THE MONTH of July got off to a noisy start on the 1st at Rosamond Dry Lake, California, as competitors from many parts of the West Coast began checking and final tuning of their bikes for the bi-annual speed trials sponsored by the Pasadena Motorcycle Club. Rosamond Dry Lake is located on the desert approximately 90 miles from Los Angeles and has long been the scene of high speed motorcycle and car activities.

Most of the contestants arrived at this desert locale during the evening of July 1st. The actual trials commenced at 5:00 A.M. the following morning and were continued without interruption until noon. A total of 283 motorcycles were timed through the tenth-mile measured speed trap before the July desert heat called a halt.

Different Classes were established according to engine displacement. Gasoline, alcohol, or blended fuel was permitted in any class. All engines having a displacement greater than 74 cu. in. were only permitted to run in the Open class.

BOOM!—147 MPH!!

"Sunrise Services" got into full swing when Irwin Lee stroked through the traps at 147.07 mph, riding "Bus" Schaller's fuel-injected Harley "61." This fast, early morning canter set the stage. Very soon, Joe Simpson rolled out his Vincent Black Lightning, which had been rumored as having turned better than 150 mph unofficially in practice, and took a rapid ride across the lake surface to record the second fastest time of the day—140.62 mph. Soon thereafter, C. D. Barker rode his Harley through at 131.62 mph burning gasoline. New spectators were amazed at such incredible velocities.

Two of the most interesting "Dry Lakes Specials" were the Triumph, entered and ridden by Bud Hare, and the PDQ Special, entered by Bob McLeod and ridden by Rod Peterman. The photos herewith illustrate better than words why these two machines created so much interest among the fans and participants.

All persons present were unanimous in that this was the fastest and safest motorcycle "lakes meet" yet held in

the history of Rosamond Dry Lake. No one was involved in a serious accident. Come September, the second bi-annual dry lakes meeting will be held (unless the war intervenes), at which time it will be interesting to see whether the months between July and September will have created additional speed, new innovations on machines to increase their streamlining, still greater spectator attendance, and general all-around enthusiasm for a continuation of these bi-annual dry lakes speed trials.

SUMMARY OF TIMED SPEEDS

OPEN CLASS

Name	Make	Speed
Irwin Lee	H.D.	147.07
Joe Simpson	Vincent	140.62
Al Keyes	H.D.	128.11
Jack Dale	H.D.	126.76
John L. McLaughlin	H.D.	124.13
Bill Reynolds	H.D.	123.71
Jack McNatt	Indian	122.44
Louie Castro	H.D.	121.21
James E. Hunter	H.D.	113.20
Wm. DeSalles	H.D.	111.28
Nick Nicolaides	H.D.	108.10
Douglas Keenex	Indian	107.78
Robert Kelton	Indian	105.88
Paul H. Nelson	H.D.	104.34
Jackie Hargis	H.D.	102.27
Vernon L. Mize	H.D.	101.12
Jack Denning	H.D.	97.56
Ray Smith	Indian	96.64
Don I. Noel	H.D.	95.23
Skip Sullivan	H.D.	94.73
Bob Wadlow	H.D.	91.37
T. L. Akin	H.D.	88.45
Pat Mitchell	H.D.	66.91
Joseph LeBlanc	H.D.	55.12

OVER 63" TO AND INCLUDING 74"

D. E. Nicolaides	H.D.	*133.58
Irwin Lee	H.D.	132.35
Barker C. Dixon	H.D.	131.62
Robert Kucera	H.D.	111.45
Richard K. Hanson	H.D.	111.45
Albert F. Martin	H.D.	111.11
J. R. Jennewein	H.D.	110.93
Edwin F. Contreras	H.D.	110.09
Wm. F. Mattern	H.D.	108.76
Victor L. Alberts	H.D.	107.94
Johnny Caffey	H.D.	107.46
Bob Smith	H.D.	107.46
R. Arellano	H.D.	103.74
Jerry Butterfield	H.D.	103.44
Ross Connell	H.D.	103.15
E. R. Rhodel	H.D.	102.56
Stan Woods	H.D.	101.40
Donald C. Drum	H.D.	101.12
Edgar A. Morris	H.D.	100.84
Vincent Giampapa	H.D.	100.69
Maynard Mel Strahle	H.D.	100.41

Michael Casey	H.D.	100.27
John McClaughlan	H.D.	99.72
Ken Lacy	H.D.	99.04
Bill Becker	H.D.	98.99
Bill Brunk	H.D.	98.36
Leslie Vezain	H.D.	98.36
Robert P. Jenks	H.D.	98.22
Chriss Capris	H.D.	97.95
Roy H. Nichols	H.D.	97.82
Harold Drum	H.D.	97.03
Thad C. Best	H.D.	96.00
Charles Best	H.D.	96.00
Harley E. Davidson	H.D.	94.98
Harold Bowlin	H.D.	94.24
James H. Dunlap	H.D.	93.26
Bob West	H.D.	93.02
Glen Keith	Indian	93.02
Jim Burns	H.D.	92.30
Chuck Goar	H.D.	92.07
Kenneth E. Erickson	H.D.	91.37
Robert Sanson Thrupp	H.D.	90.90
L. Norman Barrier	H.D.	90.54
James Wilbur	H.D.	90.22
Jim McCready	H.D.	90.22
Ewing M. McReynolds	H.D.	89.55
Harold Wise	H.D.	89.55
Wayne Morisetti	Indian	87.16
Jim Sumerien	Indian	86.33
Fred Redman	Indian	85.51
Stewart V. Folger	Indian	82.37
Jack Robertson	Indian	81.26
Len Love	H.D.	79.47

*Failed to have engine measured—relinquishes trophy to rider with next fastest speed.

OVER 47" TO AND INCLUDING 63"

Willie Soe	Vincent	125.43
Marty Dickerson	Vincent	123.71
Dey Walter	H.D.	116.50
Mike Tucker	Indian	116.50
M. R. Truesdale	H.R.D.	114.64
Harry W. Davis	Vincent	113.56
John Ingamells	Vincent	113.56
LeRoy Winter	Vincent	110.93
Sonny Angel	Vincent	106.19
Carey Loftin	Vincent	106.19
Garve Nelson	Vincent	104.95
Bud Wilson	Indian	103.59
Frank Hubbard	Vincent	102.85
Von VonDerMevlen	Vincent	102.70
Donald F. Currie	Indian	102.56
Fred Roome	H.D.	100.41
Rolla H. Henderson	Indian	97.95
Lawrence Tindall	H.D.	96.51
John Bruno	H.D.	94.48
Elliott Dorman	H.D.	93.14
Wayne Page	H.D.	93.02
John M. Nelson	Vincent	91.60
Benny Evans	Indian	91.13
Paul Ludow	Indian	89.77
John Fitch	Indian	89.55
Elmo Looper	Crocker	89.10
Jerry L. Berry	H.D.	88.01
Bill Martin	Vincent	87.16
Miles Hom	H.D.	85.30
Tommy Smith	Ariel 4	83.33
Tom Williams	H.D.	83.14
R. M. Grumbling	H.D.	80.00
Louis Barba	H.D.	80.00

45" SIDEVALVE UP TO 47"

J. D. Walthall	H.D.	111.11
Curtis Adams	H.D.	101.83
Rod Peterman	"P.D.Q."	99.72
Don Keppinger	Indian	98.90
Floyd L. Wallace	Indian	92.54
Johnnie Hutton	H.D.	91.37
William Lucero	H.D.	91.13
Ronald Westley Jones	H.D.	90.00
Pete Encabo	H.D.	90.00
Bob Weber	H.D.	89.33
Manuel D. Candelaria	H.D.	89.10
David C. Chandler	Indian	88.23
Bob Frye	Indian	87.80
Don Stegen	Indian	87.80
Charles Lopez	H.D.	87.59
Dale L. Dougherty	Indian	87.37
Ed E. Headrick	Indian	86.53
Fernando Rocha	H.D.	86.53
William R. Dumond	Indian	85.91
Doyle A. Williams	Indian	83.33
Stanley Davis	H.D.	80.53
Harold Balzak	Indian	80.35
Thomas W. Ferris	Indian	80.17
Robert Fox	H.D.	76.59
Charles H. Holenda	H.D.	74.07
Richard E. Duvall	H.D.	73.02
Hilbert S. Huddelston	H.D.	69.76
Maynard Tracy	H.D.	67.54

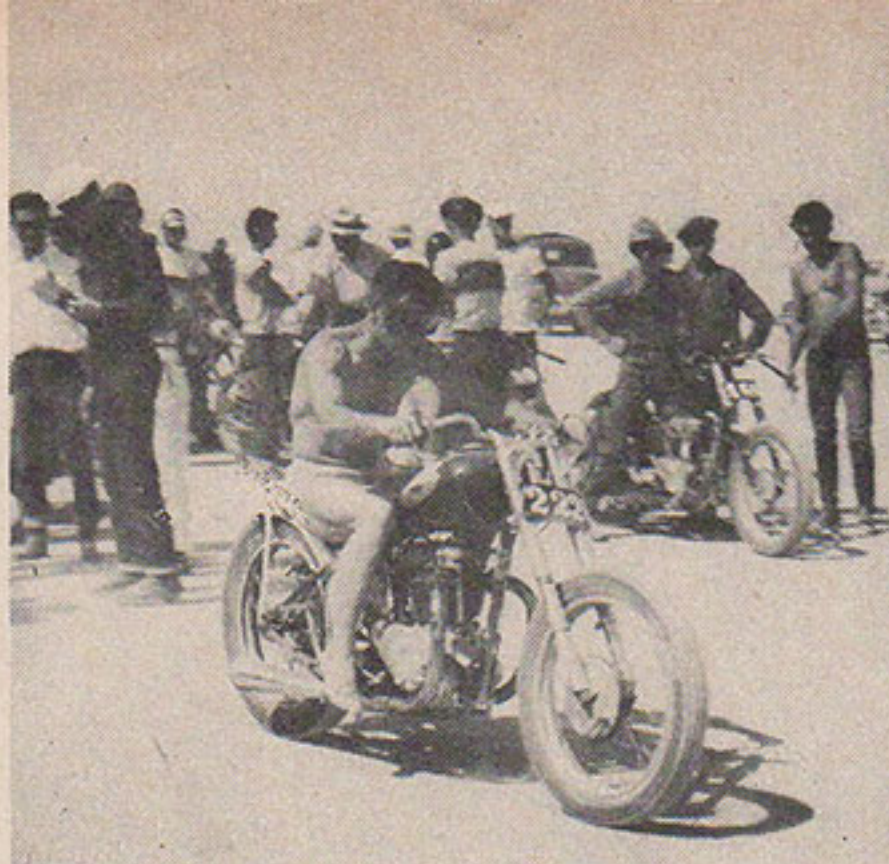
40" OVERHEAD VALVE
OVER 32" TO AND INCLUDING 41"

Bob Asadurian	Triumph	123.71
Bobbie Turner	Triumph	122.03
Joe Simpson	Triumph	112.50
Bobbie Turner	Triumph	111.62
Sonney Christian	B.S.A.	110.09
Willie Nelson	Triumph	109.75
Joe Coggetti	Triumph	107.30
Jack Bagnall	Triumph	106.50
Roger W. Scott	B.S.A.	106.50
Edward Broderick	Triumph	97.82
Bob Miller	Triumph	97.56
Gene Stone	Triumph	97.03
Howard Stroman	Velocette	97.03
Roy M. Brewer	Triumph	96.77
Louis Rogers	B.S.A.	96.77
Floyd Fiechter	Triumph	96.00
Lee Marks	Triumph	95.23
Carl K. Barnes, Jr.	A.J.S.	95.23
R. M. Calhoun	Triumph	93.26
LeRoy Lucero	Triumph	87.80
Pat. D. Doherty	Matchless	87.59
Edward A. Millray	Norton	86.33
Clory Silva	Triumph	83.52
Leo L. Whaley, Jr.	Indian	70.31

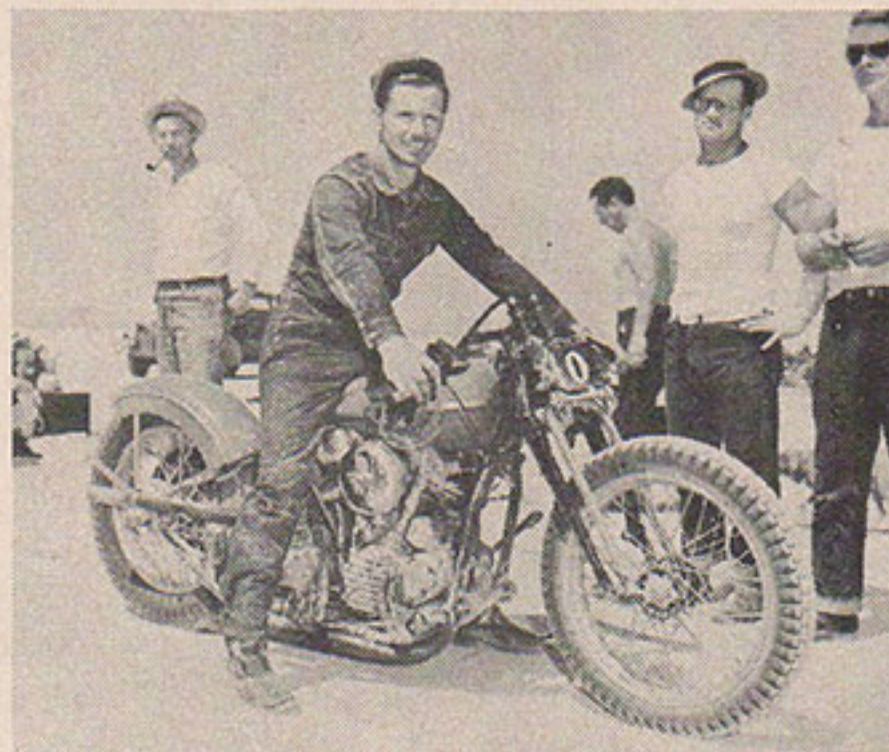
30.50" OVERHEAD VALVE
OVER 23" TO AND INCLUDING 32"

Bud Hare	Triumph	120.20
Allen Cole	Indian	118.42
Curly Harker	Velocette	117.82
Floyd Thomson	Triumph	111.45
Bob Steele	Triumph	110.09
C. F. McKee	Triumph	109.42
Raymond Peterson	Triumph	106.50
Alfred Rodrigues	Triumph	105.72
Nick Nicolaides	A.J.S.	104.95
Robert W. Weir	Triumph	104.34
W. H. Richards	Triumph	102.12
Marty Dickerson	Vincent	101.69
Benny Hite	Triumph	101.69
Ben R. Collison	B.S.A.	101.40
Okie Gregory	Triumph	101.40
Milon Stegmier	Triumph	100.55
Vernal Summer	B.S.A.	99.44
Buster Boyd	B.S.A.	99.44
Everett Bieger	B.S.A.	99.17
Roland Hodges	Triumph	98.36
Frank Combs	Triumph	98.36
Robert Hamilton	B.S.A.	98.09
Bill Orndorff	B.S.A.	97.82
Bob Barge	Triumph	97.82
Thomas Sousa	Triumph	97.56

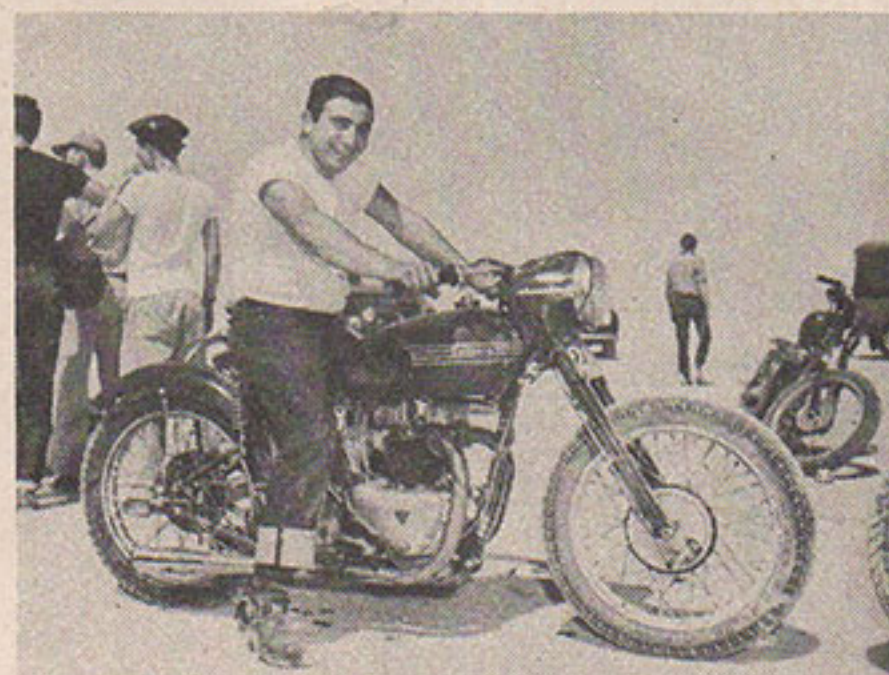
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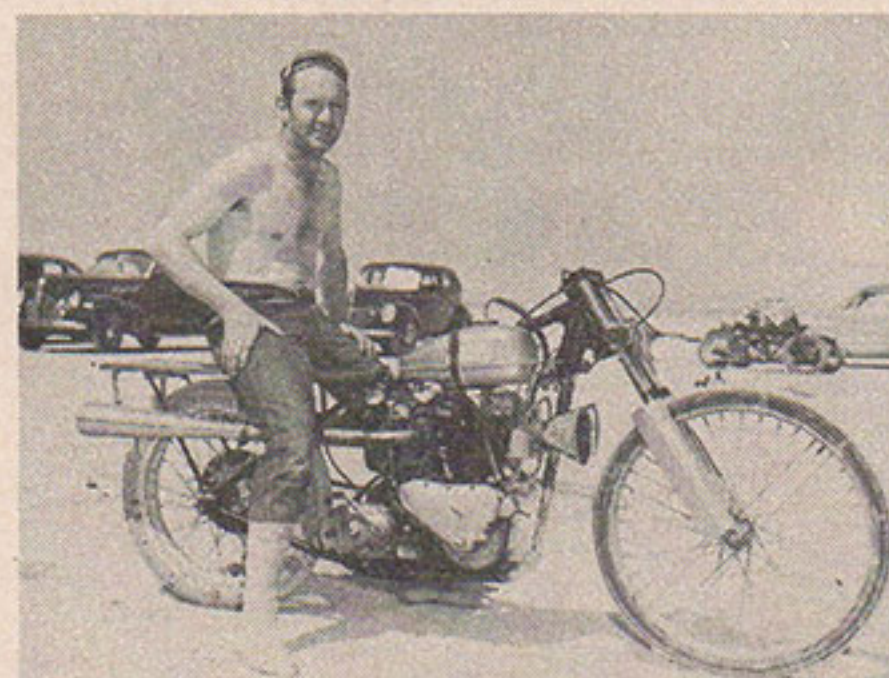
ABOVE, Lakes competitor reveals the nu(de) dress for dashing about the speed strip. Many riders shed their clothes to save weight



ABOVE, C. D. Barker displays his 131.62 mph gasoline burning Harley-Davidson. Barker's 74 OHV bike startled everyone by its high speed

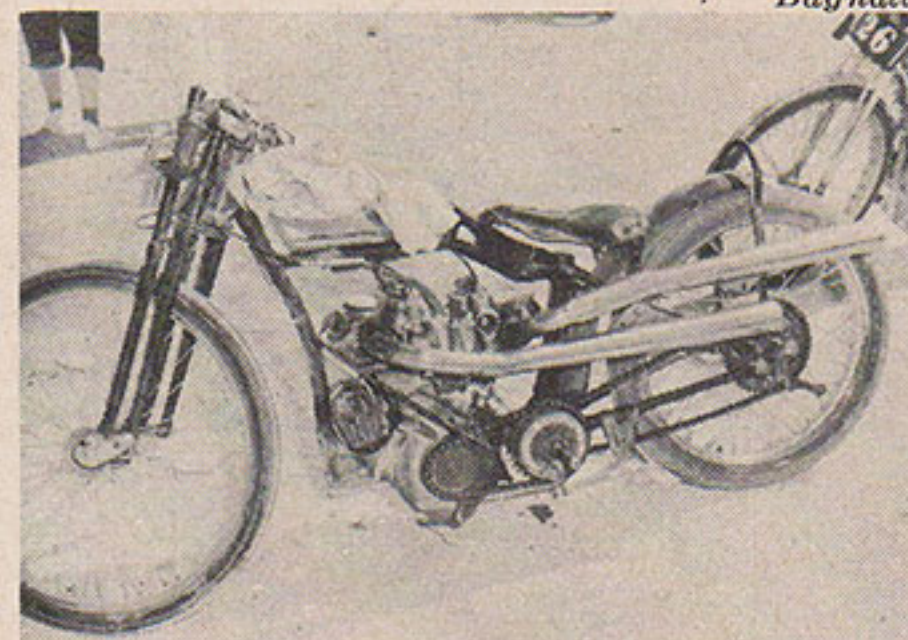


ABOVE, Bob Asadurian astride his Triumph 40" Thunderbird. Asadurian recorded 123.71 mph, fastest time in his class. Machine home-tuned

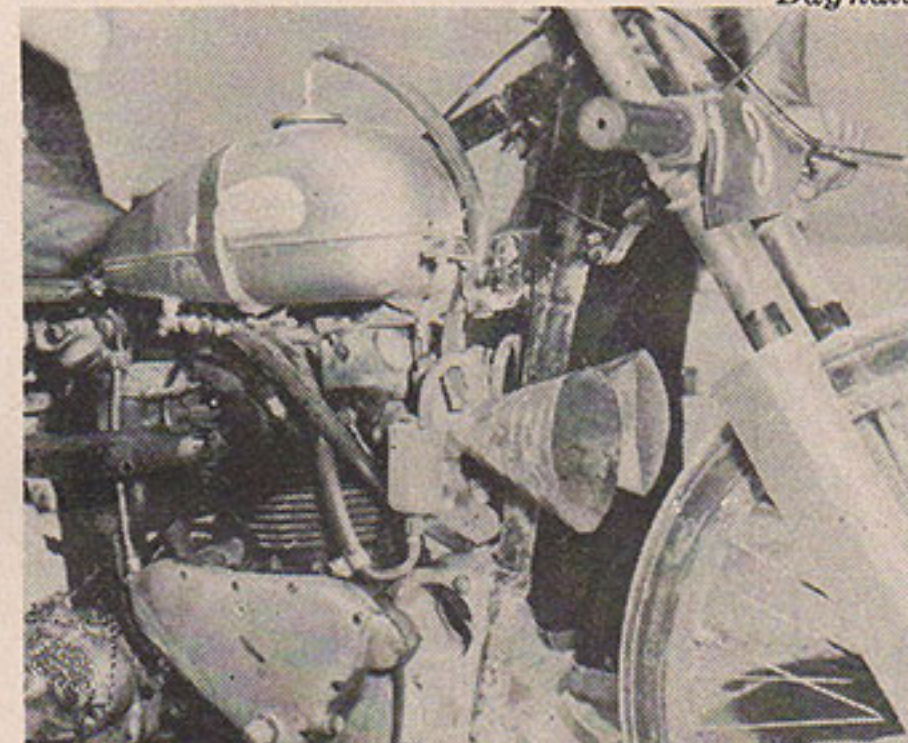


ABOVE, a true "Lakes Special" Triumph, built and ridden by Bud "Wild as a March" Hare. Bud won the 30.50" Class, speed 120.20 mph

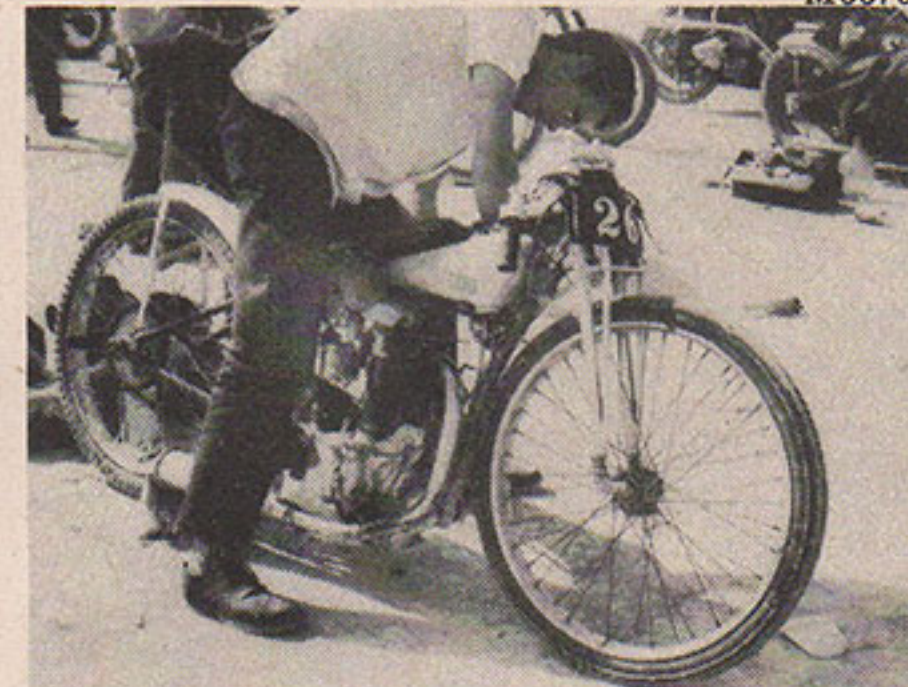
BELOW, Bob McCloud's homemade 45" twin, called the "PDQ" Special. Ridden by Rod Peterman, speed 99.72 mph. Airplane barrels are grafted on to old Harley-Davidson cylinder base



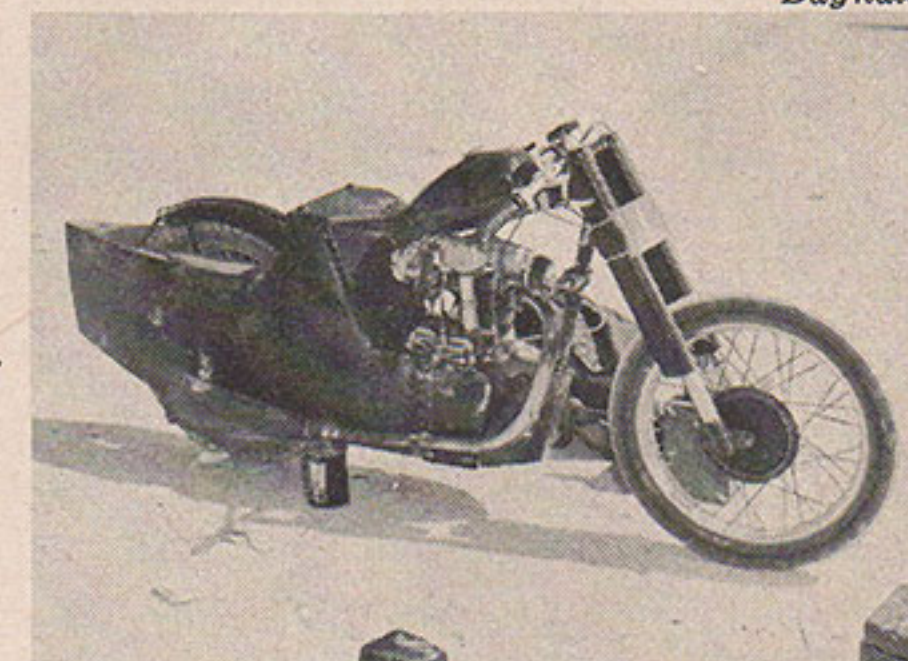
BELOW, Bud Hare's hybrid with Whizzer bike gas tank, reversed cylinder head, ram-jet air funnels, stub-style handlebars, streamlined forks



BELOW, an early Crocker single for Short Track racing is here seen receiving final adjustments. This overhead cam popper did 93.75



BELOW, one of the most streamlined machines was Jim Flatt's 21" Velocette. The covering was homemade but proved to be quite effective





MOTORCYCLES "DOWN UNDER"

THEY DEMAND MORE "HORSES" IN KANGAROO-LAND

(The author, Clarry Rial, has been appointed as Australian Correspondent for CYCLE magazine. Watch for future articles in early issues of CYCLE Magazine—ED.)

Text and Photos by Clarry Rial

BELOW, Frank Sinclair (HRD) and Noel Heggart (Ind.) on Bonneville T.T. course, Australia

RIGHT, Frank Sinclair and passenger Norm Mead "bend a quick one to the left" in T.T. race

MOTORCYCLE competition events here in Australia are mainly influenced by British and Continental types. I don't mean to imply that American types are not represented. On the contrary, American models, though scarce, are very popular. For quite some years now, British machines have been in the ascendency in this country, as far as imports are concerned, owing to their favorable tariffs and the "dollar situation." Obviously, also, they lend themselves well to the type of competition we have here, which is planned on the British lines. Then again, we have none of your special types of competition machines such as the Harley "WR" or Indian "Bonneville" machines, nor have we ever seen any in this country.

All our racing events have separate classes such as: 15 cu. in. (250 cc), which we term the "Lightweight Class"; 21 cu. in. (350 cc), which is known as the "Junior Class"; and the 30.50 cu. in. (500 cc), known as the "Senior Class." Then comes the "All-Powers" class, which includes the bigger motors of 61 cu. in. (1000 cc), and 74 cu. in. (1200 cc). Motors over 74 cu. in., such as your 80 cu. in., jobs, are seldom, if ever, seen in general competition in this country.

At most racing events we also have a "Handicap Event," as well. Most of the major races include similar Classes to those described, but in what we call "Clubman's Events," and "Tourist Classes." These are open to motorcycle club members throughout Australia, using moderately "hotted-up" touring type machines of any make, but excluding racing and special types, like Manx Nortons, Gold Star BSA's, or any similar job that is designated as a racing or super-sports machine.

In these Tourist classes there are certain regulations and rules forbidding the use of special cams, "TT" type Amal

carburetors, and certain special equipment. All road equipment, lights, etc., are allowed to be stripped off for the event. Obviously, compression ratios are limited somewhat, owing to the fact that only POOL gasoline is allowed in these classes. POOL is our rather inferior grade of gasoline sold at kerbside pumps, with octane ratings varying from 65 to 70.

Since the war, and up until two years ago, we did not see many big motors in action in road racing events, that is, motors of 61 cu. in. and 74 cu. in. capacity. Mostly, the 500 cc or 30.50 cu. in. predominated in these events. However, now quite a number are being used with success, the majority being Vincent "Rapide," "Black Shadow" and "Lightning" types.

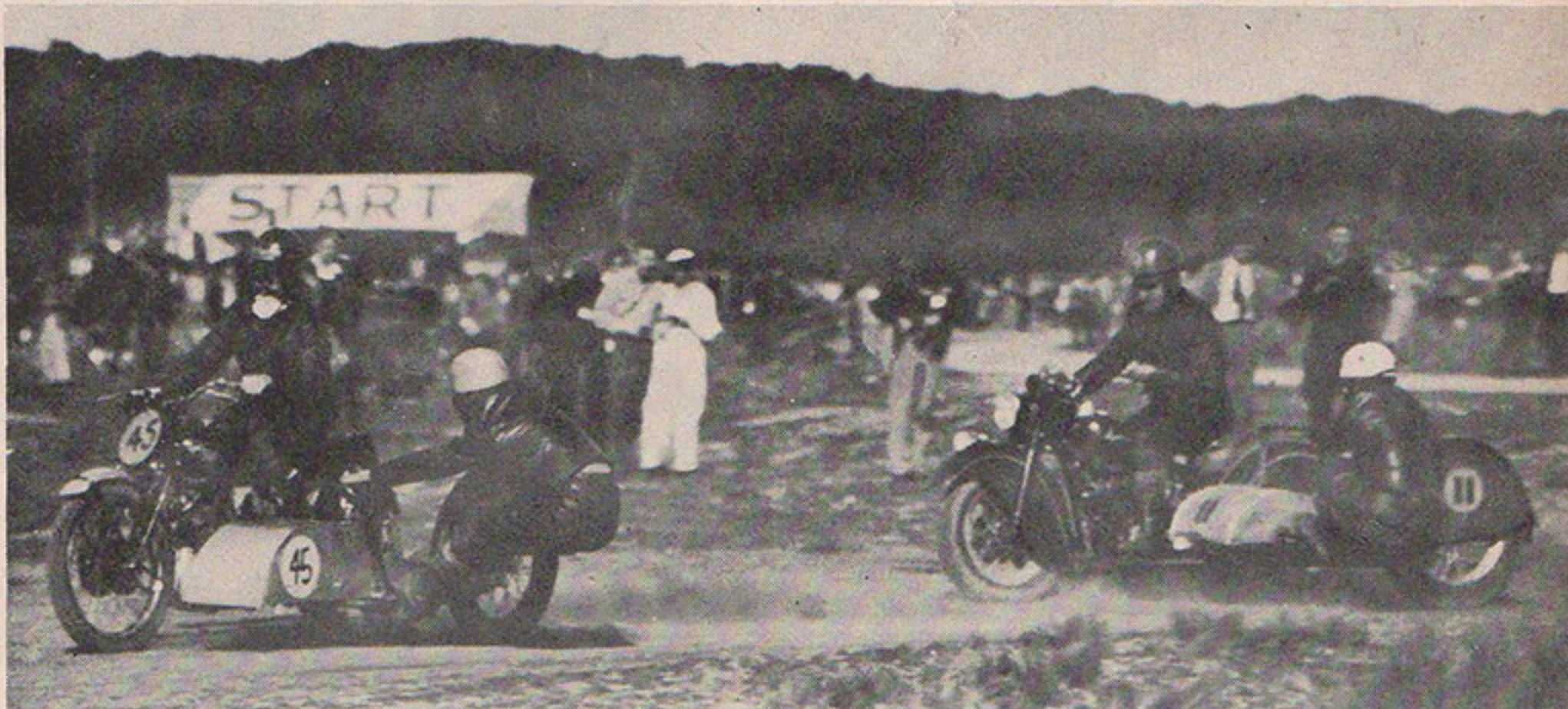
These larger motors of various makes have usually been used in sidecar racing events, both in road racing and track work. Sidecar racing is very popular throughout Australia, and almost all events have at least two sidecar races included on the programme.

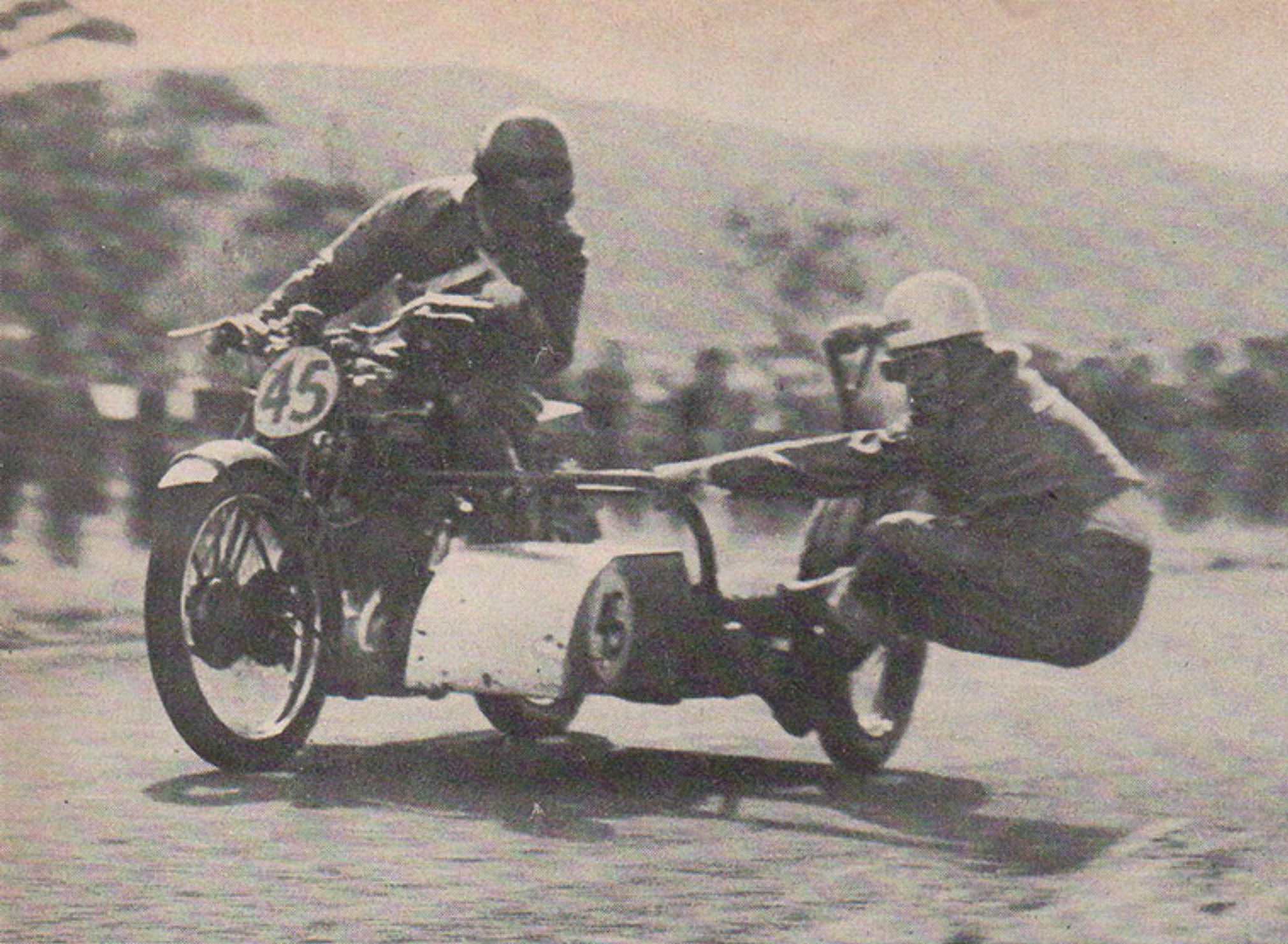
These sidecar ("chairs," we call them) races are very thrilling and spectacular, with the sidecar passengers indulging in quite a lot of "acrobatics" on fast corners, in attempting to hold the "chairs"

down, and it certainly livens up the proceedings, with excitement among the crowds running at fever pitch.

The "singles" are also well represented in sidecar races, with the limit in capacity being 600 cc. One will see 600 cc Manx Nortons of both single and double cam types, various models of the push-rod ohv Nortons; "Gold Star" BSA's; MSS (500 cc) Velocettes; AJS's; Matchless; Ariels, and some of the older Levis models.

In the "Senior Class," until recently, probably the best of our 30.50 cu. in. (500 cc), solo motors in general competition, mainly road racing, was exemplified by a "Works" overhead camshaft Velocette, owned and ridden by Frank Musset. It is capable of around 125 mph on 50/50 petrol-benzol fuel. Incidentally, the sister machine to this one was ridden in the Isle of Man TT Races by Peter Goodman, the British rider, in June, 1947. Musset's machine has since been sold to Tony McAlpine, the New South Wales rider, owing to Musset having retired from racing. For many years Frank Musset had been one of our outstanding riders, in both the "Senior" and "Junior" class of racing, and in 1939 rode in the Isle of Man





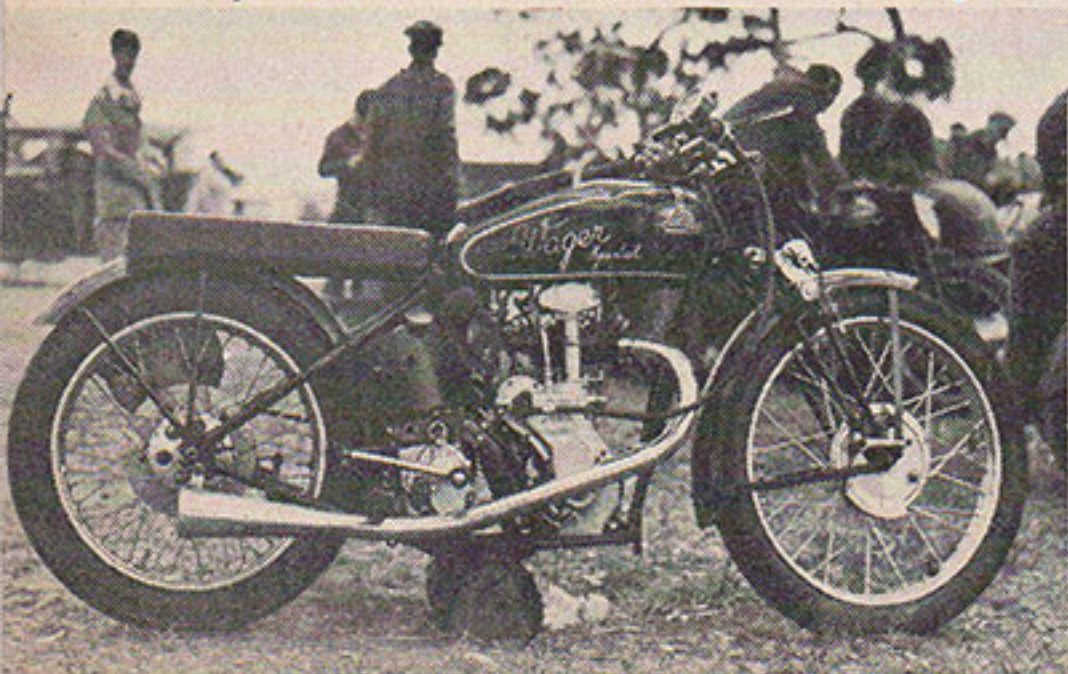
TT, gaining a "replica" prize award.

The top-line riders in both "Senior" and "Junior" classes in road racing, coming from all States in Australia, in addition to those mentioned, include Tony McAlpine, Jack Forrest, Laurie Hayes, Ernie Ring, Bat Brynes, Laurie Boulter, Eric McPherson, Lloyd Hirst, Les Deiner, George Campbell, George Morrison, Maurie Quincey, Bruce Campbell, W. Watson, Norm Osborne, Ken Kavanagh, Jack Rudd, Joe Donovan and others.

In the "Junior Class" the KTT Velocette and the ordinary push-rod Velocettes, together with various, modified, BSA, Norton, Ariel and 350 cc twin Triumph jobs, are used with some success. But perhaps the most popular 350's used in general road racing are the KTT Velocette and 7R AJS, for those who can afford them.

All types and makes have been chosen for "hotting-up," with the usual port grinding and polishing, fitting of larger intake valves, and the use of various high compression ratios, depending on the Class of racing and the fuel to be used. As mentioned, there are certain Classes wherein ordinary gasoline and alcohol fuels can be used, depending

The Wager Special, a Clarex Ltd., overhead cam Velocette conversion, has won many road races and "Best Appearance" awards. Looks very much like a factory-built 350 cc racing bike



upon the regulations. In the conversion of machines, invariably you will find them equipped with such fittings as: long TT-type clutch and brake levers, fabricated from light alloy; Amal TT racing carburetors; special racing BTH or Lucas magnetos, etc. Engine modifications will usually include the use of special cylinder barrels machined from aluminum alloy and fitted with an iron liner.

The total weight of machines is kept down as low as possible by the use of alloy parts, substituted for the original. The manufacture and fabrication of special parts by various enthusiasts is carried to all manner of things in an effort to save weight, a very important point on a racing machine. Much lightening of parts, consistent with safety, is done by drilling holes in various components. Finally, all these modified jobs are usually beautifully finished and, in some cases, external polishing and some chromium is used.

One might say that it would be just as cheap to get the racing job in the first place, but there are several reasons why this is not done, quite apart from the financial side. First, you usually have to wait some time to get a special racing job. Secondly, from the financial side, a lot of this work in modifications is carried out in stages, and used in competition in the meantime. That way you don't notice the expense! A lot of fellows get quite a kick out of building up a smart looking job, that can really roll, and, as has often been the case, can sometimes beat the genuine racing job. You certainly get a lot of fun and enjoyment out of a bike of this type (you can also get a lot of headaches, too).

In the "Lightweight Class" the most popular bikes to modify are the standard MOV Velocettes and certain ohv 250 cc

BSA models. There are a few other makes favored, but generally speaking, the MOV Velocette is perhaps the one most popular with the "Lightweight Class" enthusiast. They have grand little engines and respond very well to tuning in the search for additional "urge." Their reliability is quite a feature. One of the most important modifications to be made to these MOV Velocette 250's, and this applies to the BSA as well if they are to run at high rpm with high-compression ratios, is the casting of a new, heavier-section, drive-side crankcase, incorporating large stiffening webs for added strength. This is to obviate any possibility of trouble in the nature of fractures, which might occur with the standard crankcase-half. Some enthusiasts favor the standard crankcase with the addition of a steel bracing fixture, as an added precaution, but the right answer to this problem would seem to be with the former method. This may seem to be a minor point, but it will be understood when I say that these little motors, after modifications and tuning, are worked rather hard, turning over at between 7,000 and 8,000 rpm.

Compression ratios, depending on the Class or type of racing, is generally between the ranges of 9-1 and 11½-1, using 50/50 gasoline-benzol fuel or, perhaps, alcohol-base fuels or straight methanol.

Gearboxes, too, come in for attention, due to the added stresses from the improved engine, although some riders do use the standard MOV gearbox with the addition of certain MSS gears machined to suit. On the other hand, it is not unusual to see a complete MSS gearbox installed in the MOV frame. Mostly, however, an MAC or MSS gearbox shell or casing is used, with a set of KTT gears introduced.

It will be seen from these notes that the motorcycle racing enthusiast "Down Under" is well conversant with the art of improvisation, and takes considerable pains in the building up of special machines. Some of the best builders and riders of these modified MOV Velocette and 250 cc ohv BSA machines are Bob Elsbury, Les Diener, Bill Wager, Ron Hunter, Jack Rudd, Jim Guilfoyle, Eric Walsh, Ray Wason, Murray Metherrall, and others.

The main reason why so much time and work is lavished on the small capacity motor is that it is almost impossible to get a genuine racing 250 cc machine of British manufacture, owing to the fact that the factories are not concentrating on this Class for racing. Nevertheless, it is a very popular Class here in Australia and it is quite phenomenal what these small jobs will do. Flat-out speeds, under road racing conditions, vary from 90 to 95 miles per hour, which is moving some for a 250.

THE BACKGROUND: History was made on the West Coast, June 25th, when California saw its first National Twenty-Mile Championship motorcycle race run at Bay Meadows. No more luxurious setting could have been chosen for the meet than the five-million-dollar "hay-burners' Meadows, with its acres of terrain and immense concrete grandstands. The weather, which had been winterish for weeks, smiled for the occasion and gave of its best.

Event One: 5-Mile Amateur Heat. Indian-mounted Don Rossi of Santa Rosa shot into the lead on the getaway, held it half way around until Kenny Eggers of San Jose poured on the oats

and moved to the front to stay.

Event Two: 5-Mile Amateur Heat. Out of the ten roaring starters, Frank Crane (Harley) bolted to the lead, followed by Dude Criswell's AJS and Don Tindall's Triumph. Ed Kretz, Jr., was far to the rear and Chuck Masterson dropped out on the backstretch during the second lap. Young Kretz, riding with plenty of fire, sliced through the traffic and had moved into third place by the end of lap 2, trailing Crane and Don Hawley, who had moved into the second spot. Leads were swapped at the north corner during the third round, and Kretz, Jr., blasted into first, Hawley on his tail, Crane following up.

Event Three: 5-Mile Expert Heat. The crowd's interest was mounting now, and there was a dead silence in the stands as the first Experts of the day revved up. The flag dropped and Tex Luse of Hollywood (Norton) and Roy Andres bolted into the lead, elbow to elbow. Luse moved in front of Andres on the first turn, but as they came in for the second round it was Andres, Nick Nicholaides, Larry Headrick and Luse. Andres seemed to be taking the turns flat out, came by on the second lap 200 feet ahead of the field, trailed by Headrick and Roy Goff of Flint, Mich., who had moved up from fifth. The traffic was sticky and the battle

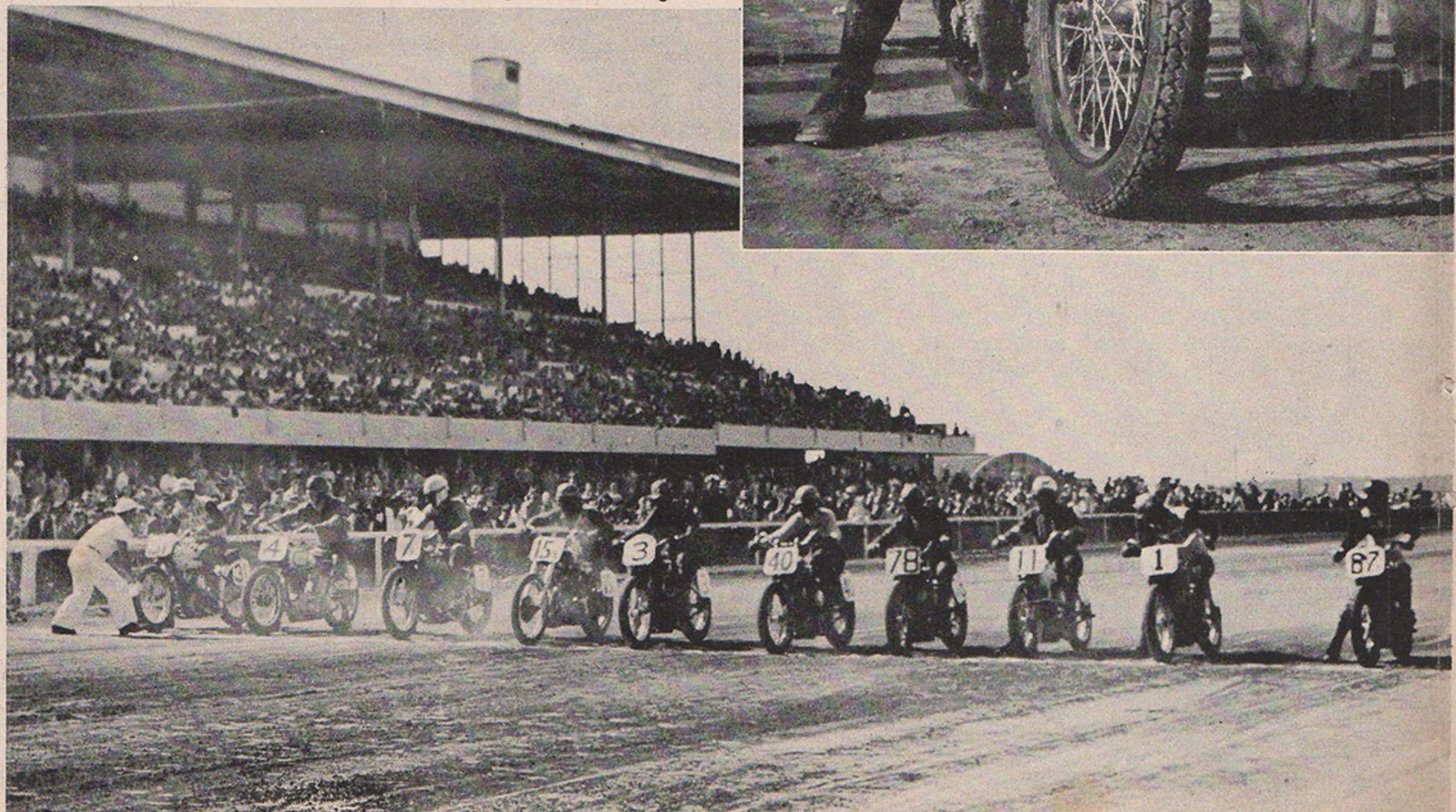
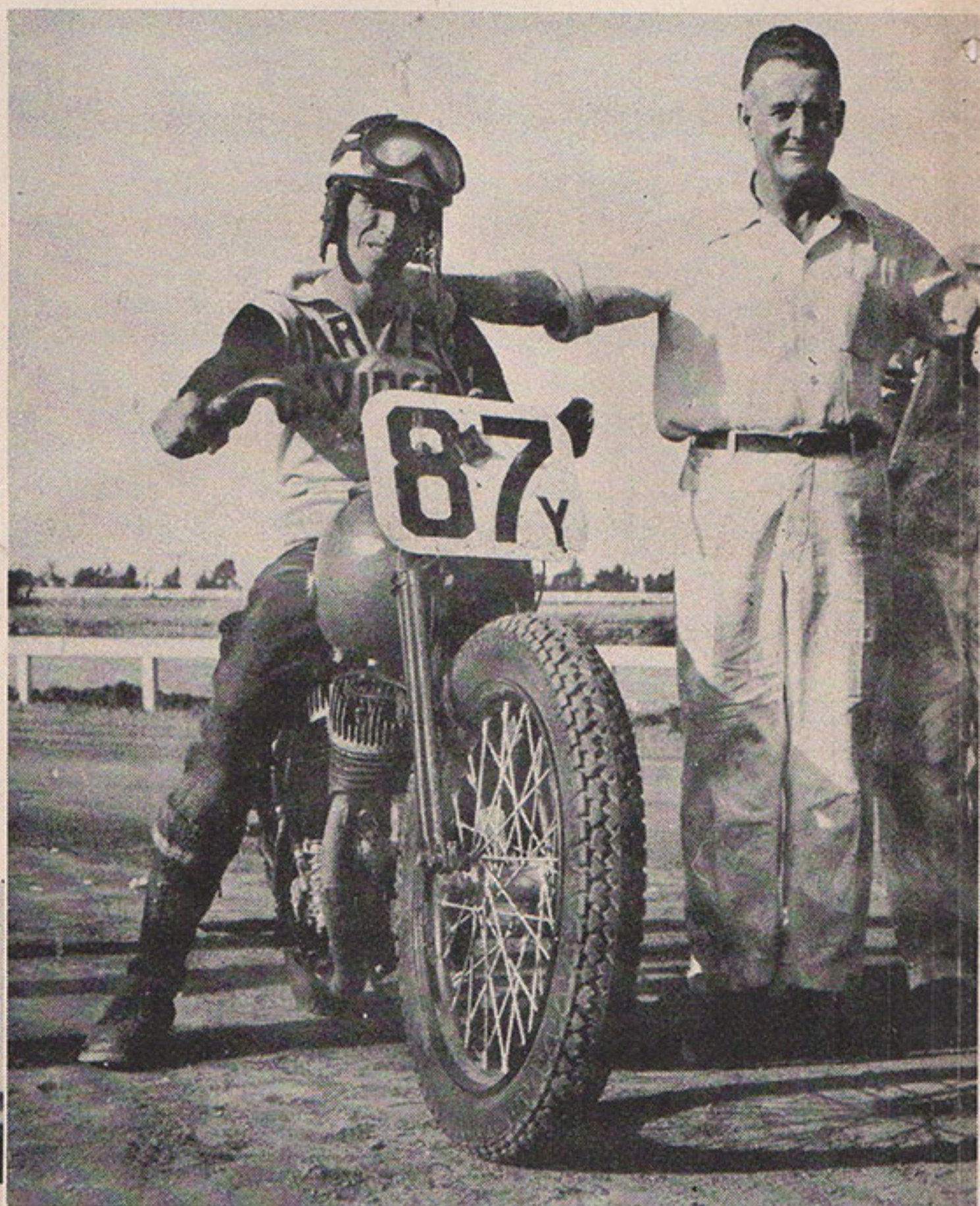
Larry Headrick Wins 20-MILE NATIONAL

**TOM SIFTON'S TUNING
PAYS OFF**

By Griffith Borgeson

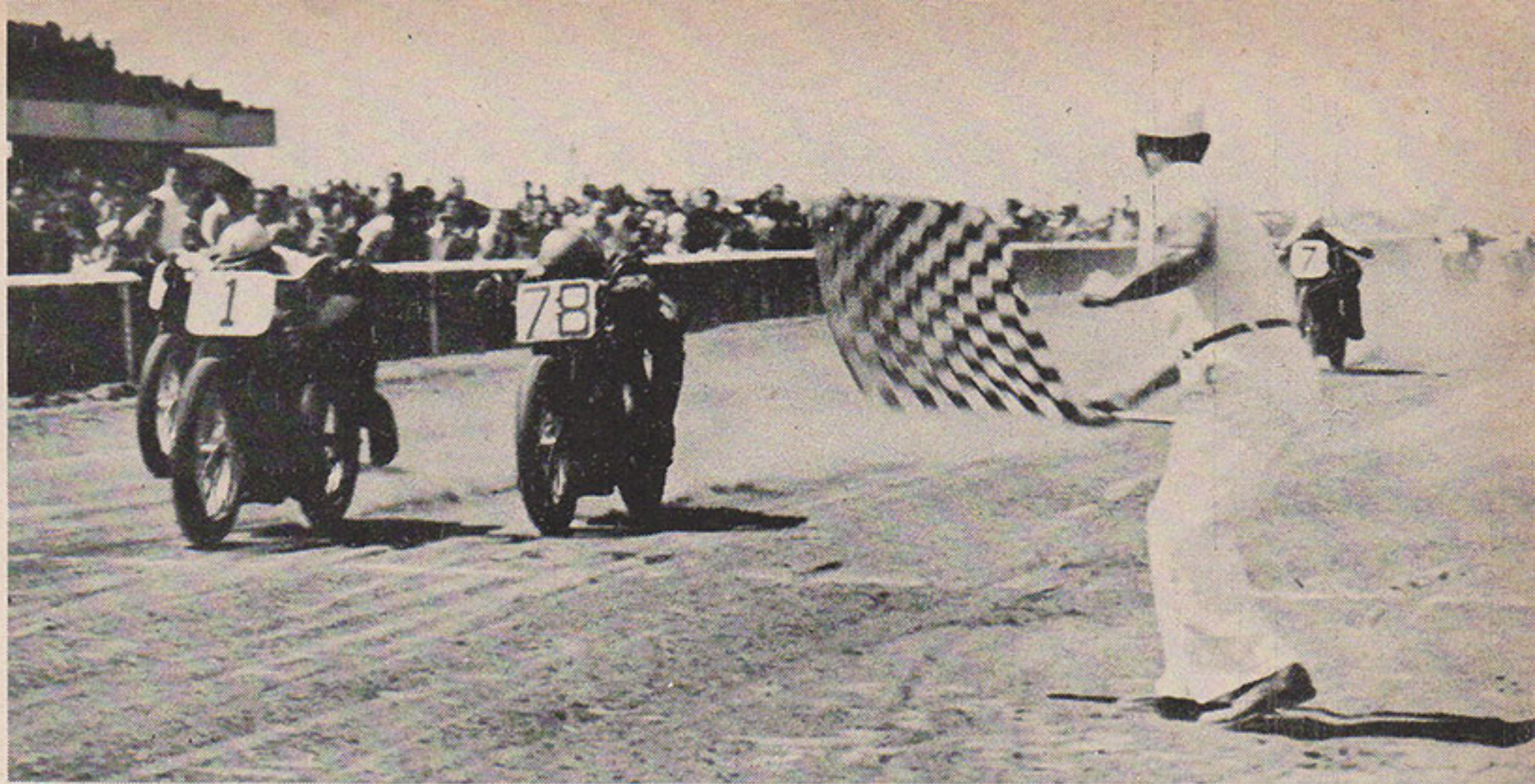
Photos by Jim Wheeler and Griff Borgeson

CENTER, Larry Headrick, 20-Mile National Champion, Tom Sifton, and Kenny Eggers, Amateur winner. Sifton put the steam in both Harley-Davidsons
LOWER LEFT, line-up for 20-Mile National Championship shows starter George Harais making ready with the flag. Headrick had pole position next to Chann
LOWER RIGHT, the Amateur Final gets under way. Eddie Kretz, Jr., is seen between pole man No. 59 and No. 52. Starter Harais gestures "No fudgin'"



was on, positions shifting rapidly as Goff crawled up to second spot, only to lose it as Headrick out-cornered him coming in for the fourth lap. Positions held almost steady until the last half of the last lap, when Headrick and Andres fought a fierce duel for first on the north turn. Headrick maneuvered beautifully, found the horses for a violent burst down the home stretch, passed the checkered flag a scant few feet ahead of Andres, who was followed by Goff, Nicholaides, Luse. Headrick's time was best for the 5-miler: 3:51.78.

Event Four: 5-Mile Expert Heat. The second battle of the giants was just as hard fought. Floyd Emde of National



The closest race of the day, with Jim Chann, No. 1, just nosing out Paul Albrecht, No. 78, by that much maligned split red hair in the second Expert Heat. Emde, No. 7, is seen slightly astern



City got into the lead, held it through the first lap, followed by Paul Goldsmith, Jimmy Chann, Paul Albrecht, Bud Hogan, and Charley West. Bringing up the rear were Ed Kretz, Sr., Dick McAfee, Gene Thiessen, and Louie Brooks. It was a tight knot of men and machines that churned down the backstretch on the second round. Chann moved up behind the leader on the north turn, then Goldsmith recovered his position briefly, only to have both Chann and Albrecht displace him on the backstretch. They came fighting into the fourth lap; Emde, Chann, Albrecht, Goldsmith. This order held for almost a circuit, but Chann and Goldsmith gunned ahead on the north corner, making it Chann, Albrecht, Goldsmith, Emde, as the yellow flag went down. Blasting like demons, lying flat

in the turns, each man held his spot and they finished in the above order.

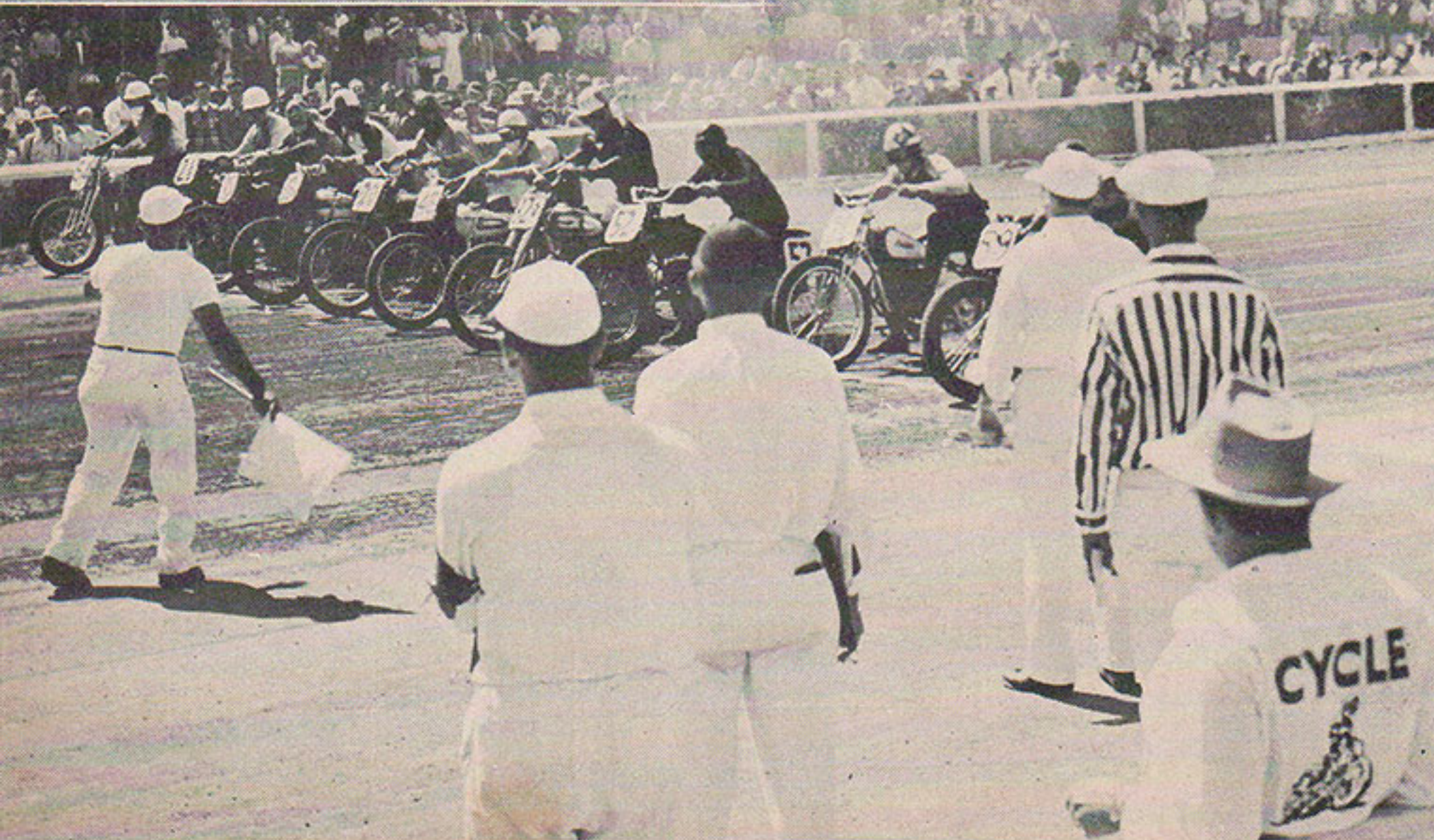
Event Five was the Amateur Consolation, for those who failed to qualify for the Amateur heats, and gave the crowd a moment of relief from the intense battle for split seconds of advantage that had already taken place and would shortly resume. Harlan Wood of Boise, Idaho, took the five-lapper in 4:02.49, followed by Dick Kellog.

Event Six: The 10-Mile Amateur Final. It was a procession until the fifth lap, with Bob Shirey leading the field, pursued by Ken Eggers and Ed Kretz, Jr., with the rest of the boys see-sawing in the rear. By the end of the fifth, Rossi had moved into third spot, making it Shirey, Eggers, Rossi, Kretz, Jr., the rest of the field far behind. On the sixth round Eggers took the lead permanently after shaking Shirey in a neck-and-neck battle, followed by a second dueling pair, Rossi and Kretz. In the eighth lap Eggers put a good 300 feet between himself and Shirey; by the ninth lap he was in next year's race. Rossi came up in a burst of speed and after a savage struggle displaced Shirey on the north turn, and they finished Eggers, Rossi, Shirey, Kretz, Criswell. Winning time: 7:45.99.

Events Seven and Eight were both five-mile Expert Consolations, slow by comparison with the Amateur heats. Event Seven was won by Bert Brundage of Glendale on a Triumph at 3:58.95, and Event Eight by Phil Cancilla of San Jose, also on a Triumph, at 4:02.16.

Event Nine was the payoff, THE MAIN—the 20-Mile National Championship for Experts only. After seeing the intensely fought Expert heats the crowd knew that the final would be a real display of the finest racing skill, and the atmosphere was tense and expectant. At the fall of the starting flag, Goldsmith shot into the lead, Nicholaides riding Goldie's exhaust pipe. By the end of the first lap Goff had moved into second and Nicholaides and Andres

(Continued on Page 27)

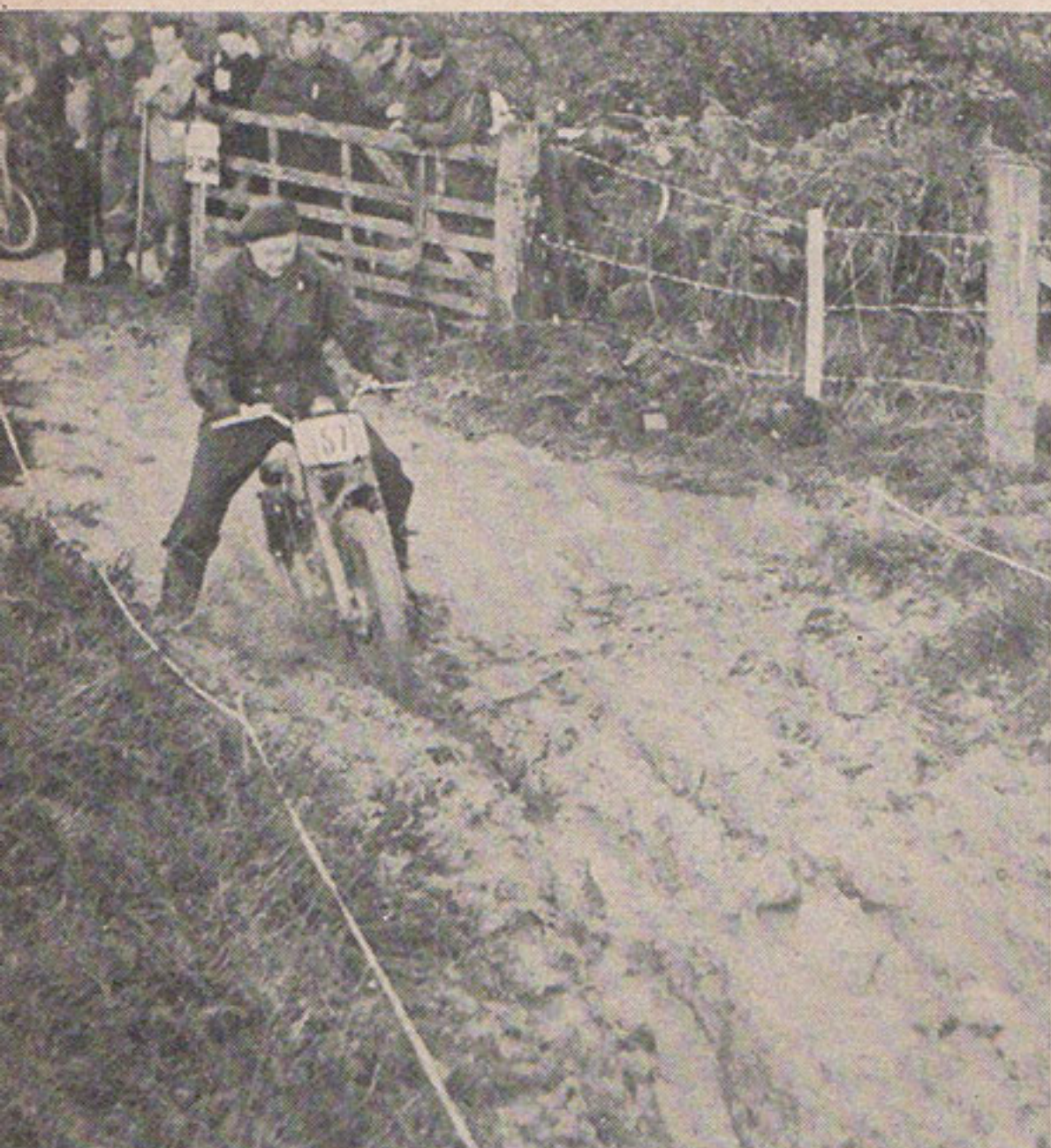


ENGLISH TRIALS RIDING

DETAILS ON COURSES, SCORING, PENALTIES, ETC.

By William H. Onslow

Photos by Onslow



ABOVE, following a muddy rut after a British rainstorm is very difficult. Note tapes marking boundaries of Observed Section. The rider is "footing," will be penalized in Final Scoring



ABOVE, same rider blasts vigorously through slime. Steam cloud caused by water on exh. pipe

BELOW, topping a rise in another Observed Section, "path picking," good steering, needed



IN ORDER to grasp the relative importance of the varied ONE DAY trials, held in Great Britain, it must be realized that all motorcycle clubs in the AUTO-CYCLE UNION are affiliated to a CENTRE, one of the eighteen geographical areas into which this country is divided, in order to simplify club activity administration. Each CENTRE, according to its size, may have up to a hundred motorcycle clubs of various types, which, by a system of nomination through club delegates, appoints the CENTRE officials each year. Such officials must be members of clubs in the CENTRE and are voted to the tasks for which he or she is best fitted. We, therefore, find that the "COMPETITIONS COMMITTEE" of each CENTRE is well versed in all types of competitive sport. Committeemen must be able to adjudge suggested amendments to rules, issue competition permits to clubs, etc., always making sure that events do not clash with one another in an area, and a thousand and one other general tasks.

It is usual for the first few trials that are organized by any one club to be limited to club members only. This type of fixture is called a CLOSED TRIAL. A CENTRE official is at hand to offer advice to organizers, observers, and riders alike, with the result that the newer clubs soon become proficient enough to organize and lay out a course for a hundred or more contestants. It is usual for non-competing riders and passengers to assume the role of observers.

The length of any Trial depends on the area available, though the larger Trials are usually over a course of thirty or forty miles, covered twice, with sometimes the second leg being covered in the opposite direction. For weeks preceding the event the organizers study the chosen course selecting the parts that will present a problem to the best of riders, yet still be passable without incurring a penalty. In so doing, however, proper allowances must be made for variable weather conditions and complete avoidance of spots that would constitute a positive danger. Having selected the tough-going spots, called SECTIONS, the organizers assign each SECTION a name that is rather appropriate, then proceed to map the complete course showing the various SECTIONS. This map must be forwarded to the AUTO-CYCLE UNION, the governing body, together with the request to be granted a permit for the

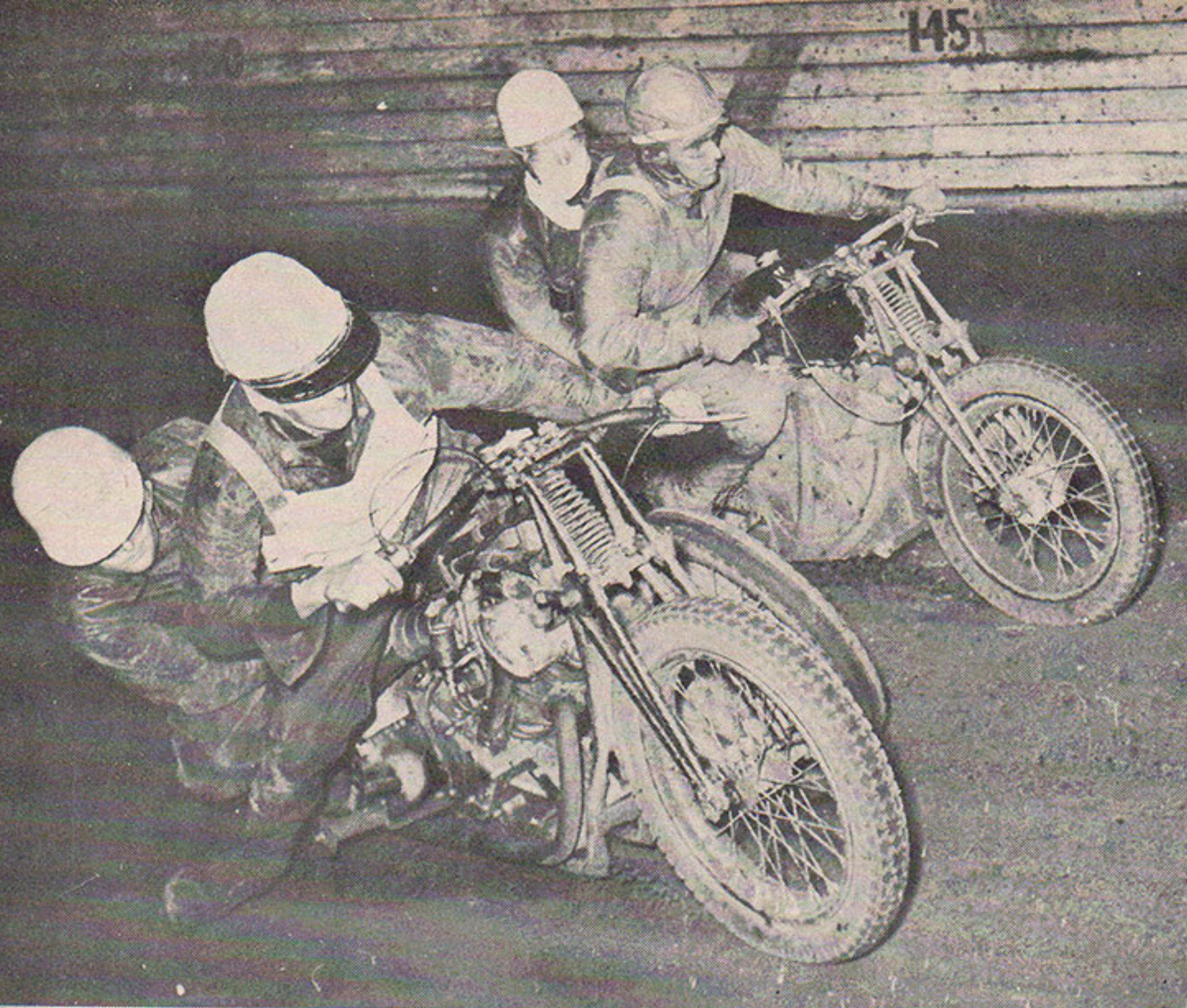
event. Upon ultimately receiving a permit, entry forms, together with rules and regulations, are circulated to the clubs eligible to compete.

SECTIONS may be on a loose surfaced ascent or descent, part of a muddy lane with dead leaves providing a treacherous surface, perhaps obscuring up-standing ruts and tree roots, etc., particularly in hilly country. Granted owner-permission, a number of SECTIONS may be found on farm land, the mud and water to be found at many gates, hopelessly churned up by the hoofs of cattle, or over the tricky ruts caused by plodding horses drawing the varied farm wagons and implements, with perhaps the deeper tracks of tractors to add a little more spice to the plot.

The SECTIONS are not long as a rule, and may or may not be taped, according to the terrain in which they are located, for too liberal a use of tape could render a SECTION impossible. Long SECTIONS are divided into SUB-SECTIONS as explained above for the benefit of riders and observers alike. Observers are stationed one to each SECTION or SUB-SECTION and have a relatively small amount of area to watch.

The system of "marking" the progress of each rider through each observed section is fairly standard, usually three points penalty for "footing" (touching the ground with either foot) and five points penalty for stopping or breaking a tape. In very infrequent cases where two or more competitors tie for first place there are provided one, or at times, two Special Tests to break the tie. One of the most common Special Tests is the Acceleration Test, wherein the tied contestants are required to accelerate as fast as possible over a distance of about seventy-five yards.

The tasks of the observer have been minimized down to absolute essentials. Each observer is given a card bearing the numbers of all contestants. The only entries to be made on these cards by the observers are to designate the passage of each rider by placing the appropriate letter opposite the rider's name, such as F—Foot, S—Stop, or C—Clean. Such cards are collected by the "back marker," a motorcycle-mounted official, who follows behind the last competitor and collects all the observers' cards preparatory to final total score-posting.

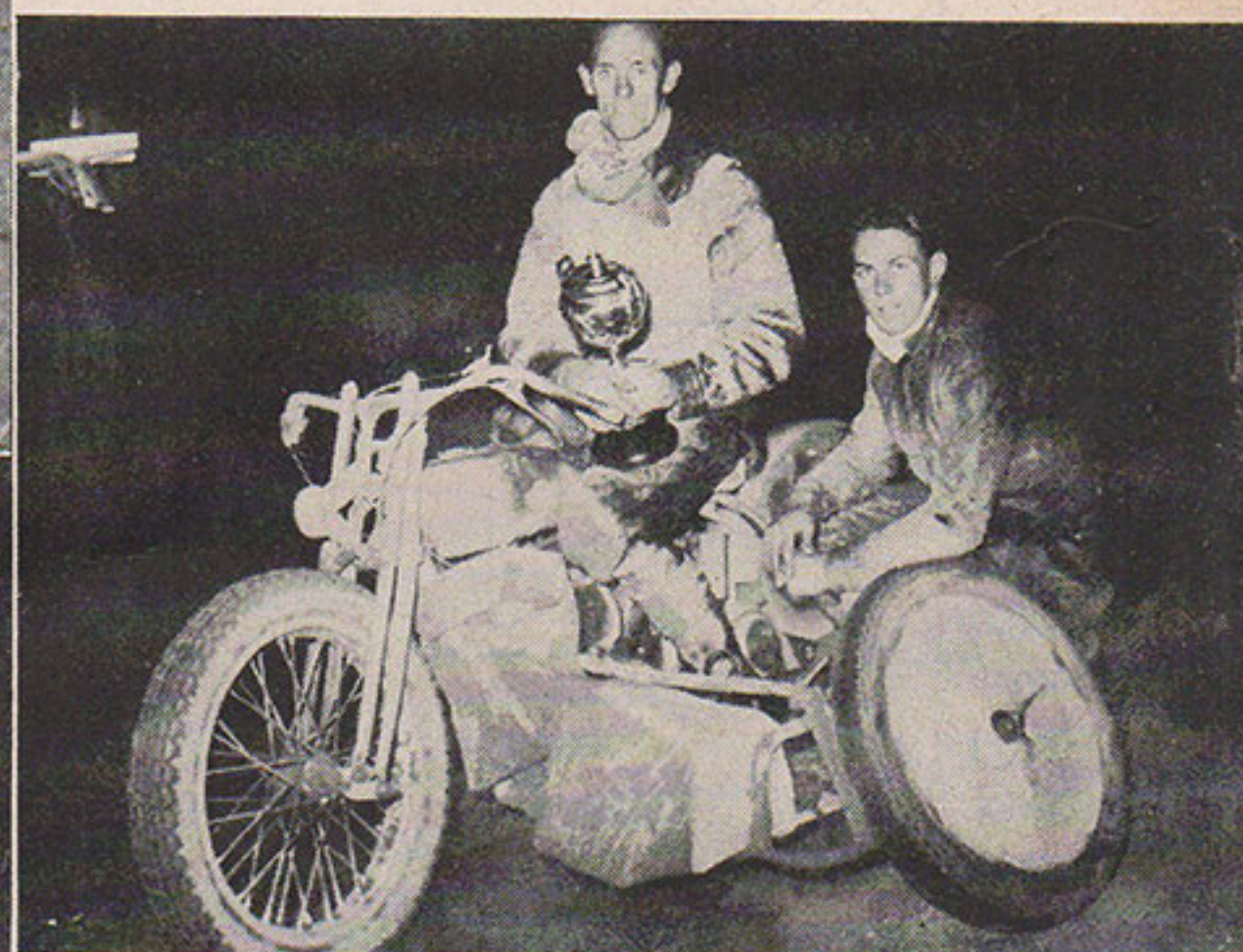
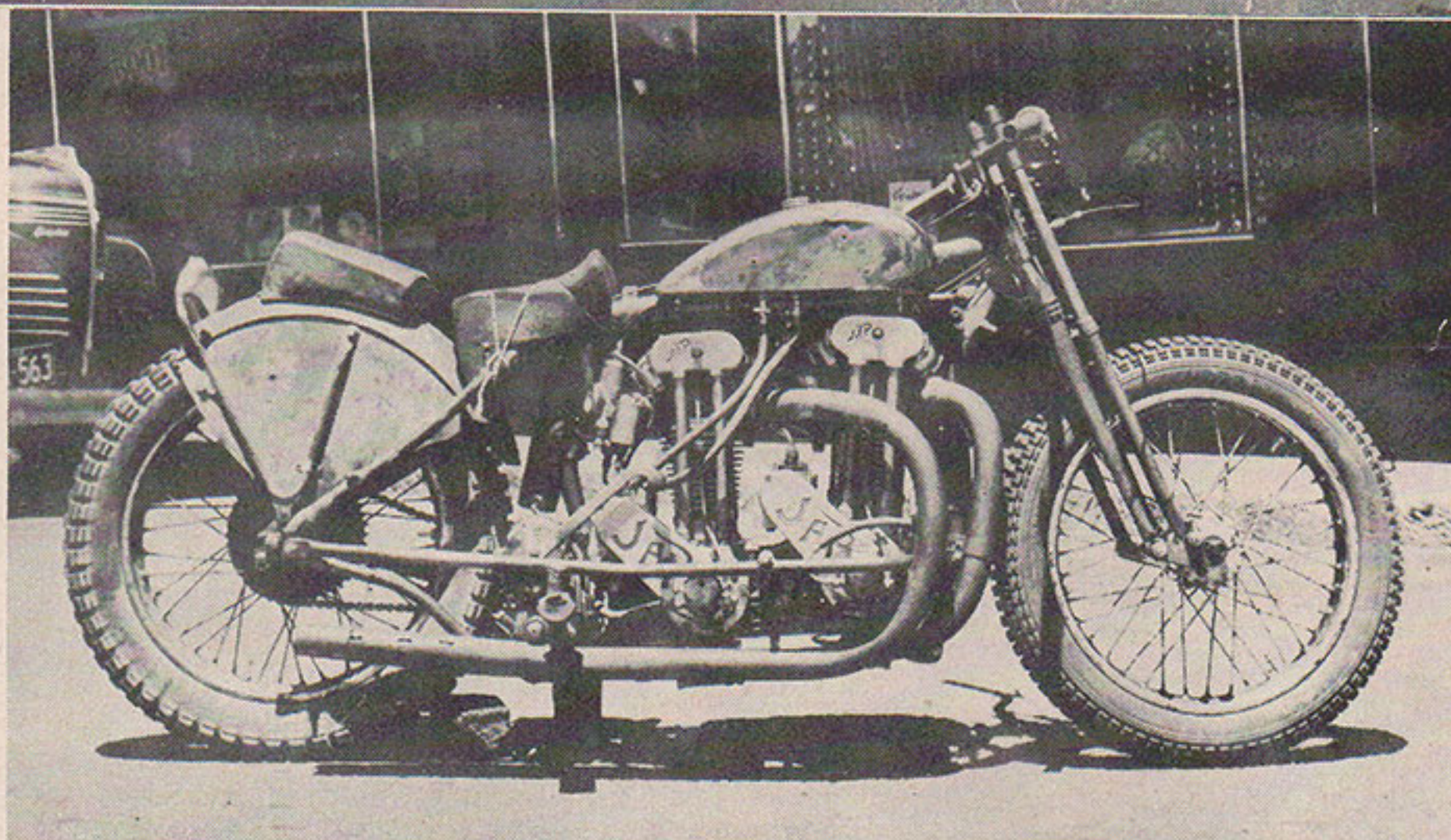


SIDE CAR RACING

**BRAVERY AND BRAWN
BALANCE "BUCKETS"**

By John Lowry

Photos from Bert Martin and Bill Maasberg



ABOVE LEFT, Em Hallam, HRD, passes stroked Panther on outside at Sydney Sports Ground Stadium, Australia. Side car wheel is visible

ABOVE, Bert Martin and passenger "Doc" Lote with "Season's High Point" trophy. Side car wheel has permanent "list," improves steering

LEFT, the two-engined JAP Special built for side car racing by Chuck Hodgkiss. Total power is about 82 bhp, gives terrific acceleration

MOTORCYCLE racing is exciting enough for participants and spectators alike, but when you hook a "bucket" on the "iron," fill the "bucket" with some human "freight," called a passenger, and go "scrappin'" around a race track, brother, that's it! Even twenty-five years ago side car racing exponents like Dynamite Scott, Floyd Clymer, and Frenchy Di Paoli used to give the cash customers countless thrills.

Today, the fine art of side car racing is being revived in the U.S. by the Pacific Coast Side Car Racing Association. Bill Maasberg is the guiding hand responsible for the revival. The Association is composed of four teams of five members each, representing four different California cities: Stockton, Vallejo, San Francisco and Martinez.

Specially light, rigid wheel side cars, built for counter-clockwise racing on tracks are the accepted equipment. The passenger merely (!) has to hold the "bucket" down on the corners, which is quite a trick, 'cause the "bucket's" on

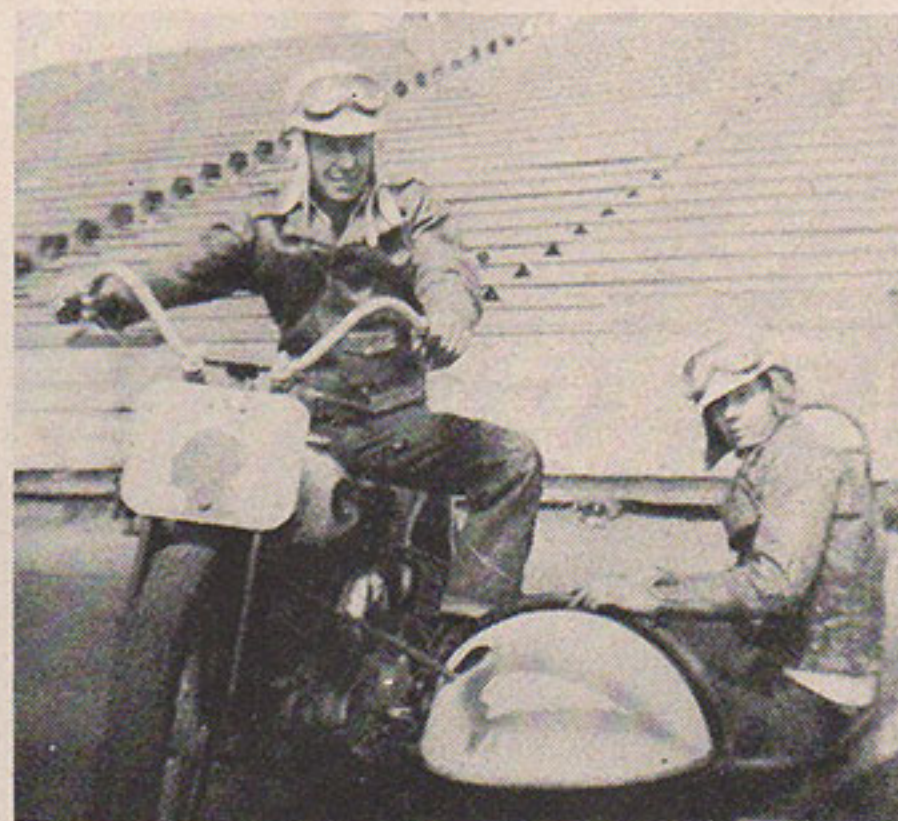
the inside of the turn and wants to flip over the bike at the first opportunity. The photos tell the story—have a look!

But wait. What happens when you go clockwise around a one-fifth mile track with the 'cycle on the inside of the turn and the "bucket" on the outside. Man, that's for the birds. The birds, that is, in New South Wales, 'way down yonder 'round Australia-way.

Experience taught the riders "Down Under" to place the side car wheel on a permanent slant and to pressurize the powerplants until the horsepowers were big and strong. Thanks to Bert Martin of Sydney, Australia, who sent us the photos herewith shown, we can illustrate what this means.

Does the lady in the back row wish to come on the track and turn a fast lap or two with Bert? What? You don't mean it! Honest, Aussie, she fainted dead away just thinking about it!

RIGHT, playing on pavement, a very tricky deal. Maasberg and Show practicing



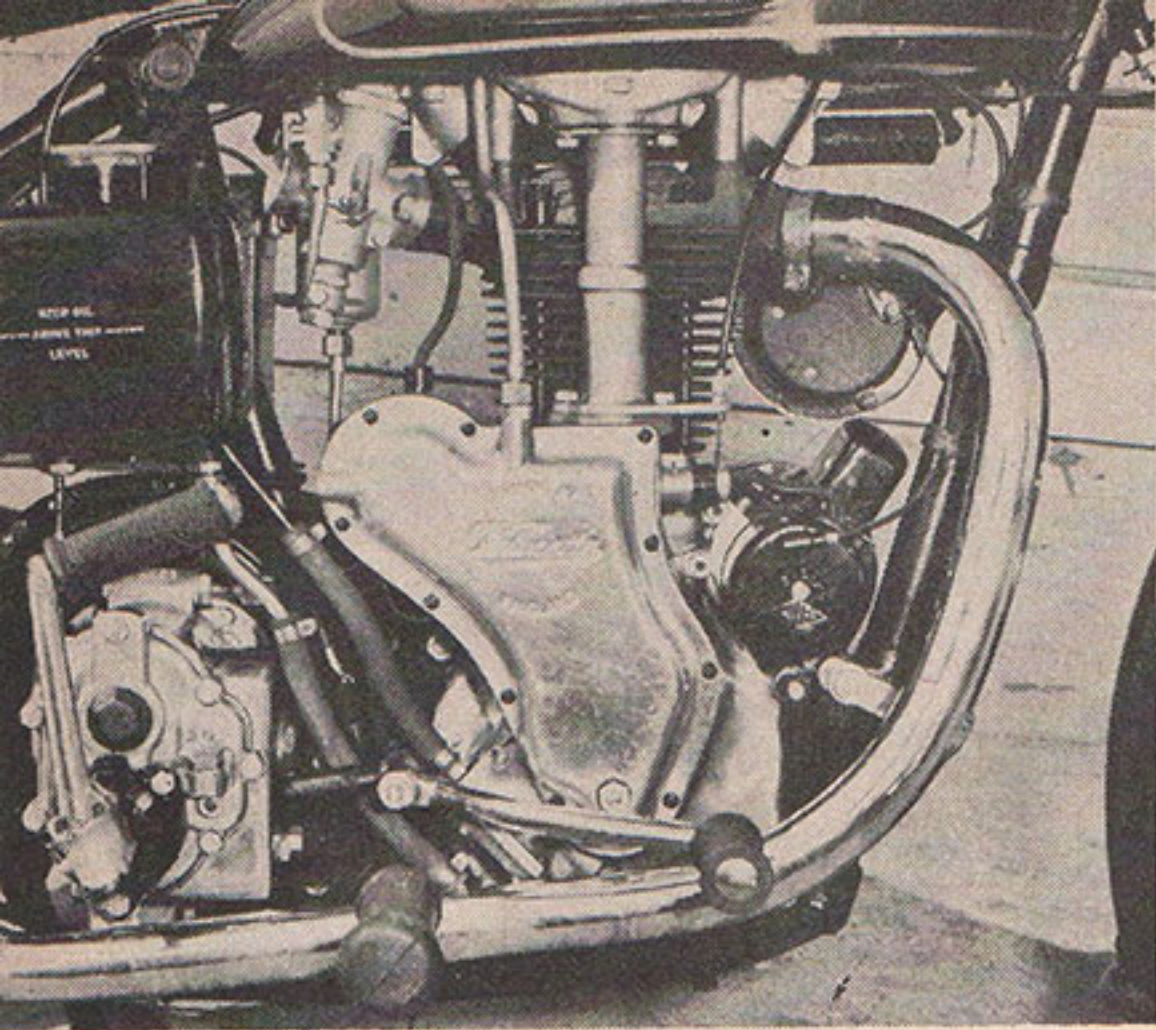
ABOVE, Bill Maasberg and passenger Ira Show, one of the Stockton side car racing teams



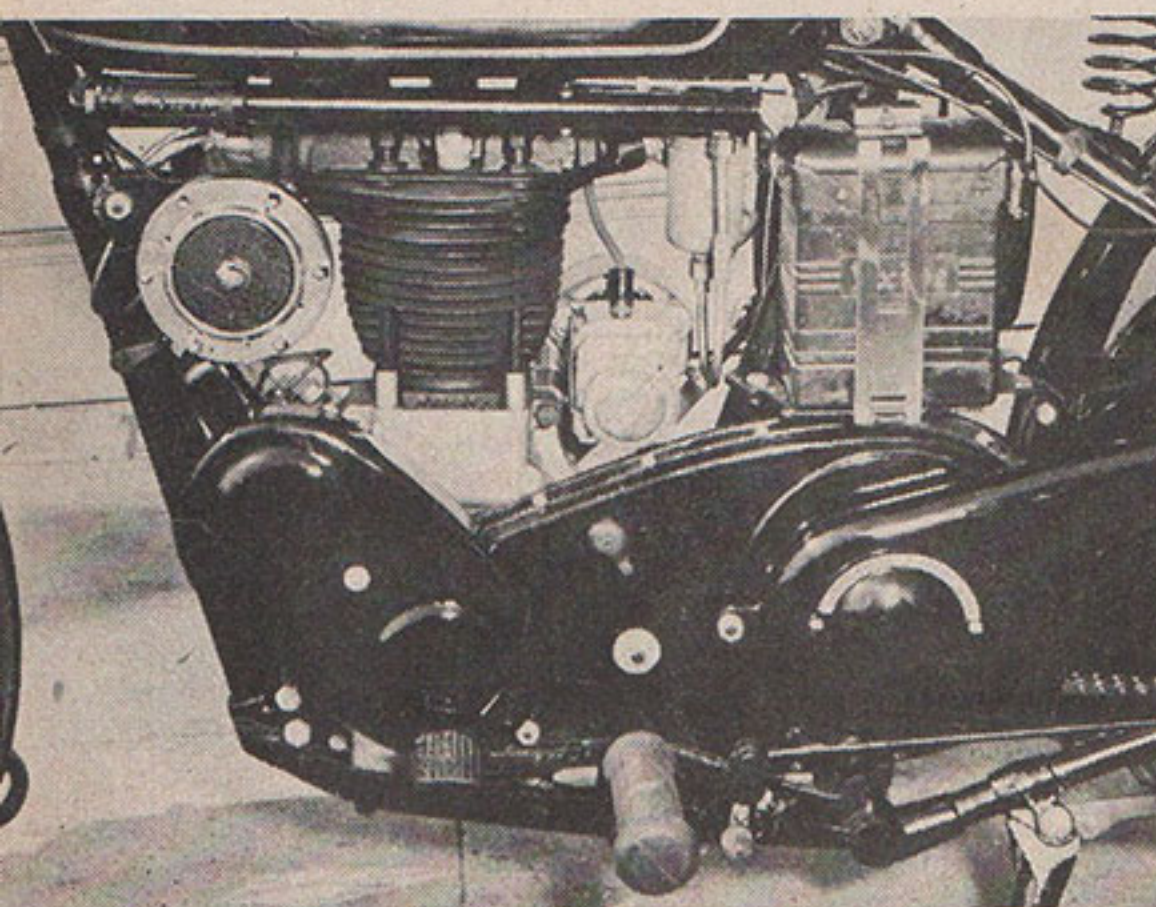
The Model MAC *Velocette* 350c.c. OHV Single

A REVERED BRITISH MAKE

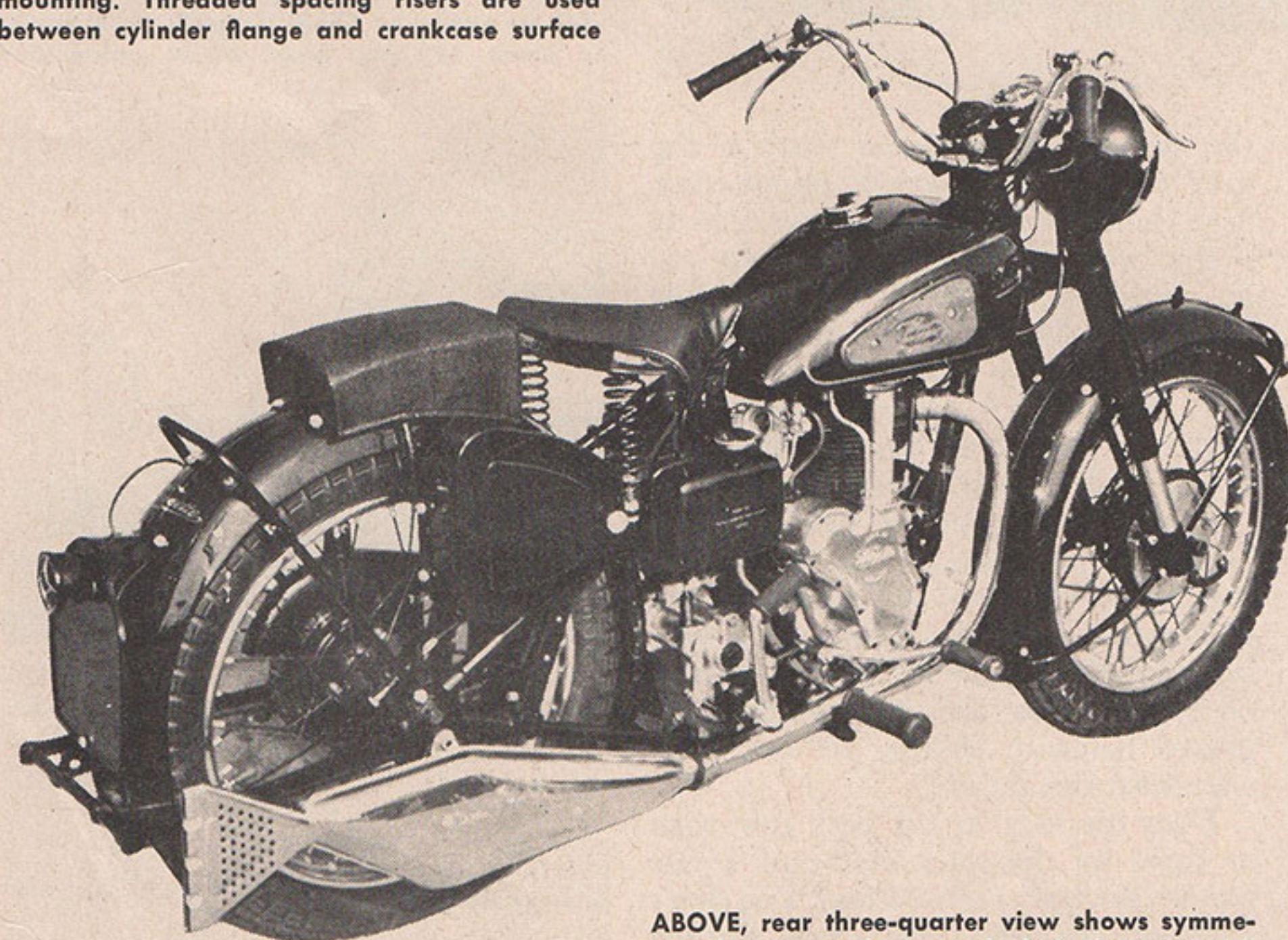
Photos by Thomas J. Medley



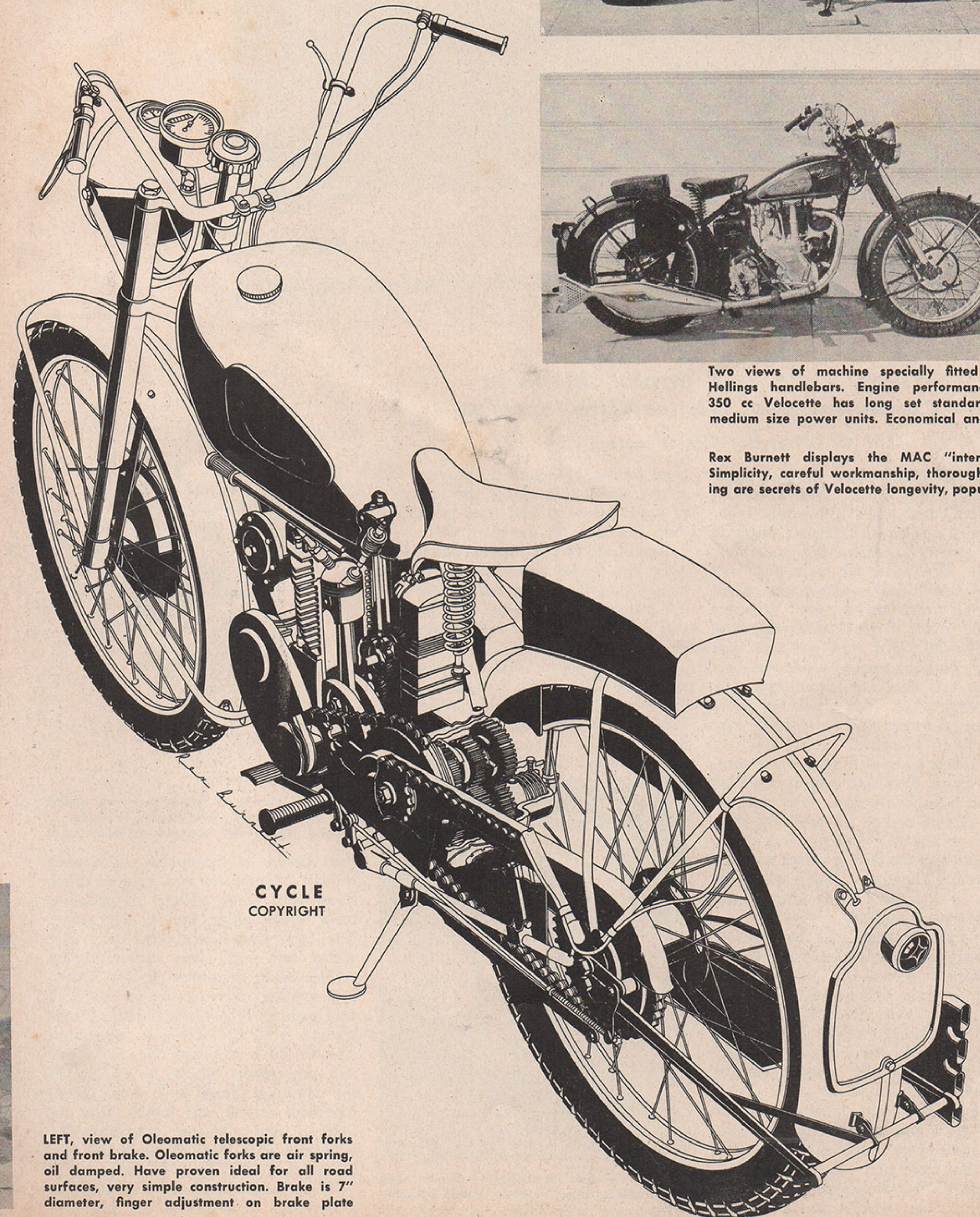
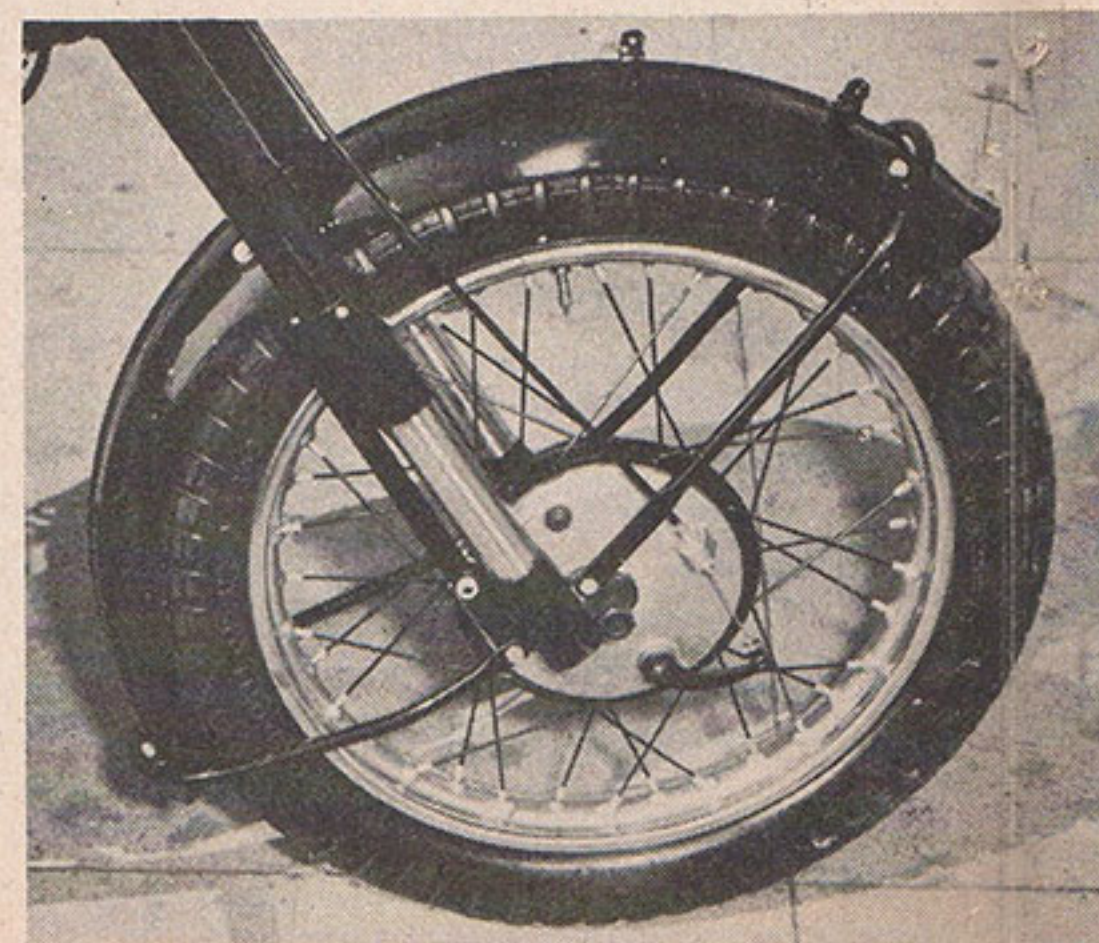
Right side view of 350 cc engine. Push-rod operated overhead valve gear is totally enclosed, positively oil lubricated. Semi-down draught Amal carburetor and forward-mounted Miller generator are featured. Bore is 68 mm, stroke is 96 mm, displacement 349 cc. Note folding-type kick starter pedal, shifter lever



Primary drive side of machine showing fully enclosed front chain and clutch housing, enclosed chain-drive to generator, accessible magneto breaker point box, and kickstand mounting. Threaded spacing risers are used between cylinder flange and crankcase surface

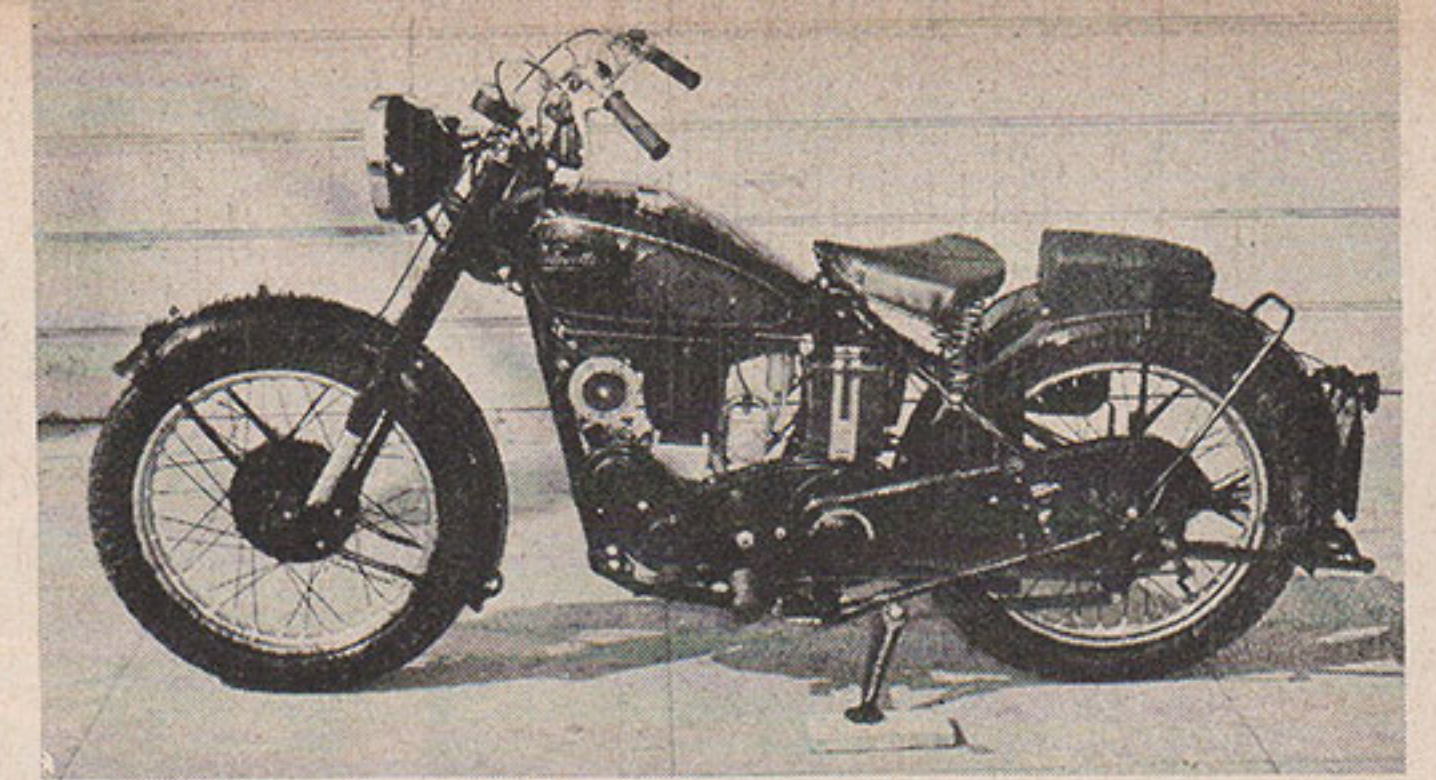


ABOVE, rear three-quarter view shows symmetry of entire machine. Much desired "Velocette" muffer is clearly shown, also oversize tool box, compact oil tank, convenient lifting handle on rear fender. This machine has been fitted with special Hellings handlebars to order by buyer



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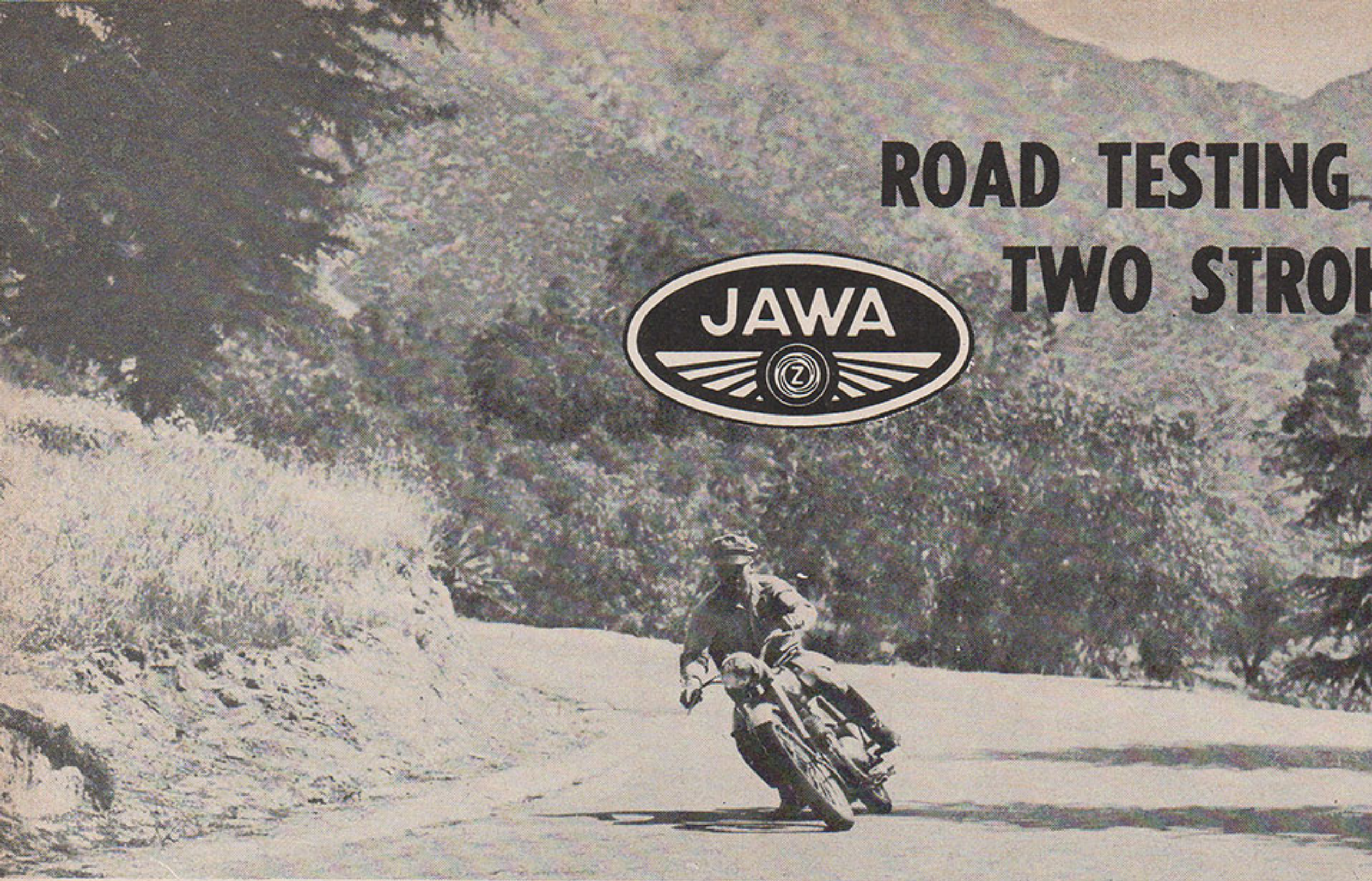
LEFT, view of Oleomatic telescopic front forks and front brake. Oleomatic forks are air spring, oil damped. Have proven ideal for all road surfaces, very simple construction. Brake is 7" diameter, finger adjustment on brake plate



Two views of machine specially fitted with Hellings handlebars. Engine performance of 350 cc Velocette has long set standard for medium size power units. Economical and fast

Rex Burnett displays the MAC "internals." Simplicity, careful workmanship, thorough testing are secrets of Velocette longevity, popularity

ROAD TESTING THE 21" TWO STROKE TWIN



Photos by
Thomas J. Medley

Lively Twin Two Stroke, Made in Czechoslovakia, Bristles With Features

By Officer H. Filker—Alhambra P.D.

THIS motorcycle was obtained from Mr. George Butler, 611 Third St., San Bernardino, Calif. The engine number was 12-6188, of 21 cu. in. displacement, two cycle. About one hour after leaving Mr. Butler we were part way up the Arrowhead mountain road, when a young rider on a new Velocette stopped to see if we were having trouble. We informed him we were just testing brakes, power, cornering tendencies, and checking gas mileage. His next remark was, "You mean they really test the motors?" "Yes, we really test every one," I replied.

The most unusual feature is the automatic clutch. The hand control is needed only to engage low gear. After that, all gears can be shifted by pressing down or up on the foot shifting lever. The rider can use the foot lever as a clutch by moving the lever slowly when engaged in low gear. This feature was found to work perfectly.

The cylinder heads can be removed separately for cleaning carbon. Two cycle engines accumulate more carbon than four cycle jobs because of the oil being mixed with the gasoline. When new, this mixture ratio is approximately 16 to 1. After two or three thousand miles of service the mixture can be thinned to 25 or 30 to 1.

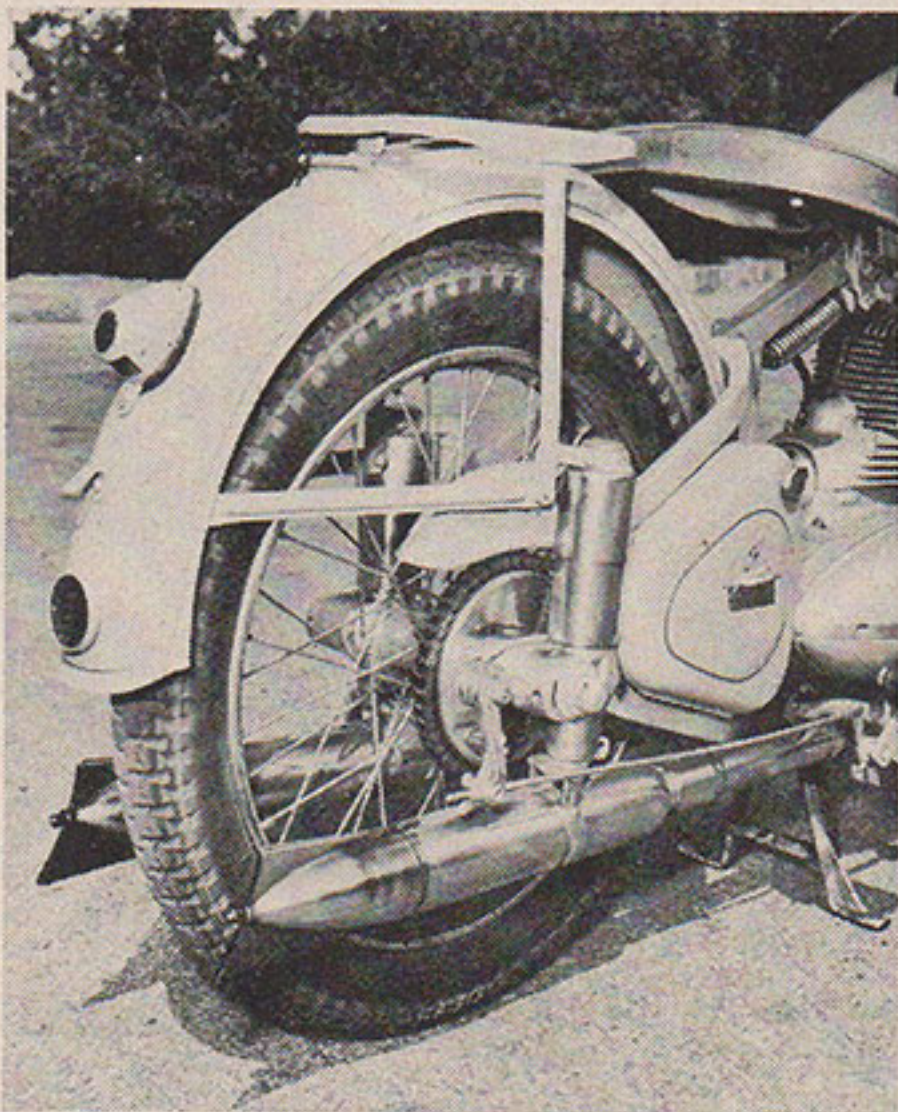
The JAWA has teledraulic front forks and a rear sprung frame. It rode and handled very well on all kinds of terrain. The front and rear spring action did not hit bottom even when riding over some old railroad ties. These ties

were separated about a foot apart, and at low speeds, caused the spring action to work very fast and over practically their full limit of travel.

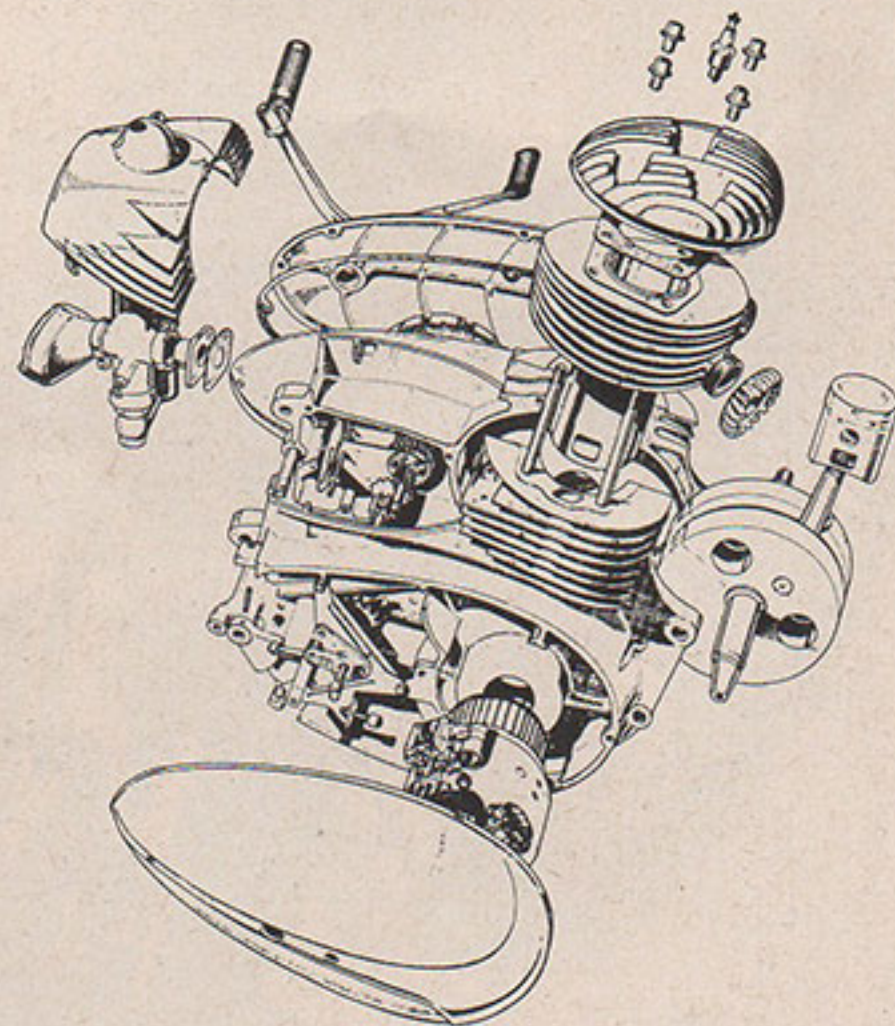
Brakes are of the internal expanding type, the brake shoes measuring six inches long. The front brake alone was not too effective. During the tests the rear brake retarded the bike more effectively than the front.

The kick starter lever operates on the same shaft as the foot shift pedal. The starter pedal can be swiveled a full half-turn when not in use and folds in out of the way toward the engine.

The weight of the JAWA was less



Rear three-quarter view displays plunger style rear springing, dual mufflers, saddle damping spring parallel to top frame tube, central stand



This is a cutaway of a single cylinder JAWA two stroke engine. Twin engine is similar in general layout, has separate cylinder heads

than stated in the specifications even though the machine was weighed when filled with three gallons of gasoline, tools, spare plugs, and a tire pump. The total weight was 260 lbs., front wheel load—105 lbs., rear—160 lbs.

The saddle is somewhat like American saddles, only smaller in size but well padded. It is covered with genuine leather. The seat spring is adjustable. The saddle is mounted on a lever system and works against a coil spring for damping. There is a small carrier mounted on the rear fender. The tail light is small, by our standards, but is visible at a legal distance and also illuminates the license plate properly.

This machine does not have the brute horsepower of large motors, but does

develop 15 hp at 4000 rpm. For hill climbing and off-the-pavement running the revs must be kept up around 2000 or more. A two cycle will cruise at almost its top speed without overheating. This model will run indefinitely at 60 miles per hour.

PERFORMANCE SUMMARY

Acceleration

- *Standing start to 40 mph—9 sec.
- **Standing start to 53 mph—14 sec.
- ***Standing start to 64 mph—21 sec.
- *Low gear only
- **Low and second gear
- ***Three gears used

Braking

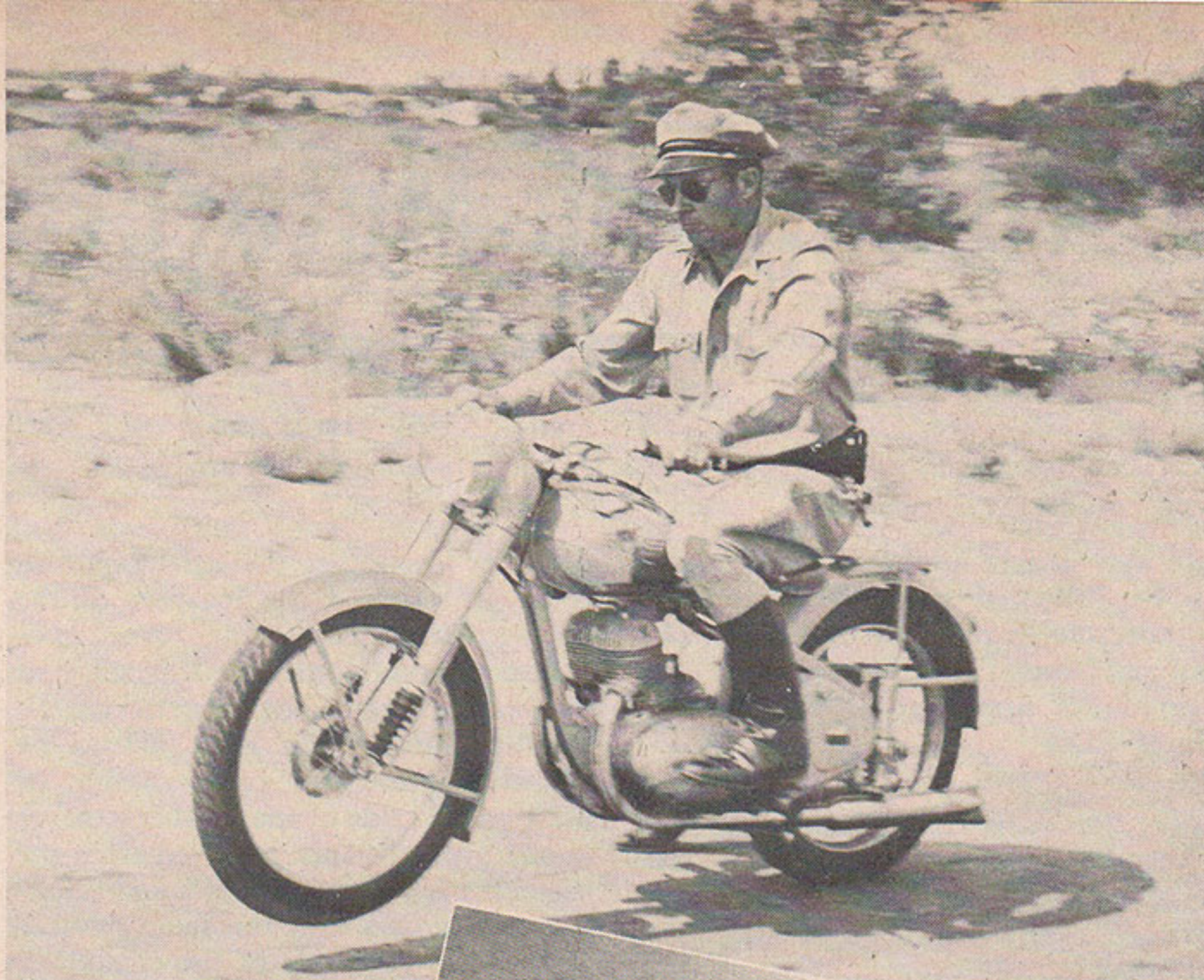
- From 25 to stopped, rear brake only—42'
- From 25 to stopped, front brake only—45'
- From 25 to stopped, with both brakes—24'

Slow Running

- High gear without chain jerk—13 to 15 mph

Speed

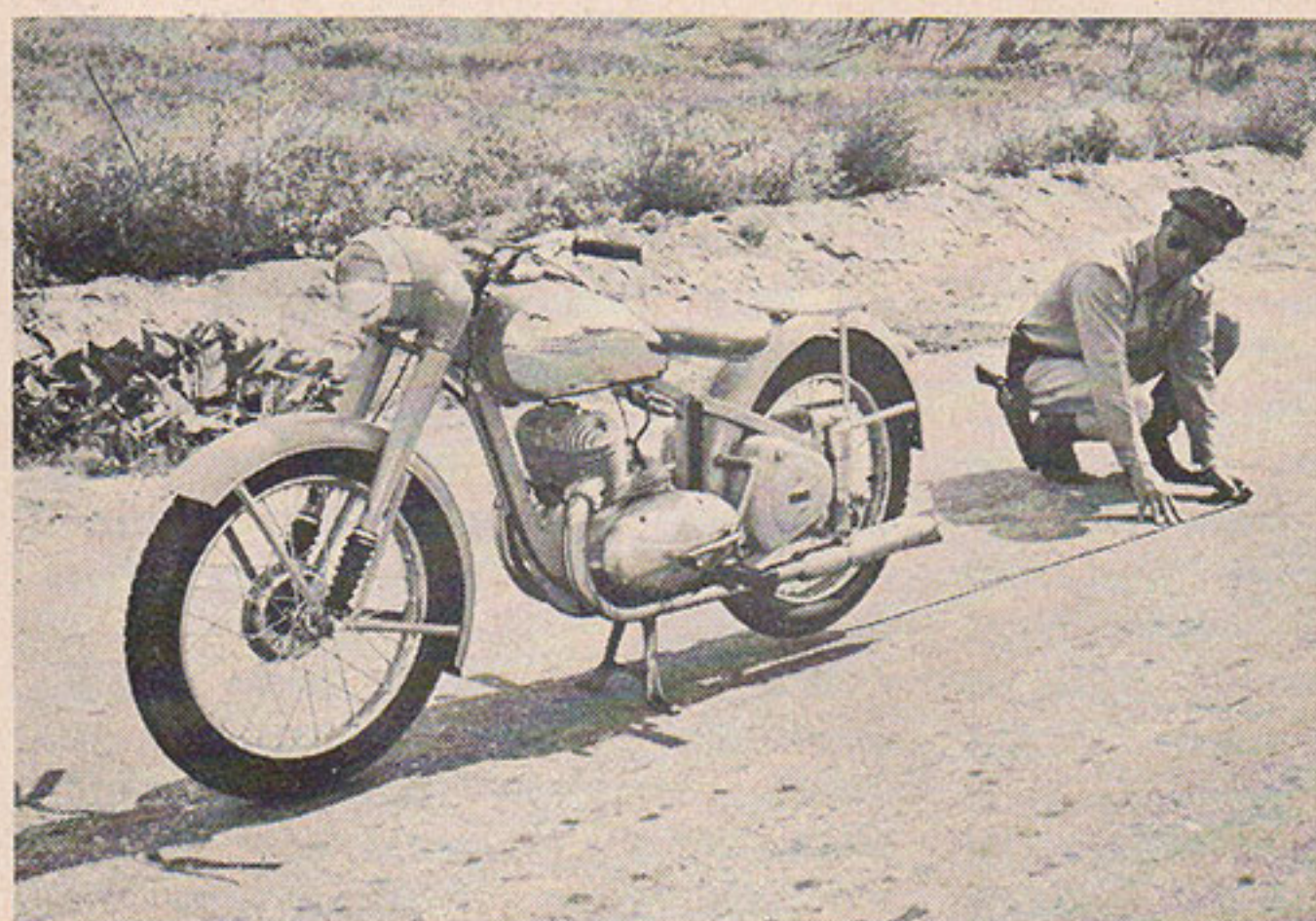
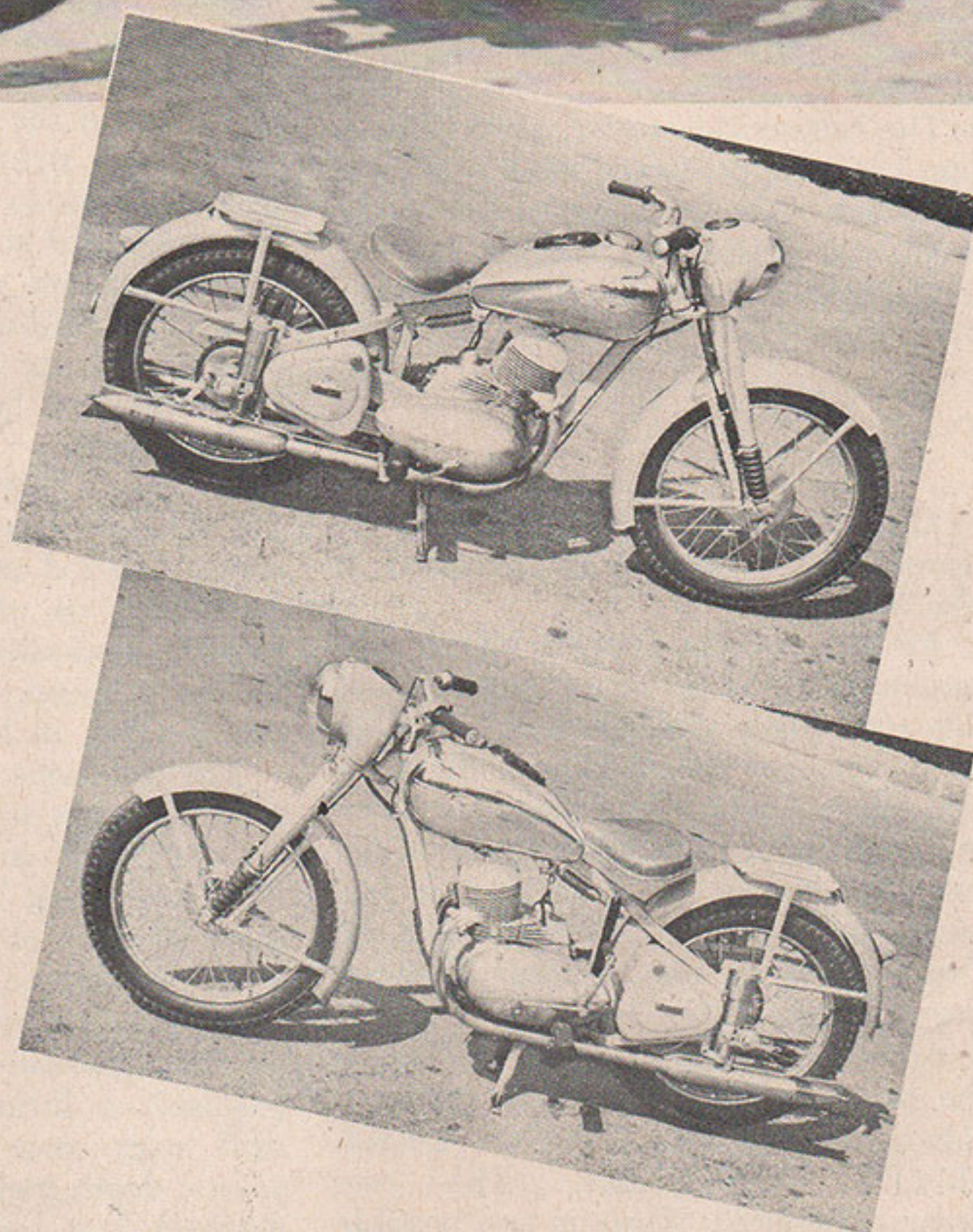
- Maximum in low gear—40 mph
- Maximum in second gear—53 mph
- Maximum in third gear—64 mph
- Highest speed attained—74 mph



ABOVE, Officer Filker experiences thrill of dropping clutch and having 21" engine lift front wheel off ground, proved engine's torque

RIGHT, two side views of 21" JAWA. Clean, compact, pleasing lines lend eye appeal. Finish is highest quality. Machine has fine workmanship

BELOW, Officer Filker measures stopping distance during brake testing. Photo shows central spring-up stand, streamlined headlamp, and rack



General Specifications

ENGINE. Two-cylinder, two-stroke engine with flat pistons, reverse scavenging.
POWER OUTPUT. 15 hp at 4000 rpm.
CYLINDER CAPACITY. 344 cc (21 cu. in.)
BORE. 2.283".
STROKE. 2.559".
CRANKSHAFT. Mounted on ball bearings.
CONNECTING ROD. Mounted on roller bearings.
CARBURETOR. Factory-adjusted. Completely enclosed, with sliding cover over air filter.
IGNITION. 6 volt, 45 watt, six pole, shunt-wound JAWA generator. Automatic voltage regulator with switch and circuit breaker. Ignition coil in switch box.
BATTERY. Enclosed in compartment on left side. Easily accessible. Matching compartment on right side contains stock tool assortment.
LIGHTING. Standard bulbs. Headlight:

32/32 C.P., 6-8 volts. Parking light: no. 51 6-8 volts, 1 C.P. Rear: no. 63 6-8 volts, 3 C.P.
LUBRICATION. Oil-gas mixture, 1 part to 25 (after break-in).
TRANSMISSION. Primary drive, fully enclosed chain running in oil bath.
GEAR SHIFT. By pedal lever and JAWA automatic clutch. Gears engaged are indicated by panel lights.
GEAR BOX. Four-speed, in-unit construction with engine.
CLUTCH. Multiple-disc with cork lining, in oil bath. Automatic with auxiliary manual control.
BRAKES. Internal expanding, front and rear, 6" x 1".
FORK. Telescopic spiral springing.
HANDLEBARS. Divided and adjustable. Diameter 3/4", width 27 1/2".

REAR SPRINGING. Telescopic, fully enclosed.
FRAME. Rigid steel, welded square tubing.
SADDLE. Rubber sprung, adjustable friction shock absorber.
EXHAUSTS. Twin, streamlined, chromium exhausts with detachable silencers.
WHEELS. 2 1/4" x 19".
TIRES. 3.25" x 19".
FUEL TANK. Capacity, 3 gallons. One-half gallon in reserve.
FUEL CONSUMPTION. 75 miles per gallon at cruising speeds of 40 to 45 mph.
MAXIMUM SPEED. 80 miles per hour.
DIMENSIONS. Length overall 79", height 37 1/2", width 27 1/2".
WEIGHT. 300 pounds. Admissible load, 350 pounds.

Tuning the Motorcycle Engine

ACHIEVING ENGINE BALANCE—Part 2

By Tim Witham

Drawings by Bryce Gillespie

(In this article additional procedures to be followed when balancing the motorcycle engine are discussed. The August issue of CYCLE magazine contained the first part of these procedures—ED.)

WHEN symmetrical balance has been achieved the next step is to balance the flywheel assembly for rotating balance. Here again much patience must be used.

The theoretical engine under discussion has a reciprocating weight of $15\frac{3}{4}$ oz. which must be balanced. Since the small end of the rod weighs $7\frac{1}{2}$ oz., this weight must be subtracted from the $15\frac{3}{4}$ oz.

$$\begin{array}{r} 15\frac{3}{4} \text{ oz.} \\ \text{minus } 7\frac{1}{2} \text{ oz.} \\ \hline 8\frac{1}{4} \text{ oz.} \end{array}$$

Thus the actual total amount of reciprocating weight to be balanced is $8\frac{1}{4}$ oz.

Attach a weight (wire solder is convenient) of $8\frac{1}{4}$ oz. to the small end of the rod. Place the flywheel assembly on the parallel ways. Observe the position of rest which the assembly automatically seeks. In whatever position the assembly comes to rest, after it has rocked back and forth, indicates that the "heavy" side of the assembly is at its lowest point.

Additional holes must be drilled in the counterweights or in the crankpin side of the flywheels. DO NOT DRILL HOLES ELSEWHERE. The two sketches herewith illustrate two possible

positions in which the assembly may come to rest and the location of the holes to be drilled.

It is very important at this stage of the work to remember several things; the lightening holes must always be drilled in either the counterweight or the crankpin side of the flywheels, never at any great distance removed from the centerline between mainshaft and crankpin, and always drill the same number of holes on each side of the centerline, as shown in the sketches. If this practice is not strictly followed the final results are apt to be very disappointing. The drilling of holes to secure symmetrical balance are permitted in any location. The drilling of holes to secure rotating balance must be done only on the centerline between the mainshaft and crankpin.

A perfect balance will be had when the flywheel assembly, complete with connecting rod and $8\frac{1}{4}$ oz. weight, can be placed on the parallel ways and remain motionless with the crankpin in any position; top, sides, bottom, or any location in between.

The technique for drilling lightening holes requires a word or two. Use a drill or drills suitable to the type of flywheels being balanced. Remove the same amount of metal from each flywheel, do not remove all the metal from only one flywheel. Drill shallow holes at first, gradually deepening them as required, a little at a time. Do not drill holes more than $\frac{1}{2}$ " deep as a greater depth may adversely weaken the flywheel. It is better to drill a series of shallow holes than several really deep holes.

When satisfied that the final balance is satisfactory, remove the assembly from the parallel ways and proceed to assemble it into the crankcase halves. Two points to watch here are: maintenance of ample end play (.006" to .012") and absolute cleanliness. The end play

can be measured with a feeler gauge or dial gauge. Too much end play is preferred to too little. By having ample end play the flywheel assembly will never be apt to bind up and create additional friction in the mainshaft bearings.

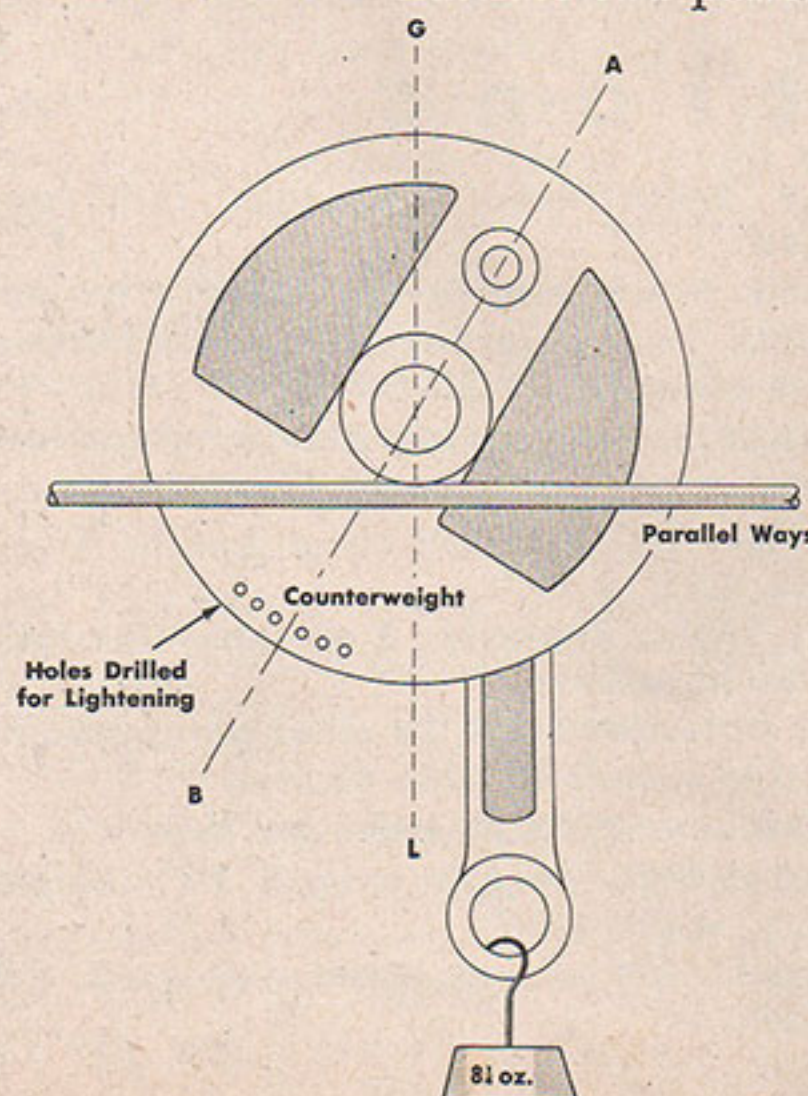
BALANCING A VERTICAL TWIN

The balancing procedures for a vertical twin engine are somewhat different as compared to a single cylinder engine, but the principles are the same. One big difference is noted at once, however. Because of the friction of plain bearings (babbitt-lined bearings) it is not possible to properly balance a vertical twin engine with the rods mounted on the crankpins.

First, the rim of the central-type flywheel must be checked for concentricity. Final concentricity is likely to be achieved by taking a light cut off the surface of the flywheel rim, so access to a lathe is desirable. This will provide centers for truing and the required essentials with which to take off a light cut from the rim.

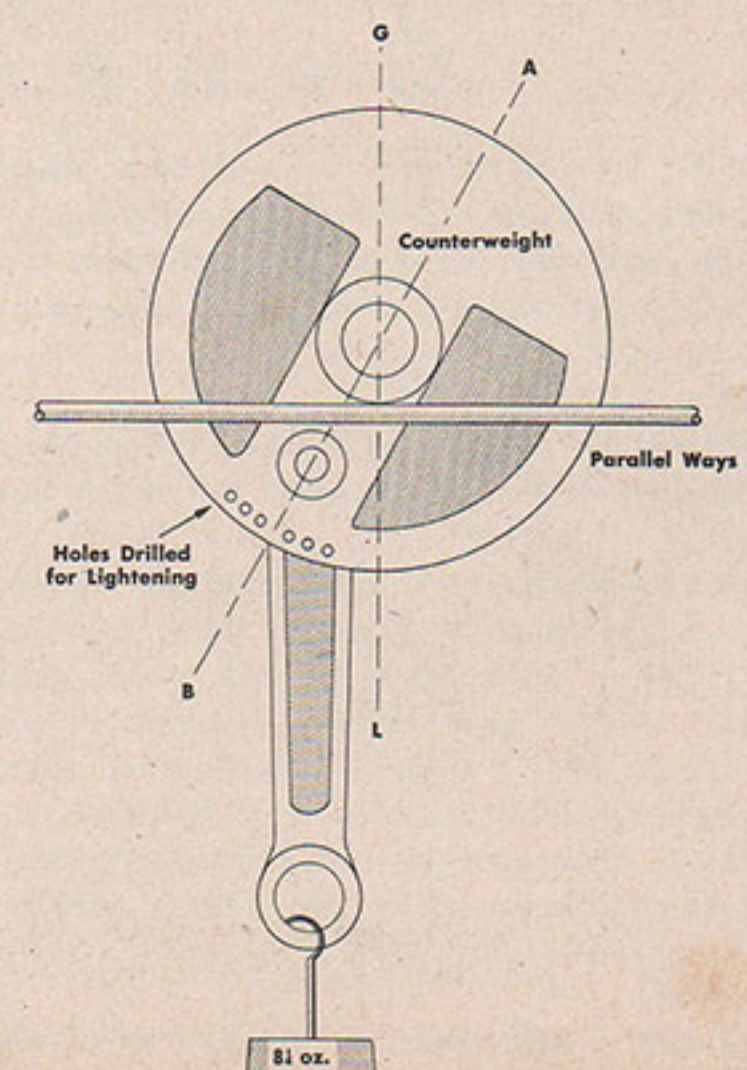
Place the flywheel assembly between the lathe centers and indicate with a dial gauge to see if the mainshafts are concentric. If they are not, it is necessary to lap or scrape the centers in the mainshafts into true parallelism within a tolerance of .002" of the mainshaft bearing surfaces.

When the dial gauge shows that the mainshaft bearing surfaces are concentric with the mainshaft centers place the dial gauge so as to indicate the concentricity of the flywheel rim.

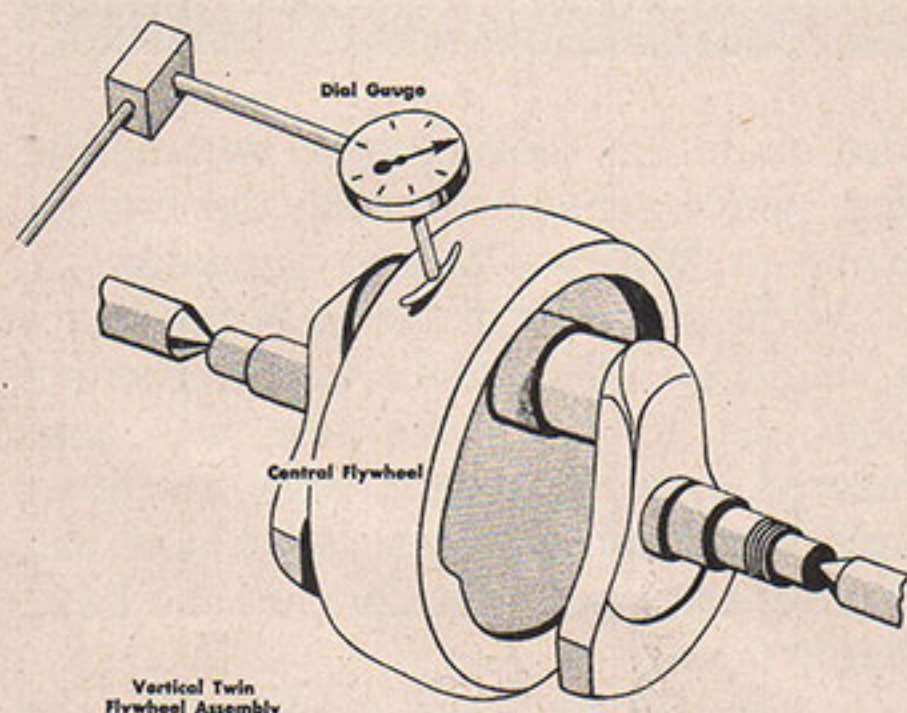


LEFT, flywheel assembly at rest with too heavy a counterweight. Line GL depicts center of gravity, line AB passes through centers of crankpin and mainshaft, must ultimately line up

RIGHT, flywheel assembly having too much weight on crankpin side. All lightening holes must be drilled as close to line AB as possible to secure proper balance, not set up harmonics



This indication should show that the rim is concentric within a tolerance of .005". To achieve this accuracy it probably will be necessary to take a light cut off the rim of the flywheel. When the dial gauge is placed on the side surface of the flywheel a certain amount of eccentricity may be indicated, suggesting a wobbling motion. If this is so, take a light cut off the side surfaces also. If it is found that excessive wobbling is present, due to bent or warped crank halves, it will be necessary to replace the damaged part.

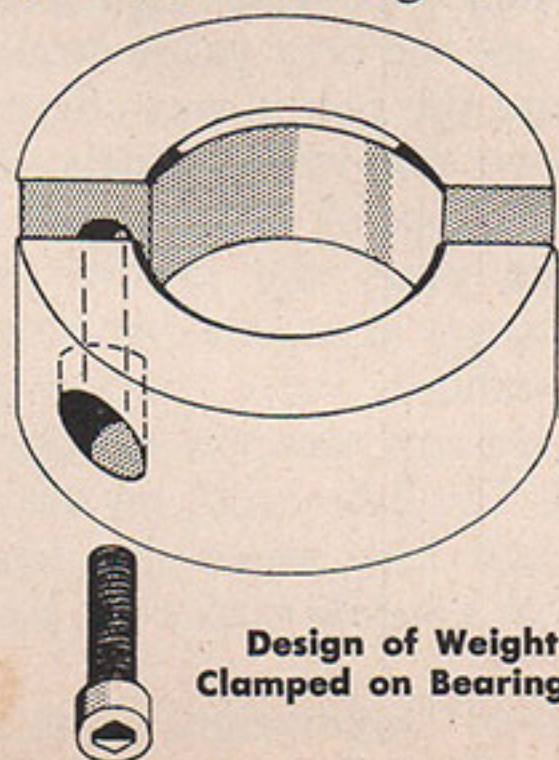


Checking concentricity of central flywheel assembly when balancing a vertical twin. See text for details on truing mainshaft centers

Secure symmetrical balance of the unit in the same way as explained for the single cylinder engine, using a blob of modeling clay, parallel ways, drilling of lightening holes, etc. Then commence the work of bringing the unit into rotating balance.

Because I have had experience with Triumph vertical twin engines, allow me to use Triumph weights and calculations when dealing with a hypothetical engine for text reasons.

For fine accuracy in weighing, secure a scale that registers in grams. Weigh each piston assembly separately. Piston assembly means with wrist pins, rings, and circlips, or pin locks. Weigh each connecting rod complete, by suspending the rod on a wire loop passed through the big end, allowing the small end of the rod to bear on the weighing scale. Reverse the connecting rod and place the big end on the scale. This procedure will check the readings for accuracy, because if both readings are added to-



Design of Weight to Be Clamped on Bearing Journal

gether the sum should exactly equal the weight of the complete rod.

The small end of the connecting rod weighs 98 gr. Each piston assembly weighs 246 gr. Add these two weights. The result is 344 gr. Applying a Balance Factor of .65 (this Balance Factor is quite suitable for modern vertical twin engines) to the total weight of 344 gr.

$$\begin{array}{r} 344 \\ .65 \\ \hline 1720 \\ 2064 \\ \hline 223.60 \text{ gr.} \end{array}$$

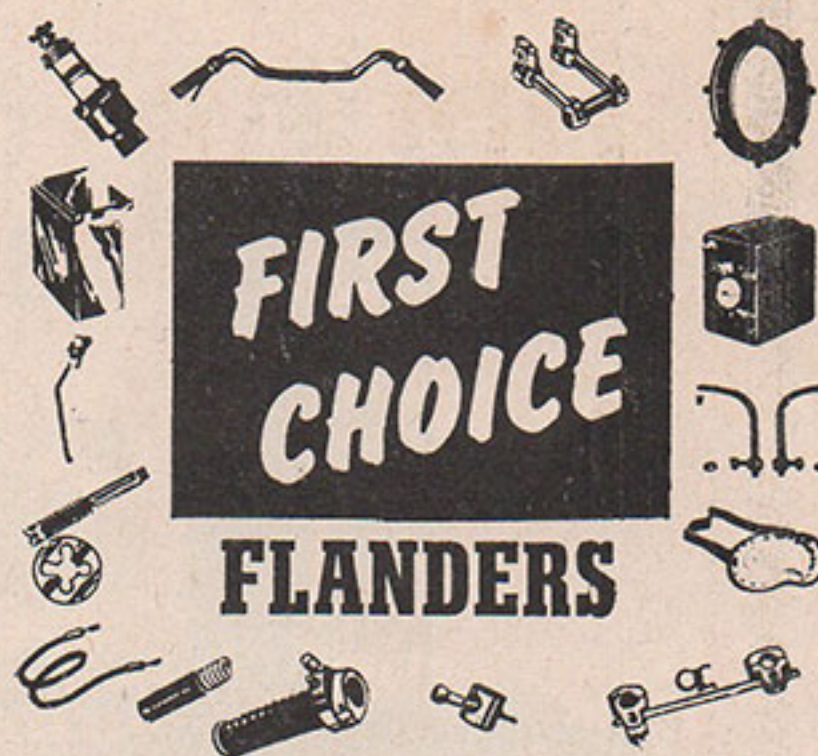
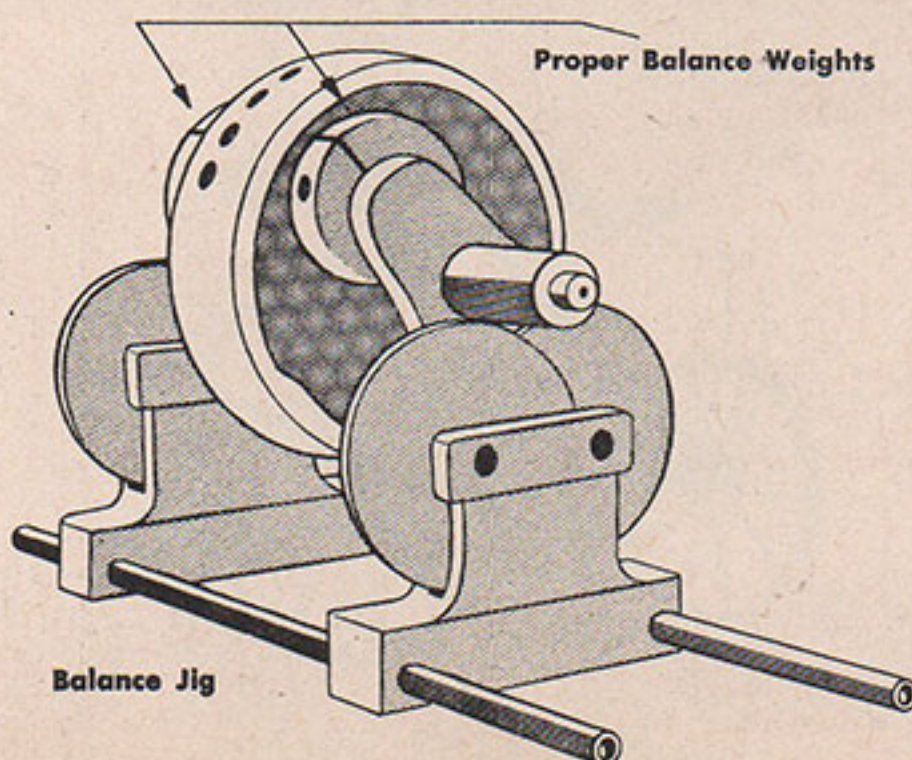
shows that the reciprocating weight to be balanced is 223.6 gr. Use 223½ gr. for convenience. To this amount of weight it is necessary to add the weight of the big end of the rod—247 gr. This total equals 470.5 gr.

Since the engine is a twin cylinder unit we must remember that the calculations above reveal only the cumulative weight of one piston-rod assembly. It will be necessary to fix a weight equal to 470.5 gr. to EACH of the crank-throws to ultimately achieve proper balance.

Make up two suitable weights, each totaling 470.5 gr., which can be clamped on the crankpin journals. Wire solder of the correct weight can be wrapped around each journal if the making of weights is not possible.

With the weights firmly clamped onto the journal bearings, check for rotating balance just as outlined above for the single cylinder engine. There is one difference, however. Drill the lightening holes in the face of the flywheel rim instead of the sides of the rim, and DO NOT drill holes in the integral bob-weights (small counterweights which are part of each half of the crank-throw). Such practice will result in getting the entire flywheel assembly very badly out of harmonic balance in such a way as to make it practically impossible to again get it back into suitable balance.

With a suitable weight on each crankpin journal the assembly, when placed in a balance jig, should remain stationary when in any position, thus indicating proper balance



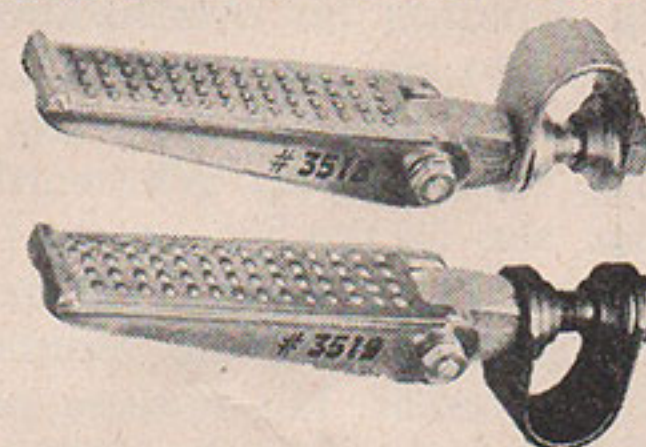
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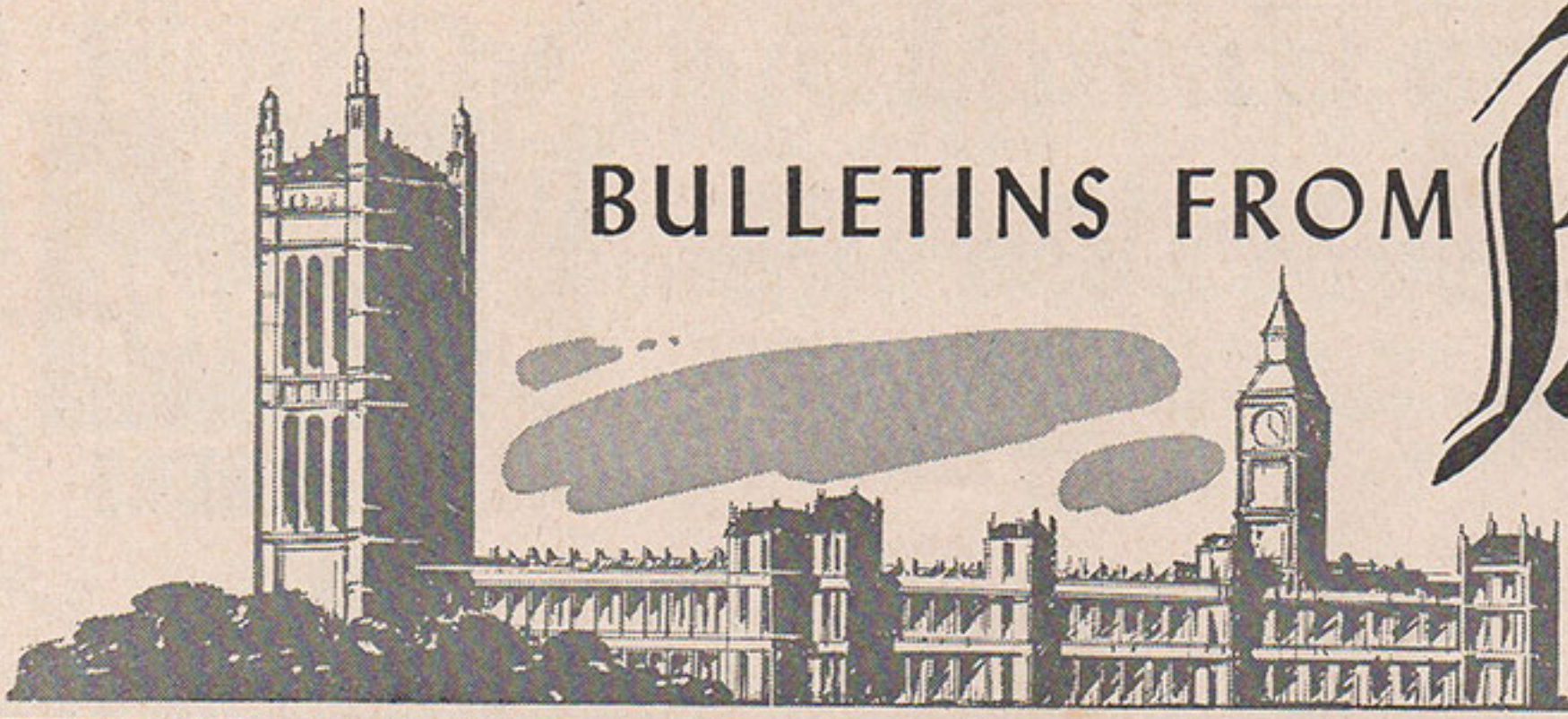
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BULLETINS FROM

Britain

By William H. Onslow

PERMIT me to be a bit jubilant, and deeply grieved, in reporting to you this issue. Two experiences, both of terrific impact, have recently been my lot.

Eric Oliver, 1949 International side car champion, recently suggested that I become his 1950 passenger. I agreed. The first racing event was to be held in the Belgian Ardennes forest on the Spa-Francorchamps circuit. Full details of the racing will appear in an early issue of CYCLE magazine.

Eric Oliver instructed me very well, indeed. The Norton combination proved faultless in its performance. I experienced my greatest thrill. We won the International side car race held in conjunction with the Belgian Grand Prix meeting. Excuse my elation, but I am so very happy because it was my first side car racing experience.

Deep dejection far overshadows the importance of my own successful racing experience. Death came to my good and close friend David Whitworth, on July 2nd, also on the Spa course. David fell in front of J. Raffield, the Belgian AJS exponent, during the running of the 350 c.c. event. His injuries proved fatal. I have lost a friend, motorcycling has lost an exemplary figure of great sportsmanship.

THE NAME of Freddie Frith may be little known to the average American. His name is a household one in Great Britain.

His contributions to motorcycling are unique. Winner of four TT races and the World's 350 cc Road Racing Championship for 1949 top his list of achievements.

By nature a modest man, he was "knocked for six" the other day upon receiving the honor of "Order of the British Empire" from his King. Earned by his superb motorcycle racing skill, the honor is a great reflection on the man Frith and, in general, upon motorcycling.

CYCLE magazine adds its sincere congratulations to a great sportsman, a gentleman, and a credit to our sport—Fred Frith—O.B.E.

HISTORY of FAMOUS
BRITISH
Motorcycles

THE EARLY history of the Ariel concern is rather complicated and hard to follow, for in the early nineties it was an amalgamation of several companies engaged in the production of bicycle components. Later, towards the end of the century, a "canny Scot," Mr. Charles Sangster, became a Director of the company and with true Celtic intuition decided that an engine would save the energy needed to produce the forward motion of a bicycle. Early in 1898, a single cylinder tricycle was to be seen around the Birmingham area.

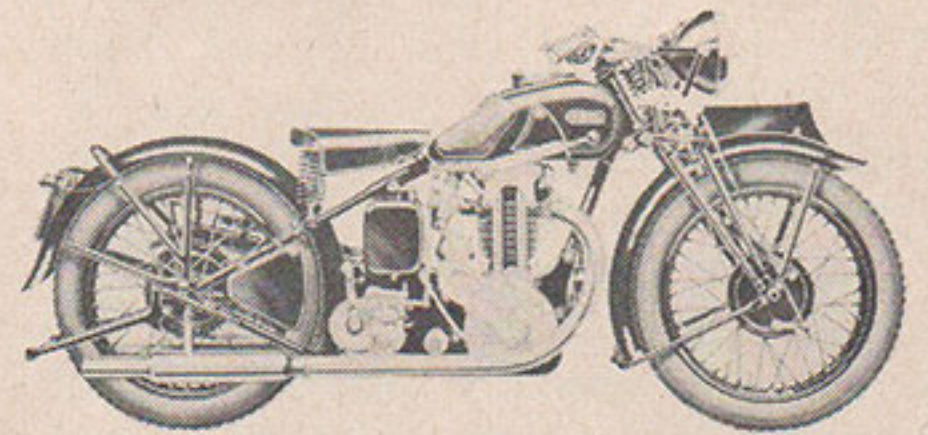
At the turn of the century, with a typical Scottish gesture, our man decided that in the future, six wheels should suffice for three vehicles, thus, in 1902, the first Ariel motorcycle was produced.

Entering larger fields, Mr. Sangster produced 20 and 30 hp cars for racing purposes, and as early as 1904, it is on record that not only did one of the motorcycles travel from one end of this Island to the other but a car having

also made this journey later became the first petrol vehicle to climb the highest point in Wales—"Mount Snowdon."

At the outbreak of the 1914 hostilities a single cylinder model was in production and in 1915 the line was augmented by a two-stroke. Both machines used the chain-cum-belt drive and had three-speed gearboxes, clutches and kick-starters.

Settling down once more when the world returned to near normal, the Ariel firm produced machines in the large V-twin class, the smaller of the two, produced in 1922, being of 6 hp. This was powered by an Abingdon engine, the manufacturers of which now produce the King Dick spanner wrenches. For the rider who preferred a lighter machine a 500 cc side-valve was listed. The twins were not long lived



Handshift, pushrod, OHV Ariel, circa 1934/35

and the following year we had beautiful singles, complete with oil baths and enclosed chaincases.

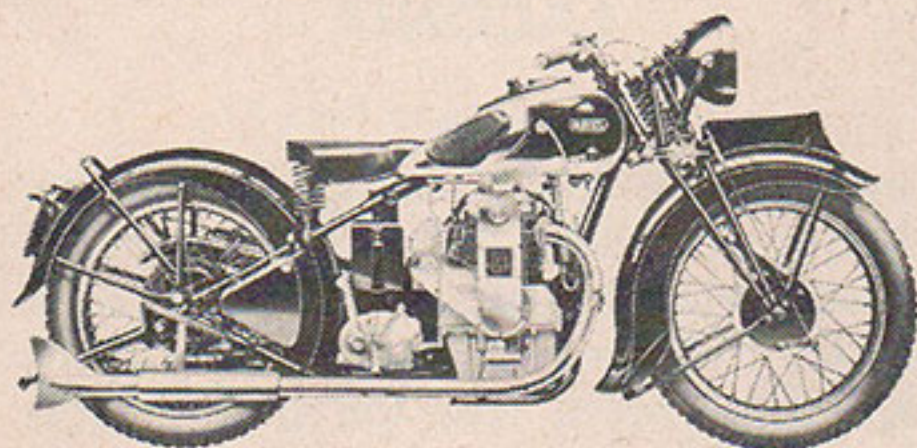
1925 saw four models listed, two of 249 cc and two of 499 cc. All had a vertical engine, semi-automatic hand pump oiling system, three speed gearbox and H.T. magneto. The "lightweights" were gone ere the next year's catalogues were out and the public was offered the choice of two side-valve models of 557 cc or two ohv jobs of 499 cc.

For three years the motive power saw little change in engine displacement, though overhead valve gear became semi-enclosed and two port motors were introduced. The bike itself, on the other hand, became like something new, in the fitting of a saddle tank over a cradle frame.

The 248 cc "lightweight" was re-introduced in 1929. The designer turned



The FIRST ARIEL 1867



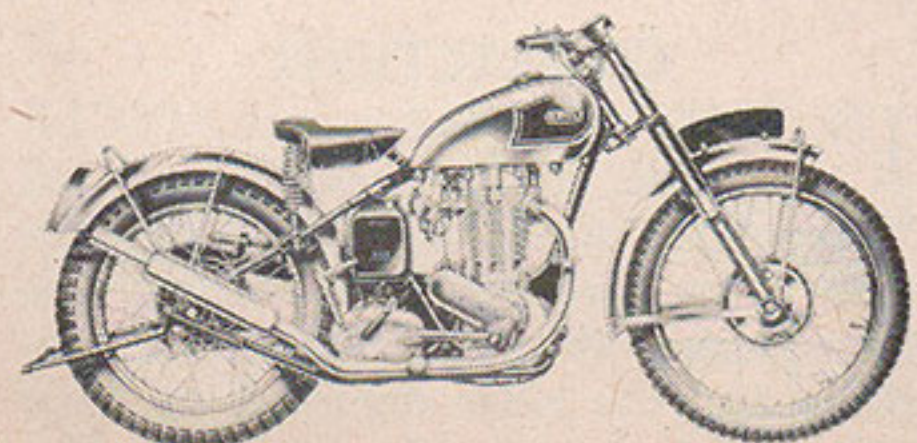
1936 overhead camshaft Square Four, 600 cc

to the dry sump lubrication system. Meanwhile, we had passed through the Ariel's most glorious year—that of 1931. Inclined engines of 248 cc's were offered in both side and over-head valve forms, and side-valve models of 557 cc could be had in either vertical or inclined types. These were not all, for listed under their designations we found—V.F. 31. A 30-degree vertical ohv model, of 497 cc, S.G. 31. A four-valve inclined ohv of 499 cc; then, to a startled world—4F 31, a four-cylinder chain-driven overhead camshaft plot of 497 cc. Thus was born the first "Square Four" or "Squariel" as we dub the machine today.

Four years later the four cylinder was altered to the push-rod style and was produced in both 600 and 1,000 cc form, and the design was almost as we know it now. The trusty model VB side-valve had already made its name as a "slogger," a term we use for machines that will plod along mile after mile without a falter. The Ariel Hunters were a force to be wary of in the field of sports competition and at the mile grass circuits they were putting up excellent times.

Few Ariels are used for road racing but in field events they can match the best. Rob Ray, Jack Stocker, Harold Lines and the late Eddie Bessant were a few who have gained International honors astride the well-known red machines, while the 250 cc lap record at Brands Hatch, the mile long, kidney-shaped, grass circuit southeast of London, has long been in the hands of a smart little Ariel rider, C. G. Clisby.

The current range of single and multi-cylinder models provide a machine for any purpose, though I expect the U.S. rider to plump for the good looking "four" with its neat layout, compact engine, and coil ignition. The lady rider, however, may prefer the lighter twin. The sport-type rider will, perhaps, not be content until he has tried the 500 cc Comp job.



Mid-century competition Model VCH, 500 cc

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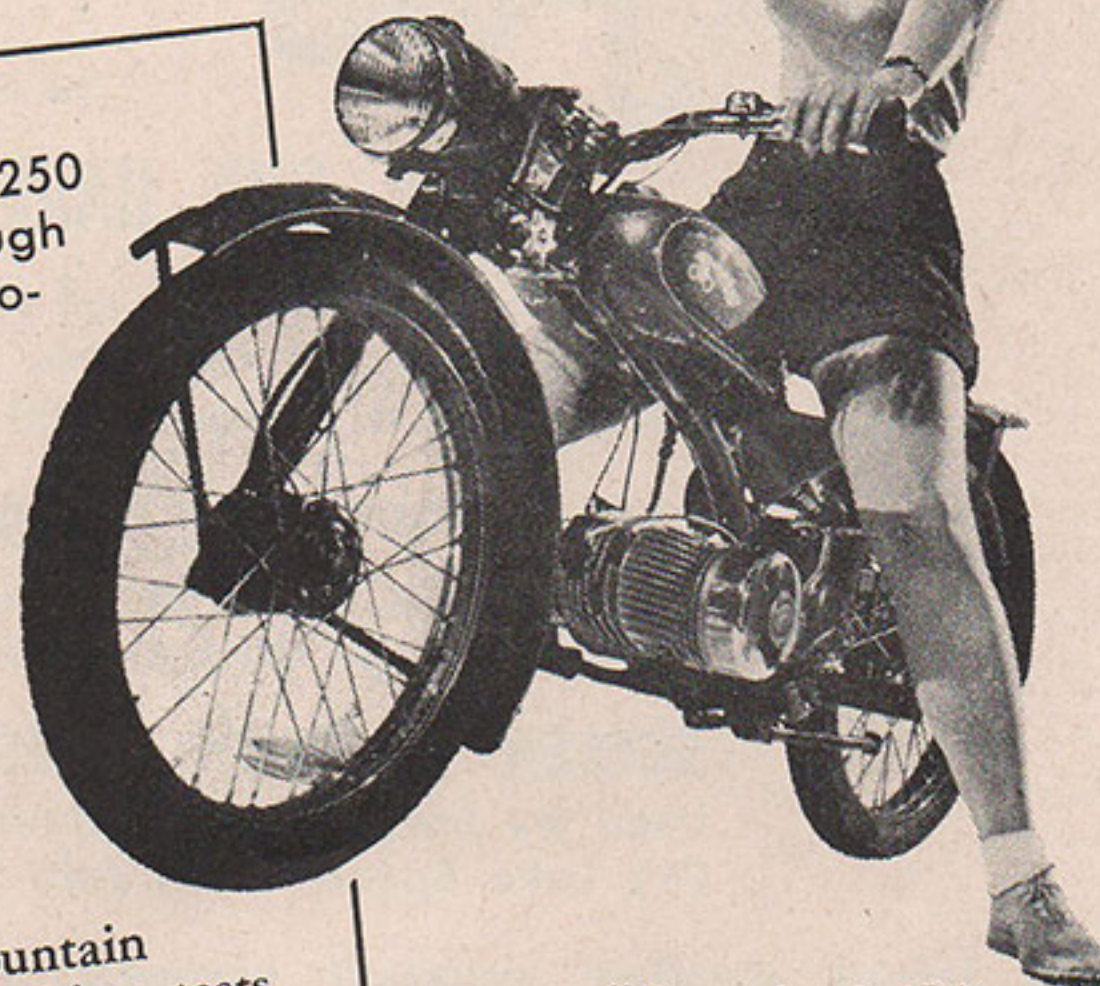


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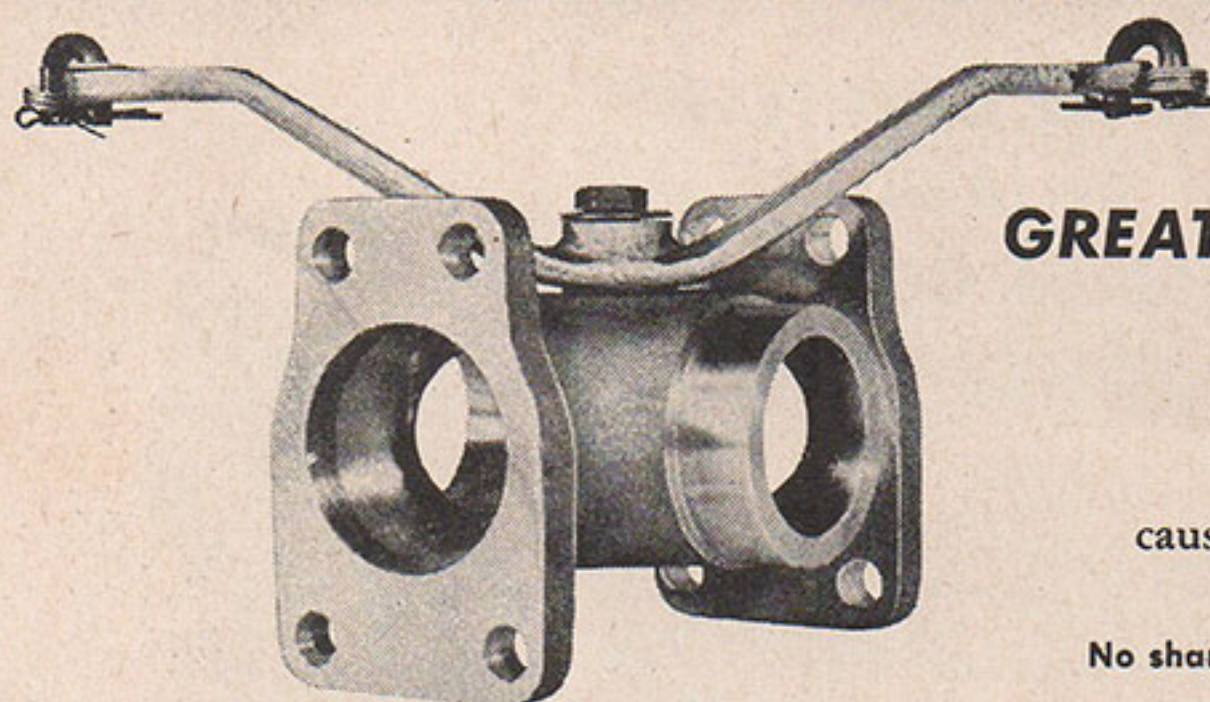
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LACONIA

(Continued from Page 7)

was missing from his regular position. Sabine was done. Laps rolled by and finally, when Miller and Weatherly were on their 91st and 90th laps respectively, Klamfoth rolled into the pits. A gear box oil plug had joggled out and he had lost his transmission oil.

Finally, 1 hour, 56 minutes and 22 seconds after 29th place starter Bill Miller had left the starting line, he was given the checkered flag, made one safety lap and then rolled into the pits. Joe Weatherly was the next to get the black and white. Then that veteran from Woonsocket, R.I., Babe Tancrede, who somehow during the progress of the race had not been given serious consideration except by his own small coterie of rooters, filled out the first three.

Fourth finisher was Tommy McDermott on a BSA, with fifth spot going to Al Wilcox, Harley. The next five money winners were as follows:

6th—Woody Simmons, Greenwood, S.C.—Indian.

7th—Al Signaski, Hamilton, Ont.—Harley.

8th—Robert Fisher, Glen Falls, N.Y.—Triumph.

9th—Warren Sherwood, Cornwall, N.Y.—Harley.

10th—George Day, Verdun, Que.—Triumph.

Winners in 50 Mile Amateur

Ed Kretz, Jr., Monterey Park, Calif.	Tri.
Richard Heinzmann, Berlin, Conn.	Tri.
Richard Harned, Cortland, Ohio	H-D
Donald Nichols, S. Windham, Maine	H-D
Vincent Zerphey, Elizabethtown, Pa.	H-D
Joseph Koptak, Wharton, N. J.	H-D
Dick Beaty, Charlotte, N. C.	H-D
Norman Lyon, New Britain, Conn.	BSA
Otis Brayton, Portsmouth, N. H.	H-D
Woody Gierisch, Fair Lawn, N. J.	H-D

CORRECTION

IN THE August issue of CYCLE magazine, under the article entitled "Greenhorn Enduro—1950," two errors were present. Del Kuhn, the Sweepstakes Winner, rode an AJS machine and the rider depicted on Page 10, astride an Ariel, is NOT Del Kuhn. Shame on us!

BACK ISSUES

1950

☐ Apr. ☐ May ☐ June
☐ July ☐ Aug.

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HEADRICK—20-Mile National

(Continued from Page 15)

were lying third and fourth with Chann hot on their tails. In the second lap Albrecht came flashing up from the rear to take second place, and moved into first on the home stretch with Chann following, to make the order Albrecht, Goldsmith, Chann, Nicholaides. The order held through the third round, and in the fourth the leaders roared forward tire to tire, and in a terrific struggle, the positions changed to Goldsmith, Chann, Albrecht, Headrick, in the backstretch, then to Albrecht, Headrick, Goldsmith, Chann, as they hurtled past the stands. Larry Headrick established himself as the leader in the fifth lap and, though challenged repeatedly, lost his lead only for seconds for the rest of the race. From here to the finish it was Headrick leading with Albrecht breathing on his neck every foot of the way and overtaking him occasionally and momentarily. The battle for \$750 top money was far from forgotten in the rear echelon as Goldsmith, Chann, Andres, and Goff jockeyed back and forth as the frenzied grind went on. In the fifteenth lap it was Headrick, Albrecht, Goff, and Goldsmith; in the seventeenth Chann moved ahead of Goldsmith, while the two leaders careened on, only six feet between them. Chann moved into third spot and Andres into fourth on the eighteenth round, and on the nineteenth it was Headrick and Albrecht elbow to elbow on the backstretch, and it was clear that seconds were being lopped off the day's best time. In the same close-packed knot the machines tore down the home stretch and past the checkered flag: Headrick, Albrecht, Goldsmith, Chann, Andres, Goff, West, Nicholaides. Emde and Luse went out with engine troubles. Winning time: 15:17.40.

20-Mile National Championship
 Larry Headrick, San Jose—H-D
 Paul Albrecht, Sacramento—H-D
 Paul Goldsmith, St. Clair Shores, Mich.—H-D
 Jimmy Chann, Riverside—H-D
 Roy Andres, Stockton—H-D
 Ray Goff, Flint, Mich.—H-D
 Charlie West, San Jose—H-D
 Nick Nicholaides, Los Angeles—Tri
 Failed to finish:
 Floyd Emde, National City—H-D
 Tex Luse, Hollywood—Norton

10-Mile Amateur Event
 Ken Eggers, San Jose—H-D
 Don Rossi, Santa Rosa—Ind
 Bob Shirey, Los Angeles—H-D
 Ed Kretz, Jr., Monterey Park—Ind
 Dude Criswell, Los Angeles—AJS
 Casey Jones, Springfield, Ore.—H-D
 Don Hawley, Los Angeles—Ind
 Don Tindell, Portland, Ore.—Tri



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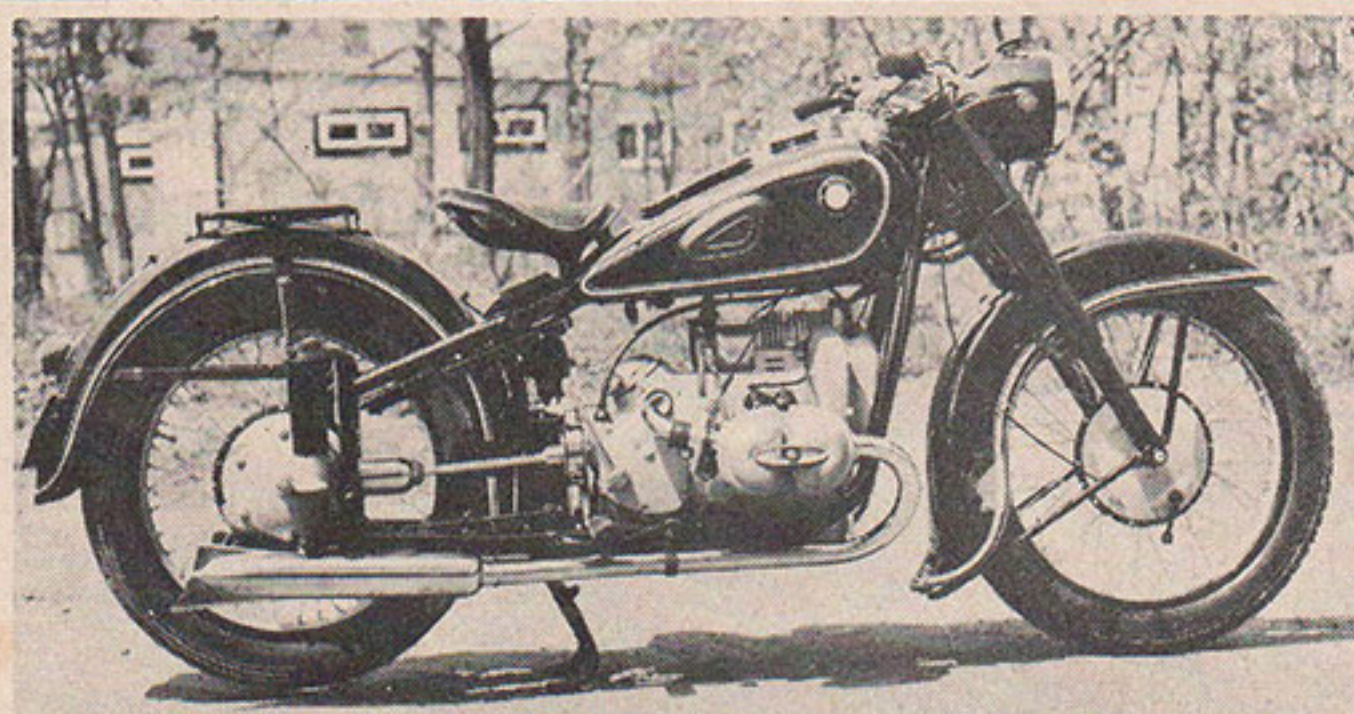
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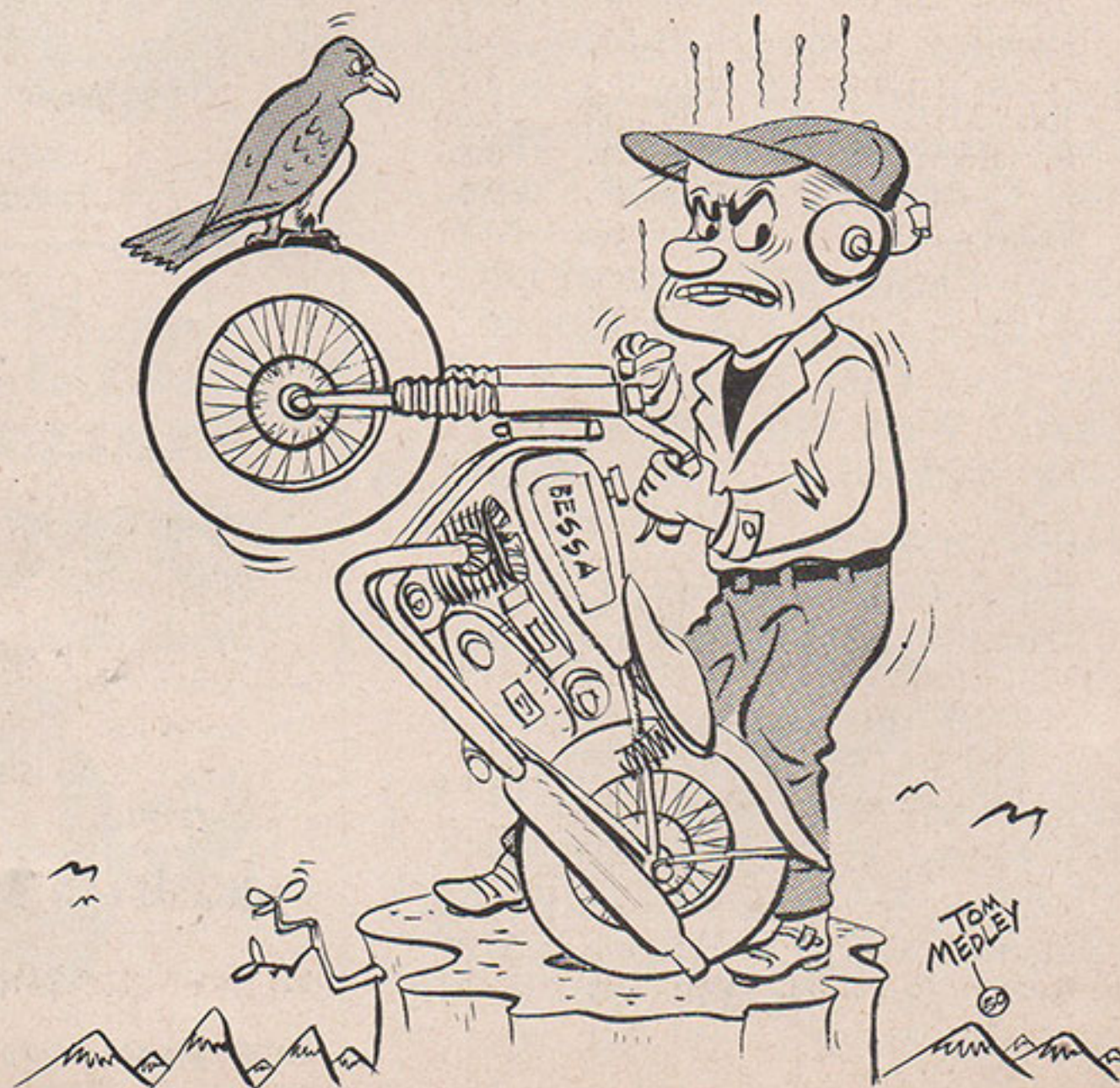
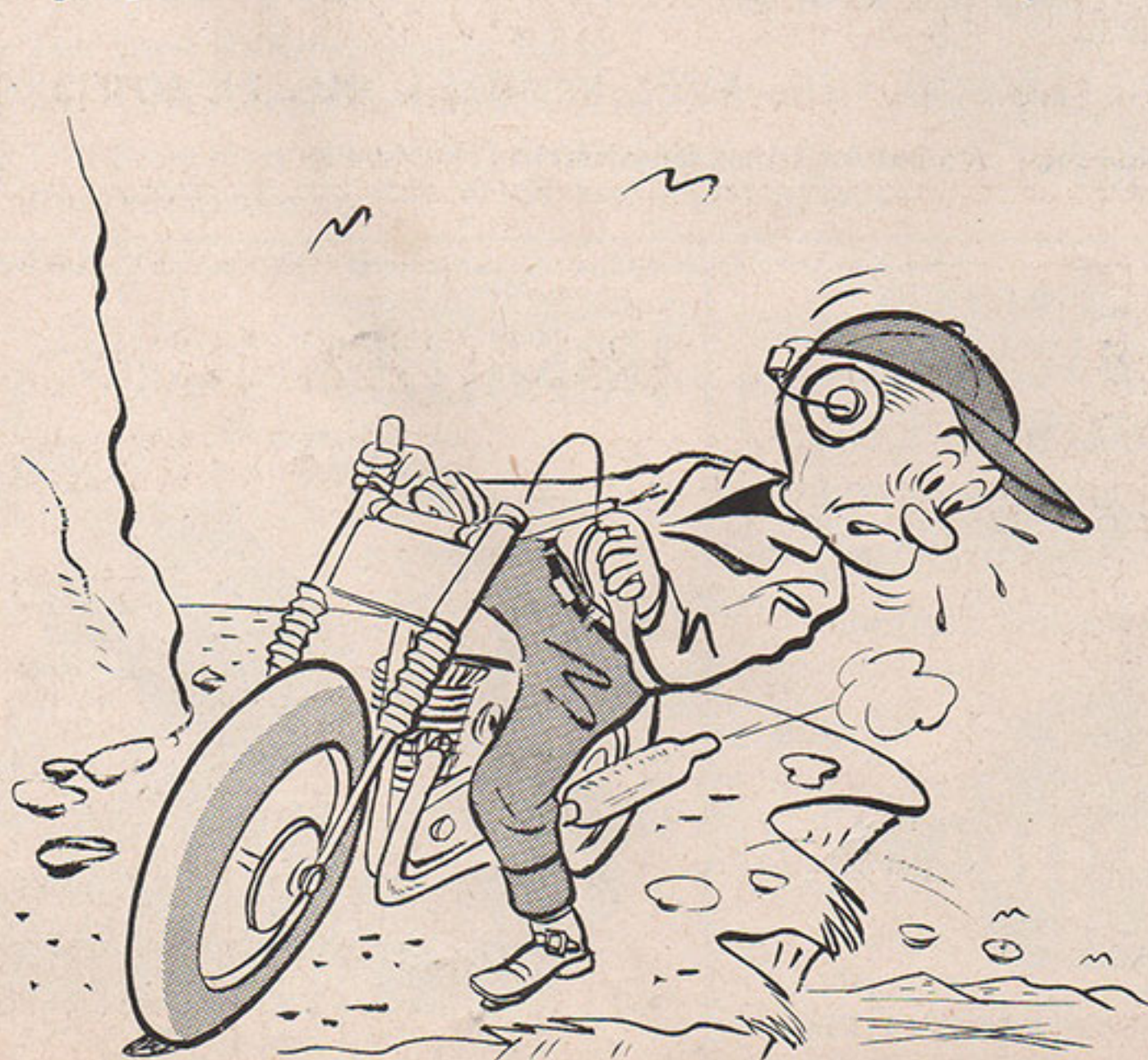
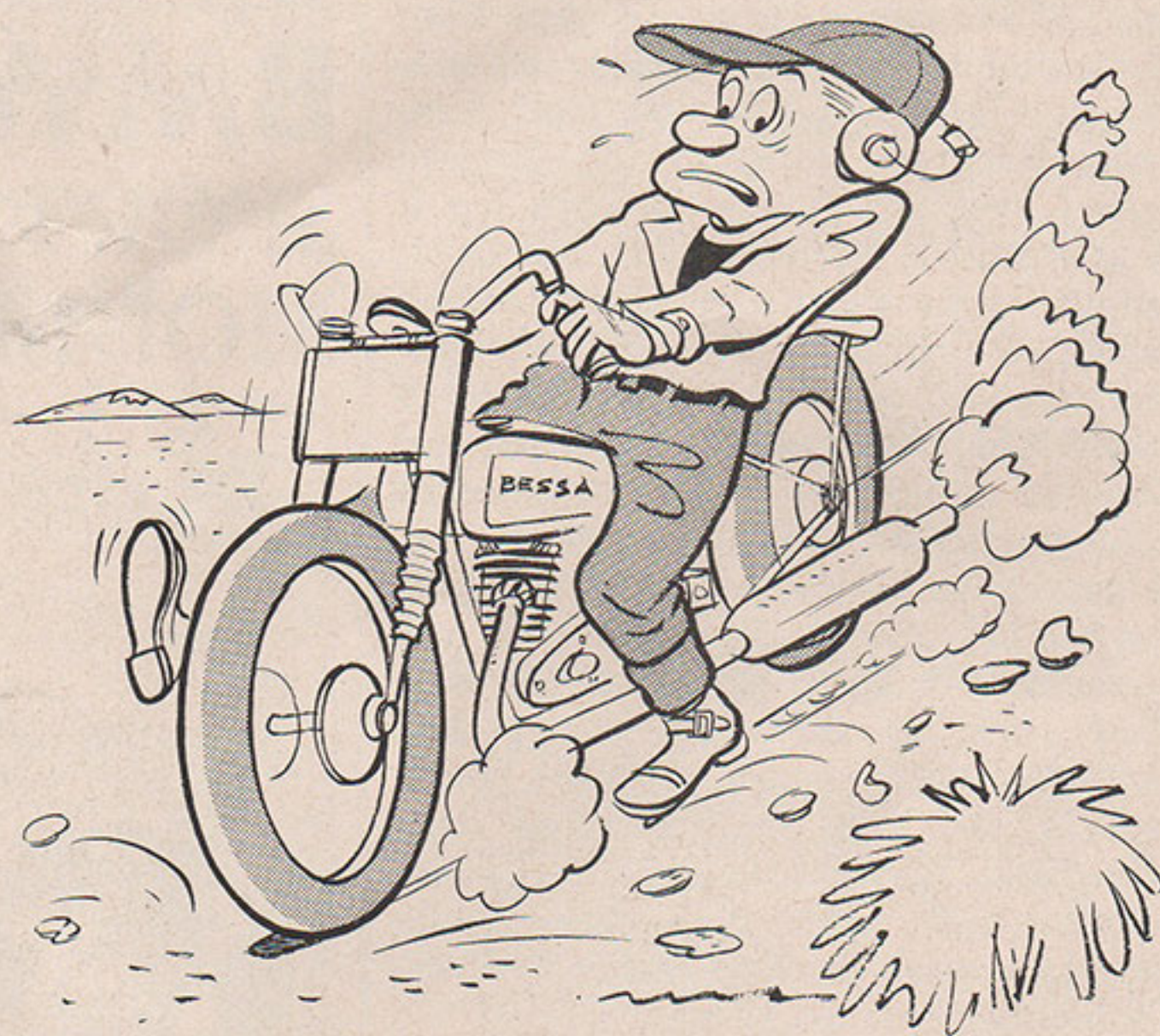
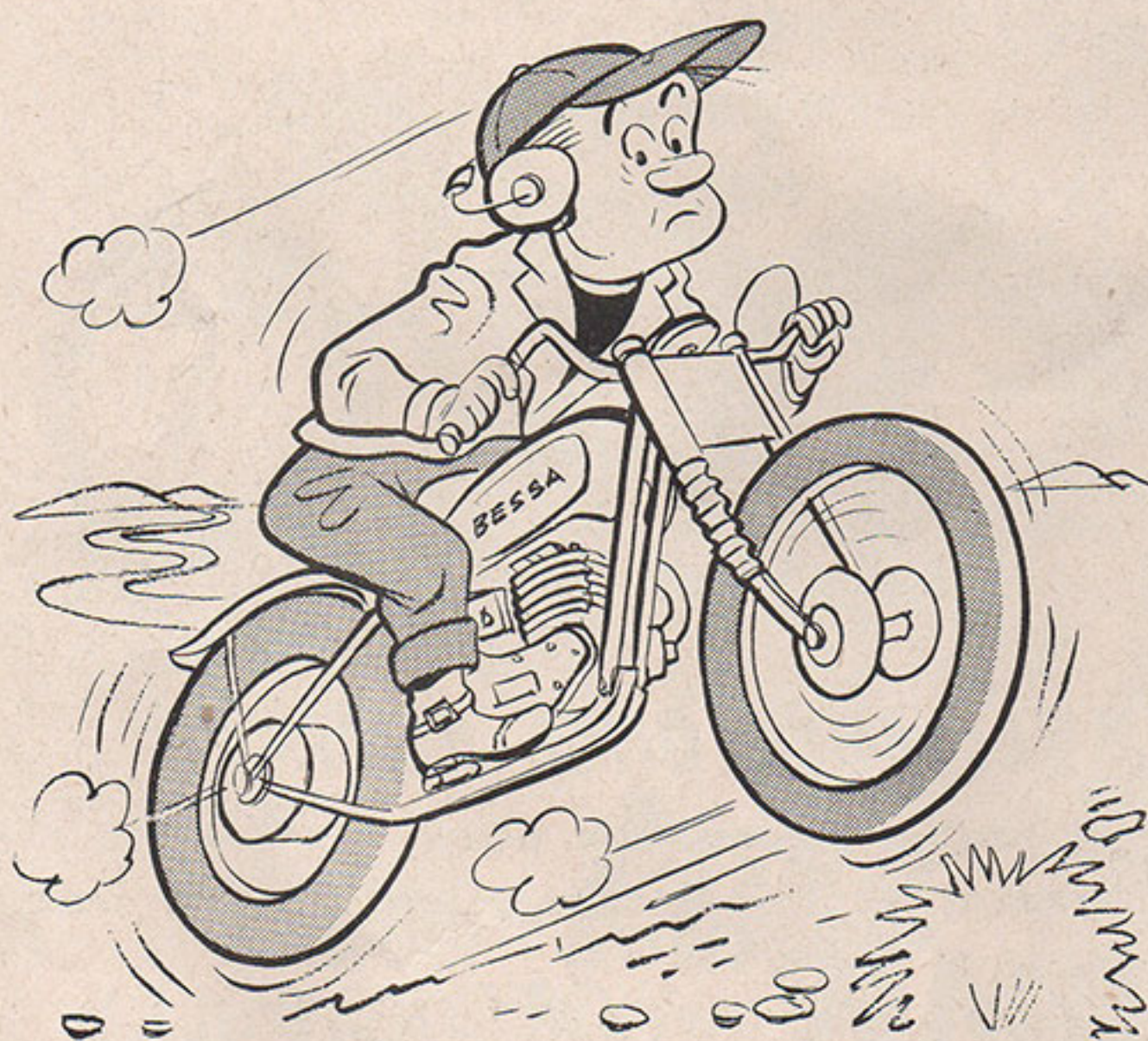
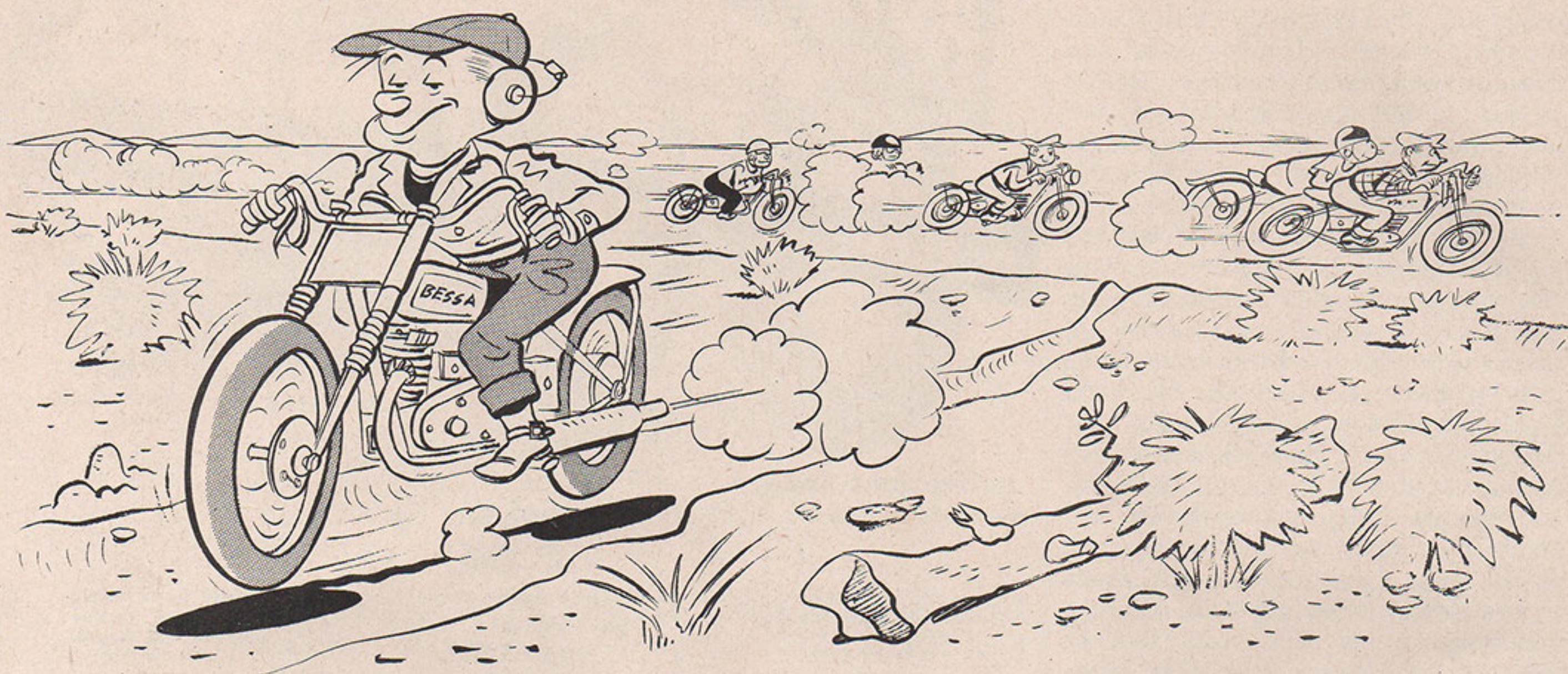
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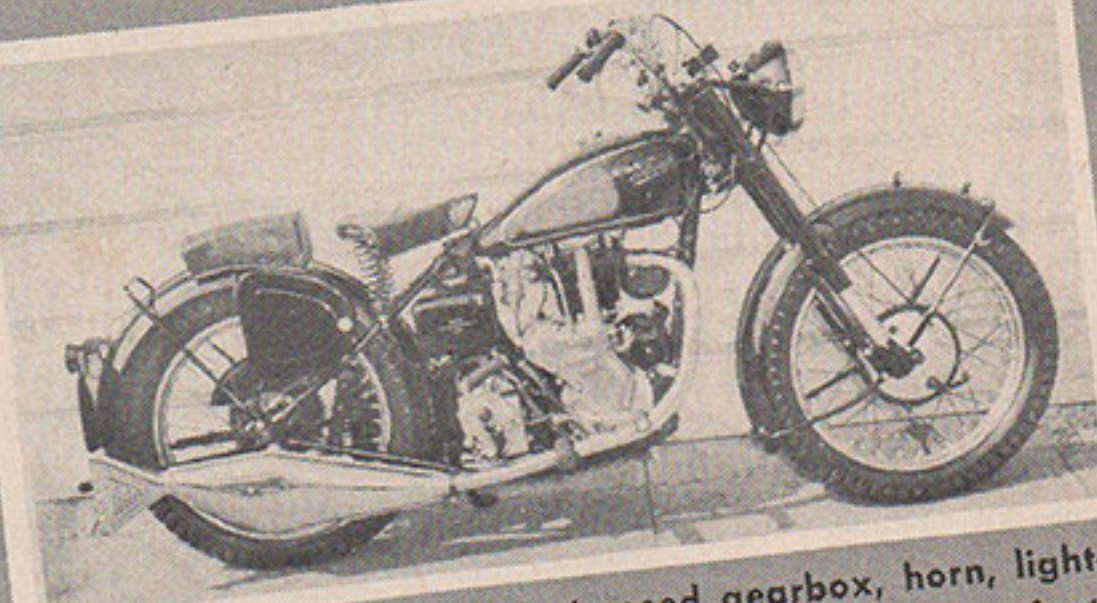
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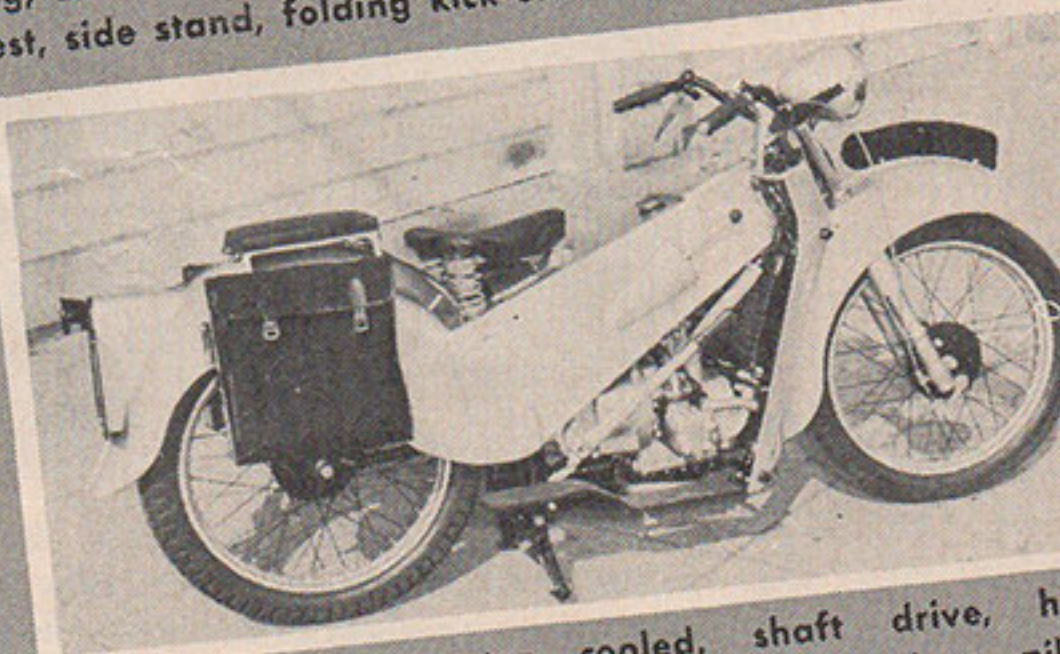
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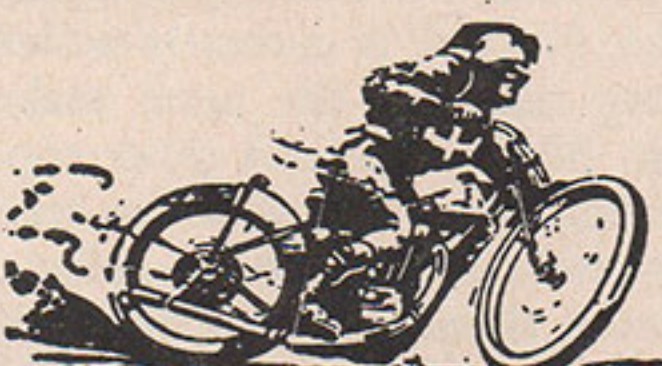
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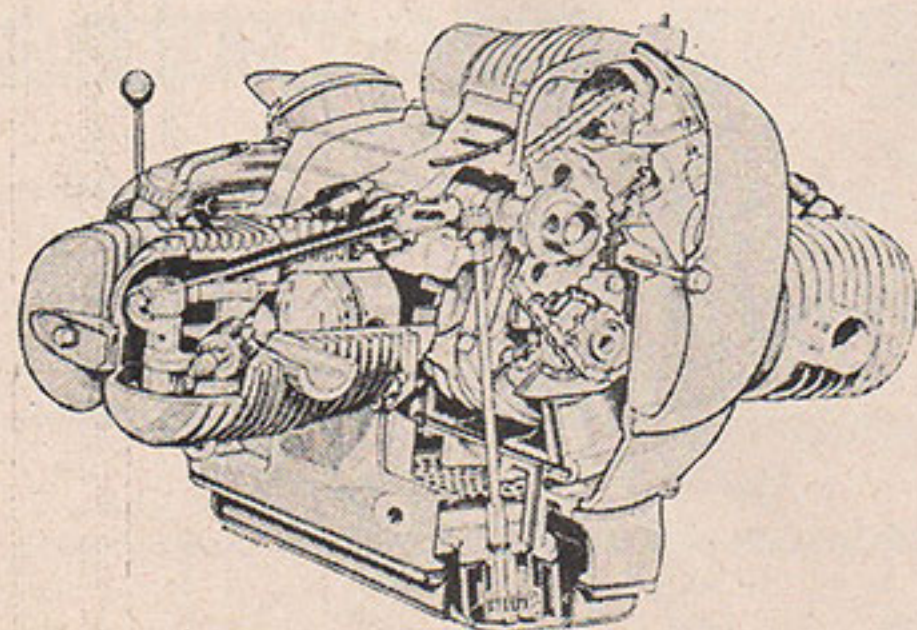
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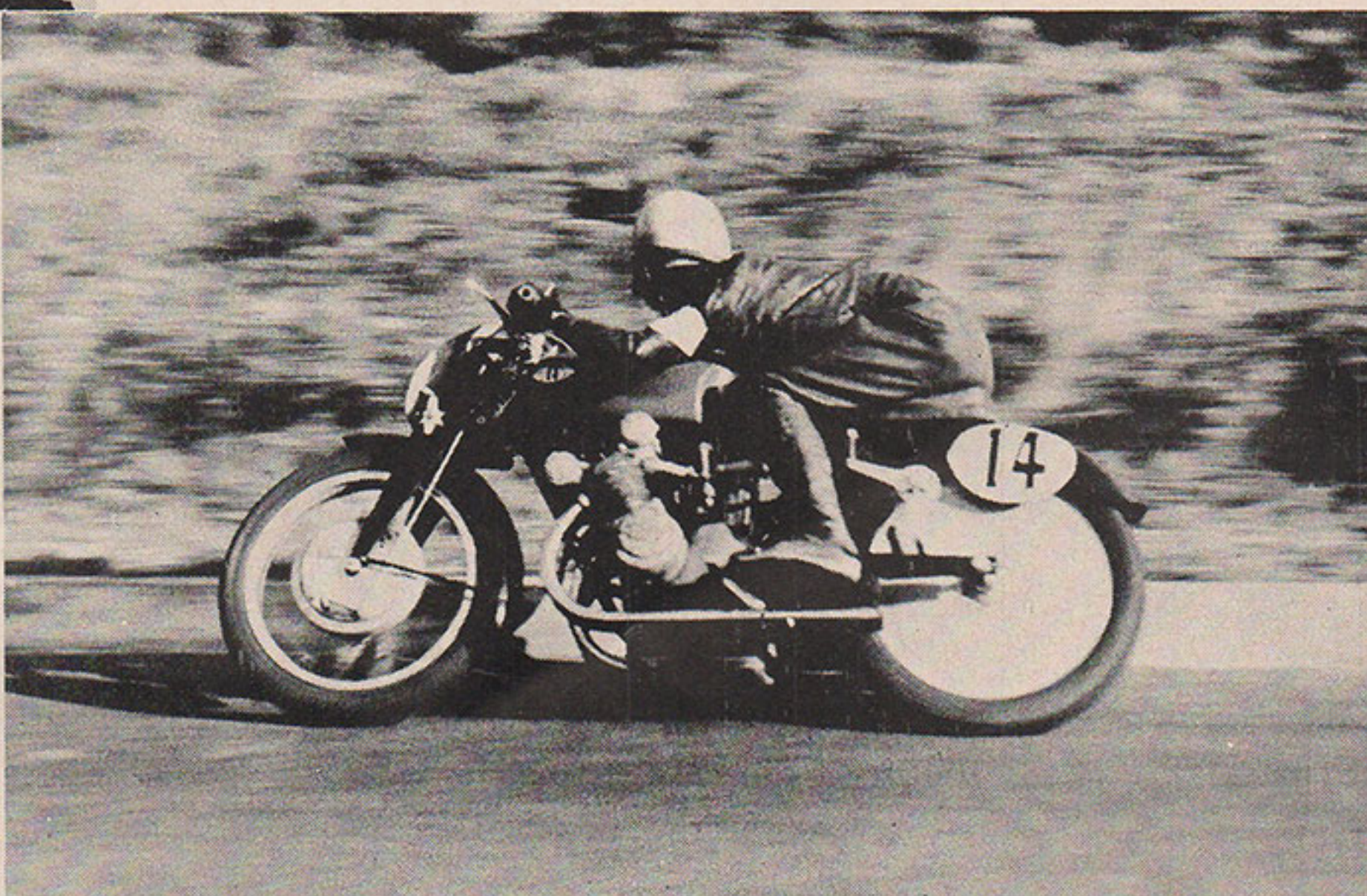
EUROPEAN NEWSLETTER

by Dino Lancia

GERMANY: The old N.S.U. firm is going into racing all the way. A beautiful little racing model of the N.S.U. 98 cc "Fox" is being produced, with weight lightened from 176.4 lbs. to 143.3 lbs., and output raised from 6 bhp to 7.5 bhp—76½ bhp per litre! But the real newsmaker is a fantastic new supercharged V-twin 500 cc, two-overhead-camshaft job. Drive is by chain, telescopic suspension is used at the rear, gear-shifting is pedal operated. The most staggering feature is the engine's advertised output: 98 bhp!! The bike's weight is 485 lbs., top speed is said to be 143 mph. . . . The only 4-stroke bike in the 100 to 125 cc class now being made in Germany is the above-mentioned "Fox." Two makes, Bucker and Hoffman, produce 125 cc machines using Ilo engines. News here is that these firms have brought the output of the little motors up to 7.5 bhp at 6500 rpm, by raising the compression ratio to 7.5:1 and adding a second carburetor, giving a respectable 61 bhp per litre. . . . The 175 cc class, long dead in Germany, is coming to life again. The first machine of this size to appear on the post-war market has just been exhibited by Tornax at the Frankfurt Trade Fair. It's a substantial and handsome bike. . . . In line with the trend toward greater displacement, Riedel is about to bring out a 200 cc version of their 100 cc "Imme." . . . The Italian Vespa is being built here by Hoffman, under license, just as N.S.U. builds the Italian Lambretta. There are many other scooters on the market, but all seem primitive and



Cutaway view of latest BMW opposed twin engine. Valves are pushrod operated. Engine is wet sump type. Central, chain-driven camshaft



Terreni—Milan

Nello Pagani winning the 1949 Monza Grand Prix riding a 500 cc, twin overhead cam, four-cylinder Gilera. Features disc rear wheel, swinging fork rear suspension. Engine mounted across the frame, provides even cylinder cooling but increases frontal area and head resistance of machine

poorly engineered in comparison with the Italian-developed jobs. Exception is the "Till," made by Riedel, which promises to give the Italian-based machines some serious competition. It has efficient suspension fore and aft, is handsomely "streamlined," has a well-sprung seat for two. Thanks to the fact that 70% of the "Till's" parts are borrowed directly from the popular "Imme," production costs should be low. . . . Georg Meier, whose record on a blown BMW of 89.39 mph for the Isle of Man Senior Event in '39 and just recently bettered by G. Duke, Norton, is currently active and winning races on the same make of machine, BMW. He, and other top-flight German riders will soon be seen in international competition. . . . Noris, who produces about 50% of flywheel generators here, has swung from light alloy flywheels to pressed iron. They are actually saving weight this way, and the iron wheels withstand 12,000 rpm, while cases are on record of even small machines bursting their light alloy flywheel mags. . . . The same superb rear suspension found on the 500 cc BMW twin is now available on their 250 cc lugger.

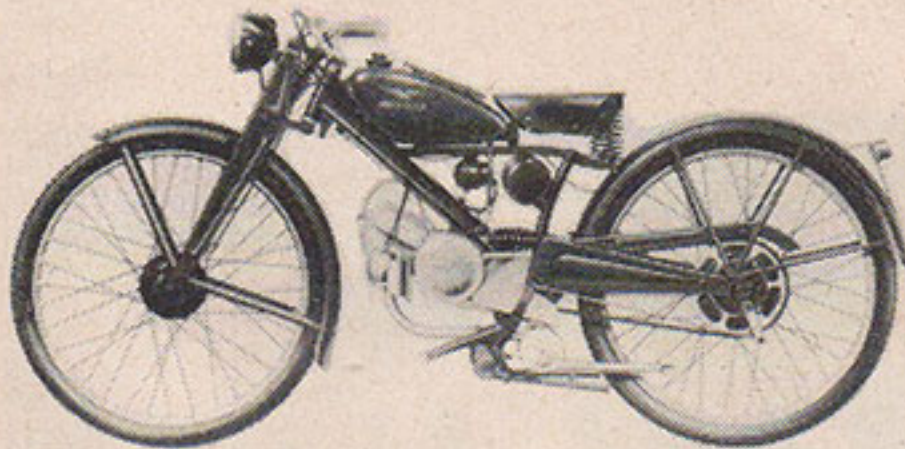
ENGLAND: The Isle of Man T.T.

rated as much space on June's front pages on the Continent as in England, with all hats off to Norton, and reasonable pride taken in the accomplishment of Benelli and Guzzi in the Lightweight Race. Ambrosini's achievement was pretty noteworthy; this sole continental entry was competing against Britain's best riders on their own, familiar ground. Ambrosini found the revs in his 250 cc Benelli to win on the home stretch by sixty feet, according to the Swiss journal "Moto-Sport," and by a length, according to the British press, and to set a new lap record. But he missed most of his applause, fainting from emotion and exhaustion as soon as he brought his machine to a stop.

SWITZERLAND: The second annual road race at Bale was held here recently. Names of the riders in the Swiss hinterland mean little to American readers, but the winning makes are of interest: Guzzi won in the 250 cc class, AJS cleaned the 350 cc field, Norton captured the 500 cc class, and 600 cc Gileras carried the side-hack field, behind a 1000 cc Vincent-HRD, suitably handicapped. . . . As we go to press the Norton factory team is readying for the Grands Prix at Geneva to be held July

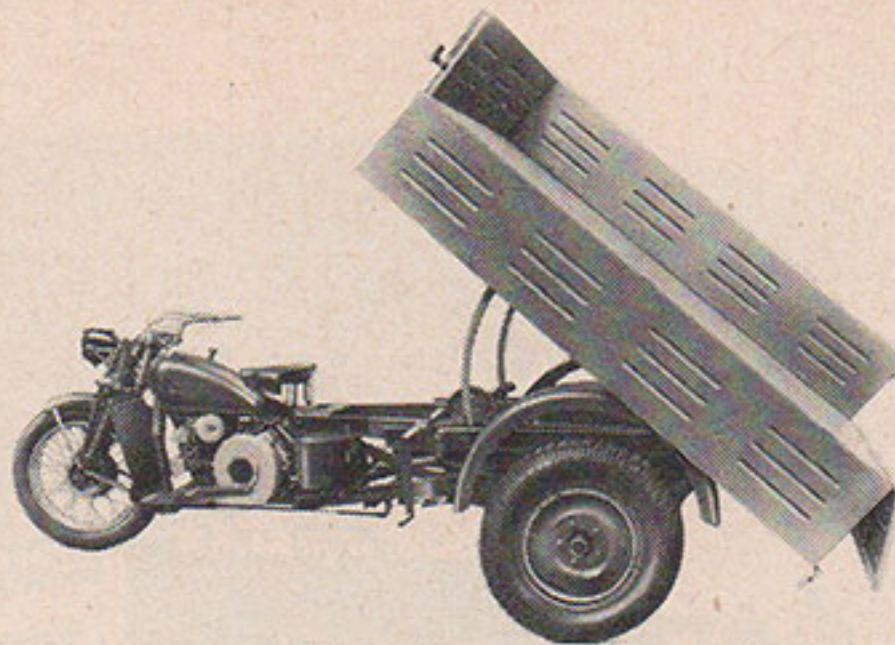
23, with riders Daniell, Bell, Lockett, and Duke booked to start.

ITALY: Comes July and the International Rally of the Madonna of Centaurs. This unique celebration has no American equivalent that we ever heard of, but it's an event of major importance to Catholic 'cyclists all over the Continent. In spite of heavy participation, the Rally is a dignified and orderly event, and it goes like this: hundreds of motorcyclists first converge on the Vatican, where the Pope addresses them and lights a votive lamp which is carried, by motorcycle, to the distant shrine of the patron saint of motorcyclists at Castellazzo Bormida. There a "Principal Centaur" is appointed, who, wearing a sash with the colors of his country, enters the temple on his machine and pays homage to the Virgin patron. This is followed by further ceremonies, during which orators contribute to the event in their mother tongues. Very interesting, indeed. . . . The 28th Annual International Motorcycle Exposition will



Small Guzzi two stroke model of 65 cc provides 30 mph, 140 mpg. Engine is sloper type

be held in Milan this December, will present a complete cross-section of world bike production. Americans attending the show will find that the government all but pays the tourist's fare, so thorough is their co-operation with the foreigner. . . . There are many arguments in favor of the rotary valve engine, but its high cost has frustrated its development. Years ago the Itala automobile used this type of valve with great success, and there was a good deal of rotary-valve enthusiasm in England before the war, but this seems to have transferred itself entirely to Italy, and the current issue of "Motociclismo" (Milan) reports on the several beautifully made motorcycle engines of this type which have appeared in prototype form since the war. The first was a Cucciolo modification in the fall of '48. Next came a superbly executed 48 cc job by a technician named Girolì. It winds to 10,000 rpm, developing an unstated hp. The valve consists of a rotating disc containing inlet and outlet ports and is located in the cylinder head. After Girolì's job came a series of designs by Figazzolo for 125, 250, and 500 cc engines, using a rotating conical disc in the combustion chamber. Again better output and lower consumption were reported. In France other experi-



Guzzi commercial "dump bed" model motorcycle van has proven very handy and reliable

menters have been highly successful recently, among them Martin-Vanhoette, whose 125 cc machines have performed better on the tracks than the 250s running in accompanying heats. This activity adds up to a growing continental trend, and we hear that at least one major factory has been running experimental rotary-valve racers.

Guzzi has developed a blown 250 cc job (the "experts" said it wouldn't go) which pulls 49 bhp and was clocked at 130 mph dragging a side-car! . . . The same company has almost completed a remarkable wind tunnel of reinforced concrete, about 30 feet long. Pressure fans will produce a wind velocity of about 87 mph, and the meters are sensitive enough to record the force of a sigh. . . . Big news and star of the last Milan Show is the M.V. Augusta, a 4 cylinder racing job designed by Remor, who was formerly with Gilera. It employs shaft drive, fore and aft torsion bar suspension, weighs 287 lbs., pulls 52 bhp at 9250 rpm, and is good for a cool 130 mph. . . . Benelli's 2-stroke 98 cc lunger uses a horizontal engine layout similar to Guzzi's, plus pressed frame and leaf spring rear suspension.

FLASH!

JUST as we go to press the results of the Portland Meadows 25-Miler of July 9 have come in, confirming Headrick's status as one of THE most outstanding up-and-coming riders in the country. Not only did the young San Josean capture the Portland 25-lap Main Event, but he also won the 2nd Expert Heat and the Trophy dash.

Final Results

(One mile track, all heats five laps)

1st Amateur Heat: R. Chadwick in 3:58.19.

2nd Amateur Heat: S. Lattimer in 4:01.95.

1st Expert Heat: 1. C. West in 3:54.47. 2. P. Albrecht. 3. D. McAfee.

2nd Expert Heat: 1. L. Headrick in 3:49.87. 2. E. Fagundes. 3. R. Andres.

Trophy Dash—3 laps: Won by Headrick at 2:22.21.

25-lap Expert Final: 1. L. Headrick in 19:15.93. 2. P. Albrecht. 3. R. Andres. 4. C. West.

10-lap Amateur Final: Cancelled.

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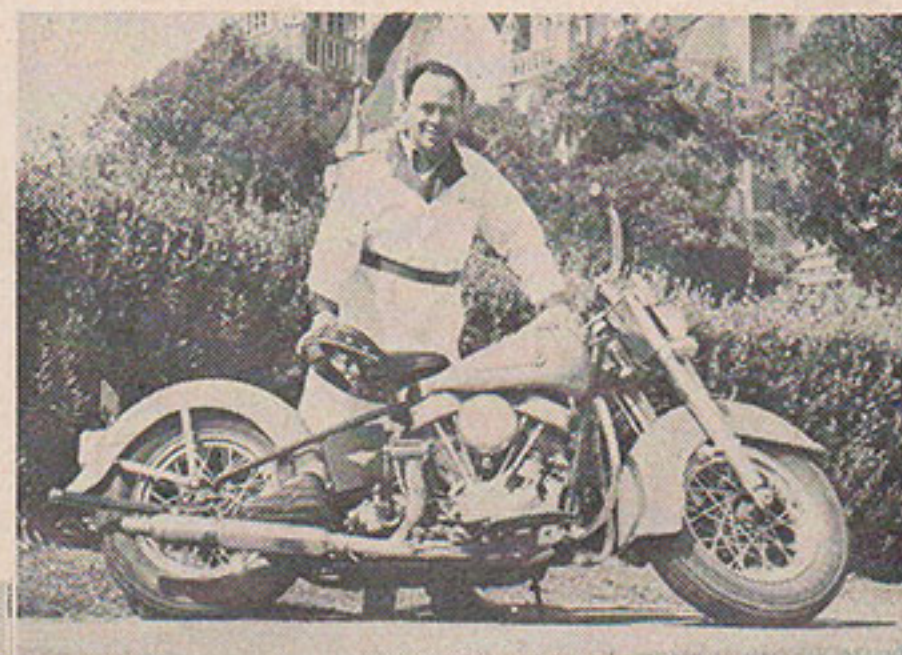
Dealer Doings



Al. Fergoda Deserts Norton for Harley-Davidson

RIGHT, Al. Fergoda displays a model of his new franchise line, 1950 Harley-Davidson twin

BELOW, before the change Al. handled Norton, as depicted by his gang wearing sweaters



AL. FERGODA (the punctuation is his) is a fixture in the Northern California cycling scene. His fame results both from the fact that he's been Norton distributor since shortly after the war's end, and from his 9-year term (until '41) as referee of the local A.M.A. district, and his more recent postwar position as official announcer for all Bay Area motorcycle competition events.

Hot news of the moment is that Fergoda is dropping his Norton distributorship and will take over the entire Marin County area for Harley-Davidson, setting up shop at 607 Francisco Blvd. in San Rafael. The whole county is a cyclists' paradise, its population is growing rapidly, and this may be the biggest opportunity of Al's career.

His beginning as a motorcyclist began back in 1911 when Al. was five. His parents were members of the San Francisco M.C. and Al. went everywhere on the tank of his dad's belt drive single.

He bought his first bike in '23 and has been riding ever since. More interested in promotion than in competition since he became a father in '34 (he and his wife Betty took their honeymoon on an Indian), he has been active for years in working with the San Francisco M.C. on hill-climbs, races, and Gypsy Tours.

Fergoda worked as a motorcycle salesman from '37 until the war, took time out as a boilermaker during the war years, then in '45 opened his own Norton motorcycle business with a limited parts stock, a few hand tools, and \$25. Since then he's prospered, his business has expanded, and San Francisco motorcyclists have benefited from his fair and friendly dealings.

Al's life is motorcycling, and he loves it. His enthusiasm, combined with his new opportunity in "Marvelous Marin" County, should mean better things for all concerned.

Griffith Borgeson

ED KRETZ (he's a Triumph-Ariel-Indian dealer in addition to being quite adept at motorcycle racing!) went to the hospital recently. As the patient, too! To see Ed Kretz, flat on his back, is something few people have ever seen. Flat on his tummy over a gas tank on a racing bike is the usual position of the "King!" But "King" Kretz had to bow to his master at last. His master was a small appendage of his intestinal tract which recently got over-rambunctious and flared up.

Yes, Kretz had his appendix removed. The patient will live!

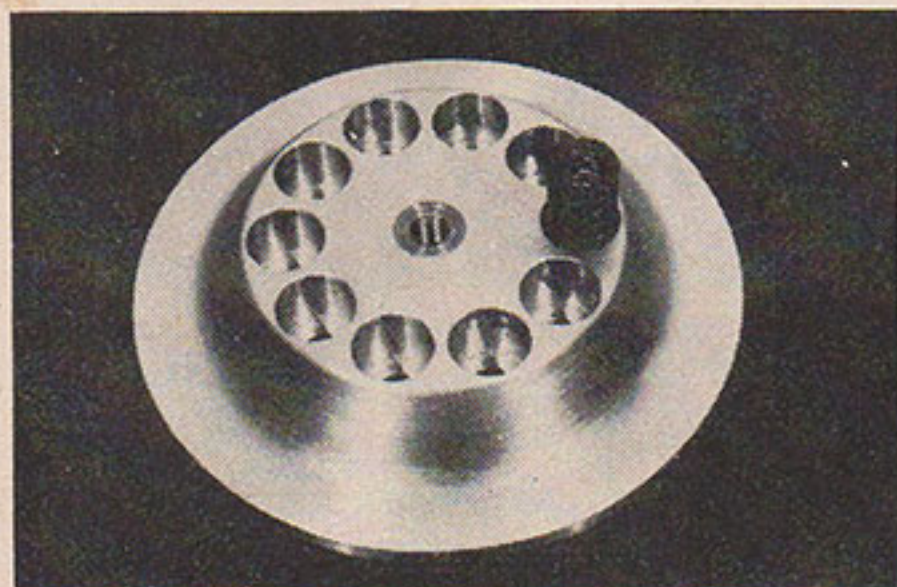
FLOYD EMDE, popular competition rider and Harley-Davidson dealer of National City, California, is temporarily "out of business." Not in a literal sense, but very definitely in a practical sense. He's keeping the sheets warm in a Southern California hospital.

Wednesday night, July 5th, Floyd became involved in a three-man pile-up at Carrell Speedway, Gardena, California. Dude Criswell and Nick Nicholson were also involved. Criswell fell in the first turn and Floyd and Nick took to the outside guard rail rather than strike him. Criswell was the most seriously hurt, with Nicholson receiving a painful shaking up.

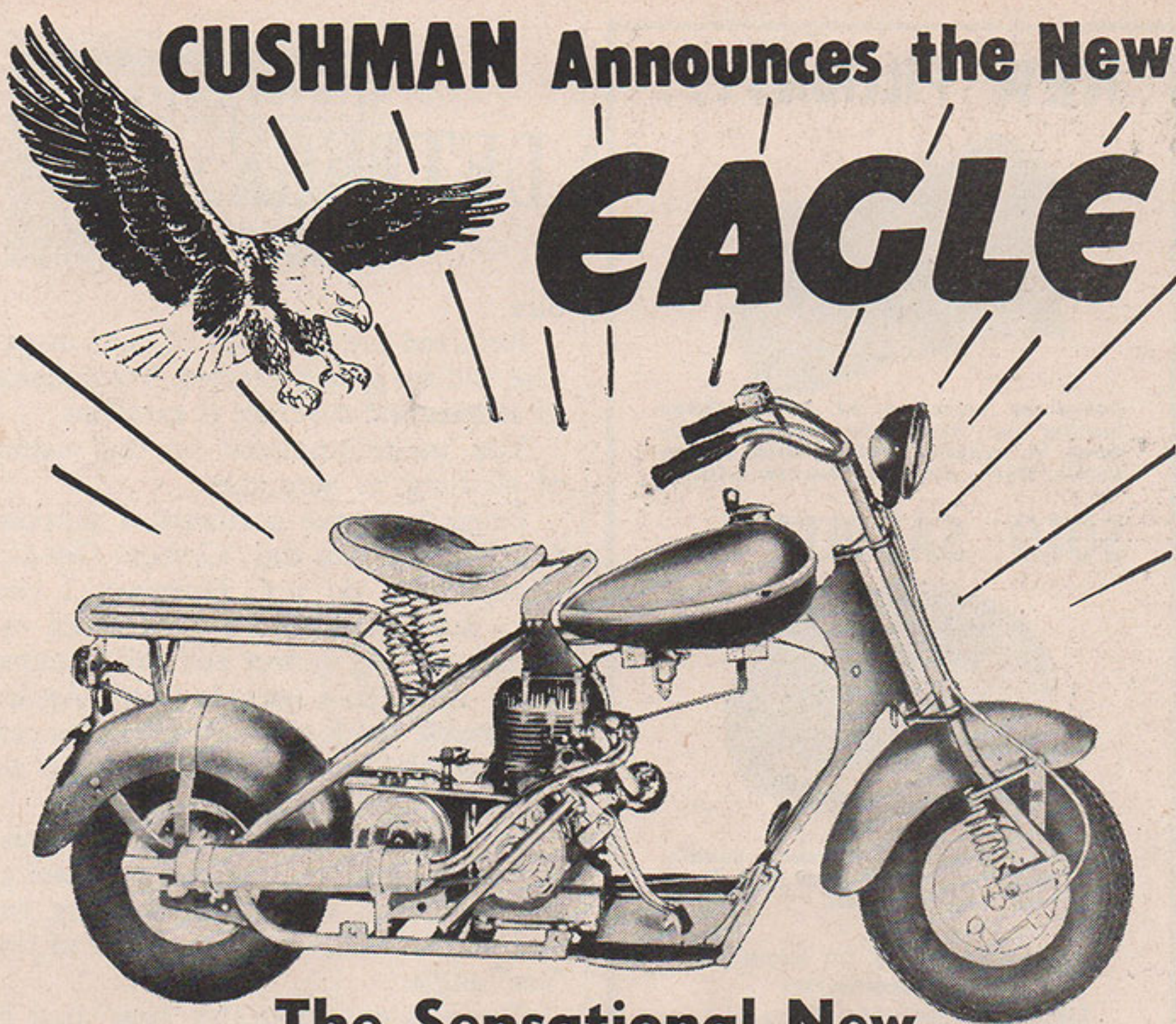
Emde fractured his collar bone in addition to sustaining not serious, but quite painful, abrasions and some wrenched muscles. None of the three riders was critically injured, according to report.

Improved Harley-Davidson Clutch Pressure Plate

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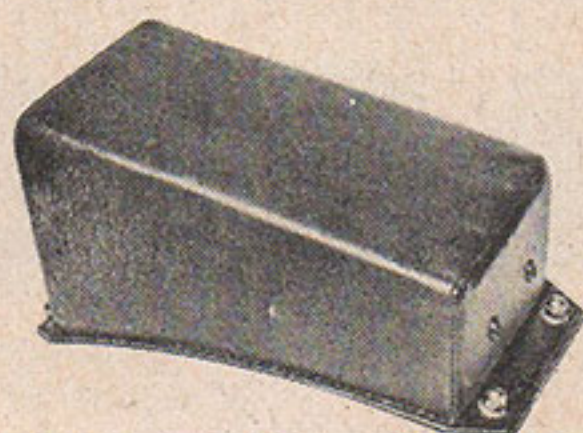
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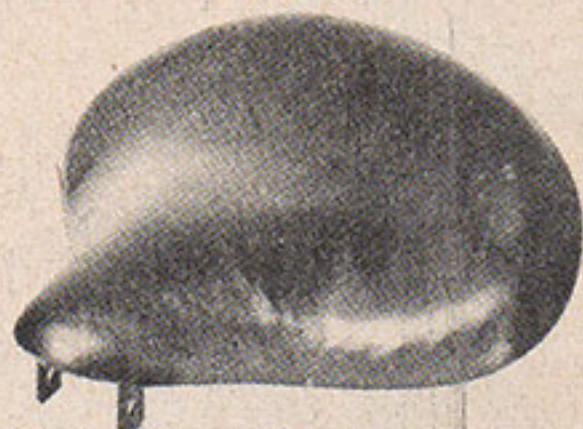
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LETTERS



Sirs:

Received my first copy of your magazine and am greatly pleased. Your choice of articles and coverage is excellent.

You invite comment on the matter of clothing, so here goes:

Being from the northeast, I suppose I should fall into the "Gestapo Get-Up Group," but do not. However, I can see a definite advantage to breeches, especially during spring and fall months, when those cold breezes blow. Again, the double thick cloth at the knees can be valuable protection in case of an accidental skid along the road.

It would seem that a neat and conservative outfit sans studding, jewelry, etc., combined with good manners, on and off the road, should take care of the "see" angle.

The only answer to the "hear" part is a stringent adherence to complete mufflers, at least as good as factory equipment.

Yours sincerely for more tolerance and understanding between cyclists and the public, I remain

S/Sgt. Lee E. Davis
Sec., Luzon Ramblers
M.C., A.P.O.

(Another viewpoint on the motorcycle clothing and noise questions. Reader Sgt. Davis has a mature slant—ED.)

Sirs:

After reading my first copy of CYCLE magazine, which I find very interesting, I am wondering whether you would be interested in considering any of my own technical articles on motorcycling. For the past 20 years, my work has been published by the various mechanical magazines, and it occurred to me that I might be able to work up some material for you, either on an assignment or speculation basis.

As a tentative suggestion, how about a story on riding technique, especially in regard to safety measures and negotiation of difficult terrain? Also, I have dug up some very complete data on the old Smith motor Wheel of 30-odd years ago from which I can make a detailed sectional drawing. This might be interesting as a historical item for comparison with present-day motorbike engines.

Yours,
M. M.

Royston, Georgia

(Mr. M's articles will be welcomed. Other potential contributors please note—ED.)

Sirs:

In the August issue of CYCLE you have two pictures of a pre-war 500 cc Motobecane. I have an identical model to this and as far as I know it is the only 500 cc model in the U.S. I was wondering if this machine was in France or the U.S. and if it would be possible to contact the owner. I also have a 1946 600 cc BMW I would like to trade for a British single 500 cc or Triumph twin 500 cc. I am quite enthusiastic about your magazine and wish it a long life.

S. E. Angel, II
El Cajon, California

(The Motobecane pictured was the property of Pierre Marty, 823 No. Hayworth St., Los Angeles 46, Calif. A letter to him may elicit additional data—ED.)

Sirs:

I am writing in response to the "Editor's Viewpoint" column in the June issue of CYCLE magazine. I disagree in part with your viewpoint. I believe in keeping my motorcycle spotless and clean with a bare minimum of accessories. On my machine I have only saddlebags and a rear view mirror—no other "extras." Motorcycle clothing should be the same, functional and safe, but a motorcycle is no place for a business suit, or even slacks and sport clothes. It is not like bicycling. The body needs protection, especially the legs and chest. Therefore, boots and leather jackets.

I grant you that even these can be kept clean and polished, but I prefer motorcycle riders to wear high boots and leather breeches with a leather shirt or jacket—plus a crash helmet—because there is much danger in an accident, but this type of clothing would reduce injury to a minimum. There is no substitute for safe driving, but in the event of accidents, leather clothing studded with metal is a lifesaver.

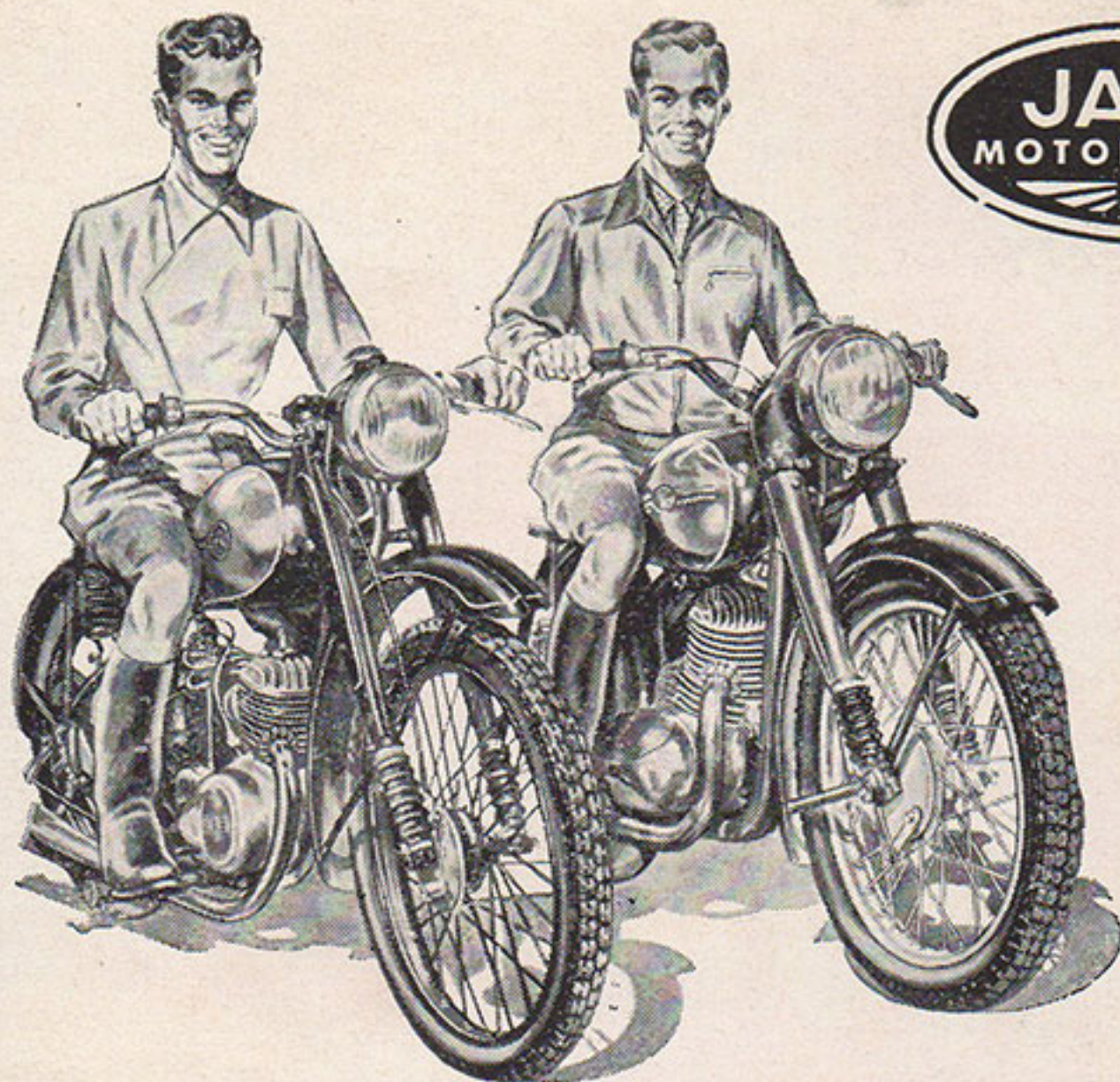
The bright spots and "showy" clothing are safety factors in that motorists see motorcycles more easily if the motorcyclist is dressed in shiny leather studded with chrome, and road dirt and grease and oil can be cleaned from leather pants and jackets where it would strain more "acceptable" clothes.

I see nothing wrong with a rider's dress as long as it is clean, no matter how bizarre and individualistic it is. More leather clothing on motorcyclists means safer motorcycling.

You have a wonderful magazine.

John Philips
New Canaan, Conn.

(Another reader's reply to our June issue editorial. We want your viewpoints on all motorcycling matters. Send them in—ED.)



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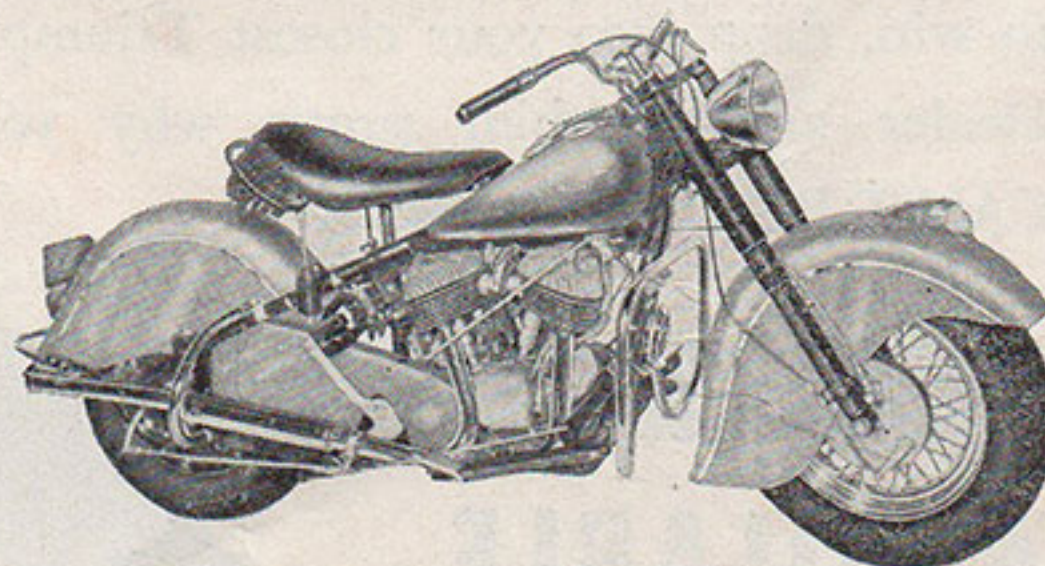
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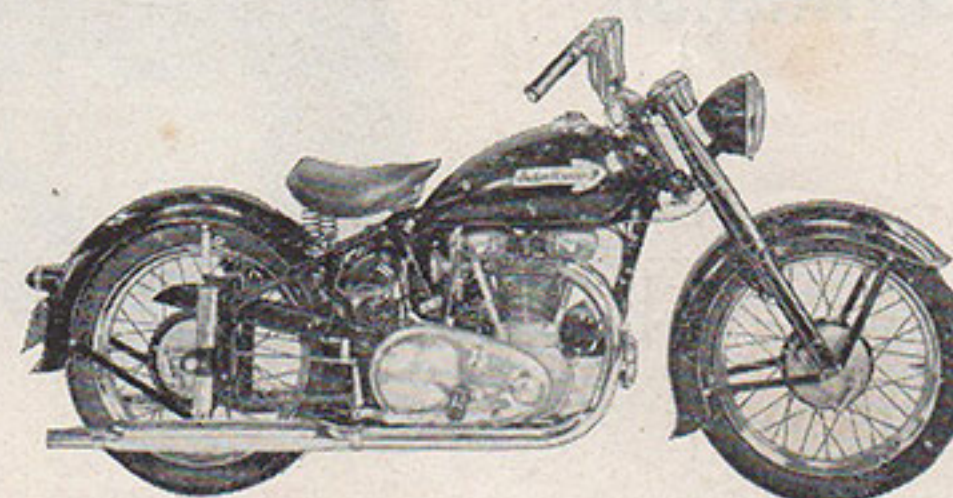
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