



CYCLE

NOVEMBER 1950
TWENTY-FIVE CENTS

In This Issue:

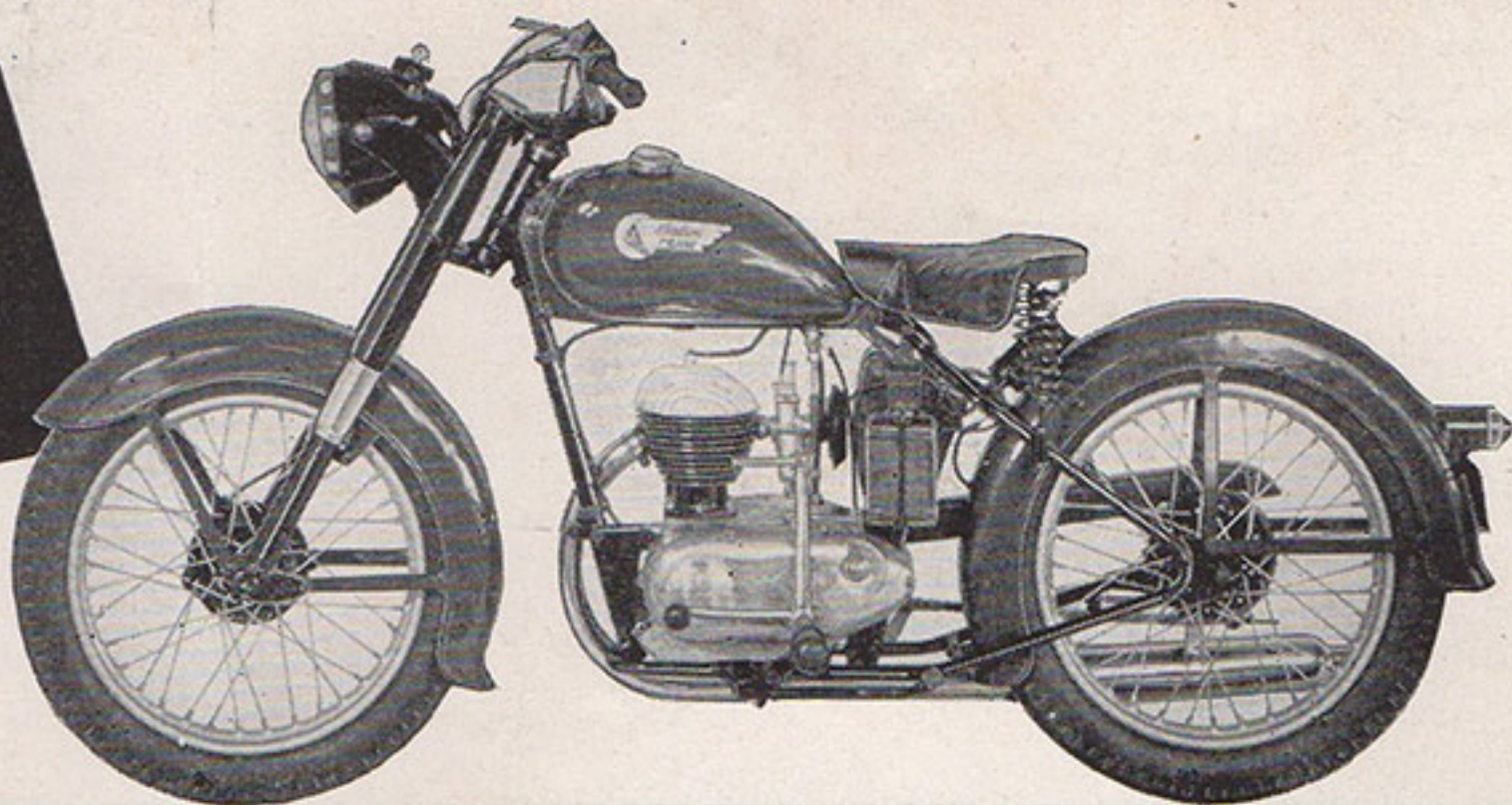
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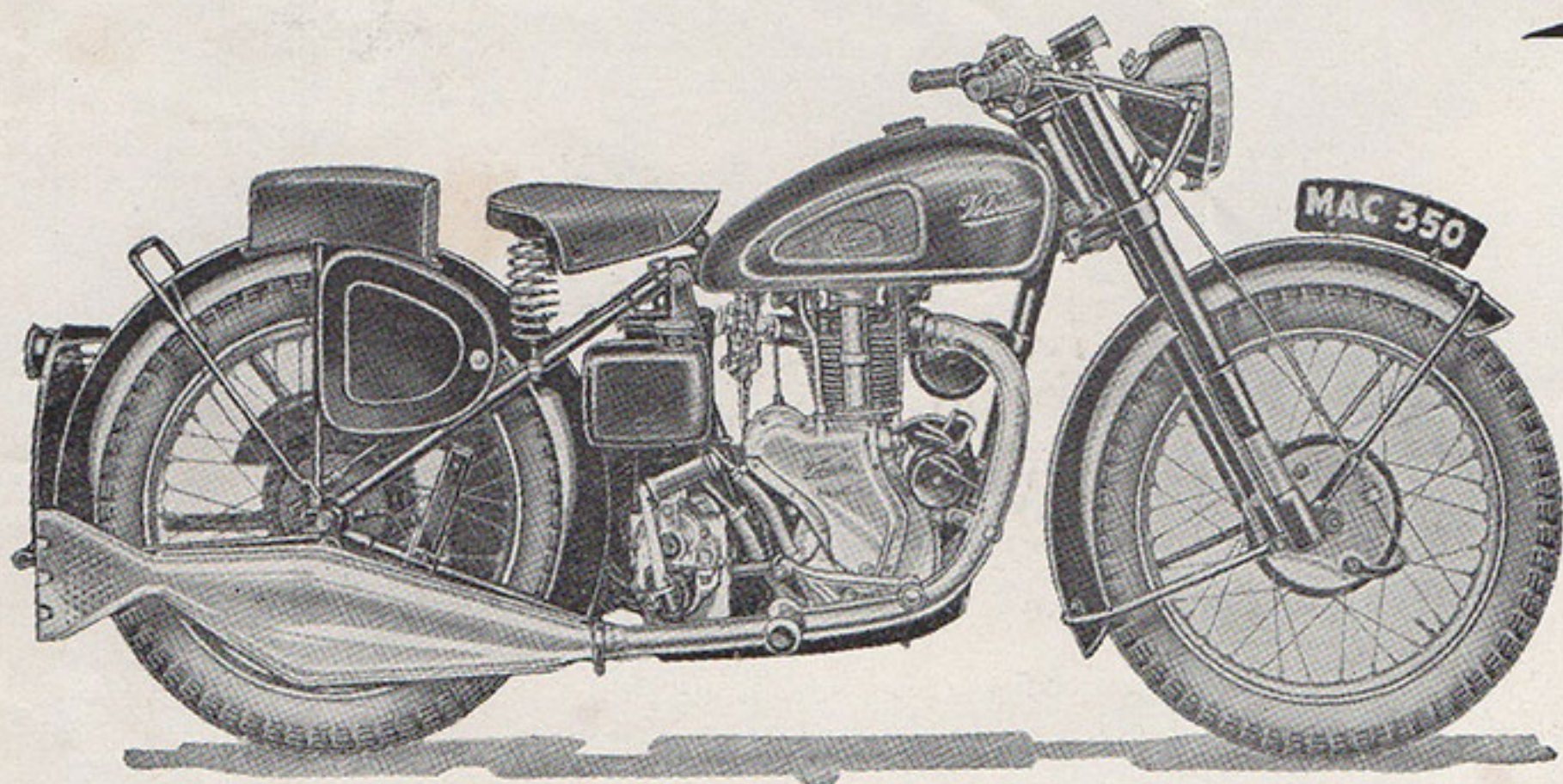
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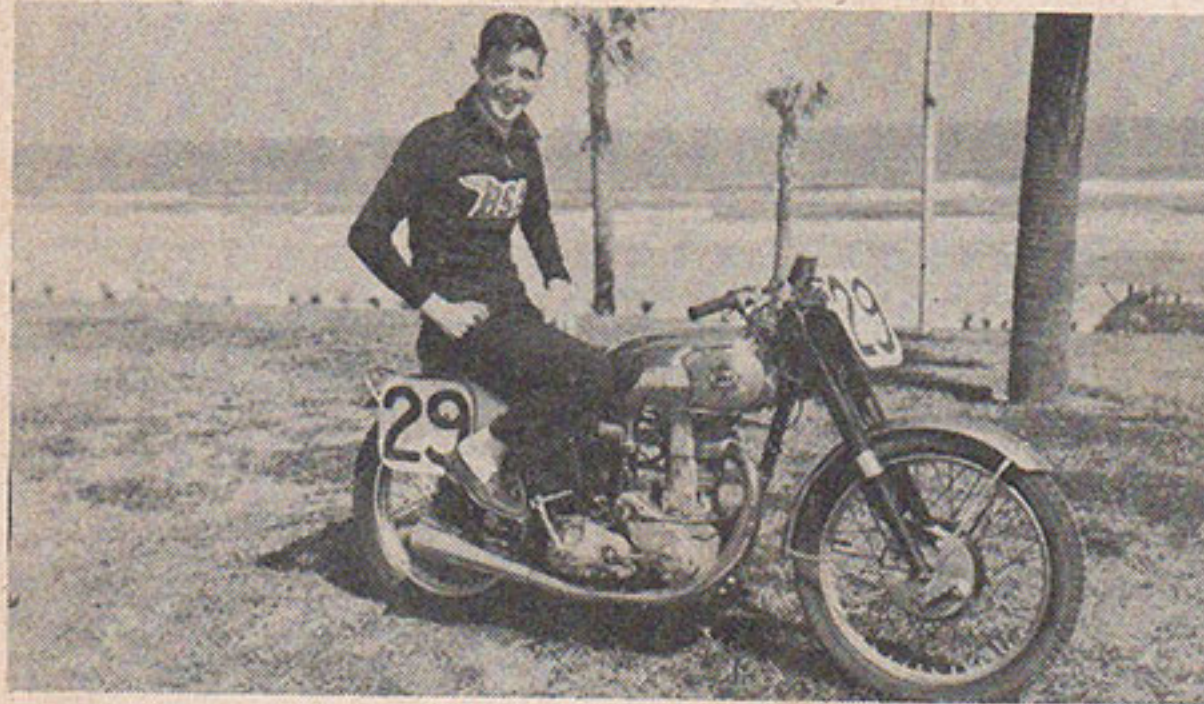
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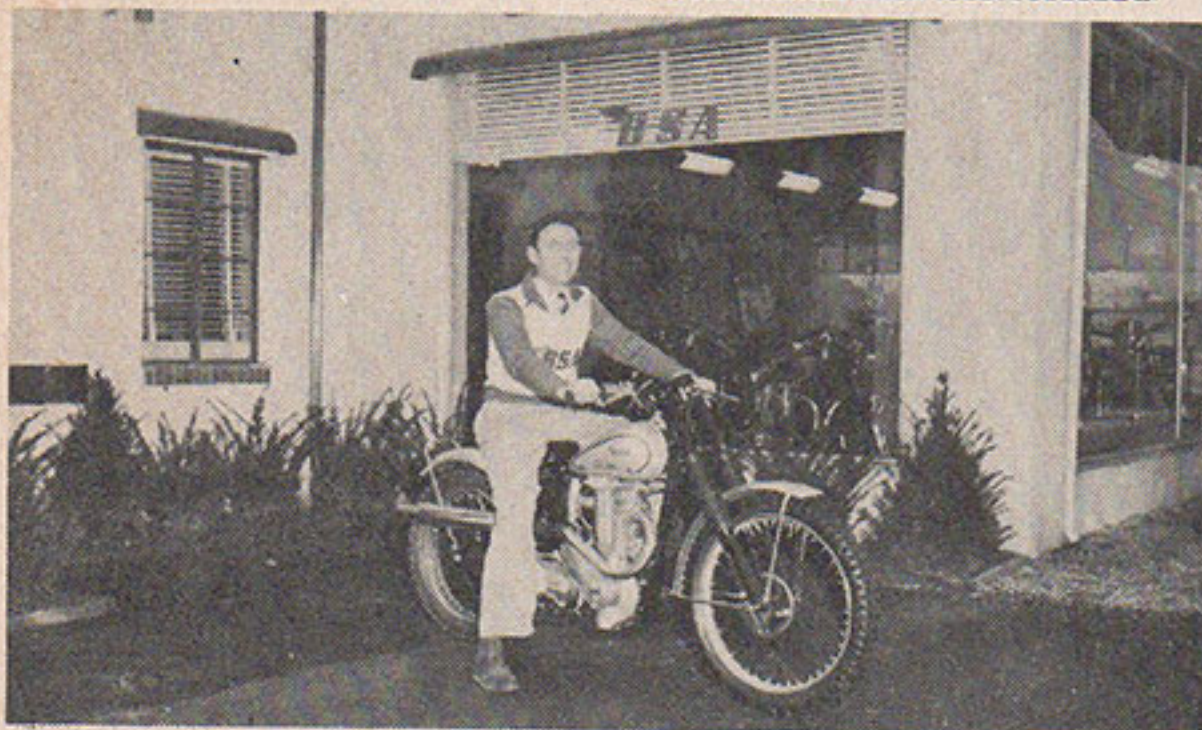
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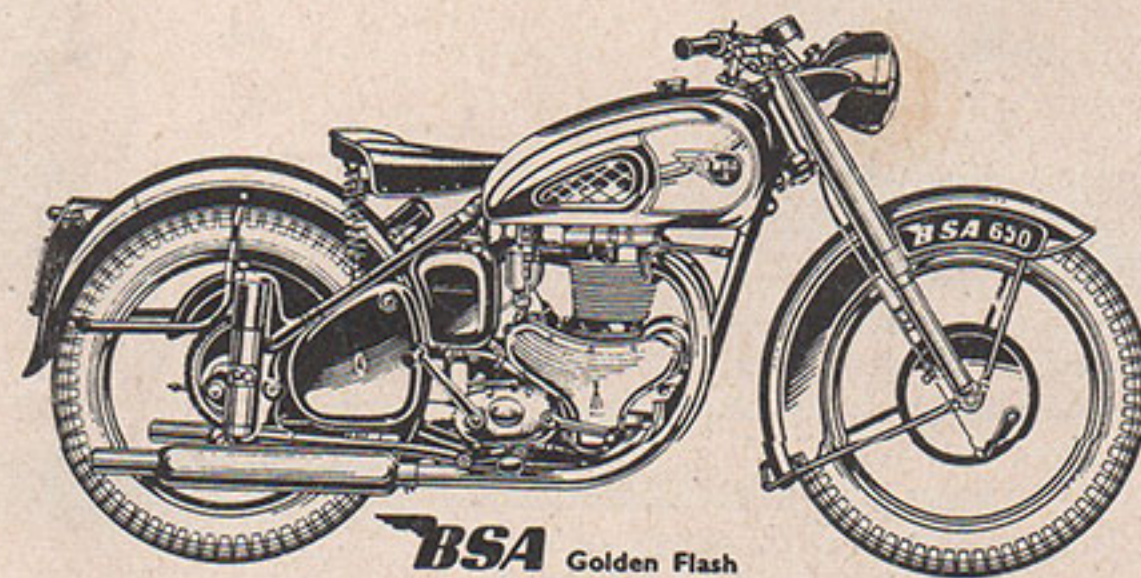
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Editor's Viewpoint

NOVEMBER 1950

CYCLE

VOL. 1 Published Monthly No. 8

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"World's Largest Monthly Motorcycle Circulation"

AN ACTIVE group of enthusiastic motorcyclists in the San Francisco Bay Area recently formed a body called the COMMITTEE FOR INTERNATIONAL COMPETITION. The principal aim of this body is to attempt to pave the way in the U.S. for great international motorcycle stars of other lands to compete in our annual classic races; not by providing financial aid, but by removing technical barriers which now exist.

Why must we be deprived of the spectacle of seeing riders like Geoffrey Duke and Les Graham of England, Harry Hinton and Eric McPherson of Australia, Georg Meier and E. Winkler of Germany, Umberto Masetti and Nello Pagani of Italy, etc.? The main reason is that the present "governing body" rates such stars as "Amateurs" and in order that these men can become "Experts" they must compete one year in this country registered as "Amateurs" before they can be considered eligible as "Experts."

Such a ruling is unfair and illogical. It should be modified. Providing the A.M.A. would accept the regular invitation extended to it by the Federation Internationale Motocyclistes, the worldwide governing body of motorcycling, to become affiliated with the F.I.M., two benefits would quickly result: our riders could compete in foreign lands and foreign riders could compete in our country.

Public opinion is the strongest force in a democracy. If you favor modification of existing A.M.A. rules pertaining to the status of "Amateurs" and "Experts," please write and tell us so. Our stand is straightforward. We favor anything that will benefit American motorcycle riders. We believe that U.S. affiliation with the Federation Internationale Motocyclistes would benefit American riders.



CYCLE magazine has a new Advertising Manager, beginning with this issue. His name is Ray Bowles.

Bowles is, like Matt Keevers, Advertising Manager of Indian Sales Corp., an ex-competition rider. Bowles' name was well-known in Pacific Coast motorcycle racing in prewar years. Maritime service took him out of cycling circulation during the fighting. Postwar racing was soon to see Bowles' retirement from the competition game.

He won the last prewar Big Bear Enduro, placing second the year before, after leading the pack to within 1/2 mile of the finish. (An overslide on a corner caused him to forfeit the lead.)

Married, and with a family, Ray brings a rich background of motorcycling into the field of publishing. Should you contemplate running an advertisement at some later date, Ray Bowles is the man to whom you should direct your inquiries.

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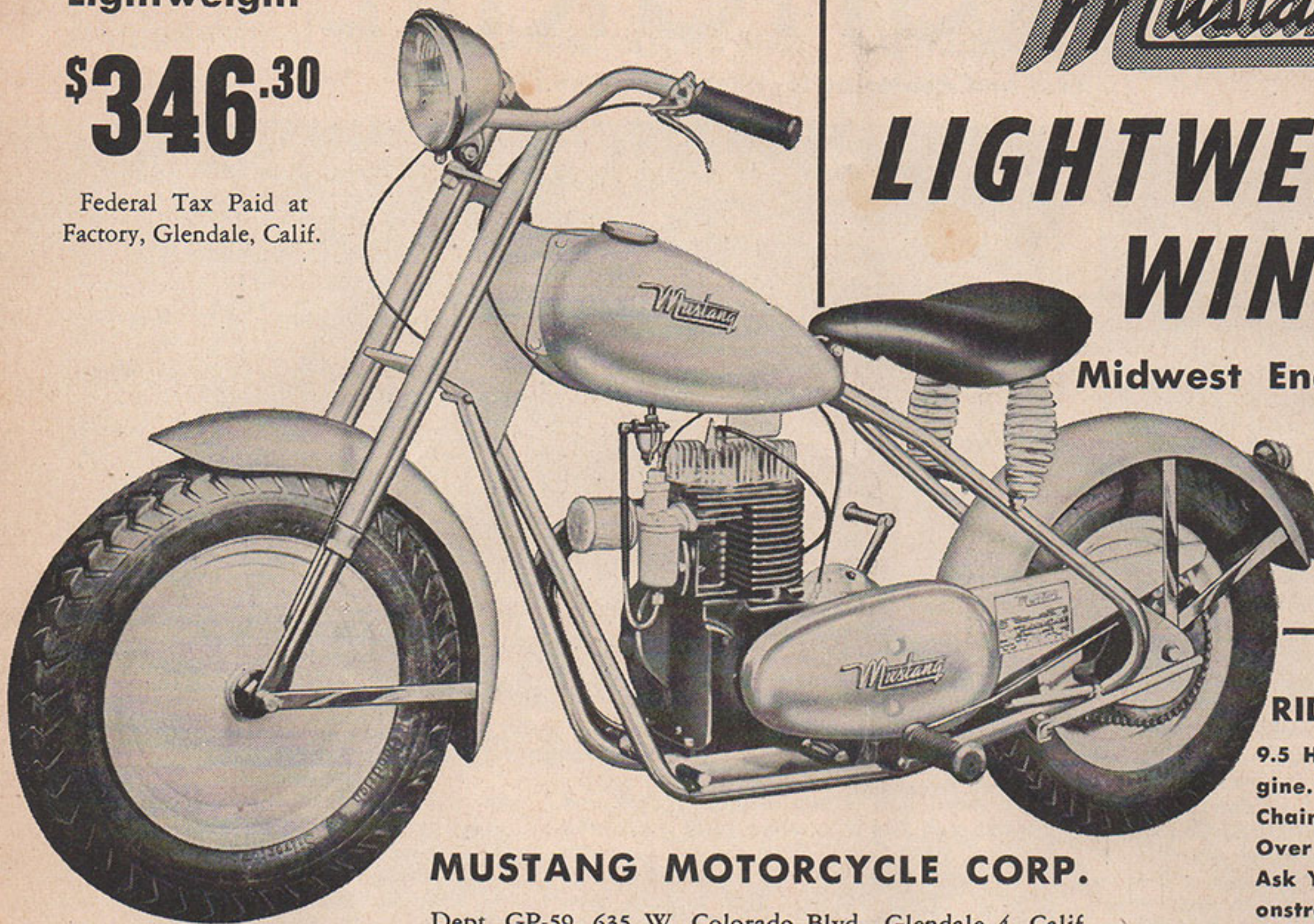
A "damp poor" place to ride a motorcycle! Jack Pines contestant rides his mount across famed Rifle River, looks concerned and worried

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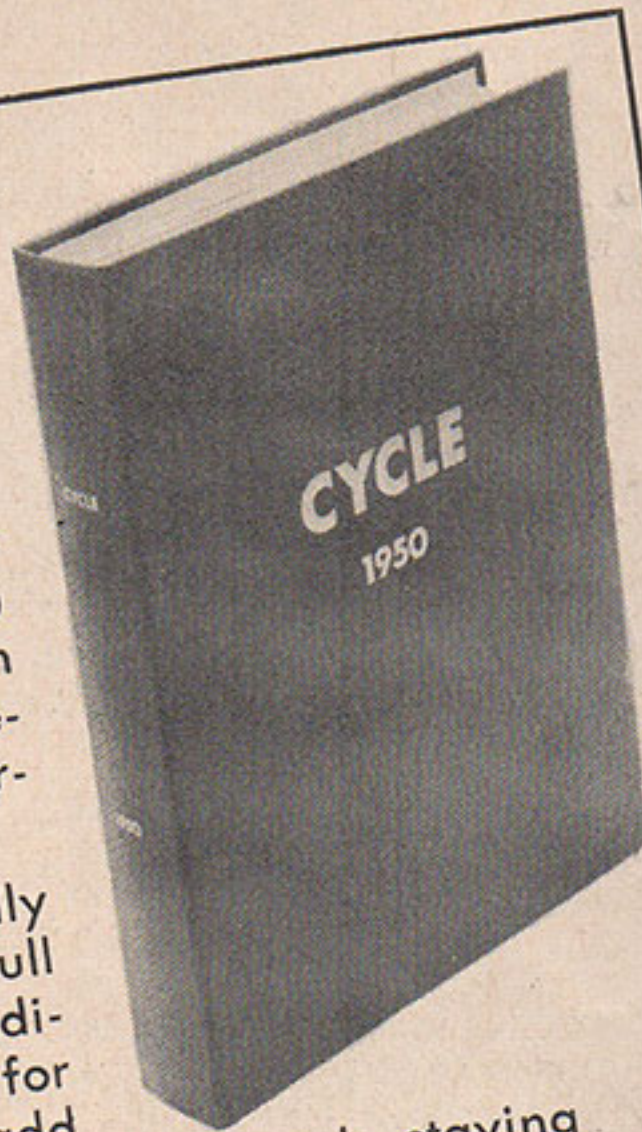
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Text and Photos by H. Wieand Bowman



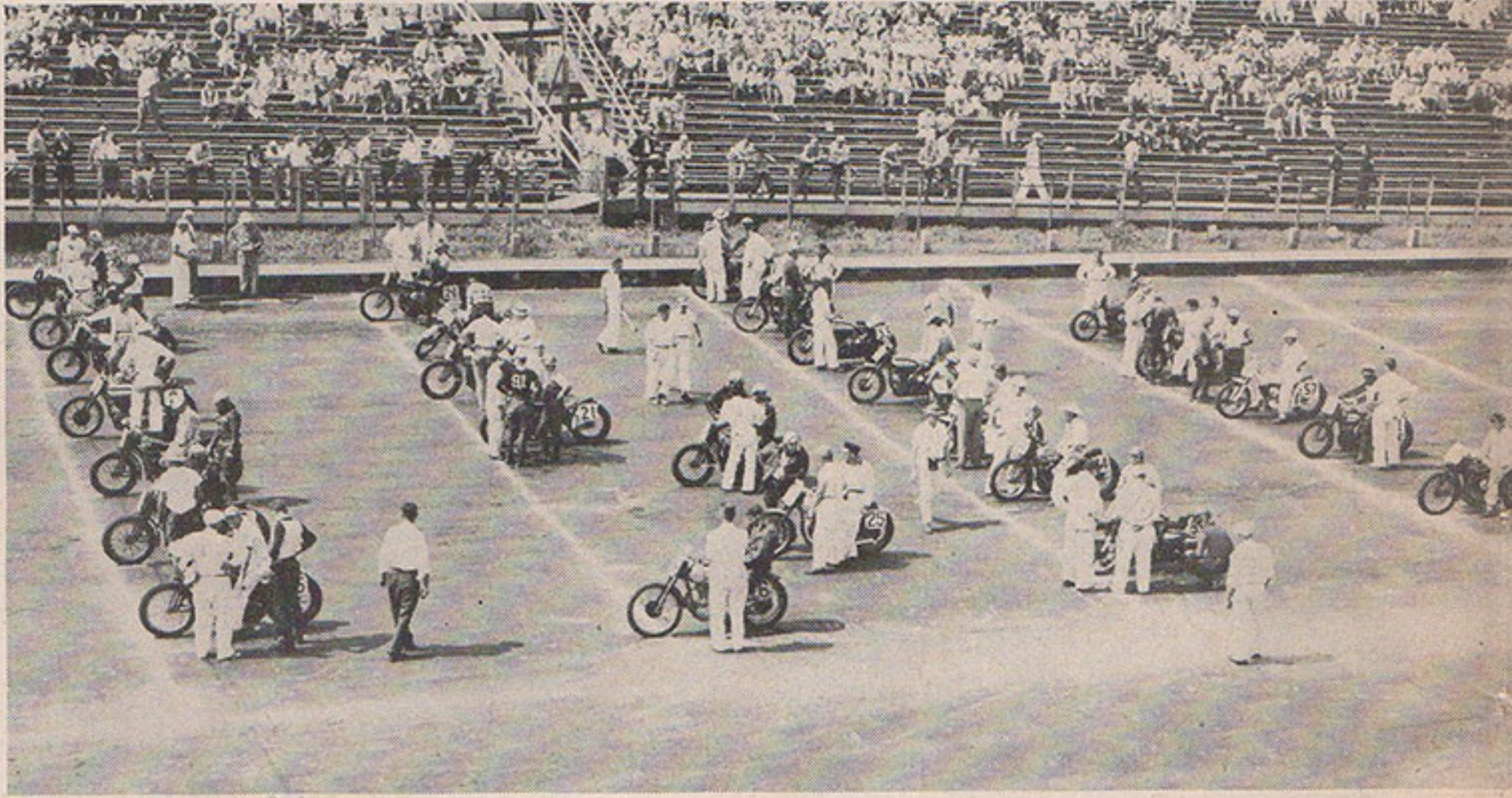
The dirty face belongs to winner, Billy Huber. His time was just 27.25 seconds short of record

THE TWELFTH running of the Langhorne 100-Mile National Motorcycle Championship was held one day behind schedule. A two-day rain forced the cancellation of Novice events and saw the big century main event get under way an hour and a half before scheduled time in an effort to beat out threatening storms. Of the 5000-odd fans who stuck it out the extra day to see the 100-Miler, they left the event feeling they had really seen a race, if not the best cycle race, ever held on the famed one mile oiled dirt oval.

Jimmy Chann, defending champ, undoubtedly lost the toughest race in his career and by the same token, Billy Huber won his finest. The scattered crowd, which was less than 20% of the pre-race estimated attendance (the way cyclists headed out of Bucks County on Sunday afternoon, there is no question that with sunny skies a good 25,000 or more would have been on hand) was hard put at the end of 1 hour, 9 minutes, 20.69 seconds as to whom they would cheer for the loudest: Billy Huber, the victor, who twice briefly held the lead prior to the 92nd lap on his Harley-Davidson, or Jimmy Chann, the defender, who looked like a champ all the way, even when misfortune caught up with his Harley-Davidson on the 92nd lap. Chann finished third, but in finishing third, he scored a tremendous victory.

MILLER QUALIFIES IN 40.688 SEC.

Bill Miller, Harley-Davidson, was clocked at 40.688 sec. for the day's fastest time trial but Miller rooters had to change their loyalties during the race, as the 1950 Laconia winner lasted only ten laps, although he did start on the pole. He led for the first lap, dropped back to second spot in the second lap, moved up into the key position again on the third, gave way to Chann on the fourth, on the fifth lap was riding third, with Billy Huber out in front and Chann second. In the sixth lap the three riders came down the main stretch abreast with Huber holding an advantage of a foot or two over Chann and Miller. The seventh lap Huber still held his scant lead with Miller in the second spot and Chann third. Going through the second corner of the eighth lap Miller cut inside Huber, took over the lead and for



Line-up of the field for the 100 Miler with pit crews still attending "their man." The grandstand evidences the poor attendance caused by postponements due to weather but purse was guaranteed

three more laps it was Miller, Huber and Chann, with less than three yards separating the first three cycles. Then on the eleventh, Bill Miller's fans were in for a disappointment as Miller dropped back to fifth spot, a good fifty yards behind Chann in the lead and Huber second. The next lap around Miller went out when his carburetor high speed needle valve jammed shut.

From that stage on, the three-way race became a two-some, with Chann continuing to lead from the 11th through to the 42nd, with Huber never more than two feet behind Chann's front fork.

In the 42nd lap the two riders poured through the main stretch in a dead head and the pressure was on for the \$100 lap prize posted for the leader at the fifty mile mark. On the 44th lap the two leaders had lapped all but three riders. Dick Klamfoth, Norton, was riding about a fifth of a lap behind in third place with Joe Weatherly, Harley-Davidson, National Ten Mile Champ, fourth, and Chet Dykgaff, Harley-Davidson, running fifth.

PRIVATE FEUD

Weatherly and Dykgaff had been waging their own individual feud, and, although riding in fourth and fifth spots, the fourth spot position was a toss up at this stage, as the two riders rode lap after lap with the lead shifting almost every lap. Neither of these boys at any time was able to completely pass his opponent.

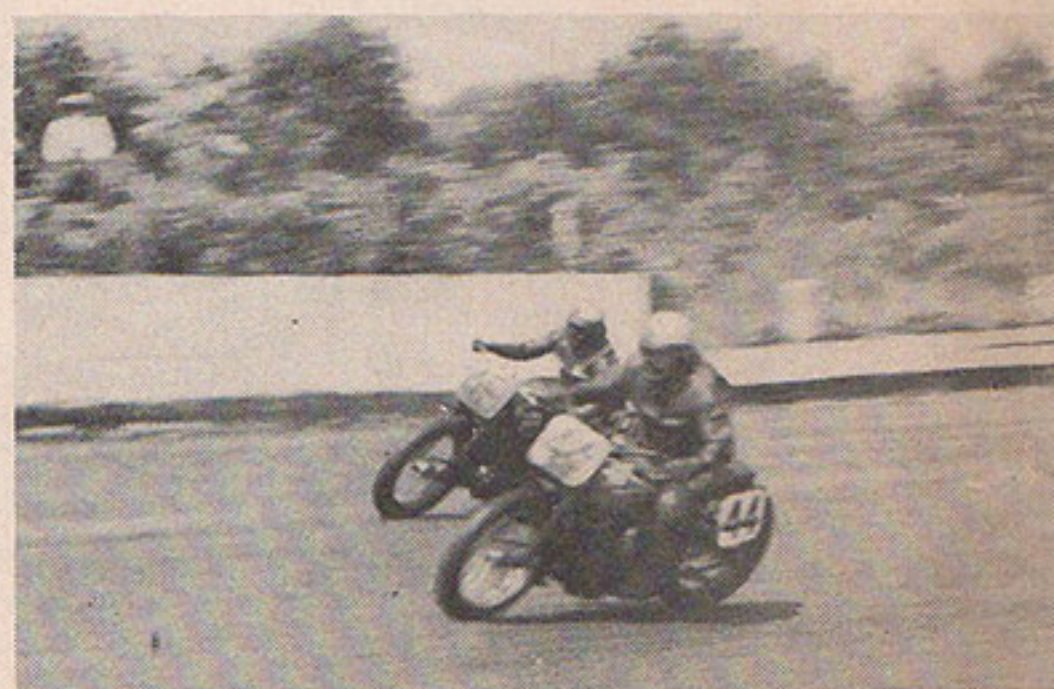
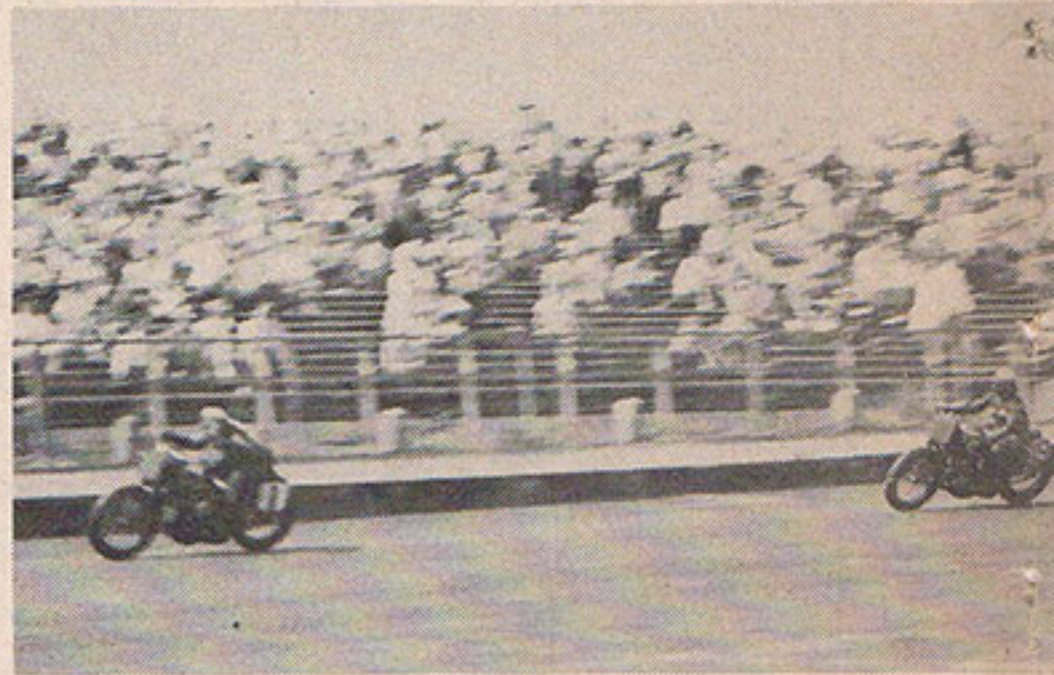
On the 45th lap, Jimmy Chann came down the main stretch with open air between his rear wheel and Joe Weatherly. Billy Huber, riding second, for the first time in the race, was separated from the leader by more than a mere matter of feet. In the 46th lap, Chann had increased his gap over Nos. 4 and 5 by about five yards, but Huber still hadn't lapped the fourth and fifth place riders. Huber's pit crew gave Billy the "go-ahead" and on the 47th lap, Huber had lapped Dykgaff but still was unable to get past Weatherly. On the 48th lap, in the back stretch, Huber rolled past Weatherly and closed rapidly on Chann until the two

were riding nearly hub to hub.

Through the 49th lap it was still a toss up as to who would get the \$100 lap prize. Going through the first corner Huber went up a little high, Chann seemed to find firmer going about the center of the track and Weatherly and Dykgaff moved through the hole left by Huber. Coming off the fourth corner all four bikes were closely grouped again but Billy didn't have a chance to get through and he missed out on the \$100 lap prize by about six feet.

On the 54th lap, Huber again moved back into close contention with the leader. At the 60th, Chann and Huber were running hub to hub again, but Chann always managed to hold onto a one or two foot margin of questionable safety. On the 66th lap, Huber

No. 1 is Jimmy Chann storming down the front stretch on the sixtieth lap, leading by 4 seconds



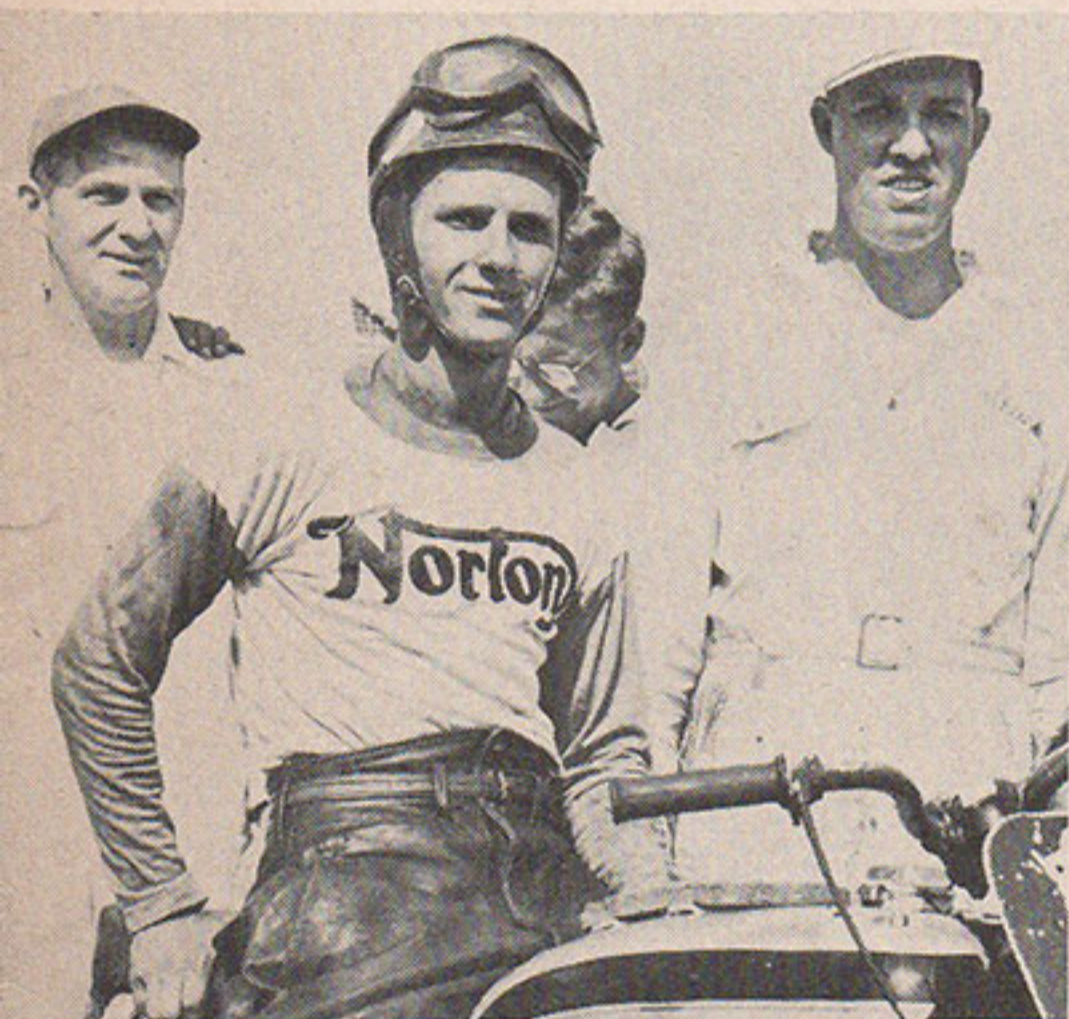
George Sabine ducks under Al Wilcox entering the main straightaway. Wilcox garnered 7th

Billy Huber, Harley-Davidson, Wins 100-Mile Championship—Time 1 hr., 9 min., 20.69 sec.

Defending Champion, Jimmy Chann, Leader At 92 Miles, Tosses Rear Chain, Finishes 3rd



"Downcast" Jimmy! In the pits after the race Chann displays chagrin plus a very dirty face



Dick Klamfoth, Norton, placed second. Klamfoth won Daytona in 1949, was runner-up in 1950

and Chann were clocked at 41.5 secs., and Huber found an added burst of speed down the main stretch and took over the lead. The next lap, Huber dropped back to second again.

Dick Klamfoth was riding on an average of 18 to 19 seconds behind the two leaders. On the 83rd, Huber again took over the lead for the third time. He held it for three laps, but Jimmy Chann was pressing him the entire distance, feeling loath to give up the lead even by a matter of feet.

TRACK SURFACE WAS TOPS

The track was in the best condition that it had been since pre-war days. The two-day rain plus the oiling of the surface made it dustless. Most of the riders found their groove high up on the track. Jimmy Chann rode the outside rail most of the distance.

On the 86th lap, coming off the fourth corner, Chann took over the lead again. The leaders' pit crews hadn't given their riders

much more than lap number instructions but apparently that was enough. Completing the 89th lap both riders got the "ten-to-go" sign on their chalk boards and their pace picked up. Klamfoth at this stage was running about 18 seconds behind. On the 92nd lap, Huber appeared out of the fourth corner but Chann wasn't in sight. Then nearly a quarter of a lap behind Huber, Chann came through gesturing frantically to his pit crew and pointing to his chain. But he didn't make a pit stop, he had replaced the chain himself on the backstretch!

Klamfoth was now in second spot, still 18 seconds behind the leader. Throughout the race he had managed to keep entirely out of traffic, riding alone, and being paced by his pit crew who gave him frequent okay signals.

CHANN HOLDS THIRD

Chann had lost a full lap but still was in third spot, with Dykgaff riding fourth and Weatherly fifth. On the 97th lap Chann was clocked again at 41.5 sec., and lapped fourth place rider Dykgaff but Huber continued to press hard for the final three laps and took the checkered first at the end of the 100-Mile grind.

Twenty-seven riders had started the event, lined up in four tiers, with seven riders in each of the first three tiers and six in the final tier. Each row had been started three seconds ahead of the tier behind, so that Bill Miller, on the pole, had a nine second theoretical advantage over Bill Normyle, in last spot. Only 50% of the field finished the 100-Mile distance. Walt Balchunas had one of the day's major mishaps. The entire crankcase dropped off Walt's bike. Dick Fisher was forced out with a crankcase leak. Steven Chann, one of three racing Chann brothers, was in and out of the pits at regular intervals, twice when he lost his gas cap and again when his Harley developed mag trouble. Herb Reiber, Indian, went out because of a

tire failure. Other minor breakdowns accounted for the dropping out of the balance of the field.

The first ten to finish were as follows:

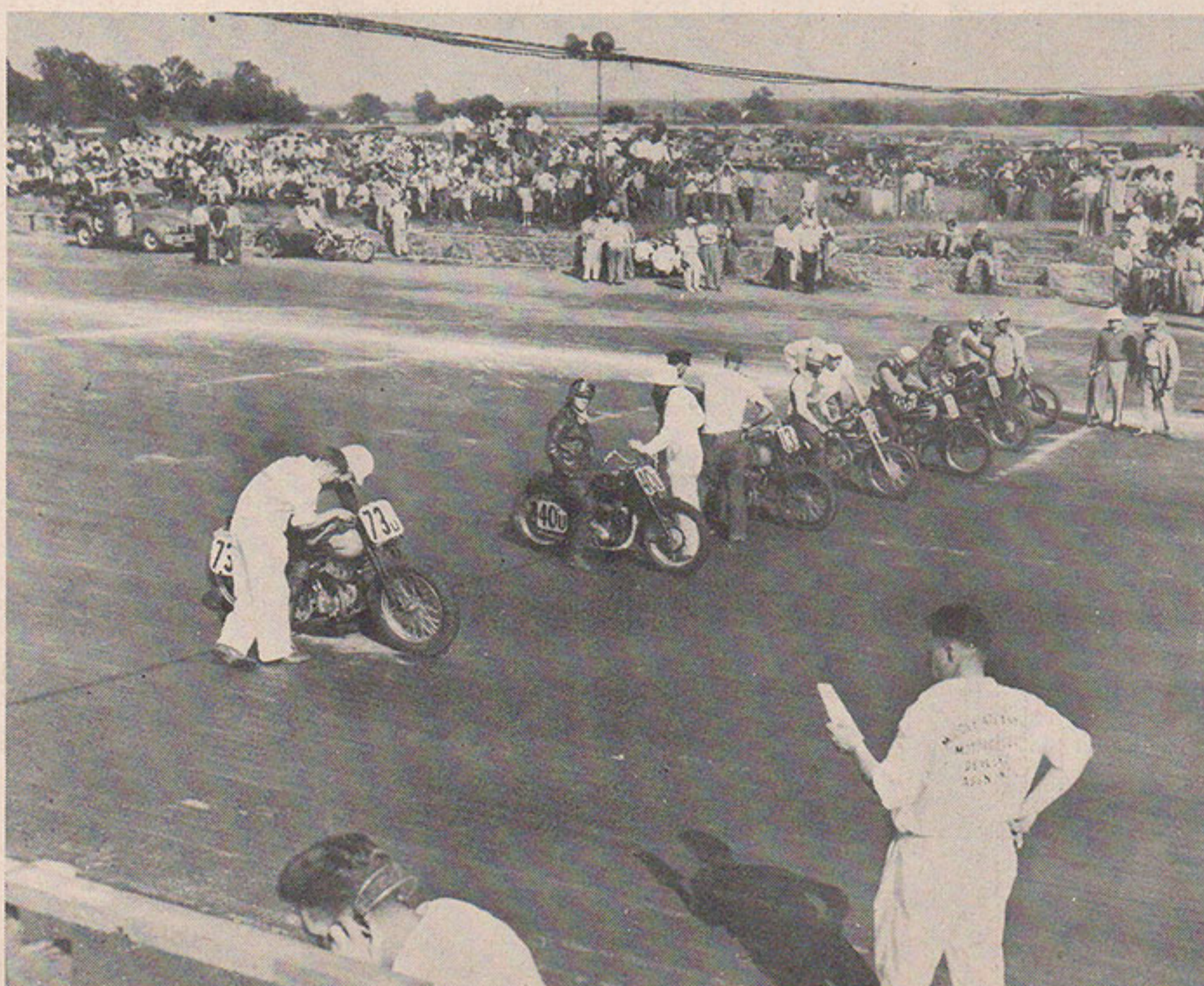
Billy Huber, Reading, Pa.	H-D
Dick Klamfoth, Groveport, O.	Norton
Jimmy Chann, Peoria, Ill.	H-D
Chet Dykgaff, Grand Rapids, Mich.	H-D
Joe Weatherly, Norfolk, Va.	H-D
Paul McDermott, Glen Falls, N.Y.	BSA
Al Wilcox, Trenton, N.J.	H-D
Walt Troxel, Ephrata, Pa.	H-D
George Sabine, Washington, D.C.	H-D
Babe Trancrede, Woonsocket, R.I.	H-D

One extremely creditable aspect was the complete absence of any spills during the entire 100 mile distance.

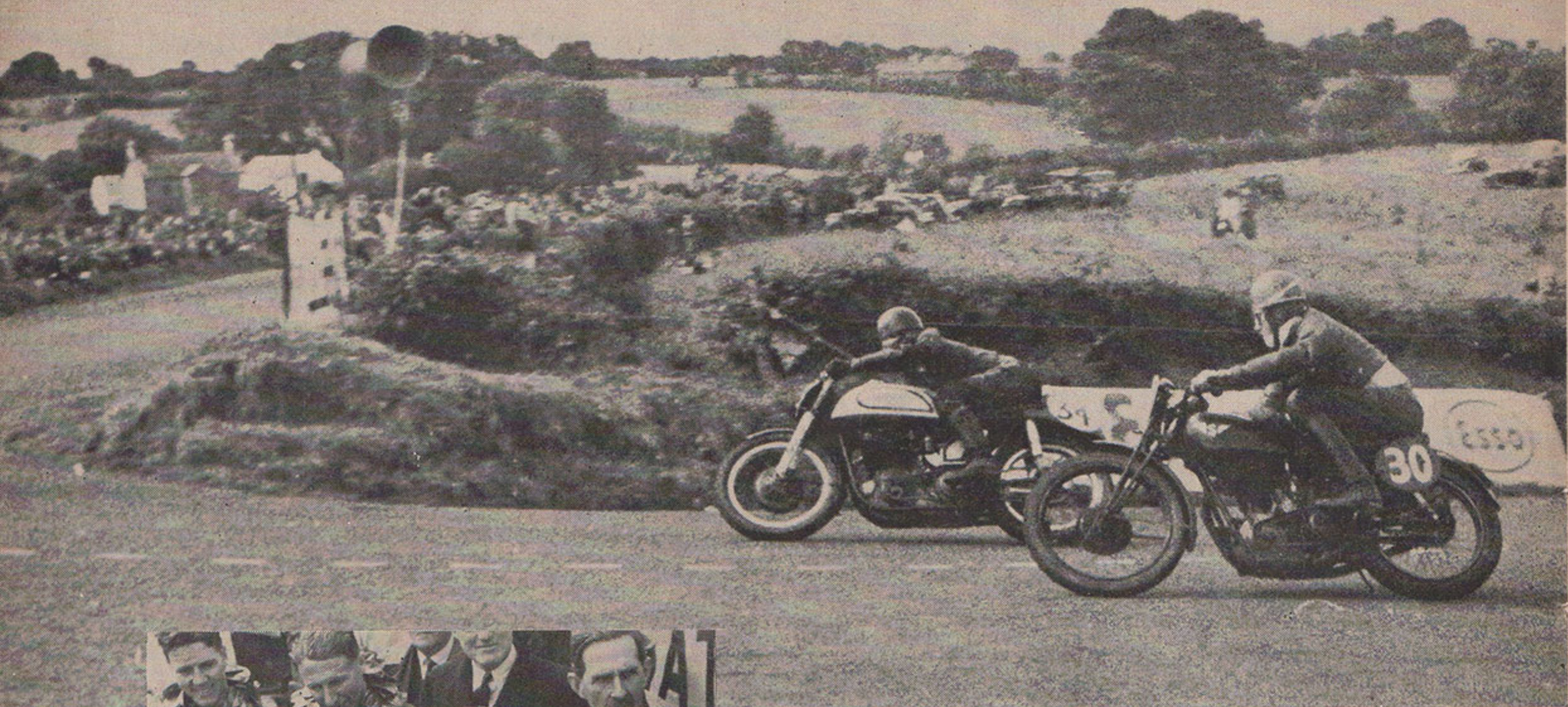
As all Expert riders had qualified in the 27 bike starting field, the scheduled ten-lap Consolation race for Experts was not run. Nor were the two semi-final heats and the fifteen lap Championship for Novices. Winners of the seven Novice five lap qualifying races, which were run off prior to rain on the Saturday preceding the scheduled, 100-Miler were as follows:

1st heat: Oss Scogland	Tri.
2nd heat: Forest Schoup	H-D
3rd heat: Warren Sherwood	BSA
4th heat: Harold Wallman	BSA
5th heat: Dick Heinzmann	Tri.
6th heat: Harold Smith	—
7th heat: Ted Boyd	Norton

The five-lap track record was broken three times during the seven qualifying heats for the Novices. In the first heat, Scogland was clocked at 3:54.01, which bettered the old mark of 3:57.91, set by Nick Schuffler in 1941. Forest Schoup broke Scogland's record in the second heat when he was clocked in 3:51.21. Schoup's new record was as short-lived as Scogland's, as Warren Sherwood, in the third heat, bettered Schoup's mark by clocking the five miles at 3:42.77.



Line-up for one of the Amateur heat races. The infield looks well filled in spite of poor weather



ABOVE—"The Old Master" Harold Daniell, Norton, cuts underneath less experienced rider and banks into right-angle turn at end of Clady Straight



Photos by Onslow

—Class Winners, left to right: Geoffrey Duke, 500 cc Norton, Bob Foster, 350 cc Velocette, Maurice Cann, 250 cc Guzzi, and Ubbialia, 125 cc Mondial. Each is garlanded with victors' laurel wreaths. (That is NOT Der Fuehrer in the white coat!) Duke, Foster are embarrassed, Cann bored

ULSTER GRAND PRIX

By William H. Onslow

DUKE (NORTON) WINS AT 99.56 MPH, SETS LAP RECORD AT 101.77 MPH

THE 22ND ULSTER GRAND PRIX, held on the famed Clady Circuit, a few miles northwest of Belfast, Northern Ireland, attracted hundreds of foreign visitors, together with tens of thousands of Northern and Southern Irish enthusiasts. Chief topics among them all, while awaiting the start, was "Could this circuit maintain its position of producing the Fastest Race in the World," and "How many riders would be World Champions at the conclusion of the meeting."

Following a week of rather wet weather, race day dawned with fine promise. Roads were dry and visibility perfect, giving the circuit every chance of retaining its honour. Not quite so lucky as the spectators, the competitors were struggling to move machines in a Paddock that recent rains had turned into a quagmire. Even so, they took it with a smile and a quip, especially when the vans of the Accessory Manufacturers began to settle into the ooze.

With true "Irishism," the Ulster event differs from the remainder of the Internationals in the World Championship series in that all classes are run concurrently. Each Class has a mass start, with a one minute interval between each class. First away, the 500 cc machines had to cover 247½ miles, a minute later, a whole flock of 350 cc jobs roared into the start of their 214½ mile

gruelling. Hardly time for the roar to die away and those old and petted 250 cc favourites once again tackled 198 miles of mostly full bore stuff and, lastly, with already over 100 machines hurtling around the course, the baby 125 cc marques departed to show that they thought nothing of 165 miles on full noise.

This was all very exciting to those lining the roads but to the Competition Managers of the various marques it caused many a headache. They, poor fellows, had to rearrange their teams in the Manufacturers' Championship. Jock West, of AJS, came out of retirement to join Les Graham and Ted Frend on the "Plumstead Porcupines." Australian Eric McPherson, together with Ulsterman, C. Gray, linked forces with C. Sandford, to complete a team of 7 R's. Norton Motors bestowed well deserved honours upon Australia and Ireland alike by having H. Hinton and L. Carter teamed up with Harold Daniell for the Junior class. Geoff Duke, Johnnie Lockett, and Dickey Dale proved a formidable trio on the larger 500 cc black and silver Nortons.

The Gilera team, Nello Pagani, Carlo Bandirola, and Umberto Masetti, remained unchanged and entered the fray with the knowledge that they were well in the Championship lead in the 500 cc Class. Unfortunately their fellow countrymen, who comprised the MV team, did not put in an appearance.

There was no "works" Velocette team in the series this year but with Irishmen Ernie

Lyons, Reg Armstrong and Frank Fry, entrant R. M. N. Spring had a team worthy of any factory and could perhaps pull off a surprise in the Junior class. Bob Foster, leading in the Individual Championship of this class, was no doubt relieved to know that his closest adversary, Geoff Duke, was booked for the "Big Uns." Dario Ambrosini came to the line on his 250 Benelli, knowing that he was almost unbeatable in the Lightweight class.

The mid-day start was delayed for a few minutes while the roads were cleared of late arriving vehicles and I took the opportunity to mark off the non-starters from the program. Vic Willoughby, who had crashed and completely wiped out his Junior Velo in practice, was the only one of the many non-starters eliminated through accident. Other riders had either not shown up or did not qualify in practice. The 125 cc event was the most depleted, only three of the eleven entries (all Italian) came to the grid. These three were the very fast Mondials, with a top speed exceeding 95 mph!

Following minutes of suspense, the silence was broken by a roar that echoed from the distant hills and the Senior boys were "away." The Italians had rather a poor start but the distinctive scream of the Gilera fours was heard by all. The high-pitched note of those scarlet four cylinder jobs was positively ear-shattering in the lower gears, and I am sure that the riders must be deaf for hours following the conclusion of an event. The snarl of a "Porcupine," the howl of a Triumph,

and the bark of the single Norton would add zest to any rendering of today but the voice of the Gilera 4 belongs to the future.

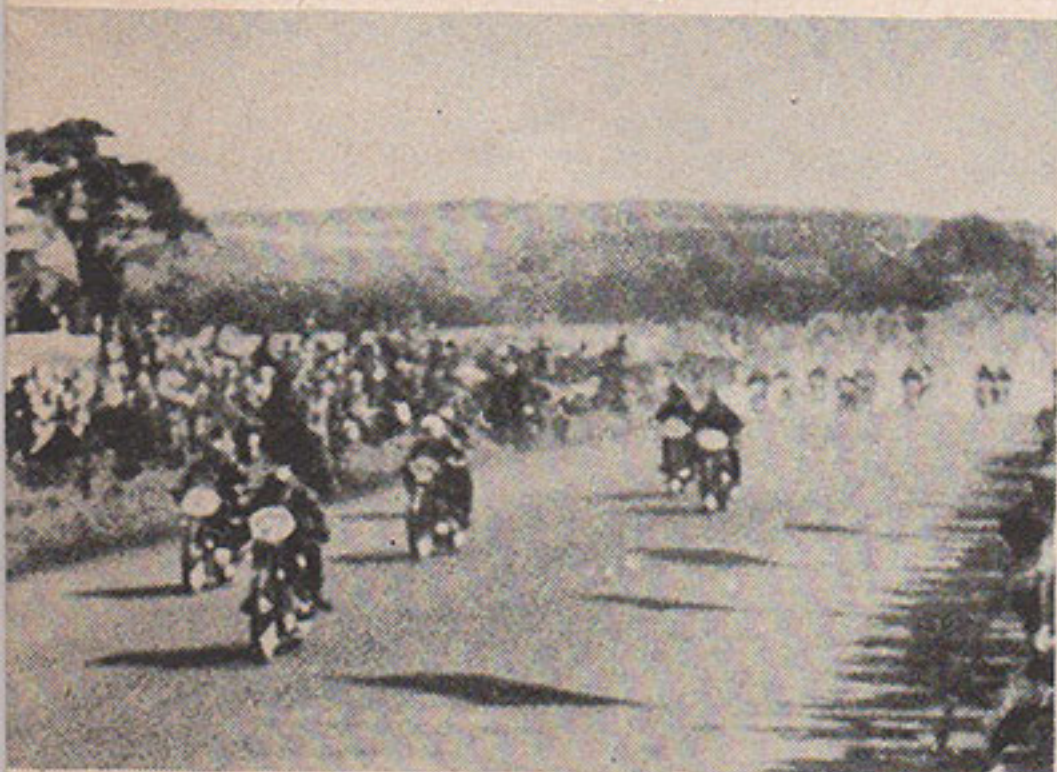
Three minutes later the grid was deserted, all Classes were on their way. The lighter bellow of the 125's diminished in the distance and then almost six minutes of unnatural silence was broken, when, with straining ears, all present strove to recognize the note of the leading 500 cc motor. Seconds passed, then with a change into a lower gear, it was recognized to be a "single." A Norton must be ahead, quite well ahead at that, for no other sound could be heard. A flash of black and silver, a glimpse of a white helmet, and the "Duke" hurtled past at a speed in the region of 130 per! From a standing start he had averaged 97.59 mph! A little over a second in arrears, his teammates, Lockett and Dale, with the former three yards to the good, provided Bracebridge Street with a First Lap 1-2-3. Les Graham and Ted Frend are separated by Bandirola who was in fourth spot. Masetti, who, with 22 points seems to have the Senior Individual Championship in his grasp, was well among the back markers and Nello Pagani had not recovered from a poor start. Added to this, those ace Italian riders had expressed a genuine dislike for the bumpy seven mile Clady Straight during the practice periods which gave them little hope of catching the leaders.

Second Lap order was the same, but turning up the wick a little, Duke turned in a record of 101.25 mph and was a further six seconds ahead of his followers. Graham, taking the bit in his teeth, was not idling by any means and had considerably lessened the gap between him and the Nortons. His next 16½ miles of rapid motoring took him past both Lockett and Dale and he settled down to catch the flying Duke. Twelve seconds seems little enough time but, with speeds around the "Century Mark," it represents a considerable distance. Les was quite competent to close that gap, however, with over 200 miles still to go.

His fourth circuit was a second faster than Geoff's and, if he continued to gain this amount in each of the remaining eleven laps, he could provide a photo finish. Les' gain, however, did not suit "Professor" Joe Craig, who signaled to Duke that, "he (Duke) was not out on a sightseeing cruise and would he please get a move on." Stung into action, Mr. Duke twisted the grip a little more and promptly regained his lost second. Bandirola did not appear and it was learned later that he had "bought a packet" and had been removed to the hospital. This unfortunate happening gave Jock West a place on the Leader Board in sixth position. This grand old stager, out of retirement, is Sales Manager of AJS Motorcycles Ltd.

Several machines had by now tired along that "Full Bore Straight," but the giants still battled it out. Duke pulled in to fill up while Graham hurtled on and both were credited

Only at "The Ulster," in International road racing, is a mass start employed. The 500's led off



with a time of 59 min., 38 sec. at the end of the sixth circuit. Graham actually held the lead for a few brief seconds. With added gas the Norton took on new pep for it simply hurtled around the seventh and eighth circuits in identical times; 9 min., 44 sec., a new record speed of 101.77 mph.

Over half the distance had been covered and the positions were: Duke, Graham, Lockett, Dale, West, and Pagani, who had been let into sixth position when Ted Frend's Ajay lost a little of its power at half distance. With the exception that Masetti displaced Pagani for sixth spot this order continued till the end, while news filtered through of the misfortunes of several of the top competitors. The final results, however, cannot possibly impart the tension that existed right up to the dipping of the checkered flag as Duke hurtled across the finish line.

Results of 500 cc Race

Name	Machine	Speed
G. E. Duke	Norton	99.56 mph
L. Graham	AJS	98.92 mph
J. Lockett	Norton	98.46 mph
R. H. Dale	Norton	97.01 mph
J. M. West	AJS	93.59 mph
U. Masetti	Gilera	91.29 mph

THE JUNIOR RACE

The firing of the second maroon of the day unleashed the 350's, like a pack of hungry wolves, with Reg Armstrong in the van going like a "scalded cat," making a perfect start. Was he not one of the finest Irish riders out to give his Nationals a treat?

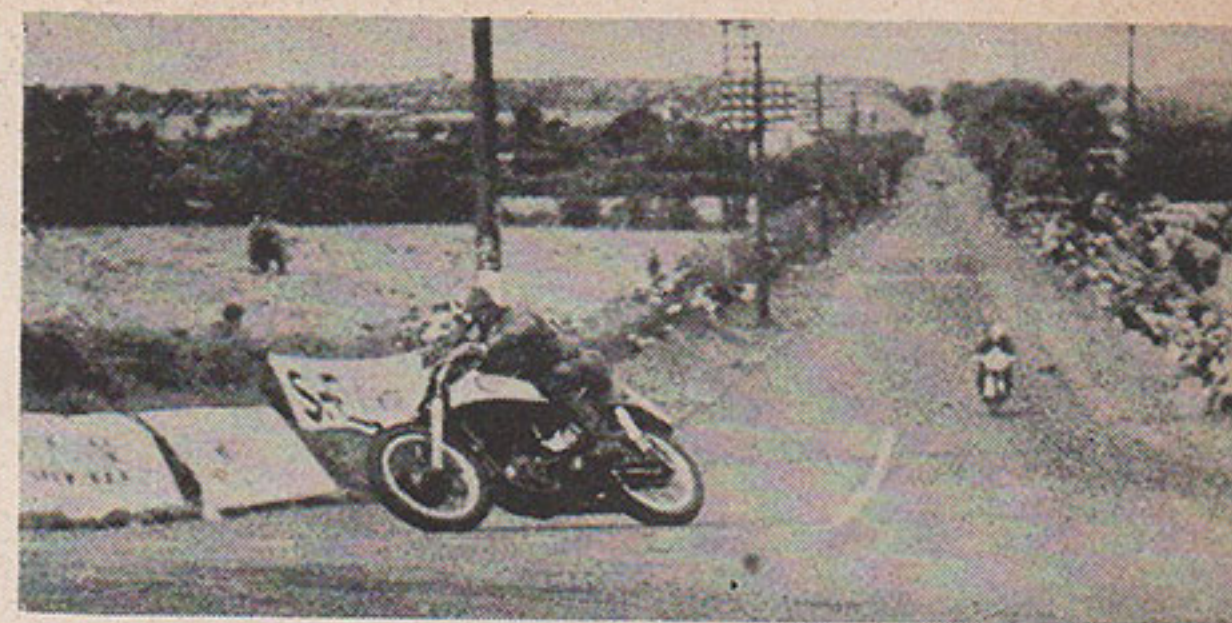
For three laps he held the lead, opening with one from a standing start at 89.91 mph, to a mighty quick one of 91.72, in the third frame. Not so lucky was his fellow Irishman, Mickey Mooney, who pushed in with a flat tire on the opening lap. Poor Mick, he never seems to last one lap in an International event.

Bob Foster's Velocette, wrested the lead from the game Armstrong in the fourth lap. However, it was the dashing Ernie Lyons who shook all and sundry in the fourth circuit while knocking out a mere 92.14 mph lap average. Having been on the Leader Board in the first lap, Lyons had evidently met trouble and was determined to make up the lost time. His fine effort ended later when he brushed handlebars with Bill Lomas on Tully Corner and both hit the tarmac, uninjured.

The race had become the most interesting of the day for, with the reeling off of lap after lap, Bob became more and more wily in trying to shake off Armstrong, who hung on like a leech and was, until the closing stages, never more than a second behind. Not far back, the two Australians, Hinton (Norton), and McPherson (AJS), had a little scrap of their own. Ajay held the upper hand for just over half distance and then, with a wave, Hinton was in front, never to be passed again. Oddly enough, a second Ajay-Norton duel was in progress behind the two grand lads from "Down Under," the foxy Harold Daniell was matching wits with young blood Cyril Sandford. They passed and repassed until, in the last third of the race, the bumpy conditions of Clady took toll of Daniell's mature years and the grand old warrior settled into the slipstream of youthful Sandford. His last challenge was a heroic gesture but the AJS had pressure enough to stave it off and "Daddy" Daniell ended up, still on the Leader Board, in sixth place.

Results of 350 cc Race

Name	Machine	Speed
A. R. Foster	Velocette	91.38 mph
R. Armstrong	Velocette	91.24 mph
H. Hinton	Norton	90.57 mph
E. McPherson	AJS	90.09 mph
C. Sandford	AJS	89.23 mph
H. Daniell	Norton	89.22 mph



Looking up famed Clady Straight, 7½ miles of straight road but with many undulations

250 CC EVENT

The lightweight race might well have been "The Charge of the Old Contemptibles," for not only were most of the machines of the pre-war era but the average age of the contestants was much nearer 40 than 30. Most all of them were top rank mechanics who, through the passing years, have altered their machines beyond recognition in fighting to maintain the standards set by the postwar Italian 250's. A good half of the entries were said to be New Imperials but few were recognizable as such. Often enough, only the frame and crankcase bore any resemblance to the original marque. Cylinders and heads were cast at home from the rider/owner's own pattern blocks. Several types of rear suspension was seen while Tele's were borrowed from Ajay, Norton or what have you. Even building a complete machine from scratch is not beyond most of these fellows and I believe they deserve special recognition.

Maurice Cann (Guzzi) led from start to finish and there is not really a lot to say about the race itself. With an opener at 79.77 mph, the Leicester rider easily led Rolly Pike and Ken Burton first time round, while Bill Dehany, who was left at the post with his Norton, still lagged behind the remainder. The leader's third lap called a tune of 81.90 mph, which put him further ahead of W. Billington, on another Guzzi, who had moved up to second spot.

For almost fifty miles Billington held Ambrosini (Benelli) at bay for second place but eventually, by sheer determination, Dario forced past and drew away in each of the remaining laps. Cann was by then out in front all alone. An eighth lap at the astounding pace of 84.18 mph put him in a better position yet and from then on he ran out a comfortable winner.

Name	Machine	Result	Speed
M. Cann	Guzzi		82.73 mph
D. Ambrosini	Benelli		78.29 mph
W. Billington	Guzzi		77.64 mph

THE 125 CC RACE

With only three entrants coming to the line out of an entry of eleven this event was rather poor as a spectacle. Nevertheless, the winner's speed would have provided him with fourth spot in the Lightweight Class!

Those very rapid Mondials I last saw in Holland were out to show their paces to an appreciative crowd and with the fall of the flag, Ruffo and Ubbialia were soon away. The third member of the team, Leoni, had a terrible time in starting and retired on the sixth lap.

Ubbialia held the lead for two turns with the next four going to Ruffo, till at Clady corner, he waved Ubbie past once more and settled down to a finishing ride. Ubbialia therefore ran out the winner at the grand pace of 77.46 mph over the distance of 165 miles. Only two contestants, riding identical machines to strict team orders, is not a thrilling race to watch but the astounding speeds of those pigmy powerplants are really quite unbelievable.



Photos by Carl Risley

THE 1950

JACK PINES ENDURO

Jerry McGovern, Harley-Davidson, Wins Sweepstakes

By Oscar Lenz

THE 24TH RUNNING of the famous Jack Pines Run has been written into the record books as the best ever. Not only from the standpoint of a record entry of 298, but also from rider interest—keen, clean competition, and a determination to finish. Can you imagine a rider taking punishment to the tune of losing a total of 2737 points for the two-day run to win 22nd place in Class B solo? That, however, is the record performance of Paul Morgan of Madisonville, Ky.

A total of 85 were Class A riders and 213 Class B, representing 14 makes of motorcycles from 18 States and Canada, with the mid-west supplying the bulk of the entry, quite naturally, but California, Texas, Arkansas and the eastern states each had their quota. The girl's division was headed by "Old Reliable" Dot Robinson of Detroit, who always makes a fine showing and this year won 2nd in Class A sidecar, her daughter, Betty, who was 5th in the "125" class and Maxine Miller, of Lansing, riding Class B solo. Also for the first time a "125" finished the run—a little Harley job driven by Ronald L. Cizek of Maywood, Ill.

The new Champion, Jerry McGovern, rode a steady pace that won him the Cow Bell and a fine trophy from the Lansing State Journal. The defending champion, Bert Cummings, was not far behind, but it was Claude Goulding who was really setting the pace until his motor took on a "Jack Pine Re-bore" in the sand the second day. He had the best first day score, only dropping 17 points for which he received a fine trophy awarded by the Model Restaurant of West Branch. Brother-in-law, Earl Robinson, was right on his heels, however, with only 18 points off the first day. But it is the final score that counts, and the Jack Pine is always won or lost on the second day.

The C.A.P. (Civil Air Patrol) really proved itself this year and did a bang-up

job of sending the riders' scores from every control point into headquarters at Lansing. Every C.A.P. unit in Michigan assisted with mobile equipment stationed at the checking point. Where the distance was too great from Lansing it was first radioed to a relay station and in some cases through two relay stations before being sent on to Lansing. Lt. Armitage and Warrant Officer Charles Deuel were in charge of organizing this entire set-up and they did a swell job. It saved us hours and hours of time which has always been necessary to figure the scores at the end of the run. This year we had all the Class winners totalled in a matter of a few hours after the final checking station was closed. Many thanks, fellows, for a swell job.

The entries started to arrive early, with Aub LeBard first on the scene. He had a few days to get his feet on the ground. Aub had the misfortune of following some riders into a swampy bog which was not even on the course, and they really had themselves a time getting out and going again. He did not give up, but by the time he got back on schedule he was hopelessly out of the running, but kept going and finished the run.

Saturday morning the riders and equipment really started to roll in, by trailer and under their own power, both side hacks and solo. It is a show in itself to see the "creations" gotten up by the experienced Jack Piners. The lads up for the first time sure took notes on what the well-informed boys were doing to their cycles. It is a credit to this branch of our sport that we do not have to say you can't do this or that. In fact, the only limitation we stress at all is a reasonably quiet exhaust and this year we also suggested a small fire extinguisher for the rider's own protection in case a machine caught fire in the woods. The riders cheerfully complied.

Two sidecar-drive outfits were entered this year, the Illsley brothers' B.M.W. from Washington, D.C., and Clem Murdaugh's Indian.

Clem went a step further by adding a winch to his outfit that he used to pull himself up the bad hills and out of the mud holes and it really worked. It is impossible to estimate the hours of work that are put in by the riders in preparing for an event of this kind, but it must be plenty. This, however, is part of the kick they get out of it so—more power to them! Brush guards, short fenders and lug tires are standard equipment for about everybody, with some going in for extra road clearance, skid plates, timing gadgets and what-have-you.

After getting signed up, the first official business of the entrants was the drawing of riding numbers. This was started shortly after 3 o'clock, with Bert Cummings, the defending champion, making the first draw. He pulled No. 46, which was not bad. We were again putting two riders on a number on account of the large entry, but there was no choosing of partners. You just kept the number you drew and liked it. The coveted Number One spots were finally drawn by Earl Doty, of Flint, and Alfred Schrank, of Cudahy, Wis. The sidecars were placed every fifth machine so as to avoid congestion on the trail, although this was about impossible



Howard Kock and passenger George Lever, assisted by friendly checker, cuss, push and cuss



Class B Sidecar Winner Clem Murdaugh and his passenger Jacques DuPont, on level stretch

with two machines to a minute. The entrants received their route cards, metal riding numbers, and little souvenir cow-bells. Key Time at the known Checks was posted, so everybody got busy figuring their schedules. The Jack Pine Banquet, which has become a "must" at Jack Pine time, was again held at the Masonic Temple, Saturday night, and was attended by over four hundred motorcyclists. A good meal and entertainment was enjoyed by the crowd and after some introductions by Clarence Spencer, Club Pres., some checking instructions from Harold Farnum, and information about the course by the Old Jack Piner, the boys were dismissed and told to go to bed for a good night's rest.

At exactly 5:31 a.m. Sunday morning, the first two riders checked out and the 24th Jack Pine Run was under way. Then, for over two and a half hours, there was a

steady stream of motorcycles heading north out of Lansing, making a parade about 75 miles long, very orderly, and really something to see. A good crowd of Lansing citizens and well-wishers were on hand to see them off, even at that early hour. The first Known Check was Ionia, on highway and open territory. Right out of this Check, things began to happen, and quick! An old R.R. grade, with a bad ditch crossing plus the first Secret Check just the other side, started things off in fine style. Then, a little hard road, but not for long, as the route marker said "Right" and into the woods, where an old bridge and a swampy section started to give trouble, which got worse, as more machines got stuck and began to pile up. Here is where the low numbers had the advantage in getting through before it got too bad. A Secret just out of the woods recorded the time you lost, but perhaps you could pick up a few minutes going into Greenville, the next Known. Another R.R. grade with some of the ties still in place shook you up a bit, but some dirt road helped you get back on the schedule again. In fact, a good road Secret caught some of the smart boys ahead of time. Sylvester, the next Known

and the Known at Prudenville, on Houghton Lake. It was "gas-up-here-and-get-going" because the next Check was West Branch and any Jack Piner knows that this means sand and hills. They were not disappointed either, because this is just what they got, and plenty of it. However, the trails are wide, as they are fire lanes, so you have room to pass.

One favorite spot, where the course crosses a highway, was jammed with spectators and was an interesting spot to watch. The contestants came down one long sand hill across the highway and up another. State Police were on hand to control traffic, so the riders had a good run at the second hill. It was sandy but possible, but about half way up, the course turned left through the woods, to the top. From here to West Branch there was no let-up and, although most everyone checked in late, they were glad the first day was over.

A wonderful chicken supper, served by the St John's Lutheran Church, made us all feel better. Rooms had been assigned to the riders and those that were intending to ride the next day hit the hay. Those who were eligible to continue the second day had to be regrouped, riding positions redrawn, and only one rider on a number. This kept us busy until after

gathered here to watch the river fording and give advice, which was not always good. Skidway, a Known, was followed by Sterling, and Standish, the noon control.

Here it was found that 62 were still willing and able to go on. Some of the remaining riders got the idea that it would be easy from here in, but were they surprised! Through the next two Knowns we really poured it on, and then put in another river crossing for good measure. This was the Chippewa, which is wider and deeper than the Rifle. A few conked out, but no serious trouble. Another stretch, going into Ashley, had the boys fooled and, then, from here into Lansing, was smooth sailing. The Check-In was in front of the Capitol, where a large crowd had gathered to welcome the survivors. The finishers were tired but happy—they had completed a tough Jack Pine. Some headed for home while others waited for the results. The event was another grand success. Now for the Big One, our 25th Jack Pine, next year!

1950 JACK PINE RESULTS

Score
Jack Pine Champion, Jerry McGovern,
Grand Rapids, Mich. H-D 938

CLASS A SOLO

1. Bert Cummings, Bay City, Mich. H-D 907
2. Charles Stahl, Toledo, Ohio H-D 888
3. Earl Robinson, Detroit, Mich. H-D 880
4. Bill Nadler, Elgin, Ill. H-D 879
5. Lester Parker, Columbus, Ohio Tri. 858*
6. Bob Robertson, South Bend, Ind. BSA 859
7. Joe Sturzl, Chicago, Ill. Ind. 858*
8. Coleman Mitchell, East Hartford, Conn. H-D 853
9. Millard Reynolds, Stanton, Ala. H-D 843
10. Robert G. Gould, Bensenville, Ill. Tri. 801
11. Leonard Surprenant, Kankakee, Ill. Match 792
12. Victor DeSchaepmeester, Roseville, Mich. Ind. 748
13. Joe Schotthoeper, St. Clair, Mich. AJS 746
14. Albert Kroeger, Rochester, N. Y. AJS 711
15. Aub LeBard, La Habra, Calif. BSA 691
16. R. D. Martin, South Bend, Ind. BSA 672
17. Cecil Lane, Montgomery, Ala. H-D 667
18. Edward Merkner, Chicago, Ill. H-D 647
19. Renick I. Parkey, Columbus, Ohio Ind. 637
20. William D. Penton, Lorain, Ohio BSA 627
21. Sal Scirpo, Hartford, Conn. H-D 572
22. Tommy Johnson, Flint, Mich. H-D 517
23. Bruce Walters, Peoria, Ill. H-D 196
24. Nick J. Chimo, Independence, Ohio H-D 109
25. Jim Kennedy, Toronto, Can. H-D -100
26. Omer L. Romahn, Racine, Wis. H-D -196
27. Hubert B. Schell, Erie, Pa. H-D -365

CLASS A SIDECAR

1. Jim Lenz, Lansing, Mich. H-D 645
2. Dot Robinson, Detroit, Mich. H-D 314—
3. Frank Dean, Souderton, Pa. H-D 200
4. Rolf Illsley, Washington, D. C. BMW -50

CLASS B SOLO

1. Clarence Gray, Montgomery, Ala. AJS 835
2. Kenneth Sanborn, Flint, Mich. BSA 587
3. Rod Wood, New Albany, Ohio H-D 513
4. Harold Rohrer, Lansing, Mich. BSA 509
5. Harry Kimes, Mansfield, Ohio H-D 497
6. Frank J. Piasecki, Toledo, Ohio Match 471
7. John K. Lutes, Flint, Mich. Nor 467
8. E. R. Merkner, Chicago, Ill. H-D 417
9. William Moles, Middletown, Ohio H-D 412
10. Dewey Wertz, Wheeler, Mich. H-D 384
11. Donald Martin, Pittsburgh, Pa. Match 261
12. George Harrington, Saginaw, Mich. H-D 170
13. Earl W. Sturk, Lansing, Mich. AJS 57
14. Dean D. Potter, Peoria, Ill. H-D -21
15. Russell Callar, New Phila., Ohio BSA -54
16. James Wheaton, Marion, N. Y. H-D -75
17. Clyde Miller, Jr., Mishawaka, Ind. Tri. -134
18. Herb Mogul, Westfield, Mass. Ind. -513
19. Russell Beadle, Lansing, Mich. BSA -772
20. Joseph Tison, Farmington, Mich. Jawa -795
21. Brooks Bashore, Paulding, Ohio H-D -1080
22. Paul Morgan, Madisonville, Ky. H-D -1737

CLASS B SIDECAR

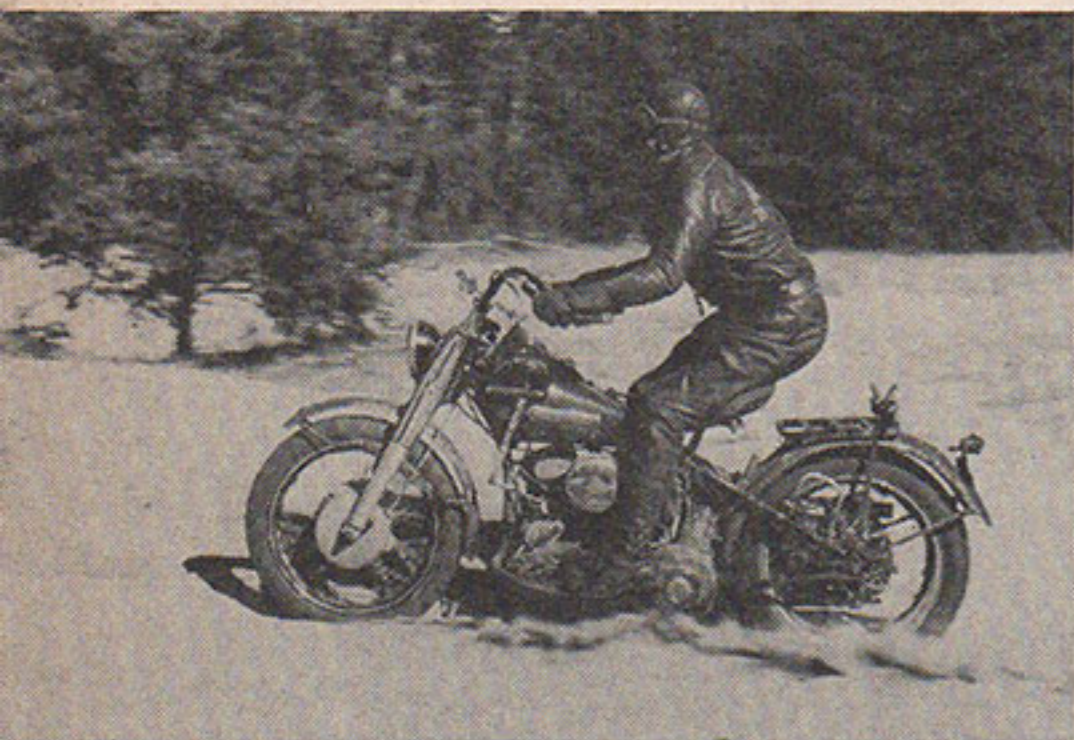
1. Clem Murdough, Westchester, Pa. Ind. -39
2. Cleland J. Yettaw, Jackson, Mich. H-D -240
3. Harvey L. Fatum, Jackson, Mich. H-D -367

"125" CLASS

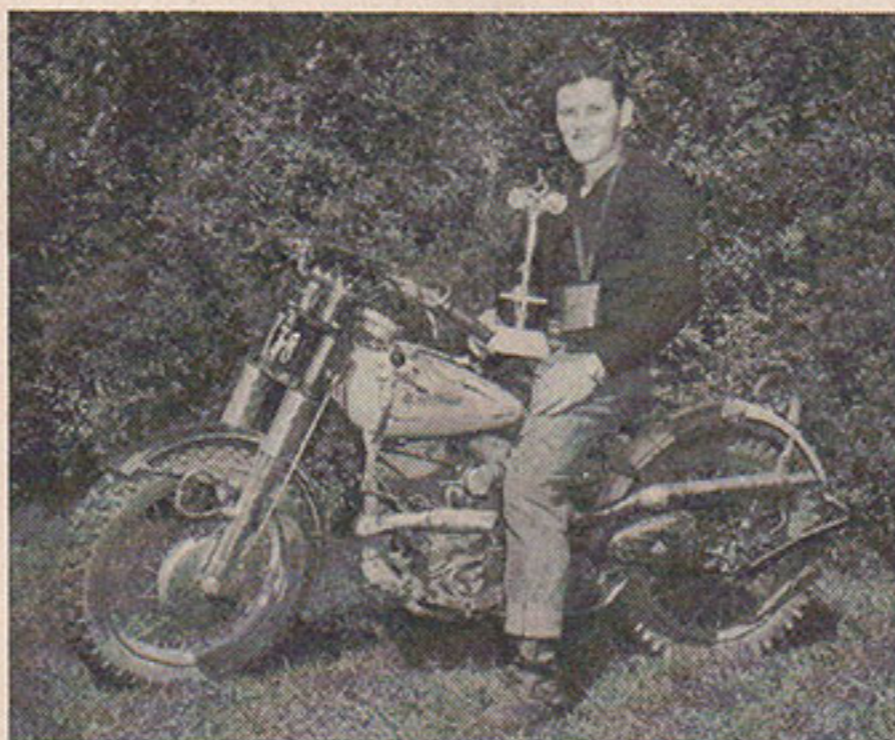
1. Ronald L. Cizek, Elmhurst, Ill. H-D -260 Miles
2. Dick Thede, Maywood, Ill. H-D 407:8
3. Edgar B. Thontlin, Wilmington, Ill. H-D 400:2
4. Al Molenaar, Chicago, Ill. H-D 282:6
5. Betty Robinson, Detroit, Mich. H-D 208:6
6. Wm. J. White, Defiance, Ohio H-D 201:4

OSCAR LENZ SPORTSMANSHIP AWARD

Aub LeBard, La Habra, Calif. BSA
*Broke tie by elimination trial.



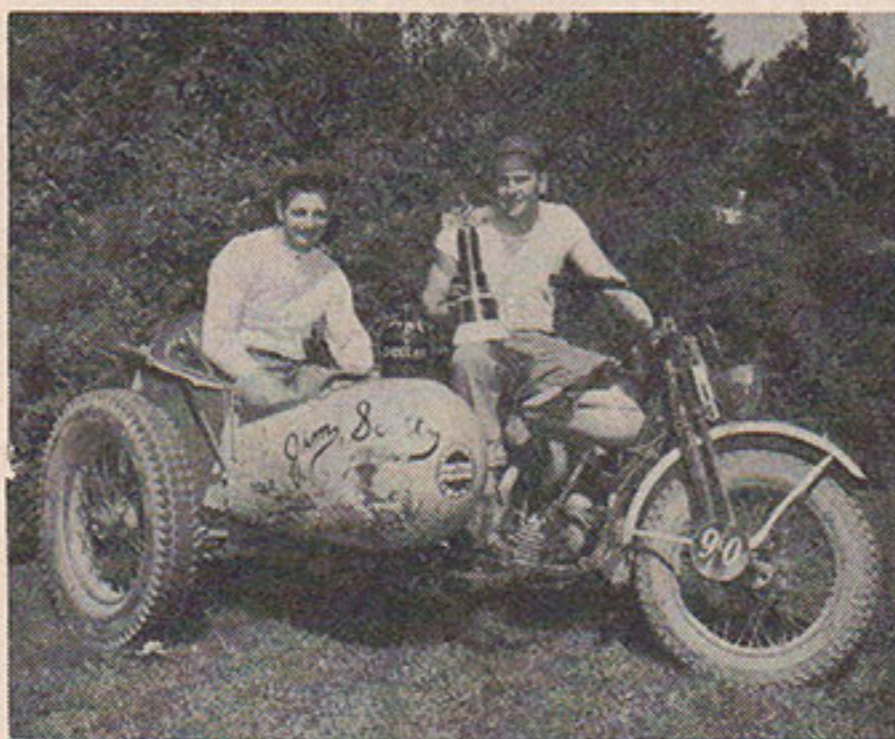
Action study of Earl Robinson, all-time great Jack Piner, Harley-Davidson dealer in Detroit



The Iron Man Hissell, Jerry McGovern of Grand Rapids, Mich., Jack Pines Sweepstakes Winner



Dick Thede, 1949 "125" Class winner, points 'er uphill and pushes! Thede finished in Second



The Sidecar Champion, Jim Lenz. His worthy passenger is Ivan Scott. Jim's dad wrote story

Check, should have been easy, but just out of here our first good trail gave the riders a workout and their first chance to try their skill in the sand. A left turn did not help, as it was right down a pipe line clearing with no trail, and covered with brush! This was up hill and down, and at the end, down a steep hill, and of course, an unexpected Secret Check. Some more trail and the Known Check at Rodney. Some were starting to tire but took courage as the next Known was Evart, the noon control. The trail ahead included two water holes, another Secret, and some very rough going before checking in for a little rest and some chow. The hour allowed here was cut short by many of the riders to get back on time again.

The first Known Check after dinner, Temple, was not too difficult, but out of there the course headed right into the Jack Pines and stayed there for the next two Secrets

midnight. It was found that 156 could go the next morning.

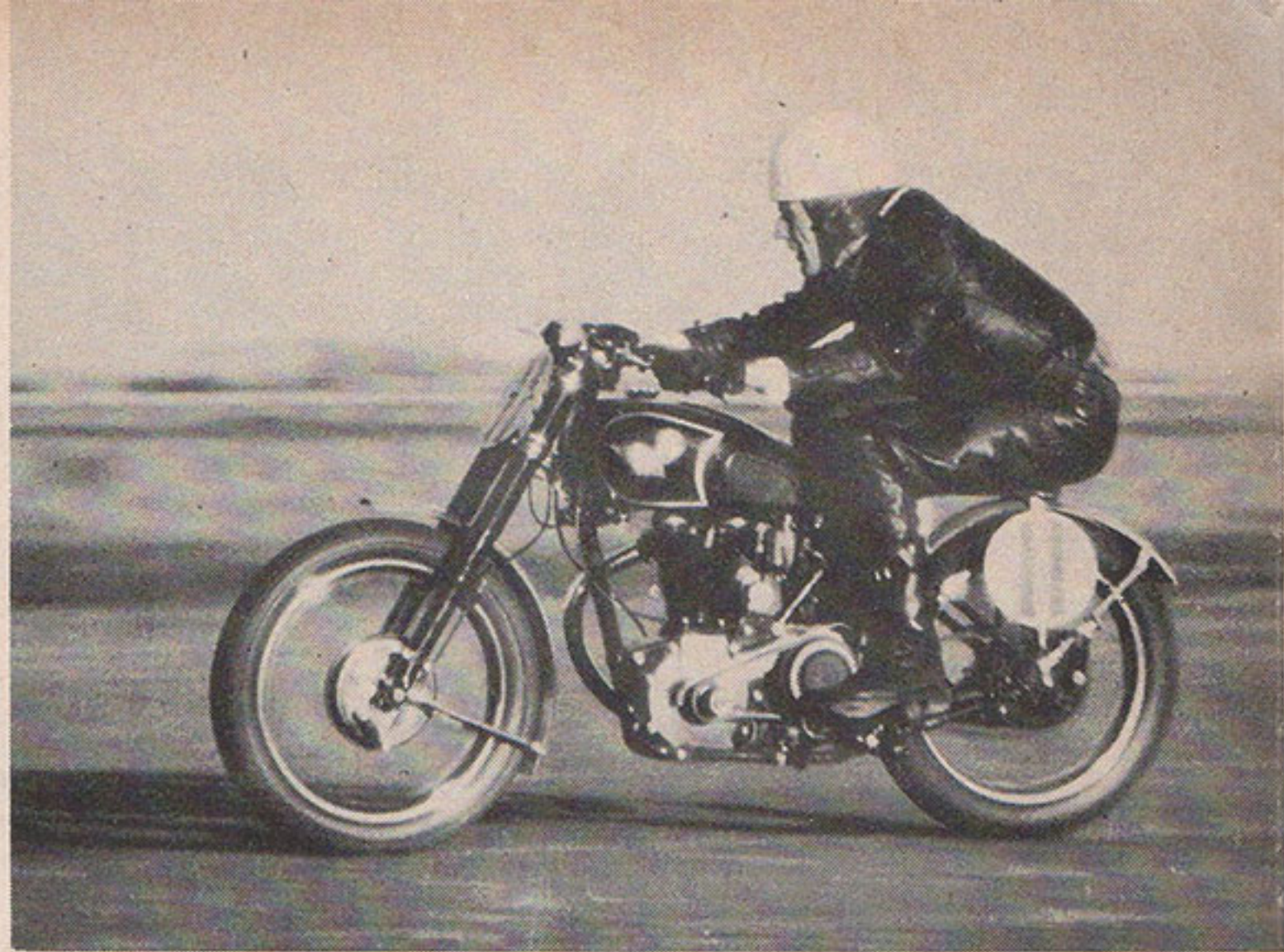
At 6:01, Pop DeMiller, the referee, checked out Bob Reeb, who was the Number 1 man for the second day. It was found that 24 who were eligible did not check out for one reason or another. The second day of the Jack Pine is the day in which the race is won or lost and this was no exception, as they soon found out. Four Secret Checks were well placed in the early morning territory and only Claude Goulding made any one of them on time. It was 47 miles to Farley's Station and not once were they out of the woods. As the course headed south the old-timers knew we were nearing the Rifle River but we kept them guessing by crossing the little Rifle three times, and giving them some nice sand and a Secret, before crossing the big Rifle. This crossing is tricky, fast water over a rocky bottom, full of holes. Many more spectators

MOTORCYCLES

"DOWN UNDER"

Some Notes on Circuits, Riders, and Machines

Text and Photos by Clarry Rial



Air Corps Colonel Brown, 350 cc Matchless, in action on Fisherman's Bend course, Melbourne

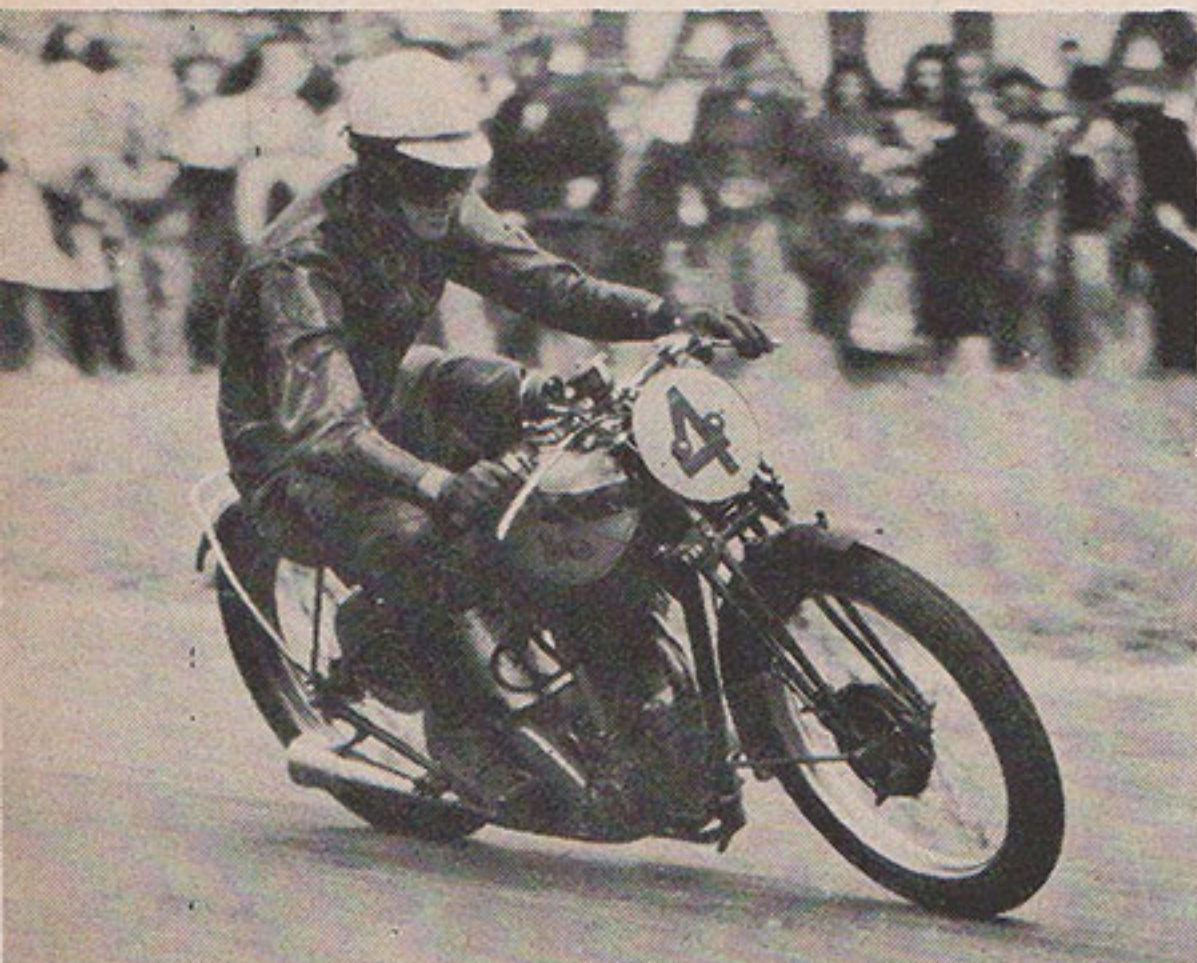
PROBABLY ONE of the best road race circuits, in the State of Victoria, and certainly one of the fastest, is the one we call "Fisherman's Bend," this is situated very close to the metropolis of Melbourne. The course consists of portion of the airfield of the same name, the circuit being approximately 2-1/10 miles around and is roughly "triangle" shape.

On the day of a race, well over two miles of barricades are erected to keep the spectators back, and usually a very orderly crowd is in attendance. Speaking of crowds, it is not unusual to have between 90,000 and 100,000 people at this event, due partially to its close proximity to the Melbourne city limits. The events are conducted by the Harley Motorcycle Club of Victoria, under Auto-Cycle Union permit, and are open to all riders in Australia holding a current Auto-Cycle Council of Australia Competition Licence.

Admission is charged, and out of this the Club's expenses are taken, together with the prize money offered to the riders. The balance of the money is sent to some deserving charity. Some of those that usually benefit from this fine gesture on the part of the motorcycling fraternity are various Hospitals, Infantile Paralysis victims, and the Red Cross. The prize money at these events is possibly the largest ever offered in motorcycle competition in the State, consequently, the cream of Australia's riders compete with riders from every State in the Commonwealth. You can well imagine that competition is plenty strong.

These meetings are invariably run over a two-day period, usually Saturday and Sunday, or at some time during the year when a holiday is gazetted for the Monday. This is necessary owing to the very large pro-

Harry Hinton, crack rider "Down Under," astride his Manx Norton in Ballarat Senior T.T. race



gramme lined up and the great number of entries in the respective classes, particularly in the "Tourist" and "Clubman's" Events where sometimes entries have been so large that it has necessitated running these events in two divisions. Some idea of this can be gained when I say that it is not unusual to have as many as 70 riders for a Junior "Tourist Class," and anything from 80 to 95 riders in Senior "Tourist" and "Clubman's" events.

The roar of a bunch of motors of this number, together with their get-away and the process of sorting themselves out, is truly a thrill to any enthusiast. The circuit itself is particularly good, and the safety factor, even with such a large field, is of a very high order. The width of the course helps in this direction, there being plenty of room in which to manoeuvre about. It is interesting to record that there have been no serious accidents on this circuit during the whole time it has been in use.

The various races run during the two-day period consist of the "Lightweight Class," for machines of 250 cc—the distance being 25 miles; the Junior TT for machines of 350 cc, the distance being 30 miles; the Senior TT for machines of 500 cc and including 1000 cc ohv and 1200 cc side valves, the distance being 50 miles. Two sidecar races, the sidecar TT, and the sidecar Handicap event, are also held. In between all this are three or four "Tourist" and "Clubman's" races with their respective classes and divisions.

The complete list of events are held under Open Competition Rules of the Auto-Cycle Council of Australia (which is affiliated with the F.I.M.), and supplementary Rules of the A.C.U. of Victoria, which, in particular, strongly apply to the "Tourist Classes" of various engine capacities. This is, in effect, that the "Tourist Class" is open to riders who have not won a titled event, with the exception of Miniature TT events, that have been held on a course of less than two miles around. Previous "Clubman's" or "Tourist Class" races are not considered titled events. Machines entered in the "Tourist" are not eligible to be entered in the titled events. Further, all machines in the "Tourist" must run on "Pool" gasoline, and no gasoline containing benzol is permitted and samples of fuel are taken from the first six machines to finish in each race. T.T. replica machines, such as the KTT Velocette, Manx Norton, G.P. Triumph, 7R AJS and TT Ridges are banned. Only stock cams are allowed.

In all classes it is essential to have an approved mudguard over the rear wheel. In classes other than "Tourist" and "Clubman's," competitors may choose their own fuel. Under no circumstances will a rider be permitted to ride on the course, any circuit for that matter, unless he wears a crash helmet of

approved type, non-splinterable goggles, leather jacket, leather pants and leather knee-boots. Each rider must use his allotted riding number, these must be 9 inches in diameter, with numbers in 1-inch wide figures, size 6 1/2 inches by 3 1/2 inches. These numbers must be securely fixed to the front of the machine and the left rear side. All machines must have a proper exhaust pipe, and no short pipes allowed, that is, if they face downwards in such a manner as to cause the raising of dust. All our racing events are run in a clockwise direction, with the exception of some grass-track events.

Every machine entered for the races must be present at least one hour before the events for machine examination in the special enclosure set aside for this purpose. Motorcycles not complying with the regulations, or presented too late, are excluded from the competition. In particular, any machine which has worn shackles or other worn parts in the front forks is rejected by the examiners. All machines finishing in the first six places are measured for cylinder capacity, the limit of tolerance being 5 cc over.

All races are given a massed start, the starting positions being allotted by the organizing Club under supervision of the A.C.U. Steward. Riders are given the caution whistle and start on the drop of a white flag. All solo races are started with a "dead" engine with no pushers allowed. Sidecar races are usually run with a clutch start and the assistance of a pusher is allowed when the Steward blows a whistle approximately ten seconds after the white flag falls.

During a race, no change of motorcycle or rider is permitted and no assistance may be given except at the pits provided, and then only under the supervision of a pit manager. A rider must compete in a race using the machine on which he qualified. A change of machine or rider is permitted up to fifteen minutes prior to the start of any race, providing notice is given in writing to the Clerk of the Course, so long as the rider has been nominated as a Reserve rider on the entry form.

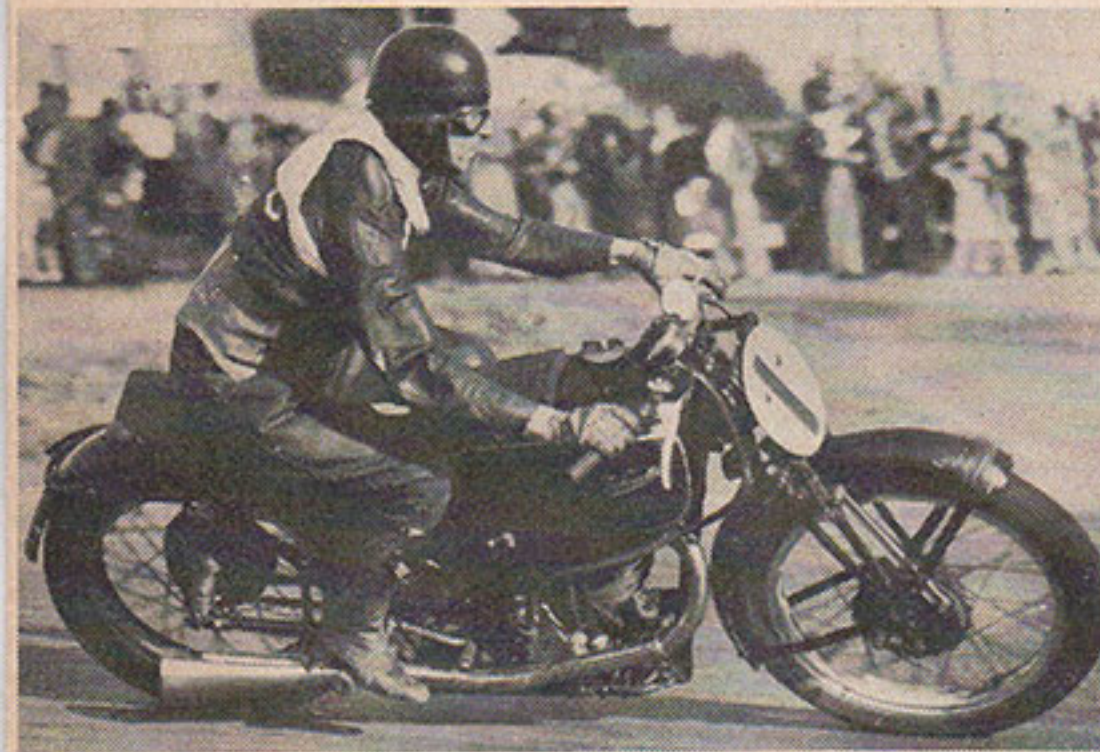
IDEAL CIRCUIT

The Fisherman's Bend circuit is a particularly good one, both from the rider's and spectator's point of view, and it is very doubtful if there is any other airstrip in Victoria that provides, as this does, a circuit with four corners to each lap, three to the right and one to the left. Invariably, airstrip racing is of the straight up and down variety, with consequent little interest to either rider or spectator.

Here, however, conditions are better, and the spectators on the front straight are able to see the participants of a race over the whole of the circuit.

At this stage, it would, perhaps, be of interest to record some of the leading riders in the solo classes and their machines, competing at this venue. The most important race, and that carrying the most prize money, is the Senior TT, and here, the most outstanding rider is possibly Tony McAlpine, from the State of New South Wales, who has won every Senior TT here since its inception early in 1948, with one exception. Riding his famous modified and tuned "Black Shadow" Vincent, this brilliant rider is surely a pleasure to watch on this fast course, his riding style being most impressive, especially the manner in which he tucks himself down and into the machine, so reducing wind resistance to a minimum. His cornering methods are somewhat vivid in that he seems to pivot his big Vincent around on his left foot, in a manner similar to dirt track cornering; he practically lifts the machine around corners. However, it is not unusual at the end of a fifty mile race of this type to see Tony gazing rather forlornly at his left riding boot, which has, by this time, become considerably worn, often down to his sock.

Harry Hinton, too, is very impressive in this class and is probably one of the most versatile of our road race riders competing in Lightweight and Junior classes, in addition to the Senior. He is the exact opposite to McAlpine in that there are no frills attached to his riding, definitely a man that uses his



Frank Mussett on "factory" ohc 500 cc Velocette

head. His cornering is really pretty, particularly in the manner in which he lays the machine over, with no footing, man and machine appearing to be on rails. Last year he had a successful season at home and abroad. He rode in the I.O.M. TT, finished 15th in the Junior, ninth in the Senior TT at 81 mph, rode in the Ulster Grand Prix, finishing in seventh place in the Junior race at 86.34 mph. He also rode in Continental races with some success and is, at this time, overseas again this year to try his luck once more. He is a particularly good rider-tuner and has, hitherto, competed on early 1937-38 type Manx Nortons prepared by himself. Lately, in Australia, his riding has been done on one of the "works" Nortons, reputed to be the "ex-Artie Bell" machine of last year, while overseas his racing has been done on "works" machines.

Another promising man who has been riding for many years, and who also rode in the I.O.M. TT and Continental races last year, is George Morrison, one of our local men from Victoria. He finished 27th in the I.O.M. Junior TT but had very bad luck in the Senior race. He put up an amazing show, for his first attempt in the island, by averaging approximately 82.5 mph for six laps and leading the Australian contingent "on time" for two of the seven laps when the frame of his "double knocker" Norton broke in three places and his carburetor came loose.

Then he had cruel luck to run out of fuel at Windy Corner on his last lap. He heroically pushed his machine 5 miles to finish in 31st place on sheer "leg power." Incidentally, if he had maintained his average speed of the first six laps he would have finished in 8th place. George later competed in Continental events and rode magnificently to finish in 9th place in the Senior Class of the Belgian Grand Prix, riding a "works" Norton, at an average speed of over 91 mph. Morrison is again overseas this year hoping for better luck, and we wish him well, as his is a purely private venture at his own expense.

Obviously, in the space available, it is quite impossible to mention at length all the riders in this Senior Class racing, but other riders of considerable merit are: Jack Forrest (Norton), Ken Kavanagh (Norton), Norm Osborne (Norton), Lloyd Hirst (Vincent "Lightning"), G. Donkin (Norton), Laurie Boulter (Norton), Harry Rosenthal (Norton), Frank Mussett (Velocette), and New Zealander, Sid Jensen.

In the Junior Class, 350 cc, the leading riders are again Harry Hinton (Norton), Frank Mussett (Velocette), George Campbell (AJS), Jack Forrest (Velocette), Lloyd Hirst (Velocette), Les Diener (Velocette), Frank Valentine (Velocette), Keith Campbell (Velocette), Laurie Boulter (Velocette), George Morrison (Norton), Maurie Quincey (Matchless and Velocette), and many others.

In the fascinating Lightweight Class of 250 cc capacity, the top line riders are usually Harry Hinton (BSA), Bob Elsbury (MOV Velocette), Les Diener (MOV Velocette), Frank Mussett, (MOV Velocette), Bill Watson (MOV Velocette), M. Parkinson (BSA), O. Archibald (MOV Velocette), Ray Wason (MOV Velocette), Merv Cooper (BSA), Joe Donovan (MOV Velocette), Jack French (DKW), Norm Osborne (DKW), Dick Sheard (BSA), Jim Guilfoyle (MOV Velocette), Laurie Jamieson (DKW), and Ray Owen and Laurie Fox (Triumph).

The top liners in the Junior "Tourist" and "Clubman's" events are usually as follows: Reg. Curley (Velocette), Doug Fugger (Velocette), K. Riley (Velocette), C. Huse (Velocette), Greg Dobrigh (Triumph), Ivan Whitty (Triumph), Ken Cosham, Peter Fox and Norm Meades (BSA), P. Symons and Bill Watson (Triumph), Jim Purcell (Velocette), Peter Hill and R. Brooke (Velocette), Col. Brown (Matchless), P. Patterson (BSA), E. Jones and J. Curley (Velocette), and others, all grand chaps and good sportsmen.

The Senior "Tourist" and "Clubman's" Events bring forth such men as Keith Dunkerley ("Clarex" Vincent), Greg Dobrigh (Triumph), Doug Fugger (Vincent), Max Parkinson (Triumph), Jim Patterson (Vincent), Lou Robinson (Vincent), Eric Jones (Triumph), Norm Meades ("Clarex-Indian" and "Clarex-Harley"), D. Burgess (AJS), Ken Rumble (Triumph), Gil Steele (AJS), S. Miskin (Triumph), Dave Pummeroy (Triumph), O. Barker (Vincent), Norm King (Ariel), J. Frigo (Velocette), Gordon Tyzzer (Velocette), and many others. In this class, three of the most outstanding riders are Greg Dobrigh, Keith Dunkerley, and Reg Curley, with Doug Fugger, Parkinson and Jones running very close.

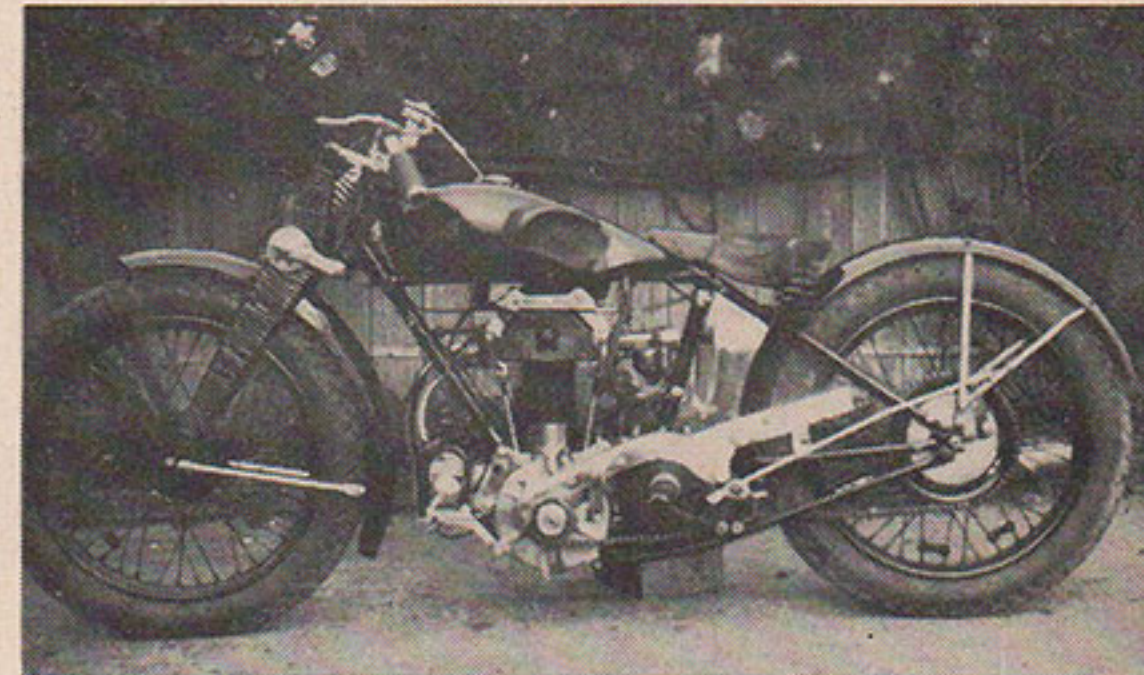
BALLARAT TT COURSE

The circuit vying with that already mentioned, in size, surface, and importance in the Racing Calendar as far as the State of Victoria is concerned, is Ballarat, where the Ballarat TT and Grand Prix Races are held. Situated, as it is, amid beautiful surroundings, the course proper winds through Victoria Park in the City of Ballarat, approximately 70 miles from Melbourne, and makes an ideal spot for a picnic lunch and at the same time offers an opportunity to witness

some very fine racing throughout the day.

Events here are usually organized by the Ballarat Motorcycle Club, under A.C.U. patronage, and with similar rules to those at Melbourne. The circuit has a fine macadam surface but is not as great in width as that at Fisherman's Bend. The circuit consists of two long straights, an elbow bend, several tight corners, and three gradual sweeping high-speed curves. The distance measures approximately 2.17 miles per lap.

Here again, the cream of Australia's road race riders are attracted. A good day's racing can usually be relied upon, with fast times predominating. Races are often held two or



"CLAREX" modified 350 cc AJS. Was side valve, now ohv. Has foot gear change, Webb forks

three times during the year, with good crowds in attendance. This naturally helps shopkeepers and traders in the City of Ballarat!

The top-line riders here are much the same as those already mentioned, with the addition of others equally as good, and here, I would like to mention a man that has not been recorded up till now, primarily because I do not recollect having seen him in action at Fisherman's Bend. I refer to Eric McPherson, who is probably the best of the Junior road race riders in the country. He has often competed with success at the Ballarat Races. McPherson comes from the State of New South Wales and has been particularly successful in road racing competition in that State, usually riding KTT Velocette and 7R AJS machines. It is significant that the Auto-Cycle Council of Australia have chosen him to represent Australia in the I.O.M. TT and Continental Races for three years in succession. That this judgment has been well founded is proved by the performances he has achieved during his overseas visits.

In 1948 he had the misfortune to crash in practice for the TT in the Isle of Man and unfortunately was not able to compete. However, he achieved some success in short circuit racing, at Scarborough, and in the "Ulster" of that year. Last year he finished 11th in the Junior TT on an AJS at an average speed of 79.325 mph and followed this by riding his Junior machine in the Senior TT, finishing 14th at an average 80.699 mph! Last season he competed in the famous Ulster Grand Prix, the fastest road race in the world, and achieved his greatest triumph in his first ride as an "official" member of a British factory team, and undoubtedly an honour for an Australian rider. Riding an AJS 350 cc machine he finished fourth in the Junior race at 88.30 mph. This is the highest placing and the highest speed ever recorded by a "Down Under" rider in any Junior International motorcycle classic. Once again, on his 7R AJS, he repeated his performance by finishing fifth in the Junior race of the Belgian Grand Prix, at 87.09 mph. This year, 1950, he has again been sent overseas to represent Australia in the TT and other European motorcycle road race classics, and we in Australia wish him every success.

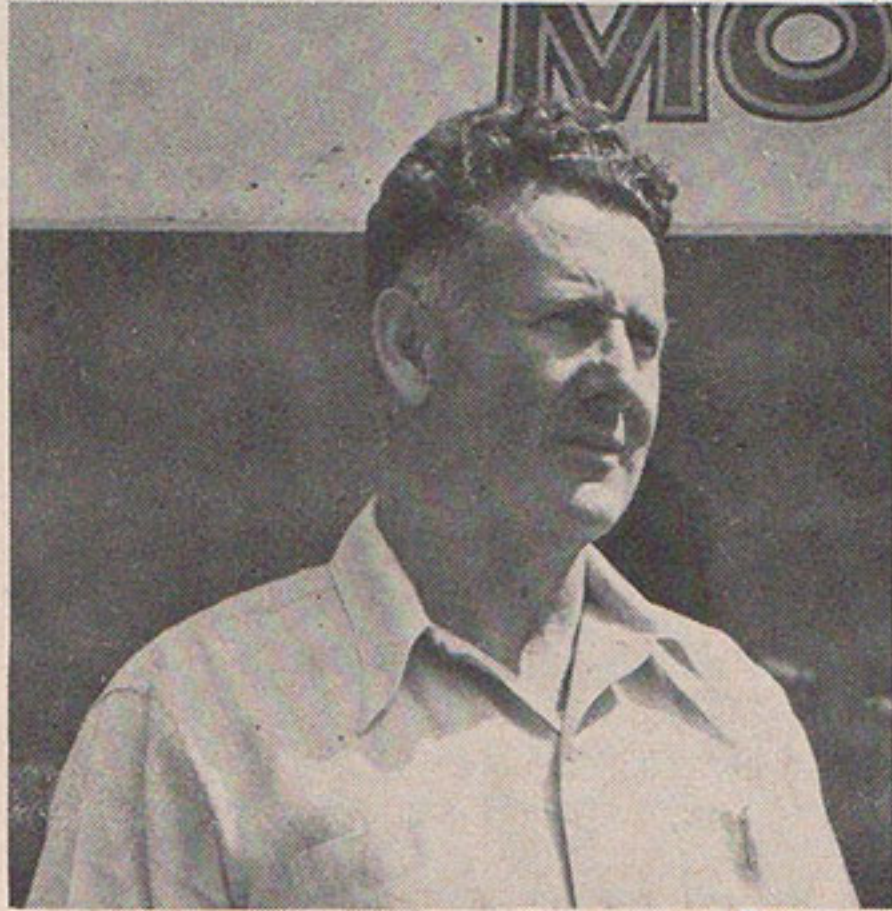
TOM SIFTON

SOVEREIGN OF HARLEY-DAVIDSON SPEED

By Griffith Borgeson

TOM SIFTON probably won't like this article. Throughout a career heavy with proof of the man's really amazing talents he's maintained a consistent "keep me out of it" policy. But his works speak for him.

Sifton is the genius whose tuning has produced this season's hottest Harley-Davidson machines. He looks after Larry Headrick's screaming Harley 45 and on it Larry has distinguished himself as the first man in history to win the 15, 20, and 25 Mile National Championship races in succession on mile dirt tracks. Kenny Eggers, phenomenal Amateur, has had the same expe-



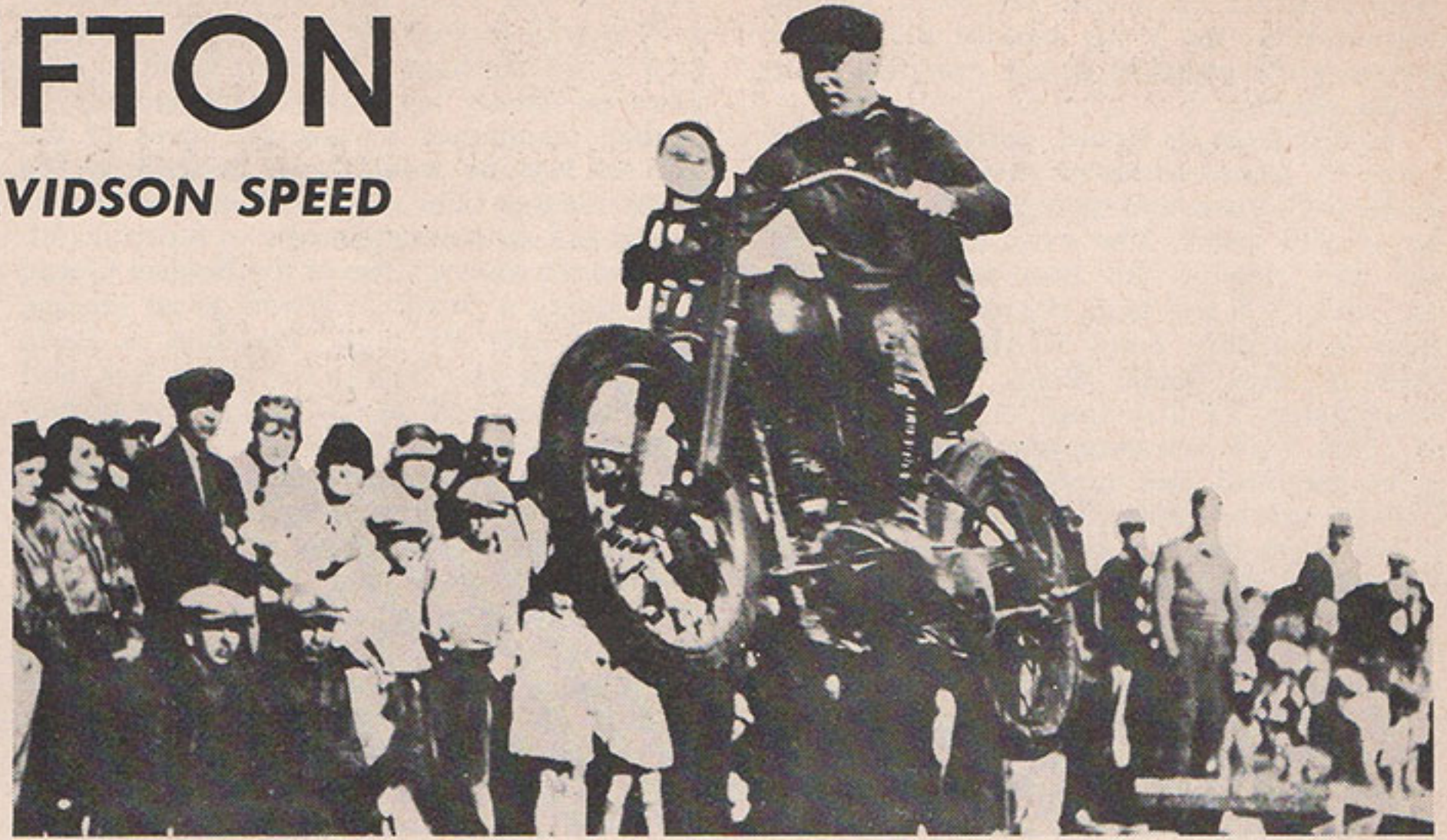
Borgeson

rience astride another Sifton iron. To date, this season's outstanding Sifton wins: Expert Headrick, first at Bay Meadows, Portland Meadows, Springfield and Milwaukee; Amateur Eggers, first at Stockton, Bay Meadows and Springfield. And it hasn't been happening just this season. Until his retirement in 1947, the amazing Sam Arena, riding a Sifton Harley, almost stymied the sport by his steady and consistent wins over a long period of years.

Tom Sifton was born in Buffalo, N.Y. in 1903, and came to California in 1918. Simultaneously he went to work as an apprentice toolmaker and to night school to study mechanical engineering. Tom loved his work and the time invested paid off. At 19 he was made foreman of the tool design department of a big San Francisco manufacturing firm.

This unusual success would have kept the average kid's nose to the stone, but Tom's interest spread out and finally caught up with motorcycles. In '23—he was 20 years old—he bought his first motor, a 1916 61-inch F head Harley JD. He cow-trailed with this beast for a couple of years, then began playing with its innards. His competition career began in '24 at the Girard Hill Climb near L.A.; he had stroked his eight-year-old model and won the Novice event.

Sifton really started the boys wondering when he ran at the Pismo Beach Rally in '26. Curly Fredericks rode the Indian 8-valve that had set the world's record at Daytona that year. Sifton's home-grown job fell short of this machine's straightaway time by one-fifth of a second! It was years before anyone knew how Tom had done it: he had milled out the inside of the motor base and built his own, invisible, super fast, twin-cam action.



ABOVE—A quarter of a century ago Tom Sifton was a real competition man. Here he is seen winning the "broad-jump" on his Harley-Davidson at the 1926 Pismo Beach Rally. At this same Rally he also recorded the second fastest straightaway speed. "Sifton" is synonymous for "Perfection"

LEFT—Tom Sifton today. Is he peering into the future or recalling the past? He has confounded the experts for nearly thirty years with his almost uncanny tuning skill and his exquisite machine work

Sifton had the edge on the boys; he was a highly-trained craftsman and engineer, with an instinctive feel for machinery. The toolmaker's code had been drilled into him: "It must be round and straight and square and smooth." He kept his machinery that way, made it so when it wasn't already—and he thought 'way, 'way ahead. He designed his own deflector-type pistons, became a wizard with cams, could look at a hill and call the winning ratios, made his own manifolds, knew the traction characteristics of every tire. He was one of the prime movers in converting the Old Guard to progress. Turning point for the West Coast was at the Pismo Beach Rally at 1930, where one of the first American TT races was held. Against 80" strokers with 3-inch high pressure tires and rear wheel brakes, Tom entered and rode a tuned 45 with 4-inch low pressure tires, two-wheel brakes, downdraft pots. He won the race in a breeze, braking smoothly in the turns while the competition overshot the course in trying to follow him. He won the West Coast Hill Climb Championship in '30 and retired from competition.

Sifton's retirement coincided with an offer of an H-D sub-dealership in San Francisco.

His sub-agency at 530 Valencia St., San Francisco, did well from the start, and, almost from the start, "Horseface Klotz" Jim Young began riding Sifton-tuned Harleys, and on them established himself as top man in Northern California—"the man who could win any race on a wheelbarrow." From the beginning Tom knew that machines, riders, or tuners don't win races by themselves. To be consistently successful all these factors must be good in themselves and carefully combined to produce a dependable, functioning unit.

Tom was married in 1930 and a daughter was born the following year. For reasons best known to himself, he moved to San Jose in '33 to take over the H-D agency there. A 19-year-old kid appeared on the scene almost immediately, looking for help for his budding racing career. His name was Sam Arena, and Sifton somehow spotted the potential material bottled up in the boy. He built Arena a machine for the 1/5 and 1/4 mile short track racing that was being popularized then by "Sprouts" Elder. Arena went right up the ladder, with Sifton putting the steam in his iron.

One of the highlights of Sam's career was at the 1938 200-miler at Oakland when he

bettered the existing record by more than 10 mph! In the Oakland race in '39, Arena had a lap lead at 108 miles, blew off a front cylinder. In '40, Sam had a broken arm, so Louis Guanella rode the Sifton product to victory, stepping up the average record by another mph.

Class C half-mile racing became popular in 1940, and Arena went through the '40 and '41 seasons without being beaten in a half-mile event. The war came and went but nothing changed: in '45, '46, and '47 Arena was never beaten in a quarter or half-mile race; for two years he never lost a heat! On Sifton motors, of course.

Arena retired from racing at the end of the '47 season and so did Sifton—temporarily. The next year Tom got back into the harness, helped two young novices get going: Bob Chaves and Al Rudy. Both went to Daytona in '49, sat in front until Rudy dropped out with a flat and Chaves had to make two pit stops with a defective gas tank seam. Notwithstanding, Chaves finished second.

Larry Headrick's racing ambitions came on in '41. Living in San Jose, he bought a WR from Sifton, practiced, raced, moved back East, came back to San Jose in March of last year, went to work for Sifton as a mechanic, and began entering all the Northern California races. He quickly mastered the Belmont 1/4 mile, won his first 1/2 miler at Galt that July, another at Napa a couple of weeks later, and from then on was definitely to be reckoned with. The rest is current history.

Another member of the Sifton family of champs is Amateur Kenny Eggers, who appeared at the San Jose shop at the start of the season, looking for the touch of the master tuner. He got it, went right to town, set Belmont's fastest lap record, has won every mile track race that he's competed in. The Bay Meadows show was perhaps the high point of Sifton success to date: everybody who could ride or who thought he could was there—and against that field the San Jose/Sifton boys made a clean sweep.

The boys that ride for Sifton feel for him a respect that approaches worship—and that's not an exaggeration. I asked one of these riders what he could tell me about the man who had tuned his racing machines when he was a top competitor.

"There just aren't any words," Sam Arena replied. "All I can say is, the man is great!"

LARRY HEADRICK IS 25 MILE CHAMP

THE BIG THREE, SIFTON-HARLEY-HEADRICK, PROVE UNBEATABLE

By Matt Keever

IT'S GETTING right monotonous to watch that Harley flyer, Larry Headrick, scoop up another championship title for 1950. He does it so easily and so regularly. Sunday, Aug. 20th, was another example of "Larrupin' Larry" towing the field home at Springfield, Ill. The National 25 Mile title went into Headrick's book for the year that day.

I get paid for tending to the advertising functions of the Indian Motorcycle Company, but when it comes to motorcycle racing, I've got to "call 'em as I see 'em," and I saw Harley-Davidson win the glory and Headrick pocket the pot. He got chased home by Bobby Hill and Dick Klamfoth but the chase wasn't too close, because that West Coast Wizard, Tom Sifton, had breathed mightily on the Harley powerplant and Larry, himself, tamed the turns as though he was merely taking a pre-qualifying trip around the track.

Jerry Callen started the show by completing a hot trick in 42.90 seconds, averaging something near 87 mph. After much hemming and hawing, dust and flutter, cheering and grousing, and introduction of celebrities (Representative Paul Powell, Speaker of the House of Representatives, was the brightest brass), the 30,000 fans watched the heavy artillery line up for the 25 mile melee. Past performances, carefully extolled by "Motorcycling's Man with the Red Hat," Fritzie Baer, primed the grandstanders for the final event.

Measuring his opposition, while filling second position for 18 laps, Headrick kept his eyes on Tom Sifton each time he passed the line. Completion of the 18th round saw Sifton signal Larry to move up front. Larry responded with aplomb. Seven more laps and Headrick breezed by the checkered way out in the lead. Sifton-Harley-Headrick had garnered another title.

Seen on the Scene: Noel Floistad, Chicago, was Referee; Jim Davis, that perennial evergreen, filled the Starter's shoes; Harold Walker, Peoria, headed the Timers; Bruce Walters and his son were Pit Stewards; Fritzie Baer kept the P.A. system warm as Official Announcer; old Oldtimer Cannonball Baker just spectated; my boss, F. E. Stote, President of Indian Motorcycle Company, had Al West, Norm Turner, Vic Cox, Al Pence and Vic Collard to contend for "Factory Men Present" honors with Bill Davidson and his two boys, John and Bill, Walter Davidson, John Harley, Hank Syvertson, Andy Bell and Herman Shulke; the day's activities were the direct result of peerless promoting by J. E. "Buck" Kidd.

I like this chap, Headrick. He's a lightweight, 130 lbs., but packs the punch of a true champion and the sun-kissed personality that comes from San Jose, California. Father of quite a family, four I believe, he twists wrenches in Sifton's shop between collecting

National Titles. He hasn't been at racing too long, but with Tom Sifton to glue them together so they don't come apart, Larry Headrick has a great future ahead of him. And he's a gentleman all the way through.

Summary of Results

Amateur Heats

Jerry Callen, Kalamazoo, Michigan
Bob Shirley, Los Angeles, California

Amateur Final

1. Kenny Eggers, San Jose, California
2. Jerry Callen, Kalamazoo, Michigan
3. Charles Wright, Gadsden, Alabama

Amateur Consolation

Bob Danhoff, Willard, Ohio

Expert Heats

Paul Goldsmith, St. Clair, Michigan
Larry Headrick, San Jose, California

First Expert Consolation

Ed Fagundes, Vallejo, California

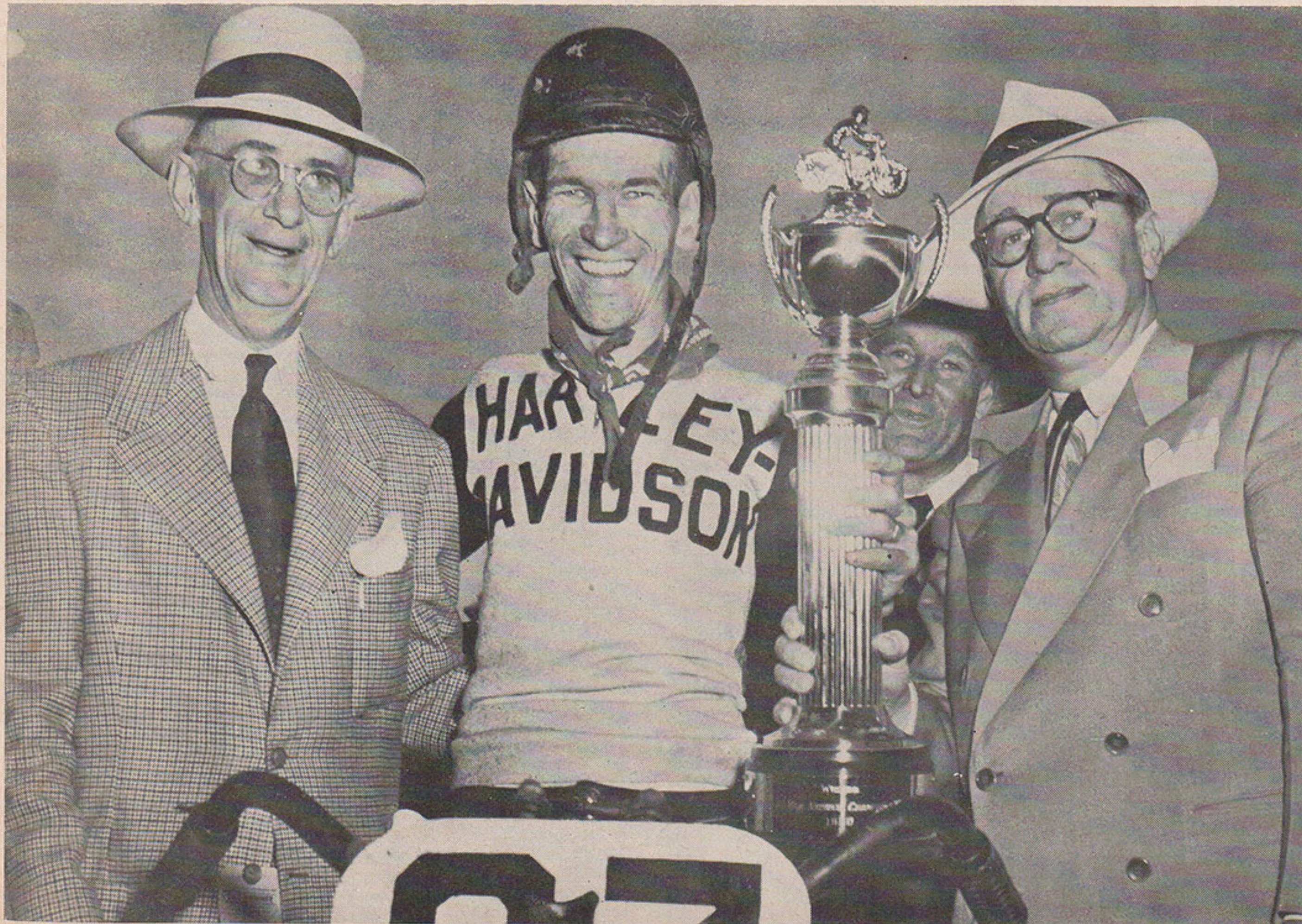
Second Expert Consolation

George Malek, Chicago, Illinois

25 Mile Championship

1. Larry Headrick, San Jose, California
2. Bobby Hill, Columbus, Ohio
3. Dick Klamfoth, Grovesport, Ohio
4. Bill Tuman, Rockford, Illinois
5. Chuck Grover, Port Huron, Mich.
6. Billy Huber, Reading, Pennsylvania

Four mighty good men: J. E. "Buck" Kidd, promoter of the Springfield National; Larry Headrick, National 25-Mile Champion; Tom Sifton, see opposite page; and Paul Powell, Speaker, Illinois House of Representatives. Headrick has won the majority of championships this year, is top 1950 track rider



LES GRAHAM GRABS . . . SWISS GRAND PRIX

By William H. Onslow

THE WEEK-END of July 22-23 was a Les Graham-AJS field day in Geneva, Switzerland. On Saturday, July 22, riding a 7R (350 cc) AJS single, Graham won the 350 cc race, leading from start to finish. His race speed average was 78.31 mph. The next day, Sunday, he repeated his previous day's win by finishing first in the 500 cc event. His mount was the potent Plumstead "Porcupine" AJS twin with which he established a race average of 78.45 mph. The small difference in speeds between the 350 and 500 events has an amazing story behind it.

Both days brought heavy rain to Geneva. The circuit was new and had provided a minimum of practice for each entrant.

Les Graham started in the third row in the 350 cc race. Less than 15 seconds after the drop of the starting flag, Graham fell on the first right-hand turn. Down went six more riders with him—but only dignities were hurt. Unscrambled in a flash, Graham restarted the Ajay, remounted, and tore after the field. Before the completion of the opening lap Les had gained the lead. He made no more mistakes and was never headed, crossing the finish line, 93 miles later, nearly a quarter mile ahead of Bob Foster, Velocette.

Falling and bringing down six more men

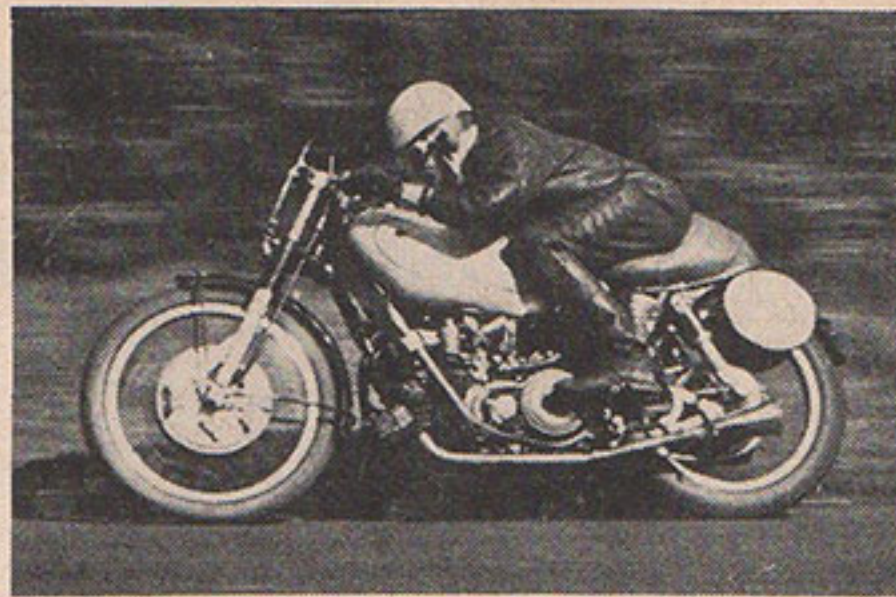


Photo by Onslow

Les Graham on his 500 cc AJS ohc twin racer

provided Graham with bruises and strained muscles which did not become apparent until bedtime. Graham spent a wakeful, painful night—and the next day was the fourth leg toward winning the 1950 World's 500 cc Championship! (Graham gained this honor in 1949.)

Sunday's rain was one for the book. Water was everywhere, even gutter-to-gutter along certain portions of the course. Twenty-seven of the world's best riders, astride the hottest bi-wheeled conveyances extant, answered the starter's flag. They took off in a cloud—literally a cloud of spray.

Les and his achin' back completed the first lap in sixth place. The four-barrel Gileras of Masetti and Pagani were placed One-Two. The rain fell heavier, the course surface got slicker, and trouble was ahead. On the first turn from the starting line Pagani divorced his Gilera and the caution flags came out. At the completion of the second lap Graham had bowled into second place, Masetti leading.

One more lap saw Les, with the strained ligaments, leading the screaming Gilera, but not by far. Then it happened, one of the most spectacular spills in the long history of International road racing. Les Graham got into a

two-wheeled sideways slide as he braked for that notorious right-hand corner past the starting line. His speed was close onto 110 mph and the straw bales were only 200 yards away. In an instant, WHAM!, and Graham had stacked the Ajay into the stacked straw. For a long moment he remained motionless. Was he knocked cold?

No, not cold—just overcome with frenzy and anger. He knew Masetti, leading in the chase for the 1950 World's Championship, was now leading the Swiss Grand Prix, with every hope of further consolidating himself toward becoming the Champion in fact.

Imagine ceasing all forward motion on a motorcycle from a speed well over "the century" in a matter of 200 yards! Especially when baled hay provided the great majority of the braking force.

But wait! What did he do? Masetti was long gone. Les had better be up and after him. And Graham did just that. A heave-ho got the Ajay out of the alfalfa. Two tries and the two-cam twin fired, and with its rear end snaking like a Gypsy Rose Lee, Les was after the son from Sunny Italy.

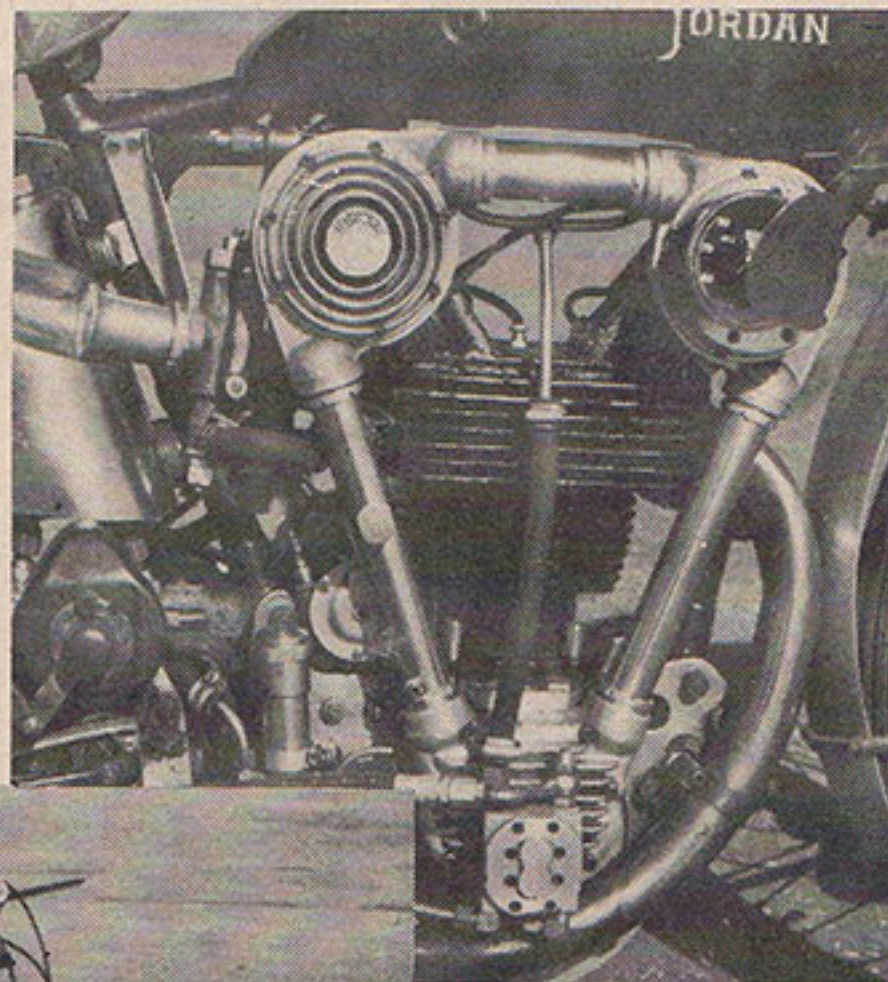
Believe it, please; in three laps of the most lurid riding ever observed in the Land of the Holey Cheese, Les Graham caught and passed Masetti. What Masetti thought upon seeing Les hurtle by him is not recorded, but he may have thought that Graham was but a ghost. At one time, for sure, Graham didn't seem to have a ghost of a chance, but with a twin-cam AJS, an iron determination and a blind desire to overcome four cylinders with only two, he plunged ahead until he led. Rain or no rain, Les Graham's experience paid off.

At the finish, the order was Graham, AJS, Masetti, Gilera 4, and Bandirola, Gilera 4. Masetti still retained his 1950 Championship leadership, but he knew he had been well and truly beaten in the toughest race of the '50 season.

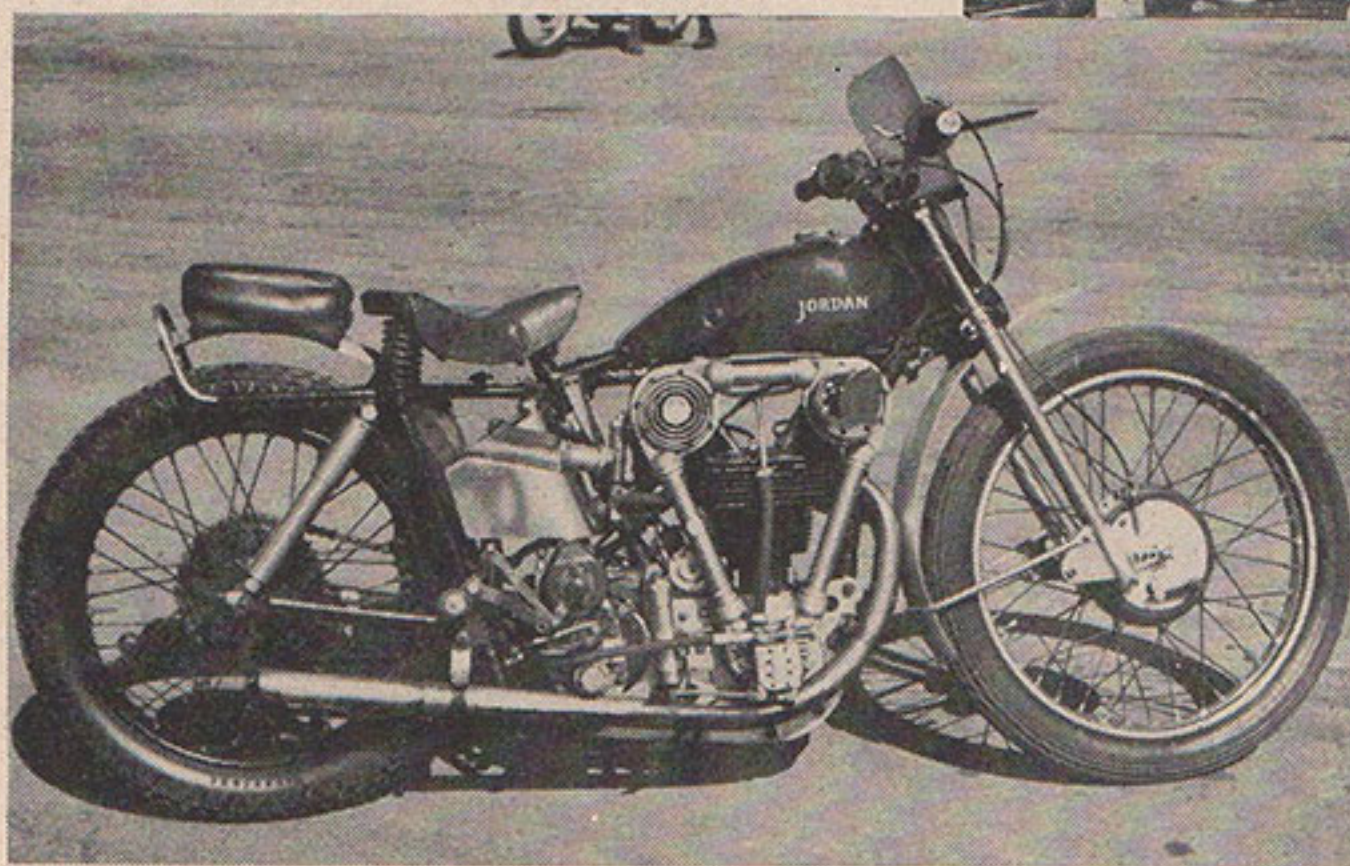
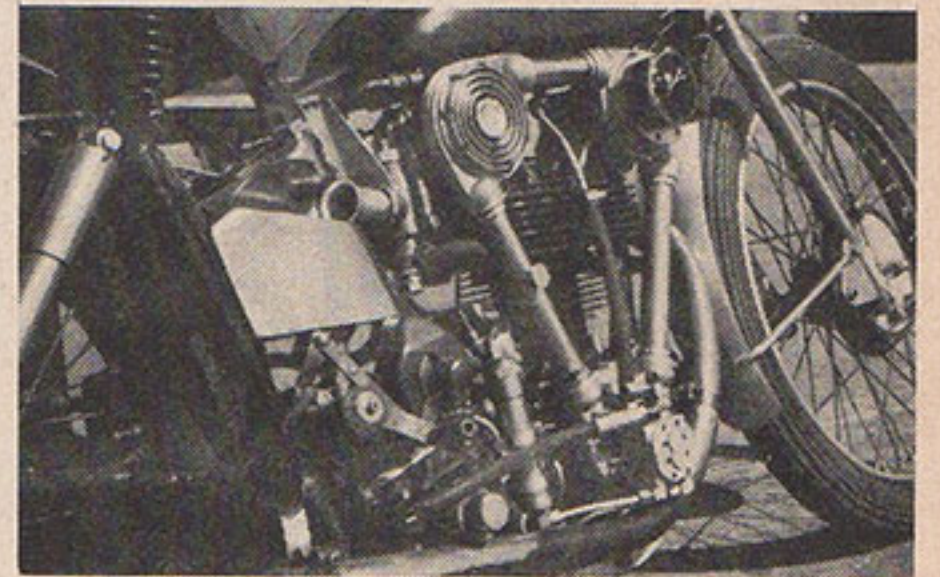
Canadian Jewel

Photos by Hal Speer

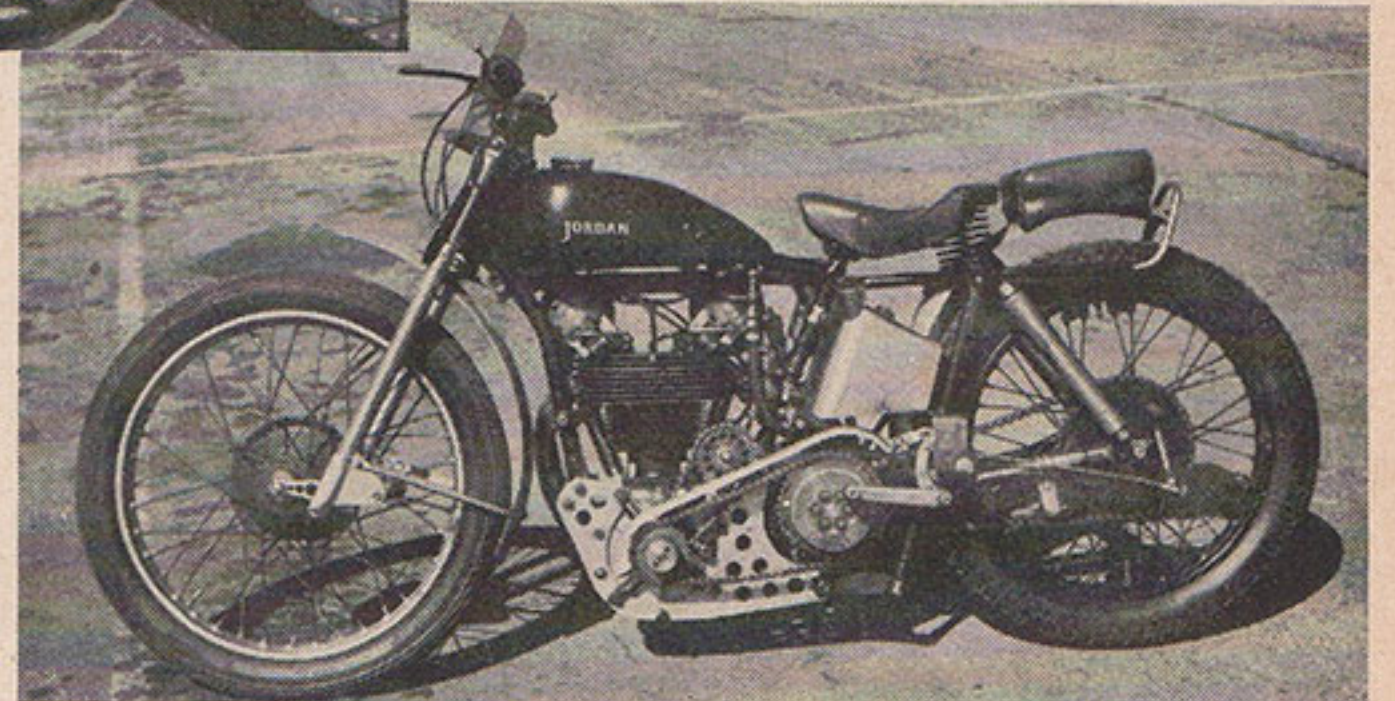
Engine view of the "one and only" Jordan, built by a Canadian surgical instrument maker, Herbert L. Jordan, Toronto, Ontario. Massive cylinder head was designed, cast, and machined by builder. Two overhead camshafts are featured, driven by chain enclosed in triangular "plumbing" as shown. Hairpin valve springs and 10 mm spark plugs are used. Barrel and bases are early AJS, piston is from a Rudge. Jordan designed and machined the flywheels



Artistry in metal. Oil tank is profiled for carburetor air intake. Valve lift and timing, port sizes, are "as close as I could get to T.T. Norton specs," says Jordan. Compression is 8.8-1, peak horsepower at 7000 rpm but remains a secret



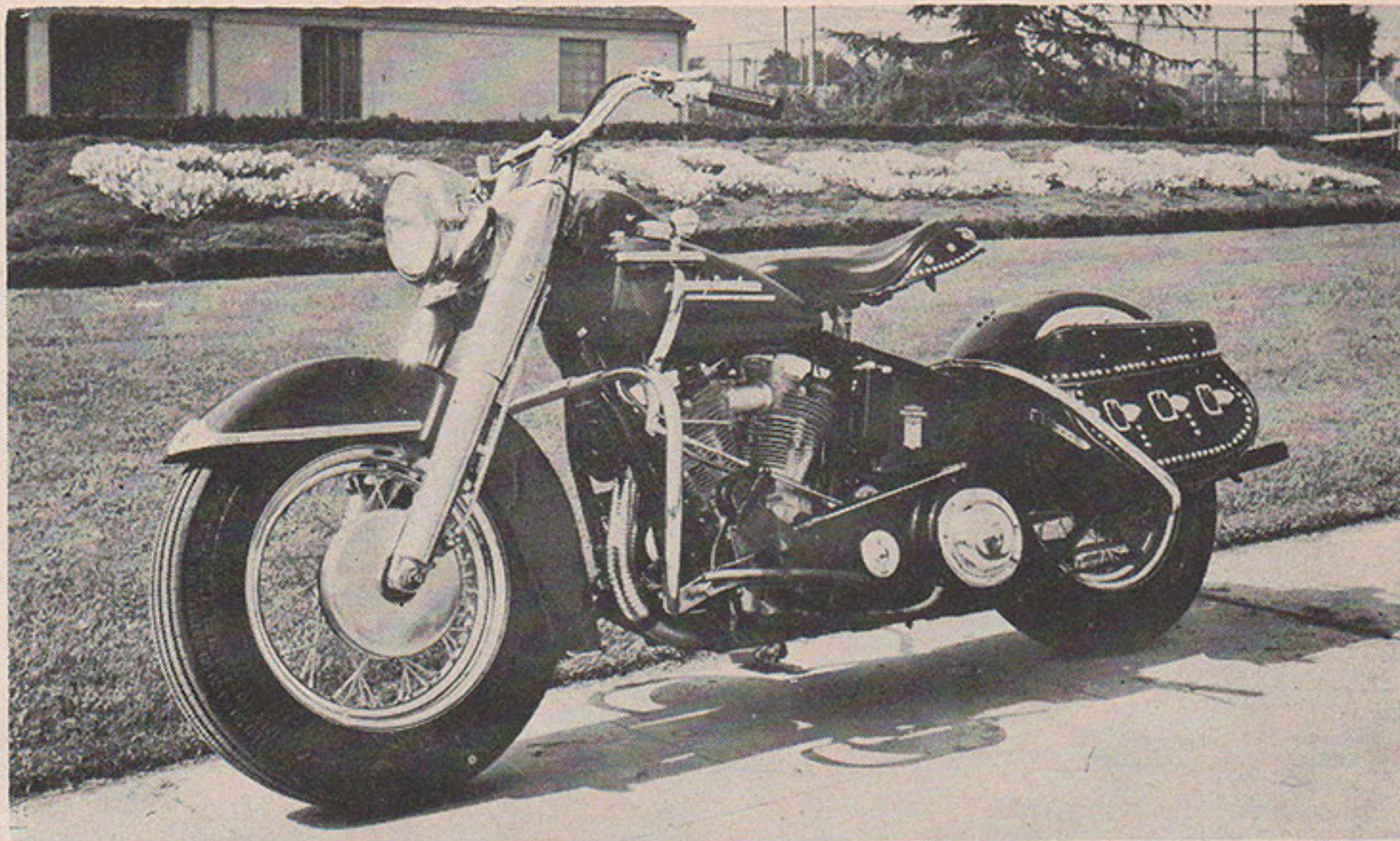
Left side view reveals Guzzi-type swinging-arm front suspension, plunger-type rear springing, amply drilled and lightened alloy engine plates, chain drive to magneto, specially fabricated gas tank. Bike weighs 275 lbs. Builder Jordan went to the extent in "creating" a complete motorcycle of even making the clutch and brake levers, hand throttle, and foot brake hanger. Most all frame, fender, fork material is aluminum



This exquisitely built machine bristles with unusual features. Easily deserves a place in any motorcycle lover's private museum. Engine is 495 cc, horsepower developed? Mr. Jordan didn't say! He races it weekly under lenient and progressive Canadian Motorcycle Assn. Competition Rules. These rules encourage owners to revamp their machines in almost any way. Any "bugs" not discovered are found by racing

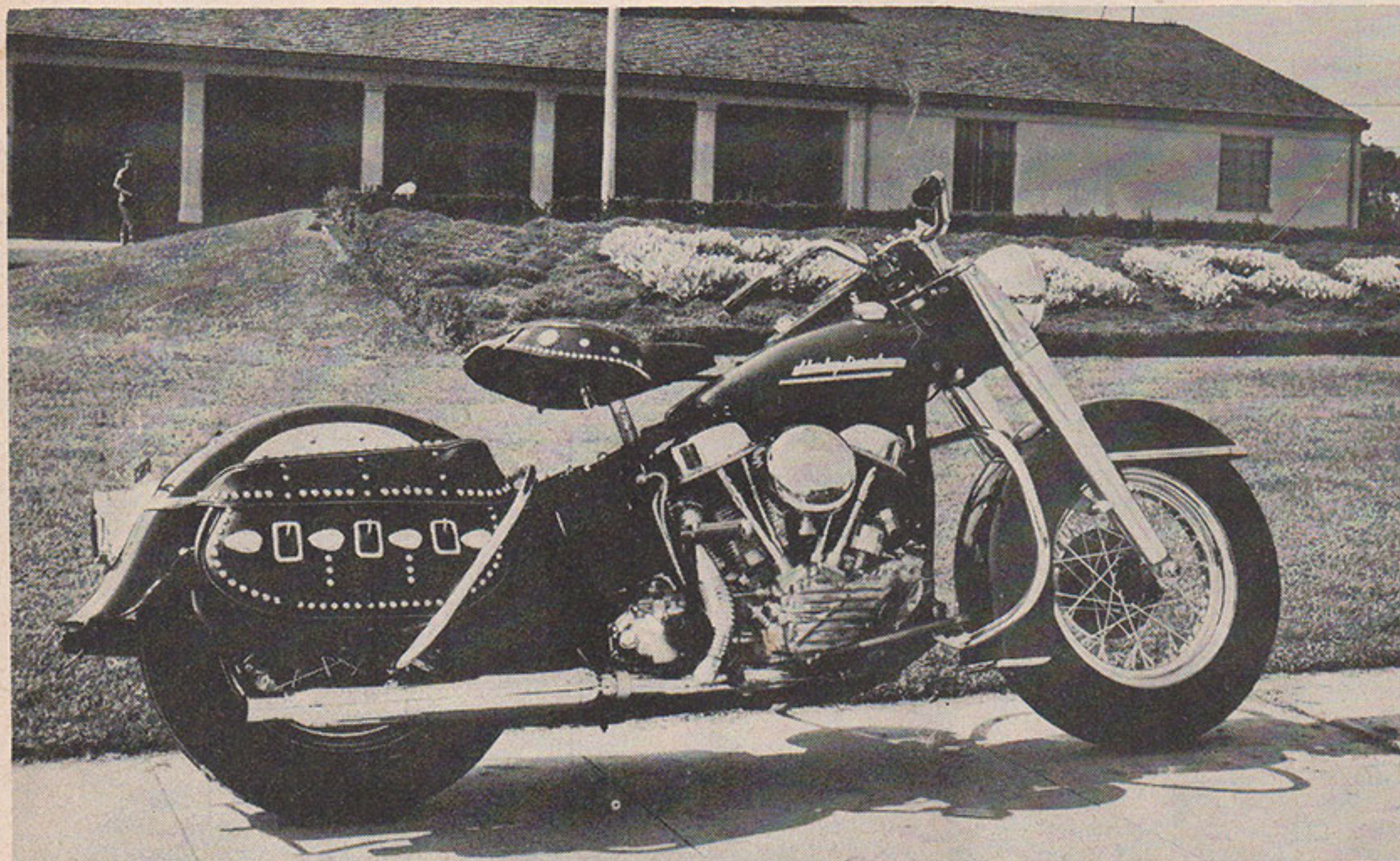
HARLEY-DAVIDSONS for 1951

**NEW MODELS FEATURE
HANDSOME APPEARANCE
AND
MECHANICAL CHANGES**



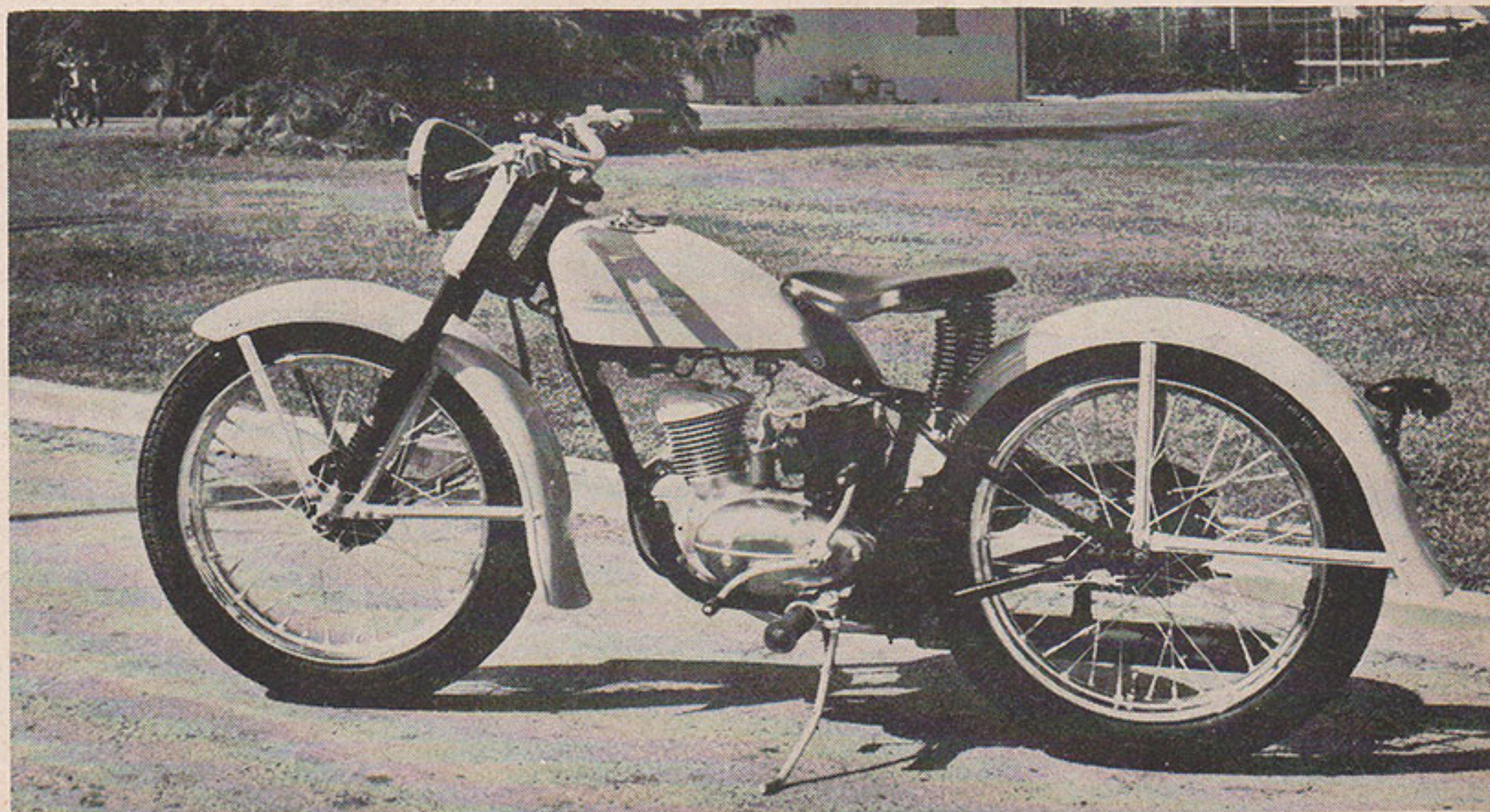
RIGHT—Latest H-D 74 ohv model is resplendent

Photos by Wheel



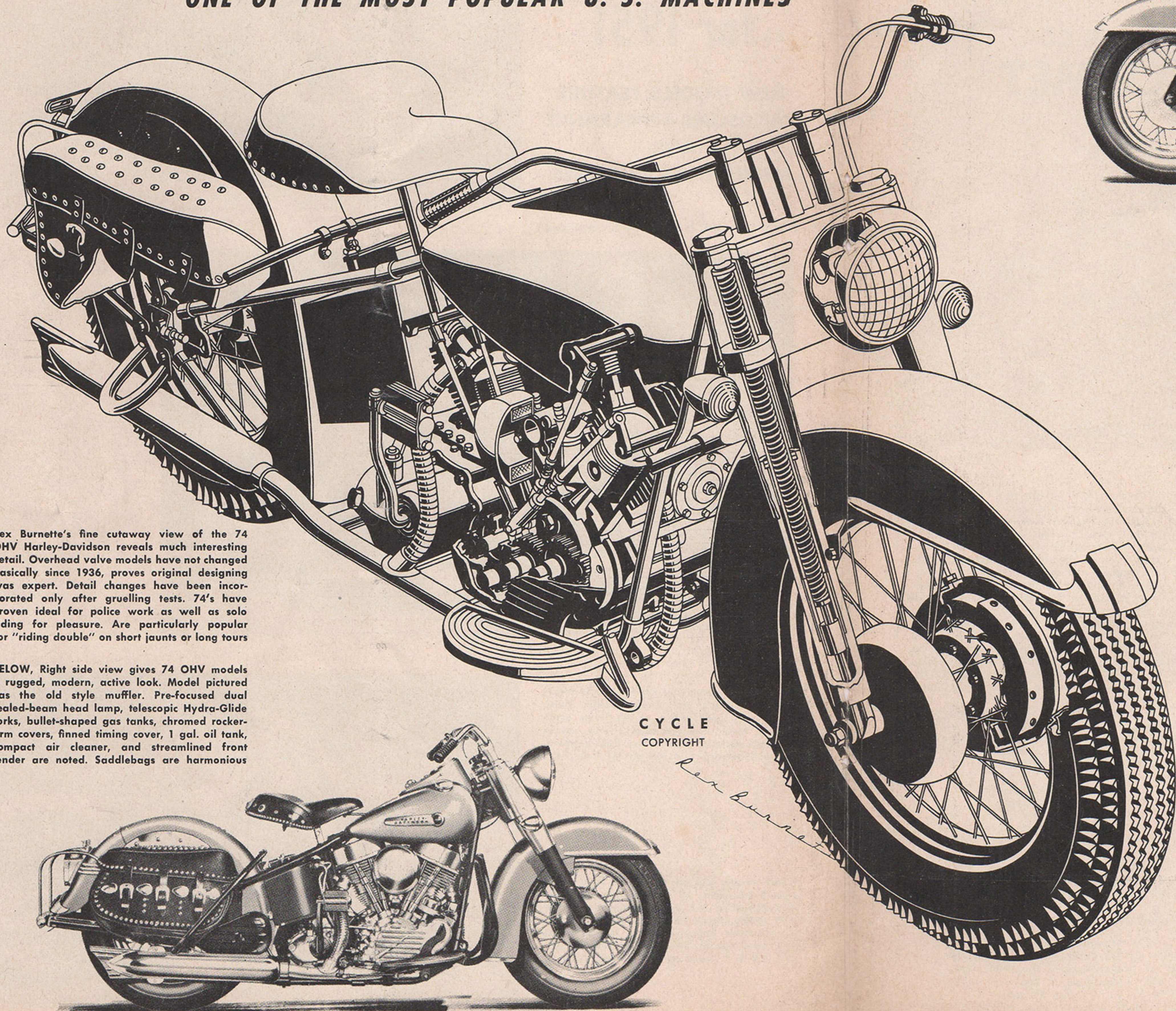
ABOVE—New nameplates are lettered in Script, chromium surfaces have highest quality bluish lustre, tanks and fenders of Big Twins available in three standard colors, three special colors are optional at extra cost. Rubber-mounted handlebars are available on "61's" & "74's"

RIGHT—Model 125 has telescopic front forks, 4-brush generator, 5" front brake, newly designed muffler. Full valanced fenders, heavy-duty saddle springs, and improved appearance will be noted. Engine is 7½ cu. in., two-stroke type, bore 2.0625", stroke 2.281". Compression ratio 6.6 to 1. Hand clutch, foot shift featured



HARLEY-DAVIDSON 74 OHV

ONE OF THE MOST POPULAR U. S. MACHINES

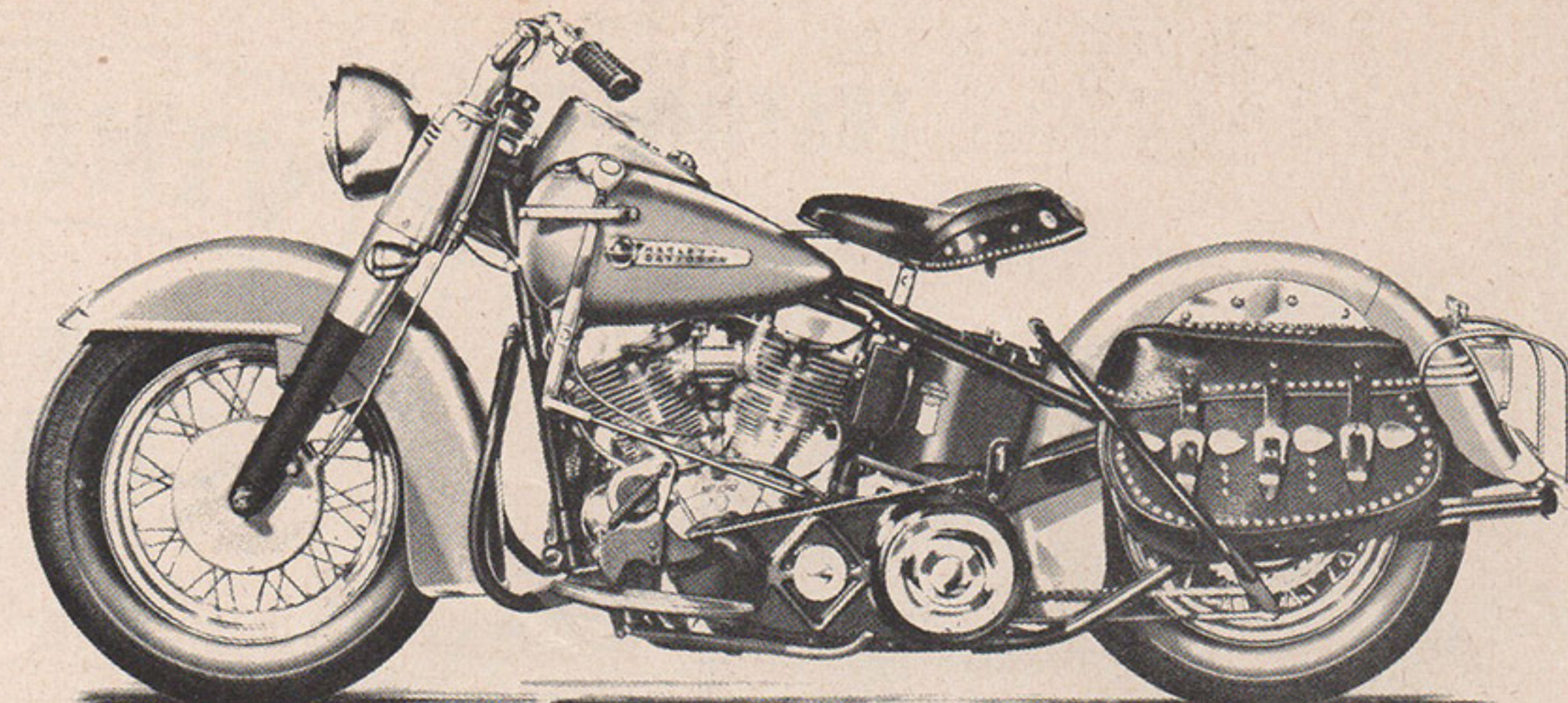


Rex Burnette's fine cutaway view of the 74 OHV Harley-Davidson reveals much interesting detail. Overhead valve models have not changed basically since 1936, proves original designing was expert. Detail changes have been incorporated only after gruelling tests. 74's have proven ideal for police work as well as solo riding for pleasure. Are particularly popular for "riding double" on short jaunts or long tours

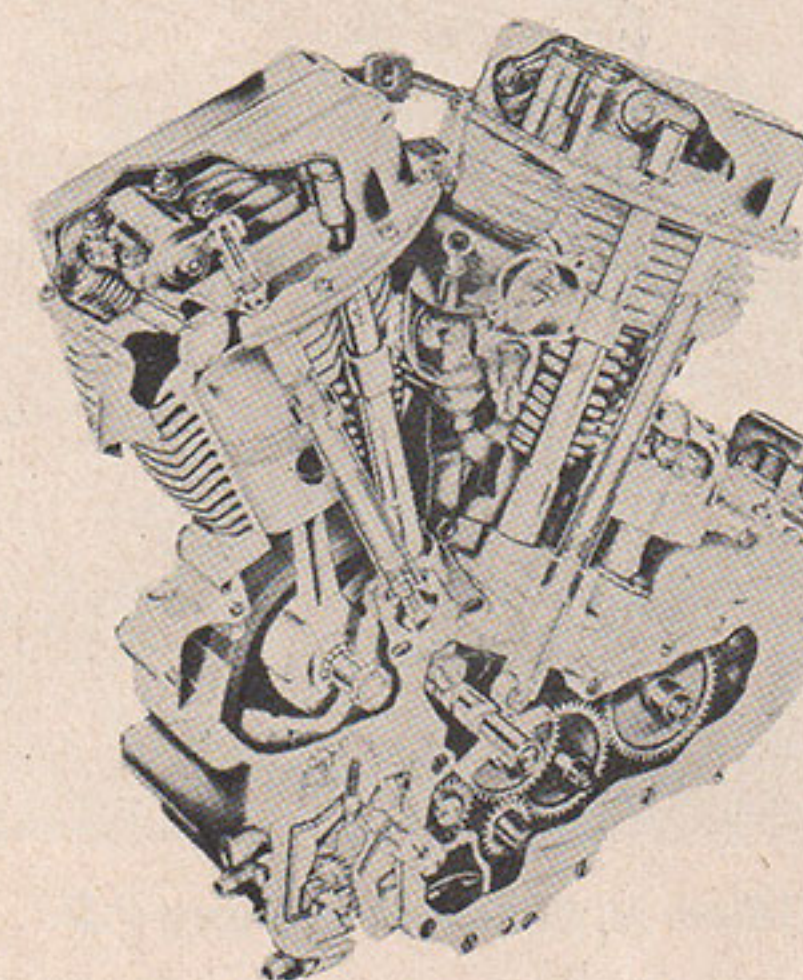
BELOW, Right side view gives 74 OHV models a rugged, modern, active look. Model pictured has the old style muffler. Pre-focused dual sealed-beam head lamp, telescopic Hydra-Glide forks, bullet-shaped gas tanks, chromed rocker-arm covers, finned timing cover, 1 gal. oil tank, compact air cleaner, and streamlined front fender are noted. Saddlebags are harmonious

CYCLE
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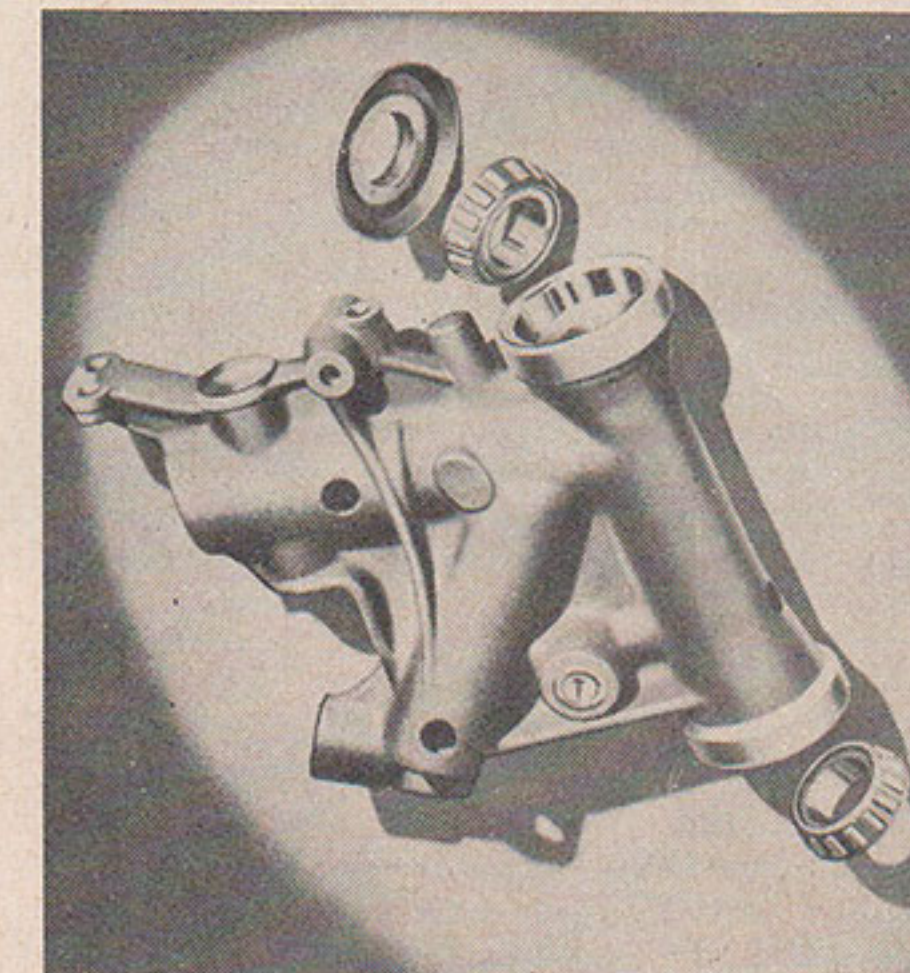
Rex Burnette



Left side view shows foot-operated rocker clutch, sturdy hand gear shift lever, fully enclosed primary drive and clutch housing, front and rear crash bars, and form-fitting sponge rubber saddle. Factory Publicity Dept. failed to send photos of 1951 model. Model herewith is 1950

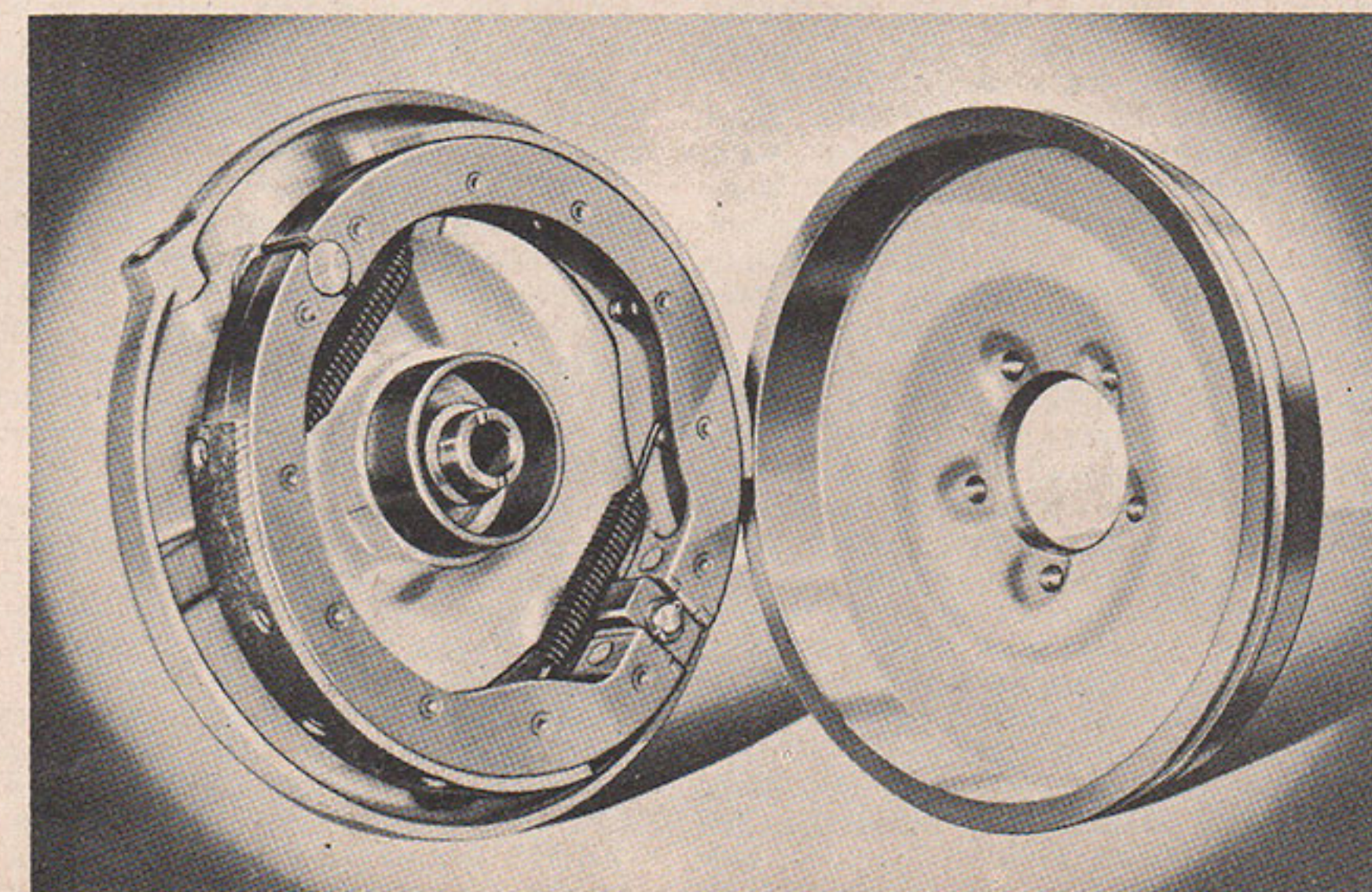


Phantom view of 74 OHV engine, reportedly develops around 50 bhp. Aluminum barrels with shrunk-in cast iron liners, light alloy heads, forged connecting rods, full pressure lubricated on dry sump principle, roller hydraulic tappets, coil ignition, heavy duty generator, 1 3/8" Linkert carburetor, 1 1/4" crankpin, 1" mainshafts, cam-ground aluminum pistons, full roller bearing lower end assembly, and chrome plated (for added wear) piston rings are highlights of 74's



Front wheel brake components. Block-type actuating cam is used. Drum is cast iron, backing plate aluminum, shoes are fabricated from steel

Intricate steering head forging insures utmost rigidity at point of greatest frame stress. Tapered roller bearings support front fork quill. Ingenious fork lock is built into forging. New style bearings obviate pitting of head cones as in earlier models, provide ease of assembly and adjustment. Head cones are honed for perfect finish and correct alignment of forks



TESTING THE

THE
VINCENT500 CC
COMET

Photos by Rick

By Officer H. Filker—Alhambra P.D.

THIS test fulfilled a personal dream of long standing, just how does a Vincent "single" compare with other makes? The realization of my dream was perfect—the Vincent had EVERYTHING. I am more enthusiastic about this particular motorcycle than any I have ever ridden. Perhaps someday, when I test a Vincent "Black Shadow," I will transfer my enthusiasm to it but we'll wait and see.

The combined cooperation of Bill Martin of The Cycle Center, Burbank, Calif., and Marty Dickerson, Vincent dealer in Hawthorne, Calif., provided me with a Vincent "Comet," engine No. F5AB/2A/2993. The machine does not have too much eye appeal because of the massive gas tank, the Feridax dual seat, and the stubby handlebars, but eye appeal is the only thing the bike lacked.

The Vincent "Comet" is not just a "Black Shadow" with one barrel removed. Major design changes include a seat tube frame member and a heavy duty Burman gearbox. Clutch operation is very smooth and gearbox ratios are ideal for normal riding. Gear changing, by foot, is simple and positive.

Three outstanding characteristics became noticeable as the Road Test progressed: the 500 cc single cylinder engine had NO VIBRATION except when over-revved in the gears, the new Vincent Girdraulic front forks made high speed cornering and bumpy "rough stuff" just too simple, and the patented Vincent rear springing cushioned road shocks without any trace of sideways rear wheel movement. In addition, the machine has a feeling of solidness, the like of which I have never before experienced in motorcycling.

Cylinder and head are cast in light alloy, cylinder liner of cast iron is shrunk into the barrel. Compression ratio is 7.3-1, but easy starts are the rule when the compression re-

lease is used. The 1 1/8" Amal carburetor produced all the carburetion necessary, especially at cruising speeds around 60-70 mph.

The full line of Vincent machines are examples of the only motorcycles in the world with four brakes—two on each wheel. Stopping power is beyond description, other than to say, "It's perfect." Even after five stops in rapid succession from 80 mph, using the front brake ONLY, no "brake fade" was noticeable. A novel feature of the brake design is the fact that two rear wheel sprockets can be mounted on the rear hub to provide two overall gear ratio changes on the road. Quick removal of the rear wheel can be made without any tools and by reversing the wheel and changing the length of the rear chain, a gear ratio change to meet severe changes in terrain, etc., can be made in a matter of moments.

Girdraulic front forks are NOT telescopic in design. Two forged alloy blades form the main legs of the fork. Damping is handled by two spring loaded dampers lying parallel to the main blades, in addition to a central hydraulic shock absorber. Change of fork trail can be made in less than one minute by rotating an eccentric built into the spring anchorage assembly.

Two side stands, one on each side, and a rear stand (not an automatic spring-up type) are fitted. Tire sizes are: front, 20x3.00" Avon Speedster, rear, 19x3.50" Avon Supreme. Weight distribution is: front 195 lbs., rear, 200 lbs. Total weight—395 lbs.

I have a personal preference for somewhat wider handlebars, especially at slow speeds and when pushing the machine around the shop. I was surprised, however, with the "natural" feel of the standard bars when riding the bike at any speed faster than about

12-15 mph. For "rough stuff" path-picking the small bars felt adequate.

Since the "Comet" is designed as a machine for high speed touring I am at a loss to adequately describe the feeling of security and safety I felt on the road, regardless of speed. One example may help to convey this feeling. I was, at one part of the test, running just under 90 mph on the highway when I noticed a Greyhound bus approaching. These big buses normally cruise in open country about 70 mph. When we passed each other our combined speeds exceeded 150 mph. I was aware only that my shirt blew around violently and that my cap nearly blew off, but the Vincent did not vary a hair from its line of "straight ahead."

Although it sounds like an illogical statement, I would like to say that "If you plan on buying any make of single cylinder bike, even though the price is higher for a Vincent 'Comet,' BUY THE VINCENT."

PERFORMANCE SUMMARY

Acceleration

- * Standing Start to 45 mph— 6.0 sec.
- ** Standing Start to 65 mph—11.1 sec.
- *** Standing Start to 80 mph—22.1 sec.

Braking

- 25 mph to stopped—rear brake only—45 ft.
- 25 mph to stopped—front brake only—25 ft.
- 25 mph to stopped—both brakes—21 ft.

Slow Running

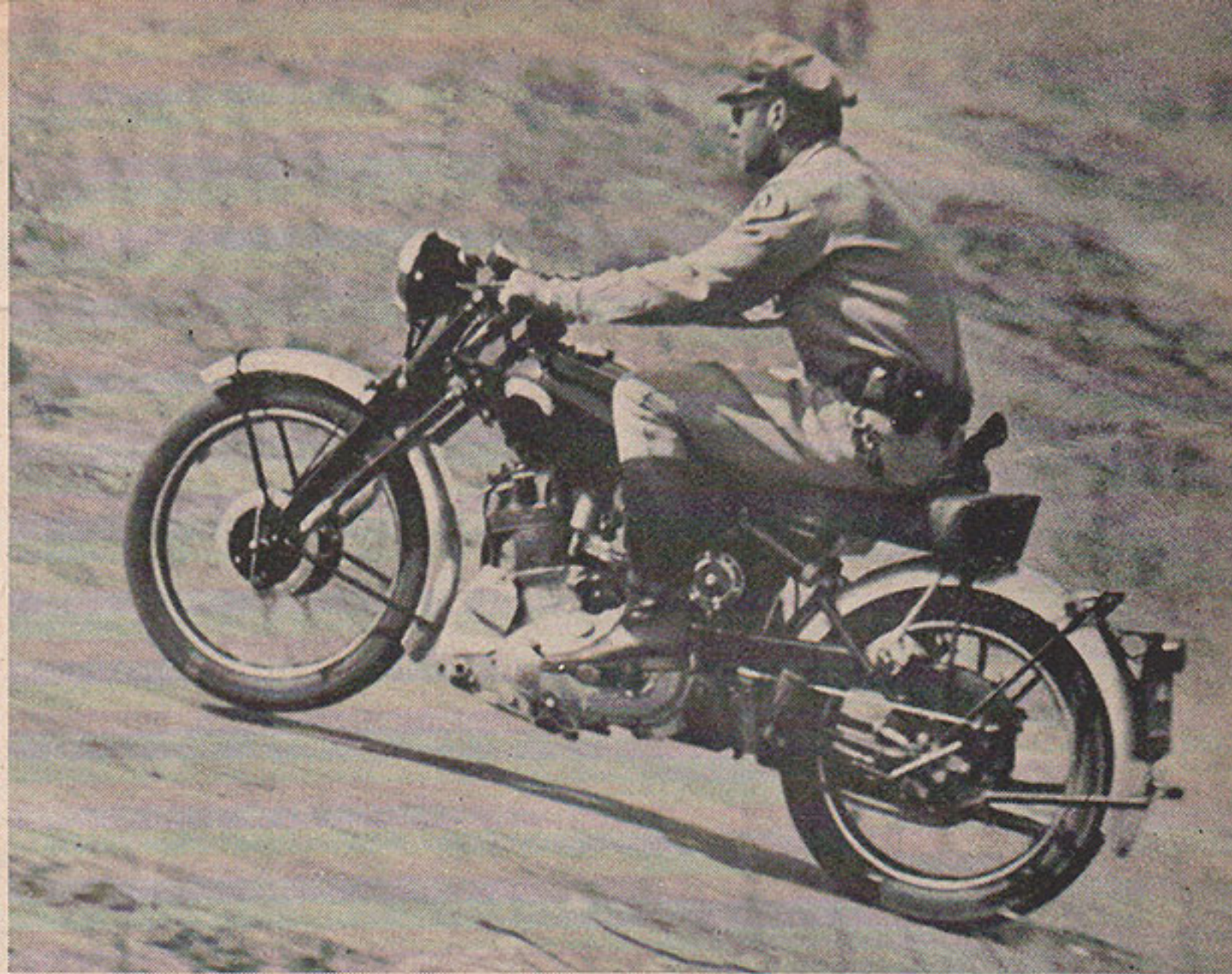
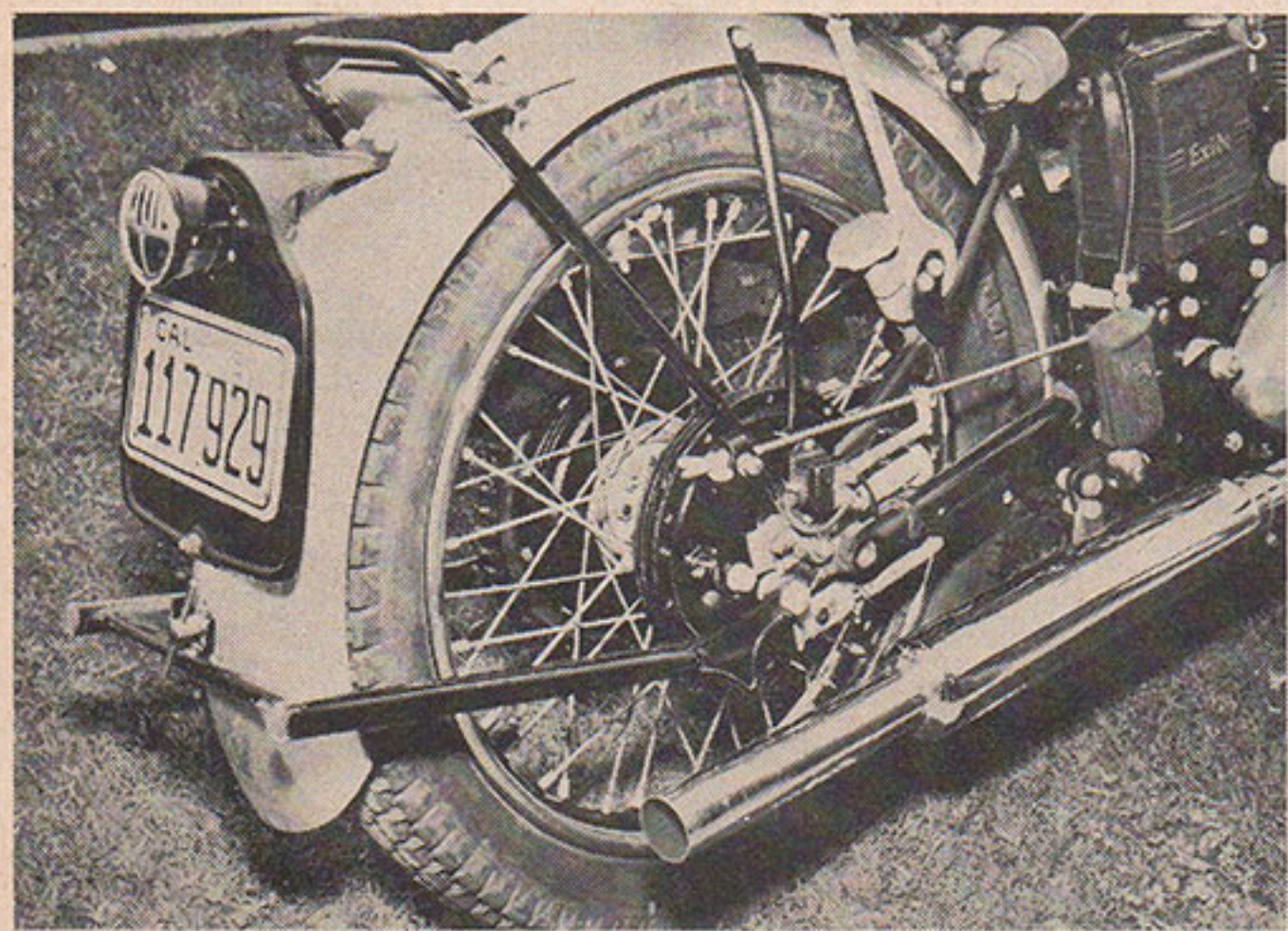
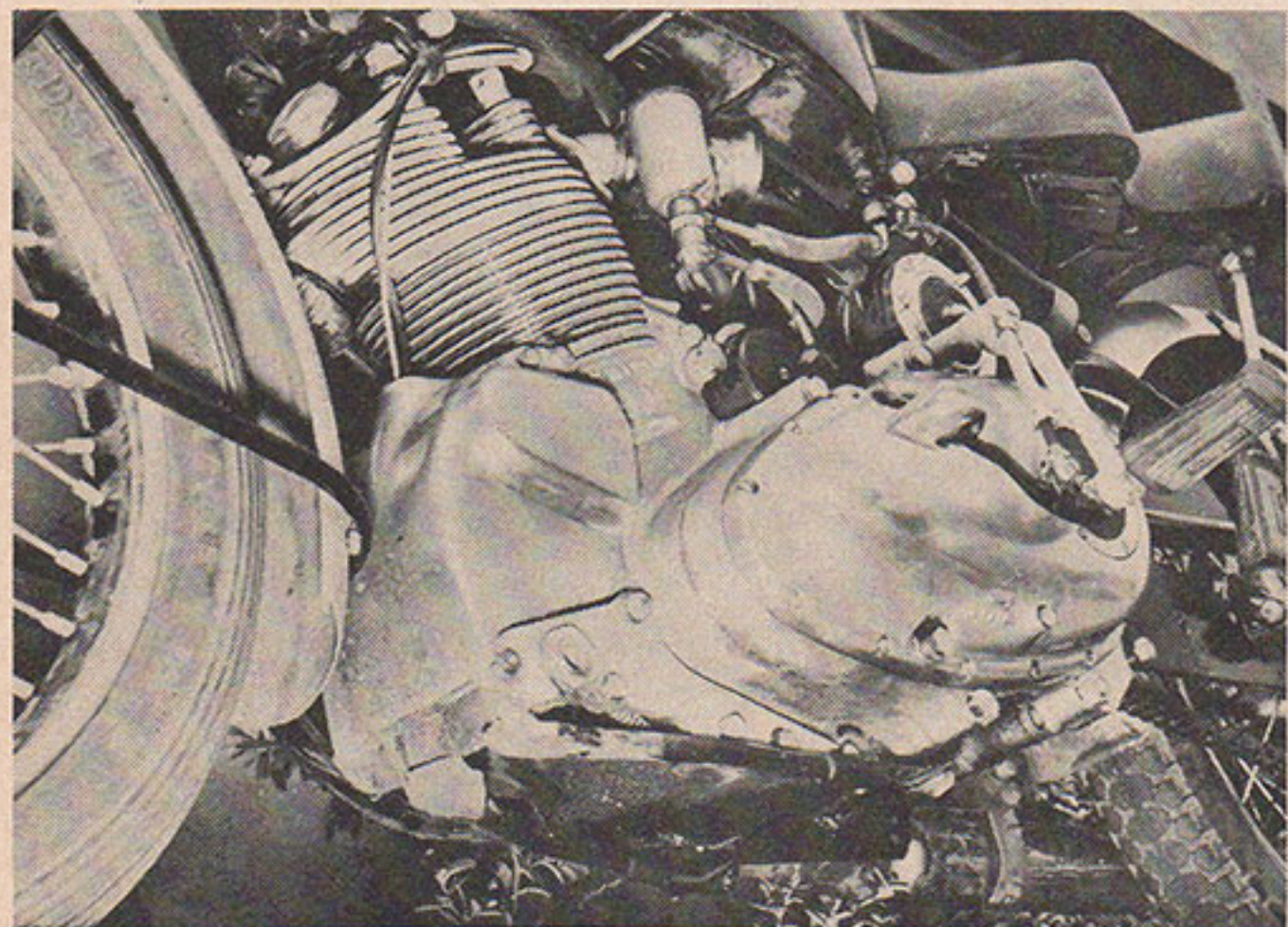
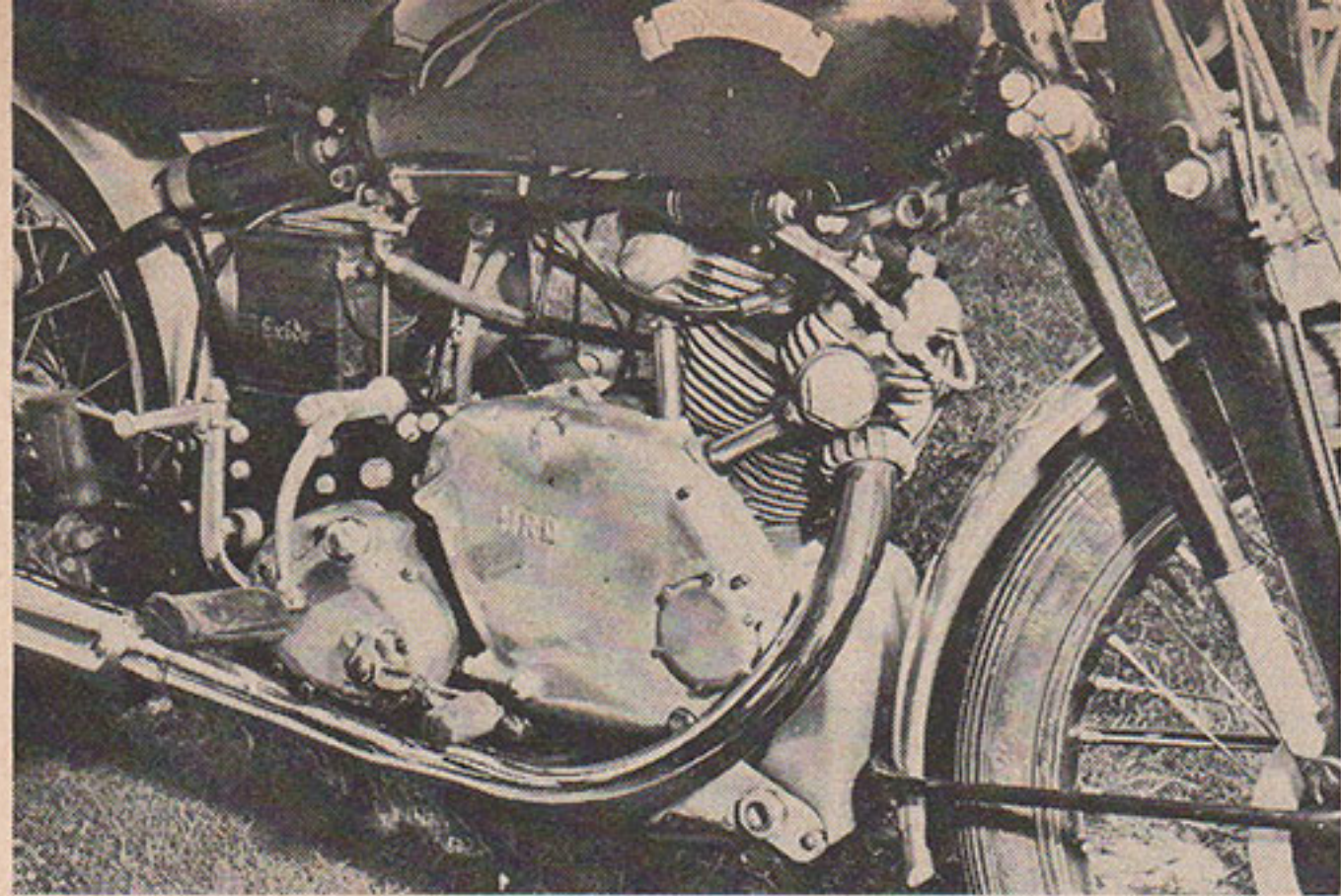
- High gear without chain "jerk," 19-20 mph

Speed

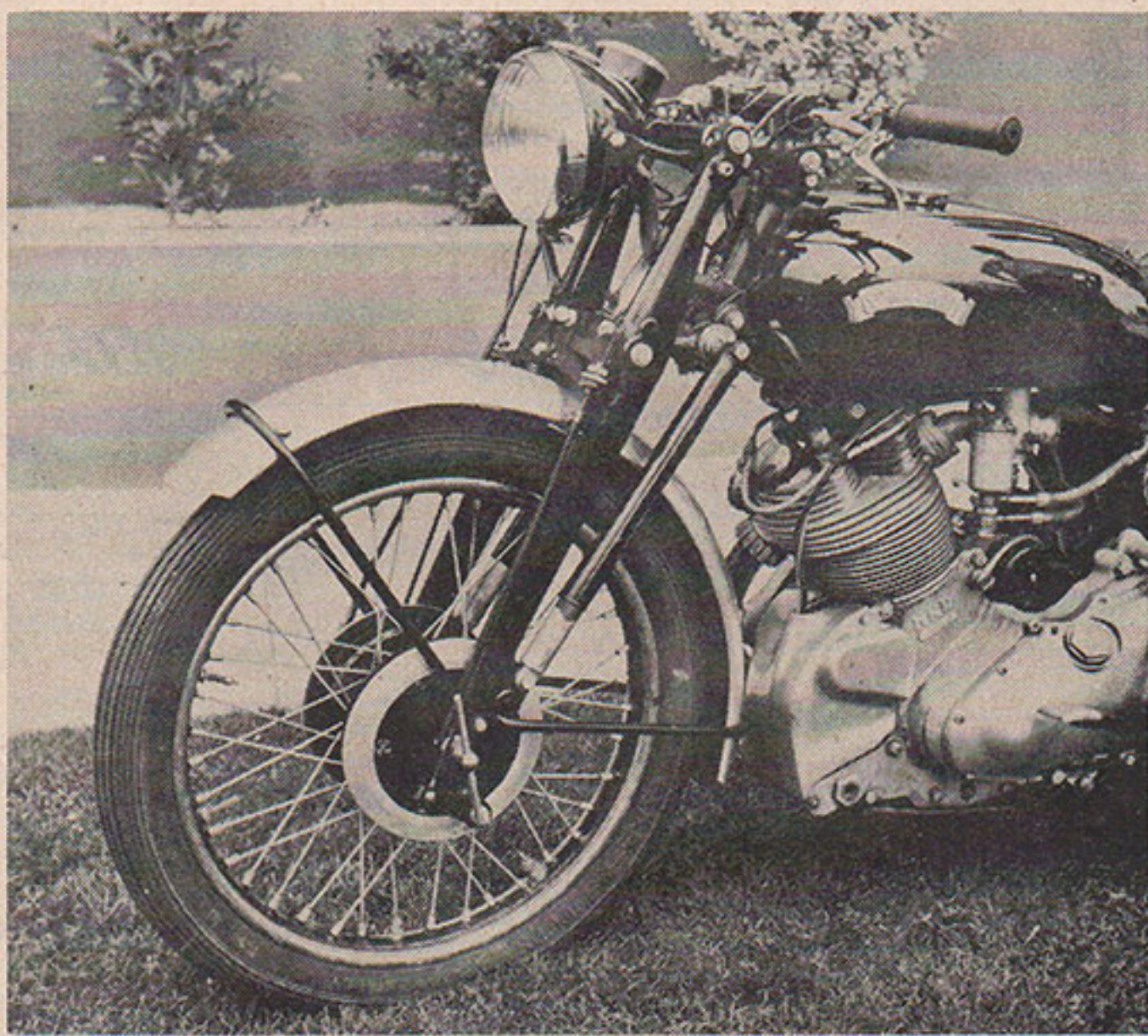
- Maximum in low—45 mph
- Maximum in second—65 mph
- Maximum in third—80 mph
- Maximum in high—93 mph

Gas Mileage

- 62-64 mpg at cruising speed of 65 mph



LEFT ABOVE, Vincent "Comet" engine features accessibility, easy to clean
 LEFT CENTER, Dual side stands, huge cooling fins are shown from below
 LEFT BELOW, Double rear wheel brakes, amply finned drums are noted
 ABOVE, Acceleration on test hill lifts front wheel, readily spins rear wheel
 BELOW, Shows simplicity of patented "Girdraulic" forks. Note long shocks



General Specifications

ENGINE. 84mm bore x 90 mm stroke, 499 cc ohv. Cylinder inclined forward 25 degrees. Head and cylinder of RR53B Aircraft Specification aluminum alloy, heat treated. Cast iron cylinder liner. Shrunk in valve seats. Triple valve springs. Dual valve guides. Crankpin 1 9/16" diam. Lower end bearing; three rows of rollers separated by hardened and ground rings. Drilled oilways in crankpin, insuring adequate big end lubrication. Three sets of roller bearings and one ball bearing support the mainshafts. Short (6" long) pushrods to valves. Lucas magneto and Miller generator gear-driven. Dry sump lubrication, 6 pint capacity oil tank. Amal 1 1/8" carburetor. Single exhaust port, exhaust pipe, and muffler.

TRANSMISSION. 4 speed Burman heavy duty gearbox. Primary drive by 1/2" x 5/16" Renold chain. Spring blade-type shock absorber. Ratios: 12.4-1, 8.17-1,

5.94-1, 4.64-1. Primary drive fully enclosed, automatically lubricated.

FRAME. Exceptionally strong head lug bolted to steel bracket on cylinder head. A strong triangulated center section comprises the oil tank and is supported at the rear by a cast aluminum seat post. Front forks are Girdraulic type. Rear springing by swinging frame section, permits 6" travel.

BRAKES. Four in number, 7" in diameter by 7/8" wide. Brake drums are nickel-chrome alloy cast iron with ample cooling fins.

WHEELS. Detachable without tools. Fitted with one security bolt each to prevent tire creepage on rims. SKF tapered roller wheel bearings. Tires: front, 20 x 3.00" Avon Speedster, rear, 19 x 3.50" Avon Supreme.

SEAT. Feridax dual seat incorporating

fitted tool chest which recesses in bottom side of seat. Rear of dual seat is fully sprung.

GAS TANK. Pressed steel, welded. Capacity—4 gallons. Dual gas lines, taps. Quick-action filler cap.

MUDGUARDS. Special light alloy, highly polished. Rear guard hinged for easy wheel removal.

FOOTRESTS. Provide wide range of adjustment. Pillion foot rests, folding type.

EQUIPMENT. 3" diameter, front wheel driven Smith's speedometer. Exide battery, three stands; two prop, one rear. Altette horn, tire pump, full set of tools.

GROUND CLEARANCE—6 inches.

WHEELBASE—56 inches.

WEIGHT—396 lbs.

GAS CONSUMPTION—60-65 mpg.

OIL CONSUMPTION—1000 miles per quart.

SPEED—top—over 90 mph; cruising—65 mph.

Tuning the Motorcycle Engine

By Tim Witham

Drawings by Rex Burnette

LACK of space in the last issue did not permit the inclusion in the article on "Improving the Breathing Properties" of the engine, a study of the importance of engine exhaust pipes. Improved breathing is directly effected by the diameter and length of the exhaust pipe employed.

In the June 28, 1948 issue of the "New Zealand Motor Cyclist," an article covering this matter was printed. Acknowledging our indebtedness to the publication, we herewith reprint the article verbatim.

I QUOTE DIRECTLY

"As to the desirability of smaller diameter exhaust pipes from the performance point of view, perhaps a brief review of what may be termed the inner workings of the exhaust pipe, apart from its function as a mere conveyor of gases and to make the bike look finished, should be given.

"The exhaust pipe is not just an empenage tacked on to lead gases to the rear of the machine, but is as much a part of the works as, say, the carburetor. Someone may contradict this and say a bike will run without an exhaust pipe but not without a carburetor. Well, not all bikes will run without an exhaust pipe, especially some racing jobs.

"The gases do not flow in the exhaust pipe like water from a tap but are ejected in high velocity puffs and may be likened to a plug moving down the pipe. As this plug of gas moves along the pipe it creates a vacuum behind it thus sucking out the residual gases. It is partly because of this suction that the inlet valve can be opened many degrees before Top Dead Center so that by the time the piston comes to the top of its stroke the fresh gas in the inlet manifold is moving, and in the case of an engine having really hot timing, fresh gas has been drawn through the combustion chamber, giving complete scavenging, and into the exhaust pipe, cooling the exhaust valve en route. It should be remembered that this gasoline-vapor cooling is of greatest importance in racing engines which run at critical temperatures and where the threat of valve and head distortion is ever present. The modern high-speed motor is cooled in three ways, these being; air cooled, oil cooled, and gasoline-vapor cooled; the three methods are not by any means listed in their order of importance. This gasoline-vapor cooling is not employed to any great extent on touring motors as it is wasteful of fuel, but for racing this fuel loss is more than compensated for by the complete scavenging and the extra cooling, which in turn enables higher compression ratios to be employed.

"It can easily be seen that the greater the vacuum the more complete will be the scavenging and inductor effect on the incoming gases. As the vacuum is in direct proportion to the kinetic energy of the gas it can be readily understood that exhaust pipe diameters can be a big factor, as the smaller the diameter of the pipe the higher will be the speed of the gases moving through it, and therefore the higher their kinetic energy. Limiting the smallest diameters of the exhaust pipe that can be usefully adopted are wall friction and boundary layer friction.

"All this means that there is a certain optimum diameter of exhaust pipe which will give the highest kinetic energy with the lowest boundary layer friction, and this diameter will depend largely upon cylinder capacity as well as valve timing and exhaust

pipe length.

"While mentioning exhaust pipe length, it may be of interest to note that this is of great importance as if the exhaust pipe is too long there can be a certain amount of back pressure as the plug of gas, has, as it were, to push out its immediate predecessor. If the exhaust pipe is too short the first plug of gas leaves the exhaust pipe before the next plug is on its way, and the outside atmosphere rushes up the pipe owing to the existing vacuum. This happens with many racing jobs at low revs.

"The foregoing applies more especially to racing machines with open exhaust pipes, but is true also of touring jobs with silencers attached. It would seem, therefore, that there is a good case for the adoption of smaller exhaust pipes on some designs. What the actual size of the exhaust pipes will be is something which can be decided only by experiment, but from a study of fast racing designs where performance is valued more than appearance, it would seem that for a 500 cc single-port engine, the 1 3/8 in. inside diameter of exhaust pipe seems to be a good standard, while for cylinders of 250 cc or twin-port 500 cc sizes an exhaust pipe diameter of 1 3/8 in. is usually adopted."

CARBURETOR TUNING

There are two types of motorcycle carburetors in common use today; the butterfly-valve design used on Harleys and the sliding throttle-valve (Amal) design used on British machines, new Indians, and Mustang motorcycles. The function of either design is to provide the proper gas/air mixture for the engine through a range of engine rpm's from idling to peak speed.

The former type is more inflexible than the latter and is less efficient due to the fact that the main jet diameter is fixed and the bore of the venturi tube is also fixed. The Amal carburetor offers the advantages of a fully automatic variable main jet diameter in addition to a varying venturi size, both dependent upon the throttle opening, and both completely automatic.

Tuning the butterfly-throttle carburetor essentially amounts to selecting the correct size of venturi, the correct size of main jet, and the most favorable length of intake mani-

fold to secure the best peak power performance. Faster acceleration can generally be accomplished by using a smaller diameter venturi and main jet because the velocity of the incoming air is maintained at a higher speed which produces better gasoline vaporization but use of a smaller venturi and main jet reduces the peak power developed.

A road machine is required to idle reasonably well and slow running characteristics are disturbed by using too large a carburetor, too long an intake manifold, and too high a float level. For racing purposes the idling speed of the engine is not very important. I have found that installing an Amal carburetor, or carburetors, on Harleys and older style Indians, produces very favorable acceleration results, and in the matter of carburetor tuning, the job is greatly simplified. Having had more experience with Amals, I will describe the operation of tuning the carburetor as it applies to this make.

Since no one knows how to better tune an Amal carburetor than the firm that manufactures them, I will follow the tuning procedures published by them. Following these procedures will produce good idling, clean acceleration, and peak rpms from your engine, all other things being equal.

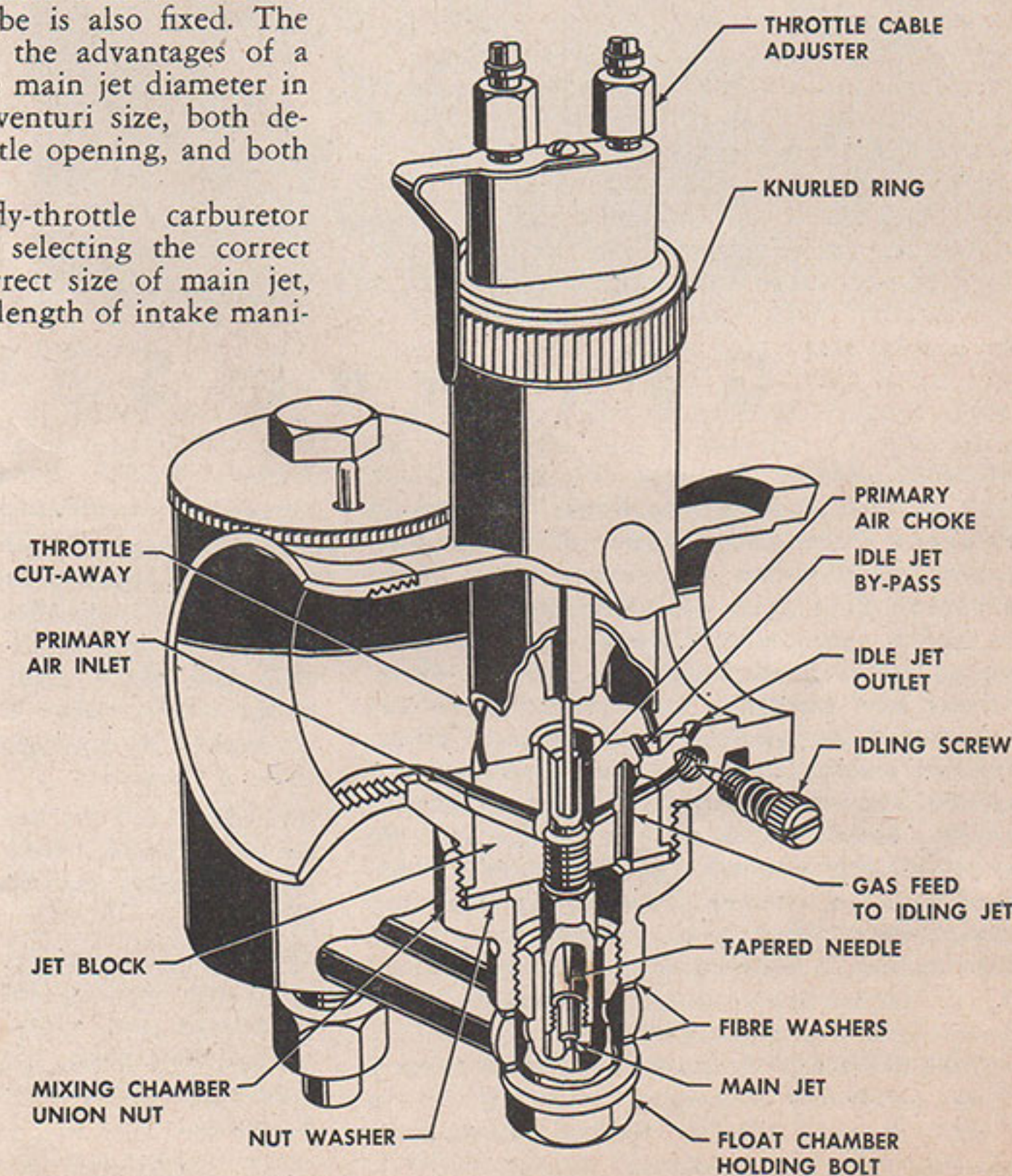
There are five sequences to be followed, in proper rotation, to tune an Amal carburetor. The Amal firm insists that the sequences be followed in strict rotation.

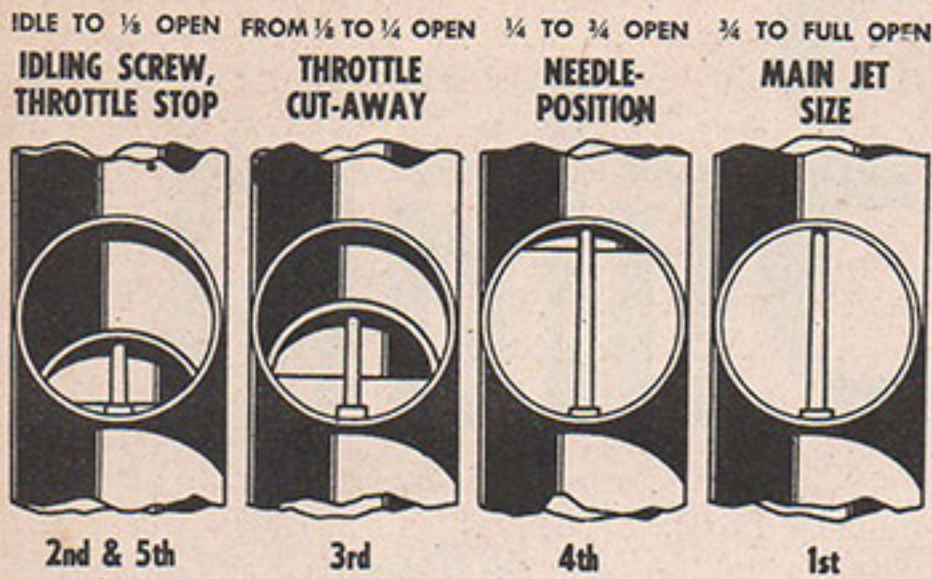
FIRST

Select the best main jet size which produces the highest power. The general practice is to secure about six main jets, four larger than standard and two smaller, and make wide-open throttle runs using each main jet in turn. The jet which produces the highest speed is thus easy to determine. **NOTE**—the highest speed does not mean the fastest acceleration, it means **THE HIGHEST SPEED**. Once determined, further consideration of the main jet size is not necessary.

"Reading the spark plug" will assist in determining whether or not the right size main jet is finally selected. Make a full throttle run, snap the throttle shut, shift into neutral, kill the engine, and coast to a stop.

Cutaway View of Typical AMAL Carburetor





Positions of throttle slide in Amal carburetor during the five tuning sequences described. Always follow proper sequences in tuning

Remove the spark plug at once. If the porcelain center is a toast brown in color the mixture is correct. If the porcelain is covered with a sooty deposit, the jet is too big because the sooty appearance is caused by too rich a mixture. Should the porcelain look dry and rather grey, the jet size is too small.

SECOND

Adjust for proper idling speed. Reference to the Amal drawing herewith will denote the Idling Adjustment Screw and the Throttle Stop Screw. Close the hand throttle completely. Careful manipulation of the two screws mentioned will produce just the right amount of throttle slide opening and the correct idling mixture. Start with the Idling Screw. Turning it in or out will cause the engine idling characteristics to change. Try about 1/2 to 3/4 turns each way from standard. Once satisfied that the engine is idling best, regardless of the speed at which it idles, proceed to slow down or speed up the idling to a normal rate by adjusting the Throttle Stop Screw. This procedure may require additional slight alterations of the Idling Adjusting Screw. In any case, be sure there is sufficient slack in the throttle cable so that the first slight movement of the hand throttle does not cause ANY movement of the carburetor throttle slide.

THIRD

The throttle slide cutaway controls carburetion from "just coming off the idling speed" to approximately 1/4 opened throttle. Check this third sequence with the machine running on the road, not in the shop. As you take off, from idling speed to 1/4 open throttle, see if the engine responds smoothly and without hesitation. If too much cutaway is used the engine will have a tendency to spit and cough because too much air is weakening the mixture. Install another throttle slide having less cutaway. If the engine seems sluggish and wants to "load up" the cutaway is too small. Fit a throttle slide with more cutaway.

FOURTH

Proper location of the tapered needle in the throttle slide controls the carburetion from about 1/4 to 3/4 open throttle position. The tapered needle has five notches in its top end. These notches secure the needle to the throttle slide by a clip, see drawing. Commence with the clip in the center notch. Alter the needle location up or down one notch at a time and observe whether the engine performance increases or decreases at 1/4-3/4 open throttle position. It is best to try to have the needle positioned in the lowest notch that will produce good engine operation as increased economy will result.

FIFTH

Go back over the idling sequence again to make doubly certain that the engine idles to your satisfaction and that the Throttle Stop Screw lock nut is tight.

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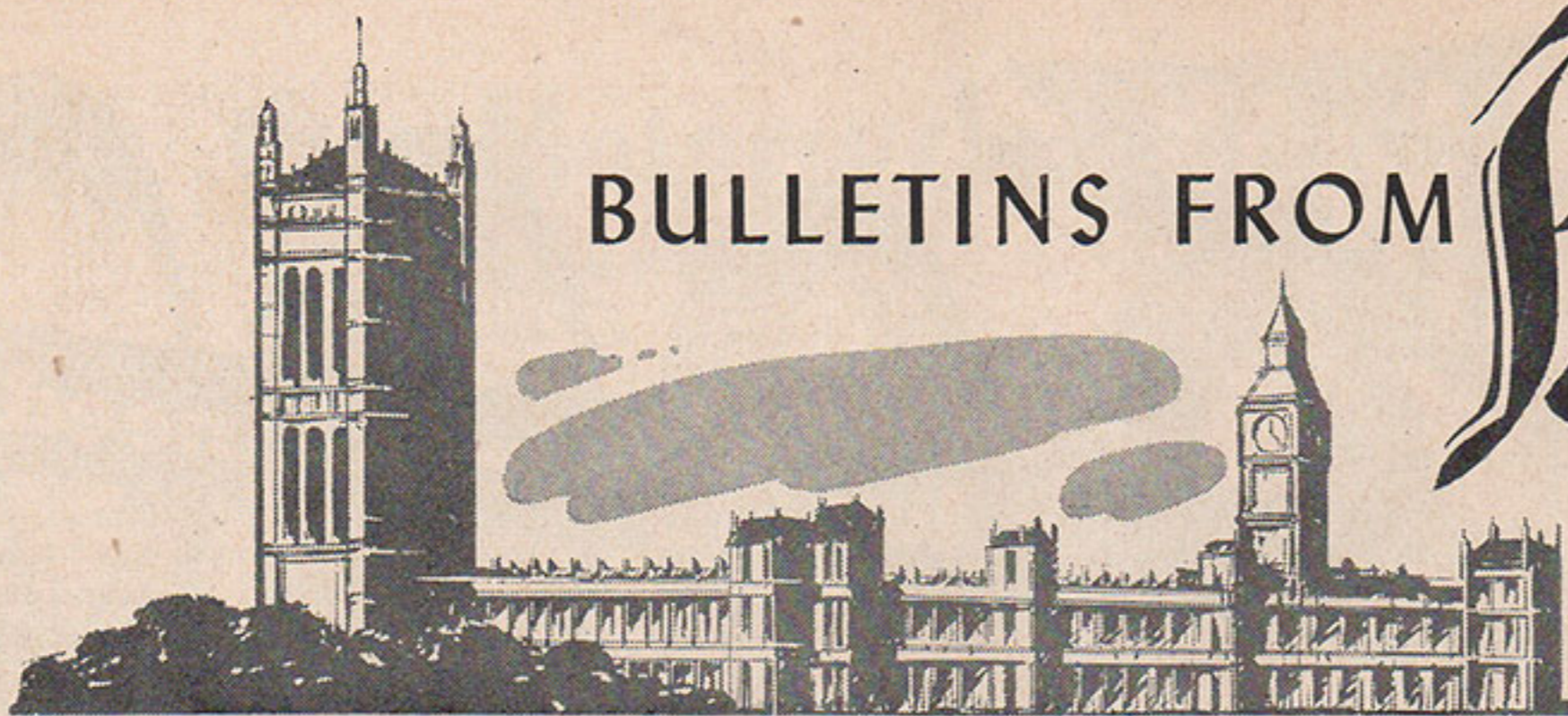
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BULLETINS FROM

Britain

By William H. Onslow

Hodge Podge of News and Notes

AS A member of the staff of Pan-American Airways at San Diego, California, John M. Parker, who lives at 714 Folkestone Avenue, San Mateo, Calif., is used to fast travel. That, no doubt, is why he made plans to cover a very large slice of Europe in a very short time during a recent vacation, using a 650 cc Triumph Thunderbird. His time-table makes interesting reading.

He arrived in England by air from the U.S. on July 5, and on the following day he was at the Triumph works at Meriden, Coventry, to collect a Thunderbird. He stayed overnight at the Bull's Head Inn at Meriden, where he was delighted to have his first drink of English beer right in the geographical center of the country. On July 7 he mounted the Thunderbird and headed for Dover, crossing to France to begin a Continental tour of nearly 3,000 miles embracing France, Switzerland, Germany and Austria. On July 30 he left Vienna for Paris, where he handed over his machine for shipment home.

That is not quite the end of John M. Parker's vacation story, for the Triumph company has received from him a letter thanking them for "a wonderful machine." That letter, dated August 4, came from the Peninsula Hotel, Hong Kong!

C. C. Wakefield & Co., Ltd., 46 Grosvenor Street, London W1, has recently made available two splendid books, both free for the asking. One is entitled "1899-1949, 50 Years of Progress in Scientific Lubrication," the other "Achievements in 1949."

The former is filled with very nearly 200 photos of motorcycle racing and trials, racing cars, airplanes, speed boats, etc. It is a valuable addition to one's library. The latter is superb. The first photo, on the first page inside the cover, shows Dick Klamfoth during his 1949 Daytona winning ride on his Norton.

As everyone knows, Wakefield's produce the wonderful "CASTROL" oils for all types of motors, etc. In the "Achievements of 1949," the motorcycle competition field is fully illustrated as well as the car racing activities of the year. The motorcycle racing "shots" are particularly intriguing.

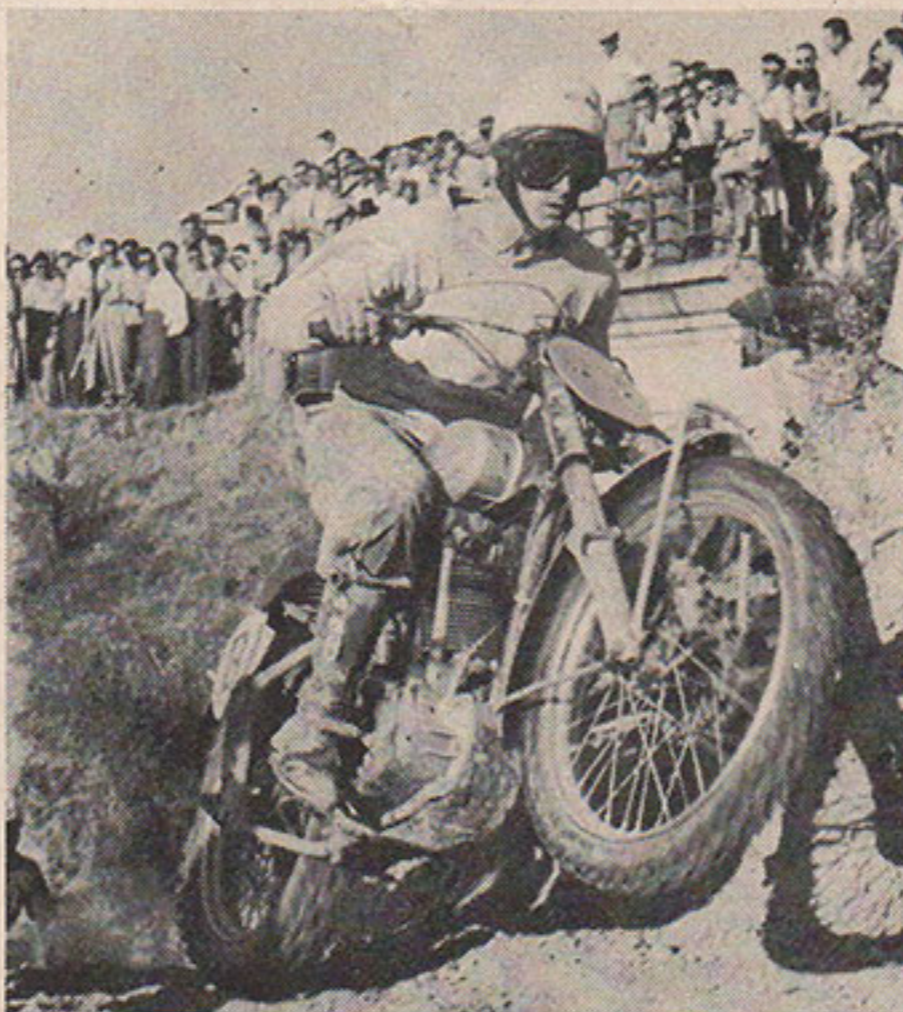
I'm certain that you would enjoy seeing these books. May I suggest that you drop a line to C. C. Wakefield & Co., Ltd., 95 West St., New York City, and request a copy of each.

BSA's rather swept the board in the Red-ditch Scramble, held recently at Alchester. Basil Hall and W. Nicholson, both riding



N. Gamberini

Billy Nicholson, BSA Gold Star, is Britain's finest "scrambles" rider. A British Scrambles is called a "T.T." in the U.S. Billy is fast and consistent



N. Gamberini

View of "The Pit" on the course of the Moto Cross de Imola, Italy. Rider following depicts depth of sunken depression. Lead rider fell about 20 ft. past camera shot, wasn't hurt

Beesas finished first and second in the Experts Class while "Billy" Nicholson returned a win in the 125 cc Class, again riding a BSA—a Bantam, this time.

Nortons cleaned up at the Allan Jefferies Trophy Trial. R. B. Young, Norton, scored the Best Performance of the Day, while the Norton team of J. Blackwell, R. Clayton, and R. B. Young, was awarded the Manufacturers Team Prize.

P. Shaw, Velocette, won first place in the

250 cc Class at the Scarborough Motorcycle Races recently. I record this because it seems a great pity that Italy has, of late, succeeded in almost every 250 cc race in the world while our 250's, hopelessly outclassed, press on regardless. Occasionally, as in Shaw's case, a British 250 wins!

Thanks to the Castrol "Success Digest," a weekly trade notice circulated to the Castrol Organization only, I was able to learn that D. McCullum (Velocette) won the 250 cc Class at the Portuguese East Africa race meet in August, while R. Travers (Velocette) annexed first place in the 350 cc Class in addition to Castellani (Norton) capturing the 500 cc race. From the same source came word that "Billy" Nicholson, riding a 500 cc "Gold Star" BSA, won the Grand Prix de Moto-cross d'Italia, held at Imola, Italy, in July.

Lastly, we must pay homage to Gustave Lefevre, who, riding a 499 cc Manx Norton, won the famed BOL D'OR (24 hour endurance race) at Montlhery track, near Paris, in July. Lefevre won last year at a record speed of over 60 mph. This year he broke his record. Riding without relief for 24 hours he averaged in excess of 63 mph, a new 500 cc record.

The results of the first eleven One-Day National (Open) Trials this year show that the riders with the highest totals of marks, gained under the conditions of the awards, are: P. H. Alves, 34 marks in the Solo Class, and Harold Tozer, 18 marks, in the Sidecar Class.

James Grose, Ltd., 379-381 Euston Road, London N.W.1, has recently completed a catalog of all types of motorcycle equipment, accessories, clothing, etc., retailed by them. It is profusely illustrated.

James Grose, Ltd., can accept orders from the U.S., payable in U.S. dollars. For American riders of British motorcycles I recommend writing the firm for a copy of their catalog as it may prove useful in securing motorcycle equipment not available in the U.S.

At Daytona Beach, last February, I inquired as to the availability of books on motorcycle matters in the U.S. I was amazed to learn that only one such book has ever been published in your country, "The Romance of the Speedway" by Sprouts Elder.

For those American riders interested in acquiring a library of books on motorcycles and motorcycling, I append herewith a current list of such publications which can be secured from Vivian Gray—Bookseller, Lyndhurst, Lucastes Avenue, Haywards Heath, Sussex, England. Prices quoted INCLUDE prepaid postage to the U.S.

Number	Title	Price
536	AUSTRALIAN MOTOR CYCLE GUIDE 1948-9; 67ill.	\$.60
538	AUSTRALIAN MOTOR CYCLE GUIDE 1950; 70ill.	.75
539	B.S.A. Motor Cycle Instruction Book for 1930 Models.	.70
540	BARKER, Chris (ed): Speedway Spotlight 1948-49; 24ill.	.20
541	BERESFORD, G: The Story of the Velocette; 1949 50ill.	.75
542	BOOKER, CAE: Royal Enfield Motorcycles 1937-49; 43ill.	.75
543	BROWNING, BE: The Villiers Engine (all models); 1949 60ill.	.75
544	CADE, LH & ANSTEY, F: The Book of the Rudge 1933-39 1948 50ill.	.60
546	CRADDOCK'S No. 1 SPEEDWAY PICTORIAL; 1947 64pp 66ill.	.40
547	"CYCLING" Volumes 51 to 54 (Jan. 1916 to Dec. 1917) complete in 2 volumes; (containing articles on motoring and motor assisted cycling)	5.60
548	"DAILY MAIL" MOTORCYCLING BOOK; 1949 64pp 80ill.	.35
549	"DAILY MAIL" SPEEDWAY BOOK; 1949 30pp profusely illus.	.35
558	ELDER, Sprouts: The Romance of the Speedway; 1930 38ill.	2.10
559	FRANK, Uncle: Questions & Answers—A Mechanical Manual for the Beginner and the Experienced Motorcyclist; 1945 200ill.	1.75
560	FRANKS, EM: Norton Motor Cycles 1932-49; 1949 53ill.	.75
561	FULTON, RE: One-Man Caravan—Round the World on Motorcycle; 1937 194ill.	3.00
562	FULTON, RE: One-Man Caravan; 1937 194ill.	2.20
563	THE GERMAN MOTOR CYCLE INDUSTRY Since 1938; 1946 35ill.	1.10
564	—in the British & U.S.A. Zones of Occupation; 1946.	2.15
566	GORDON, J&C: Three Lands on Three Wheels; 1932 prof ill.	2.10
567	HAYCRAFT, WC: The Book of the A.J.S. 1932-48; 1948 79ill.	.70
568	—The Book of the Ariel 1932-50; 1950 90ill.	.75
569	—The Book of the B.S.A. 1936-50; 1950 92ill.	.55
570	—The Book of the New Imperial 1935-50; 1950 62ill.	.65
571	—The Book of the P.&M.; 1933 78ill.	.60
572	—The Book of the Royal Enfield 1937-50; 1950 86ill.	.60
573	—The New Book of the Matchless 1945-50; 1950 78ill.	.70
574	—Motor Cycle Overhaul; 1949 60ill.	.55
575	HEATHCOTE, LK: The Book of the Douglas 1929-47; 1948 52ill.	.55
576	HIGGINS, LR: Private Owner—Motor Cycle Racing; 1948 26ill.	1.15
577	HISCOCK, JC & SEAMAN, W: Motorcycle Engineering for Schools; 1948 100ill.	1.40
578	HOLMOR, R: Stars at Speed; 1949 80 ill.	.20
579	HOSKINS, John: We Do Have Fun; 1938 70ill.	.50
580	KENYON, JW: Racing Wheels; 1941 ill.	1.05
581	MARSTON, J & STEED, LG (ed): Speedway Cavalcade; 1948 59ill.	.25
582	MASTERS, AStJ: Triumph Motor Cycles 1937-49; 1949 100ill.	.75
583	MELLORS, T: Continental Circus & Other Races Between Wars; 1949 25ill.	1.40
584	MORGAN, Tom (ed): Who's Who in Speedway; 1949 50ill.	.25
584	"THE MOTOR CYCLE", 17 issues 1934-9 including T.T. & Show Numbers—the lot	2.45
585	"THE MOTOR CYCLE": Hints & Tips for Motor Cyclists 1938.	.50
586	—Motor Cycles & How to Manage Them; 1901 126pp 45ill.	2.80
587	—1938 143ill.	.50
588	—1948 144ill.	.70
589	—Motor Cyclist's Workshop; 1948 95ill.	.50
590	—Speed From Your Motor Cycle; 1947 58ill.	.55
591	—Two-Stroke Motor Cycles & Autocycles: c1938 90ill.	.50
592	—Two-Stroke Motor Cycles; 1948 75ill.	.50
593	—Your Autocycle & How to Get the Best from it; 1949 59ill.	.40
594	"MOTOR CYCLING" 5 issues 1935-39 including T.T. number—the lot.	.60
595	"MOTOR CYCLING" MANUAL; 1950 102ill.	.75
597	MUNRO, DW: B.S.A. Motor Cycles 1931-49; 1949 51ill.	.75
599	NEILL, DW: A.J.S. Motor Cycles 1933-49; 1949 32ill.	.75
600	—Matchless Motor Cycles 1933-49; 1949 43ill.	.75
602	NICHOLSON, JB: Modern Motorcycle Mechanics (covers English & American models up to 1948); 1950 275ill.	3.95
603	OSBORNE, B: Modern Motorcycle Maintenance; 1949 102ill.	.75
604	"THE PEOPLE" SPEEDWAY GUIDE 1947; 100ill.	.25
605	"THE PEOPLE" SPEEDWAY GUIDE 1948; 100ill.	.25
606	"THE PEOPLE" SPEEDWAY GUIDE 1949; 100ill.	.35
608	SANDYS, L: Broadside to Fame—The Drama of the Speedway; 1948 45ill.	.20
609	"SLIDE RULE:" Tuning for Speed; 1949 profusely ill.	.90
610	"SPEEDWAY ECHO:" Speedway Portraits; 1948 56ill.	.20
611	"SPEEDWAY NEWS" Volume 9 Nos. 1-28 (April-Oct. 1936) bound in one volume	2.80
612	"SPEEDWAY REPORTER" PICTURE ANNUAL 1948; 80ill.	.40
613	"SPEEDWAY REPORTER" PICTURE ANNUAL 1949; 80 ill.	.40
614	SPEEDWAY STARS—Past, Present, Future; 1949 30ill.	.20
615	STEED, LG: The Story of Speedway; 1948 45ill.	.25
616	STENNER, Tom: Stenner's Speedway Annuals for 1946, 1947, 1948, 1949, 1950; ea.	.40
617	—Stenner's Speedway Picture Book—Wembley Lions 1929-47 38ill.	.25
618	—Thrilling the Million—Speedway Racing; 1934 19ill.	1.50
619	—1947 Edition with 1946 Supplement; 50ill.	2.00
621	WALLER, CW: Ariel Motor Cycles 1933-49; 1949 39ill.	.75



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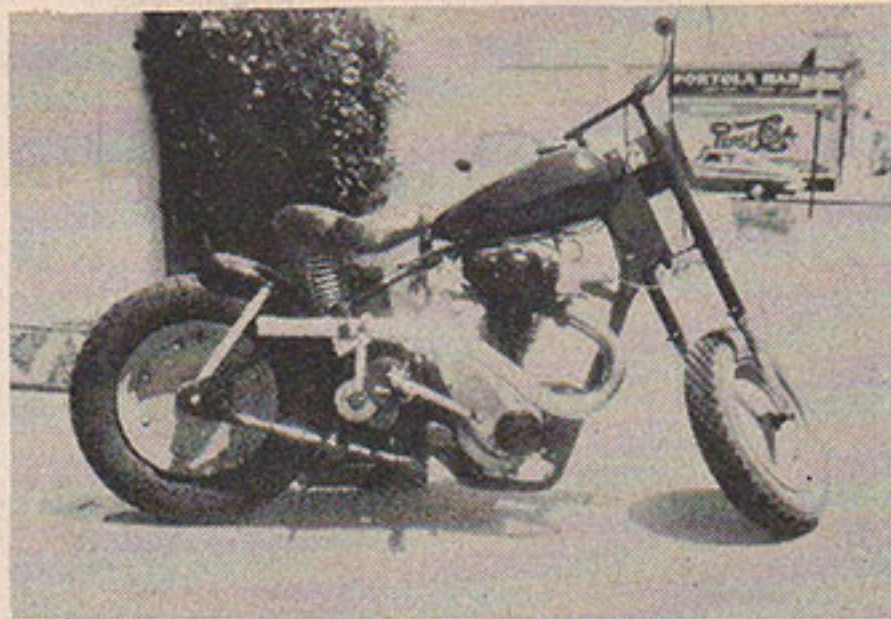
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**The "MUSTUMPH"**

by Dick Faltersack

THE SIMPLE combination of a Triumph motor and Mustang frame has produced an interesting halfbreed—the Mustumph. It all began when Rich bought a blown-up 1948 Mustang with hopes of making it useable once again. When this was found to be too expensive it looked as though the Mustang could only look forward to being junked. Then Rich happened to find a bargain in a 1946 21-cubic inch Triumph lunger, of which there are very few around.

Rich was lucky to have his brother, Ernie, to do all of the conversion work. The first step Ernie took was to chop out the frame from the gooseneck to the front transmission mount. He then fabricated a frame out of channel iron, using only two parts of the Triumph primary case without any alterations to it. They were also lucky in not having any unexpected difficulties.

The motor was out of an English Army surplus bike that someone had discarded. There was no carburetor with it, so they had to use a Mustang pot with a 160 jet. The motor was fairly shot, but with new rings, wrist pin, and rod bearings it was once again restored.

All drive is stock Mustang, chains, transmission and rear wheel. At this point the small Burman transmission should be commended for taking a great beating and not showing any fatigue, except for the mainshaft bearings. The only problem is trying to keep rear chains from stretching.

The home-made risers, by Ernie, and the raised gas tank give the front end a snappy, high look, the high risers plus the seat being two inches higher gives a much more comfortable riding position.

The Mustumph stands 42 inches high at the highest part of the handle bars and 26 inches high at the seat. Its ground clearance underneath the crankcase is 4 inches.

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Motorama

OCCUPYING a prominent part of the floor space, motorcycles and related products will comprise one of the principal display features at the first annual MOTORAMA in the Shrine Convention Hall in Los Angeles November 16 to 19, inclusive.

Recognizing the growing popularity of motorcycling as a sport in this area and cognizant of the many thousands of riders who participate in this sport, the management of MOTORAMA has made it possible for the motorcycle industry to share the spotlight with the automotive exhibit.

Booth reservations already made, and those on which negotiations are now in progress, would indicate that the motorcycle display will be the largest and most complete ever shown in this area. The finest racing motorcycles obtainable and other machines distinguished because of unique construction or mechanical innovation will also be on exhibit.

To demonstrate how far motorcycles have progressed in mechanical improvement over a period of the past 40 years, there will be a booth devoted to old time bikes as a part of the show theme which will trace the development of the modern motorcycle. It is planned to have many of the leading riders from this area present at MOTORAMA during the four days of the show. This list of personalities will include old-timers, whose names are legendary, as well as younger riders who currently are headliners in the sport.

Booth space is being made available free of charge to motorcycle clubs or associations which desire to establish their own exhibits. These association booths will be included in a special section in which automobile and boat organizations will also participate. Arrangements for such space may be made by calling or writing to the offices of MOTORAMA at 1015 South La Cienega Boulevard, Los Angeles 35.

A comprehensive advertising and exploitation campaign which includes television, radio and newspaper media, as well as the pages of CYCLE magazine, will be launched to insure maximum attendance at the exposition.

For motorcycle enthusiasts who also have a lively interest in automobiles, especially those in the speed and sport fields, there will be an outstanding array of top flight exhibits including many record-breaking cars from the Bonneville National Speed Trials.

One of the principal purposes of MOTORAMA is to provide funds to launch a movement aimed at the construction of a test timing strip which would be available to motorcycles as well as cars. It is generally agreed that such a facility would be most beneficial to both motorcycle and automotive speed participants.

Although not so extensive as the motorcycle and car displays, there also will be a section devoted to planes and boats. Of the latter, it is planned to present many of the local record holders as well as one or two national champions.

Previous Road Tests

Triumph Thunderbird....Apr. '50
AJS SpringtwinMay '50
Harley-Davidson "61".....June '50
Ariel Red Hunter.....July '50
BSA Golden Flash.....Aug. '50
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Looks at Books

ON PAGE 8 of this issue of CYCLE magazine is the full story, complete with photos, of the 1950 Ulster Grand Prix races. Long regarded as the "World's Fastest Road Race," the annual running of the "Ulster" has an interesting history.

The full story of this famous classic, born in 1922, is contained in a 176 page, fully illustrated, book written and published by Geoffrey S. Davison, himself a renowned road race rider of twenty-five years ago and one-time T.T. winner. Davison has earned the title of "Historian of Motorcycle Sport" because of his comprehensive and human publications covering all phases of motorcycle competition.

"The Story of the Ulster" is fully illustrated with fine photographs of different sections of the course, personalities of the game "at rest" and in action, in addition to a complete tabulation of the entries, their finishing positions, and the lap and race speeds, of every race since 1922. Humorous highlights also give sparkle to this history book.



The venue of the "Ulster" is in Northern Ireland. The course, little altered through the years, is nearly triangular in shape, possessing one straightaway of seven miles. This latter, Clady Straight, contains no turns, it is dead straight but decidedly not dead level. Its surface rises and falls, something like a roller coaster, for its entire length. Newcomers to the "Ulster" have blown up more potent racing iron on Clady Straight than anywhere else on the course because of "aviating off the humps," permitting rear wheels to churn the atmosphere to the detriment of the powerplant which is horribly over-revved in the circumstances.

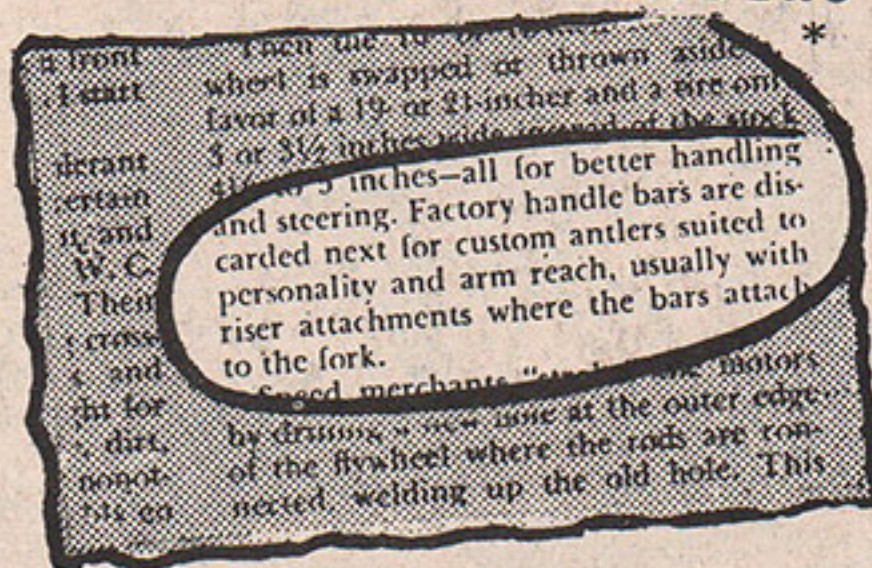
A story within a story affords a glimpse at one of the reasons why Norton motorcycles have proven so successful in road racing, and is about Mr. Joe Craig, the Norton racing engineer. Craig's ability to consistently design, year after year, a single cylinder machine that has won more races in the world than any other make, is uncanny. Perhaps Craig's "Ulster" wins in 1923, 1924, 1925 and 1926, riding 600 cc Nortons of his own, taught him the foundations of "single-cylinder-speed-and-stay-together" technique.

The first "Ulster" was won by Hubert Hassell at a speed of 60.57 mph. H. Langman set the lap record at 65.7 mph. In 1939 D. Serafini won at 97.85 mph, in addition to establishing the fastest lap at 100.03 mph. By such is progress measured.

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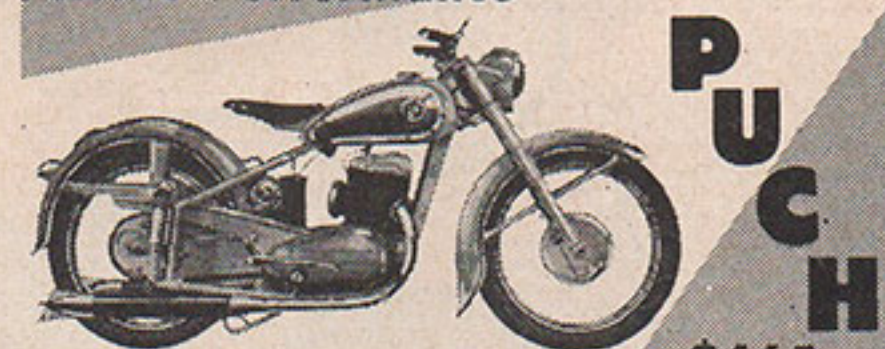


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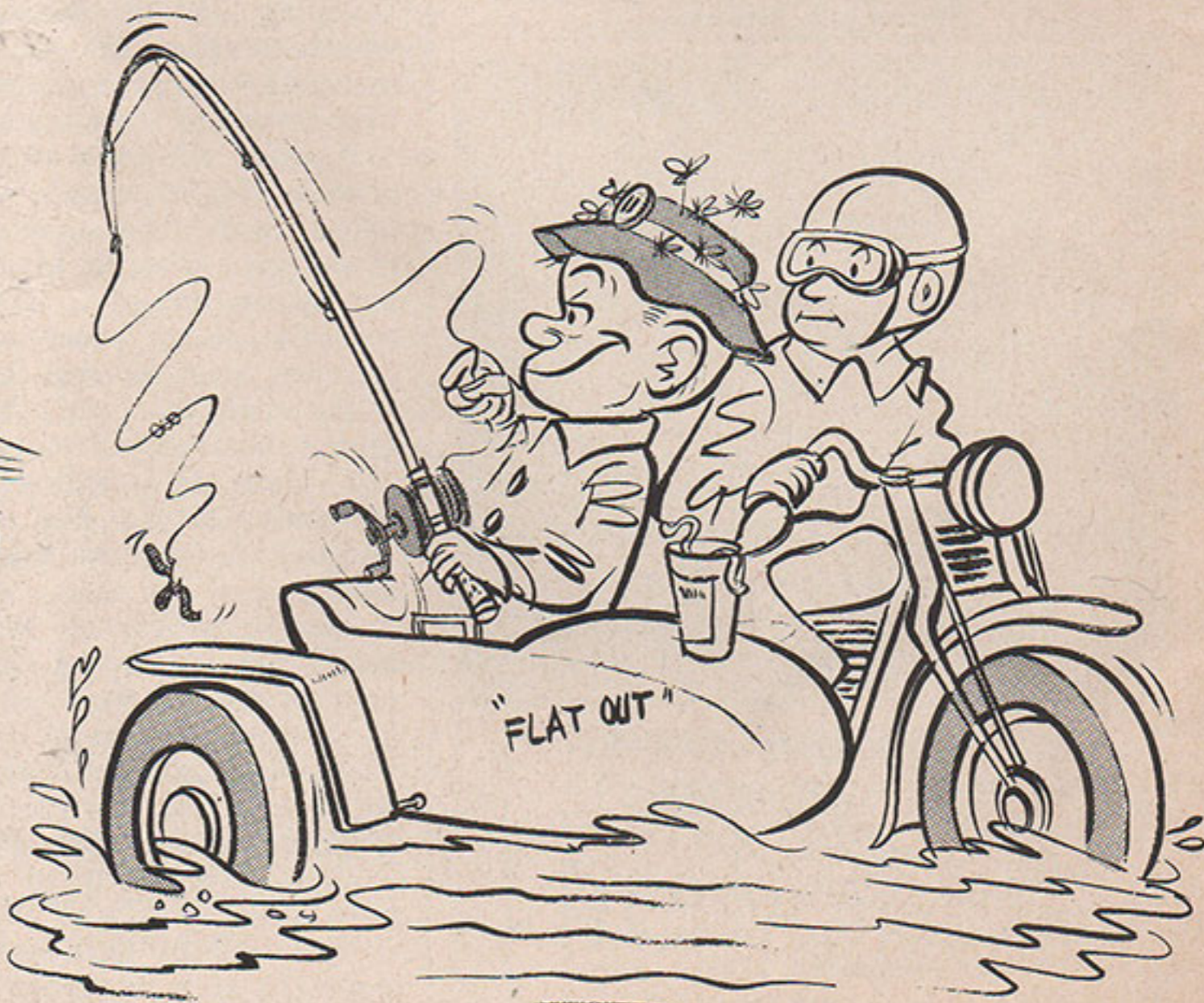
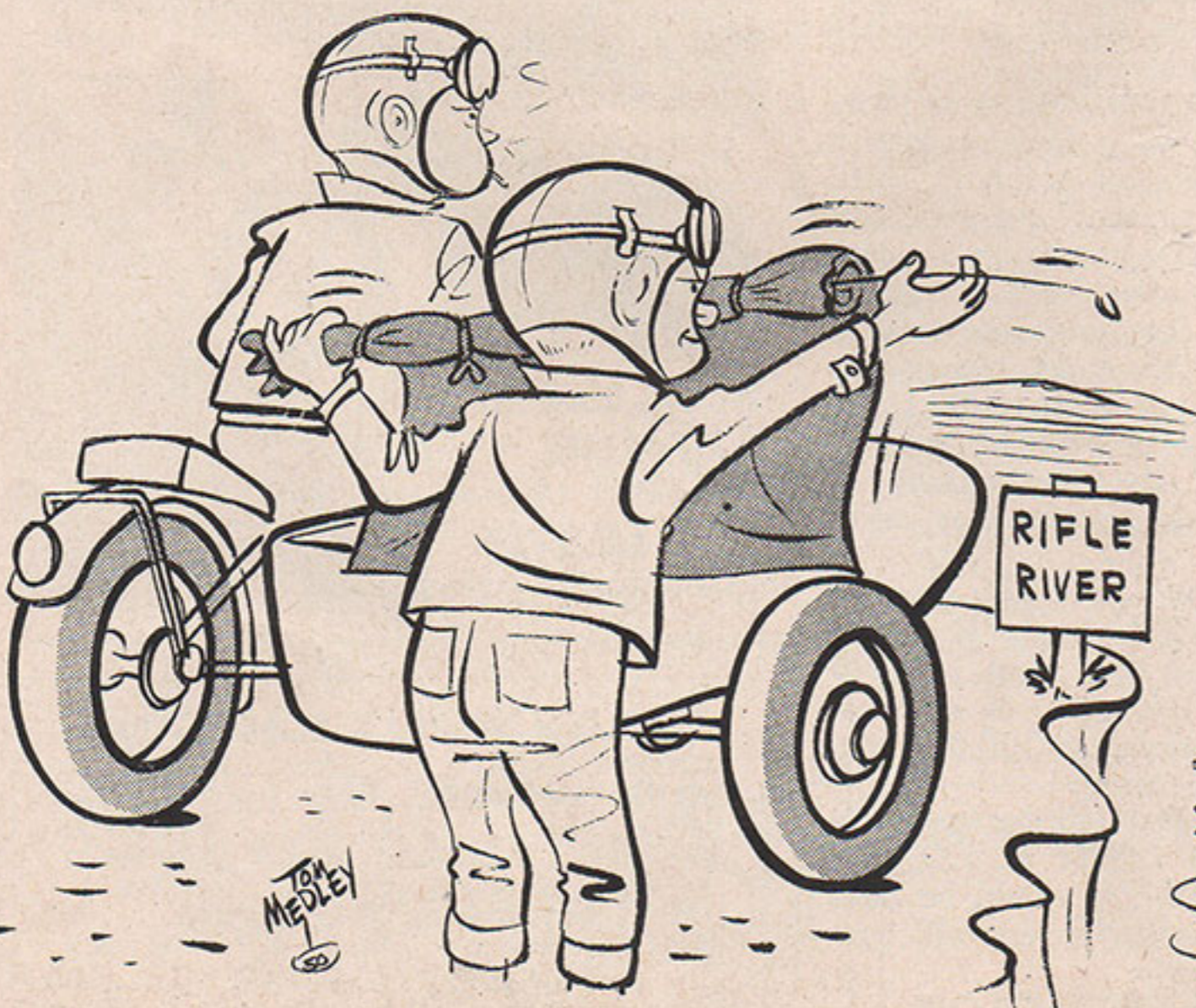
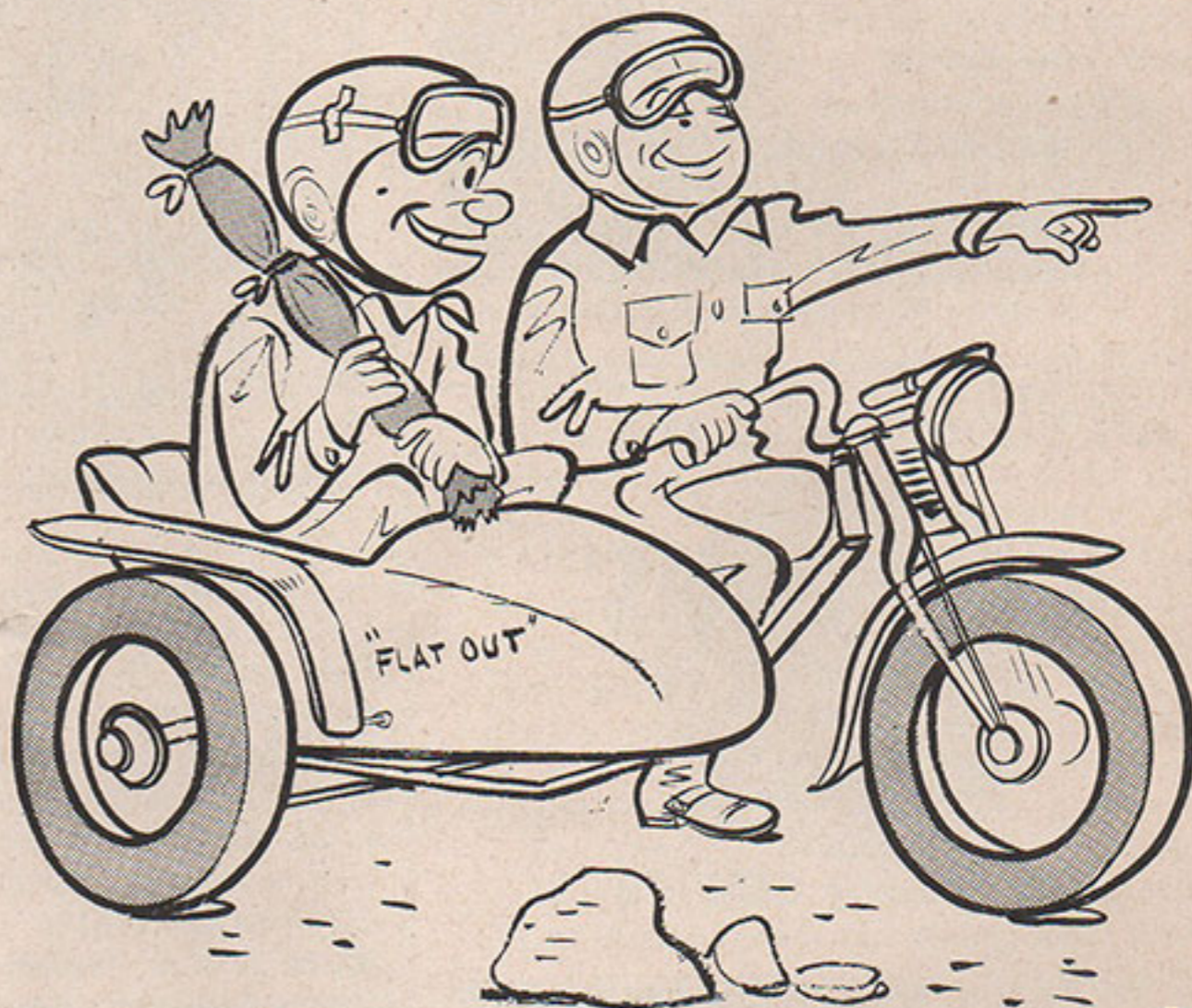
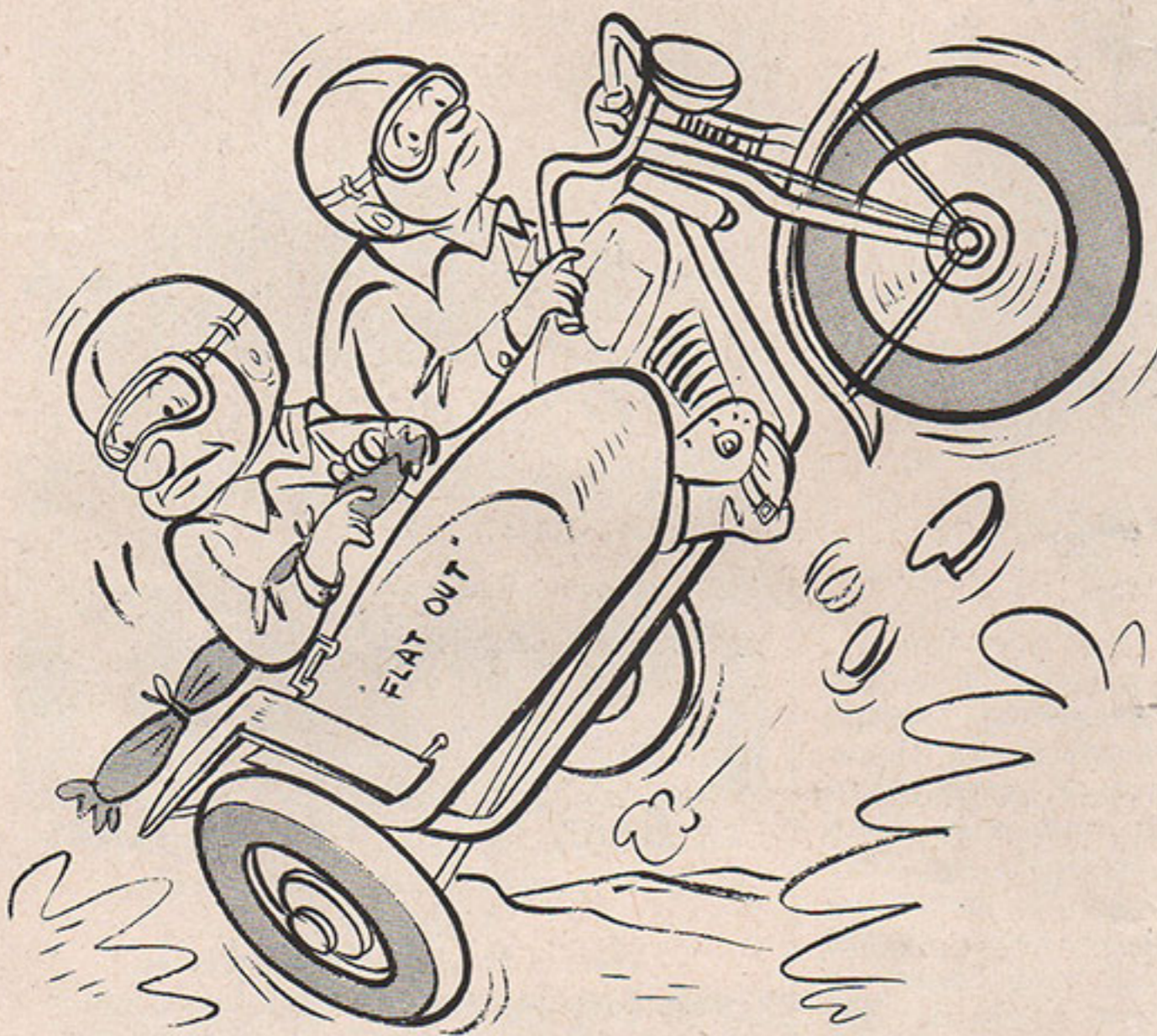
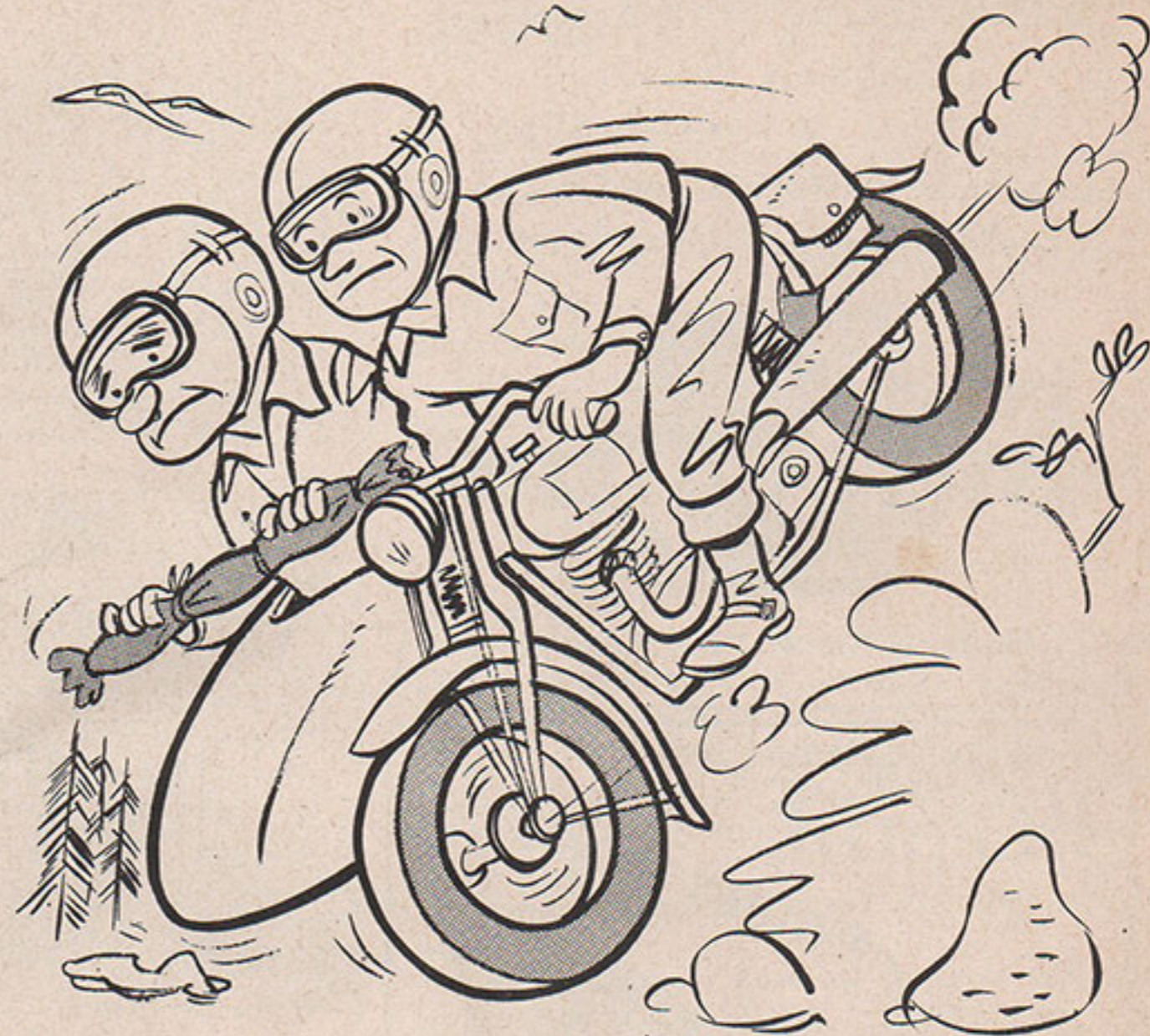
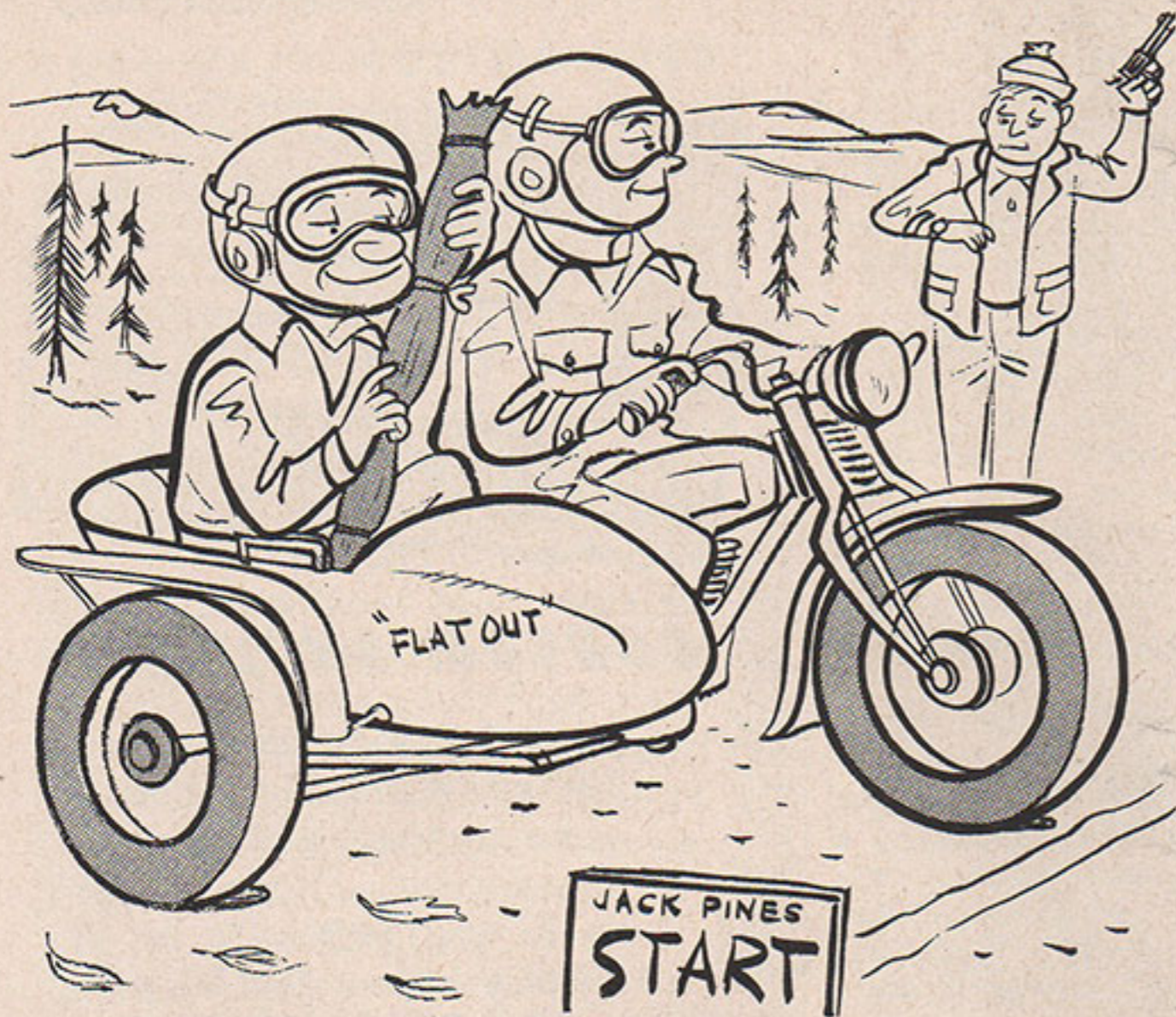
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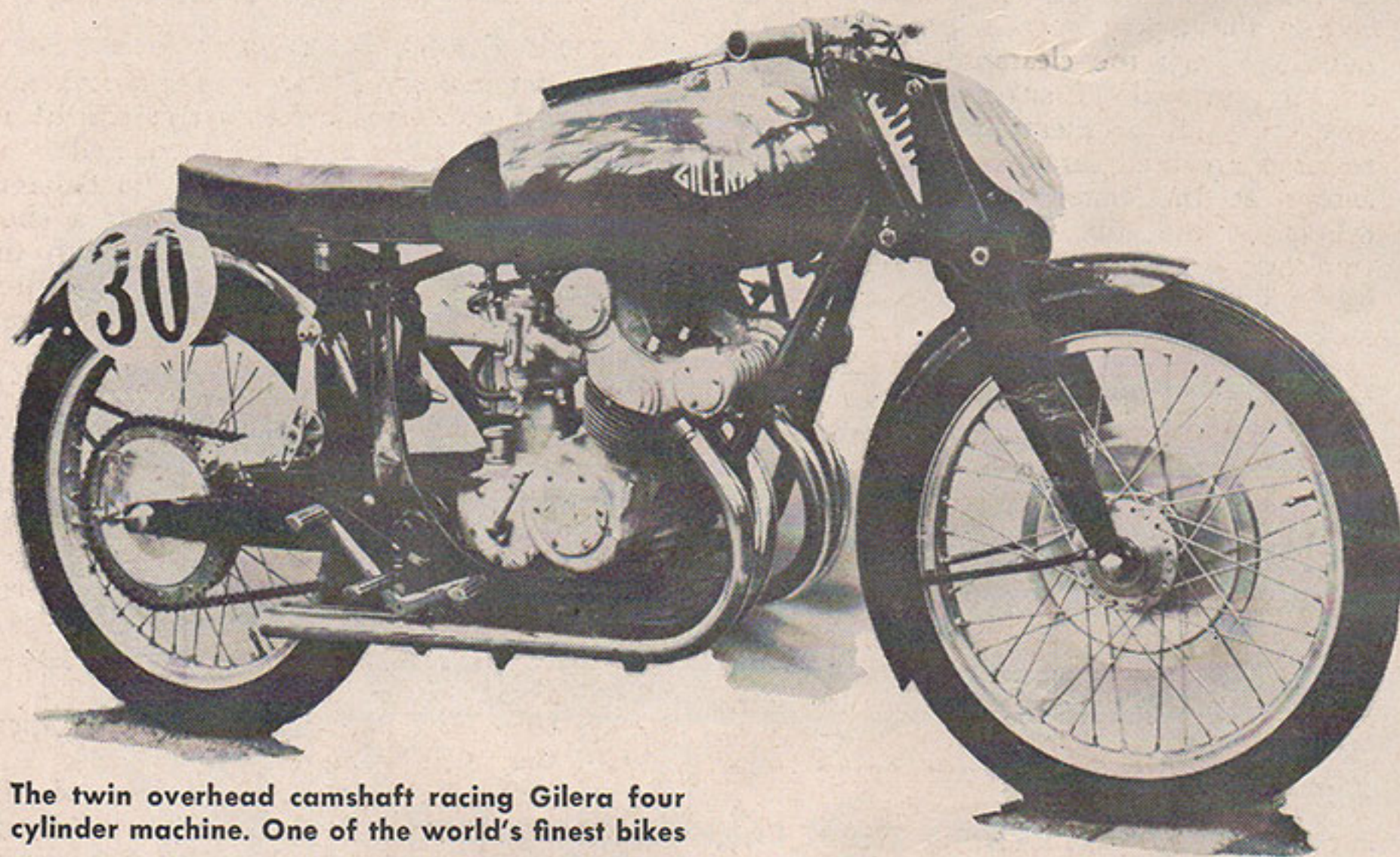
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CONTINENTAL NEWSLETTER

by Dino Lancia



The twin overhead camshaft racing Gilera four cylinder machine. One of the world's finest bikes

GERMANY: An item of real significance to the motorcycling world is an automatic transmission shown for the first time at the recent Frankfurt Trade Fair, which, it's claimed, makes motorcycle operation as simple as that of a bicycle. It was, in fact, on a bike that Engineer Kreis of Wurtzburg, who's produced the unit, began his research, with a gear shift activated by chain tension. The present successful product functions entirely in response to the velocity of rotating engine masses, and is now being used experimentally on the new 125 cc D.K.W. Classify this with JAWA's new automatic clutch and you've got a trend . . . *Nothing freezes technical research like a tight monopoly. Lack of it is the big reason for so much variety and originality in European designs.* A quick count of the different makes of motorcycles now being produced in Germany gives a total of at least 38; there are probably more that we haven't heard of.

MONACO: The B.M.W. plant here is now perfecting a new, unblown 500 cc racing model, based on the furiously going supercharged pre-war jobs. No spex are available yet. Watch for it in '51.

SPAIN: We note in "Motociclismo" (Milan) that a new type of safety tire has been developed by a Spanish concern. The tube is broken up into six compartments connected with each other by non-return valves. Failure of one section of the tire doesn't put the whole thing out of operation and you can creep at moderate speed to a convenient repair point. What the tire will cost isn't stated.

ITALY: Newest comer is the Moto-Futuro, available in both racing and road versions. As its name implies, it's an advanced job. Most striking feature is the rider's

position: he slumps way down in the frame with the posture of a rowboat oarsman. Of course this makes for a greatly lower center of gravity and much improved road holding. Engine is a sloper 125 cc 2-stroke, frame is beautifully sprung fore and aft, and the new machine has already won races in its class—won them on roadability rather than on simple urge. Though it's beautifully done, the Moto-Futuro is simple, and therefore as cheap as the cheapest. . . . One of the world's longest speed and reliability shake-downs is the annual Milan-to-Taranto run, covering 870 miles from the Alpine foothills to the heel of the Italian boot. This is, as you can imagine, a rugged trip involving every sort of road and climate. Proof of the almost unbelievable performance of Italian motor scooters came up again this year as MV machines (same company that makes the new racing four) carried off the first four places in the 125 cc category, the winner averaging 50.4 mph. The high-performance scooter has thousands of Continental supporters who claim to have proved with their comfortable machines that motorcyclists are not necessarily born to suffer. . . . A new class of racing cars has been developed here, the "Junior." Cars for the class are fine little jobs weighing about 275 lbs. and sporting the sleek lines one would expect in a scaled-down G.P. racer. They have four-wheel independent springing in the best racing tradition, and are powered by—the 125 cc Lambretta 2-stroke engine! The cars have a top speed of about 45 mph and a special "Junior Formula" has already been set up, limiting the age of this class of racing pilot to between fourteen and eighteen years. . . . Another feather in the cap of thimble-displacement bikes: a Motom 4-stroke, overhead valve 48 cc, recently completed a round-the-world tour, covered just under 25,000 miles on 132 gallons of gas. Transportation costs, \$107.

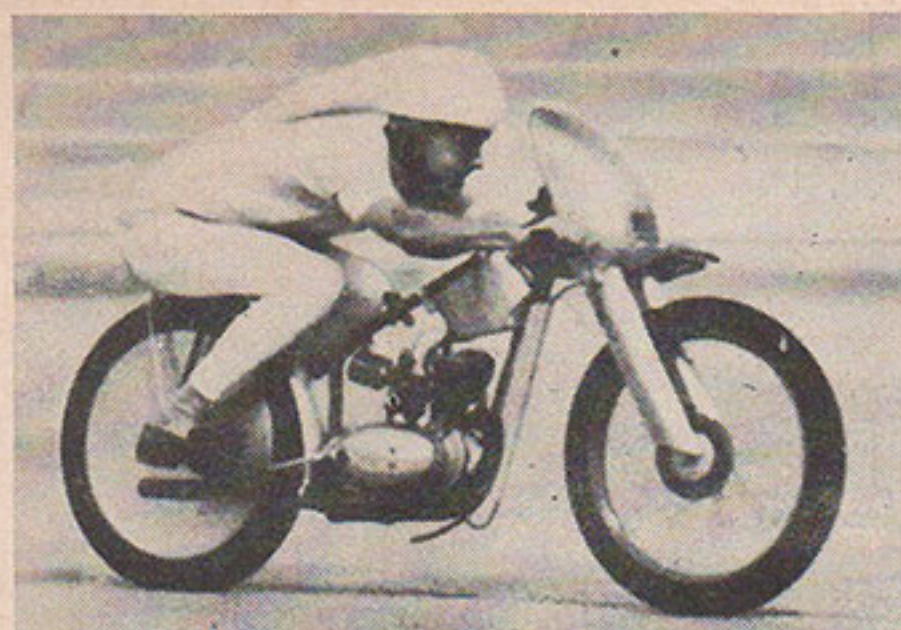
SPORT: Fourth classic of the Continental Circus' seven great events was the Swiss G.P., held on the Geneva Circuit. This is a twisting 3.73-mile course over concrete and asphalt pavement, was made even more challenging by intermittent showers throughout the race. First event, for the 250 cc class, included 11 Guzzis, 2 Parillas, 2 Benellis. In spite of the overwhelming Guzzi bid, the Benellis came in first and third, the winner at 76.01 mph being Ambrosini, who took the Lightweight I.O.M. TT. Just as the 250 event was for Italian machines, so the 350 was for Limeys. Rain fell just before the start and many good riders got off on fast turns, but none got hurt. R. L. Graham was the first to dismount, was back on his AJS in seconds, won the 93-miler at 78.31, with Velo and Norton second and third. The main event, for 500 cc machines, was a fantastic thrill show that went on through alternate rain and shine for 34 laps—127 miles. Hero again was Graham, who hurled his AJS "Porcupine" around the course with sufficiently fierce abandon to take the lead

FLASH!

BONNEVILLE SALT FLATS, Sept. 11—Today Roland Free, Hollywood, Calif., broke his own American motorcycle speed record of 150.313 mph, established in 1948, when he rode his Vincent "Black Lightning" (1000 cc) machine to a new American speed mark of 156.71 mph. Weather conditions and a poor track surface prevented further attempts.

Free's machine was unsupercharged in contrast to the 500 cc BMW twin ridden by Ernest Henne in 1937, when the ultimate motorcycle speed record was set. Henne's speed was 173.625 mph, established on a German superhighway.

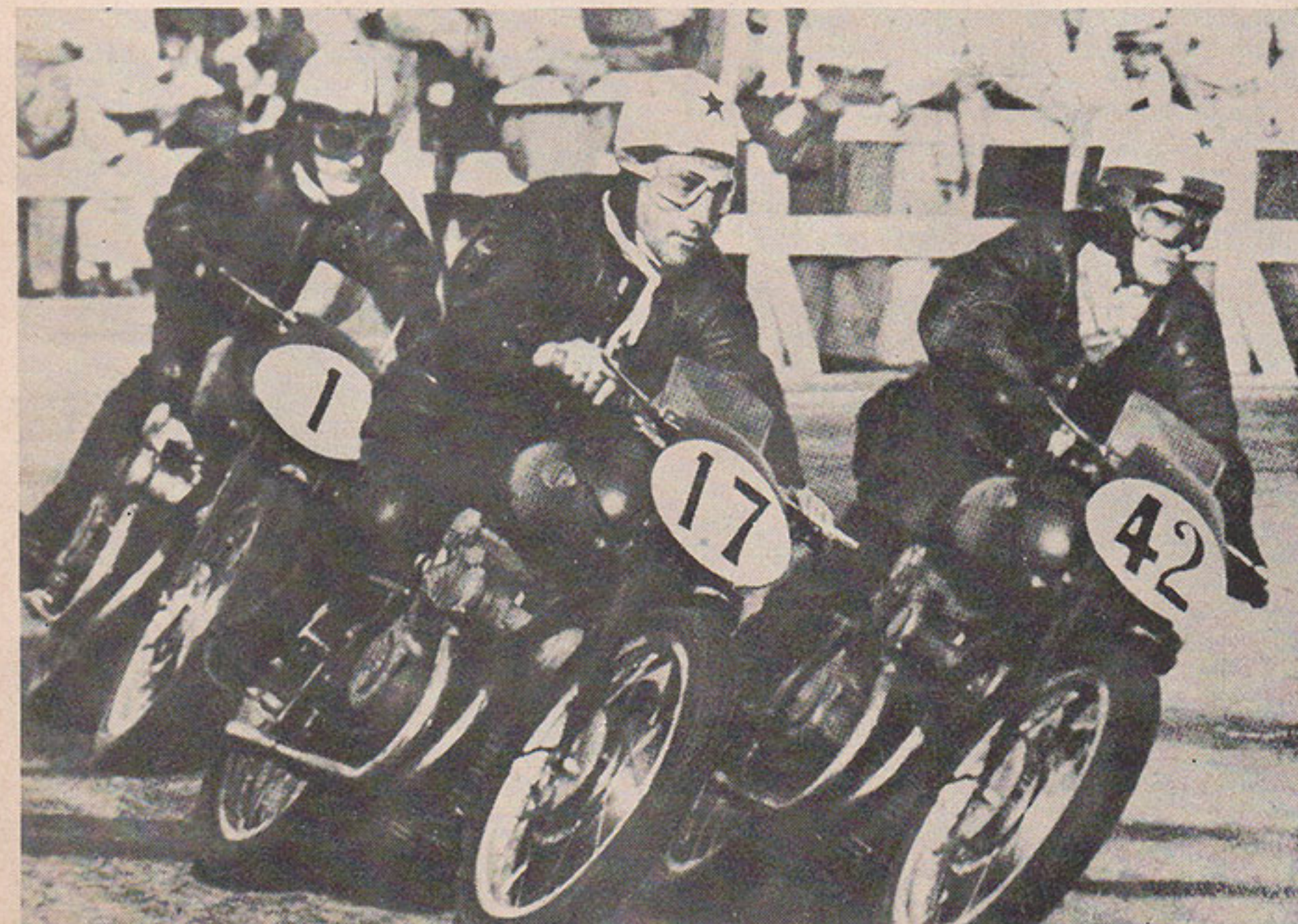
Free will probably discontinue his attempts for now as the Bonneville Course, due to much use by hot rod cars, Ab Jenkins' 1-hour car record run, and the setting of six new diesel race car speed records by Jimmy Jackson recently, has badly disintegrated. Plans are to resume next season, according to a spokesman.



Herr Winkler of Germany shown pre-war on a 125 cc racing DKW two-stroke. Note his tapered streamlined helmet. Postwar Italian Mondials are 125 cc racing "kings" on Continent

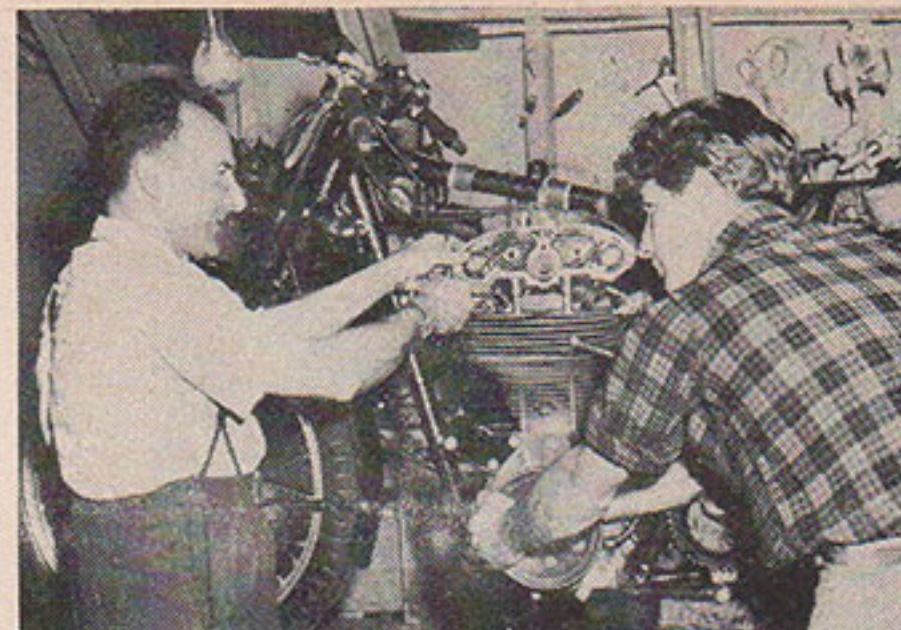
in the third lap, then charged into a straw bale at high speed. Within seconds he'd fought his way out of the debris and was off again. Apparently wheel and forks had been able to take it and, against a field of 27 of the world's fastest motorcycles, Graham flashed ahead. Within four laps he'd regained his lost ground and had taken the lead for keeps. He finished at an average of 78.45 mph, followed by two Gilera Fours and four Nortons, in that order. One of the new M.V. Fours entered, finished 12th. Conclusions to be drawn: perhaps, where wheelspin is a serious disadvantage—as on wet pavement—the twin (like Graham's AJS) offers just the right compromise between single and four . . . but Graham is a master in the rain. The big Gileras definitely were handicapped in the Swiss by their tremendous responsiveness to the slightest touch on the twistgrip. And, as usual, the Norton singles trailed the Gileras. . . . The battle for Championship of the World seems to have boiled down to a duel between Gilera and M.V. on the one hand, and Norton and AJS on the other. This pairing of contestants was easy to foresee and should continue to provide spectacular sport. . . . An interesting angle of road events is the part played by tires. On-the-spot observers are remarking on the amazing dependability of the Perelli tires with which all the Italian machines are equipped, and claiming that the Italians have the edge when it comes to tire design. And, while we're handing out plugs; the first three places in all categories in the

Three Aces on Four Cylinders. The stars of the 1950 Gilera team: No. 1, Nello Pagani, No. 17, Carlo Bandirola, No. 42, Umberto Masetti. Photo taken during "round the houses" race held recently in Mantua, Italy. Masetti is THE top Italian rider this year, won world's 500 cc racing championship



I.O.M. TT., the Belgian, the Dutch, and the Swiss, have been taken by bikes—five Italian makes and three English—using Renold Mark 10 chains; speaks well for the brand.

Let's take a closer look at the remarkable AJS "Porcupine" (see above). This 498 cc dual overhead-cam twin racing job was conceived during the war years as a supercharged model, the first prototype being built immediately after the war. Then, when the F.I.C.M., International Racing's sanctioning body, laid down the law in '46 that superchargers were taboo, compression ratios were raised and the spike-finned "Porcupine" was born. The layout permits perfect head-cooling and unusually low center of gravity. Primary drive is by $\frac{5}{8}$ -inch spur gears, gear-box is a unit with the crankcase. The dual cams are driven by spur-pinion gearing, valve adjustments are on the nightmarish side: to make a tappet adjustment you have to remove the cam box, install or remove a shim behind the tappet contact pad, replace the cambox, check the clearance, and if you're off, start in again. Crankcase, gear case, and covers are all of Elektron alloy. Shell-type bearings are used throughout the lower end, except at the outer mains, where caged rollers do the job. Cylinders are separate, crankcase is ribbed inside and out for cooling and rigidity. Exhaust valves are sodium-cooled, camshafts are hollow, supported by five bearings. Spike finning of heads is used to give maximum surface area for cooling; the spikes measure two inches at their deepest points. Rumored rpm is 8000, bhp between 40 and 45. An interesting job. . . . There's a good deal of controversy in car racing experience to the would-be auto racer. The record speaks pretty well for itself; these are a few of the boys who first made names for themselves on two wheels: Achille Varzi, fabulous, always cool, master driver of the Bugatti and Alfa teams; Piero Taruffi, light-car record holder; Alberto Ascari of the current Ferrari team; Nello Pagani, outstanding Italian bike champion who has taken to G.P. racing in his spare time; Bernd Rosemeyer, who became overnight the greatest driver of the Auto-Union team; Sir Malcolm Campbell; and, most outstanding, the greatest artist of them all, corner-master Tazio Nuvolari, who, at 58 years of age has not yet been bested by any driver.



Borgeson

George Morrison, left, helps San Francisco rider Russ Kelly check the timing on Kelly's Manx Norton. Another example of fine cooperation

GEORGE MORRISON—INTERNATIONAL STAR

LITTLE GEORGE MORRISON is a Norton rider in the big time races of Britain and the Continent. He bit the dust in the recent Dutch TT, bugged up a leg a bit, and is on his way back to home and family in Ballarat, near Melbourne, Australia. He has a shop there and handles Harleys, along with the better English makes. The questions we fired at this veteran of fourteen years of International competition went like this:

Q. You've seen them all in action—what seems like the hottest machine in racing today?

A. Absolutely, the Italian MV four. These jobs are good for an easy 140 mph. The engines are perfect—the only reason they haven't done better to date is that there's too much sideplay in the front suspension. Italian engineers work fast, though. See if MV doesn't win at Monza.

Q. How do they compare with the Gilera Fours they were based on?

A. Much more powerful. In spite of MV using shaft drive while Gilera uses chain, the MV develops much more wheelspin. Both machines are mechanical masterpieces, but the MV has the finest workmanship I've ever seen.

Q. What do you think are the most interesting motors now being made?

A. Well, my vote goes to the 125 cc Italian jobs, like Benelli, Mondial, and Morini. Their speed is terrific—Mondial holds the world's 125 cc record at 101 mph—and reliability is remarkable. We've found that these ultra light machines are safer at high speed than the heavier jobs, thanks to their lower inertia factor.

Q. What do you think of American motorcycles?

A. Hardly anyone overseas—including the entire racing fraternity—can believe that you boys are getting the speed and revs out of side valve engines that you quite definitely are. It's really an amazing achievement.

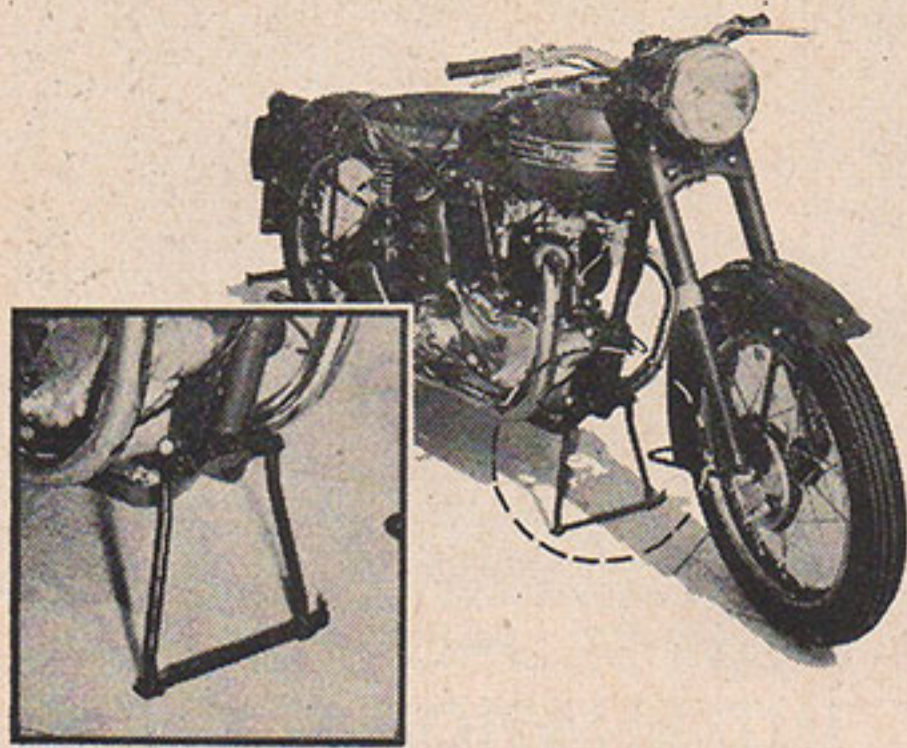
Q. Anything you'd like to say to American riders?

A. Naturally! We in the international racing game know it to be one of the greatest forms of sport on earth. It offers unique opportunities for fellowship, understanding, and for improving both road and racing machines. We're unable to understand why American men and motorbikes aren't participating in international events—and, for that matter, why we can't have a ride in America. We still remember America's sweeping victory at the Isle of Man TT in 1911 and how the Indians remained almost unbeatable until the twenties. Industrial leader of the world that America is, she can repeat those victories again. The motorcycling world hopefully awaits America's decision to join the game for keeps. (Read the Editor's Viewpoint on page 4—Ed.)

—Griffith Borgeson

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Dealer Doings



AMERICAN BRITISH IMPORTS CO.



AMERICAN BRITISH IMPORTS, a new motorcycle accessory importing firm has been officially announced from the company's headquarters at 20 East Holly Street, Pasadena, California.

The new company has long realized the inability of American manufacturers to duplicate British-made accessories for British-made motorcycles, hence ABI has been formed to provide the service of supplying genuine British motorcycle parts to every motorcycle shop in the country.

As American import agents for Lodge spark plugs, John Bull tires and rubber accessories, Reynolds Coventry chain, and Bowden control assemblies, the company plans to provide dealers with major British made accessories for British motorcycles. Additional lines to be imported by the firm are to be announced later, according to F. M. "Fritz" Becker, General Sales Manager.

Distribution plans released by Becker call for direct water shipment to the large modern ABI warehouse and office in Pasadena, also for drop shipments to major Eastern and Southern seaports to expedite deliveries to all parts of the United States.

Local motorcycle dealers will be serviced by jobbers in key areas who will maintain adequate stock inventories of ABI merchandise to supply dealer needs. Local motorcyclists will thus be able to purchase British made products for their British motorcycles from their own local dealers. This will give motorcyclists easy availability of replacement parts which are factory made for their motorcycles . . . the same as were used as standard equipment when the motorcycle left the factory.

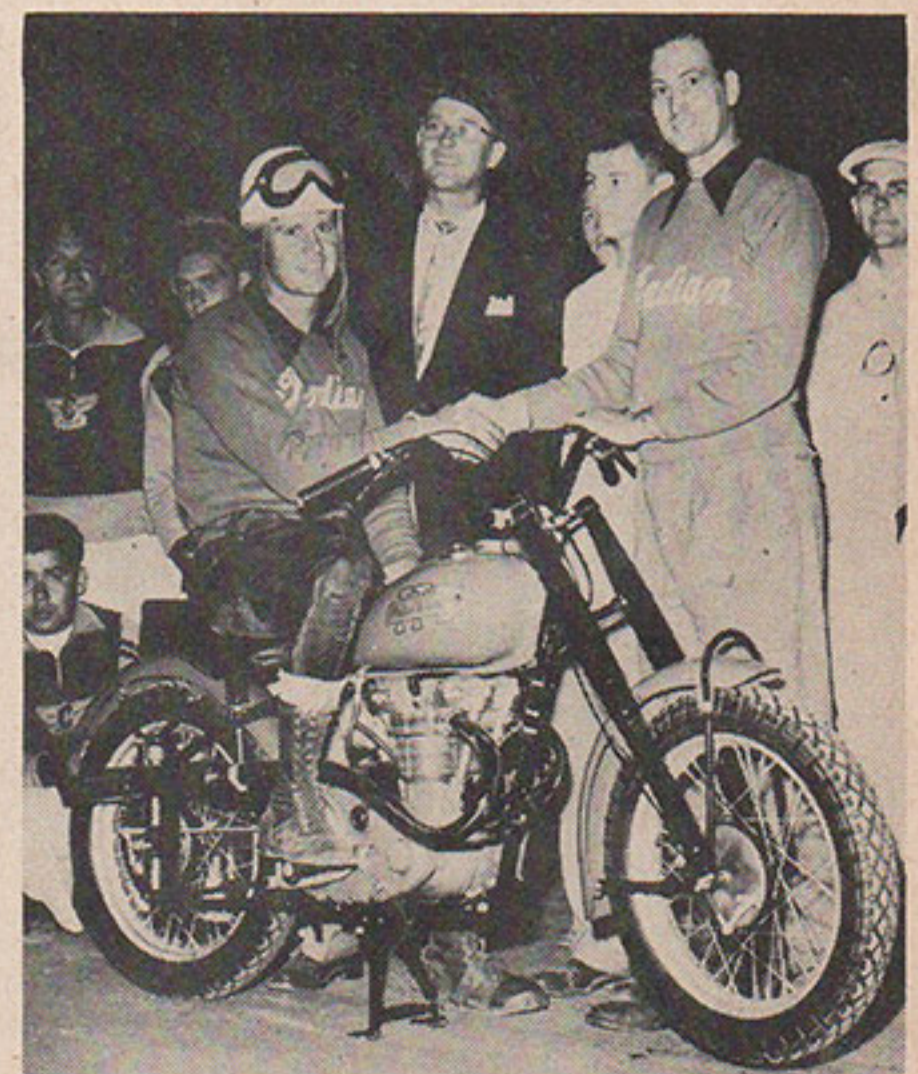
For boss man "Fritz" Becker, ABI is the fulfillment of a long-time dream which originated back in the early '30s when he became a British motorcycle enthusiast and was crystallized during the war years when he was stationed in England.

It was in the early 1930's, Becker recalls, that he was the proud owner of one of the first British made motorcycles ever seen in Southern California. He well remembers watching crowds gather around his Royal Enfield wherever he went and the many questions posed by the curious. Ever since then he has had more than a keen interest in British motorcycling.



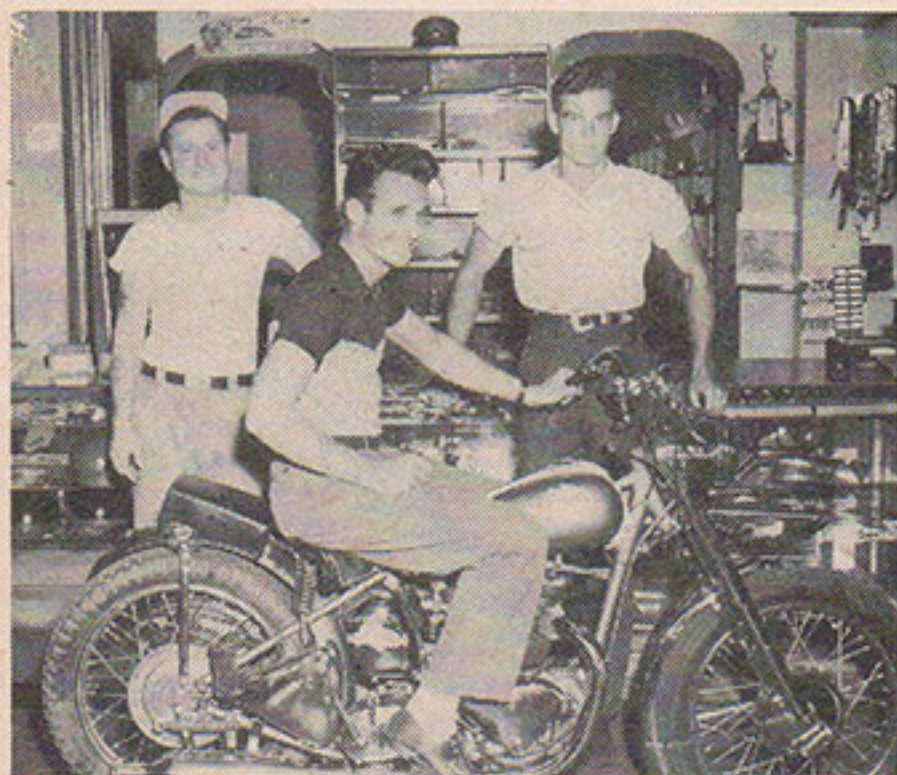
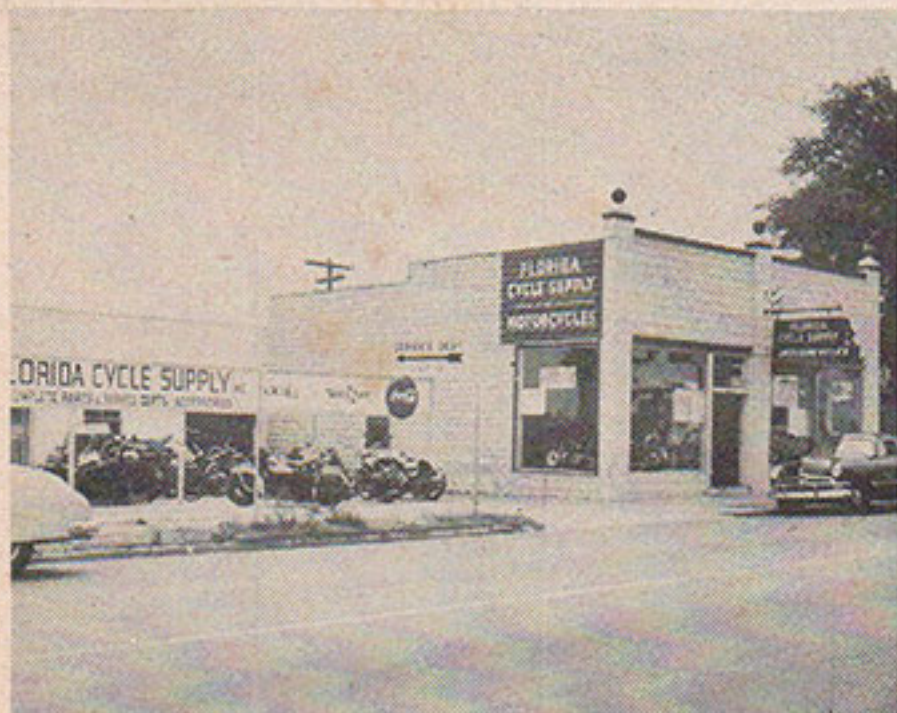
Keystone of ABI merchandising, according to Becker, is distribution, price stabilization, and service. Distribution styled after successful automotive merchandising will allow all dealers to buy from a nearby jobber. Huge volume purchases by ABI will allow price levels to be fair traded at all levels in all parts of the country. The ultimate consumer will always be able to be serviced properly by his own local dealer.

INDIAN SPORT CENTER DONATES A WARRIOR



Floyd New, Indian dealer in Oakland, Calif., presents Tommy Turner with new Indian T.T. Warrior. Center, H. A. Nelson, Indian factory representative. Award recently made at Belmont

FLORIDA CYCLE SUPPLY, INC.



Bob King sits astride his Triumph in his store

THIS modest business began with a dream when Bob King bought his first motorcycle at the age of 10. From that day on, his one ambition was to own a motorcycle business. He still remembers Bo Powell, present Indian dealer in Augusta, Georgia, for the hours Bo spent nursing Bob's "clunker" back to running condition so it could be ridden again—for a short way, at least.

Out of the Merchant Marine in 1944, Bob, at the ripe age of 21, signed up for the Indian dealership in Jacksonville, Florida. Starting "low on the totem pole," without a mechanic, he was in a spot—as he, to this day, does not claim to be a mechanic. Bob's mother, Frances M. King, was, and still is, the balance wheel in the business. For a retired R.N., she made a quick change from thermometers to sprockets. Bob made another important contract in this year of 1944—when he acquired a wife named Dixie. On their first date she helped him paint the shop floor and has been an asset to the business ever since. Their son, Bobby, age 3, started motorcycling earlier than his Dad, for at most of the present motorcycling events, Bobby is to be found perched on the Thunderbird's tank, enjoying everything.

In addition to a very large supply of surplus Harley-Davidson and Indian parts, Bob distributes Sta-Lube, the high pressure racing oil, Avon tires and tubes, batteries, Bubble goggles, Diamond Chain, Chain Lube, Schooler ground cams, Lycette pillion seats and foot rests, Lodge spark plugs, etc.

King is also manufacturing dual manifolds for OHV Harley-Davidsons, dual manifolds for Triumphs, dual manifold throttle junction boxes for Triumphs, valve guides for all makes of motors, wheel lugs for Harley-Davidsons and Indians, and mufflers for British machines.

Just so it's a motorcycle, Bob likes it and has always believed that to every man his own motor is the best, regardless of the name plate. His hobby is tinkering with his own Thunderbird and attending field meets, endurance runs, etc. Win, Lose or Draw, Bob King always has a smile that shows his true sportsmanship for motorcycling.

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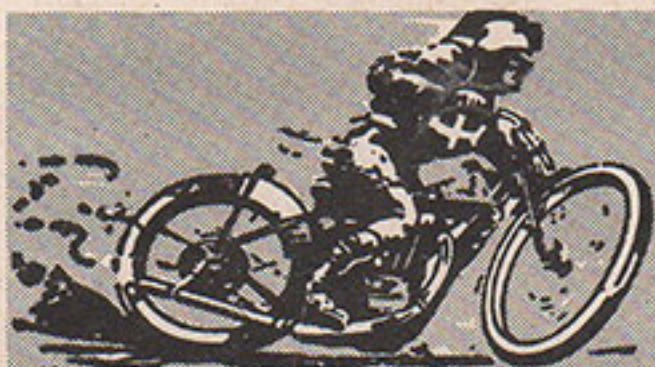
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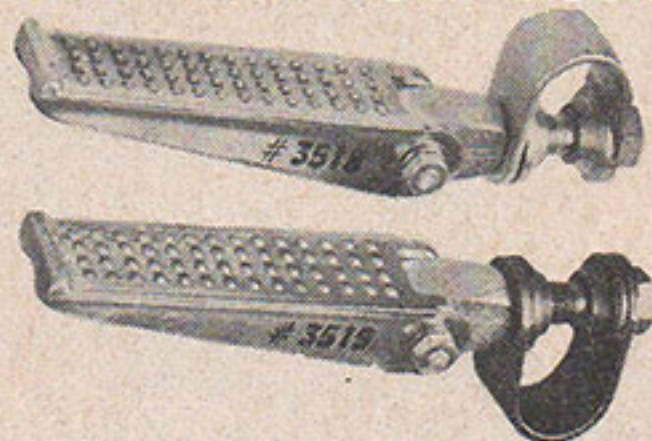
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TO THE EDITOR

LETTERS

Sirs:

My introduction to motorcycles and the appearance of your publication were practically one and the same thing. Please allow me to add my congratulations to a very large stack from all other motorcycle enthusiasts. And I am sure that even those people who, and I quote, "... don't give a hoot fer them snortin', roarin', machines of the devil," unquote, must recognize and admire the response your CYCLE has received all over the nation. My grandfather was the source of that little gem of wisdom (the one I quoted).

But I have a problem. I was quite happy with my old '40 Harley Flat Head 80, until a little Beesay showed me what he could do. My machine has a good deal of snap to it, as I had drug (past tense of drag) a '48 Harley 74 and I won not only the dig but the top "flat out" too. That li'l Bessay made me drool—until I rode it. Somehow or other, it just would not stay on the road. Sure, the dig and top speed and economy were terrific. But roadability comparable with my Harley, it lacked.

What machine can I buy that has: (1) ferocious acceleration, (2) reasonable economy, (3) good roadability, (4) good speed shift characteristics, (5) maximum traction, and (6) completely unsuitable for competition.

Just for an example: I took my front fender off because I bent it and over twenty people thought I was one of those "Motorcycle Racers." I spent all summer getting over the reputation of being a drag addict on a motor.

As for a uniform, well I used to ride my motor back and forth to school wearing grey flannel pants, a clean shirt, and white shoes. I *did not* get dirty, and as for maximum protection in case of spills, I believe that no accident is unavoidable. Be alert and be alive. Especially on a motorcycle.

Frank J. Raeder, Jr.
McChord AFB, Wash.

(Reader Raeder's request to name a motorcycle to meet his requirements leaves us without a reply—ED.)

Sirs:

Congratulations on a swell magazine, my husband and I enjoy it very much. I especially like the column, "Letters to the Editor," and since cycle clothing seems to be the main topic lately, how about some topic or comment on what the girl 'cyclist should wear?

My husband and I have worked out a pretty good arrangement. He keeps the cycle clean and polished and I keep the clothes the same way. We both wear almost the same identical clothing. I have the girl's shorty boots and he has the regular men's cycle boots. We both wear clean levis and matching shirts, not too bright or dull, something that blends in with the color of the motorcycle and helps add to the beauty of it or helps show it off in some way.

We live up here in a small town where there are just a few cycles and I would enjoy very much a comment on what kind of cyclist clothes the girls are wearing down there.

Mrs. Wm. DuPont
Tehachapi, Calif.

(Girls! Front and center. Answer the lady for us—ED.)

REPRODUCED below are two letters, each fully explanatory. We believe they are representative of a spirit of cooperation that has been long dead in U.S. motorcycling.
July 25, 1950

B.S.A. Cycles, Ltd.
48 Armoury Road
Birmingham 11, England
Attention: Sir James Leek,
Managing Director
My dear Sir James:

Your consideration of the following scheme is respectfully requested. CYCLE magazine now enjoys the largest circulation of any monthly motorcycle journal in the world (distribution exceeds 100,000 copies per issue) and is being very well received in this country.

Our British correspondent, William H. Onslow of Stoke Poges, has been assigned to fully cover the Grand Prix de Nations in September. As you know, the venue selected is in Italy.

We have a suggestion. Mr. Onslow could publicize a journey from Britain, across the Alps to Italy, and return, using a BSA 10A combination, providing the scheme has merit. He is thoroughly acquainted with side car operation, owning as he does, a Panther-Watsonian outfit.

This letter is to formally request the loan of a BSA 10A combination for Mr. Onslow to use and publicize in making the tour. No other expense will accrue to your firm.

Mr. Onslow will get in touch with you in due course for your decision. Your cooperation will be sincerely appreciated and we are certain that the publicity attendant with the journey will be highly beneficial.

Thank you for giving this plan your careful consideration.

Yours very truly,
Harry Steele
Editor
CYCLE

August 11, 1950

Mr. H. Steele, Editor
CYCLE
Motor Trend Publications, Inc.
1015 South La Cienega Blvd.
Los Angeles, California
Dear Sir:

We have before us for acknowledgment your favour of the 25th ultimo addressed to our Managing Director—Mr. James Leek, on whose behalf we are replying.

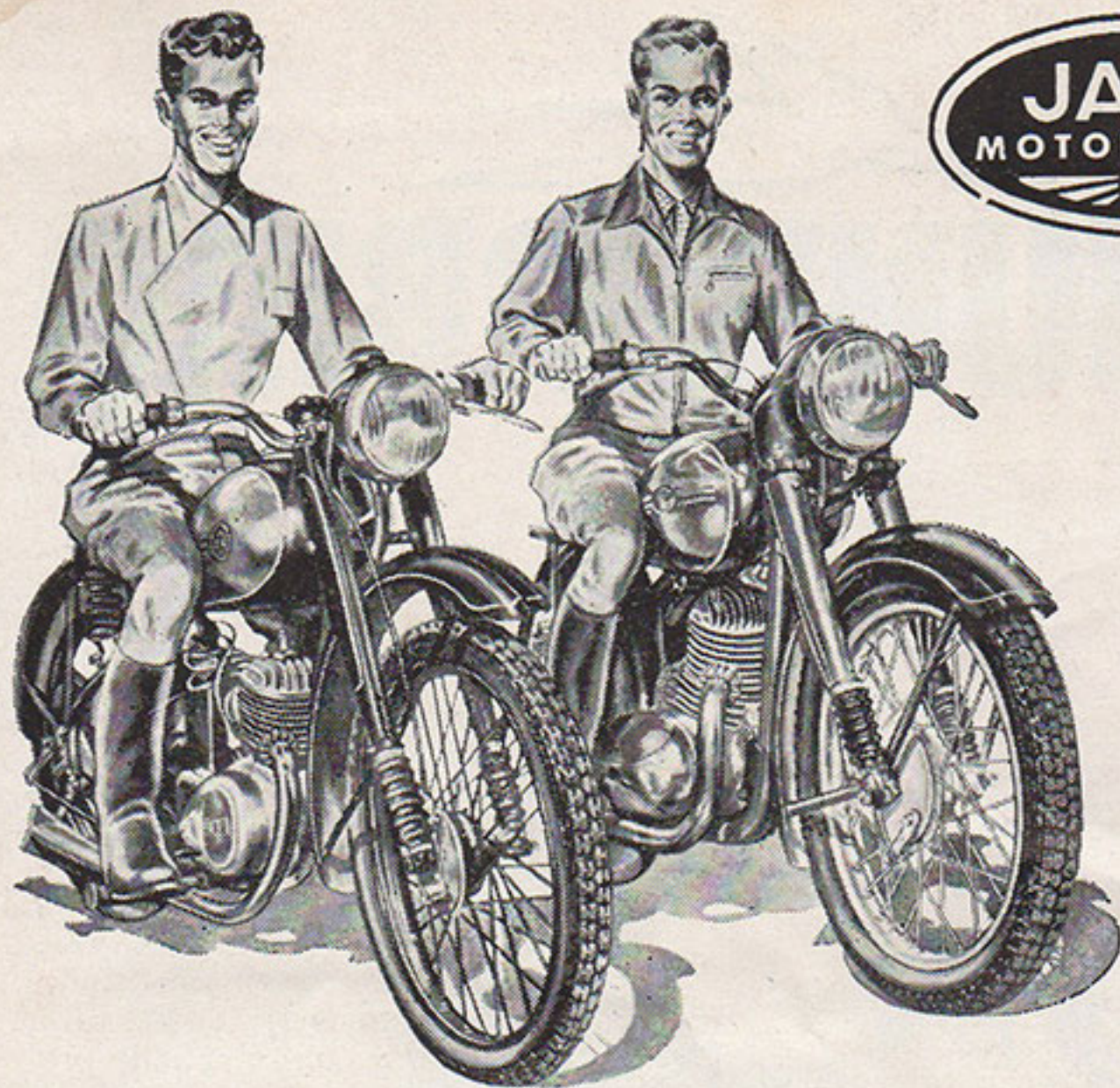
We have taken good note of the contents of your letter and after giving the matter due consideration it has been decided to place a B.S.A. model A.10 motorcycle combination at the disposal of your British Correspondent—Mr. W. H. Onslow in order to cover the Grand Prix de Nations in Italy during September.

Mr. Onslow has already been in touch with us and we are making the necessary arrangements to pass on to him the A.10 combination in good time for the Grand Prix de Nations.

Yours faithfully,
B.S.A. CYCLES LIMITED
W. L. Rawson
Export Manager

B.S.A. Cycles, Ltd., is a commercial firm. They make and market a full line of motorcycles. It would have been so easy to have ignored the request. But progressive firms don't "just ignore" matters of this type.

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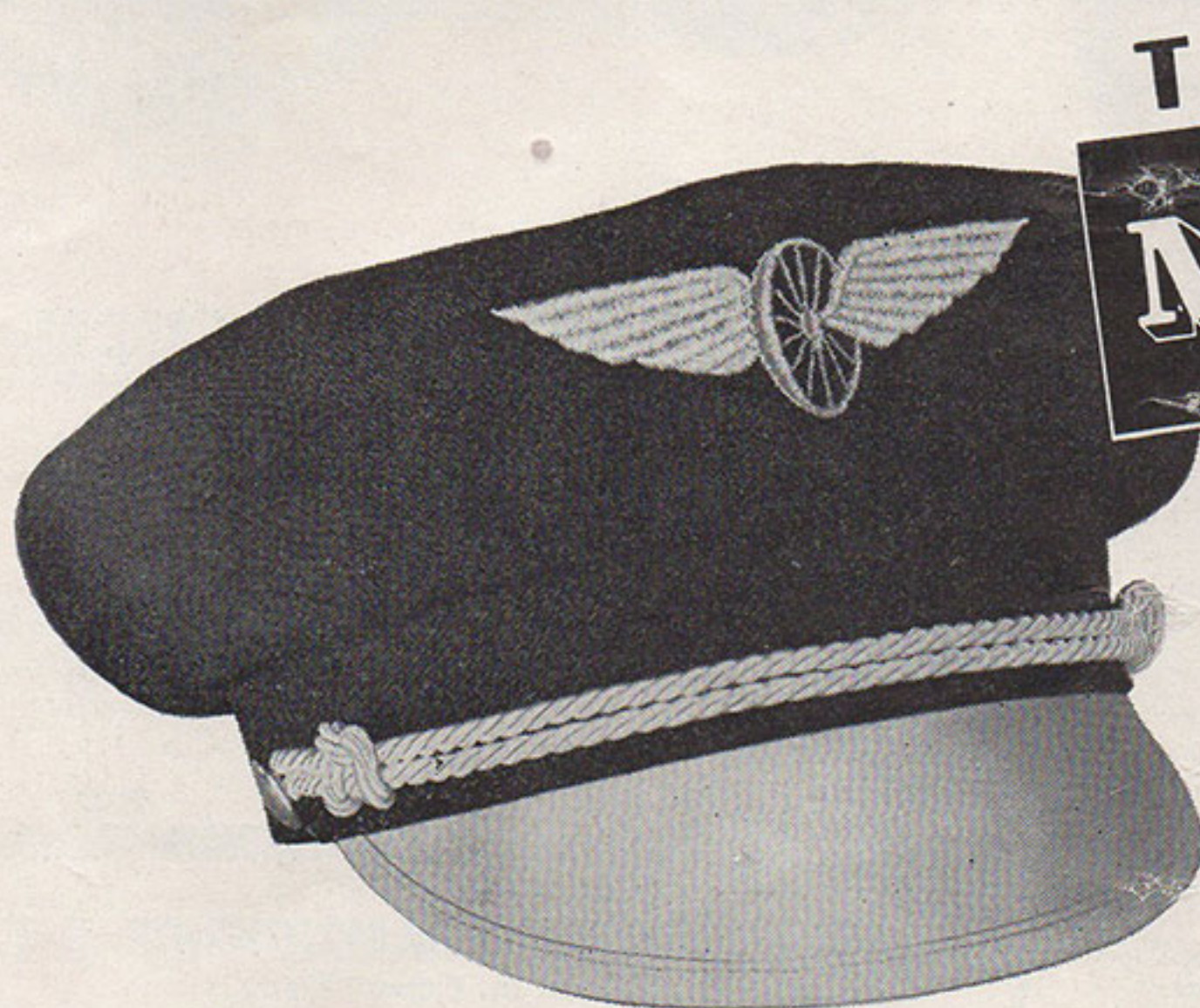
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8-15-50

Mr. Bill Johnson
Johnson Motors, Inc.
267 W. Colorado Blvd.
Pasadena 1, California

Dear Bill:

It gives me great pleasure to tell you that Walt Fulton won the Southwestern Championship T.T. Race at Waco, Texas on August 13th. Walt was riding a Triumph Thunderbird, the only British Motorcycle in the expert event. He won the Championship in spite of taking a spill in this 12 lap event.

This Thunderbird, engine #6T-2419N, was purchased from your company on February 28, 1950 and is the first Thunderbird to be used exclusively for T.T. racing in America. The performance and reliability of this Thunderbird has been absolutely amazing. We have started this machine in 17 events and placed in the prize money 16 times, getting 8 first places, 6 second places, one third and one fourth. The one time it failed to qualify was caused by a fouled plug at the start of a Trophy Dash.

In my 25 years of motorcycle experience, I have never seen a standard production motorcycle that could equal the Triumph Thunderbird.

Very truly yours,

Geo. N. Butler
Geo. N. Butler
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