



# CYCLE

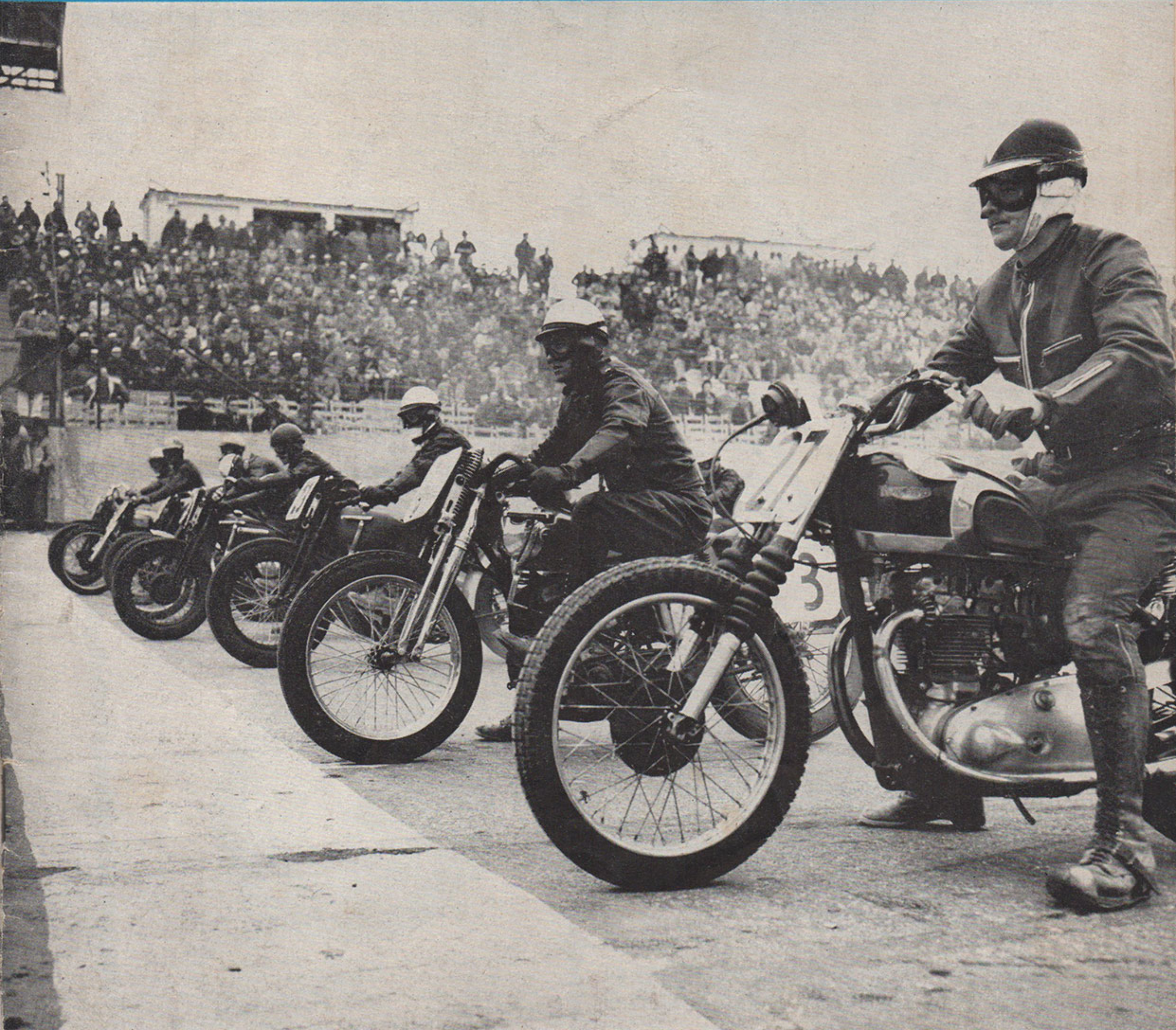
FEBRUARY 1951 25c

**BSA ROAD TEST**

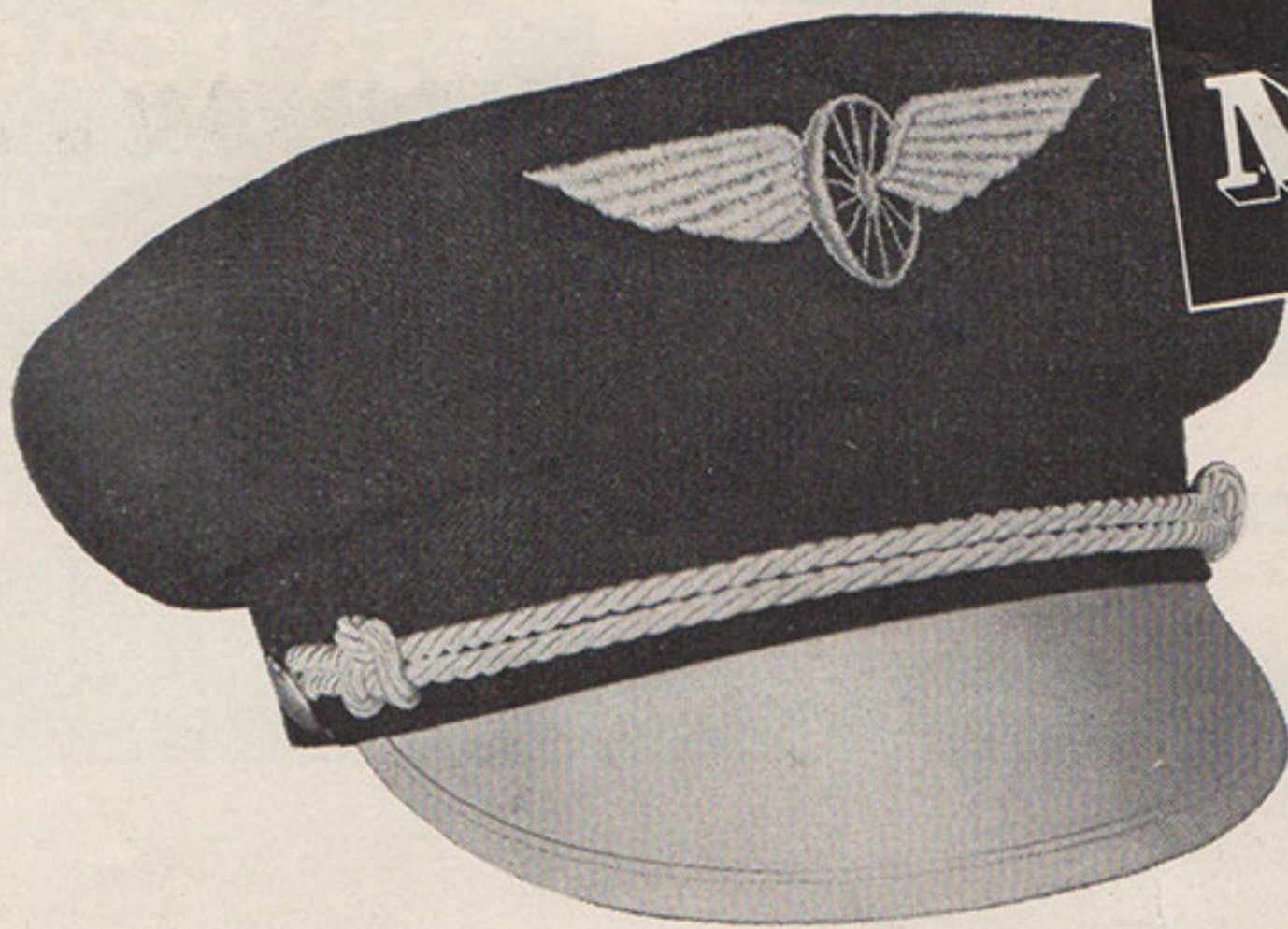
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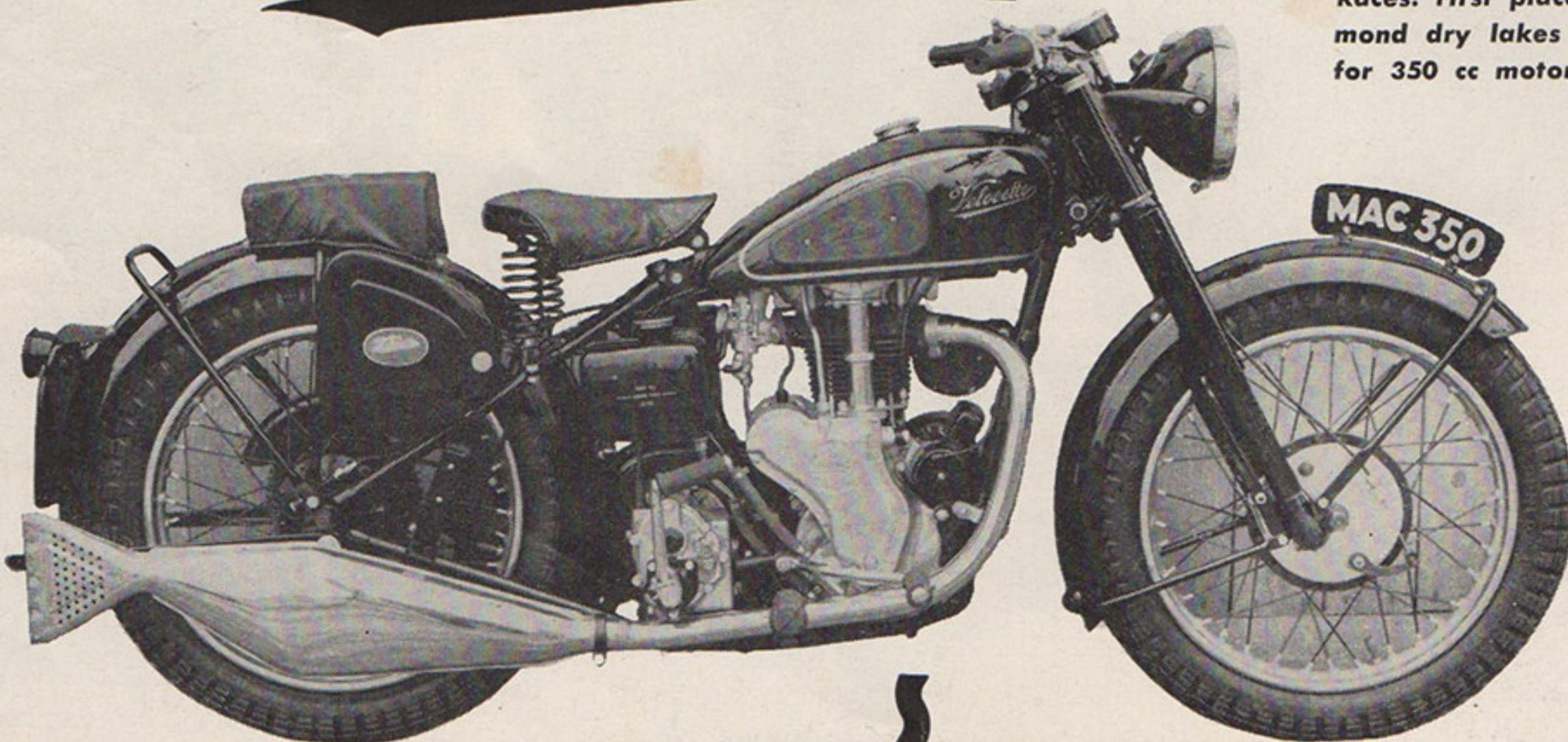
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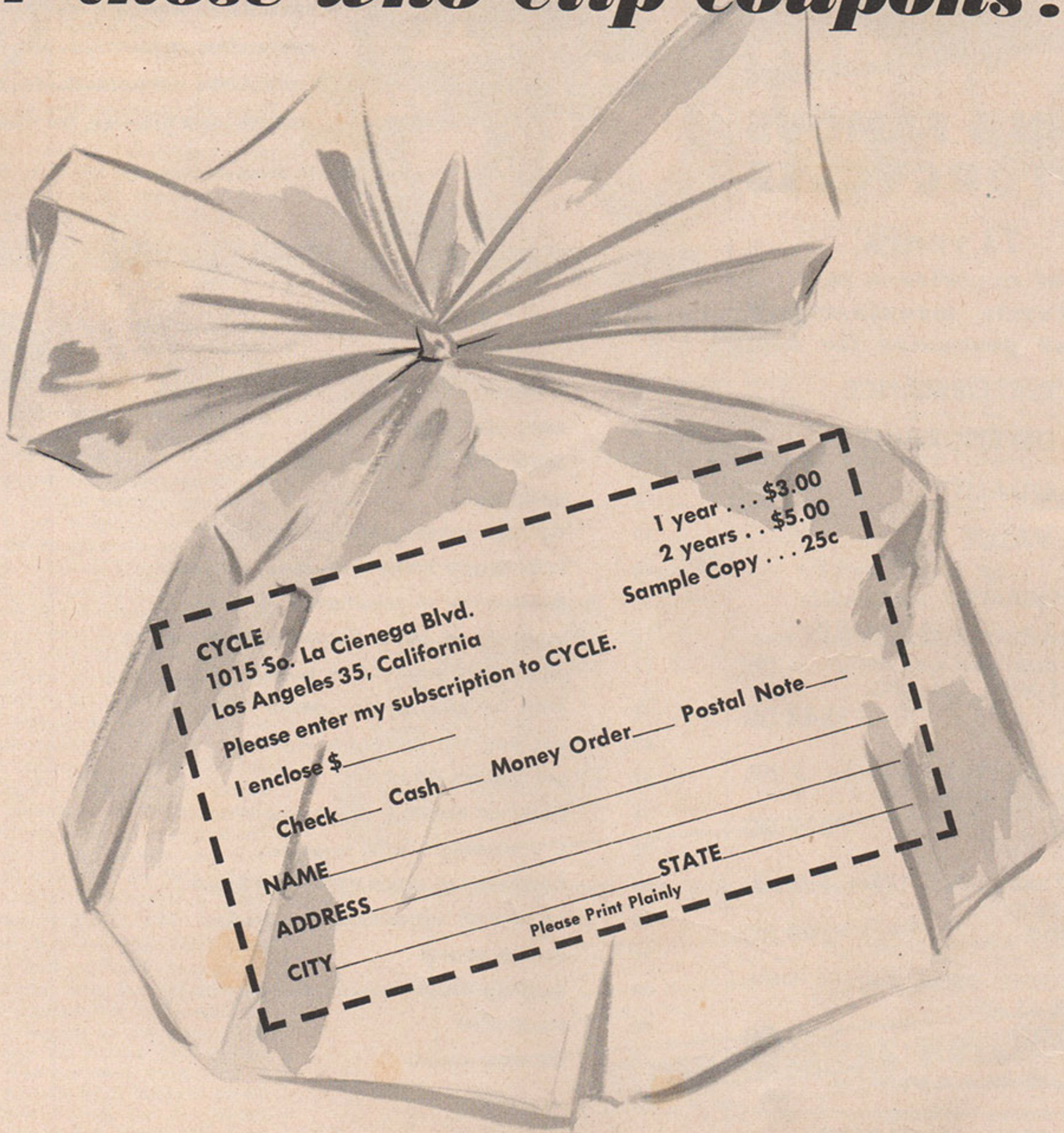
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FEBRUARY 1951

# CYCLE

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"World's Largest Monthly Motorcycle Circulation"

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### ON THE COVER

Eager faces reflect tense start at Darlington

Photo by Jack Cansler

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# Speaking Cycle

MUCH has been said concerning the use of airstrips for "Drag Races," but not much has been done! It makes one wonder just how much effort has been applied. It is to be considered that only a few people have the time or initiative to tackle such a task. The fact remains—*It can be done.* How? I'll tell you in as few words as possible how the Orange County Airport in Santa Ana was opened.

First of all, Mr. Nichols, the airport manager, is not so old that he can't remember that he was once a young 'un. He also takes into consideration that the age of competition is here—so let's do something about keeping it off the public highways. Not long ago, Mr. Nichols contacted Officer Chuck Pollard—a California Highway Patrolman assigned to motorcycle and hot rod safety education on what method to use in opening a taxi strip, abandoned by the Army, to the use of motorcyclists for their so-called "Drag Races."

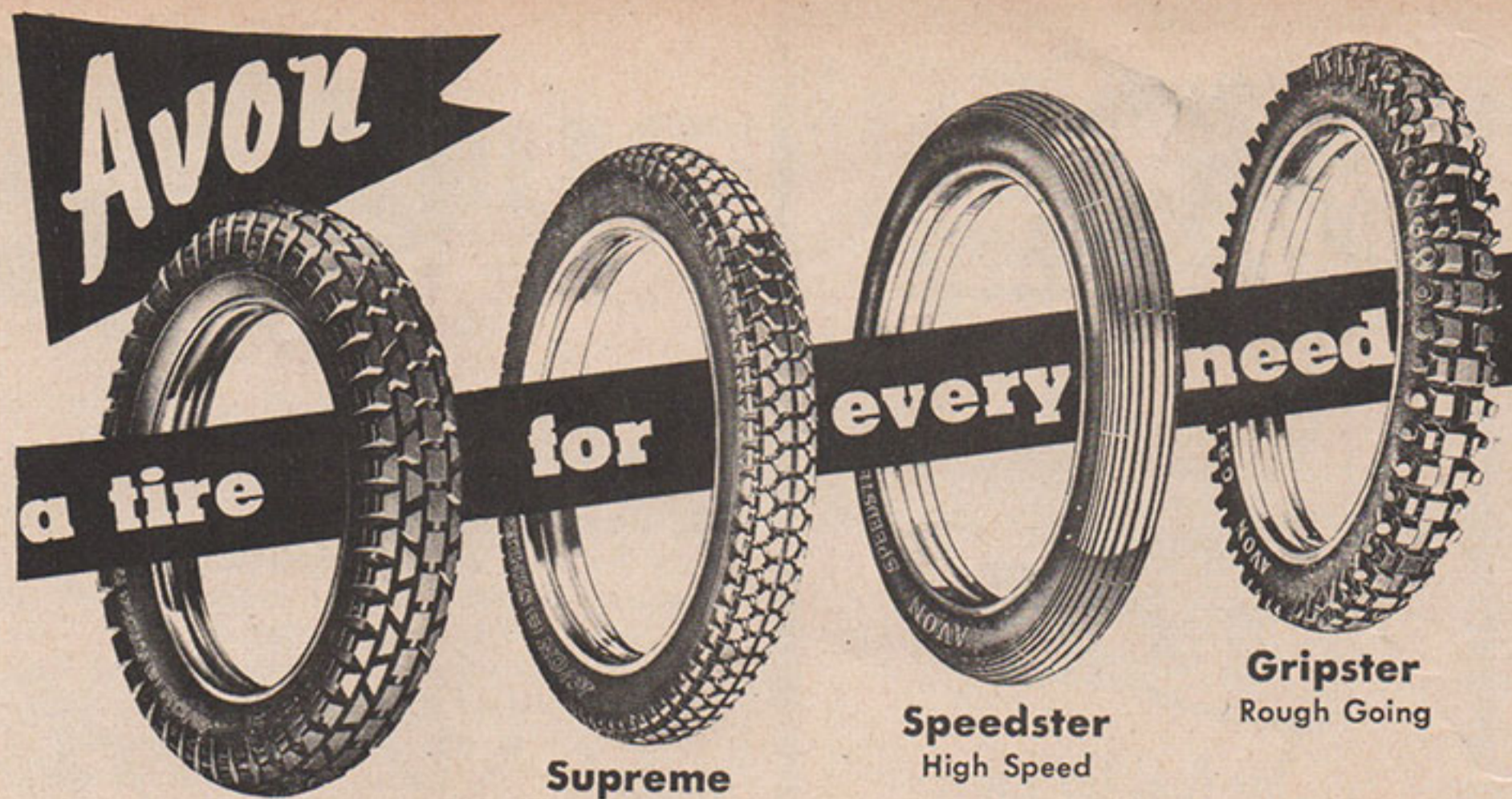
The property is owned by the Irvine Company but leased by the County of Orange. It was therefore necessary to obtain permission from both parties. Mr. Nichols and Officer Pollard made a visit to the Orange County Board of Supervisors, the outcome being that they had no objection but would assume no liability or responsibility!! Fine, now here was an airstrip but no operator! A little detail such as liability and property damage insurance was "gumming the works." Several persons and organizations were approached. They were interested but nobody seemed to have the initiative to start the ball rolling. Finally, a man that could be known as "Take-a-Chance" Stilwell, decided to "take a chance."

Frank Stilwell of Anaheim and Mr. Hunter and Mr. Hardt, both of Santa Ana, pooled their assets to take over the operation of the airstrip. A contract was made with the Orange County Airport to pay them 10% of the gross minus the Federal Tax, and the show was on! The first week went \$400 in the red. Since then the word has been passed around, and cycle hounds and hot-rodders from as far away as San Diego have been in attendance.

The result of the opening of this airstrip has been lauded from all directions. It has brought trade to the airport and the three partners are now realizing a modest profit. The cycle riders have a testing ground as well as a chance to win some mighty elegant trophies. Best of all, the reports from the Orange County California Highway Patrol and Sheriff's Office have been to the effect that street racing has practically become a thing of the past in this district!!

Seems as though the fellows would rather go to the Orange County Airstrip and race for trophies instead of racing on the highways for "tickets." Each week-end the fastest motorcycle in each class is awarded a beautiful trophy.

With this venture in Orange County as an example, it proves *it can be done* at other airports.



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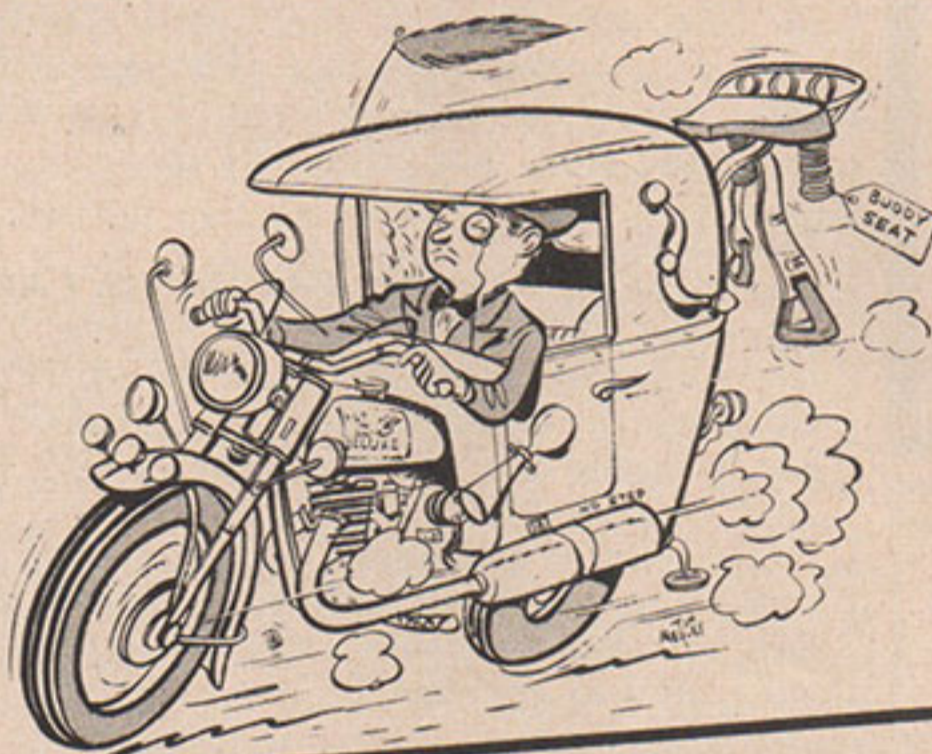
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# RIDER WRITINGS

Sirs:

Have enjoyed reading your magazine for quite some time now and certainly look forward to each issue. I especially enjoy your coverage of the different events as well as the many other features therein. . . .

Noticed in your recent article on the Cactus Kate Enduro that the close-up picture of Dottie Ellison was actually photographed at the finish of the Cactus Derby run, in which she was the only girl participant. Few people realize the fact that Dottie is the first and only girl rider to ever officially complete the Cactus Derby Enduro, which in my estimation is good riding, considering that usually 50% of the contestants fail to ever finish the event.

Am looking forward to your next issue as always.

Walt Kingsley  
Encino, California

(You've a sharp eye, Walt—the close-up of Dot was taken at the Cactus Derby a couple months previous. Having ridden near her in several enduros, I can assure you that she's top rate.—ED.)

Dear Sirs:

I enjoy reading your magazine very much, especially the road test section. It gives a fellow a chance to compare and see which machine has the characteristics best suited for the use he would give it. At present I own a Harley-Davidson 45.

The idea of modifying the AMA rules concerning amateurs and experts is a very good one. If motorcycle stars from other countries were able to compete in our own races and vice versa it would give us a chance to get better acquainted.

Enclosed find \$3 for my one year subscription. This magazine is just what motorcycle riders have needed for a long time.

Welles Bushnell  
Portland, Oregon

(Thanks for your vote of confidence, Welles. Before long we hope to present both sides of the competition story—ED.)

Gentlemen:

As an old Puch-rider and almost-expert, I have read your recent test report with great interest. You are doing a fine job of reporting on new machines and I hope you will continue this type of article.

I would like to point out a few inaccuracies however: The coil is in a metal box, that not only looks like a tool box, but is one. . . . The panels on both sides of the tank are not black, but chrome. . . .

Otherwise I agree with you, but would like to know, why in the acceleration test, from standing start to 60 mph, only three gears had been used; It seems unlikely to me that the little buzzer gives 60 mph in third, while maximum in high (or fourth) is 64. Incidentally mine will not reach 64. The factory gives the top speed as 60.

Herbert G. Schwarz  
Los Angeles, California

(Touche' Mr. Schwarz. Officer Filker welcomes your critical comment but sticks to his guns on quoted acceleration figures. Using only three gears from still to sixty apparently did the job faster than four, and top speeds are never constant—ED.)

Sirs:

Enclosed is the fee for a one year subscription to your fine magazine. I have, in the past, been borrowing progressive copies from various men stationed here on the ship with me. I am, or was, quite amazed with all the interesting and yet varied information gathered between the covers. I say, was amazed, because your writers seem to be quite at ease in the way they gather their information. Reading through your magazine is like sitting among a widely selected group of expert riders and mechanics and having them all intensely interested in helping you, as an individual, to learn all there is about motorcycles.

All I can say is, keep up the good work and you can do more for cycling than all the other magazines on the market today.

Loren A. Peterson  
New York, N. Y.

(Inspiring words Loren, we'll go overboard to maintain your future interest—ED.)

Dear Editor:

Enclosed is a copy of a letter received by this club from the Middlesex Voiture Locale 128, Forty and Eight of the American Legion of New Jersey. During the past summer, we of the Jersey Ranger M/C Inc. sponsored class C short track races for their child welfare fund. . . . This year was just a start and next year we will again sponsor races for this worthy cause.

Their program in child welfare is not only for the benefit of children of veterans, but of the entire community. We hope to help them make the necessary funds to carry out this program. Not only will this make them the outstanding voiture in their community, but . . . in the state of New Jersey and the nation. By helping them we also help ourselves.

Michael Colavito, Pres.  
Jersey Ranger M/C Inc.  
Perth Amboy, New Jersey

(Sorry that we don't have space to reproduce your enclosed letter of commendation from the Legion, Michael, but perhaps some of the other clubs will be inspired by your report to assist similar organizations in their community. Watch for a story on the Legion drill team in one of the coming editions—ED.)

Sirs:

Reader Donna Joy's letter (CYCLE, Dec. '50) gave me a big scare.

Women have already transformed the automobile from a highly efficient and specialized machine to a veritable living-room suite on wheels. Now they want to soften and dilute the motorcycle to the proportions of a featherbed; and they will succeed in this if given half a chance to heckle the manufacturers into including them in their ever-widening market.

We men have little left that we can call our own. The English-type machine is a blessing to American cycling. . . . The only solution is to produce an armchair with handlebars and label it, "For Women Only."

John G. Root  
Garthersburg, Md.

(The battle of the sexes continues, but it seems the weaker sex always wins. Better swallow your pride John, the day of the plush-lined trailin' bike is upon us—ED.)

# LITTLE BEAR 'N' HOUND

By Bob Greene



A lone rider stomps the daylight out of the wide Mojave River bed, approximate half-way mark



ABOVE, Recognize him? Looking very little like himself, Aub LeBard slows to quiz the photographer, "Who's ahead?" "You are," came the answer and Aub blasted on to the second check



Wembley Stadium was never like this! Short track star Lammy Lamoreaux; all-around rider

Photos by Bob Greene



ABOVE, Bright star in sagebrush circles, "Mac" McLaughlin finished minus brakes, foot-shift

RIGHT, Searching for a new route to China. A hairline separates too little and too much rpm

ALTHOUGH not quite as popular as its Big Bear brother, the annual Little Bear Hare and Hound always goes off with a bang. Contributing factor: three pounds of dynamite.

After experimenting with several types of starts, the Three Point M/C found the "bomb start" worked smoothest, especially when starting line-ups contain nearly a hundred.

The machines were lined up abreast on a wide expanse of sage brush desert near Victorville, Calif. A mile away Three Point members were lighting the fuse of the first five minute warning bomb. With its earth-shaking blast the riders lined up by their bikes. The second distant boom signalled them to make a mad scramble for their machines and head for the billowing column of smoke ahead where lime markers led them onto the course.

At that same instant eager spectators made an equally frenzied dash for their cars in an attempt to beat the hounds to check two. Which race is the most startling to watch is hard to say; the riders bouncing cross-country or the spectators careening down desert roads to the next check. In this case the observers won by a 15-minute margin and we all waited intently for the burble of distant motors.

Soon the even thump of a single announced that one of the English lightweights must be leading the pack. Silhouetted on the hill above was "cautious Aub" LeBard and his lime sniffing Beeza.

Three precious minutes later Ernie May stormed down the same hill on his Ajay—steadily closing the gap on Aub. The tension between these two was terrific since they were

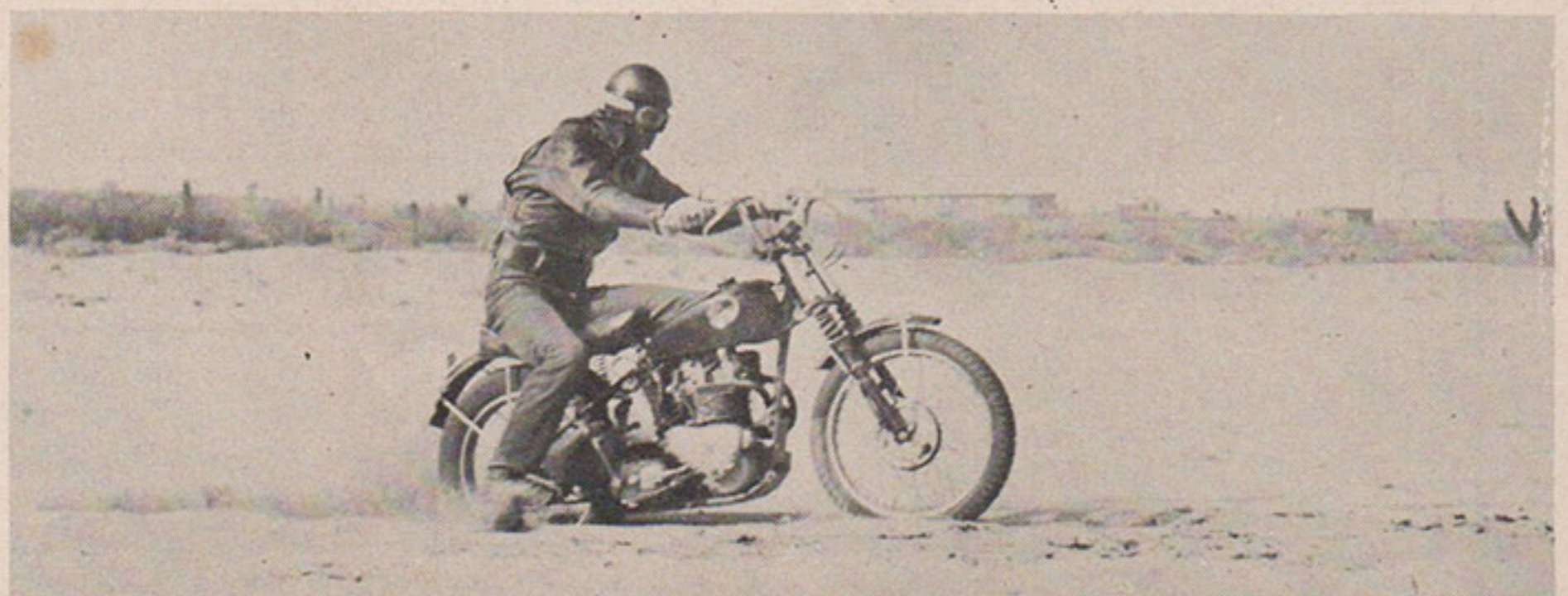
only 16 points apart on the competition trophy for 1950 at the start of the run.

Soon May and LeBard were rolling wheel to wheel, each pushing the other into a little faster pace. When the road forked, Ernie went right, Aub left, each one looked over, decided that the other was right, crossed over into one another and both went down with a crash.

On one part of the course the boys were forced to hug their tanks to dodge the 30-30 carbine slugs of an irate turkey rancher who claimed the excitement upset his birds. Some riders stopped to investigate the ruckus and were right in the middle of a verbal whipping when Swede Belin, who could stand it no longer, spun a brodie under the rancher's shootin' iron and disappeared in a cloud of dust.

At the finish it was a quick one-two with LeBard leading May over the line by only a few yards.

The four-man layout crew is to be commended on a fine run. Riders Herb Estabrook, Cliff Stoner, Jim Stoner and Lee Carey were intent on making this year's run the best ever. Herb Estabrook was so intent that he marked the last forty miles riding on a flat tire.



# MOTORAMA...

## CYCLISTS STEAL THE SHOW AT SOUTHERN CALIFORNIA MOTORCADE

CAPACITY crowds from over 31 states and many foreign countries thronged the spacious Shrine Convention Hall in November to witness the first annual showing of Motorama, a glittering spectacle of everything on wheels.

Over a million dollars worth of specialized equipment including "Rollie" Free's and "Bus" Schaller's famous cycles, "Ab" Jenkins' Mormon Meteor and the So-Cal Special (world's fastest hot rod) presented a most distinguished meeting of world champion speedsters.

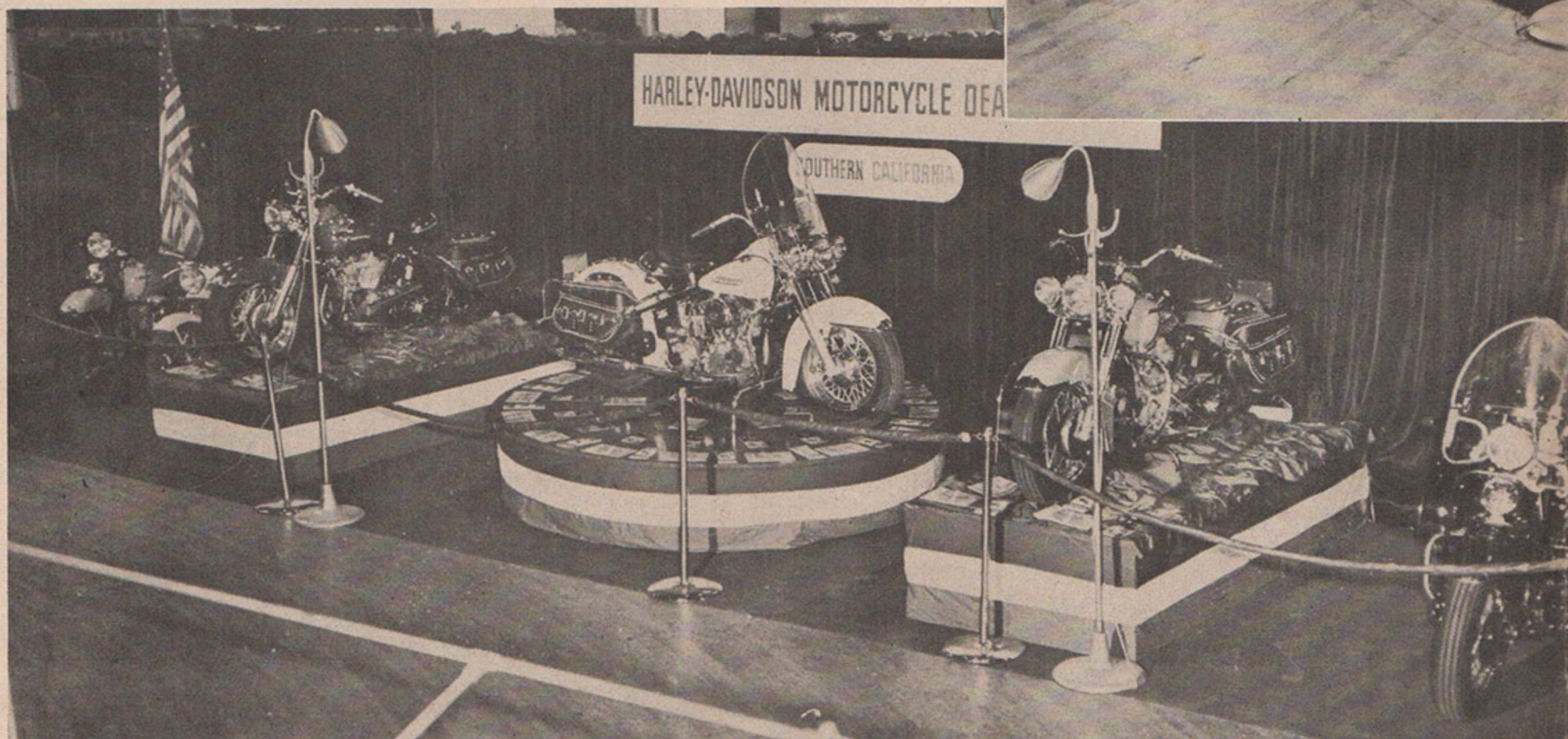
The full support of CYCLE Magazine was given to assisting the arrangement of many magnificent motorcycle displays, which were the highlight of the show.

Colorful dealer displays represented practically every bike in America today and each booth was seldom without some notable rider or figure of the motorcycle world.

Of special interest were the intricate cut-away engines whereby at the turn of a crank, each moving part was put into play, clearly showing its functional part in the over-all design.

In striking contrast to the shimmering motorcycles of today was the prized collection of *ancients* dating back to 1903. The belt drive Flying Merkel had a hand clutch it's true, but the handle looked more like an emergency brake lever and it operated an idler roller that put the bike in motion by taking up the slack in the drive belt. Throttles were connected to carburetors by steel rods and tiny universal joints instead of modern flexible cables.

An A.M.A. booth, manned by district 37 club members and Referee Harry Pelton, contributed generously toward enlightening the public of organized cyclists' progress with photographs, trophies and racing machines.



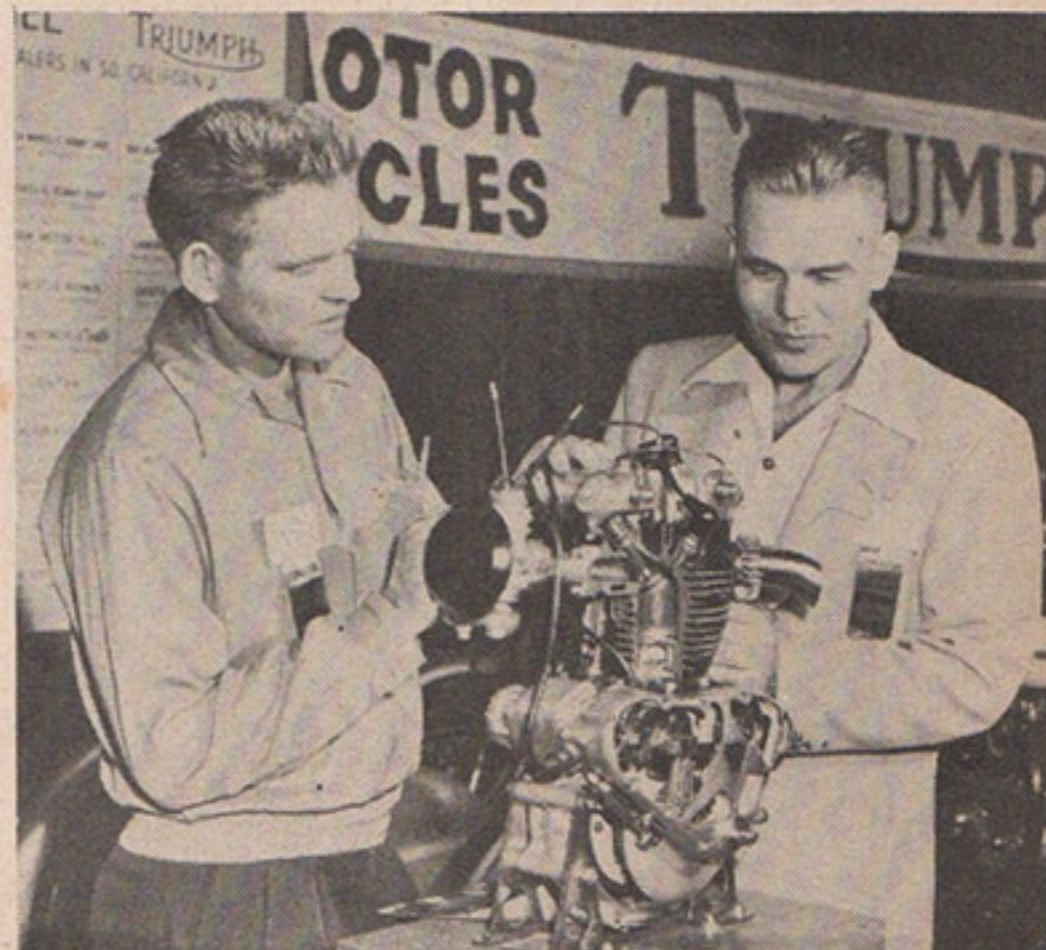
ABOVE, Complete showing of '51 Harley-Davidson line included a model with hydraulic brakes

A novel climax to the show came with the presentation of an English Ford Anglia, given by MOTOR TREND Magazine as first prize in a contest sponsored by the Ford Motor Company.

From the popular acceptance given this show it is not difficult to understand why plans are already underway for a bigger and more elaborate Motorama in 1951.

LEFT, AMA referee Harry Pelton and club men spent many hours reviewing their organization

RIGHT, Tim Witham, tuner, discusses Triumph cut-a-way with Cal Makela of Johnson Motors



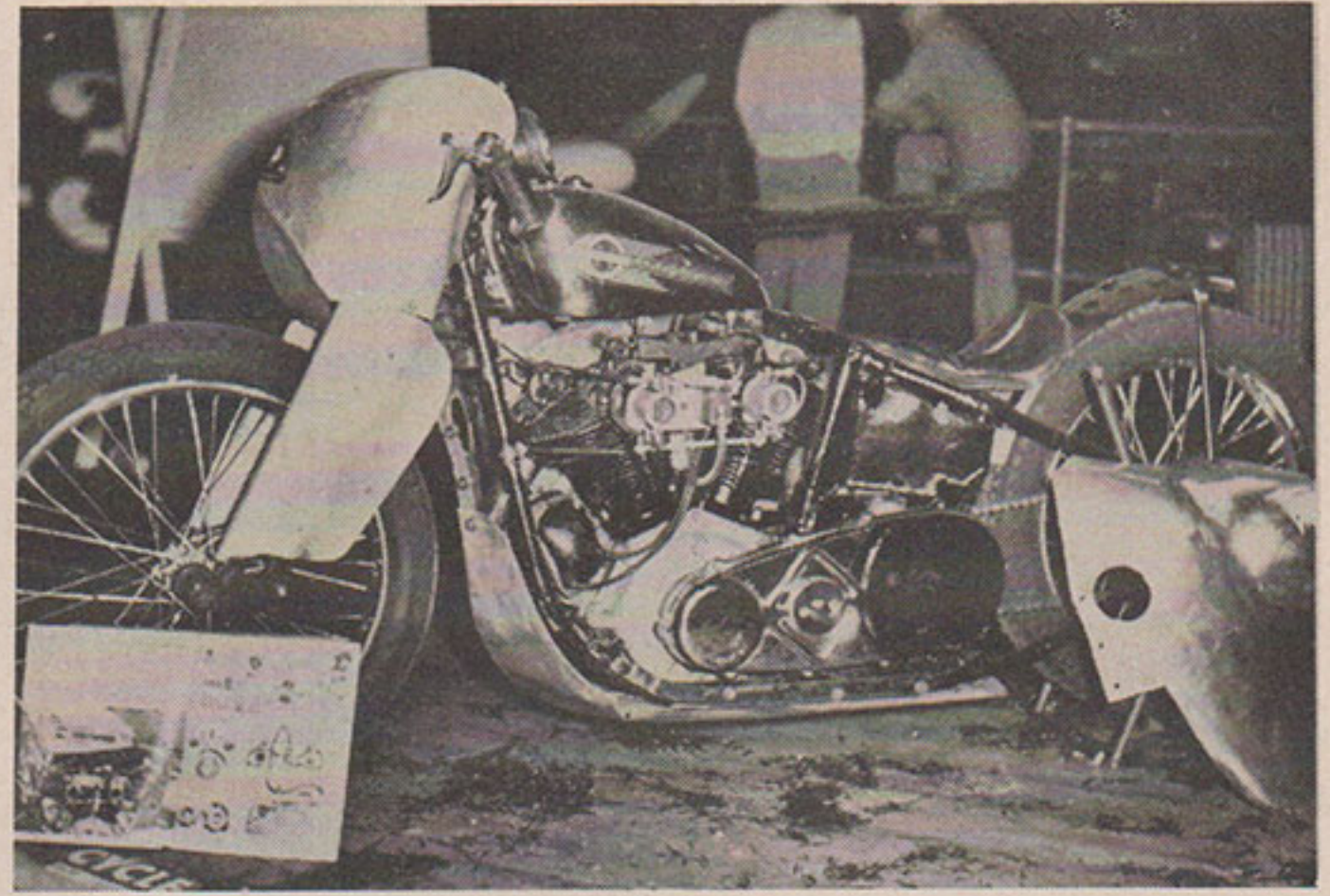




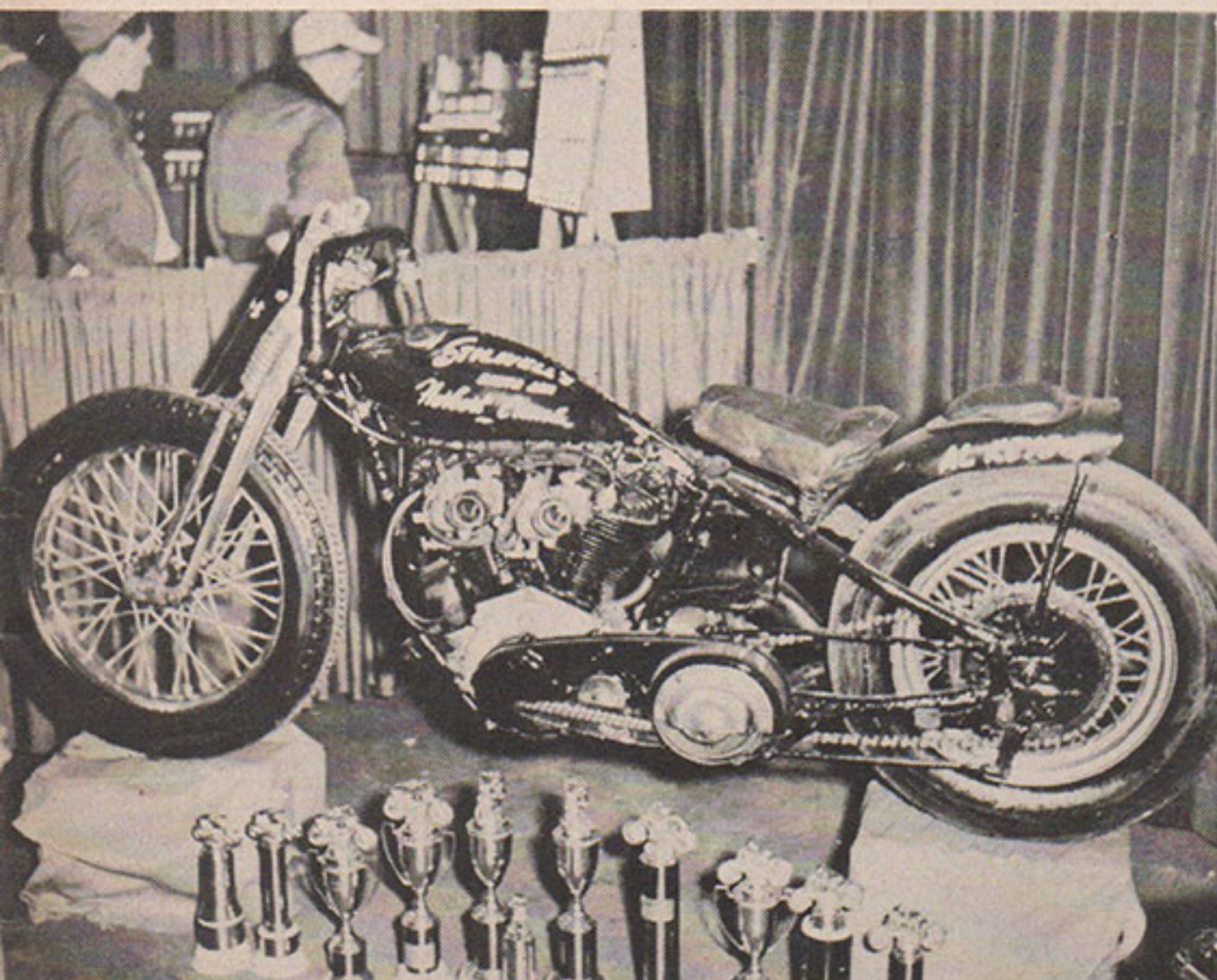
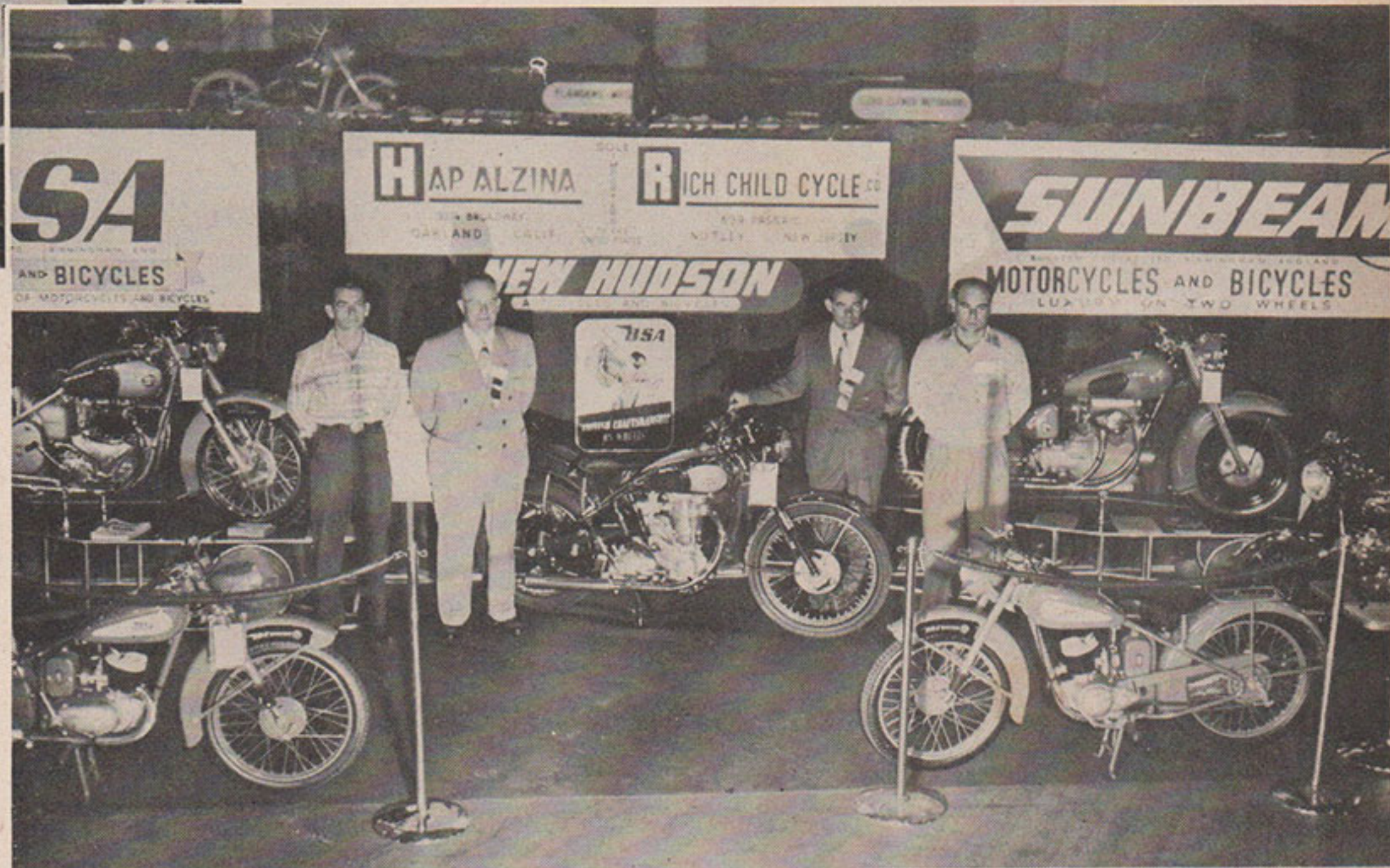
ABOVE, The Indian camp, from Chief to collapsible Papoose that can be carried in a car

RIGHT, The BSA booth, manned by dealers Aub LeBard, Hap Alzina, Jack Milne, Herb Casparay

BELOW, Chet Herberts "Beast," so named because of weird appearance and self-destructive tendencies. Trophies in foreground; mute evidence of successful drag duels and dry lake runs



ABOVE, Schaller's masterpiece in the nude. So far, his speed record attempts have been made without engine shell (as shown). With complete hull, wind pressure had tendency to lighten bike, lessen traction



ABOVE, A police special Scout attracts dealer Ed Farrand, Officer Filker, Indian rep. Nelson

# YONKERS TURKEY RUN

DON PINK GETS THE BIRD ON A HARLEY-DAVIDSON 125



ABOVE, "Oh death, where is thy sting?" Sidecar crews are by necessity the ruggedest lot of all

By Jim Claxton

Photos by Claxton-Lane



THE FOURTH consecutive running of the Yonkers Motorcycle Club's Northeastern States Championship Turkey Run proved to be a real test of rider and motorcycle, with only 19 out of 96 contestants finishing. The Yonkers M/C road committeemen, Tom Svack and Joe Denny, decided that this year's contest would be one for the books and indeed it was. All of the toughest sections of Westchester and Putnam Counties were coupled with a number of newly washed-out roads and swamps in the 175-mile course. Speed schedules for the entire run were figured at a straight 24 mph.

Once again the Westchester Chapter of the Amateur Radio Relay League cooperated to the fullest by providing mobile two-way radio outfits, manned by ham members at the 17 secret checks and known controls. In this way the checking committee was able to provide each finishing contestant with his tenta-

LEFT, A case of mind over matter. This rider prefers to mount clock and schedule on headlight

**RIGHT, Winner Don Pink stays clean of penalties and mud. Note schedule taped on his left arm**

tive score, subject of course to compilation of official scores from the individual checking sheets.

On Saturday night the contestants drew their starting numbers at the Yonkers M/C clubhouse. Inasmuch as the entry list was so long, it was decided to start two men on each number in order to finish the contest before dark. Next morning, long before time, riders had begun to arrive at the starting line via all sorts of conveyances—trucks, trailers and knocked down jobs in car trunks. Many entrants arrived from all parts of the east until, at 8:01 A.M. the first two riders pulled out, followed at one-minute intervals by the remaining pairs. The day was clear and brisk and after a few paved miles the teams parted company in the now-famous Ardsley Woods, with its narrow, crooked dirt trails, steep hills, watersplashes, and two brand new bogs which eliminated more than 50% of the sidecar contingent and gave the solo boys no end of trouble. Once out of this section a few miles of easy going enabled the riders to get back on time again until, in the Croton Lake section, the markers again led into the woods for a trip over a long-abandoned road. The trail continued up and over several steep hills for more tough going until the markers emerged from the brush on fair dirt roads and allowed the boys to relax their grips once more.

At this point, the lads who had ridden previous Yonkers turkey runs began to suspect the worst—the Yorktown Heights powerline hill and swamp. The markers confirmed their suspicions and they were soon struggling up and over one of the meanest hills in Westchester, with the notorious swamp at the bottom. This proved to be the downfall, literally and figuratively, of many fine throttle-snappers.

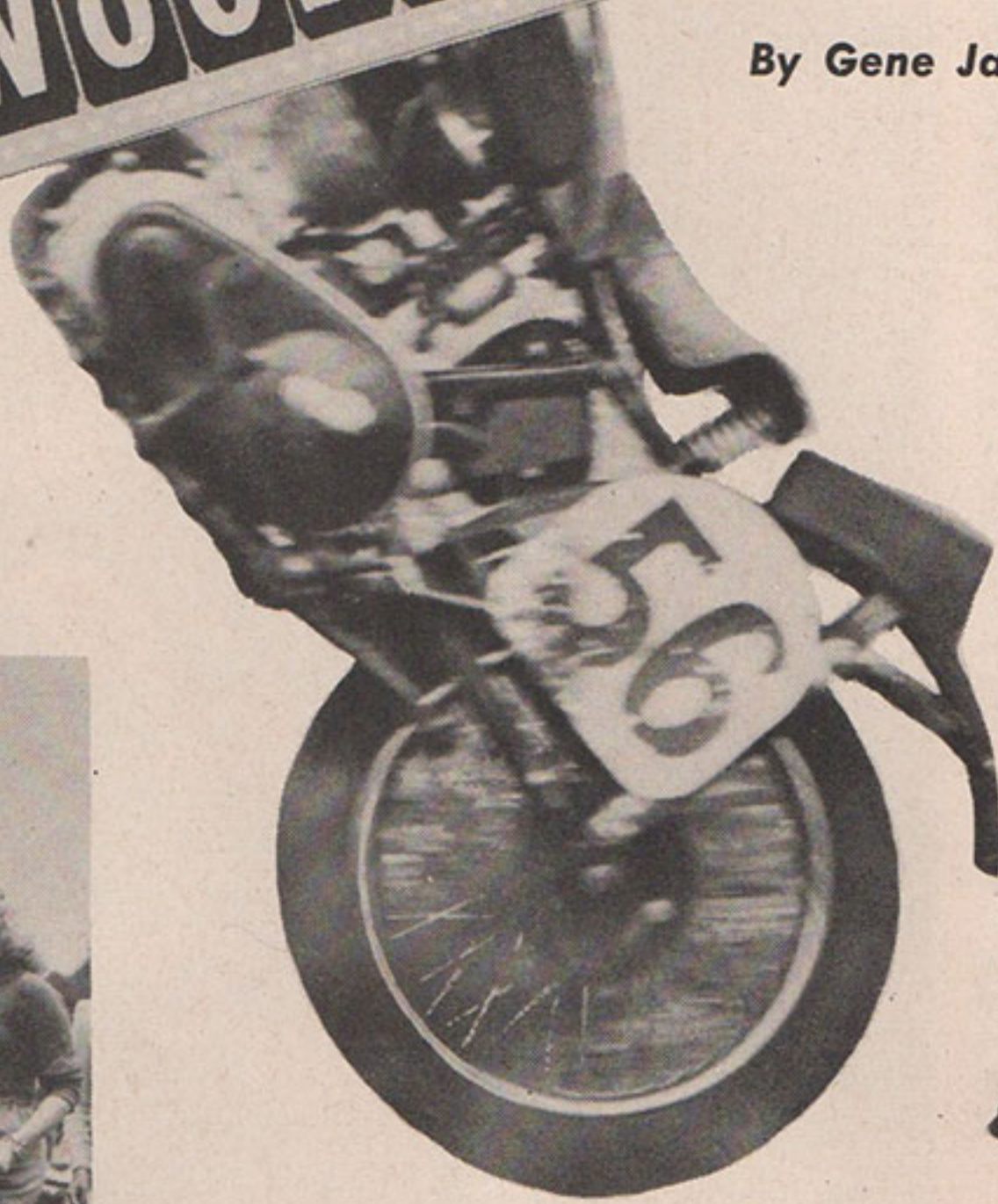
*(Continued on Page 33)*

**BELOW, The track was muddy, but spirits and cleaning bills high. Flag ahead signifies a check**



# HOLLYWOOD STUNT MEN

By Gene Jaderquist



LEFT, Actor Steve Flagg steps in to be overpowered by a bevy of bust-ling beauties after stunt men have staged a knock-down, drag-out TT race in the motorcycle movie, "Crackdown"



ABOVE, Bob Blair, 45, leads Gordon Black, 33, and Carey Loftin into a corner in mock TT race



RIGHT, Storming a hill in one of the many action scenes of RKO's latest two-wheeled thriller

Photos Courtesy RKO Radio Pictures

"YOU KNOW what to do?" Carey Loftin nods and director Leon Barsha turns to his assistant, Edward Donahoe. "All set?"

Donahoe looks over at the camera. "Ready, Frank?" Frank Redman answers with a quiet "Yes" and Donahoe checks with the sound technician, Phil Brigandi. Phil signals OK. Donahoe looks over the scene once more. Carey Loftin is standing by his fallen Triumph "Thunderbird" on the track. Behind him is a blind corner and around that blind corner, another stunt man, Bob Blair is waiting for the signal to come ahead. Donahoe, satisfied, shouts suddenly: "All right, everybody, quiet! It's a picture."

Half a hundred spectators, extras and studio employees lower their voices and stop work. Then a horn blows, a whistle blasts and it is as if all these people had been suddenly nailed down and their mouths taped shut. An assistant cameraman registers the take and scene number for the camera and the sound man talks the same information into his microphone. Carey begins to work the fallen Triumph off the track. This is a stock-model championship race and the transmission in the Triumph has failed in the scene before. Now Carey must get clear before the other bikes hurtle around the blind corner to a disastrous collision.

Suddenly the sound apparatus picks up the hornet-snarl of a single approaching machine. Carey redoubles his efforts, the camera following his slow progress to the edge of the track. The next few seconds are chaotic.

With dramatic suddenness an AJS rounds the corner. Bob Blair, carefully concealed behind helmet and goggles, looks with horror at the obstacle. Carey dives for safety and Bob leans the AJS hard over to avoid the collision. At that instant there is a hard thud, the loose dirt on the track sprays the camera's field of vision, then . . . silence, followed by the sight of Carey's body flying through the air to fall in a broken heap in a clump of brush.



ABOVE, At the right second, Loftin flips over the motor to look as though he had just been hit

"Cut!" Leon Barsha yells. Two spectators start for the stunt man, but Carey is up and smiling before they reach him.

"Good one," the director yells. And another scene from RKO's *Crackdown* is wrapped and ready for the cutter.

For this work, Carey Loftin and a few other Hollywood specialists demand a minimum of \$55 per day or \$300 per 48-hour week. This is only a base from which to bargain. Rarely does a one-day call net less than \$75, and dangerous work brings up to \$1,000 for 30 minutes time.

Courage is only a minor essential in the science of playing hurt for the camera. More important is the rare ability to control your reactions so completely that you can act like somebody else when your every instinct screams for you to be yourself. A stunt man must convince the sharp lens of the camera that he is not an employee playing a scene but a real person in desperate trouble.

In the early days of the movies, realism was not so essential. Stunts were frankly stunts and the more fantastic the better. In the Pearl White serials, nobody really believed that heroines were lashed to the New York Central's rails or that villains deliberately chose two-horsepower saws as the ideal murder weapon. Audiences have never been that naive. But they did enjoy watching the new medium furnish a new kind of thrill and

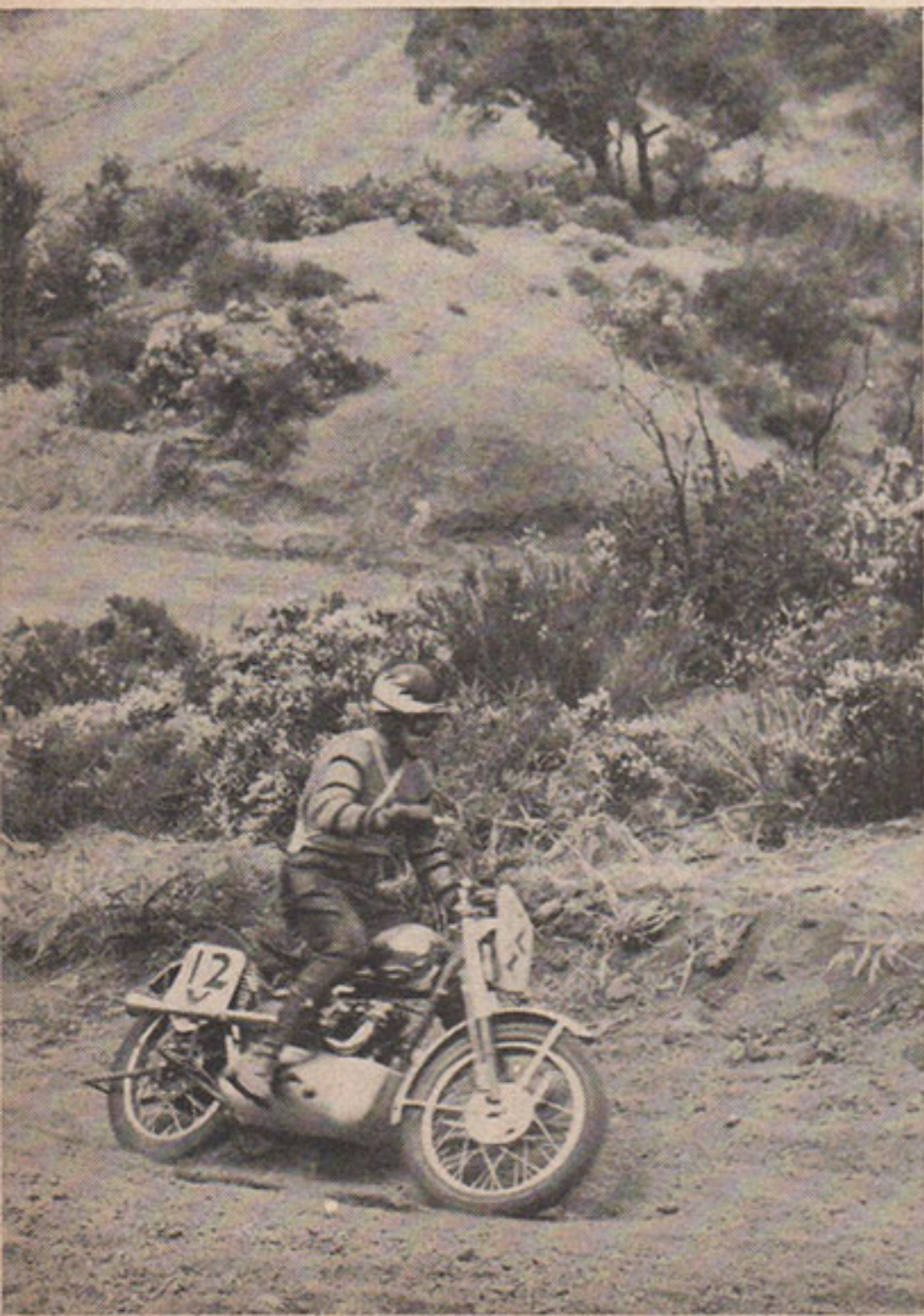
they happily paid to see the unbelievable.

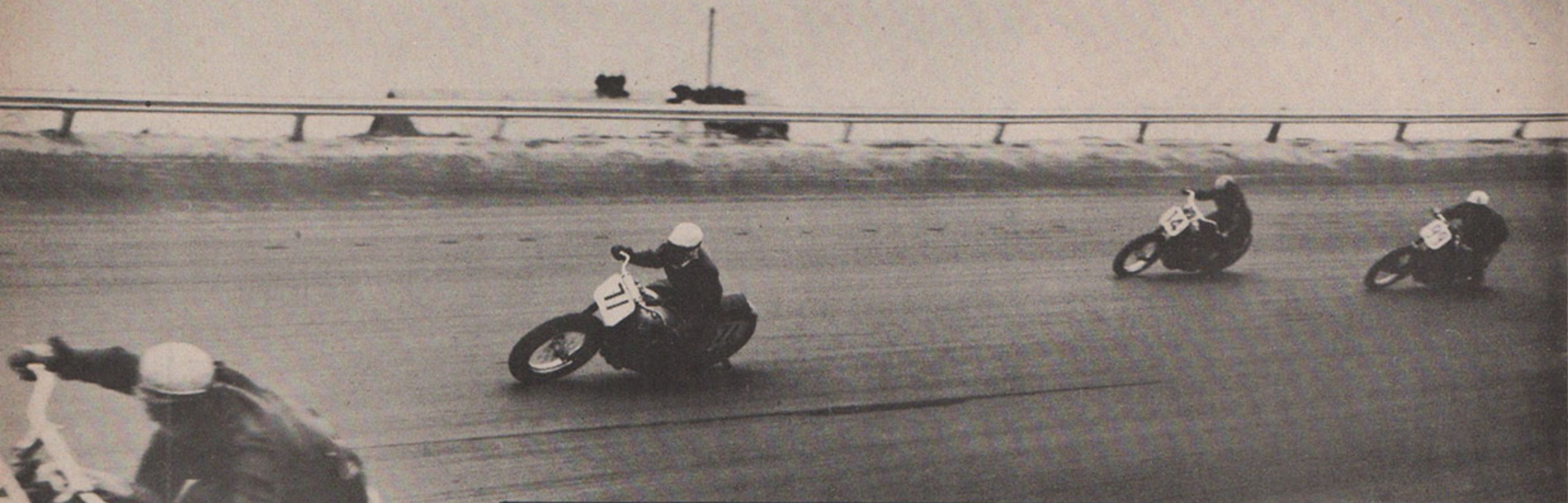
Frank Hagny, the starter in *Crackdown*, was one of the stunt men who helped make these early serials. His most fantastic job involved a 116-foot flight over the ice-crusting waters of Spuyten Duyvil Creek on a motorcycle while doubling for the hero Freddy Hutchinson. The villain was escaping with the heroine in a motor launch. For some reason, a boat was being towed by the launch and Hutchinson was to climax a brilliant cross-country motorcycle pursuit of the villain by jumping from his airborne motorcycle into the small boat, working his way forward to the launch and there slapping the bad guy into submission.

Pathe shot most of its footage near the New York studios and the temperature was about zero on the winter day of Frank's flight. While the Excelsior was warming up on a hill top Frank walked the path down to the water's edge, checking for soft spots and rocks. A plank had been set in the ground and tilted upward out over the water to give Frank enough lift for his take-off.

"I was too busy aiming at the plank to check my speed," Frank says now, describing his dash down the hill, "but I must have really been moving!" The Excelsior smacked the plank dead center and began to soar.

(Continued on Page 23)





## DARLINGTON INTERNATIONAL

ABOVE, Running full bore through the 12 foot banked first turn, with Guy White (88) most eager of all. White flipped in the very next lap at almost this identical spot. The highly banked turn is deceptive; closeness of rear footpegs to track shows riders were almost horizontal

RIGHT, Wilton Young (33) makes like a comet as he spins out in front of Canadian rider Bob Burns. Finding it impossible to dodge the fallen rider, Burns crashed into him and was thrown against the outside rail, receiving fatal injuries

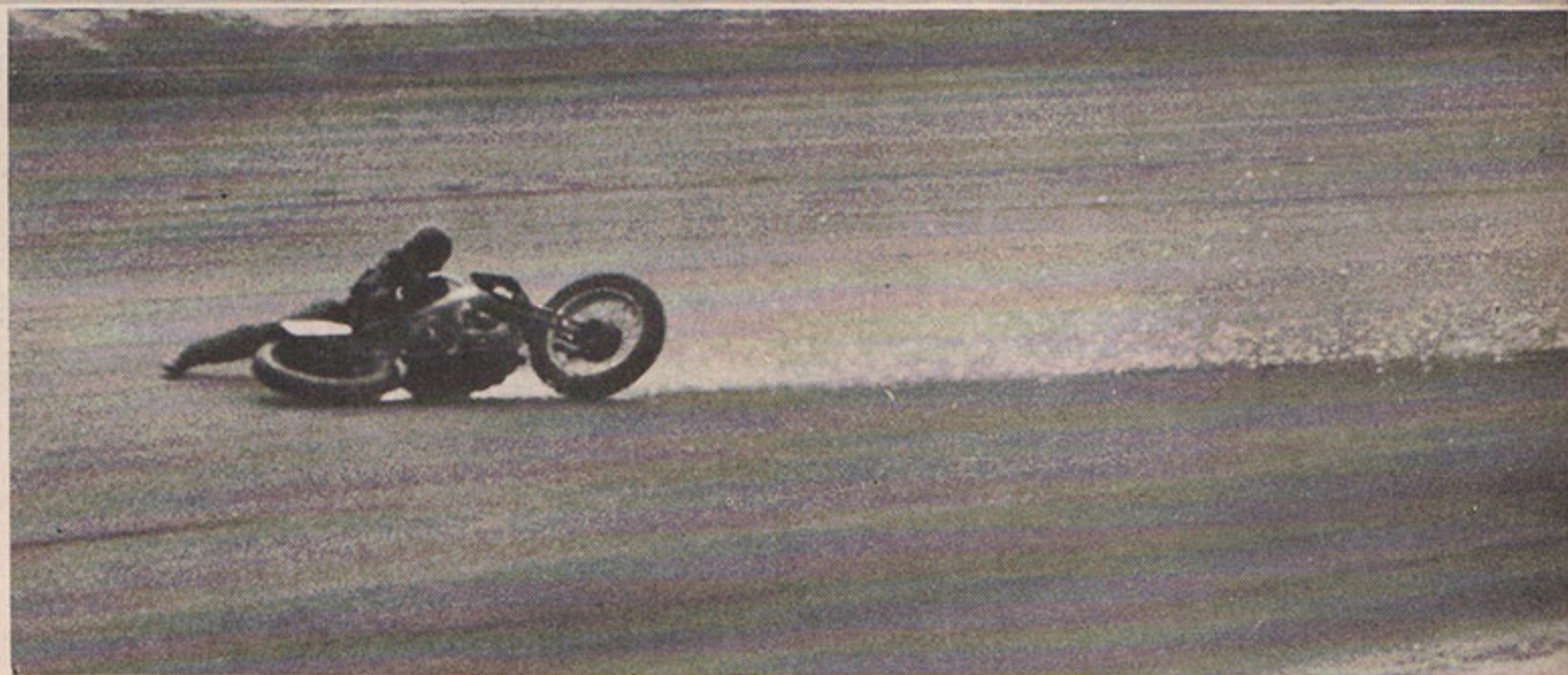
By H. A. Lawing

HAVE THE American motorcyclists encountered a track too fast and too hazardous for their own safety? That was the question asked after the mile and a quarter trial run over Darlington International Raceway, following the first 50-mile motorcycle event on this new quarter-million dollar track.

The new speedway, rated as one of the finest in the world, was the scene of a tense racing program on Armistice Day. Perhaps it was fortunate that rain prevented completion of the two other events scheduled.

Speeds never before equalled in motorcycle speedway racing circles were officially written into American motorcycle records as Paul Albrecht, the soft-talking little fellow from Sacramento, Calif., streaked around the mile and a quarter course. During the time trials he made a record-smashing trip in 46.14 seconds, averaging 97.56 mph.

Then in the 50-mile novice event, Tommy Morris of Jacksonville, Fla., riding a Harley-Davidson, roared over the course in exactly 33 minutes, 16.63 seconds, averaging 90.18 mph. Even with half the race under a cau-



## SOUTH CAROLINA TRACK UPSETS COUNTRY'S BEST

tion flag, Tommy established a new record for American 'cyclists.

Finishing only two bike lengths in back of the Florida ace in the novice event was Elwin Schroerlucke of Louisville, Ky., also riding a Harley-Davidson. Trailing in third spot was George Robinson of Miami, Fla., riding a Triumph; Louis Gerhardt of Shreveport, La., Harley-Davidson, fourth; Forrest Shroup of Silver Springs, Md., Harley-Davidson, fifth, and Lou Miller, Indianapolis, Ind., Triumph, sixth.

Fatally injured was Robert Burns of London, Ont., in a fall that occurred on the 38th lap of the 40-lap race. Burns was streaking out of the straightaway on the fast, wide asphalt course, going into the first turn when

he suddenly saw a skidding figure in his path. It was Wilton Young of Salisbury, N.C., thrown from his 'cycle and being pushed to the guard rail. Burns attempted to miss the tumbling figure but failed and was thrown into the track railing.

Also injured was Guy White of Washington, D.C., on the second lap of the race. White was the first casualty of the event as he flipped from his 'cycle on the first turn of the second lap.

Two laps later, another rider tumbled on the same turn. This time it was Donald Rose of Dayton, Ohio, who was not seriously injured. About 10 laps later Bruce Evans of Montgomery, Ala., was thrown on the first turn and carried out with a compound frac-

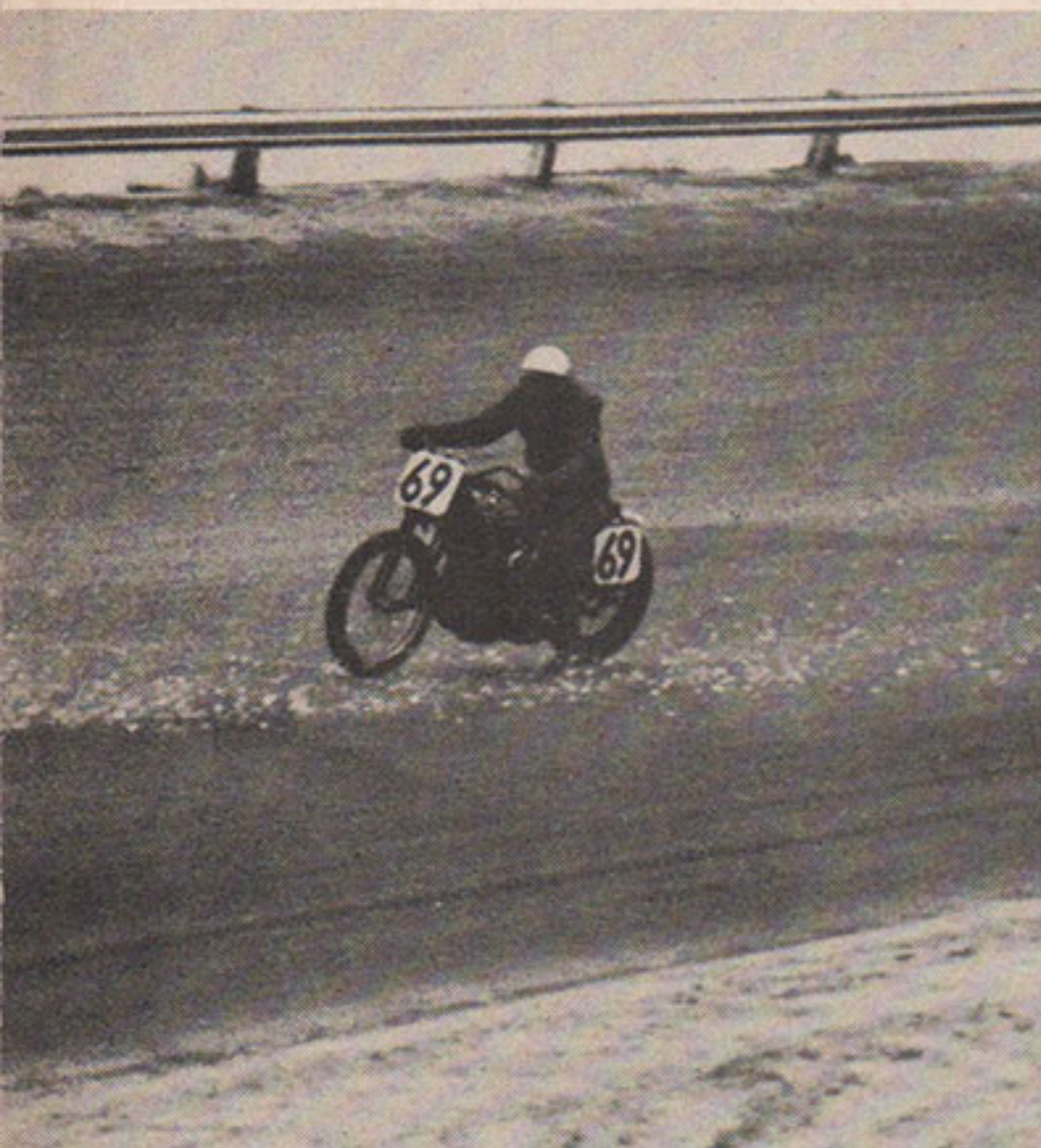
ture. Later, Peter Knight of Columbus, Ohio, skidded and fell, but was not seriously injured.

Thirty-two riders started the 50-mile race, lined up eight to the row. But it didn't take long for Morris to break away from the pack and take the lead as Miller let up on his throttle in the second lap. Throughout the remainder of the battle it was a close struggle between Morris, Schroerlucke and Robinson, continuing their fast pace despite a caution flag that warned of the dangers and hazards in the first turn.

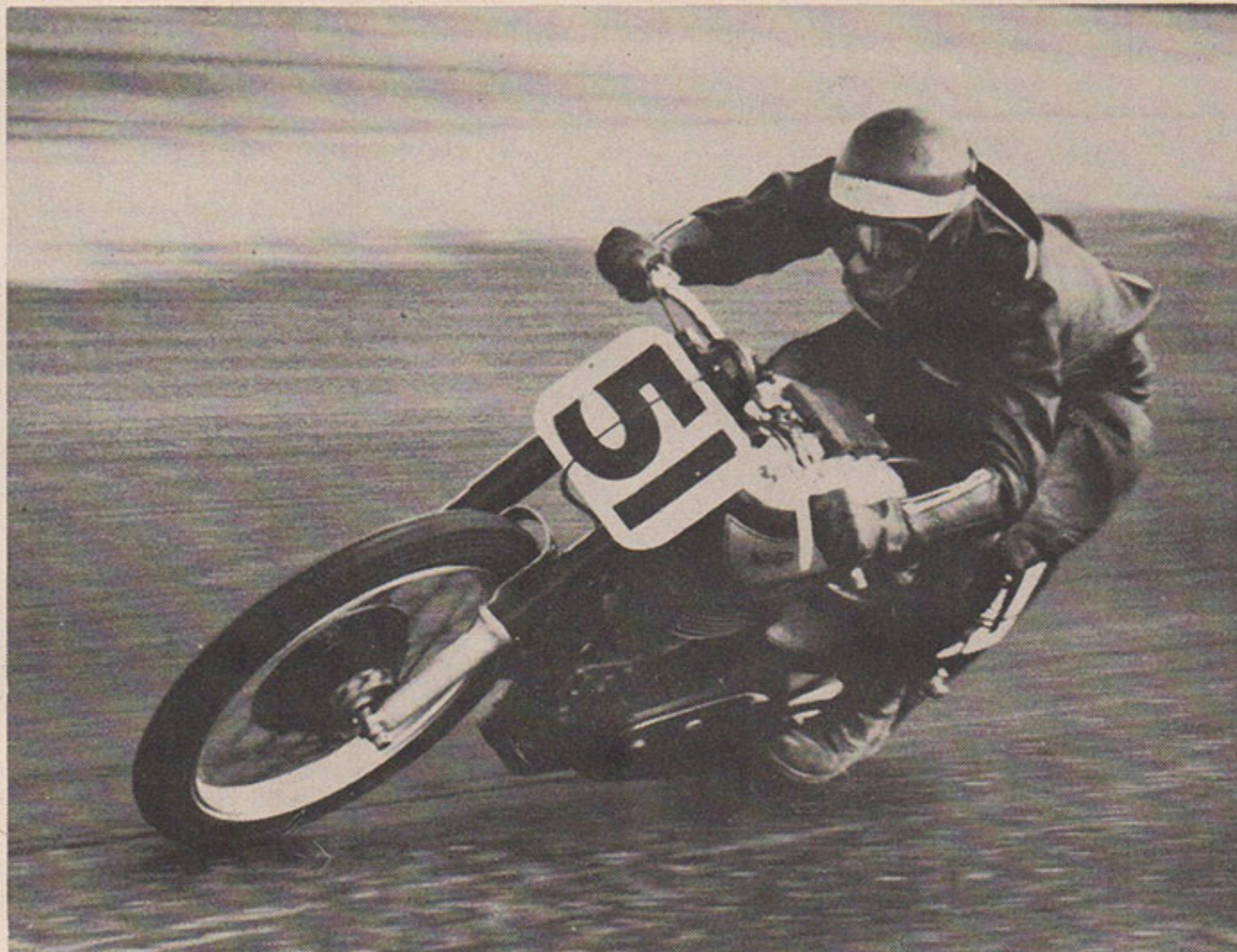
The two days of time trials and one day of racing created a question in the minds of those who witnessed the Darlington races. Did the motorcyclists try a track too fast for two-wheeled competition? Maybe not, but they'll get a long rest before attempting another run over this lightning fast speedway.

# RACEWAY

Photos by Jack Cansler

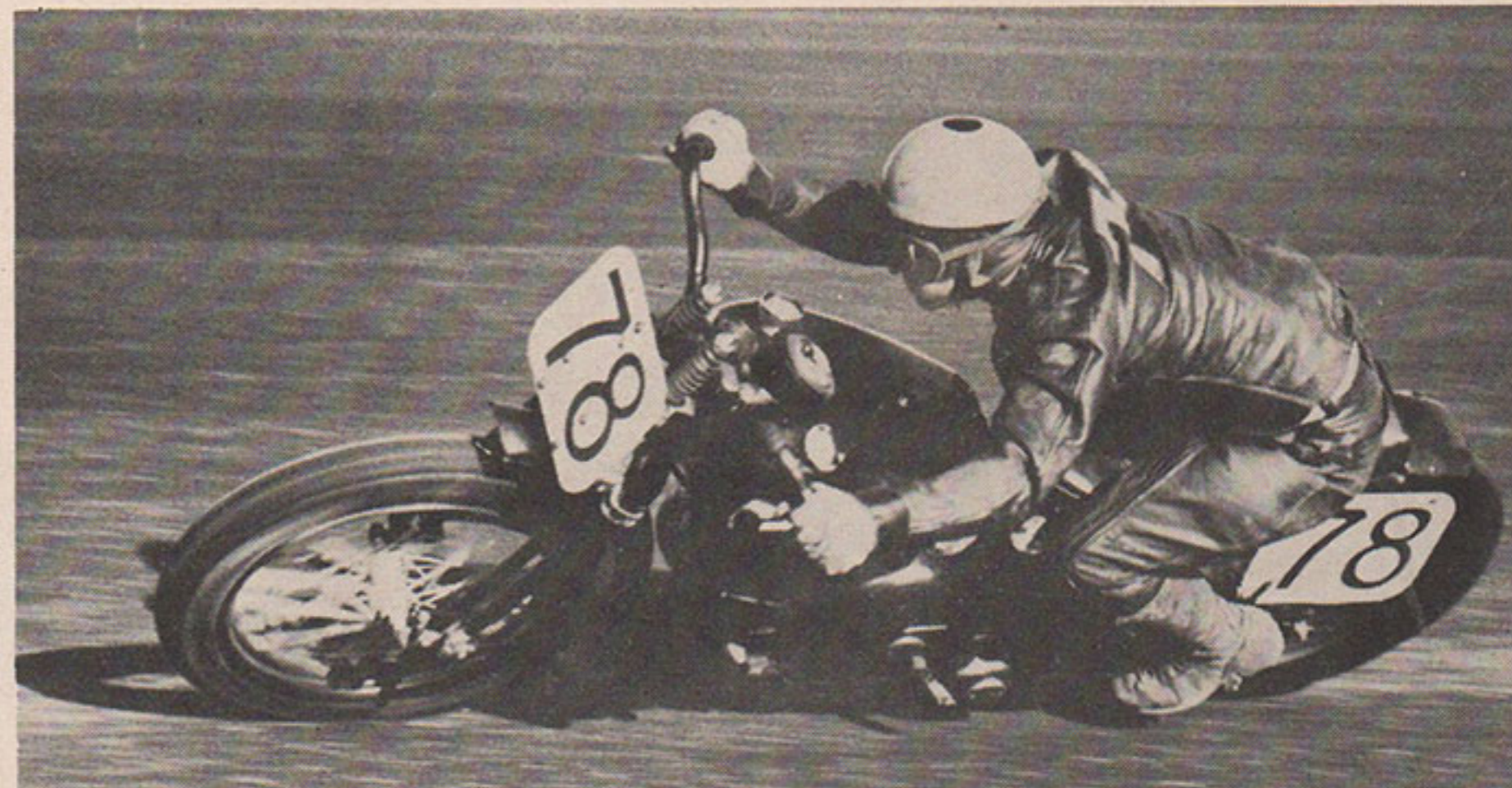
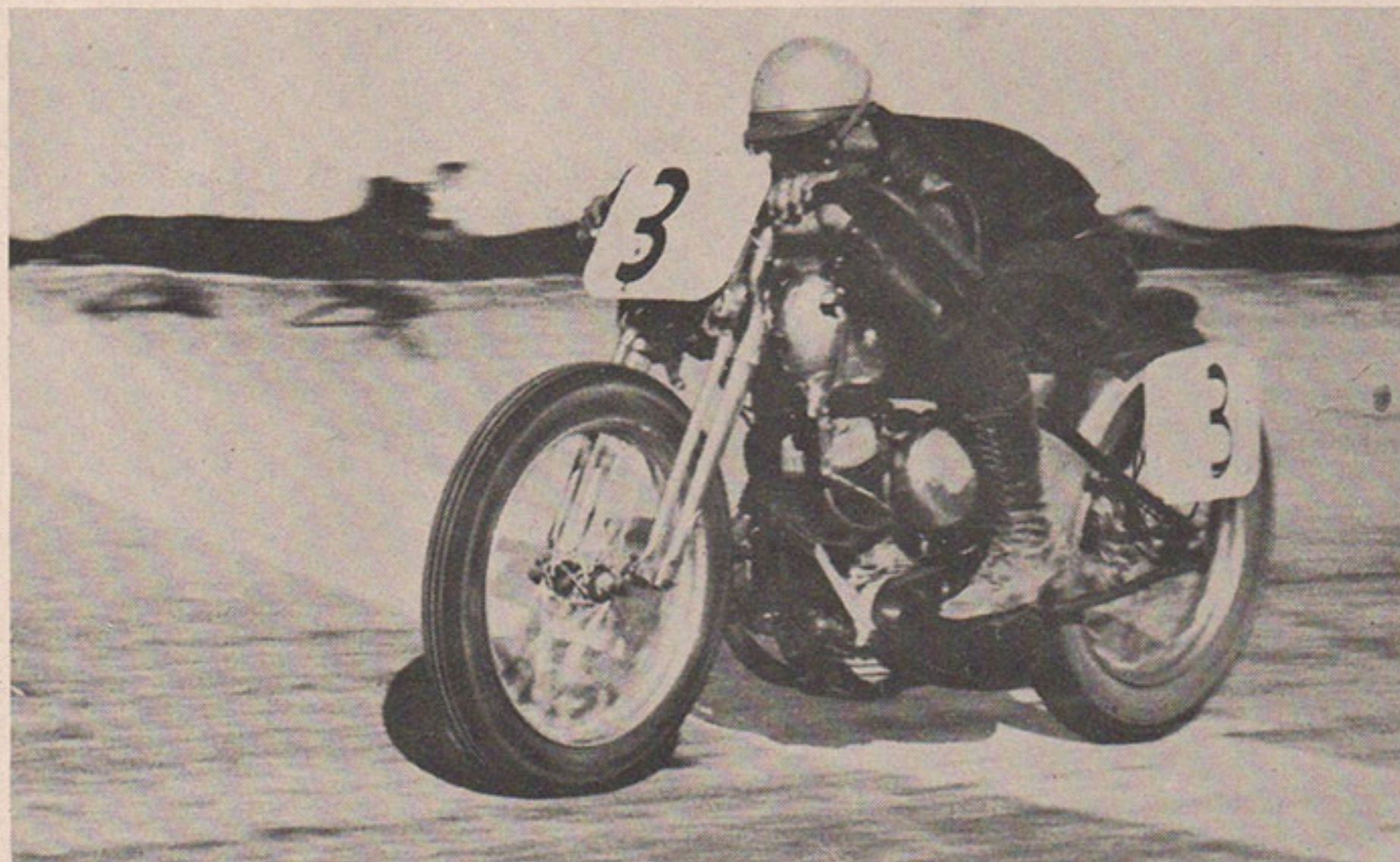


ABOVE, It's a real family affair when Al Aunapu of Ft. Lauderdale, Fla., starts getting his Harley-Davidson ready for the races. Al hopes to be right for the Daytona Beach classic this month. Favorite pit crew consists of his wife Hazel and their four children, shown at work

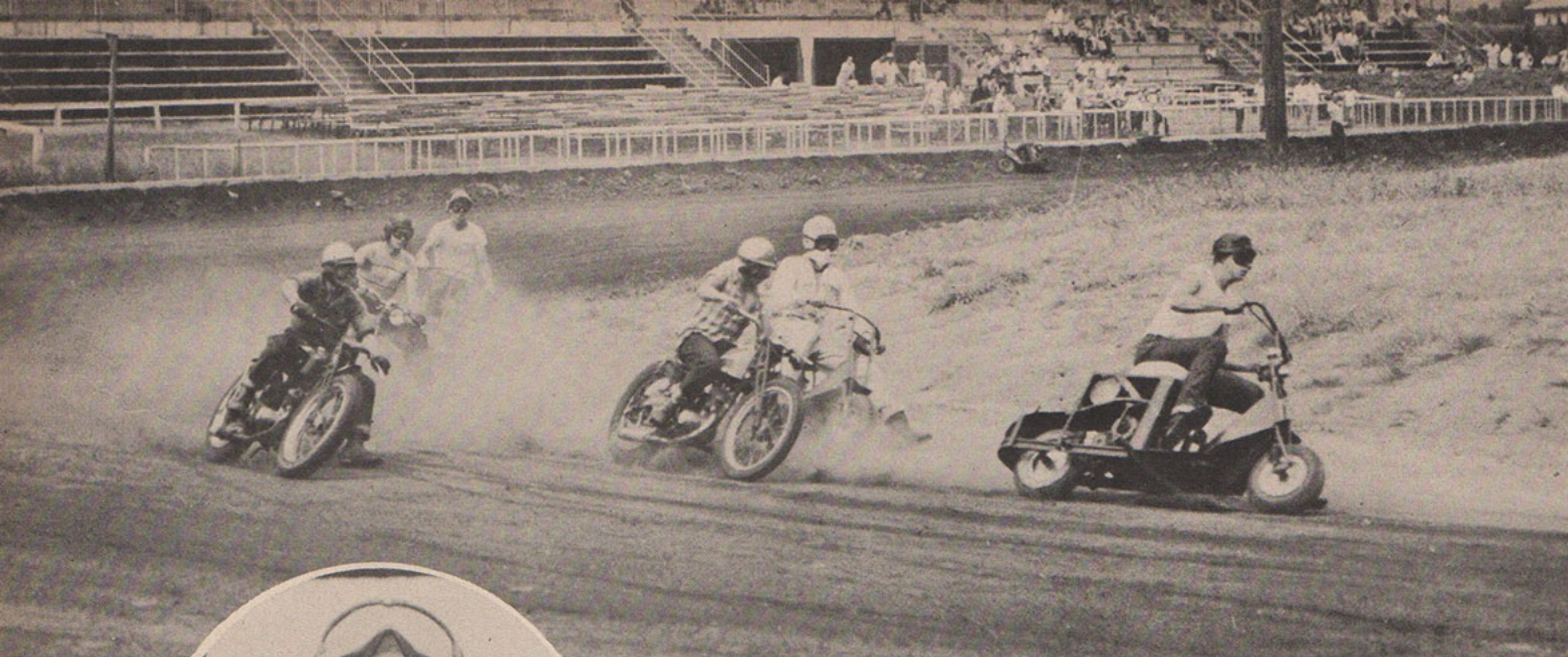


ABOVE, Bill Tuman of Rockford, Ill., holder of the national five and eight mile titles, buzzes the Darlington track. Tuman was clocked at 48.12 seconds, almost two seconds back of Paul Albrecht

BELOW, Thrilling finish of the fifty-miler; Tommy Morris sizzles over the line on his goin' Har-Dav.



ABOVE, Paul Albrecht, phenomenal Sacramento ace, streaking to a new high in track records during the time trials at the fast Darlington, S.C. banked asphalt raceway. "Plummeting Paul" turned the mile and a quarter in 46.14 seconds, averaging 97.56 mph for this swift trial ride



ABOVE, Curtis Williams with a broken foot leads first laps of trophy dash. Close on his heels; Don Byars, Har-Dav., Jimmy Watson, Cushman, Jackie Turrentine, Bill Roussel, Jamerson Cammack

LEFT, Jamerson Cammack, Cushman riding flat track field meet champ, also has a winning smile



## DYNAMITE in SMALL PACKAGES

LIGHTWEIGHTS BATTLE IT OUT AT  
LOUISIANA FIELD MEET

By Viola Carruth

**T**WEEN-AGE motorcycle and scooter-bike riders, who are prone to ape professional motorcycle racers on hay pasture tracks and sometimes on the streets and highways, were given their day again at the third annual Tri-State Field Meet in Shreveport, La.

Hard-riding youths from Arkansas, Louisiana, Texas and Georgia were given the go-ahead to burn up the one-fifth mile midget auto race track at the Louisiana State Fair Grounds and otherwise display their skill in competitive riding. No admission charges were made for some 800 local and 140 lightweight fans from Arkansas, Louisiana, Texas, Mississippi, Idaho, Georgia and Indiana, who viewed the events in comfort from the state fair grounds grandstand.

Enthusiasts rode or hauled their lightweight motors on trailers to compete for nine loving cups, five gold medals and chances on a new model Cushman Eagle, which was awarded as a door prize.

In true Texas style enthusiasts from that state literally "took home the bacon" in field meet and flat track events. They captured seven of nine trophies leaving only two and the Eagle in Shreveport. Louisiana

captured two trophies and Georgia one.

Curtis Williams, Cushman 65 rider of Shreveport, and Don Byars of Beaumont, Tex., Harley-Davidson 125 cc rider, tied for top honors in the meet. And strange as it may seem there were also ties for second and third places. These went to Joe Wolf, Cushman 62 rider of Savannah, Ga., and Fred Boatwright, 125 cc Har-Dav rider of Shreveport, second, and James Wallace of Texarkana, Tex., and J. C. Butler of Shreveport, both 125 cc Harley-Davidson riders, third.

A roaring field meet event ignited the morning activities followed by some hot flat track races in the afternoon. Rivalry was at a high pitch as Cushman, 125 cc Harley-Davidson, 125 cc James and Servi-Cycle riders competed against one another.

Games including digouts, potato races, slow races, stake races, and balloon "busting" contests rounded out the exciting minor meet.

Enthusiast to the last, Curtis Williams, riding in one of the main trophy dashes suspected but wouldn't admit his foot was broken. Curtis took off in number one position only to be overtaken in the third lap by hard-riding little Don Byars, Harley-Davidson 125, who held the lead over the finish line. Williams finished second with Watson third in the 10-lap race.

A special trophy for the two-wheeler ridden the farthest from home went to Cushman

riders Jamerson Cammack, Joe Wytovak and Dickie Pearson of Galveston, Tex. Running a close second was P. E. Hetherington of Houston, Tex., and nine members of the Black Hawk Motor Scooter Club of Beaumont, Tex., third.

This would have been a different picture had Don Roberts and Ronald Ericksen of Albuquerque, N. Mex., arrived in time for the meet, or had Joe Wolf not disqualified himself within 125 miles of his goal.

Dogged by bad luck all the way, the 18-year-old New Mexico riders arrived a day too late to claim this trophy for their 900-mile jaunt. Wolf, in his eagerness to arrive in time to rebuild his motor for field meet and flat track events gave up at Alexandria, La., after 875 grueling miles. He had his machine put on a trailer and hauled the rest of the way.

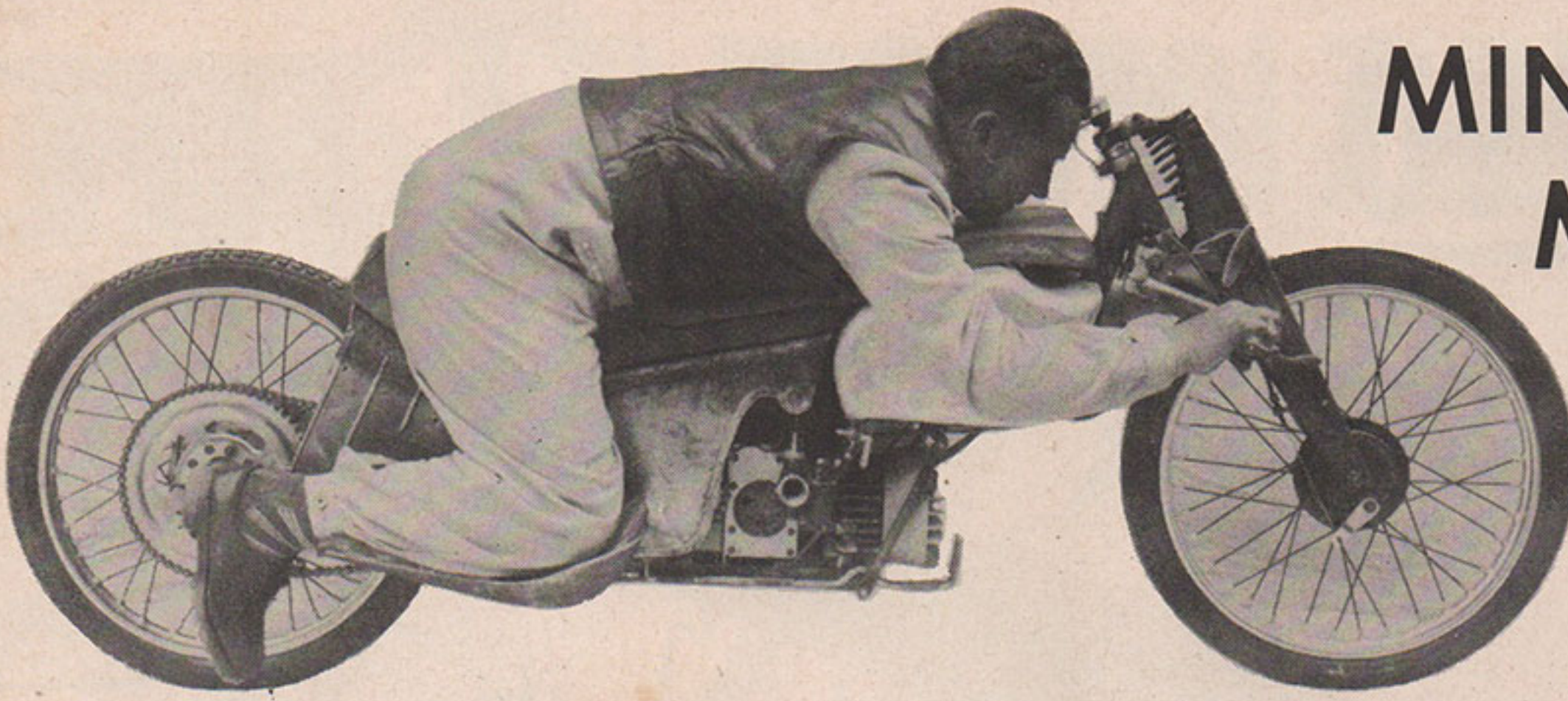
Highlight of the day was a drawing for a new Cushman Eagle, which was given as a door prize by the Cushman Motor Works, Inc., of Lincoln, Nebraska, and C. Roscoe Carruth, Shreveport dealer. Although contestants were given three chances upon registration, additional chances were allotted for each event ridden. A spectator with only one chance was the lucky winner. He was George F. Denton of Bossier City, La.

BELOW, The glory row. L. to R. Don Byars, trophy dash winner, Har-Dav. Jamerson Cammack, Curtis Williams, Jimmy Watson, Roland Wardle, flat track champs in Cushman classes



BELOW, Gene Deas, Har-Dav. waits on line for Cammack to have his turn at the stake races





# MINIMOTOR MIGHT

LEFT, Built strictly for speed, the tiny racer fits rider like a wet glove. Flat cylinder is typically Guzzi

## WIND TUNNEL WISPS FIND A SUBSTITUTE FOR INCHES

By Griff Borgeson

LAST MONTH CYCLE reported the setting of 24 new international records by a 75 cc Guzzi two-stroke. The all-time power-stretcher is minimum wind resistance and here we see the means by which these speeds—fantastic for a 4.57 cu. in. minimotor—were achieved.

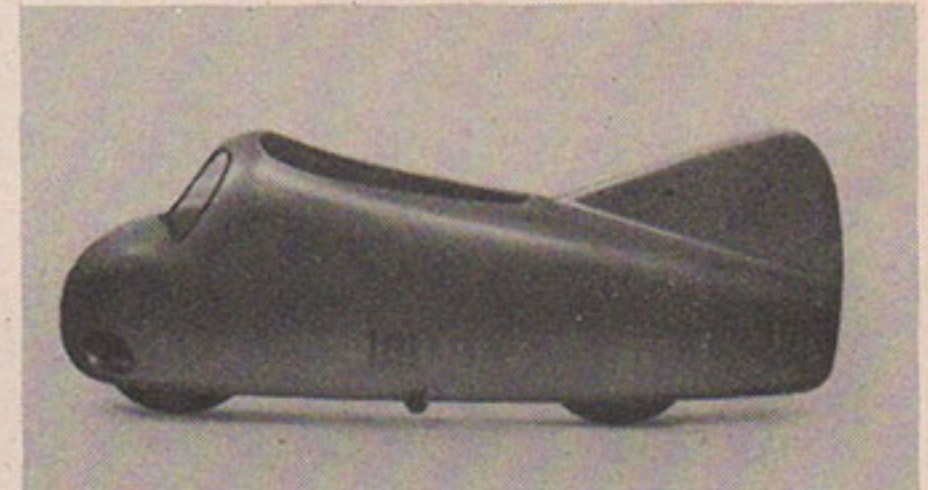
Back in the September issue of CYCLE, Dino Lancia described an ultra-modern wind tunnel nearing completion at the Guzzi plant in Italy. The 75 cc record machine is the first spawn of this tunnel and probably is number one of a series of streamlined racers of every displacement category. The new records, established by Ruffo, Leoni, and Alberti on the Monthéry track in France are:

Distance	NEW GUZZI RECORD Speed	OLD RECORD Speed
10 Km	66.93 mph	33.5 mph
50 Km	70.34 mph	53.5 mph
100 Km	70.57 mph	53.5 mph
500 Km	69.57 mph	47.8 mph
1000 Km	65.45 mph	47.1 mph

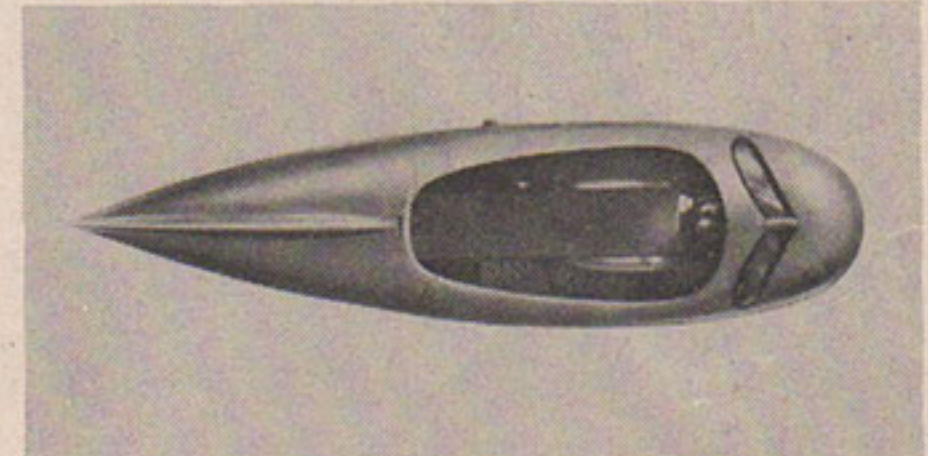
10 Mi	68.36 mph	34.0 mph
50 Mi	70.26 mph	53.5 mph
100 Mi	71.16 mph	53.0 mph
500 Mi	65.82 mph	48.5 mph
1000 Mi	63.97 mph	

1 Hour	70.75 mph	53.5 mph
2 Hours	71.37 mph	52.5 mph
3 Hours	70.25 mph	50.5 mph
4 Hours	69.97 mph	47.5 mph
5 Hours	69.37 mph	47.5 mph
6 Hours	67.14 mph	47.5 mph
7 Hours	66.31 mph	47.7 mph
8 Hours	65.82 mph	47.7 mph
9 Hours	65.73 mph	48.1 mph
10 Hours	65.16 mph	48.5 mph
11 Hours	64.90 mph	47.9 mph
12 Hours	64.96 mph	47.3 mph

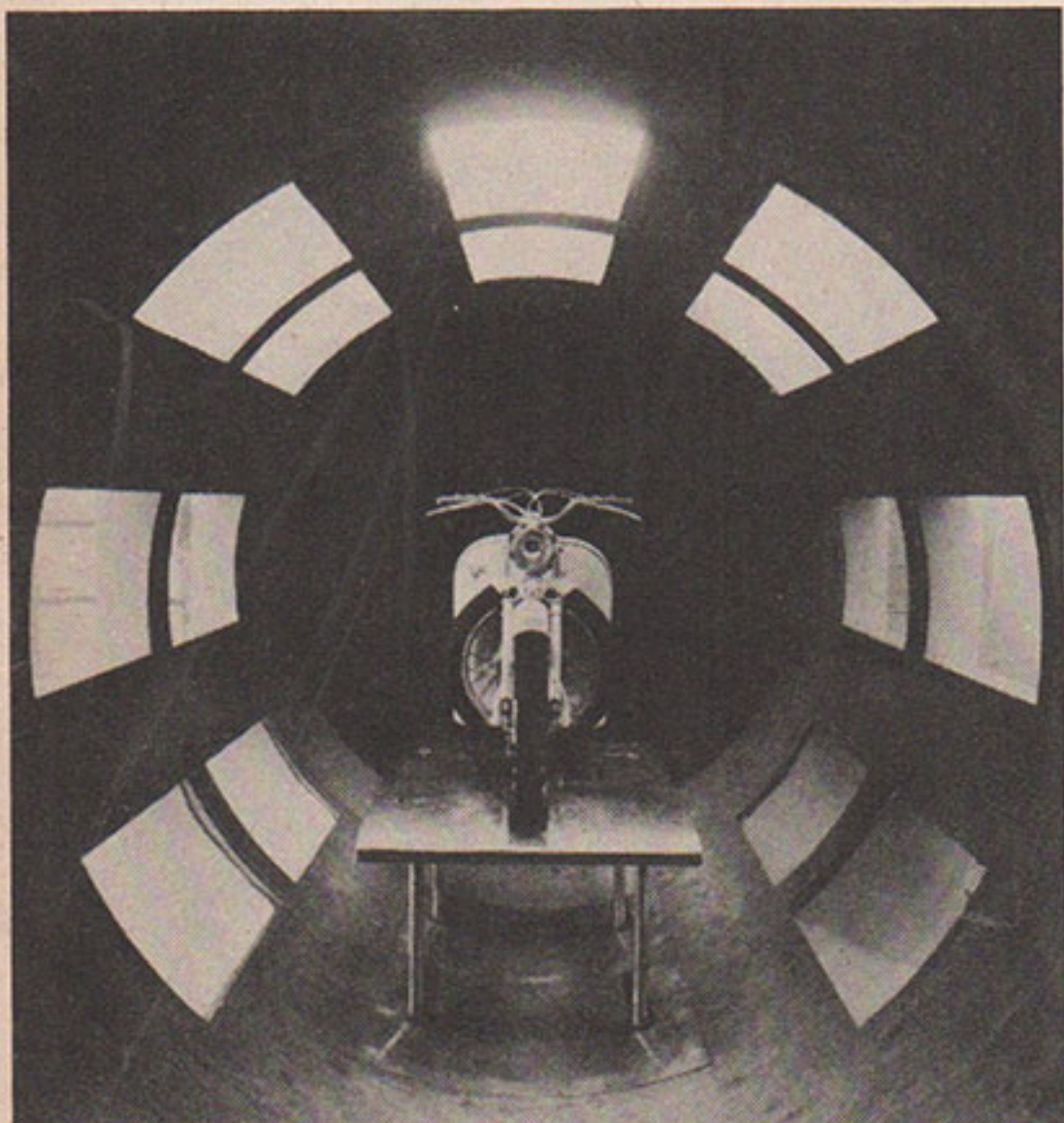
125 CC RECORDS BEATEN BY 75 CC GUZZI		
New Record	Old Record	(Lambretta)
64.90 mph	11 hours	64.4 mph
64.96 mph	12 hours	64.5 mph



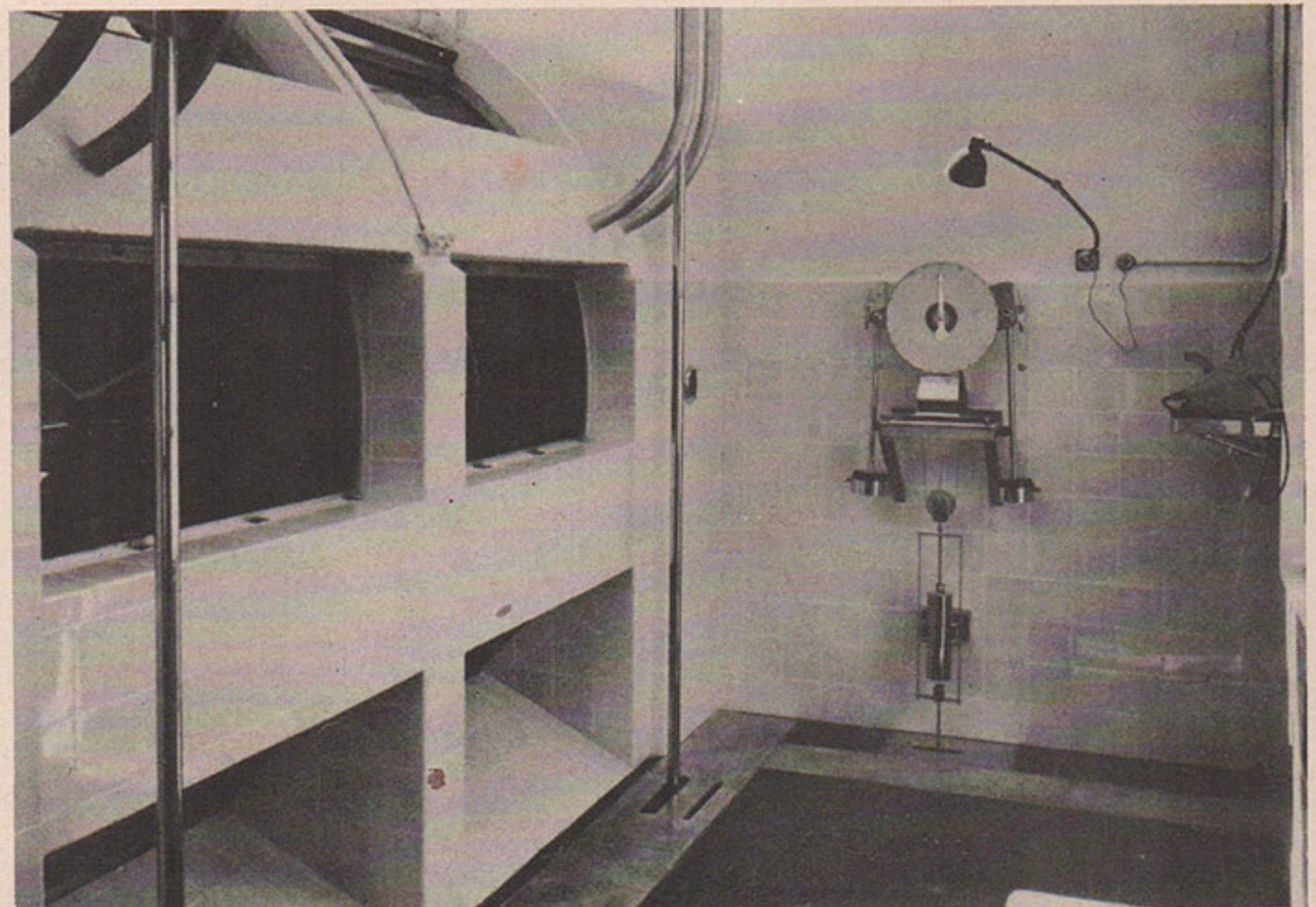
Left side of shell shows front air intake, side exhaust, access panel and large stabilizing fin



Minimotor shell adds to frontal area, but cuts drag. Efficiency proven in tunnel development



Inside shot of the new Guzzi wind tunnel, cocoon of the world's 75 cc record holder. Sturdily built Italian Galletto scooter shown on the elevator test stand is trim despite spare tire



Clean as a hospital operating room, wind tunnel's observation and instrument chamber symbolizes the scientific approach to high performance. Delicately calibrated graphs detect wind drag

# NOW TWO GREAT TRIUMPH ORGANIZATIONS



**Johnson Motors, Inc.**  
PASADENA 1, CALIFORNIA

First to introduce British motorcycles in America fourteen years ago, during which time this company has established the highest standards in the motorcycle business in the U.S.A.

Photograph shows ultra modern premises, the headquarters for this progressive firm.



## ANOTHER TRIUMPH

# First!

We have pleasure in announcing the formation of the Triumph Corporation, Baltimore, U.S.A. The splendid progress Triumph motorcycles have made in the U.S.A. since the introduction of the first "Speed Twin" in 1937, and the excellent dealer organization built up by our friends and associates, Johnson Motors, Inc., of California, has encouraged this company to establish in America a factory headquarters with an eye to the future, and for greater things to come.

It has been long felt that the establishment of a factory depot in the east, to augment the excellent work of our distributors in the

west, would be of great benefit in the distribution of motorcycles and parts.

Mr. William E. Johnson, Jr., President of Johnson Motors, Inc., will be Vice President of the new corporation, and will assist the President, Mr. Denis McCormack, in coordinating the efforts of these two associated companies, in promoting still further the popularity of Triumph motorcycles and rendering even greater assistance to the Triumph dealer organization throughout the U.S.

TRIUMPH ENGINEERING COMPANY LIMITED  
COVENTRY, ENGLAND

THE TRIUMPH CORPORATION  
TOWSON, BALTIMORE, MD.

Triumph again leads the way by establishing the first factory branch in America.

Photograph shows the new modern premises which will offer, after January 1, 1951, efficient distribution and service facilities to the eastern section of the U.S.A.



TRIUMPH... AMERICA'S FINEST MOTORCYCLE

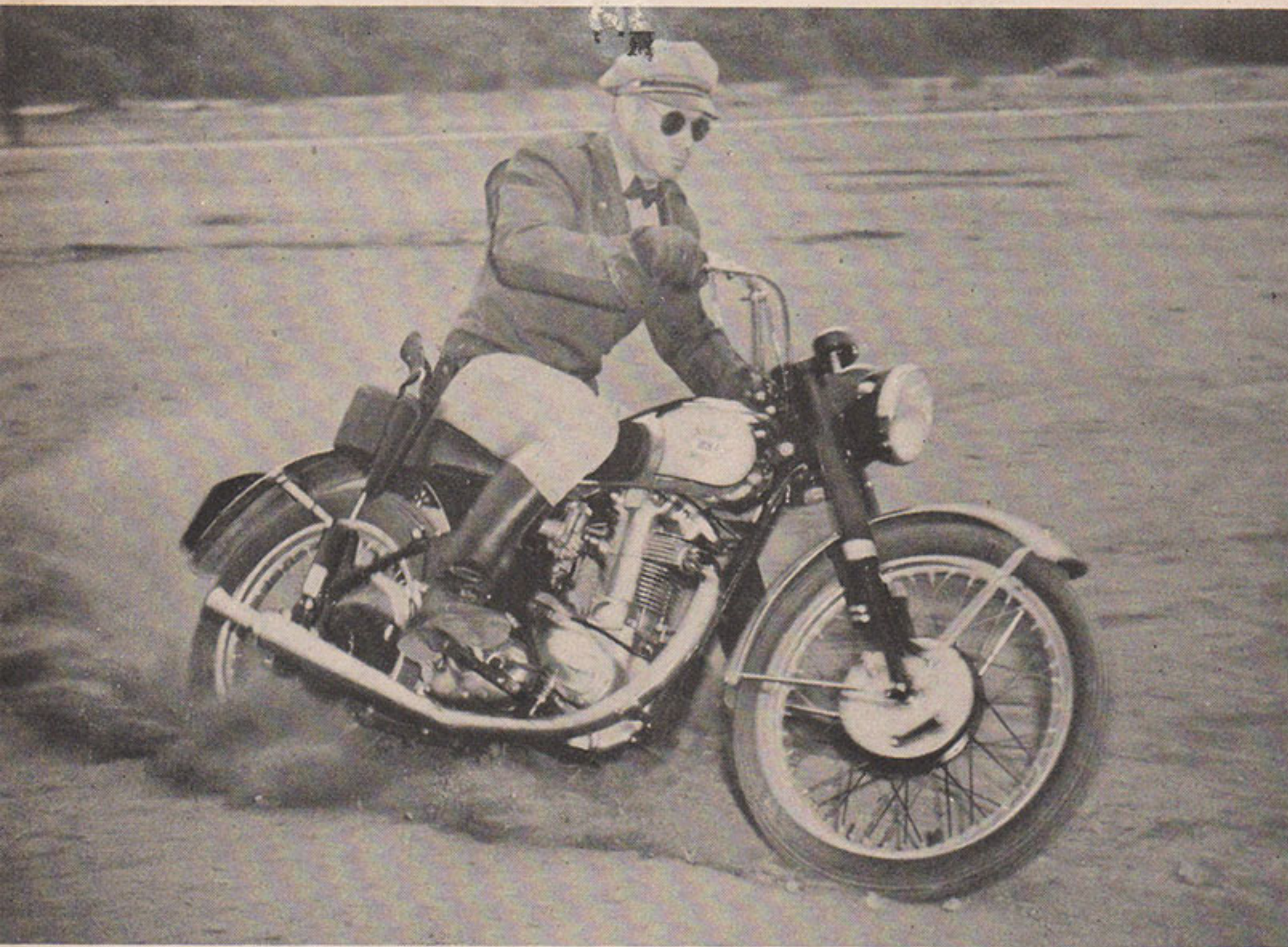
# TESTING THE **BSA** GOLD STAR TRACK RACER

A HIGH STEPPING THOROUGHbred  
THAT IS WELL WITHIN REACH OF THE  
AVERAGE AMERICAN TRACK RIDER

By Officer H. Filker, Alhambra P.D.



ABOVE, Designed with speed in mind. Watch out for this track star at Daytona this month



ABOVE, A ride on the "racer" is apt to start like this. Regular turning circle is 13 feet, 6 inches

THE Birmingham Small Arms Company of England manufactures guns, telescopes, precision instruments, bicycles and, of course, popular motorcycles.

The particular bike selected for this road test (engine no. Z B. 34. G S 2043) was furnished by dealers Cordy and Jack Milne, internationally famous short track champions, located at 1951 E. Colorado Blvd. in Pasadena, California.

This 30 cu. in. B-34 Gold Star single originally came from the factory with an open megaphone fitted for track racing. Consequently, the only alteration on the machine was the substitution of an MCM muffler with the silencing tube intact. This change,

incidentally, is adequate for normal street riding but becomes very loud when the bike is pushed hard.

## RIDING POSITION

A unique two-position sponge rubber saddle is employed on this model, taking the place of an extra pillion seat. This dual purpose "davenport" is trim looking and slightly elevated at the rear to give the passenger proper position when riding two up. In competition, this extra second section of the seat can be used to gain added traction as it is well back over the rear wheel.

The racing model Gold Star has no generator as it uses a BTH magneto. It is only in the last few years that these famous racing mags have been installed on regular racing motors available to the public.

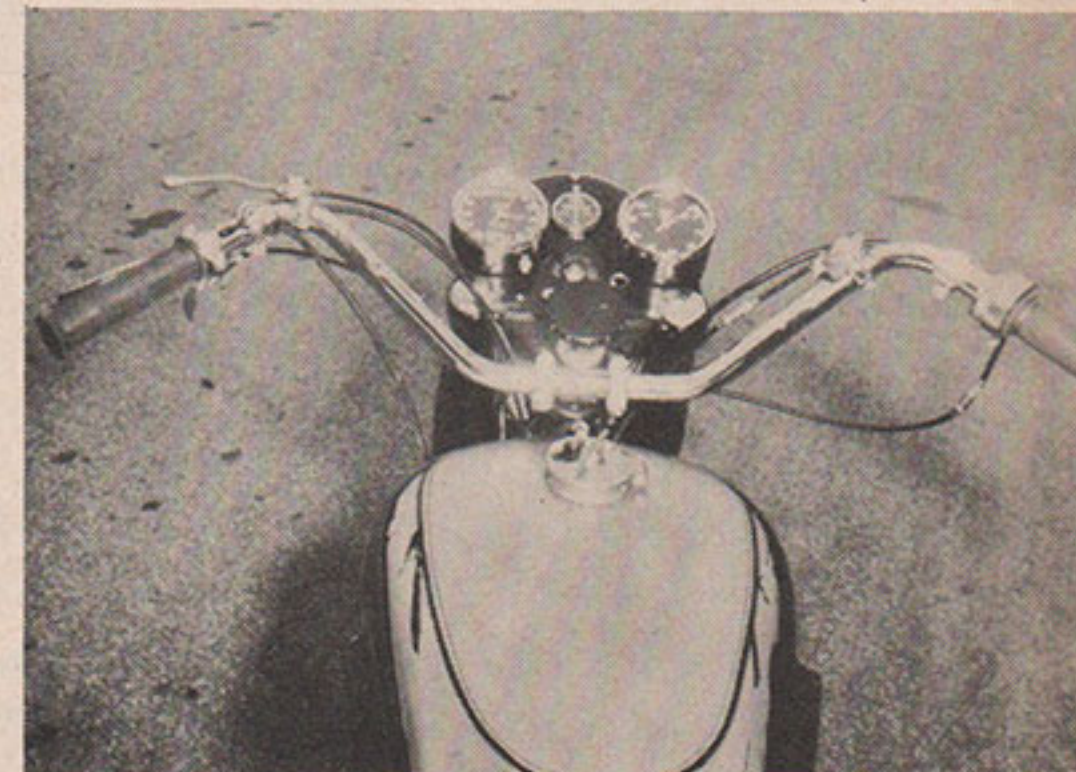
Following the current trend, the B-34 boasts an aluminum cylinder head and barrel that assists with heat dissipation and makes for a neater appearance.

An eight-inch diameter steel front brake drum with aluminum shoes provides better cooling and less unsprung weight.

## WHEELS AND TIRES

A size 21x3 ribbed Dunlop on the front wheel steers to perfection, while a rib and block racing tire on the rear hoop gives plenty of back bite. Both front and rear rims have two security bolts, commonly used on racing bikes to prevent tires from creeping on the rim.

This rider found that best tire pressures were 28 pounds in the front tire and 25 in the rear.



ABOVE, Speedometer and tachometer on forks are easier read, tank removal is simplified

Photos by Medley

Track men will appreciate the foot shift arrangement that can be made. The shift lever can be reversed, allowing the rider to shift gears from the rear seat pad when racing. Gear actuating mechanism inside the box can be modified at the same time to give normal lever movement, *i.e.* pedal raised for low and down for high.

**TRANSMISSION**

The transmission is of the close range type with kickstarter. The kick pedal was absent on machines such as this, when first used on American tracks but the A.M.A. rules demanded them along with an enclosed primary drive. British track riders used the pushing start assisted by the hand operated clutch and compression release (a "bump" start).

**INSTRUMENTS**

By grouping the tachometer and speedometer on the top fork bracket, a very balanced looking instrument panel is effected. The

tach is driven off the timing case side. Both speedometer and tachometer are mounted forward of the handlebars and are tilted slightly so that they can be seen by the rider when in racing position.

Fenders are of a very lightweight metal finished in highly polished chrome and no larger than necessity requires. Neat lifting rails fastened just below the fender can be used to easily raise the machine onto the rear stand.

**PERFORMANCE**

Although the cycle tested had only 105 miles on the odometer, it seemed as though it would cruise endlessly at 85 mph. The Gold Star is very smooth from 3500 to 7000 rpm but becomes a shade erratic under 40 mph in high gear (about 2000 rpm). This tendency to lurch at low speeds in high could easily be remedied by lower gearing. However, the present ratio was sufficient to lift the front wheel from a standing start and again upon engaging second.

**PERFORMANCE SUMMARY**

**Speed**

Maximum in low—61 mph  
Maximum in second—79 mph  
Maximum in third—92 mph  
Highest Speed—105 mph

**Slow Running**

High gear with large 360 carburetor jet, 40 mph. Motor not set up for slow running.

**Braking**

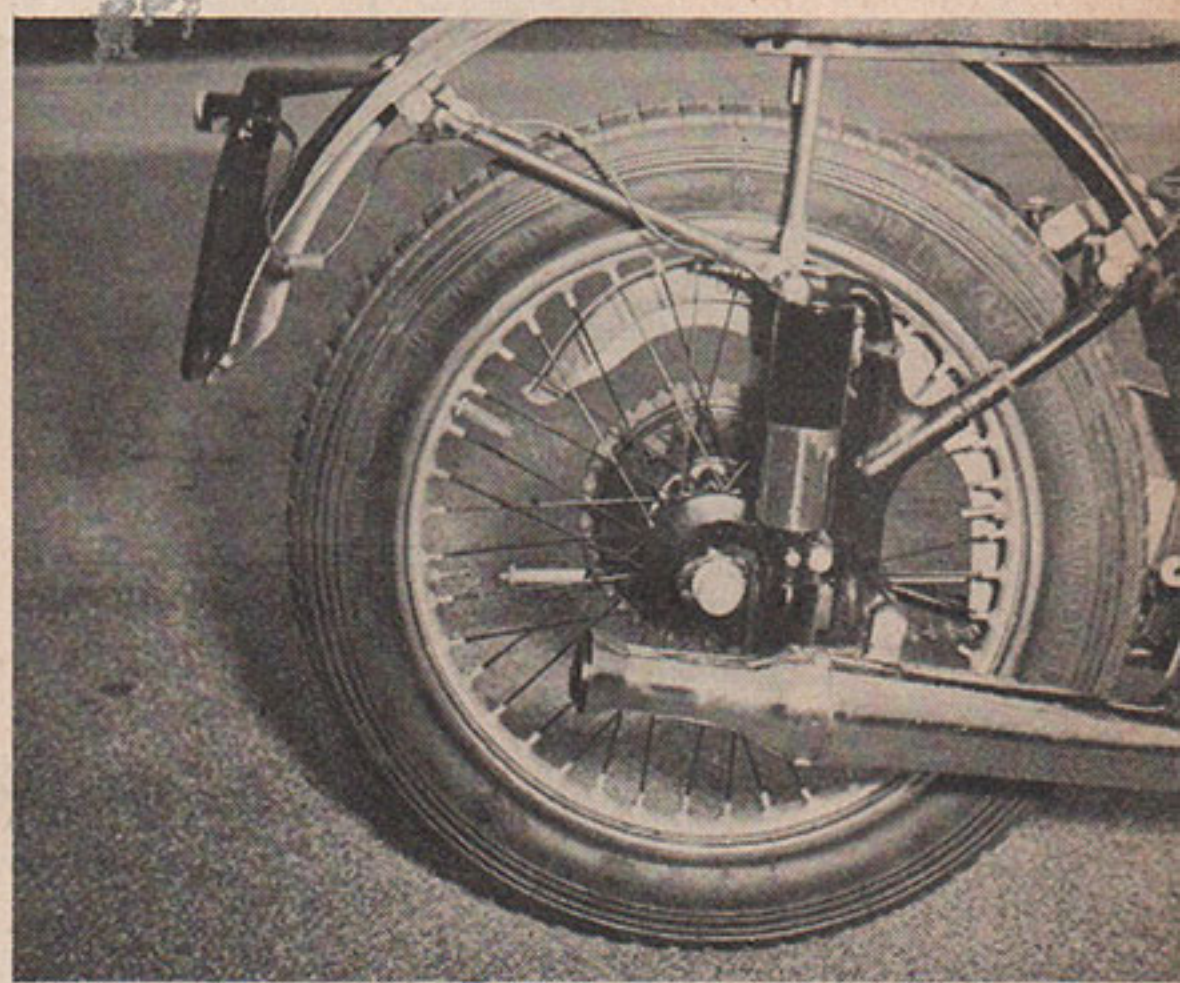
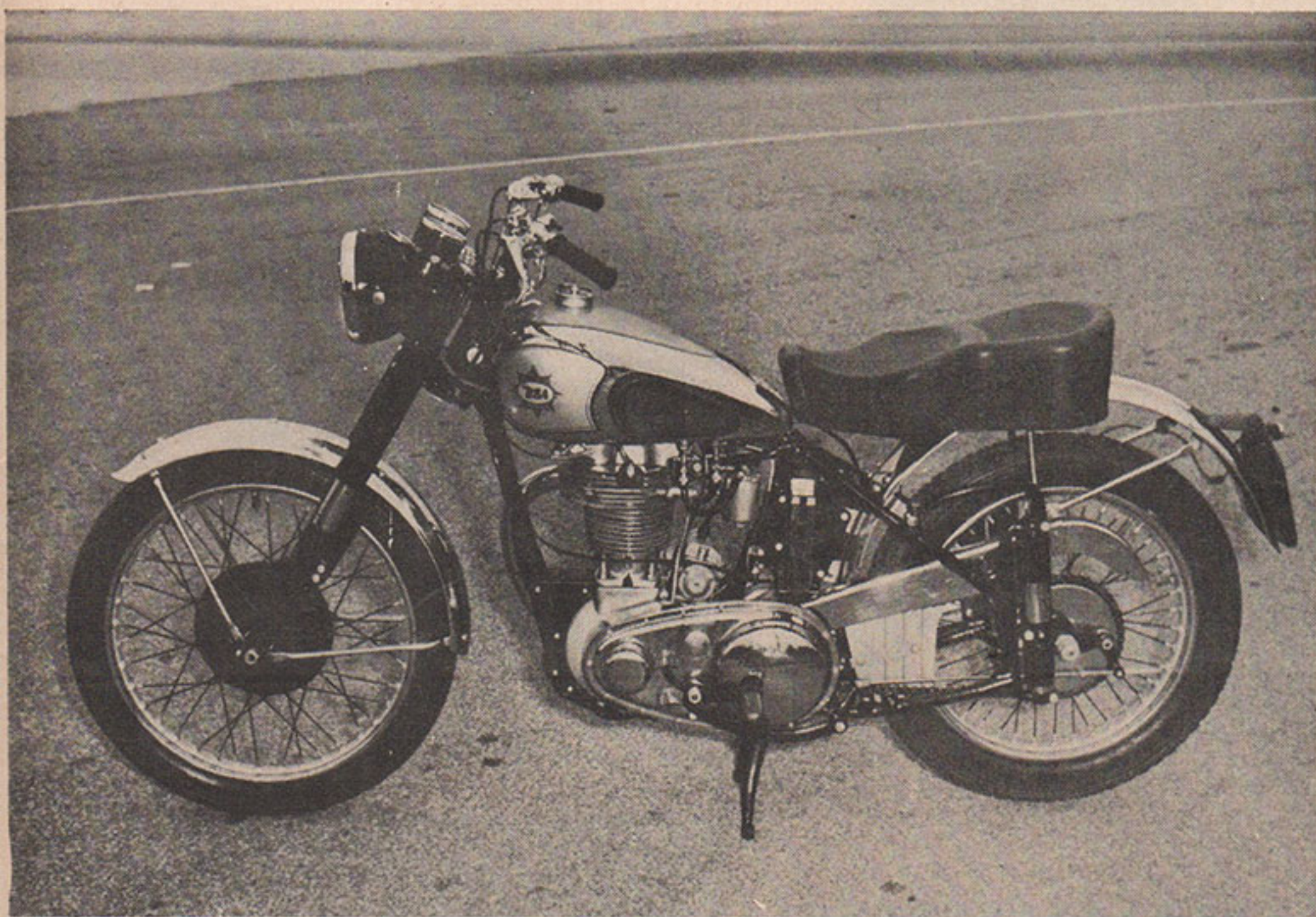
From 25 to stopped, rear brake only  
44 ft., 9 in.  
From 25 to stopped, front brake only  
29 ft., 2 in.  
From 25 to stopped, both brakes  
22 ft., 6 in.

**Weight**

Front only 175 lbs. Rear only 200 lbs.  
Total 375 lbs.

**With Rider**

Front only 220 lbs. Rear only 340 lbs.  
Total 560 lbs.



ABOVE, Ample clearance allowed for sprung rear wheel indicates maximum travel, especially important on any short wheelbase bike

LEFT, Highly polished inside and out. Abundant chrome and buffing is standard, a distinguishing feature of this model. Combination saddle and pillion has yet to be proven on U.S. track

**General Specifications**

**ENGINE.** 30.50" ohv single with 7.5 to 1 compression ratio, 3.34 bore x 3.46 stroke. Aluminum alloy cylinder and head. High tensile steel connecting rod. Big-end, roller bearing. Main bearings, ball and/or roller. Gear driven timing gear. Stellite-tipped valves standard. Amal RN (remote needle) carburetor. Champion NA 10 plug with 3/4 reach.

**TRANSMISSION.** Four-speed box with close range gearing. 16, 18 or 19 tooth countershaft sprockets available. Kit provided with this machine includes three engine sprockets and one extra countershaft sprocket. Folding kick starter pedal.

**EXHAUST.** Low level type flaring out into large open megaphone.

**FORKS.** Telescopic spring loaded with hydraulic dampening control.

**HANDLEBARS.** Rather wide and slightly elevated, with right hand throttle. Amal carburetor or air slide lever, spark control, dimmer switch, compression release, front brake and clutch controls.

**WHEELS.** Front 21" and rear 19" with 42 tooth rear sprocket. Quickly detachable rear wheel. Rims heavily chrome plated.

**TIRES.** Front 21" x 3" Dunlop racing tire with straight ribbed tread. Rear 19" x 3.50" block racing tread.

**FENDERS.** Narrow racing type lightweight steel with triple chrome finish. Lifting handle on rear.

**BRAKES.** Front and rear. 8" diameter with steel

drum and aluminum shoes. Front brake-side cover is aluminum.

**FRAME.** Plunger type rear suspension. Heavy gauge skid plate, central stand.

**FOOTRESTS.** Adjustable brackets, can also be mounted toward rear of frame for racing.

**SEAT.** Double type, sponge rubber filled, mounted to frame and rear fender.

**FINISH.** Chrome with silver sheen panels. Frame, forks and oil tank are black enamelled. Rear chain cover, primary case, fenders, handlebars and exhaust are triple chrome plated at no extra cost.

**SPECIAL NOTE.** Purchaser can select cams, gears and compression ratios to suit his particular type of competition. This model comes with headlight and battery set for road riding.

# ARE YOU THE TYPE?

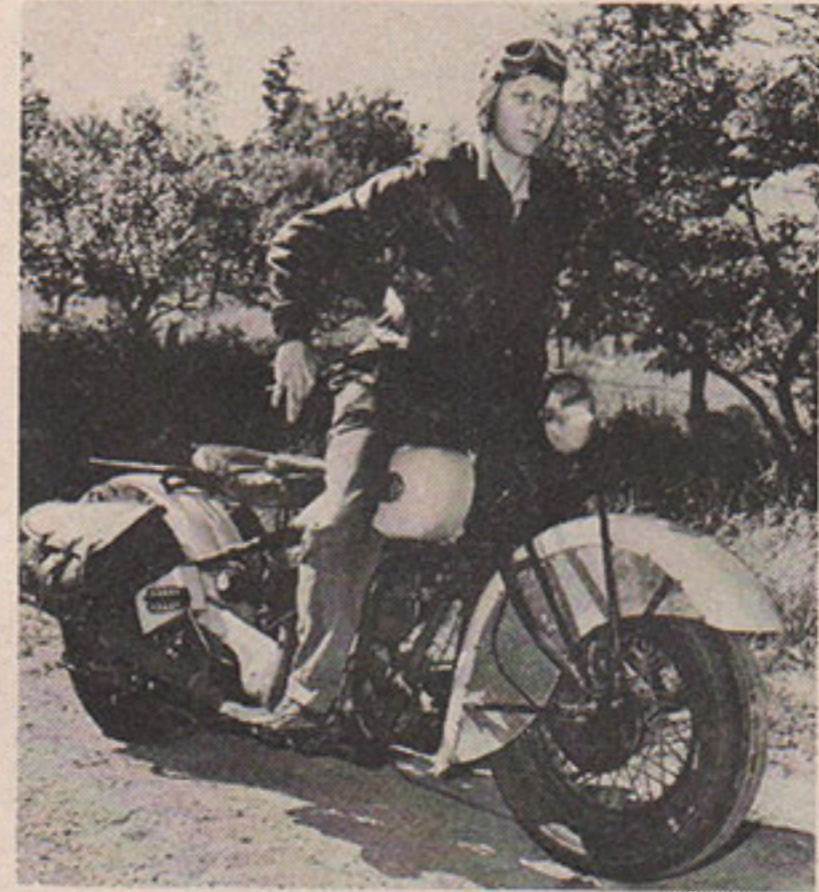
## A MANUAL OF MOTORCYCLE RIDERS



**Text and Photos by  
Eric Wahleen**

**ABOVE, FINGER TIP RIDER:** This type rides his machine with very little control—usually “hands-off” the handlebars or fingertips only. When he hits a bad stretch of road unexpectedly, hands and feet are nowhere near the controls. Be prepared to rake up parts if you ride with him

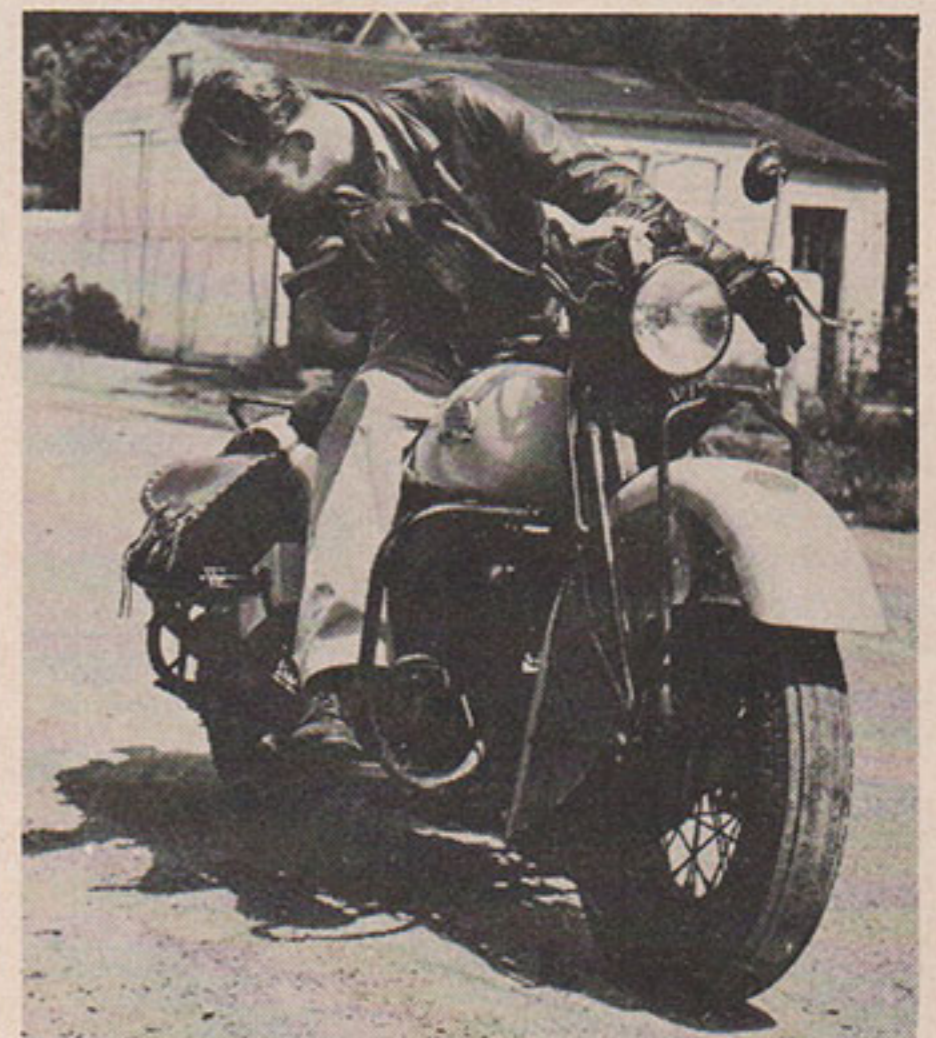
**RIGHT, THE RACER:** Always rides with his nose two inches above the headlight, like the prow of a lute-fisk schooner. Also has a slight resemblance to a flamingo mired in the mud. Always a road rider. Never does any actual racing



**TANK RIDER:** Usually has well-padded saddle on machine plus jump seat. Still prefers to ride on tank. No cure for this has ever been found



**RAMROD RIDER:** Rides as stiff as a poker, vibrates every time he hits a bump. Completely nullifies spring action built into the motorcycle



**SUSPICIOUS RIDER:** Must always examine the moving parts of motorcycle as he rides. A great chain watcher although it has never failed him

# WORKMAN'S "BITZA"

## BITZA THIS AND BITZA THAT

Photos by Earl Workman

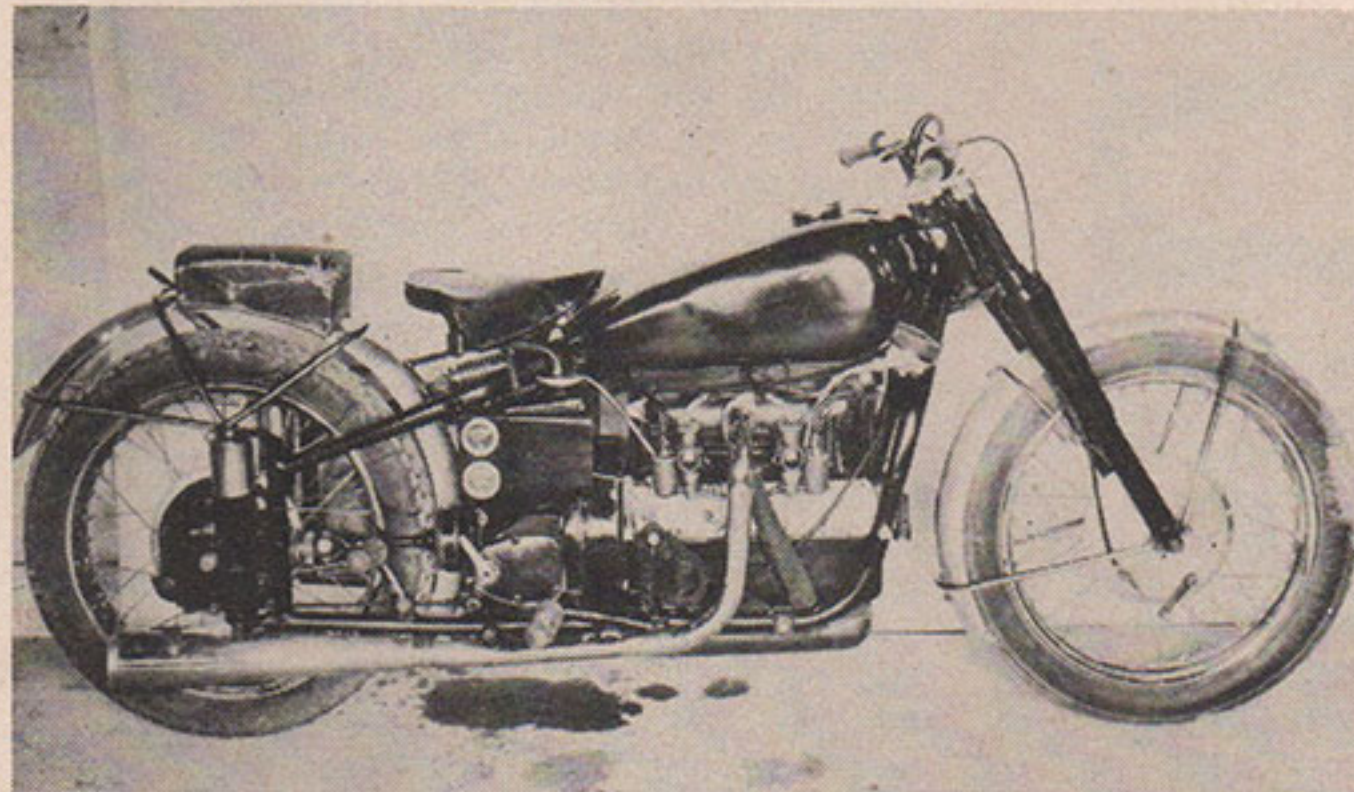
**E**ARL WORKMAN, self styled cycle breeder from Melba, Idaho, is the curious type. Since no one could tell him how a Crosley auto engine would work in a BMW motorcycle frame, Earl decided to experiment. The Crosley mill was mounted in an eleven year old BMW frame for the purpose of testing this potent peewee for its possibilities as a motorcycle engine. With its comparative lack of vibration, the Crosley seemed to offer something new in a motorcycle power plant. The flywheel was turned down and re-

worked to take the BMW clutch. Next, the gearbox was moved back to allow for the longer engine and of course its drive shaft had to be shortened. A clutch housing was machined from steel and made to mate the BMW gearbox and Crosley engine.

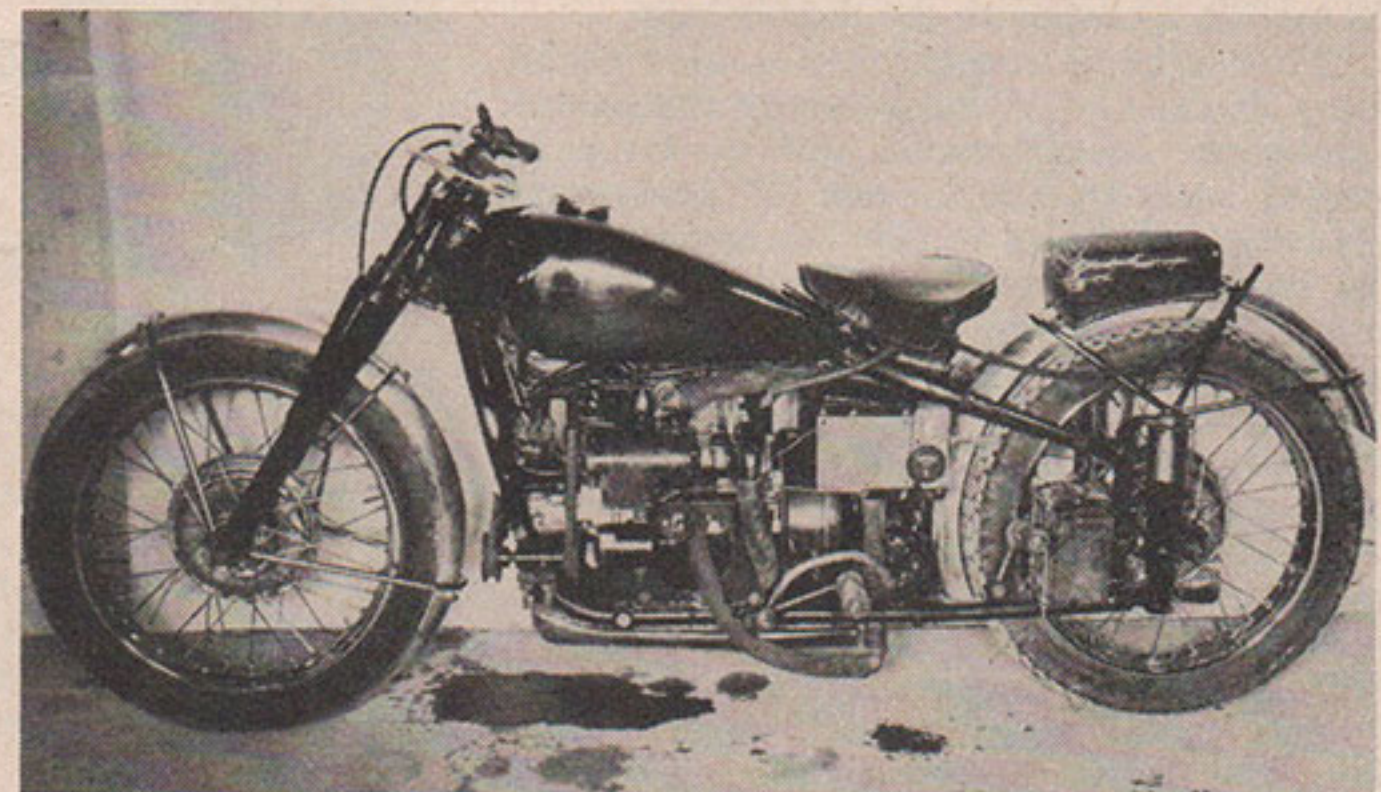
The Crosley is much finer than is generally realized, built originally for a high power to weight military application. Overhead camshaft, balanced five bearing crankshaft and large intake valve areas allow for extremely high revolutions (valve float starts at 7000

with standard valve springs). With its short stroke, critical piston speed is not reached until 10,500 rpm. This engine is choked down to 3,900 rpm in the Crosley car with a small bore carburetor but delivers some 26 bhp when turning at just a little over half its capable speed. A pair of 7/8 inch amal carbs., allow the engine to turn 7000 without any other engine changes or special tuning. Balance and steering is about the same as before the frame was divorced from its original BMW engine.

Not as heavy as it looks—370 pounds. Note odd location of instruments



Crosley auto engine in a German BMW frame is unusual but efficient



## STUNT MEN

(Continued from Page 13)

When the target boat was directly below, the Excelsior was still gaining altitude. Frank stayed with his machine and prayed that the cameras could catch the whole scene. At the same time he sent up another little prayer for the rescue crew to hurry because his boots and leathers were not an ideal swimming costume. Just before the Excelsior splashed into the waters, Frank kicked free. As it turned out, even the cycle was reclaimed. The story line was distorted slightly to include the extra distance and Hagney was grappled to shore and thawed out for re-use in the next scene.

Remember the gangster pictures of the middle 1930's? Studio cynics called them "motorized westerns" because gun fights, wild chases and speakeasy brawls furnished most of the action scenes. One of the favorite bits of business was to shoot a cop off a moving motorcycle during a chase, or ride a brace of troopers into a gully with the ubiquitous Lincoln phaeton that movie gangsters loved for a get-away car. Stunts like these were worth \$250 to \$500 to the motorcycle specialist of those days.

Carey Loftin's first big job was to play the role of a speed cop getting shouldered off the highway by an escaping gangster car. There were two ways Carey could stay in control for this scene. He could have the car come into him slowly and keep his hands on the bars, then throw himself into the fall. However, this method would not look convincing enough so he found another way. Carey reasoned that he could just let the bike roll with the car—take his hands off the bars and let the car do the guiding. This

would work better if the car came over fast. Then it was only important that the car return slowly to its side of the pavement, for a fast return might whip the bike right out of control.

At about 45 mph, Carey pulled up beside the gangster car, followed its sickening swerve, then deftly threw himself. The studio was delighted. Since that day, Loftin has been accepted as a reliable man to have on the set.

With the decline of the action gangster picture and the rise of the psychological-psychiatric plots, these motorcycle stunts have almost disappeared from the screen. Cops still get shot but audiences don't see it happen—an actor tells them about it.

Old-timers shake their heads in disbelief at present day stunt wages. For jumping the faithful Excelsior over a moving railroad engine Frank Hagney only collected \$250. He has forgotten exactly why the plot called for such a weird maneuver, but remembers that a special ramp had to be constructed on the take-off side of the tracks. Frank considers this a rather routine assignment.

Another jump stunt was a little more difficult. As one of the serial heroes bounced across country on his motorcycle, he came to a creek. He gunned the engine and flew across. Frank started his run from a long distance back to get up enough speed for the 32-foot hop. The take-off plank was easy to hit, but it was hard to aim at the approximate position of the hidden plank on the other side. He hit the plank, all right, but the thin wood promptly split under the impact. For a hundred feet, Frank fought the Excelsior only to lose the machine and wind up spine over teakettle in the brush.

Even actors occasionally take their own falls but that is rare. If the romantic lead

picks up a deep facial cut in the middle of production, that cut has to be written into the plot or the studio must hire a new leading man and re-shoot his scenes. With shooting time selling for \$25-\$100 per minute, this makes producers cry salty tears.

Loftin attributes his accident-free record of the last 14 years to the fact that he has refused to work with horses. "I don't trust those walking hamburgers," he says. "Motorcycles and cars are a lot safer."

Both Loftin and Hagney are living examples of the axiom that stunt men are born, not made. Carey learned to do a back-flip off a moving bike when he was a high-school student in Hattiesburg, Mississippi. Then he improved the act by wearing roller skates.

When Skip and Bob Fordyce brought their stunt show through Hattiesburg in the spring of 1933, Carey tried out for a job. He was 19. Skip, now a Harley dealer in Riverside, California, liked the way the tall, soft-spoken boy worked and hired him on the spot. This was the beginning of his higher education in stunting.

After a stretch in the Marines, Carey returned to Hattiesburg in 1936. The going rate of 22-year-old unskilled workers in the more sober Mississippi enterprises was a snappy \$15 a week and such jobs were hard to find. So he made a deal with the Jimmy Daniels barnstorming group in Laurel, Mississippi and went into business for himself.

The Daniels group made its money by taking people for short airplane rides. Loftin's job was to put on a show that would lure people to the airport. For this, he got 10¢ per customer. By now, he was able to run the entire list of stunts. He crashed through flaming hoops, battered himself through blaz-

(Continued on Page 27)

# FACTS of FRAME and FORKS

By Tim Witham

**M**OTORCYCLE frames haven't changed much with the passing of the years. Aside from springing refinements, present day frames still fall into one of three basic designs. The diamond frame uses the engine crankcase to link the lower apex of the triangle formed by the front down-tube, the seat-tube, and the top-tube. The single-loop frame is simply a closed triangle formed by the three tubes mentioned above. The double-loop frame is similar except for having two front down-tubes instead of one. This type is employed on heavier machines because of the added strength and engine mounting possibilities. Indian's model 741 is representative of the diamond frame while Harley-Davidson's 45 uses a single-loop and their 61 and 74 models incorporate the double-loop.

While tubular construction is used extensively in the United States, many continental lightweight manufacturers are in favor of pressed steel frames because of economical advantages. Tubular frames are made of special analysis steel tubing brazed into forged or cast lugs, engine hangers, etc. Factories always "jig" a frame during the manufacturing process and then "jig straighten" each assembly before passing it on for final inspection.

For many years motorcycle frames were mostly of rigid design because of the complications involved in maintaining lateral stability. However, there were some early attempts at rear springing that deserve mention. The Indian Powerplus models utilized two flat parallel leaf springs extending rearward from the seat post to a point directly over the rear axle spindle from which ran two vertical members that connected the rear spindle to the ends of the leaf springs. Flat rear springs were also used on the British Coventry Eagle "Pullman" models in the '30's. The springs in this case were parallel to the ground but below the rear axle spindle.

Spring frame designs today vary somewhat in concept. However, every spring frame design must accomplish three basic things; allow for rear wheel vertical movement of several inches, prevent any trace of sideways movement of the rear wheel and maintain constant rear chain tension. These three requirements have posed many problems for designers. Vertical movement must be soft enough to absorb sharp impacts and yet rigid enough to retain stability and clearance when cornering.

Lateral rigidity is of most importance to insure correct steering characteristics. Rigidity is difficult to attain unless sufficiently large and strong bearing surfaces are used in the construction of the rear springing system.

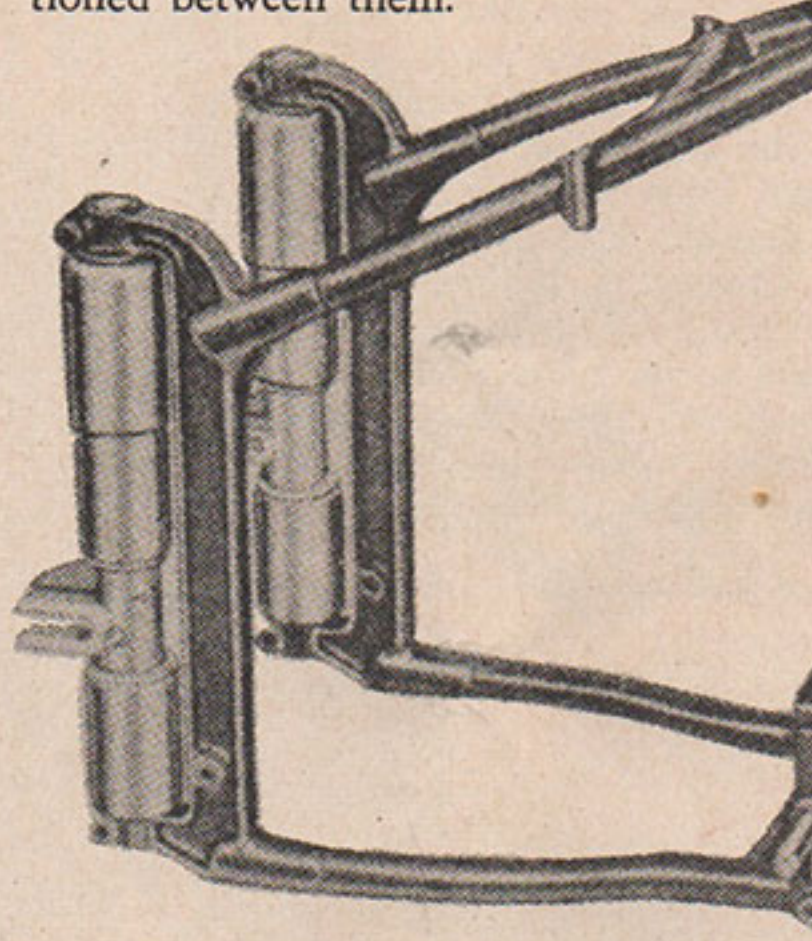
Correct chain tension can be maintained easily with a rigid frame, but because a spring frame permits vertical movement of the rear wheel and sprocket it is necessary that the swinging motion of the rear wheel describe an arc, the center of which is the transmission countershaft.

To solve these three problems satisfactorily and at the same time keep down the weight of a spring frame assembly, requires considerable engineering experience.

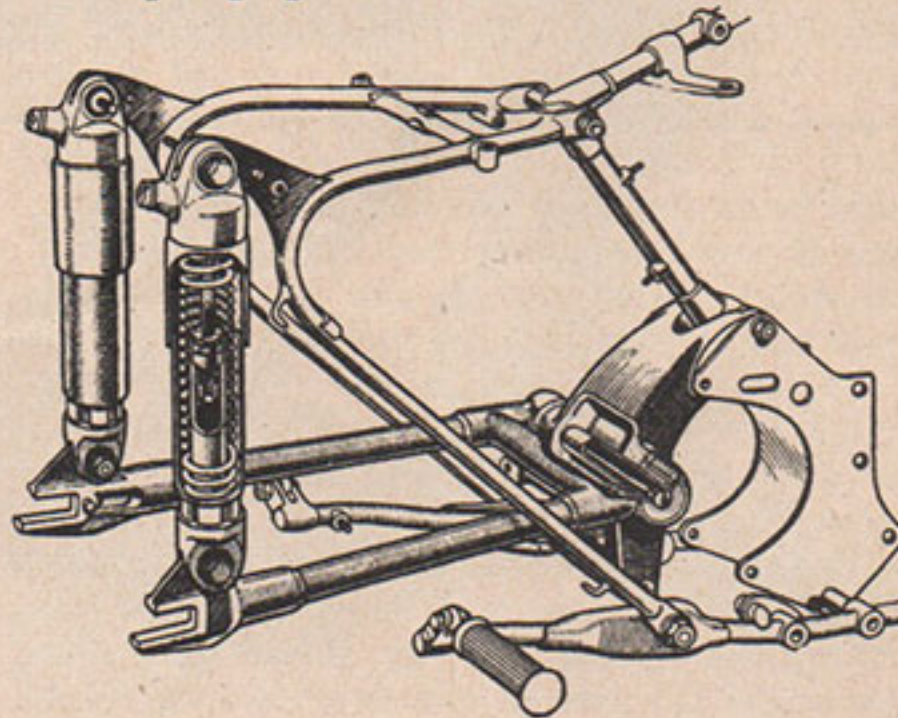
Two types of spring frame designs are commonly used today in addition to a highly ingenious Triumph spring hub.

Plunger rear springing, as found on Indian, BSA, and Norton machines permits the rear wheel spindle to be supported between four sets of coil springs, two sets on each side of

the wheel, fully enclosed in tubular covers. Each tubular cover has one bottom spring and one top spring, the axle shaft being positioned between them.

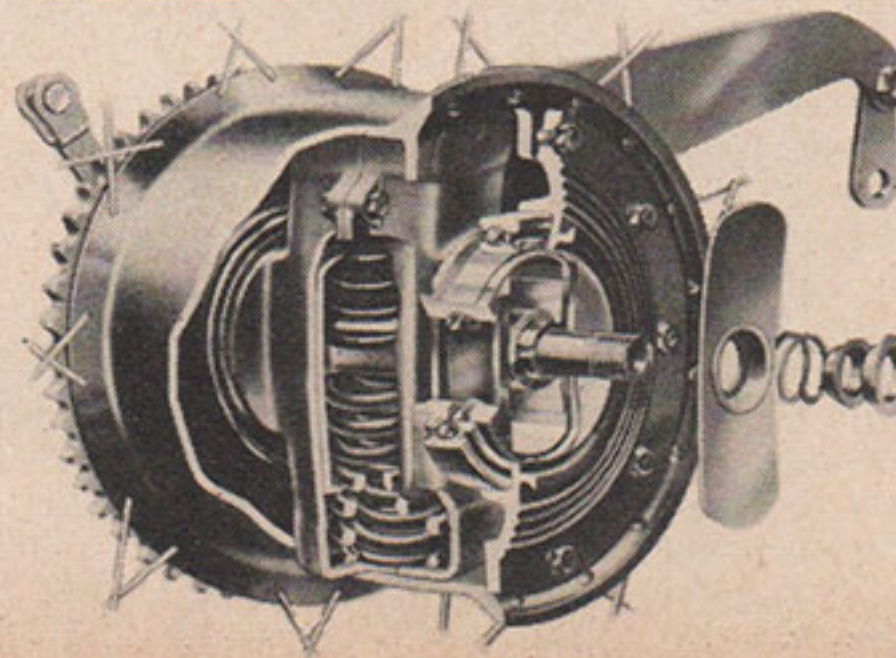


Swinging-arm type spring frames are used by Vincent, AJS, Matchless, and others. Vincent is unique; allowing the entire rear fork assembly to move vertically, the rear wheel being fixed rigidly in the rear fork ends. The whole assembly operates somewhat like a big hinge, pivoting from a point behind the transmission and controlled by two large compression springs placed beneath the saddle.



AJS, Matchless and Royal Enfield somewhat follow the Vincent scheme except that the cushioning springs are mounted in vertical tubes directly above the rear axles with the top ends of the tubes attached to rearward extensions of the frame.

Triumph uses a spring wheel hub in which coil springs are incorporated. The rear axle is fixed rigidly in the frame, up and down movement of the wheel is permitted by the springs inside the large diameter rear hub. The sketch visualizes this construction. This method provides constant chain tension under all conditions.



It should be mentioned that motorcycle frames, rigid or spring, must be able to remain perfectly "non-twistable" under all types of normal usage, otherwise the steering characteristics of the machine are destroyed. A flexible or weak frame that permits any whipping or weaving is a danger to the rider.

Motorcycle front forks have received most of the designers' attention. Practically from the beginning, front forks have incorporated some system of front wheel springing. This was necessary in order to keep the front wheel in regular contact with the ground, otherwise steering would constantly be upset, not to mention the rider.

In the U.S., early Excelsior machines used a design of front fork which had coil springs incorporated within the tubes of the fork legs. In a sense, the early Excelsior front forks were the forerunners of modern telescopic forks as we know them today, lacking of course, the benefit of built-in automatic damping control. They were notoriously rough-riding affairs due principally to the coil springs being undamped and because the vertical movement of the front wheel was restricted to about 2 inches.

This early style fork was outmoded when Harley-Davidson devised their rocker-style suspension that was used until recently displaced by their smoother hydra-glide design.

Girder front forks, so popular in Britain and on the Continent before the advent of modern telescopic forks, permitted up and down movement of the entire front fork assembly. The forks were made of trussed tubing, the whole assembly supporting the front wheel was thus permitted to move up and down through movable connecting links attached to the head frame casting.

Modern telescopic front forks have much in their favor. They are relatively light in weight, provide ample vertical movement of the front wheel, maintain immense lateral rigidity, contain few parts subject to wear, have built-in damping devices utilizing either oil or air for the damping medium, are easy to keep clean and are pleasing to the eye. They represent a great step forward in the design and perfection of front wheel suspension.

Most telescopic forks are basically of the same design. The upper tubes attach to the fork stem bridge and contain the coil springs for cushioning and the damping mechanism. The lower tubes are employed principally as long guide bearings which slide up and down outside the upper tubes while also supporting the front wheel spindle.

They do have one inherent drawback. There is a strong tendency to compress a great deal under severe front braking stresses, causing the machine to "bow its head" considerably. This action does increase the traction of the front tire because of the forward shifting of the gravity center but it also disturbs the handling qualities of the machine for the same reason.

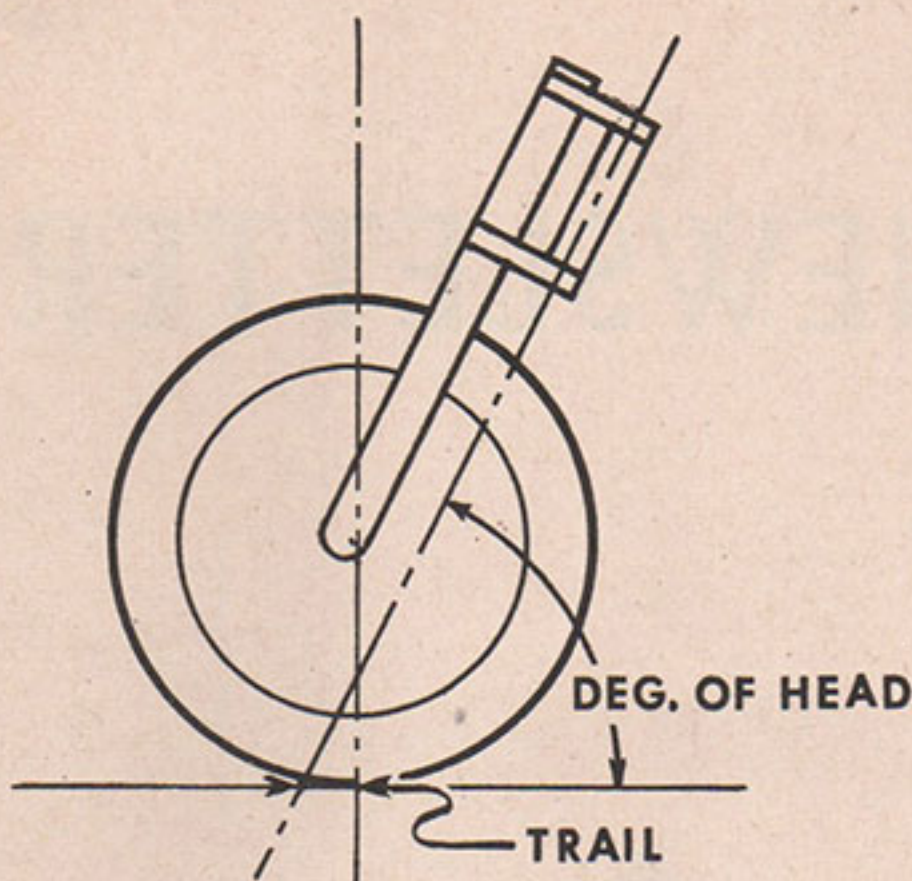
Much talk and very little writing has been done concerning the "head angle" of front forks and front wheel "trail." Both subjects are very important to the handling characteristics of a machine and should perhaps be more fully explained.

Everyone is familiar with the appearance and operation of an ordinary caster used on furniture. Being free to swivel, the caster automatically causes its wheel to trail behind the center-line of the table or chair leg when

# THE L. E. VELOCETTE

IMAGINATION AND DARING PRODUCE  
A TWO-WHEELED MODEL T

By Griff Borgeson



the latter is pushed or pulled along the floor. In principle, motorcycle front forks are designed to accomplish the same thing. Reference to the sketch herewith will show how the fork legs correspond to a table leg while the front wheel plays the part of a "caster wheel."

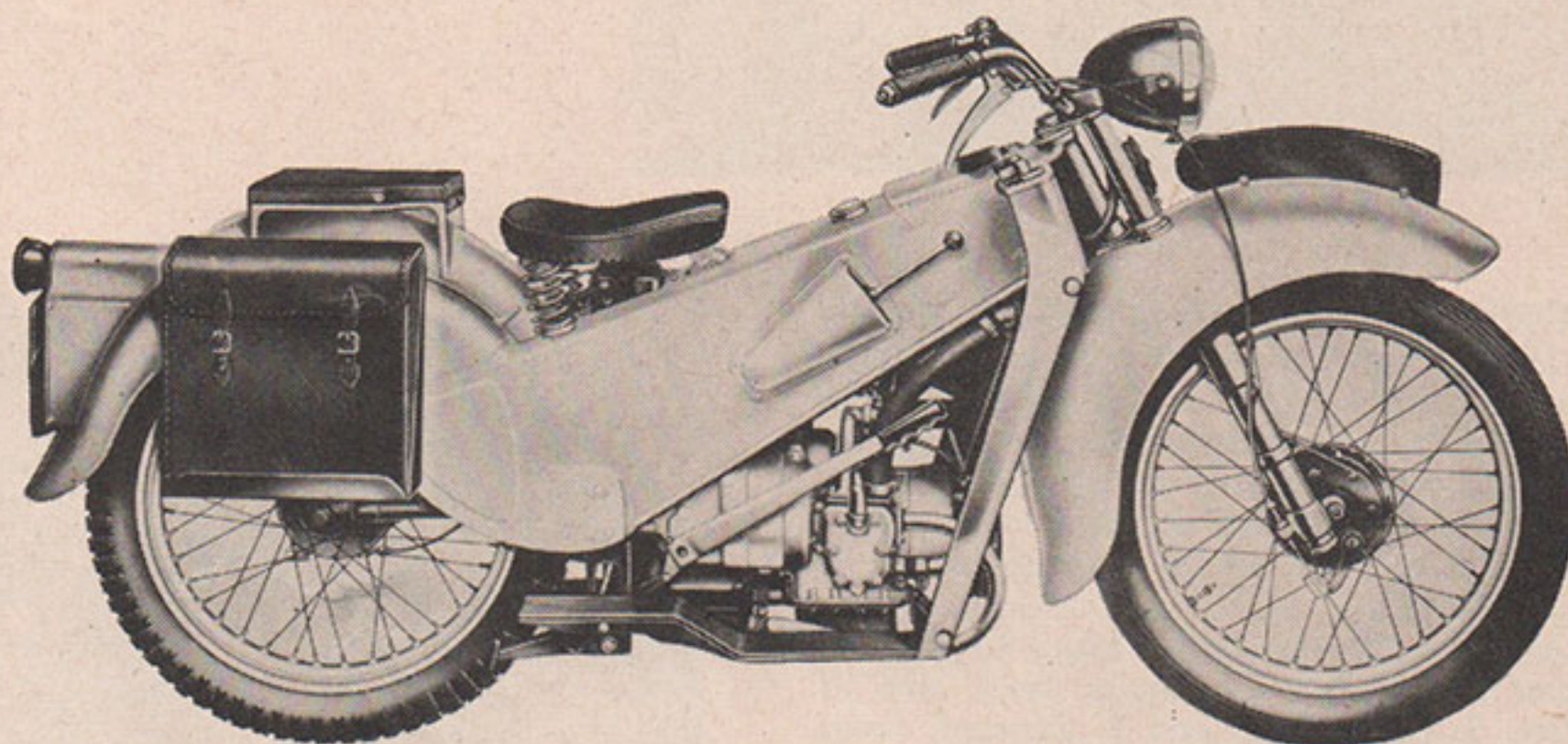
By careful geometric calculations it has been found by designers that certain relationships must exist between the axis of the fork legs and the vertical axis of the front wheel. Experience has taught that the steering axis of the head angle of a road machine should be about 65° from the horizontal, while the front wheel should "trail behind" the steering axis approximately two to three inches.

Proper steering geometry will have the effect of causing the front wheel to remain in a straight-ahead position and will also tend to right itself if turned or jarred out of a true line. Such a quality is highly desirable in a motorcycle for obvious reasons.

Machines having too little "trail" of the front wheel or having a too steep head angle, say 70° or more from the horizontal, are very quick to react to any movement of the handlebars. Conversely, too much "trail" or too little head angle will cause the steering to respond slowly to movements of the handlebars, thus making the machine seem very sluggish in steering.

## MOTORAMA PROGRAMS

are now available at 25c each. Just write MOTORAMA, c/o CYCLE Magazine, 1015 S. La Cienega, Los Angeles 35, California.



An unusual motorcycle of high utility, good but sedate performance, design and workmanship

MOTORCYCLES have never been extremely "popular." In spite of their lower price, cheaper upkeep, superior maneuverability, they haven't been smiled upon by the average citizen and his wife. They are, for the solid citizenry, too noisy, too sporty, too likely to require tuning, mechanical attention, special clothing, etc., etc. With this in mind, and with the knowledge that post-war economics have created great transportation-hungry masses who, because of the prejudices listed above, have been studiously ignored by the industry, Velocette of England has created and produced one of the most revolutionary motorcycles to appear in years.

They started with these assumptions: a motorcycle that would appeal to these masses must be inexpensive; silent; easy to start, stop, and handle; comfortable; economical; clean; and the equal in performance of the low-price light English car.

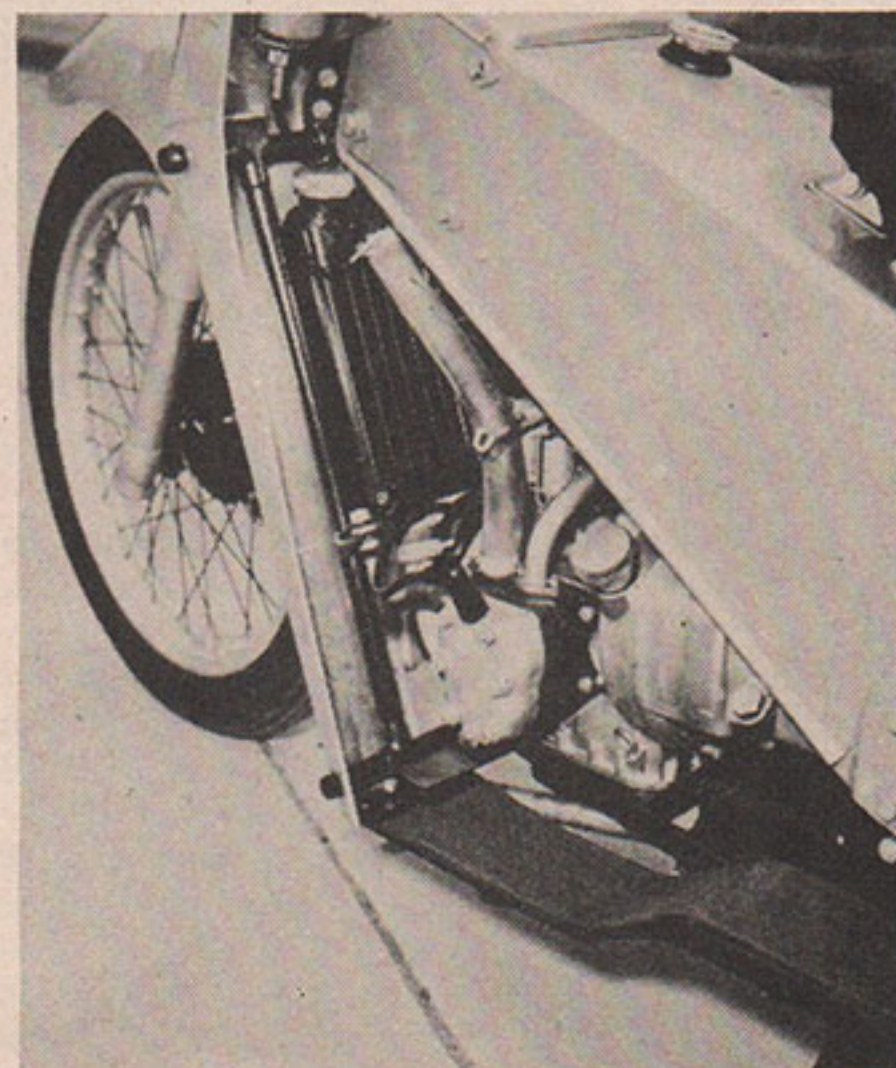
Velocette set about making their popular model with imagination and efficiency. First they decided that vibration is one of the greatest sources of discomfort and wear, and chose an opposed twin mill to guarantee a minimum of it. Side valves were adopted both to keep the engine compact and simple and to facilitate ease of maintenance. Then, to insure maximum silence of the unit, water-cooling was incorporated; naturally a water-jacketed engine will operate more quietly than the naked variety. Besides, a small displacement engine runs at high revs during most of its life, and water-cooling insures against overheating and distortion. And small displacement it had to be, since Mr. Everyman was the market. 150 cc was decided upon as adequate, 100 mpg (Imperial) was set as the fuel-consumption goal, and 1600 mpg set for oil.

With the need for direct air cooling eliminated, enclosure of the machine becomes completely practical and panels were designed for the L.E. which keep both engine and passenger clean. Moreover, they conceal the mechanical core of the vehicle—not an advantage for the confirmed cyclist, but just what the village school marm has been waiting for. This lady—one of the L.E.'s potential buyers—mightn't be at her best tromping on a kick starter, and for her convenience a hand lever is provided for crank-

ing the engine, making the business of firing up similar to but easier than playing a one-armed bandit. In the interest of simplicity—and people who are neither eager to scratch shoes and tear nylons, nor gifted with the art of finding neutral with their feet—hand-shift was adopted.

Then, for Velocette, came the problem of final transmission. It isn't necessary to enlarge on the uncleanness and hunger for attention of the conventional chain drive. In its place, a shaft drive was used.

The L.E. Velocette has been on the market for a little over a year and a half, during which thousands of models have been sold and the L.E. legend has grown. "Mine gets 150 to the gallon." "All you can hear is the click of breaker points." "300 miles today and I'm as fresh as a daisy." "She'll go anywhere, and without a murmur." The "two-wheeled car" has been attempted in past decades, but without the backing and resources of a great organization—certainly never with the impressive attention to large and small detail that makes the L.E. a landmark in motorcycle history.



No trouble keeping your feet on the floorboards of this model. Note rubber mounted radiator



# CONTINENTAL NEWSLETTER

by Dino Lancia

**S**PORT: The final official results of the 1950 Grand Prix racing season have been announced by the FIM, proof, by the sternest tests, of which are the world's best machines, who are the world's best riders. Listed here are the top winners only, except in the 500 cc class, which is complete.

## 125 cc CLASS:

Riders: 1. Bruno Ruffo, Italy, 17 pts.; 2. Gianni Leoni and C. Ubialli, Italy, tied at 14 pts.; 3. G. Matucci and L. Zinzani, Italy, tied at 4 pts.

Makes: 1. FB-Mondial, 24 pts.; 2. Morini, 8 pts.; 3. MV, 2 pts.

## 250 cc CLASS:

Riders: 1. Dario Ambrosini, Italy, 30 pts.; 2. Maurice Cann, England, 14 pts.; 3. Bruno Ruffo, Italy, and Fergus Anderson, England, tied at 6 pts.

Makes: 1. Benelli, 30 pts.; 2. Guzzi, 26 pts.; 3. Velocette, 4 pts.

## 350 cc CLASS:

Riders: 1. A. R. Foster, England, 30 pts.; 2. Geoff Duke, England, 24 pts.; 3. R. L. Graham, England, 17 pts. Close behind the top three winners were Artie Bell, England, with 14 pts. and H. R. Armstrong, Ireland, with 11 pts.

Makes: 1. Velocette, 30 pts.; 2. Norton, 28 pts.; 3. AJS, 20 pts.

## 500 cc CLASS:

Riders: 1. Umberto Masetti, Italy, 28 pts.; 2. Geoff Duke, England, 27 pts.; 3. R. L. Graham, England, 17 pts.; 4. Nello Pagani and C. Bandirola, Italy, tied at 12 pts.; 5. R. St. J. Lockett, England, 9 pts.; 6. Artie Bell, England, and A. Artesiani, Italy, tied at 6 pts.; 7. Harry Hinton, England, 5 pts.; 8. H. L. Daniell, E. J. Friend, and R. H. Dale, all of England, tied at 4 pts.; 9. A. Milani, Italy, 3 pts.; 10. H. R. Armstrong, Ireland, E. McPherson and J. M. West, England, 2 pts.; 11. S. Jensen, England, 1 pt.

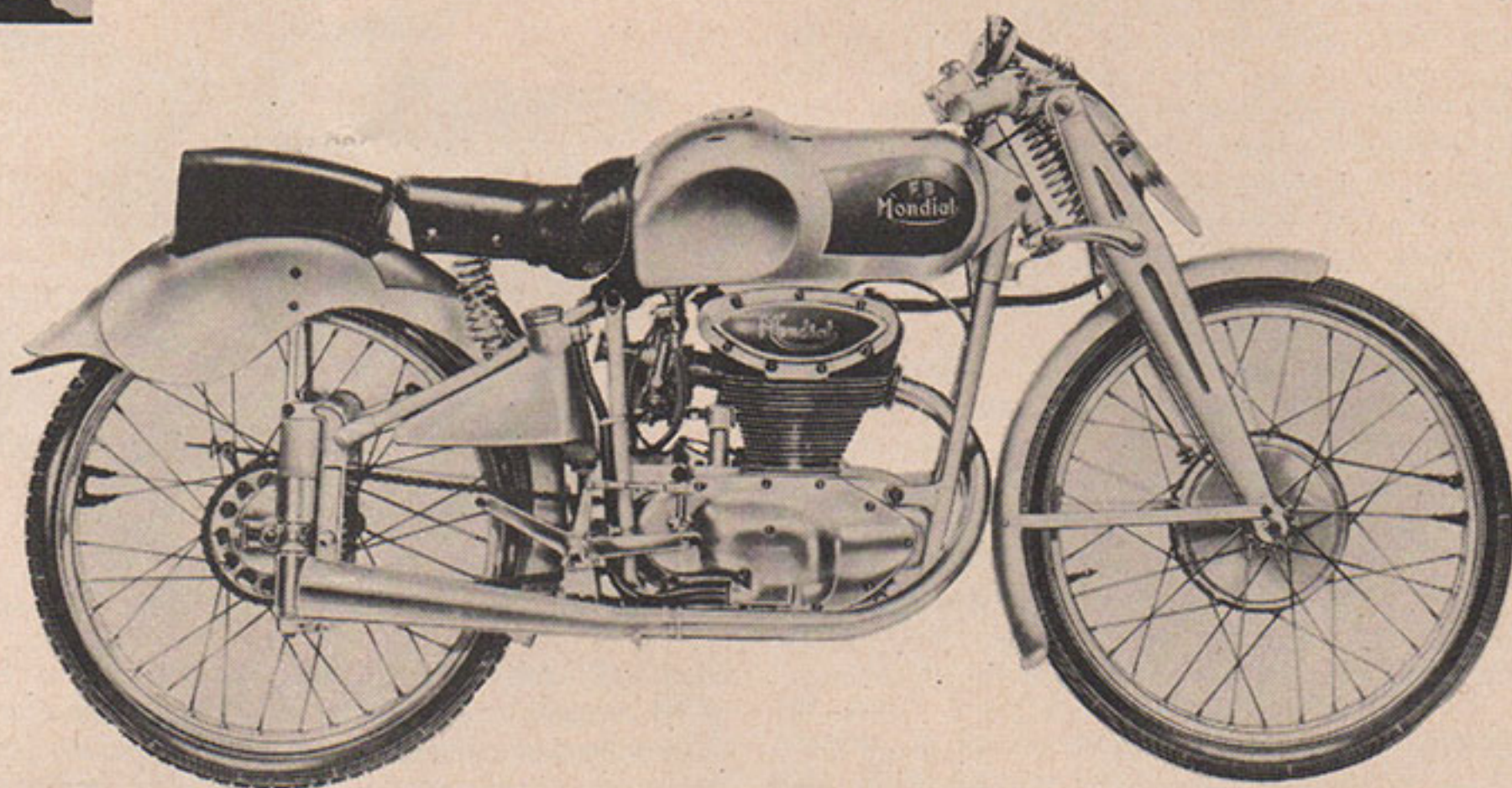
Makes: 1. Norton, 28/31 pts.; 2. Gilera, 28/29 pts.; 3. AJS, 21 pts.; 4. MV, 6 pts.; 5. Velocette, 1 pt.; 6. Jensen Special, 1 pt.

## 600 cc SIDECARS:

Riders: 1. Eric Oliver, England, 24 pts.; 2. E. Frigerio, Italy, 18 pts.; 3. Haldemann, Switzerland, 8 pts.

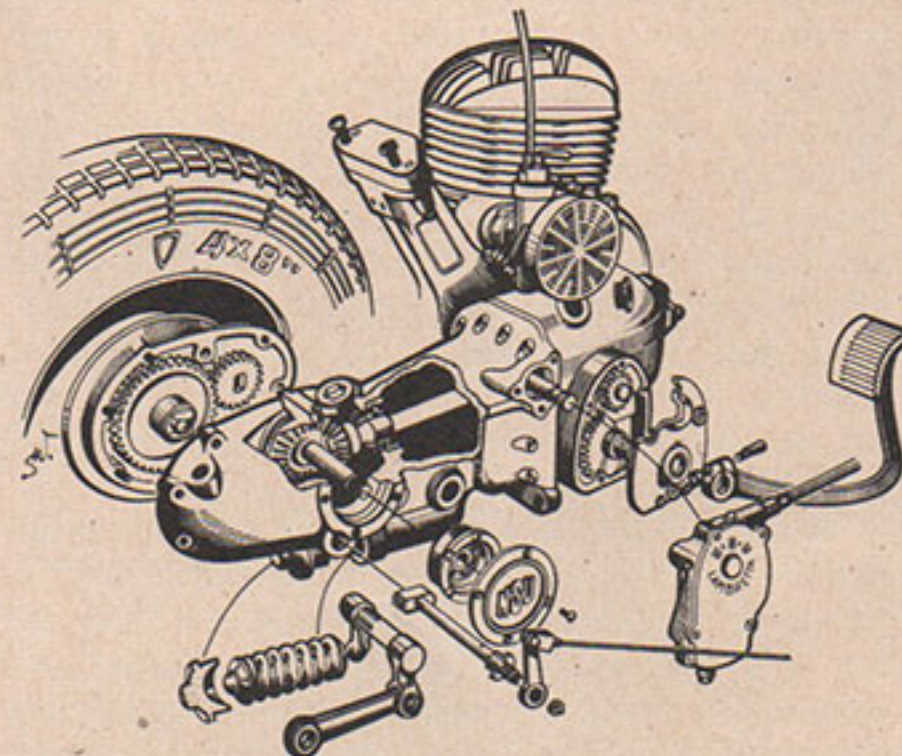
Makes: 1. Norton, 24 pts.; 2. Gilera, 18 pts.; 3. FN, 2 pts.

The 10 km and 10 mile records claimed by Rollie Free on his Vincent have been rejected by the FIM. The reason: the old records had applied to standing starts; Rollie's Bonneville tries were made with a flying start . . . Shell-Mex, England's Shell Oil Co., has the happy habit of making excellent movies of outstanding races, then lending them out free of charge to any responsible group. "The Isle of Man TT, 1950" has just been completed and a print should be available for U.S. distribution soon. More information on request . . . As winter wears on, the action drifts south with the sun, and the exotic racing season begins. The Grand



**ABOVE, World's Champion 125 cc racer is the Italian F. B. Mondial, built to the same standards of excellence as the best 500 cc machines**

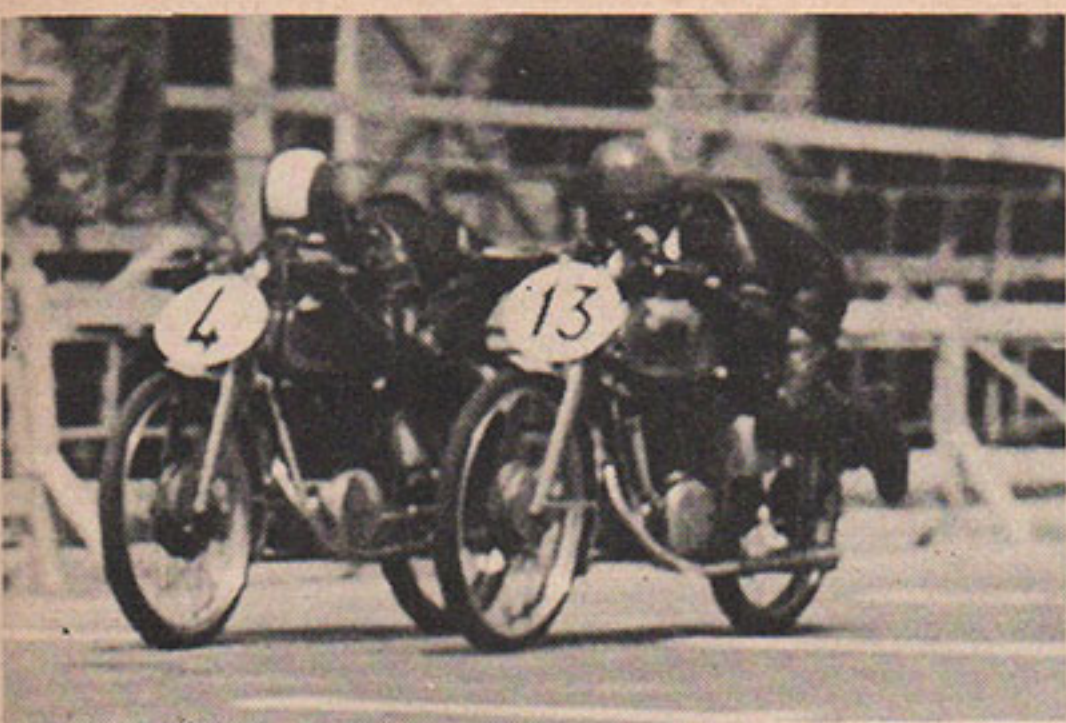
Prix of Casablanca, organized by the Morocco M/C, was pretty much an English victory. Cosmopolitan Fergus Anderson walked off with the 500 cc event on his Guzzi Gambalunga and second place went to George Monneret on an AJS. The 350 race was won by 250 cc machines, Wood on a Guzzi, Ambrosini second on a Benelli. With all that talent in the neighborhood, the Moroccans held the G.P. of Rabat the following weekend. The 500 cc event was a thriller, with Monneret and Anderson carrying on a wheel-to-wheel duel throughout the race until the 46th of the 50 laps, when Fergus ran into trouble. At the end it was Monneret (AJS), Wood (Norton), and the Swiss, Haldemann, third on a Norton. In the 350, Wood on a Velo came in ahead of Monneret on an Ajay . . . In a recent race on the Rheyit circuit near Dusseldorf, German national champion



**Fully enclosed one-piece Lambretta power unit is a rare piece of modern engineering. Durability and speed demonstrated by Lambretta records: 100 mi. at 88.5 mph, 3000 mi. at 60.7 mph**

Georg Meier, piloting a 500 cc BMW, won in his class at the staggering average speed of 129.87 mph, his fastest lap 134.21! On the same very fast course, Kluge, on a DKW, won a 200 cc race at an average of 95.47 mph and Fleischmann, also DKW-mounted, won the 350 cc event averaging 113.9 mph . . . Run at the time of the annual Paris motor show is the Coupes du Salon at Montlhery. The races this year were almost entirely a family affair. Vaqué on an MV placed first in the 125 cc event, but Pierre Monneret won the 250 on a Benelli, the 350 went to Papa George Monneret (see above) on an AJS while two of his kids placed second and third on the same make. Papa took the 500 race, too, and one of his boys placed third.

**ITALY:** Mondial machines like the one with the bulbous tank illustrated here this year took the international 125 cc title for the second year running. Note that the little machine looks remarkably unlike any other 125s, more like a scaled-down, high-grade 350 or 500. The Mondial 125s are a manufacturer's hobby, and financial restraint is, therefore, cast to the winds: no expense has been spared in making them perfect. The engine peaks at 11,000 rpm, has twin camshafts driven by bevel gears housed in the light-alloy head casting. Bevel-driving shaft is hidden away in a tunnel cast into cylinder and head castings. The Mondials have given many 250s hard competition in major road races this season . . . At the very moment that Umberto Masetti clinched the World's Championship title at Monza, Signora Masetti was busy at home bringing a baby girl into the world. Suppose they'll name her Vittoria . . . Two-wheel news from the Continent that doesn't report on Lambretta is defective. Latest achievement of these hardy, fast 125 cc shaft-drive two-strokes resulted from an all-out attack on international speed records, conducted by champions Ambrosini and Masetti and works rider Ferri with devastating success. Of thirty-six international 125 cc records, Lambretta now holds thirty. Here are some of their new ones—remember, they were made by a 7½-inch two-stroke: 100 km



Mondials dominated the 7½ cubic inch classes in almost every 1950 G. P. event. Mondial holds its class flying mile record: 100.5 mph

at average 88.2 mph; 100 miles at average 88.5 mph; 6 hours at average 82.6 mph; 24 hours at average 63.4 mph; 3000 miles at average 60.7 mph . . . A Gilera works team is now in South America, participating in the southern summer's heavy racing season.

ENGLAND: Bob Berry, for some time a contender for the world's motorcycle speed record, had a jarring experience at Pendine Sands in Wales late last year. Berry was blasting down the beach at 150 or 160 miles per hour when a sudden gust of wind from the sea caught the tail of his streamlined shell, slapped the bike on its side. Results: a 100-yard slide and a fractured collar bone. Berry's machine is a 996 cc Brough Superior, with twenty-one-year-old frame, fork, gear box. Hand gear shift is used and gearing gives an overall top ratio of 2.89. The aluminum shell weighs 110 lbs., top speed in third gear at present, and fourth gear top remains to be seen . . . Globe-trotting California dealer Hap Jones recently spent several weeks in London, clinched for himself the U.S. sole distributorship of Kaye Don's excellent Ambassador (Villiers-powered) Motorcycles, plus distributorship for a whole string of top brand parts and accessories.

FRANCE: The tendency all over Europe is for the masses to turn to two wheels for their transportation, a trend well illustrated by the enormous rise in postwar French production of motorcycles. *Vélocoteurs*—snap-on power units for bicycles—have had a meteoric rise in the years following the war: in '38 too few were produced even to justify a count, in '49 50,500 reached the market, and in '50 there were 70,000 produced. As the country crawls back to a semblance of economic well-being, both manufacturers and public show a greater interest in larger-displacement machines. At the '49 Salon in Paris, there were few 250's a couple of rare 350s, and a lone 500 on exhibit. Sensation of the '50 Salon was the new vertical twin 500 cc Gnôme et Rhone, and Terrot and Monet-Goyon also showed 500s. René Gillet featured a Vee-twin 1000 cc.

GERMANY: With the return of Germany to international motorcycle competition due for this year, a look at the country's national champions for 1950 is warranted—they're the men most likely to make the news. It's interesting to note that all are seasoned old-timers, schooled in the life-and-death struggles that marked the prewar racing scene. By classes, they are:

125 cc: H. P. Muller of Bielefeld, 41 years old, national champion for the fourth time.

250 cc: Hermann Gablenz of Karlsruhe, 37 years old, first time champion.

350 cc: Heiner Fleischmann of Hamburg, 36 years old, national four time champion.

500 cc: Georg Meier of Munich, 40 years old, five-time winner of the title, BMW factory team rider of prewar fame.

600 cc Sidecars: Hermann Bohm of Nuremberg, 36 years old, national 3 time champ.

## STUNT MEN

(Continued from Page 23)

ing wooden obstacles and even showed the audience how to get off a motorcycle at 55 mph and walk away.

From the Daniels show, Carey came west and went to work for Floyd Criswell in Los Angeles. Criswell rented machines to the movie studios and Carey occasionally went with the machines to ride for the cameras. Republic paid him \$16.50 for one day of easy riding and he has never left the studios since.

Frank Hagney began his athletic career when motorcycles and automobiles were a rarity, but his story shows the same curiosity about danger that marked Loftin's early days. When Frank was 16, he lied about his age and joined the Australian bushmen to get into active service in Africa's Boer War. This was in 1900. After his discharge in 1902, he turned to bicycles and became the Australian racing champion. When bicycles grew tame, he switched to sculling—one-man speed rowing—and took the Australian crown. In 1927, at the age of 43, Frank won the first Long Beach to Catalina race over 68 competitors, including Major Goodsell, world champion. He rowed the 31 choppy miles in 5 hours and 40 minutes. Sculling was fun but a young man couldn't pick up a very good living rowing boats in 1914.



Frank got his first break in the movies when Freddy Hutchinson broke a shoulder while making a serial. He doubled in for Hutch, and became a permanent name on the studio payroll.

One stunt in particular, done in Florida for a Hutchinson serial, still causes him to shudder. It was about the time of the first World War and airplanes were glamorous. Any thriller worth its weight in ticket stubs had at least one scene featuring a hopped-up Spad or Fokker. For this job it was decided that nothing less than a motorcycle-airplane transfer would do. The villain would ride out on the Florida beach with the loot from the local bank. Yapping at his heels would be a pack of policemen and detectives mounted on motorcycles and driving Locomobiles and Stutzes. Once on the sands the villain, Hagney, would hit 80 or better but the law would slowly close in. Then, just as it seemed that right must triumph, an airplane would fly low overhead, the bandit would gracefully swing from motorcycle seat to dangling rope ladder and laugh at his helpless pursuers. End of reel, come back next week and find out how Freddy Hutchinson caught the bandit.

On paper this thriller looked very good, but the stunters still weren't too sure about it. A series of trial runs down the beach with the plane flying low over their heads convinced them that the stunt was impossible. The director, Joseph Golden, tried to work out some other angle but nothing seemed to have the necessary punch.

(Continued on Page 29)

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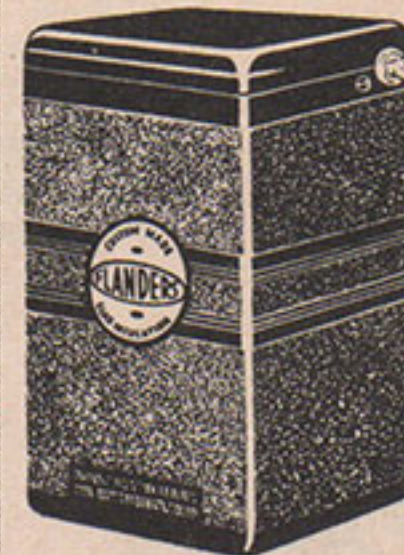
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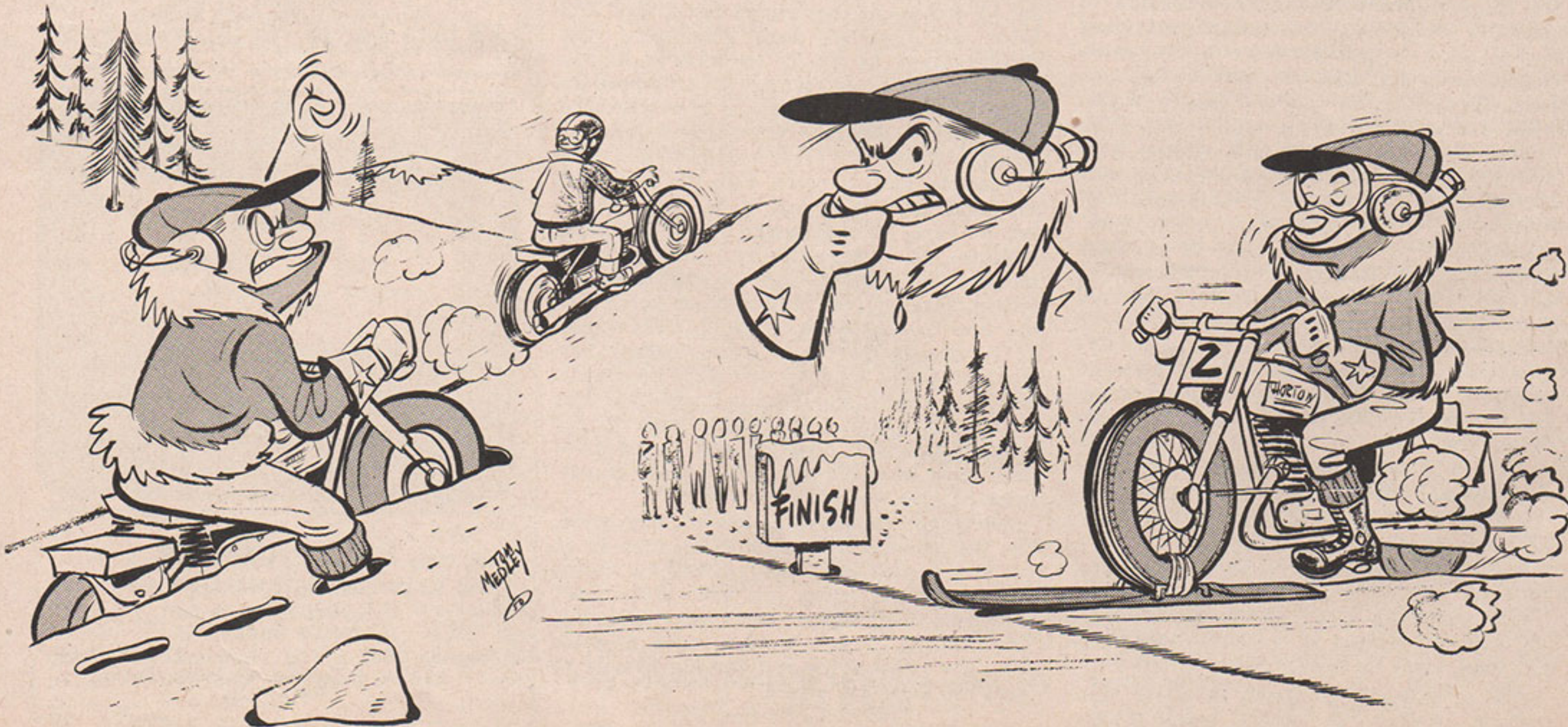
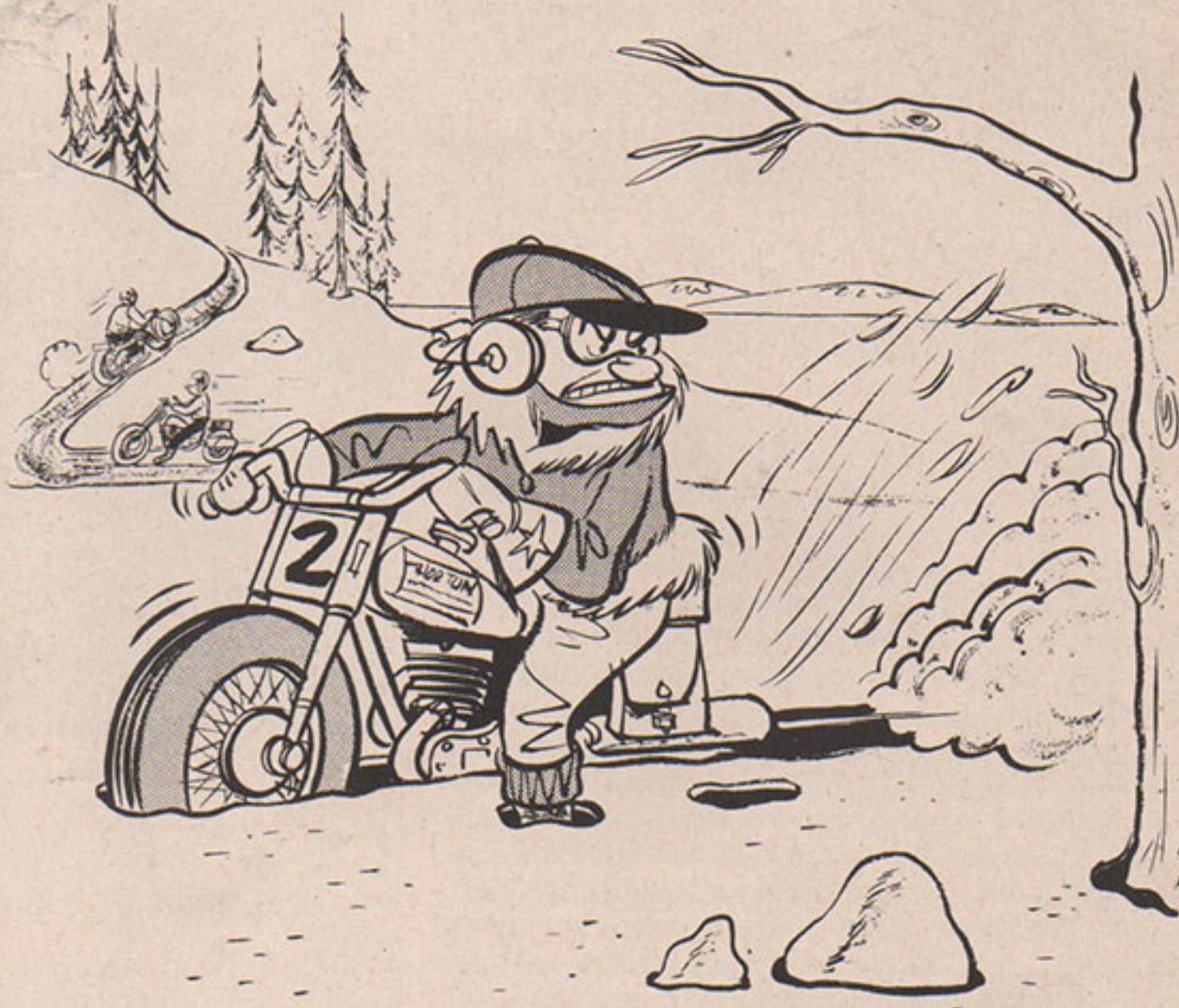
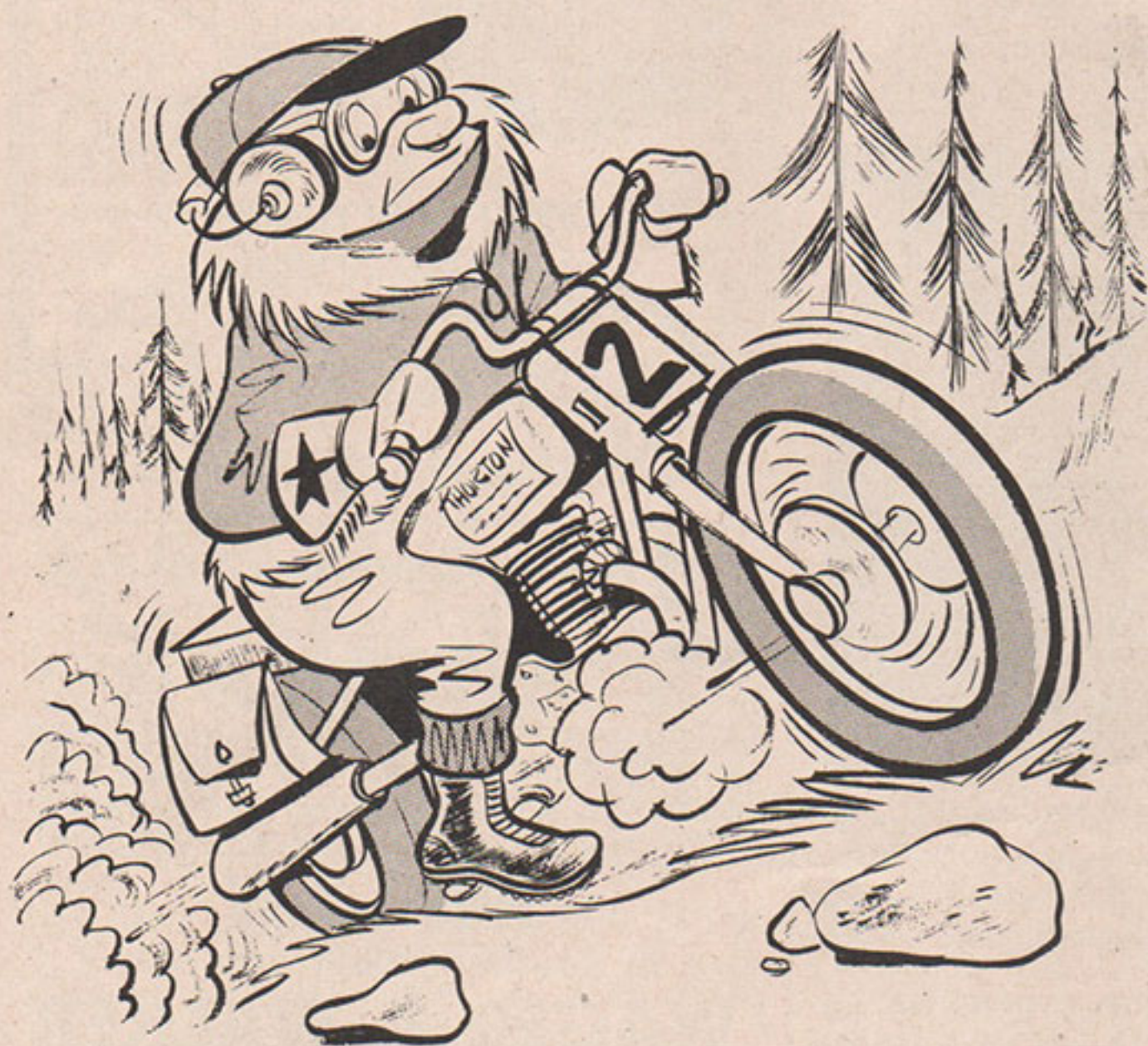
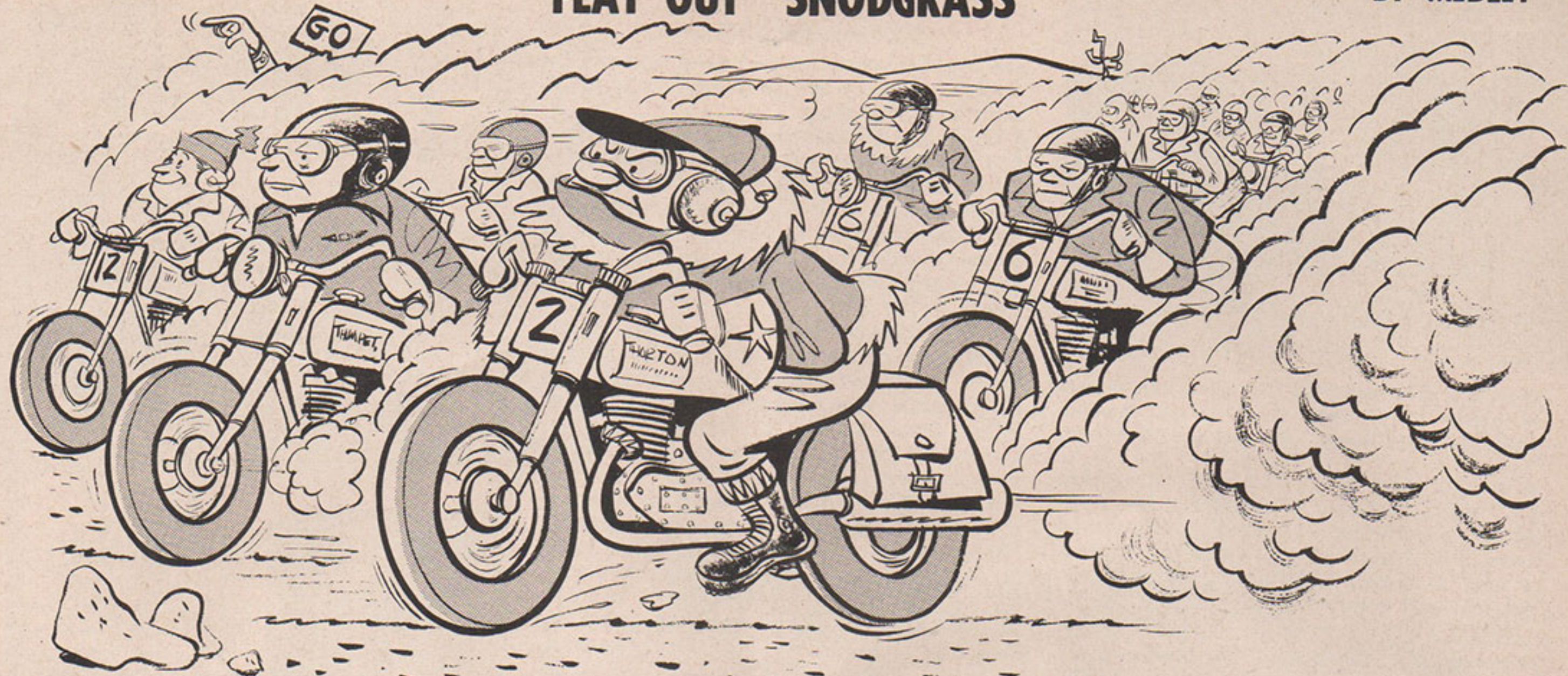
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**STUNT MEN**

(Continued from Page 27)



Frank's sense of timing made him wait until despair was blackest before he offered his solution. The blacker the despair the higher the price. When he spoke he asked for \$250 which was readily granted. Then he told them to get the cameras ready because this stunt was only going to be done once—a retake would be pushing the odds too high.

The first problem was to keep the rope ladder from whipping. A heavy, lead sash-weight was tied to the bottom rung. Next move was to select a smooth stretch where it would be safe to ride without hands at high speed.

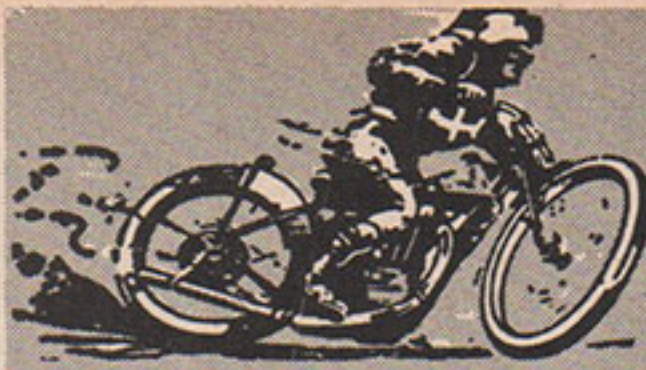
"Okay," Frank said, finally, "let's take it."

The plane took off, the pursuing cops assembled their fleet and the cameras were planted at the right spot. The plane took one trial pass, did a climbing turn and came back for the business run. While the cameras followed, Frank and the plane slowly merged until the plane was directly over the lone rider. The speedometer read almost 85; the bottom rung of the ladder was in his grip. Then it happened. The pilot felt the tug on the ladder and put the plane into a hard, steady climb. An instantaneous decision had to be made that meant life or death. He could either keep his one-hand clutch on the ladder and gamble on making the climb into the cockpit or let go of the ladder and bring his motorcycle back under control.

Strangely enough, it was the money that persuaded him. "I knew if I didn't do it right then, I'd never try it again," Frank says reminiscently. He let the motorcycle go and followed the plane into the air. He watched the riderless bike go straight ahead, turn a complete flip, land perfectly and go forward a few more feet before digging sand. Inch by careful inch he worked his way toward the belly of the plane until his feet were on the bottom rung. Then he looked down. For the first time during the stunt he had time to be scared. "Those damn cars on the beach looked like cigars!"

Frank's stunting days are over now. At 66, he has finally decided to leave the hard and dangerous stunts to the young fellows.

(Continued on Page 34)



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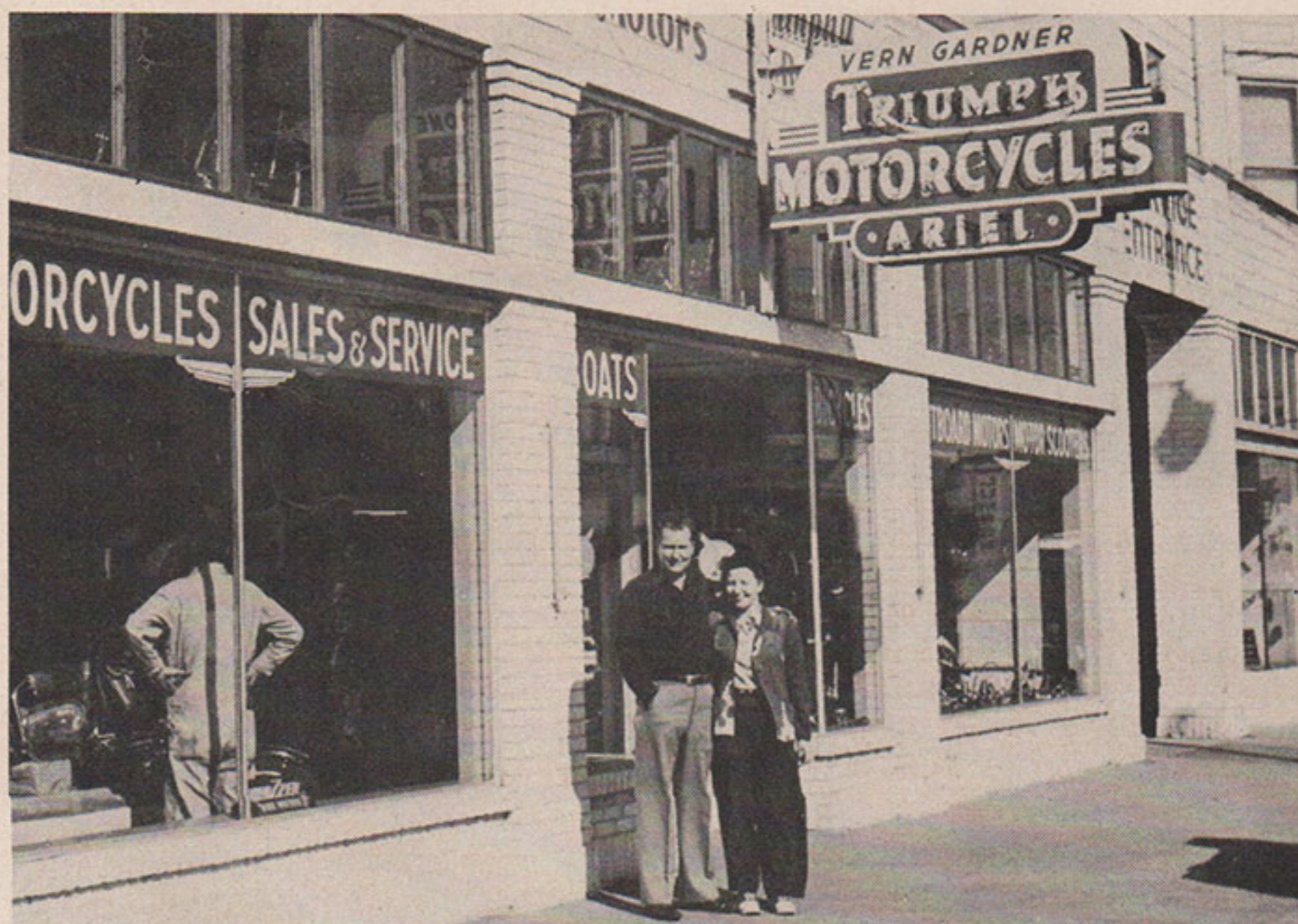
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# Dealer Doings

## VERN GARDNER



ABOVE, Vern and wife at their motorcyclists retreat. For business or pleasure it's hard to beat

THAT corny phrase, "a home away from home," actually applies to Vern Gardner's huge but highly informal Triumph-Ariel-Mustang agency at 4418 East 14th Street in Oakland, California. You stroll into the big showroom with its fifteen or twenty crisp new machines somehow arranged casually, like pieces of furniture in a comfortable living room. And you settle down on an upholstered bench, riffle through the stacks of magazines at your elbow, have a go at the pinball machines. Finally, you decide to pick up a couple of cans of oil and Vern notes your purchase in a special book: every time your purchases total \$25, you get a free chance on the new Thunderbird that Vern gives away at the end of the year.

Friday night is always open house and the entire second story of Vern's place is given over to clubrooms. The main clubroom is a perfect bachelor's apartment—full of comfortable furniture, intimate, slightly messy, set up to be lived in; you forget that there's a store downstairs. There's a radio, player piano, walls loaded with pictures and a terrific kitchen. This all boils down to the feeling that Vern and his wife Dorothy aren't in the game for just the loot—far from it.

Vern was born in Fresno in 1910, started driving race cars there in '33, moved around Northern California until '39 driving anything with four wheels, and with good success. Motorcycles that packed a punch had always been his hobby and in '39 he made the swing to bikes, systematically bought, rode, and worked on a huge variety of foreign and domestic machines. Triumphs finally won him over, body and soul, and he applied to

Johnson Motors for an agency. It came through in '46, he promptly bought his present building, has been growing ever since. His parts stock is second only to Johnson's in the U.S. now and Vern is convinced that he's got the country's finest service organization. Norm Conrad, who spent the war years as an army aviation mechanic in Europe, is shop foreman, a wizard with any machine, including the weirdest of the foreign beasts. The shop itself is so well-equipped and the talent so gifted that even Joe Lucas' lighting equipment gives them little trouble!



Ray Wesser '36 AMA referee, rider Dick McAfee, Vern Gardner and track rider Jim Braithwaite

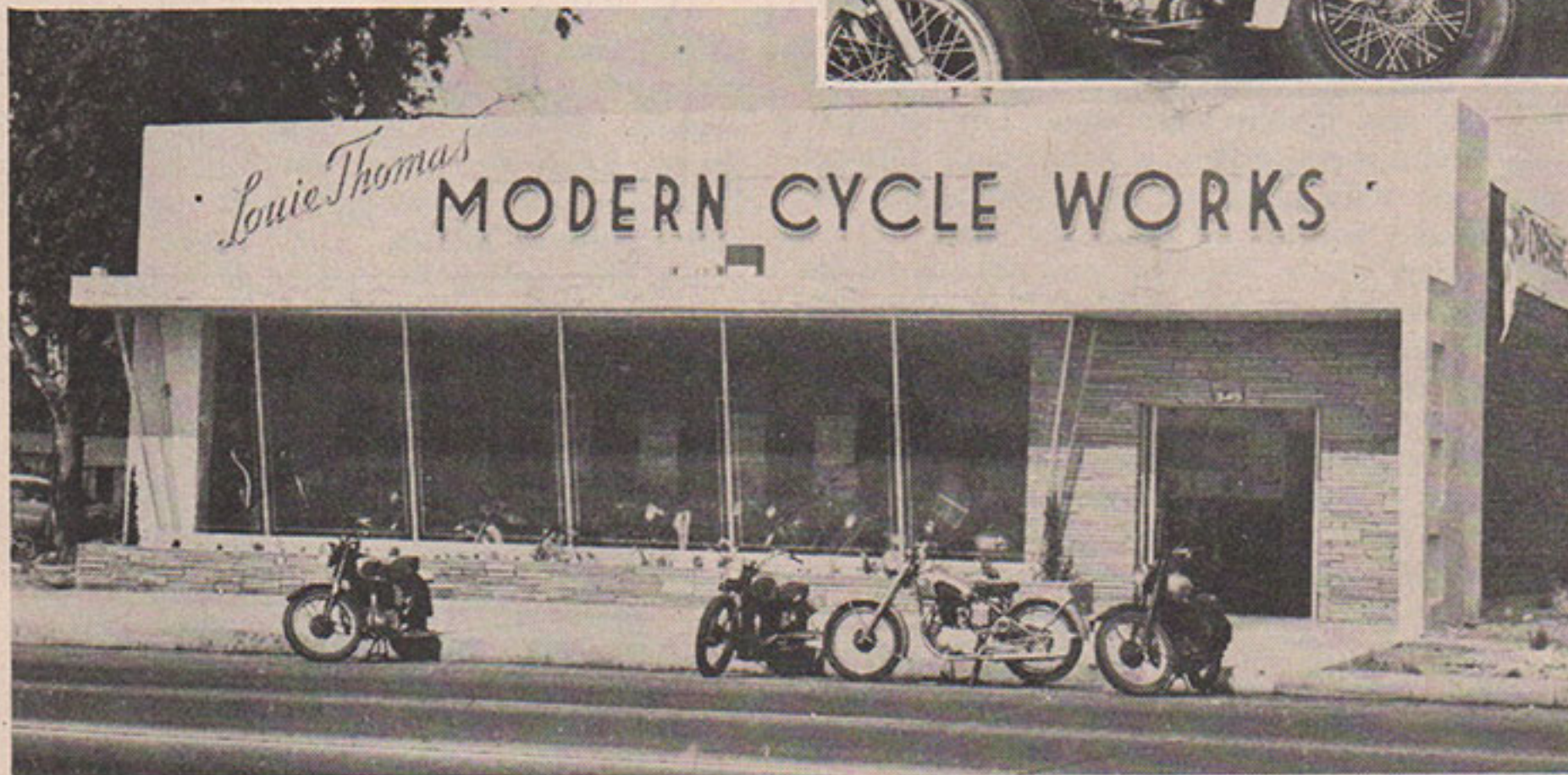
Racing is still very much in Vern's blood: he's sponsored Shorty Thompkins for the last two years and both years Shorty has won the short track championship; his bike is now undergoing a complete face-lifting in preparation for the coming season. Vern has taken Triumphs to Daytona for the last three

years, one of his machines, Dick McAfee up, finished in '50 just out of the money. This year the Gardner outfit will head for Daytona again with a G. P., one of the new Tigers, and higher hopes than ever. Riders haven't been selected yet. If you think you're the man, Vern wants to hear from you.

## LOUIE THOMAS

FIFTEEN years ago a young man laid \$2.00 on the line for a belt-drive Super X and rode it home to his backyard shop. Using native ingenuity as the principal tool, Louis Thomas restored the Super X to reliable

RIGHT, Louie and parts man, Leo Gamas. With 5800 sq. ft. of store, parts are still piled roof high



ABOVE, Modern Cycle Works, 345 S. Atlantic, Los Angeles, Calif. One of West's most complete shops

condition. This was in the later years of the depression and young high school students like Louie were hard pressed for spending money. Louie just barely managed to keep himself in high school by working afternoons and weekends in his backyard repairing the motorcycles of his friends and neighbors.

Today the wolf is gone from the door and Louie Thomas is one of Los Angeles' leading motorcycle entrepreneurs.

For the past four years, Louie has had the BSA franchise for his area. In November, 1950, he proudly announced the addition of the complete Harley-Davidson line to his stock.

Besides handling all the sales in the front showroom, Louie is active in the back shop. A year and a half ago, the present 4,000 sq. ft. building was opened at 345 So. Atlantic Blvd., in East Los Angeles. Since then, 1800 sq. ft. of service and storage area have been added. In the shop is the most completely equipped set of machines that money can buy—that \$20,000 can buy, to be precise. Their frame table, for example, is equipped to handle any size frame desired. If necessary, the mechanics can duplicate the exact blueprints of your stock English, German, Italian, or American cycle, turning out a frame identical in every way with a factory replacement. Frames are only part of the story. With the other equipment in the plant, Louie can even duplicate the electrical parts of your machine.

This does not mean that The Modern Cycle Works carries no replacement parts. Quite the contrary. At the capacious racks, Leo Gamas spends his entire day making sure that no request for any part, no matter how rare, will be unfilled. Thomas feels that nothing is more essential to rapid work than having the right part at the right time.

Shop Foreman Ray Venettozzi heads a staff of five men, well trained to handle any job from a simple tuning to a complete re-build. Feets Minert, well-known track rider, depends on these men to keep his machine in competition condition. Electrical and frame work is done by Frank Christian and the metal-forming and painting is in the capable hands of Ray Skidmore. These gentlemen have performed wonders in restoring smashed bikes to almost new condition.

In the front part of the shop, the prospective purchaser of a Harley-Davidson or a BSA has his choice of any model in either line. For those with different tastes, there is a stock of approximately 25 used motorcycles to choose from; Indians, Triumphs, Harleys, AJS, etc. Prices are honest and Louie stands behind every sale made.

Now that Louie is a family man and business owner he no longer has time to compete in any events himself but the Modern Cycle Works is actively supporting local club events with its donation of prizes and cups for hill-climbs, hare-and-hounds and enduros.

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**THE SWEDISH "UNION"**

Text and Photos by Gunnar Hartman

**R**APIDLY becoming popular among Sweden's 200,000 registered 'cycle fans is the new single built by the A. B. Svenska Union Verken in Charlottenberg, Sweden. This clean-cut 30 cubic inch 4 stroke machine has a 79 mm bore by 101 mm stroke (3.1102 in. by 3.9764 in.) and utilizes a light alloyed head and barrel with steel valve inserts and cylinder liner. In fact, the weight of the engine, less magneto and carburetor, is a mere 58 lbs. This is probably the lightest standard 500 cc engine in the world. The fact that exceptionally strong main and connecting rod bearings are used insures us that the lightness of this machine is not due to the sacrifice of metal at a critical period. In that respect it is interesting to note that the bearing surfaces mentioned are closely patterned after another famous Swedish "bike," The Husqvarna TT model.

The latest dry sump lubrication system employs a plunger pump and the oil tank has a 5 quart capacity. Double cams with roller followers have received special attention to make them quiet and durable. Both connecting rod and flywheel are steel. The ignition and lighting equipment is handled by a Lucas magdyno with ammeter and light switch incorporated within the headlight shell.

Highest grade Swedish steel tubing forms the light but rugged frame. The telescopic and hydraulic dampened front fork and rear spring leaves ample room for oversized tires or snow chains.

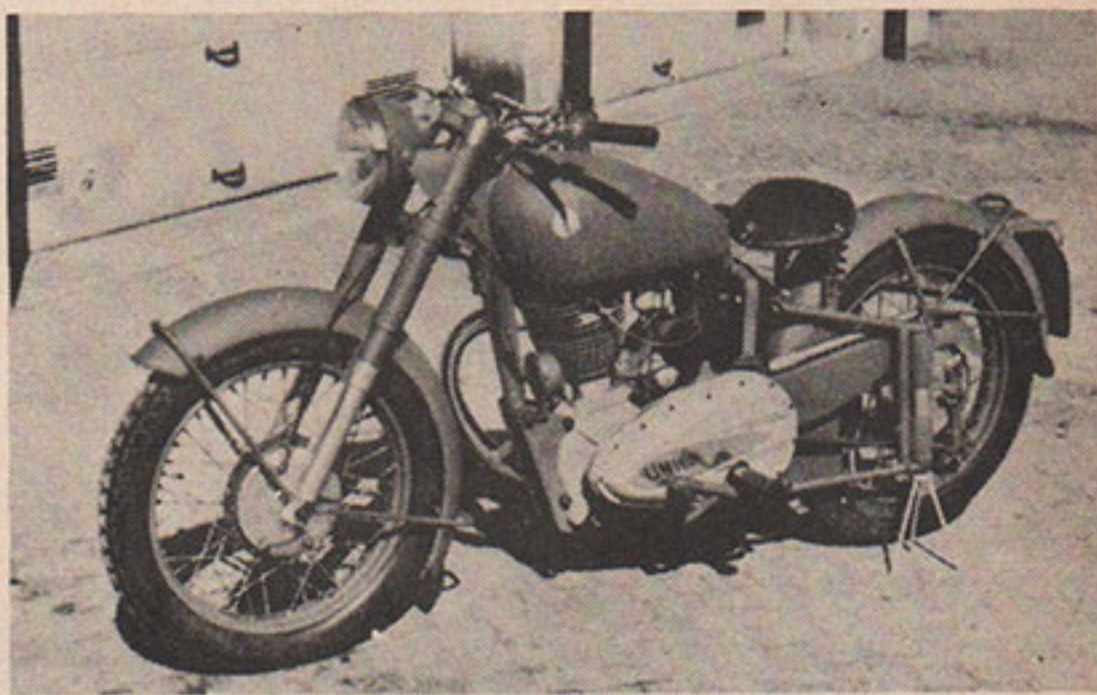
Riding position is excellent for this size machine and the road-holding qualities leave little to be asked for. According to Swedish test riders "even the worst terrain fails to make the machine pitch unduly."

Top speed of the standard model is 140 km (about 85 mph) and the super sports bobbed version attains a speed of 160 km (about 96 mph).

Overall weight of the motorcycle is only 295 lbs.—unusual for a 500 cc machine.

This same company also manufactures the SRM (Svenska Racer Motorn) short track racer which it advertises as the world's fastest. Specifications for the SRM short tracker engine are given below in both 350 cc and 500 cc form.

	350 cc	500 cc
Horsepower	36	47
Weight	47	47
Stroke	88 mm	99 mm



Light engine is tilted forward, away from rider, effecting smoothness and neater appearance

Bore	71 mm	80 mm
Compression	1:14	1:14
RPM	6,600	6,300

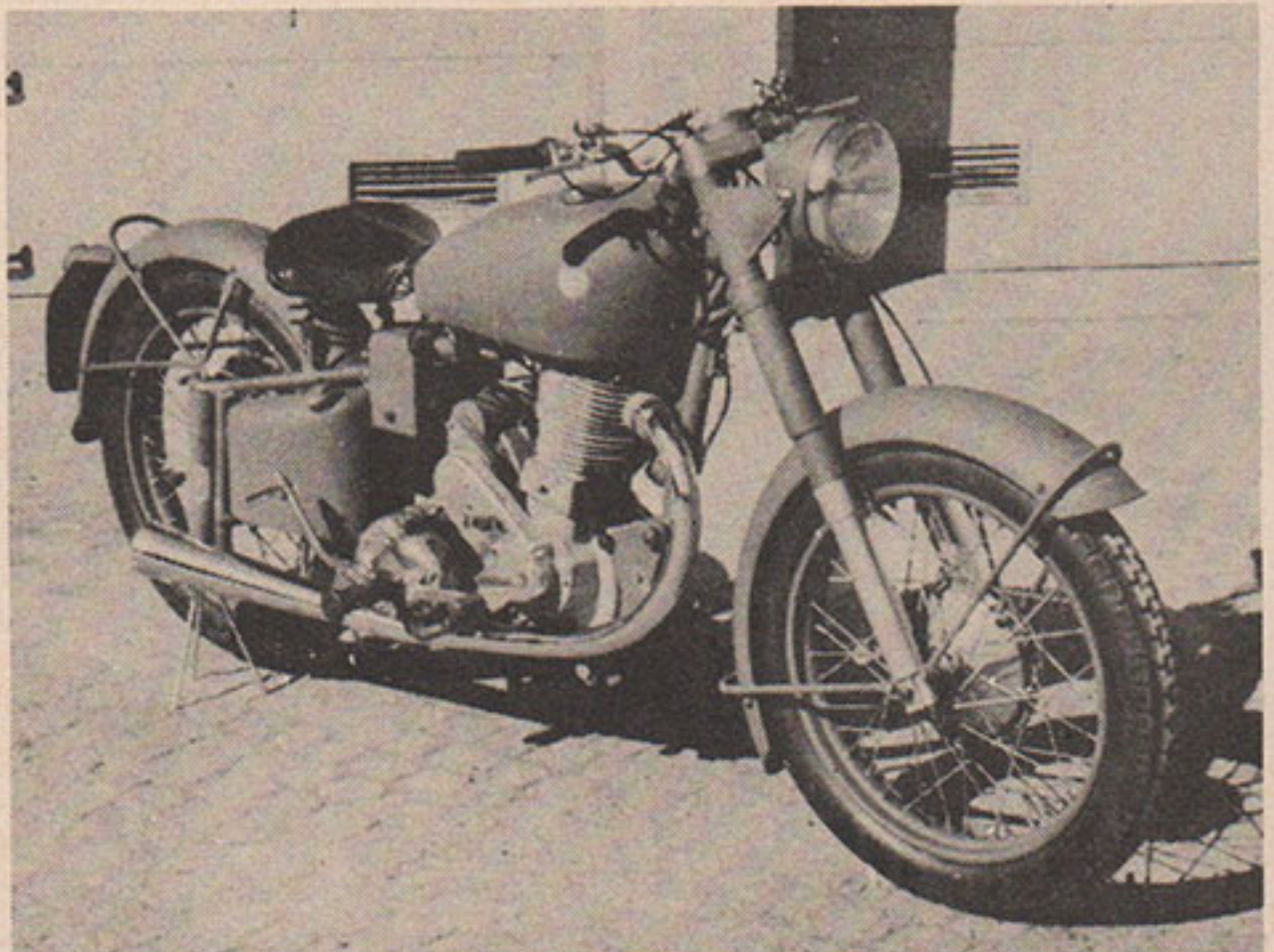
The 500 cc model with a Swedish carburetor fitted will bench test at 50 hp. The same motor with a low compression piston and slightly different cam, mounted in a TT frame, easily won the Swedish TT race at Hedemora in competition with top English and European makes.

An interesting sidelight: an SRM motor mounted in a midget car broke the existing record at Solvalla race track, held since 1935 by a 3½ liter Alpha Romeo.



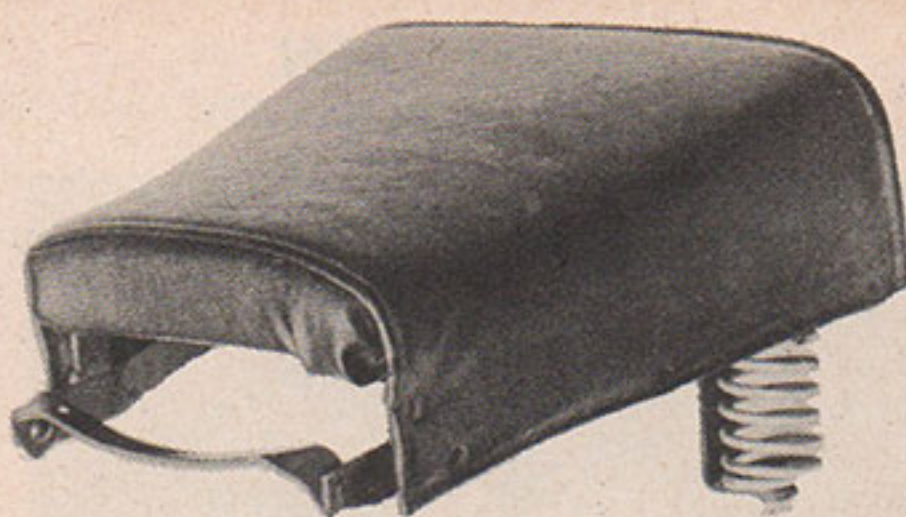
BELOW, Although strong British influence is evident, clean angular lines reflect promise

ABOVE, Trimness and simplicity predominate. Olive drab paint accents wide use of aluminum

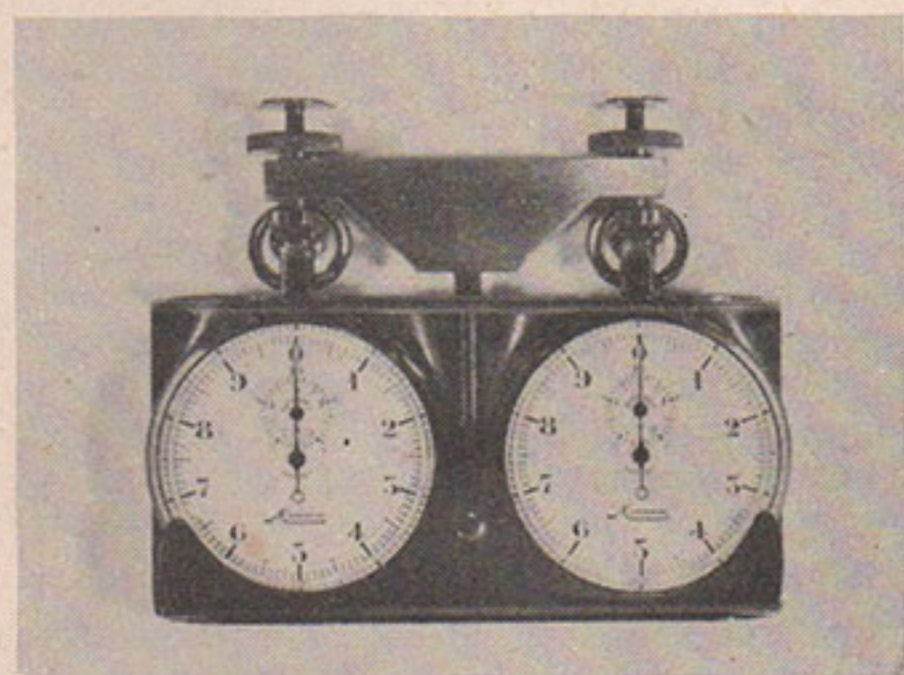


# The Cycle Shop

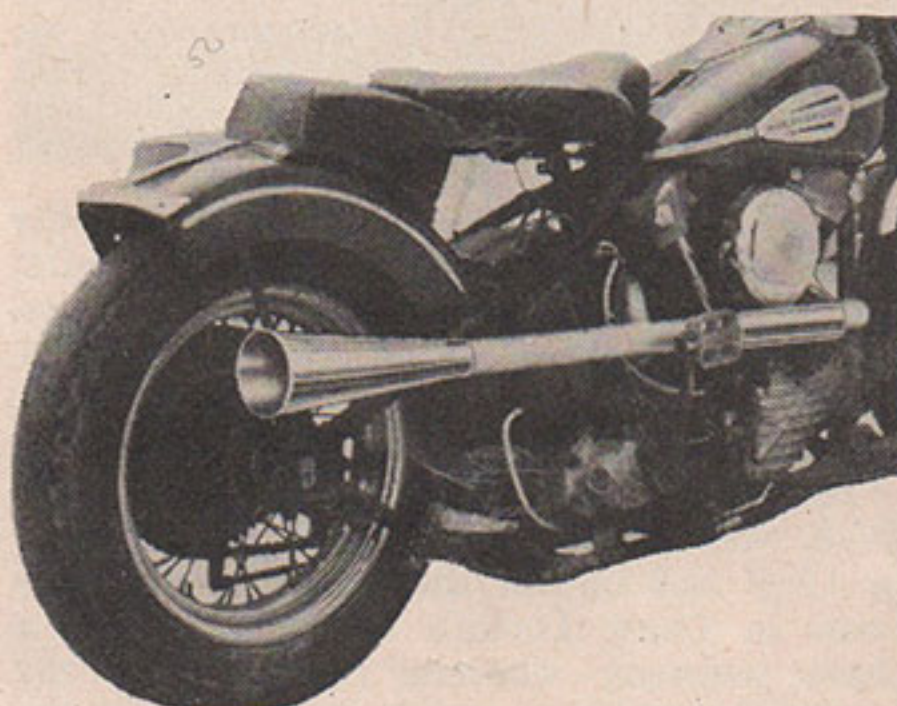
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## TURKEY RUN

(Continued from Page 11)

The swamp horror was at its very worst. About 250 yards of foot deep mud followed, with a couple of transverse water ditches here and there and many buried logs. A check was located at the far edge of the gooey ocean to provide added incentive for the struggling, mud-plastered riders. At this particular check, only Don Pink managed to arrive on time. Perhaps his 125 Harley-Davidson was more buoyant than the bigger bikes. Frank Dean and Darwin Gruver manned the only sidecar left in the running at this point but had to be dropped from the running later at the 58-mile mark.

More dirt roads, lanes and patches of woods led to the notorious Tompkins Corners Hill. A completely washed-out abandoned road peeled up the side of a steep hill paved with loose boulders, on which the riders left various specimens of footrests, brake pedals and pieces of crankcase. At the top of the hill came respite—a few miles of main road to the noon control at 84.9 miles.

Little or nothing was done in the way of putting on the feedbag as most chaps had not enough time to take gas on board. After all, they could ride and be hungry, but an empty gas tank seems to have no second wind. The rugged morning sections had taken their toll of entrants and only 29 of the 96 starters were still officially in the contest.

A good portion of the easier afternoon schedule was laid out on the hilly gravel and dirt roads of Putnam County, which are principally one-lane affairs, not at all difficult to maintain 24 mph on. There were numerous wooded sections, such as the old Appalachian Trail, which follows the top-most line of the mountains running down the eastern part of the country from Maine

to Georgia. This rugged bit of going, with its fallen trees and jagged rocks, caused the boys to look sharp and feel sharper.

At length, the woods and dirt roads gave way to macadam and the finish check at 88.8 miles. U.S. Route 9, above Peekskill, looked wonderful to the worn contestants and their battered bikes. A master sheet was in operation at the finish, thanks to the radio hams, and the contestants were able to learn their scores in short order. There seemed to be no question that the system was first rate, and that, with just a bit of briefing as to improvement of the message forms, this would be a foolproof means of providing immediate score results.

### RESULTS Class "A" Solo

		Point Score
1. Don Pink	Har-Dav.	964
2. Rod Coates	BSA	948
3. Harold Ward	Har-Dav.	940

### Class "B" Solo

		Point Score
1. Philip Rockwell	Ind.	916
2. Bob Kircher	Har-Dav.	903
3. Raymond Allard	BSA	899

### Sidecar Class

		Miles
1. Frank Dean	Har-Dav.	58.4
Darwin Gruver		
2. Clem Murdaugh	Ind.	48.0
Jacques DuPont		
3. Phil Phillips	Tri.	32.4
Fred Hoerschel		

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Philip Rockwell  
Bob Kircher

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**STUNT MEN**

(Continued from Page 29)



W. C. Fields was one of the last of the classic comedians. His pictures were wild, disconnected fragments, planned and written by Fields under a series of pseudonyms. Stunt men could count on weeks of work whenever Fields started production.

Last year, one of these pictures, *The Bank Dick*, was revived. It was originally made in 1939 and one of the scenes is still very fresh in Carey Loftin's memory. It was a chase sequence wherein Fields drove the bandit's car with a gun in his back and the law following close behind. Carey was the officer on a motorcycle.

The most memorable part of the chase occurred when Fields drove over a deep ditch where ten men were digging with picks. Their picks flashed into the air, grazing the bumpers of the fast moving car. Behind the car came Loftin on his motorcycle. So intent was the speed cop on catching the bandit that he did not see the ditch and abruptly plunged in, throwing the diggers out one by one in a mad scramble of arms and legs. At the opposite end of the ditch there was a crash and suddenly Carey appeared, minus motorcycle, holding only a pair of handlebars in his hands and wearing a license plate strapped to his breeches.

The scene was shot using two separate ditches—one for the men and one for the stunt ride. The motorcycle had to hit this particular ditch at about 35 mph. The passageway was so narrow that the handlebars had to be bent inwards to avoid scraping.

Ten men were assembled in the other ditch and catapulted upwards one by one. This proved to be the most dangerous part of the stunt. Carey was one of the ten and he said that he blacked out at the instant the spring shot him into the air. It takes a heavy charge to shoot a 180-pound man 10 feet into the air.

For the last bit of the scene, Loftin changed back to his troopers' uniform and stood at the end of the same ditch he had ridden into shortly before. Wires, invisible to the camera, were attached to his belt and he was violently jerked into the air and allowed to fall free. It is standard practice for the studio to prepare a soft landing spot for this kind of spill, but Carey overshot it and sprawled on the rock-studded ground beyond.

The future of any stunt man depends on two major unpredictables—the stunt man's health and the demand for his specialty.

There's no glory in stunting and only moderate rewards, considering the risk. In a way, it's a little like acting. Only a few have the inherent qualities that are necessary for success and of those few only a small number will be able to buck the terrific competition and make a respectable living.

**LOOKING AHEAD**

advance news of events

**B**AY MEADOWS 20-Miler in June. Famous West Coast racing figure Bill Kyne and Hap Jones, competition chairman of the San Francisco M/C, are in the news with the following announcement: June 24 has been set as the date for the second annual AMA-sanctioned Twenty-Mile National Championship Motorcycle Race at Bay Meadows, near San Francisco.

Last year's big time go at the famous mile dirt track drew 15,000 spectators to witness top riders from all parts of the country make their bids for a \$5,000 purse. This year even greater crowds should turn out: the nation's best men will be competing for one of the biggest purses in history—\$7,500, guaranteed. There will be eight short events of either five or ten miles each in addition to the Expert twenty-mile final.

**T**HE organization of old timer motorcycle riders has hit the Pacific Northwest and several of those riders who were twisting throttles prior to Jan. 1930 have decided that they want to become a part of that great fraternity of so called Old Timers.

Until such time as a definite meeting can be held and officers selected, the organization is in the hands of old timer Ray E. Garner, 1040 S. E. Morrison St., Portland 14, Oregon. Ray started his motorcycle career in Minneapolis, Minn., back in 1917 and has been at it ever since. He is well known to the old time riders the country over.

Any motorcycle riders in Washington, Oregon or Idaho reading this article who were riding prior to Jan. 1930 please contact Ray at the above address.

A Northwest dinner gathering will be held in Portland, Oregon early in March and the Northwest old timers promise that it will be a gathering well worth attending.

**F**OR a long time motorcycle riders have expressed a desire for a low cost accident policy affording coverage of injury from accidents due to motorcycle riding. Until recently insurance companies have placed such insurance on their prohibitive list and have refused to consider a group plan.

The office of J. A. Negley, Los Angeles, after many months of research has reached an agreement with two insurance companies to write such a low cost policy. One company has agreed to write a Group Plan while the other will write an individual policy.

The Group Plan offers the following:

\$1000 for accidental death or dismemberment while riding a motorcycle. If injured, it pays up to \$500 medical costs.

The only exclusions in the policy are:

1. Scheduled Race Track Events
2. Scheduled Hill Climb Events
3. Scheduled Trick Riding Exhibitions

The premium charge for this group plan is \$20.00 annually.

The second company has offered an individual coverage that includes racing and competitive sports, with premium charges from \$25.00 to \$50.00 and offers the same coverage as above. This policy is not confined to motorcycle riding and applies to Accidental Death, Dismemberment, or Medical Payments from any source.

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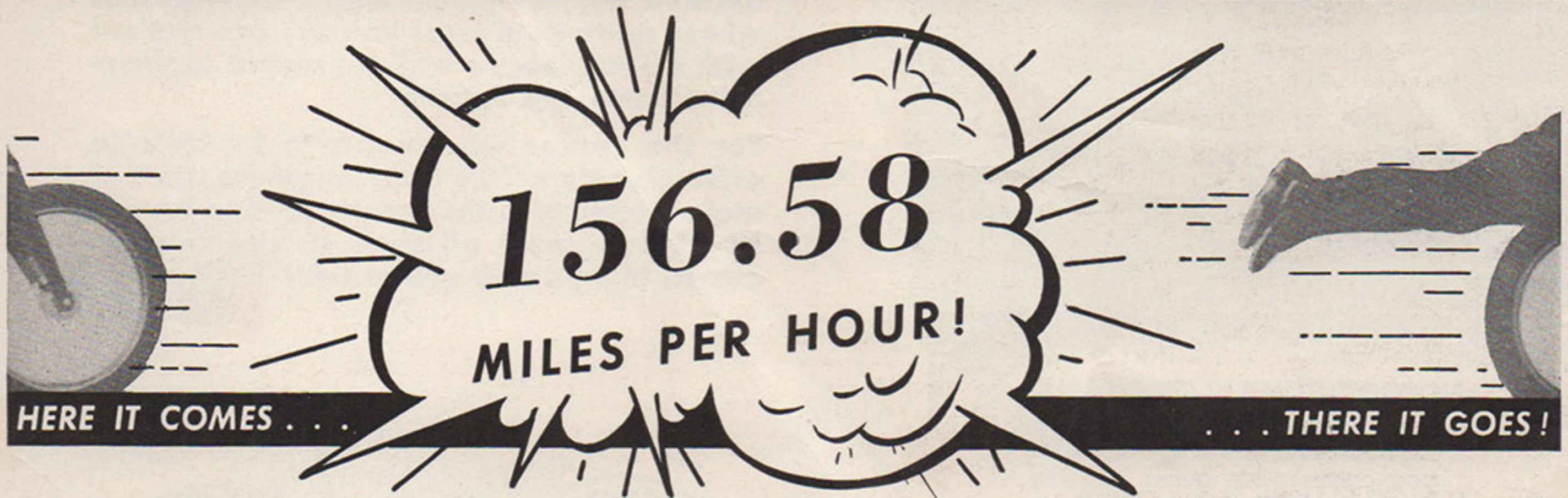
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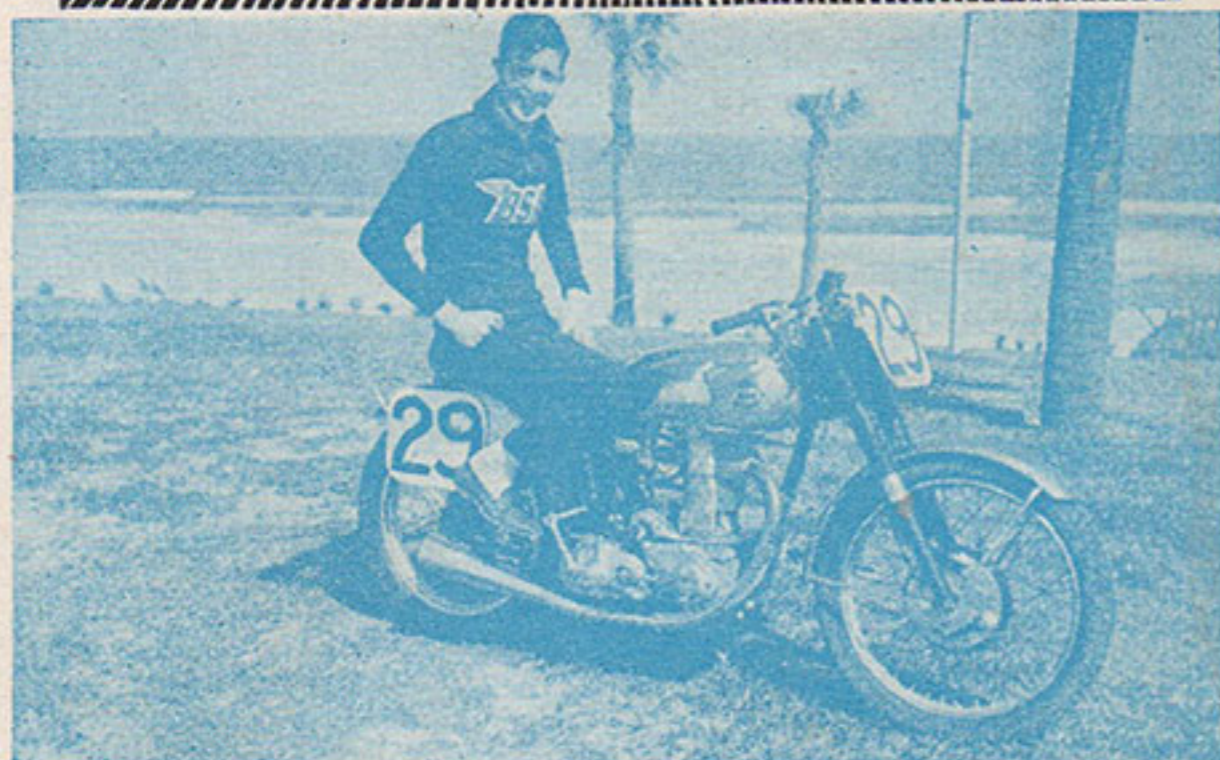


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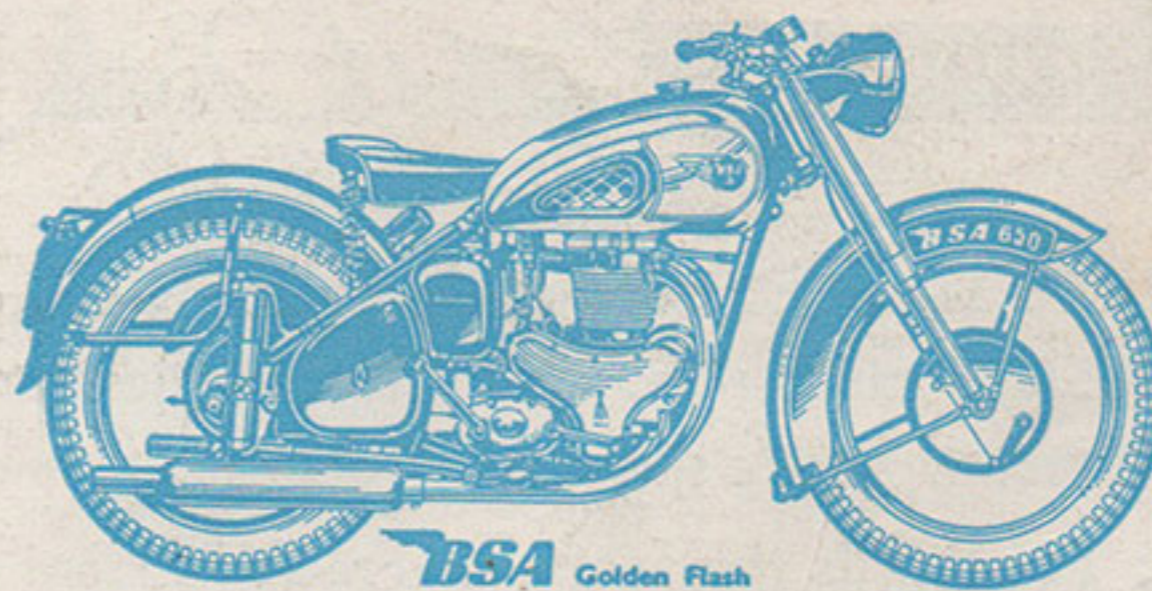
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