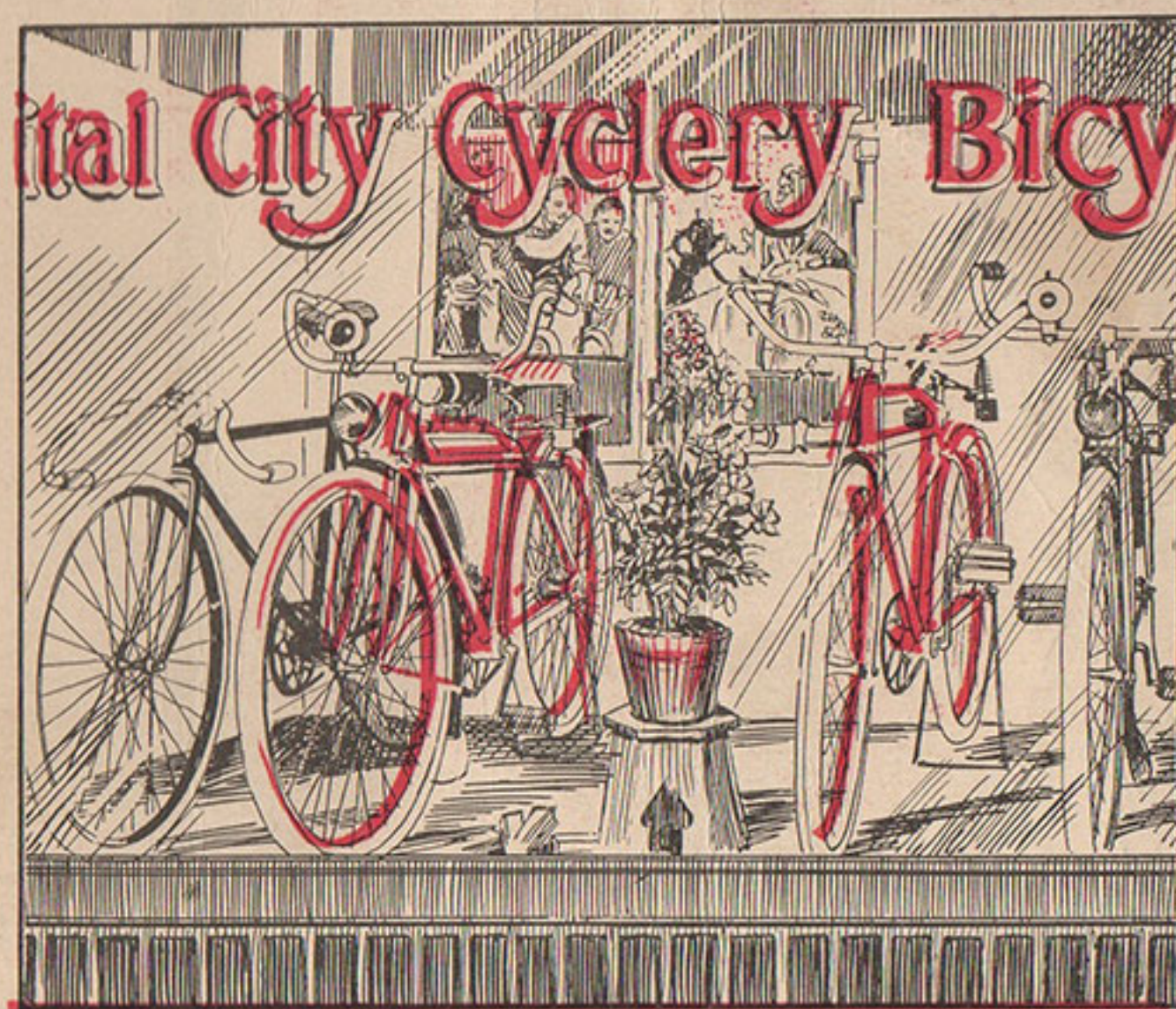
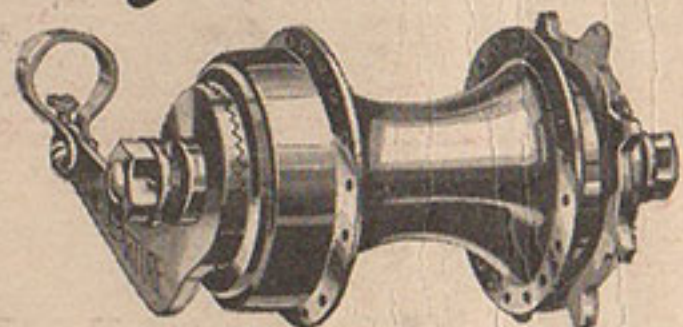




Motorcycle and Bicycle ILLUSTRATED



New Departure Coaster Brakes
are a mark of quality on the
Bicycles you sell—



New Departure Posters, Signs-
Weekly Illustrated News Bulletins,
Price Tags, etc., help to dress your
Window attractively,— Free for
the asking—



1141

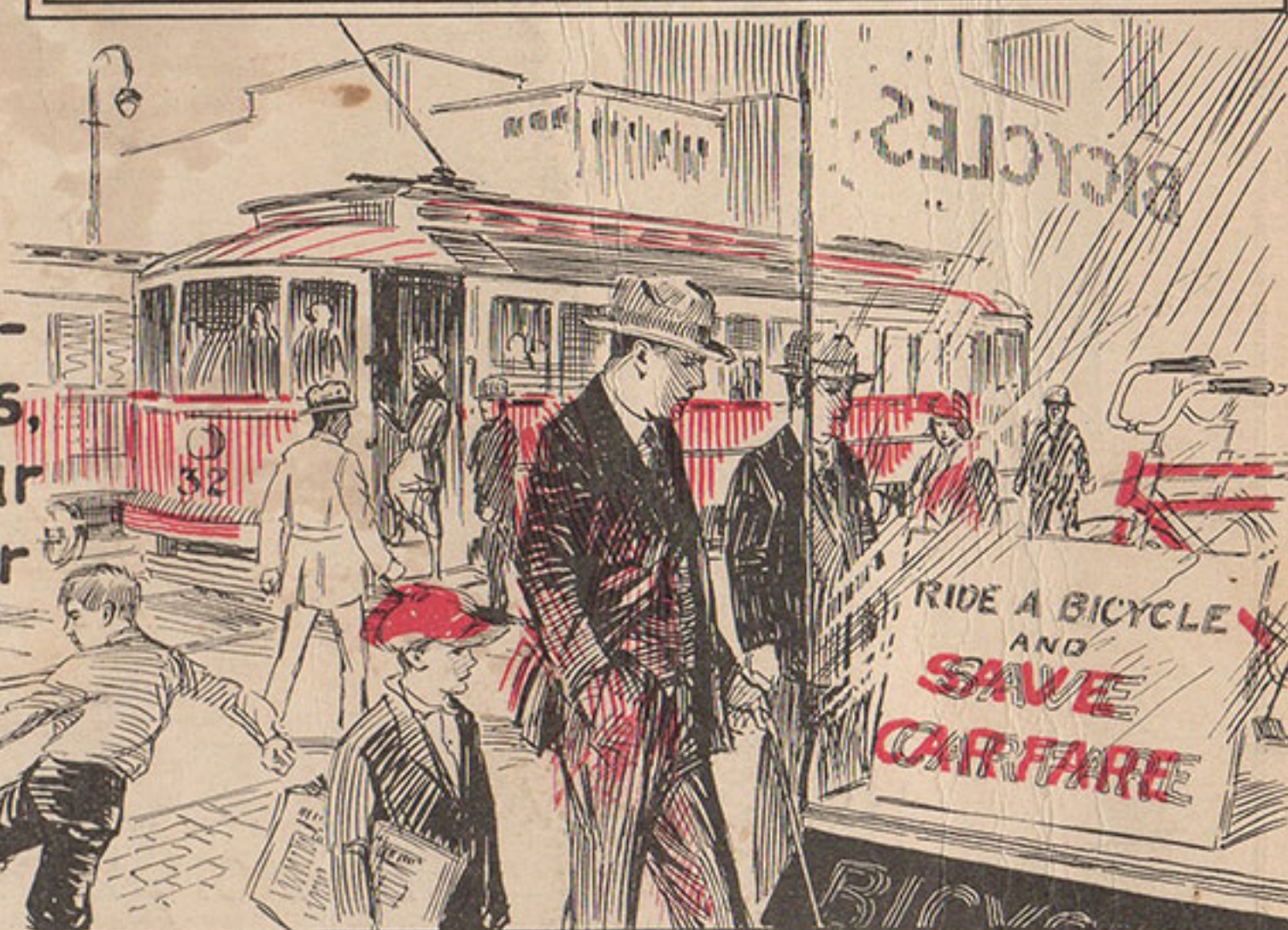
Use your show windows to tell why people should buy bicycles
New Departure selling helps are just the thing for you—

YOU can't drag customers into your
store any better than the boy in
this picture is dragging his goat.

New Departure window advertising
makes them stop, look and listen to rea-
son—then it's but an easy step to come
in and look 'em over.

If he finds the New Departure Coast-
er Brake on that wheel as the final
clenching proof that it is a quality pro-
duct, the sale is yours.

The New Departure Mfg. Co.
Bristol, Conn.



DELTA

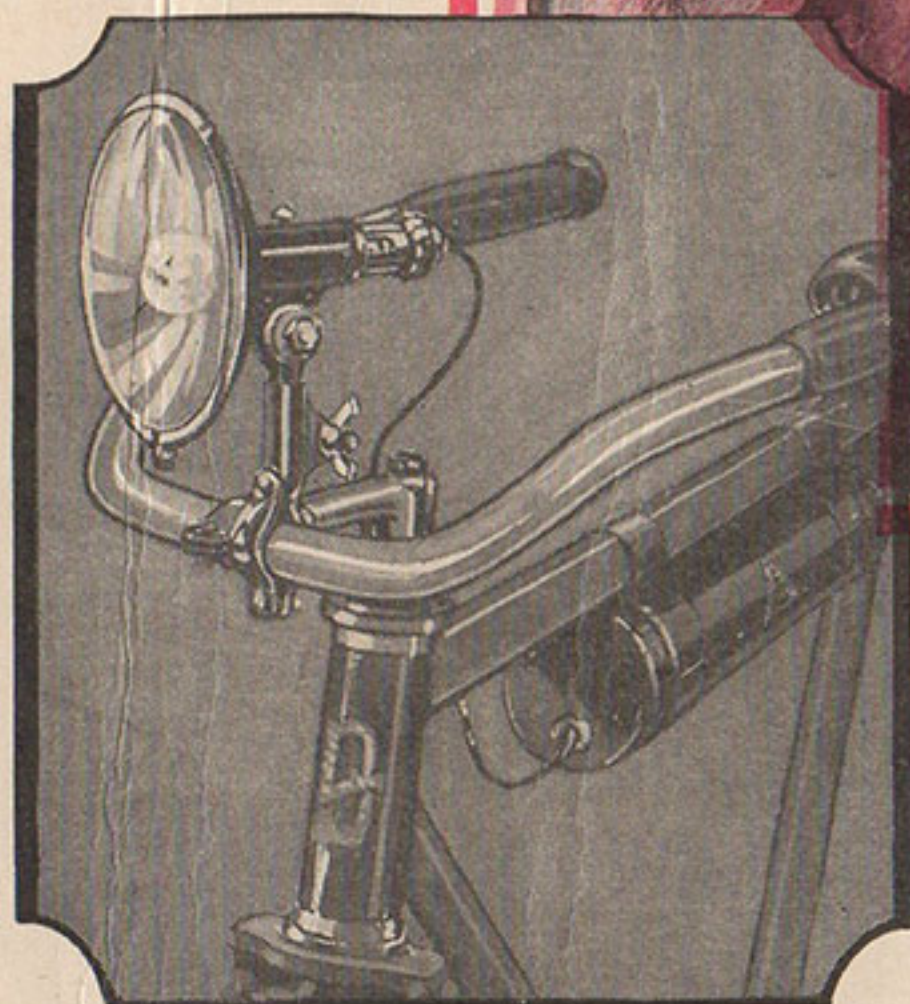
NO. 37 BICYCLE SPOTLIGHT

LIST
PRICE
\$3.75

Complete
Less Batteries

Swivel head, permits light to be thrown in any direction. Instantly detachable for emergency.

Operates on two dry batteries.



"The Finest Bike Light Made"

Its performance is incomparable and unmatched. No. 37 stands alone at the topmost pinnacle as the bicycle spotlight of superlative efficiency. It's the final step in bike light equipment.

Jobbers and Dealers Everywhere Are "Cashing In" On This Remarkable Light

Write or Wire Today

DELTA ELECTRIC COMPANY

MARION, INDIANA, U. S. A.

130 Delta Block

Standard Makers of Bicycle Lamps, Electric Lanterns, Auto Spotlights, Motorcycle Spotlights, Radio Head Phones, Flashlights and Flashlight Batteries

New York City
Export Dept.
30 Water St.

San Francisco
Sanford Bros.
311 Minna St.

Chattanooga, Tenn.
Faucette-Huston Co.

Winnipeg
Bissett & Webb, Ltd.
95 James St., E.

Motorcycle and Bicycle ILLUSTRATED

America's
Greatest
Cycling
Magazine

Vol. 20

July 31, 1924

No. 31

TABLE OF CONTENTS

Three New Records Made at National Rally Race Meet	7-8
The Rally Comedian	9
Toledo Rally Race Scene	10
Weekly Whirl of Wheels	11
Everybody Had a Good Time	12-13-14
Here and There at Toledo Rally	15
No More Dirt Track Racing for Indian	16
Pink Is Right—Piston Displacement Needs Lowering	17
A Hard-boiled Run for Road Hounds	18
LeVack Breaks Records for 61 Cu. In. in Flying Mile and Kilometer	19-20
Anderson Stars at Canton Meet	21
Random Thoughts	22
With the Trade	23
What Motorcycle Clubs and Riders Are Doing	24-25
On the Bell Lap	26
France Wins Olympic Cycling Honors	27-28
Good Week of Publicity	29
Carmen Is Best at Revere	30
Cecil Walker Has One Grand Night	31-32
Honeman and Stephano Score High	33-34
Singling Prospects Out of the Crowd	35
Chapman Nears Track Mark	36
Question Box	38
Philly Boys on Tour	41



PUBLISHED EVERY THURSDAY BY
THE CYCLING PRESS, INC.

239 West 39th Street, New York

Telephone—Pennsylvania 1387-1388

Member of the Associated Business Papers, Inc.

Member of Audit Bureau of Circulations

FRANK MEYERS, President

W. C. SHAUGHNESSY, Vice-President

W. H. PARSONS, Vice-President

DAVID MEYERS, Treasurer

W. H. PARSONS, Managing Editor

WALTER A. BARDGETT, Editor

Branch Offices—William C. Shaughnessy, Western Manager, First National Bank Building, Chicago, Ill.; W. A. Douglass, Pacific Coast Manager, 320 Market St., San Francisco, Cal.; W. G. Young, Central Western Manager, 1054 Hanna Building, Cleveland.

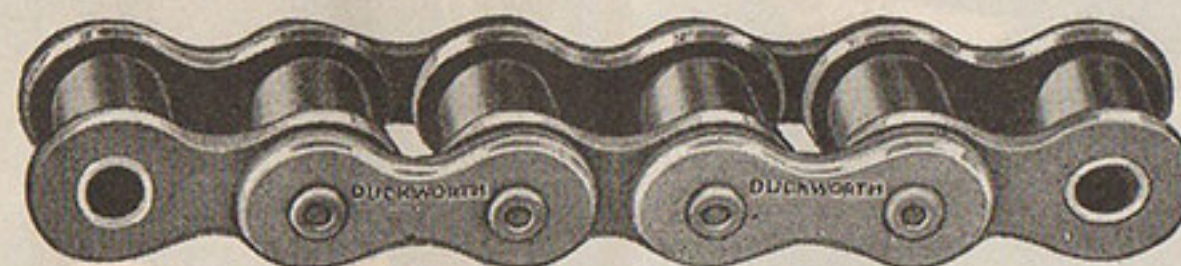
Subscription, per Annum (Postage Paid).....\$2.00
Foreign and Canadian Subscriptions.....\$3.00

Cable Address: Mobicycle, New York

Entered as second-class matter March 29, 1921, at the post-office at New York, under Act of March 3, 1879.

DUCKWORTH CHAINS

In all sporting events you will notice how universal is the use of Duckworth No. 170 motorcycle chain. If you could check the motorcycles passing along the road you would find the same general preference for Duckworth. Professionals and every-day riders prefer it for dependability and long life.



Standard Equipment on
"ACE," "EXCELSIOR," "HARLEY-DAVIDSON,"
"HENDERSON" and "INDIAN"

Duckworth Chain & Mfg. Co.
Springfield, Mass., U. S. A



*There is none
of that short-
lived comfort
about a lux-
urious*

BROOKS

REGISTERED TRADE MARK

SADDLE

—it lasts for years

Ask your agent to show you one.

A glimpse will convince you.

Catalogues free

J. B. BROOKS & CO., Ltd.

CRITERION WORKS

BIRMINGHAM

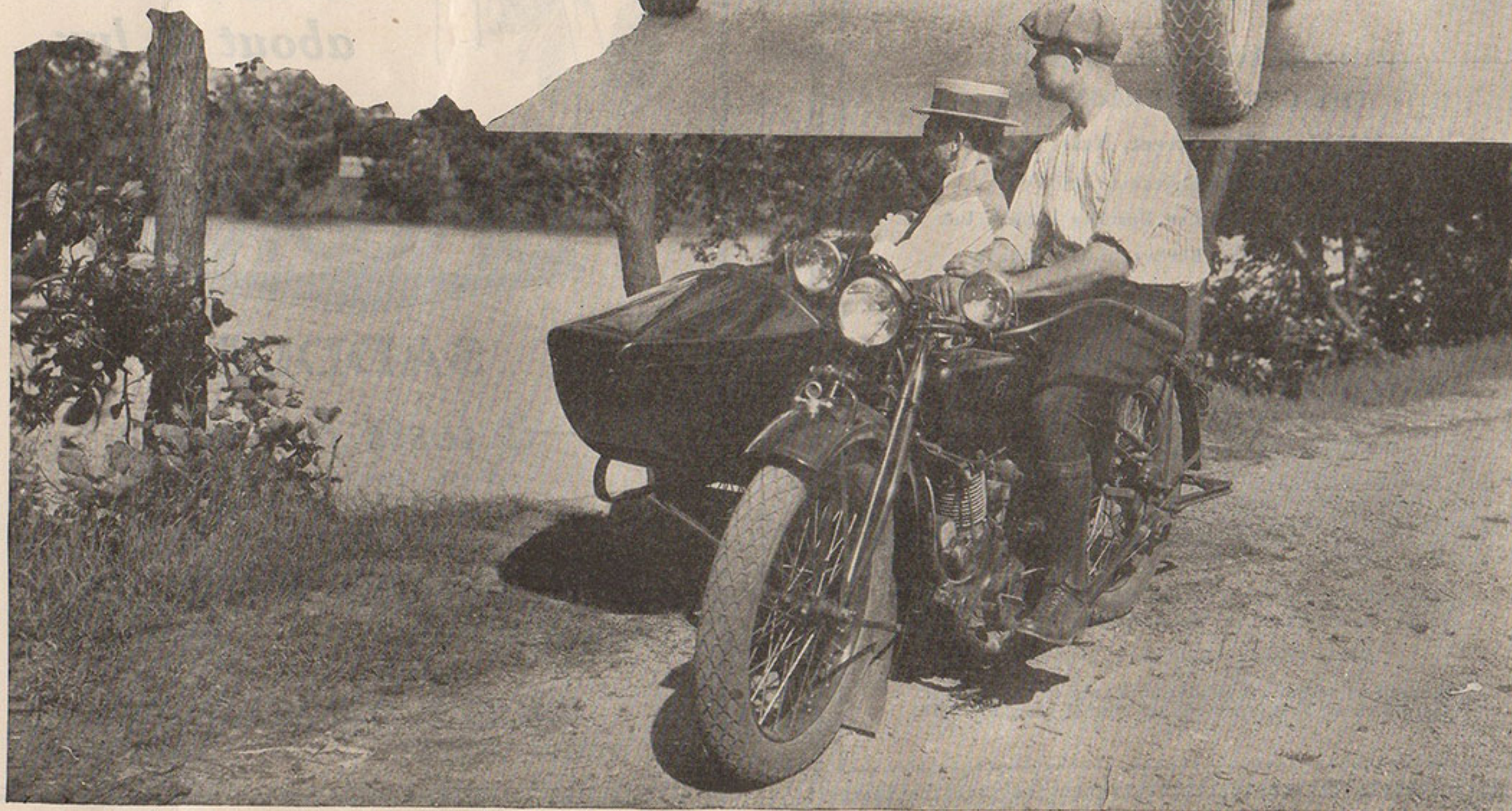
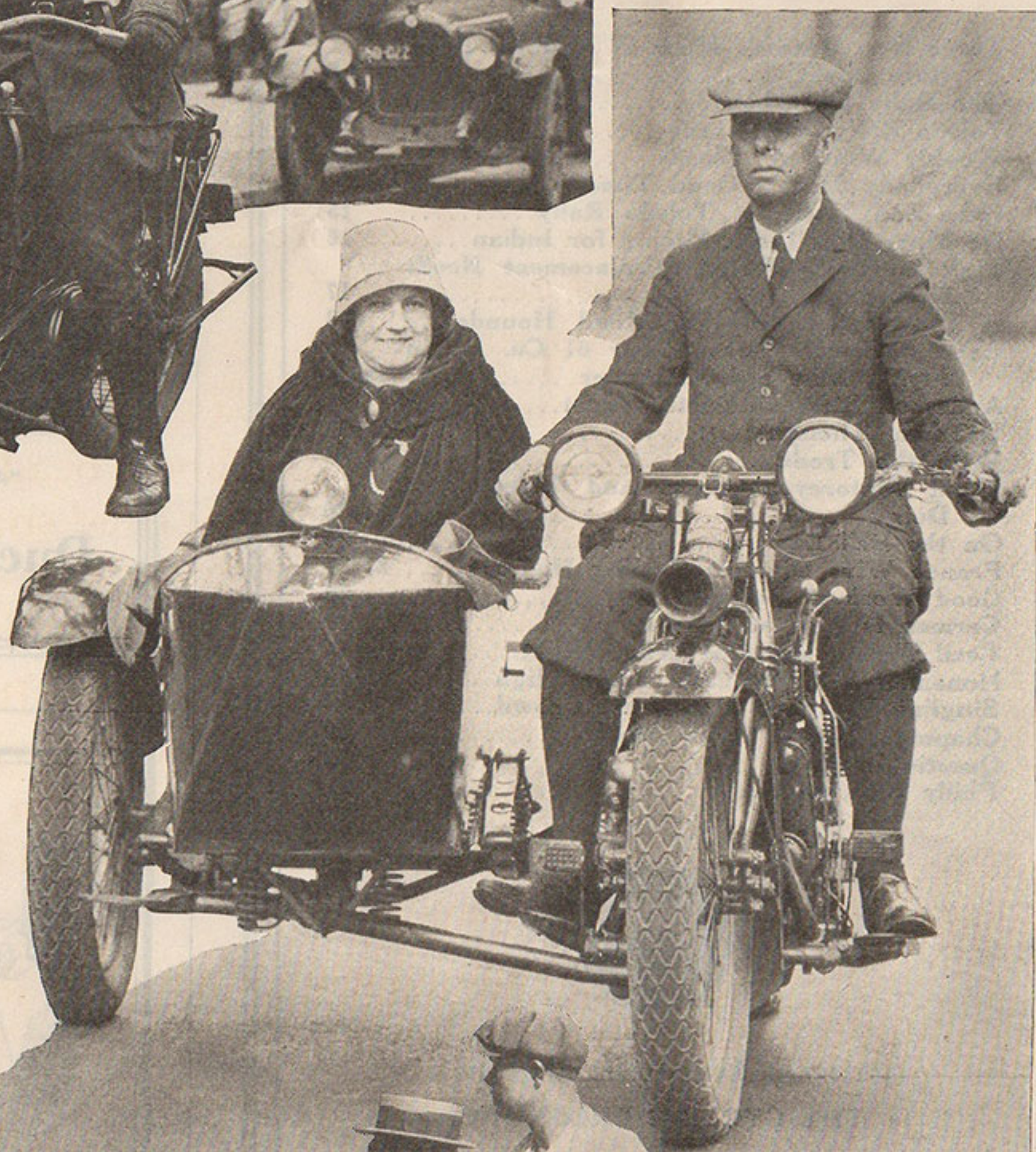
Agents in U. S. A.

JONAS B. OGLAEND, INC.

15 MOORE STREET

NEW YORK

Here They Come—



You saw it in the Illustrated. Give us credit when you write to the advertiser.

Goodyear Motorcycle Balloons!

Goodyear is first again. This time it's *real balloon motorcycle tires*—big 27 x 3.85 low-pressure cords!

No more bump and bounce! These big fellows float you "smooth as grease" over cobblestones, brick, or worn pavements. They climb out of car tracks, or ruts, without swerve or slip.

See how the famous Goodyear All-Weather Tread comes well around the sidewalls to hold you on sharp curves. No more skidding—just velvet-smooth, safe and easy riding so that you're fresh as a daisy after long runs.

Here's something else—Goodyear Motorcycle Balloons have a new-type fabric bead with long, gum-feathered toes. When that bead snaps into place the tire is on for keeps! It just can't creep, or pull off. And no bothersome flaps are needed.

What's your rim size? Goodyear Balloons fit all 26-inch rims. If you have 28-inch rims, and enough fork and frame clearance, you can get new 26-inch rims and spokes at slight cost. The changeover is quick and easy.

Let's go. Get together with your dealer right away, for he's going to be mighty busy when his supply of Goodyear Balloons arrives.

Don't worry about the price. Goodyear Balloons with all their advantages of appearance, comfort, safety and economy will cost only about the same as ordinary tires!

See your dealer—NOW!

Goodyear Means Good Wear

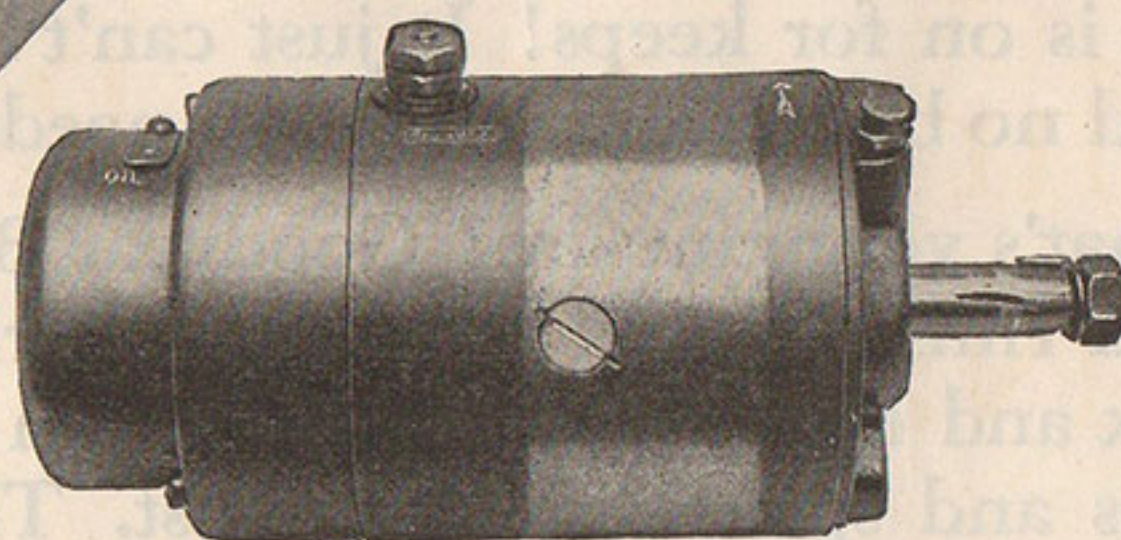
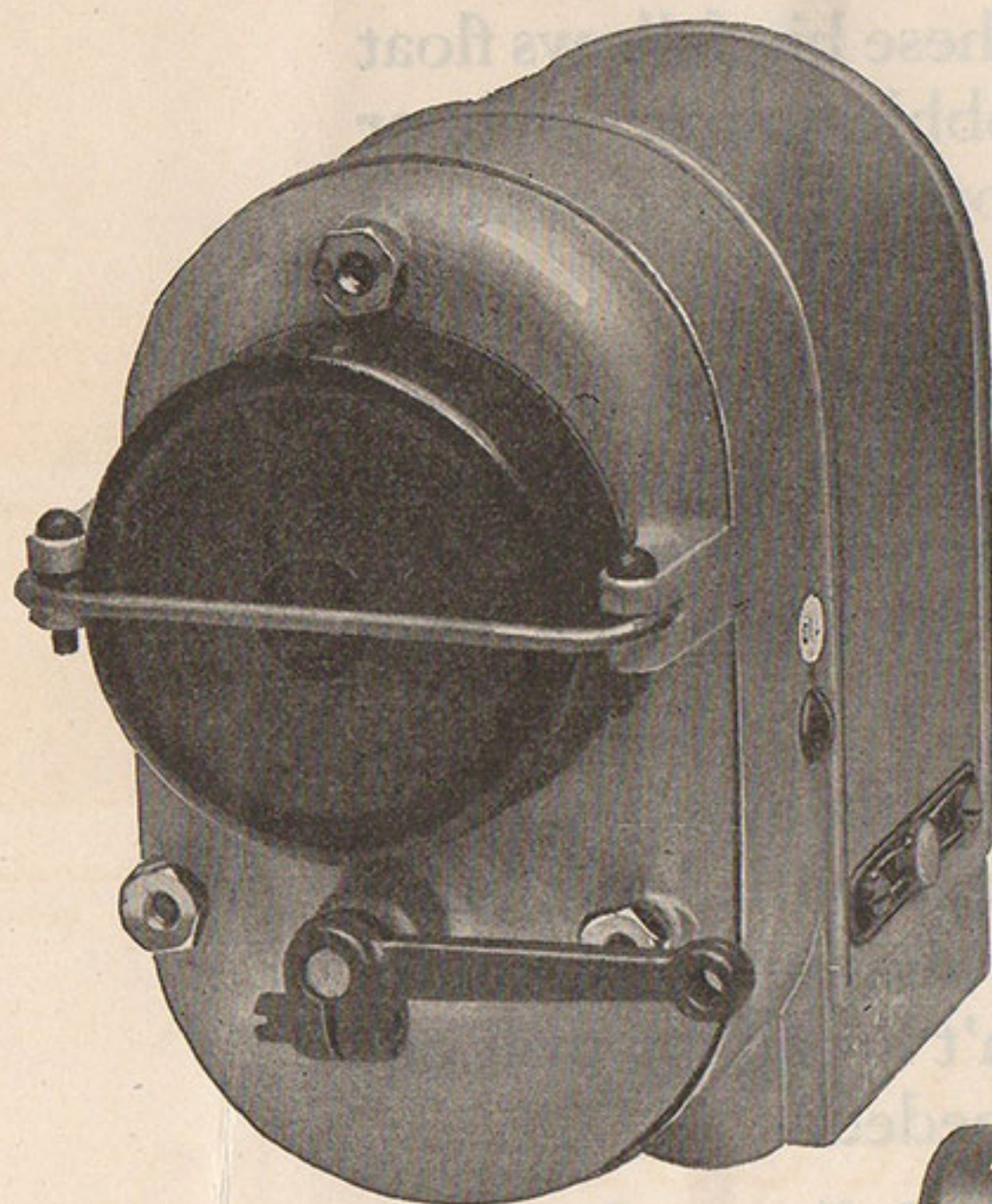
GOODYEAR

MOTORCYCLE TIRES

Copyright 1924, by The Goodyear Tire & Rubber Co., Inc.

SPLITDORF

winners



for 1924

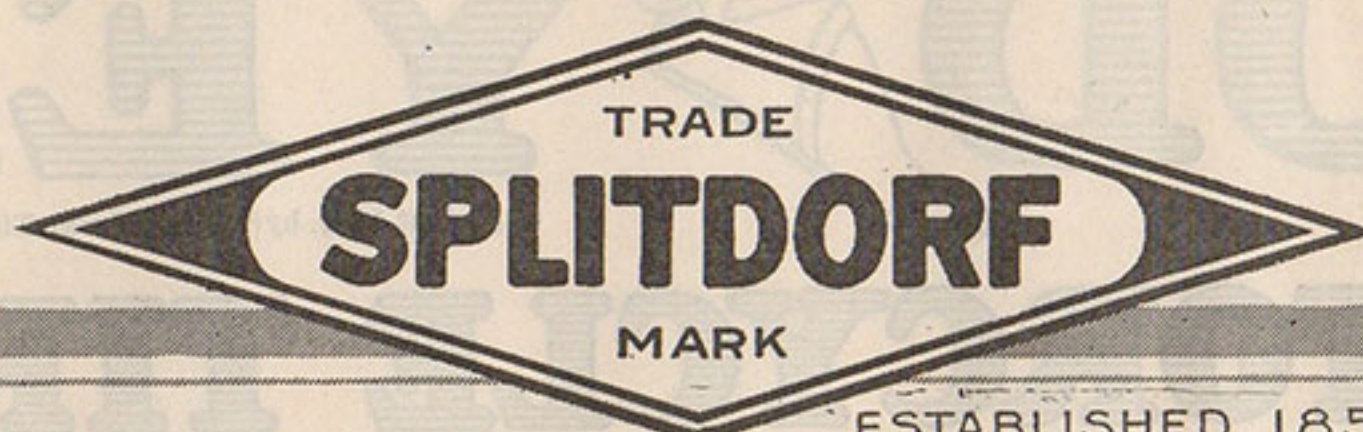
Motorcycles

THE Splitdorf Model S-2 magneto — standard equipment on 1924 Indians and on the 1924 Excelsior Twin—insures easy starting, greater power, quicker get-away and dependable service, *always*.

The Splitdorf Green Jacket Spark Plug—The plug with the extra heavy electrodes and MICA insulation. The plug that outlasts the engine.

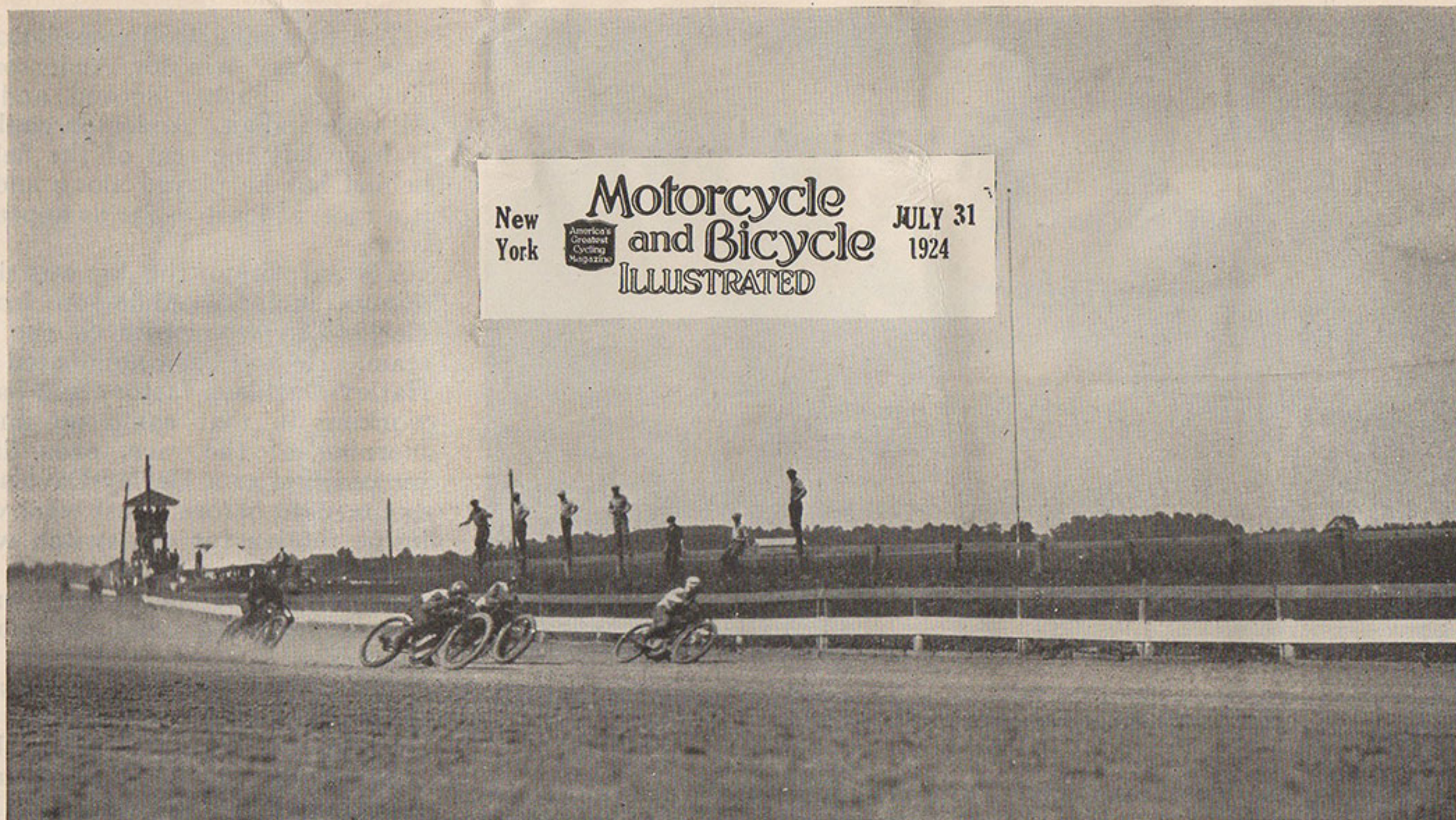
The Splitdorf Lighting Generator—Regular equipment on practically every well-known make of motorcycle—Indian, Cleveland, Ace, Henderson, Excelsior.

SPLITDORF ELECTRICAL COMPANY
Newark, New Jersey



ESTABLISHED 1858

You'll get better attention if you tell the advertiser you saw it in the Illustrated.



Around the first turn in the 10-mile open 30.50 which was the real race of the day at the Toledo Rally last Saturday. Hepburn is in the lead; Anderson and Seymour, side by side; Jim Davis, who won the race, is coming up from behind

Three New Records Made at National Rally Race Meet

TWO championships decided and three new records chalked up was the tally of the National Rally race meet on the Ft. Miami mile dirt track at Toledo last Saturday afternoon.

It was a great day for the speed fans who crowded the grand stand to see America's premier riders do their stuff. They got their money's worth even if the grand stand was free.

To begin with the Toledo track is one of the finest mile dirt courses in the country. It is doubtful if there is any faster. It was free from dust and the entire circuit can be seen from the grand stand.

The field was large and the riders were out to win, and as long as they lasted they made a real race of every event. Some of them didn't last very long but they tried hard just the same.

A new record of 8:25 was made by "Dynamite" Scott in the 10-mile national sidecar championship. The previous record was 9:39.

Jim Davis chalked up two new records, starting with the 10-mile 30.50 solo open at 7:45 and winding up the day by capturing the 25-mile 30.50 solo national championship in

20:10 1-5, the old record for this race being 20:35.

The time in this race was a surprise to the grand stand for while everyone knew they were going fast the first half of the race, they slowed down the last ten laps as competition was confined at that time to Davis, Hepburn and Brinck, all riding Harley-Davidson, Seymour and Anderson both having dropped out with tire trouble earlier in the race. Seymour got back in again, but was a couple of laps behind and wasn't worrying the leaders.

They made a pretty race of it, however, first one and then another leading as they passed the grand stand and all bunched so that a good-sized blanket would almost have covered the three of them. But when the yellow flag dropped and they were off for the last lap all friendship ceased. It was a race for that \$250 first money and Davis won with Hepburn and Brinck right on his tail. Seymour, Pechar and Haver finished a lap behind.

The real race of the day was the 10-mile 30.50 solo, it being the first solo event on the card. The first four laps it was between Davis and Hepburn, Harley-Davidson, and Seymour

and Anderson, Indian. Brinck, Haver, Kelly and Don Marks trailed, but none of them had a show with the first division men. In the fifth lap Anderson dropped out and then it was Davis, Seymour and Hepburn in that order for the rest of the way with scarcely half a wheel length between them as they passed the grand stand. Once as they crossed the line Seymour and Hepburn were riding so close that they appeared to be having a friendly conversation, but they weren't. No indeed. The last two laps Davis uncorked some unexpected ginger and opened up several lengths and they finished Davis, Seymour, Hepburn. It was a great race.

The first event on the card was a five-mile sidecar race. The starters were Scott and Zetzer on Indians, Palmer and Minnick on Harley-Davidsons and Roy Olds on an Excelsior. But the race was between Zetzer, Scott and Minnick and they finished in that order. The time was 4:44.

In the 10-mile sidecar championship the grand stand got an extra thrill when Zetzer's front wheel collapsed on the back stretch just opposite the stand. It looked like an explosion.

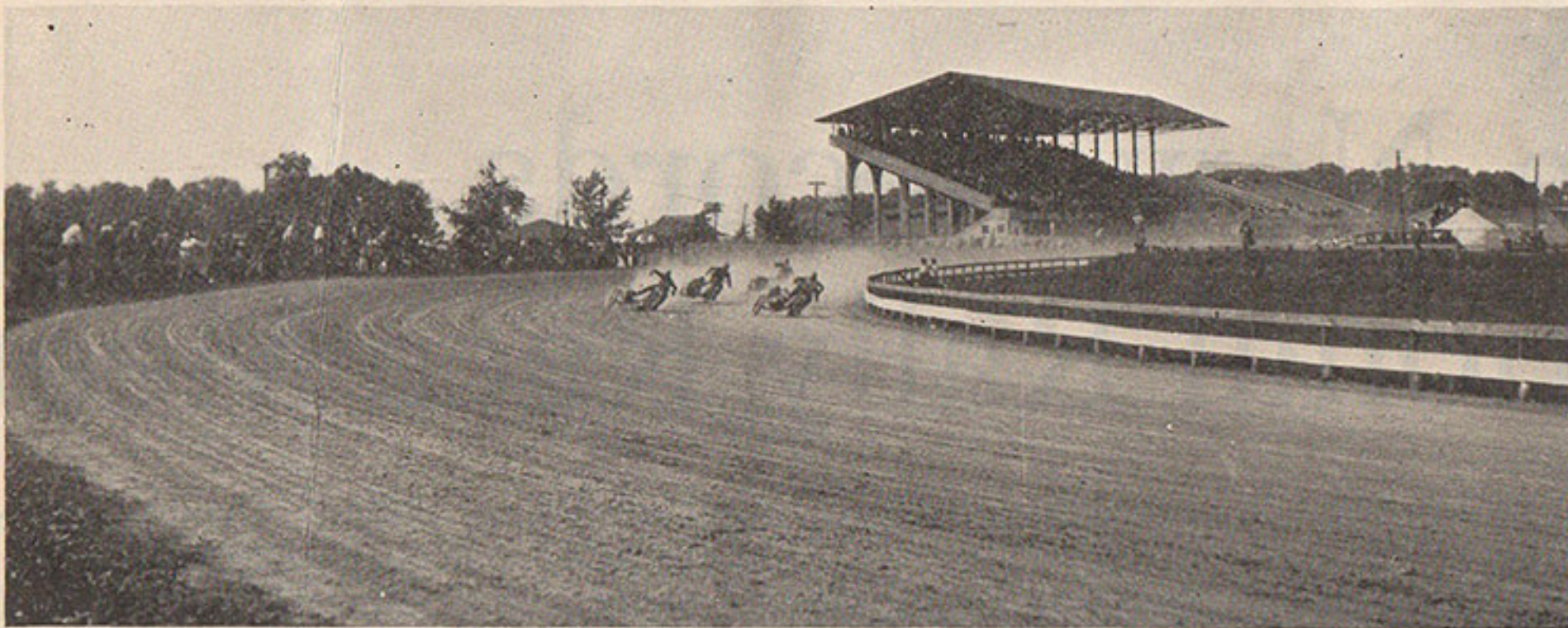


Referee Smith, at extreme right, gives the boys a few words of instruction before the start of the first race at Toledo rally

Posts, fence boards, sidecar and men went up into the air.

It looked like sure death for some

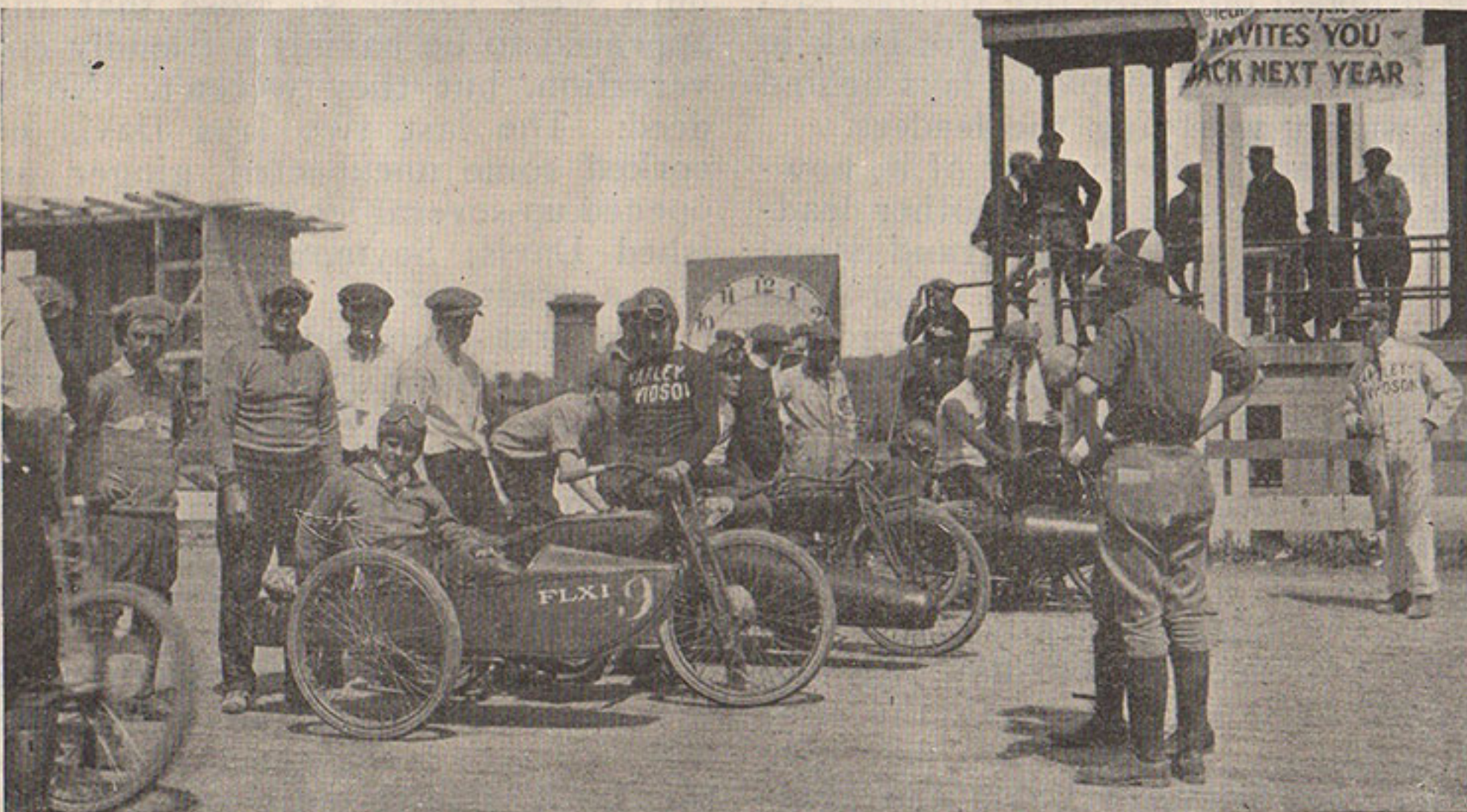
scratched and bruised and gathered a few slivers. The race from then on was between Scott and Minnick. Scott



Around the first turn in the 10-Mile National Championship sidecar race

one, but almost miraculously Zetzer escaped with a broken arm and some bruises while his passenger was

won, Minnick was a good second and Clifford Palmer not a very bad third. Time, 8:25, a new record.



Lined up for the 10-mile National Championship sidecar race.

The five-mile 30.50 consolation race was an easy win for Anderson with Kelly and Pechar second and third. All rode Indian. Anderson could easily have left the rest of the field way behind but he played along and made it a race, at least as far as appearances went.

The surprise of the day was the last-minute jump of Anderson from the Harley-Davidson team to the Indian team. He had been nominated by the Harley-Davidson factory and had been working in that camp up until the morning of the race, even drawing for position as a Harley-Davidson rider the night before. Just what was the inside motive for the switch was not disclosed. The announcement of the change brought cheers from one section of the grand stand and boos from another.

The starts were the finest that have been pulled off for some time. It had been agreed the night before that the unpaced start should be substituted for the paced start, the riders to line up with the pole man. Referee Smith warned them that riders who failed to observe this rule would be penalized. They came down the stretch and crossed the tape in as near a straight line as anyone could ask.

In morning practice Paul Bower, of Tyrell, Ohio, driving a sidecar outfit, went into the fence on the first turn when his sidecar wheel collapsed. He sustained injuries from which he died in the hospital several hours later. W. Baldige, of Dayton, Ohio, his sidecar passenger, suffered a broken leg and several broken fingers. He will recover.

Referee E. C. Smith was in charge. H. W. Hascall acted as clerk of the course, C. W. Quetschke as starter, Brownie Carslake, Maldwyn Jones and J. A. Wright as timers, W. H. Parsons, George T. Briggs, J. J. McLaughlin and Dave Kinnie as judges, and Ted Peaso as announcer.

Summary

5-Mile Sidecar—John Zetzer, Youngstown, Ohio, Indian, first; F. T. Scott, Bath, N. Y., Indian, second; Wm. Minnick, Wilmington, Del., Harley-Davidson, third. Time, 4:44.

10-Mile 30.50 Solo—Jim Davis, Columbus, Ohio, Harley-Davidson, first; John Seymour, Springfield, Mass., Indian, second; Ralph Hepburn, Los Angeles, Harley-Davidson, third. Time, 7:45 1/2.

10-Mile Sidecar National Championship—F. T. Scott, Bath, N. Y., Indian, first; Wm. Minnick, Wilmington, Del., Harley-Davidson, second; Clifford Palmer, Battle Creek, Mich., Harley-Davidson, third. Time, 8:25.

25-Mile 30.50 National Championship—Jim Davis, Columbus, Ohio, Harley-Davidson, first; Ralph Hepburn, Los Angeles, Harley-Davidson, second; Eddie Brinck, Indian, Dayton, Ohio, Harley-Davidson, third. Time, 20:10 1/2.

5-Mile 30.50 Solo Consolation—Paul Anderson, Chicago, Ill., Indian, first; Harry Kelly, Chicago, Ill., Indian, second; Arthur A. Pechar, Indian, New Haven, Conn., third. Time, 4:11.

YOU SAID IT

Nothing can throw you off the right course more completely than a good road map.—H. I. Phillips, in New York Sun.

THE RALLY COMEDIAN

By Jimmie Hine

THERE are many hundred members of the M. and A. T. A., but of these the writer pins the medal on J. J. Banas, of the Pittsburgh, Pa., club. In short, he is known as "Bananas."

"Bananas" takes the bacon, war tax and all, when it comes to making a crowd laugh. There is no dance, feat or person that he cannot imitate. Barnum & Bailey and the Washington, D. C., ball club sure passed up a good bet when they did not sign up "Bananas."

He is short, dark-complexioned and with a personality that would make a dead man want to shake hands with him. I doubt if there was a person at the Rally that he did not make laugh.

During the joy ride to Sugar Island on Friday afternoon he made imitations of everyone from Fred Stone to "Cal Coolidge." One of the entertainers on the City of Toledo boat gave a soft shoe dance and "Bananas" joined in. His steps were original and good. Afterwards he passed the hat but was stopped by the ship's captain, who ordered: "No hat passed on this boat." "Bananas" came back with one better: "I'll put the hat on the floor, toss the money in; all that don't go in I'll pick up and throw in."

A considerable sum was raised and it is understood that this money will be turned over to Mrs. Gene Walker. It was for a good cause. He was ready to help anybody out and helped several of the men out by dancing with their wives.

He also invited all the men to dance with his wife.

Anyone that missed the Rally missed the best show in the world. Don't take my word, but ask anyone that was present.

IN THE DUST

By Goggles

THE Pittsburgh, Pa., and the Lansing, Mich., clubs both were present strong and in neat uniforms that showed that they were there. The "Smoky City" crew wore purple sweaters trimmed in orange with purple and orange jockey caps. The Michigan riders wore green sweaters with white lettering and green fez caps with white tassels. Both clubs looked good and deserve much credit.

When the captain of the boat City of Toledo objected to a collection being taken up on board the ship, "Bananas" yelled, "Stop the ship, my gang will get off here and walk back."

Anyone that did not dance while at the Rally must have had sore feet. Several riders wore out one pair of shoes.

Yes, E. C. Smith was there, also the cigar.

The fruit family was present with "Pine-



Toronto Motorcycle Club boosters were there strong with their arguments for holding the 1925 rally in Toronto.

apple" Garman, Goodyear test driver from Akron, the popular "Peaches" Hollen of the Pittsburgh, Pa., club and "Bananas," also of Pittsburgh, Pa.

Ed Buffum was busy taking orders for a new wind screen for sidecars. It is a snappy serviceable accessory.

he returned to the cot everything was gone, even his shirt.

"Spark Plug" Don Marks motored up from Akron in a new Big Chief with trailer attached. The machine was equipped with the new Goodyear balloons. It was a neat outfit.

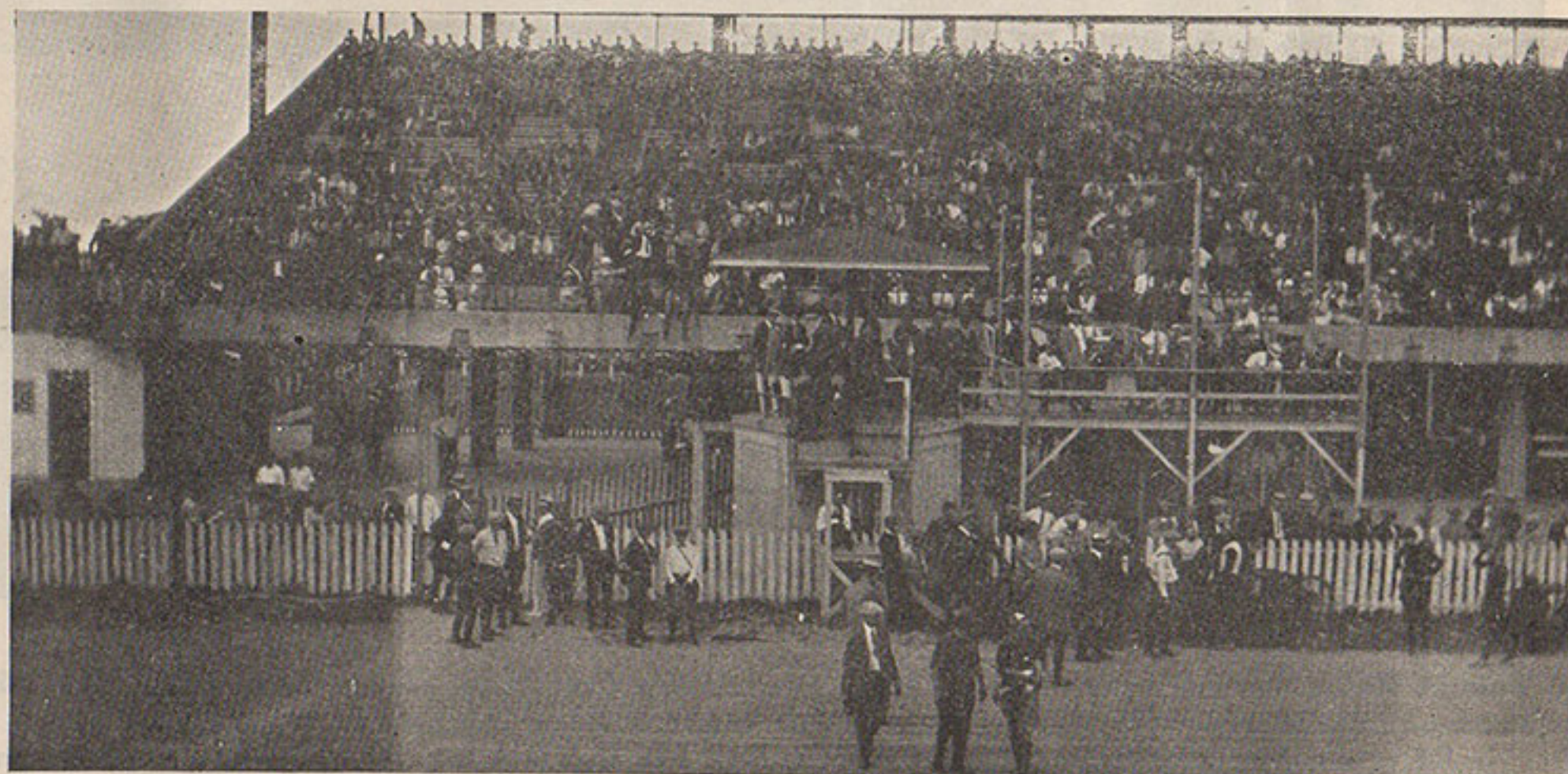


The hoop race at the rally.

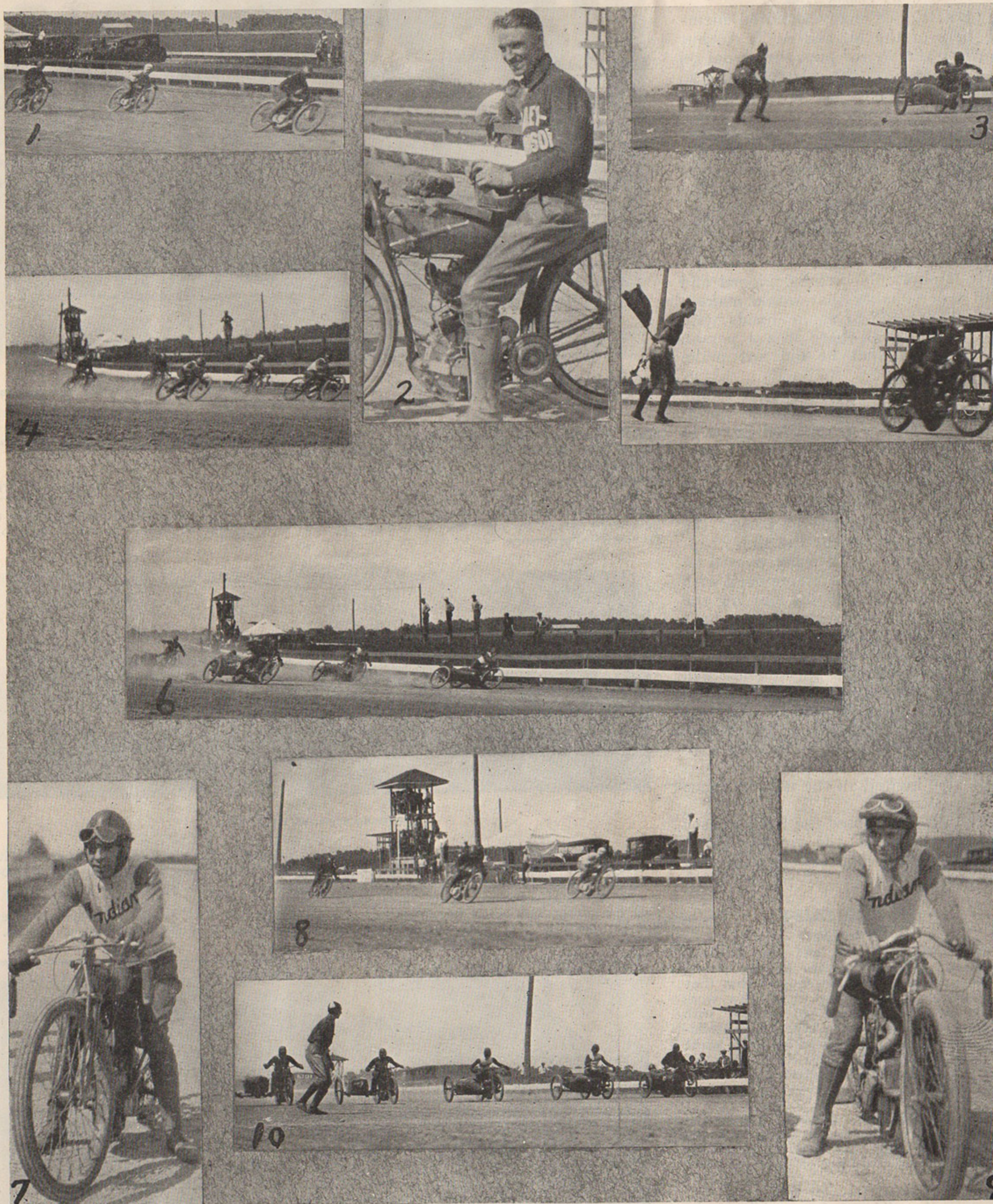
Snyder, the Indian traveler, had his night Thursday, but revenge is sweet. Friday night after Snyder hit the cot the gang started to loosen up his machine. They just about had the motor out when he appeared. He hid his machine in a safer place, but when

Everyone had his machine there. Even some of the ladies drove their own personal machines to the Rally.

There were all models on display. Everything from 1914 up to the latest models.

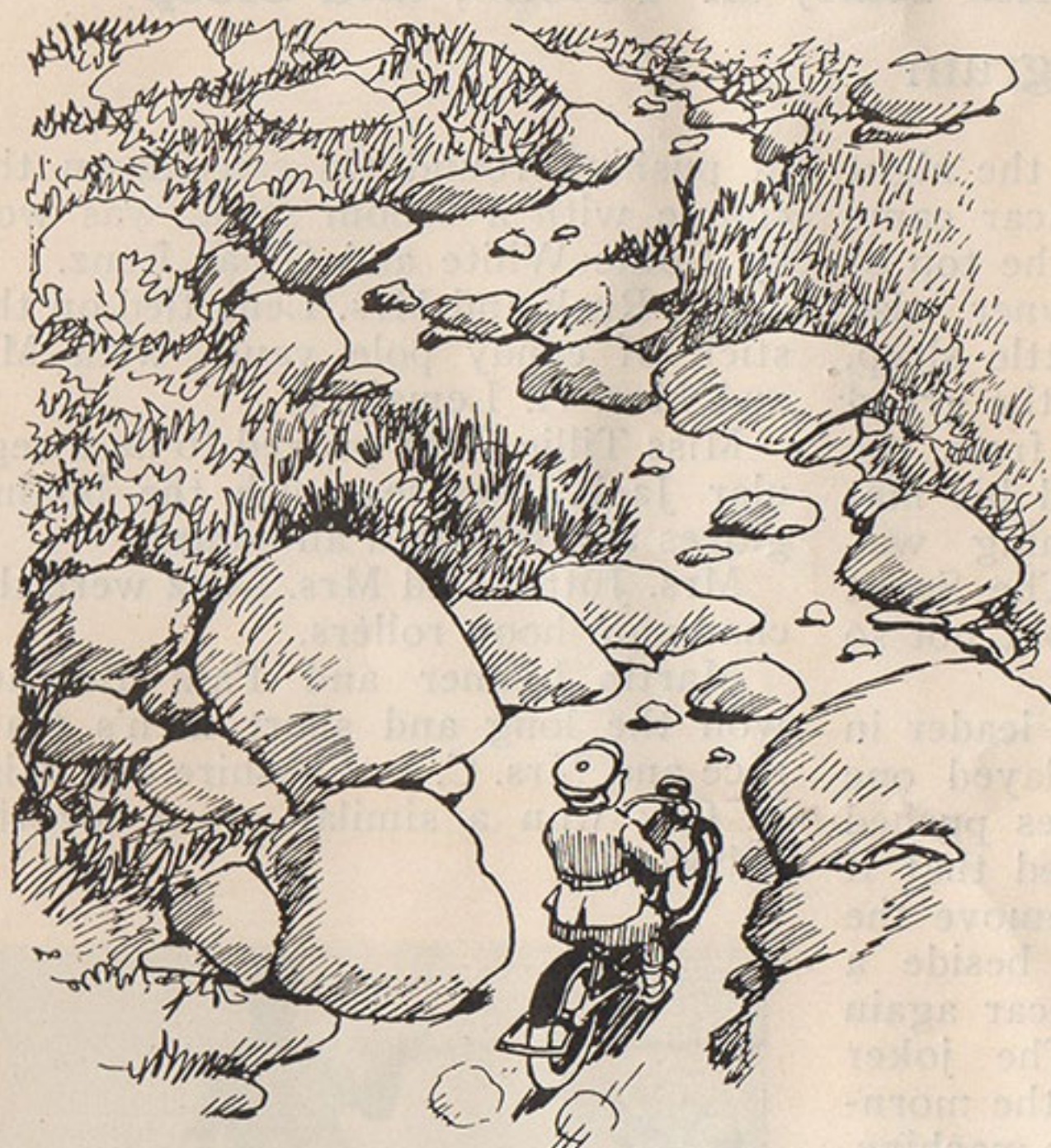


The grand stand at Toledo, snapped from the judges' stand on the opposite side of the track.



Toledo Rally Race scenes: No. 1—Just around the first turn. Note how little dust there is. No. 2—Jim Davis, winner of 25-mile 30.50 championship. No. 3—Referee Smith takes a keen interest in the sidecar race. No. 4—Bunched on the first turn early in the 10-mile open. No. 5—Davis gets the yellow flag for the last lap. No. 6—Some action in the sidecar race. No. 7—John Seymour. No. 8—Hepburn leading Davis. No. 9—Paul Anderson. No. 10—Crossing the tape at the start of the 10-mile sidecar championship.

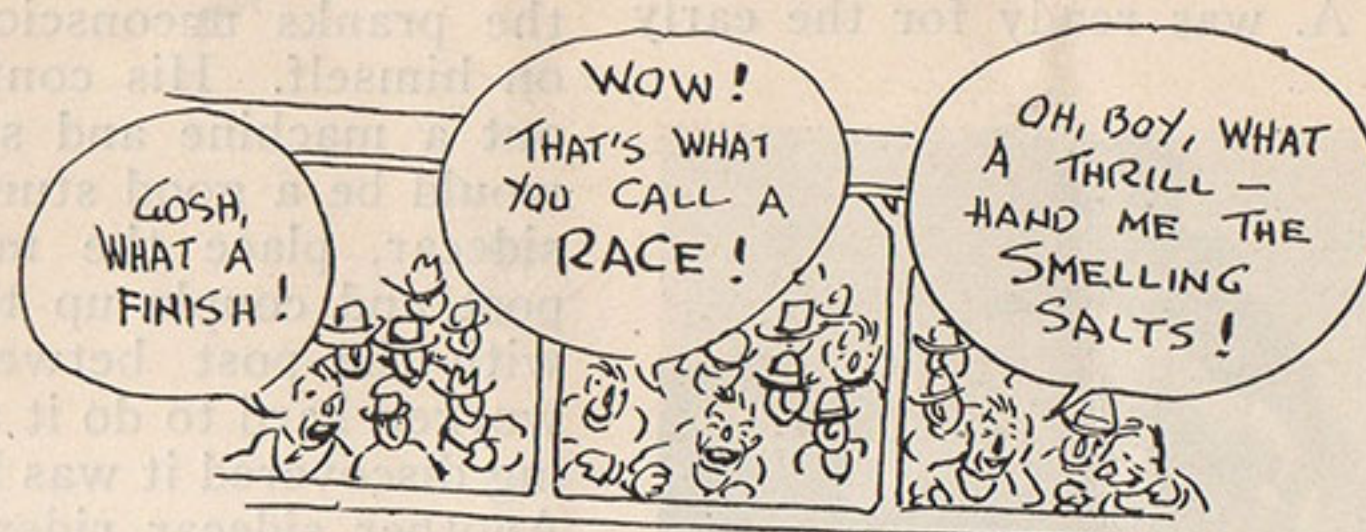
WEEKLY WHIRL of WHEELS



MASSACHUSETTS MOTORCYCLE ASSOCIATION PLANS A 150-MILE ENDURANCE RUN OVER ROADS WITHOUT A SINGLE MILE OF PAVEMENT. NOTHING BUT SAND, HILLS, RUTS AND ROCKS.



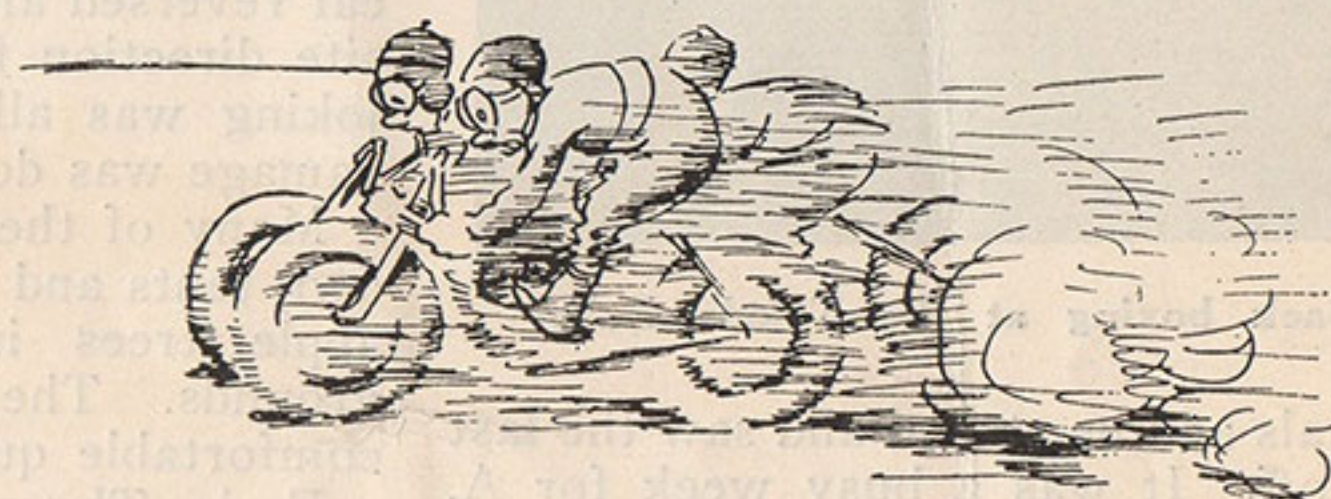
NEW MILE AND KILOMETER RECORDS, FLYING START, ARE MADE FOR 61 CM. IN. ARE MADE OVER A STRAIGHTAWAY COURSE IN FRANCE BY LE VACK, RIDING AN ENGLISH MOTOR



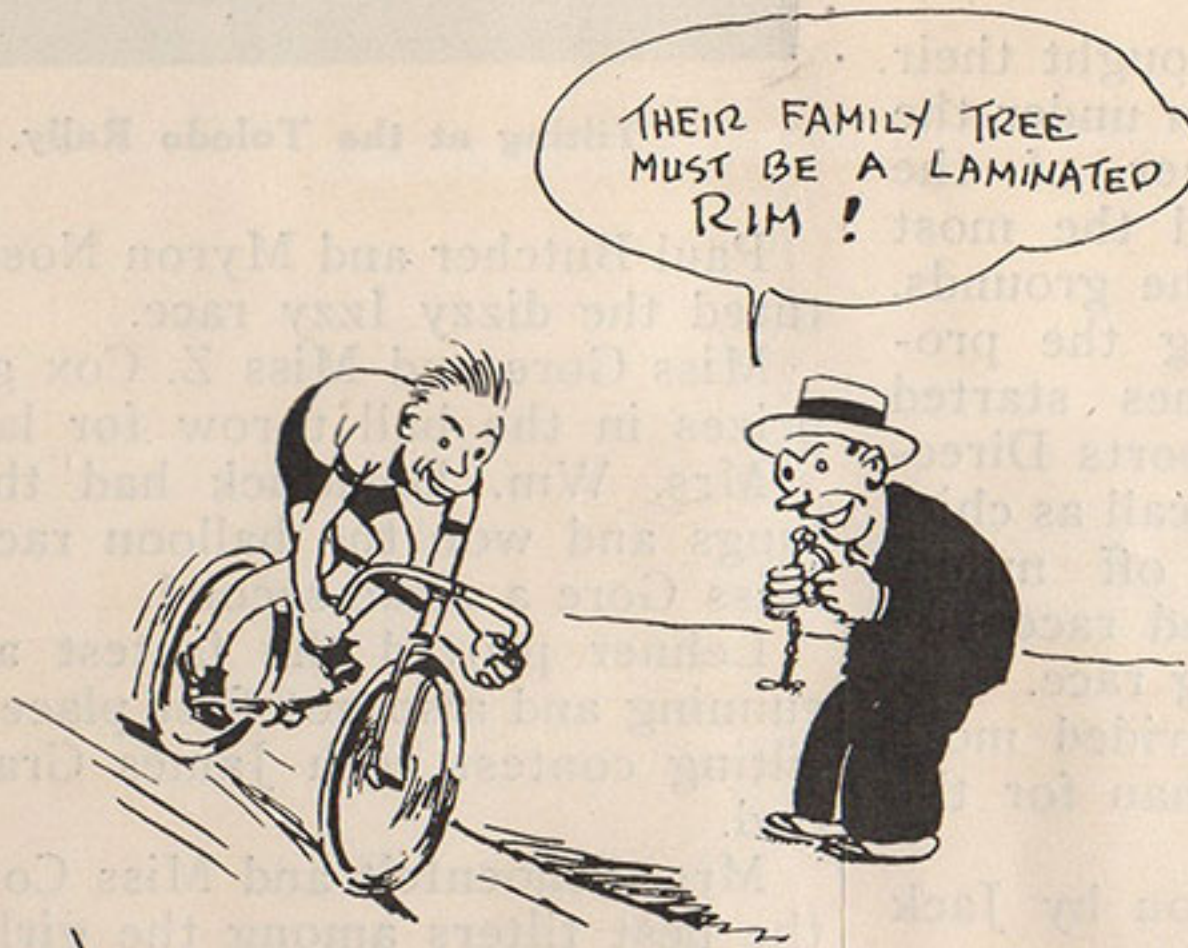
GOSH, WHAT A FINISH!

WOW! THAT'S WHAT YOU CALL A RACE!

OH, BOY, WHAT A THRILL — HAND ME THE SMELLING SALTS!



RACE MEET PROMOTERS ARE DISCOVERING THAT WHAT THE GRAND STAND WANTS IS A RACE FROM START TO FINISH, NOT A PROCESSION, AND THAT A NEW RECORD DOESN'T MAKE AS MUCH OF A HIT AS A CLOSE FINISH.



THEIR FAMILY TREE MUST BE A LAMINATED RIM!

JIMMY WALTHOUR, SON OF JIM WALTHOUR, NEPHEW OF BOBBY, SR., AND COUSIN OF BOBBY JR., COPS JUNIOR MANHATTAN CYCLE TITLE FOR A.B.L. LADS. IT RUNS IN THE FAMILY.



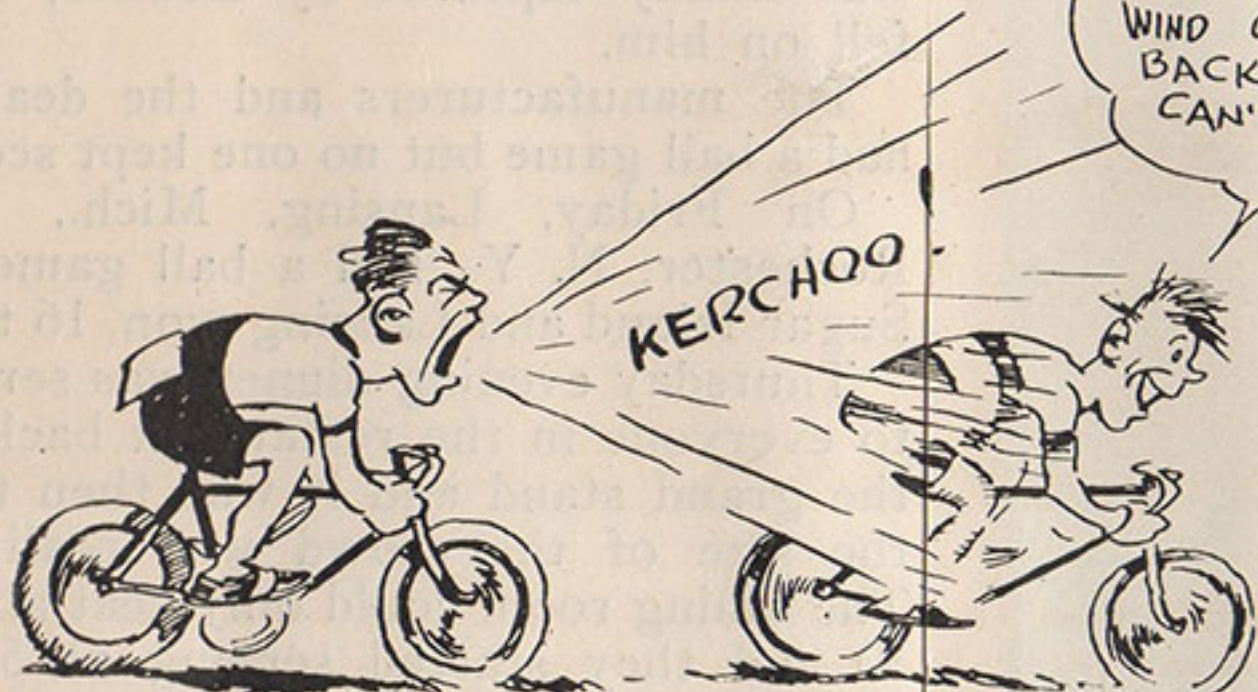
I FEAR OUR BOYS TOOK THE WRONG ROAD!

← TO COLOMBES STADIUM

← OLYMPIC COURSE

MCINTYRE

AMERICAN ROAD TEAM FAILED TO WIN A POINT IN OLYMPIC ROAD RACE



WITH THIS WIND ON MY BACK I CAN'T LOSE!

STUCK A FEATHER IN HIS HAT AND CALLED HIM, MACARONI!

5 POINTS

MAADONNA WINS FIRST OF SERIES OF RACES FOR THE AMERICAN PACEO CHAMPIONSHIP

WILLIE FENN, JR., SUFFERS FROM A COLD IN OLYMPIC TRACK CHAMPIONSHIP.

Everybody Had a Good Time

They Did Everything But Sleep at the National Rally in Toledo, and Sleep Wasn't on the Program

“WE certainly had a good time,” was the general verdict of all who attended the 1924 National Motorcycle Rally at Toledo, Ohio, last week.

The rally was scheduled to start Thursday, July 24, and end when the races were over Saturday afternoon but the crowd began to come Wednesday afternoon and many stayed over until Sunday morning before starting for home.

Secretary A. B. Coffman of the M. and A. T. A. was ready for the early



Sack boxing at the Toledo Rally.

arrivals and he stayed and saw the last one off. It was a busy week for A. B. He may have closed one eye occasionally, but if he got a chance to close both no one discovered him at it.

The attendance this year was fully up to that of last year at Rochester though the crowd did not seem so large, as the grounds covered eight square miles and that is a lot of room to get lost in. The Fort Miami Fair Grounds are about eight miles outside the city of Toledo and once there the boys and girls had everything to themselves. They made the most of it.

The boys had a big dormitory in one exhibition building and the girls had another. There were cots and army blankets supposedly to be slept on, but that is about as far as it went in the boys' dormitory. There may have been one or two who had an idea that they wanted to sleep but it didn't last long. The majority had other ideas, ranging all the way from impromptu concerts and pajama parades to a lightweight altitude contest.

This altitude contest consisted in seeing how high in the air they could get a Cleveland, a Neracar and an Indian Scout. The Cleveland won, for the boys succeeded in placing it on the roof of one of the buildings, much to the disgust of the owner who was

one of the few who thought the night was meant for sleep. Neracar came next. It was pulled up to the top of a telephone pole. Its owner also thought he could steal a little sleep, and pitched his bunk under the grand stand a quarter of a mile from the boys' dormitory. He locked his machine and thought everything was lovely until he woke up. The Scout also was hoisted to a pole, but not so high.

One rider who was a ring leader in the pranks unconsciously played one on himself. His confederates pushed out a machine and suggested that it would be a good stunt to remove the sidecar, place the machine beside a post and couple up the sidecar again with the post between. The joker worked hard to do it and in the morning discovered it was his own machine. Another sidecar rider found his sidecar reversed and pointing in the opposite direction from his machine. The joking was all good natured and no damage was done.

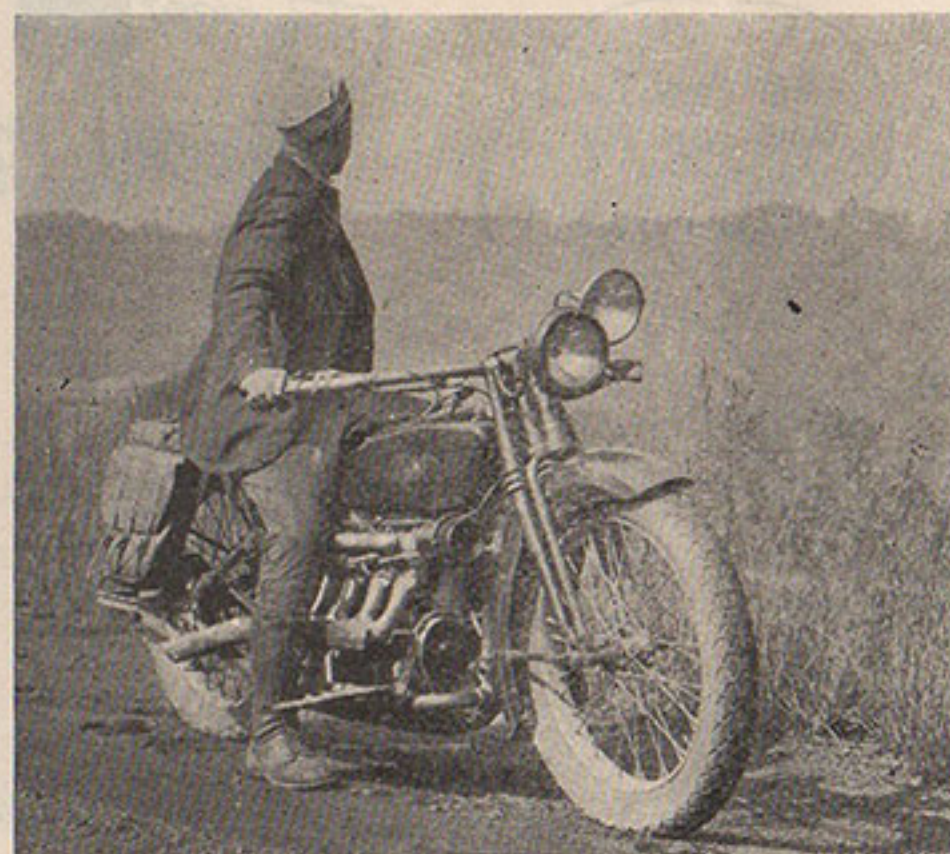
Many of the rallyites brought their own tents and pitched them under the apple trees in one corner of the grounds. They really had the most comfortable quarters on the grounds.

Early Thursday morning the program of sports and games started under the leadership of Sports Director A. Carson, with Hi Hascall as chief score keeper. It started off mildly with a 50-yard dash thread race and finished with a greased pig race.

Many of the stunts provided more sport for the spectators than for the participants.

The thread race was won by Jack Frost and Miss Eve Harding.

A "Canoe" race for men consisting



The new Goodyear balloon tire. Several sets of them were seen at the Toledo rally last week

of pushing round tin cans down the course with a broom stick, was won by Rollie White and Oscar Lenz.

Mr. Rusk and Mrs. Lenz tied on the stick of candy pole vault, with Mr. and Mrs. A. Lemaigre.

Miss Tillie Gohr proved to be a regular Jack Dempsey with the boxing gloves and defeated all comers.

Mrs. Jutton and Mrs. Lenz were the champion hoop rollers.

Martin Lehner and Paul Butcher won the long and short men's team race and Mrs. C. L. Cheshire and Miss Z. Cox won a similar event for the ladies.



Tilting at the Toledo Rally.

Paul Butcher and Myron Noelp captured the dizzy Izzy race.

Miss Gore and Miss Z. Cox got the prizes in the ball throw for ladies.

Mrs. Wm. Diederick had the best lungs and won the balloon race with Miss Gore a close second.

Lehner proved the fastest at base running and also got first place in the tilting contest with James Graff second.

Mrs. Schoenfelt and Miss Cox were the best tilters among the girls.

When it came time for the greased pig to be released there were a dozen aspiring contestants ready to chase him. He gave them a good run but was finally captured by Lehner, who fell on him.

The manufacturers and the dealers had a ball game but no one kept score.

On Friday, Lansing, Mich., and Rochester, N. Y., had a ball game at Sugar Island and Lansing won, 16 to 0.

Thursday evening dinner was served to everyone in the restaurant back of the grand stand and it was then that the size of the crowd was realized. The dining room could only seat about 50 and they started serving at 5:30. It was 9:30 when the last were through. However, the meal was worth waiting for, and as the band provided music for dancing the wait

July 31, 1924

was not so much of a real hardship.

Following the dinner a moving picture and vaudeville show was staged on a platform in front of the grand stand. A heavy shower caused an interruption but did no harm.

Bright and early Friday morning everybody started for Toledo where a big excursion boat was waiting to take the crowd to Sugar Island, for a day of fun. The three-hour ride on the boat was occupied with dancing, and a general good time. Everybody enjoyed it except the captain and he couldn't help himself.

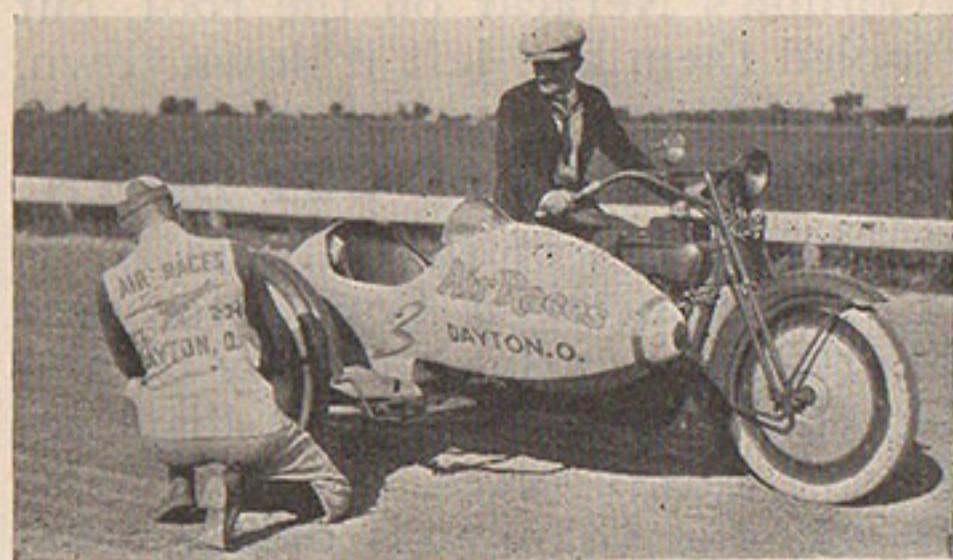
It was 9 o'clock at night when the excursionists again reached the fair grounds. The rest of the night was spent in sleep by a few, attempting to sleep by a good many more and general high jinks by the rest.

Saturday was race day, and most of the crowd started for home immediately after the race.

BANK NOTES

A CASHIER who is short in the bank will probably belong in jail.

The origin of the word "teller" is this. Formerly the cashier took in and paid out the bank funds. Then came the first woman to make a deposit.



The Shenandoah's "Pup" was at the Rally.

The cashier endeavored to explain to her the method of using a check book. At last, exhausted, he called to one of his assistants, saying, "You tell 'er; I'm all in." The assistant succeeded and the position of teller was created for him on the spot.—Life.



The Greater Pittsburgh, M. C., delegation



The Lansing, Mich., boys and girls were there in green sweaters and fezes

RALLY JOTTINGS

THE Toronto Motorcycle Club was well represented both in numbers and in the character of the riders from there. They found the Canadian flag flying beside the Stars and Stripes over the entrance gate when they arrived. Toronto wants the rally in 1925 and if what was said at Toledo means anything there is a big sentiment in favor of letting them have it.

* * *

President George T. Briggs of the M. and A. T. A. didn't miss a thing, not even the boat ride to Sugar Island. He's quite a dancer.

* * *

Chairman Coffman used two pounds of lard to grease the pig, which was clipped and shaved. He certainly was slippery. Lehner sold him back to the farmer for \$5, for he said he never could carry such a slippery cuss back to Albany on his motorcycle.

O. Hollen, of Pittsburgh, were two very active lietenants at rally headquarters.

* * *

Among the trade men who mingled with the crowd were Arthur Davidson, F. J. Weschler, Henry Mesinger, J. J. McLaughlin, Brownie Carslake, Dave Kinnie, H. Shapcock, J. B. McNaughton, A. A. Anderson, Don Stephens,



Pittsburgh and Lansing look 'em over at the Toledo Rally



F. J. Weschler and E. Buffum pause a moment.

ers and purple and gold jockey caps.

Albany representation was not quite as numerous as at Rochester but it was just as full of pep and noise.

Mr. and Mrs. George McKent, touring from New York to Los Angeles and back, stopped over Friday and Saturday at the rally. They had a complete camping outfit, including the dog.

Arthur Davidson slept on a cot in the secretary's office. That is, he occupied a cot. Nobody slept, especially after the girls, who were on the other side of the partition, woke up about four o'clock in the morning and began to hunt for their stockings. You

could hear them for a mile. They said they were getting even with the boys for the noise they made earlier in the night. They got even and then some.

* * *

It wouldn't have been a rally if John Hurck, of St. Louis, wasn't there, but he was. He never misses a gathering of the clans no matter where it is.

* * *

Ernest Blauvelt toured through from New York via Neracar, picking up Gordon on the way. They had a



Bovee brothers, Glens Falls, N. Y., who drove to the rally.

great time chasing each other. When they got separated, Blauvelt thought Gordon was ahead and beat it to catch up. Gordon was behind and he also beat it, but couldn't catch up until Blauvelt stopped to fix a tire and then he almost went past.

* * *

Several sets of the new Goodyear balloon tires were seen on the grounds.

* * *

Maldwyn Jones had a new speedometer hook-up, direct to the chain sprocket, that attracted considerable attention. He also has several other interesting kinks on his machine.

* * *

The Greater Pittsburgh Club quali-



Gid Haynes, at the left, tells a friend that business is improving

fied as a choral society by entertaining the grand stand with their original version of "It Ain't Going to Rain Any More."

* * *

Among the old timers seen at the track side was Joe Wolters.

* * *

There were plenty of moths and other night flying bugs but there were few mosquitoes.

* * *

The gang was all primed to hoist E. K. Gordon's Neracar on the roof, but he fooled them and left it down town.

DISPLACEMENT IS CUT DOWN

A MEETING of the M. and A. T. A. Competition Committee was held at Toledo during the rally to consider the subject of piston displacement for future races.

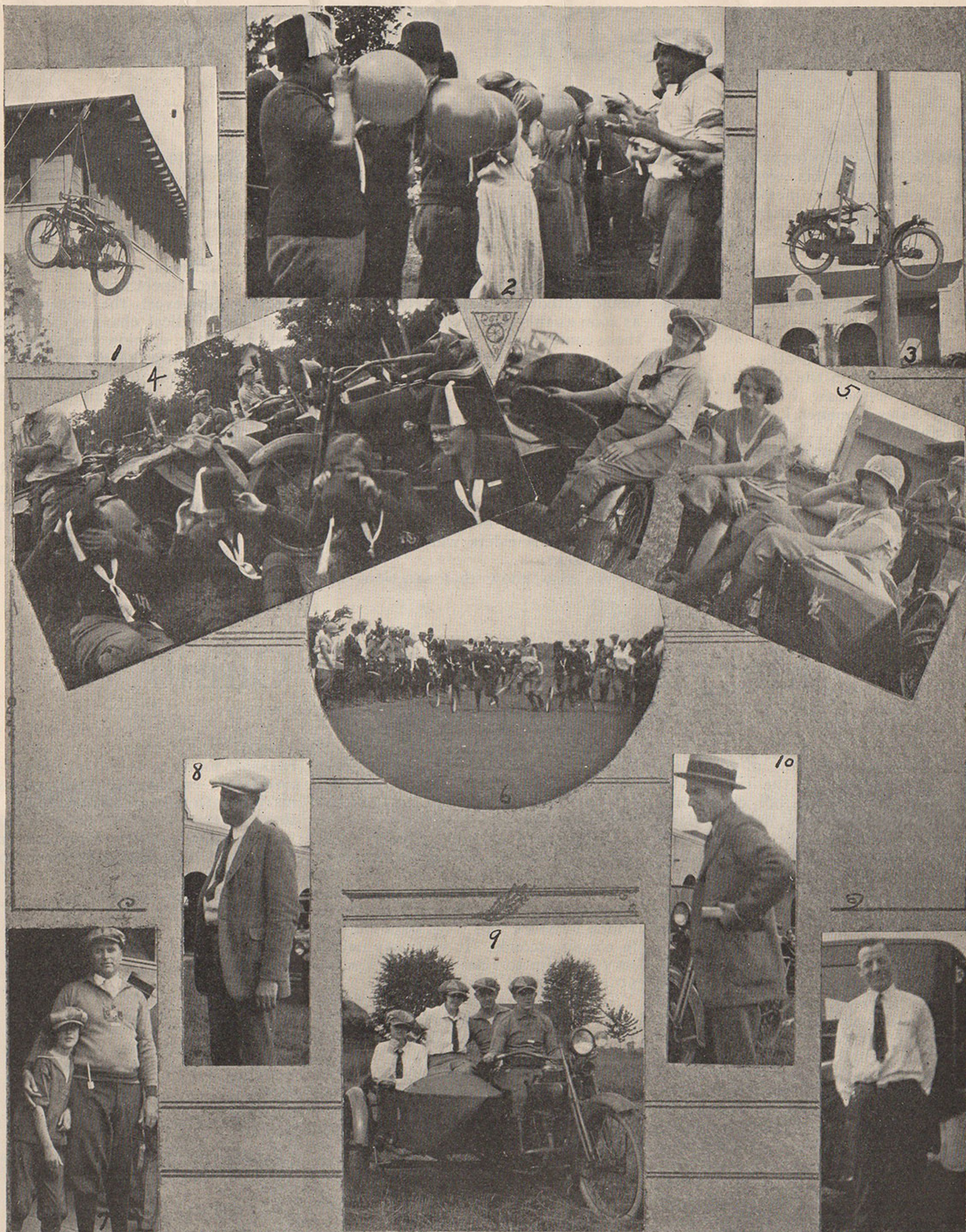
It was the unanimous opinion that the time had come when smaller displacement must be substituted for the present racing rules, and to make a start it was decided to eliminate the 61 cubic inch championships which had been allotted to Milwaukee and Syracuse and put in their place some new 30.50 championships.

Therefore instead of a ten-mile 61 national championship, Milwaukee will have a 15-mile 30.50. Syracuse, instead of a five-mile and 25-mile 61 championship, will have an eight and a 20-mile 30.50.

Many of the leading race riders who were consulted by the members of the committee expressed the opinion that the smaller displacement was necessary.

When it comes time to revise the rules for 1925 it is more than likely that the displacement for half-mile tracks will be cut down to somewhere around 20 inches and that 30.50 will be the limit on mile tracks. Displacement for sidecar racing may be cut to 30.50 for half-mile tracks.

Races with 61 motors will likely be confined to speedways.



Here and there at the Toledo Rally: No. 1—An Indian Scout up in the world. No. 2—President Briggs, at right, watching the balloon contest. No. 3—The Neracar that climbed a pole. No. 4—Some of the Lansing, Mich., girls who failed to get their hats on straight before the camera clicked. No. 5—Three Detroit visitors, left to right, Mrs. Ed Morris, Mrs. A. Kunze, Mrs. A. Lemaigre. No. 6—The hoop race. No. 7—C. O. Hollen. No. 8—Hi Hascall. No. 9—A full house. No. 10—J. J. McLaughlin. No. 10—Sports Director Carson.

No More Dirt Track Racing for Indian

THE Indian Motorcycle Company announces this week that as soon as race meets to which they have practically committed themselves have been held, the Indian Motorcycle Co. will no longer give factory support to dirt track racing.

The reasons given are that motors now used are too powerful to be safe as emphasized by the recent accidents in which Gene Walker and Ray Weishaar met their deaths.

Commenting on the decision of the Indian to withdraw from dirt track racing, Sales Manager J. B. McNaughton says:

"Ever since Gene's death we have been giving this subject a great deal of thought, but we wanted to make absolutely sure of our ground before coming to a definite decision.

"The situation has been thoroughly discussed among all of the officials and executives of this company several

times since Gene's death and further than this, we have had an expression of opinion from about twenty-five representative dealers and we find the big majority in favor of our action. If it were not for definite commitments which we have made for the remainder of the season we probably would withdraw immediately, but just as soon as this season is completed and these commitments are fulfilled, we are going to wash our hands off dirt track racing entirely, at least until such time as there are very radical changes in the M. & A. T. A. rules which will insure one hundred per cent more safety to the riders than is existing at present.

"We all know that thirty fifty motors are way too fast for the average half-mile track. In fact, they have all the speed the riders want to hold on mile tracks.

"We also know that sanctions are

being issued to hold races on tracks which are not in condition. Now we are not criticizing anyone in particular on this because we realize that with the present organization in the M. & A. T. A. it is absolutely impossible for Mr. Coffman or any paid representative to inspect everyone of these tracks. However, the necessity of some very radical changes is obvious and it is our opinion that the best way to show how keenly we feel the need for such changes is to take a very drastic step and withdraw completely from dirt track racing.

"Further than this, we feel that we are in duty bound to do so out of respect for Gene Walker and other prominent racing boys who have met their death because of these conditions and we feel that it is going to be for the general good of the industry to correct something which is positively wrong."

Maryland M. C. Hill Climb

By J. M. Shellman

IT is something short of a miracle that not one of the riders who took part in the hill climb held under the auspices of the Maryland Motorcycle Club in a field of the Lock Raven watershed off the Dulaney Valley Pike on Sunday, July 27, was hurt. The riding was spectacular and thrilling, and a crowd estimated to number approximately 2,000 persons was on hand to watch the various events.

The riding was hard as the hill was particularly steep, estimated to be over 45 degrees, and due to recent rains, was very rough, especially at the upper part which was rocky. But what proved hard for the riders, proved entertaining to the spectators who got several thrills during the events.

Those on the committee in charge of the affair were: Frank O. Boyd, chairman; J. A. Chyba, C. F. Stephens, H. Elmer Snyder and O. F. McKenna. Plenty of refreshments were on hand, including ice cream, soft drinks and "hot dog" sandwiches. Starting at 1:30 the events lasted until 4 p. m.

Ben Westerfield, on a Harley-Davidson, did some hard riding and succeeded in winning two events. In the 37 cubic inch solo open, he rode a

single over the top. This is the first and only time that such a machine has been ridden over the top of that particular hill.

In the third or four-cylinder event "Red" Wolverton, riding an Ace, was clever and spectacular for when it bounced over some of the hills it shot his feet out higher than the saddle to which he stuck and went over the top in eleven seconds. It was only necessary for him to ride once as his score proved the best in that event.

The crowd got a thriller in the 80 cubic inch solo open event from Ben Westerfield. On his first trial Ben made a determined effort to reach the top but his front wheel flew up in the air and the entire machine left the ground for a few seconds, then backed low on one side and the carburetor sucked in dirt which put it out of the running. Ben jumped. He substituted with a spare machine but was unable to score high enough to get a place.

Arthur Lotz, in this same event, started to go back but shut off. He jumped, but came out of the fray with his trousers nearly torn from him.

Bernard Thanner, a newcomer in the

ranks of motorcycle riders, showed up creditably, considering that this was his first attempt at hill climbing. In three of the events he came in third, twice riding Harley-Davidson machines and once riding a Henderson.

The scores follow:

37 Cubic Inch Solo, Open
1—Ben Westerfield, Harley-Davidson, 18 seconds. Two filled in to make event, only one over top.

61 Cubic Inch Solo, Open
1—Ben Westerfield, Harley-Davidson, 10 seconds.
2—Howard Mitzel, York M. M. C., Indian, 11½ seconds.
3—B. Thanner, Harley-Davidson, 12½ seconds.

Four Cylinders Only
1—"Red" Wolverton, Philadelphia M. C., Ace, 11 seconds.
2—B. Thanner, Henderson, 226 feet.

80 Cubic Inch Solo, Open
1—Frank Kotmair, Harley-Davidson, 9½ seconds.
2—"Red" Wolverton, Philadelphia M. C., Ace, 9½ seconds.
3—Howard Mitzel, York M. C., Indian, 10½ seconds.

80 Cubic Inch Closed Club
1—Arthur Lotz, Harley-Davidson, 11½ seconds.
2—B. Thanner, Harley-Davidson, 14 seconds.
3—Ben Westerfield, Harley-Davidson, 16 seconds.

BICYCLES IN FRANCE

In 1923 there were 5,837,923 bicycles registered in 88 departments. The largest number was registered in the Department of the North, where a total of 365,146 cycles were registered.

Pink Is Right—Piston Displacement Needs Lowering

By Floyd Clymer

IN your issue of July 10 there appeared an article by Reggie Pink on "Displacement." Mr. Pink is absolutely right when he says displacement should be cut in half.

A 15-cubic inch single would probably turn the average half mile track in about 38 or 39 seconds. The result would be that a far greater number of good riders would be induced to compete because they could ride them open on a half-mile track, whereas the present day 4-valve can be handled properly on a half-mile track by less than ten racing riders in the United States.

Roaring into the short corners of a half-mile track at 65 to 70 miles an hour is TOO FAST, and the sooner it is realized the safer and better racing will be.

When riders like Gene Walker, Ray Wieshaar, Albert Burns and a few more of the ones that have gone, even with their years of experience were unable to keep them right side up, what chance has the average rider that wants to compete?

For eight years I rode in track competition, and even when I quit (three years ago) the 4-valves at that time, which were from 2 to 3 seconds slower per lap than the present ones, were fast enough to give the man that cared for his life nervous prostration, as they roared into the sharp curves of a half-mile track.

The average rider does not realize until after he has quit, the chances that he has to take if he expects to keep up in the fast company and win.

I can well remember the first professional race that I ever rode in at Longmont, Colorado, in September of 1912. I recite this only to show that it does not take real speed to give the spectators the thrills that they desire.

About seven riders lined up for the start. Among the ones I still remember are Frank Kunce and Slivers Boyd.

Kunce had a fast Merkel, Boyd and I rode Indians. Never in my racing career did I ever experience more of a thrill or feel that the grandstand were more satisfied than that day.

Lap after lap in every event it was a see-saw contest. I twisted the grips harder, put my chin deeper in the top frame bar, and made deeper dents in the gas tank with my knees that day trying to beat Kunce than I ever did in later years. The grandstand roared, they stood up and cheered, they went

wild, and I think our time, in any event, was not faster than 39 seconds per lap. The day's results were about divided. When I won it was by inches and when Kunce won it was likewise.

The spirit of contest, whether it be at 40 miles an hour or 100, is what the crowd likes. Many times have I raced at county fairs against real riders and fast machines, only to be snowed under by the applause and thrills that three or four slow made-over Fords would receive that averaged at least 15 miles an hour slower than we motorcycle riders did.

At Cheyenne, Wyoming, a couple years ago, John Seymour on an old type Indian 4-valve, won the majority of races on a mile track against several well-known riders on 4-valves. Yet John averaged about 57 seconds to the lap, but every race was close. The crowd went wild. Cheyenne had seen twins perform for years, yet I dare say 95 per cent. of the grandstand thought the singles were faster and far more interesting.

I have watched competition for years and even now, though I am out of the business, I still have a keen interest in it and a desire to see it made safer. I am frank to say I quit because it got too dangerous. The machines were getting so fast that I didn't feel comfortable on one of them. The 4-valves of today will easily trim the 8-valve of four years ago, yet in my day an 8-valve was not allowed to compete on a half-mile track. Why then should the faster 4-valve of today be allowed?

As Mr. Pink says, tracks are not to blame. With slower machines these same tracks would be "safe." It's all bunk to blame the track or the promoter in nine accidents out of 10. True, better tracks reduce the number of accidents, but the speed must be cut down and displacement is what will do it.

When I started learning to ride the track it was a common thing for a dozen riders to gather at the track after the evening meal in the summer time. We would take turn about riding the fastest machines.

Practically every rider could "hold 'er open." The result was that we learned slowly but surely. We had time to think. We had time to "shut her off" before it had taken us through the fence.

And I dare say that such men as Walker, Perry, Burns, Goudy, Wie-

shaar, Bennett, Seymour, Hepburn, Wolters, Davis and others learned in much the same manner. In other words, we must learn to crawl before we can walk.

Take today, for instance. How many riders in any city can climb on a 4-valve at a half-mile track and get away with it?

The first one is scared to death and quits. The next one takes a chance and either goes through the fence or unloads, proto, in about the first turn, and the other is "lucky" and gets away with it.

If he can live through the danger he may become one of our stars, only to die later if he sticks to it. It's like an airplane passenger trying to fly in an airplane that he knows nothing about. Some will say riders shouldn't attempt it, but if they don't they never learn, and as a result the number of real racing men in the business today can almost be counted on the fingers of both hands.

Fifteen cubic inch motors would build it up again. New blood would ride because they could stay on top. Old riders that have retired would come forth again. The speed has not only killed far too many of our real riders, but it has stopped competition so far as getting new racing men.

When the day comes that the factories will produce 15-inch singles for half-mile tracks, 20-inch singles for mile tracks, and 30-50 for sidecars and larger tracks, then new riders will blossom forth in quantities, because they will not be afraid.

Many may laugh at the low displacements above mentioned, but remember Indianapolis saw 500-cubic inch cars 10 years ago. They are down to 122 and going lower. Yet in 1910, 30-50 was the limit for motorcycles on a half-mile track, the same as today, and I dare say they are practically twice as fast now as then, so far as miles per hour are concerned.

It's time something was done if we expect to keep the remainder of the boys still with us.

A JOB TO SUIT

FOREMAN—"Here, now, Murphy, what about carrying some more bricks?"

Murphy—"I ain't feeling well, guv'nor; I'm trembling all over."

Foreman—"Well, then lend a hand with the sieve."—The Continent.

A Hard Boiled Run for Road Hounds

By E. W. Davis

A 150-MILE consistency trial, to be run by the Massachusetts Motorcycle Association on August 17, 1924, starting at 9:00 o'clock, Sunday morning, from the Speedway, Worcester, Mass., daylight saving time, will give the hard-boiled road hounds all they are looking for.

Last year the Massachusetts Motorcycle Association sublet the job of running an endurance run to the Worcester Motorcycle Club, who had lots of money and more ambition. Every one remembers what a successful time the boys had, something like 84 contestants entering. This year the Worcester Club has the ambition but is short on money, so the Worcester Club is doing the work and the Massachusetts Motorcycle Association is backing the idea morally and financially.

At the close of the 1923 secret course 20-hour endurance run, there were many complaints about the course. Some thought it was too easy and some thought otherwise. Some thought 20 miles per hour too fast and some thought it too slow.

This year we want it distinctly understood that the course has less than two miles of tar road, and about 150 miles of back country roads. If the rider finds himself riding along on a tar road for over a mile, he will know, at once, that he is off the course, absolutely and irrevocably, for, after the start there is only one place where the contestant rides on hard tar road and then only for a mile, there being absolutely no way of avoiding this good road. Yes sir, the course is sandy, hilly, grass grown, and then some.

The schedule for riding is exactly 15 miles per hour, no more or no less. The rider checks every 15 miles, and must not get over one mile ahead of where the mile posts which are set up every mile along the course shows him to be due. If a rider is late at a check he will be penalized, but will not have to make up the time before he gets to the next check. He is due at the next check one hour after he checks in at the first check, and so on to the end. Festooned here and there along the course are "non-stop sections." The rider will be breezing along when he will see a red flag strung across the lane, he will know that he must ride without stopping his road wheels until he gets to the next red flag. If he does he will be penalized

once, but only one penalty to a "non-stop section."

These non-stop sections are in heavy going, such as a very sandy section, or on a steep upgrade section where the sidecar contestants will find it a young hill climb.

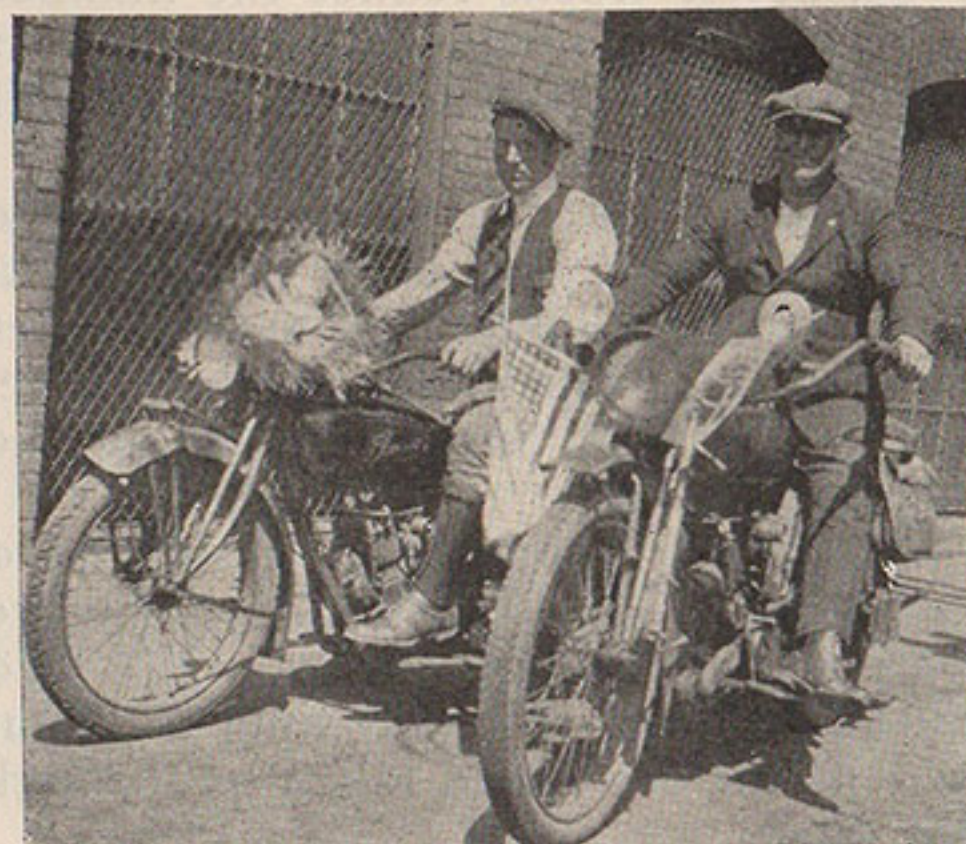
The course is hard, very hard, but not dangerous as every bit of the course has been over with an automobile. Remember, boys, the distance is 150 miles, check every 15 miles, riding schedule 15 miles per hour, riders cannot get over one mile ahead of schedule, and the course is marked with arrows, and on the day before the run the entire course will be marked with lime, so there will be no excuse for getting lost.

There will be two classes; amateur solo and amateur sidecar, with \$50.00 gold medal to the winner of each class. Merchandise prizes for the lesser winners and a bronze medal for any one covering the entire course.

The course is not dangerous if ridden to schedule, but if speed is attempted it might be. The writer went out a week ago to mark a section of the course and riding 40 miles per hour on a perfectly good road got a toss and has been in bed for four days, so look out, I am going to see you fellers don't speed.

WHAT THE FANS THINK OF A PARADE

"JOHN and Andy put up a great show," but—I read with much interest your article in the Trade Personal relative to the races held at Washington, Pa., on July 4th. I must say that this party who wrote this must of either been over enthusiastic



John Sylvester and Tony Gosno, of Hartford, Conn., and John's doll on a visit to the Indian factory

or was going through a bad day after the night before. During the week before this race was held I could hardly sleep at nights thinking that at last I was going to see those real races that I have read so much about in the magazines. Will say that I have never before been so sadly disappointed in my life.

Well, I gathered up a bunch of my friends and we were off for the big motorcycle attraction. We traveled forty miles which seemed only ten due to the fact that I was all excited over the big races ahead. We paid our buck and a dime and in we went. As I started in I saw a couple of riders coming up the straight. One of my buddies said that we were late for the races had started. I said: "Oh, no, these fellows are just practicing for the big race."

We went around to the starting point and heard the announcer say that John Seymore had won. Well, you can guess how I felt after bringing my friends down to see this kind of competition. You could have sold me for a cent. I wanted to try to sneak out away from them, but decided to wait for the next race as there were five Factory Riders scheduled on the program to run in these races. I told my buddies to just wait for this one and they would see some real racing. The band started to play. Will say that this was the main attraction of the day. They lined up, the both of them, and they were off, and this was when I went over to my machine and started on our way home, as this was the last solo event scheduled. I surely will remember this race. The next time I see an account of a big race in your magazine, I hope that you can publish this so that the fellows that staged this race can put on a better show the next time.—Ralph Daly, Uniontown, Pa.

INDIAN GETS ECONOMY AWARD

A GROUP of Indian Scouts were entered in a procession connected with a Pure Milk Campaign at Sydney, Australia and awarded first prize as the most suitable vehicles and cheapest means of transporting milk from the farmer to the dairy. The procession, which extended four miles, was viewed by thousands of country folk. The judges were selected by country producers.

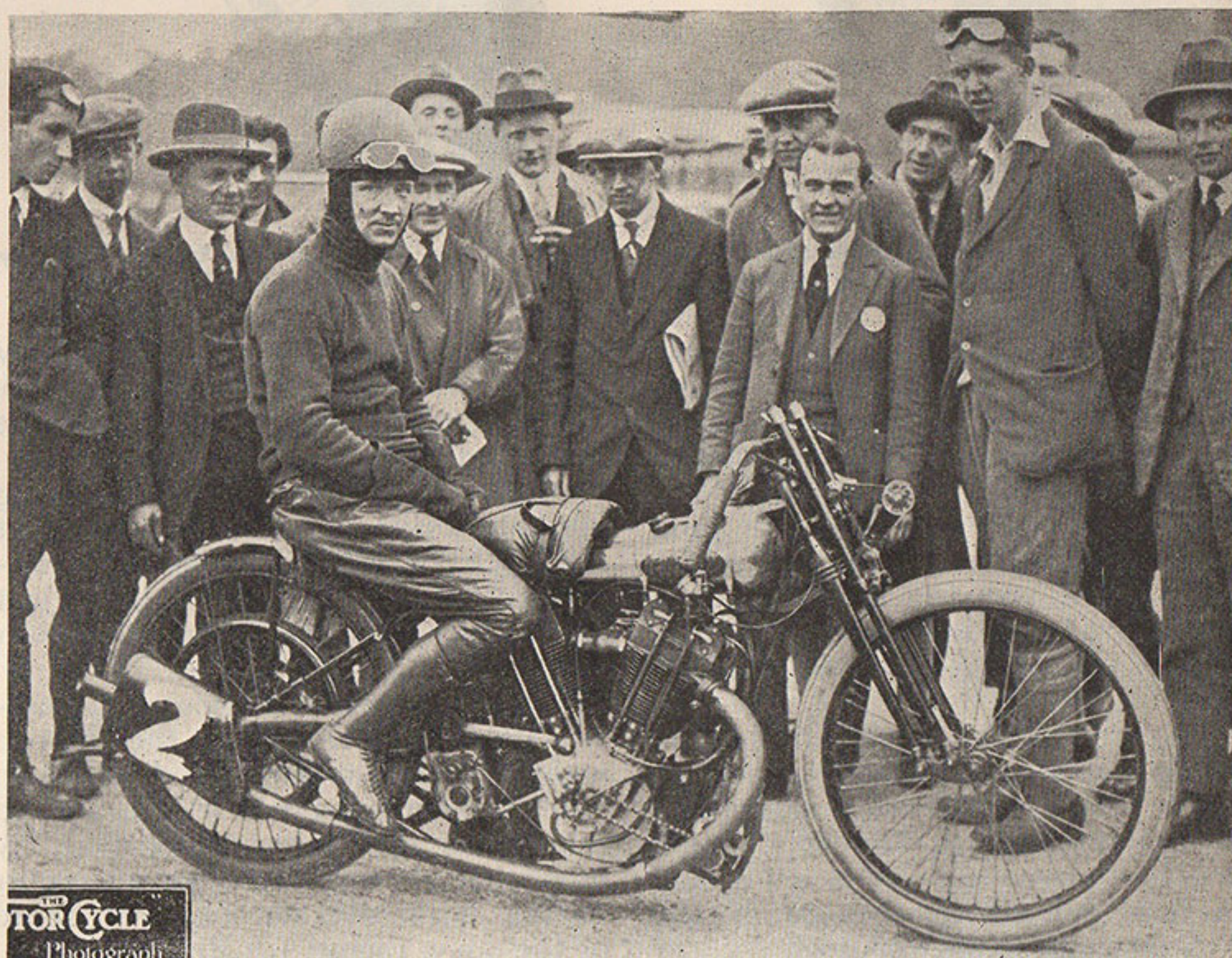
LeVack Breaks Records For 61 cu. in Flying Mile and Kilometer

By Ate Guilloux

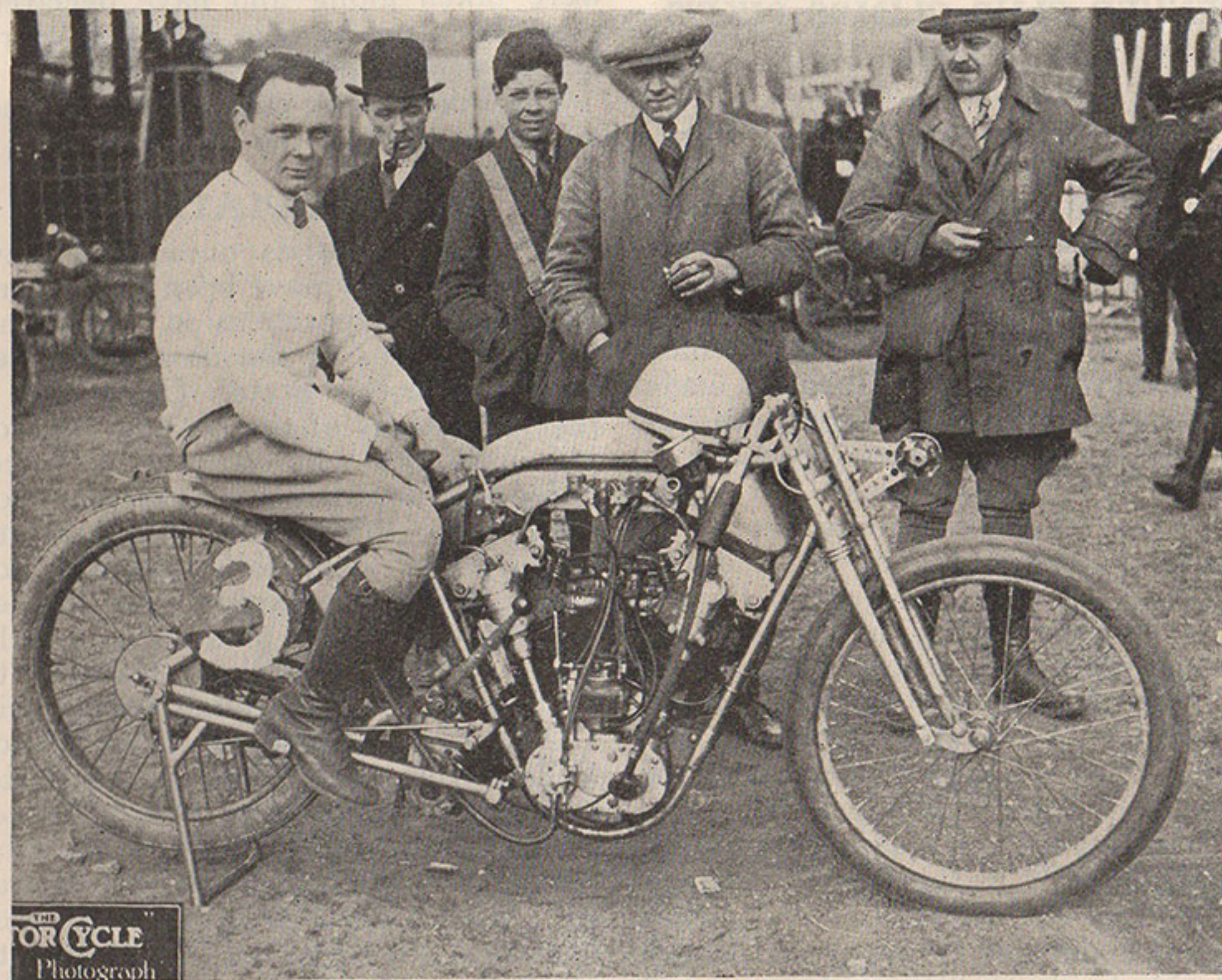
"RECORD DAYS" are becoming one of the most popular forms of motor sport in France and huge crowds of spectators attend to every meeting held.

After the success of the A. M. C. F. in Senart forest on April 27th, the M. C. F. (Motorcycling Club of France) challenged its rival and proved to be able to find a new stretch of road even more suitable for record speeds. The meeting was held on Sunday, July 6th, near Arpajon, on the Paris-Orleans highway. The course is an asphalt covered straight, some four miles long and as smooth as a billiard table. The timed distances were the mile and the kilometer with 1½-mile start both ways and competitors were allowed, in the morning, to make one ride on both flying kilo and flying mile, while in the afternoon a second attempt was granted to those paying a second entry fee; later the course was reserved for the standing kilo and the standing mile.

One main difference between this meeting and that of Senart forest is that the latter allowed onlookers to



LeVack on his record-breaking Brough Superior. Courtesy The Motorcycle



Temple astride his overhead camshaft Harley forked Montgomery Anzani. Courtesy, The Motorcycle

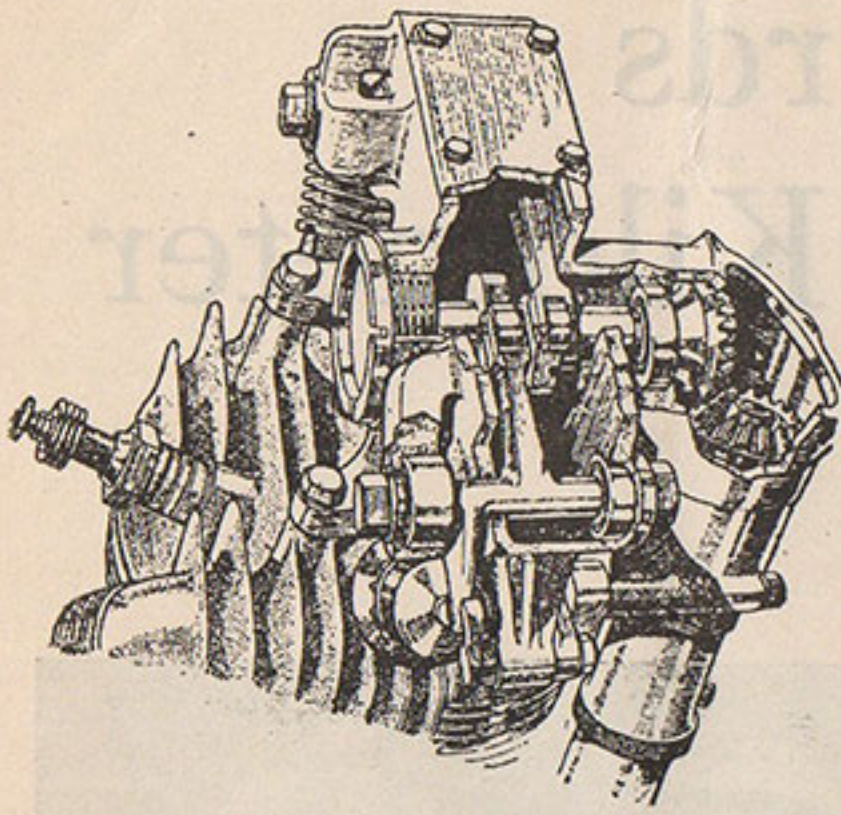
stand on either side of the course whereas the former tolerated them only on the western one. A short length of the eastern footpath was occupied by the electric timer, the loud speaker and a few officials, but, beyond it, nobody, whoever he may have been, was allowed to walk or stand. This proved of a real safeguard when the front left tire of a three-wheeled cycle-car left the rim and the uncontrollable car overturned.

Up to now, the flying or standing mile had never been raced in France. Also the writer is pleased to record the fact that foreigners have found the straight course more suitable than the oval speedway of their own country.

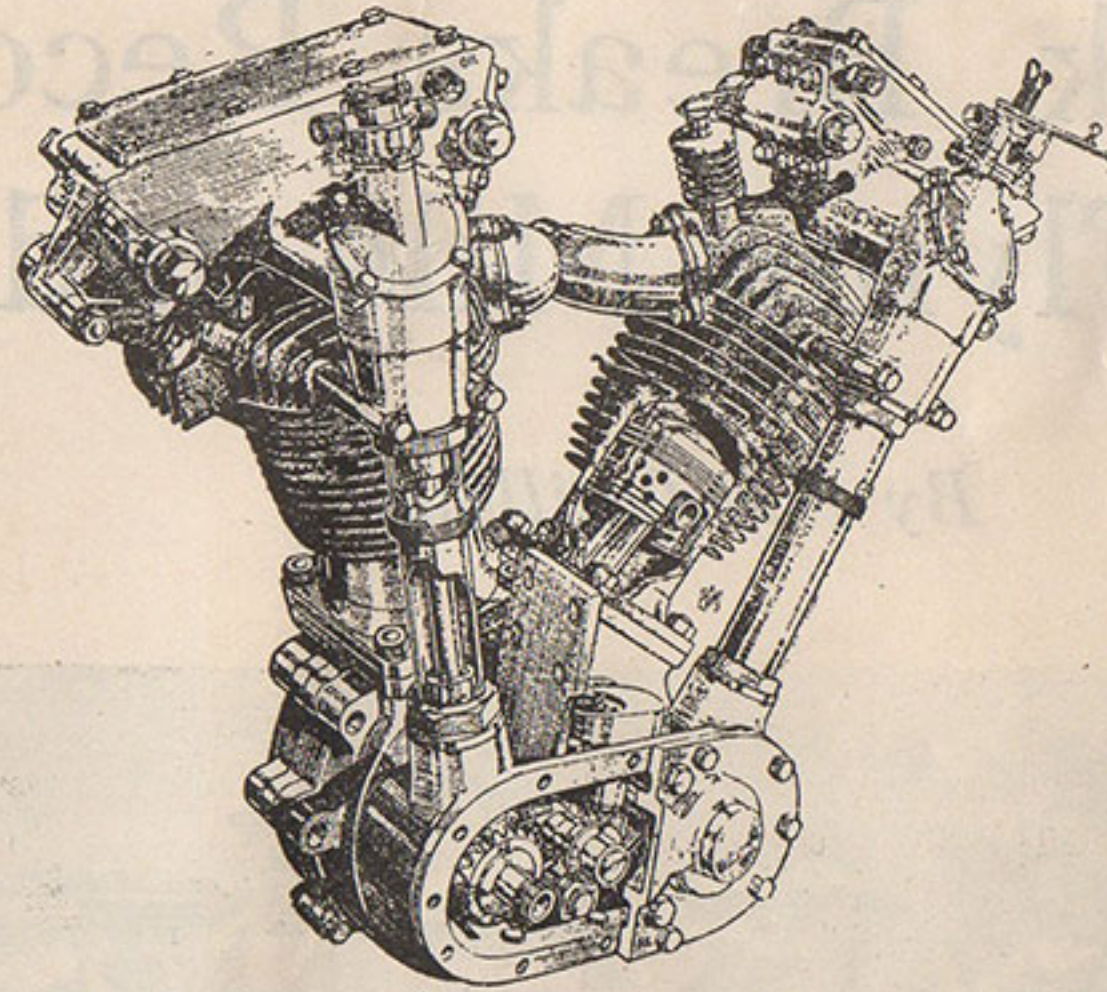
Alcohol for Fuel

The 61 solo class provided some thrills since there were two big twins and a 45 cu. in. flat twin entered; Le Vack had his Harley-forked Brough Superior Jap and his Shebler racing carburetor. He had too high a compression to use gasoline and ran on alcohol fuel.

The other "V" twin was Temple's



One of the two overhead camshafts on the Anzani motor. Courtesy, The Motorcycle



Motor of the British Anzani twin. Courtesy, The Motorcycle

Montgomery British Anzani, a complicated piece of machinery with two carburetors and two shaft operated overhead camshafts, each cylinder having only two o.h. valves. That motorcycle is a pure freak and, with good luck, can do fine things. Unfortunately, though it was the second time it came to France, it has never performed well elsewhere than at the Brooklands track.

Time seems to mean nothing in France, for the writer has very seldom seen a motor competition started at the appointed hour, but at Arpajon the officials were two full hours behind schedule and all the benefit of the fresh morning hours was lost.

On his first attempt, Le Vack covered the flying kilo in 18 s. 790/1000 and the flying mile in 30 s. 270/1000. This means an average speed (both ways) of 119.094 m.p.h. for the kilo and 118.953 m.p.h. for the mile; he held the road splendidly and seemed to have enough power in hand to put up an even better performance should a lucky competitor threaten to rob him of his victory. No doubt that wonderful machine will be again heard of before the season ends.

The flat twin Douglas was even more unreliable than the Montgomery, and proved unable to make a single clean run, and, at last, broke a piston head. It must be said, however, that all the engines of this make have a too small cooling area to be thoroughly cooled and have, in this respect, the worst arrangements of any up-to-date motor.

In the 45 cu. in. solo class, run on a side by side twin overhead camshafted Peugeot, broke the flying kilo and flying mile world records at something like 103 m.p.h. in a typically Le Vack style. His engine and gears are built as a unit with a single chain to the rear wheel. The Peugeot company intends to use that racer for stamina track work on the new French speedways

of Miramas (Marseilles) and Monterey (Paris) when, from January 1, 1925, the 45 and 61 cu. in. solos will be permitted to race on the tracks.

In the 61 sidecar broke the flying kilo and flying mile world records at 160,536 k.p.h. (159 $\frac{3}{4}$ m.p.h.) and 160,197 k.p.h. (about 159 $\frac{1}{2}$ m.p.h.) just failing to touch the 100-mile-an-hour mark.

The above figures disclose a successful effort, on behalf of the British manufacturers, to outclass America in the big twin class and it is a pity to realize, as the writer does, that, by now, there is not an American motor having both the stamina and speed of the o.h.v. racing J.A.P.

Wake up, America, and take the lead again!!

DENVER CLUB CLIMBS PIKE'S PEAK

By J. V. Jackson

DURING July the Denver Motorcycle Club has shown more than usual activity. The annual field day, July 6, brought out one of the most successful runs ever held in this district. An invitation was sent to the Pike's Peak Motorcycle Club, which was accepted, and arrangements made for a meeting of the two organizations on the way to the picnic grounds.

The Denver contingent left their gathering place in front of the State Capitol building at 9 a. m., and the Colorado Springs delegation started about an hour earlier in the morning, so that they met at the entrance to Deer Creek Canon and the joint parade proceeded up the stiff climb to Deer Canon Park without mishap and with no tales of engine trouble.

Deer Canon Park is one of the most beautiful spots in the Rockies and an ideal place for a picnic. The riders arrived about noon, hungry and happy but able to shout, "When do we eat?"

The members brought along lunch baskets and the club supplied coffee,

ice cream and cake. There was enough to go around and the committee was given a vote of thanks for not spoiling the first event of the day.

After the crowd was well stuffed the games were called. Protests brought forth a short respite and after some of the best athletes felt more comfortable the program was run off. L. D. Richards, E. L. Bloom and A. W. Allyn were in charge of the sports and they had secured a splendid list of prizes from the Denver dealers. The events and winners were:

Slow race for solo motorcycles—Ed. Tindall, Colorado Springs.
Plank riding contest for solo machines—"Spud" Harlan, Colorado Springs.
Ladies' Sidecar Elimination Contest (two prizes)—First, Mrs. B. H. Lord, Denver; second, Mrs. S. C. Hawkins, Denver.
Ladies' Foot Race, 50 yards—Miss Edna Tindall, Colorado Springs.
Ladies' three-legged race—Mrs. L. D. Richards and Mrs. C. P. Senter, Denver.
Men's three-legged race—Ed. Tindall and "Spud" Harlan, Colorado Springs.
Men's Sack race—Ed. Tindall.
Ladies' Sack Race—Miss Edna Tindall, Colorado Springs.
Tug-of-War—Won by Pikes Peak team.
Motorcycle trouble-hunting contest (three prizes): First—K. Cramer, Colorado Springs; second, H. E. Weber, Denver; third, Art Mullany, Colorado Springs.
Men's broad jump—Ed. Tindall.
Men's shoe changing race—Ed. Tindall.
Ladies' cracker-eating contest—Florence Coughlin, Colorado Springs.
Pie-eating contest (two prizes): First, Raymond Stedman, Colorado Springs; second, H. E. Weber, Denver.
Neat riders' contest (two prizes): First, A. W. Allyn, Denver; second, W. E. Clark, Denver.

Campers and other visitors in the canon joined the crowd around the games. The dance hall was a popular place for a time and then the members set out for home. A vote of thanks was tendered the Denver club by the Colorado Springs guests and several Denver motorcyclists, not members, were taken along and have declared their intention to join and take part in the good times.

The Pike's Peak club have promised a similar affair in the near future.

NEW REGULATIONS

MANY motorists outside of New York City have been under considerable misapprehension regarding the regulations of the new motor vehicle law in this State. Up to Oct. 1 the regulations of the old law regarding operators will continue in force. After that date it will be necessary for all drivers throughout the State to procure an operator's license, for which \$1 will be charged. No licenses will be issued to persons under 18 years of age. For those learning to drive a thirty-day driving permit will be issued on application to the Motor Vehicle Bureau officials in the State, but such a person must always be accompanied while learning to drive by a licensed chauffeur or private operator. The latter rule is now in force in New York City, and it will go into effect throughout the remainder of the State on Oct. 1 with the license requirements.

Anderson Stars at Canton Meet

By Jimmie Hine

ONE of the best race meets held on a half-mile track was held at Canton, Ohio, Sunday, before a crowd of about 13,000, who filled the grandstand and stood around the track three and four deep.

The meet was staged for the benefit of the Lorain and Sandusky cyclone victims and to fill Canton, Ohio's, quota in the relief fund. The committee in charge handled the affair in the best shape any race meet has been taken care of in this section.

Did Good Work

John Kessler, Rush D. Hillier and Jack Brennan were in charge and sure did good work. Co-operation of Canton newspapers and city officials helped out considerably. On the public square, a large sign told all the news and several ticket sellers were on the job early in the morning and saved much confusion at the main gate.

Owing to all the riders taking part at the Toledo races Saturday the machines were late in arriving as they were shipped overland by truck a distance of 170 miles. All the tuning up and overhauling were done on the track.

After much arguing Referee Smith managed to get the gang started on time. The red ones finished first in every event.

Seymour started the time trials, but did not finish as he broke a valve on the second lap. Hepburn and Brinck next took turns on the dust-covered track and made the same time for two laps, 1:03 4-5. Davis took a crack at the one-mile, but broke a chain. It was then up to midget Anderson to break the tie and he did, winning in 1:01 flat.

In the two five miles he had easy sailing, winning both by large margins. Neither of these were races as far as Anderson was concerned as he stepped right out in front and stayed there all the time. Hep and Brinck furnished the thrills in these two events by battling for second money.

Davis entered the first, but motor trouble left him far in the rear when the checkered flag was waved. In the second five-mile Anderson showed the fans that he could ride an Indian as well as the Excelsior and Harley-Davidson. In this race he broke the track record held by Marks, 5:21.

Three machines lined up for the 10-mile solo. Seymour, riding Anderson's machine, won easily from Brinck and Hep, astride Harleys. Seymour lapped



When this is cleared off a little it will be the course for the Bethlehem, Pa., hill climb

Hep on the 9th and 15th laps and beat Brinck to the line by half a lap.

Scott, the ten-mile national sidecar champion, breezed away out in front in both sidecar races. Minnick gave but little competition, while Governor was far away when Smith flashed the checkered flag.

It was a good meet, handled in A-1 shape and with no accidents. Everyone was pleased and no "razzberries" were passed out. Summaries:

One-Mile Time Trial—Anderson, Indian, 1:01.
Five-Mile Professional — Anderson, Indian; Brinck, Harley-Davidson; Hepburn, Harley-Davidson. Time, 5:25%.
Three-Mile Sidecar—Scott, Indian; Minnick, Harley-Davidson; Governor, Harley-Davidson. Time, 3:25%.
Five-Mile Professional—Anderson, Indian; Hepburn, Harley-Davidson; Brinck, Harley-Davidson. Time, 5:17%.
One-Mile Sidecar—Scott, Indian; Minnick, Harley-Davidson. Time, 5:44.

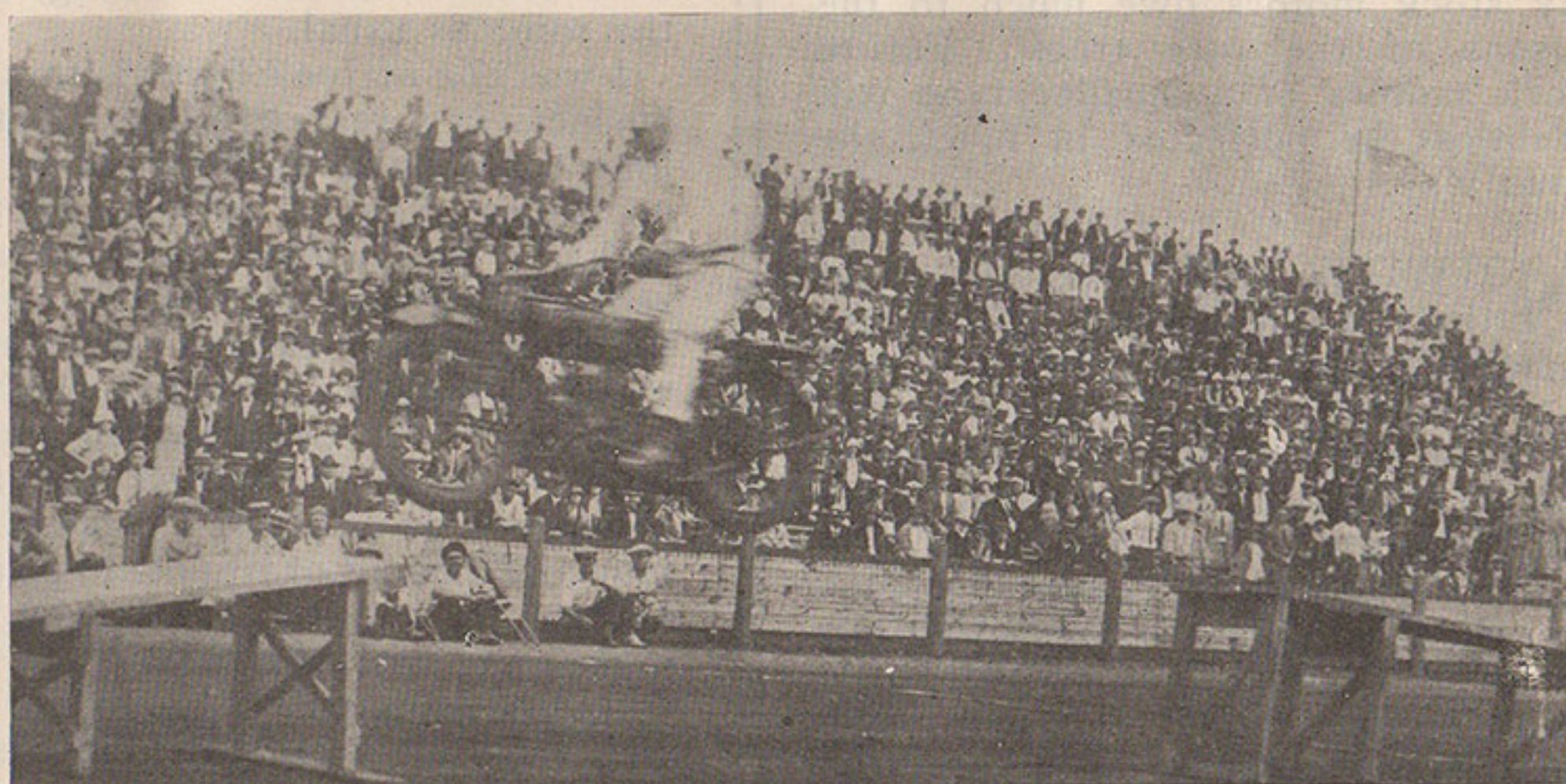
10-Mile Professional—Seymour, Indian; Brinck, Harley-Davidson. Time, 10:34%.

MAJOR McMURTRY PASSES

MAJOR ALDEN L. McMURTRY, one of the pioneer motorcyclists of this country and one of the best known authorities on motor vehicle lighting and road traffic, passed away recently at his home in Greenwich, Conn. Commencing with the use of the old De Dion and Waltham motor tricycles in 1897, Major McMurry remained an ardent user of the motor two-wheeler until a year before his death, although best known in connection with the automobile field and its problems. He rode for pleasure Orient, Mitchell, Excelsior, Reading-Standard and Indian models at various times. It was due to his researches in motor vehicle lighting that the present regulations in most States on the use of headlight lenses and position of the lights were adopted. The highway regulations in the New England and other States were developed from Major McMurry's work as Chief Inspector of the Connecticut Motor Vehicle Department as well as his personal work as an engineer. During the World War, Major McMurry was recognized as the leading authority on motor vehicles in the Sanitary Corps before the formation of the Motor Transport Corps in 1918, and was appointed a member of the board for examining inventions for all activities of the War Department.

TERRIBLE SERVICE

A New York laundryman found \$955 in a pillow slip. He returned it and the woman thanked him. The laundryman has no complaint. She might have called him down for not washing and ironing the bills.—New York Sun.



Roy A. Good, jumping 15 feet with his Indian Scout at Roby, Ind.

A ST. LOUIS motorcyclist loaded his sidecar outfit with eight persons and took them out for a ride, which was finished by four of them in an ambulance. They are now in the hospital all badly hurt and one may die. This is what might have been expected. A sidecar is not a jitney bus and anyone who thinks it is courts disaster.

* * *

THE announcement of the Indian Motorcycle Company that because present day racing motors have reached a state of development which makes them too dangerous for the average dirt track, factory support will be withdrawn from dirt track racing until such time as changes in the rules make dirt track racing less hazardous, will cause no surprise to anyone who has been in touch with competition for the past two years. There are just two things that can be done to make dirt track racing safer. One is to race only on scientifically built banked tracks, especially constructed for motor racing. There are not half a dozen such tracks in the country and even they are not infallible, as witness the fatal spill of Ray Weishaar on the Ascott track, an accident that could not be laid to the track at all. The other alternative is to reduce piston displacement. Automobile racing authorities saw the light long ago and they have steadily reduced displacement, while motorcycle racing has gone on with the same old 61 cu. in. limit, though the 61 and 30.50 motors are today twice as fast as those in use when the rule was made. Today 30.50 factory-tuned motors are too powerful for half-mile tracks, and there is even cause for the statement that they are too powerful for mile tracks. At any rate, nothing bigger than 30.50 should be allowed on a mile dirt track and the displacement for half-mile tracks should be much less. Racing will never be absolutely free from hazard. No sport is, not even lawn tennis or golf, but those hazards can be kept at a minimum. Present-day stock motors owe much to the lessons of the race track. Future stock motors of a smaller type will doubtless be perfected in much the same way.

* * *

NOTWITHSTANDING the fact that it has been thoroughly demonstrated that a motorcycle will negotiate any road or path that can be traveled by automobile, and many that no automobile can get over, there are still quite a few hard riding grip twisters who insist on endurance runs over the most difficult courses that can be found. This is not because of a desire to prove that the motorcycle can deliver the goods, but because the riders, themselves, want to demon-

Random Thoughts

By W. H. Parsons

strate their ability to keep on top and get through any and all kinds of going, and for the sport they get out of overcoming the obstacles in their way. Good roads are too tame for them. They wouldn't pick tough going every time they go for a ride, but about once a year they have to let off steam and lay up a supply of adventures to talk about for the next twelve months. To accommodate these riders the Massachusetts Motorcycle Association an-

nounces that it will stage a 150-mile endurance run over a back country course, and that any rider who finds himself on pavement can be sure he's off the road for there "ain't a'going to be no such animal" on the course. Any rider who thinks he's the real thing in sand, ruts, rocks, and hills can find what he is looking for by entering this run. The schedule is 15 miles an hour and the committee in charge predicts there will be no perfect stores, even at this low speed, so you can judge for yourself what the course will be like.

* * *

SEVERAL of the leading motorcycle clubs of the country have adopted the idea of a limited selected membership rather than opening the door wide to anyone who owns a motorcycle. The idea is not a bad one. Mere ownership of a motorcycle is not evidence of desirability as a club member. By limiting their membership clubs can select only clean cut sportsmen to membership. Open muffler grease hounds need not apply.

My Cycle Shop

By FRANK FARRINGTON

NOT mine in the sense that I own and operate it. Oh, dear, no. Mine in the sense that it is the bicycle and motorcycle shop I like to patronize and do patronize for anything I want in that line.

They said that old Joe Perkins was too old to succeed in such a modern business as selling motorcycles and such up-to-date lines. I didn't believe it. I knew Joe would not prove too old to sell motorcycles because he was not too old to ride one. Nobody ever is. I had done business with Joe too long to believe he couldn't make good in any business he picked out.

For years Joe had run a sewing machine repair shop, and sometimes he had tinkered with bicycles when it was put up to him. Then he got interested in motorcycles and just when people thought he was getting too old to learn any new tricks he bought a snappy motorcycle and showed 'em he wasn't ready to admit his time had come yet.

Then one day, the sewing machine business getting too slow for a man who liked to ride a motorcycle, Joe sold his last sewing machine and pulled down the curtains on his shop. After a week a new sign appeared outside, "Motorcycles & Bicycles," and the curtains went up on a brand new inside setting, and Joe was there behind the counter the same as usual.

I was one of Joe's first visitors, and I've seen him build up a real, live business in a real, live line. But what I want to say is that Joe Perkins could build up business in any line because he knows the vital principles of retail selling. He understands that the dealer has got to know the business he is engaged in. That's why Joe studied and rode motorcycles for months before he tried to start in the business. He knew better than to start in by buying a stock of something he wasn't acquainted with and didn't understand from the ground up.

Another vital principle Joe understands is that you've got to know how to handle customers to make them feel pleased and satisfied. When you go into Joe's place you get treated right. He is willing to take any amount of trouble to please you. He is there to render service, not merely to turn over to you a two-wheeled vehicle and take your money and wish you luck.

And perhaps you begin to see now why I like to patronize Joe and why I call his shop "My" bicycle shop.

With the Trade

STACK TAKES A COUPLE WEEKS OFF

Springfield, Mass.—E. W. Stack, assistant advertising manager of the Indian Motorcycle Company, is vacationing with his wife and daughter, during the last two weeks of July, at West Haven, Conn.

INDIAN FACTORY RESUMES WORK

Springfield, Mass.—The Indian Motorcycle Company has resumed operations after two weeks' shutdown for inventory. Officials say they are hopeful for better business in the fall. The plant at present employs 750.

GEORGE A. LUDINGTON DIES

Springfield, Mass.—George A. Ludington, vice-president of the Fisk Rubber Co., in charge of rubber purchases, died July 17, at his home here. He was a well known figure in the rubber industry for a number of years. He started with the Morgan & Wright Co., in Chicago, about 20 years ago and remained with that firm for ten years, later joining the Firestone Tire & Rubber Co., as superintendent. Ludington first became superintendent of the Fisk Rubber Co., plant at Chicopee Falls, Mass., and later factory manager at that place. He had been a director for the last five years.

ALL AROUND CHAMPS

Springfield, Mass.—Following the company's record in producing champion motorcycle batteries, the staff of the Wico Electric Company has formed a champion baseball team, the Wicos, with 22 straight victories and no ties or defeats for the 1924 season. The Wicos have walloped all city teams, factory nines and newspaper clubs and are taking on more each week end, with the same results. Batting average for the Wico team is about .350. Vice-President "Bob" Brownlee manages the Wicos and C. H. Sawyer is assistant manager. Vic Hunt, manager of the motorcycle battery department, plays both right field and an infield position to such good effect that the infield has only been marked with five errors in the 22 games. The team is coached by C. McDonnell of the machine department, and the captain is L. Smith, a player of major league calibre and a fine leader. The Wico Electric Company has laid out a first class diamond close to its plant in West Springfield and about everybody in the plant has at some time or another joined in making and keeping up the field and its equipment.



The Automotive Electric Service Corp., North Bergen, N. J., manufacturers of the Auto Red Bug, believe in their own product. They use it for a service car and it saves both time and money for them.



The men who built the champion Wico team. Left to right—C. H. Sawyer, Asst. Mgr.; C. McDonnell, coach; R. J. Brownlee, team manager

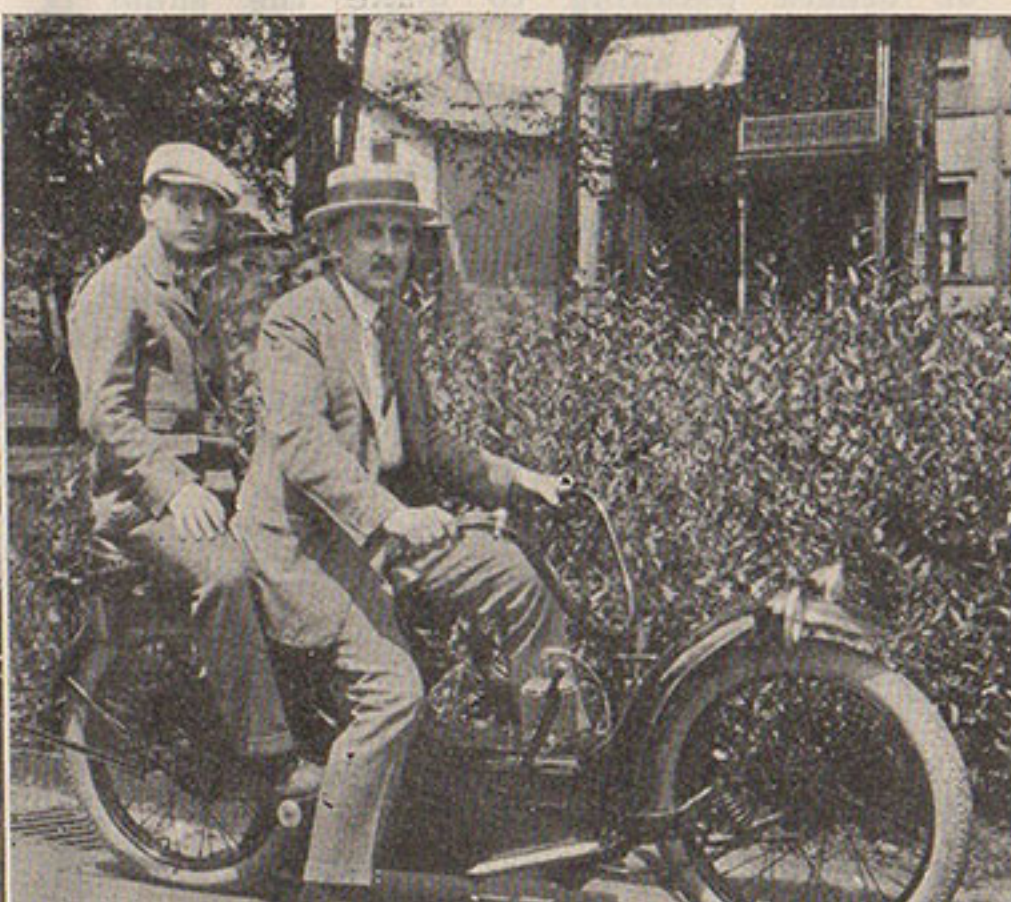
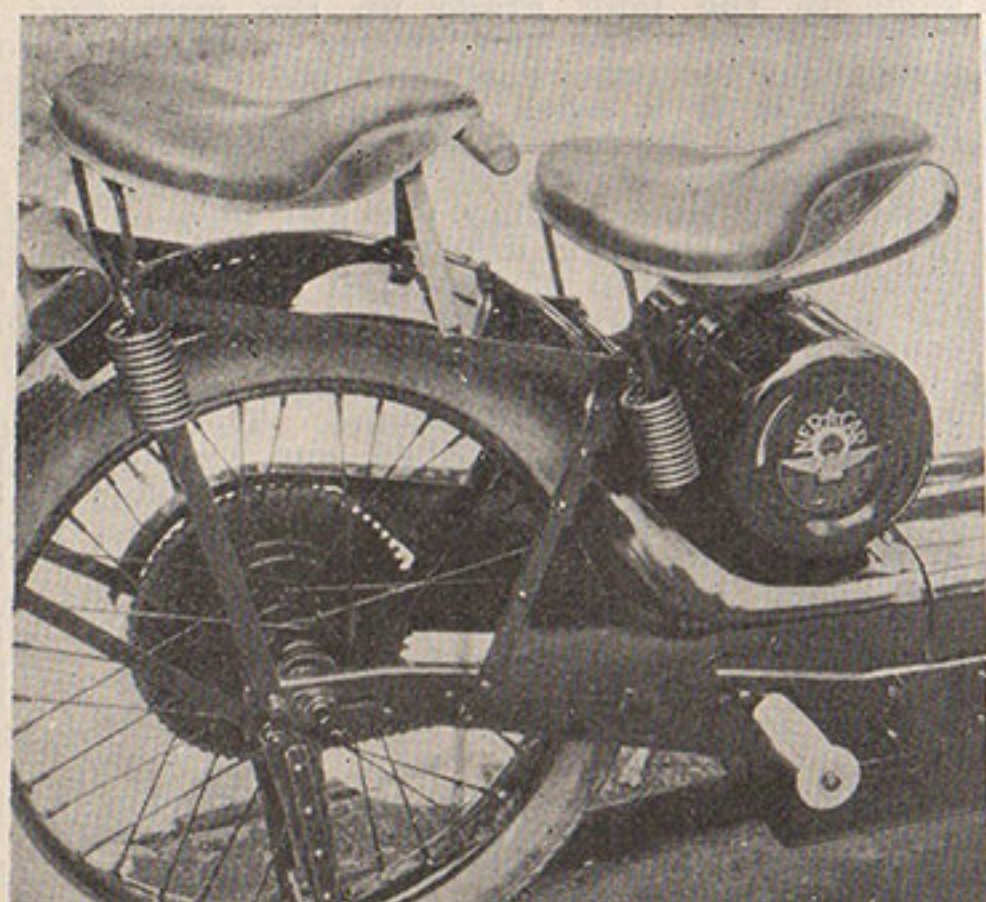
DAVE KINNIE BACK IN AKRON

Akron, Ohio.—After a year's special sales work for Goodyear on the Pacific Coast, Dave O. Kinnie has been returned to the Akron offices of the company as manager of motorcycle tire sales. Kinnie is well-known in motorcycle circles from coast to coast, having traveled widely for both the Goodyear Tire & Rubber Co. and in earlier days for machine manufacturers and dealers.

As a rider in a professional capacity Dave has ridden practically every track in the country. Starting with the Goodyear organization more than five years ago in San Francisco, Kinnie later went to Akron as a special representative for Goodyear covering race meets, endurance runs and hill climbs, and calling on the motorcycle trade.

THE NORMA COMPANY OF AMERICA CHANGES NAME TO NORMA-HOFFMANN BEARINGS CORPORATION

Long Island City, N. Y.—In order that it may realize the fullest value from its nationally advertised trade-marks—"Norma" and "Hoffmann"—as well as better to describe the nature of its business, the Norma Company of America, has changed its corporate name to Norma-Hoffmann Bearings Corporation,—with the same management, personnel and policies as heretofore. Some twelve years ago, the "Norma" ball bearing was introduced in America as the first "precision" bearing ever offered the American trade. The new bearing found its first market in the automotive field, where its advantages in high-speed magnetos and lighting generators were quickly apparent. To the original "Norma" line of open or separable ball bearings was later added a line of "Norma" closed or non-separable bearings, made to the same "Norma" standards of precision. The company acquired some two years ago the American rights in the patents, trade-marks and business of the Hoffmann Manufacturing Co., Ltd., of Chelmsford, England, among the largest and best known manufacturers of precision roller bearings in the world. To provide for the constantly growing demand for "Norma" Precision ball bearings and to permit the manufacture of "Hoffmann" precision roller bearings and "Hoffmann" steel rollers, the company has just completed a new and modern plant at Stamford, Conn.



The new Ner-a-Car tandem attachment, just announced by the factory, is proving popular with Ner-a-Car owners. It is supplied on specification

What Motorcycle Clubs and Riders Are Doing

DENVER CLUB MEETS BY MOONLIGHT

Denver, Colo.—An innovation in club meetings was held July 16 when the Denver members cycled to Morrison, at the mouth of Bear Creek canon and held their regular meeting in a large open glade in the moonlight. Each member brought along his supper and soon a big camp fire was going and the odor of coffee put everyone in tip-top humor for the meeting. There was a record attendance.

REMALEY IS HOME AGAIN

Portland, Ore.—Paul Remaley, the lad who holds the record for the fastest time from coast to coast on a motorcycle, is again in our midst. He arrived home a few days ago and is the same old Paul. He is still a little crippled from his smashups over in Australia, but he is still in the ring and Paul and his record breaking Indian Scout are getting to be seen pretty regularly on the streets of Portland.

HILL CLIMB LABOR DAY

Plymouth, Mass.—A big hill climb competition scheduled to take place on Labor Day at Gales Hill, Plymouth, Mass., is drawing no end of attention from fans throughout Massachusetts. E. O. Clark, local Indian dealer, is co-operating with the American Legion in making the climb an interesting and successful one. Hill climb stars of the East will compete, and the feature event of the day will be the Plymouth County Championship, which will attract hundreds of riders to watch the climb due to the fact that there is keen rivalry for this honor. Applications for the meet are already being sent in which give every indication that the climb will be successful.

S. F. M. C. RUN

San Francisco, Cal.—Although there was not such a large turnout of members, as usual, at the run of the San Francisco Motorcycle Club on July 20th, there was an enthusiastic attendance which included all those who are out for the Club Run medals for the present year. The run was to Geyserville, all the fifteen riders participating being mounted on Harley-Davidson motorcycles. The round trip was 225 miles. First Lieutenant Ernest Smith led the riders and Pat Speer took up the rear. There is good highway to Geyserville, but the geysers are twenty-five miles further on, over a dirt road. In spite of the dust of this section of the route, they all went on to visit the geysers, most of them having dinner there. The entire run was a good one and, as usual, the motorcycles went right on board the ferry boats, without having to wait, as do autos.

COATESVILLE HILL CLIMB RESULTS

Coatesville, Pa.—The hill climb held Sunday, July 20, on Woodward's Farm, by the Coatesville Motorcycle Club, was a success. Attendance was estimated at 1,500. The hill was 200 ft., about 60 to 65 per cent. grade and soft. At the 100-ft. mark there were thrills and spills. The summaries: 80 cu. in. closed clubs—Edward Schreiber, Harley-Davidson, 125 ft.; Harry Amway, Harley-Davidson, 105 ft.; Roy Seal, Ace, 80 ft. 61 cu. in. open—Frank Powley, Indian, 12 2-5 seconds; Edward Schreiber, Harley-Davidson, 168 ft.; Harry Amway, Harley-Davidson, 106 ft. 80 cu. in. open—Frank Powley, Indian, 13 seconds; Edward Schreiber, Harley-Davidson, 140 ft.; Harry Amway, Harley-Davidson, 125 ft.

RICE GRABS A PRIZE

Portland, Ore.—B. R. ("Doz") Rice, one of the partners of the local Indian agency, has just returned from an extensive motorcycle trip through California. His wife accompanied him and they report a wonderful time. While in San Francisco, Rice, who is somewhat of an athlete, took part in the National Turn Verein Athletic Carnival and walked off with first honors. He called on several of the California dealers and says that they are all regular fellows. He was mighty glad to be back home. Portland motorcycle dealers report that business is picking up again and feel that they are going to have a very fine business during the rest of the summer and fall.

WOLVERTON ONLY MAN TO TOP HILL

Shenandoah, Pa.—Before a crowd of over 3,000 people, on July 20, the Shenandoah Motorcycle Club held a fine hill climb at Brandonville, Pa. The first event was the 61 novice, and the first rider was Eckert, on a Harley-Davidson. His ride was 125 feet. Jewelle, on an Indian, was second, 75 feet. Smiley, on a Harley, took a ride in 25 feet. Eckert's second ride was 110 feet; Jewelle's second ride, 75 feet; Smiley's second ride, 25 feet. Eckert did not take his third ride, and Jewelle made his last trial in 54 feet. In the 61 professional the first rider was Shinkosky on a Harley-Davidson, 246 feet. Pomorsbrie, on an Indian, made 117 feet. Art Jones took the Indian up 139 feet. Then came Larry Doyle with his Harley-Davidson, who made it in 256 feet. Bruzenor took the redskin up 295 feet. Shinkosky took the second ride 263 feet. Pomorsbrie took the Indian up 117 feet on his

second trial. Jones' second trial was 110 feet. Larry Doyle took the second ride in 210 feet. Bruzenor took the redskin up 261 feet. Shinkosky took the Harley up in 256 feet. Pomorsbrie's third trial, 130 feet. Larry Doyle took his last ride in 257 feet. The 80 opened with Wolvertton going over the top on his first ride in 18 256-400. Shinkosky on a Harley took a ride in 275 feet. Bruzenor, on an Indian, in 175 feet. Doyle, on a Harley, tied in 175 feet. Shinkosky, second ride, 290 feet. Bruzenor, on an Indian, 200 feet. Doyle's second ride, 182 feet. Shinkosky's third ride, 216 feet; Bruzenor, 125 feet, and Doyle, 230 feet. It was all over, and again the Ace triumphed.

RACES AT RED HOOK AND POUGHKEEPSIE

Poughkeepsie, N. Y.—Labor Day will be the day for first race held at Hudson River Driving Park, in a number of years, under the auspices of the Poughkeepsie Motorcycle Racing Association. It is a one-mile dirt track. The events will be a 5-mile professional, 10-mile professional, 5-mile professional, 5-mile amateur, and a 3-mile amateur, all for 30-50 motors. Riders will be same as entries for race at Red Hook August 17: Nixon, Indian; Waddy, Norton, and Reggie Pink, who will appear on a new mount. The report is the mount will be either a new R-S. or J. A. P. Pechar, Indian, and Vastano, Ex. are also expected. Amateur line-up will be: Busch with fast R. S.; Hammond, M. D., Barns, Indian and Due, Indian. Bicycle races and amateur auto races will be run by same association. Free camping grounds. At Red Hook races August 17, good prizes are up for the amateurs. The same amateur riders are riding at Hudson River Driving Park on Labor Day.

GET ON THE ROLL

If you are planning a long distance tour write to us and tell us about it so that we can list you on the roll of 1924 tourists.

TOURIST ROLL

Thomas McDonald, 672 LaFayette Avenue, Hawthorne, N. J. Tour from Paterson, N. J., to Yellowstone Park and return.

E. C. Dickenson, 6946 Overhill Avenue, Chicago. Tour from Chicago to Los Angeles over the Old Trails Route or Lincoln Highway, about September 1. Will welcome the company of other riders making the trip at that time.

H. J. Bodensick, Receiving Ship, New York—Tour of the cities of New York about August 1.

Herbert and Earl Spurgeon, 322 East Fourth Street, Hutchinson, Kans.—Tour from Hutchinson to Seattle, Wash., over northern trails, down the coast to Los Angeles and back to Hutchinson, over the southern route. Start latter part of August.

Fred Wasserman, 498 West 159th Street, New York City—Tour to Los Angeles, starting July 21. Would like the company of others planning to make the same trip.

Bert Niebel, Pittsburgh, Pa.—Tour from Pittsburgh to Yellowstone Park and return.

Nicky Cochian, 3521 Twentieth Avenue, Minneapolis, Minn.—Tour from Minneapolis to Kansas City and return, about August 1.

Ed Reed, 126 East Sixteenth Street, New York City—Tour from New York City to Crowley, Ind., about Sept. 15.

H. M. Nievergall, 604 Graham Avenue, Astoria, New York—Tour from Astoria to Toledo, latter part of July.

Robt. H. Pfaff, Newark, N. J. Tour to Chippewa Falls, Wis.

Walter H. Johnson, Northford, Conn. Tour to Chicago, Ill.

Frank Rusconi, Middletown, Conn. Tour to Chicago, Ill.

H. W. Larkin, San Francisco, Cal. Tour to Buffalo, N. Y.

HONOLULU CLIMB POSTPONED

Honolulu, Hawaii—There was no hill climb held here on the 4th, much to the regret of the cycle enthusiasts. The meet has been postponed indefinitely; probably nothing will be done further this year. H. B. Smith, who was in charge of details, appointed Hugh Howell, Jr. to interview President Hauck of Oahu College in search of permission to use Rocky Hill, the only rideable slant around or in the city. Mr. Howell did not speak to the college head until July 3, and then was told to call again as the prexy was too busy at the time. Smith sailed on the "Calawail" for Los Angeles with a view to visiting his home town, Pittsburgh, Pa. He is taking his Harley-Davidson three-wheeler along and expects to reach home the latter part of the summer, after "seeing America first" and taking in the factory.

L. I. M. A. MID-SUMMER SOCIAL

Brooklyn, N. Y.—Saturday, July 19, the Long Island Motorcycle Association held its second social of the year at the Gravesend Beach clubhouse. The warm weather caused a large attendance. A peppy jazz band was in full swing throughout the evening, under the direction of C. Natter and Wm. Priore, who are members of the association. The party lasted to about 4:00 a. m. Sunday when several of the members starting for Hulmeville Park, Pa., gathered a large group of riders and were under way. Many of the riders were tired after the social and went home only to go on a short jaunt to Silver Lake, Staten Island. This social will long be remembered by those who attended and we hope our next one will be even better. The Committee is planning a dance every Saturday evening during the summer. July 27, the riders held a basket picnic to a point selected by the road captain, E. W. Johnson. The extension of the membership is filling fast. Any new riders better sign up now. Don't wait. Meeting every Tuesday evening at 8:30 p. m. at Gravesend Beach, Bungalow 144 on South street, one block north of Harway avenue bridge.

PORTLAND, ORE., FALLS FOR POLO

Portland, Ore.—Motorcycle polo has taken hold in Portland. Two teams composed of riders from the Rose City Motorcycle Club journeyed to Long Beach, Wash., to attend the motorcycle and automobile races held there one July 12 and 13, and while there they put on a polo game on the beach before a crowd of five thousand people. The crowd was highly enthused over the wonderful sport, and when the game ended they stood up in their seats and cheered and yelled for more. Their enthusiasm for racing was gone. It was motorcycle polo that they wanted to see. They term it the most thrilling sport that they have ever seen. At present the Rose City motorcycle polo players are Harold Larsen, Al Menzimer, Don Wyatt, G. Bechtold, R. L. Walker, Roy Ball, Ray Tauser, Chuck Ferris, Sprout Brown, Babe Watson, Paul Remaley, Walt Petersen. The above players have been practicing for weeks, and they have all got to be experts. After a few more games they will be ready to challenge any team on the Pacific Coast. It is understood that polo teams are being organized in Spokane, Seattle and Tacoma. Motorcycle polo is a real thriller, and more riders should go in for this type of sport.

ROSE CITY CLIMB AUGUST 10

Portland, Oregon—The Oregon Journal Trophy Climb will be staged on August 10 this year, just one week following the Rainier Sectional Climb, this to give the visiting riders a double shot at the long grades. The climb this year will be switched from the short Council Crest slope to the long grade up the west face of Rocky Butte. The new course is 775 feet from time post to time post and 825 feet over all. The grade is a mean one, particularly between the 400 and 700-foot markers. The members of the Rose City Motorcycle Club are spending all their spare time getting the hill into shape for the event. On two different nights almost the entire membership of the club has been out on the job with about every kind of tool that one could think of. A couple of big rocks were removed from the course through the efforts of a couple of sticks of dynamite. The brush and fern have all been grubbed out and only the work of finishing the grading remains to be accomplished. This work will be finished within the next week, then one day's rain will make the grade just right for the event. Bets are about even up that no one will see the city from the top of the grade the first year. The hill rises some 800 feet above the rest of the country just east of the city boundary line and is plainly visible from most of the town. It lays between two of the main traveled highways, the Columbia River Highway skirting it on the north and the Baseline Road on the south, while a carline comes within walking distance of the grade.

The club is making plans to entertain a large crowd at the climb and hopes to land the Northwest Sectional for next year for this course.

RENO 300-MILE RUN AUGUST 3

Reno, Nev.—August 3 is the date selected for the second annual endurance run of the Reno M. C. Preparations are under way to make this contest the banner event of the year in Nevada motorcycle circles. Instead of a three-day run, as was held last year, the coming contest will be compressed into one day's time, and will embrace 300 miles of typical Nevada highway. The course selected is as follows: Reno to Pyramid Lake, to Buffalo Meadows, to Gerlach, the noon control. Returning the riders will double back to Buffalo Meadows and Pyramid Lake, thence to Wadsworth and home. It will cost \$5 to enter and the larger the entry list, the bigger the prize fund. Entry blanks will be ready July 15, and can be obtained from P. A. Bigsby, 145 West Second street. The course will be marked one week previous to the contest.

QUEENSBORO SOCIAL RUN

Corona, L. I., N. Y.—It's here, that monster social run of the Queensboro Motorcycle Club. It promises to be the best yet and the Queensboro M. C. is known to run a corking social run. Added to the regular program of games a series of races have been arranged to give the boys an added thrill. Professional and amateur riders will appear. Something novel in the line of private owner races will be put on to see who is entitled to the cups donated by the Indian and Harley factories. Come on, you road hounds. Prizes galore to be given. Bring your cook or your sweetie along. There will be plenty of games for the ladies. The route is as follows: New York, Flushing, Roslyn, Cold Spring Harbor, Huntington, Northport, Commack. Follow the arrows. The date is August 3rd. Rain date, August 10.

Refreshments will be served on the grounds. A last word to you motorcyclists: If you miss this run you are cheating one of the biggest and best events of the season in the vicinity of New York.

BETHLEHEM CLIMB AUGUST 17

Bethlehem, Pa.—The Bethlehem Motorcycle Club invites you to their first annual hill climb at Highland Park, between Bethlehem and Allentown, south side, to be held August 17, rain date August 24. This climb will be the first to be held in this territory and the boys are working hard to make this a success. The committee has decided to offer prizes to far exceed any hill climb in the Eastern section. Ideal camping and parking places at the foot of the hill. The course will be fifty feet wide.

MASQUERADE FOR S. F. M. C.

San Francisco, Cal.—Everyone got a big kick out of the masquerade dance, given by the San Francisco Motorcycle Club at its headquarters a few days ago. The costumes kept everyone guessing and admiring, for all sorts of dancers seemed to be there, from hoboes to millionaires and from devils to angels. The five Motorcycle Monarchs of Melody played with their usual vim. These motorcyclists are now in demand for professional work, their name now being the Personality Five.

QUEENSBORO TAKES A BUS RIDE

Flushing, N. Y.—On Saturday night, July 19, The Queensboro Motorcycle Club of Corona, L. I., journeyed to Coney Island via a new Pierce-Arrow, 6-cylinder bus of the latest type that the committee had hired for the evening. The trip led from Flushing to the Island and the big bus was jammed to the gunwales with a jolly bunch. The trip down was made without delay and a wonderful time was enjoyed by all. The return trip was made at 1.30, reaching Flushing at 3 o'clock. All the boys were well armed with their wives and sweethearts. The club intends to hold another in the latter part of next month and expects to pack several buses on the next trip. The plans for their monster social run to be held at Commack, L. I., on Aug. 3, are coming along nicely, and a large attendance is expected. Manufacturers are donating wonderfully and there is going to be a fine array of prizes to take away for those who attend.

TRIPLE CITY M. A. NEWS

Easton, Pa.—The Triple City Motorcycle Association staged a real he-man's endurance run July 20. Fifteen of the real endurance hounds took part. This run was not advertised for this reason. Every year you hear our boys shout out loud their claims as to who is the "Cannon Ball Baker" of this outfit, and there is only one way to settle it. Get 'em out and make 'em perform. The course was laid over all dirt roads, 250 miles of the worst going you could find. If any are familiar with the roads between Blairstown, N. J. to Flat Brook to Mill Brook, they know what tough going is. Before we hit Trenton there were eight machines out of the run. By the time the last check was reached there were only four left. G. Young took first in the solo with a score of 947; J. Ganzelaze, second in solo, 931; C. V. Faust, first in sidecar, 938, and J. Hance, second, 935. New tires blew out like toy balloons in a boiler room. A big run in the near future will



Red Wolverton, Sinkoski and Larry Doyle on Shenandoah hill

be well advertised. This association is working hard to put over their second hill climb which will take place on the same old hill at Martins Creek, Pa., August 10. Wednesday night, August 20, the club will hold their annual mid-season banquet at Guthsville, Pa.

GOLDEN GATE IN NEW HOME

San Francisco, Cal.—The Golden Gate Motor-

SANCTIONS ISSUED

HILL CLIMBS

Aug. 3—Shamokin Motorcycle Club, Shamokin, Pa., sanction No. 1132.

Aug. 10—Triple City Motorcycle Ass'n, Martin's Creek, Pa., sanction No. 1126.

Aug. 17—Bethlehem Motorcycle Club, Bethlehem, Pa., sanction No. 1123.

Aug. 17—Jackson Motorcycle Club, Jackson, Mich., sanction No. 1124.

August 24—Allied Motorcycle Club, Cumberland, Md., sanction No. 1,096.

Sept. 7—Eagle Motorcycle Club, Detroit, Mich., sanction No. 1133.

ENDURANCE RUNS

Aug. 31 and Sept. 1—Allied motorcyclists of Chicago, Ill., sanction No. 1122.

RACE MEETS

Aug. 3—Queensboro Motorcycle Club, Commack, L. I., N. Y., sanction No. 1,102.

Aug. 17—Poughkeepsie Motorcycle Racing Ass'n, Red Hook, N. Y., sanction No. 1127.

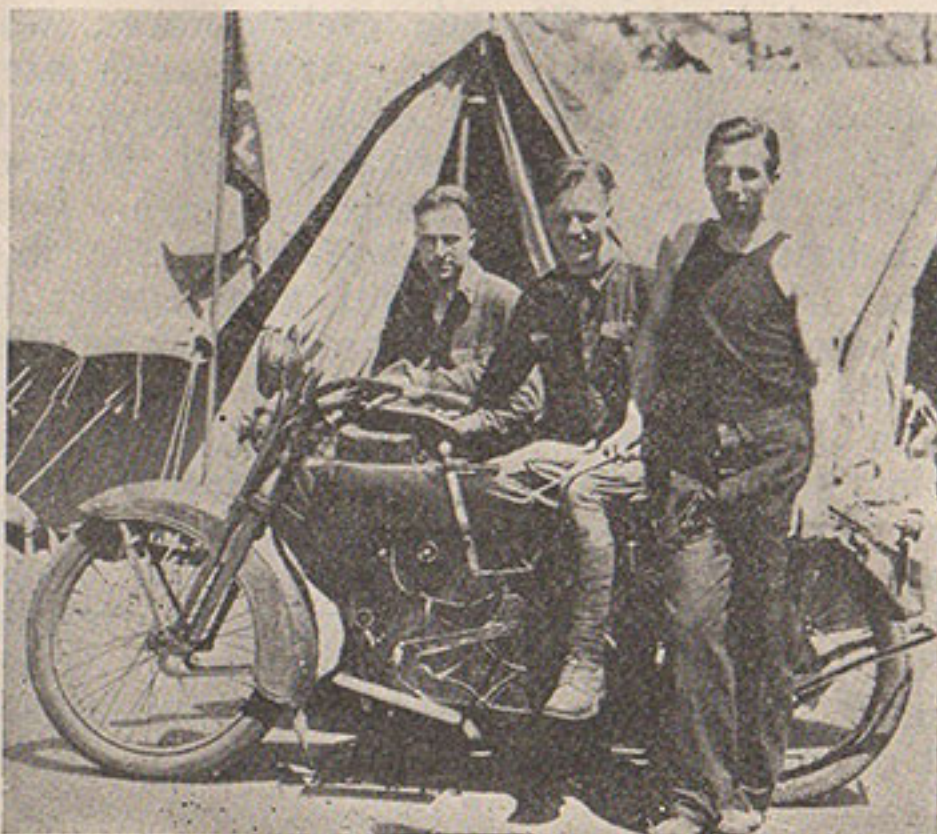
Aug. 10—Clark Committee, Canton, Ohio (includes 10-mile 61-inch solo, 25-mile 61-inch sidecar Natl. Champs), sanction No. 1134.

Sept. 13—Horace P. Murphy, Syracuse, N. Y. (includes 5 and 25-mile 61-inch solo, 5-mile 61-inch sidecar Natl. Champs), sanction No. 1129.

SECTIONAL HILL CLIMB

August 10—Tacoma Motorcycle Club (North Pacific Sectional), Mt. Rainier National Park, Wash., No. 1052.

Aug. 31—Tri-States Athletic and Motorcycle Club, Ryantown, N. Y., Middle Atlantic Sectional, sanction No. 1073.



Vic Rasmussen, of the Crotona M. C., New York, makes good use of his motorcycle in Camp Smith, at Peekskill, N. Y.

cycle Club has taken new club rooms in a desirable part of town where the facilities will, in all respects, be superior to those of the present quarters. There is an excellent dancing floor, more space for meetings than in the quarters at 228 Valencia street, and a good reading room. The new location is 991 Oak street, which will make the Golden Gate Motorcycle Club, when it moves on August 1st, a close neighbor of the New Century Wheelmen, the leading bicycle club of San Francisco, which has its commodious headquarters at 1001 Oak street. At a recent meeting, the Golden Gate Motorcycle Club voted to limit the membership to 100 members. It is probable that there will be a waiting list in the near future, but the hundred will not be exceeded. Only thoroughly desirable motorcyclists will be granted membership and any member who does not keep his dues fully paid up, will be dropped.

HELMET FOR INDOOR RACES

San Francisco, Cal.—Speaking of the changes which have been going on, for the consolidation and betterment of the Golden Gate Motorcycle Club, C. E. Oberg said that there has been a good deal of verbal racing at the Club, and that now they are going to purchase a helmet and, hereafter, the best indoor racer will be compelled to wear it, until a faster indoor racer can be found, when the helmet will be transferred to his head.

WHAT HAPPENED AT HERKIMER

Herkimer, N. Y.—A crowd estimated to number fully 2,500 persons, witnessed the hill climb conducted at Kast Bridge by the Herkimer Harley-Davidson Motorcycle Club. The event was held on the Helmer farm a short distance from the main highway.

Motorcyclists were present from Massachusetts, Albany, Troy, Schenectady, Utica, Syracuse, Rochester and other places. Among the riders participating in the contests were Orie Steele, Dick Remington of Worcester, Mass., Ralph DeKoker of Rochester and George Lehner of Albany. The hill is 275 feet long. An idea of its formation will be obtained from a remark which an old farmer was heard to make to the effect that he had never seen anything but a cow go up the hill before, and she always went up sideways. The first event on the program was the 37-inch class. Orie Steele, riding an Indian, made a distance of 270 feet. Angelo Chrico of Herkimer, on an Indian, made 197 feet, and William King of Herkimer, Indian, 195 feet.

Glenmore Stauring of Fort Herkimer captured the 61-inch novice by going over the top twice, the first time in 11.29 seconds and the second time in 14.87 seconds. His machine was a Harley. Norman William of Iliou, Indian, 210 feet 9 inches, 227 feet 4 inches and 225 feet. Dewey Drum of Herkimer, Harley, 257 feet 4 inches, 275 feet and 231 feet. Henry Schiebel of Herkimer, Indian, 270 feet and 270 feet. The third time, Mr. Schiebel went over in 13.35 seconds.

Dewey Drum of Herkimer, riding a Harley, was the winner of the 80-inch novice. Results were as follows: Drum, 12.30 seconds, and 256 feet; Glenmore Stauring of Fort Herkimer, 244 feet 7 inches, 251 feet and 225 feet; Henry Schiebel of Herkimer, 232 feet 2 inches. On the second attempt Schiebel failed to get a good start. On the third trial he went over in 14 seconds flat.

Orie Steele went over in 9.40 seconds in the 61-inch open expert, and on the second trial in 5.67 seconds. Dick Remington of Worcester, Mass., went to the top in 8.67 seconds on his first trial, but failed to get there on his next two attempts. George Lehner of Albany, Harley driver, failed to reach the top on any of his trials.

It was claimed that in showing the time of Steele to be only 5.67 seconds the time clock was faulty, or had been tampered with.

DeKoker won the 80 inch open. Results were: Steele, nine seconds flat, 8.40 seconds and 7.80 seconds; Lehner, Harley, nine seconds, 9.30 seconds and 8.70 seconds; Remington, Harley, 258 feet 4 inches, 8 seconds and 8.48 seconds; Ralph DeKoker, Harley, 7.80 seconds and 7.70 seconds. DeKoker was awarded first prize of \$50. Steele received second prize of \$30 and Remington was awarded \$20.

ON THE BELL LAP

Live Comment on Current Cycle Happenings

By Walter A. Bardgett

THE championships of the world will be held from August 2 to August 10. The road title will be decided on August 2 and the track titles on August 3, 9 and 10.

* * *

The final event in the series of races to decide the New York State A. B. L. championship will be held over the Ocean Parkway, Brooklyn, Sunday, August 10, and the first event is scheduled to start at 7 a. m.

* * *

Holland will be represented in the pro-world's sprint championship by Peter Moeskops, Gerard Leene, Peter Van Kempen and Claus Van Nek. In the amateur class, Jaap Meyer, Maziarac, Peeters and Van Drakenstein are mentioned.

* * *

Bob Broadbent, the Australian amateur, now in France, where he competed in the Olympic cycling races, has written to Johnny Chapman, manager of the Cycle Racing Association, that he would like to race in Newark on his way back home.

* * *

Marcel Godivier is planning a trip to Australia this winter. Bob Spears, the Australian, is arranging the trip for the French paced rider. Spears is also trying to sign Alois Degraeve and Jean Louis, the Belgian sprinters, for the Australian tracks.

* * *

When the American Olympic road riders competed in the road race on July 6, the first showing they made, the French papers gave them plenty of praise. Flottat won from Vuge, Leblanc, Blanc-Garin, Victor Hopkins, John Boulicault, Delbart, Gus Hentschel, Merla and Maziotta. Seventy started.

* * *

Chairman A. R. Jacobson, of the Amateur Bicycle League of America, announces that applications for membership in the league have been received from the Unione Sportiva Italiana, of San Francisco, and the Potchenuck Fisk Club, of San Antonio, Texas. Registrations have passed the 1,300 mark and Uncle Sam's post brings 'em in every day.

* * *

Frank Cadwell, who formerly managed the New Bedford Cycledrome, was a visitor to my sanctum 'tother day. "Cad" motored down from Hartford and witnessed the racing at the New York Velodrome last Sunday night. At the track "Cad" got an earful of the troubles that the New Bedford track is going through this year and he is pleased that he has nary a thing to do with it.

* * *

Saturday night racing was inaugurated at the Newark Velodrome last Saturday and a good turnout of the faithful, said to be worth \$500 to \$800 more in cash tickets than any of the Sunday meets for the last month or so, turned out for the competition. Saturday night meets will be held until September when Sunday afternoon races will again be run until the close of the 1924 chapter.

* * *

Lucien Michard, the classy French amateur, accounted for the sprint championship of his country at Bordeaux on Sunday, July 6. Michard met Lucien Choury in the final, which was run best two in three heats. Three heats were not necessary as Michard won the first

two, the first by a length and a half and the second by a half-length. In a race called the Prize of Indemnities, Faucheux won from Choury, Michard and Jean Cugnot.

* * *

The first American paced championship race in the series of 12 events has been run and Vincent Madonna, the Providence rider, won. The American champion, George Chapman, was ridden out at 32 miles and was forced to quit. Gustave Ganay, of France, was second; Frank Keenan, of Revere, and Henry Wynsdau, the Belgian, finished as named. Clarence Carman, the sixth starter, finished last of the survivors.

* * *

Brask Andersen, the Danish paced rider, is going back home on August 8. Andersen, who was badly injured in a spill while training at the Providence track last year, had the misfortune to break his collarbone in a spill earlier in the month, when a tire rolled off. He has been a most unfortunate rider since he started to race back of the motors in this country. His doctor in Providence advised him not to race again this year so he decided to go home with his family.

* * *

One of the most strenuous road races in the world is the Tour of France, which started on June 22 and finished on July 20. About 3,000 miles of roads are covered, up hill and down dale, and out of 157 competitors that were sent away 60 finished. Octave Bottecchia, the Italian, who was second in the 1923 tour, won this year, his actual time being 226 hours, 18 minutes and 21 seconds. The tour was first conducted back in 1903 and Maurice Garin, France, won. Last year, Henry Pelissier, France, won from Bottecchia. Other famed cyclists to win the tour were Petit-Breton, France (2); Henri Cornet, Louis Trousselier, Rene Pottier, France; Phillip Thys, Belgium (3); Odile Defraye, Leon Scieur and Firmin Lambot, Belgians (2); and Octave Lapize and Francois Faber, France. Faber, Lapize, Gustave Garrigou and Petit-Breton lost their lives in the World War.

* * *

In an amateur scratch race at the Velodrome Parc des Princes, Paris, Sunday, July 6, George Dempsey, the Australian cyclist who competed in the Olympic cycling races, won from Martinetti and Meng. At the same meet, Gabriel Poulain defeated Alois Degraeve, Belgium; Bob Spears, Australia, and Maurice Schilles, France, in an alternance match. Poulain beat Degraeve and Spears in the first heat; Poulain beat Schilles and Spears in the second; Spears beat Degraeve and Schilles in the third, and Degraeve won the fourth from Poulain and Schilles. Poulain had 4 points to 5 for Degraeve, 7 for Spears and 8 for Schilles. Spears finished third in a half-mile handicap from ten meters. The Grand Prize of the Olympiad, a paced race over the 100-kilometer (62.13 miles) was won by Victor Linart, the Belgian. Parisot, Seres and Miquel, all of France, finished as named.

* * *

The Olympic cycling races have been finished and registered in the archives of cycling history. French cyclists won the major portion of the events, three out of five, to be exact. In the long road race riders

from France won both the individual and team honors. In the track races, four, France won two, Holland, one, and Italy, one. The full account of both track and road events will be found on other pages in this issue. American riders failed to score a point in any of the competitions, track and road. America's defeat, according to reports received from France, might be termed an utter rout. All could not have been well with the team, because a cable came shooting into New York after the finish of the Olympic races that John Boulicault, the big boy from St. Louis, had been suspended indefinitely. Don't know what his "crime" was that brought forth such drastic action, but he probably kicked over the traces in some manner and was dealt with real harshly. The sad, sad news will be forthcoming when the boys come back home next week.

* * *

Albert Crossley, Sr., who has managed the New Bedford Cycledrome this season, decided that he had enough after the races last Monday and he tendered his resignation. The New Bedford track has had tough sailing this season with raising prices at the start of the season, strikes of cyclists, who rebelled at not getting paid, cutting the prize money of the cycling performers and trying to get the star-paced riders, who get so much per race at other tracks, to ride on percentage and sundry other disturbing angles that upset the even tenor of the grand old cycling sport in New England. Don't know who will handle the track for the balance of the season, but do know that the star riders will probably want to be seen before they perform at the little bowl in the whaling town. Anklers, who are considerable business men, LIKE TO BE PAID and when they are not paid they emit a cry of anguish that can be heard without the aid of a microphone or a high-powered loud speaker. There have been a few squawks from sprinters, paced riders and pacemakers "radioed" from New Bedford this year. Will they continue?

* * *

As we saunter to press three of the six amateur championship races have been run, the quarter-mile, the third-mile and the half-mile. Paul Croley, of the New Crescent Wheelmen, is leading with nine points. Croley finished third in the first two races and won the half-mile. Charley Winter, a C. R. C. of A. rider, is second with seven points. Winter won the third-mile, ran third in the half-mile and through an infected hand was unable to ride the quarter-mile. Richard Schneider, Bay View Wheelmen, has 6 tallies. Schneider won the quarter and was fourth in the third. Others to score are: Larry Seuffert, Harry Torrant and Albert Bernhardt, 3 each, and John Bruskie and Eugene Aickelin, 1 each. Croley is a very likely rider. He was certainly in luck when the half-mile race was run at the New York Velodrome Tuesday night, July 29. Croley, through his own carelessness in looking around when near the tape, lost control of his wheel and flopped in front of Winter, Bernhardt and Aickelin. Winter was coming fast and might have got Croley before the tape was reached. Referee Kramer ordered the final run again and Croley won from Bernhardt, Winter and Aickelin.

France Wins Olympic Cycling Honors

FRENCH cyclists scored a decided victory in the cycling events held in connection with the Olympic Games, which officially came to an end on Sunday. Riders sporting the French colors won the individual honors as well as the team honors in the 188-kilometer (116.8 miles) road race, which was held on Wednesday, July 23, and in the track races which were held at the Velodrome Municipal, located in the Woods of Vincennes, near Paris, cyclists from France won the 1,000-meter scratch race and the tandem race. The 50-kilometer individual race went to Holland and Italy took the pursuit race.

France by winning two of the four track events and taking the most honors in the road race scored a total of 41 points. Holland had 15 points; Italy, 13; Belgium and Great Britain, 9 each, and Poland, 7.

In the 1,000-meter scratch final Lucien Michard, the French star and winner of the French championship and the amateur Grand Prize of Paris this year, defeated Jaap Meyer, the Holland amateur champion, and Jean Cugnot, another French amateur star.

Fifty riders started in the scratch race.

American Amateur Champion Willie Fenn, the lone track representative, won his heat on Saturday easily from Lopez, of Chili, but was beaten in the quarter-final by Cugnot. Fenn had another chance in the repechage to make the semi-finals, but was not at his best through a cold and was beaten by Guldager, the Danish rider.

In the 4,000-meter (about 2½ miles) pursuit race with four-men teams starting Italian riders won out from Poland in the final. The victorious Italian team was made up of Demartini, Dinale, Menegazzi and Zuchetti. The time was 5:15.

France again came to the front in the 2,000-meter tandem race when Jean Cugnot and Lucien Choury won from the Danish team of Hansen and Falkenstein and the Holland team of Peeters and Van Drakenstein. Neither America nor England had starters in the tandem event final.

The 50-kilometer individual event was won by Willems, the Holland distance champion. C. A. Alden, England, was second and F. H. Wyld, of England, was third. Dinale, of Italy, was

fourth and Lange, Poland, fifth. The time of this event was 1 hour, 18 minutes and 24 seconds.

A "double" was taken by France in the long road race that was held on Wednesday, July 23. The distance of about 117 miles, which started and ended at the Colombes Stadium, the scene of the Olympic athletic field and track events, was covered by the riders and it proved to be a strenuous grind.

Blanchonnet, of France, won the race and covered the course in 6 hours, 20 minutes and 48 seconds. The winner was nearly ten minutes faster than his nearest rival, Henry Hovenaers, the Belgian champion. Hamel, of France, finished third and G. Skold, a Swedish rider and winner of the world's road championship at Copenhagen in 1921, was fourth. A Belgian named Parfondry finished fifth and Bohlin, a Swedish representative, was sixth.

France won the team honors with a total of 19 hours, 30 minutes and 14 seconds. Blanchonnet, Hamel and Andre Leduc scored for France. Belgium was second; Sweden, third; Switzerland, fourth; Italy, fifth; Hol-



With the American Olympic cyclists in the preliminary race they competed in on July 6. Upper left—Victor Hopkins, Davenport, Ia., after the finish. Upper center—The team with coach and manager; left to right: Ernest Ohrt, coach; James Armando, Gus Hentschel, John Boulicault, Victor Hopkins, Rene Braet and manager D. J. McIntyre. Upper right—Delbart, France, leads Hentschel around a turn near the finish. Lower left—The leaders near the finish. Lower center—Part of the route over which the race was run. Lower right—Boulicault beating Delbart at the finish. Note the cobblestones over which they sprinted at the finish and in photo in lower center

land, sixth; England, seventh; Luxembourg, eighth; Argentine, ninth; Yugoslavia, tenth; Czechoslovakia, eleventh, and United States, twelfth.

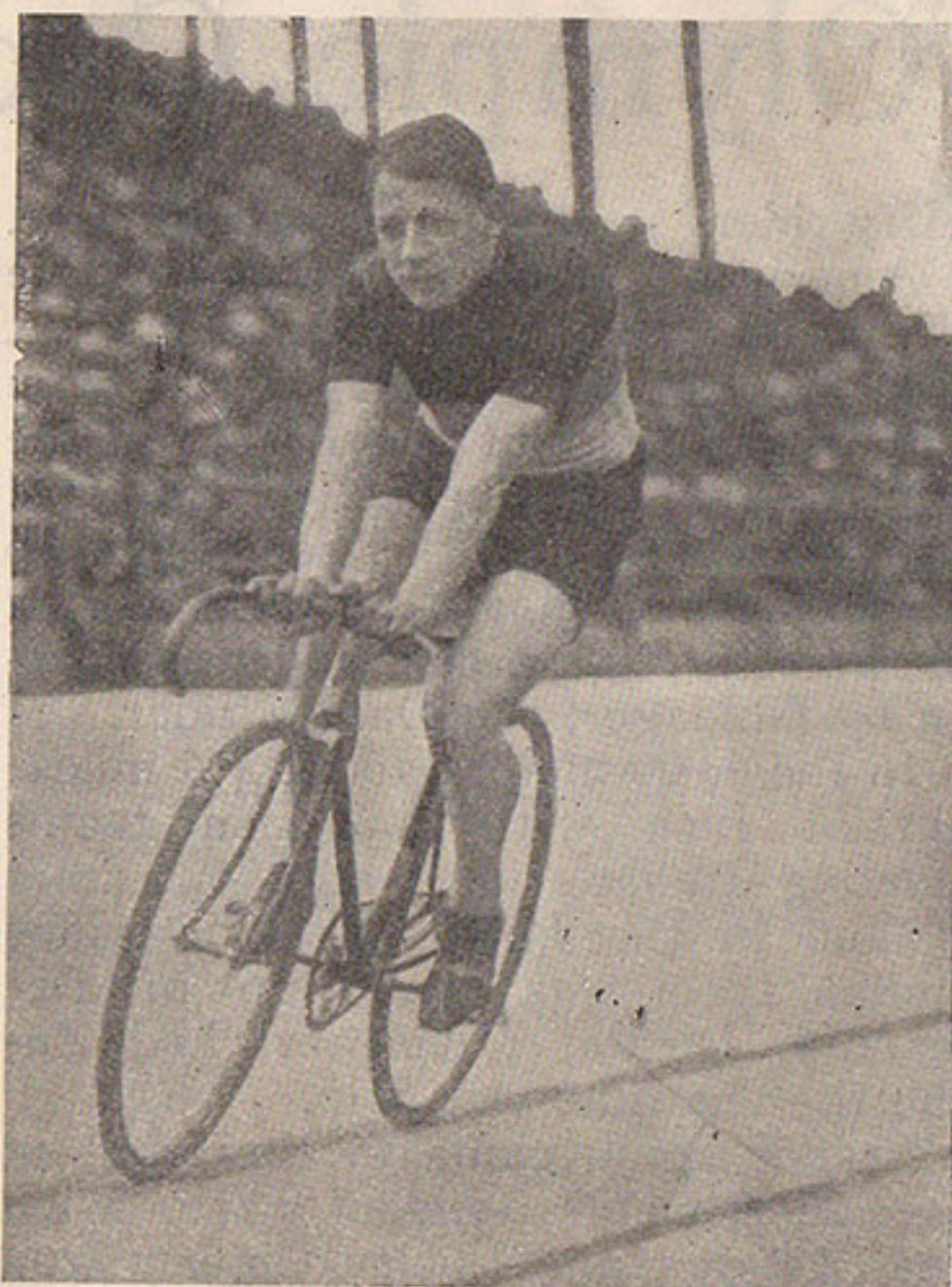
It was in the road race that America looked to do its best work, but evidently something went wrong. John Boulicault, the St. Louis rider, was the first American rider to finish and he was 33d in the scoring. Boulicault was timed in 7 hours, 15 minutes and 15 3-5 seconds, almost an hour slower than the winner. Ignatius Gronkowski, of Buffalo, finished in 45th place in 7 hours, 34 minutes and 31 4-5 seconds, and Gus Hentschel, the Chicago member of the team, was 49th. No time was given for Hentschel. Victor Hopkins, of Davenport, Ia., finished in 58th position. Seventy-two riders, representing 22 nations, started.

Hopkins, according to cabled reports, smashed his wheel when he was suddenly blocked at a railroad crossing. The mishap occurred near the village of Gisors. Hopkins continued on a new wheel, but was not able to make up the time he lost through the accident. He finished as mentioned above.

The road cycling team, along with Manager D. J. McIntyre, sailed for home on the steamer America, the same boat that took them over, from Cherbourg on Monday, July 28. Many of the other athletes that competed for America also sailed on the America.

Willie Fenn, Jr., the American amateur champion, sent word home that he expected to leave on Monday, August 4, on the American steamer Leviathan.

The weather was reported as being perfect for the racing on the final day and the picturesque Municipal track, the scene of the annual running of the Grand Prize of Paris, was crowded with the largest crowd that attended any of the Olympic events on any one



Lucien Michard, winner of Olympic sprint race at 1,000 meters

day, the crowd being estimated at 20,000.

Only heats were run on Saturday, July 26. The heats for the 1,000-meter scratch race were at 500 meters. Ignatius Gronkowski, from Buffalo, was to have started in a heat against Anton Mazairac, of Holland, but the Buffalo lad scratched and Mazairac had a walkover. Willie Fenn won his heat from Bermejo Lopez, of Chile, the East Orange lad winning easily. George Dempsey, Australia; Cugnot and Michard, France; Meyer, Holland, and Pierre Debruyne, of Belgium, also won their heats.

Yugoslavia defaulted to Italy in the 4,000-meter pursuit race and the Belgium team defeated the Holland team. France and Italy also qualified teams for the final.

MADONNA WINS TITLE RACE

VINCENT MADONNA, the Providence, cyclist, captured the 50-mile American paced championship, the first of a series of races to decide the 1924 title, at the New York Velodrome, Sunday night, July 27. Gustave Ganay, France, was second; Frank Keenan, Revere, third; Henry Wynsdau, Belgium, fourth; Clarence Carman, Jamaica, L. I., was fifth, and George Chapman, the present title holder, was forced out at 32 miles. The time of the race was 1 hour, 13 minutes and 22 1-5 seconds.

Sprint Matches Featured

Three sprint match races were also scheduled and a travesty match between two amateurs amused the good crowd of fans. Alfred Goulet met and defeated Orlando Piani, the Italian, in the two-man match, Goulet taking the match in straight heats. In a three-cornered match Cecil Walker defeated Fred Spencer and Arthur Spencer. Fred Spencer won one heat, but Walker won the other two. Art Spencer was second in two of the heats.

An alternance match race between Eddie Madden, Ray Eaton, Reggie McNamara and Alfred Grenda took six heats to decide. Eaton won two and Madden won two. In the run-off Eaton beat Madden and Grenda beat McNamara.

The travesty match was between Phillip ("Spark Plug") Gries, of New York, and Louis ("Snowball") Watson, of the Big City. Those who played the white against the black won because Phillip won in two straight heats. Summaries:

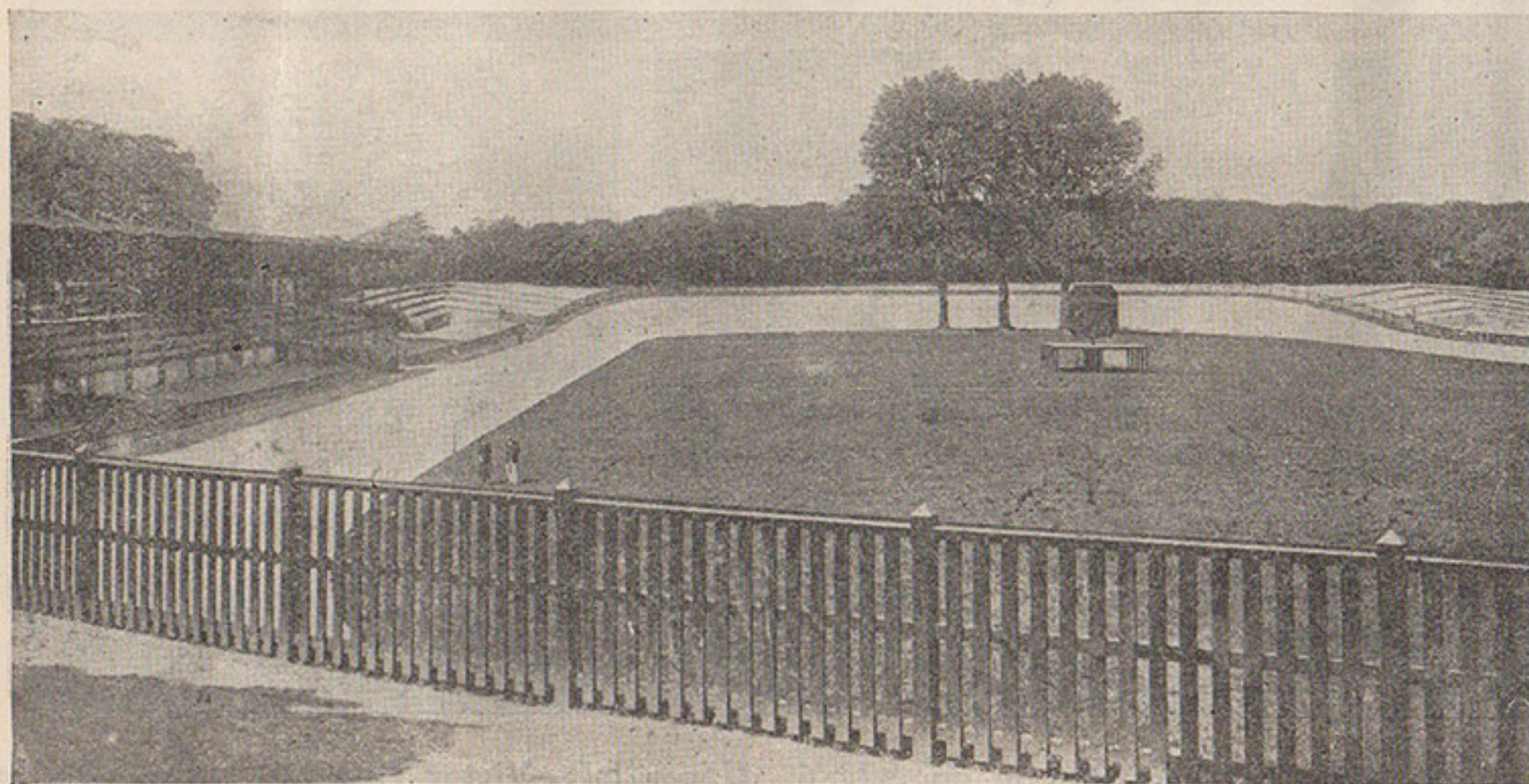
Half-Mile Handicap, Amateur—Won by George Cuva (30); second, Joe Viddetz (60); third, John Amabile (35); fourth, Arthur Scarrone (50); fifth, Charles Commerford (60). Time, 55 1/2 seconds.

Two-Mile Open, Amateurs—Won by John Otto; second, Paul Croley; third, Jack Costello; fourth, Earl Adams; fifth, Richard Schneider. Time, 4:13.

LIGHTS NEEDED ON COAST

THE State Department of Motor Vehicles in California is now in the thick of its second headlight campaign. On all the highways, the headlight sections of the State Motor Vehicle Act are being enforced. Until the first campaign began in May, drivers of automobiles flagrantly violated this act, in regard to headlights and even the second campaign has only brought partial relief.

At present, traffic officers are beginning rigid enforcement of the sections of the law which require lamps on all bicycles. Section 105 of the Motor Vehicle Act provides that such lamps must be: "Visible under normal atmospheric conditions at least 300 feet in the direction toward which such bicycle is facing." The law requires also a red light, or a reflex mirror, at the rear of each bicycle.



The picturesque Velodrome Municipal, located in the Woods of Vincennes, near Paris, the scene of the annual running of the Grand Prize of Paris and the scene of the Olympic cycling races last Saturday and Sunday

GOOD WEEK OF PUBLICITY

SATURDAY, July 19, was the day set for the parade in Schenectady after a week of unusual newspaper publicity and hearty co-operation from three live dealers in the up-state city, but a bad case of sore throat put a damper on the pageant set for Saturday and at the eleventh hour on Friday everything had to be called off. Fred St. Onge had developed a bad cold from the week before in Utica, which necessitated an operation on the throat Friday morning, leaving the bicycle rider in such a weakened condition that the thoughts of carrying out the week's program fell flat right there.

St. Onge was ordered home by President Southmayd of the C. T. A. and on arrival at Springfield the family physician was called in and declared Fred to be in a critical condition. Another operation was necessary and the patient rested for the next two days comfortably. It was a heart breaker to Fred as it was the 47th consecutive week he has put in since last August with each week's work being more successful than the previous one. However, it could not be helped and he had to submit to the inevitable.

Alling Rubber Co., L. F. Burke & Son and Henry G. Pfeil were the disappointed dealers of Schenectady, but all agreed on another week in September when the schools are opened and when they feel assured Bicycle Week will go over big. The General Electric Company had given the use of their fine athletic field for the activities and city officials were behind the campaign and everything looked rosy for a record week for the bicycle and dealers of Schenectady. Wednesday, July 23, Fred was reported in almost normal condition and fully expected to start again at Hartford, Conn., week of July 28, after which he is due for a vacation, well earned, for the month of August. St. Onge is scheduled to open his new season at Buffalo Labor Day Week in conjunction with the week of A. B. L. activities.

CUGNOT AND MICHARD WIN

JEAN CUGNOT and Lucien Michard, French amateur cyclists, who ran third and first, respectively, in the Olympic sprint race, defeated George Dempsey and Walter Coppins, Australian amateurs, at the Parc des Princes track, Paris, Sunday, July 13.

In the first heat Cugnot beat Coppins and Dempsey. In the second Dempsey beat Michard and Coppins. Michard won the third from Cugnot and Coppins and Cugnot won the fourth from Michard and Dempsey. In a heat in which all four met Coppins



Willie Fenn, Jr., America's representative in the Olympic cycling races at the Velodrome Municipal, Paris, photographed with group of American athletes and friends. First three in front row are Harold Dibblee, Fred Smith and Carl Johnson. Left to right, standing, (first man unknown), Mike Devaney, Loren Murchison, Chester Bowman, Bob Legendre, American Penthalon champion who made world's record leap in Olympic Games, Willie Fenn, Ed Kirby and Basil Irwin.

won from Michard, Dempsey and Cugnot.

On Bastille Day, July 14, Michard, Cugnot and Fauchaux, representing France, met Dempsey, Coppins and Bob Broadbent, for Australia, in the July 14 Prize. Michard won the first heat from Cugnot, Dempsey and Broadbent; the second from Fauchaux, Coppins and Broadbent; the fourth from Cugnot, Dempsey and Fauchaux and the sixth heat from Dempsey, Cugnot and Broadbent. Cugnot took the third heat from Dempsey, Fauchaux and Coppins. The points standing was Michard, 5; Dempsey, 12; Cugnot, 13; Fauchaux, 17; Broadbent, 21, and Coppins, 22. At the same meet Alois Degraeve, Belgium, won the July 14 Prize for pros. from Maurice Schilles, France; Bob Spears, Australia, and Gabriel Poulain, France, who finished as named in the final.

CROLEY WINS TITLE RACE

PAUL CROLEY, the young Brooklyn rider and protege of Tom Bello's, captured the half-mile amateur championship, the third of a series of six races, at the New York Velodrome, Tuesday night, July 29. Albert Bernhardt, of Newark, was second; Charles Winter, New York City, third and Eugene Aickelin, New York City, fourth. The race was run twice. In the first running Crole was leading in the stretch, when he looked around and fell, through his own fault.

Winter, who was coming fast and who might have beaten Crole over the line, won the race with Bernhardt and Aickelin trailing him home. Referee Kramer ordered the race run again.

After the finish of the half-mile race the standing was as follows: Crole, 9 points; Winter, 7; Richard Schneider, 6; Larry Seuffert, Harry Torrant and Bernhardt, 3 each; Aickelin and John Bruskie, 1 each.

In a two-mile human-paced match Cecil Walker defeated Alfred Goulet in two straight heats and Alfred Grenda and Fred Spencer won a team match in two straight heats from Reggie McNamara and Eddie Madden.

Three other pro sprint races were run. Harry Horan beat Clif Papworth, Maurice Declerck, Fred Weber and Anthony Young in a miss-and-out race that went two miles and Declerck, 50 yards, won the two-mile handicap from Cecil Walker, scratch; Louis Benezatto, 180; Les Smith, 90, and Alfred Grenda, scratch. The time was 3:55 4-5. Alec McBeath won the pursuit race from Willie Grimm, Fred Hill, Willie Keller, Harry Kaiser and Willie Keller, in two miles and 36 yards.

Marcel Godivier, France, won the 20-mile motor-paced race from Frank Cozzolino, Bloomfield; Sammy Gastman, Newark; Pasquale Valentini, Italy; George Wiley, Yonkers, and Ali Nefatti, Tunis. The time was 29:13 1-5.

CARMAN IS BEST AT REVERE

Revere, Mass.—Clarence Carman, of Jamaica, L. I., despite an accident in the 30th mile, changed wheels and rode to victory in a 35-mile motor-paced event Wednesday night, July 23, in one of a double feature attraction on the Revere Cycle track. Gustav Ganay, the Frenchman, finished second, one-quarter of a lap behind Carman. Ganay suffered a bad fall in the fifth mile of racing and lost considerable distance, but came back and almost made up for it by his speedy riding.

Dan Piscione, of Providence, was third and Sam Gastman, the Newark Jewish rider, finished in last place.

Bobby Walthour, Jr., won the New England championship sprint title in a thrilling finish with Frank Bartel of Providence. Walthour almost won the five-mile open professional event, Bartel beating him to the tape by a few inches.

Eddie Walsh of Chicago won a two-third mile amateur handicap starting from scratch, and led the field in a three-mile amateur open event. Summaries:

Two-Thirds Mile Amateur Handicap—Won by Edward Walsh (scratch); second, Frank Hughes (15); third, Ralph Duffy (60); fourth, Angelo DeKosa (95); fifth, Charles MacDonald (35). Time, 1:15 2-5.

New England Professional Sprint Championship—Won by Bobby Walthour, Jr., Newark; second, Frank Bartel, Newark; third, Nelson MacKenzie, Revere; fourth, Ralph Spiers, Revere; fifth, Carl Stockholm, Chicago; sixth, Fred Jarvis, Providence. Time, 2:32 2-5.

Miss-and-Out Professional Consolation—Won by Walter MacKenzie; second, Elmer Duncan; third, L. S. Hartin; fourth, Archie MacDonald; fifth, Leo Magolli; sixth, Tom Connolly. Distance, 1 1-2 miles. Time, 2:22.

Three-Mile Open Amateur—Won by Edward Walsh; second, Frank Hughes; third, Alfred Keith; fourth, Charles MacDonald; fifth, Anthony Bernard. Time, 6:21 4-5.

Five-Mile Open Professional—Won by Frank Bartel; second, Bobby Walthour, Jr.; third, Walter MacKenzie; fourth, Carl Stockholm; fifth, Ralph Spiers; sixth, Elmer Duncan. Time, 10:38.

GANAY WINS AT NEW BEDFORD

New Bedford, Mass.—Gustave Ganay, the French rider, captured the 50-mile Golden Wheel race at the Cycledrome here on Monday, July 21. Marcel Godivier, France, was second; Henry Wynsdau, Belgium, third; Clarence Carman, Jamaica, L. I., fifth, and Dan Piscione, Providence, sixth. The time was 1 hour, 14 minutes and 47 seconds.

After the race had finished Chapman took a couple of socks at pacemaker Peter Markey's jaw and for this he was taxed \$25 by the referee. Chapman claimed that Markey gave him a battle to help Ganay and also that he came on the inside, blowing Chapman away from the motor.

In the one-mile tandem match race Michael Ulrich, of Newark, was thrown heavily when the forks on the tandem he was riding

gave way. He was taken to the St. Luke's hospital for treatment. Summaries:

Half-Mile Handicap, Amateur—Won by A. Frederick (80); second, Willie White (70); third, Bruno Dion (65); fourth, James Coe (100); fifth, Chick Meyer (scratch). Time, 56 2-5 seconds.

One-Mile Open, Amateur—Won by Vincent Del Ponte; second, Chick Meyer; third, Romeo Goddu; fourth, Frank Frazzini; fifth, Armand Belanger. Time, 2:13 1-5.

One-Mile Tandem Match, Professional—Won by John Fardig and Joe Reeber; second, tie between Fred Jarvis and L. S. Harten and Archie Villa and Frank Depanni.

One-Mile Handicap, Professional—Won by Nelson MacKenzie (80); second, Bobby Walthour (scratch); third, Leo Hall (160); fourth, Albert Crossley (70); fifth, Peter Colombe (110); sixth, Walter MacKenzie (55). Time, 1:58 4-5.

Three-Mile Open, Professional—Won by Frank Bartel; second, Bobby Walthour; third, Nelson MacKenzie; fourth, Carl Stockholm; fifth, Walter MacKenzie. Time, 6:26 2-5.

EARL THOMPSON A WINNER

Culver City, Cal.—Scanning the results of the first series of Southern California elimination trials for the A. B. L. State finals at Fresno next month, held here July 13, there are strong indications that Earl Thompson and Everett Manfull will be the lucky anklers to go to the Raisin City tournament as representatives of the Southland.

Riding under the colors of the Crebs Cycle Club of Long Beach, Thompson, of Los Angeles, ran up 13 points in the senior races, giving him a substantial lead over his rivals. Everett Manfull, of Henry's Cycle Club, of Santa Ana, was the king pin of the juniors, with 15 points, the top score of the day's competition. Summary:

Eighth Mile, Juniors—Won by Sam Levy (5 points); second, Johnny Bell (3); third, Everett Manfull (2); fourth, Parker Adams (1).

Quarter-Mile, Juniors—Won by Everett Manfull (5 points); second, Sam Levy (3); third, Smith (2); fourth, Frank Testa (1). Time, 0:30.

One-Mile, Juniors—Won by Everett Manfull (5 points); second, E. Adams (3); third, P. Adams (2); fourth, Sam Levy (1). Time, 2:30.

One-and-One-Tenth Miles Unpaced, Juniors—Won by E. Adams (5 points); second, Everett Manfull (3); third, P. Adams (2); fourth, Sam Levy (1). Time, 2:37.

Eighth-Mile, Seniors—Won by Earl Thompson (5 points); second, Chester Dysart (3); third, Leonard DeLue (2); fourth, Jesse Close (1).

Half-Mile, Seniors—Won by Leonard DeLue (5 points); second, Earl Thompson (3); third, Slatten (2); fourth, Jesse Close (1). Time, 49 seconds.

Five-Mile, Seniors—Won by Manuel Sousa (5 points); second, Earl Thompson (3); third, Jesse Close (2); fourth, Chester Dysart (1). Time, 14:00 2-5.

Two-Mile Unpaced, Seniors—Won by Jesse Close (5 points); second, Jordan (3); third, Earl Thompson (2); fourth, Leonard DeLue (1). Time, 2:30.

POINT STANDING

Seniors		Juniors	
Thompson	13	Manfull	15
Close	9	Levy	10
DeLue	8	E. Adams	8
Sousa	5	P. Adams	5
Dysart	4	Bell	3
Jordan	3	Smith	2
Slatten	2	Testa	1

BALTIMORE ELIMINATION TRIALS

Baltimore, Md.—E. Rhoades, of the Maryland Bicycle Club, succeeded in breaking the five-mile bicycle record of Maryland of 12.17 2-5 made by Earl Boone in 1922, on Sunday, July 20, when he rode over the Park Heights Avenue course in 12:11, cutting the old record by 6 2-5 seconds.

Not only did he break the five-mile record in the first of the A. B. L. elimination trials for Baltimore, but won the third-mile scratch sprint race and the five-mile unpaced and now leads the senior division with ten points. Harry Norris, of the Century Road Club Association, Maryland Division, rode his first race when he competed in the five-mile unpaced and proved his mettle by coming in fifth. The day was beautiful and the boys were in fine trim for their work. The results follow:

One-third Mile Scratch Sprint Race, for Seniors—Won by E. Rhoades, M. B. C.; second, C. Noppenberger, C. W.; third, R. Gutenks, M. B. C.; fourth, F. Mansur, M. B. C.; fifth, Charles Zimmerman, M. B. C.

Five-Mile Unpaced, Senior—Won by E. Rhoades, M. B. C., 12:11; second, R. Gutenks, M. B. C., 12:30 1-5; third, Charles Zimmerman, M. B. C., 13:05 3-5; fourth, E. Ruckle, M. B. C., 13:06 2-5; fifth, Harry Norris, C. R. C. A., 13:28.

One-third Mile, Juniors—Won by Eppler, C. R. C. A.; second, Langhans, C. R. C. A.; third, Winters; fourth, Pearce.

Two-Mile, Juniors—Won by Langhans, C. R. C. A.; second, Pearce, C. R. C. A.; third, Eppler, C. R. C. A.; fourth, Unglaub.

The scoring was as follows:

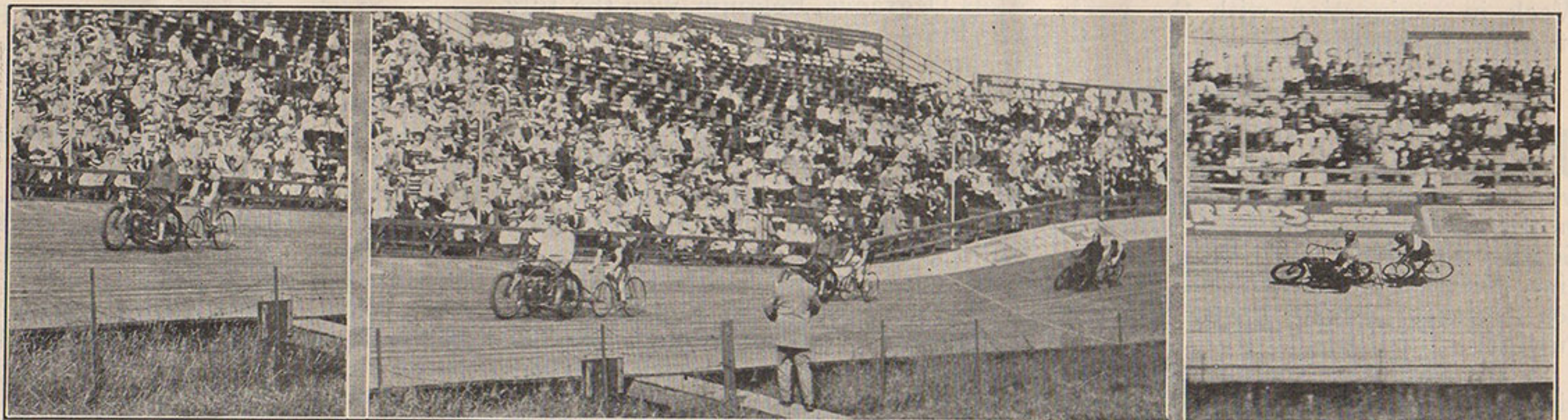
Seniors—E. Rhoades, M. B. C., 10; R. Gutenks, M. B. C., 5; C. Noppenberger, C. W., 3; C. Zimmerman, M. B. C., 2; F. Mansur, M. B. C., 1; E. Ruckle, M. B. C., 1.

Juniors—Langhans, C. R. C. A., 8; Eppler, C. R. C. A., 7; Pearce, C. R. C. A., 4; Winters, C. R. C. A., 2; Unglaub, C. R. C. A., 1.

Guide to Clubs: C. R. C. A.—Century Road Club Assn. M. B. C.—Maryland Bicycle Club. C. W.—Columbia Wheelmen.

A. B. L. TRIALS ON COAST

Oakland, Cal.—The Oakland teams which will represent this city in the State championship meet, to be held in Fresno in August, will consist of King Rhodda, Bus Loughery and Carl Smith, in the Senior class and J. O'Donnell, C. Tierney and Lowell Hutson in the Junior class. These A. B. L. trials will be for the selection of one Senior and one Junior to compete in the National contests at Buffalo and will take place on August 3 under the auspices of H. Lucier, A. B. L. representative. The Sun Maid Wheelmen, of Fresno, have succeeded in securing permission for Huntington Boulevard, Fresno, to be roped off for the events. K. Rhodda and J. O'Donnell are looked on as being especially strong, each in his class. In a set of snappy races, run in Oakland on July 1, in connection with the elimination trials of the A. B. L., Rhodda and O'Donnell each had things pretty much his own way, in his class.



Paced riders in action at the Newark Velodrome, Sunday, July 20. Left, Frank Cazzolino back of Willie Zipf; center, Paced Champion George Chapman, following Frank Jehan, leading Cazzolino back of Zipf and Sammy Gastman, who is following Jimmy Hunter; right, Champion Chapman.

Cecil Walker Has One Grand Night

WEDNESDAY night, July 23, proved to be one grand night for Cecil Walker, the Australian cyclist. Walker won the five-mile championship, the sixth race of the second series of the title battle, took the lead away from Art Spencer, who had been leading from the third race of the first series, and then he went out in the two-mile handicap and clipped the world's record for that distance.

In the five-mile title race Walker met Alfred Grenda and Alfred Goulet and that is the way the trio finished. Goulet led after the pacemakers dropped the finalists. Grenda was next to Goulet with Walker on Grenda. The latter made his bid a lap and three-quarters from home, got by Goulet after a short struggle and set sail for home with Walker on. Going around the last turn Walker was almost even with Grenda and as the two came down the home stretch with Goulet making a desperate attempt to beat them up the stretch, Grenda faltered and Walker beat him out. In the heat for second men in the semi-finals, Reggie McNamara defeated Fred Spencer and Harris Horder.

The semi-finals saw the pacemakers being driven to a good pace. In the

first Walker beat Horder and Harry Kaiser. Grenda won the second from Fred Spencer and Orlando Piani. This marked the first championship race that Piani failed to score a point. The third semi-final saw Goulet meet McNamara and Art Spencer. This was the fastest semi of the three, being ridden under ten minutes. Art Spencer struggled as best he could, but the pacemakers under the whip made the going too strenuous for him and he retired before the finish. Goulet beat McNamara for the qualifying position.

After the finish of the five-mile race, the twelfth to be run, the standing was as follows: Walker, 33; Art Spencer, 30; Piani, 24; Goulet, 15; Grenda, 8; Fred Spencer, 7; Kaiser and McNamara, 4 each; Willie Keller and Horder, 3 each; and Ray Eaton, 1.

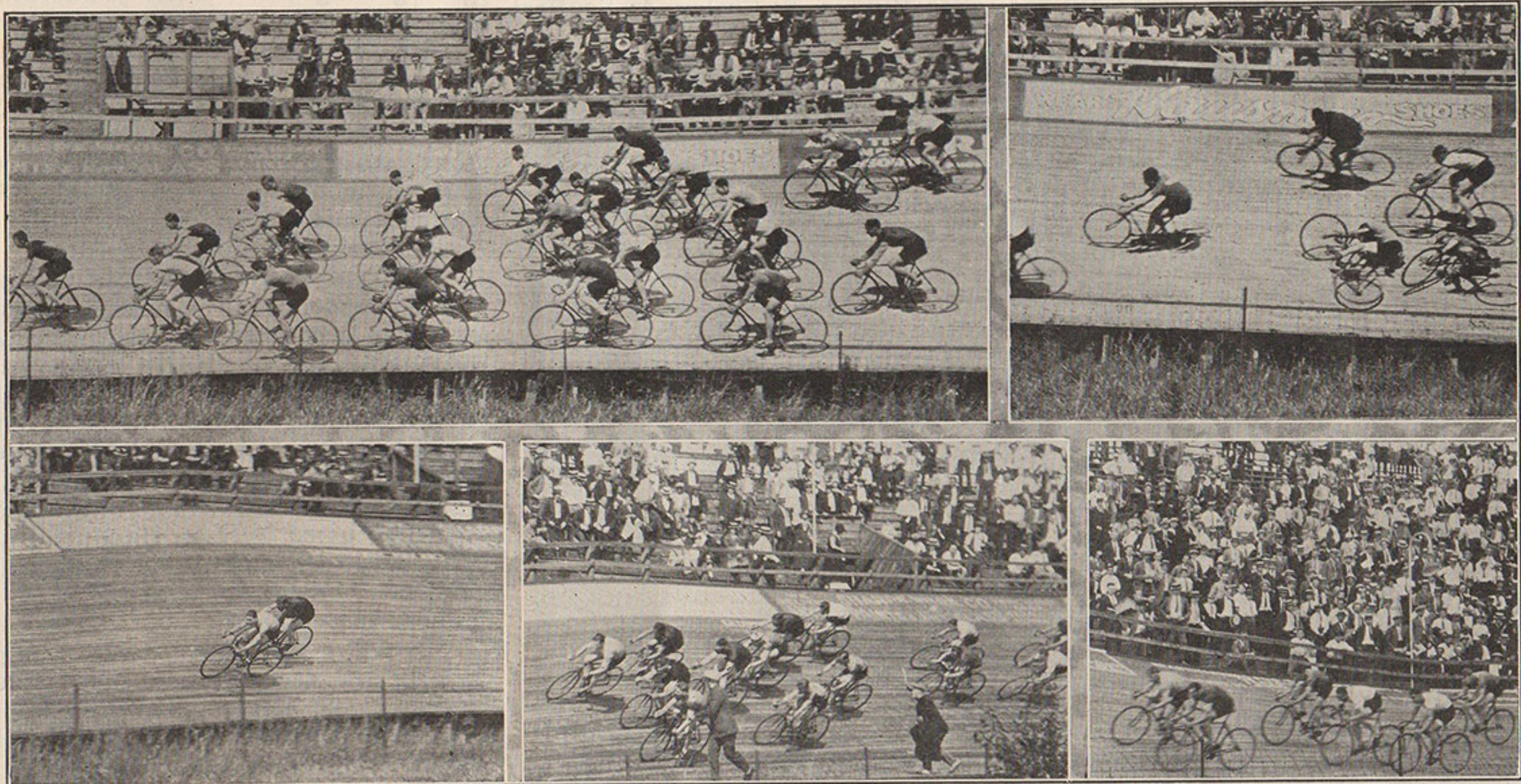
In the two-mile handicap record ride of Walker's he was carried most of the way by back-mark men. Alec McBeath, who started with him from scratch, did great service in the closing of the last gap, Walker having to bridge the last few yards himself. Willie Coburn, Willie Grimm and Maurice Declerck were leading Walker as they entered the last stretch before the bell. Walker made his bid at the bell and got by, sailing for home

under full steam and winning in the record time of 3:37 4-5, clipping Jackie Clark's record of 3:38 1-5, which Clark made at the old Salt Palace Track, Salt Lake City, August 2, 1910. Declerck, Willie Grimm and Coburn finished as named.

Willie Hanley won the miss-and-out race for the pros. from Fred Hill, Clif Papworth, Anthony Young and Harry Horan. Maurice Declerck ran second, but was disqualified for rough riding.

The paced race, at 20 miles, had American Champion George Chapman; Vincent Madonna, Providence; Marcel Godivier, France; and Henry Wynsdau, the Belgian, as starters. Chapman looked as though he had the race in the bag, but Madonna came strong near the finish and beat out the champion. Godivier was third and Wynsdau, fourth. The time was 29:05 2-5.

Richard Schneider, of the Bay View Wheelmen, beat John Brukie and William Heinsberg in the two-mile Class A invitation race. Louis Watson, a colored lad, who had 115 yards, but who Mory Gordon said could measure land for him any time, captured the half-mile handicap and got a great hand for his ride. Benny Clark, who dove under the fence in a spill at the track a few years back, took the con-



Upper left, the field in the Class A invitation race at the Newark Velodrome, Sunday, July 20, the lap before the crash (right) in which three hit the boards. Two riders can be seen down, while the rider at left had his rear wheel cave in. He had not fallen when the picture was snapped, but HE DID a fraction of a second later. Lower left, Alfred Goulet about to pass Fred Spencer in deciding heat in match race; lower center, Cecil Walker, winner of five-mile open, just reaching the front on last lap with Willie Keller trailing him. Les Hammond is on pole and Reggie McNamara is along side of him. Alf Grenda follows Mac with Eddie Madden and Alfred Goulet following Grenda high on track. Alec McBeath is on Goulet, and Harris Horder and Clif Papworth may be seen underneath them. Others in the film are Harry Horan and Fred Spencer. Lower right, Willie Hanley and Willie Grim (on pole) racing around last turn in miss-and-out race followed by Fred Taylor, David Lands and Anthony Beckman. Willie Coburn may be seen on flat.

solation for the Class B "Simons." Summaries:

Half-Mile Handicap, Amateur—Won by Louis Watson (115); second, Norman Hill (25); third, Art Lane (30); fourth, Albert Bernhardt (15); fifth, Anthony Butler (20). Time, 54 4-5 seconds.

Two-Mile Class A Invitation, Amateur—Won by Richard Schneider; second, John Bruskie; third, William Heinsberg; fourth, Norman Hill; fifth, A. Nieminsky. Time, 4:12.

One-Mile Consolation, Class B—Won by Benny Clark; second, Jack Davis; third, Martin Derig; fourth, Otto Eisele. Time, 2:02 4-5.

Miss-and-Out, Professional—Won by Willie Hanley; second, Fred Hill; third, Clif Papworth; fourth, Anthony Young; fifth, Harry Horan. Time, 4:34. Distance, 2 1-3 miles.

Two-Mile Handicap, Professional—Won by Cecil Walker (scratch); second, Maurice Declerck (65); third, Willie Grimm (30); fourth, Willie Coburn (85); fifth, Anthony Beckman (70); sixth, Tommy Fitzsimmons (125); seventh, Carl Hambacher (105). Time, 3:37 4-5. New world's record. Old mark, 3:38 1-5.

WALKER WINS A MATCH

CECIL WALKER, the fast-going Ankler from Australia, captured a three-cornered two-mile single-paced match race against Orlando Piani, the Italian, and Alfred Goulet, Newark, at the Newark Velodrome, Saturday night, July 26, this meet marking the first Saturday night program staged this season.

Walker won the first heat from Piani and Walker and the clockers caught him for the last eighth-mile in 11 3-5 seconds. Fast going, boys. The second heat saw Walker finish first; Goulet, second, and Piani, third. Eleven-four was the last eighth time. Referee Frank Kramer, however, ruled that Walker did not hold the pole, so he eliminated him. Then he cast Goul-

let into the discard because Goulet came on the inside of Piani as the latter was riding wide. This gave Piani the heat and as Walker and Goulet were "one disqualification up" and one more heat to go, the best thing that could be done was to tie Walker and Goulet for second in that heat. Walker left no doubt about who was the best in the third heat when he scampered home in front, Goulet beating Piani for second. Walker with two heats and one disqualification won with Piani winning second by taking one heat. Goulet with a second and a third and a disqualification "squeezed" in for third.

A team match on the card saw Alfred Grenda and Reggie McNamara win the first and third heats from Ray Eaton and Eddie Madden. Grenda won the two-mile handicap from scratch, beating Goulet home in a great ride. A pursuit race that went two miles and a few yards was taken by Alec McBeath and Willie Coburn gathered in the first package of "sugar" in the miss-and-out race.

The third-mile American championship for the amateurs went to Charley Winter, of the Century Road Club of America. Winter outsprinted Harry Tarrant, U. S. I.; Paul Croley, New Crescent Wheelmen, and Richard Schneider, Bay View Wheelmen, in the final. The standing after the first two races shows Schneider with 6 points; Winter, 5; Croley, 4; Seuffert

and Tarrant, 3 each, and John Bruskie, 1.

A 30-mile motor-paced race went to Vincent Madonna with Frank Corry, Gustave Ganay, Frank Cozzolino and Pasquale Valentini finishing as named. Ganay punctured early and lost one lap. Madonna also punctured and lost a lap. Corry was leading near the finish and both Ganay and Madonna passed him, the judges seeing Madonna first, Corry second and Ganay, third. The time was 43:56 2-5. Summaries:

Third-Mile National Championship, Amateur—Won by Charles Winter; second, Harry Tarrant; third, Paul Croley; fourth, Richard Schneider. Time, 38 3/4 seconds.

Half-Mile Handicap, Amateur—Won by Joe Elman (75); second, Jack Visco (40); third, John Rears (65); fourth, Salvatore Grasso (60); fifth, Louis Watson (115). Time, 55 1/2 seconds.

Australian Pursuit Race, Professional—Won by Alec McBeath; second, Fred Spencer; third, Anthony Young; fourth, Willie Keller; fifth, Willie Hanley; sixth, Alfons Verraes. Time, 4:22 1/2. Distance, 2 miles and 73 yards.

Miss-and-Out, Professional—Won by Willie Coburn; second, Gus Lang; third, Les Hammond; fourth, Lloyd Thomas; fifth, Maurice Declerck. Time, 4:01 1/2. Distance, 2 miles.

Two-Mile Handicap, Professional—Won by Alfred Grenda (scratch); second, Alfred Goulet (scratch); third, Maurice Declerck (55); fourth, Alec McBeath (scratch); fifth, Gus Lang (75); sixth, David Lands (55); seventh, Fred Weber (70). Time, 3:57 1/2.

GOULET AND GRIMM WIN

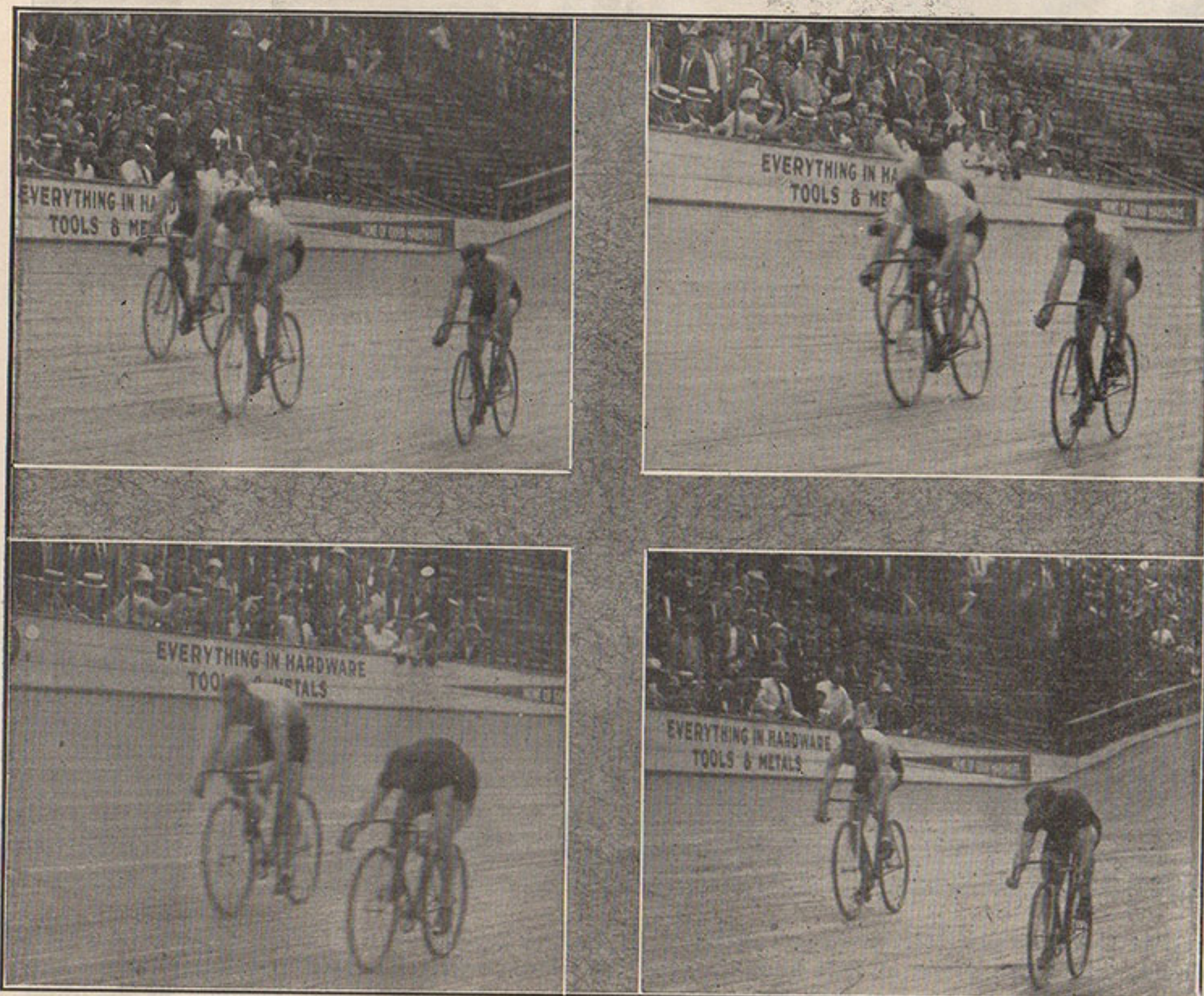
ALFRED GOULET and Willie Grimm captured the 100-kilometer (62 1/2 miles) team race, the lone event run at the New York Velodrome, Friday evening, July 25. In the 31 sprints run during the race Goulet and Grimm won eight sprints, each getting four. Their points numbered 84. Cecil Walker and Willie Keller, 78 points, were second. Walker won three sprints and Keller one. "Tony" Beckman and Alfred Grenda, 76 points, were third. Grenda won four sprints and Beckman three. Fourth money went to Reggie McNamara and Harry Horan with 42 points, each winning a sprint.

Fifth money went to Fred Hill and Fred Spencer with 34 points, Spencer winning two dashes. Sixth place was accounted for by Harry Kaiser and Alec McBeath with 31 tallies, McBeath winning two sprints. Seventh went to Willie Coburn and Alfons Verraes with 26 points, Verraes winning three sprints. Eighth and ninth places were occupied by Les Hammond and Clif Papworth and Willie Hanley and Maurice Declerck, with 22 and 21 points, respectively.

Several good "jams" were staged during the race, at one time Ernest Kockler and Percy Lawrence having almost a lap on the field, but Goulet went after them and closed most of the ground. Later in the race three teams got away, but could not gain the circuit.

LAZARSKI WINS A TITLE

The 1924 championship of Poland was won by Lazarski from Szymcyk, Stef and Stankiewicz.



Match racing at the Newark Velodrome on July 20. Two upper pictures shows Arthur Spencer beating Orlando Piani (outside) and Cecil Walker (on pole) in two straight heats of a match; lower pictures shows Fred Spencer and Alfred Goulet in their match. Photo at left shows first heat, Spencer winning. Photo taken just before they hit the tape with Goulet having a shade. Photo at right shows Goulet able to look at Fred as he wins

Honeman and Stephano Score High

WILLIAM HONEMAN, the Newark Junior champion, and Tommy Stephano, a member of the North Hudson Wheelmen, led the rest of the Juniors and Seniors in the first day's racing for the New Jersey championship, the winners of which will go to Buffalo for the finals next month.

Honeman was first in a quarter-mile affair, finishing, in the final, fifteen yards ahead of William Thier, who, like Honeman, is a member of the Bay View Wheelmen, in 36 3-5 seconds. Third place went to Frank Connell, of the Century Road Club of America. William Unkert, of the Bay View Wheelmen, was fourth.

Juniors also rode in an unpaced race which was won by Harry Hogen, of the Century Road Club of America, Honeman and Connell being tied for second place. Fourth place honors went to William Thier of the Bay View Wheelmen.

In the Senior competition there was a third-mile scratch race and also a ten-mile unpaced race. In the former the winner was Tom Stephano, of the North Hudson Wheelmen, with Ed

Raffo, of the same club, second. William Heinsbeg, also of the North Hudson Wheelmen, was third. Al Hatos, of the Century Road Club of America, was fourth.

In an unpaced ten-mile race William Mollica, of the Unione Sportiva Italiana, won, in 27:40. William Englehardt, of the North Hudson Wheelmen, was second. Third place went to Charles Reisen of the North Hudson Wheelmen. Tom Stephano of the same club was fourth.

Points were credited on the basis of five for first, three for second, two for third and one for fourth. Another series of races will be held next Sunday. The summaries follow:

ONE-THIRD MILE, SENIOR

First Heat—Won by Eddie Raffo, N. H. W.; second, Al Hatos, C. R. C. of A. Time, 47 2-5 seconds. Second Heat— Won by Thomas Stephano, N. H. W.; second, William Mollica, U. S. I. Time, 48 seconds. Third Heat—Won by Walter Babb, T. C. C.; second, John Gardella, C. R. C. of A. Time, 1:19 2-5. Fourth Heat—Won by John Evans, B. V. W.; second, William Englehardt, N. H. W. Time, 49 seconds. Fifth Heat—Won by William Heinsberg, N. H. W.; second, Frank Semser, B. V. W. Time, 43 seconds. Sixth Heat—Won by C. Gunther, T. C. C.;

dead heat, Frank Casey, C. R. C. of A.; T. W. French, B. V. W. Time, 50 3-5 seconds.

First Semi-Final—Won by T. Stephano, N. H. W.; second, A. Hatos, C. R. C. of A.; third, J. Evans, B. V. W. Second Semi-Final—Won by W. Heinsberg, N. H. W.; second, E. Raffo, N. H. W.; third, W. Englehardt, N. H. W. Time, 41 seconds.

Final

1—Thomas Stephano, North Hudson Wheelmen.
2—Eddie Raffo, North Hudson Wheelmen.
3—William Heinsberg, North Hudson Wheelmen.
4—Al Hatos, C. R. C. of America.
Time, 51 3-5 seconds.

QUARTER-MILE SCRATCH, JUNIOR

First Heat—First, William Honeman, B. V. W.; second, Arthur Wagner, B. V. W. Time, 39 1-5 seconds.

Second Heat—First, H. Hogen, C. R. C. of America; second, William Thier, B. V. W. Time, 39 4-5 seconds.

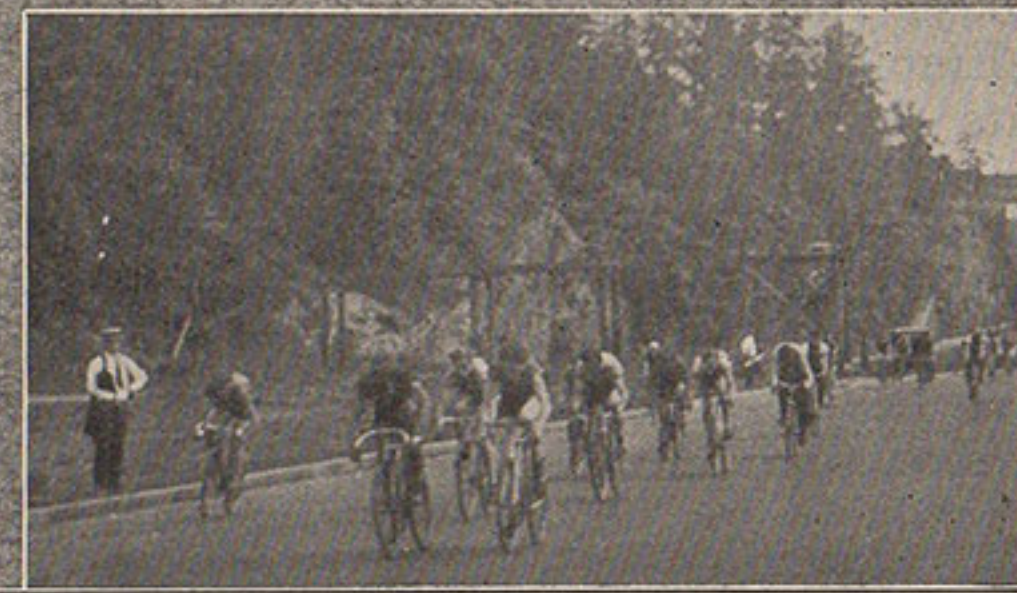
Third Heat—First, William Unkert, B. V. W.; second, Frank Connell, B. V. W. Time, 38 2-5 seconds.

Final Heat

1—William Honeman, B. V. W.
2—William Thier, B. V. W.
3—Frank Connell, C. R. C. of A.
4—William Unkert, B. V. W.
Time, 36 3-5 seconds.

10-MILE SCRATCH, SENIORS

1—William Mollica, U. S. I.
2—William Englehardt, N. H. W.



Filmed in the Manhattan A. B. L. elimination trials over the Harlem Speedway, Sunday, July 20. Upper left—"Jimmy" Walthour beating W. Bresman in race to decide tie for Junior title. Upper center—"Jimmy" Walthour, left, and Bresman, before the start of their race. Upper right—J. Sedlock in the unpaced trial. Lower left—Making a turn in ten-mile open. Lower right—H. Hollis beating J. Sedlock, C. Polaso and Charles Winter in ten-mile sprint

3—Charles Reisen, N. H. W.
4—Thomas Stephano, N. H. W.
Time, 27.40
Run on a straight one-mile course, 10 turns being made.

ONE-MILE UNPAVED, JUNIOR

1—H. Hogen, C. R. C. of A.....	2:31	2/5
2—Frank Connel, C. R. C. of A.....	2:34	
William Honeman, B. V. W.....	2:34	
4—William Thier, B. V. W.....	2:39	3/5
5—William Unkert, B. V. W.....	2:40	2/5
6—Rudolph Rutz, N. H. W.....	2:40	3/5
7—Arthur Wagner, B. V. W.....	2:43	3/5
8—C. Epple, T. C. C.....	2:45	
9—H. Hambacker, B. V. W.....	2:46	
10—W. Persoll, B. V. W.....	2:46	4/5
11—L. Wanamaker, P. W.....	2:49	2/5
12—H. Foster, B. V. W.....	2:49	3/5
13—J. Sutcliff, T. C. C.....	2:50	3/5
14—D. Mabie, C. R. C. of A.....	2:53	2/5
15—J. Gunther, T. C. C.....	2:59	3/5

Points were split in tie between Honeman and Connell.

SENIORS

Rider and Club	1/3 M.	10 M.	Pts.
Thos. Stephano, N.H.W.....	5	1	6
Wm. Mollica, U.S.I.....	0	5	5
Wm. Engelhardt, N.H.W.....	0	3	3
Eddie Raffo, N.H.W.....	3	0	3
William Heinsberg, N.H.W.....	2	0	2
Charles Reisen, N.H.W.....	0	2	2
Al Hatos, C.R.C. of A.....	1	0	1

JUNIORS

Wm. Honeman, B.V.W.....	5	2½	7½
H. Hogen, C.R.C. of A.....	0	5	5
F. Connell, C.R.C. of A.....	2	2½	4½
Wm. Thier, B.V.W.....	3	1	4
William Unkert, B.V.W.....	1	0	1

Guide to clubs: N. H. W., North Hudson Wheelmen; B. V. W., Bay View Wheelmen; T. C. C., Triangle Cycling Club; C. R. C. of A., Century Road Club of America; U. S. I., Unione Sportiva Italiana.

THE BROOKLYN TRIALS

HARRY MISSIMER, Empire City Wheelmen, provided the upset in the final of the Brooklyn eliminations to determine the four riders who are to represent Brooklyn and Queens and Long Island at the New York State final races on Ocean Parkway Sunday, July 27.

Defeats Stars

Missimer showed the fastest time in the unpaced race, five miles, defeating such stars as Harry Hoglander and Joe Tilgner, Century Road Club Association, and "Bill" Wherry, Empire City Wheelmen.

The first three of the races in the Brooklyn A. B. L. series were run on Sunday, July 20, and Fred Engel, of the Empire City Wheelmen, scored 12 points in the three events. John Swolfs, Walter Caldwell, C. R. C. A., and Harry Missimer, who won last Sunday in the unpaced event, scored 5 points each. Valentine Haarstick, E. C. W., had four points.

C. Bochi, an unattached Junior, had the trials in his class all to himself. "Snowman" Wright was his chaperon and rooster extraordinary, and "Snowman" was well pleased with the showing made by his protege. Bochi scored 19 points out of a possible 20,

riding a tie in the Junior unpaced trials. William Cosentino, Hamilton Cycle Club, scored 10 points and second place, with O. Cromwell, I. A. G. A., third, and J. Krajchy, unattached, fourth.

Rider	Club	Actual Time
1 Harry Missimer, E. C. W.....		12:17 2-5
2 Harry Hoglander, C. R. C. A.....		12:28
3 Joe Tilgner, C. R. C. A.....		12:28 1-5
5 Reinhold Heil, C. R. C. A.....		12:41 1-5
4 Walter Caldwell, C. R. C. A.....		12:37
6 John Swolfs, C. R. C. A.....		12:42
7 Fred Engel, E. C. W.....		12:46 2-5
8 V. Haarstick, E. C. W.....		12:49
10 R. Rom, E. C. W.....		13:09 1-5
11 Lucas Muller, E. C. W.....		13:15 4-5
12 Jos. Schad, C. R. C. A.....		13:29
9 Wm. Wherry, E. C. W.....		12:59
13 Wm. Napier, E. C. W.....		13:58

The summaries of the July 20 races follow:

SENIORS

Ten-Mile—Fred Engel, Empire City Wheelmen, first; Valentine Haarstick, Empire City Wheelmen, second; Walter Caldwell and Harry Hoglander, Century Road Club Association, third and fourth respectively.

One-third Mile—First, Fred Engel, Empire City Wheelmen; second, Walter Caldwell, Century Road Club Association; third, John Swolfs, Century Road Club Association; fourth, V. Haarstick, Empire City Wheelmen.

One-Mile—Winner, Harry Missimer, Empire City Wheelmen; John Swolfs, Century Road Club's Association, second; Fred Engel, Empire City Wheelmen, third; Philip Eiler, Empire City Wheelmen, fourth.

JUNIORS

Two-Mile Scratch Final—C. Bochi, unattached, first; William Cosentino, Hamilton Cycle Club, second; J. Krajchy, unattached, third; O. Cromwell, I. A. G. A., fourth.

One-Mile Unpaced Final—Tie for first between C. Bochi, unattached, and O. Cromwell, I. A. G. A.; third, J. Krajchy; fourth, Wm. Cosentino, Hamilton Cycle Club.

One-third Mile Scratch Final—Winner, C. Bochi, unattached; second, Wm. Cosentino, Hamilton Cycle Club; third, J. Krajchy, unattached; fourth, O. Cromwell, I. A. G. A.

One-quarter-Mile Scratch Final—First, C. Bochi, unattached; Wm. Cosentino, Hamilton Cycle Club, second; third, H. Dieckhoff, New Crescent Wheelmen; fourth, O. Cromwell, Italian-American Gymnastic Association.

The Senior point standing is as follows:

	Mile	1-3-m	10-m	5-m	Total
F. Engel, E.C.W.....	2	5	5	0	12
H. Missimer, E.C.W.....	5	0	0	5	10
W. Caldwell, C.R.C.A.0	3	2	1	1	6
J. Swolfs, C.R.C.A.3	2	0	0	0	5
H. Hander, C.R.C.A.0	0	1	3	4	4
V. Haarstick, E.C.W.0	1	3	0	4	4
J. Tilgner, C.R.C.A.0	0	0	2	2	2
P. Eiler, E.C.W.....1	0	0	0	1	1

Points scored by the Junior riders, who finished up their events on July 20 follow:

	Pts.
C. Bochi, unat.....	19
Wm. Cosentino, H. C. C.....	10
O. Cromwell, I. G. A.....	7
J. Krajchy, unat.....	6
H. Dieckhoff, N. C. W.....	2

Key to Clubs: E. C. W. Empire City Wheelmen; C. R. C. A., Century Road Club Association; H. C. C., Hamilton Cycle Club; I. A. G. A., Italian-American Gymnastic Association; N. C. W., New Crescent Wheelmen; Unat., unattached.

WANTED TO BE FAIR

TWO golfers sliced their drives into the rough and went in search of the balls. They searched for a long time without success.

A woman watched them with sympathetic eyes.

At last after the search had proceeded half an hour, she beckoned to them, and said sweetly: "I hope I'm not interrupting gentlemen, but would it be cheating if I told you where they were?"—Los Angeles Times.

RAIN STOPS TITLE HUNT

RAIN, which fell after the riders had covered 8 1/3 miles, put a stop to the 50-mile motor-paced championship of America, the first of a series of 12 races for the 1924 title, which was being contested at the New York Velodrome, Tuesday night, July 22.

Frank Keenan, Revere; Clarence Carman, Jamaica; Vincent Madonna, Providence; Gustave Ganay, France; Henry Wynsdau, Belgium, and American Paced Champion George Chapman, were the starters and that was the way they rode the first few miles. Wynsdau punctured at three miles and lost a lap. Carman was lapped by Keenan, Madonna, Chapman and Ganay, who rode in that order when the race was stopped by Referee Frank Kramer on account of the dangerous condition of the track. The race will not count for the championship. It was re-run this week.

The sprint feature was a four-cornered match between Arthur Spencer, Alfred Goulet, Orlando Piani and Harris Horder. Horder met Goulet in a best-two-in-three style match at two-miles paced. Goulet won in two straight heats. Spencer disposed of Piani in a like race in like style. Spencer then beat Goulet for first and Piani beat Horder for third.

Another Spencer, this time Fred, took the five-mile open from Willie Keller, Alfred Grenda, Alfred Goulet and Cecil Walker in 9:56 3/5. The half-mile pro. handicap went to Les Hammond, the little Australian, who had 60 yards start in his first win in America. Louis Benezatto, who was recently told to seek future honors in the professional races, landed second from 65 yards, Louis losing out by a few inches. Lloyd Thomas, 55 yards, celebrated his first crashing into the "cake" with third, and Willie Coburn, 50 yards, beat Fred Spencer, 25 yards; David Lands, 40 yards, and Willie Grimm, 20 yards. Fifty-four seconds was the time.

Paul Croley, of the New Crescent Wheelmen, and Arthur Lene, of the Acme Wheelmen, yanked away from the rest of the amateur fleet the honors in the two-mile invitation for Class A lads and the half-mile handicap, respectively. In the invited race, Richard Schneider, John Otto, John Bruskie and Anthony Butler, all members of the Bay View Wheelmen, trailed Croley home in that order. Edward Brown, 60 yards; A. Nieminsky, 15; John Bruskie, scratch, and A. Scar-rone, 55 yards, finished as named in 54 seconds. The Acme Wheelmen were consoled when Charles Comerford won the mile Class B consolation from August Lissman, Peter Macherocci and Charles Pelosa.

Singling Prospects Out of the Crowd

An Effective Plan That Makes Many Eager "Listeners"

By Lynn Ashmore

HAVE you ever been present when a speaker singled out a certain portion of the audience and addressed his remarks to them? Wasn't the rest of the audience more intent upon hearing what he said than if he had been addressing the entire crowd?

This is a trick in delivering a message that is being used effectively by bicycle dealers. If you begin your advertisement so that it appears to be intended only for the eyes of a limited number of your prospects, it is beyond the limits of human nature for other people to restrain themselves from "listening in" and finding out what you have to say that is of a more or less private nature.

One of the forms most commonly used in this kind of advertising is the open letter. The purpose of the open letter is to have everybody read it. It is that old, old streak in us that compels us, no matter how well intentioned we may be, to look at the letter.

Another thing about the plan of singling out a portion of the "audience" is that it gives the bicycle dealer a chance to make a more specific argument in favor of his merchandise. When he picks out a group who all have the same occupation or same in-

terests, he can go straight to the point and picture things from their standpoint instead of his own. He can show how his store is especially qualified to give them better merchandise or service.

And the best thing about it is that even though he has not addressed them in particular, he is going to have a large number of other "hearers" who are not included, but will be able to pick out some point about his business that appeals to them.

GETTING THE BOYS INTERESTED

IF you point out to boys that the wheel is a big advantage in getting jobs either for extra money or for steady employment, they will use the argument with their parents. One

effective way to do this is to go through the local paper for a day and clip out the advertisements for boys, underlining those wanting boys with wheels, mounting them on a card which you paste in the window. You can use this in newspaper advertising, too, to advantage. The paper will be able to reproduce the type used in the advertisement so that it will look like the original clipping.

CYCLING ACROSS COUNTRY

JOE EDWARDS of Tacoma, and formerly of Spokane, a veteran of the World War, arrived here recently on his bicycle from Tacoma, en route to Atlantic City, N. J., where he will be a delegate from Tacoma at the 25th annual convention of the Veterans of Foreign Wars, September 8. With the first lap of his 3,000-mile trip on his "sea-going hack" completed, Joe stopped at the Y. M. C. A., recuperating from minor injuries received in an encounter with an automobile in the Quincy sector.

"I got my arm skinned and a couple of vertebrae knocked out of place, but otherwise am O. K.," smiled the veteran cyclist. "But that's all right. Allons! Allons! I'll get to Atlantic City. What's 3,000 miles."

A LETTER TO MY FATHER



DEAR DAD:

School is about over, and a look at my report card tells you I have made my grade—that I will be promoted.

Don't forget that promise you made me—that you would buy me that bicycle we were looking at in Herbert Flake's window. That wheel, the De Luxe, is a dandy. Johnny Brown has one, and all the kids in the neighborhood are trying to get their Dads to buy one for them.

Don't forget, Dad, your word is good with me, and be sure to buy it from

HERBERT L. FLAKE

711 CAPITOL AVENUE

(Where Good Bicycles Are Sold)

Your Son,

BILLY BOY.

P. S.—I know my Dad will not go back on his word.—Billy.

An open letter to fathers from a son.

BOOKKEEPER, age 24 to 30, experienced in oil accounting. Apply ASSOCIATED OIL CO. 747 P. E. Bldg.

BOYS WANTED WITH WHEELS

To pick-up and deliver telegrams in business district. Starting salary 30 cents per hour. Permanent positions. Apply

Federal Telegraph
628 S. SPRING.

BOY—DELIVERY BOYS WITH WHEEL

APPLY

RAPID BLUE PRINT
518 S. SANTEE.

BOY over 17, with wheel, to work in drug store. Splendid opportunity for right boy. Apply PARDEE DRUG CO., 1890 West Washington.

BOY messenger boy with wheel. See MR. WREN, Eastern Outfitting Co., 620 S. Main.

BOY going to school to work in auto park nights and Sundays from 6 to 11:30. 634 MAPLE AVE.

Boy With Wheel

Apply 224 MARSH STRONG BLDG.

BOY wanted to work in drug store. Apply 1056 WEST 6TH ST.

BOY wanted to learn to operate lathe. Apply after 10 a. m., 1223 S. HOPE.

BOY or elderly man, who understands printing business. 1951 BROOKLYN AVE.

BOY with wheel for light delivery. 644 ROBERTS BLDG.

BOY wanted to work in drug store. Apply 1054 E. VERNON AVE.

CARETAKER for country place about 17 miles from Los Angeles. Must be experienced flower gardener, also understand care of small vineyard and orchard. Answer giving reference, Box E-47498; EXAMINER OFFICE.

CARPENTERS wanted to figure labor on

Showing ads like these to effective advertising.

Hey! South Vancouverites!

Why Buy Your Bicycles in the City When the Fraser Bicycle Shop Sells Them in City Prices and Terms—Plus Service



See the Famous
**C. C. M.
RED BIRD**

Fitted with Dunlop Tires—guaranteed one year

Prices from \$40 to \$65

If you can't pay cash, come in and we'll gladly arrange an easy-payment plan to suit you.

IF YOU WOULD ENJOY PERFECT HEALTH—
RIDE A BICYCLE

Fraser Bicycle Shop

South Vancouver Agent for the C. C. M.

JAS. GOODWIN, Prop.

51st and Fraser

Phone Fraser 331L

Bicycle and General Repairs

Addressing the residents in a certain community will make them look to see what you have to say.

CHAPMAN NEARS TRACK MARK

Revere, Mass.—American Paced Champion George Chapman won the All American Cup race at one hour on Saturday night, July 26, and came within a third mile of George Wiley's American record made at the same track a few years ago. Chapman took the lead about the 15 mile and maintained the lead to the finish. In the hour Chapman covered 45 1-3 miles. Wiley's record is 45 2-3 miles. Wiley, the record holder, was second a short distance back. Clarence Carman, of Jamaica, L. I., was third; Sammy Gastman, of Newark, was fourth; Larry Gaffney, Brooklyn, fifth, and Frank Keenan, Revere, sixth.

Bobby Walthour, Jr., was the star of the evening in the pro. sprint ranks. Bobby defeated Frank Bartell, of Newark, and Carl Stockholm, Chicago, in a three-heat match, Bobby Junior taking all three heats. Bartell was second in the first heat and Stockholm landed second in the other two heats. Walthour also won the five-mile open for the pro. anklers. Summaries:

Half-Mile Handicap, Amateur—Won by Robert Christian (120); second, Rocky Caputo (115); third, Charles McDonald (45); fourth, Walter Hansen (55); fifth, Marcel Vancalleberghe (105). Time, 55% seconds.

Miss-and-Out, Amateur—Won by Frank Hughes; second, Edward Walsh; third, Alfred Keith; fourth, Anthony Bernard; fifth, George Carmody. Time, 5:34%. Distance, 2½ miles.

Two-Mile Handicap, Professional—Won by John Fardig (170); second, A. Patalano (150); third, John Gallo (250); fourth, Archie McDonald; fifth, Willie Upton (205); sixth, Tom Connolly (240). Time, 3:59.

Five-Mile Open, Professional—Won by Bobby Walthour; second, Ralph Spiers; third, Nelson McKenzie; fourth, Frank Bartell; fifth, Walter McKenzie; sixth, Elmer Duncan. Time, 10:40%.

GANAY WINS AT WORCESTER

Worcester, Mass.—Gustave Ganay, the French cyclist, won the 50-mile Golden Wheel paced race at the Worcester track, Thursday night, July 24. Ganay, who had a fall at the Revere Cycle Track the night previous, put up a very creditable performance, winning by two laps over Frank Keenan, of Revere. Marcel Godivier, France, was third; Vincent Madonna, Providence, fourth; Henry Wynsdau, Belgium, fifth, and American Champion George Chapman, who was a victim of numerous accidents, was sixth.

Bobby Walthour, Jr., won a three-cornered match race from Frank Bartell, of Newark, and Carl Stockholm. Walthour won all three heats with Bartell getting second in the first and second heats. Summaries:

Half-Mile Handicap, Amateur—Won by Duncan Gillis (60); second, Charles Levine (15); third, Sam Gow (30); fourth, Walter Greenquits (45). Time, 1:01%.

Three-Mile Open, Amateur—Won by Sid Mantell; second, Charles Levine; third, Henry Vaudrioul; fourth, Ray Williams. Time, 6:58%.

Five-Mile Open, Professional—Won by Walter McKenzie; second, Nelson McKenzie; third, Frank Depanni; fourth, Joe Reeber; fifth, Elmer Duncan. Time, 10:48%.

One-Mile Tandem Handicap, Professional—Won by John Fardig and Joe Reeber (75); second, Ralph Spiers and Leo Maggoli (100); third, L. S. Hartin and Fred Jarvis (25); fourth, J. and L. Rollins (125). Time, 1:52.

THE ST. LOUIS TRIALS

St. Louis, Mo.—A few drops of rain failed to prevent the holding the second of the monthly series of races to decide the winners of the St. Louis championships at Fairground Park under the auspices of the Century Cycling Club on Sunday morning, July 20. Points scored in the races are credited to riders seeking to qualify for the honor of winning the cups donated by the American Bicycle League of America, and also served as an elimination test for the A. B. L., Missouri State championships to be held on August 17.

Conrad and Droz, both of the Century Cycling Club proved the stars of the events.

Roy Ulrich, Century Cycling Club, and Charles Mack, Guaranty Cycling Club, proved the stars of the Juniors. Results:

SENIOR DIVISION

Third-Mile Sprint—Conrad, first; Droz, second; Freidlein, third; Lang, fourth.

One-Mile Sprint—Droz, first; Conrad, second; Freidlein, third; De Vries, fourth. Time, 4:48 1-5.

Ten-Mile—Droz, first; Conrad, second; Freidlein, third; De Vries, fourth. Time, 27:56 3-5.

Five Miles, Unpaced—Freidlein, first; Conrad, second; De Vries, third; Droz, fourth. Time, 12:05 4-5.

JUNIOR EVENTS

Quarter-Mile—Ulrich, first; Mack, second; Walsh, third; Hottenrott, fourth. Time, 41 3-5 seconds.

Third-Mile—Ulrich, first; Mack, second; Hottenrott, third; Duncan, fourth. Time, 50 2-5 seconds.

Two-Mile—Mack, first; Ulrich, second; Pilosky, third; Reece, fourth. Time, 4:33 2-5.

One-Mile, Unpaced—Ulrich, first; Mack, second; Cherkorian, third; Pilosky, fourth. Time, 2:34 2-5.

YARWOOD WINS CITY TITLE

Philadelphia, Pa.—William Yarwood again demonstrated his right to continue holding his title of city amateur champion when he annexed the 1924 title, Sunday, July 26, during the series of elimination races on the League Island Park course. Yarwood last year, after winning the city championship, rode the State championships to victory and was sent to Chicago for the Nationals, but a bad spill in the ten-mile race prevented him from scoring. Robert Schrey, Boys' Week champion, who by winning that title qualified for the state finals, rode into first place for the city Junior title, having to ride off a tie with R. Dunn of a mile unpaced to decide the winner. Results:

Third-Mile—First heat: First, Wm. Yarwood, Q. C. C. A.; second, Charles Judge, Americas; third, B. Hardy, Quakers. Second heat: First, Henry Bruhn, Americas; second, George Yarwood, Quakers; third, Wm. Judge, Americas.

Final heat—First, Wm. Yarwood, Q. C. C. A.; second, George Yarwood, Q. C. C. A.; third, Henry Bruhn, C. R. C. of A.

One-Mile Scratch—First, Henry Bruhn, C. R. C. of A.; second, Wm. Yarwood, Q. C. C. A.; third, G. Yarwood, Q. C. C. A.; fourth, Chas. Judge, C. R. C. of A.; fifth, H. Oetzel, Q. C. C. A. Time, 2:42%.

Ten-Mile Scratch—First, George Yarwood, Q. C. C. A.; second, Wm. Yarwood, Q. C. C. A.; third, C. Judge, C. R. C. of A.; fourth, A. Walters, Q. C. C. A.; fifth, Bernard Hardy, Q. C. C. A. Time, 26:48.

Five-Mile Unpaced Against Time—First, Henry Bruhn, 12:15%; second, Wm. Yarwood, 12:17; third, G. Yarwood, 13:10%; fourth, Harry Oetzel, 13:19; fifth, B. Hardy, 14:41%.

In the Junior races Richard Dunn, of the Quakers, won the two-mile scratch and the one-mile unpaced against time with Schrey second in each event and these two Junior riders changed places in the quarter-mile and third-mile sprints. A mile unpaced against time resulted in Robert Schrey capturing the honors for the day. On the tenth of August riders from various cities of the state will compete for representation and state title on the League Island course.

GANAY SHINES AT NEW BEDFORD

New Bedford, Mass.—Gustave Ganay, the Frenchman, won the 50-mile Golden Wheel Revenge race at the local track on Monday, July 28. Champion George Chapman, who suffered much tire trouble, was second; Clarence Carman, Jamaica, L. I., was third, and Henry Wynsdau, Belgium, fourth. The time was 1 hour, 16 minutes and 54 seconds. Summaries:

Half-Mile Handicap, Amateur—Won by Armand Belanger (50); second, A. Colombe (40); third, Gardiner Spooner (110); fourth, M. Baird (110). Time, 57 4-5 seconds.

One-Mile Open, Amateur—Won by Chick Meyer; second, Vincent Del Ponte; third, Frank Frazzini; fourth, Romeo Goddu. Time, 2:09 4-5.

One-Mile Handicap, Professional—Won by Nelson McKenzie (80); second, Bobby Walthour (scratch); third, L. S. Harten (45); fourth, Carl Stockholm (25); fifth, Albert Crossley (75). Time, 1:59 1-5.

Three-Mile Open, Professional—Won by Frank Depanni; second, Carl Stockholm; third, Archie Villa; fourth, Peter Colombe; fifth, Bobby Walthour. Time, 6:26.

BALTIMORE HOLDS A. B. L. TRIALS

Baltimore, Md.—Four events in the Baltimore City A. B. L. A. elimination trials for Baltimore city were run off on Sunday, July 27, on the Park Heights Avenue course. Rudolph Gutenko is now running E. Rhoades a close second in the senior events. Gutenko is second with a score of 13 points while Rhoades remains first with 15 points.

Because he cut in on another rider, Langhans, of the C. R. C. A., Maryland Division, was disqualified even though he won the half-mile Junior event. He was unplaced and the race was given to McCann, of the M. B. C.

In the ten-mile scratch race Rhoades broke a chain at the four-mile mark and quickly grabbed the wheel of a bystander and soon caught the field and finished in sixth place.

The standing and scores are as follows: Seniors—Rhoades, first, 15 points; Gutenko, second, 13; Mansur, third, 6; Noppenberger, fourth, 5; Zimmerman, fifth, 3; Ruckle, sixth, 2.

All M. B. C. men except Noppenberger, a Columbia Wheelman.

Juniors—McCann and Langhans tied for first place, 10 points; Eppler, third, 9; Haile and Pearce, tied for fourth place, each with 6; Winters, sixth, 2; Unglaub, seventh, 1.

All C. R. C. A. men except McCann, Maryland Bicycle Club.

Mile Unpaced for Juniors—McCann, M. B. C., first; Haile, C. R. C. A., second; Langhans, C. R. C. A., third; Eppler, C. R. C. A., fourth; Pearce, C. R. C. A., fifth. Time, 2:39 3-5.

Half-Mile for Juniors—McCann, M. B. C., first; Haile, C. R. C. A., second; Pearce, C. R. C. A., third; Eppler, C. R. C. A., fourth; Winter, C. R. C. A., fifth; Langhans, C. R. C. A., sixth. Langhans won, but was disqualified and placed last. Langhans' time was 1:34 3-5.

Ten-Mile Scratch Race for Seniors—Gutenko, M. B. C., first; Mansur, M. B. C., second; Noppenberger, C. W., third; Zimmerman, M. B. C., fourth; Ruckle, M. B. C., fifth; Rhoades, M. B. C., sixth; Norris, C. R. C. A., seventh; Antone, C. W., eighth; Kilman, C. R. C. A., ninth; Taylor, C. R. C. A., tenth. Time, 27:43 4-5.

Mile Race for Seniors—Rhoades, M. B. C., first; Gutenko, M. B. C., second; Mansur, M. B. C., third; Ruckle, M. B. C., fourth; Noppenberger, C. W., fifth. Time, 2:18 2-5.

M. B. C.—Maryland Bicycle Club. C. R. C. A.—Century Road Club Association, Md. Div. C. W.—Columbia Wheelmen.

After the races practically all the riders joined together in a party and rode to Annapolis, Md., where they had refreshments, and came back in the evening.

O'CONNOR WINS FOUR RACES

San Francisco, Cal.—Steve O'Connor, a member of the Unione Sportiva Italiana Club, distinguished himself Sunday, July 20, in the bike races that featured the "City Bicycle Championship." He was first to finish in four of the races. Results were as follows:

Third-Mile Race—Won by O'Connor, U. S. I.; Moe, New Century Wheelmen, second; Brandenstein, U. S. C., third; Deothney, U. S. I., fourth.

Mile Race—Won by O'Connor, U. S. I.; Moe, second; Park, third.

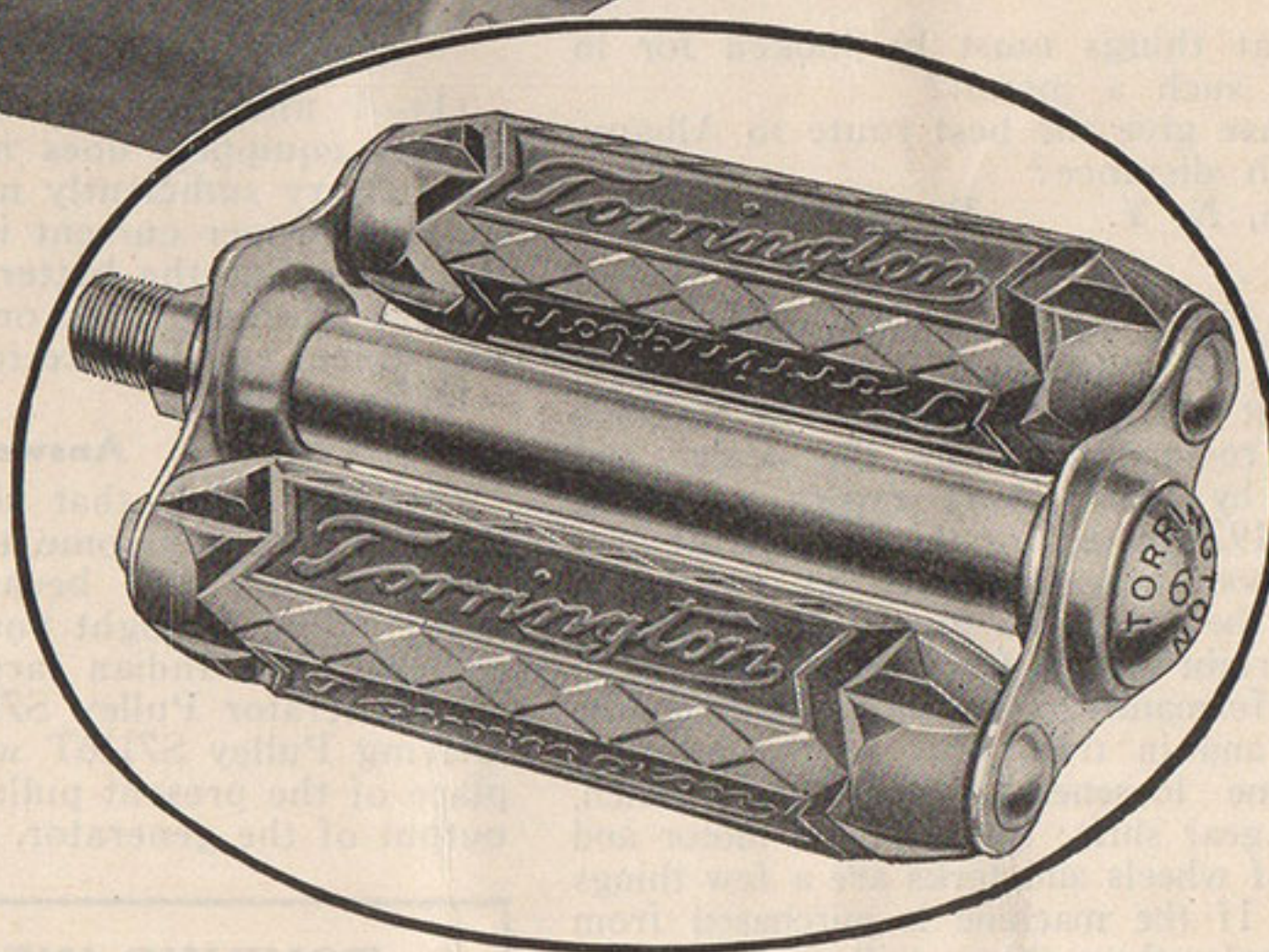
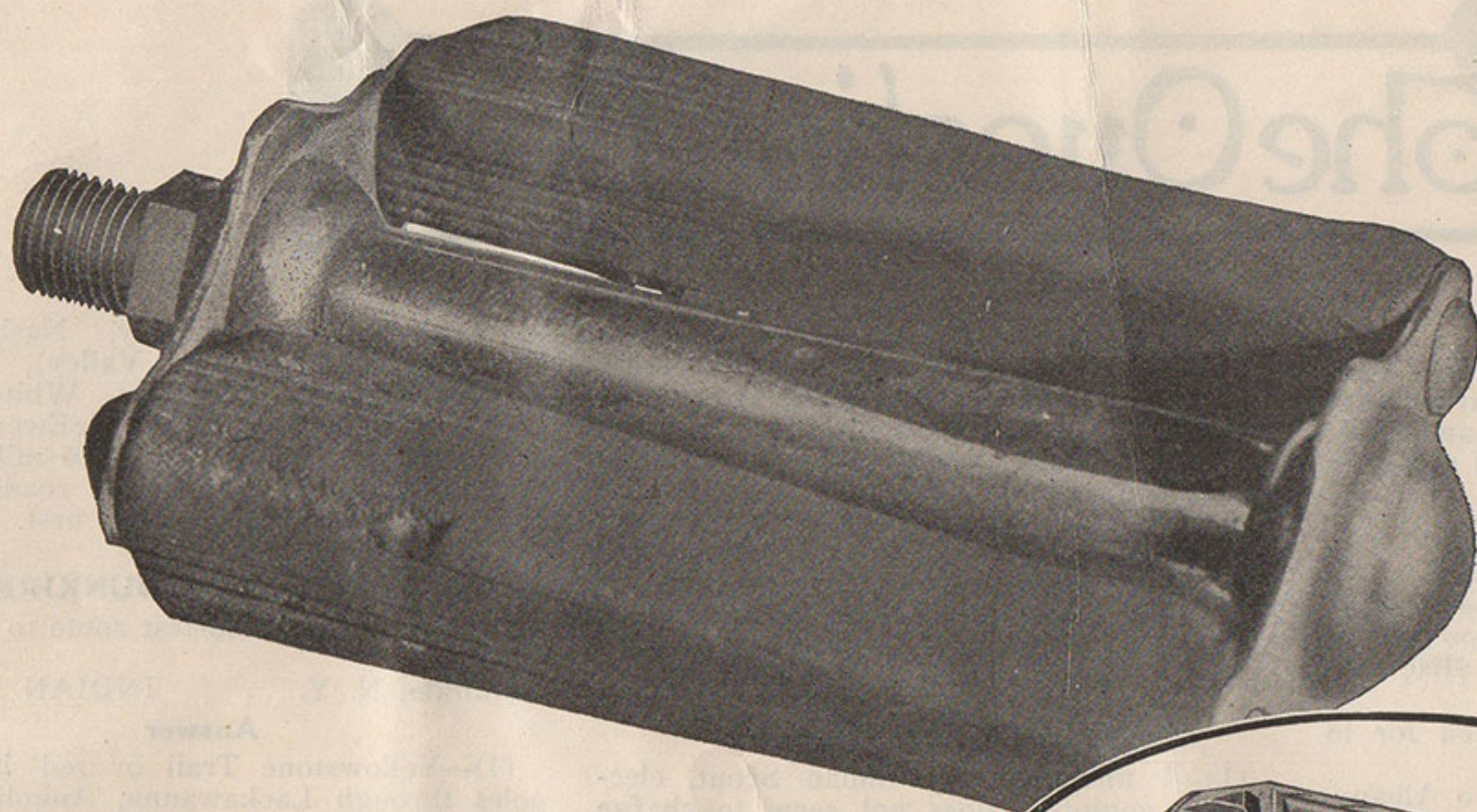
Two-Mile Race—Won by O'Connor; Deothney, second; Lorsenzen, U. S. I., third; Collet, U. S. I., fourth.

Five-Mile Race, Unpaced—Won by O'Connor; Lorsenzen, second, and Moe, third; Collet, U. S. I., fourth.

WACO SENDS EIGHT TO FINAL

Waco, Texas—Eight representatives from Dallas, Texas, will go to the State bicycle meet to be held at Waco August 8 and 9 under the direction of the Amateur Bicycle League of America. They are Rollin Burns, Orrin Pilkey, Robert Abnot, Herbert Evans, Carl Day, Ernest Schupbach, Wesley Everhart and Henry Garrett.

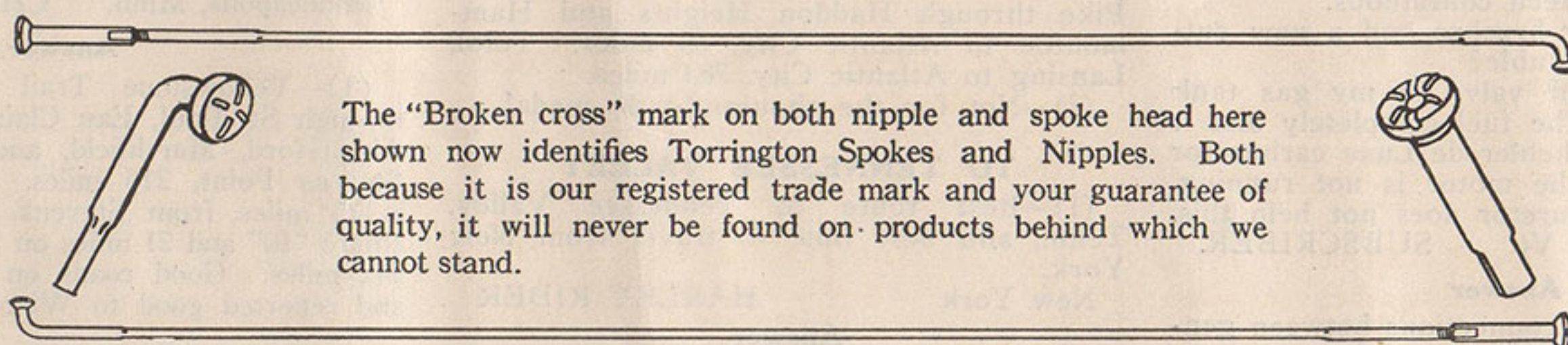
Eliminations were completed in Dallas July 21 under the auspices of B. A. Dunn, State representative of the League. All of the boys who won places expect to make the trip.



PEDAL Rubbers that turn and allow wear on all *four* sides!

Pedal rubbers that are easily replaced when worn without disturbing the assembly of the pedal axle, balls and retainers!

Longer wear is expected of a Torrington Pedal — because of a reputation for long service built up in a quarter century of manufacture.



The "Broken cross" mark on both nipple and spoke head here shown now identifies Torrington Spokes and Nipples. Both because it is our registered trade mark and your guarantee of quality, it will never be found on products behind which we cannot stand.

The Torrington Company
ESTABLISHED 1866
Torrington, Conn., U.S.A.

Tell the advertiser you saw this advertisement in the Illustrated. Both he and we will appreciate it.

The Question Box

FAN FLAME PLUGS

Since answering the inquiry of Nils Berstron, of New Britain, we have learned that George Schaab, 738 Two Hundred and Thirtieth street, New York, made them and may be able to supply them.

SECOND HAND MOUNTS

(1)—Can a good second-hand electrically-equipped motorcycle of 7-horsepower or greater be purchased for about \$100, and where?

(2)—What things must be looked for in purchasing such a mount?

(3)—Please give the best route to Albany, N. Y., with distance?

Brooklyn, N. Y. P. R. SHELDON

Answer

(1)—Yes, at a reliable motorcycle dealer's in your city, or in Jamaica. Not at a cut-rate place, but at a regular agency. The machine should be re-conditioned by the dealer and guaranteed by him. Don't expect something like a new 1924 model for this money. It may be that a good Indian Scout (5 h.p. twin) can be got for the price you give and this mount will be all right except for sidecar work.

(2)—Performance of the motor both on the open road and in traffic; fit of the bearings (no extreme looseness); action of clutch, brakes and gear shift; sound of the motor and alignment of wheels and forks are a few things to see to. If the machine is purchased from a reliable dealer these things will very probably have been taken care of.

(3)—Broadway, New York (Manhattan), to Yonkers and through Yonkers on Hudson River road, Hastings-on-Hudson, Tarrytown, Peekskill, Fishkill, Poughkeepsie, Hyde Park, Staatsburg, Rhinebeck, Red Hook, Livingston, Hudson, Kinderhook, Rensselaer and Albany, 150 miles. Good roads.

GENERATOR TROUBLE

(1)—Please tell me where the trouble is in my Splittorf DU-5 generator, fitted to the Indian Chief 1923 Model HE. The ammeter shows neither charge nor discharge at any speeds, but the ammeter shows the proper amount of discharge for lamps and horn, motor not running. I have moved the third brush in various positions without results. This trouble has been continuous.

(2)—Would new brushes and a new cut-out remedy the trouble?

(3)—The shut-off valve in my gas tank does not cut off the fuel completely and it leaks from my Schebler de Luxe carburetor constantly when the motor is not running. Cleaning the carburetor does not help this. East Clarendon, Vt. SUBSCRIBER.

Answer

(1)—Go over all connections between generator and ammeter and see that they are tight. Clean the terminals at the same time. Look at the cut-out and see that it works freely, doing this with motor running and cover off the generator. If when the third brush is moved to various positions the ammeter will not show charge at some position, you had better turn the generator over to the Indian dealer for overhaul. Any piece of electrical apparatus needs looking after when in service for a year or more. No one should expect machinery to operate properly without attention at least once a season, if not oftener.

(2)—They might, but see answer to No. 1.

(3)—Try a new needle valve for the tank if you cannot remedy the trouble after doing the following: disconnect the fuel pipe from the tank, remove needle valve by unscrewing all the way and clean outlet port (where fuel pipe connects to tank) with a cotton pipe cleaner. It may be that dirt is preventing the needle valve from shutting off the fuel. Flush out the tank once in a while with gasoline and be sure that all gasoline that is put in the tank is strained.

PUT ON NEW PULLEYS

(1)—I find that my Indian Scout, electrically equipped, does not seem to charge the battery sufficiently now. The generator supplies proper current in the early part of the night, but the battery does not hold up toward morning, when on night rides. What adjustment can I make to remedy this?

Ottawa, Ont.

SUBSCRIBER.

Answer

(1)—We think that since you have had this machine for some time that under the circumstances and because of your doing much riding at night you had best get new pulleys. The Indian factory is now putting out Generator Pulley S7114T and Generator Driving Pulley S7116T which when fitted in place of the present pulleys will increase the output of the generator.

TOURING INFORMATION

LANSING TO ATLANTIC CITY

(1)—Please give best route to Toledo, then to York, Pa., and to Atlantic City, N. J.

(2)—Is this trip long enough to qualify for an M. and A. T. A. medal?

Lansing, Mich. "RONDIE" HARRIS

Answer

(1)—Grand River Road to Detroit; join Dixie Highway II (see page 7, issue of July 10th) to Toledo. From Toledo take Lincoln Highway I through Cleveland, Pittsburgh, Bedford, Gettysburg to York, 480 miles. From York follow Lincoln Highway I into Philadelphia, 93 miles. From Philadelphia cross to Camden, N. J. and follow yellow bands along the White Horse Pike through Haddon Heights and Hammononton to Atlantic City, 60 miles. Total, Lansing to Atlantic City, 783 miles.

(2)—Not for the thousand-mile medal.

TO TENNESSEE VALLEY

(1)—Best route to Tennessee Valley, Tenn., and best time to travel from New York.

New York

HARLEY RIDER

Answer

(1)—Lincoln Highway, New York to Philadelphia, Lancaster (Pa.), and Gettysburg, 217 miles. Gettysburg to Hagerstown (Md.), 35 miles and National Old Trails through Cumberland and Uniontown to Wheeling, W. Va., 195 miles. National Old Trails Wheeling to Cincinnati, O., via Columbus and Dayton, 248 miles. Dixie Highway to Frankfort, Ky., 95 miles. International Peace Highway, Frankfort to Louisville, Ky., 58 miles. Dixie Highway, Louisville to Cave City, 85 miles. Jackson Highway, Cave City to Nashville, Tenn., 100 miles.

Memphis-Bristol Highway, Nashville to Waverly (in Tennessee Valley), 73 miles, passing through Bellevue, White Bluffs, Dickson, Tennessee City, McEwen. Total distance from New York, 1,106 miles. This route takes in as many good roads as possible. Go before September first.

BUFFALO TO DUNKIRK

(1)—Please give shortest route to Dunkirk, N. Y.

Buffalo, N. Y.

INDIAN RIDER

Answer

(1)—Yellowstone Trail or red bands on poles through Lackawanna, Angola, to Silver Creek, 36 miles. Dunkirk is about 12 miles from Silver Creek along the lake shore. Total, about 48 miles.

PROVIDENCE TO HARTFORD

(1)—Please give the shortest good route to Hartford, with distance.

Providence, R. I.

JOHN ANDRIES

Answer

(1)—Interstate Route "3," going through Olneyville, North Scituate, South Killingly, Danielson, Brooklyn, Willimantic, Andover, Bolton Notch and East Hartford, 75.5 miles.

OVERLAND TRAIL

(1)—What is the distance to Kearney, Neb., from Boone and what road maps are needed for this ride? I think this would be the Overland Trail, but no one seems to know definitely here.

(2)—How can I get to Sweetwater from Kearney and how far is it?

Boone, Iowa.

SUBSCRIBER.

Answer

(1)—Distance is 268 miles. Use Lincoln Highway map or follow the Lincoln Highway signs. This highway is the same as the old Overland Trail, but the Trail is no longer called such.

(2)—Take State Route "60" northward to Hazard, 25 miles, and from there go to Sweetwater, 6 miles. Total, 31 miles.

TO WISCONSIN RAPIDS

(1)—Please give best route to Wisconsin Rapids, with distance and road conditions.

Minneapolis, Minn. CHARLES MOCK.

Answer

(1)—Yellowstone Trail (against arrows) through St. Paul, Eau Claire, Chippewa Falls, Abbotsford, Marshfield, and Junction City to Stevens Point, 216 miles. Wisconsin Rapids is 26 miles from Stevens Point; 5 miles on Route "10" and 21 miles on Route "66." Total, 242 miles. Good roads on Yellowstone Trail and reported good to Wisconsin Falls.

NEW YORK TO LIVERPOOL

(1)—Please give me the best route and distance to Liverpool, Pa., also road conditions.

New York, N. Y.

JOE CANNIA.

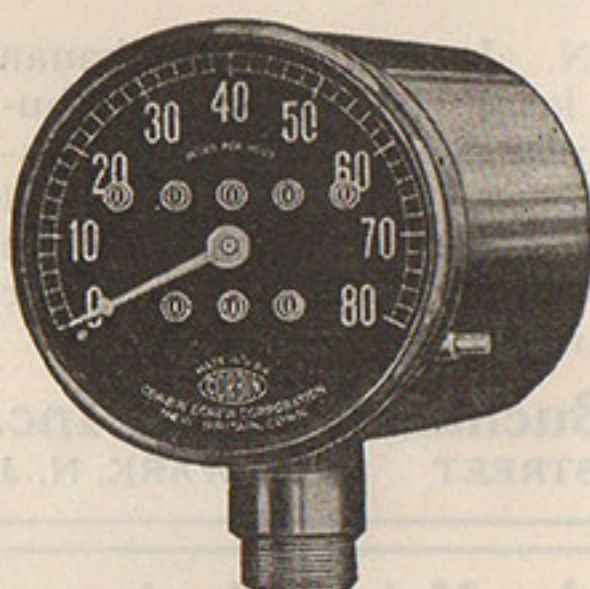
Answer

(1)—Lincoln Highway to Philadelphia, 97 miles. Lincoln Highway from Philadelphia to Lancaster, Pa., 67 miles. Lancaster to Harrisburg, via Eliabethtown, 37 miles. Blue bands out of Harrisburg through Fort Hunter, New Buffalo to Liverpool, 30 miles. Total, 231 miles. All good roads.



Accurate

Dependable



The one good SPEEDOMETER

It is **good** because of its:
Correct CENTRIFUGAL
principle.

Correct CORBIN design
(patented).

CORBIN quality in mate-
rials and manufacture.

DEALERS

Sell a Good
Speedometer.
Ask Your Jobber

Carry a stock and
you will avoid dis-
appointing a single
customer.

Corbin Extra Features:

Maximum Speed Hand

Luminous Dial

100 Mile Calibration

THE CORBIN SCREW CORPORATION

The American Hardware Corporation, Successor

218 High Street

New Britain, Conn.

Branches:

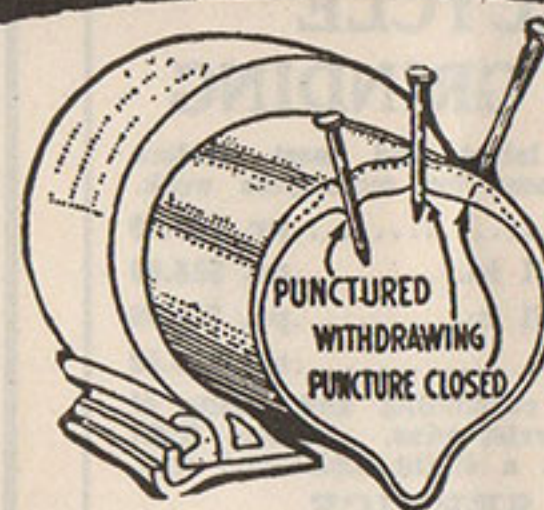
New York

Chicago

Philadelphia

The BROWN SELF-SEALING INNER TUBE

Will
not
leak



when
punc-
tured

SAFETY FIRST

The Tube which endangers life by going flat
from the slightest puncture is never cheap.

The Tube that will not deflate when punctured
is never dear.

Brown Scientific Tubes will last from three to
five years, outwearing several sets of casings.
They add materially to the life of the tires, for the
fabric reinforced tread of the tube will stand a
pressure of 100 lbs., thus relieving the tire from
the direct strain it must meet when ordinary tubes
are used.

Jobbers and Dealers: Write for our proposition
today.

Self-Sealing Auto Tube Corp.

Bloomfield, N. J.

F.A. BAKER CO

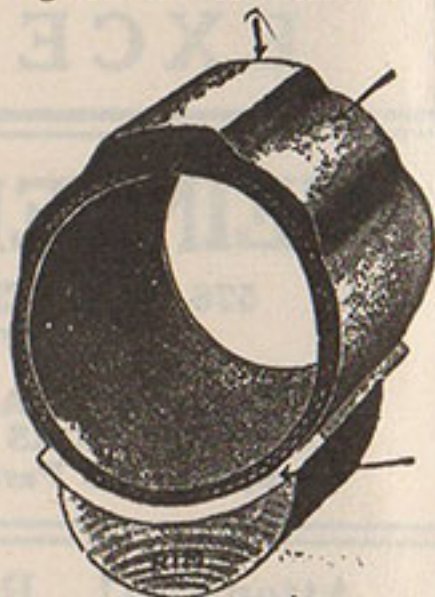
Distributors

Do You Know
the joy of riding on air is demonstrated best on

**Palmer-
Armstrong**

Made by the
B. F. Goodrich
Rubber Co.

Weights 2 lbs.
per pair



and your
Favorite
Bicycle

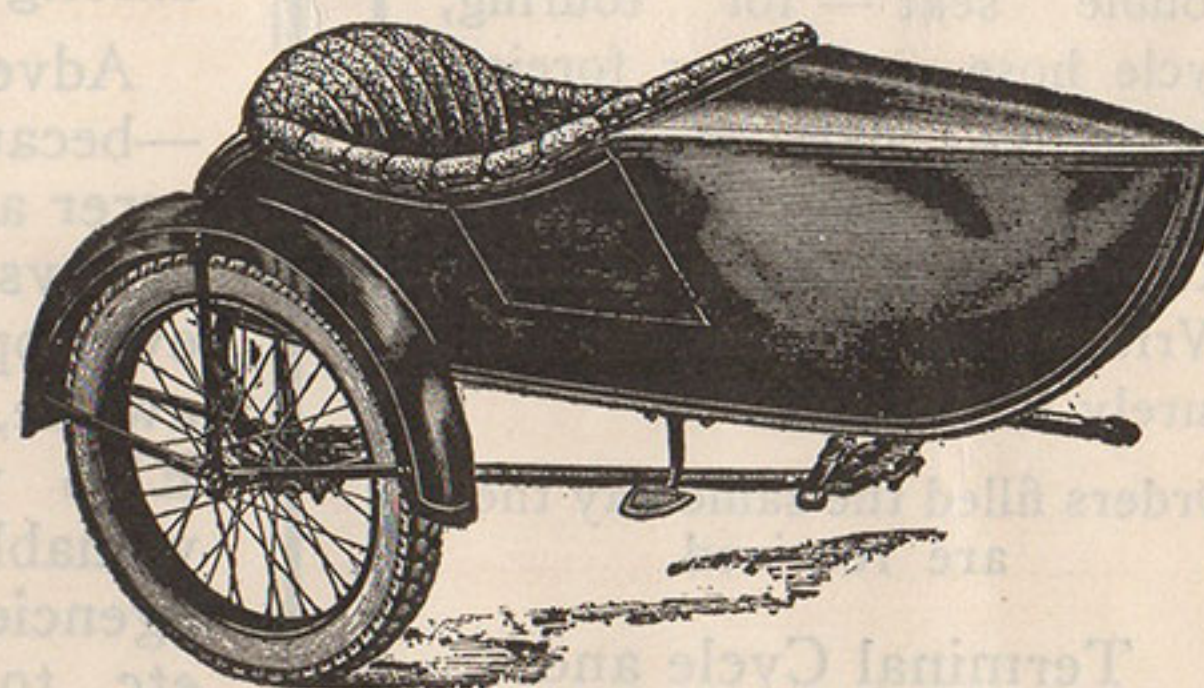
Serviceable for road use. A hand-made tire of one
continuous cord. Lightness, Strength, Resilience.
Bicycle manufacturers, jobbers, and dealers are in-
vited to get our proposition for equipment and dis-
tribution.

CHICAGO CYCLE & SUPPLY CO., Western Distributors

F.A. BAKER CO

**97 Chambers
Street**

**New York. N.Y.
U.S.A.**



DE LUXE OBSERVER

The Aristocratic Sidecar

Write today for Descriptive Circulars.

THE FLXIBLE CO.

326 NORTH WATER STREET
LOUDONVILLE, OHIO

Dealers' and Distributors' Directory

MOTORCYCLE CYLINDER GRINDING

We have installed the latest and most modern Cylinder Grinding equipment for motorcycle work.
INDIAN, 1917-22, 61 in.....pr. \$17.00
HARLEY-D., 1913-22, 61 in.....pr. \$16.00
EXCELSIOR, 1913-22, 61 in.....pr. \$17.50
HEND. or ACE, 4 cyl.....set \$30.00
 These prices include the regrinding and fitting of new pistons, rings and wrist pins. Special light weight pistons supplied at a slight additional cost.

48 HOUR SERVICE
 Special discount to Dealers

ALEXANDER KLEIN
 2216 N. BROAD ST., PHILADELPHIA, PA.

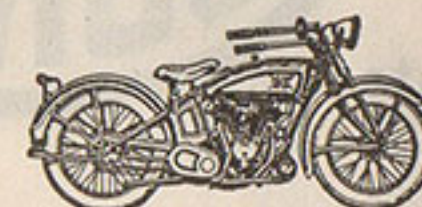
P
A
R
T
SS
E
R
V
I
C
E

4 Cyl. Motors a Specialty WICO BATTERY

SERVICE STATION

Open 365 Days
 Tel. Butterfield 8965

Yorkville Motorcycle Co.
 421 EAST 75th ST., NEW YORK CITY



Newark, N. J.—W. H. Buchanan Company, local Henderson distributors, have just closed a very successful contract to supply the East Orange Police Department with Henderson motorcycles; also the Roselle Park Police Department.

W. H. Buchanan & Co., Inc.
 488 BROAD STREET NEWARK, N. J.

THERE IS PROFIT FOR YOU IN OUR

REPLACEMENT PARTS CHARLES NEWBOURG CO.

1159 BEDFORD AVENUE, BROOKLYN, N. Y.

St. Nicholas Motorcycle Agency
INDIAN MOTORCYCLES
PARTS and SUPPLIES
 Repairs on All Makes of Motorcycles
2065 AMSTERDAM AVENUE
 Cor. 162nd Street NEW YORK CITY
 Phone Wadsworth 8254

Bicycle Dealers Attention!

Let us help you double your business by adding Racing equipment to your stock, such as Genuine B. S. A. bicycles and parts, racing jerseys, tights and cycle shoes—knickers with double seat — for touring, cycle hose, and other foreign specialties, such as Brooks saddles, sliding extensions, Renold chains, Blumel pumps. Write for our prices. It will surely interest you.

Orders filled the same day they are received.

**Terminal Cycle and
Sporting Goods Co.**

42 Cortlandt Street, New York
 —The House of Satisfaction—

L. C. HERZIG INDIAN MOTORCYCLES

Brazing Parts General Machine
 Welding Accessories Work—Repairing
 Schbler Carburetor Service Station
 Boulevard and Paterson Plank Road
 North Bergen, N. J. Tel. Union 3919

Henderson and Excelsior

GOULDING SIDECAR
 PARTS AND SERVICE
 STORAGE—REPAIRS—ACCESSORIES
HENDERSON SALES COMPANY
 302-4 West 13th St. New York City
 Phone: Chelsea 3986

Dealers

who advertise here are in the limelight and have raised themselves above the level of the unknown among the cycle dealers.

Advertising here pays —because the manufacturer and wholesaler are always keeping their eyes open for live, wide-awake, **KNOWN DEALERS** when they have valuable agencies, sub-agencies, big job lots, etc., to place.

Riders, too, want to deal with the **KNOWN DEALERS**.

Price for space nominal. Write Motorcycle & Bicycle Illustrated, 239 West 39th Street, New York.

Excelsior and Henderson Motorcycle Parts

For All Models

IF YOU WANT QUICK SERVICE,
 SEND US YOUR ORDER.

All goods shipped day order is received.
 Regular Discounts to Dealers.

THE
Kellogg Mfg. & Sales Co.
 187-193 Stratford Avenue
 BRIDGEPORT CONN.

HENDERSON
 All Parts in Stock
DRISCOLL & JEANROY
 209 W. 126th St., New York City
EXCELSIOR

STEINFELD & CO.

576 WESTCHESTER AVE.
 NEW YORK

EXCELSIOR AND HENDERSON
 DISTRIBUTORS FOR THE BRONX
 Supplies and Parts Always on Hand

Attention! Racing Cyclists!

High Class Racing Jerseys and Tights,
 Either in Wool or Silk. Made for the
 Greatest Athletes in the World.

CARL SELLINGER
 35 So. Valley Road West Orange, N. J.
 Special Prices for Clubs.

S
U
P
P
L
I
E
SS
E
R
V
I
C
E

PHILLY BOYS ON TOUR

Philadelphia, Pa.—Another week-end camping trip was well enjoyed by Bill Judge, Bill Yarwood, Hen Brunn and George Yarwood, members of the Philadelphia branch of the Century Road Club of America and the Quaker City Wheelmen members. The boys left Bill Yarwood's house at 9 a. m., Saturday, July 26, and proceeded out on the Roosevelt Boulevard to Broad Street and along to Old York Road through Agonty, Jenkintown, Willow Grove, riding right to Hattoro and Crooked Billet where a short stop was made for refreshments and a little tire repair. After a short rest they were off again, riding through Rusland, and New Hope, which was reached about 11.30 a. m., a distance of 40 miles from Philly on the Delaware.

Leaving New Hope with full packs they were off for Lumberville. Riding over a pretty fair road this point was reached in a short time so they took to the tow path along the old canal to Old Bristol, and Easter Canal. Riding down along the canal about ten miles at an ideal spot to pitch camp they came to a stop and got busy getting the outfit laid out and a short time later were all seated, enjoying a real outdoor meal. With this over they looked the tents over to make sure that they would be all set in case of rain.

They turned in to sleep at 10 p. m., and all had a good night's rest. Getting up early and having a swim before the morning meal, they all felt 100 per cent., and after cleaning up, started out on their bikes for a short ride, which soon brought them to Treasure Island, the famous Boy Scout camp. They bid the Scouts good-bye and rode back to their camp where they had dinner and rested until about 2 p. m., when they started for home, taking to the back country road until they reached the new State road at Pipersville. They went through Doylestown and were greeted with a long steep hill which was a pip to climb with the heavy packs, but in spite of all they made it to the top and from here on they had all ups and downs and had to stop many times for a short rest as the up-grades were very long until Plumsteadville. Yarwood was the champ along this route as he took the hills, up and down, in great style. As the machines were crowding the road they had to set a steady pace and went along without a stop, until the city was reached, where they split up for home, all having had a very enjoyable time for the two days.

Anyone desiring any information regarding the Philly branch of the C. R. C. of America, can address Henry Bruhn, 242 So. 39th Street, Philadelphia, Pa., or National President, Al. L. Everard, 713 Hudson Avenue, West New York, N. J.

C. R. C. A. OUTING DUE

New York City—The members of the New York Division of the Century Road Club Association are all looking forward to the club's annual "Midland Beach Race and Outing" which will be held at Midland Beach, Staten Island, this Sunday, August 9. This affair which has been held for the past few years, is more of a get-together

for the "oldtimers" and "youngsters" to have one grand time together, regardless of age.

These members living in Manhattan will meet the captain at Columbus Circle promptly at 7:15 a. m., ready to ride to the South Ferry where they will meet the other club members living in Brooklyn and Long Island. They will ride together over the Eastern Boulevard, near Midland Beach to where they will hold the first event on the program. This event will be a five-mile open handicap race and open to all members who will be assured of liberal handicaps which will range from the 2:30 handicap to the honor mark. For this race the captain has received a valuable list of prizes which was donated by the club members, and which will be awarded to the winners. After the race, the members will go over to the beach and have dinner at Mrs. Moran's restaurant. Afterwards, the old-timers will be pitted against the youngsters in a game of handball and several other sports while in bathing. It is expected that over fifty members will show up for this affair.

AL. HATOS STARS IN ELIMINATION

Bayonne, N. J.—The New Jersey members of the Century Road Club of America, met on the championship course at Bayonne Sunday, July 20, and held a series of three races to get the six best club members to represent the club in the New Jersey State Championship which will be held over the same course on July 27, and August 3. The half-mile scratch was run in heats with six men in the final. Al. Hatos won in a blanket finish from Rawlins, Gardella, and Casey, Smith, and Heldman, in that order of the finish. In the one-mile scratch the field was sent off in one bunch and a steady pace was set until about a quarter-mile from the finish when Hatos jumped to the front to win with ease from Gardella, Casey, Rawlins, Smith and Heldman in that order. The final race was a three-mile unpaced and after a hard ride resulted in a win for A. Hatos, with Rawlins, Smith, Gardella, Sutter and Casey finishing in that order. Points were scored as follows: Al. Hatos, 21; J. Rawlins, 13; J. Gardella, 11; F. Casey, 9; N. Smith, 7; H. Heldman, 3.

SETS UP CYCLING MARK

St. Louis, Mo.—What is believed to be the road record for St. Louis cycling was hung up by Louis W. Stockglauser, of 4452A Virginia Avenue, St. Louis, when he rode to Effingham, Ill., and return in one day. The riding distance is 224 miles and was made in 15 hours and 35 minutes riding time, 30 minutes being consumed for stops en route. Stockglauser left St. Louis at 6 a. m. on Thursday morning, July 10. His only stop was made at Vandalia, Ill., and he arrived in Effingham at 2:30 p. m. In that city he stopped only long enough to mail a post card home as evidence of his presence in that city, again taking the road, this time toward St. Louis. He reached his home at 10:25 p. m. His day's ride beats any on record with the St. Louis Cycling Clubs, the oldest of the local riding clubs. The best that the club had on tap was that of a member who rode 130 miles on one day's trip.

SCHACKINGER WINS ACME RACE

New York City—S. Schackinger, riding from the 30 second mark, was returned home the winner in the weekly road race of the Acme Wheelmen, followed in closely by J. Schaefer from scratch, and H. Fisher, also from scratch. J. Schaefer made the fastest time, 25:35 2-5, and H. Fisher was only a fifth of a second behind him. Twenty men started, but due to the fast pace set at the beginning of the race by the limit men, only 16 finished. Weather conditions were ideal, but a stiff breeze coming and going slowed down the time somewhat. Following is the time made by the various riders together with their handicaps:

Name	Handicap	Time
S. Schackinger	30 sec.	26:05 3-5
J. Schaefer	Scr.	25:35 2-5
H. Fisher	Scr.	25:35 3-5
T. Celano	30 sec.	26:05 4-5
T. Schliessman	Scr.	25:35 4-5
J. Desimone	2:00	26:35 2-5
H. Schliessman	2:00	26:35 3-5
G. Wright	1:30	27:05 2-5
O. Altonen	3:00	28:35 2-5
W. Byman	1:30	27:05 4-5
F. Stritter	1:30	27:06
C. Stritter	2:30	28:06
W. Boyle	3:00	28:35 3-5
P. LaPenna	3:00	28:35 4-5
T. Perangelo	3:00	28:36
J. Nickels	1:30	30:00

HOLD HOLIDAY SPORTS

Madison, Wis.—Hundreds of children and adults enjoyed the picnic, community singing and athletic events on the afternoon program of events for Fourth of July at Olin Park. The program opened with a band concert by Scherer's band and community singing led by Arthur F. Worth. Levi W. Pollard, Milwaukee, gave a patriotic reading, "Old Glory." Pupils of Prof. F. W. Kehl and Leo Kehl gave an exhibition of dancing. The main address was made by Emerson Ela. The results follow:

Bicycle Race (boys 12 to 14)—Theodore Smith, first; Hamilton Watson, second; Emanuel Bender, third, and Kenneth Foss, fourth.

Bicycle Race (boys under 12)—George Carsten, first; Edwin Mundt, second; Duboise Miller, third; William Slingen, fourth.

Bicycle Race (girls 9-12)—Shirley Bazan, first; Merle Nickels, second.

* Bicycle Race (boys 18 and over)—George Schott, first; Norman Douglas, second; Joe Hagan, third.

Kiddy Kar Race (age up to 4 years)—Margaret Parish, first; Floyd Mink, second; "Billy" Werner, third.

MEMBERS ATTEND FAREWELL

St. Louis, Mo.—Thirty members of the St. Louis Cycling Club turned out Sunday, July 13, to pay honors to Matt J. Gilbert, pioneer cyclist who is going to California to make his future home. A farewell dinner was given to Gilbert at Van Horns. Gilbert is 62 years of age and has been a member of the St. Louis Cycling Club since 1890. He is also a member of the South Side Club and the Missouri Division of the League of American Wheelmen.

ONE INSERTION
THREE CENTS A
WORD:
MINIMUM 50c.

Classified Advertisements

MORE THAN
ONCE TWO
CENTS A WORD
PER ISSUE.

PARTS—New and Used, for Indian, Thor, Merkel, Miami, Pierce, Curtis, F-N, Royal Pioneer. All makes of Coaster Brakes. All types Eclipse Clutches. JERSEY CITY CYCLE & AUTO SUPPLY CO., Jersey City, N. J.

MOTORCYCLE BARGAINS—Save from 25% to 65% on slightly used and rebuilt motorcycles. All machines fully guaranteed and ready to ride. Send for our Free BARGAIN BULLETIN and Money-Saving Message, listing hundreds of Bargains in used, rebuilt and new motorcycles. Complete line of parts carried in stock to fit Ace, Henderson and Cleveland. Some used parts at a big discount. Prompt service on all mail orders. Expert repairing and cylinder regrinding. Agents for Henderson, Indian and Cleveland Motorcycles. AMERICAN MOTOR CYCLE COMPANY, MB-2041-47 W. CHICAGO AVE., CHICAGO T.F.

FOR SALE—Twenty-five 1921 electrically equipped police machines. Good running order. Price, \$75 to \$100. BOLLER BROS., 4444 Hudson County Blvd., Union Hill, N. J. Tel. 2358 8-14

TO MAKE ROOM for new models we are offering used machines and parts at unusual prices. Send for our list of fall bargains. INDIAN MOTORCYCLE SALES & SERVICE CO., 1331 W. Jackson Blvd., Chicago, Ill. t.f.

FOR SALE—Harley-Davidson used parts dirt cheap. Frames, forks, handlebars, wheels, mudguards, tanks, tool boxes, saddles, complete motors and parts, complete transmissions with clutches and kick starters and parts, complete 61-inch pocket valve racing motor, cheap, fits tour-

ing frame. Several sidecars, \$15 each. Bosch Magnetos, \$10. Several large vises, \$3 up. Call before 6 P. M. Harry Tattersall, 206-A 32nd Street, Brooklyn, N. Y. t.f.

LADIES' BICYCLE FRAMES—Complete, in lots of three at \$3.00 each; \$9.00 per crate. Cash. Non-Skid Firestone Tires, 27x3½, \$7.50. Fabric Tires, 30x3½, \$6.00. Firestone, 28x3, \$5.50. 28x3 Federal Casings, \$3.85. C.O.D. anywhere on \$1 deposit. DENINGER, Price Cutter, Rochester, New York. 9-1

MOTORCYCLE RACES—Canton, New York, August 28th and 29th. \$600 cash purses. Two races daily, five and ten mile. Prizes, \$75, \$50, \$25 each race. Write F. L. ZIMMERMANN, 129 West Main Street, Rochester, N. Y., for entry blanks. 8-21

METAL BALL FACTORY—Making carbon balls, requires man capable of taking control of plant as general foreman. Wanted immediately. Write, giving full details and wages required. BOX 70, Danbury, Conn.

FOR SALE—Two Caminade pace following bicycles, three extra front wheels and eleven extra sprockets. Will sell at a bargain. Paul Crescio, Manhattan Cycle Co., 3840 Carmine Street, New York City. 8-7

WANTED—Mechanic on parts. Man experienced in good Harley-Davidson Agency. State full particulars, if married or single. BOX 83, care Motorcycle & Bicycle Illus., 239 W. 39th Street, New York. 8-7

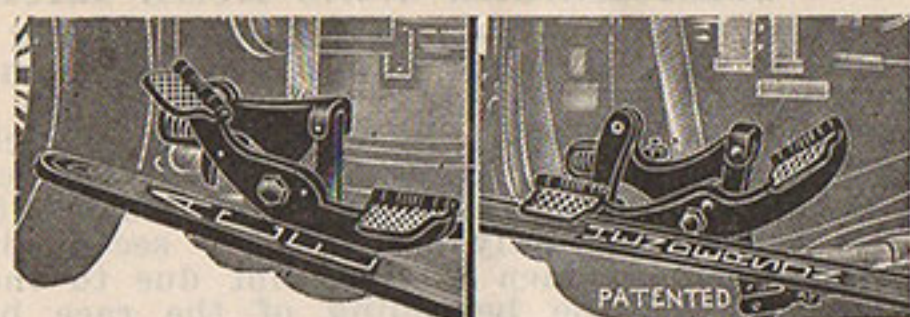
FOR SALE—Special Chicago 61 cubic inch Harley-Davidson Twin Racing Motor complete. \$95.00. J. W. Terhune Co., 239 Main Street, Hackensack, N. J. Telephone Hackensack 1890. T.F.

WANTED—MOTORCYCLE MECHANIC—With experience on Indian motorcycles. Must have references. State salary expected in first letter, giving all particulars, or call in person. NELSON MOTOR CO., 437 Hamilton Avenue, Brooklyn. t.f.

SOLD OUT OF FIRESTONES, have only 100 of the following left:
Federal, Fisk.....\$3.90 Goodyear.....\$5.40
U. S. Butt End Tubes..75c In lots of 60.....60c
ALL Guaranteed FIRSTS, 28x3. Prices in lots of FIVE. 20% with order.
Indian engine, slightly used.....\$14.00
A-1 1922 Harleys, 61-in.....\$80.00
74-in.....\$90.00
Harley, Indian, Excelsior parts, slightly used, from 75% to 90% off price new. Write for catalog. GIVNER, 1012 E. Fayette Street, Baltimore, Md. 8-14

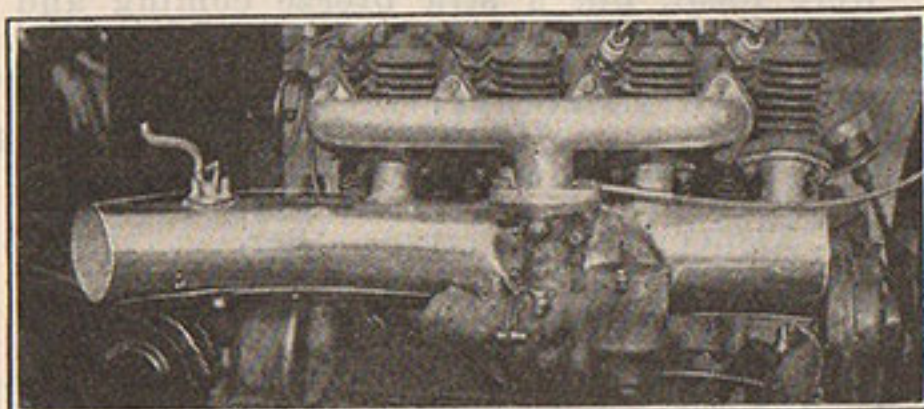
WANTED—First class salesman to sell and demonstrate motorcycles in New Jersey on commission. Excellent prospects furnished. Address Box 82, care Motorcycle & Bicycle Illustrated, 239 West 39th Street, New York. 8-7

FOR SALE—Two Indian Power Plus, single racing, motorcycles, in A No. 1 condition, for \$100 each. HOWARD A. FRENCH & CO., 424 9th Street, N. W., Washington, D. C. t.f.



FOR ACE OR HENDERSON—PRICE \$10.00

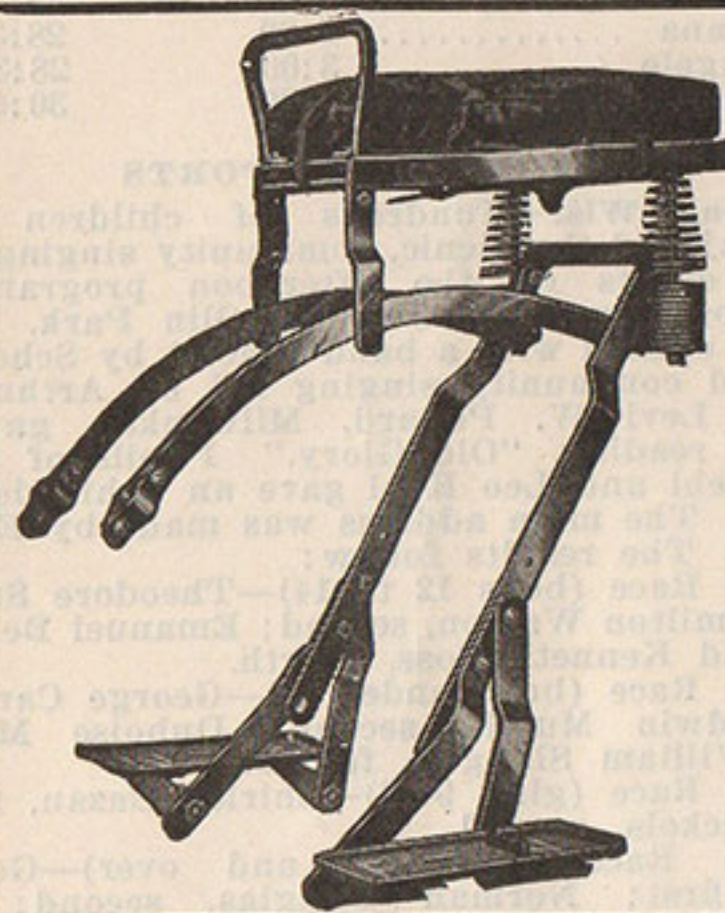
J-B ROCKER CLUTCH CONTROLS



J-B ROAD PIPE

For De Luxe
Henderson
Price \$25.00

JOHN F. BALLAK & CO.

100 N. 12th BOULEVARD
ST. LOUIS, MO.

Supreme Comfort
Light Weight
Maximum Strength
Lowest Saddle Position

All are blended in the

F-N TANDEM

Fentress-Newton Mfg. Co
Detroit, Mich.

EVERY MANUFACTURER



OF BICYCLES AND Coaster
Brakes in America uses STAR
BALL RETAINERS as
standard equipment

THE BEARINGS COMPANY OF AMERICA
LANCASTER, PA.

Detroit Office:
1012 Ford Bldg.



SPARE PARTS

Complete overhaul, repair and enameling service
maintained here at the factory.

Parts list mailed on request.

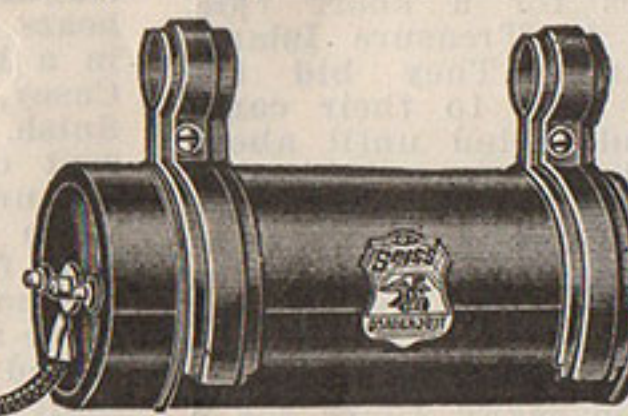
Levene Motor Co.

Successors to ACE MOTOR CORPORATION'S Parts and Service
of "Ace" 4 Motorcycles

2200-18 Diamond St., Philadelphia, Pa.



Seiss Electric Lamp!



Head-
Light
No. 350

The Lamp of Service—with a very fine appearance. Highly nickered
solid brass front that will not rust. Bulb Contact self-adjusting.
Switch that will not jar on or off. Finish glossy black Enamel
Baked on. Bracket furnished complete for attaching to the Bicycle.

The Seiss Manufacturing Company

101 ALEXIS AVENUE

TOLEDO, OHIO

"That Good Battery in the Blue Jar"



Mid-West
Storage Battery
Co.

1623-25 Bellefontaine St.
Indianapolis, Ind.

FIRST AID TO SUBSCRIBERS

Pin a Check, Money or Express Order for \$2.00 to this
advertisement (\$3.00 foreign), fill out this blank, cut
out and mail both to us for one year's subscription to

MOTORCYCLE AND BICYCLE ILLUSTRATED

Name Address

City State

MOTORCYCLE AND BICYCLE ILLUSTRATED
239 West 39th Street, New York

FOR the past twenty years the Indian Motorcycle Company has competed in track racing of every description under the rules and sanction of the governing body of motorcycle racing.

The engineering experience gained in racing has contributed to such development of motorcycle engines that the power and speed developed by engines of the sizes permitted in competition have far outgrown the dirt tracks and the rules that apply to them today. Proof of this has been given in recent months by the tragic death of prominent racing men, the last of whom was Gene Walker, known to be the most careful and skilled rider of recent years.

The Indian Motorcycle Company, therefore, announce that after it has fulfilled such racing obligations as it has assumed during the remainder of this season it will discontinue further participation in dirt track racing.

The engineering and development efforts which we have heretofore given to dirt track racing will now add to the efforts which we have always devoted to the refining and perfecting of our stock models.

INDIAN MOTORCYCLE COMPANY

Springfield, Mass.

HENDERSONS GIVE REAL SERVICE

Last January, J. H. Esau, of Hutchinson, Kansas, started riding his 1924 Henderson. Here's what he thinks of it:

"I have been riding this machine continuously since January 10, without the least bit of trouble.

"In all, I have driven 14,000 miles and have taken the cylinders off to remove carbon twice, but there is not the least sign of a loose bearing about the motor. I feel confident that with reasonable care this motor will not require any overhauling before it has gone at least 25,000 miles.

"Now that is what I call real service as you may recall that I am always out over the State of Kansas and I cannot always pick my roads, and I am dragging a sidecar around everywhere, hauling an average of 100 pounds in it all the time.

"Naturally I'm quite proud of my machine and many fellows have accused me of being directly connected with the Excelsior Company because I rave right along about my Henderson De Luxe Model."

Any Henderson rider will tell you that his repair jobs are few and far between.

**EXCELSIOR MOTOR MFG.
& SUPPLY CO.**

3701 Cortland Street Chicago, Ill.

