



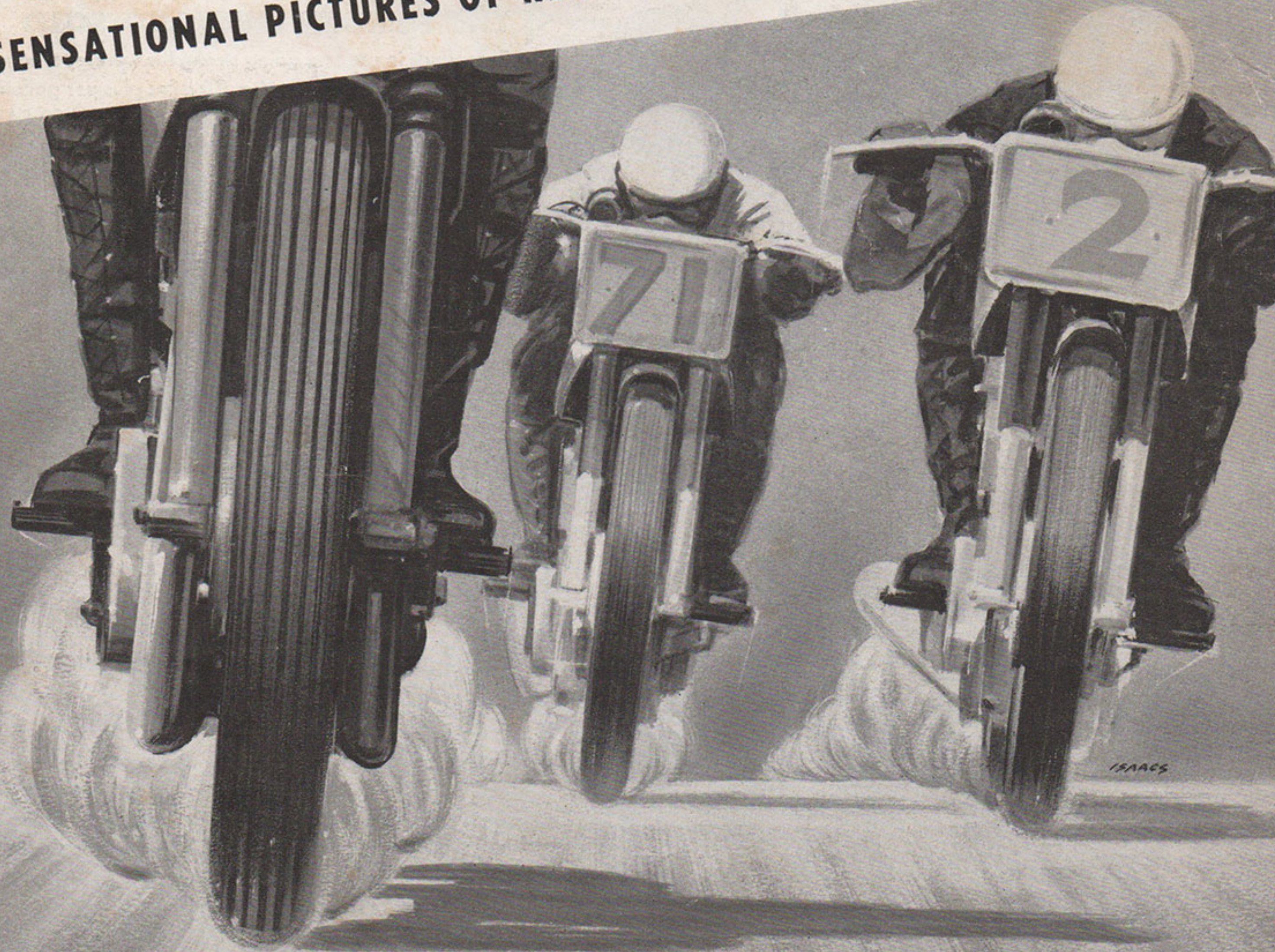
# CYCLE

MAY 1951 25c

"WORLD'S LARGEST MONTHLY MOTORCYCLE CIRCULATION"

## DAYTONA THRILLS!

SENSATIONAL PICTURES OF RECORD-SMASHING BEACH CLASSIC



ISAACS

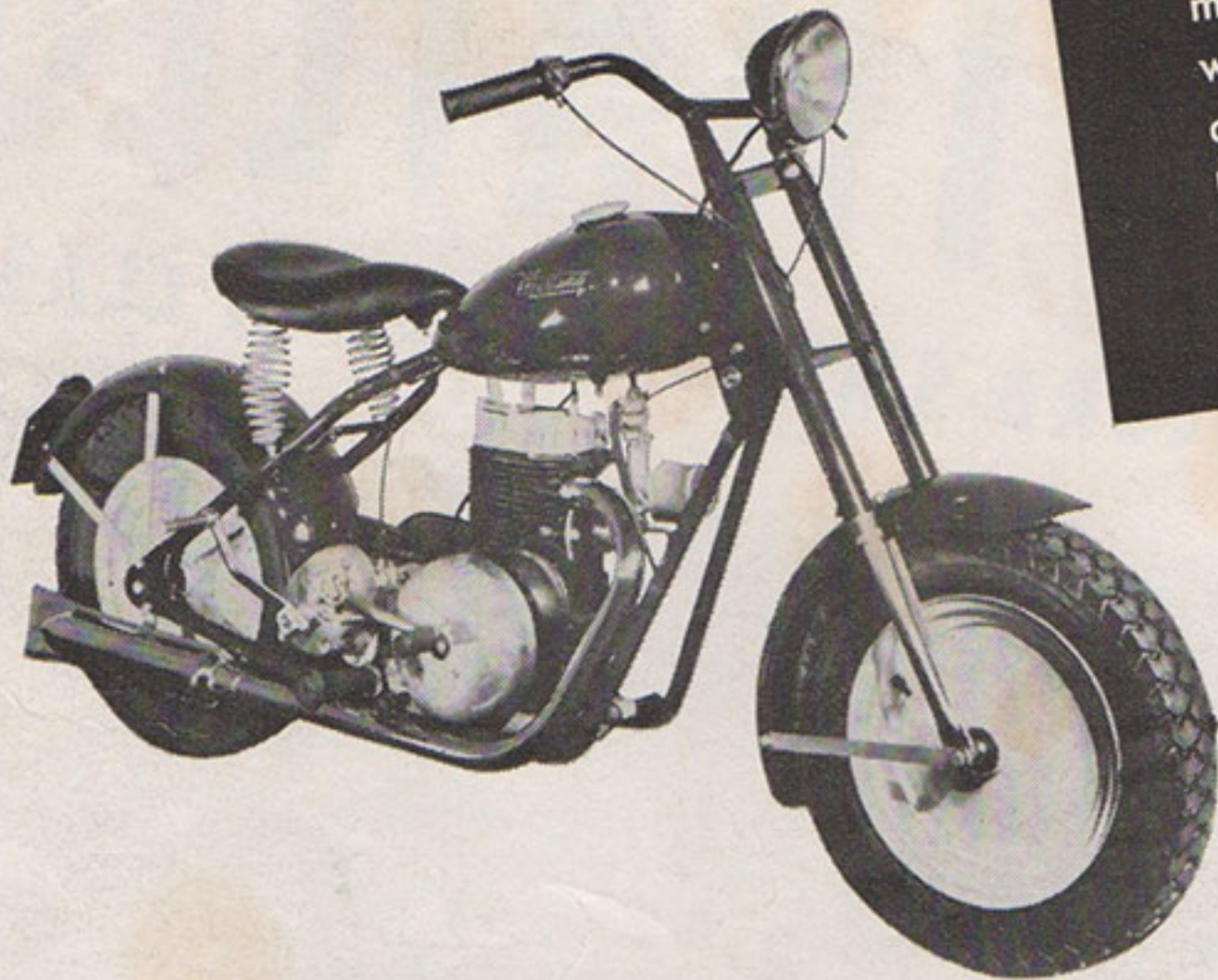
FIRST SHOWING  
Photo Contest Winners page 17

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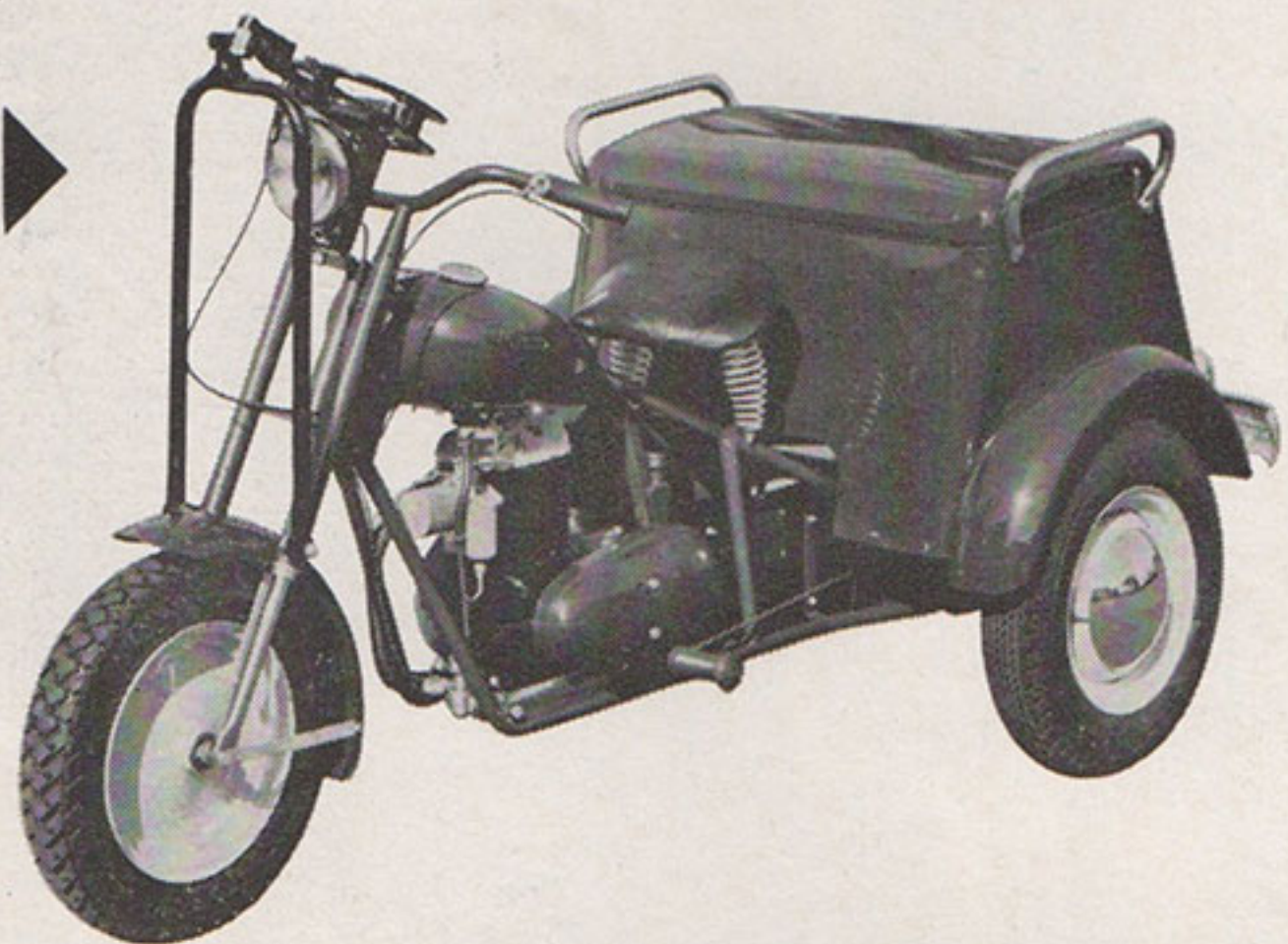


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# Speaking Cycle

MAY 1951

## CYCLE

VOL. 2 Published Monthly No. 5  
WRITERS—Griff Borgeson, Tim Witham,  
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"World's Largest Monthly Motorcycle Circulation"

ASK ANY octogenarian the reason for his long and happy existence and he will probably give you a formula of long walks, good liquor, and lots of sleep. But don't be surprised if he attributes a good share of his longevity to motorcycling.

According to recent indisputable facts and figures issued by the California Highway Patrol, transportation via two wheels has proven itself decidedly safer than four. The superior acceleration, maneuverability and vision afforded the operator of a motorcycle, makes it easy to understand why they should be safer, but let's not overlook the human factor involved.

Because of the cooperation given by California cyclists in conjunction with the highway patrol and A.M.A. safety programs, the total accident rate for the first seven months of 1950, has been lowered from 2542 in 1949, to 2276. This represents a decrease in total accidents of 266 or the amazing drop of 10.5 per cent, and this in spite of the vastly increased activity within the past year. Such an outstanding record is made even brighter by contrasting this 10.5 per cent decrease in accidents with the dismal 8 per cent increase in the accident rate of total vehicles throughout the states.

For those who might be contemplating our sport, but are a bit hesitant about acquiring the knack of a two-wheeler, let us point out that injuries due to accidents dropped off 9.9 per cent for the bikes, as compared to an 8.2 per cent increase for total vehicles of the same seven month period, which all seems to indicate that cycling is by far the safer.

The above figures are encouraging, to say the least, but are actually dwarfed by the unbelievable decrease in the current motorcycle fatality rate for this state. Fatal accidents have decreased by 24.2 per cent in our sport, while the overall picture for total vehicles on the same basis, has increased 1.9 per cent over the previous year. This is in direct proportion to the number of bikes versus the number of autos and can be taken as a definite comparison of the two.

Because of the ideal climatic conditions in the western area, it can be assumed that these statistics represent year around riding, thereby offering a more complete and fairer comparison than could be expected from some of the colder states, where a minimum of riding is done throughout the icy winter months. Bear in mind that these excellent marks were made in spite of the fact that the average cyclist is only active for a year or two, constantly being replaced by the inexperienced novice, whereas the auto driver is at it steadily, year after year, and should logically be more adept at the art of driving through his greater experience.

For these reasons, we can assume that cycle riders, the nation over, are definitely safety conscious, and with the knowledge of the progress they have made, should be spurred to even greater performance. Let's all try to stay right side up during the coming year and even better our present standing, remembering that it's no fun being a statistic.

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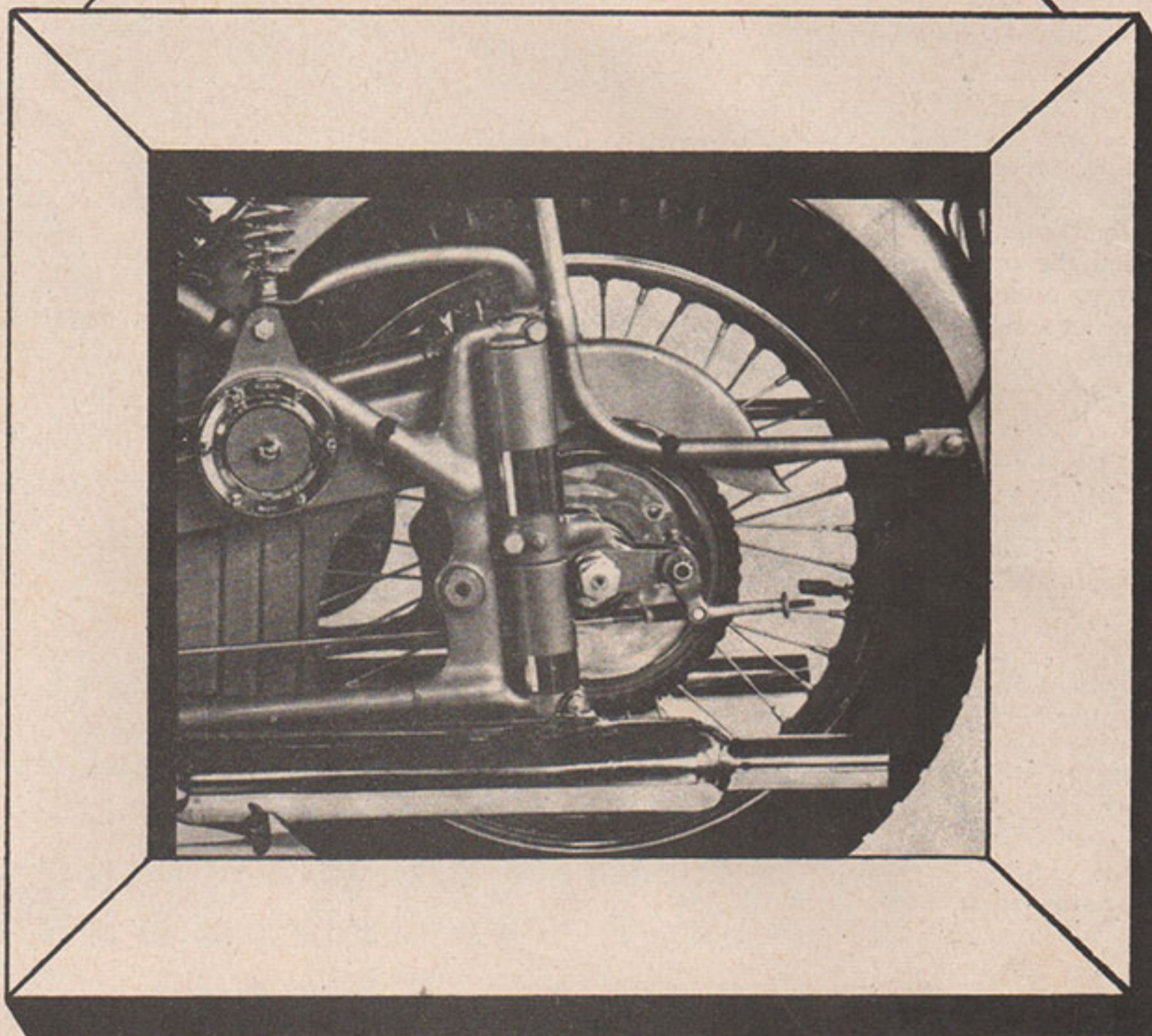
### ON THE COVER

Only an artist could portray the powerful head-on view of Klamfoth, Hill and Luse scrapping for the honor of holding America's most coveted motorcycle title: Daytona Champ!  
... Cover illustration by Al Isaacs

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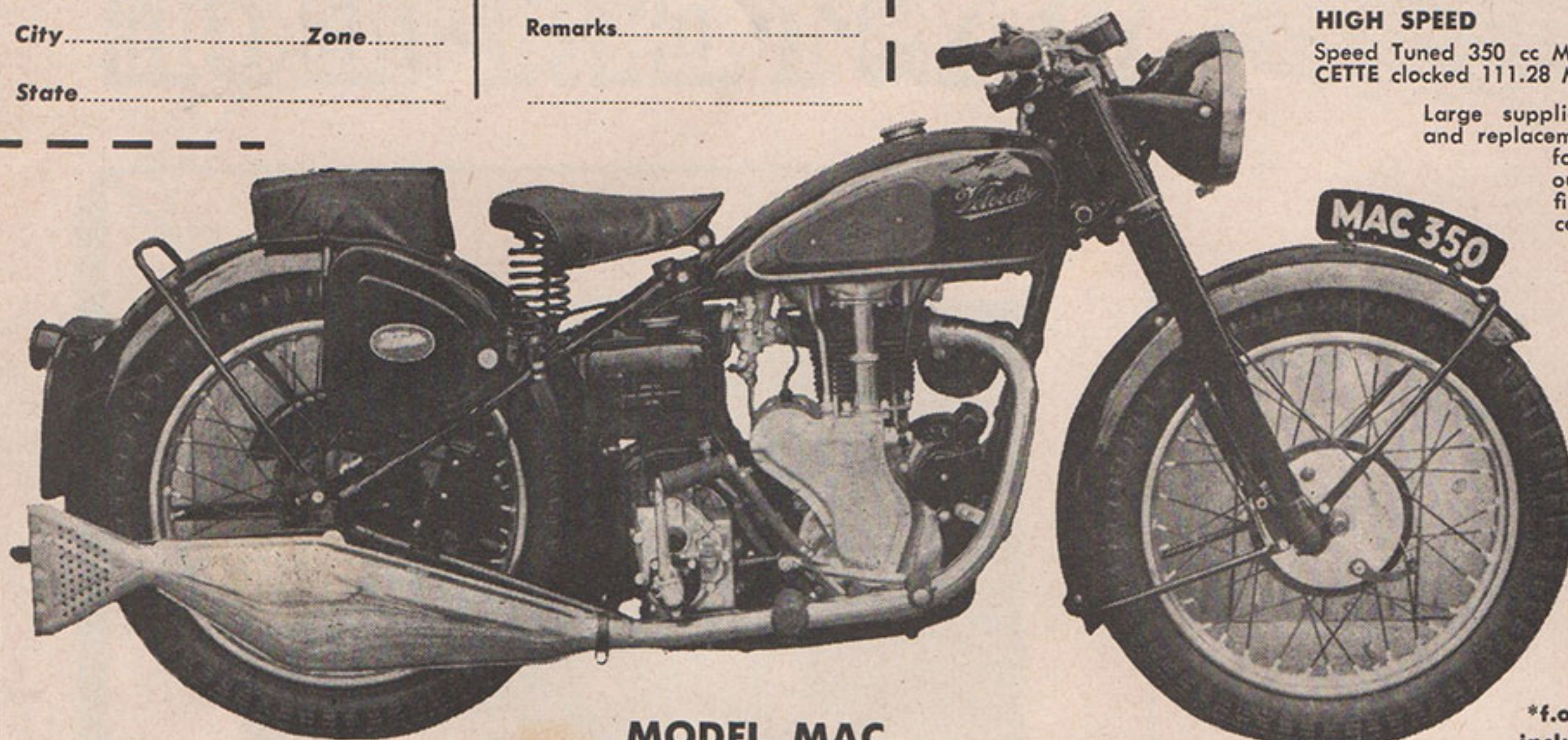
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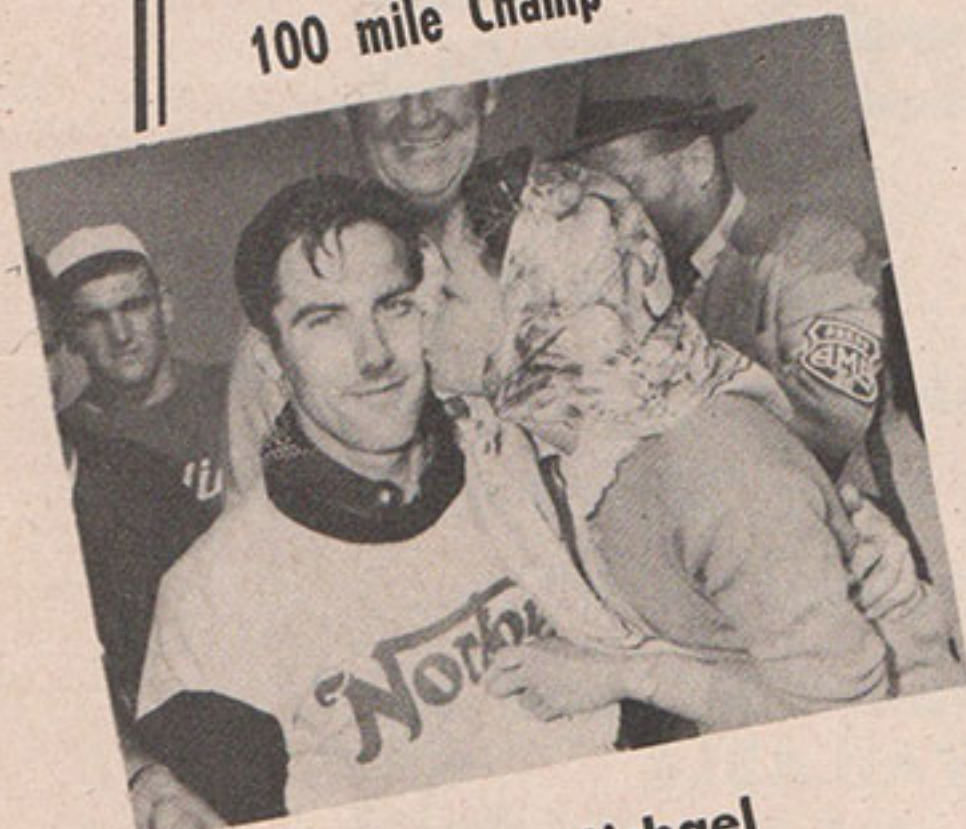
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## DAYTONA BEACH CHAMPIONSHIP—1951



Eager amateurs flock into turn in big numbers on first lap of the surf-side four-mile course. Improved condition of the turns made possible the torrid pace that established fastest times

# "I SAW RECORDS FALL" on Scorched Daytona Sands with H. A. Lawing

Photos by Jack Cansler

**M**EEET THE new Daytona Beach champions and record holders for 1951; Dick Klamfoth, 22-year-old farmer-rider from Groveport, Ohio, winner of the 200-mile National Championship American Motorcycle Association sanctioned speed classic, and Bob Michael, 28-year-old cement truck driver from Pomona, Calif., winner of the amateur 100-miler.

Both Klamfoth and Michael established new speed records for the Daytona Beach races. Michael, astride a British Norton, covered the 24 laps of the 4.1 mile course in 1 hour, 12 minutes, 41.22 seconds for an average speed of 82.54 mph to better the 1950 mark set by "Rod" Coates of Plainfield, N. J., on a Triumph, at 1 hour, 13 minutes, 50.59 seconds.

Klamfoth, determined to repeat his 1949 performance when he won his first 200-miler here, streaked around at a blistering pace to cover the long distance of 48 laps in 2 hours, 9 minutes, 15.71 seconds for an average of 92.81 mph, topping the old mark by almost an average of 4½ mph. The old

mark was set in 1950 by Bill Mathews of Hamilton, Ont. in 2 hours, 15 minutes, 42.41 seconds for an average of 88.44 mph. Klamfoth, too, was riding a Norton in this record-breaking performance.

For British made machines, it was the greatest victory in the history of Daytona Beach. The domination started in 1949 when Klamfoth placed first in the 200-miler, trailed by Mathews, and continued last year, when the Mathews-Klamfoth team reversed the 1949 finish to take a second one-two win for the Nortons. The 1951 finish was even more impressive. Of the first 15 finishers in Saturday's 100-miler, 12 were British machines, including seven Nortons, three Triumphs and two BSA's. In the 200-miler Sunday, the English powerhouses won 10 of the first 15 places for another sweep. These included the first seven finishers.

As for state domination, California and Ohio shared top honors in the 1951 parade of stars. Ohio claimed a one-two finish in the 200-mile thriller, as Bobby Hill of Columbus finished second to Klamfoth, just 20 seconds

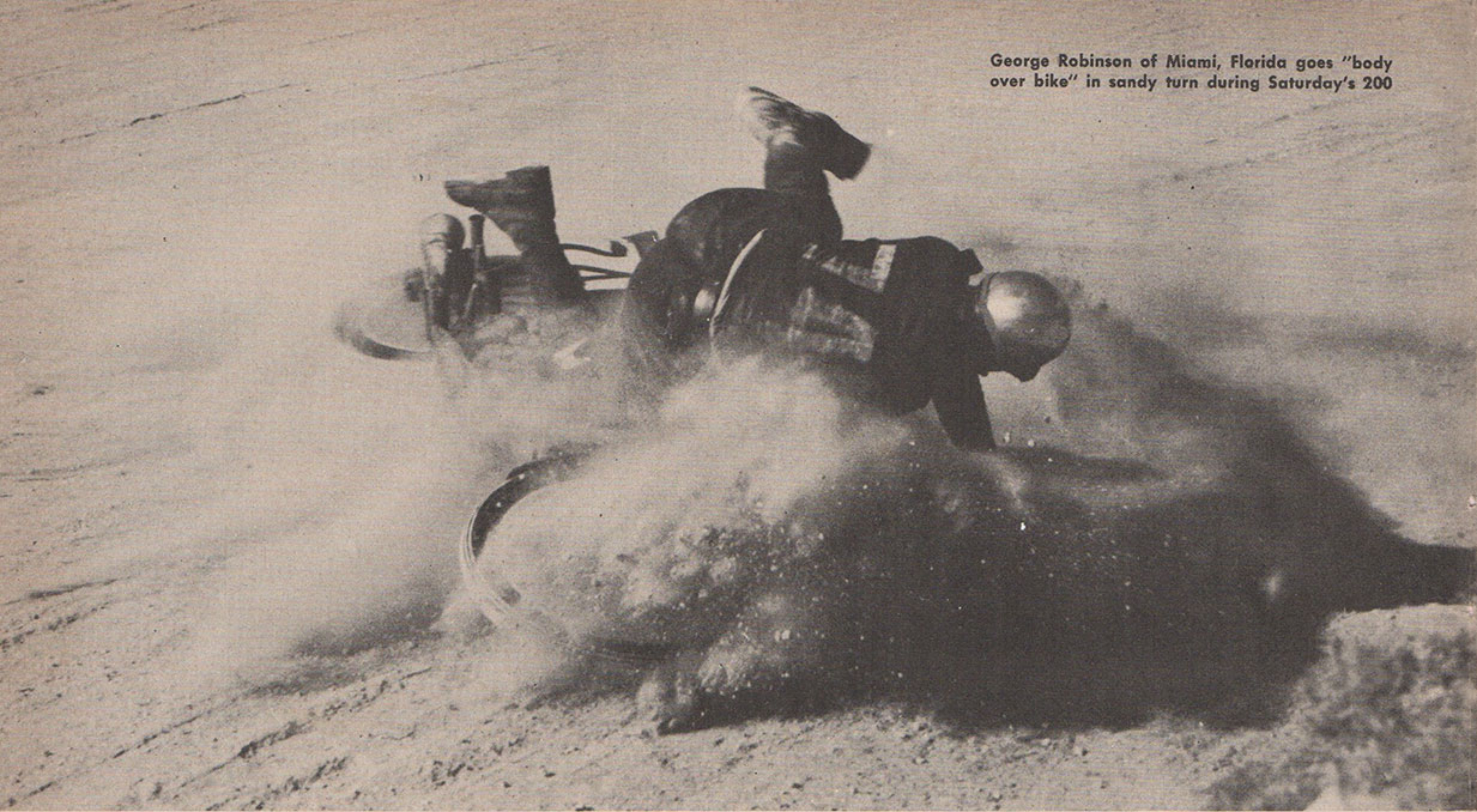
back of the checkered flag. California came in with the next four riders, taking third, fourth, fifth and sixth places. Tex Luse, the hard riding cowboy from Hollywood, provided more thrills than any other individual with his sensational swings through the banked turns that lead from the beach to the paved highway. Tex took third place in the 200 miler.

Don Bishop of Torrance wound up fourth with a Triumph, while Don Evans, sensational 22-year-old star from Highland, roared home in fifth place—and, incidentally, with a No. 5 on his machine. Evans was making his third appearance in the Daytona classics, having finished first in amateur 100-milers in 1948 and 1949.

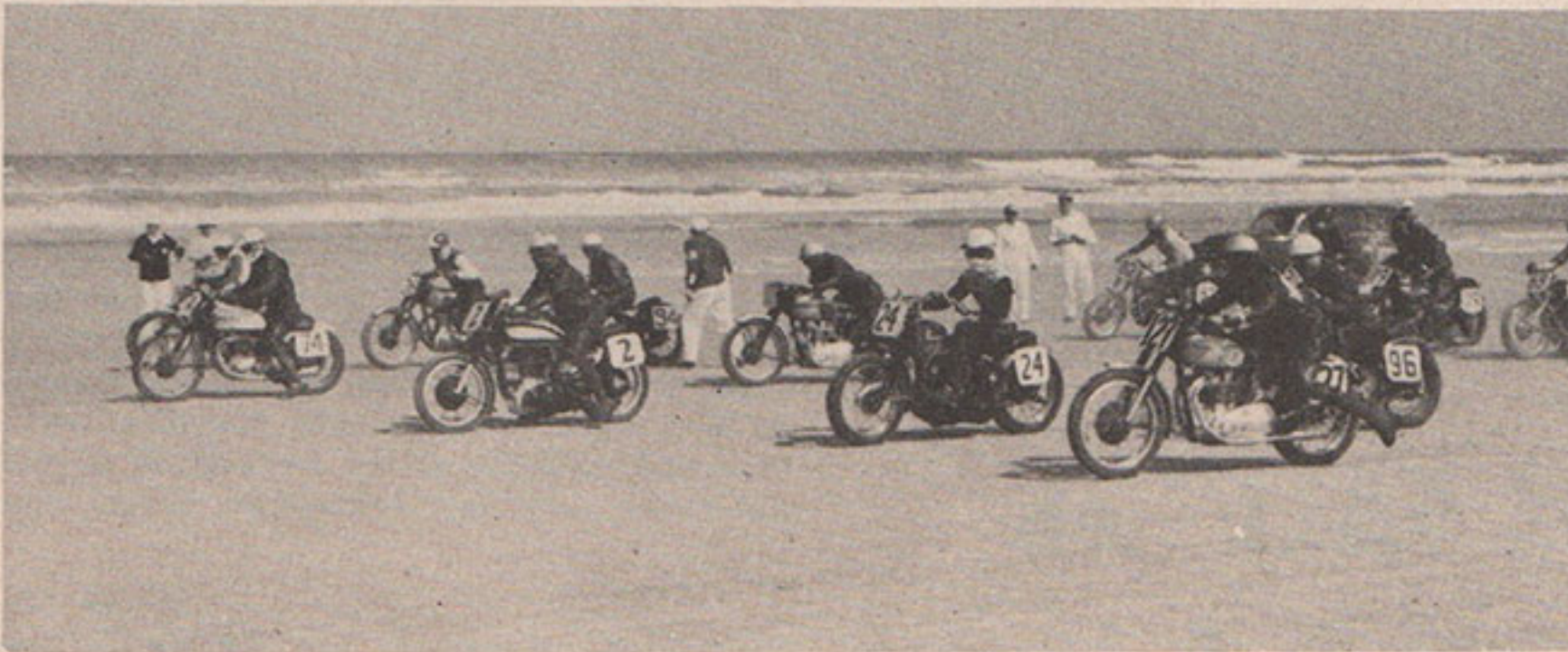
Sixth place went to veteran Ed Kretz, Sr. of Monterey Park, winner of the first 200-mile motorcycle race staged at Daytona in 1937, and still rated as one of the top threats of motorcycling. Kretz took a spill on the north turn during the latter stages of the race, when another machine clipped his rear. The spill apparently cost Kretz third place in the race. He was riding a British Triumph, giving the Triumph machines three of the first six places to even up the score with the Nortons.

In addition to the races which attracted some 25,000 spectators, other events highlighted the week's motorcycle race program

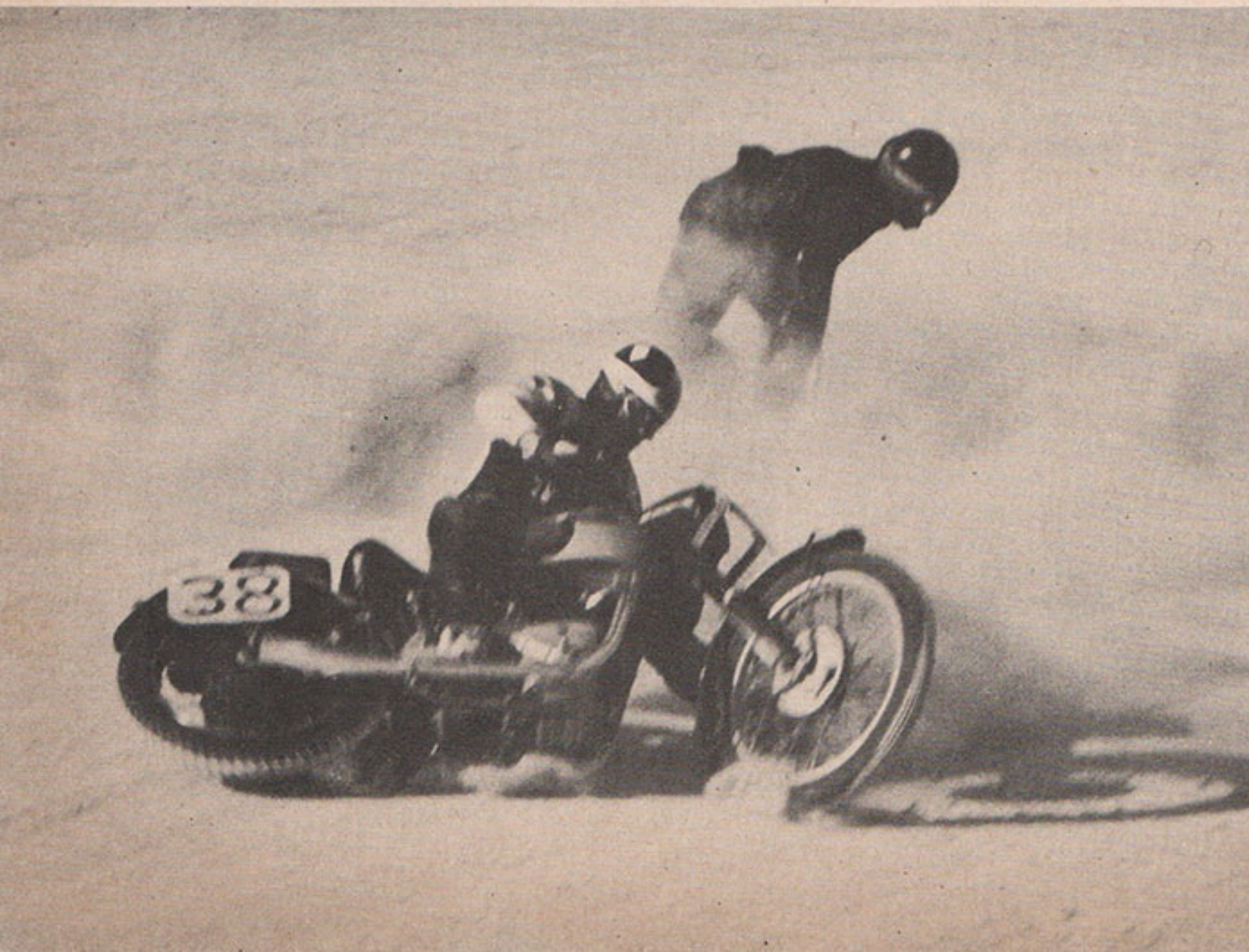
George Robinson of Miami, Florida goes "body over bike" in sandy turn during Saturday's 200



BELOW, Feet fly and wheels spin as flag comes down at the start of America's number one motorcycle classic. Course is pavement and sand



BELOW, "Pappy" Ed Kretz and Bob Harned tangle bikes on the 33rd lap of the 200 mile expert, both landing on their whatchamacallits



in Florida. Bill Tuman, the tall, slender veteran rider from Rockford, Ill., was awarded the E. C. Smith trophy as the most popular rider of 1950. Mrs. Dorothy Robinson of Detroit, Mich., was named as the most popular and typical girl rider of the 1950 season. She was also awarded an attractive trophy by the A.M.A. Mrs. Robinson, president of the Motor Maids of America, was the second to receive this high honor. The first award of this type went to Pat Boatright in 1950.

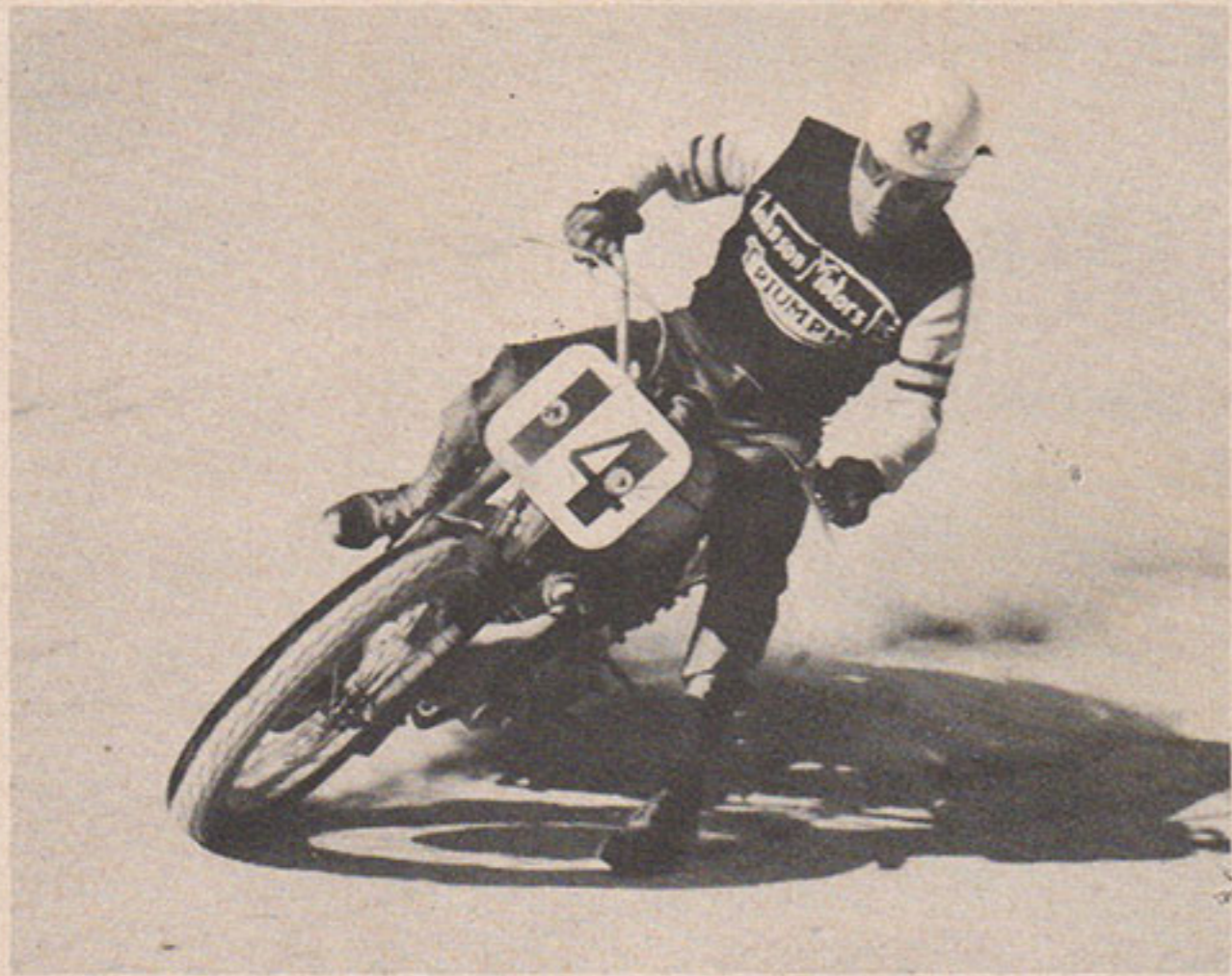
Policing of the crowds was handled better than ever before, in the opinion of Secretary Smith, who paid tribute to Bill France, director of the Daytona Beach races. As for the



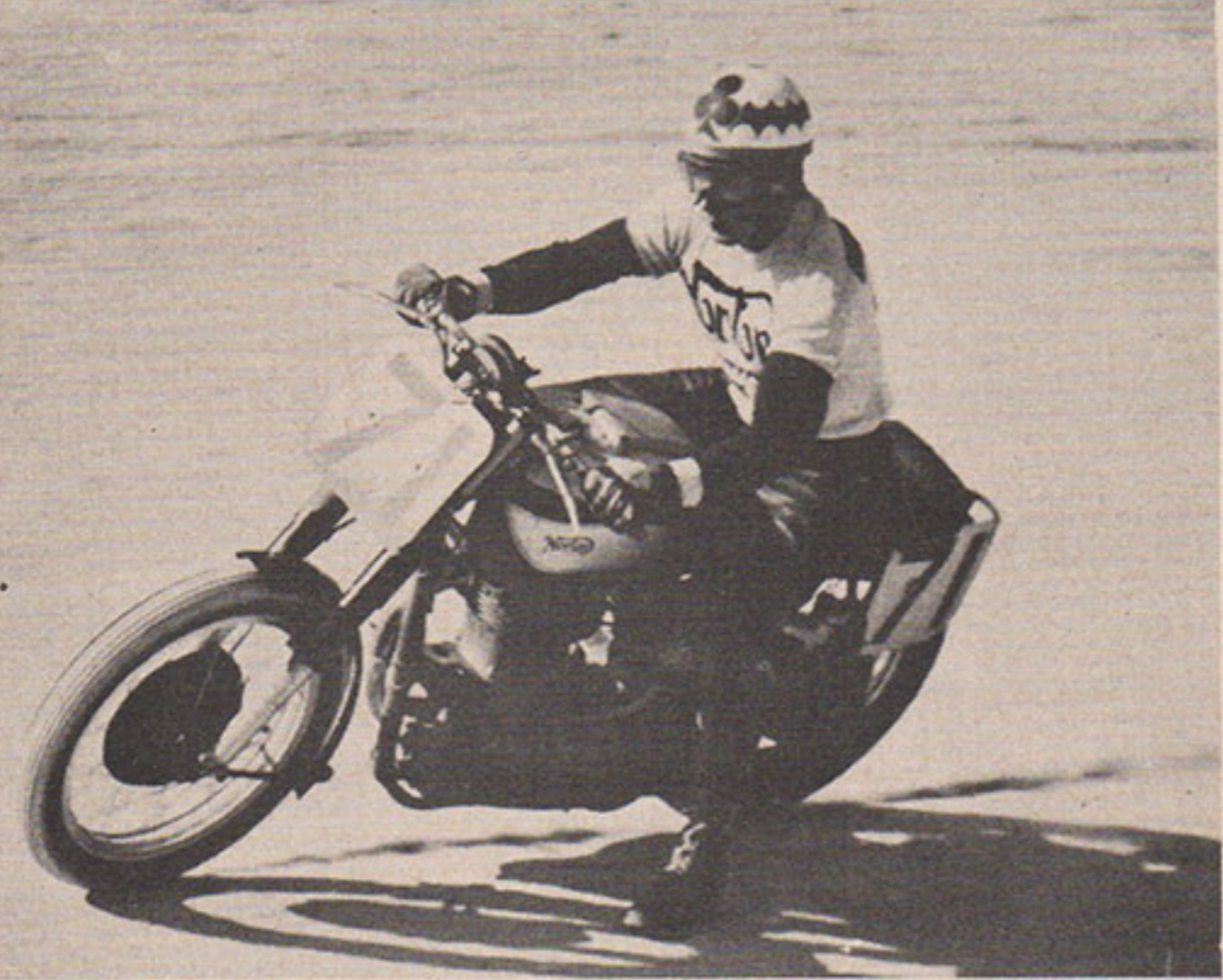
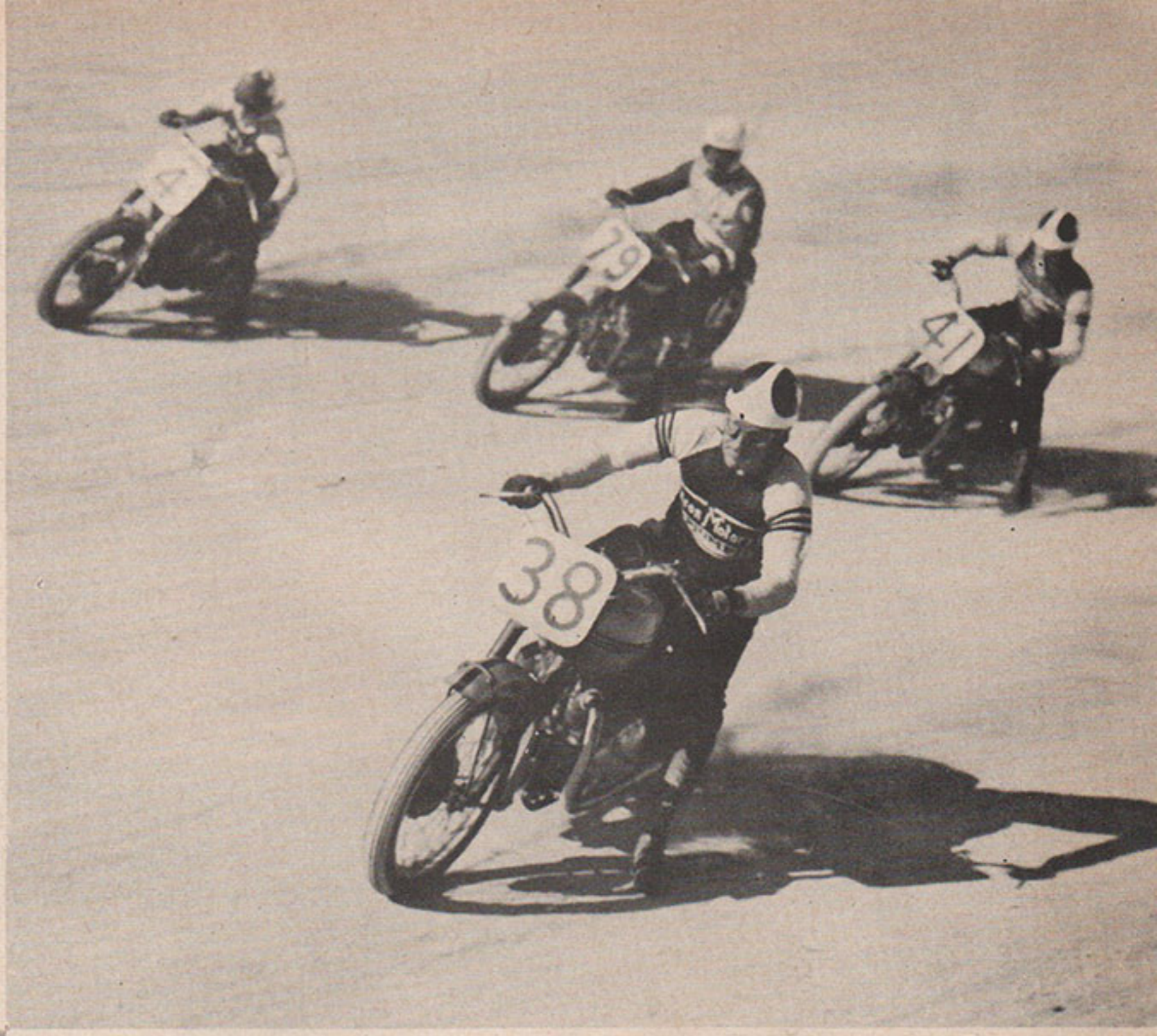
ABOVE, Smoke is coming from Dick Curtner's Norton, which blazed up while being refueled. Dick escaped without burns and was back in the race, only to go out with broken chain



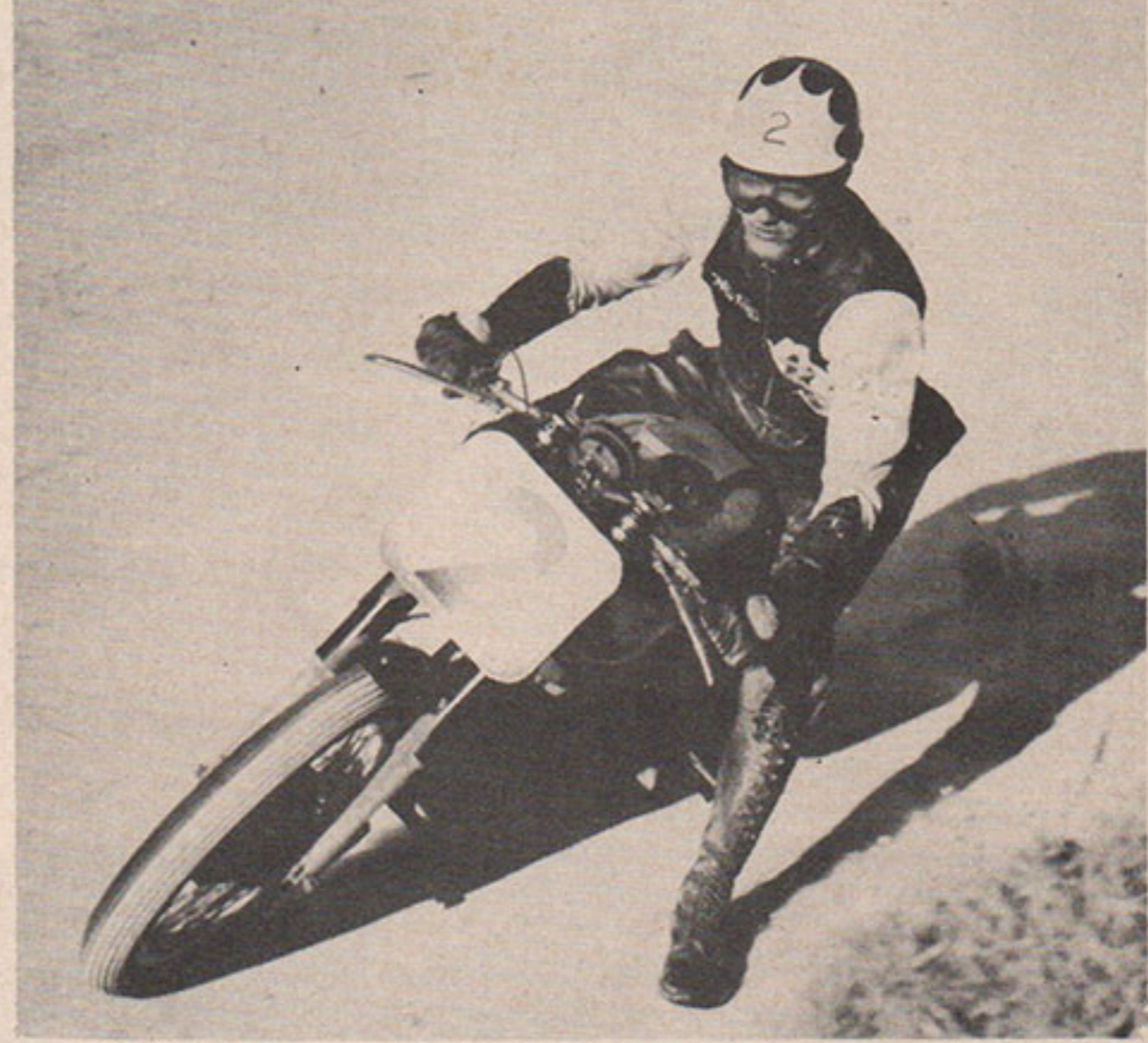
RIGHT, Here's the father-son combination swinging into the north turn. It's Ed Kretz Sr., No. 38, as Eddie Jr., No. 41, wards off the wolves from behind. Also shown are Joe Weatherly, No. 4, and Walt Fulton, El Paso, Texas, No. 79



ABOVE, Here's the rider who provided more thrills in the turns than any of the rest. All eyes were upon "Tex" Luse as he blasted the soft sandy corners in his sensational half-mile style



ABOVE, Little Bobby Hill picked off second place in the 200. Consistent riding finally paid off



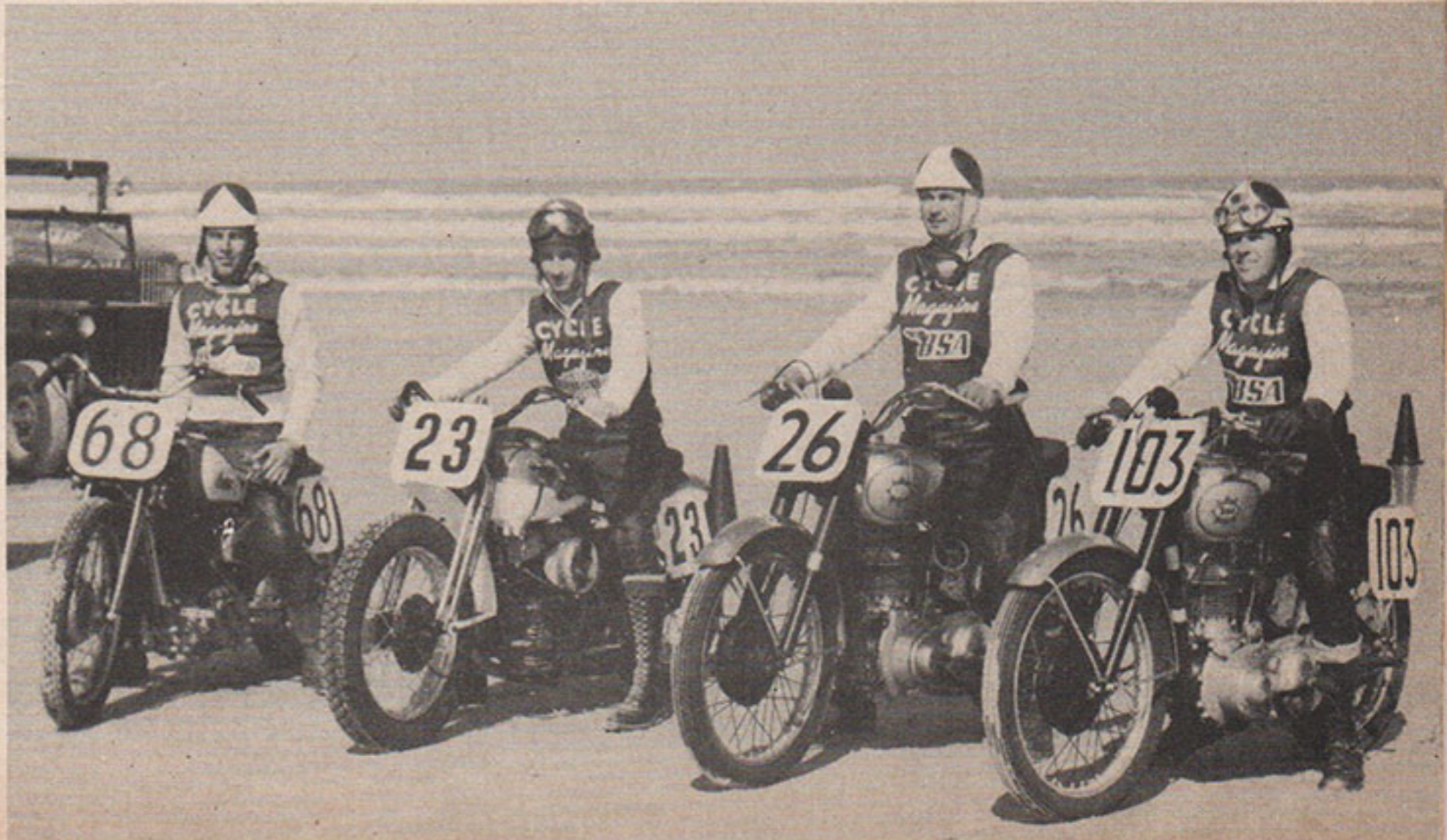
RIGHT, Klamfoth comes forth to take first place. Except for one pit stop, Dick was never passed

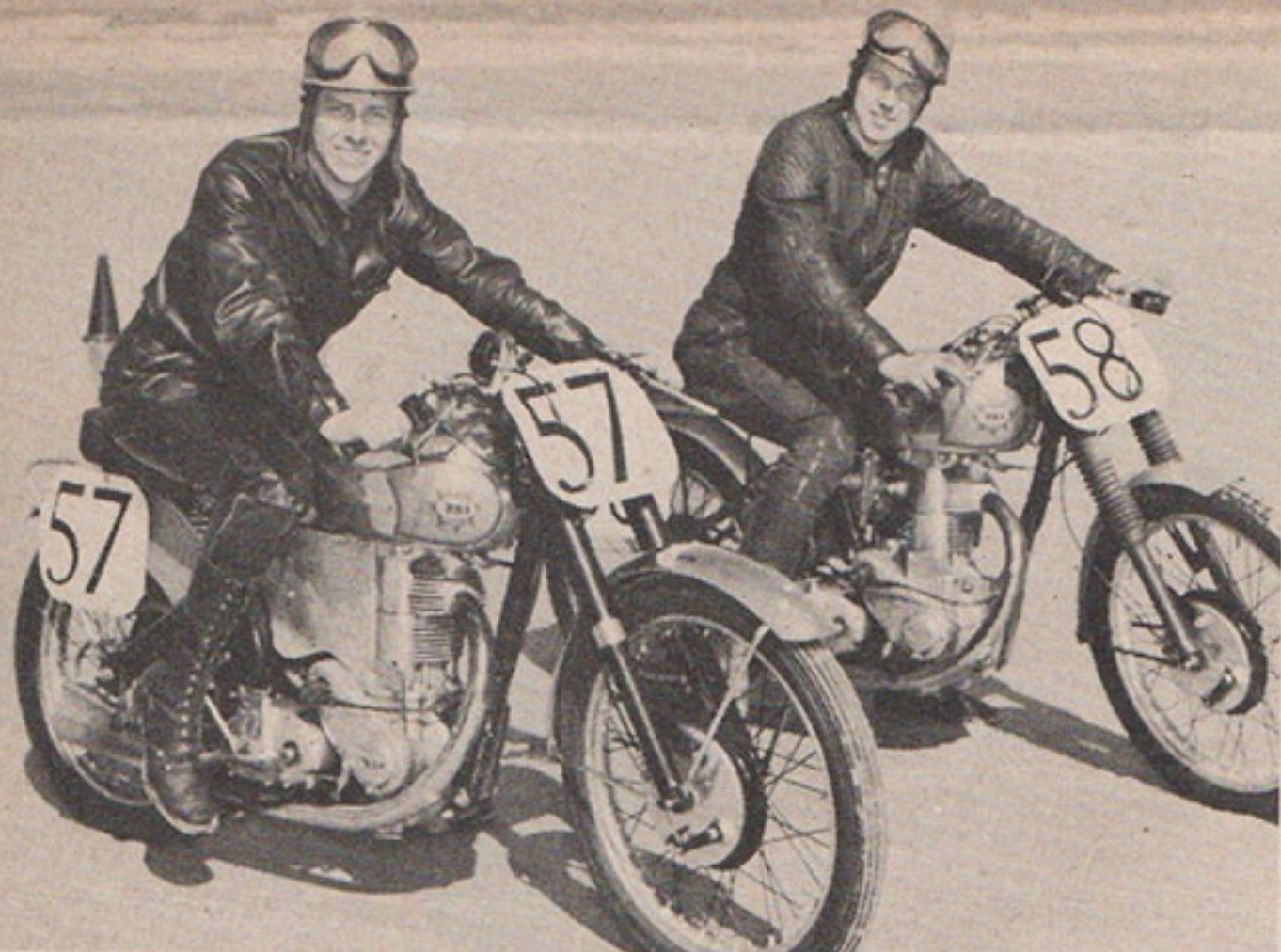
two races, the events are records which future riders will have to do well to better.

Klamfoth's sizzling pace was due to the excellent condition of his machine, which for weeks had been serviced by England's master mechanic and engineer, Francis Beart, assisted by Jim Hill of the Indian Sales Corp. The fine condition of the banked turns of the 4.1 mile course made it possible for better time in the turns, speeding up the race.

Klamfoth's terrific stride also made it a difficult race for the other entries, and as a

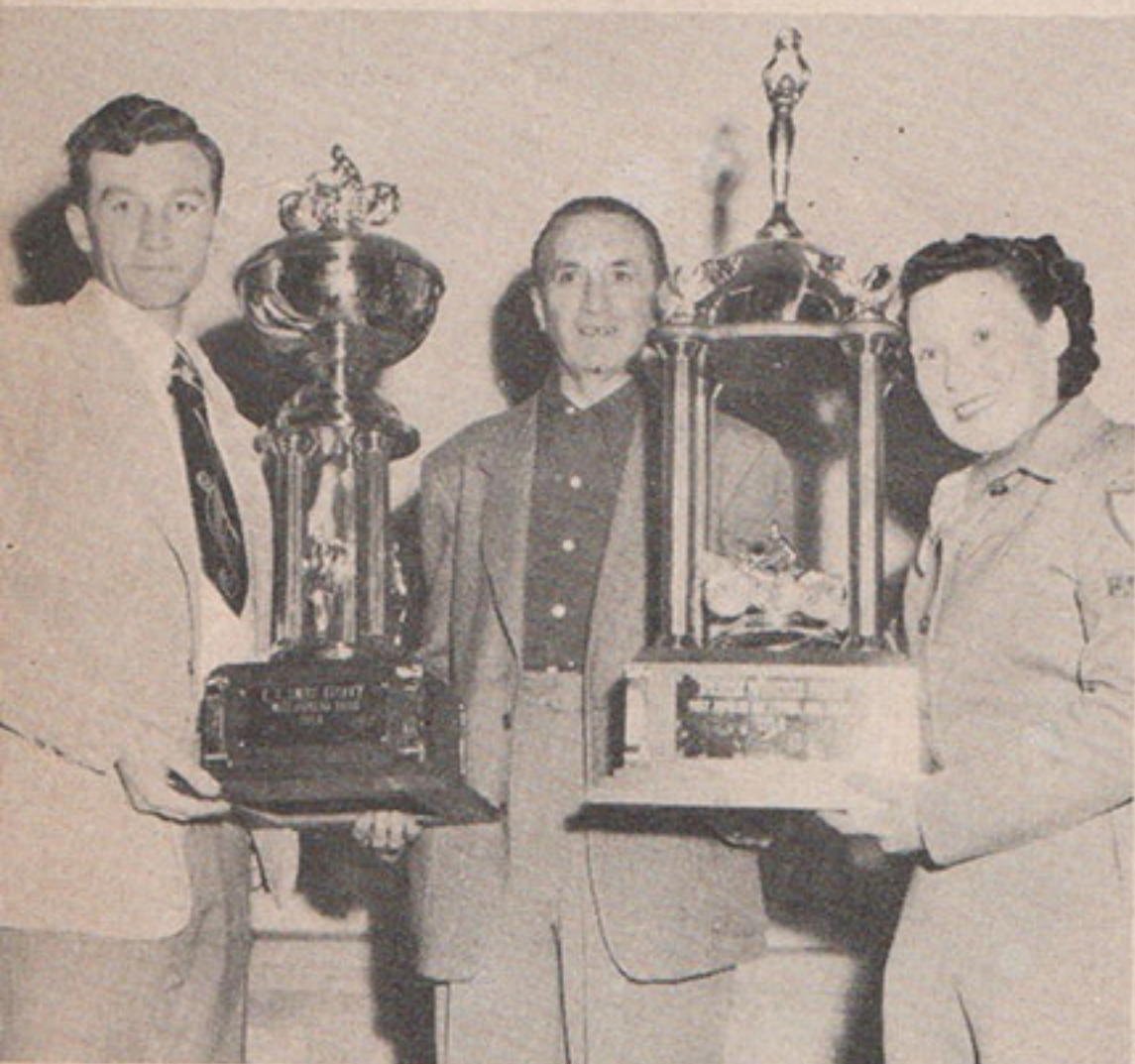
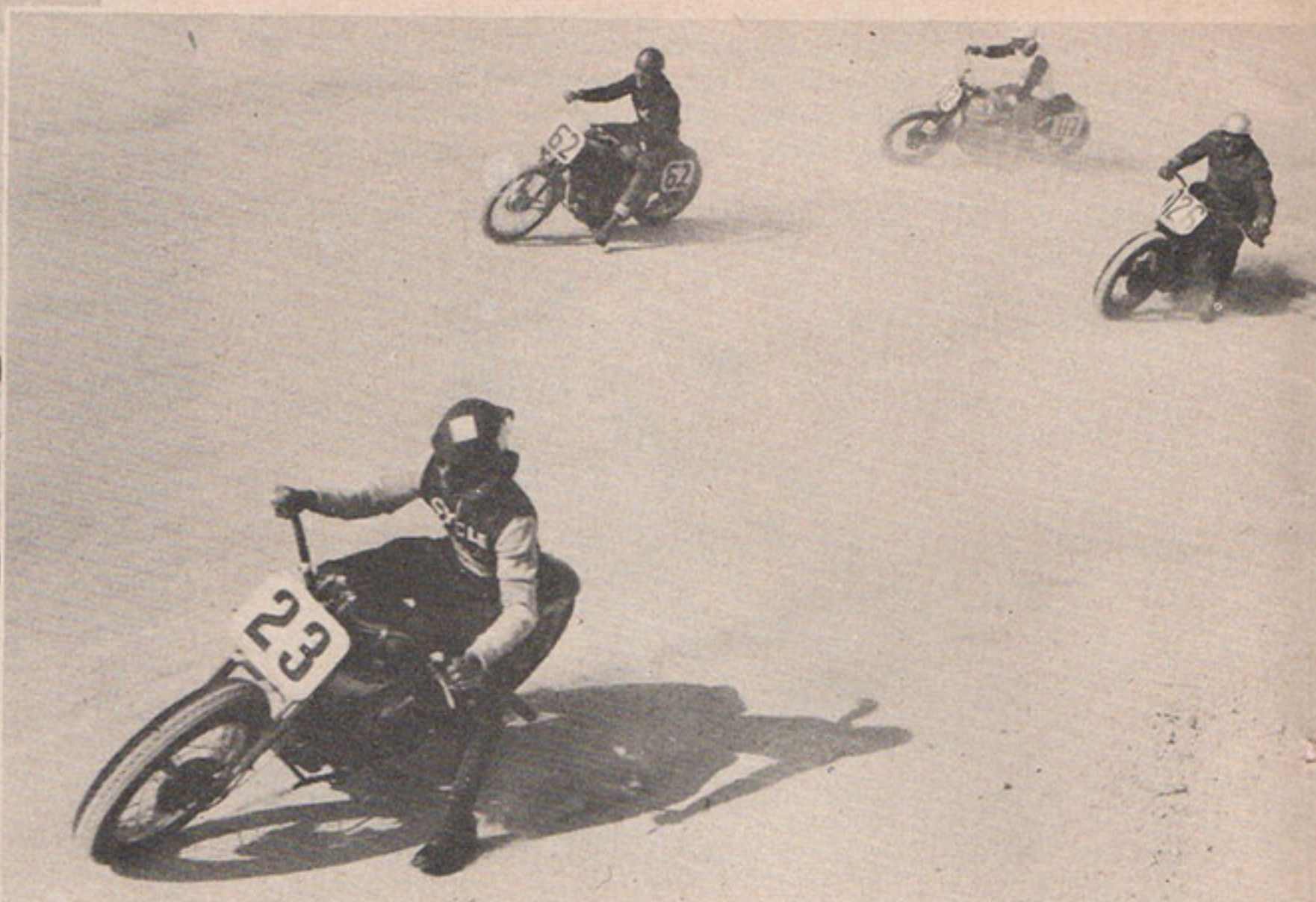
RIGHT, CYCLE Magazine's colorful Daytona challengers wait by natural surf crash-wall. Flying blue and white colors: L. to R. Butch Wininger, Indian 45; J. D. Walthall, Har-Dav 45; Blackie Bullock, BSA 30.50; Don Halley, BSA 30.50. Bullock held lead in opening laps of amateur event. "Playboy" Halley blasted from 66th up to 4th position in the first lap of experts





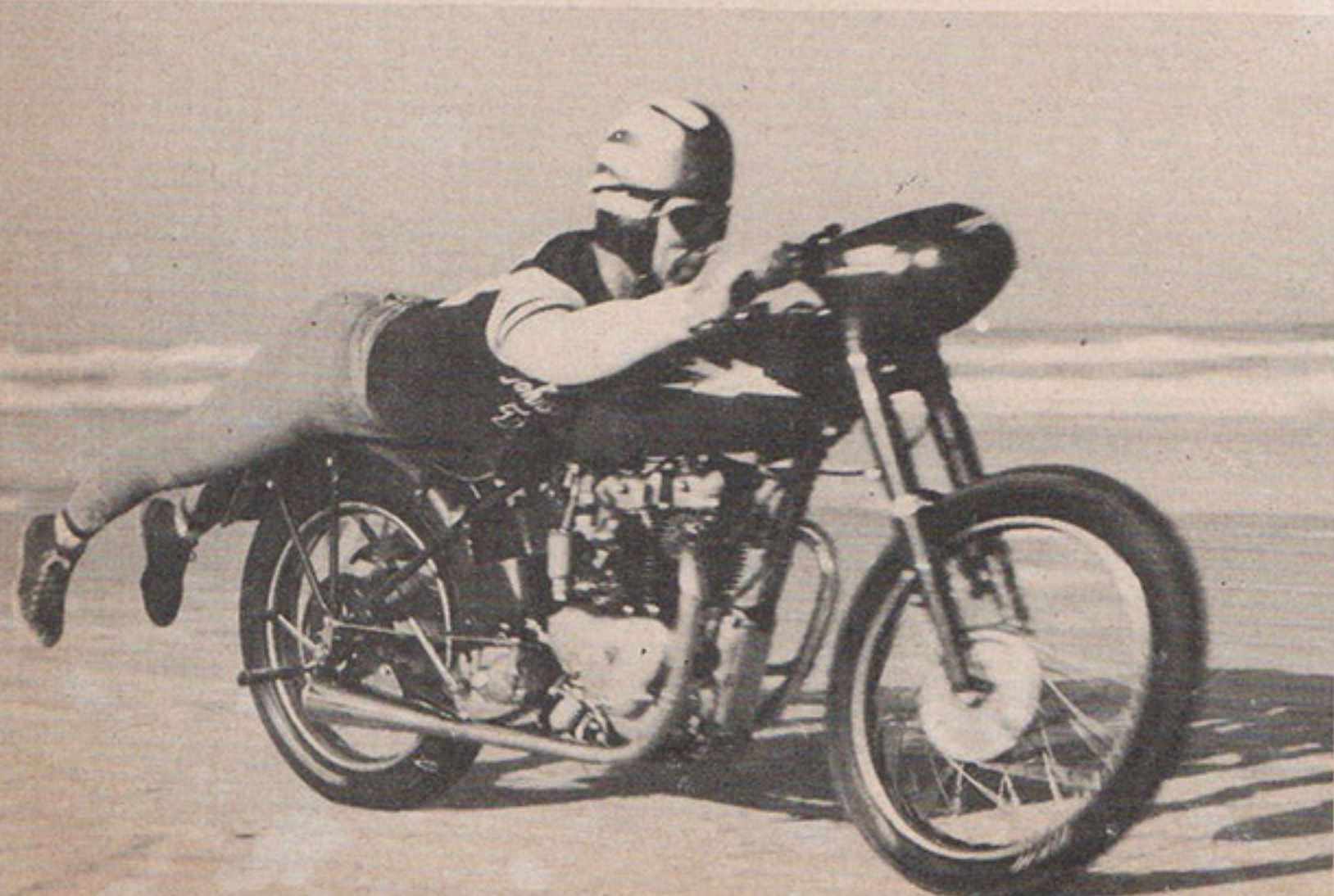
ABOVE, The "Flying Swede," Bo Skoglund, No. 57, finished 6th in the 100 miler. Harold Wallmon retired with mag trouble. Skoglund, in U.S. only two years, has been signed by BSA

RIGHT, J. D. Walthall, CYCLE team rider, Daytona veteran, pulls Bill Boyd into fast corner



ABOVE, Riders Bill Tuman and Dot Robinson had what it took during 1950. Bill, Rockford, Ill., was voted the most popular A.M.A. rider and Dot, Detroit, Mich., was titled the most popular and typical U.S. girl rider for the year. National A.M.A. secretary, E. C. Smith, center, made the handsome trophy presentation during Daytona festivities

RIGHT, Here's what made a winning combination click in the Daytona 200. It's the same pit team that serviced cycles for Dick Klamfoth and Bobby Hill, at work refueling Bill Tuman's machine. In 15 seconds, gas and oil were filled and clean goggles supplied. Frances Beart, left



result of the fast pace, the number of machines finishing was limited. Only 28 were still under way at the end of the race, even though 107 started the 200-mile challenge.

One of the top accidents of the Sunday race happened just after the finish. Heinzmann, streaking by Referee Davis to get ninth place, plunged 20 feet through the air over the outside bank of the south turn. The "Yankee" rider never let up, entering the turn as the bike soared through the air, sending the rider to the hospital for treatment.

Plenty of additional action took place during the afternoon. Curtner swept into the pits for fuel, but his machine blazed up as the gas touched the heated motor, and later the speedster, who finished second in the 100-mile amateur the previous year, was forced out on the back stretch as his chain flew off.

Eddie Kretz, Jr., second youngest rider—will be 19 in May—had a busted gas tank that left him stranded along the paved back stretch. Harry Pipher of Orleans, Ind., oldest

(Continued on Page 34)



ABOVE, Handsome Bob Michael of Pomona, Calif., was amply rewarded for winning the amateur 100 miler; he's seen here receiving partial payment from his very pretty wife, Patti



LEFT, 132.84 mph was the fastest time set by Bobby Turner of Pasadena, riding a 40 cu. in. Triumph, on his record-breaking flight over Daytona sands, prior to the big two-day meet. On his return run, Bobby hit 125.65 mph, thereby averaging for the official 2-way trip 129.245 mph, to establish a new class A straight-a-way mark for 40 in. bikes. The following day, he also set a new class C record of 118.40 mph. Tuners of the machine were Cal Makela and Don Ayriss of Johnson Motors

# NEW YORKERS ON FRIGID MIDNIGHT FROLIC

PINK DELIVERS "DEEP FREEZE" AGAIN

Text by Jim Claxton

THE SPONSORS of few competitive events today, can boast of their 32nd annual run. However, this is the claim of the Crotona Motorcycle Club with their Midnight Run. Unusual again, is the fact that the entire 188 mile route is laid over macadam and concrete roads.

Only hitch in the whole affair is that the roads are covered with a solid sheet of ice and riders are compelled to fight bitter, near zero temperatures. For the solo boys to stay right side up under these conditions requires the utmost tact and skill. But even so, most of the lads risked vulnerable full fenders and shields to combat the numbing elements.

Had not the weatherman provided a couple of inches of snow and sleet just prior to the start, there is no question that this year's entry list would have been a yard longer;



Late again. Riders start a minute apart, should stay apart by riding on schedule, occasionally bunch up. Note small Puch tanks on Triumph

but even under such miserable conditions, 29 hearties from the Metropolitan area, turned out complete with all the body insulation that could be packed on their back and still be able to move about.

Due to the tractionless, glazed condition of the roads, the original schedule of 30 mph was dropped to 24. Run entirely over numbered highways, the course was completely unmarked and the contestants guided only by individual route cards.

As might be expected on an ice run, many sidecars were in evidence, but strangely enough the solo men seemed to have better control on many of the steeper ascents. 10 hours after the midnight start, 23 of the original 28 entries checked in at the Crotona Clubhouse for a thorough thawing out and swapping of yarns before breakfasting and hitting for welcomed home.

This year's event was won by Don Pink, Harley-Davidson, for the 3rd time out of 4 consecutive midnight runs, with a score of 998, thereby securing for himself ownership of the immense Regpink solo trophy.



ABOVE, Numb fingers scribble "Don Pink," winner of the Crotona M/C Midnight Run. Under Circumstances, competition equipment included full fenders, shield, and crash bars

LEFT, Pete Rizzo, checker, was interested in hack team's intercom system. Earphones and mike enabled passenger to converse with pilot enroute, watch clock, read map

## RESULTS

Highest Score Winner		Points
Don Pink	Harley-Davidson	45 998

Class "A" Solo Winners		Points
Gene Baron	Harley-Davidson	996
Lou Batori	Triumph	990
Frank Schultz	Triumph	969

Class "B" Novice Solo		Points
Arnold Smith	Harley-Davidson	991
Joe Chevola	Triumph	989
"Tex" Gutmann	Harley-Davidson	986

Sidecar Class		Points
Dick Fosbeck	Harley-Davidson	993
Al D'Alessandro	Harley-Davidson	992
Al Schultz	Harley-Davidson	986



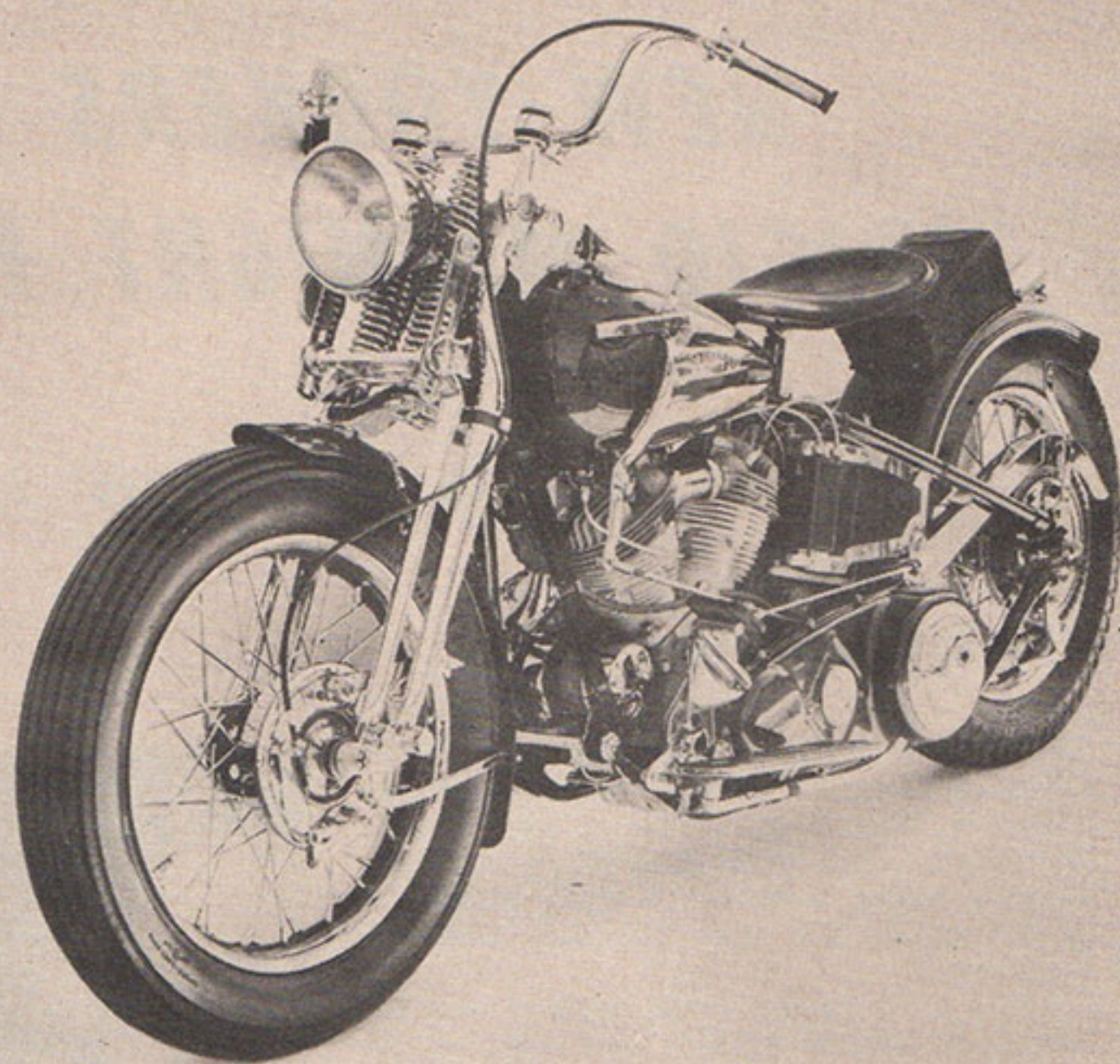
Photos by Sidney Bloch

LEFT, Such confidence—at an emergency check, too! BELOW, C. McCutchen and J. McCoy naturally had twice as much fun, rode two on Beeza

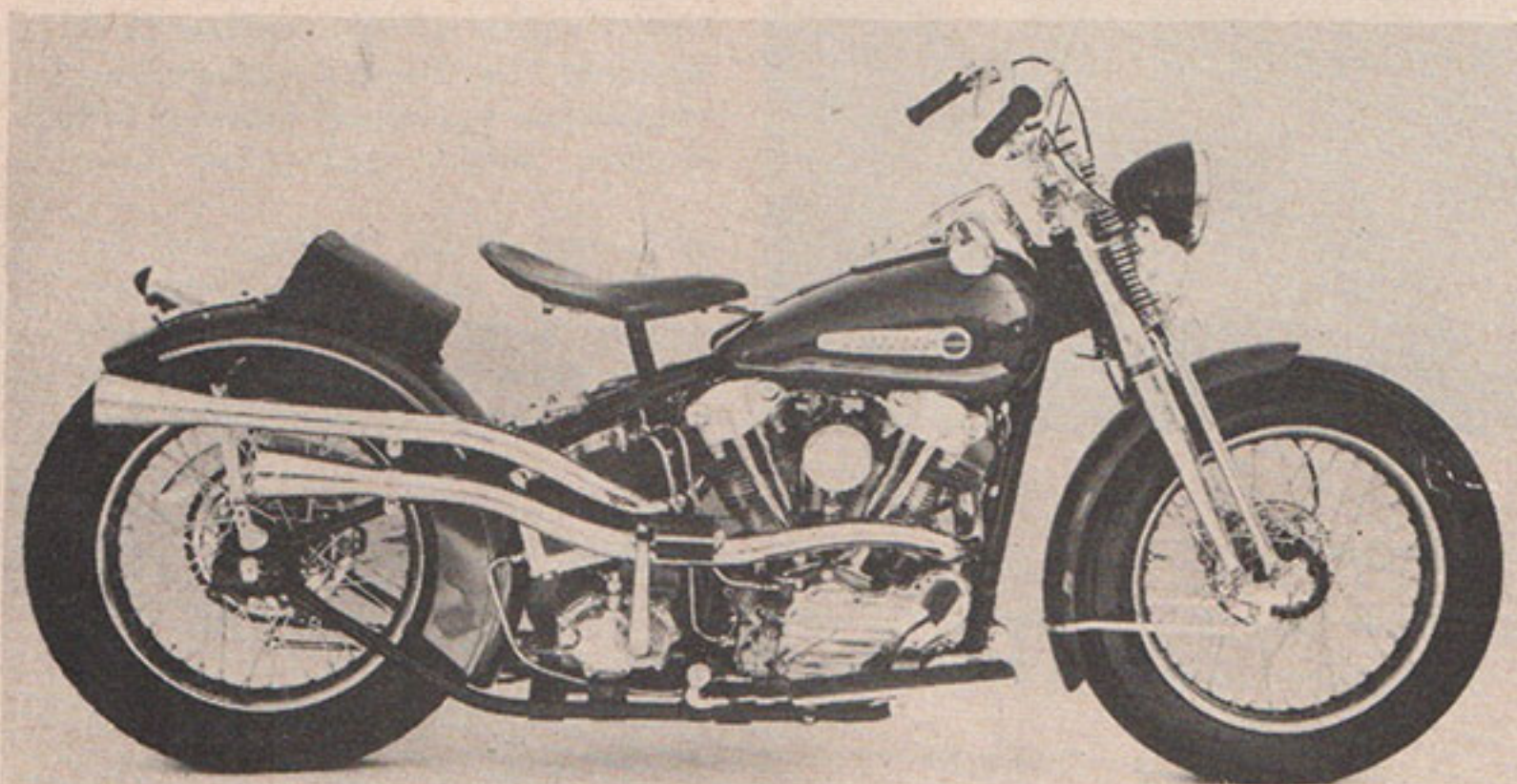


# FANNIFF'S FANCY

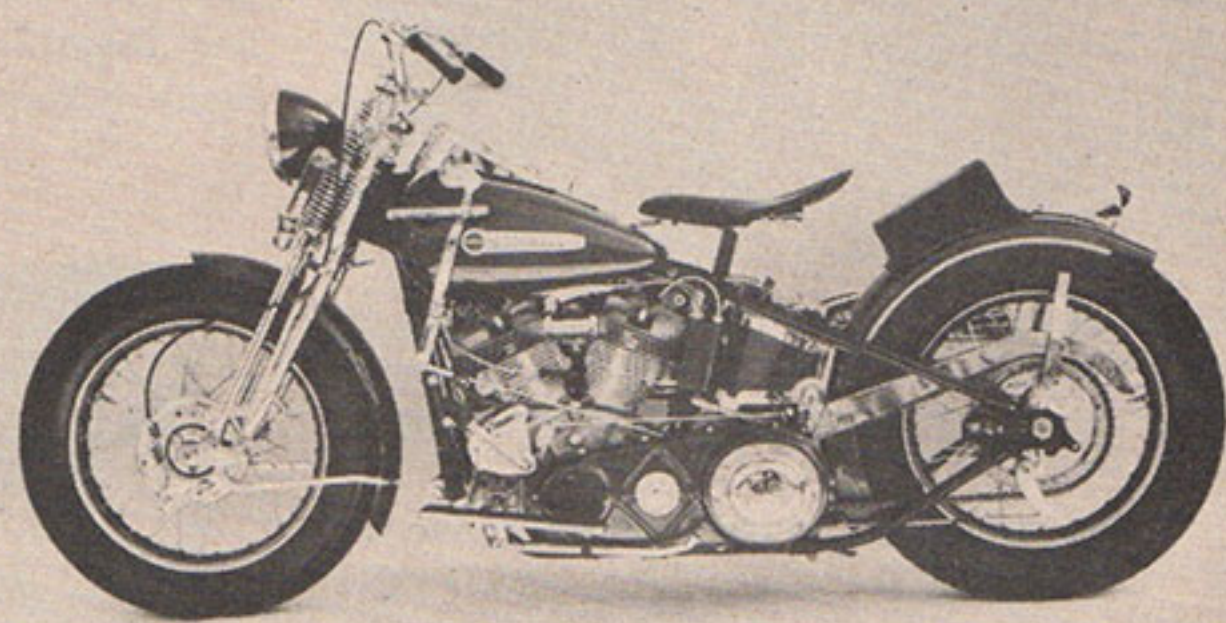
OLD DOBBIN TRANSFORMED  
INTO DASHING THOROUGHbred



ABOVE, Bob Fanniff, motorcycle policeman from Glendale, Calif., has definite ideas about dolling up a bike. Starting with a stock '47 Harley-Davidson ohv job for which he paid \$425, Bob promptly dismantled it to the last bolt and headed for the platers. Care was taken not to over-chrome, fault of many motorcycle perfectionists. Note phosphorus bronze-plated heads



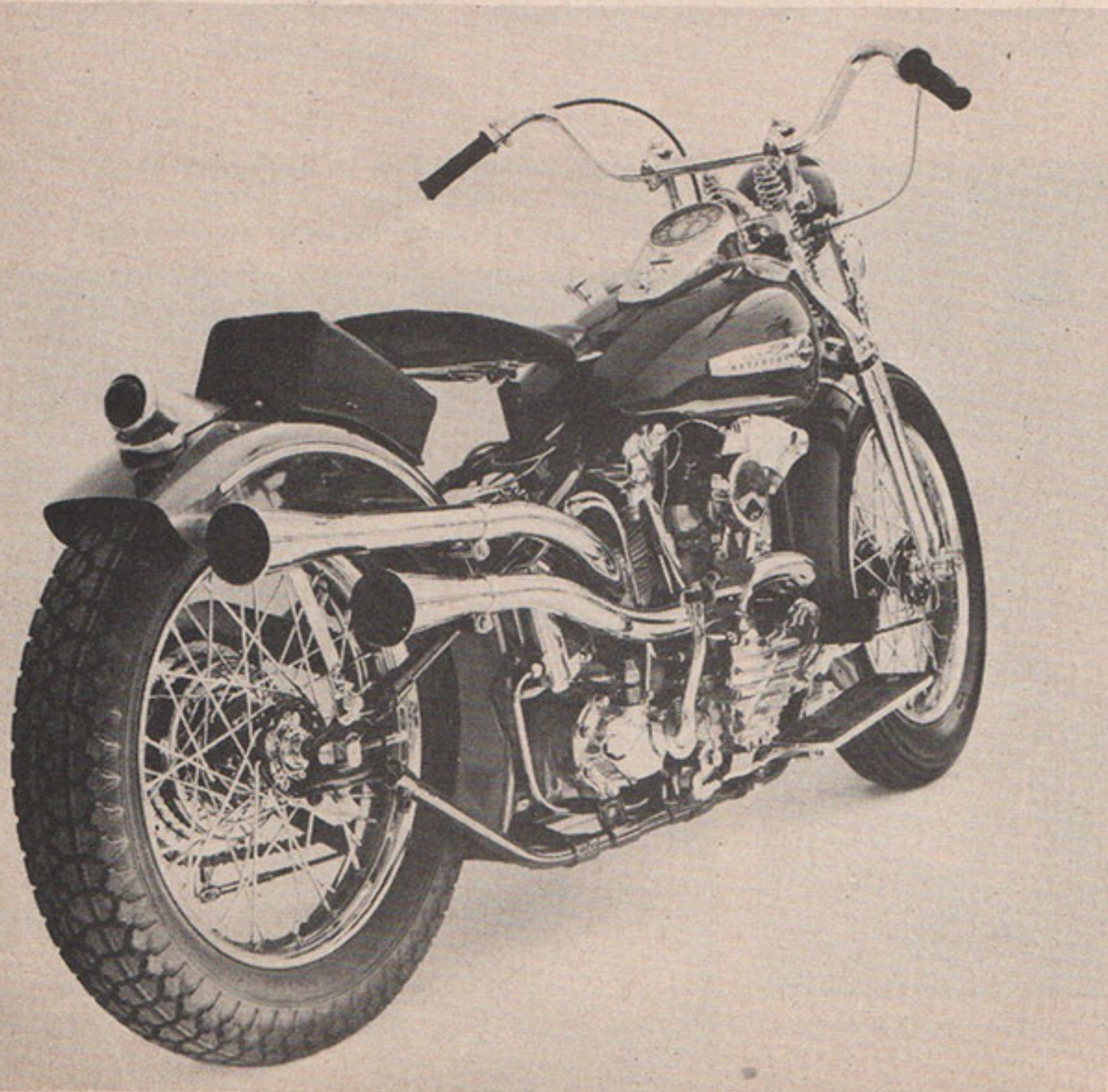
LEFT, Sweeping dual stacks were pieced together from 16 separate sections of seamless tubing by friend, Kimmy Ellis, cost \$75. Diminutive custom air filter has restriction equivalent to stock cleaner, allows more engine to be seen. Intake system and carburetor are polished. By increasing the rake of the front forks by 3°, better handling at higher speeds was achieved



Photos by Zelenka

ABOVE, Two months at hard labor, then this. Customized jewel now represents \$775 investment, Fanniff has been offered a thousand. Eighteen inch wheels and sport fenders make bike handle quicker, appear shorter. WR racing saddle and pillion pad allow more leg freedom, shifting of weight to rear wheel. Sparkling show-piece is a high stepper, hits over 100 mph

LEFT, Looking along the better part of a \$140 chrome plating job, emphasized by deep metallic maroon finish. Flanders No. 0 bars with 4 inch risers, and old VL floorboards were selected for comfort. Pride of ownership is paramount; counting each polished spoke, bike takes a day to shine. Almost apologetically, Fanniff admits one fault—"No sealed beam headlight"



# CATALINA READIED FOR GRAND NATIONAL CYCLE COTILLION

**FAMED ISLAND RESORT TOURED BY OFFICIALS—**

**RACE DATES SET FOR MAY 5th and 6th**

CATALINA Grand National Cycle Cotillion, a road race to be held on Santa Catalina Island, has all the earmarks of reaching the proportions, nationally and internationally, of the Isle of Man and Daytona Beach classics. Seldom before has the motorcycle fraternity been in such a favorable position to promote a race so capable of widespread success.

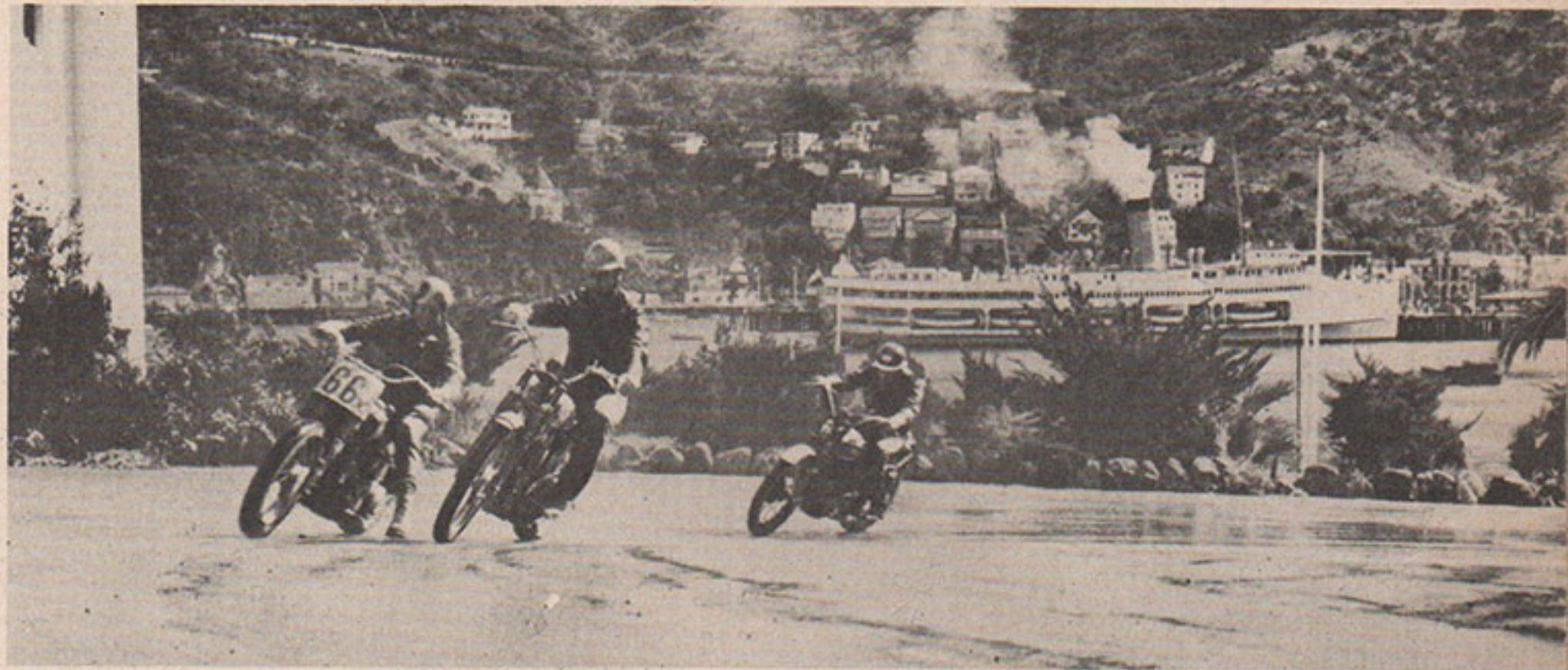
Scheduled for May 5th and 6th, the contest will feature a 50 and 100 mile race. Saturday, May 5th, 125 and 250 cc bikes will roar over the twisting 9 mile course, and then on Sunday, the big machines will compete for the Grand Sweepstakes Award.

**BELOW, Upon second glance you may be able to see special equipment (bikes) used to blaze Cotillion trail. The girl? Oh, that's June Burrough**



Photos by C. A. Petersen

**RIGHT, The trio gears down for a cautious pass underneath the arches at slippery Pavillion Bend, then up into winding hills over diversified course**



**ABOVE, Wet pavement offers little traction to Swede Belin, Del Kuhn and Aub LeBard as they race out of Avalon on spin over island resort**

Present indications are that the Island will be visited by some 15,000 to 20,000 cycle racing fans during this two day show. Arrangements have been made with Catalina officials for transportation, so that spectators and contestants may reach the Island by ship, water taxi or United Airlines. Total fare, which includes membership in the Catalina Island Club, program, and souvenir pin, totals \$8.80, but to those who send a check or money order to Wesley Drennan, 5305

*(Continued on Page 32)*



**For two days on Catalina, street racing will be legal. Traffic cops will have a new job; protecting racing cyclists from darting pedestrians**

### FACTS AND FIGURES

**DATE . . .** May 5th and 6th  
**TICKETS . . .** \$7.50 including fare by steamer or water taxi. Airplane \$1.00 extra. Purchase tickets from local dealer or send check or money order to . . .  
**Wesley Drennan**  
 5305 Brittain  
 Long Beach, Calif.  
**SATURDAY . . .** 125 cc to 250 cc 50 mile race. Dance at pavillion in evening.  
**SUNDAY . . .** Victor McLaglen Drill Team stunt show in morning, followed by Sweepstakes Race (over 250 cc event)  
**OVERNIGHT ACCOMMODATIONS** write to . . .  
**Bill Krug, Box 41, Avalon, Calif.**





Photo by Chet Phebus



Photo by Bob James

ABOVE, Coming off the hill was tedious because of treacherous angle of the course. Cycles with low clearance were at a handicap here

LEFT, "The pit," soggy sump on highest hill, resembled an erupting volcano. Few riders cleaned this obstacle consistently. Some did, usually won

# AXLE DEEP . . . .

NIGHT OWLS HOOT AT LINCOLN PARK

Text by I. C. Emall

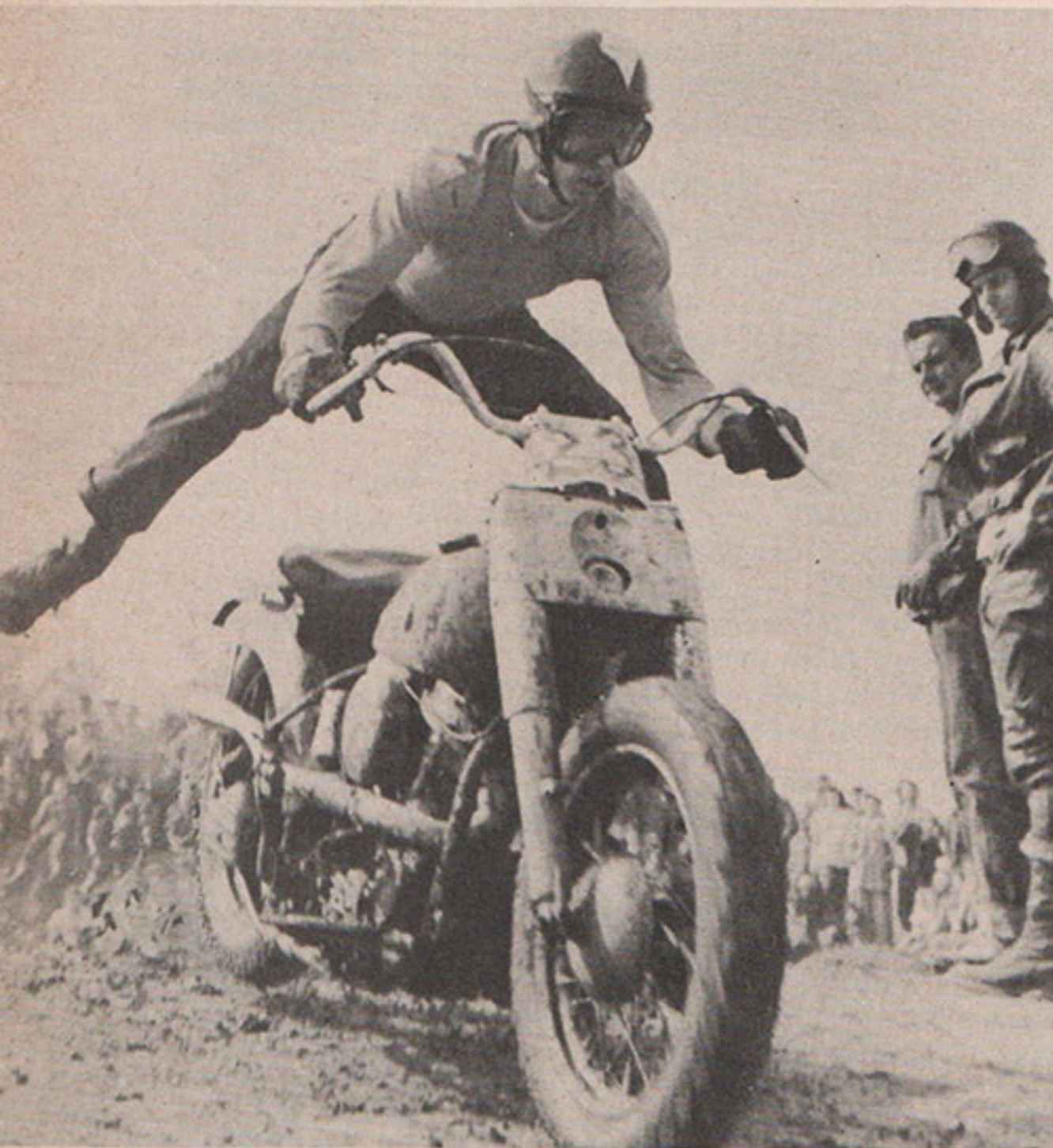


Photo by C. B. Hudson

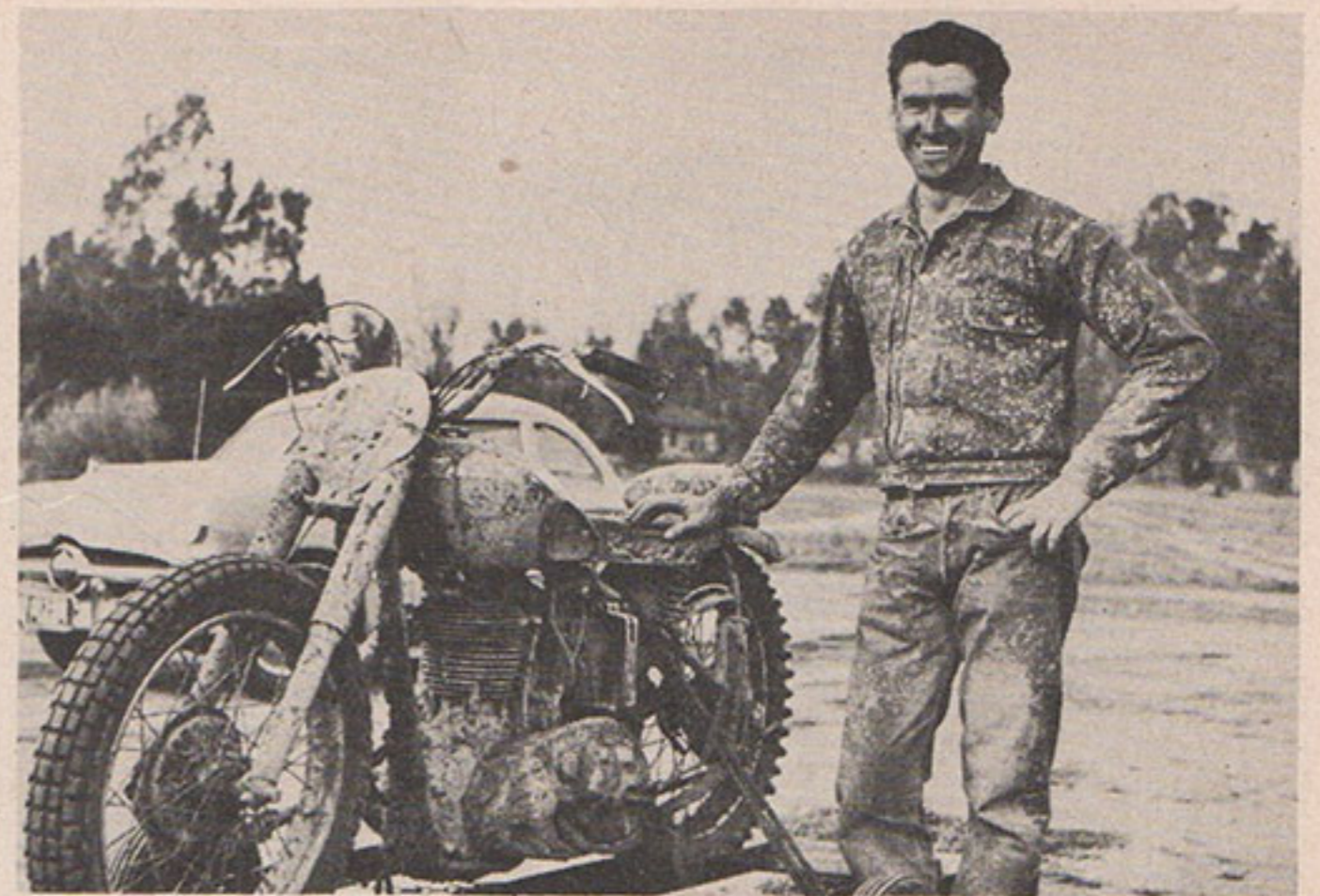
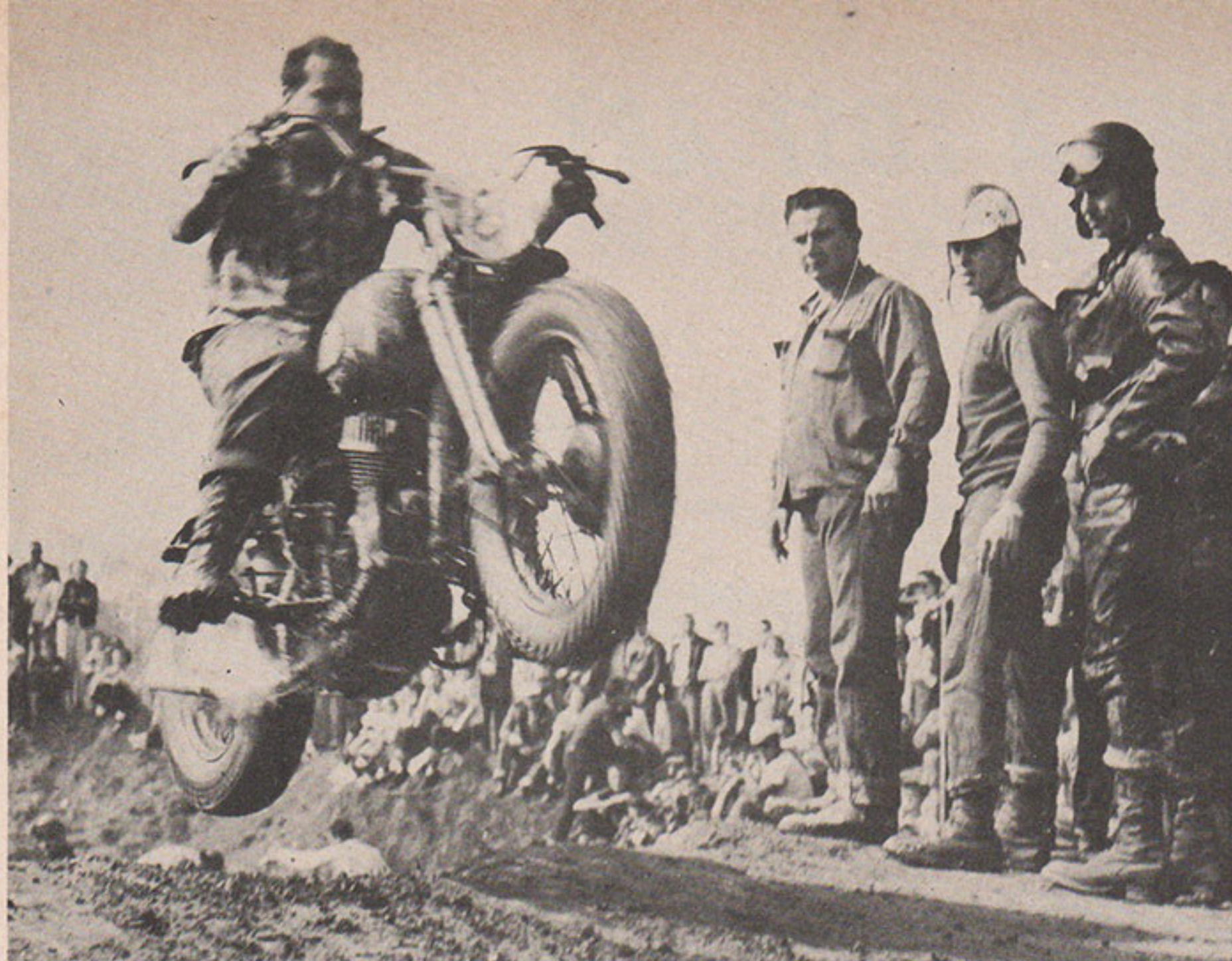


Photo by Bob James

ABOVE, Even the winner got plastered. Though out in the breeze, consistent Bud Dalton got a taste of the course. Bud rode a BSA 30.50 single

LEFT, Frank Frans, San Gabriel M/C, gets a new slant on things; an unorthodox position, not recommended for long races. Note highflow pipes



LEFT, Nothin' to it fellas. J. D. Jan makes like a big bird as he rockets out of pit. Observers study his flight with professional nonchalance

BELOW, No, he's not driving a plow. Perfectly scalloped bow wave completely covers the body of a Mustang single after crashing first hole



Photo by Campbell

**E**VER RIDE a greased roly-coaster on a motorcycle? Well, whether you have or haven't, if you can just imagine such a slippery-go-round, you have an all too clear picture of the one-mile Lincoln Park Scrambles course marked off by the 20 Nite Owls M/C of Los Angeles, California.

To say that the spectators got their money's worth is really unfair, for there was no admission charge, but the riders . . . oh, brother, they got the works! Their one dollar entry fee opened the door to a whole new world of (you should pardon the expression) "fun." A dizzy series of rights and lefts, hill climbs, mud holes and a 55 mph straight-a-way, terminating in a water trap, jolted many a "hot shoe" off his perch.

Focal point for spectator and camera lens was atop the huge hollowed-out hill, a hundred yards up from the starting line. It was

here, in this crater-like abyss, that most of the trouble began. The boys were dropped off into the pit, across a sizeable water hole nearly two feet deep, over an ocean of slimy mud and then forced to charge a short but wicked cliff out the other side. What seemed the proper thing to do was really not it at all, as most of the riders found out when they opened the taps too soon after leaving the water hole, spun out in the mud and crashed on the cliff from lack of forward momentum. Some of the more calculating took their time fording the pond, slowed 'til the wall was clear of other bikes, took a big pull on the throttle at the last minute, and shot out of the crater like an erupting chunk of lava.

Proof that this type of event is mushroom-

(Continued on Page 34)



LEFT, Seaworthy Indian vertical twin and pilot show complete disregard for a water hazard. Several lost the race at this identical slough

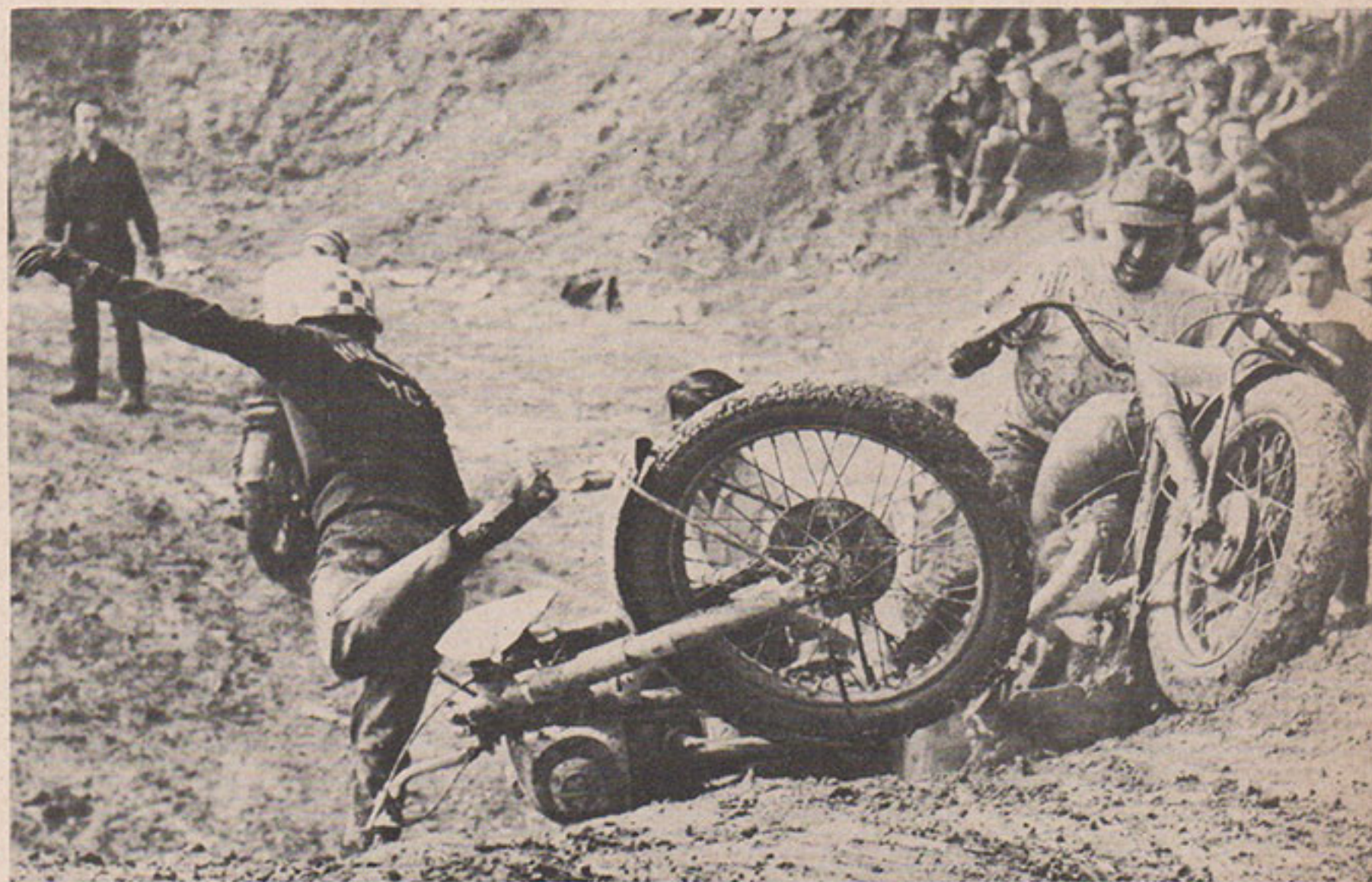


Photo by Bob James

ABOVE, Hollywood M/C member, emulates Mercury, winged messenger of the gods, after assault on cliff ended in tie with competitor

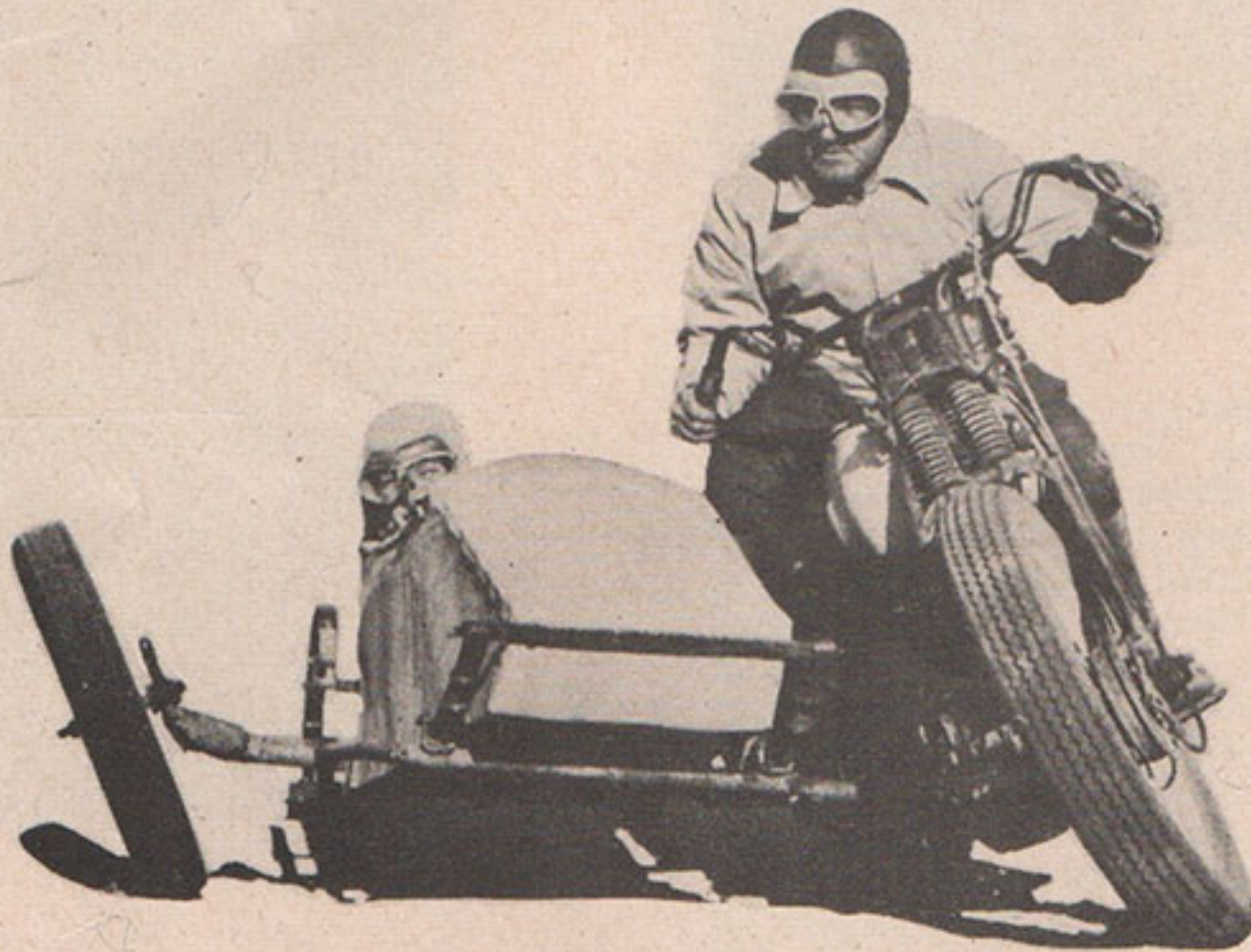
Photo by E. A. Grant

# FLEXI SIDECAR-ING A LOST ART

## ROVING THIRD WHEEL KEEPS NOVICES GUESSING



Author Bizallion dives the versatile Flexi into a left hand corner; whole rig seems to suddenly collapse, then right itself equally as fast



Tricky right turns require rider to hook right heel under sidecar cross member and hold the two down for dear life through the corner

By E. C. Bizallion

THERE WAS A DAY when the sidecar was an important part of motorcycling and back in the 20's possibly thirty per cent of the cycles were pulling sidehacks of a wide variety. Aside from Harley-Davidson and Indian, three or four other factories made sidecars only, of which I can remember Goulding, Rogers and Flexi. Innumerable body styles were available including double width, two passenger jobs for the family.

Around 1920, a novel arrangement made its appearance on the track; a vehicle the likes of which had never been seen—the Flexi. The sidecar wheel was mounted on a rocker arm to tilt right and left and was connected to the motorcycle by a tie-rod which kept the wheel parallel to the machine. The whole outfit could be ridden as a solo job, there being no further need to give a fixed lean to motorcycle or sidecar. To spectators' amazement, the riders came down the stretches erect, and then seemed to collapse the entire rig as they dove into the turns.

The technique of riding the Flexi was new. On the track, the rider banked into a turn until the tilting device was against the stops, braced his right leg against the sidecar and by brute strength locked the whole thing down, and broadsided the turn like a rigid job. Then of course came the delicate procedure of letting up on the slide and picking up the machine, for if the slide became too lurid, the business had a tendency to lock down and hate to come up.

It took a year or so for riders to learn this technique; but as men like Floyd Dreyer, Floyd Clymer, Dynamite Scott and others became proficient, the Flexi soon replaced rigid combinations, to become an entirely new class of racing, really neither solo nor

sidecar. The sidecar bodies became torpedo-shaped shells into which the passenger slid feet first and lay on his stomach facing backward. When they had a pile-up, it was a doozy. The only tool that would remove the passenger was a can-opener.

Along about the same time, the English were trying out banking sidecars of varied design considerably different from the Flexi. All their efforts featured an independently hinged sidecar wheel operated by the occupant of the "chair." Freddy Dixon won the 1923 T.T. with a sidecar that obtained a right and left bank through an eccentric sidecar axle, which the passenger raised and lowered by means of a long handle.

The boys were using 61's on the hacks then, and their time was getting faster and faster and, as newcomers tried too hard, accidents were occurring too often; so in about 1925 the M. and A.T.A. banned sidecar racing. Then, about three years later sanctions were again issued with modifications. The engines were limited to 45 cubic inch pocket valve, and a 130-pound sack of sand replaced the luckless passenger. We found that the 45 engine could be worked into a lively little power plant, and mounted in a light frame with a simple countershaft or stripped transmission would get moving about as good as the 61's. Having no rider in the hack to worry about gave the driver more freedom, and a sly draining of the sack of sand down to 75 or 80 pounds helped a lot, until some referee had his suspicions and saw that the ballast was up to legal again. The Flexi events proved as popular as ever and an indication of their drawing power was the

fact that prize money was usually larger than for solo events; but it seemed there were not enough riders willing to build up the equipment and acquire the art, so in 1932 sidecar racing vanished again. Now interest is evident again and Flexi racing may revive. I am testing an experimental banking sidecar, just in case.

On the road, the Flexi requires more management than either a rigid sidecar or a solo machine, but once a rider has mastered it, he will find a new motorcycling experience. It might not be generally realized, but pulling a sidehack has its own enjoyment and for one who likes his sidecar and solo too, the banking sidecar is the answer. The Flexi makes a good touring outfit; for the rider is actually riding solo and there is no drag on the handlebars.

Soon after becoming proficient with the Flexi, I began to notice a shortage of sidecar passengers; no one ever seemed to be going my way. Given a winding road, an enthusiastic Flexi rider could really bug the eyes out of his passenger. On a long right hand turn, as the saddle of the motorcycle leaned clear down



Photo by A. F. Van Order  
"Dynamite" Scott, early day Flexi artist, demonstrates the master's touch, holding the motor over with one foot while negotiating a sliding turn

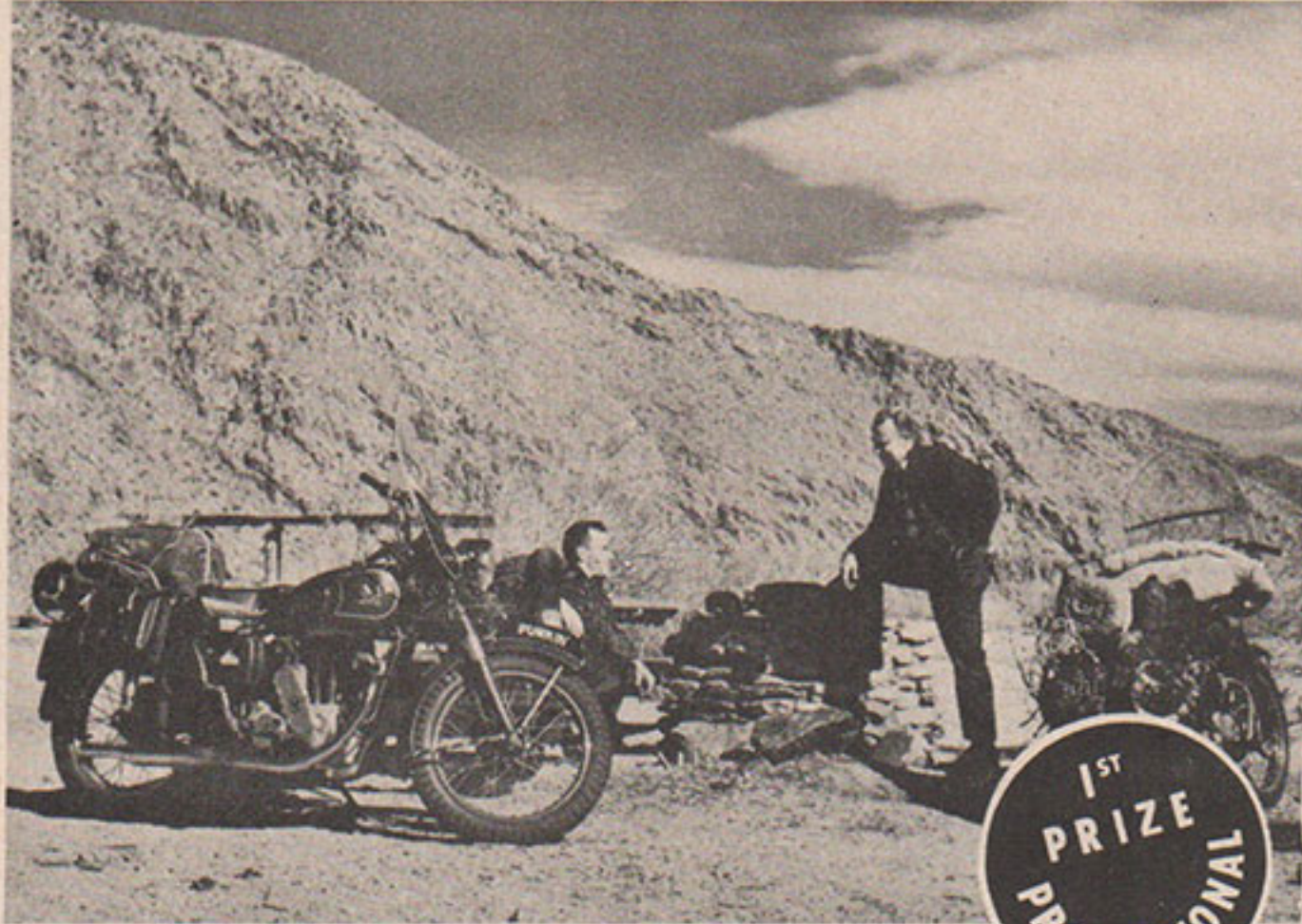
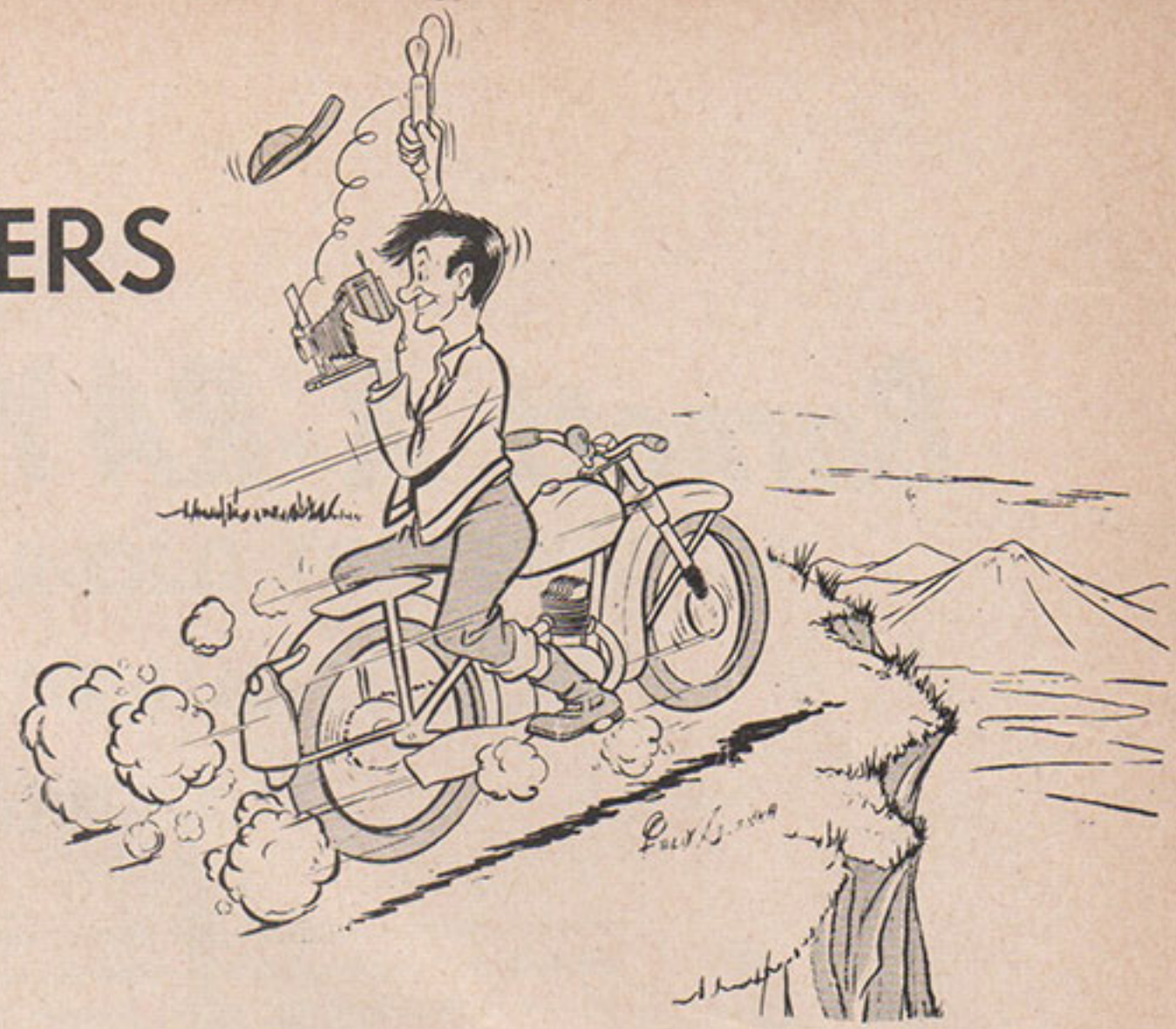
against the sidecar body, one could slide over into the lap of the protesting victim and then on a left turn, hurl away from the hack as if the outfit would part company.

Wherever a Flexi is ridden, it is an object of curious attention from motorcyclists and general public. It is this attraction of the unfamiliar that should make the banking sidecar a natural for the race track.

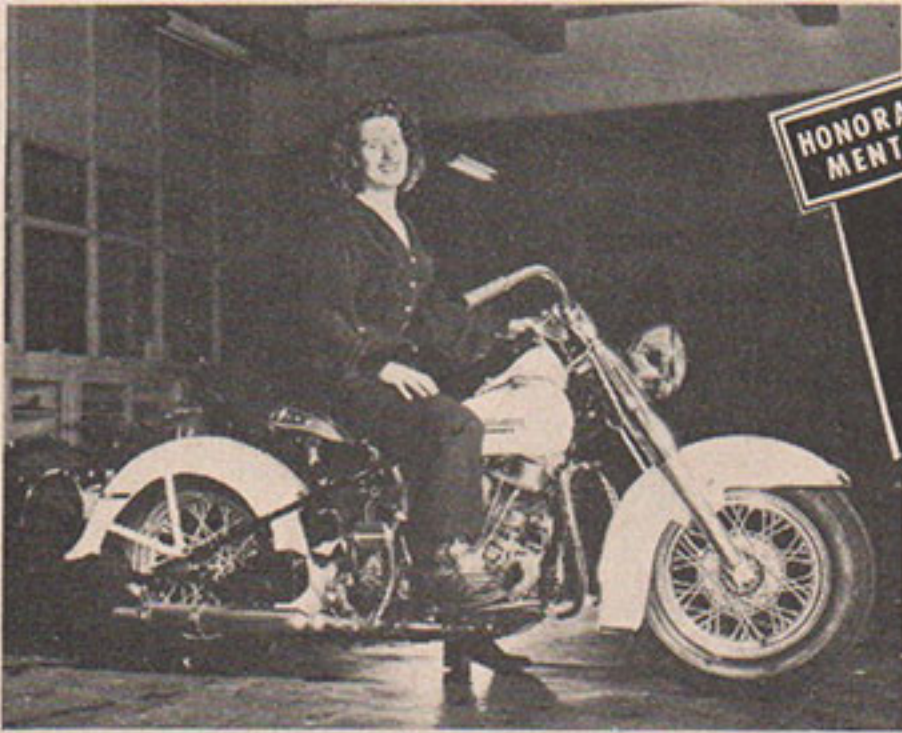


# PHOTO CONTEST-WINNERS

**\$450.00 IN PRIZES — ENTER NOW**



**NIGHT CAMP** at Borego Springs by Ray Porter of San Bernardino, Calif., using a Speed Graphic. Shot on Super X 2 1/4 x 3 1/4 film pack at 1/25th sec., f11. with red filter. Delayed action allowed Ray to include self in picture\*



**POPULAR GIRL RIDER** contender, Kay Scott of San Francisco, Calif., makes an attractive study in contrasting light and dark while posing for photographer Pat Corner's 4x5 Speed Graphic



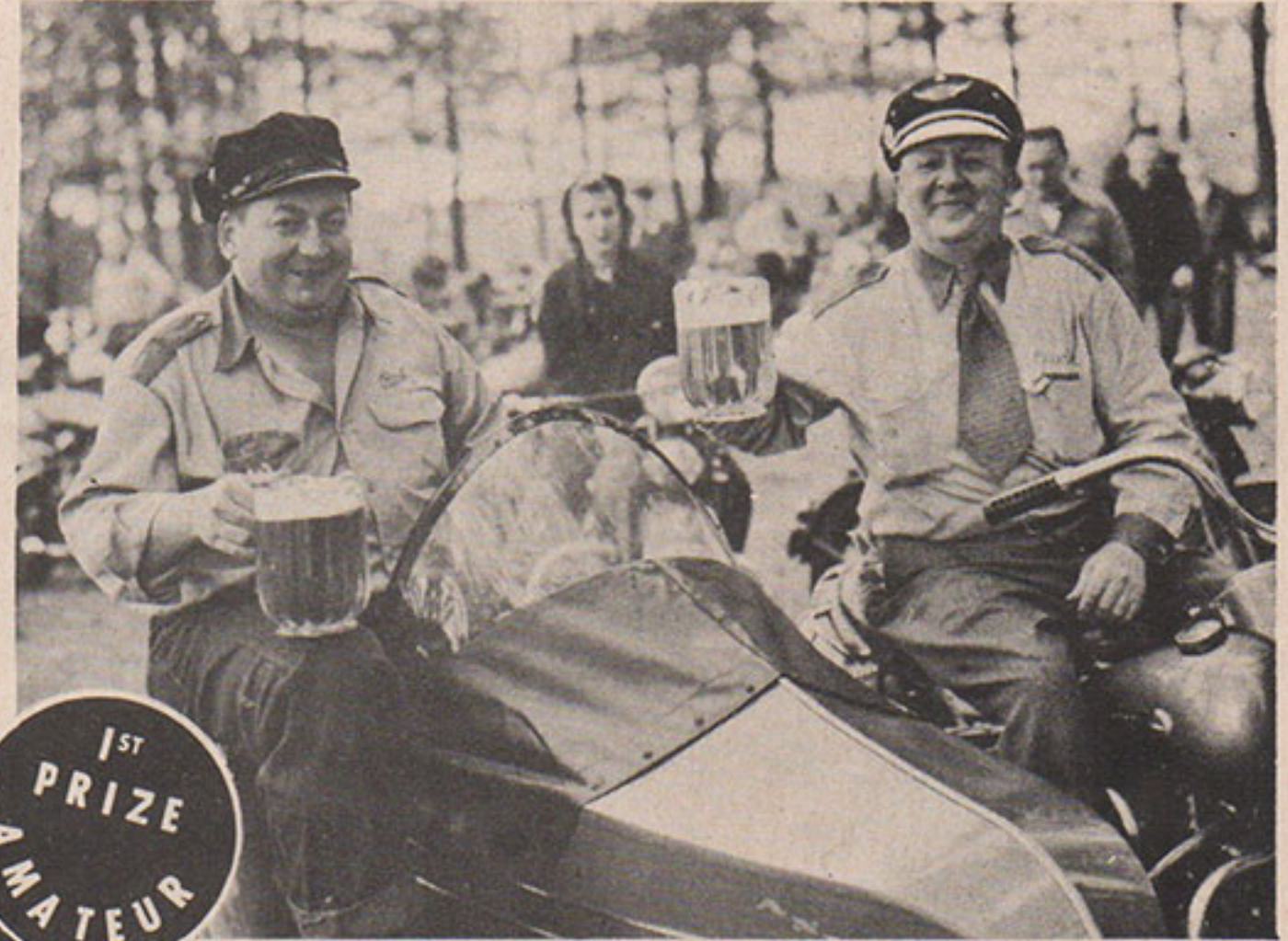
**RIDING HIGH** at Class C Championship hill-climb, San Jose, Calif. Results of first experience at photographing high speed action by Vincent Azcarate. Taken with 3 1/2 x 4 1/2 Graflex

**1ST PRIZE PROFESSIONAL**

**1ST PRIZE AMATEUR**

**HONORABLE MENTION**

**HONORABLE MENTION**



**THE GOOD SPORTS.** Ruby and Erwin of New York's Triboro M/C Volunteer waiters at A.M.A. Dist. 4's Field Meet. Hauled refreshment to picnickers all afternoon. By Hal Speer using Plus-X film at f 5.6, 1/50 sec., Medalist, open shade

**A continuous contest with separate awards for Amateur and Professional alike—Winning selections will be printed in CYCLE Magazine each month.**

## NO ENTRY BLANK NECESSARY

### Here Are the Details:

1. A month-to-month contest, open to both amateur and professional photographers, each competing in his own class.
2. Any entrant earning more than 40% annual income from sale of photographs 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).
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 \$100.00 savings bond.
8. Any one picture may earn anywhere from \$10.00 to \$135.00 for YOU, so send those pix along to:

**CONTEST EDITOR, CYCLE MAGAZINE**

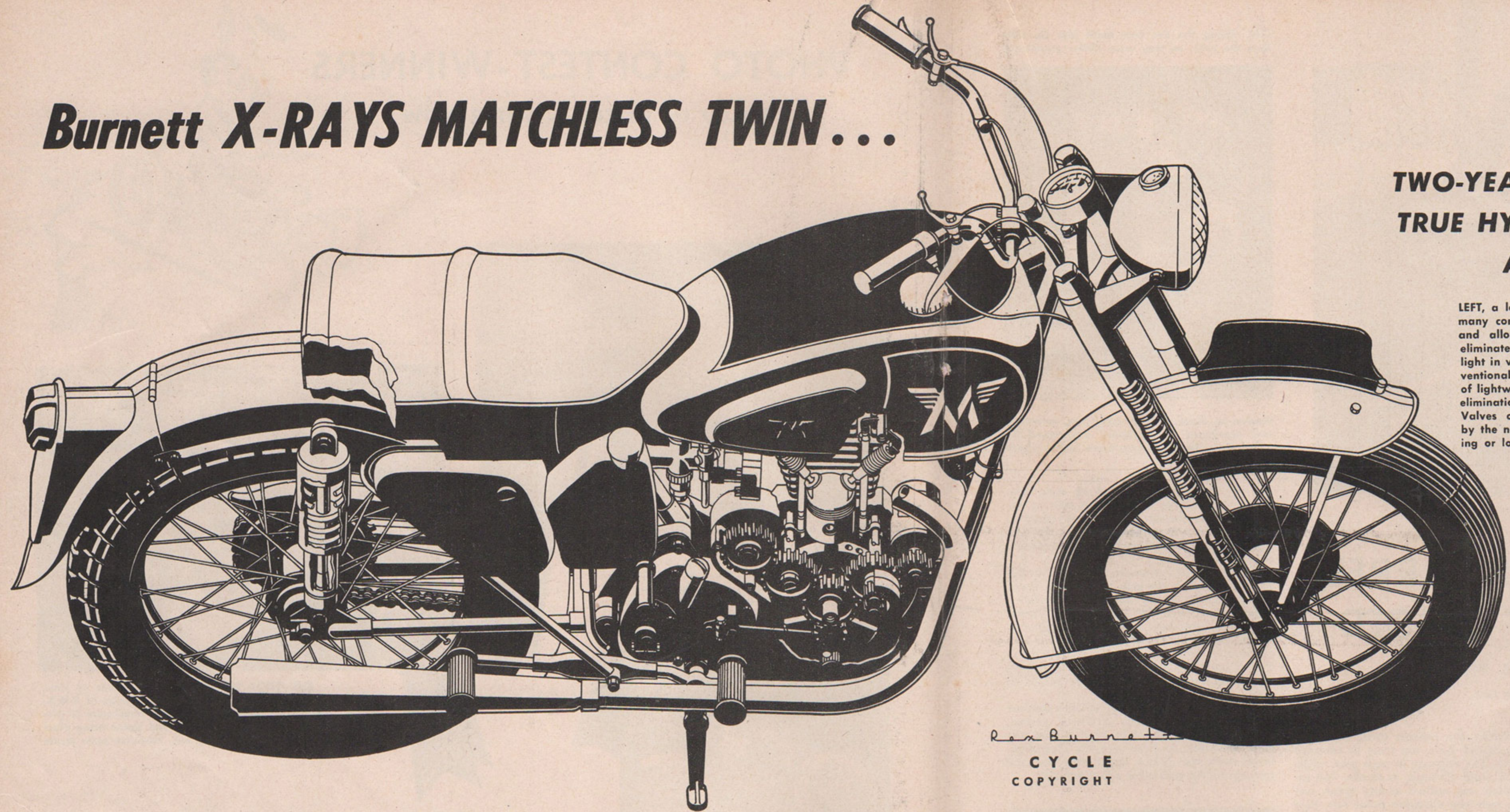
1015 S. La Cienega Blvd.

Los Angeles 35, Calif.

\*An amateur picture entered in the professional classification for lack of professional entries

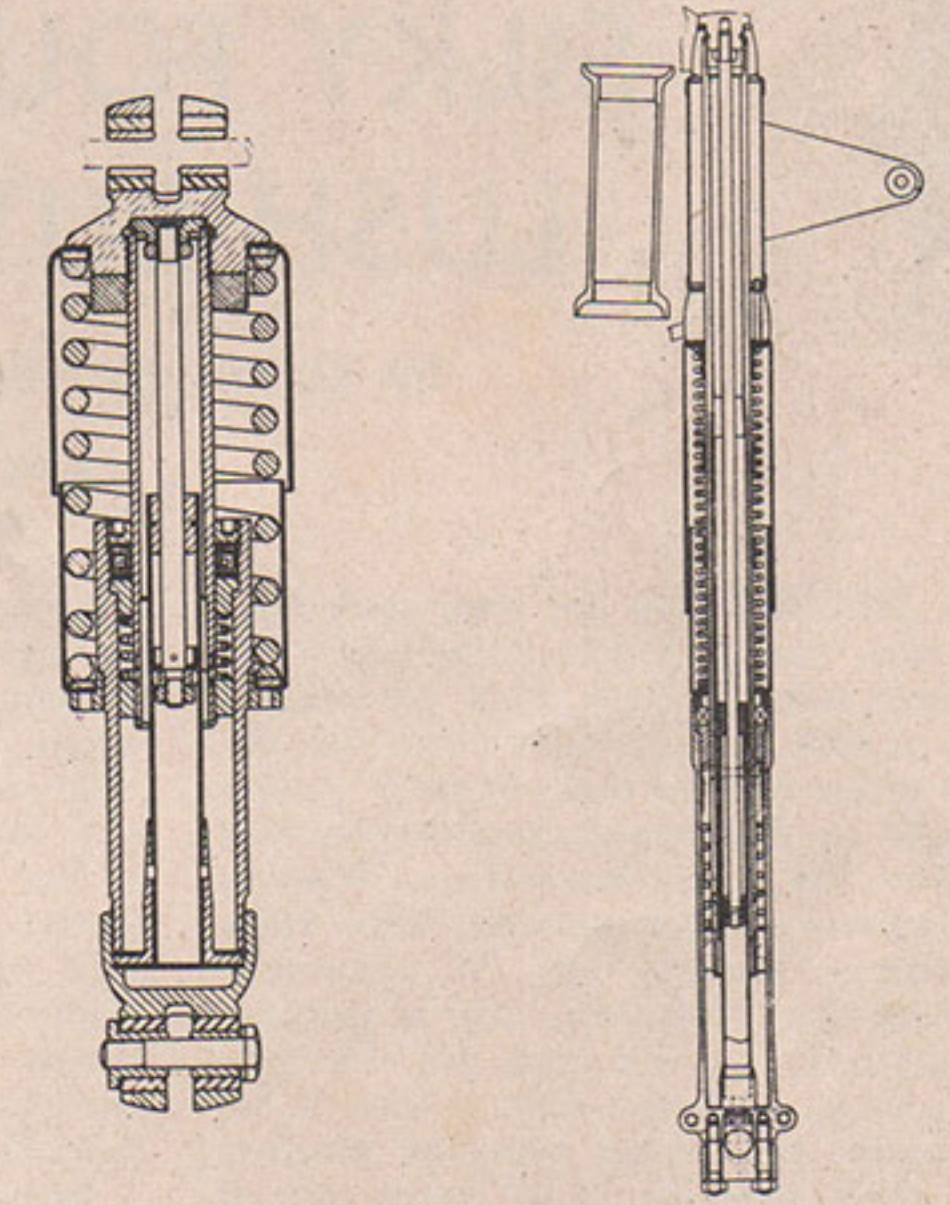
# Burnett X-RAYS MATCHLESS TWIN...

## TWO-YEAR-OLD FEATURES TRUE HYDRAULICS FORE AND AFT

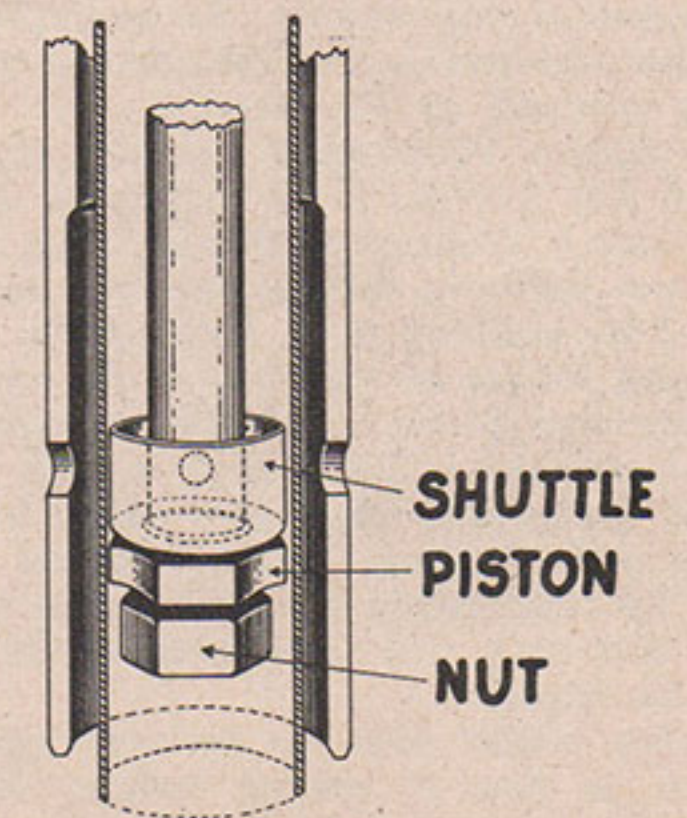


Rex Burnett  
CYCLE  
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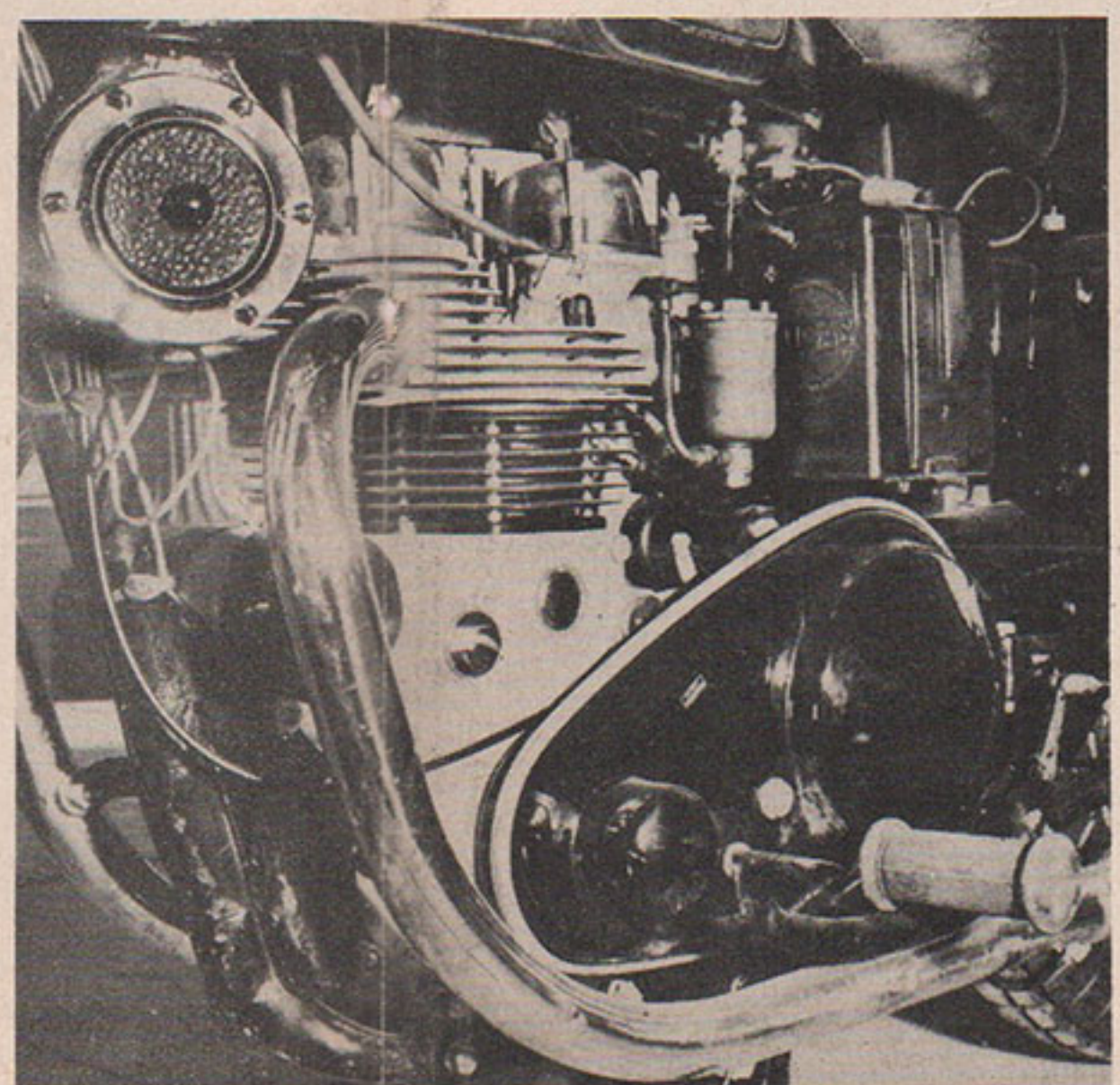
LEFT, a look inside the Matchless Twin reveals many commendable features. Separate barrels and alloy heads allow cooling between, to eliminate hot spots. Valve mechanism is as light in weight of reciprocating parts as a conventional overhead cam model because of use of lightweight swinging arm cam followers and elimination of unusual valve adjustment nuts. Valves can be simply and quickly adjusted by the novice with only a screwdriver by raising or lowering the eccentric rocker arm shaft



ABOVE-RIGHT, Cut-a-way showing inside of the enlarged swinging arm rear suspension cylinder and modified teledraulic fork. The rear shock tube is visibly greater in diameter and has been fitted with larger coil springs together with an increased hydraulic capacity, combination of which offers a softer action. Internal re-vamping has reduced the load on oil seals and provided finer control of dampening action. Improvement within the teledraulic forks involved modified dampening, imparting a more sensitive front wheel action with no bottoming, resulting in controlled steering and safer braking

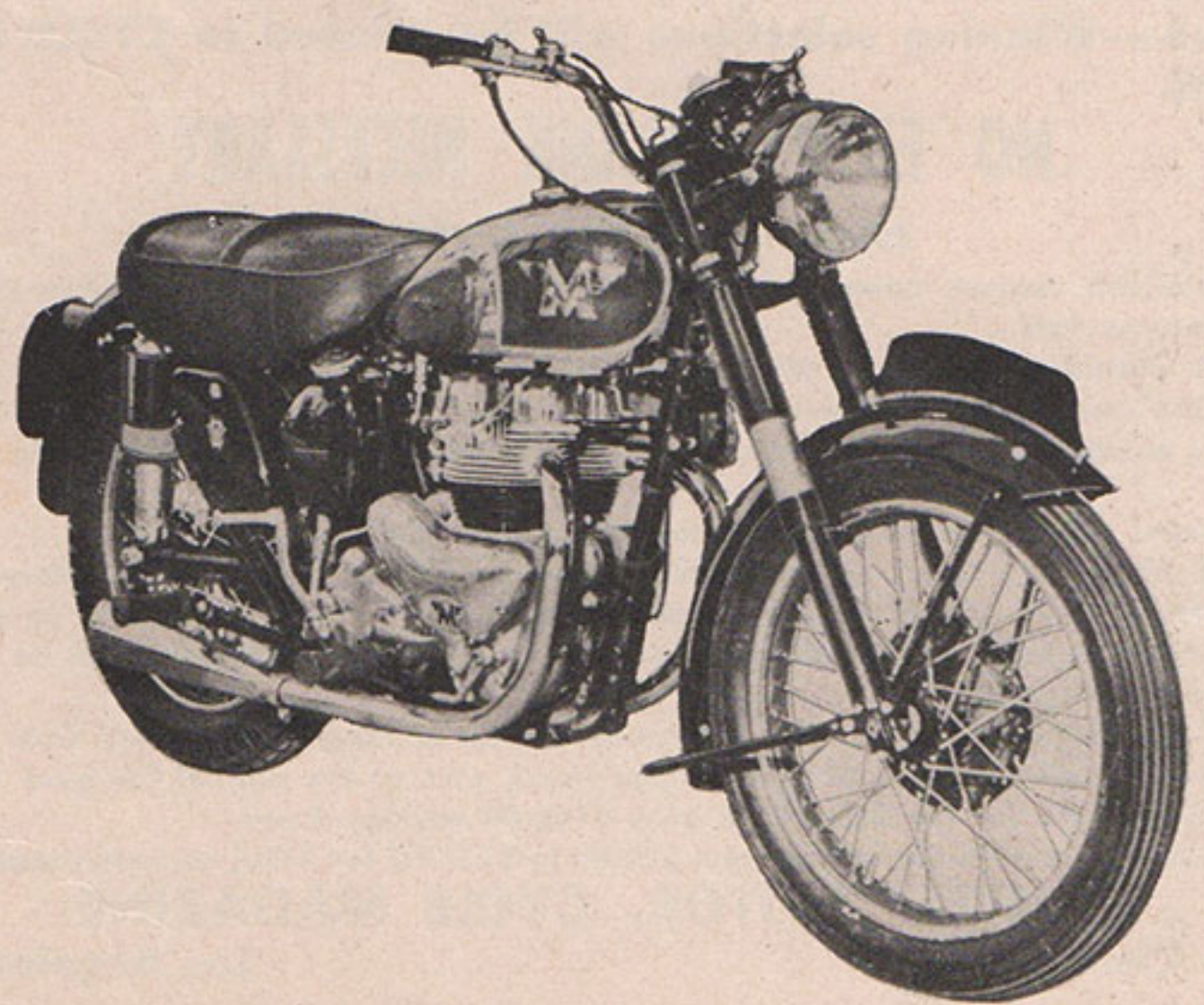


RIGHT, In addition to the regular oil by-pass system used to cushion fork action, a unique shuttle device operates within the inner tube, automatically metering oil flow according to the progressive increase of fork impact and rebound. Partially because of this oil control, Matchless boasts of a rarely heard of 3 inch rear wheel movement. Front fork travel is near 4 1/2 inches



LEFT, The flying M, crest of the long established Matchless line, is being carried into its second year on the tanks of a refreshing new vertical twin model. Smart appearance and billowing comfort are emphasized through refined teledraulic springing, deep cushioned duo-saddle

RIGHT, Full length cylinder studs assure rigidity. Unusual in this design is the featured center main bearing and twin flywheels, making it possible to give central support to the crankshaft resulting in extreme smoothness. Also important are the twin-gear oil pumps, giving 100 pound oil pressure, plus a beefed up fiber clutch

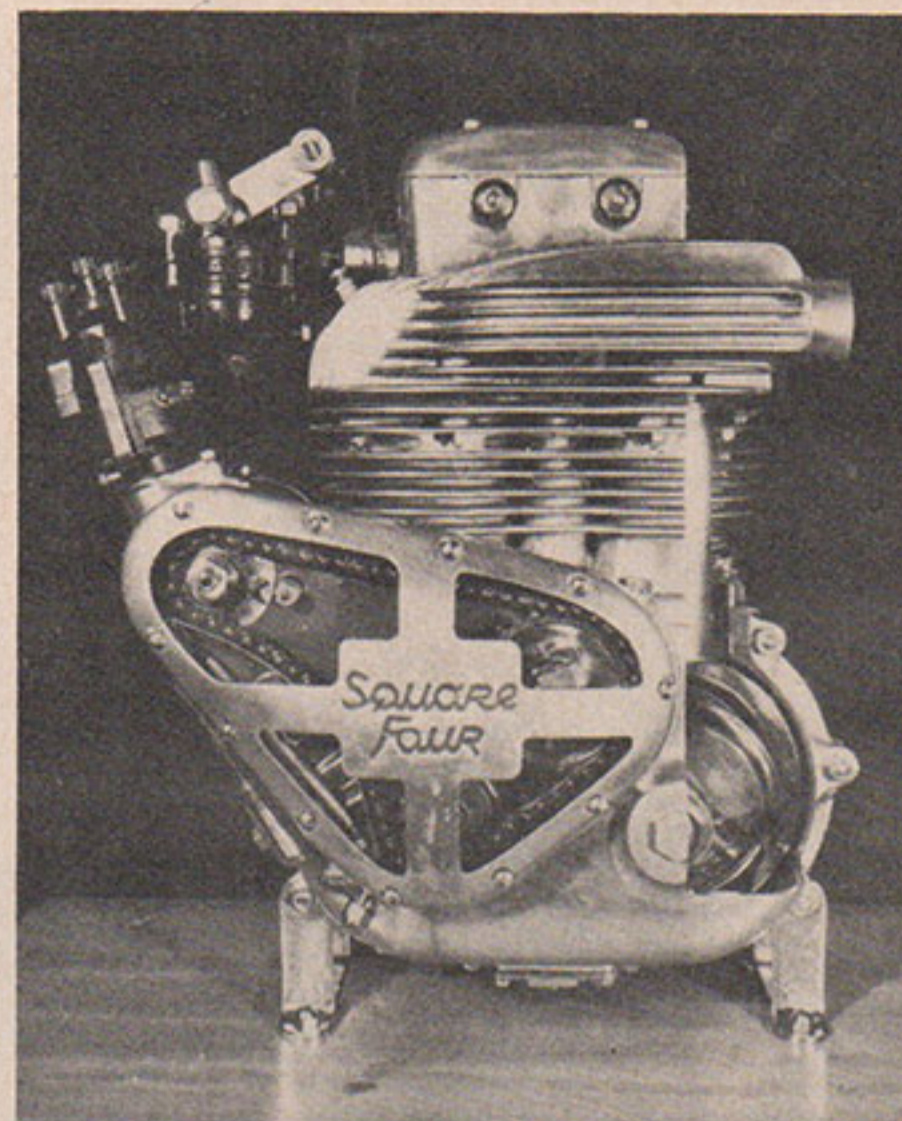


Photos by Rick

## ROAD TEST



LEFT, Riding the ties was much less shocking than the rails, as they were ridden cross-track

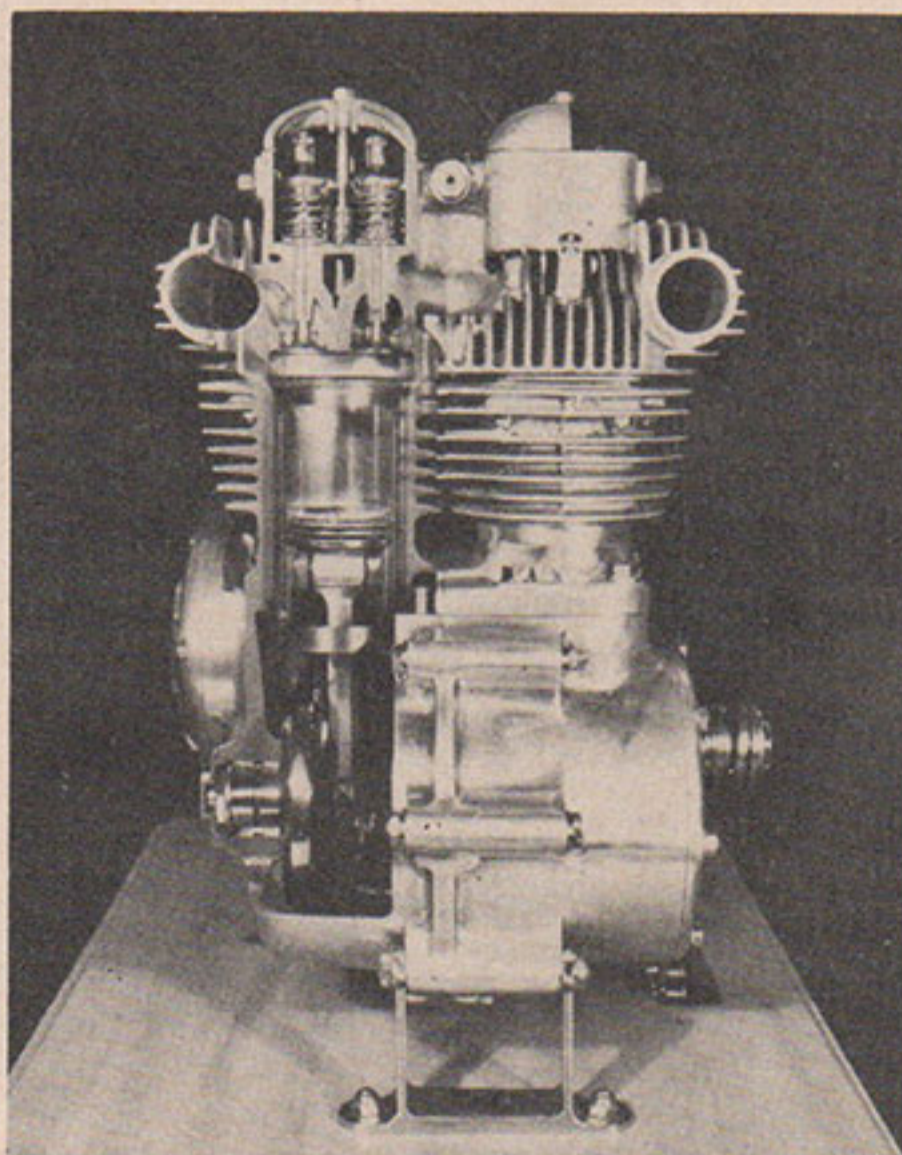


Tension on chain drive to valve cam, generator and distributor is constantly maintained by spring shoe. Note car-type choke button above

the  $4\frac{1}{2}$  inch upward travel of their telehydraulic front forks handled the task to my complete satisfaction. A unique patented spring frame arrangement, fitted to the rear forks, failed to bottom under the most adverse conditions.

An especially attractive feature of this four-barrel job is the ease with which it can be started. To satisfy my own curiosity, I kicked it through by hand several times. This fact, combined with its powerful but docile engine characteristics, makes it exceptionally well qualified for city work as well as highway cruising. For those interested in pulling a sidecar, this machine would be ideal.

For long hours in the saddle, rider comfort has not been overlooked. A 2-inch vertical extension around the rear edge of the seat adds noticeably to rider support. This, combined with the Ariel's larger area seat and lush springing, makes for a first rate ride.



Front view of one of Johnson Motors' working cut-away engines showing air passage between barrels, full overhead valves, husky lower end



## SILKY FOUR BARREL, LUSH BUT LOADED

By Officer H. Filker, Alhambra P.D.

Photos by Rick

UPON REVIEWING the road tests done to date, one fact was immediately apparent; each test had been made on either a single or a twin cylinder job. From this observation it was decided that our next "guinea pig" should be that popular multi-cylindered British bike, the Ariel Square Four. Without further hesitation, arrangements were made with Johnson Motors, 267 W. Colorado Street, Pasadena, California, and a spankin' new "Squarriel" was uncrated for the ride. Johnson's huge, elaborate shop is one of the most complete that it has been my pleasure to visit; their stock of parts being one of the biggest in this country. An example of their thoroughness is the mounted cutaway engines pictured in this report.

The Square Four tested, carried engine number RD 215-H. ("H" signifying high compression). Pressure on this 61 cubic inch model was 6.8 to 1; each of the four barrels being 2.56 bore by 2.95 inch stroke. An interesting feature of this bike is the square cast aluminum block, fitted with removable steel cylinder sleeves. Because of its high rate of heat dissipation, aluminum alloy heads are also used. Cooling characteristics are improved by constructing the cylinders in such a way that each one is surrounded by an ample air space.

Another matter that has received special attention is that of engine torque. Twin crankshafts, connected by large gears and running in opposite directions, offset any trace of vibration and torque.

Undoubtedly the greatest thrill in riding this classy Square Four, was from its amazing acceleration. The response in high gear, when moving off from 10 mph, is terrific. No erratic running was noticed at any speed, nor was there ever any vibration point felt. Part of the Four's get-up and go is due to the special aluminum alloy connecting rods used; their lightness making for rapid acceleration. Right from the start, this test machine was cruised at 70 mph and after a few hours she was pegged several times, with no symptoms of overheating evident.

Large  $4\frac{1}{2}$  gallon tanks are fitted to the new model and proved more than ample, what with gas mileage always figuring out at over 45 mpg. A dry sump oil system employs two pumps and filter, insuring a good amount of clean oil at all times. Best of all, from a cyclist's viewpoint, was that after 300 miles of riding, the oil was still inside the engine and not all over the outside. Only the tiniest seepage was to be found at the end of the test.

Evidently well aware of the increased traffic congestion here in the States, Ariel engineers have increased the size of the rear brake from 7 to 8 inches in diameter. The pedal has been moved so that it operates totally to the left side of the exhaust, giving more movement without touching the pipe when brakes are applied violently.

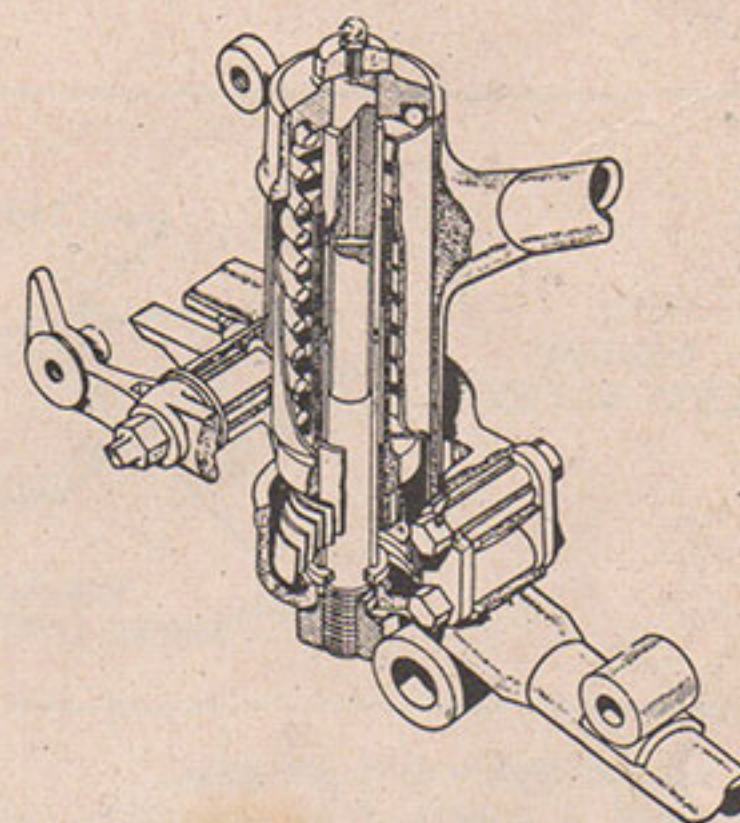
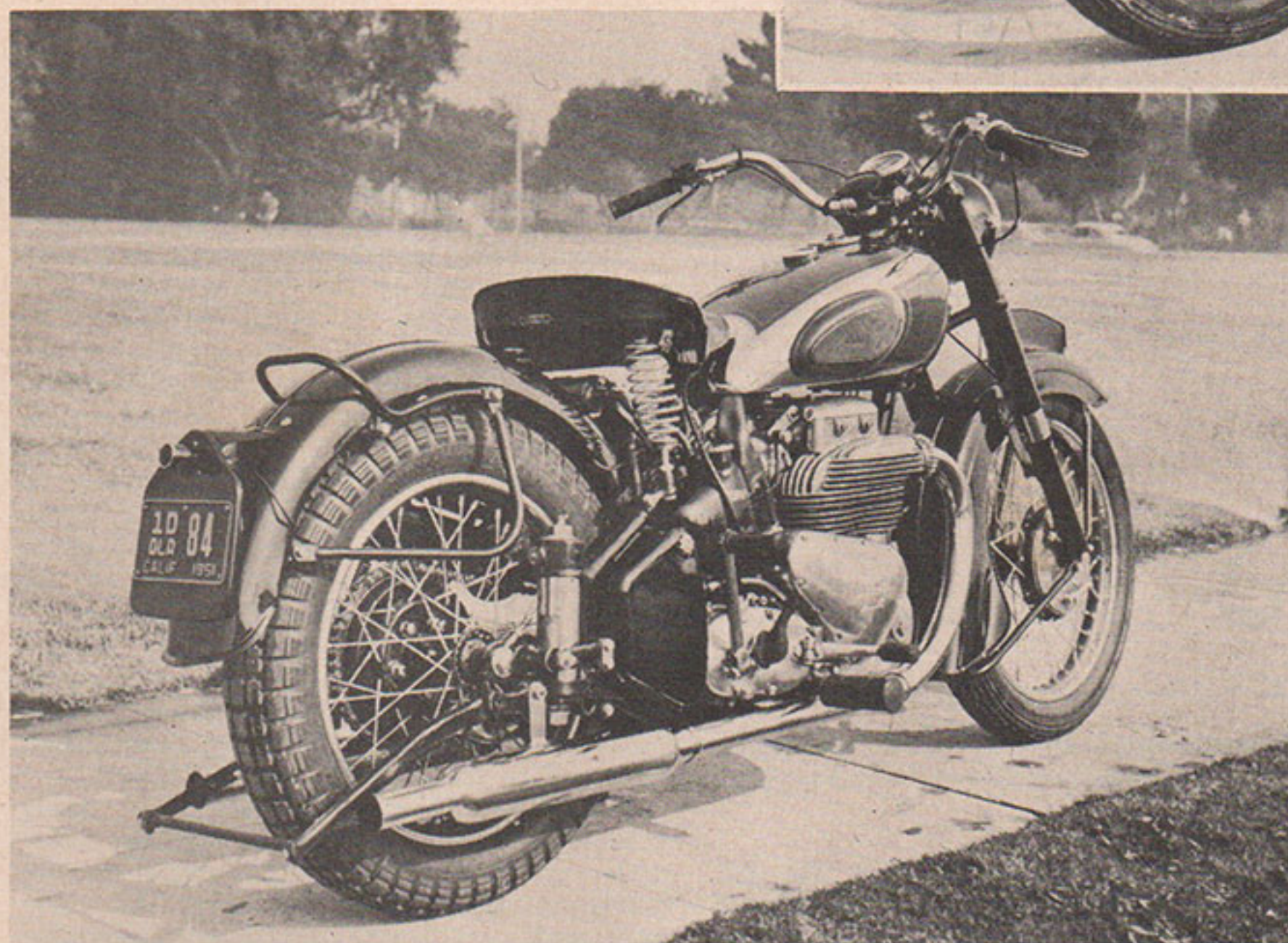
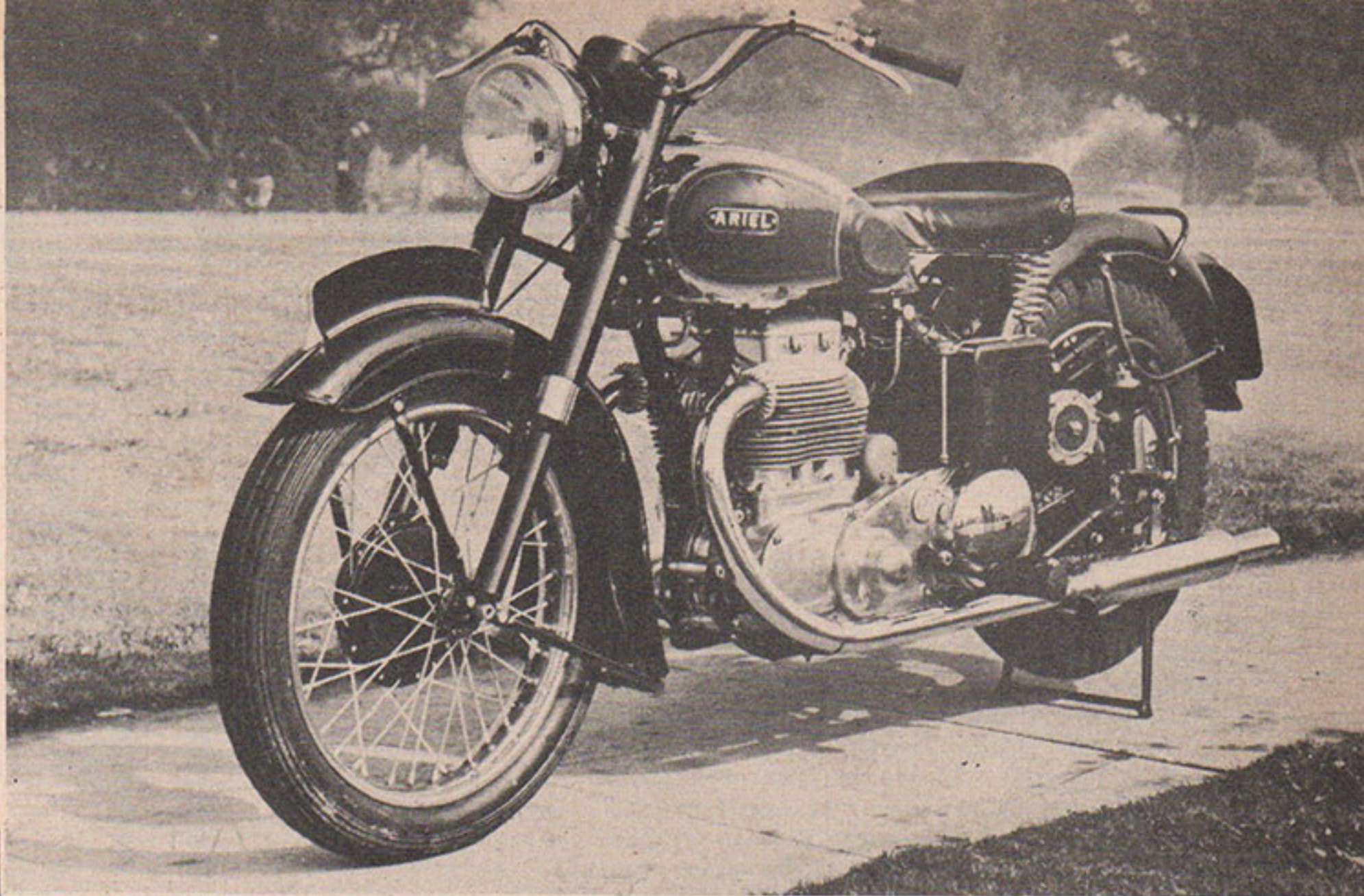
Several stretches of rough railroad beds were included in the test, to sample Ariel's fore and aft springing and it was noted that

**RIGHT, Horsepower at rest. Finning, exterior castings on this docile dynamo are very smooth. Note the neat enclosure of overhead mechanism**

Novel design allows the rear fender to be rolled forward for easy wheel removal. At the front, the fender brace is designed to operate as a stand for wheel changing.

The Square Four now sells for \$925 with spring frame, at Los Angeles, New Orleans and New York. They are \$40 cheaper without spring frame and 22 lbs. lighter in weight.

**BELOW, Equally graceful from the stern. Quickly detachable rear wheel is made accessible by loosening nuts, sliding one-piece fender forward**



Progressive action rear springing has great lateral rigidity, constant tension, 3 1/2-inch movement

**PERFORMANCE SUMMARY**

\*Standing start to 45 mph— 4 sec.  
 \*\*Standing start to 65 mph— 9 sec.  
 \*\*\*Standing start to 85 mph—17 sec.  
 \* Low only      \*\*Low and Second  
                     \*\*\*Three gears used  
                     Braking  
 From 25 to stopped, rear only      43 ft.

From 25 to stopped, front only      33 ft.  
 From 25 to stopped, both brakes      26 ft.  
                     Slow Running  
 High gear without chain snatch, 10-11 mph  
                     Turning circle, 14 ft. 6 in.  
                     Weight  
 Front only, 193 lbs.; rear only, 267 lbs.  
                     Total, 460 lbs.

Front only with rider, 253; rear only, 397  
                     Total, 650 lbs.  
 Gasoline mileage, 45 to 55 mpg  
                     Speed  
 Maximum in low      45 mph  
 Maximum in second      68 mph  
 Maximum in third      88 mph  
 Maximum in high      98 mph

# General Specifications

**GENERAL SPECIFICATIONS**

**ENGINE.** 2.56 x 2.95, 60.8 cubic inches. Aluminum alloy cylinders are cast "en bloc" in square formation. Fitted with wear resisting detachable sleeves. Aluminum alloy cylinder heads with valve seat inserts. Spark plug holes are bronze bushed. Enclosed and automatically lubricated overhead valves. Twin counterbalanced alloy steel crankshafts interconnected by hardened and ground gears. Aluminum alloy con rods with replaceable white metal liners. Pistons 6.0 compression ratio (6.8 compression ratio can be supplied to order for use with 80 octane fuel).  
**LUBRICATION.** Dry sump with dual plunger pump, feeds oil to bearings under pressure. Scavenger pump returns filtered oil to separate 3/4 gallon tank.  
**ELECTRICAL EQUIPMENT.** 70 watt voltage controlled dynamo, incorporating distributor with automatic ignition timing. Large 6 volt coil.

Headlamp fitted with a 30 watt bulb.  
**WHEELS.** Dunlop studded tires 4.00 x 18 rear, 3.25 x 19 front. Ribbed front tire optional. Chrome rims, red centers, lined gold. (Black centers optional.) Quickly detachable rear wheel.  
**KICK STAND.** Fitted on near side of machine.  
**TANK.** 3 1/2 gallon capacity. Finished in chrome and red, lined gold. (Chrome and black, lined gold, optional.)  
**FRAME.** Cradle type, built of Aero quality tubes. All joints are brazed, insuring ample strength and torsional stiffness. Special lugs are provided for either near or offside fitting sidecars.  
**FORKS.** Telescopic with hydraulic control. Large bearing surfaces. Automatically lubricated, eliminating all adjustments. 6 1/4 inch total travel. Steering damper incorporated.  
**BRAKES.** High tensile iron brake drums, insuring powerful, progressive action. Fulcrum adjustment.

**GEARBOX.** Four speed, foot control, clutch lever enclosed in rubber moulding.  
**TRANSMISSION.** Engine shaft shock absorber. Polished aluminum oilbath primary chaincase. Rear chain fully protected.  
**STANDS.** Forged steel girder, spring up rear and strong tubular front. Lifting handle on rear guard.  
**FOOTRESTS.** Adjustable. Special lugs are provided for pillion footrests.  
**HANDLEBAR CONTROLS.** Twist grip for throttle. Clutch and front brake levers. Dip switch and horn button.  
**GAS TANK.** Rubber insulated, incorporating quick release cam operated gas filler cap, flush mounted oil pressure gauge.  
**GROUND CLEARANCE.** Approximately 5 inches, depending on tire pressure and rider weight.

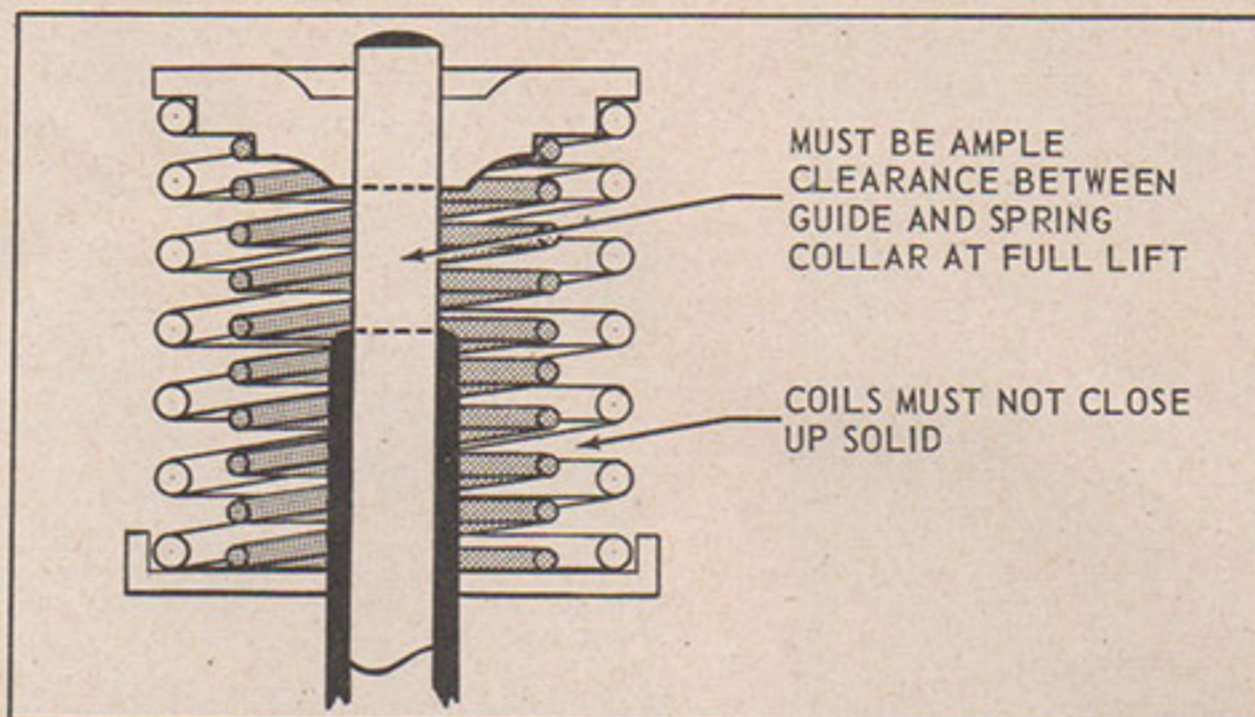
## POWER AND SPEED SPECIFICATIONS

# "GOW WAGONS NO MYSTERY"—Witham Tips His Mitt

By Tim Witham

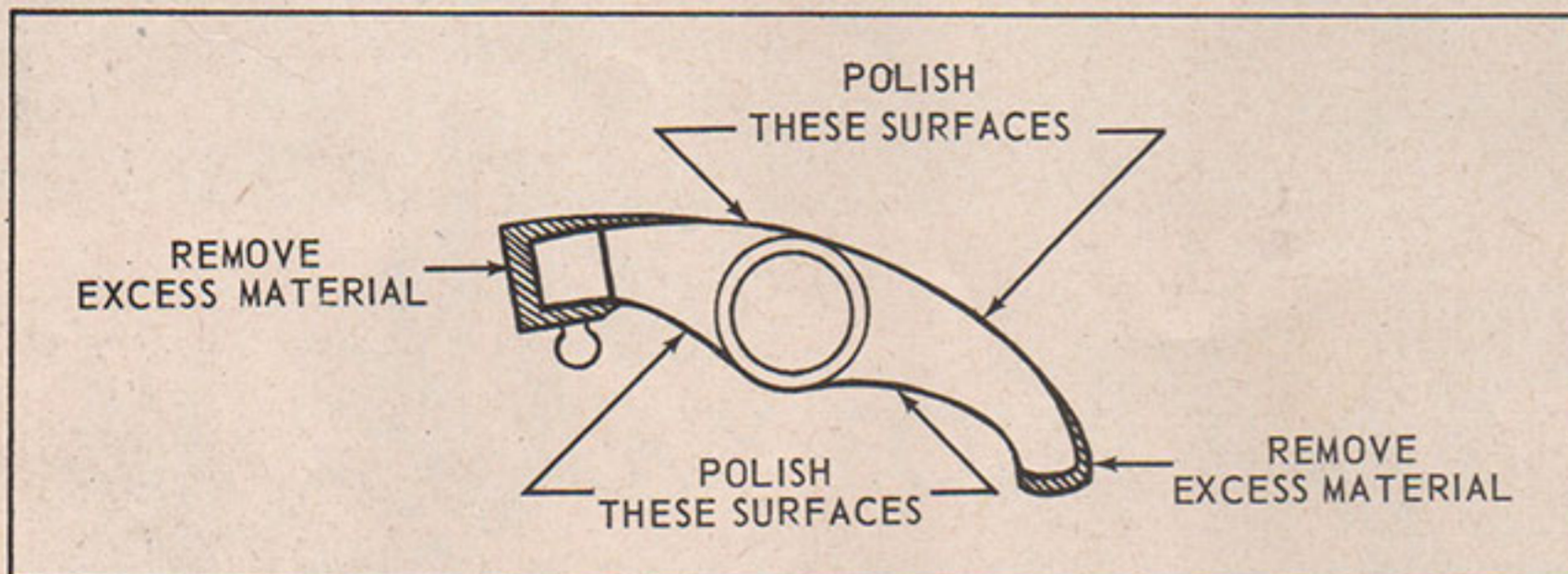
**L**AST MONTH we discussed valve timing and carburetion as applied to increasing horsepower of a standard machine. Carrying this further, let us analyze the electrical ignition system of our hypothetical bike.

For high output engines, magneto points are to be adjusted to .012" unless the mag manufacturer states another gap setting. Then proceed to rotate the mainshaft until the pointer on the timing disc indicates the exact number of degrees before T.D.C. that the engine requires. Turn the magneto shaft until the points are just breaking (test this by placing a strip of cellophane from a cigarette wrapper between the points when they are closed). This strip can be withdrawn just when the points begin to open. When this exact point opening has been ascertained,



Drawings by Zelenka

Good valve springs insure proper performance.  
Dual springs cancel out disturbing harmonics



tighten up the magneto drive gear.

Spark lead is governed by several factors; spark plug location, bore size of cylinder, flame propagation, and turbulence of the mixture. Recommended practice is to set the spark lead according to the manufacturer, then experiment. Generally, road testing will provide the ideal spark lead. This initial setting is best done while the timing disc, mentioned in last month's article, is still in position.

Rocker arms and valve springs are components requiring special emphasis. Discussing rocker arms first, we find that they are very highly-stressed parts and must be located in such a way that a minimum amount of side-thrust is imparted to the valve stem. The illustrations depict two incorrectly located rocker arms in conjunction with the valve stem, and one correctly located.

Lightening the weight of each rocker arm, even by a few grams, is highly beneficial. The stresses set up in rocker arms and subsequent

To reduce structural stress in valve train, lightening of rocker arms becomes an important item

ly in the entire valve train, at high revs, are quite phenomenal and saving some weight on each rocker arm reduces stress on valve train by many times the weight saved. Reference to the illustration shows the surfaces of a rocker arm that can be lightened and polished to reduce the total weight and yet not disturb the structural strength of the design.

Valve springs are the unsung heroes of all motorcycle engines. They are compressed and decompressed literally millions of times in the life of the average engine under conditions of impact, adverse molecular harmonics, and heat. Even for road machines, a new set of valve springs is cheap insurance.

Most valve springs are helical coil springs and when compressed slowly between the jaws of a vise, will be observed to close each

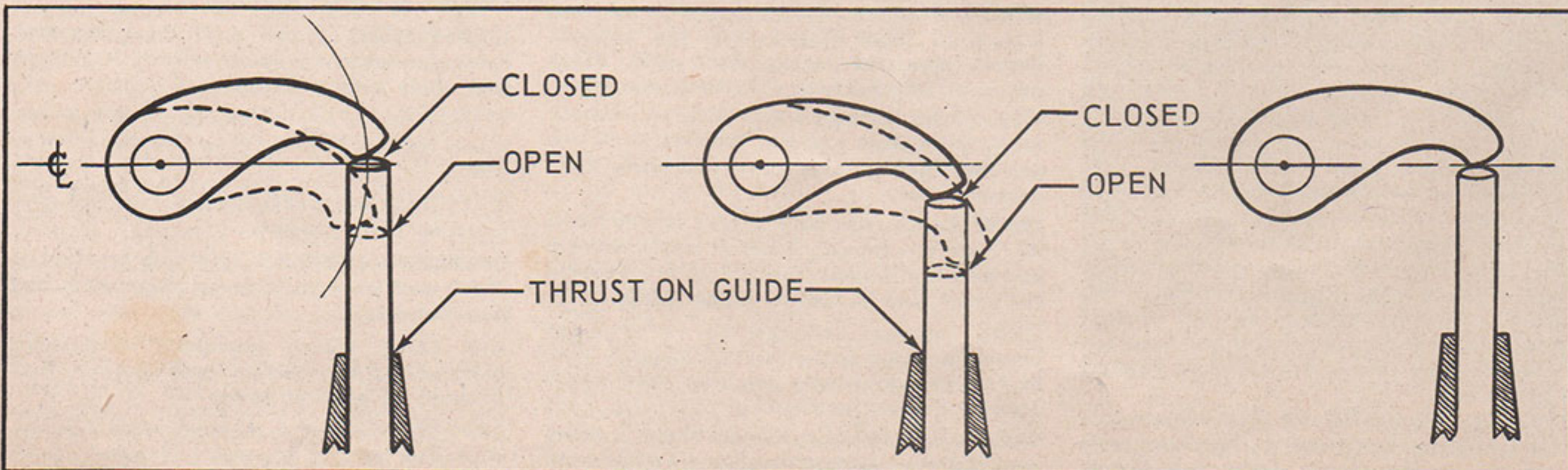
of their coils uniformly. In engine operation, however, this ideal condition does not apply.

Engine valve springs are subject to impact—loading caused by the lobe of a cam suddenly commencing to open the valve. At medium to high revs, this impact-loading imparts some terrific forces into the spring. These forces set up vibrations, or harmonics, within the spring itself. Adverse vibration of any sort consumes power and tends to weaken the molecular structure of a metal. Modern coil springs feature two or three close turns at one or both ends of the spring to be wound. Experience has taught that, in assembly, if these closely wound coil-ends are placed nearest the valve head, a great deal of the harmful harmonics which begin to build up in a spring under high revs, will be cancelled out, or minimized.

Dual valve springs, one wound of heavy wire and one wound in the reverse directions with lighter wire, tend to cancel out the harmonics that can be set up in the valve itself under conditions of high revs. Obviously, the use of two valve springs enable the valve to follow the contour of the cam on closing. It has been my experience that valve breakage is a direct result of valves not following the cam contour due to weak valve springs, resulting in excessive valve 'float.'

(The second of a short series of articles on speed tuning, by CYCLE's technical writer. Next month he will go further into the components of power and speed—ED.)

**BELOW, too long a stem, left, causes undue thrust forward of rocker arm. Short stem, center, causes thrust on opposite side. Correct positioned rocker arm, right, 90° to stem in middle of lift**



# BEAUTY AND THE BEAST DO BATTLE

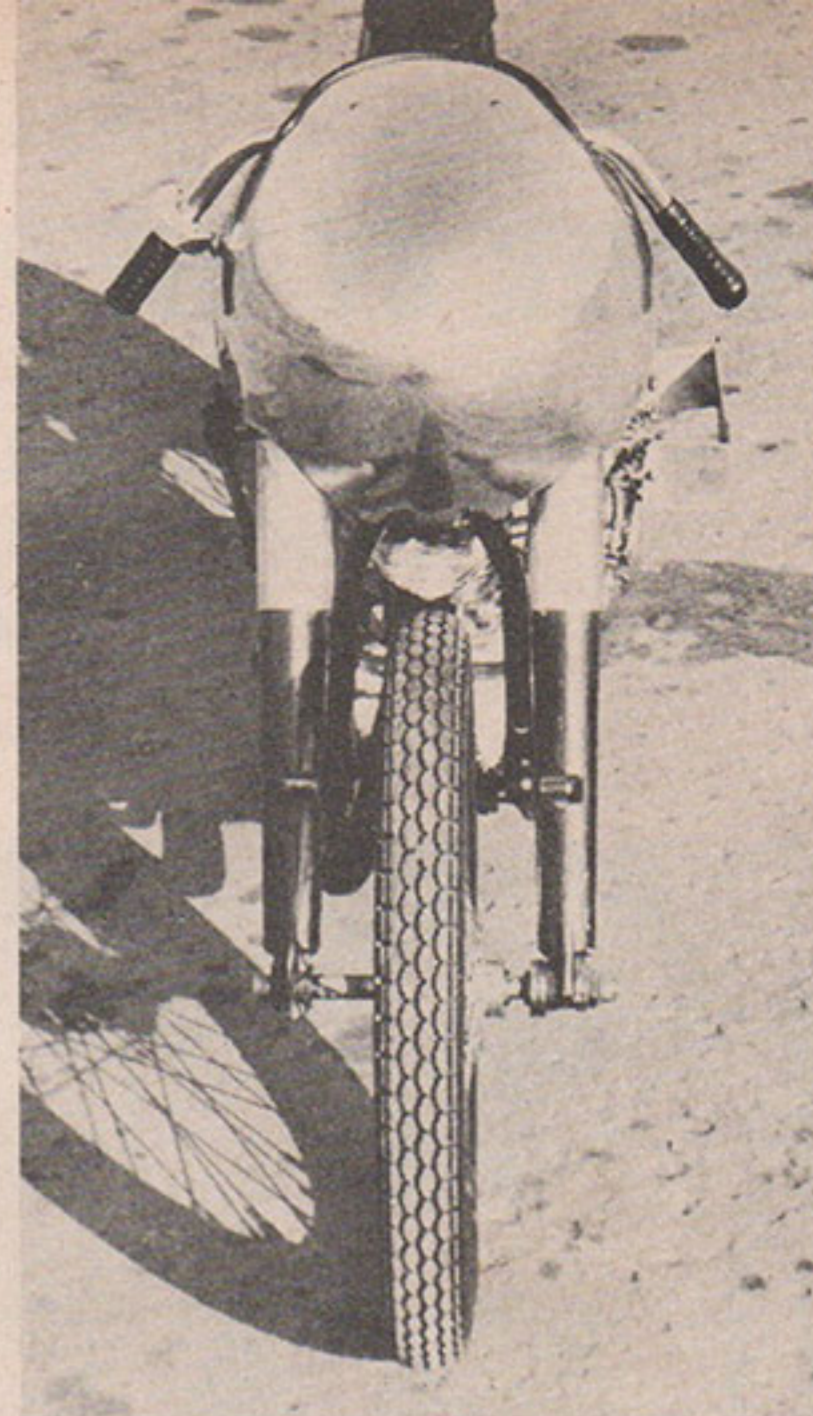
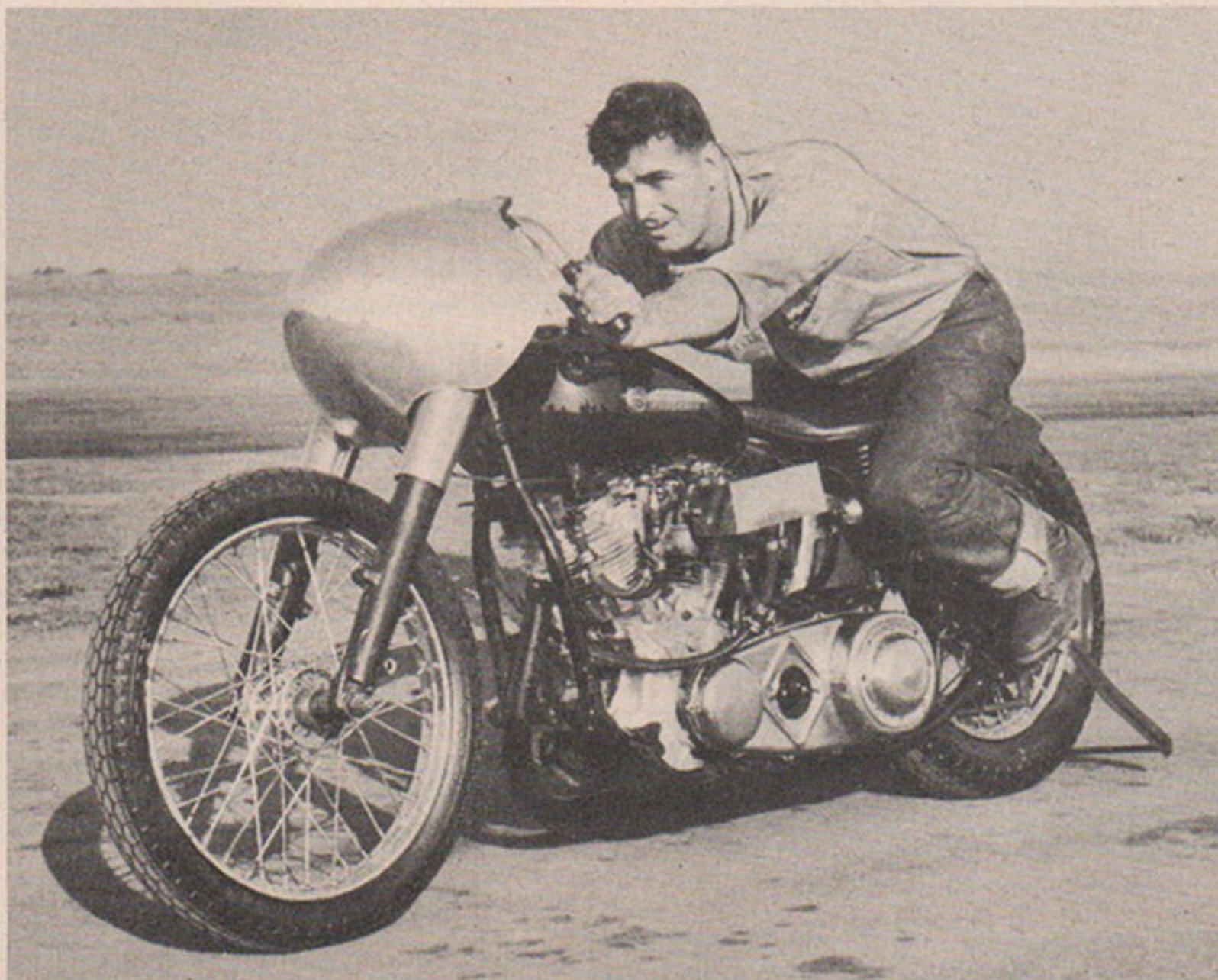
## FRENCHY LE BLANC TURNS 122.44 IN QUARTER MILE

Text and Photos by Chuck Pollard

ONCE UPON a Sunday a big, ugly Harley-Davidson ran off from every vehicle at the Orange County Drag Strip. They named this 'cycle the "Beast," because of its mean, ugly appearance. The manner in which it ran was arrogant, even the exhaust was derisive. This 'cycle was owned by Chet Herbert—being equipped with a cam designed, and ground by Chet—and was tuned by Roy Felkner, at Stilwell's Cycle Shop, in Santa Ana.

Ironically this 'cycle that beat the "Beast" was named "Beauty." With its smooth, well-kept paint, its slick aluminum nose, teledraulic forks, and general over-all grooming, it lived up to its name. Unlike the beast, Beauty sounded almost apologetic when racing 'cycles with lesser horsepower. You might even say that it was a pleasure to be second to Beauty, because she won so gracefully.

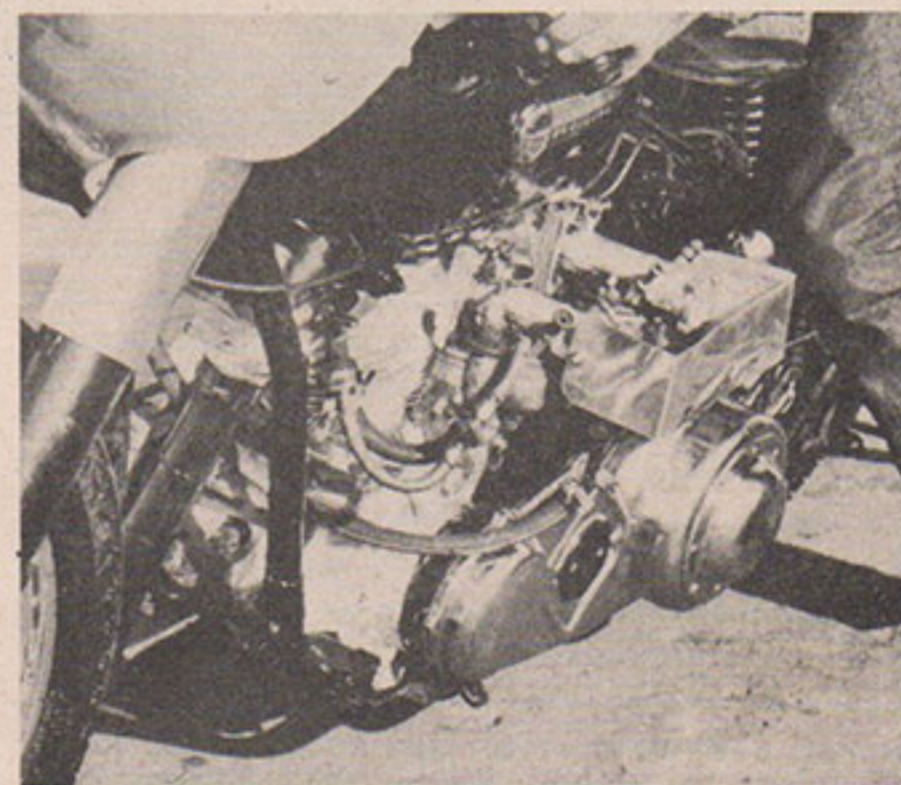
Now then, the Beast didn't take this beat-



ABOVE, Torpedo-like nose of the Beauty appears to have been fashioned from plane prop spinner

LEFT, Frenchy "tucks-in." Exhaust pipe curve has been lessened and twin jugs have wind deflector

BELOW, No one seems to know what mysterious spark plug, mounted in carb bowl, is all about



One day the "Beast" decided to stay home and let a few of the slower machines regain some of their courage. It was a good thing for the Beast! That day another 'cycle owned by "Frenchy" Joe Le Blanc of Whittier, and tuned by the same inimitable Roy Felkner—it also was equipped with one of Chet Herbert's cams—went 122.44 mph in a quarter mile, from a rolling start! This time beat 'the "Beast's" by *one mile per hour!*

ing light heartedly, and has vowed to take Beauty "to the cleaners." At this time the Beast is home in its garage, building up more compression, packing on more gear ratio, and inhaling great draughts of nitro-propane. What a battle there will be, when these two juggernauts meet at the Orange County Drag Strip to do battle to the bitter end! Who will be the victor—the good natured, amiable, Beauty—or, the snarling Beast?

## BACK IN TRIUMPH SADDLE

### ROD COATES—LAST YEAR'S DAYTONA CHAMP

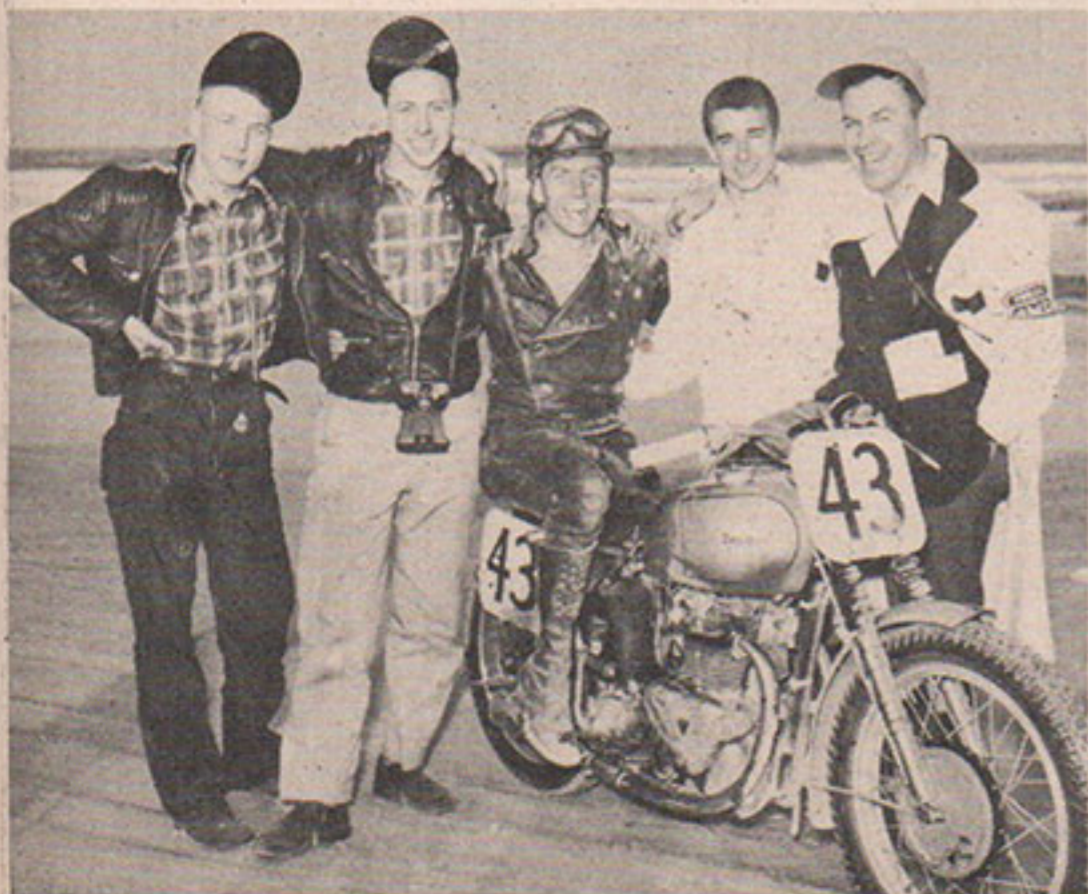
THE RECENTLY established eastern headquarters of Triumph Inc., Baltimore, Maryland, has appointed "Rod" Coates as its Service Manager and "Rod" is already on the job organizing parts and service activities which the Corporation expects will equal any

Rod "Pepsodent" Coates, surrounded by well-wishers. L. to R. are Harold Wohlman, Bo Skoglund, Rod Coates, Walcott Kelly (Rod's mech), and Honest John Mercer, Triumph dealer rep.

anywhere, as soon as time has been allowed for setting up their organization.

This is further great news for Triumph riders and dealers, for "Rod" Coates is unquestionably one of America's most skillful and experienced motorcycle engineers and has had much experience in motorcycle sales and distribution. Coates is one of the most popular and successful riders in the country and his name turns up as a regular winner of all sorts of competitions. Riding a Triumph owned by Ed White, of the White Engineering Company, Baltimore, he carried off the famous 100 mile Daytona Beach Race last year.

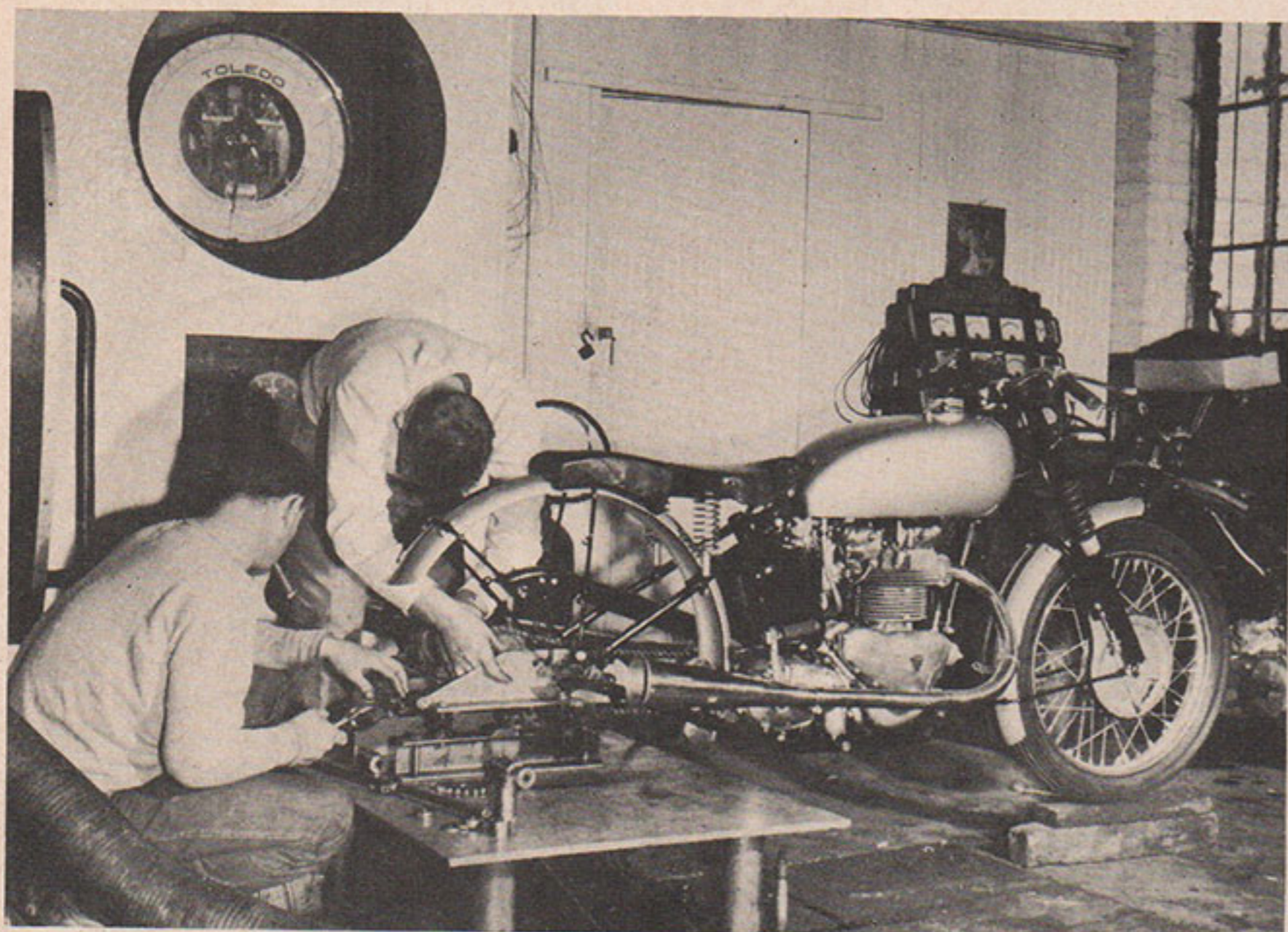
Good luck "Rod"—we know that in returning to the Triumph camp, you will be in your element and will have many future triumphs.



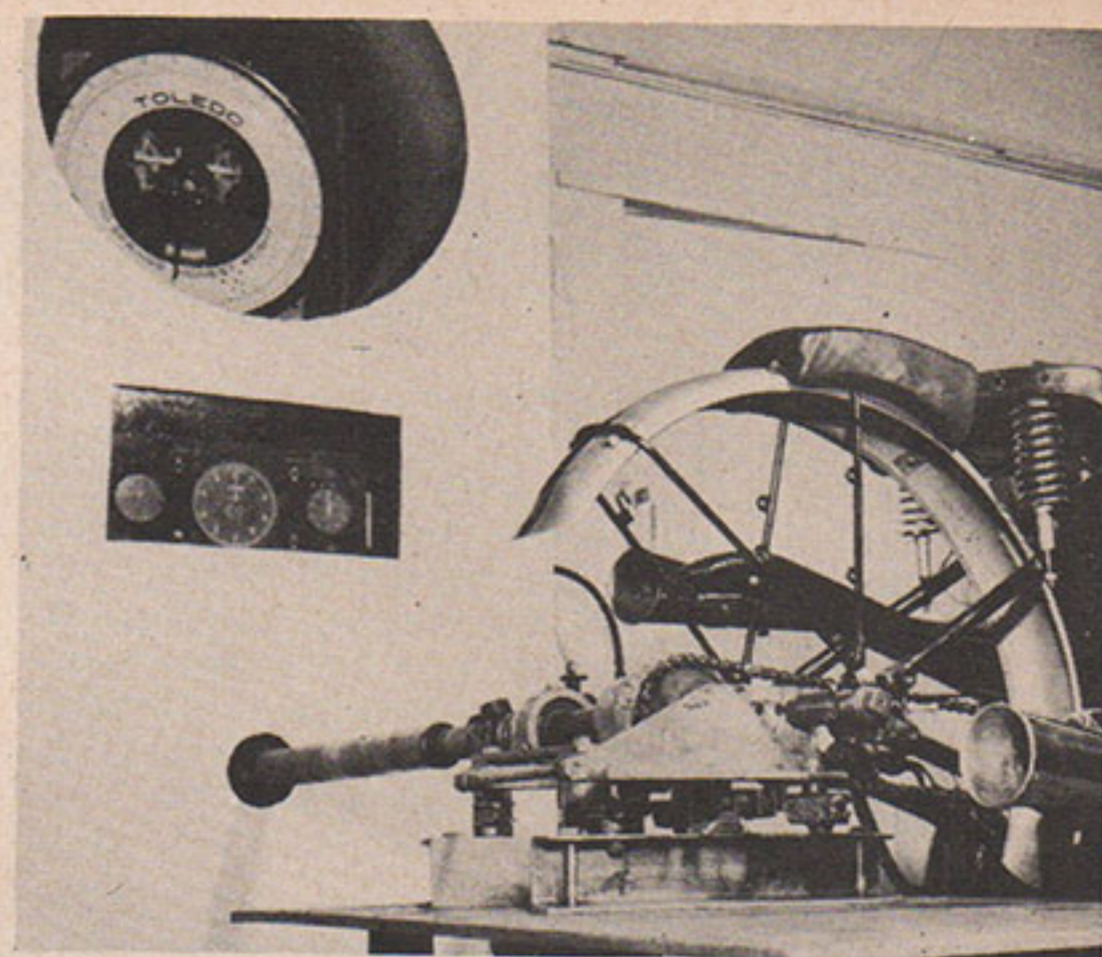
# POWER BY THE POUND-\$5.00 an Hour

## CHRISTIAN-BULLOCK MECHANICAL HIGHWAY BUILDS CHAMPIONS

By Bob Greene



Photos by Bob Schumann



ABOVE, Large scale weighs engine torque in pounds, dials below register rpms. From these figures actual brake hp can easily be found. Compare picture with simplified diagram below

LEFT, Bullock left, and Witham testing one of Tim's Daytona Specials prior to race, found faulty carburetor which was quickly replaced, one of the advantages of the "Mechanical Highway"

tipling the amount of torque in pounds, times the revolutions per minute and dividing this figure by 6000. One brake horsepower is the equivalent of raising 33,000 pounds one foot in one minute.

Outwardly, the most prominent part of the dynamometer is its steel mounting platform where the rear of the bike is secured for testing. This platform also serves as a support for one end of a sprocketed driveshaft, the other end of which terminates in

EVER WONDER why the sudden jump in top motorcycle speeds within the last few years? One of the prime factors within the Southern California area was the further development and application of an ingenious but little seen device called a dynamometer.

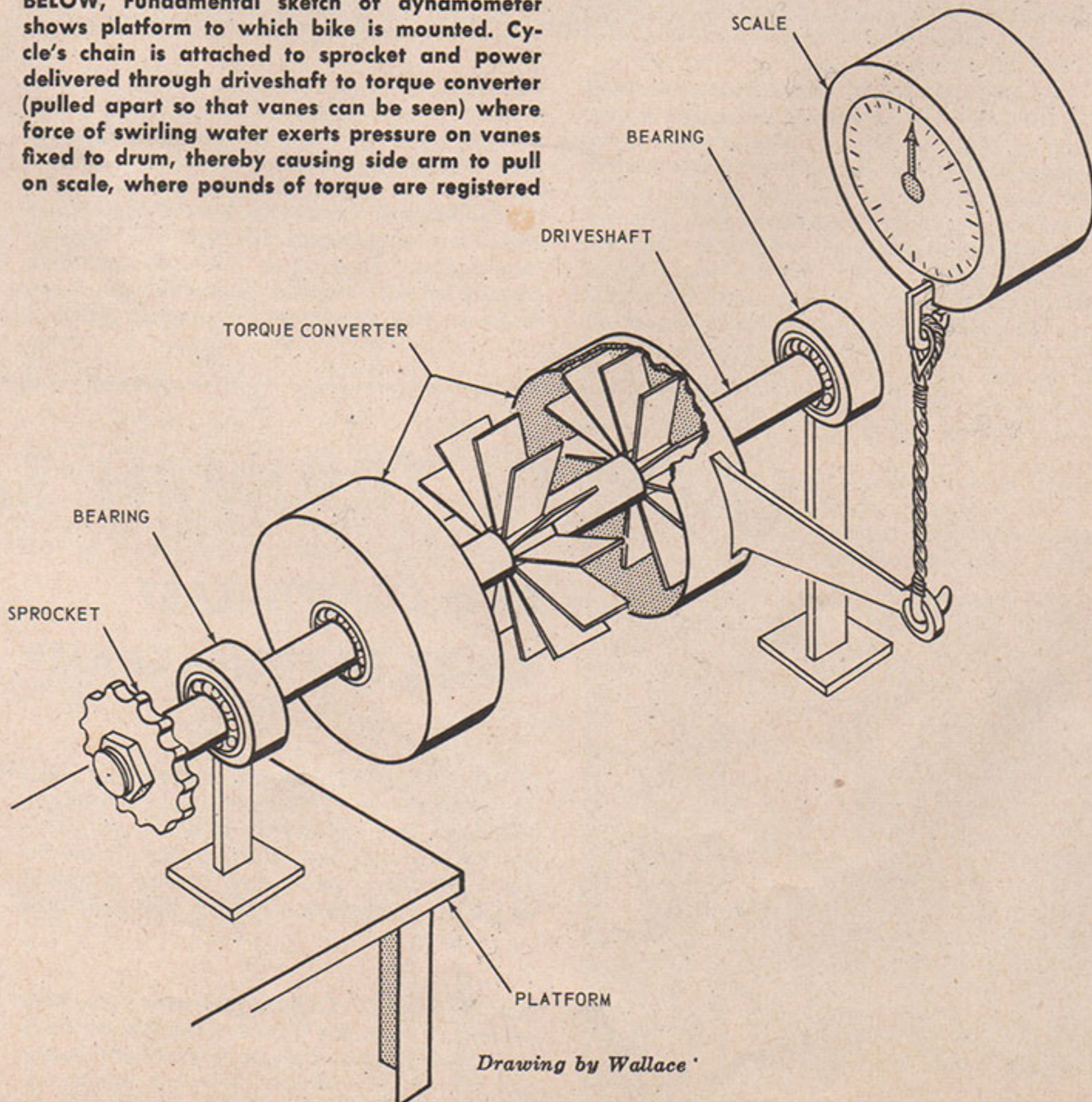
Motorcycle dynamometers are not new but they are very scarce, at least one as carefully constructed and as accurate as the one built by Blackie Bullock and Frank Christian. At a cost of \$6000 and two years labor, Frank and Blackie completed this mechanical highway that diagnoses engine characteristics in terms of brake horsepower, torque and rpm.

It all started several years ago when some of the local boys' remote highway proving grounds fell victim to postwar traffic congestion, leaving the lads no place to experiment. As street testing became more and more impractical it was obvious that unless other means were devised, it would be necessary to make a trip to the dry lakes to test each new engine revision.

Determined that there must be another way, enthusiasts Christian and Bullock shelled out \$2100 for their first basic auto-type dynamometer. This original machine, not specifically intended for two wheelers, proved satisfactory for making comparisons from one bike to another but failed to give the fine analytical readings on each individual machine that they sought. The entire unit was revamped; a Toledo scales, accurate to 1/10 of a pound for registering torque, was bought for \$600 and another \$600 went into a single chronotachometer. They were now ready to start the long and tedious task of constructing a true motorcycle dynamometer, the fundamentals of which are as follows:

The main problem is that of measuring the energy, torque, of the motorcycle engine in terms of revolutions and pounds of pressure. Actually, brake horsepower is found by mul-

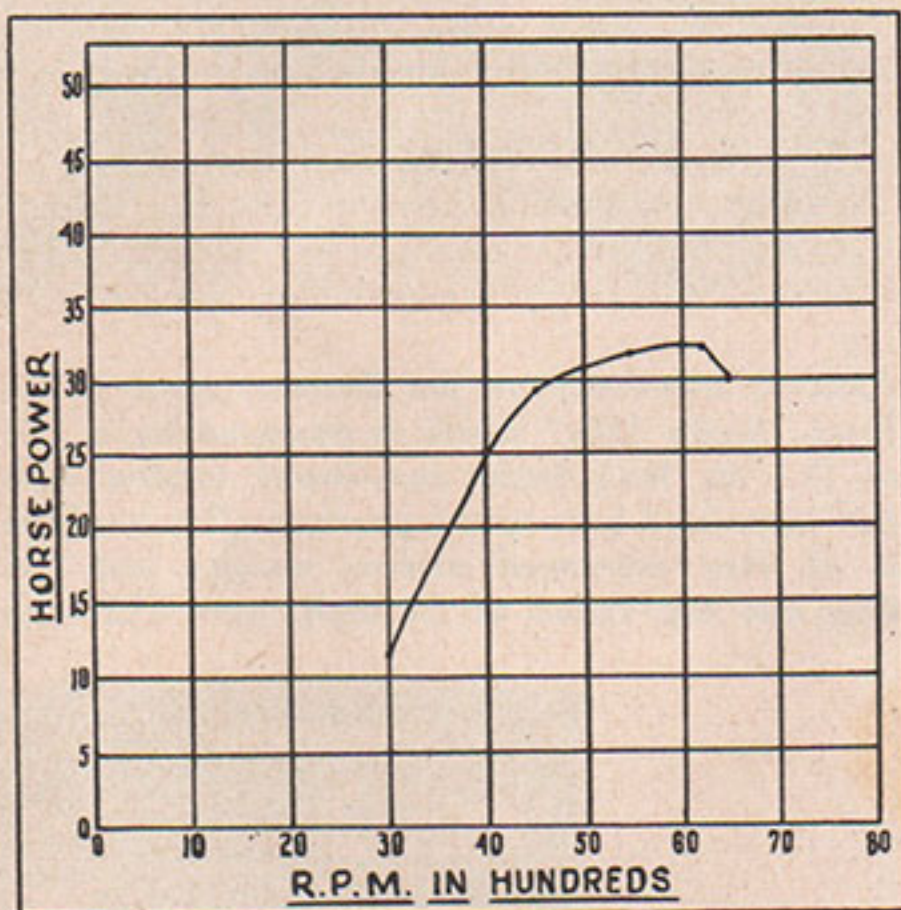
BELOW, Fundamental sketch of dynamometer shows platform to which bike is mounted. Cycle's chain is attached to sprocket and power delivered through driveshaft to torque converter (pulled apart so that vanes can be seen) where force of swirling water exerts pressure on vanes fixed to drum, thereby causing side arm to pull on scale, where pounds of torque are registered



Drawing by Wallace

a water brake. As the motorcycle chain spins the sprocket end of the driveshaft, the other end of the shaft, equipped with fins and revolving in a water filled drum, transmits force to the drum which is connected to a scale by means of an extending arm. As the water revolves within the drum, which is also finned, the force tends to twist the drum's outer shell and this twisting action is transferred to the scale where it is registered in pounds. This figure represents the exact number of pounds of torque at any given rpm. Thus by adding or subtracting water from the drum through remotely controlled valves, load on the engine can be increased or decreased as desired, much the same as if we could govern the slant of a hill when out riding on the highway.

At the same time this is taking place, a clock controlled tachometer (chronotachometer) is automatically counting the number of revolutions that are being turned per



Typical power curve plotted on graph paper shows peak horsepower at corresponding rpm

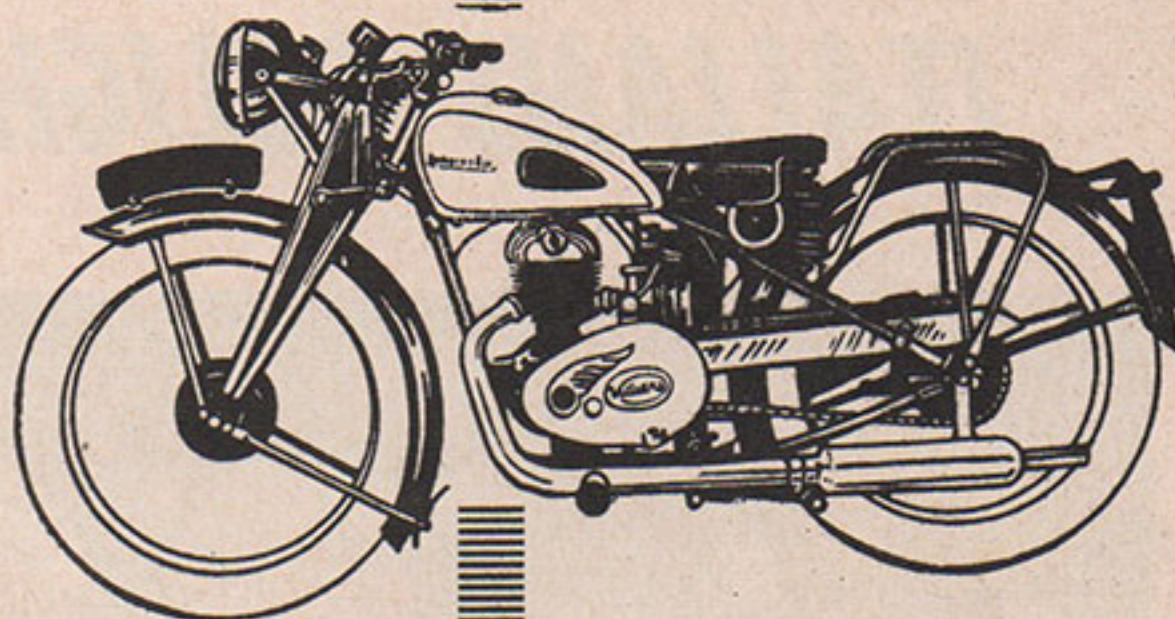
*Drawing by Fell*

minute and recording this figure on the lower left-hand dial shown in the accompanying photographs. Now, by multiplying this rpm figure by weight of pressure shown on large scale above (pounds of torque) and dividing by 6000, an engine's brake horsepower is determined . . . as simple as that!

Graphic recording of a particular cycle's engine behavior can be made by plotting its power curve on graph paper. First, the engine is gradually sped up and the water brake is simultaneously filled, until at full throttle the tach is registering, say 3000 rpm. Should the scales read 24 pounds at 3000 rpm, we merely multiply these two figures, divide by 6000 and arrive at 12 horsepower. So, on our graph paper, we put a dot where 12 horsepower and 3000 revolutions intersect. By repeating this routine for increasing rpm, a power curve chart such as the one above can be established. Charts such as these are frequently used by manufacturers in their sales brochures, since they reveal at a glance, engine behavior at progressive speeds.

Through just such testing devices as this, terrific strides have been made in motorcycle efficiency within the past few years. The highest powered stock auto engine currently manufactured delivers only 180 horsepower from a 331 cubic inch displacement. This figures out at a little over 1/2 horsepower per cubic inch, as compared to several standard motorcycle engines that are capable of a full horsepower per cubic inch displacement—nearly double the performance of our most expensive cars! As further proof of cycle superiority, consider the fact that some of the full blown 30 inch racing bikes are developing 98 brake horsepower; the equivalent of 3 horsepower per cubic inch!

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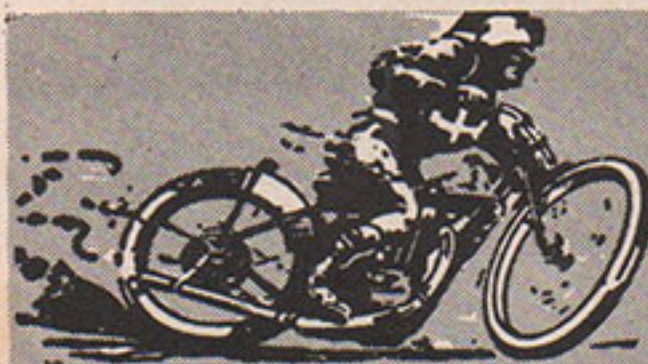
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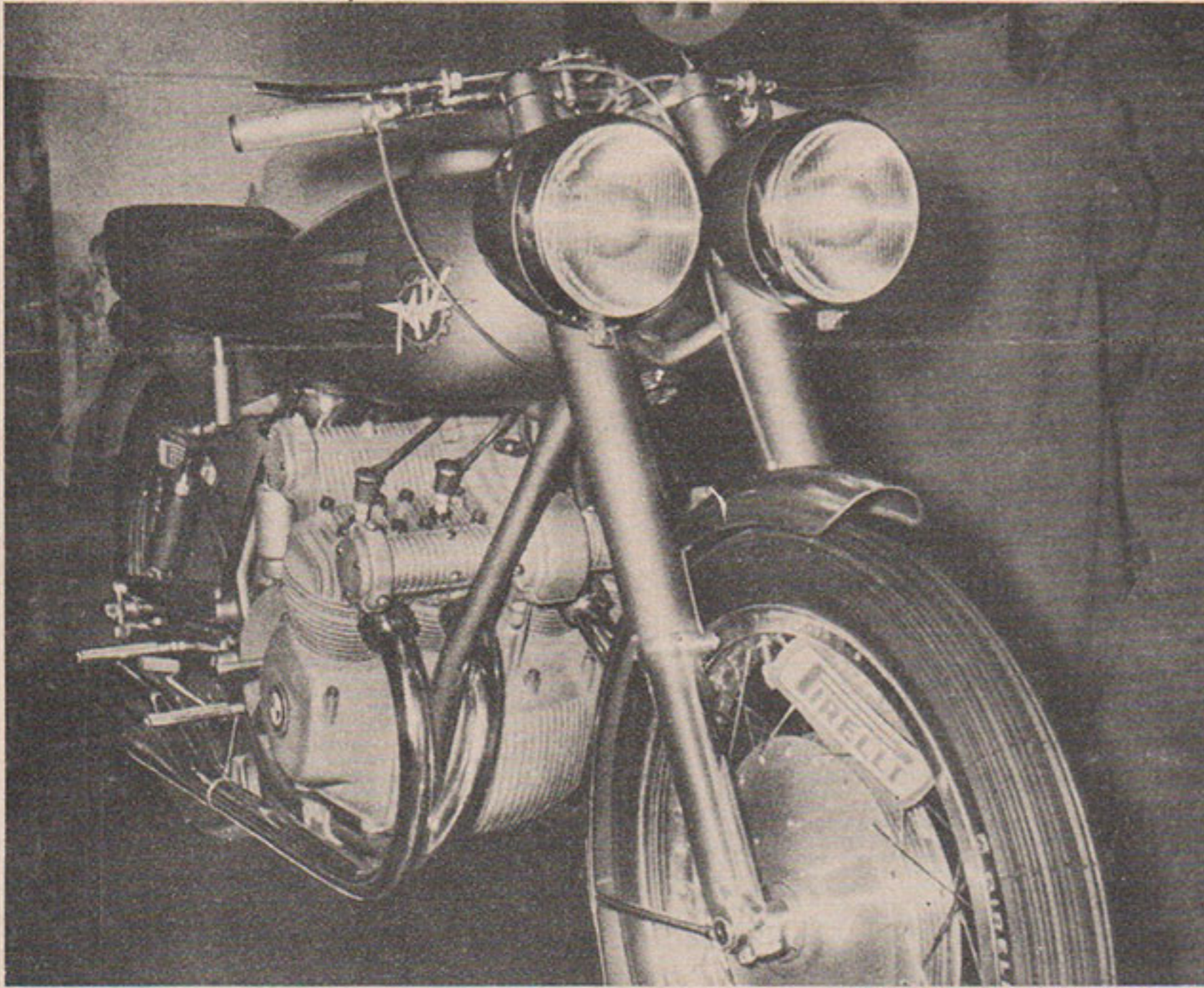
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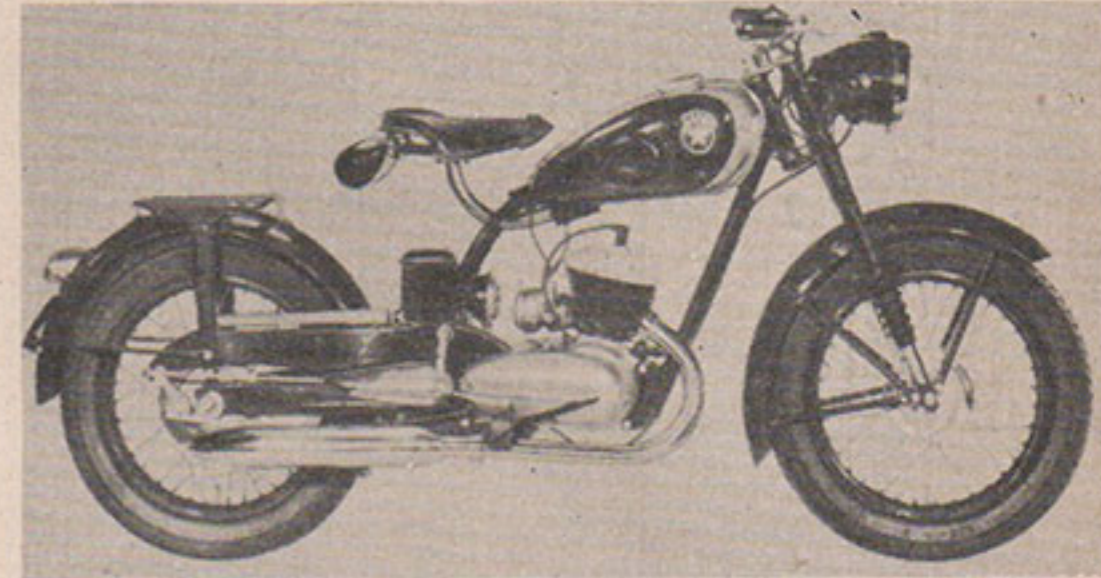


# ITALIANS DELIGHT IN MAMMOTH OR MITE



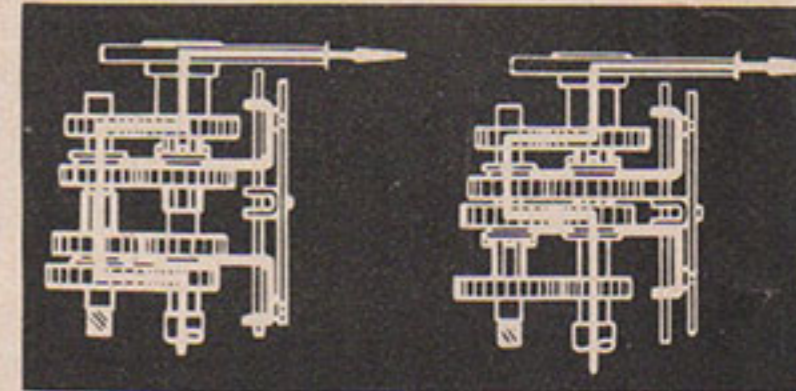
*Photos courtesy Moto Sport*

- MV SPORTS 30.50
- 2.9 cu. in. MOTOM



ABOVE, Newcomer to the German scene is the Mars "Stella 150," which is powered by a 150 cc (9.1 cu. ins.) Sachs two-stroke engine with self-contained four-speed gearbox. This machine is of very advanced design, weighs just 185 lbs., has top speed of 50 mph, gets 120 mpg

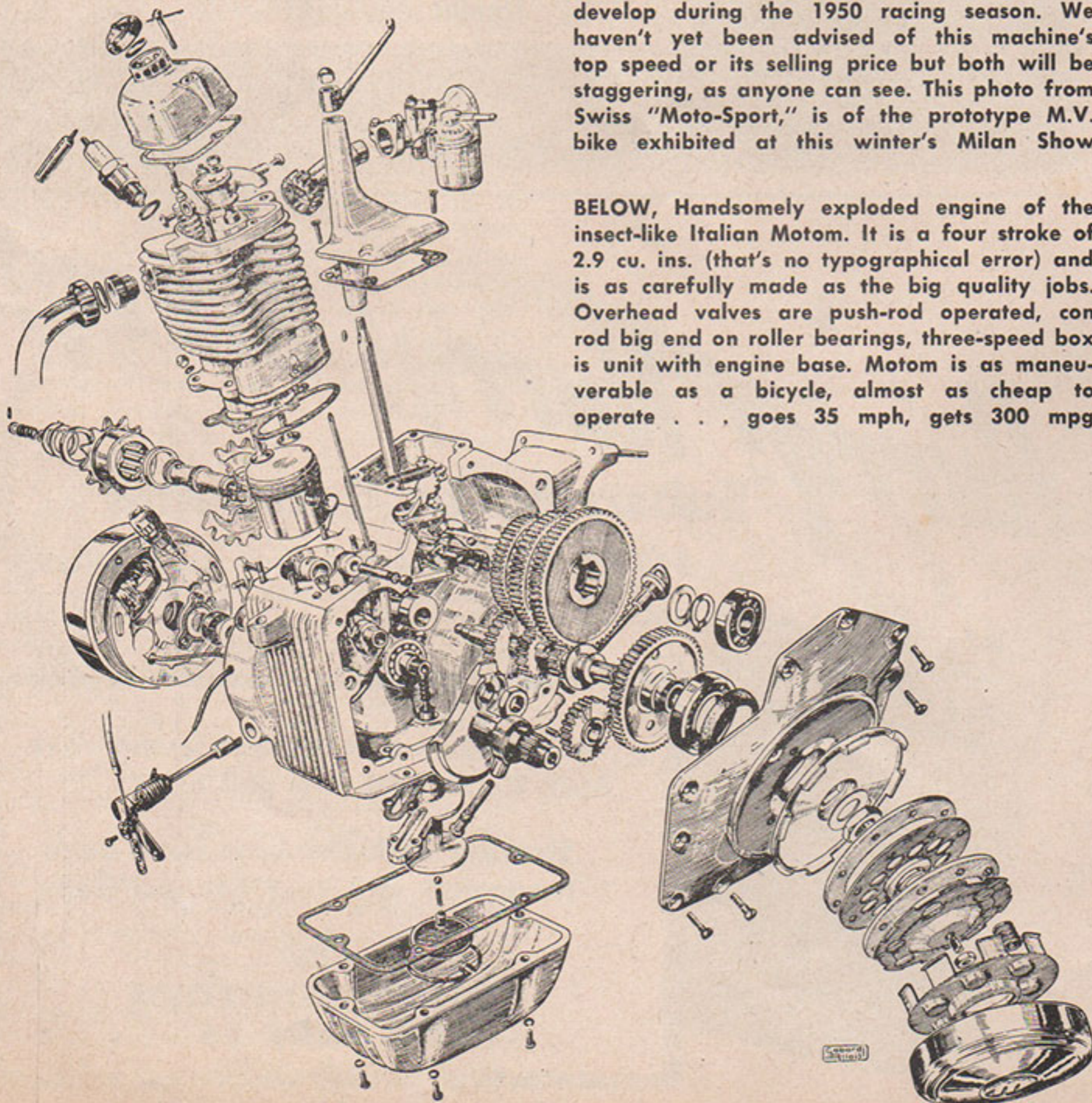
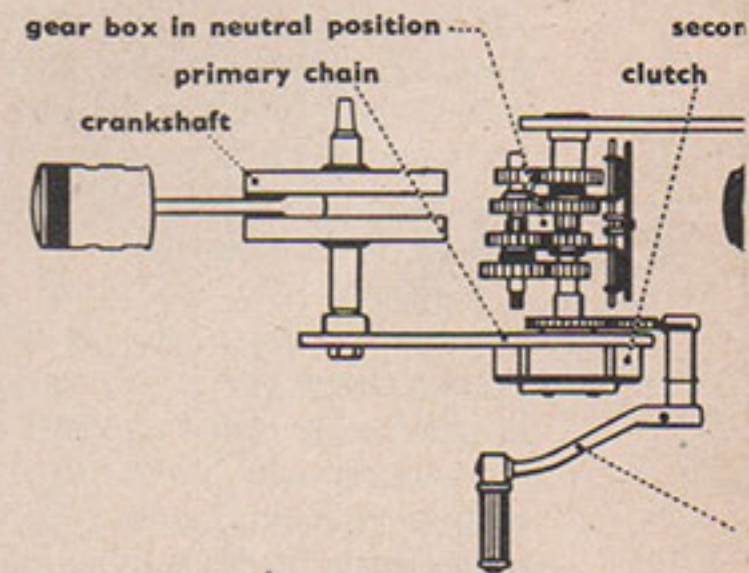
ABOVE, The new M.V. (Maccanica Verghera) Agusta 500 cc (30.5 cu. in.) sports model. Readers may recall that this machine is based on the Remor-designed four cylinder, dual cam, shaft drive racing job which M.V. began to develop during the 1950 racing season. We haven't yet been advised of this machine's top speed or its selling price but both will be staggering, as anyone can see. This photo from Swiss "Moto-Sport," is of the prototype M.V. bike exhibited at this winter's Milan Show



1st gear

2nd gear

Scheme of



BELOW, Handsomely exploded engine of the insect-like Italian Motom. It is a four stroke of 2.9 cu. ins. (that's no typographical error) and is as carefully made as the big quality jobs. Overhead valves are push-rod operated, con rod big end on roller bearings, three-speed box is unit with engine base. Motom is as maneuverable as a bicycle, almost as cheap to operate . . . goes 35 mph, gets 300 mpg

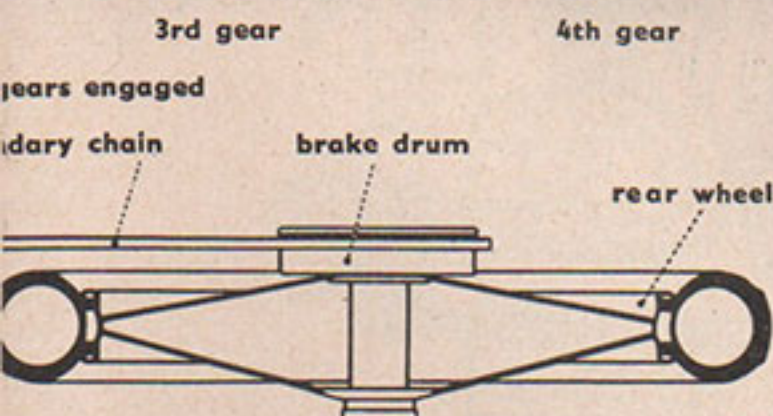
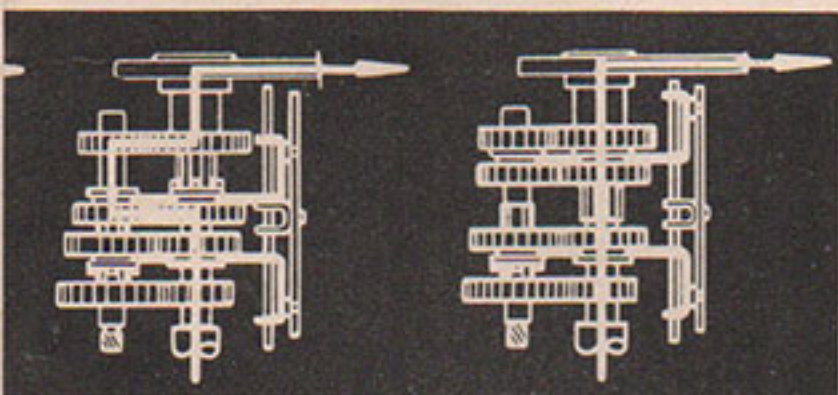


Condor, the Swiss firm which builds big opposed twin shaft driven jobs for heavy alpine work, has recently invaded the light-motor field, uses the ever reliable English Villiers 197 cc two stroke engine



Simple secrets of the Stella clearly shown here. Saddle support bar is anchored at front of frame, saddle sprung on rubber bands. Springiness of the saddle is adjusted to the weight of any rider by simply moving the bands forward or back. Oscillating fork of the rear suspension works against rubber cylinders under compression. This design offers high degree of rider comfort with very low cost of manufacture

BELOW, Jawa's automatic transmission is so called for the rather good reason that shifting is done by simple heel and toe action on a pedal lever, without de-clutching. Since the transmission gears are in constant mesh, it's only necessary to use the clutch when taking off from a stand-still. This very advanced feature is typical of smart Czech engineering



Britain's answer to that fabulous beast of burden, the Italian Lambretta, is the neat little BSA Bantam. Sturdy two-stroke carried its two pretty passengers and luggage over 4500 miles of European terrain

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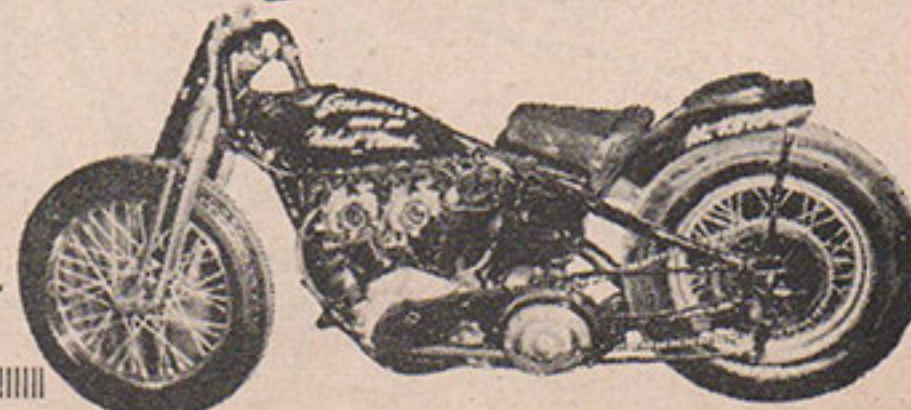
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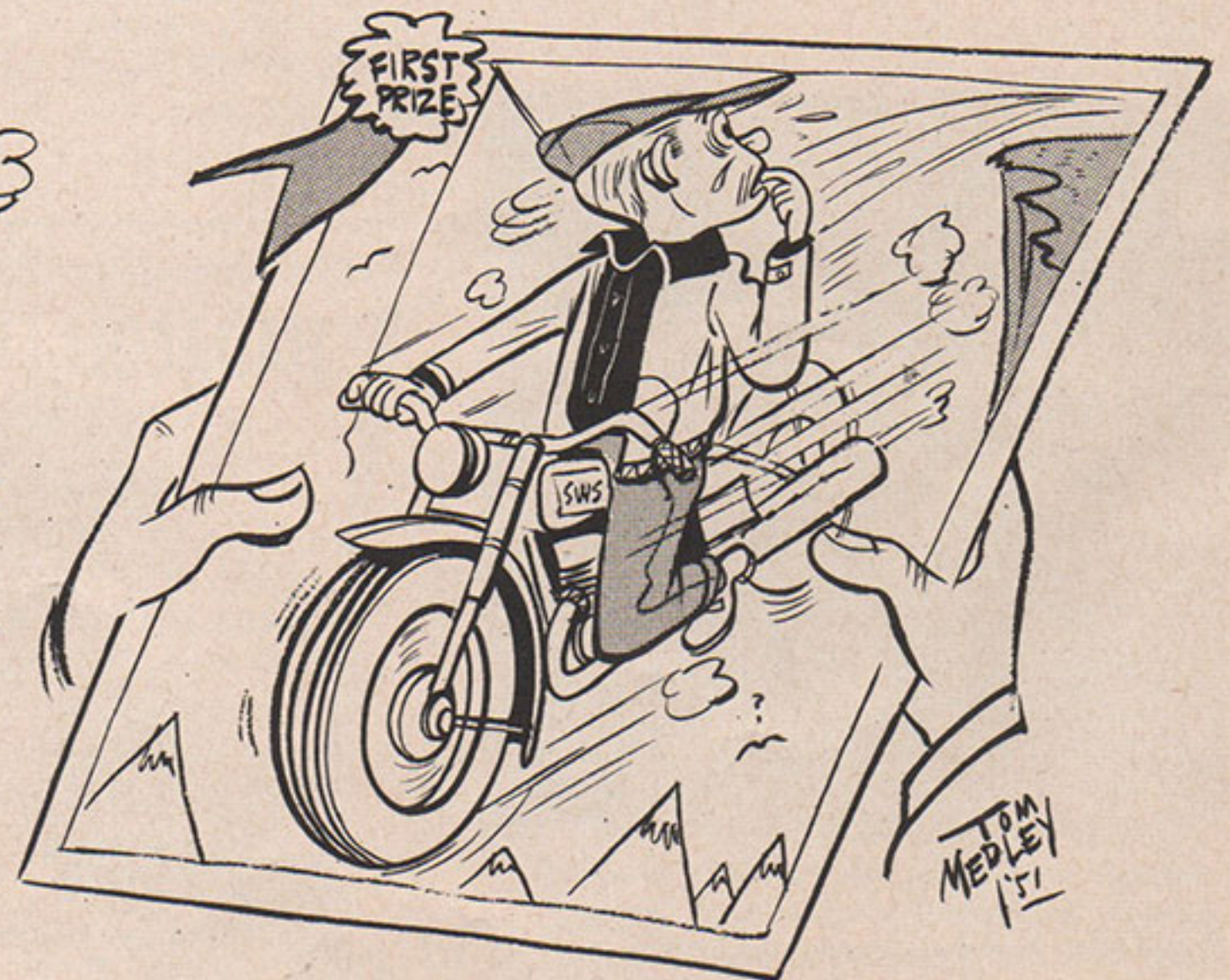
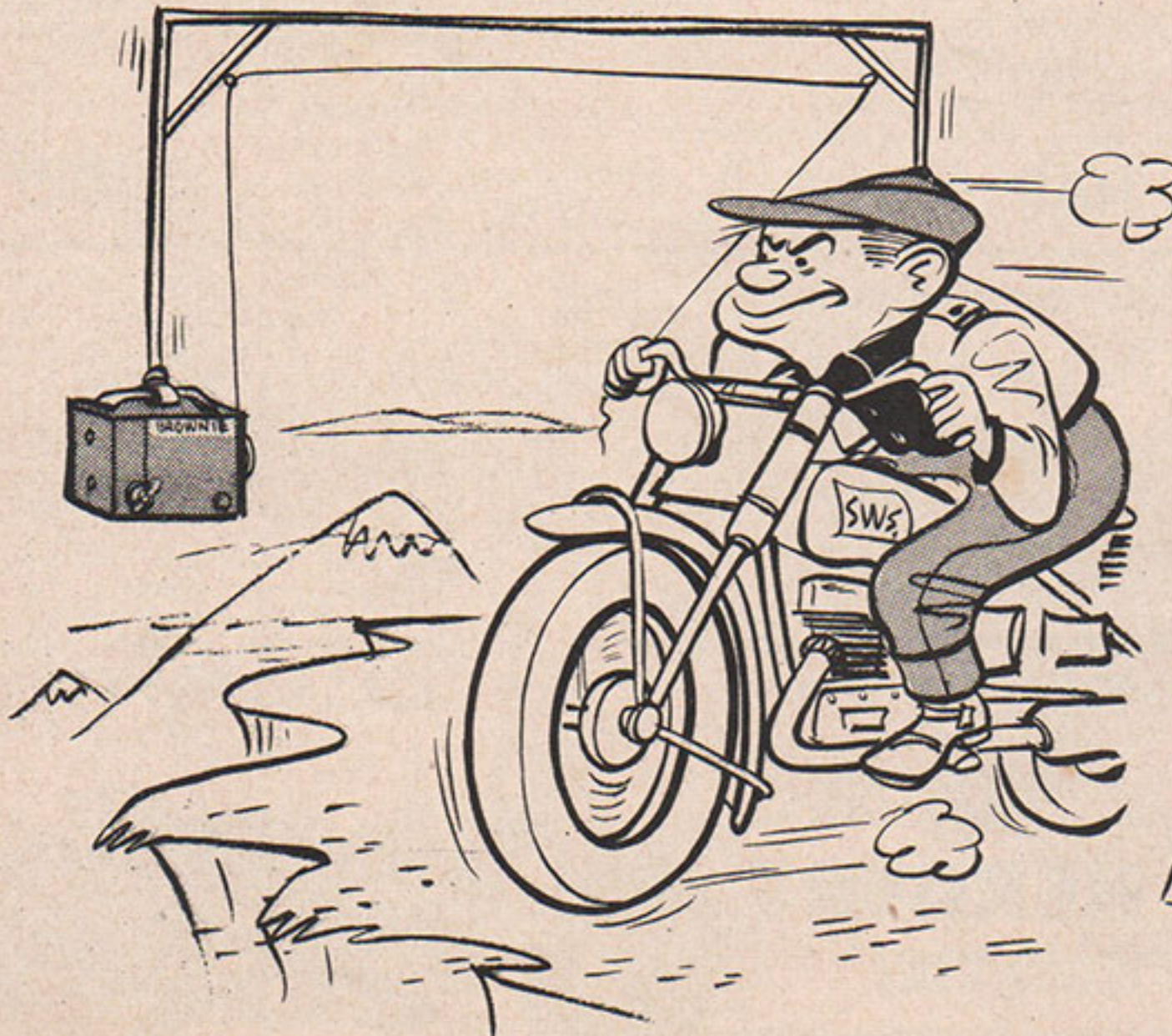
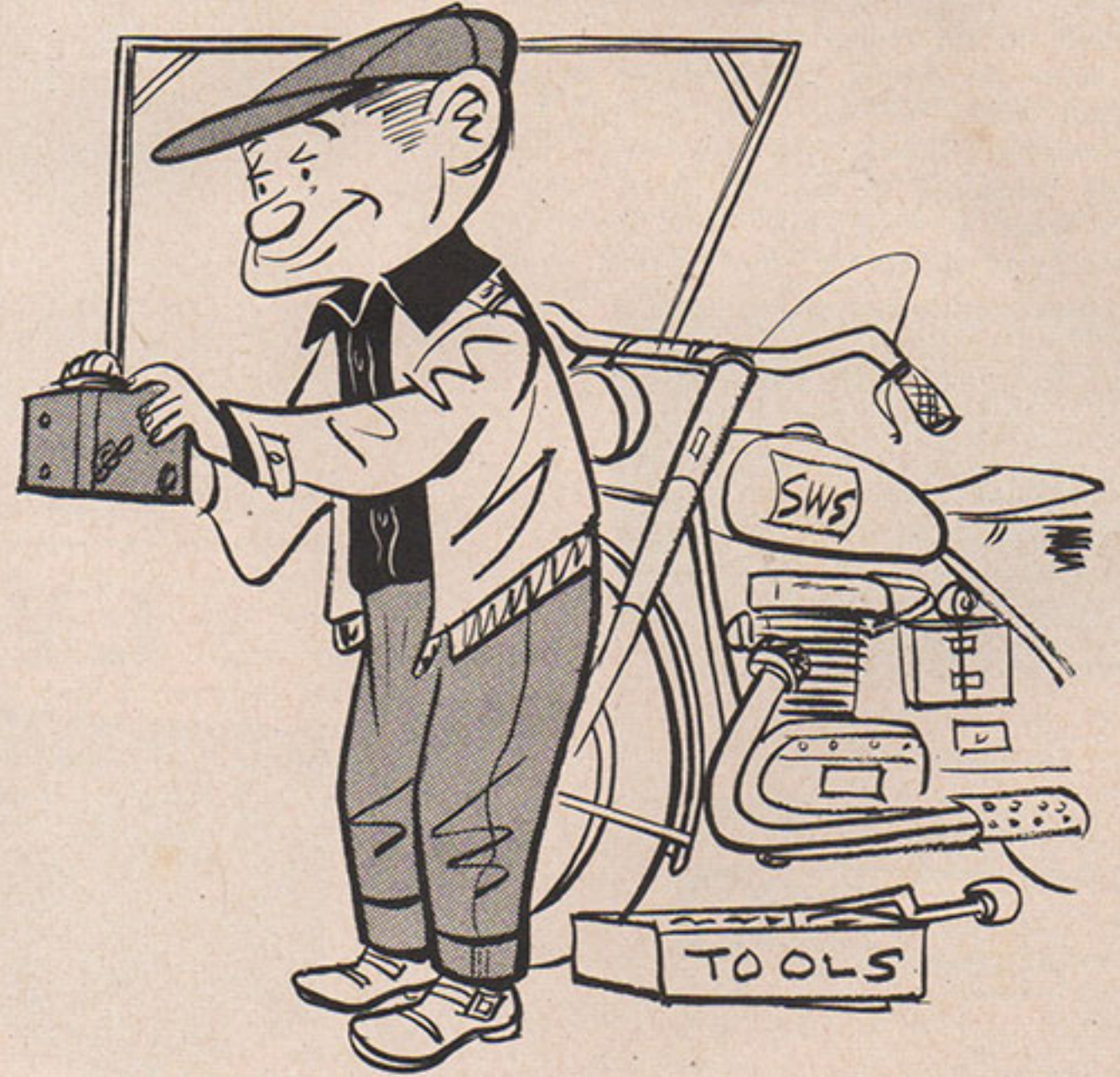
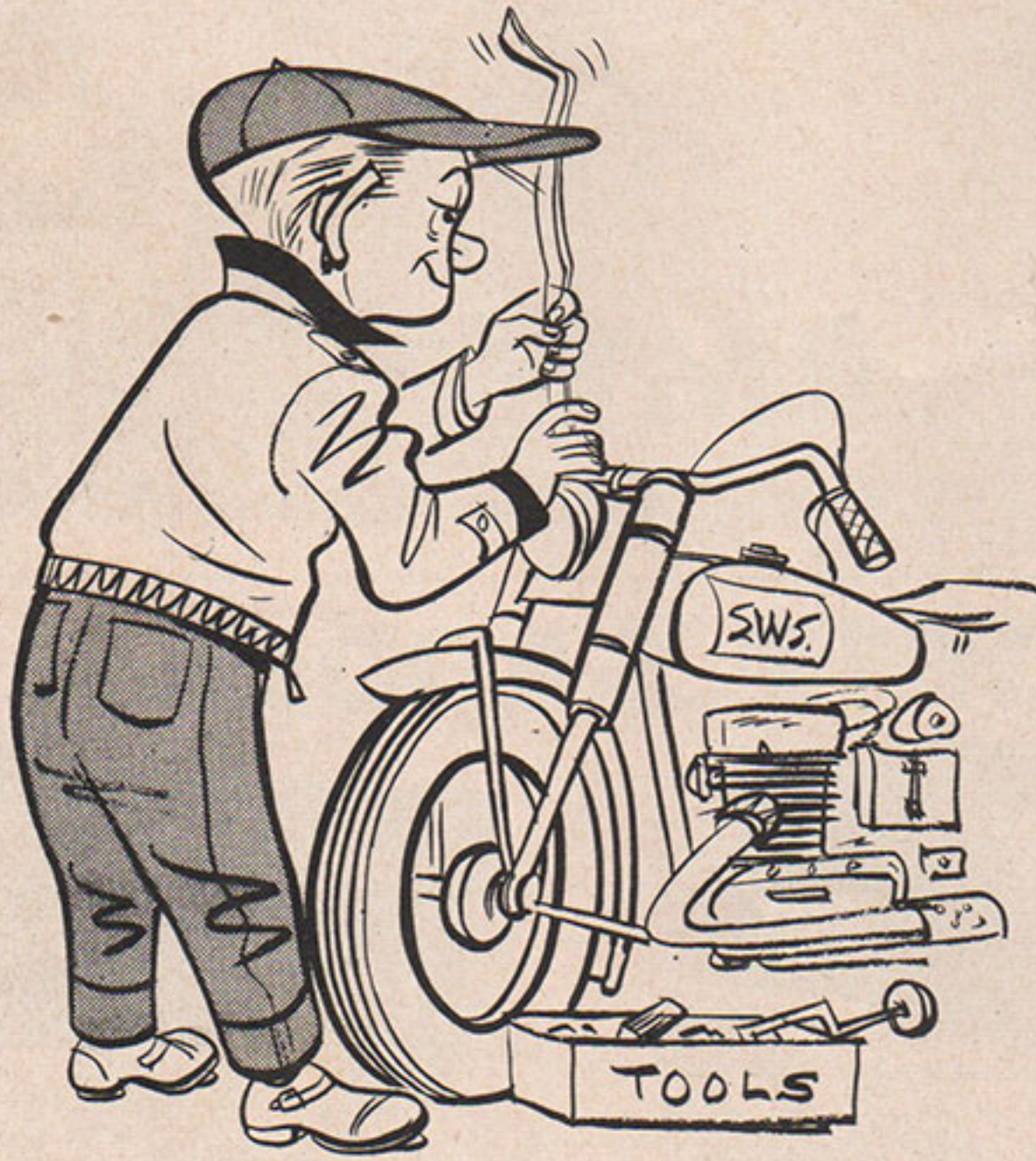
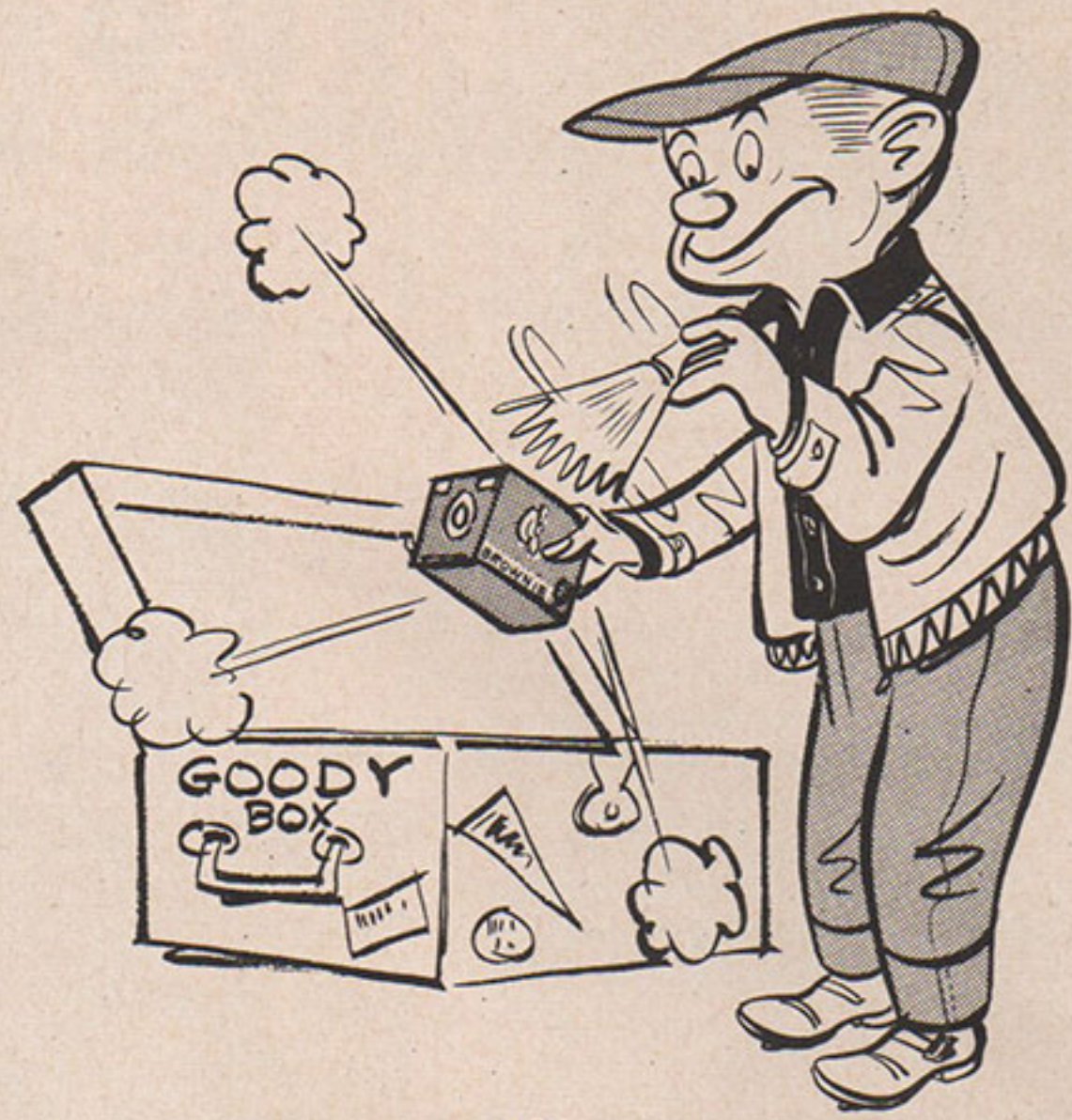
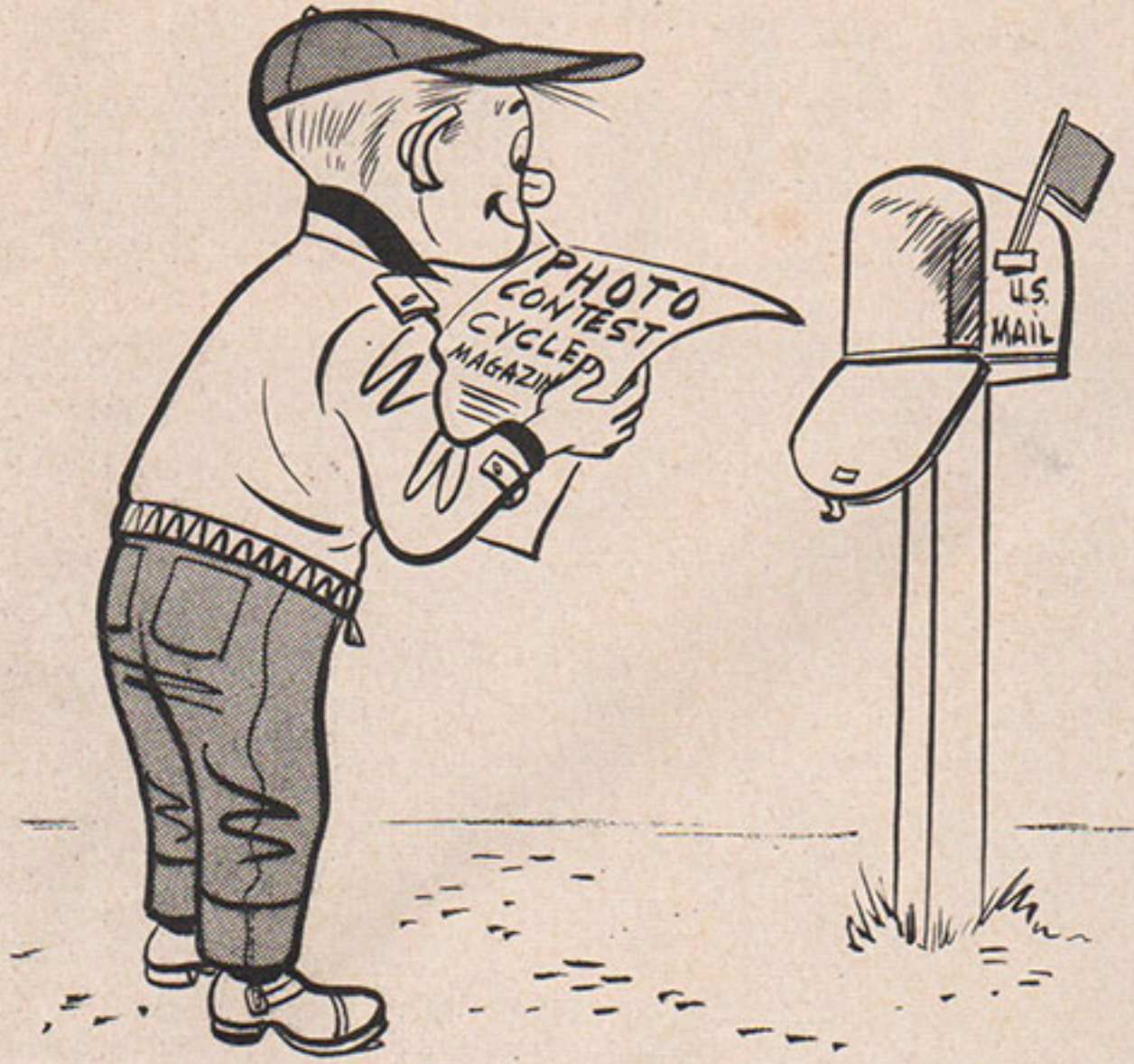
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#### AFTER ONE APPLICATION OF HERBERT CAMS

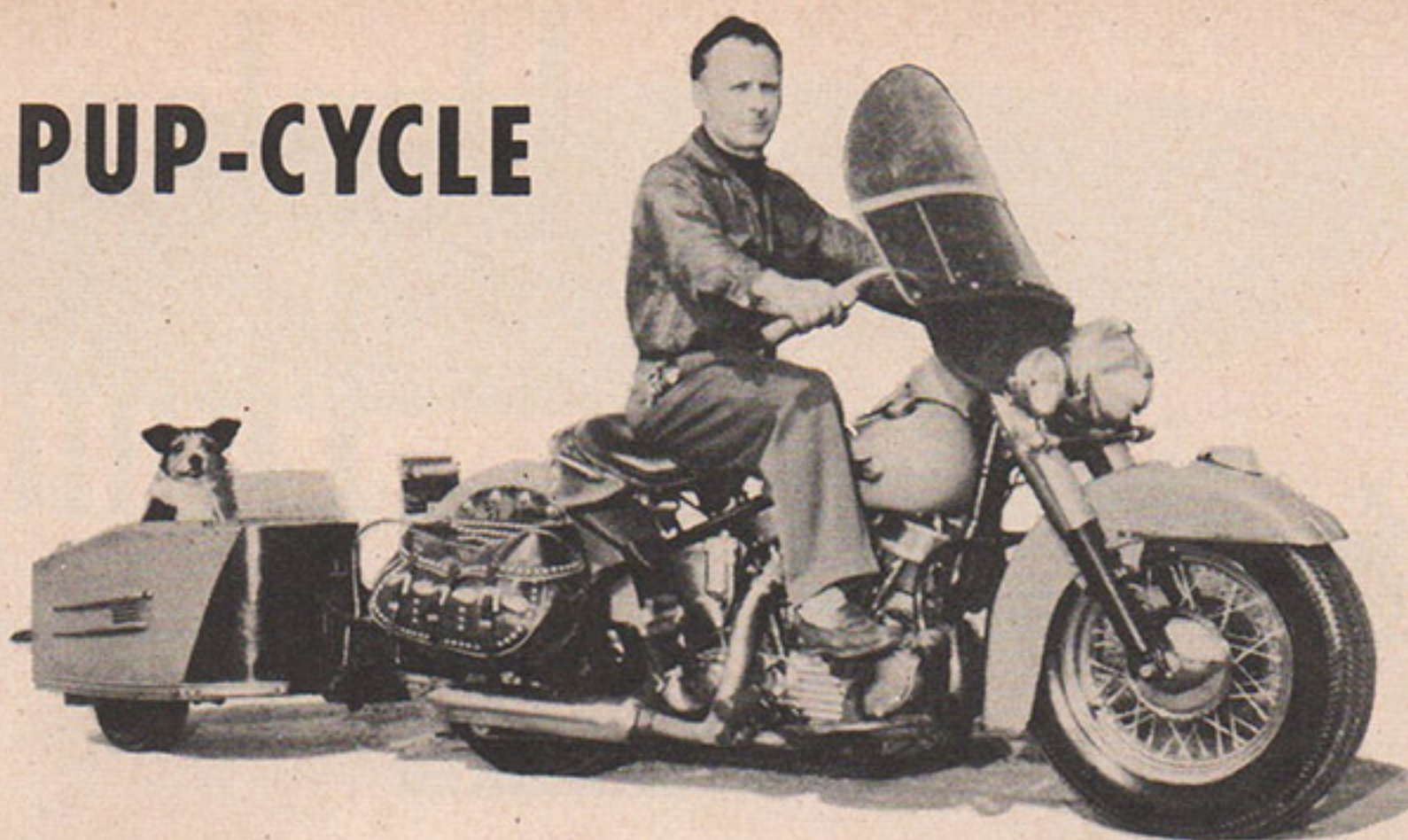
142.85 mph Rosamond Dry Lakes. 121.62 mph Santa Ana 1/4 mile drag races, Standing Start.

Frenchie's 1949 H.G. Harley Davidson with standard hydraulic lifters, using Herbert cams, turned 122.42 mph, Santa Ana 1/4 mile drag races, Standing Start.





# The PUP-CYCLE



## SISSY'S POOCHMOBILE PROVES BOON TO CANINES

EYES POP wherever enthusiast, Sandy Sanders and his chauffeured pup, "Sissy," are seen. Sissy, a real cycle hound's hound, is always ready to go at the klank of a kickstand; and for a good reason, too. Master Sanders of Rosemead, California, has constructed a special canine caboose from the chassis of an old motorscooter that can be attached to his big twin sidecar lugs in less than 15 minutes. Sandy, a truck driver by trade, is quite used to handling big rig trucks and trailers and says that his flea flivver handles like a millon, at speed or in traffic.

For safety's sake, Sissy's poochmobile was made four inches narrower than the 25-inch wide crash bars; if the bike squeezed through, the trailer clears, too.

Other legal fittings include tail lights, stop light, rear bumper and windshield. The body itself is 41 inches long, 21 wide, 17 deep and has a total 7-inch ground clearance, considerably more than the cycle itself.

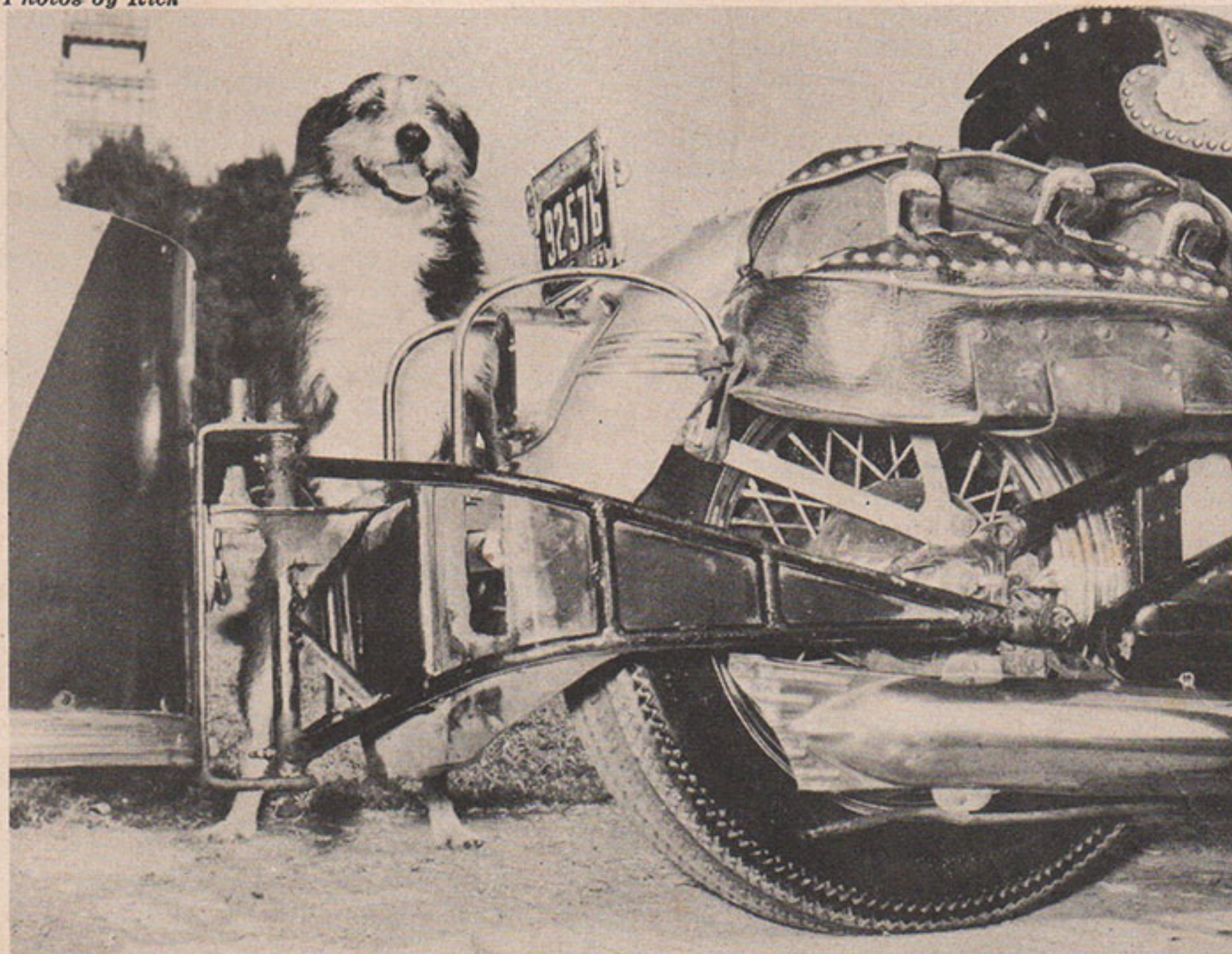
Those interested in building any type of

Undaunted by high speed maneuvers, Sissy leans with bike, stays calm under all circumstances

one-wheeled motorcycle trailer will do well to observe Sanders' hitch set-up. The conventional ball and socket universal idea was discarded because of lack of control on the corners—bike leans one way and trailer leans the other—not so healthy. Instead, Sandy uses a two-way movement idea with turning action controlled by a revamped steering dampener. In this way the trailer is forced to lean with the bike and no shimmy is experienced. Vertical movement takes place at the forward end of the hitch, where it bolts to the cycle. The vertical shaft just ahead of the trailer acts as a pivot when cornering and can be snubbed as desired by the steering dampener fitted at the shaft's top.

Sandy, wife and Sissy, like all motorcyclists, are Gypsies at heart and love to take their tandem far afield. "We always get our kicks on a trip by watching the service station attendants' amazed expression when they look up in disbelief as we run the third wheel over their pneumatic bell tube."

Photos by Rich



Starting with an old scooter chassis, cyclist Sanders experimented, devised this unique lash-up

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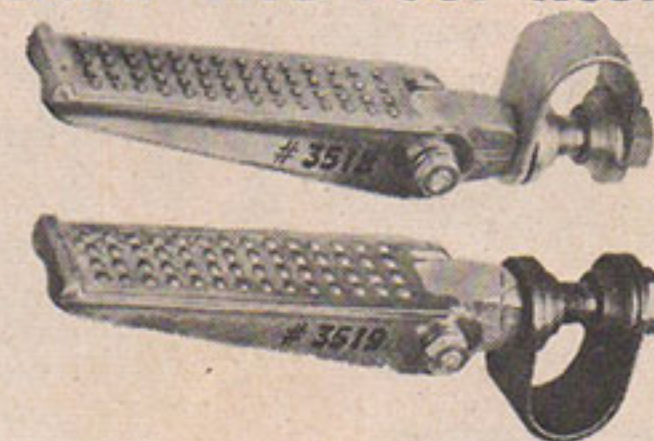
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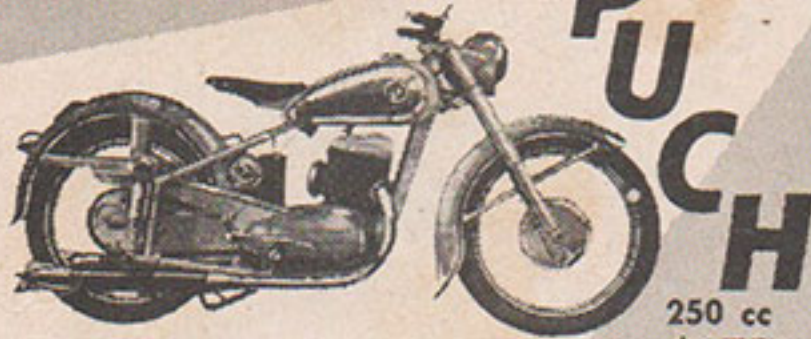
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# Dealer Doings



## JUD CARRIKER

**S**ELLING and repairing motorcycles is a tough and exasperating business. Twenty years is enough to start gray hairs sprouting, and is usually a record. Which makes it more amazing that Jud Carriker just celebrated his forty-first year as an Indian dealer.

This business life-span, almost as comprehensive as the sport itself, makes Jud the Indian dealer with the longest record of continuous service. It also gives him the distinction of being the American motorcycle dealer with the most years of continuous activity.

Nobody watching the steel-tough, leathery-skinned veteran at work in his shop at 2806 North Main Street in Santa Ana, California, would believe that he was old enough to hold these dealer records. Nobody, that it, except the men from the famous Indian teams of 1922 to 1928 who remember Jud as one of the sharpest mechanics and pit chiefs ever to be charged with the responsibility of a factory team. In those years, Carriker-built and tuned Indians set records from coast to coast, on board and dirt tracks. Riders like Jim Davis, Ralph Hepburn, Gene Walker, Shrimp Burns owe part of their reputations to Jud's skill in preparing Indians for racing.

Officially, Jud was in charge of the Indian factory teams between 1922 and 1928, when it was decided to disband the fabulous teams and give the individual rider a chance in competition. Some of the records from that period still stand. A Carriker Indian set the mile record for dirt tracks at San Luis Obispo at 90.91 mph. Another Carriker victory occurred at Rockingham Speedway, Salem, New Hampshire when an Indian clocked 110.85 on the board track measured mile. In 1924 Ralph Hepburn won the 200-mile national at Wichita, on Jud's bike.

In 1907, Jud bought his first machine, a Merkel single at a cost of \$30. He rebuilt it completely, then in 1909 traded it for a 3-horsepower Reading. In 1910, Jud bought his first Indian and went into business for himself in Orange, Calif. Since that day he has remained loyal to Indian.

The next two years Jud rode in competition at the one-mile Santa Ana dirt track. Already more interested in the intricacies of engineer-

ing than in the art of riding, Jud stayed off the track after he had succeeded in building the fastest single on the track—a ported Indian that clipped off 59 4/5 mph.

In 1919, Jud began working at odd jobs for the Indian factory. That year, he helped Shrimp Burns win the 25-mile race at the old Ascot track in Los Angeles; the race that brought Jud factory recognition.

Jud helped organize the Orange County M/C in 1912 and assisted other So. Cal. dealers in promoting the still-remembered San Juan Capistrano hill-climbs which grew to national prominence. That last year a crowd of 60,000 turned out for the event.

After the Indian team was broken up in 1928, Jud retired from active competition and promotion and turned to his store. Today, he holds only one office, that of secretary/treasurer for the Southern California Indian Motorcycle Dealers' Assn. He is spending spare time on a book these days, trying to capture the names and events of his 41 years in motorcycling and put them on paper before the world has forgotten.

Though Jud is still loyal to Indian, he also sells the entire B.S.A. line of motorcycles and Cushman scooters. His large, modern shop carries a complete stock of parts for all machines. Chief mechanic Dewey Bonkrud, a member of the Orange County Motorcycle Club, has been with Jud for 12 years and is a veteran of 25 years in the motorcycle business. Norman Duncan heads the Cushman scooter repair department.

Jud does all the selling and much of the book work. He writes all his own contracts for installment buyers and emphasizes that every motorcycle that leaves the shop is fully guaranteed. All used machines are reconditioned. Perhaps the most eloquent testimony to the business ethics of Jud Carriker is the fact that his 41 years in business have all been in the same county. For the first 19 years he had the original shop in Orange, California. Since then, he has been in two different locations in the city of Santa Ana.

A modern shop and colorful past are prized possessions of old time Santa Ana Indian dealer





## ED KRETZ

The day before leaving for Daytona. Eddie Jr. and Ed. Sr. with parts man, Chuck White and mechanic Jack Horn, a top-notch racer himself

SEVENTEEN years on the competition circuit and Ed Kretz is ready to settle down. He says the '51 Daytona 200-miler is his last race. In the future, the track work for the family will be done by Ed., Jr., one of the brightest of recruits to the sport.

While Ed, Jr. is busy on the ovals, Ed, Sr. will be staying in the home office. The home office is an imposing, 3100 sq. ft. shop located east of Los Angeles in the suburban hamlet of Monterey Park at 417 E. Garvey Blvd. Ed is an expert at the precise work of readying a bike for competition and his shop is well equipped. Ed, Jr. is in charge of painting when he's around. In addition, Jack Horn, Warren Becker and Chuck White are ready to handle the rest of the repair work and dish out the parts.

It was in 1934 that Ed began the long struggle to the top. That year in Los Angeles, he placed second in the Targo Floria 100-mile at the old Ascot speedway. Ed had been just another amateur rider until this race. His regular job was truck driving and he could only spare nights and Sundays to the sport. After a spine-shaking day in the cab of the truck he'd spend the evening on his bike to stay in shape for more races.

Not until 1937 was Ed able to shake off the daytime truck job. In that year, he went to work for Floyd Clymer, then Los Angeles Indian distributor. Now he could devote full time to motorcycling and in the next few years there was no stopping him. Between races he worked on his own and other bikes in the Clymer shop, gathering the necessary technical skill to keep his own Indian in top condition for competition.

In 1939, Ed stayed with the Indian franchise when it was taken over by Johnson Motors. For the next three years he raced and studied and worked, still sticking to Indian but getting acquainted with the two British makes, Triumph and Ariel.

Then came the war and Ed volunteered for service as an instructor. The Army, glad to get a rider with Ed's dual ability in the saddle and in the shop, appointed him chief instructor at Pomona. There, he conducted a six-week course designed to turn green-horns into top riders and competent mechanics.

In 1944, Ed set himself up in business in his own garage. At first he concentrated on repair, then as the surplus market broke, he began handling the Army bikes he knew so well. When this vein ran out, he resumed his career with Indian. Slowly, now, he was expanding, outgrowing first his garage then the small shop he bought located just a few

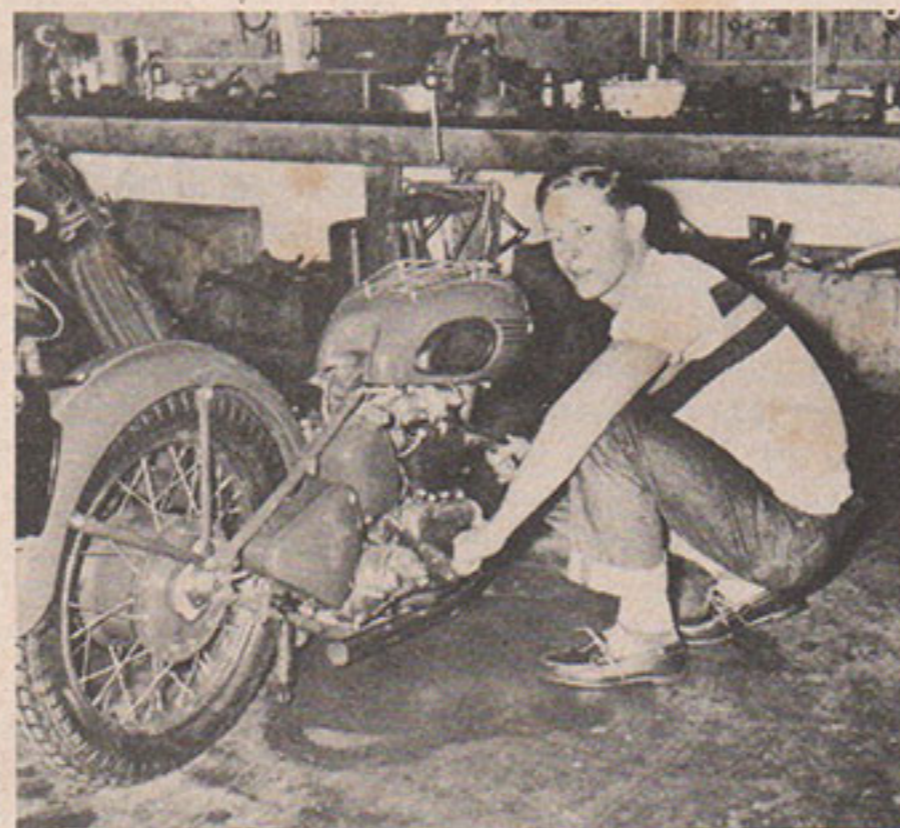
blocks east of his present site. Late in 1945, he moved to his present location.

In 1949, Ed and Indian parted company. The next year, Ed rode his first Triumph in the Daytona 200-mile jaunt. The shop now sells new Triumph and Ariel machines, from the baby 21" Triumph to the Ariel Four.

1950 marked another turning point in the Kretz history. That year, young Ed, a junior in high school, 17 years old, rode his first Daytona. Young Ed's performance in this event convinced his father. In 1950, young Ed was graduated to a new Triumph.

Ed the elder admits that it is a little strange to find his own son pushing him in a race, but he likes the feeling. He's going to concentrate on teaching his son everything he can now and let the youngster handle the family colors on the tracks. At present, both Kretzes use the same technique on the track. To the inexperienced spectator it appears that 38 and 38R are the same man.

While the story of Ed Kretz is concerned chiefly with competition track racing, the shop is slanted toward anyone with an interest in motorcycles. One wall is covered with pictures for the casual visitor. A full stock of new machines is always on hand, including the very popular Triumph Thunderbird. In the back building are housed a wide variety of used machines. The mechanics are there to solve any and all technical problems. If it becomes a question of tuning a machine to its competition peak, Ed himself always likes to take a hand. And now that Daytona is over he'll be around most of the time.



Eighteen-year-old Eddie Jr. helps the champ out after school, rode his second Daytona this year



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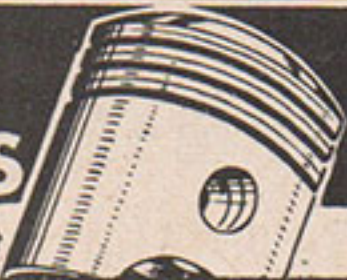
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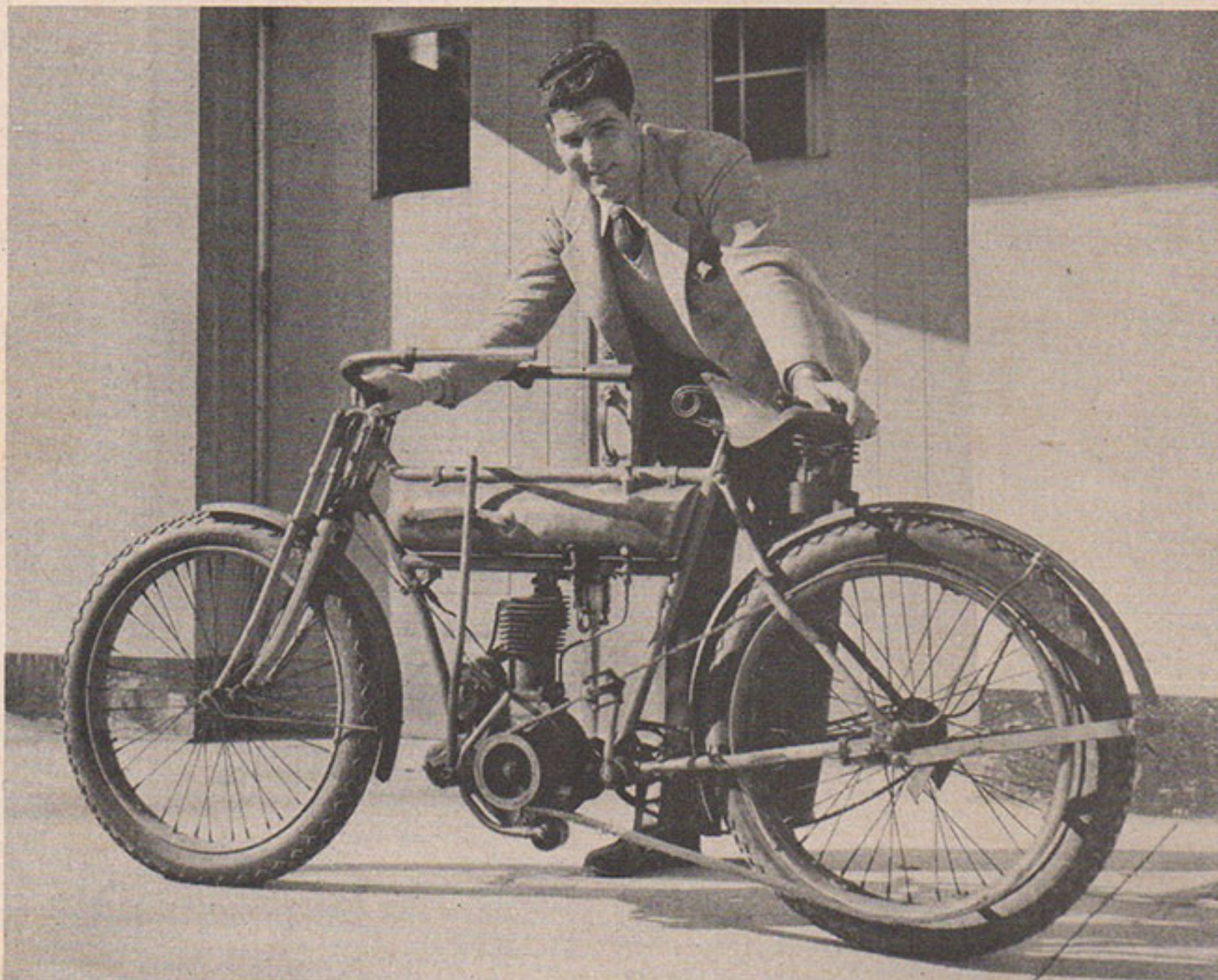
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## GRAMPS WAS A YALE MAN

**BOB BEACH**, motorcycle connoisseur and university student, has nothing but faith in his 1909 4-stroke Yale single. After all, his 42 year old belt drive banger, with Bob on board, snorted and whistled all the way from Indiana to Ann Arbor, Michigan with just one minor breakdown, in the Irish Hills. This bike, Beach's 9th, is by far his most prized acquisition. Manufactured by the Consolidated Manufacturing Company of Toledo, Ohio, the old veteran still manages a hot 45 mph and gets 65 to 75 mpg. The old-timer tips the scales at 150 lbs., every one of them in working condition.

Throttle and spark controls are worked through a unique system of rods and universal joints, rather than present day flexible cable set-up, and tension on the belt drive is regulated by moving a large ratchet-type handle on a quadrant, fixed to the left tank, acting and looking very much like our present day gear shift lever. Actually, this Methuselah has no gear box whatsoever, power variance to the rear wheel being governed by the amount of tension put on the belt drive. In case any of the Yale's manufacturers have ever wondered, Beach would like them to know that they turned out at least one mighty fine machine—back in 1909.



### Catalina Cycle Cotillion

(Continued from Page 13)

Brittain, Long Beach, California, or who purchase their tickets from local motorcycle dealers in the Southern California area, a special rate of \$7.50 per person has been established. Fare by plane is \$1.00 additional. This special rate doesn't include accommodations on the Island, but they are prepared to house some 15,000 people, with rates averaging \$2.00 per person per night. Room reservations can be made through Bill Krug, Box 41, Avalon, California. For the more hardy enthusiasts, who take it as they come, the ball park is being set aside to accommodate sleeping bags.

A.M.A. district 37 competition committee, sponsors of the program, is preparing an interesting program for both days. A dance is set for Saturday night with a 75c admission charge, ladies free. Sunday morning the expert Victor McLaglen drill team will put on one of their famous shows at the ball park immediately before the start of the main event.

According to Aub LeBard, competition committee president, entries in both day's races will vie for trophies in each class, the winner of Sunday's big race receiving the sweepstakes trophy. In other words, different sized machines will not be competing against

one another, except for the big award. Present plans are to start ten bikes every 30 seconds.

There will be no practicing on the course before the run, nor will it be necessary to hold elimination trials as previously considered. To eliminate confusion during the contest, and for the safety of the riders as well as the spectators, no bikes will be allowed on the Island other than those actually competing. Prior to the race, all racing machines will be impounded in a garage area, and will be held under observation by A.M.A. representatives. However, a special garage with work bench for those needing to make last minute mechanical adjustments will be provided. Complete rider's instructions will be found on the entry blanks available at local motorcycle shops or by writing Wesley Drennan at the address mentioned above.

Two thirds of the 9 mile circuit is over dirt and paved roads. The other third utilizes fire breaks and trails across the torturous mountains. As the course is laid out, it will make the Catalina Cycle Cotillion a highly interesting one from the spectators point of view. Except for a distance of 1½ miles, all portions of the road are visible from the city of Avalon.

The novelty of witnessing two thrill packed days of racing and entertainment on an island in the blue Pacific, should prove to be motorcycle competition at its best. A tip to the wise—make reservations now.

# RIDER WRITINGS

Dear Sir:

I was very interested to note the beginning of a monthly photo contest announced in the March, 1951 issue of CYCLE. I should appreciate some further information. . . .

While you may not realize it, you have international circulation. When I am through with my copy each month, I forward it to a friend in Birmingham, England, whereupon it passes through the hands of innumerable readers . . . I noticed no stipulation such as "open only to U.S. citizens" in the description of the contest in the magazine, so I should like to hear from you concerning his eligibility to enter the contest.

Earl A. Bake  
E. Cleveland, Ohio

(CYCLE'S Photo Contest is open to all, regardless of which side of the pond you may be on. Float those pics over so we can have a look-see—ED.)

Sirs:

I like your magazine very much and think it is one of the best. Trying to get a copy of it is like trying to go to Mars on a bike, so I am going to subscribe to it.

I like your road test very much, but would like to have Officer Filker give his own opinions as to what the bike tested was suited for, *i.e.*, road, enduros, track, etc. The only complaint I have is that the mag. is not big enough.

How about some stories on touring instead of the races. Keep up the good work.

Jerry Metzgar  
Smithport, Pa.

Gentlemen:

As daylight begins to lengthen up here "near the Polar regions," I begin to look forward with eagerness to days of sunshine and snowless streets. In anticipation, I ordered my 1951 motorcycle license.

I own an Indian Arrow, and each year my practice is to make a long trip into different parts of the country. Last year it was Massachusetts; this summer I hope to cycle West to see Grand Canyon, Yosemite and Yellowstone.

I'd like to get some information regarding the possible hazards of such a long trip by motorcycle. There is something about the bicycle or motorcycle which seems to excite the four-legged species' instinct. In November I was badly bitten by a large dog which attacked my motorcycle from both sides.

If dogs will attack, how about larger animals? . . . I have heard that both grizzly bears and wolves inhabit Yosemite and Yellowstone. They might be used to people, but so are domestic dogs; then on the other hand they might look upon a cyclist as a queer species of flying saucer at whose expense they deserve some fun. . . .

What has been the experience of other cyclists through the great parks? I'd appreciate any information you might have on this subject.

Fred C. Wingfield  
Chicago 41, Illinois

(Personal experience has shown the larger animals in our State Parks to be harmless unless provoked. Most important of all, make no sudden moves or unnecessary loud noises—ED.)

Sirs:

In your March issue you state that George Meir is the World's Speed Record holder. It ain't so. The world's motorcycle speed record is held by Ernst Henne, riding a blown BMW on the Frankfort Autobahn in 1937. In fact, he set six records in all. Starting in 1929, his speed was 134 mph. Then in '30 he rode 134 mph; in '32, a little over 151 mph; again in '34 he managed 153 mph; in '35, 160 mph. All these records were set on a blown 750 cc BMW.

When BMW quit making the 750 and started the 500 cc jobs, Henne rode a super-charged 500 cc at 174.6 mph in 1937. It seems that BMW has earned the title of the "World's Fastest Motorcycle." I would appreciate it very much if you road-tested it.

Now that I have blown off steam, I would like to say that you have a very fine magazine. Keep it just as it is.

Don Walton  
Carthage, Missouri

(Pardon the confusion, Don. Both men live in Munich and have been on the BMW racing team for years; thus the mix-up. Thanks for your follow-up on Meir history—ED.)

Dear Editor:

Here is my \$3.00 for a 1-year subscription to your very enjoyable magazine. I like the photographs and the articles, especially the monthly road test report. Having tests of different machines gives the riders a better understanding of the large variety of machines on the market today. . . .

Would it be possible for you to print the dates of competition events later on, so all of us riders will know where the nearest race will be on a weekend?

Keep up the good work. Will look forward to the publication every month.

Norman L. Miller  
Lakewood, Ohio

Dear Sir:

May I, through the medium of "Rider Writings" draw J. F. Horstmeier's (March issue) attention to the fact that the chain drive Excelsior of 1918 vintage was no novelty even at that time? A friend of mine had a chain drive Indian two-stroke of 1916 manufacture.

Graham V. Jones  
Olympia, Wash.

Dear Sir:

. . . Your magnanimous attitude toward "nameplatism" is much appreciated by me, as I am a proponent of the opinion that although few machines approach the zenith of motorcycling, every one has its purpose. To prove this, I have owned a '44 Indian Chief, a '38 Harley '61, and presently a '48 350 cc Triumph. I enjoyed them all, or else would not have bought them, or parted with them so tearfully. This view is strengthened by my lack of participation in the local competition, as I am one of those who owns a motorcycle simply because to ride on one is an enjoyable experience, and my preference is toward the smaller touring models, rather than the competition jobs. That desire can be fulfilled by nearly any decent motorcycle. . . .

Robert W. Sabate  
New Orleans 18, La.

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## DAYTONA BEACH

(Continued from Page 10)

rider in the race at 47, also went out about  
the mid-way mark with a broken oil line.

In Saturday's thrilling 100-miler, which  
handsome Bob Michael won with a Norton  
machine, any argument against the new start-  
ing idea with no allowance for lapsed time  
was defeated. Michael started in the back  
row and gradually moved to the front during  
the early laps, to maintain a blistering pace  
without a single pit stop.

At the end of the 24 laps, Michael was  
running 52 seconds ahead of the second place  
rider, Peter Freytag of San Francisco on a  
Triumph, with Albert Gunter of Houston,  
Texas, astride a BSA, winding up in third,  
despite a spill that probably cost him victory.

Fourth place went to Peter Knight of Co-  
lumbus, Ohio, on a Norton, after a re-check  
with Marion Farr of Augusta, Ga., winding  
up fifth on a Norton, and Bo Skoglund of  
Bloomfield, N. J., sixth, on another BSA.

At the end of the first five laps, Gunter  
was pacing the field, trailed by Lee Barringer  
of Bellflower, Calif., Ted Kales of Detroit,  
Craig Fullerton of Grays Lake, Ill., Marion  
Farr of Augusta, and Garve Nelson of Ala-  
meda, Calif.

At the end of 10 laps, Michael had moved  
from 105th place to the lead as he overtook  
Gunter. By this time Freytag had moved up to  
fifth with Wilkinson running sixth and John  
Melniczuk of Millville, N. J., seventh.

The major change by the 15th lap was  
Freytag in third place as the other leaders  
shifted into other positions, and by the end  
of 20 laps, it was still Michael in the lead  
with Freytag second, Kales third, Gunter  
fourth, Wilkinson fifth, and Peter Knight of  
Columbus, Ohio, sixth.

Just how fast can these Daytona Beach  
races get? That's the question that the motor-  
cycling public would like to have answered.

### RESULTS OF 200 MILER

Dick Klamfoth, Groveport, Ohio.....Norton  
Bobby Hill, Columbus, Ohio.....Norton  
Tex Luse, Hollywood, Calif.....Triumph  
Don Bishop, Torrance, Calif.....Triumph  
Don Evans, Highland, Calif.....Norton  
Ed Kretz, Sr., Monterey Park, Calif...Triumph  
Jim Garber, Oregon City, Ore.....BSA  
Eddie Conley, Indianapolis, Ind.....Har.-Dav.  
Richard Heinzmann, Berlin, Conn...Triumph  
Elbert Carr, Tuscaloosa, Ala.....Har.-Dav.  
Warren Sherwood, Cornwall, N. Y.....BSA  
Herb Groves, Orlando, Fla.....Har.-Dav.  
Don Rossi, Santa Rosa, Calif.....BSA  
Bill Miller, Mountville, Pa.....Har.-Dav.  
Julian Wooleyhan, Kenmore, N. Y. Har.-Dav.  
Alvin Shaffer, Columbus, Ohio.....Norton  
Earl Givens, Akron, Ohio.....Indian  
Don Nicolaides, Sun Valley, Calif.....BSA  
Dudley Phillips, Nashville, Tenn.....Har.-Dav.  
Rody Rodenberg, Indianapolis, Ind.....BMW

### RESULTS OF THE 100 MILER

Robert Michael, Pomona, Calif.....Norton  
Peter Freytag, San Francisco, Calif...Triumph  
Albert Gunter, Houston, Texas.....BSA  
Peter Knight, Columbus, Ohio.....Norton  
Marion Farr, Augusta, Ga.....Norton  
Bo Skoglund, Bloomfield, N. J.....BSA  
James Alger, Chicago, Ill.....Norton  
Marlin Risser, Elizabethtown, Pa....Triumph  
Ted Kales, Detroit, Mich.....Norton  
John Melniczuk, Millville, N. J.....Norton  
John Runyan, Mansfield, Ohio.....Triumph  
Joe Callahan, Detroit, Mich.....Norton  
William Boyd, Los Angeles, Calif.....Indian  
Bob Molloy, Kenmore, N. Y.....Har.-Dav.  
James Clear, Benton Harbor, Mich. Har.-Dav.  
Ronald Aitken, Lansing, Mich.....Triumph  
Jim Kruse, Kenosha, Wis.....Har.-Dav.  
Sid Swan, Wellesley, Mass.....Har.-Dav.  
Logan Nauman, Baton Rouge, La.....Indian  
Jerry Orman, Pekin, Ill.....Triumph

## AXLE DEEP . . .

(Continued from Page 15)



Photo by C. B. Hudson

Bucking iron bronc "sunfishes" at top of cliff.  
Note rider's ingenious application of Triumph  
sprung rear hub to standard rigid frame single

ing in popularity is evident from the healthy  
112 man entry list. Actually this number  
was divided into three races: the 7½ to 20  
cu. in. class (21 entries), the 21 to 44 cu.  
in. class (78 entries), the 45 cu. in. and  
over class (13 entries). Because of the large  
number of riders in the 21 to 44 cu. in. class,  
it was necessary to run three elimination  
heats prior to the main event.

Winner of the 20 lap main, little Bud  
Dalton on his mighty Beeza, is considerably  
more than a triple threat man, having won  
the last five scramble events that he has  
entered. Bud put on a great show; accomplish-  
ing his victory by setting a smooth, steady  
pace. Not too far off Dalton's stern, however,  
the second feature going on between Nick  
Nicholson and Willie Wilson, was a show  
in itself, but the best Nick could do was shut  
off Willie, as he never quite tagged the fleet-  
ing Bud Dalton.

### RESULTS

No.	7½ cu. in. Class	Class
21	Charles Cripps	Jawa
50	Bill Landfeld	Excelsior
20	Bruce Zarembo	Excelsior
2	Tom Bizzarri	Mustang
101	Willie Nelson	Mustang
8	John Gregurich	Harley-Davidson
93	Douglas Yerkes	Mustang
No.	21 to 44 cu. in. Class	Class
61	Bud Dalton	BSA
88	Nick Nicholson	BSA
44	Willie Wilson	BSA
48	Wallie Albright	AJS
45	Bill West	Triumph
99	Sal Collura	BSA
97	Bob Harrison	Matchless
No.	45 cu. in. and Over Class	Class
34	J. L. McLaughlin	Harley-Davidson
6	Mickey Schaffer	Harley-Davidson
22	P. W. Johnson	Harley-Davidson



Photo by Greene

Man overboard at hilarious Lincoln Park Scram-  
bles. Cautious rider keeps one foot on ground



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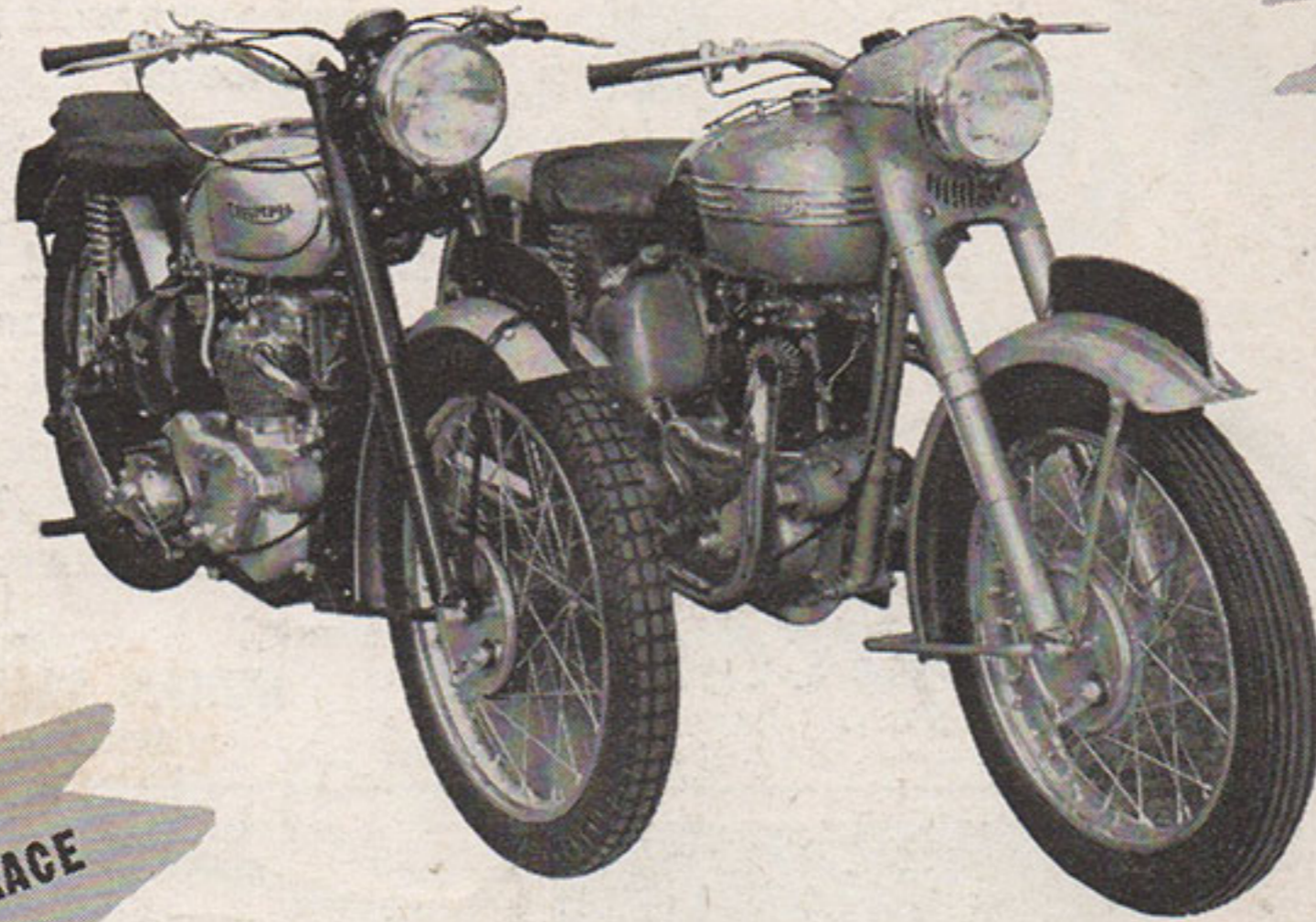
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