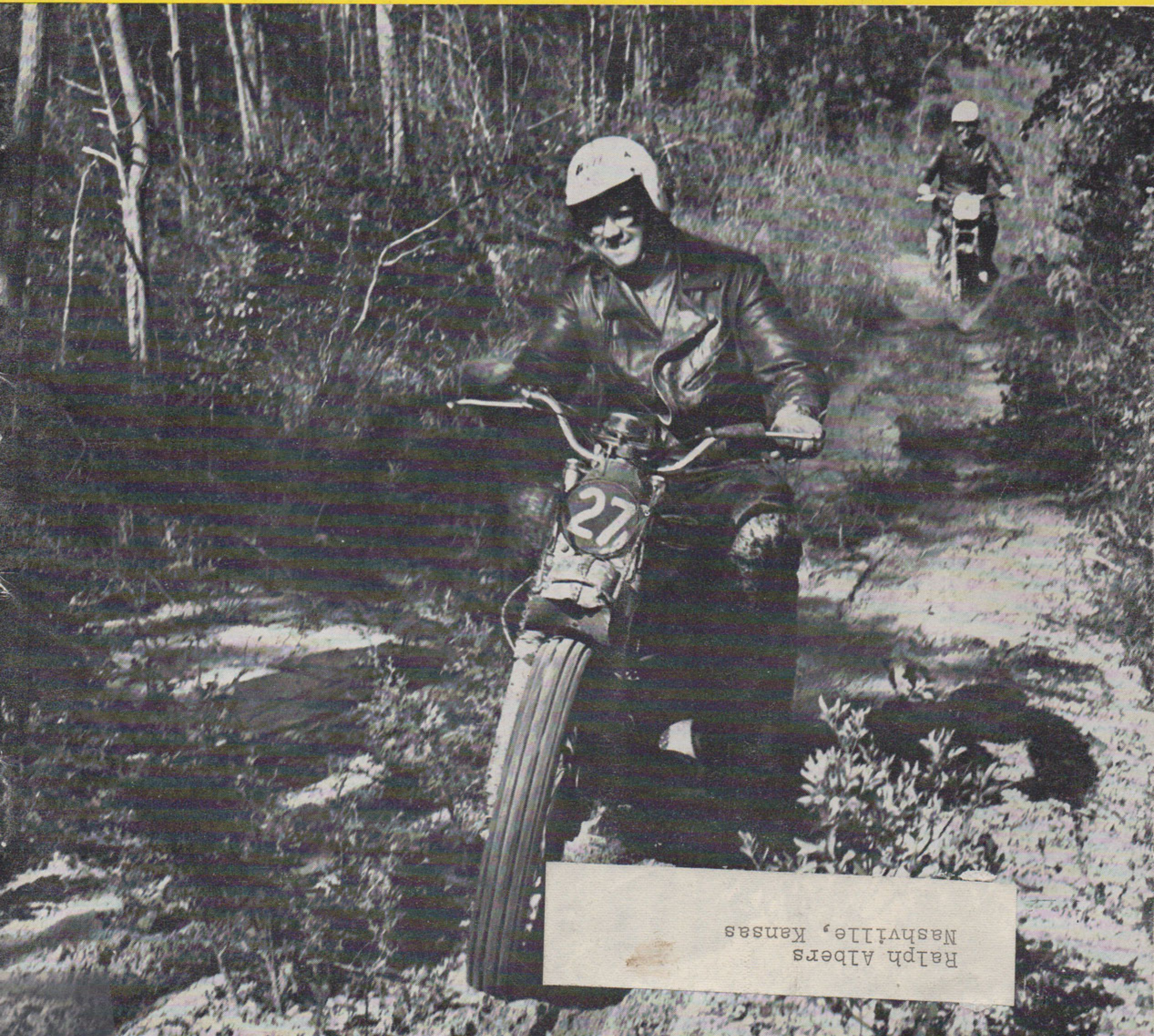


# American Motorcycling

FEBRUARY, 1963

266 35c



Ralph Albers  
Nashville, Kansas

Champion Bill Baird on trail

William Baird Top Enduro Rider ● Many New 1963 Models

Final Standings And Winners In Dealer Contest



# Norton

# for 1963



## 750cc ATLAS

MKII—Here's the BIG road job that's fitted with an engine that just abounds with ferocity and power. 750cc OHV, larger Dual carburetors, dual exhaust pipes and beautifully chromed mufflers, 150 MPH speedometer, large valves, chrome fenders, large 4 gallon fuel tank, large, powerful brakes, comfortable dual-seat. The 1963 "ATLAS" has all the POWER and SPEED that any seasoned rider could ask for.

## 750cc ATLAS

This is the NORTON that set the trend in the 750cc class. Like all other NORTON models it is fitted with the world-famous "ROAD-HOLDER" front forks, the time-tested "FEATHERBED" frame, heavy duty balanced front and rear wheels with chrome rims, large, full-width front and rear brakes and finned brake hubs. Magneto, High bars, dual-seat, single carburetor, 2 1/2 gal. sport tank, center-stand, "jiffy" stand, are all standard on this popular model.

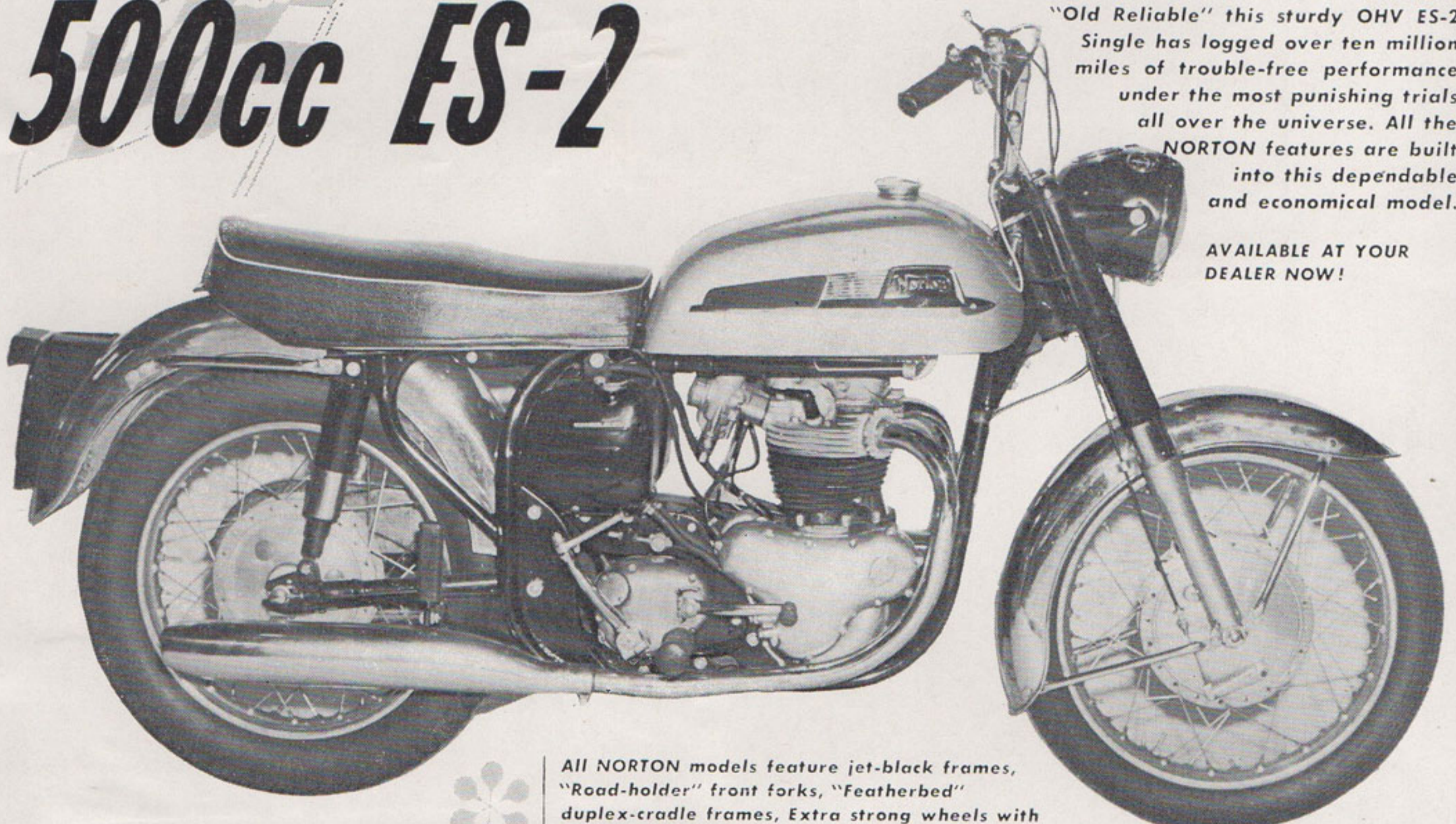
## 650cc MANXMAN

Designed for sport and high-speed touring, the 1963 650cc OHV parallel twin NORTON "Manxman" delivers an abundant quantity of POWER and PERFORMANCE. This is the model fitted with dual carburetors, tachometer and 150 mph speedometer attained the phenomenal speed of 119.8 mph in the British road test conducted by "Motor Cycling" in 1962.

## 500cc ES-2

Known the world-over as NORTON'S "Old Reliable" this sturdy OHV ES-2 Single has logged over ten million miles of trouble-free performance under the most punishing trials all over the universe. All the NORTON features are built into this dependable and economical model.

AVAILABLE AT YOUR DEALER NOW!



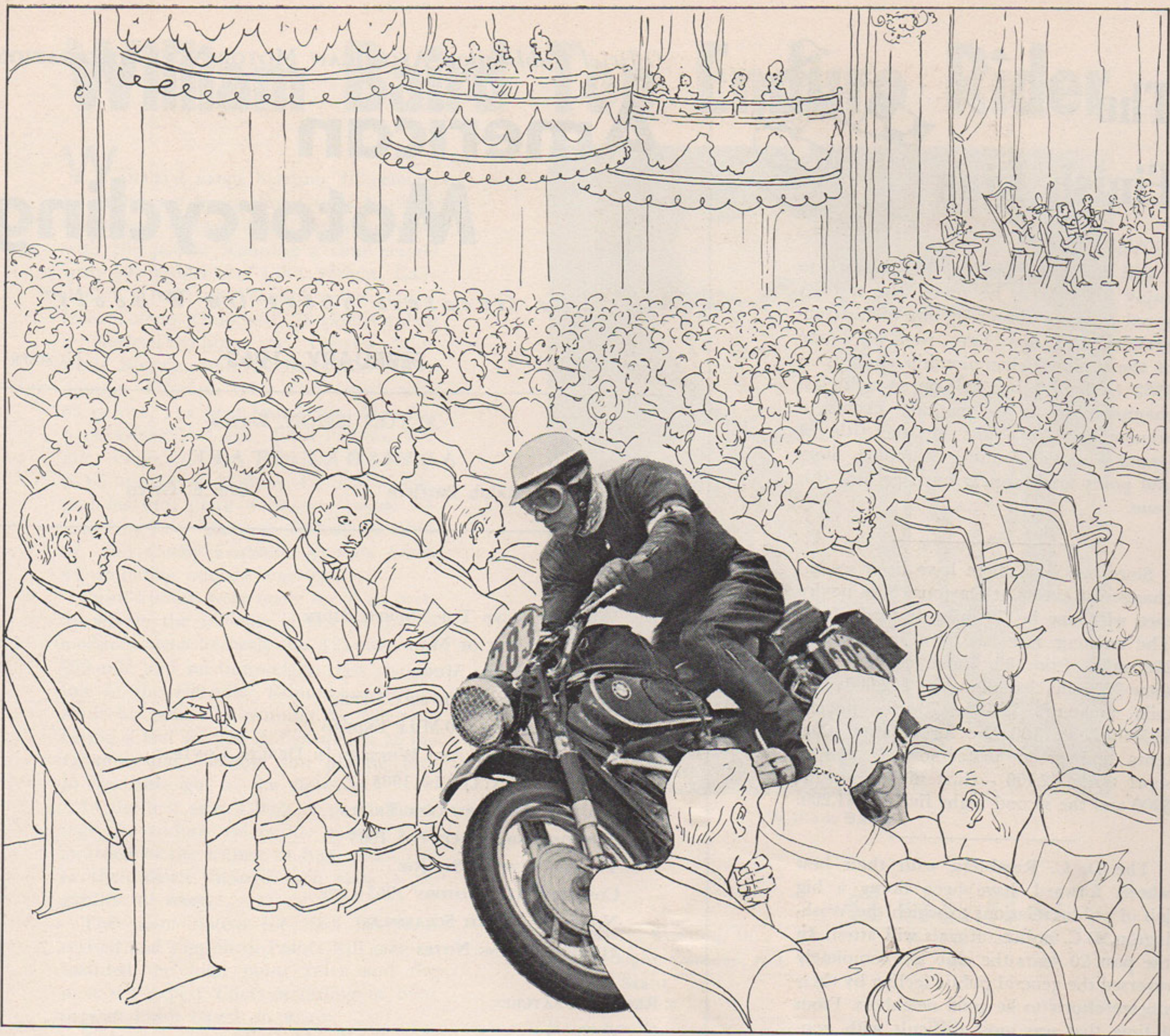
Write—for descriptive literature and detailed technical data.

All NORTON models feature jet-black frames, "Road-holder" front forks, "Featherbed" duplex-cradle frames, Extra strong wheels with chromium plated steel rims and heavy-duty spokes, Large full-hub 8" front brake and 7" full hub rear brake. Hubs are deeply finned for extra cooling. Twins are fitted with magnetos. All models have comfortable dual-seat, high handlebars, large headlight, Avon tires, high quality chromed surfaces and fittings, center and side stands.

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# The Finish Line



## COVER

Bill Baird of Sterling, Ill. appears to enjoy his ride as he covers the trail at speed followed closely by one of his competitors. Bill may have won only one of the national championship enduros in 1962 (150-mile), but he won enough class championships in the national events to accumulate 105 points for the title of Grand National Enduro Champion. Story and point totals appear on page 5 of this issue.

Since last issue there have been several changes in events at Daytona. The novice race will now be 70 miles instead of 60. The amateur race has been increased to 100 miles from 80. Purse changes now show 200-mile championship, \$12,000; 100-mile amateur, \$2,500; 70-mile novice, \$1,500; 250cc 100-mile for experts, amateurs and green plate novices, \$3,500; short track, \$2,100 — first night four-star \$900 and the second night five-star \$1,200.

The D. C. Ramblers, with their best wheels forward, have been doing a big job of public relations to which the Washington, D.C. police officials will attest. In the past 20 years the club has completely reversed the general public feeling by their sincere efforts to be good neighbors. From a time that was most difficult with non-acceptance, they now have received many citations from local civic groups. Some of these awards were from the Prince George's county police department, Fort Washington Democratic Club and Lion's Club. Such awards have been attained through their safety campaigns which included the purchase of rainsuits for Junior Safety Patrolmen at schools; having their own noise abatement program; working at local emergencies and on Civil Defense; acting as marshalls in parades; and making their club house available to civic groups just to name a few.

Many of the clubs have a program similar to the one mentioned above and through it they are receiving the same type of favorable publicity. However, there are a few which would better their public image considerably by starting to give such a campaign serious consideration.

To all new clubs: Start out with your best wheel forward. Plan a few serious campaigns along with your fun. You'll go further and the road will be a great deal smoother.

Official Publication AMERICAN MOTORCYCLE ASSOCIATION

# American Motorcycling

*"The Greatest Sport On Wheels"*

VOLUME XVII

FEBRUARY, 1963

NUMBER 2

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# William Baird Top Enduro Rider

**W**ILLIAM BAIRD, Sterling, Ill., emerged the winner in the first Grand National Champion enduro rider point standing with 105 points. Running a close second with 101 points was John Wright, Camden, N.J. Both are Triumph riders. Third, from Toledo, Ohio with 78 points riding a Harley-Davidson, was Charles Stahl while Norman Smith of Brecksville, Ohio, another Triumph rider took fourth with 63 points. The next four riders, Max Bubeck, Glendale, Calif., John Penton, Lorain, Ohio, Gerald Perkins, Rochester, N.Y., and Leroy Winters, Ft. Smith, Ark., tied for fifth place with sixty points followed by Lew Atkinson, Columbus, Ohio, 52, and Curby Cochran, Kenton, Ohio, 44, rounding out the top ten.

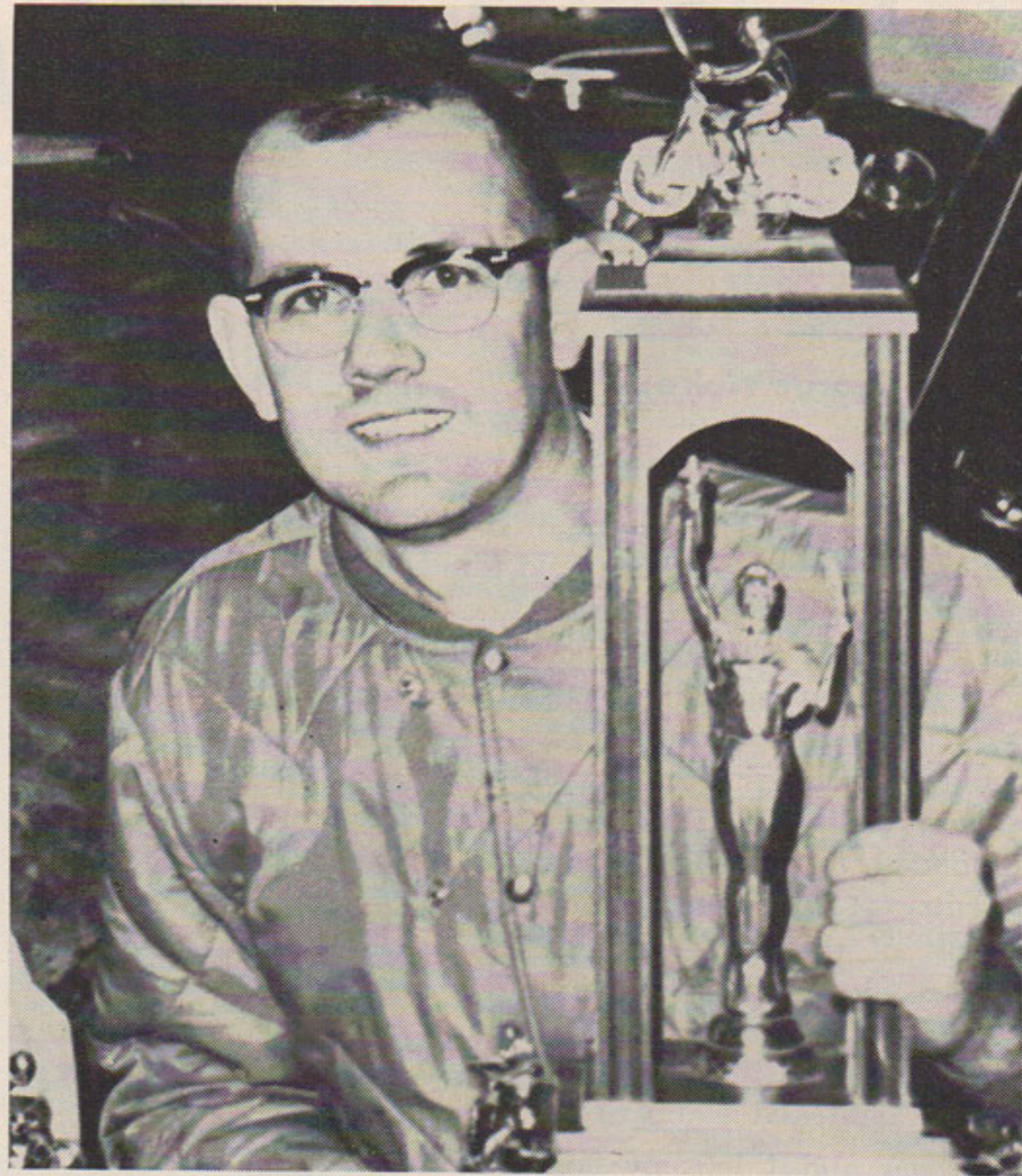
Baird's points were made up of an overall win in the 150-mile, a first in class A mediumweight at both the 125-mile and 250-mile and mediumweight class champion in the 500-mile. Runner-up Wright made his points by winning the 500-mile, taking a first in class A lightweight at the 125-mile and 500-mile and placing fifth in bantamweight at the 250-mile.

In the first year (1962) of point standings for enduro riders the points were awarded to the winner or high point rider then down through each class A regardless of score.

The point system for 1963 has been revised and simplified. Points will now be awarded the high point rider and the next ten expert riders according to their over-all finish based on scores.

This is a more equitable distribution and eliminates the possibility of riders with low scores or just mileage receiving as many points as riders in another class who finish near the top.

There were 138 enduro riders who gained points in 1962. The top ten are shown with a breakdown as to points received in each event and their total. The remainder are listed in order of finish with their totals. All ties are listed alphabetically.



William Baird

		400-Mile	250-Mile	500-Mile	150-Mile	125-Mile	Total
Bill Baird, Sterling, Ill.	TRI		15	40	30	20	105
John Wright, Camden, N.J.	TRI		6	60	15	20	101
Charles Stahl, Toledo, Ohio	H-D		15	40	8	15	78
Norm Smith, Brecksville, Ohio	TRI		8	30	10	15	63
Max Bubeck, Glendale, Calif.	IND	60					60
John Penton, Lorain, Ohio	BMW		30			30	60
Gerald Perkins, Rochester, N.Y.	TRI		20	20	20		60
Leroy Winters, Ft. Smith, Ark.	TRI		20	40			60
Lew Atkinson, Columbus, Ohio	TRI			40		12	52
Curby Cochran, Kenton, Ohio	H-D		20	24			44

Cal Brown, Los Angeles, Calif. 40  
 Bill Decker, Butler, N.J. 40  
 Neil Fergus, Sierre Madre, Calif. 40  
 Ralph Johnson, DeKalb, Ill. 40  
 Charles Lehmann, Reeseville, Ohio 40  
 Mike Lewis, Shawnee, Okla. 40  
 Jake Loveridge, Van Nuys, Calif. 40  
 Meldon Mull, Lansing, Mich. 40  
 Charles Thiakos, Rock Falls, Ill. 40  
 Bill Thornwaldson, Los Angeles, Calif. 40  
 Ellis Clement, Strongville, Ohio 39  
 Alan Garrett, Cleveland, Ohio 38  
 Dave Barnes, Ithaca, N.Y. 36  
 Marvin Cutler, Dearborn, Mich. 36  
 Frank Dean, Souderton, Pa. 36  
 Bert Wieland, Owosso, Mich. 36  
 Sal Scirpo, Middletown, Conn. 34

John Duncan, Newark, Ohio 32  
 Richard Walker, Ithaca, N.Y. 31  
 Bud Dorton, Glendale, Calif. 30  
 Roger Kussmaul, Lansing, Mich. 30  
 Ernest Maxwell, Saint David, Ill. 30  
 Bernard McGovern, Grand Rapids, Mich. 30  
 Gerald McGovern, Flint, Mich. 30  
 Frank Weimer, Jackson, Mich. 30  
 Dewey Wertz, Wheeler, Mich. 30  
 Buck Smith, Tujanga, Calif. 30  
 J. M. Allen, Cincinnati, Ohio 26  
 Harold Ward, Rochester, N.Y. 26  
 Carl Bergman, Clarence Center, N.Y. 24  
 Charles Calkin, Grass Lake, Mich. 24  
 Joseph Charlie, Lansing, Mich. 24

Owen Christman, Melliston, N.Y. 24  
 Robert Grinstern, Lansing, Mich. 24  
 Andrew Pelc, Southgate, Mich. 24  
 Willis Thompson, Orient, Ohio 24  
 Harold Denney, Huntington, Ind. 22  
 Fred DuVall, Romulus, Mich. 20  
 Wayne Jaecke, Junction City, Kans. 20  
 Don Kiger, Lancaster, Ohio 20  
 Ray Morris, Athens, Ohio 20  
 Dean Reynolds, Lansing, Mich. 20  
 Bernard Shank, Columbus, Ohio 20  
 George Singler, Medina, Ohio 20  
 Elmer Steel, Perry, Mich. 20  
 Wendell Hicks, Chicago Hgts., Ill. 20  
 Don Seely, Hilliard, Ohio 19

(Continued on page 35)

# Trials On Isle Of Man

by George Wolfe

**T**HE Manx Two-Day Trial is one of the newer national trials, having been held for just eight years. This is the first year that a class for the "chairs" has been included; the officials previously feeling that the course was too tough and that possibly there would be insufficient entries to justify a sidecar class. However, their fears were unfounded, for they had a very satisfactory entry of nineteen "chairs"; including most of the very best riders of sidecars. The solo entry of two hundred included all the top stars, and the favorite to win was Sammy Miller, on his much modified and lightened 500 Ariel.

My passenger and I left my home; at Dereham, in Norfolk county, at one a.m. Friday, 31st of August, and drove west about thirty miles to Kings Lynn, where we met another rider and passenger, with their TRI-BSA sidecar outfit.

Then, together we drove on westward another seventy miles to Leicester, where we stopped for a cup of tea (yes, I like tea) and then drove on northwest through Macclesfield and into Warrington, then on to Liverpool, where we arrived just about five thirty a.m. - and 210 miles later. (Who says English roads are so slow?) After finding a suitable place to park our cars and trailers we unloaded the outfits, packed all our suitcases and spares in and on the sidecars and rode them down to the dock and took the ferry for Douglas on the Isle of Man.

In Douglas, the bikes were unloaded and we went to our rooms - in a private hotel, which had been previously arranged by my friend. (He'd ridden the Manx Two-Day Trial three times before on a solo machine.)

We cleaned up at our rooms, had a quick bite to eat then took the outfits for a combination sight-seeing and check-ride around the TT course. As you probably know, the Isle of Man TT course is a road race course, using the ordinary public roads on the Isle of Man. After seeing and riding around this course, it's hard to believe anyone, on any machine, could get around at over a hundred mph average.

We had an enforced stop in Ramsey, on the TT course, due to a flat rear tire on my bike. So, while there, we watched the Friday evening practice for the Manx Grand Prix races, which were to be held September 3rd and 5th. We watched at Parliament Square, in Ramsey, and as you watch the machines coming into, through and out of the "S" bends, it's even more remarkable how some of the riders can average such high speeds.

Saturday morning we were up early, had a good breakfast at our hotel, and made our way to the start, of the TT about a mile from our hotel.

The first solo was away at 8:01 and the rest left at one minute intervals. The chairs were away last, so we were quite way back, in time.

We soon arrived at the first section. After watching a few of the tail end solos, we watched some of the early numbered sidecars, then had our try, but failed with wheel spin. It was a stream crossing, through deep mud and out through a muddy slot left by the many spinning wheels of solos.

Back to the paved, but narrow lanes again then on to the next sections, two of them in a stream bed with big slippery rocks in shallow to deep water. We were more fortunate here and got through with two "cleans". Tony Wakefield turned his outfit over and both he and his passenger got a good taste of cool Manx water.

On over miles of cross-country to more sections just before noon. There were four here together, on a steep footpath (goat track, I call it), up the side of a big hill. The name was Doarlish-Cashen, but we gave it some more appropriate names before we finally lifted, carried, pushed and drug our outfit up to the top. Then it was several more miles over the rough moors until we reached the hard road again and the lunch stop where a very good and welcome meal awaited us. We had an hour, but with time to eat, a little maintenance on the outfit and taking on some gas, the time was soon gone and we started the afternoon of the first day.

The going in the afternoon was easier and we fared a little better. After a while we came to the last section at Arragon. This section had six sub-sections, four of

them in a stream bed filled with big rocks and slippery slabs, with rocky steps to hang up a machine on the bottom of the frame. This section is on property owned by Geoff Duke, one of the greatest road racers of all times and he's an accomplished trials rider, too. He has a hotel here and often uses part of his property for local trials events.

The first two subs were up a muddy rock filled path with an adverse camber, but it caused little delay for the chairs, most of them cleaning it or with only a single dab, for a loss of one point (mark). The next section (rather sub-section) was down a steep muddy slot into the stream bed with a sharp right at the bottom, then over some big rocks and a couple small logs to the section ends card. (I nearly lost it here, but luckily saved it for a one mark loss). We cleaned the next one all right, then lined up for a try at the one over a slippery rock step onto some greasy cambered rock slabs. But our efforts were for nothing and we failed it, after hanging up on the rock step. The next section was over more slippery rock slabs, then a left turn up a narrow (too narrow) path out of the stream bed. We didn't clean it needless to say, but after our outfit was up and out of the way we stayed a while to watch and help and see how the real expert chairs would do. Ron Langston (500cc Ariel) one of the top men, made a fast, wild try but was stopped in the third sub-section of the stream, then made a really good ride through and up out of the section. Allan Morewood (500cc Ariel) and his wife, Merle, as passenger, made a steady safe ride through the first and second subs but they too stopped in the third and fourth subs. Tony Wakefield (650cc Triumph) came to grief on the rocky and slippery step, his outfit slewing around to the left and trying to imitate a mountain goat.

After Arragon there were a few miles of easy road to the finish of the first day, of the Manx Two Day Trial.

We went to our hotel, but first I stopped at a garage near the hotel and put on a new rear tire, because the one on the outfit was cut badly and about to burst through the sidewall. We had a good hot bath, a good supper (the hospitality of this private hotel was the best I've encountered so far) then went for a short sight seeing stroll in the town of Douglas ending at Trial headquarters to see the day's results. The night was passing quickly and we turned in about midnight.

The next morning, after a good breakfast we again went to the start and soon were away on the second day's part of the trials.

The first section, made up of five subs was at Ballochrink. This was on an old

farm lane, and was made up of rocks and mud, and some wet slippery grass. Of the five subs only a few of the chairs managed to clean all of them, or most of them. The majority of the chairs, including us, only cleaned one or two of the sections.

The mountain part of the course was next. After about seven or eight miles we came to Windy Corner Quarry, a well known spot on the TT course, on Snafel! mountain. Here, was a long uphill section, on mud slate chips and stone, which steepened near the end. Again very few of the chairs managed to clean this and

meanwhile we were frantically repairing a flat tire! (A previous patch on the inner tube had come loose). But we managed it all right, hurried through the section (dropped five more points) and then went on to the next section at Cornaa. This is on the beach near the town of Laxey and not far from the famous Laxey Wheel, an old and very big water wheel, still in use, so I've been told. At Cornaa, there were a total of eight sub-sections. Two were in a rocky streambed, one through a soft mudbog, two up steep rocky and mud walled lanes and three

up a very steep hillside, through fern and leaf covered dirt. There was quite a long delay at this group of subs because of the nearness to the start and because of so many solos ahead of us. Again the sections were tough and very few chairs got through more than three or four of the subs without loss of points. We lost about twenty-five marks here, too.

On then to the noon lunch stop at Ravensdale, where we ate, made some quick checks on the outfit and got some gas. After an all too quick hour, we went on up Ravensdale with its four subs a steep, winding, climb of mud, grass, roots and loose rocks.

During the afternoon of the second day a special test was included to break any possible ties. It was a cross-country test of about three miles, over fog covered moors, with many bog holes and soft patches of peatmoss and mud to cause plenty of trouble. It was a real tough test and I was glad to get through it.

By now many of the machines and most of the riders and passengers were getting pretty well beat and very glad that the worst was over and the end of this king of trials near. We finished, dirty, tired and mud covered. Of the eighteen chairs entered, fifteen finished and one was a non-starter. We had finished tenth and personally I was rather satisfied to do that well considering the calibre of riders entered.

That night, after a good clean-up of our outfits, riding clothes, a hot bath and a good supper we went to the awards presentation. It was very impressive, and I for one, was very glad to be mixing it with some of the best riders and sportsmen in the world.

About eleven thirty we went to our hotel for a few hours sleep. Then up at six a.m. to go to the bottom of Bray Hill on the TT course and watch the final practice for the Manx Grand Prix. After breakfast at the hotel, we pack and go down to the docks for the ferry back to Liverpool. I left the Island with many misgivings, realizing I probably will never be back again. I enjoyed the trial very much, even though it was very tough and trying (as it should be for a national event). The trial had been a fine example of first class organizing and running of a truly first class event.

The ferry arrived in Liverpool about one thirty p.m. and soon we were back to our cars and on our way to Norfolk. After a steady drive, we arrived home Monday night. It had been a very good week end, nearly four days since leaving, and I along with the other competitors enjoyed it, "the most".

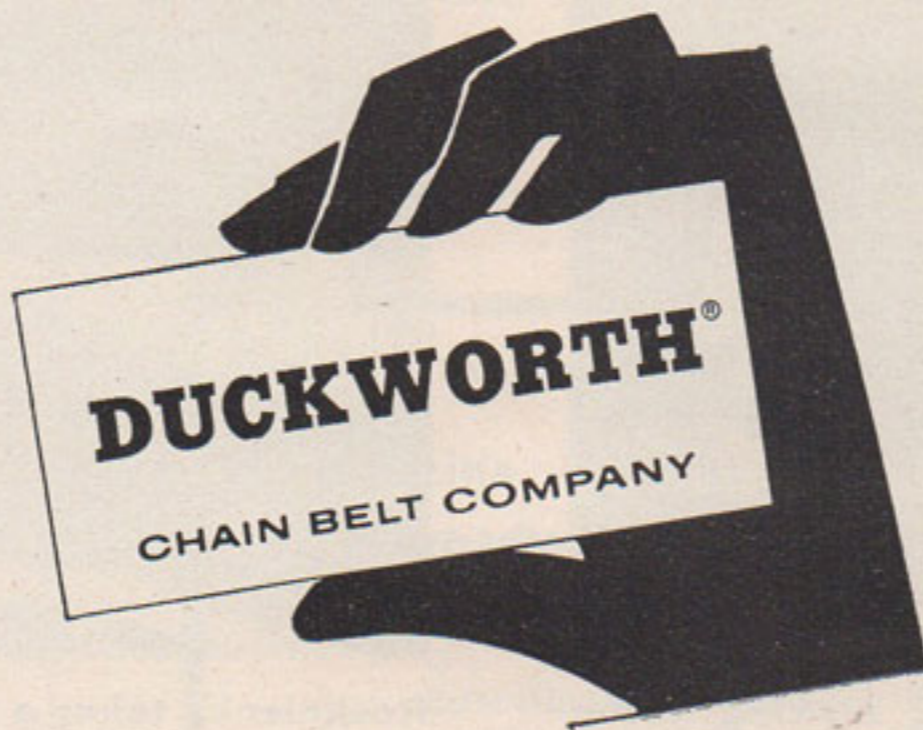
My time over here is getting shorter every day now and I should be home early in 1963.



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# Cycling To Asia Minor

by Harry Roskolenko

**W**E were three motorcyclists en route from Genoa to the Middle East. I had shipped my Honda CA-77 to Italy in May; my two companions, Lawrence and Al, bought a 600cc BSA in London and they joined me in Genoa a week later. On June 24th we headed for Trieste, taking a route that was only too familiar to me. For this was Italy in June, bursting with nature, campers and motorcyclists. I had gone over this road six years before on a scooter that eventually took me around the world. But now I was on a motorcycle, carrying camping gear, a camera and a typewriter; and Lawrence's movie camera was to take a documentary of the trip.

We felt a sense of sadness as we left the fine roads of Italy and the ancient towns like Piacenza, Mantua and Padua. At Trieste we crossed into Yugoslavia, going over the high mountains for an extraordinary view of the Adriatic. What had once been a badly paved road in Yugoslavia was now the Autoput going straight to Belgrade, the capital, with hundreds of motorcyclists in our wake. Everybody seemed to be visiting Yugoslavia for a cheap vacation, with three dollars a day getting you three meals, gas and a room. The country was living off tourism and for a week we saw a beautiful but totalitarian land, where nature's non-political splendor gave us back ample rewards. We went to Dolenske Toplice—the hot springs, danced the twist with Yugoslavian girls, then went on to Greece.

Greece is a monolithic land of rocks, marble and mountains, and it loomed up like some gigantic stone garden in the overwhelming sky. Like Yugoslavia, there were roads now instead of dirt tracks edg-



The Turkish peasants seem to envy Roskolenko his modern Honda, while they sit astride their ancient mode of transportation, the burro.

ing around the fantastic mountain curves that made up our route to Turkey. From Salonica a fine road followed the Aegean Sea to Kavalla, and from there we took a boat to Turkey as we could not get visas taking us through Bulgaria to Turkey.

We passed the legendary Greek island of Thasos, where the Phoenicians had mined gold thousands of years ago; then Samothrace, once a sacred island and famous for the greatest piece of sculpture in the world, The Winged Victory. We landed in Istanbul ready for all the Turkish graces, including bazaars, mosques, good will and bad roads.

The road to Ankara was hit and miss and we took two days to make the run; for the living was easy, filled with music as the peasants danced when they were not in the fields or in cafes having endless cups of tea. But Turkey is an enorm-

ous land, overly rich yet equally poor, split down the middle by the past and unable to catch up with the needs of 1962 regarding roads, machinery, sanitation or the things that go to make life happier in our times.

We followed the Kizil Irmak river and sped through valleys and over mountains, camping in the fields, eating peasant foods, feeling like gypsies on wheels. To reach Kayseri, a bustling city in the center of Turkey, we went over mountain passes 13,000 feet in the sky. After that we were in the midst of a no man's land of deserts, riding gravel roads and dirt tracks, fording streams, wandering slowly to the city of Maras, adjacent to the Taurus Mountains and Syria. Once this city had been a Hittite stronghold, and the Crusaders had come through it; but now it was making its own history as it emerged from the



The Hartmans, and their BSA with sidecar, making camp after joining with Roskolenko.



Roskolenko takes a rest and observes the road sign on an average road near Buyurun, Turkey.



Middle Ages into 1962's many challenges.

After that came Malatya on the never-never roads that crossed the Euphrates—and here we broke up. Lawrence and Al were going to Ceylon and I was back-tracking across Turkey, anxious to see every aspect of Asia Minor. My two friends, I learned later, broke down in Iran and went on via plane; and I took the low roads and the high ones across the Taurus Mountains, heading for the far-away port of Izmir, fifteen hundred slogging miles away.

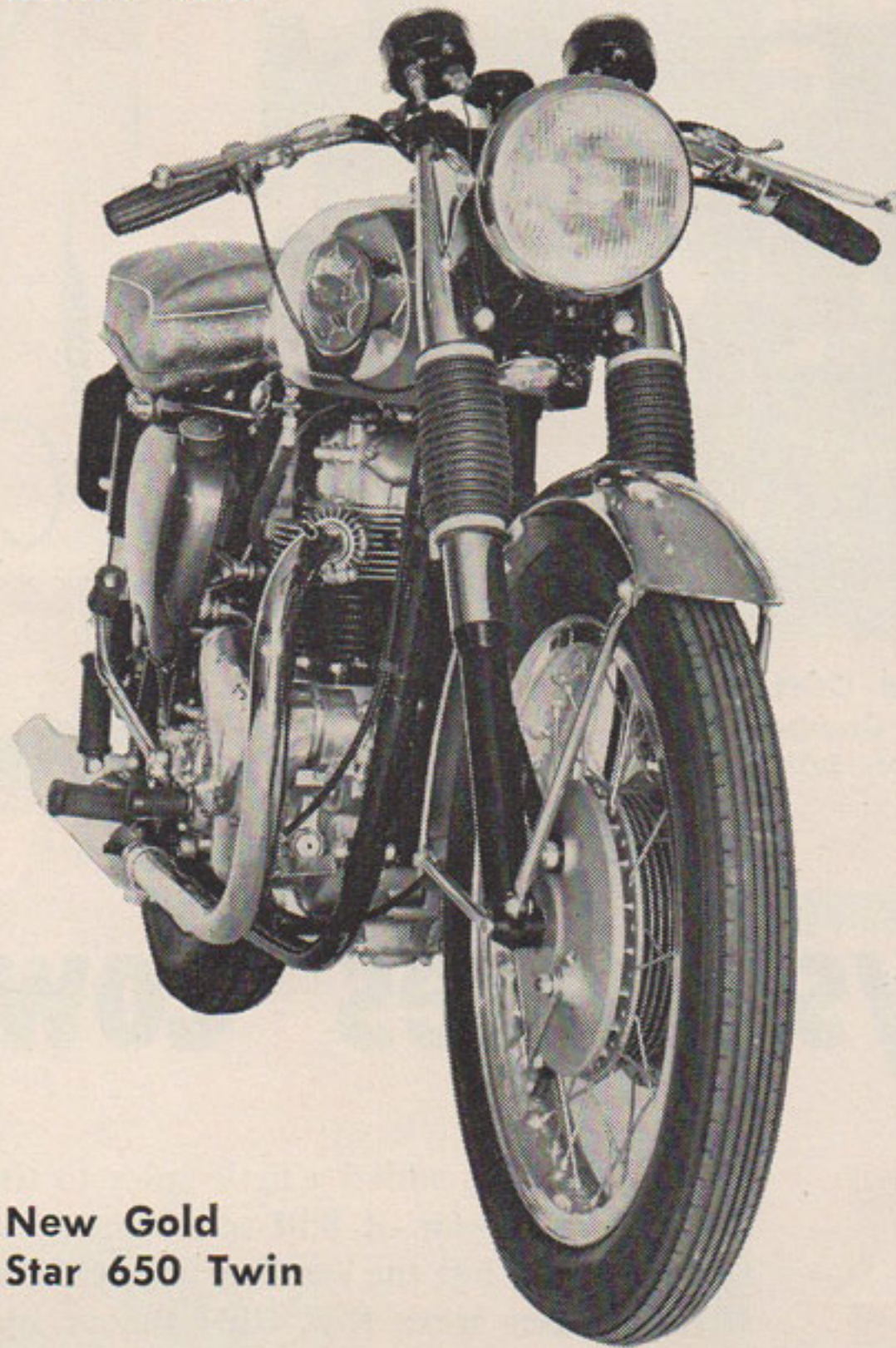
It was a world of gray and brown mountains as I rode my Honda over the ancient areas towards Adana to the green fields and the wheat belts of Turkey. I was going through the place-names of the Bible without end, to Tarsus on the Mediterranean, where St. Paul had been born. The roads were improving and I camped along the shore, but I was forced to go inland after Antalya, to cross the mountains and the deserts that would get me to Burdur, another grain belt. Then more dirt tracks, and finally, Izmir, for my first real halt. There I took stock and planned the next stage of my Honda trek.

By taking ferries one saved thousands of miles in every direction, and to get back to Europe without having to recross Yugoslavia, I took a little Turkish ferry from Chesme to the Greek island of Chios. The ferry was as old as the land and I paid seven dollars for the 45-minute ride to Chios, where I caught the overnight boat to Athens. From Athens there was a 24-hour ferry ride to Brindizi, the Italian port that was the classical route out of Greece.

I had lost fifteen pounds and I was anxious to settle down somewhere for a month, to write about the trip — and Spain seemed a natural enough economical country to work in. With this in mind I crossed Italy to Genoa and added another thousand miles to the ten thousand I had already done, then into France where I met the Hartmanns, an English family of four, comfortably riding a huge BSA complete with a cabin-type sidecar. Joining forces, we camped our way through southern France and the Alpes Maritimes, swimming in the Mediterranean, which by now I had seen from every one of its many shores. After that I curved down the Costa Brava to Barcelona, ferried over to Mallorca, ready for my month of rest and writing.

I had logged almost fourteen thousand scratchless miles on a machine that had carried me from Europe to Asia Minor and back. My costs were negligible for the three months on the wild roads of Asia Minor. I came back a tanned, leaner, happier man, waiting for next summer to come around, to take off again, hippity-hop, for the back-tracks of the Middle East.

Handlebars shown are racing type. Machine is supplied with standard Western bars.



New Gold Star 650 Twin

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by

# BSA

**Racing is the supreme test of a motorcycle.** Racing takes raw power, brilliant speed. The Gold Star Twin has them. Racing takes superior road-holding, and the Gold Star Twin with famous BSA double-tube frame has that too. Racing takes toughness. The Gold Star Twin is tough, dependable.

**The many race-bred features** designed into this great new model make it a superior high-speed road cruiser for you. Performance - you've got it. Ease of handling, stopping power - you've got them, and you've got supreme riding comfort with hydraulically-controlled suspension too. Last but not least, your Gold Star Twin is super-finished to jewel-like beauty of appearance.

**Fiery red polychromatic enamel**, chrome tank panels, full chrome fenders, and dozens of other parts in gleaming chrome plate or polished alloy make your Gold Star Twin the brightest, best looking motorcycle you have ever seen. See it now at your BSA dealer's.

**RACING EQUIPMENT** of Gold Star Twin includes: Tuned engine, full-race camshaft, racing needle roller gearbox, 190mm racing front brake, racing rear brake with Gold Star quick detachable wheel, alloy racing wheel rims, ball-end levers, racing tank with quick-fill cap, tachometer (and Speedometer), many other items of speed equipment.

Western Distributor

Hap Alzina  
3074 Broadway  
Oakland, Calif.



Eastern Factory Branch

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

Specifications between Eastern and Western models may vary.



Official starters Lloyd Schneck and Cliff Peters check time before sending first riders out. At right: Cowbell Derby winner Bob Keys and wife pose before large decoration telling about event.



# Bob Keys Takes Cowbell Derby

by John Nelson

photos by Kurt Bernard

The sixteenth annual Cowbell Derby promoted by the Hayward MC on November 11, 1962, opened the enduro season in northern California with a record of 179 entries.

Early in the fall, the enduro committee from the club could be found each weekend up in the Lake County area exploring new territory for the Cowbell.

This year the run was laid out in two loops. The first loop from start to finish for the lunch check was approximately 65 miles. The second loop was approximately 50 miles back to the finish.

Early November 11, the small town of Upper Lake began to hum. Trucks, cars with trailers, and solo motorcycles began to pour into the area. All club members had their jobs assigned to them. The overcast sky, a little fog and rain the pre-



Bernie Bernheisel and son, Art, receive trophies from HMC member Bob Wagner for winning their respective classes.

vious two nights added a little spice to the long awaited hour of 8:01 a.m. when the first two men left the starting line. Official HMC starters were Ref. Cliff Peters and Lloyd Schneck.

Veteran enduro rider, John Nelson, left one hour before the first men to double check the marking on the course and check all watches at each check with the master clock. Forty miles out it was discovered that someone had removed the arrows from about seven miles of the course. They were quickly replaced, and the run was under way.

By 4:30 p.m. all 179 riders had been accounted for. All checkers were back at the finish line, and course sweeper, G. L. Nelson, had removed all the arrows and wrong markers from the course.

Reriding the event talk filled the Willows Cafe from 2:30 p.m. until around 6 p.m.

The event was run without incident. There were many compliments and praising words from the riders.

When darkness covered the small community that Sunday evening, all the cars and trailers, trucks, and solo motorcycles were heading for their homes, and Upper Lake town folks were looking forward to their return in 1963.

The annual Hayward MC trophy presentation dance was promoted by the Oakland MC at their club ballroom. Overall high point man, expert Bob Keys, received the Perpetual Cowbell trophy and high point trophy. There were twenty-nine trophies plus starter pins for all riders, and finishers' pins for all the finishers presented that evening.

	High Point	
Bob Keys		988
	"A" 250cc	
1. Don Schacker		979
2. Demos Cotemas		968
3. Gene Reddick		949
	"A" 500cc	
1. Joe Kremer		986
2. Les Dunning		981
3. Red Cadwell		979
	"A" 650cc	
1. Ken Jenkins		982
2. Gene Rogers		979
3. Art Burch		967
4. Charlie Miller		964
	"A" 651cc & up	
1. Bernie Bernheisle		970
2. Larry Johnson		969
	"B" 250cc	
1. Art Bernheisle		977
2. Jim Jacobs		971
3. Wm. Stewart		969
	"B" 500cc	
1. David Scarabosio		979
2. Dale McCaskill		979
3. Louis Stolpp		977
	"B" 650cc	
1. Slim Jokela		976
2. Bill Thomas		963
3. Don Turkletop		963
4. Werner Schopp		960
	"B" 651cc & up	
1. Glenn Riche		950
2. Gordon Robertson		949
1. Team: Mountaineers (Les Dunning, Joe Kremer & Don Schacker)		
2. Team: Solano Eagles (Ken Jenkins, Art Burch & Jerry Paradis)		
Largest Participating Club: Oakland MC		
Distance rider trophy: R. B. Randall (Sonora)		

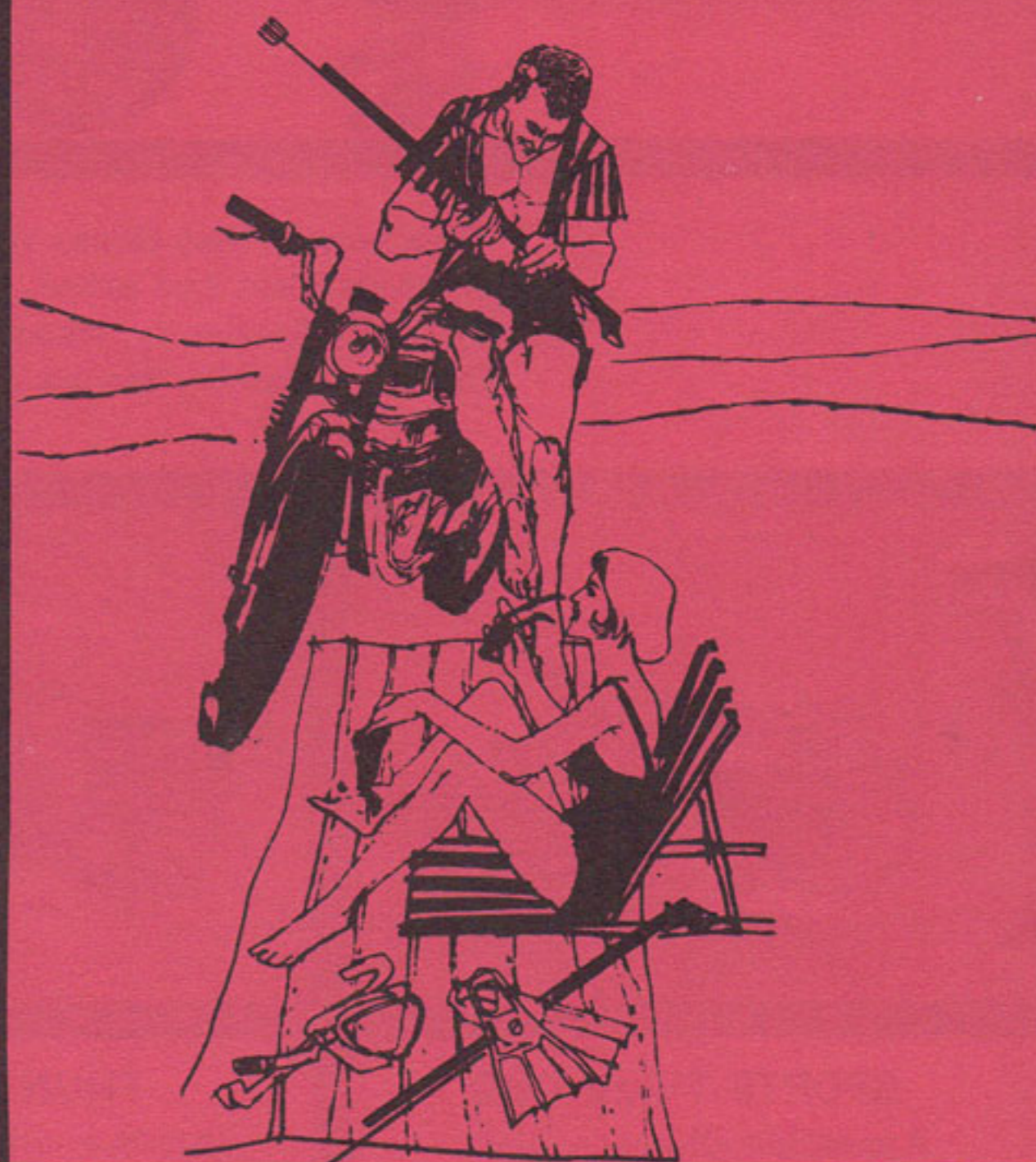
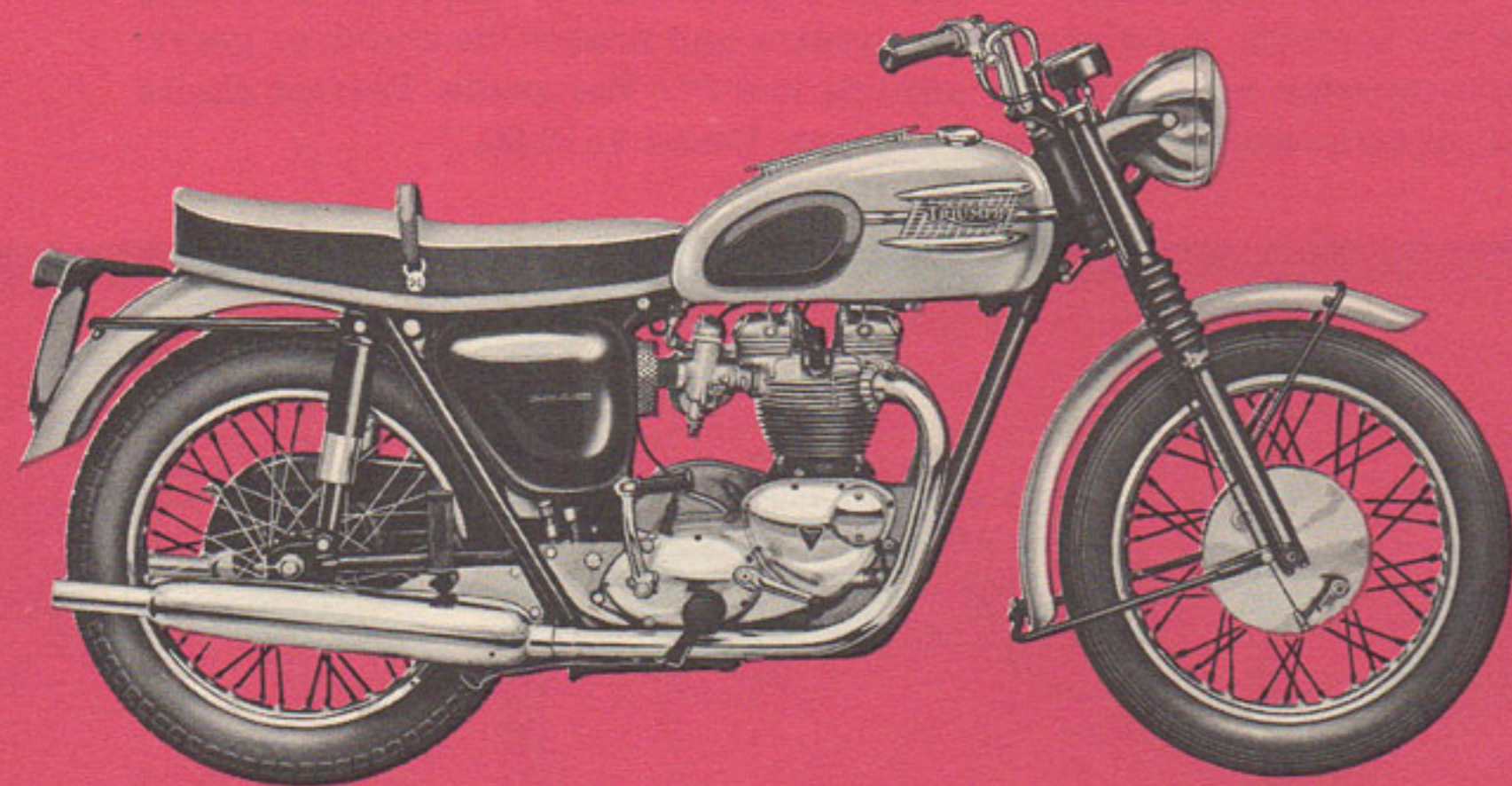


John Nelson checking course explains last details to checkers, L. Shadbolt and B. Duncan before first rider arrives.



DETACH COUPON ON THE LINE — TAKE TO YOUR TRIUMPH DEALER.

# NEW



## **NEW DESIGN...NEW POWER...NEW UTILITY...NEW FUN...**

Get ready for the greatest array of motorcycles to come off an assembly line! Each 1963 Triumph is truly worthy of the name — BEST. Just ride in to your nearest Triumph dealer. He'll show you each 1963 model. There's sure to be one that just fits YOU! Maybe he'll tell you that you've already won the 1963 Bonneville — greatest in a great line.

### **NOTE:**

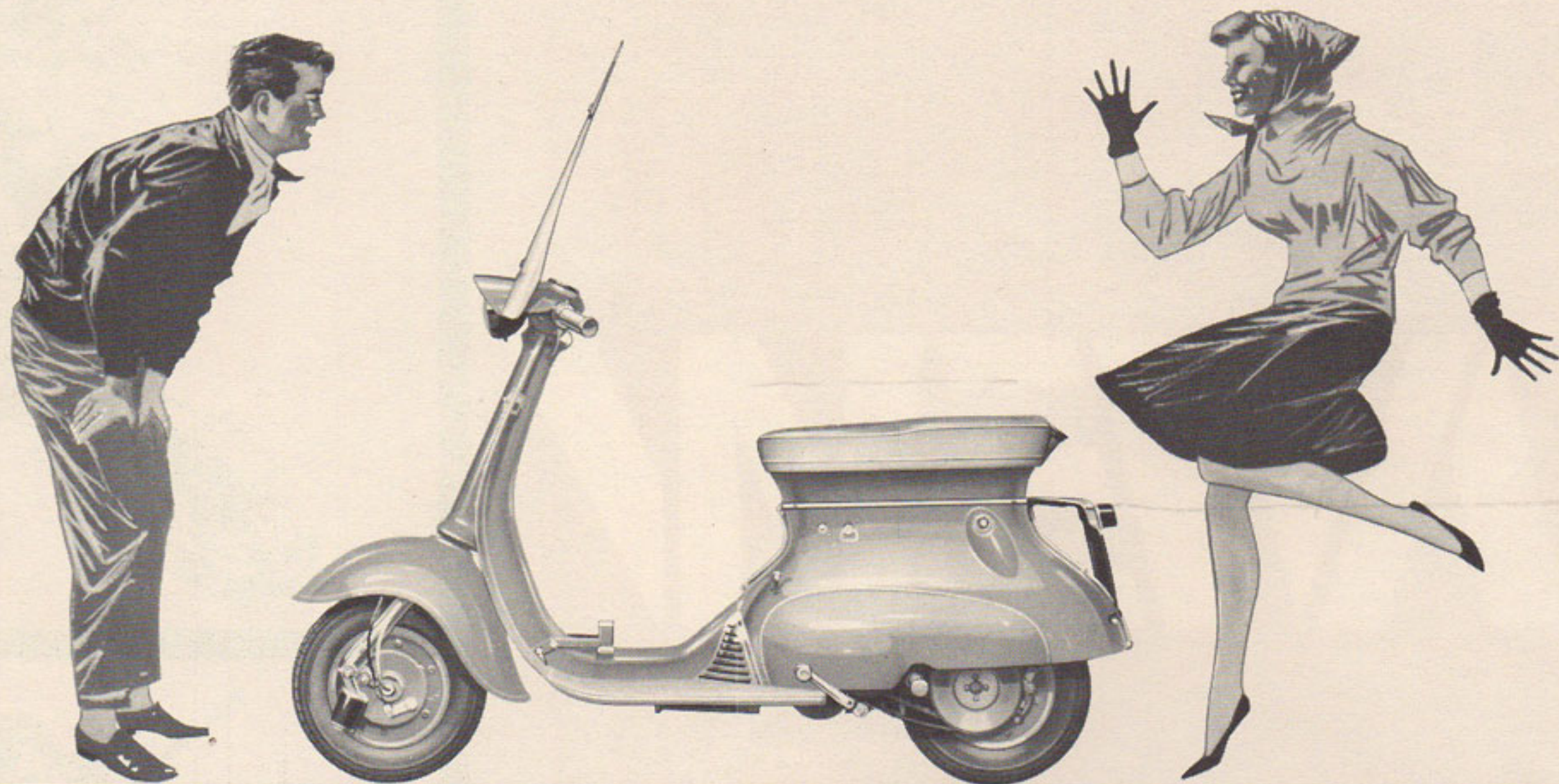
*All-new unit-construction "650" Triumphs are 35 lbs. lighter. Average weight just 363 lbs. providing the ultimate in power to weight ratio.*

## **TRIUMPH**

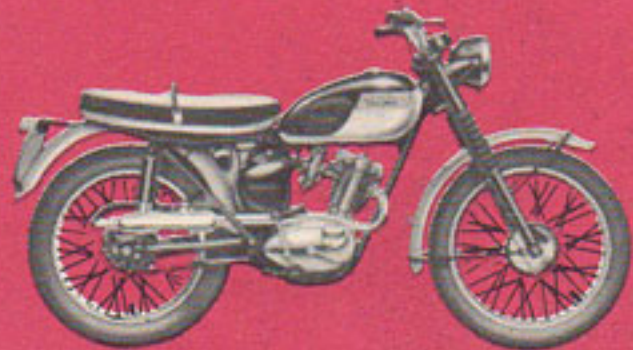
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**THE TRIUMPH CORPORATION • TOWSON, BALTIMORE 4, MARYLAND  
JOHNSON MOTORS, INC. • 267 W. COLORADO BLVD., PASADENA, CALIF.**

Each 1963 TRIUMPH an Achievement

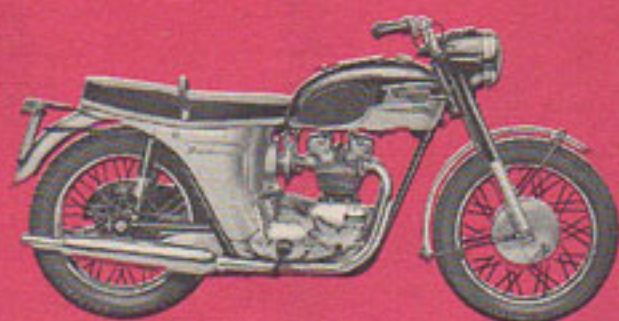


"The scooter that thinks for itself." Brand new in design — brand new performance! Reduces motoring to its simplest and safest. Has just two controls, a twistgrip accelerator and brakes, no clutch or gears. Climbs hills silently, smoothly as transmission automatically adjusts itself to the grade. Perfect choice for a household's "second vehicle" in convenience, first cost, and expense. Under \$340.00.



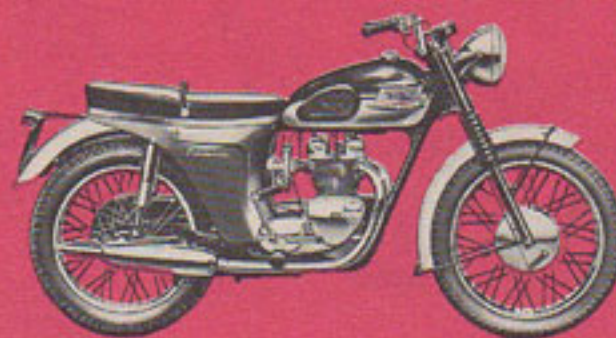
#### SPORTS TIGER CUB

Appealing all-around light-weight with an extra punch provided by the special sports engine. Fitted with AC magneto and direct lighting (no battery), this model is equally at home on the highway or in hills and is ideal for hunting and fishing.



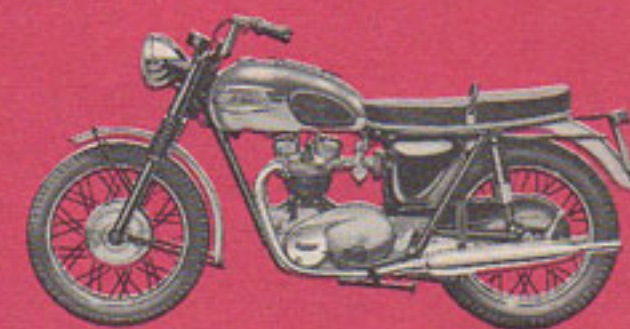
#### THUNDERBIRD

International pace setter for styling, noted for unusual performance plus economy. Whisper quiet, and smooth, the all-new 1963 Thunderbird is lighter and easier to handle — it's certain to be the overwhelming choice of discerning riders.



#### TIGER 100

Stylish and fast "500" twin in highway sports trim. The Tiger 100 offers an amazing power range with the added virtue of being extremely light and easy to handle. The 1963 Tiger T100S/R sets a new standard for style — is the most popular "500" in the world!



#### TROPHY

Superb high performance sports twin with amazing ability for practical all-around highway fun. Its sturdiness and smooth handling make for exceptional riding comfort. The 1963 Trophy is an all-new and fast "650" with man-sized appeal!

*NOTE: Certain sports and competition models are not illustrated here — see your local Triumph dealer for complete details.*

See ten New 1963

**TRIUMPH**

**MOTORCYCLES**

at your dealer...NOW!



Sky Ball, on a Greeves, is the first rider over Impassible Hill and was also the first rider in the 100-mile event when the scores were tallied.

photos by Boyd Reynolds

Below: It was fun for all as this shot down the trail on Impassible Hill indicates.



John Penton takes the high road by riding a ridge of ground between a couple of muddy lakes.



Gene Esposito lifts the front wheel and pushes as he tries to make headway up the rock-strewn hilly trail.

# Sky Ball Wins 100-Mile Enduro

When results were finally established for the 100-mile enduro held November 11, 1962 by District #5 at Neptune, N.J. the high point winner was Sky Ball of Bloomingdale, N.J. Sky also won high score in the lightweight division and was District 5 champion. Results were held up due to rulings and a protest over improperly marked trails between checks four and five. As reported last month the event was not recognized as a national championship but was recorded as a completed enduro with no national championship points or title involved. Other winners were Eugene Esposito, Brooklyn, N.Y., high score mediumweight and Mac Emsweller, Orange, N.J., high score light heavyweight.

## Results 100-Mile Endurance Run

Overall High Score		
District #5 Champion—High Score	Lightweight	
Sky Ball, Bloomingdale, N.J.	GRE	965
Class "A" Lightweight		
1. Bill Decker, Butler, N.J.	TRI	953
2. Ralph Scott, Totowa Boro, N.J.	TRI	800
3. Robert T. Rudy, Silver Springs, Md.	BSA	794
Class "B" Lightweight		
1. Joseph Wojcik, Clifton, N.J.	GRE	821
High Score Mediumweight		
Eugene Esposito, Brooklyn, N.Y.	TRI	931
Class "A" Mediumweight		
1. James W. Smith, Stanhope, N.J.	NOR	909
2. Owen Christman, Palatine Bridge, N.Y.	BSA	851
3. Dick Turmel, Waterbury, Conn.	MAT	848
4. David Barnes, Genoa, N.Y.	BSA	781
5. Emil Cocce, Palisades Park, N.J.	TRI	767
Class "B" Mediumweight		
1. Richard Heins, Monticello, N.Y.	TRI	74.4 mi.
High Score Light Heavyweight		
Mac Emsweller, Orange, N.J.	TRI	832
Class "A" & "B" Light Heavyweight Combined		
1. Paul Larrabee, Athens, Pa.	MAT	815
2. William Maxey, Rockford, Ill.	H-D	777
Passenger Class		
1. Harry Higgins, Barry Higgins, Butler, N.J.	BSA	48.0 mi.
Senior Class		
1. Ralph Spencer, Peekskill, N.Y.	GRE	880
2. Al Sedusky, Paterson, N.J.	TRI	818

# Final Standings And Winners In Dealer Contest

Tallies shown through December 31. Only dealers with 30 or more are listed this month.

**GRAND WINNER**  
**RICH BUDELIER COMPANY**  
 Los Angeles, California  
*Harley-Davidson Dealer* .....497

**0 to 4,000**  
**HOEL'S MOTORCYCLE SHOP**  
 Sturgis, South Dakota  
*Indian Dealer* .....132

Earl's Cycle, Michigan Center, Mich. TRI 127  
 W. R. Miller H-D Sls., St. Louis, Mich. H-D 101  
 Johnny's H-D Sls., Farmingdale, N.J. H-D 92  
 Edgar J. Kauffman, Christiana, Pa. 74  
 Swim H-D Sls., Energy, Ill. H-D 66  
 Bob's IND S&S, Etters, Pa. IND 60  
 Woody's Truck Stop, Cayuta, N.Y. BSA 53  
 Taft H-D Sls., Taft, Calif. H-D 49  
 Leon Kohler, Cottage Hills, Ill. BSA 49  
 E. L. Kazebee S&S, Seneca, Pa. H-D 47  
 H-D S&S, S. Hutchinson, Kans. H-D 41  
 Bob Bromley MC, Trevoze, Pa. 37  
 Hunsicker H-D Sls., Aquashicola, Pa. H-D 36  
 Becker's H-D Sls., Skokie, Ill. IND 32  
 Pettis H-D, New Lisbon, Wis. H-D 30  
 Gene Stanley, Hampton, S.C. TRI 30

**4,000 to 10,000**  
**POPP'S CYCLE CENTER**  
 Walden, New York  
*BSA Dealer* .....113

Bern's H-D Sls., Gettysburg, Pa. H-D 75  
 Winkle H-D Sls., Kilgore, Texas H-D 48  
 Paris H-D Sls., Paris, Ill. H-D 47  
 Wood's H-D Sls., Mount Carmel, Ill. H-D 45  
 Potter's H-D Sls., Galion, Ohio H-D 40  
 H-D Sls., Vandergrift, Pa. H-D 39  
 Hank Slegers Co., Inc., Whippany, N.J. BSA 38  
 Hannum's H-D, Media, Pa. H-D 37  
 Rick Underwood MC, E. Peoria, Ill. 35  
 Horseheads H-D Sls., Horseheads, N.Y. H-D 35  
 British MC Sls., Hoosick Falls, N.Y. BSA 31

**10,000 to 20,000**  
**SOWARD HARLEY-DAVIDSON SALES**  
 Harrisburg, Illinois  
*Harley-Davidson Dealer* .....143

Mills' H-D Sls., Burlington, N.J. H-D 94  
 H-D Sls., Defiance, Ohio H-D 70  
 Ronnie's H-D Sls., Villa Park, Ill. H-D 58  
 Brandt's H-D Sls., Wabash, Ind. H-D 57  
 Deacon's MC Sls., Morgan, N.J. BSA 45  
 McAdoo H-D Sls., Indiana, Pa. H-D 43  
 Fisher's H-D Sls., Huntington, Ind. H-D 40  
 Santa Maria H-D, Santa Maria, Calif. H-D 39  
 Ronnie's Cycle S&S, Adams, Mass. H-D 37  
 Ernest Cerini, Donora, Pa. H-D 37  
 Wickle's H-D Sls., Traverse City, Mich. H-D 36  
 Centralia MC Sls., Centralia, Ill. H-D 36  
 Elmo's H-D Sls., Houma, La. H-D 33  
 C. D. Amsler, Goshen, Ind. H-D 32  
 Burgess MC Sls., Nacadoches, Texas TRI 32

**20,000 to 40,000**  
**FLOYD EMDE COMPANY, INCORPORATED**  
 National City, California  
*Harley-Davidson Dealer* .....128

Zanotti Motor Co., Butler, Pa. H-D 120  
 Milton P. Wensel, Pottstown, Pa. H-D 92  
 Walters Brothers, Galesburg, Ill. H-D 87  
 Helm's Cycle Sls., Maywood, Ill. BSA 79  
 Howard Griffin H-D, Monroe, La. H-D 69  
 Laidlaw's H-D, S. San Gabriel, Calif. H-D 67  
 Jordan's H-D Sls., Burlington, N.C. H-D 63  
 Bill Kennedy's, Elyria, Ohio TRI 63  
 H-D Sls., Lebanon, Pa. H-D 61  
 Motorcycle Spec. Co., Buena Park, Calif. H-D 59  
 Marion Cycle, Marion, Ohio H-D 56  
 Knerr's Las Vegas H-D Sls., Las Vegas, Nevada H-D 55  
 Indian Sls., Roswell, N.M. IND 55  
 Motorcycle S&S, Anchorage, Alaska 52  
 DeMaster H-D S&S, Roseville, Mich. H-D 49

Whittier H-D Sls., Whittier, Calif. H-D 44  
 Kenny's Cycle, Findlay, Ohio BSA 43  
 Pyle H-D Co., Portsmouth, Ohio H-D 42  
 Sodie's Cycle Center, Bloomington, Ill. H-D 41  
 Rose Cycle Shop, Findlay, Ohio TRI 40  
 Fuqua Cycle Co., Bossier City, La. 37  
 B & M Engine & Cycle Serv., Shawnee, Okla. 35  
 Skelton's H-D Sls., Rome, Ga. H-D 34  
 Darst H-D Sls., LaPorte, Ind. H-D 33  
 Curt's Cycle Shop, Benton Harbor, Mich. 32  
 Bud's H-D Sls., Lawrenceburg, Ind. H-D 31  
 Appleton H-D, Appleton, Wis. H-D 30  
 Rochester TRI Sls., Rochester, Minn. TRI 30  
 Concord MC Shop, Concord, N.H. H-D 30  
 H-D Co., El Cajon, Calif. H-D 30

**40,000 to 75,000**  
**RATHBUN MOTORCYCLE COMPANY**  
 Pomona, California  
*Harley-Davidson Dealer* .....206

H-D of Hayward, Hayward, Calif. H-D 159  
 Fischer's H-D Sls., Elgin, Ill. H-D 99  
 Andrew Hero, Pensacola, Fla. H-D 94  
 Snell MC Sls., Muskegon, Mich. H-D 94  
 Nadler H-D Sls., Aurora, Ill. H-D 94  
 Hall's H-D Sls., Lafayette, Ind. H-D 73  
 Smith Motor Sls., Muncie, Ind. 64  
 Al Knapp, Poughkeepsie, N.Y. BSA 68  
 Perry MC Sls., Kalamazoo, Mich. H-D 68  
 PH H-D Sls., Port Huron, Mich. H-D 67  
 Guttridge H-D Sls., Danville, Ill. H-D 63  
 Irv Seaver, Santa Ana, Calif. BSA 62  
 Levittown MC Sls., Hicksville, L.I., N.Y. TRI 62  
 Budd Semas H-D, South Gate, Calif. H-D 62  
 Phillips Motors, Anderson, Ind. H-D 54  
 Inglewood H-D, Inglewood, Calif. H-D 53  
 Cookie's H-D, Ann Arbor, Mich. H-D 45  
 H-D Sls., Mansfield, Ohio H-D 44  
 Polk Co. H-D, Lakeland, Fla. H-D 43  
 S. C. Gebhardt, McKeesport, Pa. H-D 43  
 H-D Sls., Lima, Ohio H-D 42  
 West Allis H-D Sls., West Allis, Wis. H-D 42  
 Lancaster H-D Sls., Lancaster, Pa. H-D 39  
 Camino Cycle, Palo Alto, Calif. 39  
 Ed Guill MC S&S, Danville, Va. H-D 35  
 McCray's H-D Sls., Jamestown, N.Y. H-D 32  
 Laugerman's H-D Sls., York, Pa. H-D 31  
 Bettencourt Machine Co., Brockton, Mass. BSA 30

**75,000 to 125,000**  
**FRITZ'S**  
 Reading, Pennsylvania  
*BSA Dealer* .....336

Skip Fordyce, Riverside, Calif. H-D 208  
 Walters Brothers H-D, Peoria, Ill. H-D 205  
 MC Serv. Shop, Sacramento, Calif. TRI 130  
 Eldridge H-D Sls., Terre Haute, Ind. H-D 92  
 Adamec Cycle Sls., Inc., Jacksonsville, Fla. H-D 76  
 Cable's H-D Sls., Winston-Salem, N.C. H-D 72  
 Vic's H-D Sls., Augusta, Ga. H-D 72  
 Domyan Brothers, E. St. Louis, Ill. H-D 71  
 Molenaar H-D Sls., Hammond, Ind. H-D 68  
 Harold Mathews H-D Sls., Fresno, Calif. H-D 62  
 Weaver H-D Sls., Decatur, Ill. H-D 62  
 Borgstedt Cycle Co., Pueblo, Colo. H-D 61  
 K. & M. MC, Riverside, Calif. 54  
 Pete Forest, Manchester, N.H. H-D 53  
 Paul Merrill Serv., South Bend, Ind. 51  
 Smitty's TRI Sls., Peoria, Ill. TRI 51  
 S. E. Chubbock H-D Sls., Pasadena, Calif. H-D 50  
 Spitzie's MC, Schenectady, N.Y. H-D 43  
 Herb & Bernie H-D Sls., Belmont, Calif. H-D 41  
 Hall Cycle Co., Springfield, Ill. H-D 41  
 Sioux City H-D, Sioux City, Iowa H-D 41  
 Chambless MC Co., Montgomery, Ala. H-D 40  
 Tidewater MC Co., Newport News, Va. H-D 39  
 Pierce Cycle Shop, Peoria, Ill. 38  
 Decker H-D Sls., Madison, Wis. H-D 37  
 Wilson's MC Sls., Cedar Rapids, Iowa H-D 35  
 Racine H-D S&S, Racine, Wis. H-D 34  
 H-D Cycle Co., Springfield, Mo. H-D 33  
 H-D S&S, Lowell, Mass. H-D 33  
 Sparky's H-D S&S, Greensboro, N.C. H-D 33  
 Indian MC Sls., Lubbock, Texas IND 32  
 Leone's Cycle Shop, Beaumont, Texas TRI 30  
 Portsmouth Cycle Co., Portsmouth, Va. H-D 30  
 Walt & Karl's MC Shop, Richmond, Calif. BSA 30

**125,000 to 200,000**  
**SCHIETINGER MOTORCYCLE AGENCY**  
 Bridgeport, Connecticut  
*Harley-Davidson Dealer* .....207

H-D Sls., South Bend, Ind. H-D 94  
 McGovern Cycle Sls., Grand Rapids, Mich. H-D 94  
 Glover H-D Co., Des Moines, Iowa H-D 73  
 H-D Sls. Co., Albuquerque, N.M. H-D 66  
 Armando Magri, Sacramento, Calif. H-D 63  
 O. W. Hall MC Sls., Fort Wayne, Ind. TRI 59  
 O'Dell's H-D S&S, Kansas City, Kans. H-D 57  
 Sam Arena H-D Sls., San Jose, Calif. H-D 56  
 Wolfe's Cycle Sls., Inc., Springfield, Mass. BSA 53  
 O. L. Pate MC Co., Chattanooga, Tenn. H-D 49  
 Chico's H-D Sls., Trenton, N.J. H-D 39  
 Morgan's Cycle Co., Baton Rouge, La. H-D 39  
 Brush Cycle Co., Inc., Spokane, Wash. H-D 37  
 Hogan's Cycle Shop, Springfield, Mass. YAM 31  
 H-D Sls., Youngstown, Ohio H-D 30

**200,000 to 350,000**  
**N. F. SHELDON, INCORPORATED**  
 Worcester, Massachusetts  
*Harley-Davidson Dealer* .....120

Curley's MC Sls., Tulsa, Okla. YAM 100  
 H-D Cycle Co., Wichita, Kans. H-D 94  
 H-D Sls., Co., Toledo, Ohio H-D 91  
 Cassady's MC Sls., Dayton, Ohio H-D 91  
 Ree's MC Sls., Dayton, Ohio BSA 56  
 H-D Cycle Co., Oklahoma City, Okla. H-D 53  
 Richmond H-D Co., Richmond, Va. H-D 52  
 H-D S&S, Tulsa, Okla. H-D 44  
 Norfolk MC Co., Inc., Norfolk, Va. H-D 44  
 J. F. Karns, Long Beach, Calif. H-D 37  
 Kelley MC Co., Dayton, Ohio TRI 32  
 Billy Temple MC Co., Miami, Fla. H-D 30

**350,000 to 500,000**  
**CUNNINGHAM MOTORCYCLE COMPANY**  
 Louisville, Kentucky  
*Harley-Davidson Dealer* .....223

H-D S&S, Indianapolis, Ind. H-D 216  
 Pierce Brothers IND Sls., San Antonio, Texas IND 84  
 San Diego H-D Co., San Diego, Calif. H-D 79  
 Claude Salmon Co., Oakland, Calif. H-D 40  
 A. D. Farrow Co., Columbus, Ohio H-D 34  
 Taylor H-D Co., Inc., Memphis, Tenn. H-D 33  
 Harry's Motors, Denver, Colo. BSA 30  
 East Side MC Co., Portland, Ore. H-D 30

**500,000 to 1,000,000**  
**THE KNUTH COMPANY, INCORPORATED**  
 Milwaukee, Wisconsin  
*Harley-Davidson Dealer* .....260

Conley's H-D Sls., Dallas, Texas H-D 124  
 H-D S&S, Washington, D.C. H-D 104  
 Egeberg Cycle Co., Minneapolis, Minn. H-D 101  
 Osborn MC Co., St. Louis, Mo. H-D 97  
 Doc's H-D Sls., New Orleans, La. H-D 91  
 MC Serv. Co., Cincinnati, Ohio H-D 85  
 Cycle Craft, Inc., Boston, Mass. H-D 69  
 Drager's H-D Co., Seattle, Wash. H-D 62  
 Andrews MC Sls., Boston, Mass. TRI 53  
 Stelter H-D Sls., Houston, Texas H-D 47  
 Marion Roberts MC Co., Atlanta, Ga. H-D 46  
 Allegheny County Dist., Pittsburgh, Pa. H-D 37  
 Broadway H-D S&S, St. Louis, Mo. H-D 35  
 Buffalo H-D, Buffalo, N.Y. H-D 34

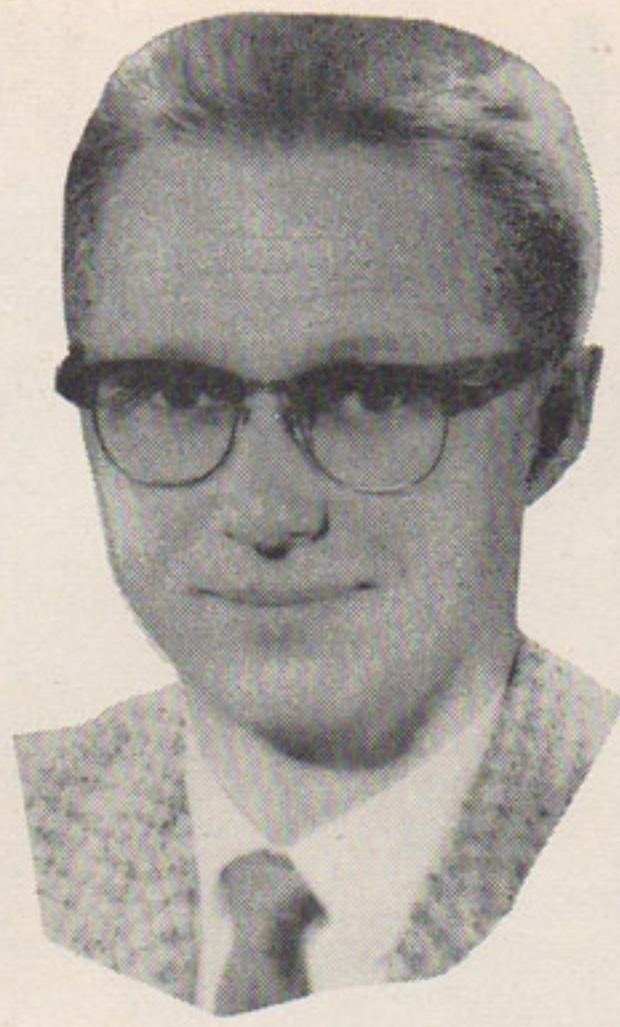
**1,000,000 and up**  
**REGGIE PINK, INCORPORATED**  
 White Plains, New York  
*Harley-Davidson Dealer* .....82

Philadelphia H-D Co., Inc., Philadelphia, Pa. H-D 66  
 Santa Monica H-D S&S, Los Angeles, Calif. H-D 64  
 LeBard & Underwood, Los Angeles, Calif. BSA 43  
 H-D MC Co., Detroit, Mich. H-D 42  
 George's H-D Sls., Chicago, Ill. H-D 33  
 Eastland Cycle, Detroit, Mich. BMW 31





**LEONARD RUSSELL**  
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Los Angeles, Calif.



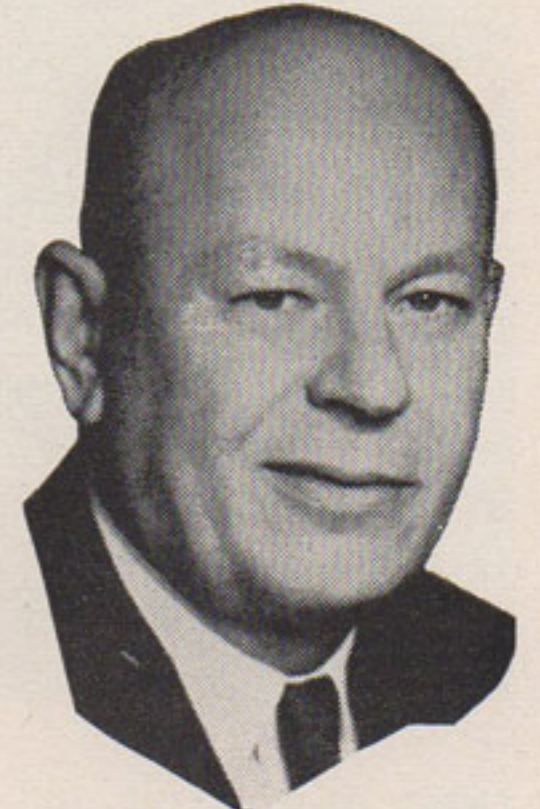
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Rich Budelier Company  
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**J. C. HOEL**  
Hoel's Motorcycle Shop  
Sturgis, S. D.



**GEORGE POPP**  
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Walden, N.Y.



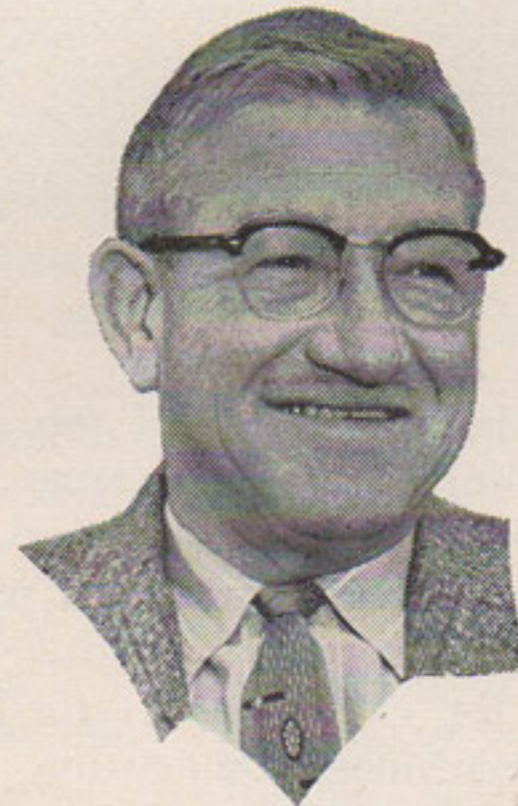
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Milwaukee, Wis.



**NEIL SOWARD**  
Soward Harley-Davidson Sales  
Harrisburg, Ill.



**FLOYD EMDE**  
Floyd Emde Company, Inc.  
National City, Calif.



**HARLEY RATHBUN**  
Rathbun Motorcycle Company  
Pomona, Calif.



**NATE SHELDON**  
N. F. Sheldon, Inc.  
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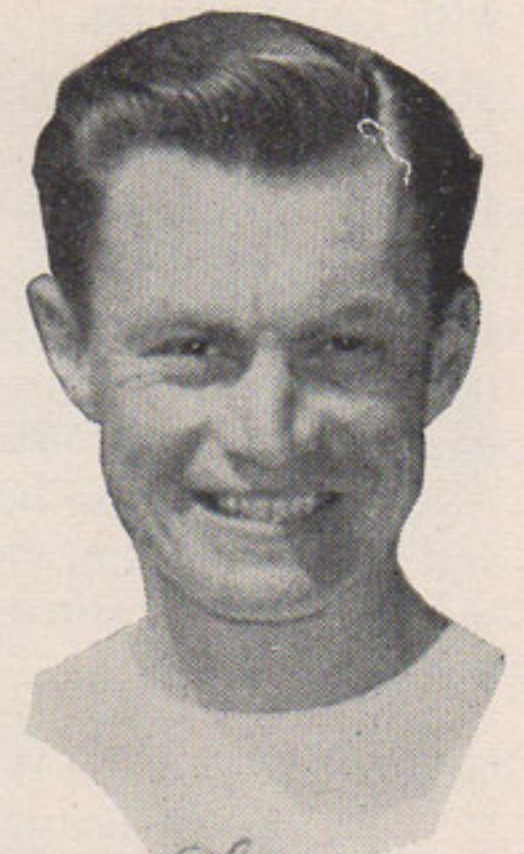
**BILL SCHIETINGER**  
Schietinger Motorcycle Company  
Bridgeport, Conn.



**DAN CUNNINGHAM**  
Cunningham Motorcycle Company  
Louisville, Ky.

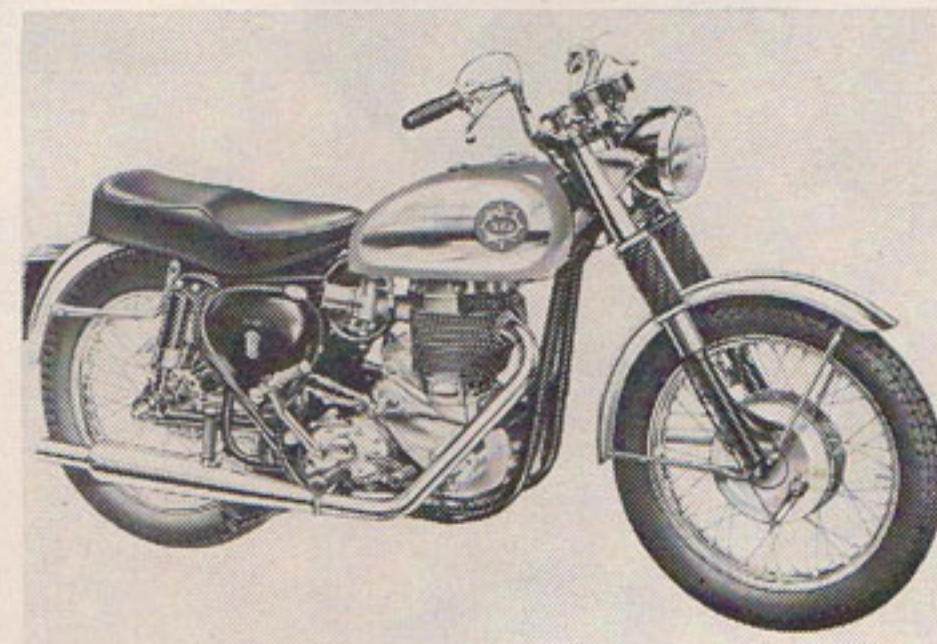
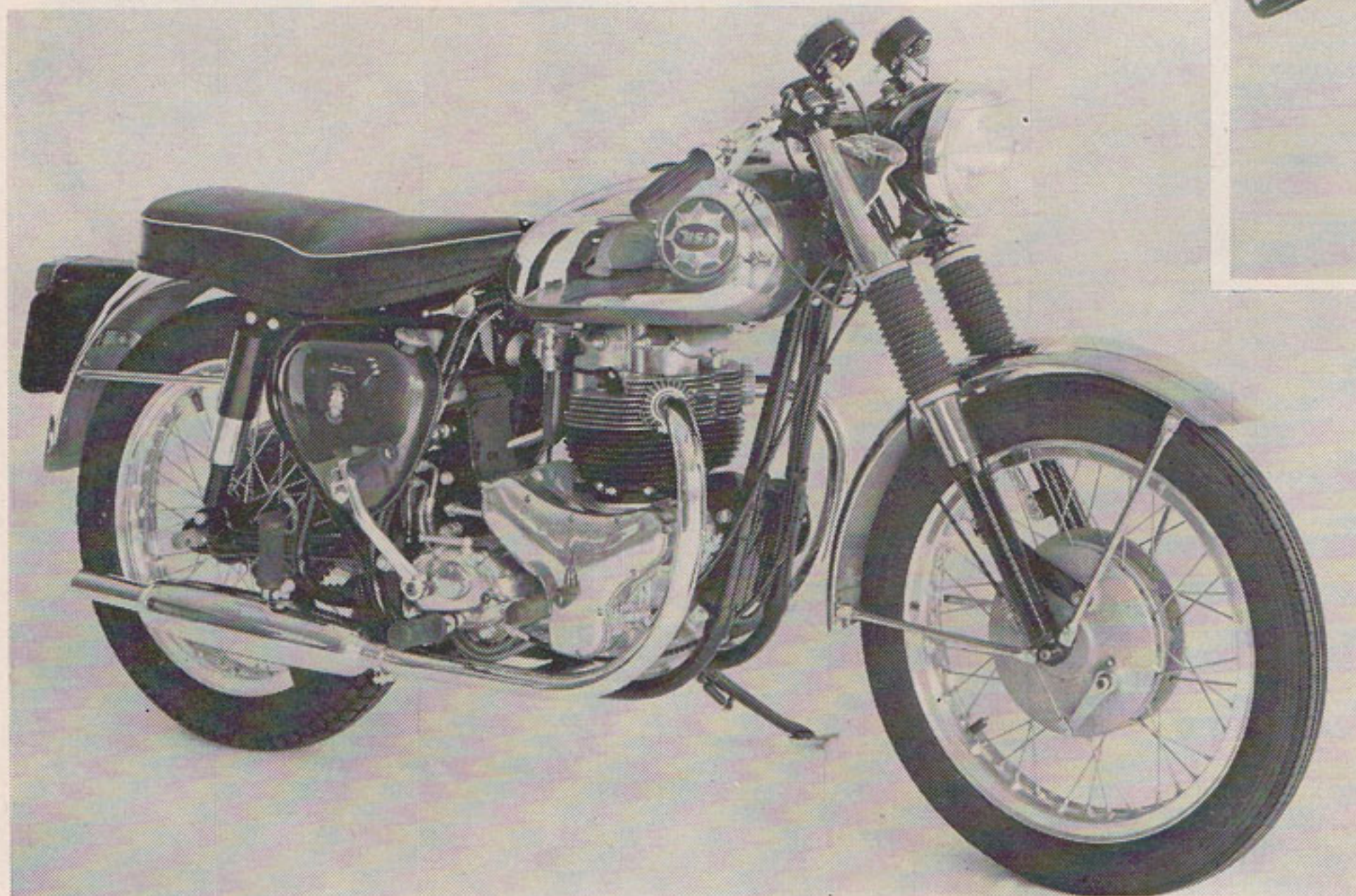


**HORACE FRITZ**  
Fritz's  
Reading, Pa.



**DON PINK**  
Reggie Pink, Inc.  
White Plains, N.Y.

# BSA Motorcycles In 1963



GOLD STAR CLUBMAN

GOLD STAR

**F**OR 1963 BSA offers a greatly improved line of top quality models, with no less than 15 motorcycles in the range. Many 1963 BSA models incorporate new performance and finish features designed to give the American rider exactly what he wants in size, weight, and performance characteristics. In the big BSA line there is a model for every rider - road lightweights and high performance machines, competition models in many classes, and economy transport motorcycles. Every BSA motorcycle features extra fine finish with many models in polychromatic metallic enamels. Chrome plate of best quality is liberally employed on all models. 1963 BSA motorcycles are sparkling in appearance, tops for performance, built to deliver many thousands of miles of reliable service.

### THREE ROCKET MODELS:

Big surprise for 1963 is a series of no less than three distinct versions of the well known Super Rocket. Two of these new models employ numerous features adapted from the famous Gold Stars which have made the name of BSA synonymous with racing success.

#### SUPER ROCKET (DeLuxe Road Model)

Always a top seller in the BSA line, the Super Rocket for 1963 is equipped with new road-track mufflers for free exhaust flow, and improved top-end performance. New finish specifications include metallic red (candy-apple) on tank, oil tank and tool box; chrome tank panels; fully chromed, valanced fenders. Dual exhausts and mufflers are also chromed. Rocket is equipped with tachometer and speedometer on twin mount, and full rear chain enclosure, *full-race camshaft*, high compression pistons, oversized valves, and other *top-performance* features.

#### GOLD STAR 650 TWIN (Super Rocket with Gold Star racing and custom features)

The second model in the Rocket series for 1963 is a specially equipped, custom-built super-sports machine. Based on the full-race Rocket engine, this motorcycle boasts an imposing array of

genuine racing equipment developed on the Gold Star. Finish is in true super sports style with Gold Star tank, chrome sport fenders, and glowing metallic red and chrome. Included in the genuine racing equipment are: new road-track free exhaust flow mufflers, 190mm road-racing front brake, ribbed racing rear brake in competition-type quick-detachable rear wheel, (rear brake is rod operated), alloy wheel rims, racing needle roller bearing gearbox, quick-fill tank cap, ball-end levers, folding footrests, chrome open rear chain guard, and other special items in a racy appearing super-equipped road speedster. Here's a new model with *lots* of appeal for the all-out sports rider!

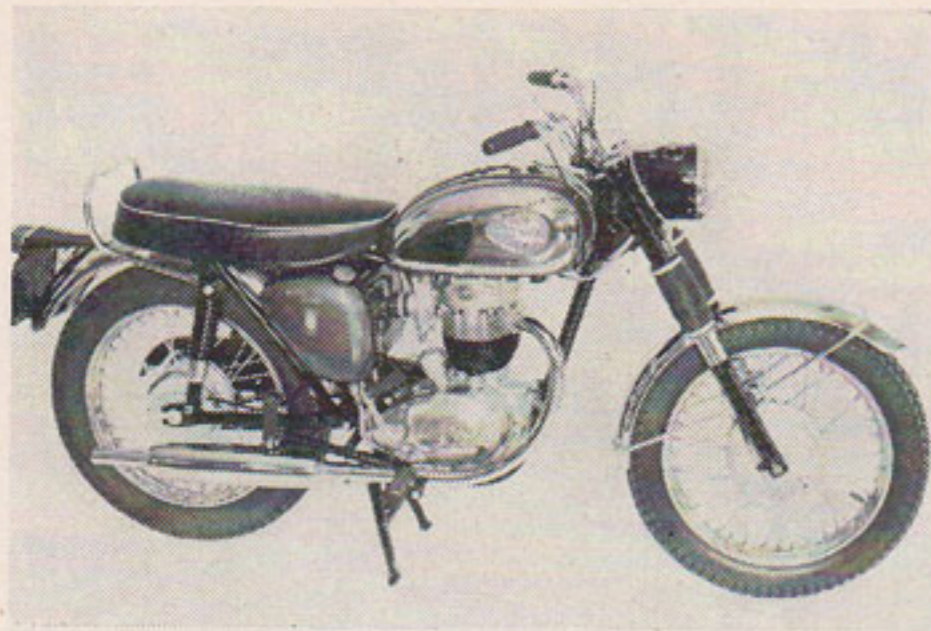
#### GOLD STAR SPITFIRE SCRAMBLER (Super Rocket with Gold Star Scrambler features)

The famous Spitfire Scrambler is now equipped with Catalina wheels and racing-type brakes. Engine is tuned to straight-through cross-over exhausts, entire machine is lighter, racier in appearance. Spitfires are supplied with magneto plus generator and regulator, but no other lighting equipment (sport lighting set available from dealers). A true dual purpose motorcycle, the new Spitfire makes a flashy sport roadster, or a winning competition mount. Super-finish includes candy-apple-red enamel, lots of brilliant chrome including fully chromed sport fenders.

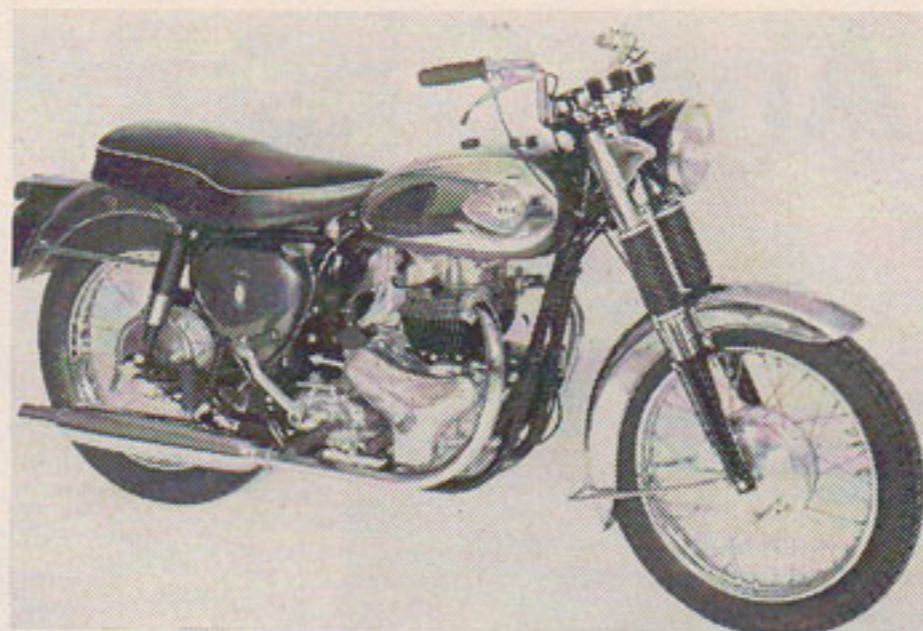
#### THE ROYAL STAR TWINS

Now tested and proven in service, these sleek unit-construction twins are in their second full year of production, and are further improved for 1963.

The big BSA oversquare 650 unit-construction twin now is further improved with new double-cam-ground pistons, new rod-operated rear brake, other detail refinements. Sleek, good looking, and extremely powerful, the Royal Star 650 is proving to be exceptionally fast on the road with very good acceleration through the gears. Quiet and smooth, this model has *all* working parts including *final drive* completely enclosed and automatically lubricated. Finish is gleaming candy-apple red, chrome, and polished alloy.



SS-90



SUPER ROCKET



ROYAL STAR

#### ROYAL STAR 500

Same fine mechanical features and beautiful appearance as the 650, but finished in a lively metallic blue. A smooth running 500 twin capable of extremely good performance and surprisingly high top speed. As in other BSA models, extensive use of top quality chrome plate is apparent in this good looking 500 twin.

#### THE GOLD STARS

No introduction is needed by these famous high performance racing-type 500cc singles. For 1963 the Gold Star is available in *three* distinct versions.

#### THE GOLD CLUBMAN (Road Racer)

This is the Gold Star in full road racing trim with complete road riding equipment added. Supplied with full-power engine, with racing cams, racing Grand Prix carburetor, racing valves and springs, other power equipment. Has 190mm racing front brake, ribbed and ventilated racing rear brake, sports fenders.

A motorcycle with a character all its own, the Gold Star Clubman doubles as a road racer and a super road model. Finish is jet black, chrome, polished alloy.

#### GOLD STAR COMPETITION MODEL

Same frame, same full power equipment as the Clubman model, but with Catalina type racing brakes, centrally mounted racing oil tank, no lighting equipment. A stripped for action model for the competition rider. Has alloy racing tank, chrome sport fenders, many other racing features.

#### GOLD STAR CATALINA SCRAMBLER

One of the world's most successful 500cc scramblers. Specially set up for scrambles competition with scrambles cams, and scrambles gear-box. Has modified inlet port and carburetion for best performance in this type of competition. Equipment includes sports tires, engine undershield, quick-change rear sprocket, new braced handlebars, much other competition equipment. Beautifully finished with lots of chrome and polished alloy.

#### BSA LIGHTWEIGHT ROAD MODELS

##### 250 STAR — SS-80 SPORT STAR:

Here are two fine overhead valve road models. In deluxe form is the 250 Star, finished in blue and chrome, equipped with sport camshaft, high compression piston, all road equipment. This, the lowest priced BSA 250 has many of the same features as higher priced models.

In super-sports form, is the SS-80 Sport Star, finished in bright metallic red with chrome fenders. Performance is ginged up with competition camshaft, oversize inlet port and valve, large-bore carburetor, roller bearing big-end, and steel flywheels. Here is an extremely attractive 250 with real punch and power.

##### SS-90 350cc

A top performing 350cc lightweight, equally at home on the road or with its high ground clearance, in off-road riding. Here is a fine combination of horsepower, excellent torque plus the ease of handling of a true lightweight. Makes an ideal "go anywhere" motorcycle. Finished in metallic blue, chrome, and polished alloy.

#### SUPER BANTAM 175cc

The BSA economy champ! Low in first cost, low in upkeep, delivers really big gas mileage. Has husky 8 hp engine, full hydraulic control front and rear. Smartly finished in sapphire blue and chrome. Ideal for around town, off-road, *anywhre*.

#### BSA STARFIRE 250cc COMPETITION MODELS

For 1963, BSA makes available three versions of the famous Starfire competition models.

##### STARFIRE SCRAMBLER

A full power, fully equipped scrambler. Has every power feature, every item of scrambles equipment. Engine is fitted with 10-1 piston, oversize inlet port and valve, racing cams, roller bearing big end and steel flywheels, and is tuned to straight through megaphone exhaust. Has quick-change rear sprocket, engine undershield, improved quick-start ignition. Equipped with direct lighting set, finished in blue and chrome.

##### STARFIRE ROADSTER

Same motorcycle as the Scrambler, but fitted with sport muffler, road gearing, and modified tread tires suitable for both road and competition. Has quick-change rear sprocket. Change of sprockets convert it quickly to full scrambles trim. Finished in blue and chrome.

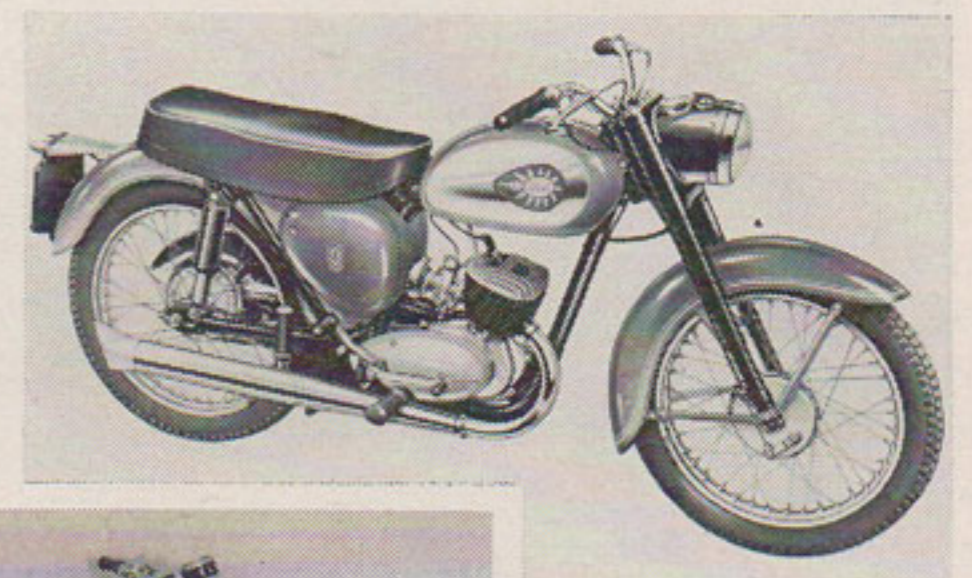
##### STARFIRE TRIALS MODEL

Basically the same as the Scrambler and Roadster, but fitted with modified compression engine, trials cams, special trials gearbox with extra low, wide ratio gearing. Ideal for trials, cross-country, and enduro. Complete with direct lighting set. Finished in blue and chrome.

BSA motorcycles are manufactured by BSA Motorcycles Ltd., Birmingham, England, a division of the Birmingham Small Arms Co., and are distributed in the U.S.A. by a nationwide network of hundreds of dealers.

Eastern U.S.A. Factory Branch is BSA Incorporated, 639 Passaic Ave., Nutley, N.J. Western distributor is Hap Alzina, 3074 Broadway, Oakland, California. Specifications of Eastern and Western models may vary. All specifications subject to change without notice.

SUPER BANTAM



GOLD STAR COMPETITION

# Scottish And Observed Trials



Raritan Valley MC of New Brunswick, N.J., sponsored a Scottish Trials which was also a District 5 and Metropolitan Sports Committee event. At top, left, A. Tuper finds the going not too bad in this brush strewn section. Bottom, left, Al Sedusky in topping the ridge of a steep grade loses his balance. Above, Anthony Pingue hits and bounces over a log in one of the observed sections.

photos by Bill Newrock



Cycle Alley Riders of Paterson, N.J., who are quite active in enduros and trials, sponsored an observed trial that turned out to be a bit messy. Above: Ray Goemaat slides through a muddy section. At left: a rider comes down the bank into the water while others wait their turn above.

# NORTON and DUCATI

## for 1963

Attractive Miss Evelyn Pollaro, an ardent motorcycle enthusiast and active rider for three years, took time out a few days ago to road test two of the new Berliner Motor Corporation models. Taking a 750cc Norton "Atlas" 1963 model on the New Jersey Turnpike proved beyond a shadow of a doubt, to Evelyn, that the 1963 "Atlas" has more power, comfort, safety and top performance of any of the so-called "big" bikes.

Norton's new "45" features dual carburetors, sleek new four gallon fuel tank, beautifully chromium plated front and rear fenders. Sparkling, chrome plated chain case make this model America's most beautiful big twin.

Other exciting features of the super-powered Norton "Atlas" include: large, finned full-hub front and rear brakes, comfortable leatherette covered dual-seat, "Western" styled handlebars, low output generator, magneto ignition, famous "Featherbed" frame and "Road-Holder" front fork.

In discussing the 750cc "Atlas" with Miss Pollaro, it was revealed that this particular motorcycle has been designed specifically for high-speed touring and sports performance. "Handling qualities are excellent, and cornering is smooth and safe, even at high speeds" exclaimed Evelyn on her return from her test ride. Discussing acceleration, Evelyn went on to say that once the "Atlas" was in "high" gear (4th speed), she

was able to drop down to 20 miles per hour, then turn the throttle, and the bike would accelerate past the "century" mark with ease . . . "nearest thing to an automatic drive" was Miss Pollaro's enthusiastic statement.

Other 1963 Norton models distributed by the Berliner Motor Corp. of Hasbrouck Heights, N. J., include: the 650cc "Manxman" in "sports special" execution with the powerful 52 Horsepower engine, and the ten-million-mile tested and internationally known Norton "single", the famous 500cc ES-2.

Switching over to the Ducati line, Miss Pollaro also took a test ride on the 1963 250cc overhead camshaft "Monza." This highly maneuverable medium weight motorcycle surprised our experienced motorcyclist, whose first comment was: "It feels like a much larger machine." The 1963 "Monza" in its new color combination is both sparkling and smart, finished in jet black, offset with brilliant chromium plated surfaces, the "Monza" is destined to win the hearts of the true sports rider.

The 1963 "Monza" features a smartly styled black dual-seat, "high" type handlebars and the competition-tested, re-

liable 24 horsepower light alloy engine. The rear shock absorbers of this machine are fully adjustable, and a selection of three positions permits tension on the shocks to be adjusted to any load. The clutch housing revolves on two ball bearings, shifting is positive and the large full-hub front and rear brakes are safe and certain at all speeds.

Other Ducati models for 1963 include the sensational 50cc lightweight "Falcon", the nationally known and accepted "Bronco" 125, a dependable OHV model that can deliver 100,000 miles of trouble-free performance, the "Diana" "Super Sports" 250cc road racer with slim fenders, competition type fuel tank, "clip-on" bars, competition style tires and racing saddle. Also in the popular Ducati range, is the formidable thirty horsepower, four-in-one "Scrambler" model that lends itself easily for conversion to a "road" machine, a "competition" model as well as a full-fledged "short tracker". The "Scrambler 250" fitted with a short straight exhaust, tachometer, high handlebars, special fuel tank and saddle, quickly detachable headlight and fool-proof magneto ignition has competed successfully in all types of competition and sports events throughout the country during 1962.



# Turkey Run At St. Joe, Mo.

by Tux Helms (who didn't win)

If you're mad at me already (and who isn't) and think this should have been written by Frances Boy, well listen bub, she asked me to write it.

It was cloudy the first time I stuck my head out the door and I worried a little bit about possible rain, but then the weatherman had said fair, and by golly it was fair. It turned out to be a fine fall day, and while there weren't nearly enough riders at this particular ride, their enthusiasm made up for it.

You, being a rider, know how beautiful the landscape, courtesy of Jack Frost, is these days. It's just impossible to see how anyone could miss riding on such a day and with such nice people, but there were other things going on too. Like Sedalia's reliability run, and one in Kansas, and another, an enduro at White City, Ill. I hate to miss any of them but find it difficult, if not well-nigh impossible to be at two places at one time.

This ride at St. Joe was real good. The signs were extra large and every turn marked so no one could miss them, and the route card was accurate and for this once my speedometer checked out with the card. So, no one at all could get lost, that is except me.

Yea! I did it again. Leonard had no speedo. on his Maico and we didn't have a used one around for him to put on it and he was too tight to put on a new one, so he trusted me. I got number one and he had number two, so it was a real "set-

up." All I had to do was hit the checks on time for no loss, and he'd get one minute early and two points off. That way I'd get first, and at best he'd only get second. Well I didn't get first, but I made sure he wouldn't get anything either. That'll teach him not to trust anybody.

Donnell Shiflett, however, never learns. He was supposed to lead Ronald Kennedy to a loss, too, on this same day. Did he do it? NO! He missed his calculations (probably due to losing his windshield and computer besides a few scratches about the face when the top half of his shield blew off) and he led Ronny in for a first place win. At least that's what Ronny said. That is, he said he had no speedometer and couldn't figure these things out so just latched on to Donnell's wind-stream. He didn't mention the rest of it, I just sort of dreamed it up.

The turkey was a huge tom and no one was particularly anxious to carry him home on a motorcycle, but Donnell and Nancy had their pick-up and were glad to find that Ronny didn't want him.

Don't press me for an honest answer as to how I got lost. It's a long story and this is already too long to tuck into our little paper without some effort. I was early at two checks, hit one on the nose and I believe a trifle early at the next one, then was figuring time and miles very closely so as not to be early at the next check and not paying much attention to the markers.

The mileage figures on the card jump about a bit, and I can't see them too well at best, must have jumped back one num-

ber for I judged a right hand turn at Highway 36 and it should have gone three miles farther. The right turn was 4.1 miles and it put us back into St. Joe. It was 29 mph and you can guess what it did to our score at the next check, which we finally found.

But it was a lovely day, a fine ride, and a well marked trail that nobody could possibly miss. (How am I doing, Frances?)

## District Meetings

- Feb. 1—NORTHERN ILLINOIS - Forest Park, Ill., Park Building, 8:30 p.m.
- Feb. 1—KENTUCKY, SOUTHERN ILLINOIS, SOUTHERN INDIANA - Owensboro, Ky., Gobe's Steak House, 7:30 p.m.
- Feb. 2—CENTRAL ILLINOIS - Peoria, Ill., Peoria MC clubhouse, 8 p.m.
- Feb. 2—SOUTHERN INDIANA - Indianapolis, Ind., McClarney's Restaurant, 8:30 p.m.
- Feb. 3—WISCONSIN - Milwaukee, Wis., New Central YMCA, 1 p.m.
- Feb. 9—NEW ENGLAND - Auburn, Mass., Yankee Drummer Inn and Motel, 8 p.m.
- Feb. 15—METROPOLITAN NEW YORK, NORTHERN NEW JERSEY - New York, N.Y., Commuters Restaurant, 8 p.m.
- Feb. 16—EASTERN NEW YORK - Schenectady, N.Y., Hotel VanCurler, 7 p.m.
- Feb. 17—WESTERN NEW YORK - Batavia, N.Y., Batavia Moose Lodge, 2 p.m.
- Feb. 22—NEBRASKA—Denton, Nebr., Legion Club, 8 p.m.
- Feb. 23—IOWA—Des Moines, Iowa, La Pizza House, 8:30 p.m.
- Feb. 24—MINNESOTA - St. Paul, Minn., St. Paul Harley-Davidson Co., 1 p.m.
- Feb. 24—WESTERN PENNSYLVANIA - Pittsburgh, Pa., Sherwyn Hotel, 1 p.m.

## Enduro Riders Advanced To Expert

The following endurance riders have been notified, within the past month, by the AMA office that they were advanced to expert "A" for all future runs.

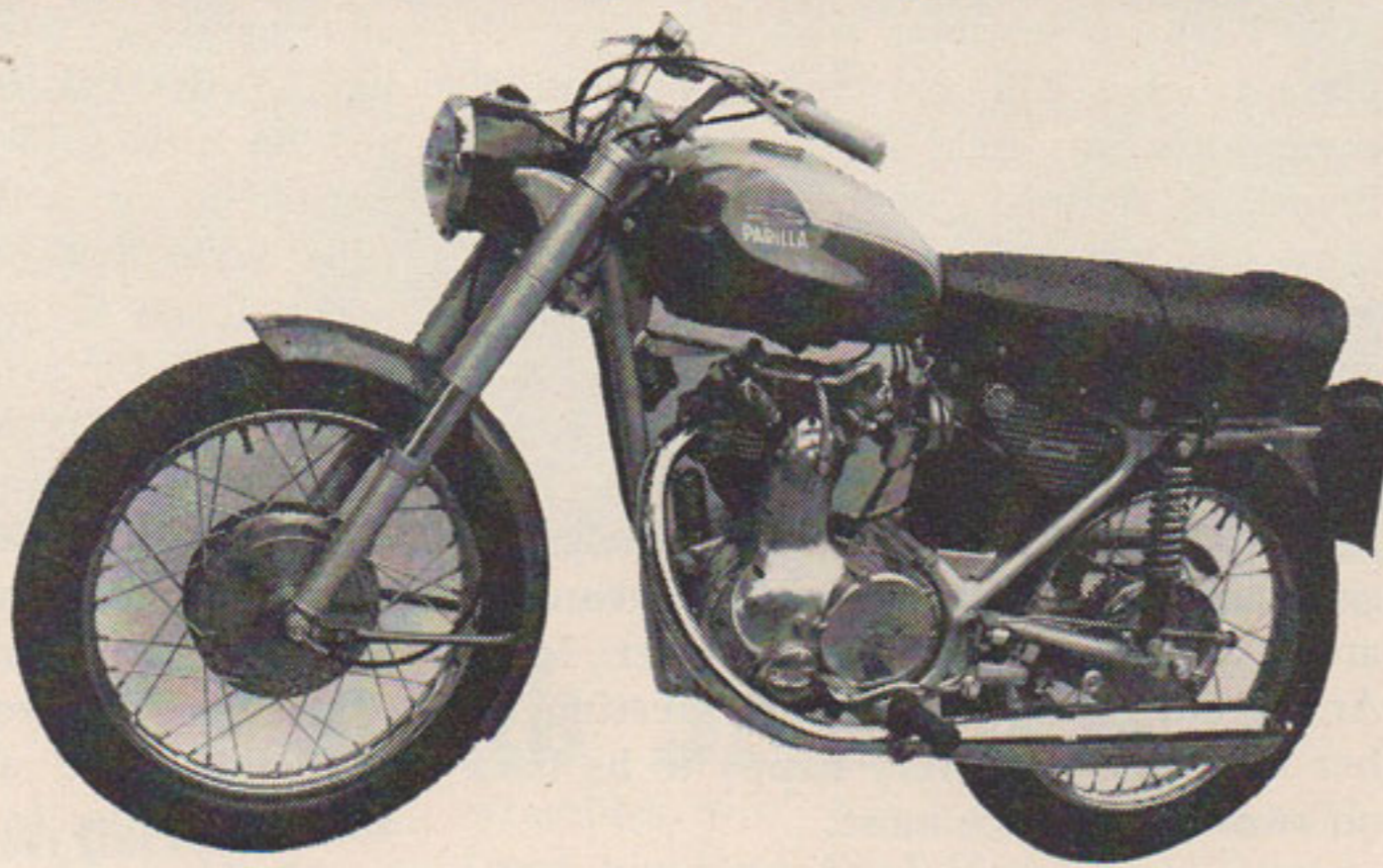
William Brandenstein	99215
Woodlynne, N.J.	
Charles Fraas	92311
Lincoln, Nebraska	
Victor Glidewell	60247
Chicago, Illinois	
Earl Shaffer	56110
Manchester, Maryland	
Lynn Tucker	29298
Genova, Ill.	



The Express Riders MC, St. Joseph, Mo., had a fine day for their turkey run, November 11, 1962. Pictured with their trophies are front row, left to right: Virginia Magner, second passenger class; Frances Boy, second lady rider class; Nancy Shiflett, first passenger class; and Juanita Walker, first lady rider. Back row: Jim Magner, fifth; Leonard Nixon, trophy for most heat race wins of '62; Ronald Kennedy, first; Donnell Shiflett, second; Gordon Miller, fourth; and Carl A. Green, third.

# Cosmopolitan Motors' 1963 Line

250cc  
TOURIST



Cosmopolitan Motors, Inc., of Philadelphia and their West Coast distributor, Cooper Motors announce many new improvements on the Parilla motorcycle. The powerful 250cc Wildcat Scrambler is now available with a manual ignition retard and lighting system, making it suitable for enduro-type events, as well as all-out competition. Improvements have also been made in the suspension and clutch to control the terrific power increase of the engine.

The new 250cc Parilla Tourist road model, retains the large soft seat and sealed beam headlight. It continues to be one of the country's most popular high-speed touring lightweight models.

The Parilla 125cc Wildcat Scrambler promises to be one of the best sellers of the line, due to the growing use of cycles in the United States for trailing, hunting and other off-the-road sports. This machine is now available with a speedometer.

The Bianchi 75cc, will be available with a footshift. A "hop-up" kit is also available for this model, giving a 25% power increase.

The MV scooter has recently been released and it features turnpike performance with superb styling.

Other familiar models of the line are continued for 1963, with technical improvements. The Parilla Trailmaster, which features the racing 250cc engine in

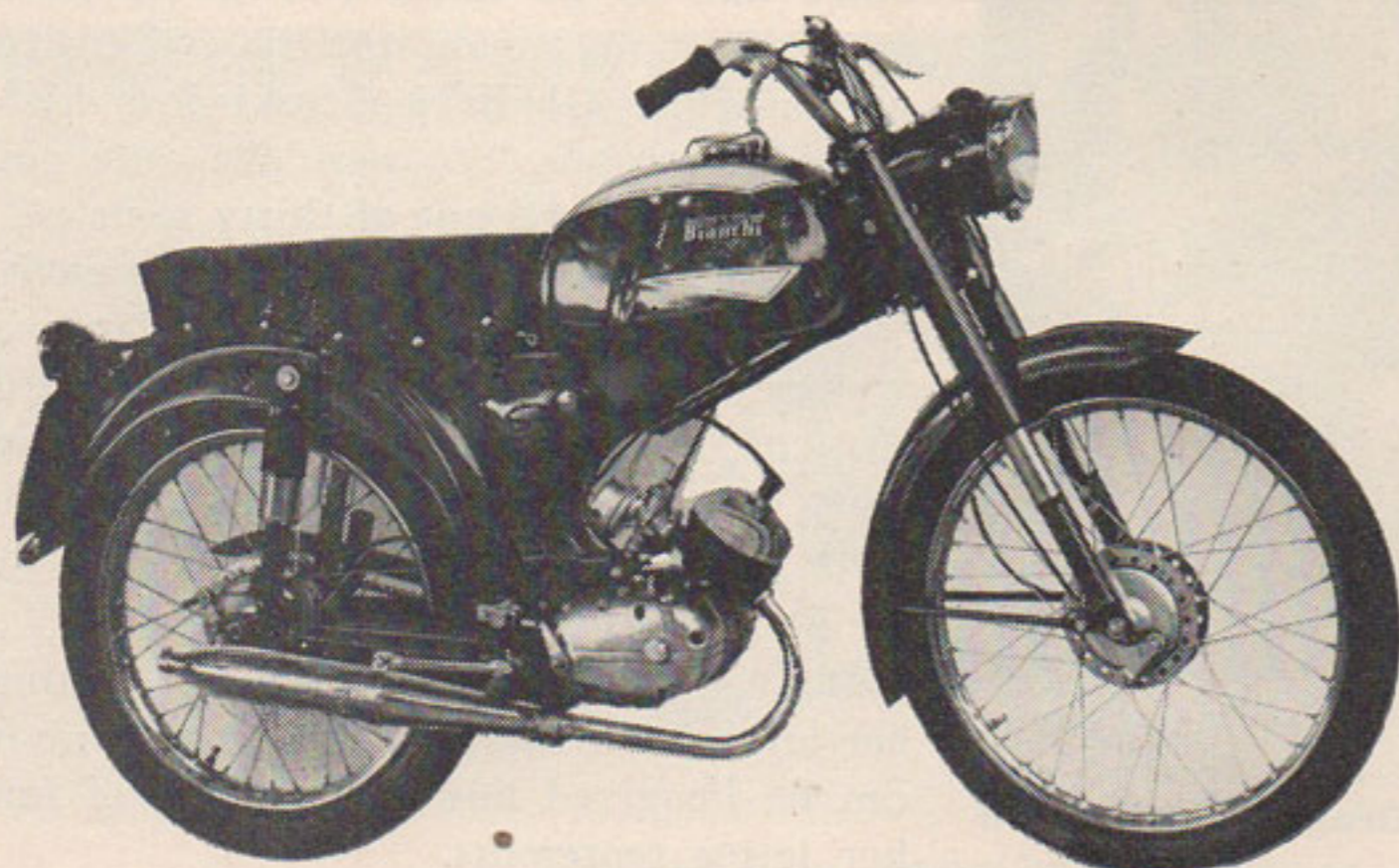
a frame that can be used either on or off the road. The 250cc Parilla Grand Sport, which has won the 1962 United States and Canadian Championships. The Parilla Olimpia 100cc and the Capriolo 75cc, both are leaders in the high-performance field.

Cosmopolitan Motors, Inc., Philadelphia, Pa., in their new headquarters, at 5521 Wayne Avenue, have new, modern facilities to back their dealers with a factory technical staff and 24-hour parts service. They are stocking large quantities of the Pirelli tires in anticipation of the coming season. They soon will add 350 x 18 and 400 x 18 Moto Cross tire sizes to this line. The Cosmo catalog also features the AGV helmets and Baruffaldi goggles.

On the West Coast the motorcycles are distributed by Cooper Motors, 5832 South Broadway, Los Angeles 3, Calif.; the parts for same are distributed by Hall-Burdette 2010 De Paso Blvd., North Sacramento, Calif.

Pirelli Tires are distributed by Ed Kretz and Son, 417 East Garvey Avenue, Monterey Park, Calif., on the West Coast; Bruce Bristol, 4615 Gulf Freeway, Houston, Texas, in the Mid-South; Ray Garner, Portland, Ore., in the Northwest; Fay Myers, Denver, Colo., Shores Motors, Warren, Mich., Triumph Sales, Hutchinson, Kan., and Nichols Motorcycle Supply, Chicago, Ill. for the Mid-West.

70cc BIANCHI



## YOUR DEALER MAY NOT HAVE D-A SPEED-SPORT OIL YET...

Not all dealers carry D-A, because we are not affiliated with any chain service stations or oil companies . . . and because we are not a producer of crude oils, we are free to select only the finest ingredients for the blending of D-A Speed-Sport Oil.

If your dealer can't put D-A in your crankcase, but you want the finest protection for your engine, send the coupon below to us.

We will send him full information on how he can get D-A Speed-Sport Oil . . . The Toughest Engine Oil in the World.

**Demand the finest for your engine  
... Demand D-A Speed-Sport Oil!**

Please send information on D-A Speed-Sport Oil . . . THE TOUGHEST ENGINE OIL IN THE WORLD . . . along with the name and address of the D-A Representative who can supply D-A.

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Company \_\_\_\_\_

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City \_\_\_\_\_

Zone \_\_\_\_\_

State \_\_\_\_\_

RACING



DIVISION

**D-A LUBRICANT CO., INC.**  
1338 West 29th Street  
INDIANAPOLIS 23, IND.

# News of the Motor Maids

## Rusty's Roundup

by Rusty Denney

Margaret Drager, Butch Vallela, Rose Ross, Pat Draper and Pat Johnson, Seattle Motor Maids, again sponsored their annual Silver Dollar poker run late this fall. Over 75 entries enjoyed this lovely ride around Mt. Rainier. MM Helene Redman of Vancouver and Gypsy, her Honda, took first place honors in addition to winning ten silver dollars in a special event. In a previous event held in Seattle, Helene and daughter Ann won the best dressed girl and motorcycle contest at Drager's Acres. Ann is a new Motor Maid who is proving to be quite adept in view of the trophies she has won thus far. These Motor Maids in the northwest also held a treasure run in November despite the heavy smog at that time, and met for breakfast previous to the run which started in Eugene, Ore. Helene Redman was also first place winner of this event and Shirley Abbott won second place. Still in the northwestern area, Carol Comstock Barnes was recently presented with the Oregon Motor Maid activity trophy.

MM Alice Washburn, Rock Island, Ill., has made a brief report of her recent trip to Paris, France, stating that she crammed in all of the wonderful sites that were possible in her short stay. Of special fascination to her, of course, were the greatly assorted array of motorcycles, motor bikes and scooters, and the odd and almost non-descript accessories and gear. Alice conceded that the jet was an extremely comfortable and rapid means of transportation, but added that she was very happy to get back home to her BMW.

The northern Ohio Motor Maids held their annual end of the year get-together in Mansfield on December 1st at the home of Grace Chronister, their state director. Grace prepared turkey with all the trimmings for the girls, and a party and the usual long hours of visiting followed dinner. Activity awards for the year were presented to Barbara Flick, first place; Dot Smith, second; and tied for third place were Pat Sponsler and Lucille Mathias. Marie Scott, Mary Cutright and Louise Manning from the southern Ohio district, Marge Moreland and Glenda Gregory from Covington, Ky., and Regina Foster from Monroe, Mich., also attended. The Mansfield MC held their annual enduro run the following day and were very appreciative of the assistance given by the Motor Maids and their husbands. Marge Moreland brought along her appropriate motor and entered this enduro.

Southern California MMs who attended the recent Death Valley Tour report a very enjoyable trip with perfect weather. MM Barbara Selander won the eleventh place trophy. The November meeting of these girls was held in Norwalk at the home of Arline Quigley. At this time they had the election of their officers with most of their present officers accepting re-election. Bea Rathbun and Arline Quigley will be their Road Rider Committee representatives; Ivaline Tenney, secretary-treasurer; Chris Maely, social secretary; Isabel Hetrick, sergeant at arms; and Alice Larrabee, reporter. Mary Ann Rodriguez attended the meeting on her new Triumph, very happy to be back on two wheels once more.

A nice long letter, thirteen handwritten pages to be exact, was received from Donna Lou Miller, Elkhart, Ind., which brought up-to-date the news of the Northern Indiana Motor Maids. These girls are one of our most active groups and very often are much too busy to even let us know what they have been doing. And, as Donna says, she would "much rather ride than write". However, her letter was most interesting and is going to be quoted in parts verbatim. Donna starts, "Well, here we go . . . . Dot Robinson was down to Ft. Wayne several weeks ago. She and I stayed at Grace Hall's, and Dot and Smoky, Grace and I had quite a gab-fest into the wee hours . . . . just a lot of motorcycle talk about recent and past fun we have all had with the Motor Maids. It really doesn't seem as if we have all been together as long as we have, and I for one hope I never cease to have good clean fun with the Motor Maids and riding. I still want to ride more timed runs and field meets. I really enjoy them even if I'm not always lucky enough to win. I'm sure I ride for the fun of it so much more than I have in the



Helene and Ann (new Motor Maid) Redman were winners of best dressed girl and motorcycle at Drager's Acres in Seattle, Wash.

past and perhaps that accounts for why I have been so lucky the last few years. I enjoy riding events where it takes skill and thinking, and also quite a bit of luck. I don't know how I happened to get on this subject, and what I really wanted to say is that we had a wonderful time with Dot's visit. She happened to make it on a club night and we girls made chili for a lunch after our meeting.

"Grace Hall, Miriam Laisure, Helen Mitchell and I went on the club run and camp-out at the Muskegon national hill-climb. There were around 25 of us and we had great fun in spite of the rain. MMs Alice Pauszek and Mary Kocsis and husbands were also there. I tried for about 50 miles to trade my Triumph for a ride in a sidecar, and once I made it, they couldn't get me out of it for the rest of the week end!

"Grace, Miriam and several others attended the national road race in Indianapolis and enjoyed it very much. Mary Kocsis and husband from South Bend were also there. I missed that event so I could attend the marathon at St. Louis. MMs Barbara Flick and Mary Cutright and I all met in Indianapolis and proceeded to St. Louis together. Between pit crew time while Barb was riding, the rest of us spent a small fortune driving the go-carts, but it was fun. We had a nice visit with Betty Fauls, Margie Yoke and Mabel Hutchinson while Barb and Dot Robinson ate dust for hours on end. I have never seen so much dust in all of my life!

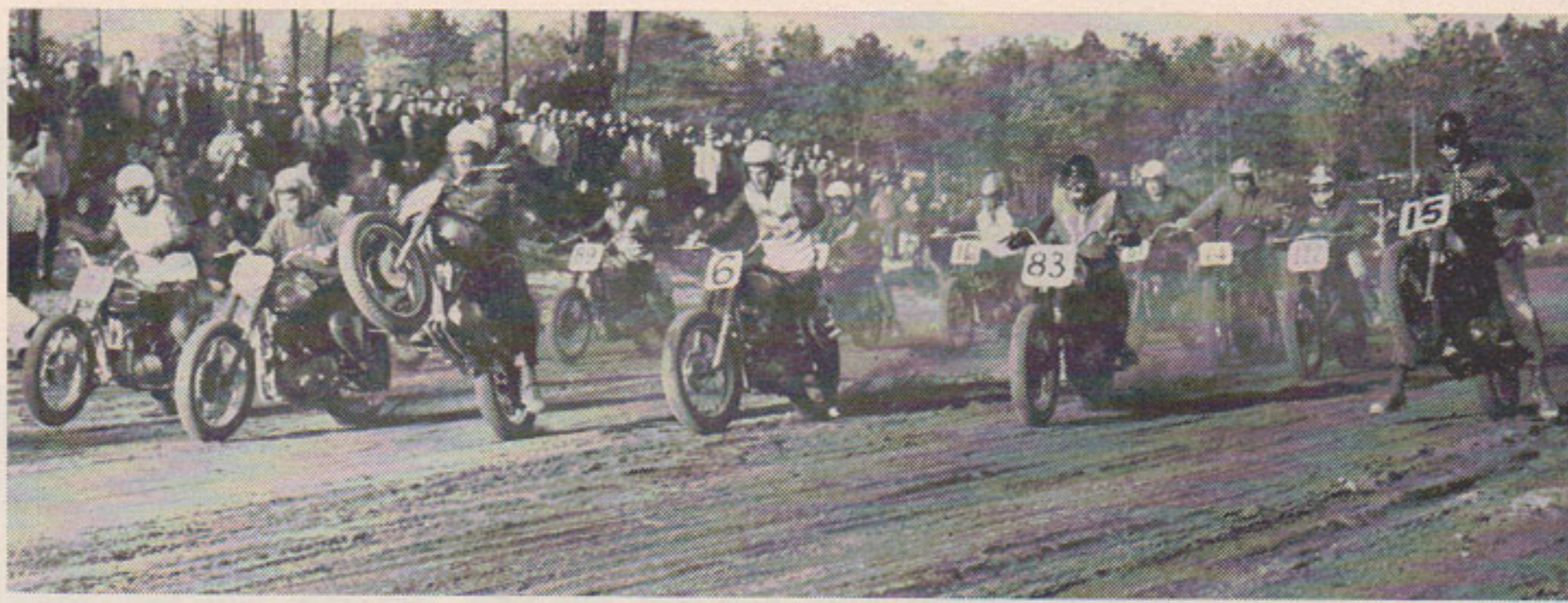
"I recently rode a timed run at South Bend and won high point. Considering that I was the only girl rider entered, I felt real happy about it. Half way through the 100 mile run, it poured down rain, and along with the newly graded clay roads and grassy lanes, it was real nice!!! There is one grassy lane on this run that I spill in every year and somehow it always feels the same . . . . I may try going slower next time, it would be something new.

"The following week some of us rode a reliability run at La Porte. This one was about ninety percent sand and since I don't like to go down two weeks in a row, I kept my motor upright and ended up third A. Gladis Lobenski lost high point by seconds. We were the only girl solo riders entered out of thirty some riders and felt real proud of our placement.

"Grace Hall and husband are planning a three week vacation in Mexico toward the end of December. I intended going along but couldn't manage time off from work that long, so hope to be flying by jet to California for the holidays."

Donna Lou added a postscript stating her letter took two hours to write, but it can be imagined how many hours of fun her letter represents.





The wide track helped these mass starts as some of the bikes acted like wild broncos.

## North vs. South Scrambles

photos by Robert Decker

Iron Pony MC sponsored the North vs. South scrambles, November 11, 1962 at Edgewood Raceway, Edgewood, Md. This was to be one of the biggest races of the year, but due to the weather only 196 came to ride and 2,000 were there to cheer.

The rains left the track a soupy lake of mud which required better than half a day to iron out.

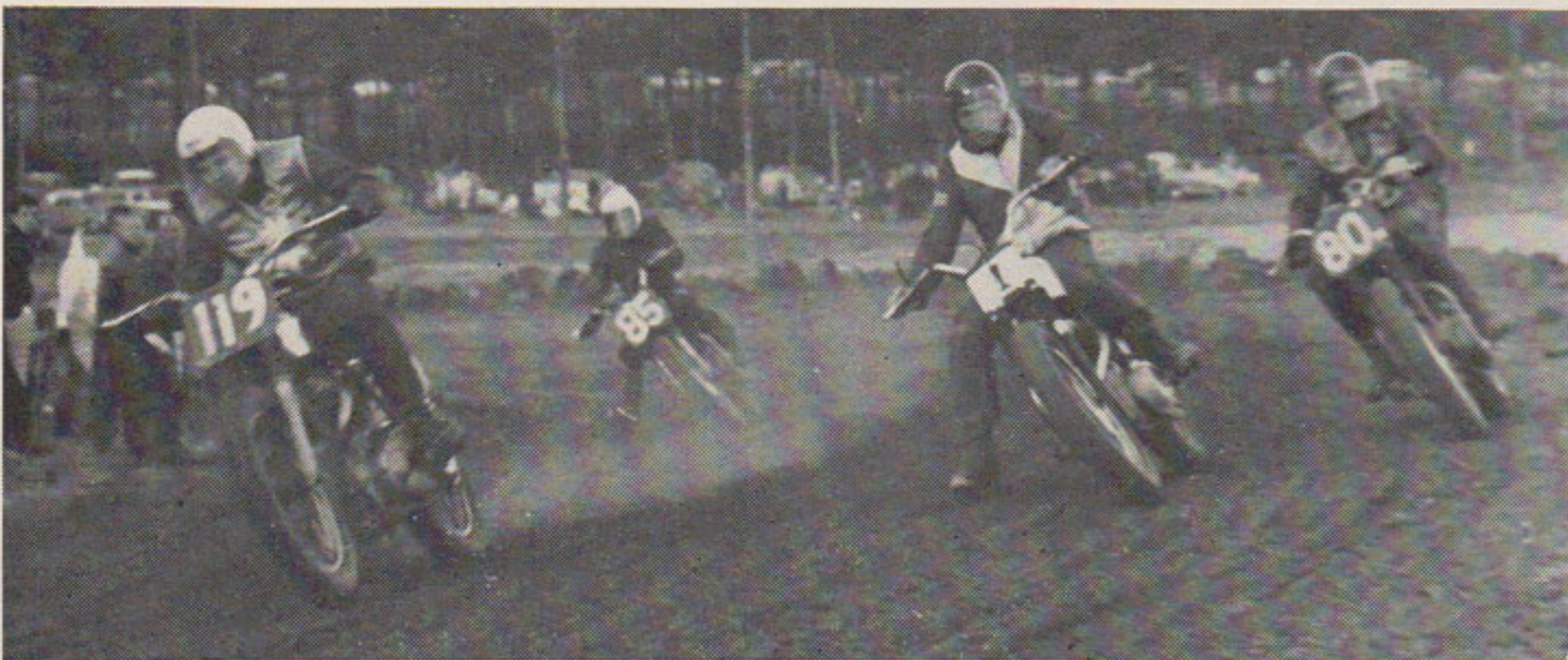
After the running of the classes, intermission was all excitement, with tire and gear changing, working out results, awarding trophies and lining up riders for the lightweight grand final. Time was a factor as it was getting dark. Richard Garipey looked like he would repeat his national

scrambles win, but motor trouble side lined him and Fred Varnes came on to take the honors.

In the heavyweight final, Fred Von Ahern started out leading just as he did in the class event, but in the third lap he went off the track. Ray Durham taking the lead was pressed hard by Charles Vincent, who at one point passed Ray but lost out in a turn as Ray took the lead again. At the finish Ray's front wheel was not more than a half a cycle length in front of Charlie's.

The trophies were presented to the winners and also a high point trophy for the year was awarded to Henry McVaugh of Secane, Pa.

The officials and the club deserve a great deal of credit for the remarkable job accomplished under such difficult conditions.



Ray Durham (85) and Charlie Vincent (1), one-two finishers respectively, blast their way through on the road to victory.



The traffic was heavy on every corner.

## COSMO ACCESSORIES

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\$1.95 over 30 models, ask for catalogue



\$1.25 Nylon frame



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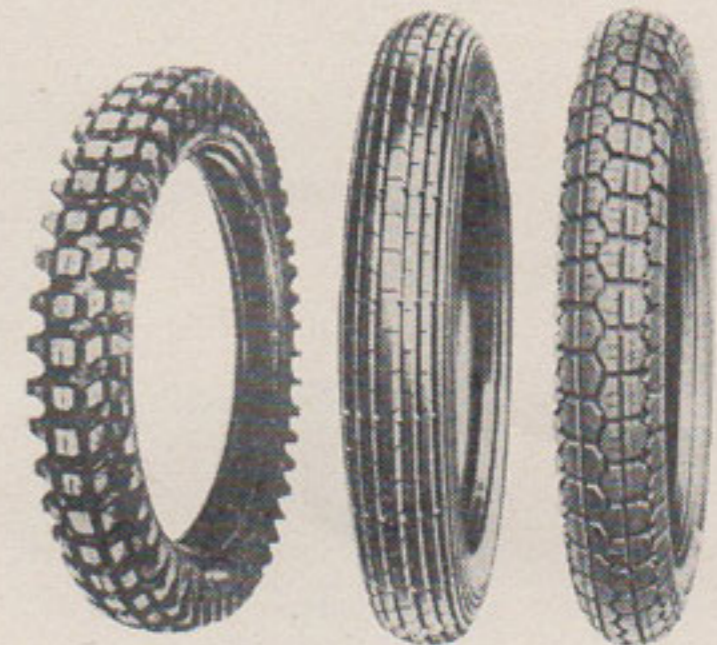


COSMO "Laconia" Helmet, extra heavy fibre glass outer shell. Full cloth liner, deluxe harness. Assorted colors \$9.95. Other models in stock, write for catalogue.



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BART MARKEL

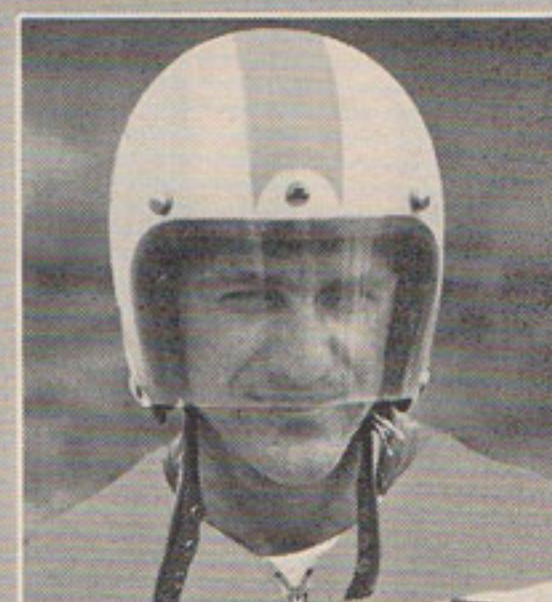
## 1962 NATIONAL CHAMPIONSHIPS WON BY HARLEY-DAVIDSON

- **130-MILE NATIONAL CHAMPIONSHIP**  
Road Race Course...Carroll Resweber  
Bossier City, La.
- **80" TT NATIONAL CHAMPIONSHIP**  
½-Mile TT Course...Dick Hammer  
Peoria, Ill.
- **15-MILE NATIONAL CHAMPIONSHIP**  
½-Mile Track...Bart Markel  
Heidelberg, Pa.
- **SHORT TRACK NATIONAL CHAMPIONSHIP**  
¼-Mile Track...Carroll Resweber  
Santa Fe Park, Ill.
- **10-MILE NATIONAL CHAMPIONSHIP**  
½-Mile Track...Bart Markel  
Columbus, Ohio
- **5-MILE NATIONAL CHAMPIONSHIP**  
½-Mile Track...Bart Markel  
Lincoln, Ill.
- **150-MILE NATIONAL CHAMPIONSHIP**  
Road Race Course...Carroll Resweber  
Watkins Glen, N. Y.
- **120-MILE NATIONAL CHAMPIONSHIP**  
Road Race Course...Tony Murguia  
Indianapolis, Ind.
- **50-MILE NATIONAL CHAMPIONSHIP**  
1-Mile Track...Bart Markel  
Springfield, Ill.
- **45" TT NATIONAL CHAMPIONSHIP**  
½-Mile TT Course...Bart Markel  
Peoria, Ill.
- **20-MILE NATIONAL CHAMPIONSHIP**  
1-Mile Track...Bart Markel  
Sacramento, Calif.

9th Straight "GRAND NATIONAL CHAMPION" Win



BART MARKEL — 1962  
GRAND NATIONAL  
CHAMPION  
58 Points



CARROLL RESWEBER  
2nd Place  
44 Points

# Western Views

BY ROXY ROCKWOOD

The racing season in the West has come to a close for another year, weekly racing that is. We are now down to once a month during the winter until early next April.

The Ascot Friday night half mile season ended in late October with the running of the Pacific Coast championship. The surprise winner was the defending champ, Neil Keen.

Keen never got going this past season until the last two weeks. All season long he was just a shadow of the rider who was just about unbeatable in '61. The final two races it was an entirely different story. Both times he came from a very distant second to overtake and pass Al Gunter and record the only two main event wins he scored all year in California.

Why he waited so long nobody knows, but he looked as good, or better, than he did in '61. His win on the final night really was a surprise as Gunter has been the final night winner every year except '57 and '58 when he was not entered due to an injury.

In the amateur final it was all Elliott Schultz who was taking his last oval ride before moving up to expert in '63. In the novice class it was an upset with Jim McMurren coming from behind to beat Dick Guglielmana for the novice Pacific Coast title. It was close most of the way but once McMurren, the novice Laconia road race winner got by, it was all over but the shouting.

Immediately after the race, Jack O'Brien was presented with the huge six foot trophy that is symbolic of the high point expert award each year. Clyde Litch received a trophy for being the high point amateur and Dick Guglielmana took home the top novice trophy. O'Brien and Litch were BSA mounted for the season with Guglielmana aboard a Harley-Davidson.

O'Brien had to hold off the late season challenge by Al Gunter who was the big winner the last half of the season. Litch was also extended by Schultz who moved up late in the year. Clyde opened the season by winning ten straight heat races and eleven straight amateur mains before he went down to defeat. This string played a big part in placing the high point title. Guglielmana was not pressed too closely for top novice. His winning point total was by far the largest of the three divisions.

To give you a brief summary of the California half mile season it is the general opinion that we had the finest group of amateurs that we have ever had. That is we had more amateur riders who are

ready to move up and ride with the established experts than we have ever had since WW II.

Litch, Schultz and Mert Lawwill were by far the outstanding amateurs in the West this year and will be welcome additions to the expert class in '63.

The same can be said for the novice riders. Again we had a group instead of one or two who can really be classed as good racing material in the coming seasons. Guglielmana, Brad Harp, Guy Louis, Bob Bruce and Jim McMurren turned in some fine races this year and all are more than ready to move up.

The season in general was another good one. The weather from start to finish was not as warm as it has been in former years, but it did not keep the racing from getting better. Gunter and O'Brien carried the expert load most of the way with welcome visits from George Roeder to spice things up on more than one occasion. We probably had more out-of-state riders visit Ascot this year than at any other time and we certainly hope that all will be back next year, plus the many more that have yet to give California racing a first try.

## TT RACING

On the Friday following the last half-mile, a night TT was run. This was the first TT event after the Ascot national. Clark White got his revenge for his untimely breakdown in the national by coming back and turning the field inside out in record breaking time. He also won the heat and the trophy dash for good measure.

The amateurs ran with the experts and Clyde Litch, fresh from his amateur win during the national beat two former national TT champions in the heat race and did it in record breaking time. His record is still standing for the four-lap distance and it may be some time before anybody goes faster. In the final he worked his way up to fifth place early in the race and was trying to get by Dick Dorresteyn when he went out with engine troubles.

Our ace novice, Eddie Mulder again won the heat and the "B" final to run his win streak to 18 straight without a loss. His total season output found him only losing one heat race and two main events. This feat covered all of the Ascot TT's plus two at Lancaster. His only misfire was when Bob Bailey won another novice heat, breaking Eddie's track record. Other than that Mulder holds them all for the novice class. At one time during the season he also held the expert dash mark.

## CALIFORNIA STATE TT CHAMPIONSHIP

The final race of the '62 season was held on Sunday, December 2nd. This was the yearly running of the state championship

and again the stands were full with ideal weather conditions prevailing.

Skip Van Leeuwen and Clark White established themselves as the early favorites by taking the two expert heat race wins with Van Leeuwen's time the best of the two.

In the trophy dash it was Van Leeuwen over White with novice's Bob Bailey and Paul Bostrom running three, four. These four represented the four fastest heat race winners, including the two amateur heats, and two other novice heat events.

The 20-lap championship opened with Van Leeuwen off to an early and sizeable lead with White running a closing second and Dorresteyn a distant third. White spilled on the fourth lap and it looked like Van Leeuwen was on his way until he dumped on the 13th round. Dorresteyn took over at this point with Skip getting back up in time to run second. Lap 15 found Van Leeuwen's engine exploding all over the race track, leaving Dorresteyn no competition whatsoever.

A three-way battle most of the way took place between O'Brien, Jack Simmons and Dick Hammer. The three were tied together or changing places on every lap. O'Brien finally broke loose to finish second with Simmons third and Hammer fourth. Sid Payne made a late bid and took fifth. White, after spilling on the fourth lap, got back up in 14th position and had moved all the way to sixth when time ran out.

The amateur final found five different riders holding the lead at one time or another. Litch appeared to have the win until he fell off with less than two laps to go. Bakersfield's Dave Palmer finally got by Santa Ana's Dallas Baker to take the title. Palmer rode Triumph, Baker and Litch were BSA mounted.

Bob Bailey was an easy winner in the novice chase with Paul Bostrom in second. Both were Triumph mounted. Eddie Mulder passed up the event to ride in the state championship scrambles, which he won.

## FINAL STANDINGS:

Dorresteyn replaced Hammer as the high point expert rider for the season with O'Brien second, Hammer third, Clark White fourth and Van Leeuwen, fifth.

High point amateur went to Harlan Bast who finished third in the final race. Litch ranked second. Mulder was by far the high point novice with Bailey second and Bostrom fourth behind Guy Louis who came up with engine trouble in the heat race the last day and did not ride in the final. Louis, by the way, was the only rider to beat Mulder at Ascot this season—two times in the main events.

## LOOKING TO 1963

The first TT race of the '63 season will be held on Sunday afternoon, February

3rd. The third annual Jimmy Phillips Memorial 100-lap race will be run on the first Sunday afternoon in March. The 100-lapper is open to all novice, amateur and expert riders. All riders time trial for the event and the 33 fastest make the lineup—regardless of classification. We hope to see many out-of-state riders on hand for the Phillips Memorial, you have a standing invitation. No advanced entry is necessary for any Ascot race in '63 except the two national events.

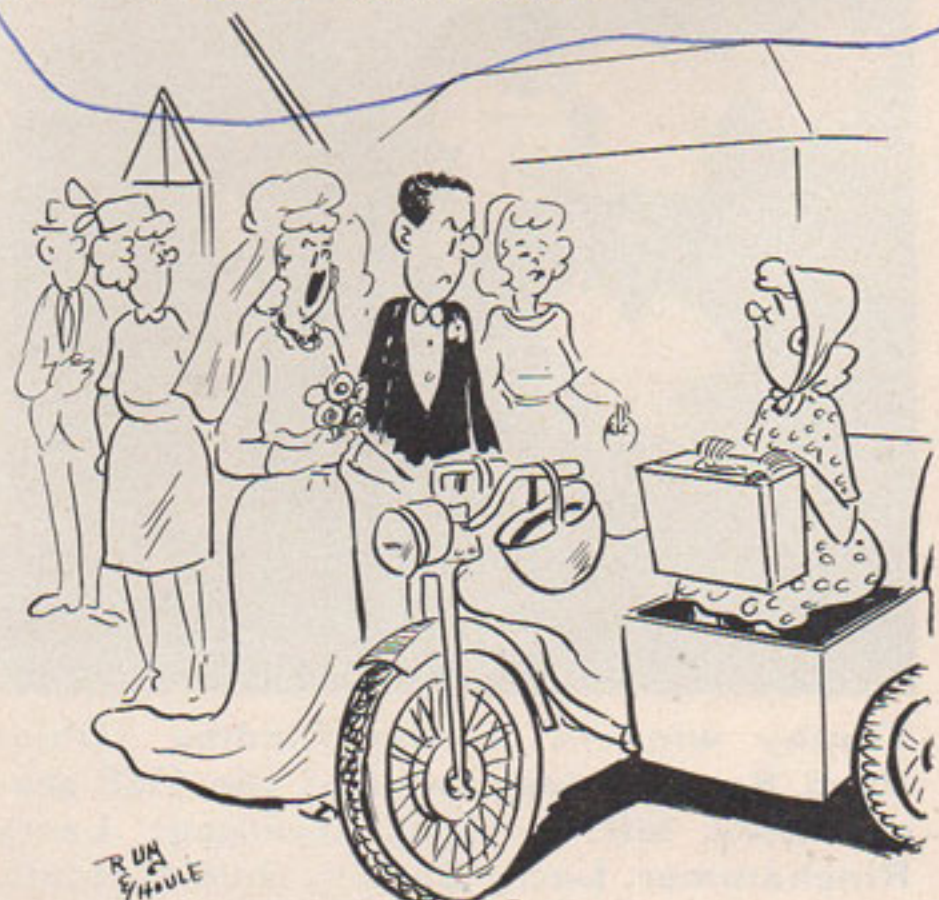
**BEHIND THE SCENES**

Chicago's Art Barda, national #96, is now calling California home. Art arrived here in time to ride the last half-mile race of the season and then took in his first TT at the state championship. Art is at present a cycle mechanic in Bakersfield and is a welcome addition to the ranks. He says he is still going to make all of the Eastern nationals next season, but is here to stay as far as making a home.

Bruce Holland moved down to Los Angeles from Boise, Idaho, a couple of months ago and rode his first race in the final TT. He really surprised everybody by taking a third in the heat, second in the semi, and fourth in the novice final. He is now rooming with Mert Lawwill who made the move from Boise a year ago. Like Mert, Bruce will move to amateur next season with no oval experience, but he is willing to try. Mert did the same thing last year and ended the season as the third ranked amateur half-miler and fifth in the national amateur half-mile standings.

There may be some broken hearts in the East with this bit of news but "Digger" Helm went and got himself married the end of November. He says he is planning on leaving for the East next May and staying for the entire short track season at Santa Fe Park in Chicago. The lightweight bug has really bitten him and he is also a "New" man on the TT tracks lately.

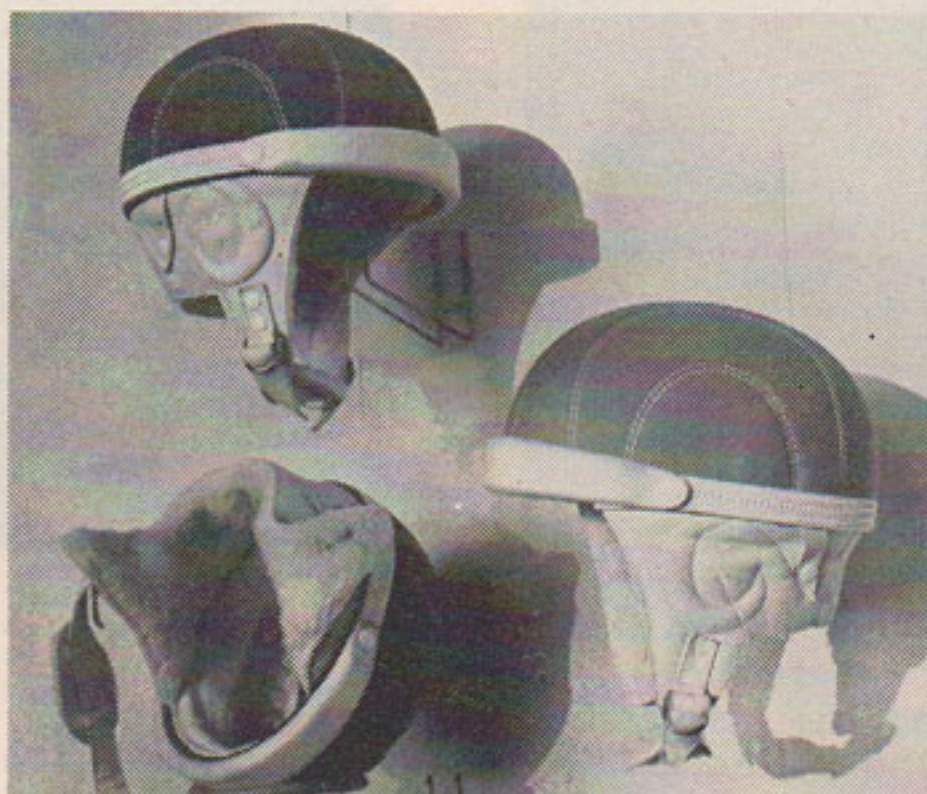
Joe Leonard has left the two wheel ranks and has gone over to stock cars. He will be racing a '63 Chevrolet next year . . . . . Until next month.



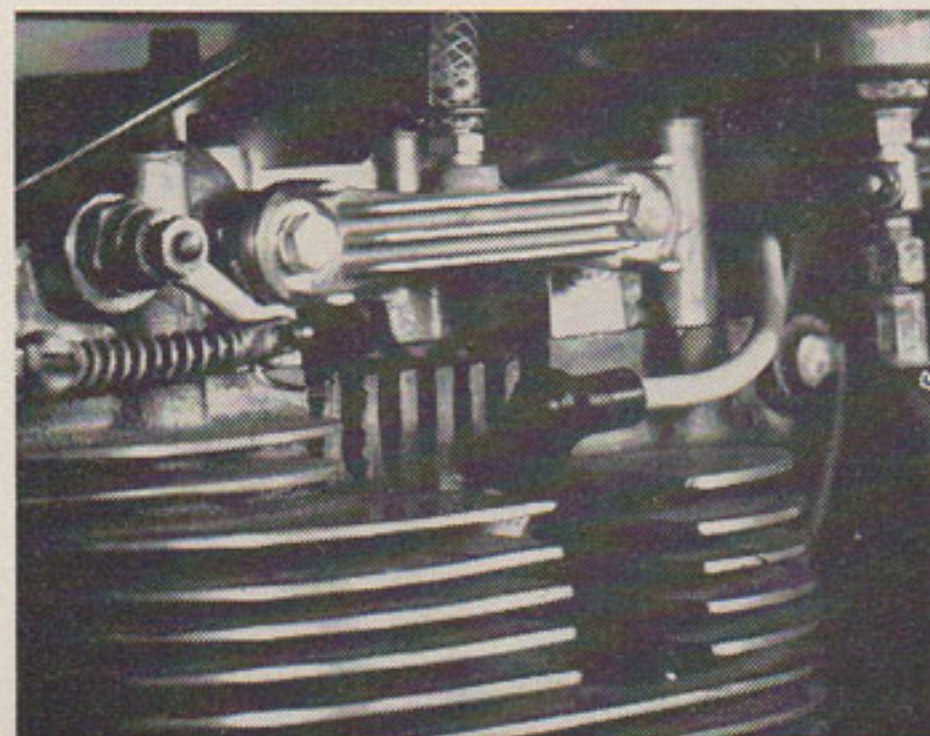
"Mother! You promised!"

# Trade Notes

Cosmopolitan Motors, 5521 Wayne Ave., Philadelphia, Pa., has available the new AGV arctic helmet, designed especially for winter riding. This helmet features a heavy fiberglass shell for maximum safety; a thick foam rubber insulated lastex outer cover; a fleece inner liner, trimmed with



satin and kidskin, for warmth; an extra-soft kidskin leather harness; snap loops for goggles; and a fleece lined chin pad. The colors are coral red and brilliant blue.



A new Webco, Inc. line is this oil manifold for the BSA Gold Star. This unit replaces the standard oil line assembly on the rocker cover and is easily installed. It is made from durable aluminum alloy and has a bright polished finish. It is available through all motorcycle dealers.

# A DVANCING

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

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Dealer Ray Goodrick looks down on the Taconic Trail as it winds its way over the Berkshire Mts. of western Massachusetts. The Maple Leaf enduro goes along the ridge from the left and when it meets the highway at the ski area there will be a 30 minute rest for weary riders.

Boyd Reynolds photos.



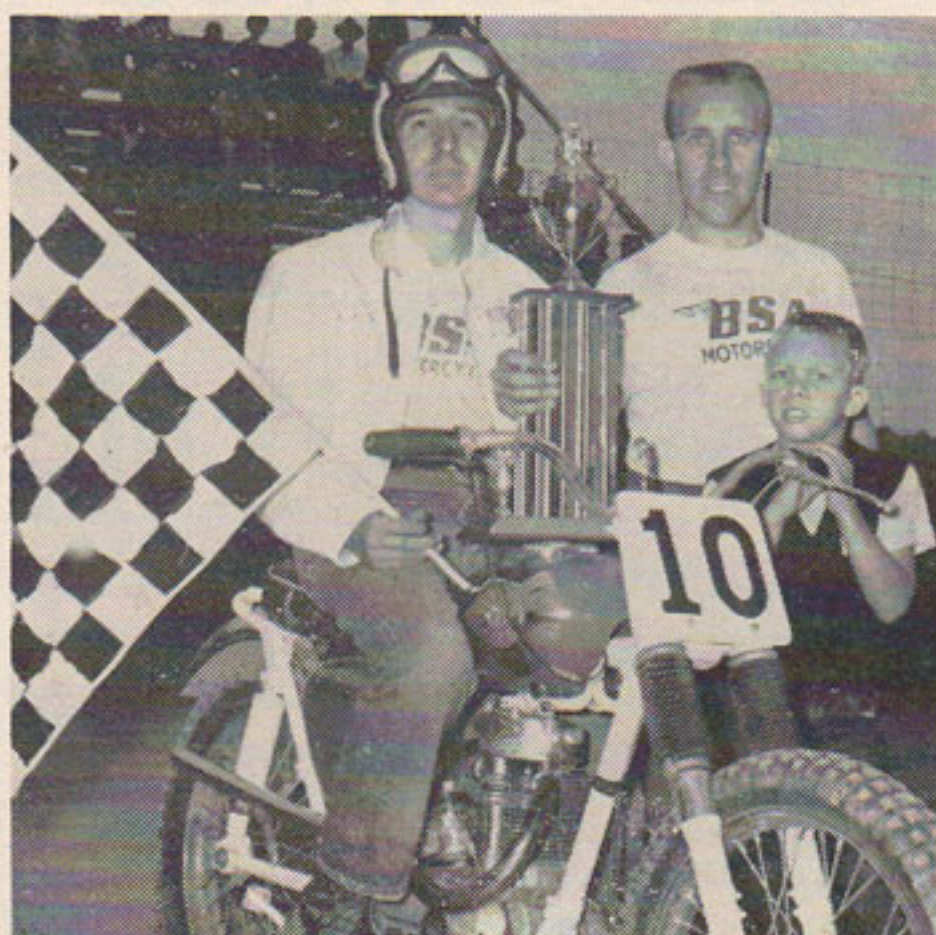
Fred Moore easing his way over the Hoosick River.



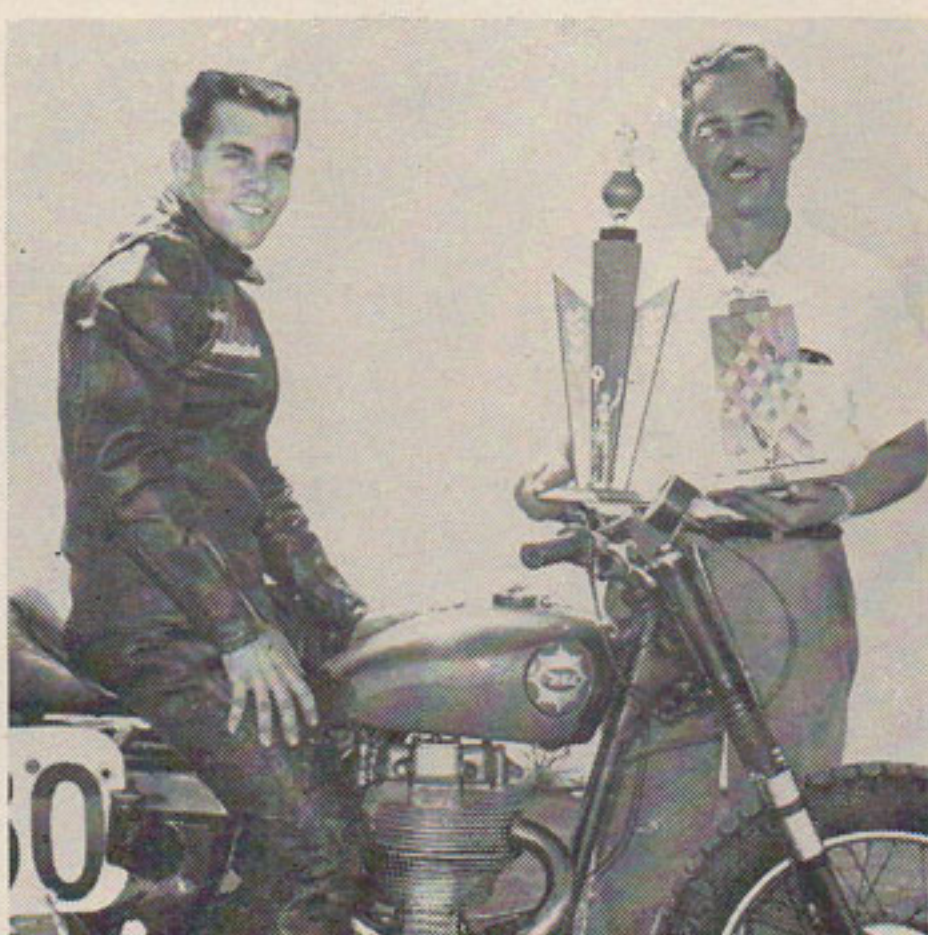
Ted Briggs and Tinker Foster prepare to get underway as the first two riders in the Tri-State Maple Leaf enduro.



Ken O'Berg sales manager of Vic Panetti's new motorcycle store in Milwaukee, Wis., takes possession of new Parilla 250cc Wildcat Scrambler from Parilla representative Larry Wise. Panetti's new store has one of the most modern and well equipped shops in the Midwest.



Kenneth Thomas, Cadiz, Ky., displays checkered flag and trophy for winning mediumweight class in the Kentucky state championship scrambles during September.



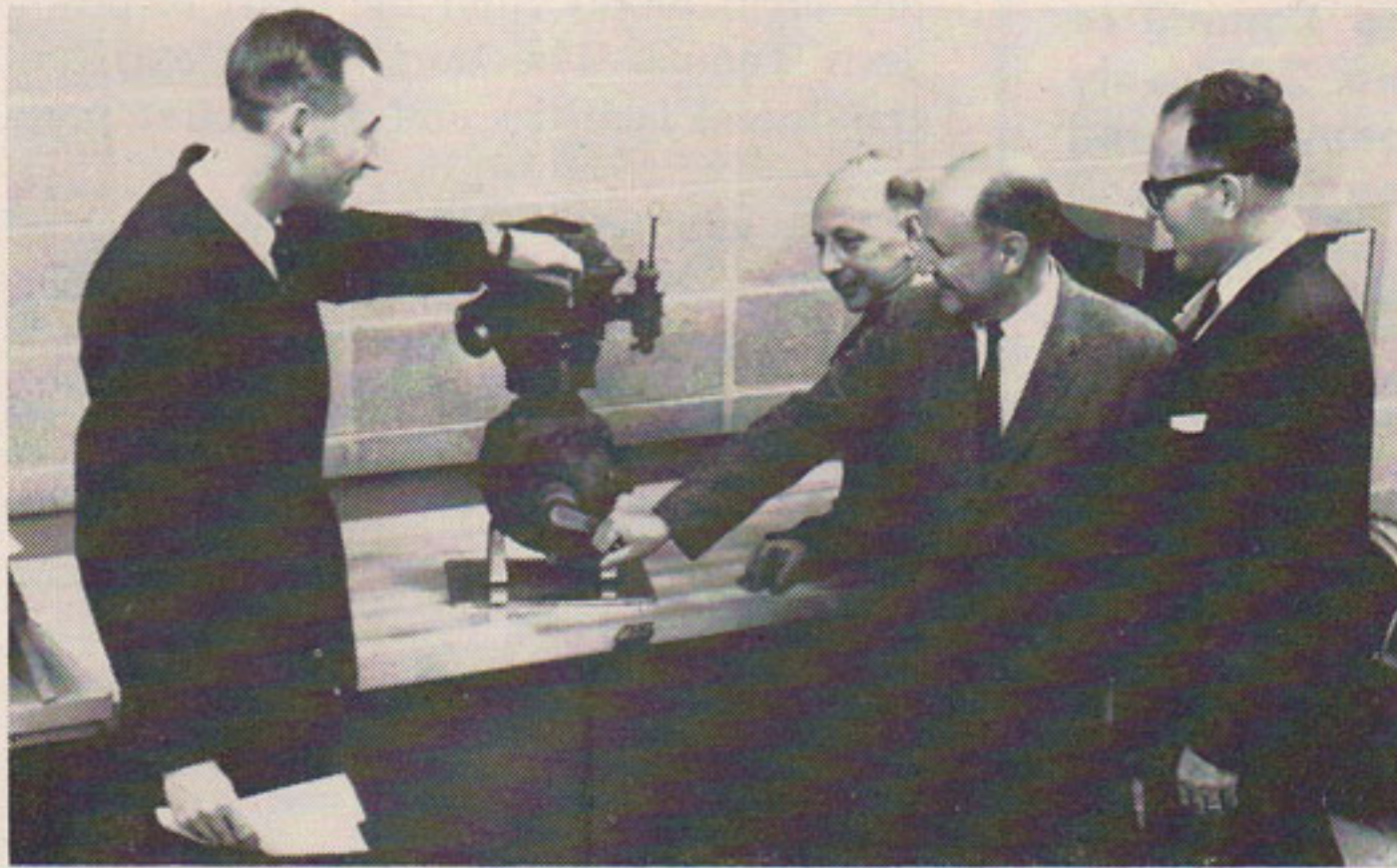
Dennis Haven, Ft. Lauderdale, Fla., won the 500 class in the Florida state championship road race. Dennis, a former racer, has come out of temporary retirement to participate in southern racing.



Trophy winners in the Findlay (Ohio) Road Runners last event of the 1962 season were, left to right, standing: Larry Rinehammer, Larry Corbin, Dale Fundum, Robert Knaul, and Jack Middaugh; front, Robert Woods and James McCabe.

# Views

## in the NEWS



A novel way of promoting good will and interest in motorcycling was the presenting of this single cylinder cut-away motorcycle engine to the Engineering School of the Westchester Community College, Valhalla, N.Y., by Butler & Smith, Inc., New York. Mr. Richard L. Kahn, sales manager, (second from right) is shown making the presentation to members of the college staff. It is felt that many manufacturers, distributors, and dealers who have cut-away engines and similar items, might turn them over to schools or colleges to create good publicity for motorcycling. The interest among students could be greatly enhanced by such donations of materials which, in many cases, are just gathering dust on shelves and in storage rooms.



The first of three classes which will attend the Harley-Davidson Service School this winter completed the two-week course December 8. Members of the class were left to right: (first row) Harry J. Wilkens, Barre, Vt., Vincent C. Gipson, Santa Maria, Calif.; William E. Piers, Worcester, Mass.; Burt O. Cummings, Westminister, Mass. and Gene Stanley, Hampton, S.C. Second row: Amrie O. Crawford, Dallas, Texas; Harley S. Heinkel, Springfield, Mo.; Gerald S. Wetak, Green Bay, Wisc.; Joseph Maruski, Jr., Burlington, N.J. and Ronald L. Ives, Willimantic, Conn. Third row: Charles Whitaker, Hamilton, Ohio; Raymond J. Lindsley, South Bend, Ind.; Wayne L. Wright, Rolla, Mo.; Malcom L. Pate, Chattanooga, Tenn. and Ralph R. Farmer, Chicago, Ill. Fourth row: William J. Jasper, Centralia, Ill.; James W. Mislivecek, Madison, Wisc.; C. Walter Parker, Tallahassee, Fla.; Henry M. Tibbitts, Rome, N.Y. and James G. Snell, Muskegon, Mich. Fifth row: William A. Nadler, Aurora, Ill.; Gene G. Keister, Cresaptown, Md.; Raymond A. Decker, Appleton, Wisc. and Paul V. Valovic, Gloversville, N.Y. Standing in the rear, left to right, are Joseph Ryan, Harley-Davidson's service manager and instructors Albert Henrich, Sidney Soiney, John Nowak, Robert Jameson and Richard C. Marshall.



East Coast Jawa dealers received three days of instruction during the recent service school sponsored by Javco Motorcycle Corp., November 15-16-17, in the new sales and service headquarters which has several thousand square feet of space devoted exclusively to parts and service. Sessions included factory-approved methods for servicing, maintaining and adjusting Jawa electrical systems and gear boxes as well as other phases of tuning and repair. The dealers were entertained by a showing of the 1961 International Six Days Trials movie in which Jawa riders received a total of 24 Gold Medals. U. S. distributors for Jawa are Javco Motorcycle Corp., 555 Graham Ave., Brooklyn 22, N. Y., and Cycle Imports, Inc., 1323 S. LaBrea Ave., Los Angeles 19, Calif. Inquiries about a possible dealer franchise may be directed to the nearest Jawa distributor.



BSA Incorporated, eastern U.S.A. distributors of BSA and Ariel motorcycles, held their Service School Jan. 7-10. Over 150 dealers and mechanics attended this annual four-day event, during which the latest techniques in service were covered and dealer's sales meetings were held. Introduced during this school was the Tina 100cc scooter and the new BSA Starfire Scrambler models and there was a briefing on other new BSA models. Visitors included Edward Turner, managing director of the BSA Automotive Group, Wm. Rawson, BSA world sales manager, and other members of the motorcycle trade. T. A. Hodgdon, president of BSA Incorporated conducted the dealer sales meeting. Service instruction was under the direction of Walt Brown, BSA service manager, with instruction given by Herbert Neas, BSA shop foreman. At the annual banquet award plaques were presented to winning dealers and it was also indicated BSA looks forward to a record-breaking sales season!

# FLASH

Massachusetts House Bill No. 2454 banning motorcycles from Massachusetts highways is withdrawn.

On Monday afternoon January 21 the AMA was alerted to an attempt to ban motorcycles from Massachusetts highways. The AMA immediately contacted representative motorcycle manufacturers and distributors and requested them to send protests to the Committee on Highways and Motor Vehicles hearing on the bill, scheduled for 10:30 a.m., Tuesday, January 22nd. The AMA representative present for the hearing reports— "After receiving testimony on various motorcycle bills, the Committee on Highways and Motor Vehicles finally reached House Bill No. 2454 only to have the bill's sponsor rise and withdraw it. He (the sponsor) stated that he had filed the bill following a close call on the highway occasioned by a reckless motorcycle rider. However, after listening to the testimony on the other bills, he decided that any attempt to harm responsible sport lovers and dealers would be misguided.

This is another example of how just one irresponsible motorcycle rider can cause action for discriminatory legislation against the entire sport.

Massachusetts House Bill No. 2454, "prohibited the use of motorcycles, motor scooters and motor driven bicycles on the ways of the Commonwealth except by persons employed by a governmental unit."

# Florida Racing Notes

## Daytona - Tampa

An extension of fun in the sun for Daytona racing fans is offered this year by the six-star half-mile flat track races to be held in Tampa, Florida, April 7, just a week after the Daytona Classic.

The Tampa races are to be held on the Florida State Fair half-mile dirt track, just eight blocks from the heart of downtown Tampa. The track boasts excellent grandstand facilities and ample free parking.

This will be among the first races of the 1963 season to come under the new AMA ruling whereby novice class riders will compete on 250cc equipment; and if you haven't seen these babies go, you're in for a real treat.

Race program is under the co-chairmanship of Oscar "Jack Pine" Lenz and is being sponsored by Egypt Temple Shrine's Uniformed Units of Tampa. The Shrine is leaving no stone unturned to provide an excellent show for you, with lots of extras.

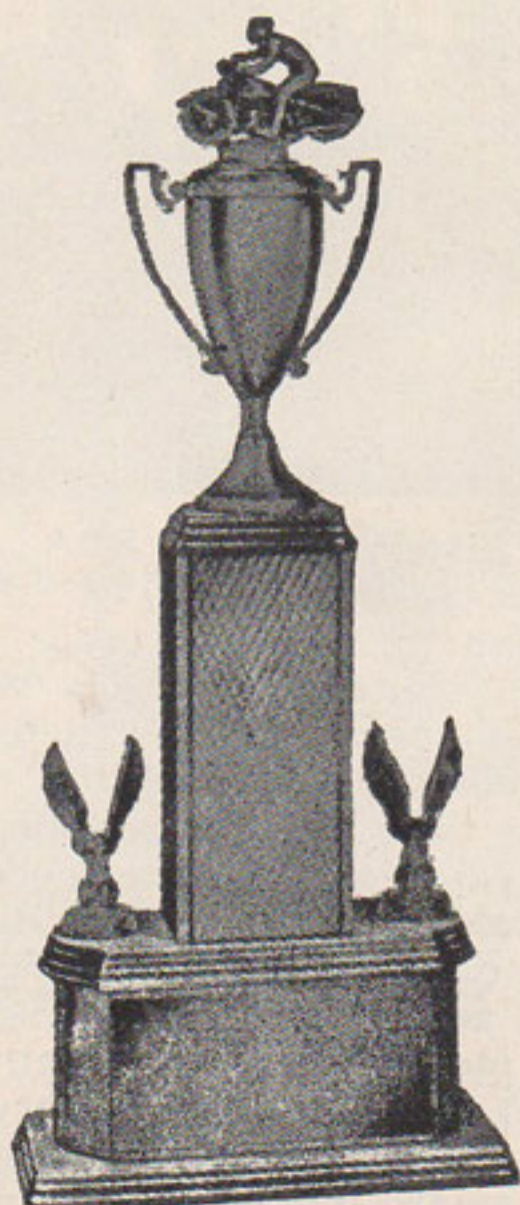
Make your plans now to extend your Florida vacation a week and hop down to Tampa after the Daytona races and see the "Hot-Shoe" boys perform on a fast half-mile. If you require motel or hotel reservations, the Shrine has made arrangements; just write: J. W. Argo, Jr., P. O. Box 4708, Tampa, Florida, and let him know your requirements. For entries and other race information, write: Oscar Lenz, P.O. Box 4708, Tampa, Florida. See you in Daytona and Tampa!

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Edwin (Mil) Green Jr., a student at the College of Idaho majoring in business administration, is a professional motorcyclist and racing has put him through his first two years of college. Mil contends that most people have the wrong impression of the motorcycle world. It is the safest motorized sport there is and for him it is a source of great mental and physical relaxation. His goal is entering the expert class and is now contemplating taking a year off at the end of his junior year and touring the U. S. and Europe, taking part in the national races.

The Black Aces MC of Benton Harbor, Michigan, has donated a wheelchair to 11-year-old Bobby Ziemke, a muscular dystrophy patient, with the money collected

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 1116A, Chicago 3, Ill.

by the club at a motorcycle race last September. Bobby wears leg braces and does little walking, but the chair enables him to attend school.

The 27-member club has been active in dystrophy campaign work since 1955, conducting house-to-house drives in Coloma and Buchanan to raise funds to fight the disease.

Northwest Ohio Motorcycle Association, a group of 15 to 17 clubs, held its annual banquet at Moose Hall in Kenton, Ohio, with 160 members present.

After a fine dinner served by the ladies of the Moose, George Streets, outgoing president, awarded the trophies. The ladies to receive trophies were: Mary Rose, Alice Teats and Mildred Rose, of Findlay, and Clara Borer and Dot Smith of Toledo. The men's division went to Larry Corbin, Larry Rinehammer, Alva Rose, Jr., and Thurman Teats all from Findlay, and Jim Burrier of Fostoria, and Harry Smith of Toledo.

The Northwest Ohio group held 35 events last year and say that 1963 will be even greater.

What do competition riders do in the off season to keep in shape? They race, or at least some do as a report on a recent ice race held by the Falcons MC at Lapeer, Mich., showed. A few of the experts listed among the 81 entries were Ron Williams, George Salo, Dave Ludwig, Jerry Ashcroft, Ed Warren, Bernard Williams, Norm Coon, Ishmael Fugate and Bart Markel. Markel, who got used to being in front this past summer, won the lightweight solo class while Jerry Ashcroft took the honors in the heavyweight solo class. This is not exclusive to Michigan as comp riders' names, from many parts of the country, appear on reports of these winter events.

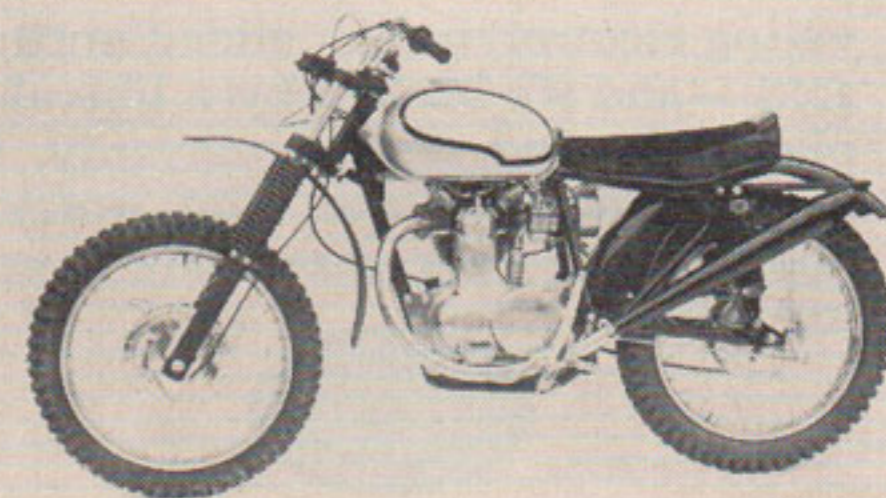


Members of Harry's Roamers MC enjoyed a smorgasbord dinner at their annual party held in December. After awarding the door prizes, the outgoing and new officers were honored. The club retained three of the officers from last year, Al Mengel, treasurer, Arlie Scott, referee and Thelma Fisher, secretary, and the new officers are John Koperski, president, Butch Downing, vice-president and Dennis McKay, sargeant-at-arms. Shown from left are: Mengel, McKay, Scott, Fisher, Downing and Shields.

# Here are the two PARILLA SIZZLERS

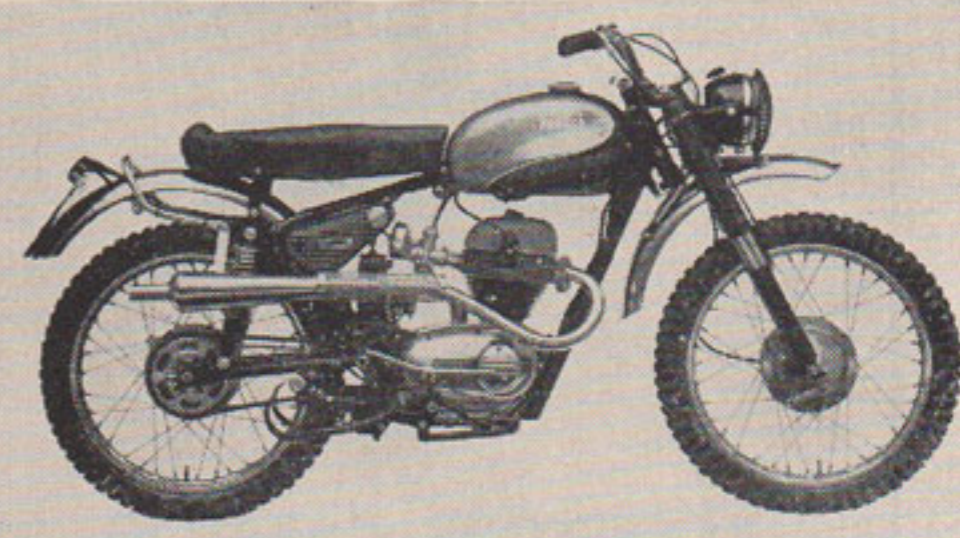
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all LIGHTWEIGHT  
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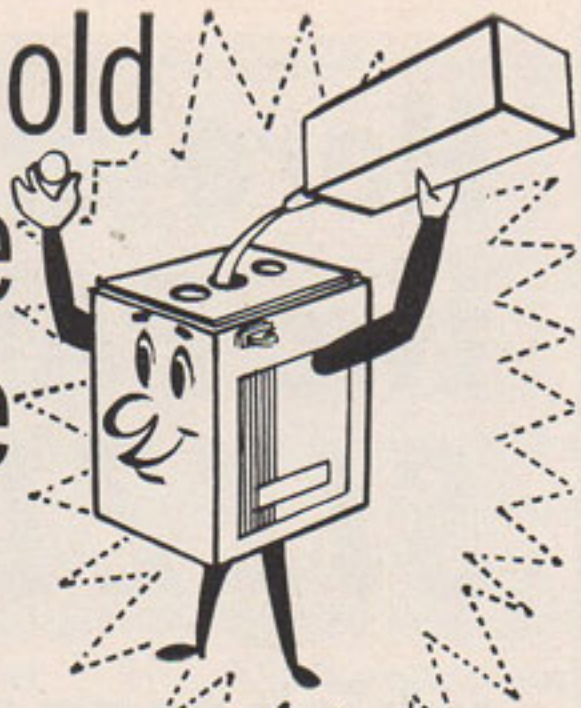
Most potent of all smaller competition machines. Winner of 6-Day Trials. "Works Job Replica" OHV 4 speed, 12 HP, Special Needle bearing lower end, ruggedly engineered for scrambling. Tachometer and sprocket set extra.

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# 1962 AMA Competition Riders Standings

THESE STANDINGS AND POINTS DO NOT CONSTITUTE A NATIONAL CHAMPION. A national champion can only be determined in a national championship event.

The list shows the top fifteen riders in each classification, the total number of meets in which each participated and their first, second, third, and fourth finishes. Included equally are heats, semis and finals but no consolation races.

### EXPERTS—FLAT TRACK

Number	Rider	City-State	Mts.	1st	2nd	3rd	4th	Pts.
3	Albert Gunter,	Alhambra, Calif.	32	42	22	8	1	293
24	Jack O'Brien,	Santa Monica, Calif.	29	40	25	8	1	292
94	George Roeder,	Monroeville, Ohio	34	37	19	4	5	255
4	Bart Markel,	Flint, Mich.	32	38	14	3	0	238
50	Tony Murguia,	Key West, Fla.	30	29	14	11	2	211
8	Stuart Morley,	Los Angeles, Calif.	30	20	18	19	11	203
7	Sammy Tanner,	Bellflower, Calif.	31	23	15	20	1	201
52	Ronnie Rall,	Mansfield, Ohio	32	20	17	19	8	197
10	Neil Keen,	Pasadena, Calif.	32	18	15	22	11	190
45	Darrell Dovel,	Beaumont, Texas	31	16	9	16	11	150
1	Carroll Resweber,	Cedarburg, Wis.	18	28	2	1	0	148
16	Richard Hammer,	Lakewood, Calif.	25	14	19	6	8	147
63	Gary Nixon,	Riverdale, Md.	23	13	12	12	6	131
15	Bates Molyneaux,	Detroit, Mich.	21	8	16	4	9	105
51	Babe DeMay,	Moline, Ill.	20	11	10	4	5	98

### AMATEUR—FLAT TRACK

99 F	David Estep,	Columbus, Ohio	34	52	9	2	4	295
94 R	Clyde Litch,	Baldwin Pk., Calif.	28	36	10	7	6	230
93 E	Jerry Ashcroft,	Detroit, Mich.	25	28	12	3	0	182
20 X	Elliott Schultz,	South Gate, Calif.	20	17	10	7	8	137
84 R	Merton Lawwill,	High Grove, Calif.	21	15	11	8	8	132
29 X	Homer Stapps,	S. San Gabriel, Calif.	24	6	13	16	8	109
47 K	Duane Shadley,	Des Moines, Iowa	15	14	7	4	2	101
63 D	Thad Coleman,	Lebanon, Ohio	23	6	11	13	7	96
45 G	Larry Martin,	Kenosha, Wis.	13	11	9	3	0	88
42 S	Dan Ruggles,	Peoria, Ill.	16	10	6	6	3	83
94 X	Jeffrey Sperry,	Bakersfield, Calif.	15	6	7	6	13	76
68 A	James Varnes,	Cochranville, Pa.	13	7	7	7	2	72
45 N	Pat Barnhill,	Stillwater, Okla.	9	10	4	4	1	71
45 X	Luther Chandler,	Lynwood, Calif.	19	4	7	9	7	66
22 N	Charles Kelln,	Borger, Texas	10	5	8	6	1	62

### NOVICE—FLAT TRACK

* 204 R	Richard Guglielmana,	Garden Grove, Calif.	27	40	6	2	2	224
82 F	Mike Perkins,	Toledo, Ohio	20	28	8	2	2	170
* 259 R	Brad Harp,	Bellflower, Calif.	29	17	15	11	8	160
58 F	Don Kiger,	Lancaster, Ohio	19	21	8	2	4	137
55 M	Roy Scott,	Hutchinson, Kans.	18	11	10	8	6	107
108 R	James McMurren,	Nestor, Calif.	15	13	10	5	2	107
30 S	Bill Jasper,	Centralia, Ill.	14	18	2	1	1	99
* 215 R	Guy Louis,	Bellflower, Calif.	17	10	12	4	3	97
54 P	Edward Oros,	Granite, Ill.	13	13	6	1	3	88
* 248 R	Robert Bruce,	Hollydale, Calif.	17	7	12	3	7	84
71 F	Ted Heil,	Dayton, Ohio	12	7	8	6	2	73
60 K	George Holter,	Kansas City, Mo.	11	8	5	5	2	67
41 M	Michael Sherman,	Tulsa, Okla.	10	8	3	4	2	59
159 R	Dave Beck,	W. Covina, Calif.	19	2	7	9	9	58
* 97 F	George McIncrow,	Toledo, Ohio	10	5	7	3	1	53
77 Y	Ronald Miller,	Orcutt, Calif.	7	5	6	4	0	51

### SHORT TRACK

1	Carroll Resweber,	Cedarburg, Wis.	15	47	1	2	0	242
80 C	Tommy Morris,	Jacksonville, Fla.	12	29	7	5	1	177
63	Gary Nixon,	Riverdale, Md.	14	17	15	8	2	148
96	George Barda,	Chicago, Ill.	21	14	6	12	12	124
94	George Roeder,	Monroeville, Ohio	12	17	8	3	4	119
39	Duane Buchanan,	Pekin, Ill.	18	6	12	11	12	100
45	Darrell Dovel,	Beaumont, Texas	11	10	9	8	5	98
41	Pat McHenry,	Harvey, Ill.	14	4	19	6	3	92
45 C	John Hamby,	Greensboro, N.C.	9	9	11	5	3	91
44 S	Chuck Landers,	S. Holland, Ill.	15	6	9	13	8	91
117 P	James Collins,	Arlington Hts., Ill.	17	7	9	7	12	88
37 Y	Marshall Helm,	Bakersfield, Calif.	11	7	9	10	4	86
51	Babe DeMay,	Moline, Ill.	12	9	7	8	2	84
96 P	George Runge,	St. Charles, Ill.	8	7	13	4	2	84
64	Dick Mann,	El Sobrante, Calif.	6	13	2	1	2	75
70 L	Drue Pate,	Chattanooga, Tenn.	10	3	11	10	3	71
88	Edward Clifford,	Milwaukee, Wis.	9	7	8	4	1	68

EXPERTS—T.T. AND ROAD RACES

77	Clark White, McFarland, Calif.	46	66	30	14	9	457
76	Dick Dorresteyn, San Pablo, Calif.	42	73	20	10	3	448
52 R	Sid Payne, Bakersfield, Calif.	29	23	18	14	7	204
23	Dave Bostrom, Daly City, Calif.	38	16	18	21	25	201
59 X	Jack Simmons, Artesia, Calif.	23	26	20	3	4	200
62	Dick Taylor, Kirkland, Wash.	19	36	3	1	2	193
59	Gordon Van Leeuwen, Bellflower, Calif.	20	21	14	5	6	163
84	Larry Williamson, Peoria, Ill.	18	19	14	4	4	149
25	Jimmy Plain, El Sobrante, Calif.	21	13	16	15	4	147
16 Q	James Flatter, Portland, Ore.	16	22	8	3	0	140
98	Joe Leonard, San Jose, Calif.	16	16	10	9	5	133
39	Duane Buchanan, N. Pekin, Ill.	11	22	3	2	1	124
22 W	Hubbard Day, McMinnville, Ore.	19	7	13	10	8	102
61 Y	Wayne Sumner, Fresno, Calif.	15	9	12	8	2	99
61 S	James Corpe, Washington, Ill.	11	11	9	5	1	93

AMATEURS—T.T. AND ROAD RACES

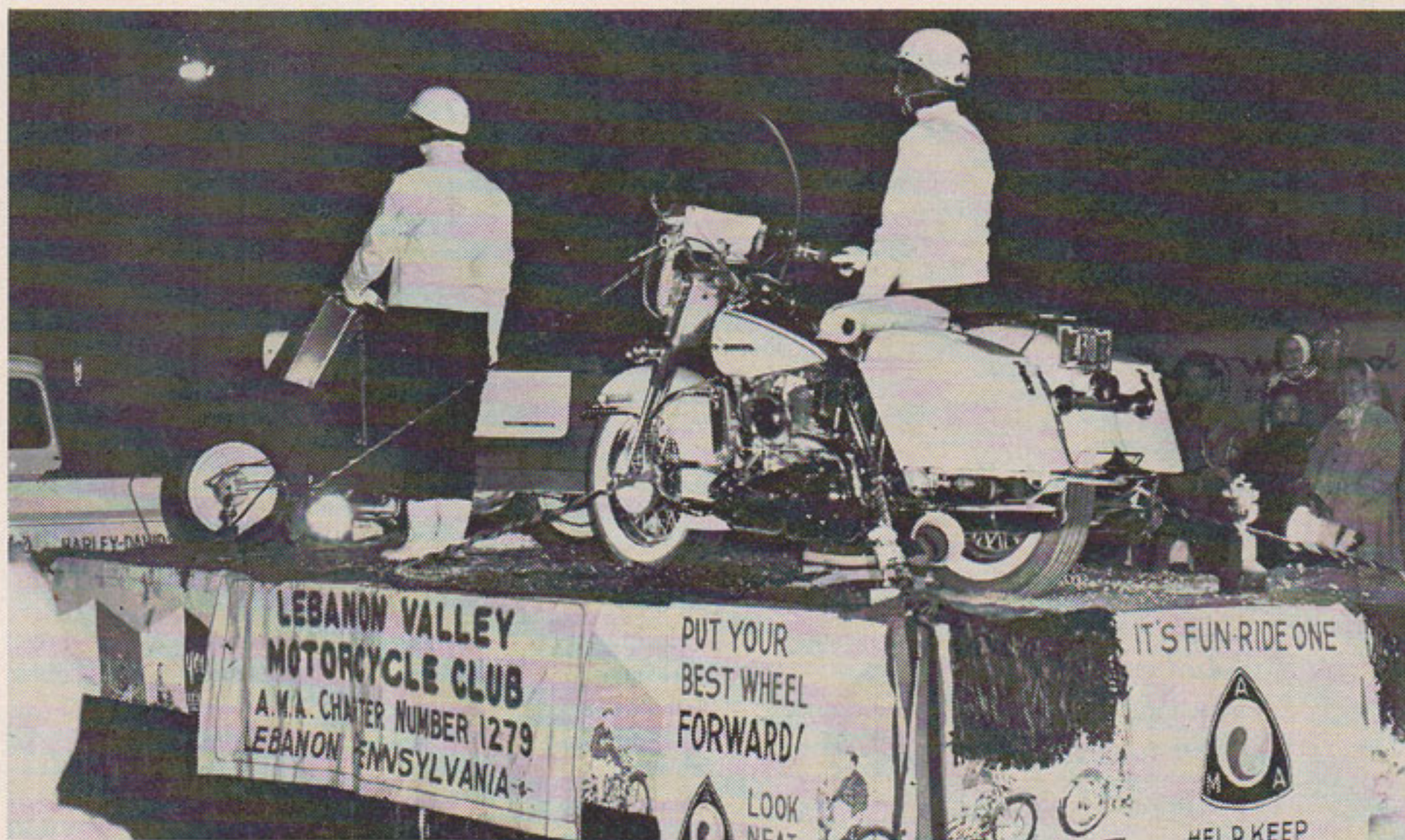
49 W	Sonny Burres, Portland, Ore.	27	28	15	9	5	208
31 W	John Farlow, Portland, Ore.	22	28	19	5	1	208
95 X	Cecil Hollenbeck, San Diego, Calif.	19	27	8	6	3	174
53 Z	Tommy Clark, San Carlos, Calif.	29	14	14	20	7	159
58 W	Pleaidis Nichols, Centralia, Wash.	22	23	7	7	4	154
46 P	Joe Evans, Bloomington, Ill.	16	8	16	10	1	109
66 Y	Larry Ortner, Pacifica, Calif.	23	10	6	15	9	107
63 X	Dave Palmer, Bakersfield, Calif.	17	11	10	7	5	104
46 W	Richard Sadler, Toutle, Wash.	12	12	8	2	0	88
94 X	Jeffrey Sperry, Bakersfield, Calif.	18	6	8	9	7	79
55 W	Edward Johnson, Centralia, Wash.	15	7	8	9	2	79
84 W	Richard Hackett, Kirkland, Wash.	11	7	9	5	1	73
77 W	Louis Reilly, Kirkland, Wash.	10	7	5	7	3	67
38 Y	Joseph Plain, El Sobrante, Calif.	15	3	7	10	8	64
45 W	Glen Adams, Montlake Terr., Wash.	8	6	9	1	3	62
94 R	Clyde Litch, Baldwin Pk., Calif.	10	8	3	4	2	59
39 P	William Taylor, E. St. Louis, Ill.	7	7	5	1	0	52

NOVICE—T.T. AND ROAD RACES

* 105 Y	Paul Bostrom, Daly City, Calif.	42	64	30	14	5	443
120 R	Bob Bailey, Torrance, Calif.	50	51	38	28	8	433
111 R	Eddie Mulder, Burbank, Calif.	30	41	21	12	6	298
* 107 Y	Joe Cordoza, Niles, Calif.	34	38	15	12	3	262
* 286 R	Calvin Rayborn, El Cajon, Calif.	17	25	18	15	3	212
* 58 Q	Clinton Hodson, Portland, Ore.	26	17	15	14	11	169
* 91 Q	Ralph Wick, Portland, Ore.	22	22	12	8	5	167
* 119 Y	Bob Jacobs, San Jose, Calif.	23	18	14	12	8	164
* 102 Y	Richard Scaroigli, Niles, Calif.	26	14	15	15	10	155
* 305 R	Tom Newgent, La Mesa, Calif.	17	15	16	10	4	147
* 88 Q	Rod Leonard, Portland, Ore.	20	15	14	7	3	134
* 149 Y	Charles Yore, Marysville, Calif.	21	15	8	11	9	130
* 261 R	Travis Petton, Poway, Calif.	19	11	14	10	8	125
82 W	Ted Yocum, Pe Ell, Wash.	21	11	12	14	5	124
* 118 Y	Lawrence Laine, San Francisco, Calif.	21	12	12	11	5	123

\* Probationary Novices  
5 points for a 1st place  
3 points for a 2nd place

2 points for a 3rd place  
1 point for a 4th place



The Lebanon Valley MC, of Lebanon, Pa., entered this float in all the Halloween parades in their vicinity during the past season. The float was accompanied by riders on their cycles from the club. The float was made up entirely by the club members and won a total of \$45.00 in prizes.

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Cahokia Roadrunners MC, Cahokia, Ill.  
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 Secy: Martha J. Hardesty  
 Ref: Roger Watkins

Seneca Riders of Indiana MC, Indiana, Penna.  
 Pres: Thomas A. Fello  
 Secy: George E. Davis  
 Ref: Charles R. McAdoo

Coachella Valley MC, Desert Hot Springs, Calif.  
 Pres: Robert Maddocks  
 Secy: Jim Harrington  
 Ref: Lee Muhleck

Spartan Dustee's MC, Pauline, S.C.  
 Pres: Lester West  
 Secy: Glenn Johns  
 Ref: Charles R. Walker  
 (Reorganized)

Goldenspurs MC, Lincoln, Nebr.  
 Pres: Robert B. Armstrong  
 Secy: Veldora Gavins  
 Ref: Bill McLaren

Red Bluff MC, Red Bluff, Calif.  
 Pres: Kenneth Tibbetts  
 Secy: Robert Brownfield  
 Ref: Phil Nye

Rincon Motor Club, Inc., Pasadena, Calif.  
 Pres: Frank Kennedy  
 Secy: William T. Wesson, Jr.  
 Ref: Aub LeBard

Drifters MC, Inc., White Salmon, Wash.  
 Pres: Dave Hylton  
 Secy: Stephen C. Trout  
 Ref: O. W. Wise

Sod Savage Cycle Club, New Windsor, Ill.  
 Pres: Howard Streeter  
 Secy: Leo Swanson  
 Ref: Richard Harwood

Stinger's MC, Lenox, Mass.  
 Pres: James W. Armstrong  
 Secy: David T. Crittendon  
 Ref: Stanley E. Joyner

Dixie MC, Selma, Ala.  
 Pres: Jules Moffett  
 Secy: Jerry Buck  
 Ref: John Bailey  
 rechartered

Aloha State MC, Honolulu, Hawaii  
 Pres: Charles T. Afong, Jr.  
 Secy: Albert L. Mahoe  
 Ref: Harry Range

Kings Riders MC, Kingsville, Texas  
 Pres: R. G. Johnson  
 Secy: J. H. Fowlkes  
 Ref: Mike Creel

Vigilantes MC, St. Clair Shores, Mich.  
 Oil Capital MC, Kilgore, Texas  
 Pres: James Taylor  
 Secy: Virginia Griffith  
 Ref: Stub Windle  
 rechartered

Lucky Thumb MC, Inc., Marlette, Mich.  
 Pres: Wayne Laursen  
 Secy: Patricia Boegner  
 Ref: Marvin H. Armbruster

Transit Travelers MC, Newfane, N.Y.  
 rechartered

Grand Lake MC, Mendon, Ohio  
 Pres: Jim Godwin  
 Secy: Pete Mueller  
 Ref: Norb Sutter  
 rechartered

Cranker's Club, Inc., Delano, Calif.  
 Pres: Nels C. Jensen  
 Secy: Dick Montgomery  
 Ref: George Byrne

Double Eagles MC, Santee, Calif.  
 Pres: Robert H. Mercer  
 Secy: Yvonne Sherby  
 Ref: David E. Sherby

Washington Ninety Niners MC, Seattle, Wash.  
 Pres: Howard Ruff  
 Secy: Robert E. Titus  
 Ref: Arthur B. Clark

Sidewinders MC, Troy, Mich.  
 Pres: Ishmael Fugate  
 Secy: Daniel W. Hendrickson  
 Ref: Bill McRoberts

Kalamazoo 74 Duo Riders MC, Kalamazoo, Mich.  
 Pres: Virgil Keifer  
 Secy: Catherine Lemon

Tri-City Riders MC, Vernon, Conn.  
 Pres: William Jordan  
 Secy: William Burrows Jr.  
 Ref: Ray Hany

Illiana Iron Horse Jockeys MC, Danville, Ill.  
 Pres: Harry J. Walton, Jr.  
 Secy: Patricia A. Walton  
 Ref: Lawrence Houston

Little Reb Cycle Club, Montgomery, Ala.  
 Northeastern Michigan Motorcycle Association, Millington, Mich.  
 Pres: Earl Doty  
 Secy: Harry Clark

The Blue Hen Ramblers MC, Bear, Dela.  
 Pres: Phillip Rothenbacher  
 Secy: Edgar G. Smith  
 Ref: Brad Grimm

Spartan Dustee's MC Aux., Pauline, S.C.  
 Pres: Carrie West  
 Secy: Bobbie Wingo  
 Ref: Lillian Childers

Roaring 20's MC, Cleveland, Ohio  
 Pres: Fred Gainer  
 Secy: John Fedikovich  
 Ref: Eddie Wells

Middle Atlantic Racing Association, Honeybrook, Pa.  
 Pres: Dave Henderson  
 Secy: June Akehurst  
 Ref: James Varnes

Eight Mile MC, Eight Mile, Ala.  
 Pres: Bill LaCosta  
 Secy: Grady Boothe  
 Ref: Richard Coley

Hutchinson Checkers MC, Hutchinson, Kans.  
 Pres: Del Smith  
 Secy: Vernon D. Wilson  
 Ref: Kenneth A. Socha

The Singing Wheels MC,  
 Spring Valley, Calif.  
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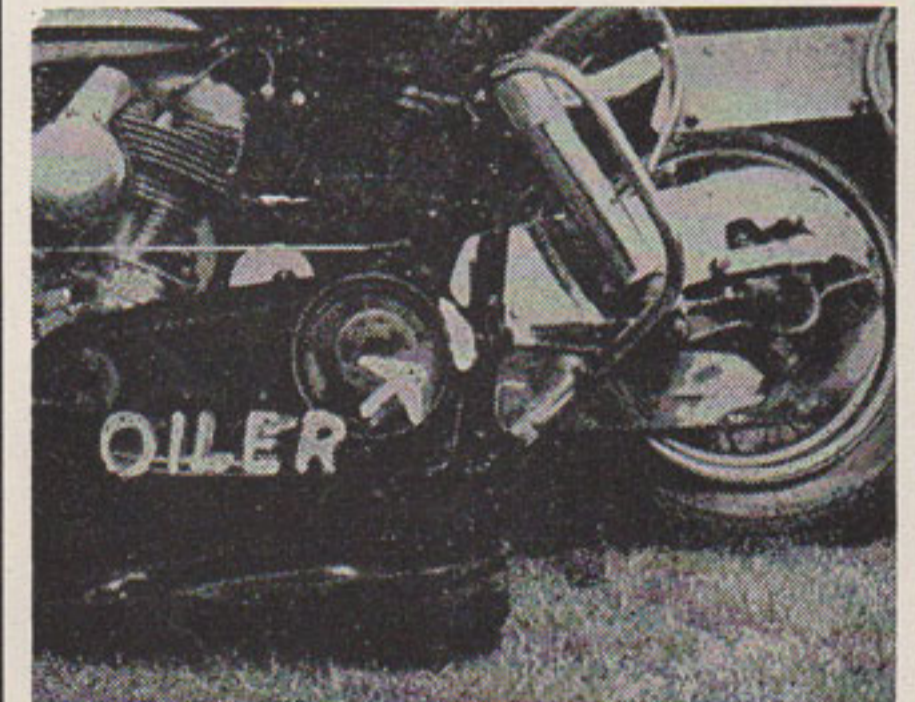
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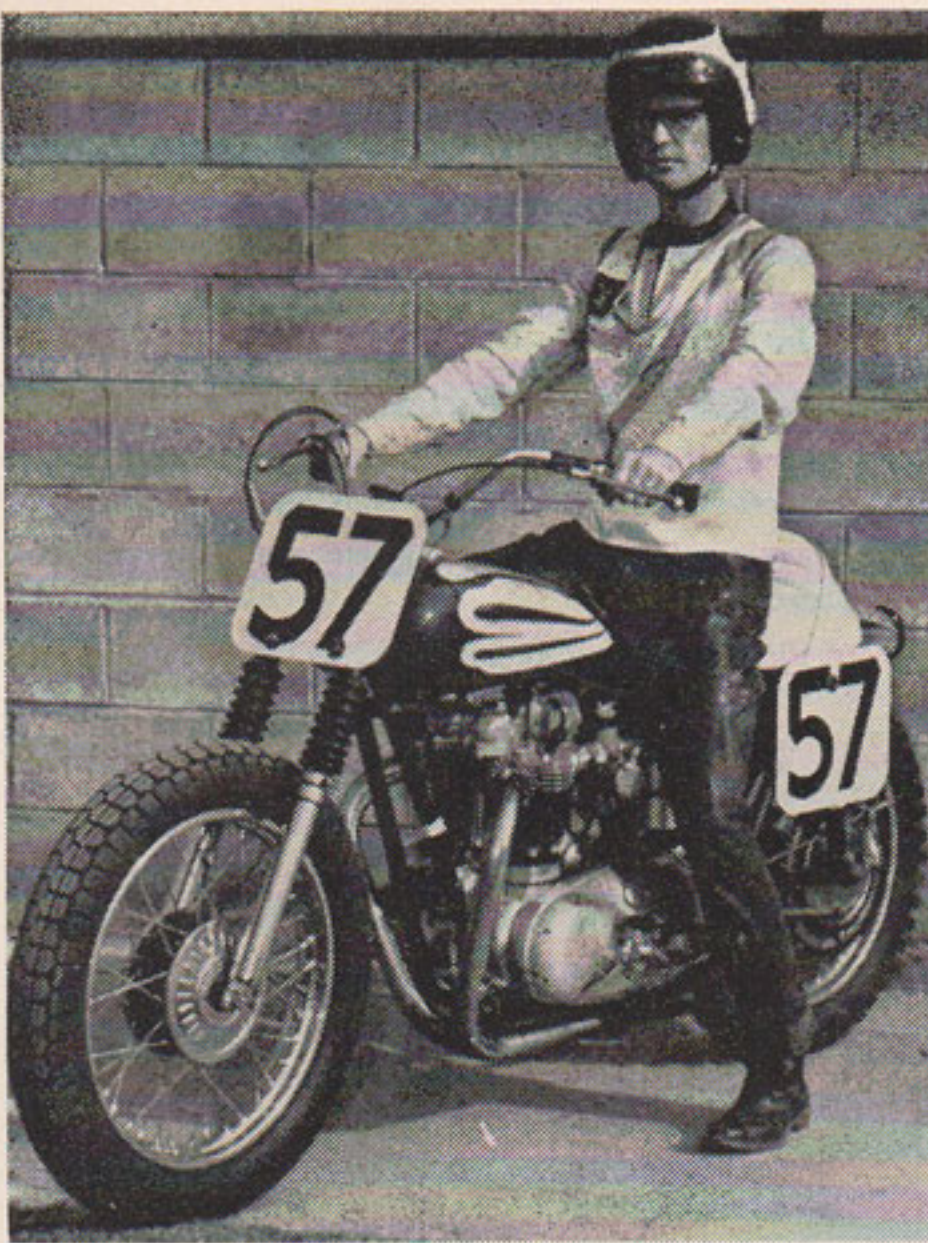


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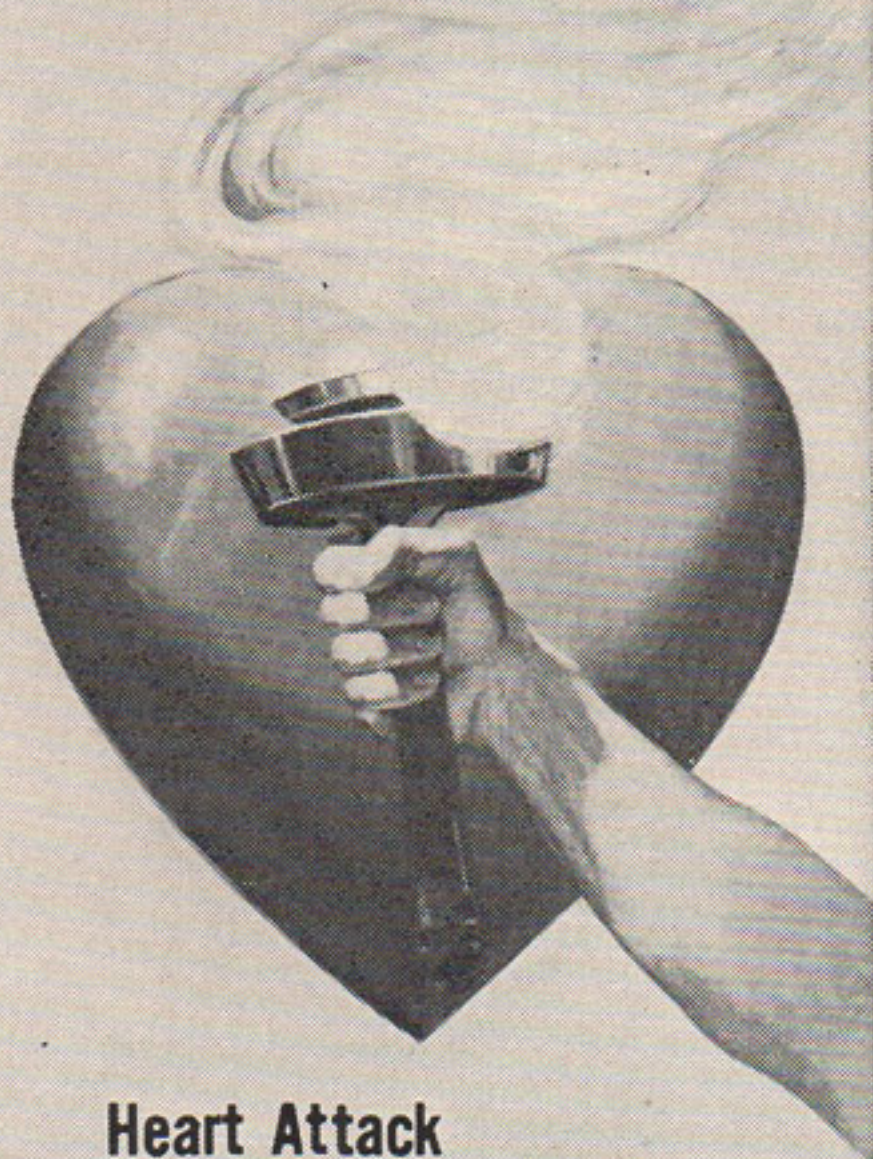
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First come, first served. The first application request and first competition license issued for 1963 went to Digger Helm, Bakersfield, Calif., who is new national number 57. There was no hold up as everything was in order. Application, questionnaire and physical examination forms were completely filled out and his picture was correct in showing a three quarter view, two number plates, full leathers, helmet, racing vest, no goggles and a plain background. Don't delay your license and run the chance of missing a race somewhere. Be sure all forms are completely and properly filled out and if a picture is required it shows the proper equipment.

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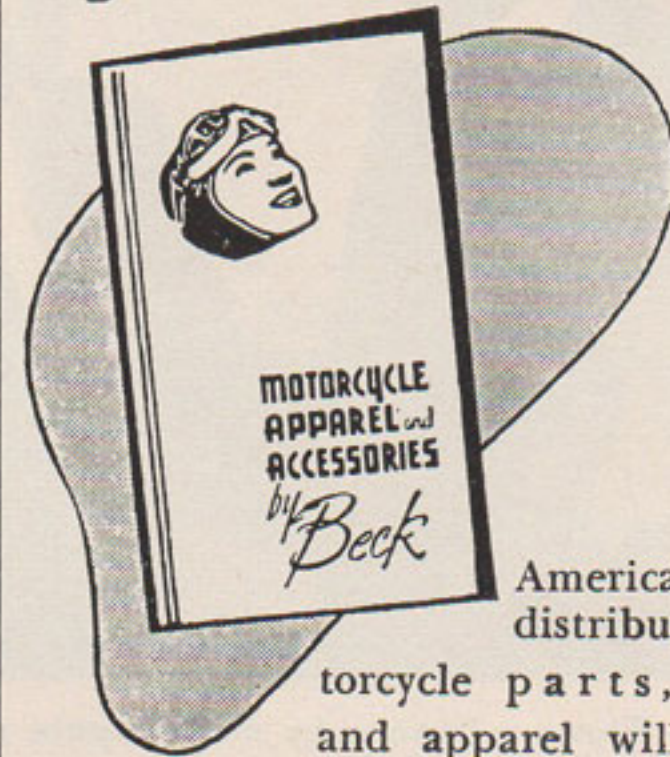
Heart Attack  
Stroke  
High Blood Pressure  
Rheumatic Fever  
Inborn Heart Defects

FEBRUARY, 1963

## ENDURO from page 5

- Gus Kaser, Kenton, Ohio 18
- Frank Piasecki, Toledo, Ohio 17
- Kenneth Kenyon, Midland, Mich. 16
- Dean Potter, Peoria, Ill. 16
- Bruce Walters, Peoria, Ill. 16
- Wade Ward, Millington, Mich. 16
- William Bandom, Terre Haute, Ind. 15
- Sox Brookhart, Carpenter, Ohio 15
- W. S. Chronister, Mansfield, Ohio 15
- Bob Cole, Horsehead, N.Y. 15
- Ralph Maxey, Rockford, Ill. 15
- Rick McManamon, Binghamton, N.Y. 15
- Dale Pinkston, Tampico, Ill. 15
- James Smith, Stanhope, N.J. 14
- Frank DeGray, E. Hartford, Conn. 12
- Allen Fischer, Bartlett, Ill. 12
- John Goodpaster, Gary, Ind. 12
- Leroy Hartman, Plymouth, Mich. 12
- Royal Mitchell, Uniondale, Ind. 12
- Robert Pease, Jackson, Mich. 12
- Millard Reynolds, Stanton, Ala. 12
- Bruce Satterlee, Litchfield, Ill. 12
- Al Sedusky, Paterson, N.J. 12
- Ralph Spencer, Peekskill, N.Y. 12
- Glen Thornburgh, Upland, Ind. 12
- Mike VanDamme, Prophetstown, Ill. 12
- J. Wheaton, E. Williamson, N.Y. 12
- Jim White, Terre Haute, Ind. 12
- Sky Ball, Bloomington, N.J. 10
- Trevor Bauman, Ontarioville, Ill. 10
- William Cole, Matthews, Ind. 10
- Robert Eldridge, Terre Haute, Ind. 10
- Robert Stein, Ft. Wayne, Ind. 10
- Gary Waldo, Columbus, Ohio 10
- Clarence Wise, Zanesville, Ohio 10
- Don Carron, Peoria, Ill. 8
- Charles Filbert, Lorain, Ohio 8
- Cliff Guild, Baltimore, Md. 8
- Jim Kiger, Amanda, Ohio 8
- Don Oyler, Canal Winchester, Ohio 8
- Gordon Potter, Rochester, N.Y. 8
- Ted Schwartz, Chicago, Ill. 8
- Donald Van Hoozer, Ottawa, Ill. 8
- Jerry Warner, Jackson, Mich. 8
- Bert Weisz, Windsor, Ont., Can. 8
- James Williams, Selma, Ala. 8
- Richard Foster, Hoosick Falls, N.Y. 6
- William Franks, Columbus, Ohio 6
- Bob Hopfer, Pittsburgh, Pa. 6
- Herbert Kunze, Flint, Mich. 6
- Wayne Reynolds, Des Moines, Iowa 6
- Harold Rohrer, DeWitt, Mich. 6
- Otto Weyer, Livonia, Mich. 6
- Frank Graves, Evansville, Ind. 5
- Ira Burroughs, Plymouth, Ind. 4
- Eddie Day, S. Pasadena, Calif. 4
- Russ Doddroe, Columbus, Ohio 4
- William Doll, Alma, Mich. 4
- Eugene Esposito, Brooklyn, N.Y. 4
- Eugene Galbraith, Burlington, Iowa 4
- R. L. Hoisington, Athens, Ohio 4
- Gene Reinhardt, Flint, Mich. 4
- Robert Schulteti, Indianapolis, Ind. 4
- Stan Capell, Olmstead Falls, Ohio 3
- Edward Drouillards, Farmington, Mich. 3
- John Fenimore, Millington, N.J. 3
- Frank Knepper, Ft. Wayne, Ind. 3
- Renick Parkey, Columbus, Ohio 3
- Don Brice, Pontiac, Mich. 2
- Michael Gasparovic, Lennon, Mich. 2
- Jerry Pacholke, Eastland, Ohio 2
- Rudy Stahl, Toledo, Ohio 2
- Richard Stauffer, Strongsville, Ohio 2
- Thurman Teats, Findlay, Ohio 2
- Frank Turmel, Waterbury, Conn. 2
- Bud Green, Columbus, Ohio 1
- Harold Harkless, Pontiac, Mich. 1
- Jerome Morton, Ft. Wayne, Ind. 1
- Thomas Robertson, Atlanta, Ga. 1
- Elmer Schillingford, Levittown, Pa. 1
- H. Triplett, Baltimore, Md. 1

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## 1962 Standings Of "C" Hill Climbers

Final AMA point standings of Class "C" Novice and expert hillclimbers. There was no national Class "C" hillclimb held in 1962 and the following points were accumulated during the regular season from January 1 to September 16, 1962, but they do NOT constitute a national championship standing. A national champion can only be determined in a national championship event.

45 cu. in. Novice					
Number	Name	City	State	Mach.	Pts.
104 Q	Dave Hardin,	Spokane,	Wash.	TRI	40
60 Q	Clifford Lamb,	Lewiston,	Idaho	H-D	20
101 Q	Richard Slaybaugh,	Portland,	Ore.	H-D	14
120 Q	Walter Paltridge,	Milwaukee,	Ore.	H-D	13
104 A	Gerard Gayne,	Springfield,	Mass.	IND	8
53 Q	Lamont Jensen,	Boise,	Idaho	H-D	8
113 Q	Rodney Schroeder,	Lewiston,	Idaho	IND	7
112 Q	Ralph Shaw,	Portland,	Ore.	H-D	6
106 A	Edward Pinsonault,	Springfield,	Mass.	MAT	5
99 A	Ray Sievert,	Meriden,	Conn.	TRI	3
111 Q	Roy Stults,	Spokane,	Wash.	TRI	3
15 Q	Noland Teal,	Richland,	Wash.	H-D	3
95 B	James Wehr,	Monson,	Mass.	BSA	3
26 A	Carl Manson,	Meriden,	Conn.	BSA	2
123 Q	Roy Peterson,	Pomeroy,	Wash.	H-D	2
108 Q	Gene Walker,	Salem,	Ore.	H-D	2

80 cu. in. Novice					
Number	Name	City	State	Mach.	Pts.
104 Q	Dave Hardin,	Spokane,	Wash.	TRI	34
101 Q	Richard Slaybaugh,	Portland,	Ore.	H-D	21
53 Q	Lamont Jensen,	Boise,	Idaho	H-D	19
120 Q	Walter Paltridge,	Milwaukee,	Ore.	H-D	14
60 Q	Clifford Lamb,	Lewiston,	Idaho	H-D	12
21 B	Arthur Tancrede,	Woonsocket,	R.I.	H-D	6
75	Sid Swan,	Boston,	Mass.	H-D	5
95 B	James Wehr,	Monson,	Mass.	BSA	5
79 U	Paul Lukaskiewicz,	Ware,	Mass.	IND	4
113 Q	Rodney Schroeder,	Lewiston,	Idaho	IND	4
108 Q	Gene Walker,	Salem,	Ore.	H-D	4
33 W	Gene Evans,	Tacoma,	Wash.	H-D	3
124 Q	Joe Herndon,	Culdesac,	Idaho	H-D	3
112 Q	Ralph Shaw,	Portland,	Ore.	H-D	3
123 Q	Roy Peterson,	Pomeroy,	Wash.	H-D	2

45 cu. in. Expert					
Number	Name	City	State	Mach.	Pts.
116 Q	Tom Hines,	Lewiston,	Idaho	TRI	35
60 W	John Martinolich,	Portland,	Ore.	H-D	25
104 W	Lydian Ascenzi,	Portland,	Ore.	IND	16
109 W	Victor Ascenzi,	Portland,	Ore.	IND	10
70 W	Todd McAllister,	Spokane,	Wash.	H-D	8
108 U	Albert Thibodeau,	Springfield,	Mass.	H-D	8
26	Warren Wolfe,	Springfield,	Mass.	BSA	8
99 W	Jack Bloomquist,	Tacoma,	Wash.	H-D	6
106 W	David Mattson,	Boise,	Idaho	H-D	6
115 W	Floyd Payne,	Portland,	Ore.	H-D	6
119 W	Melvin Griffith,	Spokane,	Wash.	H-D	5
117 A	Gaeton Pinsonault,	Ludlow,	Mass.	IND	4
105 Q	Dan Hite,	Spokane,	Wash.	H-D	2

80 cu. in. Expert					
Number	Name	City	State	Mach.	Pts.
60 W	John Martinolich,	Portland,	Ore.	H-D	31
116 Q	Tom Hines,	Lewiston,	Idaho	TRI	26
115 W	Floyd Payne,	Portland,	Ore.	H-D	15
109 W	Victor Ascenzi,	Portland,	Ore.	H-D	11
107 Q	Dick Clay,	Portland,	Ore.	H-D	10
26	Warren Wolfe,	Springfield,	Mass.	BSA	10
99 W	Jack Bloomquist,	Tacoma,	Wash.	H-D	9
104 W	Lydian Ascenzi,	Portland,	Ore.	IND	8
70 W	Todd McAllister,	Spokane,	Wash.	H-D	5
117 A	Gaeton Pinsonault,	Ludlow,	Mass.	TRI	5
108 U	Albert Thibodeau,	Springfield,	Mass.	H-D	5
105 W	Omar Carr,	Portland,	Ore.	H-D	2
106 W	David Mattson,	Boise,	Idaho	H-D	2

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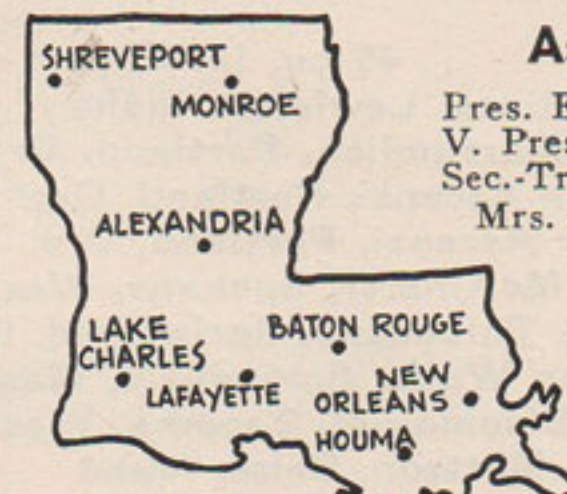
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**BRIDGEPORT**—Schietinger Mcy. Agencies, 2392 Main St. Everything-in-stock for Harley-Davidson. Sales-Service. Prompt service on mail orders. Distr. of Neatsope.  
**GROTON**—Chann's Harley-Davidson Sales & Service, Rt. #12 and Crystal Lake Rd. Chrome accessories and leather togs. HI 5-7353.  
**HARTFORD**—Sal Scirpo, Harley-Davidson Sales, 49 Park St. near Main. Visit Hartford the All-America city. CH 7-9774.  
**RIVERSIDE**—J. R. Ransom, 1117 Post Road, Genuine Harley-Davidson parts and oil. Neptune 7-2734. Home Phone Davis 4-7209.  
**WEST HAVEN**—Schietinger Motorcycle Agencies, 97 Orange Avenue. On the Boston Post Road. Harley-Davidson Sales and Service.  
**WILLIMANTIC**—Burton L. Ives, Harley-Davidson Sales. Columbia Rd. U. S. Route No. 6. Mail orders sent anywhere!

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**MASSACHUSETTS**

**BOSTON**—Cycle Craft Co. Inc. Largest New England Harley-Davidson dealer. 1209 Columbus Ave. GA 7-3030.  
**CAMBRIDGE**—Phillips Brothers, Inc., 70 Columbia St. 41 years an H-D Dealer. Sales & Service. Parts, oil and accessories. KI 7-0620.  
**WEST BRIDGEWATER**—Monty's Cycle Shop, 751 North Main Street. Route 28 south of Brockton Airport.  
**WORCESTER**—N. F. Sheldon, Inc. Harley-Davidson Sales & Service, 477 Southbridge St. Serving central New England.

**NEW HAMPSHIRE**

**CONCORD**—Concord Motorcycle Shop, 12 Sandquist St. (off Hall St.). Capital 5-2302. Sales & Service. Genuine oil, parts and accessories.  
**MANCHESTER**—Pete Forest Garage, Harley-Davidson Sales and Service. Parts, oil and accessories. 101 Upton St. NA 2-2461.

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**PROVIDENCE**—Arnold Motorcycle Co., 516 Broad St., Harley-Davidson Distributor. Visit Providence. Famous for shore dinners.

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**HORNELL**—Harley-Davidson Motorcycle, Taylor & Canisteo Sts. Complete parts and service. Arthur Witherow, prop.  
**ROME**—In central New York, all roads lead to Rome and Dick's Harley-Davidson Co., 729 Erie Blvd. West.  
**SCHENECTADY**—Spitzie's Motorcycle Center, 2129 Central Ave. You are always welcome.  
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**BRADFORD**—Mayne's Harley-Davidson Sales, 479 South Ave. J. Maynard (Mayne) Price, dealer.

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**BURLINGTON**—Jordan's Harley-Davidson Sales, 621 N. Park Ave. CA 6-9014. All riders welcome.

**CHARLOTTE**—The Queen City of the South and the home of the Creech Motorcycle Co., your Harley-Davidson dealer. Be sure to visit our modern shop, 201 W. Morehead St. Phone 2-7675.

**HICKORY**—Gardin's Motorcycle Shop, 2245 Hwy. 70 S.W. DA 4-6966. Every motorcycle rider welcome.

**RALEIGH**—Murray's Harley-Davidson Sales, 569 N. Person St. Phone 2-4551. All riders welcome.

**STATESVILLE**—City of Progress. Reeves & Davis, your H-D Dealer, 233 E. Front St. See us for most complete parts & accessories. Mgr. Harvey Reeves. All motorcycle riders welcome.

**WINSTON-SALEM**—Stop and visit with Frances and Odell Cable at Cable's H-D Sales, 950 Brookstown Ave., Park 4-4765. All riders welcome.

**FLORIDA**

**PANAMA CITY**—Gulf Coast H-D, 1418 Harrison.

**PENSACOLA**—Andrew Hero, 3205 Mobile Hwy.

**TALLAHASSEE**—Padgett's H-D Co., 411 W. Gaines St.

**VALPARAISO**—Swede's H-D Sales, 484 Highway 85.

**GEORGIA**

**ALBANY**—Potter Mcy. Co., 929 Broad St.

**ATLANTA**—Marion Roberts Mcy. Co., 1126 W. Peachtree, N.W.

**AUGUSTA**—Vic's H-D Sales, 551 Ellis St.

**BRUNSWICK**—H-D Sales, 2914 Norwich St.

**COLUMBUS**—Rusk Mcy. Co., 537 4th Ave., Hwy. 27.

**DOUGLAS**—Kight Mcy Sales, Axson Rd., Rt. #3.

**MACON**—Macon H-D Sales, 855 Second St.

**ROME**—Skelton's H-D Sales, 518 Shorter Ave.

**SAVANNAH**—Cleary Mcy Co., 2913 W. Broad St.

**VALDOSTA**—Valdosta H-D Sales, 739 E. Hill St.

**WAYCROSS**—Ware H-D, Box 370, Rt. 2, Hwy. 94 E.

**MISSISSIPPI**

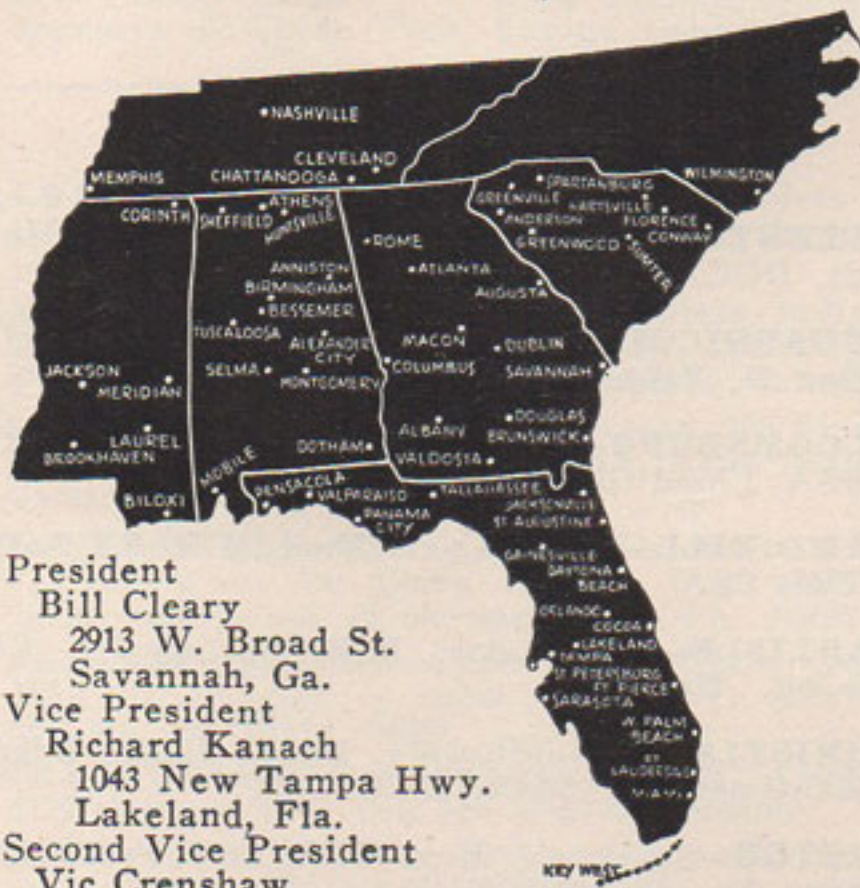
**BROOKHAVEN**—Wally's H-D Sales.

**JACKSON**—Jackson H-D Co., 416 W. Woodrow Wilson Dr.

**MERIDIAN**—Meridian H-D Co., 210 Russell Dr.

**TUPELO**—Black's H-D Sales, 533 Robbins St.

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**BIRMINGHAM**—H-D Sales, 312 South 24th St.  
**DOTHAN**—Dothan H-D Sales Co., 1604 Ross Clark Dr.

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**WILMINGTON**—Al's H-D Sales, 1106 Market St. Highways 17, 74, 76.

**SOUTH CAROLINA**

**ABBEVILLE**—Taylor & Davis Mcy. Sales, Rt 2, Hwy. 72, E.  
**ANDERSON**—Timms Mcy. Co., 1620 River St.  
**CHESTER**—Chester H-D Sales, 109 Pinckney St.  
**GREENVILLE**—Timms H-D Sales, 4139 White Horse Rd.  
**HARTSVILLE**—Nettles Mcy. Sales, 2012 Carolina

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- CHATTANOOGA**—O. L. Pate Mcy. Co., 737 E. Main.
- CLEVELAND**—Griffith Cycle Shop, 094 Church.
- KINGSPORT**—Mann's H-D Sales, 1616 Bloomingdale Pike.
- KNOXVILLE**—Harris H-D Co., 2407 Broadway, N.E.
- MEMPHIS**—Taylor H-D Co., 235 Poplar.
- NASHVILLE**—McCullough Mcy. Co., 1622 Church.

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**AUSTIN**—Austin Motorcycle Company, 1611 Guadalupe. GR 28788. We service all makes of Motorcycles. Stop with us. Everybody 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.

**CORPUS CHRISTI**—Harley-Davidson Sales, 4428 Highway No. 9. TU 37912. Parts, accessories, oil. We service all makes. Visit with us!

**DALLAS**—Conley's Harley-Davidson Sales, 2824 Main. RI 8-2556—your Harley-Davidson dealer.

**DENISON**—Jack Barnett Cycle Shop, P.O. Box 13, Hwy. 75 so. of Denison at Perrin AFB cut-off. HO 5-8997. Your Texoma Land H-D dealer. All riders welcome.

**HOUSTON**—Stelter Harley-Davidson Co. Sales & Service, 1515 Dallas at LaBranch. Genuine parts. FA 3-5303.

**PORT ARTHUR**—Harley-Davidson Sales & Service. Chris Schunck, 3230 Gulfway Dr. All riders Welcome.

**SAN ANTONIO**—San Antonio Harley-Davidson Sales, 1826 Broadway. CA 78001. Friendly place to trade. We service all makes of mcys.

**TEXARKANA**—Motorcycle Sales & Service, 2024 Lake Dr. Ph. 3-8013. Factory trained mechanic. We service all makes.

**WACO**—Harley-Davidson S&S. Parts and accessories. Mail orders solicited. "Tourist service to ALL." Knowles Cycle Co., 404 N. 7th. Ph. 21401.

**WICHITA FALLS**—Complete one-stop service. One day parts service. Tell us your needs. Les Myers Motorcycle Sales, 813 Ohio.

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- EVERETT**—Dishong's Cycle Shop, 507 West Main St. Harley-Davidson Sales. Phone 237-J.
- JOHNSTOWN**—Zepka's Harley-Davidson Sales & Service. Mammouth stock of motorcycle parts & accessories. Expert service by factory trained mechanics. 1275 Frankstown Rd., Rt. 53 north. Ph. 7-3745.
- McKEESPORT**—S. C. Gebhardt, Harley-Davidson Sales and Service, 323-9th Avenue. North 4-7693. All Riders Welcome.
- NEW BETHLEHEM**—S & M Harley-Davidson Sales, Route 28, Fairmount City, Pa. Factory trained service, large stock parts, accessories, and clothing. Open evening 6 to 9. EN 5-2831.
- NEW CASTLE**—Estock's Harley-Davidson Sales. Complete line of parts and accessories, 302 Taylor St. OL 4-2371.
- PITTSBURGH**—Allegheny County Dist., Inc. Harley-Davidson Sales, No. 14 Isabella St. Rear 100 Federal St. Frames and forks straightened with factory equipment. Prices quoted.
- SENECA**—E. L. Kazebee, Harley-Davidson dealer since 1940. Factory trained for expert service. On Route 257. Dial Oil City 8-7373.
- UNIONTOWN**—Uniontown H-D Co., 360 Pittsburgh St., Rt. 51, GE 8-1821. John J. Hildock & E. H. Strawberry. Expert service, factory trained mechanic.

# STATE LISTINGS

## ALABAMA

**DOTHAN**—BMW, TRI, NSU, DUC, Yamaguchi, S&S, Rt. 231 inside Dothan bypass. Franklyn Dore and George Leiser. Dothan Cycle Center, 1515 S. Oates. SY 2-5681.

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

## ARIZONA

**PHOENIX** — Arizona Harley-Davidson, Inc. Where you can ride every day of the year. Sales, service, and accessories. 2507 E. McDowell Rd., Ph. 275-7677.

## ARKANSAS

**LITTLE ROCK**—Richards Harley-Davidson Company, 3925 Asher Avenue. Genuine Oil, Parts & accessories for your motorcycle.

## CALIFORNIA

**BAKERSFIELD**—Ross J. Wooten—Harley-Davidson Sales & Service. Stop in at 820 18th Street.

**INGLEWOOD**—Inglewood Harley-Davidson. Walt Penick and Bob Grant. 900 N. La Brea Ave. ORchard 1-8549.

**LONG BEACH**—Harley-Davidson of Long Beach. Parts and accessories. New modern shop at 3654 Long Beach Blvd.; Free Gunk rack and loaner tools. Stop in. Everybody Welcome. GA 4-1010.

**MODESTO**—Frank Burke Triumph Motors, Corner 6th and L Sts. LA 3-7213 or LA 3-9496.

**OAKLAND**—Claude Salmon Co., Inc., Harley-Davidson S&S for Alameda and Contra Costa Counties. 3039 Myrtle Street, at 31st & San Pablo Ave. Olympic 5-3500.

**PASADENA**—Johnston Motors, Inc. Mail address: P.O. Box 457, Pasadena, Calif. Street address: 267 W. Colorado Blvd., Pasadena, Calif. Exclusive distributor in the 19 western states for Triumph and Ariel motorcycles, parts and accessories. Dealer inquiries invited.

**RIVERSIDE**—Skip Fordyce, Main at 14th. Harley-Davidson, Triumph, Honda service. "The nation's most complete accessory department." Free loaner tools—wash rack.

**SAN DIEGO**—Where California begins. A hearty welcome awaits you. San Diego H-D Co., 929 India Street. Leonard & Brad Andres.

**SAN DIEGO**—Guy Urquhart — Triumph, Ariel, Cushman. Large parts stock also new Indian parts to 1954. Prompt mail order service. 1041 Columbia St.

**SAN FRANCISCO**—Dudley Perkins Co.—Harley-Davidson Sales and Service. Riders are welcome at 655 Ellis Street.

**SAN FRANCISCO**—Hap Jones, 235 Valencia St.—AJS, Matchless, Ambassador, BMW, Cushman, Norton, NSU, Avon tires. Parts and service for all makes.

**MONROVIA**—Headquarters for BSA-BMW-NSU motorcycles. Special speed parts for all makes. Bob Sir Kegian, 126 W. Olive.

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## CANADA

**ST. THOMAS, ONTARIO**—John "Nick" Nicholson Harley-Davidson Sales and Service. 70 Talbot St. ME 1-3900.

**WINNIPEG, MANITOBA**—Northwest Cycle & Motor Co., 551 Logan Ave. Harley, Triumph, NSU and Honda motorcycles, parts and service.

## COLORADO

- DENVER**—Fay Myers, Triumph, BMW, Honda. Large stock of new cycles and parts. Service to all. 2015 W. Alameda.
- DENVER**—Koch Harley-Davidson Co. "The Motorcycle King." Sales, Service, Parts. On U.S. Highway 40. Tourist information, 8020 W. Colfax Ave. 233-0641.
- DENVER**—Harry's Motors, BSA, 965 Santa Fe Dr. Complete sales and service—new and used. Oldest motorcycle shop in Colorado. AL 5-9274.

## CONNECTICUT

**STAMFORD**—Lindner Cycle Shop, 56 Elmcroft Rd. P.O. Box 733, BMW, NSU, Zundapp, Ducati, Velosolex, Valmobile sales & service. Davis 3-2982. All riders welcome.

**WAREHOUSE POINT**—Marsh Motorcycle Co. Matchless, Indian, Ducati, Parilla & Norton motorcycles. 47 Bridge St. on Conn. Rt. 140.

**WATERFORD**—Ralph Strong Motorcycles, BSA, Triumph, Indian, BMW, NSU, Matchless, Zundapp. 1018 Hartford Rd., Rt. 85.

**WEST HAVEN**—Romeo's Motorcycles. BSA, Ariel, BMW, Zundapp dealer—Service calls on all makes. 614 Orange Ave. WE 4-4464.

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

## DELAWARE

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

## DISTRICT OF COLUMBIA

**WASHINGTON**—Rudy-Miller Motorcycle, BMW and NSU sales & service. 4919 Fairmont Ave., Bethesda, OL 4-7411. Visit the National Capitol.

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

## FLORIDA

**JACKSONVILLE**—Adamec Cycle Sales Co., Inc. Direct H-D authorized dealers. Most complete stock of parts & accessories, new & used machines in northern Florida. On U.S. 17 south of Imeson Airport. 7622-24 N. Main St. Ph. 765-4404.

**JACKSONVILLE**—Harley-Davidson Motorcycle Co., 1038 Kings Ave. on U.S. Highway 1. Parts and service by expert mechanics.

**PENSACOLA**—Andrew Hero — Harley-Davidson Sales and Service—3205 Mobile Highway. Service by expert Harley-Davidson mechanics.

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

## GEORGIA

**ATLANTA**—Al Rodi, Honda, BMW, Matchless, Norton, Ducati, Zundapp. Complete Indian parts service. 1400 De Kalb Ave. NE. Ph. 524-1301.

**MACON**—Browning Motors, Triumph-Ducati-Zundapp sales and service. 2981 Broadway. SHerwood 2-0231.

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

## ILLINOIS

**CENTRALIA**—Centralia Motorcycle Sales. Harley-Davidson service—parts U.S. 51 south, 1244 N. Poplar. Ph. 532-5722. All riders welcome.

**CHICAGO**—Bill Thede. The Motorcycle Man, 6510-12 W. Roosevelt Rd., Oak Park, Ill. Serving the motorcyclist over 36 years. Harley-Davidson factory dealer. Large stock of parts and accessories for old and late model Harley-Davidsons.

**CHICAGO**—Chicago Harley-Davidson Sales, 3759 W. Ogden Ave., 2858 N. Cicero Ave., 1229 W. Randolph St. Harry and Gale Johnson. Factory authorized dealers.

**CHICAGO**—South Side Harley-Davidson Sales—8429 S. Ashland Ave. Hilltop 5-8645. Everyone is welcome.

**EAST ST. LOUIS**—Domyan Brothers located on Highways 40, 50, 66 and 67. Where all riders are welcome to look over the largest stock of Harley-Davidson parts and accessories in the Middle West. Open 8:30 to 5:30. 711 South 10th St. Phone Upton 4-9014.

**ENERGY**—Swim Harley-Davidson Sales. Highway 148. Located in the beautiful Crab Orchard Lake area—a sportsman's paradise.

**HARRISBURG**—Soward Harley-Davidson Sales. Complete stock of parts and accessories, 532 W. Robinson. CL 3-7800.

**LINCOLN**—Rite Cycles Sales & Service, Jct. Rts. 10, 121 & US 66 at Tiz-Rite Cities Serv. Sta. BSA, BMW, NSU, Ariel & accessories.

**MAPLE PARK**—Bob-Jo Cycle, R. 1. BSA & Jawa. 4-miles east of Sycamore on Hwy. 64. Sycamore 2-0362.

**MT. CARMEL**—Woods Harley-Davidson Sales & Service. Complete stock of parts and accessories. Jimmie Woods. 508 W. 9th.

**ST. CHARLES**—St. Charles Motorcycle Sales—Triumph, Parilla, Matchless, Royal Enfield. 824 W. Main St. JUno 4-0073.

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

**URBANA**—Bollman's H-D Sales, 1708 Willow Rd. 1 mi. north of 5-points to Perkins School, then west one block, then north one block.

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, WE 2-8340.

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you, can find you!

Can Riders who need  
you . . . find you?

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

**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.

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

**SOUTH BEND**—Paul Merrill Indian Sales. Triumph, Cushman, Matchless, Ducati, Zundapp. Other makes serviced. 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 junct. 61 & K17. MO 2-8971. 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**—Nichols BSA & Honda Sales. We service all brands. 623 W. Douglas.

## 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 Cannon Ave. BSA and Ariel. Repair on most makes. REgent 9-2773.

**HAGERSTOWN**—Kitchen's Harley-Davidson Sales, 51 North Cannon Ave. RE 3-1558. Open evenings.

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 3-3030.

**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.

**EAST LANSING**—College Bike Shop. 1 block north of Michigan State University, Kellogg Center, BSA, Honda, Ducati, Zundapp, service and accessories. ED 2-4117.

**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**—BMW Sales, Service, 321 S. Edith. FE 4-1395. Also NSU, Norton, Jawa repair. All makes, models.

**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.

**MANKATO**—Mankato Motorcycle Sales, specializing in Harley-Davidson line. All welcome at new location, junction highways 169 & 60. Mailing address Box 212, Garden City.

**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, Indian, Matchless and Yamaha. 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 4-6031. Sales & service, BSA, BMW, Honda & Parilla motorcycles. Facing on Hwys 10-12-61.

## 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.

**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.

**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

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

**MILES CITY**—Krumpe Repair Shop. 608 Pleasant Street. Service and large stock of Harley-Davidson parts.

## 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.

**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, 2422-24 Leavenworth St. 342-3865. Triumph, Honda, Cushman and Vespa sales and service. All riders welcome.

**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.

**ELMER**—Harley-Davidson Sales & Service, R.D. #3. Phone 358-8188, Volkmar Bros.

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

**WHIPPANY**—Hank Slegers Co., Inc., 19 Ridge-dale Ave. 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, Armadake coats and 2-piece suite. 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 and Norton. Rt. 13 & 224, 12 miles from Watkins Glen. O'Dessa 211 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.

**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.

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

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. PR 4-2103.

**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. All riders welcome.

**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 — 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!

**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 hdqrs. Complete service. Jim Peck.

**LANCASTER**—Triumph, Honda. Complete parts stock with mailing service. Bill Carpenter Motor Sales, 933 Washington. OL 3-5529.

**LORAIN**—Your BMW & Honda dealer. Complete line of parts and accessories. All riders welcome. AVenue 2-6362. Penton Bros. Motorcycle Sales, 1333 N. Ridge Rd., W. Lorain.

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

**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.

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

**YOUNGSTOWN**—Johnny's Cycle Shop, 1719 Market St. RI 3-4852. State Rts. 62 & 7. Triumph, BSA, BMW, Parilla & Cushman-Vespa 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. Barney Fudge, manager.

**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., N.E. All riders welcome. We're here to help you.

## 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.

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

**IRWIN**—Russell Dick—used Harleys bought and sold. 821 Center St., Circleville, Irwin. UM 3-6417.

**LATROBE**—Skips Car and Cycle Shop. Authorized BSA and Ariel dealer. 627 Weldon 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. 346-7583.

**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.

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.

**SIoux FALLS**—Cheney Harley-Davidson Sales & Service. Open days except Saturdays. Highway 38 northwest.

## TENNESSEE

**BRISTOL**—Bristol Harley-Davidson Sales, 836-838 State St. Tenn.-Va. Ph. 764-9032.

**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 & Yamaha Motorcycle S&S, 207 Fifth Ave. South. VE 2-4492. Authorized service and repair.

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.

**DALLAS**—Britton Cycle Co., 2530 Butler St. ME 1-5540. BSA and Honda Sales & Service.

**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**—Suburban Motor Service, Parkview, BMW-Triumph-Yamaha-Zundapp sls., service. Ph. 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. Bew, 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

**CHARLESTON**—Charleston Harley-Davidson Co., 12 Virginia Street East. Drop in and see us. DI 2-5525.

**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.

**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, service, parts & accessories. MU 2-6512.

**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.

**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. Muskegon Ave.

**OSHKOSH**—National Cycle & Repair Co., 308 Ohio St. (Hy 44) 44 yrs. Harley-Davidson sales service. BE 5-2390. Mail service.

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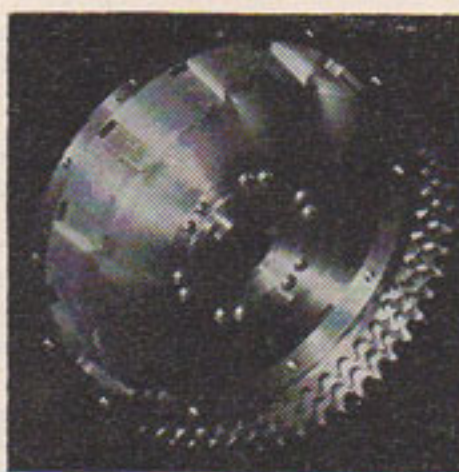
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 41 Garden Pl., Westwood, N.J.

46 firsts! Using our cubic inch cylinders and pistons. Leon Applegate's Sportster drag machine has won 46 first places since March. ET's of 10.55 and 10.59 have been attained on gasoline. DYTCH SALES, 2540 Capitol, Des Moines 17, Iowa.

1956 KR alloy rims, half-mile gearing, new rods, pistons, bearing. 1958 cases, cylinders, heads, "E" cams. \$350. NEIL ELVE, 135 Loomis St., Sparta, Mich.

### WANTED TO BUY

Wanted two used 73 cu. in. stroker cylinders and pistons for Sportster. KENNETH RENNEN, Mt. Pulaski, Ill.

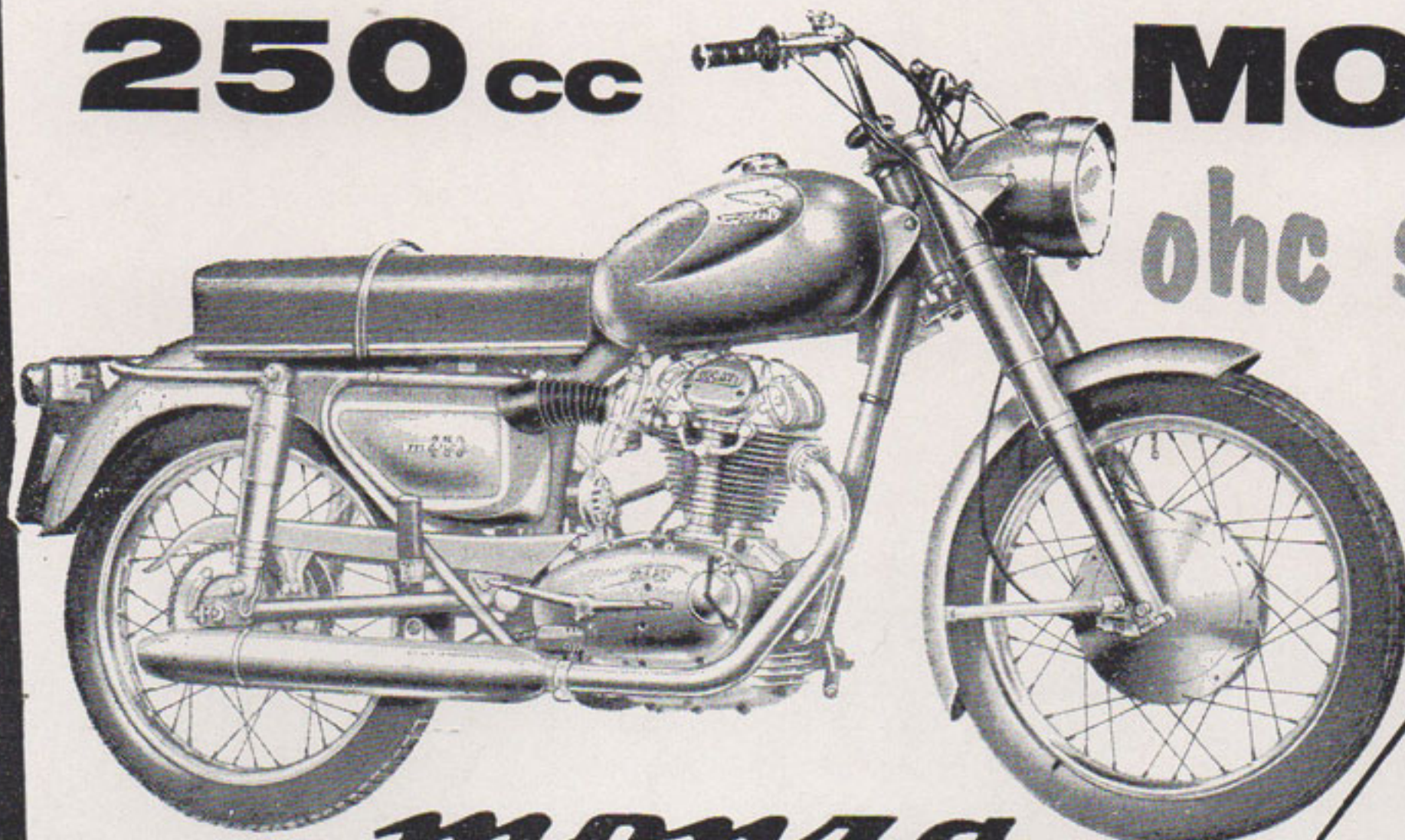
### HELP WANTED

Experienced Harley-Davidson mechanic. Good wages and working conditions. Out where you can ride every day of the year. Send references to: ARIZONA HARLEY-DAVIDSON, INC., 2507 E. McDowell Rd., Phoenix, Ariz.

Store Manager: for Harley-Davidson agency in large Mid-south city. Must have experience in management and selling in the motorcycle field, preferably Harley-Davidson. Answer in own hand writing, giving complete resume of experience, references and family background to: Box 181, c/o AMERICAN MOTORCYCLING, 5030 N. High St., Columbus 14, Ohio.

# 250cc

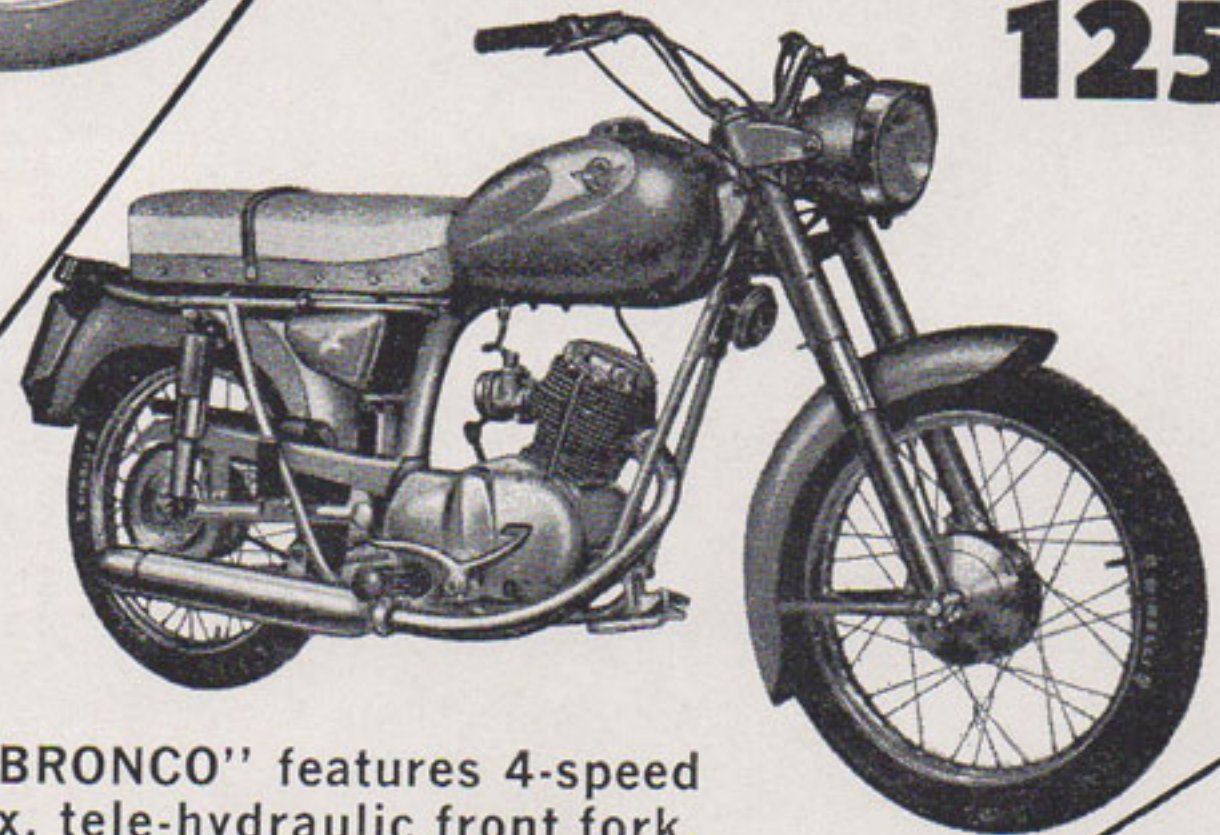
# MONZA ohc single



## monza

DUCATI 250cc OHC "MONZA" High-performance engine. 4-speed synchro-mesh gearbox. 24 H.P. Tele-hydraulic forks. Swinging arm rear suspension with three-way adjustable shock absorbers. Large, full-hub brakes amply finned for maximum cooling. Chromium plated 18" wheels. Sports fuel tank. Air-cleaner, center and jiffy stand. Over 80 MPH.

# 1963 BRONCO 125cc



125cc "BRONCO" features 4-speed gearbox, tele-hydraulic front fork, swinging-arm rear suspension, dual-seat, large full-hub front and rear brakes, speedometer, headlight, tail-stop light, horn, and center stand.

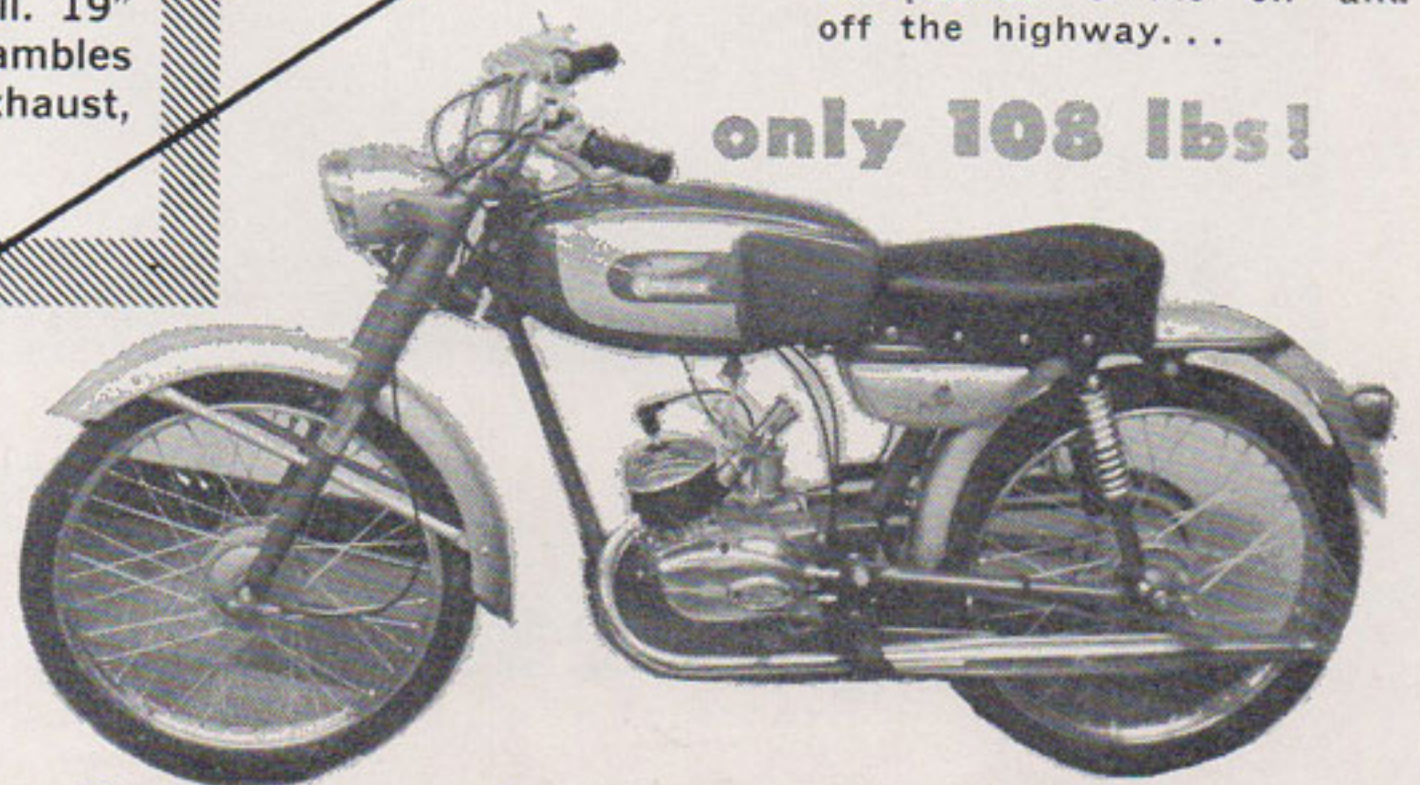
## diana

DIANA 250cc OHC "Super Sports" 24 H.P. same as the "Monza" but fitted with racy looking competition type fuel tank, slim fenders, "clip-on" bars ready for sports competition. Over 90 MPH.

DUCATI 250cc OHC "SCRAMBLER" is fitted with special 30 horse engine having a special magneto and lighting coil. 19" wheels, with "knobby" tires. Scrambles bars, Scrambles saddle, special exhaust, 27mm Dell'orto Carburetor.

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HASBROUCK HEIGHTS, NEW JERSEY

# DUCATI

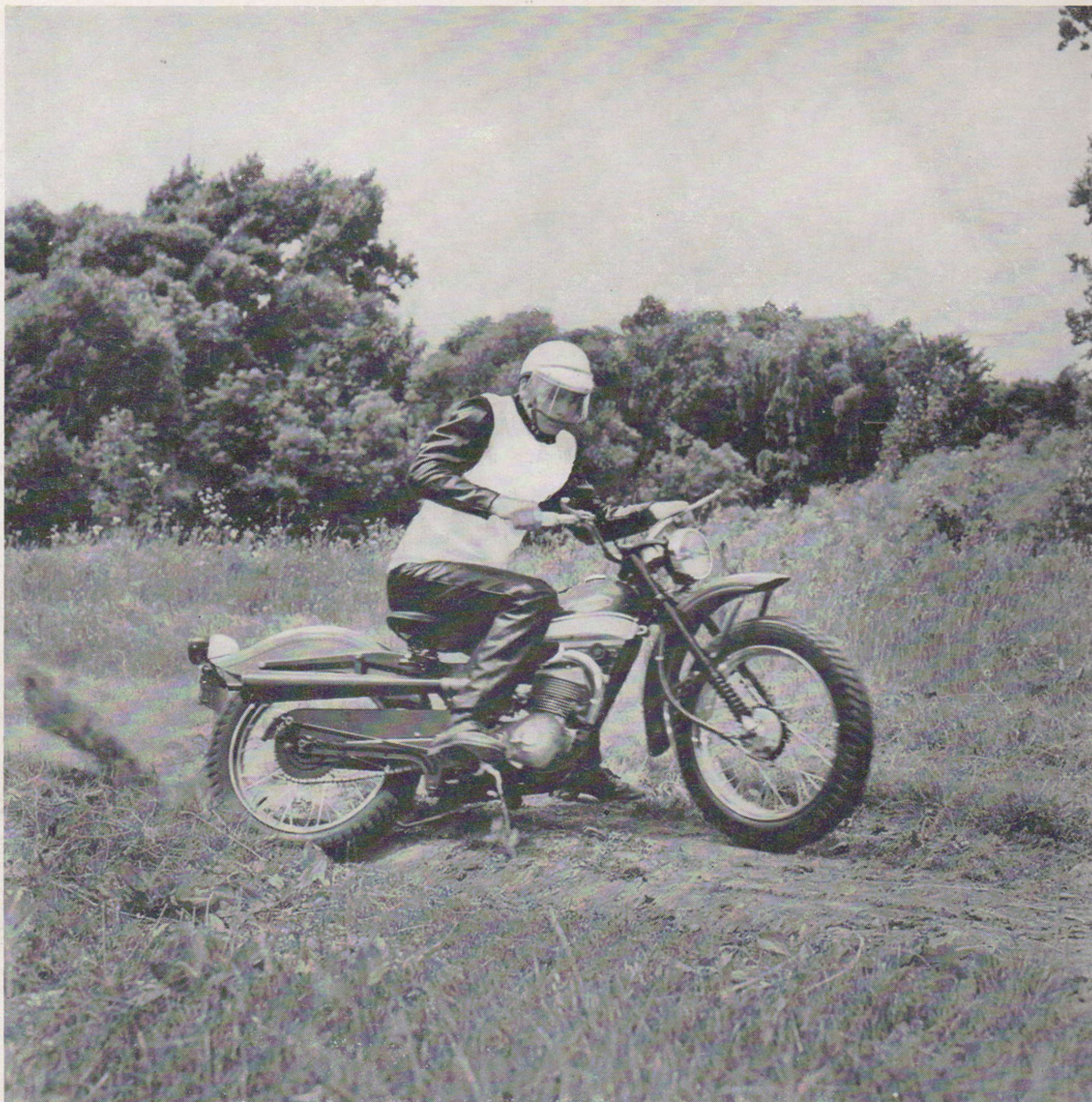
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BERLINER MOTOR CORPORATION



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