

MARCH, 1962

23335c

American Motorcycling

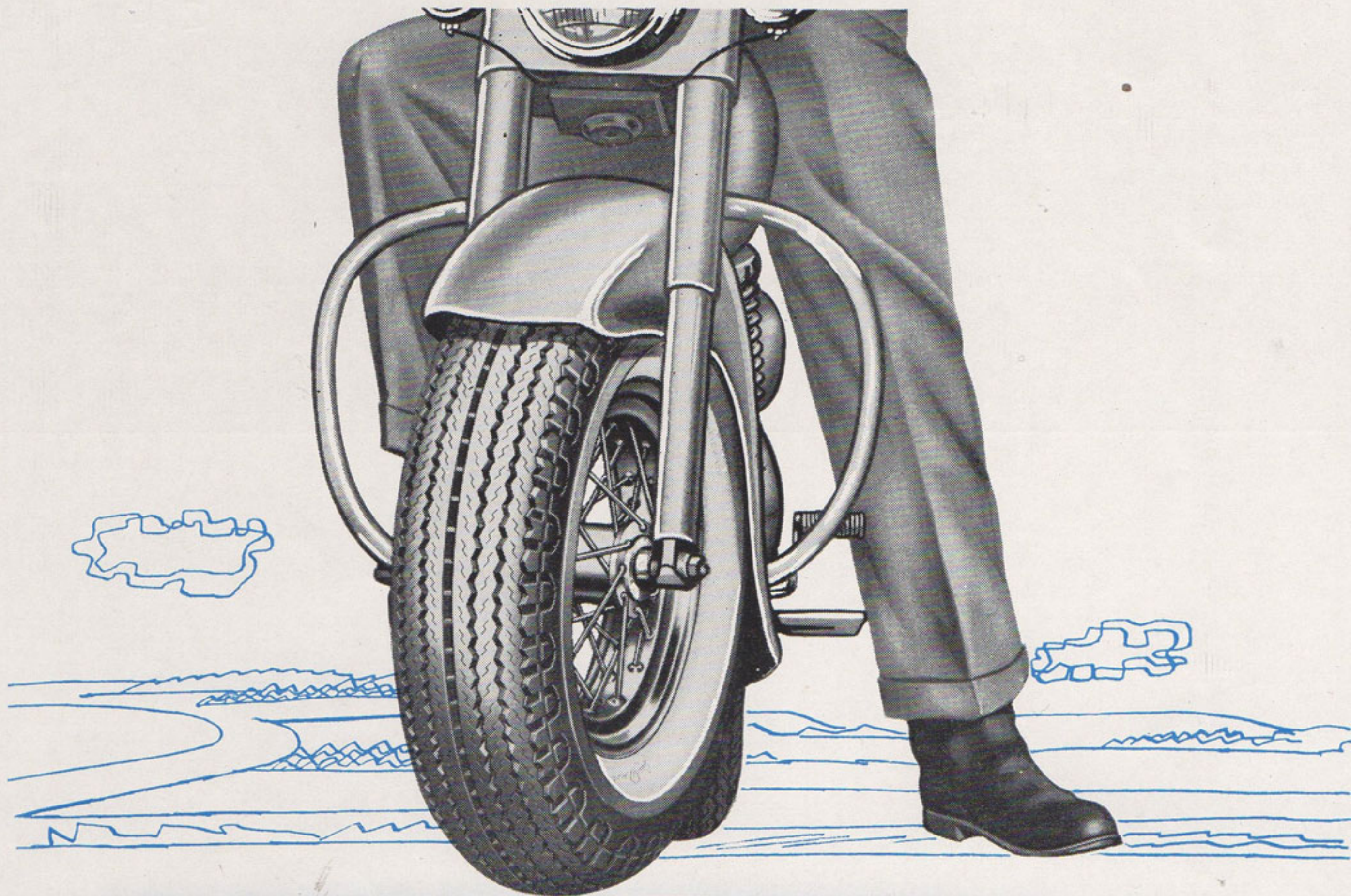


Ralph Albers
Nashville, Kansas

BSA In 1962 (page 10)

Hunt (page 15)

Lake Superior Circuit (A travel story, page 12)



Safety Starts from the Ground Up

On track or trail, wherever you ride, your only contact with the ground is your tires. Your riding safety depends on the traction and blow-out protection that your tires give you... that's why safe, sure-footed Firestone Motorcycle Tires are the choice of Champions.



Champions know that Firestone Safety-Fortified cord bodies are extra strong and give extra blow-out protection... and that Firestone Rubber-X used in combination with advanced tread designs assures you of maximum traction and quick, sure stops on any surface.

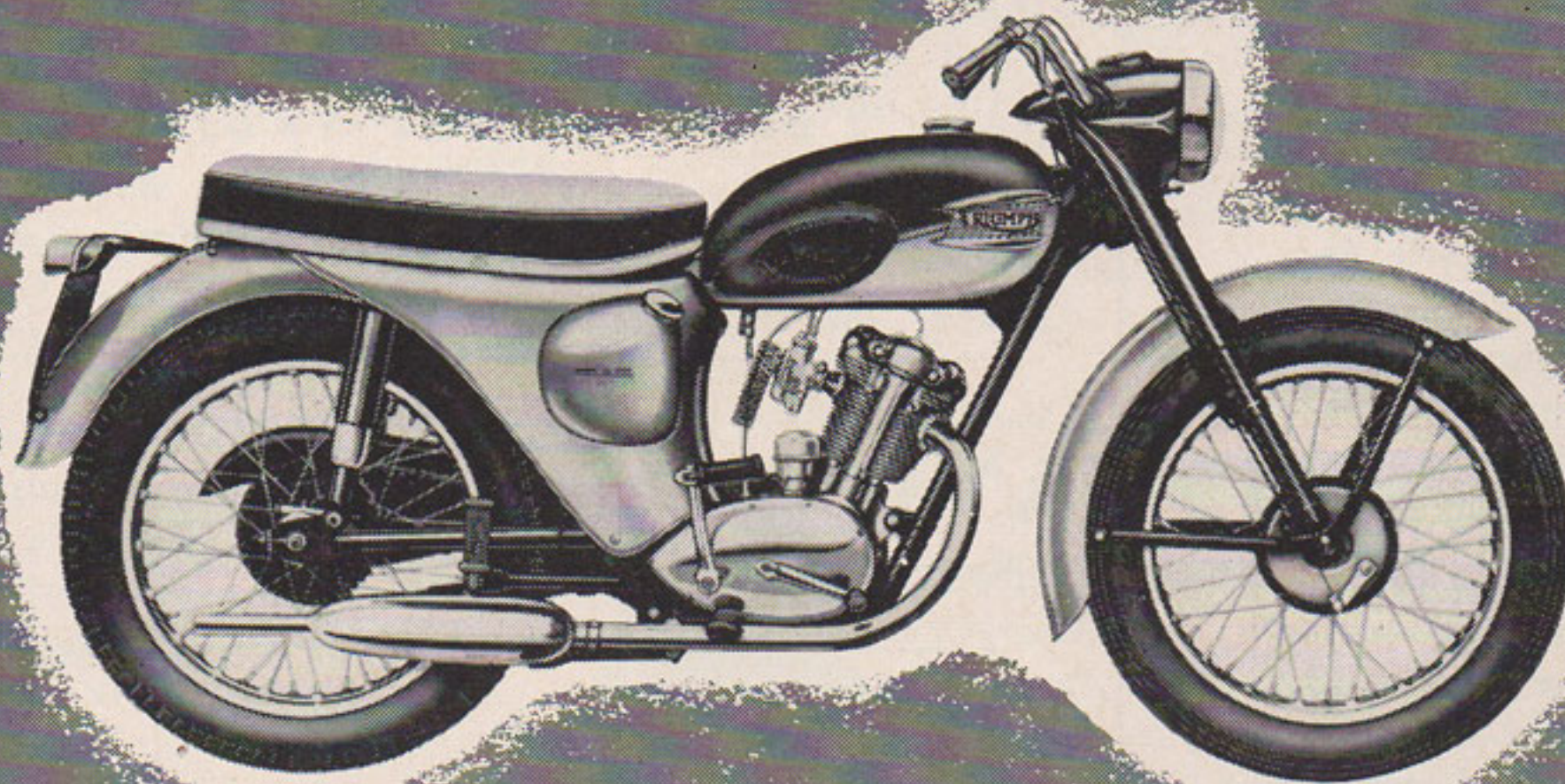
WHEN YOU ORDER A NEW BIKE OR REPLACEMENT TIRES, SPECIFY FIRESTONE MOTORCYCLE TIRES

On Track or Trail...

Your Safety is Our Business

Firestone

Biggest "small" package



in motorcycling!

T20
TIGER CUB • ROAD MODEL
200 c.c.
New Flame and Silver
with Black frame.

TRIUMPH LIGHTWEIGHTS

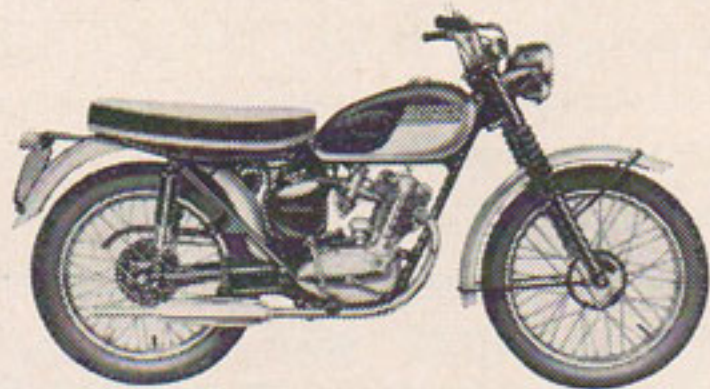
4 CYCLE OHV SINGLE CYLINDER

- *swinging arm rear suspension*
- *rear hydraulic shock absorbers*
- *hydraulic front forks*
- *reliable starting*

The Triumph Tiger Cubs, with unit construction, high efficiency engines offer you performance to match much bigger machines! World famous in every category of riding, Cubs continue to dominate lightweight honors. Tremendously popular in the U. S. A., for its very great flexibility of power, its ease of handling, safety and comfort.

Available in Road, Sports and Competition models.

All Cub Models available now for early delivery.
Contact your Triumph dealer today!



T20/S SPORTS CUB
200 c.c.

The high performance sports model of the popular Cub family. Flamboyant Ruby Red and Silver with Black frame.

Johnson Motors, Inc.

267 W. Colorado St., Pasadena 1, Cal.

The **TRIUMPH**

Corporation,
Towson, Baltimore 4, Maryland

The Finish Line



AMA News Release

The past year was one of the biggest and best for the American Motorcycle Association with more than 3200 AMA sanctioned events throughout the United States and Canada. Prize money for competition events is going steadily upward as shown by the \$20,000. purse offered for the AMA Daytona Speed Week.

Last year saw the first full hour-length motorcycle television show on the CBS "SPORTS SPECTACULAR", a full scale TV report on the road races at Laconia, N.H. Other public relations accomplishments included motorcycle articles in such magazines as "SAGA", which carried a picture of Bud Ekins in action on the cover, Road and Track, "SPORT" magazine, and a story about the "BSA Wrecking Crew" at Ascot race track in California, in the sports-car magazine, "Today's MOTOR SPORT".

Dealers throughout the United States are promoting the AMA's "Put Your Best Wheel Forward" campaign by encouraging all motorcyclists to LOOK NEAT and RIDE SAFELY.

Official AMA Press Kits were sent out to sports editors of various metropolitan newspapers to facilitate more complete coverage of national events. The kits include 12 glossy prints of top experts with a background biography of each, plus general information about motorcycling and the AMA program.

For 1962 we have commitments for tapes on "MONITOR", possibilities of another television show, and prospects of more national magazine coverage. The latest issue of "Today's MOTOR SPORTS" includes a three page picture story of a recent AMA Sportsman light-weight road race held in Vineland, N.J. One of the pictures in their series appeared as a cover shot on "AMERICAN MOTORCYCLING Magazine" last month.

On the local level, the newest thing is the "AMA CLUB NEWSLETTER", the official organ of the AMA, charter clubs. This flexible publication contains news of general interest to the motorcycle club. It recognizes outstanding contributions of motorcycle clubs in the field of public relations with their respective communi-

(Continued on page 7)

Official Publication AMERICAN MOTORCYCLE ASSOCIATION

American Motorcycling

"The Greatest Sport On Wheels"

VOLUME XVI

MARCH, 1962

NUMBER 3

ALTON ISMON, EDITOR

ADVISORY STAFF

Ralph Bartlein

Sam F. Greco

H. G. Wilson

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RIDERS' LETTERS

Keep letters short. Photos should be glossy and clear. No negatives. Address Letters Editor, P. O. Box 1049, Columbus 16, O.

Club Sponsors Fourth Year of Racing

... The 1962 season at the El Cajon track will get under way Friday night, April 13. As in the past three years, the sporting TT will be the predominant type of racing, with some small bore flat tracking later in the season. The program will be held each week at 8:30 p.m. The El Cajon MC looks with pride on the past three seasons of well organized racing and sincerely hopes to make this year the best and the safest ever. With the ever growing crop of new talent, the demand on safety and rigid equipment inspection is great. No rider may participate in the event if his machine does not come up to the safety standards set forth by the club's inspection team. We are happy to report, that after a shaky start, the 1961 season turned out to be one of the safest. Such national stars as Dick Hammer, Skip Van Leeuwen, Eddie Mulder, Jack Simmons and of course, our own Ralph White, were here in 1961 and we hope they repeat here in 1962.

Of the lightweight experts, we had triple champ, Chick Dimond. We hope to have more small bores this year, along with Jim Mac Murren, Call Rayborn and Dan Duncan.

We hope that you or your staff can visit with us and we'll show you the great enthusiasm the sport carries here in San Diego.

George Tripes
El Cajon MC
El Cajon, Calif.

Enthusiast Wants To Correspond

... I am a keen motorcyclist and the proud owner of a 1959 Triumph "Tiger 100" and I would like to correspond with motorcycle enthusiasts in America.

I am 20 years of age and I am serving in the Royal Air Force as a draughtsman. My main hobbies are motorcycle riding, tuning and designing them, 'pop' music and modern jazz and of course 'Le Femme'.

To tell you about my machine, it has a standard T100 engine, to which I have fitted high lift camshafts, racing valves and springs, megaphones on the exhaust system, twin amal "Grand-Prix" carburetor, alloy rims and engine plates, clip-on handle-bars, fiber-glass gas tank and a few

other assorted pieces. It now develops (to my calculations) 42 b.h.p. at the standard 7,600 revs. It is my fourth bike (all of which I have modified) and has proved to be the best of the lot, capable of a speed of 118 miles per hour.

I would appreciate it if some of your readers could correspond with me in order to exchange views, ideas and magazines. I would also appreciate it if you could forward one or two of your recent magazines.

B. R. Cunningham,
Drawing Office, No. 1 A.I.D. Unit
R.A.F. Northolt, Ruislip,
Middlesex, England

Anyone For Exchanging

... I have long been curious about the motorcycle sport in the United States. I would be happy to exchange back issues of the Motor Cycle and Motor Cycling with one or two people in America. I can only supply about 40 back issues of the Motor Cycle and 100 of Motor Cycling.

Mr. M. A. Orridge
28, Forster Street,
Kirkby in Ashfield,
Nottinghamshire, England

ADVANCING

The initials AMA stand for American Motorcycle Association, but they also mean Advancing Motorcycle Activities.

MOTORCYCLE

Because that is exactly what the AMA does for you when "you put your best wheel forward" and become a full-fledged member.

ACTIVITIES

For less than *four cents a week*, you get in on the ground floor of thousands of fun-filled activities sponsored by AMA.

PUT YOUR BEST WHEEL FORWARD



Lawrence Paul, President

The Indian Company
Chicopee Falls, Mass.

"The support of all the motorcyclists in the U.S. is needed to further expand the excellent program that has been undertaken by the AMA. We are pleased to be able to add our wholehearted endorsement of this fine organization."



Don Gore

Scramble's star
Hartford, Conn.

"I urge all motorcyclists to put their 'best wheel forward' and join the AMA. Increased membership will enable the AMA to accomplish even more for its people. I'm proud to belong to this progressive organization."

... **JOIN THE AMA ... NOW!**

DON'T DELAY ... JOIN TODAY!



AMERICAN MOTORCYCLE ASSN.

**P.O. Box 1049
Columbus 16, Ohio**

\$2.00

Here is my application for membership in the American Motorcycle Association, Inc. Enclosed is two dollars — to help build "The Greatest Sport on Wheels."

New Renewal No.

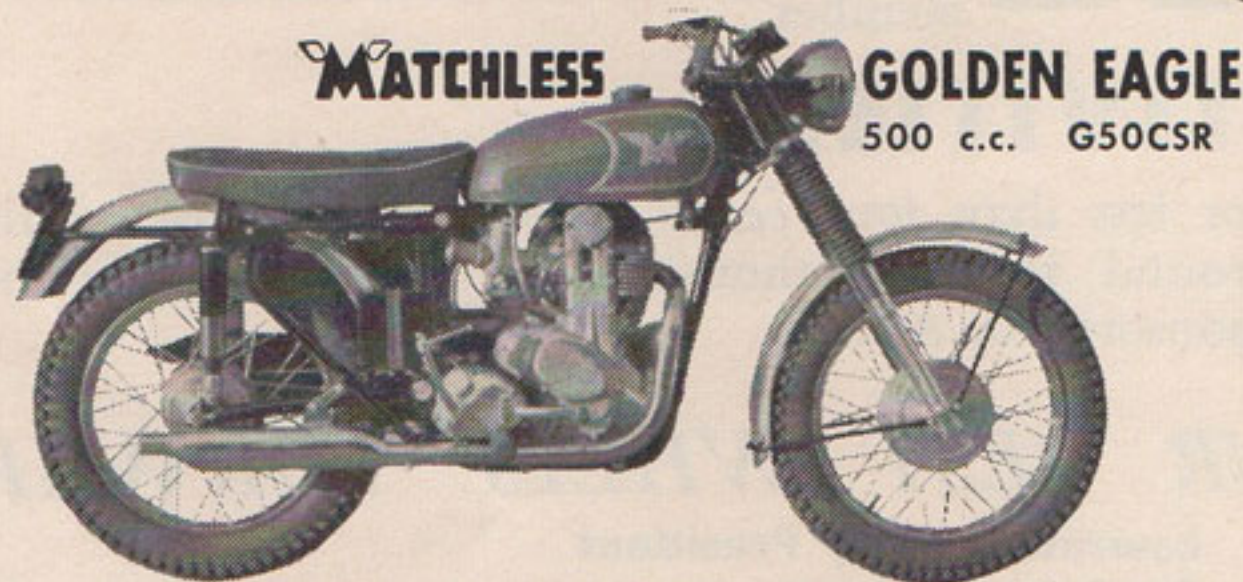
Name

Address

City Zone State

THE THING TO DO IN '62 BUY MATCHLESS

Never before has any manufacturer introduced such a spectacular line of motorcycles in a single year — but in '62 they're here, naturally from MATCHLESS/INDIAN! For racing, sports events or year-round riding, there's a MATCHLESS designed to fit your needs — and your budget. NEW MODELS, NEW FEATURES and NEW COLORS. See and ride the most thrilling, rugged, dependable and good-looking motorcycles ever built. Now on display at your MATCHLESS DEALER'S.



MATCHLESS GOLDEN EAGLE
500 c.c. G50CSR

Here it is! Sight unseen, the most talked about machine in the motorcycle industry in the past 30 years — and why not, the MATCHLESS Golden Eagle is something to talk about! Magnificently engineered and really fast — the most thrilling sports model ever produced.



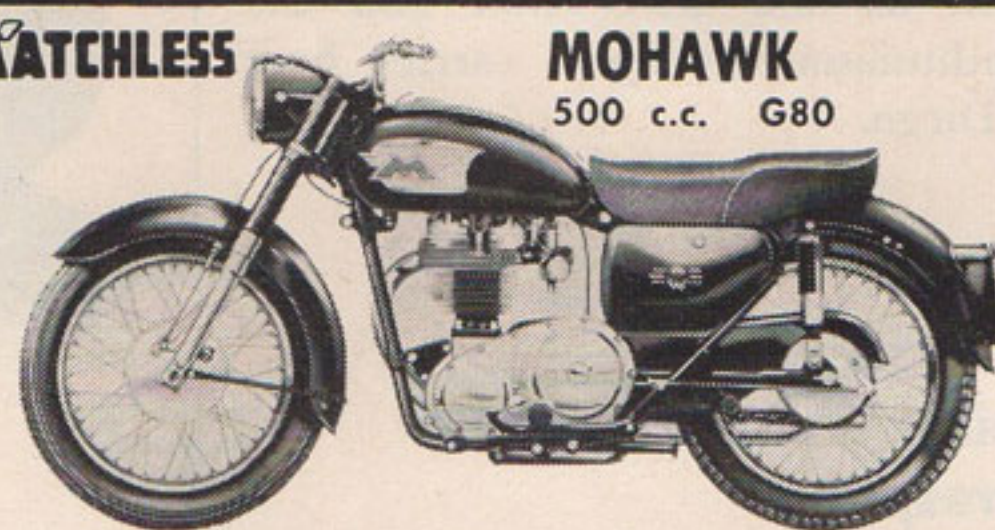
MATCHLESS "45"
750 c.c. G15

The largest and most powerful vertical twin in production. Soars over turnpikes and glides through town — at home anywhere you are. Colorful and comfortable, silent and safe — ride one and prove it!



MATCHLESS WESTERNER
500 c.c. G80CS

Ruggedly handsome with power to spare! Ready for the road, a winner in competition — the MATCHLESS Westerner, with its 500 c.c. motor, is a combination that can't be beat!



MATCHLESS MOHAWK
500 c.c. G80

When you've got ground to cover, do it in style on a MATCHLESS Mohawk. A full-size, complete motorcycle — new cruise-seat — long-range gas tank — engineered for day-long turnpike travel. At a budget price that can't be matched anywhere.



MATCHLESS PINTO
150 c.c. G1

Styled for the future and engineered for dependable service. Gives you the feel and ride of a much larger model. Phenomenal gas mileage!

MATCHLESS PAPOOSE
150 c.c. SC1

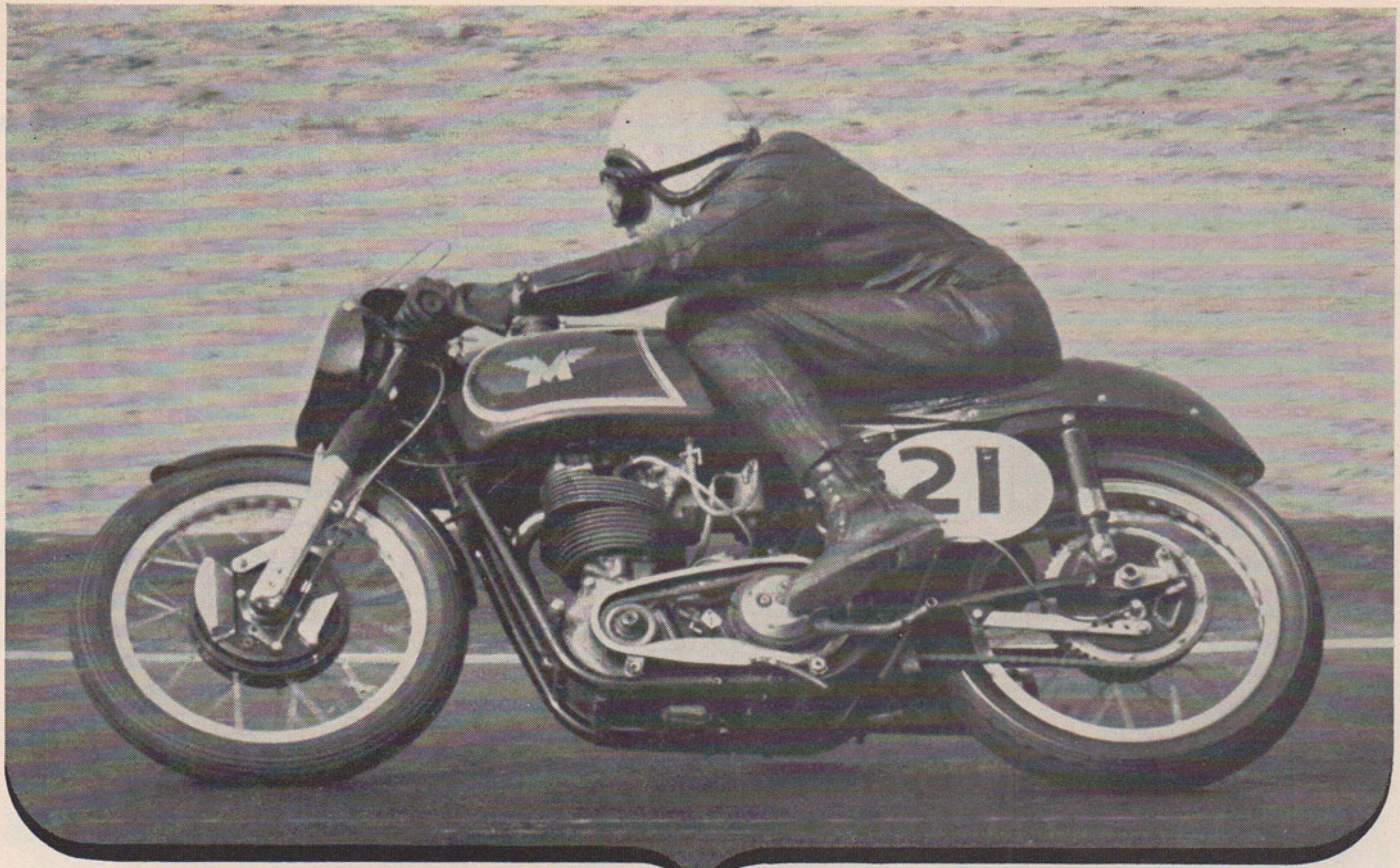


A hit on any campus! Style and thrift go hand in hand in this new MATCHLESS scooter. Plenty of room for two. Big luggage space. Hydraulic shocks, front and rear — 12-inch safety wheels — MATCHLESS steering and MATCHLESS brakes. Precision-built 150 c.c. motor and 3-speed transmission. Naturally, two-tone colors.

APRIL IS **MATCHLESS** MONTH

Demonstration Rides —

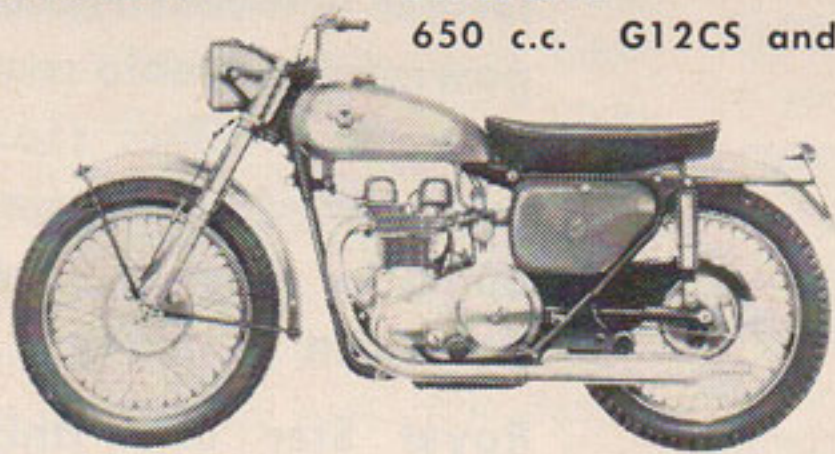
AMERICAN MOTORCYCLING



MATCHLESS

APACHE

650 c.c. G12CS and G12CSR

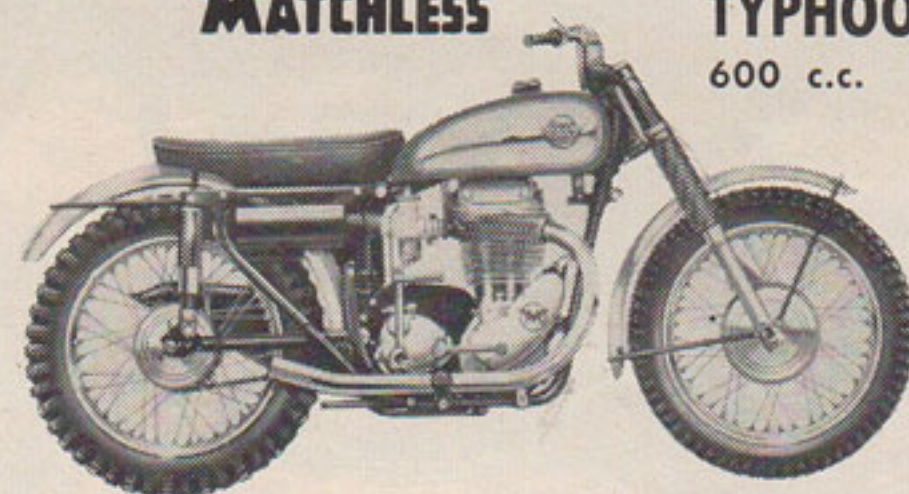


The new swift and smooth Apache is engineered with competition-type engine, steering, brakes, and suspension that could only come from MATCHLESS. On the road or in competition, the Apache is greater than ever!

MATCHLESS

TYPHOON

600 c.c. G80TCS

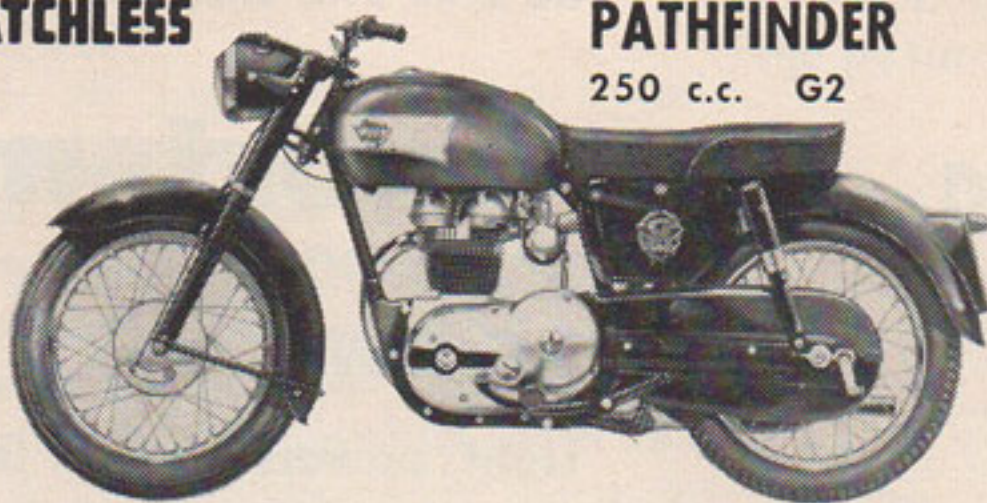


If you're looking for power, you've found it in the new MATCHLESS Typhoon — to the tune of a 600 c.c. single. This big single is ready to defeat the desert or climb a mountain!

MATCHLESS

PATHFINDER

250 c.c. G2

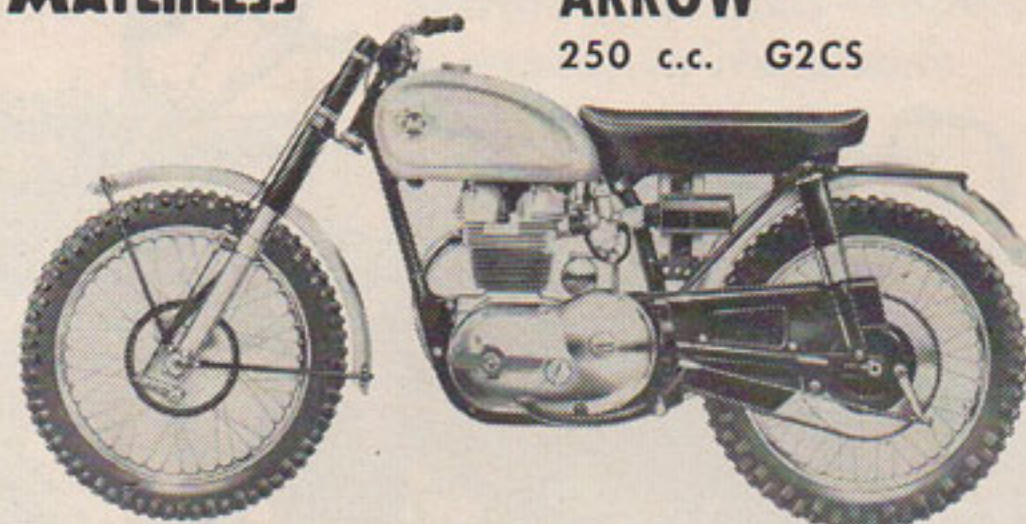


New style and colors at low cost — with room for two. Powerful 250 c.c. O.H.V. engine, 4 speeds, foot shift, hydraulic suspension front and rear. Rugged, dependable — cruises at 60 m.p.h. without effort.

MATCHLESS

ARROW

250 c.c. G2CS



For more exciting Scrambling than ever before. Rugged construction — equipped for competition with a high-performance engine.

MATCHLESS

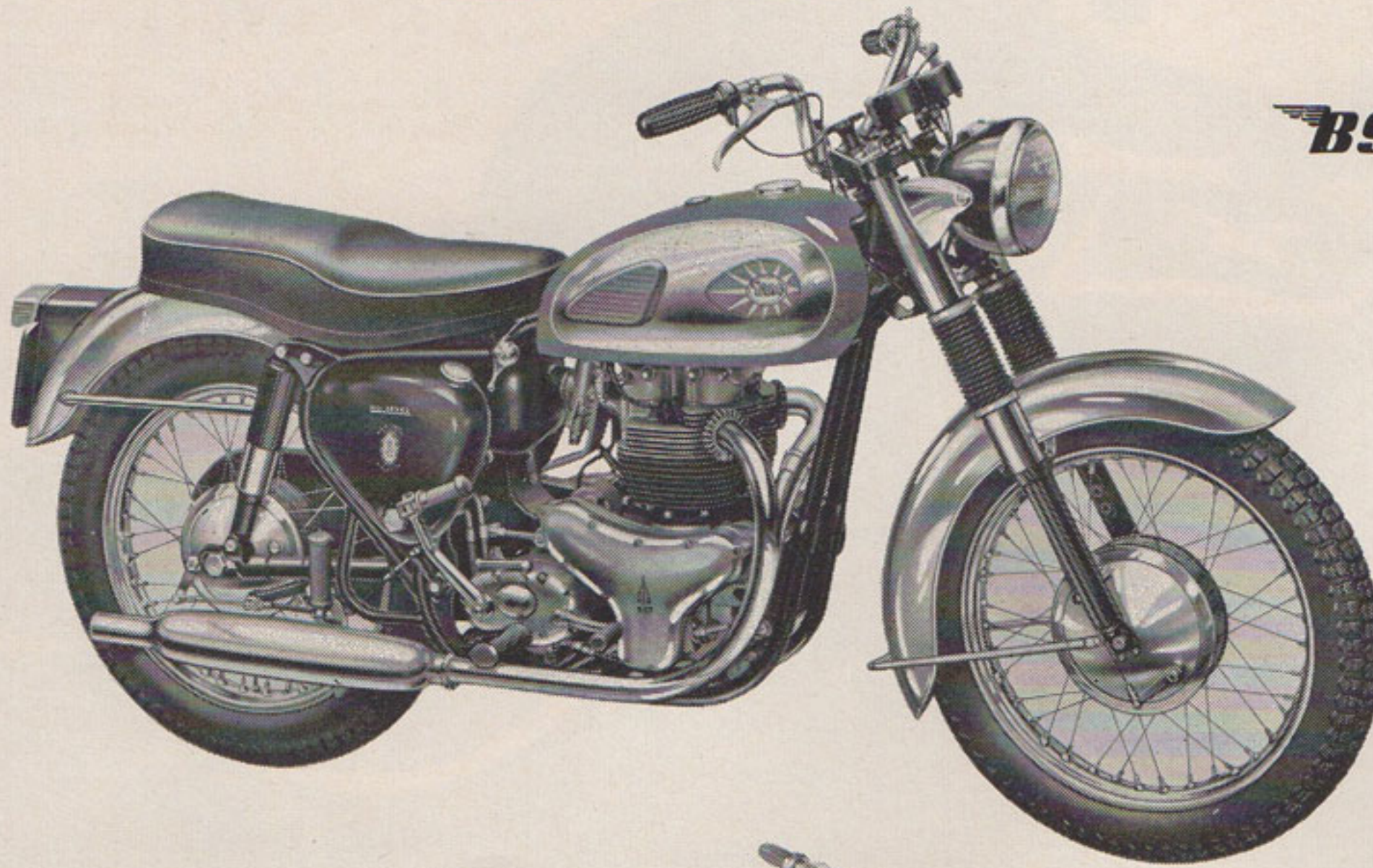
THE *Indian* CO.

CHICOPEE FALLS, MASSACHUSETTS
WESTERN DIV. 107 W. VALENCIA AVE., BURBANK, CALIF.
Division of Associated Motor Cycles LTD.



Free Gifts — Big Surprises — Join the Fun at Your **MATCHLESS / Indian** DEALER'S!

A **BSA** for every road rider!



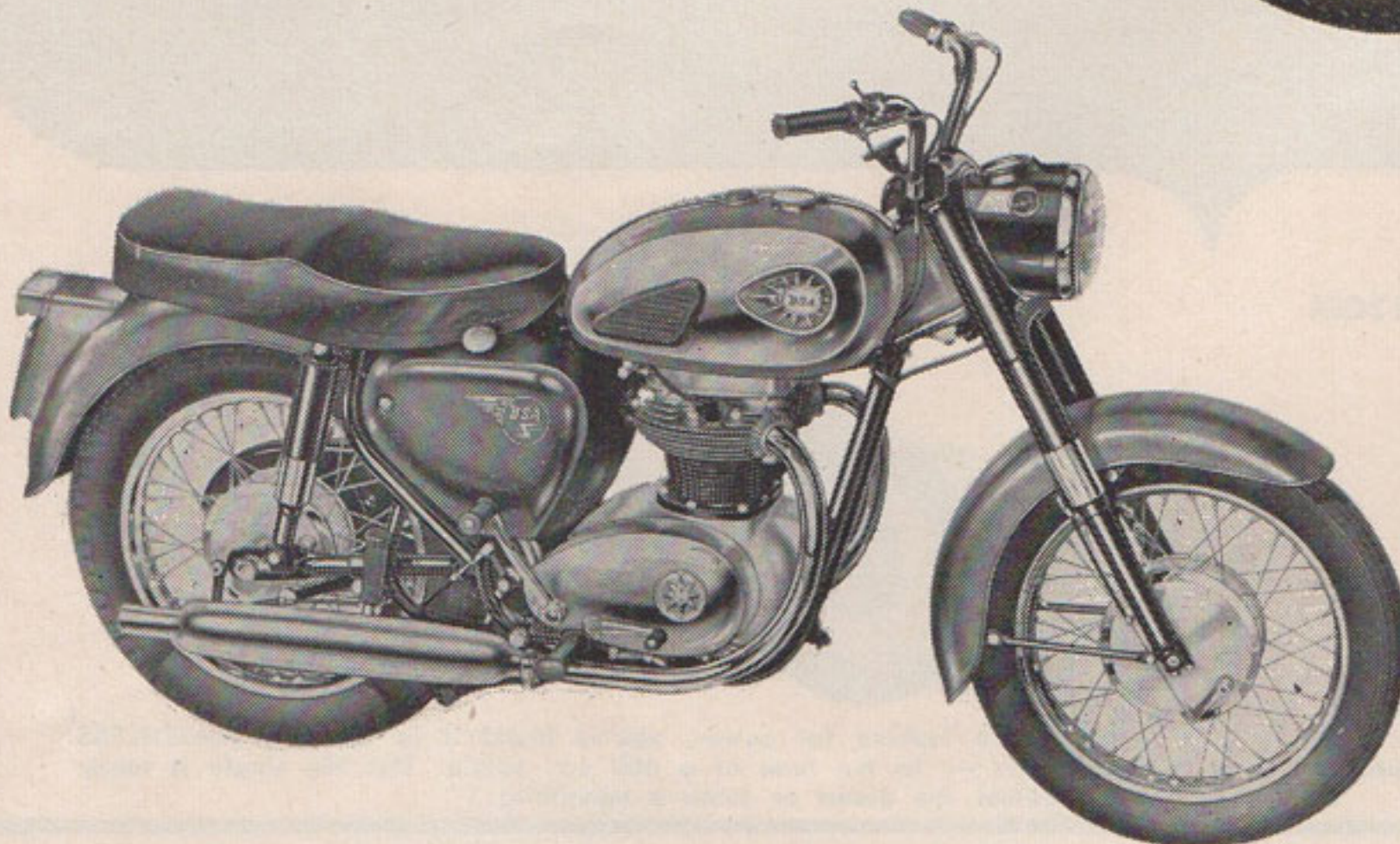
BSA Super Rocket

650cc Sport Twin

High-performance sport-twin with new quick-getaway gearing for all the speed you'll ever need . . .

New brilliant appearance too, with bright metallic enamels, more snap and sparkle — best looking motorcycle you've ever seen!

Eastern model twins with 4-gallon tanks shown. Western models have 3-gallon tanks.

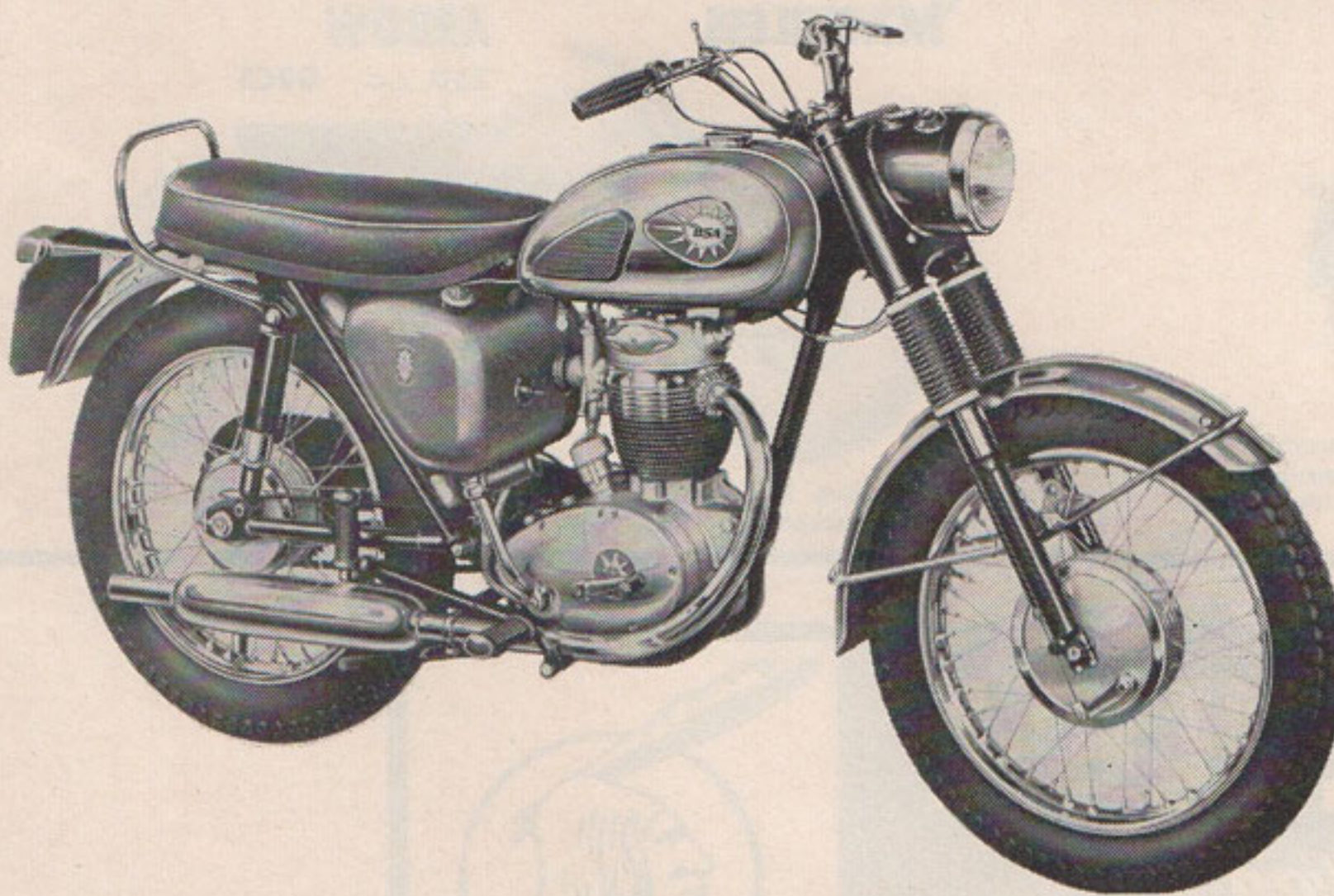


BSA Royal Stars

Brand new, all-new are these spectacular unit-construction twins. Here are powerful, capable road cruisers in both 650cc and 500cc capacities — designed for relaxed, comfortable motorcycling, built to stay in the traffic-flow on American highways.

Royal Star 650 finished in Brilliant Metallic Red and chrome.

Royal Star 500 finished in Bright Metallic Blue and chrome.



BSA Sportsman

SS-90 90 M.P.H.

LIGHTWEIGHT:

Light, powerful, good looking 350cc in new Metallic Blue and chrome — a brand new super-sport single by BSA.

Features include high compression piston, competition cams, large bore carburetor, sport type chrome fenders.

BSA Motorcycles distributed by:

Eastern States

Hap Alzina
3074 Broadway
Oakland, Calif.

Western States

BSA Incorporated
639 Passaic Ave.
Nutley, N.J.



Ask Your **BSA Dealer!**

Specification between Eastern and Western models may vary.

AMERICAN MOTORCYCLING

ties. Articles will appear in the newsletter to help clubs execute more and better events, community projects, and charity efforts toward showing the public that motorcycle clubs are an asset to their community.

The American Motorcycle Association is working on the national and local levels to improve the image of motorcycling and to make our favorite sport safer and better for everyone.

**Annual Trailblazers Banquet
March 24 in Los Angeles**

Since 1938 when the late A. F. Van Order founded the Trailblazer organization, annual banquets have been held, and this annual meeting brings many pioneer motorcycle riders from every walk of life together. The name of the organization, the Trailblazers, was selected by Van Order and originally those who had ridden motorcycles for twenty years or more were the only ones invited. However, due to the passing on of some of the pioneer members, it was decided about 1952 to invite those who were interested in motorcycling, whether they be old timers, dealers or enthusiasts. Now many sons and grandsons of the original members attend these meetings.

The 24th annual meeting has been scheduled for the Elks Club, 6th & Westlake, Los Angeles, where it has been held each year for many years past. The date is Saturday, March 24th, with a social hour starting at 6:00 p.m. and with dinner at 7:00 p.m. Films will be shown and interesting talks made by prominent personalities.

Members are urged to bring a friend. If any Trailblazer will devote a few minutes to think about and invite someone who would enjoy such a meeting, the attendance will definitely increase, and this is the desire of the officers and members. Originally, the meetings were stag affairs, but for the past three years the ladies have been invited.

Here is a real opportunity for motorcycle enthusiasts, past and present, to meet old and new friends and to recall and re-hash the interesting and thrilling experiences of the early days of motorcycling when every journey was an adventure.

It is necessary to advise the Elks Club in advance the approximate number of reservations, so it is important that reservations be sent in immediately to Secretary P. A. Bigsby, 8114 E. Phlox St., Downey, Calif., who will mail the tickets to those requesting them. The price is \$4.00 each, which includes gratuities.

If you know of anyone who should receive an invitation — who is perhaps not on the mailing list — we urge you to write Mr. Bigsby at the above address — or to Floyd Clymer, 222 No. Virgil Ave., Los Angeles 4, Calif., who mails out the invitations. We wish no one to be slighted or fail to attend because of lack of an invitation.

Irving Beck Passes Away

Irving Beck, owner of Beck Distributing Corp. and an outstanding American pioneer in the accessory industry, passed away January 27, 1962, at the age of seventy-three. Mr. Beck who started as a medical student at Cornell Medical College changed to the teaching profession. After a short time he left teaching and turned to the sporting world. Starting with the New York Sporting Goods Co., he then became a field representative for the F. N. Tandems (Fentress-Newton), later sales representative for Rogers sidecar, J. J. steel wheel discs, etc., until his career spanned fifty years in the motorcycle industry. His loss will be felt by many old friends, employees and associates.

COVER: With the coming of March, the ice racing season will soon pass into the memory book. Our shot for the album was taken at a recent event of the Lucky Wheels MC near La Porte, Ind. It started with a frozen lake and four inches of snow, but as the temperature rose, the wheels ground the snow into water. It was slick and messy, with the moisture and spray freezing on everything, but all agreed it was fun. Special thanks to Elaine Chenore of the Lucky Wheels for sending the picture.

District Meetings

- Mar. 9 — ALABAMA, NORTHERN FLORIDA, Montgomery, Ala., Frances Cafeteria, 7 p.m.
- Mar. 15 — KANSAS, Wichita, Kans., Gas Service Co. Hospitality Room, 8 p.m.
- Mar. 16 — OKLAHOMA, Tulsa, Okla., Oklahoma Natural Gas Co. Service Center, 8 p.m.
- Mar. 18 — TEXAS, Austin, Texas, Terrace Motor Hotel, 1 p.m.
- Mar. 23 — NEBRASKA, Grand Island, Nebr. Labor Temple, 8 p.m.
- Mar. 24 — IOWA, Webster City, Iowa, American Legion Hall, 8 p.m.
- Mar. 25 — MINNESOTA, Minneapolis, Minn. Karl's Cycle Shop, 1 p.m.

A BSA

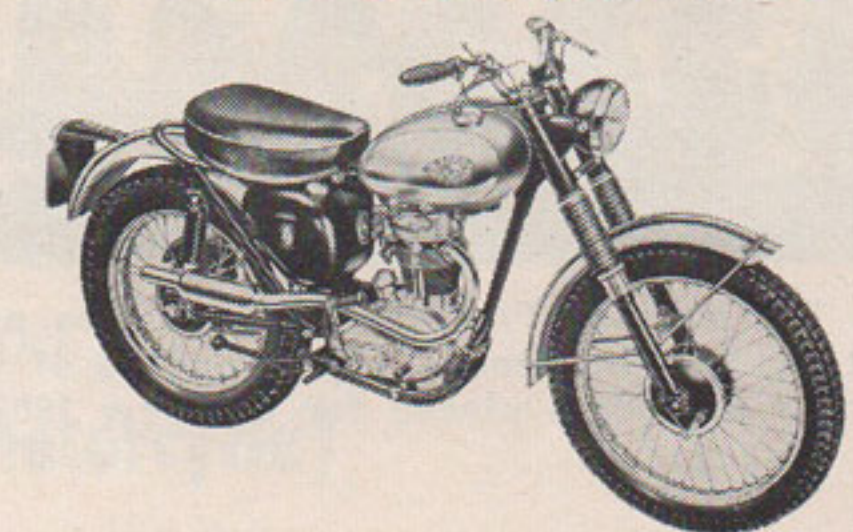
**for every
competition
enthusiast!**



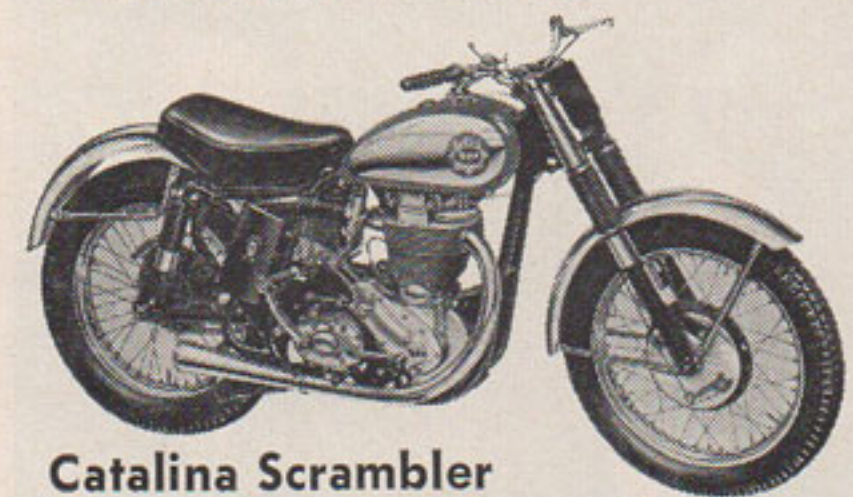
Starfire Scrambler 250cc
Light, powerful, fast!



Spitfire Scrambler
BSA 40 inch powerhouse



Starfire 250 Trials-Enduro
A winner in the woods



Catalina Scrambler
Champion 500cc Scrambles model.



Gold Star Competition model
500cc road racing winner.

Ask your **BSA** dealer!

BSA and Triumph Sales - Service Schools



Over 150 BSA dealers and mechanics from 31 eastern states participated in the highly successful 1962 BSA-Ariel service school and dealer meeting. This event was held at BSA Incorporated headquarters in Nutley, New Jersey. Instruction was conducted by Herbert Neas, BSA shop foreman and the electrical service sessions were conducted by William Owen of the Lucas Company. Highlight of the service school was the introduction of the all new Royal Star 650cc and 500cc Twins. Visiting the school was William Rawson, BSA world sales manager.



The 11th annual Triumph dealers sales and service school reflected a genuine belief that the coming season would be one of the best on record. Proof was in the large number of orders placed for the new 1962 line of Triumphs and spare parts.



At the annual BSA banquet trophies were presented for outstanding sales progress in 1961. George Leo, BSA dealer, Memphis, Tenn., receives one of the sales awards from Ted Hodgdon, BSA president.



Guy Urquhart, well-known western Triumph dealer from San Diego, Calif., displays plaque presented to him by Don Brown, sales manager for Johnson Motors, Inc., for being number one dealer in sales volume in 1961.



Award winners at Triumph's school were, standing: Herb Hitch, Mel Bohn, Charles Bowen (for Leroy Taylor), Bob Myers, Don Hase, Paul Engle, Herman Sill, Leonard and Laverne Sindt. Front row: Charles Zahn, Ewin Warmack, Russ Seely, Ed Fisher, Frank Marmo and Hank Slegers. Mascot-entertainer furnished music.

About People

The little lady with the big smile is Dorine Hamilton, wife and helpmate of Wichita (Kansas) BMW dealer Leroy Hamilton.

Her favorite sport—Motorcycling.

Her favorite motorcycle—BMW.

(She has travelled 37,000 carefree miles on her BMW R-50.)

Dorine displays her Airforce emblem legally. She is a civilian employee of the USAF. She also is proud of her "Queen of the Highways" medal, earned in many competitive motorcycle events.

If you want to know why Dorine beams with pride . . .



ASK ANY



OWNER

COMPARE BMW 500cc and 600cc TWINS

(R-50 500cc, R-50 S 500cc Sport, R-60 600cc, R-69 S 600cc Sport)

with your present machine (or any other motorcycle)

What you get — Shaftdrive
Magneto Ignition
Earles-type Front Fork
Front and Rear Swingarm Suspension
Horizontally opposed Engine—supersmooth
Overhead Valves—true high-performance
Dual Carburetors—easily accessible
Dual Exhaust system—supersilent
Single-plate auto-type Clutch
Bosch Electrical System
Micro Airfilter

What you don't get — an oiltank (BMW oil is in the engine)
—leaky oil lines (BMW has none)
—grease nipples (BMW has none)
—chains (BMW Twins have none)

What you can get optionally—
—an extra large fuel tank
—an extra-wide dualseat
—electric turn signals

See your BMW dealer or write for information

BUTLER & SMITH, INC.

160 West 83rd Street

New York 24, N. Y.

FLANDERS COMPANY

200 West Walnut Street

Pasadena 3, Calif.

In Canada . . . BMW CANADA LTD., 25 Roncesvalles Ave., Toronto 3, Ontario



—and your BMW dealer has, of course, a full line of fine BMW accessories

BSA In 1962

TOP interest in the 1962 BSA motorcycle range centers in the entirely new "Royal Star" 650cc and 500cc twins, but there are other new models, and many improvements in the entire line. Many models feature brilliant new metallic finishes, and again, BSA offers an unusually liberal array of bright chrome in all machines.

ROYAL STAR TWINS

Entirely new in design are these newcomers to the BSA range, the A65 650cc and the A50 500cc twins. Built on entirely new frames, these large capacity twins have new tanks, new fenders, new enclosed carburetor — oil tank — toolbox nacelle, and a host of other entirely new features of which the most important is the new engine-gear unit.

New Engine-gear unit:

Here is one clean, streamlined unit which includes engine, gearbox, primary drive and clutch. Engine cases are highly polished aluminum and there are no unsightly protrusions, no external oil lines. Handsome and rugged in appearance, these power units should be easy to clean for bright and sparkling appearance.

Experience gained in many years of manufacture of large capacity motorcycles is built into these new power units. Cylinder barrels are heavy-base type, and cylinder heads are aluminum alloy with cast-in valve seats and down-draught inlet ports. Exhaust ports are widely spaced, and cylinder heads are amply finned for good cooling.

BSA's own big forge shop produces the manganese-molybdenum forgings for the Royal Star crankshafts. With oversize

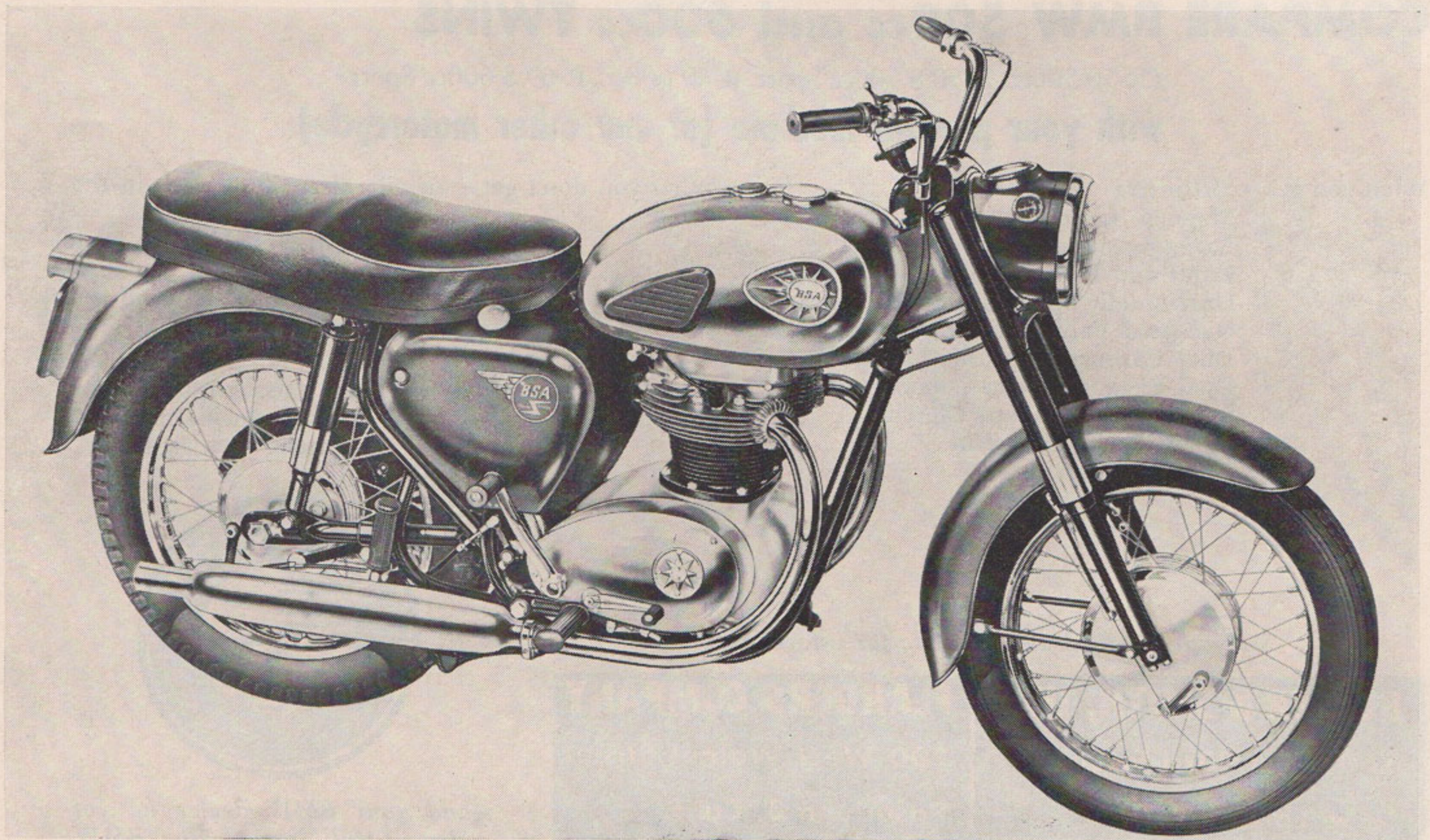
bearings throughout, and full pressure lubrication, these new BSA power units provide smooth power and plenty of it for top performance in any speed range. A good power-to-weight ratio and lower overall weight also assists in achieving sparkling performance in these new BSA Twins.

The 650 unit is oversquare with bore of 75mm and stroke of 74mm. The bore and stroke of the 500 are 65.5 x 74.

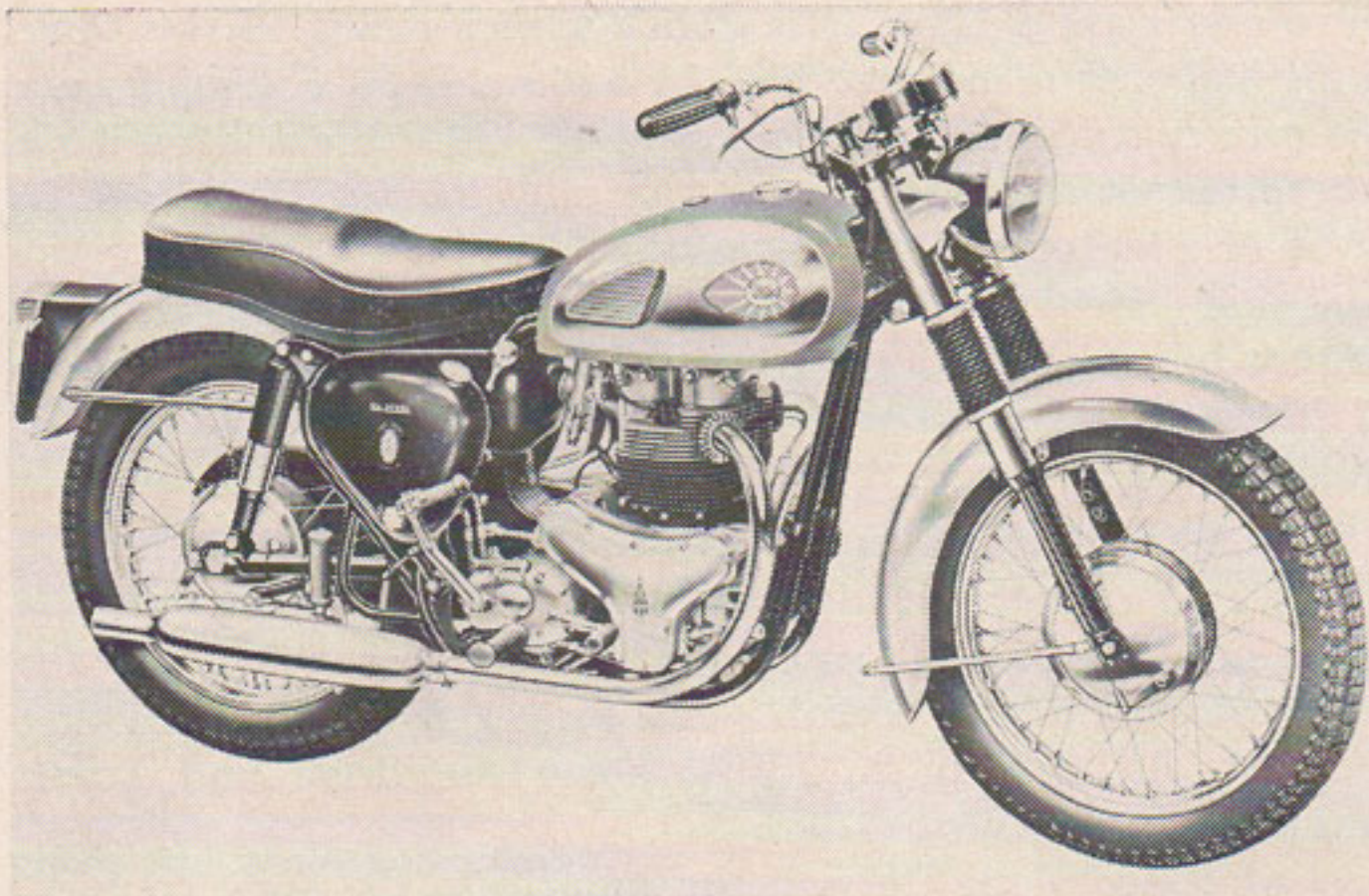
Finish of the new twins is unusually striking, with the 650 in brilliant metallic red, and the 500 in bright metallic blue. Both models are strikingly set off by large chrome tank panels, chrome exhaust system and mufflers, chrome handlebars, wheel rims, and many other parts in bright chrome.

SUPER ROCKET

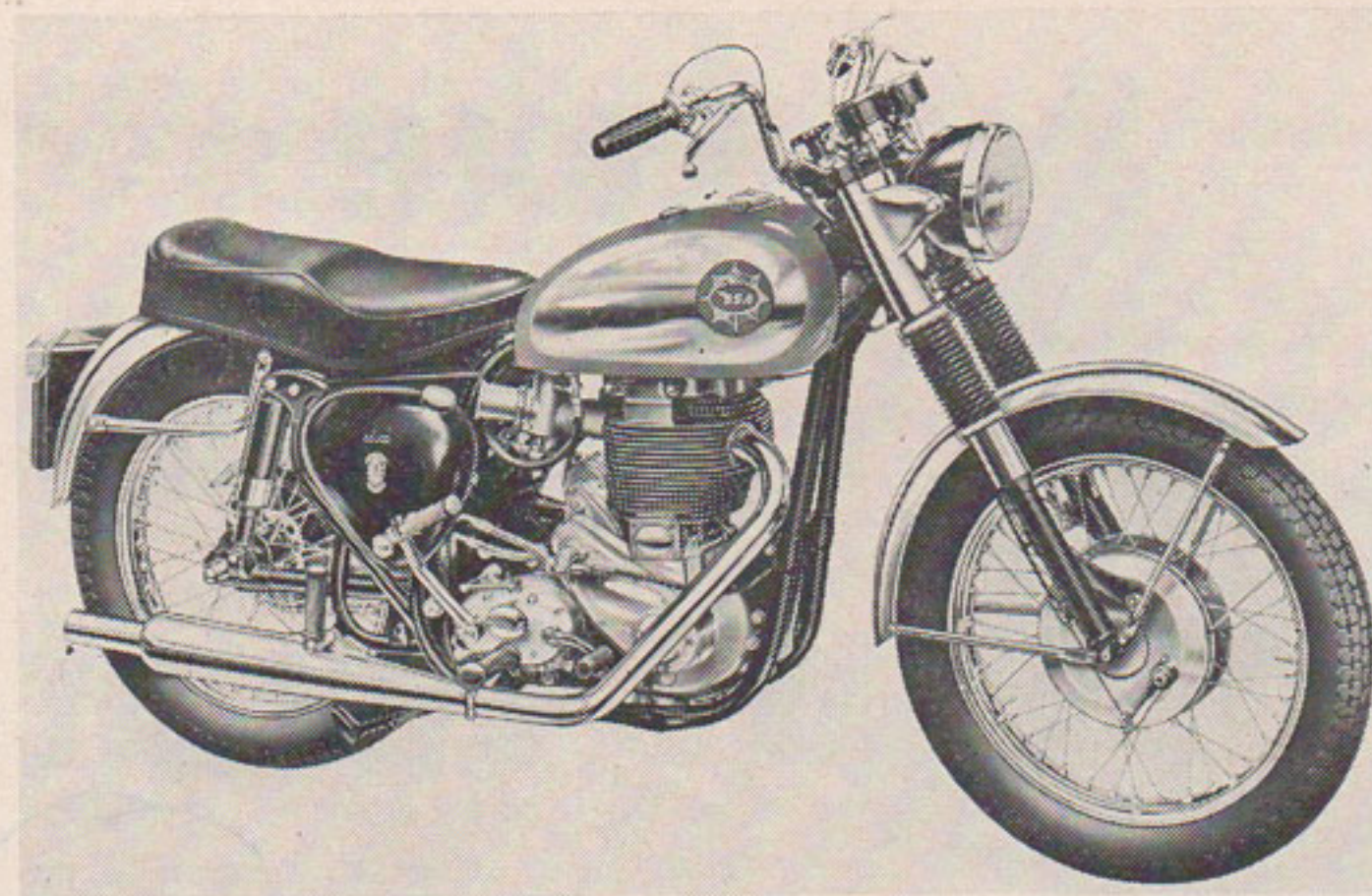
Still very much at the top-of-the-BSA-line is the famous Super Rocket. The BSA factory has developed a new power-jet siamesed exhaust system and new glass pack muffler making for improved cylinder scavenging, achieving a significant boost in horsepower. On Eastern U.S.A. Super Rockets the power jet exhaust is optional if available at time of order, otherwise the handsome twin pipes and twin mufflers are fitted. The power jet exhaust is standard on Western U.S.A. models. The new Rocket also has the BSA fullrace camshaft, "Big Valve" cylinder head, and 9-1 pistons for full power output. Improved self-energizing brakes are fitted to this model. Finish will be new brilliant metallic red tank with chrome panels, chrome fenders, black frame. Many other parts are finished in bright chrome or polished alloy on this model.



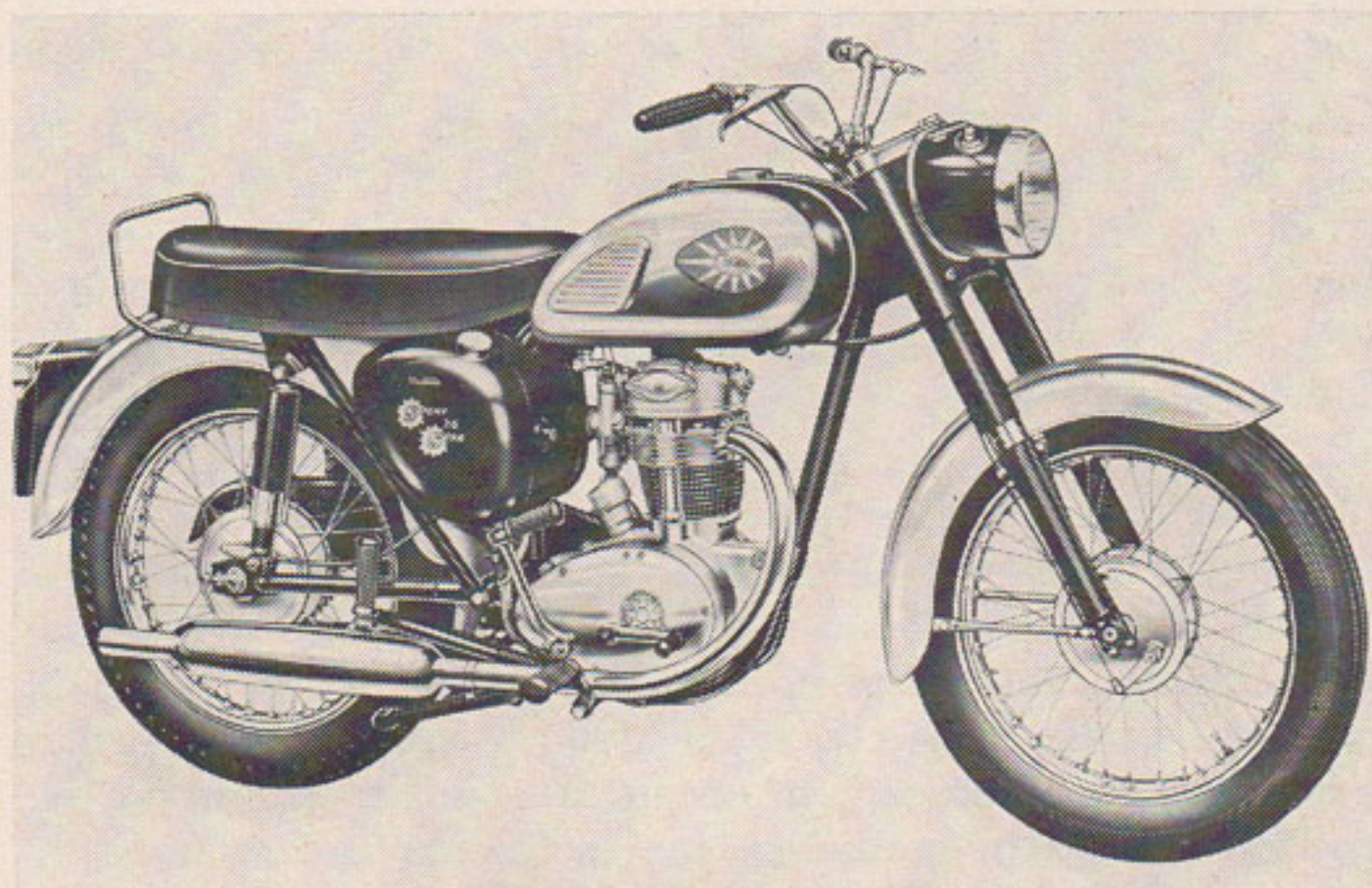
ROYAL STAR 650



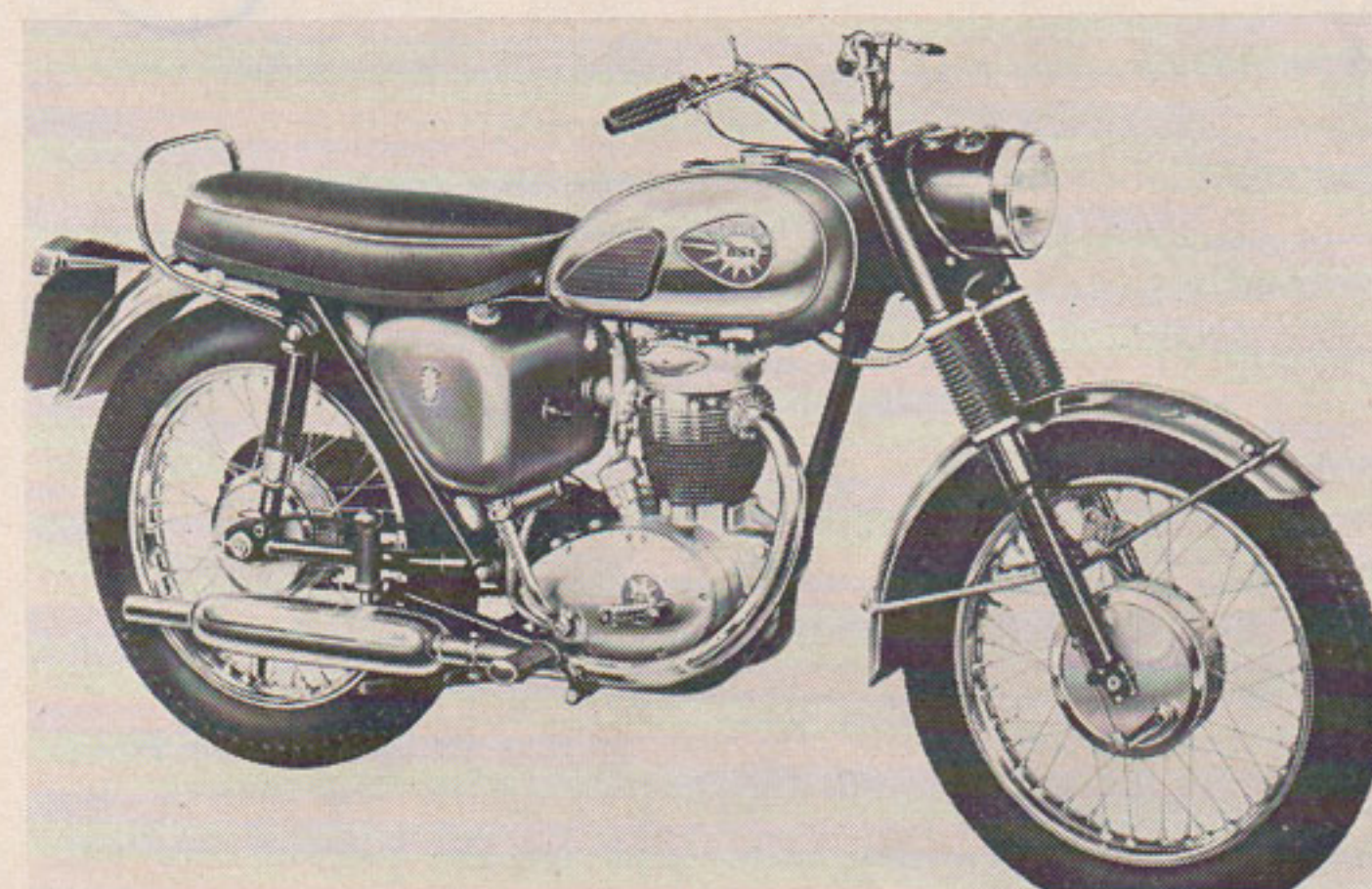
SUPER ROCKET



GOLD STAR (East)



SPORT STAR SS 80



350 SPORT STAR

NEW SPORT 350

New for 1962 is the model SS-90 Sportsman designed for 90 mph speeds. This is a sport edition of the B40 introduced in the 1961 season, and offers much brisker performance, new speed parts, and exciting new finish.

Engine has high compression 9-1 piston, larger inlet port and valve, larger carburetor, racing type camshaft, roller bearing big-end with steel flywheels and quick-start battery ignition with key-locking switch. Finish is new metallic blue with chrome tank panels, chrome fenders, black frame. Many other parts are finished in chrome or highly polished alloy.

SPORT STAR SS-80

Introduced late in the 1961 season, now with further improvements for 1962, this Super Sport 250 has already become a favorite across the U.S.A. Specifications of this sport model include a 9-1 compression piston, racing type cams, roller bearing big-end and steel flywheels. Horsepower is substantially increased over the standard model. Finish is new metallic red with chrome tank panels, chrome fenders, black frame. Many other parts are richly finished in bright chrome or highly polished alloy. Has new key-lock ignition switch.

250 STAR

Popular BSA lightweight for the road. The 1962 250 Star has a brand new look with chrome tank panels, bright sapphire blue tank top and fenders, black frame. Engine now has competition type cams, high compression piston. Gear ratios have been changed to give faster acceleration and better top speed. As on the other road 250s and 350s in the range, a key-locking ignition switch is now fitted.

GOLD STAR MODELS

Famous Gold Star models are continued with detail im-

provements. As is well known, these Gold Stars are in the strict sense of the word, not yearly models. The factory makes detail improvements from time to time during the year if warranted. Engines of these well known big singles are full race, with alloy cylinder, iron lined, alloy cylinder heads with cast-in valve seats, racing piston (10-1 compression in Clubman and Competition models), and full racing cams. The Clubman model as set up for the road, has Amal 1½ in. Grand Prix carburetor, 190 mm racing front brake, and ventilated and ribbed rear racing brake. Full lighting equipment is supplied on this model. The Clubman is also available to special order with 5½ gallon alloy racing tank.

For the scrambles enthusiast, the Gold Star Catalina Scrambler is supplied. With the same basic power plant as the Clubman, this model has special carburetion, scrambles cams, scrambles gearbox, sports tires, engine undershield, and many other competition type equipment items.

No lighting equipment is supplied on the Catalina.

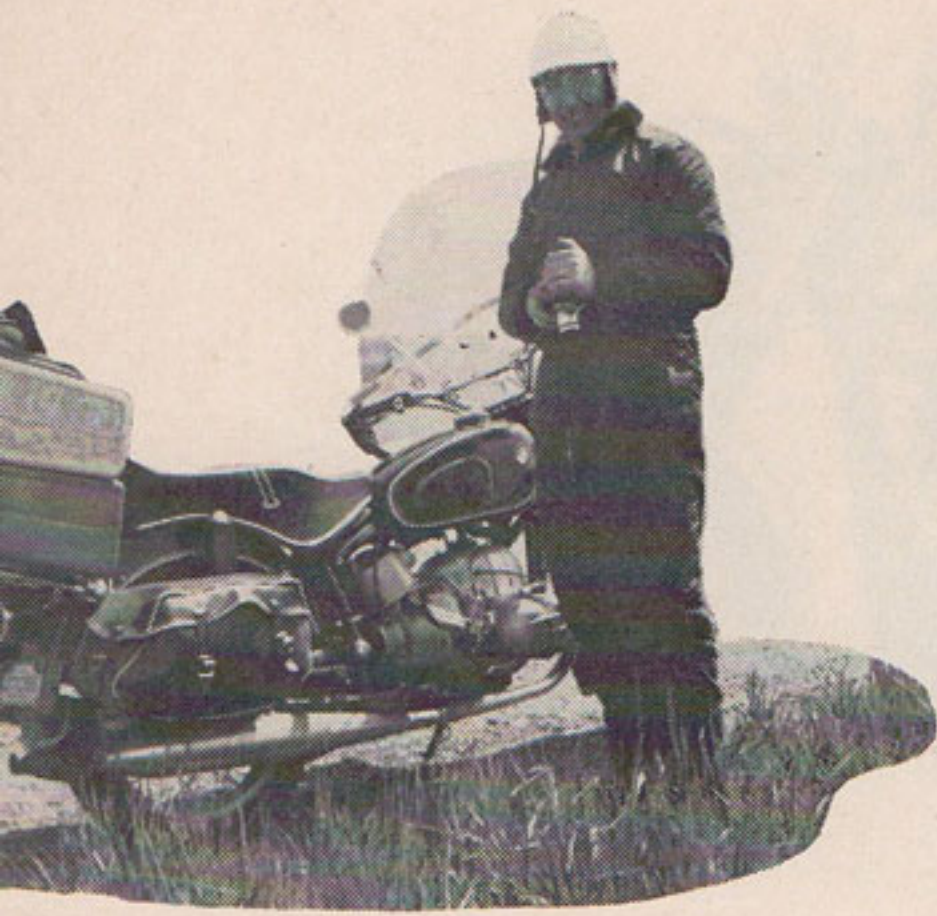
The Gold Star Competition model is available on special order. This is set up for road racing with engine tuned to straight-through megaphone exhaust, two-gallon alloy racing tank, centrally mounted racing oil tank, and quick change rear sprocket.

Finish of Clubman and Catalina is sapphire blue tank with chrome panels, chrome fenders, black frame. Competition model has alloy tank.

250cc COMPETITION MODELS

Three competition models are offered for 1962 in the 250 "Starfire" series. These are the Scrambler, the Roadster, and the Trials-Enduro models.

(Continued on page 31)



Lake Superior Circuit

by Richard F. Jacobs

Lucy

YOU MIGHT say that our trip started last September because it was then that we began to make our plans after we learned that the highway around Lake Superior was open to the public. Prior to then the road had terminated at a few impassable sections of little more than foot trails.

When we contacted the AAA we were told that all of the paving except for a 45 mile gravel stretch had been completed, so we picked up some road maps and began planning our overnight stops. By keeping each day's run down to 250 miles we hoped to be able to enjoy the virgin scenery and still complete the entire circuit of the Lake in our allotted one week's time.

Our trusty steed for the trip was to be a just-broken-in BMW R69S. We had originally planned to attach our sidecar, but after enjoying a few 200 mile trips on the pillion, my wife decided she'd rather not ride in the box. This, of course, did not leave me broken hearted because we would get better gas mileage without it and we couldn't expect to find gas stations at every cross roads in the north woods. I also felt we would have better maneuverability in some of the detours we had been warned about. Our machine had been admirably serviced and adjusted by Eastland Cycle in Detroit where we bought it so, as the time to depart drew near my only apprehension was for the weather.

Our Michigan spring had been cool and wet and where we were headed, it couldn't be expected to be any warmer, so our pre-trip plans were concentrated on clothing. Starting with thermal underwear I next added a corduroy shirt and trousers, an ex-air force flying suit, a rain suit, boots, gloves (lined of course) and helmet. If the weather improved, I could re-

move a layer at a time, if it didn't winter riding in this same outfit had shown me that I could withstand 30°F temperature and rain or snow in reasonable comfort. My wife was similarly attired except that she scorned the unglamorous flying suit in favor of a skiing sweater, heavy slacks and jacket under the rain suit. Her position behind me on the pillion afforded quite a bit of protection so her chief concern was for comfort of hands and feet. These were adequately protected by fur lined boots and gloves.

So at seven sharp Saturday morning, May 13, 1961, with the well wishes of our friends and co-workers ringing in our ears ("you must be crazy", "you'll never make it", "watch out for the moose, it's mating season", etc., etc.) I dropped it into first gear, let out the clutch, rolled down the drive and began "our adventure".

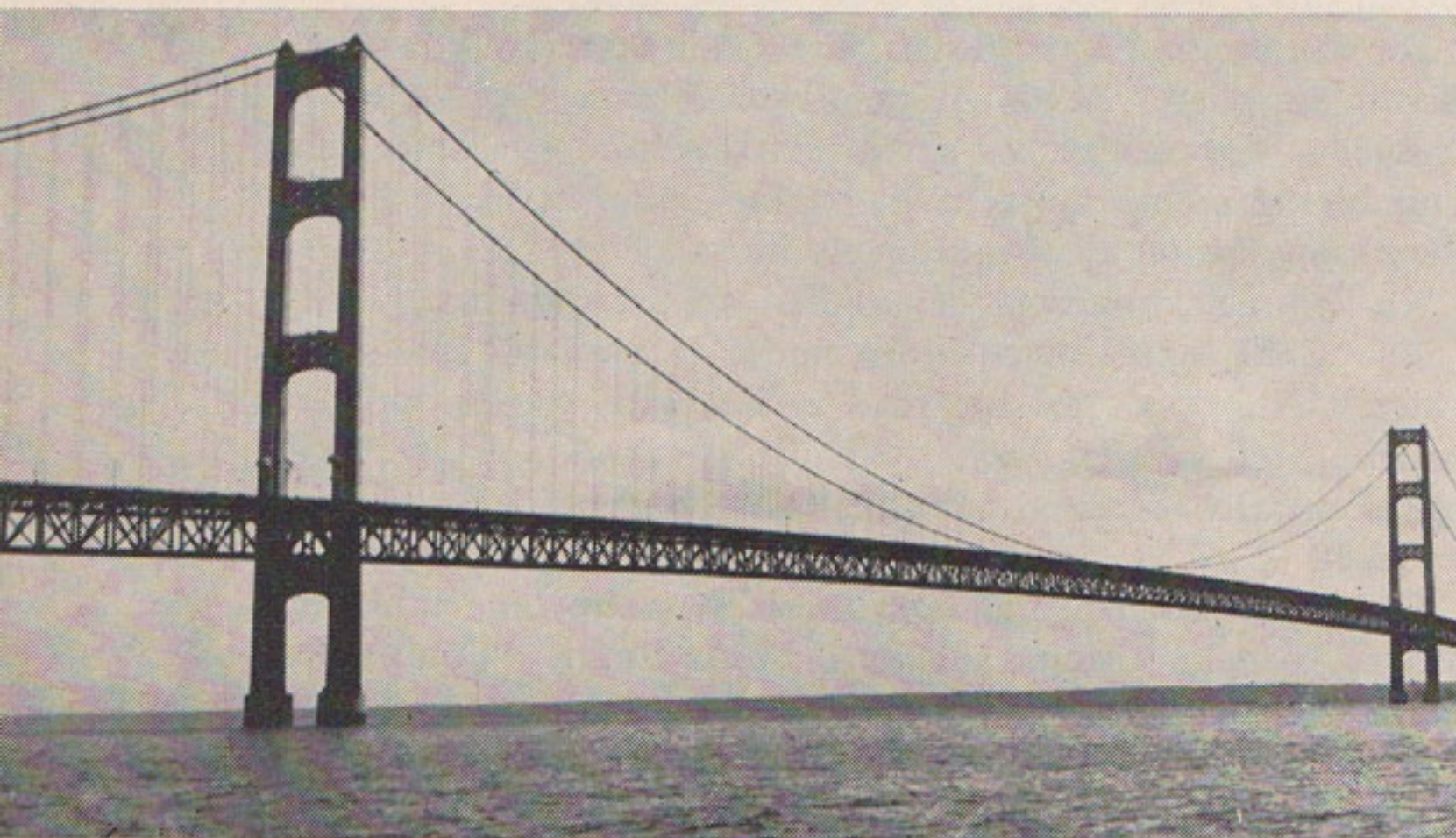
As we rolled along through the suburbs to the open country, we congratulated ourselves on having chosen such a beautiful day to begin our vacation. The sky was a cloudless, azure blue and the temperature was in the mid-seventies with a promise of going higher.

We passed through the Pontiac outskirts early enough to find the town still asleep then swung into US-10 heading north less than an hour after we left home. A quick stop in Pontiac to top up the gas tank and we were on our way north to some open country where we could cruise at a steady 60 mph.

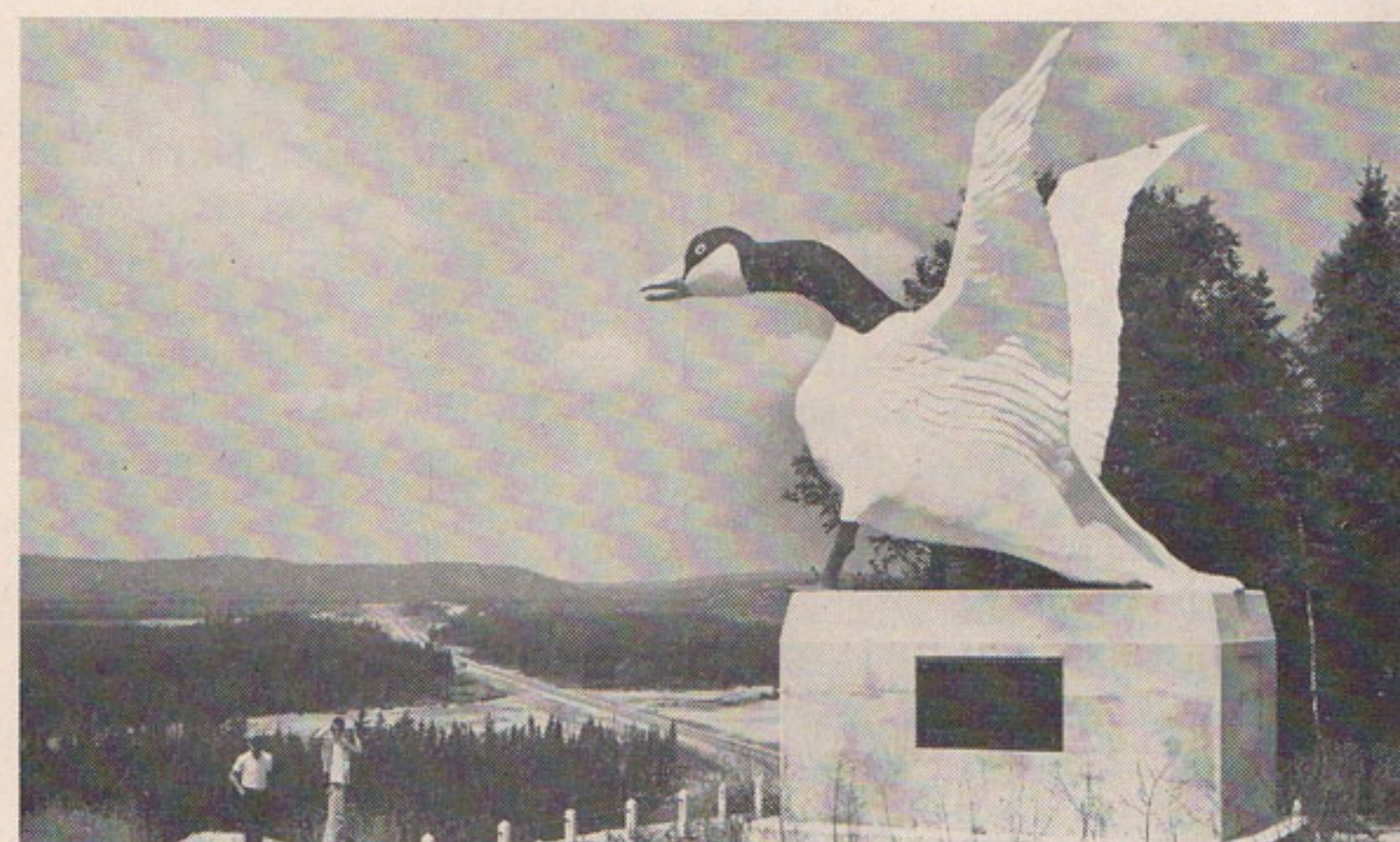
Half an hour later we turned off US-10 at Grand Blanc to pick up the new by-pass around Flint, Saginaw, and Bay City; US-23. This is a relatively new divided lane expressway where hi-speed cruising was effortless. Both time and the miles slipped by hardly without notice before we came to the end of the highway just north of Bay City.

Since it was noon, we decided a lunch break was in order and pulled off the road in front of a small restaurant in Kawkawlin. Twenty minutes later, refreshed and anxious to keep ahead of the traffic which was beginning to thicken, we rolled out onto the highway. As we waited for the traffic light to change, the driver of the car along side us, waved, glanced at our luggage strapped on the rear and shouted to us "boy, that's the life". At that moment, with only a few fleecy white clouds overhead, the temperature in the mid-eighties and a good meal under my belt, I heartily agreed with him. Forty eight hours later I would be wishing that I had been able to can that warm sunshine for a rainy day.

At Standish, we turned off US-23 onto State Highway 76 and left behind most of the traffic. Although this road is only two lanes, it is in good condition and very straight. The ever present fragrant pines, the warm air and a full stomach finally forced us to pull into one of the numerous roadside parks along the way and take a 20 minute siesta on the soft grass.



The magnificent Mackinac Bridge that connects the upper and lower Michigan peninsulas. Michigan Tourist Council photo.



Wawa Goose (Indian for wild) on Trans-Canada Highway 17 near town of the same name. Ontario Dept. Travel & Publicity photo.

If an inquisitive bee hadn't decided to get friendly with my wife, we might never have rolled another mile that day.

Highway 76 joins 27 south of Grayling which continues both north and south through the State. It will eventually become part of the interstate system, but presently has many miles of new construction underway. Just north of Grayling on 27 is a wild animal zoo where we stopped to stretch our legs since we were well ahead of our travel schedule.

At 3:00 p.m. we crossed the city limits of Indian River where we planned to spend the night. We had reservations at the Indian River Inn and were happy to stop and remove our riding clothes and shower, because traveling, besides being warm, had become quite dusty as we got farther into the sandy pine tree country. We walked around the town later and were surprised at the changes that had taken place since we were there ten years ago during our honeymoon. We almost failed to recognize the little curio shop where we bought the small skiing figure that sits on the book shelf at home. After an excellent dinner in the Inn's elegant dining room, we decided to see what we thought might be our last movie for more than a week; we weren't expecting to find much entertainment in that virgin wilderness ahead. We were due for a surprise.

Because we had gassed up the night before, we were able to roll right after we had packed and had breakfast. The last weather report we heard predicted the same high temperatures we had been uncomfortable in the first day, so we had both removed that warm inner layer of thermal underwear.

Even at 7:00 a.m. as we drove to the famous Indian River Shrine to take pictures we could feel the warmth from the sun penetrating the early morning mist. We felt that another good day was beginning.

There is a newly opened stretch of the Interstate Highway north of Indian River which leads directly to the Mackinac Bridge. As we rolled along it, we had a chance to enjoy the rolling country along the way since there was absolutely no other traffic in sight.

A low overcast was building up to the northwest, but I paid little attention to it until we passed into a mass of cold air that felt like someone had left the refrigerator door open. As we came within five miles of the bridge and it became no warmer, I decided to stop and put on my "teddy bear suit". My pillion passenger claimed to be comfortable and would only put on a jacket at my insistence. She was to rue her rashness before many miles slipped by.

Now comfortably attired (at least I was) we continued on to the bridge. As we got our first dim look of the structure dissolving in the fog over the straits, many of the scare stories I had heard about its awesome affect on people passed through my mind. After a few nervous gulps, a reassuring word to my

wife and a good tight grip on the tank with my knees, we eased onto the bridge approach.

As we crossed the shoreline and moved out over the straits, a very strong east wind made itself known to me and it became necessary to lean heavily to the right to counteract its force on the machine. Farther out on the bridge, over more open water, the wind became stronger, but gusty, and we made use of the full width of the right lane on the bridge each time the wind dropped because we would suddenly find ourselves swinging toward the low railing and the white capped water below. We could have used the left lane as well, since there were no cars behind us, but in the main span of the bridge, the center or left lane in each direction is an open steel grillwork and this in itself is very unpleasant to drive a cycle on. I had no desire to learn how difficult it might really be with a strong wind to aggravate driving conditions.

By the time we reached the middle of the bridge I felt completely worn out from fighting the wind and trying to stay in that narrow, paved right lane. I began to feel a certain kinship with those intrepid souls who walk the tight ropes because that right lane seemed to grow narrower and narrower as we lurched along. Then my heart, which had been pressing quite hard against my tonsils did a little flip and slid back into its proper domain; there, ahead in the swirling mists, were the lights of the toll stations and SOLID LAND. As I shakely dropped my coins into the attendant's hand I muttered that a first time over under those driving conditions should be "on the house" — no one heard me.

I would like to say that we sped on to St. Ignace with a carefree smile on our lips, but I can't. Once through the toll line I drove straight for the curb, stopped the machine, got off and reaffirmed my love for terra firma.

Well composed now, we resumed the ride toward St. Ignace where we stopped for a warming cup of coffee. It was getting quite cool and there was a threat of rain in the air. As we continued on toward the Soo Locks and the ferry to Canada we noticed small puddles along the roadside which showed that it had rained earlier that morning.

We checked the time against the miles to our destination and decided that a short stop at the Sault St. Marie Locks would be a pleasant diversion. We arrived at the Locks in time to watch an ore carrier from Lake Superior pass through to the lower water of Lake Huron. Since the sun decided to stay out for a while, I was able to record the entire process with my movie camera.

Before going over to the car ferry, we had a small lunch because our map indicated no stops of any size between the Canadian Sault St. Marie and our destination for the night,

(Continued on page 26)



The pulp boom at Terrace Bay, Ontario. Ontario Dept. Travel & Publicity photo.



The expansive view from Lookout at Port Arthur, Ontario, is sometimes shroud in mist. Ontario Dept. Travel & Publicity photo.

Western Views

by Roxy Rockwood

The second TT race of the season went by the boards on Feb. 4th and Dick Dorresteyn made it two in a row. The going was tougher this time as Jimmy Plain edged him in the heat race and then led him for five and a half laps in the main event before he gave way. Not a very nice way for a former pupil to treat his old teacher.

Another large crowd and a daytime record of 107 riders were on hand to shoot for another \$1700 plus purse. The actual score read; 56 novices, 31 amateurs and 20 experts.

Dorresteyn was over a second faster than any other rider in practice but it was Clark White who turned in the best heat race time by better than four seconds. It looked like White was on his way to his first Ascot sweep as he also took the trophy dash without too much trouble. His luck changed, however, in the main event as he fell in the early rounds and finally ended up a distant tenth.

Dick Hammer unloaded in the heat race and had to come through the semi to get a back row start in the final. Hammer combined horsepower with ability to catch Plain on the next to the last lap and take second at the finish. Eddie Kretz finished fourth for the second straight time after being nipped by White in the heat race.

Dick Mann moved up three notches this trip and grabbed fifth place money. Dave Bostrom was again home in sixth with Skip Van Leeuwen in seventh and Jack Simmons in eighth. Jack O'Brien was ninth with Ralph White running eleventh.

Former Big Bear champ, Eddie Mulder, took his first class C ride and won the novice final — going away. Eddie also broke the old eight-lap track record by over three seconds! Mulder passed eleven riders in the first turn on the first lap and that was all there was to it. He was the high point big bike scrambles rider in southern California last year and looks like the rider to beat in the TT's this year.

Amateur, Ron Nelson, the rider who set a new distance record over the jump in January of 89 feet, will not be jumping for awhile. Ron took off on the second lap of the heat race and shot skyward before he nosed over and came down head first in a spectacular spill that made the front page of the local Los Angeles Times. We told the photographer before the race to keep the camera on Nelson and he caught the whole thing from start to finish.

They say that Ron will be okay in a few weeks but it is doubtful that he will ride any more this season. Knowing Nelson he will make a liar out of the doctor and be back sooner than most people think.

The week before the TT Ron entered one of the few hare and hounds that he has ridden in and won the California State

Hare and Hound championship by quite a margin. He was, and still is, regarded as one of the best half-mile prospects to come along in many a moon. He was entered for the Daytona road race and short track events but it looks like that is out at this time.

AROUND ASCOT:

The "BSA Wrecking Crew" has been wrecked. Jack O'Brien and Stu Morley, 50% of the feared foursome on the half-mile last year, will still be on the potent singles when April rolls around but Al Gunter and Neil Keen have gone in other directions. Neil will be Harley-Davidson mounted for the season with Gunter up on a new Norton twin.

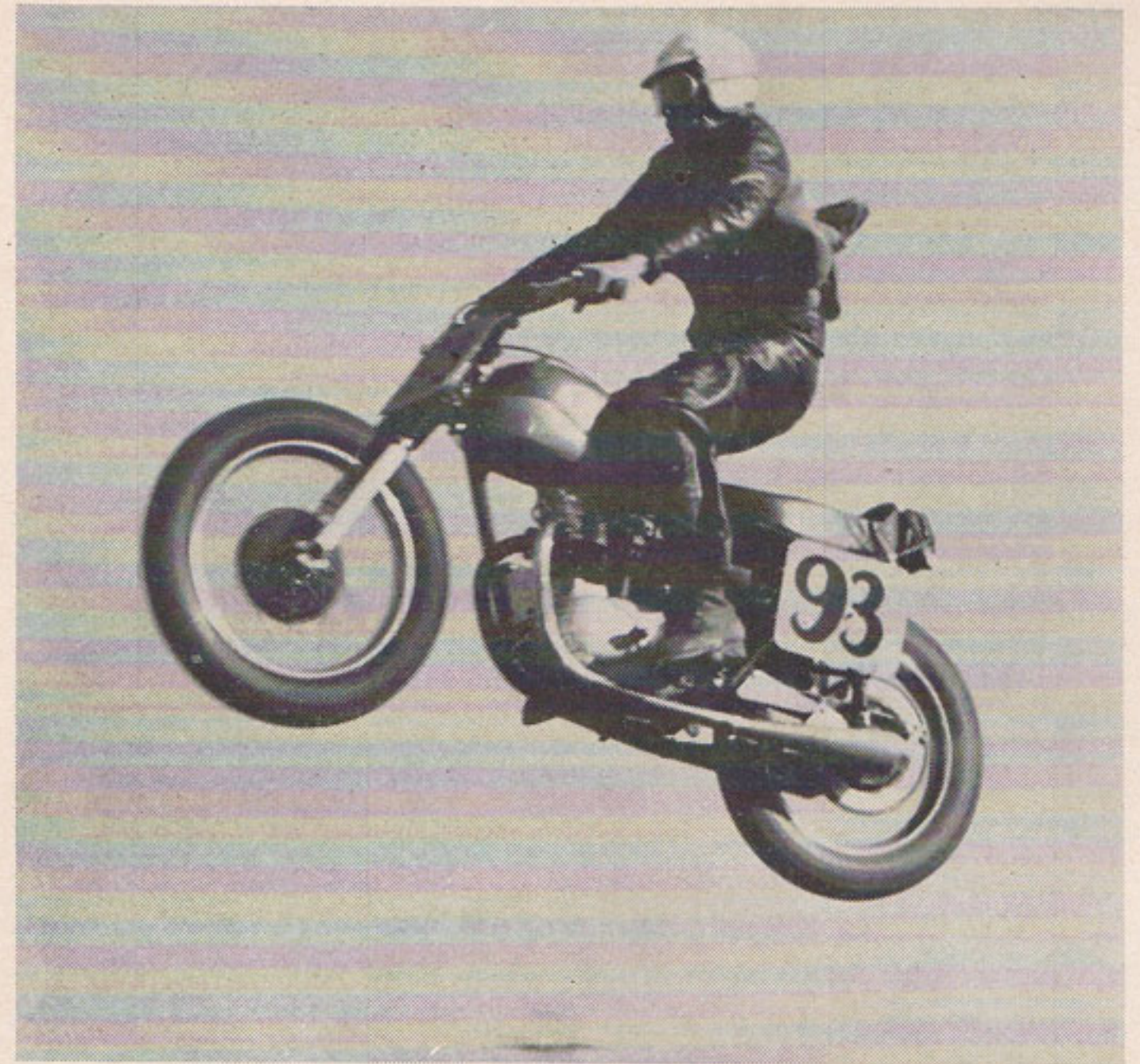
Gunter is the all-time win man at Ascot and Keen led the pack around the track most of last season. It will be more than interesting to see how they make out this year.

Another rider that needs no introduction has also switched brands. Dick Mann will be on a Matchless.

We are going to try and convince George Roeder, Ronnie Rall and Tony Murquia that Ascot is the place to be in April. We have long been reading about these three fine riders and feel it is about time they give the western fans a chance to see them in action.

George was all set to come out in '60 when Uncle Sam grabbed him. We would like to have Roeder try his luck on the TT track as well as the half-mile.

Chuck Landers from Chicago has been



Calm before the crash. Ronnie Nelson caught in outer space before he crashed in the last Ascot TT race. Nelson was the high point novice half-miler in the nation last year and one of the top ten novice TT riders in southern California. Nelson was aptly dubbed this year as the "Ascot Astronaut." Walt Mahoney photo.

visiting "Digger" Helm up in Bakersfield and is looking for a job in this area so he can ride Ascot this year. The "Arkansas Traveler", Sam Satterley is back in town, riding scrambles and TT's until half-mile time.

Joe Leonard telling all of the boys that he is up to 190 pounds in the weight department but this is hard to believe.

When this writer is in Daytona for the 200-miler there will be a TT at Ascot on the same day. This will be the first time in over four years that I have missed calling a race for "Aggie". This includes close to 300 events and must be a record of some sort.

AROUND THE CIRCLE: Former Troy Lee tuner, Tony Flores, just out of the hospital from a heart attack . . . Ascot starter, Wes Drennan, out of the hospital with an ulcer overhaul . . . Clint "Cheyenne" Walker out for his second straight TT in Feb. . . . Clint owns his own bike and spends many hours "Cow Trailing" in the hills north of LA. . . . "Digger" Helm running around with a broken wing from a scrambles when he fell and fellow Bakersfield rider, Jeff Sperry, nicked him. . . . Sperry just got married and his new wife was the TT trophy girl for the Feb. event. . . . The usual three dozen, or more, riders running around town looking for a half-mile rider. . . . We're looking for another record TT crowd for the 100-lapper on April 1st . . . Now on to another season of half-mile racing.

Midwinter Rally and Gold Hunt

Courtesy of Dottie Vanino and Larry Wise



George Longabaugh, Parksburg, Pa., on his Triumph 200, won first place in the lightweight scrambles. Bill Newrock photo



Donald Connelly won the best dressed rider award. The best dressed couple award went to William Gruber and Anna Krauskapf.



Bob Connery shown on his Parilla during observed trials. Bob missed a turn and found himself out on the frozen surface of a lake.

THE thirteenth annual Midwinter Rally and Gold Hunt was held January 13 and 14, in Atsion, N.J., under the sponsorship of the Middle Atlantic Motorcycle Dealers Association. The bright sun and mild temperature brought more riders than ever, over 300 motorcycles were present.

The rally started off with a Saturday night dance at the Pic-A-Lil Inn in Atsion, N. J. Sunday morning the first event was the observed trials. A course was laid out over a rough hillside by use of marker strings and there were many sharp turns and grades. The riders were permitted to negotiate this course at their own rate of speed. Every time their foot touched the ground, they lost one point. Every time they went off the course, they lost five points and every time they stalled their motor, they lost 10 points. Women were permitted to enter, in fact, Betty Morrison was third place in her class for the second consecutive year. Ted Develet "the television producer and star of the Jan Murry Show" participated in this event coming in second in his class. High point winner was Ed Varnes with a loss of only 42 points.

The scrambles race proved quite exciting, as most of the top riders in the area were present. In a tight duel with James Varnes, S. Longabaugh on his Triumph proved the winner of the lightweight class. Zubritsky on his BSA took first place in the heavyweight class.

A contest was held for the best dressed rider and best dressed couple and machine. The winners were, of the best dressed couples, William Gruber and Anna Krauskapf of Philadelphia, Pa. Best dressed male rider and machine was Donald Connelly of Lancaster, Pa. The winners received large trophies.

The police escorted the riders 14 miles into the cranberry country of New Jersey to the area where the gold hunt was to take place. Almost 100 motorcycle parts were hidden in this area. Each part had a number and could be redeemed for a merchandise prize at any dealer's shop. The most valuable prize that was won was the huge "Head Hunters" trophy that was found 40 feet high in a tree by Roland D. Poirier.

When the group returned to the Pic-A-Lil Inn, a drawing was held to deter-

mine the winners of the merchandise prizes awarded by various distributors as follows:

Cosmopolitan Motors, Inc. —

One Pirelli tire

Harley-Davidson Co. — Leather Jacket

Beck Distributing Corp. — Two helmets

Joseph Buegeleisen Co. —

Helmet and gloves

B. & D. Cycles — Cowboy shirt

Pic-A-Lil Inn — Super trophy

Butler & Smith — One helmet

BSA Inc. — Case of BSA oil

Gene Shillingford & Son —

One case of drag oil

OBSERVED TRIALS RESULTS

High Point Winner — Ed Varnes — ZUN

Lightweight Class

1. Claude Brannan — DMW

2. Michael De Thomasson — GRE

3. S. Hutchinson — TRI

Heavyweight Class

1. Ronald Rauch — H-D

2. Ted Develet — TRI

3. Edgar Norton — TRI

Road Class

1. A. Kinney — BSA

2. F. Varnes — ZUN

3. Betty Morrison — H-D

SCRAMBLES RACE

Lightweight Class

1. C. Longabaugh — TRI

2. James Varnes — JAW

3. E. Russo — TRI

Heavyweight Class

1. H. Zubritsky — BSA

2. W. Weiner — H-D

3. Channey — BSA



Roland D. Poirier climbing a tree to find old motorcycle parts that won him the Pic-A-Lil Head Hunter trophy.

Vacationing Families



Going for a ride . . . All set to leave on their vacation are, left to right, Edward Dietz, Mr. and Mrs. Dietz, James Wilson Jr. and Bruce, Jeff and Mrs. Wilson.

Last summer two families, the Ralph Dietzs of Clarion, Pa., and the James Wilsons of Fryburg, Pa., on four motorcycles, went for a 1,046-mile, seven-day vacation. Mr. and Mrs. Dietz rode one cycle and 16-year-old Edward Dietz has his own. Mr. Wilson rode one cycle with 8-year-old Bruce behind and Mrs. Wilson with 5-year-old Jeff in the sidecar.

The first two nights they camped out, but the rest of the trip they used the comfort of motels. Early in the week they saw Horseshoe Curve and Indian Caverns. They took a helicopter ride over the Eisenhower farm and the Gettysburg visit included the battlefields, "Fantasyland 1863", Charlie Weaver's Museum and the Wax Museum of Past Presidents.

Upon reaching Washington, D. C. threatening skies and no accommodations made the party decide to simply pass through the capitol.

The week's vacation was completed by a visit to Luray, Va., which included the Zoorama where 200 animals from around the world are featured, the Luray Caverns with its stalacpipe organ, the only organ in the world playing musical selections of concert quality on stone formations, the Luray Singing Tower with its carillon of 47 bells and the antique car exhibit.

Finally a tour on the scenic Skyline Drive and then home to Clarion.

Principal disadvantage of the cycles on the trip, as far as Mrs. Dietz was concerned, was that she wasn't able to bring back as many souvenirs as she would have liked. She had to be satisfied with only 14 pairs of salt and pepper shakers to add to her collection.

A good time was had by all, best indicated by hopes of taking another motorcycle vacation next year — heading west this time.

Referees' Bulletin

by Jules Horky

It is strongly urged that all referees have a general technical inspection of equipment at the first event for 1962, either Sportsman or "C". Many of our new riders need some "fatherly" advice, regarding AMA rules and procedure.

An oddity — a rider's entry was refused recently because of insufficient clothing for cold weather riding in a snow run. This was just common sense and cannot be found in the AMA rule book.

In 1961, there were 91 enduro riders advanced to expert or Class "A" having scored the required 100 points. These riders have been listed monthly in American Motorcycling magazine and also have their AMA cards stamped Class "A" or expert.

Clubs that are permitting or thinking about permitting girls to compete in SCRAMBLES are violating AMA rules, which state that women CANNOT compete in events where speed is a determining factor, this also applies to DRAGS.

Until a competition rider in Formula "C" becomes 21 years-of-age, he will be required to furnish a notarized letter of permission from his parents or legal guardians, each year he applies for a license. People have a habit of changing their minds, therefore, a new permission must be furnished each year. Also a new physical must be taken each year.

Only Group #1 safety helmets may be used in Formula "C", Class "A" short track and Sportsman lightweight road racing. In all other types of AMA events, any type of motorcycle safety helmet may be used, no AMA approval is required for these latter helmets. Remember, they must be motorcycle safety helmets.

Lucky Roamers Hold

Hare and Hound

The Lucky Roamers held their hare and hound race Sunday, January 21. Although the weather was bad none of the roughest, toughest hounds in the territory signed up and the chase was on.

The new course was laid out in the wilds of Gloucester county by Hildebrand and Lacy, two new members of the Roamers. The crowd was rewarded with excitement by changes of the lead at each of the view points. At the first water crossing R. Edwards led followed closely by J. McFarland. At the second water crossing leaders J. McFarland and W. Mason were passed as they were slowed by the



Where did the trail go? These three riders seem to have different ideas as they apparently head in different directions.

water. Merghi emerged with a nice lead at the three quarter point, only to lose out in the final stretch to Melniczuk.

All riders voted the run a huge success and hoped for another real soon. The finishers in order were J. Melniczuk, first; W. Mason, second; G. Pierce, third and E. Norton, fourth.



J. McFarland approaching the water decides to run his bike across, but J. Melniczuk is hot on his heels.

Indoor Speed Season

(Story and photos by Jerry West)

John Lemmo, Promoter, received the assistance of the Competition Riders Assn. and the Midget Riders Assn. to promote the only indoor racing season in the nation.

On five consecutive weekends the contestants raced around the perfectly flat 1/10 of a mile oval at the Cleveland Arena.

The 12,000 spectators were very pleased indeed with the competitive spirit that was shown and thrills, chills and spills were merely icing on the cake.

Ronnie Rall, Mansfield, Ohio, and George Roeder, Monroeville, Ohio, made a personel duel out of each of their eight meetings, with Ronnie winning the season point championship by receiving the checkered flag in three features out of five. Rall also captured the track cycle record, 8.14 seconds or 44.22 mph per trip around the tires.

In the season final, a 50-lap championship event the spectators seemed to be pulling for Roeder or Rall. Each contestant seemed to be riding a little too fast for the flat boards, which caused many spills but they were up again and would melt into the pack.

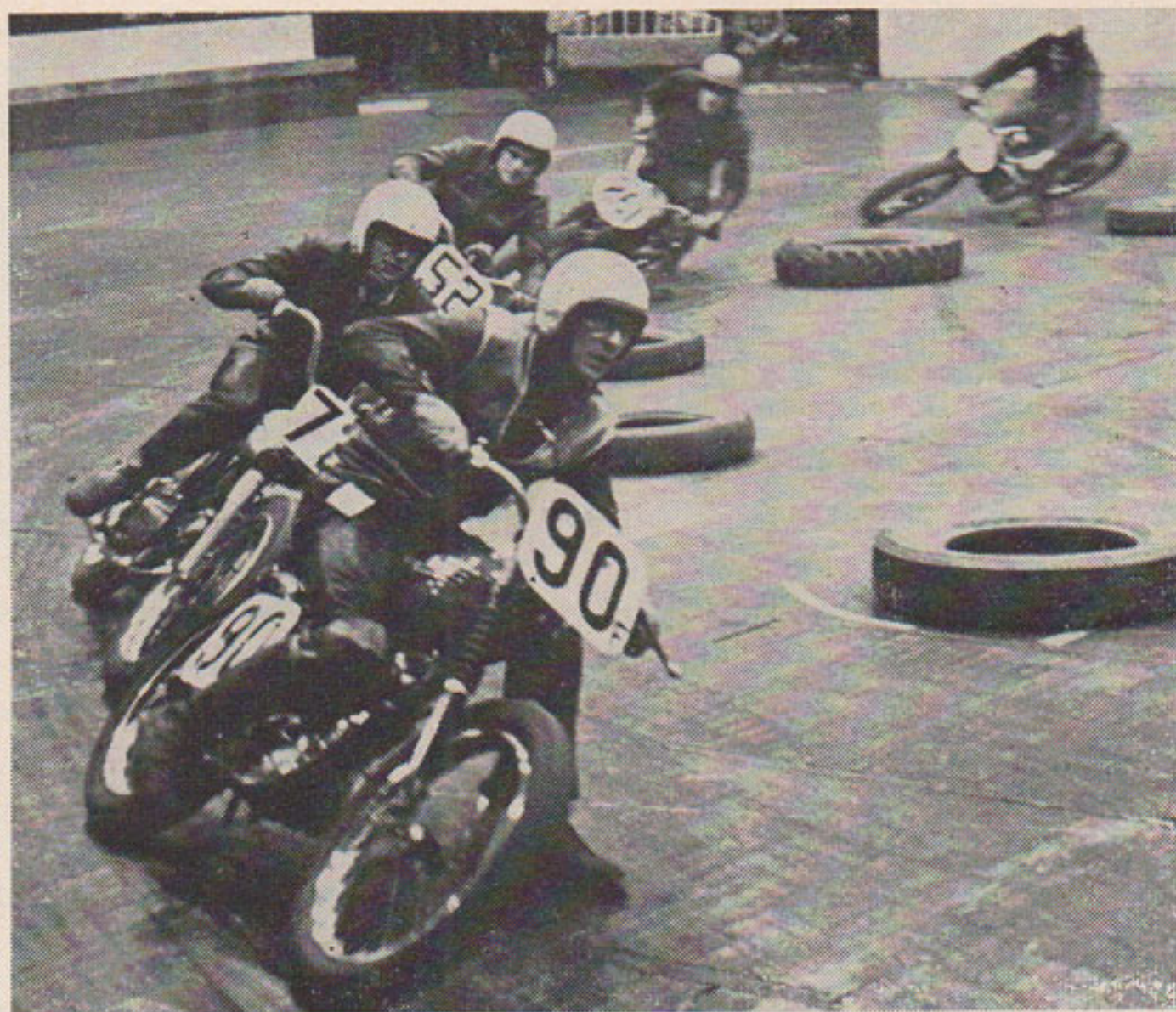
Roeder went out with a broken chain and Rall was retired with an over heated engine. A few more spills and locked machines added to the vast confusion, with everyone asking who was winning (remember if you watched a spill for 10 seconds a lap was over and places chang-

ed).

When the checkered flag was dropped, it was in front of Doug Showler of Parma, Ohio, who took it for a ride around the track.

A careful re-check showed the flagman was in error and that Bill Wetzel, Painesville, Ohio, was the 50-lap champion. Iron-ic as it may seem, he rode in the first four laps as "tail man Charlie".

Persistence my boy, persistence.



Doug Showlee leads pack at Cleveland Arena.

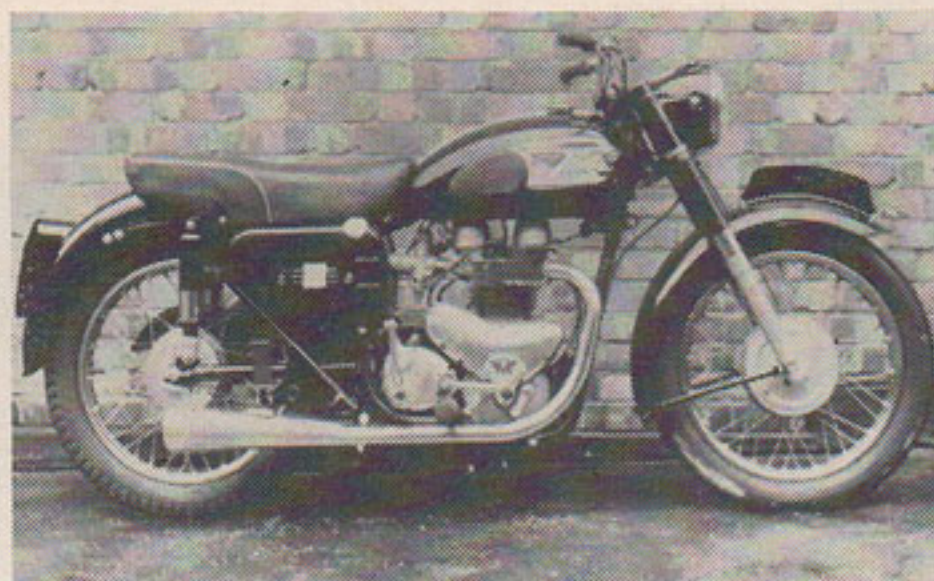


Ronnie Rall won the season point championship with three features out of five.

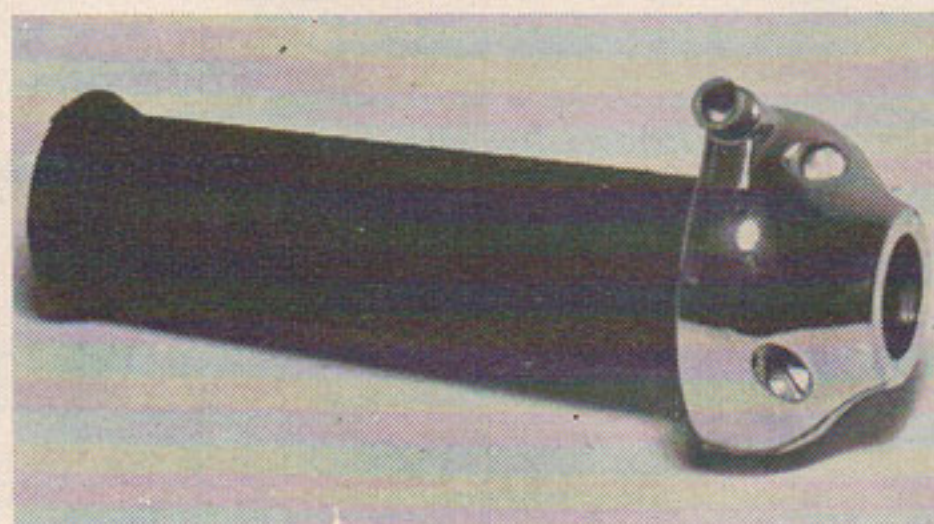
Trade Notes



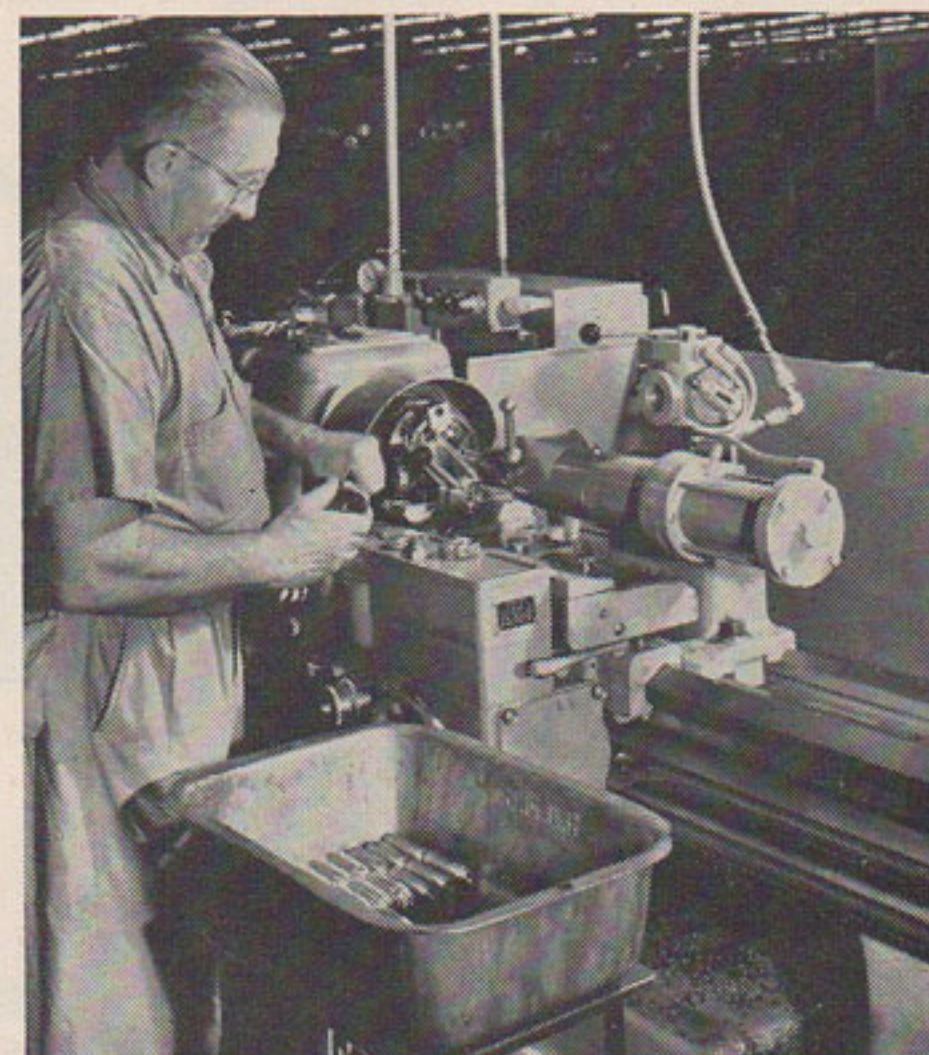
Hap Jones Distributing Co. announces a new lightweight gas tank made of ISO-polyester reinforced plastic. Lighter than aluminum, it has been race tested for over three years. The AMA approved "Sonic Universal", will fit most types of popular motorcycles, is packaged as a complete tank with universal mountings, fittings and cap. Its capacity is 2 gallons and is finished in white gloss epoxy. It is now available from most leading cycle dealers and shops. Dealers wishing information may write Hap Jones Distributing Co., 2 Clinton Park, San Francisco 3, California.



The new Matchless "45" G15, 750cc is the large and powerful vertical twin in the Matchless/Indian line for 1962.



This is a Quick Throttle with a beautifully finished chrome head and is available from Webco, Inc., Venice, Calif. The quick throttle will open the large Grand Prix carburetor a quarter of a turn. The unit is available for 7/8", 15/16", and 1" handlebars.



A newly installed Gisholt Cri-Dan threading machine is used to cut threads on many of the motorcycle parts turned out at Harley-Davidson. This versatile machine cuts threads quickly and accurately on either the inside or the outside of a part. Its single point carbide threading tool advances into the work a specified distance on each pass until threading is complete. Some motorcycle parts require as many as twelve passes, but the Cri-Dan takes only nine seconds to make all twelve.

Motor Maids

Tilson's Tattles

The Motor Maids in the New England states have spent a very busy past few months. Bunny Wrin of Worcester, Mass., reports on their activities.

Toni Bowditch had an interesting day planned for the MMs at her home in Halden, Mass. They all met at the "Old Sturbridge Village", in Sturbridge, Mass. On hand for the get-together were: State Director Mavis Whilden, Marlene Wolfe, Betty Chetwood, Bertha Perron, Rusty Bedard, Sally Raley, Ev Martineau and Bunny Wrin. It rained most of the day, but this did not interfere with having a most wonderful time. Mavis held a short meeting at one of the old sights at the Village, The Friends (Quaker) Meeting House. This building was built in 1796 and was the meeting place of the Society of Friends in Bolton, Mass.

State Director Mavis Whidden, Gladys Ekholm, Toni Bowditch, Rusty Bedard, Ev Martineau and Bunny Wrin were at the weekend "Moto-Cross" event held in Grafton, Vt. Who ever said it was fun camping out?? The girls didn't get a wink of sleep all night long . . . and couldn't find a comfortable position to get into! Motor Maids Gladys Ekholm, Rusty Bedard and Bunny Wrin were among some of the checkers for the two-day event. They had a rather rough time trying to catch the numbers of the riders as they went by. The bikes kicked up so much dust, one could just about see their head and that was all. Every checker needed a good scrubbing after checking the races.

The members of the (all girl) Sprockettes MC, Springfield, Mass., took second place honors in the uniform contest, with their very sharp uniforms.



Frances Forman and Pat Imes of Phoenix, Ariz. Rider of the third bike was Pat Flannery who obliged by taking the picture.

MM Bunny Wrin and Ev Martineau planned the day's activity in Worcester, Mass., at the Motor Maids meeting. The event was a field meet. Terry Brainheart did a very fine job of her first try in the games, despite a few spills. Winner of the event was: Toni Bowditch, second, Marlene Wolfe, and third Gladys Perro. After the field meet, the hearty appetites were pleased with macaroni and tuna salad, corn on the cob, pies, and best of all . . . a nice cold drink that hit the spot after the hard riding required of the games.

In a run held by Archie's Riders MC, Bunny Wrin took third place award. Marlene Wolfe is the "High Point" girl rider for 1961 in the New England dealers field meet events. Marlene has won these honors for three consecutive years.

Gladys Perro, Manchester, N.H., also hostess-ed a Motor Maid party. Gladys had a combination of games planned for the day. Among some of the games were a poker run, potato race, clothespin game and several more. A certain MM took some fancy broadslides in the potato race, and as a result her lovely grey MM slacks took a beating . . . all was not in vain, 'cause she took first place in this event. Winner of the day's activity was State Director Mavis Whidden, second Bunny Wrin, third, Mary Aldrich. Mary Aldrich of Lebanon, N.H., is a new member, and the New England girls welcome her to their ranks.

Sally Raley of West Bridgewater, Mass., was in charge of a poker run last fall. Marlene Wolfe won this one, Toni Bowditch was second and Mavis Whidden third.

A bridal shower was held for MM Rosemarie Tomaino. The New England Motor Maids would like to extend their very best wishes to both Rosemarie and Smitty.

MM Bunny Wrin held a meeting at her home for the New England Motor Maids in November. Winners of the day's event were: first Mavis Whidden, second Toni Bowditch and third Gladys Perro.

State Director Mavis Whidden announced the winners of the New England Motor Maid activity contest: first Bunny Wrin, second Evelyn Martineau and third Marlene Wolfe. The New England Motor Maids take this opportunity to thank Mavis Whidden for her wonderful job of heading this group, and all agree she fulfilled her job as state director in a very satisfactory manner.

The December meeting of the Florida Motor Maids was held in Panama City, after which all attended a Christmas party held by Ed Schoonmaker. The weather was cold for Florida so bingo was played to determine the winner of the monthly trophy, which was won by Jackie Hudepohl. Movies were also shown of the 1961 Motor Maid Convention.

MM Dot Hill of Pensacola won the North Florida activity contest for the past six months. Phyliss Trafton of Panama City came in second. Phyliss is also sporting a very pretty new Triumph motorcycle.

The North Florida group is planning to hold a MM breakfast at the Azalea Manor Restaurant in Montgomery, Ala., at 10 a.m. on the day of the Montgomery motorcycle races. There will be a road run for the MM and a long distance trophy. Make your reservations at the Davis Motel.



Trophy winners in the Tri-State Travelettes activity contest were, from right: Dot Fisette, 1st; Ev McCullister, 2nd; Myrna Learn, 3rd; Lou Kembrowski, 4th; Janie Davito, 5th and Jo Ann Linden, 6th.

The Tri-State Travelettes held their first meeting of the year at the home of Myrna Learn in Harvey, Ill. Myrna, the hostess, came down with the flu the morning of the meeting so her mother and father took over and proved to be real gems. There was a total of 28 hungry people there, completely demolishing a 21 lb. ham and dinner. They drank a whole case of Pepsi, 60 cups of coffee and gallons of milk. Pretty hungry, huh?

Election of officers was held at the business meeting with the following results: President, Ethel Voy the state director; Vice President, Ev McCullister; Secretary Janie Davito; Treasurer, Eleanor Learn; Points keeper, Bernice Coleman. The monthly meetings were decided upon, hostesses appointed, etc. MM Janie Davito told of the "Wet Diaper Kid." Seems one night quite late Janie had a visitor. A little boy, just old enough to say "Mamma," came to her door with nothing on but a wet diaper. The temperature was 35 degrees. Finally with a door to door search in the neighborhood his frightened parents were located.

News from state director of Iowa, Alice Washburn, telling of the Stork order in for Mr. and Mrs. Bob Pazour of Cedar Rapids, Ia.

Believe it or not, there are STILL California Motor Maids! Reporter, Marie Howell brings us up to date: The year 1961 was a tough one for the California Maids. Arlene Carpenter, Ivaline Tenney, Lillian Rogers, Wava Scott, Bea Rathbun and Marie Howell were all hospitalized with various ailments during the year. All are well and happy now, however.

In October thirteen MMs attended the big "City of Hope" run that ended in the desert town of 29 Palms. The MMs had the very large job of registering the 1500 entries, then went on to the finish line for results. Saturday they took part in the huge parade that wound through town heralding, with loud speaker, that all who would like to attend the barbecue dinner and dance Saturday night would be welcome.

Sunday a field meet was held with the judging of various events. In the best dressed woman solo event, Wava Scott placed first with Marie second.

Several MMs attended the Death Valley run. This being the largest event of the season it was easy to miss seeing your close friends attending. Among several out-of-state MMs present was Lee Still from Wyoming and her husband. Wava



Myrna Learn (left) won the long distance award and Earlene Brown picked up the winner's trophy in the Minneapolis timed road run.

Scott again won the best dressed award with Lee placing second. There were two Motor Maids entered in the "Queen of Death Valley Days" contest. Vivian Gallo placed first and Marie Howell second.

The MMs had a record turn-out for their November meeting at the home of Marie Howell. Twenty-four persons attended. Election of officer results are: Treas.-Sec., Ivaline Tenny; Social Sec., Chris Moley; Sgt.-At-Arms, Bea Rathbun; Road Rider Committee, Alice Larrabee and Milly Dillahay; Reporter, Marie Howell.

At the Christmas party held at the home of Millie Dillahay of Baldwin Park, Calif., there were 25 MMs and husbands present. There was a huge "Pot Luck" turkey dinner in the recreation hall where Millie and Chuck Dillahay live. After dinner all the husbands got up a card game while the Maids held their business meeting, making plans for their annual road run coming up this month. Marie



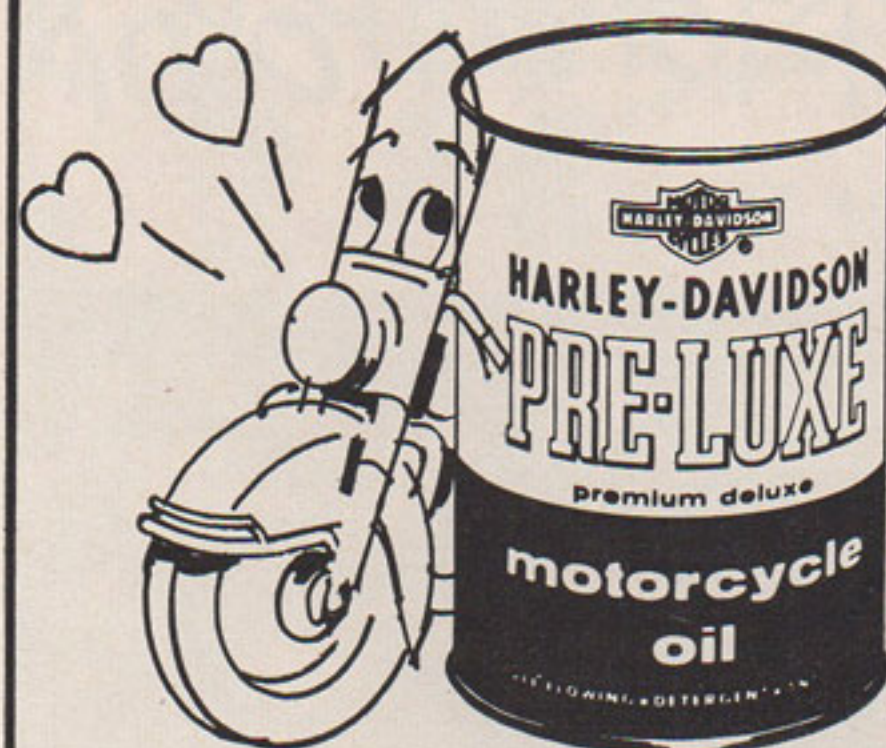
California MM's at their "dress-up" party.

Howell was awarded the year's activity trophy. Vivian Gallo, Ivaline Tenney and Wava Scott placed in that order behind Marie.

The January meeting was held again at the recreation hall at Millie's home. This one was a "Work Night" and posters, trophies, and invitations were prepared. A Chinese dinner was "sent in". California Maid, Pat Dimmitt, has been reported busy touring the eastern states. The California group misses her and are looking forward to her return.

The Motor Maid's annual officers meeting was held in Detroit, Mich., in January. Nickie Hero, Pat Boatright and Ilene Tilson were unable to attend. MMs Mabel Hutcheson and Margaret Yoke of Indiana were on hand to help, however, so everything was taken care of in very good time.

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PISTON POPPIN'



At a recent club meeting, The Peoria MC elected officers. Pictured are, left to right, first row: Dick Gunther, sec.; Dean Potter, vice-pres.; Carl Legg, treas. and Clarence Conrad, pres. Second row: Ray Price, club referee; Bob Walters, chaplain; Dick Andres, sgt. at arms; Joe Curto and John Devers, road captains; Jim Nellinger, sgt. at arms; and Robert Legg, publicity agent.



At the same time the Peoria MC Auxiliary elected their officers. They were, left to right, first row: Darlene Meyers, pres.; Sharon Andres, sec.; Marion Kingsly, club referee; Phillis Legg, treas. Second row: Jane Davis, correspondent sec.; Evelyn Siefred, vice-pres. and Dolores Legg, publicity agent.

On December 20th, the Glass City MC held their annual election of officers for 1962 with the following being elected: Ralph Underhill, president; George Stemen, vice-president; Laurel Scero, treasurer; Harry Smith, secretary; Ed Reising, referee and Don Towers, sgt. at arms.

The club plans a very active year in '62. On National Civil Defense Day the club cooperates with the local Civil Defense by taking courier assignments for the day and by so doing has been able to help the

status of motorcycling, motorcycle clubs and riders in the eyes of the general public in that area.

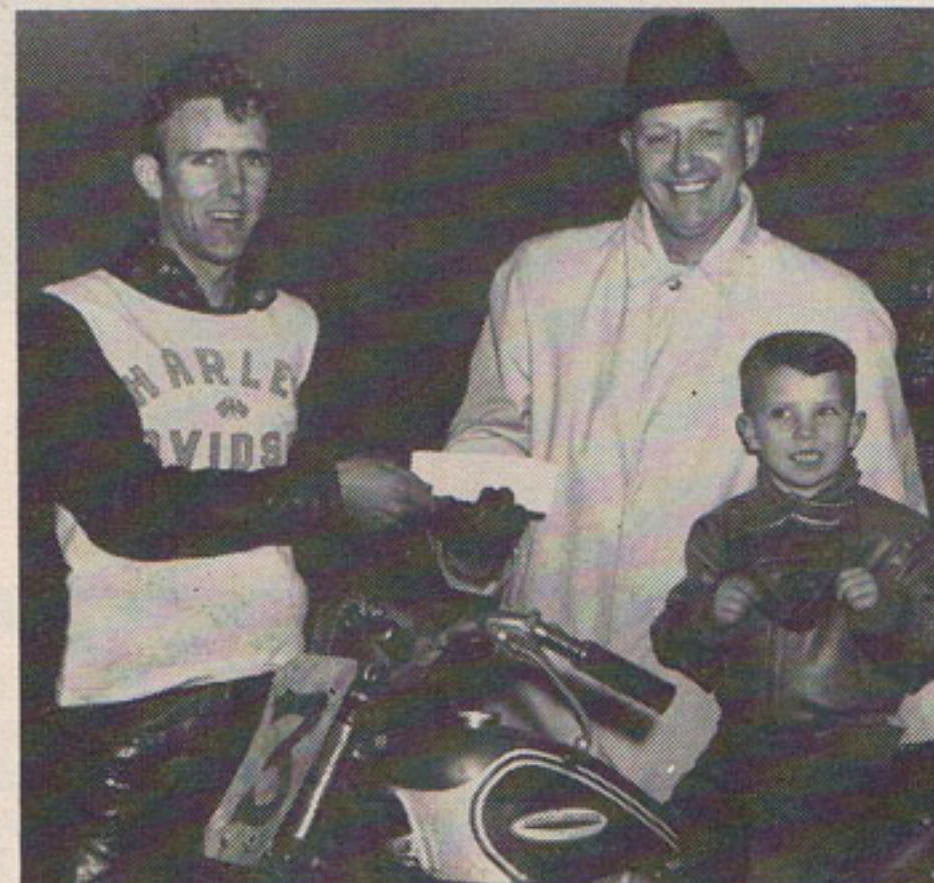
The regular meeting of the Blackhawk MC was held last January 9th. Discussion at the meeting was based mainly on the election of the new officers and the three events which are to be held during this year. The officers elected were: David Sterns, president; Hobert Bryant, vice-president; Millie Arnold, secretary; Regina Foster, treasurer; Chuck Foster, referee; Donald Isbrant, road captain; Bill Foster, club reporter and Carl Goutz, sergeant at arms.

The Blackhawks sanctioned three events this year, and hope to have a good turn out for all of them.

Recently elected 1962 officers of the Cyclettes of Kalamazoo are: Vivian Stevens, president; Janet Walker, vice-president; Mildred Farrows, secretary; Betty Roseboom, treasurer; Betty Aukerman, club-referee and Carrie Penny, club reporter. At the club's banquet February 10th they presented activity awards and membership pins for five years or more. Invited to the Valentine party after the banquet were the Kalamazoo Hill and Gully Riders and the Galesburg E-Z Riders. May 13th is the Cyclettes seventh annual poker run, starting at Milwood Cycle Shop at 1:00.

The Augusta Motorcycle Club, Inc., held a Sportsman Race January 28th, for the March of Dimes, at the Augusta International Speedway and Sports Center. The club was able to give the March of Dimes a check for the amount of \$65.00, which was good considering the bad weather the day of the race.

It was quite a race. Jim Ross ran out



Jimmy Rose, president of the Augusta MC, presents check to Mr. George Colsay, director of the Richmond County March of Dimes. Seated on the motorcycle is little Bernie Hardin, Richmond County Poster Boy for the March of Dimes. Bernie was made an honorary member of the club and was presented an engraved plaque.

Don't forget your entries for the 130-mile national championship road race April 14-15, to be held at Hilltop Raceway, Bossier City, La. Entry blanks also available for amateurs, novice and Sportsman events. Closing date March 25.

of gas at the starting line, Jim Maness ran out of gas right before getting the checked flag and lost first place. Richy Denton, second place winner, just made it on a flat tire and also out of gas.

The Illiana Lucky Wheels of Gary, Ind., had a steak and chicken dinner January 6. This festive event is an annual affair for all Wheels membership. More than twenty couples signed in for this holiday dinner and dance at a local lounge. After the pleasant meal, the trophies of the year were awarded and a holiday gift exchange was enjoyed by all.



Activity trophy winners receive awards at Illiana Lucky Wheels annual banquet.

Now that the ball is over, you shall hear from us again as we are already planning our huge and colorful club dance for early spring.

Cosmopolitan Motors Expands

Cosmopolitan Motors, Inc. announces that they have moved to new, larger quarters at 5521 Wayne Ave., Philadelphia, Pa. as of March 15th.

Their new building comprises more than 15,000 sq. ft., including a showroom, parts and accessories department, a soundproof testing room for experimental racing work, and a dealer's reception room, where service classes will be held for Parilla dealers.

Cosmopolitan Motors states that the main reason for this move was the rapidly expanding demand for their products — Parilla motorcycles, Pirelli tires, A.G.V. helmets and more recently Barafaldi goggles.

Dealer AMA Membership Contest

Tallies shown through Jan. 31.
Only dealers with 3 or more applications are listed this month.

0 to 4,000

EDGAR J. KAUFFMAN
Christiana, Pennsylvania14

Johnny's H-D Sls., Farmingdale, N.J. H-D 8
Pettis H-D, New Lisbon, Wis. H-D 8
Bob Bromley MC, Trevoise, Pa. 7
Earl's Cycle, Michigan Center, Mich. TRI 4
Harvey Goodling, Millersburg, Pa. H-D 4
Ithaca H-D Sls., Newfield, N.Y. H-D 4
Shep's Motors, Holt, Mich. TRI 4
Brose's MC Sls., Westphalia, Mo. TRI 3
Eddie Ryan, San Pedro, Calif. H-D 3
Milligan Cycle, Monticello, Ind. BSA 3
Salem Cycle Sls., Salem, Ohio TRI 3

4,000 to 10,000

HARLEY-DAVIDSON SALES
Vandergrift, Pennsylvania
Harley-Davidson Dealer9

Lorn E. Ford, Marinez, Calif. 7
Al's Cycle, North Syracuse, N.Y. BSA 5
Bern's H-D Sls., Gettysburg, Pa. 5
Rick Underwood MC, East Peoria, Ill. 4
Hank Slegers Co., Inc., Whippany, N.J. BSA 3

10,000 to 20,000

MILLS' HARLEY-DAVIDSON SALES
Burlington, New Jersey
Harley-Davidson Dealer31

Burgess MC Sls., Nacodoches, Tex. TRI 10
Archie's MC Sls., Shrewsbury, Mass. TRI 5
Ernest Cerini, Donora, Pa. H-D 5
Ronald L. Ouimet, Adams, Mass. H-D 5
Wikle's H-D Sls., Traverse City, Mich. H-D 3
Wurt's H-D Sls., Columbia, Tenn. H-D 3

20,000 to 40,000

MOTORCYCLE SPECIALTIES COMPANY
Buena Park, California
Harley-Davidson Dealer23

ZANOTTI MOTOR COMPANY
Butler, Pennsylvania
Harley-Davidson Dealer23

Helm's Cycle Sls., Maywood, Ill. BSA 11
Jewett Motors, Modesto, Calif. 11
Pioneer Valley MC Sls., Westfield, Mass. IND 6
Paul Brokaw MC, Montebello, Calif. TRI 5
Walters Brothers, Galesburg, Ill. H-D 4
Midway MC Co., St. Cloud, Minn. H-D 3
Pyle H-D Co., Portsmouth, Ohio H-D 3
Rose Cycle, Findlay, Ohio TRI 3

40,000 to 75,000

SMITH MOTOR SALES
Muncie, Indiana9

H-D Sls., Lima, Ohio H-D 6
Budd Semas H-D, South Gate, Calif. H-D 6
Fischer's H-D Sls., Elgin, Ill. 5
H-D of Essex, Bloomfield, N.J. H-D 4
Mel's Cycle Serv., Great Falls, Mont. H-D 4
Polk County H-D, Lakeland, Fla. H-D 4
Clemile R. Doucet, Lafayette, La. BSA 3
Howton-Lott H-D Sls., Tuscaloosa, Ala. H-D 3
PH H-D Sls., Port Huron, Mich. H-D 3

75,000 to 125,000

WALTER BROTHERS HARLEY-DAVIDSON
Peoria Illinois
Harley-Davidson Dealer30

Skip Fordyce, Riverside, Calif. H-D 12
Wilson's MC Sls., Cedar Rapids, Iowa H-D 9
Eldridge H-D Sls., Terre Haute, Ind. H-D 7
Vic's H-D Sls., Augusta, Ga. H-D 6
Borgstedt Cycle Co., Pueblo, Colo. H-D 4
S. E. Chubbock, Pasadena, Calif. H-D 4
Myers Motor Co., Inc., Wichita Falls, Tex. H-D 4
Racine H-D S&S, Racine, Wis. H-D 4
Walt & Karl's MC, Richmond, Calif. BSA 4
Davis Brothers H-D Sls., Stockton, Calif. H-D 3
H-D Sls. Co., Canton, Ohio H-D 3
Macon H-D Sls., Macon, Ga. H-D 3
Portsmouth Cycle Co., Portsmouth, Va. H-D 3
Spitzie's MC, Schenectady, N.Y. H-D 3

125,000 to 200,000

O. W. HALL MOTORCYCLE SALES
Fort Wayne, Indiana
Triumph Dealer14

MATHEW MOTORS
Des Moines, Iowa14

H-D Sls., South Bend, Ind. H-D 11
Cunnings H-D, Flint, Mich. H-D 10
MC Govern Cycle Sls., Grand Rapids, Mich. H-D 6
Brush Cycle Co., Inc., Spokane, Wash. H-D 5
Cooper's MC Sls., Trenton, N.J. TRI 5
Barney's MC Sls., St. Petersburg, Fla. BSA 4
Flint BSA Sls., Flint, Mich. BSA 4
Boswell's H-D Sls., Evansville, Ind. H-D 3
Glover H-D Co., Des Moines, Iowa H-D 3
Indian MC Sls., Albuquerque, N. Mex. IND 3
Schietering MC Agency, Bridgeport, Conn. H-D 3

200,000 to 350,000

REE'S MOTORCYCLE SALES
Dayton, Ohio
BSA Dealer30

J. F. Karns, Long Beach, Calif. H-D 5
Cassady's MC Sls., Dayton, Ohio H-D 3
J. T. Gupton, Norfolk, Va. H-D 3

350,000 to 500,000

A. D. FARROW COMPANY
Columbus, Ohio
Harley-Davidson Dealer4

Cunningham MC Co., Louisville, Ky. H-D 3

500,000 to 1,000,000

ALLEGHENY COUNTY DISTRICT, INC.
Pittsburg Pennsylvania
Harley-Davidson Dealer17

The Knuth Co., Inc., Milwaukee, Wis. H-D 9
Kress H-D Sales, Baltimore, Md. H-D 9
Buffalo H-D, Buffalo, N.Y. H-D 7
Broadway H-D S&S, St. Louis, Mo. H-D 6
Cycle Craft, Inc., Boston, Mass. H-D 4
MC Serv. Co., Cincinnati, Ohio H-D 4
Drager's H-D Co., Seattle, Wash. H-D 3
Dudley Perkins Co., San Francisco, Calif. H-D 3
Osborn MC Co., St. Louis, Mo. H-D 3

1,000,000 and up

EASTLAND CYCLE
Detroit, Michigan
BMW Dealer20

Reggie Pink, Inc., New York, N.Y. H-D 16
Rich Budelier Co., Los Angeles, Calif. H-D 7
Dolezal Brothers, Chicago, Ill. H-D 6
Tokar & Co., Inc., Brooklyn, N.Y. H-D 4

New Cubs

Drones MC, Torrance, Calif.
Escondido Sprockets MC, Escondido, Calif.
St. Louis Dragon's MC, Aux., St. Louis, Mo.
Phantom Riders MC, San Diego, Calif.
Old Motorcycles Riders Club, Wayne, Mich.
All Japan MC, San Francisco, Calif.
Pioneer MC, Raleigh, N. C.
Onondaga Valley Iron Horsemen MC, Marcellus, N. Y.
Beaver Cycle Club, Inc., Beaver Dam, Wis.
The Blue Point Riders, Inc., Norwood, Mass.
Jousts MC, Lakeside, Calif.
Stanislaus MC, Modesto, Calif.

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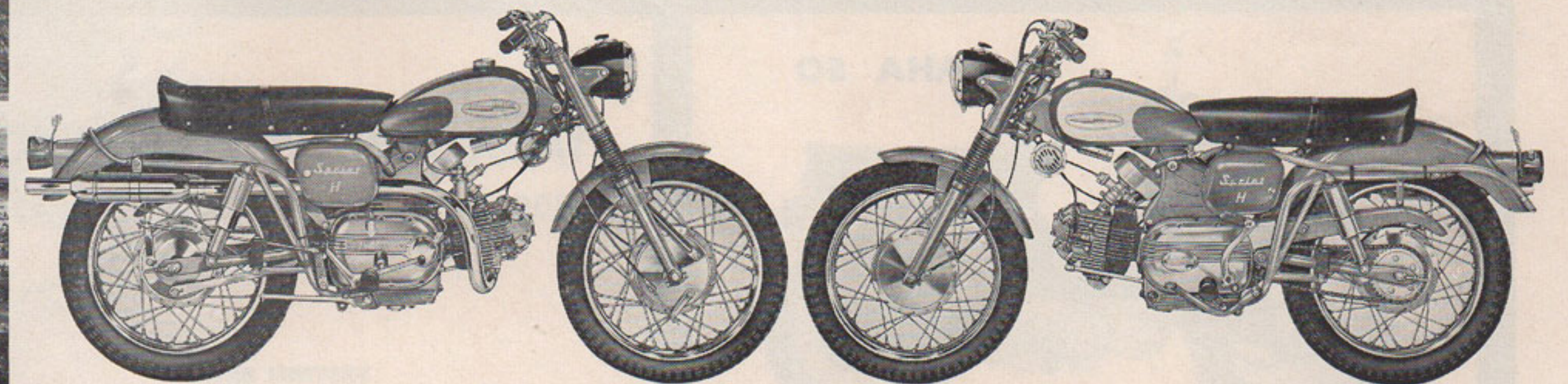
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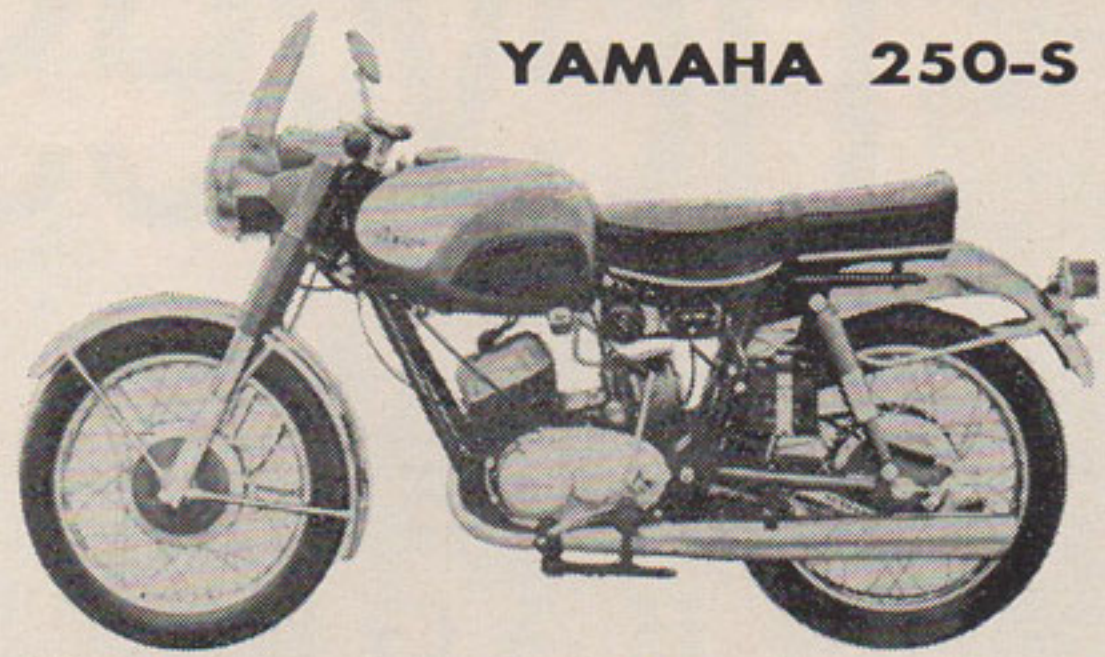


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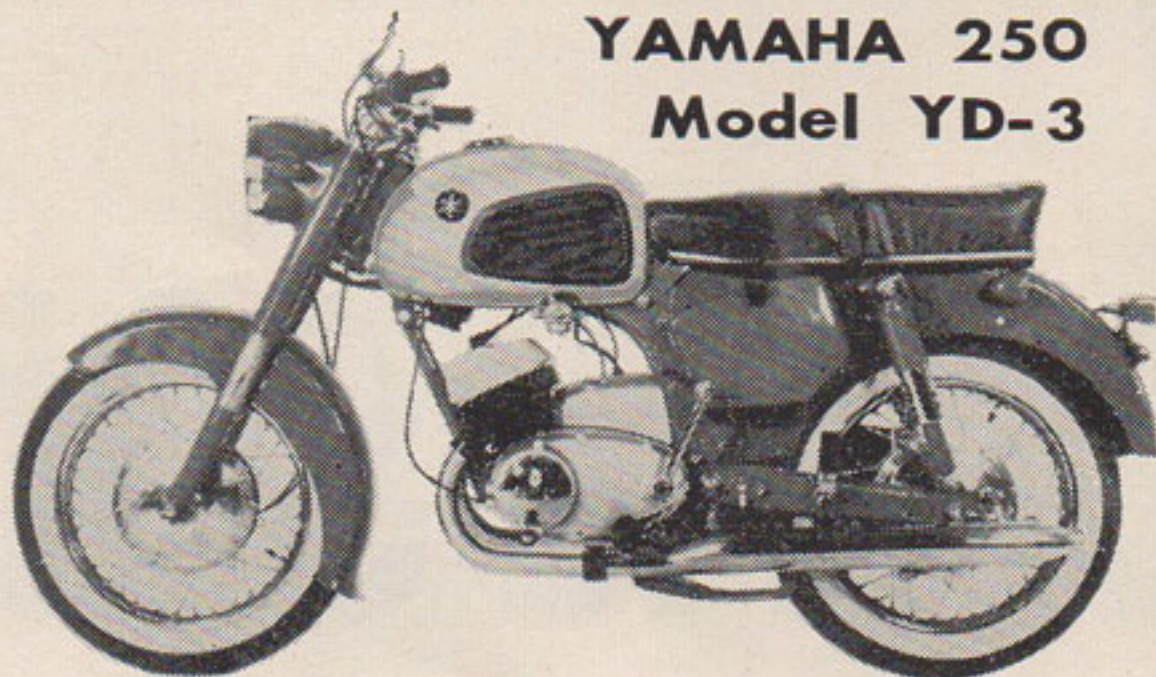
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NEW HIGH-PERFORMANCE 250cc SPORT MODEL—15 cu. in., new 5-speed gearbox, more HP, more reliability. Available in 3 models for street and competition use.

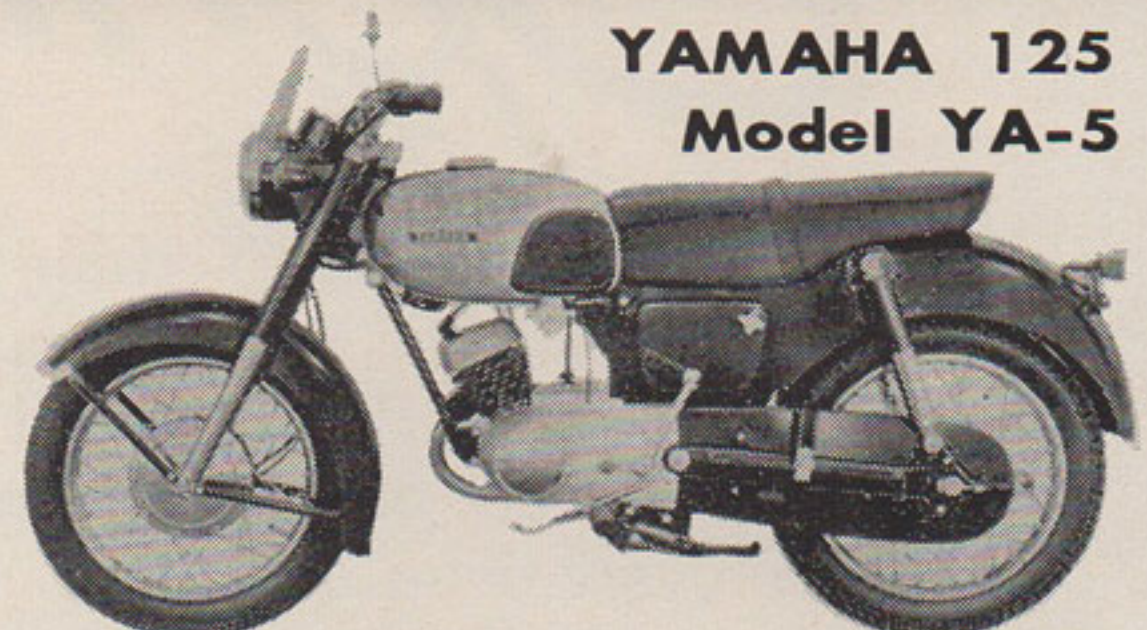
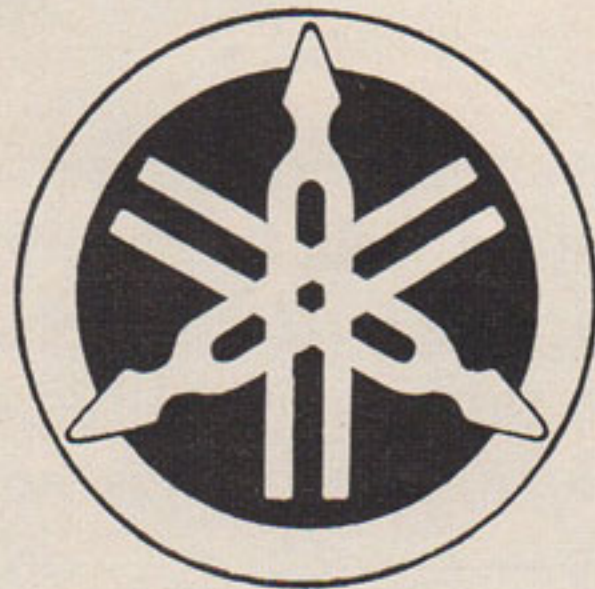


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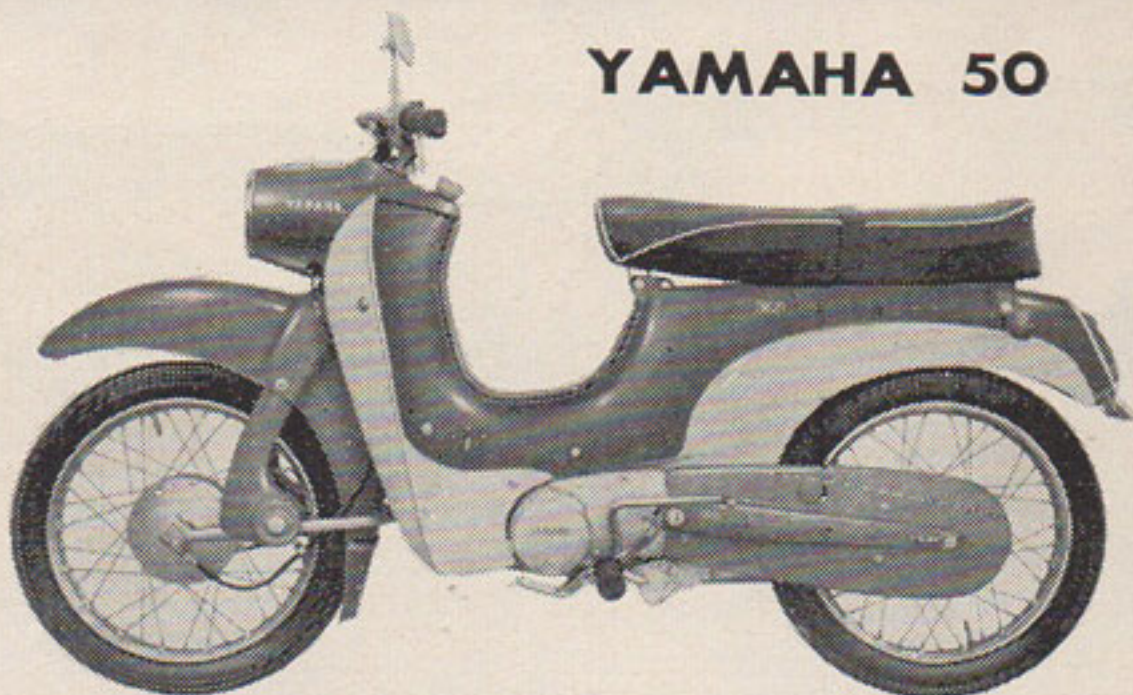
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in '62*



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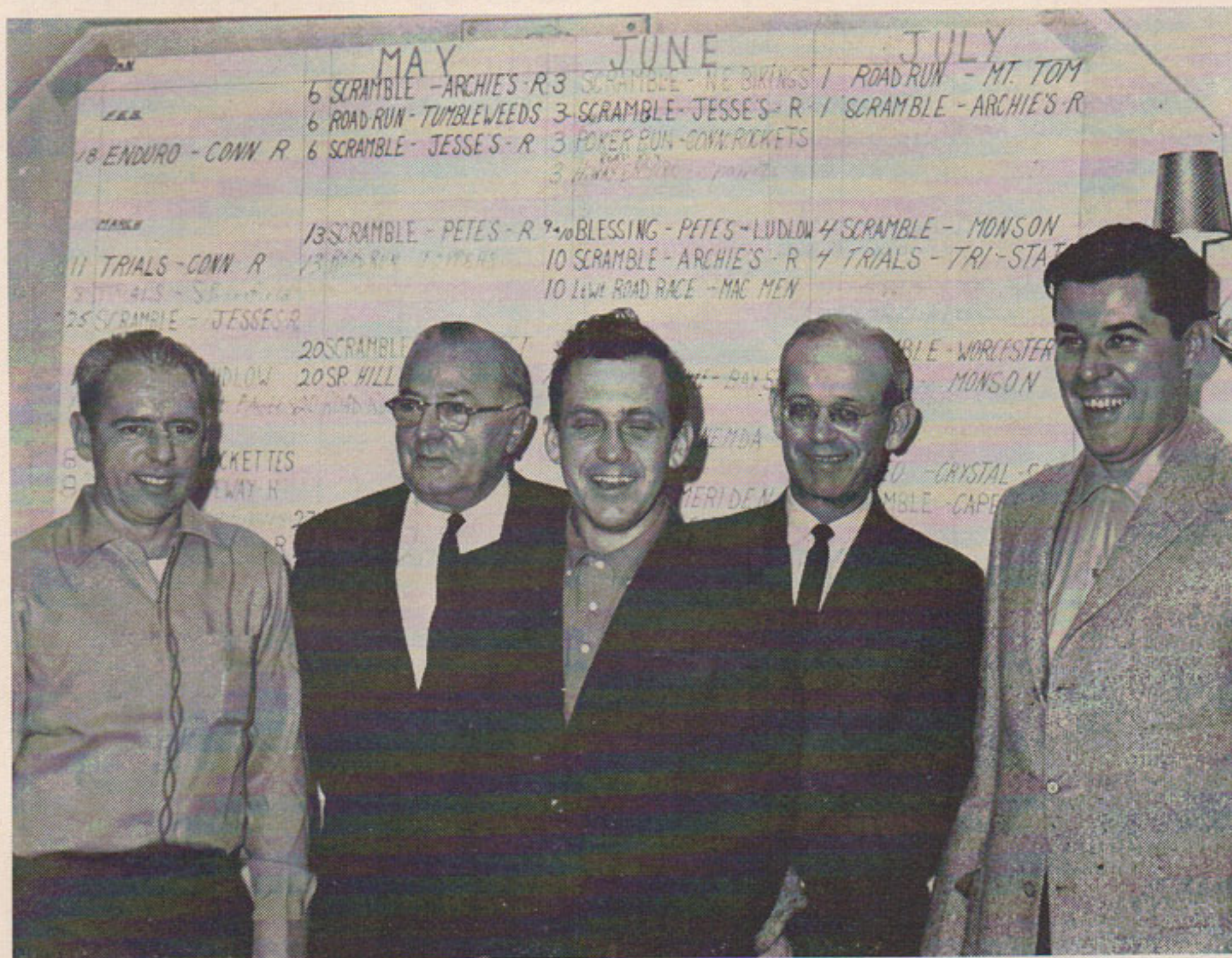
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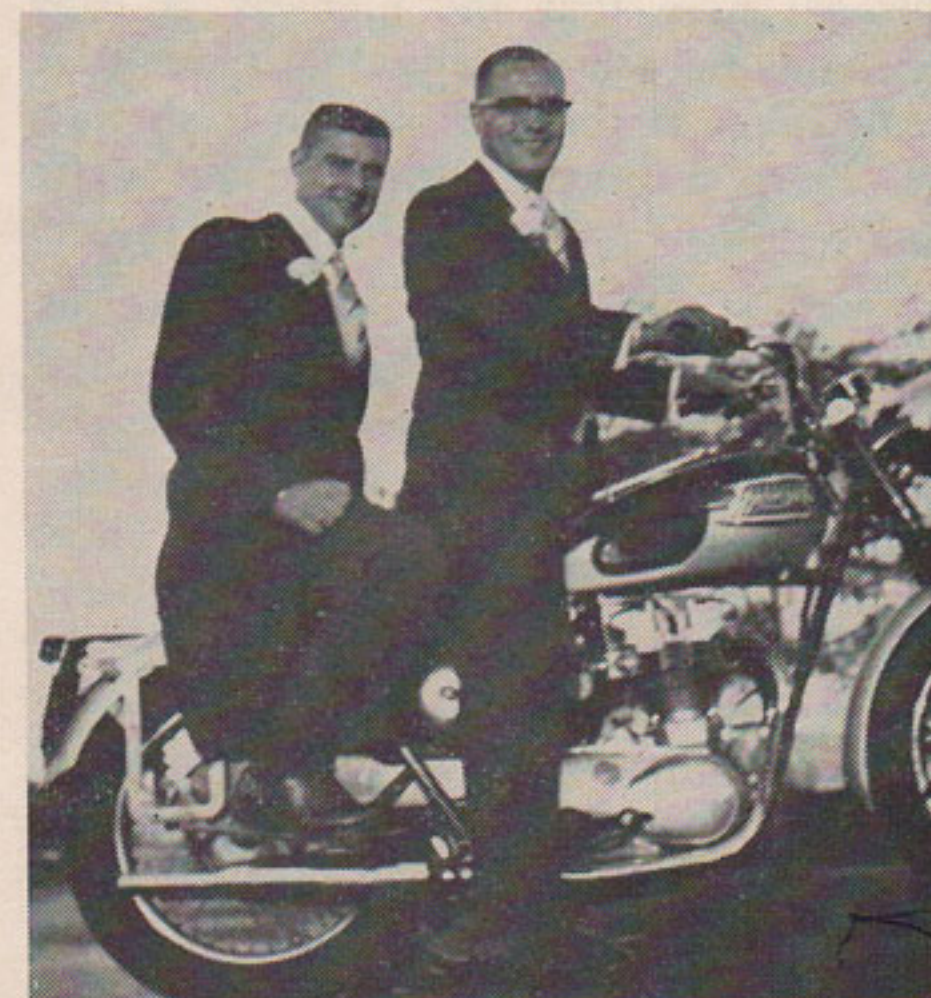
Views in the NEWS



Smiles were plentiful! A district sanction meeting runs smoothly! Why? A successful sports committee has worked out the details in advance thus eliminating indecision, lengthy discussions and delays. Such a group is the New England Sports Committee. The committee met with the clubs several weeks before the district meeting, to organize the coming year's activities. By placing all dates and events on large boards the officials and clubs were able to finalize events at the meeting with only minor adjustments. Several districts—Pennsylvania, California, Ohio, Missouri—have sports committees which are very successful and many other districts are in the process of forming their committees. Pictured are Don Pittsley, who made the board, Bill Schietinger, president of New England dealers, Ray Patenaude, assistant referee, Jules Horky, AMA competition director, and Berkeley Baron, New England referee.



Edward F. Wrin, Jr., center, of Worcester, Mass. receives the "Star-O" motorcycle trophy donated by motorcycle dealers Nathan F. Sheldon, Worcester and Archie Rudner, Shrewsbury, Mass. Antony Val-lone, president Worcester County MC and Mrs. Bunny Wrin look on. Wrin, who won the award for participating in motorcycle poker runs held last season by four of the area's clubs, has ridden for 17 years and is referee for the Worcester club.



Tom Stevens, field representative of the Triumph Corp. gets the groom, Ken Cherry, to church on time in recent Illinois Wedding.



Checking dates at the District 6 sanction meeting are Jack Vanino, temporary chairman of the new District 6 Sport Committee, Horace Fritz, MAMDA secretary-treasurer, Jules Horky, AMA director of competition, and Al Walters, District 6 referee. Horace said Jack was asking for rain dates and Horky was obliging by saying no.



Middle Atlantic Motorcycle Dealers Assn. officers Horace Fritz, Charles Burton and Lloyd Laugerman pose with district award winners Hank Westra, BSA, Elmer Shillingford, Matchless, Larry Wise, Cosmopolitan, and Rod Coates, Triumph, at the recent MAMDA banquet held the evening before the district sanction meeting. Horace Fritz and his wife, Bea, were honored and received many gifts for their years of service in motorcycling and the dealers association.

Wawa. Fortunately, the Ferry runs every half hour, so we had no delay in crossing into Canada. We passed through Canadian customs as quickly as it takes to read this sentence. There was no red tape and the Canadian officers were courteous and efficient, even to a motorcyclist.

Trans Canada Highway 17 was well marked through the city and in no time at all we were out in open country. Some slow moving Sunday afternoon traffic combined with highway construction barricades and an incomplete hard packed gravel road made the first five miles in Canada slow work, but once through this, the wonders and beauties of the trip began.

Although the highway is resurfaced in places, some old rough stretches still remain. But the road condition did not detract from the beauty of the scenery as we drove northward.

About 50 miles from the "Soo" lies the Ontario Provincial Park and it is through here that the highway is baby new and smooth as velvet. Although we made notes at the end of each day's travels, there was very little I could write about this area that would do it justice.

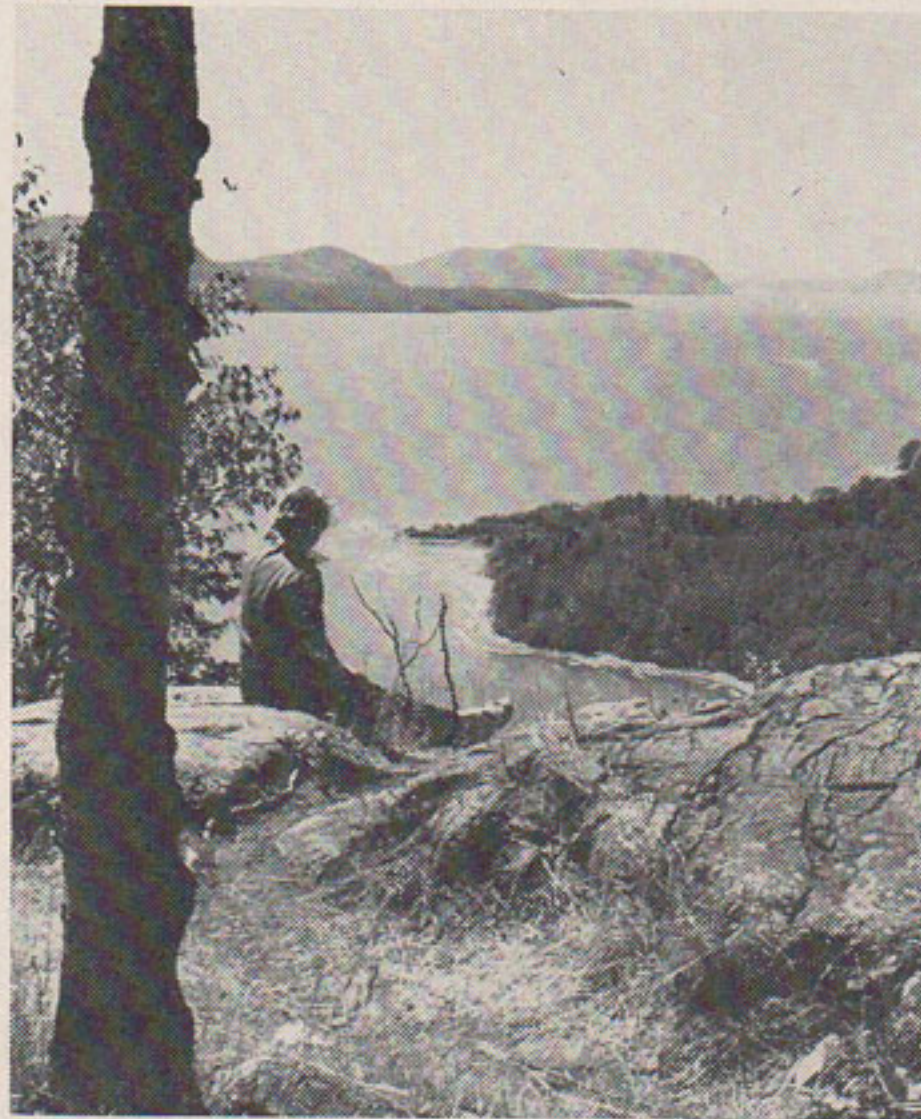
As I close my eyes and recollect the impressions I retained, I see again endless miles of virgin timberland with the raw scar of the highway the only sign that man had passed this way before. There were multicolored rock formations, beautiful vistas as the highway swung close to the lakeshore, wild dancing streams sparkling and foaming in the intermittent sunlight, innumerable small lakes lying at the roadside and overall an overwhelming silence, when even the rush of wind through the feathers of a bird in flight sounded like a thunder clap. Then, when we listened intently, we realized that it wasn't quiet at all; there was the low moaning of the wind through the trees and the incessant background noise of unseen activity. But it was a calming sound, a sound to enjoy and relax with, the quiet noise which every camper knows and loves.

The highway crossed so many streams that we lost count of the number. Each time we admired a rushing freshet or a wild brook and told ourself that this was the most beautiful, we would drive on only to discover a thundering cataract issuing forth through a giant cleft in the rock bluffs and again test our powers of admiration. But we did not stop often or long because the overcast grew darker and the clouds dropped lower. It seemed like we were chasing the rain and much to our displeasure we were winning the race. The wind grew very strong and would whistle across open meadows and

through the occasional valleys with cyclone force. But even the ache in my arms and shoulders couldn't keep me from enjoying the multicolored forest with its deep green pines and blanched white birch.

The lowering clouds were hiding the hilltops and it grew much colder. I regretted not wearing my thermal underwear now. Finally one of the infrequent restaurants appeared in a roadside clearing so we stopped for a steaming cup of coffee.

With our blood circulation restored somewhat, we felt more inclined to roll on. The road was now more wet than dry, although we hadn't passed through any rain yet. A road sign informed us that Wawa was only 50 miles away. As we drove along that cold, windy road those fifty miles felt more like 500. Time and miles never seemed so long before. At last we caught sight of the giant goose statue just outside Wawa and were too



Looking south from Rosspoint one sees Simpson Island and Isle St. Ignace off the Ontario shore line. Ontario Dept. Travel & Publicity photo.

happy to notice that it was raining in earnest. We secured a room in the hotel and almost immediately crawled under the covers to try and warm our wet frozen bodies. By six that evening we were able to venture forth in search of food. A restaurant across from the hotel provided us with a very large, tasty but inexpensive steak which helped revive our spirits immensely. Before going back to our room for the night I covered the machine to protect it from the pouring rain.

Monday morning the weather proved very discouraging. When we first peeked out of our hotel room window it was pouring rain, but we hadn't enough slack in our travel schedule to sit it out, so we had a good hot breakfast and prepared to roll northward again. By this time the rain had diminished to a light drizzle which gave us hopes that it would stop. It didn't.

The rain cover had kept the plugs on

the machine dry during the night and like all good BMW's it fired on the first kick. By the time we had the luggage secured on the carrier, a crowd had gathered in the shelter of nearby doorways and buildings to watch us. I don't know just what they were thinking, but we must have been a sight all bundled in our rainsuits with three layers of clothes underneath. Even the dogs were too overcome to bark at us as they usually did at any stop.

At 10:15 a.m. we were back on the Trans Canada 17 headed for Terrace Bay just 150 miles ahead. This was to be a short run because we had been warned that west of Terrace Bay the highway was still under construction and we wanted to go through that stretch early in the day when we were fresh and eager, not at the end of the day when we might be tired and possibly careless.

The highway was very good, but because of the rain and low temperature we kept our speed down for fear of encountering ice on the road. Although the rain varied in intensity from light to heavy the shifting, gusty winds kept us from enjoying the scenery too much. All through the trip we found that the wind never blew parallel to the shoreline of the lake hitting us from behind or head on; it always blew at right angles to the road making riding erratic and uncomfortable.

We crossed many streams swollen in their banks, some white with foam as the water crashed over rocks in its course, and there were several beautiful falls, which under better conditions would have deserved full treatment with our color movie camera. But we saw no wildlife even though the area teems with it. At least the lesser animals had enough sense not to come out in that rain.

We turned off the highway at White River to find a hot cup of coffee and gas up. Since physical comfort was uppermost at the time we headed straight for the first restaurant sign we saw. Because we looked like some dripping monsters from the deep, we were sure the proprietor would order us out, but the young waitress nonchalantly served us our coffee as though all her customers dripped pools of rain water on the counter and floor.

By this point in our travels we were quite accustomed to having strangers engage us in friendly conversation; most people wanted to know where we were from and where we were going and why we picked such awful weather to travel in. But when this attractive blonde young lady asked, "is that your motorcycle outside", my first sickening thought was that a woman driver had just crashed into our machine.

The blonde young lady introduced herself as Tracie Harris and went on to say how interested she was in motorcycling. Both she and her late husband had been

very active in Canadian competition riding and had also taken many long distance cycle trips, including a motorcycle honeymoon to Mexico. We had to decline her invitation to stay overnight, but promised to write when we completed our trip. We have since exchanged correspondence, pictures and movie films. Her enthusiasm for motorcycling is overwhelming and we have regretted not having the time to stop and talk longer with her. At the gas station where we topped off the tank we discovered another enthusiast in the attendant, only his riding had been confined to Europe and his native England.

Sixty miles, and many more lakes and streams. Later, we again turned off the main highway this time to have lunch in Marathon, a very neat little city on the Superior shore where the prime industry is wood pulp. Several miles before Marathon we crossed a wide river that was jammed from bank to bank with logs floating down to the lake. We discovered later that some were destined for the mill at Marathon and others would be chained together and hauled by tugs around the lake to other mills.

In reviewing my notes concerning this leg of the trip I find that every other sentence includes the phrase "wind and rain". Whenever the wind gave indications of abating, the rain would increase in intensity and when the rain let up, the wind would blow harder. Although we suffered some discomfort from the rain lashing our faces, and our hands were cold in the water soaked gloves, our rainsuits did a splendid job of keeping the rest of our bodies dry and relatively comfortable.

At one point on the road, we crossed a temporary wooden plank bridge over a wide stream jammed with logs floating to the mills. The new steel highway bridge was still under construction. This crossing provided us with a bit of exciting diversion because the planks laid longitudinally across the bridge were not securely anchored and the mud on them was as slippery as grease. That we were able to cross safely is more due to divine intervention than driving skill.

Approaching Terrace Bay from the south, as we did, you pass over many long grades where it is necessary to drop into second gear going up and safest to keep in second going down to avoid overuse of the brakes. The many cuts through the rocks provided spectacular towering canyons to drive through which we would have enjoyed much more if it hadn't been raining. But, the fact that they were beautiful even in the rain attests to their grandeur. Many scenic lookout points had been built into the highway, but we weren't disposed to enjoy the static beauties of nature with so much of its fluid qualities about.

About two thirty in the afternoon we passed the "50 miles to Terrace Bay"

marker and my spirits soared at the prospect of arriving within the hour. The pleasant thoughts I conjured up of a warm room quickly faded as I was jarred back to reality by the rattle and sting of hail. Rain we were almost willing to suffer, but hail, this was too much! We groaned and hollered and fumed uselessly; there was no where to run for protection and nothing to do but continue on, so we did, hunching down behind the windscreen for protection. There are now many scratches and a few crazed spots on it to stand testimony to the furor of the hail that afternoon.

Like all good things, even the bad come to an end and ten miles later the hail changed to a wet snow mixed with the rain. This reduced our visibility and speed so that we didn't arrive in Terrace Bay until four that afternoon. We only drove 150 miles that day, but it was constant precipitation of one type or another all the way.

There is an attractive hotel on the highway outside Terrace Bay where we stopped for the night, and from our warm room we were able to look out onto Lake Superior and marvel at the strength of the wind as it whipped the surf into foam and bent the birchs as easily as blades of grass. We couldn't help wondering if spring ever came to Canada.

During dinner in the hotel we were pleased to see a friendly face from Wawa in the person of a salesman whom we had stopped to talk to the day before in the hotel lobby. This fellow traveler had also been a motorcyclist 12 years ago in England. He was rather surprised to learn that we were Americans because he had bet a friend that "only an Englishman would be crazy enough to drive a cycle in this miserable weather." He took us on a tour of the town in his car and later in the evening, in the comfort of the lounge, we wiled away the hours in pleasant conversation.

Tuesday morning the weather broke bright and clear without a cloud in the sky and practically no wind. The view from our window was just what we had driven all these miles to see. The Lake was so calm and blue that it seemed to blend into the sky at the horizon. And there, a few miles off shore, were some islands which we couldn't see the night before because of the limited visibility. A lake freighter with a plume of smoke anchored to the sky was the only sign of human activity within our view and even it was so far away that it was impossible to tell if it was moving. It seemed that our weather luck had changed so I quickly dressed and went out to see how the bike had fared during the night.

My first shock came when I stepped out into the crisp, fresh, 31°F air; my second, when I saw the ice covering the machine's rain cover. But ever trusty to the end, the

BMW burst into song on the first kick. Satisfied that the machine was able to continue, I went in to a hearty breakfast after which we put on all available clothing, remounted and drove back onto the highway.

The nine miles to Schreiber slipped by without notice. We were too busy glorying in the freshness and beauty of the scenery in the morning sunlight. The forest glistening after a night of rain is a beautiful sight. At Schreiber we saw that most dismal of signs "pavement ends" and were to see it again many times in the next 45 miles for this is the beginning of the "gap" where the highway is still under construction, but passable.

At the beginning of the gap we checked our maps and saw that we would be climbing a little and be close to the lake at times, so we stopped and added our rainsuits for wind protection. The sign at the side of the road read "pavement ends" and its simplicity had a note of the ominous, but the weather was clear and our spirits were high so we blithely forged ahead. The beginning stretch of road had a hard packed foundation of sand and gravel with a loose layer of gravel on top; a typical unimproved type road surface. Our only problem there was to avoid all the road building equipment which was scooting about, without becoming bogged down on the soft shoulder of sand or

(Continued on next page)



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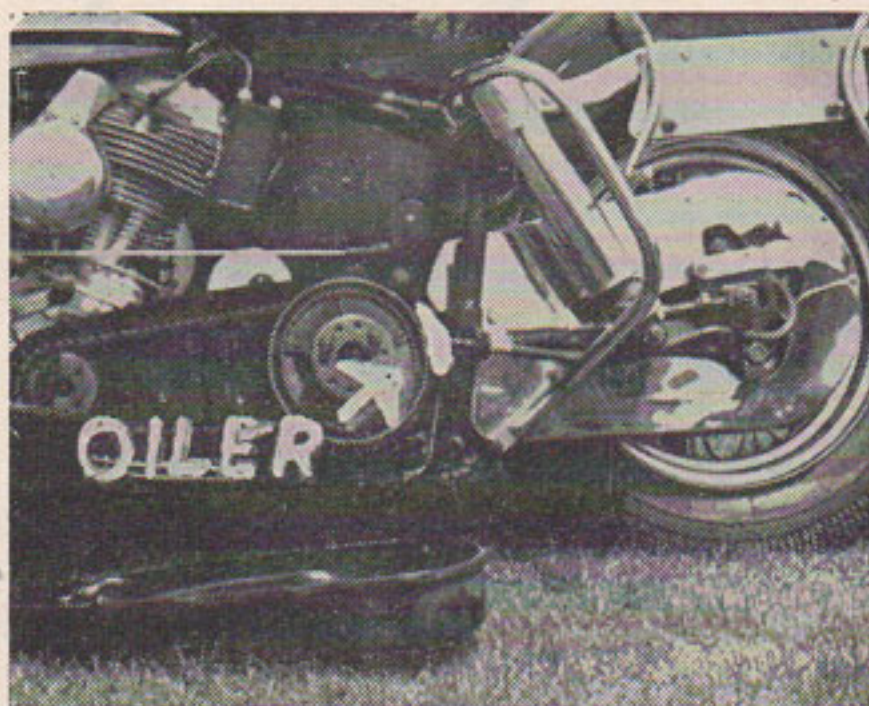


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LAKE SUPERIOR from page 27

otherwise running off the road.

The construction went on at various points along the way where it was best to re-route the old road. In between construction areas the old highway was in reasonable repair and permitted us to make good time. Fortunately, the previous day's rain caused much of the otherwise loose sand to become rather hard packed, otherwise there would have been quite a few spots where it would have been much more difficult to cross. As it was, we worked low gear quite hard. At several points the road was being blasted out of a shear rock face adjacent to the lake front. Here the view was magnificent and we stopped to admire the scenery often and also to thaw out a little.

As of this writing "The Gap" is no more; the road is complete and the final link has been closed. It's hard for me to decide if this will make the trip more enjoyable or not. It will definitely be more comfortable, but I doubt if it will feel the same crossing this new highway without being able to see or appreciate the tremendous physical effort required to put this final mark of civilization on the wilderness.

From the top end of the gap into Nipigon the road is new, wide and smooth, and the effortless riding was an almost forgotten sensation after being so jolted and jarred in "The Gap".

We lunched in Nipigon, then later, for the first time in two days, had the pleasure of seeing the speedometer needle touch 50 mph. One look at the motels, restaurants and gas stations along the roadside was enough to tell us that this highway had been here for a few years; the scenery was much more civilized and we once again had traffic to contend with.

We crossed the southern terminus of the Mackenzie River where it empties into Lake Superior and stopped only long enough to record the beauty of the scene on film before rolling on toward the lakehead cities of Port Arthur and Fort William.

As we approached Port Arthur we passed some enormous grain elevators which gave credence to the claim that the combined ports of Fort William and Port Arthur form the greatest wheat depot in the world.

We found a comfortable motel in Fort William and after cleaning up and removing a few layers of clothing drove back into the center of the town to look for a place to eat. Nothing in Fort William struck our fancy so we drove over to Port Arthur. It is not our intention to start an intercity feud, but we found Port Arthur to be the more attractive of the two cities, and it was while slowly cruising its main streets that we became introduced

to one of its many fine citizens.

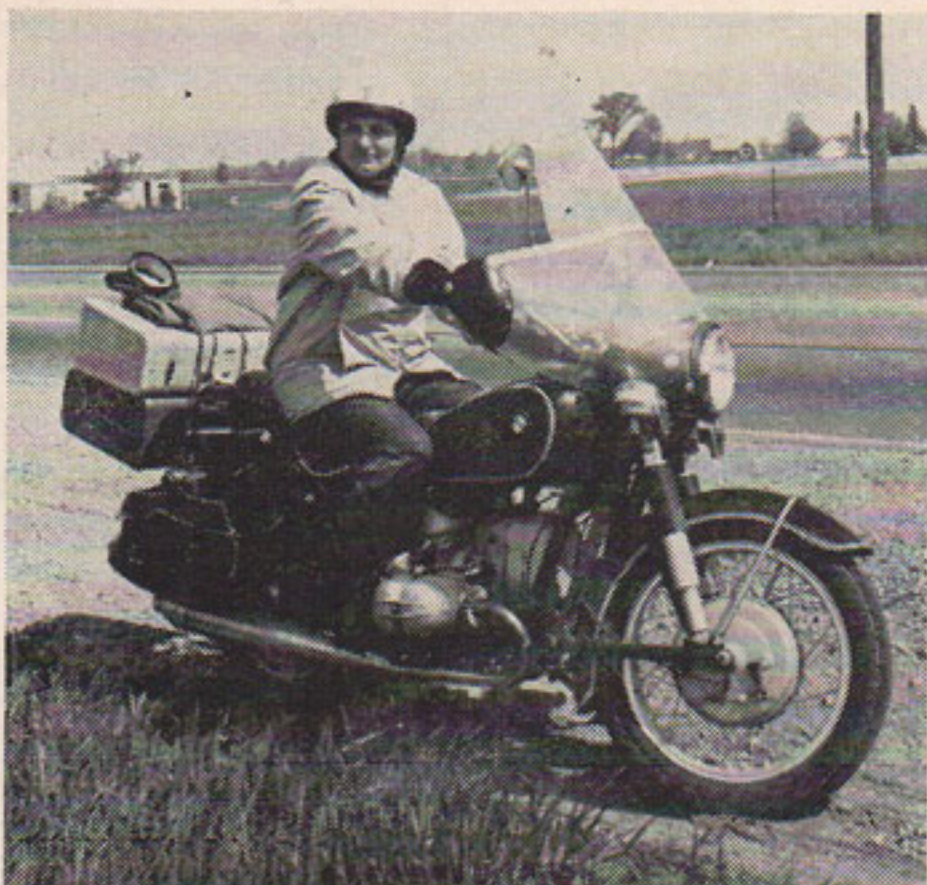
While stopped for a traffic light I glanced in the rear view mirror and noticed a white panel truck pull up behind me. Then the light changed and I promptly forgot about it until the driver of the truck blew his horn at me. When this happened again at the next light, I began to wonder if maybe I hadn't broken the law and was being apprehended. A nonchalant turn at the next corner and a quick look over my shoulder showed me that I was still being followed and the driver was now gesturing wildly for me to pull over. By the time I had stopped and cut the switch, he was alongside introducing himself as "Bob Brown of Station CJLX Mobile Unit Number Three" and inquiring if we were really from Michigan as our license plates indicated. After he had heard why we were there, he asked us to come to their studio and tape an interview which we did later that night, but, only after we had dinner at a restaurant which Bob recommended that served Chinese and Canadian (not American — these people are very nationalistic) food.

It was after the interview that Bob told us about the certificate which we were entitled to receive for completing the trip around the lake. The certificate, which could be obtained at the Chamber of Commerce office in Port Arthur, named us admirals in the Lake Superior Navy and is part of a promotion scheme to induce more people to make the trip. Bob later obtained the certificate for us and it is now framed and in a place of highest honor in our house.

Bob Brown was just one of the many fine, hospitable people we met in Canada. We don't know the names of all those who befriended us along the way, but they will be long remembered for their kindnesses.

The next morning was bright, clear and cold as usual. It warmed up to 35°F by the time we had finished breakfast and were ready to depart. Once again we were back on good roads and it didn't take long until we reached the International Border at Pigeon River. The falls here may be viewed at close range from an attractive park. This was to be our last stop in Canada, so after spending a few minutes enjoying the scenery and also warming up, we restarted the machine and drove into customs. The customs men, like those at the Sault, were courteous and efficient and we passed through without fuss or delay.

A restaurant just inside the border had a sign offering hot coffee which sounded very appealing, so we took another short break before getting back in the saddle and rolling off more miles. At this time of year the majority of tourist spots are not yet open so we had to drive quite a distance before we could find a place to stop



Mrs. Richard Jacobs along the highway in Michigan.

for lunch. We were hurried on our way by the quickly gathering overcast and falling temperature. An extra layer of clothing was added in mid-afternoon when the sun disappeared completely. Traveling was rapid but growing more uncomfortable as we passed more and more frequently through cold rain showers. The intermittent rain finally gave way to a steady downpour and we drove through heavy rain the last 15 miles into Duluth. The temperature was now 39°F, but felt much colder on soaked leather gloves and boots. This was one time when I did not put on the big rubber overboots until it was too late to do any good, so I drove

through all the rain without them. Fortunately my leather boots dried out enough before dinner to be comfortable with a pair of heavy wool socks inside as insulation.

It rained most of the night without let-up but stopped and showed signs of clearing Thursday morning. As a precautionary measure and to protect us from spray since the roads were still wet, we put on our rainsuit bottoms and I put on the rubber boots. This was an unnecessary move because it never rained once during the day.

Our route out in the morning took us right by the harbor where a number of lake boats were docked, then through the city of Superior onto Highway 2 southeast to the Michigan-Wisconsin border. The road was good and there were very few towns of any size, so we made good time; that is, if you discount all the stops to thaw out and rest. The temperature was down to 31°F again and the wind was strong.

We had lunch in Bergland on Lake Gogebic. Some excellent homemade chicken soup at the small restaurant there helped to both revive our spirits and thaw us out.

The scenery was now changing noticeably from the starkness of the past few days. More trees were beginning to turn green and large plots of grass were notice-

able along the road. Even some fields were cultivated. It began to look quite different from the rock and pine of Canada.

At four thirty that afternoon we stopped in front of the Northland Hotel in Marquette, Michigan, and decided to call it a day. Our luck had held out and not only did it not rain but the sun even came out for a few hours in the afternoon. Strange as it may seem, this was the first day that we caught sight of any wild animals; if you call seeing the white tail of a deer bob out of sight through the timber "sighting a wild animal".

It seemed that our luck had finally improved because Friday morning we mounted the BMW without the usual teddy bear suit, extra sweater, etc. Not only was the sky a cloudless deep blue, but the temperature had risen to an unbelievable 50°F! This sudden change in the weather so unsettled me that I forgot to top off the tank before we left Marquette and was jolted back to reality 12 miles out of town when the engine began to sputter and spit. A quick flip of the selector valve put the reserve tank to use but I knew that it was only good for maybe 15 or 20 miles at the most. The proper move would have been to turn around and head back to town where we knew we could get gas, but who does the proper thing at a time like that? Instead, we keep on driving east hoping to find a gas station some

(Continued on next page)

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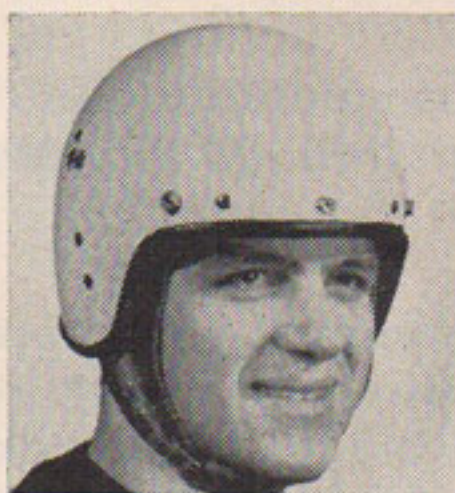
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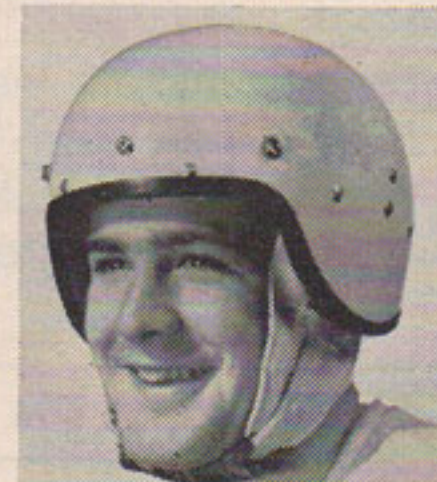
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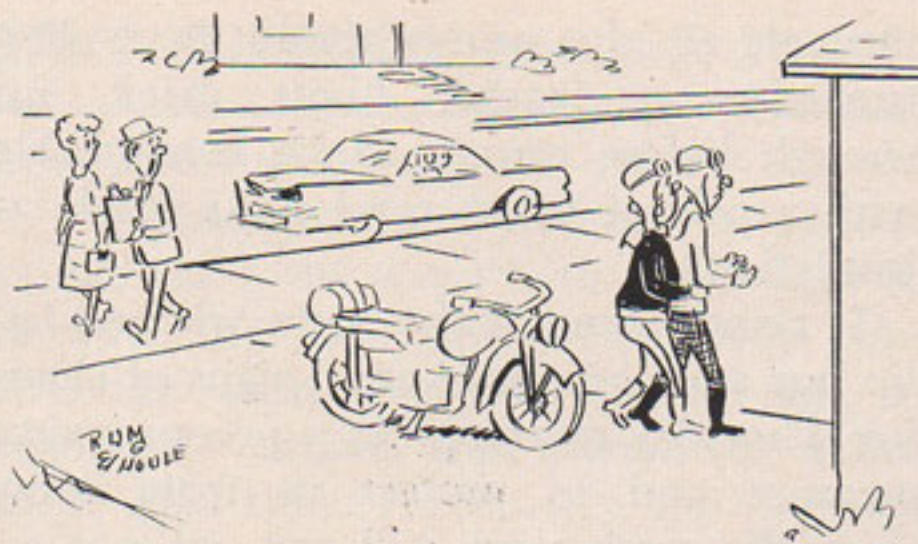
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place in that dense woods. By the time we had covered 10 more miles my better judgment began to tell me that I had made a mistake. Over and over a wee voice kept repeating, "you should have turned back, you should have turned back." It was when this wee voice said "you'll do the walking when we run out of gas, I won't" that it dawned on me that it wasn't my better judgment talking to me but my wife. Her kind words of encouragement did nothing to improve my dark mood, and it wasn't until I spotted an old dirty sign advertising food and gas three miles ahead that I believed all those statements I'd made to her like, "we're not really in trouble", and "we have enough gas", etc., etc.

As we once again rolled down the highway with the tank full and everything else in order, I had the opportunity to notice how smooth and blue the lake was. We were driving right along the lakeshore and the view was most beautiful. The sand beaches in spots looked inviting, but we knew how cold the water was and were not the least bit tempted to stop for a dip.

Just east of Munising the highway changed from good blacktop to hard-packed but dusty gravel. Occasional loose spots forced us to keep our speed down. After ten miles of this we were back again on good pavement and for 25 miles the road was as straight as an arrow. Needless



"After traveling that distance, I think they are stuck together."

to say we made very good time along this stretch of highway.

At Seney we dropped due south on 117 to Highway 2 which runs east along the north shore of Lake Michigan. There were many nice beaches along this highway also but we still weren't tempted to stop. The sun was bright and warm but the sharp breeze kept the temperature down, so I added my teddy bear suit and my wife put on one or two more layers of clothes.

We knew we were on the next to the last leg of our trip when we caught a glimpse of the Mackinac Bridge ahead. Our earlier crossing of the bridge had been under rather adverse conditions, but this day as we drove up the approach ramp I had no apprehensions about the crossing. The view from the bridge was magnificent and since I had no stiff wind trying to blow me over I had a chance to really enjoy the scene.

Once over the bridge and inland a few

miles, the temperature rose considerably and off came a layer of clothes. The trees and brush were all much greener than when we passed this same way a week ago. There was really a feeling of spring in the air. We passed through Indian River at three in the afternoon and decided to push on to Grayling. The extra 65 miles would shorten our final leg the next day and bring us home that much sooner.

We had a good fried chicken dinner in Grayling that night and went to a movie afterward.

We left Grayling at seven thirty Saturday morning and passed quite a bit of traffic going in the opposite direction; weekenders with trailers and boats. At Standish we stopped for gas. Much of the highway south of here is new, so riding was fast and easy. The sky continued to be covered with a high overcast but it was beginning to warm up a little. As we stopped for coffee before taking the turn off around Flint, a quick check of the map disclosed only 80 more miles to go. We were practically home.

South of Flint we turned off 23 and picked up US-10. The traffic became very heavy and quite slow. Many of the automobile drivers tried maneuvers that came very close to becoming serious accidents so I became extra watchful all around. I didn't want to complete the last lap of the trip in an ambulance.

By the time we reached Pontiac and turned off onto Route 59, the weather began to look more like rain, but when we reached Utica the sun came out again. Although this area is quite close to home and is very familiar to me, it looked very strange and foreign. Then I realized why! The trees and bushes were bare when we left but now they were all in bloom — spring had arrived.

The last part of any trip, returning home, is always the sweetest, and as enjoyable as our trip had been, the sight of the old homestead was mighty easy on the eyes. After I had unloaded our luggage, my wife proceeded to unpack and I drained all the oil from the machine while it was still warm and would flow easy. Later in the day I refilled it, washed the Michigan dust off and checked the plugs. With everything in order, we were ready for our next trip.

Not only were we both ready to go again, but we were very willing; unfortunately we had used up all our vacation time and would be forced to wait until next year. But you can do a lot of riding on a weekend if you leave Friday night after work and don't mind getting home Monday morning around three or four a.m. With a reliable machine under us and a real love to travel, we expect to add many miles to the speedometer before the snow season slows us down.

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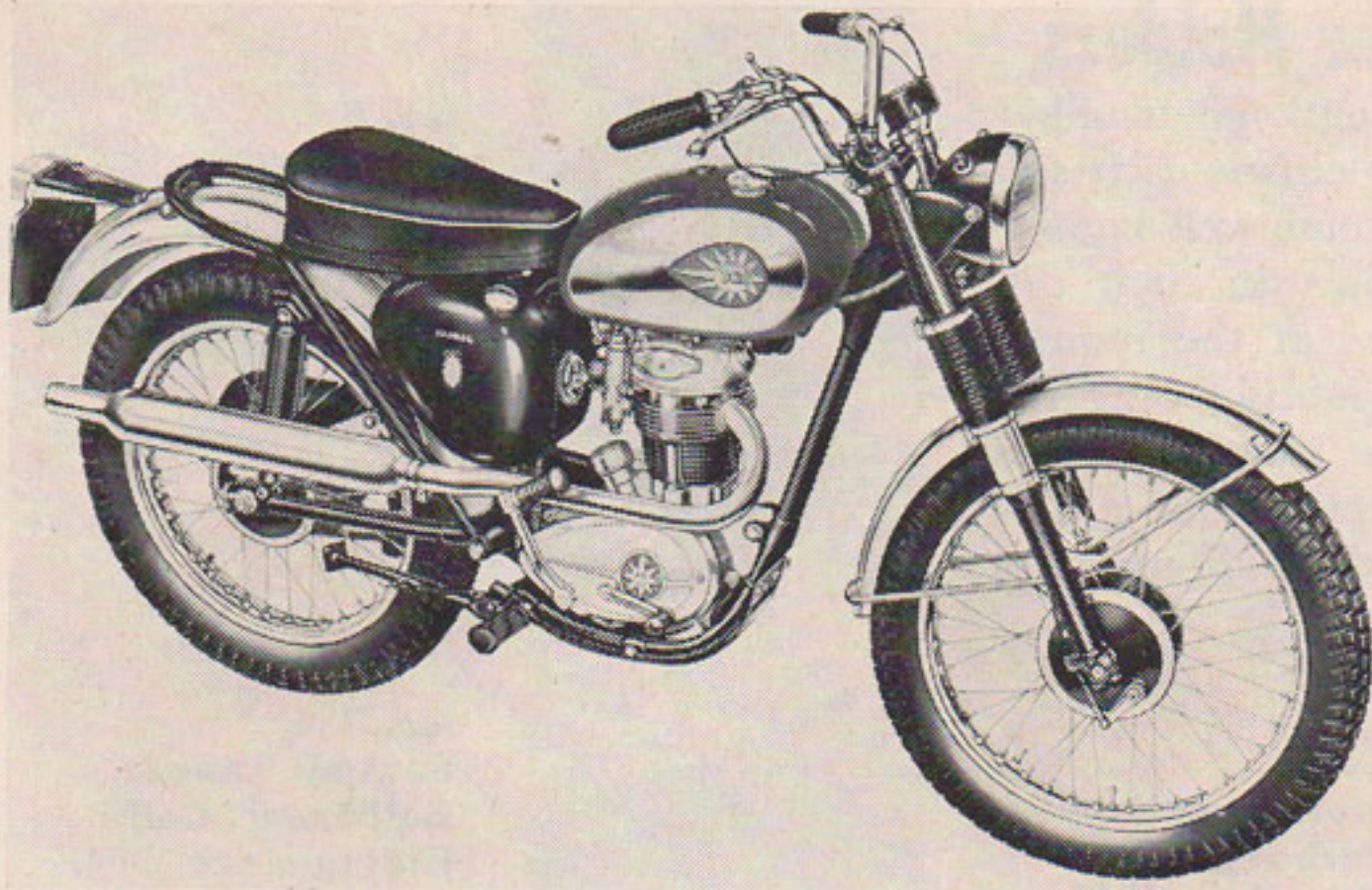
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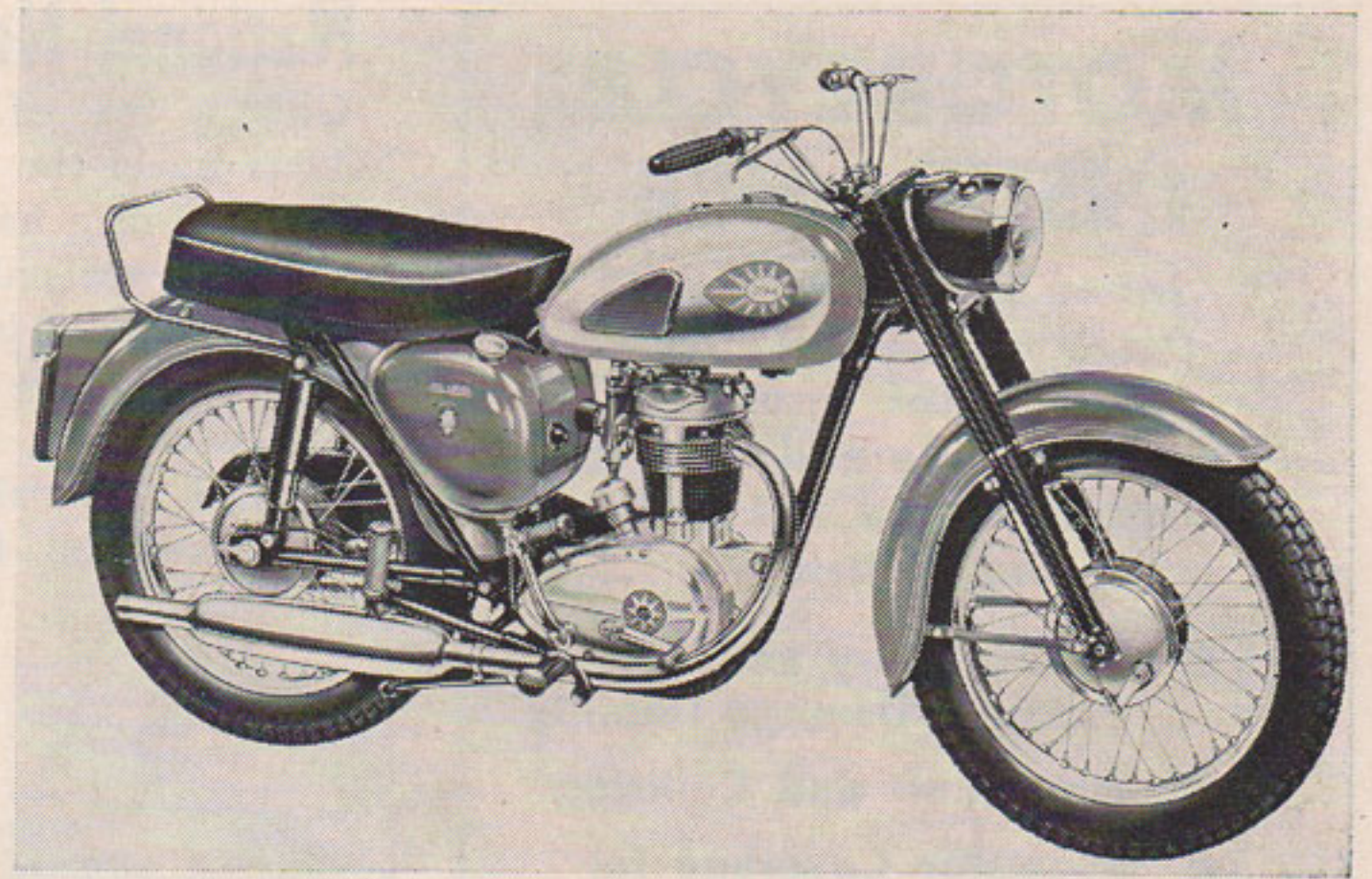
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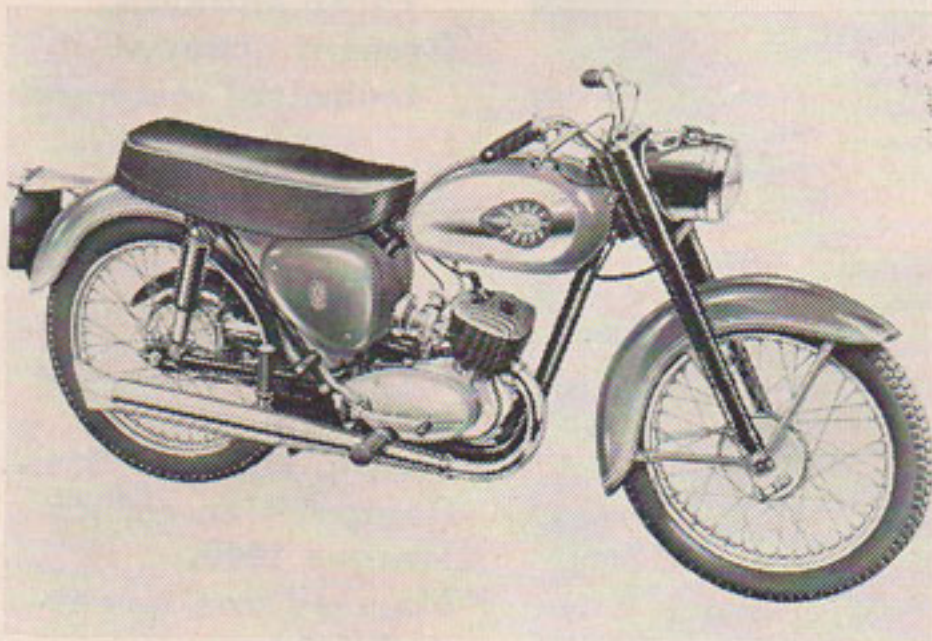
BSA from page 11

STARFIRE SCRAMBLER

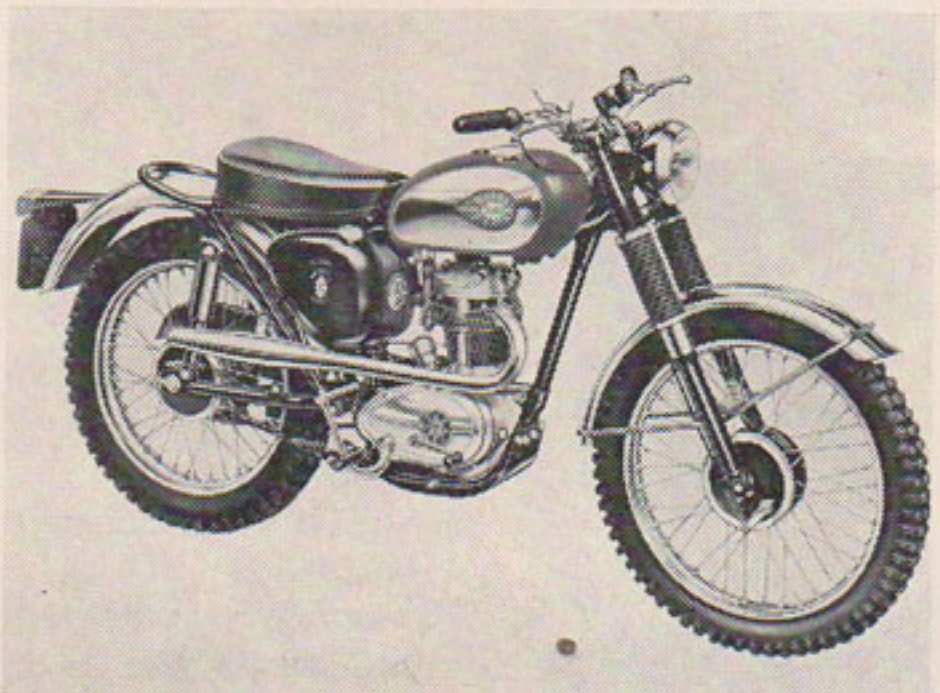
New improvements in the Starfire Scrambler include a roller bearing big-end, with steel flywheels, primary chain tensioner, and improved ignition system for instant starting. Continued are the full power features such as 10-1 compression piston, racing camshaft, large bore carburetor with oversize inlet valve and other high power features. This lively scrambler is equipped with quick-change rear sprocket, sports tires, engine undershield. Many other items of competition equipment are also supplied. Full direct lighting set is standard equipment. Finish is sapphire blue, chrome tank panels, chrome fenders, black frame.

STARFIRE ROADSTER

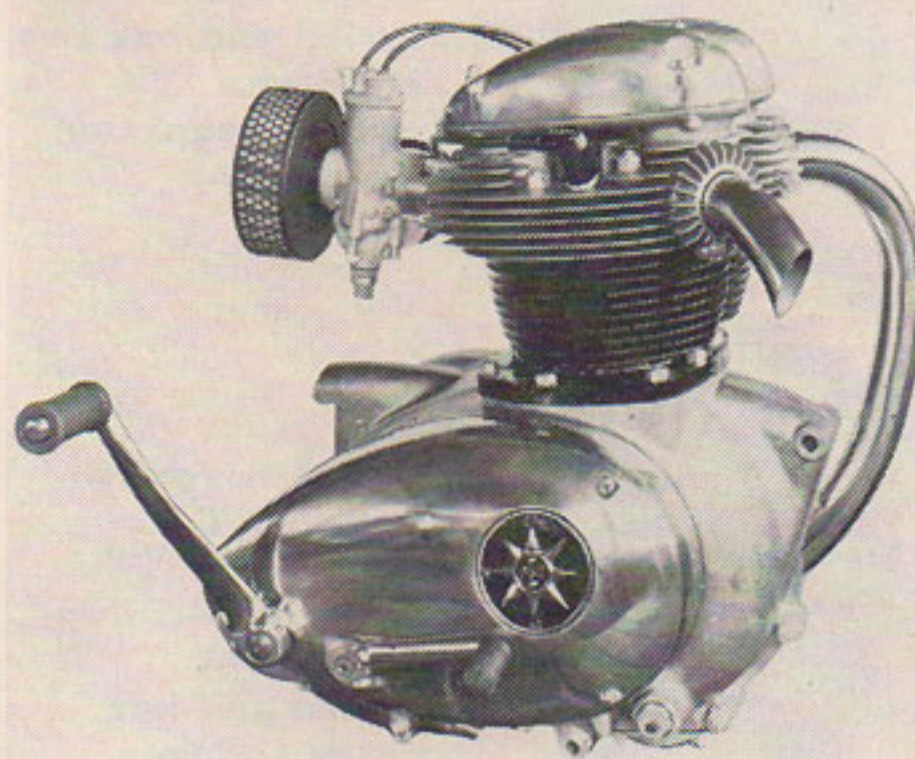
This model is exactly the same motorcycle as the Scrambler, but has overall gear ratios suitable for the road, (quickly



SUPER BANTAM



250 STARFIRE SCRAMBLER



ROYAL STAR 650 ENGINE

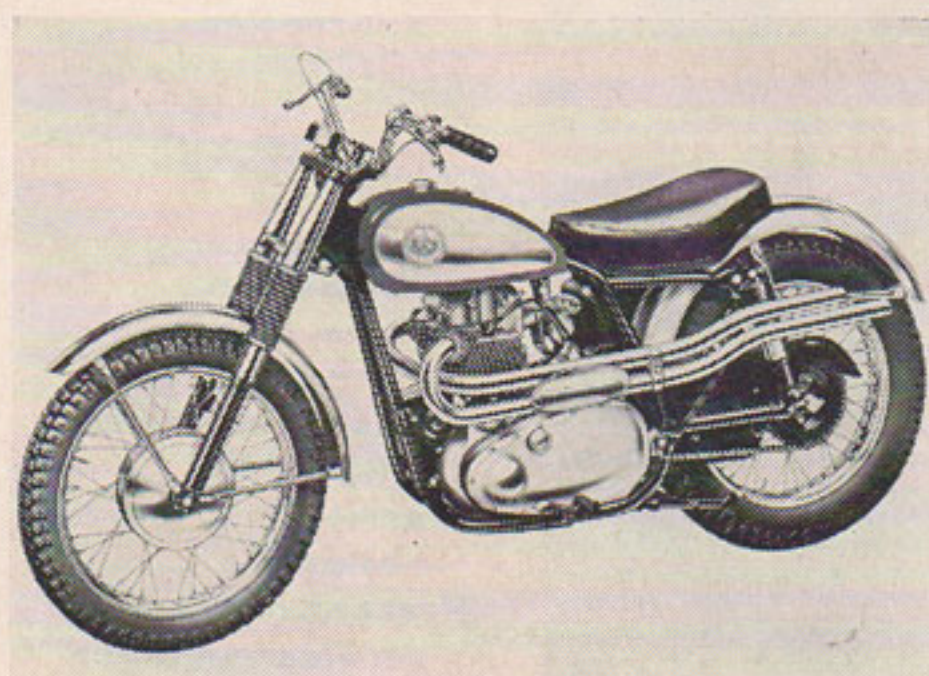
changeable to scrambles trim,) sport muffler, and Trials Universal tires which are suitable for both road and off-road riding. Finish is bright metallic blue, chrome tank panels, chrome fenders, black frame. Full direct lighting is standard.

STARFIRE TRIALS—ENDURO

Though basically the same as the Scrambler and Roadster, the Trials-Enduro has several important differences. Engine is set-up with trials piston for cool running in difficult conditions, and a special wide-ratio gearbox is installed giving extremely low bottom gear and a relatively low top for cross country going. Here again, it is possible to quickly change the gearing by means of the quick-change rear sprocket. Finish is sapphire blue, chrome tank panels, chrome fenders, black frame.

BANTAM MODELS

Continued for 1962 are the Super Ban-



SPITFIRE SCRAMBLER

tam 175cc and Bantam 125. Super Bantam is finished in sapphire blue with chrome tank panels, and includes such valuable features as hydraulically controlled swinging arm frame, hydraulic front fork, and a special oil supply direct to engine main bearings.

Bantam 125 continues as an ultra economical utility model but still boasts of full spring frame, full direct lighting, luggage rack and many other fine features. Finish is bright red with ivory tank panels, and many chrome plated parts.

BSA motorcycles are distributed in the U.S.A. by a factory branch, BSA Incorporated, Nutley, N.J. handling eastern states, and Hap Alzina, Oakland, Calif., handling western states. This complete line is handled by BSA dealers, coast to coast. Full color illustrated catalogue available upon application.

Imitations and copies are plentiful, but in the motorcycling world one company is supreme in the production of leather clothing for the active motorcyclist, be he highway or competition. LANGLITZ LEATHERS takes pride in serving the American motorcyclist with the very finest in custom made leather garments, at a price he can afford. Order through your dealer, or direct, you will be not only a more comfortable rider, but a well dressed rider. Our catalog is yours for the asking—write today!



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MOTORCYCLE UNDERWRITERS

39 So. LaSalle St.
Suite 417-A, Chicago 3, Ill

National Number Holders

Only a few of the national number holders travel the racing circuit each season. These men have become well known, but others are only known in their districts or areas. Therefore, at the request of our readers we will publish, over the next few months, all the riders' pictures who hold national numbers with a few facts picked up from their license applications.



No. 6
Don Hawley,
Vallejo, Calif.
Riding since 1958.
Competition riding
since 1958.
Single.
Present occupation
welder.



No. 1
Carroll Resweber,
Cedarburg, Wis.
Riding since 1947.
Competition riding
since 1954.
Married and has two
children.
Present occupation
welder.



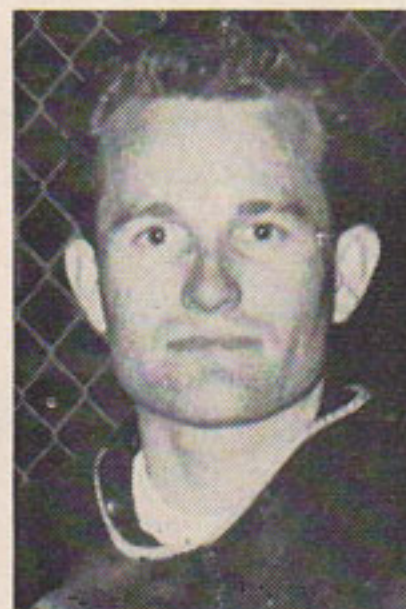
No. 7
Sammy Tanner,
Bellflower, Calif.
Riding since 1954.
Competition riding
since 1956.
Married and has one
child.
Present occupation
motorcycle sales-
man.



No. 2
Richard Klamfoth,
Groveport, Ohio
Riding since 1947.
Competition riding
since 1947.
Married and has
three children.
Present occupation
motorcycle dealer.



No. 8
Stuart Morley,
Los Angeles, Calif.
Riding since 1948.
Competition riding
since 1955.
Married and has one
child.
Present occupation
motor repairman.



No. 3
Al Gunter,
Los Angeles, Calif.
Riding since 1949.
Competition riding
since 1950.
Single.
Present occupation
promotion.



No. 9
Milton Lassiter,
Milwaukee, Wis.
Riding since 1939.
Competition riding
since 1948.
Married and has
three children.
Present occupation
technical mechanic.



No. 4
Bart Markel,
Flint, Mich.
Riding since 1957.
Competition riding
since 1957.
Married and has one
child.
Present occupation
tool and die
apprentice.



No. 11
Earl Widman,
St. Louis, Mo.
Riding since 1941.
Competition riding
since 1945.
Married and has two
children.
Present occupation
Harley-Davidson
dealer.



No. 5
John Gibson,
Duarte, Calif.
Riding since 1948.
Competition riding
since 1948.
Married and has two
children.
Present occupation
service manager



No. 13
Bob Budschat,
Seattle, Wash.
Riding since 1950.
Competition riding
since 1952.
Married and has two
children.
Present occupation
self employed.

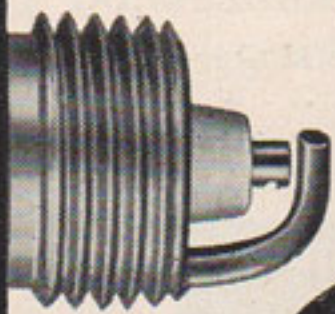
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POWER



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No. 15
Bates Molyneaux,
Detroit, Mich.
Riding since 1950.
Competition riding
since 1952.
Married and has one
child.
Present occupation
prototype sheet
metal mechanic.



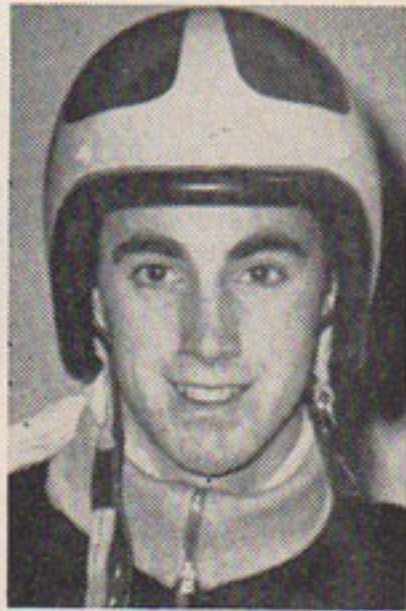
No. 22
Wayne Wiebler,
Peoria, Ill.
Riding since 1951.
Competition riding
since 1957.
Married and has one
child.
Present occupation
motorcycle
mechanic.



No. 29
Larry Palmgren,
Denver, Colo.
Riding since 1955.
Competition riding
since 1955.
Single.
At present in the
Army.



No. 17
Rolland Hedgecock,
Falls Church, Va.
Riding since 1945.
Competition riding
since 1950.
Married and has
three children.
Present occupation
motorcycle dealer.



No. 23
Dave Bostrom,
Daly City, Calif.
Riding since 1957.
Competition riding
since 1959.
Single.
Present occupation
truck driver.



No. 30
Jim Koplinski,
Milwaukee, Wis.
Riding since 1950.
Competition riding
since 1951.
Single.
Present occupation
machine hand.



No. 18
Troy Lee,
Pico Rivera, Calif.
Riding since 1952.
Competition riding
since 1952.
Single.
Present occupation
rider.



No. 24
Jack O'Brien, Jr.,
Santa Monica, Calif.
Riding since 1956.
Competition riding
since 1958.
Married and has two
children.
Present occupation
driver.



No. 19
Warren Sherwood,
Cornwall, N.Y.
Riding since 1942.
Competition riding
since 1948.
Married and has two
children.
Present occupation
sales manager.



No. 26
Warren Wolfe,
Springfield, Mass.
Riding since 1948.
Competition riding
since 1951.
Married and has two
children.
Present occupation
aircraft fuel
control mechanic.



No. 20
Jimmie Odell,
Kansas City, Kan.
Riding since 1949.
Competition riding
since 1955.
Married and has two
children.
Present occupation
motorcycle dealer.



No. 27
Larry Stone,
Farmington, Mich.
Riding since 1944.
Competition riding
since 1949.
Present occupation
BSA dealer.



No. 21
Devon Wenger,
Goshen, Ind.
Riding since 1942.
Competition riding
since 1946.
Married.
Present occupation
truck driver.



No. 28
Elmer Morra,
Pittsburgh, Pa.
Riding since 1946.
Competition riding
since 1948.
Married and has two
children.
Present occupation
operating engineer.

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9 gauge — .144 diam.16 each
10 gauge — .128 diam.15 each
12 gauge — .104 diam.13 each



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International Motorcycle Show



The 37th international motorcycle exhibition held in Milan, Italy, in December represented the world's largest display of motorcycles and accessories, with over 60 motorcycle and scooter manufacturers and 300 accessory manufacturers.

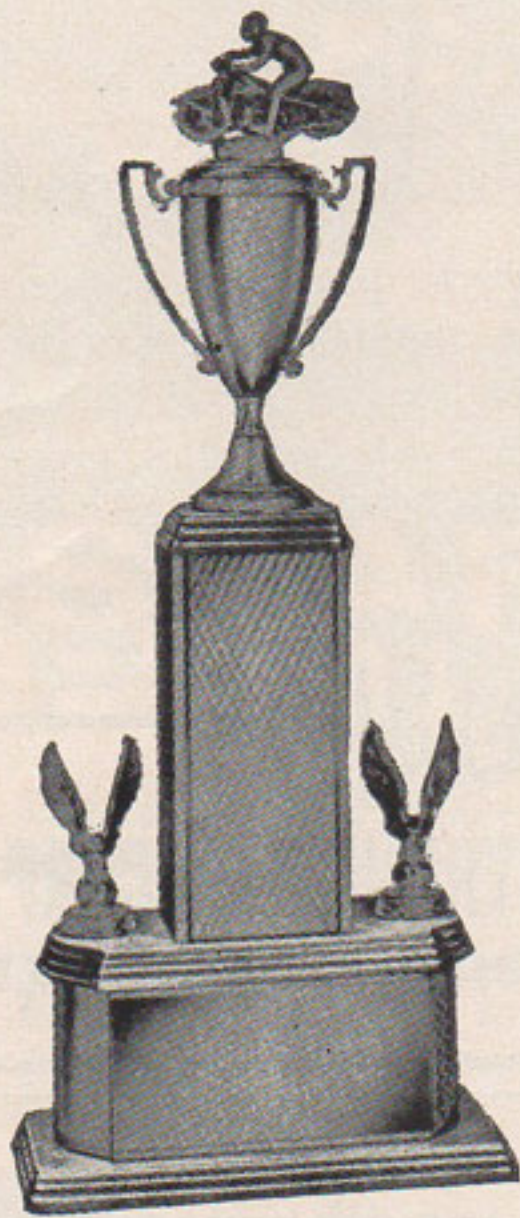
Many new lightweight models were presented for the first time and there was a noticeable decrease in the number of large "works" racing motorcycles. Racing components were now offered to the public for the first time.

In addition to the Italian concerns other countries exhibited the Triumph, BSA, BMW, Honda and Harley-Davidson, the latter having on display a full-dress police

model "74".

Some of the most striking displays were of the newlyborn 50cc racers. Demm showed their Italian 50cc championship machine. The MV Augusta exhibited their world's championship models and both Aermacchi — Harley-Davidson and Parilla had their Italian 250cc Motocross championship bikes available.

An interesting feature of the show was an indoor riding circuit on which new models could actually be ridden by the public. One of the models that could be tested was a new 200cc twin built by La-verda.



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Sunday \$3.00

ADVANCE TICKET SALE - 2 Day Combination \$3.00

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Sanction Schedule

ATTENTION COMPETITION RIDERS: ALL NATIONAL CHAMPIONSHIP ENTRIES CLOSE 21 DAYS IN ADVANCE OF THE DATE OF THE EVENT

Mar. 4 — 200-Mile National Championship Road Race

Event to be held at the International Speedway at Daytona Beach, Fla. Many attractions will be available for all motorcycle enthusiasts. Trophy presentations to the Popular Girl and Man Rider, and to the Grand National Champion, just to mention a few, and these will be highlighted by the 70-mile novice, 130-mile amateur and 200-mile expert races. Entry blanks may be obtained from the AMA, P.O. Box 1049, Columbus, Ohio.

ENTRIES CLOSE FEB. 11

Mar. 11 — Cross-Country Hare and Hound National Championship

Event will be sponsored by the Four Aces MC, 210 N. Sparks St., Burbank, Calif. Entry blanks may be obtained from the sponsor.

Apr. 15 — 130-Mile National Championship Road Race

Event will be held at the Hilltop Raceway, Bossier City, La. Entry blanks may be obtained from the sponsor or the AMA.

ENTRIES CLOSE MAR. 25

May 26-27 — 400-Mile National Championship Endurance Run — Greenhorn

Event will be sponsored by the Pasadena Motorcycle Club, 21 E. Howard St., Pasadena, Calif. Entry blanks may be obtained from the sponsor.

May 27 — 250-Mile National Championship Endurance Run

Event is sponsored by the Enduro Riders Association, 3837 Shamrock Dr., Columbus 13, Ohio. Entry blanks may be obtained from the sponsor.

June 10 — 15-Mile National Championship Dirt Track Race

Half-mile track. Event at the Heidelberg Raceway, located eight miles south of Pittsburgh on routes 519 and 28. Entry blanks may be obtained from the Pittsburgh Racing Association, 718 Hope Hollow Rd., Carnegie, Pa., or the AMA.

ENTRIES CLOSE MAY 20

June 17 — 100-Mile National Championship Road Race

The 100-mile expert and 50-mile amateur events will be held on Sunday, June 17. Other events such as hillclimb, drag races, lightweight races, etc., will be held during the week with a great sports program open to all on Saturday. Announcements of complete program will appear in all magazines. For entry blanks send to Al Ralston, 20 Brewster St., Plymouth, Mass., or William Scheitinger, activity chairman, 2382 Main St., Bridgeport, Conn., or the AMA.

ENTRIES CLOSE MAY 27

June 24 — 10-Mile National Championship Dirt Track Race

Half-mile track. Event at the Ohio State Fairgrounds at Columbus, Ohio. Sponsored by the Charity Newsies. Entry blanks from the AMA.

ENTRIES CLOSE JUNE 3

July 21 — 8-Mile National Championship (tentative) Dirt Track Race

Event to be held at the Ascot Stadium half-mile track, Los Angeles, Calif. Entries may be obtained from either the sponsor, Agajanian Enterprises, P.O. Box 69, Gardena, Calif., or the AMA.

ENTRIES CLOSE JUNE 30

Aug. 12 — 150-Mile National Championship Road Race

This event will be sponsored by the New York Harley-Davidson Dealers Ass'n at Watkins Glen. Entry blanks may be obtained from Ed Gentner, 695 Chestnut Ridge Rd., Orchard Park, N.Y., or the AMA.

ENTRIES CLOSE JULY 22

Aug. 12 — Formula A National Championship Hillclimb

Event is sponsored by the Muskegon Motorcycle Club, Muskegon, Mich., and will be held at Mt. Garfield. All eligible riders will be notified by the AMA.

Aug. 19 — 50-Mile National Championship Dirt Track Race

Event is on the mile track at the state fairgrounds at Springfield, Ill. This big national has the largest purse of any mile or half-mile track plus lap prizes. For tickets write to the Illinois State Fair, Springfield, Ill. Entry blanks may be obtained from J. T. Miles, 1204 W. Lincoln Ave., Peoria, Ill., or the AMA.

ENTRIES CLOSE JULY 29

Aug. 19 — Formula C National Championship Hillclimb

Event is sponsored by the Oregon Sidewinders MC, P.O. Box 6633, Portland, Ore. All eligible riders will be notified by the AMA.

Aug. 24 — Class A Short Track National Championship

Event will be held at the Santa Fe Speedway, Willow Springs, Ill., and sponsored by the Maywood Mustangs Motorcycle Club. Entry blanks may be obtained from the sponsor, c/o Betty Bond, 940 Troost Ave., Forest Park, Ill., or the AMA.

ENTRIES CLOSE AUG. 3

Aug. 26 — 45 and 80 Cubic inch National Championship TT Race

For the 15th consecutive year the Peoria MC, Peoria, Ill., will be host to this event on their half-mile course. Located six miles west of Peoria on State Route 116, it is so situated that spectators can see from any vantage point. Entry blanks from either the Peoria Motorcycle Club, 1212 S. Jefferson Ave., Peoria, Ill., or the AMA.

ENTRIES CLOSE AUG. 5

Sept. 2-3 — 500-Mile National Championship Endurance Run — Jack Pine

The Jack Pine, oldest of all enduros, will start at Lansing, Mich., and is divided between Sunday and Labor Day with a night control at West Branch. There is a fine banquet held on Saturday night prior to the run, but get your reservations in early or you'll miss the fun. Entry blanks from the Lansing Motorcycle Club, P.O. Box 1293, Lansing, Mich.

Sept. 16 — TT Scrambles National Championship

Event will be sponsored by the Iron Pony MC, Inc., RFD #1, Box 406, Bel Air, Md. Entry blanks may be obtained from the sponsor.

Sept. 16 — 5-Mile National Championship Dirt Track Race

Event will be sponsored by the Lincoln MC, 718 12th St., Lincoln, Ill. Entry blanks may be obtained from the sponsor or the AMA.

ENTRIES CLOSE JUNE 10

Sept. 23 — 120-Mile National Championship Road Race

Event to be held on 2½ mile course at Indianapolis. Entry blanks may be obtained from the sponsor the Indianapolis Raceway Park, Inc., Indianapolis, Ind., or the AMA.

ENTRIES CLOSE SEPT. 2

Sept. 23 — 150-Mile National Championship Endurance Run

Event will be sponsored by the Schuyler County Motorcycle Club, c/o Woody's Truck Stop, RFD #1, Cayuta, N.Y. Entry blanks may be obtained from the sponsor.

Sept. 30 — 125-Mile National Championship Endurance Run

Event will be sponsored by the Meteor Motorcycle Club, c/o Bill E. Schemel, 210 Fourth Ave., Mt. Ephraim, N.J. Entry blanks may be obtained from the sponsor.

Sept. 30 — 20-Mile National Championship (tentative) Dirt Track Race

Event will be held on the state fairgrounds' mile track at Sacramento, Calif. Entry blanks may be obtained from either the sponsor, Agajanian Enterprises, P.O. Box 69, Gardena, Calif., or the AMA.

ENTRIES CLOSE JUNE 25

Nov. 11 — 100-Mile National Championship Endurance Run

Event will be sponsored by AMA District #5, c/o Dorothy Wilde, 1307 Eleventh Ave., Neptune, N.J. Entry blanks may be obtained from the sponsor.

FORMULA C RACE MEET

APRIL

8-4* Reading Fairgrounds, 229 Olive St., West Reading, Pa.—FR 4-6149—Reading Fairgrounds

CLASS A SHORT TRACK

MARCH

- 1 Community Promotions, Chamber of Commerce, Daytona Beach, Fla.
- 2 Community Promotions, Chamber of Commerce, Daytona Beach, Fla.
- 3 Community Promotions, Chamber of Commerce, Daytona Beach, Fla.

TT RACE MEETS

APRIL

14-4* Valley Sports, Inc., c/o Hank Gendusa, 668 E. McKinley, Fresno, Calif.—AD 7-4794—Selma, Calif.

15-3* Happy Rambler MC, McSherrystown, Pa., 5-miles west of Hanover, Pa.

CLASS A HILLCLIMB

APRIL

15-2* Free State Riders MC, 173 N. Mechanic St., Cumberland, Md.—PA 2-1780—Cumberland, Md.

FORMULA C ROAD RACES

MARCH

- 3 (70-mile Novice) Community Promotions, Chamber of Commerce, Daytona Beach, Fla.
- 3 (130-mile Amateur) Community Promotions, Chamber of Commerce, Daytona Beach, Fla.
- 4 (200-mile National) Community Promotions, Chamber of Commerce, Daytona Beach, Fla.

SPORTSMAN HILLCLIMBS

MARCH

- 4 Fresno MC, 3150 E. Clayton, Fresno, Calif.—CL 1-5465—Panoche Hills
- 11 Taft MC, P.O. Box 904, Taft, Calif.—RO 5-2370—Maricopa, Calif.

APRIL

- 8 National Capital MC, 5804 E. Pines Dr., Riverdale, Md.—WA 7-0125—Clarksburg, Md.
- 15 Lucky Star MC, RD 2, Bloomsbury, Pa.—784-9925—L.S.M.C. Recreation center, Liberty Twp. Montoo, Co.
- 15 Galesburg E-Z Riders, R #1, c/o Mildred Farrow, Galesburg, Mich.—MO 5-5241—Kalamazoo 6-mi. west
- 15 (State Champ.) Fresno MC, 3150 E. Clayton, Fresno, Calif.—CL 1-5465—10-mi. N. Coarsecold.

ENDURANCE RUNS

MARCH

- 2 Community Promotions, Chamber of Commerce, Daytona Beach, Fla.
- 4 Galesburg E-Z Riders MC, Rt. #1, Galesburg, Mich.—MO 5-5241—Galesburg, Mich.
- 4 Sunland Shamrocks MC, P.O. Box 515, Sunland, Calif.
- 11 Trailblazers MC, 759 Paquita St., El Cajon, Calif.—HI 2-4253—Roads of San Diego Co.
- 11 Wabash Road Runners MC, 495 Washington St., Wabash, Ind.—563-1478—Wabash Co.
- 18 Baltimore Ramblers MC, c/o Howard A. Triplett, 3521 Hillsmere Rd., Baltimore, Md.—OL 3-6366—West Friendship, Md.
- 18 Springfield Pirates MC, 1011 Garfield Ave., Springfield, Ohio—FA 2-5204—Springfield and Clark Co. area
- 25 Heart of Maryland MC, 140 W. Patrick St., Frederick, Md.
- 25 Erie, Wolverine MC, 2224 Sass St., Erie, Pa.—GL 5-6128—8-mi S. of Erie, Rt. 8
- 25 Atomic Riders MC, 3015 Lily St., Ft. Wayne, Ind.

APRIL

- 1 Prairie State Riders, 26 W. 255 Box Elder Lane, Wheaton, Ill.—MO 5-1949—Villa Park
- 1 Pekin MC, 1310 S. 10th, Pekin, Ill.—347-1605—Pekin, Ill.
- 1 Mid-State MC, RR #1, P.O. Box #103A, Mt. Olive (White City), Ill.—4629—Mt. Olive (White City), Ill.
- 1 Musketeers MC, 4108 Page Ave., Michigan Center, Mich.—764-0900—Addison, Mich.
- 1 Dayton MC, 90 Vermont Ave., Dayton, Ohio—CR 5-5317—Dayton MC Clubhouse
- 1 South Bend MC, 801 Parire Ave., South Bend, Ind.—TT 7-0475
- 1 Pismo Beach Owls MC, 1239 Monterey St., San Luis Obispo, Calif.
- 8 Peoria MC, 1212 S. Jefferson, Peoria, Ill.—674-1917—Peoria, Ill.
- 8 Aristocrats MC, P.O. Box 782, State College, Pa.—AD 8-9562—1-mi. E. Rt. 545
- 15 Prophets MC, Prophetstown, Ill.—537-5217—Prophetstown, Ill.
- 15 Goldenrods MC, 2411 Washington St., Burlington, Iowa—PL 4-7825—Burlington, Iowa
- 15 Athens MC, Inc., Box 579, Athens, Ohio—LY 3-1950—Athens, Ohio
- 15 San Leandro Knights MC, P.O. Box 521, San Leandro, Calif.
- 15 Wheel of Fortune, 1631 Stone Lake Dr., La Porte, Ind.—324-0641—La Porte, Ind.

RELIABILITY RUNS

MARCH

- 25 Muncie MC, 6100 Kilgore, Muncie, Ind.—AT 8-2255—Muncie, Ind.

APRIL

- 8 Louisville MC, 1818 W. Broadway, Louisville, Ky.—SP 8-2749—Jefferson and Bullett Co.
- 8 Joliet MC, 807 E. Cass St., Joliet, Ill.—SA 7-2706
- 15 (quiz) Blackhawk Riders MC, 6791 Sarah Dr., Toledo, Ohio—CH 1-0348 (Monroe, Mich.)

ROAD RUNS

MARCH

- 3-5 Cavaliers MC, c/o Lee Wain, 2109 W. 178th St., Torrance, Calif.

APRIL

- 1 Milwaukee MC, 2491 W. Fond du Lac Ave., Milwaukee, Wis.—HI 4-3040
- 1 Owensboro MC, 2510 W. Second, Owensboro, Ky.—MU 3-9204—Hard Surface Rd.
- 15 Monticello Riders MC, 804 Gillespie Ave., Charlottesville, Va.

OBSERVED FIELD TRIALS

MARCH

- 11 National Capital MC, 5804 E. Pines Dr., Riverdale, Md.—WA 7-0125—Clarksburg, Md.
- 11 Connecticut Ramblers MC, Inc., 47 Bridge St., Warehouse Point, Conn.—RI 9-9127—Warehouse, Conn.
- 18 Springfield MC, 179 Cooley St., Springfield, Mass.—ST 3-3527—Springfield, Mass.

APRIL

- 1 National Capital MC, 5804 E. Pines Dr., Riverdale, Md.—WA 7-0125—Clarksburg, Md.
- 8 Mass. Sprockettes MC, 138 Lucerne Rd., Springfield, Mass.—ST 3-7913—Monson, Mass.
- 15 Forest City Riders, c/o R. Buskie, R. R. #2, Meridian Rd., Rockford, Ill.—TR 7-9288
- 15 Windsor MC, 1516 Janitti Ave., Windsor, Ont., Canada—CL 4-2103—Windsor, Ont., Canada

FIELD MEETS

MARCH

- 25 Poterville Spinners MC, Inc., P.O. Box 1241, Poterville, Calif.
- 25 Modesto MC, Inc., 1208 Ninth St., Modesto, Calif.—LA 2-3489—Modesto Clubhouse

APRIL

- 1 St. Louis Dragon's MC, Inc., P.O. Box 503 Wellston, Station, St. Louis, Mo.—EV 5-0705—Barnhart, Mo.
- 8 Riverbank MC, P.O. Box 681, Riverbank, Calif.—UN 9-2462

SCRAMBLES

MARCH

- 4 Mainland MC, c/o Houston Cycle Work, 3301 N. Main, Houston, Texas
- 11 Road Winders MC, P.O. Box 272, Langhorne, Pa.—EL 7-1534—Langhorne, Pa.
- 11 Sabers MC, 1124 Plain Ave. N. E., Canton, Ohio
- 11 Taft MC, P.O. Box 904, Taft, Calif.—RO 5-2370—Maricopa, Calif.
- 11 Bayou Ramblers MC, 2418 Moeling St., Lake Charles, La.
- 11 Bay City MC, 6235 Third St., San Francisco, Calif.—SE 1-3318—Sonoma, Calif.
- 18 Scramblers MC, c/o Stu Peters, 4957 Hesperia, Encino, Calif.
- 18 Dyna-Mites MC, 2636 Troy Ave., El Monte, Calif.
- 18 Californians MC, 1136 Sixth St., Modesto, Calif.—LA 3-7213—Oakdale Woodward Reservoir
- 25 Skwir'lrs MC, Box 194, Orangevale, Calif.
- 25 Salinas Ramblers MC, 417 N. Main, Salinas, Calif.—HA 4-7588—12-mi. N. Salinas
- 25 Jesse's Roamers MC, Inc., 104 Dickens St., Pawtucket, R.I.—PA 5-9630—N. Attleboro, Mass.
- 25 Flying Dutchmen MC, RD #2, c/o Ness Automotive, Pine Grove, Pa.—345-4961—Pine Grove, Pa.

APRIL

- 1 Leap "N" Linx MC, 1216 Ensign Ave., Pittsburgh, Pa.—HE 1-5872—Pittsburgh, Pa.
- 1 Ludlow MC, Inc., P.O. Box 45, Ludlow, Mass.—ST 8-9775—Ludlow, Mass.
- 1 Road Winders MC, P.O. Box 272, Langhorne, Pa.—EL 7-1534—Langhorne, Pa.
- 7 Wheel-Lites MC, P.O. Box 74, Belleville, Ill.—AD 4-8420—Sparta Fair Grounds
- 8 Capeway Rovers MC, Inc., P.O. Box 2, Brockton, Mass.—JU 3-9689—Middleboro, Mass.
- 8 Milwaukee Competition MC, Inc., Box 2754, Milwaukee, Wis.—SU 2-9992—Elkhorn, Wis.
- 8 Iron Mustangs MC, 24728 Ford Rd., Dearborn Township, Mich.—LO 2-9897—Brighton, Mich.
- 8 Big Wheel MC, c/o Lorain King, 2906 Virginia Pl., East St. Louis, Ill.—UP 4-5283—Lake Side Track
- 8 High Siders MC, 100 D St., Marysville, Calif.—SH 2-2243—Grimes, Calif.
- 8 Richmond Ramblers MC, c/o 167 S. 22nd St., Richmond, Calif.—BE 3-2395—Rambler Club Grounds
- 8 Madera MC, P.O. Box 655, Madera, Calif.—OR 3-3652—Madera Club
- 8 Western Reserve Flyers, RD 4, Salem, Ohio—ED 2-5300—Salem, Ohio
- 15 Jesse's Roamers MC, Inc., 104 Dickens St., Pawtucket, R.I.—PA 5-9603—N. Attleboro, Mass.
- 15 Lodi MC, 1425 Morse Rd., Lodi, Calif.—EN 8-0530—Lodi Cycle Bowl, Lodi, Calif.
- 15 Dayton Ramblers MC, c/o Dick Kaiser, 546 Santa Cruz, Dayton, Ohio—TR 8-9506—Clubhouse
- 15 Bush Kill Valley MC, 2900 Fisher Rd., Easton, Pa.—BL 2-9422—Easton, Pa.
- 15 Pony Express Riders MC, 2204 S. 17th St., St. Joseph, Mo.—AD 4-9870—Agency, Mo.
- 15 Flying Disc MC, R #1, Box 57, Bristol, Wis.—Kansasville, Mo.

TT SCRAMBLES

MARCH

- 18 Virginia MC, Inc., 2226 Chamberlayne Ave., Richmond, Va.—EL 8-9781—Richmond, Va.
- 18 Dusters MC, P.O. Box 684, Wilmington, Calif.
- 25 Hawthorne Gophers MC, 4213 Sepulveda Blvd., Torrance, Calif.

APRIL

- 1 Candytown MC, c/o F. R. Morrissey RD #20, Lebanon, Pa.—CR 3-5879—Hershey, Pa.
- 8 Sunset Riders MC, 171 Pittsburgh Rd., Butler, Pa.—22378—Rt. #38 N. Butler
- 15 Garden Spot MC, Box #5, Ephrata, Pa.
- 15 Iron Pony MC, Rt. #1, Box 406, Bel Air, Md.—Edgewood, Md.
- 15 Melody Lane MC, Inc., Box 33, Cottage Hills, Ill.—CL 9-6922—Meadowbrook, Ill.

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HARE SCRAMBLES

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- 18 Stoney Lonesome MC, Box 33, Grammer Winfred Shasteen, Columbus, Ind.—579-6976—Stoney Lonesome
- 18 San Luis Obispo Trailers MC, P.O. Box 14, San Luis Obispo, Calif.—LI 3-7358—Lapanza Camp
- 18 Los Ancianos MC, c/o Bill Steider, 2617 Tuberosa St., San Diego, Calif.
- 18 Norwalk Cardinals MC, South Boston, Galion, Ohio—68405 (Clyde, Ohio)—5-mi. S. Galion, Rt. 61
- 25 (Champ.) Foothill Hawks MC, 7813 Blackford St., Whittier, Calif.

APRIL

- 1 Yellowjacks MC, RD #2, Uhrichsville, Ohio
- 1 North Bay MC, 415 Davis St., Santa Rosa, Calif.—LI 6-3903—Jenner, Calif.
- 15 Blue River MC, P.O. Box 11, Acton, Ind.—317-862-6309—10-mi. N.E. Bloomington, Ind.

SPORTSMAN ROAD RACES

MARCH

- 1 Community Promotions, Chamber of Commerce, Daytona Beach, Fla.
- 25 D. C. Ramblers MC, Inc., 1065—31st St. N.W., Washington, D.C.—FE 3-2676—Upper Marlboro, Md.

CROSS COUNTRY

MARCH

- 11 Lucky Roamers MC, Inc., S. Delsea Dr., Vineland, N.J.—TA 5-0842—Vineland, N.J. area
- 25 Chicago Heights Fair Weather, c/o Bruce Howe, 1390 Vincennes, Crete, Ill.—OR 2-8274

APRIL

- 1 Wabash Ramblers MC, 508 W. 9th, Mt. Carmel, Ill.—262-8544—Mr. Carmel, Ill.

POKER RUNS

MARCH

- 4 M.M.C.A. Modesto MC Aux., 1208-9th St., Modesto, Calif.—LA 2-3489—Modesto, Calif.
- 4 Eastern MC, 5001 Harford Rd., Baltimore, Md.—CL 4-1855—Baltimore, Md.
- 11 Mound Rider's MC, 913 Old Main St., Miamisburg, Ohio—UN 6-4487—Miamisburg
- 11 Mason-Dixon MC, c/o Bettie Shaffer, Box 33, Manchester, Md.
- 11 Turnpike Ramblers MC, RD #2, Carlisle, Pa.—CH 3-4298
- 18 Battlefield Riders MC, 712 S. Washington St., Gettysburg, Pa.—ED 4-1505—Gettysburg, Pa.
- 18 Missouri Mules MC, 6901 Easton Ave., St. Louis 33, Mo.—PA 5-0093—St. Louis, Mo.
- 18 Sunset Riders, 4380 Vincent Rd., Port Huron, Mich.—YV 7-3431—Port Huron, Mich.
- 18 Napa MC, Inc., P.O. Box 43, Napa, Calif.—BA 6-7394—Napa Co.
- 25 Waynesboro MC, Inc., Rt. #1, Waynesboro, Pa.—PI 9-5656—Waynesboro, Pa.
- 25 Golden Gliders MC, Inc., 5346 Osage, Turner, Kansas—AT 9-7963
- 25 Keystone MC, Inc., RD #1, Emmaus, Pa.—965-9965—Emmaus, Pa.
- 25 Capital City MC, Rt. #2, Orient, Ohio—TR 7-4927
- 31 Triple Link Riders MC, Rt. #1, Box 429, E. Carondelet, Ill.—286-3382

APRIL

- 1 Throttle Twisters MC, 3206 N. Osage, Independence, Mo.—CL 4-6410—Kansas City, Mo.
- 7 (night) Pennsylvania Motor Maids, Rt. #1, Reinholds, Pa.—267-7773—Garden Spot MC, Ephrata
- 8 Iron Horsemen MC, 1523 S. Ohio, Sidalia, Mo.—TA 6-2925
- 8 Miami Valley MC, 444 Zank Rd., Dayton, Ohio—UL 9-4882 (W. Carrollton, Ohio)—Dayton, Ohio
- 8 St. Louis Cyclettes MC, Inc., 3628 S. Broadway, St. Louis, Mo.—PA 3-9858—St. Louis, Mo.
- 8 Sandusky Valley Riders, Inc., Box 1010, Tiffin, Ohio—GI 7-1934—Tiffin Area
- 14 (nite) Valley Forge MC, 119 Avondale Rd., Norristown, Pa.—BR 5-0451—Norristown, Pa.
- 14 Melody Lane MC, Aux., Box 33, Cottage Hills, Ill.—CL 9-6922—Cottage Hills, Ill.
- 15 Pittsburgh Prowlers MC, 12707 Franktown Rd., Penn Hills, Pa.—SY 3-1753—Penn Hills, Pa.
- 15 Battlefield Riders MC, 712 S. Washington St., Gettysburg, Pa.—ED 5-1505—Gettysburg, Pa.
- 15 Pottstown Motorcycle Assn., RD #1, Kemp. Rd., Pottstown, Pa.—RA 6-1393—Pottstown, Pa.
- 15 Cincinnati Cavaliers, 1924 Central Parkway, Cincinnati, Ohio—CH 1-3202

EGG HUNT

MARCH

- 18 Pagoda MC, 441 Red Lane, Birdsboro, Pa.—FR 5-4752 (Reading, Pa.)—Berks Co., Pa.

APRIL

- 1 Turnpike Ramblers MC, RD #2, Carlisle, Pa.—CH 3-4298
- 1 Lucky Roamers MC, Inc., L. Delsea Dr., Vineland, N.J.—TA 5-0842—Vineland, N.J. Area
- 8 Star of Egypt MC, P.O. Box 96, Energy, Ill.—WI 2-4308—Energy, Ill.
- 8 Hurry-Kane MC, 7109 W. Archer, Chicago, Ill.—586-3781—Chicago Area
- 8 Erie Wolverine MC, Inc., 2224 Sass St., Erie, Pa.—GL 5-6128—8-mi. S. Erie, Rt. 8
- 8 Shore Riders MC, Inc., 3538 Atlantic Ave., Atlantic City, N.J.
- 15 Wheel-Lite MC, P.O. Box 74, Belleville, Ill.—AD 4-8420—Belleville, Ill.
- 15 Erie MC, 506 W. 5th St., Erie, Pa.—GL 6-2521
- 15 Lafayette MC, c/o Mable Knight, West Harrison St., Lafayette, Ind.
- 15 Security MC, Oregon Ave., Fellowship, N.J.—BE 5-4280—Fellowship, N.J.
- 15 Anderson MC, 2311 Broadway, Anderson, Ind.—644-8090—Anderson, Ind.

DRAG RACE

MARCH

- 18 Sunset Riders MC, Inc., 171 Pittsburgh Rd., Butler, Pa.—22378—Rt. 38 N. of Butler

ICE RACES

MARCH

- 4 Laporte Maple Leaf MC, RR #1, Box 202, Michigan City, Ind.
- 11 Ligerty MC, 29760 Shiawassee, Farmington, Mich.—546-7758
- 11 Lapeer Falcons MC, 1026 Park St., Lapeer, Mich.—664-3374—Nepessing, Lake, Lapeer, Mich.

MARATHON

APRIL

- 1 Findlay Roadrunners MC, 200 Lester Ave., Findlay, Ohio—GA 2-0817—Findlay, Ohio

MAP RUN

MARCH

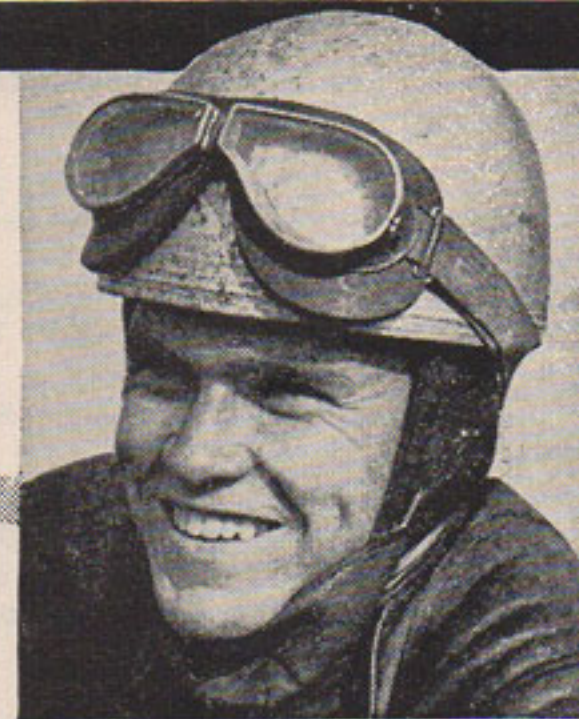
- 25 Southeastern Illinois MC, 532 W. Robinson, Harrisburg, Ill.—CL 3-7800—S.E. of Harrisburg, Ill.

MOTO-CROSS

MARCH

- 18 Hot Sprockets MC, 10534 Torrance Ave., Chicago, Ill.—SA 1-9129—138th & Calumet Expressway
- 18 Muskeeters MC, 4108 Page Ave., Michigan Center, Mich.—764-0900—Addison, Mich.
- 25 Galesburg E-Z Riders MC, c/o Mildred Farrow, Rt. #1, Box 519, Galesburg, Mich.—MO 5-5241—Kalamazoo, 6-mi. W.

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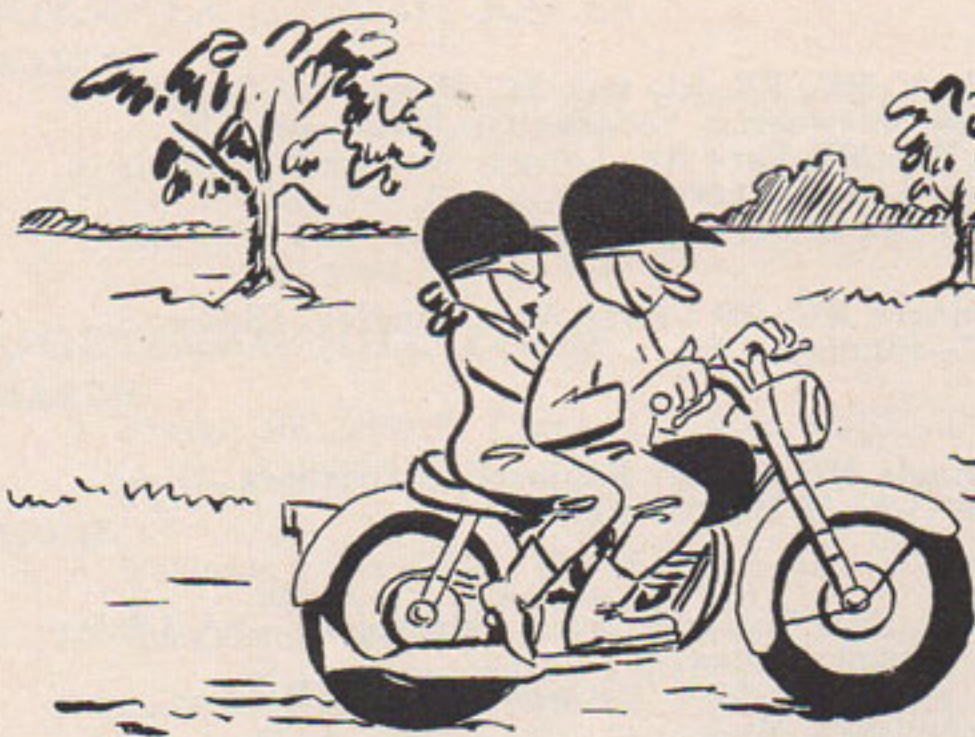
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- NAPA**—Nelson Bettencourt Harley-Davidson S&S, 1241 Brown St. BA 6-7394.
- OAKLAND**—Lindstrom & Self Harley-Davidson Sales & Service, 8227 E. 14 St. NE 2-2322.
- OAKLAND**—Claude Salmon Co. Inc., Harley-Davidson Sales & Service, 3039 Myrtle St. at 31st and San Pablo. Olympic 5-3500.
- SACRAMENTO**—Armando Magri, Harley-Davidson Sales & Service, 815 12th St. Ph. GI 3-5362. Visit our State Capital.
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- POMONA**—Rathbun Motorcycle Co., 1241 W. Holt Ave. Authorized Harley-Davidson dealer. LY 2-5417.
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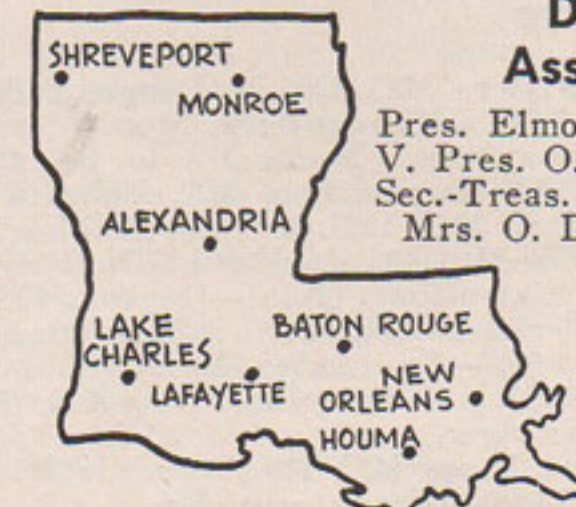
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- CAMP HILL**—Sholly Cycle Shop, M.R. RE 7-6452 TRI, BSA.
- CARLISLE**—H-D Sales, M.R. Spring Rd. CH 3-3441. Bartges.
- CHRISTIANA**—Kauffman's Body Shop. Edgar Kauffman. LY 3-6437. ZUN, DUC.
- DEVON**—D.S.H. Cycle Sales, Box 654. Wayne 9850. NSU, TRI, VELO.
- EASTON**—Sparkey's Mcy. S&S, 2695 Freemansburg Ave. Ph. 20256. H-D.
- GETTYSBURG**—MC Finance Co., 238 Baltimore St. ED 4-1124. John Hostetter.
- LANCASTER**—H-D Co., 200 Hazel St., Ph. 34031.
- LEBANON**—H-D Sales, 421 E. Cumberland St. Ph. 24986. White.
- LEBANON**—R. J. Boyer & Co., 12 N. 11th St. CR 3-3807. BMW, NSU, TRI, ZUN, DUC.
- LESTER**—Sparkey's Mcy Sales, E. M. Barnhouse, 329 N. Gov. Printz Blvd. TRI, LU 3-1976.
- MEDIA**—Hannum's H-D Sales, Baltimore Pk. & Middletown Rd. LO 6-4620.
- MILLERSBURG**—Harvey Goodling, P.O. Box 288. OW 2-2470. H-D.
- NORRISTOWN**—H-D Sales, 619 Green St. BR 58330. William Pegg.

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- PARKESBURG**—Fisher's Cycle Shop, RD #2. UL 79616. TRI, BSA, BMW.
- PENNDDEL**—Riff's Cycle Center, 660 Lincoln Hwy. SK 7-6362. TRI, PAR. Al Riffard.
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- PHILADELPHIA**—H-D Co., 857 N. Broad St. PO 9-1100. Voichick.
- PHILADELPHIA**—Phila. H-D Co., 5813 Woodland Ave. SA 9-4747. Burton.
- PHILADELPHIA**—Cosmopolitan Motors, 3500 Germantown Ave. PAR.
- PHILADELPHIA**—Ed La Belle Cycle Sales, 6014 Haverford. GR 2-9896. BMW, BSA, TRI, YAH.
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- POTTSTOWN**—Milton P. Wensel, 434 High St. FA 3-4830. H-D.
- READING**—Applegate's H-D Sales, 1501 Lancaster Ave. SP 7-9731. H-D.
- READING**—Fritz's, 236 N. 9th St. FR 2-8233. IND, BSA, ZUN, PAR, Whizzer, Cushman.
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- TREVOSE**—Bromley Mcy Sales, 635 Somers Ave. EL 7-1534. BSA, NOR, ZUN, DUC, SAC.
- WAYNE**—DiSimone & Sons, Box 46. Ph. 0938. BSA, MAT/IND, ARI, YAM.
- YORK**—H-D Sales, 604 W. Mason Ave. Ph. 23214, or Hanover-Melrose 7-5545. Laugerman.

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- CAMDEN**—H-D Mcy. Sales, 1125 Kaighn Ave. WO 45938. Mahan-Leuz.
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- TRENTON**—Cooper Mcy. Sales, R.D. #2, Youngs Rd. JU 7-6354. TRI, YAM, R-E, PAR.
- VINELAND**—Cycle & Sport Center, R.D. #6, S. Delsea Dr. TA 5-0842. BSA, BMW.
- WASHINGTON**—Bob's Mcy Sales, Robert Parks, Rt. 69. Hampton 4606. TRI.
- WHIPPANY**—The Slegers Co., Rt. 10 & Ridgedale. TU 7-4455. BSA, BMW, NSU, TRI.

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- WILMINGTON**—TRI, BMW, ZUN Sales, 6 E. 15th St. OL 2-2345. Van Sice.
- WILMINGTON**—H-D Sales & Service, Commerce & Dock St. OL 5-9289. Allen Carter.

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- WASHINGTON**—Reiber Mtrs., Inc., 45 H. St. N.E. ME 8-5463. TRI, ZUN, DUC.

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- BALTIMORE**—TRI Corp. (Factory Br.) Towson 4 Ph. VA 37338. Dan Sollenberger.
- BALTIMORE**—Boutwell's Cycle Center, 229 S. Broadway. PE 22802. TRI.
- GLENMONT**—Free State Cycle Corp., 12357 Georgia Ave. WH 2-2340, TRI, VEL. Myers.

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- CHICOPEE FALLS**—The Indian Company, 20 First Ave. LY 2-7741. IND, MAT.

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- NEW YORK**—Butler & Smith, Inc., 160 W. 83rd St. SU 7-6175. BMW.
- NEW YORK**—Beck Dist. Corp., 68 E. 131st St. AU 6-4809.

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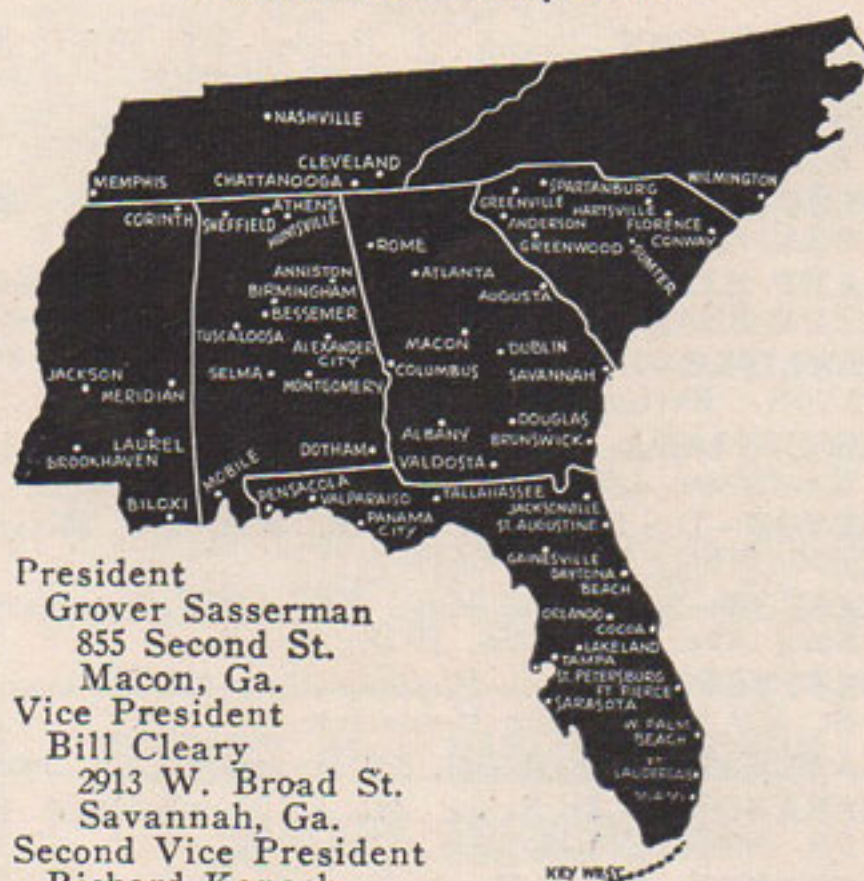
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SPRINGFIELD—Walker Motorcycle Sales, R.R. #4, Chatham Rd., Southwest Airport. Triumph-Matchless/Indian-BMW.

URBANA—Bud's Cycle Sales, Triumph S&S. 1 mile south inner state 74 at 5-points, Jct. 45 & 150. Open evenings. EM 7-0611.

WESTVILLE—Karl's Cycle Sales, BSA sales and service. 1602 S. State St. Open evenings — all riders welcome.

Additional listings under dealer associations at beginning of Pit Stop section.

INDIANA

ANDERSON—Phillips Motors, 2311 Broadway. Harley-Davidson motorcycles. Complete service and parts, new and used.

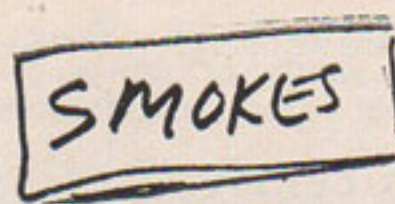
BUTLER—Scottie's Motorcycle Sales. Complete shop service. Harley-Davidson new and used parts, accessories. U.S. #6. Home of Tri-State MC.

FORT WAYNE—Griffith's Harley-Davidson Sales, 4214 N. Clinton St. All riders welcome. Parts, oil, accessories.

GOSHEN—C. D. "Dave" Amsler, Harley-Davidson Sales & Service, 2218 W. Wilden Ave. KE 3-5473.

HAMMOND—Midwest headquarters for complete machine and rider equipment. On U. S. No. 41 near U. S. No. 6. A Happy Snappy Pit Stop. Molenaar H-D Sales, 5613-15 Calumet Avenue, WF 2-8340.

INDIANAPOLIS—Harley-Davidson S&S, 701 S. Meridian St. The crossroads of America. George J. Schulteti & son, Bob. Special attention to travelers. All riders welcome. Melrose 5-7012.



"Now here's a cigar you'll like—smells like burned rubber!"

INDIANAPOLIS—Indiana Cycle Sales, 1301 E. 10th St. Triumph and Zundapp. Parts and service. Ralph Moore and Ray Stearns.

LAFAYETTE — Hall's Harley-Davidson Sales, No. Ninth St. Rd., R.R. #12 (1 block So. of US 52-bypass) SH 2-0556.

LA PORTE—Darst Harley-Davidson Sales—125-127 Pine Lake Avenue on U. S. Highway 35. Stop in and see us. Not too large to know you —but big enough to serve your every need.

MADISON—Thurnall's Harley-Davidson Sales — Parts—Service. Highway 421 "across from city hall." Open days & nights. Ralph L. Thurnall.

RICHMOND—Burt's Harley-Davidson Sales, 1504 N. "E" St. Parts & service. Open evenings. All riders welcome.

SOUTH BEND—Kocsis Harley-Davidson Sales and Service, 526 Western Ave., Route 2 and 23. (South Bend, Ind.)

SOUTH BEND—Paul Merrill Indian Sales. Matchless, Zundapp, Ducati. Small but large enough to serve all riders. 2202 Western Ave. AT 7-4664.

TERRE HAUTE — Eldridge Harley-Davidson Sales, 737 N. 6th St. Stop by, all riders welcome. Additional listings under dealer associations at beginning of Pit Stop section.

IOWA

CEDAR RAPIDS — Wilson's Harley-Davidson Sales, 620 Center Point Road, six blocks north of First Ave. Quick service for all travelers.

CEDAR RAPIDS—Pazour Cycle Co., 1507 C-St. S.W. Triumph, BSA and Ducati Sales & Service. Mail orders welcome.

DAVENPORT—Harley-Davidson Sales & Service, 6110 Brady on Rt. 61, 1½ mi. north of Rt. 6. Mail orders invited.

OTTUMWA—Harley-Davidson Sales and Service, Lentner Cycle Company, 2021 Albia Rd., P.O. Box 6. All riders are welcome.

Additional listings under dealer associations at beginning of Pit Stop section.

KANSAS

HUTCHINSON—Harley-Davidson Sales & Service, 610 S. Main, ½ mi. south junc. 61 & K17. MO 2-6971. Stop—if only to say hello!

KANSAS CITY—O'Dell's Harley-Davidson S&S, 536 Central Ave. Drexel 1-1998. All riders welcome. Large enough to serve you but not too big to appreciate you.

TOPEKA—Stop in and pay us a visit. Harley-Davidson Sales & Service. 2410 6th, Henry "Pat" Patterson.

WICHITA—Harley-Davidson Cycle Company, 623 West Douglas. Motorcycle hdqrs. for all riders. Complete line of parts and accessories. Come in.

KENTUCKY

ASHLAND—Stewart Motorcycle Shop, Box 165, Rt. 2. Harley-Davidson sales & service. West of Ashland on U.S. 60. Ph. 324-0082.

BOWLING GREEN—McClard Motorcycle Sales & Service, Oak and Victoria Ave. West on Main St. to the end, turn right one block. VI 2-5414, Night VI 2-7092.

LEXINGTON—Ace Motorcycle Service. Your Harley-Davidson dealer. Stop in for touring information, 227 Georgetown Street.

LOUISVILLE—Cunningham Motorcycle Co., Harley-Davidson dealer, 1818 West Broadway, on Route 31W. SPring 8-2749. Complete service.

NEWPORT—C & R Motorcycle, your Harley-Davidson dealer at the gateway to the South, 730 Patterson St.

LOUISIANA

Additional listings under dealer associations at beginning of Pit Stop section.

MAINE

Additional listings under dealer associations at beginning of Pit Stop section.

MARYLAND

BALTIMORE—Pete's Cycle Co., 5001 Hartford Rd., Baltimore; 13 Allegheny Ave., Towson. BSA and Ariel dealer. All other makes serviced and repaired.

HAGERSTOWN—Twigg Cycle Co., 38 Canon Ave. BSA and Ariel. Repair on most makes. REgent 9-2773.

Additional listings under dealer associations at beginning of Pit Stop section.

MASSACHUSETTS

BOSTON—Andrews Motorcycle Sales. BSA, Triumph and BMW. All riders welcome. 81-85 W. Concord St. CI 7-9677.

BOSTON—Cycle Craft Co. Inc. Complete line Harley-Davidson motorcycles and scooters, also fast parts service. 1209 Columbus Ave. GA 7-3030.

GREENFIELD—Ride the Mohawk Trail to Mohawk Cycle Sales. BSA, BMW, Honda, also H-D parts and service. 189 Shelbourne Rd. PR 3-8821.

SPRINGFIELD — Wolfe's Cycle Sales. Inc. BSA-Ariel motorcycles. Schwinn & Raleigh Bikes. Willard W. Wolfe, prop. 740 Boston Rd. ST 3-6041.

Additional listings under dealer associations at beginning of Pit Stop section.

MICHIGAN

DETROIT—Ariel, BSA, Sunbeam, BMW, NSU, Jawa S&S. Full line of accessories. Bank rates. Earl Buck Co., 21403 Dequindre, LI 3-9521.

FLINT—Herb Johnson welcomes you to visit BMW Sales & Service and Triumph Sales & Service. 3501 Fenton Rd. CE 2-2994.

LANSING - HOLT—2 miles south of Lansing on U. S. 127. Authorized dealer—Jawa, Triumph, BMW-NSU, Horex, Maico. Parts, service & accessories. Everyone welcome. Shep's Motors. OXFord 4-6621.

PONTIAC—BSA, Matchless authorized dealer. Service on all makes. Complete machine shop service. 2182 S. Telegraph Rd., US 24, FE 5-2454

PORT HURON—PH Harley-Davidson Sales, 357 River St. YU 4-1415. Visit the world famous Blue Water area.

STURGIS—8 mi. no. of Sturgis on M78. Ernie Eicher welcomes you. Triumph parts & service. Eicher Supply, OL 1-2422.

Additional listings under dealer associations at beginning of Pit Stop section.

MINNESOTA

ALBERT LEA—Vandegrift Cycle Shop—Harley-Davidson Sales & Service. Genuine parts and accessories. On Highway 16.

BLOOMINGTON—Come and visit at Leo's. Motorcycle Sales, 710 W. 96th St., TU 8-3833. Indian—Parilla sales & service.

DULUTH—When touring at the head of the lakes. We welcome you to our shop for quick service. Harley-Davidson Cycle Co., 1917 W. First St.

MINNEAPOLIS—When in Minnesota, stop and see us. Tourist service given preference. Egeberg's Harley-Davidson Sales, 1821 Riverside, FE 2-3689.

MINNEAPOLIS—Haugh Indian Sales, 3456 Fremont No. Mustang and Indian parts and service. JA 1-5421.

ST. PAUL—Harley-Davidson St. Paul Co. Howard W. Belmont, 273-277 West 7th. Sales and Service, parts shipped. 1-day service. CA 4-6532. Parts for all models from 1930.

ST. PAUL — Paul's Cycle Service, Inc., 841 Hudson Rd. PR 6-2414. Sales & service, BSA Ariel, BMW, Norton, and Parilla motorcycles.

MISSISSIPPI

Additional listings under dealer associations at beginning of Pit Stop section.

MISSOURI

CAPE GIRARDEAU—Cape Harley-Davidson Sales, Highway 61 at Viaduct Courts. One stop service and lodgings in the foothills of the Ozarks.

DE SOTO—Jim Calahan's Service Station. Harley-Davidson Sales & Service, 6 miles west of US 67 on Highway 110. 1 mile east of Highway 21.

KANSAS CITY—Kenny's Harley-Davidson Motorcycle offers complete service. Genuine H-D oil, parts & accessories. Prompt mail service. Kenny Beam, owner, 405 Southwest Blvd.

LA BELLE—Howard's Harley-Davidson Sales, Box 23. Hopkins 2-3565.

ROLLA—Wright Motor Co. Harley-Davidson S&S. 3 mi. east on Hwy. 66, 2 mi. north on Hwy. V. EM 4-4575. Closed Sat.

ST. JOSEPH—Magner's Harley-Davidson Sales. 1819 Frederick Ave. Ph. 4-4806. All riders welcome. Service on all makes. On Hwys. US 36 & 71.

ST. LOUIS—Osborn Harley-Davidson Motorcycle Co., 6901 Easton. Most complete repair shop in the Middle West.

ST. LOUIS—Widman Harley-Davidson, 3628 So. Broadway. All riders welcome! Come in and see most modern and complete motorcycle service. Earl and Butch Widman.

ST. LOUIS—Parts, pistons, new, used for older Indian, Harley, Henderson. Ballak & Co., 811 N. 9th St.

MONTANA

BILLINGS—Montana Cycle Supply Co., Harley-Davidson dealers, 3621 Montana Ave. Prompt service, all makes. All tourists and riders welcome.

GREAT FALLS—Stop at Mel's Cycle Service. Harley-Davidson dealer between Yellowstone and Glacier Parks. 111 2nd St. South.

MILES CITY—Harley-Davidson Sales & Service. Oil, parts and accessories. Krumpke Repair Shop. 608 Pleasant Street.

NEBRASKA

BUSHNELL—Mid-West Motors, Harley-Davidson sales & service. All riders welcome. 7 miles south, 3 east, Hwy 30. Ph. 673-2342.

GRAND ISLAND—Nebraska Cycle Corp. Harley-Davidson and Cushman. 2 1/4 miles south on 281. Immediate service to travelers—all makes. DU 2-7020, DU 2-0733, DU 2-1253.

HASTINGS—Del's Cycle Shop, Harley-Davidson Sales & Service. Everyone welcome. 634 S. Burlington Ave. Del Hartman, owner. Ph. 3-1671.

NORTH PLATTE—Sportsman's Hangout, Triumph-Ariel sales & service. 1819 E. 4th St.

OMAHA—Ramer Motors, 2424 Leavenworth St. Jackson 3865. Triumph, Ariel, Cushman Sales & Service.

OMAHA—Kemper's Harley-Davidson Sales, 1209 South 6th St. Genuine H-D parts and accessories. All riders welcome.

YORK—Triumph Sales & Service. Parts for most English cycles. We welcome all riders. Hurlbut's Cycle Shop.

NEW HAMPSHIRE

Additional listings under dealer associations at beginning of Pit Stop section.

NEW JERSEY

CLIFTON—Arthur "Bub" Tramontin, Harley-Davidson oil, parts and accessories. Sales & Service. 535 Lexington Ave., near Route 3 and 46.

JERSEY CITY—Jersey City Mtcy Co., BSA dealer. OL 3-2500, 990 Newark Avenue, Truck Route 1-9, (Under the Skyway). All riders welcome.

LAMBERTVILLE—Parsons Auto & Cycle Co., 50 N. Main St. BSA & Ariel Sales & Service. EX 7-0825.

WHIPPANY—Hank Slegers Co., Inc., State Hwy 10. TUCKER 7-4455. Sales & factory-trained service of TRI, BSA, BMW, NSU, Sunbeam. Prompt mail order service on parts and accessories. Craven pannier eqpmt, Elastigrips, Armadrake coats and 2-piece suits. Touring information supplied. Visit historic Morris County—only 45 minutes from New York City. Additional listings under dealer associations at beginning of Pit Stop section.

NEW MEXICO

ALBUQUERQUE—It's a long way to the next shop. Let us check your machine before you leave. Harley-Davidson Sales Co., 900 4th N.W.

NEW YORK

BINGHAMTON—Woody's Harley-Davidson Sales, Rt. 11, Castle Creek Rd. MI 8-5395.

BROOKLYN—Carl's Motorcycles — Indian, BSA, Lambretta, BMW, Dynamic balancing. 1845 Linden Blvd. CL 7-0230.

BUSKIRK—Bill's Cycle Shop, Rt. 67, Harley-Davidson Sales. Hoosick Falls 753-J-2. Open Tues. thru Sat. 9 to 7.

CAYUTA—Woody's Truck Stop. BSA, Ariel, Parilla. Rt. 13 & 224, 12 miles from Watkins Glen. O'Dessa 154 W.

GREEN ISLAND—Star Garage, 12 Lower Hudson Ave. 5-miles north of Albany. BMW-NSU sales, parts and quality service.

LOCKPORT—Walter A. Kohl, Ariel, BSA, Zundapp. Western New York's largest import dealer. On U. S. Rt. 78, Lockport 3-3953. Buffalo SP 5544.

NIAGARA FALLS—Kelly's Niagara Harley-Davidson, 204 Niagara St. Complete service and parts.

PORT WASHINGTON L. I.—Ghost Motorcycle Sales, 5 Main St. Authorized dealer for: Ariel, BSA, BMW, Cushman, Ducati, Parilla, Maico, NSU, Zundapp, Progress motorcycles and motorscooters. Over 100 machines on display at all times. Long Island's largest dealer. Open 9 am to 9 pm. PO 7-2540, PO 7-9887, PO 7-2825.

ROCHESTER—Rochester Indian Corp., 25 Fanor St. BSA and Triumph sales and service. We sell the best and service the rest.

ROCHESTER—Rochester Harley-Davidson, Inc. 629 Oak St. Parts, accessories and hospitality.

SYRACUSE—Al's Cycle Shop, 117 Fay Rd., North Syracuse, N. Y. GL 8-3070. Authorized BSA dealership only. Everyone welcome.

TUCKAHOE—La Grace Sales Co., 229 Main St. Waverly Sq. Tower Westchester Co. TRI & Lambretta. Open to 9 Thurs.—10-6 Mon. thru Sat. DE 7-7737.

UNADILLA—Washburn Cycle Shop, RFD #2, Phone Otego-Yukon 8-7943. All riders welcome, drop in!

WALDEN—Popp's Cycle Center. Authorized BSA, Ariel, Ducati, Parilla and Norton dealer. Rt. 208, Walden.

W. BABYLON—Suffolk County Harley-Davidson Sales, 666 A Sunrise Hwy. Parts and service. MO 1-9890.

Additional listings under dealer associations at beginning of Pit Stop section.

NORTH CAROLINA

Additional listings under dealer associations at beginning of Pit Stop section.

OHIO

AKRON—Riders of all makes welcome. Harley-Davidson Sales & Service Company, 404 Water St. Jefferson 5-9232. Jim Hagarty.

CANTON—Harley-Davidson Sales, 701 Cherry Avenue NE. Genuine H-D parts and accessories. All riders welcome! Earl Appleby.

CHILLICOTHE—Harley-Davidson Sales, 933 East Main St. Clark A. Caplinger, prop. All riders welcome. Phone 42103.

CINCINNATI—Your Harley-Davidson dealer — Ray Konkler — Motorcycle Service Company, 1924 Central Parkway.

CIRCLEVILLE—Cy's Garage, 105 Highland Ave. GR 4-3801. BSA motorcycles and Jawa cycles.

CLEVELAND—Harley-Davidson Sales Co., Inc., 5931 Lorain Ave. Genuine Harley-Davidson parts and accessories. All riders welcome! "Lois and Smitty" Schmidt.

COLUMBUS—Harley-Davidson since 1912 A. D. Farrow Co., 491 W. Broad St., U. S. Route 40. Complete service. Free post cards for tourists.

COLUMBUS—& Groveport. BSA—ARIEL—BMW. Riders welcome. Bryan Motorcycle Co., 532 Main St., Groveport. TE 6-3758. Open evenings.

DAYTON—Your Harley-Davidson dealer—Cassady's Motorcycle Sales, 1504 N. Main St. Parts & accessories. Riders welcome!

DAYTON—Rees' Motorcycle Sales, 3507 N. Dixie Dr. BSA, Ariel, BMW. Stop and visit Bill and Donnie Rees. If you can't stop—wave.

DEFIANCE—Your Harley-Davidson dealer — Bill White. Shop located one-half mile west of Defiance on U. S. 24.

ELYRIA—Elyria Harley-Davidson Sales Co., 730 Cleveland So. on Route 20. EM 64-971. Everything for the cyclist! All riders welcome.

GREENVILLE—Your Harley-Davidson dealer — Flatter's Sales and Service, 212 12th St. Genuine parts and accessories. Riders welcome.

HAMILTON—Harley-Davidson Sales & Service. 2715 Dixie Highway, State Route 4. Make our store your hqrs. Complete service. Jim Peck.

LORAIN—Penton Bros. Motorcycle Sales, 1333 N. Ridge Rd. at Rt. 254. Your BSA, BMW, NSU, Ariel dealer. Complete line of parts and accessories. All riders welcome. AVenue 2-6362.

MANSFIELD—Ariel, Triumph, BSA Sales & Service. 1 1/2 blocks south of Route 42 on Michigan Ave.

MANSFIELD—Harley-Davidson Sales, 6th Ave. at Orange St. "Mansfield Cycle Center." Owner Joe Shambre.

NORWALK—A. E. Lindenau, Harley-Davidson dealer—on Rts. 250 and 13; 3 blocks south of Rts. 18, 20 and 61. 82 Benedict Ave. Ph. 3-1251.

SANDUSKY—Machine Shop service for motorcycles and scooters, any make, any time. James Risk, 220 E. Madison St. MA 5-1449.

SPRINGFIELD—Brad's Harley-Davidson Sales, 2170 W. First St. Genuine parts and accessories, immediate service. Stop in and see us.

STEBENVILLE—Neidengard's Harley-Davidson, 137 S. 3rd St. Atlantic 2-5542. Parts, accessories and hospitality.

TIFFIN—Gaietto's Cycle Store, 12 S. Sandusky. Phone 607. Accommodations and a welcome for all riders.

TOLEDO—Stop in at Harley-Davidson Sales Corp., 1807-09 Adams St. Complete stock of parts and accessories.

WASHINGTON C. H.—Haynes Harley-Davidson Sales. Parts and accessories. All riders welcome. 317 S. Main St.

YOUNGSTOWN—Johnny's Cycle Shop, 1719 Market St. RI 3-4852. State Rts. 62 & 7. Triumph, BSA, BMW, Parilla & Cushman sales & service. Parts, repairs, accessories for American & Imported mcys. John R. Roman.

OKLAHOMA

OKLAHOMA CITY—Harley-Davidson Cycle Co., 601 N.W. 3rd St. Tourists welcome! Mail orders filled promptly.

TULSA—Harley-Davidson Sales, Hwy. 66, 643 W. 11th St. Stop with us when in Tulsa. Tourists always welcome. G. E. Myers, mgr.

OREGON

PORTLAND—East Side Motorcycle Co., Harley-Davidson dealer, 525 N.E. Davis. Parts, oil, service. All riders and tourists welcome.

SALEM—See the All America City and be sure to stop at Walkers Harley-Davidson Cycle Shop, 1405 Church St., NE.

PENNSYLVANIA

BERWICK—Harley-Davidson Sales, Leonard J. Fuller, Route No. 11 two miles below Berwick. PL 9-9925.

BUTLER—Zanotti Motor Co., Harley-Davidson Sales & Service. 171 Pittsburgh Rd. Ph. 22378. Prompt mail order service.

DONORA—Ernest Cerini, 1507 Meldon Ave. H-D parts, access. Factory trained mech., frame-forks straightened, cyl. rebored. 41 yrs. H-D dealer. FR 9-6449.

EMMAUS—Krause Motorcycle Sales. Dealer of BSA and Matchless/Indian. All riders welcome. 17 Main St. WO 5-2135.

ERIE—Erie Harley-Davidson Sales, 3001 Glenwood Park Ave. on Rt. 505. Welcome riders, service with a smile.

HARRISBURG—Bob's Indian S&S, R #1, Etters, Pa. 4 mi. so. of Harrisburg air port, old Rt. 111. YE 8-2556. Ind-Mat-Enf-Hon.

HARRISBURG—Hunsicker's Harley-Davidson. IRWIN—Russell Dick—used Harleys bought and sold. 821 Center St., Circleville, Irwin. UN 3-6417.

Accessories, parts, service for all makes. 124 S. Cameron St. CE 6-0692.

JOHNSTOWN—Indian Sales & Service, 32 Walnut St. Ph. 9-3154. Indian-BSA-Triumph.

LATROBE—Skips Car and Cycle Shop, Authorized BSA and Ariel dealer. 637 Weldun St. KE 7-4178.

PITTSBURGH—Pittsburgh Cycle Center, BSA, Matchless, Zundapp, Honda sales-service. Ensign Ave. & Rt. 51, 2 blocks south of Liberty Tunnels. Open evenings. HE 1-5872.

PLEASANT VALLEY—Al Sigman's Motorcycle S&S, Rt. 212, 15 miles S.E. of Allentown. Norton, Zundapp, Ducati, J-Be.

SAYRE—Come visit at Bob's Cycle Shop, 117 N. Keystone Ave. Authorized BSA, Ariel, Indian, BMW and Maico dealer. Service to all.

WASHINGTON—Harley-Davidson Sales & Service, 1275 Allison Ave. Baldwin 2-4759. Parts, oil, accessories. Travelers welcome.

YATESVILLE—Eds BSA Cycle Shop, Service on most makes of cycles. 1/2-mile off 315 midway between Wilkes-Barre and Scranton.

Additional listings under dealer associations at beginning of Pit Stop section.

RHODE ISLAND

Additional listings under dealer associations at beginning of Pit Stop section.

SOUTH CAROLINA

Additional listings under dealer associations at beginning of Pit Stop section.

SOUTH DAKOTA

RAPID CITY—Kirk Cycle Co., Harley-Davidson Sales & Service. Open evenings. 124 E. Main St.

TENNESSEE

BRISTOL—Bristol Harley-Davidson Sales, 836-838 State St. Tenn.-Va. South 4-9032.

JOHNSON CITY—Jim's Motorcycle S&S. Rt. 10, 1021 W. Market St. Parts, oil, accessories for BSA, TRI, ZUN, DUC. All riders welcome. WA 6-5561.

KINGSPORT—Mann's Harley-Davidson Sales, 1616 Bloomingdale Pike. CI 6-8657. Chrome accessories galore.

MORRISTOWN—Rines Harley-Davidson Sales, 1122 E. Main St. All riders welcome.

NASHVILLE—Red's Matchless/Indian Motorcycle Sales & Service, 207 Fifth Ave. South. VE 2-4492. Authorized service and repair.

NASHVILLE—Lonnie's Cycle Center, 1008 Woodland St. BSA, Ducati sales and service. CHanel 2-4913.

Additional listings under dealer associations at beginning of Pit Stop section.

TEXAS

AMARILLO—Harris Harley-Davidson Sales, 705 N. Fillmore. DRake 3-3991. All riders welcome.

BIG SPRING—Your friendly dealer for 32 years. Stop in, we have oil, parts, service. Sales by Cecil Thixton, 908 W. Hwy. 80. AM 3-2322.

DALLAS—Conley's Harley-Davidson Sales, 2824 Main. RI 8-2556. Hot spot of motorcycling.
DALLAS—Harold Yaw, 2723 Main St. Zundapp, Matchless and BMW. Tourists have a priority.
DALLAS—Kathcart Motorcycle Company, 3904 Elm. Parts, oil, accessories. Complete service, stop and visit.
HOUSTON—BSA. Mustang & Lambretta Sales & Service. Established 1947. Bruce Bristol, 4615 Gulf Freeway. Walnut 3-2733.
HOUSTON—Edgar Saage, 1310 Franklin Ave. Capitol 4-2962. Zundapp, Ducati and Sachs Sales & Service. All riders welcome. Texas distributor—dealer inquiries invited.
PASADENA—Pridgen Harley-Davidson Co., 919 Eagle St. Expert service. Parts, oil, accessories.
 Additional listings under dealer associations at beginning of Pit Stop section.

UTAH

SALT LAKE CITY—Chris Draayer Motors, Harley-Davidson headquarters, 872 S. State St. "Crossroads of the West."

VERMONT

Additional listings under dealer associations at beginning of Pit Stop section.

VIRGINIA

DANVILLE—Ed Guill Motorcycle Sales & Service, 803 Franklin Turnpike. Harley-Davidson sales and service. All riders welcome.
HARRISONBURG—Brenneman's Garage, Parkview. BMW-Zundapp sales service. 434-8702. Bob Shenk, owner.
NEWPORT NEWS—On shore leave, furlough or vacation, a visit to the Tidewater Motorcycle Company at 25th and Huntington Avenue is a "must." See Paul Moseley for Harley-Davidson sales & service. CH 7-5805.

PETERSBURG—Pinnell's, your cycling hdqtrs., 320 Wythe St. Ph. 733-3333. H-D and Cushman sales & service.
PORTSMOUTH—For Harley-Davidson sales and service stop in at the Portsmouth Cycle Co. Factory trained mechanics. 701-4th Street. EX 3-0141. F. C. Dew, Mgr.
RICHMOND—Vacation in the heart of the scenic Old Dominion. Genuine parts and accessories. Factory trained mechanics. Stop and visit with Eddie Boomhower, Richmond Harley-Davidson Co., 2226 Chamberlayne Ave.
ROANOKE—Butterfield's Cycle Store, Harley-Davidson sales & service, 213 25th St. N.W. When visiting the Blue Ridge Parkway stop and see Johnny Butterfield.
WINCHESTER—Winchester Harley-Davidson Sales, Rt. #1. Mo 2-4468. Parts, accessories and repairing. All riders welcome.
WASHINGTON
SEATTLE—Drager's Harley-Davidson Company, 1207 Dexter, 1 block East of Highway 99. Stop in and get acquainted when in Seattle.
SPOKANE—Brush Cycle Company—218 South Madison. Visit the Inland Empire and the Grand Coulee Dam. Tourist's service.
TACOMA—Montgomery Motorcycle Co., 19th and Fawcett. Harley-Davidson riders' Mecca.
WEST VIRGINIA
BECKLEY—Todd's Harley-Davidson Sales, 203 N. Eisenhower Dr. CL 3-9088. Open evenings.
ELKINS—DeMotto Harley-Davidson S&S, Jct. 250 & 33. Open after 5 pm during week, all day Sat., Sun., & holidays. Ph. 2369J4.
FAIRMONT—Lasobek Harley-Davidson Sales, 1523 Beverly Rd. Just off Watson Bridge. Ph. 363-8557. Open evenings.
HUNTINGTON—Harley-Davidson Sales, 2406 Third Ave. JA 2-9604. Open evenings. You have tried the rest now try the best for service.

MORGANTOWN—B&S Motorcycle Sales, 29 Nebraska Ave. (W.O.) Harley-Davidson, P & A. Opens evenings. LI 2-7686.
MOUNDSVILLE—Smitty's Harley-Davidson Sales. Lafayette Avenue Ext. Tilden 5-3304. Also Indian parts. Open Evenings.

WISCONSIN

APPLETON—Appleton H-D Sales & Service, 500 Chain Dr. Complete modern repair dept. 24 hr. tourist service. RE 3-2258.
ASHLAND—Ashland Harley-Davidson, Rt. 1, Box 115. Authorized Harley-Davidson dealer, sales, parts and accessories.
KENOSHA—Mengo's Motorcycle Sales & Service, 6011 75th St. Authorized BSA-Ariel. OL 4-0366. Service on all makes.
KENOSHA—New store—new location. Kenosha Harley-Davidson, 5403-52nd St. (Highway 158) Parts and service. OL 2-3653.
MADISON—Tursky Cycles, 922 South Park St., Harley-Davidson Sales & Service. Genuine parts and accessories. Stop in!
MARSHFIELD—Lauby Cycle Service, 1705 Roddis Avenue. Harley-Davidson sales and service. Genuine parts and accessories.
MILWAUKEE—The Knuth Co. Complete Harley-Davidson service. Prompt service on mail orders. Parts for obsolete models. Send 25c for bulletin. Two convenient stores—North side: 2491 W. Fond du Lac Ave. South Side: 1753 S. Muskego Ave.
OSHKOSH—National Cycle & Repair Co., 308 Ohio St. 43 years Harley-Davidson know how. Sales-service. 1-day mail order service.
WATERTOWN—Schmutzler Cycle Shop, 118 W. Main St. Harley-Davidson sales & service, parts & accessories.

1 DAY MAIL ORDER SERVICE

on Indian parts and accessories. Armature and generator exchange, motors rebuilt, cylinders rebored. Send for lists from the largest and most complete stock of Indian parts in the middle west.

INDIAN MOTORCYCLE SALES

2701 Truman Road Kansas City 27, Mo.

VALVE SEATS REPLACED



OHV Harley-Davidson Valve Seats Installed to Factory Specification Work Guaranteed • 24 Hour Service

For Information Write or Call Philadelphia HARLEY-DAVIDSON 857 N. Broad St., Phila., Pa. • Phone PD 9-1100

INDIAN MOTORCYCLE PARTS

Largest stocks in USA. Junior Scout, Indian 4, Scout 45, 741, Chief, Brave, Shaft Drive, Arrow, and Warrior. Also large stocks of: Triumph-AJS-Matchless parts.

PROMPT MAIL ORDER SERVICE

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P.O. Box 581, Stockton, Calif. HOWARD 6-7776

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Can Riders who need you . . . find you?

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"PIT STOPS"

IN

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 U.S.A. Franchise for VINCENT Parts Available for immediate delivery Mail orders promptly filled Also repairs in my shop on VINCENT only HARRY BELLVILLE Marysville, Ohio Phone 21217

Stroker pistons for Sportsters. Also overbore cylinders and pistons to make the stroker motor 72.8 cubic inches. DYTCH SALES, 2540 Capitol, Des Moines 17, Iowa.

WANTED

Used Steib sidecar for Triumph. Write to EAU CLAIRE CYCLE SHOP, 405 Water St., Eau Claire, Wis.

Used Sportster motor or Sportster lower end. Transmission and cases must be in good shape. State price wanted and write ASHLAND HARLEY-DAVIDSON, Ashland, Wis. Rt. 1, Box 115.

POSITION WANTED

Would like to learn the mechanic's trade or be a partner in the cycle business. Have done some work on motorcycles. 33 years of age. ROY NEUNAST, 702 Humboldt Ave., Wasau, Wis.

BUSINESS OPPORTUNITY

For sale - Harley-Davidson agency in sunny southern California. Due to four bad heart attacks in one year owner is unable to work and must sell. Five man shop, large police business, good location, large population of approximately 500,000. Can arrange financing to responsible party. Address all inquiries: Box 162, c/o AMERICAN MOTORCYCLING, 5030 N. High St., Columbus 14, Ohio.

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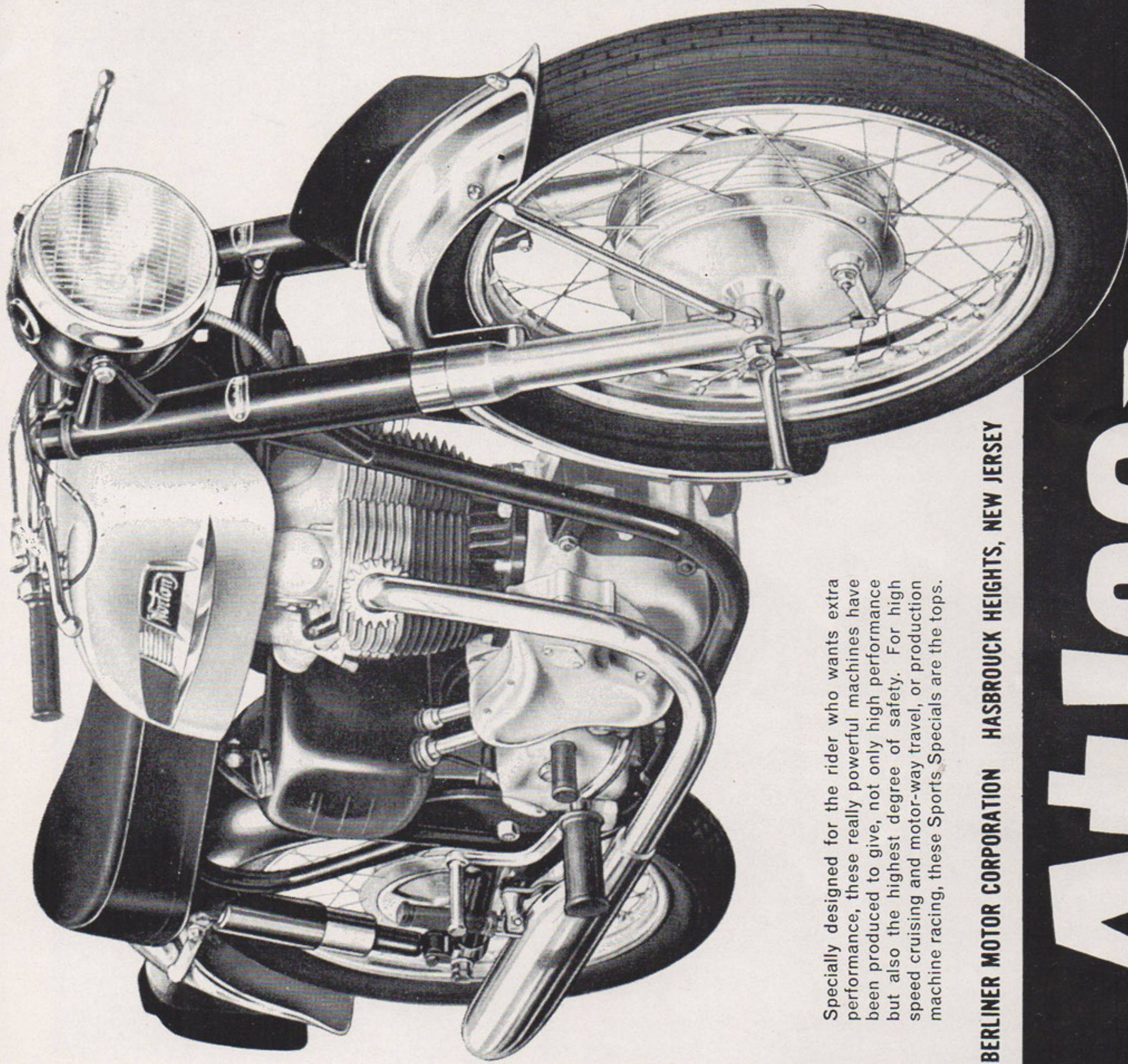
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