

CYCLE

APRIL 1951 25c

CUTAWAY DRAWING OF
THE HARLEY-DAVIDSON
RACING MODEL WR

see centerspread



COSTA MESA SCRAMBLE • PIKES PEAK CLIMB



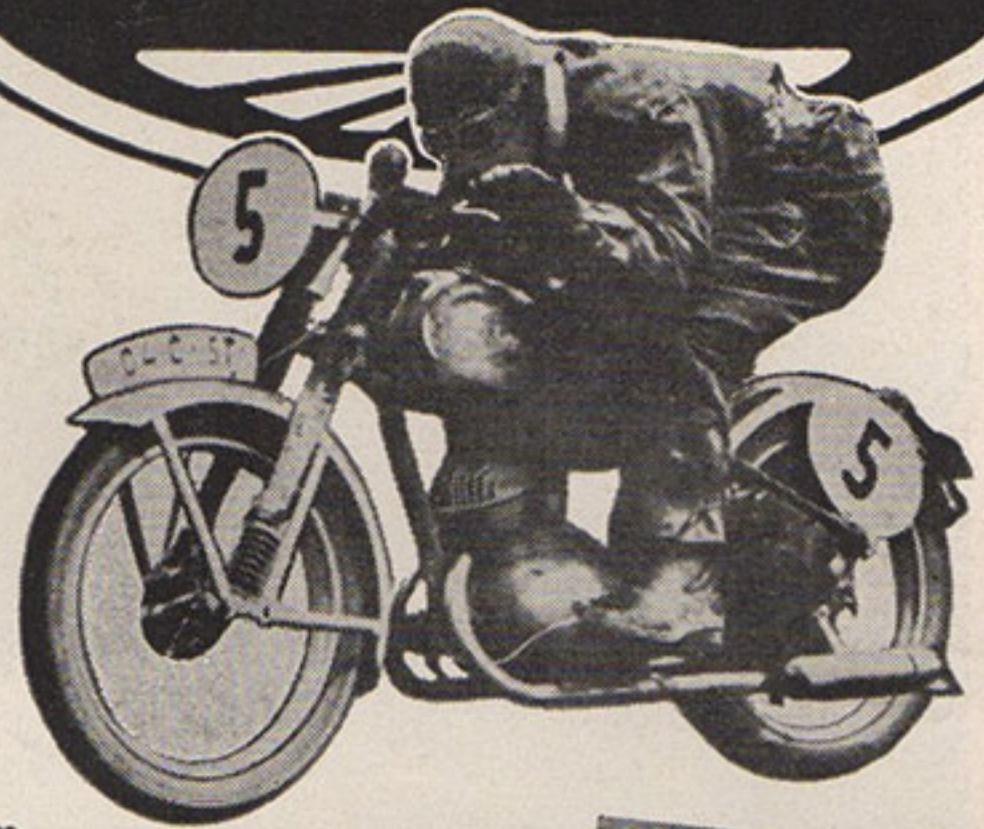
Walt Fulton tops a high one at Costa Mesa



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INDIAN

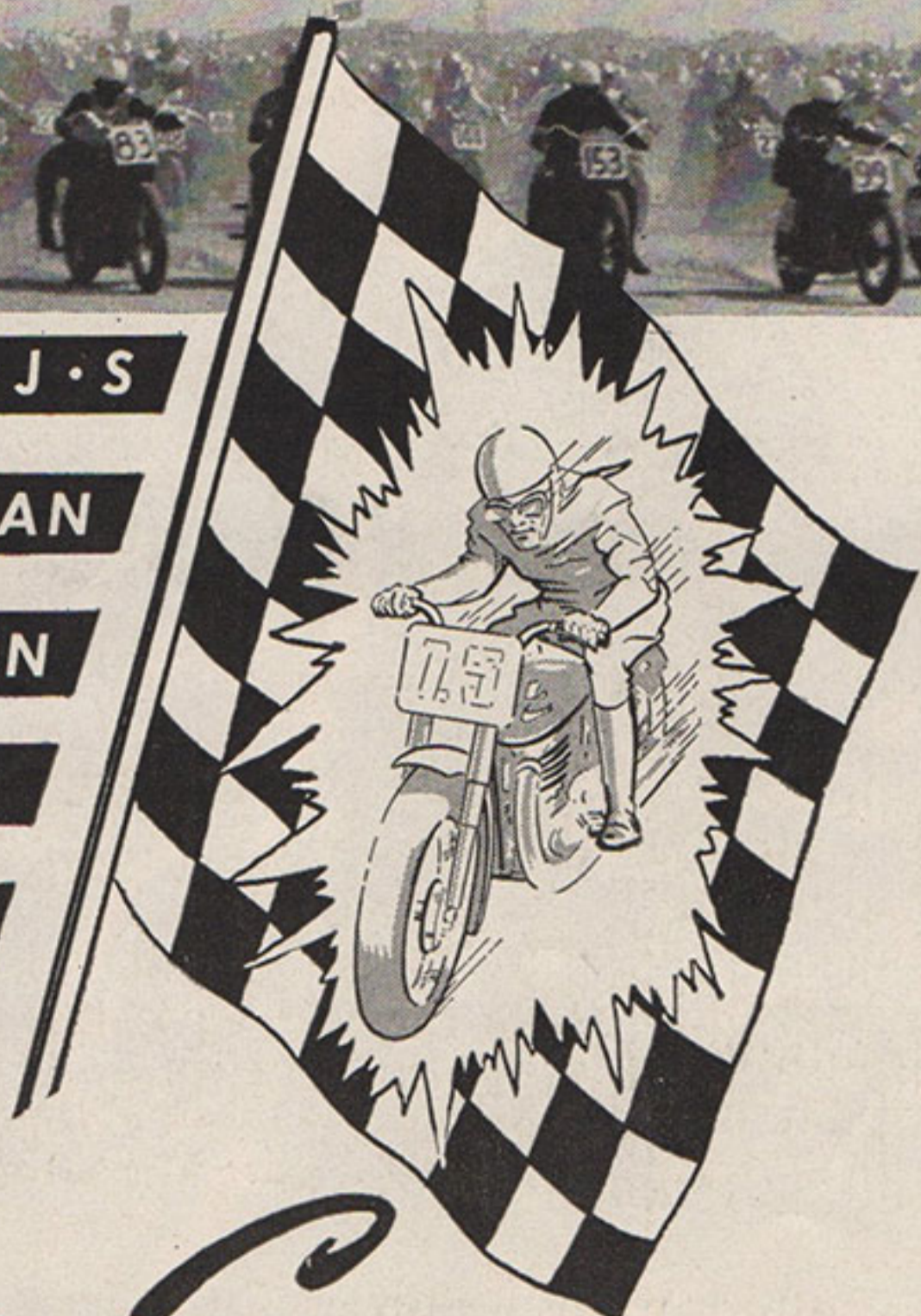
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THE CALIFORNIAN 1951 National Championship "BIG BEAR" RUN!

"AUB LeBARD WINS TOUGH "BIG BEAR" RACE ON B.S.A.!

Los Angeles, January 10th, Aub LeBard, Los Angeles Motorcycle enthusiast and BSA-Sunbeam Motorcycle Dealer, took top honors in the annual "Big Bear" motorcycle Enduro held in the Big Bear Mountain Area. The strenuous course took cyclists over hundreds of miles of desert sand, river beds and the roughest mountain terrain. This National motorcycle event attracted exactly 234 entries, including practically all of the nation's top motorcyclists. LeBard, riding a B.S.A. Model B-34 beat the entire field! Other B.S.A. mounted riders in the first ten included, Willie Wilson third . . . Ed Sumner fourth . . . Ernie Graff sixth . . . Ray Phillips ninth.

This was LeBard's third consecutive "Big Bear" victory, and the second time in which he negotiated the tough course with his prize-winning "beeza."

Third,
Fourth,
Sixth
and Ninth
Places

also taken

by

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Speaking Cycle

APRIL 1951

CYCLE

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Gene Jaderquist

"World's Largest Monthly Motorcycle Circulation"

THE OLD PHRASE that proclaims, "In unity there is strength," could well be revamped for the cyclist to read, "In unity there is fun!" The lone rider today, is missing fully half the thrill of this sport of sports.

The average American clubman's home away from home serves as a rallying point for riders intent on improving their sport through comradeship and competition with their fellow members. These individual clubs, in most cases, are affiliated with the recognized national governing body, the A.M.A. The new annual dues of \$1.50 per member proves that the organization could hardly be other than a non-profit one, especially when the benefits are considered.

Upon application, new members are assured an annual pin and card. This card is the "open sesame" to all sanctioned events and entitles its holder to an additional annual award if he is present at one of the many nationwide "gypsy tours." It is also helpful in joining any of the chartered clubs; although most A.M.A. clubs are made up of a majority of A.M.A. members, it is not necessary that the groups be 100 per cent such.

Once in a club, the benefits go even farther. With each club event that is sanctioned by the governing body, goes an A.M.A. trophy, to be awarded the winner of that event.

The above advantages are a good \$1.50's worth in anybody's coin, but are actually minute points in the overall picture.

Of greater importance by far is the groundwork being done by this association in combating adverse motorcycling restrictions in the United States Legislature, and attempting to effect cooperation with the various state highway patrols.

Unified motorcycle groups are not new. As a matter of fact, our British counterpart, the A.C.U. (Auto Cycle Union), dates back to 1903, and has since maintained a governing body of its own. Administration, in their set-up, is simplified by dividing the group into nineteen areas, each one called a center. These centers are much like our districts and contain clubs of two classifications, territorial and non-territorial, non-territorial clubs having direct representation with the A.C.U. The British Motorcycle Racing Clubs, for instance, can be formed primarily to specialize in any branch of the movement; touring, racing, trials, scrambles, etc. A non-territorial club must have one hundred members before it can become affiliated, whereas the club within the center need have only twenty members.

Formation of the British club is little different than our own, as they have more or less the same officials and get together each week for a bit of bench-racing as well as business. In place of our monthly sports committee meetings, they hold board meetings, discussing and voting upon matters concerning the center or the A.C.U. in general. In each case two delegates represent each club and an extra lad is sent along for every fifty members over a certain number.

This brief summary of the benefits and structure of current motorcycle agencies here and abroad, is indicative of what is happening in organized cycle groups everywhere, and only serves to complete the meaning of that favored adage: "In unity there is strength" . . . and a whale of a lot of fun!

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ON THE COVER

Nose-diving his Triumph Thunderbird—Walt Fulton, shown on his way to victory in the recent thirty-mile Costa Mesa Scramble event. . . . Photo by Chet Phebus

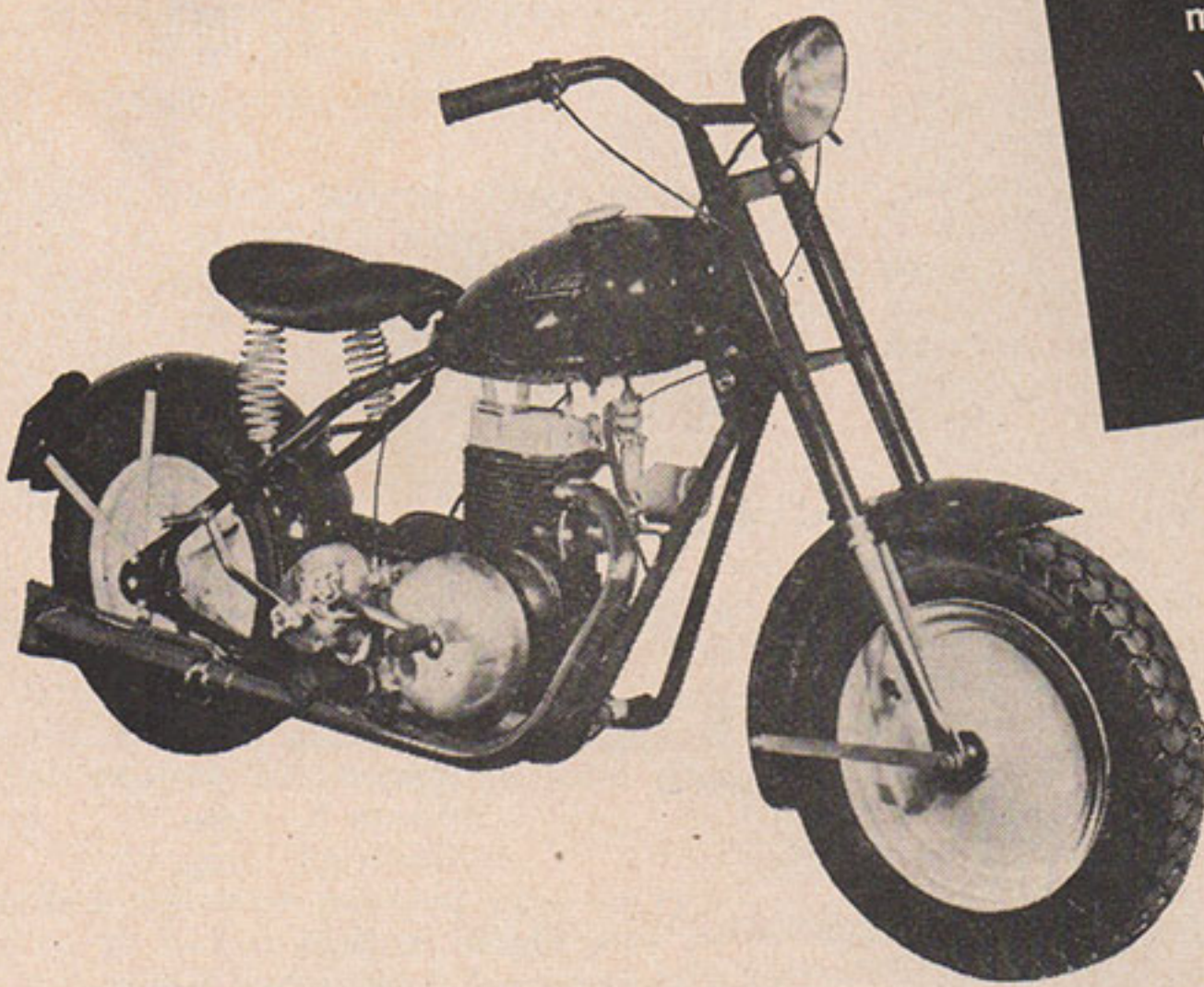
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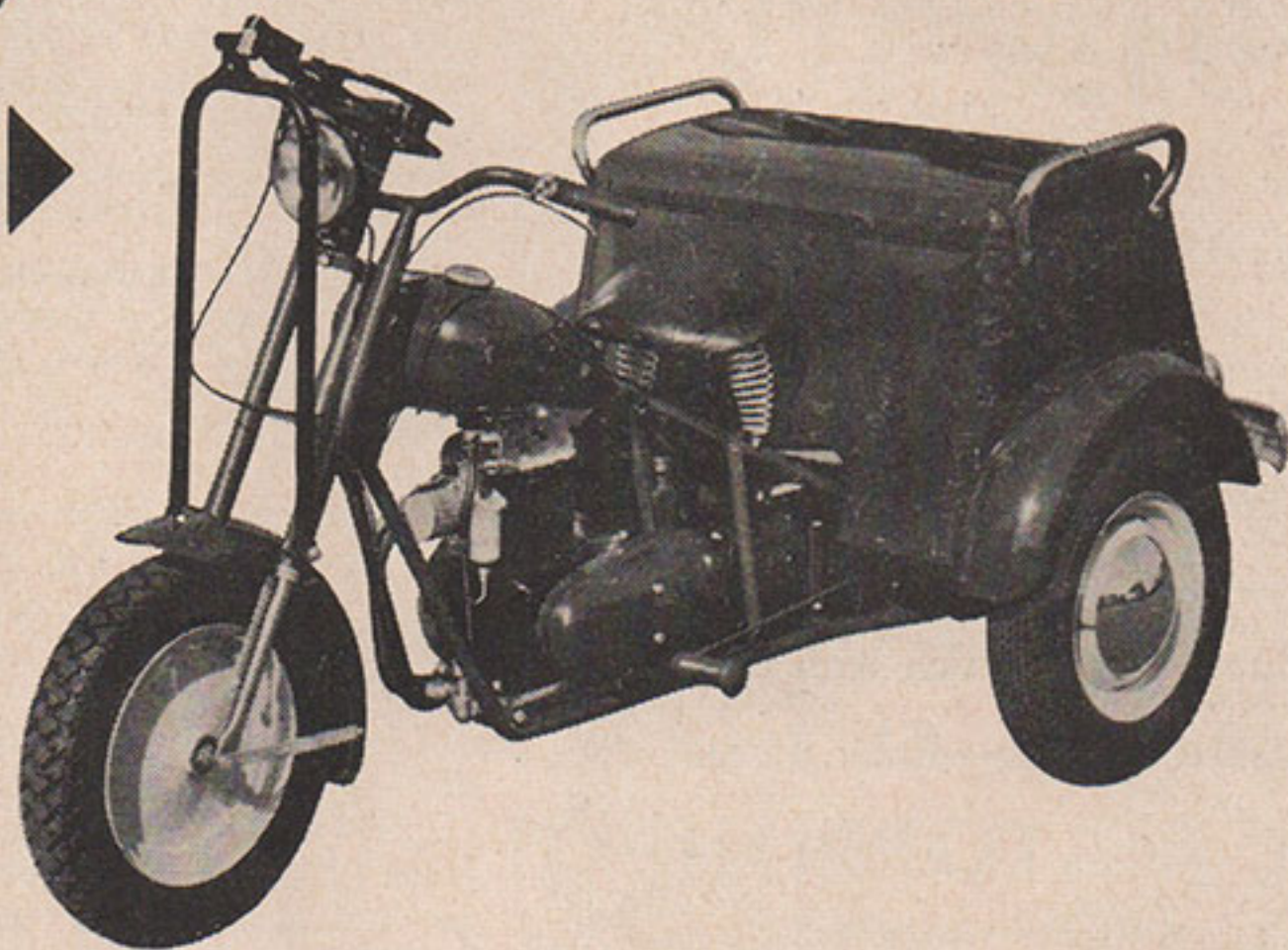


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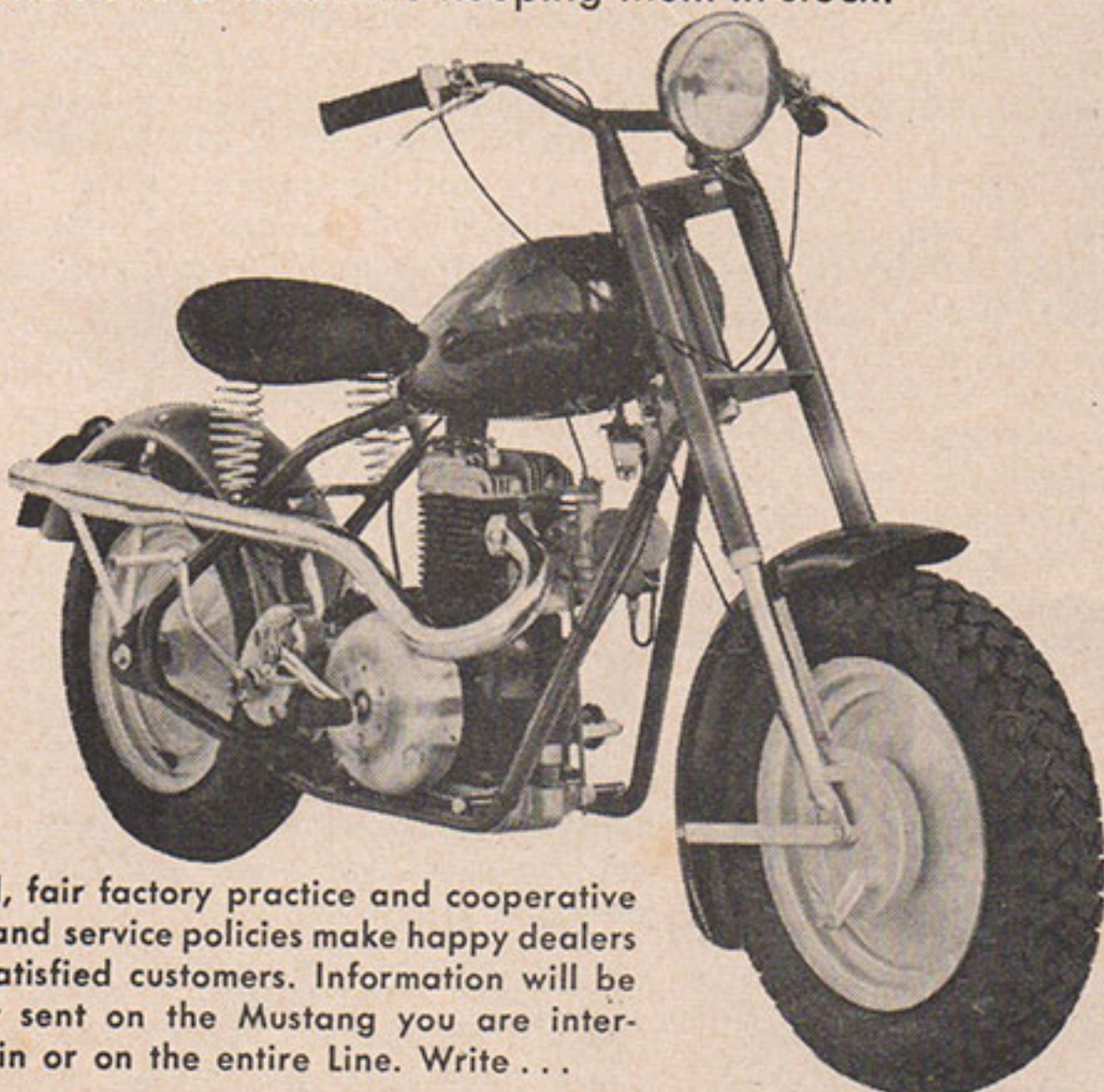
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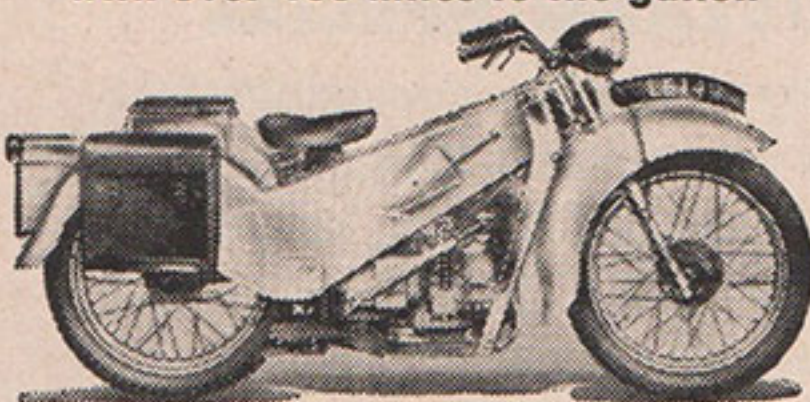
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RIDER WRITINGS

Gentlemen:

Your article regarding recent motorcycle racing on the new Darlington track, points out a great opportunity and responsibility to those actively interested in American motorcycle racing. For the first time in many years, a really high-speed track is available for cycle competition. If the stature of American motorcyclists is to be firmly established, several steps in regard to competition at Darlington seem advisable. Assuredly, competition there is of grand prix nature in its demands. It seems doubtful if such a course would, of itself, defeat such men as Les Graham, Ed Kretz, Geoff Duke, or Umberto Masetti. To extend the numbers of those with comparable skills in this country, division of riders into classes, with those of shorter experience limited to competition in the lower displacement groups, might help. A positive step in the direction of training riders of judgment and experience would be the requirement that new riders complete a course consisting of various specified distances to be covered at specified averages.

The high sustained speeds maintained on a track such as Darlington can have several predictable results. One is the possible re-appearance, perhaps dominance, of factory teams. Another is the development of a more highly tuned machine available to the average rider, following its necessary introduction in competition. Because of its great popular appeal, speedway racing on such a grand scale can do much to forward appreciation of the riding and mechanical skills required.

Your magazine is doing much to promote the best in the sport; an ever-widening future is ahead.

D. E. Lane
Scotia, New York

(This letter is representative of many received concerning Darlington and seems to offer a good cross section of the general opinion—ED.)

Dear Sir:

I have read your publication ever since your first edition and have enjoyed it very much. I've spread the news about your magazine to my cycle gal friends and now they enjoy them too.

I read something in your February '51 copy that irritated me no end. It was in your "Rider Writings" column and written by one John G. Root of Maryland. Where does he get the gall to say we should be riding "armchairs with handlebars" and that we soften up the automotive industry . . . I'm a cycle fan myself and believe me, Mr. Root, we don't just take the easy roads . . . Ask the Riverside club what they think of the gals. They're the ones that handle the "Kactus Kate" run. I don't know about the gals in Maryland, but we're no "Soft Pansies" out here . . .

"Andy"
Burbank, Calif.

P.S. Keep up the good work, you've got a "little gem" on your hands. But please, a little more about women riders . . .

(CYCLE is especially interested in the girls' events such as the Kactus Kate Enduro, Jan. '51, but in many cases is dependent on coverage, pictures and stories, from outside correspondents. Let's hear from them! —ED.)

Sir:

I think your magazine is tops and greatly admire your complete coverage of the field in such an unbiased manner. I would appreciate articles on riding technique and on early model motorcycles. I ride a '49 74 and tinker around with a '24 Harley JDC which, incidentally, makes the '49 look sorry for about a block.

I am a great admirer of Continental bikes, but have no doubt that this country could, if and when the occasion arises, equal and better anything Europe can produce. . . .

Thanks for a fine publication and wishing you lots of your well deserved success.

Harrison J. Smith
Everett, Washington

Gentlemen:

I am 100% behind CYCLE'S policy as regards the future course of action which American motorcyclists can and should take, regarding association with the F.I.M. At the present the A.M.A. rides are supposedly for the so-called "average rider" who may want to race. However, it is my opinion that this average rider cannot do justice to the more technical side of racing.

Therefore, I believe that tuners should have a free hand in mechanical revamping origination of new features. For the present "pure" class C man, clubman's races similar to those in England and Canada could be organized with stock equipment and gasoline fuel.

James B. Toomb
Corvallis, Oregon

(Our most popular American Indianapolis race classic is run according to F.I.A. (International Automobile Federation) regulations; reason being that the A.A.A. is a member of the F.I.A.—ED.)

Gentlemen:

As a very keen motorcyclist for the past 22 years, having owned 17 bikes in that period, I would like to appeal to the generosity of your readers for any old copies of your mag., which would prove very valuable to us British riders. We hear so little of the activities in your country. I ride a 350 cc Panther at the moment and was general secretary to the Panther Owner's Social Club, which I founded and at present has over 400 members . . . I would be grateful if you could help me contact any readers. I'd willingly advise your riders about British bikes and obtain manufacturers' data for them.

Albert Peel
7 Emerson Rd.
New Biggin-By-Sea
Northumberland, England

Dear Editor:

I have just read CYCLE Magazine from cover to cover. I think the best article you printed last month was "Dynamite in small packages." There are not many articles about motorscooters in any magazine. Yours was the first to publish an article concerning them. Keep up the good work. I'll be looking forward to your next issue. Please let's have more about lightweights.

Frank Ciak
Easthampton, Mass.

(Lightweight activities are on the increase both at home as well as in Europe. From all reports, the Louisiana field meet proved that they can afford exciting competition—ED.)

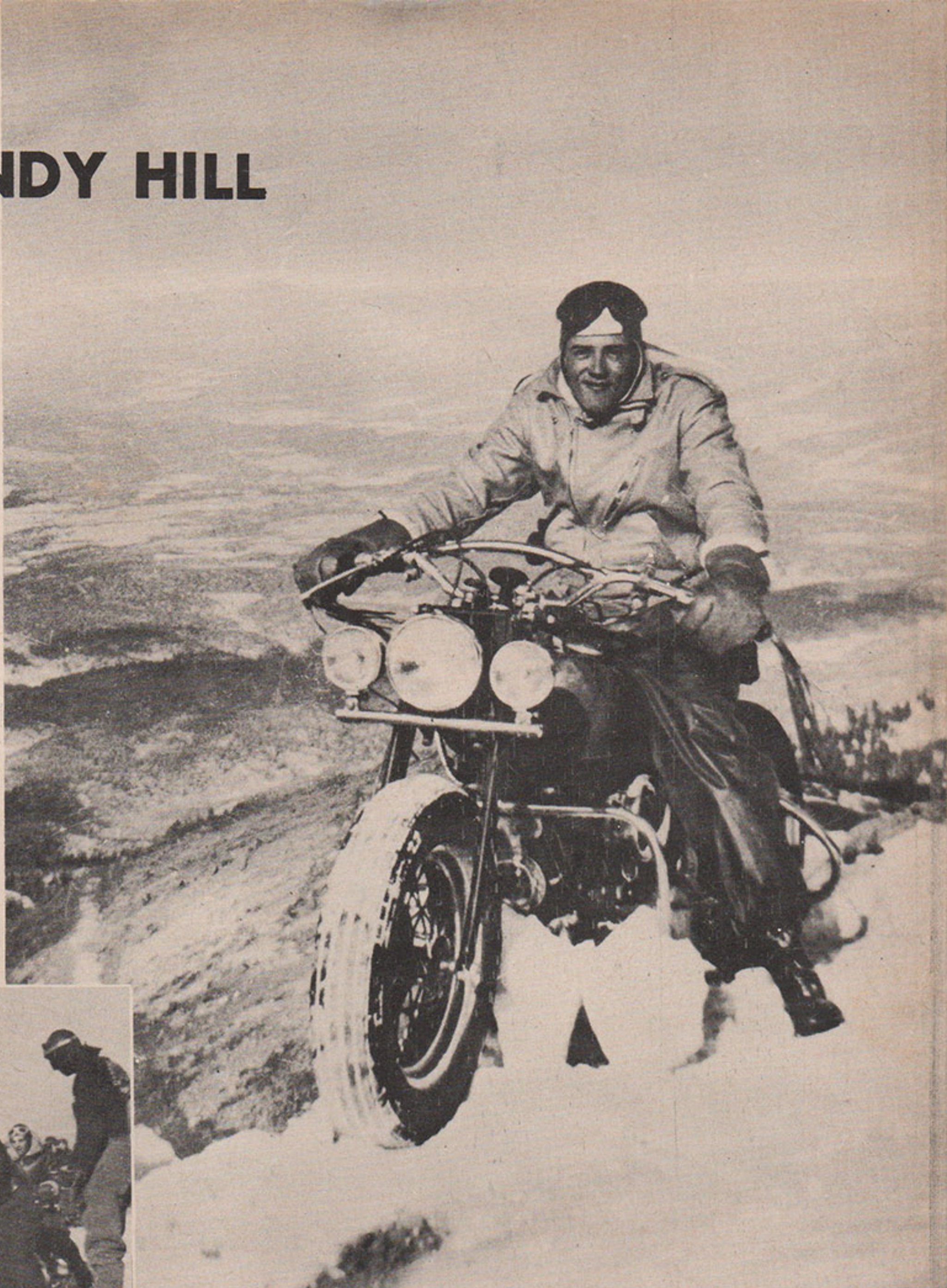
HIGH ON A WINDY HILL

HARRY'S ROAMERS GREET THE NEW YEAR ATOP PIKE'S PEAK IN ANNUAL CLIMB

Text and Photos by Margot Mengel



Veteran climber Jim Tagaris, Denver Indian dealer, near the top on previous run in 1947



ABOVE—John Turnure, perched perilously close to the edge of eternity on his Chief, looks nonchalant but chilly on the upward journey



LEFT—Pushing and shovelling their way through the many deep drifts. Most of the climb was done in darkness with no time for pictures



"Sitting on top of the world." Fred Hulse and BSA-Sunbeam Dealer, Gilbert Tiger, not Roamers, but having same desire to top the peak

ICY WINDS blasted torrents of snow about the sturdily built shelter house, more than 14,100 feet above sea level. It was dark, unbelievably cold; surely not a place where a living thing would choose to go of its own accord. However, an intruder appeared on this eerie desolate scene in the form of a body of frost covered motorcyclists aboard their roaring machines. Harry's Roamers Motorcycle Club had again surmounted the summit of Pikes Peak on their annual New Year's day ride. Once more the Roamers' stalwart men had taken the first motor vehicle up top for the new year.

The group, nine men and a woman, left Manitou Springs at 12:30 a.m., barely the beginning of the new year. Dressed in heavy winter clothing, they began the climb. Snow was falling, but occasionally at the start the moon could be seen, giving that part of the world a dreamlike quality. Soon the lunar light disappeared and the wind driven snow became more and more intense until it reached blizzard heights. Jim Tagaris' eyes

kept freezing shut. Spills were plentiful, but riders quickly remounted and went on.

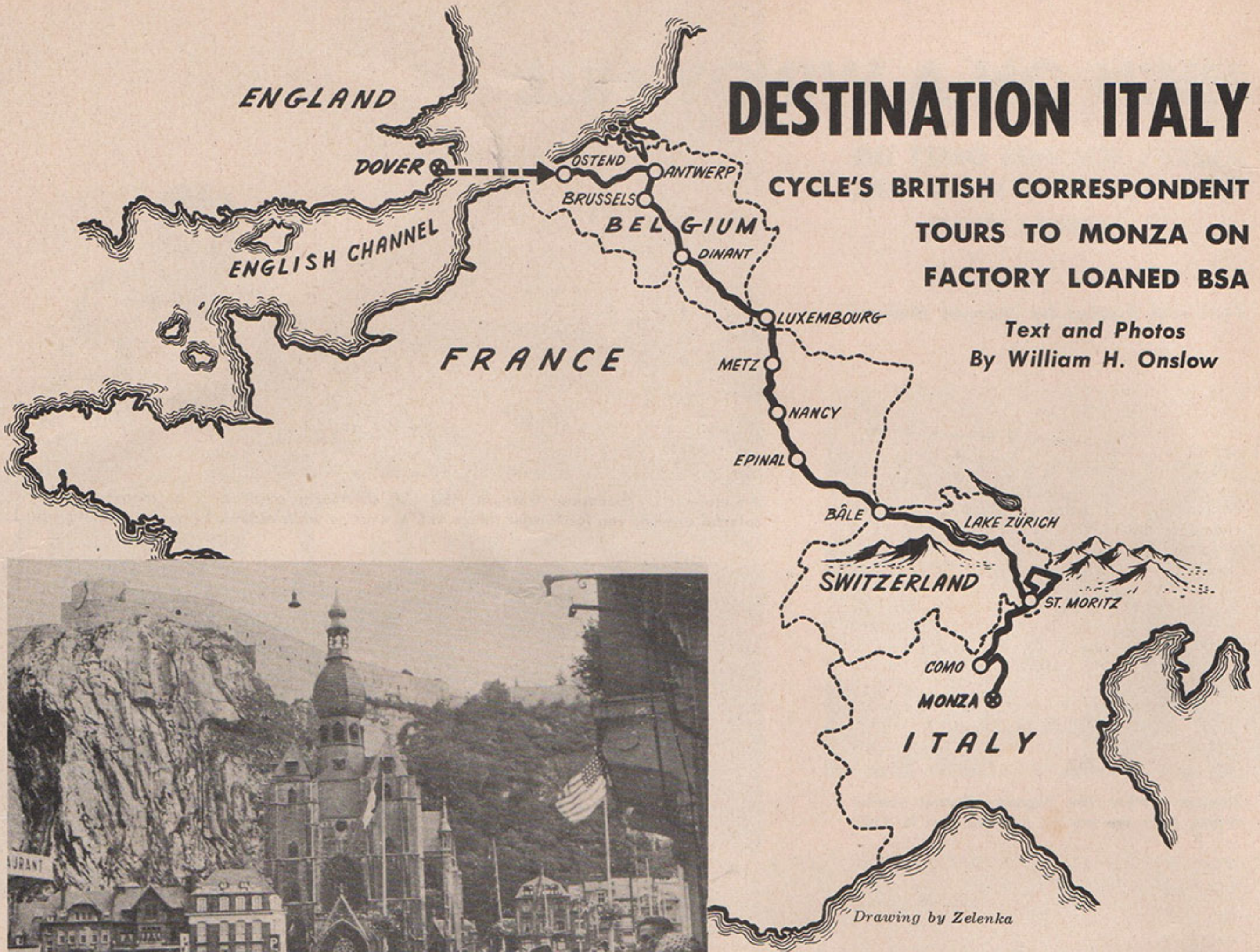
First to reach the top were Neil Hoffman, Gene Kitterman, Harry Johnson and Joe Giba. Close in their tracks were the remaining riders, George Whiting, Denver Indian dealer Jim Tagaris and son Harry, Al and Margot Mengel and Stuart Reiben.

After a quick circle and a shudder at the top, everyone was ready for the descent, perhaps thinking of hot coffee and flapjacks. Then George Whiting's carburetor froze and he was forced to coast the 19 miles down the dark, slippery road. Neil Hoffman's glasses frosted over and in the blizzard he went straight ahead, when the trail curved. His motorcycle landed 150 feet below, Neil rolled another 300 feet down the boulder-strewn cliff, miraculously unhurt. In the extreme cold and high altitude, where man's strength is scant, it took five hours to get the bike back up the cliff to the road. Then except for the homeward trip back to Denver, Colorado, the ride was ended for another year.

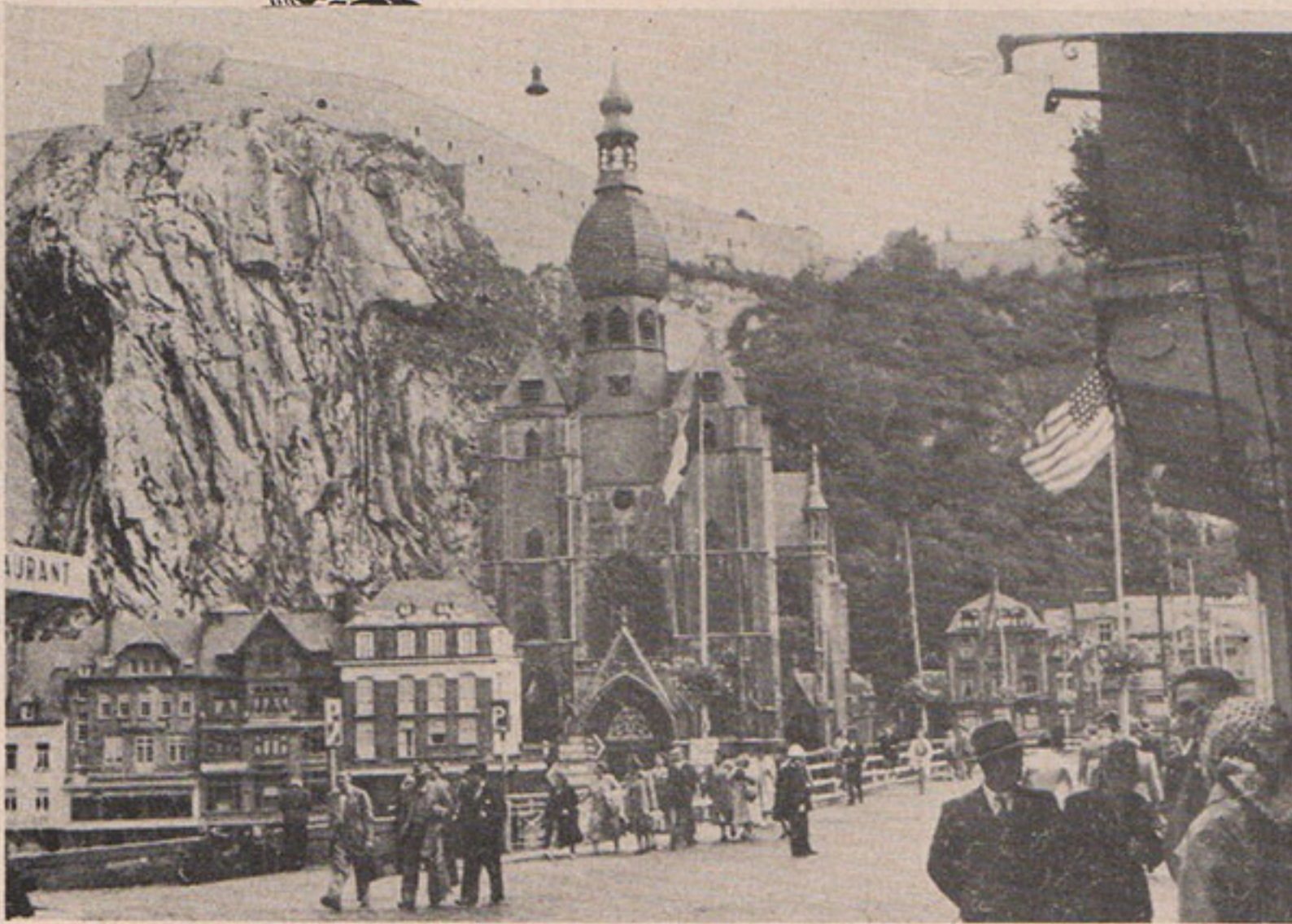
DESTINATION ITALY

**CYCLE'S BRITISH CORRESPONDENT
TOURS TO MONZA ON
FACTORY LOANED BSA**

*Text and Photos
By William H. Onslow*



Drawing by Zelenka



ABOVE—Old Glory flies high over the town of Dinant. The fortress, built on solid rock above the church, stands in symbolic defense of country's religious principles—truly an unusual and an inspiring sight



"Call Armoury Road Thursday, stop, Operation A10, CYCLE, stop." Thus read a cable I received from CYCLE'S editor late last summer. The next day, somewhat puzzled, I presented myself at the palatial offices of BSA Cycles Ltd., Birmingham, England.

Shaking the wetness from my rainsuit, I entered an elevator and was whirled up three stories, then let loose in a maze of corridors. Turning down one of them, I came face to face with that ex-champion Freddy Frith. Grinning at my quip that he too must be in on "Operation A10," he directed me to the sales department. I halted at the desk having the most telephones and inquired for Mr. S. Fitzmaurice, home sales manager. I hit the jackpot first time; he was the man with all the phones! I soon gathered that I was being invited to the assembly shop to choose a Golden Flash BSA bike that would become my "Magic Carpet" to The Grand Prix des Nations as per request of CYCLE'S editor. At last I knew the full meaning of the mystic cable.

Walking along the line of completed 650 cc twins, I chose one finished in black and chrome. (Customs Officials at times ask the frame number, Za7s-12987 is fairly easy to remember, as is 2886, the engine number.) Acceding to my request, slipper pistons were fitted to the machine, I waited while both this and the task of fitting a BSA touring sidecar was completed.

With a parting challenge from the shop foreman to "break it if you can," I set off on the return journey home.

LEFT—Brussels museum, located on outskirts of town, was closed for repairs but offered a welcome opportunity to pause and admire its intricate Chinese pagoda-like architecture

At last came the great day, an early morning start allowed a perfect run to Dover over almost deserted roads with the clock registering a steady 45 per, yet there came no sound of falter from the still-new engine. An hour to spare dockside, in which to collect all documents, breakfast, and replenish both oil and petrol, seemed more than enough, but in no time at all the Flash outfit was hoisted aboard the boat and stowed below. A junior cloud-burst greeted us as we sailed into Ostend and, feeling in no mood to be drowned, I left the machine and hastened away to find a hotel for the night.

Gay Antwerpen, or Anvers, using the Flemish and French names as spoken by the Belgian people, presented a most desolate appearance. Very little sign of life was evident and we were soon informed a dock strike had been on for some time.

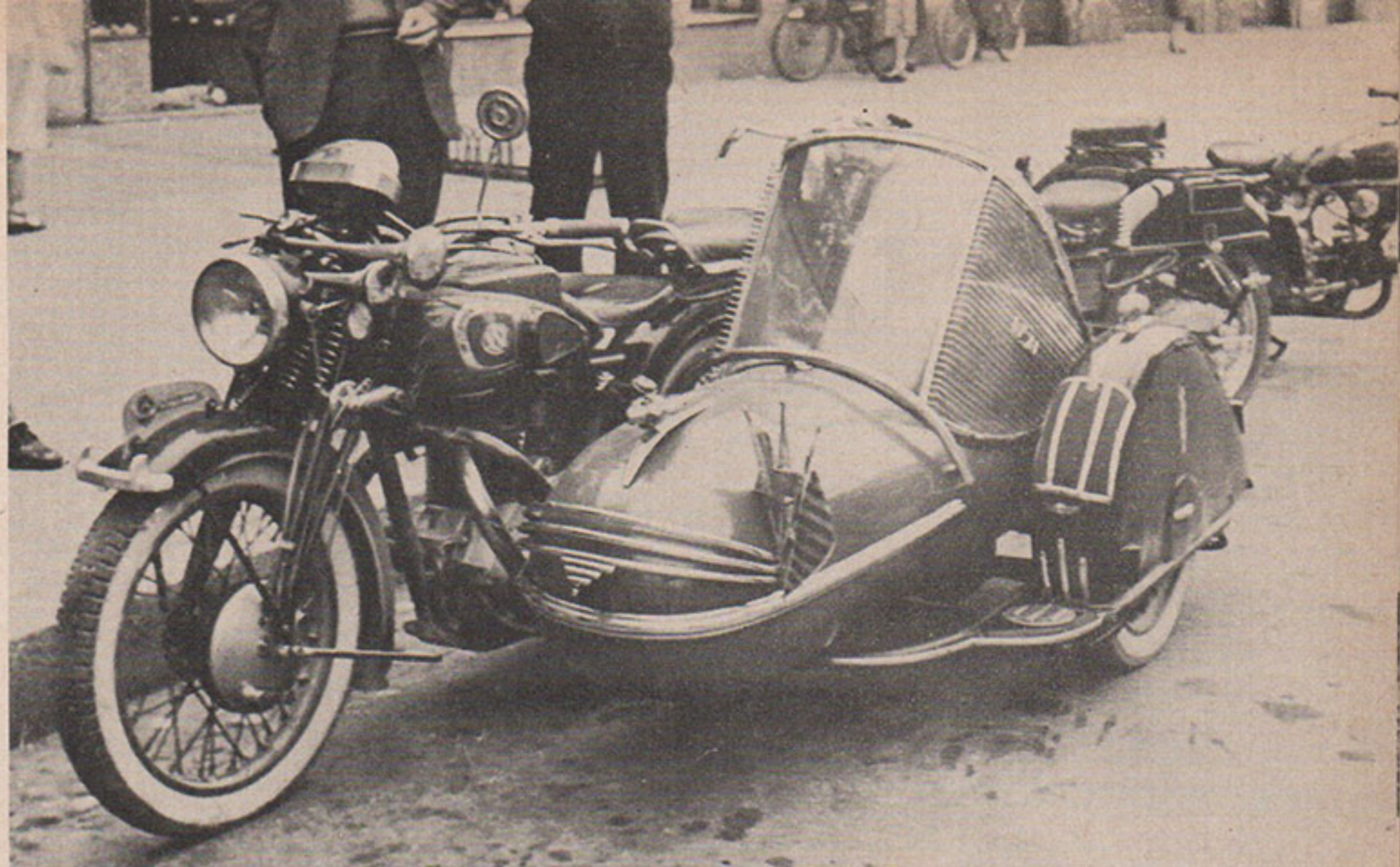
How ironic, for not only does the river trade provide many inhabitants with their living, but also gives the city its name. Fable has it that Antwerp's medieval castle was once the home of a giant, who demanded excessive payment from all ships passing his river-side castle. He met his timely end when a young boy killed him, cut off his over-reaching hand, and cast it into the river. A statue in one of the many squares depicts this incident from which the city has derived its name. Roughly translated, Antwerpen means "throw away the hand." Thus, one of the continent's largest ports has been long linked with fable.

Turning north for a few miles, I reached the small town of Ekeren, where I was delayed by the English-speaking secretary of the Ekeren M/C. He calmly talked me into giving a demonstration run with the 650 twin on the following morning, at the club's scramble course, a few miles outside the town. Having duly obliged, a badly battered and bruised rider set off to cover the 47 kilometers to Brussels.

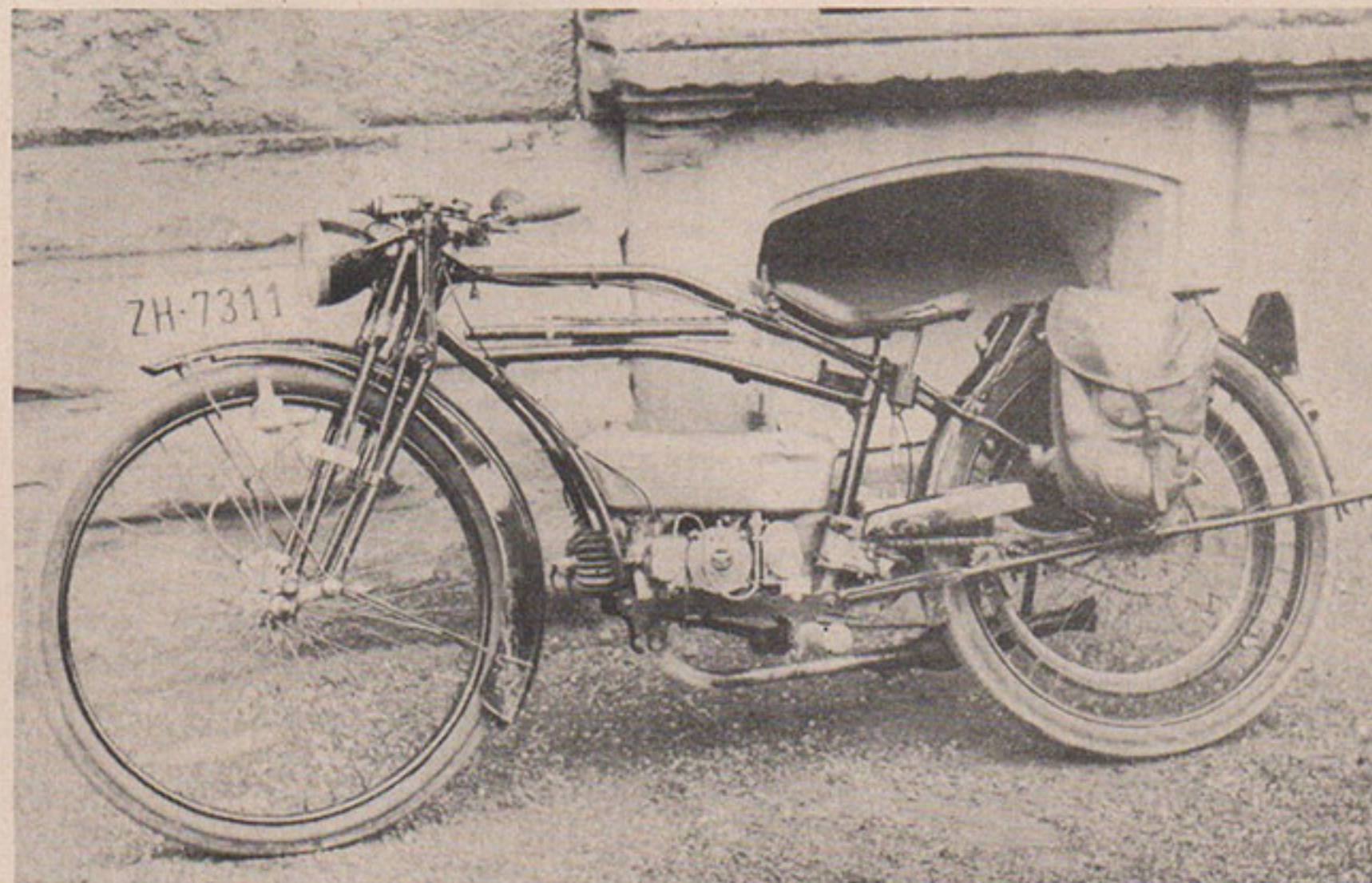
A Chinese Pagoda and Temple-like building on the outskirts of Brussels gave me a chance to halt and freshen up. Unfortunately, the museum, as it turned out to be, was closed for repairs and I was soon on my way into town. Brussels contains some of the finest buildings in the world and certainly

(Continued on Page 24)

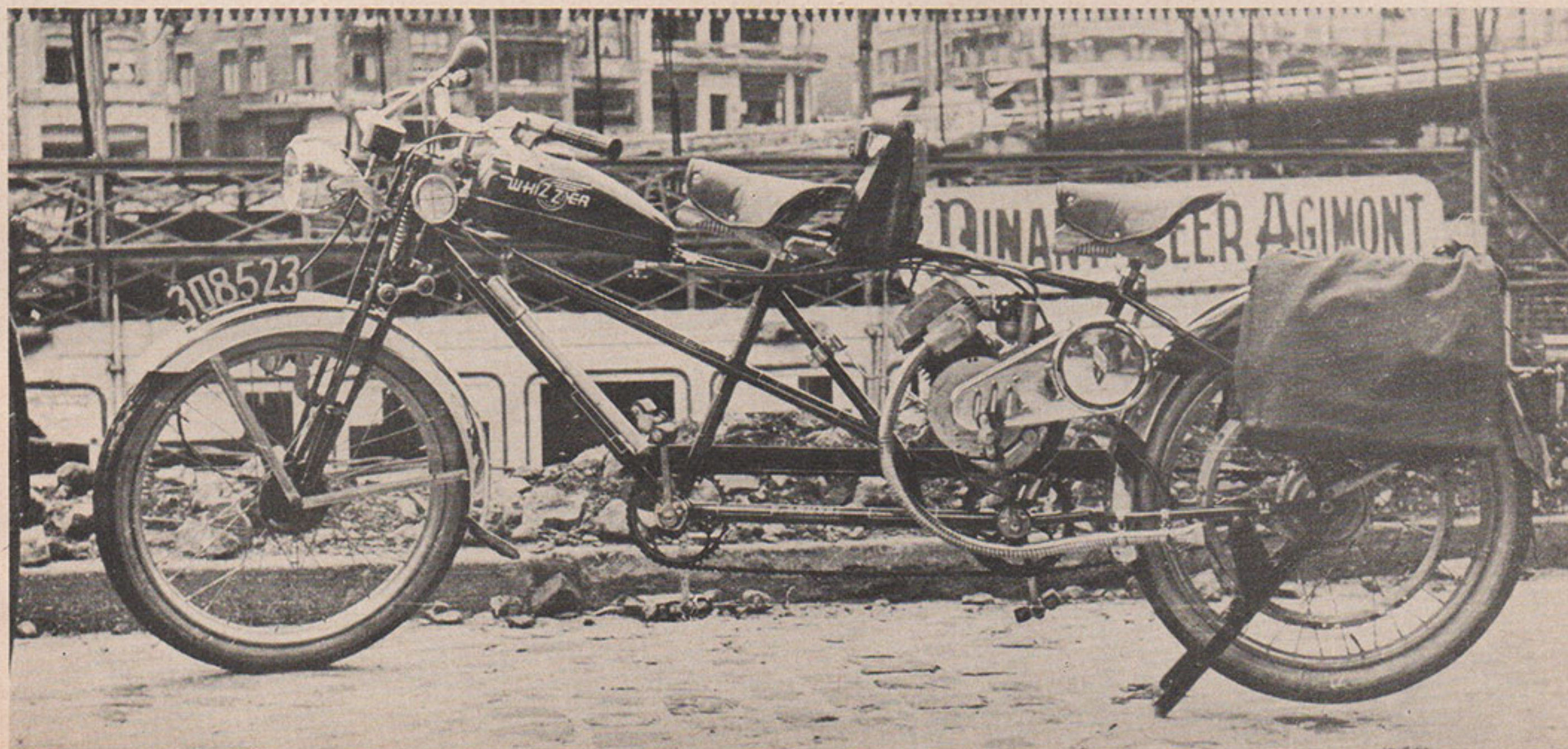
BELOW—A Whizzer built for two. Popular American bicycle adaptation found in Belgium



An elaborately bedecked German NSU 500 cc sidecar outfit seen at Monza reflects its colorful owner's yen for fancier things in life, even to white sidewall tires, windshield guards



A vintage motorcycle still in daily use in Switzerland. Particulars could not be obtained because of author's inability to speak native tongue. Notable feature of this "Zehnder" single is amazingly low center of gravity created by mounting fuel tank low over cylinder



CLASSIC OF THE THUNDERBIKES

By J. L. Beardsley

THE INTENSE rivalry of leading motorcycle builders who were sporting enough to risk their reputations on the race tracks in years gone by, made the historic days of Class A competition the most thrilling era in the annals of the thunderbike sport.

By 1915, Indian, Excelsior, Harley-Davidson, Thor, Flying Merkel, Pope, Emblem and others were using the race tracks as both proving grounds and advertising mediums.

Such immortals of the two-wheelers as Otto Walker, Johnny Seymore, Ralph Hepburn, Red Parkhurst, Shrimp Burns, Earle Armstrong, Fred Ludlow, Curley Fredricks, Ray Weishaar, Jim Davis, and a host of other stars won their great reputations on crack racing teams in the days when companies kept them on a straight salary, with all expenses paid, and they kept all winnings.

This was professional sport at its best, for when they turned loose these daredevils on perfectly tuned 61 inch race jobs, on any kind of a track, spectators could be assured of seeing the keenest competition and speed by big name stars on the most powerful of machines.

Aside from the meets on half and one mile horse-tracks, there were many big road races in the pre-World War I years. Marion, Indiana's 200 miler ranked high, and Oklahoma City, Wichita, Kans., Venice, Calif., Ft. Dodge, Kans., and Savannah, Ga., ran 150 to 300 mile marathons, but the annual July 4th, 300 mile International Sweepstakes at Dodge City, Kans., was the biggest of all.

This was planned at the convention of the Federation of American Motorcyclists meeting at Denver in July 1913. A year later when F.A.M. president, Dr. B. J. Patterson, dropped

the starter's flag on 36 goggled speed demons on seven different makes of motorcycles, the first annual July 4th, "Coyote Classic" was under way. The roar was heard for miles over the Kansas wheat fields, as they circled the 2 mile dirt oval.

Glen Boyd won this first event on an Indian 8 valve, with Bill Brier, Thor, second; and the Excelsior star, Carl Goudy, third.

The Dodge City event was an instant success, and with every manufacturer concentrating on winning, it was established as the real Indianapolis of the power-bikes.

Harley-Davidson was at the Dodge City 2 mile track for the 1915 classic with their own version of the 8 valve race motors, and an eight-man team headed by Otto Walker, winner of two other road races that year, and Red Parkhurst, together with a circus tent full of spare parts and supplies.

A crowd of 16,000 fans got their 4th of July thrills in 1915 by watching Otto Walker out-speed the field, to win in a world record time—3:55:45, averaging 76.27 mph.

The fame of Dodge City's speed drama spread and 20,000 fans jammed their way

RIGHT—Indian's 300 milers. Some of Dodge City's finest talent, L. to R. Shrimp Burns, Johnny Seymore, Hammond Springs, Curley Fredricks, Spec. Warner, Don Pope, Floyd Dyer

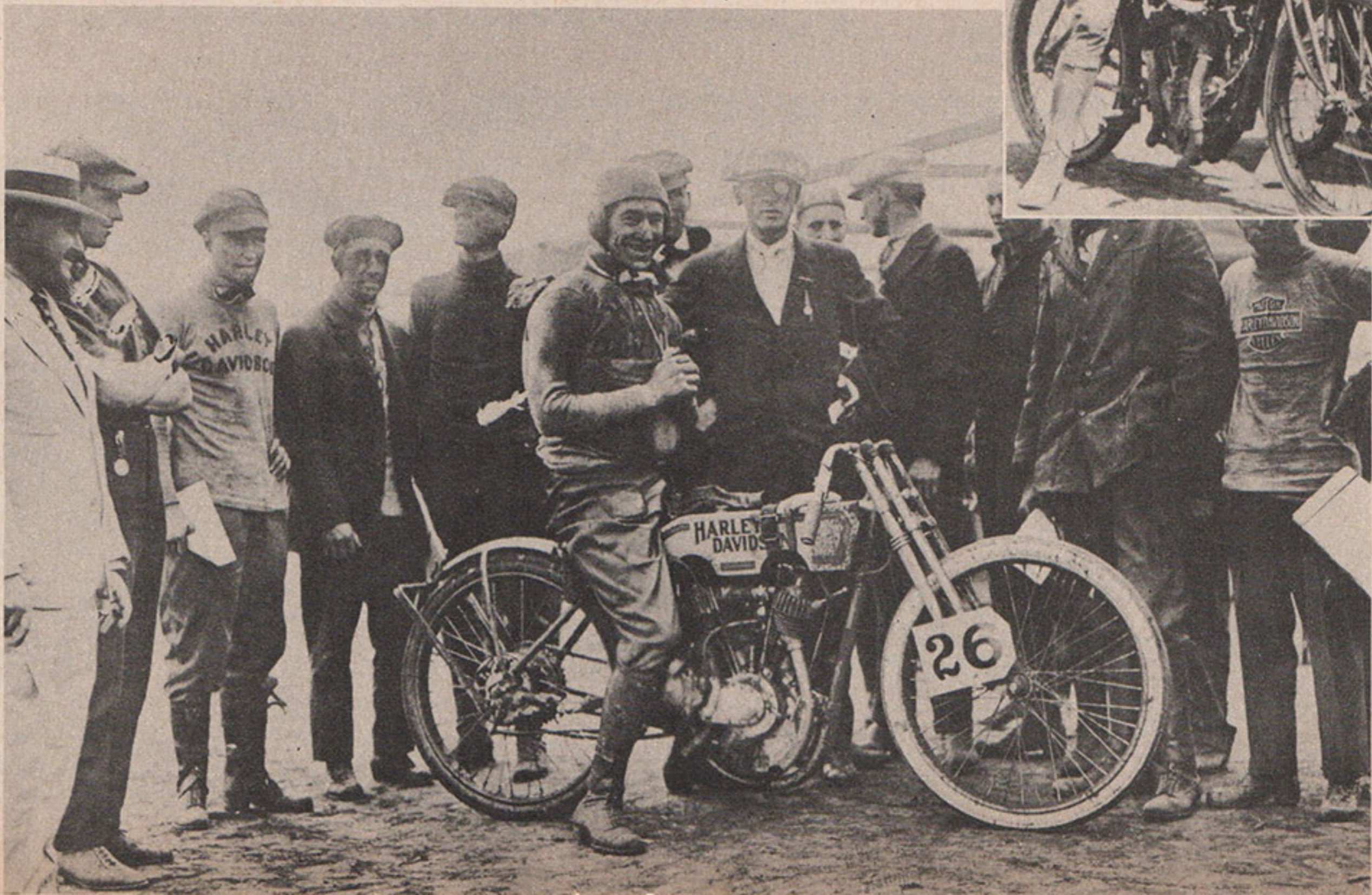
BELOW—1915 Dodge City Winner, Otto Walker. Note low slung engine, husky continuous loop frame. That's a chin pad strapped on those riveted tanks. Sweatered cycle fan at right wears latest pedal attire, sporty high button shoes

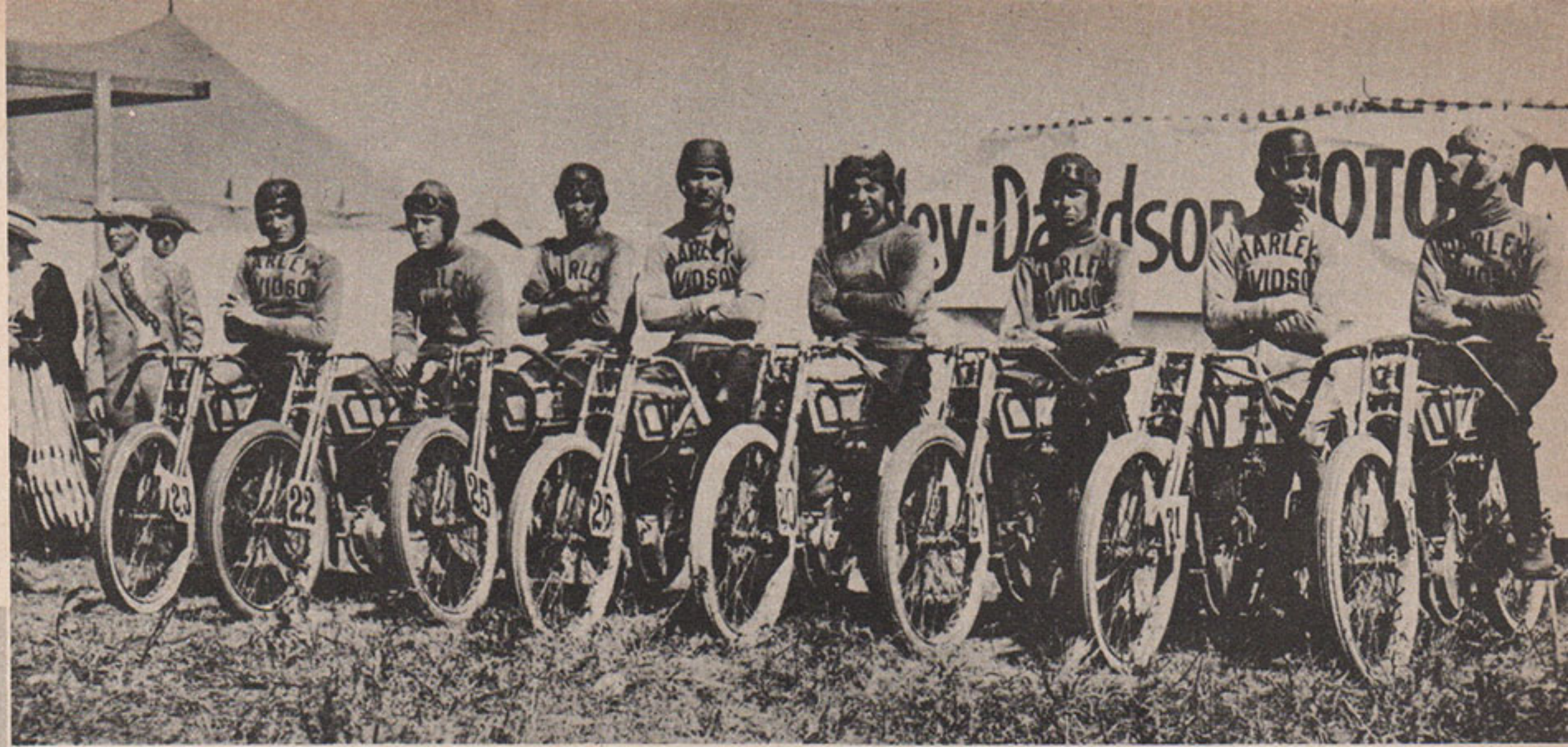
in next year to see a speed duel never equaled before, when the sensational young Milwaukee lad, Irving Janke, stole the entire show.

With motors tuned to the limit, 21 riders roared away at Dodge City, on the glorious 4th of July, in 1916, in a desperate chase over the 2 mile track for 300 hot, dusty, jolting miles of breakneck speed.

Floyd Clymer, today recognized as one of the foremost publishers of motor sport history, captured the lead on the second lap. But soon another Harley-Davidson man was zooming past rider after rider in a sensational burst of speed. It was Irving Janke in another of his riding exploits which had won him the label of "Boy Phenom" by sports writers. From 15th place at the start, he had gone through the traffic to challenge the lead at 40 miles. From that point on he and Clymer were locked in a wheel-to-wheel duel, and the crowd was in a frenzy as the two shot past lap after lap, sometimes but inches apart.

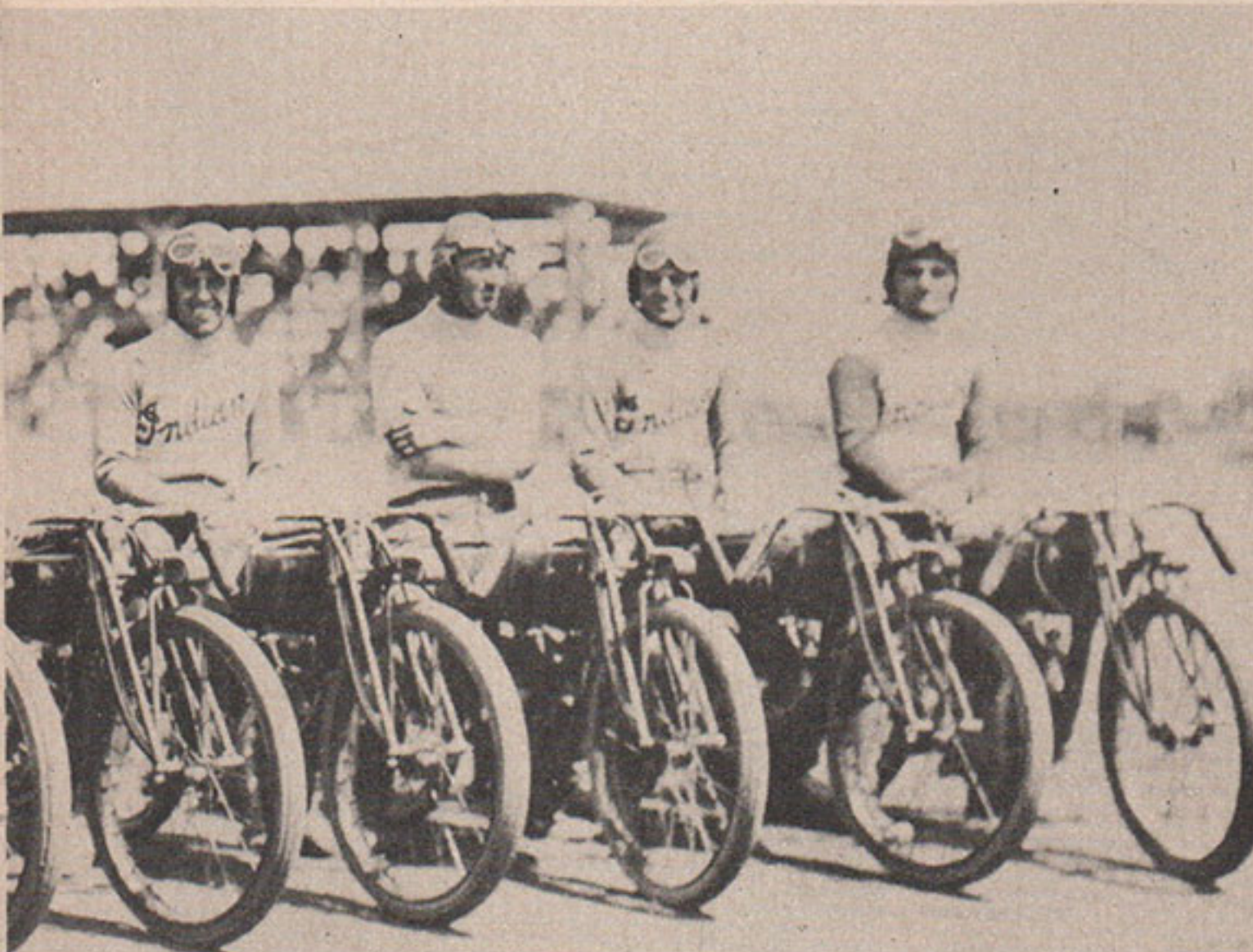
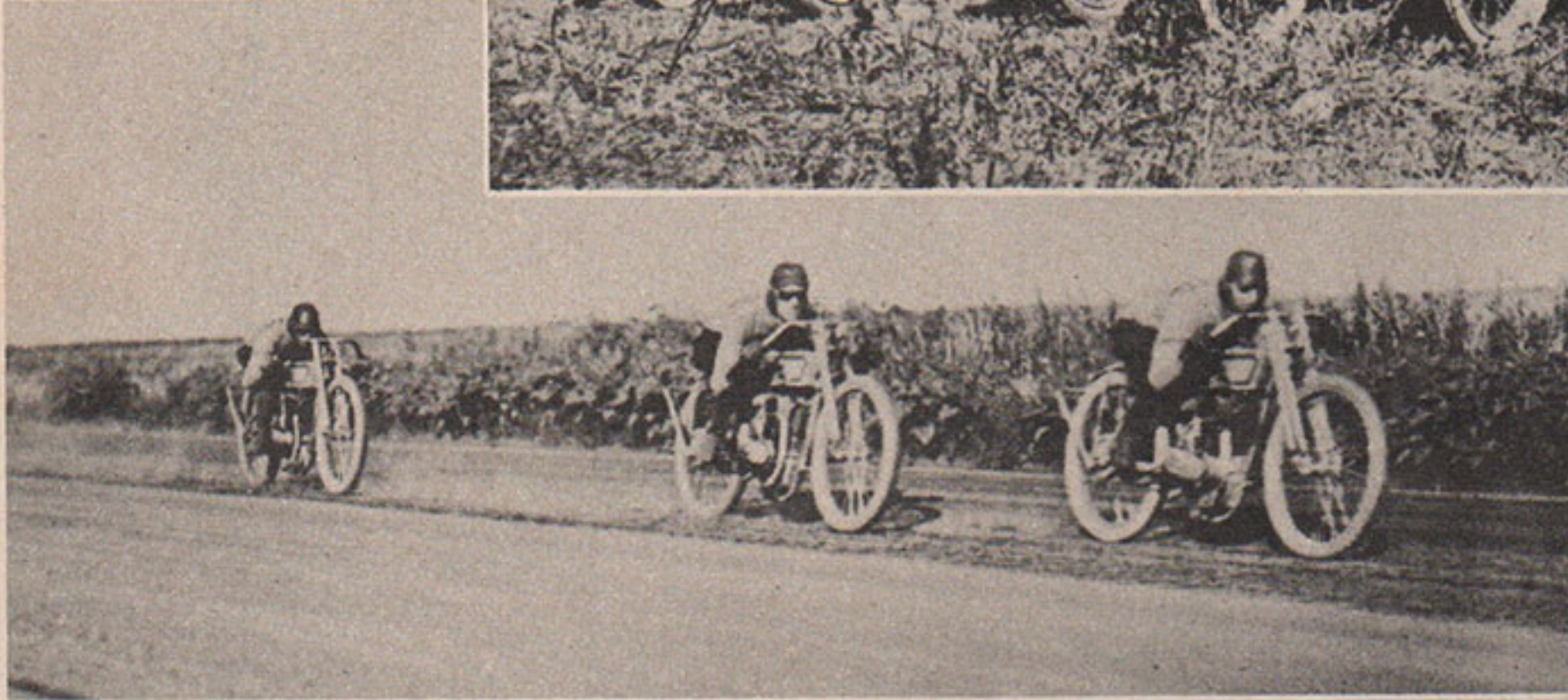
At 150 miles they blasted by in a dead heat. The time was identical. Janke bettered his position substantially from here on, and had a 3 minute lead as he finished 200 miles in 2:27:18 for a new world mark. With Clymer retiring near the 220 mile spot from a broken valve, no one else could catch the flying Janke, and he took the checker in 3:45:36, for a new record, 10 full minutes faster than Walker's previous mark.





ABOVE—First to score in unbroken chain of smashing triumphs at Dodge City was this Har-Dav. racing team, 1915. L. to R. Red Parkhurst, Alva Stratton, Harry Crandall, Otto Walker, Joe Wolter, Ralph Cooper, Bill Brier, Ray Weishaar

LEFT—Leaning out of northeast turn; Ray Weishaar, Red Parkhurst and Harry Crandall. Amazing dirt track speeds remain to be marvelled at



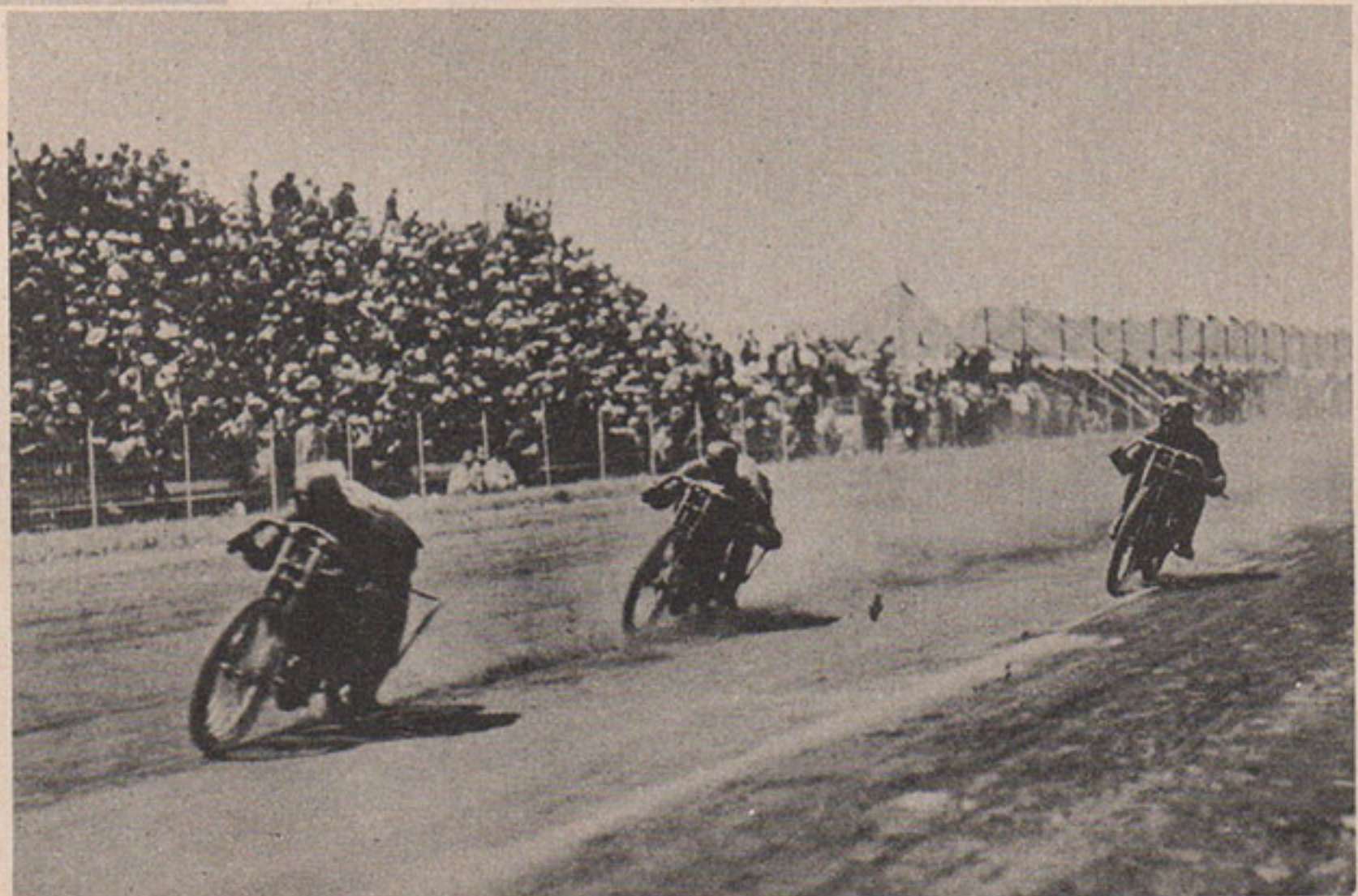
ABOVE—They're off in the 1915 classic. The now ancient lines of sporty starter's roadster at left vie with spectators' attire as trackside distractions. Factory backed riders always displayed great teamwork, finesse

BELOW—Ray Weishaar, Red Parkhurst and Joe Wolter in hot pursuit of Dodge City laurels, 1915. The near perfect distribution of motor weight and its resulting low center of gravity made "footing" on track taboo

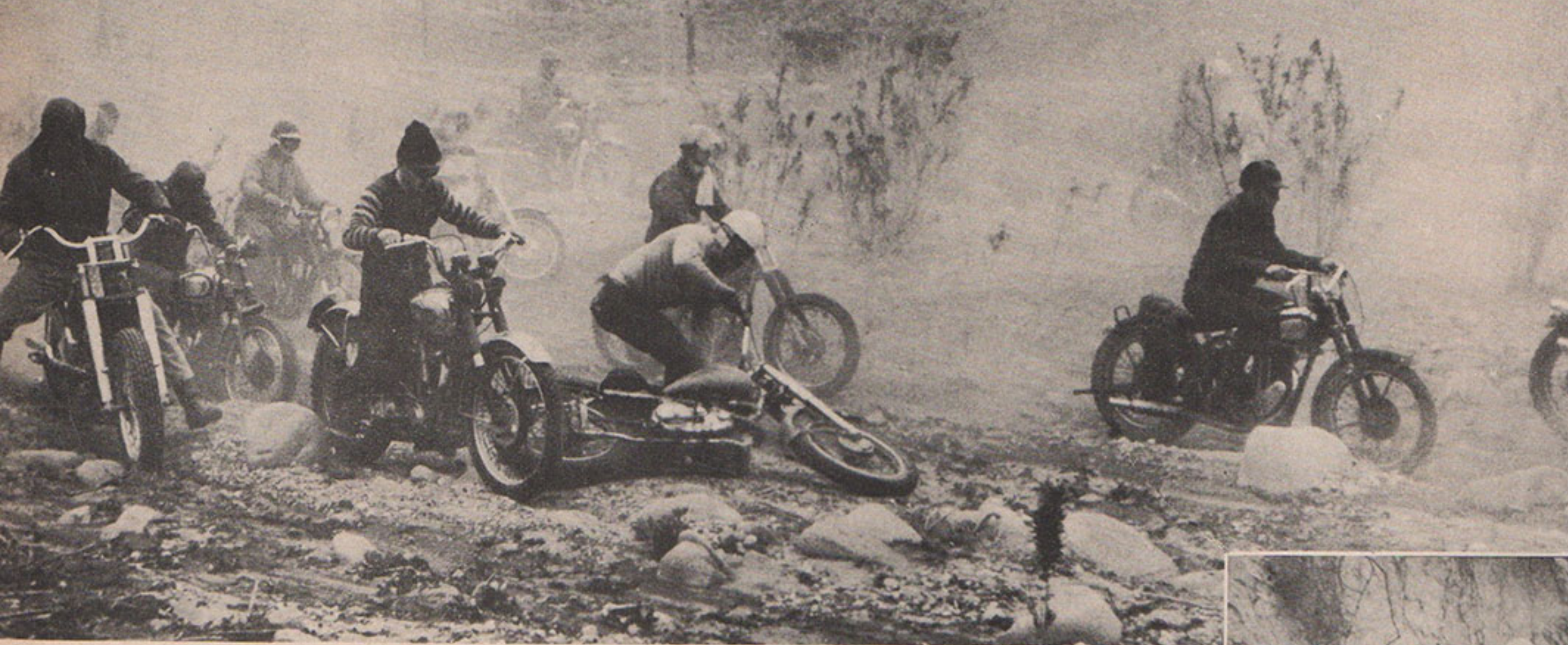
The Class A sport reached new heights in the revival, after the end of the first World War, and the 1920 "Coyote Classic," with an all-star field of entries, outshone all the others. The lead changed several times in the first 200 miles of record speed, but after that Jim Davis, on a new pocket valve race job, took command and shook off all challenges to win in new record time of 3:40:04 $\frac{4}{5}$.

The last "Coyote Classic" was run in 1921, and Ralph Hepburn proved his greatness by literally closing the door on the greatest field ever to face a starter. He led every mile of the 300, except a few when he refueled; he cracked the 100 mile record with 1:07:54- $\frac{2}{5}$, lowered the 200 to 2:17:54; and with little competition, refused to slacken his terrific pace until he finished the 300 miles in 3:30:03, a world record that was faster than Carl Goudy's board track mark of 1915.

Thus was written in blazing speed a sensational climax to the drama of Dodge City's Classic of the Thunderbikes.



ANNUAL MOOSE RUN



BUD EKINS AND MATCHLESS PROVE BEST IN FOUR ACES EIGHTY MILER

Text and Photos by C. B. Hudson

EIGHTY MILES due north of Los Angeles on the outskirts of Castaic, 120 dirt riders were anxiously awaiting the start of the annual Moose Run staged by the Four Aces Motorcycle Club (A.M.A. sanctioned). This particular Sunday was found to be rather gloomy, temperature of 40 and 50 degrees, with bad weather threatening.

All riders were assembled in an old river wash which was to be the starting point of this 80-mile hare and hound course. At approximately 10:30 a.m. last minute instructions were sounded over the P.A. system. Near the conclusion of the instructions, starter Dalton Holliday, without warning, fired the shot which signalled riders to kick over their motors and commence, with every man for himself!

In rounding the first turn, the riders came face to face with an assortment of rock and large boulders. This immediately reduced speeds to a minimum and resulted in numerous spills. Ernie Mays, AJS Scrambles mounted, forged into the lead which he was able to hold for approximately 2 miles whereupon he was thrown, the result being an injured wrist.

The lime markers showed from here a course which was dominated by fire trails. This allowed the remaining riders to obtain speeds averaging 40 to 60 miles per hour.

Several participants shared the lead in tight competition from this point. Near the 75 mile mark, the leader was the unfortunate victim of a broken chain which enabled English mounted Bud Ekins of the North Los Angeles Motorcycle Club to take over and lead the eighty remaining hounds to the finishing line.

Hats off to the Four Aces Motorcycle Organization for their expert officiating. This, coupled with their serving of refreshments to the riders at the conclusion, made for one of the year's finest Pacific Coast hare and hounds.

	30.50 inch Class	
1st Place	Bud Ekins	Matchless
2nd Place	Cleve McNeal	Triumph
3rd Place	Bill West	Triumph
	21 inch Class	
1st Place	Tom Brizarri	Mustang
	15 inch Class	
1st Place	Bill Landerfeld	Excelsior



Bill Jones, BSA mounted, member of active Rams M/C, boasting 100% competition members



ABOVE—Al Jacoby zooms out of the brush in hot pursuit. Checker sleeves show he's a Ram

BELOW—Wally Albright peers about, wonders if fellow ahead spotted lime or is just looking



ABOVE—A lumpy riverbed start kept the riders out of high gear for a while and fortunately held speeds down until they had strung out a bit



PRESSMAN'S TRIAL

ENGLISH SCRIBES SWAP PENCILS FOR HANDLEBARS IN EXCLUSIVE PRESS EVENT



By William H. Onslow

A HUNDRED years ago that eminent man-of-letters, Thomas Carlyle, wrote "A Fourth Estate of able editors springs up; increases and multiplies; irrepressible, incalculable." He must have foreseen the latest running of the Trial For Pressmen, held in Kent, when he penned those words.

The "fleetest of Fleet Street" (Fleet Street, in London, is the home of many newspaper and publishing houses) arrived at the venue, adorned in all manner of riding rainment. Machines for these modern bards had been supplied by professional exponents like "Cabby" Cooper and Bill Peacock, as well as just plain amateurs. Twenty-six entrants, the good, the bad and the worst, comprised the field. A wooded, hilly section of merry England, well soaked by continued rain throughout the Trial, offered itself to the cause.

Awaiting the "Off" signal, I glimpsed many a famous motor journal and motorcycling magazine personality sitting, damp and disconsolate, astride machines with which they had little or no practice. The scene was very funny from my point of view, but from theirs, I guess it amounted to, "this is just part of the job, you know." But the really mirthful antics to follow were well worth the nasty cold I picked up in role of a Pressman-on-a-Bus-Man's-Holiday.

Solos and sidecars were about even in numbers. While it was a freelance writer, "Tich" Allen, on a BSA Bantam that won the Trial, it was surely the "chair" men who caused the loudest laughter. In their heyday, each entrant had been reasonably well grounded in the art of trials riding, but in most cases their heyday was long gone.

First, there was Cyril Quantrell, "Q" as he is called, handling Peacock's 500 cc Matchless "chair" rig. The outfit had proven itself very superior during the past season in the hands of Peacock, so it must have been "Q's" fault that on one section, at a slippery hill, he first lost control and charged into the crowd of spectators! Amidst a chorus of "ave another go at it 'Q,'" he restarted from the bottom of the leafmold mound and directly and promptly smote an oak! With the crowd, by then in an uncontrollable fit of laughing, "Q" and passenger proceeded to alight and push the rig to the summit.

Tommy Wisdom, who for years has been a great exponent of car racing and four-wheeled trials, appeared on a new 350 BSA solo. Using great wisdom (pardon the pun)



Frank Adams, editor of Birmingham Journal Motorcyclist, slides shoeleather, tires in last minute attempt to simultaneously duck and turn

he progressed really well, until becoming horribly entangled in many yards of white marker tape and promptly falling off. With great aplomb he righted the Beesa, untangled the tape, and dabbed vigorously at the kick starter. Much kicking did not reawaken the engine. Tommy was perplexed but finally a by-stander called to his attention that his "kill button" was jammed full of mud and perhaps that was why the engine refused to be coaxed. Removal of the mud saw the removal of Mr. Wisdom from the place he had long occupied, kicking his poor bike. He had no further grief and put up a good show.

John Rowe was astride one of the new BAC-Lilliput 2 strokes. These little J.A.P. powered lightweights have wheels rather smaller than normal, sort of a cross between a motorcycle and a scooter. Rowe was seen to plunge about over the course with great abandon and apparently having the time of his life. Once Rowe couldn't row himself across a soggy section of soaked leaves, slippery twigs, and slimy mud. The small diameter wheels sunk deeper and deeper until there was Rowe, supinely sitting astride a sinking motor bike that had long since ceased to run. Someone shouted, "Why don't you get off the ruddy thing and lift it on?" to which Rowe calmly replied "and why should I, old man. So long as I sit astride the blighter, it can't make me do anymore work." Spectators became boisterous at this remark.

"Cabby" Cooper had loaned his "chair" outfit for the occasion to Bob Holliday. "Cabby" had volunteered to be Holliday's



ABOVE—Bill Peacock slants things his way as 500 cc Matchless outfit digs up a leafy gully

LEFT—Dennis "Jenks" Jenkinson, Grenville Press, adept sidecar track racer, means to reach top at all cost. Jenks, the bewhiskered, helps boost Harold Taylor's International Sunbeam hack

passenger, (the better, perhaps, to see how his personal property was being used or abused). After observing Holliday's unbridled attacks upon one of the steeper slopes, "Cabby" could stand it no longer. Holliday was practically chucked into the sidecar, "Cabby" took a mighty fistful of twist-grip, and up and over the hill they went. Holliday's expression of utter horror at such antics cannot be described.

The day was one of great delight for all. No record exists of the aches and pains of backs, limbs, and posteriors of the 26 the following morning, as they returned to their respective desks and offices, but surely said painfulness must have been rather universal. The 5th Annual Pressmen's Trial is now history, but I for one, believe some entrants will be stiff and sore for a month.

RESULTS

Uncle Rowe Cup (best performance): C. Allen (125 BSA), lost 16 (handicap 10).

Charles Markham Memorial Cup (best in opposite class): C. Quantrell (500 Matchless s.c.), 60 (15).

First-class Awards (solo): J. Sullivan (350 Ariel), 24 (18); F. Adams (125 BSA), 35 (15); J. Lowrey (246 Excelsior "Talisman"), 38 (0). (Sidecar): D. Hardwicke (500 Ariel s.c.), 64 (15).

Second-class Awards (solo): Rob Davis (500 AJS), 39 (16); P. Heath (500 Ariel), 40 (23). (Sidecar): R. R. Holliday (500 Ariel s.c.), 65 (5); D. Jenkinson (500 Sunbeam s.c.), 66 (10).

Novice Award: I. Pickett (125 DMW), 37 (10).

Best on Observation: G. M. Walker (500 Norton) 6.



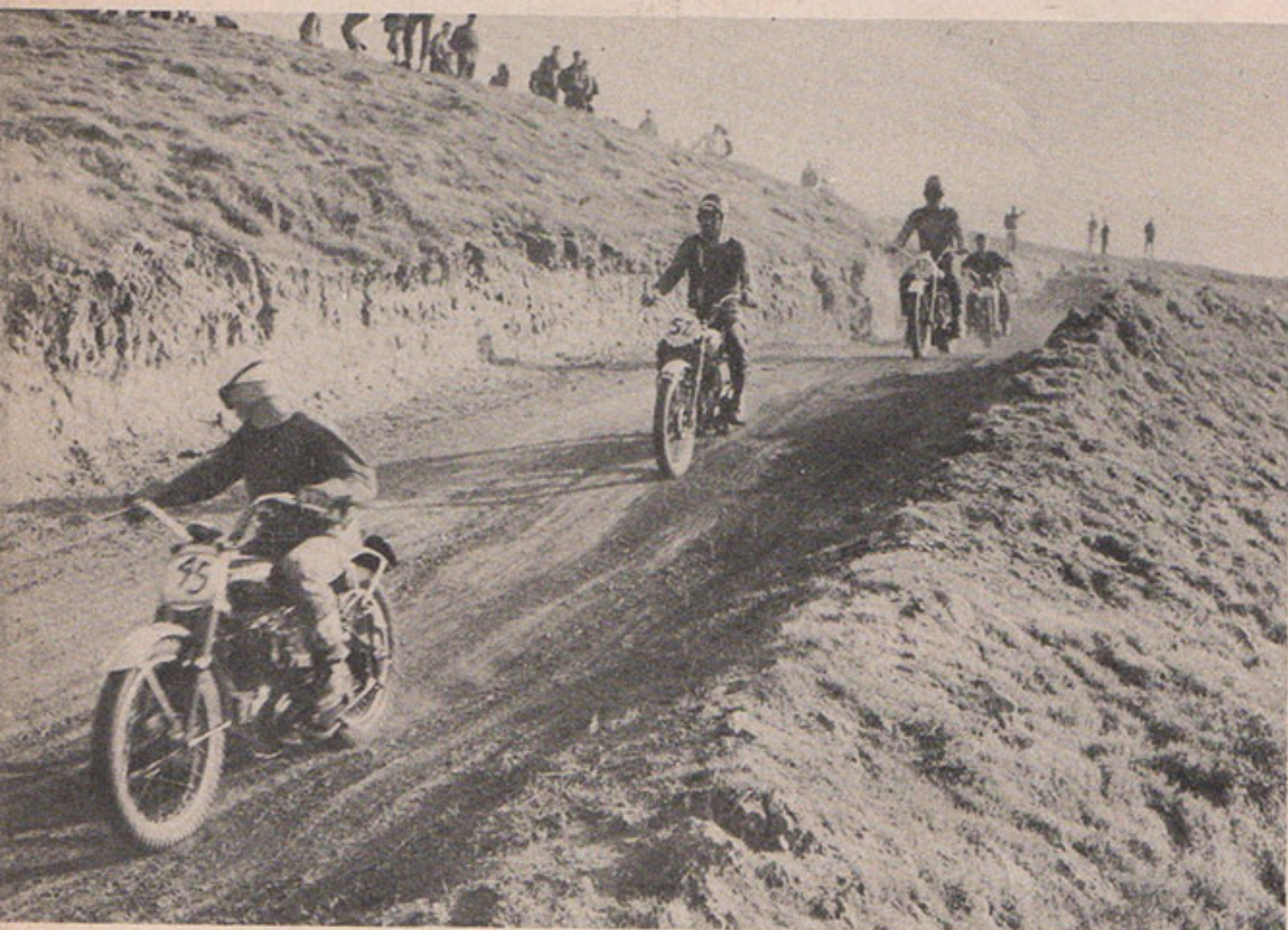
Cyril "Q" Quantrell, Sports Editor of "Motorcycling," squeezing through trees at Reel End

COSTA MESA

Scramble

Walt Fulton, Triumph Thunderbird,

By Bob Greene



ABOVE—Unidentified BSA jockey, fearing a dowsing, checks to the rear before entering the water splash. The irregular terrain and natural hazards insure future popularity of these interesting scramble events



LEFT—Winner Walt Fulton steers a course through "Lake Costa Mesa." Partial view of the winding course gives an idea of some of the smoother, wider, but wetter sections of the up and down hill circuit

BELOW—John McLaughlin, San Gabriel M/C member, hurtles his "big stove" down one of the dippy back stretches. 18 inch wheels front and rear give more ground clearance, much better handling



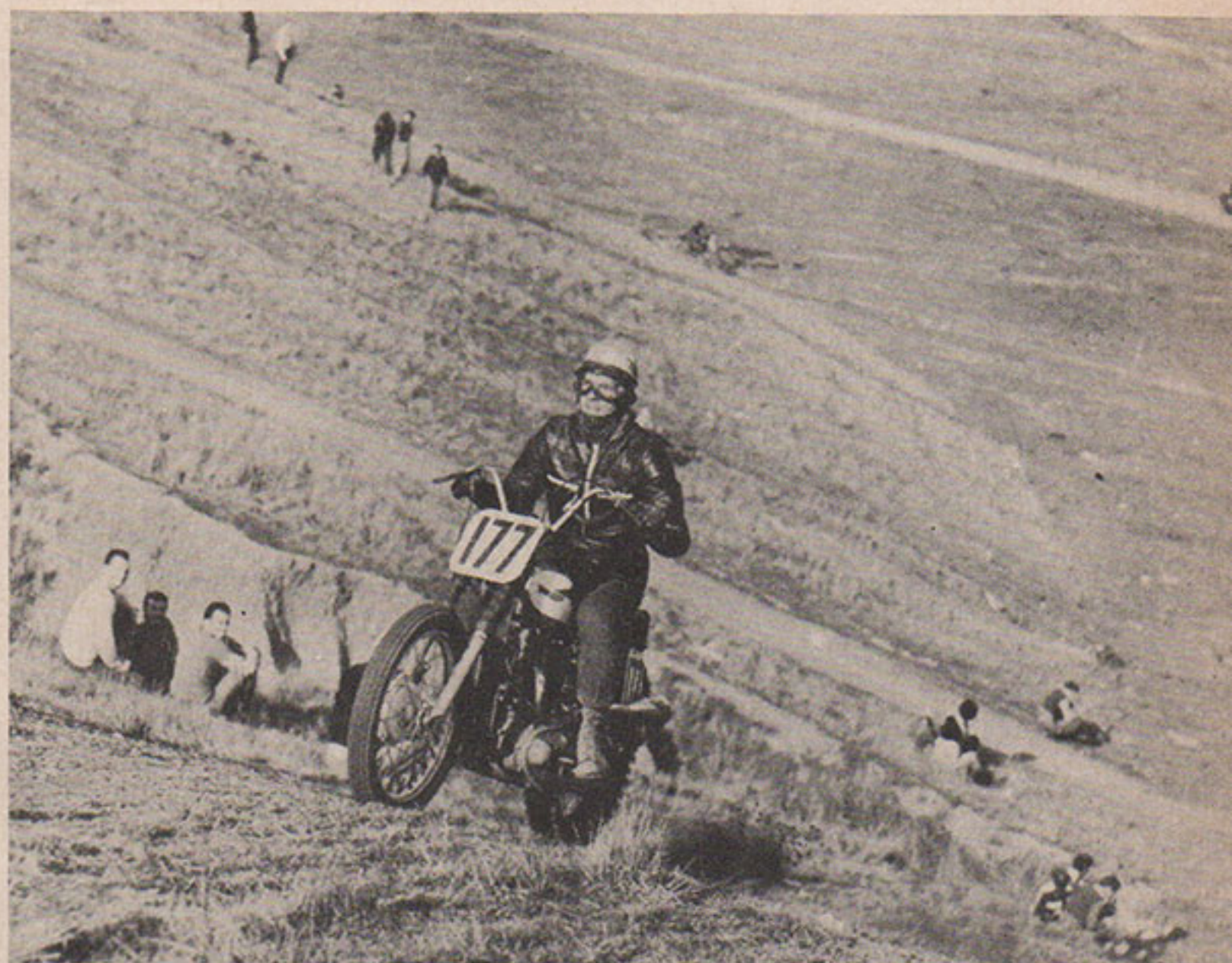
Scramble

Takes 30-Mile Main Event

cent Costa Mesa Scrambles, sponsored by the Orange County boys.

A 250 cc event and three 3-lap heat races gave the boys a pretty good idea of what was in store for the 15 lap, 30 mile main event. This 2 mile closed circuit over unimproved grounds, was devilishly tricky, with a variety of terrain, including steep dirt hills, water jumps, soft gravel turns and an endless num-

(Continued on Page 29)



ABOVE—Fulton booms over the big hill at the start. Especially interesting was the thrilling struggle for first place between Walt Fulton, basically a dirt track rider, and Del Kuhn, typical hare and hound type artist

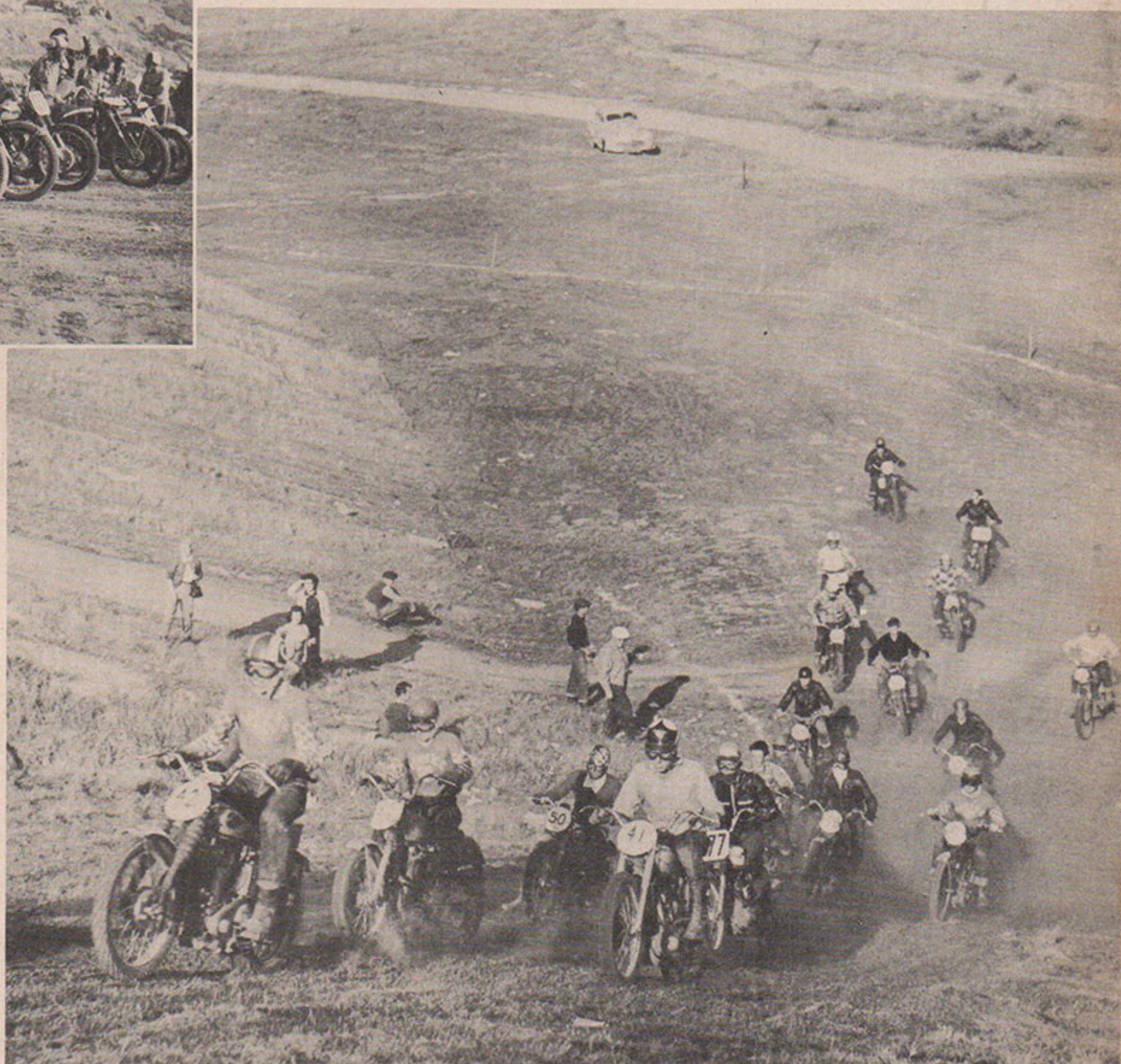


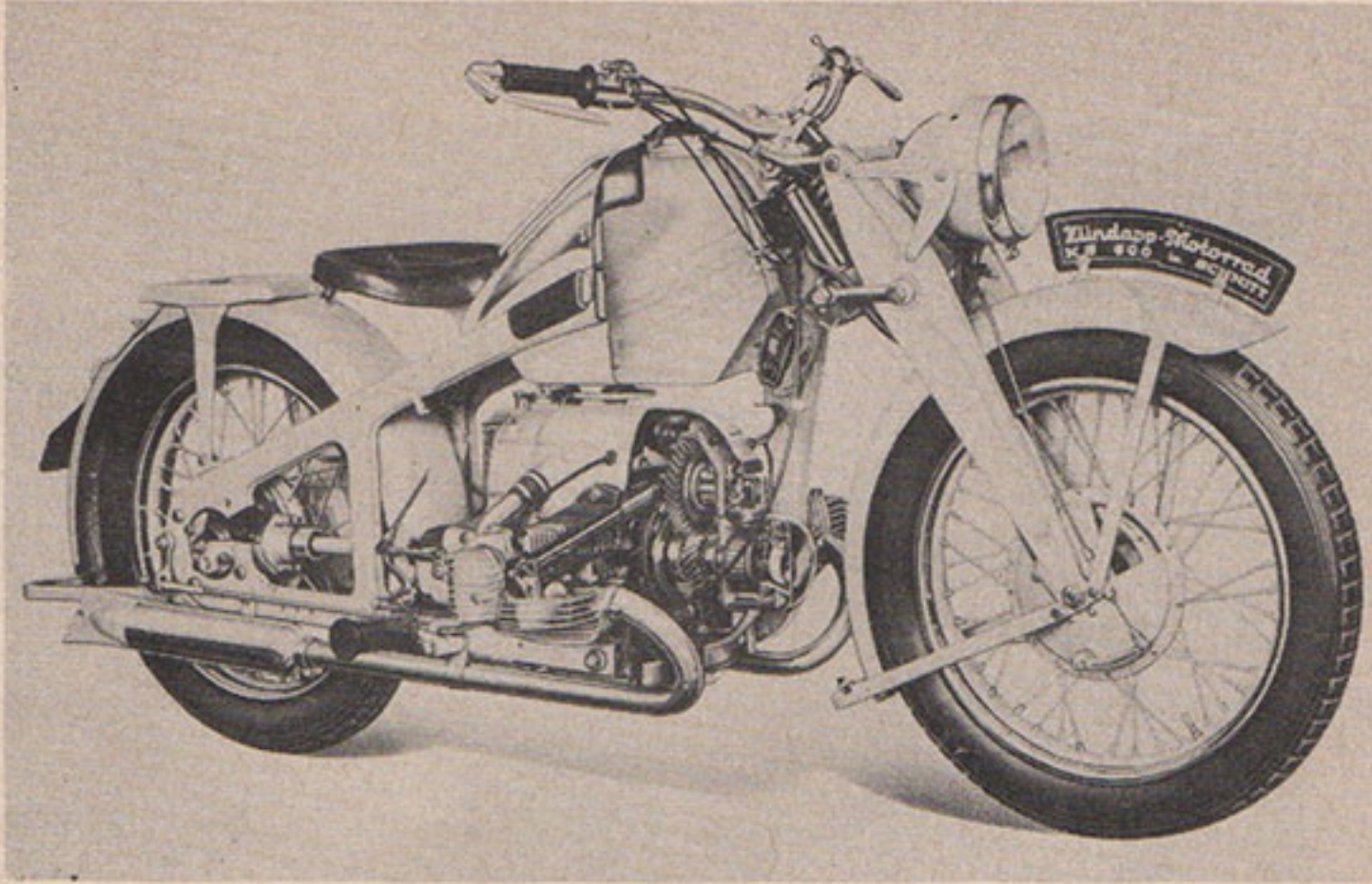
ABOVE—Post time at Costa Mesa. Waiting for the main to start are L. to R. Bolotin, Schuchle, Quick, Alguire, Harper, Fulton, Wilson, Hancock; a few of the thirty that fought it out

RIGHT—A full head of steam was required at the start as this steep, grassy slant had to be mounted with very little approach. Several spills took place here and one bike caught fire

LEFT—On the trail. This type of competition requires the rider to draw on his full bag of tricks. No penalties were made for footing or other slips in this newest adaptation of events

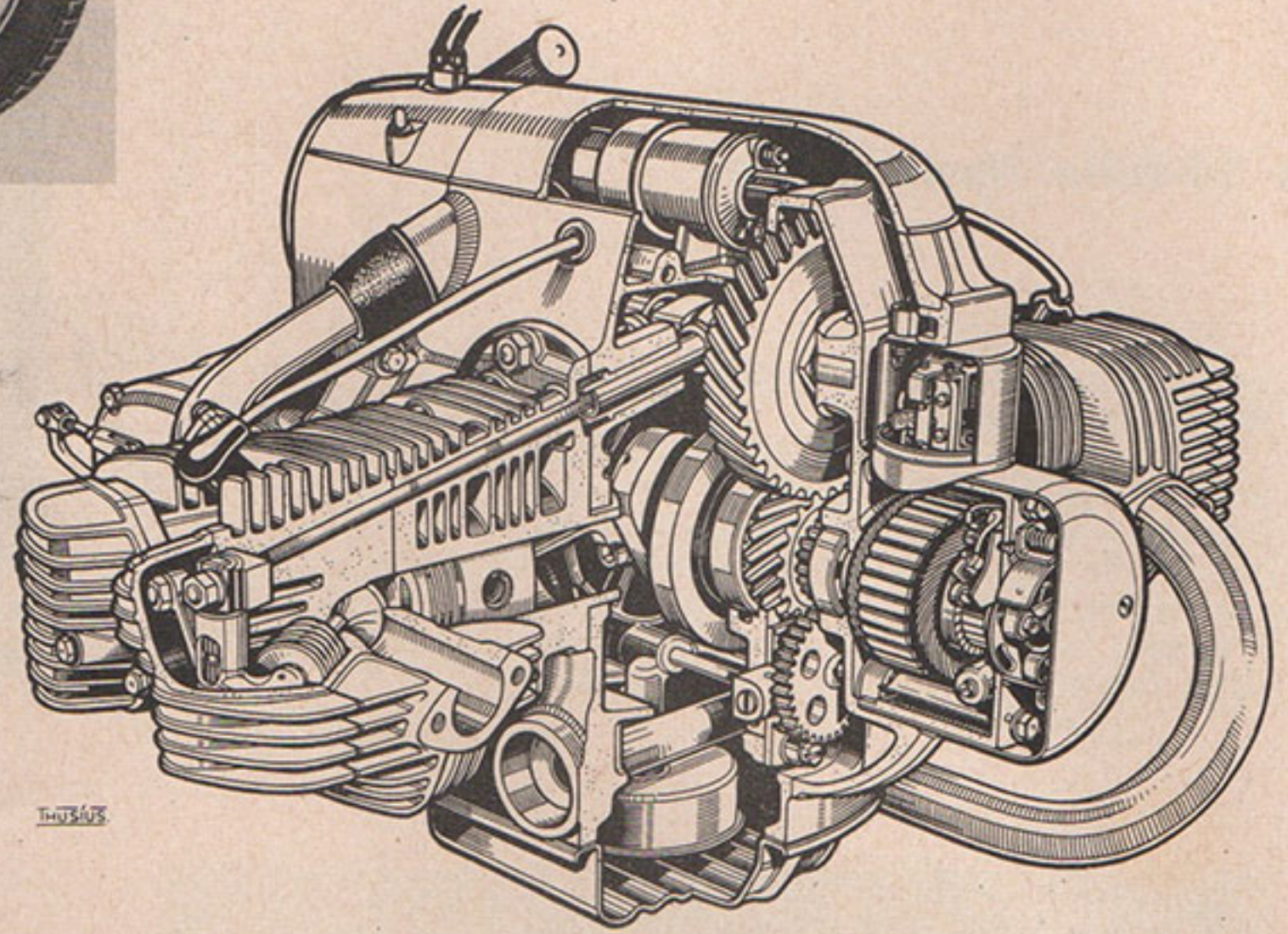
Photos by Ray Porter, Chet Phebus, Bob Greene



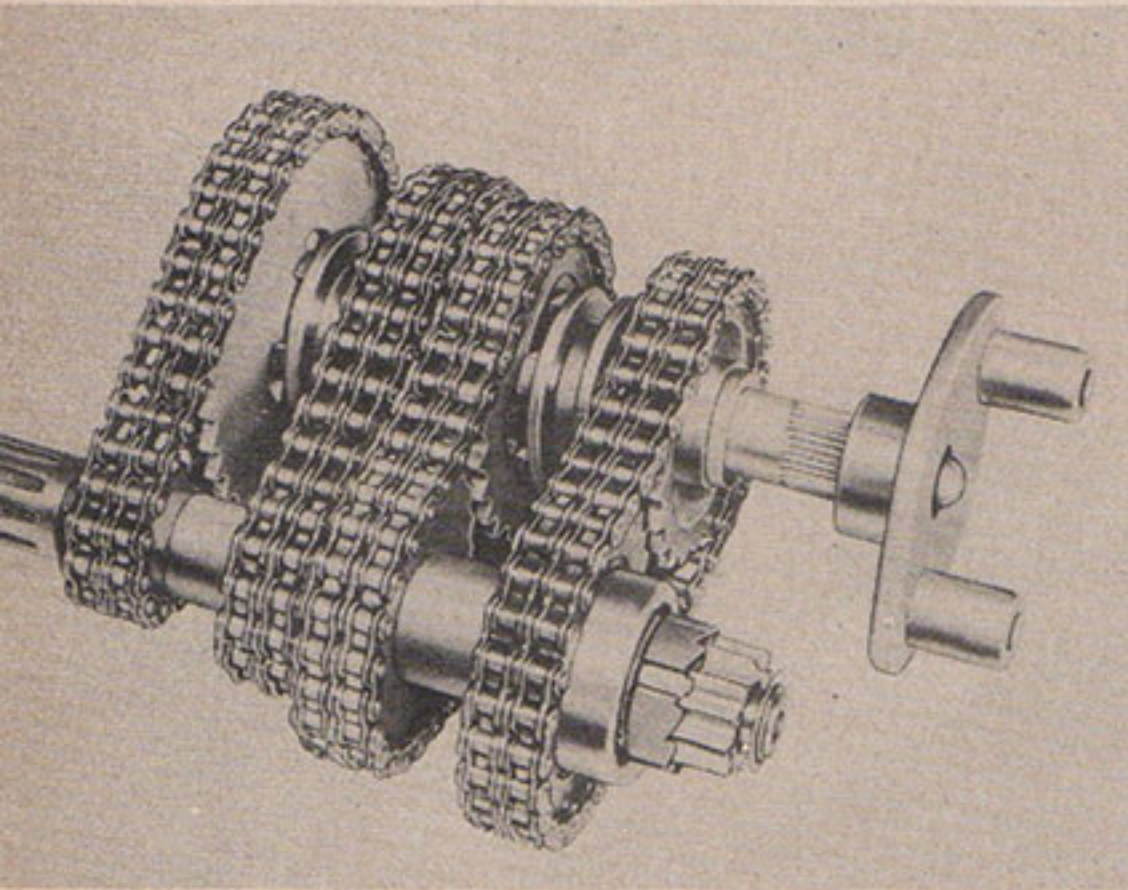


ABOVE—Cutaway of last pressed frame model. Every detail harmonizes; clutch and brake levers, brake arm curves with front brake drum

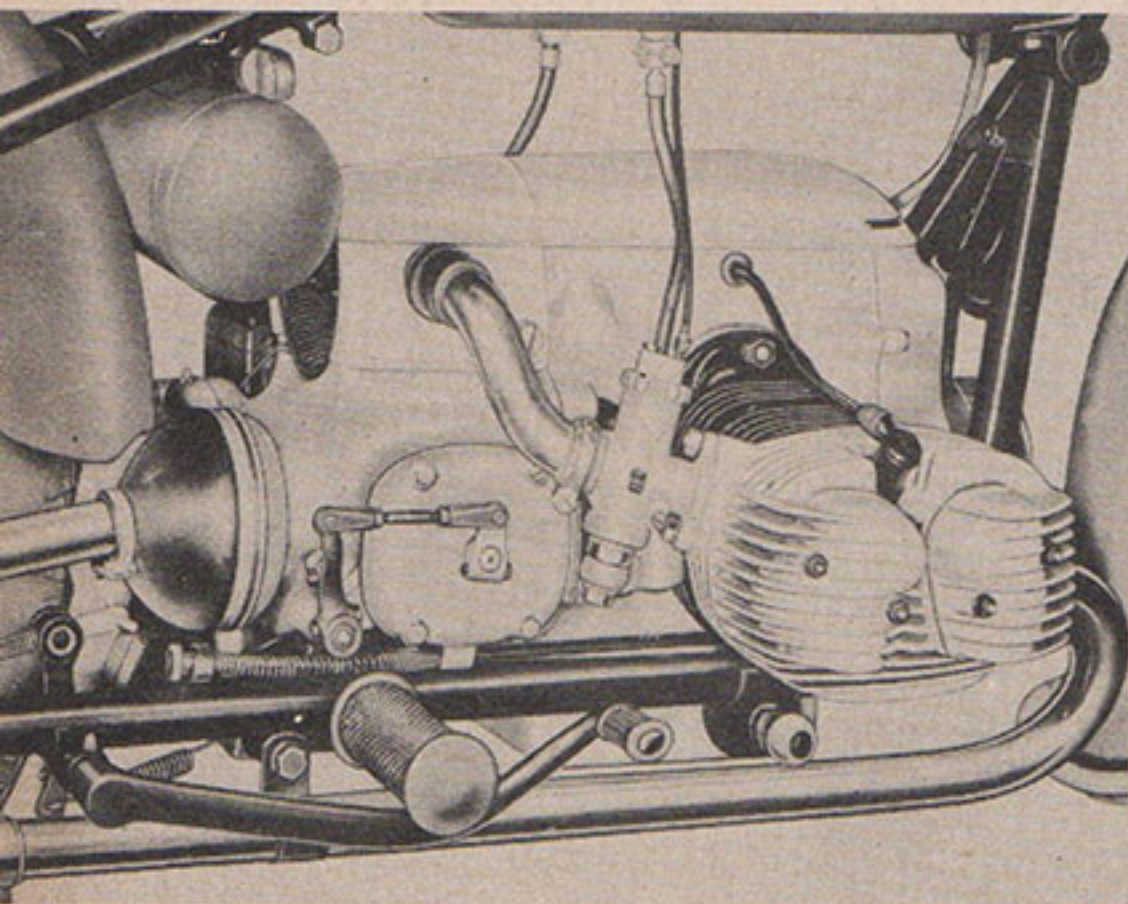
RIGHT—Zundapp KS 600: the motorcycle engine at a high stage of refinement. Note finning around pushrod, coil cover, valve notch in piston head, needle rocker arm bearings, carb intake to enclosed air cleaner. Wet sump is preferred by Teutonics for neater appearance



By Griff Borgeson



Four-speed duplex roller chain transmission is typical of all shaft-drive Zundapps. Mechanical efficiency suffers slightly, but space, weight and cost are saved, with great silence gained



The KS 601 power package displaces 37 cubic inches, pulls 28 brake horse power, inherits a tradition of dependability. Note the hand-adjustable brake and clutch, stock sidecar fittings

BRITISH Intelligence Officers, in a review of Germany's pre-war motorcycle industry, flatly stated that for sheer beauty of design German machines put the British jobs to shame. It was obvious that industrial artists had worked hand-in-hand with engineers on every important model, turning out a product that was a new thing under the sun; machines that were competitive not only in price and performance, but in eye-appeal as well. The German industry was, in other words, the first to approach the motorcycle as an art object. Zundapp, long a leader in the production of high-dependability machines, was one of the first to take up the "built-in beauty" approach to bike design. The Zundapp KS 601 model, is the superb culmination of a long line of outstanding machines.

The firm was organized in 1917 under the name of Zunder und Apparatebau—Ignition and Instrument Works—and quickly compressed the unwieldy name to the first syllables of its components, Zundapp. In '21 they saw the need for a light motorcycle that would fill the gap between auxiliary-powered bicycles and heavy motorcycles, and in October of that year the first Zundapp reached a hungry market and was an instant success. Its specifications were humble, but so were those of the Model T Ford. Power was from a 13 cu. in. 2-stroke lunger with external flywheel. It had no transmission, no starter, and used belt drive and a rim brake. An inexpensive machine, it was nevertheless built well and gave the make at birth a reputation for dependability.

Zundapp's success with the economy machine kept them busy until 1933, when 100,000 of the perfectly machined and steadily refined 2-strokes had been sold. In September the first 4-stroke Zundapp was produced, and brought world fame to the breed.

The new machine, the K500, drew much of its inspiration from the shaft-driven BMW, but sparkled with original innovations and set a new standard for clean design. Both economy and neatness were achieved by introduction of the pressed steel frame, and a 4-speed duplex chain transmission made for economy and silence. The 30.50 cu. in. opposed twin, side valve engine developed just 12½ bhp but its compact and tidy layout served as the basic pattern for all the twins that followed.

By '36 big strides had been made and the 150,000th Zundapp appeared as a push-rod overhead valve 30.50 opposed twin, a better breathing and higher winding version that developed 25 bhp and would turn well over 80 mph. This KS 500 model was followed by a 37 cu. in. sidecar job and, in '42, by a 46 cu. in. machine for army use. Both of these machines featured drive to the sidecar wheel with torque limited by a "proportional" differential of Zundapp design which could be locked at the rider's whim to suit road conditions.

Only about a quarter of the Zundapp plant was destroyed by war, but conditions were so austere in '46 that the factory announced that it saw no prospect of ever manufacturing anything but light 2-strokes again. But the combination of American aid and German industry produced amazing results and Zundapp resumed production of their pressed steel frame, 37 cu. in., 28 bhp, shaft-driven opposed-twin early last year. This was the KS 600, and it had hardly reached the market when it was discontinued and replaced by the finest machine in Zundapp history, the KS 601.

Biggest change in the new model is that after 17 years of using the pressed frame (Continued on Page 32)

MERCURY RELIABILITY TRIAL CLOSES METROPOLITAN SEASON

A REAL NEW YORK MUDDER

Text and Photos by Jim Claxton

MOTHER NATURE rode double with the Mercury M/C pathfinders, Drew Smith and Phil Phillips, when they laid the course of their latest 143-mile Reliability Trial. Days of rain, a sudden freeze and a hurricane, made the run anything but a pushover; thirteen out of fifty-six starters managed to stay within the one hour late limit.

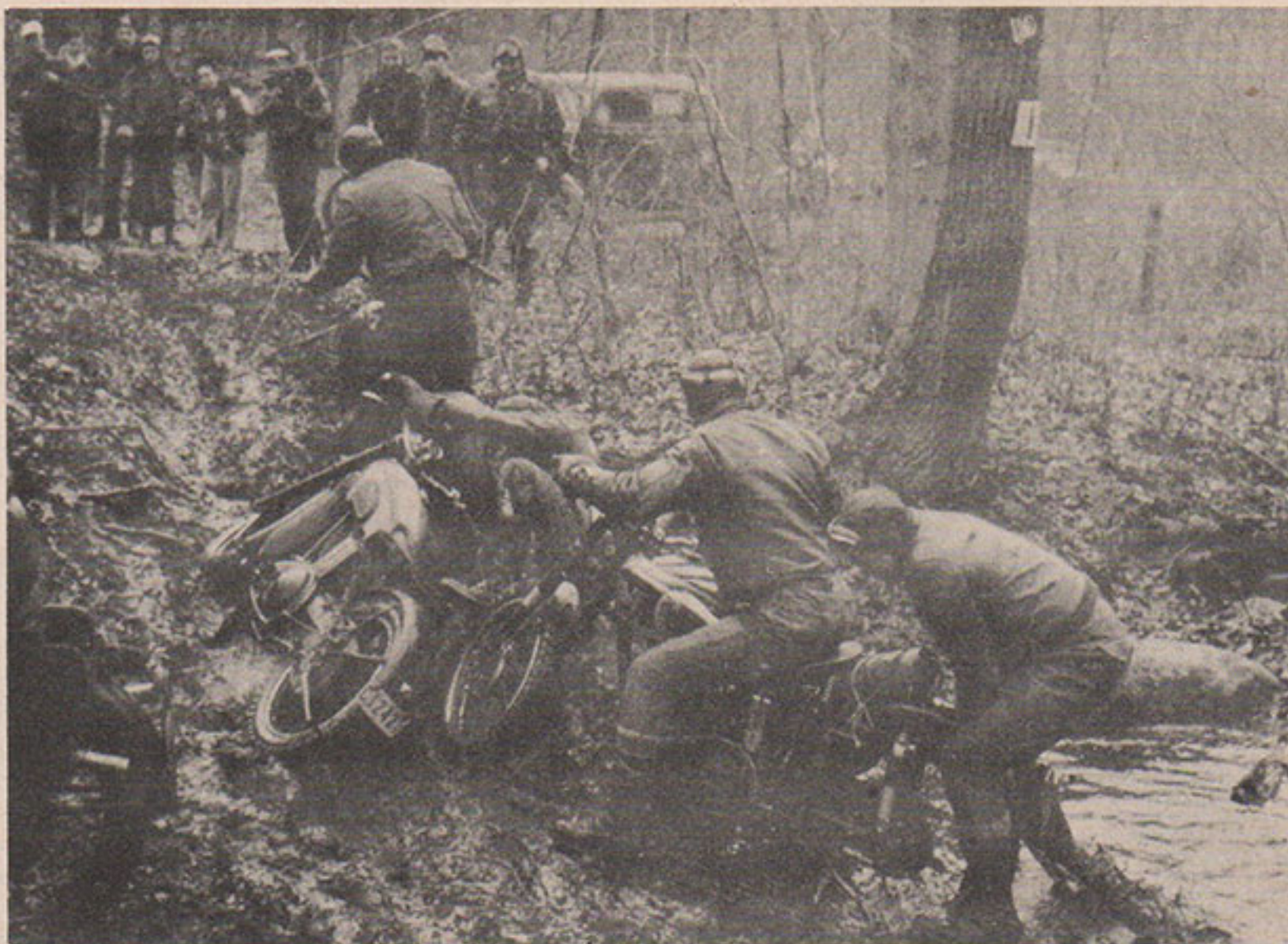
The speed schedule of 24 mph proved to be a fast one because of the unexpected havoc created by the elements. Large numbers of trees had been blown down across the course, and many of the streams had increased to such depth, as to make fording nearly impossible.

Through it all emerged Don Pink, on his now famous Harley-Davidson 125, with a loss of only 20 points. This position gives Don his second consecutive high score place in A.M.A. District 4.

The morning of the run was cold and sunny and an inspection of the machines indicated that the contestants were leaving no possibilities to chance. Upswept exhaust pipes, high footpegs and skid plates were standard equipment, while practically all the jobs were equipped with the very knobbiest of knobby tires, both front and rear. Another factor which has been becoming increasingly evident in the past year or so is the tendency for most contestants to arrive with their jobs in trucks or trailers.

At 10:01 a.m. the first two boys, 1 and 1A, stormed away from the start; the other riders following, two on a number at one minute intervals. A short way from the start, markers led into the inevitable and always tricky Ardsley Woods. The weather for several days previous to the run had been rainy, changing to cold, so that the ground had frozen several inches deep and the brooks were overflowing. The recent mild weather and sunshine had thawed out the frozen ground, converting the top inch or so into a tacky gumbo that troubled the lads no end. The big wind which swept through this part of the country the week previous, had made the course doubly interesting.

Probably the toughest section in the morning half of the run was encountered on a well-lubricated footpath which zigzagged up a sidehill near Yorktown Heights. On the other side, at the foot of this hill, riders were faced with yet another steeper climb and this time there was no way for a running start. The angle of ascent and super-greasy



Traffic jams mean trouble. Matchless rider at rear seems to have found a friend in the woods

RIGHT—G. VanOverloop, class B winner, left, Ralph Rodal is just checking on size of things



condition of the ground forced everyone to dismount and assist their bikes over with a series of grunts and groans.

The noon control was manned by Earl Flanders, handlebar purveyor from Pasadena and Reggie Pink, A.M.A. official. Earl, being East on business, couldn't resist mixing pleasure with business, and enjoyed the opportunity of observing the eastern fraternity's woods-riding talent.

A number of tricky new sections followed,



ABOVE—Bud Tramontin being signed in noon control by Earl Flanders. Reggie Pink with watch

starting with Tompkins Corners Hill. This particular hill is nasty enough to get up, but most riders prefer not to descend it. Boulder strewn, with a veritable brook coursing down its midst, this section was extremely disagreeable. Shortly thereafter came the worst spot of all. A brook crossing which had been only six inches deep (quote the road committee) when the course was laid was two feet deep and twenty feet wide the day of the run. A drowned out ignition system doomed most riders at this point. On the opposite bank much of the activity dealt with wringing out clothes and coaxing sick motors. No photos were available at this point because of the peculiar blue fog overhanging

the scene—such language!

From here the road conditions really went to pot and the wearying crew found themselves being directed back into the (oh, no, not again!) Ardsley Woods, this time in a reverse direction. As it was now well past 4 p.m., the boys with high numbers and those running late, negotiated the woods with their lights, if fortunate enough to still have them. Three miles of good road to the finish gave tardy ones little chance to make up time, but who felt like making up time!

HIGHEST SCORE

D. Pink Crotona M/C Har-Dav. 980 Pts.

PHILIP PHILLIPS NOVICE TROPHY

M. Usherwood Elmhurst, N.Y. Puch 973 Pts.

CLASS A WINNERS

N. Esposito Queensboro M/C Panther 973 Pts.

J. Fennell Crotona M/C Triumph 970 Pts.

J. Kroeger Sport Riders M/C BSA 969 Pts.

T. McDermott Sport Riders M/C BSA 966 Pts.

A. Tramontin Passaic Valley M/C Har-Dav. 941 Pts.

J. Denney Yonkers M/C Har-Dav. 940 Pts.

R. Bynoe South Shore M/C Matchless 868 Pts.

CLASS B WINNERS

G. VanOverloop Fairlawn, N.J. AJS 943 Pts.

E. VanOverloop Rivervale, N.J. Matchless 930 Pts.

J. Velsor Westbury, N.Y. BSA 928 Pts.

J. Hellen Locust Valley N.Y. Jawa 878 Pts.

SIDECAR CLASS WINNERS

I. Charbonneau Miracle M/C Triumph 53.2 Mi.

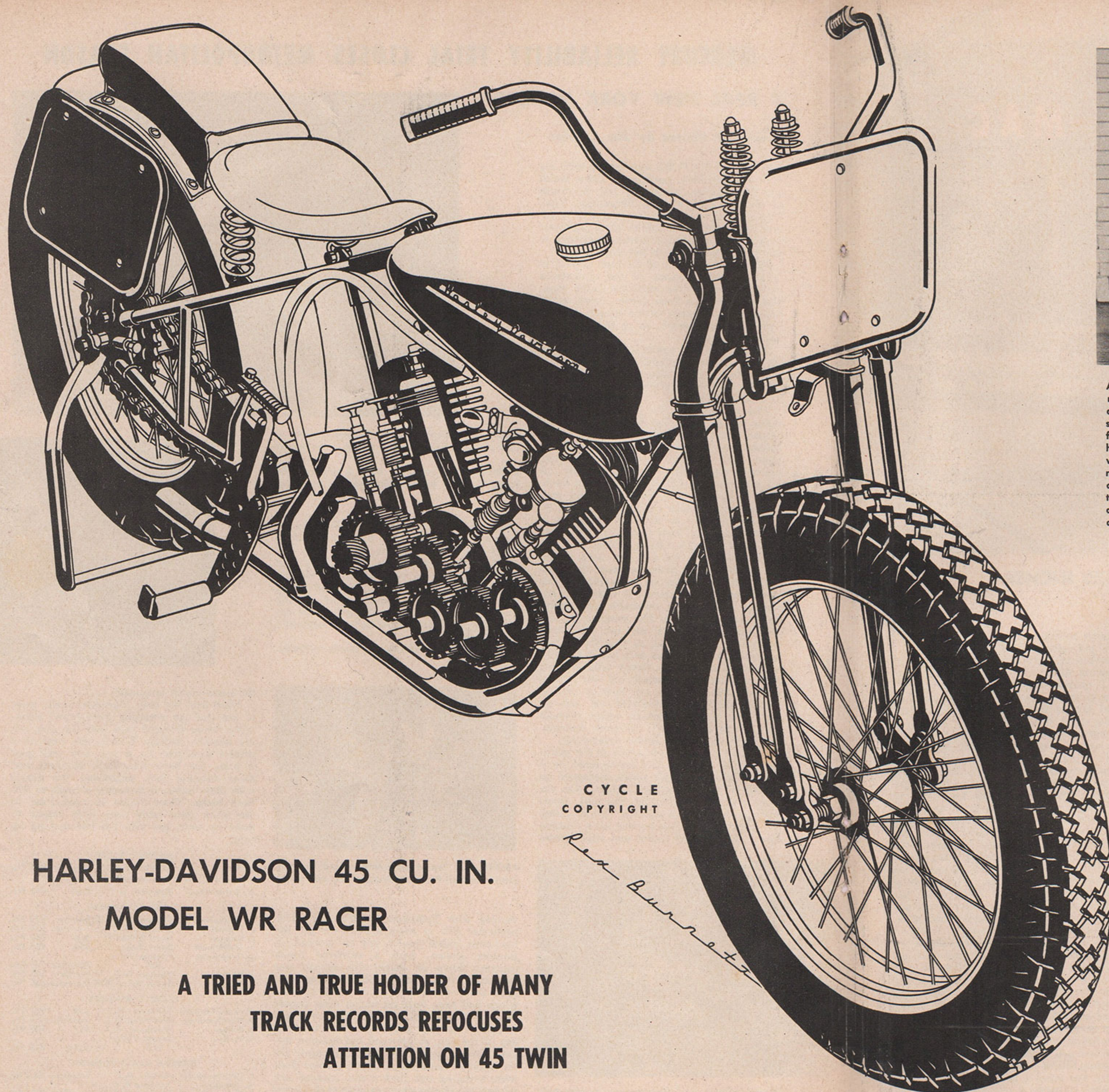
A. Schultz Yonkers M/C Har-Dav. 30.4 Mi.

E. Baron Yonkers M/C

L. Sullivan Yonkers M/C



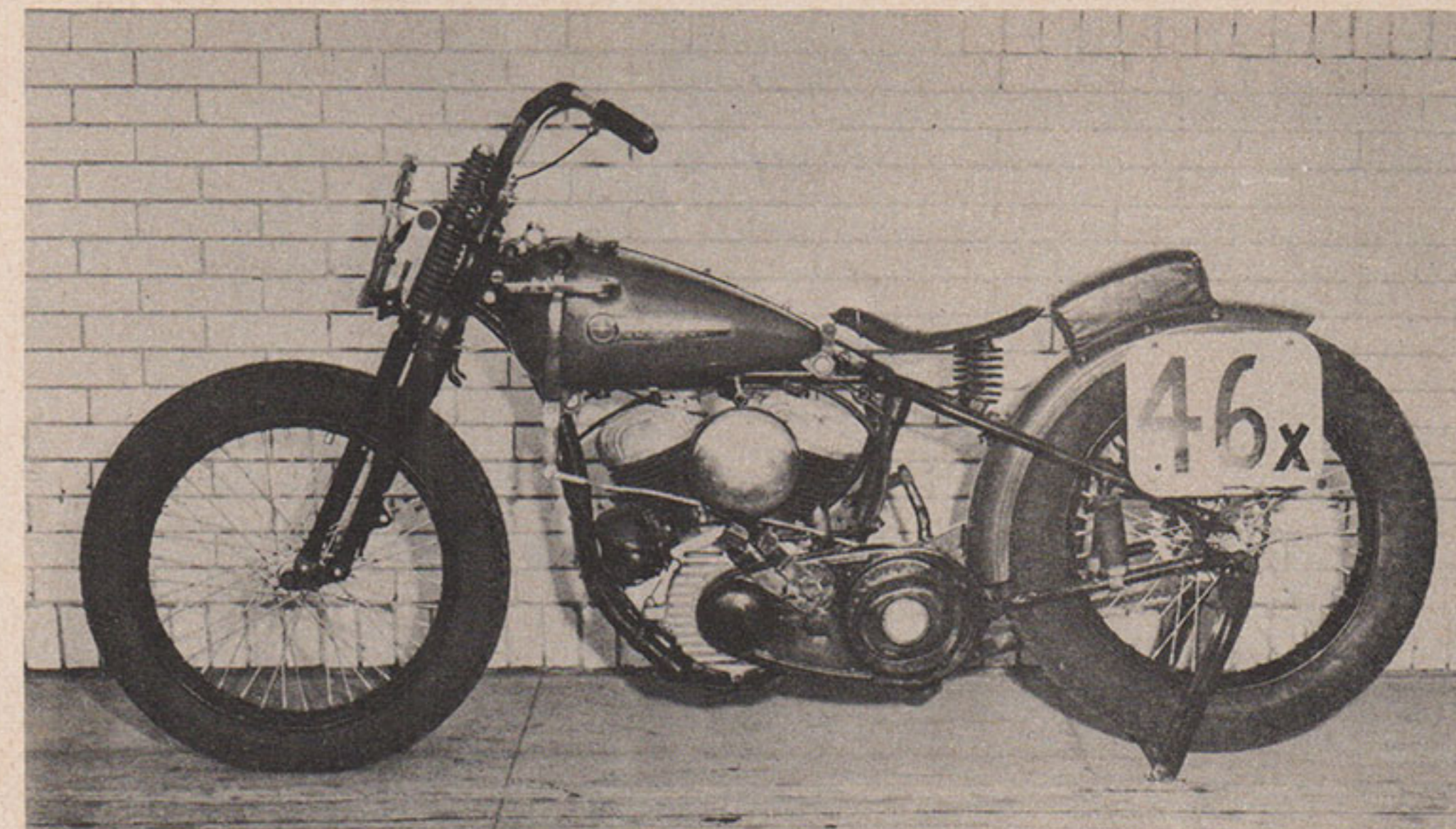
Triumph sidecar pilot, Charbonneau tackles Ardsley Woods while passenger Schultz strains



CYCLE
COPYRIGHT

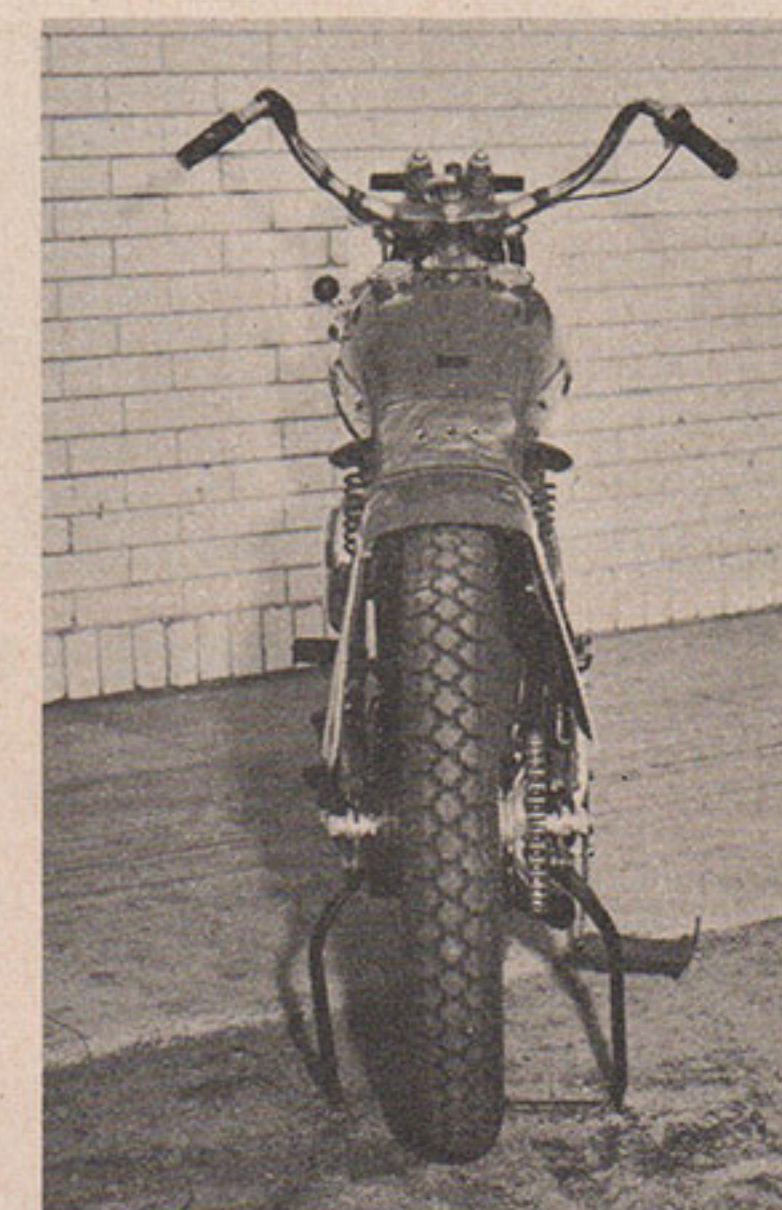
HARLEY-DAVIDSON 45 CU. IN. MODEL WR RACER

A TRIED AND TRUE HOLDER OF MANY
TRACK RECORDS REFOCUSSES
ATTENTION ON 45 TWIN

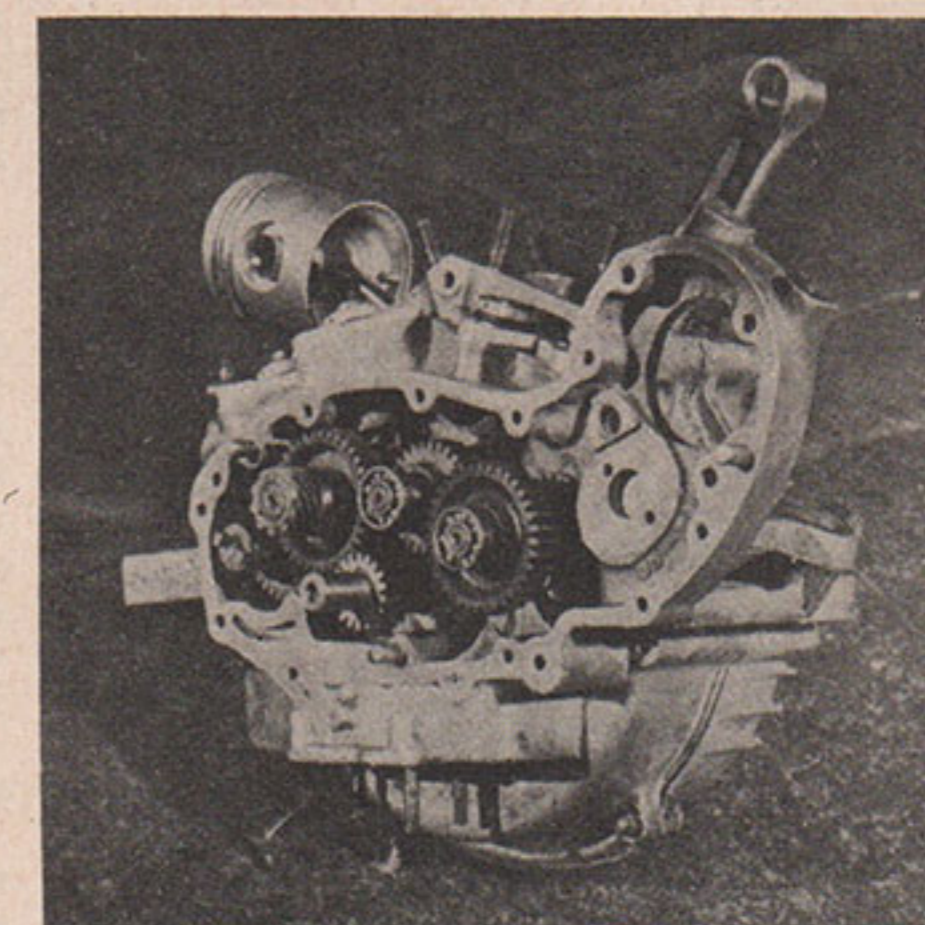


ABOVE, WR track racer owes its extreme lightness (near 300 lbs.) to special chrome molybdenum frame, lightweight racing saddle and spring (eliminating seat post), lack of brakes, front fender, floor boards and battery. Note holes drilled in frame head casting. Former vulnerable upright type Wico magneto has been moved to safer horizontal position, directly ahead of front cylinder. The vernier plate on timing gear side of mag is latest improvement, allowing timing to be quickly and accurately changed without removing the timing case cover

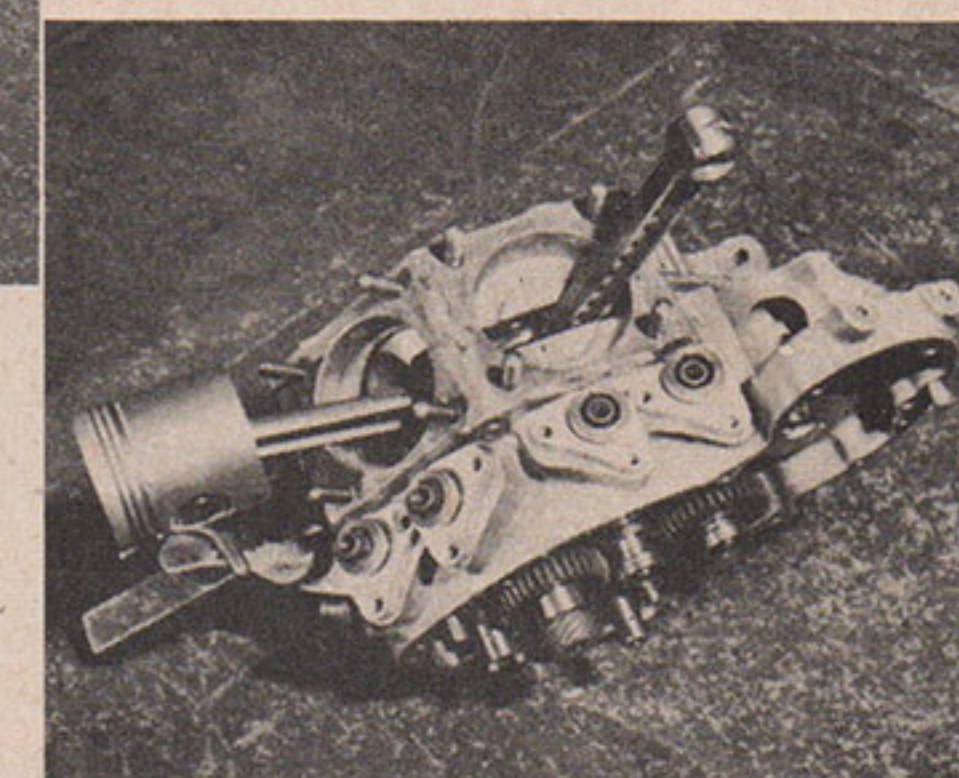
RIGHT, Narrow sprint race, rubber mounted tanks and low slung right footpeg show that this particular bike is well equipped for 1/2 mile or mile dirt tracks. Self-styled handlebars pictured here are popular trend. Factory equipment features speedster bars, solid or rubber mounted. Choice of 18 or 19 inch wheels, 4.00x18, or 3 1/4x19 Firestone tires is optional. Abbreviated rear fender and pad are standard



LEFT, Engine base with timing case cover, barrels and mag unit removed, reveals valve gear train, thick skinned aluminum case. Four cam lobes set directly behind gears. On the WR model, flat cam followers are substituted in place of conventional roller tappets allowing less radical cam shaping, longer dwell. This gives higher performance, lessens valve weight



RIGHT, Top view of the side valve 45 showing con rods, drilled for lightness, and lightweight piston. Dow Metal or aluminum pistons are available. Oil baffle seen in front cylinder well controls front cylinder lubrication, is necessary because of high pressure system used in this engine. Because of baffling action of flywheels and oil slinging characteristics of rear female rod, no baffles are cast into rear cylinder well

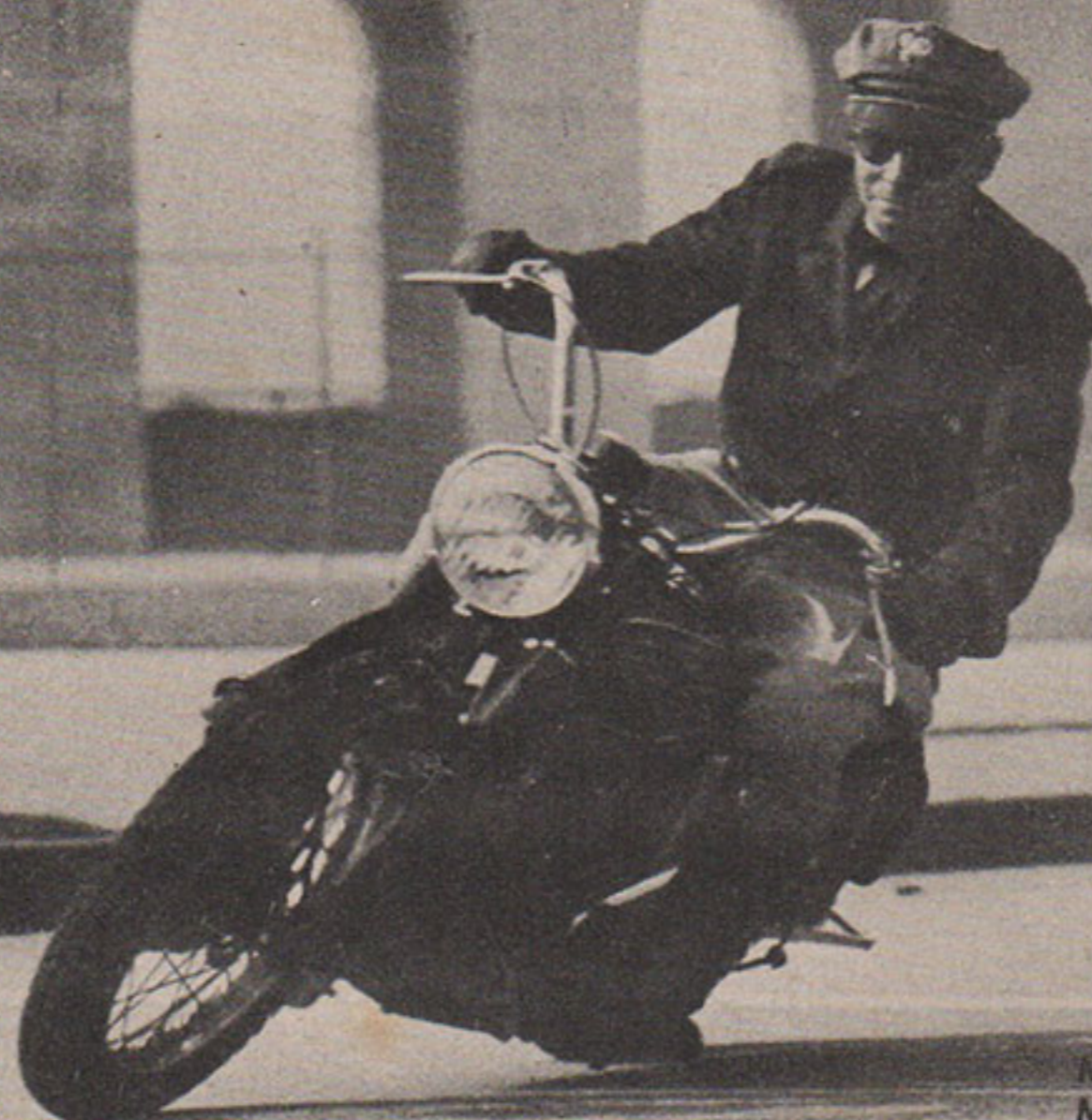


Photos by Zelenka and Rick

TESTING THE

Velocette

MAC



Minimum effort required to handle the sensitive MAC is demonstrated as author-tester Filker bends a corner at the Los Angeles coliseum

SURPRISING 21 CU. IN. SINGLE STEPS LIKE A 30 INCHER

By Officer H. Filker, Alhambra P.D.

VELOCETTE of England, manufacturers of this surprising 21 cubic inch single, have long been noted for their extensive development of 350 cc overhead cam racers. The MAC model selected for this test (Engine No. MAC 8831), was an overhead valve job and maintains the characteristic Velocette design that has been popular in the past.

Probably the most notable change is the replacement of their previous air and oil front fork with a new telescopic spring fork. The new design incorporates the popular spring loaded tubes, with oil acting as a buffer. Outward appearance of the forks is almost the same as before. Changing weight of oil gives the rider a stiff or soft ride, as he may desire.

The by-pass valve arrangement is very efficient in slowing down fork action so that hardly a trace of bounce is noticed over rough terrain and handling proved to be excellent at all speeds. No steering damper is needed.

From our conversation with the Los Angeles distributor, Lou Branch, 2019 W. Pico, who loaned the bike for the test, we learned of many technical details about the MAC.

The push-rods, as may be seen from the timing case side, are very short and made of an aluminum alloy. In this instance, the valve cam is located well up on the engine thereby permitting the shorter push-rods. The closer the cam action to the valves, the better high speed performance. The bore of $2\frac{1}{8}$ inches and $3\frac{3}{4}$ inch stroke, comprises the total 21 cubic inch displacement. A beefy $1\frac{3}{8}$ inch diameter crankpin with drilled oilways is used, very large for even a 500 cc motor.

To assure ample oiling of the cylinder and piston, Velocette employs a pressure-lubricated cylinder wall. This very unusual but

efficient design prevents seizing at high speeds, and allows a closer fit of the piston. Detachable cups completely enclose the overhead valve springs, allowing for easy replacement. The popular Amal carburetor is equipped with a "Tommy bar" permitting finger adjustment of idling speed and also has a choke lever on the handlebars. The bars in this case were U2 Hellings design, replacing the short English bars that come as standard. The absence of a spark lever is explained by the fact that Velocette, again doing the unusual, uses an automatic spark control. This makes

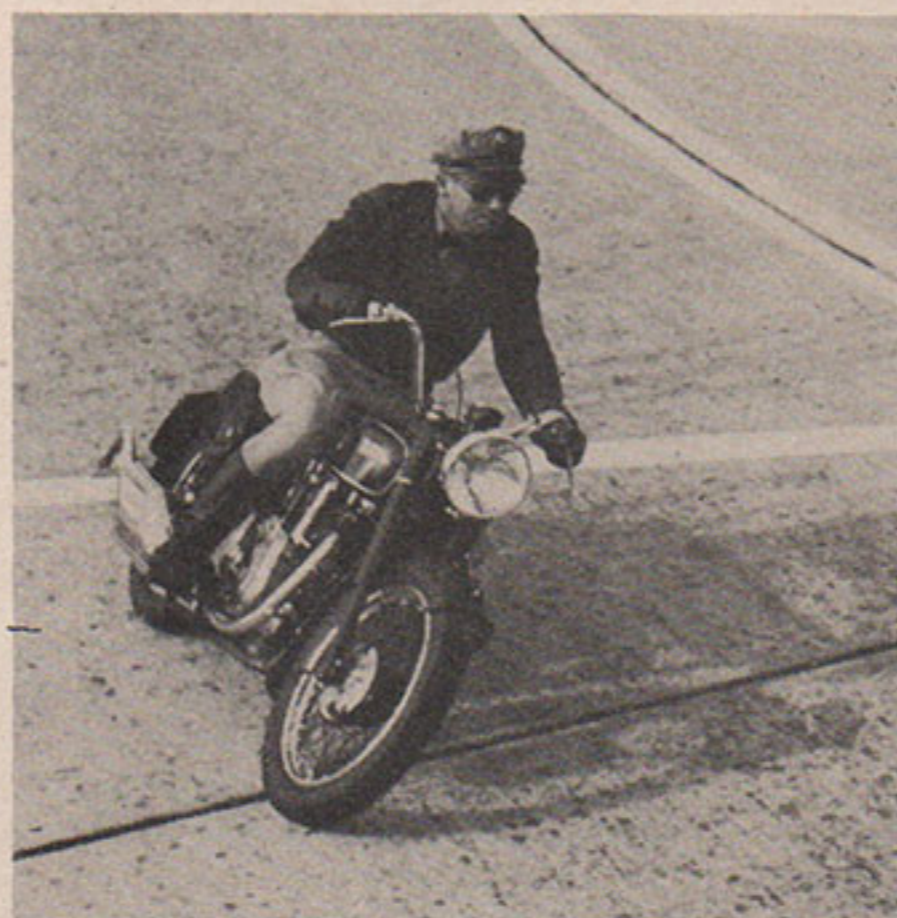
for easier starting, cleaner bars and constant engine performance at all speeds.

Gasoline capacity remains unchanged with a 3 gallon tank, and a separate oil tank carries 2 quarts. Both tanks feature a safety screen at the outlet. The gas tank could be moved farther back to allow for a shorter turning circle; if desired.

A regular circle of 17 feet, 3 inches, can be made with the standard machine. Mention of the Velo gear-box cannot be made without recalling the extreme lack of drag. This is noticeable when pushing the machine about and again when turning the rear wheel by hand with the bike on the rear stand. Gear drag is almost unnoticeable and gear changing could be made with a minimum of toe pressure. The 7-plate clutch was in perfect order with no slip or drag noticeable upon several steep hill climbs. This model doesn't have brute horsepower, but if the rpm's are maintained, it performs like a $30\frac{1}{2}$ cu. in. job.

Consistent with high quality design and workmanship is the BTH magneto and Miller generator, lighting system used.

Close examination of the wheels shows that Palmer jointless rims are employed front and rear. Brakes are of 7 inch diameter with aluminum shoes. Both binders worked well in the test, there being only a slight drop noticeable at the front forks with brakes applied hard. A rugged 1-piece frame is used, being an all-braced unit and giving a very secure feeling at high speeds. The bottom loop of the frame is widened to give ample engine protection. Pillion pegs are standard equipment and the rear stand is bolted to the fender for additional strength. A side stand is positioned just to the rear of the left footpeg and is



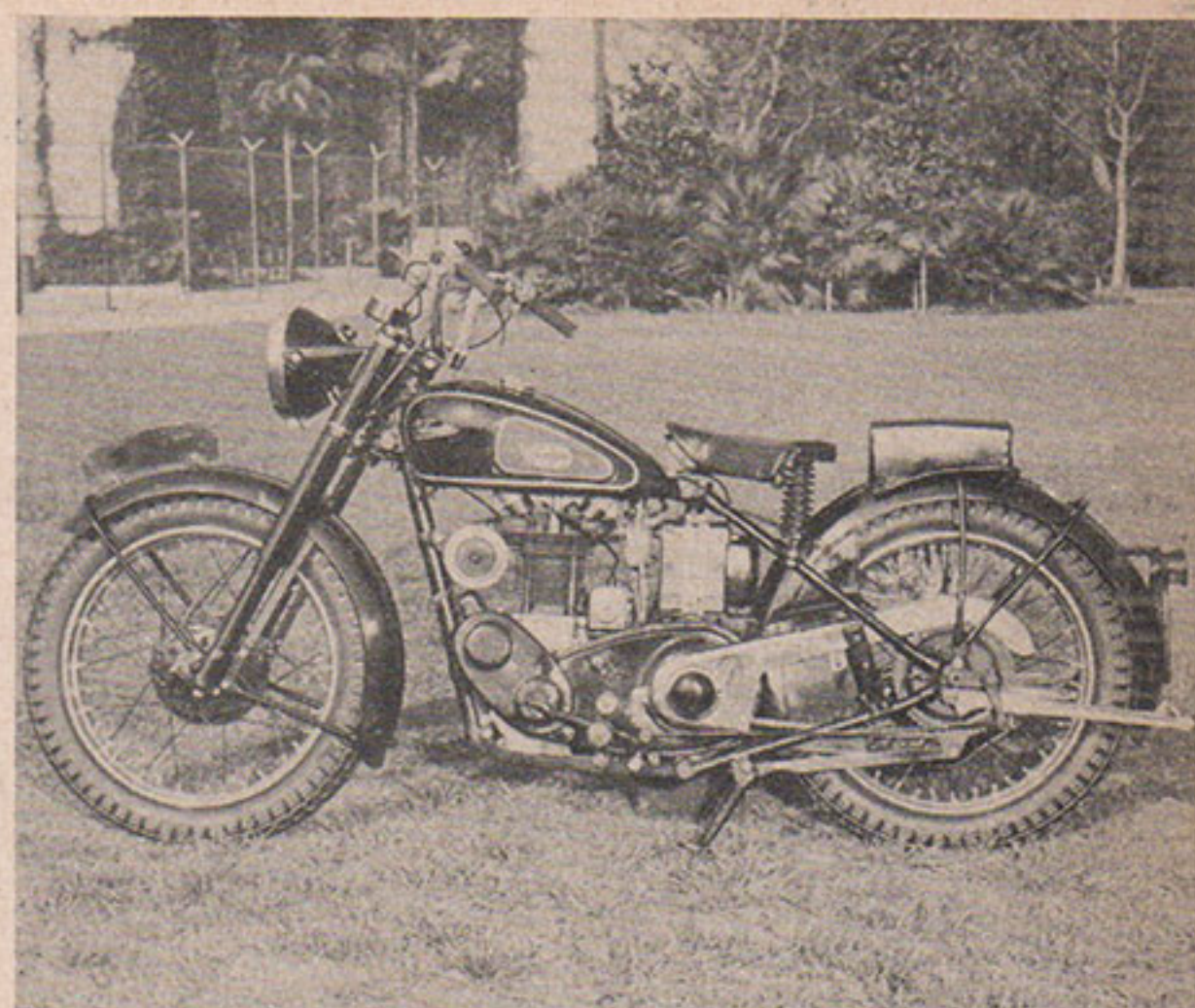
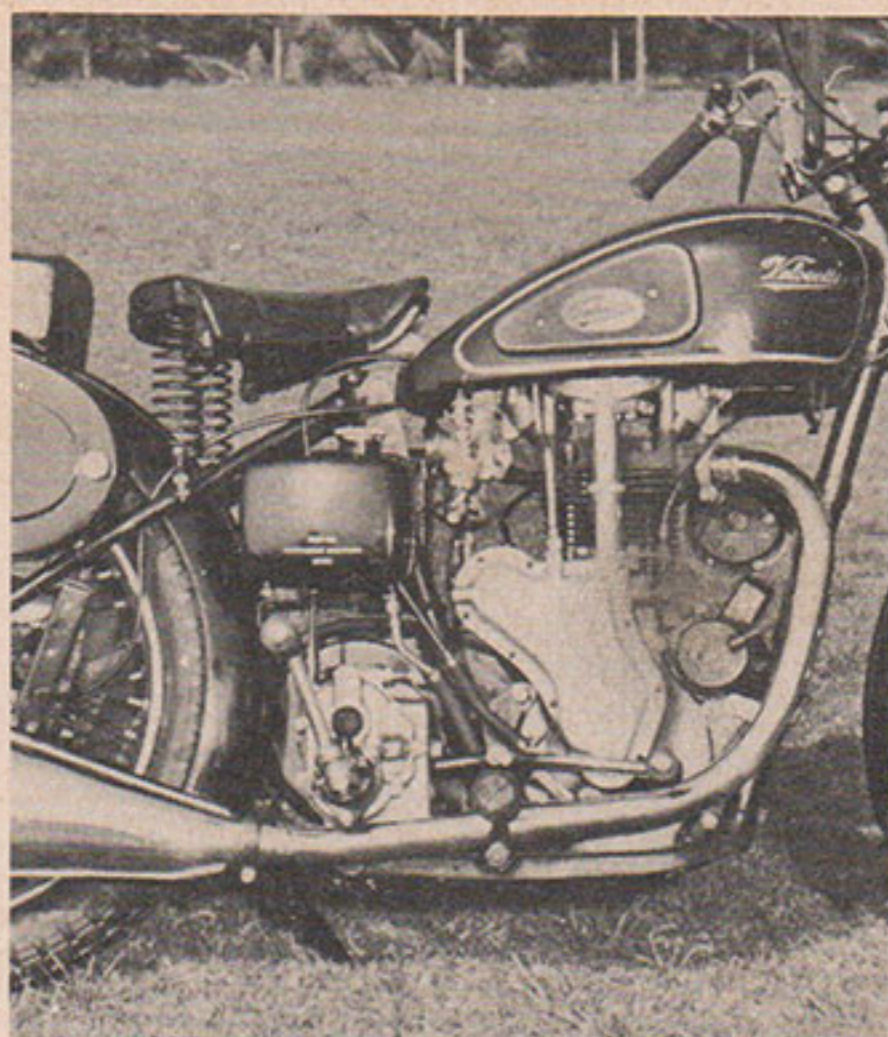
Bird's eye view of Herman and MAC sifting through a fast corner. Large headlamp has a greater light capacity and looks impressive head-on. Flat fishtailed muffler sounds good

easily operated with the heel. A small but important fact concerning the side stand is that it doesn't allow the bike to lean far enough over to flood the carburetor. Dunlop Universal Tires, 19x3¼, were mounted front and rear with good traction at all times.

The MAC is finished in lustrous black striped in gold, very smooth and deep looking, bonderized against the elements. Muffler, exhaust pipe, rims, handlebars, and headlight rim are chromium plated.

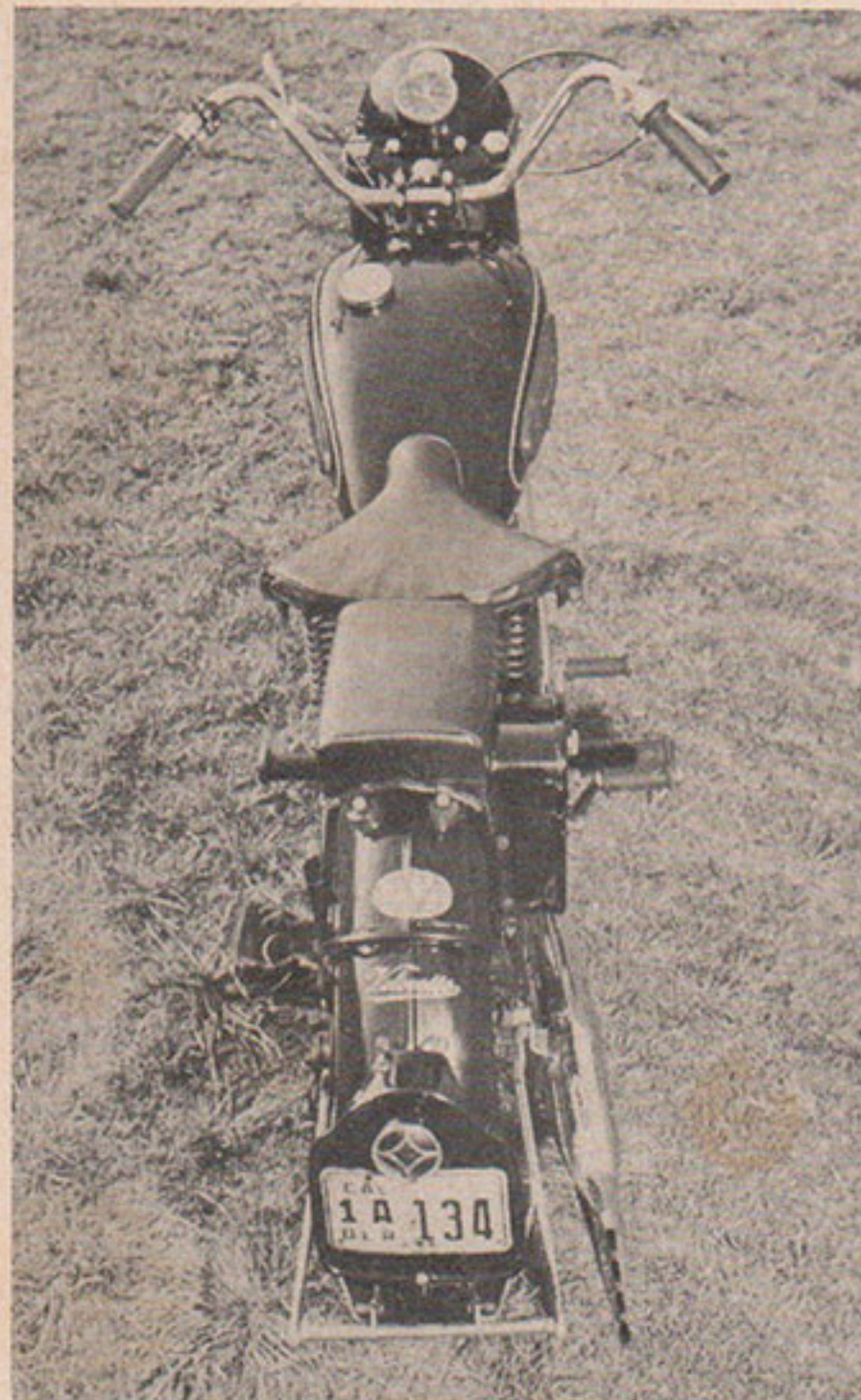
The MAC cruised easily at over 60 mph with no undue vibration noticed at any speed. This machine is a good highway cruiser, handles beautifully in traffic and is very economical to operate. A gallon of gas was always good for 75 to 85 miles and oil consumption negligible. Only one very slight oil leak was found at the base of the barrel near the magneto after the test ride.

Photos by Zelenka and Rick

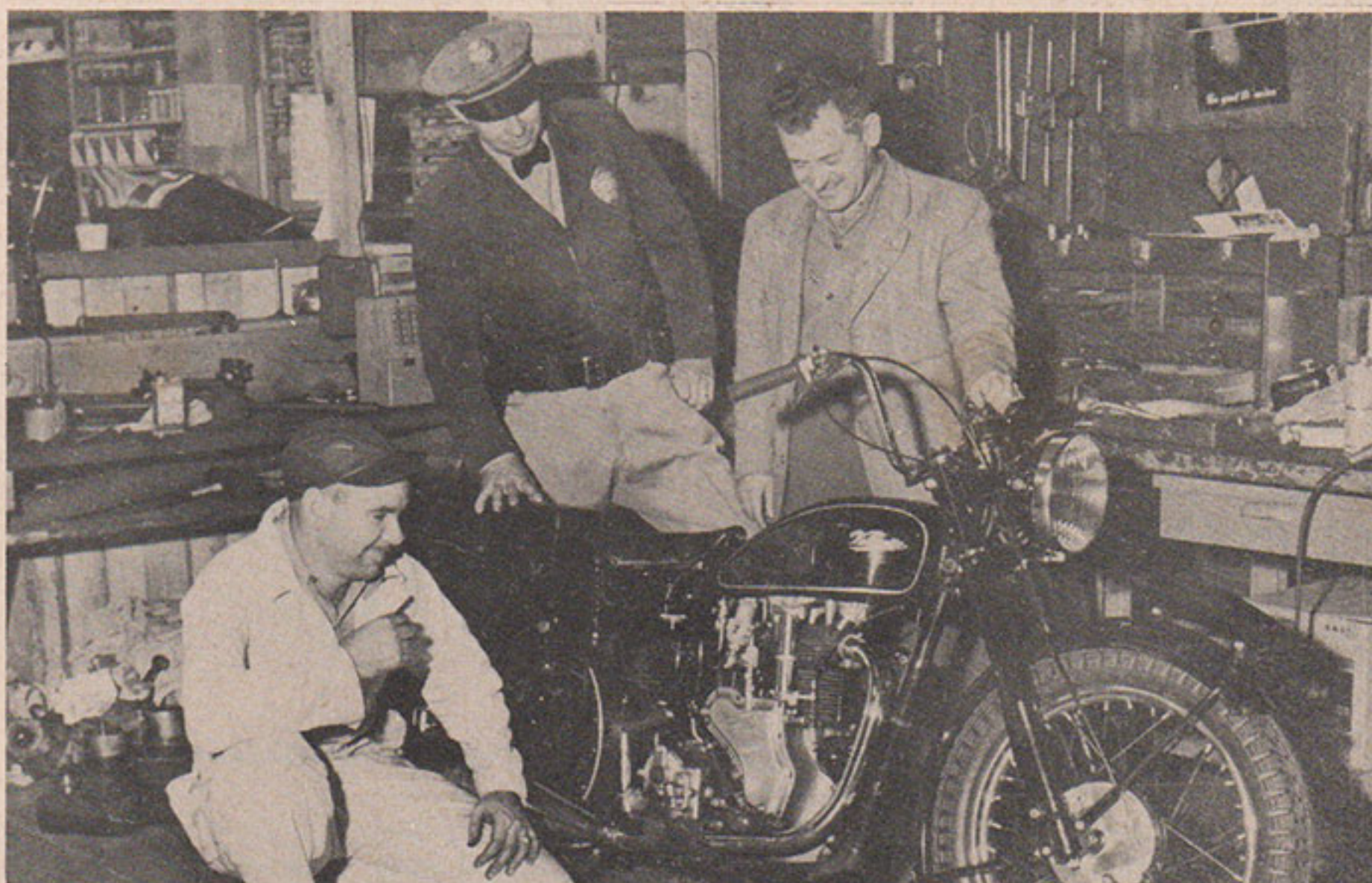


Unique Velocette design is maintained for '51. Unusually high valve gear train makes for shorter, lighter, more efficient mechanism. Bike is noted for lack of drag through gears, wheels

The sprite 21 incher shows encased belt-drive generator just forward of cylinder. For daytime riding, belt may be quickly removed to relieve generator drag. Separate mag handles ignition



Amplly valanced and braced fenders are further supported by a rear stand that bolts to fender. Practical, large capacity tool box can be seen to right of pillion seat. MAC rides smoothly



Recently appointed Velocette distributor for the United States, Lou Branch, behind machine, tells Officer Filker to "See what she'll do." Mechanic Dale Walker, kneeling beside bike, was surprised, had no time to super-tune the machine selected at random for Cycle's road test

General Specifications

LIGHTING. Dynamo, 6-volt with voltage control. 13-ampere-hour battery. Headlamp dia. 8¼" with beam control, parking light, rear light and illuminated speedometer dial.

ENGINE. Velocette single port overhead valve, 21 cu. in. (349 cc) Bore 2 11/16x3¾" stroke. Compression ratio 6 to 1. Totally enclosed valve gear including valve stems.

LUBRICATION. Dry sump system. Constant circulation of oil by gear pump with the ½ gallon oil tank under the saddle. Primary chain is enclosed in an oil bath chain case. Gearbox is filled with oil and other parts lubricated by grease gun.

CARBURETOR. Controlled by quick action thin twist grip and fitted with starting and slow running throttle stop. Air lever on handlebar.

IGNITION. Magneto with flange fixing, gear driven. Automatic timing.

GEARBOX. Velocette 4-speed, twin top ratio. Gears controlled by foot gear lever; gear

change mechanism is enclosed in the gearbox. Kickstarter has folding crank. Clutch—seven plates. Hand control lever on handlebar. Extra strong clutch cable .11022" (2.8 mm) diameter.

GEAR RATIOS. 19 tooth sprocket. Top, 5.5; 3rd, 7.3; 2nd, 9.6; 1st, 14.1.

FRAME. Very sturdy. All joints are brazed, making a very rigid construction.

FRONT FORKS. Telescopic spring controlled, oil dampened.

GAS TANK. Capacity 2½ gallons.

BRAKES. 7" diameter front and rear, with hand adjustments. Provision is made for keeping mud from both the front and rear brakes.

WHEELS. Detachable rear wheel. The wheel itself is mounted on two self-contained journal bearings, and can be quickly removed, leaving the brake shoes, drum, sprocket and chain in position.

RIMS. Palmer jointless, 19".

TIRES. Dunlop Universal, 3.25x19" front and

rear.

SADDLE. Flexible top, adjustable fixing.

STANDS. Rear stand is provided but for ordinary use a prop stand is fitted.

FOOTRESTS. Steel forgings, rubber covered and adjustable.

MUFFLER. Chromium plated, large capacity with integral fishtail.

MUDGUARDS. Ribbed round section 6" wide. Detachable rear portion. Tubular braced.

TOOLKIT. Complete for all running adjustments, carried in large all-metal tool box with spare room. Also grease gun and pump.

GROUND CLEARANCE. 5".

HEIGHT TO TOP OF SADDLE. 27½".

WHEELBASE. 52¼".

WEIGHT UNLADEN. 320 lbs.

WIDTH OVER HANDLEBARS. 27½".

SPEED. 75 mph plus (112.5 kph).

FINISH. Black and chrome. Tank, black and gold.

POWER AND SPEED SPECIFICATIONS

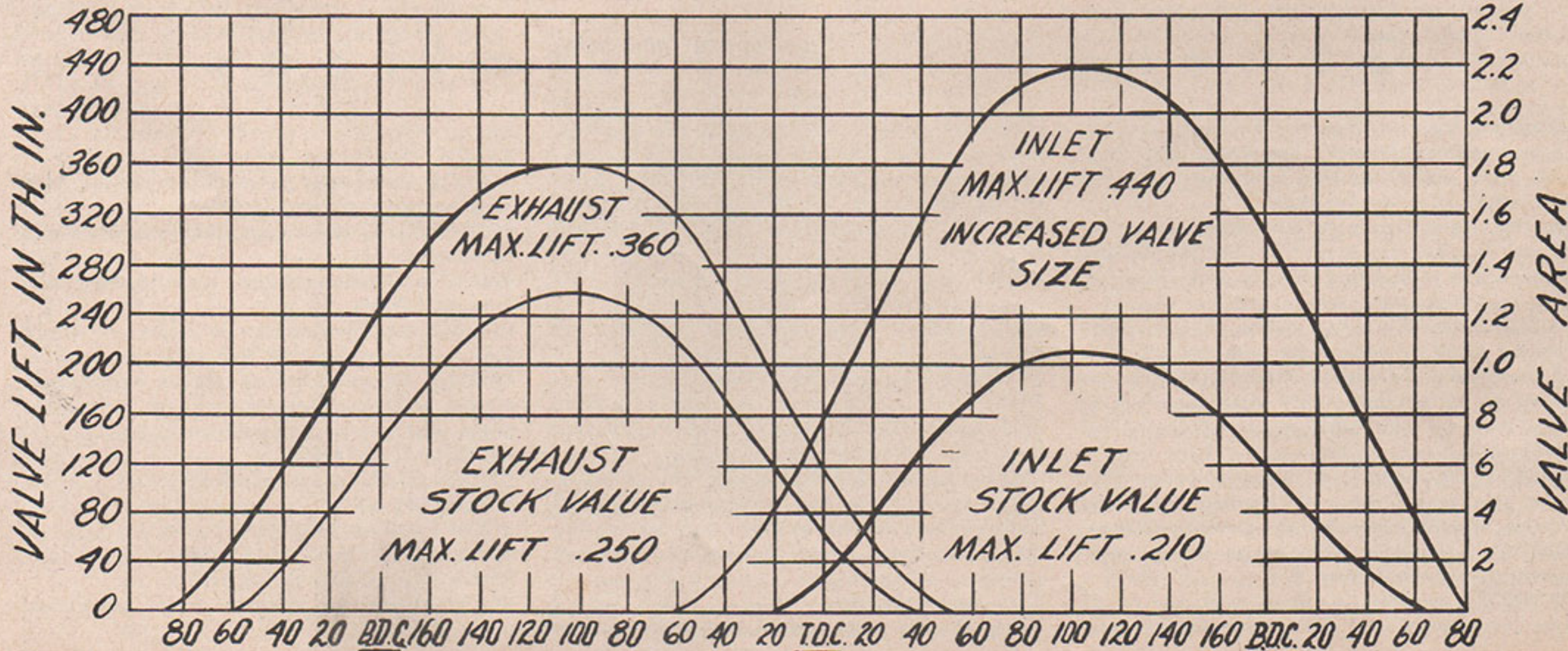
By Tim Witham

IT MUST be assumed that the reader has a general knowledge of his motorcycle and also is familiar with certain terminology to be used in this article. We would discourage some readers by referring to this article as being "for experts only—not for beginners" and we don't wish to discourage anyone. But the requirements as stated above are necessary to fully grasp the principles to be discussed. Only by the exercise of considerable ingenuity will the reader be able to use these principles, which apply to all machines in general.

Two "musts" have to be introduced early, or what is to follow will not provide the desired results. (A) Make complete notes of the motorcycle under consideration in regards to compression ratio, valve timing based on degrees of flywheel rotation, spark setting in the same way, carburetor bore and jet size, overall gear ratio, and diameter of rear wheel and tire. Such notes will be invaluable for reference and comparison as future alterations are made. (B) When all the essential "hop-up" components have been assembled into the engine, proceed to make individual alterations to certain things, such as carburetor jet size, ignition timing, and gearing but remember to make only one such alteration at a time. In this way, the benefits of the alteration can be carefully noted.

Some enthusiastic "amateur timers" want to go whole hog and alter everything at one time. Such a method is not productive of the best results. Remember, Rome wasn't built in a day. Patience and perseverance will produce a hotter engine in the long run; so make one alteration at a time and note down the improvement gained for future reference and for comparison with the initial notes. In this way you'll have an accurate "before and after" record of your own particular engine. The breathing capabilities (volumetric efficiency) of the engine must be improved first. Careful attention to port diameter, contouring, and sidewall smoothness, as well as perfect matching up of intake manifold flanges with intake port flanges, will have to be done.

Plotted graph shows lift curve of intake and exhaust before and after valve area increase

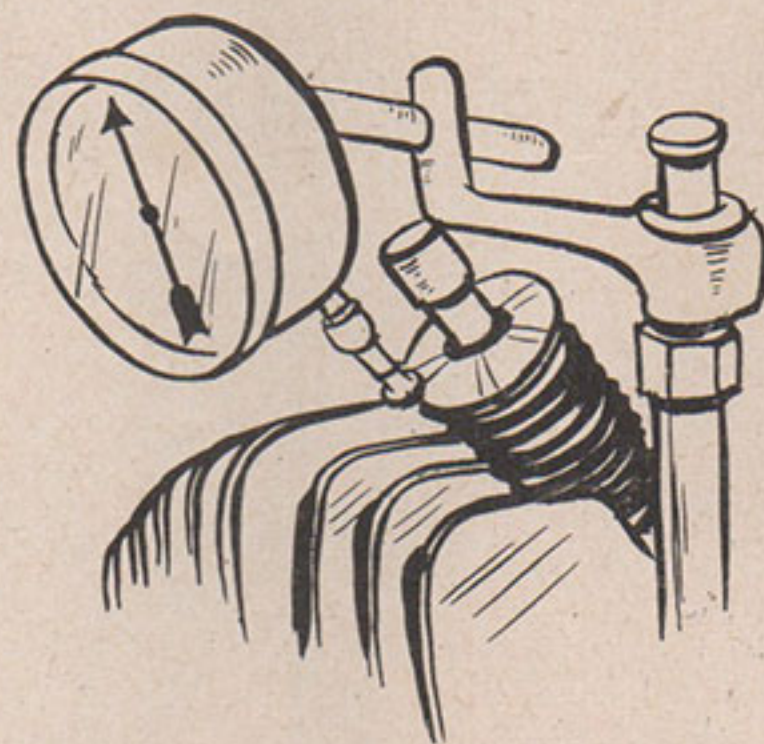


L. Don Fell

Diameter of intake valve, valve timing, and carburetor bore size all have a direct effect on the volumetric efficiency. Intake valve diameter can best be determined by the 'trial and error' method.

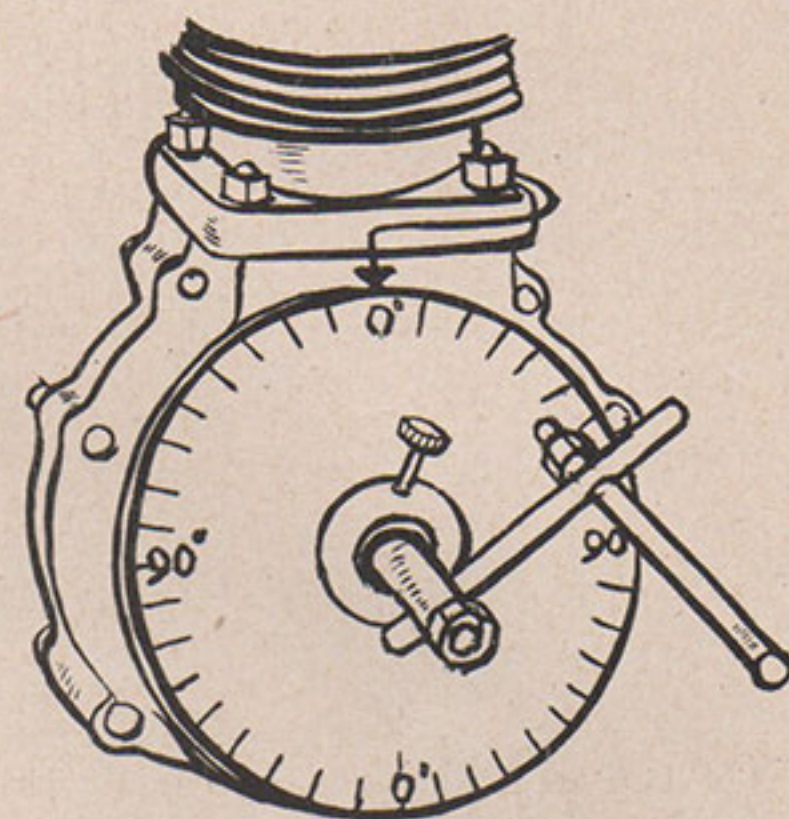
Valve timing, on the other hand, is an exact science. Later in the article we will discuss cam designs which obviously determine the valve timing, but the method used to check valve timing is all-important. A timing disc, sometimes called a degree wheel, is required.

When fitted to the mainshaft with an appropriate "pointer" to indicate index marks on the timing disc, proceed to bring the piston as close to T.D.C. as possible by "feeling" the piston crown, with a wire or a piece of welding rod inserted into the cylinder via the spark plug hole. Adjust the timing disc so that the "0" mark is indicated by the pointer. This setting is only approximate however. For proper results, exact T.D.C. must be found.



Indicator set against valve collar checks timing
Tom Medley

Next, attach a short rod, say 2" long to the body of an old spark plug and screw it into the cylinder head. Rotate the mainshaft in a clockwise direction until the piston crown comes up in the cylinder and lightly strikes the short rod inserted. Note the index reading on the timing disc indicated by the pointer. Suppose the index reading is 30 degrees.



Timing degree wheel shown fixed to motor base
Tom Medley

Now, rotate the mainshaft in a counter-clockwise direction until the piston again comes up in the cylinder and strikes the inserted rod. Note the timing disc again. Suppose the reading is 20 degrees. We missed our first "approximate T.D.C." setting by a total of 10 degrees. It is now necessary to either relocate the timing disc or to relocate the pointer to exactly split the difference in half. The hypothetical case above would mean a relocation of 5 degrees in the indexing marks of the timing disc. When this alteration has been made, double-check yourself by running through the mainshaft rotation routine again, just to play safe.

When satisfied that exact T.D.C. is located, use the timing disc to check the valve timing. Degrees of crankshaft rotation are the basis upon which valve timing is measured. It is far simpler to explain the principle of checking valve timing by use of a diagram than by descriptive explanation. See illustration herewith.

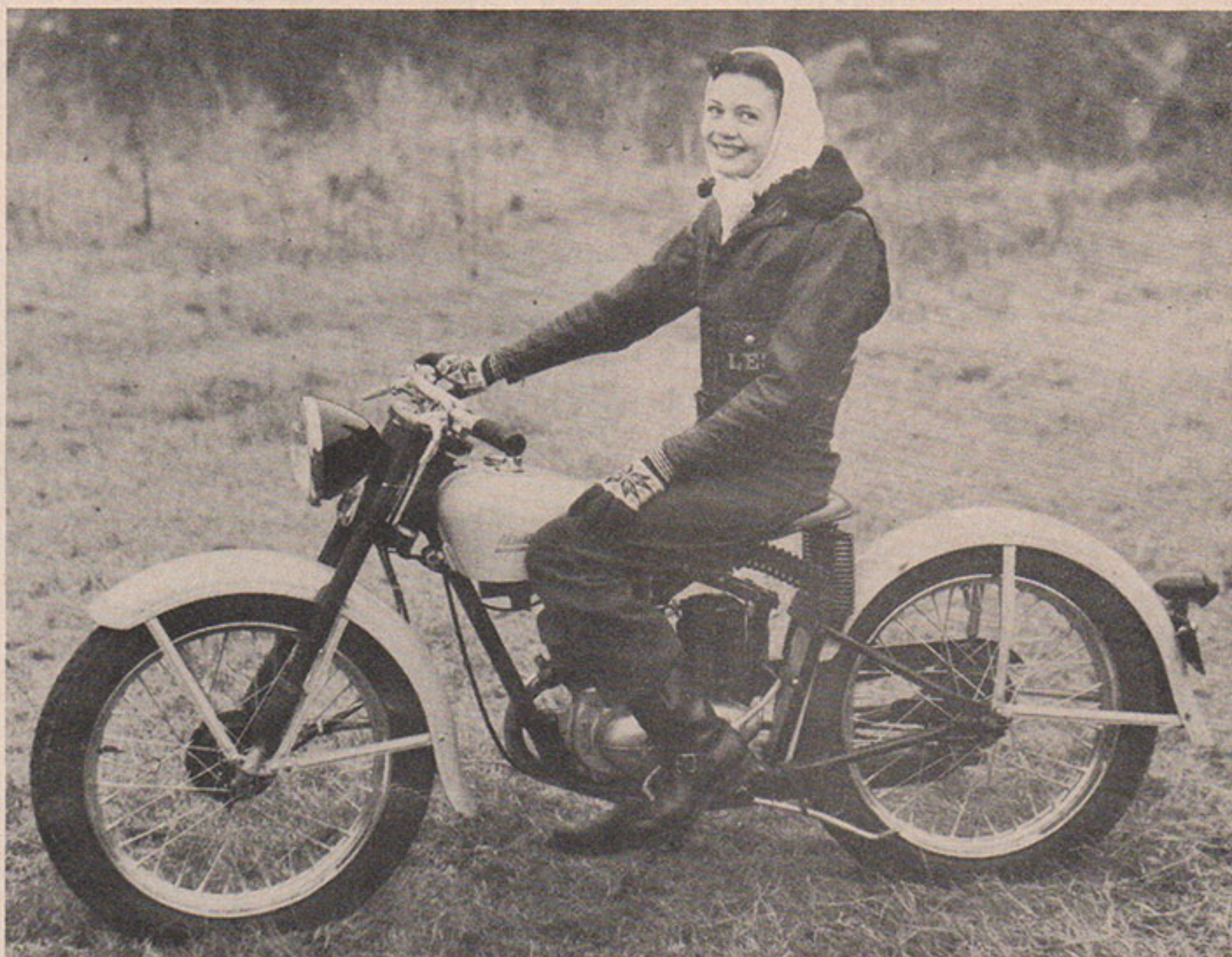
Leave the timing disc in position and proceed to attach a dial gauge to the cylinder head in such a way that the pressure rod or foot that actuates the dial gauge mechanism
(Continued on Page 29)

HOME BREWED SPRINGER A SUCCESS

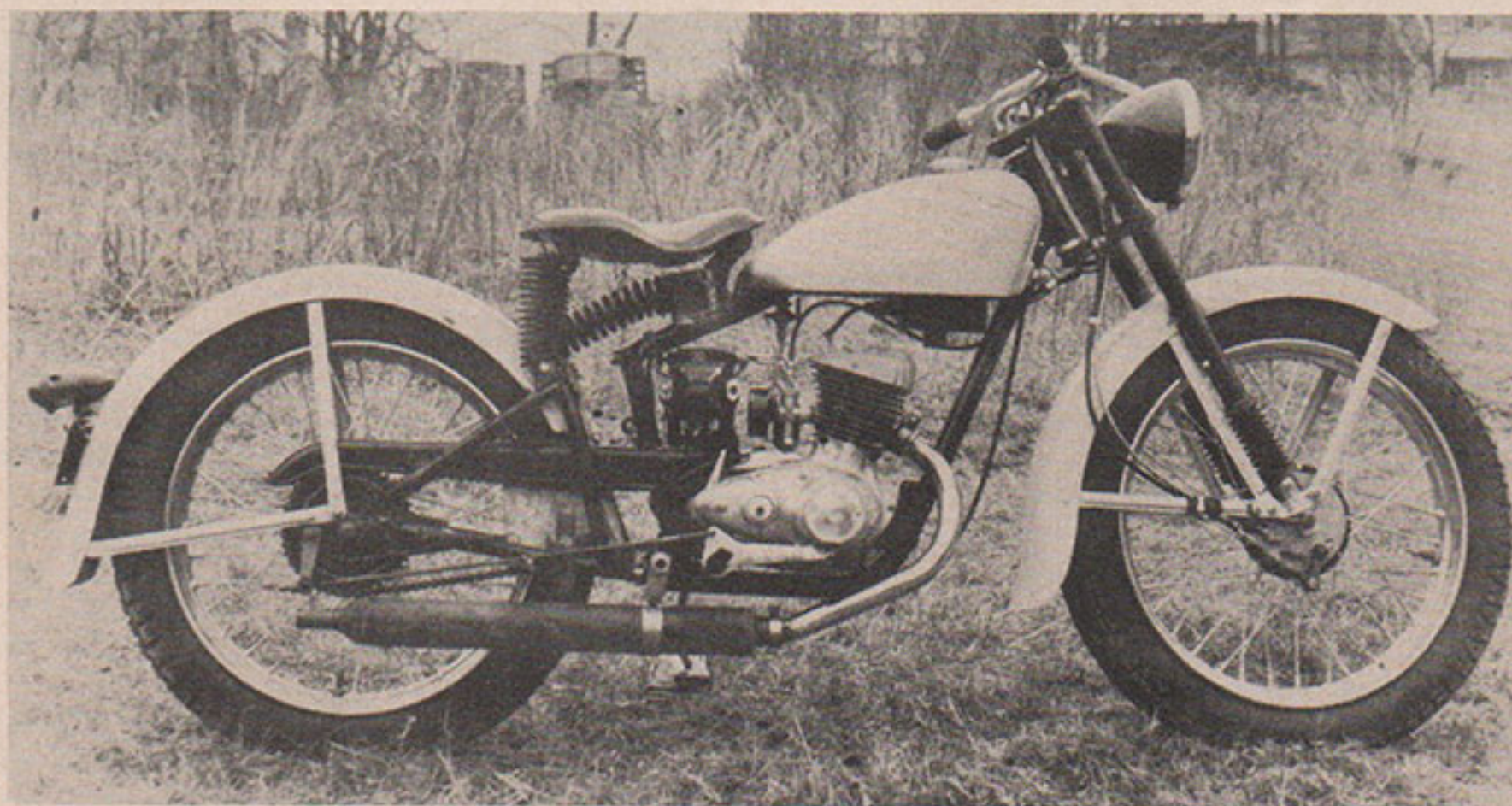
DON PINK EXPERIMENTS
WITH HIS WIFE'S "125"

Text and Photos by Jim Claxton

ON TOP of his growing string of victories, Don Pink has just recently added the Northern States Championship Turkey Run and the Mercury Run. With these wins, Don assumes the 4th A.M.A. District Championship for the fourth time, a remarkable fete when one considers that several of the latest runs were tackled on a Harley-Davidson "125"!



ABOVE—Don's wife, Leslie, displays charming smile and left side of 125 springer. Hinge set-up evident to rear and below Leslie's heel. Unit is so compact it can hardly be noticed



LEFT—Pink's pride, showing comparatively simple alterations that can turn a rigid frame 125 cc job into a real springer. The footrests and saddle position have been raised for competition

At a casual glance, this particular 125 appears to be a stock job, but take another look! This is one of the cleanest, simplest bits of homework that has appeared in many a day, and Don claims that it transforms the roughest trails into boulevards. After considerable calculation, Don decided to cut up his wife's new 1951 '125' and make a spring-frame job out of it, with highly satisfactory results.

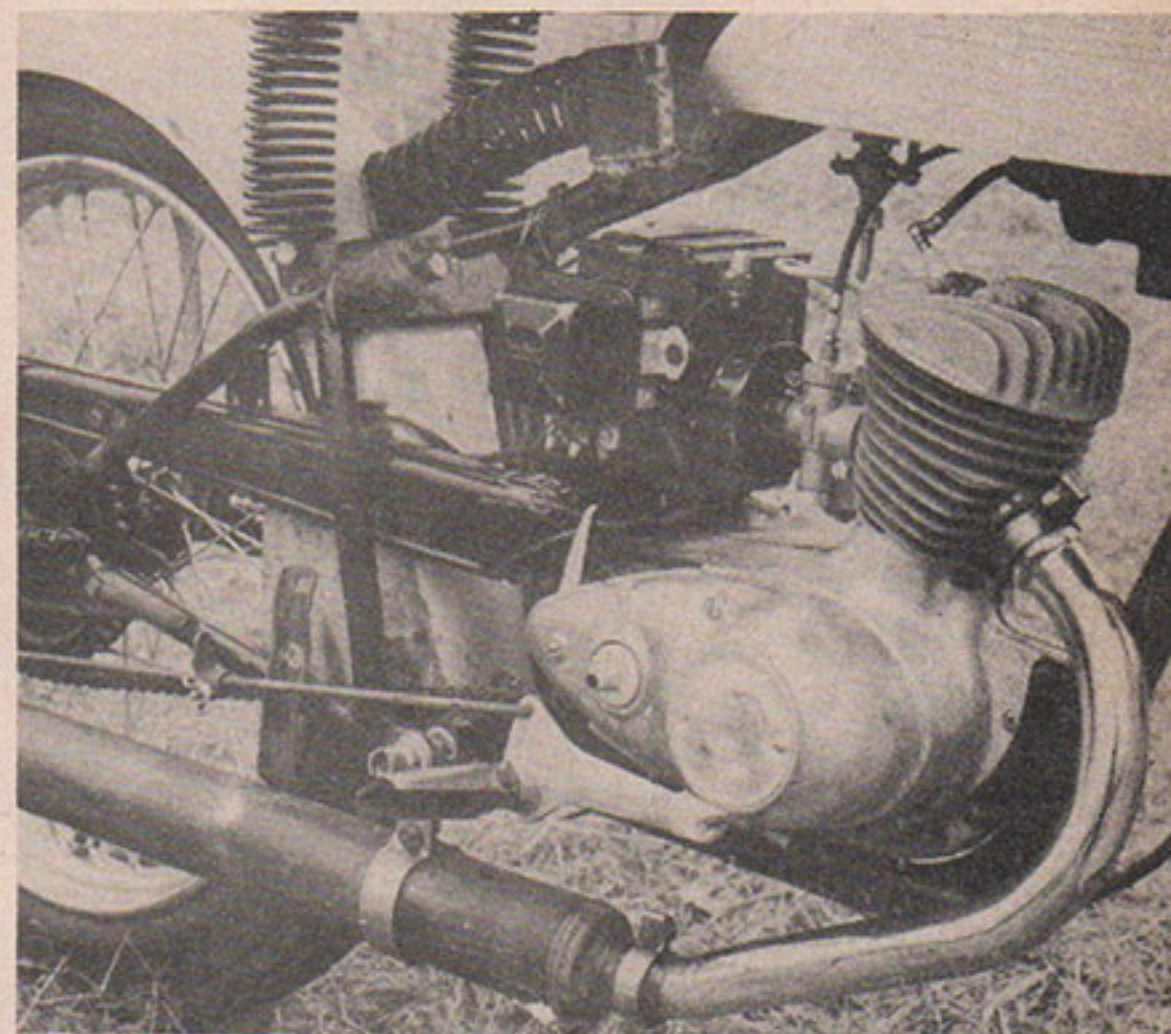
The frame was cut directly behind the upright member underneath the saddle, both top and bottom, and vertical tubes were welded into the detached rear forks. The pivot at the base was established by securely welding a steel tube across the forward portion of the frame, through which a shaft is inserted to engage the hinges of the rear section, made up from fork rockers welded to the bottom rear frame tubes. The sprung top end of the rear forks is carried out, as shown in the photographs, by the insertion of a husky fork spring between a heavy plate attached to the rear forks and a special retainer welded to the saddle brackets.

What may appear to be a glaring error in the locating of the pivot point below the

RIGHT—Close-up reveals compact spring set-up. Rear forks pivot on shaft to which muffler is fixed. Note folding footpegs and angle of mounting. Upswept exhaust pipe not illustrated in order not to conceal springing arrangement

lower run of the chain, is actually intentional. Here in the East, adhesive mud is frequently encountered, which builds up on the rear sprockets to the extent that the chain is either forced off or broken, in the case of the standard set-up where no leeway is permitted. With Pink's arrangement, chain tension is maintained by a long, spring steel tensioner located on the underside of the lower run of the chain just behind the brake pedal, so that in the event that the chain is forced off the sprocket through mud building up, it only takes a matter of a moment or so to clean up the sprocket and flip' the chain back on. Up until now even this has not been necessary, since this combo seems to provide a self-cleaning action even in sections where other competitors are throwing chains like mad.

The engine in Don's job has been modified only to the extent of machining .060 inches



from the cylinder head, there having been too little time to thoroughly work the mill over.

Don is well pleased with the performance of the machine, but says he has been riding '45's too long to appreciate the other contestants howling by him on the clear stretches of going in runs hereabouts. Indications lead us to believe that, come Spring, he will again be mounted on a 45 cubic incher, with the possible exception of some of the really rugged events, on the basis that it is a lot easier to carry 170 pounds than 409 pounds, which is the weight of the stripped '45 he has been riding.

HALL'S PORTABLE MOTORCYCLE HOIST

YOUNG INVENTOR-MECHANIC TAKES THE KINK OUT OF CYCLE MECH'S BACK

Photo by Carlyle Hall

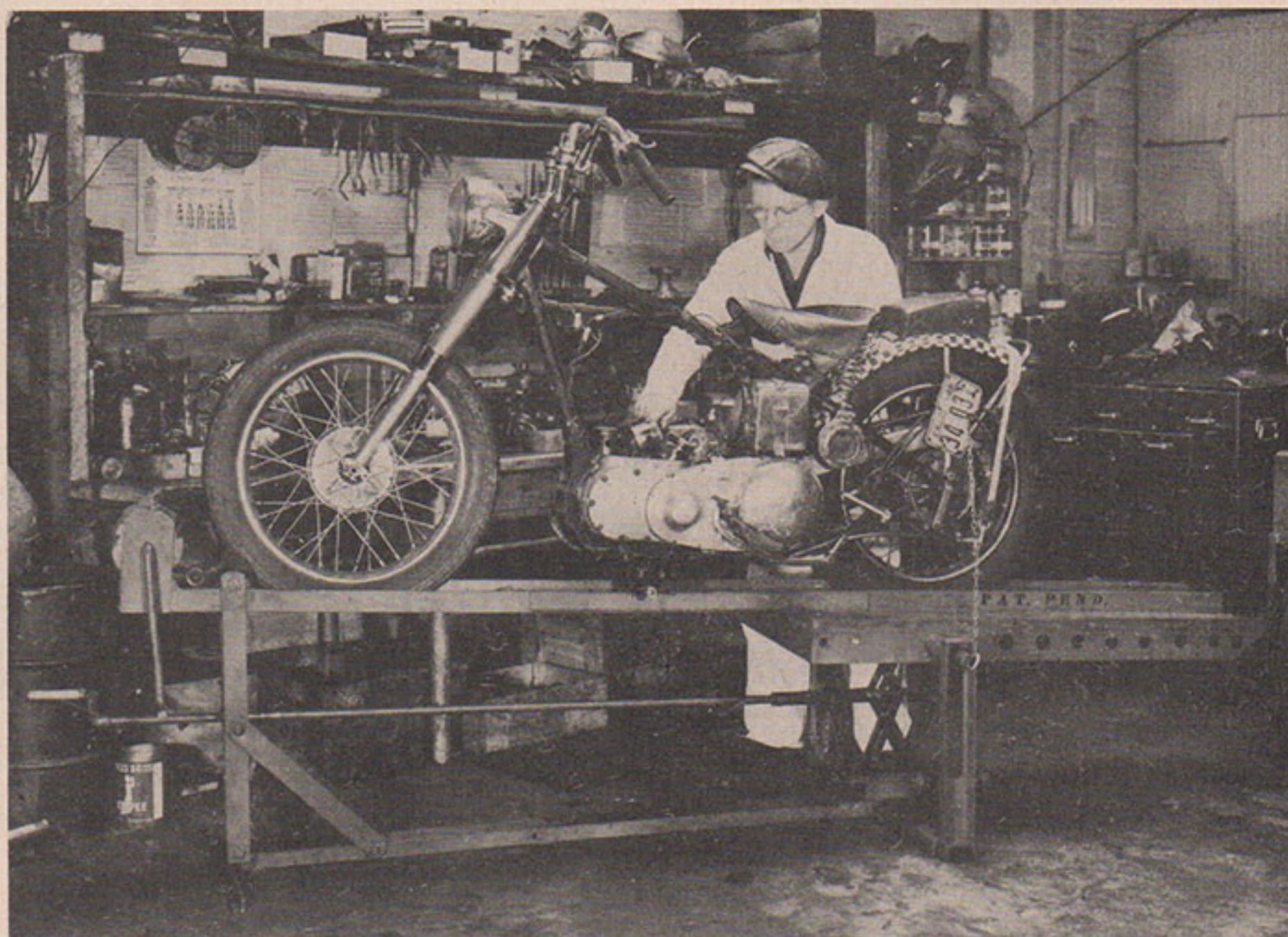
IF CARLYLE HALL'S second invention catches on, the familiar sight of a cycle shop mechanic hunched low over a little stool on the shop floor will be as passe as a Cadillac without fishtails.

Hall's first invention, now in actual service, was an automobile hoist that once raised, could turn the car on its axis much like a pig on a spit. His second hoist was designed and built on the premise that there was great need for a simple, inexpensive, portable device to elevate and securely hold two- and three-wheeled motorcycles at a height convenient for repair work.

A 5-inch channel iron forming the hoist platform, is supported on one end by a stationary stand and on the other by a collapsible jack, held true with a cross shaft sliding vertically within two upright guides.

The jack-end of the platform can be cranked down to serve as a ramp upon which to roll the motorcycle. Once started, the bike can be pulled farther up onto the ramp by means of a hand operated winch and then a few twists of the long handled crank will raise the low end and level the platform. Three-wheelers are easily accommodated by fitting 1½-in. diameter pipes into holes provided at the rear of the channel platform upon which the two rear wheels may rest.

From his modest shop in Berkeley, California, Hall is doing his inventive best to take the kinks out of mechanics' backs forever.



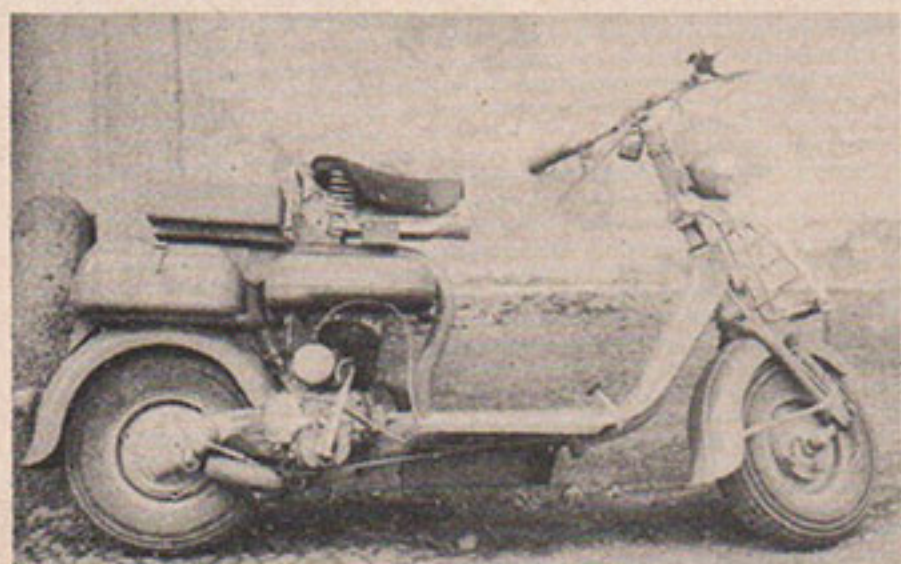
Hall's portable hoist in elevated position. Crank handle at left operates jack at opposite end

DESTINATION ITALY

(Continued from Page 9)

the finest statues. With definite tourist curiosity, I decided to see that most famous of statues, "The Maniken Pis," that poor boy who perhaps wished to be a racing star but forgot his leathers!

The next day's cruise was scheduled to the beautiful riverside Spa of Dinant, on the edge of the Ardennes forest. Dinant presented a picture from a fairy tale. The white-washed houses, many with ornamented facades, nestled along the banks of the river Meuse or lined the narrow streets along the foothills of the Ardennes. A flag-bedecked bridge, leading to the beautiful church that lay below an old but formidable fort-type castle, presented a picture I could not resist capturing. After climbing a seemingly endless number of steps cut in the solid rock upon which the fort was built, I was afforded a scene that left me even more breathless than the steps! The tree-covered Ardenne moun-



Popular Italian Lambretta scooters were seen everywhere. Note ingenious application of single tube frame. High regard for the power unit is indicated by the fitting of a pillion seat

tains towered away to the rear, while before me lay the valley of the river Maas. How contrasting the green patchwork quilt to the purple topped hills.

I hung the speedo needle on the 75 mark in an attempt to beat a threatening rain cloud into Luxembourg. At last I reached, what to me, is the strangest city in the world. Part of it on a high hill and the remainder, the populated district, down in a valley below. The fairly wide streets above put to shame the narrow cobblestone alleys of the poorer quarter, that twist and turn in a never-ending maze. I somehow managed to find my way out by ascending an almost perpendicular hill. The amazed eyes of the people standing on the doorsteps of the houses on either side of the narrow street, seemed to indicate that the road was "Verboten" to motor traffic. I have an idea it was, for the bellow of the machine passing through the arches of a building at speed in bottom gear, must have disturbed the whole of the Duchy of Luxembourg, on that Sunday evening.

A restful night in a hotel was gloomily punctuated by the patter of raindrops on the window the next morning. Picture taking was out and I left the soggy scene in double quick time to search for a money exchange house. A quick change of coin was made and I was now fortified with both French and Swiss currency, that would be needed shortly.

Bale, on the French Swiss border, was my objective for the day's run, a distance of about 230 miles. Thionville, Metz, and Nancy in turn, sped beneath my flying wheels without a stop. Epinal, however, demanded a stop to pay homage to American soldiers who died, that we may make these trips through freed countries. Though not yet finished, the hallowed field presented a picture worthy

of the fallen heroes. Together with the chief warden, I walked among the many crosses with the rain falling on our bared heads, paying homage on behalf of all who may read this story. Pausing to pen my name in the well-filled visitors book, I thumbed over a few pages and was gratified to find that people from all over the world had paid due homage. Yes, even some from the late enemy.

The route now lay through the French Alps. Incessant engine pinging spoke of the poor quality of the French petrol that was taken aboard at Remiremont. Unable to combat this by fitting different Amal jets, I battled my way over the pass Col De Bussang, to Mulhouse.

Staying at Mulhouse only long enough to snatch a meal and to discover that the wretched mixture of French gas had blueed the pipes, I set off to cover the last few miles of French soil. The Swiss Customs Officials were very interested in the machine and, having kept me talking about motorcycle matters for some time, invited me to stay the night at the frontier. Waking me early the next morning, one took me to a vantage point a short distance away, in order that I should see Germany's Black Forest and the grandeur of the Swiss Alps, bathed in the early light of dawn.

Thanking the officials for their interesting comments, I departed in the direction of Baden and Lake Zurich. The scenery became more wonderful with each passing mile. Fruit orchards, unfenced and lining the roads, in turn gave way to acres of grape vines or pasture land that lay in the valleys below the lesser Alps. The gentle climb through such grandeur had been un-noticed, but soon I was looking down on the great blue sheet of water that was Lake Zurich.

Soon I was in the Alps of Glarus, climb-

ing, twisting and turning so sharply that I often feared I would catch up with myself. Often I passed a car driver feverishly filling a boiling radiator at one of the many water troughs placed on the roadside. The "Beesa" took it like a lady, without fear of falter on her part. The rider, on the other hand, had many hectic moments during the negotiations of the many hairpin bends that dropped thousands of feet on the unfenced side of the precipice.

At last came Tiefencastle, with narrow cobblestone roads, wide enough in places for only one vehicle at a time. Surrounded by glacier-topped mountains, its signpost held magic words—St. Moritz, 43 kilometers.

Now was my chance to "break the bike" if I could. How I would return home if I did break it, never entered my head. Up and over the Julier Pass and into the home of the rich, the fabulous St. Moritz resort. Unable to resist the challenge of a sign, Albula Pass, I continued on without stopping. This obstacle proved to be a "piece of cake" to the old girl, but if she was not getting tired, I was certainly finding it colder. At the bottom of the pass, I donned my big coat and set off in the direction of Davos.

Satisfied that the machine could take all I could ever give it, I motored slowly back to St. Moritz, parked the bus, and walked around as though I owned a large limousine. My sightseeing was later to cause me great discomfort and a change in plans to spend the night in Como, near the Italian border.

I was about halfway down Maloja Pass when thick mist closed in like a blanket, and even the good BSA's headlight could not pierce it. Putting discretion before valor, I fumbled my way to a small piece of spare ground, parked the machine once more and settled down inside the small tent I had brought for such an emergency. I had neglected to take a sleeping bag, and suffered the coldest night in my experience. The intense cold and the tinkling cow bells of wandering cattle was almost more than I could stand.

Dawn was never more eagerly welcomed by any traveller, and in its first rays I packed the tent in the boot of the "chair" and was on my way. The pass was divided by a plateau, and on this was the frontier between Switzerland and Italy. Having paid the few lira required in order to take a vehicle into Italy, I departed for Lake Como, sight of the lake scenes depicted on so many Christmas cards.

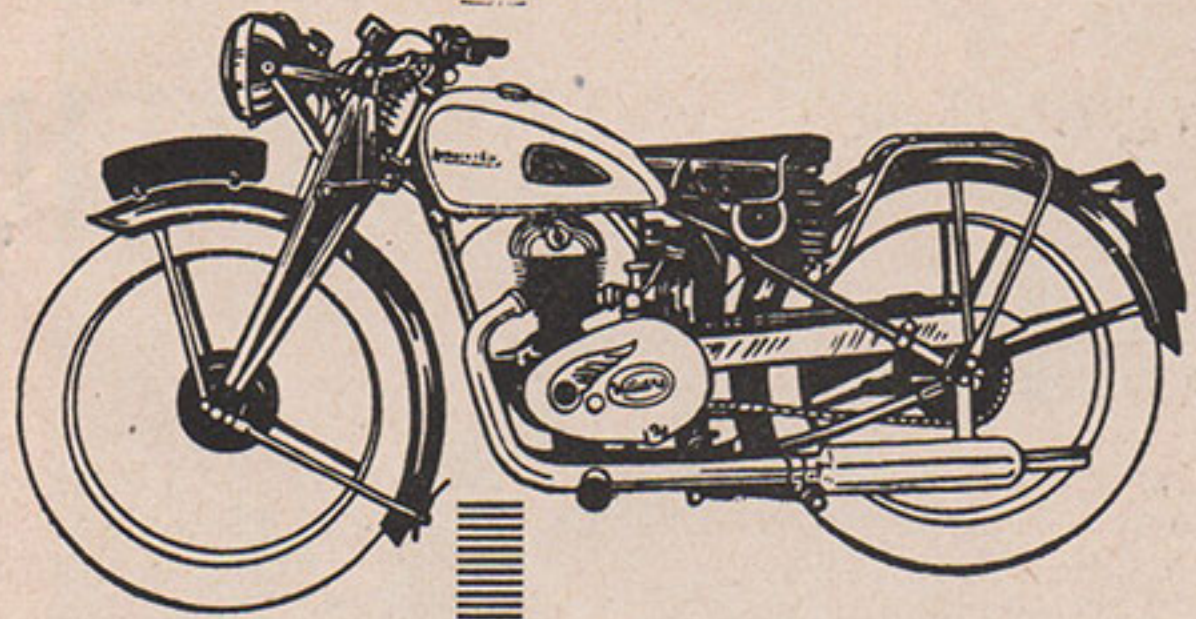
Leaving the district of the lake, the rather wide and good surfaced roads made an undeviated way across the plains. Large road-signs, informed one and all that this country was motorcycle-minded. Guzzi, Surtum, Parilla and other Italian marques, vied with each other to see who could display the most signs. On the road however, motorcycles were outnumbered by scooters at least 10 to 1. In view of this fact, I was not surprised to learn that over a thousand scooters were being produced weekly by both the Lambretta and Vespa concerns.

Monza came into sight and I parked the "Beeza" chair outfit in front of a nearby cafe to order, in broken Italian, a coffee and sandwich. Imagine my surprise when the waiter served up coffee and gin. I was to stay there for almost a week. With the difficulty of making myself understood, it struck me that the bike would carry a much lighter pilot on the return journey, as I consistently got little to eat. Eventually a hotel was found near the race circuit, but even so the language problem was with me to the end, for the hotel folk did not speak English either.

Though most of my time was spent at the course watching practice, I managed not only to visit Milan but also an afternoon at

(Continued on Page 29)

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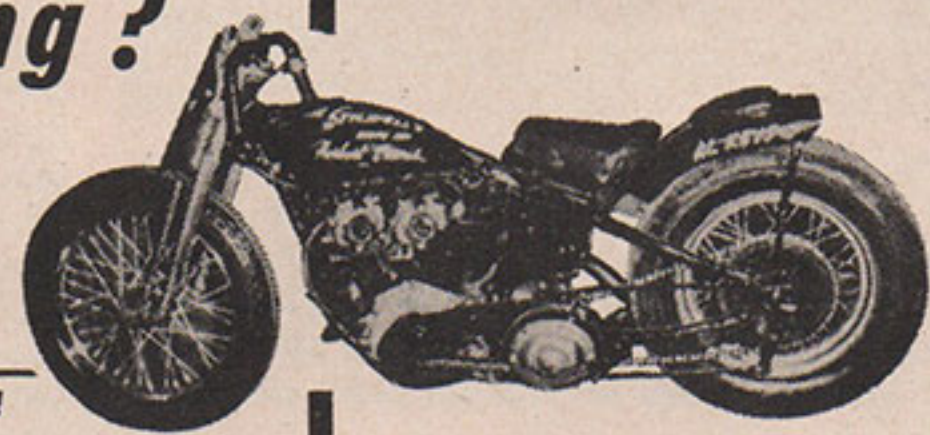
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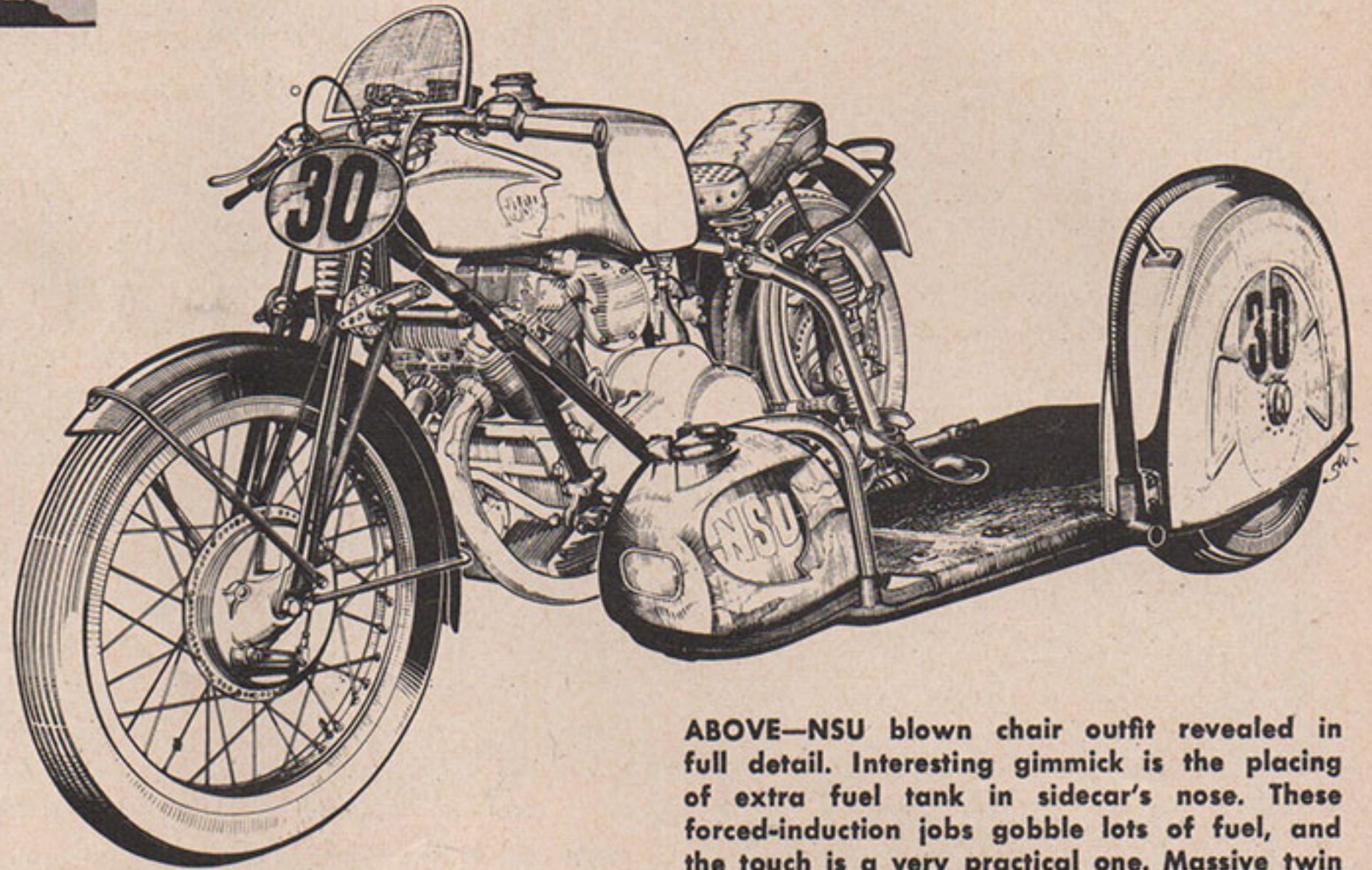
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CONTINENTAL NEWSLETTER

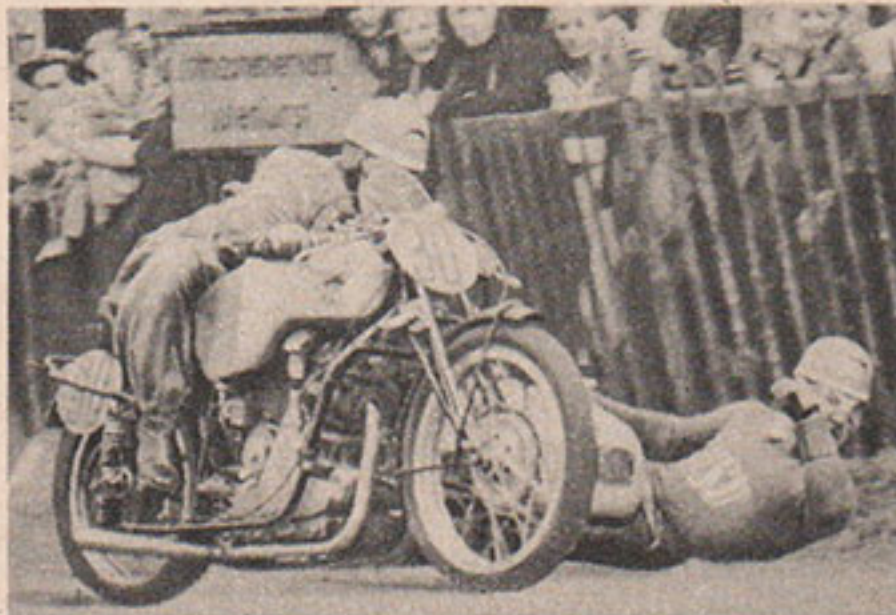
By Dino Lancia

- SPANISH MOTORCYCLES
- 1951 F.I.M. CALENDAR
- GERMAN RECORD PLANS

REPORT FROM SPAIN: Emphasis is on small displacement machines throughout Europe, but in Spain, much to the despair of the sport-minded, no racing machines larger than 125 cc are made, and for riders to get larger competition mounts is an expensive and difficult problem. Montesa and Soriano are the two outstanding makes here, and Montesa is *the* Spanish competition job. The factory, located in Barcelona, maintains an active racing department as well as a team of top riders. The standard production Montesa is a springer two-stroke single of 124 (7¼ cu. in.) displacement. Block, base, and piston are of light alloy—with iron cylinder liner, of course—and all rings are plated. Crankshaft runs in ball bearings, con rods on needle bearings. Flywheel mag ignition is used and the three-speed box is foot-operated. There is telescopic springing at the rear, and front fork is stamped, equipped with steering and suspension dampers. Dry weight



ABOVE—NSU blown chair outfit revealed in full detail. Interesting gimmick is the placing of extra fuel tank in sidecar's nose. These forced-induction jobs gobble lots of fuel, and the touch is a very practical one. Massive twin engine has 500 cc (30.50 cu. in.) displacement, runs in unblown 600 cc (36.50) class. It has dual overhead cams, terrific output, 98 bhp



ABOVE—Blown brute of the German speedways is the NSU 500 cc supercharged sidecar outfit. In action are German champs Herman Bohn (at controls) and Karl Fuchs, at 1950's Grenzlandring race. They averaged 103 in this wild road event, hit top speeds of 118-124 miles per hour

of the machine is 132 pounds, top speed is 47 mph, bhp is 4.7 at 4000 rpm, and fuel consumption is around 110 mpg.

So much for the bike of the man in the street. A moment's study of the pictures of Montesa street and racing jobs will show most of the ways in which the two models differ. Cylinder finning is different on the racer, single straight pipe is used, plus overall trimming of weight, addition of telescopic front fork, and substitution of racing-type saddle, tank, bars. What goes on inside the tiny mill is an eyebrow-raiser. With compression ratio boosted to 11.1 the job winds up to 8000 rpm, at which it pulls a full 10 bhp and propels the machine along at 75 mph and better. This on pump fuel! Little wonder the number of Montesa's victories.

The enormous popularity of the Soriano, on the other hand, is based not on racing fame but on its outstanding ability to cope with the vast Spanish countryside, which is

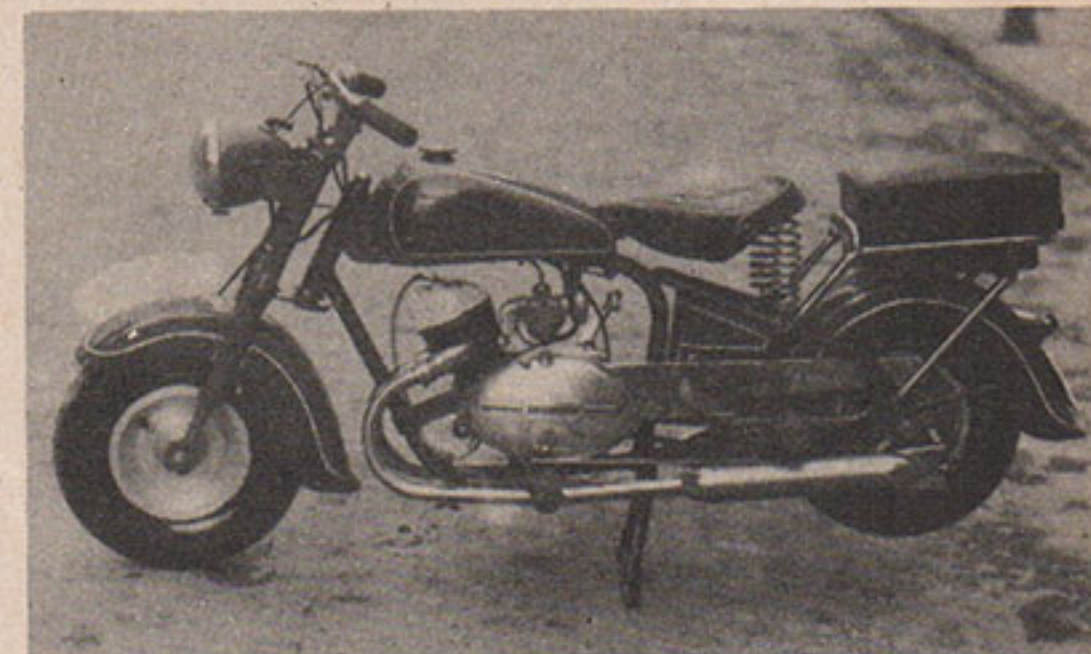
not renowned for its road system. These jobs were specifically designed to displace the horse and donkey in the backwoods and came as an answer to a prayer to country merchants, doctors, veterinarians, etc. Madrid-built (since 1940) Soriano conquered the cities via back roads, and today, along with Montesa, enjoys a demand far greater than it can supply. Soriano has stayed on the conservative path, designing always with the solid citizenry in mind: doctors, priests, salesmen, and so on. Soriano tried 125 cc, discovered that it made for too fast a machine for local conditions. Their present offering to the Spanish market is the "Lynx," a clean and sassy-looking little job with a displacement of just 108 cc (6.6 cu. in.), a fuel consumption better than the Montesa's 110 mpg, and a top speed of around 44 mph. It has a rugged frame, telescopic front fork, and a very tidy two-stroke monobloc engine. The three-speed gearbox is pedal-operated; 400x8 tires are traditional with the make. The Soriano shows the effects of years of painstaking refinement of a single basic design.

Also made in Spain are the 125 cc Ossa, the M V-based Alpha, the 63 cc Guzzi-based Motor Hispano, the Jawa-like 250 cc two-stroke Derbi, and the 350 cc Sanglas. More on these in future columns.

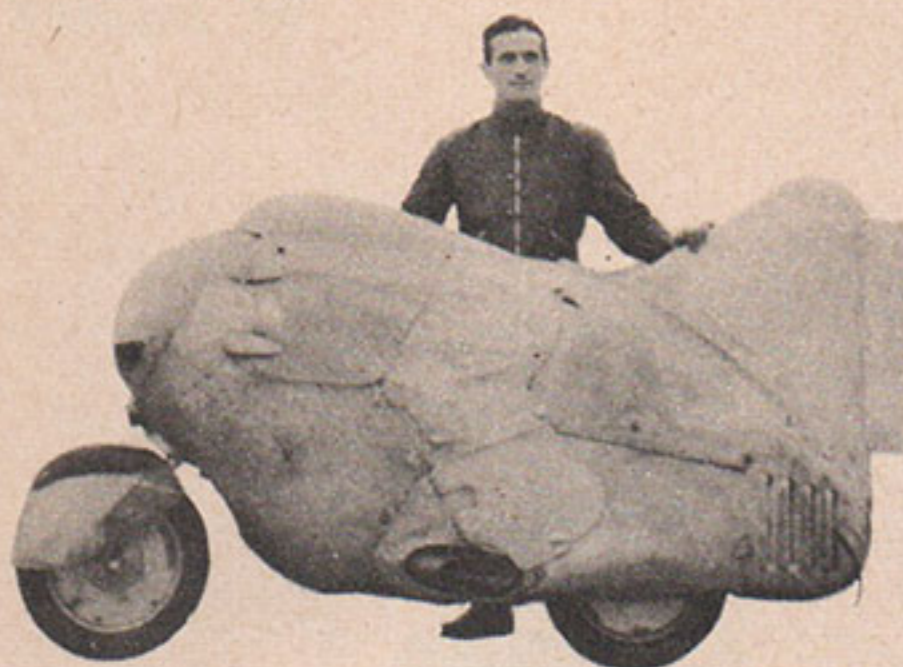
ITALY: Hot news here is that Guzzi will officially enter factory teams in all the major events of 1951. Fergus Anderson and E. Lorenzetti will ride the 500s, Bruno Ruffo and Gianni Leoni will be the 250 cc pilots.

GERMANY: NSU definitely has designs on the 350 cc, 500 cc, and "absolute" world's motorcycle speed records, is redesigning its record-challengers accordingly, switching to prone-rider position and streamlined shells. A German expedition to Bonneville early in the year isn't too unlikely a possibility . . . DKW will be racing 125s in all international events this season . . . In anticipation of the

coming season—Germany's first since pre-war years—BMW has set up a plan by which it will maintain two separate factory teams, in effect, a first and second string. The Old Guard, veterans of fast going like Meier, Fleischmann, and Bohm, will be the only riders entrusted with the supercharged 500 cc jogs. Unblown equipment will be reserved for the up-and-comers. The two teams will probably compete simultaneously in many events. A perfectly sensible policy . . . The '51 season promises to be the most exciting in many, many years, thanks to BMW and other German challengers: a new NSU four-cylinder; a Horex opposed twin; and there's a new 500 cc BMW racer.



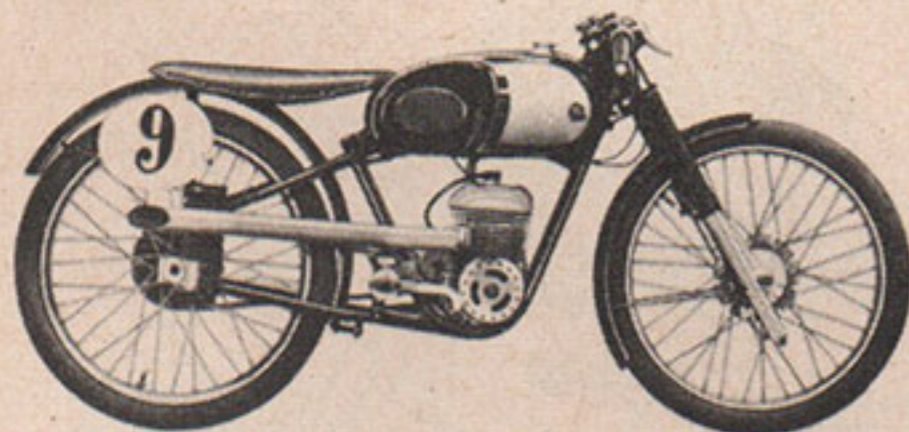
Soriano is perhaps Spain's oldest motorcycle manufacturer and has been building such light-weight machines of this type since 1940. This is their latest model, the "Lynx," a big favorite with such clean-cut gentry as teachers, doctors, etc. The "Lynx" is impressive in its perfection of detail and finish; even the pillion seat on the unsprung rear end looks very comfortable



Peculiar projectile is the world record-breaking 125 cc Lambretta two-stroke scooter, shown here in full aerodynamic regalia and backed by Champion Darío Ambrosini. The little shaft-drive now holds a total of thirty international records, fastest for 88.5 mph, longest for 3000 miles at 60.7 mph average. Reason for the patchwork on the shell construction is obscure

SPORT: And what will be the big, classic, world's championship international events of '51? Here's the official F.I.M. calendar:

- April 8—Spanish Grand Prix (Barcelona)
 - May 26-27—Swiss G.P. (Berne)
 - June 4-9—English T.T. (Isle of Man)
 - July 1—Belgian G.P. (Francorchamps)
 - July 7—Dutch T.T. (Assen)
 - July 14-15—French G.P. (Albi)
 - August 18—Ulster G.P. (Ulster, Ireland)
 - September 9—G.P. of Nations (Italy)
- Other official F.I.M. events will be:
- August 5—Motocross des Nations (Namur, Belgium)



Spain's outstanding competition machine is the Montesa 125 cc two-stroke. It is telescopically sprung fore and aft, engine winds up to 8000 rpm, and top speed, without the shell, is around 75 mph. Spanish sportsmen lament the fact that their native-built racing jobs are limited to this small displacement, but it's a safe bet that when bigger Spanish speed jobs are manufactured, "Montesa" will be their trade mark

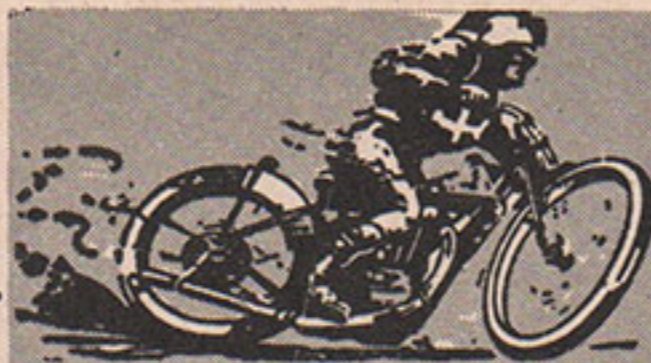
August 11-12—Int. F.I.M. Rally (Genoa, Italy)

September 18-23—Int. Zesdaagse (Italy)

NOTE: Some gasoline companies in the U.S. are making it a point to let the public know that 26 per cent or so of what you pay for gas goes to the government for taxes. Thanks to the Belgian Magazine, "Motor," we can give you an idea of where a good part of the rest of the world stands in this respect.

	TAX %
Spain	73
Germany	68.7
Portugal	63
Sweden	63
Italy	61
France	60
Greece	59
Denmark	55
Switzerland	54
Belgium	53
Norway	53
Iceland	53
Turkey	52
England	49
Holland	45
Ireland	41

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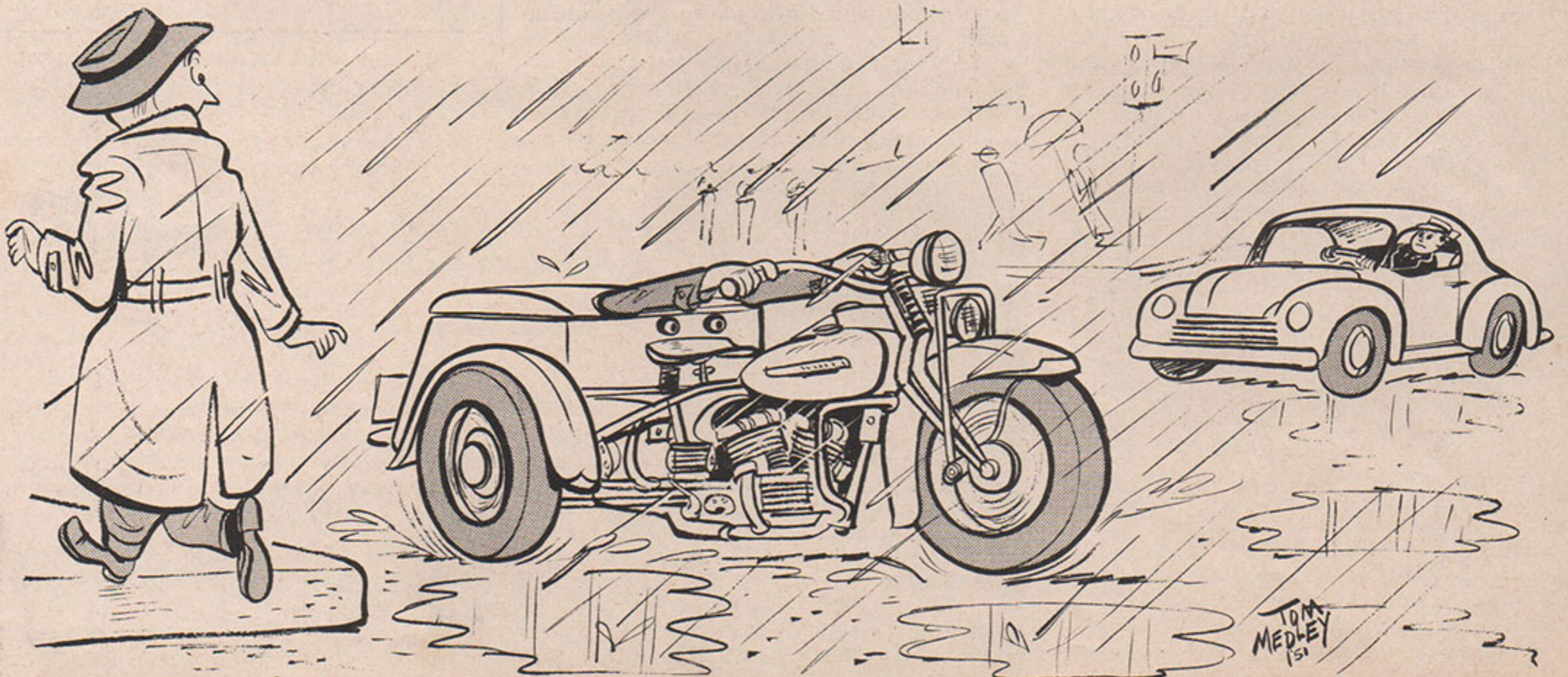
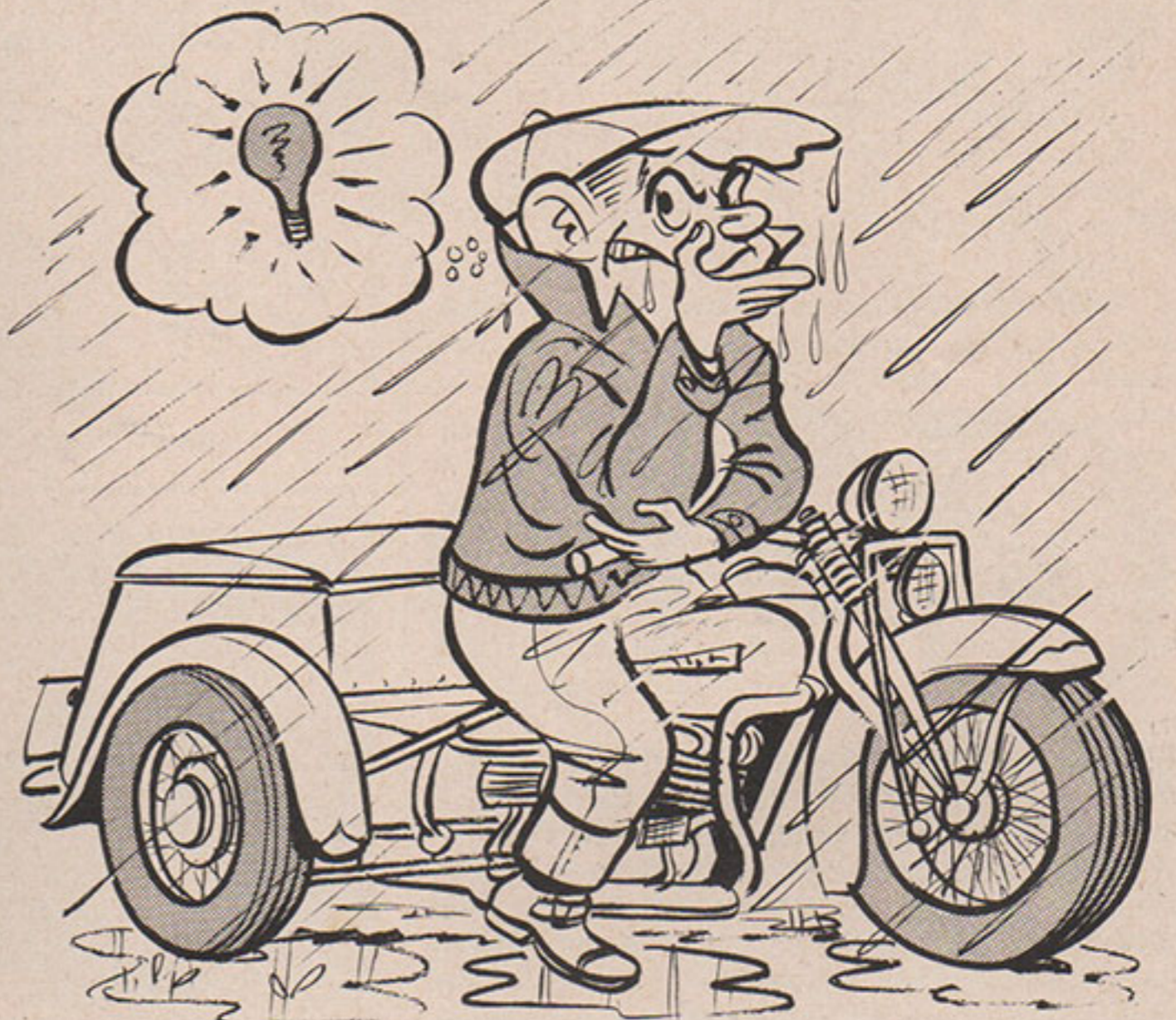
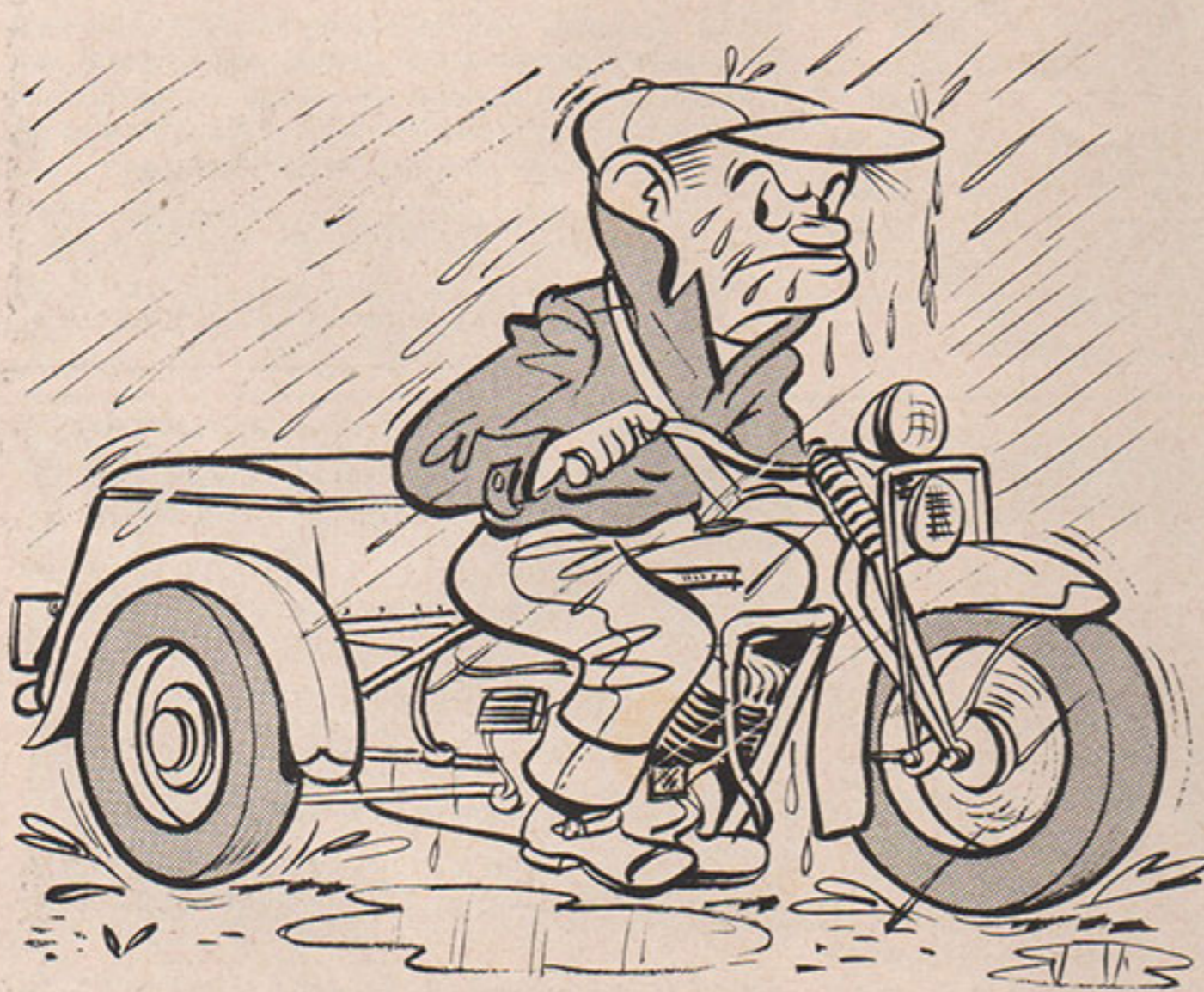
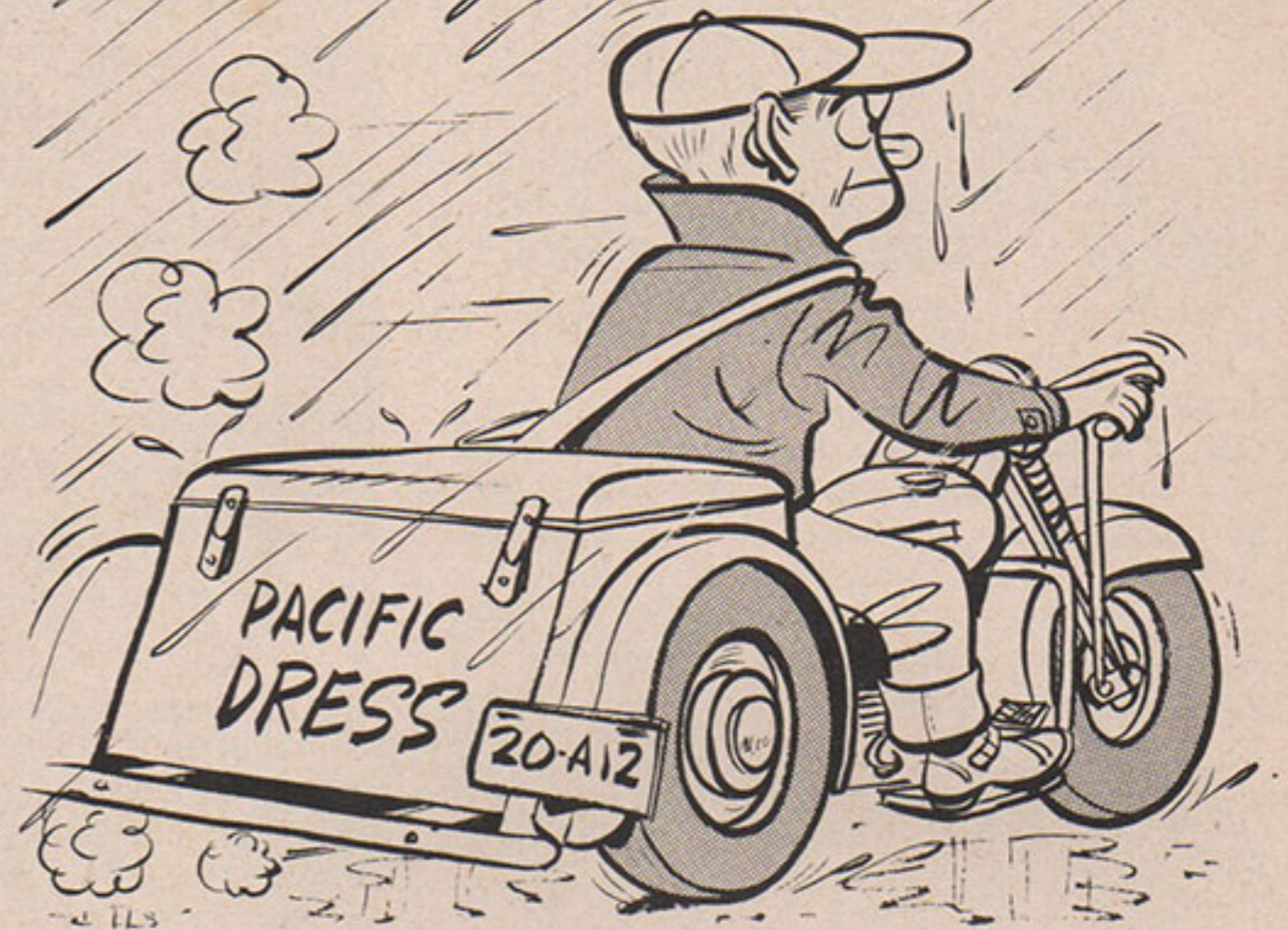
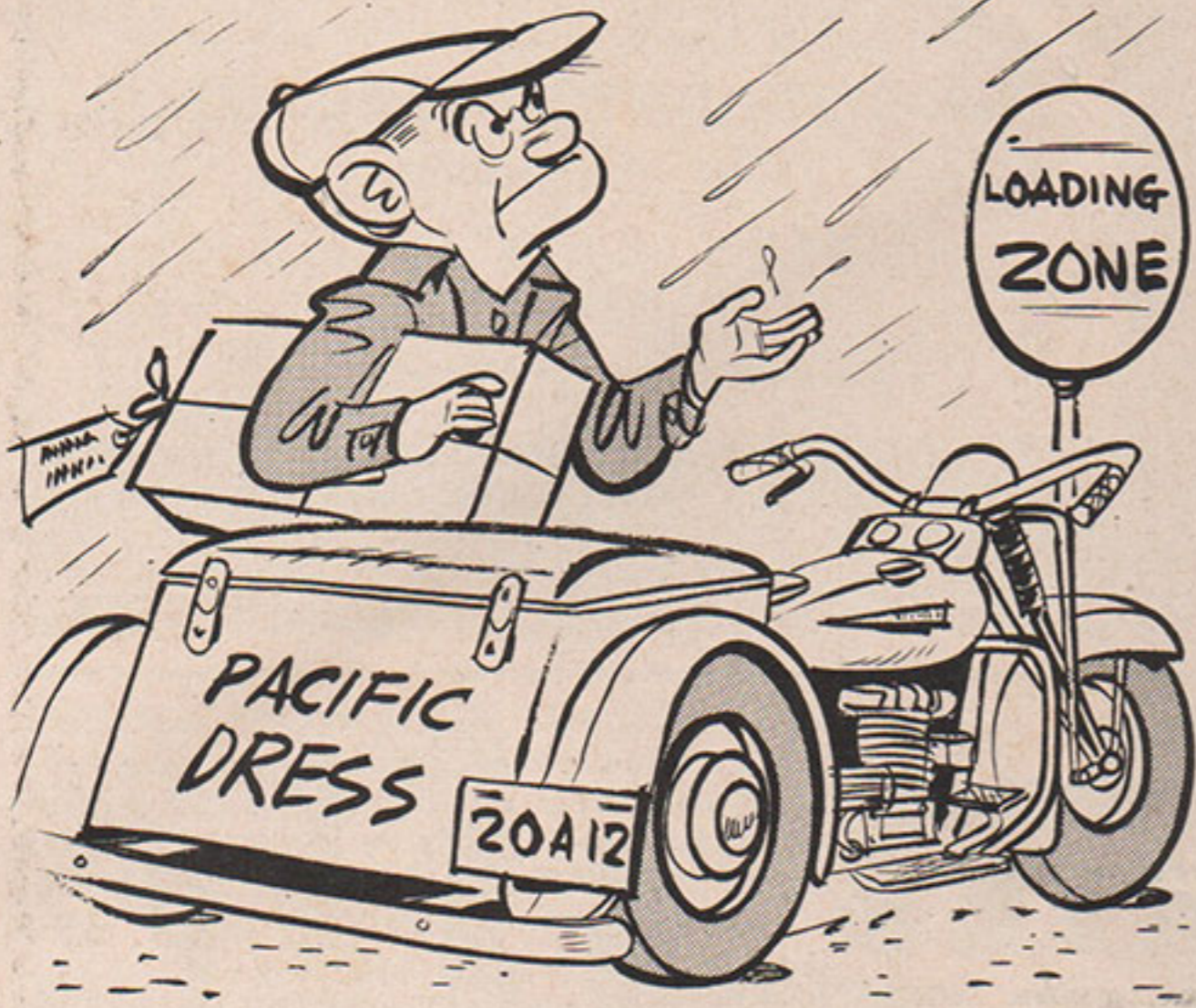
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"FLAT OUT" SNODGRASS



COSTA MESA SCRAMBLE

(Continued from Page 15)

ber of quick rights and lefts.

In the opening laps, Walt Fulton secured a healthy lead on the field and had begun to stretch it out even farther, until pit man, George Butler, sized up the situation, decided that Walt was riding a little harder than need be and signalled him to soft-pedal for a few laps. Butler's unshakable faith in Fulton's ability, almost proved to be his undoing, when shortly thereafter, his man bounded off the course and became thoroughly lodged on one of the many hills. Meanwhile, heady Del Kuhn, in a wonderful exhibition of riding, had been steadily closing the gap between first and second place and overtook Walt in this moment of distress. This point of the struggle was in full view of the feverish spectators, who were gesturing madly and putting up such a roar as to drown out the screaming bikes. Floundering almost helplessly for a good half minute, Fulton finally, wearily wrested his churning Triumph back onto the track and sped off in the direction of Del's bobbing green helmet. Both lead men were now literally gnashing the handlebars, with Kuhn remaining least frantic of the two. Fulton, desperate, vitally weakened from his hill-side struggle, and riding with his right foot-peg gone, rallied with a super effort and began to steadily chop seconds off Kuhn's lead.

On the 11th lap, just after both men screamed over the big hill, Walt Fulton came within striking range of cagey Del Kuhn. At this moment, capricious lady luck pointed her finger at Del's Matchless, whose tired engine sprocket ceased to function, causing this outstanding rider to view the remaining four laps from the pits. Meanwhile only eleven of the original thirty starters still remained in the contest and Ram rider, Wally Albright, ex-speed boat racer and record holder turned cyclist, had forged into third spot, and with Kuhn's misfortune, had inherited second. In Albright's wake followed Frank Paneno (20 Nite Owls M/C), Red Harrison (Rams M/C), and John "Mac" McLaughlin (San Gabriel M/C).

It was a tired but triumphant warrior, Walt Fulton, who exclaimed, "This was a young man's race," as he was assisted off No. 177 at the end of the thirty mile battle. The course was long and tough, packed with thrills and reflecting good management from beginning to end.

MAIN EVENT

- | | |
|--------------------|-----------------|
| 1. Walt Fulton | Triumph |
| 2. Wally Albright | AJS |
| 3. Frank Paneno | Matchless |
| 4. Red Harrison | AJS |
| 5. John McLaughlin | Harley-Davidson |
| 6. John Bolotin | Triumph |
| 7. George Alguire | Triumph |
| 8. J. H. Parker | Indian |
| 9. B. Wilson | BSA |
| 10. A. Marting | Triumph |
| 11. H. Illis | BSA |

1st Heat

- | | |
|-----------------|-----------|
| 1. B. Hancock | Matchless |
| 2. Walt Harper | Velocette |
| 3. D. Schuchler | |

2nd Heat

- | | |
|-----------------|---------|
| 1. W. Wilson | BSA |
| 2. G. Alguire | Triumph |
| 3. John Bolotin | Triumph |

3rd Heat

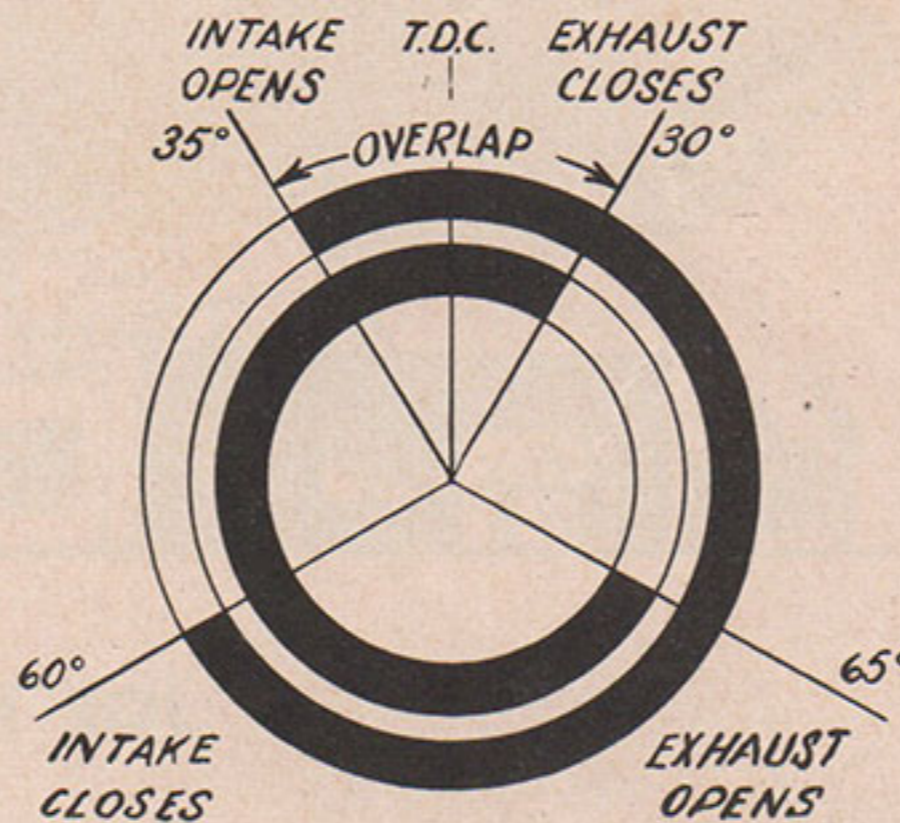
- | | |
|----------------|---------|
| 1. Walt Fulton | Triumph |
| 2. John Quick | BSA |
| 3. Russ Good | BSA |

250 CC

- | | |
|-------------------|-----------|
| 1. Charles Cripps | Jawa |
| 2. Norm Sprague | Excelsior |
| 3. K. Williams | Puch |

POWER AND SPEED

(Continued from Page 22)



Valve timing diagram. This visual concept clearly shows the relationship existing between degrees of crankshaft rotation and the amount of time, expressed in degrees of crankshaft rotation, that intake and exhaust valves are operated by the cam contours. Valve overlap, a very desirable feature of racing valve timing, is noted. This diagram is for explanation only. The valve timing is hypothetical and not intended to apply to any particular engine.

is in contact with the valve spring cap. Adjust the tappet or pushrod clearance to that recommended by the manufacturer. By turning the mainshaft and observing both the timing disc and the dial indicator, it is possible to check the valve timing and the valve lift curve. Using squared-section paper, a lift curve of valve timing can be plotted for future reference. When plotting, show degrees of mainshaft rotation along the horizontal, and valve lift in thousandths of an inch along the vertical. Select each 2 or 5 degrees of rotation for simplicity and when the corresponding dots are all indicated use a French curve to run a line from dot to dot.

Carburetor size also directly affects volumetric efficiency. A good rule to follow is to use a single carburetor for each cylinder if you can, providing mechanical hindrances do not make this impossible. Experience has determined that the following sizes are about right; 500 cc use 1 1/8" to 1 3/16", 350 cc use 1" to 1 1/16", 500 cc vertical twin (when two carburetors are used) use 1" each. Of course carburetor size is open to much experimentation, but the sizes listed are a good compromise. At least, they provide a basis, or starting point, from which to commence experimenting!

(This is the first of a short series of articles by CYCLE's technical writer, Tim Witham. Next month he will go further into the various components of power and speed—ED.)

DESTINATION ITALY

(Continued from Page 25)

both the Guzzi and Gilera factories. Both visits were entertaining and instructive, in that I was on both occasions escorted around by the chief engineer of the respective firms.

After having witnessed the best racing of the International season, I said goodbye to the owners of the hotel and departed in the direction of Milan and home.

Except for the blueing of the pipes, the enamel and chrome beneath the mud and dirt was unmarked, while the engine sounded as sweet as ever. The machine had already clocked more than 3000 miles. I was truly satisfied with its splendid all-around performance and now stood ready to fulfill the editor's next assignment.

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BACK in the late '20's, Joe Koons was twisting his first throttle when he and a prominent dealer had a falling-out. Joe made the error of stepping behind the parts counter one day to point to the article he needed. This sent the dealer into a sizable huff and Joe was ordered to get around the counter. "That's what started me in the business," Joe recalls. "I swore that I'd start a place where the rider could feel welcome."

But the depression was just around the corner so when Joe first set up a tiny repair shop of his own he had to use a barn. There, in Santa Ana, he handled all repair work he could get and sold a few used motorcycles. Not until 1935, the real beginning of his career, did he manage to get half of an Indian dealership. That year, Joe moved to Orange, California and the partnership of Carriker and Koons began. Carriker, of course, was Jud Carriker, one of the oldest and most respected riders in cycle history.

The partnership prospered in Orange and then in Santa Ana, until Joe began to have visions of a place of his own. His chance came when Charley Moist, Long Beach dealer, announced that he was going to retire. In December, 1945, Joe sold his half of the business to Jud and moved to Long Beach, where he became the owner of Long Beach Indian Sales. Now Joe has moved to a newer shop and the name in neon over the showroom door is simply Joe Koons.

In the showroom, keeping the Indians company, is a complete line of BSA's. Part of the rest of the 6,000 square feet of floor

space is devoted to \$30,000 worth of Indian parts plus a growing stock of BSA parts. Joe keeps some of the parts for old Indian Scouts in his place for riders who still swear by them. There are two shops in the rear, each separate from the other. One shop handles all the motorcycle repair and the other is devoted to Cushman scooters.

"I just don't like to mix motorcycles and scooters," confesses Joe.

Until 1947, Joe Koons was active in the Orange County Motorcycle club. Active might



Joe, with hand on hip, runs over inventory list with shop foreman L. Nelson Rathbun and mechanic Don Oudkirk. Rathbun has been with Koons five years, started riding at age of ten

be an understatement, because for those 15 years Joe has acted as executive secretary, planning meets and handling all promotion and financing. Now, though he still is very interested in all motorcycle activities, Joe Koons has decided that it is time for a rest. Like the sound businessman he is, he picked a hobby closely allied to the business—boating. He sells Johnson outboard motors and the Freeman automatic pilot.

Joe spent the five years from 1934 to 1939 in competition racing in California. In 1937, he was chief mechanic for Ed Kretz when Ed won the Daytona, Florida 200-mile classic. Joe once sponsored Kelly Myers and Dick Milligan in competition riding and hopes to sign another rider to carry his banner in future meets. The Koons shop is equipped to handle any racing modifications a rider desires. Mechanics Larry Rathbun and Don Oudkirk, as well as the boss himself, are

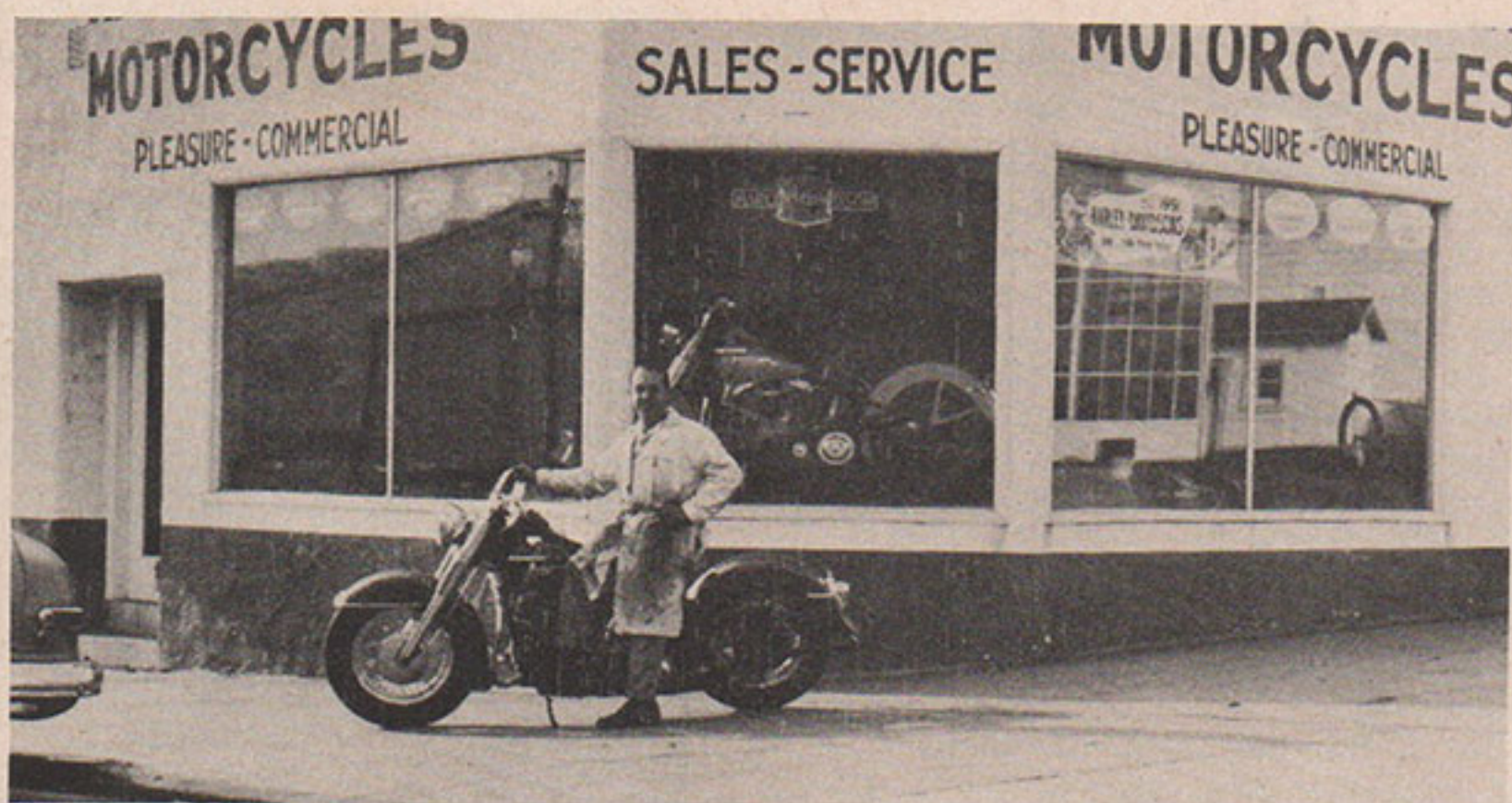
skilled experts in bringing any kind of motorcycle to top competition condition.

In the Cushman scooter department, Johnny Verket is chief mechanic. Johnny owned his own business in North Dakota before he moved to California five years ago.

In the rear of the shop, Joe has set up a steam cleaner for his customers' vehicles. As he puts it, "We've got all the parts necessary and all the shop facilities that anyone asks. We can take any make of machine and shape it to the customer's specifications."

While Joe's heart is still with Indian, as a result of the years spent handling Warriors, Scouts, and Chiefs, he is rapidly growing very fond of the BSA machines. But nothing will ever erase the memory of the first Indian Joe ever owned—a 101 Scout. Joe's 30 ft. power cruiser is named the One-O-One in honor of that old machine.

GEORGE HARAIS



GEORGE HARAIS' (pronounced just like "Harris") name is one of the best known in West Coast cycling circles; he's been official starter for A.M.A. District 36 for nineteen years, was big Harley dealer Dud Perkins' parts manager from '32 to '36, managed Dud's whole plant from '37 to '46. Harais cruised the Bay Area, finally settled upon San Rafael for the opening of his own Harley-Davidson agency at which he did very well until last September. Then, a chance came to carry on the Harley-Davidson business in San Francisco, his old home town, and he snapped it up. A fine location was secured at 4064 Mission Street (near Daly City) and the going was great for the first month. Then came a rugged blow; the city decided to rebuild a gigantic overpass just a block from the new shop, re-routed the 50,000 car-per-day traffic, dug up the whole neighborhood. That left George only a little better off than if he'd moved to Point Barrow, Alaska—but he does have a terrific following and the boys who know him continue to beat a path to his door, which will continue to be isolated until next September.

George is strictly a native. He was born at Fort Jones, Siskiyou County, California, in 1905 and when he was a year old the family moved to San Francisco. Both of his folks passed away when he was eleven and George went to work in a box factory. He has been getting his the hard way ever since. The hankering for a motorcycle caught up with him in '21 when he bought his first Indian. He succumbed to the hill-climbing craze of the Twenties and consistently placed among the top three, as an amateur, until '38, when the A.M.A. starter appointment came along and competition riding was given up in favor of the job which was to make the name of Harais a household word among

Northern California cyclists. He's still highly active on this job, now shares busy District 36 with starter Joe Gavasi.

Harais' shop is a family enterprise: his sons Ken and George Jr. work with the tools and his wife Dorothy tends the books. Eleven-year-old Jimmie rides a bicycle, and you know what that will lead to! Top mechanic Bruce Maddison was hired by George back in '45 in the days of Perkins-Harais partnership, fits in like part of the family. Maddison, incidentally, is as much an enthusiast as he is a mechanic, is Road Captain of the Bay Cities M/C, and has been doing very well lately in T.T. races.

Harais is probably Northern Cal's most outstanding activities organizer: it was he who staged each of the famous pre-war 200-milers at Oakland and he also organized most all of the Bay Cities' celebrated Hollister Gypsy Tours—be it noted, the unfortunate '48 event was not one of his productions. Motorcycling in Northern Cal owes a lot to George Harais and, we repeat: he's had a bad break—let's get out to 4064 Mission sometime soon!



Harais Boys: George, George Jr., likeable service boss Bruce Maddison, Ken Harais. George's wife Dorothy, bookkeeper, had the day off



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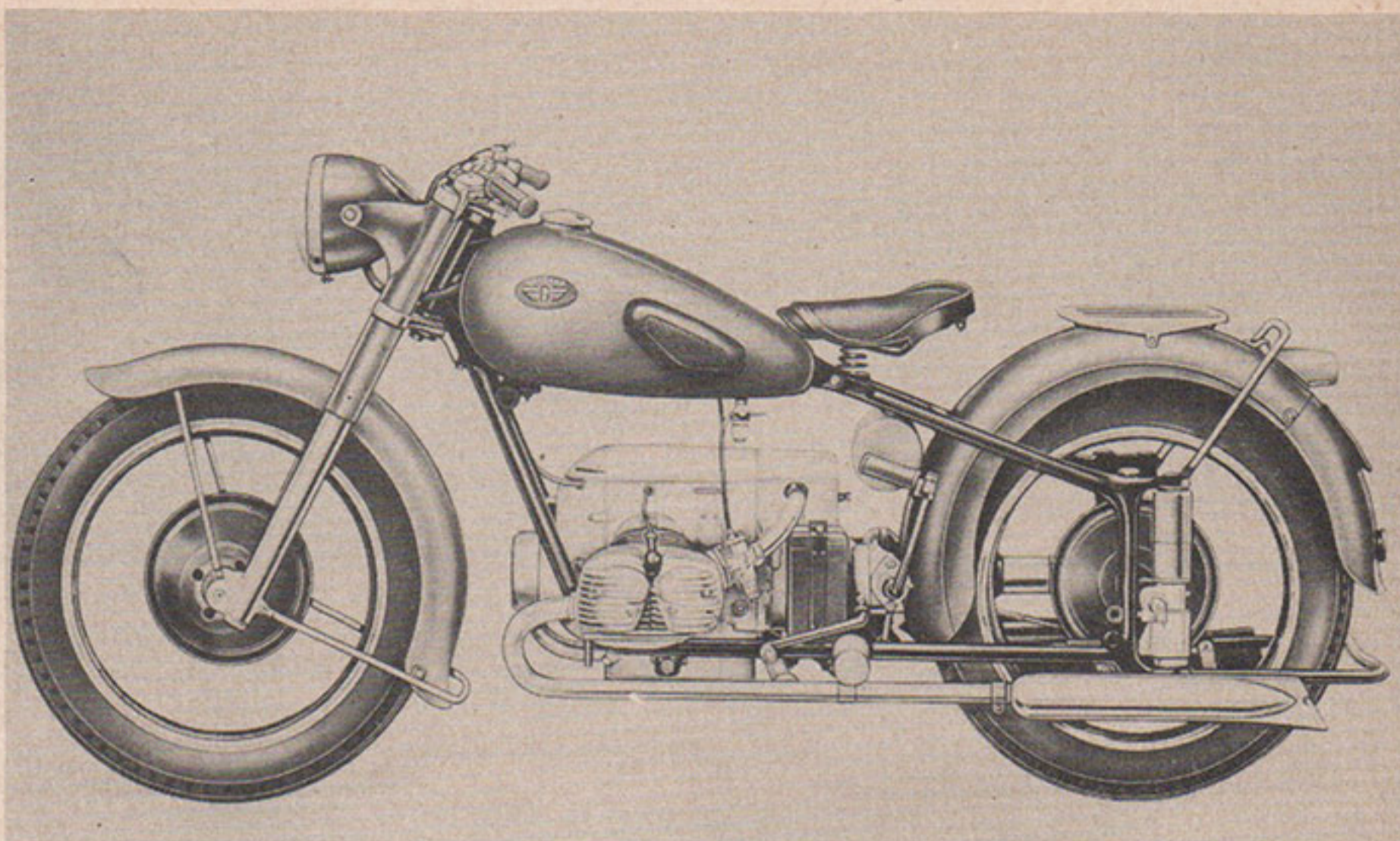
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The Zundapp KS 601, remarkable for advanced
mechanical features and stark cleanliness. Note
near total absence of cables, wires, and tubing

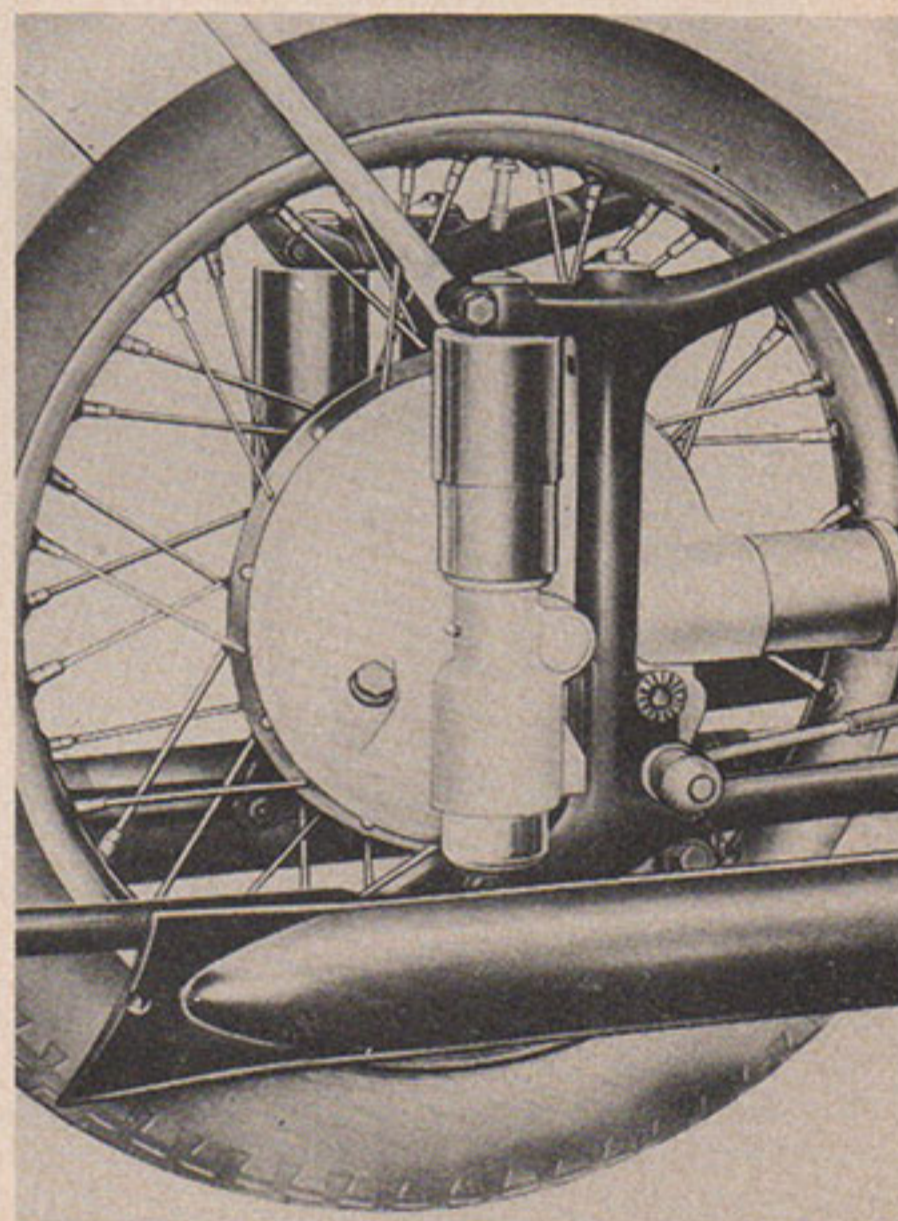
RETURN OF THE ZUNDAPP

(Continued from Page 16)

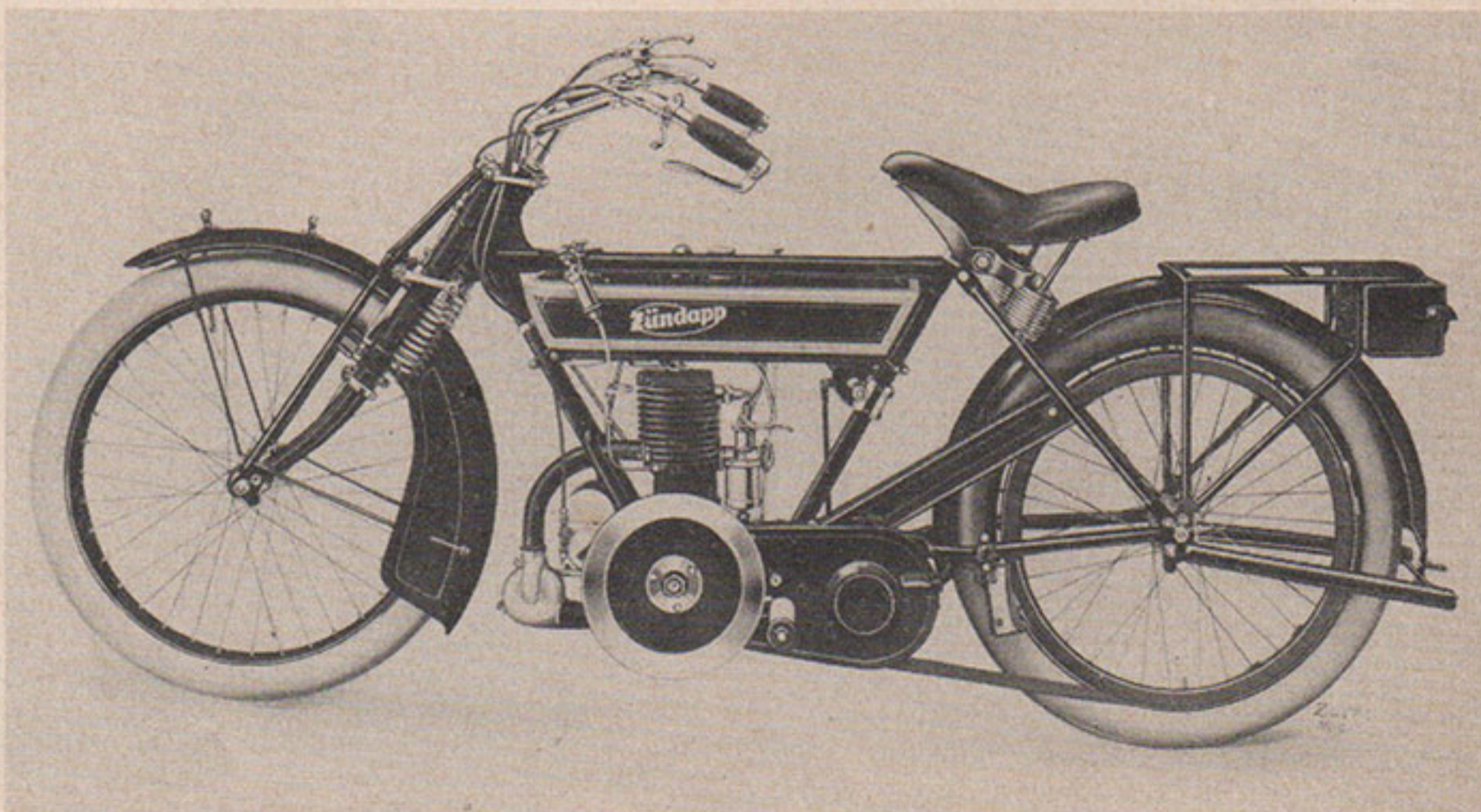
and fork, Zundapp has switched back to a
welded tubular frame. The cost of manufac-
ture is higher but modern suspension re-
quirements forced the change and the KS 601
boasts teledraulic suspension both fore
and aft. The engine is the cleanest Zundapp
in history, pulls 28 bhp at 4800 rpm, has
brilliant acceleration thanks to its bore/stroke
ratio of 1.1:1, and its top speed is very con-
servatively placed at "over 85 mph." The
machine weighs 440 lbs., gets about 52
miles to a U.S. gallon, has two carbs and
the classic Zundapp 4-speed duplex chain
transmission.

This sliding-dog type of gearbox is of
great advantage in a shaft-driven, transverse
engine machine, eliminating the extra pair
of gears that would be required with a con-
ventional layout. The chain box is far more
silent than a gearbox, and manufacturing cost
is kept down by the relative ease of machin-
ing chain sprockets. The chains are pre-
stretched and are intended to last for the life
of the machine.

When the flat twin shaft drive Zundapp
was first seen at the Berlin 'Cycle Show of
1933 it was acclaimed a technical masterpiece.
A glance at the photos of Zundapp's 1950
machines shows that for masterful engineer-
ing and mechanical beauty the KS 601 is
fully worthy of its builders' traditions.



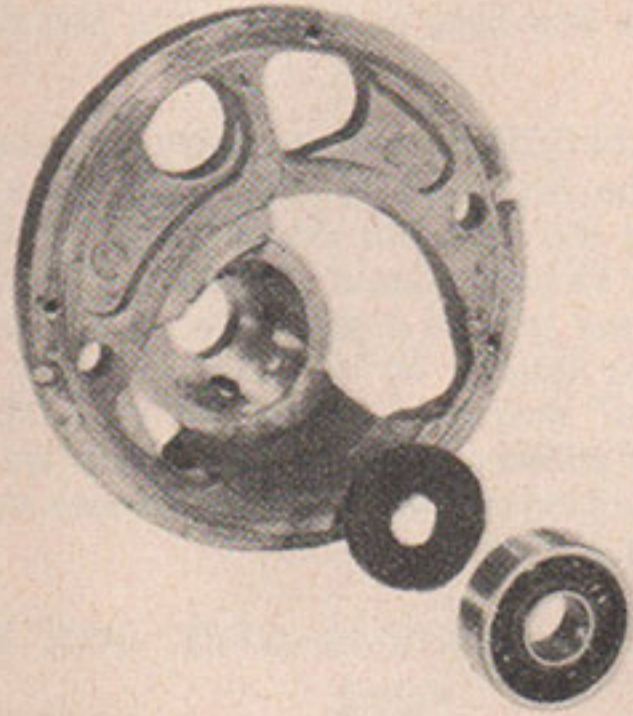
Smooth power delivery and minimum main-
tenance are achieved with sprung shaft-drive



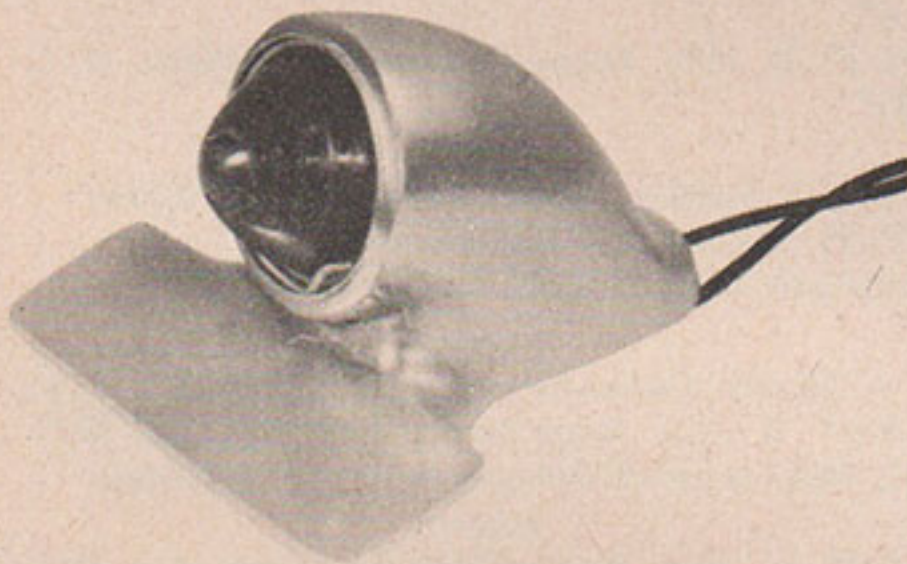
Number one of the famous Zundapp line was produced way back in 1921. Though a humble
utility machine at the start, materials and workmanship on this bike were always of the very best

The Cycle Shop

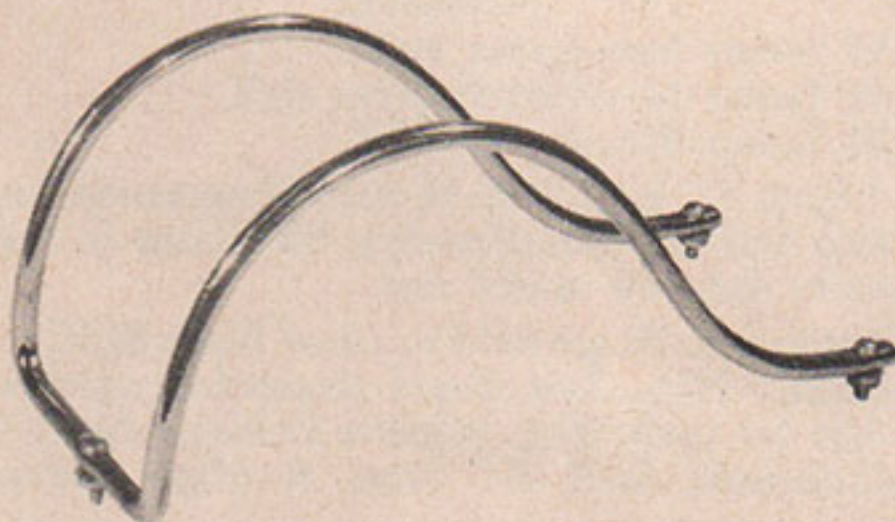
This column is dedicated to the promotion of new motorcycle accessories. If you know of a suitable item, send an 8x10 photograph, or negative, with a complete description to CYCLE Magazine, 1015 S. La Cienega, Los Angeles, Cal.



GENERATOR REPLACEMENT BRACKET . . . Eliminates the most common cause of Lucas generator failure due to neglect of oiling or over oiling by operator. Ball bearing end bracket replaces the usual bronze bearing on all model Lucas generators prior to 1950. Price of the exchange bracket including its oil seal and ball bearing, \$3.50. Modern Cycle Works, 345 Atlantic Blvd., Los Angeles 22, California.



"P-K" SPORT LIGHT . . . For the bobbed fender fan. Solid cast aluminum stop and tail light fixture with integral license plate bracket. Highly polished shell is slotted at bottom to illuminate license plate. Fits American or English cycles. Template furnished for drilling holes. Price \$4.45. Lamoreaux and Milne Motorcycle Parts, 125 W. Colorado, Glendale 4, California.



TAIL LIGHT GUARD . . . Designed especially for Cushman motorscooters. Sturdy steel rear bumper is highly chrome plated and can be securely mounted by bolts at three places. This guard can be installed easily and quickly by the rider. Priced at \$1.95. Anderson Motorcycle Supply, 8413 S. Central, Los Angeles 1, California.

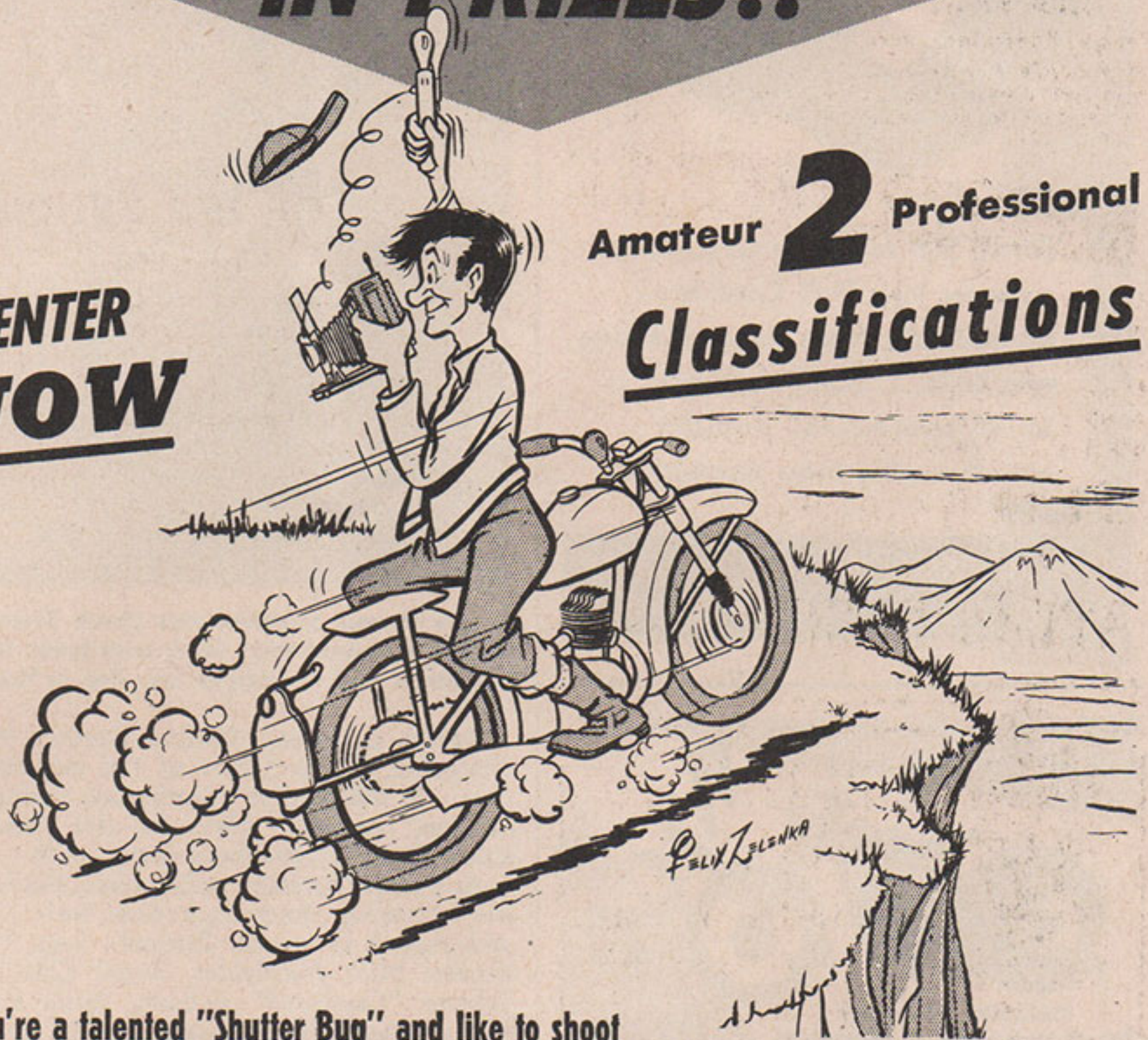
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Here Are the Details:

1. A month-to-month contest, open to both amateur and professional photographers, each competing in their own class.
2. Any entrant earning more than 40% of his or her annual income from the sale of photographs will be considered a professional. (Please state your classification.)
3. Photographs should somehow include a motorcycle in the composition or decidedly be of interest to cyclists.
4. Each contestant may enter as many photos as desired each month.
5. Caption all photos in detail, so that the judges may fully evaluate its interest editorially.
6. If your picture is not judged a prizewinner it may still be used elsewhere in the magazine as an honorable mention or as editorial material. In such cases, payment will be made at prevailing rates. (\$3.00 each upon publication.)
7. Winners in each class every month will receive \$10.00 in cash. Then, every four months these monthly winners will vie for a \$25.00 savings bond, and at the end of the year the tri-annual awards will compete for the BIG PRIZE of a hundred dollar savings bond.
8. Any one picture may earn anywhere from \$10.00 to \$135.00 for YOU, so send those pix along now to:

CONTEST EDITOR, CYCLE MAGAZINE
1015 S. La Cienega Blvd. Los Angeles 35, Calif.

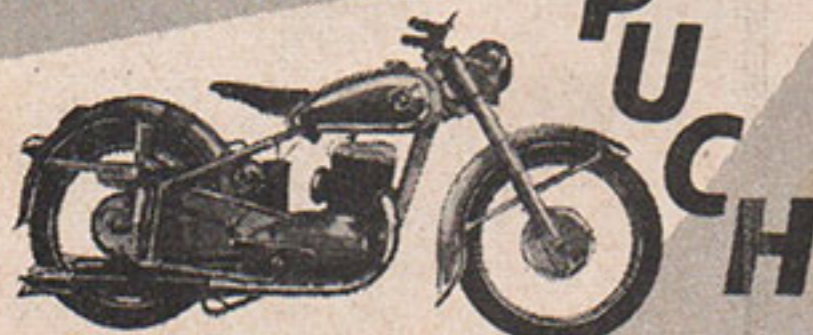


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FOR THE second time in motorcycling history, an American racing team is being sent to England for a six months tour of the British short track racing circuit. This nine man combination, picked from American top racing talent, is expected to crack every British team, according to Charles Arthur Edmonson, team manager. Edmonson has been scouting U.S. short track races for the past two years in search of this team, in which he places high hopes. Each man on the team has been invited to ride in the world championship series by the British Speedway Control and will accordingly join England's National Association, the A.C.U., and the international F.I.M.



Ronnie Greene congratulates Chuck Basney on joining American short track race team. Roccio, Edmonson and Nicolaides are also in the deal

British promoter, Ronnie Greene, M.B.E. (Member of the Order of the British Empire), of the famous Wimbledon stadium in London, has made plans for this American group to race throughout the Islands.

At a recent meeting in Glendale, California, the following short track stars were chosen and signed to assault Europe's best; Chuck Basney, Nick Nicolaides, Royal Carroll Jr., Johnny "Crashwall" Gibson, Ernie Roccio, Johnny Roccio, Roy Andres, Manuel Trujillo. Former national champion, Jack Milne, may join the group later. The Americans' home base while away will be at Dublin, the capital of Ireland, where they will compete every Sunday, before 30,000 capacity crowds.

This announcement marks a notable turn in American motorcycling history. Only once before, when a team led by Putt Mossman attempted and failed to snipe the world's championship, has an American team competed in this international event.

A DEALERS' guide listing average wholesale and retail prices for practically every model of used '46 to '50 motorcycles, as well as prices for all types of new machines is now available from its compiler and publisher, Hap Jones of San Francisco.

This useful reference book will be kept up to date by being re-issued at 90-day intervals. The average prices listed are arrived at through an analysis of the sales records of major motorcycle dealers throughout the eleven Western States, insuring a high degree of accuracy in the listings. The price book includes much additional data such as Regulation "W" information, down payment tables, and a directory of manufacturers of distributors and manufacturers of parts, accessories, sport jewelry and clothing. The Motorcycle Price Book is available to dealers at \$1 per copy from Hap Jones, 235 Valencia Street, San Francisco.

LOOKING AHEAD



advance news of events

THE SCHEDULED road race at Santa Ana Blimp Base, as reported in CYCLE, (Jan. '51) has unfortunately been cancelled out, due to the fact that the government is going to re-commission this base as a helicopter training station.

THE SAN DIEGO County Fair race, scheduled for the first part of this year, has also been given the "thumbs down" sign by San Diego City Fathers. Could the reason for this be due to the fear of a repetition of the past disturbances caused by a small minority at other meets? Anyone knowing of a suitable, abandoned, paved airstrip or 1-mile dirt track, in the Southern California area, please contact CYCLE Magazine.

1951 SPORTS CALENDAR—CALIF. DIST. 36

March

18 Spring Run—Agua Caliente—Bay City M/C
25 P.C.C. English Trials—Riverbank—Calif. M/C

April

1-4* "C" Hillclimb—Salinas Ramblers M/C
8-2* "C" Hillclimb—Visalia—Wilson's Ramblers
15-4* "C" Hillclimb—Modesto M/C

22*

27 Belmont ever Fri. Night—Tri-City M/C

29* Picnic & Field Meet—Colfax—Ft. Sutter M/C

May

6*

13-2* 3/8 Mile Race—Chowchilla—Madera M/C

20*

June

2 & 3 Hollister Rally, TT & 1/2 Mile Races

17-1* Mile Race—Stockton M/C

24 Field Meet—Solano Eagles M/C

July

1 "20 Mile National"—Bay Meadows—S.F. M/C

15-1* 1/4 Mile Race—Lodi—Port Stockton M/C

22 Field Meet—Richmond M/C—Clubgrounds

August

5-2* 1/2 Mile Race—Galt—Al Lauer—No Fair

12 Hap Jones Birthday Party

19-2* Novice TT—Gilroy—Peninsula M/C

September

2 & 3 Speed Trials—Reno—Bay & Reno M/C

9 Sierra Trails Enduro—Fresno County M/C

October

7-2* 1/2 Mile—Hollister—Salinas Ramblers M/C

14 Poker Run—Hanford—Kings County M/C

21 Natl. "C" Hillclimb requested by Modesto

28 Poker Run—Californians M/C

November

18 Turkey Run—Fresno M/C

18 Turkey Run—Port Stockton M/C

25 Turkey Run—Merced M/C

*April 22 & 29 will be used if necessary for rain dates by the preceding hillclimbs in the order they are rained out.

*May 6 & 20 are held to allow Napa M/C to contact Napa Fair Board requesting another date for track. This involves Oakland Acorn's Hillclimb, Lodi TT races & Napa Races.

FROM England, we hear that popular racer, Les Graham, has severed connections with AJS and will be with the Nigel Spring racing stable this season. Possible mounts; a 4 cylinder MV in the 500 cc class and a Velocette in the 350 cc class. Coming race meets in England this year will find an official Velocette team in action—watch for them.



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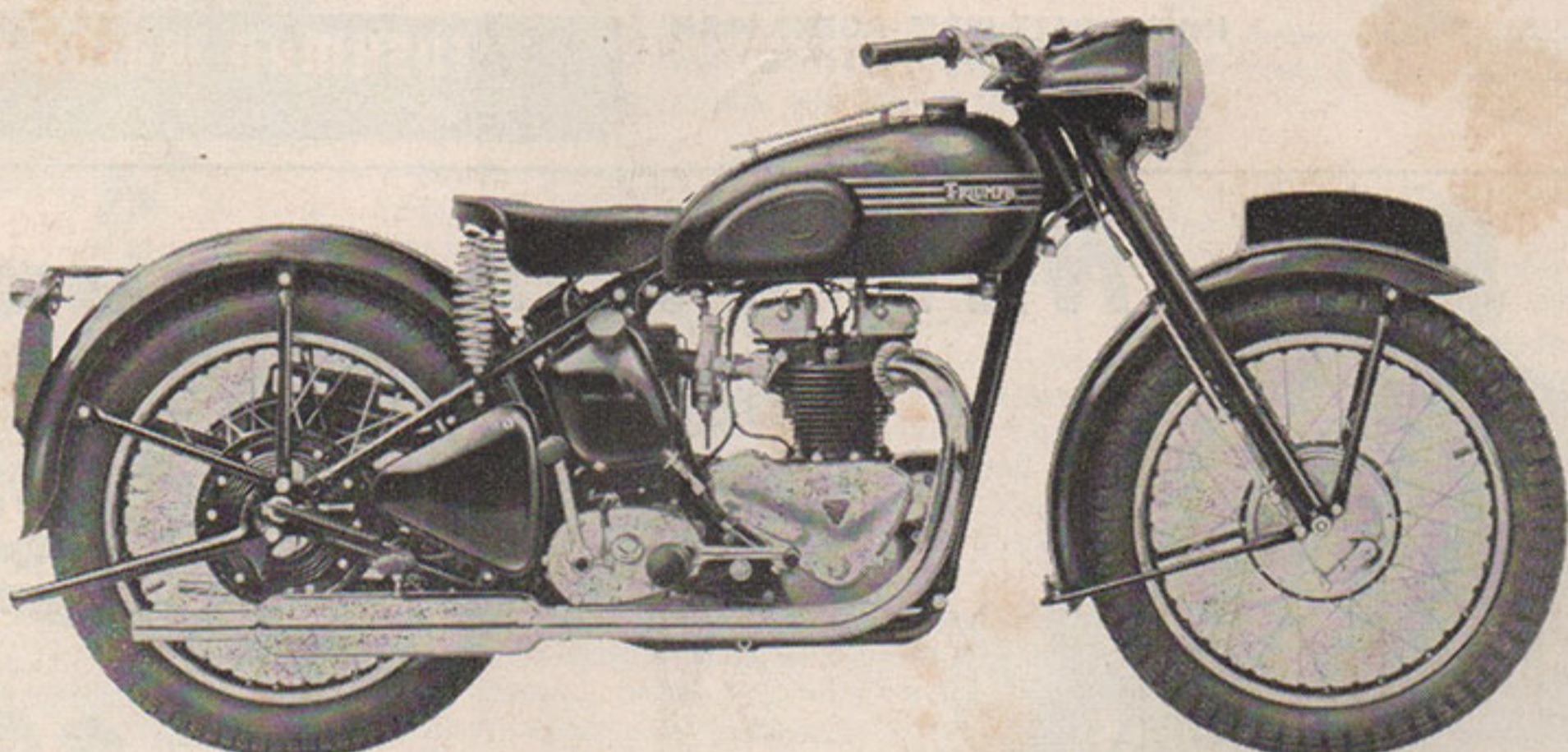
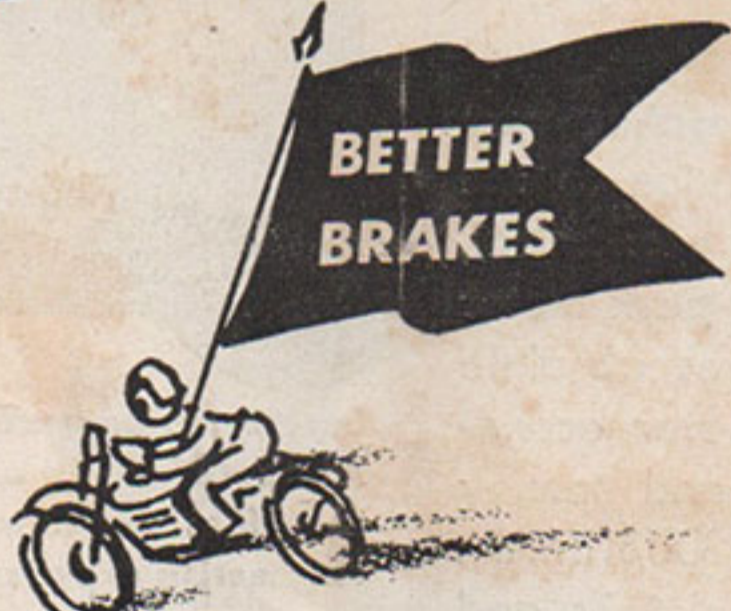
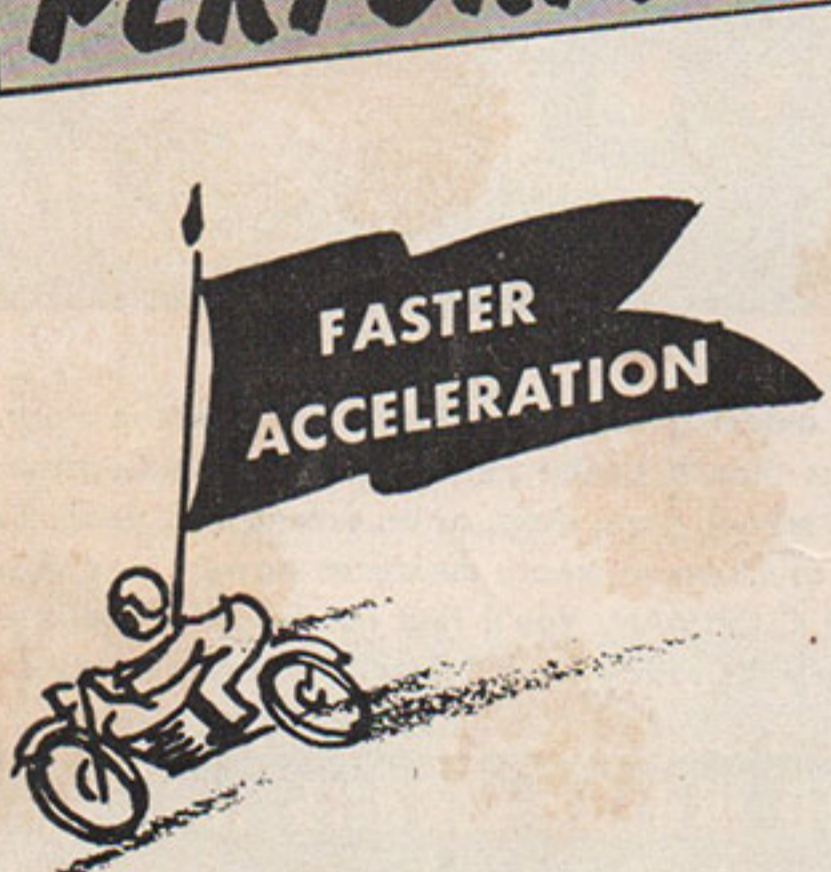
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- I ride for pleasure
- I ride in competition
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