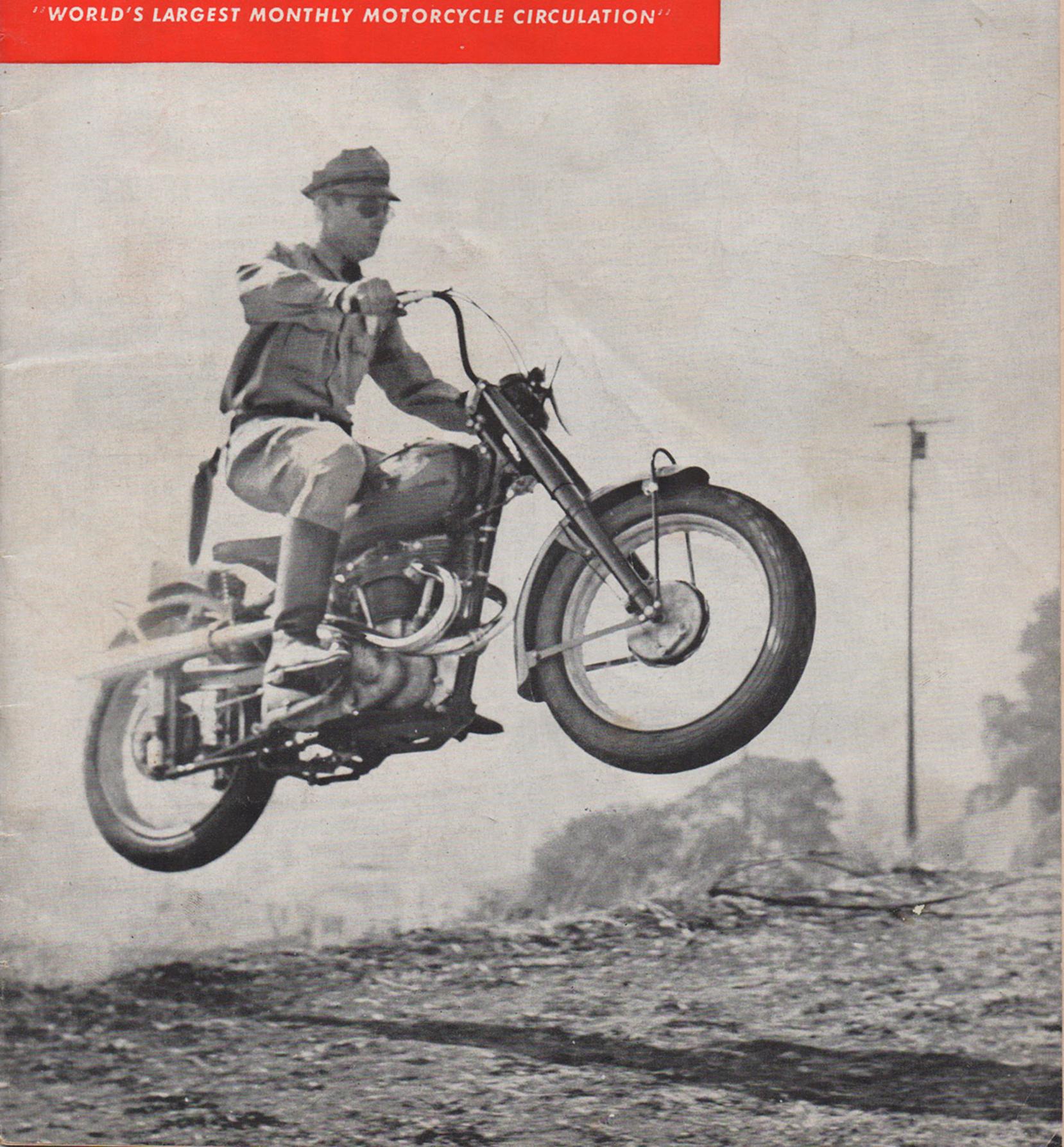


JANUARY 1951 25c

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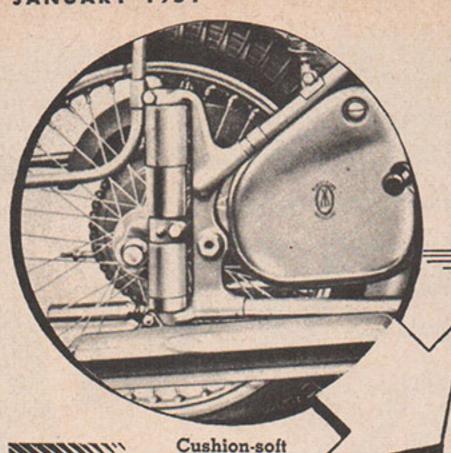
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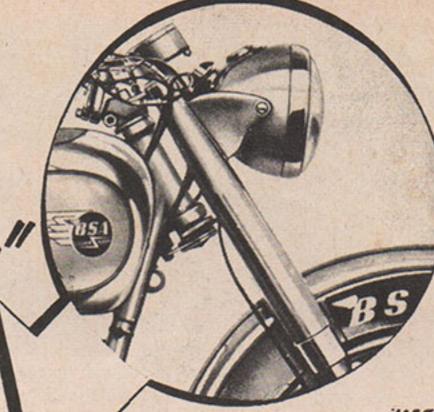
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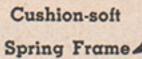
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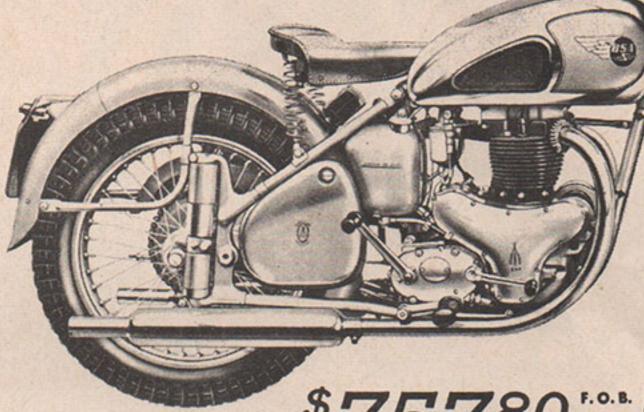
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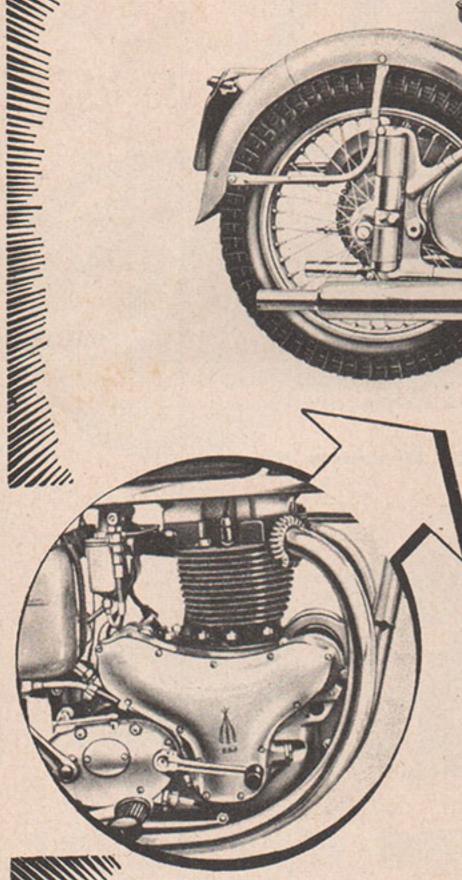
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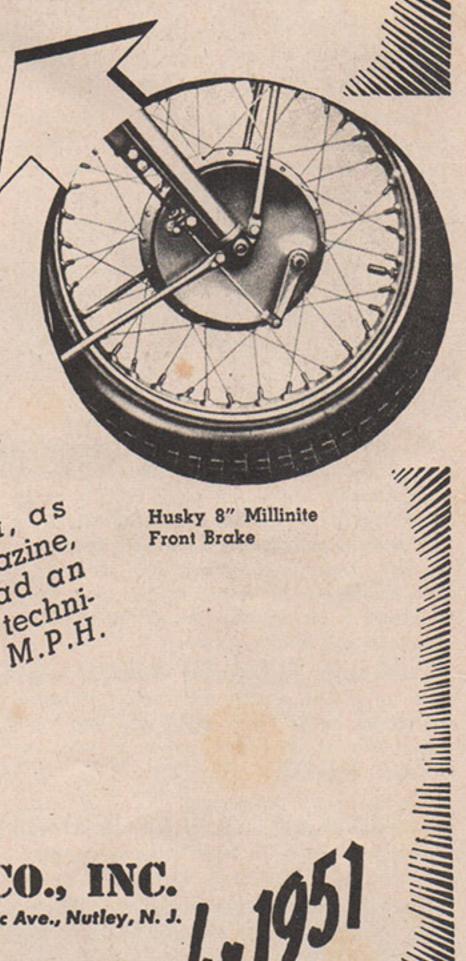
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Speaking

JANUARY 1951



VOL. 2 Published Monthly No. 1

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ADVERTISING PRODUCTION—Jack Preston

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WRITERS-John Lowry, Tim Witham

"World's Largest Monthly Motorcycle Circulation"

PERHAPS you have noticed the decided pictorial slant that CYCLE has taken in the December and January issues. Fortunately, we are well equipped to offer you ample coverage of this type from the Southern California area, and will do so wherever there is reader interest.

Many popular national and international writers contribute stories and pictures for your reading pleasure monthly. But what about that field meet, hill climb or enduro in your town, has someone covered it? Possibly, in your neighborhood, there is an unusual motor with peculiarities that would be of extreme interest to riders in other parts of the country.

You may know of some new motorcycle accessory that is being developed that would be suitable for our most recent column, "The Cycle Shop." Why not appoint yourself as a correspondent for your district; take some good live action shots or closeups with your camera and send CYCLE the negatives or prints (preferably both) along with some explanatory copy. If photographs are sent without the negatives, 8x10 size is preferred, although not absolutely necessary.

Chances for publication are very good and, if your material is used, it will not only increase the impact of your event, but will earn you \$3.00 per picture and 1½ cents per word printed. All unused material will be returned if accompanied by a self-addressed, stamped envelope. Only in this way can any publication reach far afield to give you a full picture of today's fast moving champion of sports.

Carrying this thought a step farther, in regards to club activities, let's place more emphasis on advance news items. So much more can be accomplished by publicizing your particular event well ahead of its actual date. If your club is sponsoring any contest that merits wide attention, either by reader or contestant, bundle up the details and send them in, along with some action photos of the previous year's run. By doing these things you have given your promotion an even chance for success, enlightened our readers and set the stage for an interesting follow up story.

Undoubtedly the greatest weakness in our sport today lies, not in any specific technical differences, but in our loosely knit "intercom" system. One hand still doesn't know what the other hand's doing.

Through your acceptance, CYCLE is bringing about a rapid change in this picture with a distribution that we hope will soon embrace the majority of America's active riders.

On behalf of the CYCLE staff, it is my pleasure to thank our readers for their loyal support and keen interest during the past nine months. Be assured that your gripes and praises are earnestly appreciated and that all are read with genuine concern. Let's make the next twelve months the most successful "bike" year ever!

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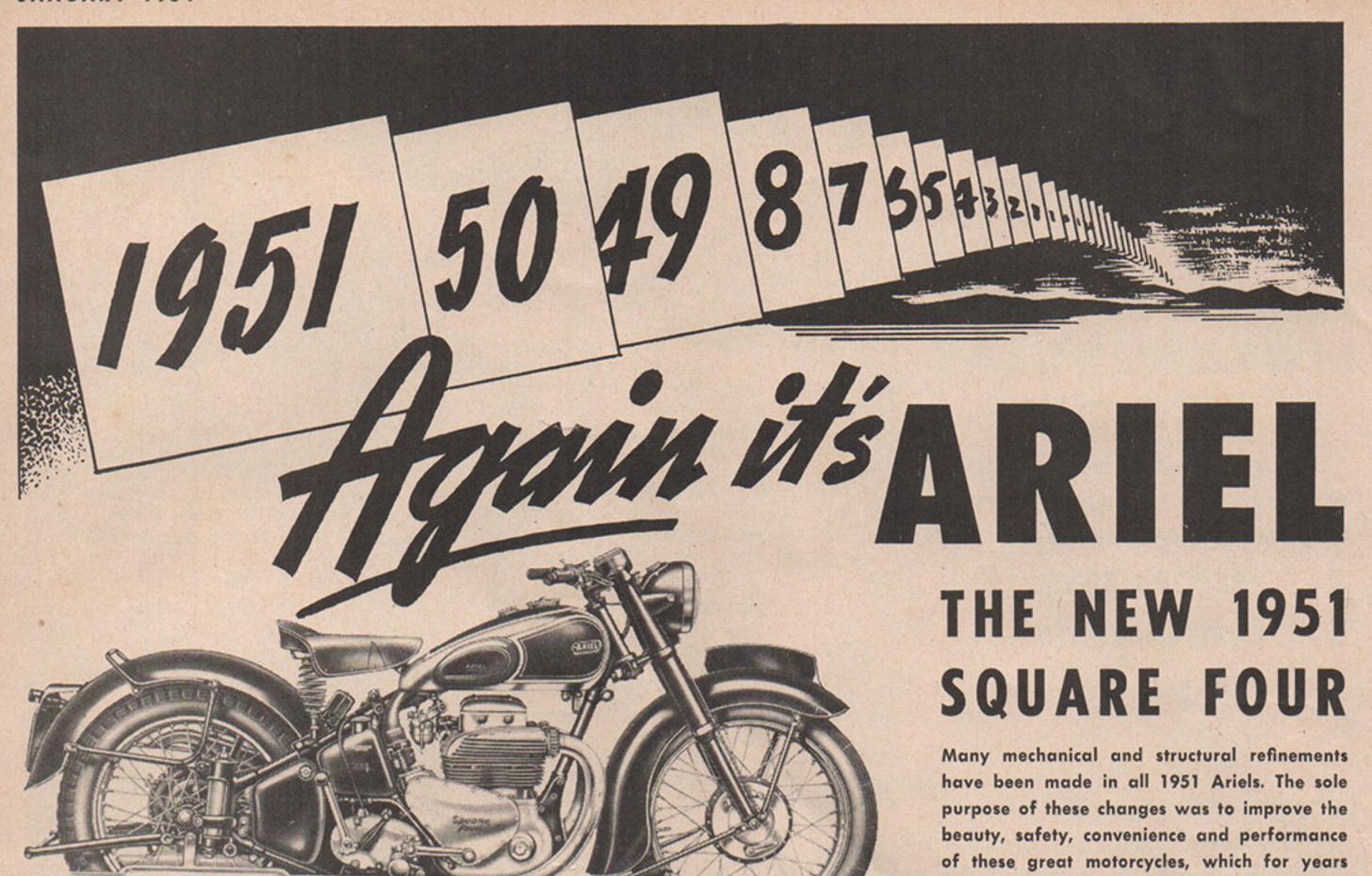
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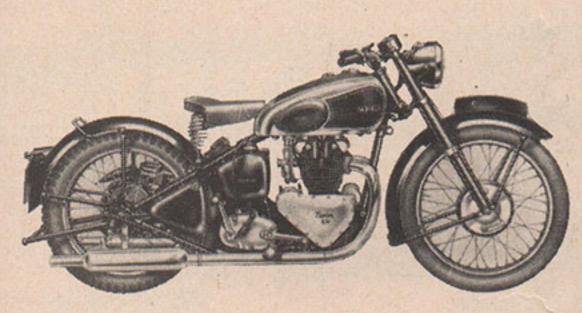
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ON THE COVER

Officer Herman Filker tops a steep hill in road test

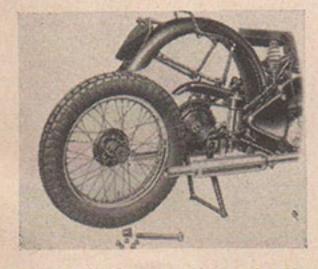
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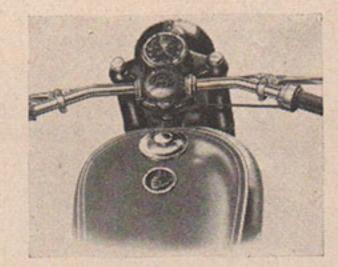


1951 RED HUNTER TWIN-500 c.c.

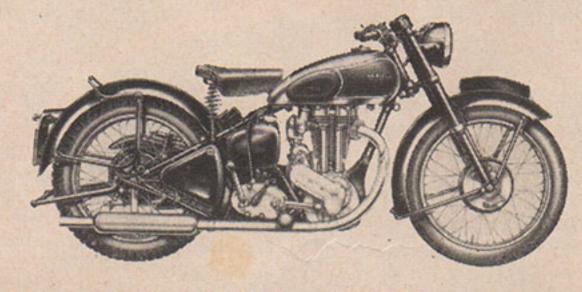
Principal change is a new flywheel assembly with a weight increase of about 20%, resulting in a smoother engine and transmission, without affecting acceleration.



Rear wheel removal is simplified by the manner in which the mud guard pivots forward.



New tank is free of instrument panel, filler cap is centered, and capacity increased by 1/4 of a gallon.



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The most important change in this model is the new cam gear, which dispenses with two separate cams by employing a single cam of double width.

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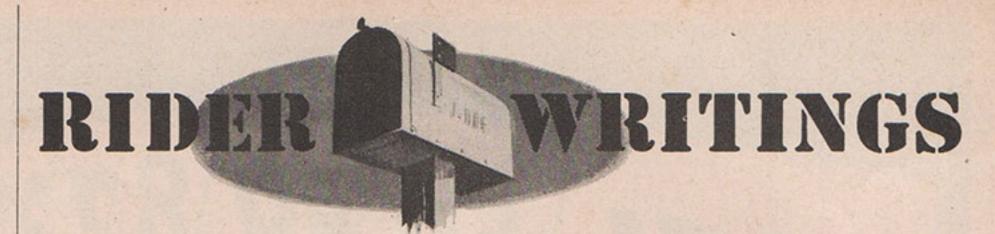
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Gentlemen:

Being a fervent fan of CYCLE, I get quite a few kicks out of your "Popper Rag." Lately, the wife has gotten mildly interested, too.

Since you gentlemen are an authority on motorcycles, I present to you a problem; for approximately 1½ years, I have been the (sometimes) proud owner of a war model 350 cc Royal Enfield. Runs good, but I don't have any information on whether or not a side-car could be mounted on it. How would you mount it? Where would you locate that third wheel? What kind of spring is best? Is it advisable on this model? Your advice on this subject would be deeply appreciated.

S/Sgt. John D. Turner Tampa, Florida

(Glad to see the three wheel bug is still at large. An entire new thrill awaits you. A hack can be fitted to this model, or most any other, but the average 350 cc machine isn't quite up to the task of handling the added weight and strain satisfactorily. Try a bigger capacity machine; you'll enjoy it much more—ED.)

Sirs:

I have read your magazine with much interest, as it is my only connection with motorcycling at the present. Being only 16, my parents will not allow me to own a motorcycle until I become of age. My dad says that maybe by then I will not want one.

Before reading CYCLE, I had never heard of a T.T. race, and many other things now familiar were just words I had heard at a shop near my house. Now I know that an Ariel and an AJS are two different machines, and many technicalities that were "Greek" are now clear.

You have a good magazine, and I sincerely hope that you keep CYCLE the unbiased, wide-open, interesting journal of the best in motorcycles.

Incidentally, my ambition is to be a motorcycle policeman.

Jack Blake San Angelo, Texas

(Keep the faith, Jack—my dad told me the same thing 14 years ago. Now he's on the verge of buying one himself. Good luck to future Officer Blake—ED.)

Dear Sir:

I recently read in CYCLE Magazine that any technical questions would be attempted to be answered. So here's mine.

to be answered. So here's mine

I would like to know the highest useful compression ratio using menthenol on a 1948 Matchless (standard bore). Also, where can I buy menthenol in quantities large enough for engine use?

Jack Wright Fullerton, Calif.

(Suggest you don't use over 12 to 1 ratio. Actually there is no limit when burning alcohol, but with pressures of over 12 to 1, benefits are hardly worth the added engine stresses. Any large chemical manufacturer should be able to supply menthenol in quantities—ED.)

Dear Sirs:

Who is the gentleman on the cover of the November issue, what kind of machine is he riding, etc.?

Some of the boys say it is an AJS motorcycle, others an Indian Warrior. We may all be wrong.

> Nabor Brewer Longview, Texas

(Cover man on November issue was Joe Sturzl of Chicago, Illinois, shown crossing the Chippewa river on his Indian Warrior. Joe placed 7th in the Class A Solo with a final score of 858 points—ED.)



Sirs:

Enclosed you'll find a picture of my 1949 Harley-Davidson. It's called "Black Magic."

This motorcycle won second place award at the New England Gypsy Tour on June 17, 1950.

I've received letters from all over the country requesting pictures.

You're magazine covers just about everything of interest to all motorcyclists. For those who like chrome jobs and all kinds of accessories, I submit this picture.

By the way, all the fellows think this CYCLE Magazine is the best thing to hit the newsstands in years.

Harold J. Evans Lowell, Mass.

(Thanks for the pointers. We're sure that many readers will share your appreciation of motorcycle accessories—ED.)

Gentlemen:

If the A.M.A. would bend back a bit and allow the F.I.M. boys to come over from the Continent to show us first hand some of this "ability" we have been reading about, it would really give motorcycling a shot in the arm. We can show John Q. Public that we are really and truly sportsmen and not the rowdies that he thinks we are.

Your magazine has helped us toward this goal more than any other publication I can

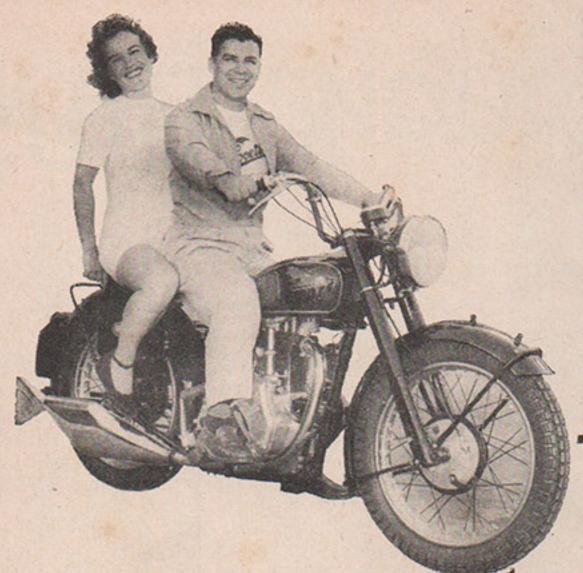
think of.

Keep up the quality and the good work.

John McGee

El Cajon, Calif.

(Public acceptance and appreciation of motorcycle sports events in Europe is phenomenal by our standards. Perhaps an international meeting on our home grounds would create a greater interest here—ED.)



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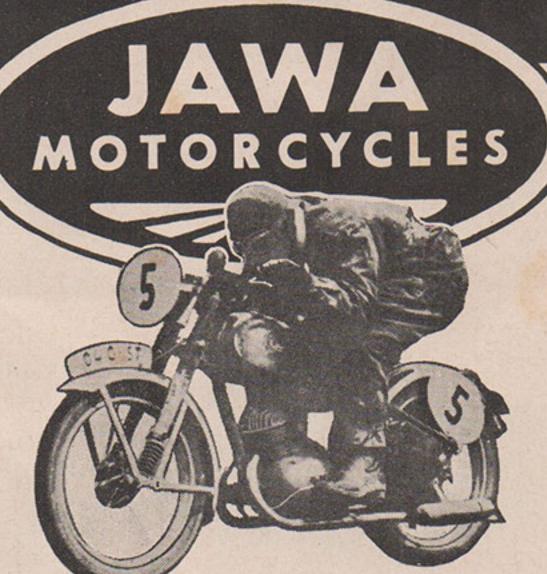
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KACTUS

AFTER doing such a fine job of laying out A the Cactus Derby course, modest Ray Arnold of the Riverside Bombers had put on an eighty mile enduro exclusively for the

girls and they loved it.

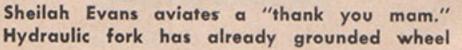
Actually there are very few sporting events marked "Women Only" and the competition minded "fems" had taken to the tougher men's runs in search of activity. The results were not encouraging, even though the girls were doing a marvelous job by comparison, and as a result, their ranks had begun to thin. In view of this, the Kactus Kate was planned to encourage new riders and provide a good workout for the more expert.

All of the tension and excitement of a championship event was evident as the riders drew their numbers and lined up for the

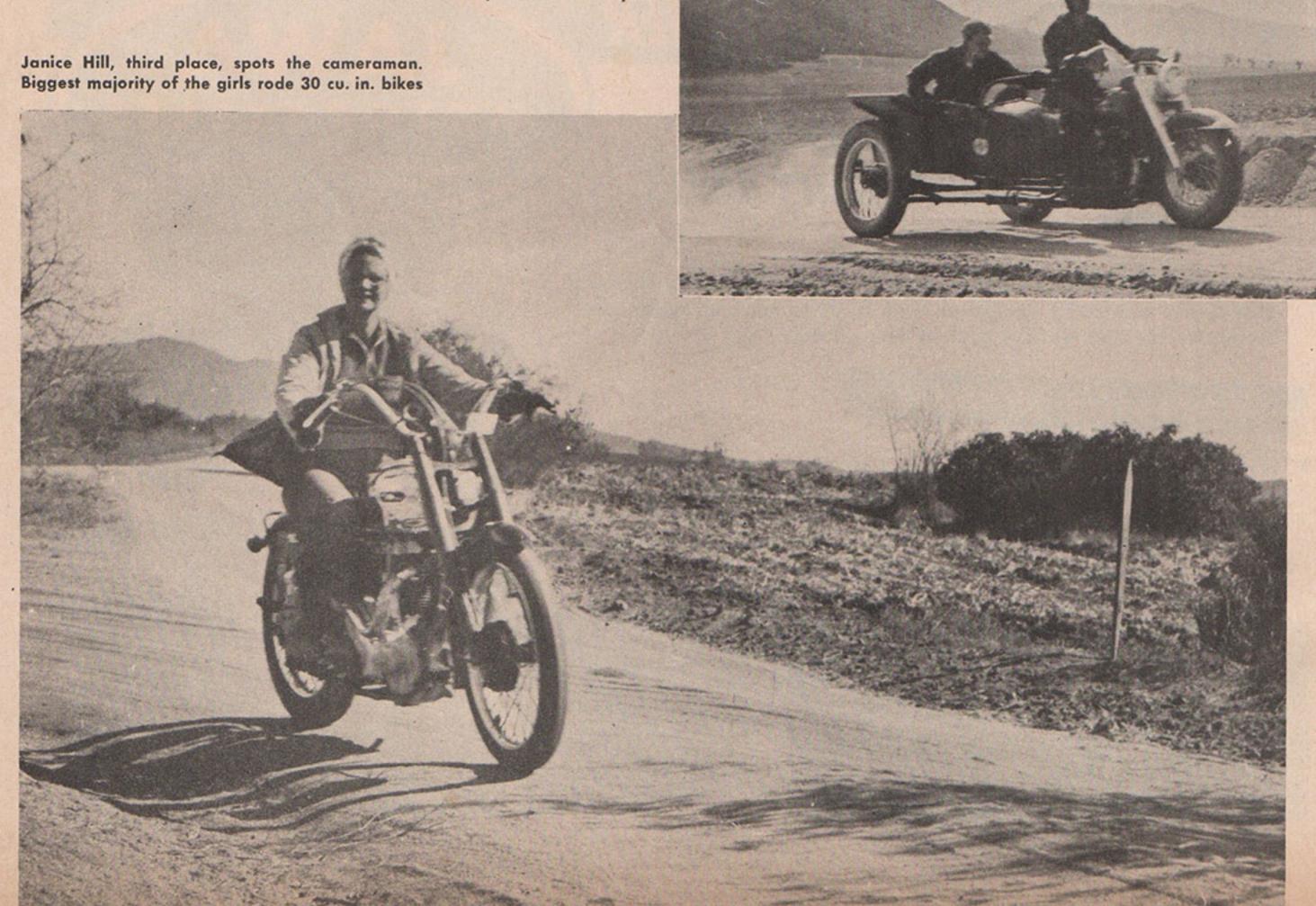
interval start.

Sidecar pilot Ruth Fordyce and passenger Dixie Arnold drew number one position and were soon sliding their way through the winding Gavolin Hills, just outside of Riverside, California. Continuing on around the south side of Lake Elsinore, the course began to tighten up and speed schedules were cut from 30 to 25 mph.

About midway in the contest, a strange thing happened. Riders and checkers began to mutter something about seeing a mysteri-



Sidecar passengers will appreciate Dixie Arnold's concerned look. Hack pilot, Ruth Fordyce



KATE ENDURO DOT ELLISON WINNER

ous looking witch riding over parts of the course. Sure, this was Kactus Kate herself, with a motorcycle for a broomstick and an oversized alarm clock hung around her neck, roamin' the trail to make sure that all went well in her inaugural run. Later we discovered "Kate" to be none other than Skip Fordyce, local Harley dealer and club sponsor, disguised with a rubber Halloween mask and well padded witch costume.

At Lakeview check, seventy miles out, most of the mighty missus were still riding high. One rider had attempted to straighten out a corner, with little success and yet another had badly fractured the transmission

case on her Triumph Trophy.

Before long the last rider had pulled into secluded Console Springs, scene of the finish, and a quick tally of points showed popular Dot Ellison to be high score girl for the day.

RESULTS

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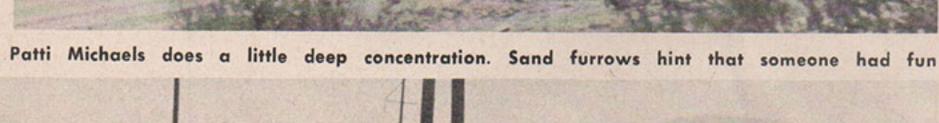
- 5. Pat Michealle......975 points
 Sidecar Class
- 1. Ruth Fordyce



Finishing "fems" at Console Springs, scenic finish. Cutie at end, Skip Fordyce (Kactus Kate)



Dot calmly observes scenery from her Triumph Trophy. A fine sport and top notch rider

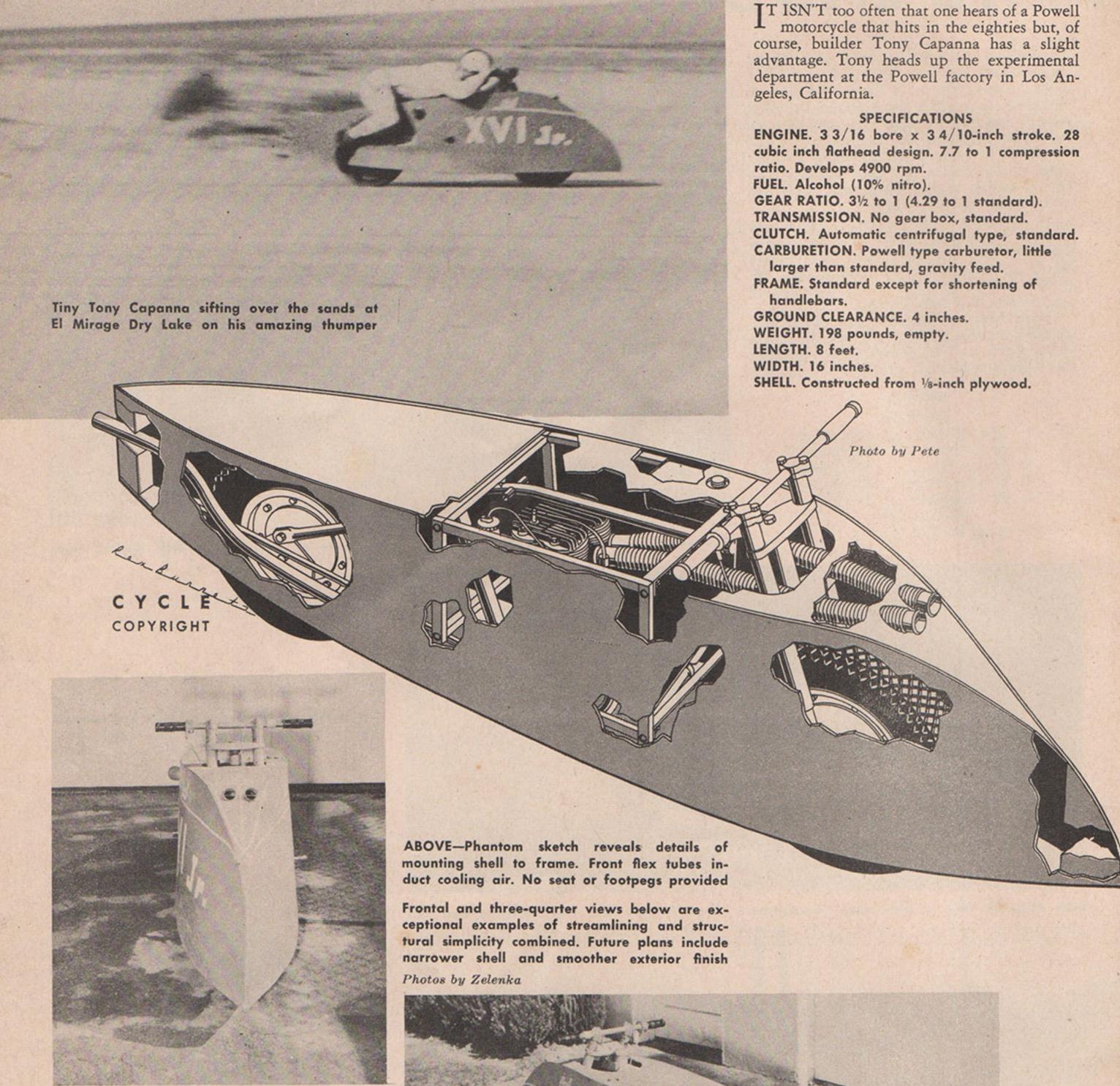


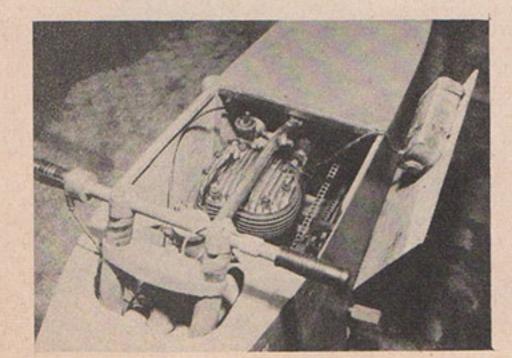




Kactus Kate queen Dot Ellison is always "in there." A dependable rider, seldom in trouble

POWELL STREAMLINER 83.83 MPH





TOMAHAWK ENDURO



Got a match? Treacherous Deer Creek crossing proved to be quite a challenge for all concerned

ROD COATES (BSA) SALVAGES 704 POINTS

By Billy Glen

THE LINE STATE MOTORCYCLE CLUB lived up to its boast this year. Line State claims to have, winding over the hills of Hartford and lower Pennsylvania, ducking in and out of Deer Creek and assorted other streams and ravines, the toughest cross-country motorcycle run in the East.

In their annual Tomahawk Enduro, 51 riders from all over the Eastern seaboard started out early in the morning on the gruelling 125 mile grind.

Just two of them finished within the allotted time. The first was Rod Coates of New Jersey, who roared, bounced, splashed, and ground his way over the course in eight hours and fifteen minutes, to score 704 points out of a possible 1,000. For his feat, he received a trophy and the privilege of

seeing his name engraved on the ceremonial tomahawk, which stays on the premises of the Line State Club.

The other rider who finished was Don Pink of Yonkers, N. Y., who won the first place trophy in the Expert Class. His point total was 686. Last year's winner, Al Kroeger of Rochester, N. Y., although failing to finish, managed to gain the second place trophy in this class. Nineteen trophies were awarded to the riders who went the longest distance before being disqualified.

Several spots along the route were particularly tough. One of the first was a mud hole in the woods near Walters' Mill, which soon became nearly impassable, after being churned up by the first riders, who came through about 9 a.m.

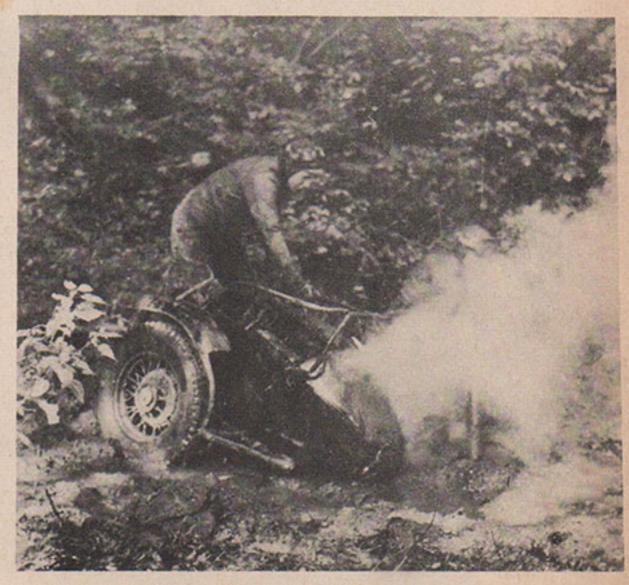
No extra charge for mud baths. Crash hats and leathers show boys were expecting the works

Other stretches, such as the Deer Creek crossing, where the Stafford Bridge once stood, and the five-mile jaunt down the rail-road tracks near Lapidum, proved too much for some of the entries. Many dropped out from sheer exhaustion, while still others showed up at checks over the hour and a half deadline and were disqualified. Only eight of the starters arrived at the noon check in Havre de Grace, approximate halfway mark, within the time limit.

In contrast to last year, when all trophies went to out-of-state riders, four awards were won by local people. Mildred Willig of Fork was second in the Women's Division, Jake Kunsman of Havre de Grace was third in the 125 class, and two last-minute selections for passengers in sidehacks, Bill Lyons of Joppa and Earl Crouse of Forest Hill, received first and third place trophies, respectively.

Other trophies went to: July Kroeger of Rochester (second place finisher last year), third place in the expert class; Bo Skoglund of Bloomfield, N. J., first in the novice class; Bob Rudy of Washington, second in the novice class; and Jim Fennell of the Bronx, N. Y., third in the novice class. William Blalock of Silver Spring, Md., took first place in the 125 class, with Milton Usherwood of Bellerose, N. Y., second. Rolfe Illsley, with Lyons as the passenger, took first in the sidehack class; Frank Dean of Sourderton, Pa. and Bill Reiff of Kulpsville, Pa., took second; while Clem Murdaugh, a hill-climbing champion of West Chester, Pa., and Earl Crouse, finished third.

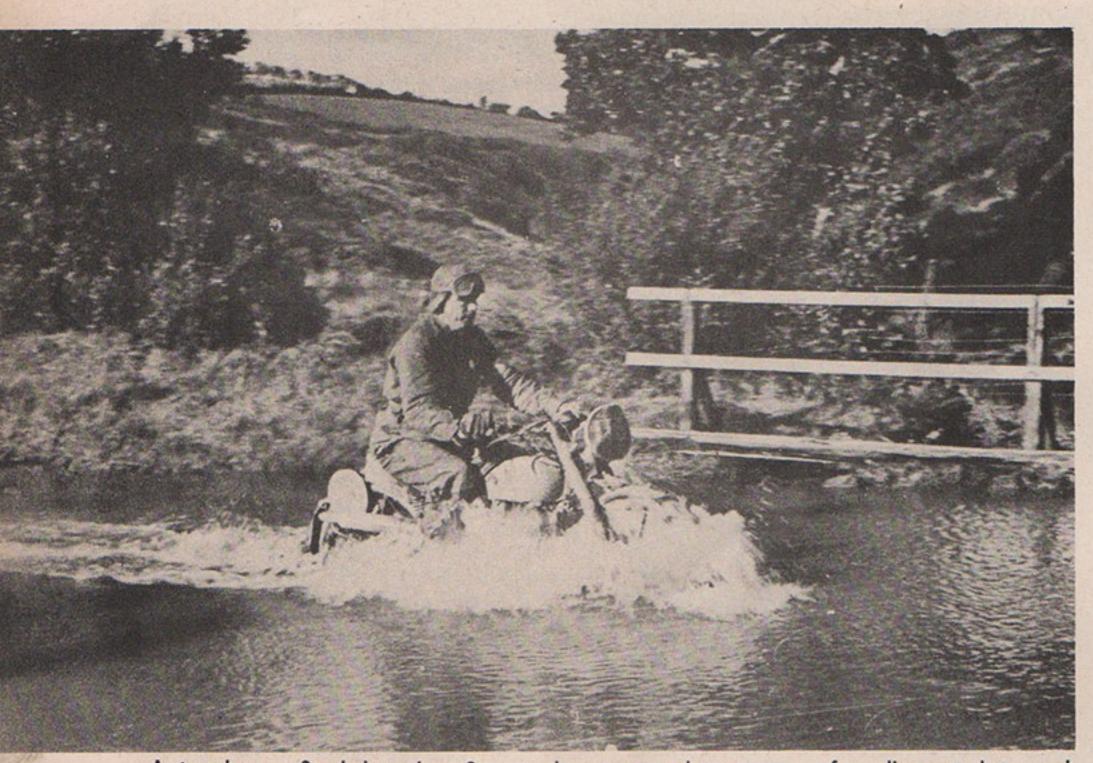
Four girls participated in the event, with Maude Legg of West Point Pleasant, N. J. the winner. Mildred Willig was second. Dot Rudy of Washington, third, and Audrey Rogers of Baltimore, fourth.



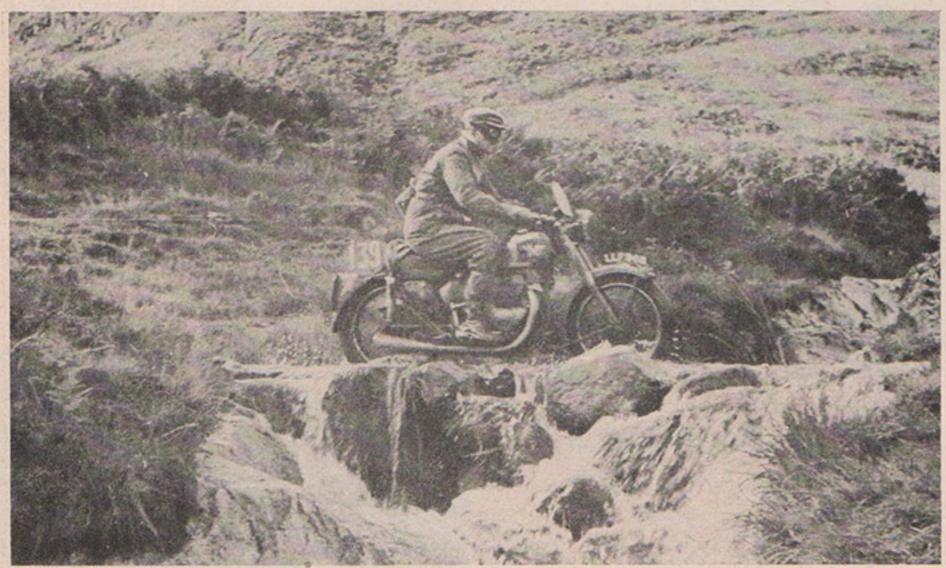
Down in smoke at Walters' Mill mud hole. Notice top of front fender, just barely visible

INTERNATIONAL 6 DAY'S TRIAL

Text and Photos By William H. Onslow



A treacherous flooded section. Some rode across under power, a few dismounted to push



Shooting the rapids sideways. Slant of the hill in the background indicates terrific current



IT WAS fitting that Great Britain should organize the Silver Jubilee meeting of the most important International battle for prestige in the Motor Cycle Realm. No greater honor could befall the Auto Cycle Union, the ruling body of the sport in these islands, for it was that body that promoted, organized, and above all, won the first of the series in 1913.

Slight alterations in the event took place in 1924, resulting in yet another coveted prize to be won. The "International Silver Vase." France and Norway have each held this prize upon one occasion. Holland, Germany and the present holder, Czechoslovakia, have been successful twice with Great Britain being the holders for nine years.

Rules and regulations differ, in that the National team of five men competing for the Silver Trophy must ride machines that are produced by their own nation, furthermore at least two capacities of machine must be used. The Vase is competed for by teams of three riders, two teams being allowed each competing country. Though the riders must be nationals, the machines used may be the product of any country and of any cubic capacity.

Unlike the British trials there are no observed sections, and contestants may use any method to overcome difficult terrain, but the rules state that the route must be passable for any type of motorcycle. The appalling weather, served to make it much too severe for the average rider astride a standard machine. Each day a route of over 200 miles, very little of it first class roads, must be covered. Seemingly, Welsh Wales is devoted to sheep tracks, grass slopes, hills of solid but well-broken rock, mud holes, and deep streams.

Under such conditions it is not surprising that over a half of the starters retired, either from crashes, water logged machines or sheer exhaustion. Each day's route is divided into ten or twelve sections, and contestants must average a set speed between them. Speeds range from 22½ mph for the midgets to 30 mph for the 500 cc solo mounts. Team riders, however, have a further 10 per cent added to the basic times for all classes.

Riders arriving at any check more than three minutes late, lose one mark per minute. Arriving at a check before time results in a cash fine. Imagine then, a contestant, who having struggled through four or five days without loss of a mark, comes upon a greasy section of rock, slips, crashes and yet another "coin" has "gone with the wind."

Saturday and Sunday prior to the trial were devoted to the weigh-in and sealing of machines, afterwards giving them over to the keeping of the organizers. All machines are locked away at the conclusion of sealing and end of each day's run. Competitors are, however, allowed to collect them a quarter of an hour before they are due to start each day. This enables them to refuel, change a tire, put in a couple of spokes, or what have you.

MONDAY

Quite a throng of locals helped to swell the crowd that braved the rain threatening

The fact that his partner is laying down on the job doesn't bother this busy sidecar jockey

dawn on the morning of the first day. First rider to pass through the cheering masses, Bill Peacock, was piloting a 347 cc Matchless sidecar outfit. Incidentally, Bill, by maintaining his set speed of 24 miles an hour during the whole period of the event, collected one of the few Gold Awards. Behind him, Frank Carey on a similar capacity outfit, twisted the throttle with such vengeance that he blew up the motor.

One by one, the 213 competitors passed through the main street of the town and though each and every one received a cheer, the loudest were reserved for the four women contestants. Only one of them, Mrs. Molly Briggs lasted the whole course. Falling heavily on the first day she badly lacerated a hand but continued to battle on all the same. Lateness at a check, following this stroke of ill luck, cost her six marks and a Gold, but by remaining clean for the rest of the arduous journey she gained a richly deserved

Silver Medal.

Though completing the full first day course, the other two female riders, Mrs. Pat Hughes, 125 BSA and Miss Olga Kevelos, 500 Norton, did not manage to do so within an hour of the stipulated time and were both deemed to be retired. Less it should seem that the women folk are unequal to the strain of such an arduous day's riding, it must be pointed out that on this first terrible day no less than 41 competitors retired. Exactly a hundred remained with clean sheets, though a majority of these were the recognized giants of the game. The remaining 72, mostly private entries, lost a total marks of 1,169 between them. Surely this proved the severity of the test.

The retirements included riders better known in the racing world. Franz Vanderschrick, the Belgian sidecar champ, wrapped his beautiful BMW outfit around a car on one of the narrow roads. Ray Petty was trying out a pair of lightweight forks on his Norton. Though these may be suitable for racing, the bumps and jolts of a six-day trial proved too much for them and with their collapse poor Ray was deposited face

first among the hard rockery.

Italy's luck was out with a vengeance; two of her members had just retired and the three survivors, all astride 125 cc MV machines, had already lost a collective total of 69 marks and their task seemed hopeless.

69 marks and their task seemed hopeless.

The Austrian Trophy team riding the neat cream Puch machines of 125 and 248 cc were rather unlucky. J. Weingartmann having lost his way on one of the larger, missed a check and was disqualified. Consequently the team would, like Italy, lose 100 marks per day for each non starter. H. Walz, by lateness at a check, added a further 31 marks to Austria's score before the day was ended. Great Britain's Trophy team finished

(Continued on Page 25)



A gumbo artist at work—doesn't look too happy about this mess. Footing is permitted



These boys "'ave 'ad it." A steep hill on the final day of the trials affords no let up



Sidecar passenger rises for the occasion. Note the extreme clearance of the sidecar frame



CYCLE correspondent Onslow's BSA press machine is quickly refueled by willing helpers



Signor Carancini (Italy) three days out on a 125 Lambretta. He retired the following day

SAN GABRIEL

HARE and HOUND

By Bob Greene



Photos by Pete



The lime layers. San Gabriel M/C Hares pause before leading Hounds off. Check that traction

Checking in a two-striker. Checks were "signed" by efficient rubber stamping of card on tank TWENTY-SIX of the southland's top sagebrush artists flashed over the finish line at Wrightwood, California, only to find Bill West, winner by a 27 minute margin. From the roaring mass start at Little Rock, it was obvious that this run was no conventional Sunday ride. West, riding a Triumph Thunderbird, set a terrific pace and was seldom challenged.

One hundred and ten miles of cross country grinding drew mercilessly on man and machine, 27 out of 96 finishing. Most mechanical and physical failures were due to high revving second gear work demanded by miles of seemingly endless sand washes. Noteworthy were the lack of frame and engine smashing rock crossings. In their place were tough mesquite hopping stretches of desert with only the hare's tracks punctuated by familiar splashes of lime.

Many top-notchers were caught napping: they sacrificed the gas stop at Llano to gain higher position only to create quite a fuel shortage several miles further, just short of the finish line. Running second and third place at the time, Ray Phillips and George Gunther suffered just such a case of lack-of-gas-itis late in the struggle and would have been pushing their bikes yet if Doc Trainor hadn't happened by. Doc split his precious petrol three ways, remounted and went on to win second place. As Aub LeBard expressed

A desert "Highway." In typical cross country fashion, this rider keeps eyes peeled well ahead

Slappin' leather for the tall timber country. An English "bike," but an oh-so-American style!

it, "Guys were tearing off their air cleaner covers and standing beside the road like a bunch of peasants begging for a little gas . . . me included."

Probably the most entertaining sight at any cross-country event is the weird assortment of home brewed accessories and alterations. At a glance we saw four completely different versions of tire inflation equipment. Monstrous nobby tires set bikes at awkward angles. Individual brake and clutch mechanisms reflected hours of tedious hand fitting and high level exhausts were the order of the day. Were all of these variations necessary to successfully compete in a hare and hound or enduro? Not for the occasional competitor, but for the lads who practically live in these jagged hills and scrubby desert, they are well worth the homework.

Motorcycling's old friend, Chuck Pollard of the California Highway Patrol, maintained his usual motorists Utopia at all road crossings and points of congestion. Should you be short on highway legalities, riding technique or band-aids, just twist Chuck's arm . . . he'll talk.

Bright blue and gold souvenir pins will long recall this exciting day at the races—country style.

RESULTS

			The state of the s	
1.	Bill	West	Triumph	Thunderbird
2.	Doc	Trainor.		H-D (OHV)
				BSA
4.	Geo	rge Gun	ther	Matchless
5.	Jim	Johnson		AJS

A Pico Hornet attempts to get on top of some soft stuff. Smart boy packs own water canteen





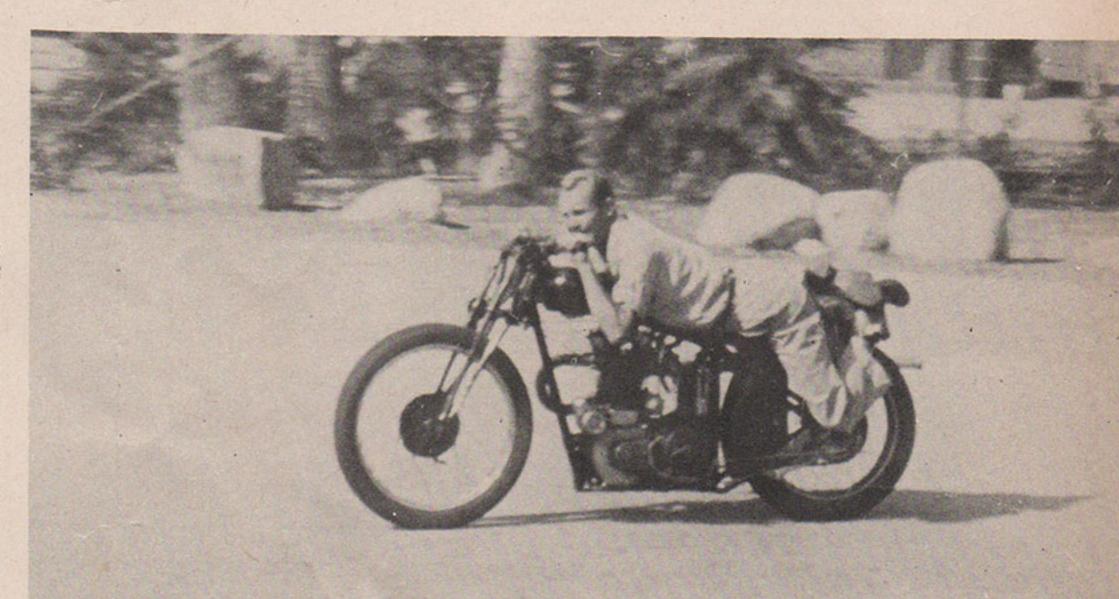
SCOTCHMAN'S DERBY

Ernie Guage (BSA) Gets 269 MPG

Photos by James Opp

BIGGEST Scotchman of the day, 230 pound Ernie "Gas" Guage, had spent his 99 cents wisely. This was the entry fee to the Pasadena Motorcycle Club's annual economy run and Ernie had won the event. Riding the same penny pincher that he had won with last year (BSA single), Guage amazed everyone by staying out four hours on a mere quart of gas.

Was this some special bike that the factory had prepared for just such an event? The would-be Pasadena Scot smiled and shook his head—"no, this is just an average 'cycle that I've been riding to work for the last couple of years."



He should o' stayed in bed. "Flat Out Snodgrass" couldn't do better. Note Rose Bowl in background



Weighing in. Pound-miles determine final score

With one exception, these are the weaning details of preparation that Ernie had given his "Beeza" prior to entering the derby . . . metering rod screwed all the way down . . . 20 weight oil replaced regular oil . . . tires blown to 50 pounds . . . air cleaner removed completely.

The exception we speak of had most of the spectators puzzled, but apparently worked. On each lap of the Pasadena Rose Bowl road (2.96 miles) Guage was seen to be fumbling with the gas shut-off valves beneath the tanks. Later he revealed that by utilizing the gasoline, a carburetor full at the time, running the pot vapor dry before turning it on again, much greater mileage was attained.



Ernie Guage	30.50	B.S.A.	269.96 mpg
Dave Mears	30.50	Velocette	202.72 mpg
Pete Sanatra	30.50	Ariel	165.92 mpg
Frank Ray	74	HD	118.40 mpg

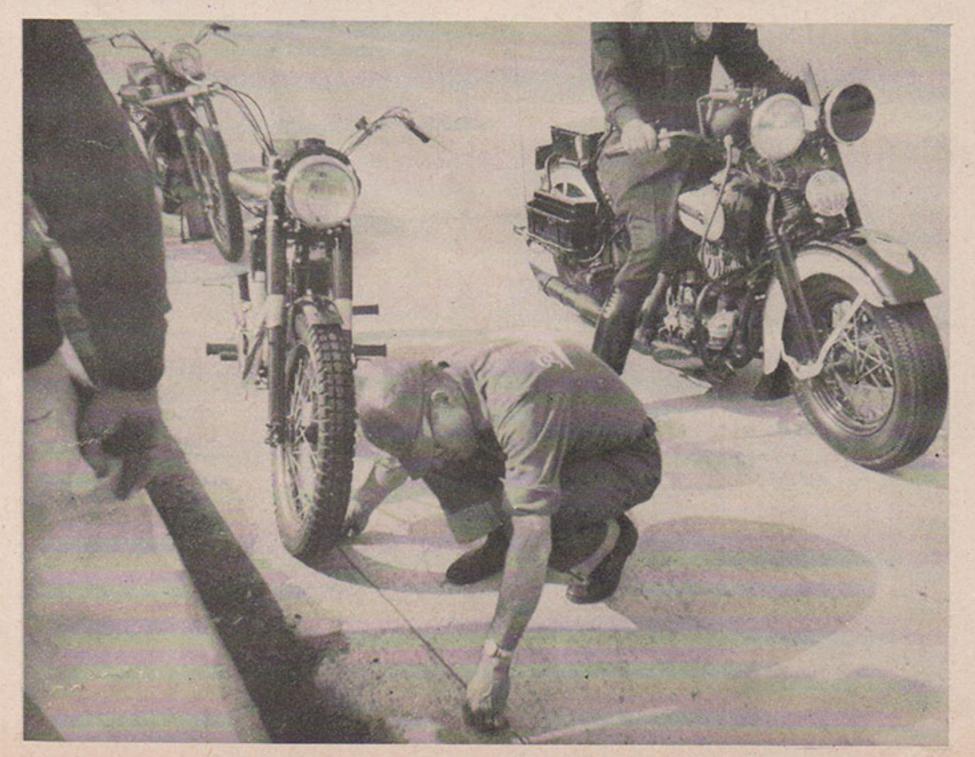
Figuring one close. Pasadena Police-big help



Ernie Guage won. His weight (230) no problem

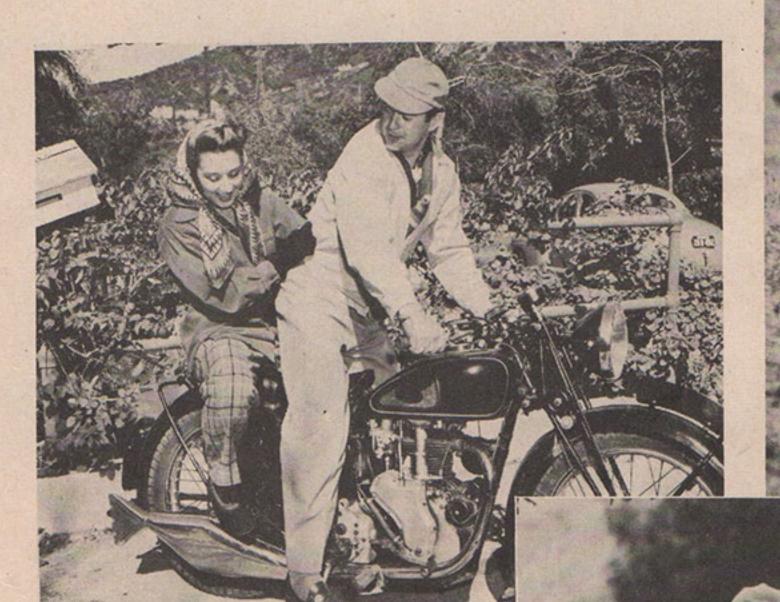


Coasting was permitted. Prone style shown



MOTORCYCLES AND MOVIE STARS

By Gene Jaderquist



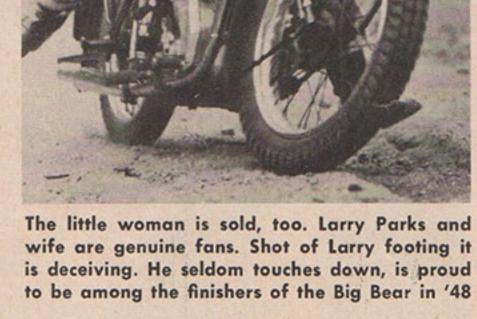
BARBARA STANWYCK'S press-agent changed her honeyed tone to tart.

"Oh! No . . . No, I'm sure she wouldn't. We've handled her for years and I know she isn't that kin. . . . " She broke off, then resumed, more positively than before, "Not motorcycles. Not Barbara."

This is a sample of press-agent opinion on the subject of motorcycles. Warner Brothers assigned one of their men to Marlon Brando, now working on "Streetcar Named Desire" and one of the hottest new properties in town. Marlon is also almost a fanatic on the subject of personal publicity. Hates it. His press-agent (once he had recovered from his original shock of believing that I represented Psycho magazine) worked like a precious beaver to scoop some information from his charge. For his pains he was squirted in the face with a water pistol carried by Marlon, a form of humor once all the rage in the juvenile set. Finally, from some of Marlon's co-workers, he learned that Marlon does own a motorcycle in New York in partnership with a stage actor.

It isn't that motorcycles are on a pressagent blacklist, but rather that most publicity people think in terms of Cadillac convertibles and Ford station-wagons. In the rare cases where the star in question is an avid fan of motorcycling, the press-agent willingly undergoes an indoctrination course in the subject. Such is the case with Larry Parks.

Larry has been riding for six years. From an Indian shaft-driven model he went to a Velocette and now owns a B.S.A. Scrambles. Unlike many other stars, Larry has grown more and more enthusiastic about the sport since he began. Just last month he returned from an extended jaunt through California that took him to Yosemite over Tioga pass and back to Los Angeles by way of Paso Robles. His wife, Betty Garrett of "On the Town" fame, did not accompany him as she usually does. Doctor's orders.



Larry's most embarrassing moment on a

motorcycle occurred on a cow-trailing expedition with a group of Los Angeles riders. One of the boys went down in a cloud of gravel and Larry, new to cow-trailing, thoughtfully stopped and offered assistance. Stan Irons said he was perfectly capable of taking care of himself, thank you!

In 1948, Larry finished 98th in the Big Bear Endurance classic. That was the last year he ran in the event. The studio put their foot down solidly. Larry was to ride no more competition events whatever. Larry's contract even includes a clause that strictly forbids riding on pavement except on the way to and from cow-trials.

"I just had to try that one trail in Yosem-

ABOVE—Keenan stabs at the hill, made it, after this picture. Stogie is standard equipment

ite," Larry explains, referring to his trip. Studios are very grim about motorcycles. If the executives had their way, actors would be kept under quick-freeze every minute they're not on the set. An actor represents a multi-million-dollar asset—but only if he is healthy and whole. Twentieth-Century Fox is now sweating out one of its biggest assets —Vic Mature—who is home nursing some badly extended ligaments back into shape.

Ten minutes before he was to appear in the first scene of "Wild Winds" Vic took a motorcycle for a spin down a graveled grade. The troupe was on location near Missoula, Montana. Vic was supposed to ride before the cameras that morning and he wanted to get accustomed to the controls of the bike. He started down the grade, swung into a hairpin turn, applied the brake gently . . . no brake. Vic tried to fight the machine around the turn but lost out and went over the embankment. That was on September 5. Vic finally was released from the hospital on October 1, but he still is unable to use one leg. Shooting on the picture had to be canceled.

Vic is not an experienced rider. Chances of his becoming one are small indeed as long

as he stays with Twentieth.

Ann Sheridan was more fortunate. She had to learn to ride for her part in "I Was a Male War Bride." The picture was shot in



ABOVE—Carey Loftin, Hollywood stunt rider, takes a "postman's holiday" on Garard Hill

Germany so Ann had a German instructorone Hans Seidel, former Wehrmacht motorcycle teacher-and a German motor, a BMW German army issue complete with sidecar. Between scenes, Ann occupied herself by trucking Cary Grant around the American occupation zone in the BMW, ruffling official tempers because she had no license and searching for rare items of china. The picture of long-legged Cary Grant stuffed into a sidecar with a few dozen valuable and fragile china teacups must have been a strange one indeed. As Ann says, it probably marks an all-time high in cargo value for motorcycles. She had the studio crate the BMW back to the United States when the troupe returned and intends to resume riding. Hope she does. She'd be a mighty toothsome hare in a cross-country event.

Another actor who ran afoul of his studio contract was Bob Stack, one of Hollywood's foremost speed-lovers. Bob owned a hot rod, sport car, speedboat, two motorcycles and even hired a full-time mechanic to keep his equipment happy. His co-workers on "Eagle Squadron" at Universal still remember the day Bob rode to work on his new Triumph. He was proud of the machine and he wanted to show it off to the assembled group. Before 150 pairs of eyes, Bob headed straight for the set, started into a turn and applied the

Photo by Rick

brake suddenly. The hand brake. It worked very nicely, freezing the front wheel and sending both Bob and the rear wheel over together for a resounding rap on the pavement.

Bob became an excellent rider after that, owner of a succession of speeded-up squarefours. But after a doctor in Bishop, California spent two days picking gravel out of Bob's face after an accident on the way to Tahoe, the studio stepped in with an iron hand and delivered its ultimatum-stay off the motorcycles.

Bob Stack was one of the first to take up the sport in Hollywood. He began in the early part of 1941. It was not until 1942, however, that the craze hit the town hard. In January of that year, Keenan Wynn hit town after riding all the way from New York on his Harley. Keenan was and is slightly gone on the subject of motorcycles. He began riding at the tender age of 13 and has never been far away from one of the machines since then.

But according to Keenan most of his years till 1942 were wasted.

"I was a big pavement hero; you know the type. A real pedestrian-chaser."

The first Sunday after Keenan arrived he went cow-trailing with a local gang. He was doing fine all the way out on the pavement. Then the leader turned off into the brush.

"I got ten feet-ten feet-on the Harley before I went plowing into the dirt. Somebody loaned me a Rudge Ulster and I took

off again."

Keenan shakes his head at the memory. "I got just fifteen feet this time before I found myself sitting on the ground. That was it. I started taking lessons from the guys I'd gone out to give lessons to."

The change in Keenan was complete. Now you can't get him to ride the pavement at all. He packs his AJS into the hills on a trailer. And since the pavement accident that kept him in the hospital six months, Keenan hasn't ridden during a picture assignment. But between assignments, he rides in the Big Bear run; spends every weekend pounding around the cow-trails; participates in events held by the Southern California Motorcycle club; and now he is even opening a motorcycle shop, in partnership with Tommy Bamford, in Burbank.

Keenan's Big Bear record is more steady than sensational. In 1947, his first, he failed to finish at all-In 1950 he came in 69th. In 1951 he hopes to be in the first 50, but he isn't going out for a win.

Occasionally Clark Gable rides out for a cow-trailing session these days, but his enthusiasm is not as high as it was. Gable, like Bob Stack, loves speed. In his long stay in Hollywood he has owned everything from Duesenbergs to Jaguar XK-120's; Harleys to Triumphs. He now rides a Thunderbird. When he does go out on the trails, he rides right out of his ranch property to join the gang, never using the pavement at all.

And now, Miss Press-agent, I have a surprise for you. Barbara Stanwyck learned to ride and loved it. It all began when Robert Taylor came home with his Triumph, much against her wishes, and joined Carey Loftin and some of the others for Sunday rides. Barbara hates to be left out of things so she gradually warmed toward the idea of trying it herself.

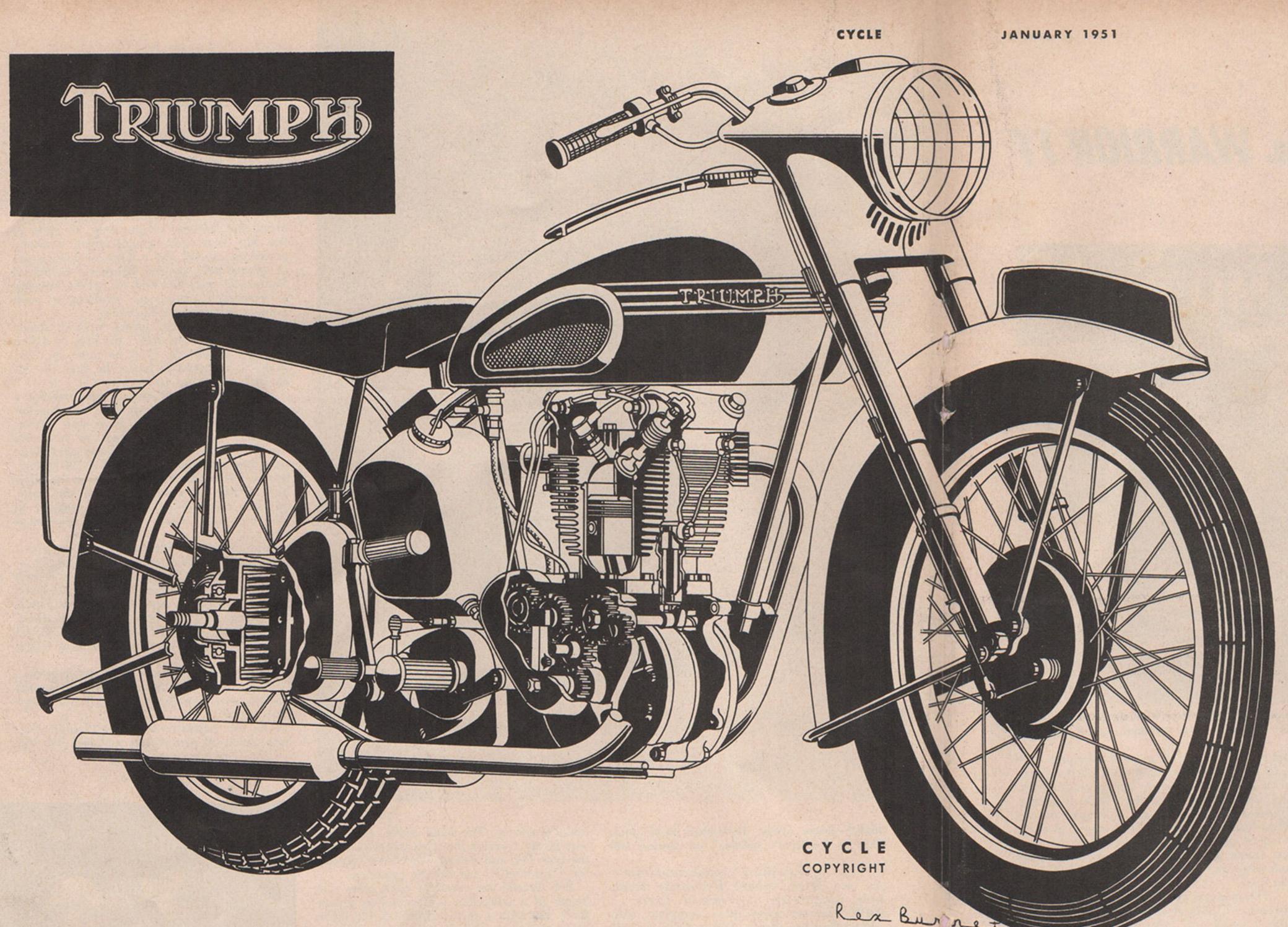
There were conditions to be met, however. Barbara would not do any more than ride tandem with somebody. Carey Loftin drew short straw.

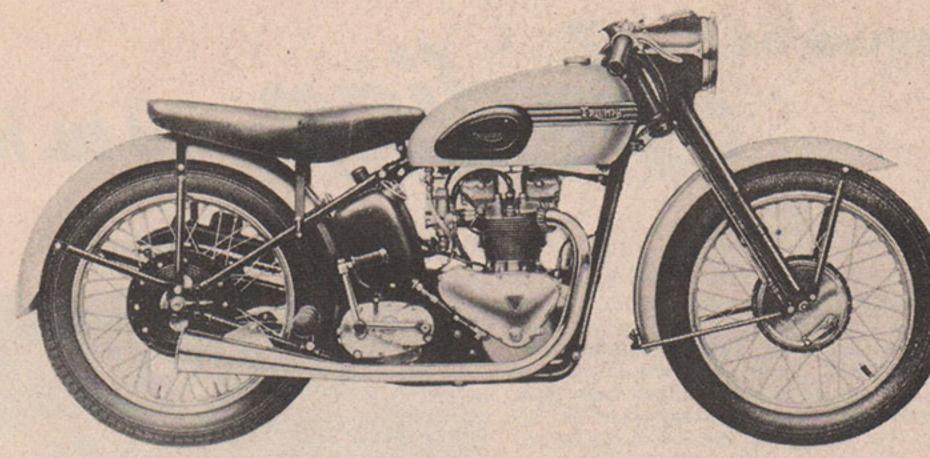
The ride began under a heavy cloud. Barbara reeled off instructions to Carey. He was

(Continued on Page 27)

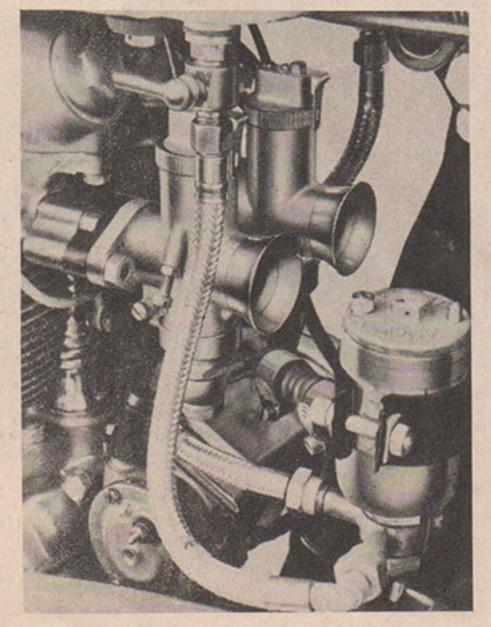


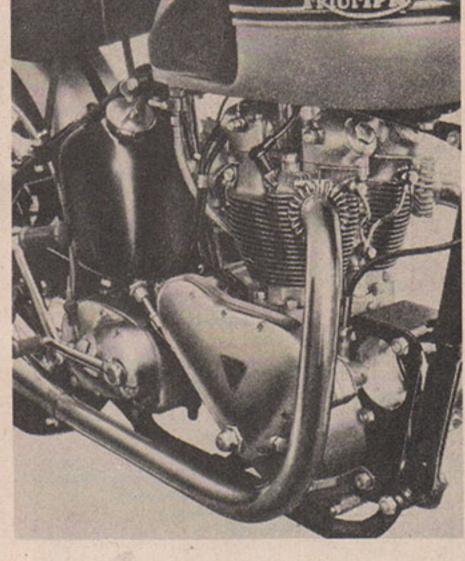
Keenan finishes the Big Bear. Toothy grin in background is Carey Loftin's, early finisher





A full house! Latest revamped Tiger ready for action on anybody's track. Basically the same as standard model shown in cut-away, this represents what can be done by the competition minded. The racing changeover kit offered eliminates guesswork and allows rider to do his own assembling





Twin carburetor layout of racing kit features remote mounted bowl and flex line plumbing. Mounting bowl to frame instead of the engine minimizes disturbing effect of motor vibration

In racing trim, the Tiger shows all alloy engine, rev counter drive, reversed gear shift, folding kick starter. A noticeably external change—cooling fins of a much finer pitch than before

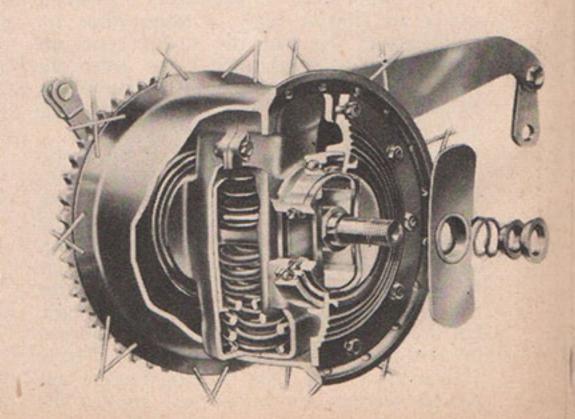
TIGER 100 for '51—A Highly Refined Vertical Twin

Superlative performance and handsome appearance have always been evident in the Triumph line. The new 1951 models incorporate a variety of improvements although prices remain unchanged. One model in particular has received extensive development, and that is the T 100. Based on a model with a long established reputation, the new Tiger preserves all its predecessor's fine qualities, and adds a new conception of speed and performance (factory claims 100 mph) with still a saving in weight.

Of great interest is the fact that for this model a special Racing Kit of parts is available as an extra, and with this the owner can convert his Tiger 100 to a racing bike with a minimum of difficulty. Complete with detailed instructions, the kit includes high compression pistons, racing high lift long dwell cams, dual carburetors

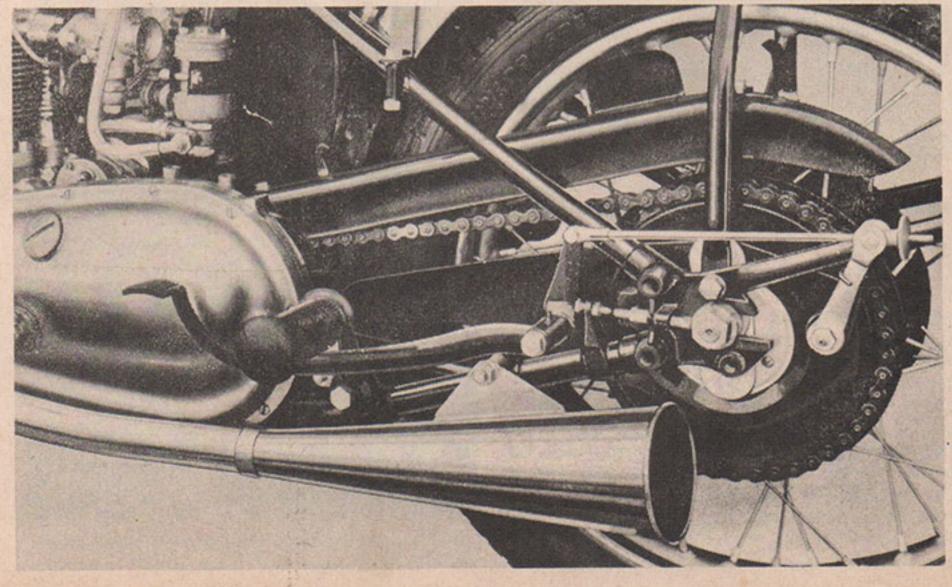
and gas line, megaphone exhaust system, racing valve springs, tachometer, large oil tank, folding footrest and kick-starter, racing handlebar, etc. These parts, incidentally, are also available to riders separately and for those who want them, there will be available close ratio gear sets and narrow racing mudguards.

In racing form, the new mill turns out 42 bhp plus, according to the skill and finish put into the job of conversion by the owner. Here is a machine capable of performing on a par with the well known Grand Prix model (production of which is now finished) and this at a reasonable price. As a road bike, on the other hand, it remains as practical an everyday mount as ever, plus a noticeably enhanced performance. The individual silver sheen finish continues, but with a black and chrome band on the tank.



LEFT—Triumph's spring rear wheel suspension system. Many improvements introduced recently have added extra safety, improved braking and better control at high speeds. This hub is so trim, that it is difficult to tell a model so equipped has any rear springing mechanism whatsoever

RIGHT—Arrangement of rear mounted footrests, megaphone exhaust and brake pedal when converted for racing. Moving brake and footrest rearward allows rider to sit well back, take advantage of new double length saddle and gain added traction over the rear wheel



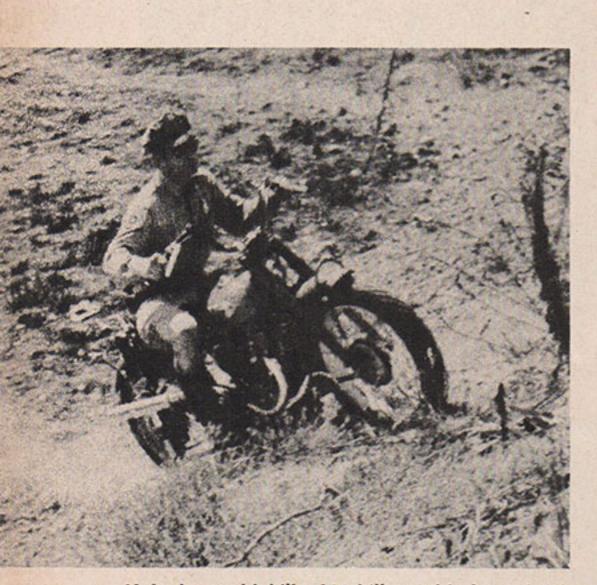
TESTING THE STACION 30 cu. in. WARRIOR TT

By Officer H. Filker, Alhambra P.D.

THE LITTLE Indian selected for this test was a factory owned, 30½ cu. in. Warrior vertical twin (engine number BEJ 1997-T) with 7½ to 1 compression and bore of 2.54 by 3 inches. The test was quite different than any previously done by this rider. Mr. West, from the Indian factory and Mr. Nelson, the local representative, were present when we uncrated the machine at Ed and Earl Farrand's shop in Glendale, California. I was informed that the motor was mine to ride and break in until after the test was finished.

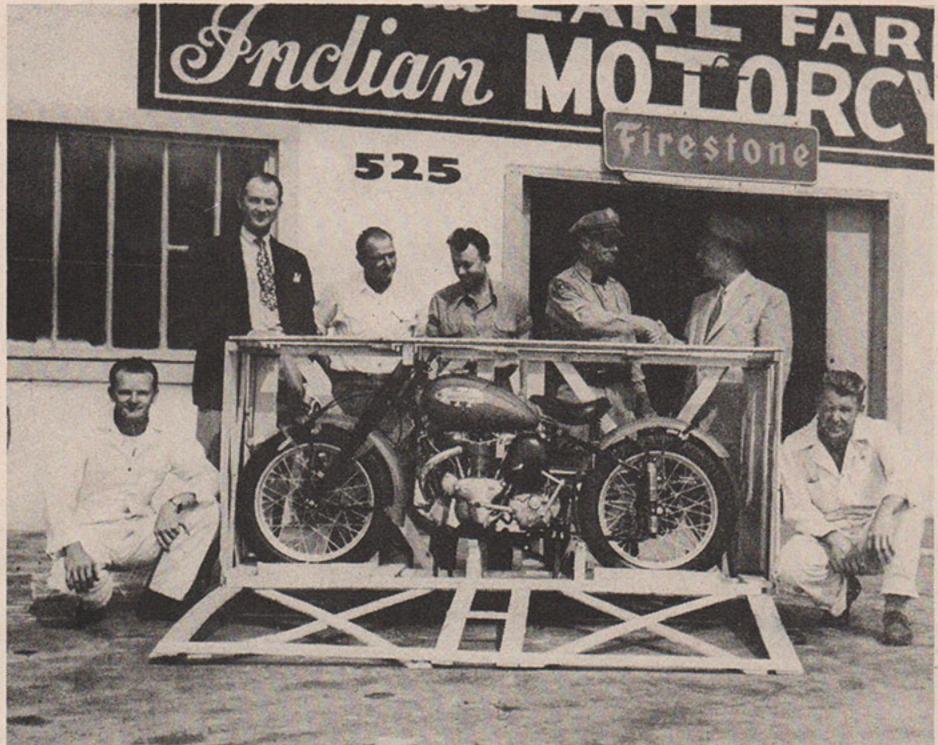
The Warrior was ridden over 1500 miles in the two weeks I had the machine. After a few days it was taken on frequent cowtrailing rides and hill climbing parties. The rear chain was tightened after the second hill climbing ride. There was no tuning done at the time of uncrating, only the carburetor air screw set for idling. After 1400 miles the tappets were checked and the plugs changed a day before the speed tests. The entire test was made with a 160 jet in the carburetor, with gasoline mileage varying from 60 to 70 mpg for the entire ride. A smaller jet for street riding would undoubtedly boost the gasoline mileage.

Four hundred miles of off-the-pavement riding failed to discolor the exhausts, indicat-



If looks could kill, this hill would drop dead. Cover page shows the result of Filker's climb

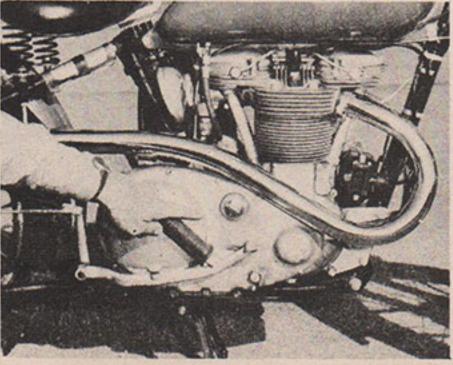
ing a cool engine properly adjusted and timed. The Indian did not ping or pre-ignite on any hard runs. The bike was not wiped off or cleaned at any time and was very free from oil leaks, there being only the slightest seepage on the engine after the test. No oil spots were left on the driveway after a day's ride in the desert sand nor was there ever any oil in the crankcase undershield. Some very small specks of oil from the chain were thrown on the rear wheel but this is unavoidable on any machine. This rider had trouble starting the motor when cold on the first mornings but the trouble was corrected after finding out the proper way to start a



Al West, Indian General Sales Manager, wishes road testing Officer Herman Filker "a good ride." Livewire Western States representative "Nels" Nelson, shown standing second from left

Warrior. No flooding of the Amal nor use of the handlebar air control was required to start this model on the second or third kick, even when cold. The Warrior is geared low for competition, so as we planned to ride both dirt and pavement, we had the gear ratio raised to 5.22 to 1. This is still under-geared for street riding and a higher ratio would raise the speed in all gears. For the trials, hare and hounds, hill climbing and field meets, it was geared just right. A small engine must be revved fast to perform its best, so if used in deep sand, speeds of over 45 can be attained in low gear before shifting to second, and speed will continue to build up. This light model ran on top of dry river sand at extreme speeds.

The teledraulic forks are longer and the spring frame unit is elevated to give the



Minimum oil seepage present after many miles.

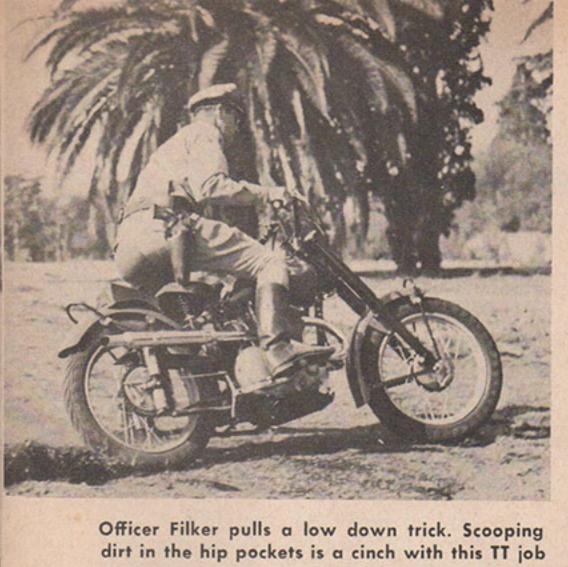
Note folding pegs and front saddle mounting

machine 7 inches of ground clearance with rider on. Action on both ends of the frame gives an extremely secure feeling, with springing well snubbed and very little bouncing. Handlebars are the high type used on the West Coast and are rubber mounted, as is the front of the saddle. A rubber block between the frame and nose of the sponge rubber seat stops any vibration from transferring to the rider.

Exhaust pipes are of the crossover type and continue on back in an upswept manner, then into a small and quiet muffler (removable for competition riding). Foot pegs are the folding type that give more clearance in cross country riding. This model can be banked over farther than any yet tested, with handle-bar tips only 12 inches from pavement when completely down (see photo).

A breather tube from the primary drive connects to the carburetor air cleaner giving lubrication to the valve guides and upper end of the cylinder walls.

Neither front nor rear brakes were adjusted for the test and showed no tendency to fade on long hard stops. This is the best front brake Indian has produced. Short fender, and braces that double as lifting handles, are very suitable to this type of a motorcycle. Positioning of the rear lifting handle is just right for lifting the motor onto its two-legged center stand. This stand folds up close to the frame just ahead of the rear wheel and can be easily removed if more ground clearance is desired. A turning circle of 12 feet, 10 inches is possible and fork stops can be altered to turn inside of 10 feet, 10 inches. This is desirable for trials riding, as is the water-sealed Edison-Wico magneto





Photos by Medley

with its vent tube running up beneath the gasoline tank.

A cutout button is fitted on the right handlebar, eliminating the conventional ignition switch. The four speed Indian transmission is foot operated on the left side of the machine. Several thousand miles were required to break in the gearbox for easy shifting. Gear ratios used were ideal, the greatest jump being from second to third. Goodyear tires (19x3.50 diamond tread) were used on both wheels. The lights, generator, battery, wiring, switches and speedometer are extra equipment. The Warrior is one machine that does not need to be stripped before it is ready for competition. No need to buy a lot of parts to hang on the garage wall.

The only part to work loose on the entire run was the bottom nut on the carburetor bowl. This nut needs a safety wire to prevent losing gasoline.

The Warrior has a brilliant red baked enamel finish on both tank and fenders with contrasting black frame and oil tank. The rims and spokes are cadmium plated but chrome rims with red centers would add much to the machine's beauty and very little to its cost (\$660 at the factory).

PERFORMANCE SUMMARY

Acceleration

- *Standing start to 45 mph— 4 seconds **Standing start to 60 mph— 8 seconds
- ***Standing start to 78 mph—13 seconds
 *Low only. **Low and Second.

* * * Three gears used. Braking

From 25 to stopped, rear brake only 36 feet From 25 to stopped, front brake only 24 feet From 25 to stopped, both brakes 21 feet

Slow Running
High gear without chain jerk 18-20 mph
Speed

Maximum in low—48 mph Maximum in second—60 mph Maximum in third—78 mph Maximum in high—91 mph Weight

Front only 138 lbs. Rear only 162 lbs. Total 300 lbs.

With Rider
Front only 190 lbs. Rear only 290 lbs.
Total 480 lbs.

General Specifications

ENGINE. Warrior 30.50" O.H.V., with 7.5 to 1 compression standard. Edison-Wico Magneto—sealed with vent tube leading up between gas tank. Amal carburetor with air cleaner.

TRANSMISSION. Standard gear ratio fitted with 17-tooth countershaft sprocket. (14-15-16-18-19-20-tooth sprockets available as extra equipment.)

EXHAUST SYSTEM. Chrome upsweep crossover exhaust tubes leading into single removable muffler.

FORKS. Lengthened Telescopic—hydraulically controlled.

HANDLEBARS. Semi-Western with right hand throttle. Amal carburetor air slide lever—front brake and clutch controls. WHEELS. 18" front and rear with heavy duty, removable sprocket type rear hub fitted with 42-tooth sprocket. Same as 741 wheel. (40-41-43-44-45-46-47-tooth sprockets available as extra equipment.) Cadmium plated rims and spokes.

TIRES. Front 3.25x18 Dunlop with Universal tread. Rear 3.50x19 Firestone with A.N.S. tread.

FENDERS. Elevated bob-tail type with front and rear lifting handles.

BRAKES. Front and rear with die cast aluminum shoes and special bonded linings.

FRAME. Chrome molybdenum steel with elevated rear slipper springing.
FOOT RESTS. Folding adjustable type.

PILLION SEAT. Air-Foam Rubber covered with high grade leather.

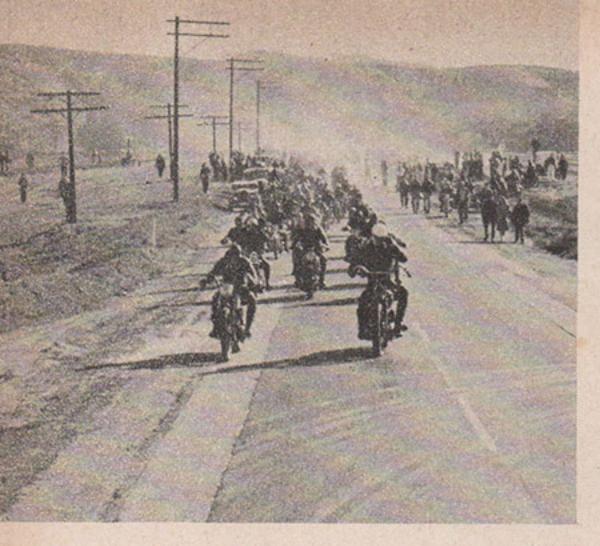
MOTOR BASE PROTECTOR. Sheet steel stamped skid pan.

CENTER STAND. Standard type—removable.
GROUND CLEARANCE. Approximately 7"
with rider seated.

TOOL BOX. Standard tools included.

FINISH. Lustrous Scarlet and Black DuPont DeLuxe baked enamel. Gasoline tank and fenders Scarlet with T.T. painted in background of Warrior decal. Frame, fork, oil tank, chain guard and tool box enamelled Black.

EXTRA equipment available at additional cost.



URING a meeting of the Los Angeles Motorcycle Club, one Frank Clark got to his feet and asked the members if they considered themselves "he men." Of course the group stood up as one and defiantly assured him that they were. Frank immediately challenged them to a race up to Big Bear Lake by way of the roughest, muddiest, coldest roads in Southern California. This all happened way back in 1919 and it was on the following New Year's morning of 1920, a few minutes after midnight, that 15 of the hardiest riders started on the first Big Bear Run. Leaving 9th and Main streets in Los Angeles, the boys fought winter's bitter cold through the dead of night until two remaining frozen chunks of humanity busted out of the snow into Pine Knot Village atop Big Bear. When the ice was chiseled off, the winner was found to be none other than the same Frank Clark, erected on a 37 inch Indian Scout.

In 1921, forty entries stormed away from the Examiner Building in Los Angeles only to find misfortune lying in wait somewhere along the road to San Bernardino. A pitiful few struggled even farther on to Cajon Pass, where a washed-out bridge turned back everyone but a fellow named Frank Clark. Frank placed his 61 inch Henderson on a railroad trestle running parallel to the bridge, bumped across the ties and continued on, the only rider to finish.

Art Fournier claimed the winner's title in 1922, but not without complications. It seems a couple of the boys pulled a sneak and checked out from San Bernardino, instead of L.A., at 12:01. When Art reached the top and heard he had been beaten, it just didn't seem right so he invited the would-be champ into a handy cabin and changed his status.

1923 must have been the year that sidecars were born, for there were seven hacks entered in the run. Art Fournier pulled one across the finish line one hour and fifteen minutes ahead of his nearest competitor, to win again.

In 1924, the starting line was moved out 28 miles to Saugus, Calif. This was to be the

TALE of The BIG BEAR

official starting position for years to come. Winning the event had grown to be a habit with one fellow in particular, for Art Fournier not only won the race but was the only man to finish.*

Spectators at Pine Knot were not too happy about the 1925 run, for Art Sarnow and W. J. McCarth, in a sidecar outfit, were the only ones to make the grade. These lone finishers testify to the severity of the early road conditions.

A four-man Indian team almost stole a march on the boys in 1926 when they discovered a new paved road close to one section of the route. Letting the field pass them, they wheeled around and sailed up the highway while the rest of the pack struggled through the desert sands at a snail's pace. The Indians won but held only a temporary victory, as the run was rescheduled for February 22, 1926. Upon hearing of the rerun, the Indian camp wired the factory for two Chiefs that would carry a hack along at an 85 per, and two equally hot Scouts. Kenny Childs won the solo event this time on an Indian, and C. Butler, on an Indian, with passenger Jerry Coussic imbedded in the hack, took sidecar honors.

The run in 1927 ended a few miles short of Big Bear as the Cushenberry road leading into Pine Knot was blocked by cars. Little Tom Cox, riding as Tom Jones, won that year on a Harley-Davidson. Sidecar winner was Tex Bryant.

In 1928 solo rider, Ed Norwin, shuddered up the hill on a Harley to cop first spot and Tex Bryant again took the sidecar honors. Tex's passenger is unknown . . . they didn't take time to chip off the ice for a look-see.

1929 . . . This year Tex Bryant decided to do a little off-the-road riding on his sidecar outfit. As a matter of fact, farmers along the route claim that he was about two feet above the road most of the time. Again Tex's passenger is unknown: probably some poor unsuspecting fellow picked up enroute to the start. Bryant won and set a hack record that probably still stands (2 hours, 2 minutes and 59 seconds).

The first AMA sanctioned event took place in 1930, with a forty mile per hour schedule and secret checks along a definite course. Ed Norwin, on a Harley, outclassed the solo group by retaining 999 points out of a possible 1000. Roy Artley and Tommy Cox went him one better by winning the sidecar money with a perfect score. Their time in the hack was 3 hours and 19 minutes.

Apparently, the 1931 running was another timed affair, with set speeds and secret Only three time winner.

checks, for no less than seven men tied for first with perfect scores.

Byrd McKinny Glen Cox Glen Rathburn Roger Sheperd Wilbur Lamoreaux P. A. Bigsby Walter Atkinson	Harley-Davidson Harley-Davidson Harley-Davidson Indian Indian Indian	solo solo sidecar solo sidecar solo
waiter mikinson	**********	8010

In 1932, it seems that the old L.A. club lost interest, for there was no run that year.

Hollywood's Three Point Club, sparked by Royal Carroll, took over in 1933 and has been doing a faithful job ever since. A big Dutchman named Fred Ham, won this year and showed the boys that he would be a hot contender in future runs.

The big California flood dampened the spirits of all but ten hardy starters in 1934. A steady downpour made perilous icy roads a nightmare. Fred Ham led the pack again, beating seven finishers to the top.

The smallest entry in the history of the run turned out in 1935. Four riders lined up at midnight for that 150 mile ride in a rainstorm that made roads impassable to any normal being. Bill Bryan covered the entire course and won on a Harley-Davidson.

Harrison Reno, Harley-Davidson dealer from San Bernardino, showed 22 other fellows how to do it in 1936.

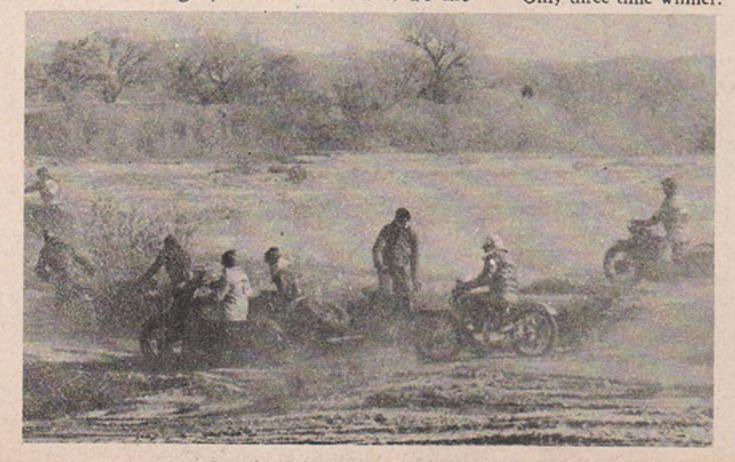
In 1937, Vaughn Dickerson returned the honors to the Indian camp when be booted his 74 inch Chief in ahead of 12 others.

By 1938, everyone had enough of the midnight start and the Three Point Club inaugurated the first daylight run. The lineup jumped to 43 and Martin Owen on an Indian 74, came through to win.

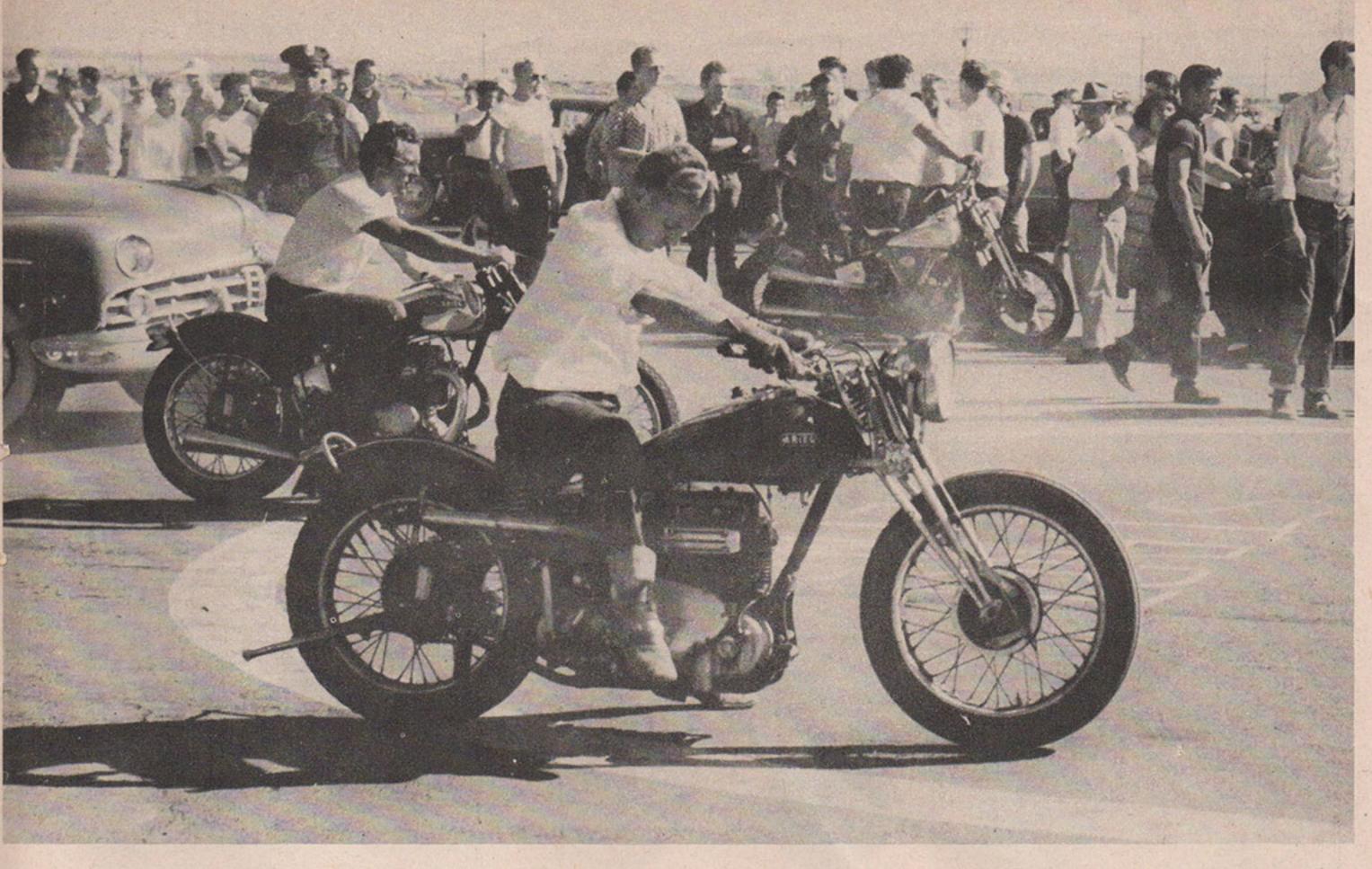
In the following years, few details of the run's history have been recorded, other than the winners' names which are given below.

1939	Dud Gordon	H-D
1940	Dud Gordon	H-D
1941	Slim Kocher	H-D
1942	Ray Bowles	H-D
1943	to 1946-no runs	due to war
1947	Dick Paige	H-D
1948	Dutch Sterner	AIS
1949	Aub LeBard	Match.
1950	Aub LeBard	BSA
1951		??

This month, thirty years later, 400 riders are expected to start in this national motorcycle classic. Will Aub LeBard duplicate Art Fournier's record of three consecutive wins or will some new challenger lead the pack into Pine Knot?





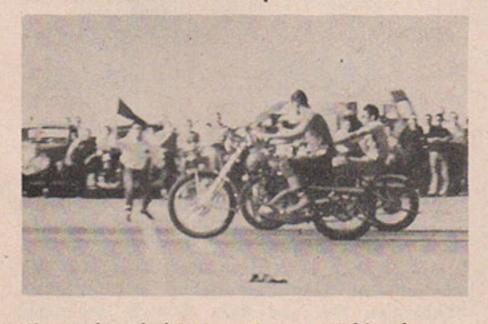


SANTA ANA DRAGS

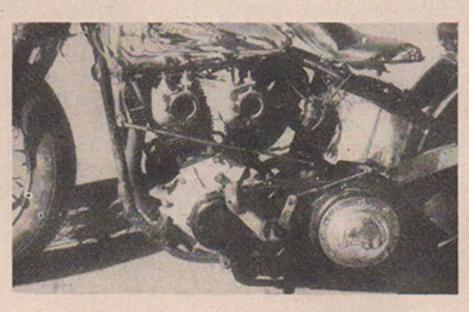
BIKES AND CARS VIE FOR QUARTER-MILE RECORDS



A scalped Indian stands ready for duel. High position of handling tubes is unusual. 21 and 30 cubic inch "bikes" compete in the same class



Wanta drag bub? Two "Trumpets" bite the macadam. 30 cubic inch record for standing quarter mile here is held by Triumph at 104.56 mph

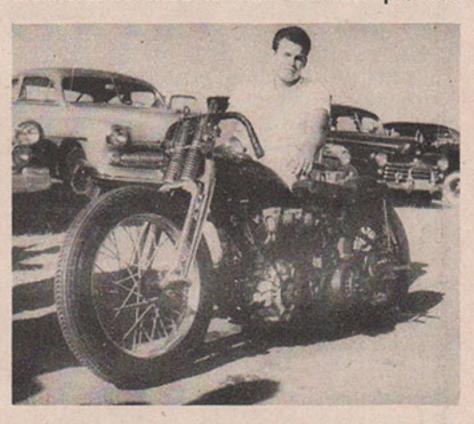


Bud Hood's twin pot "Alky Burner" turned 112.50 mph at end of standing quarter mile! Pressurized fuel tanks had to be pumped up



A few quick pumps and the tanks were up. Pressure gauge is neatly recessed into the instrument panel well on standard Harley tanks

Two 61 cubic inch "Squariels" await the flag in starting circle. Nearest Ariel appears to have manifolds reversed to minimize back pressure



Chet Herbert, daddy of "The Beast." Gruesome looking job holds cycle-car quarter-mile record (119.20). Terrific load rips chains and frames



Three Man Team—C. B. Clausen (builder), Louie Castro (rider), and Bud Hood (owner), couldn't conceal jubilance at having the hottest "bike"

vides us with a remarkable 125 two-stroke

form of positive supercharging of his first engines in the form of an auxiliary piston which sucked the mixture into the crankcase,

then forced it into the combustion chamber.

that in recent years a Britisher, Mr. Erlich,

builder of terrifically potent two-stroke racing motorcycles, has again reverted to this

early Clerk auxiliary piston idea. In their

modern guise, the EMC (Erlich Motorcycle

Company) racing two-strokes incorporate

an auxiliary piston, referred to as a phasing

piston. The additional piston had repercussions recently in International two-stroke rac-

Race officials claimed that the EMC's were

supercharged. Mr. Erlich claimed they weren't.

A Board of Appeals reviewed the problem

and a decision was ultimately handed down

that the EMC's were not supercharged, providing the displacement of the phasing piston did not exceed the displacement of the main

Interestingly enough, however, is the fact

Later simplification dispensed with this.

Originally, Sir Dugald Clerk used a mild

engine.

ing circles.

power piston.

TWO STROKE FUNDAMENTALS

By Tim Witham

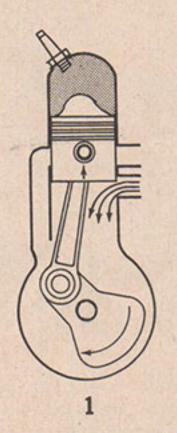
Drawings by Rex Burnett

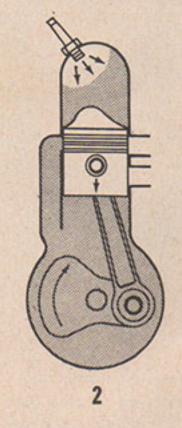
THE ENGINE of a single cylinder two-stroke I motorcycle is the acme of simplicity. It has only three working parts, no valves, no separate oiling system and produces good power output. It has no disturbing mechanical noises, revs effortlessly, starts easily and is very economical. In short, a two-stroke engine is the ideal power unit for lightweight machines.

Two-stroke engines were conceived by Sir Dugald Clerk, in 1881. The Clerk principle provides one power stroke for every revolution of the crankshaft as contrasted to the four-stroke engines, wherein there is a power stroke for every two revolutions of the

and commences to ascend in the cylinder, two things happen; the passageway port is again sealed by the piston and the charge which has escaped from the crankcase into the combustion chamber is compressed (Fig. 4).

Upon ignition the piston is driven downward again, under power, in the cylinder. About half-way down the depth of the cylinder there is a third opening, or port. This is the exhaust port. This is uncovered by the head of the piston a moment before the movement of the piston again uncovers the intake port. As the exhaust port is uncovered, the burnt gases escape from the combustion chamber and the engine proceeds





crankshaft. This latter type of engine was first "designed on paper" by M. Beau de Rochas in 1862. In 1876, Dr. N. A. Otto built the first successful engine based on the four-stroke principle. Dr. Otto received deathless fame when he applied the term "Otto" cycle to engine designs employing the fourstroke principle.

A two-stroke engine, in normal form, has a piston, connecting rod, and crankshaft (in a motorcycle the last named is referred to as

a flywheel assembly).

The crankcase is sealed absolutely air-tight in modern two-stroke engines. The crankcase chamber, however, can be sealed and unsealed by the movement of the piston in its cylinder. Located in the lower part of the cylinder, is a port opening which is automatically covered and uncovered by the piston movement.

A carburetor is positioned so that air-fuel mixture can be induced into the engine crankcase by the upward movement of the piston. Obviously, as the piston moves upward and its bottom edge uncovers the intake port, a suction effect results at the port, drawing mixture into the crankcase (Fig. 1).

As the piston passes top dead-center and descends in the cylinder, the piston skirt again seals off the intake port and the descending piston commences compressing the air-fuel mixture in the crankcase. The farther the piston descends the more the mixture is compressed (Fig. 2).

However, just as the piston completes its last bit of downward movement another opening, or port, in the side of the cylinder is uncovered by the top of the piston. This port is connected with a passageway between the crankcase and the cylinder. Result, the mixture which has been somewhat compressed in the crankcase rushes upward through the passageway and the uncovered port into the combustion chamber above piston (Fig. 3).

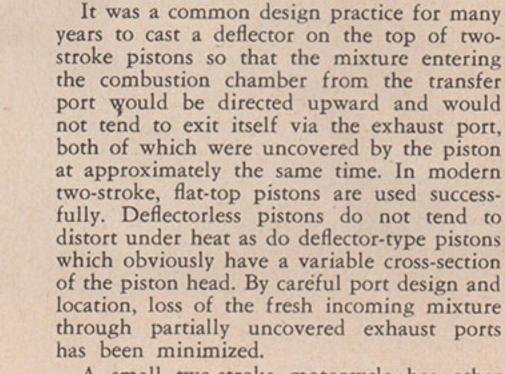
As the piston passes bottom dead-center

all over again. Sounds somewhat like perpetual motion.

It is the inability of two-stroke engines to thoroughly scavenge themselves of burnt gases that limit their usefulness to power requirements other than those of low horsepower. This one unfortunate characteristic is the big draw-back in all two-stroke designs. However, some phenomenal two-stroke engines have been produced, principally for racing. The modern German 500 cc blown NSU twostroke develops 98 bhp at a fantastic rpm.

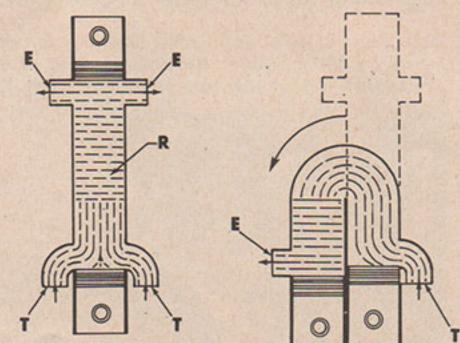
Variations and modifications on the twostroke theme have evolved the modern British twin-cylinder, watercooled Scott, the Czechoslovakian twin-piston, common combustion chamber Puch, the British Excelsior Talisman twin, the very successful German DKW single-cylinder models, and the world famous English Villiers two-stroke engines. In the U.S. the Harley-Davidson Company pro-

to duplicate the same series of operations



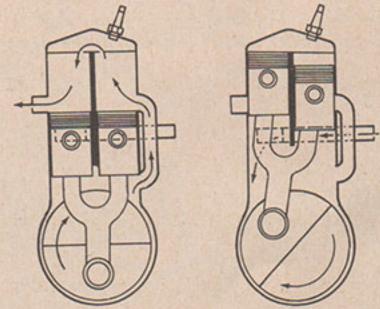
A small two-stroke motorcycle has other advantages. Since relatively large flywheels are used to smooth out the power impulses and to supply the required inertia to cause the piston to move upward in the cylinder following each power stroke, designers have successfully incorporated the ignition system and the electric generator layout inside the flywheel. This ingenious arrangement has still further simplified the two-stroke motorcycle and has made it very attractive to newcomers to the sport.

In passing, a short study of the highly popular twin-piston Puch two-stroke design is interesting. The sketches herewith reveal how this unusual design has been achieved, yet remains a very simple engine. The Puch is extremely smooth in operation, produces excellent acceleration, and will go like you know what on a straightaway. Some 175 cc (10½ cu. in.) Puchs have been reported to have beaten some 15 cu. in. four-stroke bikes in all-out speed trials.



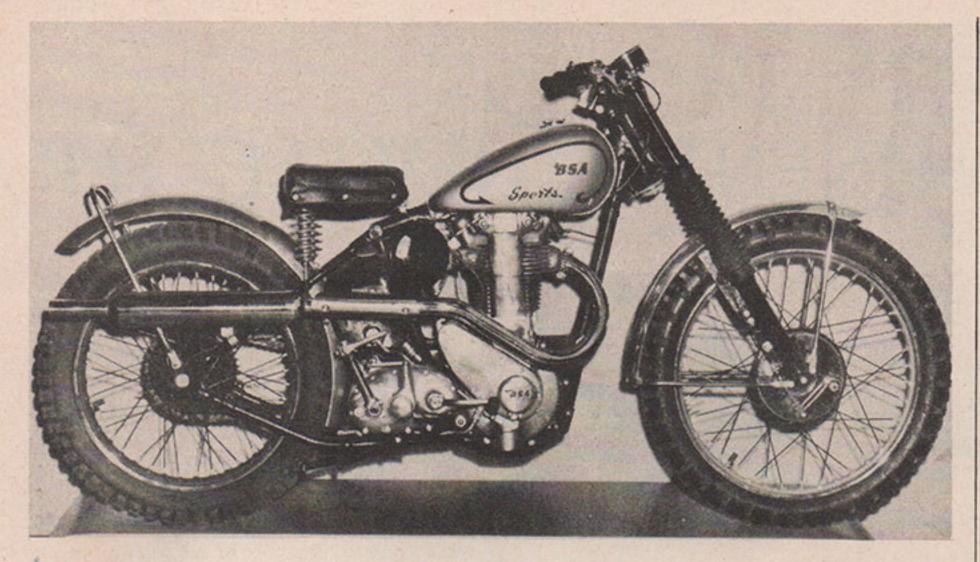
LEFT—Here is a conventional layout of the single-cylinder, twin-piston, two-stroke engine

RIGHT—A comparable schematic diagram of the Puch adaptation of the same basic design



LEFT-Novel forked connecting rod assembly, illustrating the gas flow through the ports

RIGHT-"Out-of-step" position of both of the pistons when approaching the top dead center



"ROD" COATES' BSA "SPORTS" MODEL

THIS is the same machine that "Rod" Coates entered in four enduros so far this season, winding up as high score man in three (Ramapo Valley Reliability Trial, Tomahawk Enduro and the recently held Adirondack Reliability Trial.) The motorcycle "Rod" used, a BSA B-34 Alloy, retails with full road equipment for about \$690, and has been modified by "Rod" at a total cost of \$37.50 plus tires.

Gearbox, handlebars, skid-plate and folding kick-starter all standard BSA parts.

Low gearing achieved by employing a smaller engine sprocket.

Total weight-294 lbs.

TIRES: (Front) Dunlop "sports" 3.00x21. (Rear) Dunlop "sports" 3.50x19.

FRONT FORKS: Standard BSA telescopic with special rubber accordion-type shrouds.

GAS TANK: Standard BSA "Bantam" 2-gallon tank.

EXHAUST: Standard BSA upswept "tuck-away" pipe and fitted oil tank.

CARBURETOR: Standard Amal with Vokes aircleaner.

SPARK PLUG: K.L.G. Water-proof WFE-70.

6 DAY'S TRIAL

(Continued from Page 13)

the day intact and without loss of a single mark, though the riders admitted that they were often hard pushed at several tight sections.

The Vase competition remained more open. Holland's "A" team, Sweden, and both British teams were unpenalized. Ireland had suffered a loss of only one point and the second Dutch team 55. Italy A, with a still intact team, had incurred a total of 100. The Italian B team comprising a 125 cc MV, a 250 Guzzi and a 250 Gilera had all retired, with the result that they would lose 300 marks daily.

In the lesser team competitions only British manufacturers' teams remain unpenalized and 25 of the 30 club teams have already lost marks.

TUESDAY

Today's rides would perhaps be the most telling of the whole trial. The day run of 212 miles, includes the rough descent at Pentre Ty Gwynn, the slippy and treacherous grassy ascent at Farmers, and, above all, the notorious Abergwsyn to Tregaron section. If trouble is to be met it will be here, for water splash, grassland, mud and the rocky climb over the mountain pass will tax even the finest of riders. Aber Nefal, nearer home, has a most awkward water crossing that may serve to lose marks for the unwary. Any competitor, who having safely negotiated these varied types of going, is required to accomplish a further 90 miles of night riding in order to test the lighting system of his or her machine. It is seemingly not sufficient that the lighting of any machine is liable to be tested at any time during the whole trial with a penalty inflicted for any defect.

Departing once more among the early numbers, who had welcomed the meal and half an hour's break, your scribe, careful not to impede the faster contestants, covered the next 40-odd miles of the route with frequent stops to obtain a picture or two. Don Hughes, 197 James, obligingly crashed a bank head on and well and truly bent the front end. Strong as were his words then, they were much stronger when he discovered that I was changing a film at that moment. Oddly enough this was the only crash I witnessed throughout the trial, not counting of course two of my own spread-eagled efforts.

The second day finished with a further 29 retirements and a further collective total of 1,009 marks lost by those still in the running. The British teams in both Trophy and Vase were still unpenalized, as was the Dutch "A" Vase team.

Though the night run schedule seemed rather easy, a further eight competitors were forced to retire, and a collective total of 55 marks was lost either for time or lighting failures. Some found that their lighting was not sufficient to light up a plate a hundred yards distant, and woefully collected a few more bad marks.

WEDNESDAY

In view of the previous night run, today's route, the same as the previous one but in the opposite direction, perhaps will seem a little easier to the early numbers. At Abergwesyn, 22 miles out, came the first water splash, then with wet tires, a hundred twisting yards through a farmyard partly paved with greasy cobblestones that would surely unseat the unwary. Open grassland, wet and slippery, hove into sight as competitors left

(Continued on Page 29)

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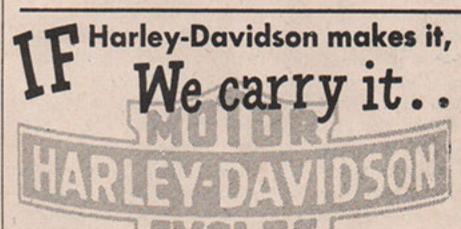
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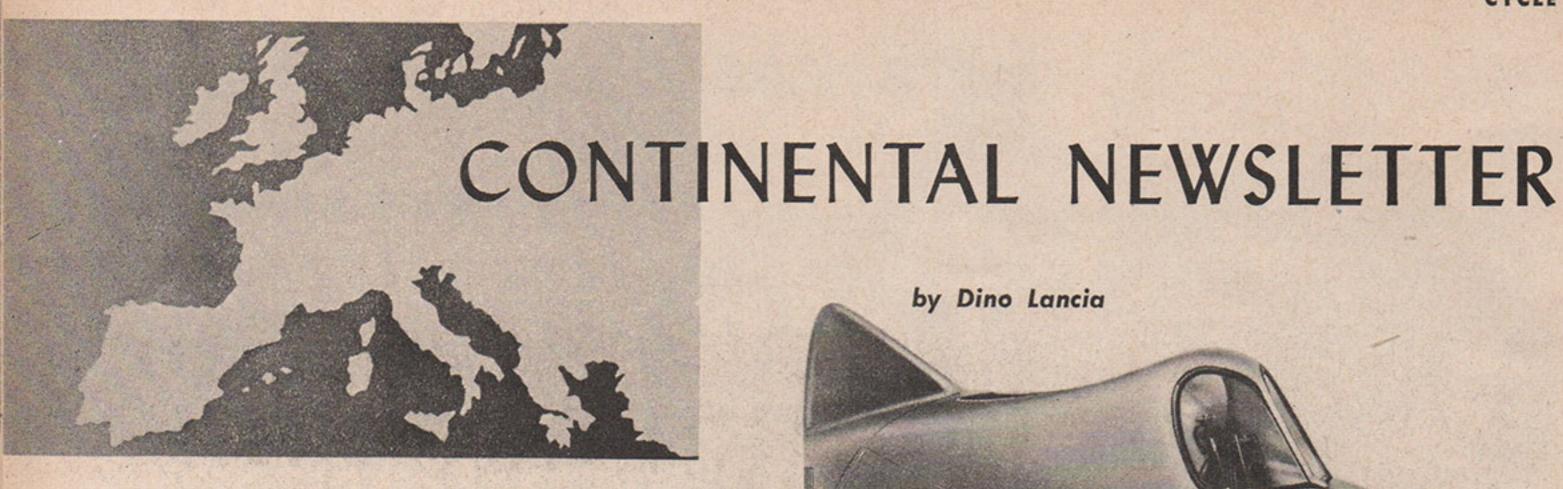
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SALES AND SERVICE

375 Valencia St., San Francisco, Calif. MArket 1-9918



TTALY: The handsome Morini illustrated here is one of the country's most popular light machines. It's a two-stroke single, but constructed with the same attention to detail and finish that marks any de luxe job. The gearbox is a unit with the engine and the rear wheel is beautifully sprung. But such bikes aren't produced in vast numbers and their price isn't low: about \$415. Fuel consumption is up around 95 mpg and top speed is over 60 mph. . . . The M.V. shaft-driven racing four finally got up among the top three at Monza, but it looks as it'll be next season before this design is fully developed -then, look out! A letter just received from the M.V. factory assures us that no orders are being taken for the fast fours from private individuals, officially kills what was a prevalent rumor.

FRANCE: The Montlhery oval is the Continental equivalent of the Indianapolis Speedway, and it's here that manufacturers and private owners come to make their record attempts. The endless speed duel between the major Italian scooter manufacturers Lambretta and Vespa is fought at the Montlhery arena and Moteurs (Paris) reports that a Vespa scooter recently exceeded 90 mph. The 7.62 cu. in. two-stroke used a plexiglas shell. . . . Trends noted at the winter Paris Salon were light alloy research, suspension improvements, the development of scooters and auxiliary cyclemotors. The need for economy has forced ever-wider use of light alloys that can offer maximum strength with minimum weight and excellent head conductivity. This is one of the primary factors behind the startling performance now being wrung from tiny overseas engines: a 3½ cu. in. power plant can push a light bike at better than 40 mph with no strain! The snap-on sort of cycle motor is booming—there are dozens on the market, new ones appearing all the time. Larger equipment is fairly scarce; out of 66 motorcycles exhibited at the Paris Salon only 7 machines had a displacement of 200 cc or larger; there was one 1000 cc, one 750 cc, three 500s. The most talked-about genuine motorcycle in France today is the 500 cc

The Guzzi 75 cc world's record-breaker in fine working trim—a scientific product of long research in the factory's own wind tunnel

Gnome et Rhone "Super-Star." There was a prototype at the show, a push-rod parallel twin with pivoting fork-type rear suspension. The clutch is mounted on one end of the crankshaft and it's interesting that the primary transmission to the four-speed gear-box—unit construction—is by helical gears. The clutch is on the right hand end of the crankshaft, the generator mounted on the left, an arrangement that adds to the cleanness and compactness of the design. As in an auto engine, there's an oil pan bolted to the bottom of the crankcase.

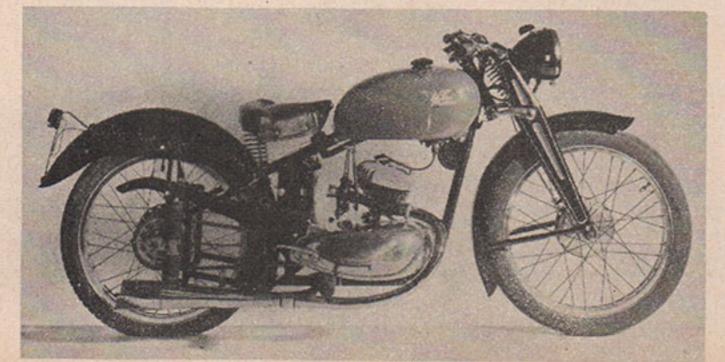
ENGLAND: Ariel is cutting its ninemodel range by two for 1951, dropping the NG and VG singles, and leaving the cream: 997 cc Square Four, 498 cc twins KG de luxe and KH Red Hunter, 497 cc and 347 cc Red Hunter ohv singles, the VB 598 cc side valve single, and the VCH competition model, in small production. Some major changes in the '51 models are 40% increase in rear brake area on the "Squariel"; deepened finning and 20% more flywheel weight (the latter to give greater smoothness without, they claim, any effect on speed or economy) for the KG and KH engines; and, for the NH and VH singles, redesigned cams and followers, with contact areas upped 100% in the interest of silence and longer wear. The Four's famous quick-change front wheel can be had for any '51 model. . . . And there will be changes in the A.J.S.-Matchless line for this year, too: die-cast light alloy heads for the singles, cast-and-keyed-in iron valve seats,

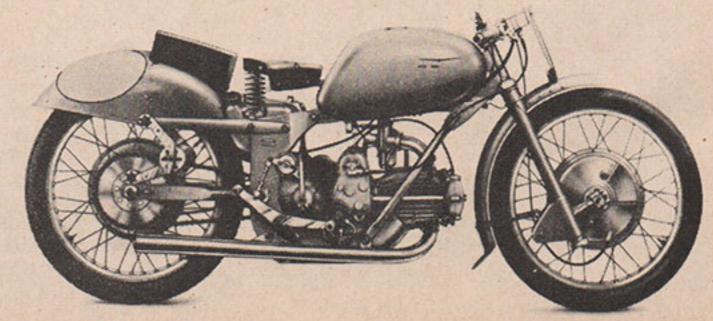
light alloy pushrods, and redesigned, road-raceproved suspension. Exhaust porting has been improved and a new clutch is used, based on that of the 7R "Ajay" racing model. Besides this the makers have carried out a careful cleanup of external features, adding to the perfection of these beautifully-executed machines. And in '51 Matchless will offer a very wiry, spring-frame 347 cc "scrambles" model. . . . Indian has a brand-new addition to its now very broad line, the 4-stroke, side valve, 248 cc (15½ cu. in.) "Brave." This remarkably neat machine is manufactured in England primarily for the American market, features light-alloy head, three-speed footshift gearbox in unit with engine, and tappets accessible with removal of a side cover held down by a single screw. A Lucas generator operates directly off one end of the crankshaft and a gear pump supplies oil under pressure to the various engine parts. The "Brave" weighs 230 pounds, is good for about 55 mph and 100 mpg, sells for around \$345. . . . Rearmament and state control of the steel industry are the newest blows to the Englishman in the street. Limey bikes will still be pumped into export channels, but the homebody who's been waiting for the delivery of a new machine will go on waiting a good deal longer.

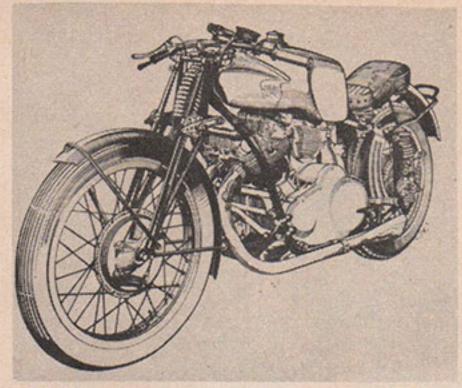
GERMANY: At last we have pictures of the fabulous new supercharged 500 cc and 350 cc NSU racing twins. These beasts have been going like mad in Germany this season, particularly in the hands of riders Heiner

Lightweight aristocrat—the sport model 125 cc Morino. Note the flawless finish, rear springing and large dual-purpose megaphone muffler

The Guzzi "Gambalunghino" on which Fergus Anderson recently set a new International 250 cc Class record: 93.98 mph average for two hours







Major German threat in European road racing is the supercharged 500 cc NSU twin. 145 mph

Fleischmann, Wilhelm Herz, Hermann Bohm. We gather that the 500 cc model was developed to run in the 600 cc unblown sidecar class, and that the blown 350 is intended to compete against 500s. Power output for the 500 is 98 bhp and for the 350 is 68 bhp. Fuel tank for the big job holds 9½ gallons and the factory assures us that the bike "uses lots of gas." Top speed of the 500 is about 145 mph and the 350 turns over 124 mph. Weight of the 500 is 485 pounds, giving a power-to-weight ratio of 1:5.

SWITZERLAND: The Swiss Motorcycle Federation followed standard auto-sport practice in conducting "concours d'élègance" in September during its convention in Lau-

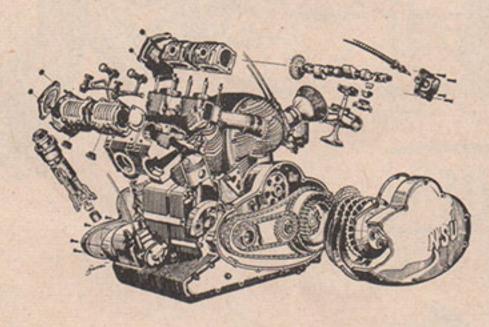


Umberto Masetti, Gilera Champion has shattered 125 cc records on Lambretta scooters

sanne. The F.M.S. worked out the following table, which may give clubs an idea or two, and which is in itself interesting for the values it assigns.

. APPEARANCE OF OUTFIT		S
a. Handsomeness of vehic	50 to 100	
b. Neatness, attractivenes	ss of	,
rider's and passenger's man or woman	1 to 50)
c. Aptness of clothes to	practice 1 to 25	5
d. Harmony of colors (to fenders, wheels), gener		1
. CONSTRUCTION	01 1111311 1 10 20	

	a. Arrangement of instruments		
	and operating controls	1 to	10
	b. Neatness of power unit	1 to	10
	c. Accessibility of engine com-		
	ponents, battery, and trans-		
	mission components	1 to	10
	d. Comfort of saddle, pillion,		
	suspension	1 to	20
3.	CONVENIENCE		
	a. Ease of removing and		
	replacing wheels	1 to	10
	b. Ease of vehicle maintenance	1 to	
	c. Arrangment of pillion, pegs,		
	saddlebags	1 to	5
4.	SILENCE		
	a. Of the engine itself	1 to	20
	b. Of the exhaust	50 to	100
	The competing machines were		
+0	the		A POST OF THE PARTY OF THE PART



to the public and a board of twelve judges.

Power plant of the blown 500 cc overhead cam NSU, loaded with interesting features, 98 hp

Naturally the rider whose rig was awarded the most points received the highest award and the winning woman cyclist was crowned queen for the day. Fun was had all around, the public was pleasantly impressed, and half the bikes in Switzerland got the gunking and polishing of their lives.

MOVIE STARS

(Continued from Page 17)

not to go over 25 mph; there was to be no sudden turning in traffic; under no circumstances was he to get off the pavement onto a cow-trail, even if the others did. When Carey nodded agreement, Barbara straddled his Indian Chief and they took off.

The others, Robert Taylor included, soon tired of the 25-mph pace and shot away. Down the highway chugged the Chief at a rock-steady crawl. Barbara became restive and announced that Carey could speed up a little.

Inside a half-hour, Barbara's hands were itching for the controls. She said as much to Carey and he changed places with her, warning her to follow his directions. She started off wobbly but Carey coached her carefully until she began to feel sure of herself. And that was it. Barbara caught the bug at that minute.

"This is fun," she shouted over her shoulder. Carey remained silent. Barbara speeded up a little and threw back her head.

"Wonderful," she yelled. Carey kept his eyes on the road. Barbara was having a hilarious time until very suddenly a white-faced Carey reached around her and grabbed the controls hard, twisting the throttle back to zero.

"What's the matter?" Barbara asked, puzzled.

"Eighty!" Carey answered laconically.
When Robert Taylor went into the Navy,
Barbara quit riding. Neither she nor Bob
have been out since. But it's quite possible
they'll be out again, along with some of the
others who put their bikes in storage. IF
the studios are willing.

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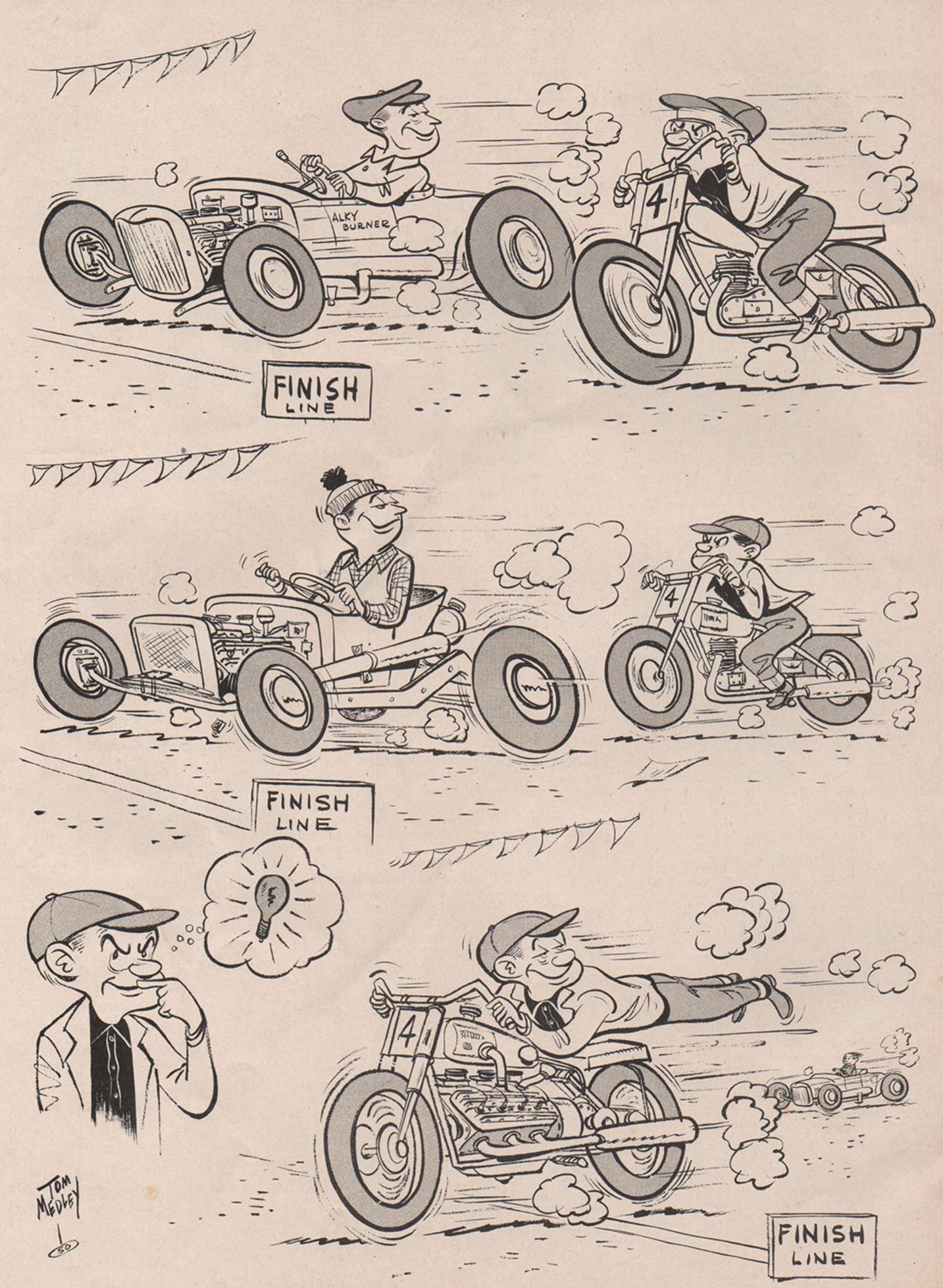
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6 DAY'S TRIAL

(Continued from Page 25)



Triple Triumph—Manufacturers' Award in Six Day's Trial won for Third Successive Year by P. H. Alves, A. F. Gaymer and P. F. Hammond

the safety of the buildings and this, by a cruel stroke of fate led to only one exit, where a rather large crowd had gathered, for the mud was almost up to the hubs of the machines. Many unfortunates either stopped with spinning wheels or came a rather soft cropper to the amusement of all but themselves.

After recovering from this experience, riders fought to keep a line over a hastily prepared bridge of railway sleepers spanning a splash incessant rain had made too deep for safe fording. Many had near spills here, for a sharp left hand approach together with a sharper right hand turn at the other end required tactful maneuvers on the greasy surface.

Having safely negotiated these traps all was plain sailing for the 13-odd miles to Tregaron, that is, if one could call a mountain track of hard broken rock that twisted and turned over a mountain "plain sailing." Each hairpin bend that twisted back upon itself showed new challenge, perhaps a waterfall, a rock step inches high, or one of the many sheep that were free to roam where they may.

D. Carrancini, an Italian farmer, lustily footed his Lambretta scooter up the steep mountain climb encouraged by the claps of those who braved the rain and stood uncovered on the mountain side. The sidecars, too, find it hard going, especially the lower powered ones, for at times there is not room for all three wheels to grip. The passengers, jolted and jarred by sudden lurches over the rocky steps, dart from side to side in a glorious effort to keep things the right way up, though not all succeed. This one small section had caused several of the day's 17 retirements and many of the 642 marks lost by the now much smaller field.

THURSDAY

Of the original entry of 213 only 115 set out to tackle the 249 miles of the fourth day, which included the dreaded but famous mountain crossing of Bwlch-Y-Groes, and the shelf road with wicked cross ridges, near Glyn Dyfrdwy.

The weather was, if at all possible, worse than the preceding days, the course certainly more so. To the tired and weary riders the checks seemed to get tighter and tighter. The British Vase team had a setback when Dick Clayton, entering a splash deeper than he believed, swamped his Norton twin and blew a gasket. Shortly afterwards, at the lunch check, it was announced that J. Kramer, 125 Puch, a member of the Austrian Trophy team was forced to retire with ignition failure. To Holland came ironic tragedy. M. Rosenberg, without falling from his machine, a 500 BSA, fractured a leg. It is assumed that he either missed a gear and

(Continued on Page 33)

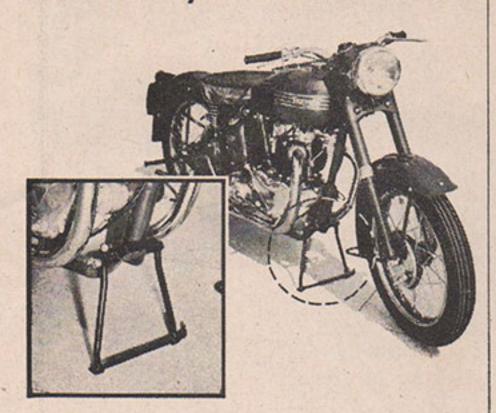






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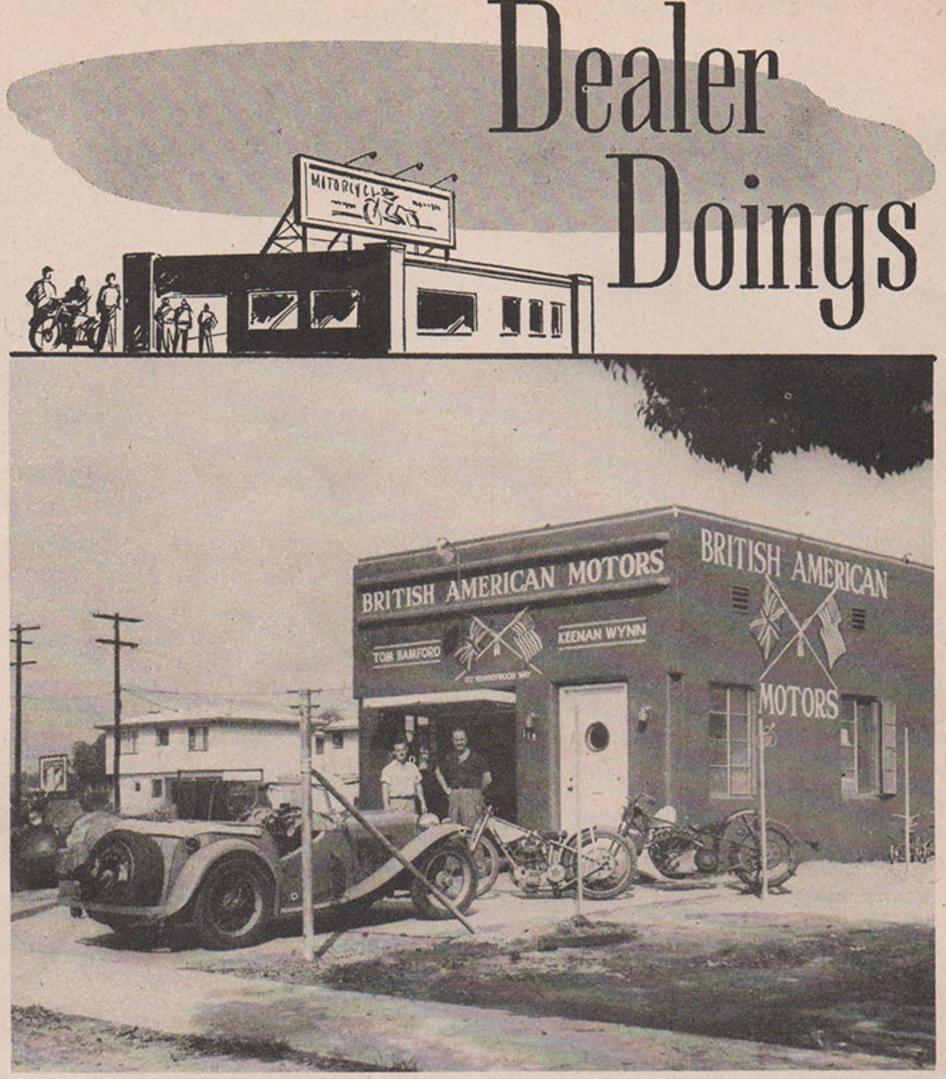
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Bamford's short tracker and hill climber in foreground, Wynn's three wheelers at the rear

BRITISH AMERICAN MOTORS

ENTHUSIASTIC cycle veterans both, short track star, Tom Bamford (old number 33) and actor, Keenan Wynn, have taken a big step toward fulfilling a lifelong ambition. Long standing friends, Keenan and Tom have just recently opened a small but extremely compact shop at 122 South Hollywood Way in Burbank, Calif. Wynn, who had been twisting the grips long before that trip to Hollywood, will assist Bamford in offering

Southern California cyclists the finest in specialized motor tuning.

Whether you demand a completely individual bike, built from scratch, or the maximum performance from your present machine, this shop offers top caliber work on a very friendly, personal basis.

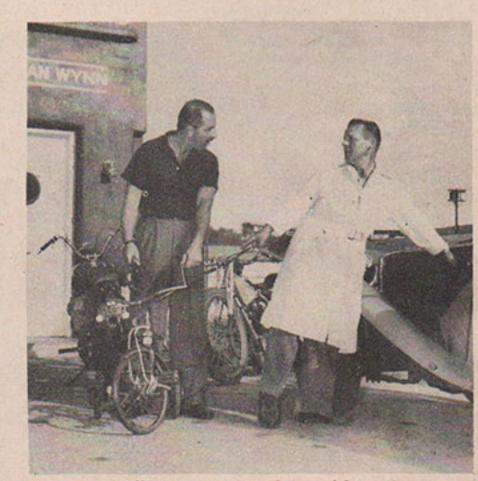
Until this time, chief mechanic Kenny Weems has been associated with a large auto and cycle importing firm on the coast as

mechanic and assembler.

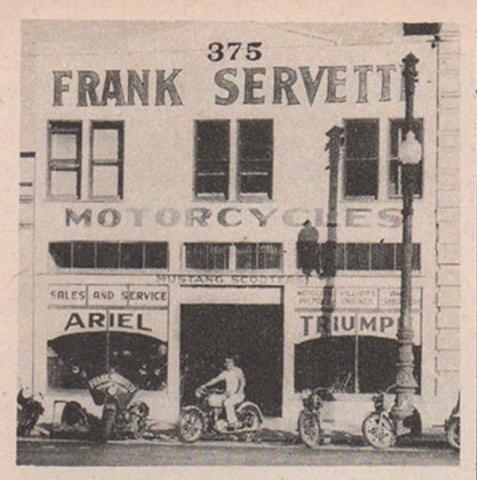
Kenny, Tom and Keenan extend a cordial invitation to sporting riders everywhere to come in and meet the boys. Our coffee bar boasts the biggest cups in town.



Coffee bar, lounge and photo plastered walls offer local riders a real bench racers delight



Keenan balks at a tough problem but Tom holds firm. Bamford constructed the entire shop



FRANK SERVETT

CERVETTI'S Triumph, Ariel, and Mustang Sales and Service at 375 Valencia Street in San Francisco has an atmosphere that's rapidly vanishing in big town 'cycle shops. It's a shop, and not a showroom with a sealedoff service sanctum. Whether you're a cashon-the-counter customer or just a motor hound killing time you're always welcome to come into Frank's, bat the breeze, pick up gossip, stroll into the shop and watch crack mechanics at work. In spite of the small-town informality, a huge volume of work is turned out. And because of it, riders of American makes as well as British flock from all parts of the Bay Area to spend their bucks where they can really feel at home.

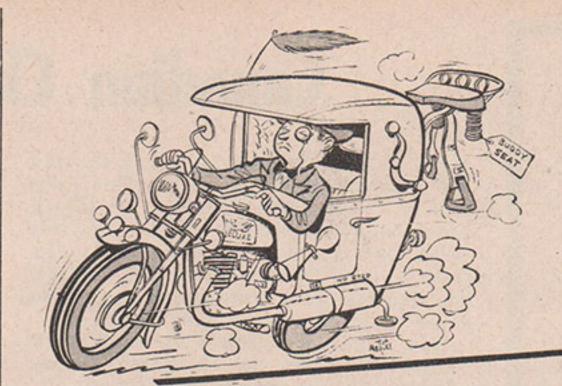
Frank bought the Triumph-Ariel dealership in 1941 from Parker Adams and Don Rodman. Triumph's popularity spread fast in the following years and Servetti's profit was plowed back into stock-mostly partswith the result that today, if you need a part for a Triumph-any Triumph-it's there, now.

Servetti was born in S.F.'s Mission District in 1910 and took to two wheels when he was 14. In the '30's he had a fling at short track racing, and while he didn't exactly make history at it he did make a lot of fine friends. Frank's short track buddies became dealers too, and he gets a real drive out of still being on the same circuit with boys like the Milne brothers, Cliff Self, and Lammy Lamoreaux.

Servetti's first venture into the motorcycle business happened in '38. Right off the bat he took on the OEC agency, becoming a pioneer dealer in British bikes. He's stayed active in the preparation of competition jobs and in support of the sport. Throughout '49 Dick MacAfee rode one of Frank's Triumphs all over District 36, with good success. Last year George Cooper took one of Servetti's Grand Prix jobs to Daytona and was in third spot at 170 miles. Somebody up front got off and popped that particular bubble, but the Cooper-Servetti combo has high hopes for Daytona this year.

Frank's stock of new machines is good. He's made it a point to build up a stock of Triumph parts that's equal to that of almost any big dealer in American machines. And he has a service department built around mechanic Ray Thoroux that keeps both boss and customers happy. His wife, Beth, takes care of the counter and the books, took time out about a year-and-a-half ago to present her old man with a really beautiful set of twins.

In spite of the fact that Thoroux is one of the fastest men with the tools in the business, and that they handle no commercial business, 375 Valencia is buzzing all through the year. A smattering of success doesn't bother Frank a bit: boss and mechanics dress alike, rib each other alike, enjoy themselves.



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(which is to say: Tom Bamford and Keenan Wynn)

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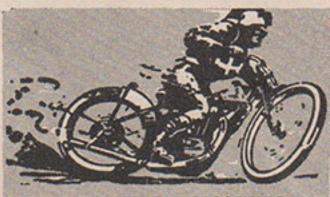
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Canadian Championship

OH, WHAT a beautiful morning, oh, what a wonderful day it was for Don Cranfield of Oshawa, when he won the C.M.A. Championship Reliability Trial. Don is a well known dirt track and trials rider in Toronto and the Oshawa Sector and displayed fine sporting spirit with outstanding riding ability on his Cranfield Special Ariel.

Ken Jennings, Falcon Club of Toronto, walked away with the Unlimited Trophy, riding his popular red and blue Harley.

The course consisted of nine observed sections per lap, with seven laps, 63 sections per rider. Each section brought a new challenge with jagged grades, sharp slippery turns, rocky stream crossings and brush-busting cross country tours.

Several "first time" riders did exceptionally well over the tricky terrain. Such riders as D. Danials, who finished fifth on a B.S.A., and R. Mills, ninth on a James, displayed a fine technique and deserve special mention here.

	POINTS		POINTS
RESULTS	LOST	RESULTS	LOST
1. D. Cranfield	d 157	13. B. Coleman	340
2. B. Bailey	167	14. I. Ferguson	341
3. M. Sale	199	15. C. Venier	430
4. D. Charters	220	16. T. Buck	467
5. D. Danials	233	17. J. Harvey	470
6. K. Rolfe	261	18. G. Fuller	526
7. S. Jones	265	19. G. Roberts	532
8. R. Fregeau	297	20. D. Crookshan	ks 571
9. R. Mills	298	21. B. Eckerman	598
10. C. Herman	307	22. D. Jackson	681
11. J. Pagent	313	23. C. Pain	862
12. J. Verral	327	24. A. Campbell	880
	UNLIMIT	ED CLASS	
1. K. Jennings		4. E. Carey	470
		5. H. Gorby	616
3. G. Hoover	311	6. R. Wood	714



By W. K. Quennell



R. Wood (HD) into the water after a clean ride through the rocks. Black Hawks M/C member



Don Cranfield (Ariel) 1950 Canadian champ. A good rider and sporting winner. Oshawa M/C



Winning team member Ken Rolfe, standing on pegs, navigates first water section on his BSA

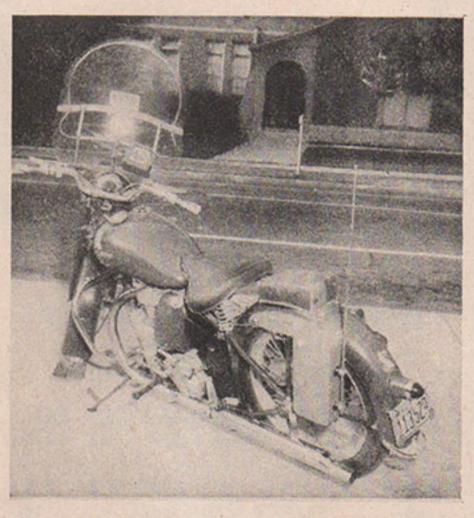


Jack Paget, member of the British Empire M/C winning team, a little troubled in swift water



Unlimited trophy taker Ken Jennings (HD) completing clean ride through tough water section

The Cycle Shop



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6 DAY'S TRIAL

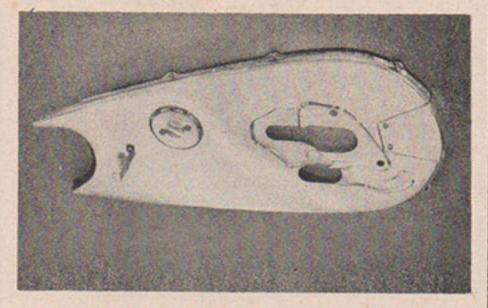
(Continued from Page 29)

making a frantic stab caught his foot in front of the foot rest, or more probably in footing, had his foot trapped in one of the many crevices.

From my second point of observation on that day, a deep water splash (created by the locals to make matters more interesting from their point of view), I witnessed both humorous and almost tragic incidents. With the passing of the first man, No. 35, S. Cmyral, who like the remainder of his team always walked their machines through water (a praiseworthy action when your country relies upon you), the locals in charge of the splash decided that it was about 5 inches too deep and altered it for the rest of the field. Though this had a comical side, it would have spelled tragedy had the rider been unable to restart his engine or had the cold water blown it up. Two private competitors who shall be nameless, approached this rather wide expanse of water and both slowed down, each waiting for the other to take the plunge. Finally "A" dismounted and began to fiddle with his carburetor. "B," not to be outdone, propped his machine against a hedge and became an interesting spectator to the mechanical ability of "A." Finally, having seen one or two other riders plough through the waves, they cheekily proceeded on their way, the little knot of people watching the fun at this point giving them a special cheer.

FRIDAY

Only 95 started out this morning and counting them in at the lunch check was really exciting. News is given that another member of the British Vase team is out. Tom Ellis, Royal Enfield, has discovered that



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the rats have been at the crown of his piston. We breathe freely for though the news is bad, it could be worse. Tom might well have been in the "A" team which till now remained clean. It was after lunch however that conditions began to take worse toll. Harrold Taylor, the one-legged driver of a Sunbeam sidecar outfit retired with a burnt out clutch. G. Pickering on the only 125 left in the competition, somehow took the wrong trail with his Bantam. A. Kelly had the rear wheel of his Golden Flash outfit collapse. D. James met a spot of bother with his 250 Triumph. H. Daniellson of Sweden's Vase team, who was over an hour late after having accomplished wonders by the way of roadside repairs, was an unlucky retirement. Jim Blackwell dropped a valve on his Norton. These six riders, together with Ellis, had begun the day with a clean sheet. Man of the day was Sweden's B. Mattsson, member of their Vase team. Running out of gas a mile from the finish, he pushed his Ariel back and only incurred a loss of 5 marks. The irony was, that by some ill stroke of fate, the machine faded out on the way to Eppynt for the Speed Test on the very last day. His effort had proved worthless.

SATURDAY

Only 48 miles of comparatively soft going remained between Llandrindod and Eppynt though the grass covered track across Pen-Y-Gareg and the stiff muddy climb from the farm near Upper Chapel need to be watched by even the best riders. The sidecar aspirants tore up the latter in two ways, first by the way in which they took it, at full speed and in line ahead at that. Had one or the other faltered it would have been the scene of the greatest pile up in the trial. Fortunately no mishap resulted but how they had torn up the track for the following solos.

(Continued on Page 34)

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LOOKING AHEAD



advance news of events

REALIZATION of the planned Catalina Island road race seemed closer recently with the news of a visit to that famed island by four well known members of the motorcycle fraternity. Two of the quartet made an extensive inspection on their cycles to determine exact road and trail conditions there. Results were gratifying and seemed to indicate that the event be crossed between a hare and hound and road race.

Original plans, as outlined in CYCLE (July '50), pictured this spectacle as a strict road race, but lack of connecting roads will undoubtedly force a good portion of the course up onto the firebreaks and mountain trails.

The sporting rider will be glad that, rather than a professional race, this run will probably be open to any AMA member, who may compete in either the junior or senior class.

Harry Pelton, district 37 referee, states that many of the mountain roads were at such a tilt and so slick that downgrade travel was prohibitive, even to a bike. In such instances the track will usually revert to some nice safe firebreak or goat trail.

ROAD racing at the Santa Ana blimp base will be resumed sometime in the early spring. Several refinements in the 13/4 mile paved circuit seem to indicate an even more exciting type of hard surface racing for the coming year.

San Diego County Fair fans will thrill to both amateur and expert motorcycle races at Del Mar this year. Two days of racing are scheduled there sometime in the latter part of June.

THE classic Daytona road race, February 24th and 25th, draws near. Amateurs will compete in the 100 mile version on Saturday, followed by the 200 miler for experts on Sunday. All prospective riders are encouraged to apply for entry as soon as possible. Write the American Motorcycle Association, 106 Buttles Avenue, Columbus 8, Ohio.

6 DAY'S TRIAL

(Continued from Page 33)

Compared with last year, few spectators braved the rain and mist in order to see the track event. Of those that stayed many spent most of the time in the refreshment tent, for one could hardly see the riders in the thick mist.

RESULTS

INTERNATIONAL SILVER TROPHY

- 1. Great Britain, 0 marks against
- 2. Austria, 1,225 marks against
- 3. Italy, 2,582 marks against
- INTERNATIONAL SILVER VASE
 - 1. Great Britain "A," 0 marks against
 - 2. Holland "A," 300 marks against
 - 3. Sweden, 307 marks against
- 4. Great Britain "B," 600 marks against
- 5. Ireland, 773 marks against
- 6. Holland "B," 904 marks against 7. Italy "A," 1,415 marks against
- 8. Italy "B," 1,800 marks against

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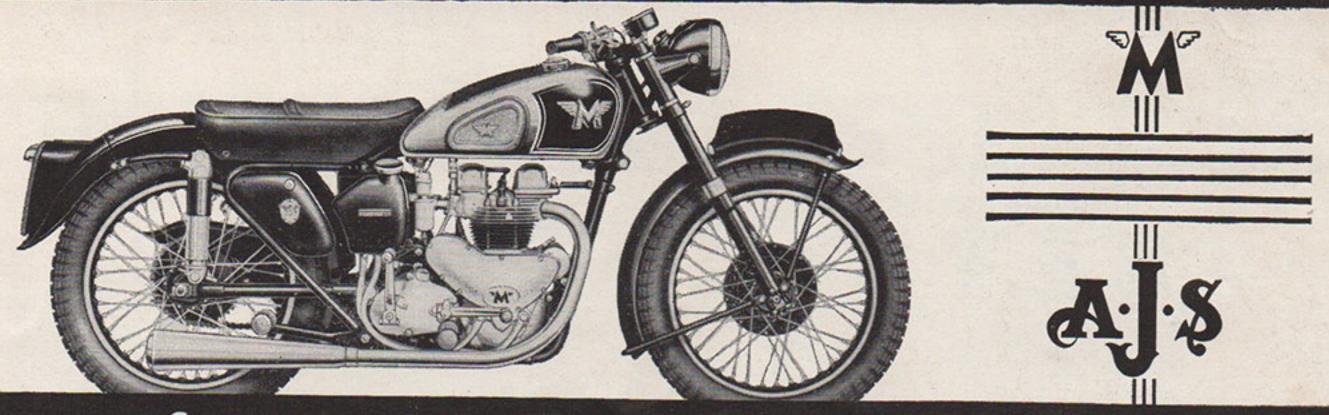


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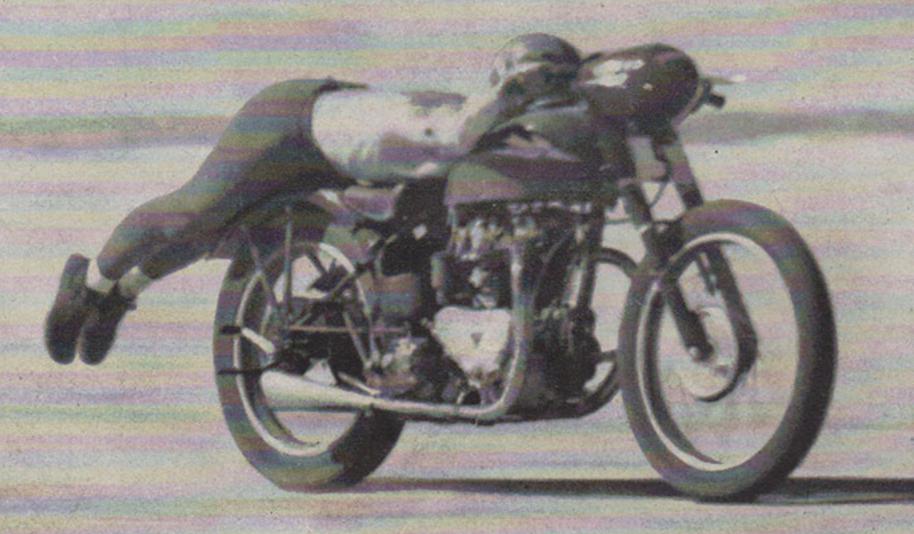
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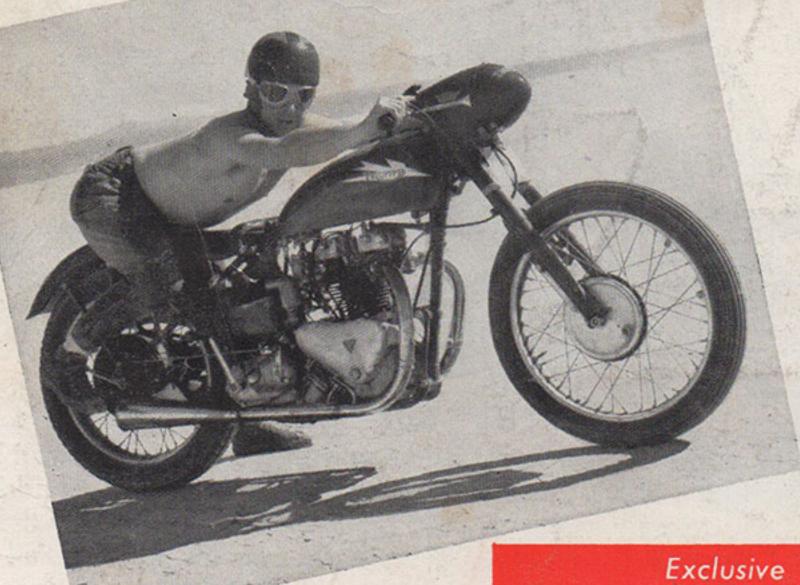
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