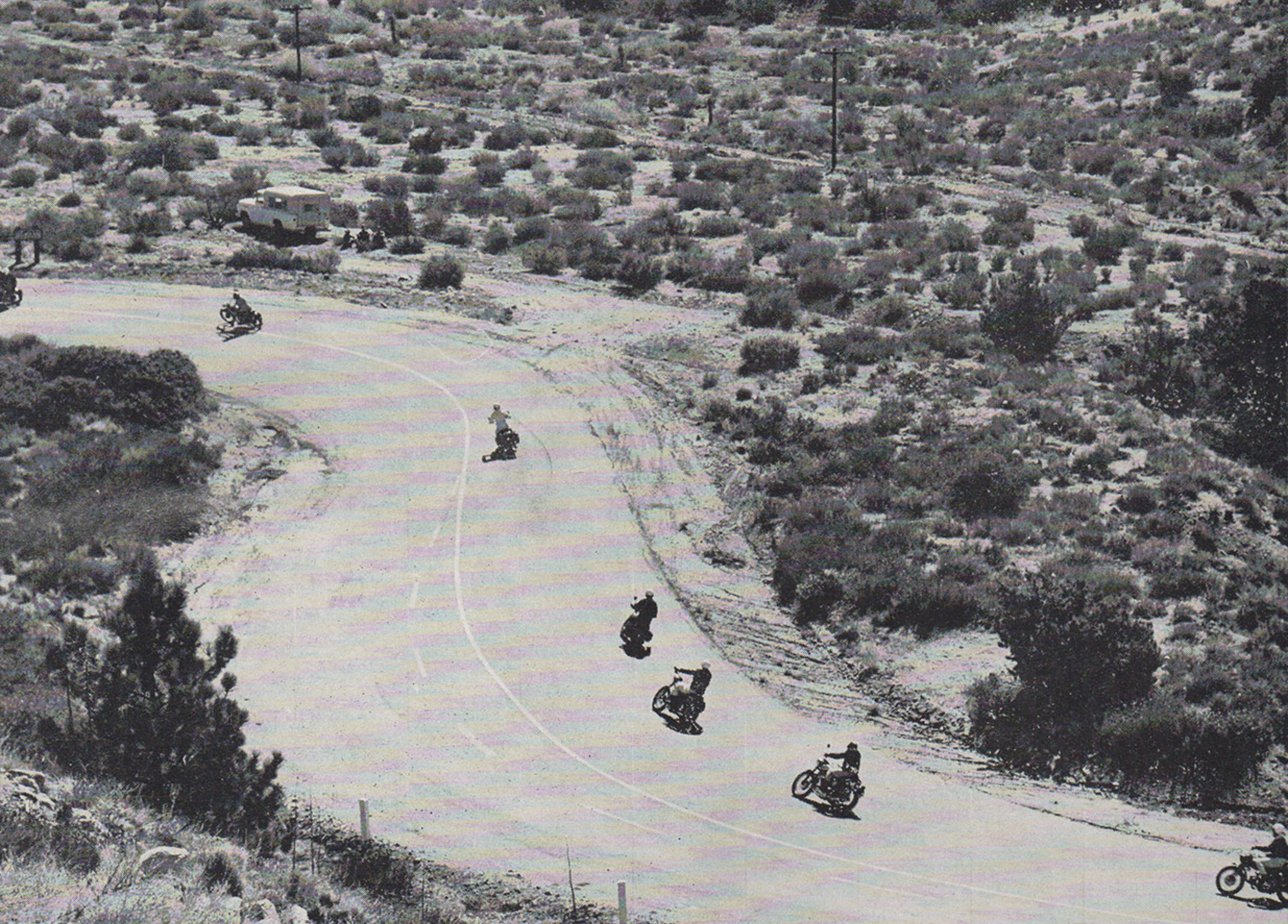


DECEMBER, 1963

35c

# American Motorcycling



**William Johnson Invitational Run**  
**Dick Mann National TT Winner**  
**Roeder Races To 20-Mile Win**  
**150 Enduro Is Rugged Test**  
**Trail Riding • Corduroy Enduro**

Ralph Albers  
Nashville, Kansas

# Bert Wieland

# riding Matchless

# WILNS

Norris Oelfke also on MATCHLESS WINS Class A.  
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# 1963 Jack Pine!

# Dick Mann



# riding Matchless

# WILNS

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# 50 Lap National TT!

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# The Finish Line



## Cover

Looking down on a few of the many contestants who wound their way through desert canyons, foothills and mountains in the William Johnson Invitational 191-mile highway run. 251 riders competed for awards in the various classes, but winners or not they all enjoyed the beautiful scenic ride.

## Changes In The Making

The next few issues of American Motorcycling are going to be delivered to you in rather rapid succession. This is due to a change in publication dates which will offer better service to our subscribers and the many dealers who carry American Motorcycling for resale.

Due to the varied length of time it takes mail to be delivered, many subscribers were receiving each month's issue late. To offset this, since we have no control over delivery after the magazines have been placed in the mail, we are publishing earlier which will result in each issue being delivered by the first of the month for which it is dated.

We know you will all like this new setup as many have expressed a desire for an earlier delivery date.

It is also necessary if you intend to move to let us know in advance so that you will not miss any of your subscription.

This is important as magazines (second class mail) are not forwardable.

## Correction

Due to an error in making up the final chart on the Grand National Champion point standings the six points that Dick Mann earned in the 15-mile at Heidelberg were inadvertently omitted. These points added to those shown give the correct total of 114.

The many friends and acquaintances of Jack Mercer, The Triumph Corp. representative and photographer who has contributed many pictures to our pages, will be sorry to learn of the passing of Jack's father in October. The sympathies of the entire motorcycle fraternity are extended to his survivors and friends.

Official Publication AMERICAN MOTORCYCLE ASSOCIATION

# American Motorcycling

*"The Greatest Sport On Wheels"*

VOLUME XVII

DECEMBER, 1963

NUMBER 12

ALTON ISMON, EDITOR

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# Trail Riding

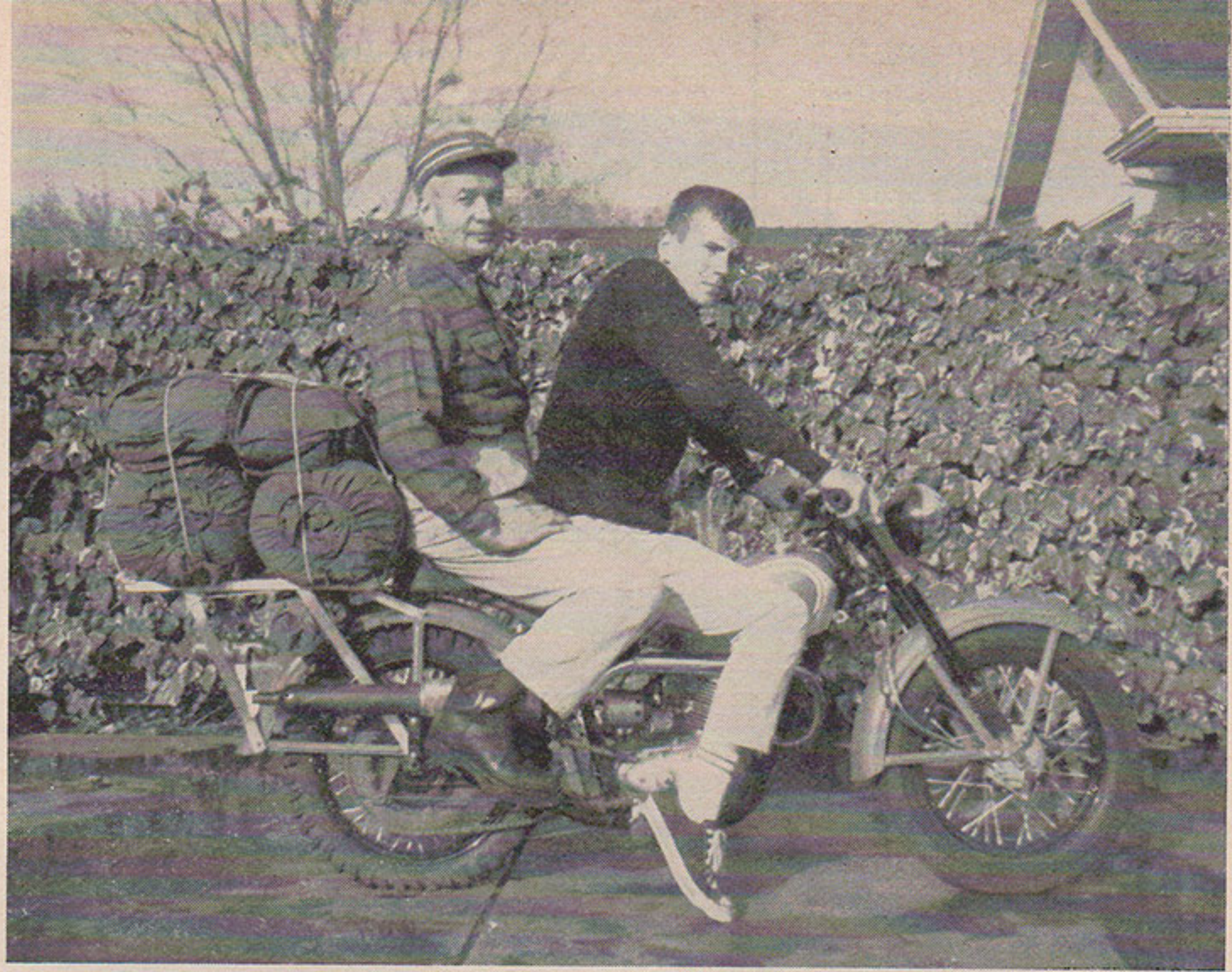
By John P. McKibbin, M.D.

*Dr. McKibbin is an example of the many professional people who are turning to motorcycling as a relaxing hobby to ease the tensions under which they work.—Ed.*

**T**RAIL riding in our family came about as a means of reaching more easily the isolated areas in the High Sierras. Our real love is fly fishing for native trout in the not usually planted streams and lakes of the Yuba River drainage of the Sierra Nevada of northern California.

As a family we have jeeped, hiked, and backpacked in this rather wide area on the western slope of the Sierra since I started in private practice in Sacramento, California, following a discharge from the Armed Forces in 1946. Two years ago when trail riding was becoming more popular, it occurred to me that some type of cycle would allow us to enter some of our favorite fishing areas much earlier in the season. These areas are too far for backpacking for us, and they are often closed by snow drifts to jeeps and four-wheel drive vehicles until as late as the middle of July. Also, we would be able to reach areas beyond which a four-wheel drive vehicle could travel without being too tired for fishing and the trip back later in the day.

After investigating and trying out a number of trail riding cycles, I decided upon a Harley-Davidson, Model 165, with a large rear sprocket and shortened mud guards to prevent being hung up in rough terrain. The rear tire has a special tread for better traction. In low gear it pulls beautifully at two to three miles per hour so one can sit on the cycle with his feet on the ground, walking astride over rough terrain. However, where the trail or jeep road is smooth a top speed of thirty miles per hour is possible. This is a definite advantage where the distance to be traveled is twelve or more miles. We have found the mudguards to be an absolute necessity in traveling stretches of trail muddy or under water with melting snow. This motorcycle is long enough to comfortably carry two people plus supplies and sleeping bags for a number of days in the back country. Ours is equipped with a double seat and a large aluminum rack over the rear fender. There is an aluminum tube on the side opposite the exhaust which carries four fly rods. I learned years ago that it is very disconcerting to accidentally fall and break my only fly rod while in the back country. This machine has excellent brakes on both wheels and good compression in



Dr. McKibbin shows the ease with which two riders can be carried on the motorcycle along with packs.

low gear. It has three speeds forward controlled by a gear shift and a clutch. A great deal of compression is needed to make coming down steep hills as safe as going up. The large diameter of the wheels is a great advantage in getting over rocks and logs.

The weight of the machine is about two hundred pounds. At first we thought this would make the cycle difficult to handle, but by lifting one end at a time one person can load it easily. We carry ours on a rack that fits on the rear bumper of the family car, in a trailer with camp supplies, or in the rear of a jeep.

There are several experiences which are memorable because of the trail rider. We have a cabin on the North Fork of the Yuba River near the picturesque old mining town of Sierra City. This is our base camp. Two years ago in mid June, my older son and I decided to try to get into the back country, with the cycle, although we knew the jeep roads were still closed by snow drifts. The trip consisted of a twelve mile ride climbing over a ridge 2500 feet higher than our starting point and dropping down a 1000 feet on the other side. By starting early in the morning we easily negotiated the deep drifts which blocked the road because of a frozen crust on the snow. When we arrived at our destination in a little over an hour, we found the fishing to be wonderful. By early afternoon we were on our way out. However, upon reaching the drifts we experienced a different problem. The sun had melted the frozen crust, and the cycle sank deeply into the snow. With my son pushing and my controlling the throttle and walking along side the cycle which was in low gear, we got through without difficulty.

The return trip took little more than an hour and a half, and neither of us felt particularly tired.

Last fall my younger son and I took a wonderful trip high in the granite above timberline between the headwaters of the South and Middle Forks of the Yuba River. With the motorcycle in the back of the jeep, which has a body extension for this purpose, we drove to the end of the jeep trail. Here we placed back packs on the motorcycle, and rode on the granite until the terrain became too precipitous for the cycle. Parking the cycle, we shouldered our packs and hiked to our destination. Four days later we returned on foot, motorcycle, and jeep.

Our family of five has nearly always jeeped alone. For the past two years, it has been reassuring to have one of the boys on the motorcycle, to avoid a very long walk out should one of the vehicles break down. Needless to say the cycle always arrives at the back country destination long before the four-wheel vehicle arrives, and it is always out long before the rest of us.

In conclusion, I would say that almost anyone can ride a cycle such as we have. Anyone who has ever ridden a bicycle can quickly learn the mechanics of shifting gears, working the clutch, and braking. As one becomes more proficient, the thrill and enjoyment of handling a fine piece of mechanical equipment will increase accordingly. We have a rule in our family that the trail rider is used only on trails and mountain jeep roads, thus avoiding the traffic hazards of streets and highways. I recommend trail riding as an exhilarating sport for persons of either sex in the age group of those who can qualify for an automobile driver's license.

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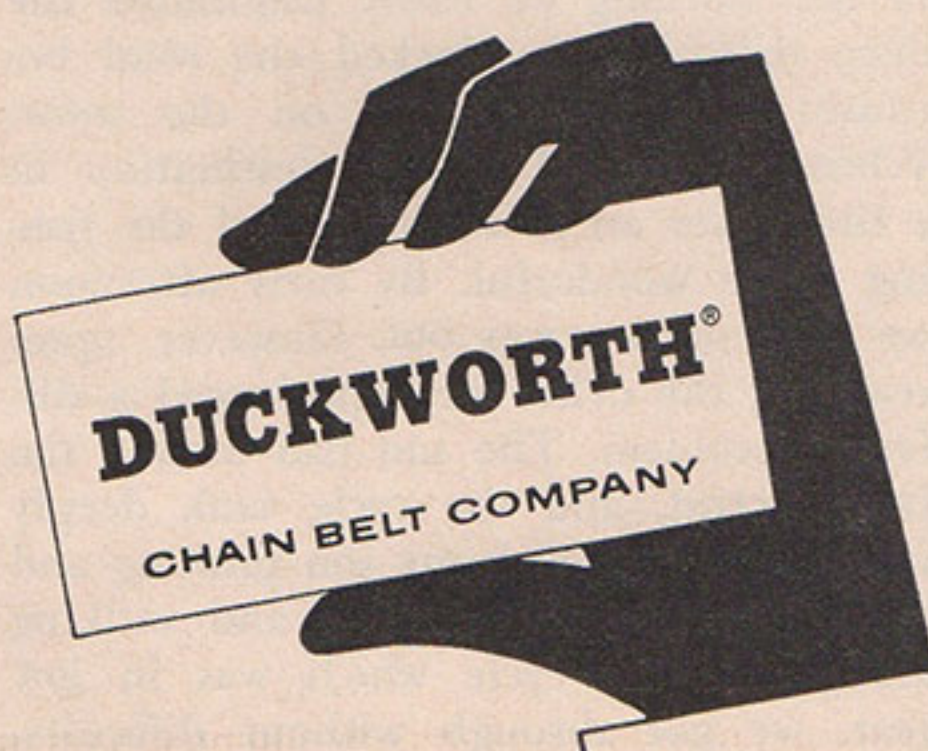
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## Competition Committee Meeting Highlights

### NOVICE RIDERS

In 1964 novice riders will be limited to 250cc maximum displacement equipment in all types of events. At the same time the probationary (red plate) novice class is being discontinued. All novice riders will be green plate and ride for the regular 20 points for advancement to amateur.

### 250 CLASS

The combined 250cc road race class will now be limited to amateur and expert riders. The use of streamlining and fairings that was initiated last year for use in this class has been extended to all classes of road racing including sportsman events.

### SHORT TRACK

Short track designation is changed from Class "A" to Formula "C" and limited to experts. It will also count as points for the Grand National Champion standing.

### CHAMPIONSHIP POINTS

The Grand National Champion point system was revised to give a more equitable distribution based on type of race and distance run. A national championship point fund program was adopted for distribution to the top 20 in the final standings for Grand National Champion. This will be made up of expert entry fees, post entry fees, total purse percentage by promoter and donations.

Riders who fail to enter a national championship event by the regular closing date will now be accepted as post entries upon payment of a \$25.00 past entry fee.

### CHAMPIONSHIPS

30 national championships have been awarded which will give every type of rider something in which to participate. These include 6 road races (2 are tentative), 6 half-mile dirt tracks, 2 one-mile dirt tracks, 3 TTs, 2 hillclimbs, 7 enduros and one each short track, scrambles, cross-country and marathon plus the usual record attempts.

### WOMEN RIDERS

A vote for the fairer sex now permits women to ride in any type of competition except Formula "C", if promoting club wishes to permit their participation.

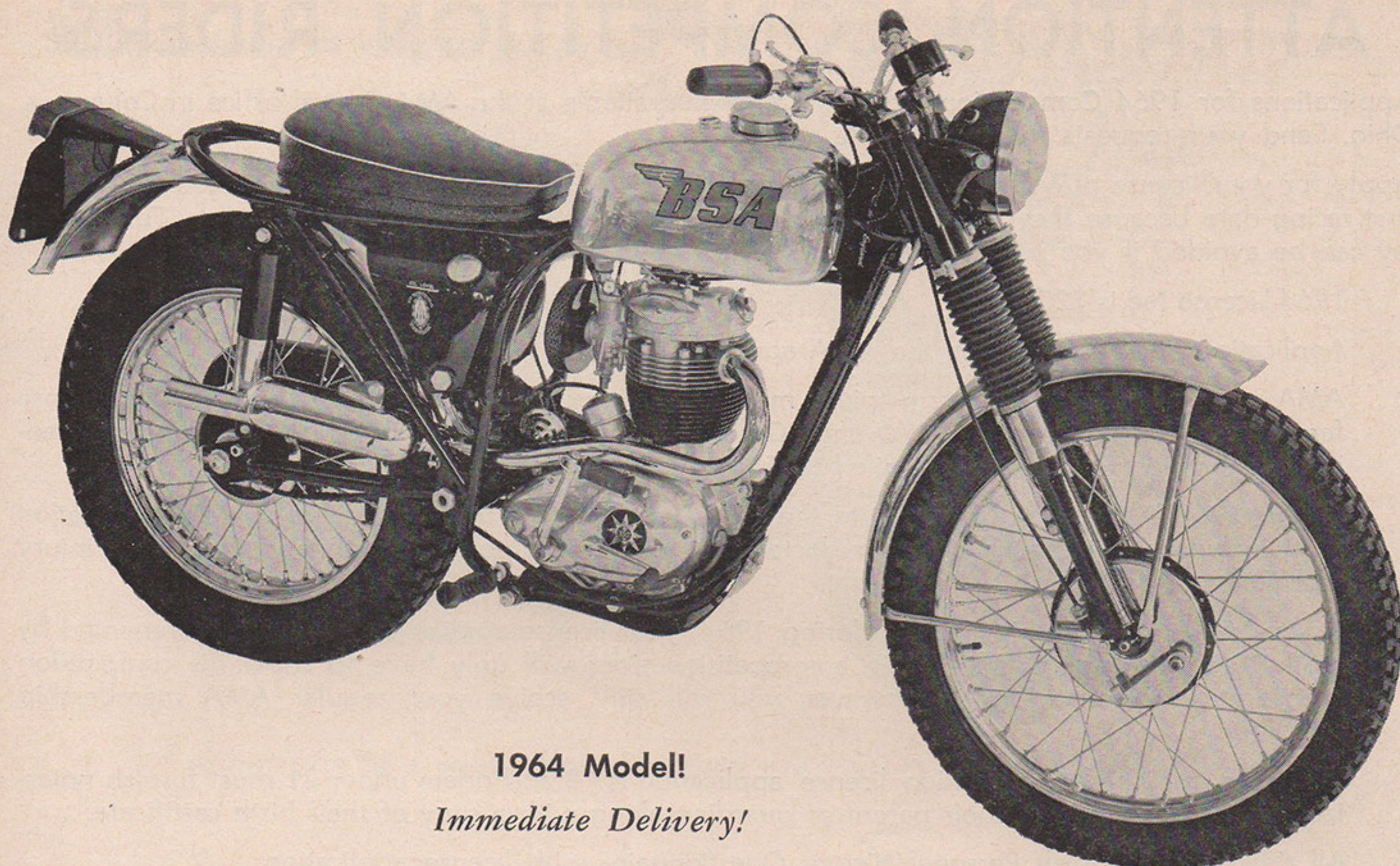
### HILLCLIMBS

The distance covered in hillclimbs shall be measured from starting line to center line of stopped position of rear wheel.

### UNLIMITED CLASS

The unlimited road race event which was established on a trial basis several years ago has been reinstated in both sportsman and "Prize Money" for 1964.

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Dave Barnes and mechanic Frank Vallchy — photo taken immediately after the Jack Pine Win.

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# ATTENTION COMPETITION RIDERS

Applications for 1964 Competition Licenses are now available at the AMA central office in Columbus, Ohio. Send your requests to Jules Horky.

Apply for your license now if you plan to compete in 1964. In the past many riders have missed the first racing date because they waited until the week of the event to apply for their license. Further delay can be avoided if you will remember the following:

1964 License fee is \$20.00.

Application must be made on the AMA application form.

AMA medical examination form (pink) must accompany license application and \$20.00 license fee (except licenses limited to "A" and "C" hill climbing which are \$10.00). Yellow copy of medical examination form must be mailed to AMA office by examining physician.

If your 1963 license was turned in to the AMA because of a track injury, your 1964 application must include a statement from your doctor that you are completely recovered from that injury and "Released for Racing".

If your AMA membership expires during 1964, your license application must be accompanied by a \$2.00 renewal fee. On this basis, a competition rider will only have to show his competition license at any event he rides. However, you will still receive your regular AMA membership card.

Minimum age for a competition license application is 18 and riders under 21 must furnish notarized written approval of their parent or guardian along with a copy of their birth certificate.

All riders must furnish Personal History Questionnaire with license application.

## THE FOLLOWING COLORED NUMBER PLATES MUST BE USED IN 1964

Expert number plates — white with black numbers.

Amateur number plates — yellow with black numbers.

Novice number plates — green with white numbers.

Riders and mechanics will be closely checked for appearance and required riding apparel.

## Closing Date For All National Championship Events Is 21 Days Before Day Of The Event.

**NOTICE NOVICE RIDERS** — In 1964 novice riders will be required to ride motorcycles with a maximum displacement of 250cc when competing in one-half mile dirt track, TT, road racing and short track events.

Novice riders who have accumulated 20 points will be advanced to the amateur class for 1964.

Novice riders who have accumulated less than 20 points must remain in the novice class and will be required to ride equipment with a maximum displacement of 250cc.

**NOTICE** — License holders can use the following equipment in 1964:

Novice: Class "C" Short Track, 250cc

Dirt Track, 250cc

TT, 0 to 250cc

Road Race, 250cc

Amateur and Expert: Class "C" Short Track, 250cc

Dirt Track, 500cc OHV or 750cc SV

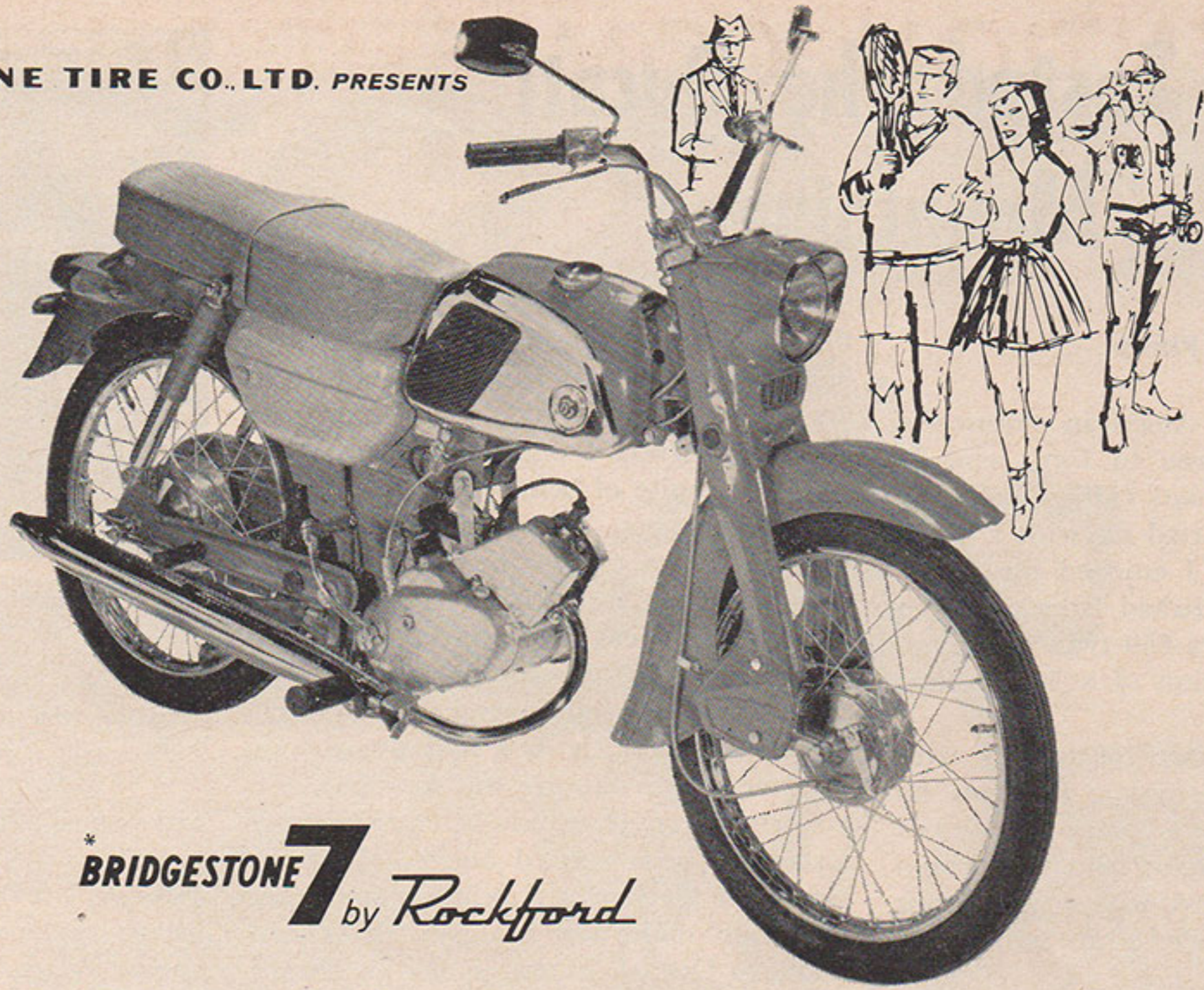
TT, 0 to 250cc and/or 251cc to 900cc

Road Race, 250cc and/or 500cc OHV or 750cc SV.



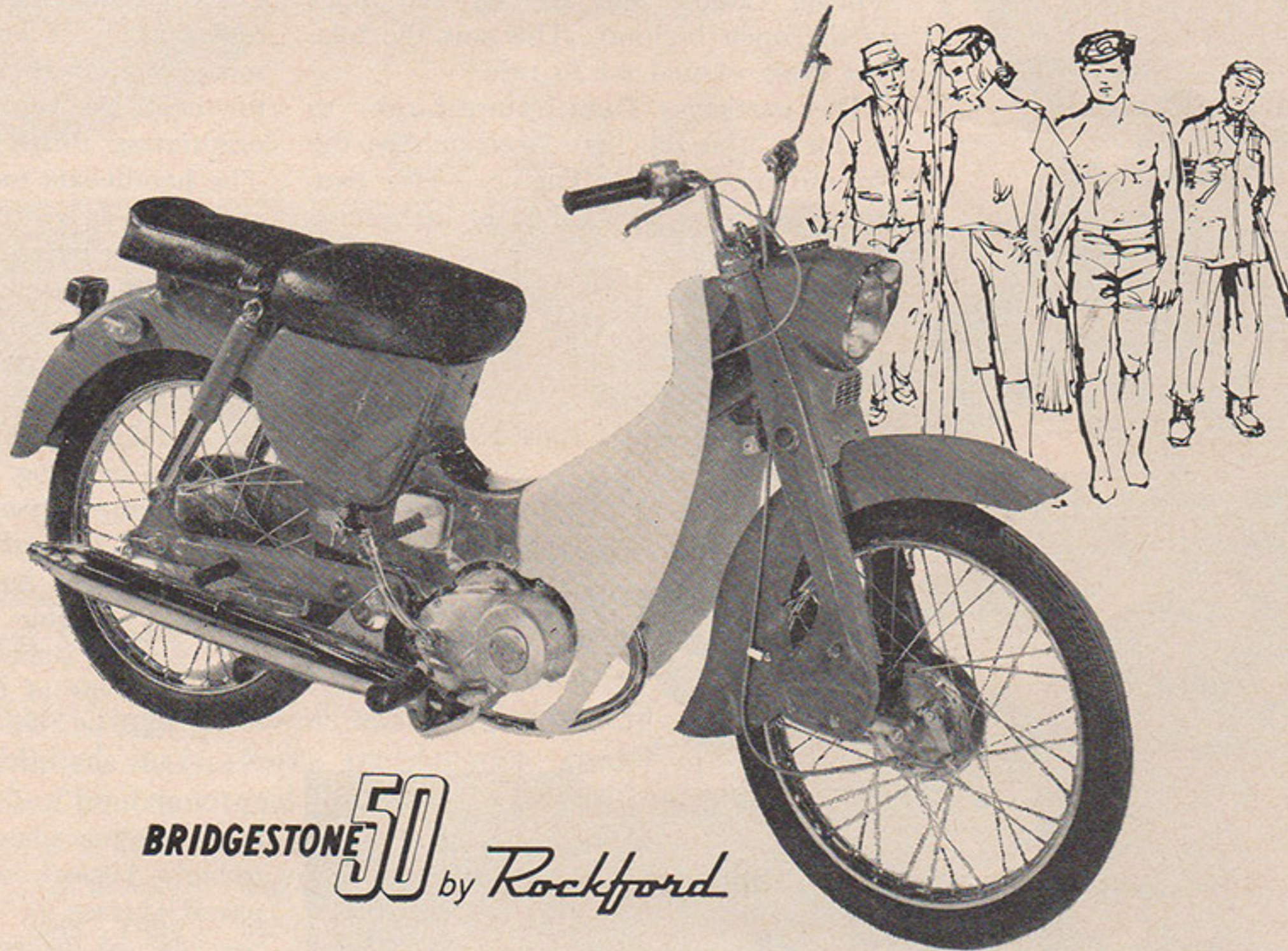


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# I Tested The Ducati "Mountaineer"

By G. Philipi

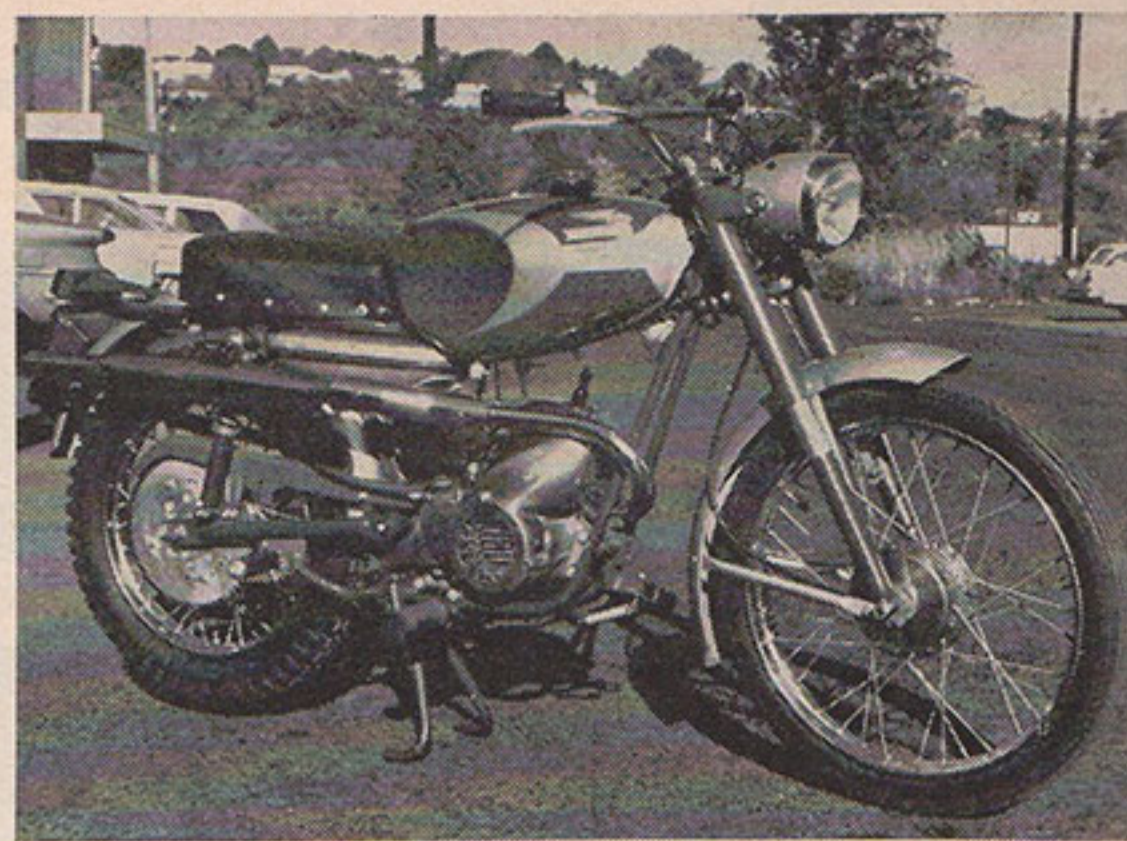
LIKE lots of other American motorcycle enthusiasts, I ran true to form when I started off on my road riding career. I, like most others, started off with a "big" bike. I must admit, I enjoyed the power of big twins and switched from a 74" to a 500 twin, then to a 650 twin and more recently a road version of a 500cc alloy-engined sports racer.

I had an opportunity of talking with Walt von Schonfeld, public relations director for the Berliner Motor Corp., and it was he who spoke of the merits and the fun one could have with a lightweight . . . I didn't quite believe him but having

the time, visited him at the Norton-Ducati headquarters in Hasbrouck Heights, New Jersey.

On my arrival, I was pleasantly surprised that in spite of being the U. S. distributors for Norton, Ducati, Sachs and Zundapp machines, the Berliner Motor Corp., also maintains an experimental and research department under the personal direction of Mr. Joseph Berliner. Here "prototypes" of models yet to be produced in quantity, are checked and test driven by some of the nation's top scrambles and enduro riders. It is only after exhaustive tests have been carried out, to the satisfaction of the Berliner technical staff, that the model under test is approved for production. One such test model, a Ducati lightweight, with an alloy engine, three-speed gearbox and 16" knobby tire, had just been returned by a dealer who had covered some 300 miles "cow-trailing" in Sullivan County and another 200 miles on the open highway. This was the bike that Walt wanted me to ride.

The particular Ducati turned over to me for a "test ride" has been dubbed the "Mountaineer" — the engine, a 90cc two-stroke, features a Dell'Orto carburetor



The 1964 Ducati "Mountaineer" reveals the compact lines of the fan-cooled alloy two-stroke engine. It has high handlebars, upswept exhaust, 18" wheel in the front and knobby tired 16" wheel on the rear. Note full-hub front wheel brake.

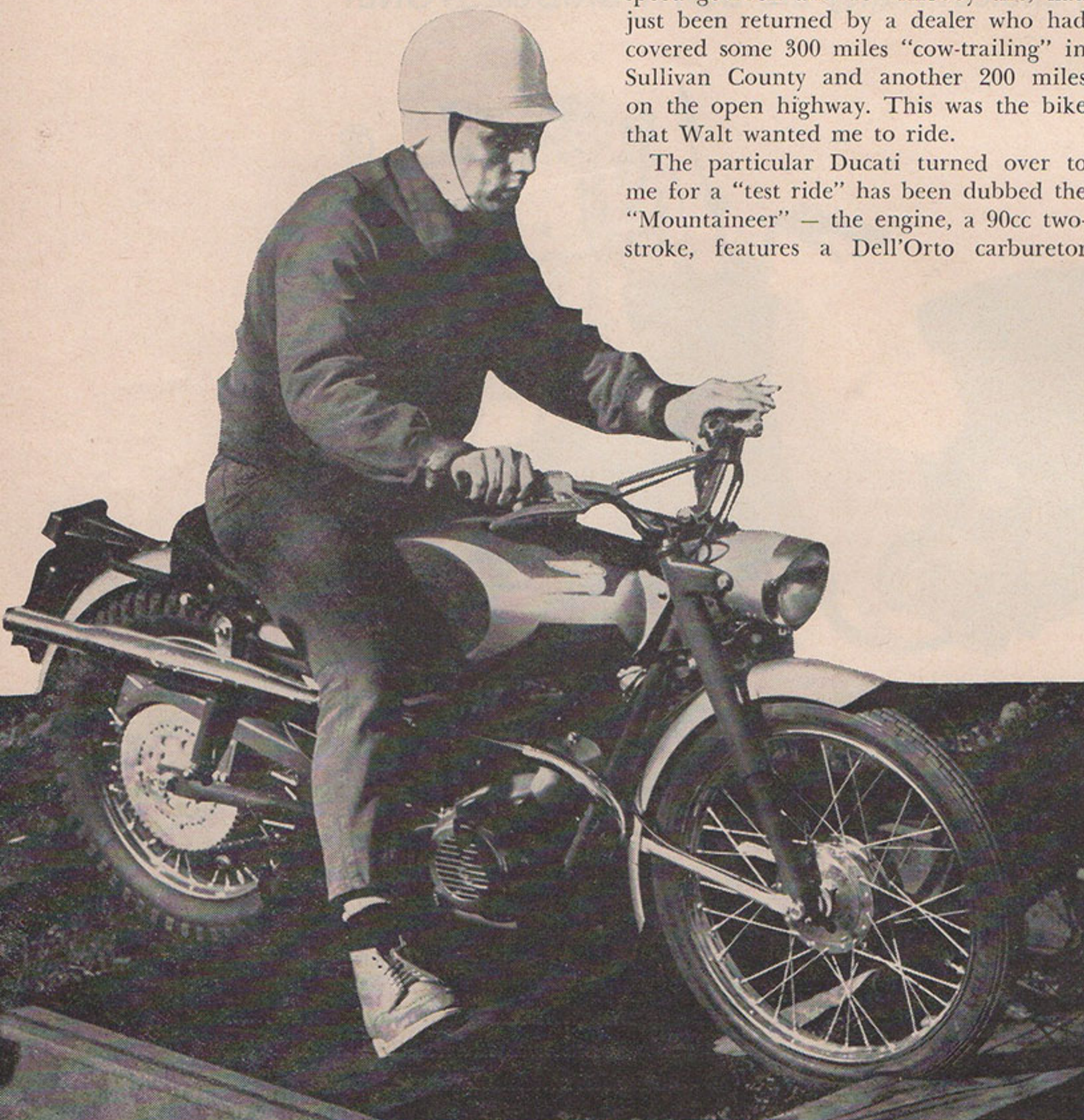
with an air-cleaner. The engine has a polished alloy cover, (looks as if it were chrome-plated) and is fan-cooled; this means, that no matter what the rpm, the engine always has the proper cooling. The bore is 49mm and stroke is 46.1mm.

The "Mountaineer" is fitted with telescopic forks, has a robust swinging arm rear suspension and has a pair of tough shock absorbers fitted in the rear. The fuel tank is of entirely new design, has sort-of "flattened" sides, allowing the rider to "hug" the tank with his knees when negotiating rough and irregular terrain. The handlebars too, are of special design and have been reinforced with a cross-member for extra rigidity. There's a new style saddle that affords all the comfort one could expect when trailing off the road, and the extra large 61-tooth sprocket that was fitted when I took the bike, gave me the feeling that it would climb the side of a building. Berliner service technician, Henry Rissman informed me that 13, 14 and 15-tooth countershaft sprockets can be fitted, and a selection of rear sprockets ranging from 36 teeth to 61 offer a range sufficient to satisfy any rider over any type of terrain.

To start off, let me say that after Walt "checked me out" on the 1964 Ducati "Mountaineer", I first rode it up and down the macadam roads adjacent to Teterboro Airport, occasionally leaving the paved surface to try the "rough" along the edge of the roads. After being jolted in and out of pot-holes, etc., I felt that I had the "feel" of this potent little Tiger, and coming back to the Berliner building reported that I had experienced a genuine thrill, my only complaint being that I wish I could have the "Mountaineer" for a longer period of time.

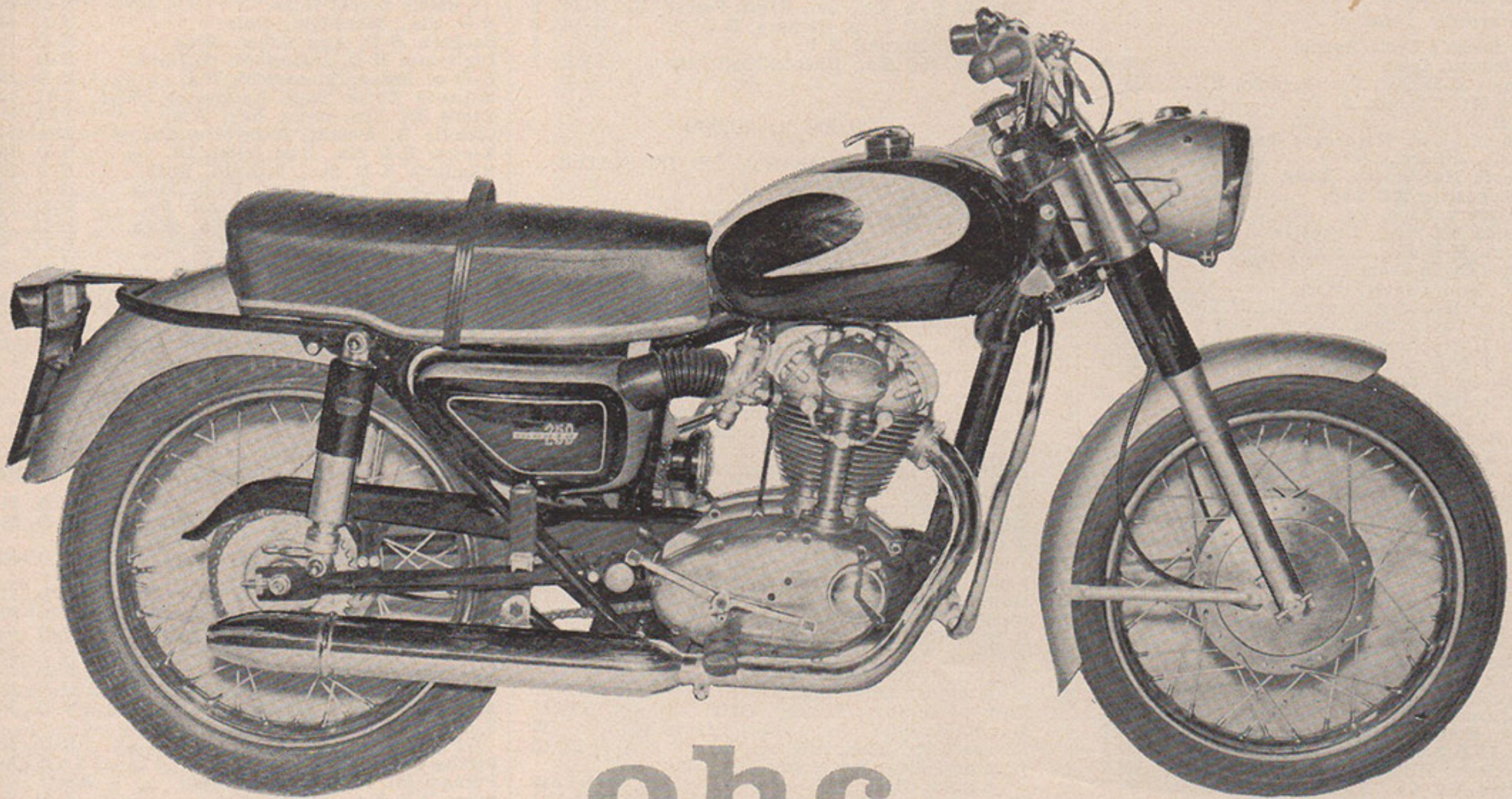
Maybe I boasted a little too much about my ability to ride the "rough stuff", and maybe it was my exuberance over the way the little 90cc Ducati handled, but I was

*(Continued on page 35)*



The distance between the ties varies, and here as I travel the bumpy road, the front tire, wheel and fork take a real beating. (So did I!)

# DUCATI

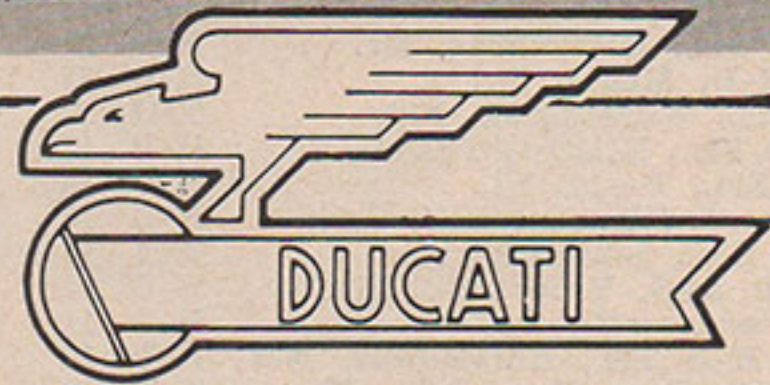


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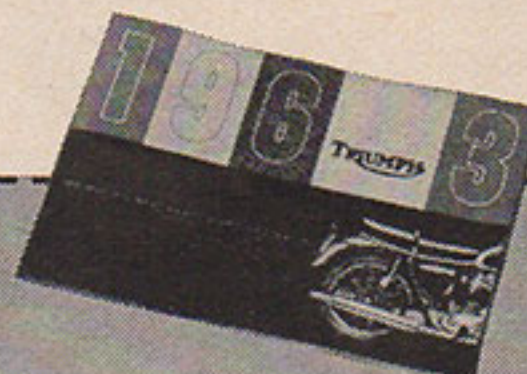


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Stuckey & Son H-D Co., Kansas City, Mo.	H-D 11
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### 500,000 to 1,000,000

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Milwaukee, Wisconsin

*Harley-Davidson Dealer* .....54

Osborn MC Co., St. Louis, Mo.	H-D 40
Broadway H-D S&S, St. Louis, Mo.	H-D 36
Egeberg Cycle Co., Minneapolis, Minn.	H-D 29
Allegheny Co. District, Inc., Pittsburgh, Pa.	H-D 23
Drager's H-D Co., Seattle, Wash.	H-D 22
H-D Sls., Inc., Cleveland, Ohio	H-D 22
Conely's H-D Sls., Dallas, Texas	H-D 20
MC Serv Co., Cincinnati, Ohio	H-D 20
Buffalo H-D, Buffalo, N.Y.	H-D 17
Marion Roberts MC Co., Atlanta, Ga.	H-D 17
Sill's MC Sls., Cleveland, Ohio	TRI 17
Doc's H-D Sls., New Orleans, La.	H-D 14
Don & Roy's Cycle Shop, Inc., Milwaukee, Wis.	14
H-D S&S, Washington, D.C.	H-D 13
Andrews MC Sls., Boston, Mass.	TRI 13
Pittsburgh Cycle Center, Pittsburgh, Pa.	BSA 13
Kress H-D Sls., Baltimore, Md.	H-D 12
Cycle Craft, Inc., Boston, Mass.	H-D 12
Pete's Cycle Co., Baltimore, Md.	BSA 11
Dudley Perkins Co., San Francisco, Calif.	H-D 10
Stelter H-D Sls., Co., Houston, Texas	H-D 9
MC S & S, Houston, Texas	IND 8

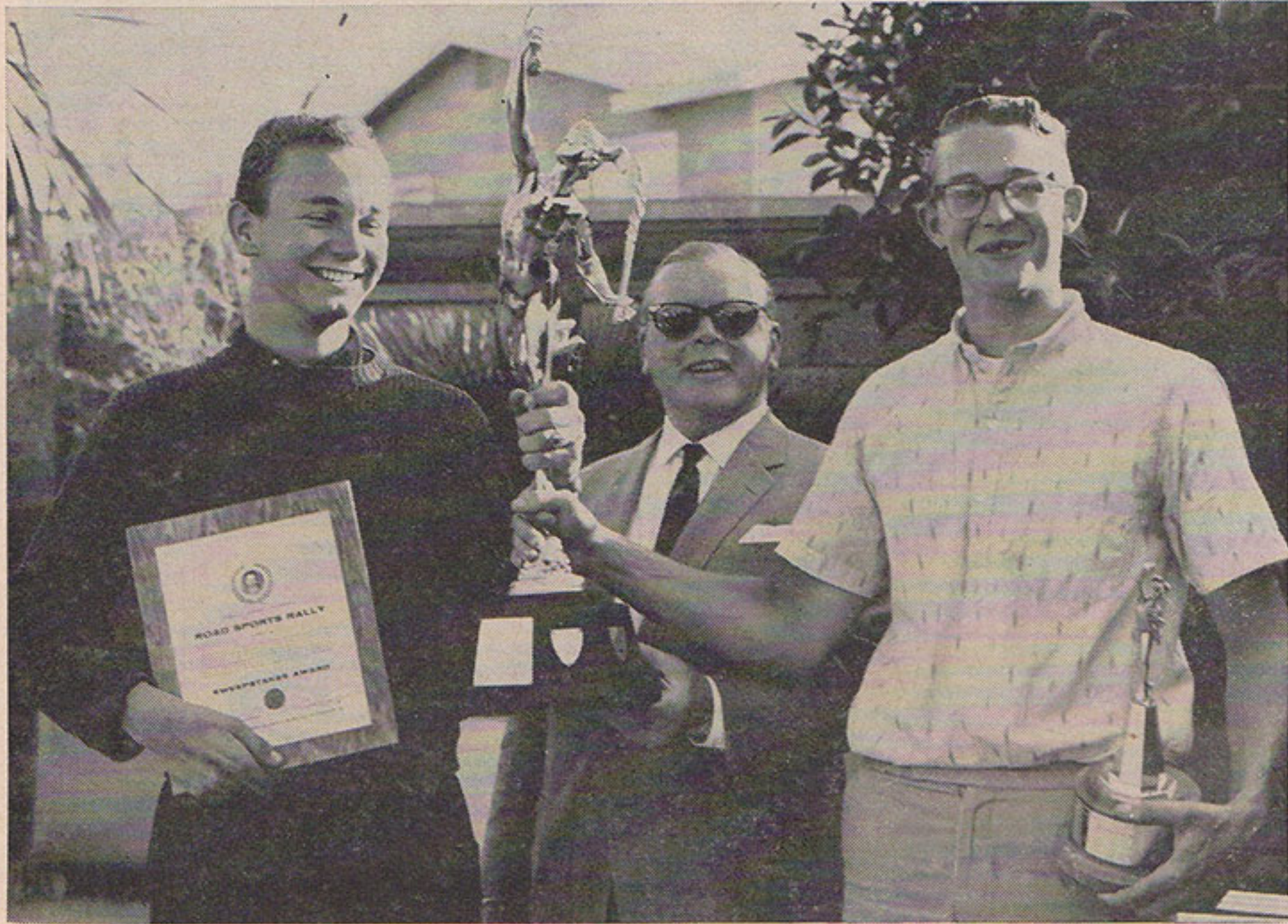
### 1,000,000 and up

#### HARLEY-DAVIDSON IN LOS ANGELES

Los Angeles, California

*Harley-Davidson Dealer* .....144

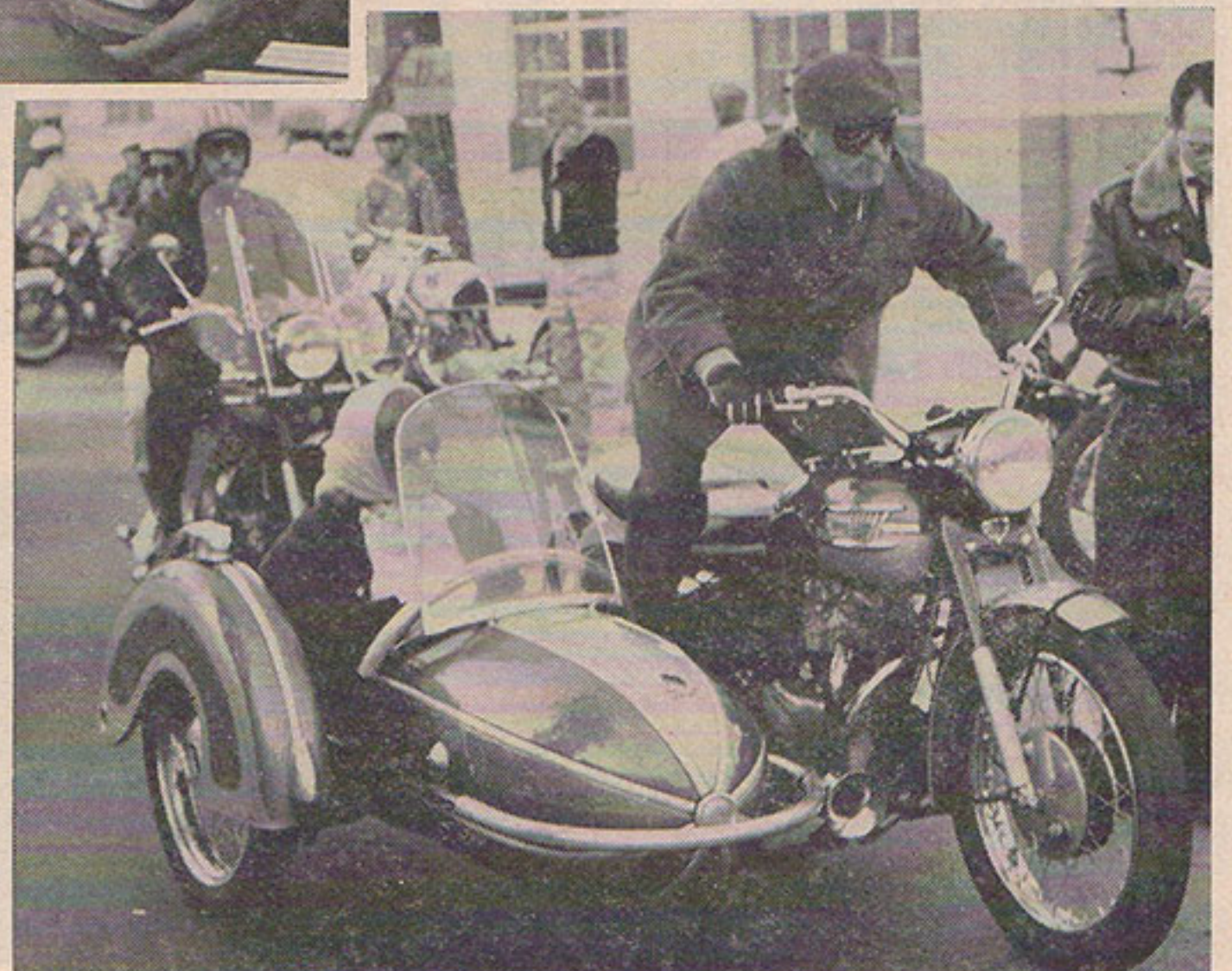
Santa Monica H-D S&S, Los Angeles, Calif.	H-D 99
George's H-D Sls., Chicago, Ill.	H-D 27
Philadelphia H-D Co., Inc., Philadelphia, Pa.	H-D 26
Eastland Cycle, Detroit, Mich.	BMW 20
LeBard & Underwood, Los Angeles, Calif.	BSA 16
Ted Evans MC Shop, Los Angeles, Calif.	TRI 12
H-D MC Co., Detroit, Mich.	H-D 11



Starting to congregate at the starting line are part of the 251 contestants who participated in the 191 mile run.

Les Duke (left) and Dennis Ott (right) sweepstakes winners receive awards from Edward Turner, managing director of Birmingham Small Arms Group, who originated the idea for this event. The sweepstakes trophy which Mr. Turner sponsors is a hand-sculptured replica of the famous Isle-of-Man trophy.

Actor Keenan Wynn starts his Triumph sidecar in preparation for the start of the William Johnson Invitational. Reports said Keenan got lost a time or two but he managed to finish the run with only 26 points lost.





# William Johnson Invitational An Inspirational Event

Photos by Motorcyclist Magazine and Ralph Poole

The timing system featuring punch clocks at each check point was under the direction of enduro authority Buck Smith and insured each rider of an accurate A.T.A. (actual time of arrival). Norm Lee reportedly put on over 1200 miles in laying out the run, which he did superbly.

As the riders approached the last four or five miles of the run they found that Glendora Auxiliary police protected all cross streets and held up cross traffic to continue movement of the contestants to the finish line.

After the run contestants, officials, and guests, including guest of honor Edward Turner, managing director of Birmingham Small Arms, manufacturing group who originated the run, attended a dinner at the Glendora Palms restaurant at which over 400 guests were served. The event was climaxed with presentation of plaques to all class winners and the "Bill Johnson" memorial trophy donated by Edward Turner, to the overall winner Dennis Ott and passenger Leslie Duke.

A good number of Hollywood personalities competed in the contest; prominent among them were Keenan Wynn, who rode with his wife and Peter Brown of TV's Lawman, who rode with his girl friend.

There was a whole host of corporation executives, stockbrokers, attorneys, doctors, and other professional people also entered.

The first William Johnson Invitational run can be reported as a memorable success. It accomplished the intended objective of portraying the image of motorcyclists as envisioned by the late Bill Johnson. It was a motorcycle competitive event only in the fact that the contestants rode on a time schedule and there was a high point winner. Actually, every entry was the winner of many hours of motorcycle pleasure in the company of motorcycle ladies and gentlemen. The run was well organized and laid out over 191.9 miles of scenic foothill and mountain paved roads. To many riders the time schedule became secondary as they covered the miles and passed and were repassed by over 251 riders out to enjoy a Sunday of motorcycling.

It could be called a motorcycle fashion ride in that it featured an attractive variety of slacks, tweed sport jackets, suedes, colored jackets, one piece nylons and wools. The run could inspire a new slogan — "You can only recognize a motorcycle rider by his motorcycle."

No event approaching the magnitude of the William Johnson Invitational could be possible without the unselfish contribution of a lot of able people. Everyone who had a hand in the planning of the contest made a substantial contribution and the team which inevitably developed over the months of planning was an inspired group who obviously took pride in what they were doing.

The enthusiasm generated by the Committee was an infectious thing which seemed to surround the contest and everyone who contributed his time and talent.

The list of officials and press was almost as large as the entry list and featured well known personalities such as J. C. Agajanian, starter; Bill Bagnall, Joe Parkhurst, Wilson Springer, Ed Kretz, Skip Fordyce and by actual count fifty-two other efficient workers. Special credit goes to Greater Los Angeles Triumph Dealers Assn. and Johnson Motors, co-sponsors of the event.

Without the official endorsement and cooperation of the following officials, the success of the event could not have been achieved.

Highway Patrol Coordination: Inspector R. E. Fuson; Traffic Control: Lt. Sam Mann, Pasadena Police Dept.; Dan Fay, Chief of Police and Sgt. McElwain, Glendora Police Dept.

#### Sweepstakes Winner

Dennis Ott and Leslie Duke, Ontario and Upland

#### Dual Passenger

1. Cecil and Mary Hammett, Jr., La Puente
2. Dan and Jacqueline Olmstead, San Marino
3. Joe and Janet Borges, Norwalk
4. Mr. and Mrs. Albert Echols, Lakewood
5. Howard and Carole Guy, Wilmington

#### Men's Solo

1. Gerald Roberts, Diamond Bar
2. Gordon Hurd, West Covina
3. Ralph Miller, South Gate
4. L. E. Silverton, Studio City
5. Richard Nelson, Venice

#### Women's Solo

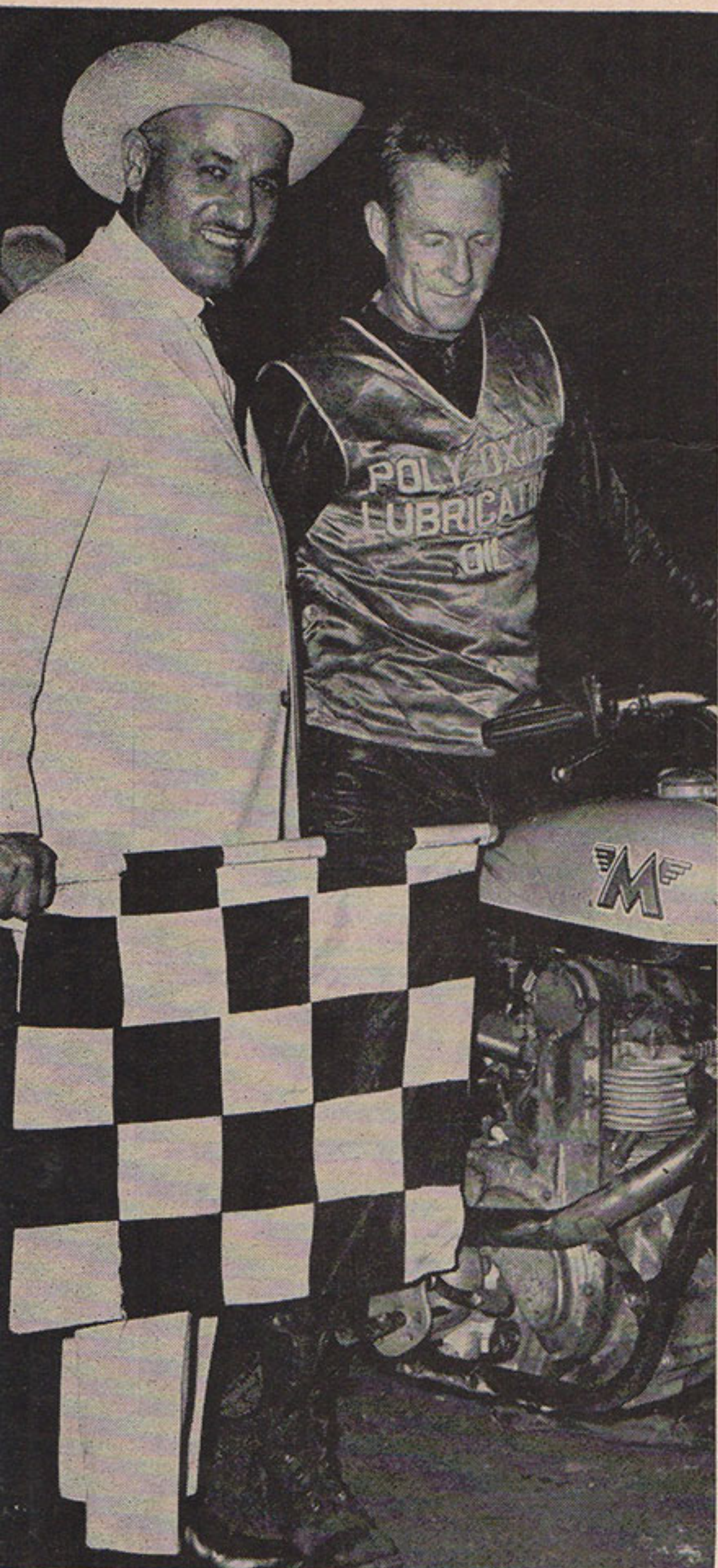
1. Janette French, Norwalk
2. Maureen Lee, Long Beach
3. Judy Wolf, North Hollywood



Well-known promoter and Indianapolis race car owner J. C. Agajanian waves off the first riders. The event started promptly at 7:00 a.m. and the first riders began finishing at 1:30 p.m.

# Dick Mann National TT Winner

By Roxy Rockwood



The "M" Squad. New 50-lap national TT champ Dick Mann astride his winning Matchless. Mann scored the biggest upset of the year in taking the win in record time.

**D**ICK MANN, a former Peoria national TT champion, upset a star loaded field to win the 1963 running of the national "Open" TT championship at Ascot Park in Gardena, Calif., on September 21st.

Mann, riding a Matchless 500cc single cylinder, qualified with the sixth fastest time before running a close second in his heat to Peoria champ, Sid Payne.

Starting in the front row in the 24 rider final, Mann chased early leader Skip Van Leeuwen for the first ten laps on the seven turn, ten foot jump track that has long been noted as the toughest TT track in America.

The start of lap eleven saw Mann take the lead from "The Flying Dutchman" and then go on to build up a commanding lead in the remaining laps.

At the end of 50 rounds, the Pinole, Calif., veteran held nearly three-quarters of a lap lead over second place rider, Dave Palmer, Bakersfield, Calif.

Payne, shooting for his second TT title this year, took second from Van Leeuwen on the 15th lap only to drop out of the race with mechanical troubles on lap 21.

The closest race of the night then centered on second place between Van Leeuwen and the fast closing Palmer.

The 27th lap saw Palmer take over second, dropping the Lakewood rider to third. Palmer spilled on lap 29 and fell back to a distant third with the Dutchman again taking over second.

Palmer, an outstanding first year expert TT rider, closed the gap lap-after-lap and again moved into second on lap 41 and

help it the rest of the way to the finish.

Van Leeuwen broke an oil line and also came up with throttle problems, but managed to hold on to third place, finishing the grind with less than a teaspoon of oil in the tank at the finish.

The three Bakersfield riders, Palmer, Payne and Clark White, were the three fastest qualifiers.

Palmer was upset in the heat race by Van Leeuwen. Clark White blew his engine at the start of his heat race and never got off the line. Payne had to come from behind twice to edge Mann for the heat race win.

Van Leeuwen's heat race win produced new one- and four-lap track records for the half-mile course.

Mann's winning 50-lap time of 39 minutes, 49.34 seconds was over two minutes faster than the old record set by Dick Dorresteyn in a daytime race in 1962.

## Mulder Wins Amateur Title

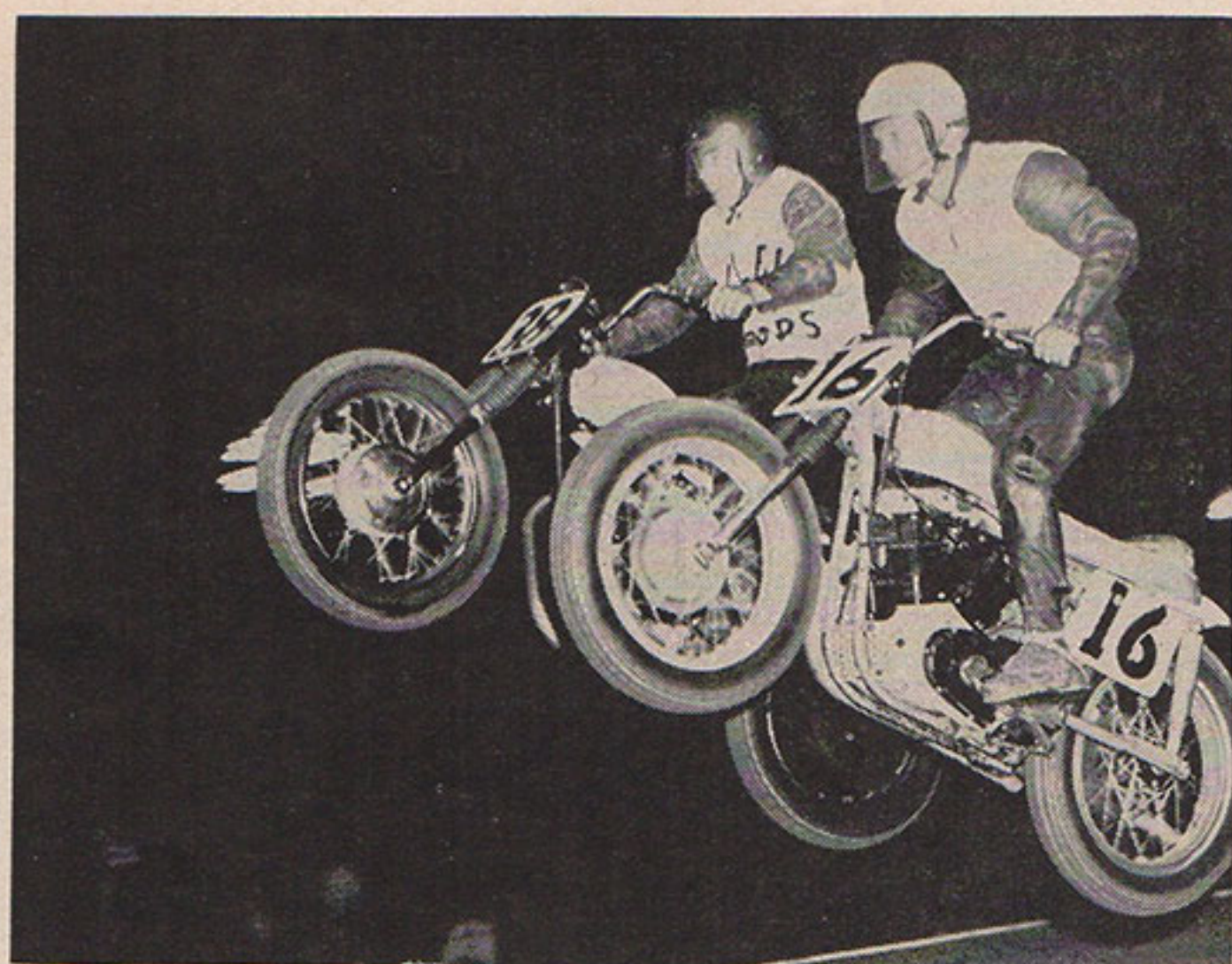
The West's top rated amateur, Eddie Mulder, came through as expected to win the 15-lap amateur final in record-breaking time.

Mulder's only threat, Bob Bailey, developed mechanical problems in the heat race after building up a big lead and was forced to start in the second row in the final.

Mulder took the lead from the start and was never in danger of losing the lead. Bailey worked his way up to second by the halfway mark, but the flying Mulder was long gone.



Putting their Best Wheels Forward over the Ascot jump. Dave Palmer (63Z) flying past first year expert Ron Nelson (93R). Palmer finished second while Nelson dropped back to take 19th.



Matching "Wheels". Dick Hammer (16) the 1962 national TT champ, passing Joe Plain (38Y). Joe, younger brother to Jimmy, is following in his brother's footsteps. Jim will also be back in action next season.



Eddie broke the old 15-lap amateur TT record by 43 seconds to score his first big win at a national event.

Mulder, Wayne Bowen and Rick Scardigli were the three amateur heat race winners with Mulder also setting a new record for the four-lap distance.

The race, hosted by J. C. Agajanian, was viewed by a capacity crowd under ideal racing conditions. This was the first night national TT championship in AMA racing history.

### Results 50-Lap TT

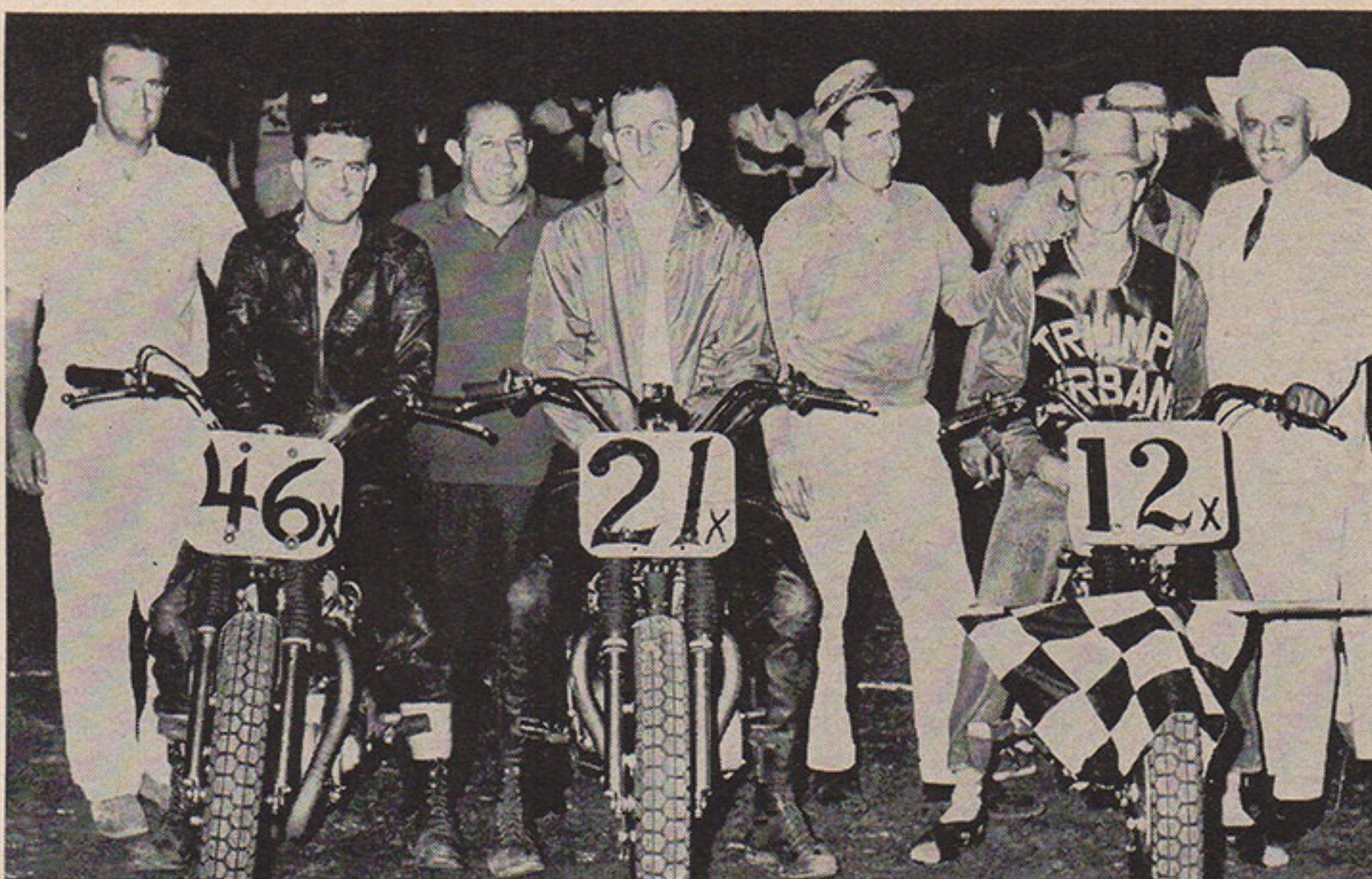
Time 39:49.34

- |  |     |
|--|-----|
| 1. Dick Mann, Pinole, Calif.             | MAT |
| 2. Dave Palmer, Bakersfield, Calif.      | TRI |
| 3. Skip Van Leeuwen, Lakewood, Calif.    | TRI |
| 4. Jack Simmons, Artesia, Calif.         | BSA |
| 5. Harlen Bast, Sepulveda, Calif.        | TRI |
| 6. Dave Bostrom, Daly City, Calif.       | TRI |
| 7. Jeff Sperry, Bakersfield, Calif.      | TRI |
| 8. Arnold Castelhana, Irvington, Calif.  | TRI |
| 9. Clyde Litch, Baldwin Park, Calif.     | BSA |
| 10. Sonny Burre, Portland, Ore.          | TRI |
| 11. Mert Lawwill, Hawthorne, Calif.      | H-D |
| 12. Tom Clark, San Carlos, Calif.        | TRI |
| 13. Frank Mitchell, Menlo Park, Calif.   | TRI |
| 14. Joe Plain, Concord, Calif.           | TRI |
| 15. Gary Nixon, Hyattsville, Md.         | TRI |
| 16. Larry Williamson, Peoria, Ill.       | TRI |
| 17. John Muckenthaler, Santa Ana, Calif. | TRI |
| 18. Ralph White, McFarland, Calif.       | TRI |
| 19. Ron Nelson, Palmdale, Calif.         | TRI |
| 20. Dallas Baker, Santa Ana, Calif.      | BSA |
| 21. Jack O'Brien, Los Angeles, Calif.    | BSA |
| 22. Chuck Self, Oakland, Calif.          | H-D |
| 23. Dick Hammer, Lakewood, Calif.        | H-D |
| 24. Sid Payne, Bakersfield, Calif.       | TRI |

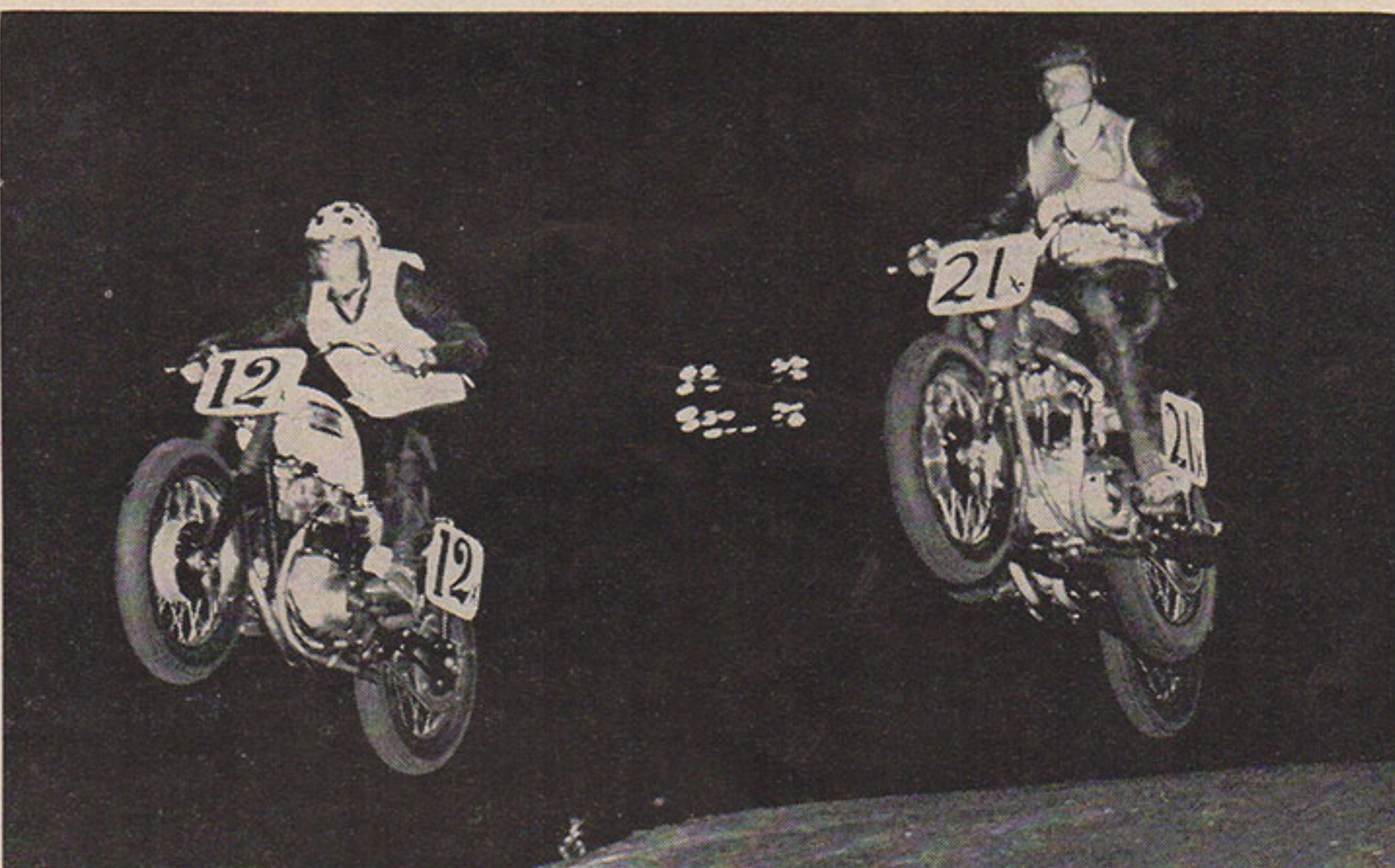
### Results 15-Lap Amateur Final

Time 12:03.60

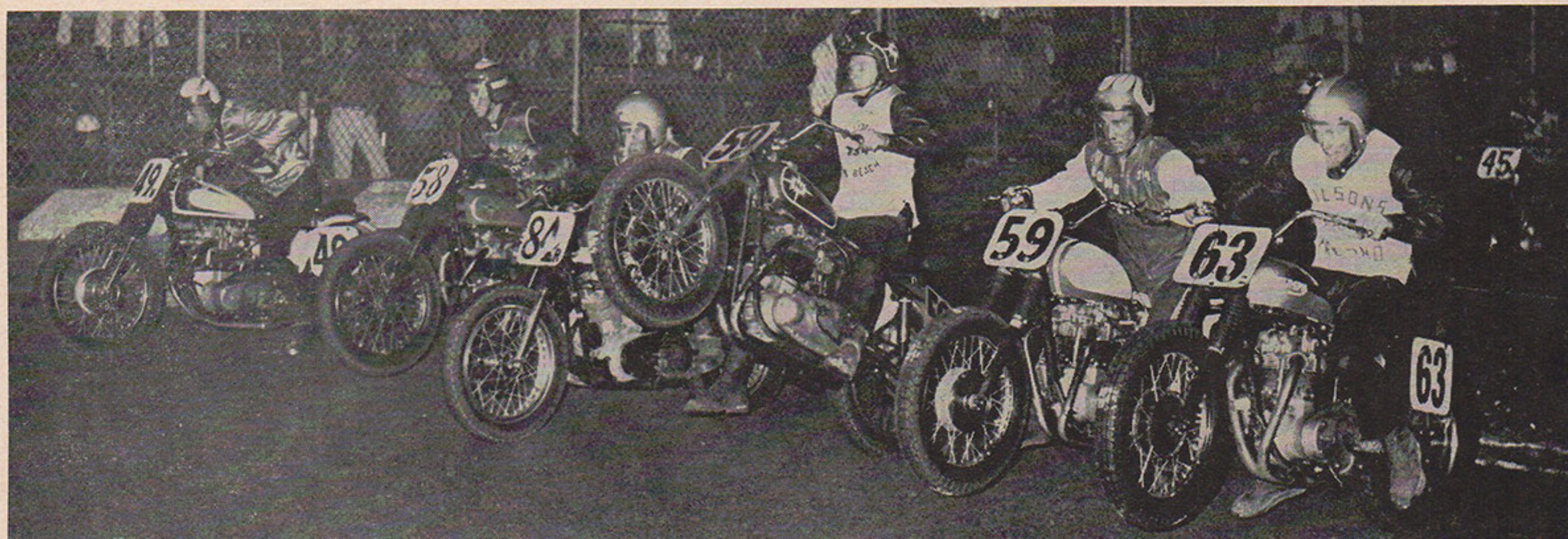
- |  |     |
|--|-----|
| 1. Ed Mulder, Burbank, Calif.          | TRI |
| 2. Bob Bailey, Torrance, Calif.        | TRI |
| 3. Travis Petton, Poway, Calif.        | TRI |
| 4. Wayne Bowen, Pacoima, Calif.        | TRI |
| 5. Russ Robinson, Garden Grove, Calif. | MAT |
| 6. Richard Scardigli, Niles, Calif.    | TRI |
| 7. Cliff Aksland, Manteca, Calif.      | TRI |
| 8. Sam Thomas, Canoga Park, Calif.     | BSA |
| 9. Dick Newell, S. San Gabriel, Calif. | TRI |
| 10. Dennis Davidge, Downey, Calif.     | TRI |
| 11. Ralph Cates, San Diego, Calif.     | BSA |
| 12. Bruce Holland, Gardena, Calif.     | TRI |
| 13. Ed Wirth, Manhattan Beach, Calif.  | BSA |
| 14. Joe Cordoza, Niles, Calif.         | TRI |
| 15. Mike Haney, Torrance, Calif.       | TRI |



The first three across the line in the 15-lap amateur final were on left third place rider, Travis Petton (46X); in the middle runner-up Bob Bailey (21X) who was the Springfield winner in August; and on the right Eddie Mulder (12X) who set new records in both the heat race and main event.



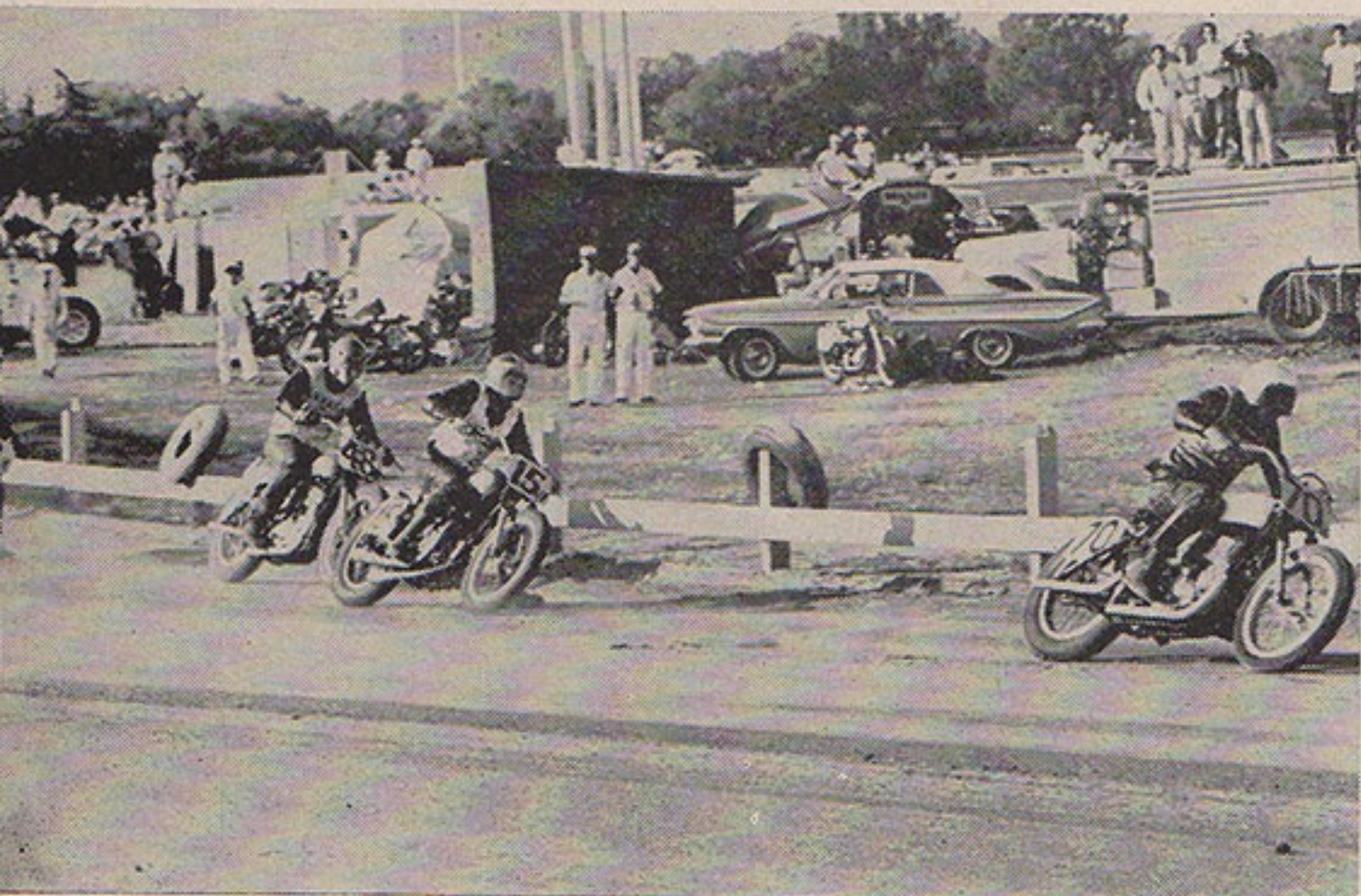
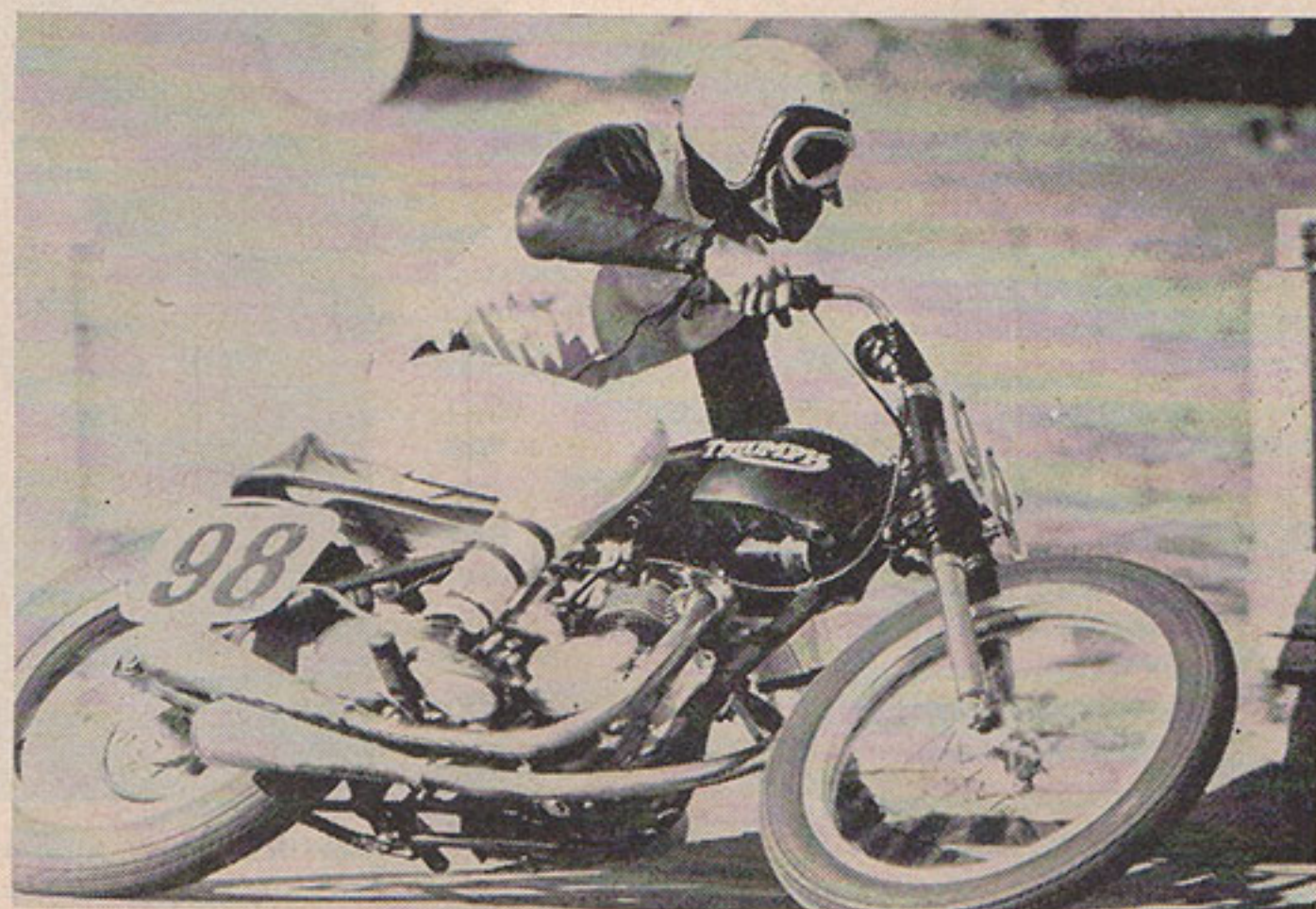
The top two amateur TT riders on the West Coast this year in typical yellow plate action. Eddie Mulder (12X) leading Bob Bailey (21X). They ran one-two in the 15-lap final.



There off!! The opening expert heat race at the Ascot national with the front line made up of Palmer (63Z), Van Leeuwen (59), Simmons (59X) Lawwill (84R), Dallas Baker (58X) and Sonny Burre (49W). Van Leeuwen won in record time.



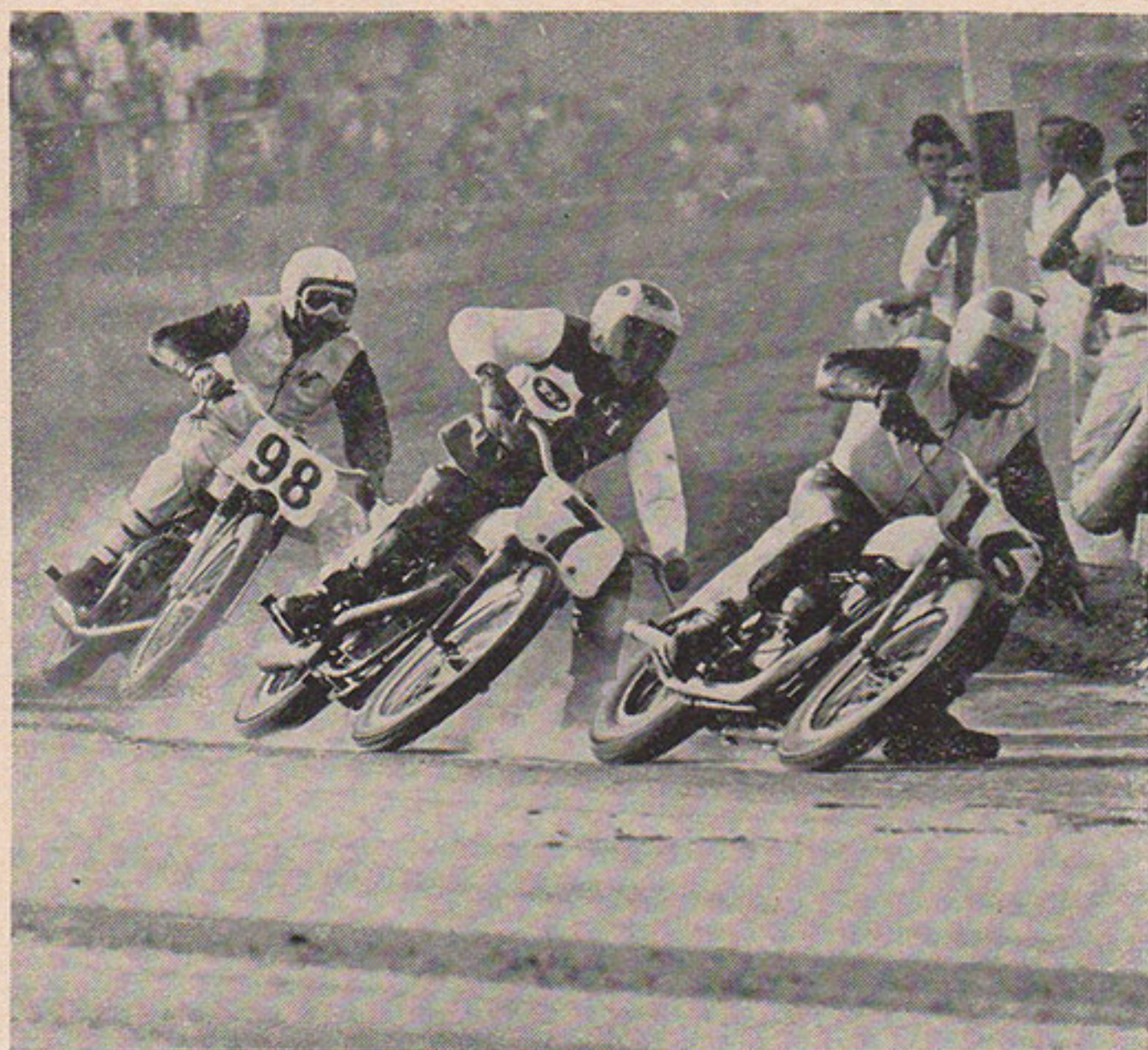
Above: Starting the 20-mile were from left Tanner, Leonard (partly hidden), Hammer, Roeder, Ralph White, Lawwill, Payne, Nixon, Schultz, and Sperry. Back row: Nelson, Dovel, Davis, Satterley, Keen, and O'Brien. At left: Top three in order are Roeder, Tanner and Hammer. Race promoter J. C. Agajian offers congratulations while Lieutenant Governor Anderson's secretary Evelyn Mead presents the trophy. Below: Back at full bore on the mile dirt ovals is the "Ol Master" Joe Leonard.



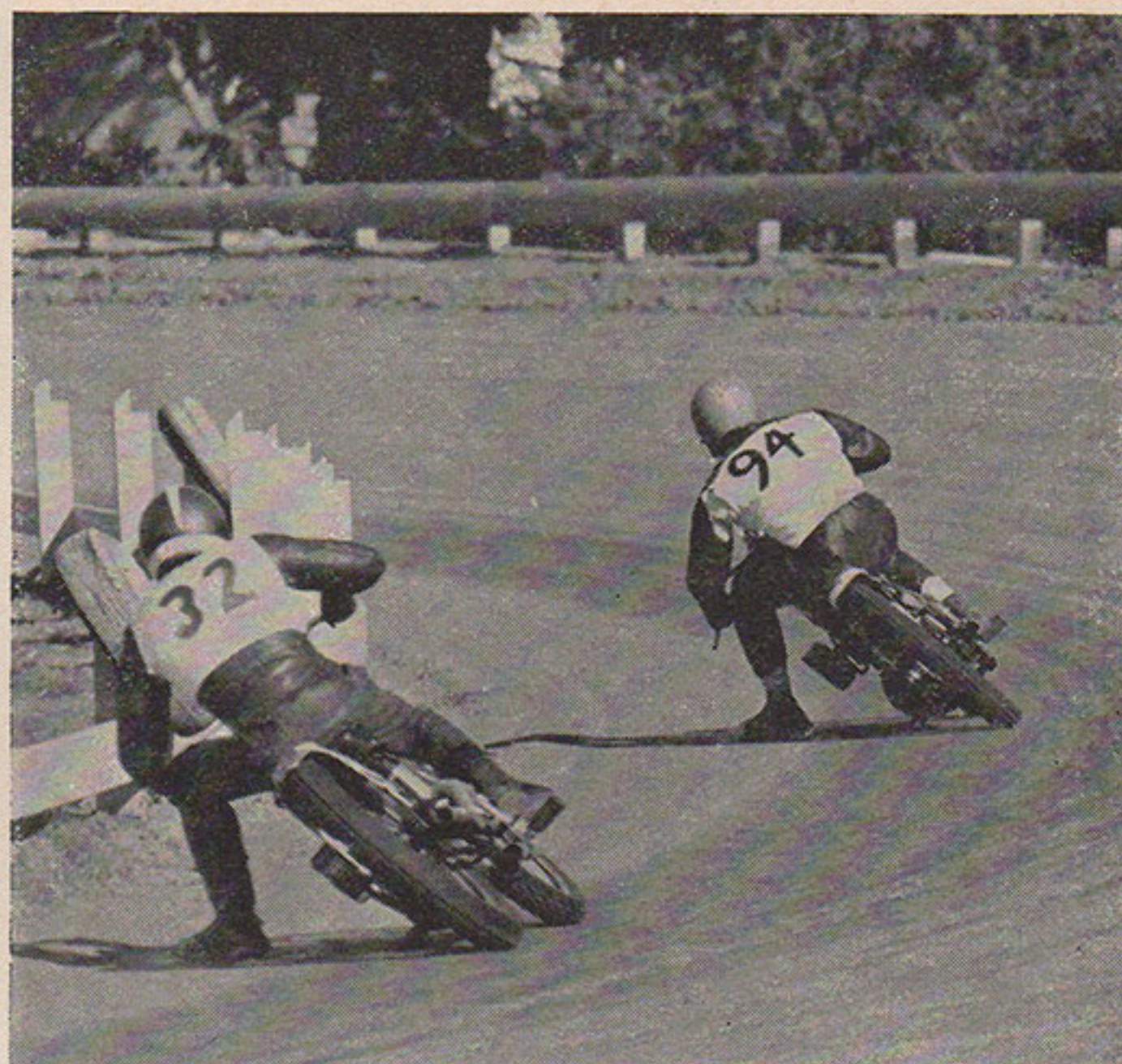
Dick Newell in winning the amateur final shows the way around to Paul Bostrom, Bob Emde, and Cliff Akslund.



Pack charges through turn in third heat led by Luther Chandler and Bob Skibsted. Leonard on inside was eventual winner.



Three Californians Leonard, Tanner and Hammer, move in unison through a turn. For a lap the three swapped the lead, but then Leonard took over.



Starting well back in the pack Roeder moved forward steadily and at this point has taken over third place from Sid Payne.

## Roeder Races To 20-Mile Win At Sacramento

By Roxy Rockwood

Photos by Al Melanson and Cliff Boswell

**T**HE curtain came down on the national racing circuit at Sacramento, Calif., on September 29th.

When the smoke and noise had subsided it was George Roeder, the flying farmer from Monroeville, Ohio, setting in the winner's circle.

For the second straight time this year Roeder proved that he was the man to beat on the mile dirt tracks. To back it up he won the event with the third fastest 20-mile time in the history of the event.

The early stages found Roeder anything but a threat to win after he timed in 14th position. In the heat race it was Sammy Tanner the winner over Roeder with a new 10-mile record. George came from seventh to finish a closing runner-up.

The full grandstand was buzzing when the 20 fastest experts lined up for the national final. "Would Joe Leonard win again?", "Will Tanner finally win his first mile title?" These were the two most heard questions as the starter's flag fell.

Leonard shot into the lead with Tanner right behind. Dick Hammer was right on Tanner's rear wheel. Roeder was nowhere up with the leaders in the opening laps.

Tanner took the lead away from Leonard on the third lap and also led the fourth and fifth rounds, Hammer also led part of the fifth lap.

Leonard was back in front at the end of lap six with Tanner in second by inches over Hammer. It was the same on lap seven.

The first big change came the next lap when Tanner and Hammer brushed each other with Hammer going off the narrow groove and dropping all the way back to eighth. Sid Payne then came up to take over third.

Lap ten found Roeder finally building up a head of steam and moving into third place over Payne.

Lap 12 and Roeder was past Tanner and into second with Leonard continuing to stretch his lead. Roeder and Tanner swapped second place twice on this lap.

Lap 13 proved again to be the unlucky lap for the leader, Joe Leonard. His engine let go right in front of the grandstand, throwing out a large amount of smoke.

Roeder then took over with Tanner in second and Payne in third. Ralph White had moved to fourth.

Hammer again found the fastest way around and regained third spot on lap 15, passing White and Darrell Dovel on the back straightaway.

Roeder then went on for the win with Hammer again closing on Tanner for second as the checkered flag came out for the last time during the day.

Tanner, Hammer and Leonard were

the three heat race winners. Tanner topped Roeder with Payne in third. Hammer edged Mert Lawmill with Elliott Schultz running third. Leonard was the easy winner over White and Nixon in the final expert heat.

Dick Mann established himself as the early favorite when he cut the fastest time trial with a blistering 40:97. This broke the old one-lap record set by Carroll Resweber back in '61. Tanner was second fastest with 41:21.

Mann's hopes were dashed when he took over the lead in his heat race at the end of the first lap only to have the rear tire blow, sending him falling hard on the track in the first turn on the second lap.

Two highlights in the national final found Jeff Sperry crashing in the first turn and Gary Nixon making it to the finish line with a dead engine.

Al Gunter was the only rider qualifying for the final that did not make the starting line. Al's problems started in the heat and were not corrected by starting time in the 20-mile final.

### Newell Upset Amateur Winner

TT and road race rider, Dick Newell, turned to the mile ovals for the first time to run off and hide from the more than 50 other amateurs.

Newell, riding without brakes for the  
(Continued on page 34)



Champion Sal Scirpo, riding a Harley-Davidson Sprint, was not bothered too much by the difficult course as he turned in a very respectable score of 977.

**M**OTORCYCLES will do amazing things in an endurance run with a competent rider in the saddle, but these factors had little bearing on the woes of about 90 contestants in the 150-mile national championship enduro at Cayuta, New York, on September 22. Riding in a dense thick fog, the first riders encountered a powerline hill about an hour after the early morning start. Shale, rock and wet grass stopped some riders within 50 feet of the bottom and they then had to literally carry their machines over the top about 500 feet away.

Although this hill was impossible for some, and at times there were 25 to 30 riders on its slope, three or four veterans who stopped and surveyed the problem first went right over the top with little effort.

Before and after the powerline hill, the morning section was fairly easy riding and a supreme test of a rider's time keeping skill. After lunch, however, the trail became considerably more complex with dense wood sections, bottomless mud holes and in general, real rough going. Hartford, Connecticut, rider Sal Scirpo took all the New York pathfinders had to offer in his stride. Riding a Harley-Davidson Sprint, he lost only 23 points to become the Grand Champion.

Scirpo's closest competitor was Triumph mounted James Smith with a loss of 65 points to win the bantamweight championship. Don Lohnes followed close



High number riders get a well churned up course which always means rough going.



Fred Moore tries a little side pressure to loosen that paste he's stuck in.



Bert Wieland, Jack Pine champ, expresses disgust to fellow rider over his flat front tire.

# 150 Enduro Is Rugged Test

## Scirpo Loses Only 23 Points In Winning

By Boyd Reynolds

behind, just 72 points off to capture the lightweight crown on a Greeves.

"Old King Sol" finally broke through the clouds late in the afternoon to dry the trail as well as a few rather soggy muddy contestants. The Cayutaville mud hole again proved the downfall of those who misjudged its depth. About two machine lengths long, many think they can make it through with speed, but soon discover this only puts them in deeper and in some cases, up to the gas tank in oozing mud. As with many other obstacles, the veteran riders seldom have difficulty here, although this is one of the attributes that makes the 150-mile national championship a real "go" for the money.

### Results 150-Mile National Enduro

Grand Champion		Score
Sal Scirpo, Middletown, Conn.	H-D	977
Bantamweight Champion (0 to 200cc)		
James Smith, Stanhope, N.J.	TRI	935
Lightweight Champion (201 to 400cc)		
Donald Lohnes, Bennington, Vt.	GRE	928
Mediumweight Champion (401 to 600cc)		
Arthur Forrest, Waverly, N.Y.	MAT	925
Heavyweight Champion (600cc and up)		
Robert Cole, Port Gibson, N.Y.	H-D	874
Class A—0 to 200cc		Score
1. Robert Maus, White Plains, N.Y.	TRI	908
2. Jerry Morton, Ft. Wayne, Ind.	BUL	765
Class A—201 to 400cc		Score
3. Richard Rosenberry, Kulpville, Pa.	H-D	145.2
4. William Bradenstein, Woodlynne, N.J.	TRI	58.0

### Class B—0 to 200cc

		Score	Miles
1. Roger Jock, Horseheads, N.Y.	H-D	678	
2. Andrew Knowland, Williamstown, Mass.	TRI	139.6	
3. Russell Pearce, Mine Hill, N.J.	TRI	73.2	
4. Richard Austin, St. Georges, Dela.	TRI	29.2	
5. Walter Molineaux, Haddonfield, N.J.	TRI	24.0	
6. Bob Leschander, Rochester, N.Y.	TRI	24.0	
7. Richard Stapleford, St. Georges, Dela.	TRI	14.8	
8. Keith Baker, Minetto, N.Y.	H-D	14.8	
9. Leonard Smith, Syracuse, N.Y.		9.6	
10. Kenneth Pellor, Jr., Elmira, N.Y.	H-D	9.6	

### Class A—201 to 400cc

		Score	Miles
1. Bert Wieland, Corunna, Mich.	MAT	917	
2. Charles P. Boehler, Jamestown, N.Y.	GRE	891	
3. Harold Denny, Huntington, Ind.	GRE	849	
4. William C. Decker, Butler, N.J.	BSA	846	
5. Fred H. Bourne, Newark, N.Y.	HON	827	
6. Frank Knepper, Ft. Wayne, Ind.	GRE	752	
7. William Horton, Parma, Ohio	JAW	36.0	
8. Robert E. Doyle, Newfane, N.Y.	ZUN	36.0	
9. Greg Lipsky, Coventry, Conn.	H-D	29.2	
10. Sky Ball, Bloomingdale, N.J.	GRE	24.0	
11. Tom McKinney, Jr., Cresco, Pa.	ZUN	9.6	
12. Kenneth Swanson, Geneva, N.Y.	BSA		

### Class B—201 to 400cc

		Score	Miles
1. Paul D. Cole, Port Gibson, N.Y.	HON	912	
2. Paul Cramer, Ashville, N.Y.	GRE	855	
3. Gary L. Jones, Horseheads, N.Y.	H-D	792	
4. George A. Talcott, Geneva, N.Y.	BSA	770	
5. Norman E. Bonner, Lockport, N.Y.	GRE	749	
6. John T. Larabee, Thompsonville, Conn.	GRE	743	
7. Allen Eames, Pittsfield, Mass.	DOT	723	
8. Frank Dillman, Victor, N.Y.	BSA	694	
9. Donald Eaken, Strongsville, Ohio	DUC	515	

		Score	Miles
10. Ray Halloway, Guelph, Ont., Can.	BSA	145.2	
11. John P. Morgan, St. Georges, Dela.	ZUN	139.6	
12. John Sorgi, Jr., Newfield, N.Y.	H-D	139.6	
13. Walter Sweazey, Ludlowville, N.Y.	BSA	98.0	
14. William Sorgi, Ithaca, N.Y.	H-D	92.0	
15. Rodney A. Morningstar, Sayre, Pa.	BSA	73.2	
16. William R. Shankland, Gloversville, N.Y.	BSA	24.0	
17. William S. Worthen, Solvay, N.Y.	GRE	24.0	
18. Richard L. Bean, Cortland, N.Y.	BSA	24.0	
19. Robert McFall, Ithaca, N.Y.	BSA	14.8	
20. Robert McGowan, St. Georges, Dela.	DUC	14.8	
21. Lee Newell, Corning, N.Y.	H-D	14.8	
22. Alan D. White, Hoosick Falls, N.Y.	GRE	14.8	
23. Richard Nichols, St. Georges, Dela.	ZUN		

### Class A—401 to 600cc

		Score	Miles
1. Owen Christman, Palatine Bridge, N.Y.	BSA	916	
2. Norman Smith, Brecksville, Ohio	TRI	904	
3. Werner Tolber, Pittsfield, Mass.	TRI	896	
4. William Montford, Clifton Springs, N.Y.	IND	891	
5. William C. Baird, Sterling, Ill.	TRI	890	
6. Alan Garratt, Cleveland, Ohio	MAT	785	
7. Piet Boonstra, Montrose, N.Y.	TRI	120.8	
8. Emil Cocce, Palisades Park, N.J.	TRI	120.8	
9. Richard Heins, Monticello, N.Y.	TRI	120.8	
10. Mac Emshwiller, Orange, N.J.	TRI	98.0	
11. Paul Larrabee, Athens, Pa.	MAT	24.0	

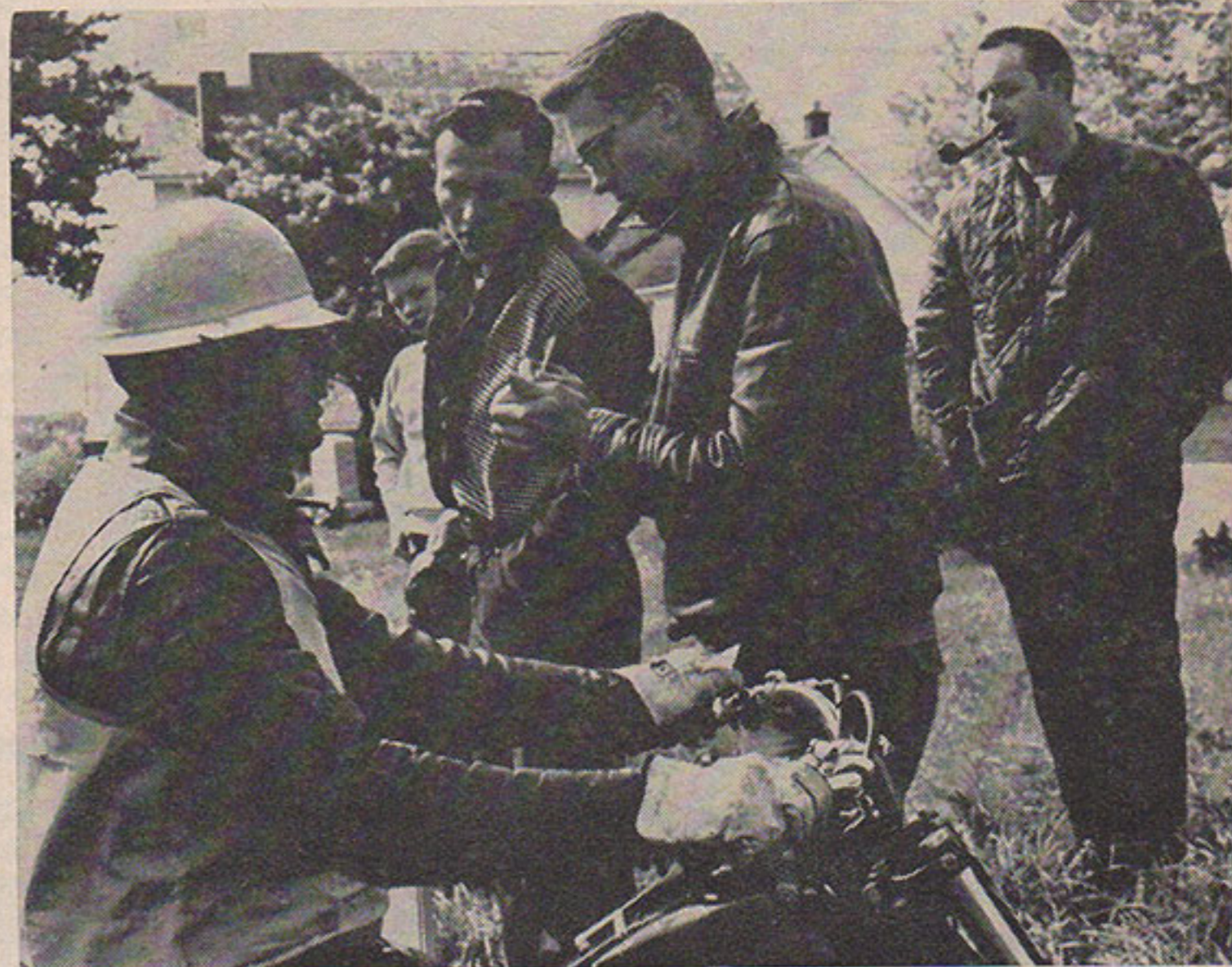
### Class B—401 to 600cc

		Score	Miles
1. Charles Stapleford, Jr., St. Georges, Dela.	MAT	796	
2. Ronald L. Wells, Owosso, Mich.	MAT	699	
3. Bruce Rogerson, Berkshire, Mass.	TRI	636	

(Continued on page 34)



The impossible hill of slate, rock and wet grass proved to be too much for even top eastern enduro riders.



Heavyweight winner Bob Cole of Newark, N.Y., prepares to take off after checking in at check four.

## GOGGLES AND SPORT GLASSES



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\$1.50 Nylon frame



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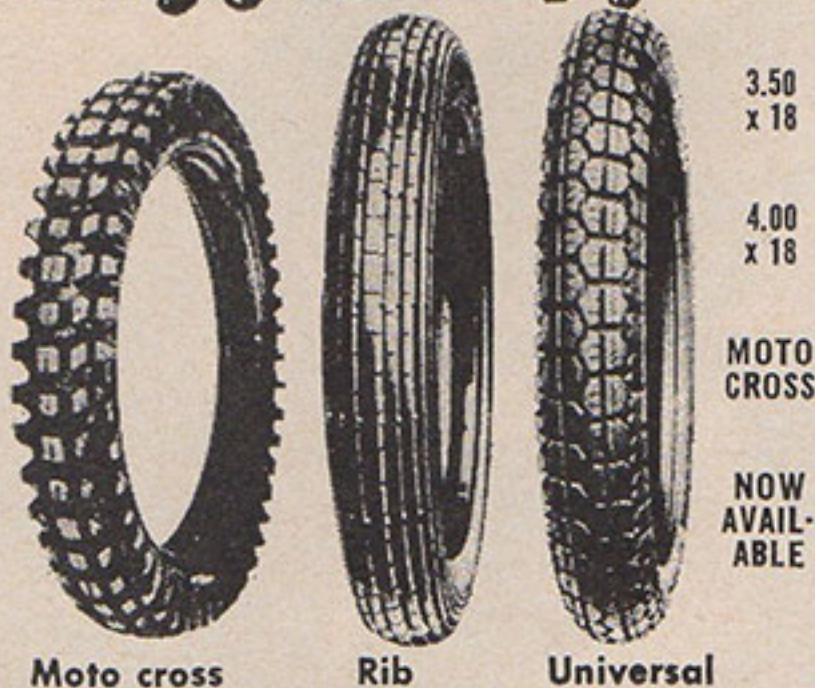
Christmas Ideas from **COSMO**

## AGV HELMETS



Flip-up AGV Competition Helmet, AMA approved for Group 1. Extra strong fibre glass shell, nylon-reinforced. New improved shockproof liner, double leather harness. The World's Safest . . . with flip-up face shield and visor. \$29.95. (Without visor \$24.95.)

COSMO "Laconia" Helmet, extra heavy fibre glass outer shell. Full cloth liner, deluxe harness. Assorted colors \$10.95. Other models in stock, write for catalogue.



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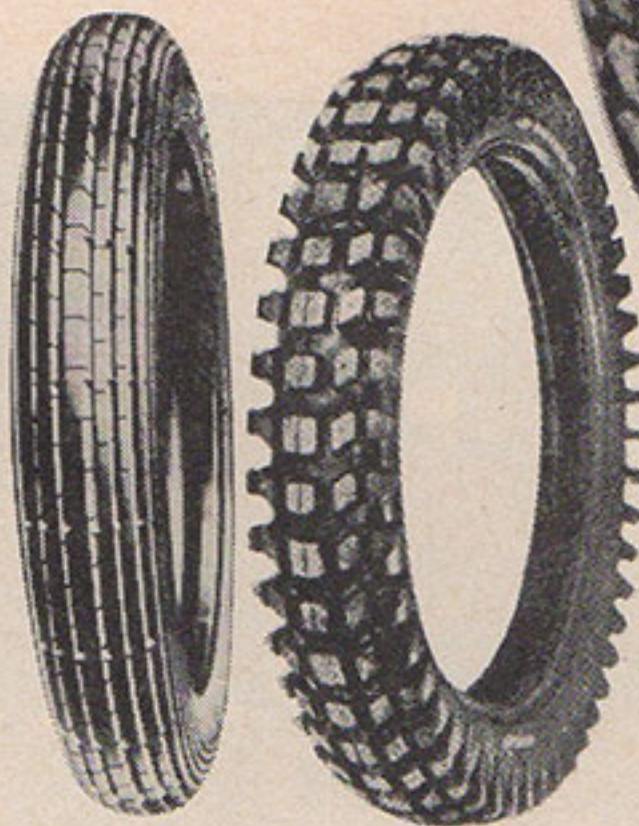
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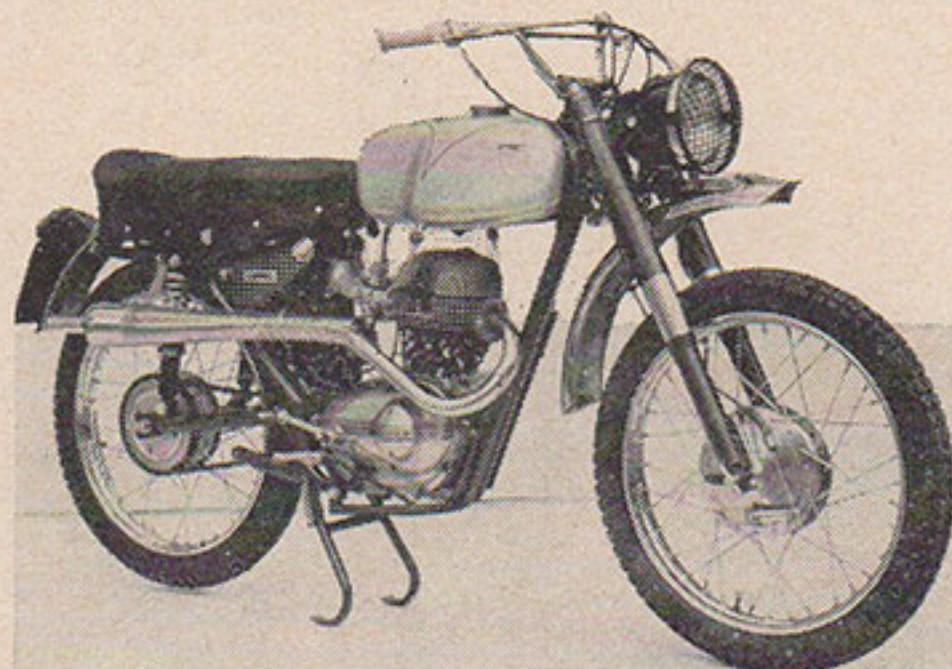
5521 Wayne Ave., Philadelphia 44, Pa. GE 8-3500 Cable: "Cosmotor"

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# Cosmopolitan Motors New Models For 1964

## New low price scooter and five speed road racer added to line

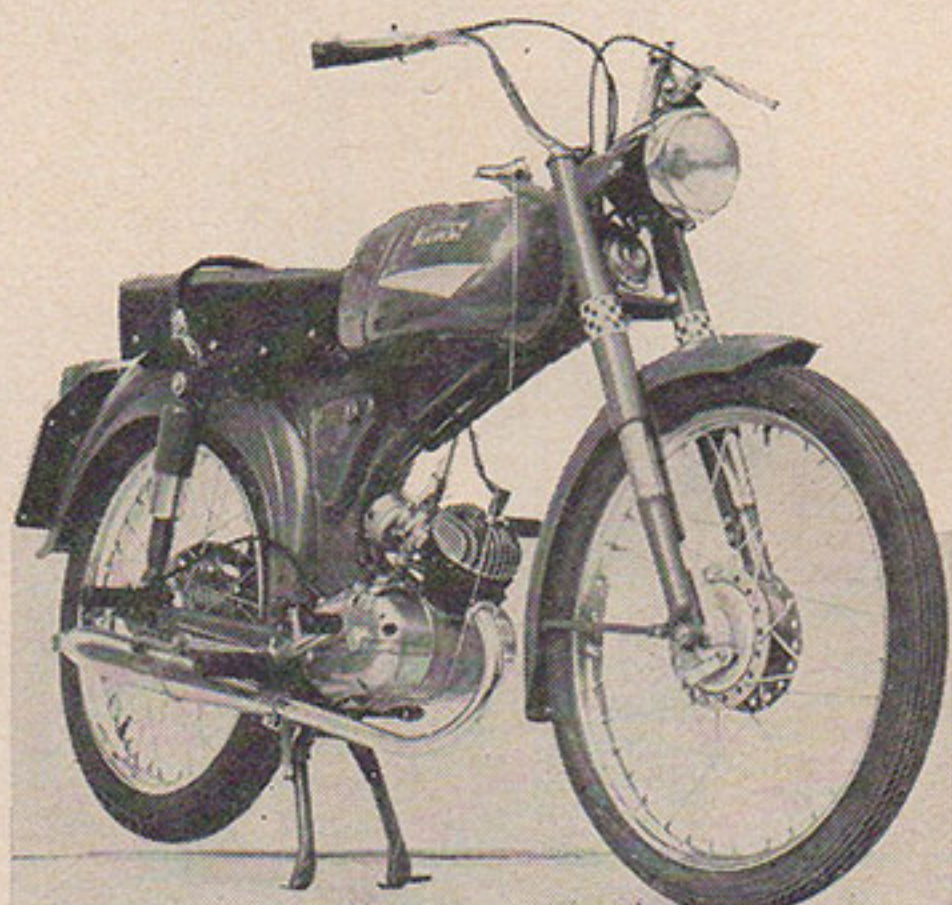
Cosmopolitan Motors stated that steps have been taken to insure an increased supply of motorcycles, tires and accessories for the forthcoming year. In the past year they have sold more than ever



Parilla 125cc Wildcat Scrambler with New Seat and Tank.



Capriolo 125cc OHC Four Speed.



Bianchi 75cc Three Speed Footshift.



New Low price Capriolo Scooter, 100cc, 4 Speed.

before and 1964 promises to be even better.

A soundproof dynamometer room has been installed at the new plant in Philadelphia and the dynamometer will be at the disposal of the dealers. This is to provide their dealers with the best possible technical facilities for both road and sport.

One of the country's largest stock of motorcycle tires is warehoused in Philadelphia, as well as 10,000 AGV helmets. The new 350 x 18 and 400 x 18 Pirelli Moto Cross tires are now available and molds for the new tire sizes are being constructed. Several new firms have been added to the ranks of the Pirelli tire distributors who warehouse a stock of tires at various points throughout the nation.

The Snell Foundation has approved the AGV helmet, and this model will now be stocked by all the AGV helmet distributors. A unique new flip-up shield that will fit any helmet and new fibreglass racing items are soon to be produced by AGV. The AGV Laconia helmet is now made with genuine leather liner and harness and other helmets have been improved.

A new distributor has taken on the line of Parilla, Bianchi, Capriolo, Pirelli, and AGV. The C. D. Amsler Co. will warehouse these products for the mid-west. The motorcycles are distributed in the eleven western states by Cooper Motors of Los Angeles, Calif., the Pirelli tires are distributed by Ed Kretz & Son of Monterey Park, Calif., and the western parts distributor is Hall-Burdette of N. Sacramento, Calif.

### Parilla 250 Tourist Restyled

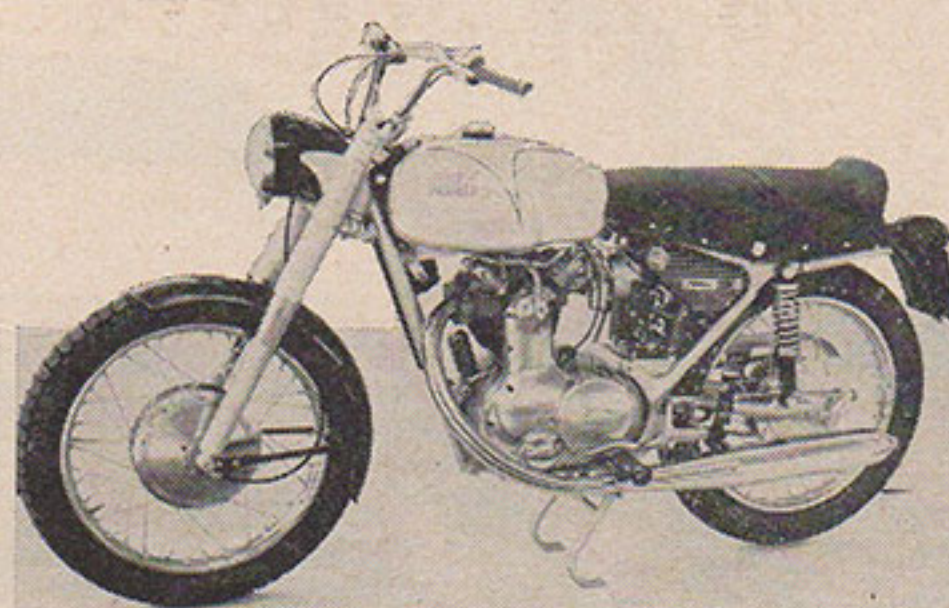
New Tourist model features a restyled gas tank with crisp new lines. Brilliant metallic finish is now available in blue with silver and red with silver. The Tourist is available with a semi-high exhaust pipe for trail riding. Because of its flexible, tractable engine it makes a perfect trail machine. It has the special extra large saddle designed especially for the U.S. and a sealed beam headlight.

### Parilla 250 Wildcat Scrambler

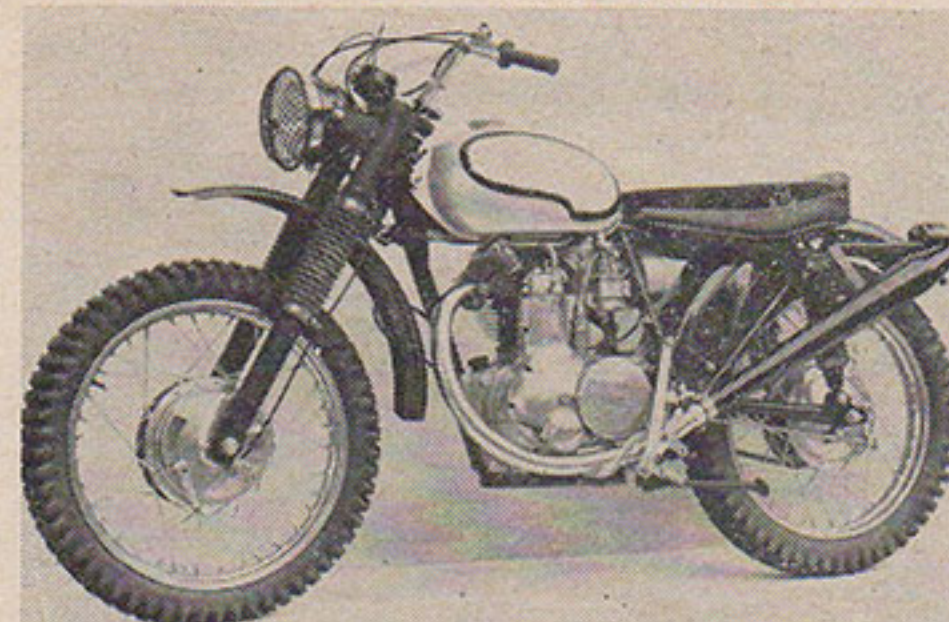
This outstanding performer is now available with a full lighting system and manual ignition advance. Its qualities of exceptional torque and acceleration characteristics have been increased by numerous small refinements.

### Parilla 250 Grand Sport Road Racer

This model will be available with a five speed transmission and numerous other changes. To contain the added power of the new engine an extra clutch plate has been installed. It is still being tested



Parilla Tourist 250cc With Restyled Gas Tank.



Parilla 250cc Wildcat Scrambler With Lights.

and final changes have not been finalized, but Cosmopolitan Motors say "It will be a real winner".

### Parilla 125 Wildcat Scrambler

This sparkling performer has the same restyled gas tank as the new Tourist. Because of universal customer enthusiasm the large U. S. saddle has been installed. The left crankcase cover has been redesigned to provide a removable cover for quick removal of the clutch and transmission, without dismantling the L. H. cover or motor. This machine is ideal for hunting and fishing as well as racing and road riding. Numerous sprockets are available as well as a tachometer and other racing equipment.

### Capriolo OHC 75cc, 100cc, and 125cc

These beautifully constructed machines with four speed transmissions have been one of the nation's leaders in lightweight sales in 1963. Although no major changes are contemplated, small refinements will be carried out. Larger rear sprockets are now available for trail use.

### New Capriolo Scooter

A new scooter has been added to the Capriolo line. It will sell for an exceptionally low price. It features a 100cc two cycle engine and a four speed transmission. Cosmopolitan Motors states, "It will revolutionize the scooter market."

### Bianchi 75cc

This ultra lightweight motorcycle has been the most popular of all the models ever handled by Cosmopolitan Motors. No major changes are contemplated, but small refinements are periodically introduced. A trail model is under experimentation especially for the U.S.



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Ride the runs! Win a Scrambles! Take to the hills! See the scenic sites of America! *Wherever... however* you ride — you name it, and Harley-Davidson has a model to fill the bill. You get full power, pep and performance — *power for fun... power for safety*. Harley-Davidson power comes in strong, sure and fast for instantaneous response to any situation *on or off* the road. See your Harley-Davidson Dealer today... and move up to the real fun of good riding. Eight great new models up to 1200 cc.

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# **HARLEY-DAVIDSON**

# **FOR 1964**



# Scirpo Wins Corduroy Enduro

By Ron Jackson

Photos by B. Jackson  
and D. Haddow



A record entry of 54 riders from two provinces and six states took part in the Canadian championship Corduroy Enduro on September 14 and 15. Top honors went to veteran U.S. east coast riders. The overall winner was Sal Scirpo riding a 250cc Harley from Hartford, Conn., with 63 points lost. The best opposite class was won by Eugene Esposito of Brooklyn, N.Y., on a 500 Triumph. The lightweight championship went to Don Lohnes, Bennington, Vt., on a 250 Greeves. The medium and heavyweight championships were won by Ohio riders Norm Smith, 500 Triumph and Al Garratt, 600 Matchless. Clare Mathies and Walt Wilson of Georgetown, Ontario, prevented a U.S. shutout by winning the sidecar championship by a narrow margin over Dewey Wertz and Floyd Brandow of Wheeler, Mich.

As in previous years, the run was laid out on the rocky edge of the Canadian Shield in the Ontario resort district of Haliburton. The total distance covered in the two days was reduced from 370 miles in 1962 to 290. This change was popular with most riders, especially those from distant points since it permitted an early start home Sunday afternoon. Results were published and trophies awarded in an informal ceremony on Sunday evening.

Saturday's course consisted of two laps of an 86.8 mile route which started and finished at Gold Rock Lodge, headquarters for the run throughout the weekend. By repositioning checks the organizers managed to collect just as many points after lunch as before and in fact several riders got lost the second time around.

Saturday evening Norm Smith was leading with 22 points followed by Esposito 28, Scirpo 30, Cutler 35, Lohnes 39, Garratt 40 and Hartman 42. Unfortunately, Bill Decker of Butler, N. J., had to retire at 132.4 miles because of a sprained ankle suffered in a collision with a spec-



Canadian champion Sal Scirpo seems to enjoy Saturday's mud as he plows through on the first day of the Corduroy.

Don Lohnes who finished second overall decides to push his Greeves through the batter.

T. James, F. Brandow, and M. Wertz half carry the wide track sidecar across the narrow bridge at the beaver pond.

tator's car. At this point he was tied for first place with 19 points.

Twenty machines including two of the four sidecars failed to finish Saturday's run. Mechanical failure was the common complaint and several riders spent a good part of Sunday extracting their unfaithful machinery from remote regions.

On Sunday morning 34 stalwart rock jumpers set out to tackle the remaining 116.2 miles. All but five made it. Best score on Sunday was Scirpo's 33 followed by Lohnes, 39 and Esposito, 53. Norm Smith, Saturday's leader, drowned his Triumph and his hopes of winning in a beaver pond Sunday morning. Considering the circumstances, he made a rapid recovery and managed to edge Hartman for the mediumweight championship. There was a forty minute break for lunch at Carnarvon. This came none too soon for sidecar champion Mathies who spent more than an hour with the local blacksmith welding fractures in the sidecar ironmongery.

The final 60 miles included two stretches of woods and three sustained sessions with a power line right-of-way. Key time for the final check was 2.12 and at 4.38 George English, the last of the 29 finishers checked in to complete the 1963 Corduroy.

Top Canadian solo riders included Ray Holloway, third lightweight, 260 points; Bert Irwin, fourth heavyweight, 206 points; and Bill Sharpless, fourth mediumweight, 208 points.

## Results

Grand Champion		
Sal Scirpo, Hartford, Conn.	H-D,	63 points
Best Opposite Class		
Eugene Esposito, Brooklyn, N.Y.	TRI	81 points
Lightweight Class		
	Points	
1. D. Lohnes, Bennington, Vt.	GRE	78
2. J. Stone, Alma, Mich.	H-D	176
3. R. Holloway, Guelph, Ont.	BSA	260
4. N. Bonner, Lockport, N.Y.	GRE	274
Mediumweight Class		
1. N. Smith, Brecksville, Ohio	TRI	103
2. L. Hartman, Plymouth, Mich.	MAT	110
3. P. Goulet, Lansing, Mich.	TRI	140
4. W. Sharpless, Toronto, Ont.	AJS	208
Heavyweight Class		
1. A. Garratt, Cleveland, Ohio	MAT	108
2. M. Cutler, Dearborn, Mich.	MAT	114
3. N. Oelfke, Grand Blanc, Mich.	MAT	159
4. A. Irwin, Cornwall, Ont.	BSA	206
Sidecar Class		
	Points	
1. C. Mathies/W. Wilson Campbellville, Ontario	MAT	581
2. D. Wertz/F. Brandow Wheeler, Mich.	74 H-D	610
	Miles	
3. M. Wertz/T. James Wheeler, Mich.	55 H-D	132.4
4. G. Davidson/W. Ryan Toronto, Ont.	MAT	102.0
Best Novice Class Enduro Rider: P. Goulet		
Winning Team: N. Smith, A. Garratt, S. Scirpo.		

# Most Popular And Typical Girl Rider Contestants

Following are the official contestants in the Most Popular and Typical Girl Rider contest. They come from all parts of the country, all walks of life and ride all makes of motorcycles.

Photos have been arranged in alphabetical order. Each picture is accompanied by the girl's name, city, state and riding experience. The ten girl riders receiving the largest number of votes will be honored at some outstanding event in 1964.

Ballots will be mailed to all AMA clubs in good standing early in December. Make sure your club votes, and remember, the voting deadline is January 20, 1964.

Give thought and consideration to your choice in voting and careful attention should be paid to the official rules:

1. Each AMA club is to collectively agree on a first, second and third

choice from among the entries shown in this section.

2. First choice votes count 50; second choice counts 30; third choice 20. If the club wishes to cast all its votes for one girl, she gets 100.
3. Ballots postmarked later than the deadline, midnight January 20, 1964, will not be accepted.
4. The ballot must be signed by both the president and secretary of the voting club, and all ballots must be typewritten or printed.
5. Votes received on any form other than an official ballot will not be accepted.
6. Any votes received for girls other than those officially entered in this 1963 contest will be automatically voided.



Peggy Abernethy  
Charlotte, N.C.  
Riding 2 years



Beverly Anderegg  
Wellsboro, Pa.  
Riding 2 years



Marlys Becker  
Skokie, Ill.  
Riding 17 years



Erma Bollman  
Urbana, Ill.  
Riding 3 years



Mary Brown  
Pendleton, Ore.  
Riding 4 years



Katharin Budris  
Chicago, Ill.  
Riding 20 years



Viola Burns  
South Roxana, Ill.  
Riding 14 years



Betty Carter  
Palmdale, Calif.  
Riding 2 years



Gladys Cash  
Brooklyn, Mich.  
Riding 3 years



Helen Coleman  
Moore, S.C.  
Riding 13 years



Dolores Davis  
Philadelphia, Pa.  
Riding 6 years



Wilma Davis  
Dodge City, Kans.  
Riding 3 years



Betty Deering  
Emporia, Kans.  
Riding 10 years



Kathleen Demiglio  
Mercer Island, Wash.  
Riding 5 years



Merna DePew  
Hastings, Mich.  
Riding 4 years



Victoria  
DeSchaepe  
Roseville, Mich.  
Riding 2 years



Mickey Dimond  
Wichita, Kans.  
Riding 1 year



Marlene Dreger  
Regina, Sask., Can.  
Riding 4 years



Valerie Eads  
Philadelphia, Pa.  
Riding 5 years



Charlotte Enfield  
Alexandria, Va.  
Riding 24 years



Sylvia Frydenlund  
Oregon, Wis.  
Riding 3 years



Patricia Fullmer  
Drexel Hill, Pa.  
Riding 3 years



Mary Harmon  
Emmett, Idaho  
Riding 1 year



Daisy Harvey  
Gillett, Pa.  
Riding 8 years



Margie Haymaker  
Enid, Okla.  
Riding 8 years



Mary Hogan  
Springfield, Mass.  
Riding 6 years



Carol Jock  
Horseheads, N.Y.  
Riding 3 years



Anne Klassanos  
Ludlow, Mass.  
Riding 2 years



Pat Kleyn  
Jackson, Mich.  
Riding 3 years



Phyllis Kresge  
Bangor, Pa.  
Riding 4 years



Arlene Leftwich  
Winfield, Kans.  
Riding 6 years



Sharon Leonard  
Phoenix, Ariz.  
Riding 1 year



Fern Lucero  
Amarillo, Texas  
Riding 1 year



Lucille Mathias  
Dover, Ohio  
Riding 13 years



Georgia Neal  
Chillicothe, Ill.  
Riding 10 years



Betty Noss  
Jackson, Mich.  
Riding 24 years



Karol Noss  
Jackson, Mich.  
Riding 15 years



Kathleen O'Brien  
Champaign, Ill.  
Riding 6 years



Mildred O'Neal  
Chattanooga, Tenn.  
Riding 13 years



Anne Parsons  
Rock Hill, S.C.  
Riding 2 months



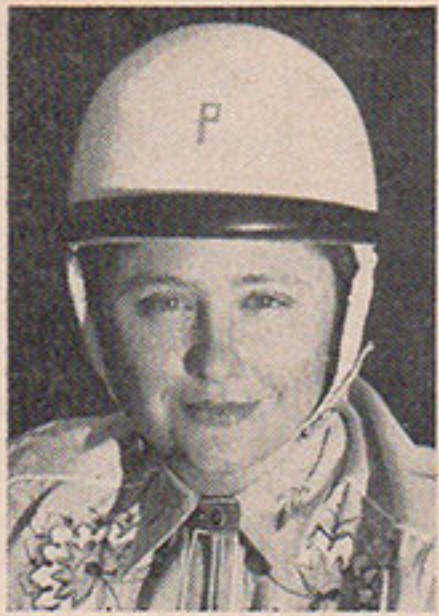
Myrt Peterson  
Epworth, Iowa  
Riding 1 year



Eleanor Poore  
Elkton, Md.  
Riding 1 year



Susanne Popp  
Walden, N.Y.  
Riding 14 years



Peggy Posey  
Covina, Calif.  
Riding 3 years



Genevieve Post  
Mt. Pocono, Pa.  
Riding 3 years



Sally Raley  
Whitman, Mass.  
Riding 4 years



Helene Redman  
Vancouver, Wash.  
Riding 17 years



Dee Ross  
Boise, Idaho  
Riding 2 years



Betty Schrader  
Dayton, Ohio  
Riding 2 years



Florence Smith  
Honesdale, Pa.  
Riding 3 years



Minnie Snell  
Muskegon, Mich.  
Riding 10 years



Henrietta Steiner  
Lebanon, Pa.  
Riding 9 years



Violet Stone  
Lebanon, N.H.  
Riding 8 years



Cheryl Teeter  
Chugiak, Alaska  
Riding 1 year



Patricia Tengwall  
Brainerd, Minn.  
Riding 6 years



Virginia Underhill  
Toledo, Ohio  
Riding 4 years



Crystal Van Dalen  
St. Cloud, Minn.



Marilyn Van Norman  
Brooklyn, Mich.  
Riding 3 years



Judy Walker  
Ely, Nevada  
Riding 3 years



Lu Morgan Weese  
Kennewick, Wash.  
Riding 3 years



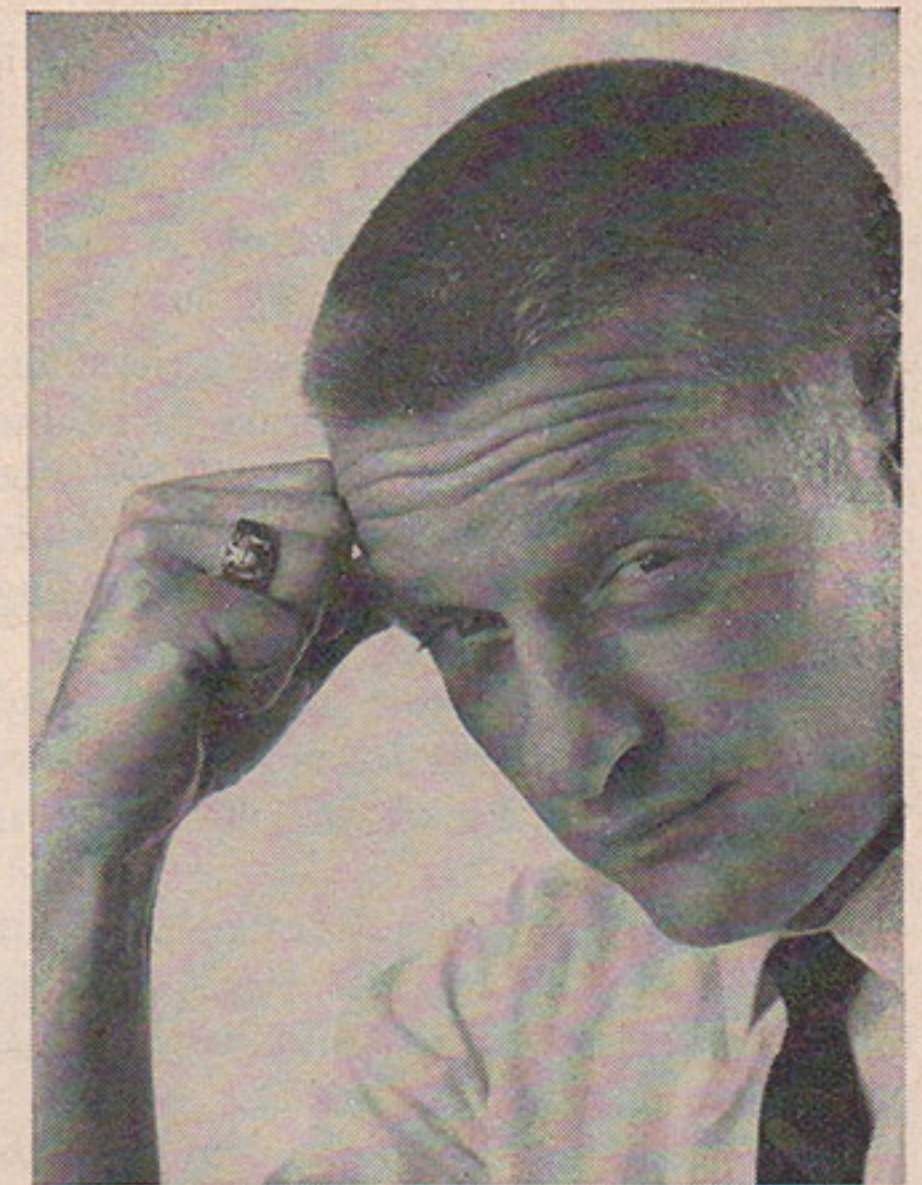
Carrie West  
Pauline, S.C.  
Riding 2 years



Butch Widman  
St. Louis, Mo.  
Riding 22 years



Pat Witsman  
West Lebanon, Ind.  
Riding 1 year



## CONFUSED about Engine Oil Claims?

Quite frankly, with so many oil companies making such exaggerated claims about what their engine oil can do, we're confused ourselves!

We know that no one lubricant can guarantee to triple gas mileage, make an engine last forever, increase power by fantastic amounts, or decrease 0 to 60 mph by 5 seconds. Yet, some manufacturers claim their magic compounds will do all of these things!

We make no fantastic claims about our product . . . we know what high performance engines demand from an engine oil, and we blend an oil which will meet these demands . . . D-A Speed-Sport Oil.

Because D-A produces no petroleum products or raw materials, we are free to purchase only the finest ingredients . . . ingredients which have been proved in every type of high performance engine and in every major race.

Our claim is plain and simple: If you want maximum protection for your engine, whether it be day-to-day city driving or racing, D-A Speed-Sport Oil is the finest blend that modern chemistry and engineering can produce.

For your engine's sake, demand the best. Demand D-A Speed-Sport Oil . . .

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in the World**



RACING DIVISION

**D-A LUBRICANT CO., INC.**

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# Western Views

By Roxy Rockwood

The biggest challenge to eastern riders on the national circuit appears to be the 50-lap national TT at Ascot. This race carries a bundle of points and is the only national where all the money is riding in the main event.

Of all the out-of-state riders on hand Sonny Burres from Portland and Larry Williamson from Peoria looked the most impressive.

Burres, one of the top rated amateur TT'ers in the nation last year, came in for a 10th place finish. Williamson's 16th place does not do him justice.

Larry was plagued with minor mechanical problems for the early stages, but still kept coming back from the pits for more.

It is the general opinion of all the Ascot observers that Larry can and will do a good job on the Ascot twister if he gets a few more laps in before the next one.

George Roeder was the first alternate in the final. Nobody dropped out so George watched this one from the pits. He also saw his hopes for the national title go down the drain when Mann came through for the win.

Three of the pre-race favorites were struck down early. Clark White, the leader in the '62 event for 42 of the 50 laps, never got off the starting line. Sid Payne was the first rider to drop out. Dick Hammer, the '62 Peoria winner, was the second rider to call it a night.

The rider who set a new pit stop record was Ralph White. He was in the pits or rolling to a stop on some part of the track just as many times as he was out there running.

The "Never Say Die" award has to go to Gary Nixon who was on the track for the second time. Gary kept hitting the jump full bore until he flattened his front wheel. He then headed for the pits, obtained another wheel, and kept right on going to come in 15th place.

Van Leeuwen and his machine were covered with oil from top to bottom at the finish. He was really steaming, so to speak, in the winner's circle.

Mert Lawwill dropped a plug wire three times to drop him back to 11th place. Jeff Sperry was on an overnight revised scrambles machine but still came in for 7th to rank as the second highest finishing first year expert in the 24 rider field.

Mann lapped the entire field at least once with the exception of Van Leeuwen and Palmer.

The track was in the best condition since it was built in 1959. Rain earlier in

the week kept the sprint cars off the track the previous Wednesday night so the track was prepared all week just for the TT race.

The many riders down from the Portland area were as fine a group as any race promoter could ask for. Bright colored racing vests, sharply painted equipment, clean leathers, and most of all, a smile after a losing effort.

The McHal helmet company awarded new racing lids to George Roeder and Portland's John Farlow for their efforts and near misses at making the expert and amateur finals.

Farlow and Sonny Burres are two riders to be reckoned with in the coming TT seasons, to say the least.

## The Sacramento Scene

The riders really came out of the woodwork for this one. 70 experts and 60 amateurs were on hand for the fifth annual running on the mile. The weather was too good (on the hot side).

Mann opened the time trials with such a quick pace that most of the rest followed. We left some real top talent setting on the fence. Namely, Everett Brashear, Don Hawley, and first alternate, Duane Shadley.

Newell, the amateur winner, obtained his winning ride just two hours before the deadline. He and Sid Payne were up for Monte Miller out of Fresno.

The largest crowd in the five year history of the race was on hand this year to see some of the closest racing ever.

The only casualty for the day was Sam Satterley. Slammin' Sam slammed into the first turn in time trials and fell, breaking his shoulder, otherwise it was an injury-free day.

Art Clessen, Wheeling, Ill., and Shadley were awarded new McHal helmets for the hard luck, near miss riders of the race meet.

The three former 20-mile champions on hand included; Leonard in the main event, Brashear in the pits, and Bill Tuman in the grandstand.

## Taking A Fast Lap

Other visitors for the two California nationals included: J. T. Miles and wife for the TT national, along with Marshall Klemme from down St. Louis way. Betty and Dixie Tuman came for both nationals with Betty also taking in an advanced course in beauty culture in Los Angeles during the week between the two big events.

Pete Dalio was up from Texas, backing Gary Nixon all the way. Eddie Boomhower, Richmond, Va. H-D dealer and family, were here for a week right after the nationals.

The final Ascot half-mile of the season came off on Friday night, October 25th.

The high point expert for the year in District 37 is Sammy Tanner. Guy Louis was the top amateur while Swede Savage took the novice title.

Tanner was on a BSA, Louis on a Royal Enfield, and Savage was H-D Sprint mounted.

All about cars. Joe Leonard won the Pacific Coast modified stock car championship in September. Al Gunter has bought a midget and now runs every Saturday night in Aggie's USAC races on the Ascot quarter-mile. Don Hawley continues to show midget promise, but has trouble with spin outs.

The once-a-year Tulare half-mile races were run in late September. Gunter won the Saturday night event with Dick Mann showing up fresh from his national TT win and edging Al the following afternoon.

The Tulare double-header was dimmed this year with the death of Bennie Sims the former New Mexico rider who has been competing at Ascot the past three years.

Ascot ace, Stu Morley, was also injured at Tulare and did not ride the rest of the season.

## Around The Circle

One TT was held at Ascot since the national. Clark White was the winner in the last 200 yards after the leader all the way, Dave Palmer, ran out of gas. Palmer then jumped off his machine and pushed the rest of the way to finish in fifth.

The riders returned to Lancaster for the first time in well over a year with White again the winner with Palmer second and Van Leeuwen in third.

Eddie Mulder won the amateur finals at both tracks with Doug Christopher taking the novice win at Lancaster and then running second to Dusty Coppage at Ascot.

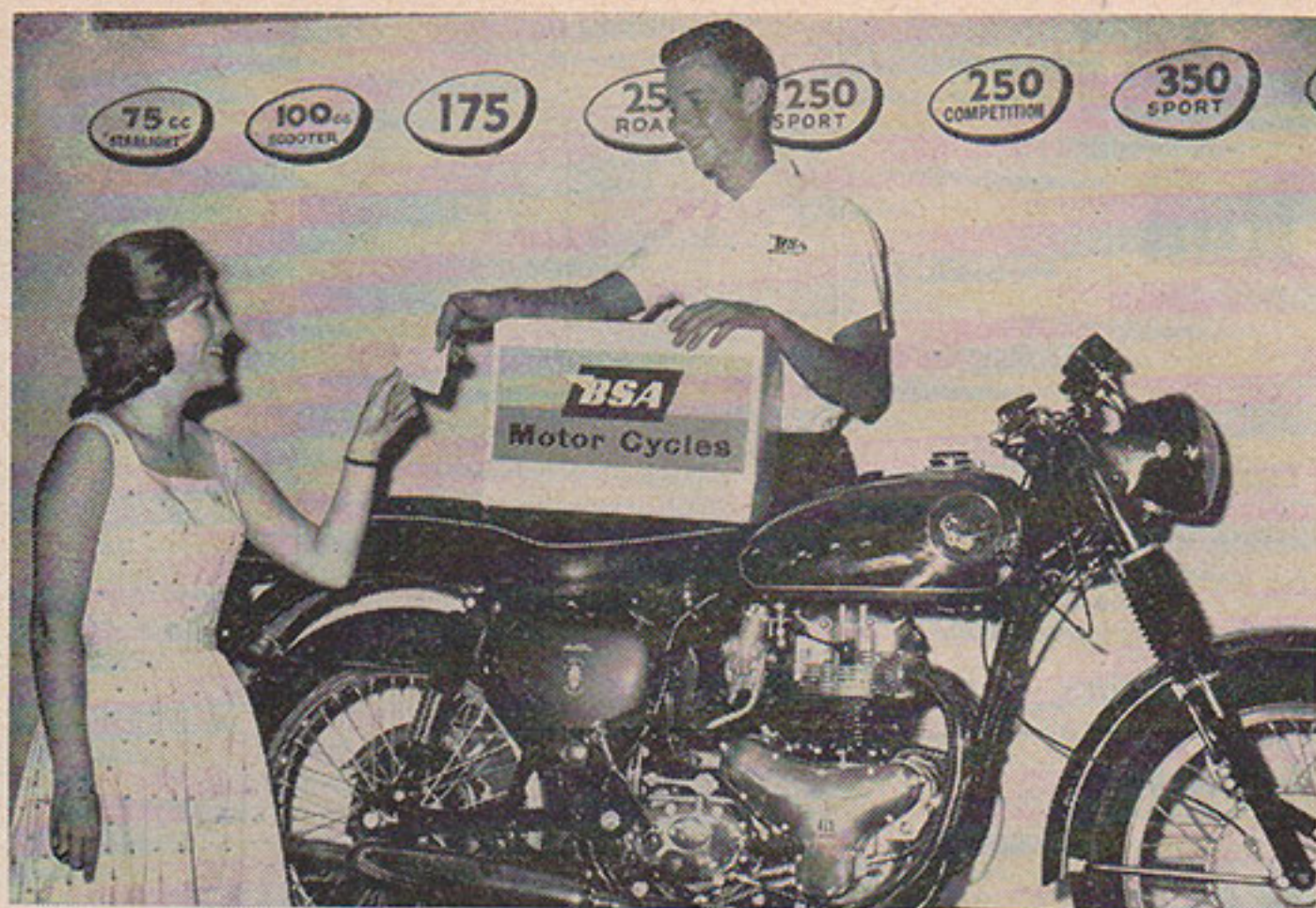
The new half-mile in the San Francisco area opened on Sept. 6th. Dick Mann won the combined amateur-expert trophy dash and main event with amateur Bruce Holland running second in both events to Mann.

Ivan Oden won the novice dash before giving way in the main event to Sacramento's Dan Haaby.

The Frisco half will run every Friday night next season from April through October, the same applies for the Ascot half in Gardena.

J. C. Agajanian will run TT events at Ascot through the winter months on the first Sunday afternoon of each month. November 3rd and December 1st are the last two TT events that will count in the '63 point column.

That about wraps it up for this issue, will recap the Ascot half-mile season the next time around.



Jody Nicholas, Nashville, Tenn., winner of the 100- and 150-mile national championships, hands winning tickets he has just drawn in the BSA grand prize contest to Carol Zusi of the BSA office staff.

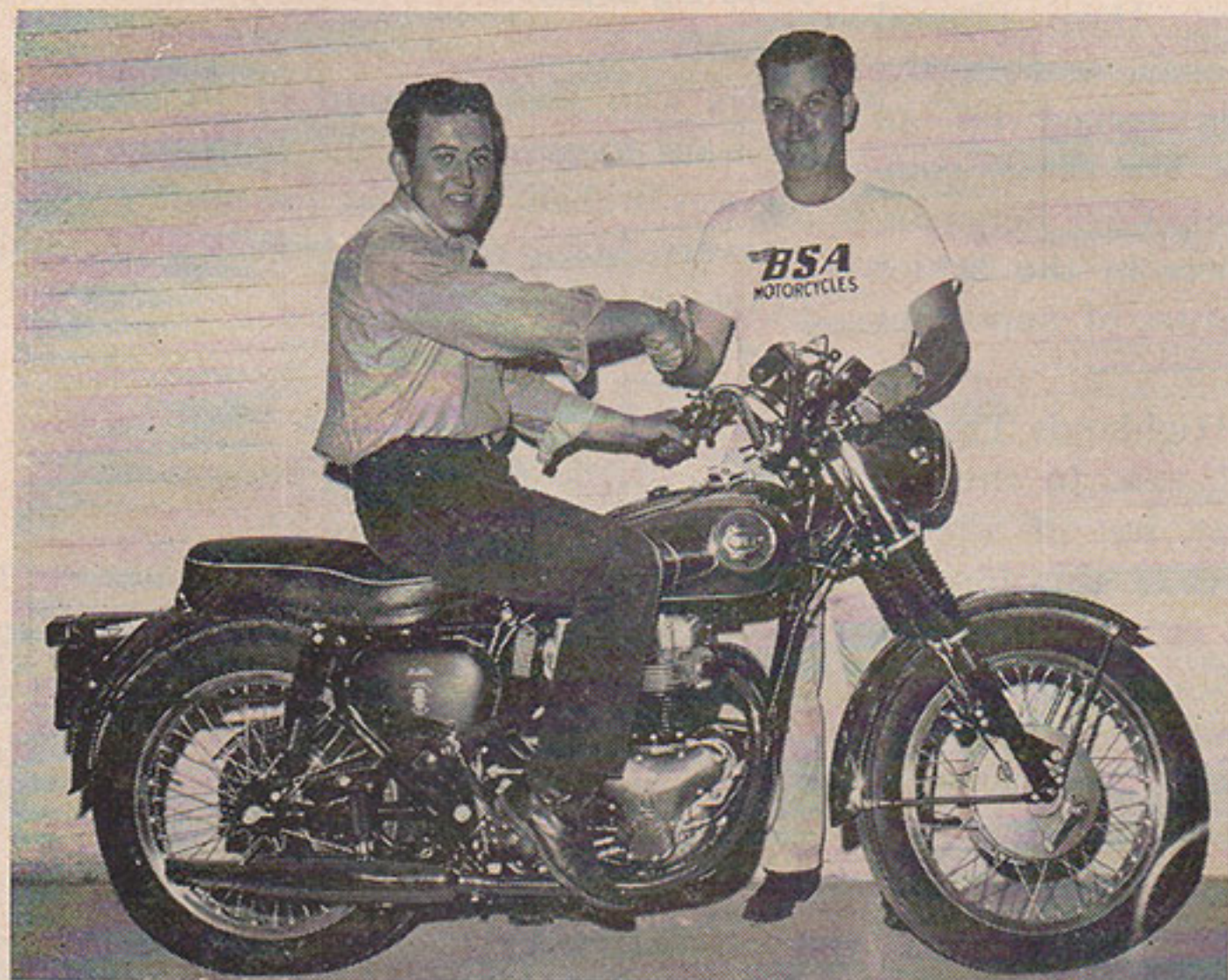
# BSA Announces Grand Prize Winners

Eastern U.S.A. BSA dealers have just concluded a prize contest for BSA riders and prospective riders. This contest was promoted by many BSA dealers in the Eastern U.S.A. territory which is served by BSA Incorporated, Nutley, N.J.

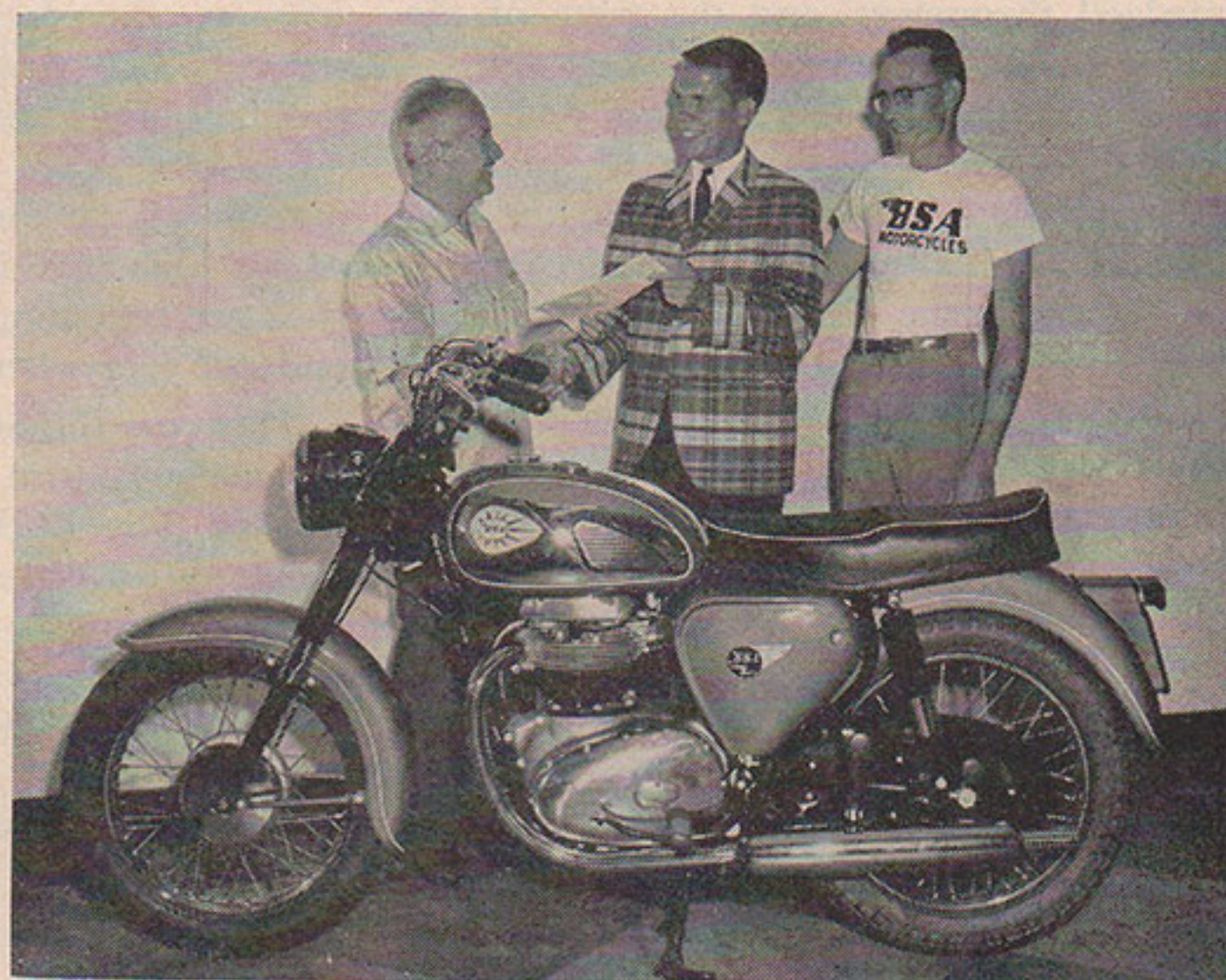
At the conclusion of the contest, three very happy young men received brand new 1963 BSA motorcycles as their prizes. First prize winner was Martin J. Cornell, of Doylestown, Pa., who won a Gold Star Twin.

Second prize, a Royal Star Twin was won by Dick Rawls of Vienna, Va.

Third prize, consisting of a new BSA SS90 model was won by Charles Waggoner, of Coral Gables, Fla.



Martin Cornell, Doylestown, Pa., first prize winner receives congratulations and a new 1963 BSA Gold Star Twin from George Parsons of Parsons Cycle Shop, Lambertville, N.J.

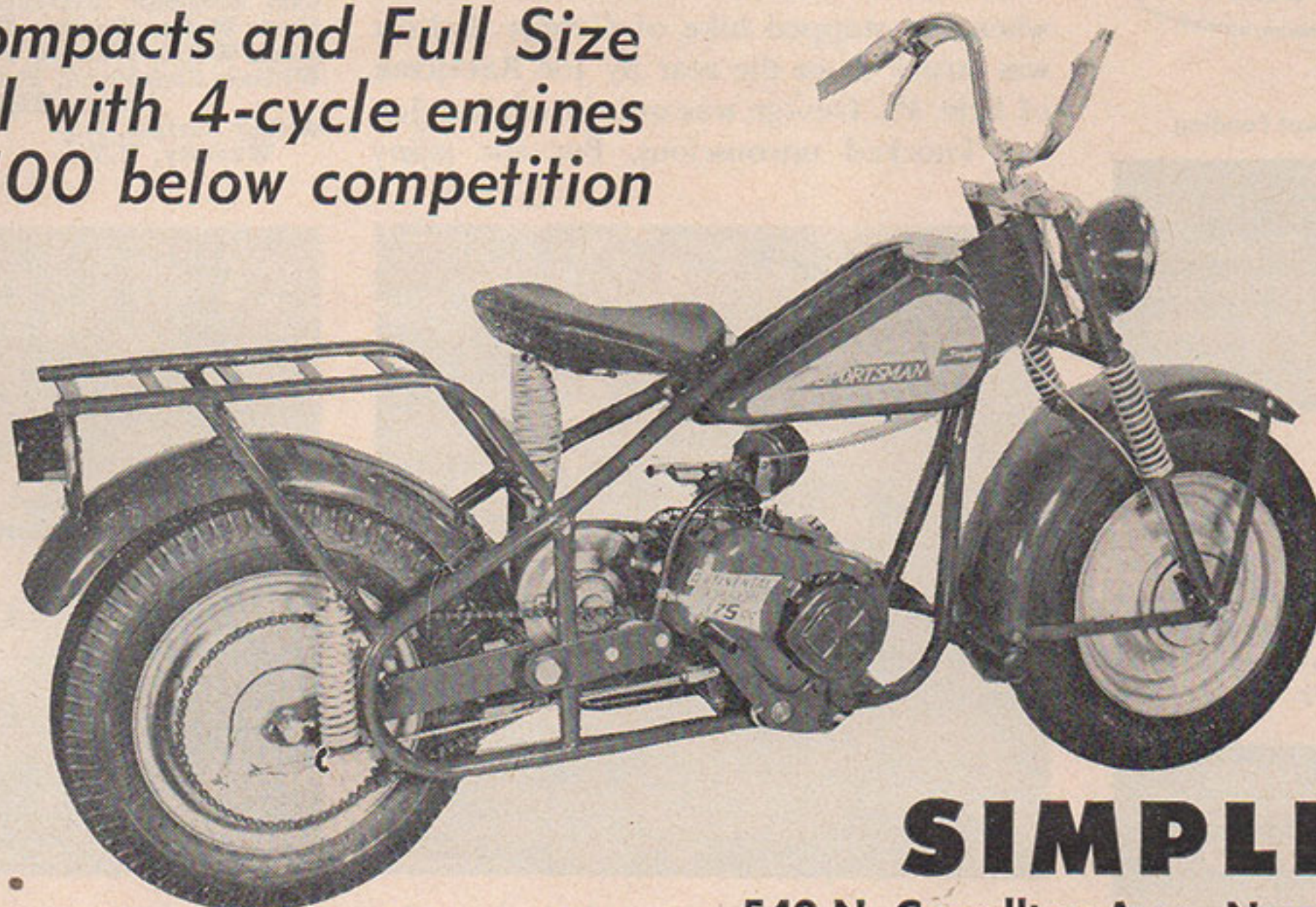


Dick Rawls, Vienna, Va., second prize winner, receives his new Royal Star Twin from Walter Podrog of Cycle Imports, Arlington, Va. Looking on is Stan Dove, Cycle Imports part manager.

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Compacts and Full Size  
All with 4-cycle engines  
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# Barnes High Point, Bergman Senior Class In High Scoring Little Bone Run

Reported by Larry Hyldahl, Sr.  
Photos by LaVern Terrill

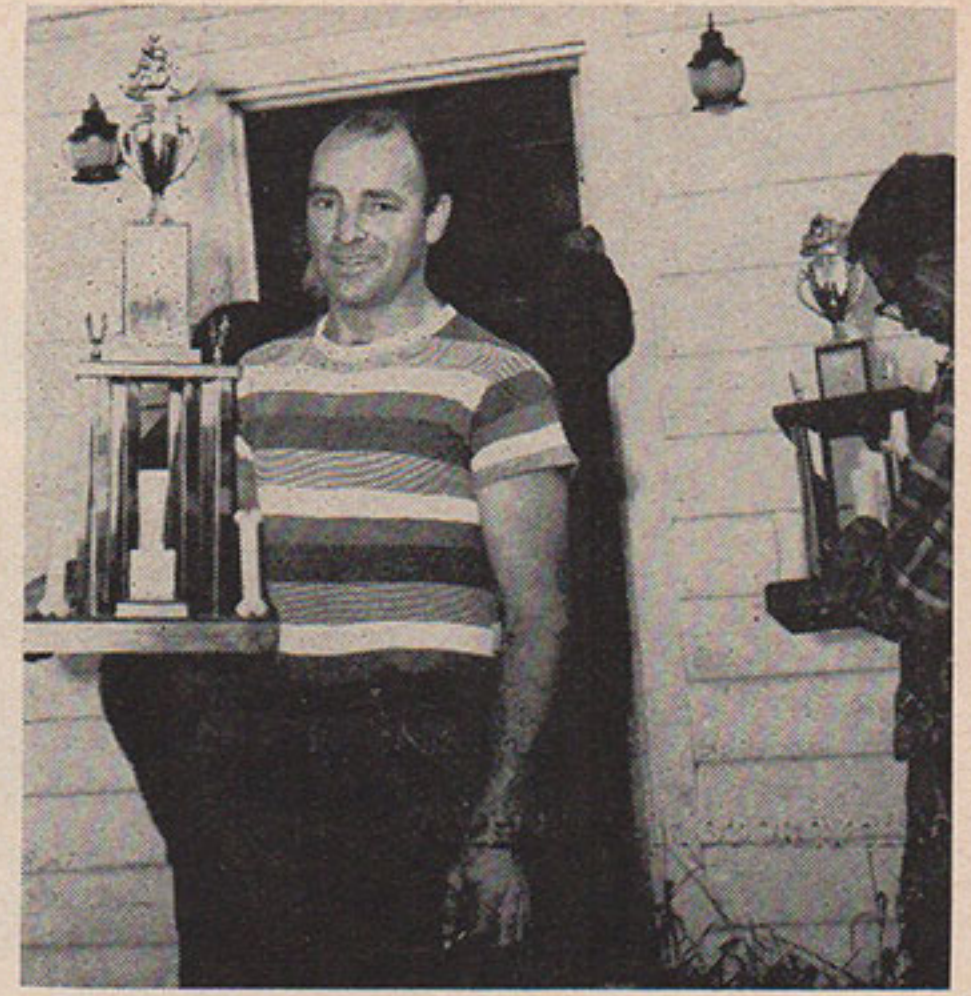
A decade ago, in a cycle club house in the southeast corner of New York State a group of woods riding enthusiasts were discussing their enduro. This "steering committee" felt that, due to the open country to the southeast of their town, this event could be lifted out of the category of the ordinary. To this end they pledged themselves, and the germ of the Little Bone Run came into being. Conceived as an enduro riders' enduro, and committed to yearly growth, the Chautauqua Lake Cyclists' Little Bone Run has progressed steadily ever since. This year with the latest in the series accomplished, the club enduro committee, as always, meeting on enduro night, to initiate plans for next year, took stock with a feeling of pride. This year's run had been a highpoint. The weather had been perfect, the organization had been clicking, and the competitors had

been happy. Slated to run on the same date as The Corduroy, when the Canadian club moved their date, to avoid a conflict with a national, the event had drawn over half a hundred eastern top notchers, quite a few of whom voiced their regret over the conflict of dates. Well, next year—

But this year's run is the one we want to tell you about, and Dave Barnes' victory is this year's big news. We all know Dave's winning ways, and apparently Dave has got a string going. Fresh from a class win at the Jack Pine, Dave plowed through rain soaked woods, and in the roughest kind of going racked up an astonishing score of 995. His closest competitor was Senior runner, Carl Bergman, whose high ranking scores in the Senior class are becoming a feature of important enduros everywhere.

This year the Seneca Highlands Trophy became a feature of the run. In the history of The Little Bone, out of all the hundreds of riders to cross this historic Indian camping ground, not one had ever arrived on time, or early, at the following check. The club inaugurated a trophy for the best score at this point, and had prepared a twisty, trackless, seven miles of tree-dodging trail for it. Art Forrest took the trophy home, along with his third in "A" heavyweight class, with a time of 1 min. 15 sec. late (previous best had been two min. late). Art lost the rest of his 33 points by arriving too early, just to give you an idea of the type of running this section entails.

In the afternoon misfortune struck, when the stopped bike of George Talcott was struck from the rear by Joe Ratajczak of Erie, Pa. George was uninjured, but Joe was knocked unconscious. For the many



Dave Barnes displays perpetual trophy he won while Palmer (background) examines a replica of the big trophy.

riders who saw, or heard of Joe's plight, we want to pass along the word that nothing was broken, and that Joe made a quick recovery, being released from the hospital in two days.

## Trophy Winners 1963 Little Bone Run Enduro

High-point			
David Barnes, Genoa, N.Y.	BSA	995	
"A" Lightweight Class			
Jerry Lohrer, Erie, Pa.	GRE	977	
Bob Hopfer, Bethel Park, Pa.	TRI	971	
Beck Jensen, Canandaigua, N.Y.	MAI	878	
"A" Heavyweight Class			
Bob Fusan, Pittsburgh, Pa.	TRI	978	
Lewis Seibert, Pittsburgh, Pa.	MAT	969	
Arthur Forrest, Jr., Waverly, N.Y.	MAT	967	
William Montford, Clifton Springs, N.Y.	IND	962	
"B" Lightweight Class			
Frank Burr, Tonawanda, N.Y.	DUC	984	
Gary Kidder, Fairview, Pa.	GRE	976	
George Talcott, Geneva, N.Y.	BSA	964	
Walter Stacy, Tonawanda, N.Y.	DKW	957	
Merritt Babcock, Warren, Pa.	IND	952	
David Reid, Gowanda, N.Y.	H-D	947	
"B" Heavyweight Class			
Don Nichols, Pittsburgh, Pa.	TRI	986	
Ronald M. Bohn, Pittsburgh, Pa.	TRI	943	
Jim Nelson, Erie, Pa.	MAT	889	
Jerry Forrest, Athens, Pa.	BSA	829	
Senior Class			
Carl Bergman, Clarence, N.Y.	DUC	989	
Mark Wolfe, Warren, Pa.	ENF	952	
Mark Wolfe, Warren, Pa.	ENF	952	
William Strickland, Buffalo, N.Y.	DOT	935	
Seneca Highlands Trophy			
Arthur Forrest, Jr., Waverly, N.Y.		1 min. 15 sec. late	

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21220 W. EIGHT MILE ROAD  
SOUTHFIELD, MICHIGAN



Dick Koos of Erie, a retired flat track rider, spends his time now on the enduro trail.



Sailing, sailing. Water on the trails was a feature of the Little Bone run this year.

# Trade Notes



## Rockford Scooter Co. Utilizes Planes To Serve Dealers

Rockford Scooter Co., Inc., sole U.S. agent for the Bridgestone "Lightweight" now utilizes its own planes to streamline communications with its dealer organization. "Complete dealer support is our goal at Rockford Scooter," states Mr. W. A. Mueller, Rockford Scooter's sales manager. "Our Company's plans can be keyed closely to our dealers' requirements when we have current knowledge of dealers' problems. Direct communications is the key to eliminating costly delays and establishing an efficient and co-operative relationship with the dealer. At Rockford our dealers are an important part of the management team and they welcome the opportunity of working directly with the home office sales department."

## Harley-Davidson Makes Appointments

David G. Morton has been appointed service manager for the Harley-Davidson Motor Co., succeeding Joe Ryan who recently retired after 41 years with the company. Morton, who has been with Harley-Davidson since 1953, will be responsible for conducting the annual Service School, issuing service bulletins, and maintaining dealer contact. He is a graduate of the University of Wisconsin.

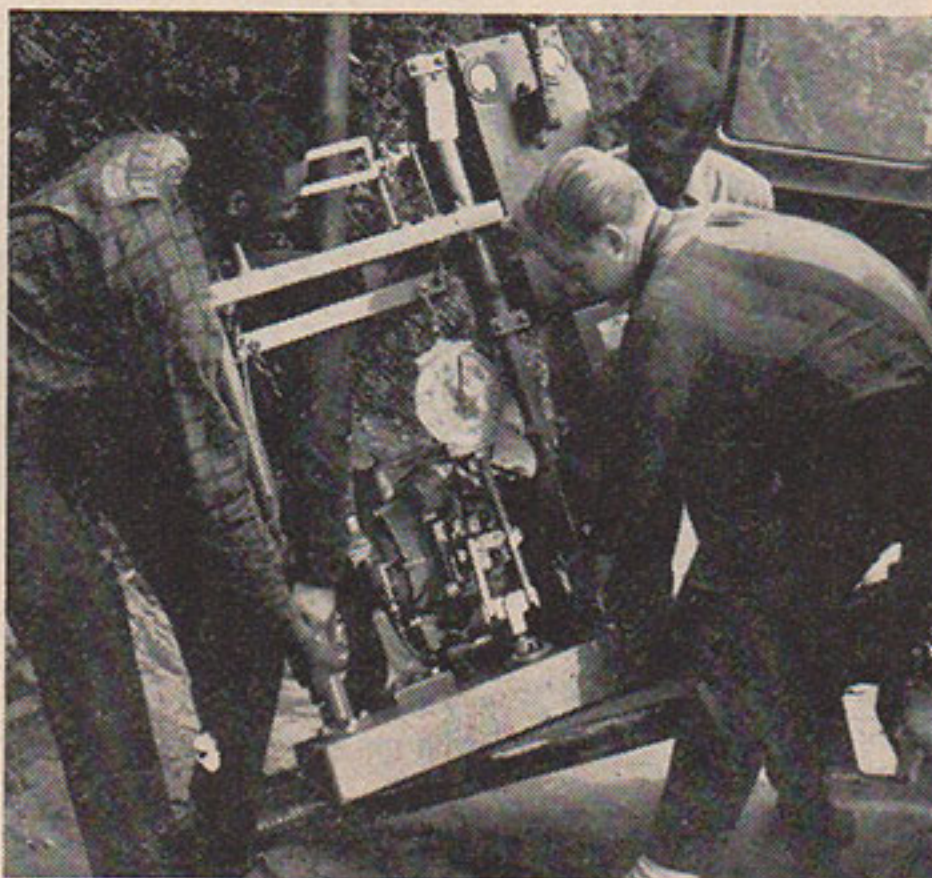
Donald A. Mayer has been appointed advertising manager for the Harley-Davidson Motor Co. The announcement was made by Walter C. Davidson, Vice-President — Sales.

Mayer was formerly manager of advertising and sales promotion for the Manufactured Products Division of the Westinghouse Electric Corporation in Pittsburgh. Prior to that he was a sales promotion representative for the same company with headquarters in Atlanta, Ga. He had also been assistant editor of the Corporate Marketing, marketing magazine for Westinghouse. He is a graduate of Pennsylvania State University School of Journalism.

James Bloor has been appointed Assistant Manager of Highland Insurance Service — a division of the Harley-Davidson

Motor Co. He will be assisting manager George Fischer in all phases of the insurance program and will be taking over much of the correspondence with dealers.

Bloor formerly ran his own general insurance agency in Watertown, Wis., where he previously taught high school. He is a graduate of the University of Wisconsin where he majored in history and economics. He is married and has five children.



## Cosmopolitan Motors Gets Dynamometer

A new midwest electric eddy-current dynamometer is being installed in Cosmopolitan Motors new plant in Philadelphia. Cosmopolitan stated they feel it is their obligation to provide their dealers with the best possible motorcycle equipment. The new dynamometer at the dealers disposal will give them a definite advantage.



**Leather  
Shirt  
\$35.00**

We use the finest horsehide and steerhide available.

Riding Pants .....\$35.00  
Riding Jackets .....\$35.00  
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↑ BIG 17" Minimum Height ↓

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SALESPeople WANTED TO SELL OUR TROPHIES WHOLESALE IN YOUR CITY. FOR INFORMATION WRITE ATT'N PRESIDENT

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**FOR THE RIDER, THE SPORTSMAN,  
THE WHOLE FAMILY...**



**MOTOR  
HARLEY-DAVIDSON  
CYCLES**

Your Harley-Davidson Dealer has in stock a complete selection of Christmas gifts for everyone! He'll be glad to help you choose the right gift for that special someone on your shopping list. Stop in...look around...find out how easy it is to make this the **MERRIEST CHRISTMAS** ever.

**SEE YOUR HARLEY-DAVIDSON DEALER  
HE ALSO HAS "GIFT CERTIFICATES" FOR CHRISTMAS GIVING**



# MOTORCYCLE INSURANCE

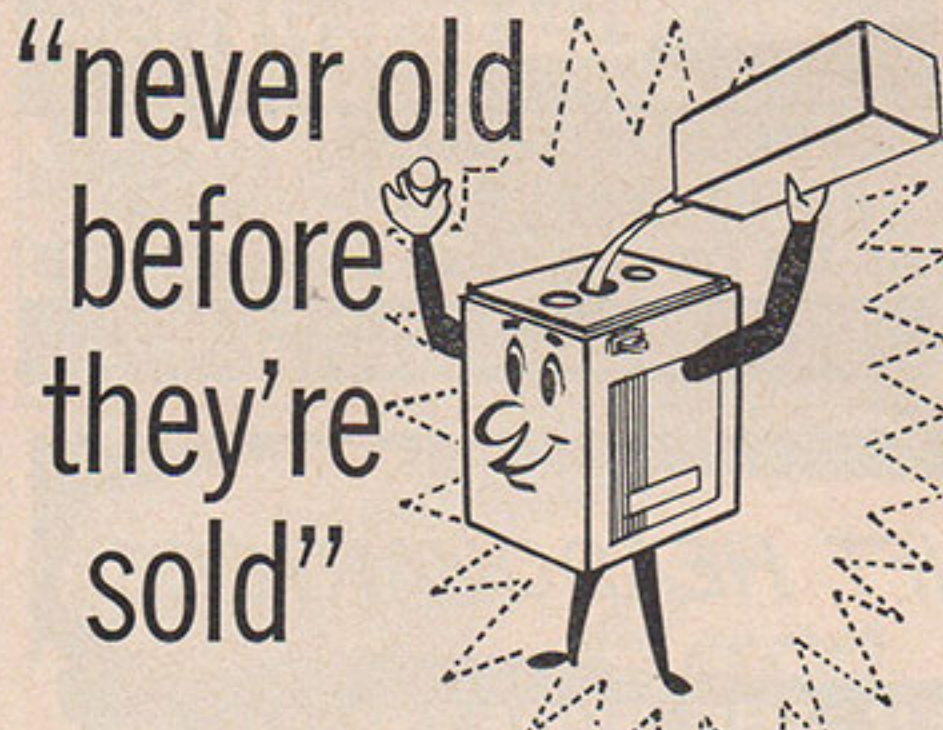
*Insure With the Largest  
Oldest and Most Reliable*  
All Forms of Insurance  
for Motorcycle and Scooter  
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at Low Rates

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- Fire, Theft and Collision
- Spectator Coverage for Races and Hillclimbs

Write for applications and information on our new budget premium plan. No obligation. Immediate coverage on acceptable applicants. Local adjusters handle your losses. All ages accepted except those under the age of 21 in Washington, D.C., 18 in Tennessee and 16 in Minnesota. (Only Fire, Theft and Collision insurance written in States of Maryland, Massachusetts, North Carolina, South Carolina and Virginia. No insurance written for residents of New York or Nevada).

## MOTORCYCLE UNDERWRITERS

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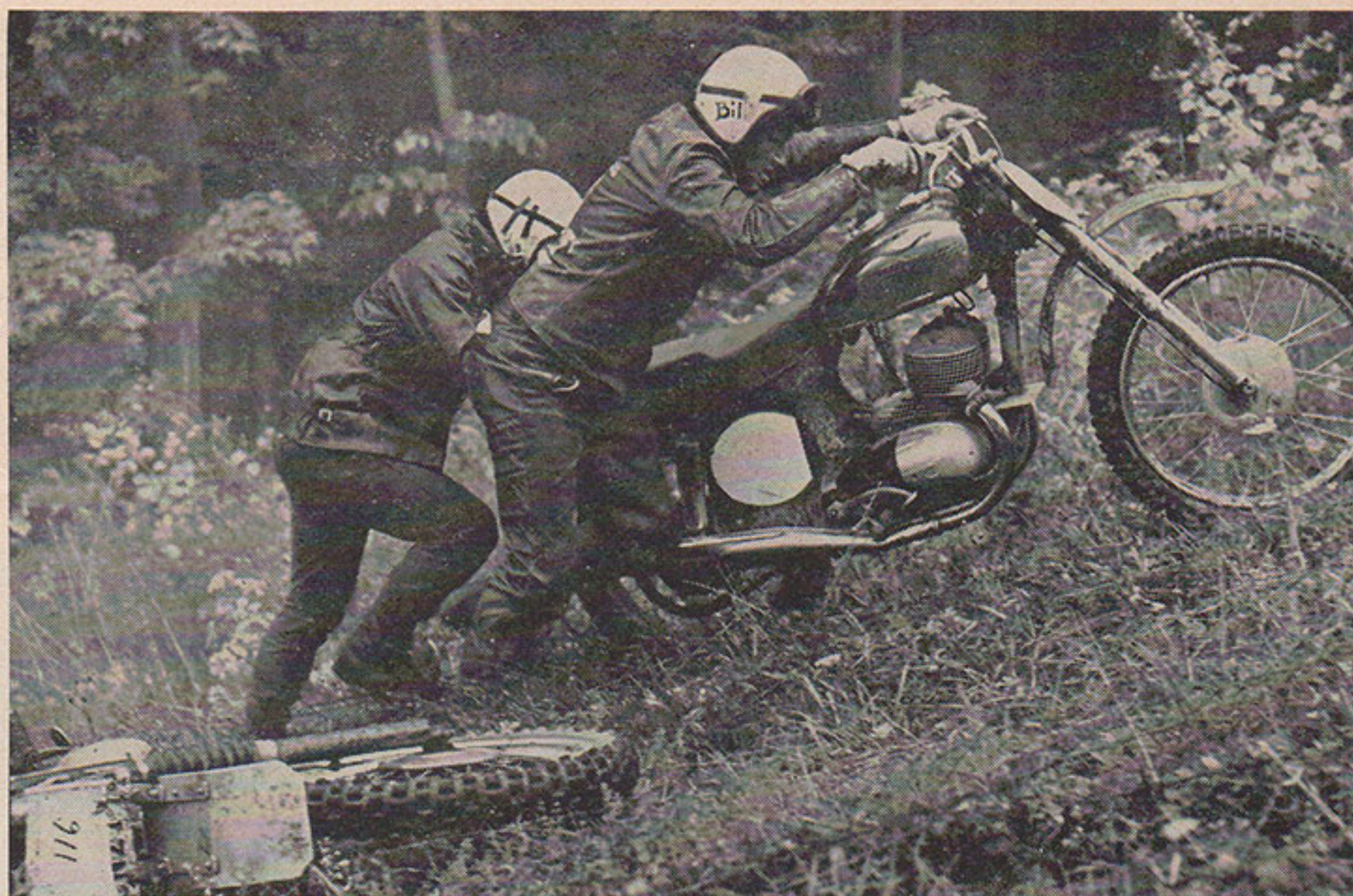


## HARLEY-DAVIDSON DRY-CHARGED BATTERIES

You'll get top performance from your motorcycle's electrical system when you use a Harley-Davidson battery. A Harley-Davidson battery comes to you **FACTORY FRESH** — the activating electrolyte isn't added until it's sold—and it's backed by a liberal replacement and service warranty. Go Harley-Davidson and stop worrying about where your next spark is coming from.



Available at your nearby  
Harley-Davidson dealer



Going up! This was the only way many were able to reach the top by literally carrying their machines.

### 150 ENDURO *from page 1*

4. Leonard A. Claridge, N. Royalton, Ohio	TRI	538	Miles
5. Fred Moore, Williamstown, Mass.	TRI	139.6	
6. Edwin R. McIntyre, Somers, Conn.	TRI	73.2	
7. Clayton Morley, Wayne, N.J.	TRI	58.0	
8. John Grover, Alpine, N.Y.	BSA	36.0	
9. Robert Coglio, Geneva, N.Y.	BSA	29.2	
10. Wayne C. Benson, Monticello, N.Y.	MAT	24.0	
11. Jerry Forrest, Athens, Pa.	BSA	14.8	
12. Allen Golley, Syracuse, N.Y.	BSA	9.6	

Class A—601cc and up

1. Hudson Smith, Horseheads, N.Y.	H-D	47.2	Miles
2. Dewey Hoffman, Huntington, Ind.	TRI	14.8	
3. Howard Smith, New Berlin, N.Y.	BSA	14.8	

Class B—601cc and up

1. George Bailey, Palmyra, N.Y.	BSA	608	Score
2. Timmie Sochia, Pottsdam, N.Y.	BSA	36.0	Miles
3. Sieg Langer, Rochester, N.Y.	TRI	29.2	
4. Harold Nelson, Rochester, N.Y.	H-D	29.2	
5. Lawrence Bliss, Rochester, N.Y.	H-D	24.0	
6. David Williams, Newfield, N.Y.	BSA	24.0	
7. Sonny Sofia, Rochester, N.Y.	TRI	14.8	

1. Richard McMannon, Binghamton, N.Y.	H-D	92.0	
Allen Gowe, Binghamton, N.Y., pass.			
2. James Wheaton, E. Williamson, N.Y.	H-D	24.0	
William Sheemaker, Palmyra, N.Y., pass.			
3. Dick Cox, Burdett, N.Y.	H-D	24.0	
Ronald Martin, Spencer, N.Y., pass.			
4. Harold Ward, Rochester, N.Y.	TRI		

Passenger Class

1. Mike Potter, Webster, N.Y.	TRI	152.8	Miles
Gordon Potter, Webster, N.Y., pass.			
2. Ron Buell, Hilton, N.Y.	TRI	29.2	
Gene Conger, Hilton, N.Y., pass.			
3. Robert Perkins, Rochester, N.Y.	TRI	14.8	
Jerry Perkins, Rochester, N.Y., pass.			
4. Grant Hill, Nedrow, N.Y.	PAR		
Charlie Hart, Syracuse, N.Y., pass.			

Senior Class

1. Carl Bergman, Clarence, N.Y.	DUC	793	Score
2. G. Frank Dean, Souderton, Pa.	H-D	783	
3. Ralph F. Spencer, Peekskill, N.Y.	GRE	745	
4. Ellis Clement, Strongsville, Ohio	TRI	703	
5. Clifford Foss, Dallas, Pa.	H-D	622	

6. Robert J. Wagner, Meadowbrook, Pa.	TRI	145.2	Miles
7. Beck H. Jensen, Canadaiqua, N.Y.	MAI	73.2	
8. Al Sedusky, Paterson, N.J.	TRI	58.0	
9. William R. Strickland, Buffalo, N.Y.	DOT	29.2	

Girls Class

1. Annabelle Smith, New Berlin, N.Y.	HON	29.2	Miles
---	-----	------	-------

### 20 MILE *from page 19*

third time, had to hold off the challenges of Springfield winner, Bob Bailey, in both the heat race and the 10-mile final.

Newell led the heat race until he slipped off the groove on lap eight but came from 12 lengths back to regain the lead on the final lap for his first win of the day.

The 10-mile final was Newell all the way with Bailey in second and Bruce Holland a close third.

Newell, a former mechanic for George Everett, Al Gunter and Neil Keen, set a new amateur 10-mile record in scoring his first big win as a class C racer.

Paul Bostrom and Bob Emde joined Newell as amateur heat race winners. Guy Louis, the West Coast high point amateur half-miler this year, blew his engine running second in the last lap in the heat won by Emde.

Bostrom won his heat coming out of the final turn to the flag, taking the win away from Bruce Holland.

Mel Lacher was the fastest amateur qualifier with 42:15 but had problems staying on the groove in the heat and final and ran sixth in the big one.

### Results 20-Mile National

Time 13:45.72		
1. George Roeder, Monroeville, Ohio	H-D	
2. Sammy Tanner, Bellflower, Calif.	BSA	
3. Dick Hammer, Lakewood, Calif.	H-D	
4. Darrell Dovel, Kansas City, Kans.	H-D	

- 5. Sid Payne, Bakersfield, Calif. H-D
- 6. Ralph White, San Diego, Calif. H-D
- 7. Elliott Schultz, South Gate, Calif. ENF
- 8. Neil Keen, Pasadena, Calif. BSA
- 9. Roger Reinl, South Gate, Calif. TRI
- 10. Wes Drennan, Long Beach, Calif. TRI
- 11. Ted Davis, Ponca City, Okla. BSA
- 12. Mert Lawwill, Hawthorne, Calif. H-D
- 13. Richard Hardmeyer, Sacramento, Calif. TRI
- 14. Gary Nixon, Hyattsville, Md. TRI
- 15. Ron Nelson, Palmdale, Calif. TRI
- 16. Clyde Litch, Baldwin Park, Calif. BSA
- 17. Dale Norlund, Venice, Calif. H-D
- 18. Joe Leonard, San Jose, Calif. TRI
- 19. Jack O'Brien, Los Angeles, Calif. BSA
- 20. Jeff Sperry, Bellflower, Calif. ENF

**Results Amateur Final**

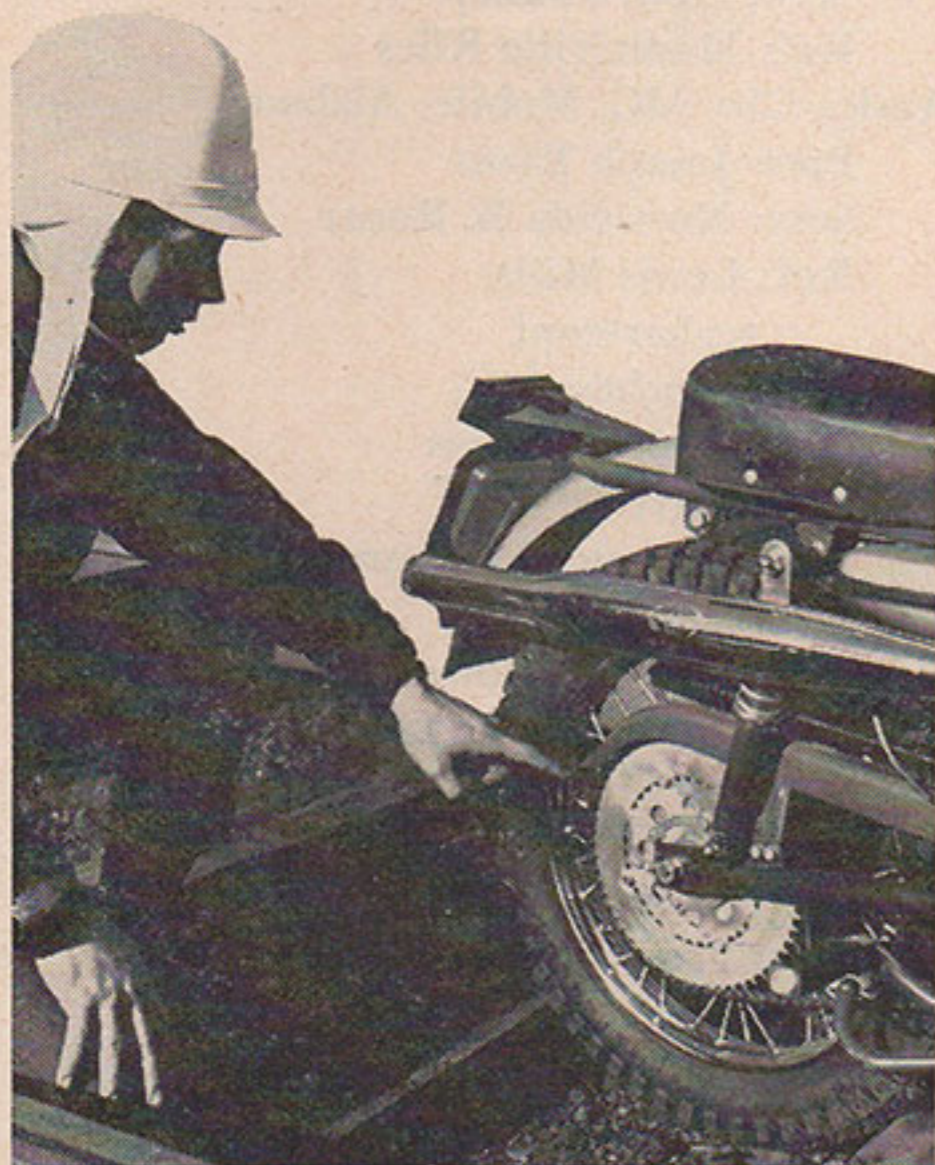
Time 7:03.60

- 1. Dick Newell, El Monte, Calif. H-D
- 2. Bob Bailey, Torrance, Calif. TRI
- 3. Bruce Holland, Gardena, Calif. H-D
- 4. Bud Waugh, Orange, Calif. BSA
- 5. Robert Emde, National City, Calif. H-D
- 6. Meldon J. Lacher, San Diego, Calif. H-D
- 7. Dale Parks, Hayward, Calif. BSA
- 8. Clifford Aksland, Manteca, Calif. TRI
- 9. Calvin Rayborn, Jr.,  
National City, Calif. MAT
- 10. Paul Bostrom, Daly City, Calif. TRI

**MOUNTAINEER** from page 10

challenged to take the "Mountaineer" over the railroad ties of the Erie & Lackawanna Railroad. Just as soon as I was on the rough stones and railroad ties, I began to feel that I may have bitten off just a little more than I could chew! What's more, I was now exhibiting not only the durability of the bike, but also my experience and ability as a scrambles rider!

With a photographer present to record my mechanized gymnastics, I revved the engine in first gear and proceeded to bump over the ties. In many instances, both the front and rear wheel dropped right down to the rough stones between the ties; a wild horse or bucking bronco never gave a rider a rougher trip. The bike had all the stamina to keep on going, but did I? The photographer snapped



Larger rear sprockets are easy to fit; here is a 61-tooth sprocket that's been fitted to a standard 35-tooth road sprocket.

away and shouted "faster" — now bumping along at approximately ten miles an hour is tough enough, any more throttle would force the front wheel up in the air, and that's exactly what Walt had in mind, he never did tell me, that he expected me to do a "wheelie".

I must say, that I was favorably impressed, as were the numerous spectators who stopped by to witness the demonstration. Needless to say, our cameraman, who has no feelings for my comfort, requested that I repeat my exhibition so that he could provide the Berliner Motor Corp., with photographic evidence of the sturdiness and rugged performance of the 1964 Ducati 90cc "Mountaineer".

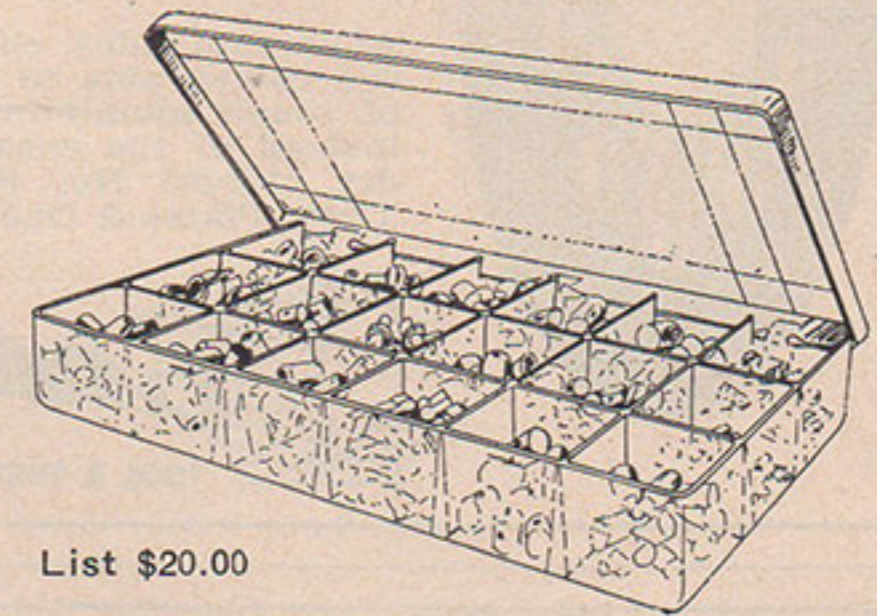
**Enduro Riders Advanced To Expert**

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.

With this notice a new AMA membership card is issued which carries the green "expert enduro rider" stamp on the back for identification.

Veto Bonan	106,010
Rockville, Connecticut	
Lanny Boswell	10,343
Evansville, Indiana	
Harold L. Brown	86,201
Fern Creek, Kentucky	
Gunars Grikmans	73,148
Sterling, Illinois	
J. C. Hardin	21,803
Pontiac, Michigan	
Tux Helm	49,689
Brookfield, Missouri	
John Hillyer	38,831
Burlington, Iowa	
William Huttula	96,698
Pontiac, Illinois	
Roger Jock	77,316
Horseheads, New York	
Gary Jones	109,807
Horseheads, New York	
Fred Leach	26,767
Farmington, Michigan	
Norman G. Linnemann	18,953
Peoria, Illinois	
David D. Ludwig	14,662
Clarkston, Michigan	
Karl Mataya	85,263
Lemont, Illinois	
James E. McBride	30,621
Sterling, Illinois	
William Owens	88,201
Flint, Michigan	
Annabelle Smith	62,364
New Berlin, New York	
Gerald Stevenson	38,373
Decatur, Illinois	
Harold Stewart	108,924
Sterling, Illinois	

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**METRIC NUT & BOLT ASSORTMENT**



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- 173 Metric Spring Washers . . . from 5 M.M. to 10 M.M.
- 50 Metric Bolts . . . . from 5 M.M. to 10 M.M. diameters

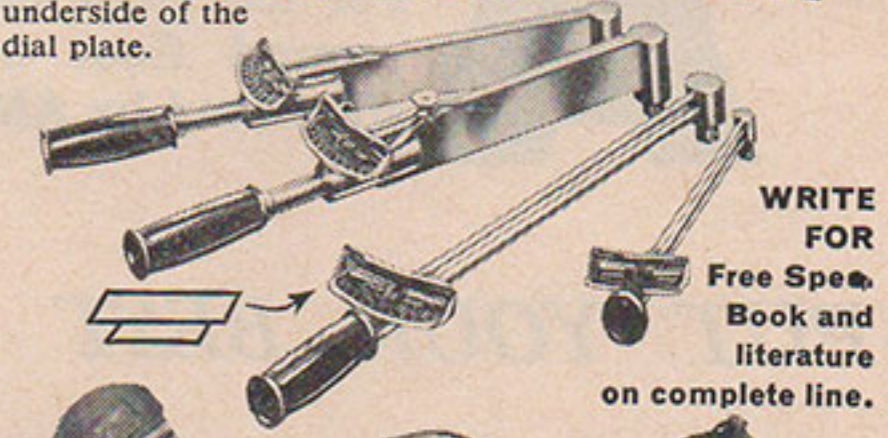
SEE YOUR FLANDERS DEALER



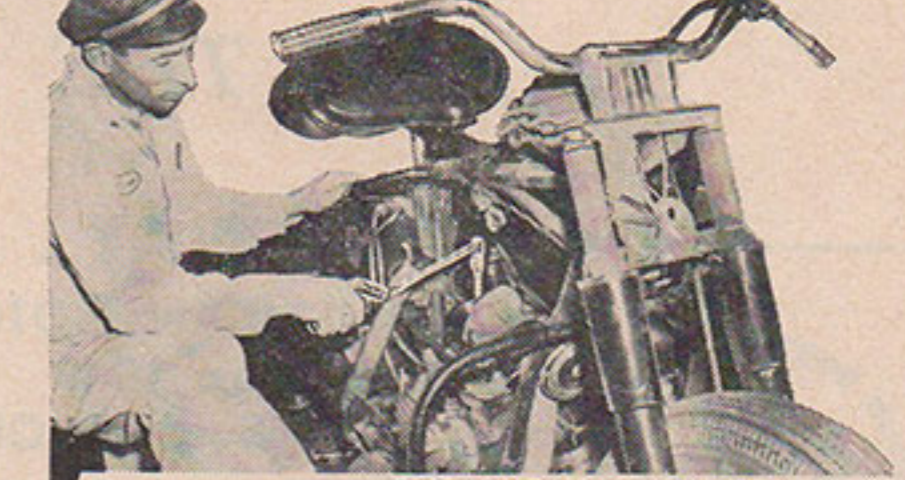
200 W. Walnut St., Pasadena 3, California

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Sold around the world by leading hand tool manufacturers, chain stores and mail order houses. You can always be sure it is a Sturtevant by the familiar trade mark on the underside of the dial plate.



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# Motor Maids

Due to publishing this issue earlier than usual and the normal let down in Motor Maid activity there will not be a regular column this month. However, the Motor Maid news will be back next issue.

In the meantime the Motor Maids wish to extend to all a very Merry Christmas and a Happy New Year of motorcycling.

## Autorama In February

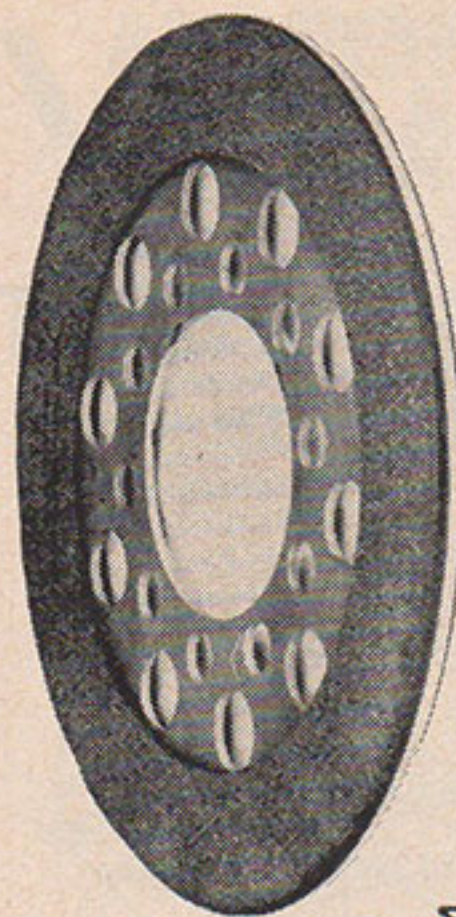
The 14th annual national Autorama at the Connecticut State Armory, Hartford, Connecticut, will be held February 19 through the 23, 1964. The Autorama will consist of more than 125 selected automotive masterpieces. The cars, all privately owned vehicles, will include rare antiques, classics, fabulous customs, dream cars, record hot rods, race cars, motorcycles, sports cars, karts, motor equipment and accessories.

In addition, the ever popular feature of the show is the Autorama Theater where the very latest race films of the outstanding national and international races are shown continuously. The show is acknowledged to be the nation's leading automotive enthusiast production, drawing visitors from 39 states and Canada.

## New Clubs

- Inkster Cobras MC, Inkster, Michigan  
Pres: Earl Mitchell  
Secy: Rosie L. Lundy  
Ref: Claude Lundy
- Para-Dice MC, Grand Rapids, Michigan  
Pres: Joseph Lamo  
Secy: Wilma J. Lamo  
Ref: Sonny Thrasher
- Wind Benders of Dallas MC, Dallas, Texas  
Pres: Cleveland Long, Jr.  
Secy: Opal Pouncy  
Ref: Montriville Riles
- Azalea City MC, Mobile, Alabama  
Pres: Joseph Rizzo  
Secy: Norweida B. Rentz  
Ref: Lewis Mills  
rechartered
- Duke and Duchess MC,  
Independence, Kansas  
Pres: Dave Driscoll  
Secy: Florence Williams  
Ref: Jim Bever
- Sidekicks MC, Manitowoc, Wisconsin  
Pres: John Klusmeyer  
Secy: Donald Buxbaum  
Ref: Jim Blaha
- Meandering Mates MC, Van Nuys, Calif.  
Pres: Fred Frye  
Secy: Gladys Kopp  
Ref: Hillard Kopp
- Aristocrats MC, Racine, Wisconsin  
Pres: James Fowlkes  
Secy: Lynn Griffin  
Ref: Louie Droz

## CLUTCH PLATES FOR HARLEY-DAVIDSON BIG TWIN MODELS



### WET CLUTCH

Corprene Bonded Aluminum Alloy Clutch Plates. Recommended for Foot Shift & Hand Clutch, 1/3 spring tension required. These plates are made of very strong aluminum alloy with corprene facings bonded to them. Best results are obtained by sealing off the transmission shift with packing, cutting off the chain oiler and adding light weight oil to primary. Run as a wet clutch! No. HDP-1 Bonded Clutch Plate Set — Alloy Four Plates & One Backing Plate.

### DRY CLUTCH

Aluminum alloy clutch plates with hard facings. These plates are comparable to Harley-Davidson #37930-41. They are made of tough aluminum alloy with hard facings bonded to them, instead of the conventional rivets. Recommended for use as a dry clutch! No. HDP-2 Bonded Clutch Plate Set — Alloy, Three Plates & One Backing Plate.



RIDERS: See your dealer. We do not sell retail.

DEALERS: Order direct.

TOOL & ENGINEERING Box 468 Huntington Park, Calif.

# A DVANCING

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

# M OTORCYCLE

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

# A CTIVITIES

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

*PUT YOUR BEST WHEEL FORWARD*

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

**DON'T DELAY . . . JOIN TODAY!**

AMERICAN MOTORCYCLE ASSN.  
P.O. Box 1049  
Columbus 16, Ohio

**\$2.00**

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



New  Renewal  No. ....

Name .....

Address .....

City ..... Zone ..... State .....

# RIDERS' LETTERS

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

## Travel Anyone

. . . I would like a traveling companion of any age for a trip to the Panama Canal Zone this fall.

I have official confirmation that at last the Pan-Am highway is complete all the way. It is 3,250 miles from Eagle Pass, Texas, and 500 miles is rough gravel.

I am 56 years old, male and white. I took a 5,000 mile trip through East Texas for practice, so I am fully equipped for a leisurely camping and cooking out trip on my old Harley. I have a special luggage carrier and a rudimentary knowledge of Spanish. My hobbies are hunting and fishing.

I prefer generally to travel alone, but in this case feel it better to forego the advantages of solo for the safety of numbers. It will be a rugged trip for both rider and machine and will have to be on a tight budget on my part.

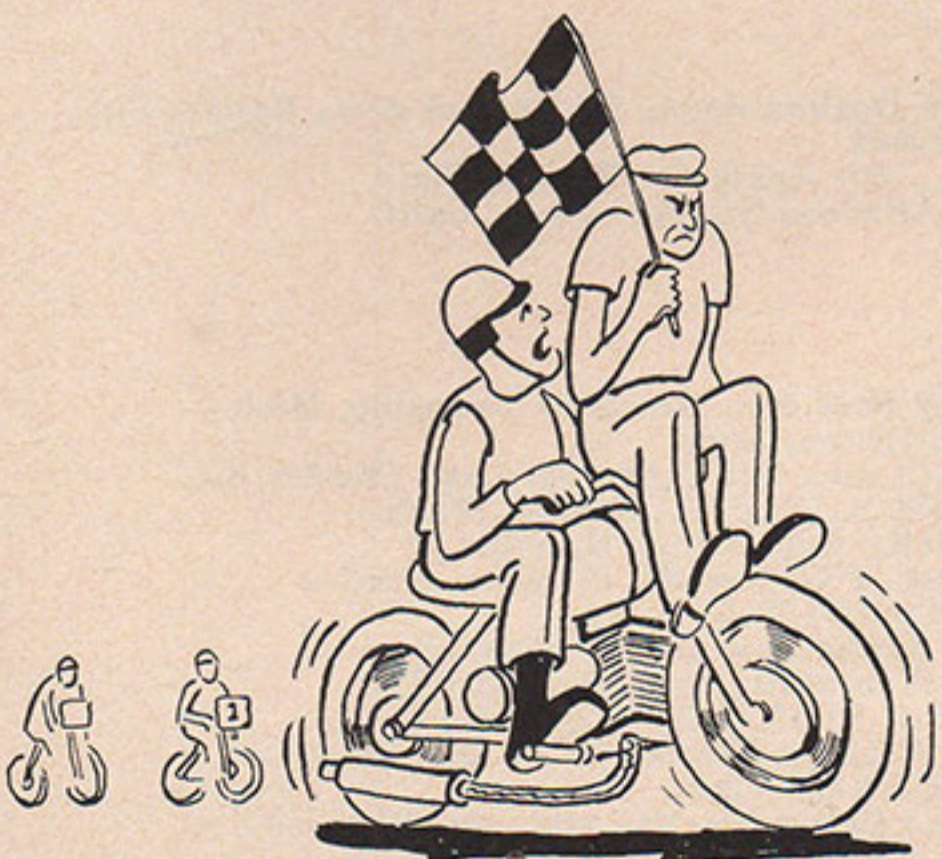
Anyone interested should rush a letter, giving details as to time of departure, meeting and etc.

Wilmer Frouville  
Ashkum, Illinois 60911

## Needs Scooter Parts

. . . We are having trouble finding parts for our ISO scooter since they are no longer manufactured. Maybe some one would let us know if any parts are available and where they may be ordered. The scooter is a 59cc two stroke.

Charlie Pruden  
Route 1, Box 263  
Louise, Miss.

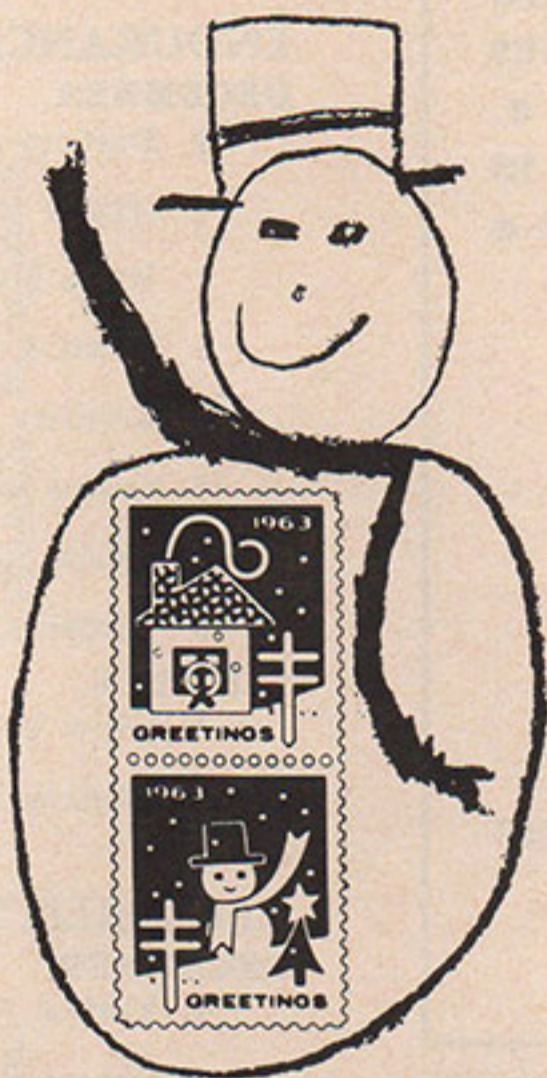


Aug Dixon

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DECEMBER, 1963

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# Sanction Schedule

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

### CLASS "A" SHORT TRACK

#### DECEMBER

15-2\* Bayou Ramblers MC, Inc., 2725 Pineview, Lake Charles, La.

### SPORTSMAN ROAD RACES

#### DECEMBER

29 Competition, Inc., c/o International Motor Mart, 1038 Kings Ave. or 1037 Hendricks Ave., Jacksonville, Fla.

### ENDURANCE RUNS

#### DECEMBER

- 1 District #5, AMA New Jersey, c/o Joan Watson, 8925 Elmhurst Ave., Elmhurst, N.Y.—201-TE 5-5897
- 1 (Holly Run) Mansfield MC, c/o Grace Chronister, Crider Rd., R.D. #2, Mansfield, Ohio—589-2840—Mansfield, Ohio
- 1 Rams MC, 1950 N. Broad St., Meriden, Conn.—Beverly 7-7926—E. Hampoon, Conn.
- 1 Town & Country Riders, Riverside, Iowa—8-2611—Riverside, Iowa
- 8 Tri-City MC, Inc., P.O. Box 416, Belmont, Calif.—EM 8-4816—San Mateo County
- 8 Grand Lake MC, c/o Sandy Brewster, R.R. #2, Geneva, Ind.—5-4185 (Mendon, Ohio)
- 8 Essex Sportsmen, 272 Bloomfield Ave., Bloomfield, N.J.—PI 8-7383—Morris & Essex
- 8 Creepers MC, 717 E. Main, Shawnee, Okla.

#### JANUARY

- 1 (New Years Run) Cavalier MC, 5124 N. 17th St., Omaha, Nebr.—342-3865—Omaha, Nebr.
- 5 Eastern Penna. Piston Poppers, Box 98, Thorndale, Pa.—UL 7-9616—Cains, Pa.

### RELIABILITY RUNS

#### DECEMBER

- 1 Yellow Jackets MC, 1493 Elcamino, Belmont, Calif.—LY 1-8979—Bould Creek, Calif.
- 1 Sunset Riders of Port Huron, 4380 Vincent Rd., North Street, Mich.—YU 7-3431—Port Huron
- 22 Wichita Jeeps MC, 623 W. Douglas, Wichita, Kans.—MU 3-2709—Wichita, Kans.

### ROAD RUNS

#### JANUARY

- 1 Gopher State MC, 1821 Riverside Ave., Minneapolis, Minn.—FE 2-3689—Minneapolis, Minn.
- 5 (Snow Run) Erie MC, Inc., 4800 Wolf Rd., Erie, Pa.—TE 3-0411—Erie, Pa.

### OBSERVED FIELD TRIALS

#### DECEMBER

- 8 Transit Travelers MC, c/o Sandra Glenn, Dale Road, Newfane, N.Y.—HF 3-3953 (Lockport)—Millersport
- 8 National Capital MC, 801 Domer Ave., (302) Takoma Park, Md.—587-4229—Clarksburg, Md.
- 15 Baltimore Ramblers MC, 3521 Hillsmere Rd., Baltimore, Md.—OL 3-6366—Baltimore, Md.

#### JANUARY

- 12 Middle Atlantic MC Dealers Assn., 236 N. 9th St., Reading, Pa.—372-8233

### FIELD MEETS

#### DECEMBER

- 1 Midwest Motorcycle Dealers Assn., 536 Central Ave., Kansas City, Kans.—AT 1-8668
- 1 Gasparilla MC, Inc., 2901 Annie St., Tampa, Fla.
- 15 Hi-Boots MC, 4689 Altadena St., San Diego, Calif.

### SCRAMBLES

#### DECEMBER

- 1 Iron Mustangs, 24728 Ford Rd., Dearborn Township, Mich.—LO 2-9897—Brighton, Mich.
- 1 Bayou Ramblers MC, Inc., 2725 Pineview, Lake Charles, La.
- 8 Jolly Rogers MC, 2810 S. 142nd St., Seattle, Wash.—CH 2-0413—Jolly Rogers Club Grounds
- 8 Corcoran Dusters MC, P.O. Box 402, Corcoran, Calif.—WY 2-4301—Central Valley Ave.
- 8 Road Winders MC, 635 Somers Ave., Trevose, Pa.
- 15 Red Bluff MC, 625 Walnut St., Red Bluff, Calif.—LA 7-4143—Red Bluff, Calif.
- 15 Fresno MC, 3150 E. Clayton, Fresno, Calif.—BA 2-9104—Fresno MC Club Grounds
- 15 (West Coast Champ.) Gasparilla MC, Inc., 2510 W. Kirby St., Tampa, Fla.—935-2601—Tampa, Fla.
- 22 Sprockets MC, 8400 Fillmore, Bakersfield, Calif.—EM 6-6463—Bakersfield, Calif.
- 29 Bayou Ramblers MC, Inc., 2725 Pineview, Lake Charles, La.
- 29 Los Gatos MC, Box 802, Los Gatos, Calif.—EL 4-9384

**TT SCRAMBLES**  
**DECEMBER**

- 8 Rose Capital MC, Inc., 3512 Betts, Tyler, Texas—  
LY 2-0397—Tyler, Texas
- 8 Tiger MC, Inc., 6611 Hanks Dr., Baton Rouge, La.
- 29 Cranker's MC, 1207 Main St., Delano, Calif.—3140—  
8-miles E. Delano

**POKER RUNS**  
**DECEMBER**

- 1 Baltimore Ramblers MC, 3521 Hillsmere Rd., Baltimore, Md.—  
OL 3-6366—Baltimore, Md.

**HARE SCRAMBLES**  
**DECEMBER**

- 1 (Kentucky & Indiana Champ.) Derby City MC, c/o Kenneth Bales,  
4216 Flintlock, Apt. #3, Louisville, Ky.—ME 7-3324—  
Lebanon Jct., Ky.
- 8 Prairie Pups MC, 610 S. Main, South Hutchinson, Kansas—  
MO 2-6971—Hutchinson, Kans.

**JANUARY**

- 12 San Luis Obispo Trailers MC, P.O. Box 14, San Luis Obispo, Calif.  
—LI 3-7358—Kettleman City

**CROSS COUNTRY**  
**DECEMBER**

- 1 Chicago Heights Fair Weather Riders, 1390 Vincinnes, Crete, Ill.—  
OR 2-8274—Hill Top Cafe, Rt. 40, Ind.
- 8 Lion's MC, 1564 Moorland Dr., San Diego, Calif.
- 8 Wabash Valley MC, 737 N. 6th St., Terre Haute, Ind.  
C-7821—Terre Haute, Ind.

**ENGLISH TRIALS**  
**JANUARY**

- 5 (District 36 Champ.) Richmond Ramblers, 122 So. 22nd.,  
Richmond, Calif.—BE 2-2395—Pt. Richmond
- 12 Stockton MC, Inc., P.O. Box 1843, Stockton, Calif.—  
HO 3-0550—Stockton, Calif.

**AUSTRALIA PURSUIT RACE**  
**DECEMBER**

- 15 Richmond Ramblers MC, 122 S. 22nd, Richmond, Calif.—  
BE 2-2395—Pt. Richmond

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Inland Empire Expositi- tion Center .....	10	Los Angeles .....	53	Lake Arrowhead .....	35	San Diego .....	100
Big Bear Lake .....	58	Newport Beach .....	51	March Air Force Base ..	5	San Juan Capistrano ....	60
Del Mar .....	99	Ontario .....	18	Norton Air Force Base ..	12	Santa Monica .....	71
Disneyland .....	37	Palm Springs .....	55	Sun City .....	22	Santa's Village .....	35
Hollywood .....	60	Pasadena .....	50	Lake Elsinore .....	30	Pacific Ocean Park .....	70
Marineland .....	75	Idyllwild .....	58	Wax Museum .....	41	Dodger/Angel Stadium .....	58
		Knott's Berry Farm .....	43	Salton Sea .....	102		

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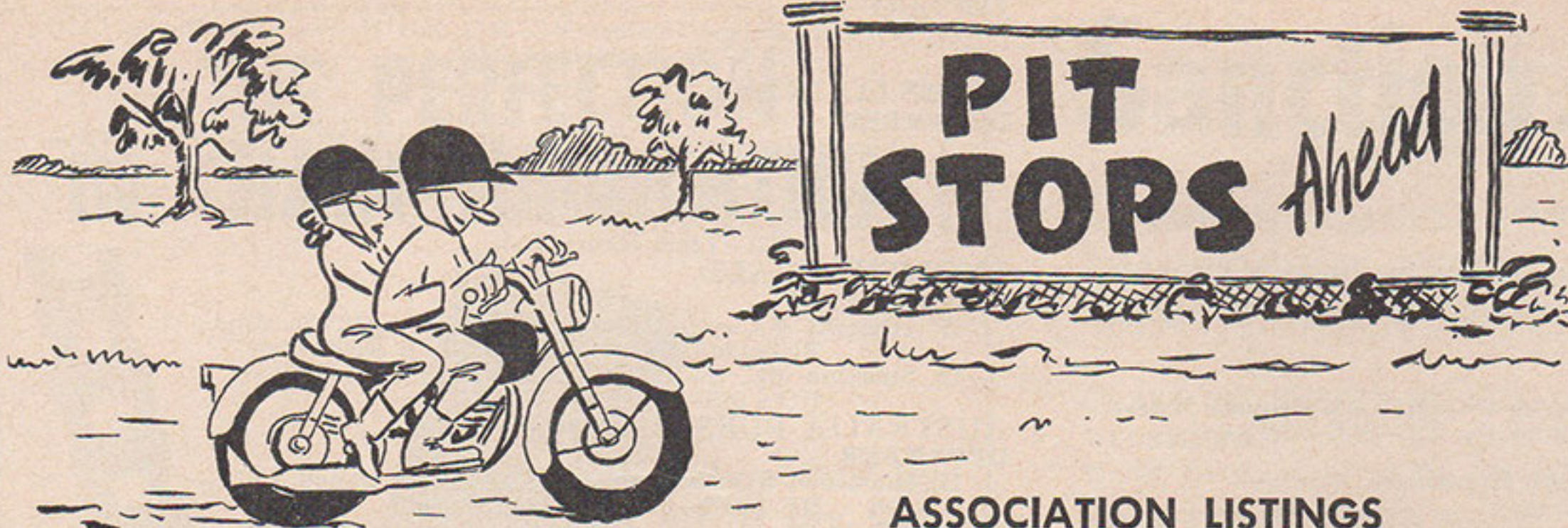
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### CALIFORNIA

#### Northern Harley-Davidson Dealers Association

Bernie Bernheisel, pres.  
Armando Magri, secy.-treas.

- BAKERSFIELD**—Ron J. Wooten, 820 18th St.  
**BELMONT**—Bernie's Harley-Davidson Sales & Service, 1493 El Camino. LY 1-8979.  
**CONCORD**—Bill Chaney-Harley-Davidson, 3355 N. Main St., Pleasant Hills.  
**FRESNO**—Harold Mathews, Harley-Davidson Sales, 548 Blackstone Ave. All cyclists welcome. Ph. 233-5279.  
**HAYWARD**—Aubrey Isham, Harley-Davidson of Hayward, 25224 Mission Blvd. JE 8-2114.  
**MERCED**—C. D. "Tex" Thorp, Merced Harley-Davidson, 1645 Gustine Hwy. RA 2-9557.  
**MODESTO**—Andres Harley-Davidson Sales, 1208-9th Avenue. Right on Mainline U.S. 99. Owner—Gene Andres.  
**NAPA**—Nelson Bettencourt Harley-Davidson S&S, 1241 Brown St. BA 6-7394.  
**OAKLAND**—Lindstrom & Self Harley-Davidson Sales & Service, 8227 E. 14 St. NE 2-2322.  
**OAKLAND**—Claude Salmon Co., Inc., Harley-Davidson Sales & Service, 3039 Myrtle St. at 31st and San Pablo. Olympic 5-3500.  
**PARADISE**—Stanley Motors Harley-Davidson Sales, 5660 Skyway.  
**SACRAMENTO**—Armando Magri, Harley-Davidson Sales & Service, 815 12th St. GI 3-6888. Visit our State Capital.  
**SALINAS**—Bob Wayman Harley-Davidson Sales, 324 N. Main St.  
**SAN FRANCISCO**—Dudley Perkins Co., Harley-Davidson Sales & Service. Riders are welcome at 655 Ellis St. PR 5-5323.  
**SAN JOSE**—When traveling near San Jose, stop and visit with Sam Arena, 580 S. 1st St. Harley-Davidson Sales, CY 5-1960.  
**STOCKTON**—Davis Bros. Harley-Davidson Sales & Service, 729 N. Wilson Way (City Rt. U.S. 99) Howard 4-4222.  
**VALLEJO**—Nelson Bettencourt Harley-Davidson S&S, 420 Marin St. MI 2-0302.  
**YUBA CITY**—Milton Iverson Harley-Davidson Sales & Service, 516 2nd St. SH 2-2982.

### CALIFORNIA

#### Southern Harley-Davidson Dealers Association

Leonard Andres, president  
Richard Hutchins, v. pres.  
Joe Walker, secy.-treas.

- BELLFLOWER**—S.&J. Harley-Davidson, 16211 S. Lakewood Blvd. ME 4-1222.  
**BUENA PARK**—Motorcycle Specialties Co., 6871 Beach Blvd. LA 2-2000.  
**EL CAJON**—Harley-Davidson Co. of El Cajon, 621 El Cajon Blvd. HI 4-1123.  
**INGLEWOOD**—Inglewood Harley-Davidson, 900 N. La Brea Ave. Sales & Service. OR 1-8549. Parts, accessories, expert service.  
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- LOS ANGELES**—Santa Monica Harley-Davidson Sales, 12418 Santa Monica Blvd. GR 8-1500. Parts, accessories, expert mechanics.  
**NATIONAL CITY**—Floyde Emde Co., Inc., 1302 National Ave. GR 7-0590.  
**PASADENA**—S. E. Chubbuck Harley-Davidson Sales, 1361 S. Walnut. SY 2-1300.  
**POMONA**—Rathbun Motorcycle Co., 1241 W. Holt Ave. Authorized Harley-Davidson dealer. NA 2-5417.  
**RIVERSIDE**—Skip Fordyce Harley-Davidson Sales, 3698 14th St. OV 4-4747.  
**SAN BERNARDINO**—Dale's Modern Cycle, Harley-Davidson, 471 S. 1st. St. TU 5-1537.  
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**SANTA ANA**—Harley-Davidson Motors, 501 E. 4th St. Service, parts and accessories. KI 7-5994.  
**SOUTHGATE**—Hi Desert Cycle Centre, 38747 N. Sierra Highway. Ph. 947-2790.  
**SO. SAN GABRIEL**—Laidlaw Harley-Davidson Sales, 8351 E. Garvey Blvd. AT 0-3977.  
**TAFT**—Taft Harley-Davidson Sales, 130 Center St. RO 5-2370.  
**TORRANCE**—Southwest Harley-Davidson Co., 1853 Torrance Blvd. FA 0-2020.  
**VAN NUYS**—San Fernando Valley Harley-Davidson Sales & Service, 16113 Sherman Way, ST 0-9864.  
**VENTURA**—Galen Brookins Harley-Davidson, 75 W. Meta. MI 3-1918.  
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#### NEW YORK

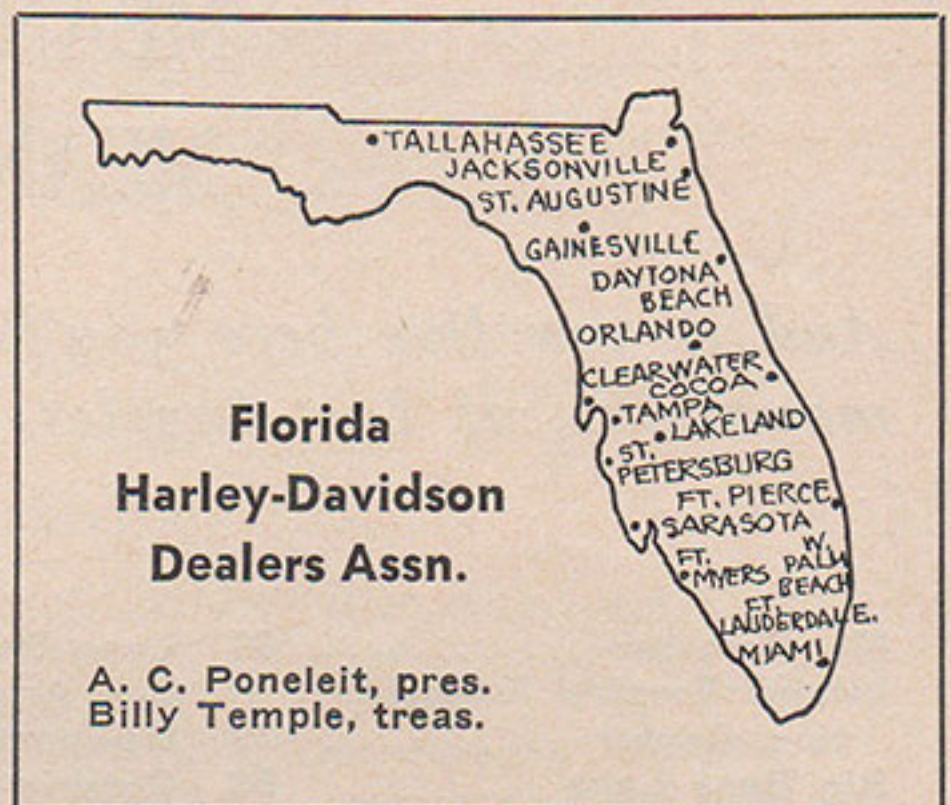
- ALBANY**—Brownie Betar welcomes all riders to Brownie's Indian Motorcycle Sales & Service, 147 Hudson Ave. HOBart 3-9635.  
**AMSTERDAM**—Bob Fonda, Matchless/Indian, BMW, Whizzer S&S, 31 Pine St. VI 2-8990. Prompt mail order service. All riders welcome.  
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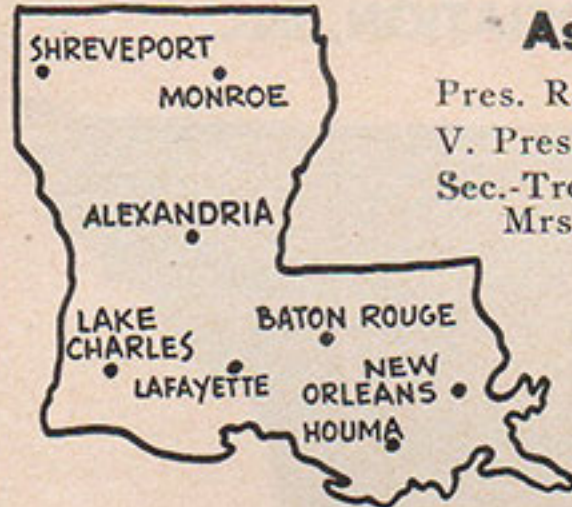
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- COCOA**—Tom Welfley, H-D of Brevard, Merritt Island Causeway, NE 6-1875.  
**CLEARWATER**—Dallas Hanger, H-D of Clearwater, 1716 N. Betty Lane, 446-8042.  
**DAYTONA BEACH**—Joseph Robison, Daytona H-D, 728 Ballough Road, 252-2193.  
**FT. LAUDERDALE**—Bill Martin, Martin Mcy. Sales, 205 S.W. 24th Road, JA 2-3403.  
**FT. MYERS**—Les Roan, H-D of Ft. Myers, 2027 Monroe, ED 415-3.  
**FT. PIERCE**—Don Chason, H-D of Ft. Pierce, 210 S. Depot Dr., HO 4-1347.  
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**ST. PETERSBURG**—Francis Hockett, H-D of St. Pete, 2038 1st Ave. S., 862-2248.  
**SARASOTA**—Hap Poneleit, Pucketts of Sarasota, 1467 - 4th St., 958-5106.  
**TALLAHASSEE**—Dallas Padgett, Padgett's H-D Co., 411 W. Gaines St., 222-0130.  
**TAMPA**—Dudley Barnes, Barnes Cycle Co., 1707 Grand Central Av., 251-1964.  
**W. PALM BEACH**—Bob Malloy, Palm Beach H-D, 4321 Georgia Ave., TE 3-9848.

## Gulf States Harley-Davidson Dealers Association



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Mrs. Jim Ott

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- MONROE**—Howard Griffin's Harley-Davidson Sales & Service, 712 Grand Ave. Stop in. We have oil, parts, accessories.
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- PLAINFIELD**—George L. Simon, 133 North Ave. PL 6-0460. Harley-Davidson dealer over 40 years.

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- BENTON HARBOR**—Garvin Harley-Davidson Sales. 232 Pipestone St.
- DETROIT**—Earl Robinson welcomes you to the Harley-Davidson Motorcycle Co., 2801 John Lodge Expressway, So. at Grand River.
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- VINELAND**—Cycle & Sport Center, R.D. #6, S. Delsea Dr. TA 5-0842. BSA, BMW.
- WASHINGTON**—Bob's Mcy Sales, Robert Parks, Rt. 69. Hampton 4606. TRI.
- WHIPPANY**—The Slegers Co., 19 Ridgedale Ave. TU 7-4455. BSA, BMW, NSU, TRI.



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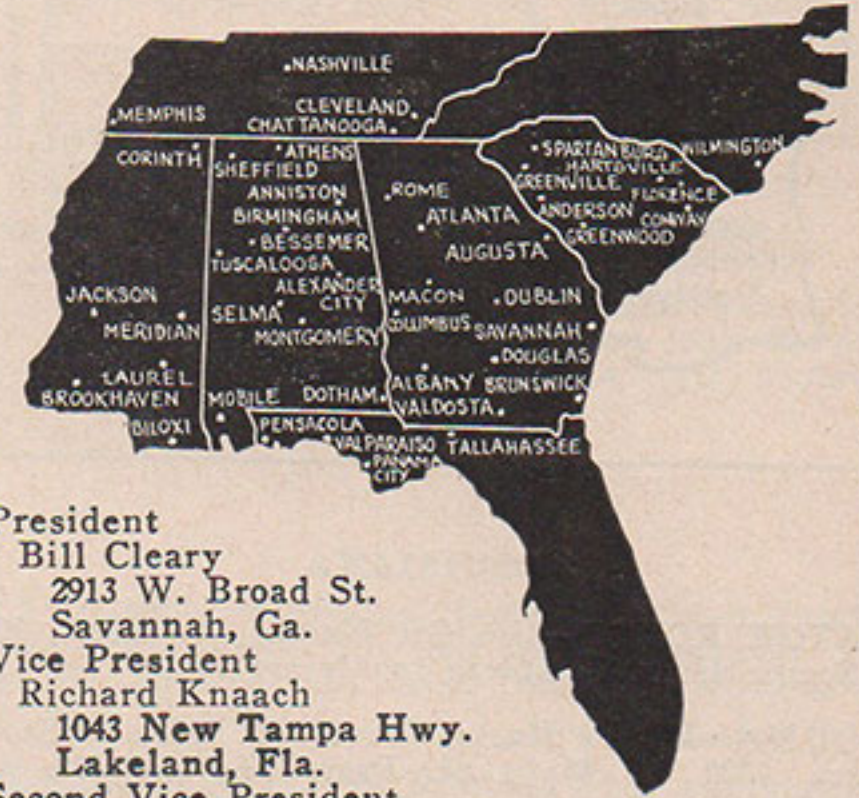
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 BRUNSWICK—H-D Sales, 2914 Norwich St.  
 COLUMBUS—Rusk Mcy. Co., 537 4th Ave., Hwy. 27.  
 DOUGLAS—Kight Mcy Sales, Axson Rd., Rt. #3.  
 MACON—Macon H-D Sales, 855 Second St.  
 ROME—Skelton's H-D Sales, 518 Shorter Ave.  
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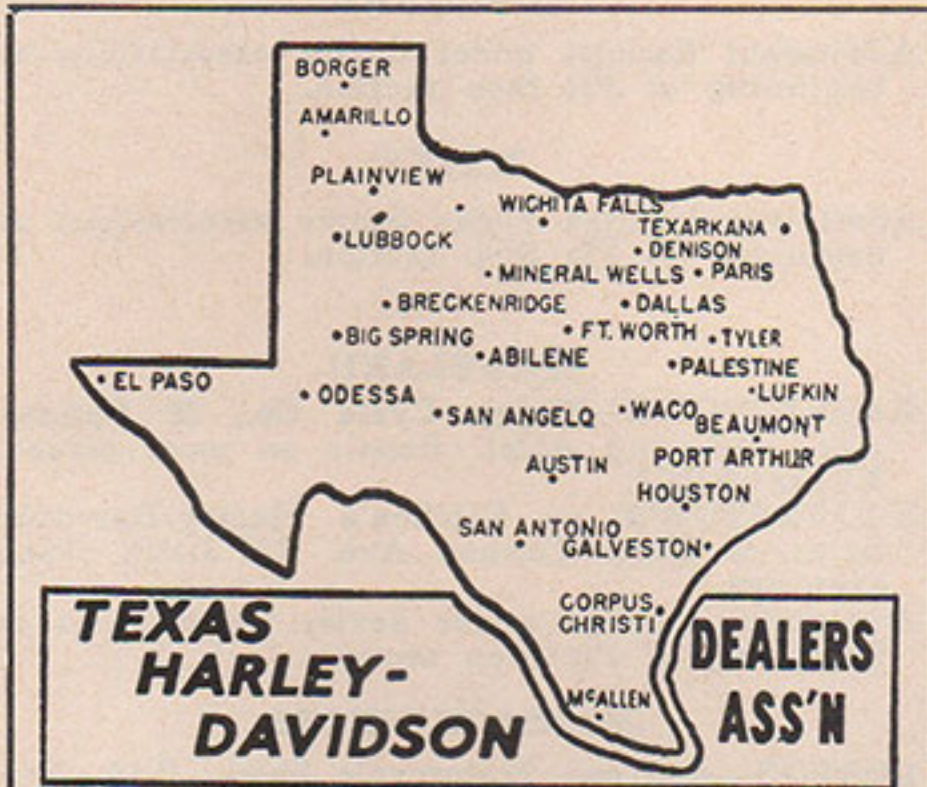
WILMINGTON—Al's H-D Sales, 1106 Market St. Highways 17, 74, 76.

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 CHESTER—Chester H-D Sales, 109 Pinckney St.  
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## DELAWARE

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**DALLAS**—Harold Yaw, 2723 Main St. Zundapp, Matchless and BMW. Tourists have a priority.  
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**DANVILLE**—Ed Guill Motorcycle Sales & Service, 803 Franklin Turnpike. Harley-Davidson sales and service. All riders welcome.  
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**MARTINSVILLE**—Morrison's Harley-Davidson Sales, off No. 220 on City Recreation Access Road. Open Evenings. Ph. 638-1194.  
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**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.

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**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.

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**SEATTLE**—Drager's Harley-Davidson Company, 1207 Dexter, 1 block East of Highway 99. Stop in and get acquainted when in Seattle.

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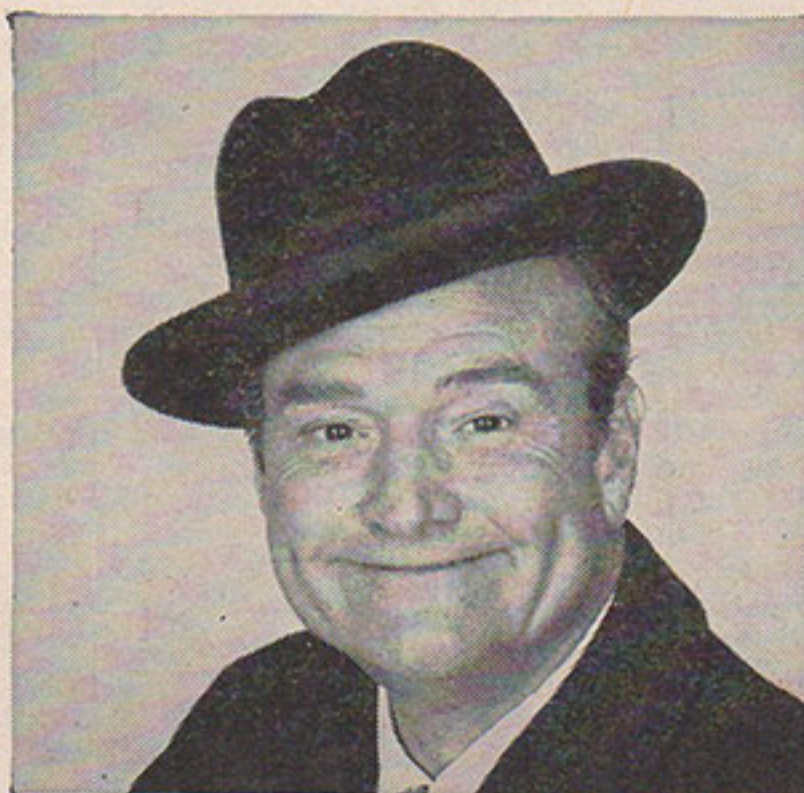


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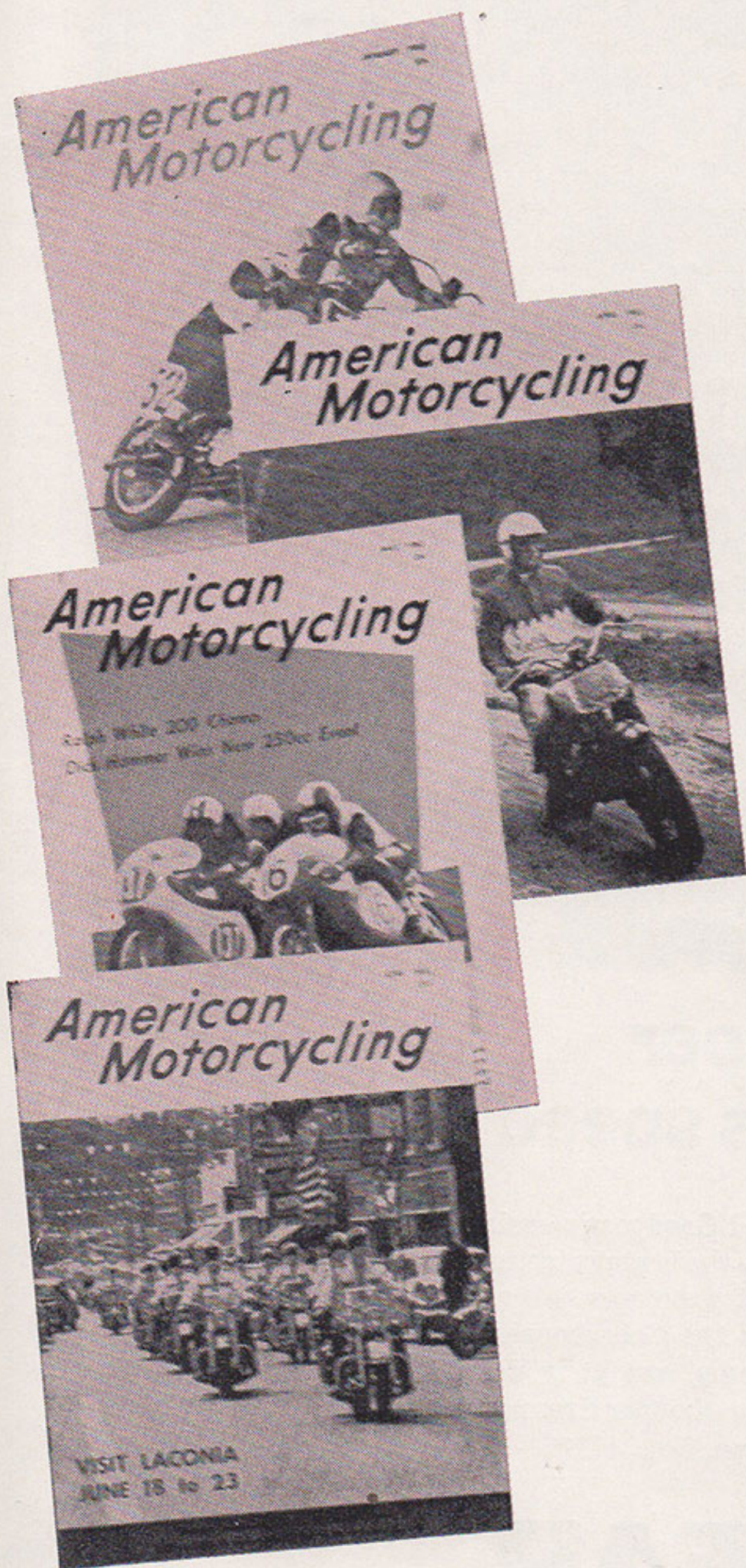
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