

CYCLE

MARCH 1951

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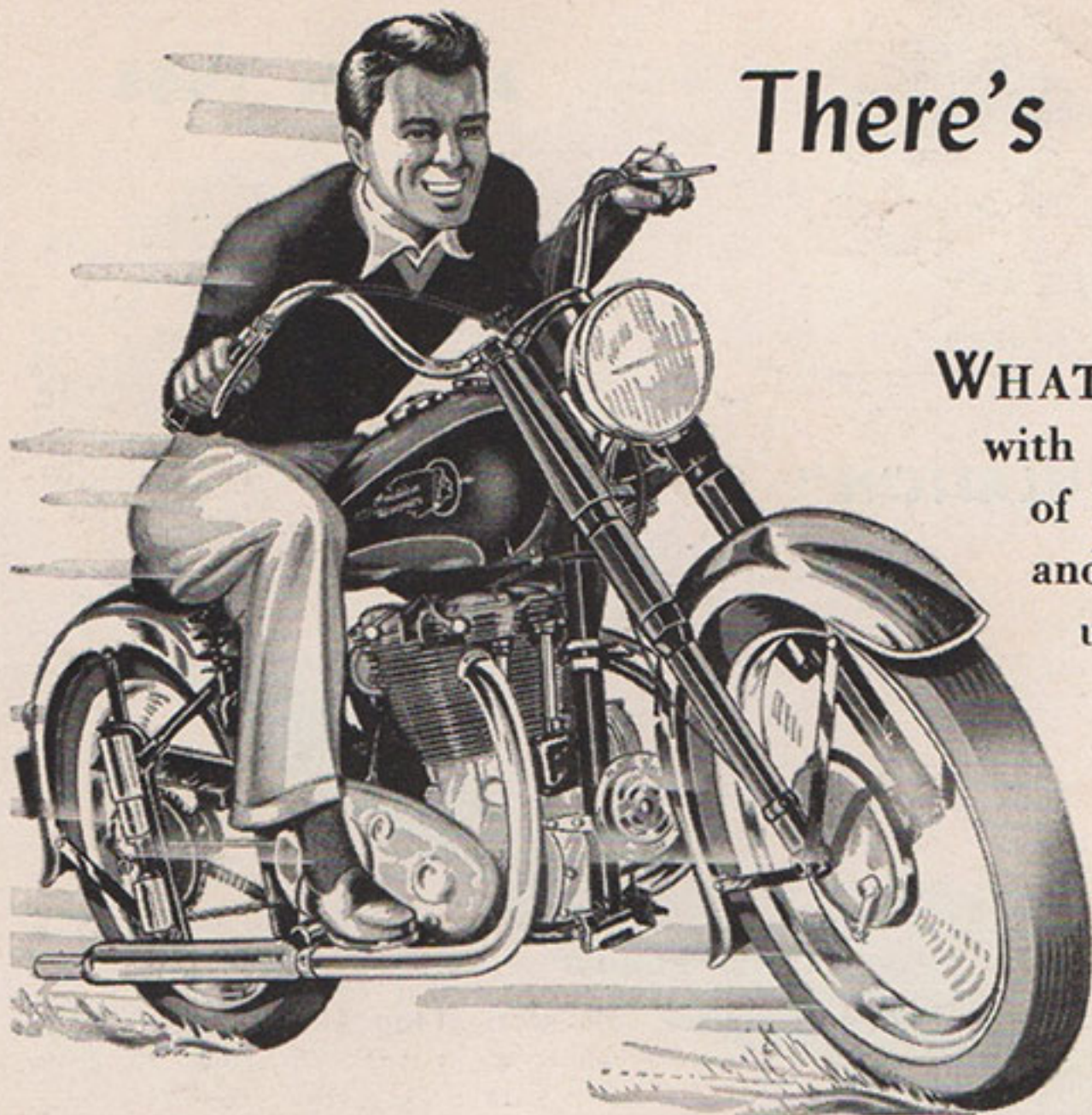
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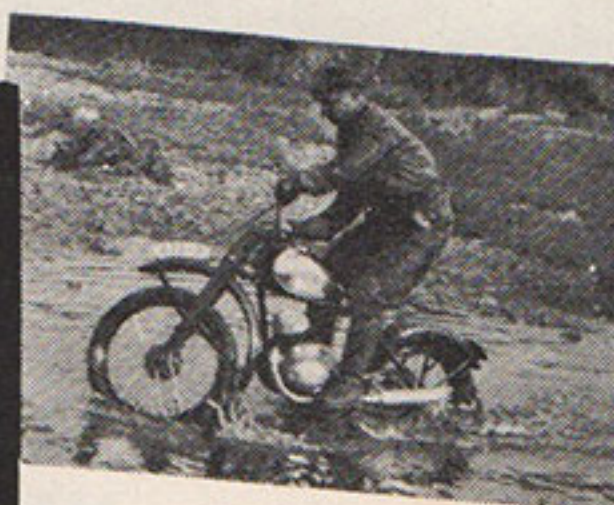
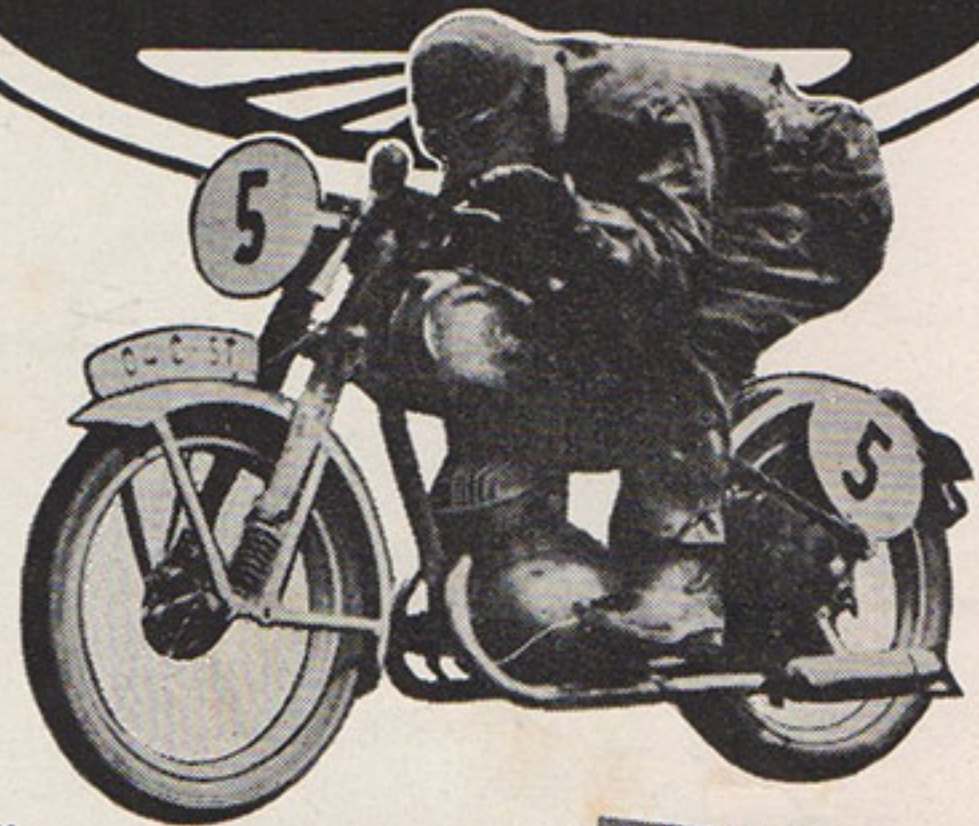
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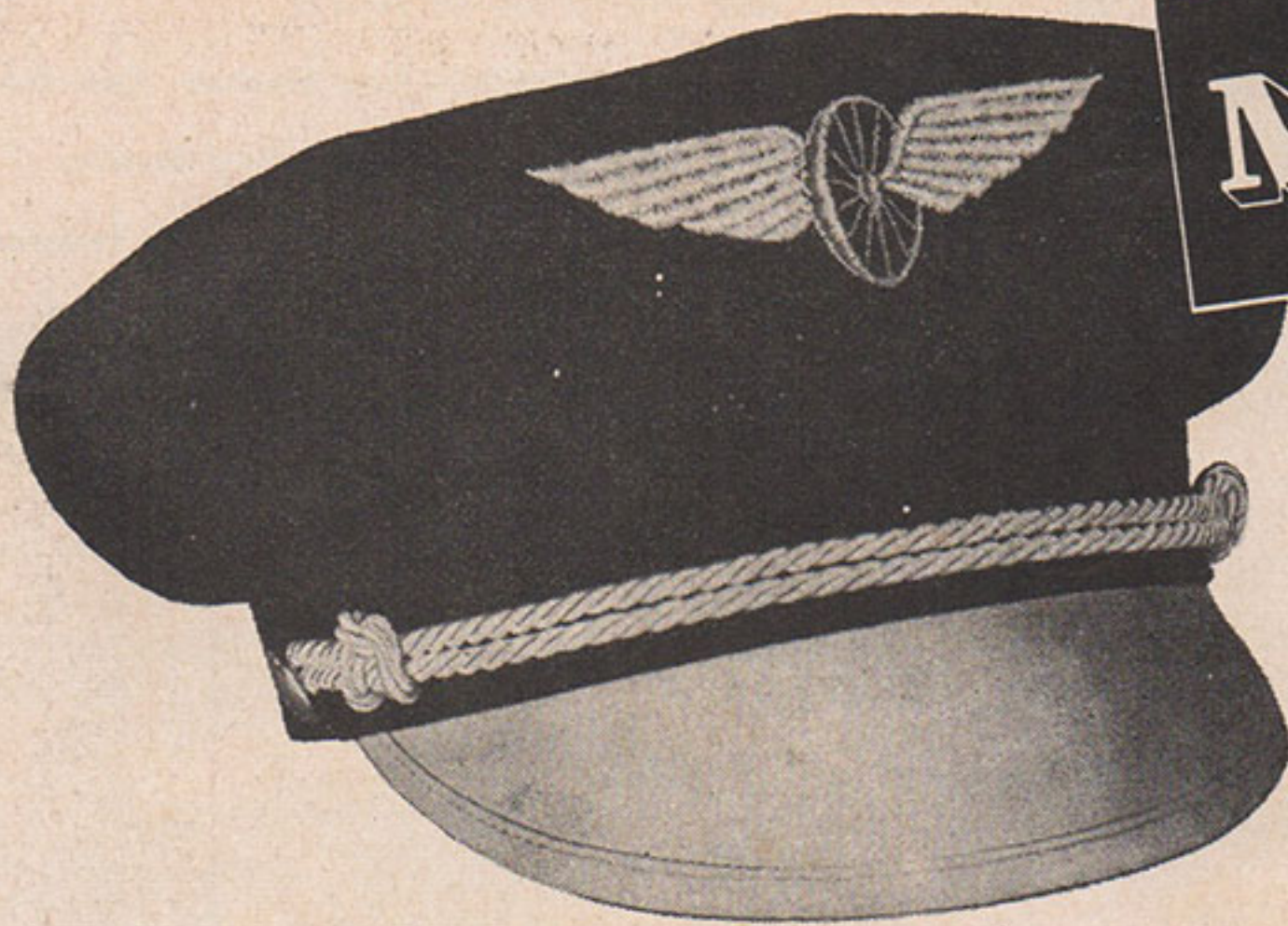
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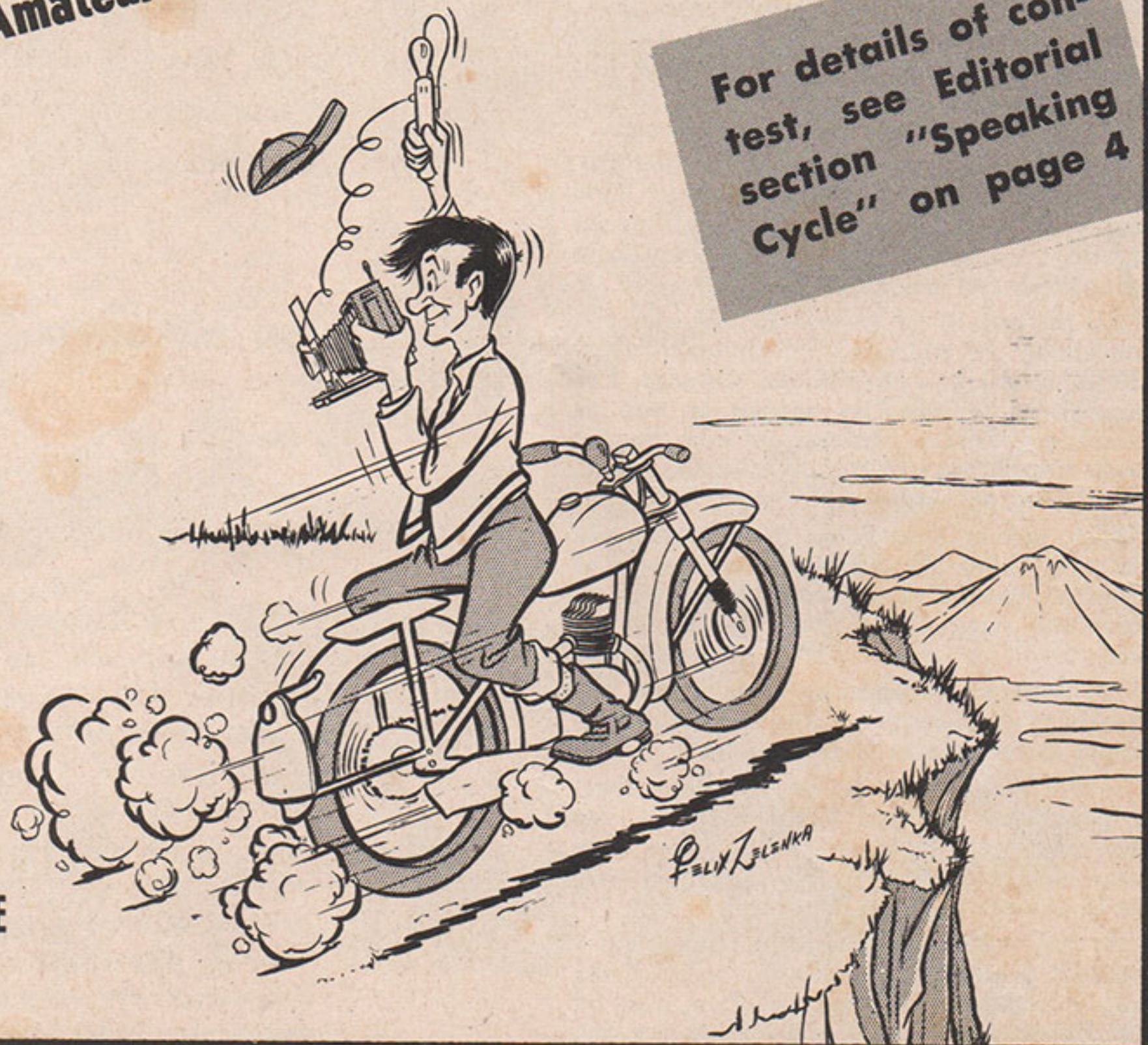
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Los Angeles 35, Calif.



For details of contest, see Editorial section "Speaking Cycle" on page 4

Speaking Cycle

MARCH 1951

CYCLE

VOL. 2 Published Monthly No. 3

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

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ADVERTISING PRODUCTION—Jack Preston

CIRCULATION MANAGER—Gordon Behn

WRITERS—Griff Borgeson, Tim Witham

"World's Largest Monthly Motorcycle Circulation"

EVERY throttle twisting one of us will no doubt agree that motorcycling is the greatest sport on earth, but at the same time, we are forced to concede that the most popular nation-wide hobby is photography. Actually these pastimes are a definite complement to one another and since so many cycle riders are also camera fans, CYCLE hopes to bring the two even closer together with the announcement of a big, new cycle-photo contest in this month's issue.

The contest will continue from month to month and is open to both amateur and professional "shutter-bugs"; each competing in their own class. Anyone earning over 40% of his annual income from the sale of photographs will be considered a professional in this instance. The winner in each class every month will receive \$10 in cash. Then, every four months these monthly winner's entries will vie for a \$25.00 U.S. Savings Bond, given for each of the two classes. At the end of the year, the tri-annual winners will compete for the big award of a \$100.00 U.S. Savings Bond.

Few other sports offer the weekly variety of competition events that lend themselves so naturally to the ready cameraman in search of real action. Motorcycle competition is merely mentioned as an example of subject matter. Actually there are no limitations to the contest photos other than including at least one cycle, or the inference of one, in each picture. Nor is an expensive, high speed camera absolutely necessary to a bond winning shot; in many cases the action can be implied, though the subjects are actually still. An outstanding example of this type of action can be seen on the cover of last month's magazine (start of the Darlington Raceway meet).

If foul weather has you socked in, and outside picture taking is impractical, hook up a battery of flood lights and try a little inside shooting. Inside and trick shots offer many possibilities for originality and deception.

All pictures to be entered in this competition should be addressed to: Contest Editor, CYCLE Magazine, 1015 S. La Cienega, Los Angeles 35, Calif. This applies as well to photos received in conjunction with regular news reports covering club activities, races, etc., if they are addressed as above.

Each picture entered in this contest may ultimately have an opportunity to appear as editorial material or as honorable mention at prevailing rates (\$3.00 each, upon publication).

All information possible, from camera mechanics to details surrounding subject matter, should accompany each photograph.

It will be necessary to use a separate sheet of paper for captions. Keep in mind that people are equally as interested in the facts surrounding the taking of a picture as they are in camera readings.

As this contest progresses, you will find a monthly picture page displaying some of the most interesting talent submitted, so dust off that Brownie or Graflex and join in the fun.

CONTENTS

4	SPEAKING CYCLE
6	RIDER WRITINGS
7	TOURNAMENT OF ROSES CONVOY
8	L.A. POLICE DRILL TEAM—Bob Greene
9	VICTOR McLAGLEN MOTORCYCLE CORPS—Gene Jaderquist
10	BIG BEAR HARE & HOUND
13	BRITISH '51 MODELS—William Onslow
14	CAREER OF ARTHUR DAVIDSON—Gene Jaderquist
16	MOUNTAINEERING WITH THE PAPOOSE—A. L. Parry, A. W. Jones
18	SUNBEAM CUTAWAY
20	ROAD TESTING THE MUSTANG—Officer H. Filker
22	LET'S FACE IT—Eric Wahleen
24	PREPARING FOR DAYTONA—Tim Witham
26	CONTINENTAL NEWSLETTER—Dino Lancia
28	FLAT-OUT SNODGRASS—Tom Medley
30	DEALER DOINGS
32	NEW YEAR'S SCRAMBLE—Griff Borgeson
33	CYCLE SHOP
34	LOOKING AHEAD

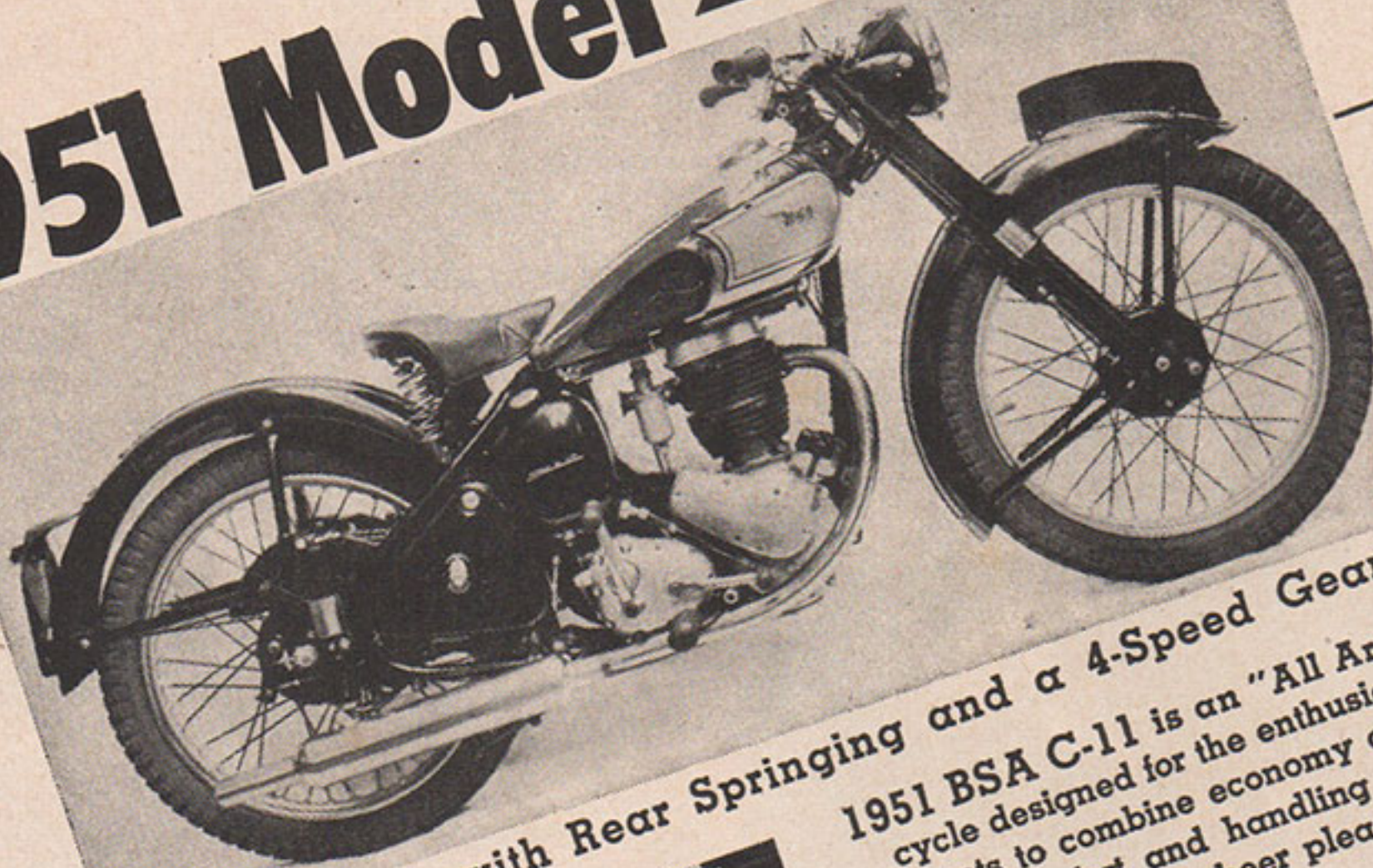


ON THE COVER

Lt. Ray Phillips, veteran McLaglen member, executes difficult one-legged ride on rear stand. Ray has been with the Corps since 1936

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1951 Model 250cc C-11



1951 BSA C-11 with Rear Springing and a 4-Speed Gearbox

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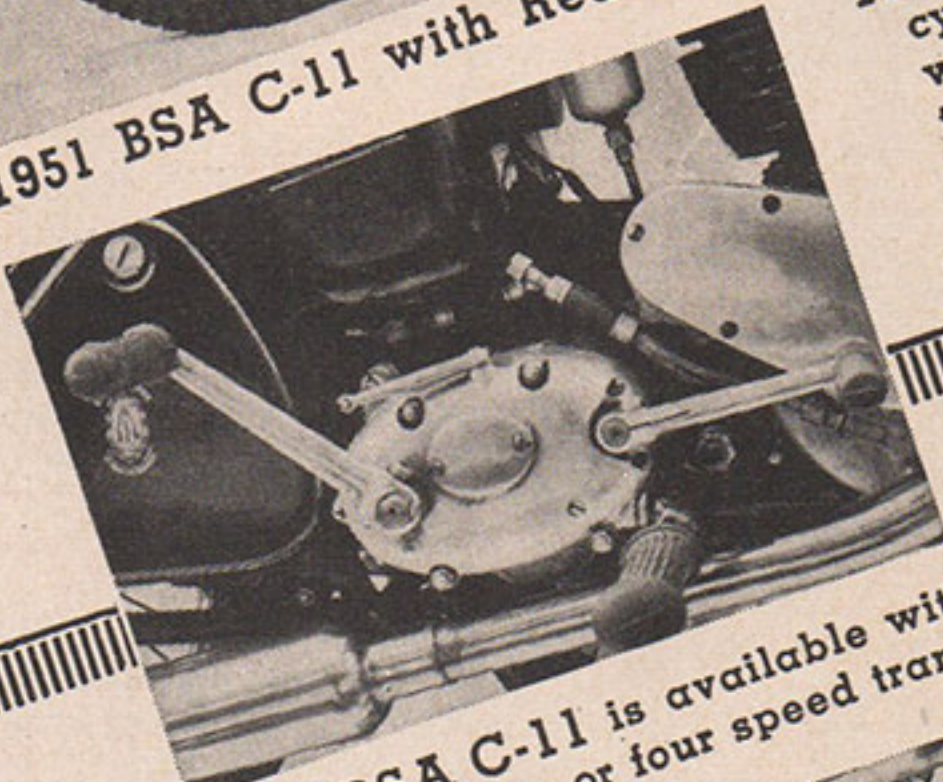
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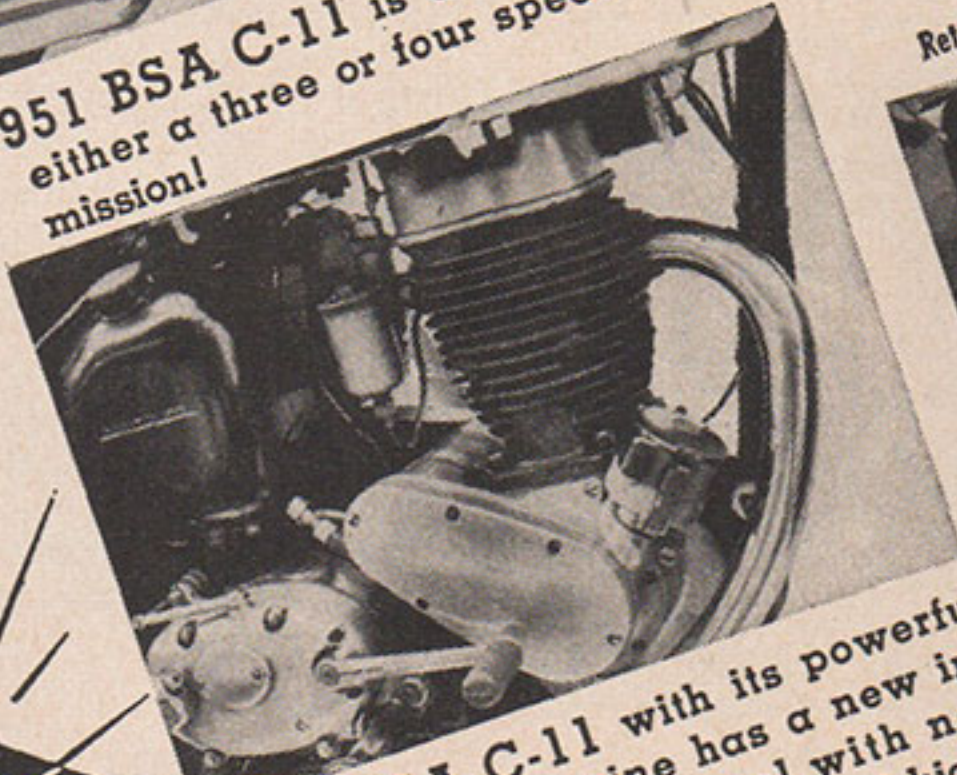
Spring-frame with 3-speed gearbox \$476.60

Spring-frame with 4-speed gearbox \$497.60

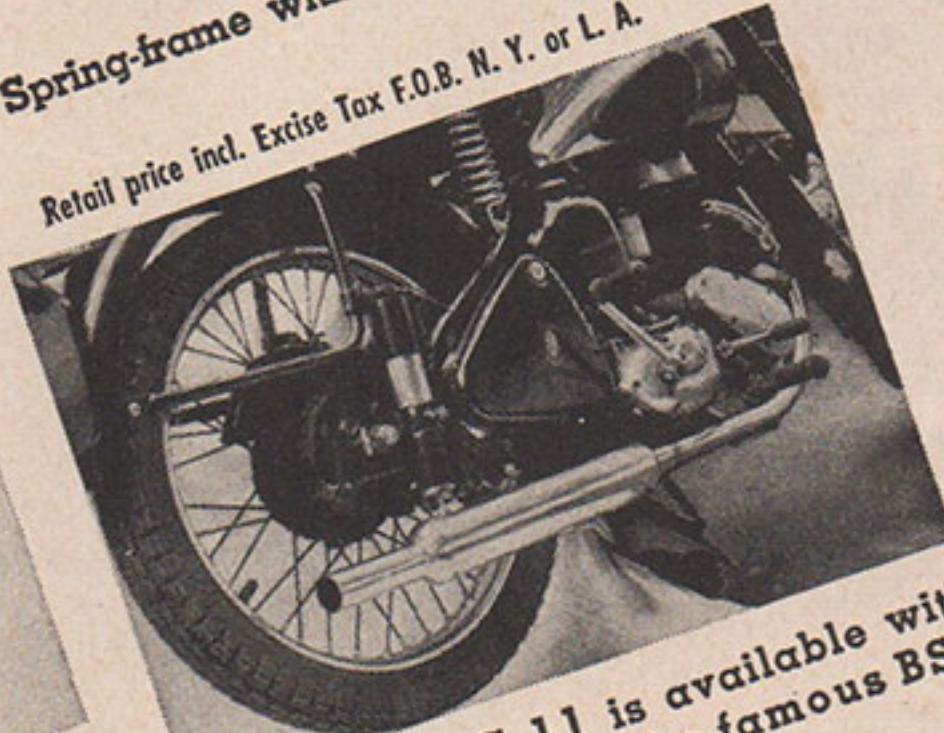
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RIDER WRITINGS



Dear Bob:

In the February issue of CYCLE is the story of a race meet held at Darlington Raceway, that is open for argument. The statement by H. A. Lawing says, "Speeds never before equaled in motorcycle speedway racing circles were officially written into American motorcycle records as Paul Albrecht . . . 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."

Take a look at some of these official records made in Competition on board tracks by 61 cubic inch motors, in days gone by.

1 Mile	Jim Davis	Indian	32.53 sec	110.67 mph
5 Mile	M. L. Fredericks	Indian	2.37.60 sec	114.21 mph
10 Mile	Joe Petrali	Har-Dav.	5.23.80 sec	111.18 mph

The above are all official A.M.A. records and some were made over 30 years ago. I have, in addition, the greatest collection of old-time race pictures from 1898 to 1926.

A. F. Van Order
Glendale, Calif.

(Few people know the records better than you, Van, but remember that H. A. Lawing's story on Darlington referred to 45 cu. in. motors, whereas the records you quote were made by 61 cu. in. jobs. The picture above shows Van in 1919 at the old Ascot Speedway in Los Angeles—ED)

Dear Sirs:

I enjoy CYCLE Magazine very much and I read it from cover to cover. "Flat-Out" Snodgrass comics are sharp.

But, gentlemen, your fine magazine is somewhat marred by a few casual "slurs." From your remarks, I suspect you of being "Limy" sympathizers. The statement, "Terrific load rips chains and frames" about Chet Herbert's "The Beast" (Jan. '51) is a dirty dig at a fine machine in terms of performance.

If you are prejudiced or jealous, the least you could do is leave off those unsportsman-like remarks. Please let's have unbiased statements.

Kit Knight
Fort Worth, Texas

(The Beast's brute horsepower actually does break chains and frames. This statement of fact was not meant as a dig, but as a compliment to the unbelievable power that its engine delivers.—ED)

Dear Sir:

The variety of handlebar shapes, lengths, and bends, illustrated on the machines in your magazine, intrigues me. For instance, there seems to be a predominance of the high, wide, and handsome style of handlebar, replacing the short horns on imported machines everywhere, especially among the open field riders.

I cannot see any justification for the extreme leverage and the resulting erect riding position brought about with these bars. I have observed my own steering habits, and have concluded that I steer more with my feet and knees than with my wrists, except at extremely low speeds, of course . . .

Could your magazine publish an open discussion concerning the pro's and con's of the various bends in popular use today? I would be interested in the opinions of other fans and riders.

Frank Pelteson
Urbana, Illinois

(Raised bars are very popular here in the west, especially for cross-country riding. The added width and height seem to give more stability when bounding over the brush. Thanks for the suggestion Frank, this controversy should rate a future article—ED.)

Dear Sir:

. . . I am a physician, age 45 and my wife is 44. We are both in good health and active in our work. We have four children, two almost grown. My wife and I would like to take up motorcycling together as a hobby, and for sport and recreation. Neither of us has ever been on a motorcycle and would like to try it. Please advise me as to whether or not we are too old to take up this form of recreation . . .

Dr. B. L. Roberson
Wood River, Illinois

(We are going to do something we've never done before—answer a letter with a letter. Earl Hutchins comment, printed below, answers your question far better than we can—ED)

Sirs:

I'm a CYCLE reader and rider, 70 years old. I like to read about what the boys are riding. I ride a Sportsman Automatic Transmission, Harley 125, and Servi-Cycle. Will next try a BSA Spring frame Bantam, I buy them new, tag them, break them in and sell them. Have a lot of fun, experience and the best transportation . . .

Earl Hutchins
Hudson, Michigan

Sir:

What's this about Louie Thomas buying a Super X with a belt drive? No Super X ever had a belt drive—they were merely chain drives. First Super X in 1925 had a chain. I had a 1918 Excelsior (Schwinn built) that was chain drive, even then.

You can fool these punks—but not us old timers. Your mag. is fine, I love it.

J. F. Horstmeier
Altadena, Calif.

(A thousand pardons—Louie Thomas states that his belt drive was actually an Excelsior (about 1912). The Excelsior Mfg. Co., didn't start building the Super X until around the early 20's.—ED.)

PASADENA M/C ESCORTS ROSE TOURNAMENT FLOATS

"CROWN CITY" CLUB DOES A FINE PUBLIC RELATIONS JOB DURING THE WEE HOURS

THE PASADENA Tournament of Roses parade is a big thing; so big that few people realize the preparation necessary to put this show on the road. Among those groups that are well aware of the inner workings of the parade is the Pasadena M/C.

Working directly under the hand of Chief of Police Morris, and the Pasadena Police Department, the club members convoyed the awkward, slow moving floats from the old Alhambra airport, where they were built, through three cities, right in the midst of the usual New Year's Eve traffic congestion, under the most adverse conditions possible.

After obtaining permission from the Tournament of Roses Committee, club officers were briefed by Chief Morris on the route to be taken by the floats, and such things as low overhead wires, steep grades and narrow streets, forced the convoy to zig-zag from one town to another.

No easy assignment under any circumstances; the PMC boys brought the lumbering, half-blind floats through a maze of weird holiday traffic without a mishap, each man armed only with a red-lensed flashlight and whistle.

Squads of riders, working in relays, rode steadily through the night and well past parade time the next day, giving out with an occasional backfire to fight off sleep and see the old year out. Many of the floats had such little visibility that they had to be "talked through" the seven mile "obstacle course" and this, literally, without the loss of a single rosebud.



ABOVE, Plotting the course. L. to R. club pres., Frank Kennedy, Bob Greene, Pasadena Police Chief Morris, handlebar king, Earl Flanders (just back from Europe) and Harvey Feuerhelm



ABOVE, Before the convoy. Broad smiles and clean shaven faces marked start of all-night ride

LEFT, Early the following morning. Tedious convoy riding is tough on engine, clutch and nerves

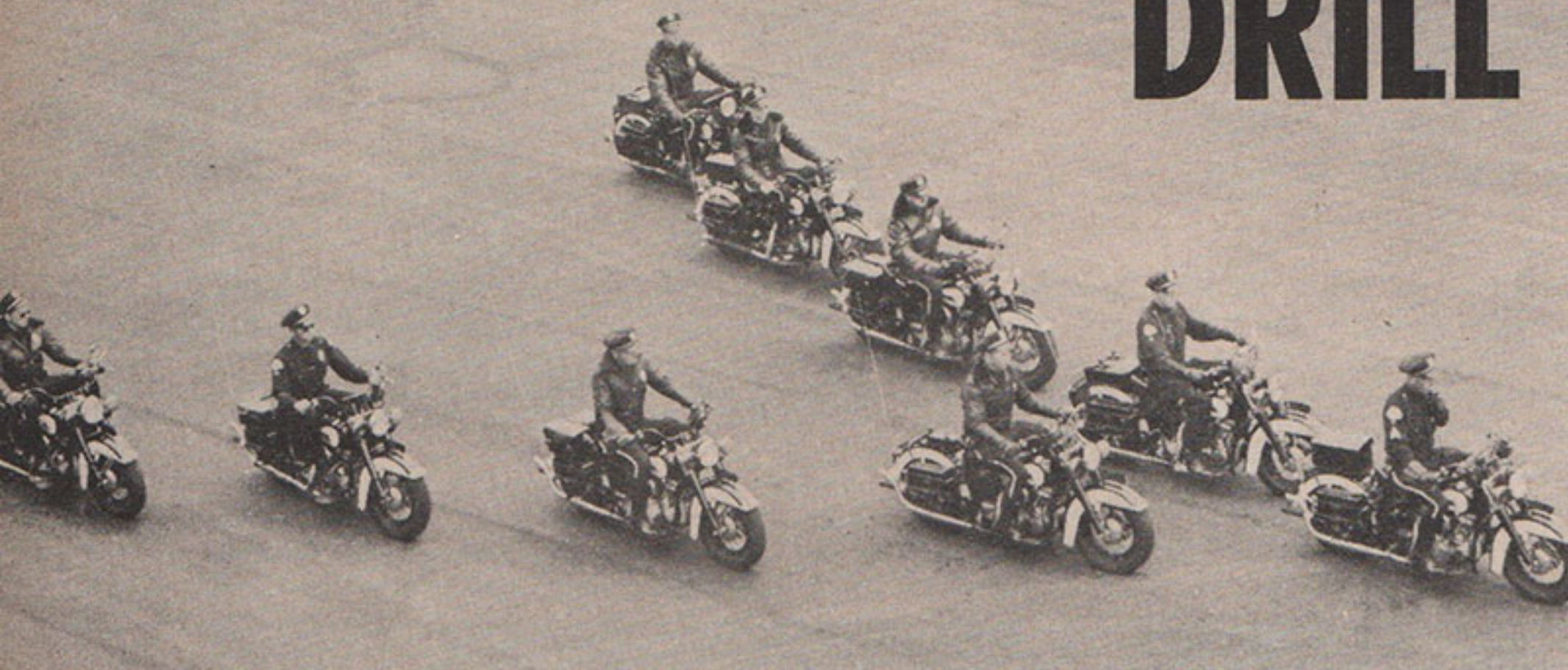
BELOW, L. to R. PMC escorts, Shapiro, Cundiff Warnock cornering with one of the parade float.



DRILL TEAMS...

LOS ANGELES POLICE DRILL TEAM

By Bob Greene



ABOVE, "V" formation. At a meet, wavy lines, stalled motor, over-time on field loses points

RIGHT, L.A. Police Drill Team line-up. All members must be legionnaires and be voted into team

NATIONAL POLICE CHAMPS STRESS SAFETY ABOVE ALL

SELDOM does any group of individuals achieve the mechanical perfection that is such an outstanding mark of the Los Angeles Police Motorcycle Drill Team. Geared as one, the elegantly draped riders do figure eights, cartwheels, split-the-rail and numerous other spectacular drills with infinite precision.

American Legion Post 381, sponsors, are rightfully proud of the boys. In only four years of competition, this squad has succeeded in capturing the Legion National Championship. After following annual conventions across the states and back again, the Angelenos finally won the coveted title right in their own back yard. This Los Angeles meet, held at the La Cienega Playground, was hotly contested by the nationally recognized Miami and Oakland police drill teams who placed second and third respectively.



Photos by Zelenka

Well in command of this championship 22 man team is Sergeant Ernie Sitts, assisted by Sergeant J. E. Crenshaw. Both men are emphatic about two things; safety and precision must be maintained at all times. Records show that no accidents have been suffered since the unit was organized in 1947.

Favorite steed of the mechanized "Mounties" is a 74 cu. in., 1950 Harley-Davidson Hydra-glide fitted with the latest three-way radio set. This newest wrinkle in inter communication enables Sergeant Sitts to personally talk each drill through from his own moving machine, instead of using the conventional visual arm signals.

If clothes make the man, it's easy to see why the Post 381 squad heads the list. Parade togs consist of regulation dark blue riding breeches and Eisenhower type jackets trimmed

with yellow piping, yellow neck scarfs and chromium plated helmets (World War I model).

From the standpoint of usefulness, it has been found that an officer working with a group in close quarters and under controlled circumstances, quickly finds just what his machine will or won't do. A lesson learned on the drill field can often save a life in today's fast moving traffic control work.

For all who may question the practicability of any police drill team, may we say this: the speed and accuracy with which any patrolman can maneuver his machine means far more to his life span than does an accurate revolver.

BELOW, Eye to eye with the pick of the force. Entry is voluntary, and legion pays expenses



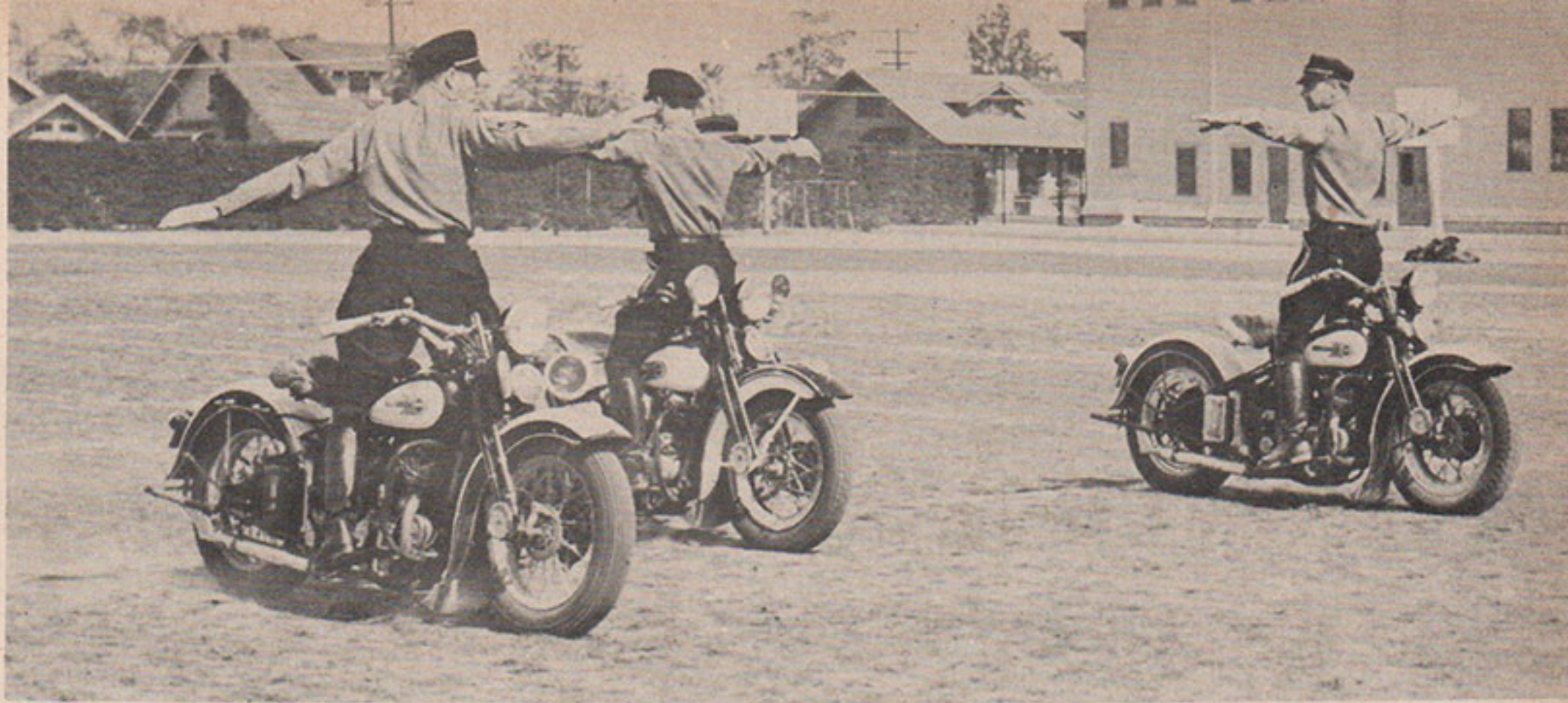
VICTOR McLAGLEN MOTORCYCLE CORPS

By Gene Jaderquist

FROM the beginning, in 1935, members of the world champion Victor McLaglen Motorcycle Corps have been serious riders, interested mainly in developing their abilities to ride in competition events and helping other groups to stage successful, controlled events. In the short space of one year, they had developed their teamwork to such a high degree that they were able to defeat the Mexico City Police Team in a challenge match for the world championship. Judges for the event were police chiefs and the mayor of Los Angeles. The McLaglen team won by 37 points on superior precision, timing and poise.

Currently the corps stages shows for parades, benefits, even television. In the past three months, they have made three television shows. Over a year's time, approximately 50 events are scheduled. Most recent helping hand was extended to the 3-Point Motorcycle Club on its annual Big Bear Run.

Major Nick De Rush, commanding officer of the group since its inception, is especially interested now in finding new members for the corps. Originally it was a closed group with just 30 riders, but Major De Rush now wants to expand. Present membership is 22 and the top limit depends solely on the number of qualified applicants. Requirements for membership are not strict. Any make of



ABOVE, The backward ride. At one time, half the McLaglen corps could perform this trick

machine is permitted, but full fenders are required and a standard legal muffler must be fitted. After 60 days in the corps, successful applicants must paint their machines black and white.

Most of the time, transportation and expenses to out-of-town shows are paid by the sponsors of the show. Training, of course, is free. At present, the average age of the members is about 32, but no preference is shown toward older men.

Major De Rush is working with Lt. Joe Galkin, Disaster and Civil Defense Communications Officer, in the office of E. W. Biscailuz, sheriff of Los Angeles county, on a new program to recruit volunteer riders for emergency work. At the present time, the training program for these volunteers is being set up by the sheriff's office. When completed, each of the 13 divisions of Los Angeles county will have a small, highly-trained nucleus of motorcyclists to take control of communications in the event of failure of telephone and radio facilities under atomic attack. Information on this program can be obtained from Major De Rush at 8610 Juniper Street in Los Angeles, the headquarters of the McLaglen corps.

Members of the corps will be key men in the civil defense preparations. This is in keeping with the philosophy of service that has been the guiding principle of the group.

LEFT, Sgt. Sitts gives all commands by radio, a contributing factor to team's winning style



ABOVE, Difficult twelve man pyramid is built on the run. Their toughest feat; 21 men on 1 motor

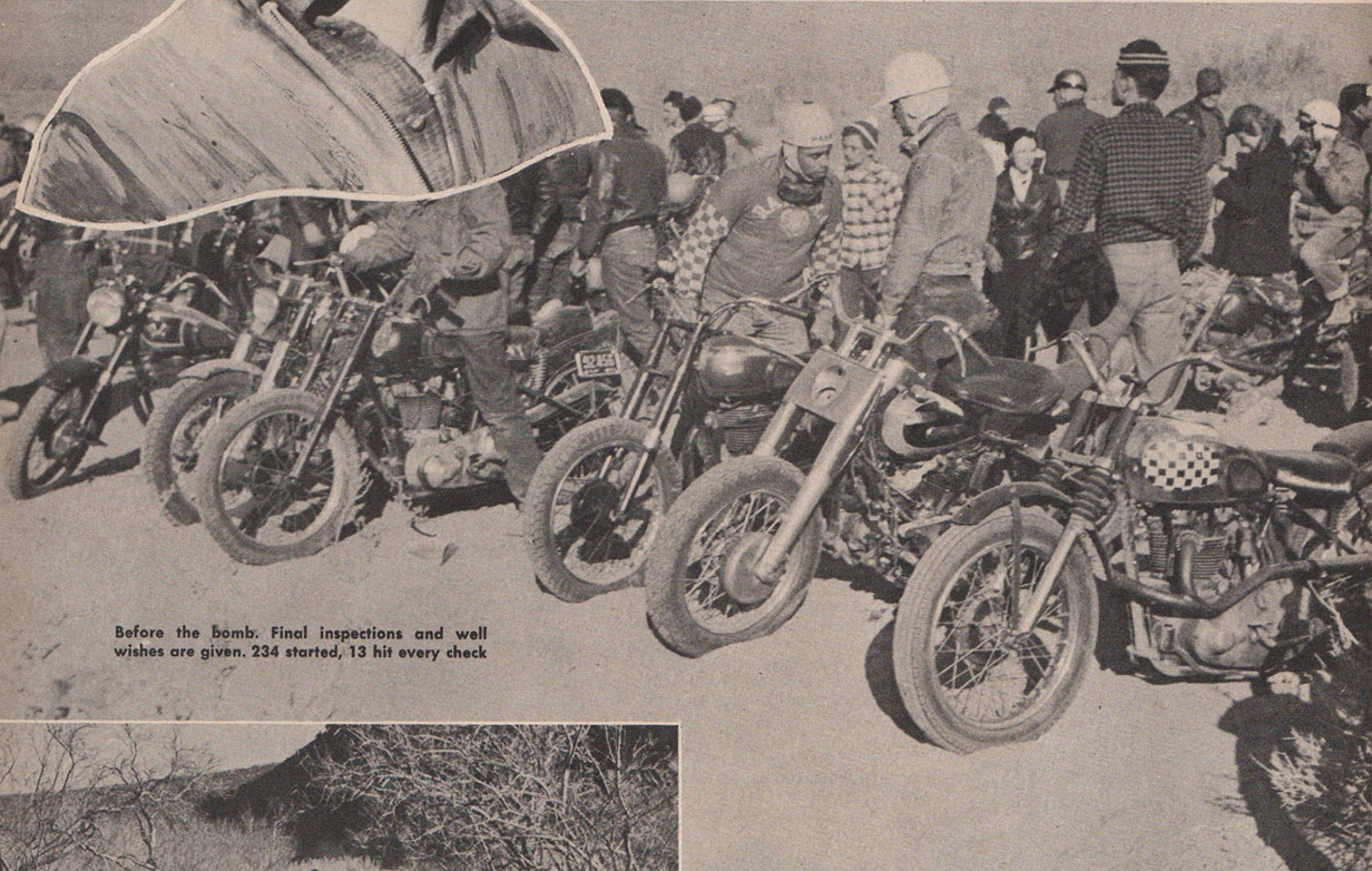


ABOVE, TV cameras grind as McLaglens do 7-man, double push-up. One man calls each move

Photo by Zelenka

BIG BEAR NATIONAL HARE and HOUND

AUB LEBARD, BSA, REPEATS FOR
THIRD CONSECUTIVE WIN



Before the bomb. Final inspections and well wishes are given. 234 started, 13 hit every check



ABOVE, Veteran Nick Nicholson leads promising new Vern Hancock
RIGHT, Shop owner Lebow roams the desert in search of a trophy





ABOVE, End of the trail for three-time champ LeBard. His dad, at left, is rightfully pleased



ABOVE, They went that-a-way! Ralph Adams is given cue at Lucerne check by fiery spectator

FINISHING POSITIONS

- | | |
|-------------------------|----------|
| 1. Aub LeBard..... | BSA |
| 2. Dalton Holliday..... | Match. |
| 3. Willie Wilson..... | BSA |
| 4. Ed Sumner..... | BSA |
| 5. Julie Kroeger..... | AJS |
| 6. Ernie Graff..... | BSA |
| 7. Howard Guy..... | AJS |
| 8. Guy Lewis..... | Match. |
| 9. Ray Phillips..... | BSA |
| 10. Butsey Mueller..... | Ariel |
| 11. Frank Kocher..... | Har-Dav. |
| 12. Milt Gowman..... | Norton |
| 13. Stubby Free..... | Triumph |
| 14. Pat Doherty..... | AJS |
| 15. Bill West..... | Triumph |
| 16. Don Cole..... | Indian |

(Official tabulation of the Three Point M/C checking system. This list is subject to protest.)



An unidentified Triumph rider uses plenty of leg "English" on a typical rocky desert road



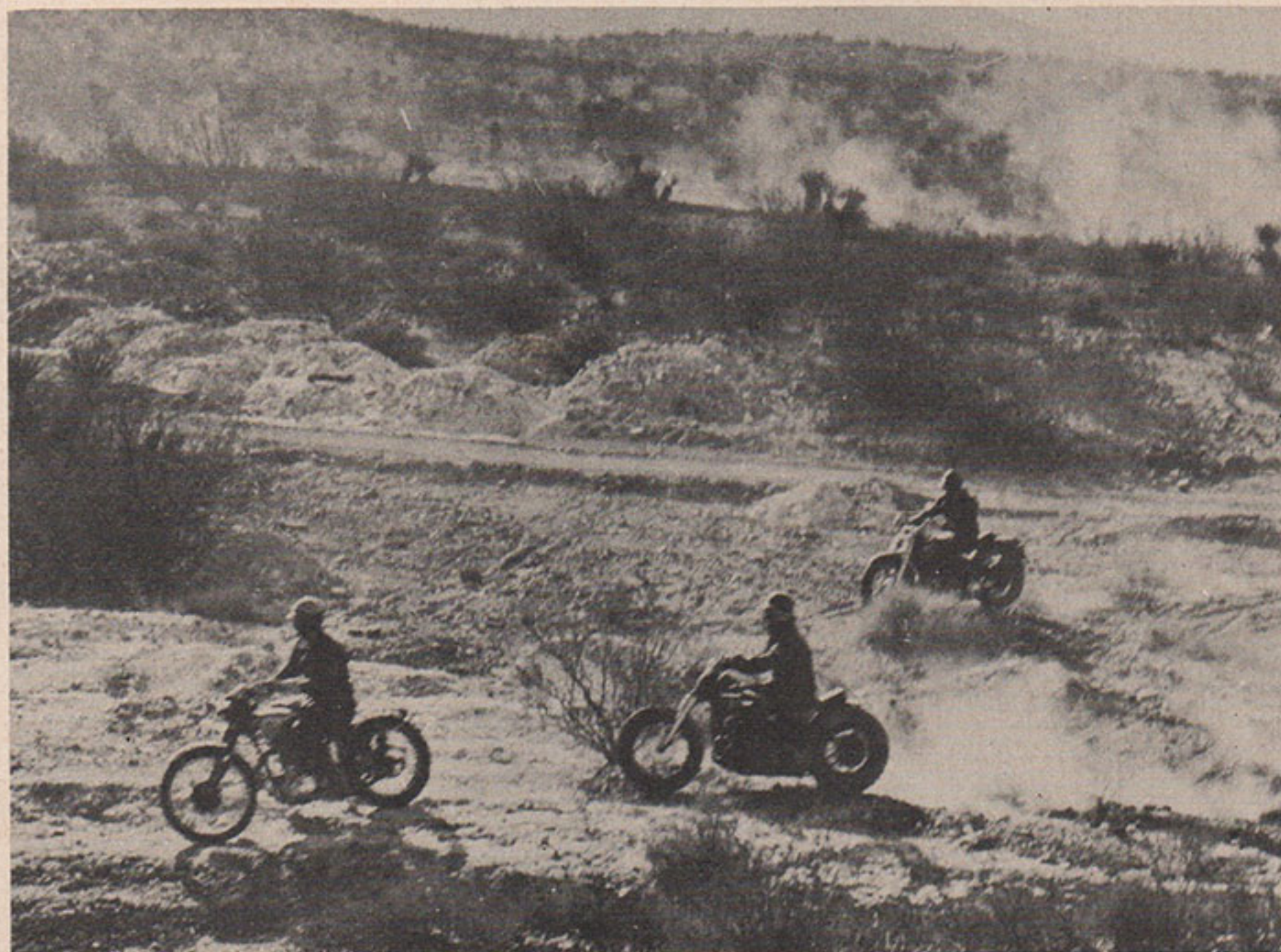
Del Kuhn, Hilltopper M/C, like many others, had a flat tire and trouble at "Impossible Hill"



Liming the course—Estabrook, Carey and Levy

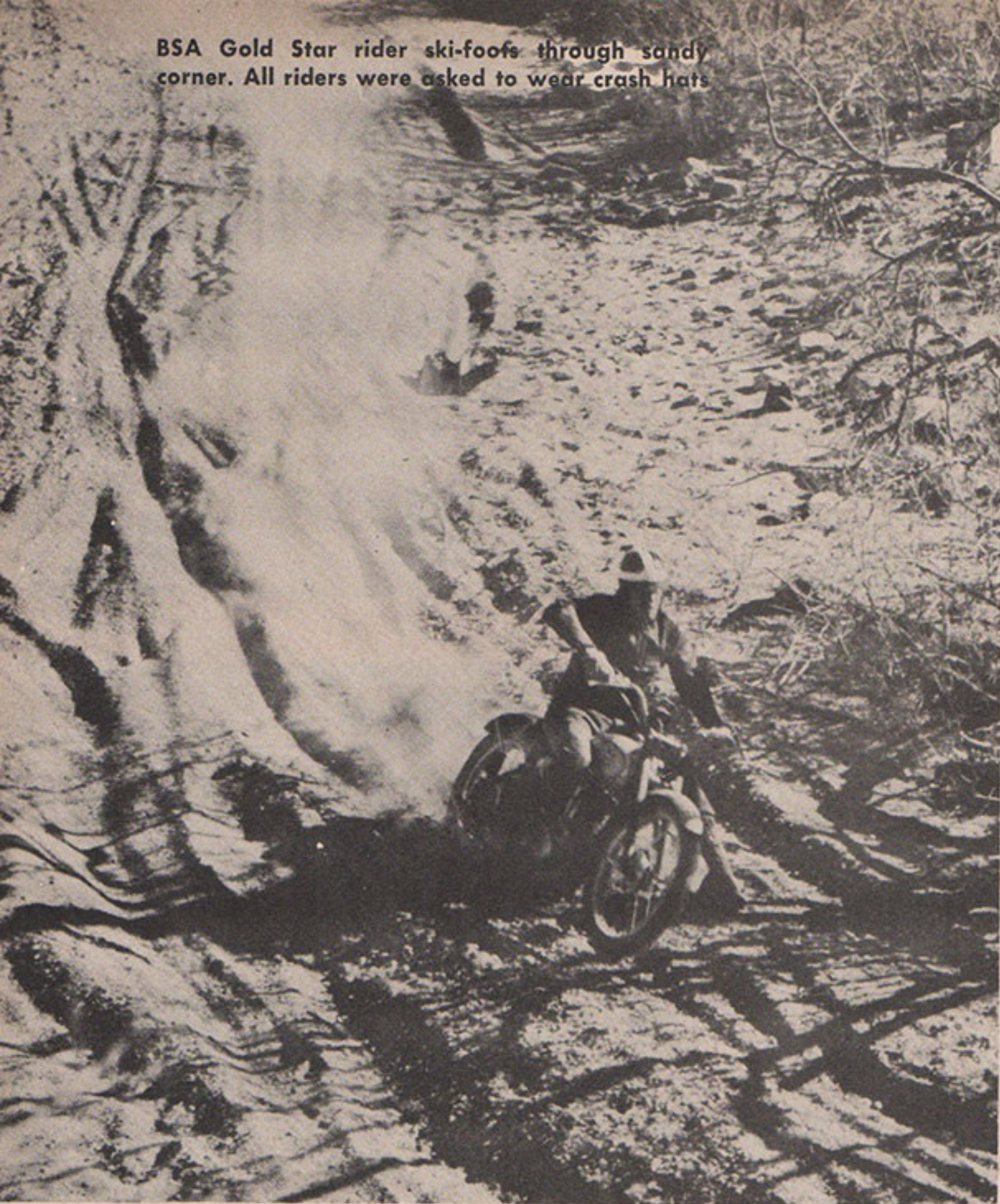


Ralph Adams lost all his gas, had to walk out



A perfectly good road is ignored by the boys as they ride full bore in the direction of Big Bear

BSA Gold Star rider ski-foofs through sandy corner. All riders were asked to wear crash hats



A "Mustumph"—combo Mustang frame and Triumph engine goes good



Butsy Mueller signed every check, herded Ariel springer into tenth spot



George Alguire, one of the 22 out of 26 Ram members to enter

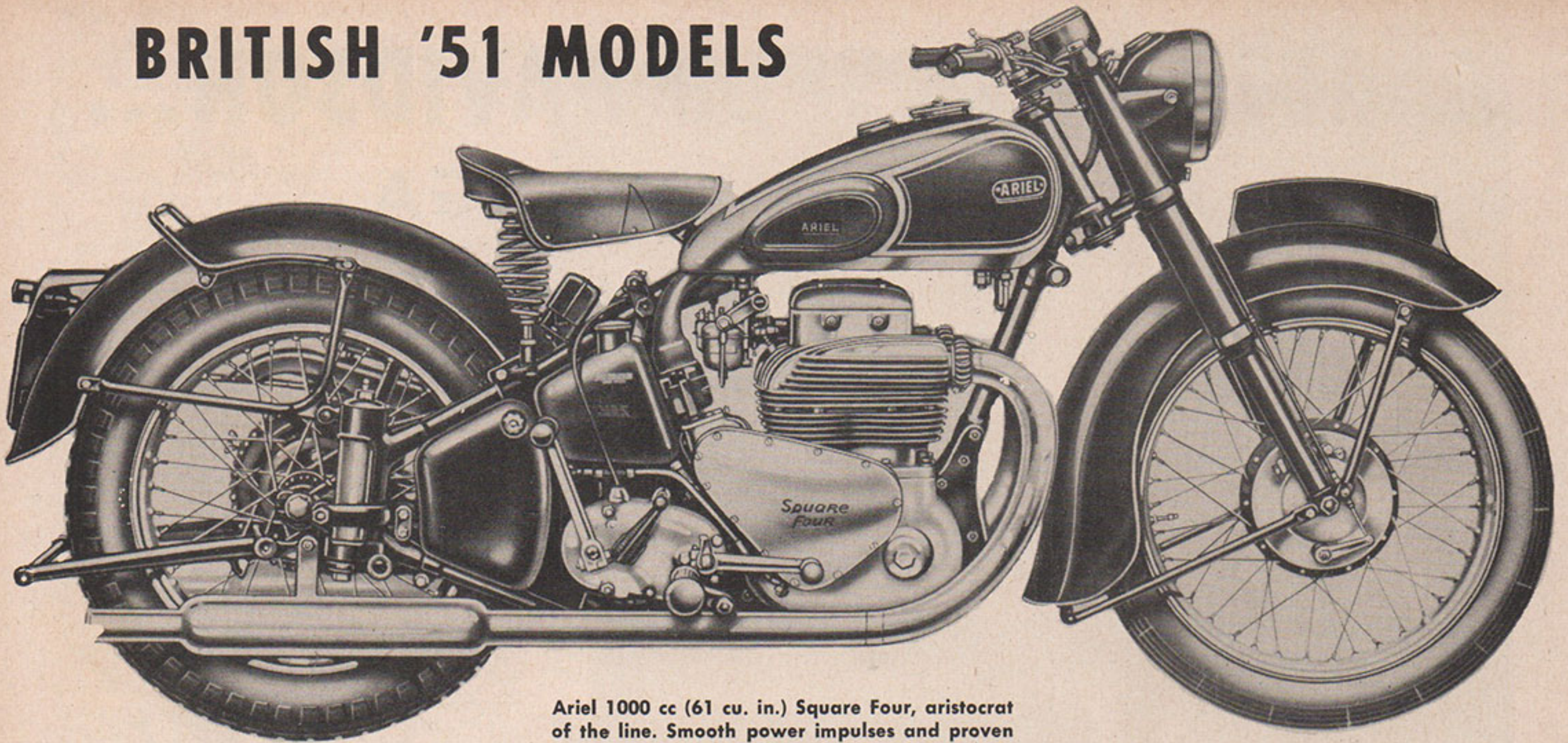


"Aw come on, sign it." Frank McCartney, right, assists at the start



"Ram" rider Wally Albright rode almost all the 150 miles on two flats

BRITISH '51 MODELS



Ariel 1000 cc (61 cu. in.) Square Four, aristocrat of the line. Smooth power impulses and proven springing fore and aft makes for luxury ride

INTERESTING ENGLISH DESIGNS ARE CARRIED A STEP FURTHER IN SINGLES, TWINS AND A FOUR

By William H. Onslow

THAT there has been no motorcycle show at Earls Court this season has not by any means resulted from lack of progress by the various manufacturers. There have been more important alterations made to many machines than in preceding years. Running a quick rule over the nameplates in alphabetical order; the most important alterations are easy to spot.

Ariel . . . The Selly Oak concern has returned two of the "Running Horses" back to stud with the intention of entering more "Hunters" for the new season. Those on the retired list, following a most useful spell, are the V.G. and N.G. models.

Seven runners are left on the line looking neater and cleaner than ever in true thoroughbred manner. All are capable of holding more gas, in a tank completely devoid of even a

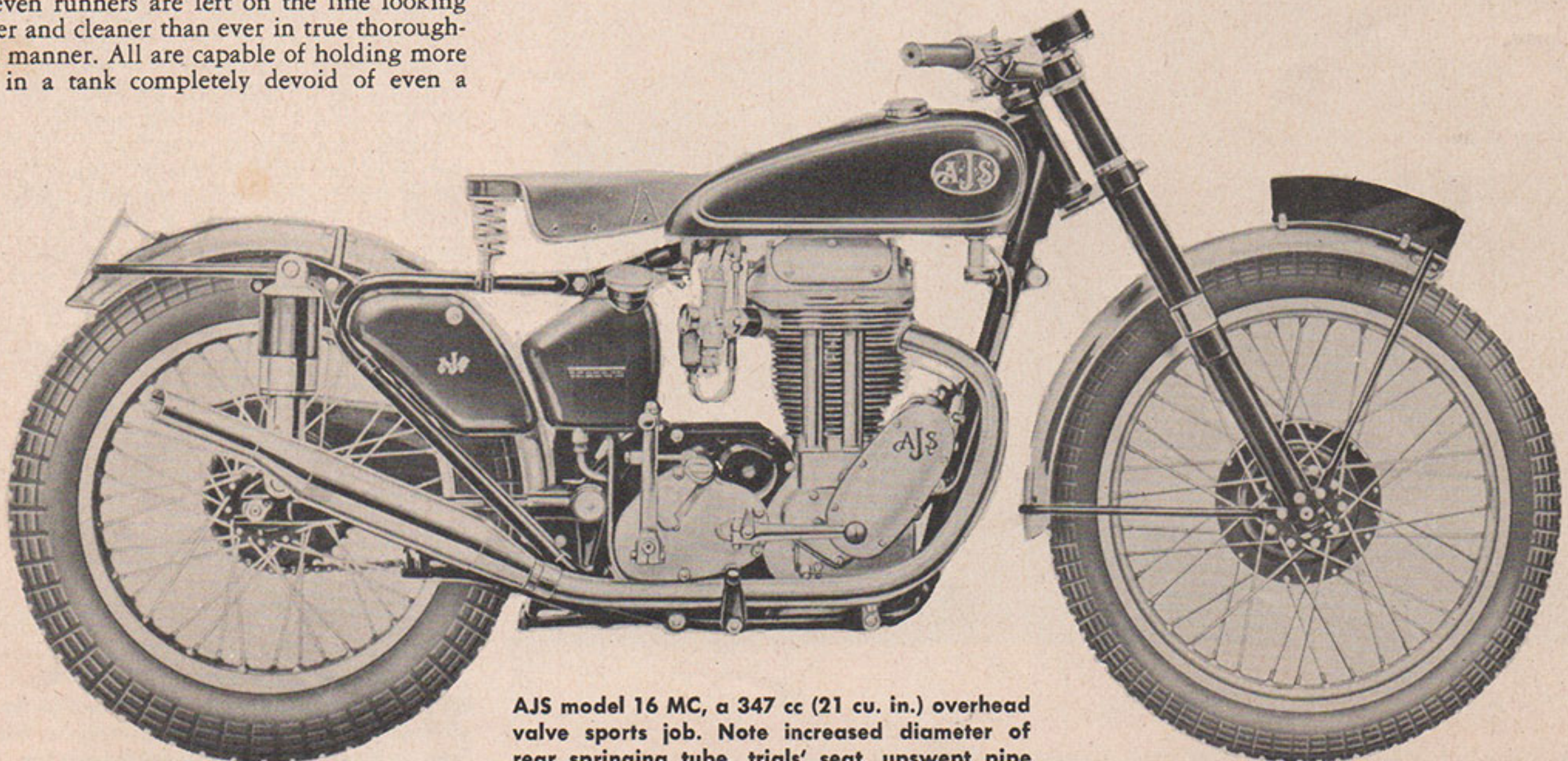
pretense of an instrument panel. Speedos have been transferred to a more easily observed position on the crown of the forks, where they are housed in a particularly neat integral alloy casting. Headlamps carry the ammeter, and in the case of one lungers, the oil pressure gauge has vanished completely. On the multi-cylinder models the gauge is retained and positioned below the centrally disposed gas filler cap.

Rear fenders, now hinged from a point below the saddle springs, look both cleaner and stronger and are supported by a one-piece, L-shaped, tubular stay. Other minor modifica-

tions apply to the battery carrier, gear lever, and to the U.S. rider, the unwanted front number plate. Add to these points, the fitting of an eight-inch rear brake drum to the Square Four and larger fins on the "pots and lids" of the twins. Internally the twins have a modified flywheel assembly of greater weight and the three single models are blessed with an entirely new cam gear designed to give greater life.

Associated Motorcycles . . . have not only improved the performance and appearance

(Continued on Page 25)



AJS model 16 MC, a 347 cc (21 cu. in.) overhead valve sports job. Note increased diameter of rear springing tube, trials' seat, upswept pipe

CAREER OF ARTHUR DAVIDSON...

AN AMERICAN SAGA

SONS TO CARRY ON FAMILY TRADITION

By Gene Jaderquist



IT'S A STRANGE fate that an auto should take the life of a man who had contributed so much to the American motorcycling industry. On December 30, 1950, a legendary figure of the motorcycle world, Arthur Davidson, and his wife Clara, were fatally injured in an auto collision at Highway 59, Davidson Road, near the Milwaukee county line.

Arthur Davidson was part of a legend that is peculiarly American. His type was set down in romantic prose in the Horatio Alger stories; forever recorded in the histories that have been written about the industrialization of the United States. He was one of the last rags-to-riches heroes.

The automobile industry knew many of this type. Ford, Chrysler, John and Horace Dodge, Charles Nash—the list is much longer, but motorcycle manufacturers, being a smaller group and serving a special segment of the population have contributed only a few success stories. Of them all, none is more true to the pattern than the history of Harley-Davidson.

In 1902 the automobile was officially 9 years old in the U.S. Henry Ford had only been producing automobiles six years and was still searching for the combination that eventually won him his title as the world's wealthiest citizen. Bicycles, however, had been popular for a long time. Engineers, ingenious mechanics and backyard inventors had long tried to wed the engine to the bicycle to produce a gasoline-powered two-wheeler that could compete favorably with the horseless carriages. Two of these backyard mechanics were Arthur Davidson and William Harley.

Davidson supplied the patterns and the working area, a small shed at the rear of the family home. Like most successful men, they started from nothing. They refused to follow any of the manufactured products of the day and went ahead to develop their own fresh ideas. Arthur's older brother, Walter, joined them in the evenings to contribute his own skill as a machinist. By 1903, the men had produced a roadworthy machine.

Details are sketchy here, but it is certain that William Harley entered college in the fall of 1903. He studied engineering at the University of Wisconsin in Madison, just 80 miles west of Milwaukee. Arthur stayed behind to work on more machines with the aid of his brother. In 1904, three motorcycles were built in the tiny, unpainted shed and the group added another member, William Davidson, another brother. By now the shed was outgrown. The brothers built an addition and from the enlarged "works" five machines emerged in 1905. Evidently the demand far exceeded production because Walter quit his job that year to give full time to the infant enterprise. Walter had been working for the railroad and only the most promising venture could prevail on a man to give up a secure and respectable position.

LEFT, Arthur Davidson, last of the world-famous pioneer team that made motorcycle history from a tiny wooden shed in Milwaukee, Wis.

1905 also marked the first major model change in the Harley-Davidson's product. Arthur had worked up new patterns to solve the problems presented by the first machines and these patterns became the foundation for the new models. By 1908, reinforced by the recently acquired engineering knowledge of William Harley, the four men filed incorporation papers with the state of Wisconsin calling the new firm the Harley-Davidson Motor Company, the same title it bears today.

In the 43 years since that day, Harley-Davidson has become the world's largest exclusive producer of motorcycles. While firms with more initial backing went down to financial defeat, this one grew and expanded.

It is impossible to credit any single one of the original four men with this success. Certainly, however, one of the major reasons for Harley-Davidson supremacy was the tremendous dealer organization that was set up. It was Arthur, the sole surviving member of the four when he died on New Year's Eve, 1950, who set up the sales machinery for the firm. It was Arthur who spent most of every year out on the road, barnstorming the cities, towns and villages of the U.S. to carry the Harley-Davidson word, and it was Arthur who went to Europe, South America and Australia many times to establish the foreign dealerships and keep them healthy.

This is part of the Horatio Alger pattern, too. For one of the principal reasons for the Ford success was his intense concentration on dealer organization. The dealers saved Ford in the period of his worst financial danger. Arthur Davidson recruited his own network of outlets at the same time Ford established his, and they also provided the strength to weather the stormy years.

From 1908 till the day of his death, Arthur Davidson was the personal sales representative of the entire Harley-Davidson corporation. He still greeted distributors and dealers whenever they came to Milwaukee, entertaining them in the town and in his own home. Rich Budelier, Los Angeles distributor, was his guest just two days before the fatal accident.

But Arthur was not a drudge. He had his hobbies and outside interests that the business helped support. And, like the born salesman he was, Arthur's consuming hobby was people. In 1933, he donated a campsite to the Boy Scouts. When the county bought the land, the money was turned over to the Scouts to set up an endowment fund. In 1918, Arthur became a member of the board of directors of the Milwaukee County Boy Scout council and continued serving that organization. For the past three years he had been chairman of the board. In addition to the Scouts, Davidson worked to establish the Milwaukee Boys' club and contributed generously to their maintenance fund.

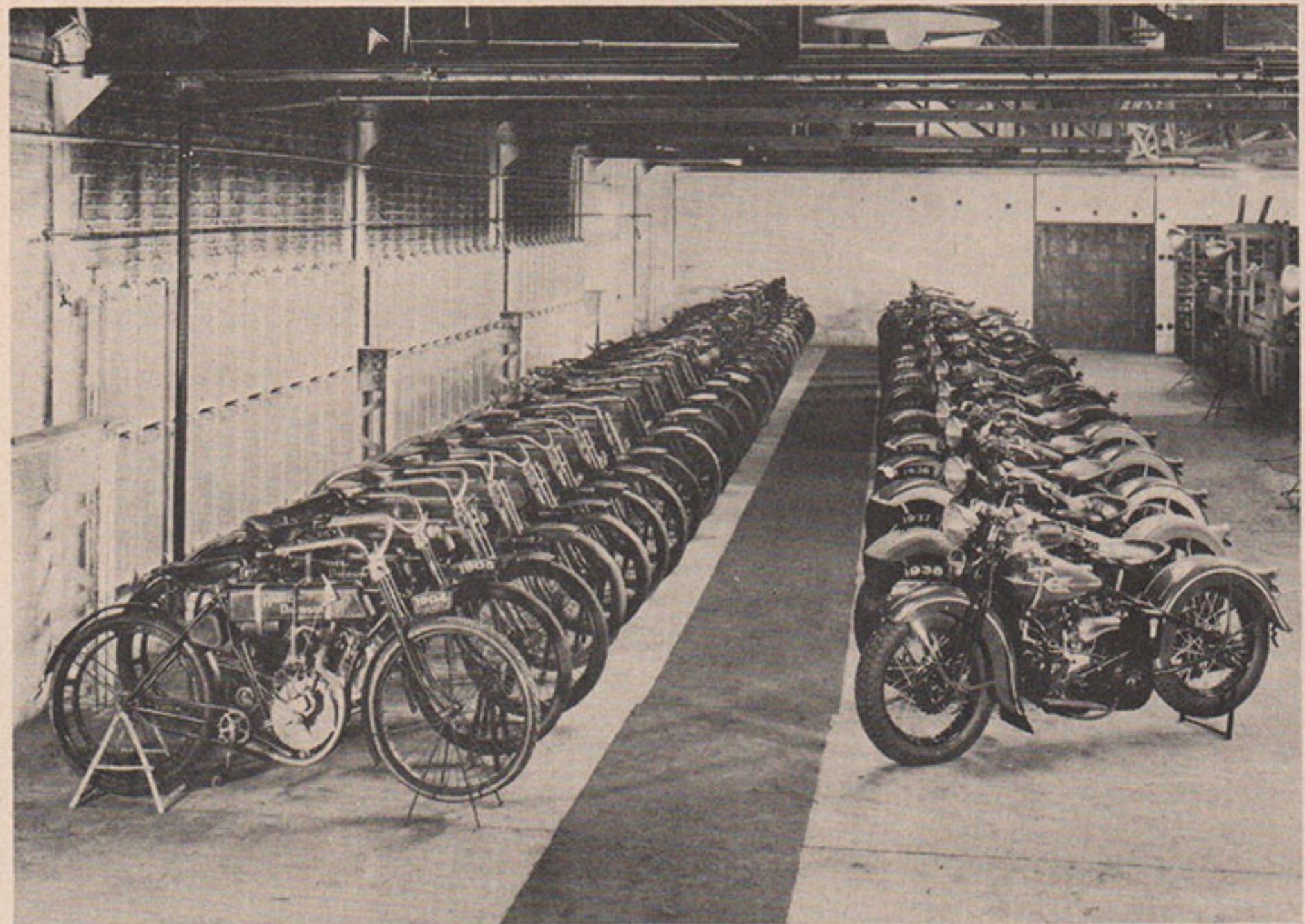
Arthur Davidson's interest in youngsters is part of the working psychology of his entire organization. The firm was and still is a two-family, closed corporation. The sons of the founders were put to work in the shops and trained to carry on the business. At the present time, William A. Davidson, Gordon M. Davidson, and William J. Harley, all second generation members of the original families, hold controlling positions in the firm. The flimsy shed where the first machine was built has now grown to three large, modern plants, producing four models of motorcycles and a multitude of accessories.

In his lifetime, Arthur saw the Horatio Alger story become almost impossible to imitate. In 1930, after American business had been dealt a crushing blow by the stock market crash of 1929, but before the economy of the nation had reached its terrifying paralysis of 1932, he predicted a long period of

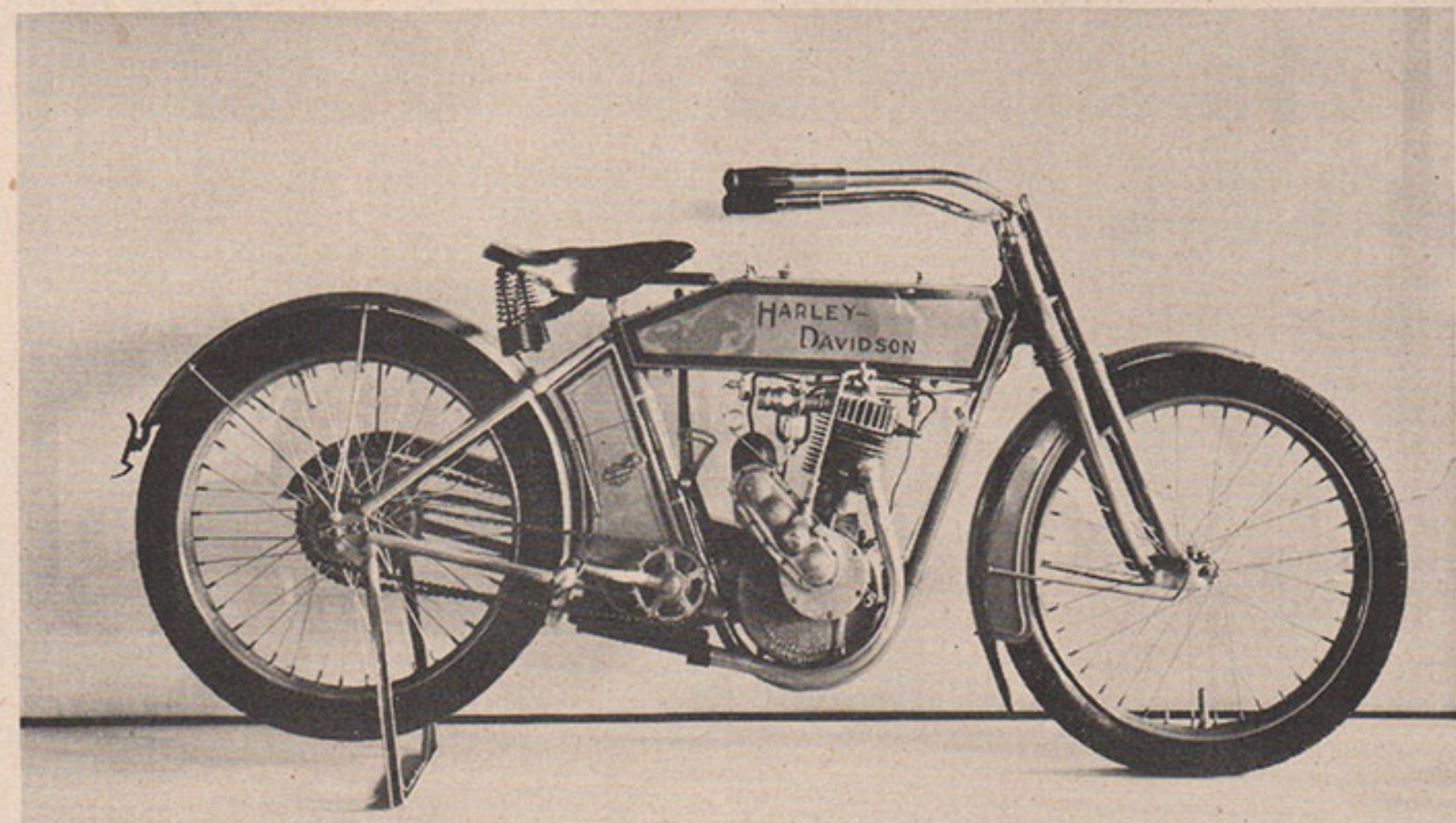
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Humble home of the first Harley-Davidson, still maintained in midst of huge present day factory



Progress down through the years is best shown by this line-up of machines dating from 1904



A museum piece now, this early single had remarkably clean lines, valanced fender, cable controls



LEFT, Where do we go from here? Topping Scafell Pike took traction: check the shoes at right

Here we dropped down onto the Mountain Railway Station some 3560 feet above sea level and were most disappointed to find the cafe closed. All that remained now was to get the papooses up the last thirty odd feet onto the actual summit of the highest mountain in Wales. This done, we rode triumphantly around the small plateau that has been built there. Snowdon had been conquered! We now had to get down in time to catch the train at Bangor for Liverpool and Windermere.

And so to Windermere and West Water Head via Wrynose Pass and Hard Knot Pass. Wrynose rises from 500 feet to 1270 feet in just a mile with gradients of 1 in 4 commonplace. The little machines soared up without any sign of distress and brakes proved adequate to cope with the drop down the other side to the foot of Hard Knot Pass. Here we crossed the river by the old bridge just to add to the excitement, then scooted up Hard Knot with its 1 in 3 gradients. To avoid the rocks that abound at the start of this trek, we took to the grassy mountainside for the first half mile or so, but all too soon the grass deteriorated into scrub and rock and we were compelled to pick our way as best we could among the boulders. At first one is convinced that the engine must burst, or at least the clutch burn out with such harsh treatment, or the frame break on hitting the next rock you find impossible to avoid. But as time goes on you forget about these points and start wishing that something would break and so give you an excuse for a rest without admitting that you are exhausted.

Mountaineering with the Papoose

INDIAN FLY-WEIGHTS ARE GOOD GOATS

By A. W. Jones

Photos by C. L. Carter

(The story of a trip taken on two standard Indian Papooses ridden by A. L. Parry and A. W. Jones, accompanied by photographer C. L. Carter, and intended to be read by those who said "You'll never do it!"—ED.)

EARLY last Spring two stock Papoose cycles were to be seen laden down with kit, on Exchange Station, Manchester, England, waiting for the W. Wales bound train.

It was the start of what turned out to be a successful tour in weather of every conceivable type. The tallest mountains of Wales, England and Scotland were ascended and some of the highest passes crossed.

Gasoline being scarce, even for machines doing a hundred and fifty miles to a gallon—the long journeys between districts had to be covered by rail.

We arrived in Bangor and were soon on our way to Llanberis and the foot of Snowdon. I had decided to ignore the path up the side of the railway track—this being too easy for the Papoose. It was to be the mountaineers path for us.

For the first mile or so our main concern was keeping the front wheel on the ground—the tendency being for it to aviate when the power was turned full on. Occasional rock outcrops called for a little manhandling but in general we were going very well and in what seemed no time at all, were enjoying a cup of tea at the half-way house. The

amazed proprietor never thought his first customers of the season would be Papoose mounted.

It was good going from there until we reached the steep ascent to the second railway bridge. Wheel spin proved our undoing and we were obliged to run alongside through the loose rocks. The view from the bridge is wonderful and we stopped to admire it while recovering. We were now at about three thousand feet and below lay "Glas Llyn" looking like a small duck pond. Above us, shrouded in mist was the summit of Snowdon.

Away we went again; under the railway and a sharp right turn with a sheer drop on the left into nowhere. The sight that greeted me caused a gasp. Parry had perched on the brink of the drop with his front wheel dangling in space. Turning the power on to tackle a steep rise, he had hit a boulder which sent the front end soaring skywards and over, almost causing a disaster.

Further on we encountered more loose rocks into which the Papooses sank hub-deep. This proved to be the most difficult section of the climb as we had to push one machine through at a time. Fortunately this lasted only for a matter of a hundred yards or so after which the occasional dab with a foot was enough to keep us going. We were now up in the clouds and picking our way among the rocks that form the path to the summit.



A 2000 foot drop awaits the first one to slip

Reaching Sprinkling Tarn, a most beautiful little crystal clear lake nestling among the mountains at 1950 feet, the track rises steeply until it reaches the comparative flat top of Esk Hans at 2370 feet. From here one can see Thirlmere some eight or nine miles away and, as it is the junction of the tracks from five or six of the Dales, one always meets somebody at this point and the usual friendly chat follows.

It was quite amusing to see the amazement on the faces of some of these tough walking types when they saw the Papoose up there. Apparently this was the first time any motorcycle had been there.

But Scafell Pike was now within our grasp. We had made good time, it being still barely lunch time. So off we roared over the easy going towards Broad Crag. On the saddle between Broad Crag and Scafell Pike we saw our first snow in the lakes and Carter insisted that we climb on to the top of the saddle to enable him to include it in a picture.

We were now getting up among the clouds again, and the wind was blowing very cold as we tackled the terrific rock outcrops that make the summit. We were now at over 3000 feet with the actual top coming and going in the mist not 100 yards away. To go on over the huge rocks might have meant a broken ankle so we wisely decided to call it a day and shivering in the biting wind we posed for pictures and were glad to receive the O.K. signal and start off back to lower levels where the sun still shone. Scafell Pike had been climbed.

Loading on all our kit again we started on our descent towards Wast Water Head. We were feeling very tired by now. Every jolt seemed to go right through our bodies

and threatened to shake our heads off. The thoughts of crossing Lingmel Beck again prompted us to try the lower path and just risk pounding ourselves to death over the rocks. But whether this was a wise decision is very doubtful. It was just a case of hanging on and suffering as those all too willing machines leaped and bounded over boulders and ploughed through mud and water. The more tired we got the less we bothered about the route we picked, until in the end, we were just taking what came, letting the machines crash their way along. There was no lifting or lowering now. The poor little bikes were just let go. We were in that state where we didn't care what happened.

We were forced to laugh when Parry, having seen me footing madly through a muddy section, decided to give the Papoose all it had and rush through it in the approved style. With a fiendish scream, he opened the throttle wide and standing on the footrest leaped and bounded over the rocks like a bucking bronco towards the mud. He hit it at a good 15 mph. There was a sheet of black slime; the noise of tearing calico as the sprite engine turned over at something like 7000 or 8000 revs, as the back wheel left the ground. A splash, and then silence only to be broken by roars of laughter. The Papoose was standing upright, its front wheel buried in eighteen inches of stiff mud. Parry was a dejected looking object, on all fours, where he had been catapulted by the sudden halt. Soon after this we joined a small stream and were able to splash along its bed with comparative ease. With about a mile or so to go over good ground, I waited for Carter to catch up, then set him on top of the pile of kit and covered the remainder

of the journey to Wast Water Head two up.

Helvellyn (3118 ft.) was our next mountain and I had decided to tackle this via the track from Wythburn which, while being very steep is comparatively smooth, an advantage when on wheels. We decided to travel light and not bother taking any food up, as I considered we should be up and down in about five or six hours. I was to regret this decision, but more of that later. And so we set forth. Within the first 20 yards I was to experience my second tumble off the Papoose. Rushing some rocks, the front wheel reared high in the air, the back wheel shot round and down I came. Undaunted by this early shaking we pushed on up the steep grass path through the fir trees which flank each side as far as a little gate that brings you out onto the open mountainside. From here on, the track narrows to no more than a foot wide and zigzags precariously up the mountainside with a very steep drop waiting for the one that makes a slip. Below, some 2000 feet which seems almost a sheer drop, lies Thirlmere, looking more beautiful than ever. But threatening black clouds were now forming in the west over towards High Seat and the weather did not seem too promising. As we climbed higher, it became colder and by the time we reached the top of the steep climb up Birkside, a stiff cold wind was blowing and a shower of rain had given us a thorough soaking. What would have been very easy going was now made hard work by the rain, wheel spin giving us endless trouble on the wet grass and mud. As we got higher, we encountered snow in which the Papoose performed remarkably well and

(Continued on Page 29)



A question of balance. Another difficulty overcome at Hard Knot Lakes



Tackling the slopes of Helvellyn. Zig-zagging decreased angle of climb



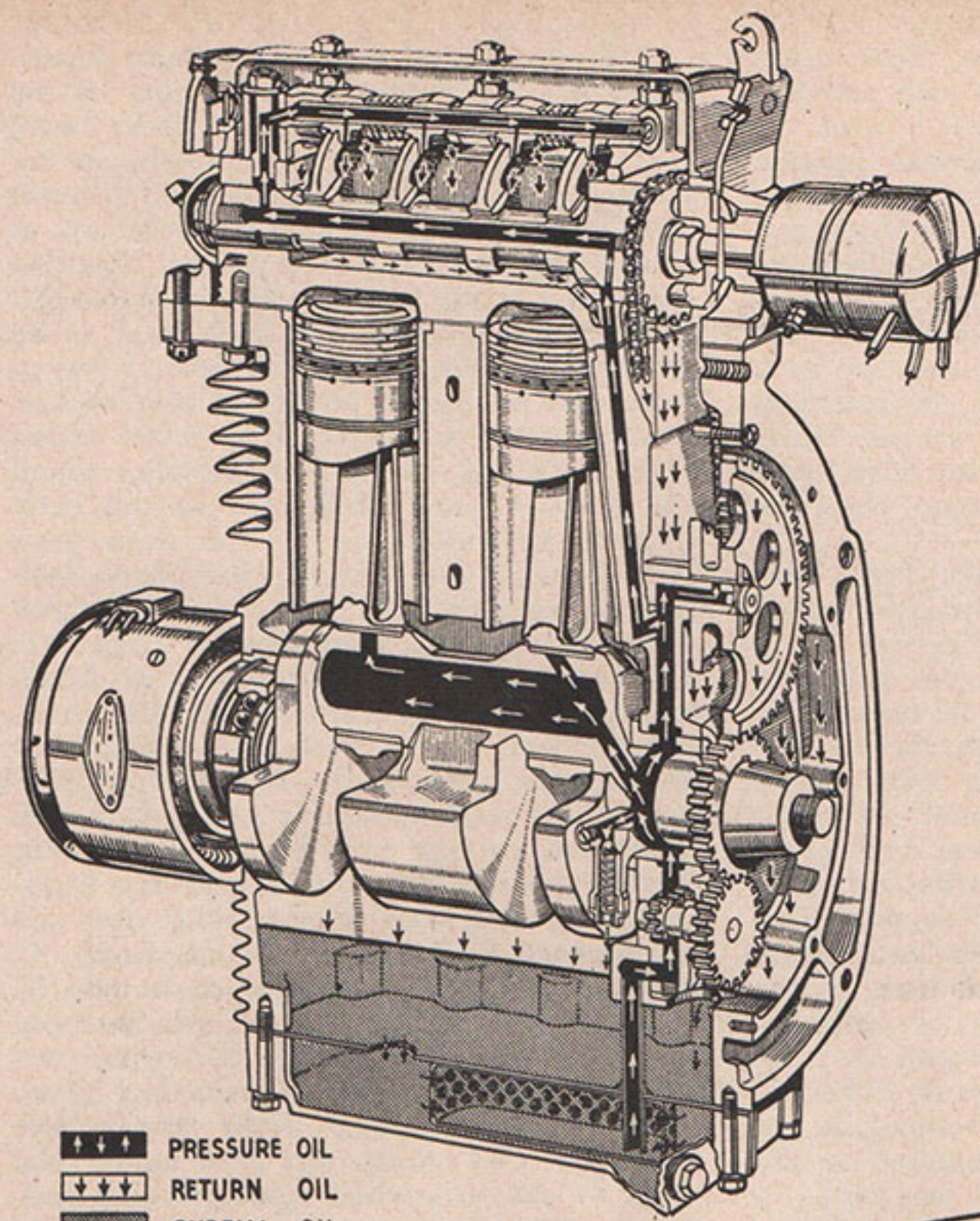
Not a stone is left unturned as Parry and Jones muscle up Scafell Pike



Forms below begin to fade away as team mounts Ben Nevis (4406 ft.)

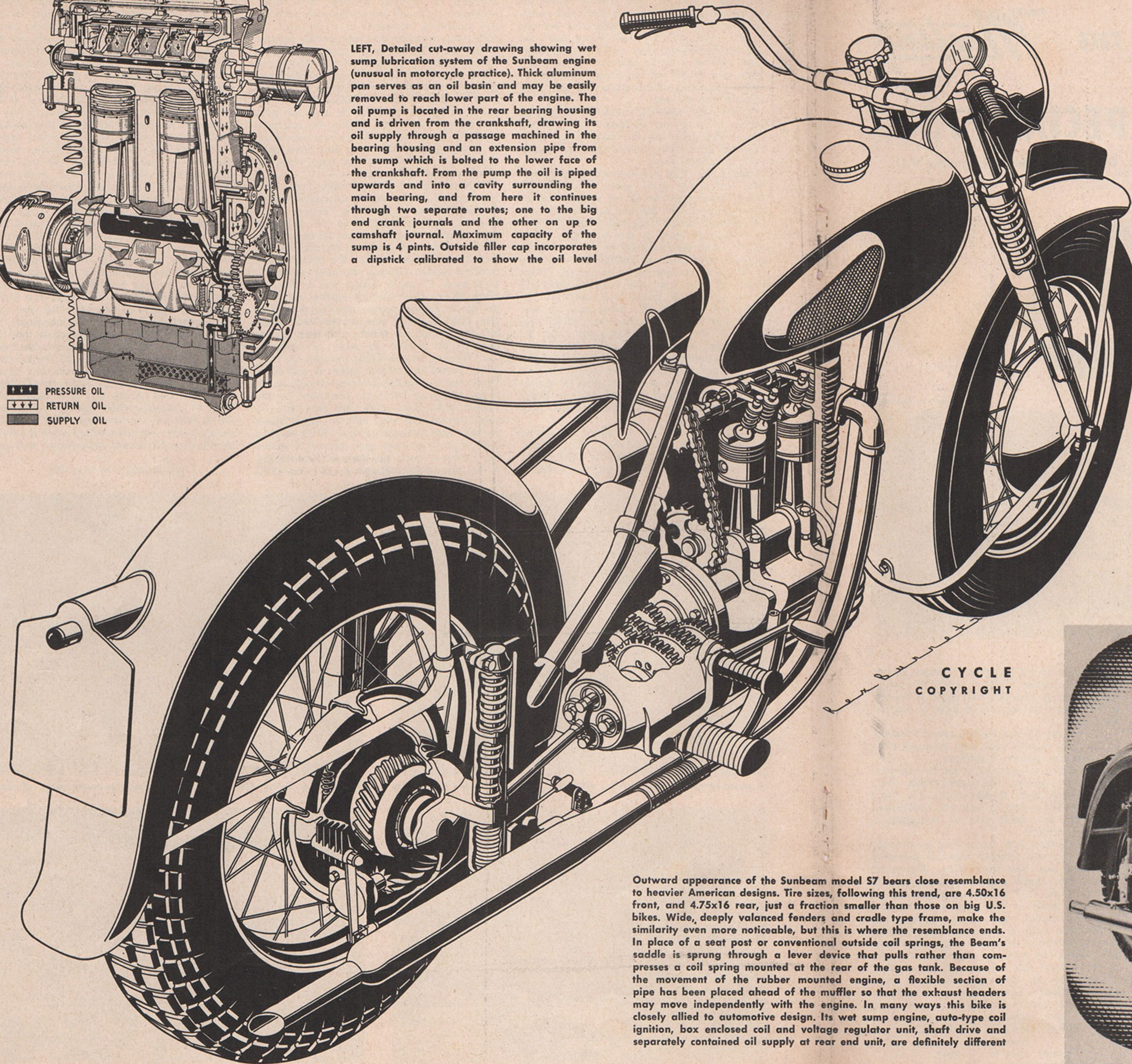
SUNBEAM 500 O.H.C. TWIN

THE "BEAM" ACCENTS LUXURY AND SMOOTHNESS



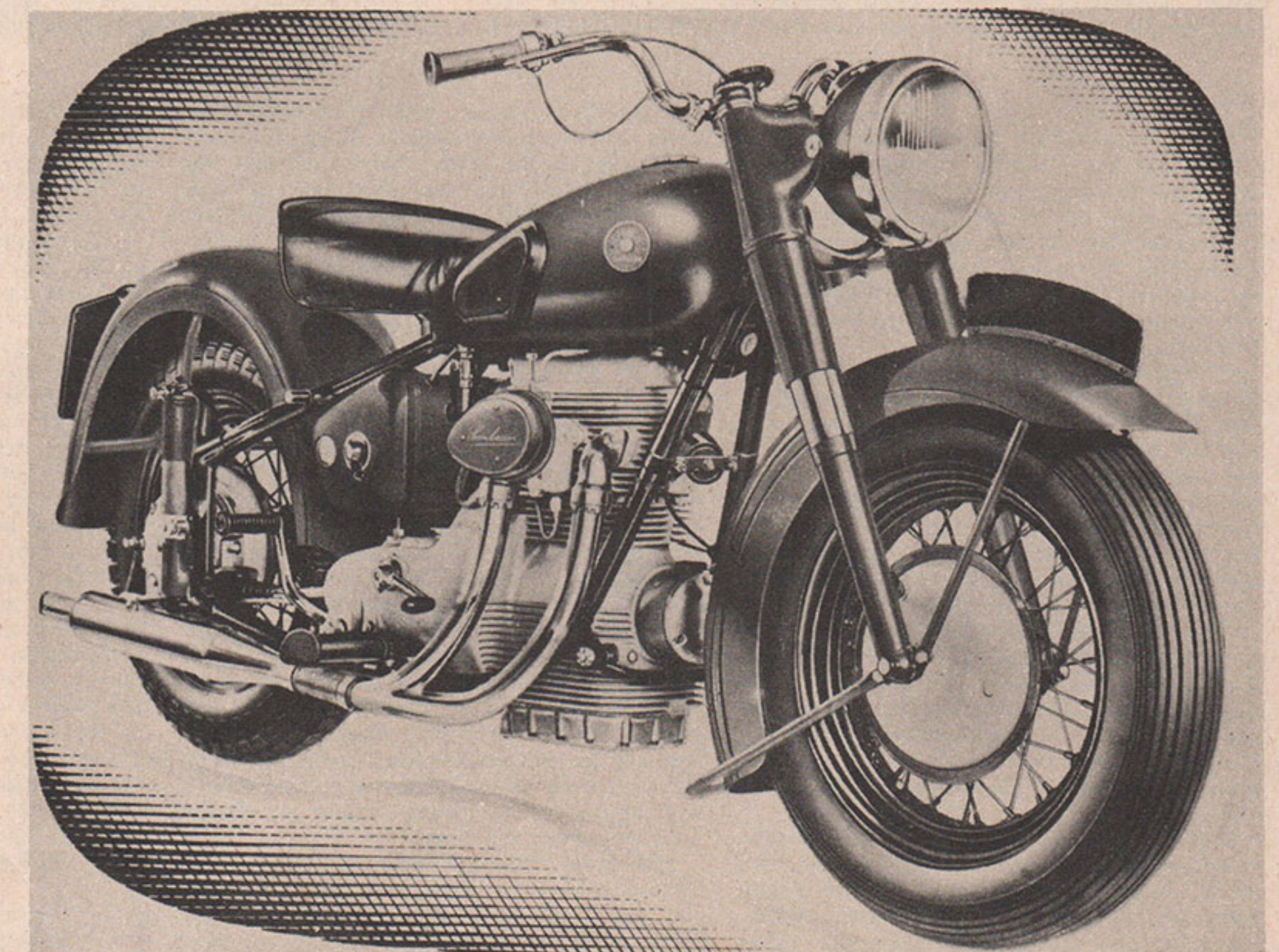
LEFT, Detailed cut-away drawing showing wet sump lubrication system of the Sunbeam engine (unusual in motorcycle practice). Thick aluminum pan serves as an oil basin and may be easily removed to reach lower part of the engine. The oil pump is located in the rear bearing housing and is driven from the crankshaft, drawing its oil supply through a passage machined in the bearing housing and an extension pipe from the sump which is bolted to the lower face of the crankshaft. From the pump the oil is piped upwards and into a cavity surrounding the main bearing, and from here it continues through two separate routes; one to the big end crank journals and the other on up to camshaft journal. Maximum capacity of the sump is 4 pints. Outside filler cap incorporates a dipstick calibrated to show the oil level

*** PRESSURE OIL
 + + + RETURN OIL
 ■ SUPPLY OIL



LEFT, Few motorcycles have offered artist Rex Burnett, the possibilities for illustration that are evident here. Every means possible has been used to give this machine a velvety, smooth feel, from its telescopic front forks on through to the shaft-driven sprung rear unit, which is the epitome of compactness and practicability. Many unusual features can be seen at a glance. It is not enough that this short-stroked (2.540" stroke x 2.780" bore) vertical twin be practically vibrationless; the entire engine and gearbox is rubber-mounted at two points on the frame and controlled by snubbers at three other positions. Power is transmitted through a 4-speed gearbox, containing a single dry plate clutch and onto the rear wheel by means of a short driveshaft and thence to the rear hub through a worm gear and wheel. This entire rear unit is enclosed in an aluminum case and has a self-contained lubrication system. The driveshaft incorporates a needle roller universal at rear. Unique is the chain-driven overhead camshaft layout; heavy single chain operating the shaft which is mounted on pressure-fed plain bearings

Outward appearance of the Sunbeam model S7 bears close resemblance to heavier American designs. Tire sizes, following this trend, are 4.50x16 front, and 4.75x16 rear, just a fraction smaller than those on big U.S. bikes. Wide, deeply valanced fenders and cradle type frame, make the similarity even more noticeable, but this is where the resemblance ends. In place of a seat post or conventional outside coil springs, the Beam's saddle is sprung through a lever device that pulls rather than compresses a coil spring mounted at the rear of the gas tank. Because of the movement of the rubber mounted engine, a flexible section of pipe has been placed ahead of the muffler so that the exhaust headers may move independently with the engine. In many ways this bike is closely allied to automotive design. Its wet sump engine, auto-type coil ignition, box enclosed coil and voltage regulator unit, shaft drive and separately contained oil supply at rear end unit, are definitely different



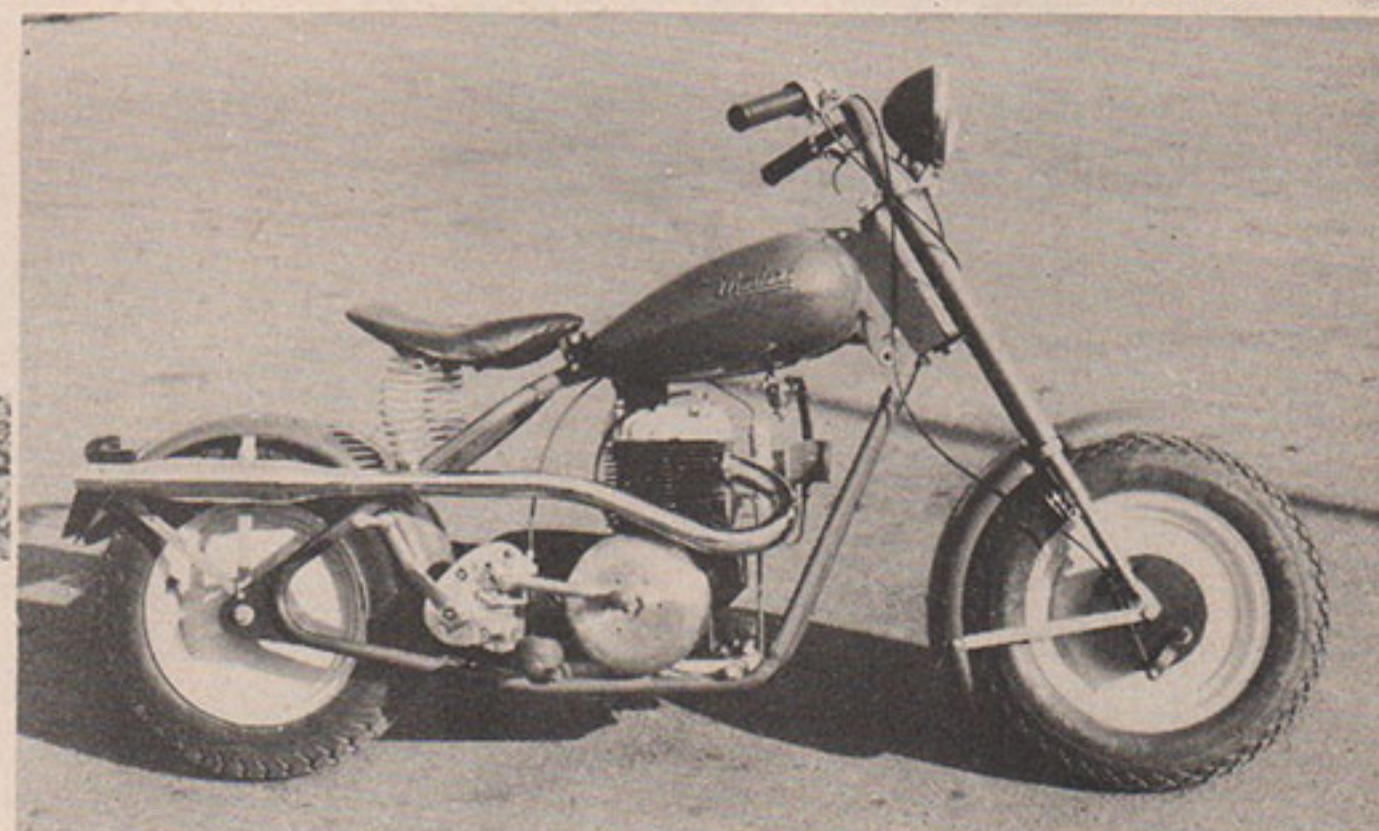
TESTING THE

*Mustang***SPECIAL "75"**

By Officer H. Filker, Alhambra P.D.



Photos by Zelenka



ABOVE, The beginning of a lovely friendship. Officer Filker coddles the potent 214 pound Mustang Special and manages a smile 'n' boot

RIGHT, Bell-shaped outside flywheel incorporates generator and magneto. Luxury features: air-cleaner, gas filter and front wheel brake

STAKING their claim originally on the manufacturing of hydraulic cylinders for aircraft use, the Gladden Corporation is currently manufacturing the nifty little Mustang sporting bike and a capable 3-wheeler for commercial use. A little to our surprise, we found that the factory covered several acres and manufactured the whole of the bike with the exception of the English made Burman gear box.

It was here that we met the well-known competition rider and factory representative, Mr. Walt Fulton. After a tour around the plant, it was decided that Walt go along for the test-riding another Mustang. It is interesting to note that Walt has competed in and finished the annual Big Bear Run, riding on one of these Mustangs. He was there again this year and nearly finished, running out of gas only 15 miles from the end.

The engine number of the model 75 Special tested was 19M80 and had a bore of 2.87 inches and a stroke of 3 inches; total displacement of 19.4 cubic inches. At a recent dry lakes trial, a similar "special model" hit 86.12 mph, thus proving that with a bit of special tuning the little thumpers will really dig.

The engine is of 4-cycle design with a side valve system. The power plant in this new model is so turned that the 7/8-inch Amal carburetor is at the front. This new position seems to give better draft over the valve areas and, therefore, more efficient cooling.

The Amal carburetor, fitted with a 120 jet, gives maximum performance in this instance.

Looking at the drive side, we see that the primary drive has been shortened up and a multi-cork clutch with a Burman 3-speed gear box is used to advantage. An outside flywheel of Gladden design contains the generator that supports a 32 candlepower headlight. The magneto is of the same type and proved tight enough upon several river crossings to keep any water from getting in. Sorry I can't say as much for my boots.

A full race cam is used in the Mustang Special giving higher rpm's. At 5000 rpm's the bike puts out 10½ hp, and this with a 6½ to 1 compression ratio. The Mustangs were right at home in the sandy river beds and took the many 4-foot high jumps tried. We finally made the forks hit bottom on some of these jumps and dents were observed in the rear rim. It must be remembered that rarely ever would a machine receive this treatment except on one of the toughest cross-country runs. As for the dents in the pressed steel disc wheel, they were easily knocked out afterward with a mallet. Actually the tires were under-inflated for these capers and higher tire pressures would no doubt have prevented the dents.

The short 50-inch wheelbase and 5½-inch ground clearance contribute much toward the easy handling of this machine over all kinds of rough terrain. The matter of balance has been considered closely and this

combined with the Mustang's lightness makes it easy to handle without tiring. No steering damper is provided and none is needed as there were no signs of wobble on any of the jumps.

The model 75 was ridden over 130 miles of the Los Angeles area and averaged over 65 miles per gallon of gasoline.

In addition to economy, it can be said that this model proved very comfortable even after several hours in the saddle. The footpegs are adjustable to suit the individual rider. It starts easily and no compression release is needed.

The Mustang now has a very good front wheel brake and 4.00x12 tires are mounted front and rear. The front wheel lifts easily with a fast clutch start. The gear ratio is 4.98 in high, 7.25 in second, and 11.73 in low. This model is very suitable for anyone from the learner right on up through the competition rider or even for light delivery service. It cruised at 50 to 55 mph. The deep red fenders and tank are in brilliant contrast to the yellow disc wheels and are further accented by the up-swept lines of a high chrome exhaust. The muffler, incidentally, is quiet at all speeds. This little job sells for \$397.10 here, including federal tax.

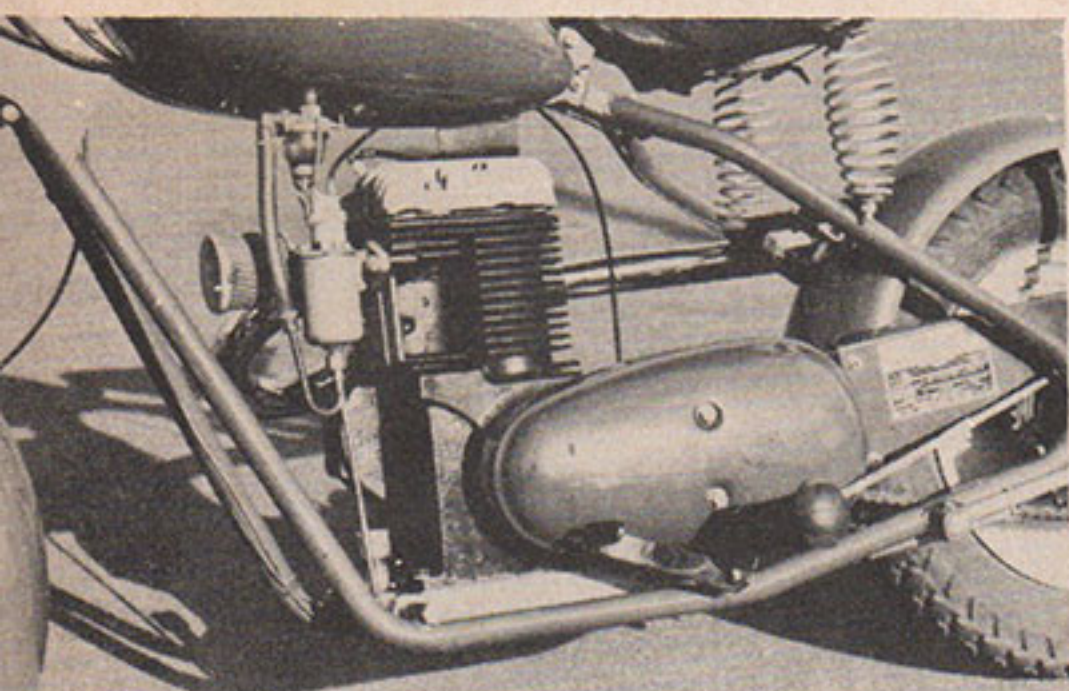
PERFORMANCE SUMMARY**Acceleration**

- * Standing start to 30 mph, 8 sec.
- ** Standing start to 48 mph, 15 sec.
- *** Standing start to 60 mph, 22 sec.



LEFT, Crossing the Los Angeles "River" is usually a pretty dusty affair, but this fording proved both river wet and Mustang watertight

BELOW, The supreme shock test; in this case it did little damage outside of denting the rear rim and a few of the pilot's molars



Note unusual positioning of the engine with valve mechanism facing forward. Exhaust manifold is simplified, resulting in neater appearance



Turning circle, 12 feet
 *Low Only **Low and Second
 ***Three gears used
 Braking
 From 25 to stopped, rear only, 39 feet
 From 25 to stopped, front only, 26 feet
 From 25 to stopped, both brakes, 21 feet
 Slow Running
 15 to 16 mph
 Speed
 Maximum in low 32 mph
 Maximum in second 48 mph
 Maximum in high 64 mph
 Weight
 Front only, 100 lbs.; Rear only, 114 lbs.;
 Total, 214 lbs.
 With Rider
 Front only, 157 lbs.; Rear only, 247 lbs.;
 Total, 404 lbs.

RIGHT, Hills were no obstacle. Model 75 lugs down nicely despite its quiet full race cam

General Specifications

ENGINE. 19.4" side valve single with 6.521 compression ratio, 2.875 bore x 3.00 stroke, horsepower 10½ @ 5000 rpm. Piston: permanent mold aluminum casting, heat treated, full trunk skirt, 2 compression rings, 1 oil ring, full floating pin. Alloy permanent molded connecting rod with steel back inserts. Crankshaft: carbon steel forging, crank pin induction hardened for long wear. Camshaft: Mehanite cast iron, full race grind, replaceable micarda silent gear. Cylinder block: Mehanite cast iron hardened steel insert for exhaust valve. Cylinder Head: special sand cast hi-compression. Exhaust Valve: Silchrome steel. Intake valve: chrome nickel steel. Main Bearing: Timken tapered roller bear-

ings. Lubrication: splash—oil pump lifts oil to splash through. Fuel: hi octane recommended. Magneto: flywheel type Gladden design. Lighting: flywheel-generator type, 32 candlepower headlight, 3 candlepower tail-light. Spark Plug: 14 mm Champion J-7.
TRANSMISSION. Burman 3 speed, enclosed kick-starter, positive stop foot shift, fast shift mechanism. Ratios: high—4.98 to 1, second—7.25 to 1, low—11.73 to 1. Clutch, multi-cork plates, oil mist, enclosed in primary case, hand operated.
EXHAUST. Upswept type incorporating muffler, chrome finished
FORKS. Telescopic spring loaded with hydraulic dampening control with hard chrome pistons.

HANDLEBARS. 28 inch width, welded permanently to top fork ends, right hand throttle and brake, left hand clutch.
WHEELS. 12" front and rear, solid disc type, 4.00x12 tires fitted.
FENDERS. 1 piece rolled steel construction, wide design with very little side skirt.
BRAKES. 5¼x1 inch on rear, 5¼x¾ on front.
FRAME. Complete loop design of heavy gauge steel tubing. Wheel base—50", seat height—27", ground clearance—5½".
FINISH. Frame, tanks, fenders and chain covers are finished in deep red, with contrasting yellow wheels.

LET'S FACE IT!



AMAZED MOTORCYCLIST: The unlucky type. Swings around a blind curve and finds himself about to run into a swarm of bees, a hay wagon, or horse. Kid spends lots of money for rabbits' feet but never seems to find right one



OLD TIMER: Usually navigates on an ancient, long-handle popper which seldom hits 30 mph. This type always wears World War I puttees and chews tobacco. Keep him at the extreme rear of any column of riders—or on the lee side



MAD MOTORCYCLIST: Looks as though he had just lost his master link. Nobody ever really knows what he is mad about. Is quite frequently found at the tail-end of a long procession of cars. Maybe that is what he is mad about

Text and Photos by Eric Wahleen

EX-BICYCLE RIDER: Still can't understand why motorcycle manufacturers dropped the coaster brake. The habit of riding with a hat on is a carry-over from bicycle days. Give him time—several hats from now he will buy a helmet



PENNY-PINCHER: Can't see his way clear to invest in a pair of goggles. Characteristic of this type is the deceiving grin and receding eyeballs caused by perpetual squint against the elements. Never question his right-of-way



DAMP MOTORCYCLIST: Unlucky type. Starts 200 mile trip in sunny weather. 10 miles out terrific rain starts and keeps up until within 10 miles of his destination, then sun comes out. Avoid him—probably works for a weather station

DAY-DREAMER: Is given to not curving when the road does. Original inspiration for the fellow who invented the guard rail. Quite likely to be found far off the highway, though he will be unable to tell you just how he did get there



PREPARING FOR DAYTONA

By Tim Witham

Drawings by Felix Zelenka

THERE is an old saying in racing circles that "races are won in the workshop, not on the race track." This saying applies even more to long distance events like the Daytona 100 mile and 200 mile Championship. Regardless of what make of machine wins, you can be sure that the pre-race mechanical preparation follows these general lines.

Friction tape is a racing mechanic's special friend. Wrap it around such places as the mounting brackets of front brake handles, twist-grip throttle screws, the ends of handlebars and twist-grips in the form of a wad of tape to keep the rider's hands from slipping off the ends of the bars. Apply friction tape to the gas line petcocks to insure that they will not vibrate closed. Don't overlook having plenty of tape available before the race to tape up the loose ends of rider's jacket sleeves and breeches legs to reduce flapping in the wind. Such flapping distracts the rider's attention and excessive flapping increases wind resistance at high speed.

Never start a long race with brand new chains. All chains have an initial period of stretch which can only be removed by running them for perhaps 50 to 100 miles on the sprockets that will be used in the actual race. Once the stretch has set, proper chain tension should remain fairly constant throughout even a long race.

Because the Daytona course is over a sand surface, it is not advisable to keep the rear chain lubricated during the race. Prepare the rear chain by soaking it well in a pan of oil before installing it and wipe off the excess oil. If you attempt to keep the rear chain lubricated during the race, the chain will gather and retain sand which will result in a mixture of goo, similar to valve grinding compound.

To eliminate the possibilities of pinching inner tubes, mount tires without the use of tire irons. A rubber mallet is the only tool required and this will not injure the tube.

Because of the severe braking necessary at Daytona, fit one or two security bolts to the rear tire and one to the front tire. Be very careful that these bolts do not pinch the inner tubes in any way.

After tires are mounted, they must be balanced; statically or dynamically. Resort to a wheel balancing shop to have this job done properly. If no shop is available, balance the wheels statically by wrapping wire solder around the spokes of the wheel opposite the heavy side, so that the wheel can be spun and come to rest, with no heavy side evident.

The transmission is another component of the running gear to receive attention. If possible, have the gears and shafts magnafluxed for small cracks and fissures. It is better to use gears and shafts that have had some usage, in preference to brand new parts, because previous usage will tend to reveal potential weaknesses more readily during the magnafluxing operation. Careful assembly and care in use of lock washers, cotter pins, and safety wires in required places, will insure against failure of the transmission.

When the machine is complete, run it for 50-100 miles on a relatively rough-surfaced road. This will test the machine for general mechanical fitness as well as providing a chance to see if carburetion and engine performances are satisfactory. After this road-testing is completed, check each nut or bolt with a wrench, and then proceed to cotter-pin and safety-wire the machine as it is intended to run.

Riding position is very important. It has a direct bearing on shape and position of

handlebars. For Daytona a compromise must be found between a crouched "flat-out" straightaway position and an upright position best suited to proper handling in the turns. The crouched position should allow the rider to relax on the straights without becoming cramped. Handlebars must be of sufficient width to allow maximum leverage in the turns while not making the rider uncomfortable, nor making his arms too high in a crouched position. By experimenting with the different positions each rider can find his own individual style.

If at all possible, fit a tachometer. The rider should be instructed to ride on the tach as this will assure utilizing the best power characteristics of the engine in every gear and will prevent a rider from over-revving the engine at any time.

A word or two about pit signals and pit stop procedure. Use a large blackboard with which to transmit signals to the rider. Rather than using words on the blackboard, which are hard to read and at times misleading, use a symbol or number system. For instance, the symbol system may use a circle to mean "hold your position," a vertical line, "faster," a cross "pit-stop," two straight lines with a large number drawn below them, "get No. 16," etc. If the numbers system is chosen, paint the symbols or numbers on the tank top, or put them on a card firmly fastened to the tank top, to assist the rider in remembering his signals.

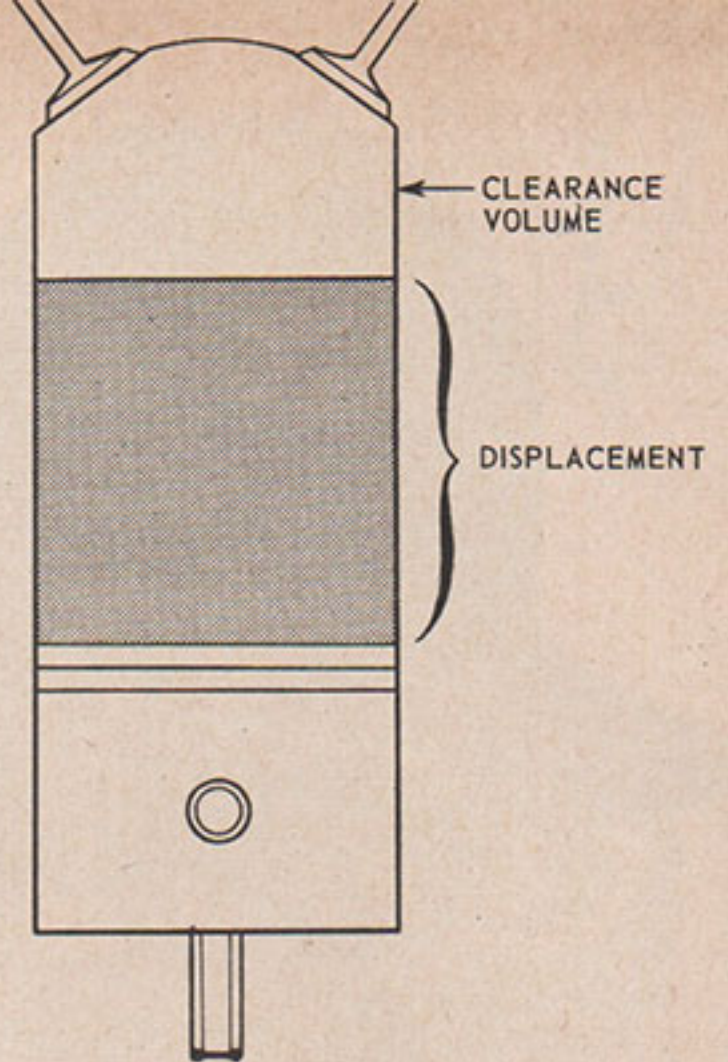
1	OK
2	GO & PASS
3	SLOW
4	PIT

Pit stops must lack confusion. Instruct the rider to stop at a point where the pit man will be standing. Two pit men are enough to adequately gas and oil a machine and give the rider fresh goggles. Have all other pit men assist in keeping the hordes of people from crowding around the bike. Remember, too, at the midway gas fill-up, your rider will be nearly deaf from exhaust pipe and wind noise. If you converse with him, talk directly against his ear and talk loud. Also, when he goes back into the fight, give him a big pat on the back!

If your machine places well at the finish, it will be subject to certification by the Technical Committee, after the race is over. The committee will be interested in two things: engine displacement and compression ratio. Should they follow the same procedure for determining these factors as has been done in the past, the inspection will go like this:

The cylinder head or heads must be removed and the bore and stroke of each cylinder will be measured. You will then be instructed to refit the cylinder head in order to test the compression ratio. You will be permitted to scrape out the carbon deposit in the head and off of the piston crown before reassembly.

The compression ratio must not exceed 8 to 1. After the head is buttoned down tight again, a committee member will proceed as follows. A cc glass will be filled with



light oil. The piston will be placed on top dead center and the oil will be poured into the cylinder via the spark plug hole until the oil level in the cylinder comes right up to the bottom of the spark plug hole. The graduations on the cc glass will determine how much oil has been poured into the cylinder.

The bore and stroke measurements determine the displacement of the engine in cubic centimeters and the quantity of oil poured into the combustion chamber determines the ratio of compression. For instance a single cylinder machine with a displacement of 500 cc in the cylinder and a displacement of 71 cc in the combustion chamber would amount to a ratio of 8.04 to 1. By simple arithmetic these values, worked out by using the formula given, will determine the compression ratio.

$$\frac{(500 \text{ cc}) (D) + (71 \text{ cc}) (C)}{(71 \text{ cc}) (C)} = \text{C.R. (8.04)}$$

D equals displacement
C equals clearance volume

Remember compression ratio must not exceed 8 to 1 or your engine will be disqualified and your efforts will have been for naught.

A.M.A. Competition Rules permit an over-size bore, up to a maximum of .040 inches, to be used without disqualification. It is important to remember that as cylinder bore is increased the compression ratio also increases. Therefore, if you find it necessary to use larger than standard bore, be sure to fit a compression plate under each cylinder to correct the compression ratio to within prescribed limits. As long as the cylinder is raised or lowered to change the compression ratio a comparatively simple formula can be used to determine the amount of shim thickness to use under the cylinder.

First divide the stroke in millimeters by the displacement in cubic centimeters of cylinder, this equals 1 mm of stroke. Now take the difference between present compression ratio and desired compression ratio in cc. Next divide the 1 mm of stroke into the difference of compression ratios and multiply by 1 mm (.0394). This equals the amount in thousandths to remove or add to for gaining the desired compression ratio. For a working example we will take a cylinder of 248 cc displacement with a stroke of 80 mm and a compression ratio of 7.5 to 1, that we wish to increase to a ratio of 8.25 to 1.

$$\begin{aligned} 248 \div 80 &= 3.1 \text{ cc} \\ 7.5 \text{ C.R.} &= 38 \text{ cc} \\ 8.25 \text{ C.R.} &= 34.5 \text{ cc} \\ 3.5 \text{ cc difference} & \\ 3.5 \div 3.1 &= 1.13 \\ 1.13 \times .0394 (1 \text{ mm}) &= .044522 \\ &\text{ shim to remove} \end{aligned}$$

BRITISH '51 MODELS

(Continued from Page 13)

of their long range of AJS and Matchless machines, but have increased the range to include eleven models. Working them over from front to rear, you will find a newly designed front suspension, primarily to prevent oil leakage, now topped with a forged steering crown. The tank of the AJS is adorned with a metal nameplate in place of the erstwhile transfer. The rigid frame Ajays, 16M and 18, together with the Matchless G31 and G80 are improved by the fitting of light alloy cylinder heads and alloy push rods. The sealing of the primary chain case is an improvement as is the employment of a redesigned clutch developed from the one fitted to last season's "Boy Racer." To top the complement of working parts, a Lucas six volt dynamo is fitted to the touring singles. At the rear end, springer models have a new type suspension that is claimed to prevent "bottoming" under all conditions.

To establish general neatness and cleanliness, control cables and wiring are housed in conduit, and the cut-out button of the twin cylinder jobs has been transferred from handlebar to contact breaker cover. Numerous other small alterations have taken place, each and every one a step in the right direction.

Birmingham Small Arms . . . busy with two Sunbeam and seventeen BSA models, still find time to make alterations. These apply chiefly to the two 500 cc twin cylinder models, the A7 and Star Twin. Both are now powered with an engine modeled after the recently introduced A10 Golden Flash; the Star being a special internally polished version.

Modification of the oiling system has cured the fault of a slightly starved cylinder on the drive side and assures acceptable oiling to camshaft and tappet gear. Both 500 twin models are fitted with the modified gearbox that was proven to be tops on the latest "Golden Flash" models. Needless to say, it is still fitted on this 650 cc beauty.

Prime interest to the lightweight rider is the news that the BSA 250 cc models, both side-valve and overhead, can be fitted with rear suspension, and a four-speed gearbox is also available. Following the latest trend, the BSA bars are trimmer and the horn button is built into the bar lug of the hand brake lever.

The Sunbeams, S7 and S8, are almost unchanged yet still remain in a class of their own, aristocrats of the motorcycle realm.

Douglas . . . From Bristol comes news of the dropping of the previous sports and standard models and addition of a new polychromatic blue Mark V. Its characteristics include the salient ideas of models that have been dropped. The "80 Plus" has been gifted with redesigned cylinder heads and barrels that give a greater output, though the layout of the model is virtually unchanged. These points also apply to the "90 Plus," differing only inasmuch as the latter can be supplied in stripped condition for high speed sporting events. Alternately, they can be obtained as a road machine complete with lighting set, at no extra charge.

For the "80 Plus" with its guaranteed performance of 80 mph plus, the conversion sets introduced last year are still available. With the aid of this fine kit a really capable man can better the figures of the "90 Plus" with his roadster. Contrary to expectations of the British rider, all models remain in 350 cc capacity.

Nortons . . . from Bracebridge Street, Birmingham, comes news that the new type frame, used by the black and silver machines while collecting the Manufacturers Trophy at the recent F.I.M. World Championship Se-

ries, will shortly be available to the public. This news will be warmly received by the racing fraternity, for it is an established fact that with its use the steering and performance of the "Road Holder" has become even better. Several illustrations of this cleverly designed machine have appeared in earlier issues of CYCLE. I need only to add that both the 348 cc and 499 cc "Manx" models will take that form.

The range of ten stock models, including the twin "Dominater," have various small changes. Redesigned light alloy brake plates fitted to the 7 in. front brake have improved the waterproofing qualities. The overhead models, 19 and ES2, together with the side-valve models, 16H and Big 4, have received larger capacity gas and oil tanks.

Panther . . . Phelon & Moore Ltd., announce a change in the 350 cc models. "65" and "75" in that the copper tube of the main oil galleries is now cast integrally in the crankcases. The "Stroud" competition models of 250 cc and 350 cc are smarter and stronger. A ground clearance of 6½ inches and a newly designed exhaust system combine to give a more compact appearance. A smaller petrol tank of 1½ gallons capacity, the Dunlop waterproof saddle, and the high set tool box create an appearance of neatness upstairs. Fender stays of tubular pattern make their debut on this sports model in both capacities and will probably be added to all models when material becomes available. The 600 cc job is unaltered except for a newly patterned rear light.

Triumph . . . This well-known Coventry firm, leaders in British motorcycle sales to the U.S.A. has struck the headlines. Dropping the "Grand Prix" model, they apply the Douglas two-in-one method to an almost entirely new "Tiger 100." The head and barrel of these new-look jobs are gravity die castings with inserted valve seats of a Meehanite-type cast iron. The cooling properties are greatly increased, not only by the aluminum alloy of the head and barrel, but also by the design of their many close-pitched, knife-edged fins. Connecting rods are of R.R. 56 material, as previously used in the "Grand Prix." Push-rods of duralumin alloy and tappet guides of aluminum alloy are employed to add toughness and strength without added weight.

For racing conversion, the footrests and brake pedal are transferred to a more suitable position at the rear. American racing men have received complete co-operation from the designer, for both kick start pedal and footrest are of the folding type. Transformation is complete with the fitting of racing type handlebars and a number plate. The generous use of light alloys in these machines has reduced the total weight to 355 lbs.

Modifications that embrace all five of Triumph's range are: quick-twist oil and petrol tank filler caps, cast iron front brake drums, newly calibrated speedometers, and modified oil pipes.

The "Trophy" competition model, like the "Tiger," is capable of conversion to racing form and as such will be in demand for short circuit competition. The "Speed Twin," the 3T, and the "Thunderbird," complete a range to satisfy all classes of twin fans.

Velocette . . . Veloce Ltd., are faithfully sticking to their guns regarding their light utility machine. As a result, the little 149 model LE blossoms forth in a stronger guise. Varied details in both transmission and engine have been altered and the capacity increased to 192 cc. Outwardly the machine appears unchanged but it will purr along just as quietly and a little faster than before. This new Model LE 200, along with the 349 cc overhead camshaft MAC will complete the list of models, the latter being fitted with telescopic, hydraulically dampened front forks of Veloce design.

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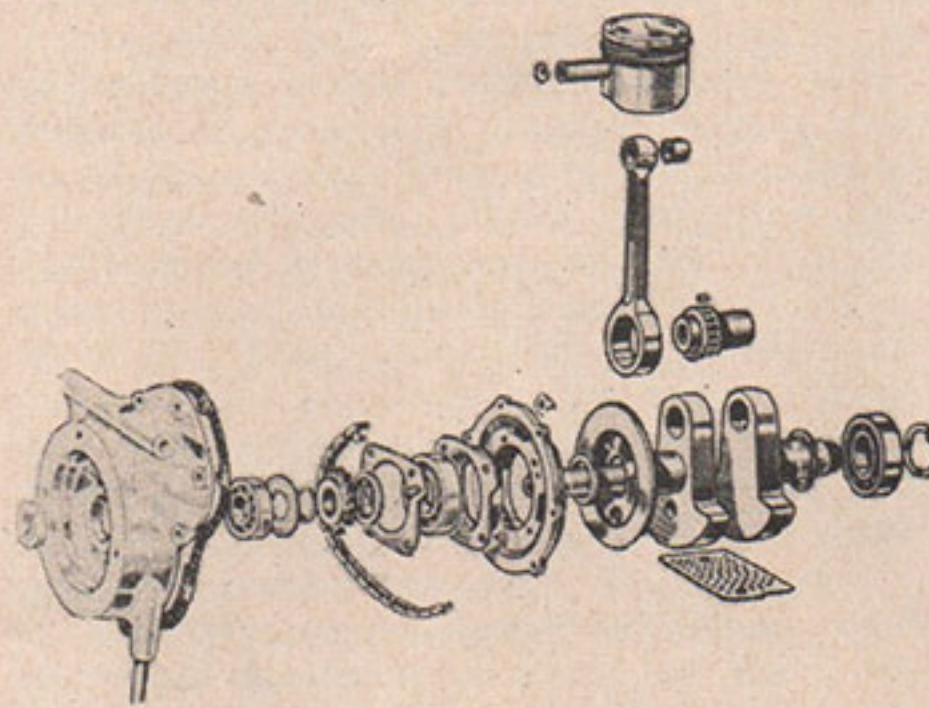
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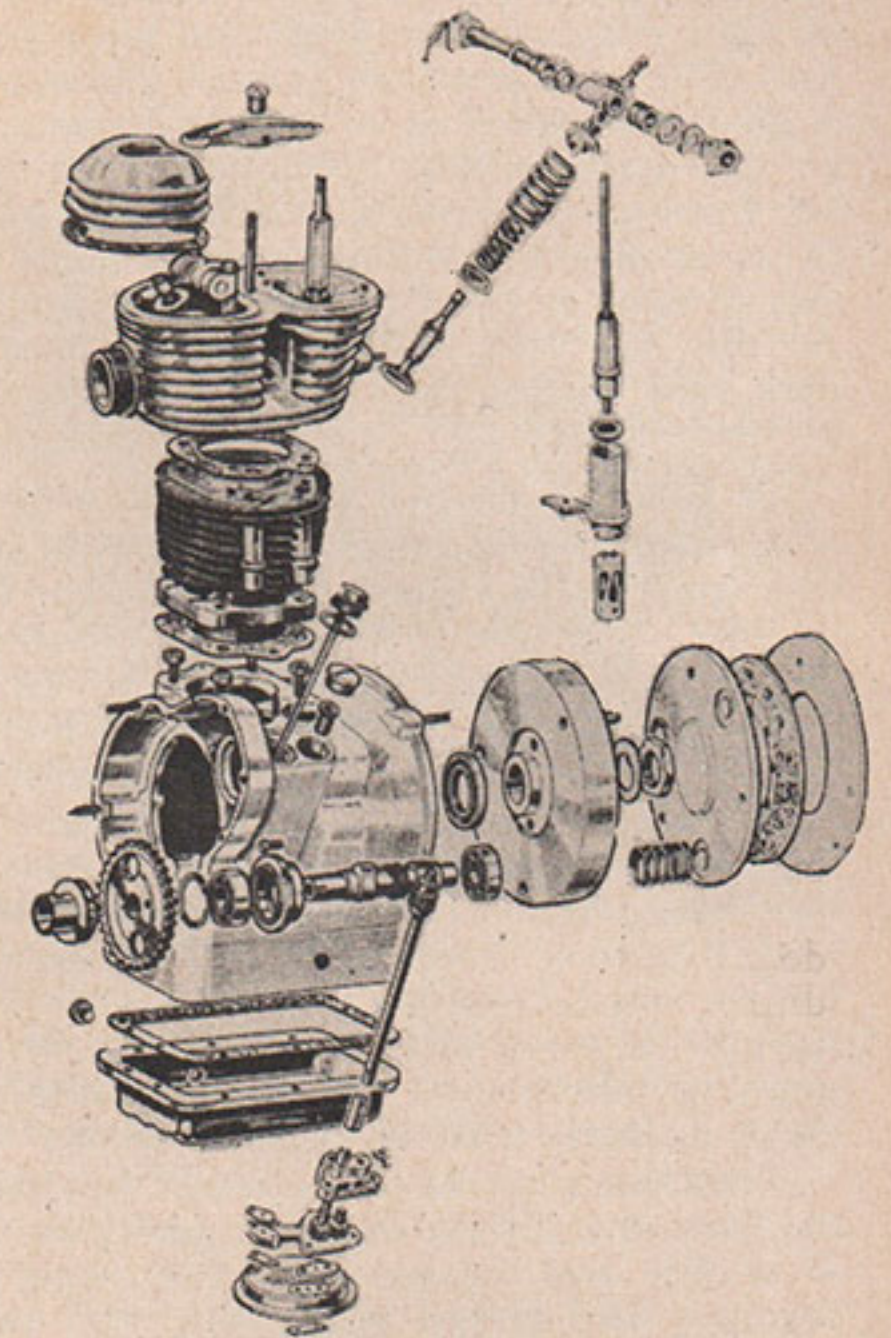
CONTINENTAL NEWSLETTER

by Dino Lancia

SPORT: November was a busy month for the Continent's greatest speedway, the Monthéry oval. W. Doran and M. Featherstone took an AJS "Porcupine" (30.50 cu. in.) over and broke two world's records for that class: 115.04 and 115.03 for two hours and for 500 km (310 miles). Then Eric Oliver attacked the world's 750 cc (45 inch) sidecar records with a 596 cc (36½ inch) Norton and Watsonian hack. He was successful, set a string of new records ranging from one to four hours and from 10 km to 100 miles. Best speed was 97 mph average for 100 miles on the banked oval. Then Sterling Moss, K. Gregory, and J. Neil took one of the new Kieft lightweight four-wheelers to Monthéry, along with double-knocker Manx Norton 350 and 500 cc motorcycle engines for power sources. They proceeded to successfully assault those class records from 50 to 200 km (31 to 124 miles), best 350 (21-inch) speed was a shade under 80 mph and top for the 500 cc (30.5 inch) was 91.34—better than the 500 cc motorcycle sidecar record! . . . Factory racing preparations for the coming season are being announced. Gilera and MV have swapped talent, Bandirola (4th place in 500 cc world's championship) has gone over to MV and Artesiani (6th place) will try his luck with Gilera. English racing enthusiasts are disturbed by the loss of Les Graham, who has accepted an MV four for '51. AJS, having lost Graham, has announced its works team for the year—it will consist of Doran and Featherstone, plus H. R. Armstrong. Velocette has tossed its hat into the ring for '51 with the announcement that there will positively be a works team, will probably contain A. R. Foster and W. Lomas. Foster holds the present 350 cc world's championship title. The Norton factory crew will be made up of Geoff Duke, R. H. Dale and J. Lockett. Last year's winner of 8th place in the 500 cc championship, H. L. Daniell, is retiring from the team but will probably try his hand with 500 cc four-wheelers during the '51 season. Rumor is strong to the effect that the 250 cc class, unsupported in Grand Prix racing by British firms last year, will have that backing this season, will give the Italians some stiff competition. . . . News from Germany is that Horex, BMW, and NSU are all building unblown 500 cc jobs for the coming international road racing season in which Germany will officially compete for the first time since the last hostilities began. . . . NSU is also busy with wind tunnel research on a new streamlined record machine intended to lower the boom on Henne's long-standing 174 mph BMW record. . . . And this spring will see England back in competition for the absolute speed record. R. W. Dearden has built up a very special 998 cc (61 inch) Vincent Black Lightning. In stock form, the machine is said to develop 90 bhp on alcohol. Dearden had a special vane-type blower

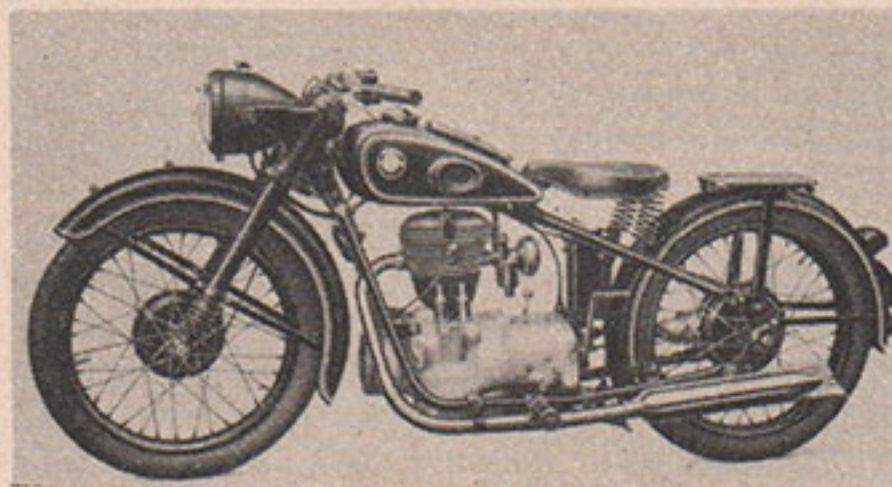


Quality-engineered for performance and economy. Power unit of 250 cc (15 in.) BMW single



built by Chris Shorrock, who supplied the pressure for Goldie Gardner's record-holding MG. The blower is calculated to pull another 40 bhp from the Vee-twin engine, which certainly gives it the brute strength to exceed the old BMW record—that blown 500 cc machine is said to have boasted around 95 horse. The problem, of course, is keeping the front wheel on the ground, in spite of the engine's terrific torque. Forward concentration of weight and lead ballast on the front end are being utilized.

SWEDEN: This little country of six and a half million people supports motorcycling to the tune of over 200,000 registered machines. The ancient arms factory of Husqvarna is Sweden's greatest manufacturer of motorbikes, has produced heavy machines in the past but at present carefully follows the light machine trend. One and only product at present time is the Model 27, a utility job stressing minimum purchase and operating cost. Its engine is a 120 cc (7.3 inch) two-stroke of the flat piston, dead center scavenging type. Crankshaft runs in SKF ball bearings and con. rod runs on rollers—it's an extremely well-made "block" mill in

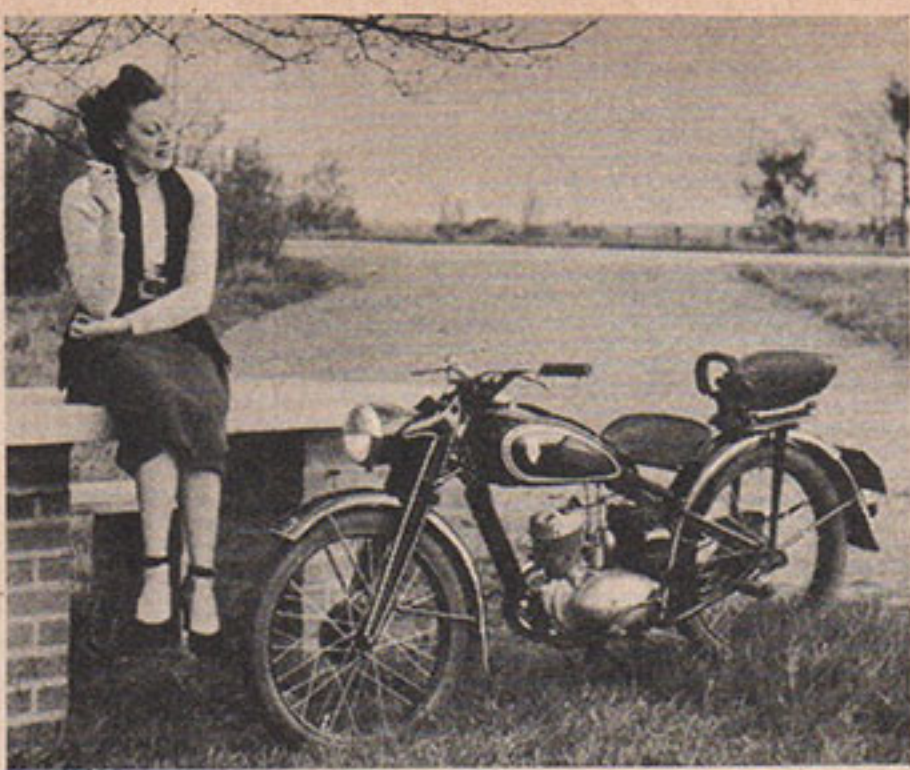


The BMW R24 single is an outstandingly clean design. Shaft-drive has very interesting detail

which the engine, gearbox, clutch, primary drive and flywheel mag form a single unit. It develops 4½ bhp at 4300 rpm. As in German practice, both hand and foot shift are provided. Fuel tank shut-off valve is operated by a knurled knob handily located alongside the filler cap. Top speed is about 50 mph and fuel consumption is close to 80 mph.

ITALY: The all-conquering scooters are extending their sway: The makers of the wonderful little shaft-drive Vespa have granted manufacturing license to the British Douglas firm. Those builders of famous opposed twin motorcycles will introduce the Douglas Vespa to England early this year. By the way—a very unique feature of Douglas machines is that the pivoting rear fork now in use is controlled through links by torsion bars mounted inside the side cradle tubes of the frame.

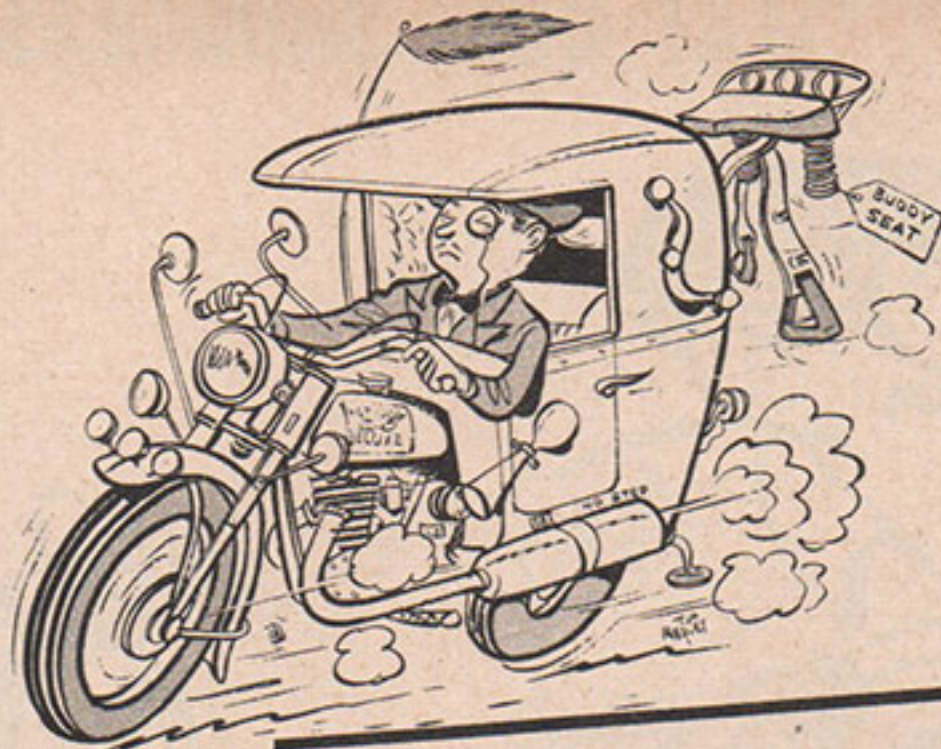
TWO-STROKE NOTES: Only the two-stroke owner can fully appreciate the inconvenience of having to lace his gas with lube oil every time he fills his tank. It's not this way everywhere. In Germany, where two-strokes have been super-popular for decades, the person who sells you your gas is almost invariably equipped with a "swizzle can," automatically prepares your mixture as part of the deal. Now, enterprising overseas garages are beginning to feature, for the first time, pumps that deliver the ready mix. Just chucking the oil into the tank and the gas on top of it is a dangerous procedure and has ruined many engines. But tanks have been successfully produced—the wartime "Flying Flea"—which contains a series of baffles which guarantee the quick and thorough mixture of the "petroil." This, clearly, is a feature that two-stroke manufacturers will have to offer their purchasers in the future.



This is the typical "Continental Look" for pillion seats, demonstrated by DKW RT-125 model

HUNGARY: CSEPEL is the name of the outstanding Hungarian make. They put out four models: 100 and 125 cc two-stroke singles are their old reliables. The other two jobs are newcomers, both are also two-strokes but in this case twin-piston engines of 250 and 350 cc. The 250 is fairly conventional and has a normal transverse crankshaft in a mill which incorporates a four-speed gearbox. It pulls 10 bhp at 4500 rpm. The 350 is, perhaps, the only shaft-driven two-stroke in the world—with the exception of some Italian scooters. In this model, the cylinders are strictly vertical, crankshaft runs fore and aft. A four-speed box is built into the engine base and 68 mph is quoted, with 62 mpg.

ENGLAND: The amazing LE Velocette described in last month's CYCLE has had its displacement upped to 198 cc (12 inches) for '51, making for an increase in power that many LE owners have requested. Typical of Velo thoroughness, the increased size was not achieved by simple overboring—the whole engine was carefully re-designed. Second gear ratio has also been upped, making the new LE a much finer hill-climber and wind-bucker. And if you own an LE or are thinking of taking that step you'll be glad to hear that there's already a booming LE Velo club and that it puts out a publication for the delight and instruction of LE addicts. Address will be sent on request. Incidentally, as proof of the LE's reliability, an English gentleman recently took one of the 150 cc versions, loaded it down with two saddlebags, tool-kit, handbag, large pillion seat, and wife, putted from England to Switzerland, all over the Alps and return with perfect ease and satisfaction. Yes, the lightweights have certainly arrived! . . . Manx Nortons (500 and 350 cc twin overhead cam racing jobs) will come equipped in '51 with the new all-welded duplex frame and pivoting rear springing that proved its worth on the victorious works machines in last season's greatest road races. . . . Much research is being carried out here with chromed cylinder bores and piston top rings as methods of reducing bore wear. Groundwork has already been done in the commercial vehicle field with remarkable success and many British racing bikes are currently using these devices. The big BSAs—A7 and A10—are equipped with bearings which have also been proved in the commercial field: lead-bronze shells with indium flash plating. The indium coat is phenomenally thin and hard and its wearing qualities are common knowledge to American operators of heavy duty diesel trucks. When re-building your next engine you might keep these two simple, life-giving gimmicks in mind: plated top rings, indium-flash bearings. Porous chrome top rings are generally available in The States. The plating must not be polished and bright—naturally that type would run dry. . . . Next English motorcycle show will be at Earls Court, London, from November 10 to 17.



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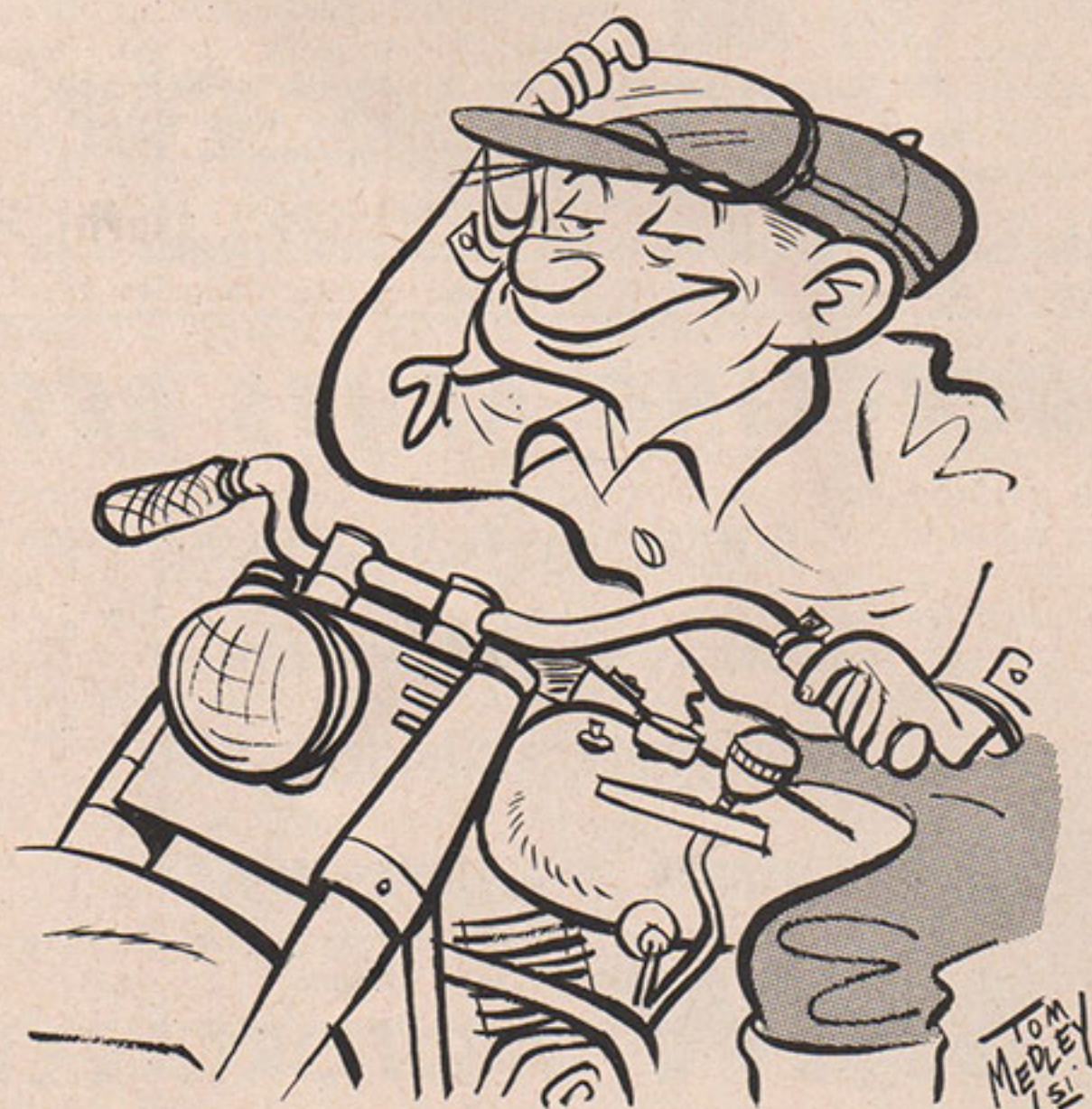
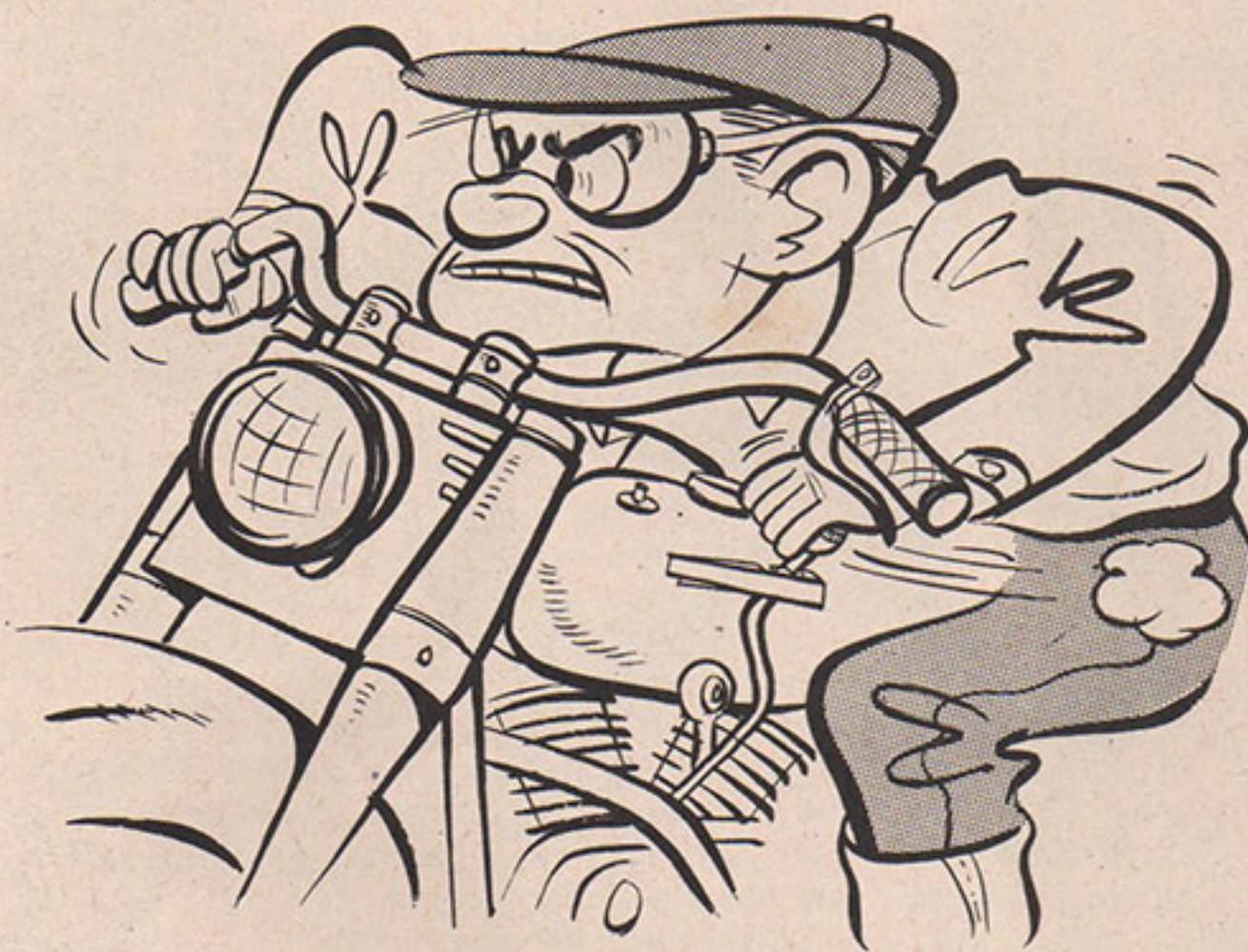
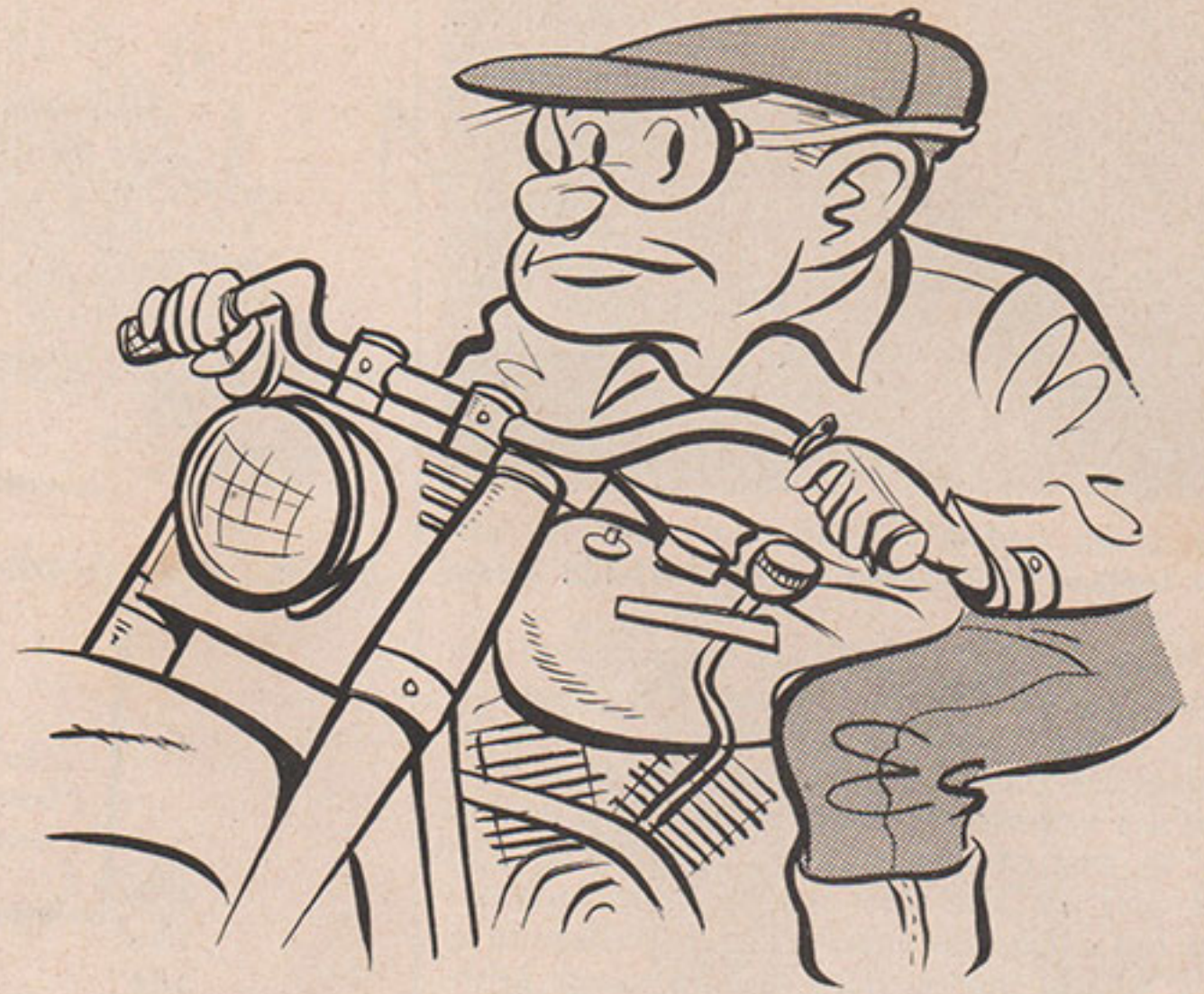
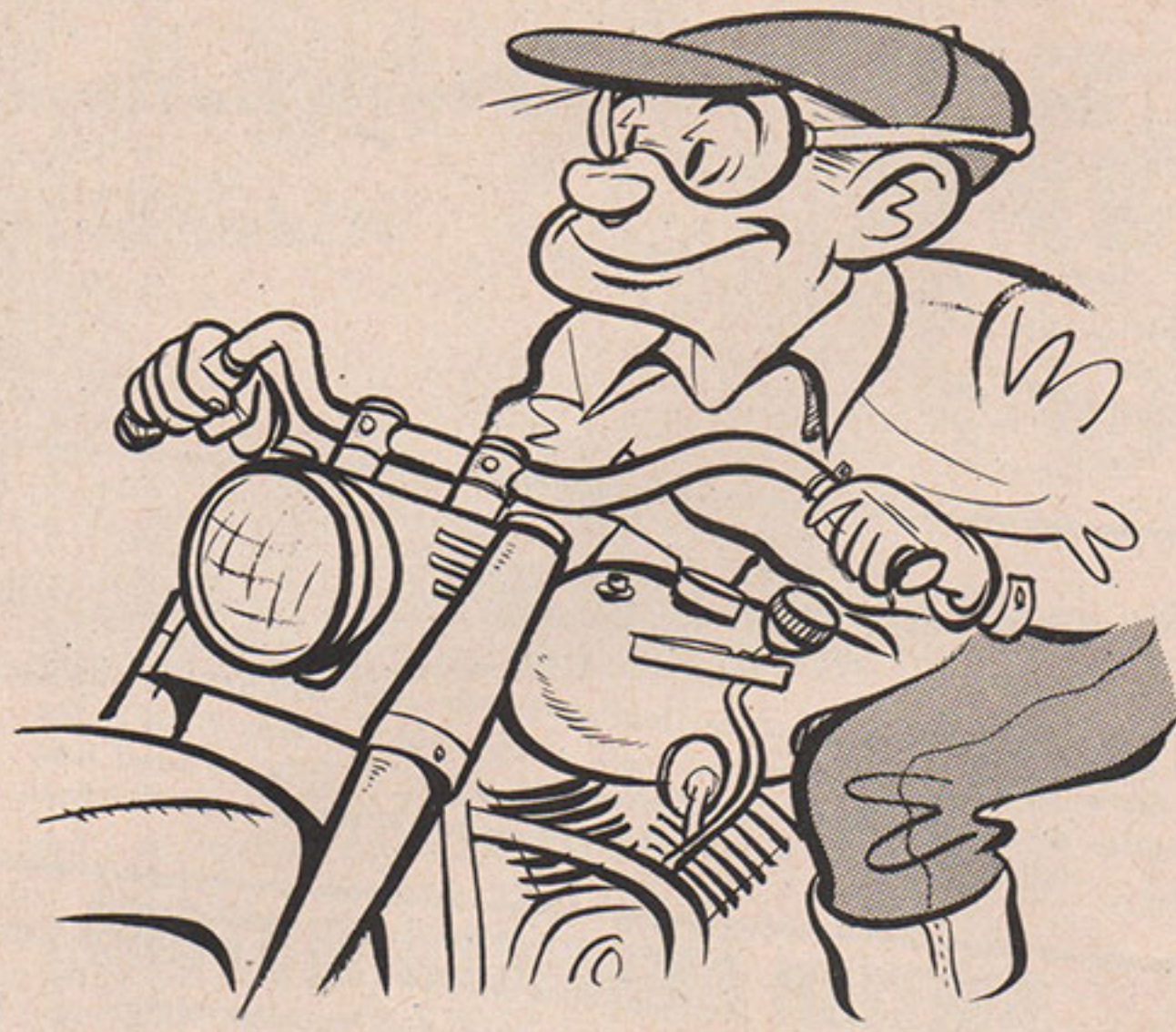


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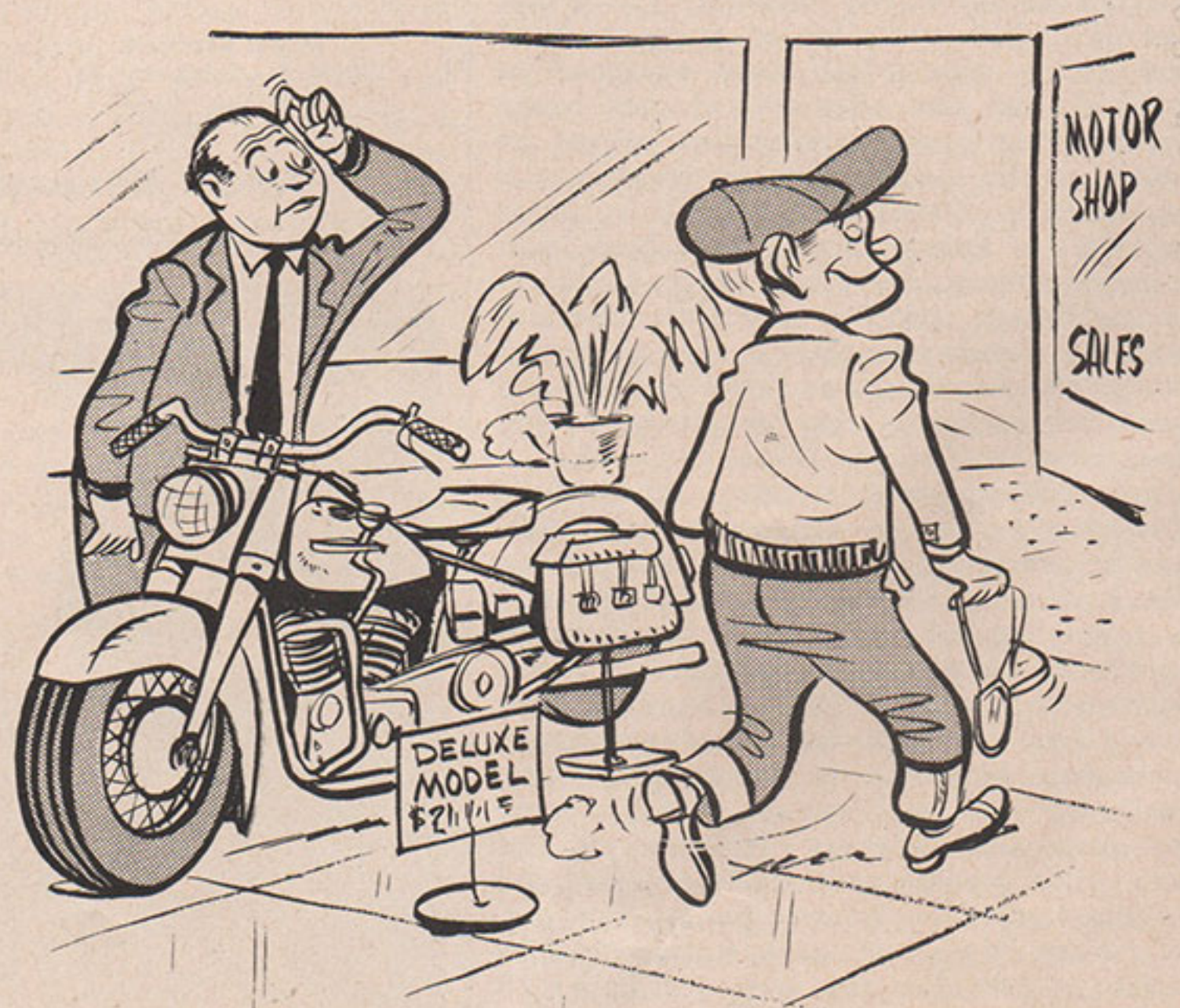
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TOM MEDLEY '51



Career of Arthur Davidson

(Continued from Page 15)



Arthur Davidson, left, shown congratulating Joe Weatherly, 2-time winner of Laconia 100 miler

low production in a speech before an assembly of dealers and distributors. The brilliant Scot realized that changes were taking place in the American economy that were far-reaching in their effect on the life of his company and himself. He prepared his company by getting it in order, as he advised his dealers to do with their own shops, and did his best to mitigate the effects of the vicious depression on his home community.

When Arthur Davidson died in that fatal crash near the close of 1950, an entire era of American motorcycling passed away with him. But the younger generation will keep alive his spirit. The children and grandchildren who make the Harley-Davidson and the thousands who ride the machines first born in the shed behind the Davidson home in Milwaukee, inherit much from his pioneer character.

PAPOOSE STORY

(Continued from Page 17)

we were soon on top of the 3000 foot ridge overlooking Nethermost Cove and Striding Edge. Mist prevented us looking down into Patterdale and all that remained was to race up to the summit, a matter of 100 feet or so. The cloud was thick and unfortunately photographs could not be taken. So 'round we turned and headed down again, anxious to get off the top and out of that biting cold wind that cut straight through us.

Two days later, after one unsuccessful attempt at Ben Nevis, we wheeled the 'cycles out again for a final try at the mountain. We pushed on past "Loch Ben," which has a long Gaelic name on the maps meaning, "the lake in the mountains by which you can sit." We were in no mood to sit by any lake. It was very, very cold, both Parry and I were suffering from sore throats and a cough. The photographer was grumbling about the bad light. Only the little bikes seemed to be happy. On we ploughed through the deepening snow, across mountain streams that were now a torrent. Higher we went, the lake becoming smaller and smaller below us. The track started to zigzag again. We could now see over the tops of the surrounding mountains. The view, when the clouds parted, was magnificent and awe-inspiring. The wind became stronger and the cold more intense and the snow deeper. Bad weather could be seen blowing up, too, and we started to despair. Then the clouds parted for a brief moment. The sun shone and the summit of Ben Nevis showed itself not more than a few hundred tortuous yards away.

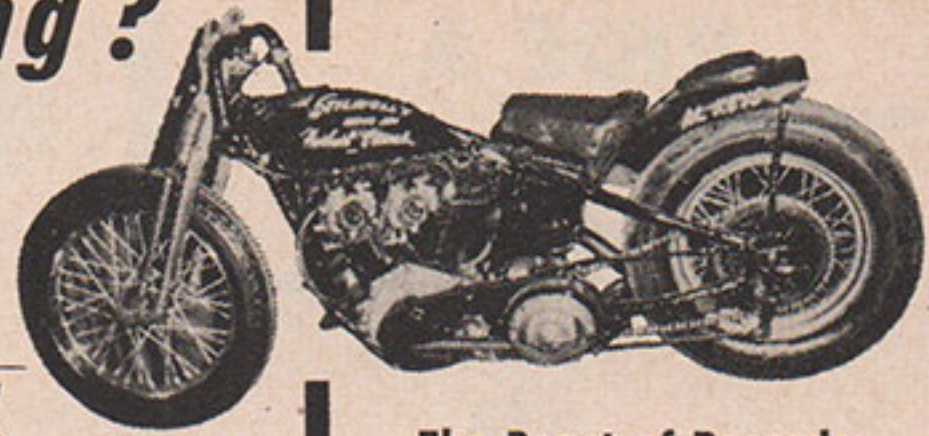
We went to work with renewed vigor,

(Continued on Page 33)

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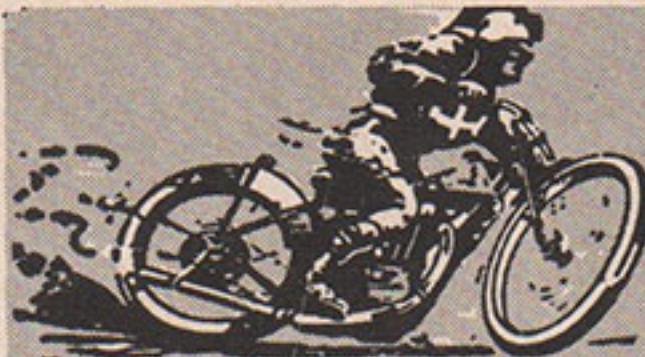
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Dealer Doings



LEBARD AND UNDERWOOD

THE PARTNERS, Aub LeBard and Jim Underwood, have adopted an unusual working agreement. While Aub convinces the sporting riders of the nation that the BSA is a top-quality sporting machine and that Aub LeBard is an authority on the BSA, Jim stays behind in the shop and keeps the home lathes turning. This division of duties is agreeable to both since Jim, now in his fifties, has lost his taste for the rough-and-tumble of severe competition and Aub, in prime condition, dotes on the bumps of sporting events.

Jim Underwood began his motorcycle career in 1915 on a Thor. In those days he rode competition events himself, supplementing his income from time to time by working in the factories of both Cleveland and Harley-Davidson. This way he learned bikes inside and out. Since he was one of the few who intended to stay in motorcycles for the rest of his life, he had long been preparing for the day when he would be able to open a business of his own.

In 1937 Jim was shop foreman for a Harley dealer in Los Angeles when a brash kid named Aub LeBard was hired as errand boy and general flunky. Relations between the two became rather strained when Aub tried to borrow Jim's tools and was told to go get his own. Aub did, and this is indicative of the LeBard determination to devote his life to motorcycles.

The shop they own together now at 1346 E. Firestone Blvd. in Los Angeles is the result of an agreement finally reached by letter. Aub sweated out World War II as a flying engineer on a B-24. His money went into the

Aub and Jim boast the largest BSA dealership in Southern California at 1346 E. Firestone, in L.A.



Jim keeps shop while Aub does the riding, then fishing season opens—Jim suddenly disappears

sock, in readiness for a postwar crack at the motorcycle business. Jim was saving money, too, and the two friends kidded each other by letter about their identical desires. Finally in 1945, Jim went ahead on his own and picked out a location.

The firm of LeBard and Underwood was formed officially in January, 1946, at the present location. At that time the partners had 2500 sq. ft. to work with. Now their location is exactly three times that amount.

In the beginning, both men were anxious to represent as many manufacturers as possible. Norton, AJS, Ariel were some of the machines they sold. Finally both Aub and Jim began to look around for a single, com-



prehensive line and they are certain they have found it in BSA. Aub, of course, has spurred his own Gold Star, the daddy of the line, to victory in three consecutive Big Bear Hare and Hounds. LeBard and Underwood emphasize that there are 14 models of BSA to select from, ranging in size from the big Gold Star down to the cocky Bantam. As Aub puts it, "Whatever a guy wants a machine for, we've got the right one."

In the shop at LeBard and Underwood, mechanic Bud Dalton applies his special knowledge and talents to repair work. Bud was once a track rider, but now he gets his kicks from scrambles. Aub and Jim speak of him as a third partner because he has been with the firm since its founding.

Aub is commissioner for District 37 of the

American Motorcycle Association. This fact always strikes Aub as being rather ironic, because there was a time, several years ago, when Aub decided to give up motorcycles entirely and become a very serious young business executive. He was going through a stage quite familiar to all veteran fans—that period when motorcycling suddenly seems frivolous and extravagant. So he sold his bike.

The next three months were sheer hell. Aub held to his vow of abstinence for that length of time and then realized he was beaten. He was spending more time and money trying to forget motorcycles than he had ever spent riding. Now he swears he will never get out of the saddle. If you're going through that stage yourself, check with Aub. He might be able to save you some months of fretting.

MEET "MR. BOB"

"I SAW my brother's motorcycle sitting in the back yard one day and decided to take a ride. After a couple of furious laps around the garden I decided that was enough and stopped it by plowing into the fence."

With these words, Arthur E. Onyett described his first ride which occurred at his home in Cambridge, England 'way back in 1911 when he was ten years old. "Mr. Bob" as he is known to his many friends, didn't realize it but he had begun a long association with motorcycles which was to lead to an Indian-British dealership 3000 miles away in Columbia, South Carolina.

Shortly after taking his first ride, Mr. Bob knew that he had to have one of his own so he started working after school hours, running errands and doing odd jobs. By his twelfth birthday, he had saved enough "pounds" to buy a one-cylinder, belt-driven Singer, the first of a series of 25 motorcycles which he was to own.

In 1929, Mr. Bob came to this country and his early love for cycles led him into the Indian shop in Columbia, then owned by Ross Rivers, one of the all-time greats in sand-wash riding in the Carolina sandhills. He went to work the same day as assistant mechanic and has been working on motorcycles ever since.

In 1944, Mr. Bob bought the shop and turned over most of the repair work to Jimmie Weeks, who is known as one of the best mechanics in the state. Mr. Bob still has to wash his hands when he goes home at night though. After all these years he still can't resist the urge to do a little "mech-a-nic-king."

A ruddy-complexioned man in white coveralls riding slowly around town is a familiar sight to Columbians. Mr. Bob always rides cautiously and does much to promote good will on the part of the non-riding public. If a motor is not equipped with a muffler, he hates to ride it in town. His biggest annoyance is the rider who tears madly around on



Buck Brigance takes the flag from "Mr. Bob" for first spot in expert race at Columbia, S.C.

a machine which has a straight exhaust or twin funnels rattling the windowpanes and terrifying other motorists.

Although he is a careful rider, Mr. Bob can hold his own with the boys who like to get out in the backwoods and ride cow trails, go sandbed riding, and other such pleasant activities. Back in the days before the A.M.A. had charge of competition, he did all right at racing on TT type tracks, stunt riding, and road racing. He has photographs to prove it too!

But of all activities offered in motorcycling, Mr. Bob enjoys laying out endurance runs best. It gives him an excuse to get out and explore trails through the countryside and look for interesting territory to send the contestants through. Anybody who has ridden one of his runs will be quick to point out that he finds plenty of it too! For the past two years he has blazed the trail for the Columbia Motorcycle Club's state championship event, which has become the high point of the enduro rider's year in South Carolina. Last year he spent three months preparing and planning each detail with his usual thoroughness, which eliminates last minute delays and things left undone.

From a meager beginning 21 years ago, Mr. Bob has come a long way and is recognized as one of the leading Indian dealers in the Carolinas and Georgia.



"Mr. Bob," active in club events, shown 2nd from right, with some Columbia M/C members



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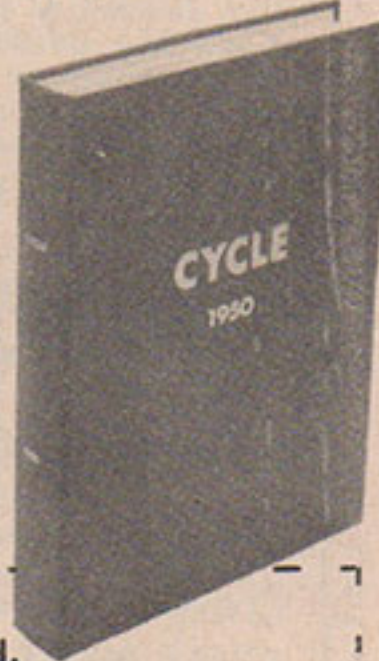
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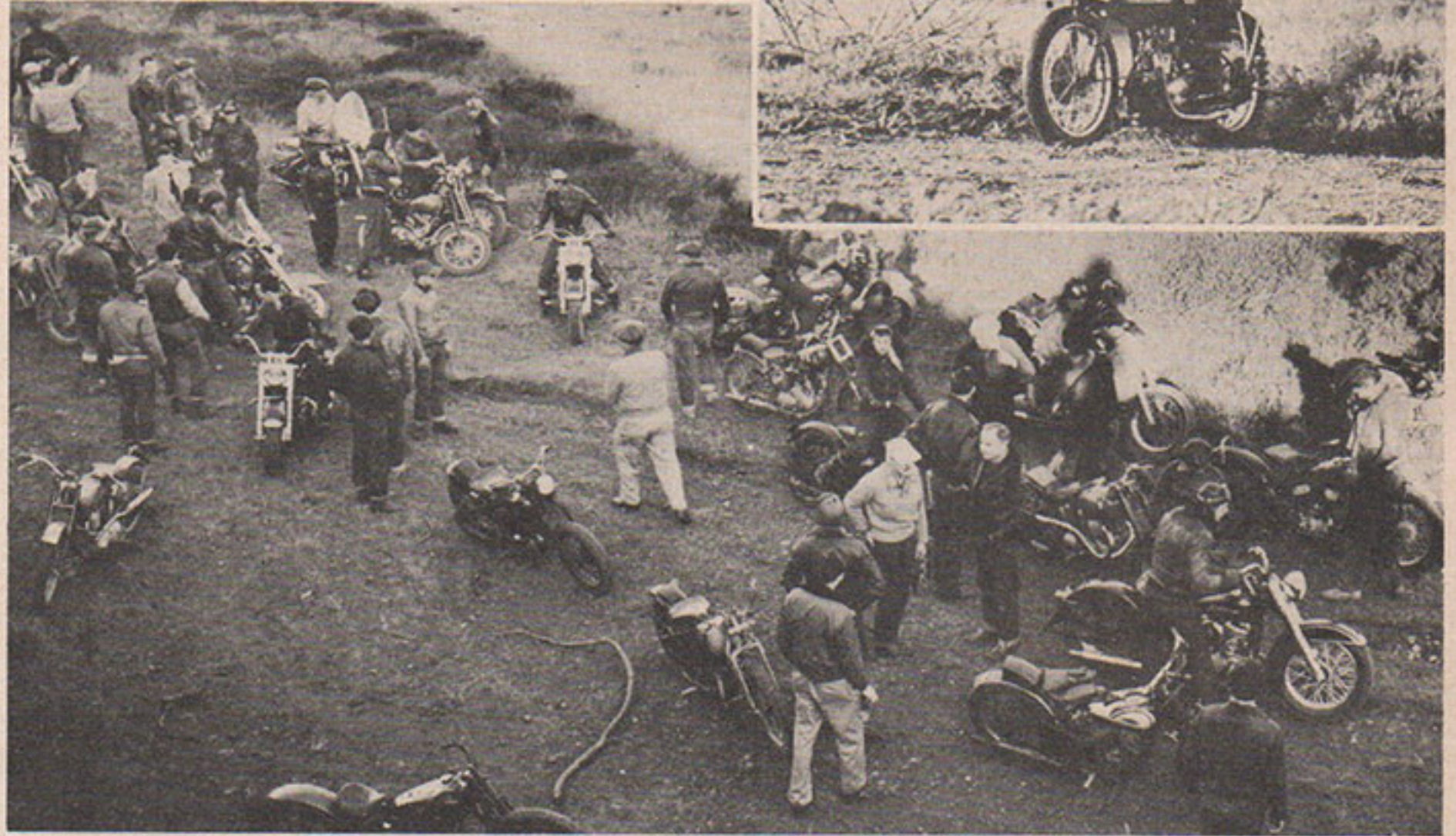
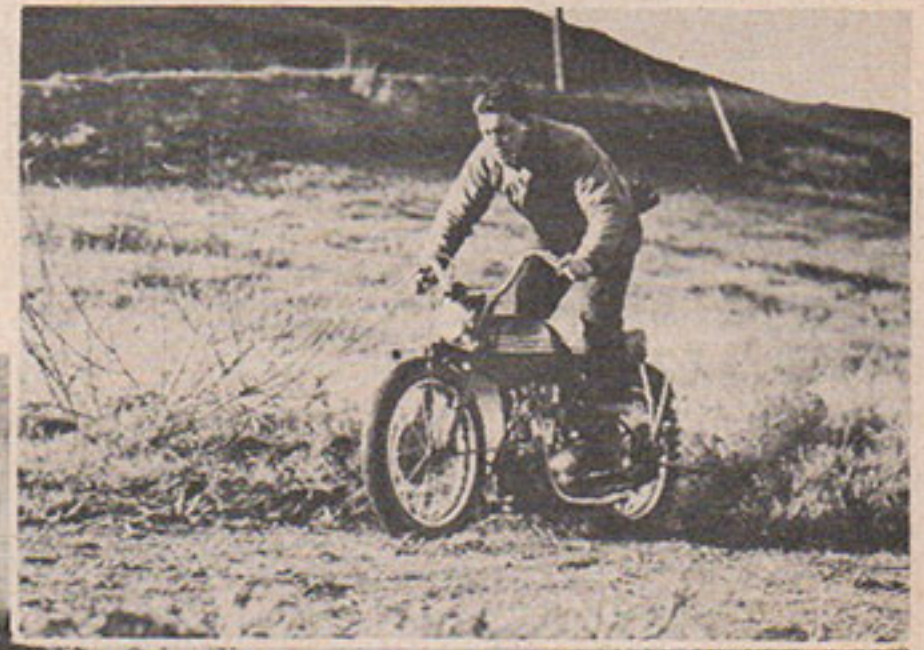
NEW YEAR'S NO-RULES SCRAMBLE

BAY CITIES M/C STAGES ITS ANNUAL NO HOLDS BARRED CROSS-COUNTRY ONE-LAPPER

Pictures by Borgeson and Corner

RIGHT, Displaying winning style; Spider Webb crosses a mud filled ditch like a train on rails

BELOW, Convening for action at shriek of New Year's dawn—bird's-eye gander at part of mob



By Griff Borgeson

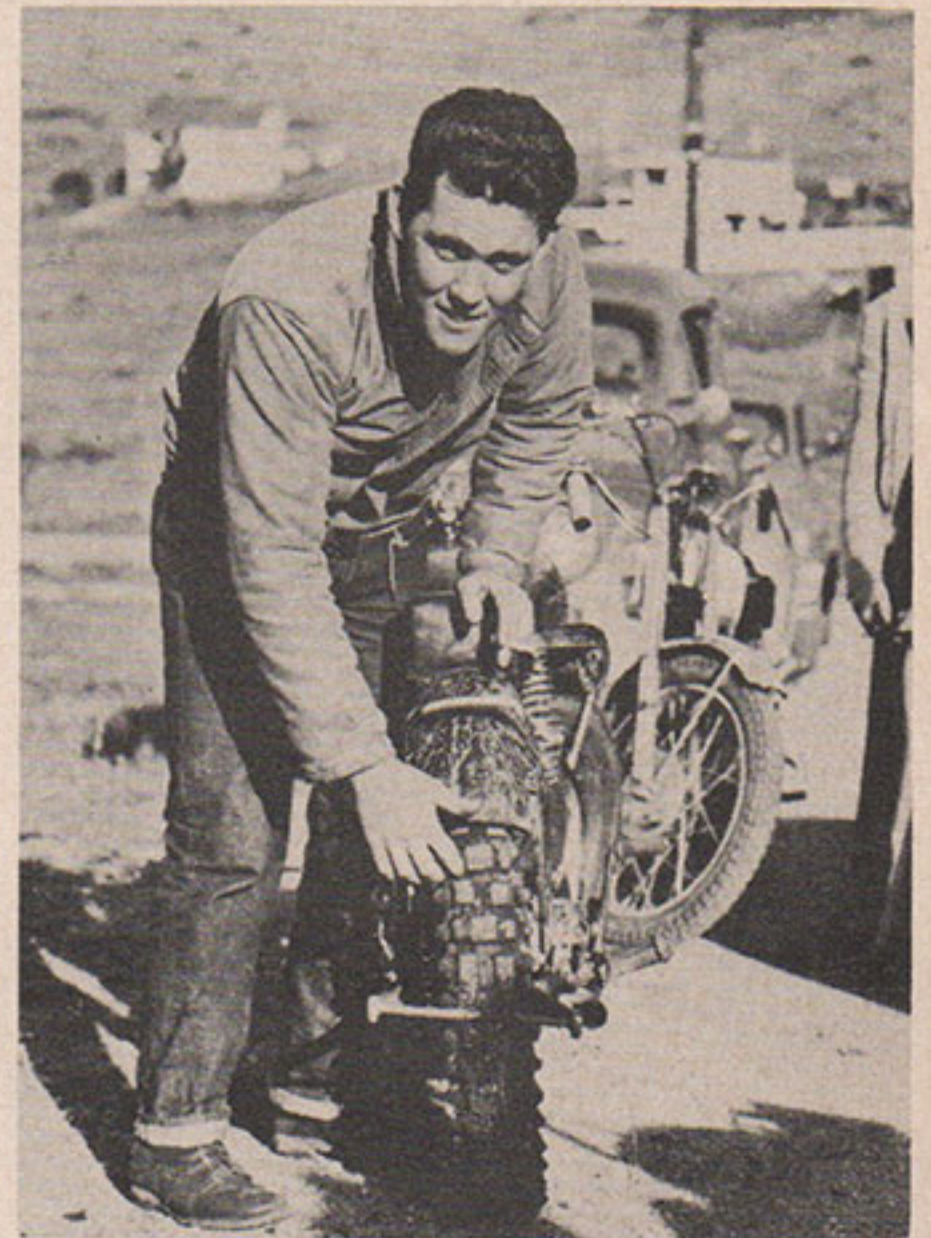
WHILE the Bay Area's solid citizens wallowed in their morning-after misery like sane folks should, those mad motorcyclists were up with the birds on New Year's Day, had gathered 140 strong on San Francisco's outskirts by 9 a.m., and took off to the unknown site of the Bay Cities M/C's traditional knock-down, drag-out, open-to-all, first-of-the-year race.

There were no entry blanks, no admission charges, no rules, no limitations to check the boys' and girls' fun when they reached the backwoods destination in the hills behind Sharp's Park, about twenty miles south of S. F. Just lots of tall grass, mud, steep hills. The Road Captain took the roaring herd on a trial run over the two-mile course; they returned, lined up for a massed start, and were off in a hail of flying clods. Every sort of equipment was involved, including one of Dud Perkins' well-prepared Harleys, complete with skid chain on the rear wheel. The boys sloshed, jogged, and flew over the course and, being a one-lap affair to eliminate the bother of scorekeeping, the day's entertainment was over almost before it started. And then, with back-slapping for the winners and ribbing for those who didn't do much, the crowd split up into little groups which scattered to celebrate the holiday in their own way. The first five winners were:

- Spider Webb, Triumph Thunderbird
- Charlie Artal, Triumph Speed Twin
- Francis Clifford, Harley-Davidson 45
- Bob Meadows, Indian TT Warrior
- Tex Wells, Harley-Davidson 45

Asked for his success story, winner Webb just patted his Avon Gripster and smiled contentedly.

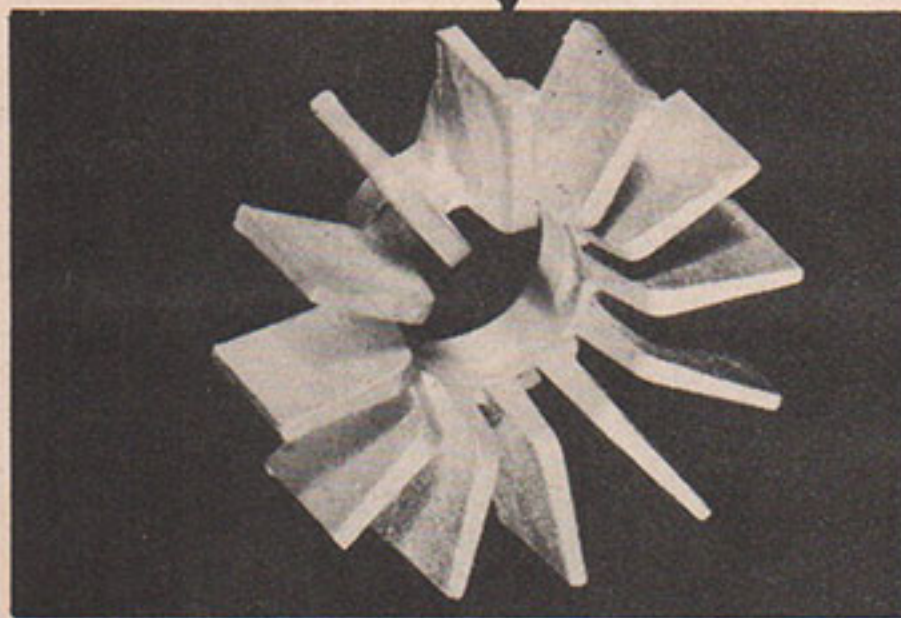
RIGHT, About to embrace Mother Earth—there was plenty of this, but with little slowing effect



Webb dislodges hillside from notches of his "Gripster," a definite help where going is mushy

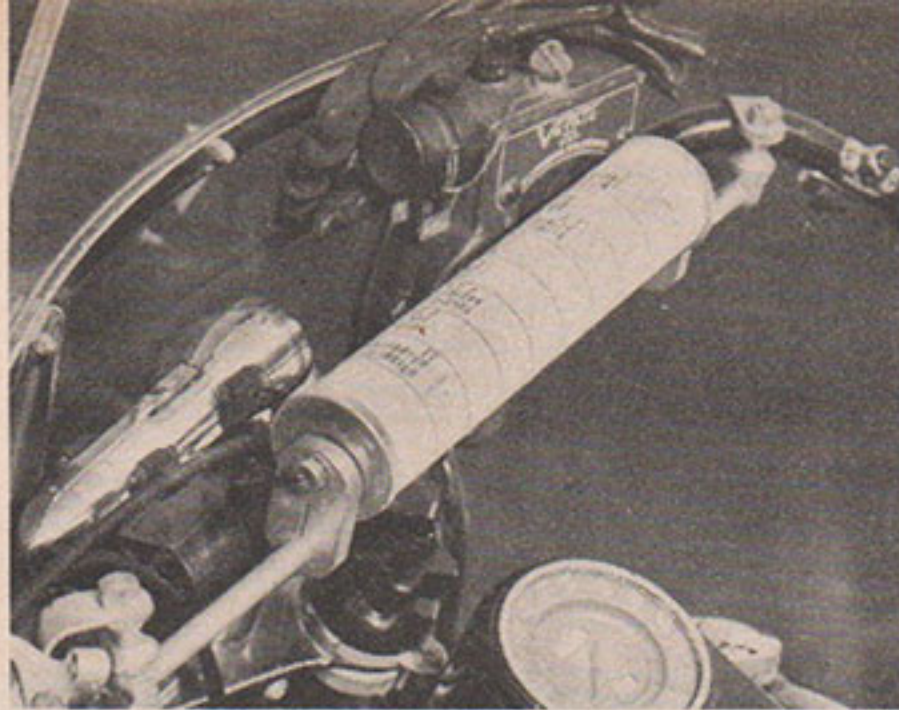


The Cycle Shop

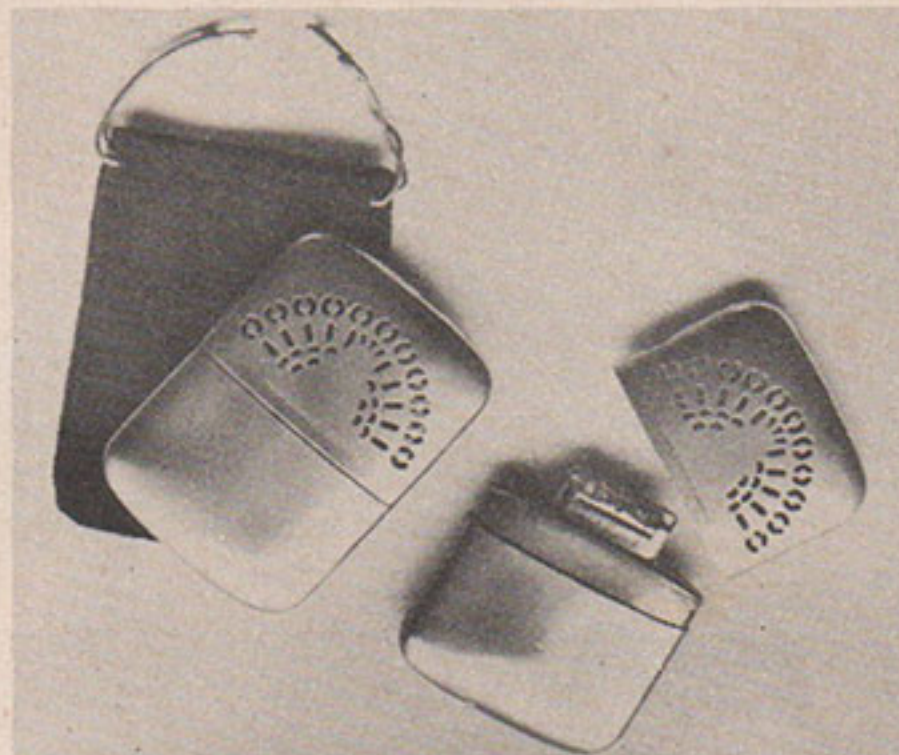


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PAPOOSE STORY

(Continued from Page 29)

struggling through that deep snow. Then disaster overtook us. First a few flakes of snow in a gust of wind more forceful than the others, then more, and before we knew it we were in the middle of a full scale blizzard. We huddled together hoping that it would abate after a few minutes, but as it seemed to increase in its ferocity and as we were in danger of freezing to death or losing the Papooses under the fast falling snow, I decided to return and abandon the attempt. Parry was most indignant and argued that having come so far he was determined to go on, whereupon he tried to pick up his Papoose and carry it. He implored me to help him, saying he would at least get one to the top, but after twenty yards we were compelled to admit defeat.

Once we had decided to return, we couldn't get down fast enough. Spills in the snow were plentiful but we pressed on. What seemed like hours later, we reached the ruins of the fourth bridge, and in pouring rain, cooked a huge meal of soup, pork and mixed vegetables, tuna fish and bread, washed down by scalding cups of faithful "Bournvita." Getting the Papooses back over that gully at fourth bridge, sapped the remains of our strength and it was two very tired men who rolled up at Fort William at 6:30 p.m. Parry's boots were by now in ribbons and fell to pieces as he took them off. The Papooses were just as full of beans as the day we set off, though far from new looking.

In the exhausted state we were in they handled like 1000 cc machines weighing 600 lbs., instead of lightweights. We were very proud of them and agreed then and there that no human being could break them.



What a juicy "trials" section this would make!

They had climbed the highest peaks in Great Britain and had covered approximately 300 miles of the worst going any motorcycle could go over, all without a major breakdown. No tire trouble whatsoever was experienced, nor was there any chain trouble, though on several occasions the chains were forced off the sprockets by stones jamming in the teeth. This was truly an amazing performance for the little ones.

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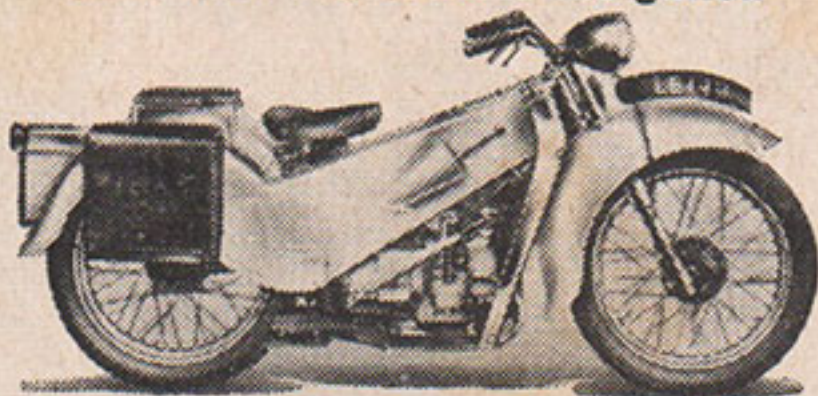
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WHOLEHEARTED endorsement by the A.M.A. was given the proposed Catalina Island cycle event at their recent national competition meeting in Chicago.

West Coast committeeman, "Swede" Belin, presented the group with a clear and detailed picture of the coming race and A.M.A. president, E. C. Smith, pledged the association's full support by sanctioning the event as a "Grand National."

Scheduled for either the first or second weekend in May, the exact date of the two-day event will be determined by Catalina Island Steamship facilities.

LOOKING AHEAD



advance news of events



Del Kuhn and George Gunther give the coming Catalina race course the once over lightly

A package arrangement will be made whereby the initial fare of approximately \$7.50, will include the round trip boat ride, admission to the race and a souvenir pin. Entry fees for competitors are expected to take an additional \$2.00.

Elimination trials will undoubtedly have to be run off before the meet to determine which riders will qualify; riders having the fastest times placed into the lightweight or heavyweight class.

Several days prior to the event, competing riders' machines will be shipped to the island where they will be impounded until an hour or so before starting time. To avoid confusion, only riders' machines will be allowed on the island. All spectators will, by necessity, substitute ship railings for handlebars for that weekend.

With shipping capacity quoted at 2000 persons per day, it will be advisable to book an early passage as soon as final details are announced in CYCLE.

FORMATION of the International Motorcycling Association for women has been announced by Miss Lou Scherbyn. The first subsidiary, an American unit, has already been formed and is open to any American women motorcyclists who are interested in membership. There is a place in this unit for foreign members also, in the honorary associate division. Attractive membership cards are now in circulation, and a constitution has already been approved.

A. F. VAN ORDER, spark plug of "The Trail Blazers" annual banquet, informs us that it is once more time for all old-time riders of 20 to 53 years ago, to rally round for their twelfth annual event. This year's banquet will again be held at the Rodger Young Auditorium, 936 W. Washington Blvd., Los Angeles, Calif., March 24th.

Tickets are selling for \$3.50 per seat and entries close at midnight, March 21st. Post entries for the get-together will be \$5.00 so it is advisable to mail your reservations in now to A. F. Van Order, 1361 Kent Place, Glendale 5, California.

Van is noted for his rare collection of motorcycle pictures and stories and always sees to it that everyone has a great time. Families are invited, so bring the wife and son. Boys will eat with their fathers and there will be a separate table for the wives.

As reported in this column last month, there will be another dinner held in Portland, Oregon on March 18th, (The Pacific Northwest Trail Blazers) just prior to the Los Angeles banquet. All that possibly can are invited to attend both.

HANS SMIDT will attack the present world's motorcycle speed record sometime early this spring. Hans has chosen a 500 cc overhead cam supercharged NSU twin with 98 brake horsepower for the challenge and may better the standing 174 mph figure.

Present title holder is George Meir of Germany, who established the mark on a supercharged 500 cc BMW more than a decade ago.

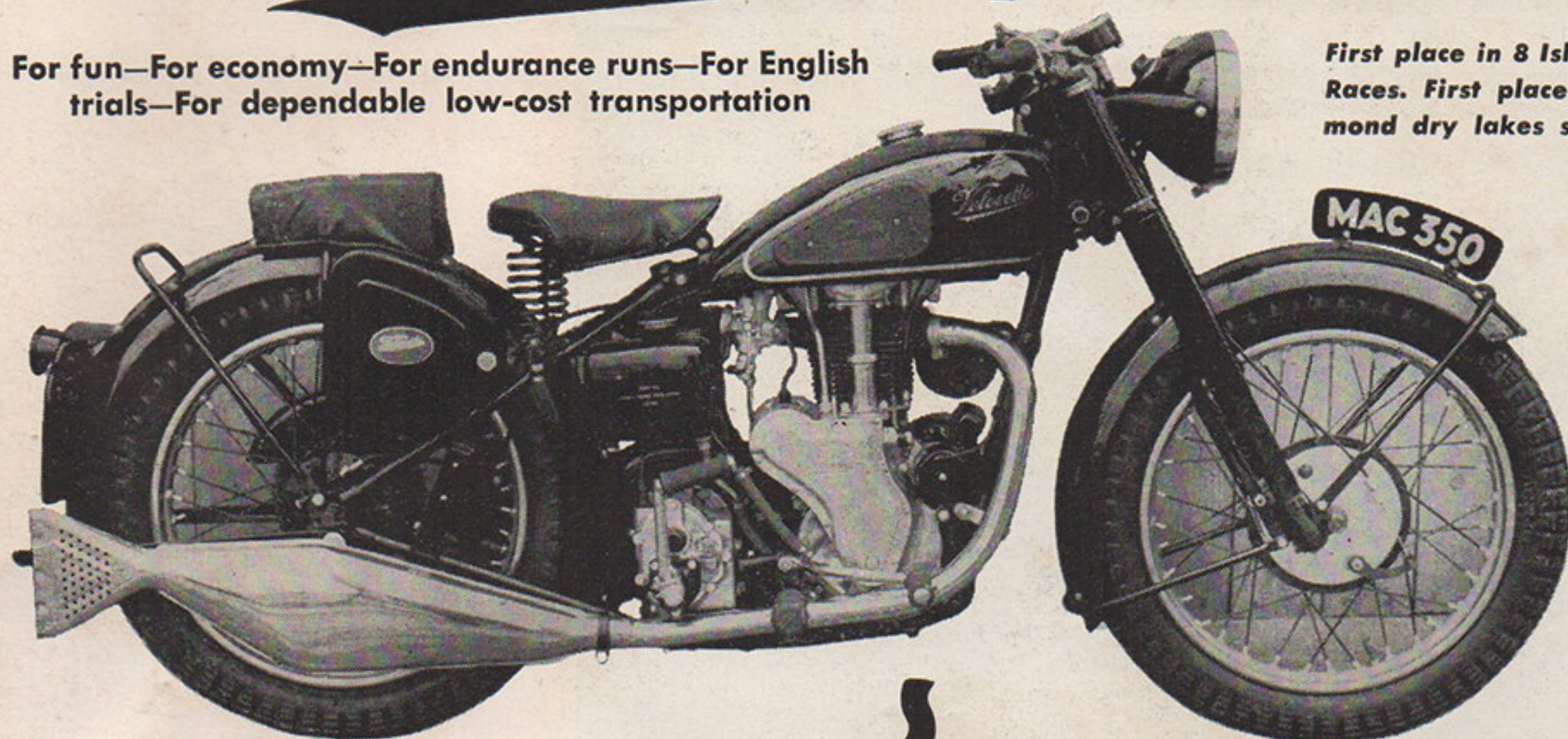
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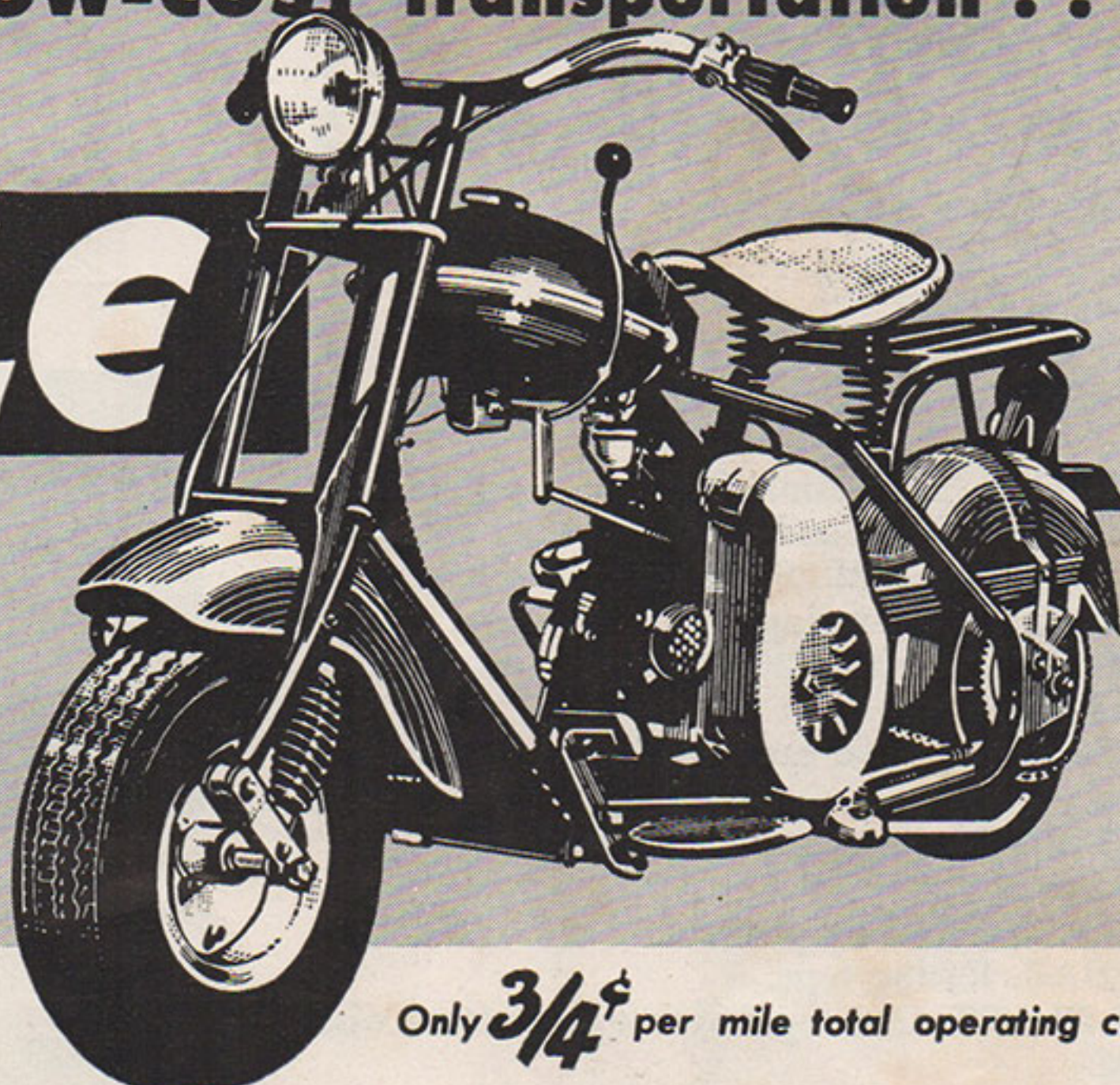
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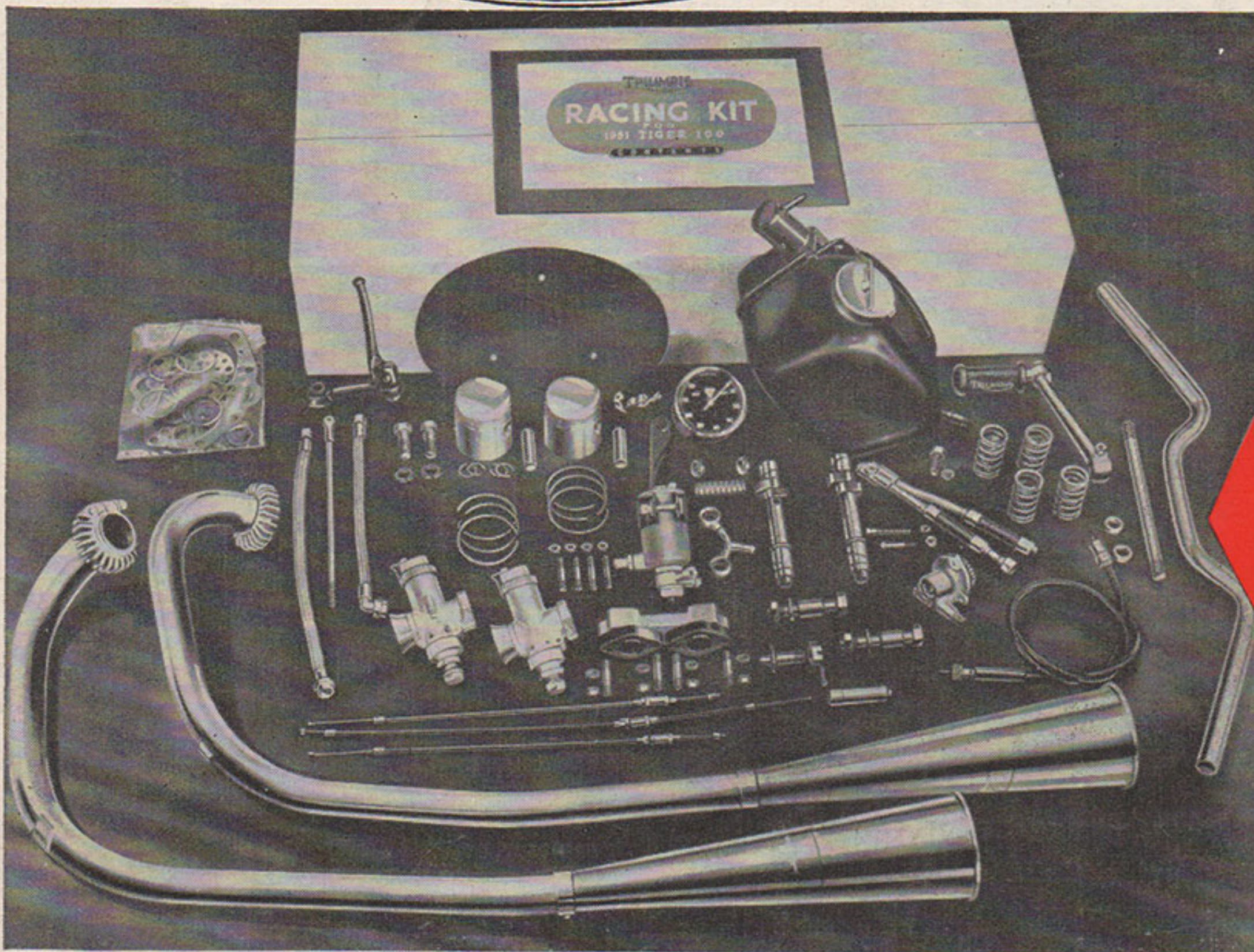
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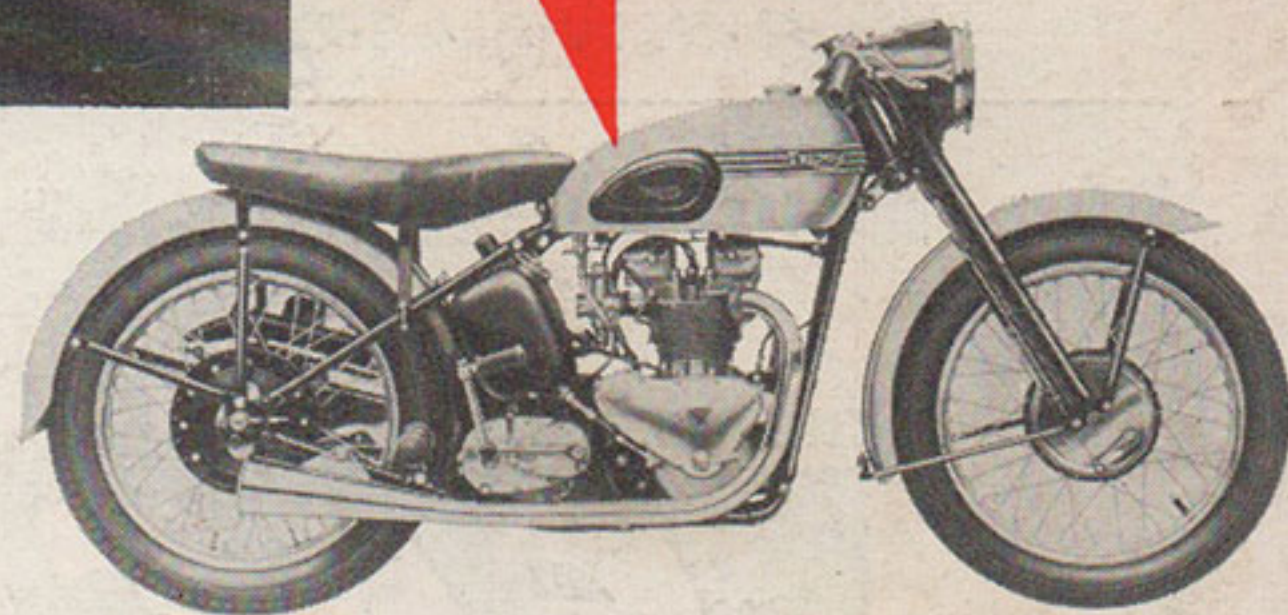
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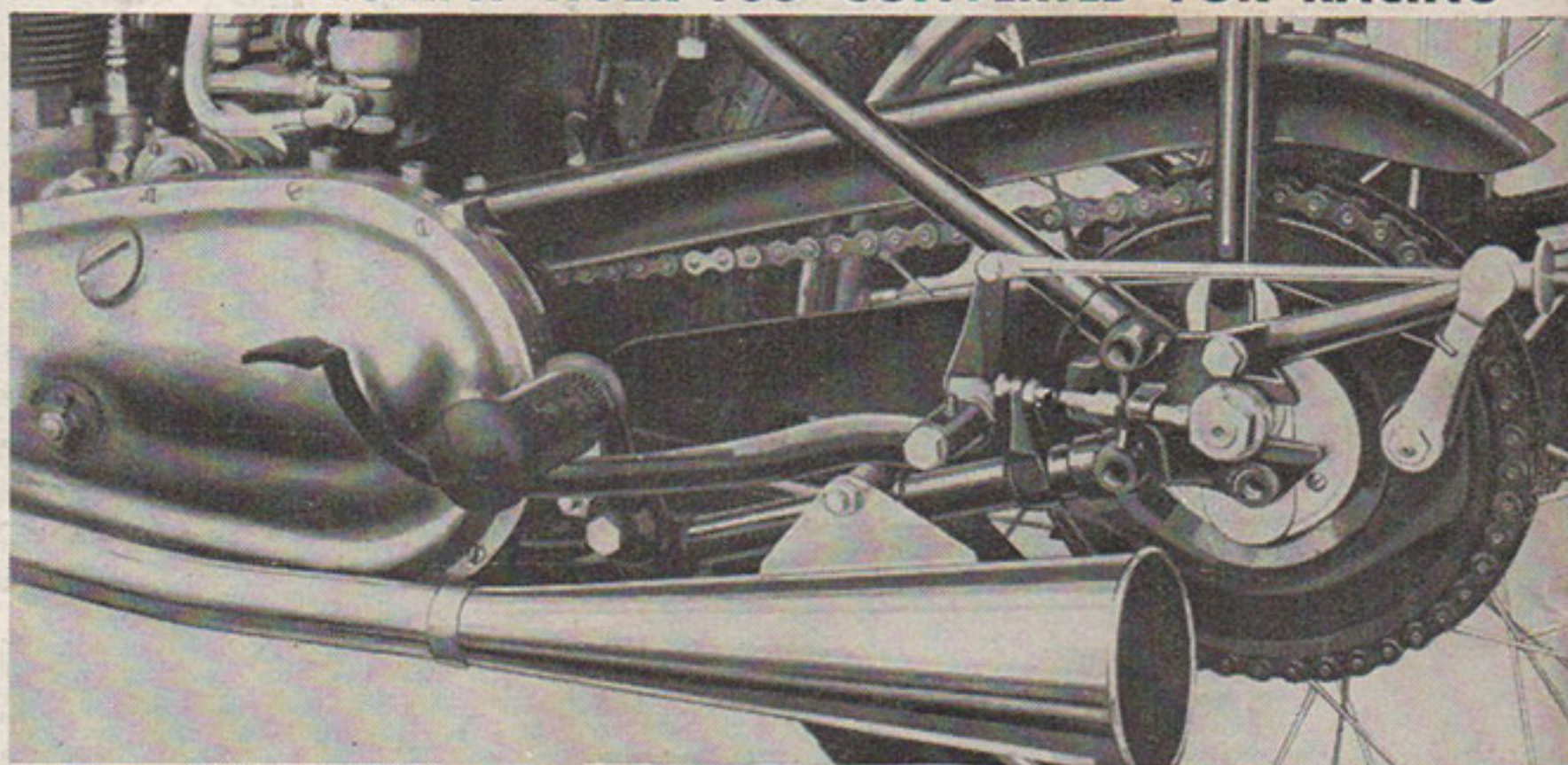
RACING KIT—AVAILABLE AS OPTIONAL EQUIPMENT ON 1951 TIGER-100 AND TROPHY MODELS

Comprises the following:

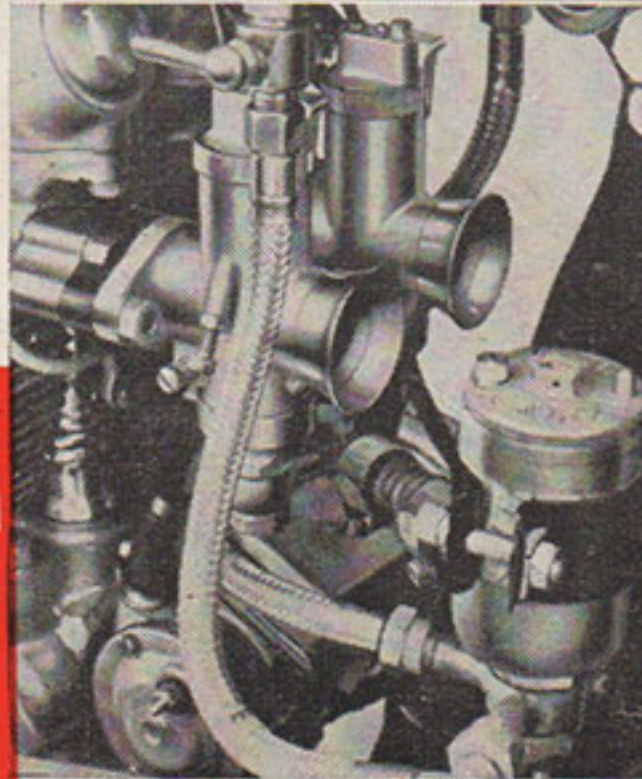
- PISTONS. Complete with rings. Choice of Compression Ratios.
- CAMSHAFTS. Two, racing lift type.
- VALVE SPRINGS. Four pairs racing type, inner and outer.
- CARBURETORS. Two Amal Type 6 complete with special dual manifold and "remote" float chamber.
- Dual THROTTLE CABLES with junction box.
- PETROL PIPES. Two racing type, flexible.
- TACHOMETER. Smiths 8000 R.P.M. with cable drive and gearbox.
- OIL TANK. One gallon capacity with quick release filler cap.
- EXHAUST PIPES. Two small diameter with megaphones.
- FOOTREST. One folding pattern.
- HANDLEBAR. Racing type.
- NUMBER PLATE. One regulation oval pattern with brackets.
- BRAKE ROD. One short rear.
- KICKSTARTER with folding pedal.
- JOINTING WASHERS AND GASKETS. One complete set.



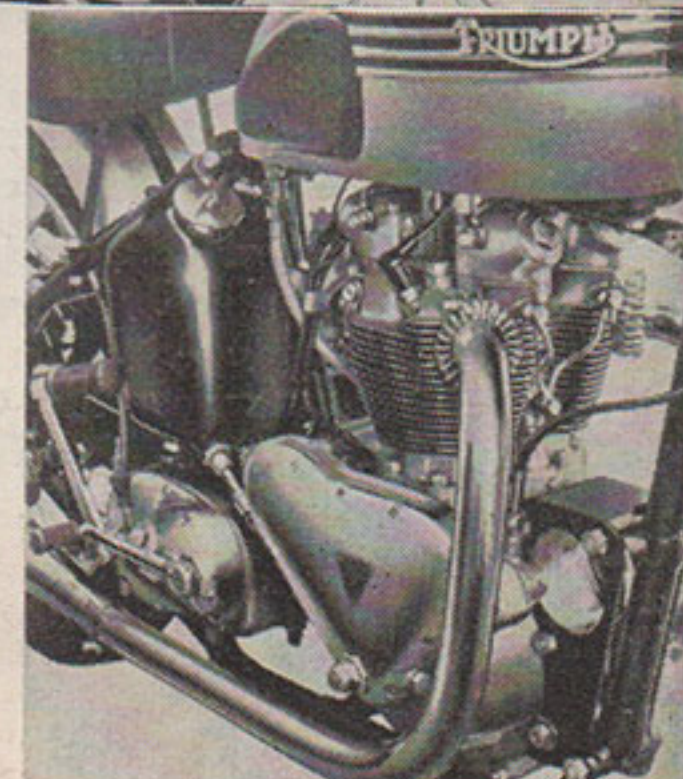
TRIUMPH TIGER-100 CONVERTED FOR RACING



ABOVE—1951 Triumph Tiger-100. Arrangement of rear mounted footrest, megaphone, brake pedal mounting when converted for racing.



LEFT—1951 Triumph Tiger-100. Twin carburetor layout when converted for racing.



RIGHT—1951 Triumph Tiger-100 converted for racing. Note all-alloy engine, rev counter drive, reversed gear pedal and folding kickstarter.

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