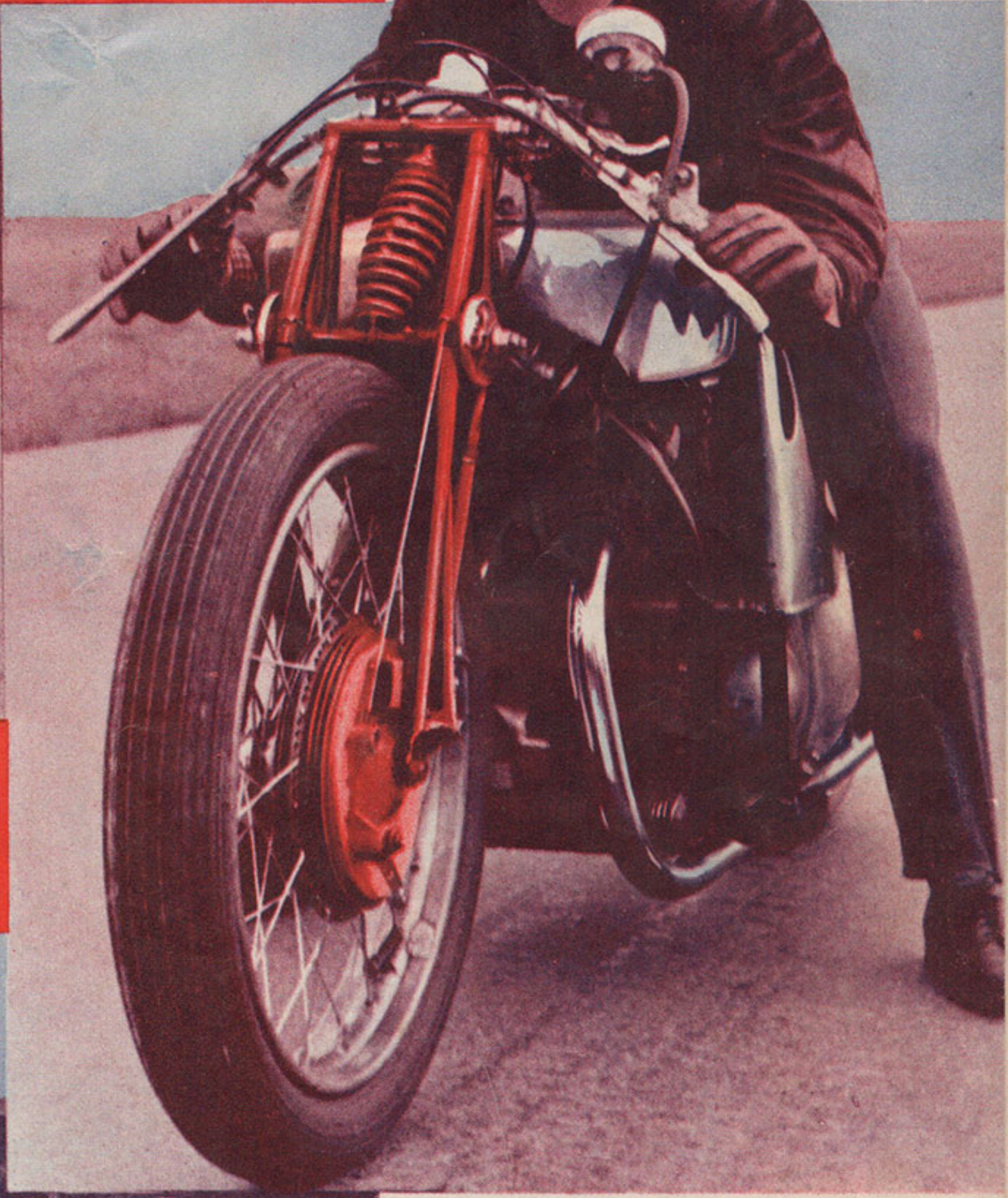


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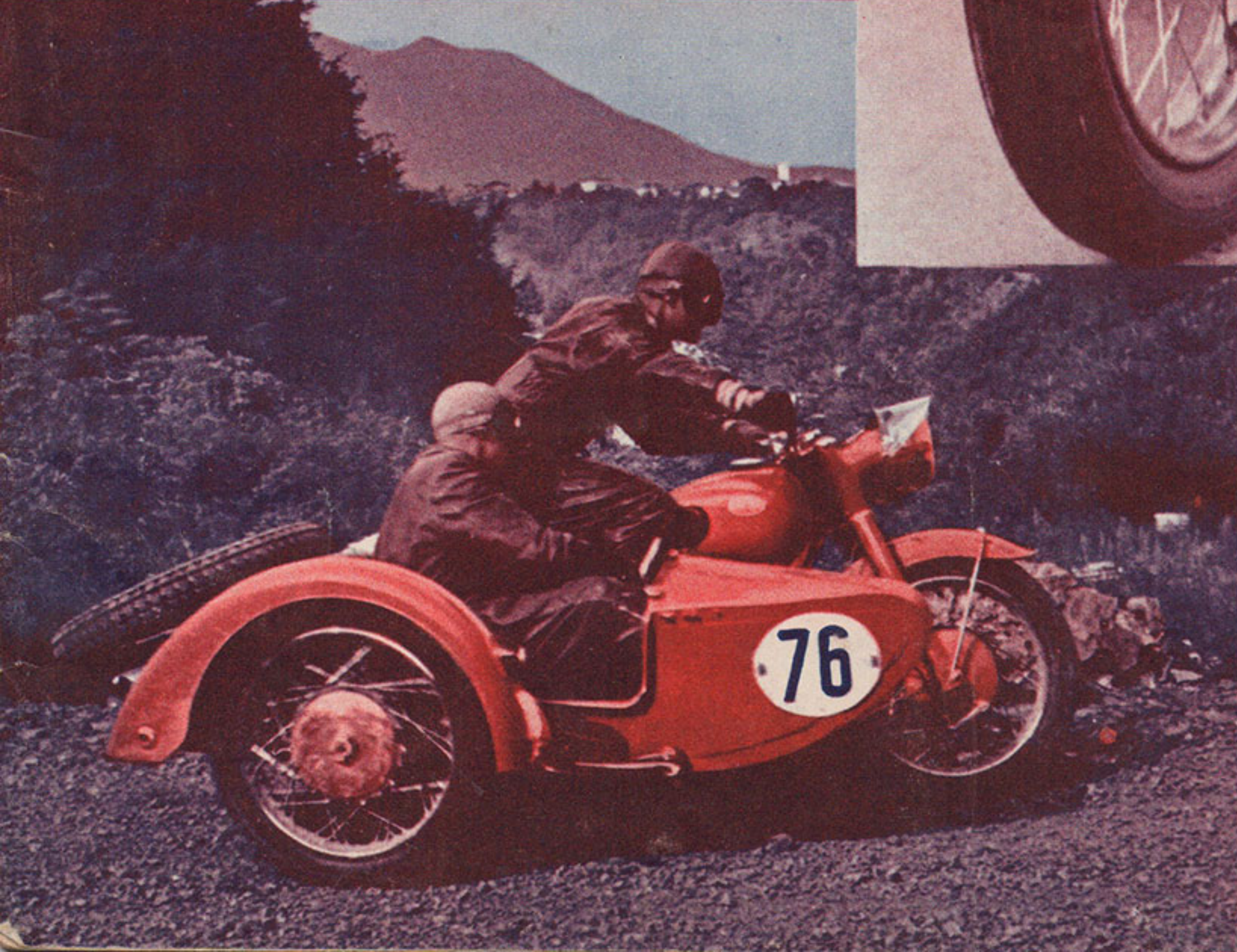
# CYCLE

JANUARY 1952 35c

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September 1951

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Class "A" Record - Rider: Gene Theissen

# 123.69 M.P.H.!

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Class "C" Record - Rider: Gene Theissen  
Pump Gas - Standard 8 to 1 compression

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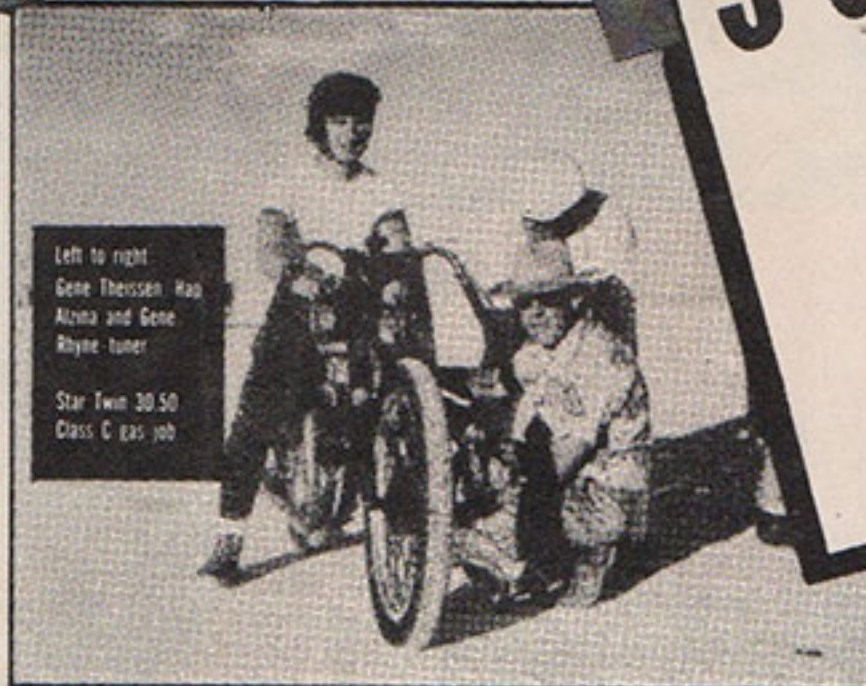
STAR TWIN 500 cc  
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GOLDEN FLASH 650cc  
\$794.99\*

(F.O.B. N.Y., L.A. or San Francisco)  
\*Subject to change without notice

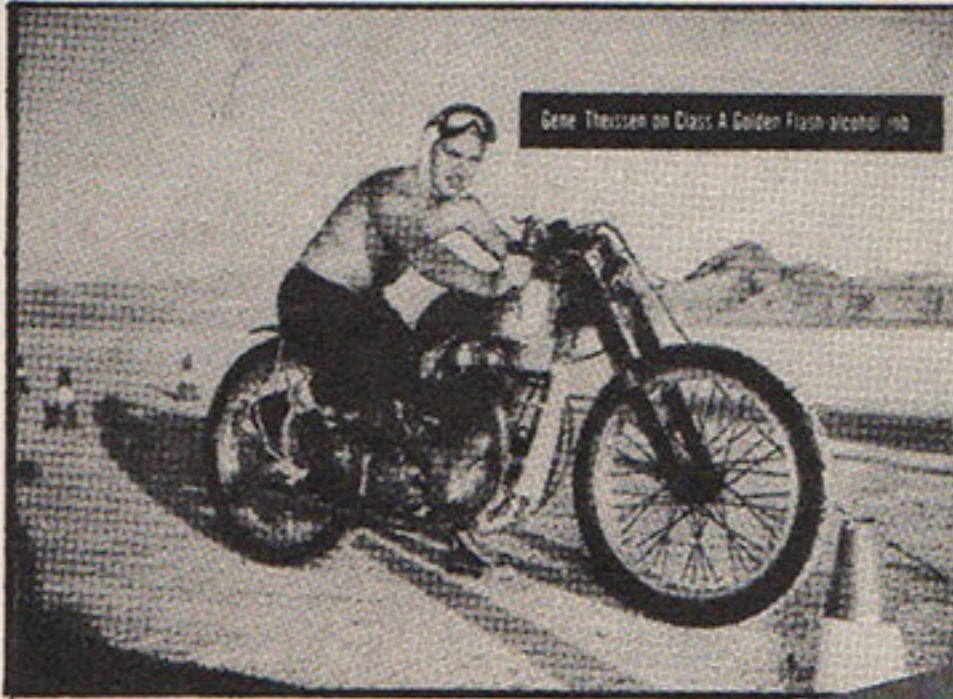


Left to right: Ray Bowles of Cycle Magazine, Gene Theissen, Gene Rhyne tuner taking a plug reading.

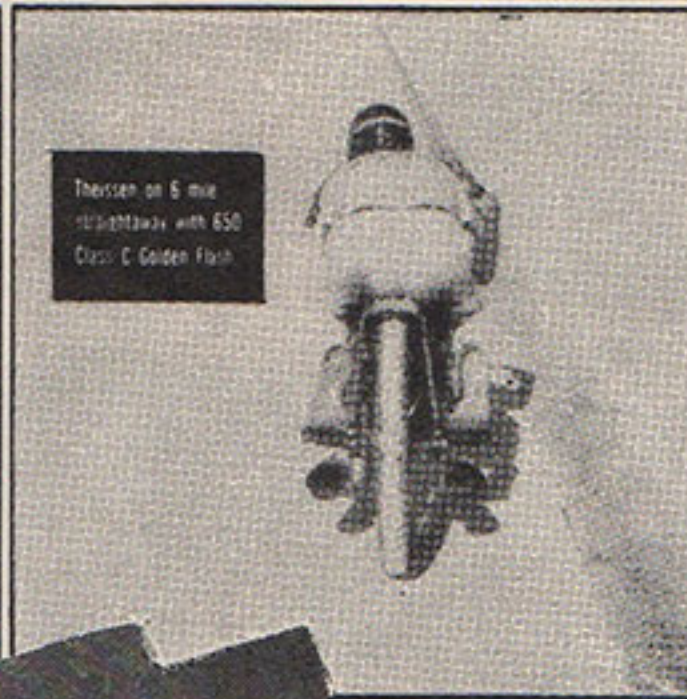


Left to right: Gene Theissen, Hap Alzina and Gene Rhyne tuner.

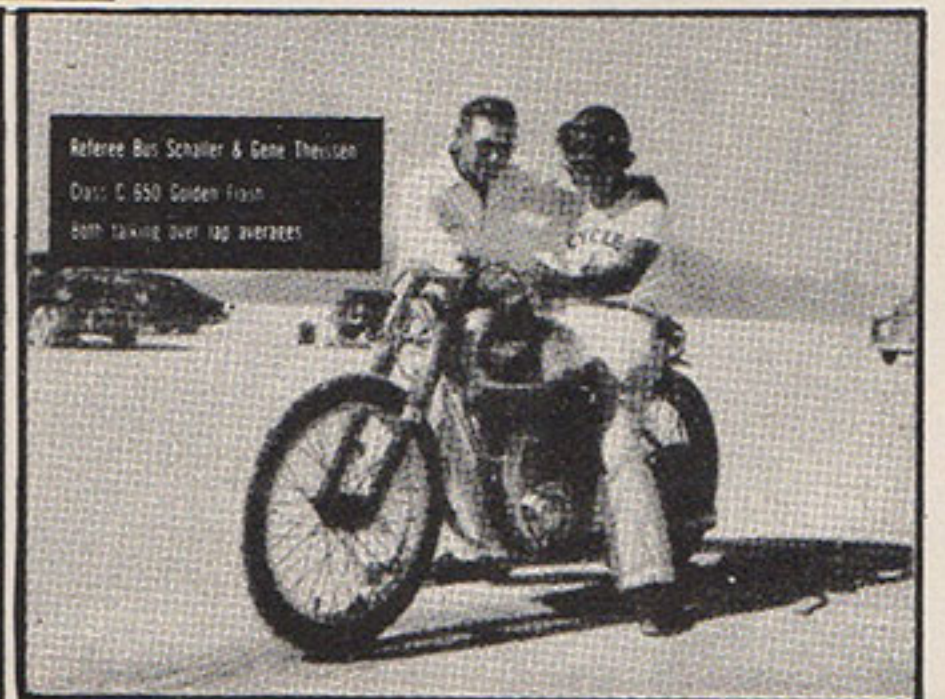
Star Twin 30.50 Class C gas job



Gene Theissen on Class A Golden Flash alcohol job



Theissen on 6 mile straightaway with 650 Class C Golden Flash



Referee Bus Schaller & Gene Theissen Class C 650 Golden Flash both taking over lap averages

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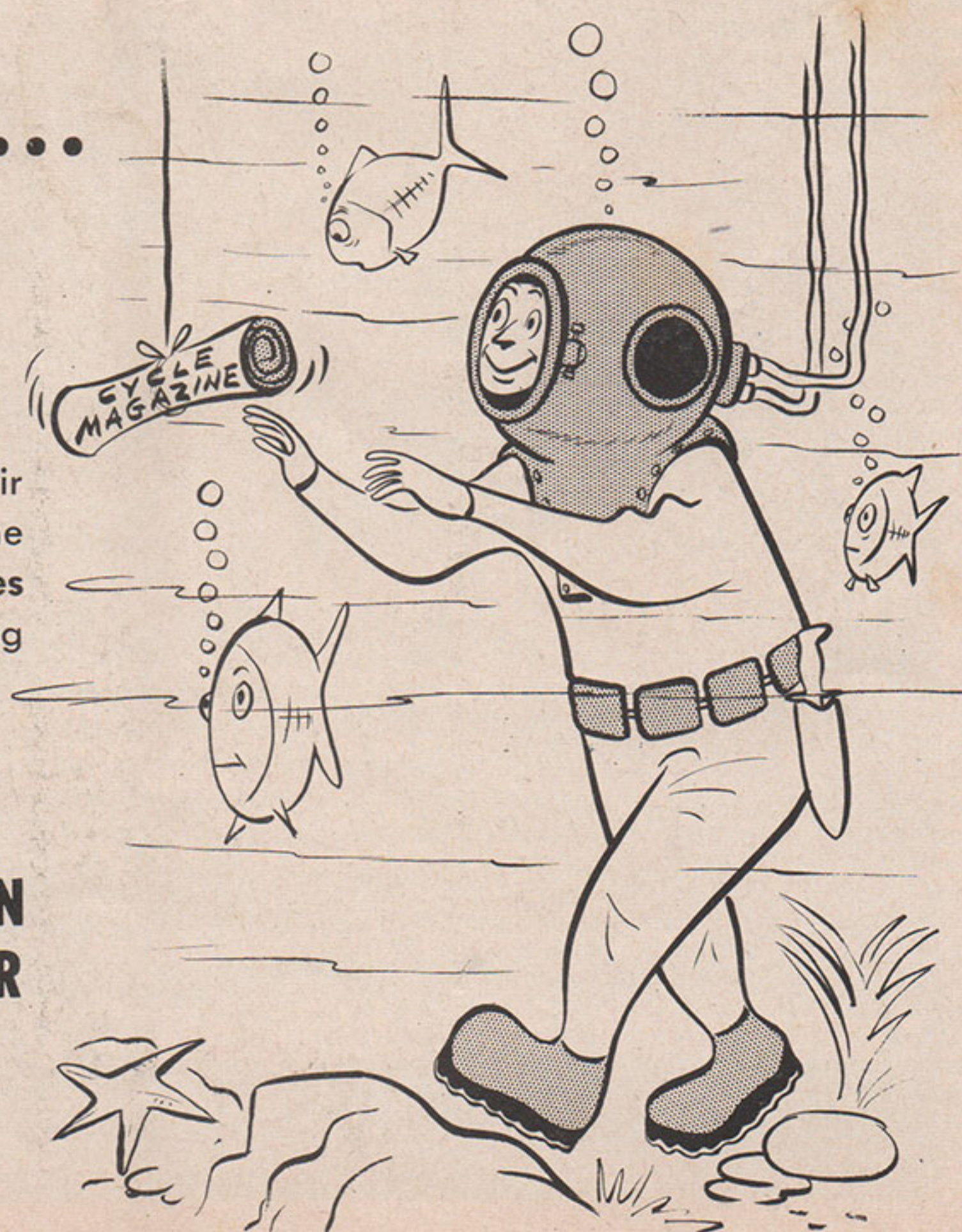
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# Speaking Cycle

JANUARY 1952

## CYCLE

VOL. 3 Published Monthly No. 1

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

EDITOR—Bob Greene

ART DIRECTOR—Al Isaacs

ADVERTISING MANAGER—Ray Bowles

CIRCULATION MANAGER—Gordon Behn

WRITER—Gene Jaderquist

EDITORIAL PRODUCTION—James E. Potter

"World's Largest Monthly Motorcycle Circulation"

SAY, YOU'RE a motorcycle rider. Maybe you can tell me why these guys go blasting out of the drive-in next door to my house at one o'clock in the morning, practically shaking the place to the ground with their bazooka pipes. Isn't there any way they can quiet those things down?"

Now there was a good question, sincerely put by a non-riding friend during a recent conversation—a question that I was unable to answer despite the fact that I was undoubtedly well acquainted with several of the boys who had personally accounted for many a loose rafter at the house in question.

To say that a motorcycle couldn't be muffled adequately would be an out-and-out falsehood. Thousands of them are properly silenced every day at the factories with the approval of qualified technical engineers. Thousands more have been running for years with stock muffling, with no signs of overheating or restricted performance.

It's a recognized fact that straight pipes are hardly worth a trip to the welder's shop when all around highway or even enduro riding is taken into consideration; and funnels, improperly fitted, can suck a top end dry of oil on a long hard jaunt. Unless a bike is being used for track competition, the back pressure, eliminated by straight through stacks, only succeeds in restricting the mobility of motorcycling in general through more stringent law enforcement, rather than increasing the operation of that one cycle in particular.

What, then, can be the reasoning of the ardent, double-funneled, drive-in devotee, who spins a widening circle of public distaste by night, around everything constructive the sporting clubs and more sincere individuals are doing by day. The answer doesn't really make much sense when weighed against our townfolk's wrath. A raucous, cackling pipe portends a dangerous fire-belching mechanical monster—the sort of thing people shy away from—the sort of thing parents think of when that young would-be rider turns to them for permission to buy his first cycle. He's the poor fella' who really suffers, because public (his folks) opinion has made it tough for him to take up the sport of his life; a contributing fact to the comparatively small motorcycle registration in this country as against that of European nations. Certainly it can't be our accident rate that has restrained the sport, for statistics have shown motorcycling to be the safest means of earthbound motorized transportation. The only possible alternative objection can be that of noise, a thing we can whip if each of us feels "that means me"!

Of course, we all realize the benefits of larger cycle registration; increased activity, more bikes, faster mechanical advancements and a more thrilling sport.

Does it seem too much to assume then that a bright new future lies ahead if we could but only lower our national sound decibel; an outwardly simple hurdle that we have never been able to clear?

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Daredevil Dog—

"STROKER"

CYCLIST BILL MILLS of Burbank, California is quite an expert hill climber, but his enthusiasm can't hold a candle to his dog "Stroker," who is probably the only motorcycle hill-climber canine in the country.

"Stroker," a mixture of German police and Airedale, is what might be called a dyed-in-



the-wool fan. This 4-legged "hot dog" leaps between his master's arms atop the cycle's fuel tank the second the motor starts popping, and gets his kicks on every foot of the hazardous up-hill flight. Not to invite him along on a climb is sheer folly, for he tears out madly in pursuit of the roaring bike's dusty wake in an effort to reach the hill top as quickly as the speeding cycle, so that he will at least have the satisfaction of a bumpy ride back down. If the motor skids or topples over, as sometimes happens to the best of hill climbers, Stroker expertly jumps clear and bounces around close by until Bill is back in the saddle again with the dog aboard.

"Stroker comes by his love for motorcycles naturally," says his owner. "He was born and raised in a repair shop under the sputtering and roaring exhaust pipes." His one lament is the fact that other "hounds" turn a deaf ear to Stroker's alien yapping when he attempts to sit down for a good canine bench race session.



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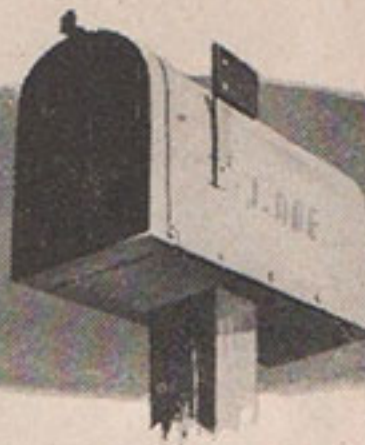
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# RIDER WRITINGS



Sir:

I thought that while renewing my subscription, I might drop you a note with a couple of snapshots enclosed. As you can see, I am stationed in the land of blokes. I've been in this country now for three years, and believe me, that's a long time to be away from the sunshine. I wonder if you guys in California know how lucky you are to have that



good weather. A fellow really has to love the sport to keep a bike in this place. They say you don't have to be crazy to ride, but it helps. By the time you're dressed for the weather over here, you outweigh your bike by 50 lbs. I guess I shouldn't complain too much as the sun did shine for two weeks here. It's a wonder the English have done so much in developing bikes to their present standard. It's like being an enthusiast for sailing when you live in the middle of the desert.

Donald Hadley  
USAF19312845  
APO 147, San Francisco,  
California

Dear Sir:

I am building a micro midget race car but haven't found my engine yet. I am looking for a 250cc overhead valve motorcycle engine, new or used. The dealers here all want to sell me a motorcycle complete and just shrug their shoulders when I ask for engine only. Can you help me? Where can I buy a motor of this type? Since this country doesn't offer an engine of this size, I must rely on a foreign make but don't want a motor for which I'll have to write to Europe for parts. I would appreciate your advice.

John Ladd  
2853 Fowler Avenue  
Omaha, Nebraska

(Contact Harvey Feuerhelm, member on board of directors of Three-Quarter Midget Racing Association. His address is 2344 Dudley St., Pasadena, California. Their association is active in about twelve states and growing rapidly. Feuerhelm is at present constructing plastic midget bodies and parts—ED.)

Sir:

I was quite active a couple of years ago trying to promote some interest in an affiliation of the AMA with the FIM. Because of seeming lack of response, I have not done much about the subject since then . . . I am still intensely interested in the affiliation movement and feel it a crying shame that the United States is the only major country that does not belong to this world-wide organiza-

tion. We have everything to gain and nothing to lose by such an affiliation.

In trying to create some active thinking along these lines, I donated the "American Friendship" trophy to the 1948 racing champion of Italy and received an overwhelming response from Italian riders who wished with all their hearts that some day American riders would be participating with them in International racing. I also donated a trophy for the Isle of Man race which I called the "American Sportsman" trophy. It was intended to be for the year 1948 only, but the English thought so much of the idea that they now call it the "Ray B. Westover" trophy, and it is presented yearly to the newcomer in the TT race who makes the best finishing time in the race, based on the winning rider's time.

In trying to figure out why there has not been more interest in the affiliation subject, I have come to the conclusion that either the riders in this country just don't give a hoot, or else they don't understand what the FIM is all about. Being optimistic, I am hoping it is the latter, and still being optimistic, I am going to try to do something about it. My plan is to get the editors of all motorcycle magazines in this country to print some articles on the facts and background of the FIM and what it stands for . . .

Ray B. Westover  
Bremerton, Washington

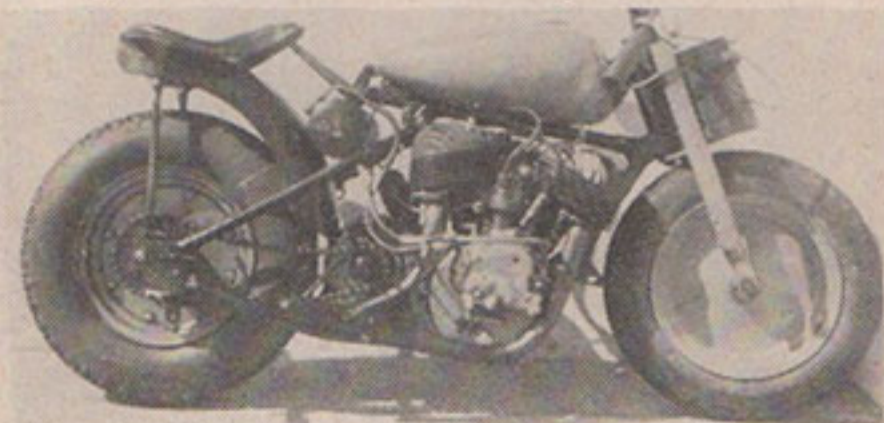
Dear Sir:

The picture was taken in Masan, Korea on a Korean holiday. All the kids were dressed in their finest clothes. I happened to see these playing on this police cycle. Am not sure of the make, but believe it is a Russian product. I thought it would be interesting to CYCLE magazine readers. There are quite a lot of these bikes here, but all are in horrible condition . . .

Pfc. Glenn Snodgrass  
FPO San Francisco, Calif.

Gentlemen:

I would like to start off by saying that I'm glad you have maintained the high quality and good standards in all your issues. I've



been a subscriber ever since the mag came into existence.

You seemed interested in the home-brewed rig my brother and I built called the Mustumph. Well, we tried again and this time the result was a Mustian. This monstrosity is a mixture of many parts, with the majority of it being Mustang and Indian. It wasn't built for beauty; its sole purpose is for the "drags."

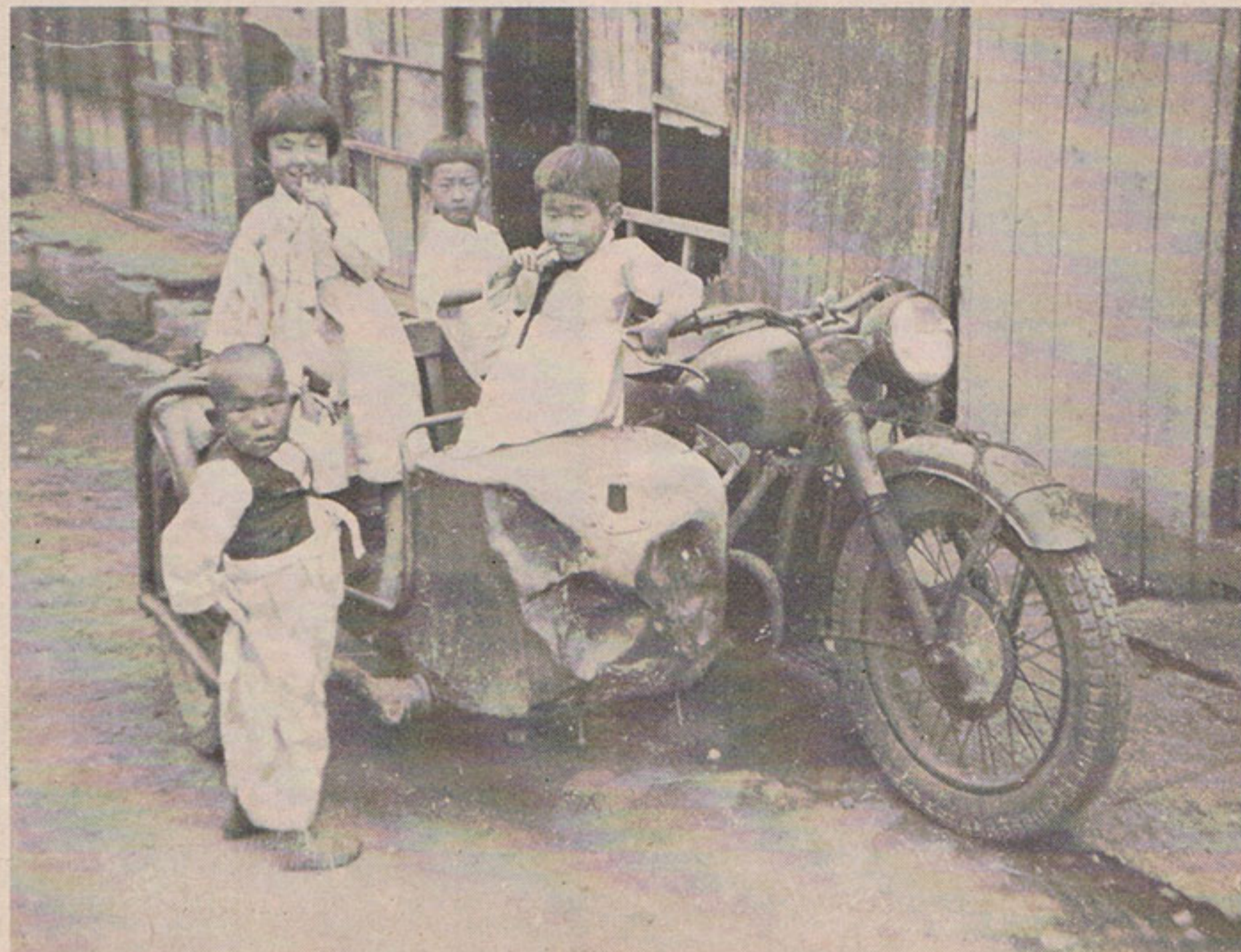
Richard Faltersack  
San Francisco 24, Calif.

Dear Editor:

Has anyone ever ridden a bike non-stop (with the exception of gas and food) from coast to coast? If so, do you know how many hours it took and what kind of machine was ridden? In your opinion would a Vincent Black Shadow make such a run?

Jack Hansen BT3  
USS Floyds Bay  
San Francisco, California

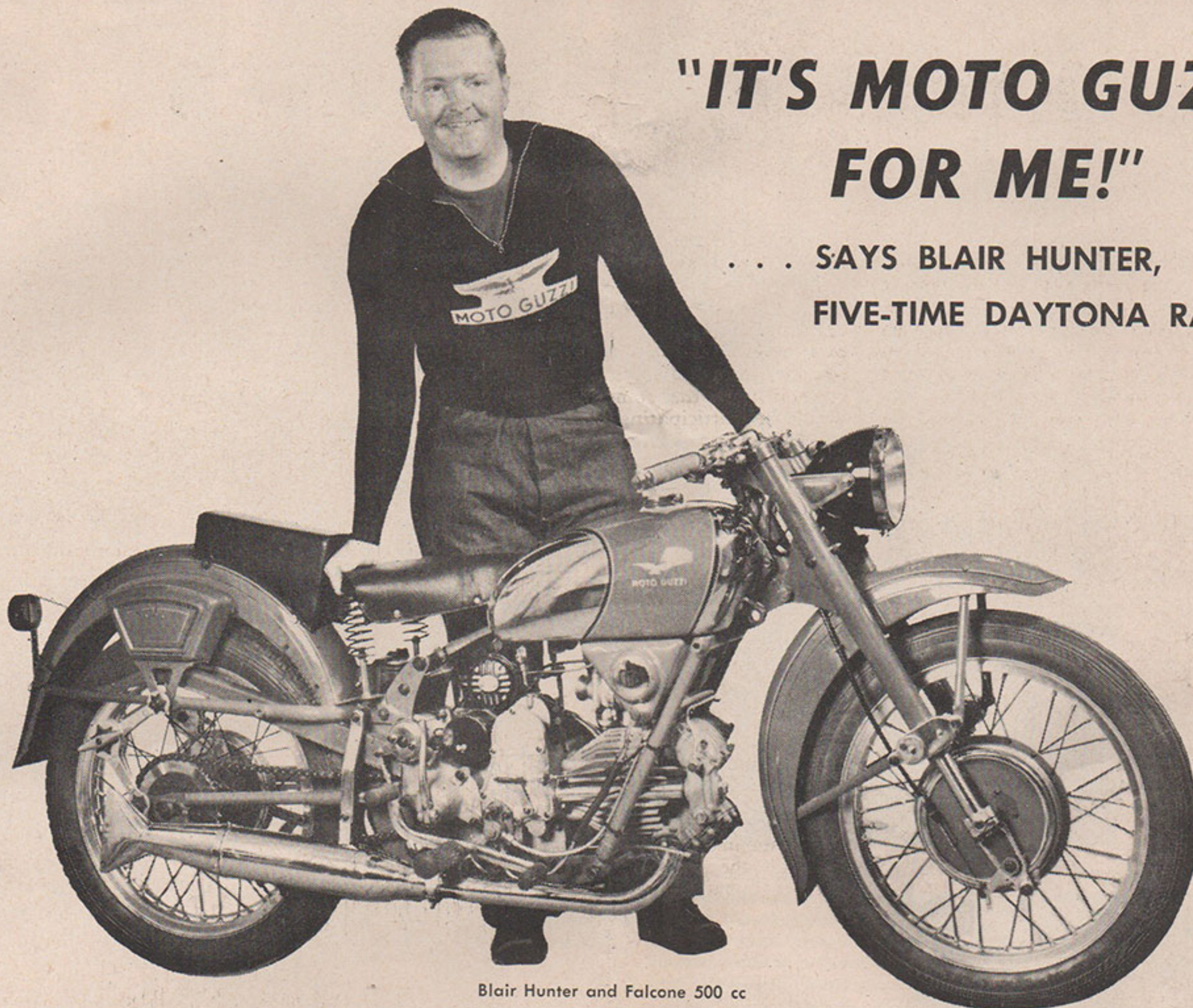
(In November, 1936, William Connelly and Fred Dauria, on an 80 in. Harley-Davidson sidecar rig, left New York and were in Los Angeles 69 hrs., 46 min., later. They carried a 15 gallon auxiliary gas tank and alternated driving, non-stop. Paul Remaley rode solo on an Indian Scout from Portland to New York in 137 hrs., 10 min., with a 4 hr. stop for sleep. Your Vincent should handle the job nicely—ED.)





# "IT'S MOTO GUZZI FOR ME!"

... SAYS BLAIR HUNTER,  
FIVE-TIME DAYTONA RACER



Blair Hunter and Falcone 500 cc

"I've owned over 30 motorcycles—almost all of the leading makes—and my Moto Guzzi Falcone is the **best performing, best looking** machine I've ever had.

First of all, the Falcone is a **fast** motorcycle. I've had mine up to 110 mph, and it cruises mighty well at 90, with absolutely no vibration at any speed.

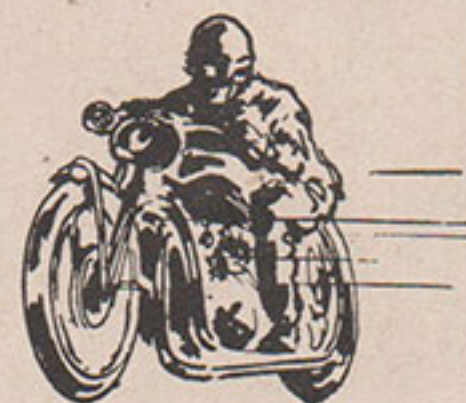
I've given my machine many miles of tough mountain riding, ridden it on long highway trips, and my Falcone always gives me better performance and a more enjoyable ride than any machine I've ever ridden. 'Cornering' is amazing—there's no 'drifting' sensation, even on sharp turns at 60-70 mph. And the MOTO GUZZI has the **best brakes** I've ever found on any cycle. It really stops smooth and fast. No fading at any speed.

The MOTO GUZZI is **tops mechanically**. There's a gear-driven primary, so I don't have to fool around with primary-chain adjustments. Shifting is sure, with the positive-stop, rocker-type pedal. I never miss a shift on the Falcone. The one unit, all aluminum engine construction, low center of gravity, and adjustable spring-frame are all top-notch features. I hope to ride a GUZZI at Daytona in 1952."

**Blair Hunter,  
Los Angeles**

Dealerships available. Write for complete details.

Yes MOTO GUZZIS are truly outstanding motorcycles from any standpoint. Fast, smooth, and easy on the eyes. Finish is lustrous red with plenty of gleaming chrome. Spring frame has 5 1/2" travel on the Falcone model. The all-alloy, air-cooled, horizontal engine has perfect lubrication because of the "backwards" rotation of the engine. Send in the coupon today for further information on the MOTO GUZZI line, and three popular "Easy Payment" **Purchase Plans**. It's easy to buy a MOTO GUZZI!



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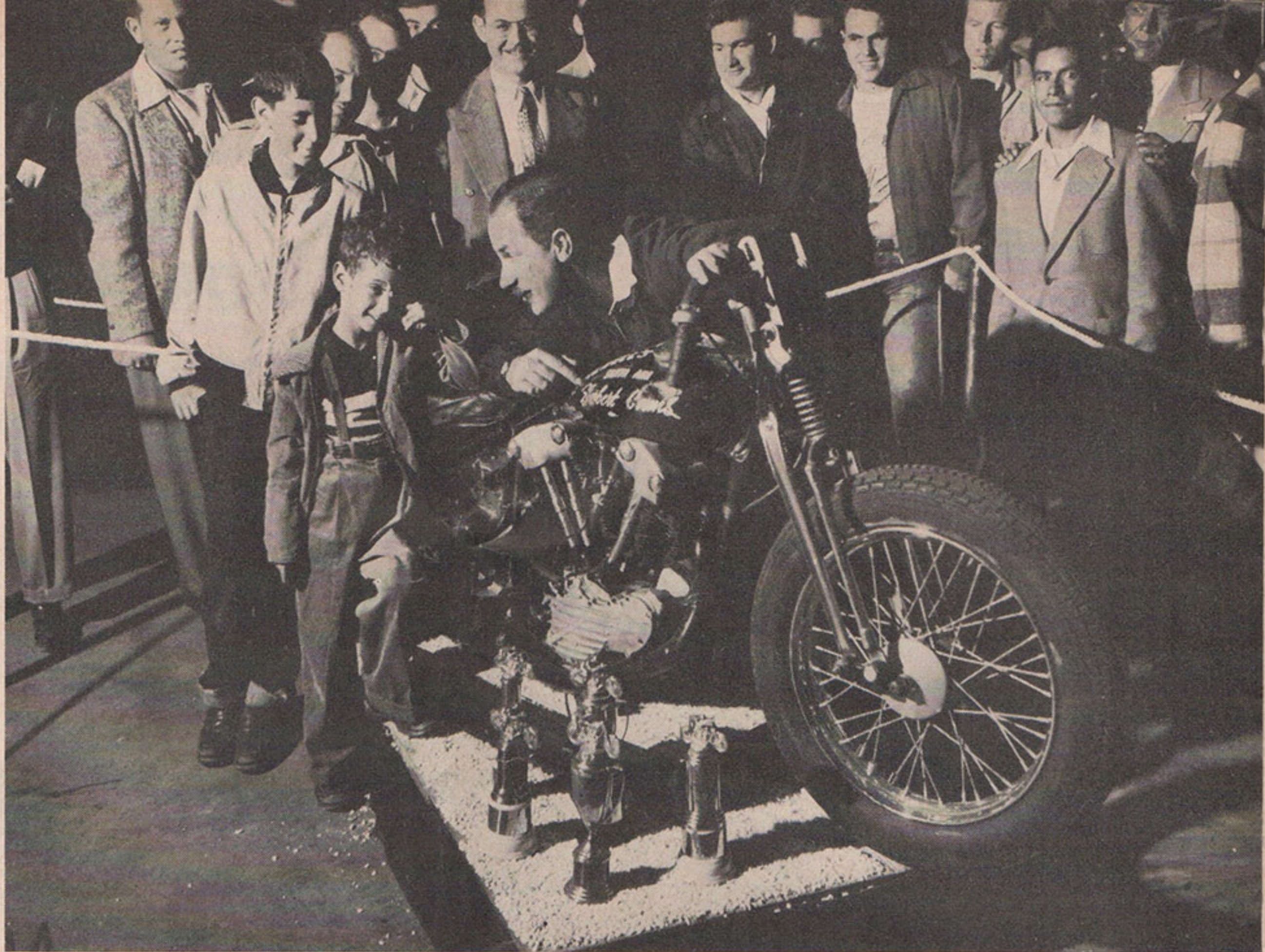
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Boy meets "Beast." Keenan Wynn performs introduction to Chet Herbert's going 80 cubic inch Harley, fastest accelerating machine in the world. Top speed at end of 1/4-mile drag 129.49 mph

# Motorama

MECCA OF SPEED AND ODDITY



Blown 61-in. Harley-Davidson is property of Buzz Schaller. Compressor is Roots type, behind it is mixing block. Fuel pump sits against timing gear case. Engine is stock bore-stroke, fuel injection system is Hilborn's

**M**OTORCYCLING PLAYED to a big audience this year when she spread her finest for a crowd of 100,000 people to see.

The 1951 Motorama spectacle actually dwarfed last year's show, partly because of its new big-time setting at the Pan Pacific show palace in Los Angeles, but mostly from the fact that everyone who had taken in last year's mechanical cavalcade had liked what they had seen and were back for more.

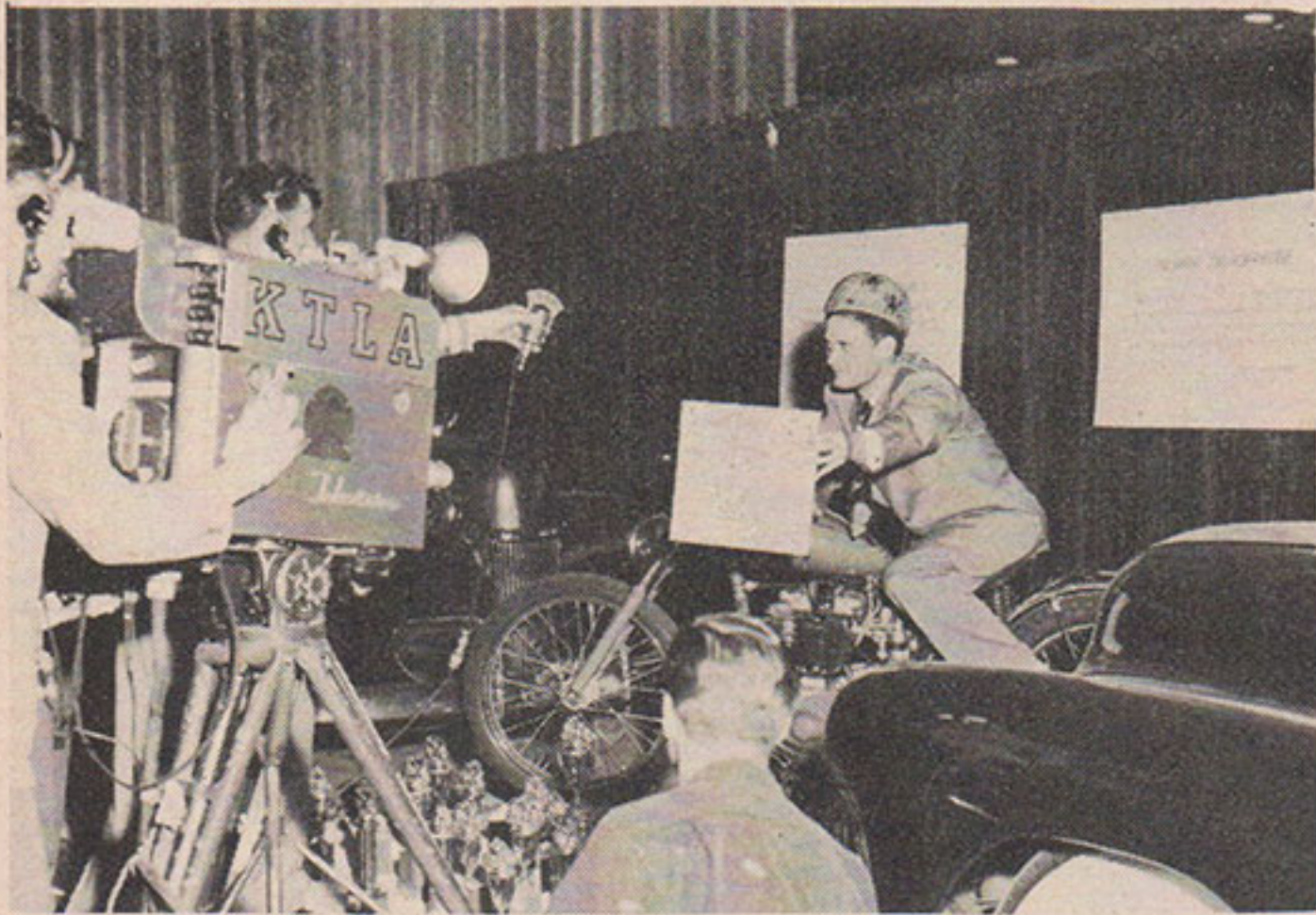
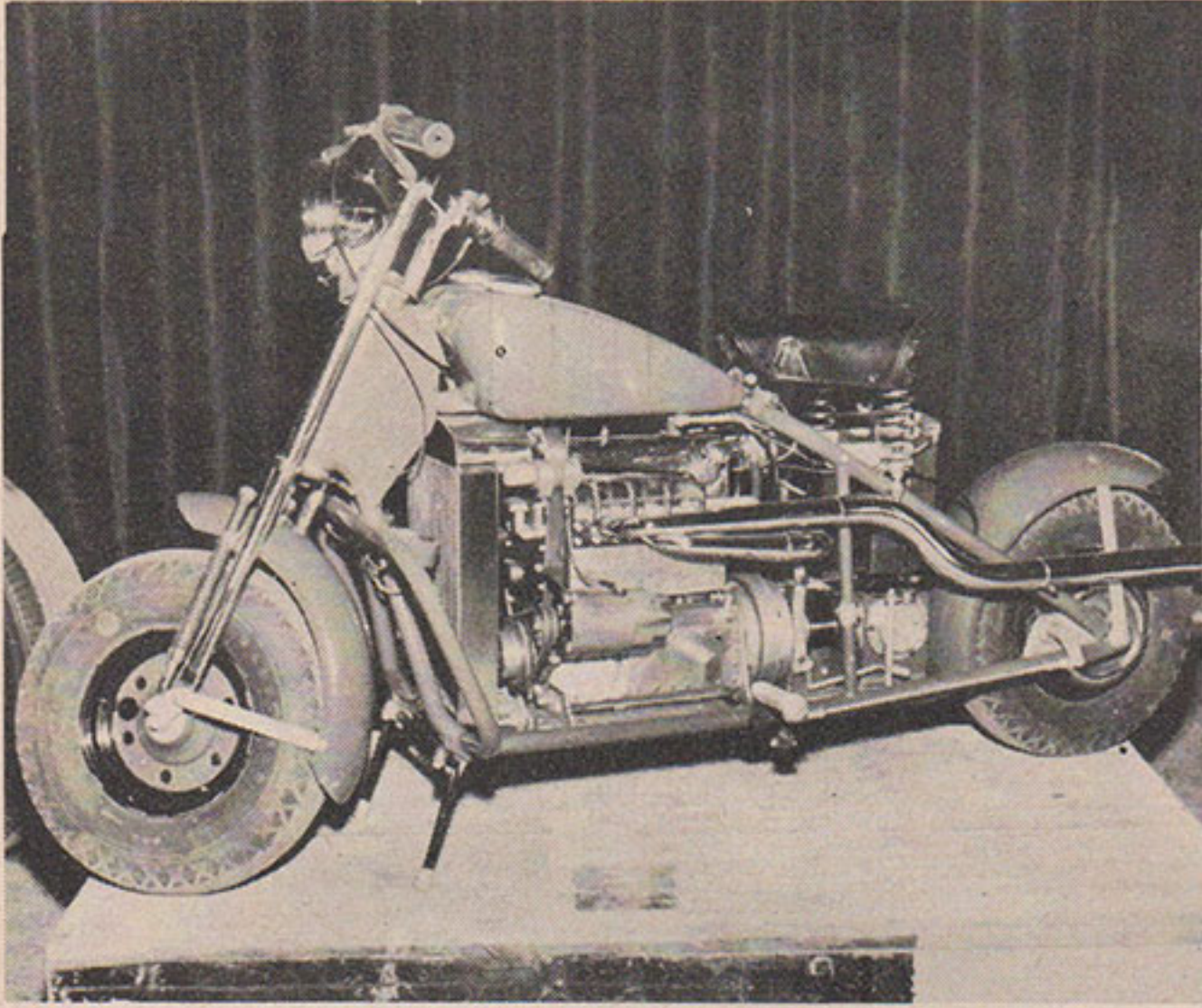
TV cameramen and their "grips" wrestled with the crowd for an hour the first night, as they snaked their cameras, lights, and recording machines from one highlight to another, featuring the show on their weekly "City at Night" television program.

Speed was represented to the hilt by America's newest record holders, the now famous Bonneville bikes. Of major interest also were

*(Continued on page 34)*

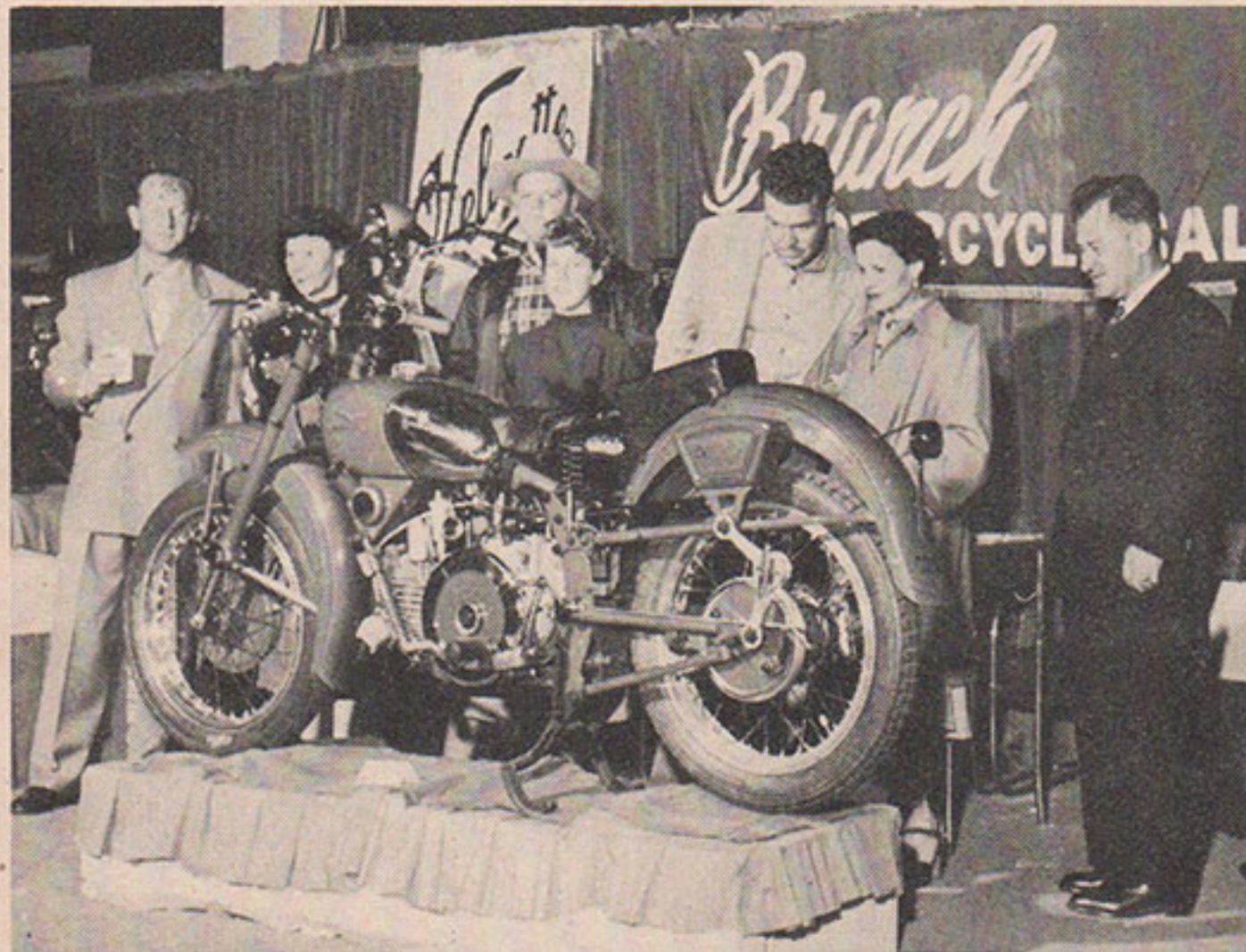


Photos by Rick, Felix, Medley

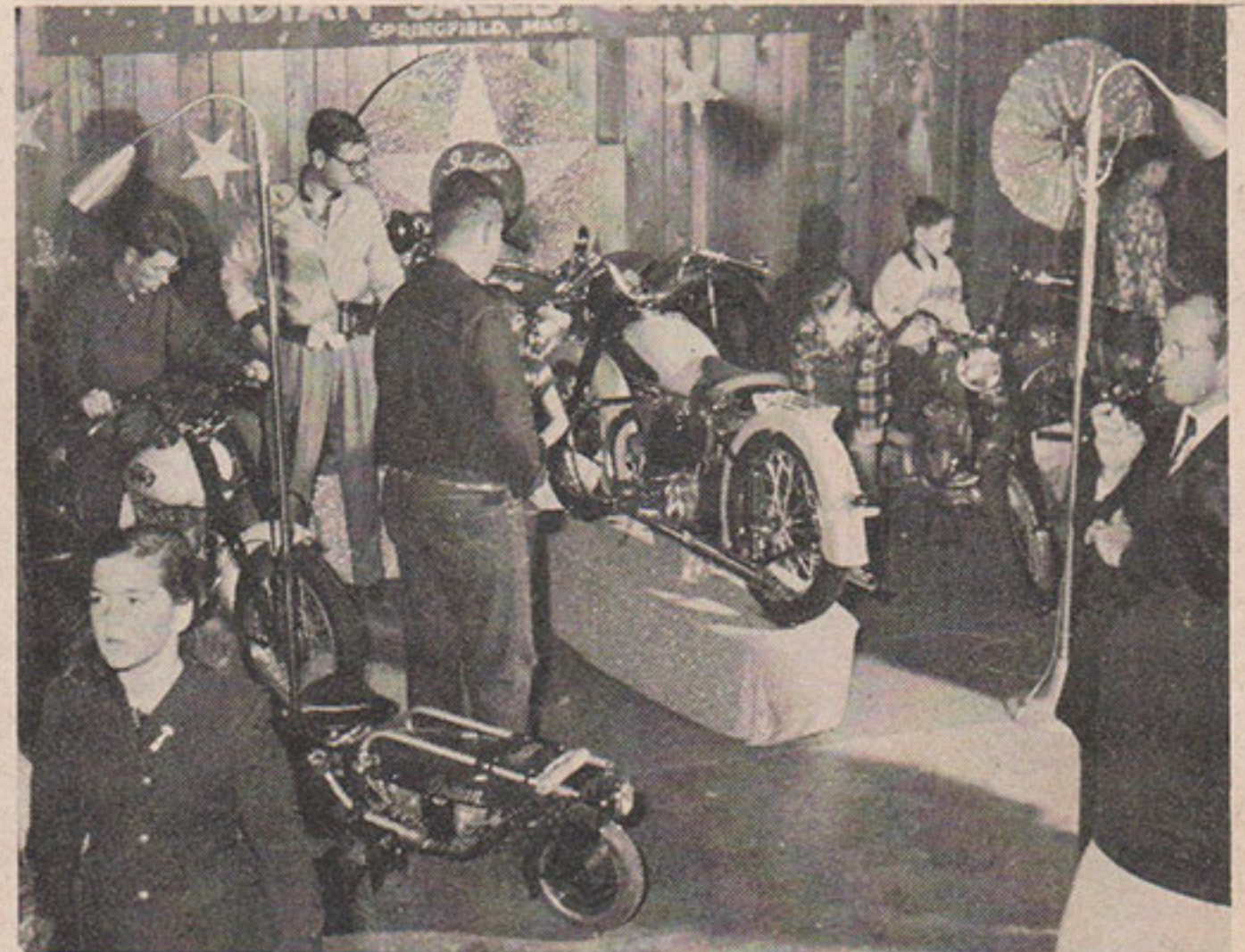


Tiny wheels and four-cylinder engines are an irresistible combination for Howard Forrest, chief engineer for Mustang. A 1931 Ariel 30.50 Square Four powers the machine above. Frame, wheels, etc., were specially built around engine. Single overhead cam, dry sump oiling, four-speed Burman transmission are outstanding features. Bike above left has handmade, home-designed, in-line, four-cylinder engine. Bore 1 3/4 inches, stroke 2 inches. Engine took 2 1/2 years to build, develops 12 hp

"Satan" rides the micro-waves, Ken Graue up. A one-hour telecast helped kick Motorama off the first night. "Satan," a shaved-down Triumph Thunderbird, roams the drag strips under the firm hand of owner Pete Lockhart. It has turned 116.27 in the 1/4-mile

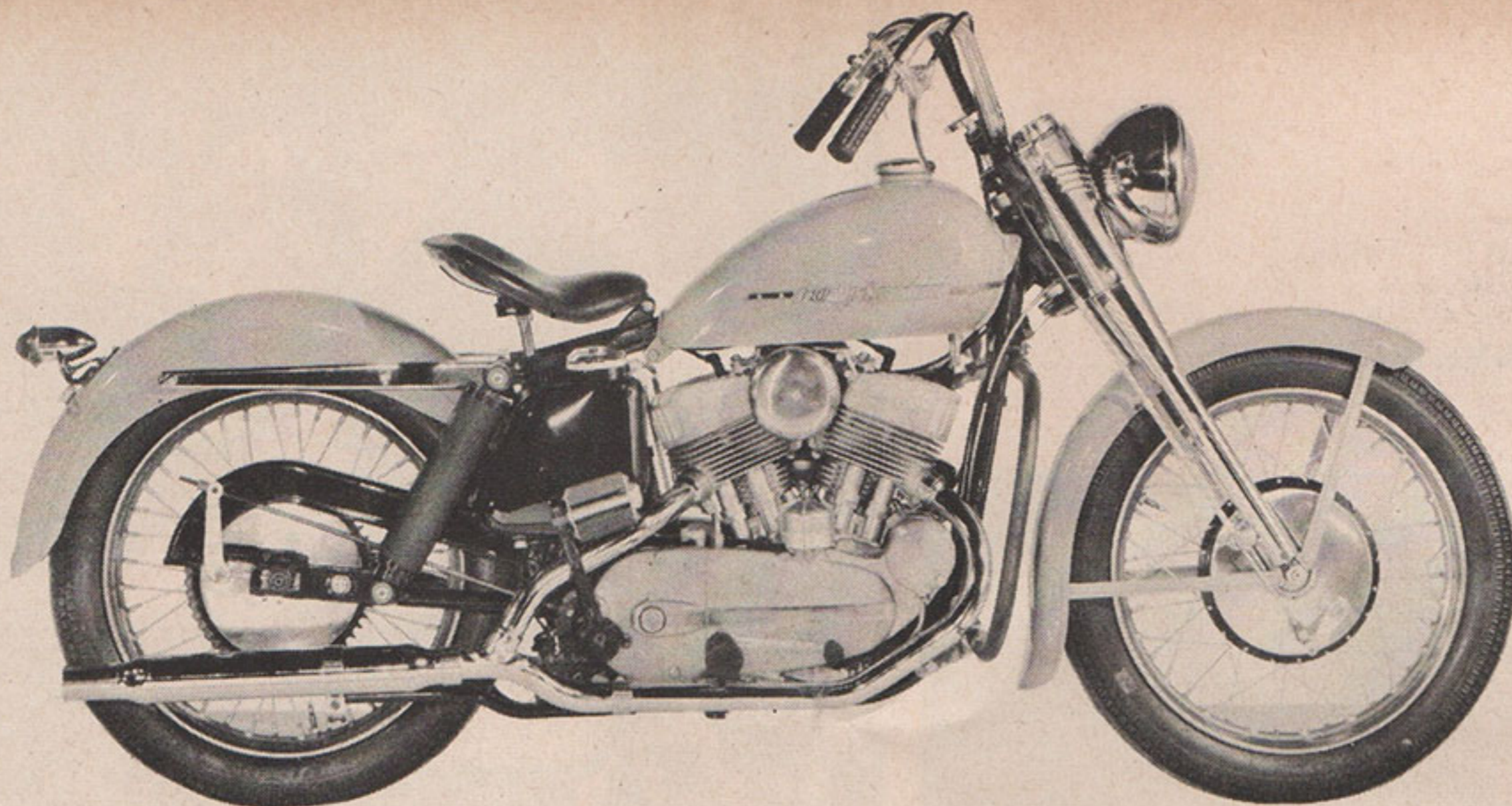


Moto Guzzi, with its naked flywheel intrigued the curious throngs



Everybody tries an Indian for size. Nobody too young to be a customer





## tailor-made twin . . .

NEW HARLEY-DAVIDSON

MODEL K CAUSES SENSATION

AT MILWAUKEE PREVIEW

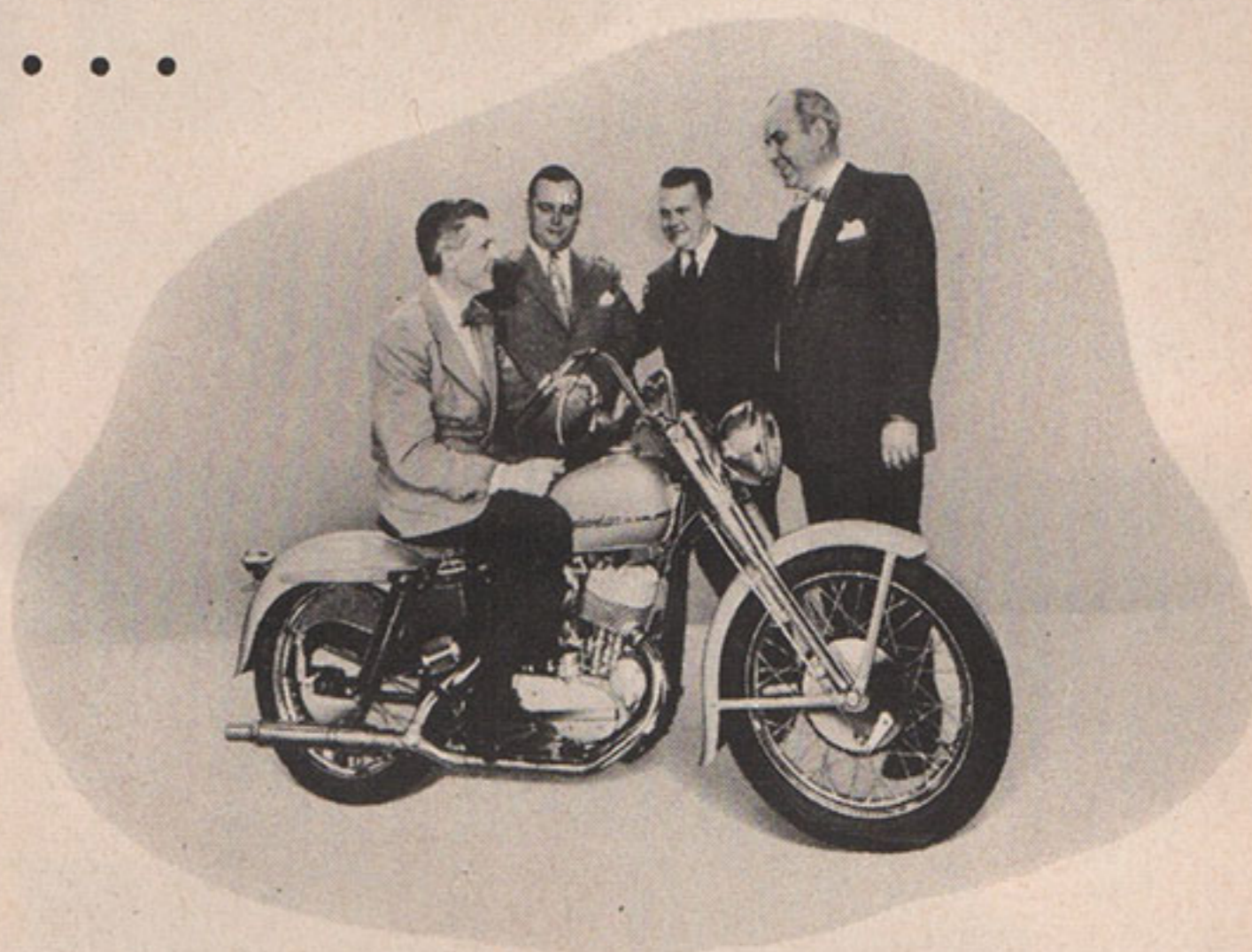
by **BOB GREENE**

STEPPING OUT OF the elevator onto the fifth floor of Milwaukee's Schroeder Hotel, I was stopped in my tracks. There, across the convention hall, stood the hottest conversation piece in motorcycle history, Harley-Davidson's full-sprung, unit construction, 45 cubic inch twin. Comments such as "This is it" and "Now we've got it," were heard everywhere, as some 1000 dealers and representatives from each of the 48 states attempted to edge their way closer to this thrilling new achievement.

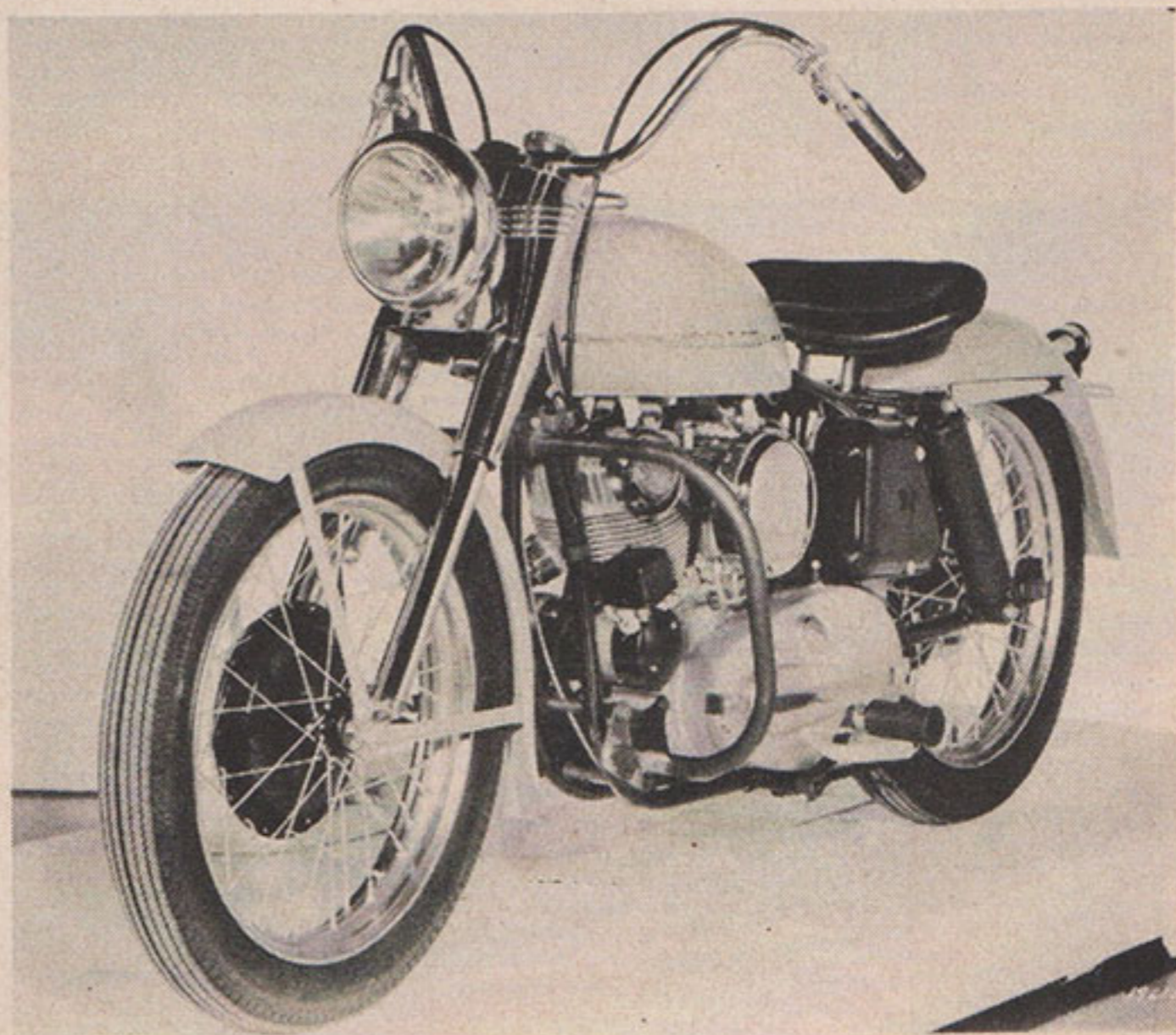
In the embryo stage during 1949, this "baby" of William J. Harley, chief engineer, now stood ready for the challenge of competition and the criticisms of American pleasure riders and racing men. Everything about the dazzling K 45 is new and exciting. Its 30-horsepower engine is built over cases which are cast as an integral part of the four-speed transmission housing. Cylinder heads are deep two-story finned to dampen noise and assist cooling. Rear suspension incorporates two large swinging arms working against helical coil springs and hydraulic shock absorbers; the pivot point of the swinging arms is supported on husky pre-loaded Timken bearings. Even seat post springing has been given a new twist. Instead of a single seat post or outside coil springs, two small diameter shafts support the saddle, each compressing against two individual coil springs. The significance of the new system is that progressive seat post springing has been retained, while at the same time all side wobble has been eliminated. Principles of the rugged Hydra-glide fork have been neatly scaled down as a final complement to what factory test riders described to me as "the sweetest ride this side of a Cadillac."

So radically startling are the many outward innovations that one is almost prone to overlook the K's positive foot shift and easy working hand clutch. Folding foot pegs replace floor boards. Oil is now contained in a separate 3-quart tank and the 4½ gallon-plus, one-piece gas tank has been swept clean of an instrument panel. Generator and oil warning lights have been moved up into the headlight shell and the speedometer sits atop the upper fork yoke. Backbone of the new rig is a very capable looking twin loop, silver

(Continued on Page 24)

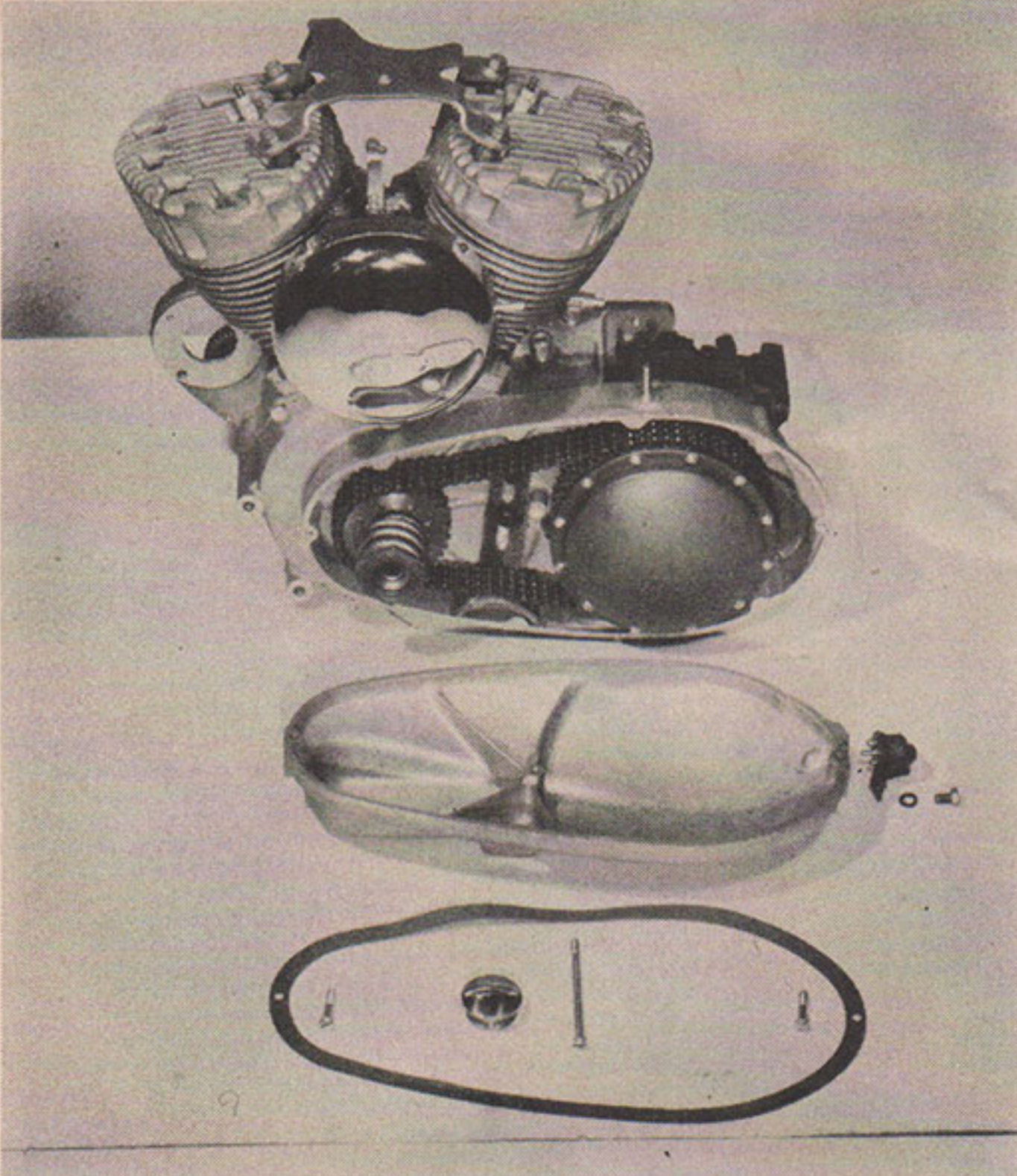


Second generation steers new path. L. to R.: Wm. Harley, treasurer and chief engineer; Walter Davidson, secretary; Gordon Davidson, vice pres.; Wm. Davidson, president and general manager. Model K took three years

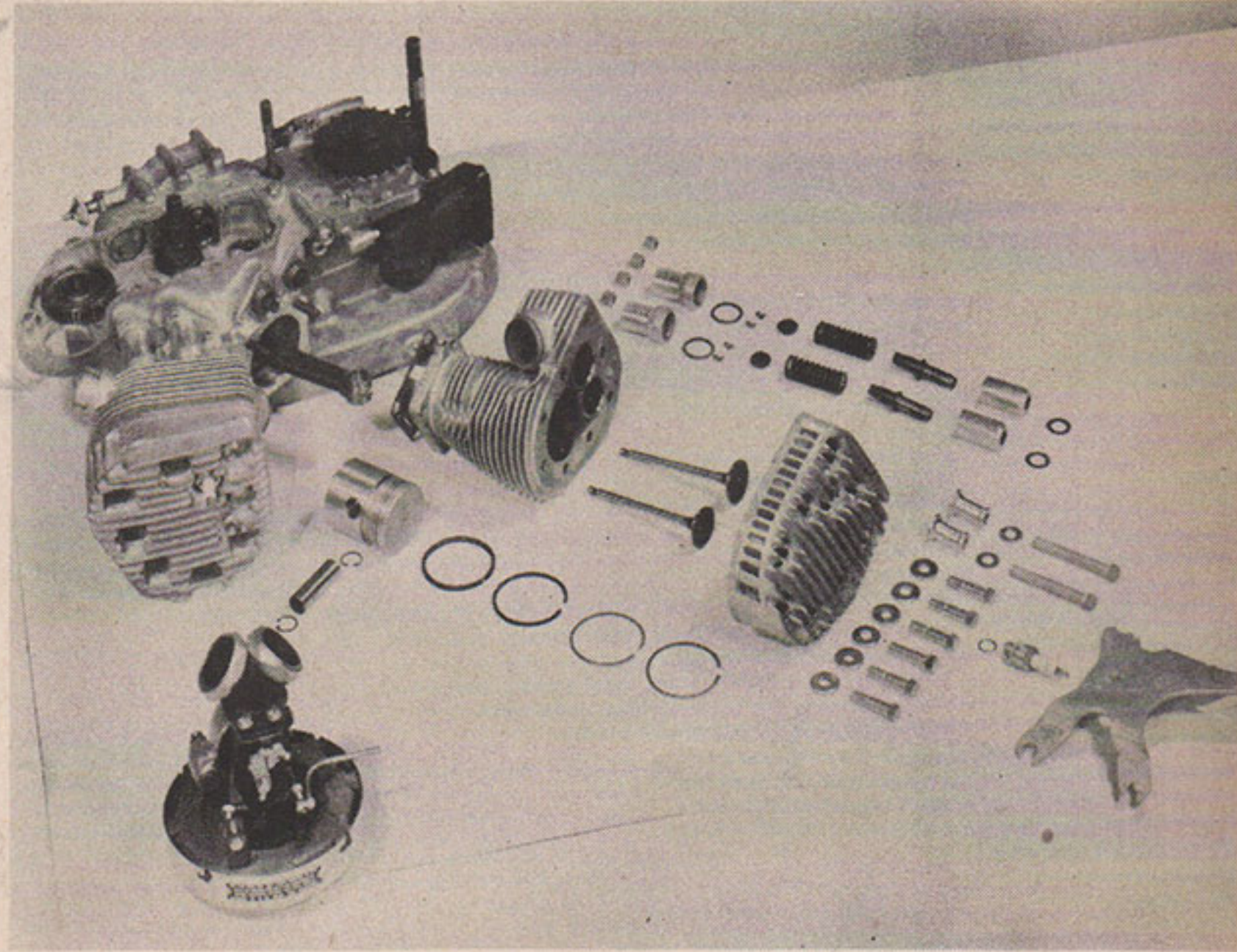


Front forks are trim and efficient, spring cushioned and hydraulically dampened on recoil. Tires are 3.25 x 19, minimizing unsprung weight and creating greater ground clearance. Foot shift moves down for low



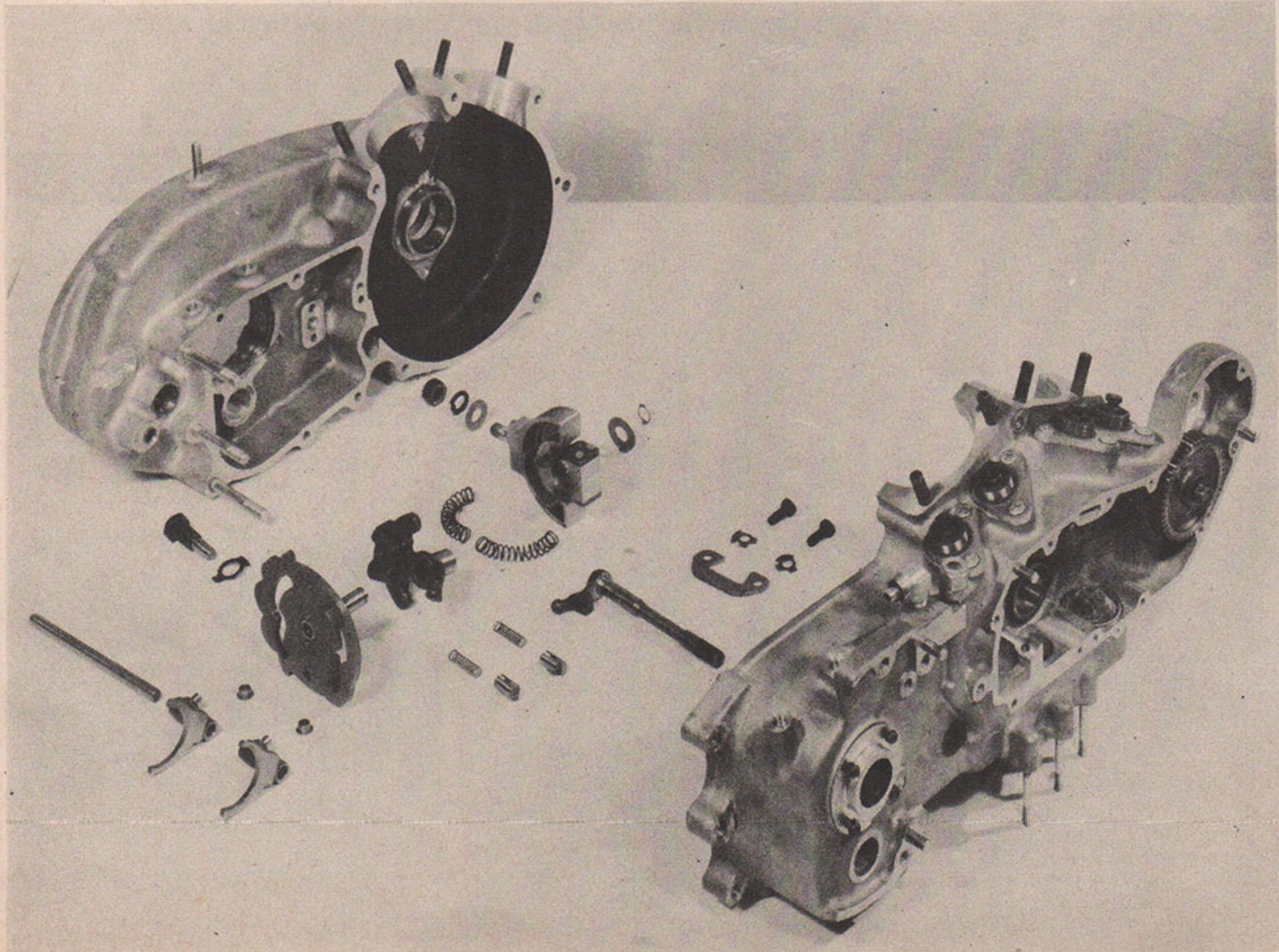


Primary case is easily removed by pulling three screws. Drive is now by  $\frac{3}{8}$  in. pitch triple row chain to transmission. Engine sprocket has spring tension shock absorber. Chain adjustment is by moving shoe tensioner



From rugged top motor mount to beefed-up crankpin and rod, new 5200 rpm model K is well planned and solid. New constant pressure oiling to cylinder walls requires special flexible, bottom oil ring on piston

Engine and transmission cases split apart show two basic castings. Halves of unit constructed mill can be separated for engine repair without disturbing transmission gears. Shifter mechanism in center foreground







By William Onslow

AN UNNATURAL AIR of excitement hovered over the picturesque Italian town of Varese. It was the week of the year when each nation pitted its best trial's talent against 1248 cruel miles of hazardous roads, trails and gulleys. Town shops and cafes were likened to the "Tower of Babel" throughout the week while hundreds of store-folk endeavored to understand the wants of their foreign guests.

Early each morning the paddock became a hive of activity as the 220 contestants representing 10 nations withdrew their bikes from the locked pound, refueled and made adjustments in the allowed 15 minutes. Spectators marveled at the over-whelming array of Italian scooters competing in the world's longest, if not most hazardous, trial.

Starting in pairs, the first two riders on the line were Ugo Tamarozzi, always to be seen with an unlit cigar stub clamped tightly between his teeth, astride an Italian Ducatti of 65cc, together with Mario Visioli on an even smaller 60cc Ducatti. Tamarozzi completed the full distance with a loss of only 14 points. Great interest was centered upon the 125cc Parilla ridden by the only woman entrant: British Olga Kevelos, owner of a Birmingham cafe, who rode in a beautiful style and with perfect score until the middle of the fifth day when she crashed in a very tight section, receiving facial injuries and a few broken teeth.

World champ sidecar pilot Eric Oliver and his passenger, Dobelli, both looked strange piloting Italian 125 Mi-Val machines. The champ lost three marks on the opening day and retired the next, while his usual ballast managed to survive two further days' grind. Both seemed a little upset to find that the Belgium sidecar ace, Hans Vanderschrick, wrestled a BMW sidecar outfit around the course to gain a gold medal.

Standing at the departure line on opening day was an education in motorcycling, as I jotted down names of Italian 125cc models I never knew existed: Monterosa, Moretti, Rumi, Sterzi, FM, and Cuazzoni (150cc). No less than 45 different brands whizzed by from time to time.

Though different speed schedules are set for each class machine in relation to cubic capacity, chief interest was centered upon national teams competing for the international

# A WEEK ON THE RACK

## TRIALS MEN AT GRIPS WITH NATURE IN INTERNATIONAL SIX DAYS' TRIAL

Trophy and Vase. These riders, five in a Trophy team and three in each Vase team, have a ten percent increase on the set speeds and can afford no let-up. This applies to factory and club teams as well and is good reason for the pride associated with a gold medal winning club or factory team.

The first day's run of 246 miles proved Italy had not been ready to promote this great event. Speeds were quite high, and several riders were 40 minutes late at the noon check. Route marking was poor, and had not thousands of spectators appeared from nowhere a few minutes before the first man was due, it is doubtful that many would have completed the day's run. Further complications arose following lunch when officials ruled the competitors were to start the second half of the day in the same order as they had departed in the morning. Imagine the furor, since the high-speed men on 500's had by that time passed the field, and with each man allowed the same lunch break, they should depart in the order in which they arrived. As a result of the mix-up, the jury washed out the entire afternoon run. The three competing trophy teams, England, Austria and Italy, completed the day unpenalized. Fifteen riders retired, all but two being smaller than 150cc.

The second day's 217½ mile run, though a little easier than the first, included a climb of 4200 feet, a fine ride along the shore of beautiful Lake Maggiore, and a visit to Domodossola, almost on the Swiss frontier. The day held unexpected snags for several riders. M. Rosenberg, Dutch rider on a 500 BSA, fell, broke his shin-bone, remounted, and continued to the noon check without a loss of points. His pleas to go on were unheeded and he was carted off to the hospital. His persistence was understandable since he had "popped" the same leg in last year's trial at Wales. Ron Coleman, on a 350 Douglas, collided with an Italian airforce sergeant who was just leaving the Malpensa airdrome. The sergeant's injuries unfortunately were fatal. Coleman survived with only severe facial cuts. Like the Dutchman, he completed the day unpenalized and was then sent to the hospital.

The third day's course was over the same ground as the first, but covered it in the opposite direction for 247 miles. The German drivers still appeared remarkably fresh, and

**RIGHT, Seen negotiating part of the course near Rosazza on the first day of the "Six" is Fitzroy Allen on his BSA Bantam. He went on to complete the whole six days without loss of points, thus earning one of the coveted Gold Medals; a remarkable feat for the little Bantam, proving conclusively its reliability and endurance**

the Zundapp team was to lose no points this day. From the 30 Germans who had started, only one had fallen out. The course was quite difficult, its surface extremely loose and treacherous mile after mile. D. Rowthorn, a British army team member, took a fast corner on his BSA, brushed alongside a crossing truck, and thus held his balance until he ran out of support, then lost plumb and lightly crashed into the curb still unseated. At the half-mark Great Britain and Austria were still unpenalized in the Trophy, but of the eleven competing Vase teams, only four could claim this distinction. From the original 30 Manufacturers' teams exactly half were still without loss of marks.

Two stages were incorporated in the fourth day. The first section was an especially severe route of approximately 145 miles to the noon stop at Bergano. The second half was a 105-mile sprint in the dark, along the shore roads of Lake Como, terminating with a headlight check. The daylight run was so tough that only 15 out of the 46 teams entered in the Trophy, Vase or Manufacturers' groups were still unpenalized. A good part of the trial actually became little more than a cow-trailing session and many of the smaller machines were forced to boost their lightweights over the steepest hill. The NSU factory team, dubbed "the three little ducks" (because of their nose to tail formation), was finally broken up due to a couple of punctures, and was later referred to as "the three lame ducks." The usually immaculate Zundapp sidecar trio, in their smart grey riding apparel, seemed flustered for once. Jock Buchan, complete with Tartan bonnet, turned his Ariel sidecar "bottoms up" for a taste of the Italian earth, but both he and his passenger-son were uninjured and continued without time lost.







**ABOVE, Fred Rist, captain of the successful British team which won the International Trophy, seen on his BSA Golden Flash at the Calolzia time check on the fourth day. This is the second year in succession that Fred Rist has been captain of the winning British team**

Crisis of the run was reached on a 21-mile section in the second half of the fifth day's route; for if the previous days had been difficult they were apparently child's play compared to the short span of Mount San Michele. Hans Ernst, on a 750 Zundapp sidecar, broke the hack loose and was forced from the running. Up until this time Ernst, one of Germany's finest, had lost no points, and with him went his country's perfect score team. An example of grit so characteristic of the trials' riders was possibly best shown by Sweden's S. Lindvall. Lindvall, member of the Swedish Vase A team, had been clean up to now, then developed a fracture in the gas tank of his 250 Puch. Undaunted, he stopped, did an ingenious soldering job with the aid of a motorcycle battery, then high-balled it in with the ultimate loss of only a couple of points. At the end of the day only Great Britain's Trophy team and Vase A team were without loss of marks. In the Manufacturers' teams, AJS/Matchless, Ariel, BSA, Norton, Puch, Royal Enfield, Triumph and Vespa remained unpenalized.

The final day's run over 79.5 miles, preceding the one-hour speed trial at Monza track, was comparatively simple. The highest point Piambello, 3340 feet above sea level,



**ABOVE, Italy played host to this year's 1248 mile run. Paved stretches through towns and hamlets were welcome breathers between hills**

was followed by a quick descent over a marly ex-military road to Quasso. With this exception, the route continued over second-class roads to Monza. Only one point now separated the leaders in the Trophy, and in both the Vase and club team competition. The final decision had to be based on speed at the track. Each capacity machine is given a set distance to cover within the hour—the winning team being the one to exceed the set speed by the greatest margin. After six hectic days of riding trail, the trick at the track is to be able to obtain the utmost speed just short of blowing the engine. This final challenge calls for extreme individual judgment for the rider can only sense by sound and feel how much his bike lost in the previous overland struggle.

Once more Great Britain emerged possessor of the main prize. If rumor proves accurate, we shall find Austria the site of the 1952 ISDT. As a rule, the country winning the trophy holds the trial the following year, but as Count Johny Lurani so aptly stated in

his speech following Britain's win last year, "Maybe we Italians had better become naturalized Englishmen, or bring over our homefolk for good."

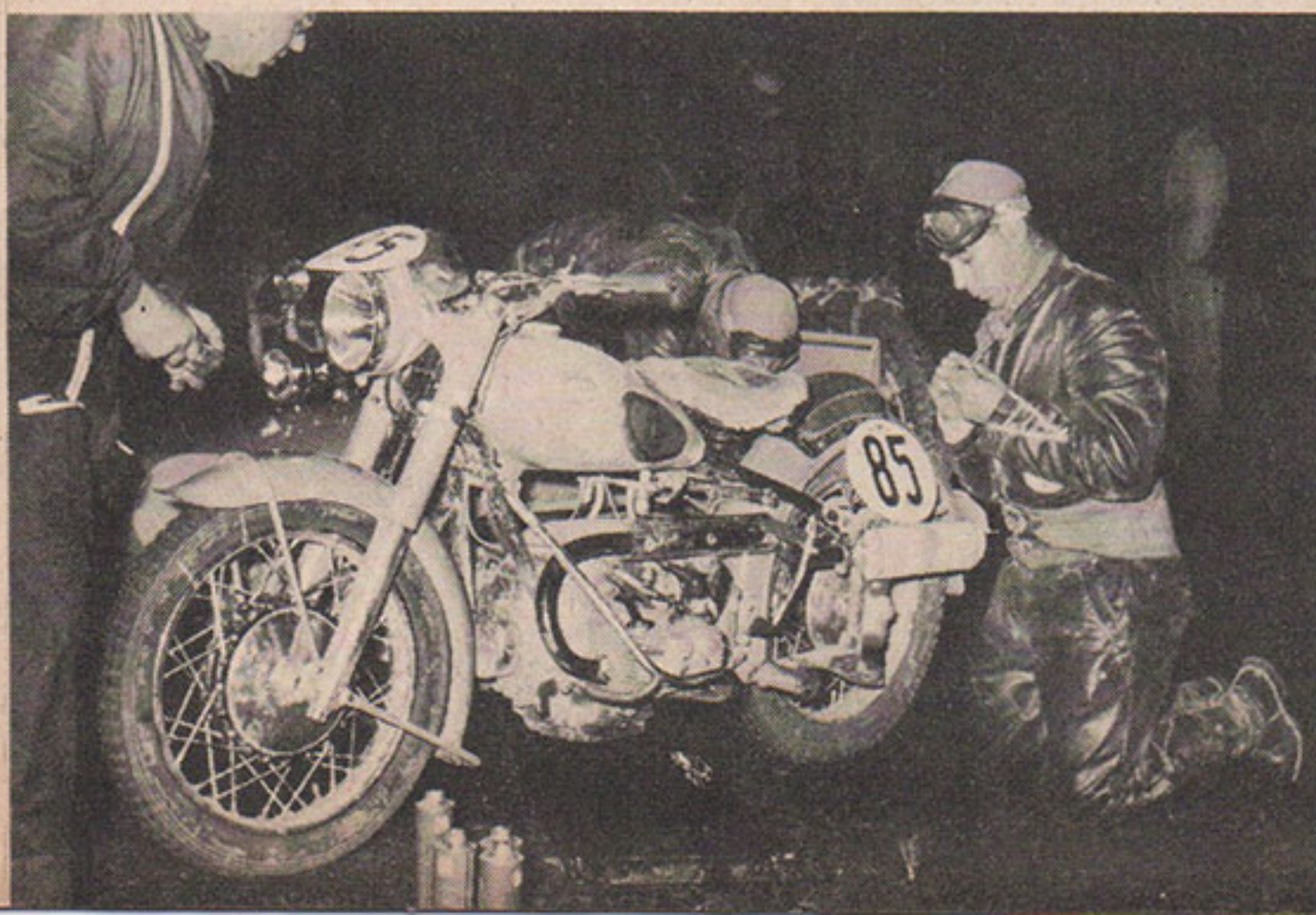
#### RESULTS

**TROPHY TEAMS:** Great Britain, 0 marks lost; Austria, 1; Italy, 620.

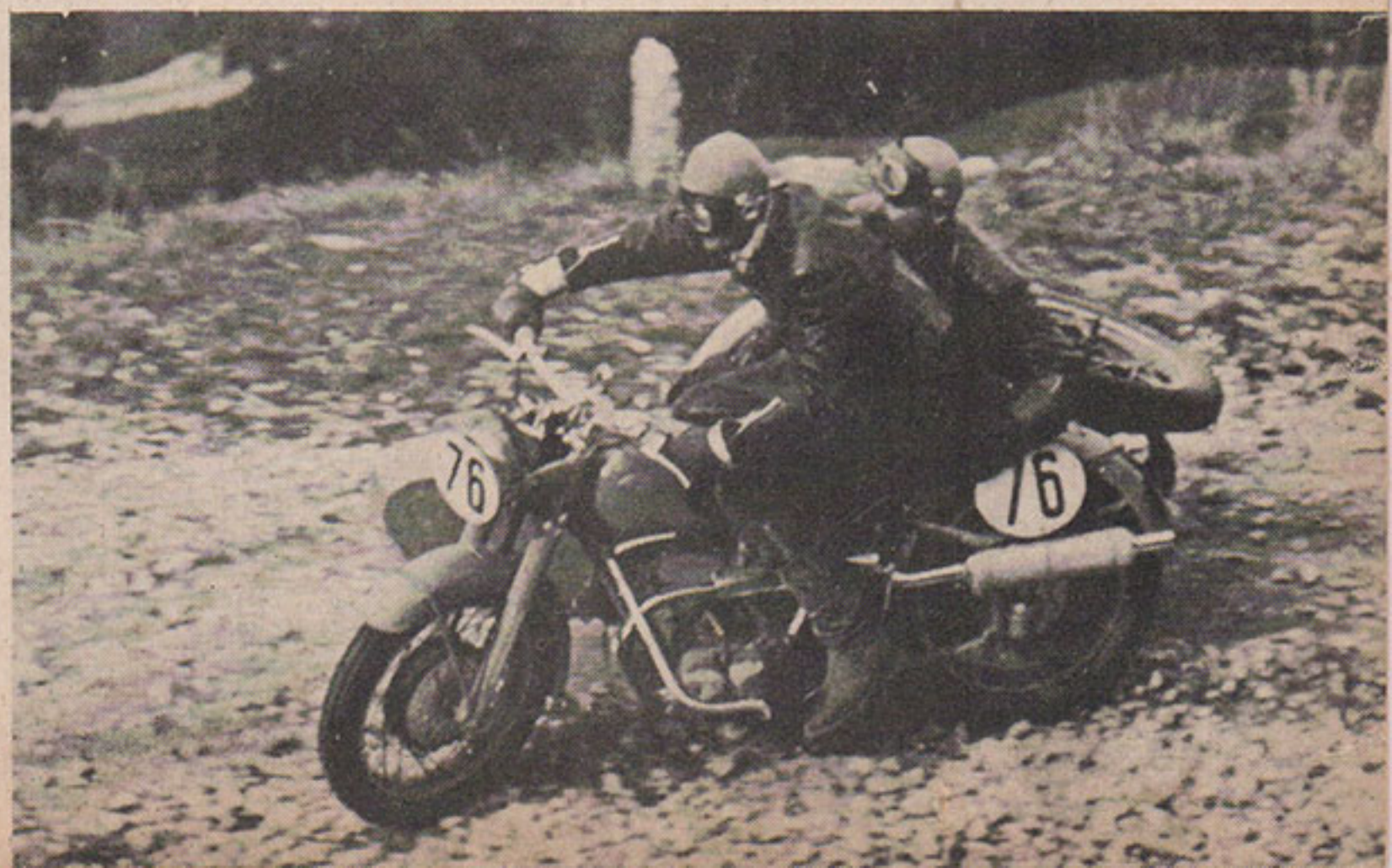
**VASE TEAMS:** Holland "B," 0 marks lost (Figure of Merit, 1747); Great Britain "A," 0 (Figure of Merit, 1589); Sweden "A," 2; Great Britain "B," 14; Italy "A," 79; Switzerland "A," 217; Switzerland "B," 307; Holland "A," 400; Sweden "B," 46; Ireland, 500; Italy "B," 639.

**MANUFACTURERS' TEAMS:** AJS/Matchless, BSA. (Holland), Norton, Puch, Royal Enfield, Triumph and Vespa ("C"), all no marks lost; DKW., 125cc 11; Horex, 17; BMW., 250cc 18; NSU and Ariel, 25; Zundapp 200; BMW., 500cc 201; Jawa, 350cc 217; Jawa 250cc 307; BSA (British), 314; Bianchi ("A"), 330; Vespa ("A"), 400; Bianchi ("B"), 414; Alpino Motobici, 441; Parilla, 512; MV ("A"), 555; DKW., 250cc 605; Rumi, 661; CZ 701; MV ("B"), and Mi-Val, 800; Innocenti (Lambretta) "A," 1,000; Morini, 1,100; Sturtzi, 1,200; Innocenti (Lambretta) "B," 1,239.

**BELOW, Nightfall at the end of the fifth day calls for an oil change and brief checkover before turning in for a good night's rest**



**BELOW, Georg Weiss on Rosanz trail slides his Zundapp side-rigger through a hairpin curve near Saint Antonio on the first day out**

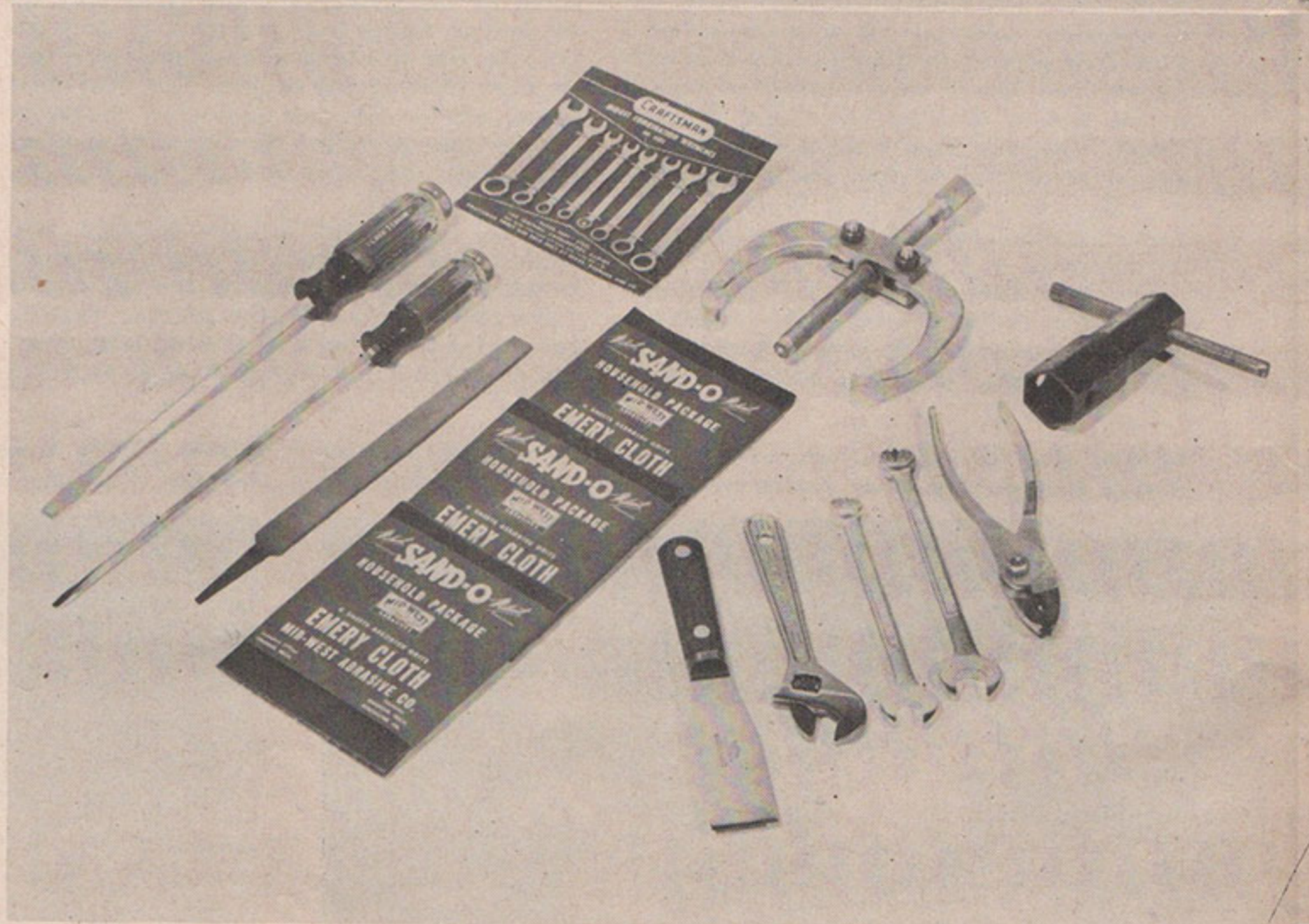




# YOUR BASIC **CYCLE** WORKSHOP

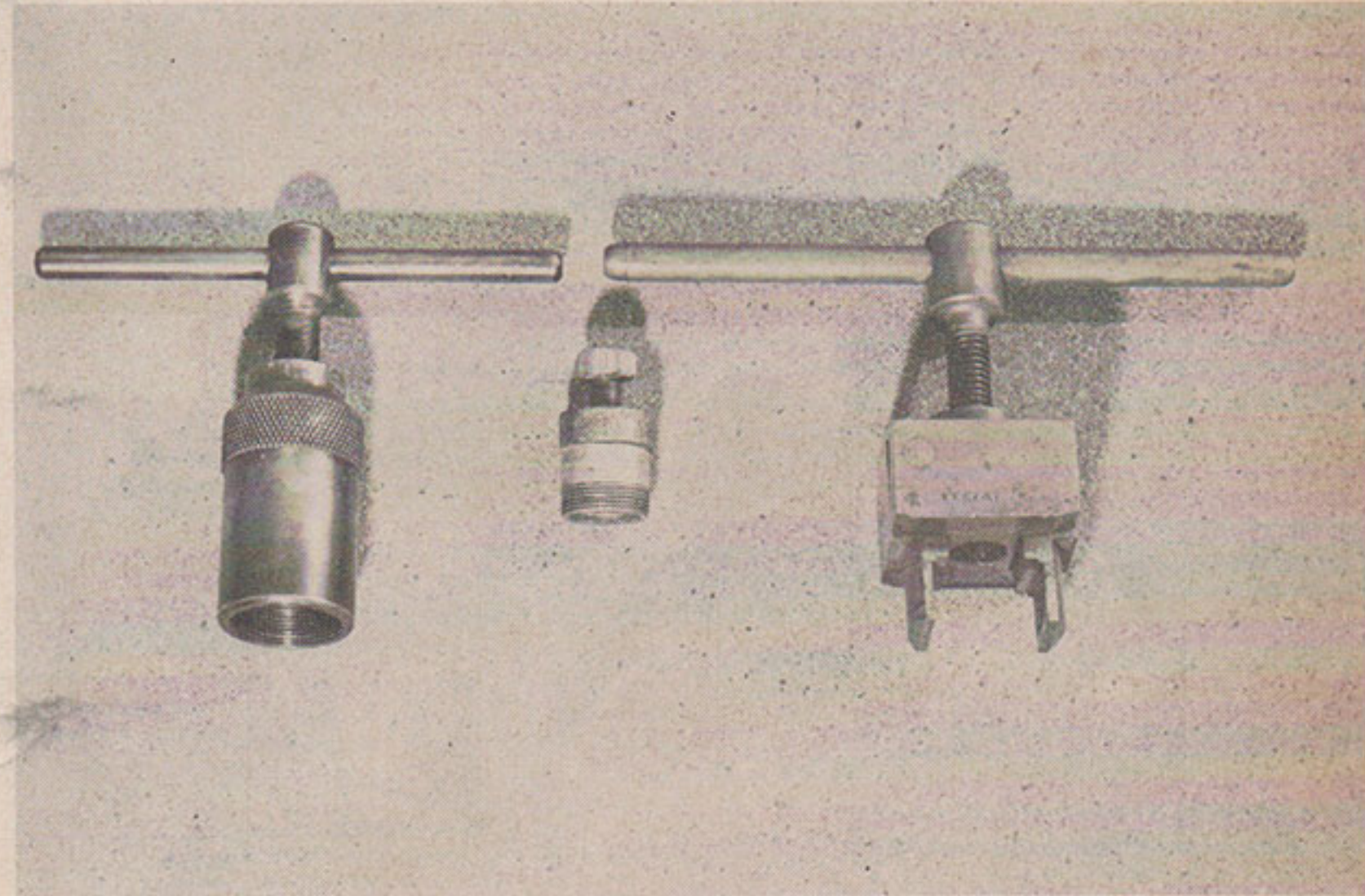
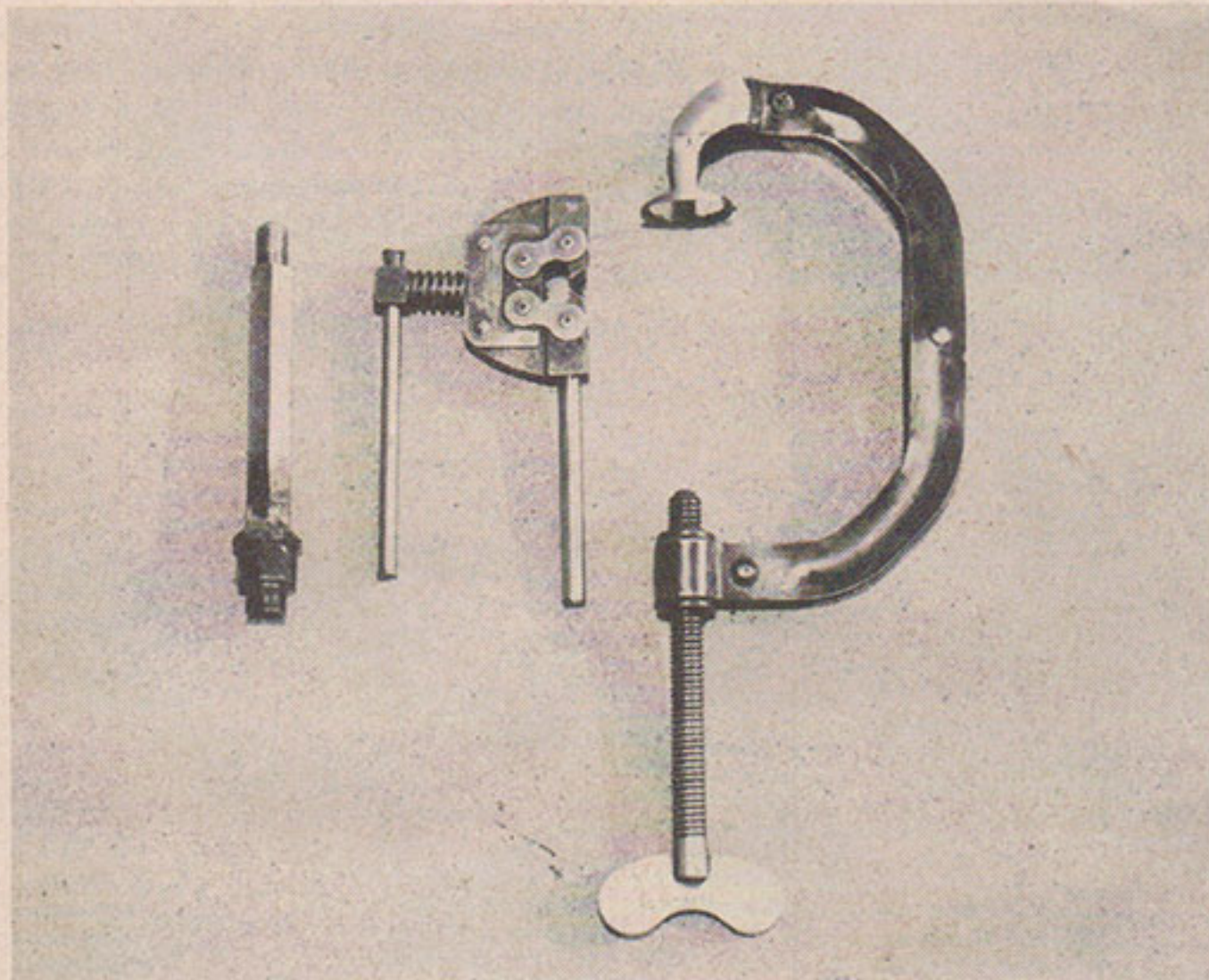
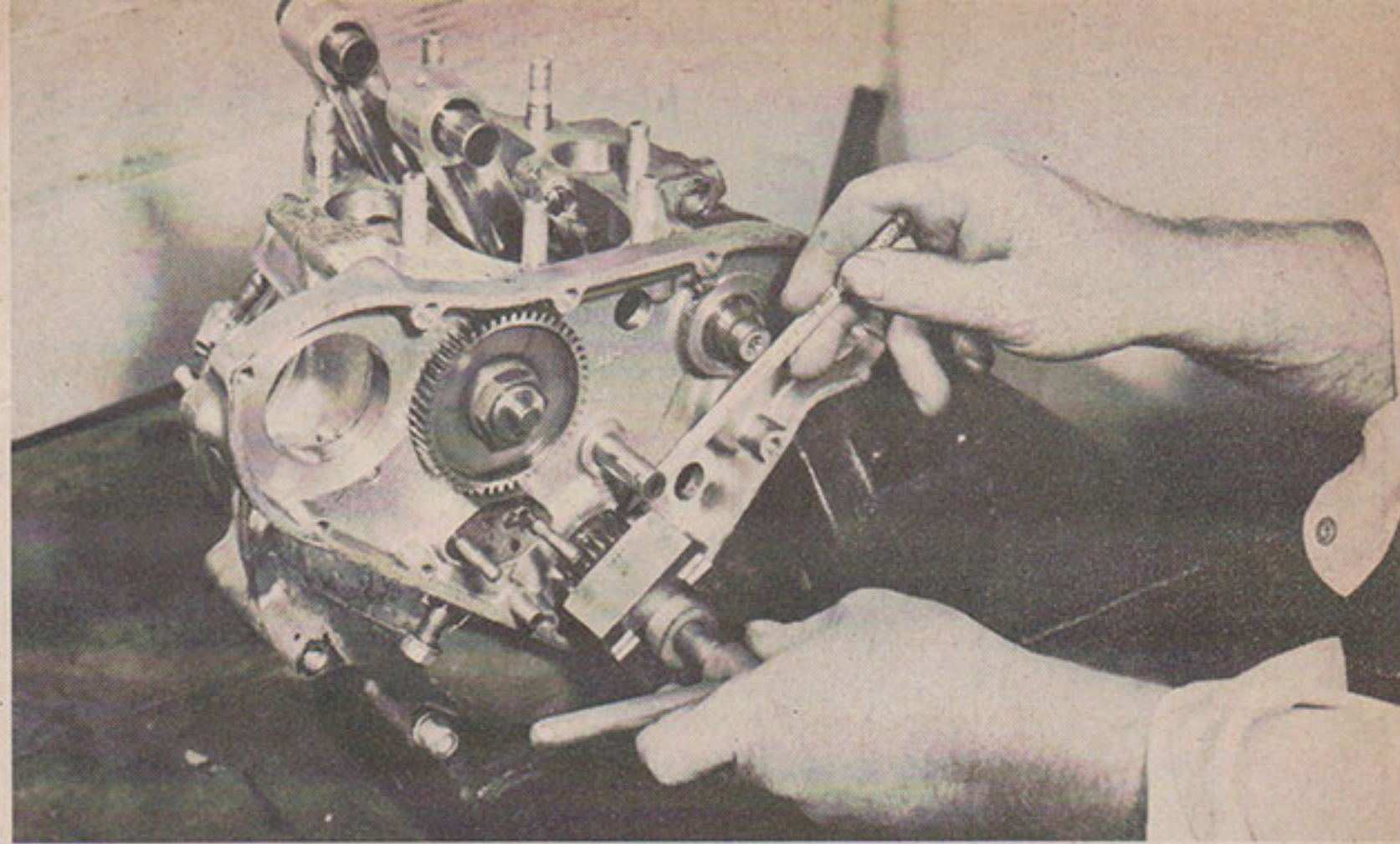
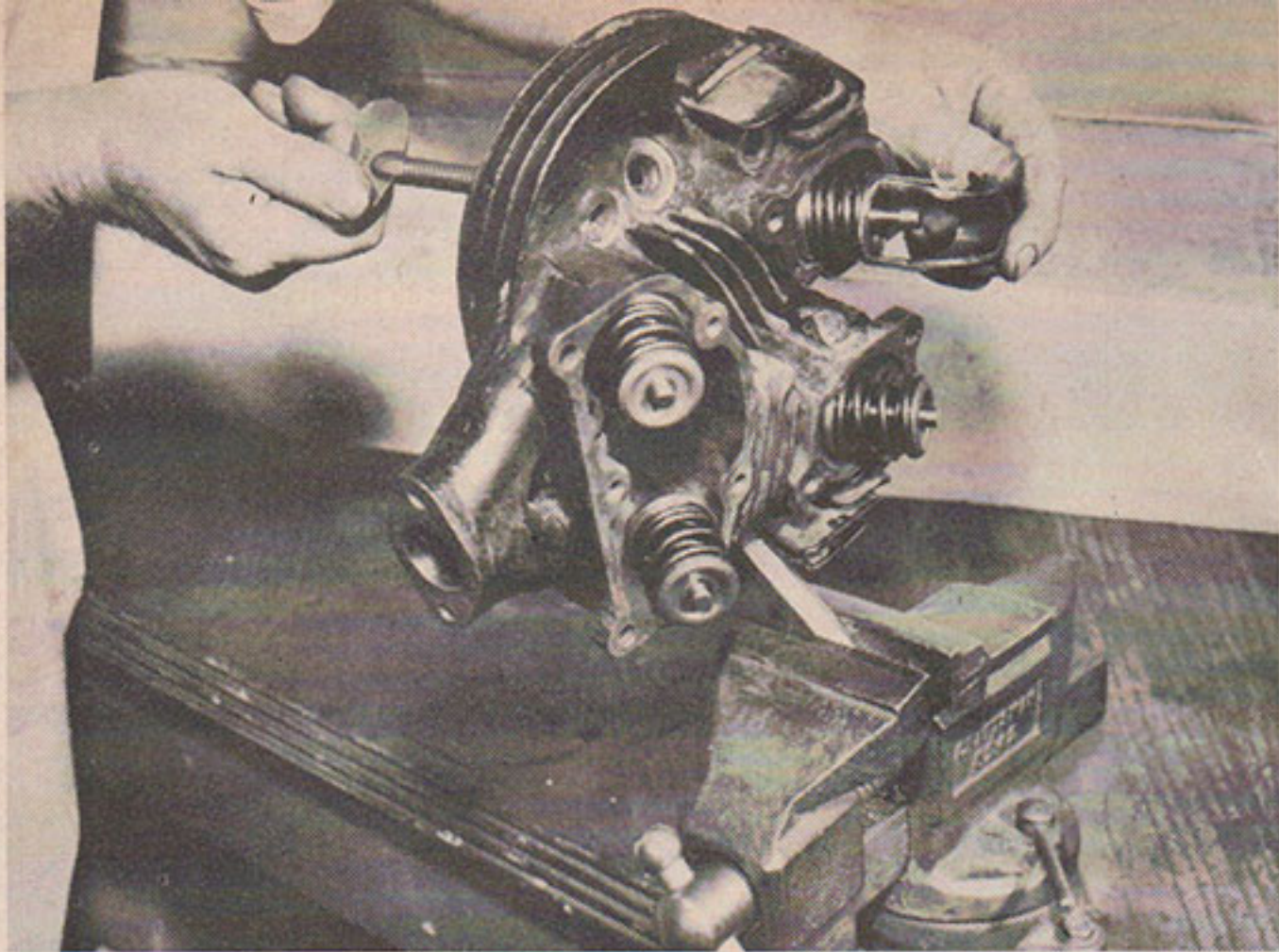


**REPAIRING,  
REBUILDING,  
SOUPING-UP CAN  
BE FUN FOR THE  
AVERAGE RIDER.  
\$78 PUTS YOU  
IN BUSINESS**



Complete basic kit even includes power tools: a utility grinder and a high-speed machine with flex-cable extension for porting. All items are from Sears, Roebuck and Company stock, are available anywhere in the U.S. and are economical. Just add bench, brains and muscle before using





In top photo, Mechanic Tim Witham demonstrates use of valve-spring compressor and home-made head holder, both illustrated below. Head cannot be clamped in vise without damaging cooling fins, so extension is made by welding metal rod to old spark plug base. Extension is screwed into spark plug hole. Extra tool (center, below) is chain breaker

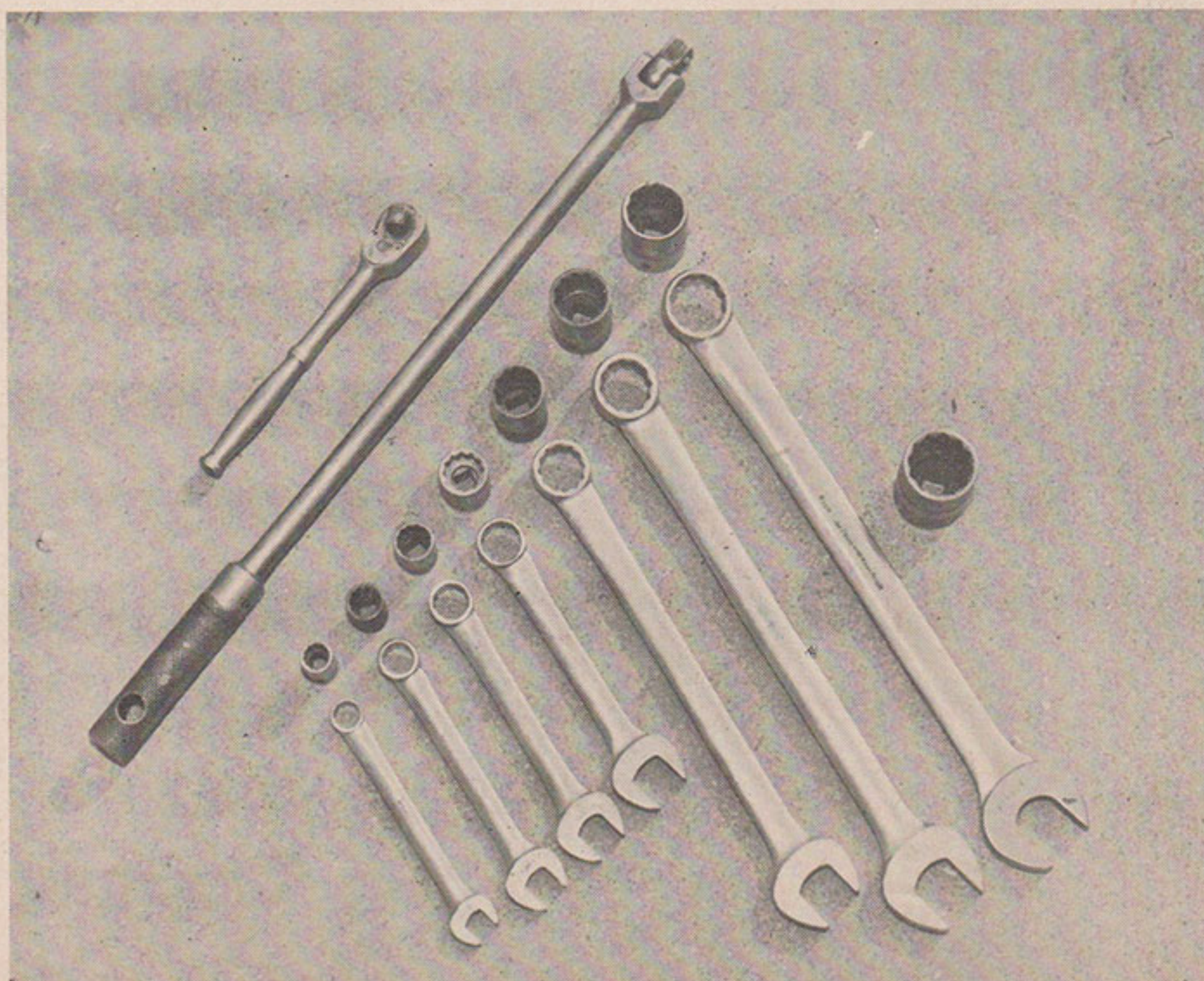
Gear puller is seldom used, but indispensable. In photo above, Witham slowly screws pressure on pinion gear. Pencil points to space behind gear where jaws of puller are seated. This is Triumph equipment, but procedure is the same for most machines. Other special tools shown in the lower photo are (left) cam gear puller (right) clutch gear puller

OF COURSE IT takes more than a set of tools to do a job on your bike. You'll need time, patience, an average degree of skill, and a lot of ability to think problems through to their logical solution. No repair or hop-up job is any better than the man who does it.

This doesn't mean that you must be a master mechanic. Tim Witham, who gave us most of the material for this article, happens to be one of the foremost Triumph and BSA tuners around at present. He agrees that the ordinary mechanical job doesn't call for the same degree of skill as building for a championship race. He definitely doesn't recommend, however, that you try to do all the work yourself. "Be sure and say," he said, "that I don't guarantee any results. An engine is a delicate machine, requiring careful doctoring. Even with the most expensive tools it is easy to go wrong."

In the months to come, CYCLE will give you the help you need to work on your bike. We will print articles that will show you how  
(Continued on page 23)

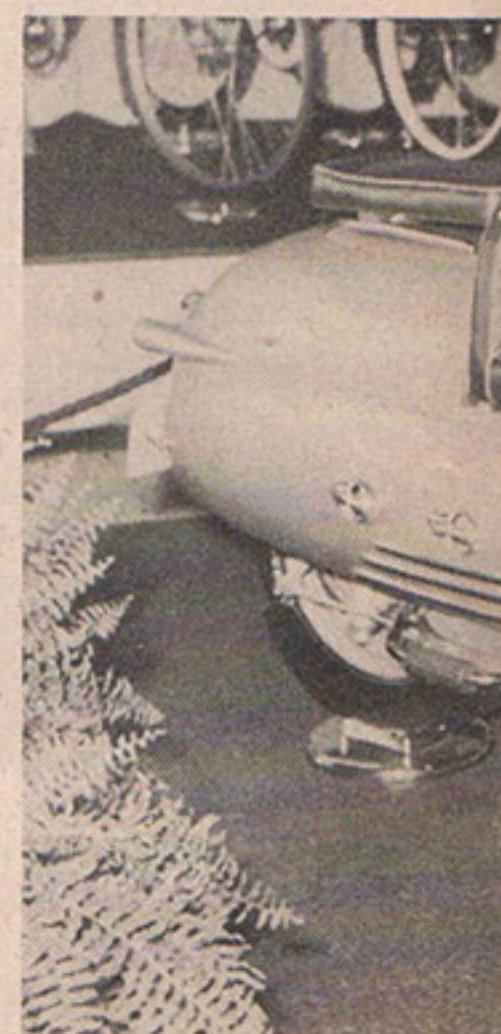
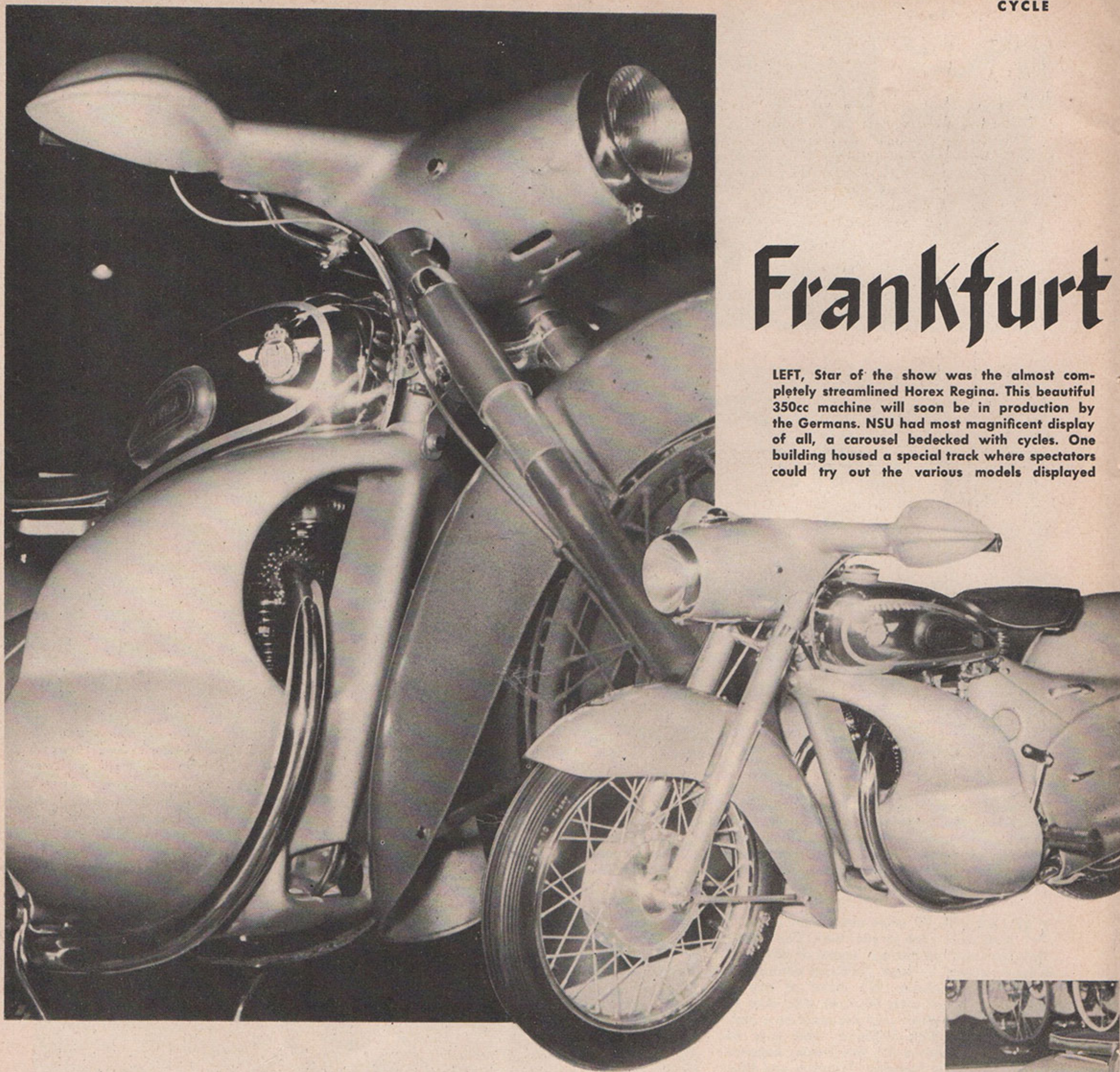
These are Whitworth tools, the prescribed medicine for ailing British machinery. Sizes are exactly  $\frac{1}{32}$  off American standard. These may be obtained in U. S. from Snap-on Tool Company, are comparatively expensive but of excellent quality. Any American socket drive will fit these sockets. Socket sizes range from  $\frac{3}{16}$  to  $\frac{5}{8}$ ; combination wrenches from  $\frac{3}{16}$  to  $\frac{1}{2}$





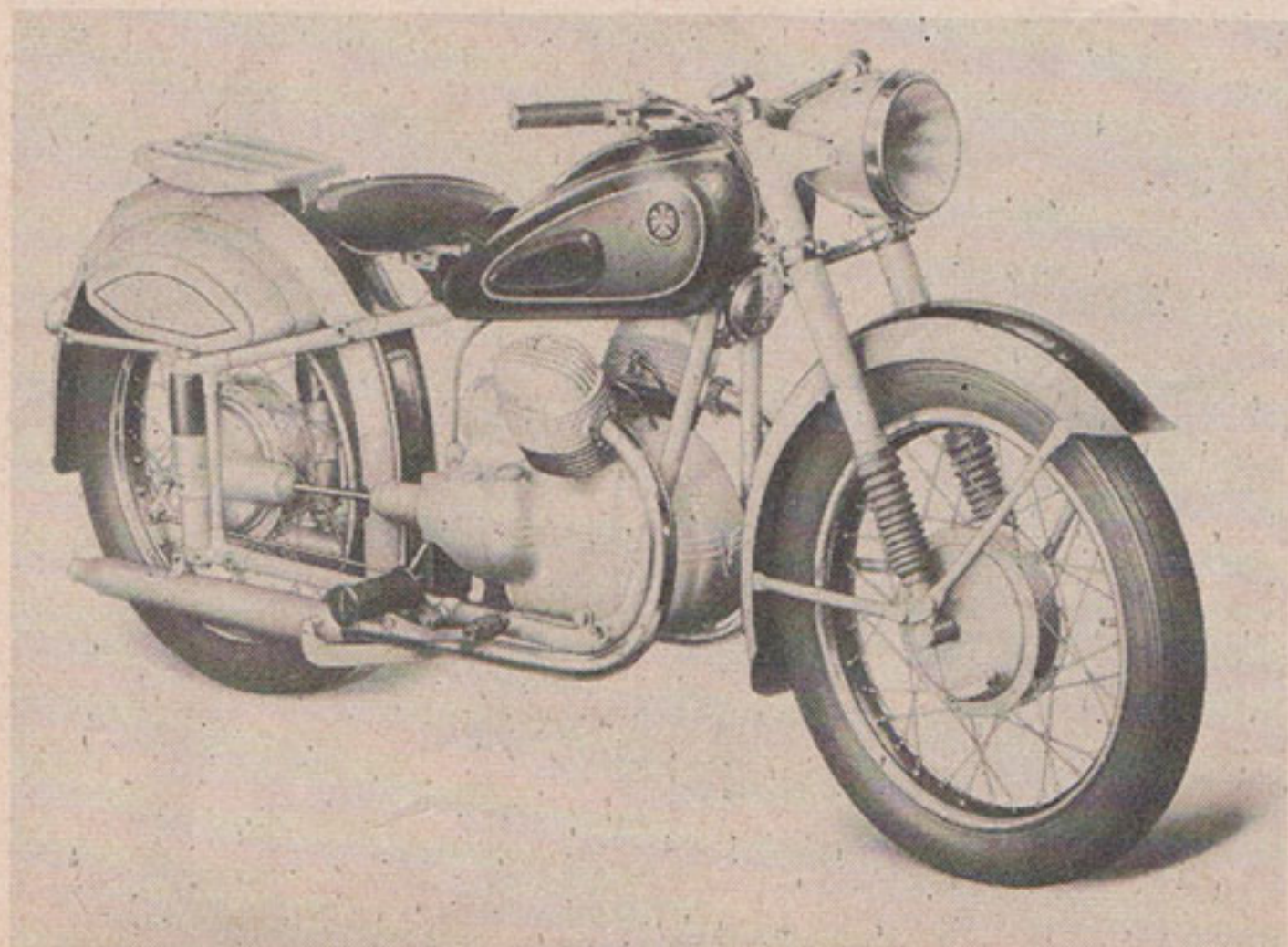
# Frankfurt

**LEFT**, Star of the show was the almost completely streamlined Horex Regina. This beautiful 350cc machine will soon be in production by the Germans. NSU had most magnificent display of all, a carousel bedecked with cycles. One building housed a special track where spectators could try out the various models displayed



*Photos by Kurt Wörner*

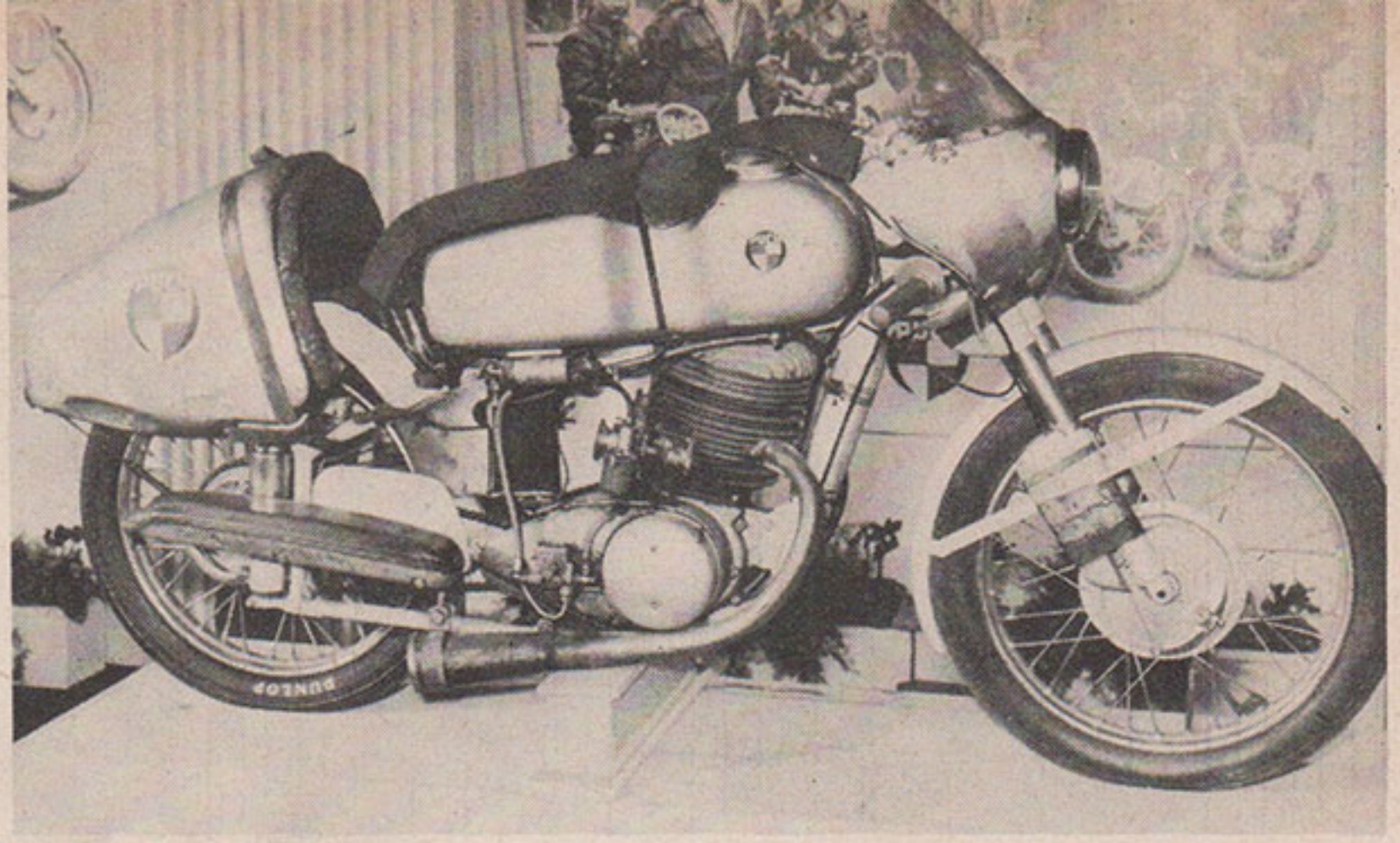
**RIGHT**, Six or seven buildings were needed to house the huge Frankfurt cycle display which included Italian, Belgian, German, Austrian and English makes. Common practice in Europe is the fabrication of many machines. Engines, frames, forks, etc., are purchased from separate manufacturers and assembled under one brand name. Right is one of the newest motor scooters in Europe, the Bastert. It is fitted with 175cc, two-cycle Ilo, has four-speed gear box



**LEFT**, The Victoria works of Nuremberg traveled entirely new roads with their 350cc shaft drive Victoria Burgmeister. This machine is fitted with a two-cylinder, four-cycle V motor with overhead valves and four-speed gear box



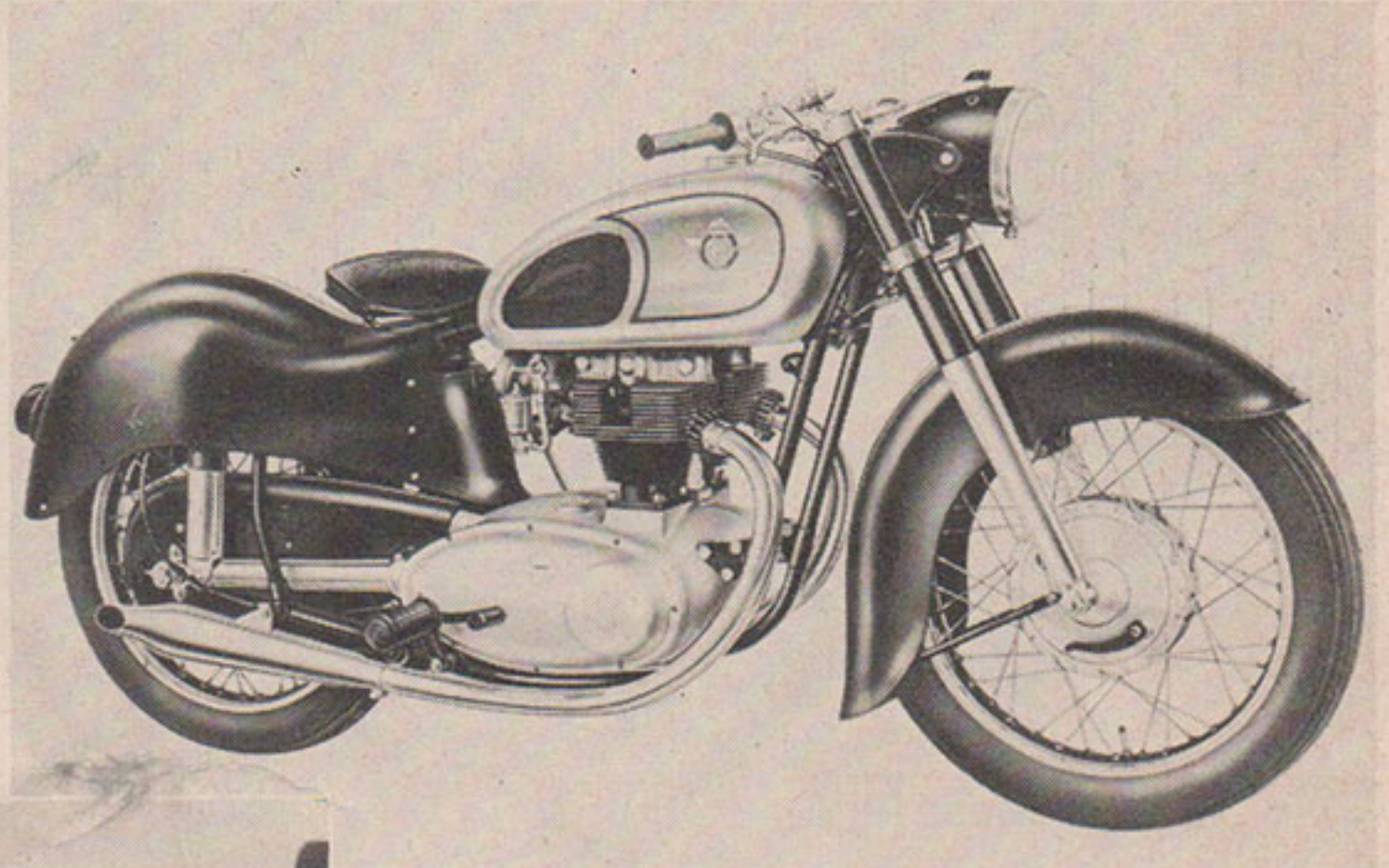
RIGHT, This 250cc Puch recently established new long distance records up to 24 hours. The bike was regulated so that rider could kneel on pads beside rear wheel and lay forward against well-padded tank. No indication is given, but it's believed that streamlined tail piece may have held auxiliary gas in addition to huge tanks shown. Word is awaited for the time and speed records on their 24-hour run



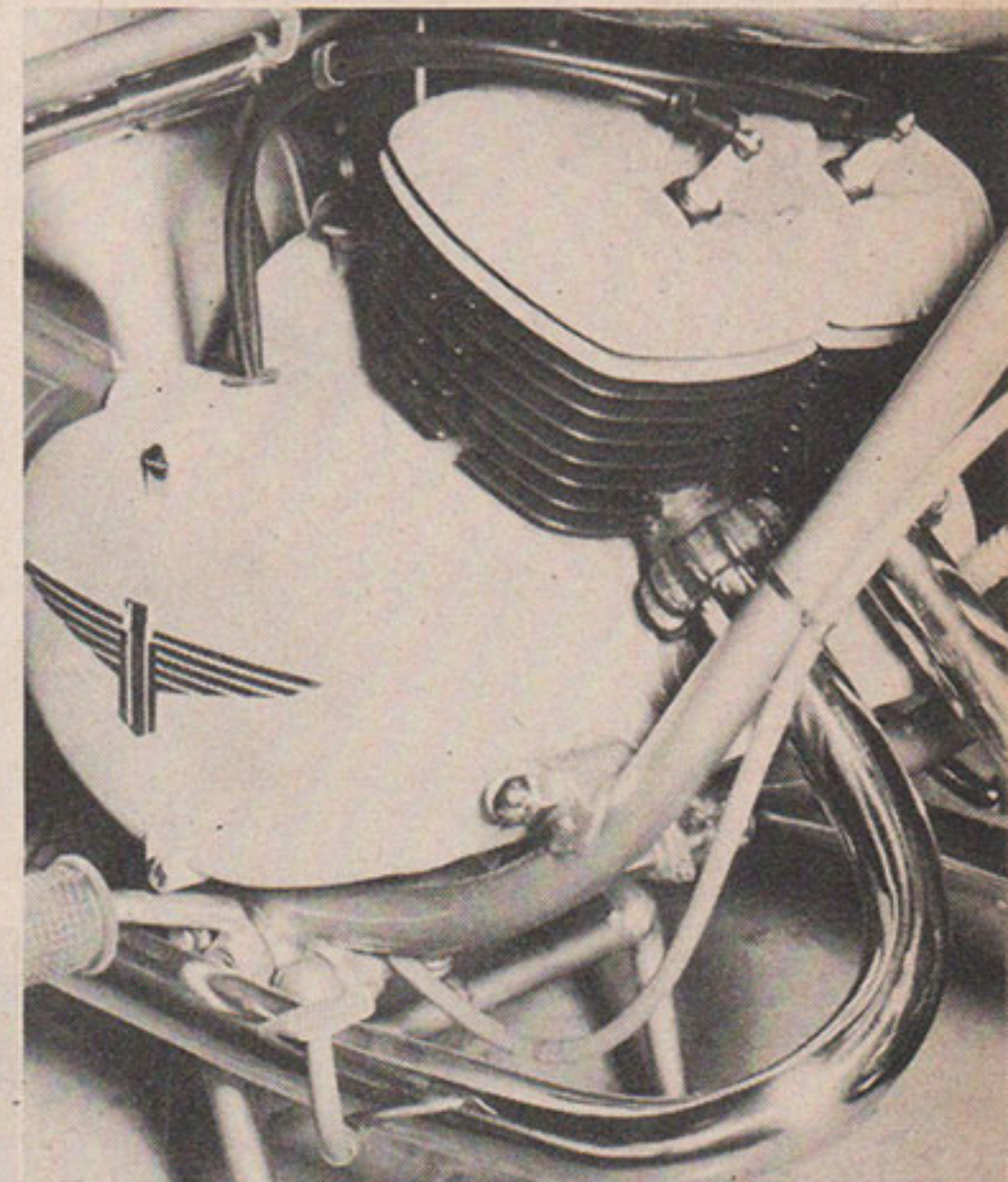
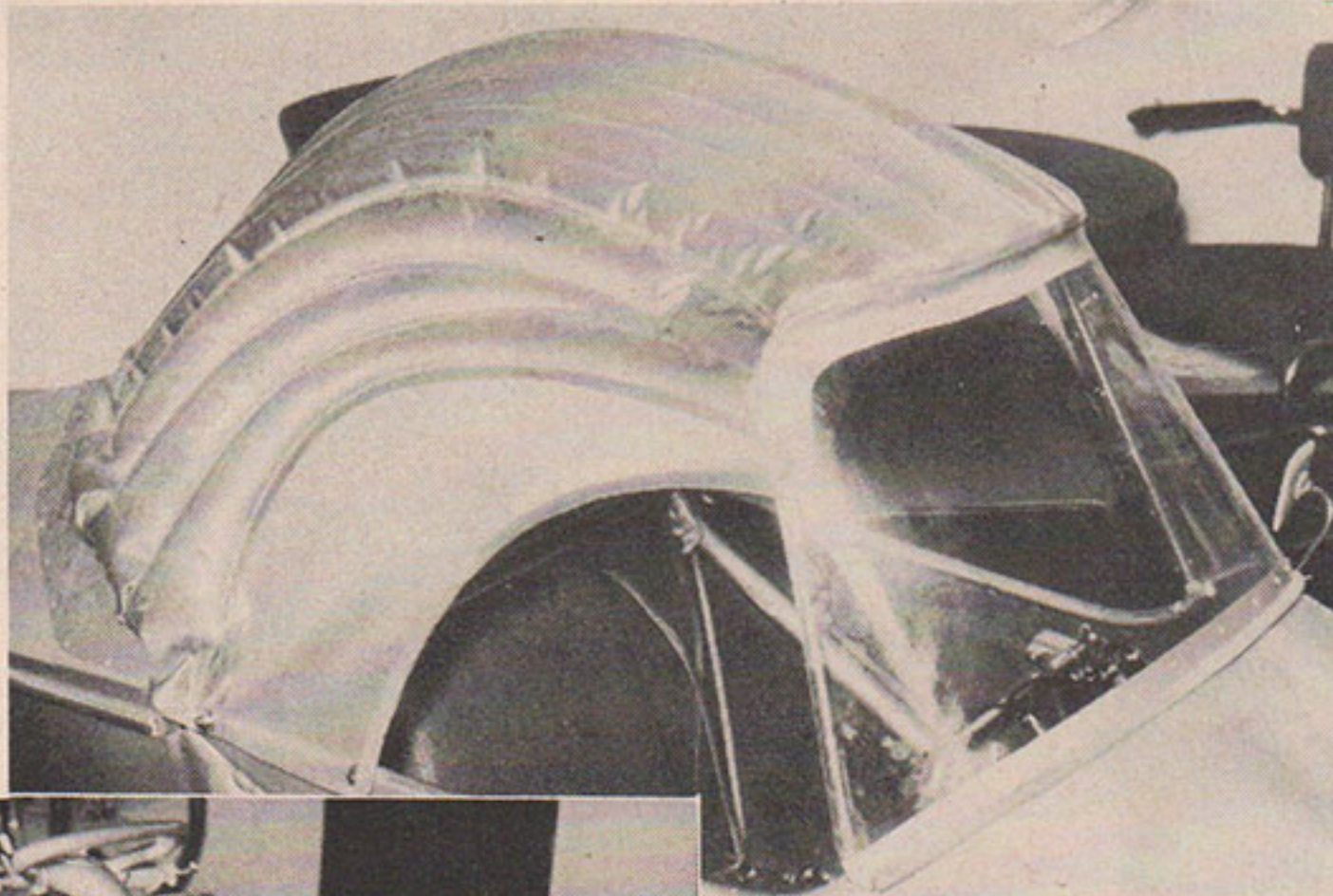
# Fantasy

## EUROPE'S DESIGN FOR TOMORROW FLASHED AT HUGE GERMAN MOTORCYCLE PAGEANT

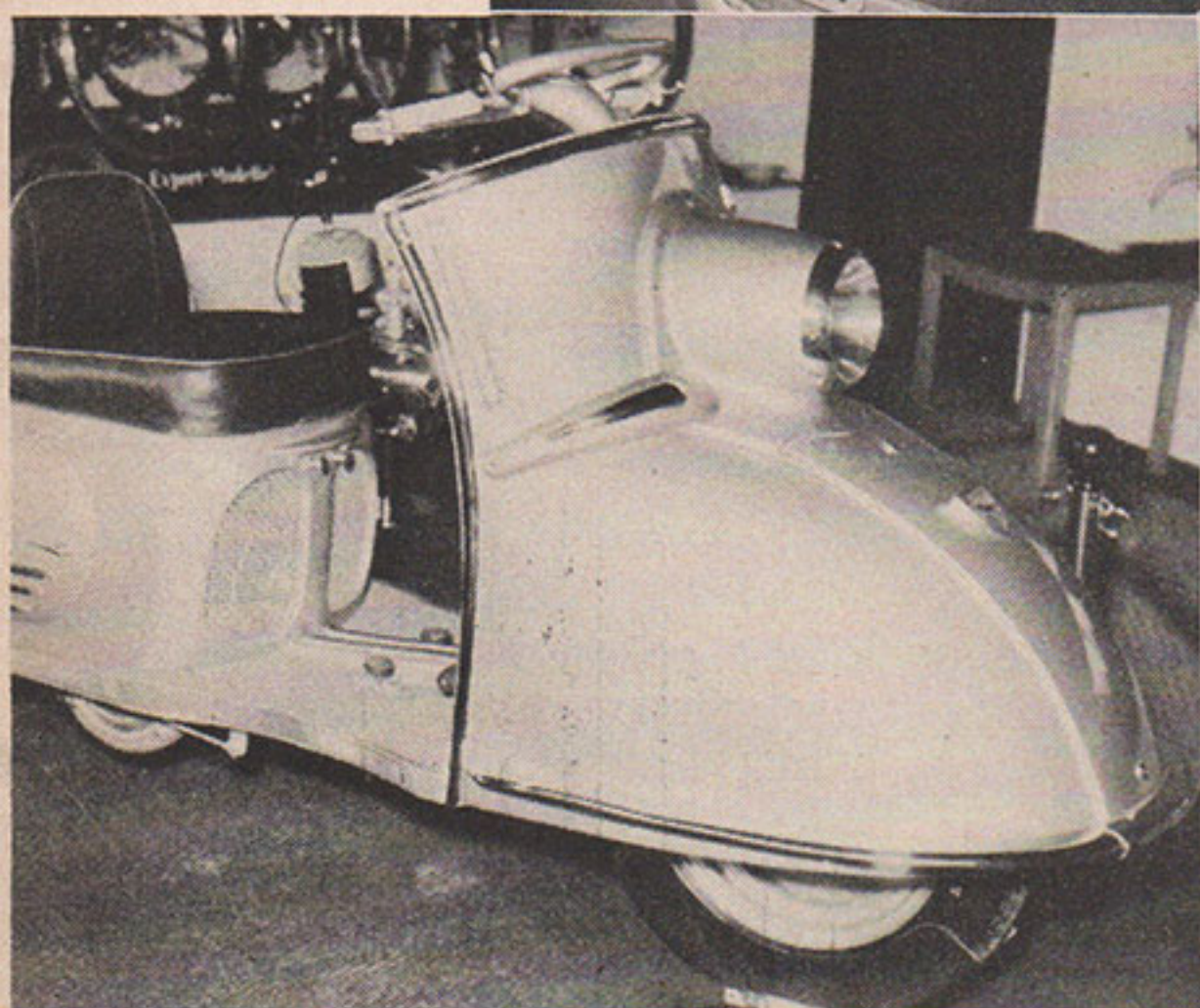
BELOW, Most interesting feature was this top made from an elastic material that serves as a protection against the weather when inflated. Air space between the layers acts as insulation. Idea might easily be adapted for sidecar use



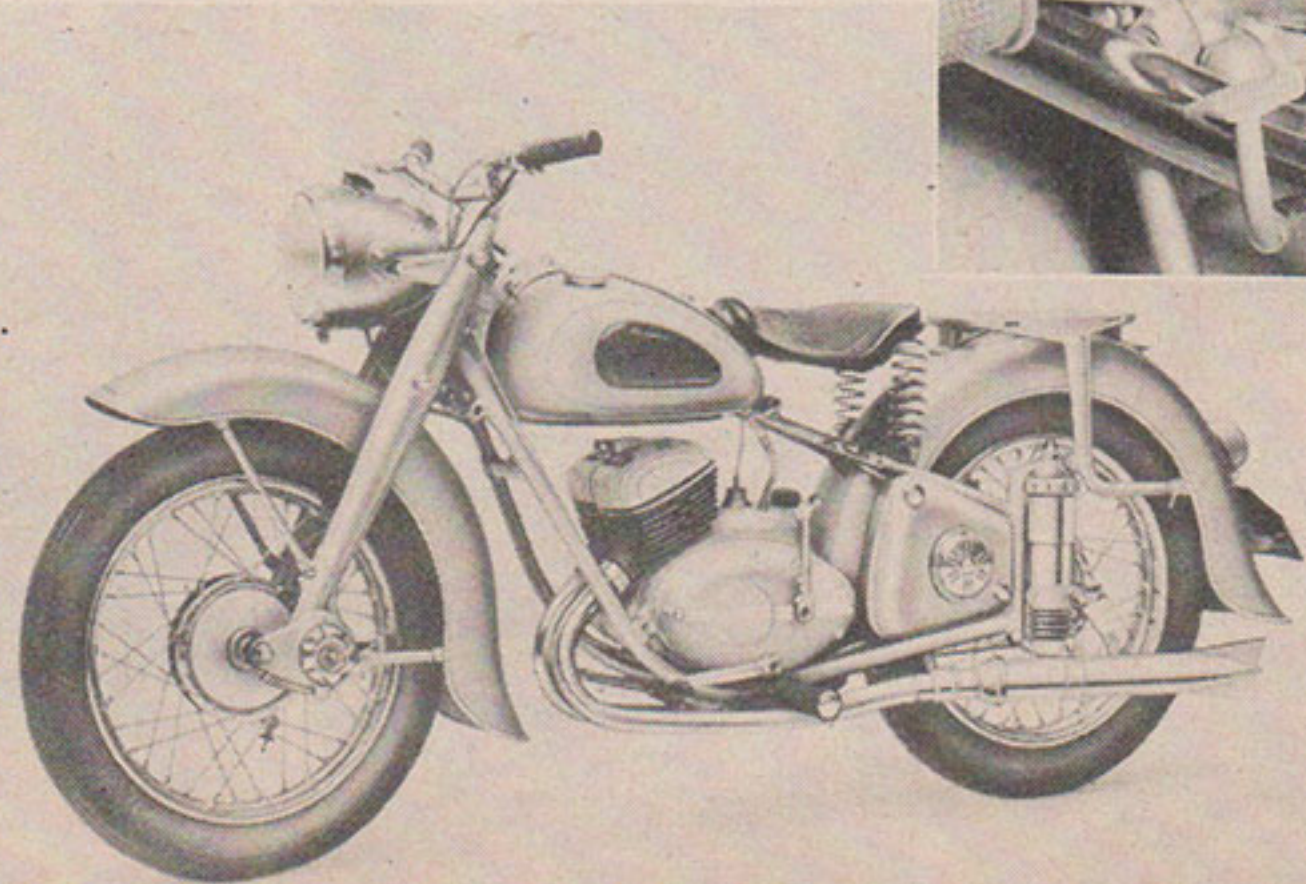
ABOVE, The latest trend in Europe is exemplified by partial rear wheel enclosure of the new Horex 497cc vertical twin. Manufacturers claim 30 hp at 6800 rpm; maximum speed of 93 mph



RIGHT, Germany is recovering from her throw-back remarkably well and production lines of their modern factories are now humming. This Adler M200, a new 200cc two-cycle twin rated at nine hp, was one of the hits of the show

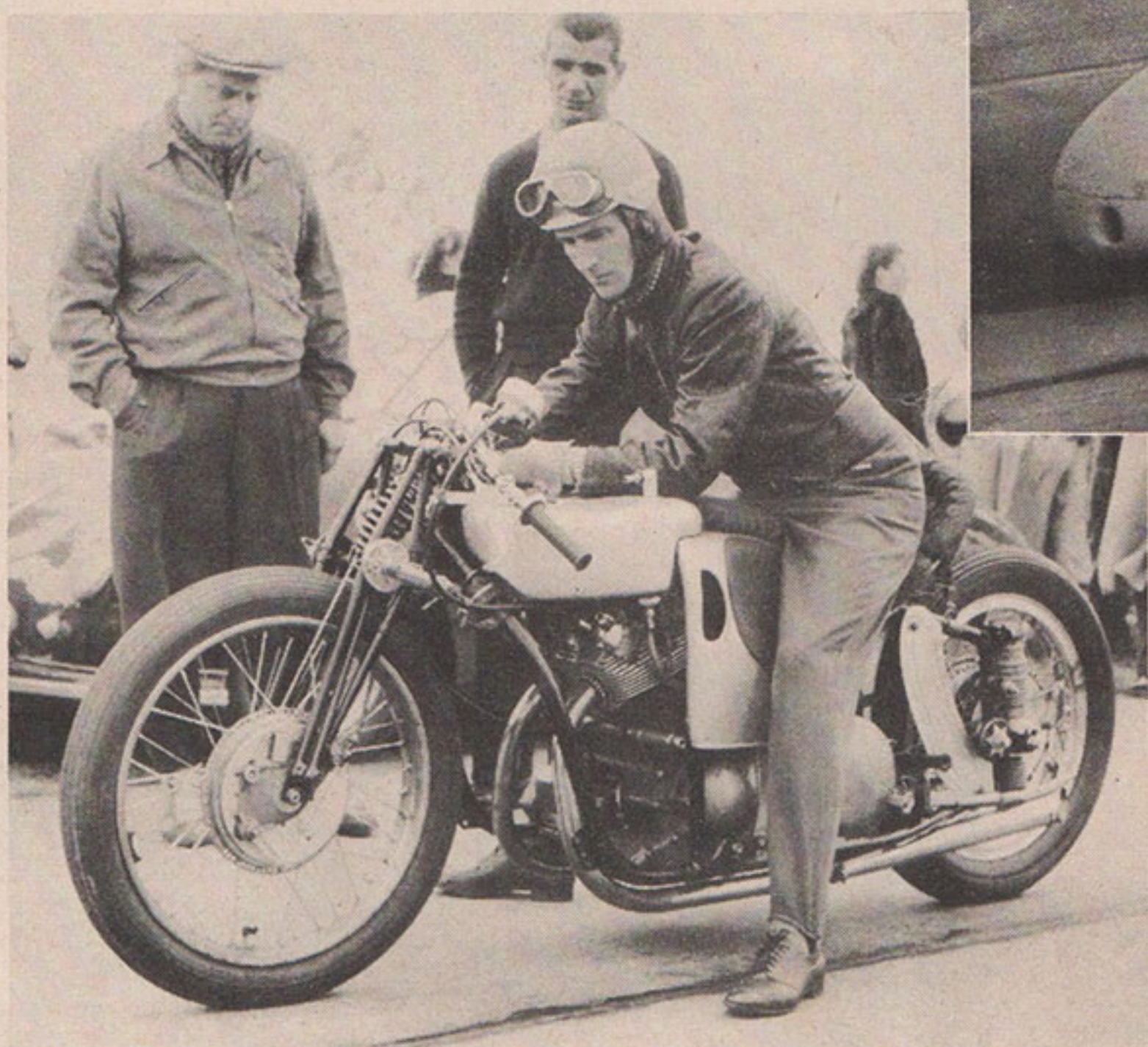
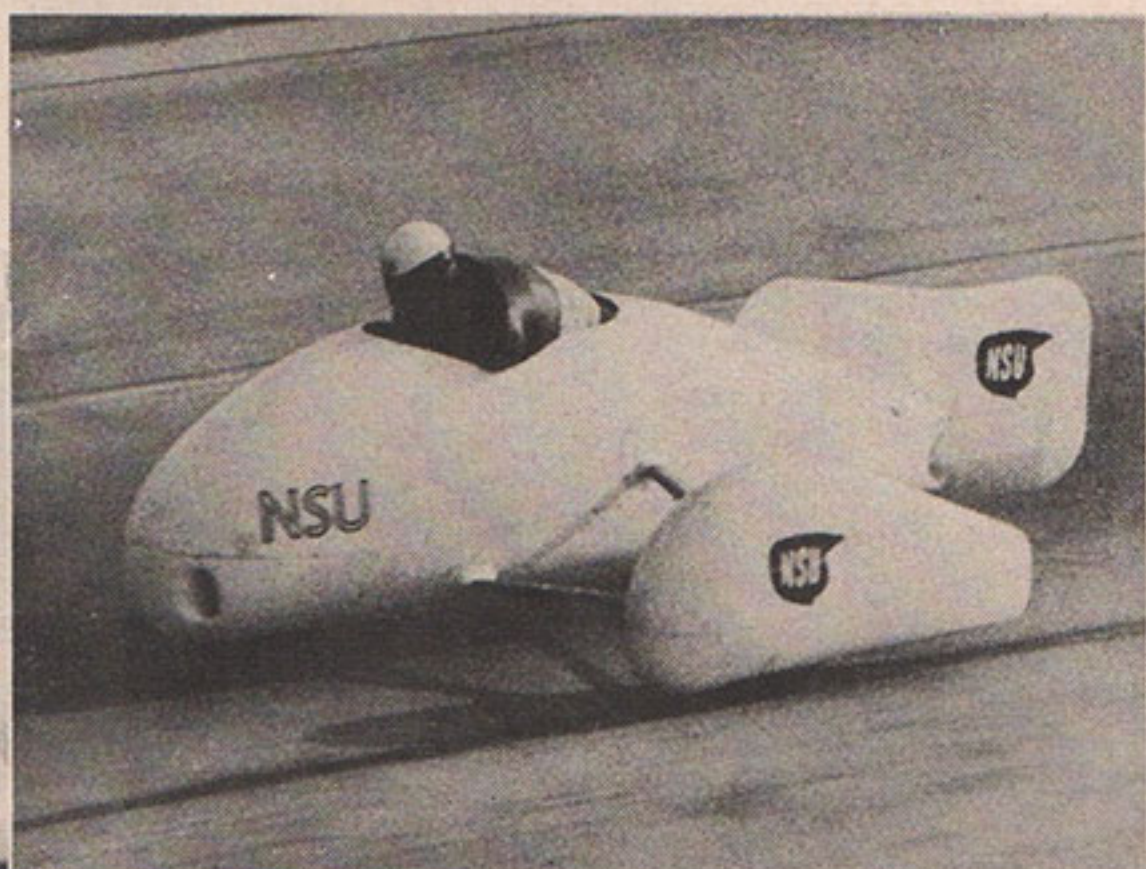


RIGHT, The former Adler automobile factory in Frankfurt has changed over to the production of motorcycles, which are more in line with the average German's pocketbook. Many are doing well to afford bicycles. Autos are a luxury

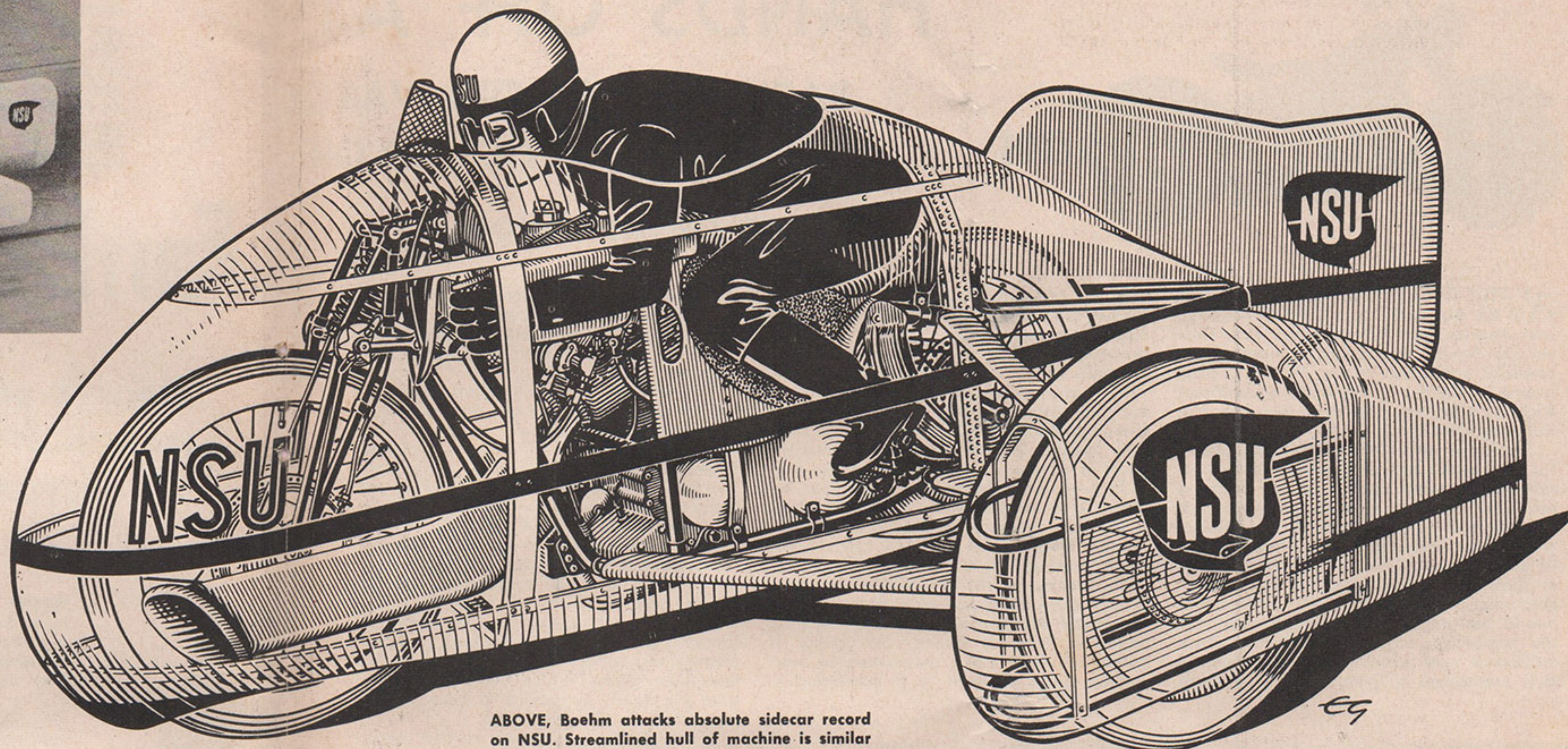




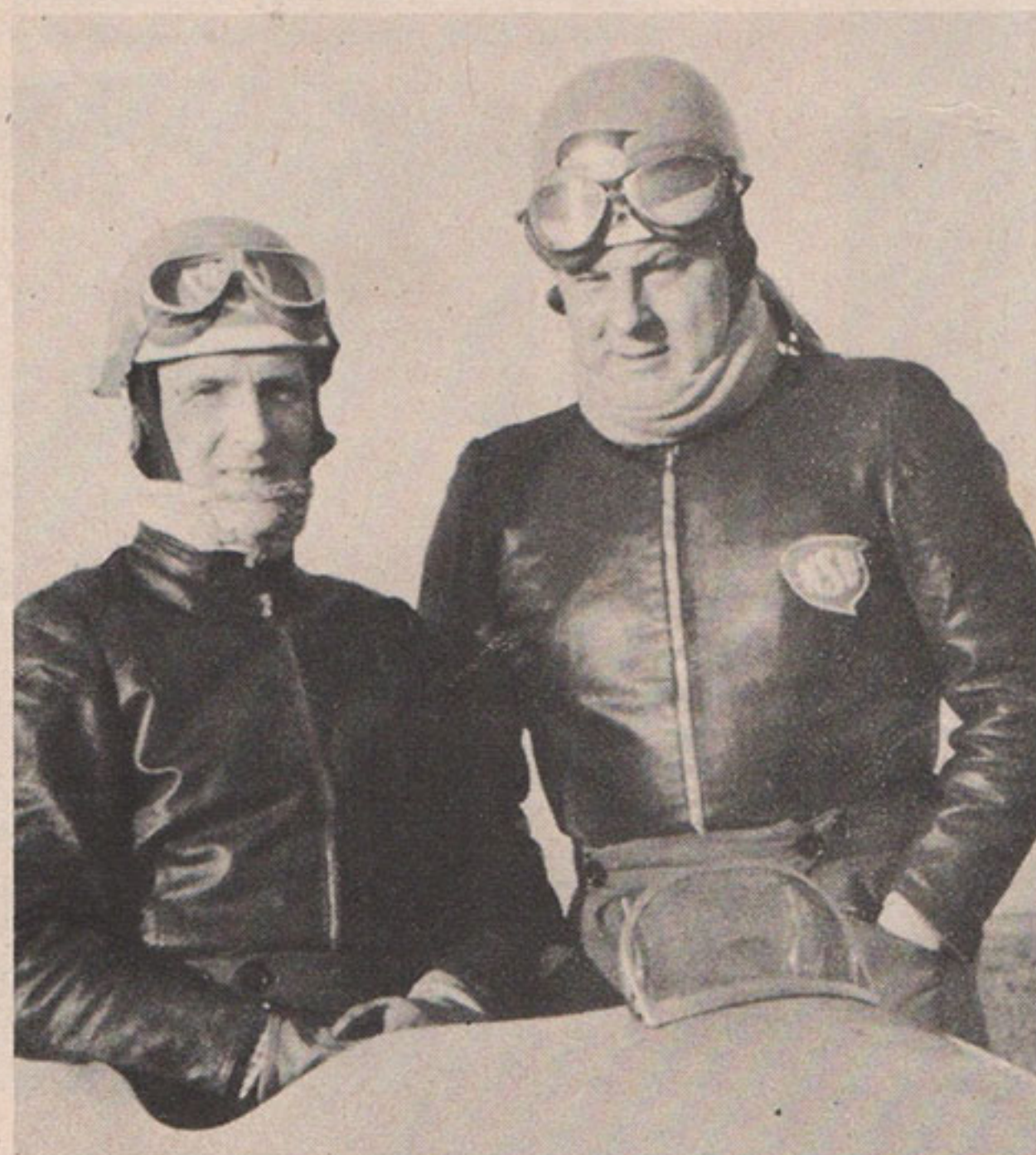
RIGHT, German racer on record hunt. Boehm and his 500cc fully dressed NSU drives over the flying kilometer at a 248 km per hour clip. With this he became the fastest sidecar driver in world, wresting the title from Britain



ABOVE, Herz about to fire down "record row" on the stripped down NSU which set several new marks on the Munich-Ingolstadt Autobahn



ABOVE, Boehm attacks absolute sidecar record on NSU. Streamlined hull of machine is similar to body with which Herz set absolute record. Two-cylinder compressor NSU motor produces more than 110 hp. Lead plates raised weight

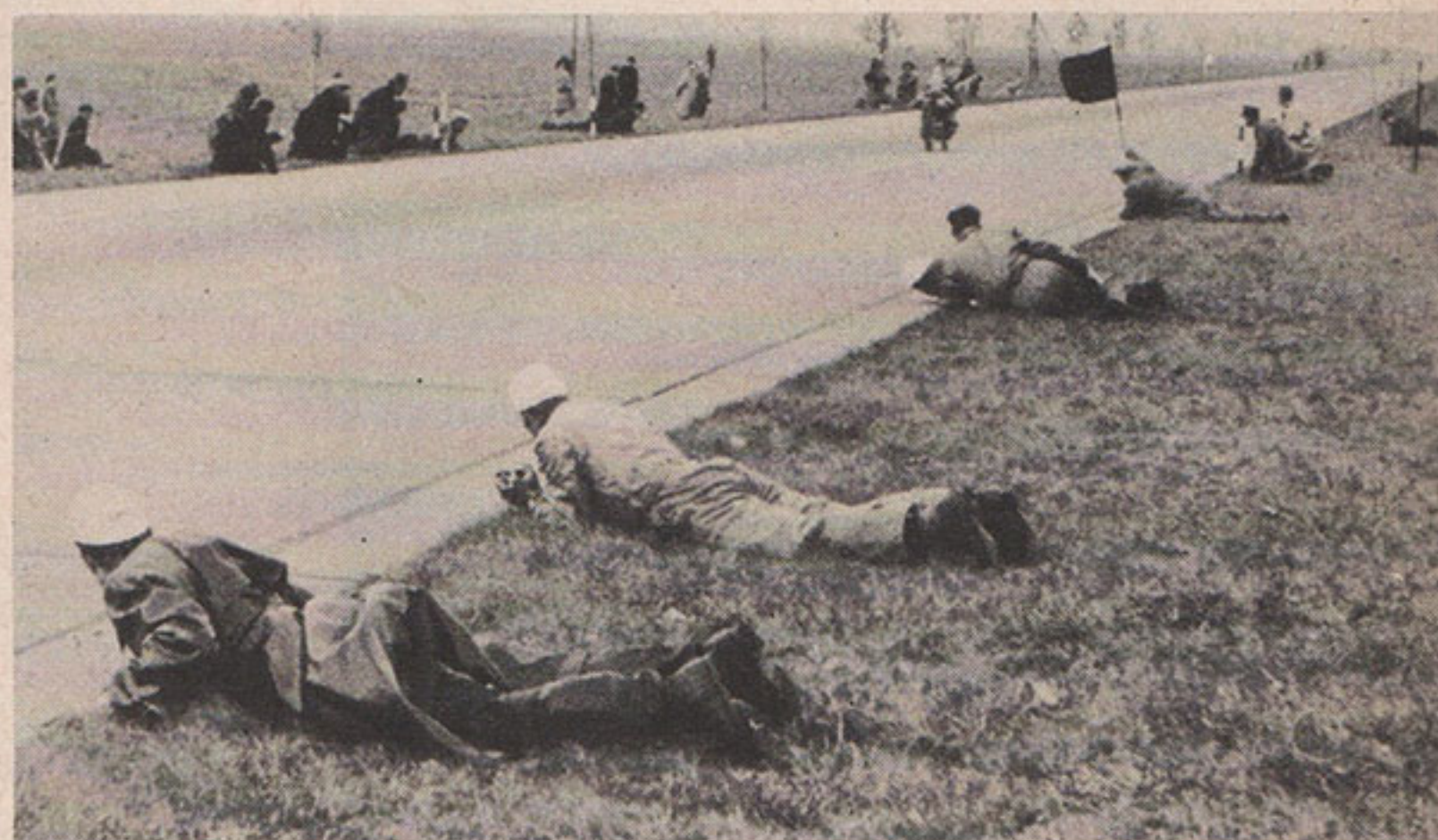


THE CHAMPS: Left, Herz; right, Boehm

MONOPOLY ON

**SPEED**

Herz sets drag record for mile. Boehm bumps sidecar mark to 154



ABOVE, Wonder what happened here? Mechanics lie down at side of track so as not to influence the rider, who is racing through the flying mile. Master of the NSU race division, near motorcycle, is signaling special instructions to the rider

BACK IN THE NEWS after a brief rest from their recent shakedown of six world's records, were Wilhelm Herz and Hermann Boehm.

Dapper-looking Herz and "Siegfried" Boehm had done it again. This powerful pair, fired with enthusiasm and the finest NSU equipment, put away 22 new solo and sidecar world records at the Autobahn race near Munich, Germany. In spite of a mild northeasterly wind, Herz, with a stripped solo machine featuring an elongated chassis to prevent his mount from rearing during fast acceleration, won the 350cc standing start record for both mile and kilometer.

Up to this time Sandri of Italy had held this mark down with a Guzzi, but Herz had jumped the score from 88.182 to 90.666 mph for the kilometer and 99.360 to 101.844 for the mile.

Boehm and his blown 500cc NSU sidecar, gathered a new world mark for three-wheelers at 154.008 mph. This record counted triple since he beat not only his own 125.4 mph speed for the 500 class, but also the 750cc record of Ernest Henne (BMW with 129.2 mph), and the 1200cc record of Fernihough (1000cc Brough Superior with 137 mph). The flying mile was conquered by Boehm in a new absolute record time of 153.387 mph, which again brought him three records.

Counting triple again were the newly attained speeds from a standing start by Boehm. For the distance of one kilometer he attained 84.456 mph, whereby the old 500cc record of Henne with 75.762

mph was shattered. The old 750cc mark held by Henne at 80.730, and the absolute record of Milhaux (HRD in the 1200cc class at 83.835 mph) were also obliterated. Boehm's one-mile standing start record soared to 97.497 mph. Henne's old 500 was pegged at 85.077, and his old 750cc claim was based on 91.908 mph, while the absolute record of Milhaux and his HRD in the 1200cc class was 93.771 mph.

Two more world records were cracked by Boehm with the 350cc team when he bettered his own best effort with a flying start over one kilometer from 116.127 to 134.757, and for one mile from 114.885 to 134.136 mph. The former record was made by Boehm with his stripped-down sidecar.

Wilhelm Herz also scooped up two more world standards for solo machines with a standing start over the kilometer and mile. This victory again counted triple for three classes. With 101.844 he bumped the 500cc kilometer record which had been held until now by Taruffi (Gilera at 93.150 mph). At the same time he surmounted the 750cc mark which had been held by Henne at 94.392, and finally he topped the absolute 1000cc class of Fernihough (Brough Superior at 98.739 mph). Going 113.643, Herz raced through the measured mile from a standing start, wiping out the existing 106.191 mph 500cc record of Taruffi; the equally high 750cc speed of Ernest Henne; and the 1000cc absolute record of Fernihough registered at 109.296.





# HANDS OFF AT BACKWOODS—BOULEVARDS QUALIFIES FOR HOUND OR

By **BOB GREENE—EDITOR**

AS THE CYCLE TEST CREW assembled in the wee dark hours for their milk-run over Angeles Crest Mountain, the lights from our car flooded this month's guinea pig: a beautiful opalescent bronze 74 OHV Twin loaned for the test by Los Angeles distributor Rich Budelier, equipped with the new foot shift and hand clutch.

Several accessory foot-shift arrangements for this model had been marketed by outside manufacturers up to now, and within a few hours we were to learn the operational characteristics of this latest factory design, which is optional at no extra cost on both the 61 and 74 inch '52 models. The manufacturer states that neither system is interchangeable once a machine has been ordered with one or the other, so it's quite important for the prospective buyer to know just which method is most suitable. The foot-operated shift mechanism is incorporated in a drum

atop the transmission cover, consisting of a ratchet, pawl and return spring device, and is linked to the foot pedal by means of a short actuating rod. The shift pedal is toe-operated, pulls up for high and pushes down for low, a good point. It is a positive system with the pedal returning to its normal horizontal position after each shift. Much more foot freedom is now permissible, since the pedal is always completely out of the way.

Because of the heavy duty clutch that has always been common to the Harley-Davidson, it has been necessary to incorporate a clutch booster assembly on the left side of the front frame downtube. Through this mechanism, leverage at the handlebar clutch lever is multiplied by means of a strong booster spring and off-center arrangement. When the handlebar lever is pulled, the spring is moved off-center which then assists in overcoming clutch pressure. It is interesting to

note that clutch spring pressure has not been sacrificed nor have any plates been removed to compensate for the hand operation. Other modifications on the new line almost defied detection.

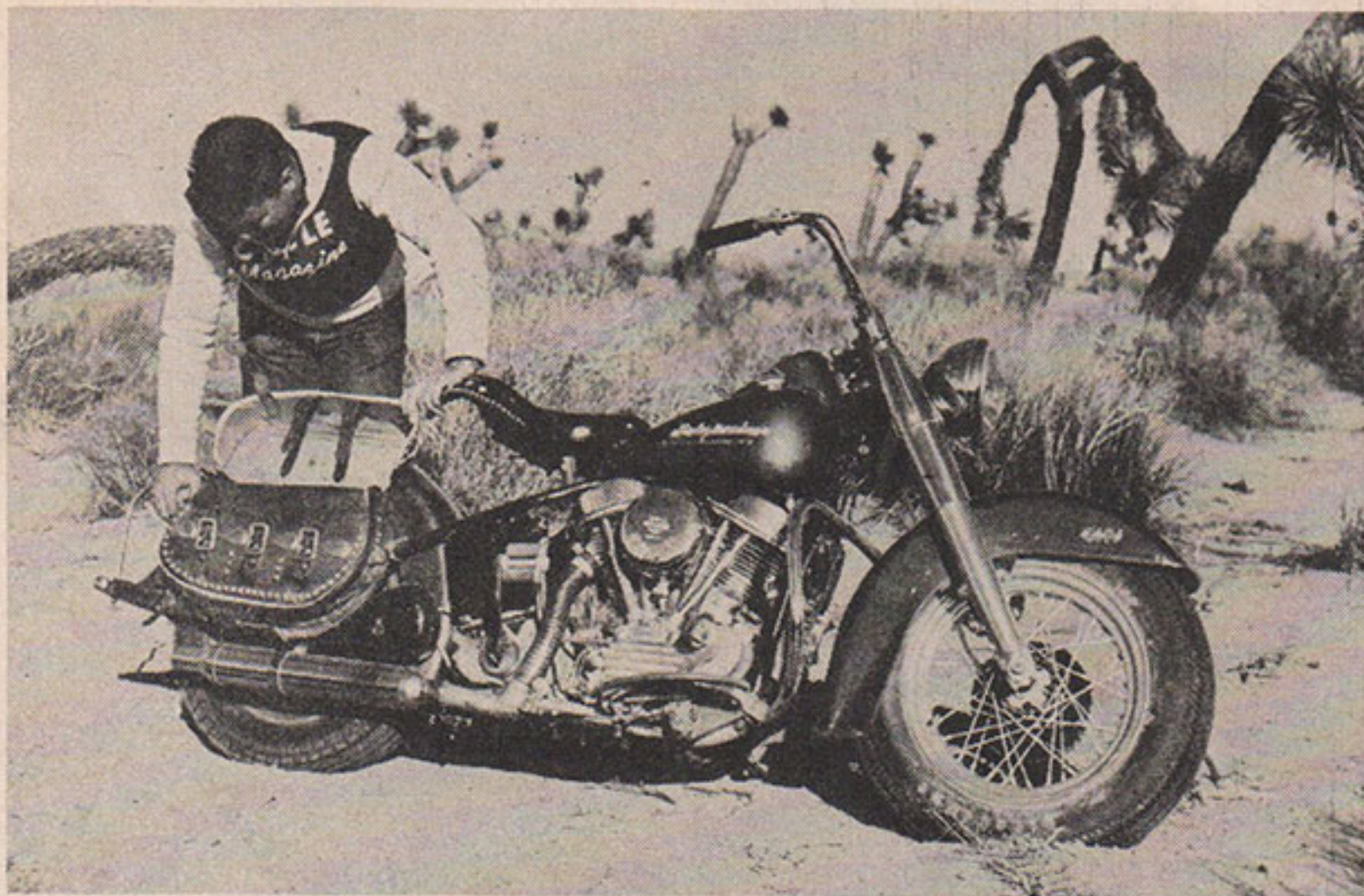
The seat-bar, tank and motor mounting bracket just ahead of the seat post have been redesigned and strengthened to minimize any chance of breakage, what with the increased horsepower of the new models. A new tool box bracket offers a more solid anchorage and completes the changes on the alloy steel tubing frame. Fittings are drop forged.

One refinement that is too often brushed over lightly is that of exhaust muffling. Harley-Davidson is to be commended for the efficient way in which they whip this problem on such a large engine. The expansion chamber has now been redesigned to eliminate the two restrictive baffles that previously caused the muffler to blue, while at the same time it is nearly impossible to create an objectionable sound at any speed.

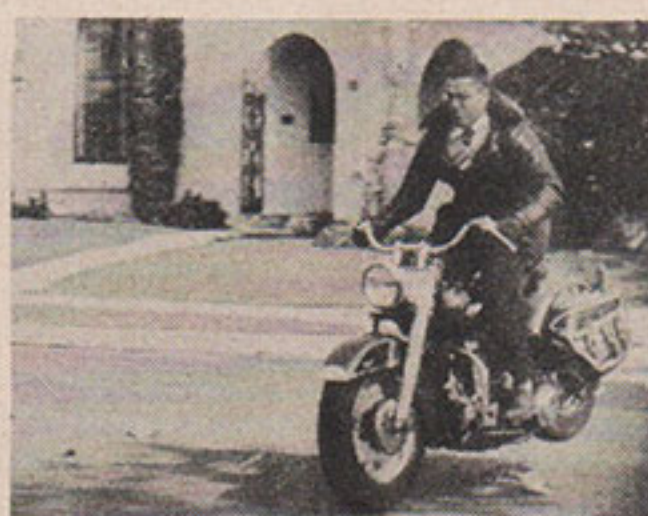
Within a couple of hours we had passed over the Crest, breakfasted at Lancaster, and were headed out across Rosamond lake bed. Puddles of water from a recent rain were lying alongside the road and were covered with a thin layer of ice. Winter was here, and we wondered what condition the lake surface would be in.

The big twin was started and while waiting for it and the sun to warm up, we measured off  $\frac{1}{10}$ th and  $\frac{1}{4}$ th mile timing strips. Before long, the bike and I were getting better acquainted through a series of big lazy 8s. With the floor boards knifing into the sand's crumbling surface, hands could be taken from the bars with very little sense of uneasiness. I was not surprised at the Harley's dead steadiness. Its low-slung weight imparts a feeling of security at any speed or layover. Just take my word for it when I say, "You can blow your nose with both hands at 100." Probably the finest attribute to its balance lies in the fact that every major drill team uses this machine.

With engine warmed, the bike was headed for the far end of the lake. Once the traps were out of sight, we nosed over, and the clock was soon reading 50 in low, our first



Deluxe appointments are generous. King size bags are attractive and weather-proof. New oil seals around gear shift and starter shafts eliminate the messy condition usually found at these two points. Shift pedal is down for low, a good point



**FINISH**

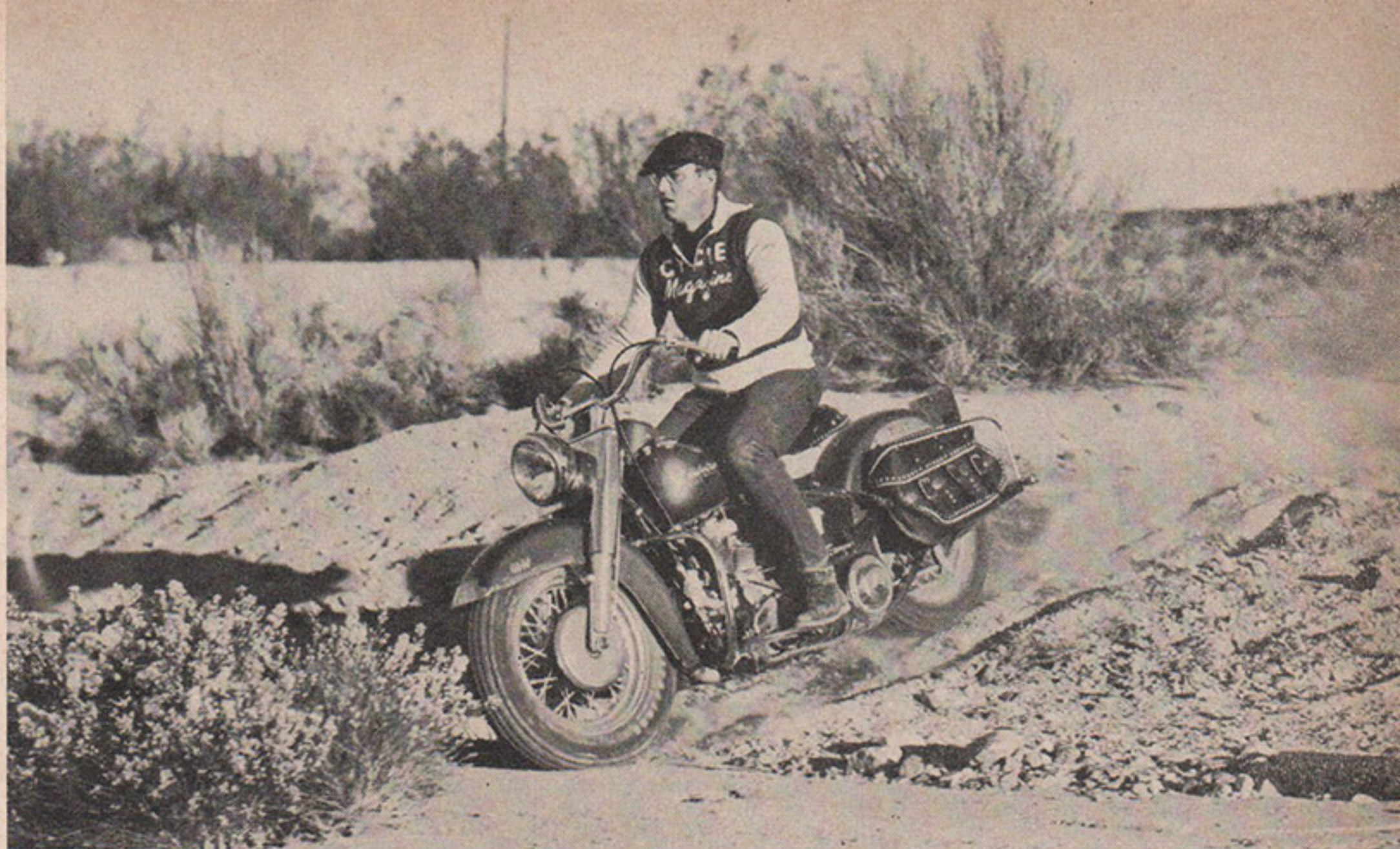


# 102.88

## -EAGER TWIN HIGHWAYMAN

Photos by Felix Zelenka

approach. On entering the trap in 4th gear I felt what seemed to be a surging of the engine. Back at the pits the time was given out as 91 mph. Carburetor adjustments were made and plugs changed from 2s to 3s. Several trips later, after many adjustments, our speed remained the same, and it wasn't until then that what was at first felt to be a power surge, was found to be a condition of the lake bed. The course was at its worst. Rains had soaked the surface, and the hot sun which followed  
(Continued on next page)



In the Land of the hare and hound, the 74 twin did an excellent job of absorbing gulleys and stretches of washboard. Its weight and balance are especially heartening on breaking trail over virgin territory. The new foot shift is most appreciated when cornering fast on downhill dirt

### General Specifications

**ENGINE.** 73.66 (1207 cc) OHV twin. Bore,  $3\frac{7}{16}$  in. Stroke,  $3\frac{31}{32}$  in. Compression 7.2 to 1, horsepower 53 to 55. Aluminum cylinder heads. Hydraulic valve lifters assure constant tappet adjustment. Aluminum bronze cast in valve seat inserts. Chrome-plated, felt-lined head covers. Fully enclosed, automatically lubricated valve gear.  $1\frac{1}{4}$  in. crank pin and  $\frac{3}{16}$  in. rollers. Low expansion aluminum alloy, cam-ground, double horizontal slot pistons. Cylinders Silicone painted; cylinder bores honed and parkerized. Main bearings are retained roller type.

**CARBURETOR.** Linkert adjustable;  $1\frac{5}{16}$  in. Venturi. Accelerating well provides richer mixture for rapid acceleration.

**TRANSMISSION.** Four speeds forward with constant mesh gears. Foot shift, hand clutch, or hand shift and foot clutch available. Three speed and reverse with hand shift available.

**LUBRICATION.** Circulating system with gear-type pressure and scavenger pump. Adjustable by-pass for oiling front drive chain. Transmission lubricated separately. All other bearings, Alemite-Zerk fitted.

**IGNITION.** Generator, storage battery, spark coil, circuit breaker afford easy starting and are waterproof.

**EQUIPMENT.** New sealed ray headlight with pre-focused 32-32 candlepower, double-filament bulb. Reflector, lens and bulb replaceable as a unit. Controlled by handlebar switch. Built-in tail light with stop light. High output generator with automatic increase when lights are on.

Storage battery, 22-ampere hour. Disc-type horn. Heavy duty, fan cooled, high output generator with voltage and current control and 44-ampere hour battery available for radio service.

**CLUTCH.** Super service, multiple dry disc, left foot or left hand operated.

**DRIVE.** From motor to transmission by double-row  $\frac{1}{2}$  in. pitch roller chain, fully enclosed, automatically lubricated. To rear wheel, by heavy  $\frac{3}{8}$  in. pitch single-row roller chain.

**FRAME.** Strongly reinforced, double loop, trussed frame from seamless steel tubing with major fittings drop-forged. Low center of gravity. Parkerized to resist rust. Theft-proof lock built into steering head.

**FORKS.** Hydra-Glide fork. Load is transmitted by long helical springs supported and contained in main tubes, hydraulically dampened by means of synthetic oil of high viscosity index enclosed in tube structure. Hydraulic stops are provided in both recoil and cushion positions. Timken roller bearing in steering head.

**MUFFLER.** New design reduces back pressure, resonating chamber produces low note. Inner tube and end bells of heavy gauge metal.

**HANDLEBARS.** Western or flat type. Neoprene twist-grip controls for throttle and spark, fully enclosed. Rubber mounted or rigid bars available.

**WHEELS.** Cadmium-plated spokes. Quickly detachable and interchangeable wire wheels. Knockout-type axles and drop-center rims.

**BRAKES.** Waterproof, front and rear with

molded anti-score linings. Carburized, hardened steel brake drum on rear. Precision ground, cast iron drum on front, 8 in. diameter with 15.82 sq. in. surface. Handlebar operated. Rear drum, 8 in. diameter with 21 sq. in. surface. Operated by right side foot pedal.

**TIRES.** Goodyear or Firestone, large 4-ply 5.00 x 16 in. tires. New tread contour reduces wear.

**TANKS.** Welded steel. Left tank capacity 2 gal. Right tank  $1\frac{3}{4}$  gal. Welded steel oil tank separate, 1 gal. Convenient reserve gas valve in left tank.

**INSTRUMENT PANEL.** Streamlined with 120-mile airplane type, edge lighted, speedometer. Generator and oil pressure signal light. Speedometer drive from transmission.

**SADDLE.** Progressive spring seat post. Metal base, heavy foam rubber padding, genuine leather cover.

**FINISH.** All surfaces treated to resist corrosion. Available in Persian Red, Rio Blue, Tropical Green, and Brilliant Black. At extra cost: Metallic Bronco Bronze, Metallic, Marine Blue, and White. Chrome and stainless steel trim. Black Enamel frame.

**TOOL KIT.** Mounted on frame, contains all necessary tools.

**WEIGHT.** 598 lbs.

**OVERALL LENGTH.** 91 inches.

**OVERALL WIDTH.**  $25\frac{1}{2}$  inches.

**WHEELBASE.**  $60\frac{1}{2}$  inches.

**GROUND CLEARANCE.**  $4\frac{1}{2}$  inches.

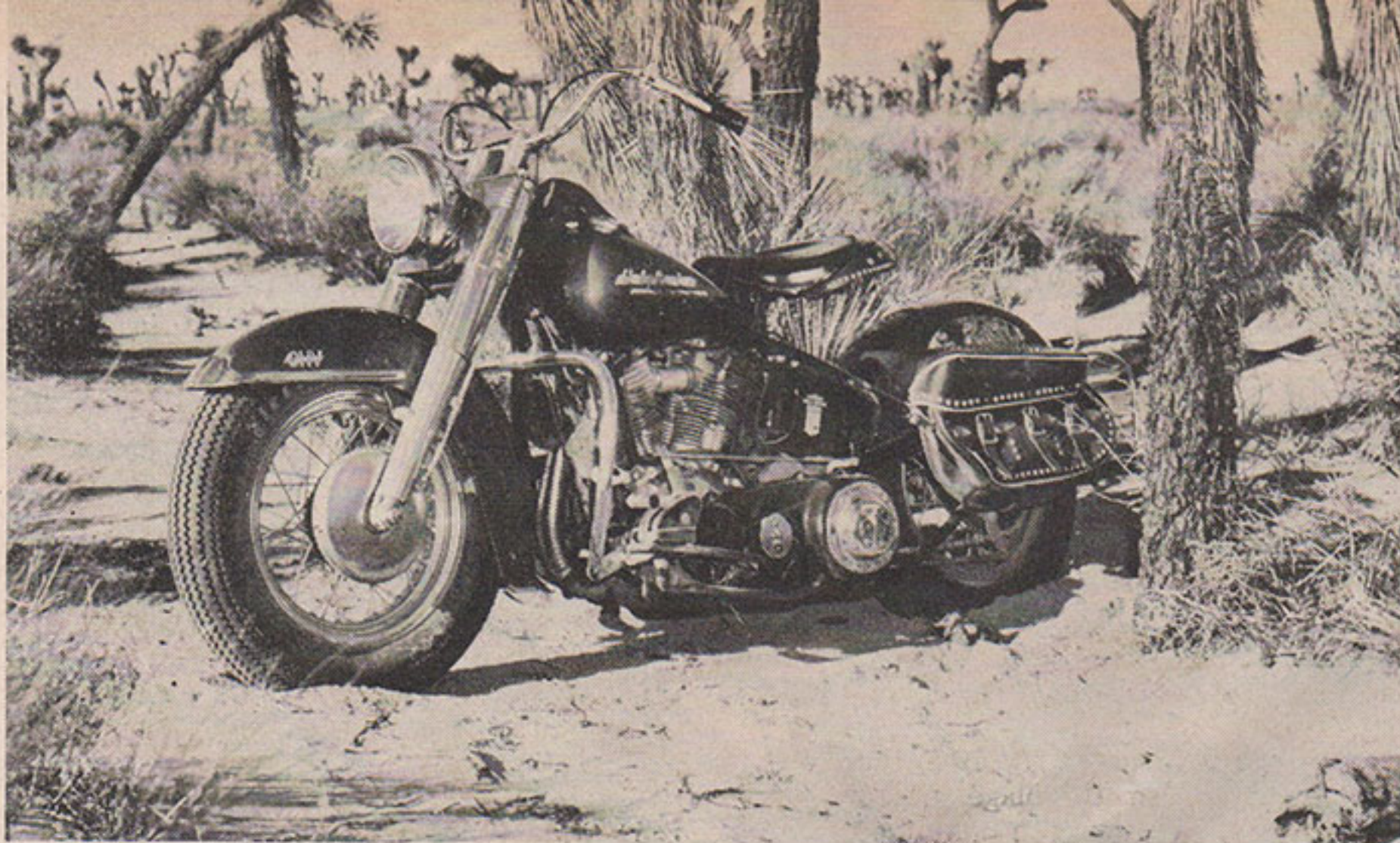
**SADDLE HEIGHT.** 31 inches.

← START



A surprising dip at 50 looks like this. The sequence series, taken with an ex-Japanese army machine-gun camera, shows the full compression of the front forks at the start (right frame) as rider begins to post





Exhaust valves on big twins are Parco-Luberized, a process resulting in chemical conversion of valve surface to non-metallic oil absorptive coating which prevents scuffing or seizure

had cracked it out in big deep chinks. In 3rd gear this coming and going of power wasn't noticeable, but the minute we hit 4th the increase in traction broke through the crust. Once the trouble was found, a harder strip of ground was located with the result that the speed immediately jumped to 102.88 in high. The condition still existed as evidenced by the fact that there was only 2.88 mph difference between 3rd and high, but traction was considerably better and it did lead me to believe that on a normal surface the bike would have jumped a possible 5 mph in 4th. Total mileage on the speedometer was a little over 500 miles, hardly what you'd call broken in.

In the acceleration test that followed, the footshift was given a severe workout. At normal speeds all of the gears could be engaged easily, but on wide open get-a-ways, 3rd gear was often hit at and missed. Thinking that the fault might have been my own, the demo was turned over to its regular rider, who experienced the same difficulty in engaging 3rd. Oddly enough, I found that shifts at speed could be made easier with the throttle left on, rather than backing off for each engagement, but even this system was not foolproof. Part of the difficulty undoubtedly lies in the long travel of the foot lever. It is my personal reflection that the travel of the shift pedal should be shortened and a heel pedal added, for when coming up through the gears, it is necessary for the average rider to raise not only his toe, but his whole foot from the floor-board to shift properly. On several occasions the foot-shift lever was sluggish upon returning to its nor-

mal position after a shift was made, and at times failed to return at all, making it necessary to pull it back up with the toe.

Harley-Davidson's hand clutch works as easily as those on many motors half its size, and after putting on nearly 200 miles within the day, no hand fatigue was felt. The booster mechanism did, however, begin to stick after a while, seemingly from dryness or dirtiness, for as soon as a penetrating oil was applied the stickiness stopped.

By four o'clock in the afternoon, exactly twelve testing hours later, we had found out a great deal of what we wanted to know. Cameras and equipment were loaded up, and our party headed back over the Crest. A full-bore check on mileage and maneuverability was next up, as I let the big job unravel up the mountain approach. The hill was fairly steep for speed, and cornering was usually limited to 60 mph. In the 34 miles of twisting road the speedometer needle moved between 55 and 70. Thirty-six minutes later the bike and I were on the other side of the mountain. Running close to a mile a minute, it had averaged 23.3 miles per gallon. A later mileage check in town brought that figure up to 38 mpg, while under average highway cruising the bike is capable of 45 mpg.

Cornering with the big 16 X 500 tires was surprisingly easy, but personal experience has shown that an 18 X 400 on the front makes steering more delicate with no appreciable loss in riding comfort, if the individual cares to sacrifice a small measure of braking efficiency in the swap.

The stopping distance figure with 16 in.

tires and 8 in. brake drums, front and rear, is an eye-opener, for this 598 lb. twin draws up in less than twice its own length when reined in from 25 mph. Most amazing is the differential in braking efficiency between the brakes operated individually (43 ft. 9½ ins. rear) and both (13 ft. 11 ins.) at one time. This 13 ft., 11 in. figure is the shortest stopping distance of any bike that we have tested to date regardless of size . . . a terrific safety factor.

Although rather late in coming to telehydraulic springing, Harley-Davidson's hydraulic front fork nears perfection. It will take a brutal beating without failure; will show no signs of oil leakage after many thousands of miles, and is seemingly immune to wear. Coupled with their progressive action seat post springing, it gives a wonderful ride despite the fact that the bike has no rear spring frame. Few machines excel in extended riding comfort.

The Harley-Davidson 74 is powerful, safe, comfortable and durable. Their OHV design is a glutton for punishment and has made its mark in everything from TT races and enduros to hill climbing and high speed runs (1825.2 miles in 24 hours, Fred Ham, 1937). If you're the type who likes to put on a thousand miles in one day's riding, loathes frequent adjustments and yearns for solid comfort, try this one for size.

### PERFORMANCE SUMMARY

Maximum in low	50 mph
Maximum in second	62.23 mph
Maximum in third	100 mph
Maximum in high	102.88 mph

### Braking

From 25 to stopped, rear brake only	43' 9½"
From 25 to stopped, front brake only	29' 11"
From 25 to stopped, both brakes	13' 11"

### Acceleration

*1/10 Mi. Drag (8.9 sec.)	40.44 mph avg.
9.09 mph/sec. (avg. velocity change rate)	
**1/4 Mi. Drag (16 sec.)	56.25 mph avg.
7.03 mph/sec. (avg. velocity change rate)	
*Low and second	**Low, second, third

### Slow Running

High gear without snatch	23 mph
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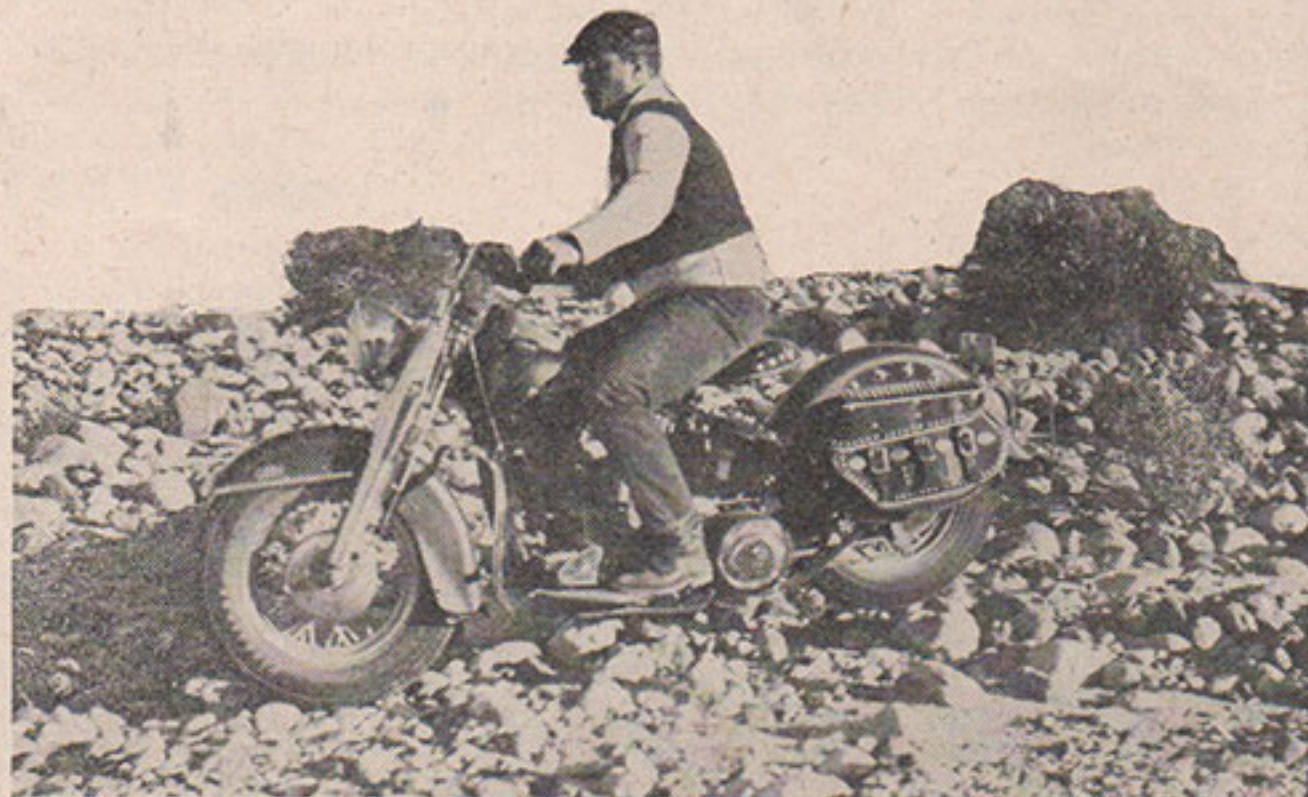
### Turning Circle

Minimum Diameter	13'1"
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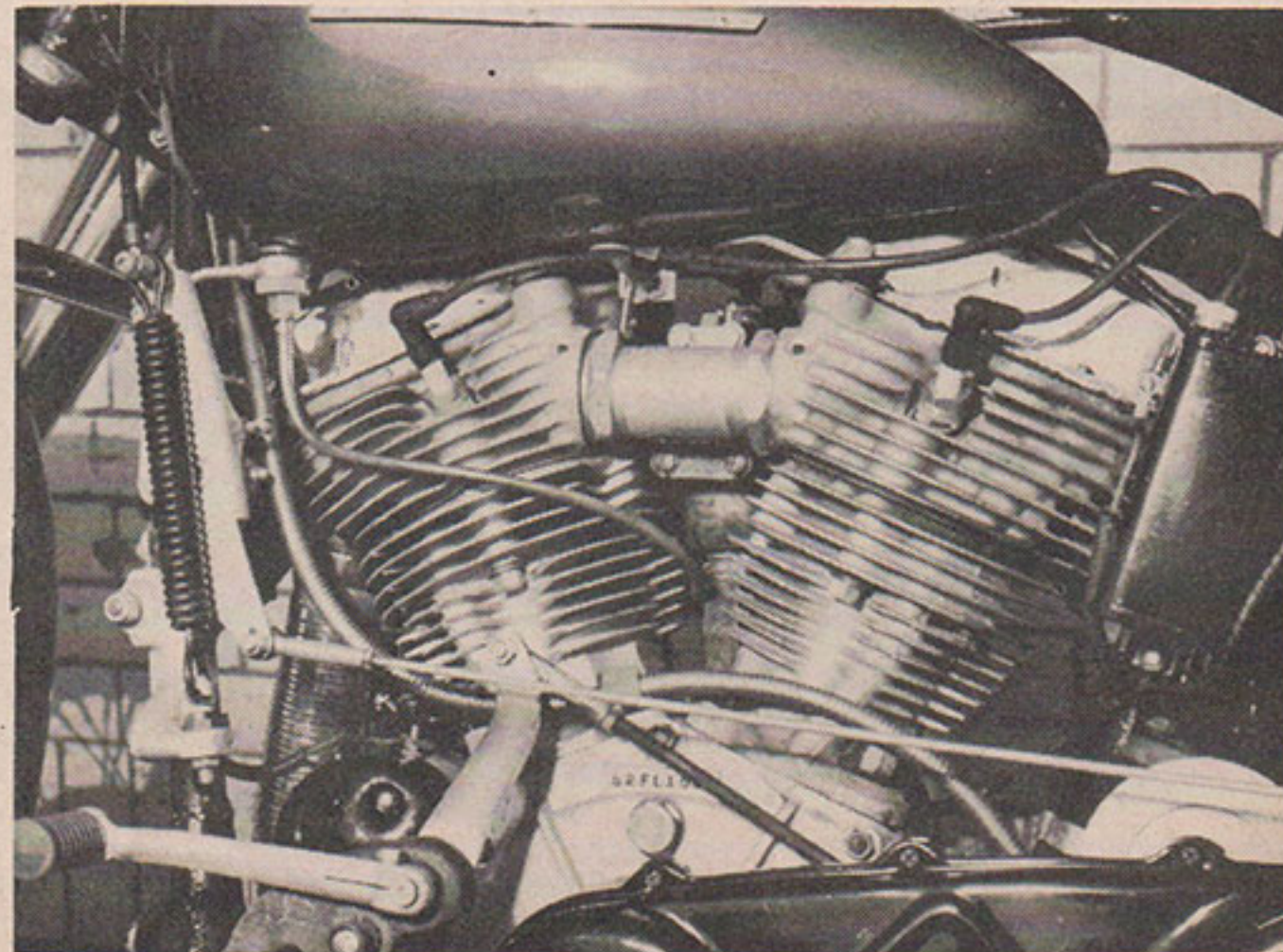
### Mileage

Per gallon of gas (in city traffic)	38 mpg
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BELOW, With footshift covers removed, simplicity of design is revealed. Shifting at speed is smoother when the throttle is left open, not backed off



ABOVE, Sea of rocks failed to stop the big charger. Rugged underside relieves fear of damage





# CANAL ZONE ROAD RACE

Text and Photos by William Carroll

PANAMA'S FIRST International road-race took place in that Central American Republic's village of Juan Dias on their Independence Day, November 3. The police department, under Captain Aristides Hassan, helped select and guard the six-mile course. Riders were Canal Zone residents and personnel of the Armed Forces stationed nearby. Seventeen of the total of 21 were U.S. citizens.

Entered were a Salsbury Scooter, 200cc DOT, 27-in. Indian, 125cc BSA's, Thunderbirds, Golden Flashes, and Harleys. The track itself is more nearly suited for a TT race than for road work. While 2.5 miles are new, smooth, concrete highway, suitable for flat-out riding, the rider has nothing but trouble for the rest of the circuit. There are 1.5 miles of curving black top, good for little more than 60 mph, featuring strategically located chuckholes capable of breaking front wheels on the first bounce. The black top

ends in a short dirt stretch, which promptly turns to mud when the rain starts. More black top follows which leads to a high arched bridge ending in a sharp right downhill turn. The road then curves back and forth through a small village, before crossing a new highway construction project. Gravel begins here, with huge bumps, and steep down grade with a 90-degree right turn onto the original concrete speedway—a total of 5.8 miles providing plenty of problems for the most experienced contestant.

At noon, the first race (250cc-and-under) was ready to begin. European starts were used, with the riders standing next to a dead motor. (The flag drops, the cycle is pushed forward ten feet to a starting line, started [sometimes], and the contestant is off.) The light lightweights (125cc and under) were given a six minute handicap lead. Three laps around the track (17½ miles) in 26 minutes, 17 seconds, won first place for Don Klots riding a BSA 125cc Bantam. Second spot went to Wilkinson, on a 250cc BSA.

By the time the 500cc's and larger were ready to leave, a tropical downpour was well under way. But rain is old stuff to Panamanians. When the starter waved his limp signal from beneath a black umbrella, the first group of three roared off under full power, fishtailing down the slippery black top.

When all 14 had gone, the spectators moved back under cantina eaves, stood under trees or umbrellas, or just got wet while waiting for the riders to re-appear. Less than six minutes later the first rider came by. It was Armstead on his BSA Gold Star, screaming through the downpour in a spray of water. As lap after lap went by, reports of misadventure began to arrive from police in charge of the roadway. Armstead, unable to see through the deluge, had missed a bridge and rocketed into the river. No harm done. He swam back to land, and the machine was



pulled out later. Magan missed a corner, took the escape road and lost a full minute. Hinds slid on a corner, killed the motor, then had to make a push start. A few twins were popping by on one cylinder, as water began to strike vital parts. By the last lap, eight of the fourteen entrants had retired.

Finally the winner came into view on the curving roadway. Raymond Magan, mounted on a stock BSA 500cc single, splashed across the finish line. His Beeza had carried him around the 5.8 mile circuit ten times in 56 minutes and 43 seconds, which is nice riding in any man's weather. Second place winner in the 500-750cc class was Hinds on a Triumph Thunderbird. Second place winner in the unlimited class was Hidalgo on Harley 74.

Adding to safety, and very welcome here, was the complete cooperation of the Panama Police, who acted as flagmen and road guards. Safety was considered of more importance than speed, and every rider realized the success of the race would be measured by what the public saw.

This race was sponsored entirely by residents of the Republic of Panama, prizes were given by the government and merchants of Panama. No fuss was made about nationality, color, or membership in organization.

Next year the sponsoring group hopes to invite riders from all over Central and South America for similar competitions.



## YOUR BASIC CYCLE WORKSHOP

(Continued from Page 15)

to get more speed and power from the popular makes of machines. Experts will tell us—we'll tell you. But before you can begin to do anything, you'll need tools.

We've assumed that your pockets aren't sagging with gold, that you don't have all the time in the world to spare and that your workroom space is limited. We've further assumed that you do own a motorcycle and you do want to get your hands down inside the engine. You're not afraid of a little work and you don't run for the wash basin every time a spot of grease drops on your hand.

First, you'll need a bench about six or eight feet long. If there's no room in the garage, or if the garage temperature drops to freezing in winter, use the basement or laundry room or the back porch. Don't try to share the bench—you'll want to leave tools and parts on it and you won't be able to keep it spotless.

Now collect some coffee cans, or other con-

tainers of similar size. Get at least eight. Silly as it may sound, these cans may mean the difference between success and failure. You put the parts in them as you take them out of the bike. Each can is labeled so that you know where everything is. Clutch parts will go in one, top-engine parts in another, bottom-engine parts in a third, gas tank screws and bolts in a fourth, etc. It's easier to sort first than worry later. More than one embryo mechanic has carried a basket of jumbled parts into a motorcycle shop with a sheepish expression on his face as he admitted, "I got it apart, but . . ."

Of course you already have gunk to wash the machine and cleaning solvent (not gasoline, unless you're getting tired of living without burn scars) to wash the parts. Tools are next.

The tools listed below are all from the Sears, Roebuck & Co. catalogue for fall and winter of 1951. Prices may change before you

have a chance to buy, so don't call us liars if the total climbs a little. We chose Sears because the merchandise is available at a standard price all over the United States, but CYCLE does not recommend any specific make.

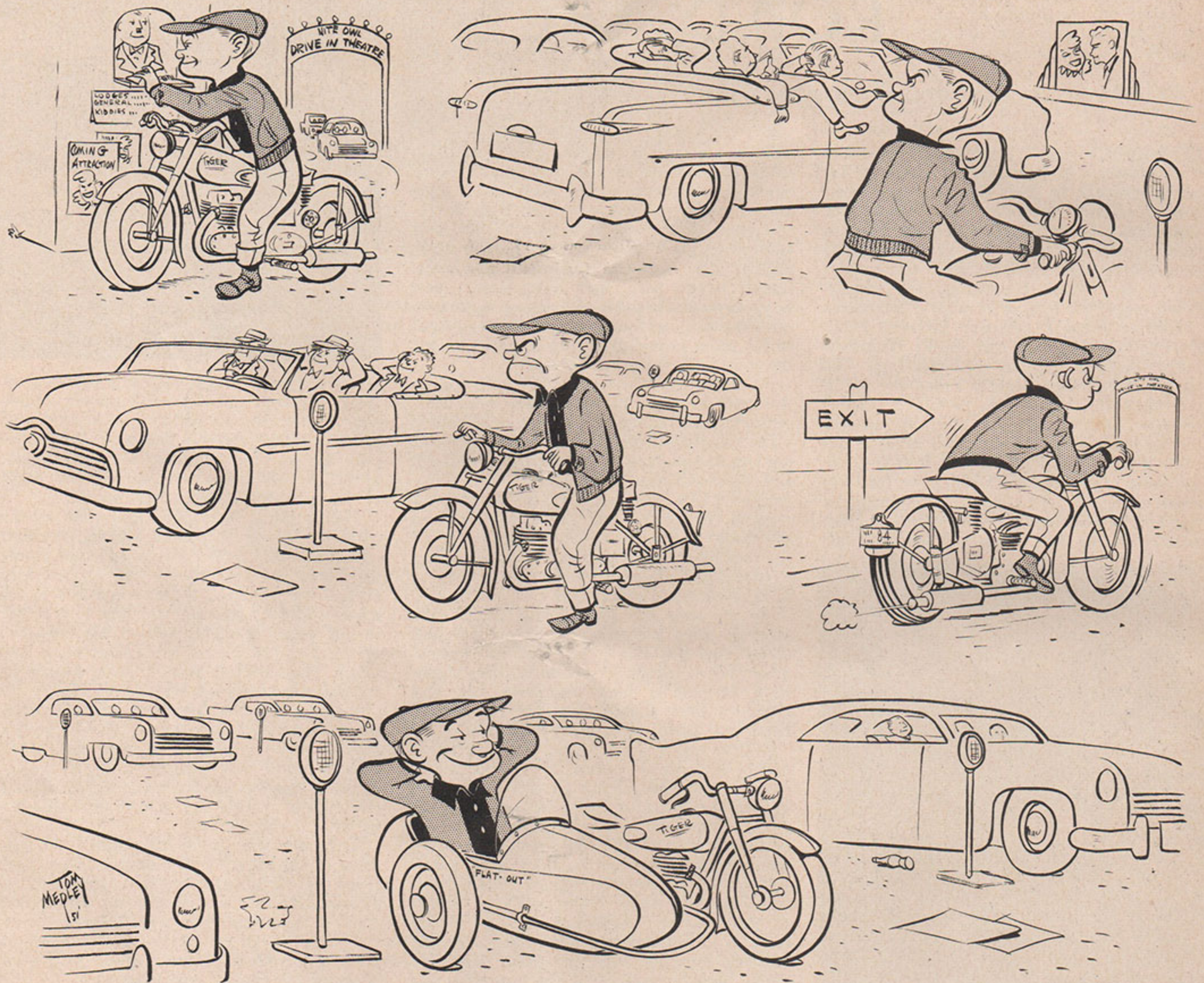
TOOL	SEARS NUMBER	SIZE	PRICE
1. Pliers	9D4491		\$ .69
2. Screwdriver	9D4148	9x3/16-in.	.95
3. Screwdriver	9D4148	8x5/16-in.	1.15
4. Wrench, adj.-end	9D4470	6-in.	1.39
5. Wrench, sparkplug	9D4430	14 mm	.35
6. Wrench, ignition	9D4483	8-pc. set	1.75
7. Wrench, comb.	9D4469	1/2-in.	.65
8. Wrench, comb.	9D4469	3/16-in.	.69
9. Wrench, socket	9D4406	11-pc. set	3.55
10. Wrench, socket	9D4395	9-pc. set	5.15
11. Ball Peen hammer	9D3846	1/4-lb.	1.39
12. Pliers, water pump	9D4482		.95
13. Pliers, vise grip	9D4490	9-in.	1.98
14. Vise	99DO5244	4 1/4-in. jaws	8.50
15. Putty knife	9D9015		.49
16. Files	9D6764	8-in. 3 for	.95
17. Grinder	99DO2608		13.95
18. Grinder, high speed	9D2515		23.95
19. Valve-spring compressor	9D4695		4.95
20. Gear Puller	9D4690		3.85
<b>TOTAL</b>			<b>\$77.28</b>

(Continued on Page 25)



"SOLID COMFORT"

## "FLAT OUT" SNODGRASS



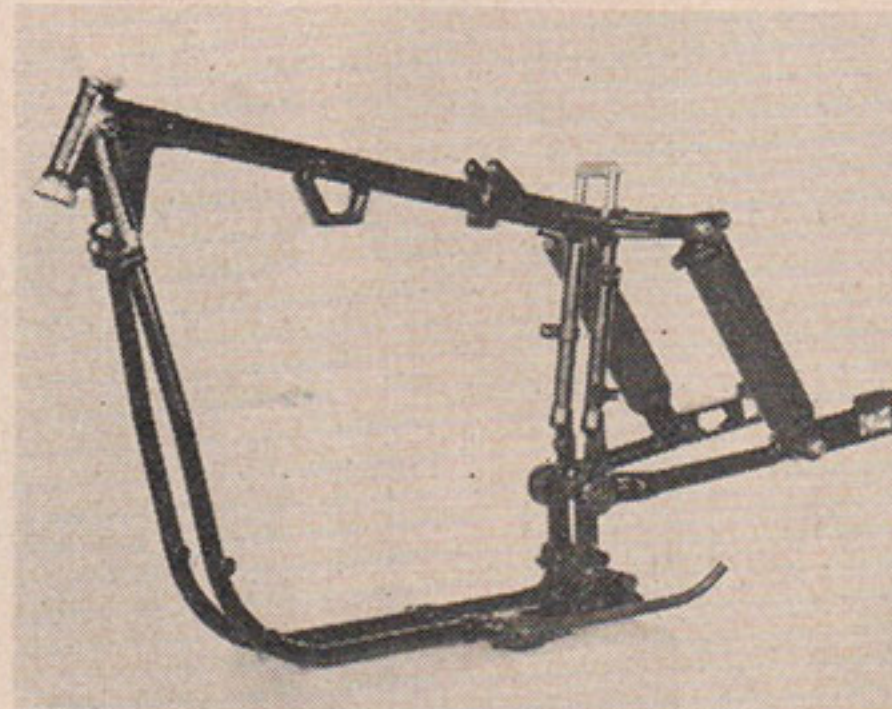
## TAILOR-MADE TWIN

(Continued from Page 11)

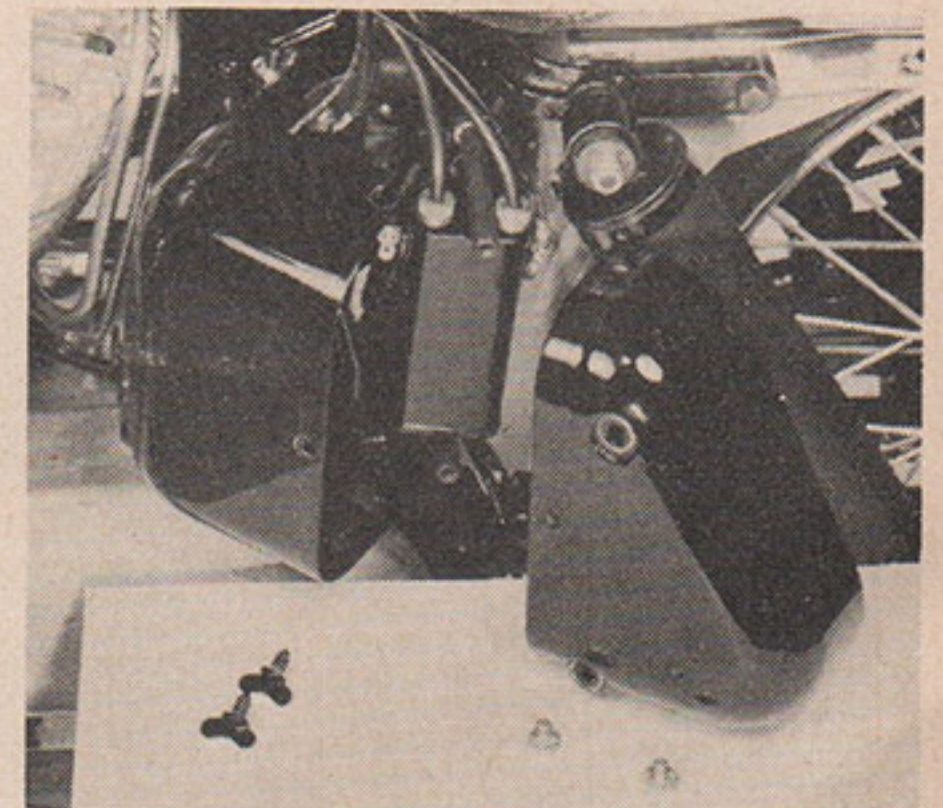
brazed tubular steel frame that presents an exceptionally clean appearance and looks to be well up out of the way when adapted to enduros, trials, hare and hounds, and track.

For competition, the KR (rigid frame for dirt track racing) and KRTT (sprung frame for TT events) will be available late in the spring. Both racers develop approximately 40 hp at 6000 rpm and have the same 55½-in. wheelbase. Engines in the competition models, like the standard job, are 45 cubic inch flat head V twins. The new versions are somewhat lighter in weight and have numerous engine refinements that should create havoc next racing season. It is interesting to note that handlebars in the K series are two piece; the right and the left bars being joined in the center by a fork clamp.

Here at last is the tailor-made bike America has asked for, and from first impressions received at the preview showing, public acceptance will reflect the message in lights glowing tonight atop Milwaukee's city hall: "Welcome Harley-Davidson."



Simplicity is keynote of frame. Tapered Timken bearings at swinging arm pivot are preferred to plain bearing. Double seat post springing is more stable, still progressive type. Frame is sturdy double loop type. All brazing operations done at one time in specially developed jig



Tool box housing swings out and open upon loosening of two wing screws, also serves to cover up the ignition coil. When closed, tool box has identical appearance to oil tank on opposite side. Battery is hidden in center between oil tank and tool box. Whole bike is neat, compact



## YOUR BASIC CYCLE WORKSHOP

(Continued from page 23)

You'll notice that some of these tools are only good for automobile or motorcycle work. The valve-spring compressor, for example, is indispensable for what you will be doing, but it has no other use. Yet it is worth while to get it for this job. The gear puller can only be used to pull gears, but again, the investment is a good one.

A few backyard experts will tell you that the gears can be pried off with a screwdriver because they're only held on with a key and keyway. So go ahead . . . But if you chip a tooth or scratch the surface badly you'll regret your impulsiveness.

The high-speed grinder is for porting—an essential operation in any hop-up job. It can get into the tortuous passages with a small-end burr and clear a smooth passage for the gas-air mixture.

Wrenches are the most numerous of the tools on the list—and for a good reason. Most of your work will be with the box or open ends of the combination tools, or with the sockets. While there is a duplication of sizes, this is not to get you to buy more equipment to make the dealers happy. It is to save you from ruining your own machine with improper tools.

How can you ruin it? Simple. Suppose a nut is in an inaccessible place and you don't have the socket to get to it. So you take a screwdriver and the ball peen hammer and hack away at the corners. What happens? Well, if you get the nut off, you won't be able to use it again. If you don't get it off—Nobody can get any kind of wrench on it after the corners are smooth and you're in for an expensive operation at the hands of a good mechanic.

The putty knife, small as it is, can save you money. It is chiefly for scraping carbon and it will save your good pocket knife a fatal beating.

These aren't the only tools you'll need for a complete job. If you own a British make of machine, you'll run into an aggravating condition when you try to knock off the bolts. British sizes are just  $\frac{1}{32}$  of an inch off American. That's enough difference to make a wrench slip and round the corners of a tight nut. So you'll have to buy, beg, borrow or forge your own set of Whitworth wrenches.

Harley-Davidsons call for a few special gimmicks. There are lapping arbors and different-sized tools for the roller bearings in the bottom end of the engine. These must be obtained from a Harley repair shop.

With the equipment detailed, you can strip your bike bare and do much of the actual work of hopping up or repairing yourself. Not all of it, however. Re-boring, cam grinding, re-seating or re-facing of valves, and balancing will have to be farmed out to experts. But don't let this worry you—the major part of the expense has been taken care of by you in your own home. Labor costs a lot of money when you buy it in a shop. By doing all the tedious disassembly and assembly; cleaning, polishing, valve grinding, porting, etc. yourself, you're cutting down your bill tremendously. Savings on the first repair job may not pay for all the tools purchased, but in time you'll come out ahead. And look at all the valuable experience you've gained, the fun you've had.

Fun? Well, it should be. Half the kick of owning a motorcycle is in knowing it, working with it. And when you take it out on a flat stretch and watch the speedometer needle wind up over the top of the scale, you'll be able to say that you did it yourself.

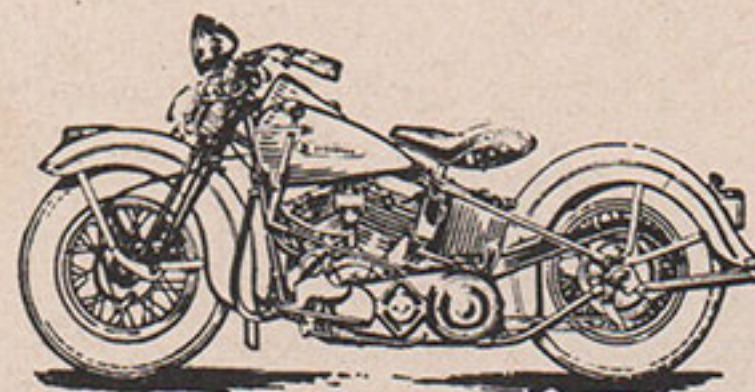
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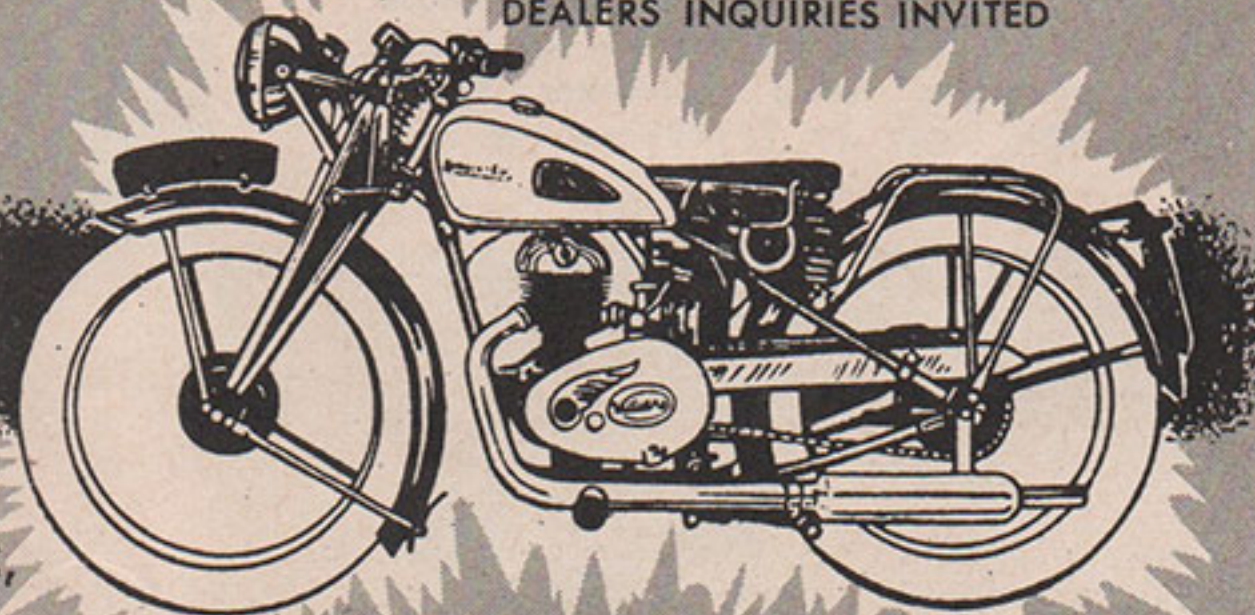
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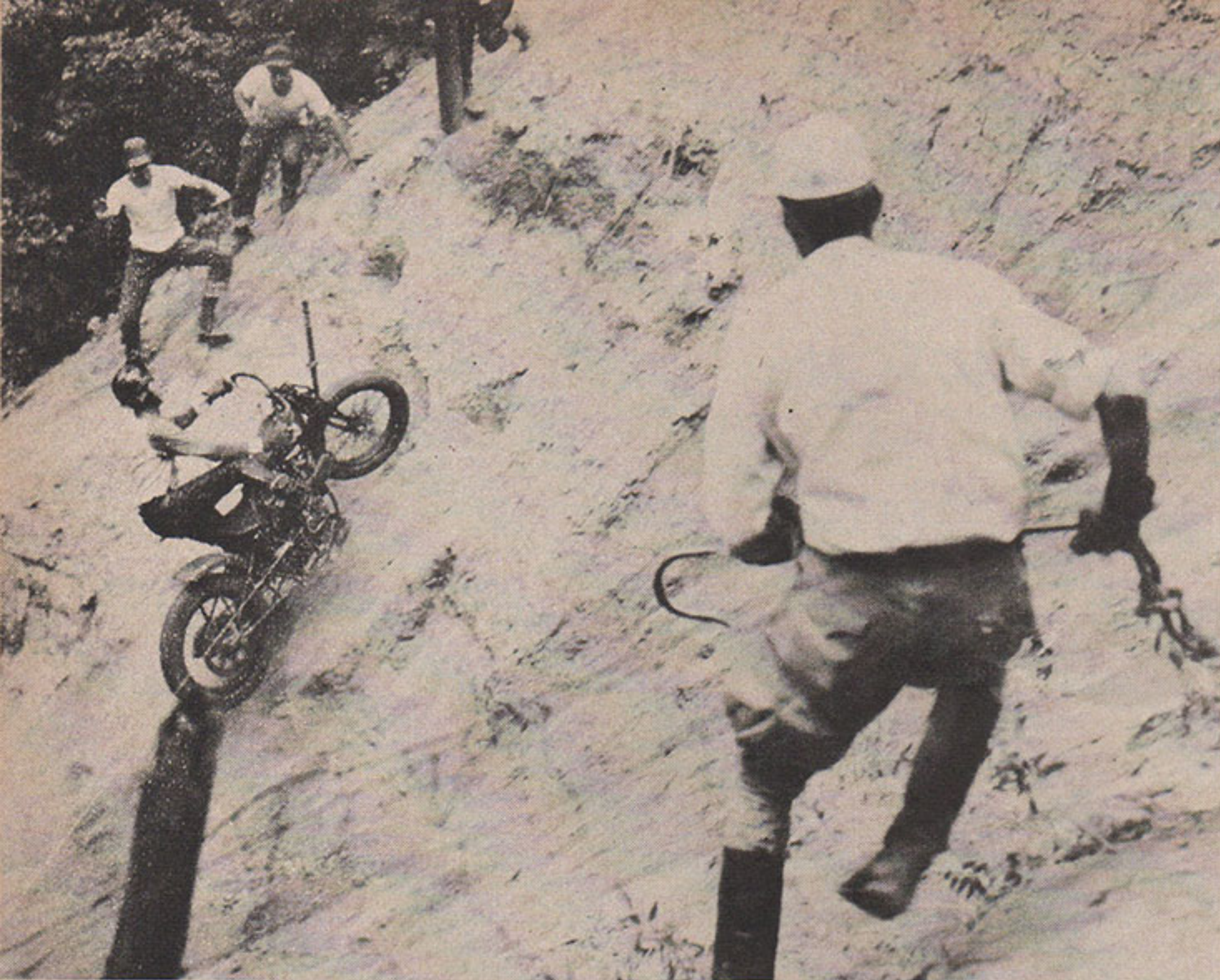
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**1ST PRIZE PROFESSIONAL—ABOVE.** Picture highlights important role the hookman plays in a hillclimb. By Will Bowles of Avons Lake, Ohio, using 4 x 5 Graflex, shutter speed 1/550th sec., at F 4.5 on Super Panchro Press, type B film

**HONORABLE MENTION—ABOVE RIGHT.** Canadian National Hill Climb at Heidelberg, Ontario, by E. A. Barker of Toronto, Canada, using the popular Tourist Kodak, 1/50" at F8.8

**1ST PRIZE AMATEUR—RIGHT.** "Cow Pasture Race" presented by W. G. Clayton of Grand Island, Nebraska, using miniature Speed Graphic, with Super XX 1/1000 sec. at F5.6



**HONORABLE MENTION—ABOVE.** Rider fully aware of danger of pack screaming toward him at full throttle. Photo by R. E. Caanan using 2 1/4 x 2 1/4 Super Ikonta "B." Exposure F5.6 taken at 1/400 sec. on Kodak plus X film

## Photo Contest Winners

1. A month-to-month contest, open to both amateur and professional photographers.
2. Any entrant earning more than 40% annual income from the sale of photographs will be considered a professional. (Please state your classification).
3. Photographs should include a cycle in the composition. Any number may be sent.
4. Caption all photos in detail so that the judges may fully evaluate its interest.
5. 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.
6. Any one picture may earn anywhere from \$10 to \$135 for YOU. Send them to:

**CONTEST EDITOR, CYCLE MAGAZINE**

1015 S. La Cienega Blvd.

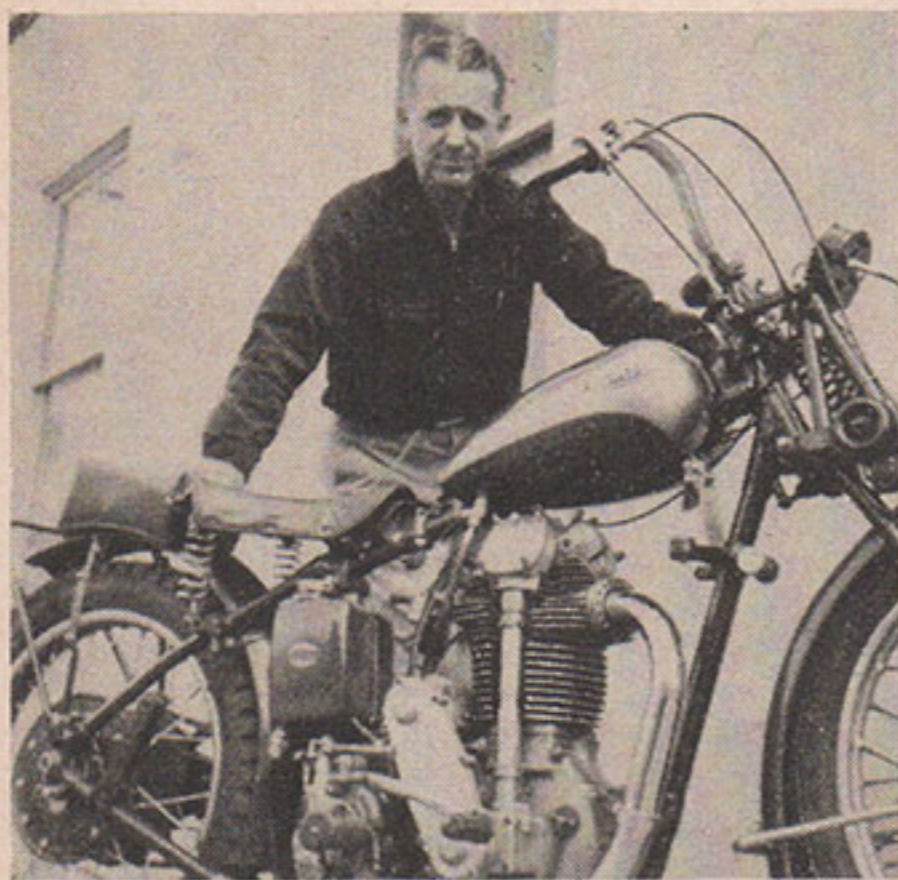
Los Angeles 35, Calif.



## VELONORTRIUMPH

DRIVING A GREYHOUND BUS was not slow or unexciting by any means, but Tim Timmerman felt he wasn't getting his share of acceleration, turned to racing and eventually wound up with a neat little cycle shop on the banks of the Mississippi at Rock Island, Illinois.

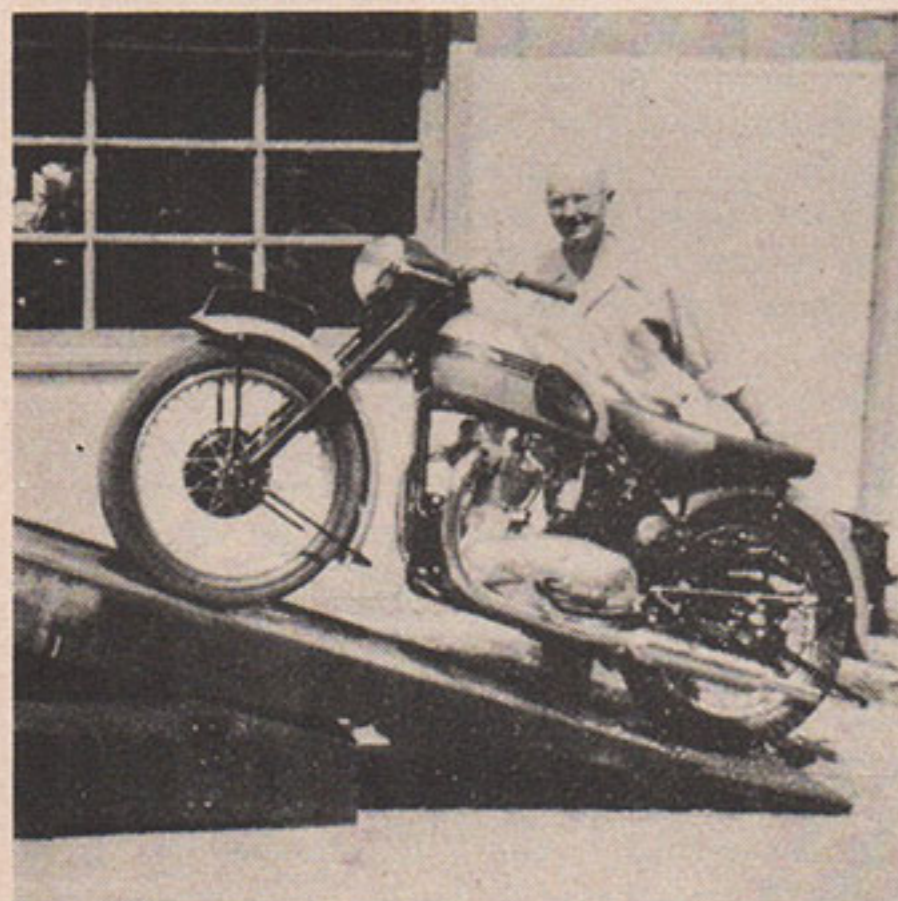
Among his most prized possessions is the Velocette, Norton and Triumph Combo shown



here. Basically, the bike is one of few KSS 500cc Velocettes in this country, and Tim has politely said "no" to several offers of up to \$1000 for this gem. Only a few of these big deep-breathing Velo singles were made outside of the factory works racers, which were never sold publicly. Hence, one can appreciate collector Timmerman's pride in his lovely reconstructed blue and gold "baby."

Here are some rough specs on Tim's hybrid. Engine—single overhead cam Velocette, alloy cylinder. Frame—Norton short track type, very rare. Forks—early Triumph 350 single. Rear wheel—Triumph sprung hub. Tank—sectioned Mustang. Front wheel—Velocette. Gearbox—Velocette.

Performance is modestly stated as "pretty good" by the builder, who says "I've stopped using the Velo for racing and geared it for short dig-outs. Up to a telephone pole distance, she's hard to beat!"



Johnny Van, old-timer from Kalamazoo, Michigan has pretty definite opinions on lifting devices for motorcycles . . . "Although Kalamazoo is the home of most energy-building breakfast foods, and I eat plenty of 'em, I find that the bikes seem to be getting heavier with each passing year. Maybe I'm getting older, but I surely appreciate this one man wooden lift which cost just a few bucks to make. The stand is made of scrap wood, one pair of heavy hinges and a piece of one-inch pipe which acts as the balancing pivot for the top side. One man can load or unload any machine without much difficulty."

*Andy Anderson & Staff  
wish one and all  
a Merry Christmas  
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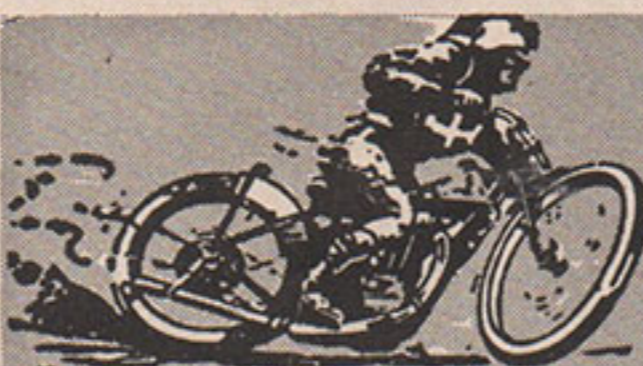
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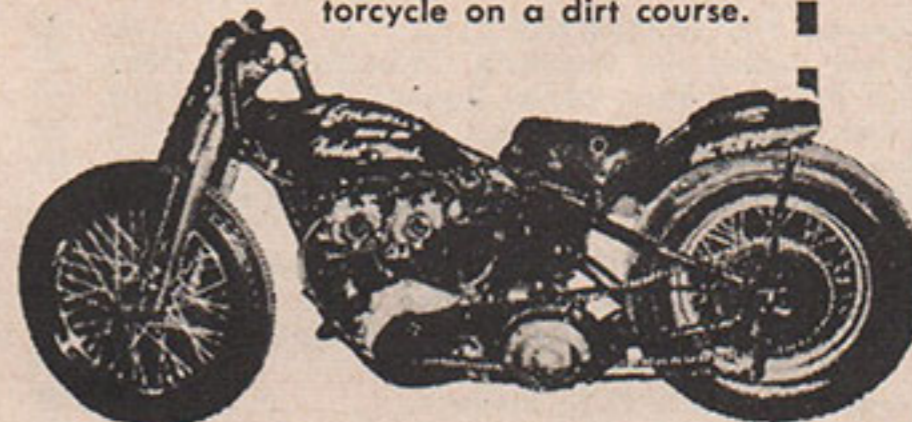
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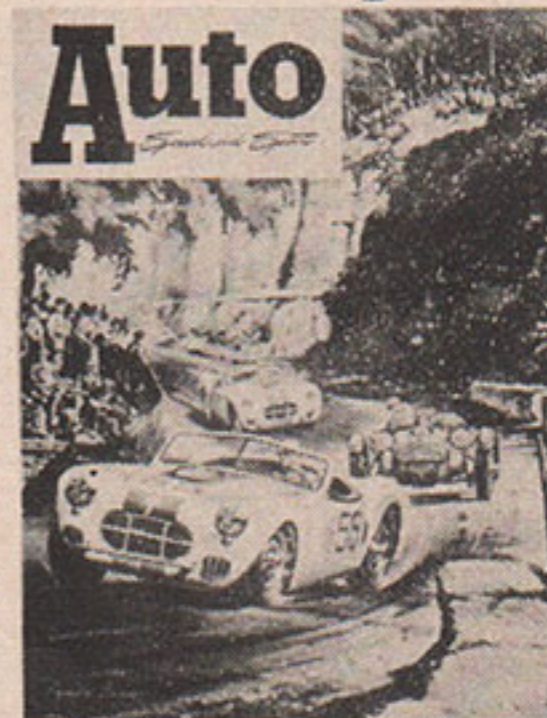
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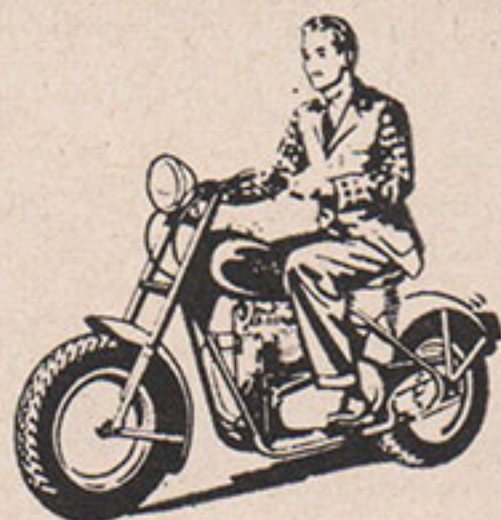
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# RUINS TO RECORDS . . . PART II

By HERBERT SCHWARZ

## THE TOUGHEST JOB WAS DONE. NOW IT WAS UP TO WILHELM HERZ TO CRACK THE ABSOLUTE MOTORCYCLE SPEED RECORD

(Wilhelm Herz was more than a talented cycle rider. His imagination and enthusiasm helped rekindle the spark of life that eventually reshaped the broken, bombed-out NSU plant into the home of the world's fastest motorcycle. Author Herbert Schwarz continues with part two of this true story that reads like fiction, describing the actual setting of the new record mark—ED.)

MANY STRETCHES of Autobahn were surveyed. The road had to be straight for at least three miles for the world's speed record attempt, and could not have more than one-percent drop in altitude. One suggested the great Salt Lake, scene of many other records, but financial hurdles and other reasons made this impossible. A good stretch of Autobahn lay in Russian-occupied eastern Germany—that was out too. Finally it was decided to use the stretch of road just outside Munich, which was nearly ideal.

The next problem was weather. Since it could not be coaxed or predicted, other preparations followed; the road was officially measured, the record try was registered internationally, timing instruments were installed and judges selected. Then came the first trial run on the official course—very satisfactory. Only the weather—March, 1951 presented an obstacle with rain and snow. Then came a forecast: the last days of March should be perfect . . . but no, it snowed again. Finally in April, two days were selected by the weatherman in Munich, the 11th and 12th. "Conditions will be ideal, no wind, no rain, just right."

April 11, 4:00 A.M. A seemingly endless stream of cars, motorcycles and bicycles rolled towards the Autobahn Munich-Ingolstadt. The concrete, where the record try was to be made, had been swept clean for three miles and closed to all traffic. Challenge hung in the air for it had been over twelve years since the standing record was established by Ernst Henne of BMW, and while money, engines and even lives had been sacrificed, no one had been able to beat his speed.

The world's record motor was warmed up like an engine of a giant airplane. The weather was ideal, better than at any of the previous trials. Although it had rained until 2:00 A.M. the weatherman had been right. Even a strong wind which had blown only a few hours earlier had now subsided.

Then Wilhelm Herz, German contender for the absolute world speed record, was in place and two men pushed the shell with the mighty stabilizer fin. The engine coughed, came to life, and the sleek beauty had hardly disappeared before it was back, thundering over the finish. Just a warm-up. Now for the real business . . . more waiting. A voice cracked over the public address, "The electronic timing mechanism is out of adjustment. No record try today—a perfect day wasted . . ."

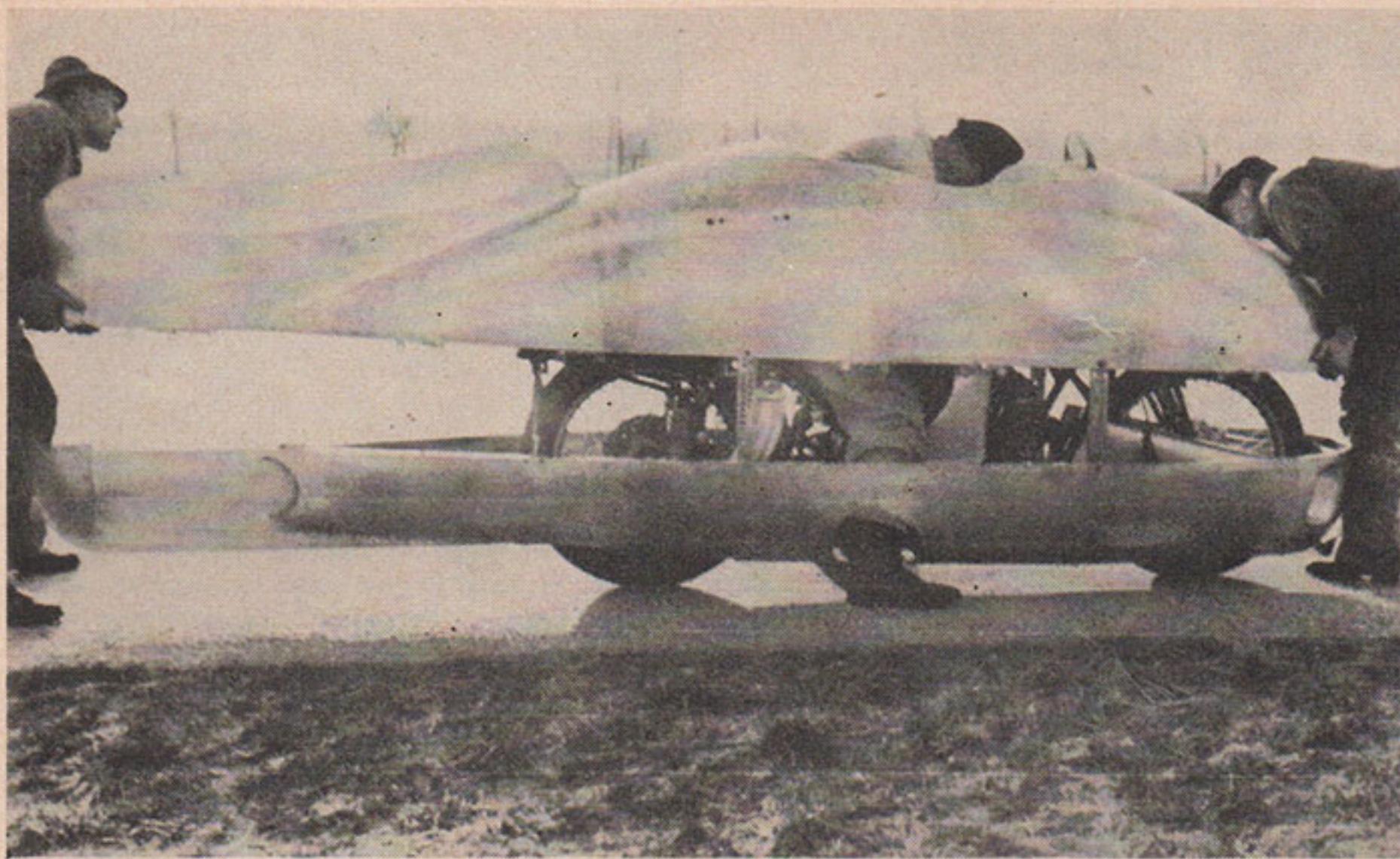
April 12, 1951. 4:45 A.M. Dawn. 5:00

A.M. again hot air was being piped through thick, clumsy-looking hoses to take away the chill of the engine. The weather once more was perfect. Smoke from factories rose vertically to the skies, not a wisp of wind disturbed the spring morning. While feverish activity went on around the motorcycle, Herz sat in a car a little aside from the turmoil listening to the radio, waiting for his time . . . 5:30 . . . The NSU rested like a giant fish, its shell painted a brilliant white, with only a black line where the two halves fit together, and the crest of the manufacturer on the sail fin. Two big holes near the head let air into the shell, cooling the engine and helping to hold the roaring monster on the ground. 5:45 Herz approached his mount very quietly. He knew he was taking no chances. Remembering all the preparations that had preceded this day, he realized that little had been left to chance. His confidence in his associates at NSU was boundless. 5:50 Herz donned his crash helmet, and two helpers, one of them master Mack, lifted him up as he wiggled into the narrow space that was left in the streamlined shell. His head protruded just a little. Two mechanics pushed his machine for just a few feet, then the engine took hold and Herz was off for the first try. It was only another warm-up . . . once back and forth over the course. 6:00 . . . It was full daylight now. Both lanes of the Autobahn Munich-Ingolstadt were closed to traffic. All 800 rookies at the police academy wanted to help—but only 300 were needed. For many miles the highway was lined with spectators and many leaned from bridges in bunches . . . like human grapes.

Then activities started in all seriousness. The run-in was about a mile and a half long, followed by the actual test course of one kilometer. Beams of light from the electronic timers marked beginning and end of the track to measure speed of the human projectile to the hundredth of a second. 6:05 . . . Again the supercharger roared as though the bike were shot from a cannon, once more the white racer streaked along the concrete. Not a trace of a flutter, not the slightest deviation from the black line, 80 yards a second. And soon they knew the time for the first run 12:3.6 seconds—over 180 mph. There was joyful shouting in the NSU pit. 6:10 . . . Joy changed to tense expectation. The roar of the engine approached the starting line. Herz was coming back. By international rules, he must travel the test course in both directions within an hour, and he wasn't losing any time.

At 6:12 ex-world record holder, Ernst Henne, was the first to slap Herz' shoulder and congratulate him. Even as the time was being verified, the P.A. system shouted: "Wilhelm Herz rode to a new, absolute world's speed record on NSU with 180.065 miles per hour, five tenths of a second faster than Henne." Then the shouting took up and Herz was carried jubilantly on the shoul-





In the early months of 1951 came the first test of the completed monster. The shell bears no lacquer yet, still shows its aluminum finish

ders of his friends back to the pits where everyone had to have a word with the champ. He just smiled and looked happy. "The preparations were a lot harder than the ride itself," he said modestly, "the racer held the road beautifully and I was always in full control. Worst of all was the roar of the wind. I could not hear the engine at all."

Herz didn't know how close he had come to disaster. A jeep had somehow slipped through the road-block and crossed the Autobahn a few seconds before he passed that very spot. He also failed to mention that his rev counter stopped working as soon as he took off, and he rode the whole test "by ear."

But the job was not done. While everything else must necessarily be an anticlimax to the absolute record, NSU was out for the whole thing—records for sidecar jobs, as well as for the 350cc class. At 6:14 200-pound ace sidecar racer Hermann Boehm fired up the engine of his half shell mount. Instead of a passenger he carried a 120 pound block of wood with a lead core, while his usual sidekick, Franz Holler, looked on from the sidelines. After the warm-up he reported generator failure and the pit mechanics went to

work. But at 6:43 he was off in earnest to return a few minutes later with another world's record of 125.4 mph. Again Ernst Henne was among the first to congratulate Boehm.

This was the end of the morning's trials. Shortly afterward, feverish activity was seen in the pits. The 500cc engine had done its duty, and the 350cc was to be installed in Herz's shell. Four men carried the mighty mite in a special container as though it were a jewel. The actual engine change was completed towards noon. Traffic had been restored to normal on the highway, and trucks and cars were rolling over the record course. There is no time in post-war Germany to halt the flow of traffic without absolute necessity. At 3:50 P.M. both motorcycles, not only Herz's mount but Boehm's sidecar job, had been equipped with new power plants and were again ready for a crack at the records, which had been standing for more than a decade.

Both experts and laymen were truly surprised here: Herz raised the old record of 133 mph (213 km) to no less than 173.3 mph (279 km). With this speed Herz was just as fast with his 350cc job as Henne had been with the 500cc BMW many years ago. Boehm reached 116 mph (187 km) with the small sidecar mount and topped the Italian's Cavanna mark of 107 mph (172 km) by almost 10 miles per hour.

It was a great day for NSU. Eight records in all had toppled; four in each group for the flying mile and the flying kilometer.

Ever since 1920 when E. Walker, with his big Indian, broke the 100 mph barrier in Florida, men and machines have attempted to be the fastest two-wheelers. For three years the U.S.A. held the title, then in 1923 Dixon of England grabbed the crown and reached 115 mph. Until 1929 the Britons bettered and held their record, which at that time stood at about 126 mph. On September 15 of the same year the Germans for the first time made their bid and Ernst Henne with a 750cc BMW reached 134.5 mph. A year later, August 31, 1930 England held the record again, but only for a few days until Henne got the laurels back, topping the British speed by only about half a mile. On November 6, 1930 the title went back to England at slightly over 150. Wright was the name of the English partner in this exciting duel. On November 3, 1932, after two years of impasse, Henne tried again and bettered the mark by about one mile. Another two years passed and in October, 1934 Henne topped his own record by another mile.

Had the limit been reached? September,



(Continued on Page 34)

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## SPORT SCENE COVERED WAGON ENDURO

A COVERED WAGON is the symbol of the Pioneer Valley Motorcycle Club of Southwick, Mass., and well it might be for both riders and spectators at their annual enduro this year. Both could have used cover of some type to get away from the rain, fog, and mud that greeted the sixty-odd starters.

Riders number one and one-A turned out to be two local boys who had never endured before, Louis Sullivan of Westfield, Mass., and Leonard Stewart of Great Barrington, Mass. Sullivan was quite vocal in his consternation, pleading with friends to come and look for him if he was gone for more than two days.

The morning section of the course was designed so that even road machines would have a good chance of getting through. However, at about 5:30 A.M. of the day, it started to drizzle, then rain. The first section of the course was filled with water crossings, rocks and sand.

The first viewable section was a waterhole that contained mud, water and one eight-by-eight beam. The pictures will show the traffic jam on this bit of lumber. One of the



Rider hits first of three crossings at Chesterfield Gorge during 230-mile course, one of hardest

first machines to arrive was the sidehack from Yonkers, N. Y. Their method of crossing was unique—that of resting the hack over the log, shoving it across; a feat that took no mean strength and skill. Unfortunately this same duo, later in the morning, went out with a broken hack wheel and several new dents in the bullet-nose. Several riders tried to rush the non-log part of the stream



Timber thrown across stream makes tricky bridge for bikes. Footpath is slippery tree trunk

and two machines disappeared completely from view except the handlebars. A sewer pipe laid at an angle on the stream made this sheer suicide. Needless to say the mud quotient increased with every rider to cross, so that when the last riders came to the stream it was almost impossible.

Beyond this, after about an eighth of a mile, came sand with a capital S, behind the Westfield airport. It was here that the "Pine Plank Special" hack with Warren Wolfe and Dick Richardson breathed its last, refusing to turn over just one more time.

Ray Goodrich, Triumph dealer of Hoosic Falls, N. Y., was an unusual sight as he piloted his Triumph Thunderbird through the course. So far as the spectator could see, the only concession the blue Triumph had made to the course were elevated tailpipes. Dean and MacPherson, the sidehack winners and veterans of the Jack Pine, had their Sand Flea equipped below with leaf-type auto springs, not for the purpose that one might think, but should the machine refuse to roll, it could be skidded like a sleigh.

Only fourteen riders showed up at the noon check, 129.6 miles from the start. The first of these was Russ Carrier on his yellow Indian TT Warrior. Don Pink, veteran New York Harley dealer had been forced to retire at 75.2 miles. Second in was Archie Williams of the PVMC, wearing both his football helmet and usual grin.

The afternoon run became somewhat confused as riders started to get lost after the second check. Evidence was later turned up that showed definitely that course markers had been tampered with. Thus, very few riders got home via the course, and the committee decided to consider the run closed at the second afternoon check due to the trail marking difficulties.

## CATALINA NOTES

LATEST COURSE REVISIONS on the already famous Catalina Island Grand National 100 mile road race have just been approved by AMA referee Harry Pelton. Both he and Frank Cooper, who is an active committeeman, were recently on the Island checking steamship accommodations and course alterations for both the big and small cycle races for '52.

Changes on the big erratic 10-mile track will pertain to the section just above the golf course after dropping off the "Hour Trail." Crossing the wooden bridge, the course will make a sharp right turn and parallel the edge of the ball park. Upon crossing the pavement at this point, riders will climb an embankment onto the golf course, circle behind the clubhouse, then down a narrow dirt canyon.



Just a teaser to whet the appetite of cyclists bent on conquering the Catalina Grand Nat'l

Saturday's small motor race will include part of this same newly revamped section, only in reverse. Pits for both events will now



be located on the plateau by the golf clubhouse.

For an even better show this year, several more blocks of city streets and turns will be included, adding a colorful continental touch. This is undoubtedly the most important change, since only through increased spectator interest can we rival such long established European road races as the "Isle of Man."

Many out of state riders have shown intentions to run and have already made commitments to ride. The number of entries this year will necessarily be limited, and each competitor must have previous cross-country experience. The ideal number of starters may be 200 to 250, using a similar start to last year—5 every 30 seconds on a corrected time basis.

This year's crowd is expected to be at least three times that of the first running. Adequate transportation facilities have been assured by the Catalina Steamship Company, promising to remedy the only hitch in last year's show.

On the following day W. Doran and R. Coleman of New Zealand, riding a 348cc model 7R, established the following solo world record before bad weather prevented further riding—

50 miles....92.19 mph	4 hours....88.67 mph
100 kilos ....92.21 mph	5 hours....88.33 mph
100 miles....91.98 mph	6 hours....88.57 mph
500 kilos ....89.33 mph	7 hours....88.42 mph
500 miles....88.44 mph	
1000 kilos ....88.47 mph	

2 hours....109.44 mph

### NEW AJS RECORDS

RIDING A 348cc model 7R AJS, fitted with a Blacknell sidecar, W. Doran and G. Monneret, the French motorcycle champion, established the following new world records at Montlhery Track near Paris:

For Distance	For Time
10 kilos ....89.13 mph	1 hour ....91.98 mph
10 miles....90.72 mph	2 hours....89.15 mph
50 kilos ....92.32 mph	3 hours....89.37 mph

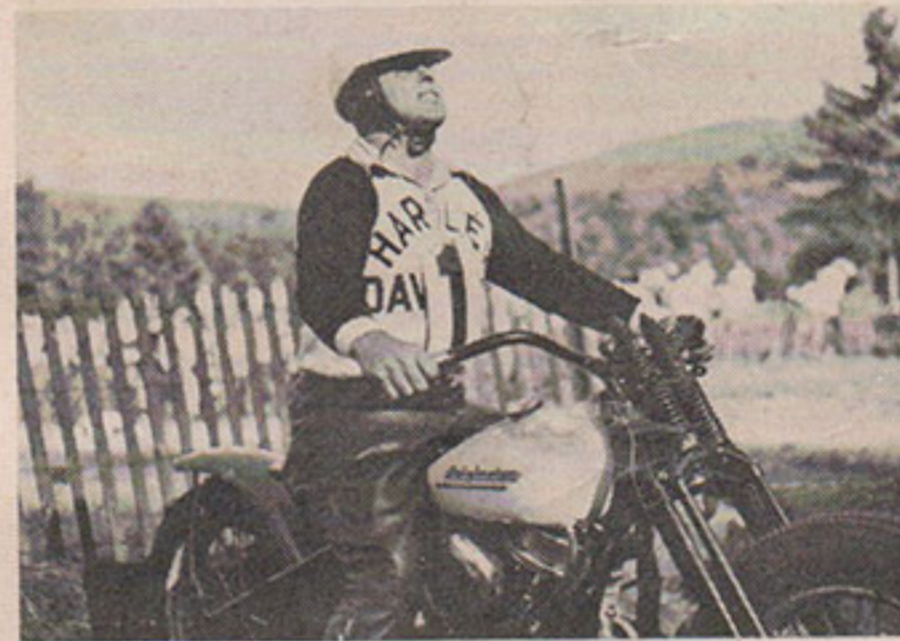
### LACONIA ROUNDUP

THE ODDS WERE ABOUT EVEN; some were betting it was impossible for a motorcycle to climb back up the famous Torger Tokle 60-meter ski jump. It meant a 400-foot climb up a grade that terminated in an almost vertical angle—60 degrees.

Johnnie Warner disproved all doubt when he rocketed his Harley-Davidson over the summit for a new expert hill record of 8.52 seconds. Charles Johnson, Jr., spent the most time on the slope, whiling away 14.7 seconds before showing up top-side in the amateur 45 class. Many others in both classes had to be content with accepting their scores in footage, while falling short of the mark.

Shooting the slope was only part of the rapid-fire two-day competition activities at the Belknap Recreation Center in Laconia, New Hampshire.

Saturday was "average rider's" day. With 5000 fans on hand competing for their share of a \$1000 award by northeast dealers, "John Doe" rider took a shot at over forty scheduled events, from riding the plank to tug-of-war. The best dressed club contest was again



John Warner took 80" class in Laconia ski-jump hillclimb in record time of 8.52 seconds

picked off by the Friendly Riders M/C. Finale to the two-day fireworks was touched off when forty-four amateurs made like experts over the deceptive, five-sided mountain course. When the pay-off came, it was Kurt Urban and BSA, just out of reach of Francis LeBlanc—Har-Dav., with Larry Soprano—Triumph, and Buster Payne—Har-Dav., fighting for close third.

### WISCONSIN CHAMP TRIALS



Jerry Cox, Triumph, riding one of the unusual switchbacks where many motorcyclists lost out

THERE WAS NO DOUBT that Roy Schok was a sharp operator after he wrestled the Wisconsin State title away from forty-nine of the countryside's ablest English trials exponents at Janesville.

Schok drove his Triumph through eight devilish traps, including three switchbacks, a long winding sand hill, an 18-foot board jump, 20-foot plank ride, and a sticky mud-hole. At the day's end he was shy 17 points and had failed to clean the tough sand hill (John Haskill was the only one to top it without touching down).

The fifty riders were divided into two classes; 42 cubic inch and under bikes fell in the lightweight group. Those over that displacement were considered heavyweights.

Because of the large entry, sponsoring Bower City Riders shortened their course, but the trials still lasted into the night and lights from several non participating bikes were used to guide riders through the checks.

RESULTS: Grand Champ, Ray Schok—Triumph, of Milwaukee, Wis. Lightweight class, second, Fred Schroeder—BSA, De Kalb, Ill.; third, Elmer Brown—Triumph, Milwaukee, Wis.; fourth, Art Buskie—Indian, Rockford, Ill.; fifth, Gus Hertting—BSA, Milwaukee, Wis. Heavy class, first, Omer Romhan—Har-Dav., Milwaukee, Wis; second, Tommy Odum—Har-Dav., Milwaukee.

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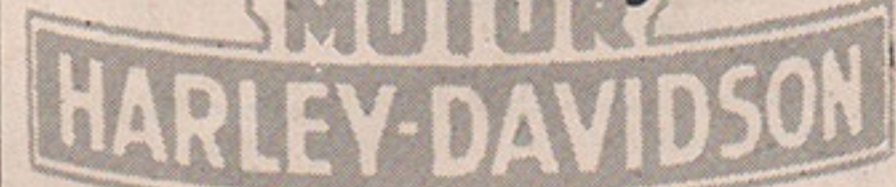
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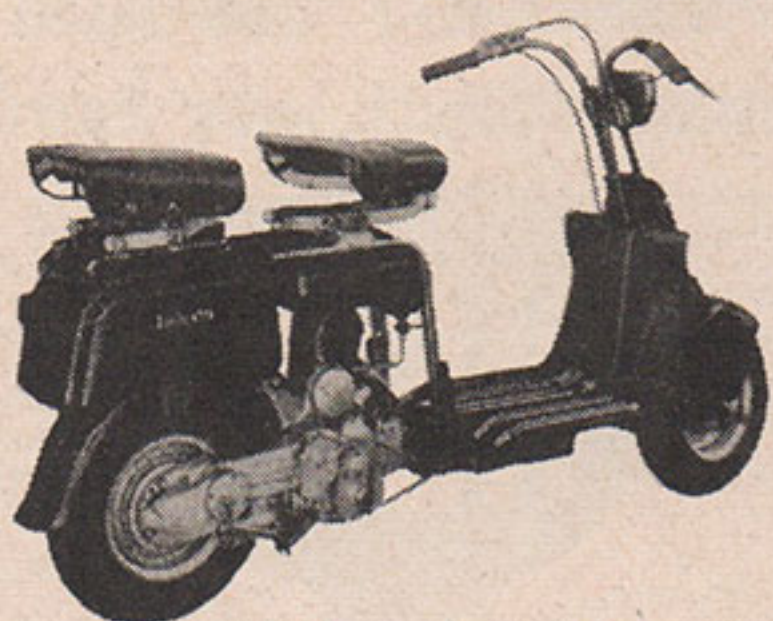
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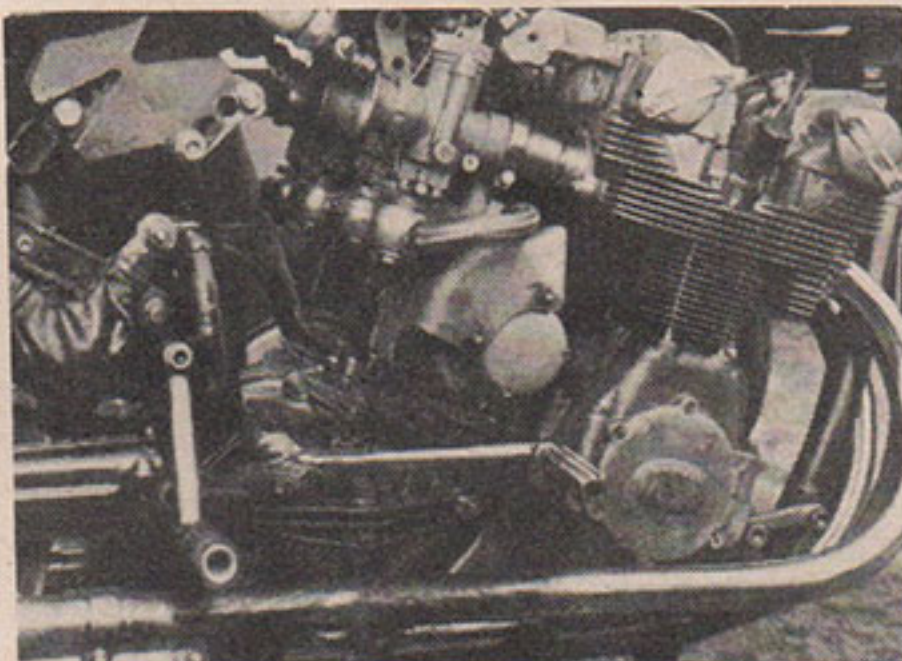
## SPORT SCENE (continued)

### GERMAN RACING SEASON CLOSES

**R**OAD RACING has become a passion with the German people. Sole reason for such a statement is the fact that 450,000 paid admissions were registered at the recent Grand Prix held at Stuttgart in the solitude ring. So ended a thrilling action-packed year of motorcycle competition in this country, with the crowning of five new champs.

In the 125 class it was H. P. Mueller on a DKW; in the 250 group H. Thorn-Prikker on a Moto Guzzi; while the 350 class went to R. Schnell on a Moto Parilla; the 500 honors were taken by Walter Zeller, BMW mounted.

In the sidecar clan, W. Kraus and H. Huser

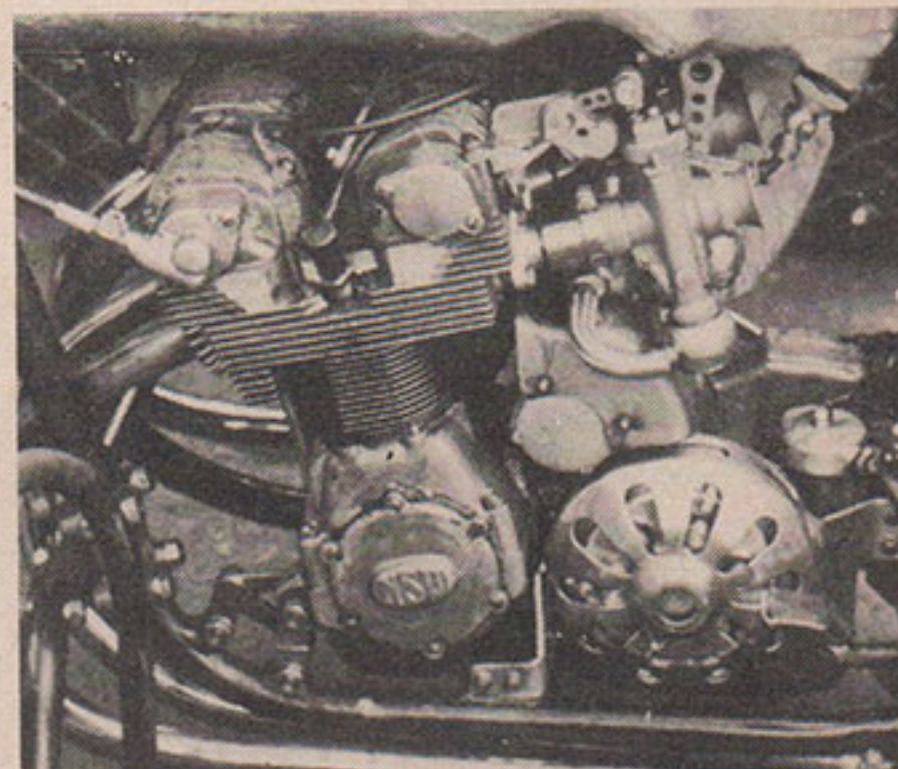


New four-cylinder NSU has beautiful design. Note four pots and check rear springing

were tops in the 500cc displacement, on a BMW; the best 750cc hacksters were S. Mueller and H. Huber, also BMW mounted.

Riding style of the new 500 ace, Walter Zeller was beautiful to watch. On the Grenzland-Circuit, Zeller averaged 113 mph for the 50 miles. The lightweight 125's and 250's were equally phenomenal. At the Hockenheim-Ring, H. P. Mueller averaged 66.464 mph on his 125 DKW, and ten minutes after the race, remounted a 250 of the same make with an 86.056 mph average, and topped it off later in the 350 group when he turned a steady 99 mph.

The new four-cylinder NSU has not yet reached its stride here, but we have it pegged as the machine to out-run the BMW this sea-



NSU has unusual cover on flywheel and clutch housing. Looks similar to American police siren

son. Piloted by Heiner Fleishmann, the four-barreler finished a few times, though never a first. Their 125 Fox, however, did quite well, grabbing top spot upon several occasions.

Top riders, Schmidt and Kurt Mansfield, are still biding their time when they will be unleashed on the beautiful Horex 500. In Dieburg the sleek bike turned several fast laps, but seemed to have a bug or two that will probably be banished in the coming season.

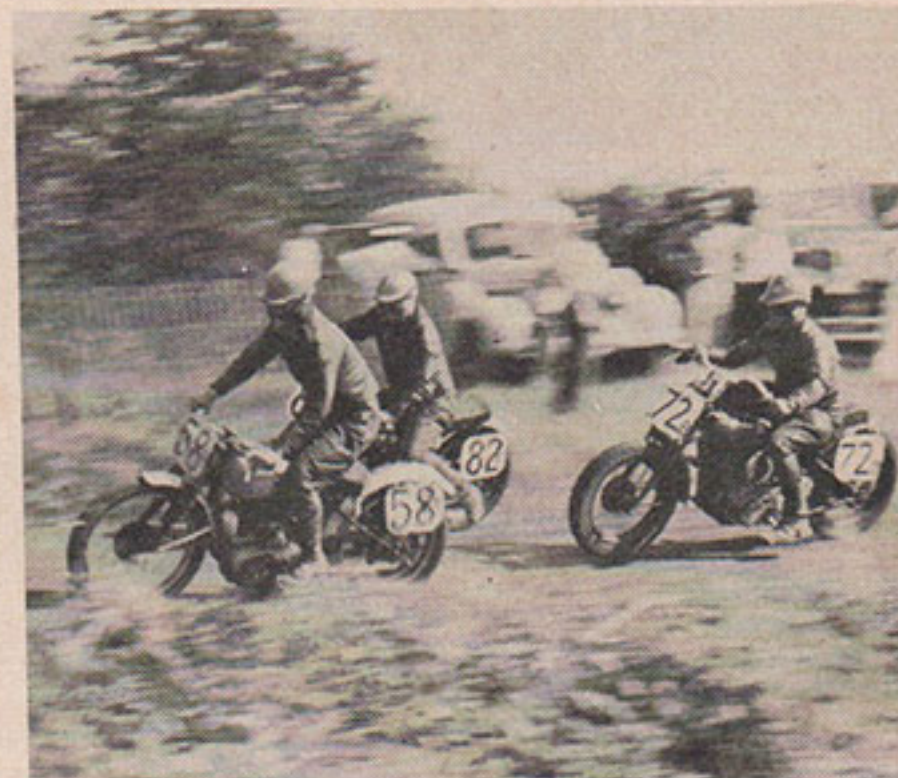
There were three internationals held here last year, Schotten, Hockenheim and Solitude. The Germans cleaned house in Schotten and Hockenheim, but faded out in the Grand Prix at Solitude. Noteworthy at Hockenheim was the phenomenal enduring qualities of Englishman, Eric Oliver. After ramming his Norton sidecar in second, just a yard behind W. Krause in the 500 race, he wheeled back out in the 750cc event and won, then spun out again in the 500 solo race and nipped fourth place. Most amazing of all—Oliver used the same machine for all three races. After winning the 750 sidecar battle, he jerked the car off and ran his Norton again in the 500 solo race. The Germans call him "Iron Man" Oliver.

### EASTERN TT RACING

"**W**ILL IT RAIN TODAY? If it does, we're sunk!" expresses what is probably the biggest pre-race headache of promoters, riders, and spectators in the eastern United States when a race meet is scheduled. In these pictures you spend a day at Newfoundland Speedway at Newfoundland, New Jersey, and see the 2-star TT races put on by the Paterson M/C. This typical third-mile course is probably the most popular TT track in the New York-New Jersey area, and has seen the rise and fall of many a rider in the history of motorcycle racing.

Weather is keynote to racing success in this part of the country in many ways. It can suddenly upset the planning and sweating of weeks of preparation. For instance, it would be foolish to hold a race meet between the beginning of October and the end of April; spectators just wouldn't pay to stand around in the cold. The months of July and August are seldom used for the opposite reason.

The short racing season has its advantages, though. During the long winter months, both



Harold Wallman (58) takes to the pegs to hold his lead over Bill Carlton (82) and Jim Larkin

riders and fans build up their hopes and expectancy which reach a feverish pitch when the season does open. It is full of enthusiasm, frantic activity, and the white heat of intensity so dear to every racing fan's heart.



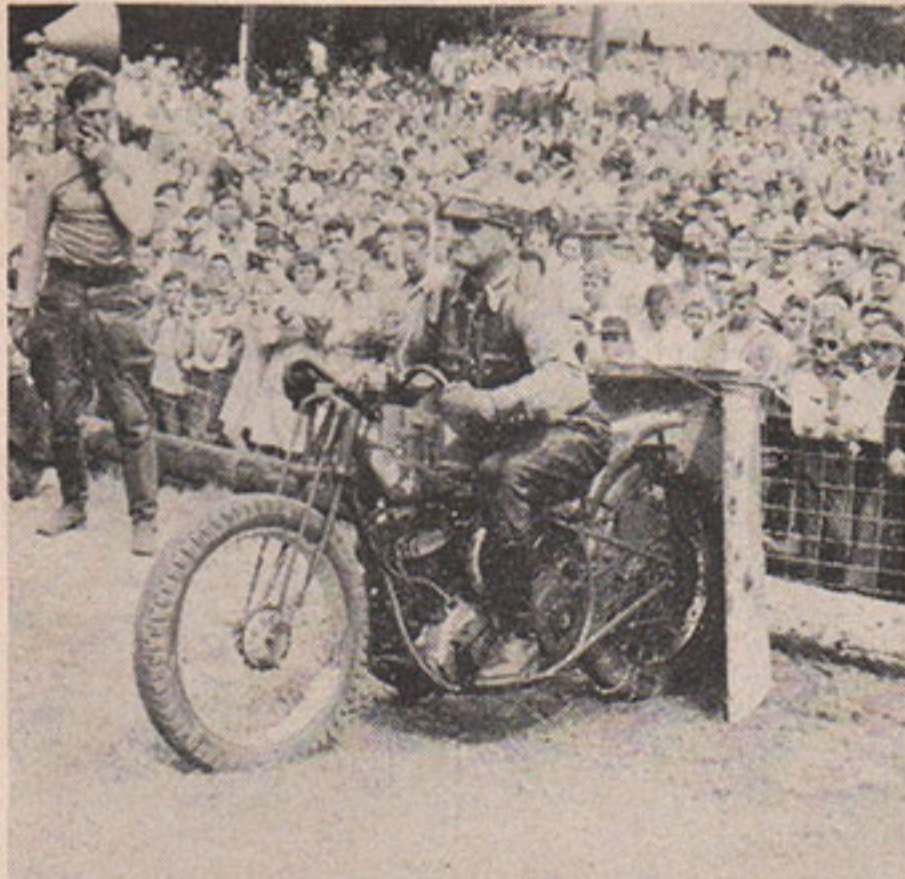
**MOUNT GARFIELD CLIMB**

THE PEOPLE WHO LIVE on the side of a hill once more made their pilgrimage to Mount Garfield—a devilish, 340 foot chunk of sod, set at a 45 degree angle, situated on the shores of Lake Michigan, and owned by the Muskegon M/C.

For competitors, there was one consolation. Regardless of how far they went on the hill, their bikes were guaranteed a free ride back by means of an electric-operated overhead cable.

16,000 pairs of eyes took occasional apprehensive skyward glances, as a grey overcast threatened to make Jupiter Pluvius the only winner, but the weather held and turned into a fine day.

Riders began to arrive early to look over the hill, select proper gearing, tune up their motors and plan their strategy. A total of twenty-three were scheduled to compete for nearly \$2000 in prize money and trophies. In accordance with AMA rules, four separate events make up a class A climb. They are in order of their running, 45 cubic inch class B, open to riders who have never won a national B event on 45.70 cubic inch side valve, and 30.50 cubic inch OHV motors. The 74 cubic inch class A is for riders who have won a B event in national competition on motors up to 74 cubic inch side valve and 45.70 cubic inch OHV design. The 45 cubic inch class B final rules are the same as the 45 B event. The 74 expert final is open to all class A riders, all class A motors, and is also open to



Howard Mitzel, the "old man of the mountain," about to leave the pits in the Class A event

the three top riders in the class B final. These three on their class B mounts are eligible to compete against the A riders only on the day they place 1st, 2nd, or 3rd in their qualifying event. Class A motors are not restricted against fuel or compression, and ratios range from 7.5 to 1 up to 13 to 1. Fuel is usually a mixture of alcohol and Benzole, or alcohol and nitro. If the weather demands it, a bit of ether is added.

Attesting to the growing popularity of cycling in general and slope shooting in particular, were the representatives of a national TV network who made movies of the event. These films were telecast two weeks later on the Gillette sports program. Although some excellent riding was witnessed by a near-record crowd, the all-time hill record of 7.54 seconds set in 1950 by Willard (Red) Bryan of Groveport, Ohio, remained untouched.

First event, the 45 class B, produced a new champion. Larry Sutter of Muskegon, Michigan gave the home folks a thrill when he topped the hill in the fast B time of 9.50. As a result, Larry will be riding class A next year.

**45 B RESULTS**

Larry Sutter	Muskegon, Mich.	Har-Dav.	9.50
R. J. Nealen	Conemaugh, Pa.	Indian	9.75
L. Corriere	Easton, Pa.	Har-Dav.	10.74
M. Brandick	Beaverdale, Pa.	Har-Dav.	11.74
Larry Franz	Cleveland, Ohio	Har-Dav.	12.07
P. Mukovich	Detroit, Mich.	Har-Dav.	12.46
G. Mitzel	York, Pa.	Indian	14.62
Jan Pegram	Columbus, Ohio	Har-Dav.	14.75
Phil Franz	Cleveland, Ohio	Har-Dav.	141 ft.

Second event, the 74 class A was taken by perennial champion Willard Bryan of Groveport, Ohio. Although failing to improve on his national record of 7.54, he topped his class with a fine ride of 8.68.

**74 A RESULTS**

W. Bryan	Groveport, Ohio	Har-Dav.	8.68
Earl Buck	Detroit, Mich.	Indian	9.28
P. Uebelacker	Rochester, N. Y.	Indian	9.58
Don Farrow	Columbus, Ohio	Har-Dav.	9.77
Bert Boyd	Williamsport, Pa.	Indian	9.28
H. Mitzel	York, Pa.	Indian	10.52
Paul Allen	Columbus, Ohio	Har-Dav.	10.77
Joe Hemmis	Cumberland, Md.	Har-Dav.	10.83
Sam Kakabar	Lloydell, Pa.	Har-Dav.	10.86
C. Eichner	Columbus, Ohio	Indian	11.44
C. Hemmis	Cumberland, Md.	Har-Dav.	211 ft.
A. Baycura	Pittsburgh, Pa.	Indian	251 ft.
O. Downey	Chehalis, Wash.	Indian	157 ft.

The 45 cubic inch class B final produced slowest times with Louis Corriere of Easton, Pa., making the best time of 10.60 to win national honors in this event, and capturing the day's second new championship.

**45 B FINAL RESULTS**

L. Corriere	Easton, Pa.	Har-Dav.	10.60
R. J. Nealen	Conemaugh, Pa.	Indian	10.95
M. Brandick	Beaverdale, Pa.	Har-Dav.	11.20
Larry Franz	Cleveland, Ohio	Har-Dav.	11.44
Larry Sutter	Muskegon, Mich.	Har-Dav.	13.22
P. Mukovich	Detroit, Mich.	Har-Dav.	18.48
Phil Franz	Cleveland, Ohio	Har-Dav.	20.58
G. Mitzel	York, Pa.	Indian	254 ft.
Jan Pegram	Columbus, Ohio	Har-Dav.	130 ft.

The last event, 74 expert final, produced the day's best time of 8.49. Winner, Pete Uebelacker of Rochester, New York, proved that old hillclimbers never die and don't fade away either. Pete mounted his first hillclimber in 1929, and although he probably fell off, he learned enough in 22 years to make the best ride of the 1951 national hillclimb. The ride earned him the "Eight Ball" trophy, a fine piece of bric-a-brac donated by one of the Muskegon civic organizations and rotated each year for the best time of the day.

**74 EXPERT FINAL RESULTS**

P. Uebelacker	Rochester, N. Y.	Indian	8.49
Paul Allen	Columbus, Ohio	Har-Dav.	9.16
Bert Boyd	Williamsport, Pa.	Indian	9.20
W. Bryan	Groveport, Ohio	Har-Dav.	9.25
S. Kakabar	Lloydell, Pa.	Har-Dav.	9.87
Earl Buck	Detroit, Mich.	Indian	9.92
H. Mitzel	York, Pa.	Indian	10.50
C. Hemmis	Pontiac, Mich.	Har-Dav.	10.52
C. Eichner	Columbus, Ohio	Indian	11.21
A. Baycura	Pittsburgh, Pa.	Indian	11.33
Larry Franz	Cleveland, Ohio	Har-Dav.	11.90
Don Farrow	Columbus, Ohio	Har-Dav.	256 ft.
O. Downey	Chehalis, Wash.	Indian	214 ft.
R. J. Nealen	Conemaugh, Pa.	Har-Dav.	170 ft.
Joe Hemmis	Cumberland, Md.	Har-Dav.	100 ft.
L. Corriere	Easton, Pa.	Har-Dav.	50 ft.

Testifying to the suitability of American motors for this type of event was the fact that although there were several spills no machines suffered major damage nor did any one of them blow up.

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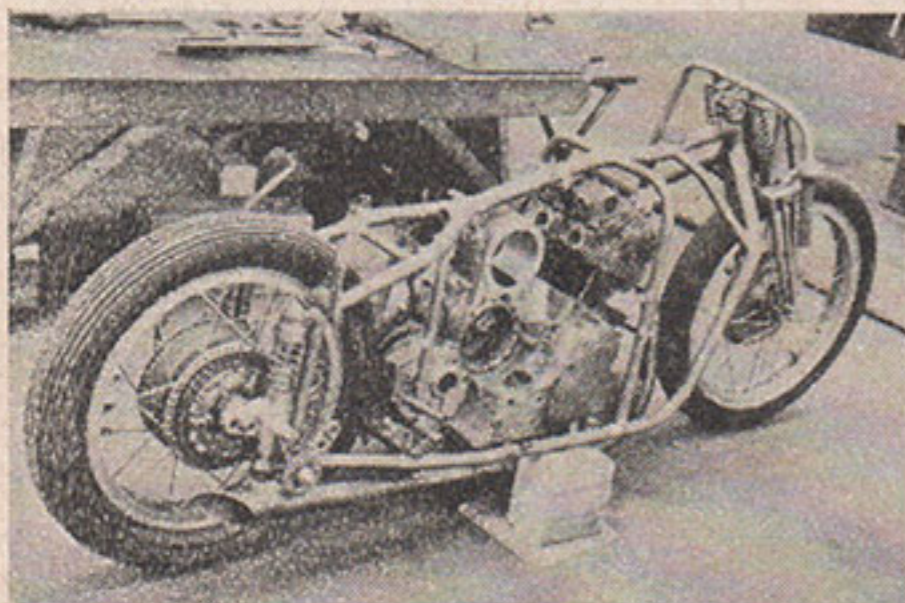
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## RUINS TO RECORDS

(Continued from page 29)

1935, and in another try Henne squeezed six more miles out of his BMW, while yet another year of preparation had the mount ready on October 12, 1936 to reach over 169 mph. Once more it was England's turn and on April 17, 1937 Fernihough bettered the



The frame of the standard NSU racer had to be elongated to assure more stability on the straightaway. However, frame remained basically unchanged from that of the NSU road racer

speed by half a mile. That same year, on November 28, 1937 Henne started with a smaller bike, the new 500cc BMW, and set a mark which was to stay for nearly fourteen years—173.7 mph. When Henne had completed this ride he decided not to try again. He believed that it would not be safe to attempt to raise the limit any higher. April 23, 1938 and Fernihough of England tried again. It was his last try, too, for at about 150 a terrific wobble developed in his front wheel and he crashed against a wall.

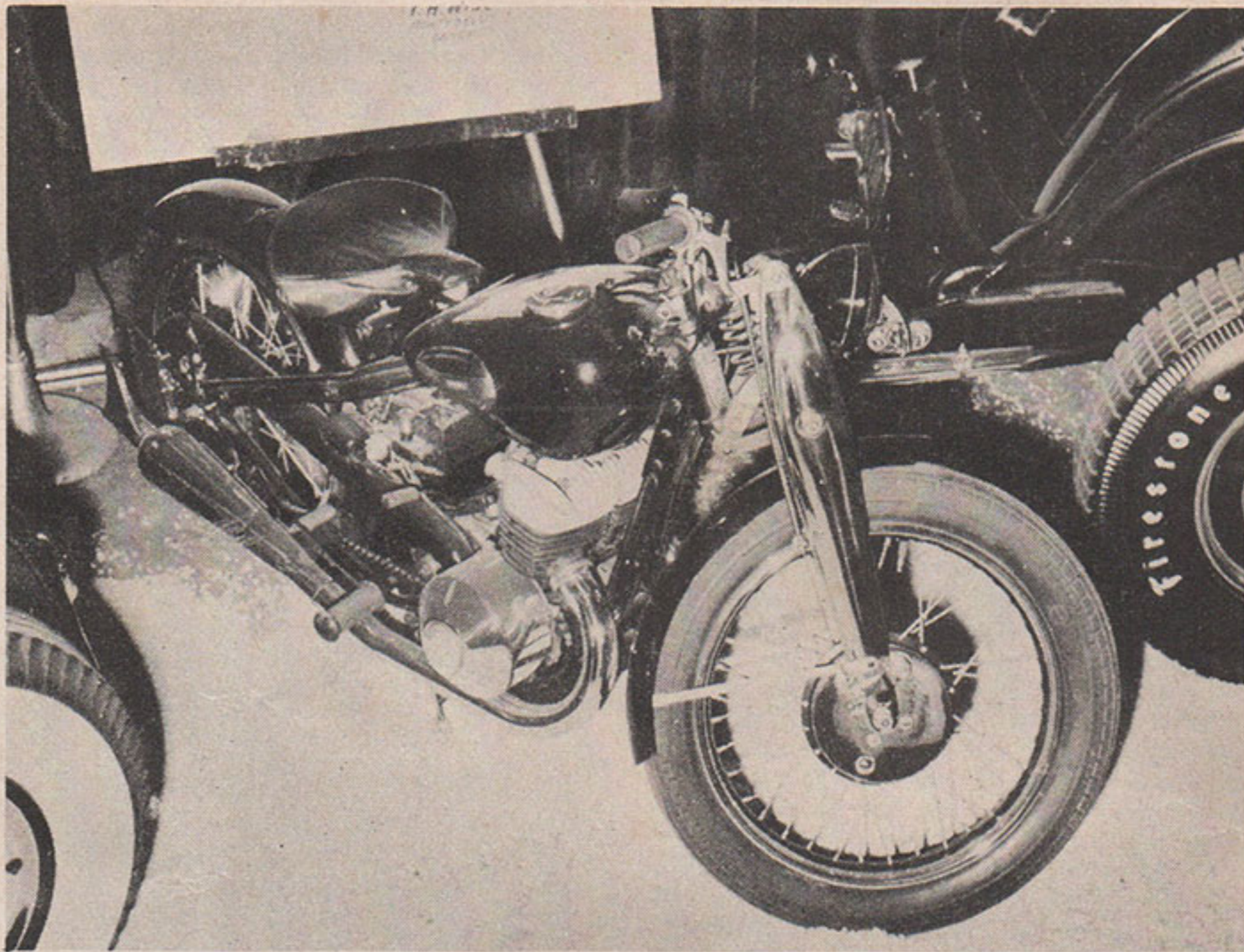
Could Henne have been right? Another year flashed by and instead of sportsmen, warriors tried to cross the channel—war had broken out. The years after 1945 saw a number of attempts for the absolute record, but none succeeded. The British tried again with Berry and Pope. Our own Rolly Free and a few others took a shot at it. Not until April 12, 1951 did the change come, and then all marks were crushed, not only by fractions of miles, but by tens, yes up to 40 miles per hour. Once more they can proudly say "Made in Germany."



Thick hoses pump hot air into the engine while a worried engineer tests the wind velocity

## MOTORAMA

(Continued from page 8)



German two-stroke DKW was made in 1936 by Auto Union, is now owned by I. H. Wise. One of its most unusual and outstanding features is an electric self-starter. Bike was completely rebuilt

Buzz Schaller's supercharged Harley-Davidson; Pete Lockhart's surrealistic drag bike, "Satan"; and Chet Herbert's brutal looking "Beast."

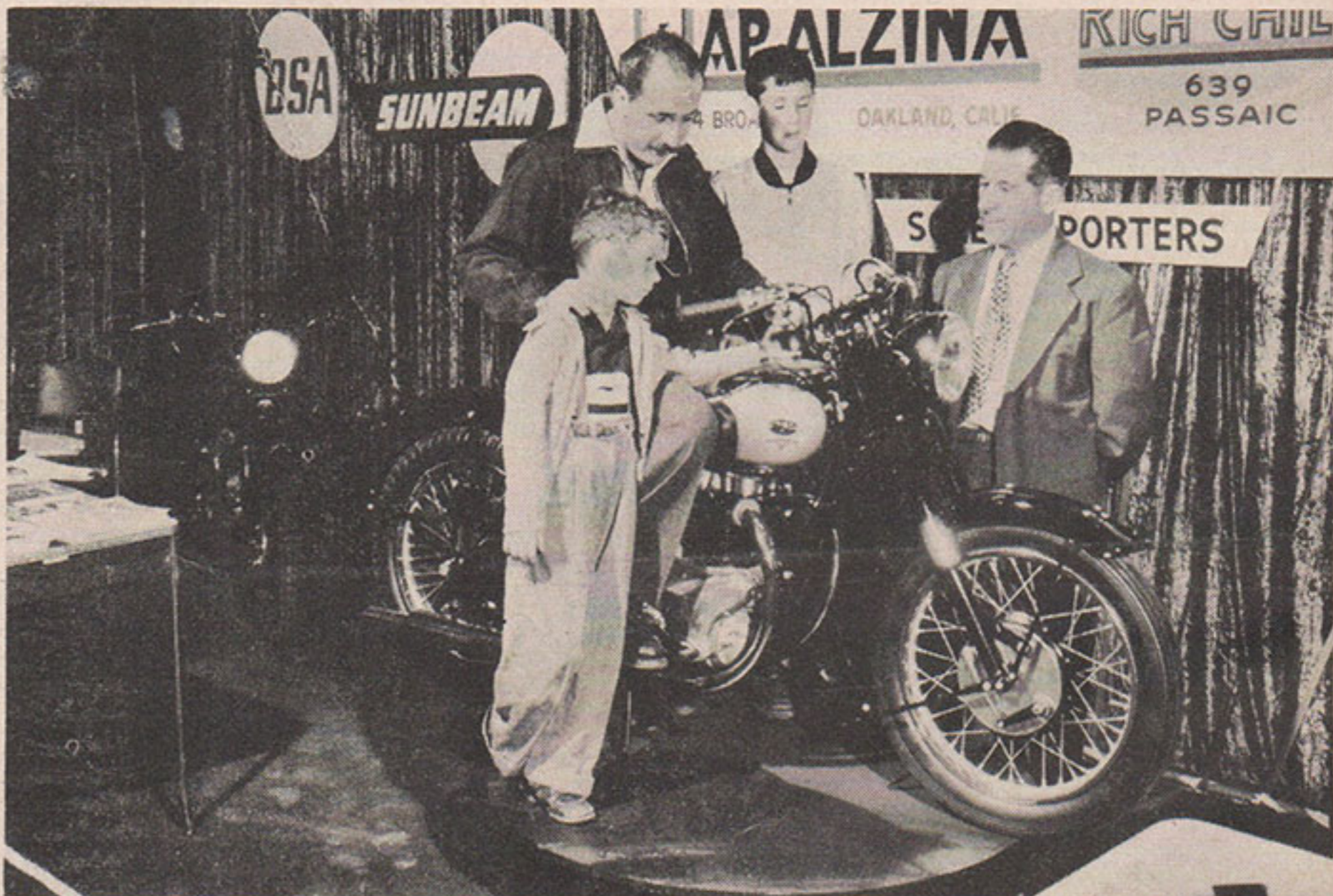
Teeming with originality and flanked by many a puzzled hound were Howard Forrest's two immaculate originals. His first, a tiny 4-cylinder in-line overhead cam job built entirely by hand in 1938, was two years in the making. This little jewel was later to become an inspiration for what is today known as the Mustang. His second brain-child was a little larger, a beautiful yellow job also hand formed, with the exception of its early 500cc Ariel Square 4 powerplant.

Innovations were in form of a smooth looking DKW twin, featuring push button

starter, water-cooled Scott 2-stroke, BMW German army sidecar outfit with 6 speeds forward and 2 reverse, and several others.

Every major motorcycle manufacturer supplying the American market was represented, and most were of the opinion that here at last had been established a meeting place between the motorcycle fraternity and the general public. Parents and their youngsters kept dealers on their toes with a rapid-fire barrage of questions regarding the virtues of motorcycling, engine specifications, safety on 2-wheels, etc.

It is doubtful that any other single motorcycle activity in our history has made such a personal contact with so many people in one fell swoop.



Keenan Wynn and sons look over the star of the BSA exhibit. Boys seem entranced by the sight. Parents as well as youngsters kept dealers busy answering questions on virtues of motorcycling



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Warren Wolfe, Springfield, Mass., riding a Warrior T. T.

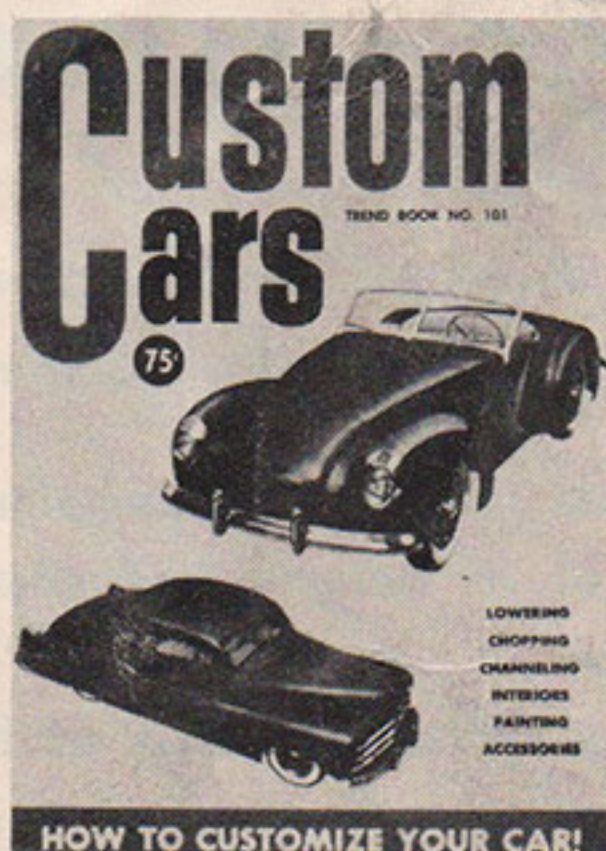
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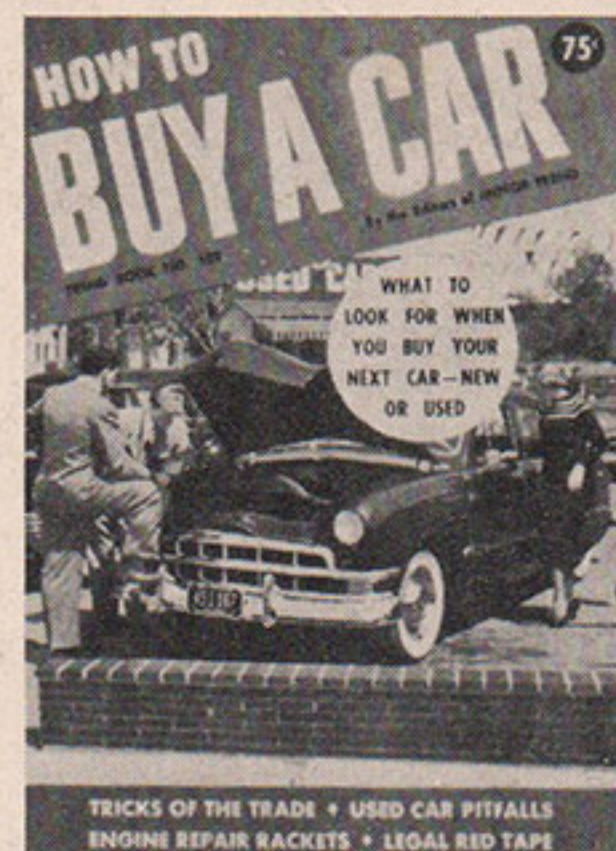
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	20 Miles.....	117.2952 M.P.H.
	30 Miles.....	117.9319 M.P.H.
	40 Miles.....	117.9561 M.P.H.
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All runs made with ordinary service station gasoline.

Records Approved by A.M.A.



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## TRIUMPH WINS JACK PINES NATIONAL CHAMPIONSHIP ENDURO RUN

Lansing, Michigan, September 2 & 3, 1951

Joe Gee, well known Columbus, Ohio rider, beats big field of 341 riders to take tough 507-mile event.

Triumph Riders Also Win Team Title

Joe Gee, 922 points      Renick Parkey, 841 points  
Red Wood, 684 points



JOE GEE

**HANDLING**

## TRIUMPH WINS TWO T.T. NATIONAL CHAMPIONSHIPS

Peoria, Illinois, September 16, 1951

Jimmie Phillips, Nationally known racing rider scores double win.

1951 45 cu. in. National Championship (Triumph T100)

1951 80 cu. in. National Championship (Triumph Thunderbird)

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