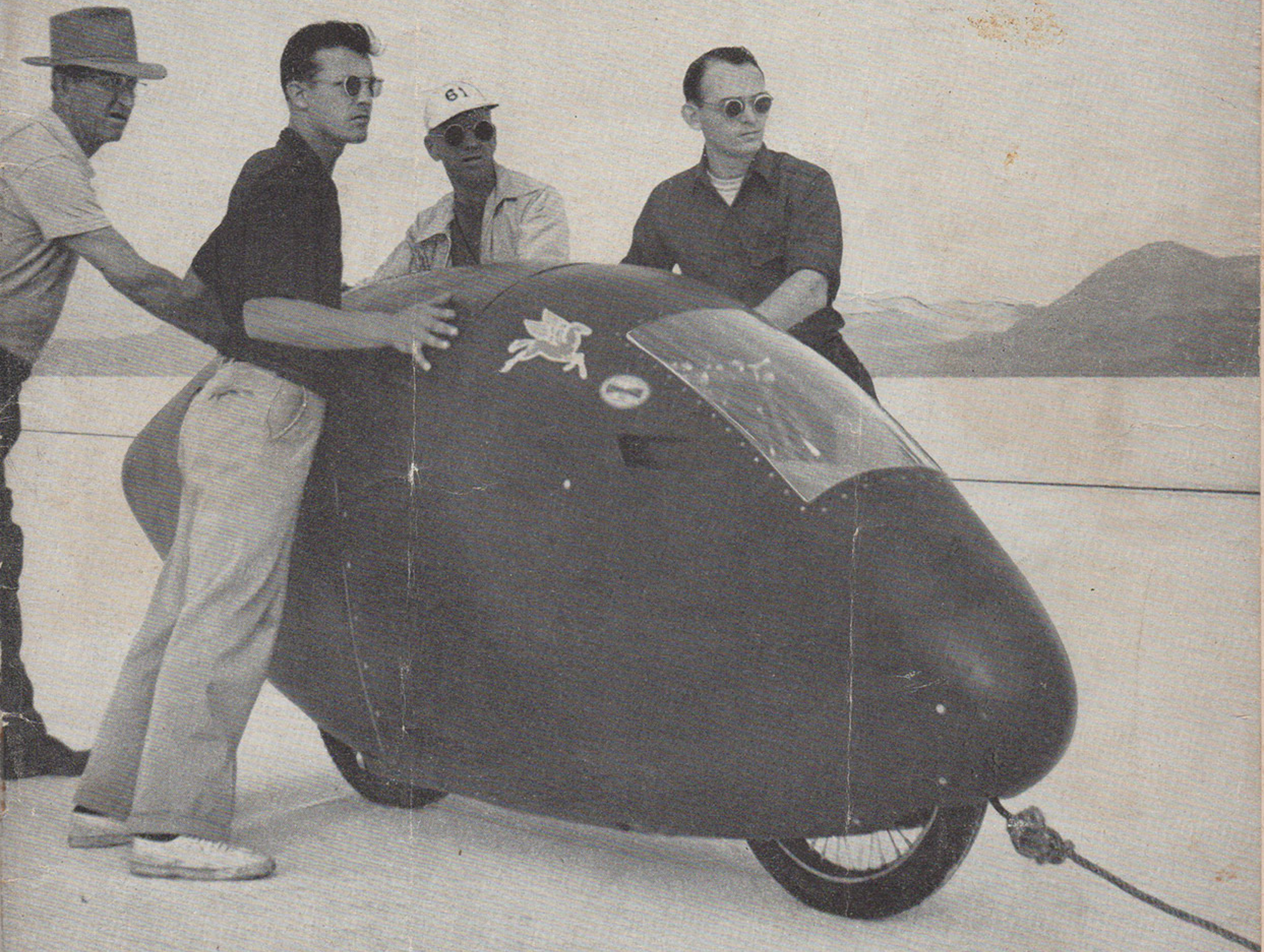


# CYCLE

DECEMBER 1950

25 CENTS

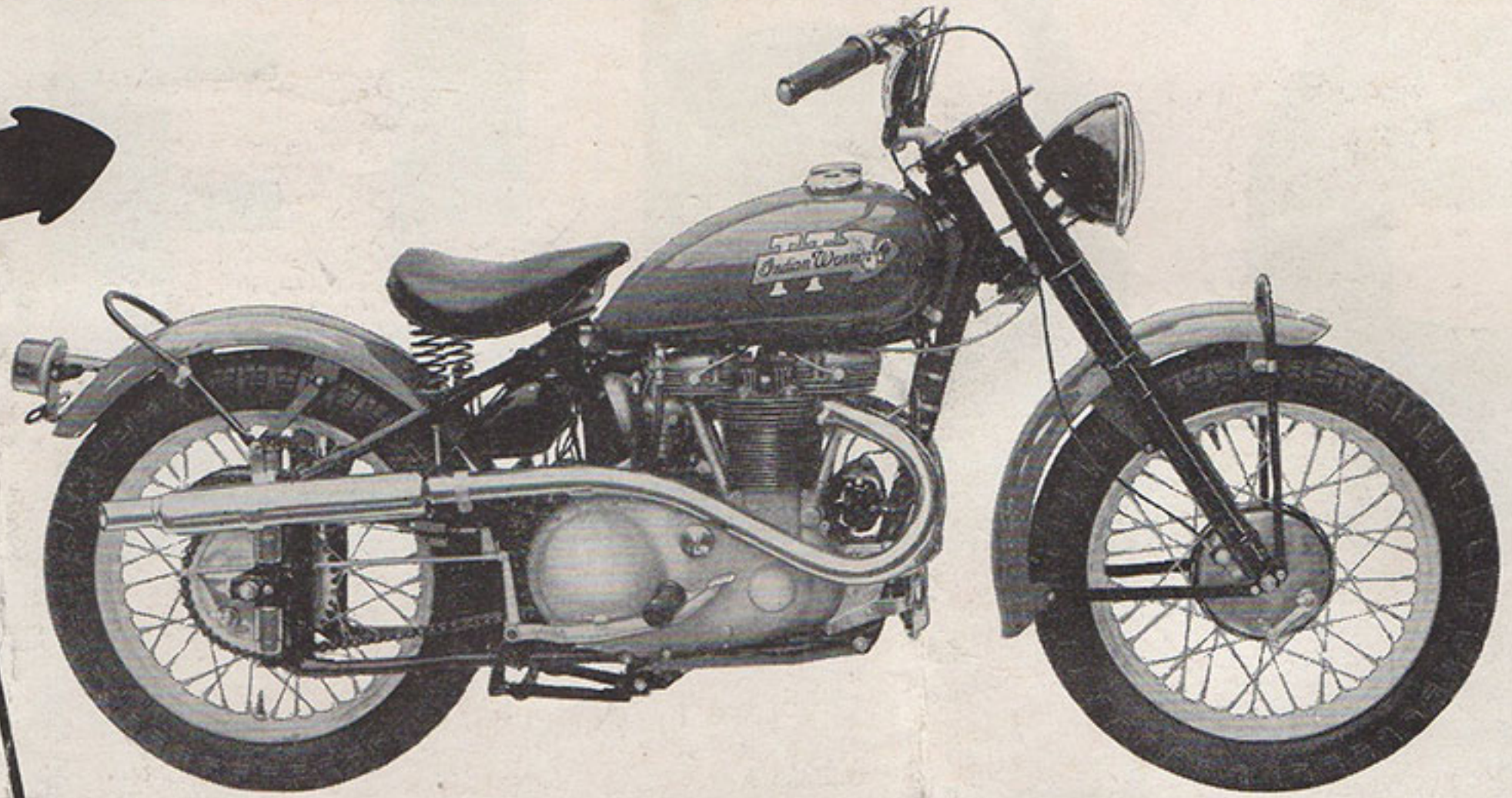
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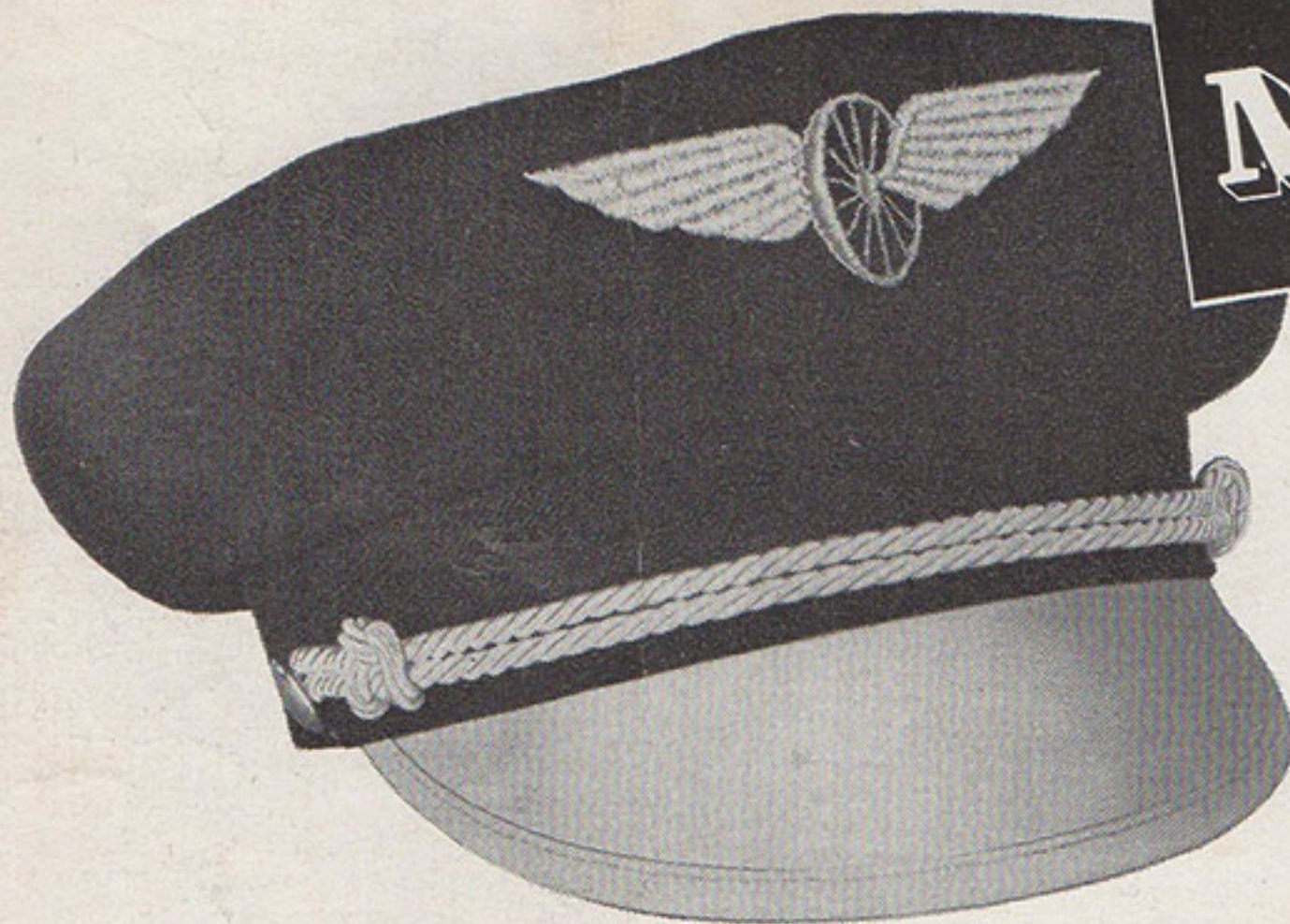
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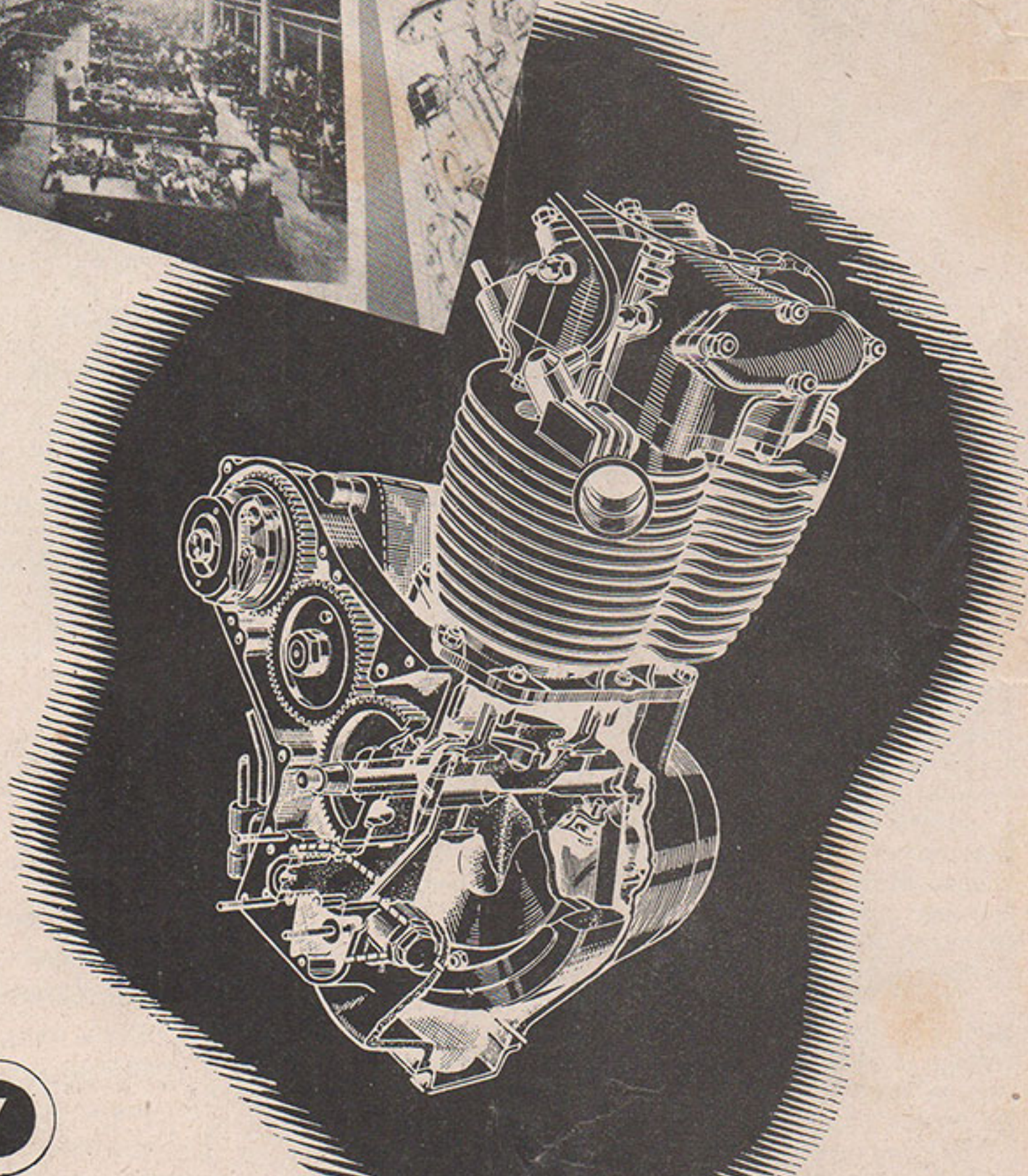
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# Speaking Cycle

DECEMBER 1950

## CYCLE

VOL. 1 Published Monthly No. 9

PUBLISHERS—Robert R. Lindsay, R. E. Petersen

EDITOR—Robert Greene

ART DIRECTOR—Al Isaacs

PHOTOGRAPHERS—Tom Medley, Rick Man

ADVERTISING MANAGER—Ray Bowles

ADVERTISING PRODUCTION—Jack Preston

CIRCULATION MANAGER—Gordon Behn

WRITERS—John Lowry, Tim Witham

*"World's Largest Monthly Motorcycle Circulation"*

OUT OF the ranks of active riders comes the new editor of CYCLE. Robert L. (Bob) Greene, a participant in California endurance runs for the past 12 years, brings to the editor's chair of CYCLE a knowledge of the industry's needs and the sentiments of the average motorcycle enthusiast.

Born in Urbana, Illinois, Bob Greene has lived in California for the past 22 years. He has been an ardent motorcyclist since 1938 and is the winner of numerous trophies awarded in endurance runs, "Hare and Hounds" and field meets in which he ran.

The new editor and his wife, also an enthusiastic motorcyclist, make their home in La Canada. Bob comes by his love of motorcycling quite naturally, his mother being a great booster of the sport. In fact, she has accompanied Bob on two trips to the east coast. His wife has made numerous cross-country junkets with her husband and shares his lively interest in the sport.



In assuming the editorial chair of CYCLE, Bob does so with an expressed desire to bring about a better understanding and greater tolerance between motorcycle riders and the general public. The new editor approaches his task with a fresh, unbiased and energetic viewpoint.

It is his aim to present a magazine with more emphasis on pictorial coverage and greater attention to new items in the motorcycle world, whether such developments be of domestic or foreign origin.

Bob is a veteran of our Armed Services, having served overseas with the Army in the China-Burma-India theatre. For the past several years, he has been employed as a member of the advertising department of the *Glendale News Press*.

The publishers of CYCLE sincerely believe that you readers will discover Bob Greene to be an outspoken advocate of all those things which work towards the progress and benefit of motorcycling.

Bob succeeds Harry Steele, CYCLE'S first editor, who contributed so much to the magazine's success. Harry has accepted a position of great responsibility and trust connected with the war effort.

—The Publishers

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### ON THE COVER

Ready hands steady Roland Free shell-covered machine prior to tow start

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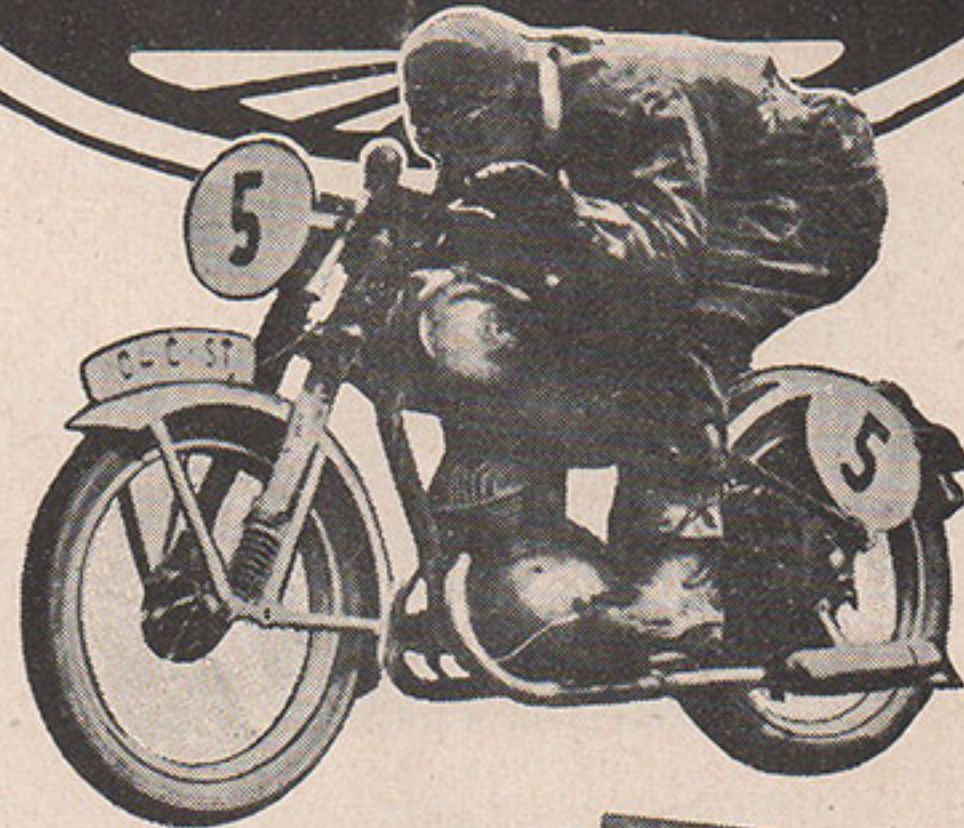
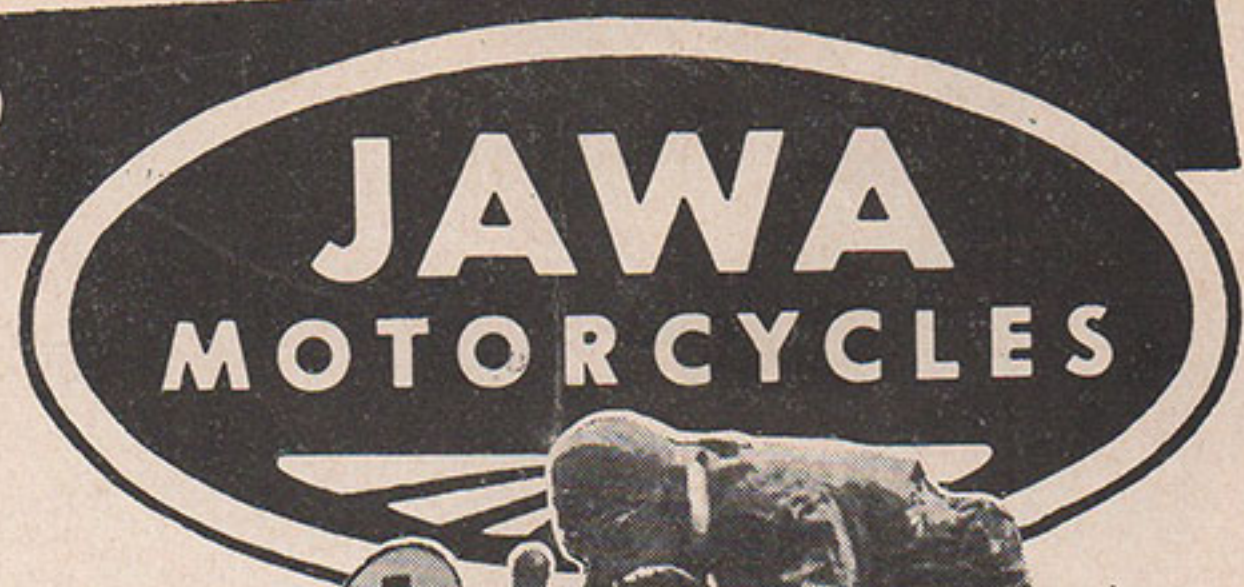
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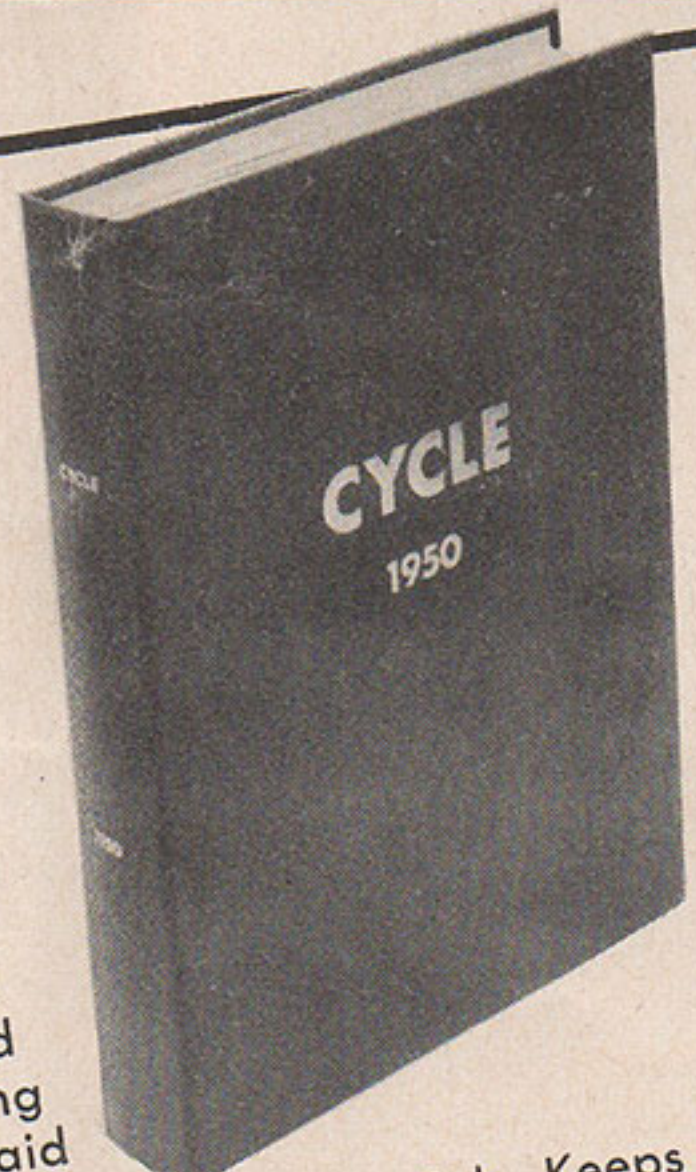
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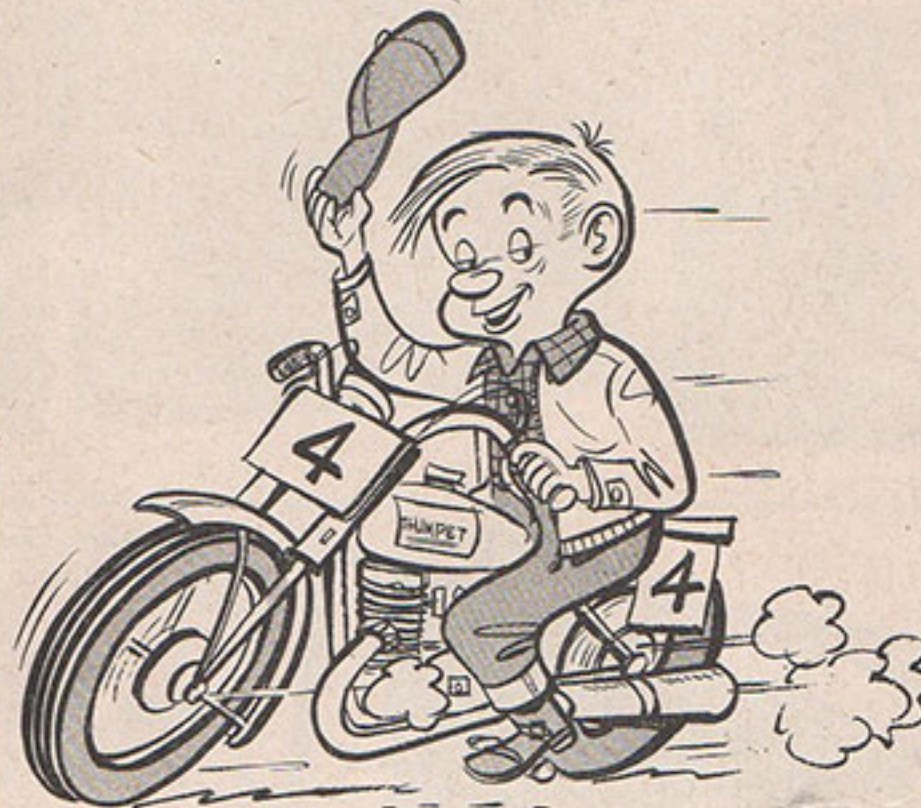
53 W. 21 St., New York 10, N.Y.

## RIDER WRITINGS

Sirs:

... Your October issue was tops. Onslow's articles bear out one of my contentions—that next to Cyril Quantrill, Onslow is about the best in the business. Snodgrass, as usual, is a howl, and "Care and Maintenance of Motorcycles," wow! Motorcycle magazines don't have enough humor in them. This straightforward doubletalk which any rider understands is just the thing. Run some more of it, by all means. I was delighted to see a road test of the big Panther. I have spent many happy hours in the saddle of this beast. On the other hand, I have spent some unhappy hours trying to start the thing when the temperature dropped below freezing. This particular bike is a bugger to start in the winter, however, the British have a number of little accessories to aid starting—a manual spark control (which I fitted) and some sort of sparkplug adaptor, which repositions the spark plug. . . .

Halbert F. Speer  
New York, N. Y.



(Snodgrass graciously tips his hat to you.—ED.)

Sirs:

May one of your female readers register a complaint, not to you, but through you and your magazine?

Why doesn't someone let our "Cousin Jacks" know there is a large percentage of female passengers who appreciate riding comfort, and are going to influence future sales of their motorcycles in this country? . . . inevitably these "female non-drivers" will have to be taken into consideration.

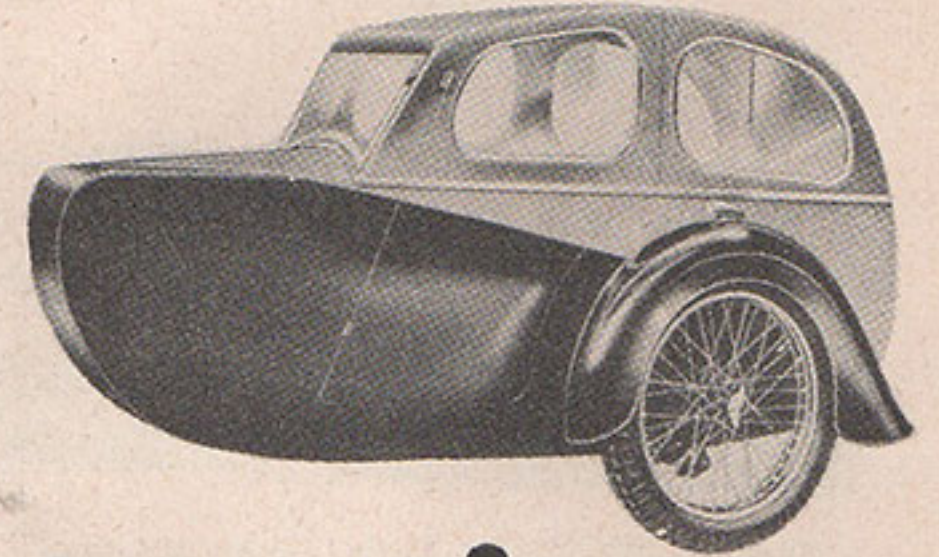
Mechanically, the English bike is near perfection, but alas, how utterly lacking in comfort for the passenger when riding double. I've often wondered if they have ever been on a 200 or 250 mile or more pleasure trip, in one day, on a *pillion* seat. What a misnomer (according to Webster), it should have been *pillory* seat instead! The location of said seat being directly over the rear wheel where one is subjected to every ounce of road shock.

I've only been riding for the past three years but have had the comparison in a recently purchased Sunbeam and our formerly owned Indian Chief and later an Indian "4."

Most of us are not financially able to have two machines in the family, consequently when one owns an English machine you have *one* comfortable driver, and *one* very uncomfortable and unhappy passenger. . . .

Mrs. Donna Joy  
Watsonville, California

(A sore point indeed. Do you suppose hubby would go for one of those snappy English sidecars? They're great sport!—ED.)



Sirs:

First I would like to congratulate you on the fine magazine you people produce. There's not another motorcycle magazine to compare with it. I am a law student here at William and Mary, and the only motorcyclist in the locality. Of course, some of the citizens here frown on the sport, but I just frown right back at the citizens.

The enclosed photo is my solution (???) to the perpetual arguing concerning the proper cycle dress. Notice particularly the streamlined head gear with built-in insect trap, and the flowing lines of the scientifically streamlined coat. The strongly constructed teeth bear the brunt of any collision, and they are a highly desirable safety factor.

During the summer I make pin-money by singing in the "Common Glory" choir, the common glory being one of Paul Green's Symphonic Dramas about the life of Thomas Jefferson. This accounts for the 18th century get-up. The picture was snapped from a car whilst we were screaming down the road at 25 mph. . . .

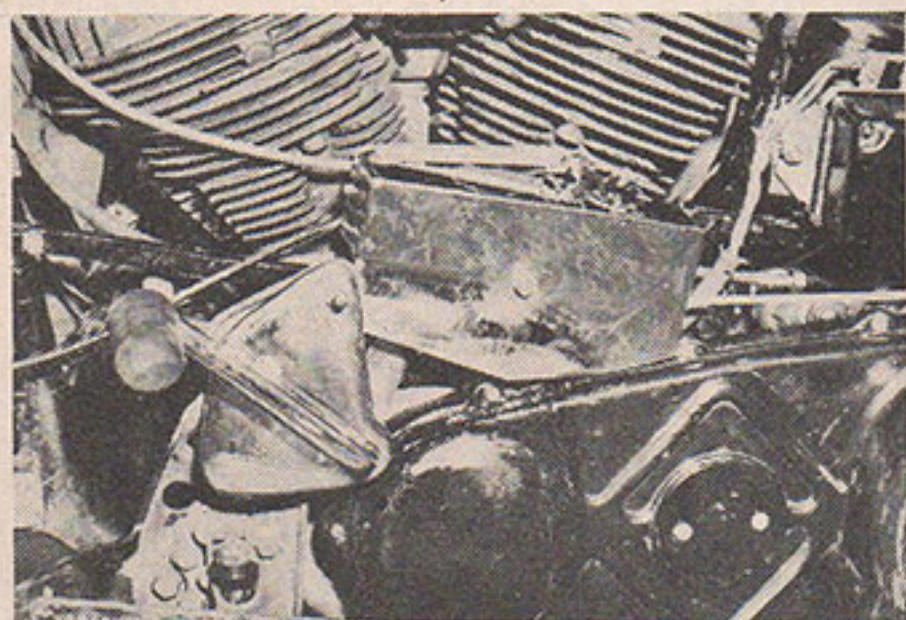
Glenn S. Branch  
Williamsburg, Virginia



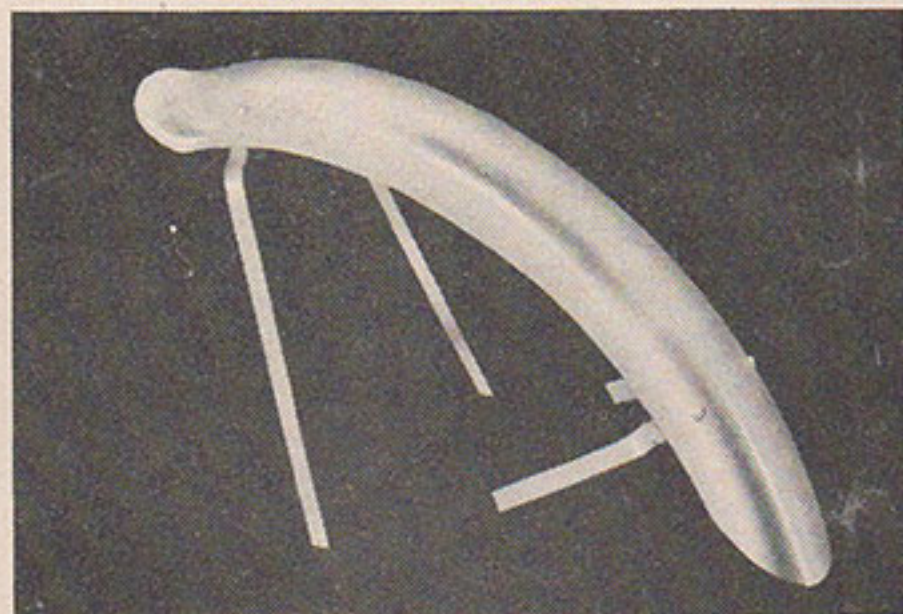
(Could this be it? Your costume represents a sharp break from the usual cycle garb controversy. You might have something there—ED.)



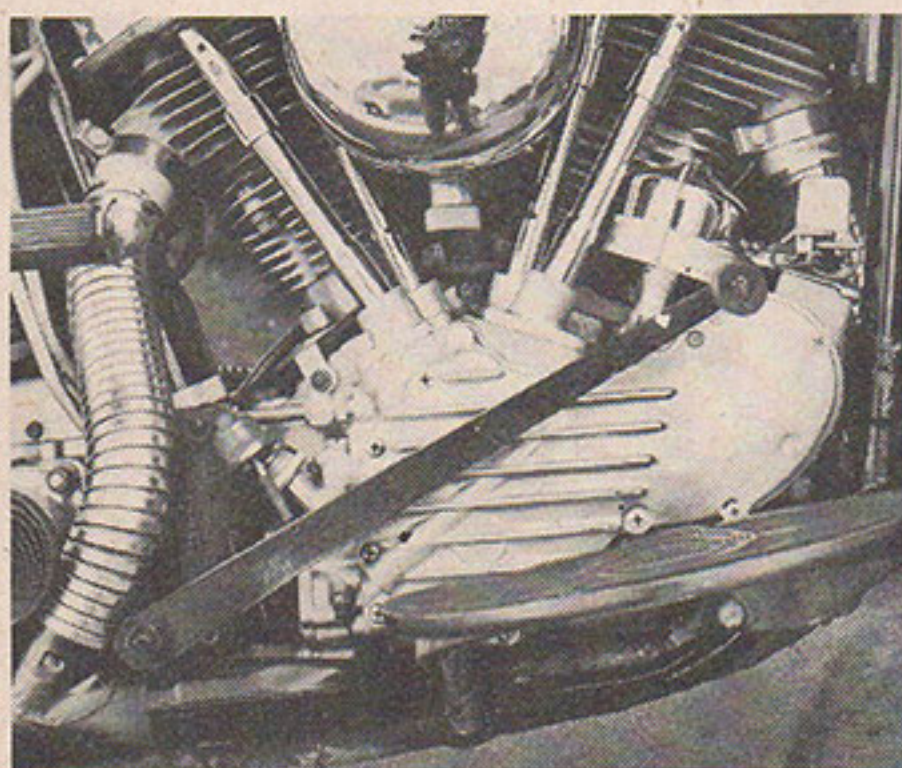
# The Cycle Shop



**SPEE-DEE SHIFT . . .** A drag racer's dream come true, it's faster than a foot shift. The unit, enclosed in a chrome plated cover, gives this fast and easy gear change with a positive action. Price, \$50.00 installed. Motorcycle Specialties Co., 124 W. Garvey, Wilmar, Calif.

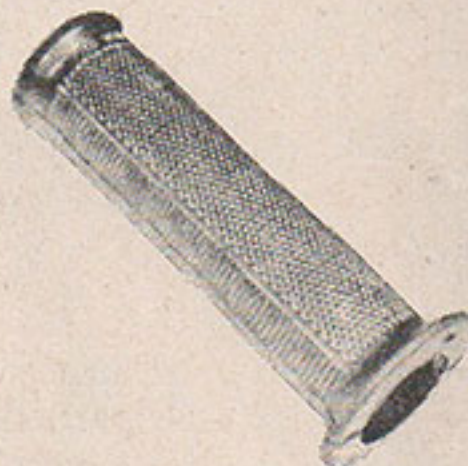


**SPORT FENDER . . .** For the enthusiast who enjoys riding a bright machine this chrome-plated beauty is just the thing. Sturdily constructed, the fender will fit all British motorcycles. Price, \$9.75. Alhambra Wheel & Hobbs, 14 So. 3rd St., Alhambra, Calif. (Manufacturers)



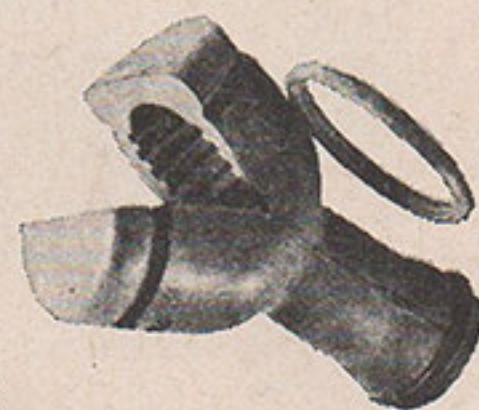
**FOOT BRAKE . . .** Designed for the cow trail and enduro rider, this brake eliminates the easily damaged linkage on the right side of a Harley-Davidson. Affixed directly to the cross shaft, the pedal has more leverage for easy braking. Price, \$10.00 plus installation. Frank Kennedy, 1325 Michelle, Covina, California

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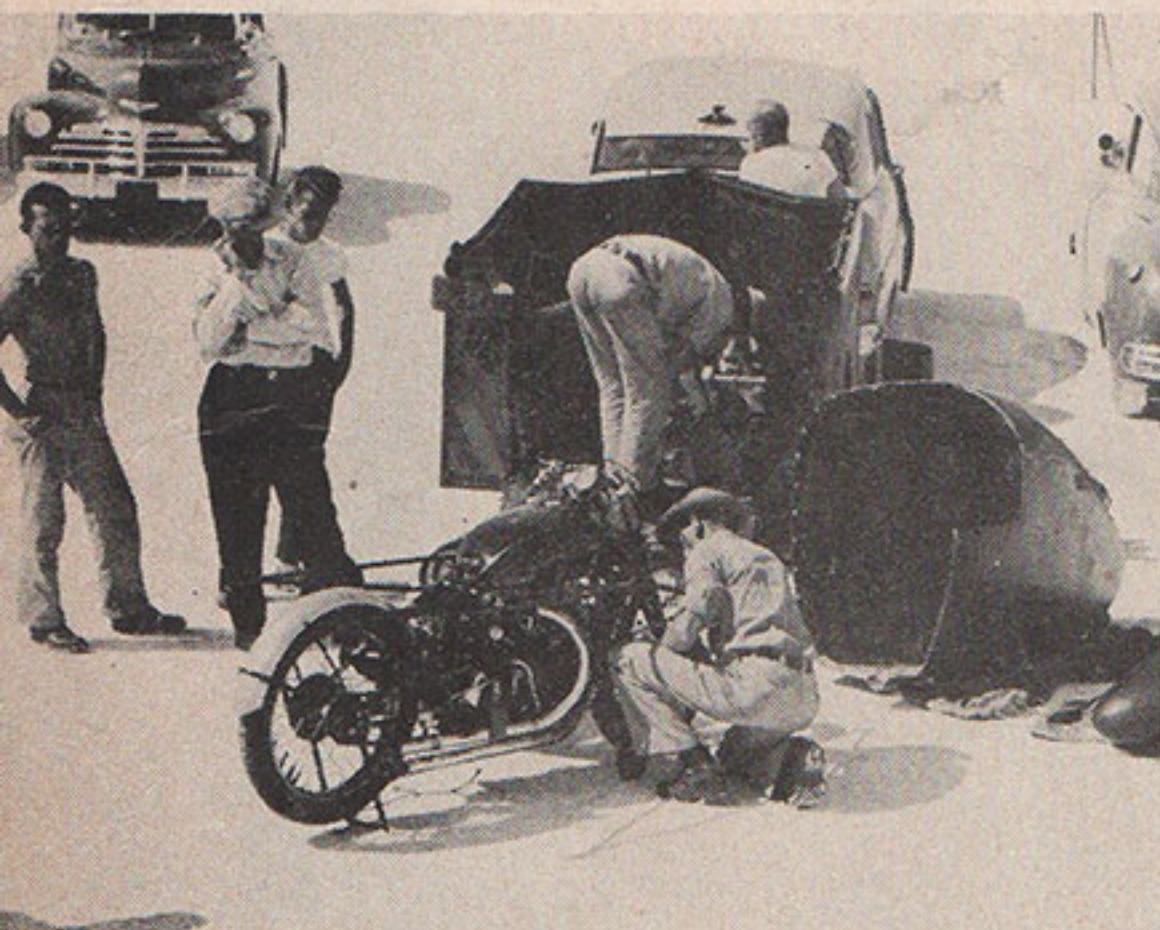
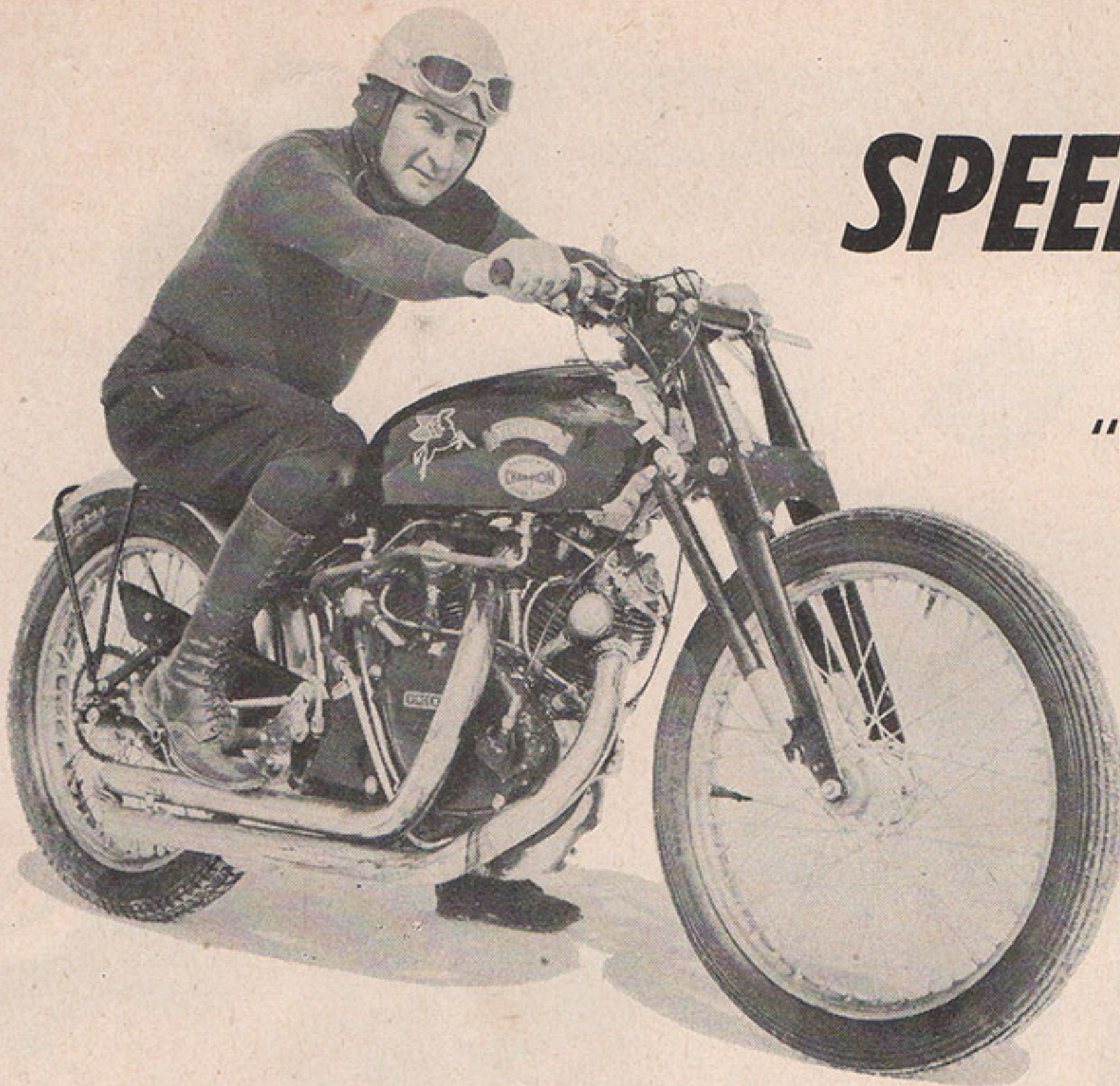


# SPEED on the SALT

ROLLIE FREE RIDES VINCENT  
"BLACK LIGHTNING" TO THREE  
NEW AMERICAN RECORDS

By Chet Billings

Photos by Bill Shipler  
and Mrs. Rollie Free



Free's machine is removed from trailer and is prepared for runs using streamlined shell

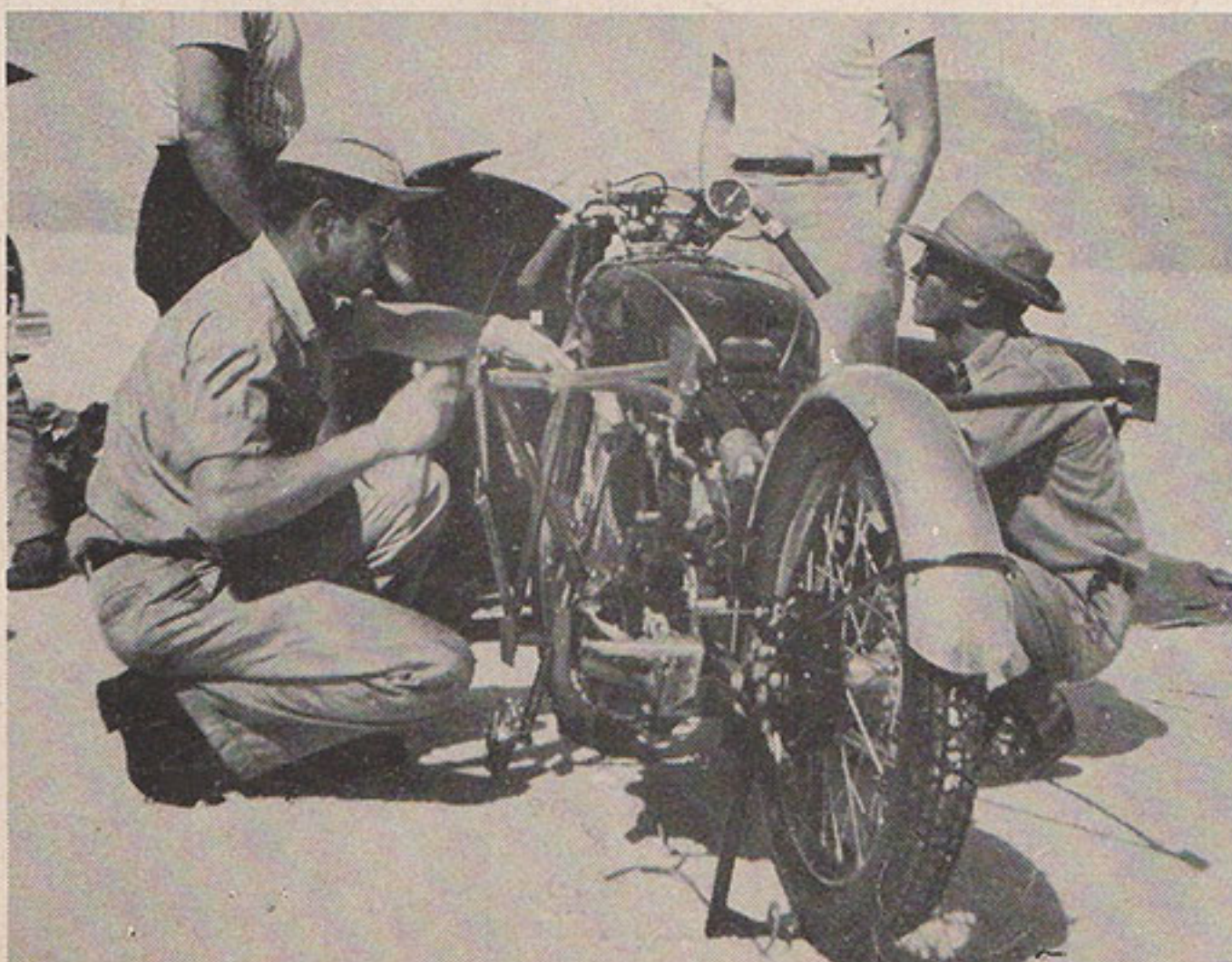
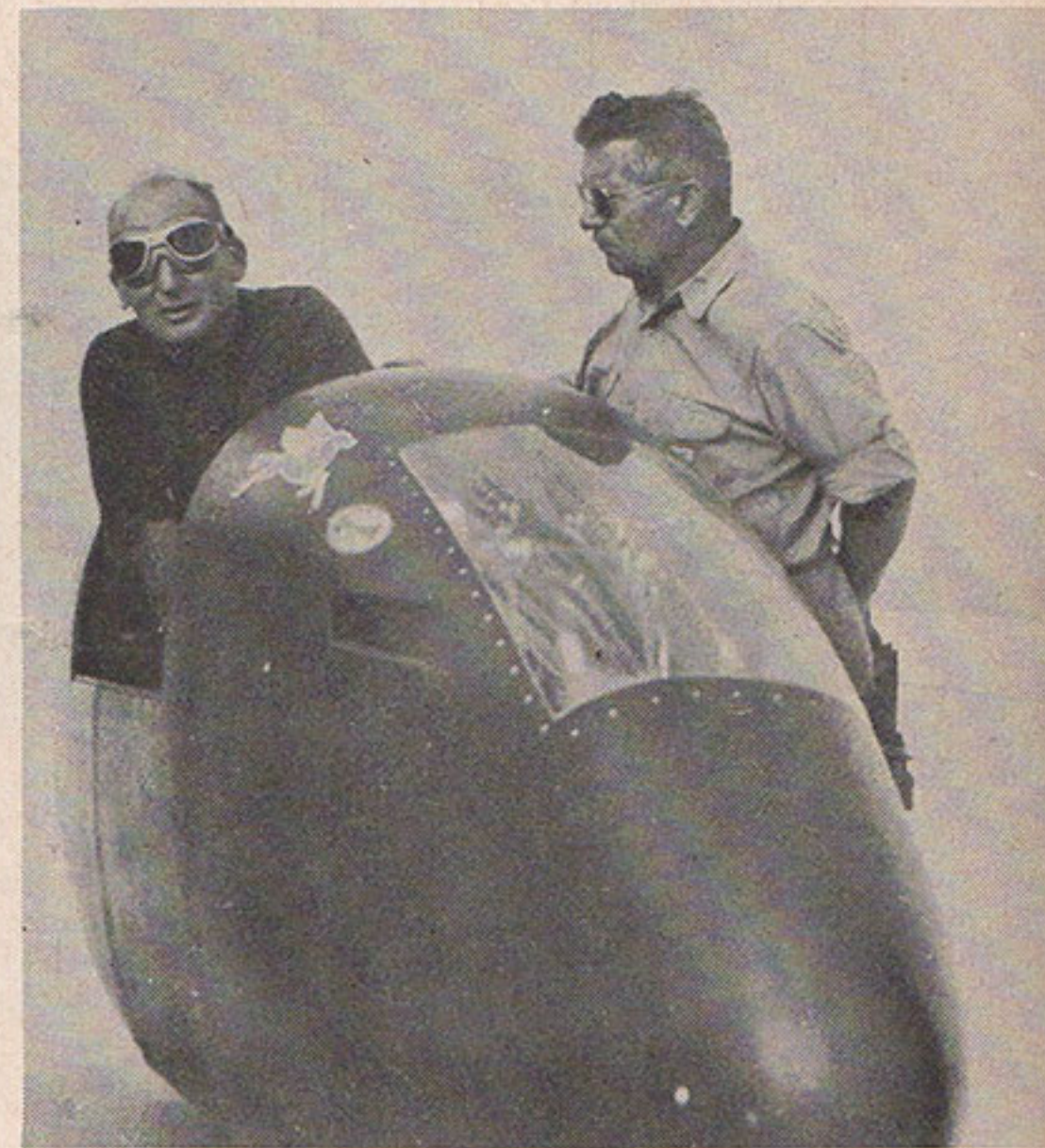
ABOVE—Rollie Free seated on his Vincent "Black Lightning," the 998 cc unblown machine with which he broke three American records. He has been recommended for a new world mark for the 10 kilometer and 10 mile distance

RIGHT—Free discusses a few pertinent points with Jean Marcenac, mechanic de luxe, before making the runs through the Bonneville traps

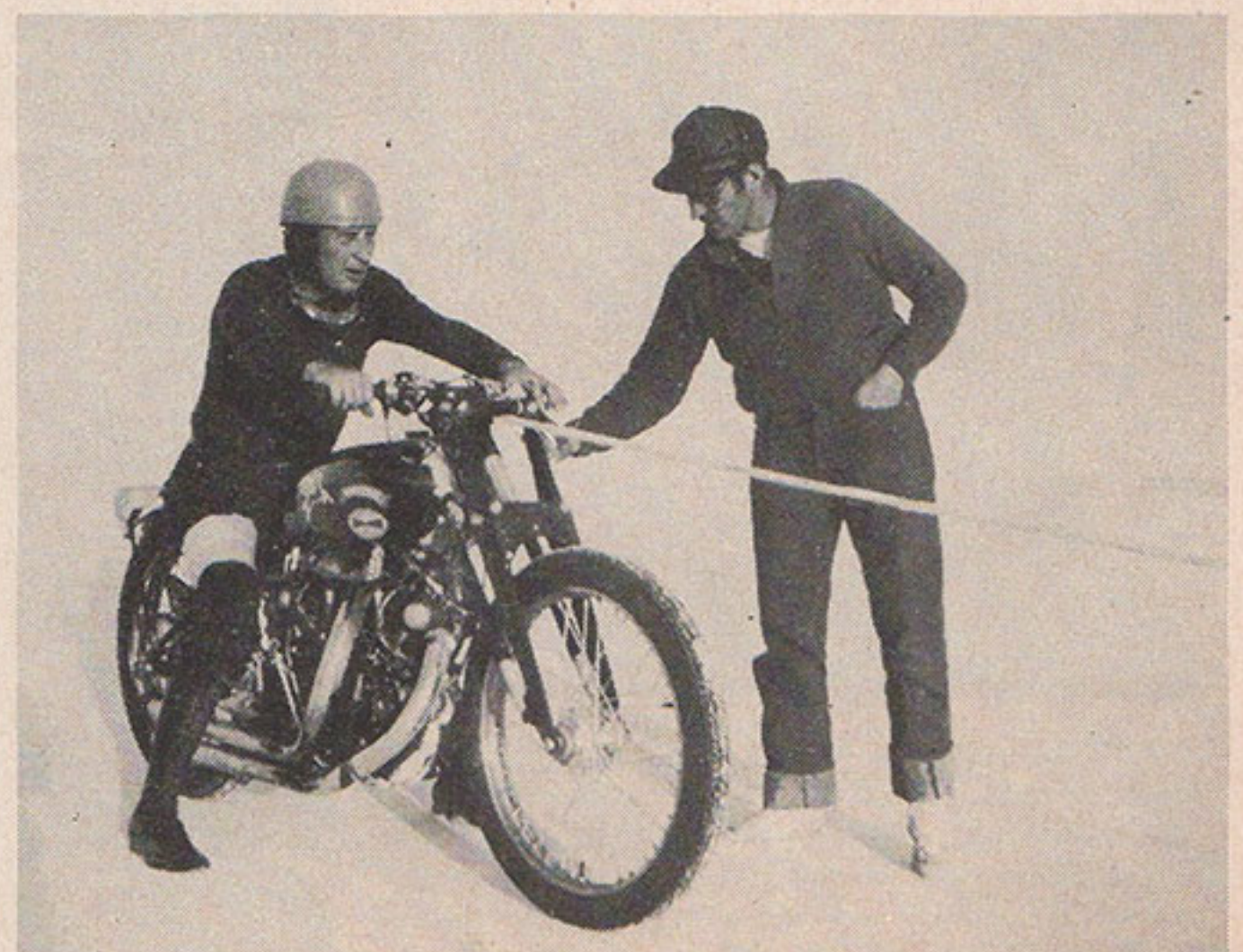
AFTER spending many months building a streamlined shell to cover his Vincent "Black Lightning" for a try at a new world's speed record, Roland Free was the unfortunate victim of Fate. Showing dogged determination after his first bit of hard luck, Free stripped the shell from his machine, went back out onto the Bonneville Salt Flats and proceeded to break three American records.

Much preparation went into Free's machine and into arrangements for the record assault—getting the best motorcycle for the job, setting up the dates with the A.M.A., F.I.C.M., and A.A.U. and building the machine.

His first consideration was a machine. He

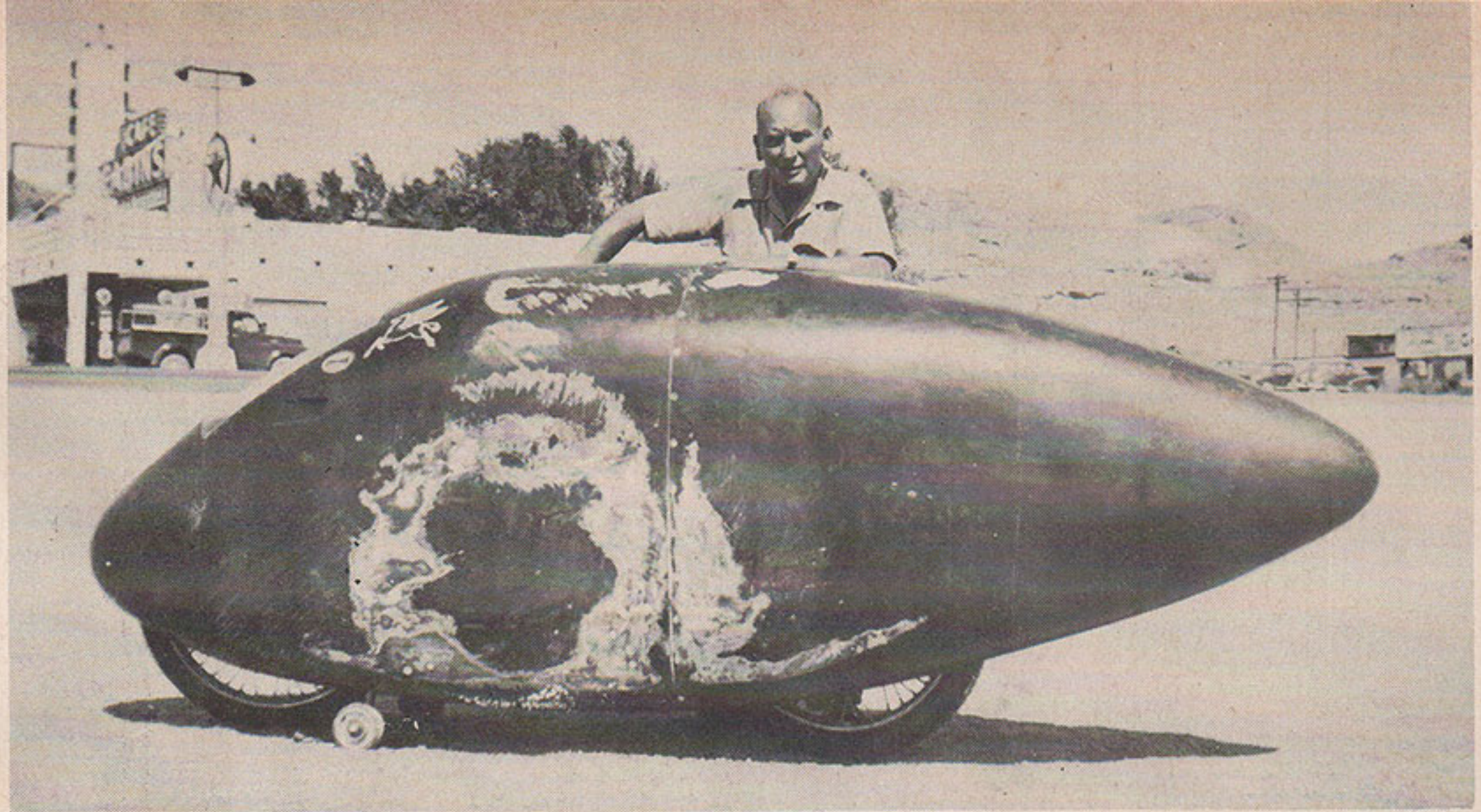


Final preparations are made to Roland Free's Vincent "Black Lightning"

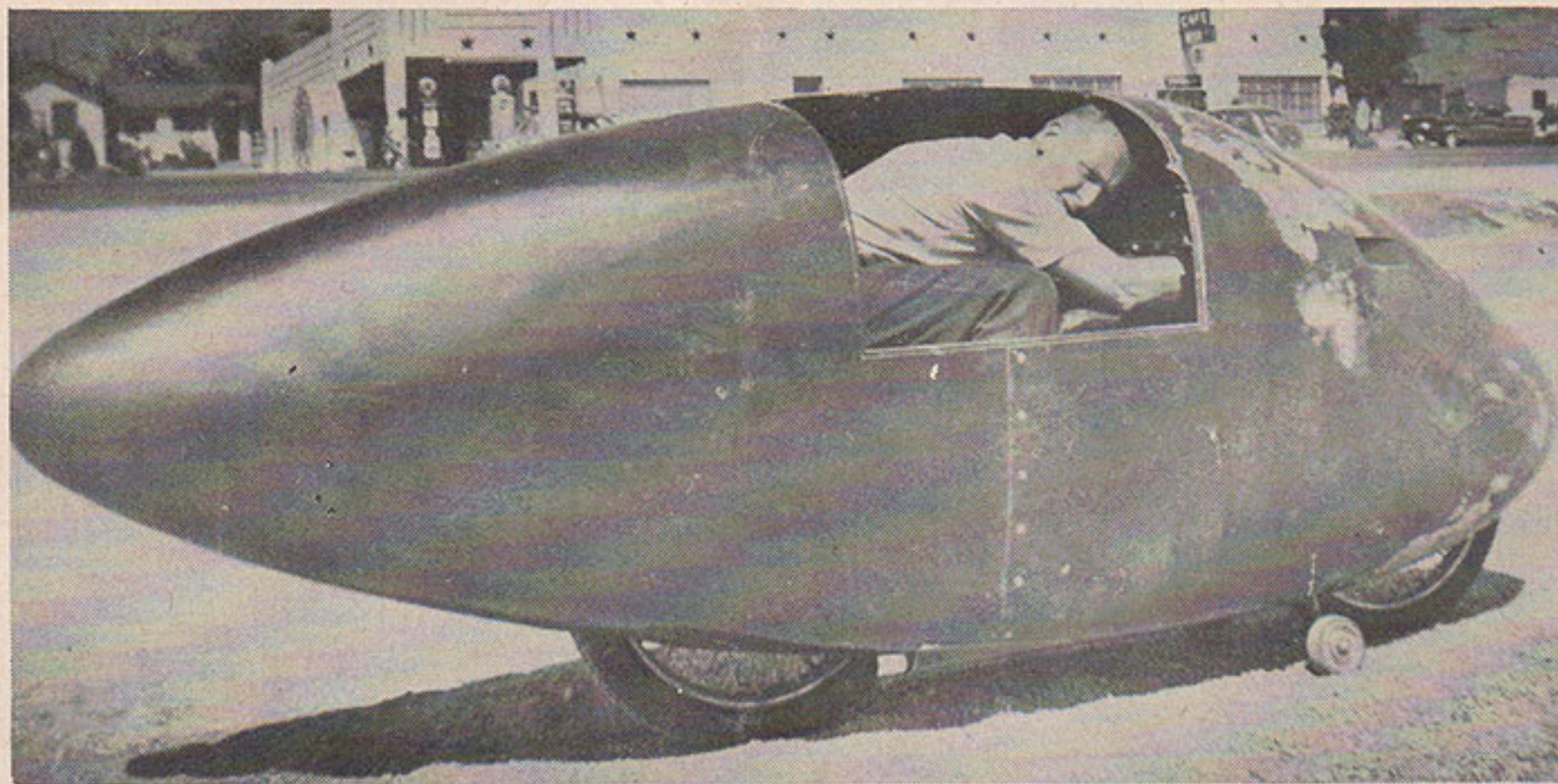


Getting set for start of a run at Bonneville Salt Flats. Runs were tow start





Free stands behind streamlined shell. Scratched area is where machine slid on side for 1000 feet



Rollie had to crouch low to be able to fit inside shell. Hatch was then placed into position overhead

had a new model Vincent "Black Lightning," 998 cc, unblown, which according to Free, has more horsepower than any other bike he has ever used. It was certified by the technical division of the A.A.A. Contest Board as having a bore of 3.308", a stroke of 3.354", and a displacement of 60.884 cu. ins.

Roland Free worked with an aerodynamicist to develop the shape of the shell which was to cover his machine. He had collected everything written and pictured that had been used by English, Germans and Italians in the way of streamlining. He had also developed some ideas of his own at Indianapolis and presented all this to the man who was to help him. They did not always see eye to eye, but for the most part Rolly bowed to science.

The sponsor of the runs, General Petroleum, had also arranged for record tries on the Bonneville Salt Beds by the Cummins Diesel race car and Ab Jenkins' Mormon Meteor. The date of the trials was set for September 4th.

The machine arrived in this country two weeks prior to that date and the shell fabrication was finished at 12:30 A.M. of the 1st. As can be expected, there were bugs to be worked out in the matter of mounting the Fiberglas shell. Because of postponements in connection with other runs on the salt, Free gained a couple of days and made his first run on the 7th.

On his first trip through the course, Free discovered a tendency of the Vincent to weave at idling speeds. This disappeared under power and he progressed to the danger revs in second gear (which netted approximately 144 mph) and the start of violent fish tailing. He could not correct this weaving tendency through steering, reduced power to no avail, came back on and all in less time than it

takes to tell it. At that point the shell laid over on its left side and slid. It gradually came up on its back and onto the right side, then up on the nose and back to the left side, and then stopped. Paint on the salt was paced off at approximately one thousand feet.

Free stepped out pretty much unshaken. The escape hatch cover, which had been lost somewhere in the run, was found about 1/4 of the way into the slide. Observers were not close enough to tell whether the cover loosened and caused the fish tailing or if it came off in the slide. The shell was virtually undamaged and Free got a salt burn on his back when the shell rolled over with the hatch cover gone.

Free, rather than losing confidence, gained it as a result of his first test run. After certain study and preliminaries he intends to make another attempt.

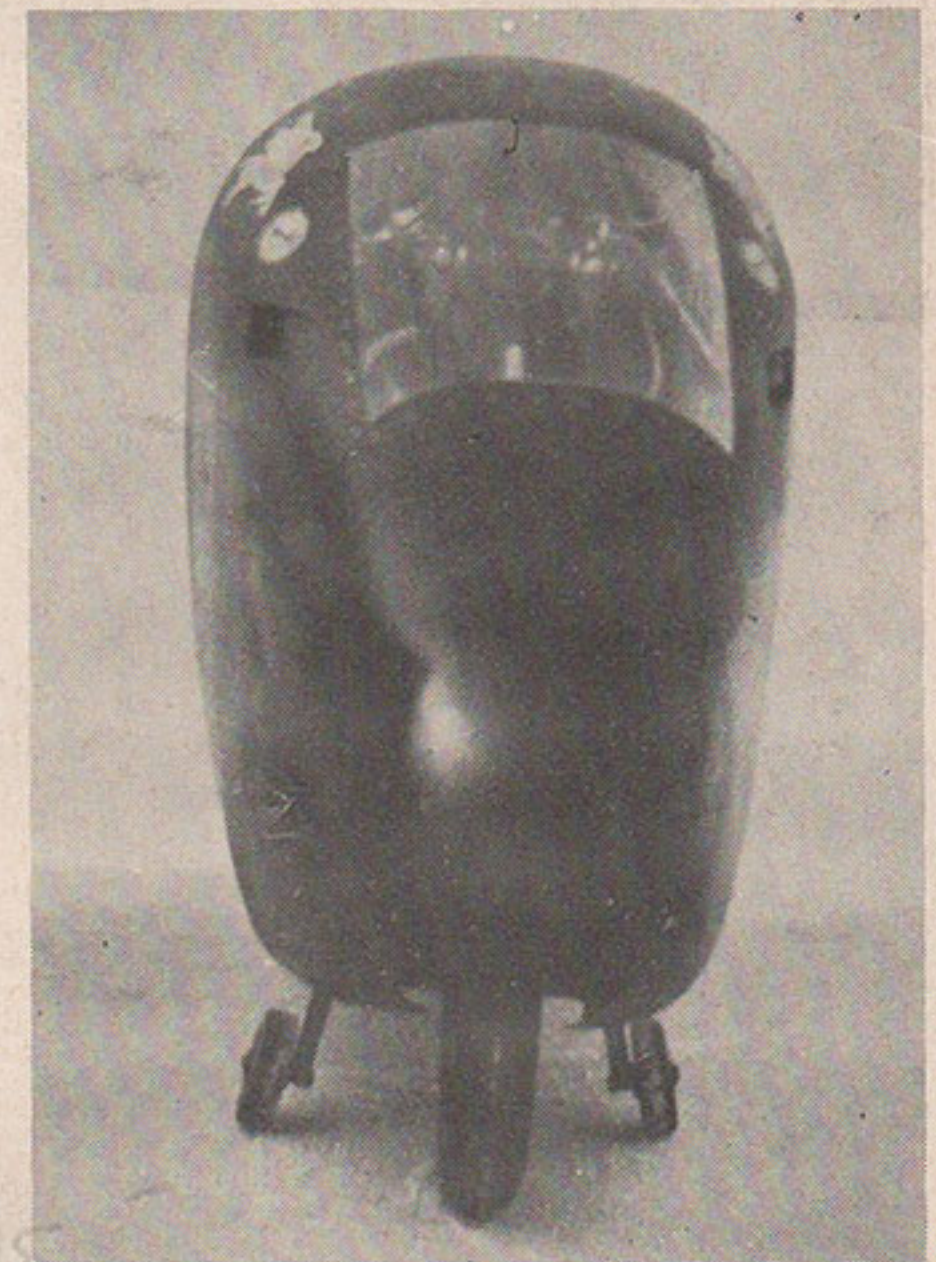
Without the shell, on September 11th, Free made runs for the one-, five-, and ten-mile records. He broke all three American records and has been recommended for a new world mark for the 10-kilometers and 10-miles. This is based on the certification and recommendation to the A.C.U. by Pillsbury, Chief Steward of the A.A.A. Contest Board. (Incidentally, the record-breaking Free machine will be exhibited at MOTORAMA.)

Free had not actually planned his attempt on the 10-kilometer and 10-mile records and the carburetor was not properly jetted. He was also short on gears, having planned mostly for the shell; however, he says he feels he let his best bike down.

Free's biggest worry on the 10-mile and 10-kilometer tries was the problem of staying on the machine for the long run. He rode with stomach on the tank and a pad about four inches square catching his legs midway

between knees and thigh. He says it seemed like it took forever to make the first trip through the trap. On the return run he began to lose his position with better than a mile to go. His legs spread frog fashion and his throttle wrist became paralyzed. He managed a heave which brought him astride the tank and he folded in out of the breeze the best he could for the last mile, without using the saddle.

Thus it is that the trials were not without their thrills. The results combined with the rider's reactions hint at the possibility of some new records when time, conditions and equipment are ripe.



Front view of streamlined shell shows small frontal area. Note use of stabilizing wheels For a first-hand view of Roland Free's record-smashing streamliner, be at MOTORAMA (Shrine Convention Hall, Los Angeles, Calif., Nov. 16-19)

RECORD RUNS

Distance	Speed (Mph)
1 Kilometer	156.77
1 Mile	156.58*
5 Kilometers	154.82
5 Miles	154.46*
10 Kilometers	153.61
10 Miles	152.32*

\*Officially confirmed by AMA



# CACTUS DERBY

## MAX BUBECK (INDIAN) WINS ENDURO

By Robert Greene

*Photos by Dean Williams, Chuck Pollard  
and Wheel*

**U**P FROM an impressive list of enduro riders comes Max Bubeck, five-time contender, as the 1950 Cactus Derby Champ. Max, slight-built and in his early thirties, has been close before; 8th in 1947 and 4th in 1949. Almost discouraged in the first dark hours of the run when his lights faded out Max rallied to pilot his tiny twin down one of the toughest canyon stretches to arrive at the breakfast check on schedule . . . a remarkable feat in the dark.

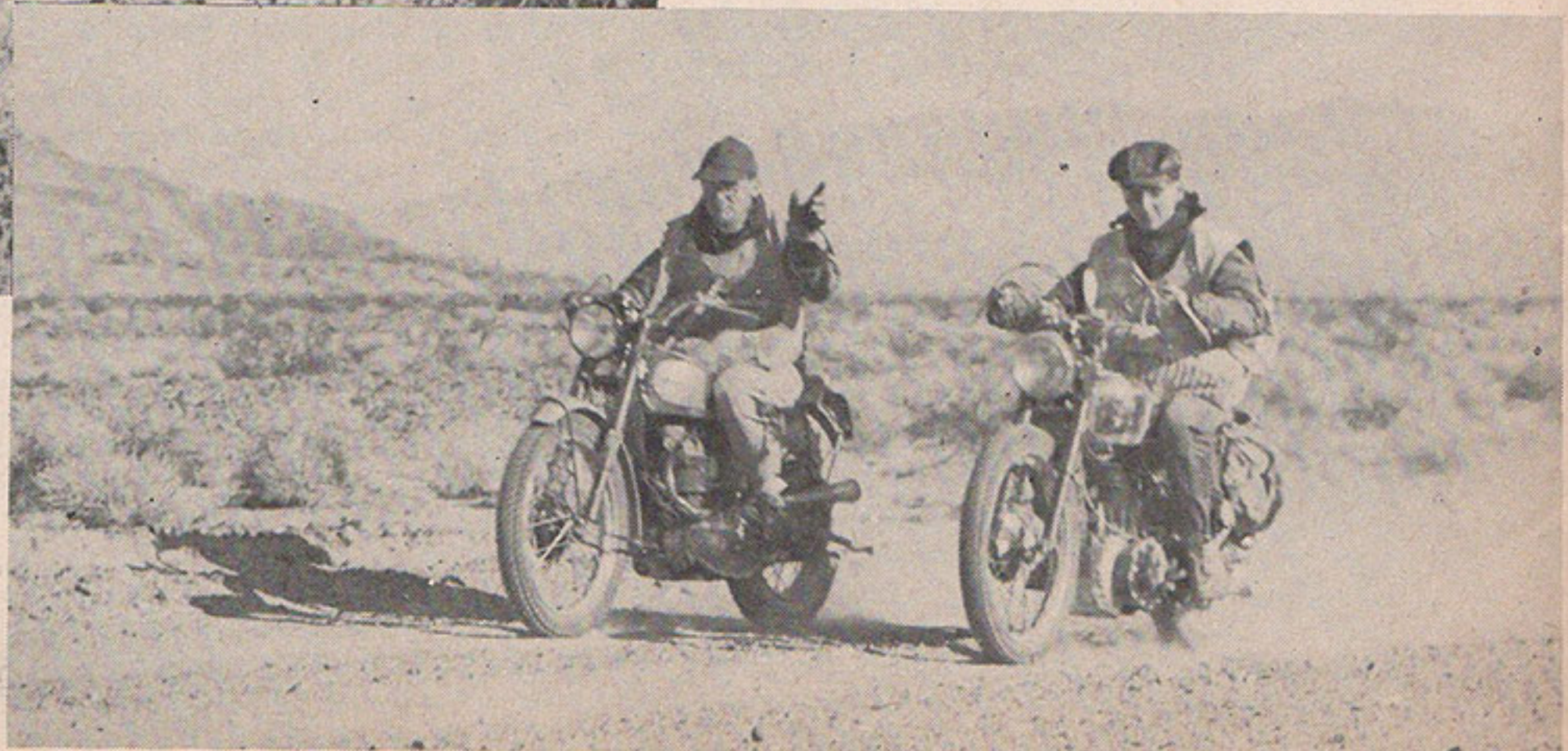
The '50 Derby will long be remembered as one of the finest enduros ever staged, many factors contributing. Night sections and speed averages were so arranged as to keep riders working—tired at times—but never in danger. A diversified course led down through narrow rocky draws onto the sandy desert floor ("Devil's Playground"). It then climbed over winding mountain paths into pine-covered Big Bear Resort and back through some 19 miles of the trickiest "English Trials" territory possible to encounter. The marked course was unbelievably accurate; not one marker was out of place even after the last man had charged through.

Room for improvement? Not here, unless you call for a route map in full relief with rider instructions in braille! Most important of all, this was a run for the average rider and machine. No critical traction was required on any part of the 350-mile circuit. In fact, several bikes with full touring equipment were seen throughout the contest.

So closes another successful Cactus Derby Enduro . . . a grand tribute to one of Southern California's finest sporting clubs: The Riverside Bombers M/C.

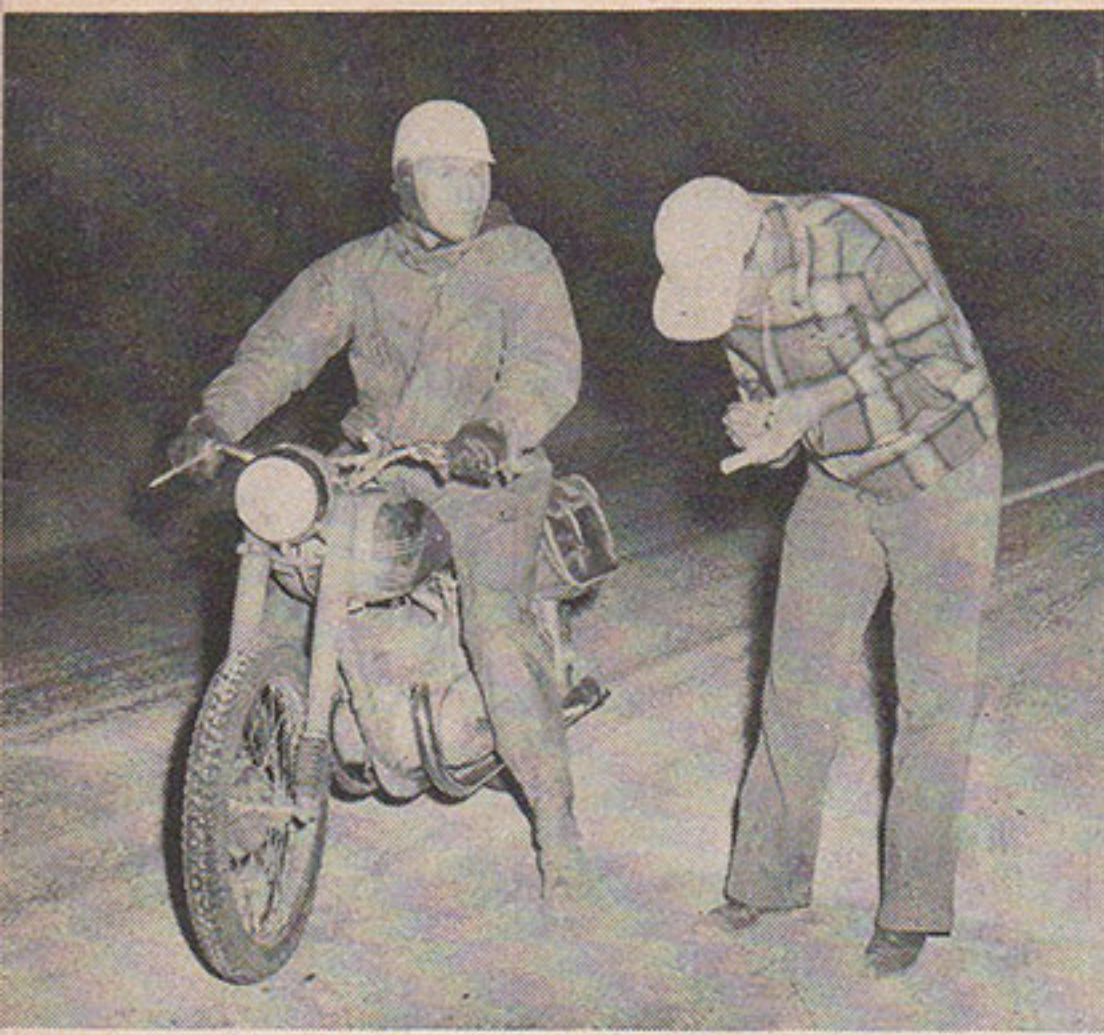


ABOVE—Max Bubeck plows through some tough terrain—goes on to win Derby on an Indian



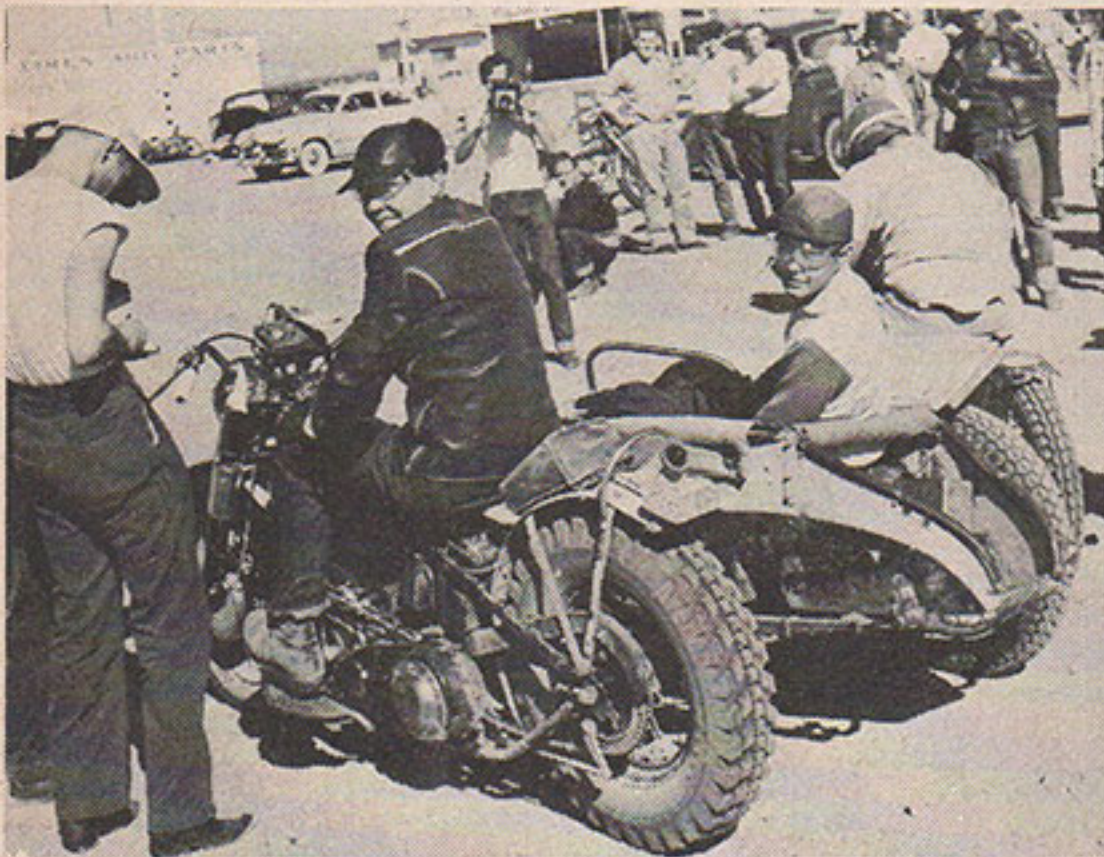
RIGHT—Pilot team outside of Amboy marking course ahead of contestants in Cactus Enduro





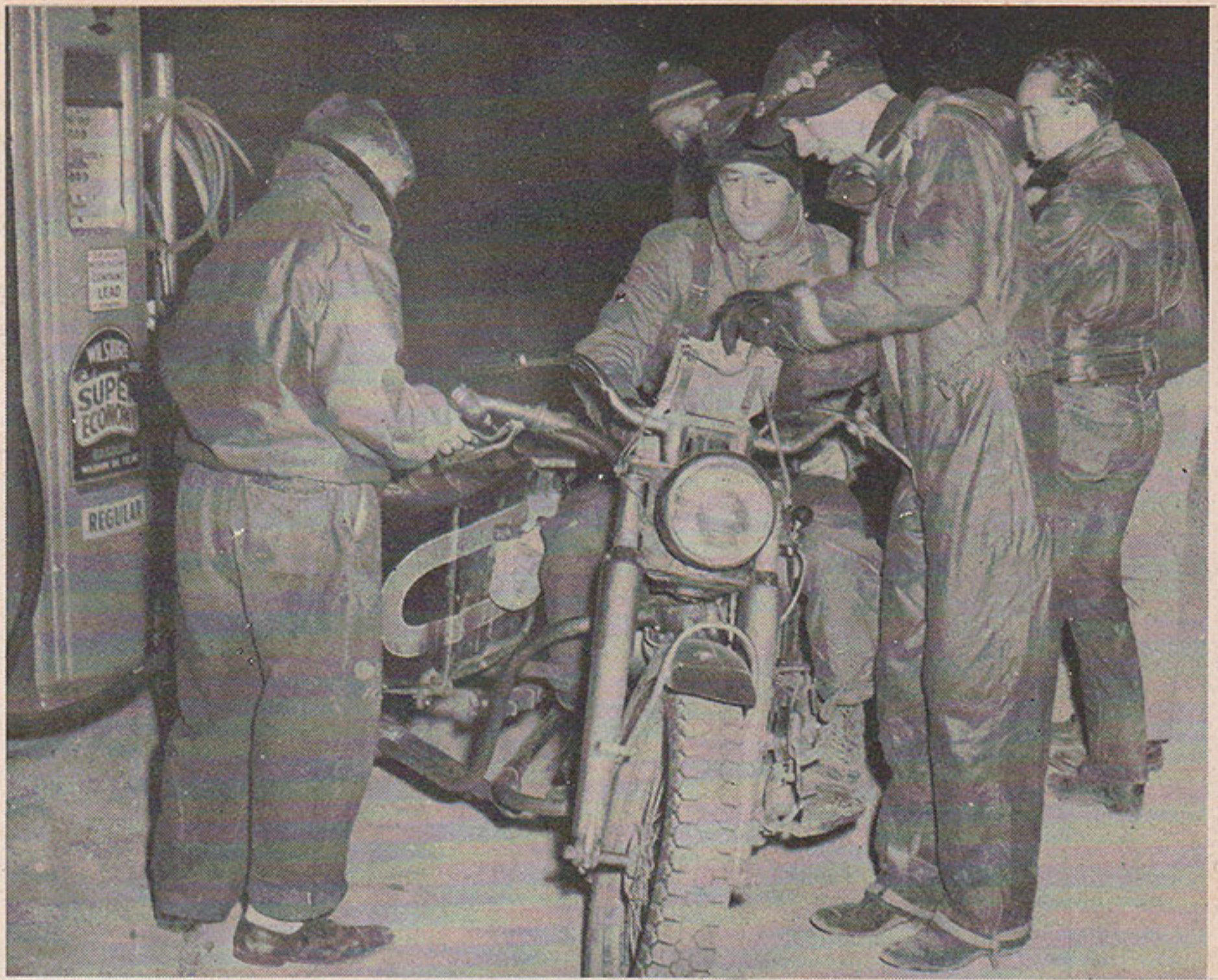
ABOVE—This boy looks dismayed enough for us to caption this one—"The Secret Check!"

BELOW—29 Palms—Bombers arranged for wonderful meals here, as they did all along route

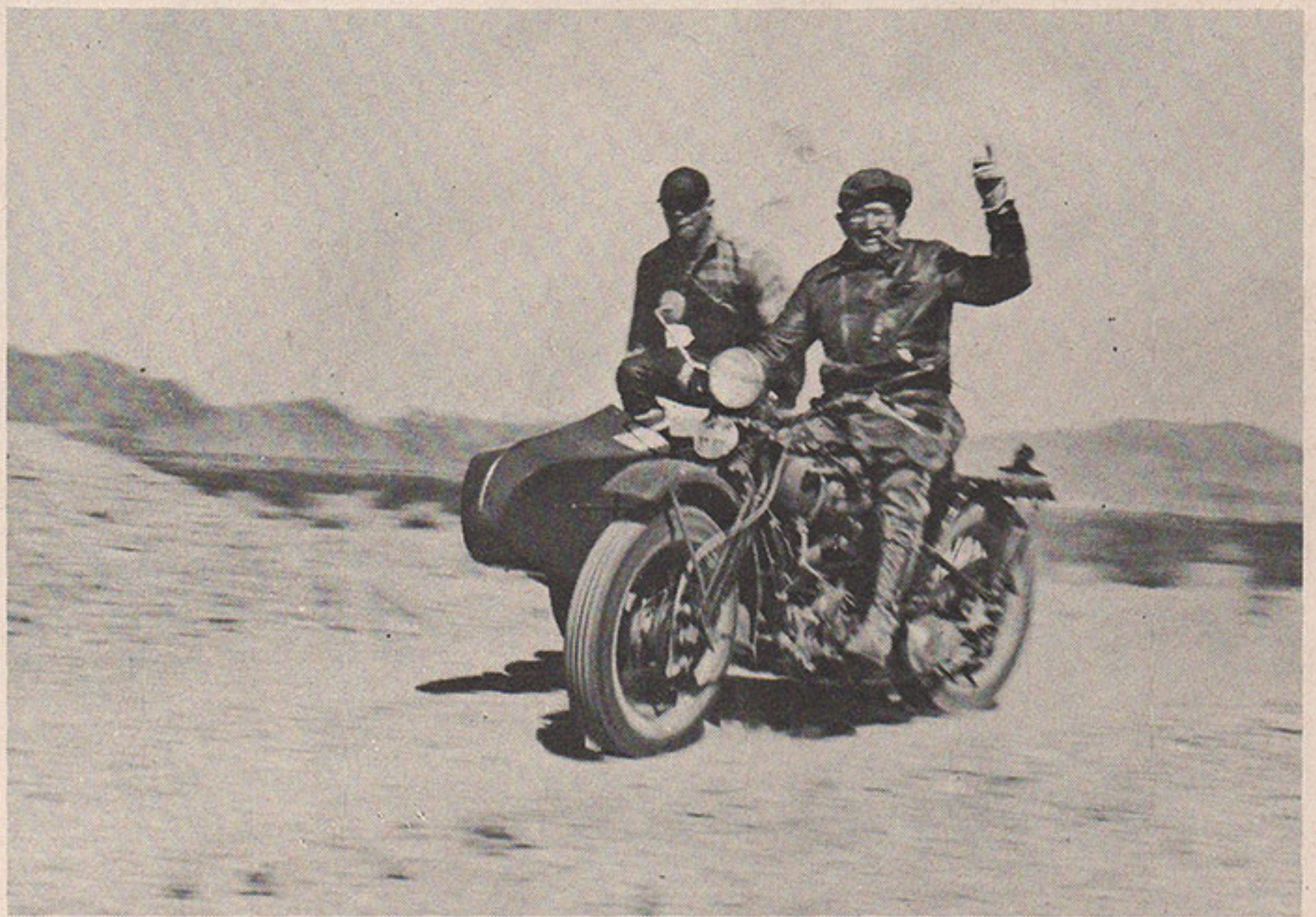


TROPHY WINNERS

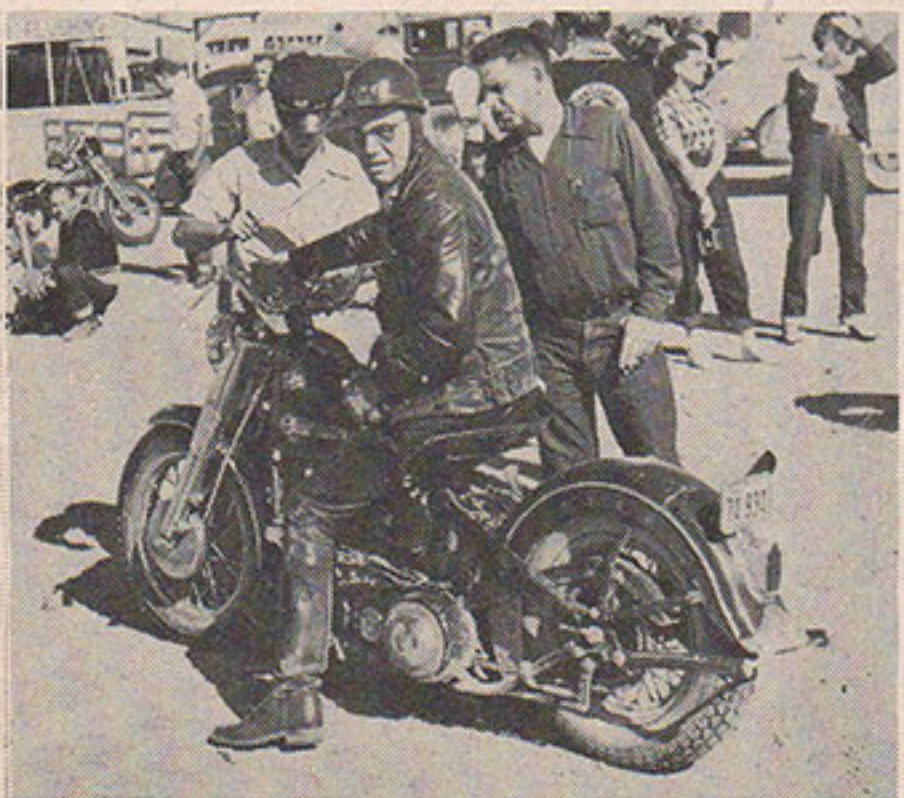
Pos.	Rider	Machine
Solo Class		
1—	Max Bubeck	Indian
2—	George Gunther	Matchless
3—	Del Kuhn	AJS
Sidecar Class		
1—	Swede Belin—Pete Peterson	H-D
2—	Larry Bornhurst—Harold Laidlow	H-D
3—	Eddie Ryan—Doug Blum	H-D
Teams		
1—	Nickelson (AJS) —Gunther (Match.) —Kuhn (AJS)	
2—	Sothorn (Triumph) —Rasmussen (BSA) —Veldhuizen (Triumph)	
3—	Doney (AJS) —McClintock (Indian) —Couste (Norton)	



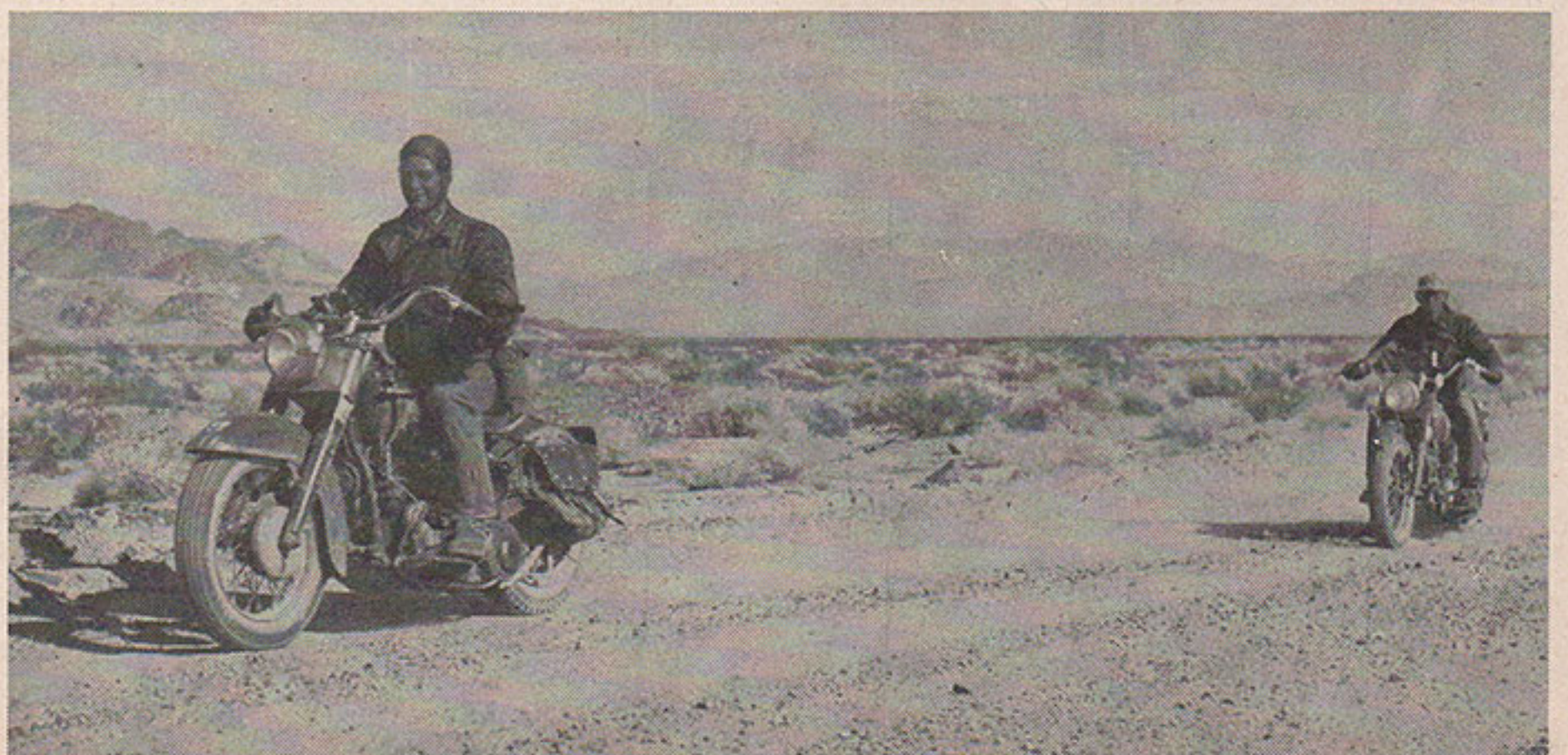
ABOVE—Lucerne checkers double on the gas pump as chilly rider signs in. This team was second



ABOVE—Eddie Ryan (oldest man in motorcycling), San Pedro Harley dealer, and his partner  
BELOW—Two riders from Albuquerque, New Mexico, did the enduro with full touring equipment



Frank Kennedy, official AMA starter, shows he can ride 'em, as well as start 'em on their way





## LAST PREMIER EVENT OF 1950 SEASON



GRAND PRIX  
DES NATIONS

Text and Photos by  
William H. Onslow

SEVERAL characteristics served to make this, the last Premier racing event of the 1950 season, a most memorable event. First, the flocks of scooters, some with three persons aboard; secondly, the pomp and ceremony of the riders being escorted to the starting grid preceded by the flags of the nations participating. The torrid heat, akin to that of Daytona, did not prevent the thousands of spectators from shouting and gesticulating in the usual continental way. One thing alone stemmed them for a while, the riding of Duke, who outclassed the riders on their fast Gilera fours. Once over the shock, however, they really opened their lungs and gave him perhaps the greatest ovation that he will ever receive.

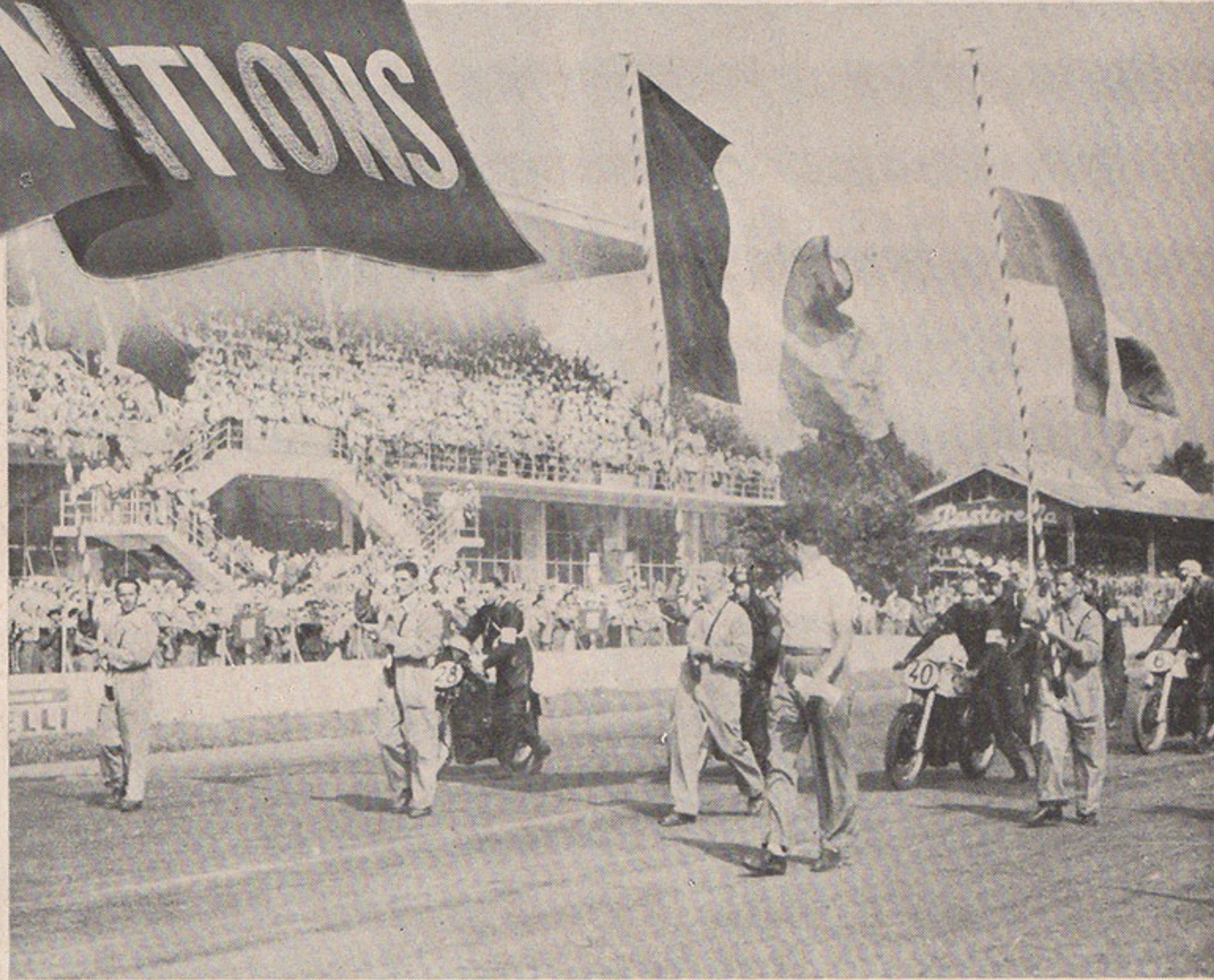
The track, almost four miles in length, is situated in a park at Monza in Northern Italy, and is only a few miles north of Milan. It has, I presume, been of great assistance to the Gilera factory in the testing of their fast fours for the factory is almost on the fringe of the park.

### 125 CC EVENT

A full eight-hour program began with the smallest class first, and it was a real eye opener to see the novel methods used to combat wind resistance. Disc wheels were quite common on the rear end, a few had front wheel fairings, others were content with a streamlined nosepiece. The Mondial of G. Leoni and the M.V. of F. Bertoni were most unusual, both being fully enclosed. With four non-starters, the entry was reduced to 19 with bearded D. Jenkinson ("Jenks") astride an M.V., the only English entry.

The fact that the fastest lap was turned at over 82.11 does not seem so astounding when one gets used to these amazingly fast miniatures.

Results of 125 cc 16 Lap Event, 62.6 Miles:  
1. G. Leoni (Mondial) 45 min. 44 4/5 sec.  
82.11 mph  
2. C. Ubbiali (Mondial) 45 min. 45 2/5 sec.  
3. L. Zinzani (Morini) 45 min. 45 3/5 sec.



Riders and spectators salute the flags of the participating nations at Monza in northern Italy

### 350 CC RACE

Though eight countries were represented in this event that had a field of 22 it was the British and Colonial riders who served to make this the finest event throughout the whole season. For sheer riding skill it will never be beaten, for the leading half-dozen were rarely more than a couple of feet apart. Of 22 starters, seven found the pace too hot and retired for various reasons, but the 15 finishers gave the crowd a lot for its money.

#### Results

1. Duke—59 min. 18 sec. 95.02 mph
2. Graham—59 min. 19 sec.
3. Hinton—59 min. 19 2/5 sec.
4. Dale—59 min. 25 sec.
5. Lomas—60 min. 20 3/5 sec.
6. Sandford—60 min. 23 1/5 sec.

### THE 250 CC RACE

This event will be remembered for the terrific number of retirements, no less than 21 of the 33 starters being put out by mechanical trouble. I personally feel that Great Britain is wise in not producing 250 cc machines in great numbers for they hardly seem to take the great stress put upon them during such terrific events.

In lap eight a Guzzi blew to pieces before my eyes, the magneto flew high in the air and the cylinder and crankcase burst clean in half. Nino Columbo had a broken con rod and that was that.

Dario Ambrosini proved to be a worthy winner and champion. His sixth lap in 2 min. 31 sec. had created a new record at 93.91 mph. The old one that stood in his name had been licked by three seconds. Not content with this he turned in a finishing time that added yet another record to his name.

#### Results

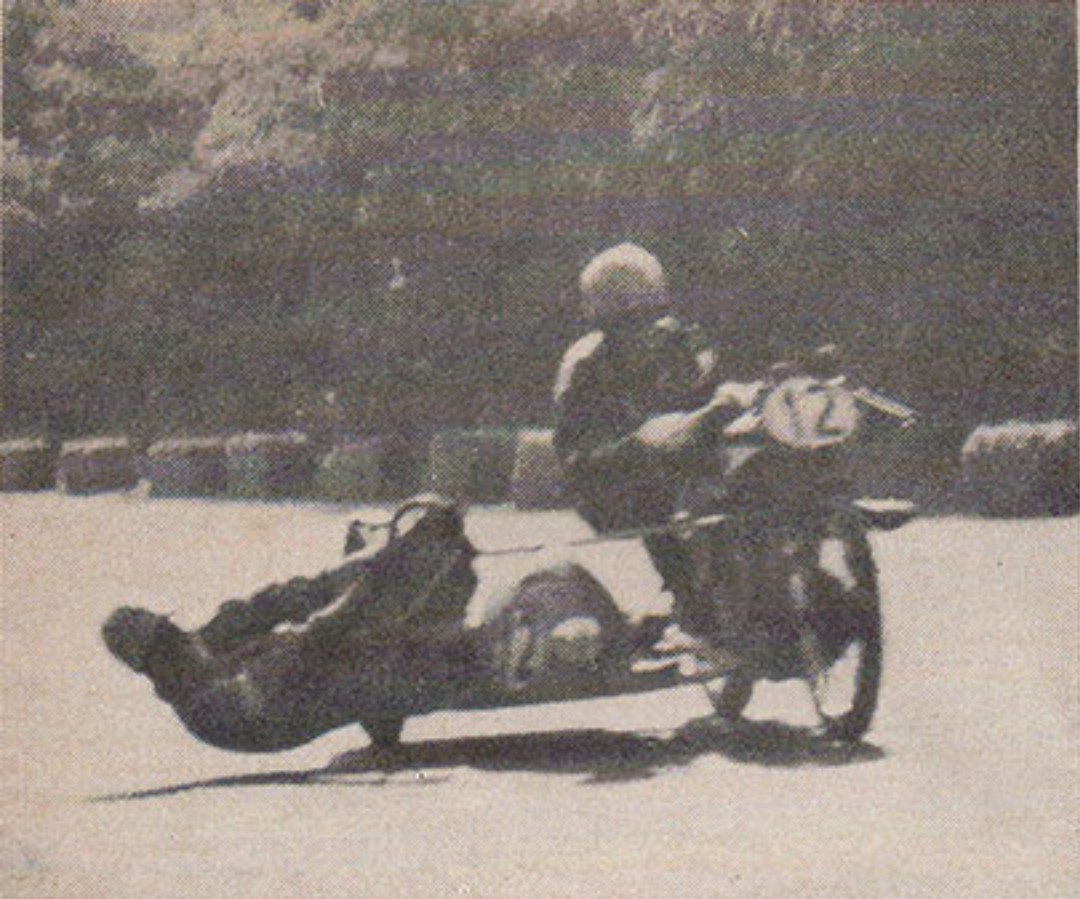
1. D. Ambrosini (Benelli) 1 hr. 23 min. 3 3/5 sec.—90.45 mph
2. F. Anderson (Guzzi) 1 hr. 24 min. 1 4/5 sec.
3. B. Francisco (Benelli) 1 hr. 24 min. 31 4/5 sec.
4. C. Mastellari (Guzzi) 1 hr. 25 min. 42 sec.
5. A. Montinari (Guzzi) 1 hr. 26 min. 12 sec.
6. U. Plebani (Guzzi) 1 hr. 26 min. 35 sec.

### THE SIDECAR RACE

As expected, this turned out to be another grand duel between the Champion, Eric Oliver, and the likeable rider of the Gilera four-chair outfit, Ercole Frigario. This time, however, it was dicing with a vengeance and for once the Gilera may have turned the better time.

At the climax, Oliver's methods had worked, forcing Frigario into a bend just that fraction too fast, causing the game fellow's downfall. Hitting the straw bales good and proper, the four turned over and over,





LEFT—How low can you get? A sidecar team performs unusual balancing act at Monza

leaving wiley Eric to win as he liked. Working with feverish haste, the rider and passenger righted their machine and continued on, to finish in No. 2 spot.

**Results**

1. E. Oliver (Norton) 43 min. 43 2/5 sec.  
Record speed 85.91 mph
2. E. Frigario (Gilera) 45 min. 47 sec.
3. H. Haldemann (Norton) 46 min. 8 sec.

**THE 500 CC RACE**

Insofar as World Championship honors were to be decided, the Senior event was still rather open, and with their usual pomp the riders of seven nations came to the line, although two thirds of the entry belonged to the organizing country. The race will forever be remembered as the race of "ifs or buts," for with a lap still to go, the flag waver saw fit to wave the contestants in. How can one foretell what would have happened on the last lap had the race gone the full distance? The World Championship might have gone to another rider, while Geoff Duke, the winner of the race, might easily have been a non-finisher. It could easily have been Graham, who, having realized the mistake, remounted and completed another lap, together with Bandirola. The AJS camp, by the ruling that the event was to be over a distance of 125.2 miles, had actually won the race and, although they made a claim, it was later ruled that the result should stand as at the fall of the flag. Thus ended the Grand Prix des Nations.

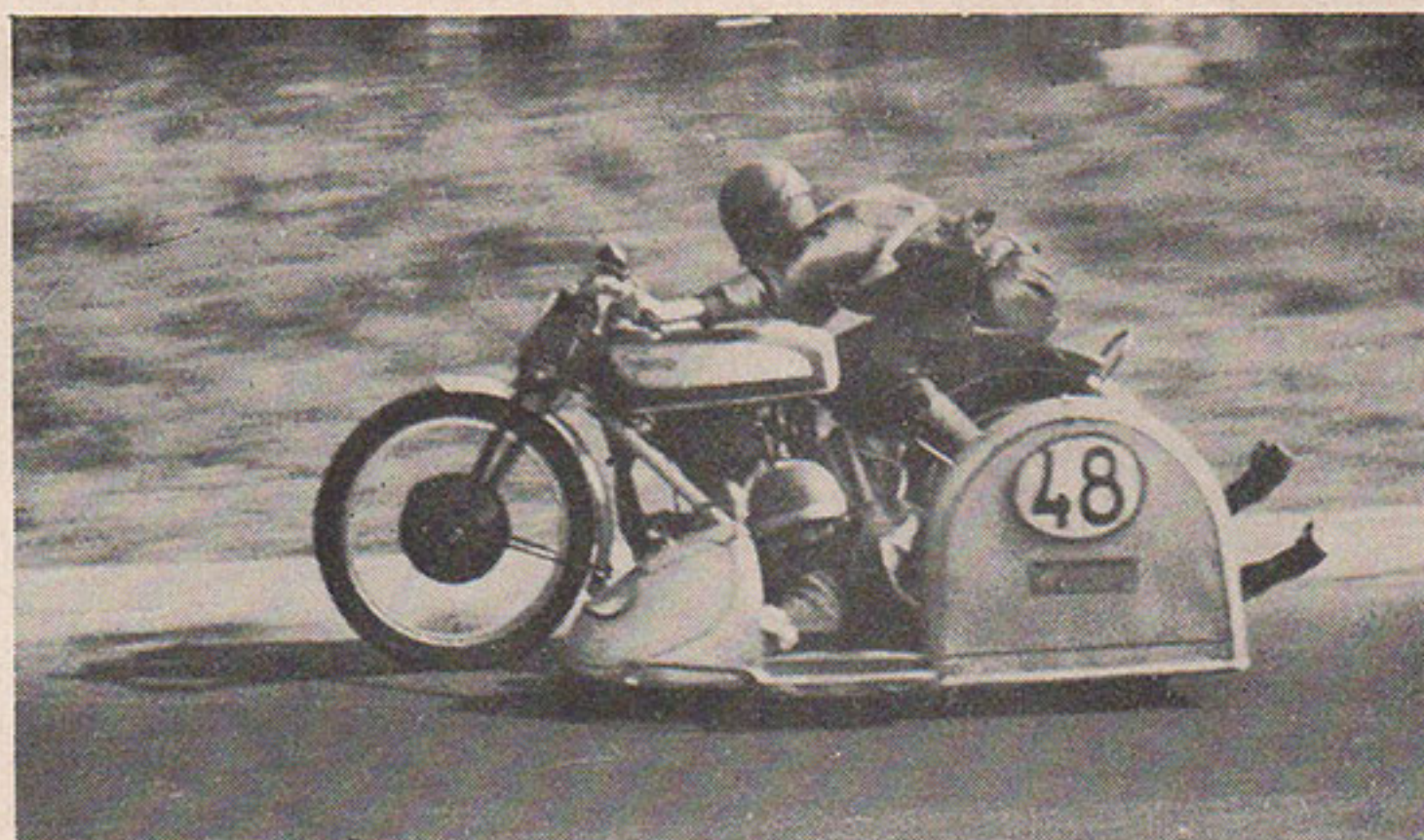
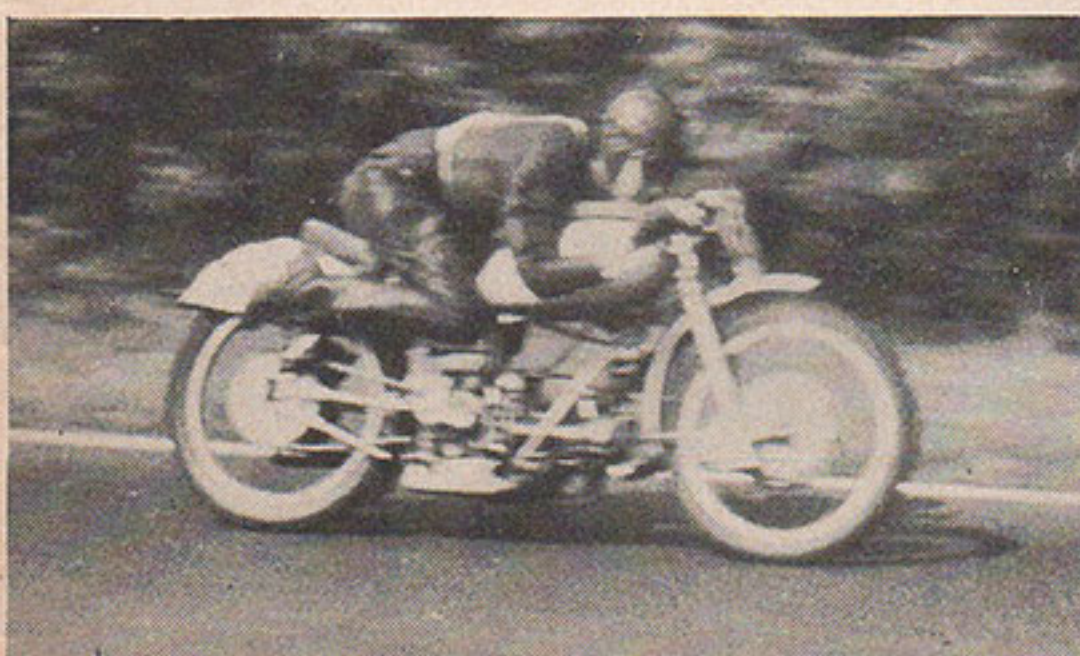
**Results**

1. G. E. Duke (Norton) 1 hr. 11 min. 6 3/5 sec.
2. U. Masetti (Gilera) 1 hr. 11 min. 57 sec.
3. A. Artisan (M.V.) 1 hr. 12 min. 43 sec.
4. A. Milani (Gilera) 1 hr. 12 min. 43 2/5 sec.
5. C. Bandirola (Gilera) 1 hr. 13 min. 6 1/5 sec.
6. R. Dale (Norton) 1 hr. 13 min. 6 4/5 sec.

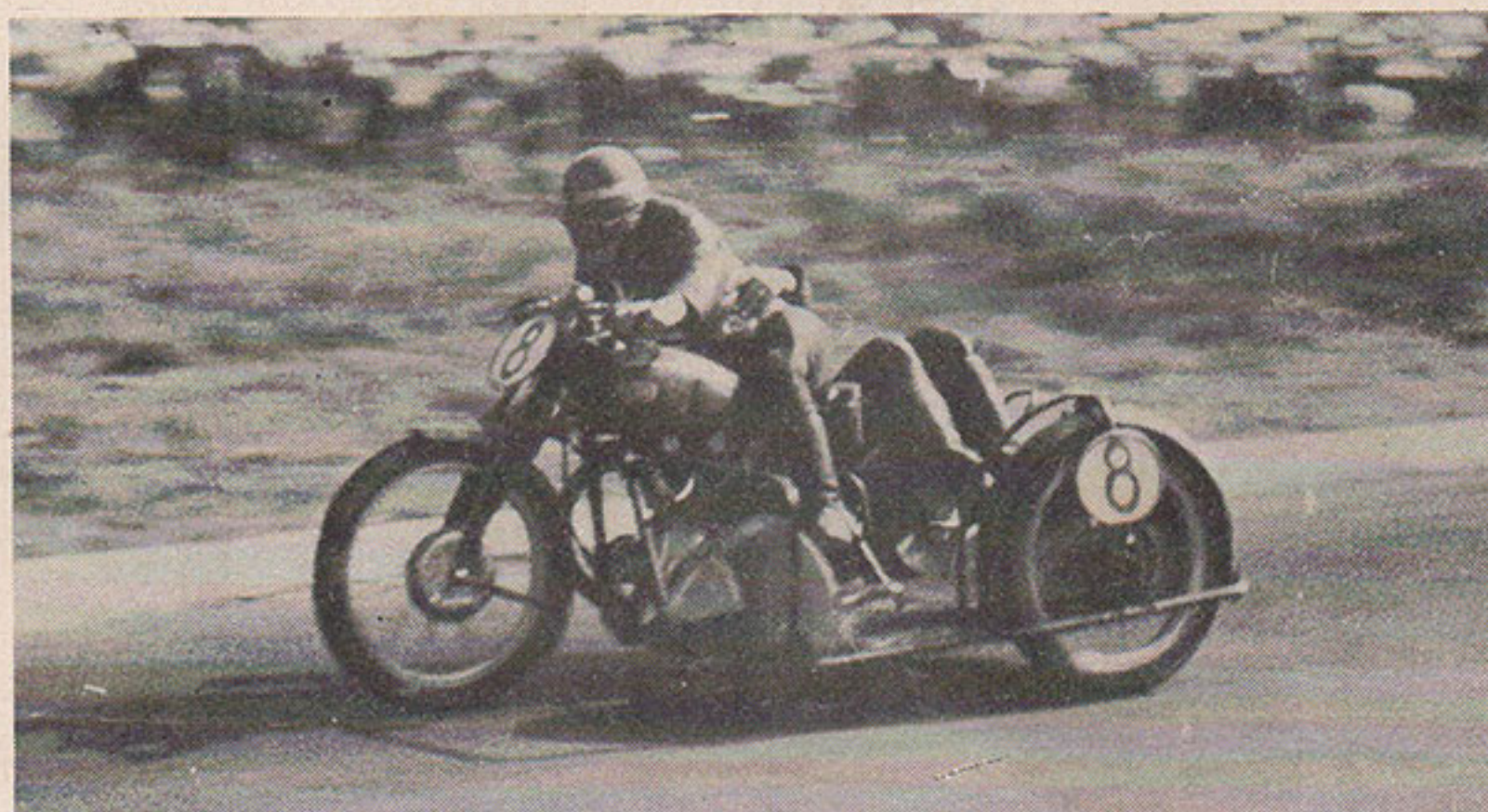
**PROVISIONAL RESULTS—WORLD CHAMPIONSHIP**

Class	Rider & Machine	Country	Pts.
125 cc	B. Ruffo (Mondial)	Italy	17
250 cc	D. Ambrosini (Benelli)	Italy	30

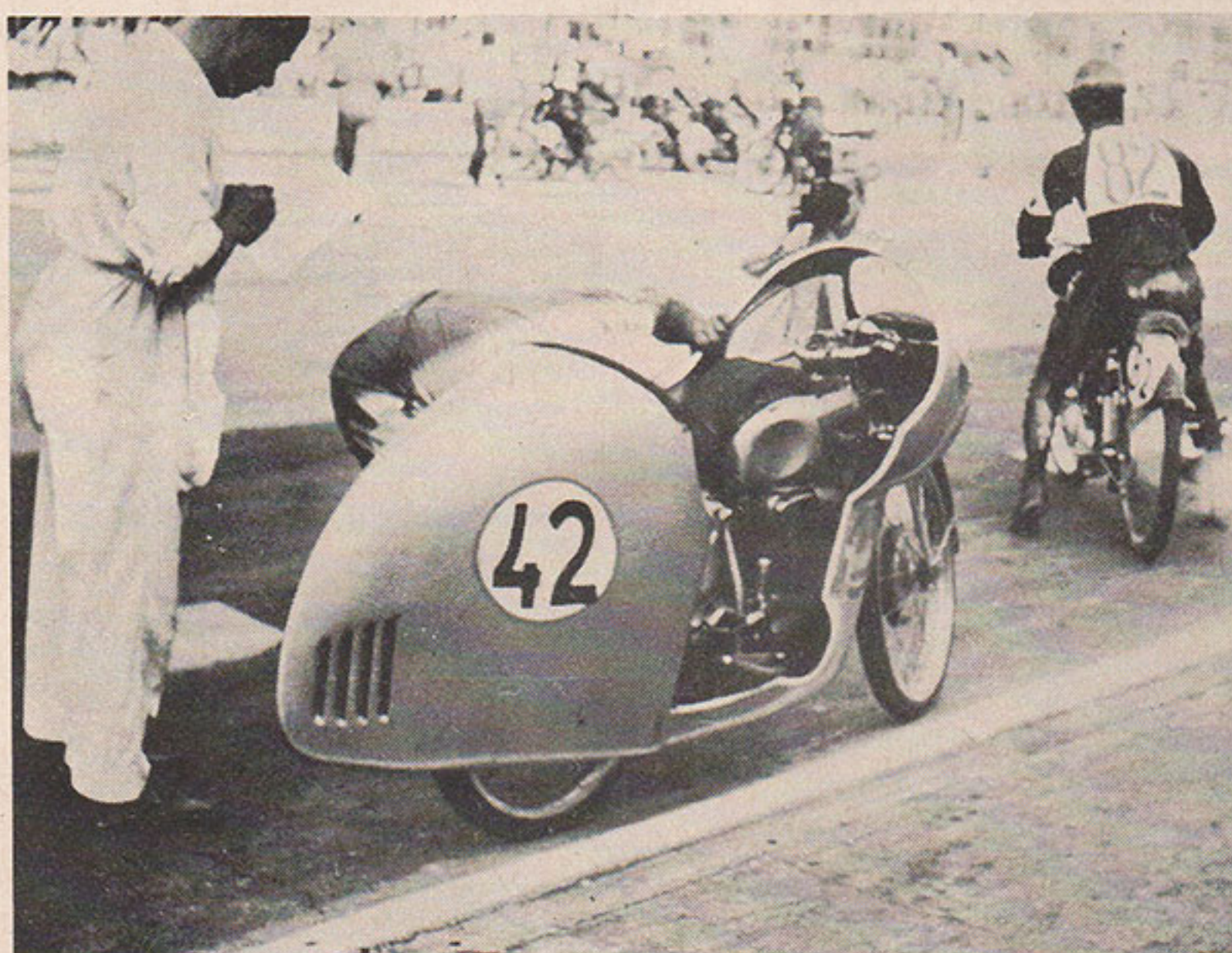
BELOW—Note extreme height of rear pegs on contestant's machine and job of "tucking in"



ABOVE—It's not like "sleeping on a Sealey" when you're doing over 100 mph



ABOVE—If you're an enthusiast, you, too, might try this on your sidecar



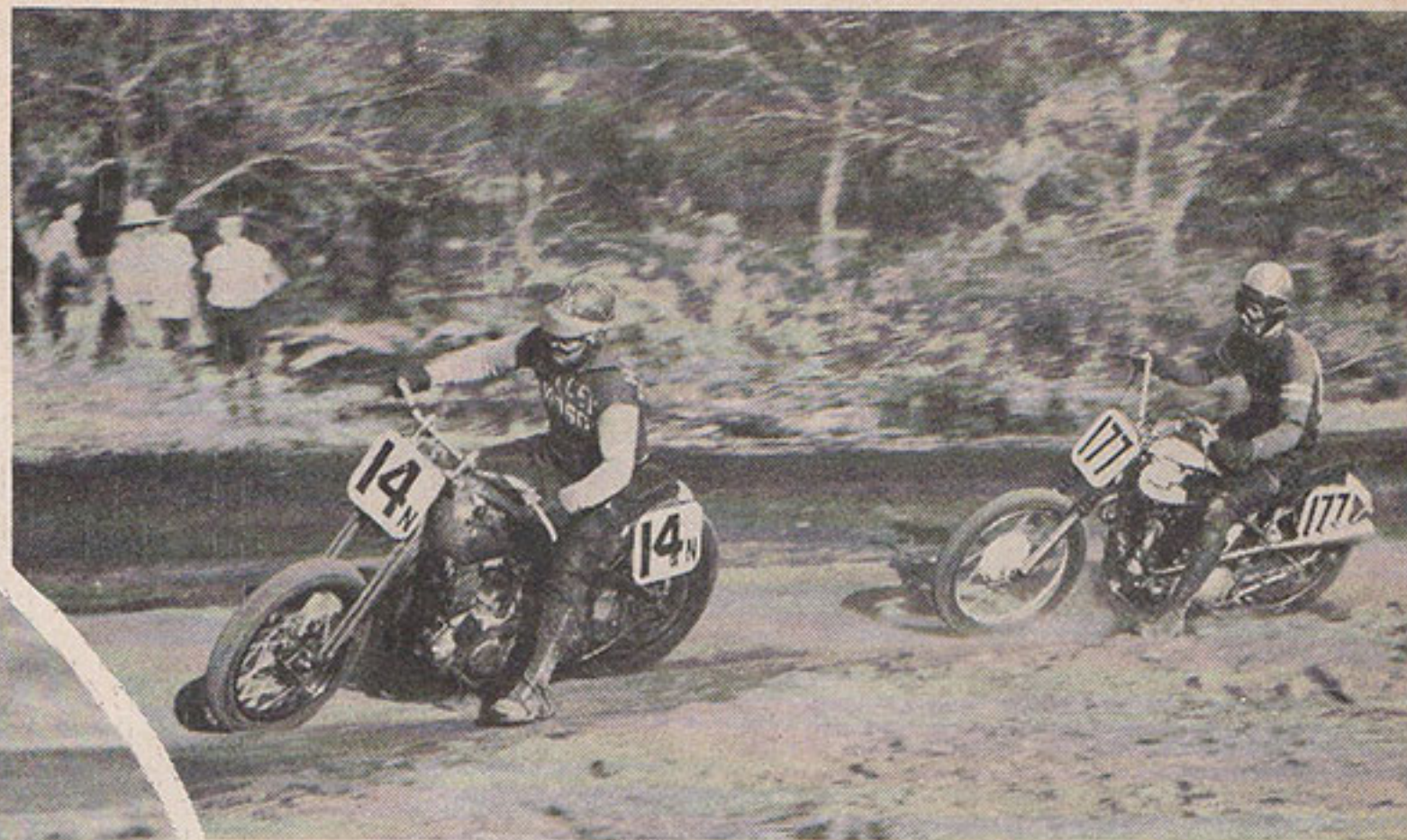
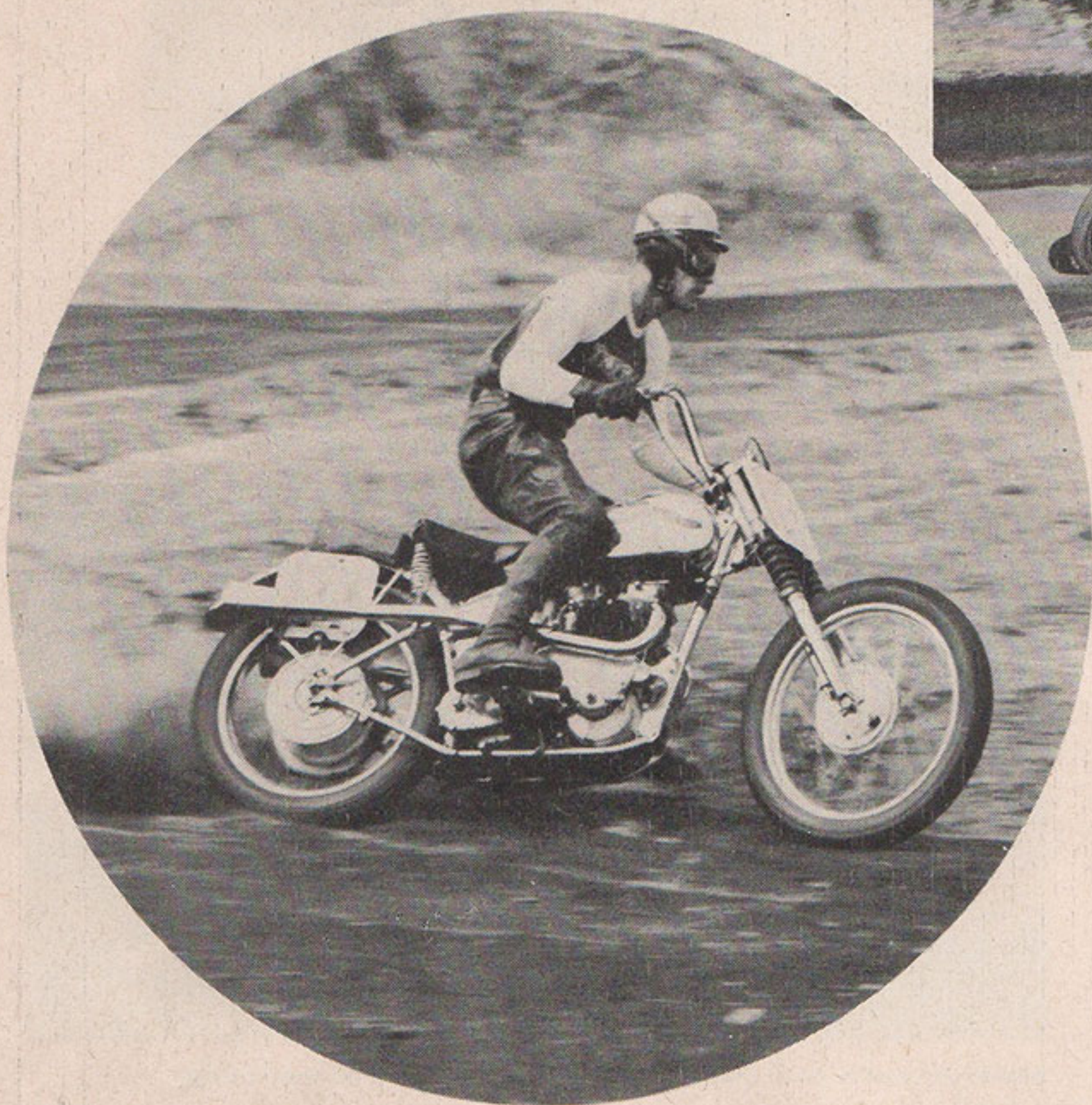
ABOVE—Streamlined to fit body contour. The shell takes up where rider leaves off

350 cc	A. R. Foster (Velo)	England	30
	G. E. Duke (Norton)	England	24
	R. L. Graham (AJS)	England	17
500 cc	U. Masetti (Gilera)	Italy	28
	G. E. Duke (Norton)	England	27
	R. L. Graham (AJS)	England	17
Sidecar	E. S. Oliver (Norton)	England	24
	E. Frigario (Gilera)	Italy	18
	H. Haldeman (Norton)	Switzerland	8

MANUFACTURERS CHAMPIONSHIP	
Class	Place, Make and Points
125 cc	1—Mondial (24), 2—Morini (8)
250 cc	1—Benelli (30), 2—Guzzi (26)
350 cc	1—Velocette (30), 2—Norton (28), 3—AJS (20)
500 cc	1—Norton (31), 2—Gilera (29), 3—AJS (21)
Sidecar	1—Norton (24), 2—Gilera (18)



## DAVID AMONG GOLIATHS...



Walt Fulton moves up to challenge Lee Christian after losing the lead in spill on this turn

out of the race, victims of the treacherous west turn.

In the fifth lap Fulton streaked through the twisting backstretch and into the east turn, his front wheel hit a loose spot and quick as a flash he was down! Christian swerved to avoid the fallen Triumph and took the lead. Fulton was now on his feet and leaping for the saddle as he flung the little bike into the straight in an all-out effort to catch the fast stepping Christian. Two laps later he had accomplished just that! So fast had been his recovery that Patton and Gicaletto had been unable to overtake him and they remained third and fourth respectively.

Going into the ninth lap Glen Patton met with misfortune and crashed heavily in the west turn. The red and white flag went out as the ambulance moved onto the track and the three remaining contenders toured slowly, holding their positions and waiting for the go-ahead flag. It soon developed that Patton

## Walt Fulton, Riding a Triumph, Wins Texas TT

Text and Photos by Cliff Trussell

WALT FULTON, well known in these parts as Sales Representative for Mustang Motorcycle Corp., became the new Southwest T.T. Champion after a thrilling 12-lap duel with Lee Christian.

The event was sponsored by the Waco M/C and was held on their new 1/2-mile T.T. track. Things got underway (about 2:30 P.M.) with the novice races, top honors go-

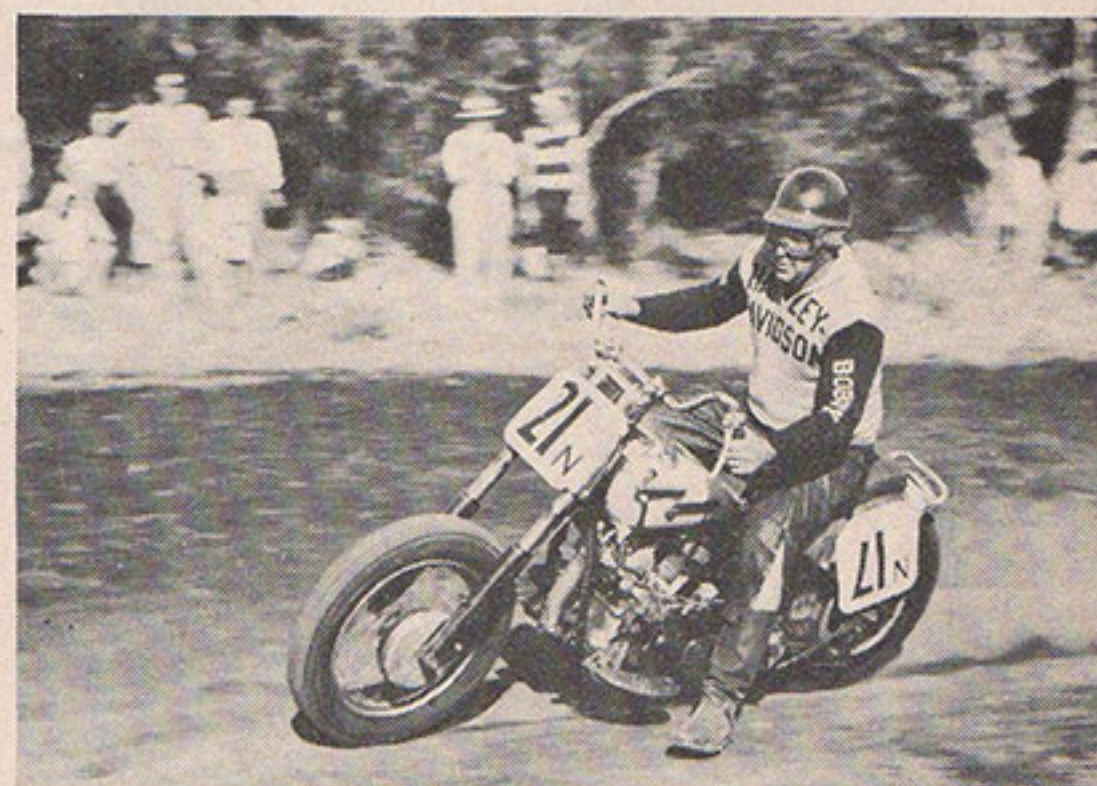
Bill Anderson (Harley OHV), the old master, won expert final, had bad luck in champ race

ing to Roy Dearing, of Amarillo, for his win in the 45 final. Big Bobby Johnson was the outstanding amateur of the day, riding in his usual consistent fashion to take first place in the amateur 80 final. Bill Anderson of Houston was top man in the expert 80 final.

The boys in the pits were sweating it out as the six fastest men of the day moved to the line for the start of the championship race. Intently watching the starter were Christian, Anderson, Gicaletto, Meador, Patton, and looking somewhat out of place among the big Harleys, Walt Fulton on a howling Triumph.

The flag dropped for a good start and Fulton led the pack into the first turn and out of sight behind the trees. The crowd was straining to see the first rider reappear down the back stretch. There he was! A flash of blue and white among the trees. Fulton, still leading, came on through the east turn and onto the long straight with Lee Christian in hot pursuit. Bill Anderson was very much in the race and seemed to be planning a strong bid later. Once more the flying Fulton disappeared through the trees with five Harleys screaming at his heels. Fulton was setting a hot pace and appeared to be increasing his lead.

Again six motors roared out of sight, only four reappearing. Anderson and Meador were

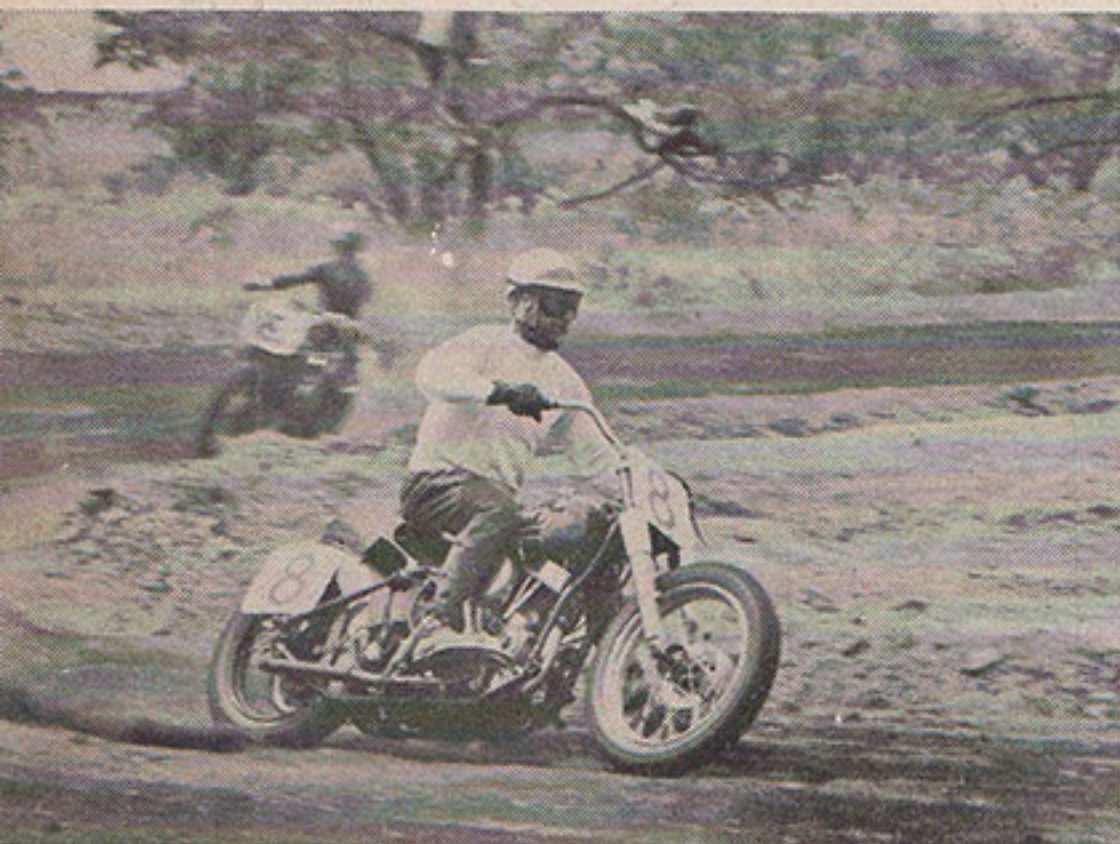


Bobby Johnson (Harley OHV) won the amateur final. Note stripped forks, Flanders handlebars

had a broken leg and could not be moved until the leg was splinted. After six slow laps the track was cleared and the Fulton-Christian duel was resumed. Through the tenth and eleventh lap they fought it out with Fulton holding his lead.

Through the backstretch on the last lap Fulton widened the gap and victory appeared certain, but Christian now made his final move. He threw caution to the winds and hurled the big Harley into the east turn in a desperate bid for victory. Fulton saw the Harley come into the straight alongside his Triumph and wound on the urge, crossing the finish line just half a length ahead of the big red Harley-Davidson.

It was a great race won by a grand sportsman, who would be the first to admit that Lee Christian had given him some of the stiffest competition of his racing career.





# DRY LAKES SPEED TRIALS

## TWO HUNDRED MACHINES SHOW UP FOR GLENDALE MOTORCYCLE EVENT

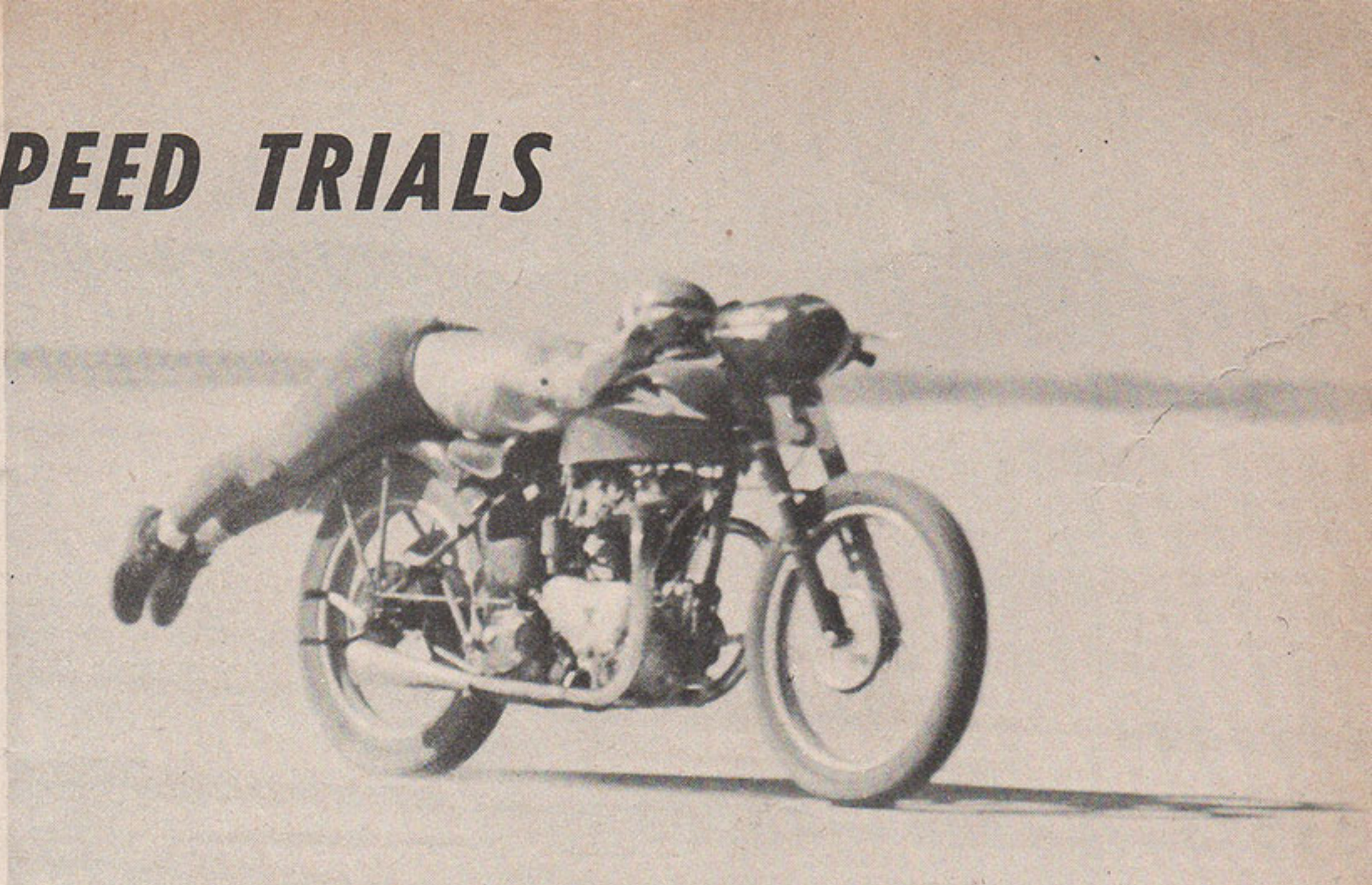
Photos by Bagnall, Pollard and Wheel

### SUMMARY OF TIMED TRIALS

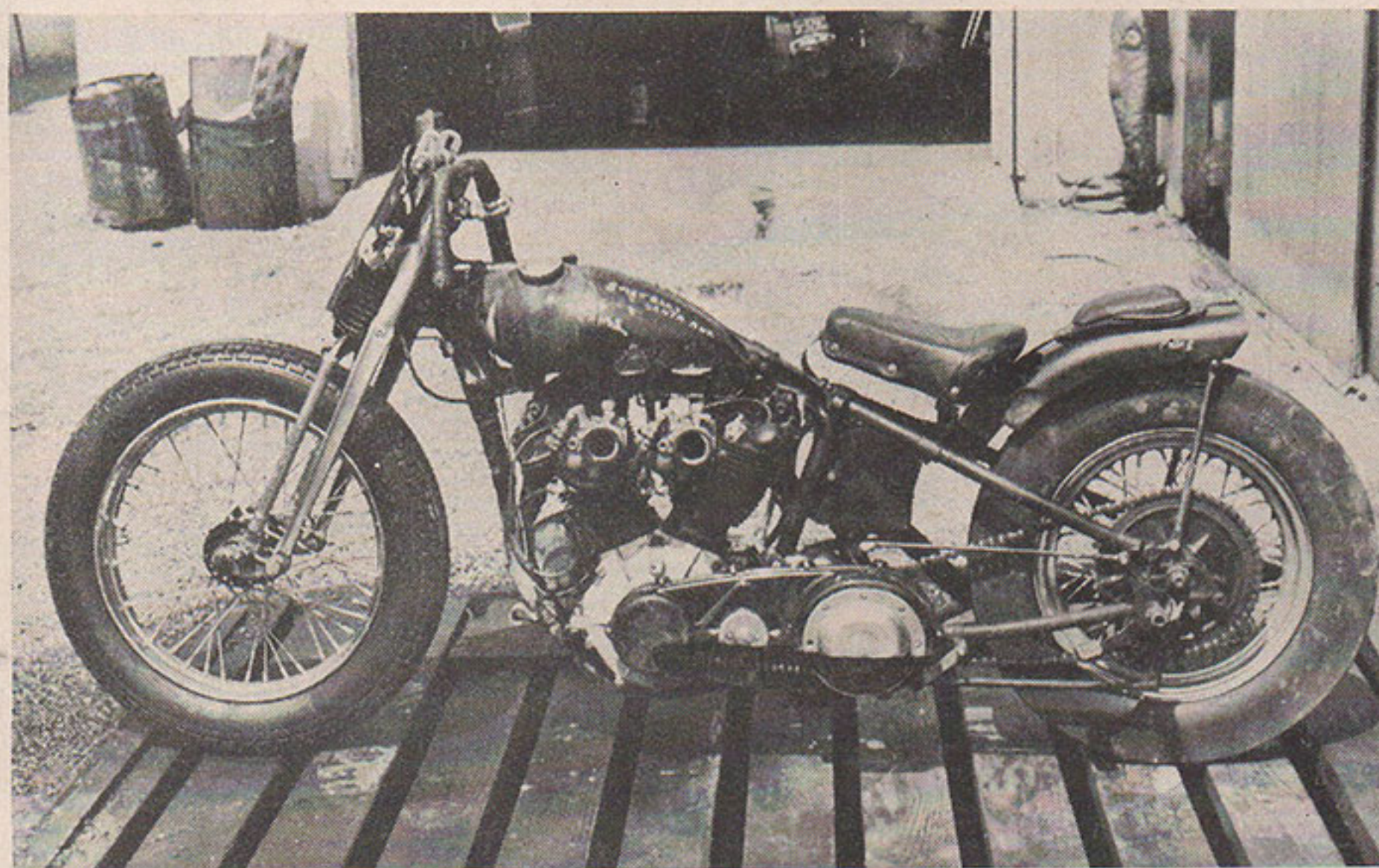
Name	Make	Speed
Fastest Time of Day		
Chet Herbert	H.D.	142.85
<b>OPEN CLASS</b>		
Chet Herbert	H.D.	142.85
Schaller-Irwin	H.D.	141.18
<b>80" CLASS</b>		
Jim Hunter	H.D.	123.55
Tom Tellin	H.D.	115.93
L. W. Krant	H.D.	113.79
<b>74" OHV CLASS</b>		
J. E. Coffey	H.D.	122.19
F. J. Shepherd	H.D.	121.85
M. A. Woods, Jr.	H.D.	115.02
<b>74" SV CLASS</b>		
Mike Tucker	Indian	122.45
Robert Byron Everitt	Indian	108.43
Mel Denesen	Indian	97.45
<b>61" CLASS</b>		
Joe Simpson	H.R.D.	135.85
H. W. Davis	H.R.D.	123.12
Bud Wilson	Indian	119.37
<b>45" CLASS</b>		
C. J. Emde	H.D.	111.46
Dale Sloupe	H.D.	110.42
D. Tespinger	Indian	101.98
<b>40" CLASS</b>		
Bobby Turner	Triumph	132.65
Bob Asadurian	Triumph	129.03
Sonny Christian	B.S.A.	116.66
<b>30.5" CLASS</b>		
Bud Hare-Chuck DeBoer	Triumph	126.50
Fred Asadurian	Triumph	117.68
Ed Iskendarian	Triumph	116.89
<b>21" CLASS</b>		
Allen Dunn	Velocette	111.80
Lloyd Bulmer	Velocette	104.22
S. Nottingham, Jr.	Velocette	98.77
<b>15" CLASS</b>		
Bill Landefeld	Puch	67.16

RIGHT—This BSA at lakes event indicates trend of riders going to lighter machines. This 'cycle has a homemade head and twin ignition

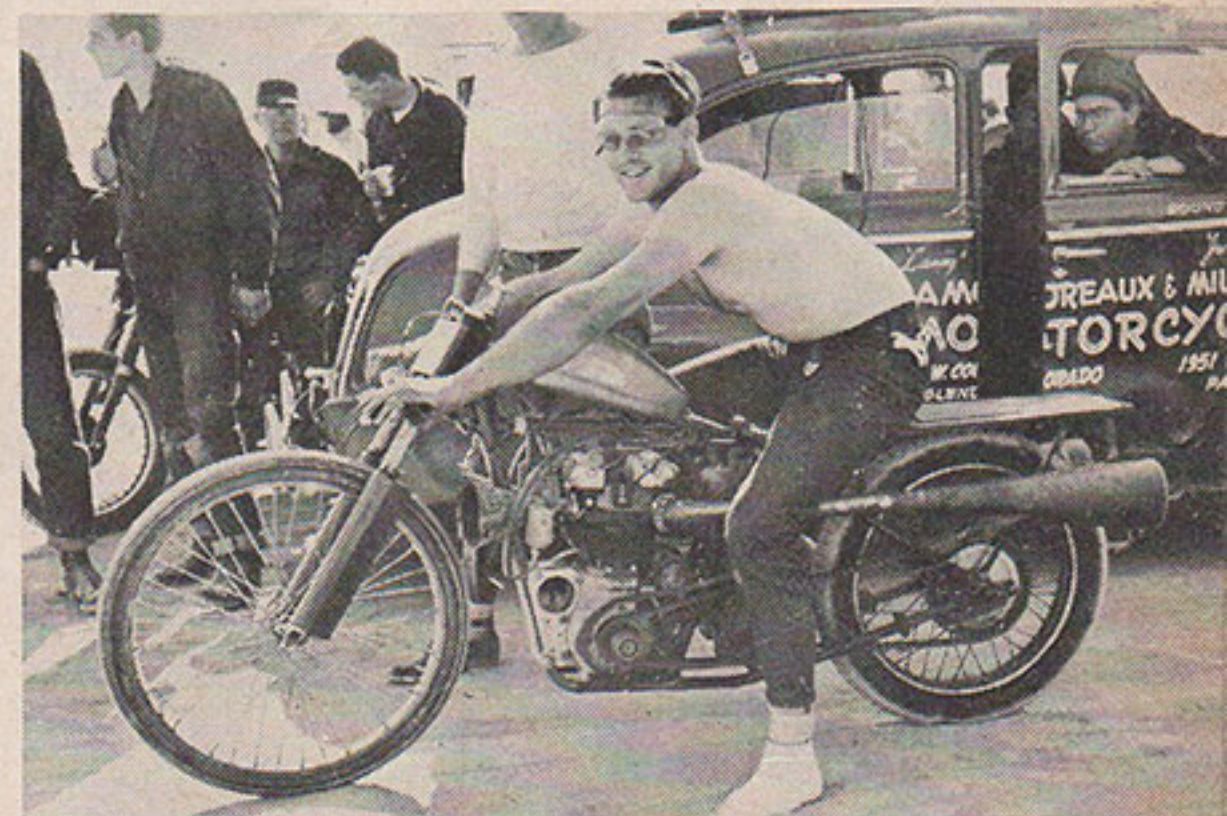
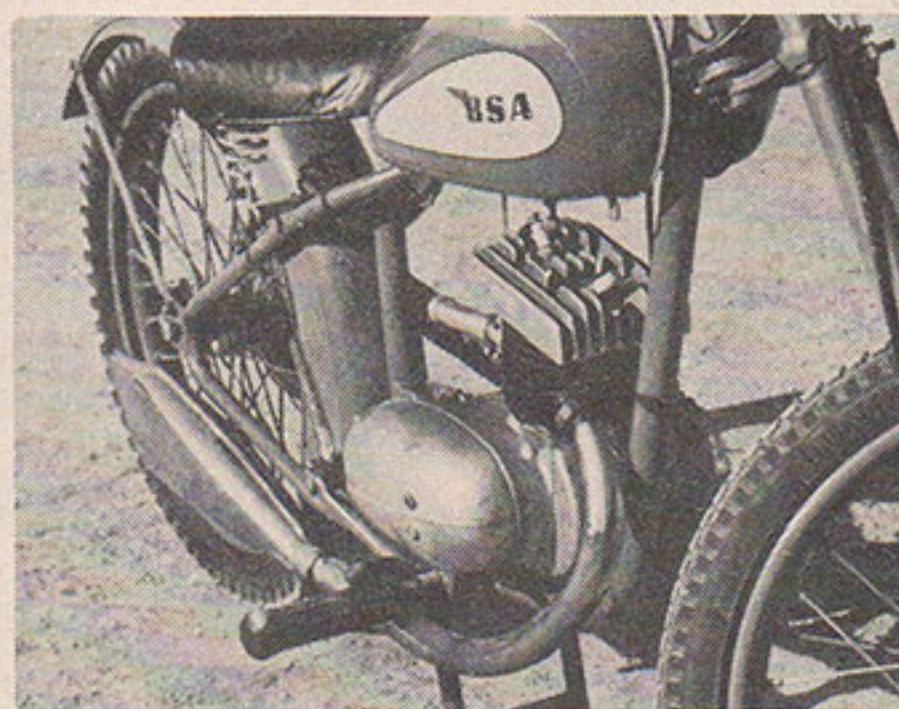
BELOW—Twin traps were used by Glendale M/C for their speed trials. One side (separated from other by centerline) was for faster machines (over 100 mph), other was for those under 100 mph. Reason was to speed up running of trials, for around 200 machines were on hand



FASTEST Triumph Thunderbird (40 cu. in.) at Glendale M/C event, with Bobby Turner riding. Time was 132.65 mph. Prone position is now accepted method of riding through traps



"THE BEAST" (above) had fastest time of the day, turning 142.85 mph. This machine has a late OHV engine, mounted in a VL frame



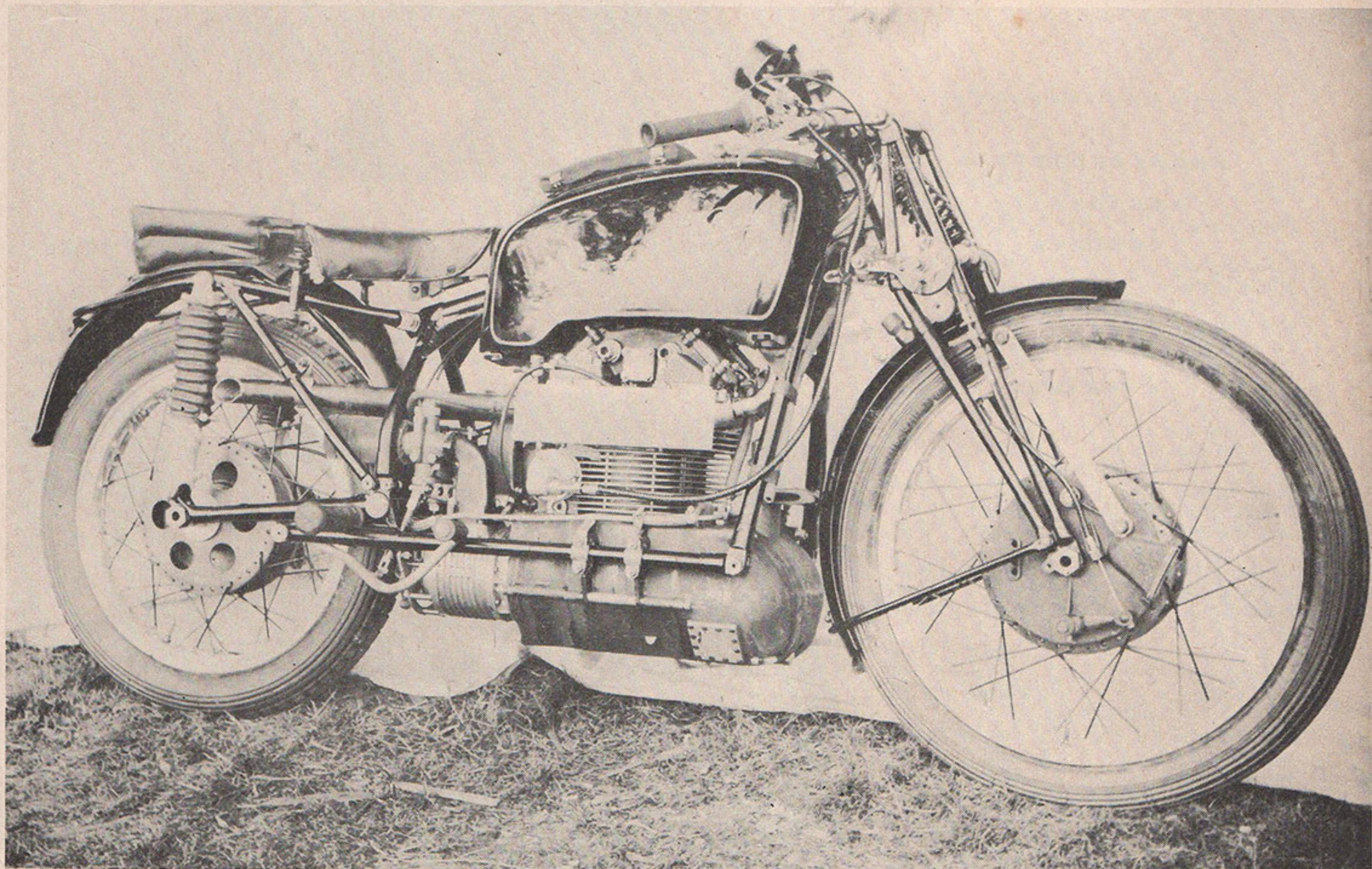
UNUSUAL T-100 Triumph (30.5 cu. in.) has reversed head, is ram-jetted (two funnels) and has a funnel exhaust for better scavenging. Handlebars are mounted lower on forks, which have had coverings removed and have been streamlined. Platform (on which Chuck De Boer is seated) is built so that rider can lie flat on machine during runs. Bud Hare is the co-owner



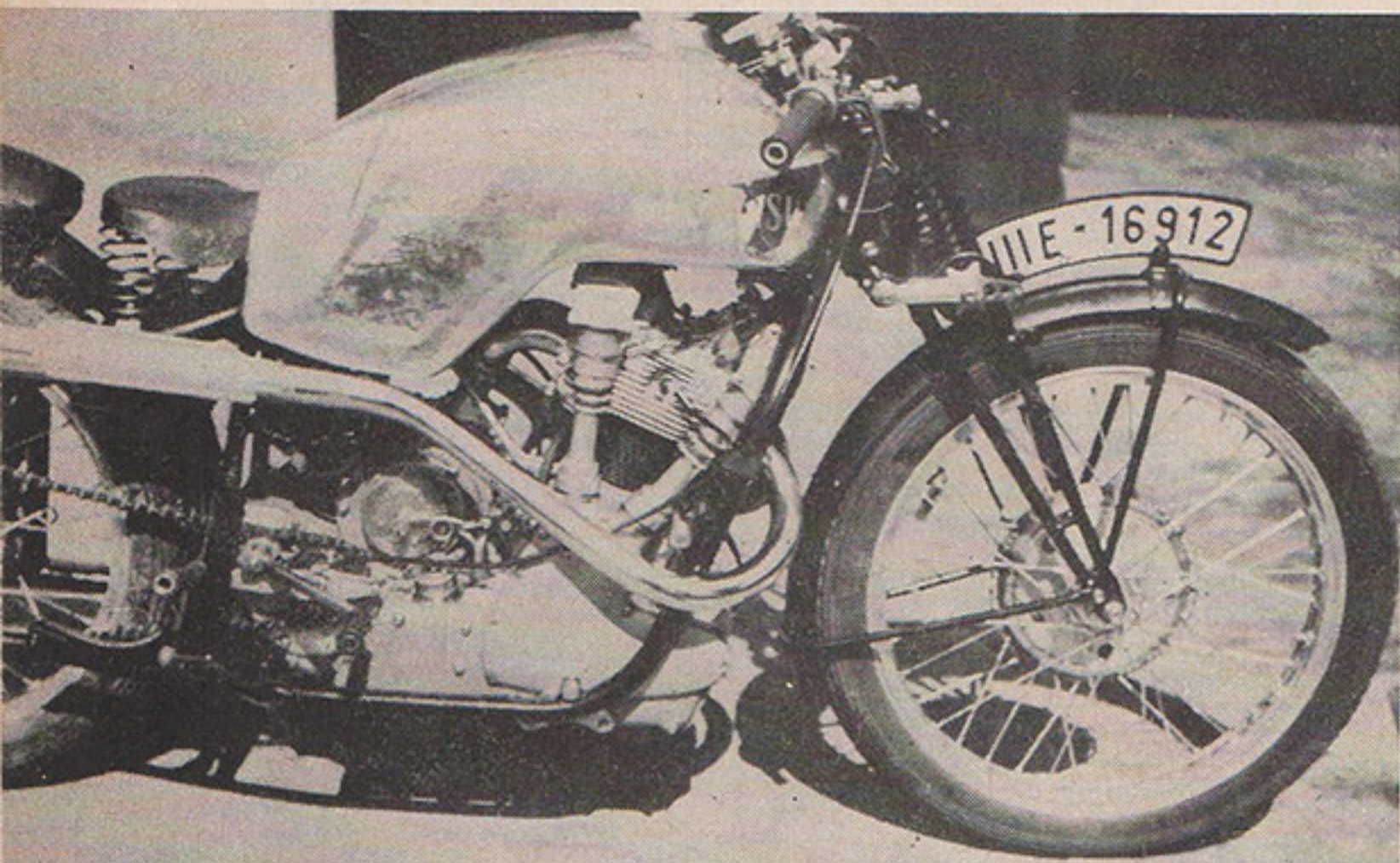


# UNUSUAL MACHINES . . .

*From Germany, England and Belgium*



*Motorcycle*

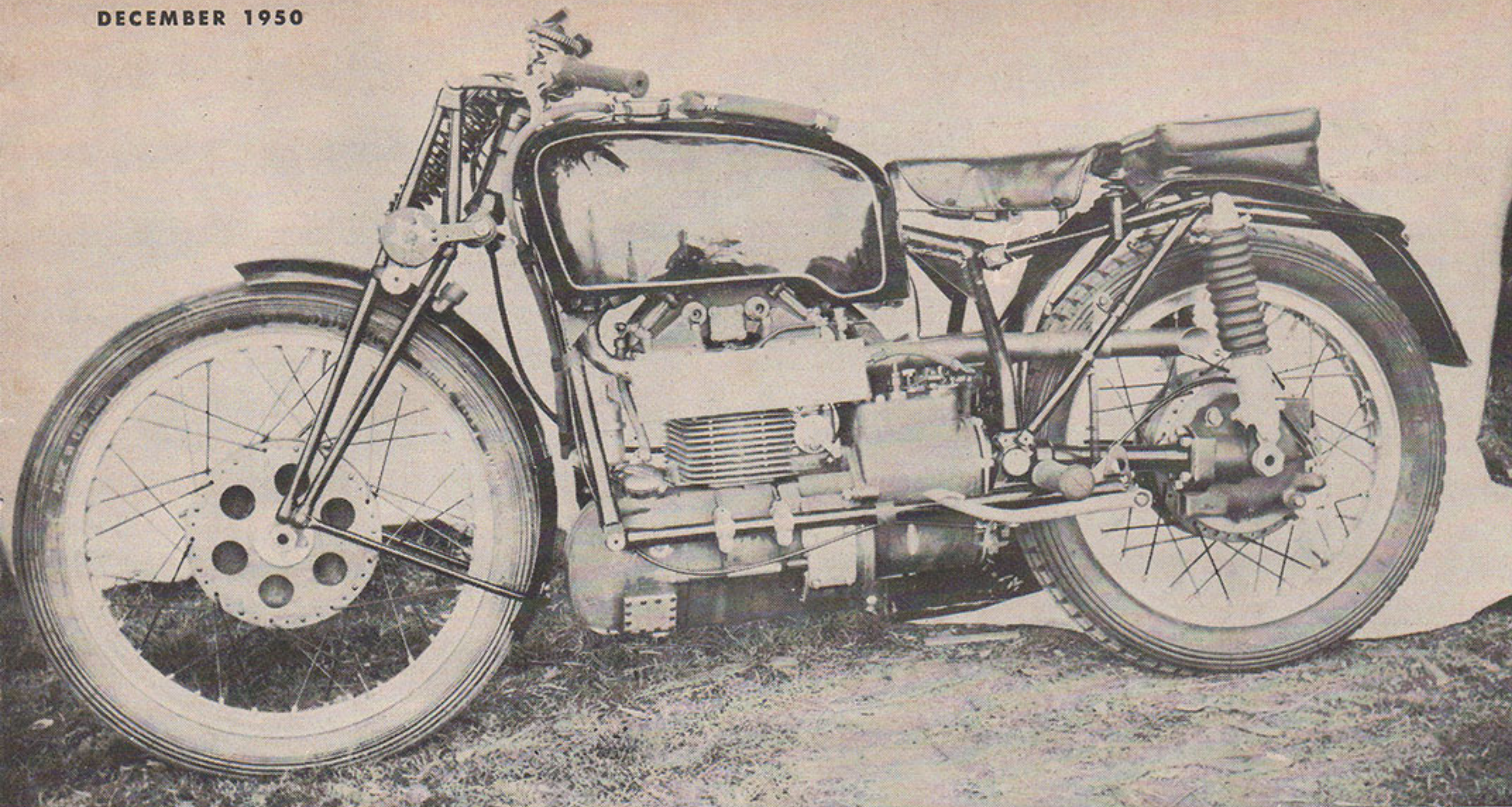


*Motorcycle*

ABOVE—The German-built NSU shown here made its first appearance in the 1939 Isle of Man TT races. Having a cylinder displacement of only 21 cu. ins., the engine was designed so that it could be later made in 30 cu. in. form. It is now being raced in Germany in both these engine sizes. The original job had a supercharged vertical twin engine built-in unit with the four-speed, foot-change gearbox and a 1¾ gallon oil sump. Twin overhead camshafts driven by twin sticks and bevel gears were employed. The light alloy heads had shrunk-in valve

seats and were heavily finned. Cylinders were of steel with fine machined finning. The engine was inclined forward for best cooling. Both pistons rose and fell together. The ribbed crankcase was parted on the center line of each cylinder. Four flywheels and a central main bearing were used. The centric type supercharger was driven by a pair of gears and a duplex chain. Primary as well as final drive was by chain. The machine had box type rear springing and girder type front forks. The job was too new and didn't go well in 1939. Today's models, while basically unchanged, have been further developed and are now very reliable. The centric type supercharger has been replaced with an eccentric-vane type blower, similar to the Cozette used on the blown BMW. The compression chamber between the supercharger and the inlet ports has also been changed. The 21-inch job now develops 70 bhp and the 30-inch model develops 99 bhp (statements recently made by the NSU factory). Heiner Fleischmann's 500 cc model has been placing second only to George Meier's blown BMW and has in several of the recent races won over Meier. Both the NSU and blown BMW have been lapping the Grenzland ring (road racing circuit in Germany) at speeds over 130 mph. Spectators with stop watches have clocked these machines on the straights at over 160 mph. (Huge crowds attend these races, as many as 300,000 spectators having been reported.) The blown NSU is not light; the 350 weighs 440 lbs. and the 500 weighs 486 lbs. with full tanks. Fuel, however, accounts for a lot of this excess weight as the machines require huge fuel tanks. The 500 uses a litre of alcohol per kilometer (about 2.8 mpg). The NSU factory believes in the theory that racing improves the breed, since they have spent over 50 thousand dollars on racing during the last year. They are now building a 500 cc unblown racer for next year's continental road races, Germany now being allowed to race in 1951 under the F.I.C.M. Before the war NSU built a complete line of bikes including some very good 500 cc OHC singles. Today's output is confined to several lightweight models which can be purchased here in the United States at a reasonable cost

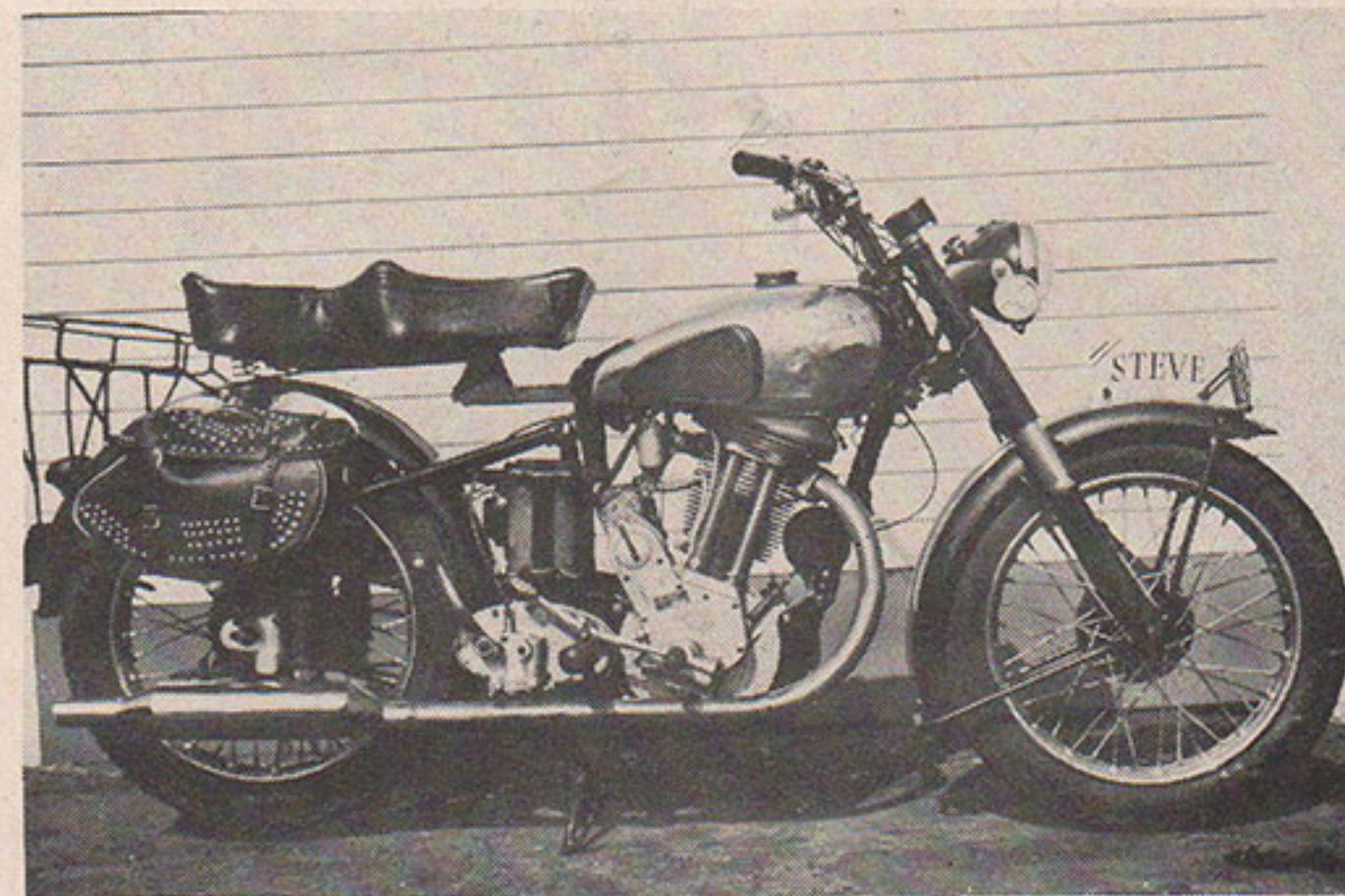
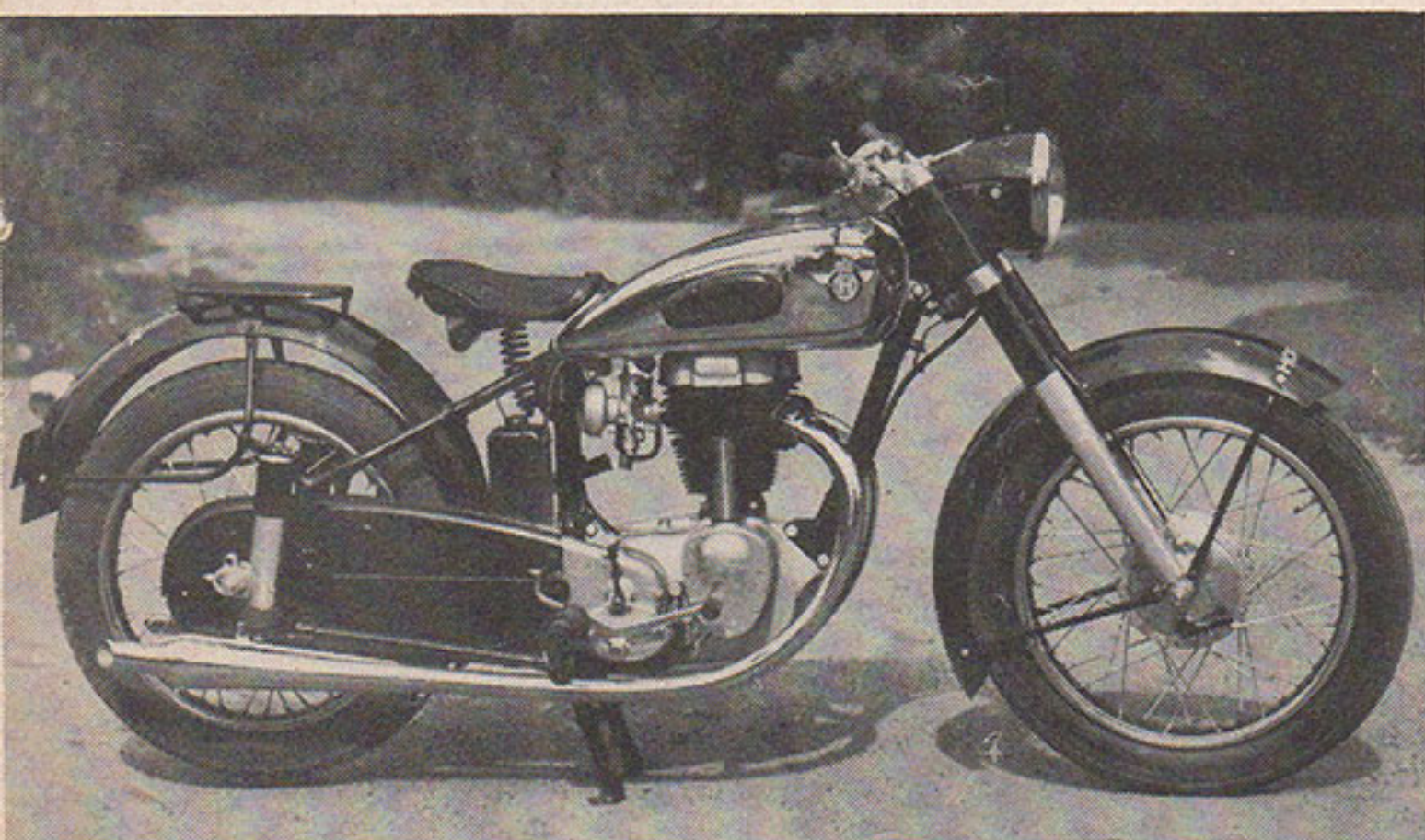




Motorcycle

LEFT AND ABOVE—Built in 1939 to compete against the blown BMW, this shaft-driven Velo. was used in practice by Stanley Woods in the 1939 Isle of Man TT. It was not considered ready for the race by the Velo. works so Stanley rode an unblown Velo. single and finished 4th. George Meier and Jock West took first and second with the blown BMW's. Maximum speed and bhp were not given but were presumed to be equal to the BMW. Designed by the late Harold Willis only one machine was built. It has not been raced post-war. The layout of this motorcycle is probably the best twin cylinder design ever built. The supercharged 500 cc OHV camshaft, twin-cylinder engine had twin counter-rotating crankshafts parallel with the frame and geared together. This eliminated all engine torque. While this is not too important (inertia torque of the rotating flywheel and cranks in an engine such as the opposed BMW is so small that it causes the rider no trouble and is in effect only when accelerating and decelerating), the counter rotating cranks gave the engine a theoretical perfect balance. The engine and gearbox were in a unit and mounted directly to the frame by four clips on the sides of the engine and from two points at the rear of the gearbox. Aluminum shields were bolted to the side of the heads and were shaped to act

as air scoops to force air around the cylinder heads. The gearbox was located on the nearside and was driven from the nearside crank. The offside crank drove the blower. Exhaust ports faced the rear and the intake pipes entered the front of the heads. Final drive was by a shaft, enclosed in a torque tube. (Driving torque on a blown racing motorcycle is considerable. With an open driveshaft there is a torque reaction which tends to cant over the driving unit of the rear wheel. This torque is resisted by the rear wheel spindle and by whatever type of rear springing that is being used. Any type of rear springing is not exactly a rigid structure and can cause some unsteadiness under certain circumstances with an open shaft drive machine.) The torque tube employed by the Velo. absorbed all driving torque, giving a shaft-driven motorcycle free from all torque, both inertia and driving. Rear springing was of the swinging arm type with Dowty air-oil legs. Forks were of the girder type. (Telescopic forks, while being quite suitable for touring machines, are not generally accepted for high speed racing machines. Besides being heavy, steering is not as good, especially under heavy front wheel braking.) Brake drums were centrally located in massive hubs and were ventilated; air scoops were also provided for cooling



Photos by Harold Speer

ABOVE—1949 Sarolea 600 cc OHV single with spring frame, somewhat altered by hard-riding owner, G. Stevenson of Watertown, Mass. Taylor Air-flow saddle fitted in place of original nose-snug model. Handlebar risers, another non-standard item. Saroleas are made in Herstal, Belgium—not currently imported in this country. Note sidecar lugs. This is a favorite European sidecar machine usually used for extended tours

ABOVE—The 1950 Horex pushrod OHV single 350 cc, made in Germany. Imported for own use by bike hobbyist, this is probably the only one in the USA. Remarkably clean design evidenced by: engine and gearbox in unit, telescopic front and rear springing, oil-bath-enclosed rear chain. Engine oil tank is recessed below the battery and is completely out of the way. However, it has an easily reached filler cap



# HIS FIRST MOTORCYCLE RIDE

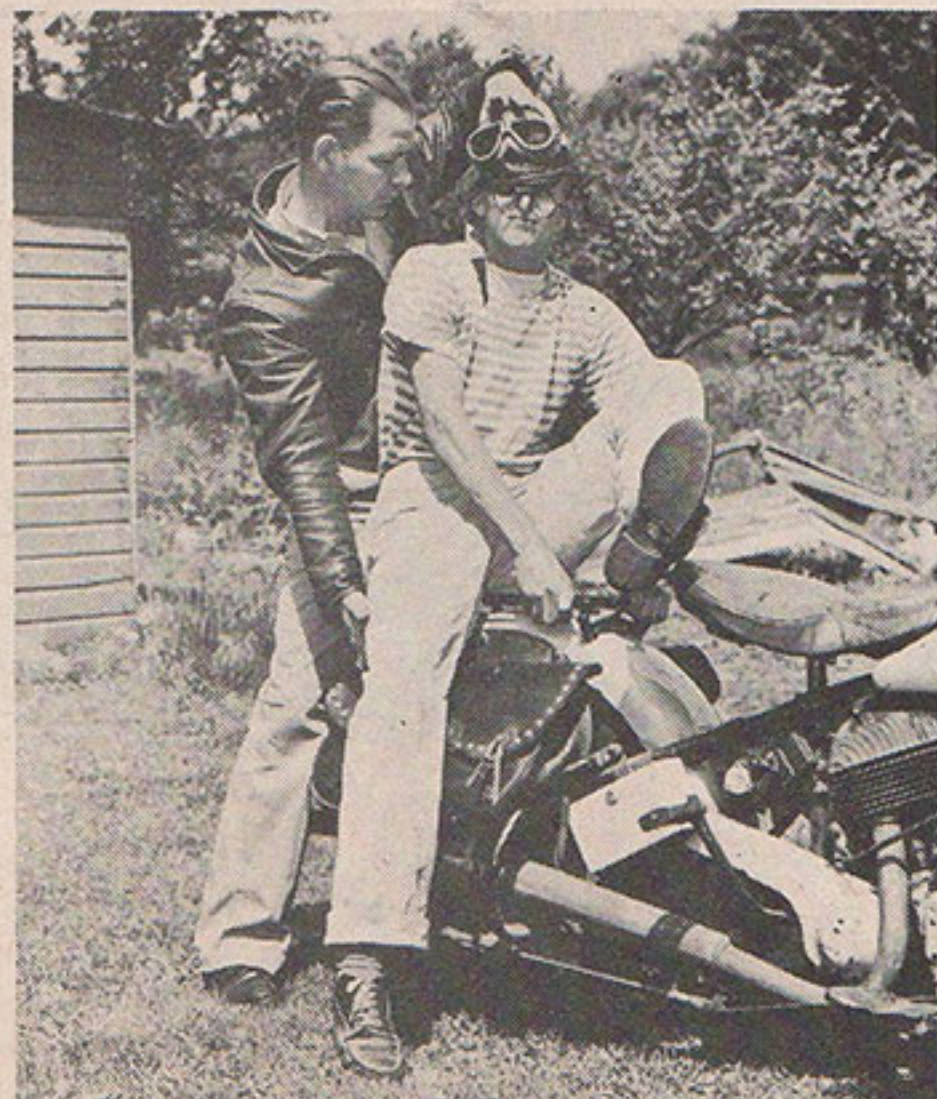
Text and Photos by Eric Wahleen



1. He is offered a ride on a motorcycle and promptly declines the invitation.



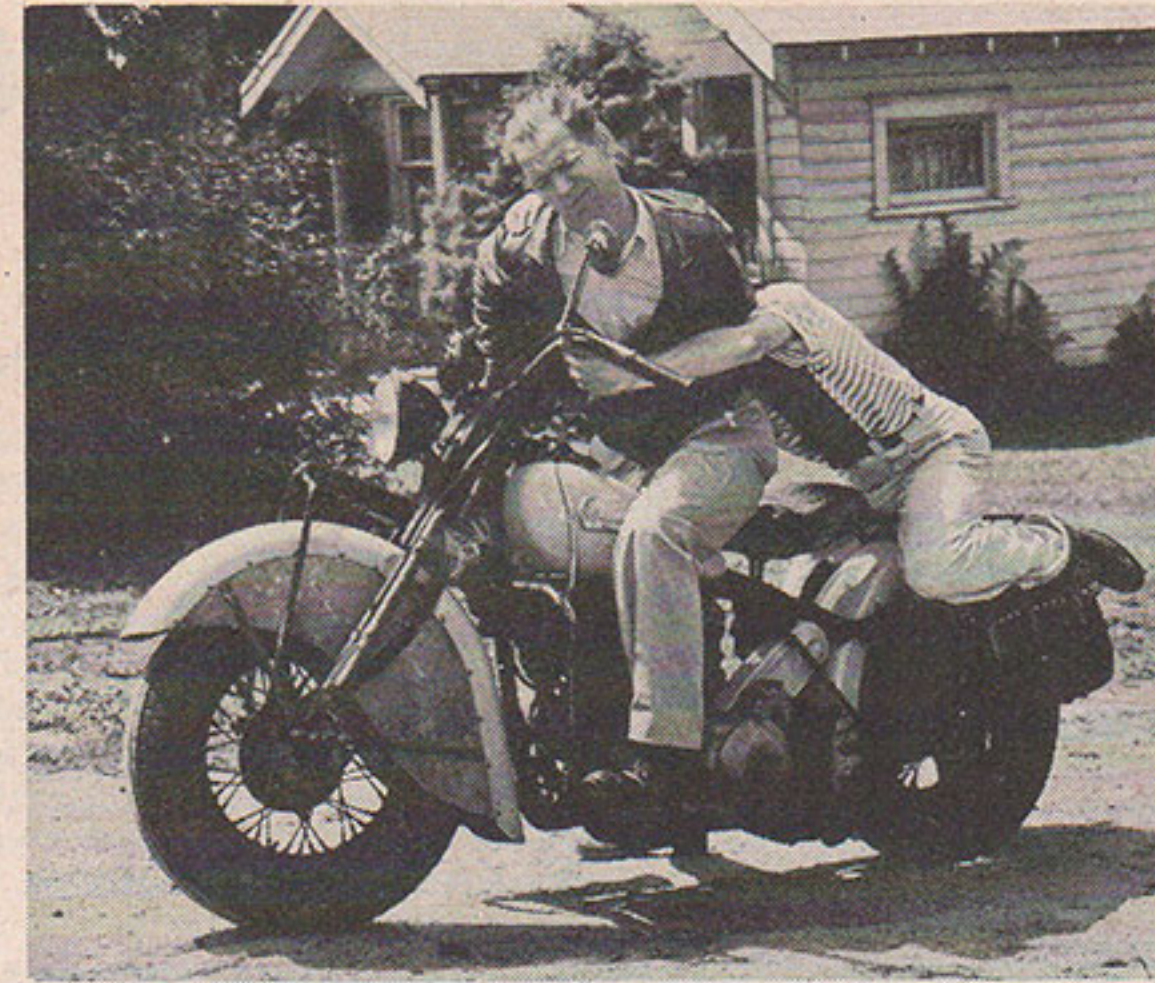
2. Strong persuasion is necessary before he changes his mind.



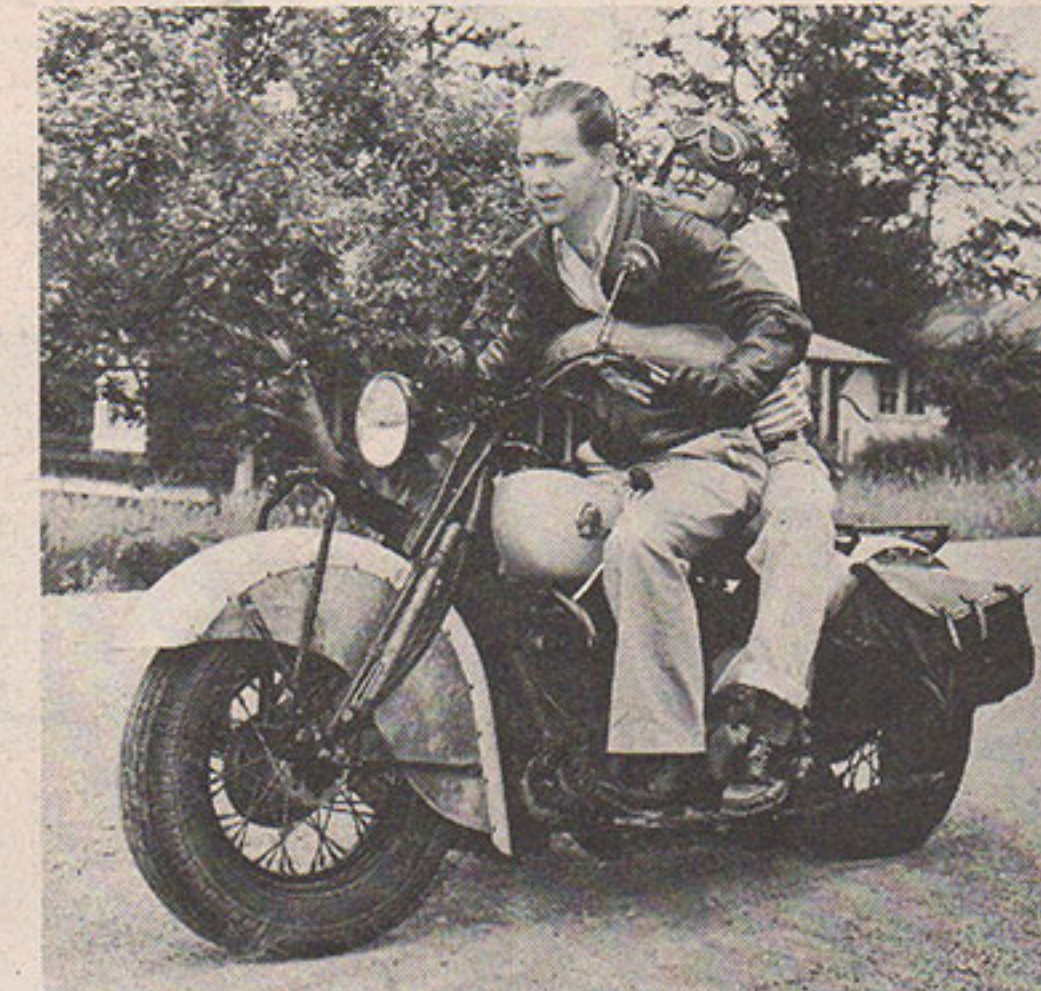
3. In spite of his protests he is shown where to sit and is given a helmet to wear.



4. Starting the motorcycle is not easy. The passenger hangs on to the pilot's arms as though he were dangling over the edge of a thousand foot precipice.

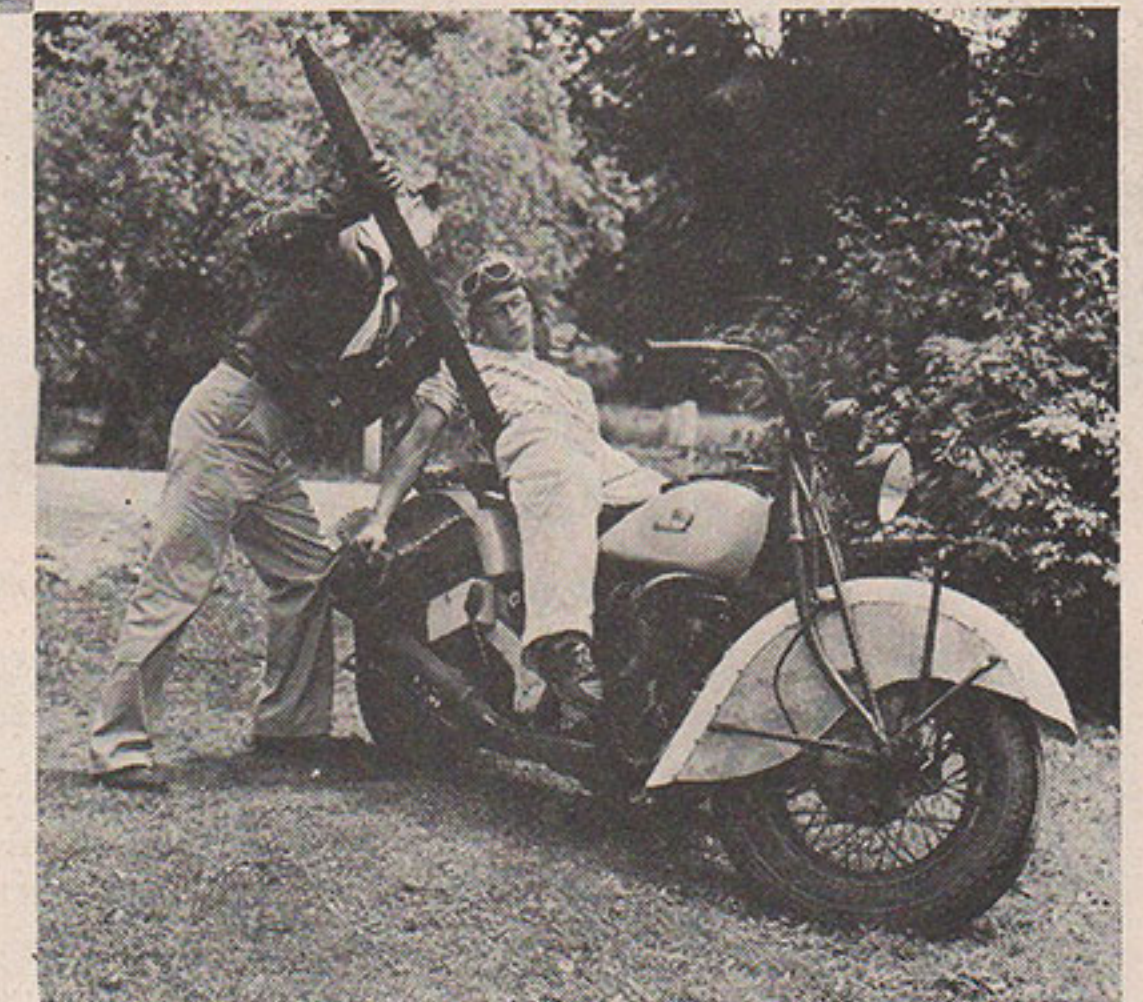


5. With the motor started and ready to go, the passenger is hauled up into position. He sticks like a burr.



6. The driver's pulling gets results. The passenger lets go suddenly and causes a partial eclipse of the driver's vision.

7. Rolling merrily along at a sedate 40 miles an hour, the passenger hangs on for dear life, as though he would fall off at any moment, though there is only a remote possibility that he will fall off unless he deliberately throws himself off. The rider has a hard time breathing with such a tight grip on his middle.



8. The ride ended, the passenger is practically welded to the motorcycle and has to be pried off. He swears he will never get near a motorcycle again, though it was merely his imagination at work that frightened him. BUT—



9. The next ride is entirely different. The mountain has reduced its dimensions to a mere molehill. He rides along with the utmost nonchalance, discovering he really likes it after all. The next step is a machine of his own.

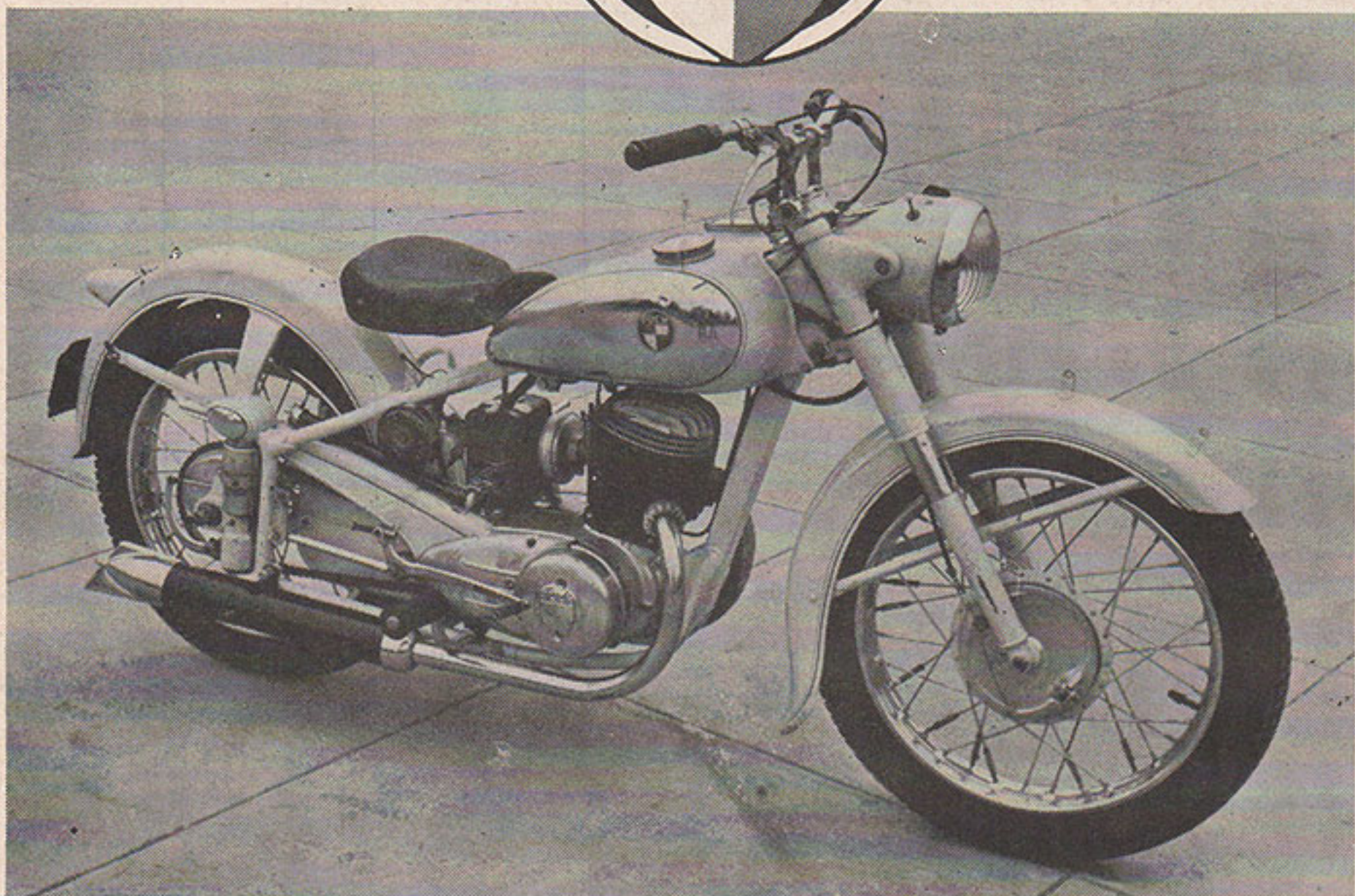


# TESTING THE **PUCH** 15-250 cc TWIN PISTON



By Officer H. Filker—Alhambra P.D.

Photos by Medley

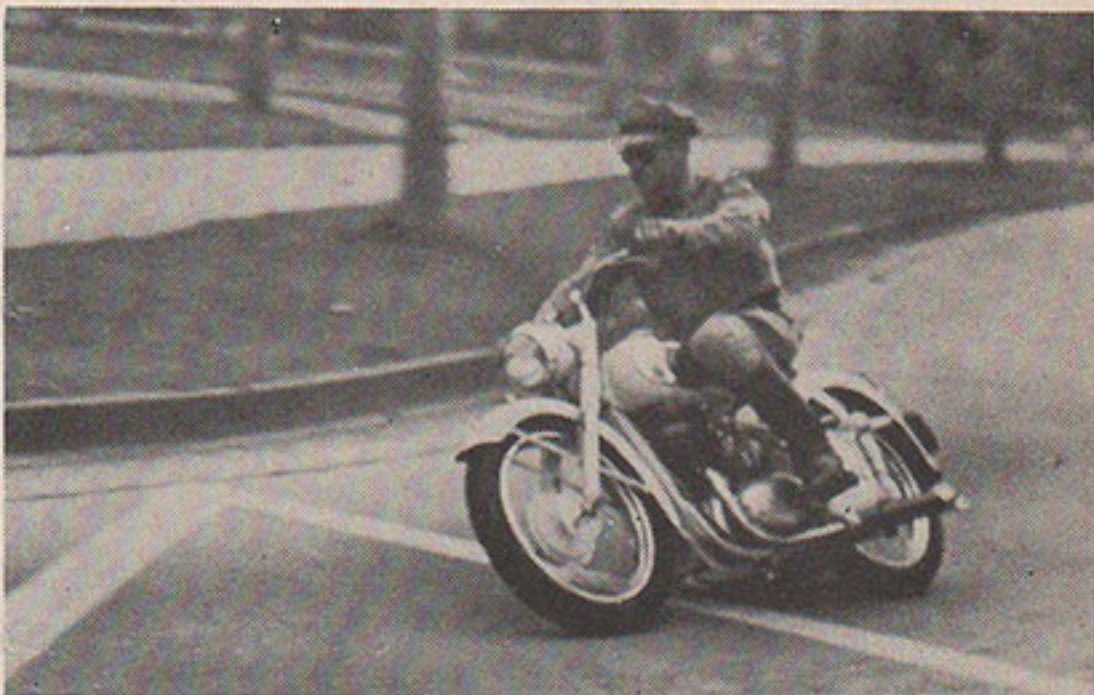


Neat-appearing machine, capable of being used in all types of sporting events and on highway

FROM Austria comes the Puch 250 TF, a machine using a twin piston engine arrangement to good advantage. It doesn't compare to the Vincent "Comet," about which I was so enthusiastic last month, but then the engine is only half the size. Nevertheless, its speed in all gears is almost comparable to the average 21 cu. in. cycle.

The machine for this road test (engine No. 305851) came from the new location of Cooper Motors, 4401 So. Figueroa St., Los Angeles, Calif. It had been used on a "Hare and Hound" run the previous night and had to be changed back to standard gear ratio (2.32:1). This particular model had been loaned out as a demonstrator and had been ridden in many events, so was not a new machine. There were dents and scars on many parts as evidence of some of its battles (to which I didn't contribute, for I did not fall off this time).

The tested motor had a set of 4-inch risers and the standard handlebars were still on, giving a very good riding position. Everything else was as from the factory. The seat on the Puch is the lever type, hinging at the



No difficulty in getting around sharpest corners

front, with two long springs running parallel to the frame. The seat springs are well hidden between the rear frame members and are easily adjustable. The seat consists of a heavy piece of rubber covering a metal frame and could use more padding, particularly on trips of very long duration.

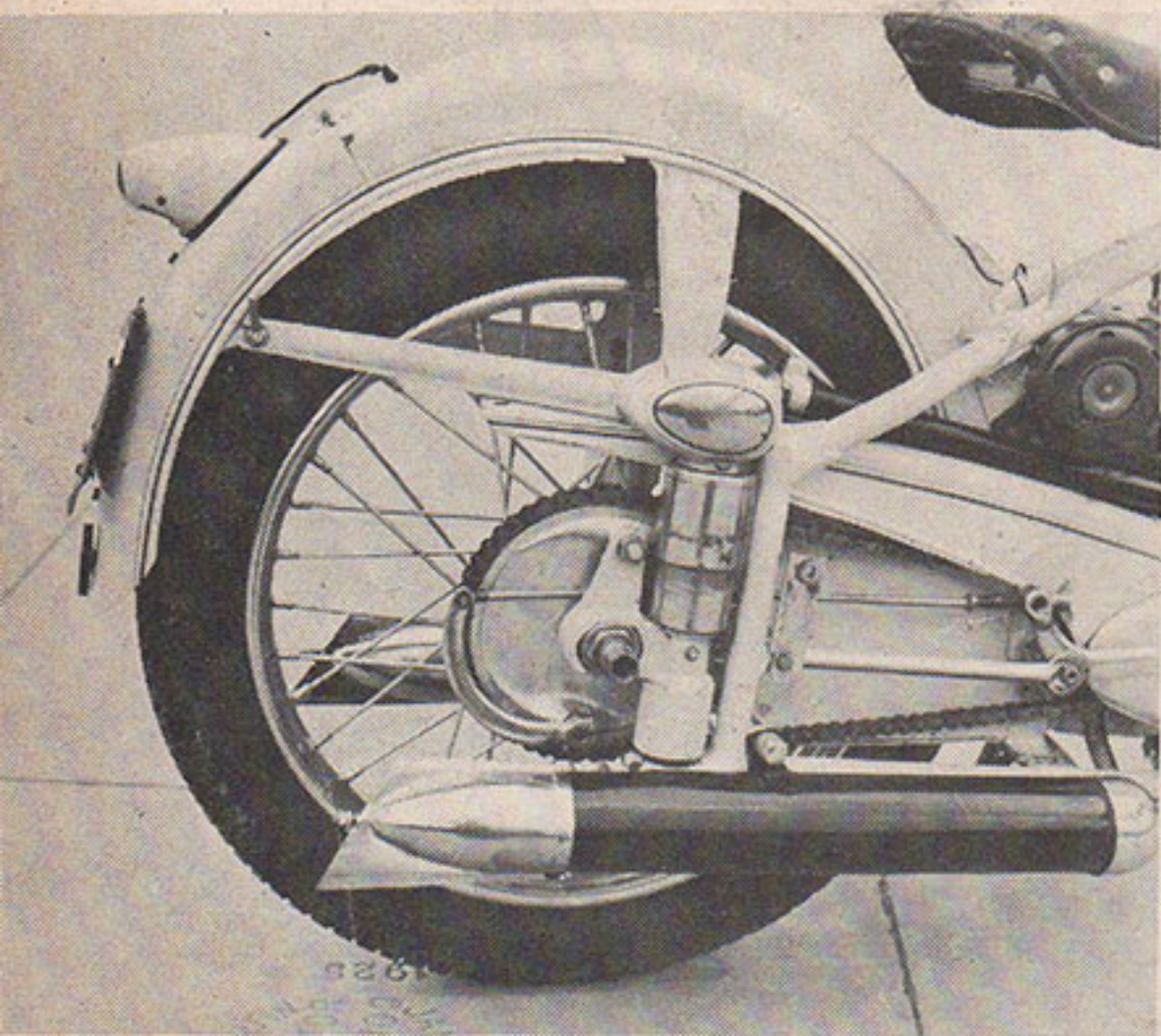
The 250 cc (15 cu. in.) Puch uses an engine with a twin piston arrangement that develops more power than the average two-cycle engine. The two pistons are connected to a Y-shaped rod; on the lower downstroke, the piston on the exhaust side is slightly ahead, and on the upstroke, the intake port is closed by the piston travel at just the right time to give better scavenging and intake effect. Bore is  $1\frac{25}{32}$ " and stroke is  $3\frac{17}{32}$ ".

The ignition switch, a small push-pull plug in the top of the headlight, is shown to be on by a red light alongside. The coil is in a metal box (that looks like a tool box) located on the left side of the machine.

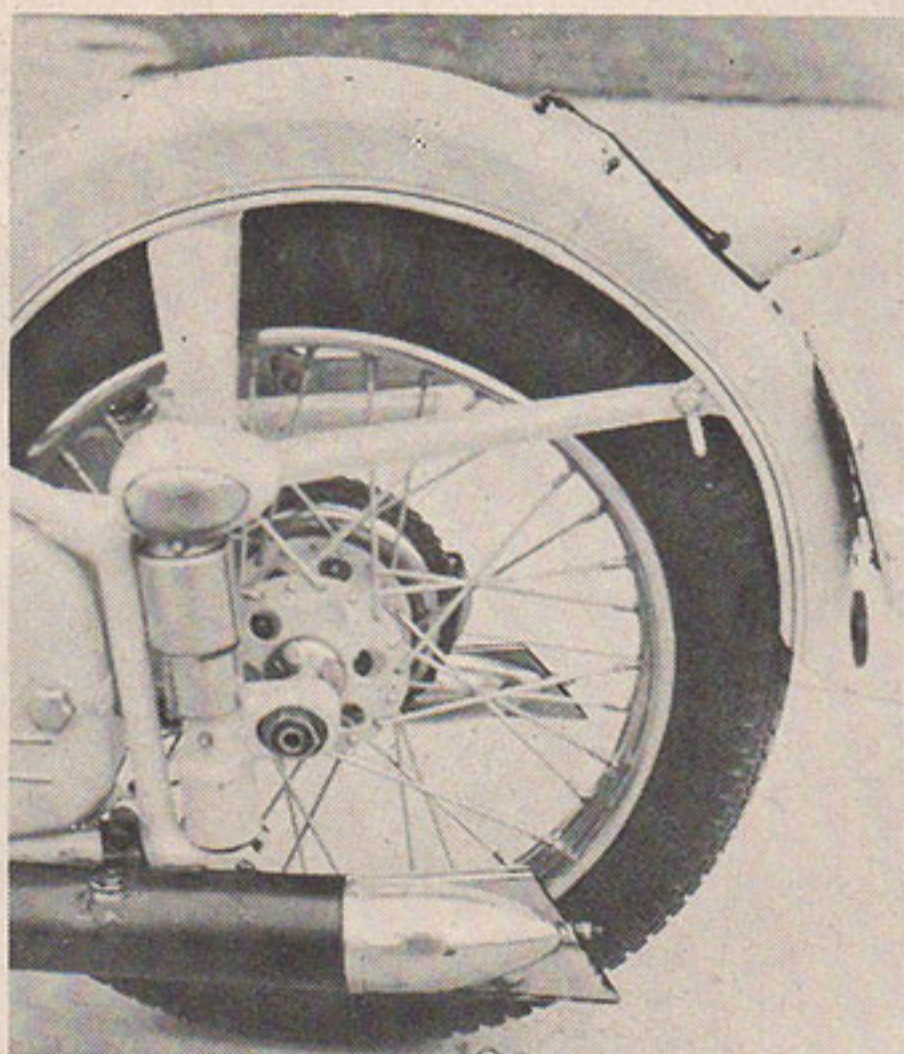
Color scheme of the Puch is cream, except for a black panel on both sides of the tank. Exhaust pipes are chrome, mufflers are black and the tips are chrome. The tips, incidentally, are removable for competition riding.

Front suspension has telescopic action, oil dampening; the rear has an easily adjustable spring frame. Tire sizes are 3.25x19. A good

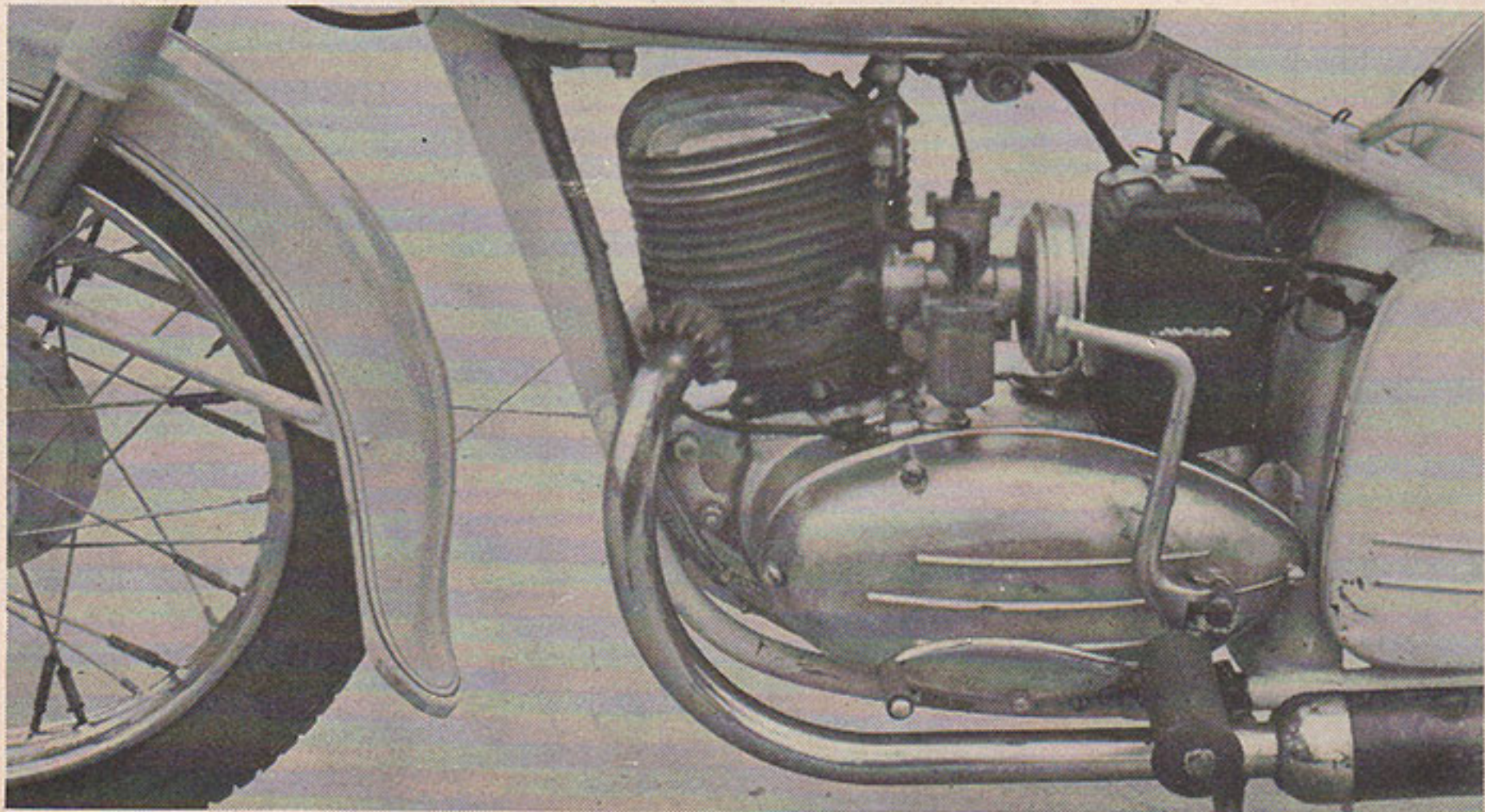
Novel kick-starter pivots off transmission housing. Puch engine has a simplicity of structure



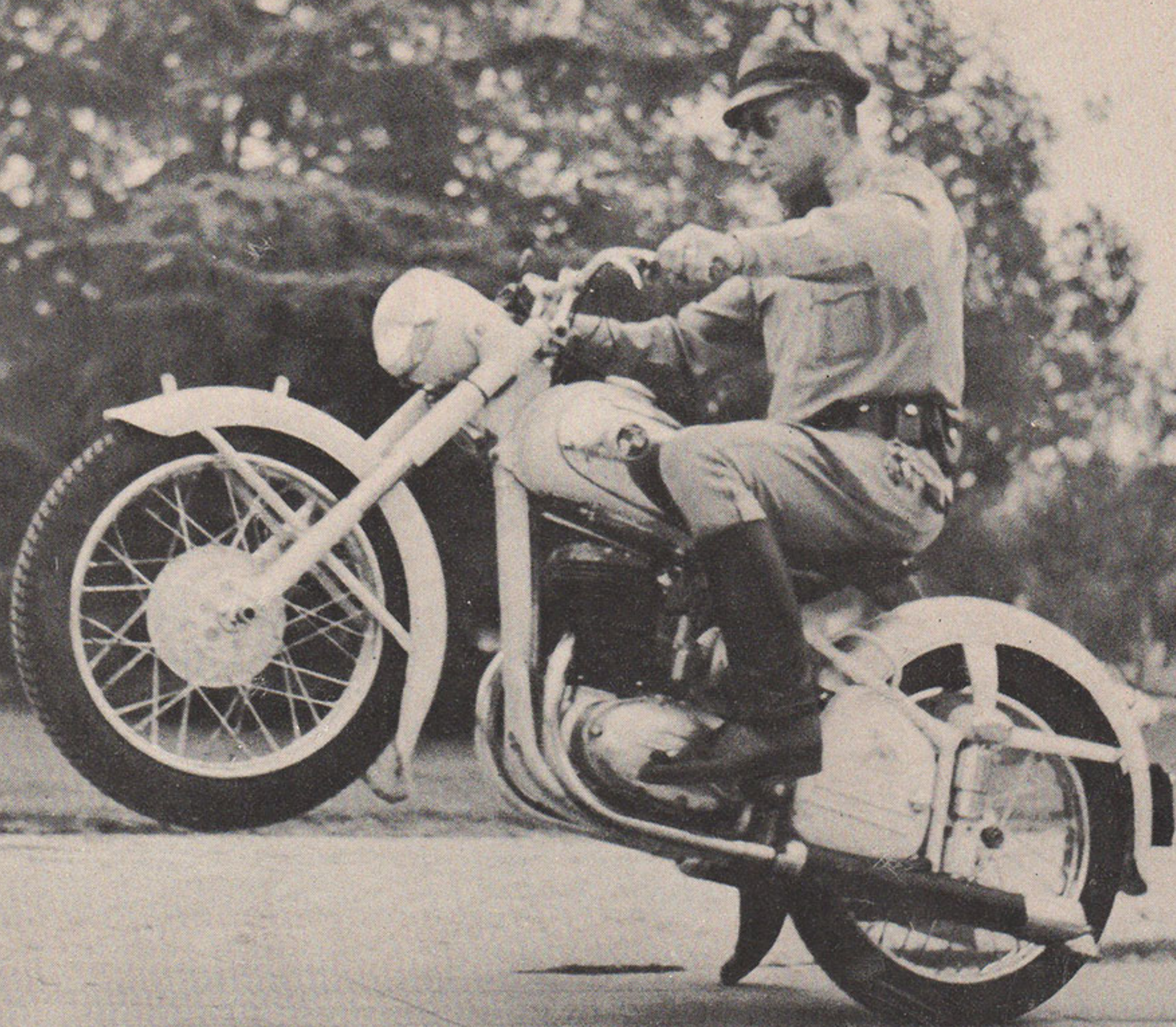
ABOVE—Puch rear suspension gives comfort



ABOVE—Exhaust tips are easily removable







Acceleration of the Puch 250 TF is more than you would expect from a 250 cc twin-piston machine

feature of the Puch is the fact that the rider doesn't have to mix his own fuel (gas and oil). The gasoline tank has two compartments and two filler necks: gas (right side, holding 2½ gallons, plus ½ gallon reserve) and oil (left side, 2½ pints of oil). The gas and oil is mixed automatically before going to the engine.

This particular model is a very good traffic machine, easily out-accelerating normal traffic. The little engine is lively enough to unload a rider, as I found out in the acceleration tests—the front wheel would go as high as the rider could handle it (see photo).

The Puch is also suitable for English trials,

"Hare and Hound," runs and/or field meets. It is a good highway cruiser, running very smoothly right up to its top speed (64 mph). It should cruise at 55-60 mph indefinitely. As for gas mileage, a careful rider could get over 100 mpg at a cruising speed of around 40 mph. I got around 80 mpg on this test, much of which was in and around Los Angeles.

#### PERFORMANCE SUMMARY

##### ACCELERATION

- \*Standing start to 30 mph—8 sec.
- \*\*Standing start to 50 mph—15 sec.
- \*\*\*Standing start to 60 mph—21 sec.
- \*Low gear only.      \*\*Low and second.
- \*\*\*Three gears used.

#### BRAKING

- From 25 to stopped, rear brake only—46 ft.
- From 25 to stopped, front brake only—43 ft.
- From 25 to stopped with both brakes—25 ft.

#### SLOW RUNNING

- High gear without "chain jerk" 14 to 15 mph

#### SPEED

- Maximum in low—30 mph
- Maximum in second—43 mph
- Maximum in third—58 mph
- Maximum in high—64 mph\*
- \*Factory quotes over 70 mph top

## General Specifications

**ENGINE.** Puch two-stroke double piston engine with one-way gas flow. Aluminum alloy pistons.

**POWER OUTPUT.** 12 bhp at 4500 rpm.

**CYLINDER CAPACITY.** 15 cubic inches.

**BORE.** 1 25/32" each cylinder.

**STROKE.** 3 17/32".

**COMPRESSION RATIO.** 6.2 to 1.

**CONNECTING ROD.** Secondary connecting rod articulated (pivoted) on master connecting rod.

**CARBURETOR.** Needle jet carburetor, 1 1/32 inch bore.

**LUBRICATION.** Engine driven oil pump, connected with carburetion throttle control, oil flow governed by engine speed and load. Separate oil tank inside fuel tank. Capacity 1½ quarts oil.

**TRANSMISSION.** Four gear drive. Contact exclusively by dog couplings. Engine ratio to rear wheel: Low 18.7 to 1; 2nd 10.2 to 1; 3rd 6.8 to 1; High 5.2 to 1.

**GEAR SHIFT.** Foot gear shift and hand clutch.

**BRAKES.** Large Brakes. Diameter 7 1/8", width 1 1/32".

**REAR SPRINGING.** Telescopic rear wheel spring suspension, spring action adjustable for road and weight requirements.

**WHEELS.** Deep well rims, 3.25 x 19. Wheels easily detachable.

**FUEL TANK.** 2½ gallons gas, plus ½ gal. reserve.

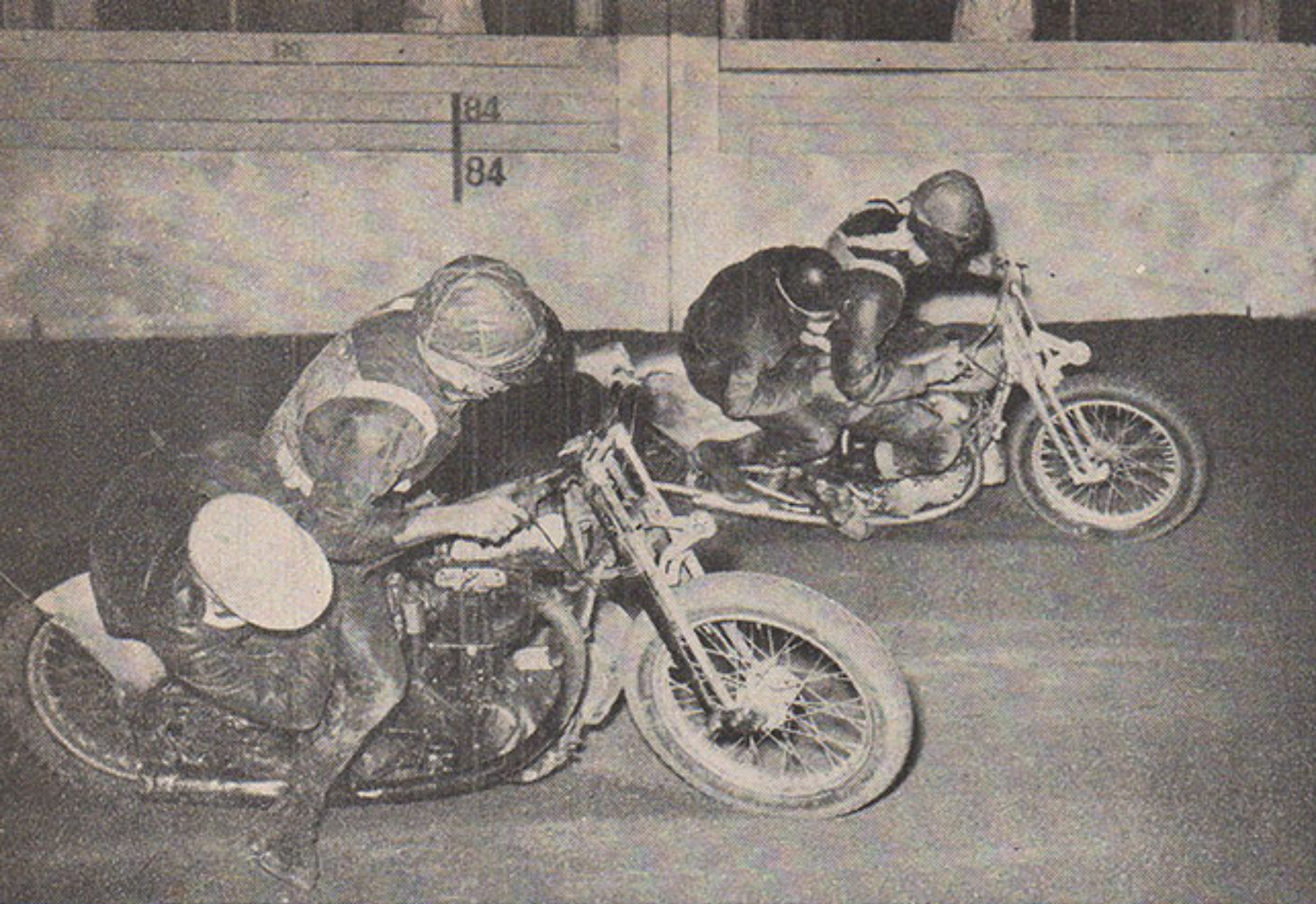
**FUEL CONSUMPTION.** 80-100 mpg.

**MAXIMUM SPEED.** Over 70 mph.

**WEIGHT.** 305 lbs. Front—125 lbs., Rear—180 lbs. With rider, Front—200 lbs., Rear—295 lbs.

**TURNING CIRCLE.** 13'2".





ABOVE—Bert Martin (61 cu. in. OHV Harley-Davidson) leads unidentified rider of Norton in sidecar race at the Showground Speedway

Text and Photos by  
Clarry Rial

UP TO NOW, I have not mentioned the sidecar class of racing which is run on both these circuits (Fisherman's Bend and Ballarat). At Fisherman's Bend, two sidecar races are usually run, the Victorian Sidecar T.T. and the Sidecar Handicap. At Ballarat, only one sidecar race is run, known as the Sidecar Grand Prix. The distance of the races at both circuits is between 21 and 25 miles. As I have mentioned, in a previous article (Nov. '50 CYCLE), sidecar racing is extremely popular in both track and road events

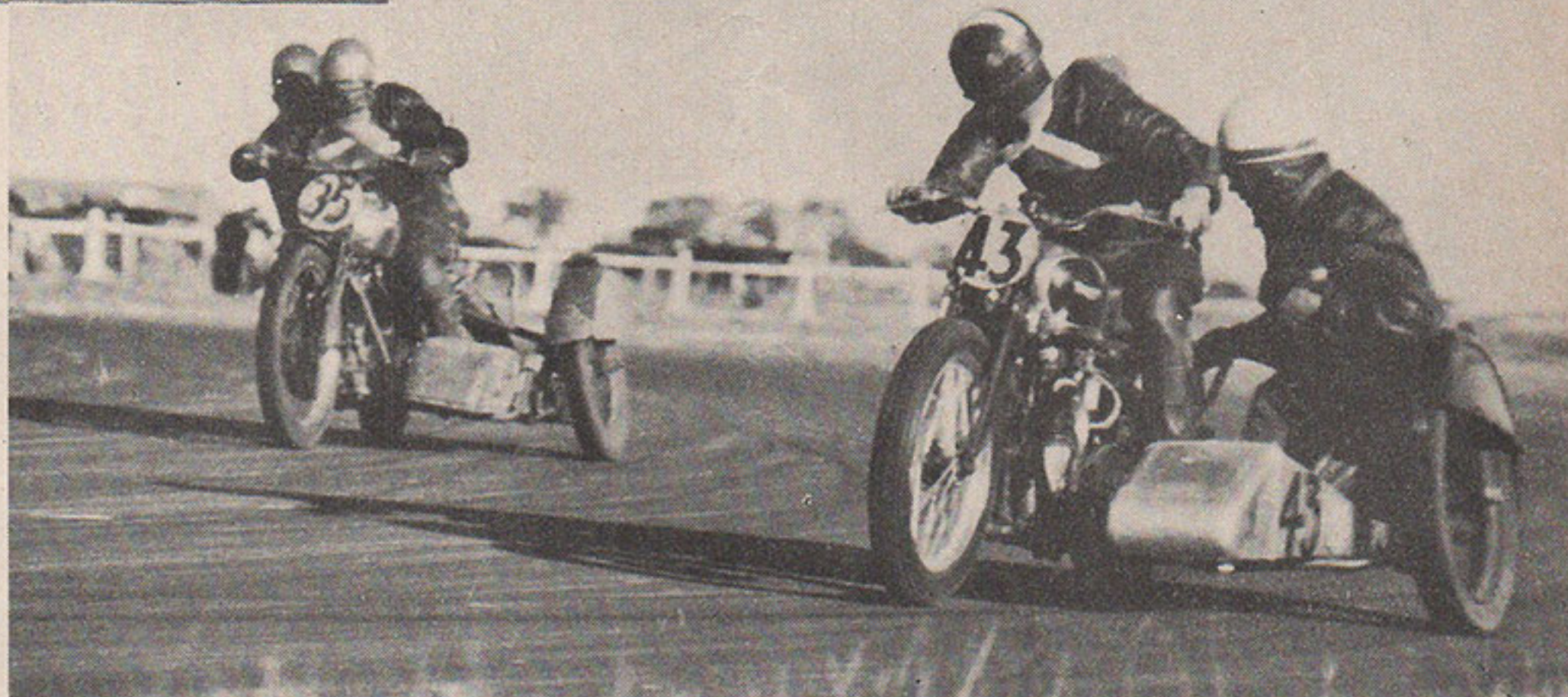


A thrilling spill on night speedway in the sidecar class. Machine is overhead cam Norton

throughout the country, by both the participants and the spectators. Perhaps, at this stage, one should go a little deeper into this matter.

To the more or less casual observer it might appear that sidecar racing is, first and last, a test of sheer strength on the part of rider and passenger. Actually, this is by no means the case. Not only does the rider of an outfit have to possess skill and judgment, but the man alongside must be extremely nimble-witted, to say nothing of being something of a mind reader. Should he fail to read the rider's mind at a critical point, it is quite in the cards that the pair of them may renew their acquaintance in a land where sidecars are non-existent! It is this vital importance of synchronization between two individuals which makes sidecar racing quite unique, and particularly from the participant's point of view, gives it its peculiar fascination.

Happily, however, an occasion such as this seldom happens in road racing; on the other



Sidecars at Fisherman's Bend. Scrap between Ted McGann (Triumph) and Norm Cook (Ariel)

hand, it has been known to occur in certain types of track racing. On the rare occasions when a momentary breakdown in rider-passenger telepathy does occur, the results are invariably the same: the sidecar or rear wheel aviates, the outfit runs out of road, executes a very neat double roll, the air is filled with sparks and possibly clods of earth and bad language; invariably an official or first-aid man or both, runs up in a terrific panic, lifts the outfit off the prostrate crew, with much heaving and puffing, and says, "Are you all right, old man?" And either they are or they aren't! Seriously, however, sidecar racing can hold a peculiar fascination for those witnessing these events and this is proved by the popularity of this athletic sport throughout the country.

In road racing, at the circuits mentioned, the sidecar class usually provides competition with a capital "C," the best riders and outfits from all over the country are on hand to show their paces. Where there are large entries in the sidecar field it is often difficult to ascertain their order on the initial getaway, owing to the fact that they are usually very tightly bunched together.

Earlier in this article, I mentioned a make of motorcycle which we have here in Australia, in connection with the Lightweight or 250 cc class of racing. I referred to the DKW. In view of the fact that these bikes are somewhat unorthodox, I am sure readers will be interested in the photograph herewith (on Page 23) and some of the technical details.

We have approximately six special DKW machines in this country, not to be mistaken for the normal type DKW production jobs. They are not genuine "works" racing machines as used by the German ace riders on the Continent like Kluge, Wuensche, Winkler, Fleischmann and Geiss, but they do, however, bear some resemblance to "works" racers.

## MOTORCYCLES "DOWN UNDER"

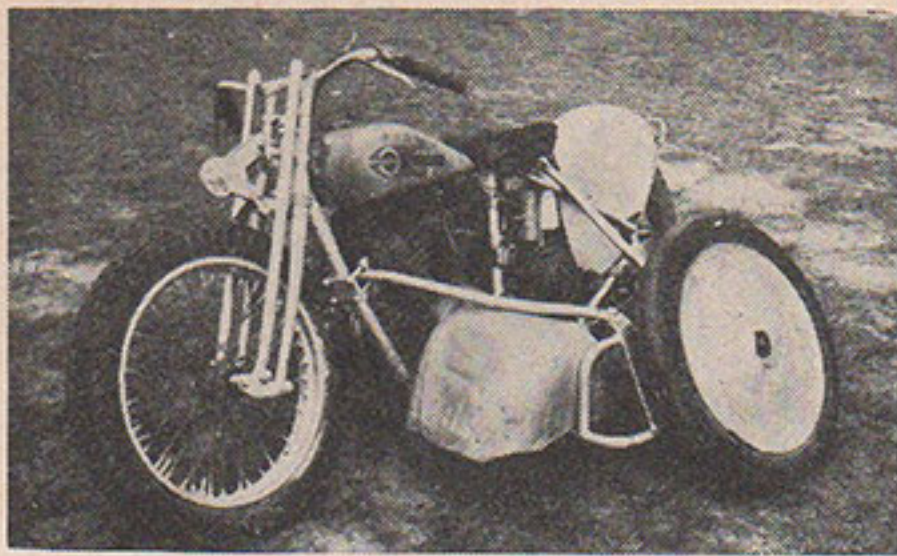
SOME NOTES ON CIRCUITS,  
RIDERS AND MACHINES

These six machines are racing replica models and the vintage is, I understand, 1939. The capacity of the engines is 250 cc and they are two-stroke, water-cooled. They are of the twin-piston type with horizontal, forward-mounted, piston-compressor and twin carburetors. The cooling radiator is carried between the two front down-tubes of the frame. The cylinder heads appear to be air-cooled but this is not the case. The heads are made of aluminum alloy and are heavily finned to assist the water-cooling. They are beautifully made and when looked over at close range, the superb finish of these Continental racing machines is immediately apparent.

As most people are aware, the DKW was manufactured by the German Auto-Union combine before the war. During the Hitler regime, the Continental policy, as represented by Germany, was to discount all normal commercial considerations and to regard racing successes as state propaganda, subsidized by state money. Obviously, heavy state expenditures resulted in the fine, efficient supercharged, multi-cylinder machines such as the BMW and the DKW.

The 250 cc DKW genuine "works" racing jobs differed in many respects to the type we have here. They were, first, considerably faster than the models out here and, in the second place, the engines differed in that they employed an entirely different type of blower. Although the "works" blowers were also of the piston-type, they had a separate crankshaft, gear-driven from the main crankshaft. In the head of the blower cylinder there was a gear-driven, rotary inlet valve with a carburetor at each end. The engine and gearbox were separate units. The spring frame member was pivoted close to the gearbox and had a spring box at the rear end of the main frame. And, in this case, the cylinder heads were made of aluminum-bronze, held



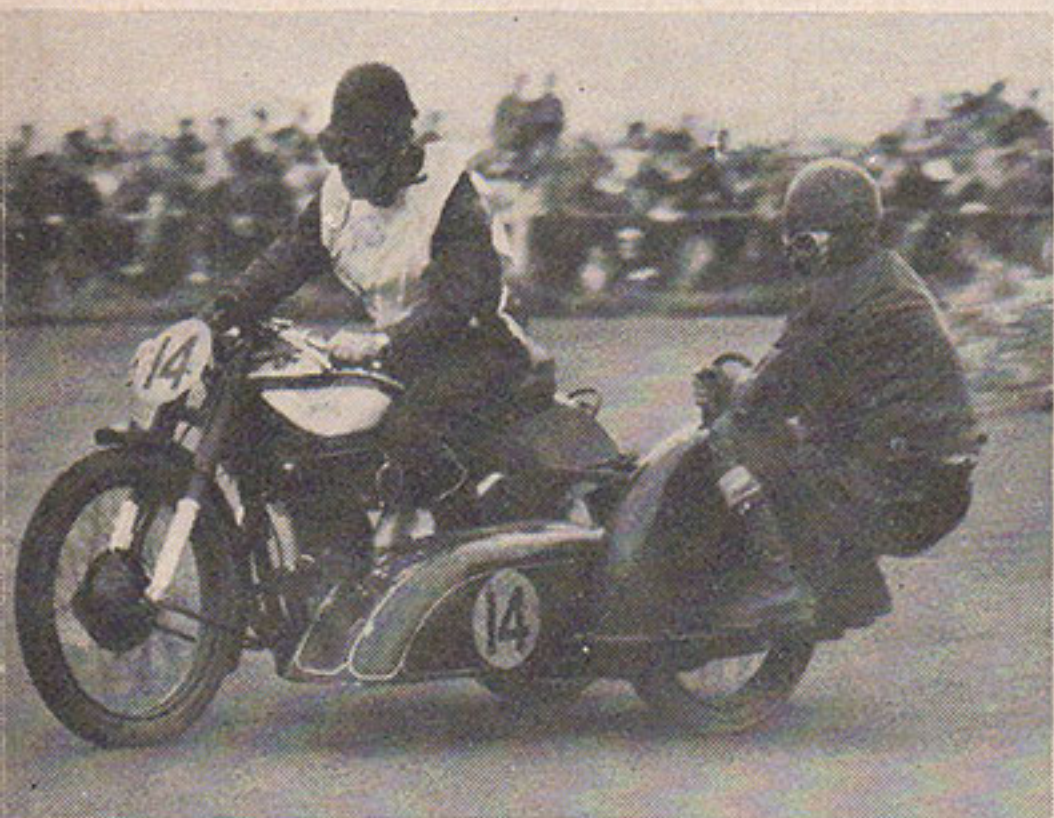


Bert Martin's 61" OHV Harley with racing sidecar. Using BSA frame and 1929 Harley forks

down by twelve 8 mm studs. A mixture of oil and fuel was used in addition to lubricating oil circulation by pump. In both cases, short exhaust pipes, fitted with megaphones, were used.

Although both the genuine "works" racers and the replica models we have here were Lightweight Class machines, they are rather heavy despite the fact that light alloys were extensively used in their construction. They do not compare in weight with the modified and tuned MOV Velocettes which are used with success in Lightweight Class racing in Australia, which average around 238-240 lbs. In the 1939 Isle of Man T.T. Lightweight Class, the heaviest machine entered was a DKW at 321 lbs. Ewald Kluge's machine, the 250 German Champion, weighed in at 316 lbs. Alloy "pistol-grip" type fuel tanks of great capacity (8-9 gallons) were used. This was particularly necessary owing to the colossal thirst for fuel with these engines.

The exhaust noise of these German two-strokes is positively ear-splitting, in fact, you have never heard anything like it. Contrary to the general belief, these engines do not



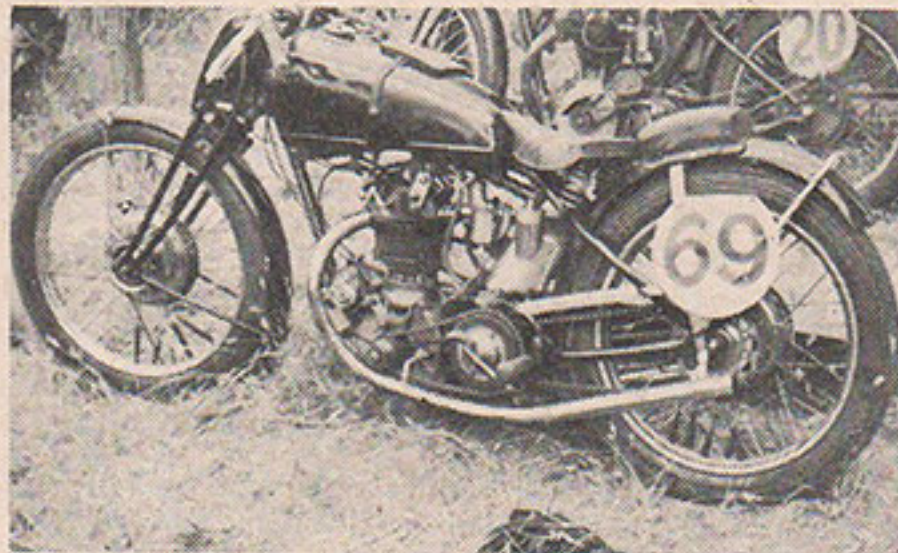
Frank Pratt (600 cc "double-knocker" Norton) and passenger in action at Sidecar TT races

run at exceptionally high speeds. It is the multiplicity of explosions which gives the impression of high-engine speeds. Actually, they pull very high gear ratios.

The maximum speed recorded by a "works" 250 cc DKW was 111 mph, back in 1939, but the jobs we have here will not do anything like this speed. Back in 1936, we in Australia had the privilege of seeing the German ace rider, Ewald Kluge with the "works" 250 cc DKWs in action at the old road circuit at Philip Island. The performance was astounding.

The replica models down here have two very small bore cylinders sharing a common combustion space. Each piston is long and has a slightly conical head. The exhaust cylinder is at the rear and its piston connects directly onto the master connecting rod. The piston of the forward, or inlet cylinder, is attached to an articulated rod, hinged at its lower end to lugs on the master rod, and by this means it is possible to arrange for an early cut-off for the exhaust and late closing of the transfer port. Thus, part of the charge

is forced into the cylinder after the exhaust port has closed. The supercharger, or compressor, consists of a large bore, short-stroke piston driven from eccentrics on the crankshaft by two connecting rods. Twin carburetors are attached to the head of the pump cylinder and the gas is drawn in through nine slots, each closed by spring-steel blades, which act as atmospheric non-return valves. Gas which is drawn in is trapped and forced through the transfer passage to the front cylinder.



TT Replica Rudge, 500 cc, bronze cylinder head, semi-radial valves and parallel intake valves

The frame of the replica model is a tubular one and the rear wheel is mounted in a kind of sub-frame which pivots about a point behind the gearbox. The damping springs are mounted vertically at the rear extremities of the chain stays, and the sub-frame is linked to them by sliding sockets.

Brakes are quite large and are of the full-hub type, made of aluminum alloy with an iron liner. The drum center is heavily finned. These replica models have achieved moderate success in Lightweight competition but cannot compare with the modified and tuned MOV Velocette machines which are used in this class. Just how our modified MOV's would compare with genuine factory DKW's is another story. They were specially built machines, costing thousands of pounds, and are ridden by super-riders. That they were successful in their respective classes in the I.O.M. T.T. and many Continental races before the war cannot be denied.

To sum up German racing jobs in particular, it is often overlooked that the basic reason for their superiority is that Hitler, who probably knew no rules other than those he made himself, poured money into his motorcycle factories in order to produce propaganda results which could never be justified economically.

Two British machines which have been used very successfully in Australian compe-



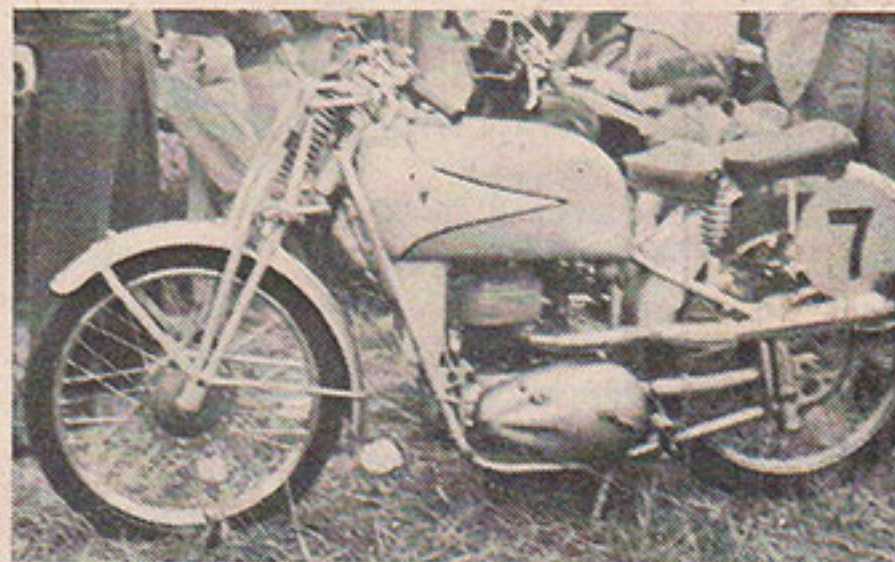
Jack Prince (Vincent Black Shadow), South Australia and Peter Glynn (on JAP 8/80 twin)

tion before the war, and in the immediate postwar years, are the Rudge "Ulster" and "TT" types. These machines are perhaps not so well known in the United States and a description may prove of interest. These bikes were made by the Rudge-Whitworth Company, Coventry, England. They ceased production in 1939, owing to certain financial and general world conditions. This fact is still being lamented by many of the enthusiasts for this make.

They achieved considerable racing success in the Isle of Man T.T. and various Conti-

mental races, including the famous Ulster Grand Prix during 1929 and the early '30s, ridden by Graham Walker, Ernie Nott, Tyrell Smith, and the late Walt Handley. The designer and development engineer of these winning machines was George L. Hack, who was responsible for their many interesting technical developments.

It is interesting to record that Ridges were probably the first known concern to experiment with what is now known as the "megaphone theory" in regard to exhaust scavenging. The 1928 and 1929 "TT" Rudge machines employed a form of two-diameter exhaust pipe, from which, it is assumed, the megaphone system of today was conceived. They were also instrumental in discovering certain other facts regarding exhaust pipe data. It is an established fact that a 500 cc "single," running at speeds of from 6,000 to 6,500 rpm, responds particularly well to the fitting of an exhaust pipe of 1 3/4-inch diameter, with a length in the region of 44



DKW twin-single, two-stroke, 250 cc, water-cooled, piston-type blower, twin carburetors

inches. The longer pipe is necessary if maximum power is required at lower speeds. The maximum length of any particular design can only be found by experiment. Apart from length, the diameter also is important, and it is known that exhaust pipes can be too big. Ridges, for instance, found that their engines ran much better and went faster with two 1 3/8-inch diameter pipes than with two 1 3/4-inch diameter.

The earlier designs of their four valve "singles" employed overhead valves set in what is known as the "pent-roof" type of cylinder head. Originally the inlet and exhaust valves were parallel. Rudge machines were made in 250 cc, 350 cc, and 500 cc sizes. The designer, in 1930, in an effort to gain more power made some radical alterations in the design, particularly in regard to the cylinder heads. The 250 cc and 350 cc sizes were re-designed so that the inlet and exhaust valves were radically disposed but were still basically a four valve design. The result gave a better head shape, the combustion chamber being hemispherical. The new disposition of the valves also permitted a larger fin area and additional metal in the head to carry away heat. The power output was substantially improved over the old design. All these motors were, of course, push-rod operated, and in  
(Continued on Page 29)



Duel in the night, with Ern Adlan (JAP 8/80) in lead, Bert Martin (61" OHV Harley) and Jim Davis (JAP 8/80) in background against wall



# CARE OF THE MOTORCYCLE

## TRICKS AND TIPS

By Tim Witham

Photos by Rick

(In past issues of CYCLE magazine a comprehensive coverage of engine tuning techniques has been explained and illustrated. Of course, not too much specific data on any one make of machine was given, since the articles were in the nature of general engine tuning rather than specific information. The response from readers has indicated a desire to learn specific details of certain phases of the work involved. These queries have come under four general headings: spark plugs, gear ratios, alignment of chains, and tires suitable for competition work.—ED.)

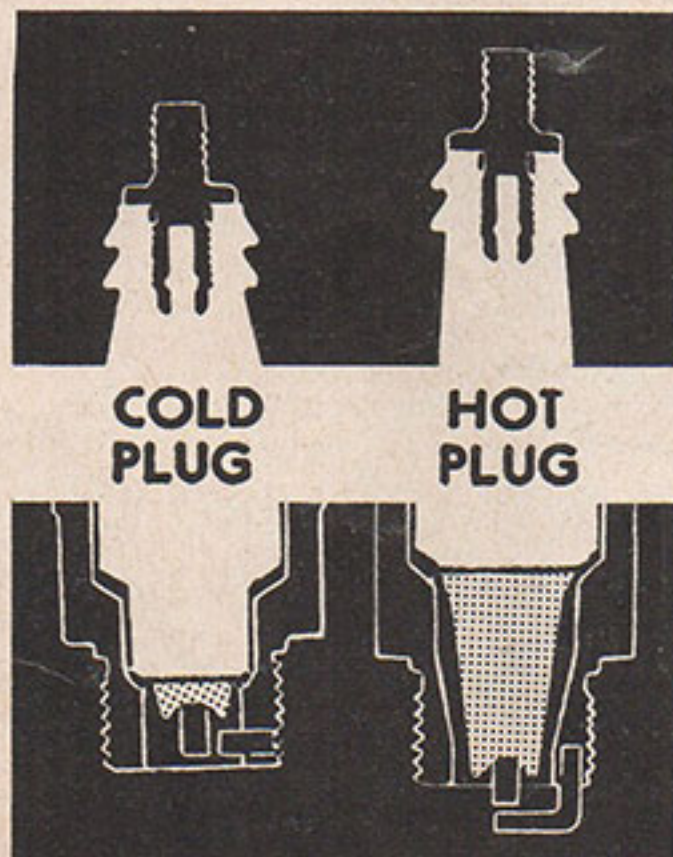
**S**PARK PLUGS suitable for motorcycles are made by many spark plug manufacturers. All makes of plugs are available in different heat ranges. The subject of heat range can be explained quite simply by using the example of the difference between a "hot" plug and a "cold" plug. Such designations refer to the two extremes in spark plug heat ranges, other ranges in between these extremes are known as "intermediate" plugs.

### HOT PLUGS

What is a hot plug? Such a plug has a long center insulator body containing the center electrode wire. The term hot refers to the fact that the center insulator will retain a good portion of the temperature of the combustion chamber and will thus help to heat the incoming fuel mixture before ignition. Hot plugs are used in engines of low compression operated on low grade fuels. The heat retained by the center insulator does not become dissipated into the cylinder head very rapidly because the insulator is relatively large in area. Since it remains heated, the incoming fuel mixture receives a little "pre-heating" effect, which is beneficial, as this raises the temperature of the fuel slightly and causes more uniform burning upon ignition. Hot plugs are excellent for starting and warming up a high compression engine but are unsuitable for prolonged running under high output conditions. If used for racing they may cause pre-ignition of the fuel mixture and quite often melt away completely due to the high temperatures encountered in the combustion chamber.

### COLD PLUGS

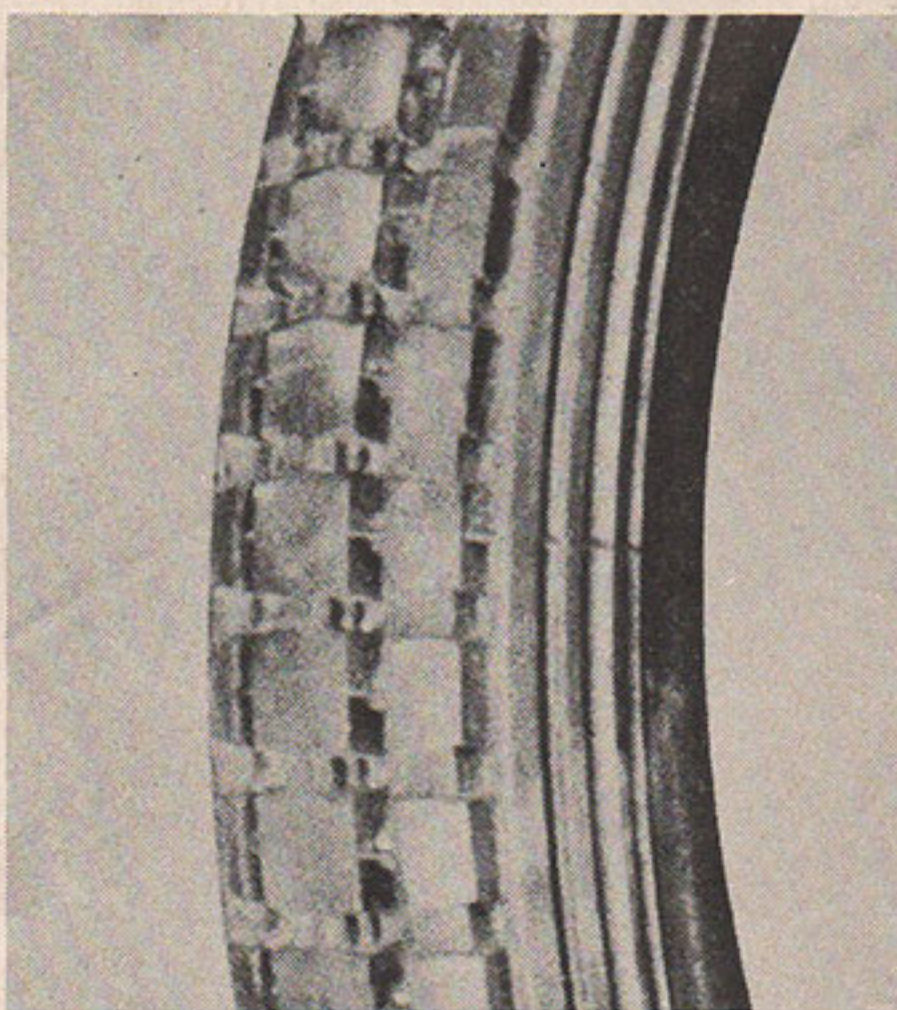
Obviously, cold plugs have the opposite characteristics, both in the way in which they are made and the manner in which they operate. The center insulator is short; this causes the heat absorbed by the insulator to be quickly dissipated into the cylinder head. Pri-



marily intended for use only in high compression engines, the incoming fuel mixture does not need additional preheating, as the compression pressure exerted on the mixture raises its temperature sufficiently to ensure good burning upon becoming ignited. Cold plugs also have a tendency to foul up at low speeds.

As a rule, cold plugs will cause a high output engine to start hard but are definitely required for sustained high speed operation.

Modern *Silamanite* center insulators provide a rather wide heat range within a designated spark plug number, which *mica* insulated plugs (used with alcohol fuels) do not have a great tolerance of range. I personally recommend the *Silamanite*-type of spark plug for use in engines using gasoline-base fuels.

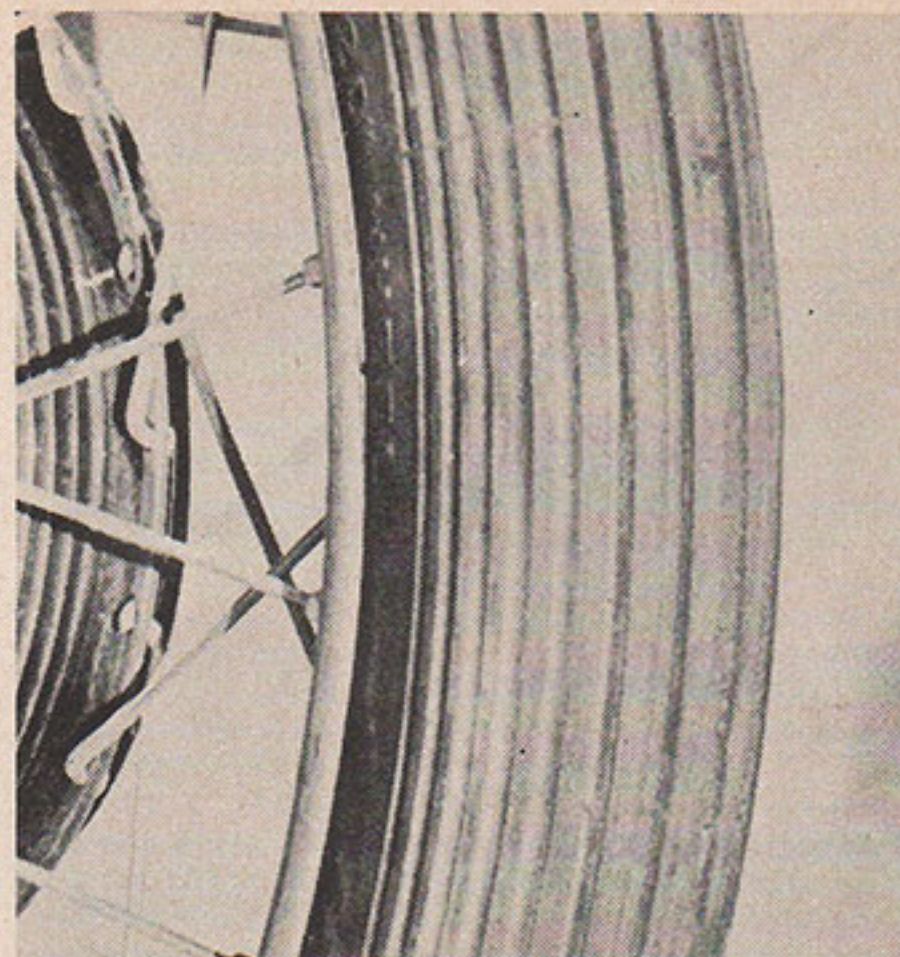


**TREAD** pattern suitable for use on rear wheel for hard surface conditions. Center blocks provide good driving and braking friction, side ribs provide safety on turns because of increased friction on tire sides when banked over

Plug reach is very important. Reach refers to the length of the plug that screws into the spark plug hole. Ideal reach is attained when the tip end of the threaded portion of the plug is just flush with the curvature of the combustion chamber. Experience has taught that this is ideal because no part of the plug projects into the combustion chamber (such a condition adds many other complications), nor is the plug recessed back into the threaded hole, leaving an opening into which carbon can deposit.

New spark plugs invariably have a copper-asbestos ring gasket to be placed between the plug and the cylinder head. I recommend a plain copper ring gasket because of the better heat conductivity of plain copper and because of better heat transfer, the operating heat range of the plug is increased a little. This slight increase in heat range many times permits peak output from fuels of unknown ingredients without having to resort to several changes of plugs of various heat ranges to secure the most suitable combination.

When an engine has reached operating temperature, *do not* make the mistake of installing spark plugs in the engine and *tightening them up* when they are at atmospheric temperature. Screw them in finger-tight, allow a period of time for the heat of the engine to "soak" into the plug body, then tighten. If this is not done, very often the plug gap



**IDEAL** design of front tire tread. Parallel ribs reduce rolling resistance to a minimum but still add high safety factor when cornering on hard surfaces as machine banks over. Provides sufficient friction for hard front wheel braking

is altered by distortion of the plug body caused by the differences in temperatures encountered. Also, it is sometimes nearly impossible to remove a spark plug from its hole once it has been tightened up before the plug and the head are about the same temperature.

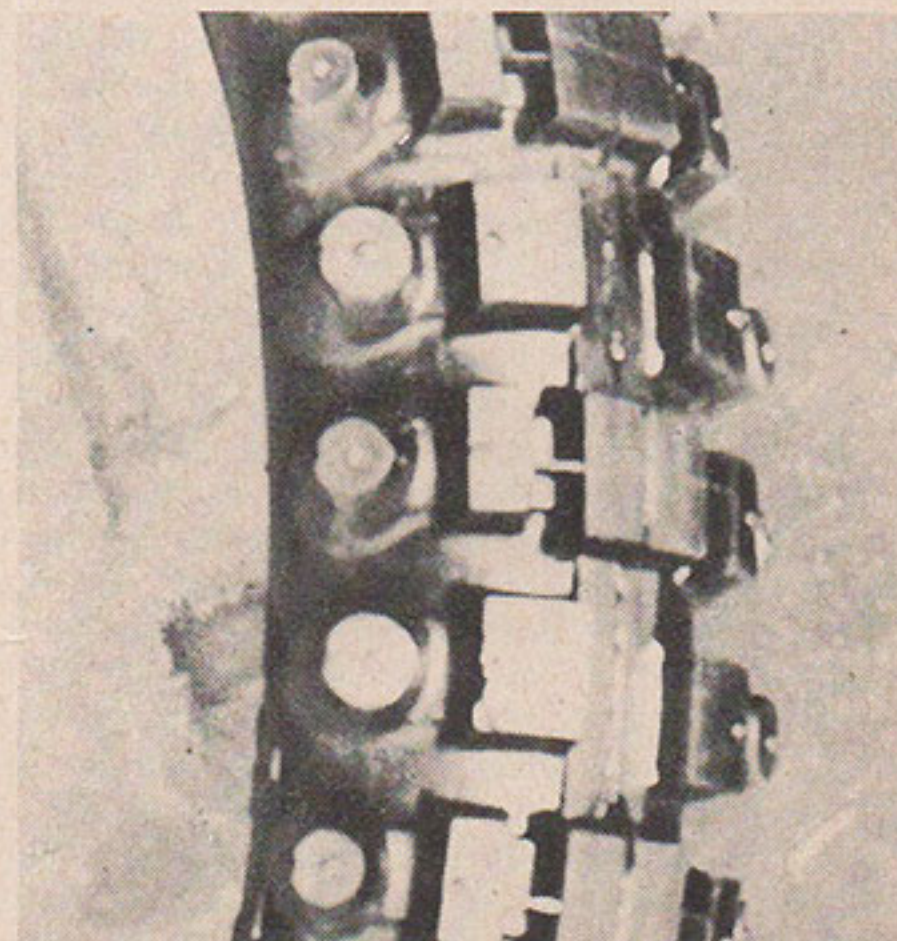
### TIRES FOR COMPETITION

The accompanying photos best explain the suitability of different types of tire treads for different types of service. One very important point about tires for high speed service is this: try to secure tires built with nylon cords, as nylon construction will minimize tire swelling at high speeds, and nylon cord tires will run cooler than either rayon or cotton cord tires.

The spoke nipples in the rims should be covered as protection to the tube. Regulation rim flaps are all right but experience has taught that wrapping the center section of the rims with about 2 to 3 layers of ordinary friction tape is much more satisfactory.

Wheels, with tires mounted, must be balanced for best results. Static balance can be secured by wrapping wire solder around several spokes on the light side of the wheel. Still better running is achieved if the wheels can also be dynamically balanced. This, of course, requires access to a dynamic wheel balancer, such as is found in most auto tire shops.

Security bolts, between tire and rim, are safety precautions against tire creep with resulting damage to valve stems when heavy



A "MUD and sand" special, the ideal tread pattern for slippery slime or sleazy sand. Blocks are shaped and positioned to be self-cleaning to a marked degree and are helpful in gumbo mud



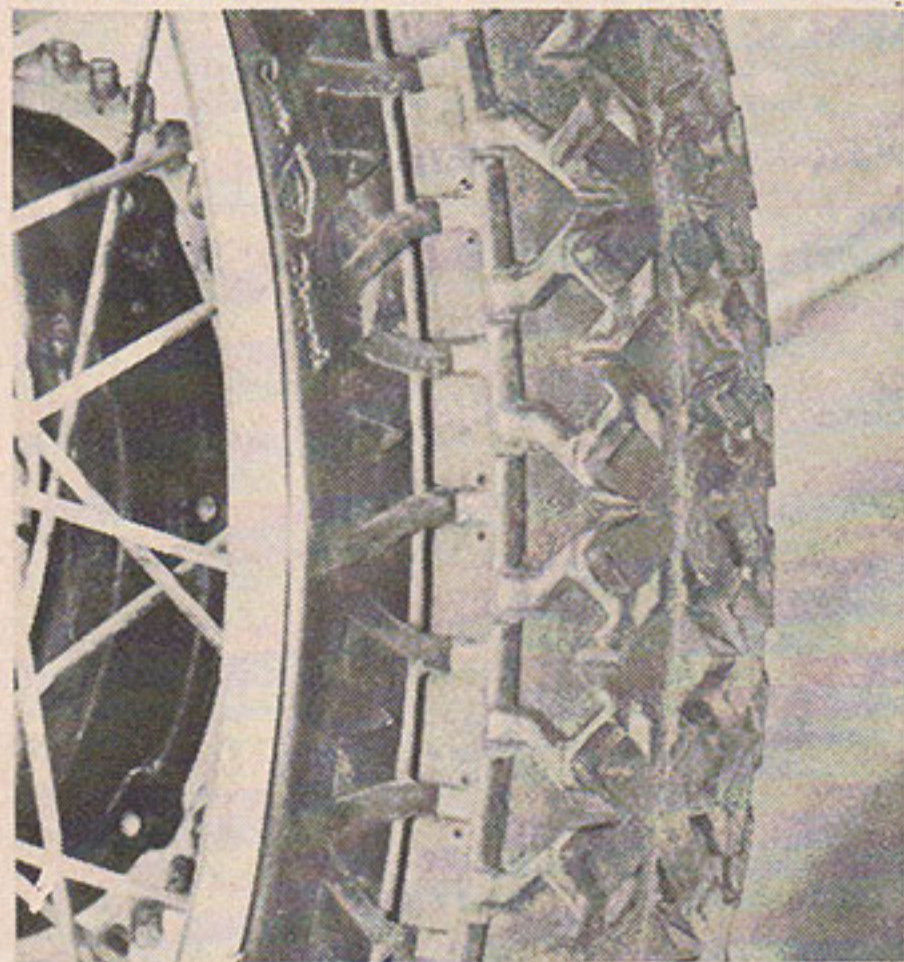
braking is done. When fitting security bolts, be sure that the bolts are placed behind the valve stem, according to the direction of wheel rotation.

A popular trick to prevent the use of security bolts (which are very tough to fit properly), is to notch the rim beads with a chisel. Very satisfactory results have been attained with this procedure, as it is practically impossible to make an inflated tire creep on a rim which has been notched.

**GEAR RATIOS**

Proper gearing is of paramount importance. One principle always holds true—gear to the conditions of the track or terrain over which the machine will be used. This means, of course, that the machine will be operated in high gear, because the transmission only provides convenient steps in the over-all gear ratio between being stationary and reaching maximum speed.

One of the simplest and quickest ways to calculate gear ratios is as follows: count the number of teeth on the engine sprocket and the countershaft sprocket. Multiply these two numbers together. Now, count the teeth on the clutch sprocket and the rear wheel sprocket. Multiply these two figures. Then, using



**SUITABLE** tread pattern for racing on most tracks, circular or TT. Good driving and braking friction, grabs "cushion" and holds well under power. Note the blocks along sides, provides grip even when machine is banked well over

simple arithmetic, divide the *first* total into the *second* total. The resulting figure is the "Over-all Gear Ratio."

Because the center distance is short between the mainshaft and the clutch shaft, several problems are presented. Regardless of the size of an engine sprocket it will revolve at the speed of the mainshaft. Thus, engine rpms will ultimately determine the feet per minute of the front chain. A high feet per minute chain speed obviously sets up more friction within the chain itself than a lower feet per minute chain speed.

Another factor is also present, however. A chain that can operate over large diameter sprockets, regardless of the feet per minute chain speed, will be called upon to change its direction of motion at a slower rate of change. The rate of change of direction has a direct bearing on the amount of friction set up in the chain itself. Therefore, in addition to providing a greater arc of contact between the chain and the sprocket, it is a distinct advantage to use as large an engine sprocket as possible, although the feet per minute speed of the chain is slightly increased in so doing.

Additionally, a large engine sprocket causes the clutch to revolve faster, which is easier on the clutch facings at the instant of clutch engagement. This is because the clutch facings do not have a tendency to grab, as

would be the case if the clutch revolved more slowly.

To secure ideal over-all ratios, it is better to resort, if necessary, to a very small countershaft sprocket in preference to a small engine sprocket. This is because of the fact (and in addition to the explanation above) that the feet per minute speed of the rear chain is considerably lower than that of the primary chain. As a result, the rear chain can follow around a small radius sprocket more easily without having a tendency to become overheated.

If you know from experience what the safe rev limits of your engine are, by employing a tachometer it becomes an easy matter to properly work out the ideal over-all ratio for the track or terrain encountered. The tach will tell you your engine speed and the gearing can then be computed to best suit the conditions.

**ALIGNMENT OF CHAINS**

All chains have a certain amount of side-way play because of the nature of the way a roller chain is made. For best results, however, a chain running between two sprockets should be as closely centered on the sprockets as possible.

A suitable steel straight-edge placed between the engine sprocket and clutch sprocket will assist greatly in properly aligning the front chain. Aligning the rear chain sometimes is done incorrectly. Often, a rider will line up his back wheel perfectly within the rear frame stays and assume that this action automatically aligns the rear chain. Obviously, if the frame is twisted or bent, the wheel may be aligned with the frame stays but the chain may be out of proper alignment.

With the machine on the rear stand, rotate the rear wheel slowly and sight along the top run of the chain. See that the teeth of the countershaft sprocket are right in the center of the chain rollers. Check and see if the chain can then be wiggled sideways just a little on the sprocket. Do the same thing with the chain and the rear wheel sprocket. Such a method will nearly always be worth the time and trouble. Chain life will be longer and more engine power can reach the rear wheel, since chain friction will have been minimized.

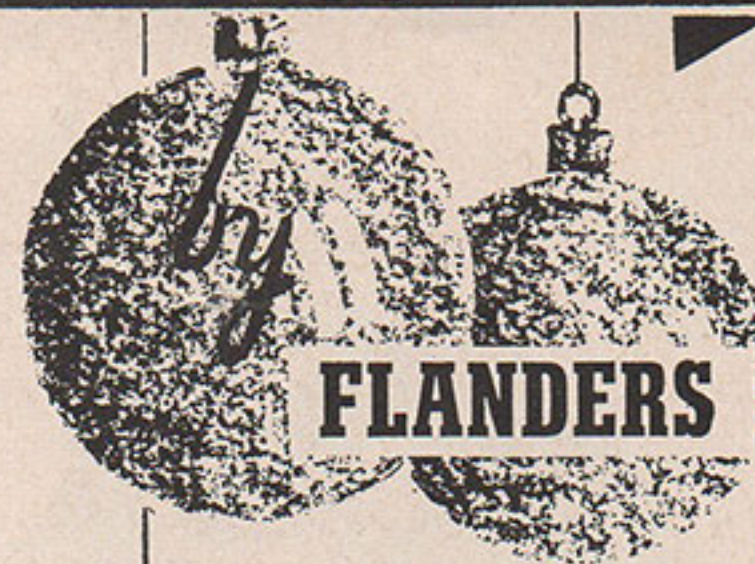
New chains have about .0015" clearance between each roller. This clearance, multiplied by the number of rollers, establishes the amount of initial stretch present in the chain. Badly worn chains, having too much stretch, are hard on sprockets and may actually break unexpectedly. Front chains, normally, operate quite well with a total stretch of 1/4" to

(Continued on Page 34)



**ESPECIALLY** suitable for rear wheels when track conditions present "a heavy cushion" surface. Similar to track racing tire tread (shown elsewhere) but will clean better due to shape and depth of blocks on "deep cushion" surfaces

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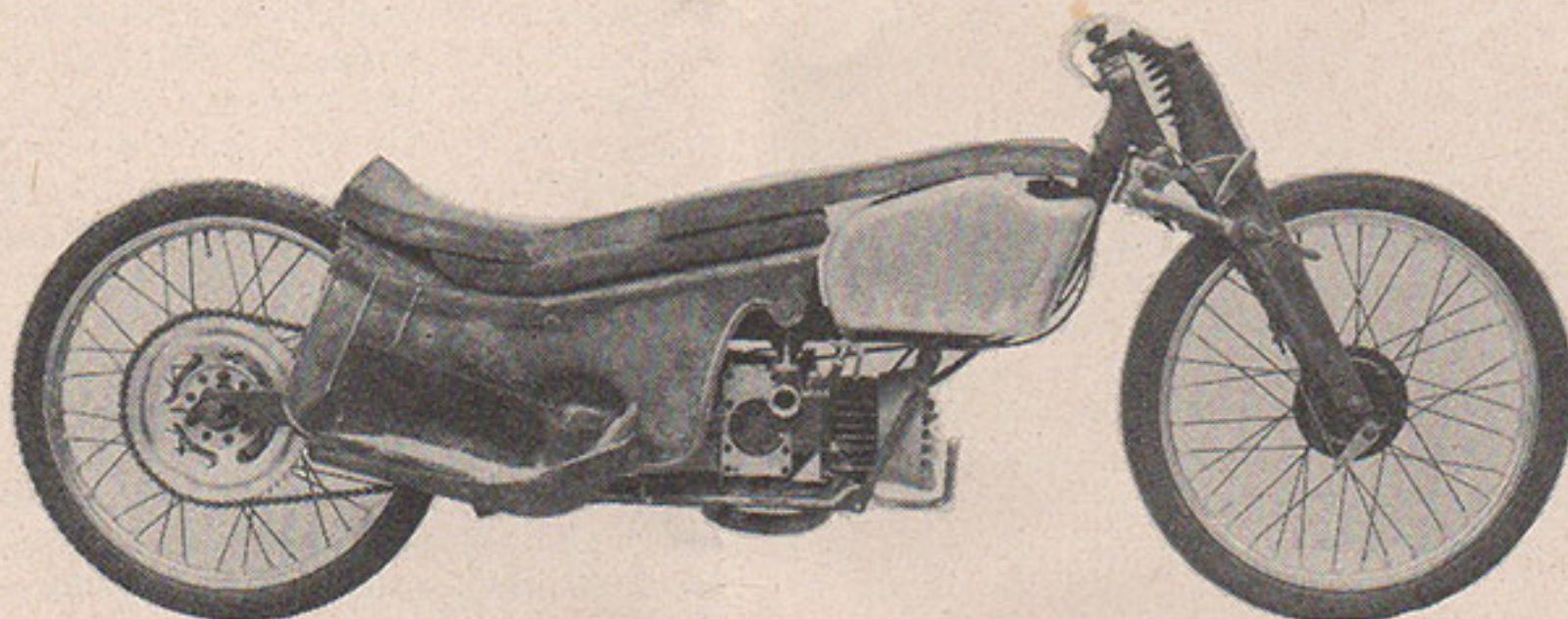
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# CONTINENTAL NEWSLETTER

by Dino Lancia



On Sept. 14 twenty-two new international speed records were set by the 75 cc (4.46 cu. in.) Guzzi. Best time turned: 71.37 mph for two hours

**FRANCE:** Fabulous engineer J. A. Gregoire (Gregoire automobile, constant-velocity universal joint; authority on California wines, former Olympic track star) has perfected a new type of rear suspension which will be used on '51 Monet-Goyon machines. It's a variable-rate type of plunger springing which becomes firmer as the load increases, its special beauty lying in fully automatic operation that requires no attention on the part of the rider. The principle is simple: the more the main suspension springs are deflected, the more restraint is applied to them. . . . 250 cc machines are very much in the news this month. One of the most interesting is the Loupiac Special pictured here, which was recently hand-completed by M. G. Loupiac, a precision machinist of mature years who operates a small, busy shop in Toulouse. The motor is one of the most discussed and admired in France, highly successful in its class, and a serious threat to the 350's. Bore and stroke are 2.74x2.51 inches, comp. ratio is 9.54:1, peak is at 8500 rpm, and 80-octane fuel is used. Top speed: 93 mph. It's possible that this unique machine could be purchased from its builder.

**ITALY:** Guzzi has done it again! On Sept. 14 works' riders Ruffo, Leoni, and Alberti attacked twenty 75 cc (4.46 cu. in.) records, held by themselves and Rocket J.A.P., on a brand new 75 cc Guzzi two-stroke. Fastest of the old records was 53.5 mph; Guzzi boosted it to 71.37 mph—for two hours running. Slowest of the new records is 64.90 mph, for eleven hours of operation. Guzzi now holds a total of twenty 75 cc records, and their 11 and 12 hour records in this class are also records for the 125 cc class. Most impressive. And three days later Ruffo, the Leoni brothers, and Fergus Anderson on Guzzi Gambalunghini broke 10 international 250 cc records ranging from 500 km to eight hours. Highest of the new records is for two hours at 93.98 mph. Again, impressive. . . . Last month we made

the sloppy error of referring to the "banging barrels" of the M.V. 4. This is hardly the case—a passing M.V. emits a sound like ripping canvas. Its tone, thanks to megaphones, is very different than that of the straight-piped Gilera 4. The M.V. 4 project, incidentally, was started, the machines made and thrust into their first race in the staggeringly short period of six months. And now we hear that this same M.V. Agusta 4 racing machine will be available to serious private purchasers at about \$2500. . . . Speaking of sound: One of the biggest Italian cycle manufacturers has taken a really firm stand on noise, has announced that if the original muffler on one of their machines is removed or replaced (a) guarantees on the machine are automatically invalidated, and (b) the violator will not be supplied replacement parts by authorized dealers. . . . Hardly a week goes by without some fantastic new achievement by the hardy, sporty Lambretta scooter, present-day Italian answer to wheel-hungry prayers. Latest concerns a young Mr. Giancarlo Tironi, who, when his school holidays came up this summer, lashed a can of Castrol to his Lambretta and notified his family that he was going to putt up to Switzerland. The little 125 cc two-stroke scaled the Alps with such ease that Tironi saw no reason not to make a real trip out of it and continued on across Europe and up beyond the Arctic Circle, in northern Sweden. Undaunted by 6-below temperatures, inquisitive reindeer,

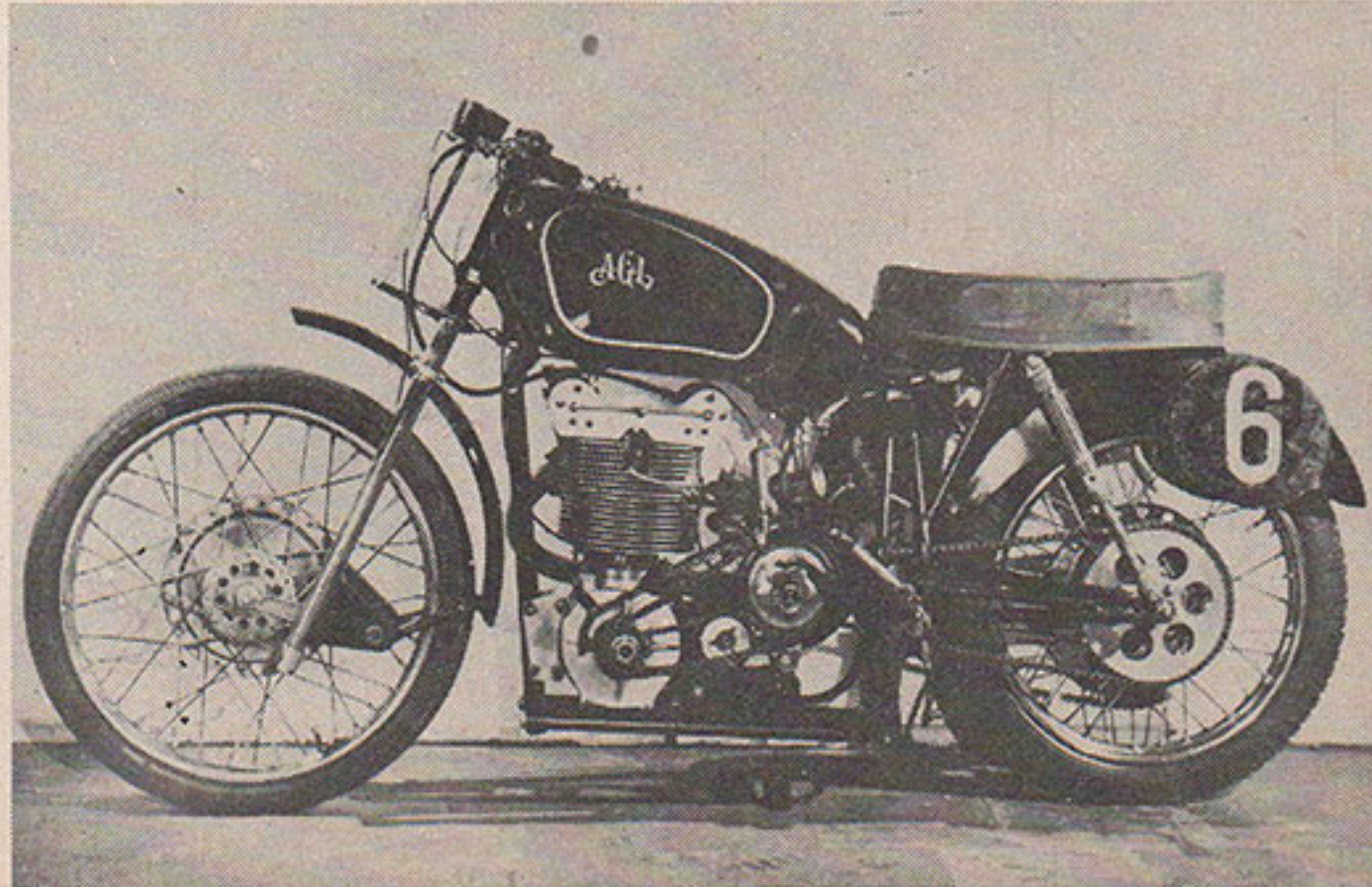
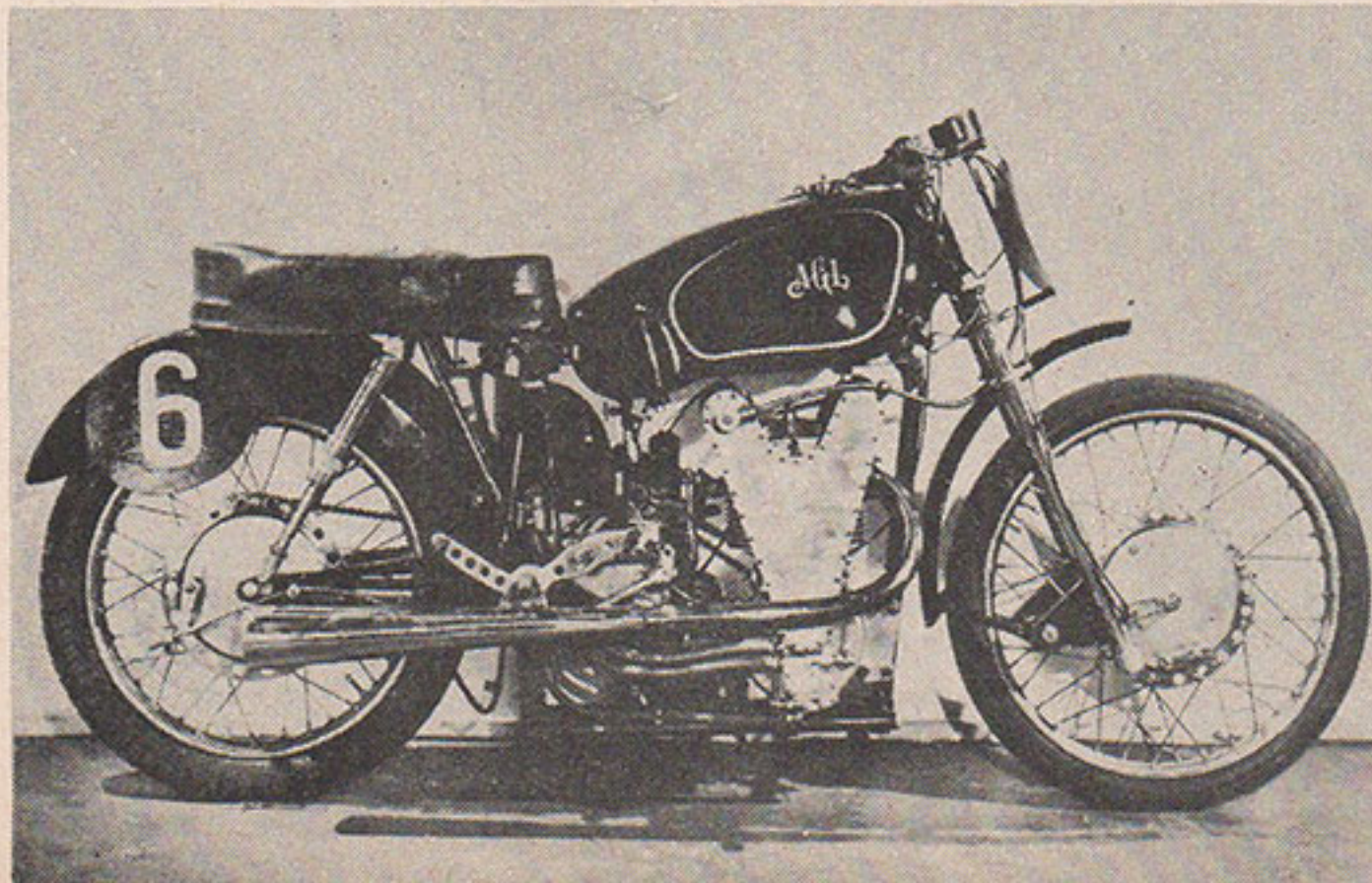
equally inquisitive villagers (in Lapland) who had never seen a motorcycle before, and a frequent lack of roads, Tironi at last made his way south, his fame preceding him. Back home in Milan he was greeted by cheering crowds—cheering not only the boy, but also a fabulous little machine whose only failure in 7500 miles of rough going was a broken throttle cable.

**GERMANY:** The German rider Fleischmann is reported to be planning a new record speed attempt on the 500 cc NSU, the world's most modern blown machine. . . . NSU are starting to use 4-speed gearboxes on their 98 cc machines. A valuable move, which competition will undoubtedly follow; the lighter the engine, the greater the need for a wide range of gears.

**ENGLAND:** New Zealand racing notable John Dale has recently set a rather staggering economy record. Using a 347 cc Matchless G3/L under close official supervision, he ran for 8h34m23s and averaged 310 mpg! Run was made with battery, generator and lights removed, and an Amal Type 35 carb substituted for the stock instrument. Aside from those modifications, Dale just held a steady 18-20 mph, folded when the wind was against him, and sat up when it could give him a push.

**SWITZERLAND:** At the risk of becoming monotonous, we repeat another Lambretta achievement. Under strict supervision by the Swiss Motorcycle Federation a Lambretta was exposed to one of the toughest

Striking for its fine suspension, immense finning, and perfect finish, the Loupiac racer has cleaned many 350s in road races



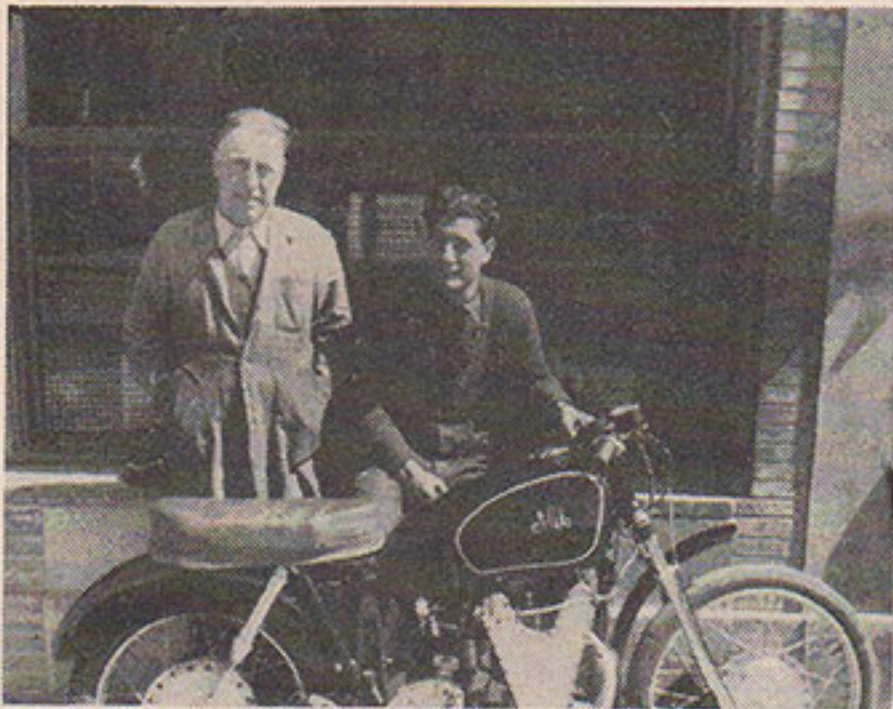


hill climbs in history, up the jagged face of a mountain. The party reached the starting point via 350 cc motorcycles, could go no farther, and checkers were sent on foot up an almost non-existent trail to the summit of the mountain. Then the Lambretta took off, climbed the 2400 feet to the top in 25m20s. The altitude of the summit was 6710 feet above sea level, the average grade 14.7%, the steepest slopes over 40%! After this demonstration the 170-lb. pilot, to prove the machine had plenty of steam to spare, took a passenger of the same weight on with him over the same course, and then, to indicate the character of the Lambretta brakes, both rode the machine downhill to the starting point!

**CZECHOSLOVAKIA:** Jawa has produced a new 500 cc sports machine. It's a 2-cyl. 4-stroke, outstanding for its shaft and gear-driven single overhead camshaft and inclined valves. There's magneto ignition, dry sump lubrication with dual feed and scavenging pumps, and dual oil filters. The 4-speed gear box is a unit with the engine, telescopic springing is used fore and aft, and top speed is around 85 mph.

**SWEDEN:** An LE Velocette—one of those ghostly silent, water-cooled, entirely enclosed 149 cc jobs—recently lapped in a TT race here at the healthy speed of just under 60 mph. Only alterations: port polishing and raising of the compression ratio.

**SPORT:** 1950's absolute champion of Spain is veteran racer Ernesto Vidal, his machine a 500 cc Gilera Saturno. . . . The Dutch review "Motor" reports that in the Dutch TT times were officially clocked down the straightaway, and that some 500 cc times were: Masetti (Gilera): 121.16 mph;



Father and son Loupiac of Toulouse, France, are speed mechanics de luxe. Young Loupiac races

Duke (Norton): 119.91; Graham (A.J.S.): 116.19. In the 350 cc class Foster (Velo) was fastest at 109.36, then Graham (A.J.S.) at 105.63, and Duke (Norton) at 104.38. Quickest 125 cc jobs were the Mondials of Ruffo and Leoni, clocked at 86.36. These times are correct by 2%, more or less. . . . Fuel consumption notes: Ambrosini's Benelli, winner of the 250 cc Isle of Man TT, had a consumption of about 31 mpg. The 500 cc Gilera 4 uses less fuel than any of the racing 350s. The 187-mile distance used for the 500 cc class in the Dutch, necessitating fuel stops for all the contestants, is sure to bring on larger fuel tanks.

**DENMARK:** The lover of technical novelties can do well to reflect upon the Danish Nimbus. Here is a utility machine, ruggedly built yet "engineered" in the fullest sense. To start with, the job is an in-line four, has inclined overhead valves in hemispherical combustion chambers operated by rockers via a single overhead camshaft. The camshaft drive consists of vertical shafting which also drives the generator and distributor. The four cylinders are one piece with the upper half of the crankcase and the intake manifold is cast integrally with the head. Each valve is fitted with two springs and the valve gear is exposed for cooling and easy adjust-

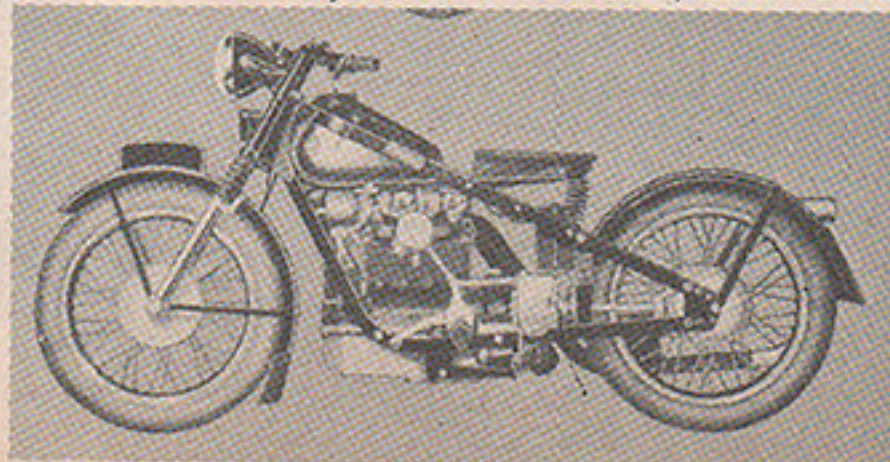


This is Mr. Tirani, who passed his summer vacation by running up to the Arctic Circle from Milan and back on his Lambretta 125 cc

ment. The crankshaft is a drop forging and runs in two main bearings. Oil circulates under pressure to lubricate the crankshaft and con. rod bearings, the entire camshaft, and the gear box. Air is drawn from the crankcase thru the carburetor, so as to maintain a slight vacuum in the crankcase and keep the engine free from external oil. Cylinder displacement is 746 cc (45.6 cu. in.), 22 bhp are developed with the 5.7 compression ratio. A three-speed gearbox is operated by foot shift and hand clutch, drive is by a shaft using rubber shock absorbers at each end. The handlebars, as well as the frame, are made of extremely strong steel pressings. The complete bike weighs 406 pounds, has a top speed of about 78 mph and goes about 70 miles to the gallon. High gear ratio is 1:5.1, rpm are 4500. Question: tuned and geared up, shouldn't this job go?

**BOOK NOOK:** Motorcycle racing, in its most critically skilled and mechanically perfect form, takes place in the classic races of the British Isles and the European continent. For the 'cyclist who wants a clearer idea of the nature of the sport on the Continent, there is no better reading matter than Ted Mellors' "Continental Circus." Mellors was one of the world's top riders, was a pioneer British rider on the mainland, and between 1930 and 1939 he placed first in twenty major European Grands Prix. Our one criticism of the book is that Mellors does not describe the various circuits in detail, so that his readers can really visualize clearly the locale where the thrilling action takes place. But this is made up for by the veteran racer taking you behind the scenes with him through year after year of high adventure. You can get the book (it's well illustrated) from CYCLE.

Danish Nimbus is a rugged, well-engineered machine. Has 4-cyls., overhead cam, shaft drive



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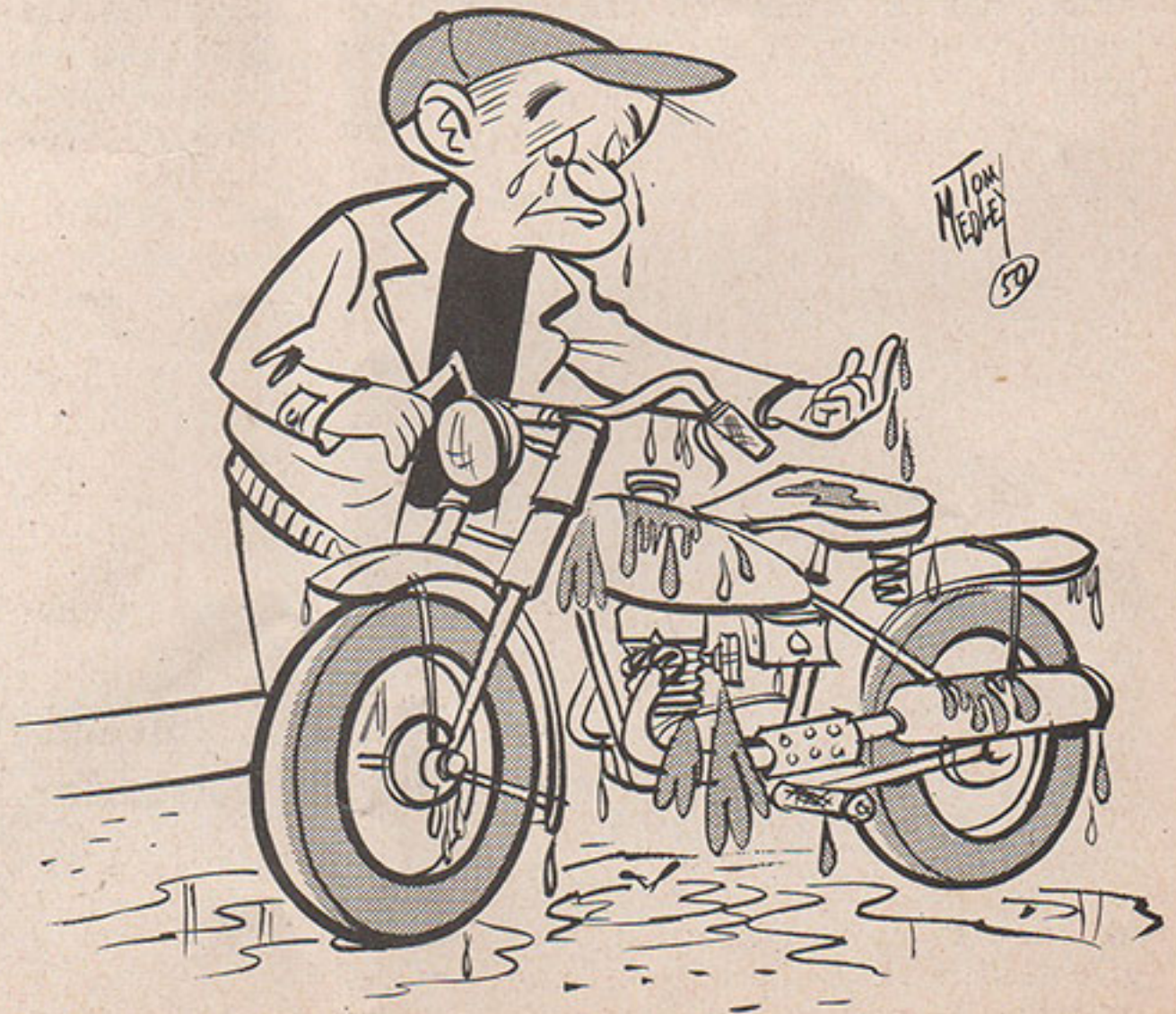
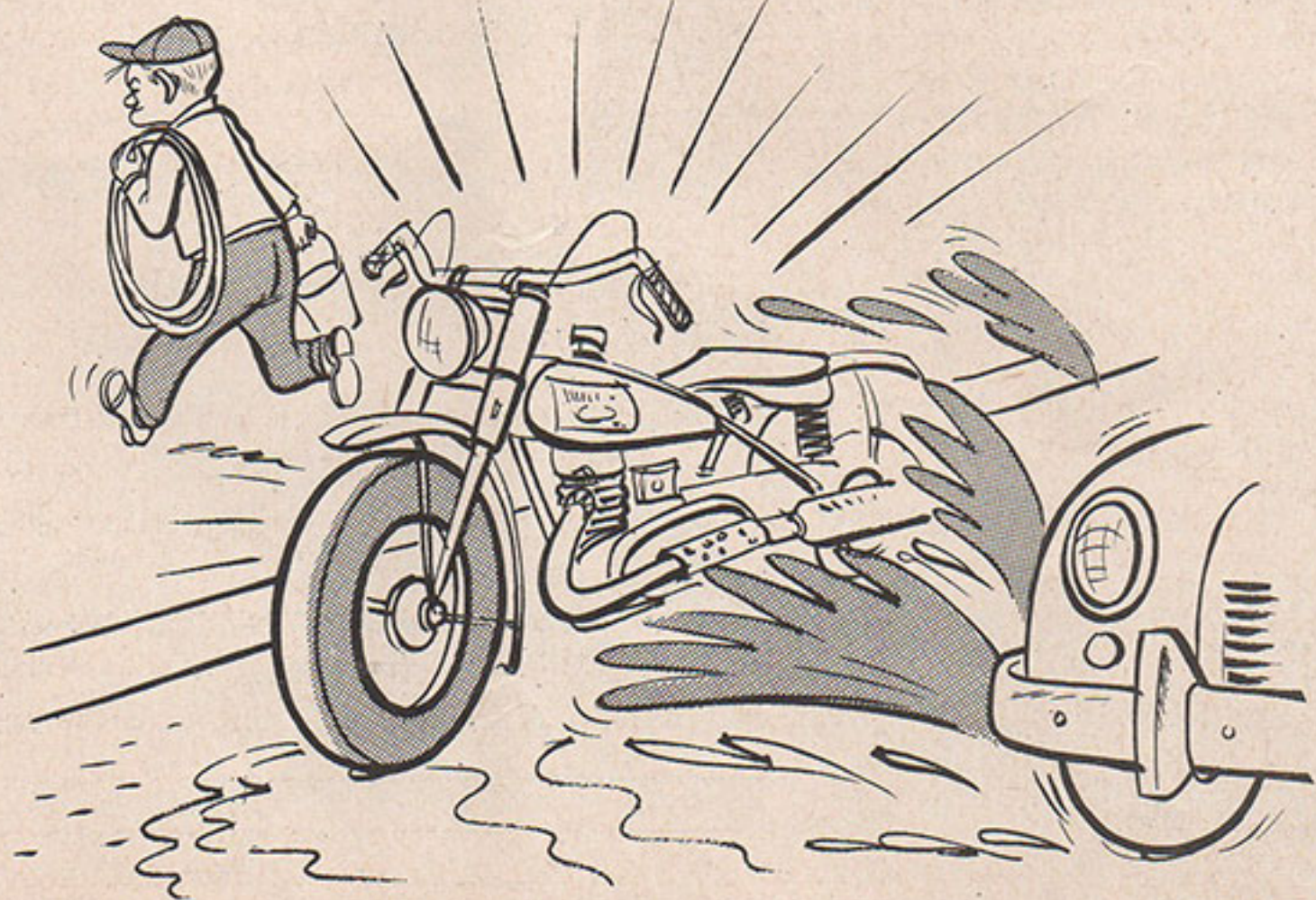
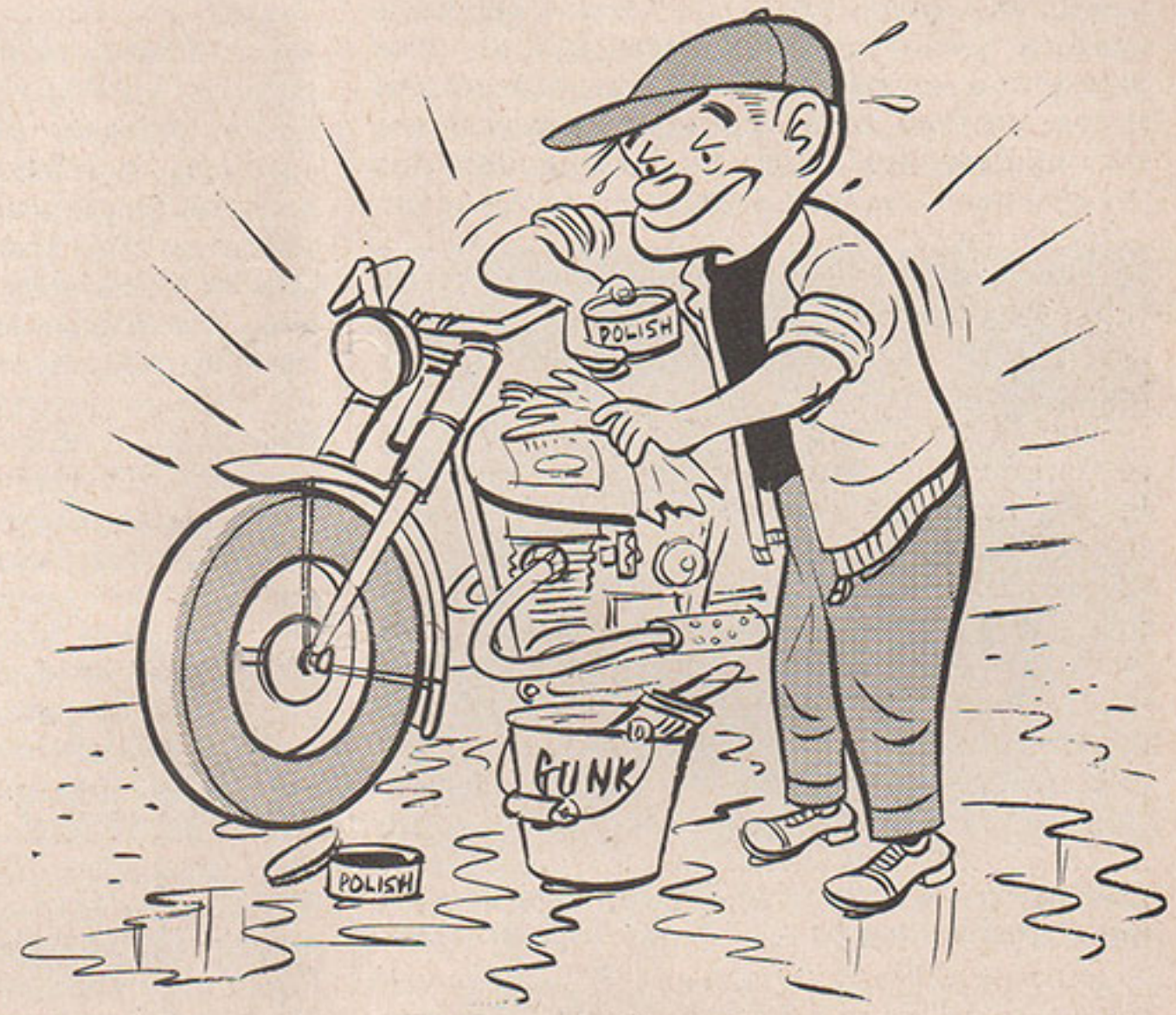
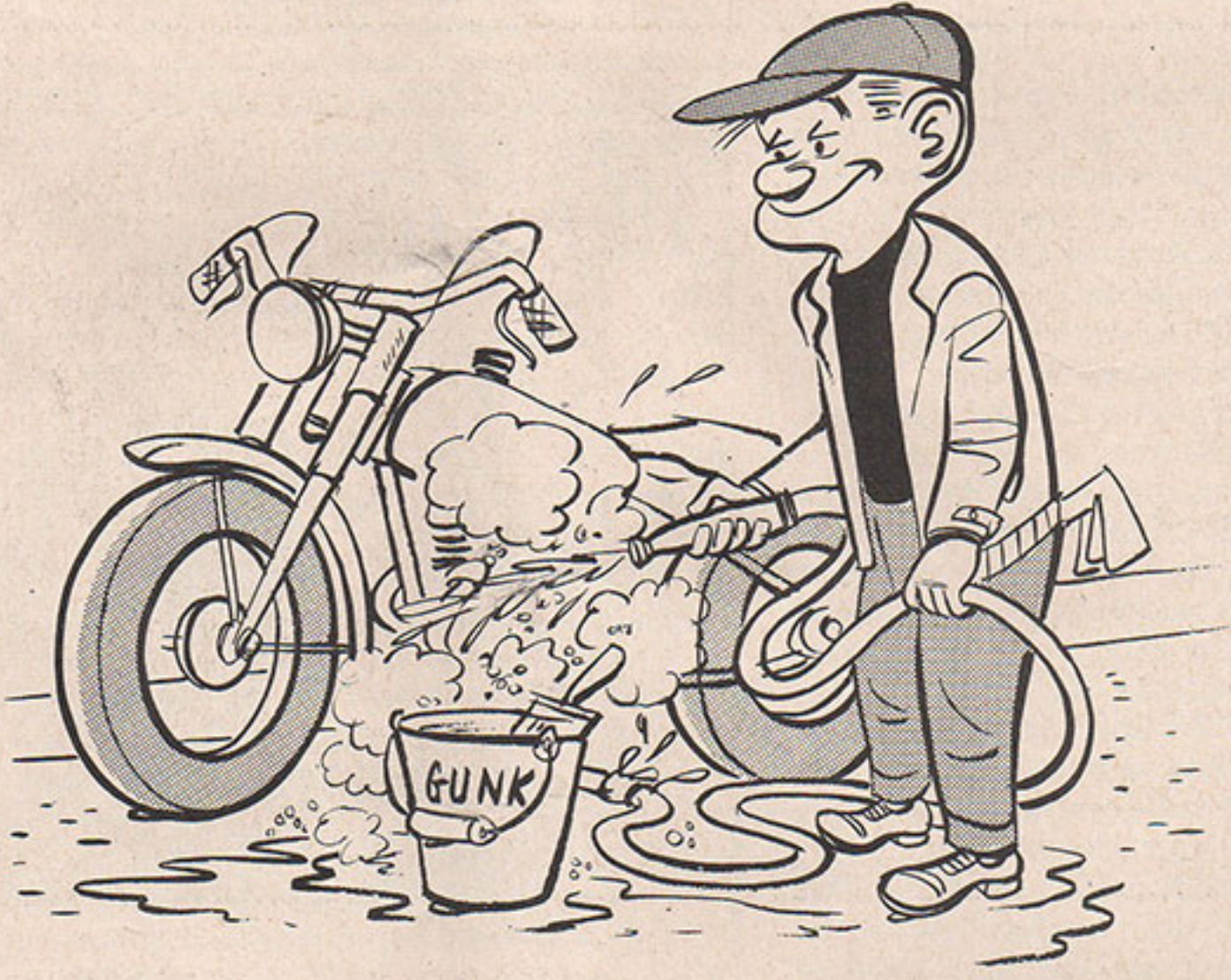
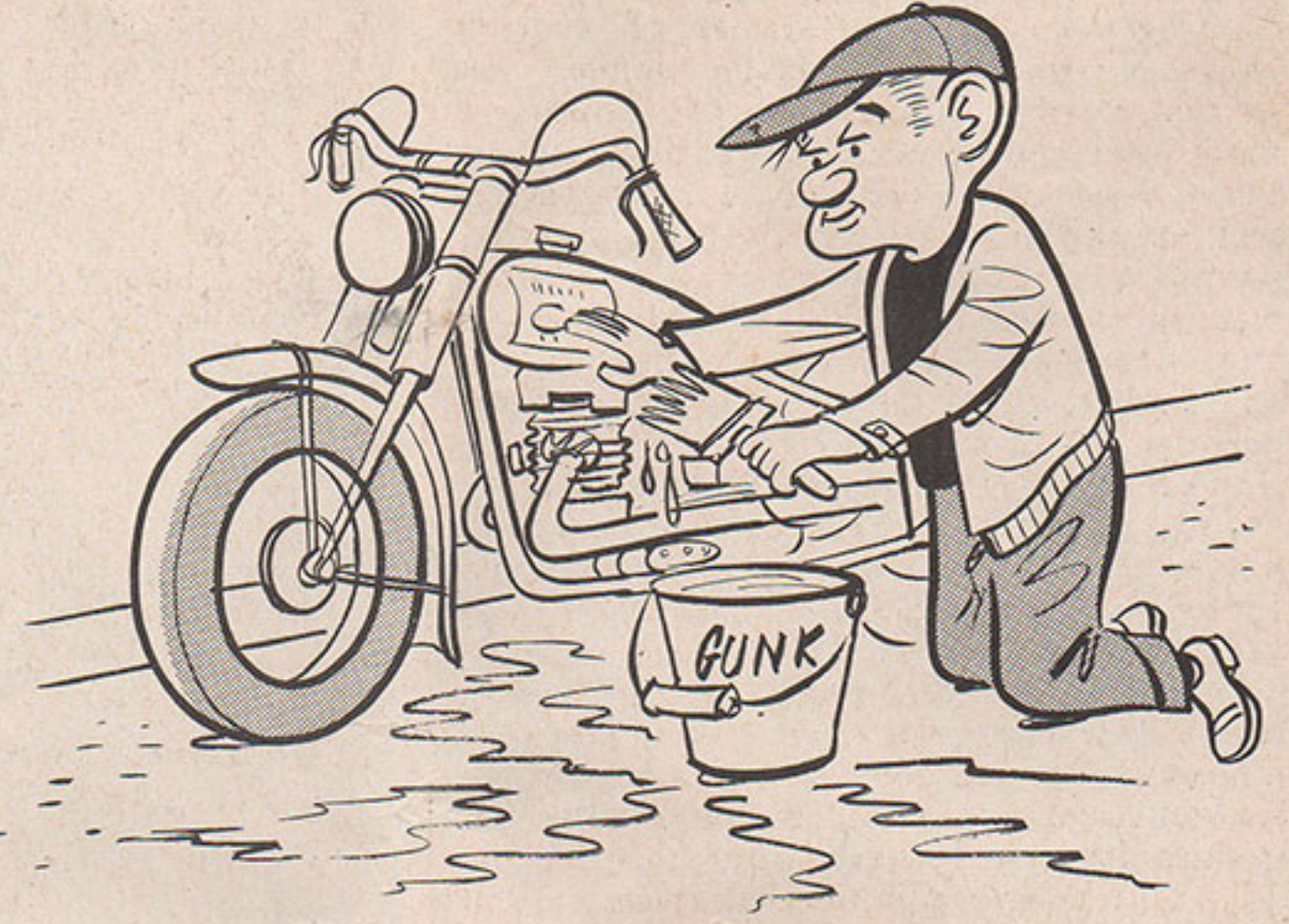
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**DOWN UNDER**

(Continued from Page 23)

carrying out this alteration, the designer cunningly contrived a system of radially spaced six-rocker-per-four-valve system that startled everyone at the time. The Senior TT machines of 500 cc used the radial system on the exhaust valves only, the inlet valves remaining as the normal parallel type. In other words, it combined the radial and pent-roof type valve operation. That these alterations were outstanding is proved by the fact that in 1930 Ridges swept the board in the Senior and Junior events. In 1931 they showed that they were capable of an equally decisive win in the Lightweight class. In addition, their performance in the Senior and Junior Races was nearly good enough to win had it not been for the Nortons.

Nortons, however, succeeded in proving that a first class two-valve motor need not fall short of four-valve performance. While Ridges were successful in the smaller capacities for several years after this, in the TT, Ulster and Continental races, 1930 showed that, in the Senior class, the last win in the TT on a push-rod-operated-overhead valve machine had been achieved. The overhead camshaft was to reign supreme in the years to follow. This is not surprising, for the advantages of the ohc design have been amply demonstrated.

The machine shown in the illustration is a 500 cc TT-type Rudge with parallel inlet valves and radial exhaust valves. Later, the lessons learned in racing were transferred to the standard production Ridges, in that this valve system was used with great success. The sports edition of the production Rudge, known as the "Ulster" model, was eventually brought into line with the valve assembly being totally enclosed, the earlier designs being open.

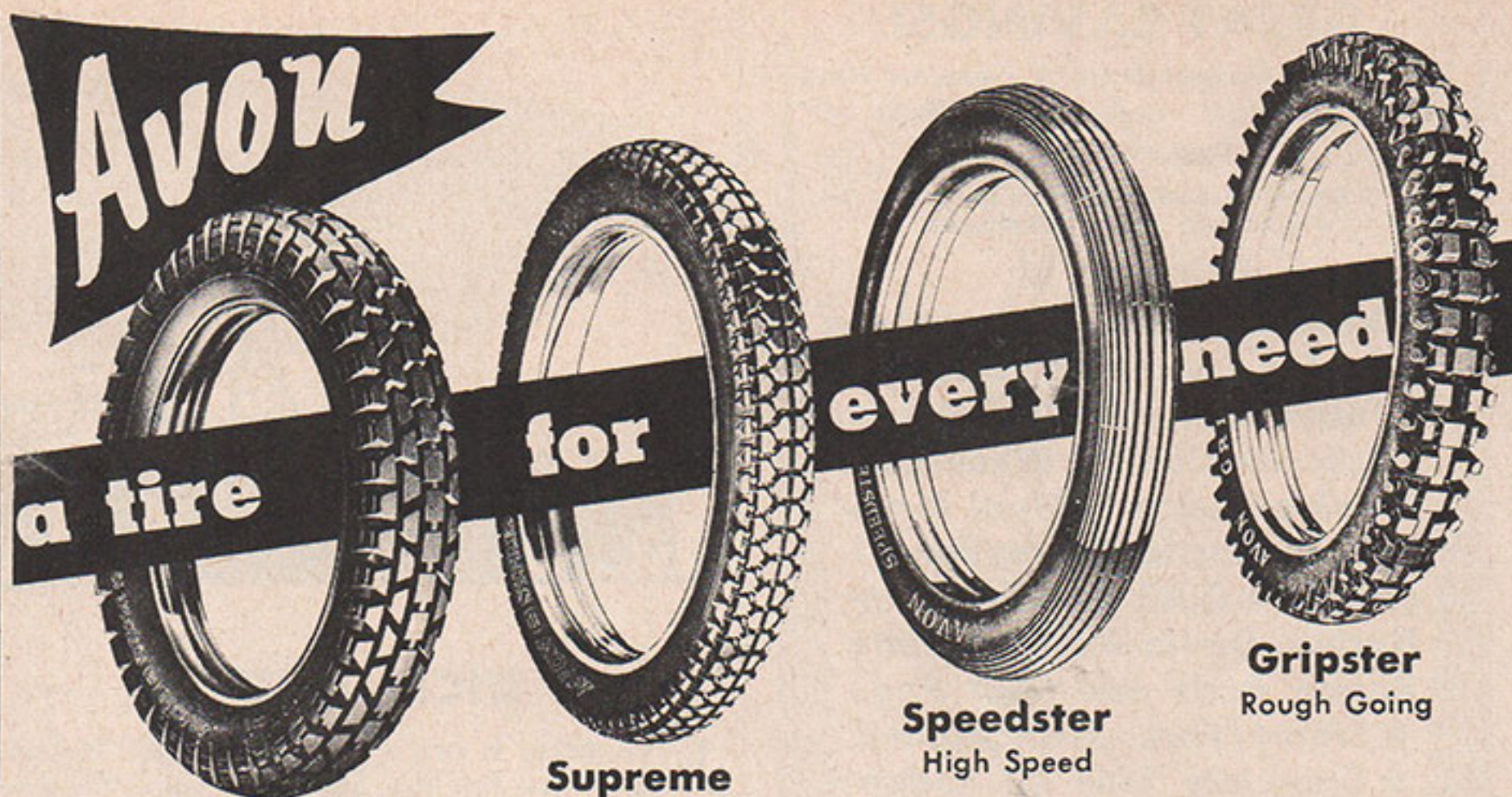
The "Ulster" and "TT" models had a lot in common and employed steel flywheels and large crankpins with three-row roller bearings in duralumin cages for the big ends. The drive-side was composed of two bearings, a ball and a single-row roller. Connecting rods were made from 5% nickel, case-hardening steel, heat-treated. The tensile strength was between 75-80 tons per sq. in. The pistons were made from die-cast "Y" alloy, and were "slipper" type. The cylinder barrels were nickel-chrome, cast-iron. Heads varied from the earlier design of aluminum-bronze to a light alloy of RR50.

Exhaust valves are made of KE 965 steel, the inlet valves of 3% nickel steel. The exhaust valves were used in a normalized condition, but the inlets were carburized, hardened and tempered, a process which gives great toughness and excellent wearing properties. Incidentally, the intake valves had flat heads and the exhausts were of semi-tulip formation.

The spark plug was located directly in the center of the head. Valve spring pressure on the "Ulster" was 83 lbs. at half lift. The inlet port diameter was 1 1/8-inch. The overhead rockers are made from 3% nickel case-hardening steel.

On the "TT" type engines, the crankcases on the drive side were very heavily ribbed for strength. On the later type of "Ulster" the crankcases were die-cast of aluminum alloy and had a smooth exterior. The "Ulster" engine employed aluminum alloy, tubular push-rods of 3/8 inch diameter. The push-rod ends were of oil-hardened steel with a press fit. Some of the original "works" racing jobs employed solid steel push-rods.

These, then, were the Rudge machines as we knew them. In conclusion, it is hoped to give readers further details in future articles of other interesting and intriguing designs of British, Continental and American origin.



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# Dealer Doings

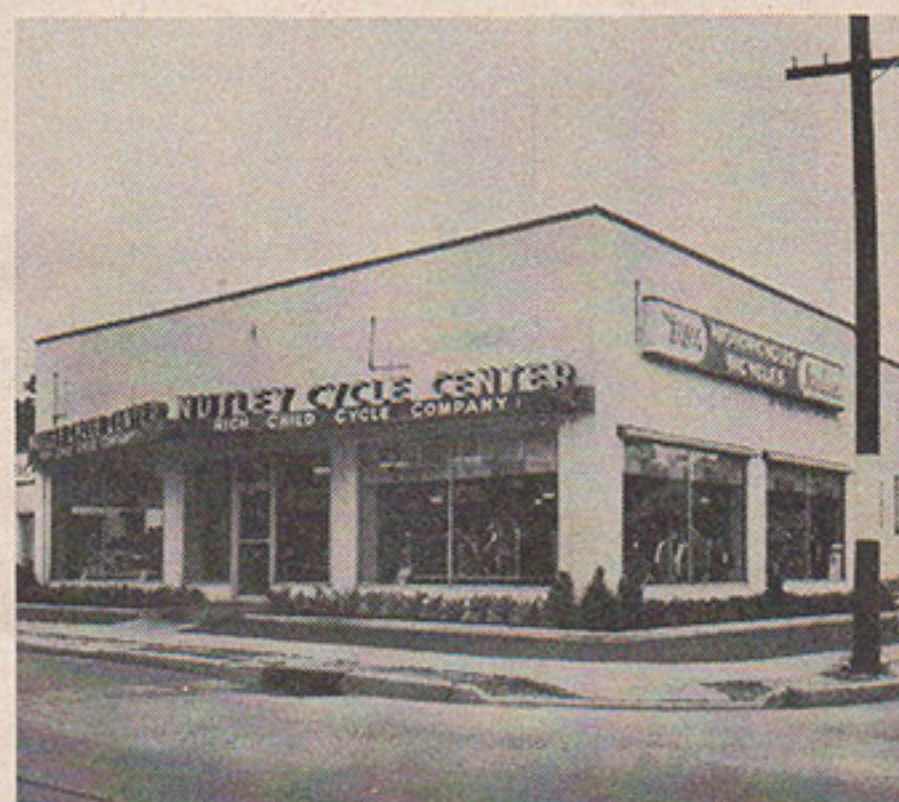
**RICH CHILD**

FIVE years is not a very long time to look back on—but the five years since the end of World War II has witnessed a startling rejuvenation of the motorcycle and bicycle business in the United States.

The Rich Child Cycle Co. has played a modest part in this rejuvenation—importing many thousands of British motorcycles of many different marques. The effect of these imports has been to give riders a broader field to choose from.

The Rich Child Cycle Co. started out modestly in a basement at 94 Madison Ave., New York. Despite expansions, the space has become totally inadequate and the company has now moved to Nutley, New Jersey (see photo).

Ample stocks of 22 models (A, B, C, D models in BSA and one in Sunbeam, covering engine capacities from 7½ to 40 cu. ins.) are warehoused in New York by Rich Child and also in Los Angeles and San Francisco by Hap Alzina, who supplies dealers in 11 western states.



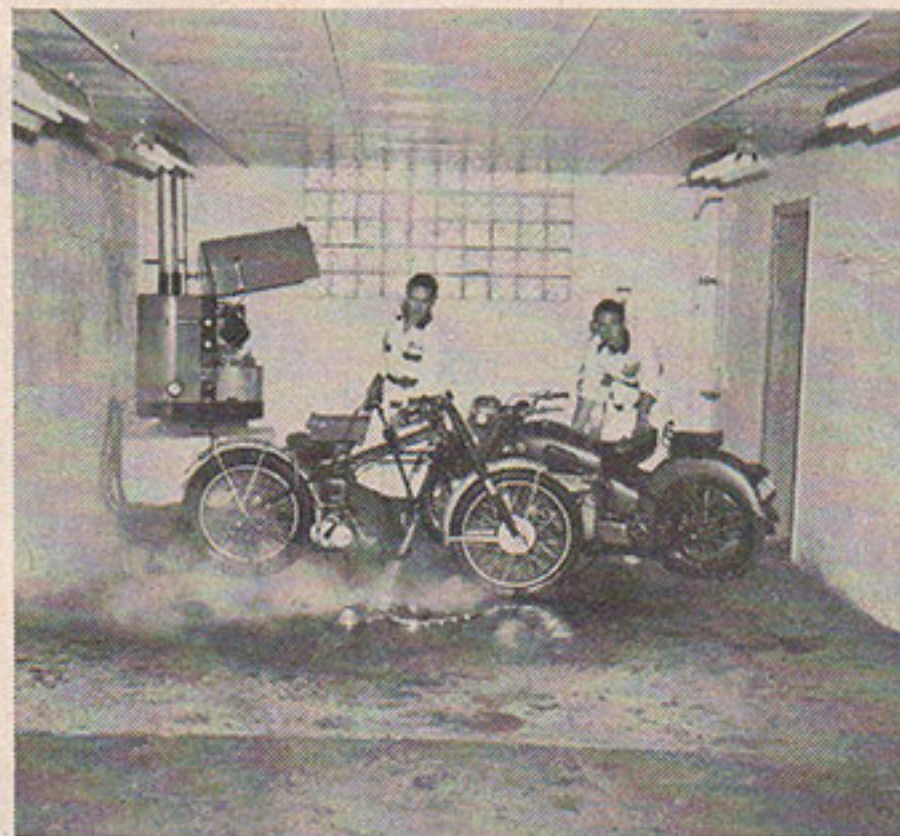
NEW building of Rich Child Cycle Co., Inc., sole importers and East Coast distributors of BSA-Sunbeam-New Hudson 'cycles and bicycles

**DUDLEY PERKINS**

ONE OF the biggest names in West Coast motorcycling—in both the competition and commercial ends of the game—is San Francisco's biggest Harley dealer, Dudley Perkins. That's as it should be, since Dud has been involved in both the sport and the business since he was ankle-high to a kick starter. Motorcycling bit young Dud so badly that he left high school in Stockton, Calif. to go to work as a 'cycle mechanic. He rode a lot, too, and his first break was a big one: Hap Alzina came to Stockton with the Indian factory team, for a ten-miler on the town's mile track. Dud, then 18 years old, worked on the factory machines and since there was a spare, Hap offered the kid a chance to ride. The kid rode the belt-drive single against top men from all over the country and won the main event—ten miles—in 10m30.0s.

That really got him rolling, of course, and a year later he moved to San Francisco where he went to work for Gus Chelini, the old-time Indian dealer there. He kept on racing and went into the employ of Bente and Baumgartner, Excelsior and Merkel dealers whose shop was where the present S.F. City Hall now stands. He raced Excelsiors for them, worked in the shop in the daytime and sold motors at night. In July of '13 Perkins went into partnership with Al Maggini on Market St., handling De Luxe and Jefferson motorcycles. These last were one of the first overhead valve twins and Dud raced his Jefferson 61—they had direct chain drive and weighed just 200 lbs.—on mile dirt tracks up and down California and was decidedly tops in his class, cleaning up everywhere.

In 1914 Dud's affiliation with Harley-Davidson began when he set up his own shop on Van Ness Avenue. Two years later he took over all police service and sales for the city of San Francisco and he still has that important customer. In 1928 he initiated—maybe he was the first dealer in the world to do this—a commercial motorcycle rental



UP-TO-DATE methods in the Service Department include a steam-cleaning unit in a bay used specifically for cleaning serviced motorcycles



INTERIOR of Repair Shop bay at the new Rich Child Cycle Company's plant in Nutley, N. J.





business on the side, selling mileage by the month. Today, he has over a hundred machines farmed out and still seems to be the only dealer in the country operating such a business. In connection with it, he runs an employment agency for riders.

He's been at 655 Ellis St. since 1940, where he now has one of the country's largest parts stocks, to say nothing of a sales and service organization that's the last word in modernity. His old employees have been with Perkins for as long as 30 years. The new ones are hired for both enthusiasm and ability, are both shop and factory trained. Above all, Dud is service-minded and his 37 years of prospering dealership have proved that Service pays.

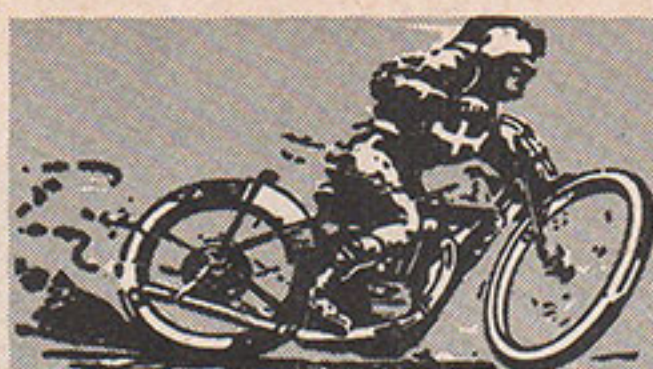
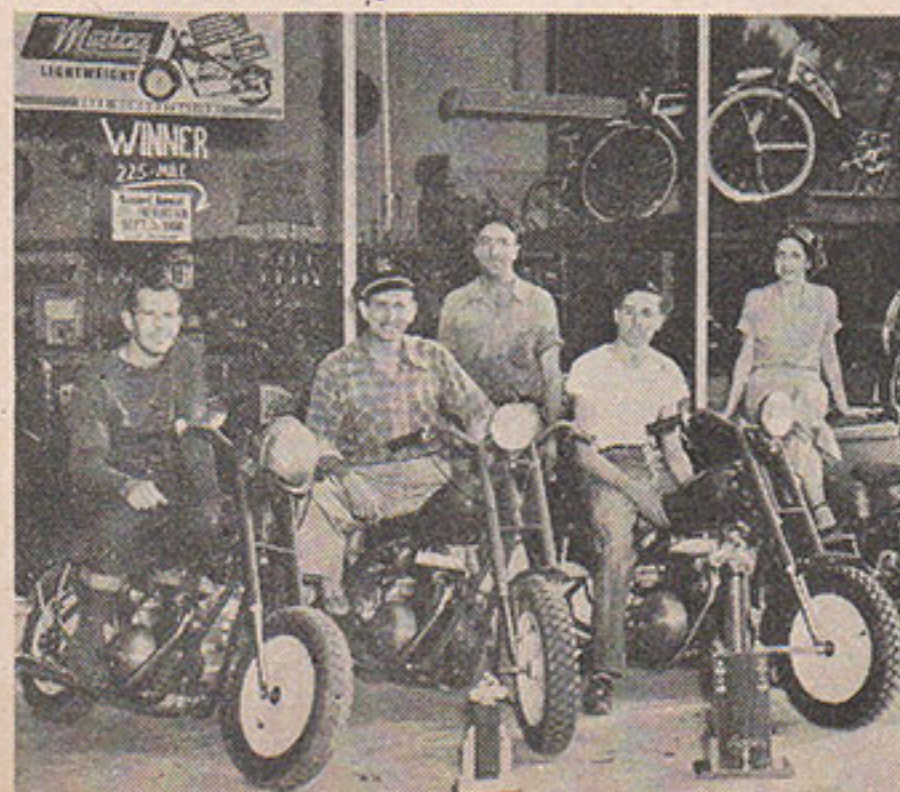
Dud Perkins quit track racing in '14—when he started going with his wife. But he continued hill-climbing until 1934 and was West Coast Champ off and on for 17 years. Today, at 57, with well over a hundred big fat trophies to remind him of the sport he's always loved, Dud continues to ride every day and looks forward to a future that will be as full of motorcycles as his happy past has been.

### Midwest Endurance Run

IN THE Second Annual Midwest Endurance Run, sponsored by the Midwest Harley-Davidson Dealers Association, Walt Fulton took everyone by surprise, covering the 213½-mile distance with the least points scored against him (21). The El Pasoan (Texas) started second, but the leader soon dropped out, and it was up to Walt to break trail, open gates, etc.

Sixty-four machines started, 30 of these dropping by the wayside. The Mustang, minus a speedometer, hit the six check points the closest and because of its light weight, had the heavier machines at a disadvantage over the rough terrain.

In second place was Don Parks (Indian Scout) of Kansas City, with 28 points and Kenny Jones (Harley) of Oklahoma City, was third with 31 points.



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2	4	6
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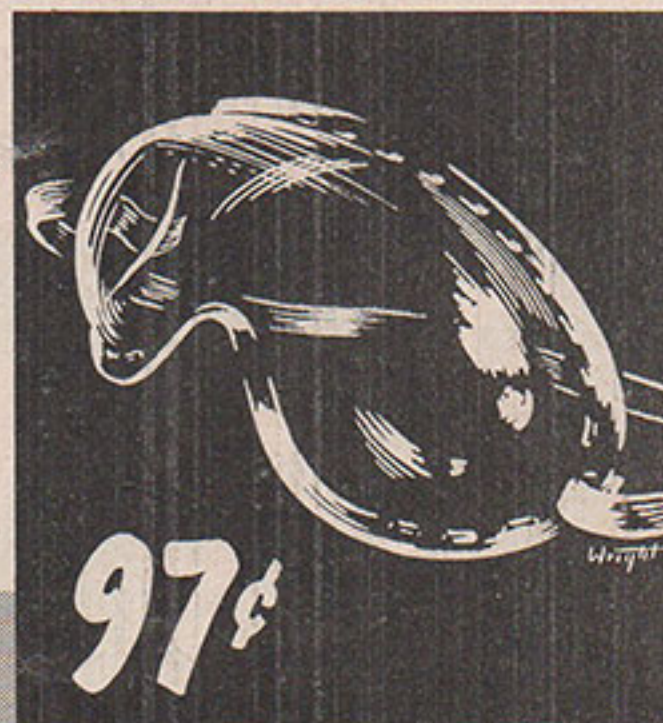
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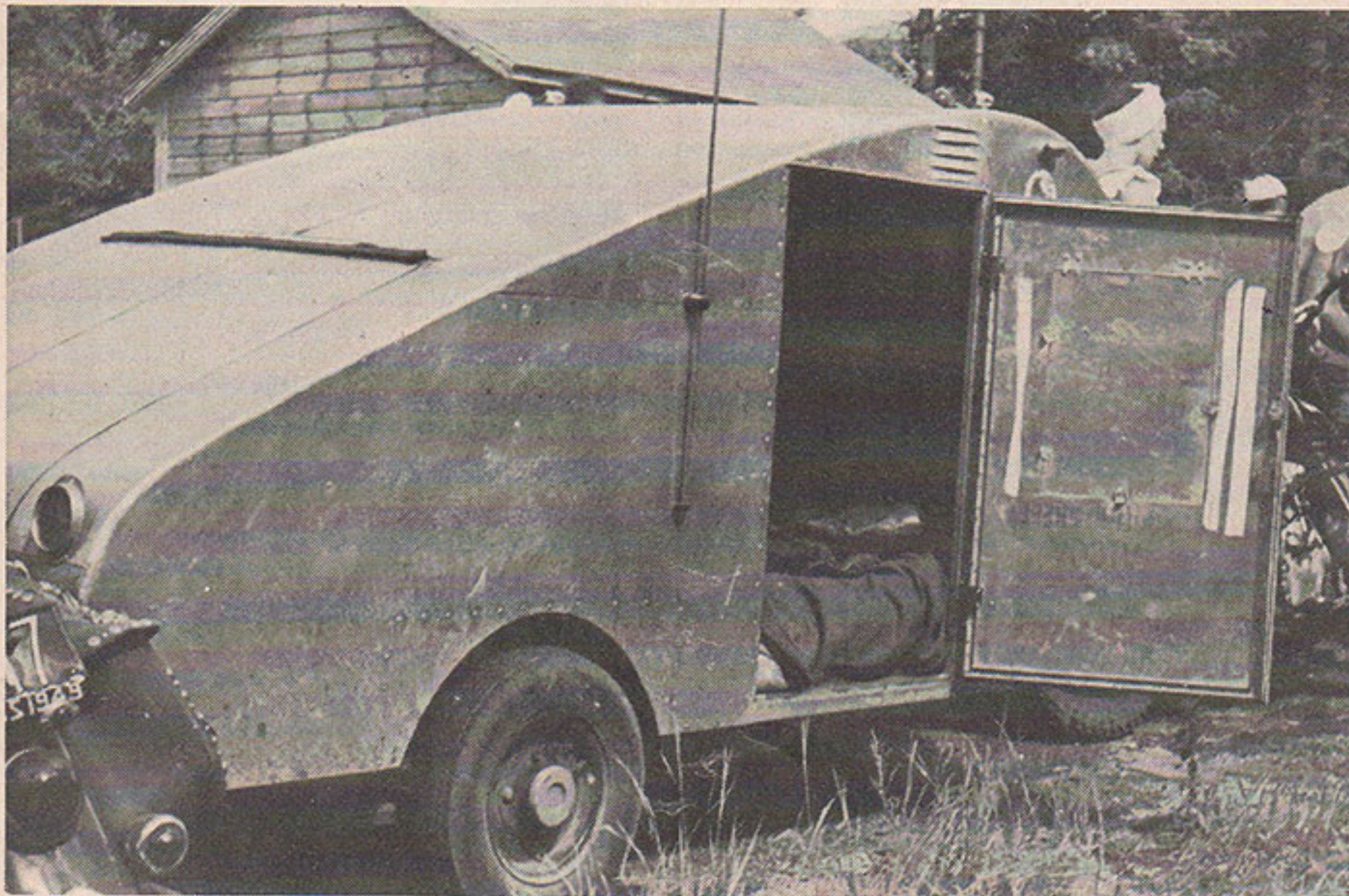
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## MOTORCYCLE TRAILER FOR TWO



Photos by Charles L. Stratton

IT SEEMS everyone has his own ideas about the housing shortage. Now, it's a trailer for motorcycles. One mechanical-minded motorcyclist, Jack Parsons of Batavia, N. Y., built his own.

Made of aluminum and streamlined, it only



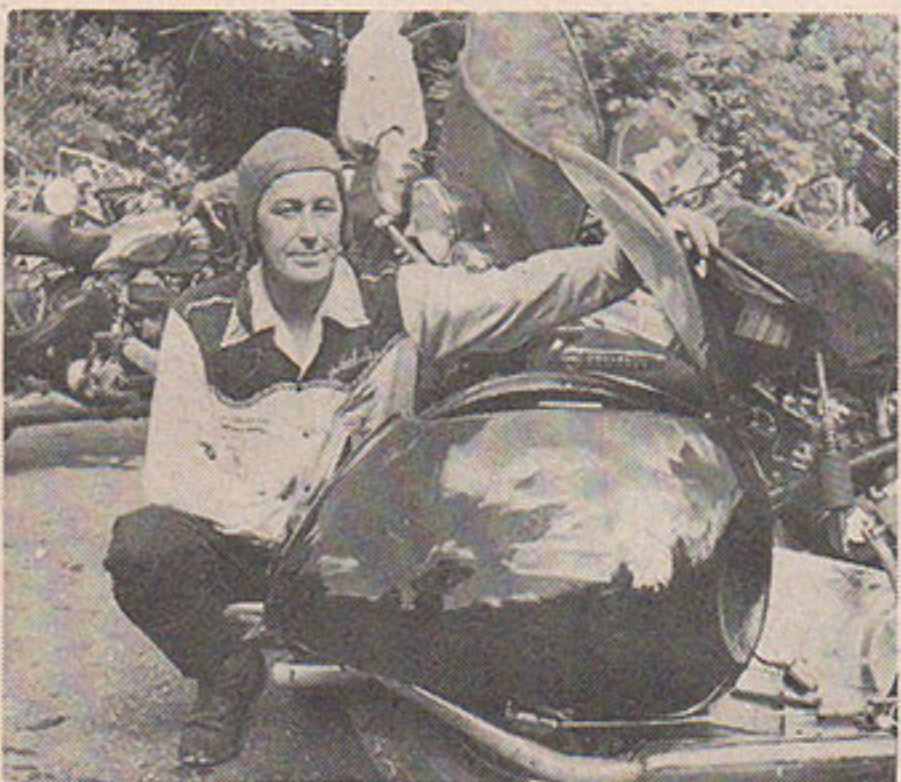
weighs 310 pounds with an overall height of five feet. This trailer has ample sleeping room for two and contains a radio aerial and all necessary equipment for a successful camping trip. Entrance is gained through a small door in the side. A kitchen compartment in the rear of the trailer contains ice box, water cooler, camp stove and mess gear.

Trailer brakes and stop lights are operated from the regular motorcycle foot brake by means of a connecting cable. The trailer is connected to the motorcycle by means of a trailer hitch attached to a special bar welded just above the rear stand. This bar does not interfere with the stand.

When the motorcyclist desires to go swimming, he stops beside a refreshing pool, changes his clothes in the trailer, and hangs his wet garments on a clothesline strung between the radio aerial and motorcycle handlebars.

## METAL SADDLE BAGS

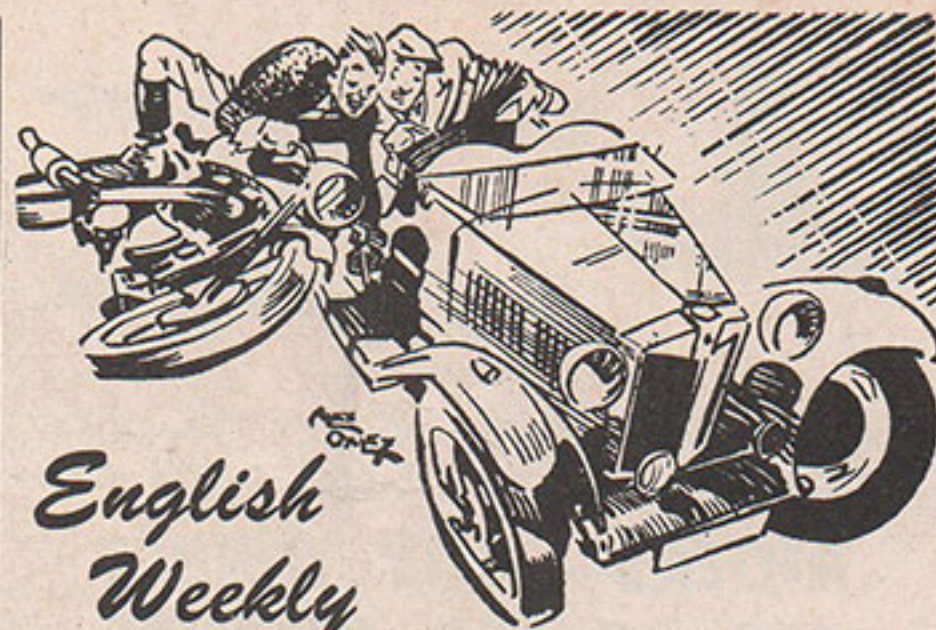
Photos by Charles L. Stratton



A NEW patented sheet metal saddle bag for motorcycles is about to be put on the market. It is practically foolproof and adds greatly to the appearance of any motorcycle. According to the inventor, Conrad La Rochelle of White Plains, N. Y., the saddle bags are dustproof, waterproof and do not dent easily.

Each saddle bag has a handle in the top. A motorcyclist desiring to spend the night while on a trip may unlock the top lid and, by unscrewing four screws, remove the bags for carrying the same as suitcases. A catch on the bottom of this new bag enables the rider to lift it out of the way without detaching it from the machine when necessary to make repairs to the rear wheel of the motorcycle.

The streamlined saddle bags are designed in different sizes to fit all makes of 'cycles.



### English Weekly Magazines

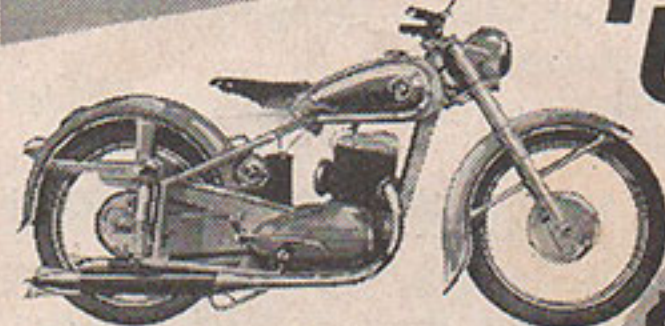
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## LOOKING AHEAD



*advance news of events*

**T**HE BIG BEAR RUN, a National "Hare and Hound," will take place January 7th on a new course, from 150-200 miles long. This run consists of the roughest terrain and weather conditions imaginable, including the heat of the desert and the freezing conditions of the mountains, with rain generally in between. Sponsored by the Three-Point M/C of Hollywood, the run is expected to boast over 200 entries from all over California. Last year there were 180 starters, the winner being Aub Le Bard, who won it for the second time. The big question now being asked by motorcycle riders and fans is, "Will Le Bard repeat this year for the third time to retain possession of the trophy?" To find out, be at the start of the Big Bear Run at 9 A.M. on January 7th.

**P**LANS for the Catalina Road Race, first laid down by CYCLE (July, 1950), are now beginning to formulate. Many top Southern California personalities are behind the event, with tentative plans calling for experienced amateurs as competitors. The next issue of CYCLE will carry news of further developments.

**T**HOSE riders who prefer a lighter, economical, yet competitive machine will be interested in the new Mustang Special. It will feature a front wheel brake, an upswept exhaust pipe for convenience in Enduro water hazards. The machine will also have a full-race cam and a high compression head. Watch CYCLE for technical details and photos of this new machine.

### TRICKS AND TIPS

(Continued from Page 25)

5/16" while rear chains are satisfactory with 1/2" to 3/4" stretch.

Periodically, remove both chains and inspect them. Carefully look at each roller, noting cracked or missing rollers. It is best to discard a chain when the first cracked or missing rollers are observed, for obvious reasons; the chain is disintegrating and may lead to costly damages later on. Certainly, for competition riding, chains must receive careful attention at all times.

A good tip for machines having a pivoted gearbox for front chain adjustment is the following: after the front chain is properly adjusted and the gearbox mounting bolts are finally tightened up, turn the gearbox adjusting screw to the proper position to support the gearbox from being shifted backward when the rear wheel jerks the rear chain, as in cases when the rear wheel spins under power and suddenly "grabs traction." Jerking the gearbox backward causes the front chain adjustment to become too tight and the rear chain to become too loose.

Check regularly for chain slack. Front chains should have about 1/2" to 5/8" slack and rear chains 3/4" to 1" slack for best results. Chain slack is measured by the amount of up-and-down play noticeable midway between each sprocket when the chain is checked at its tightest point.



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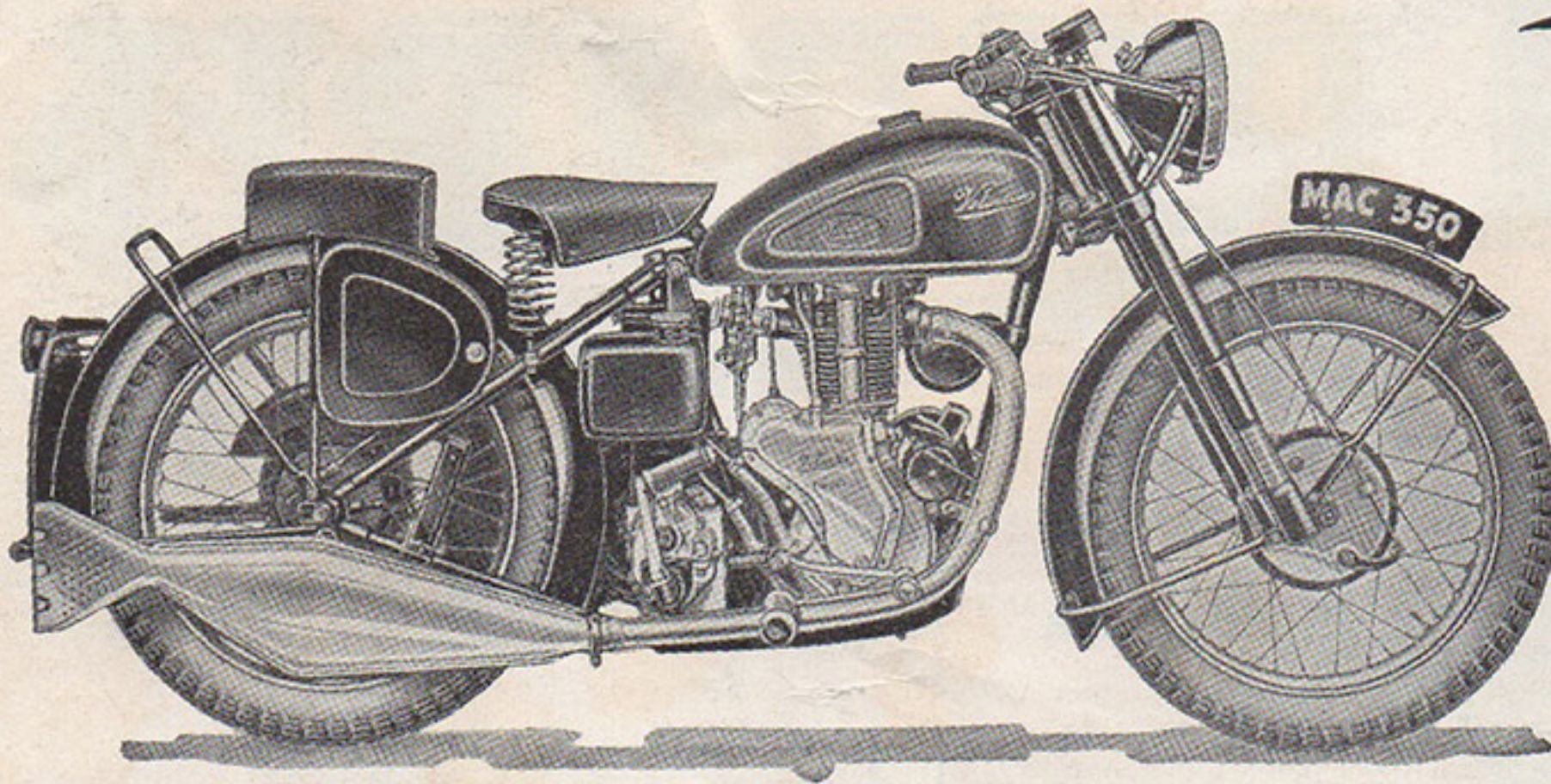
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# Mustang

## LIGHTWEIGHT WINS

### Midwest Endurance Run

(225 miles—open  
competition) Tulsa,  
Okla. Sept. 3, 1950  
Rider: Walt Fulton

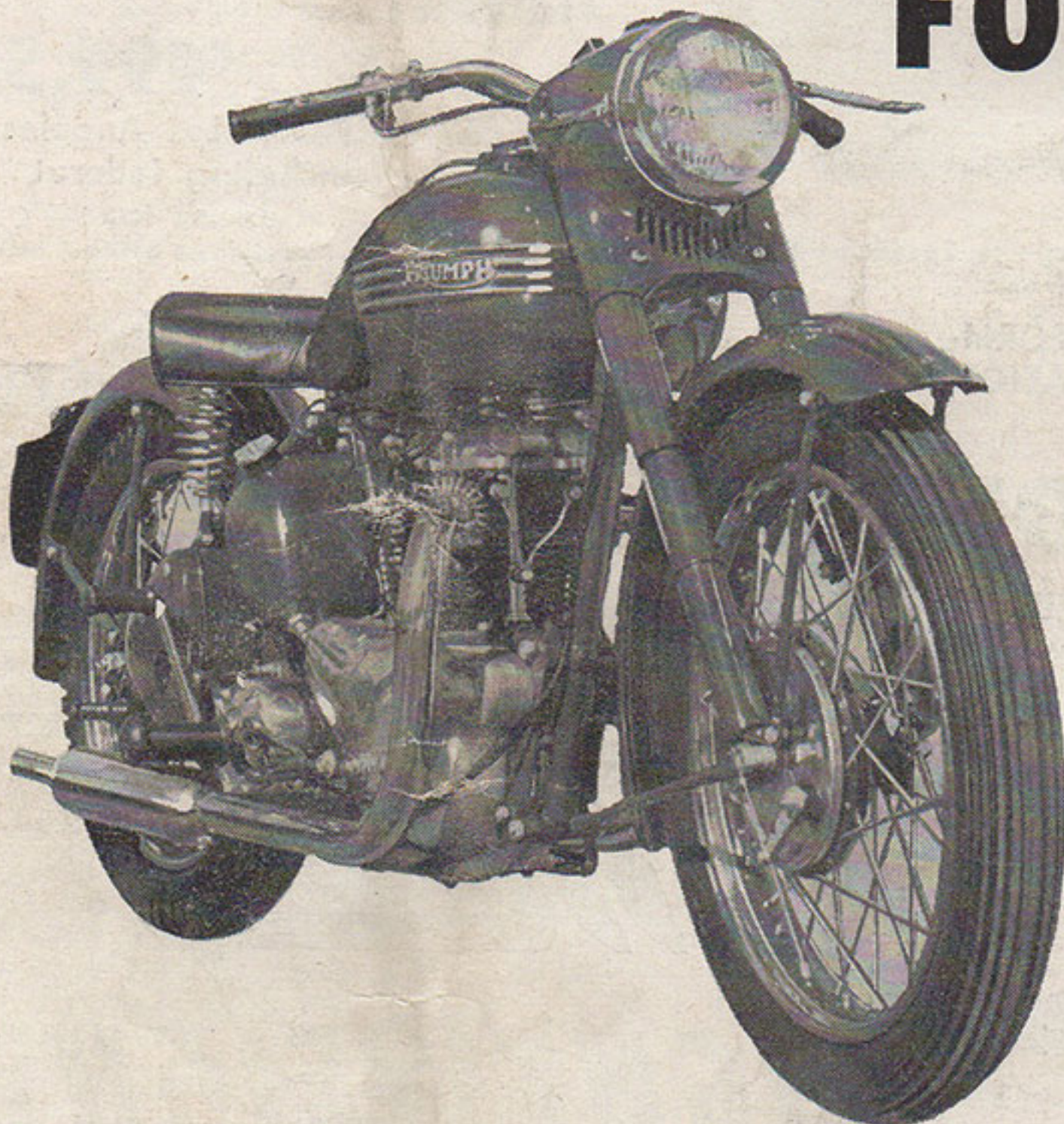
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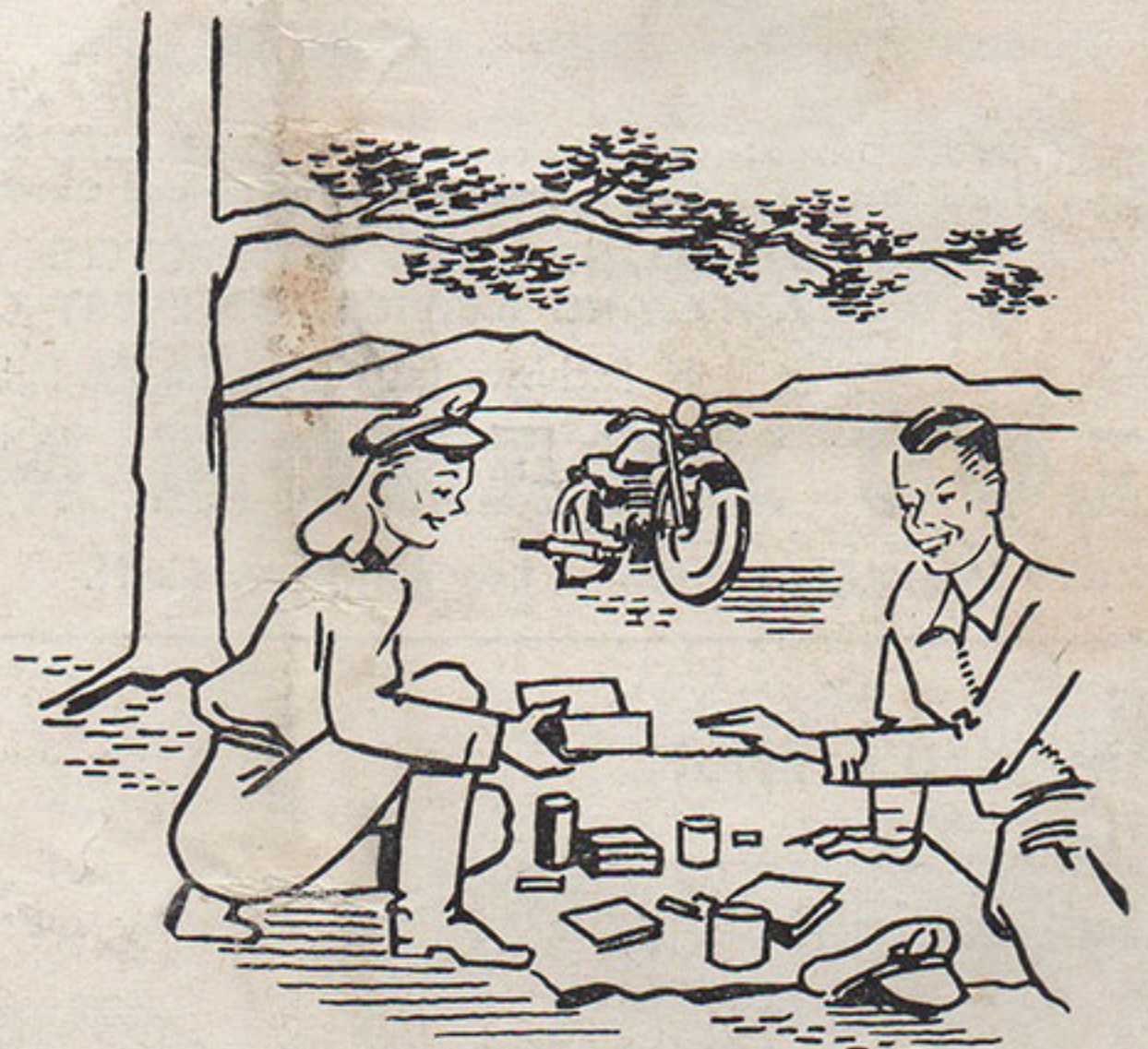
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