

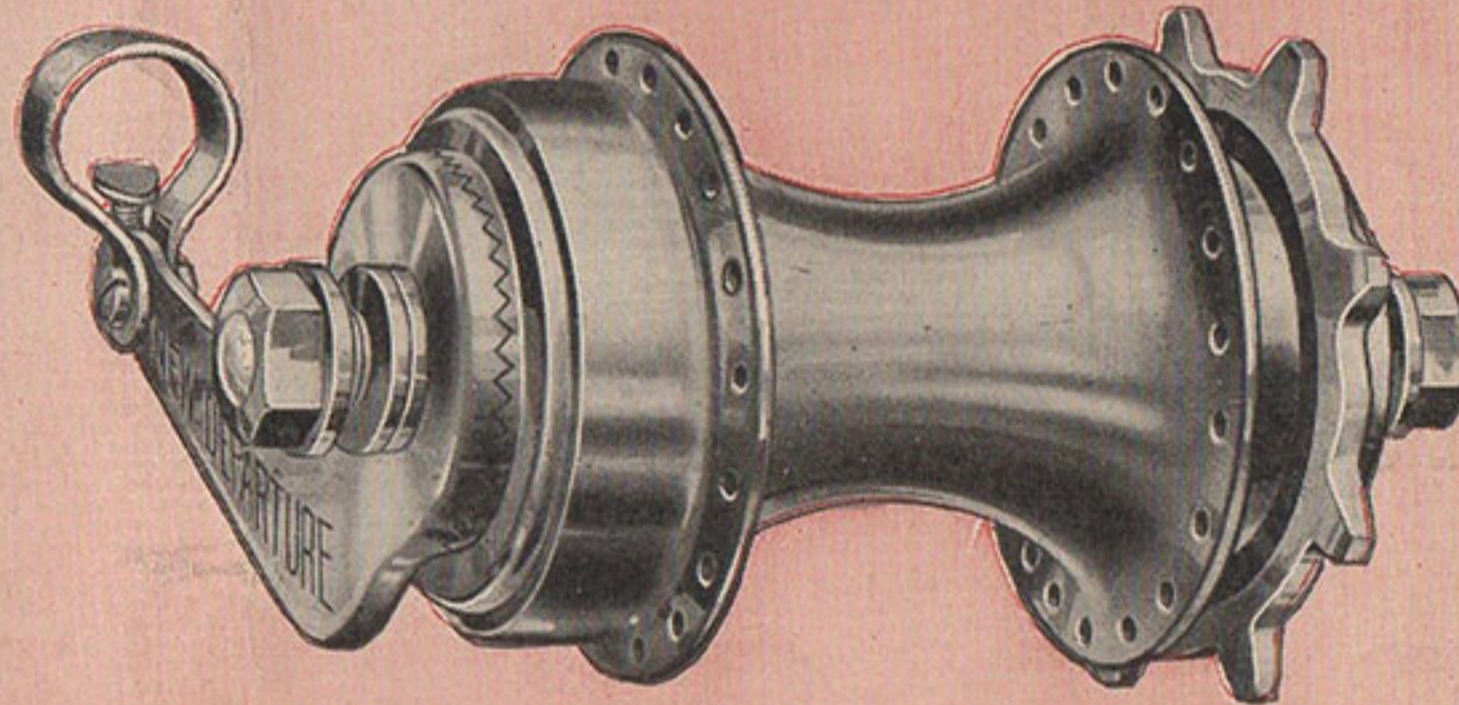
# MOTORCYCLING AND BICYCLING

\$2.00 A YEAR

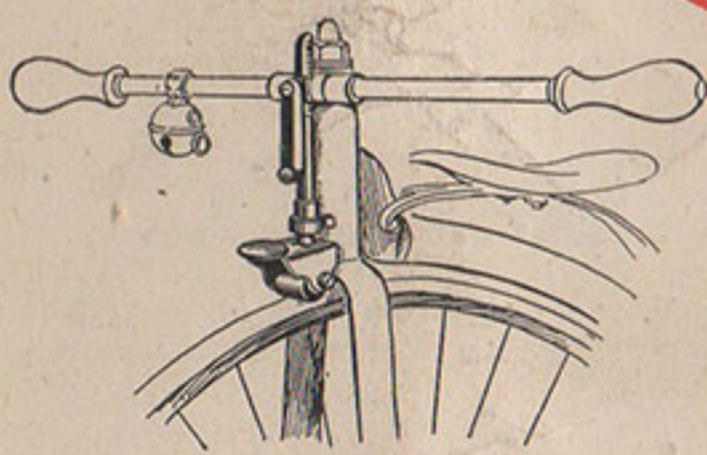
*The Live One from Chicago*

July 13, 1921

## NEW DEPARTURE



*"The Brake that brought the Bike back"*



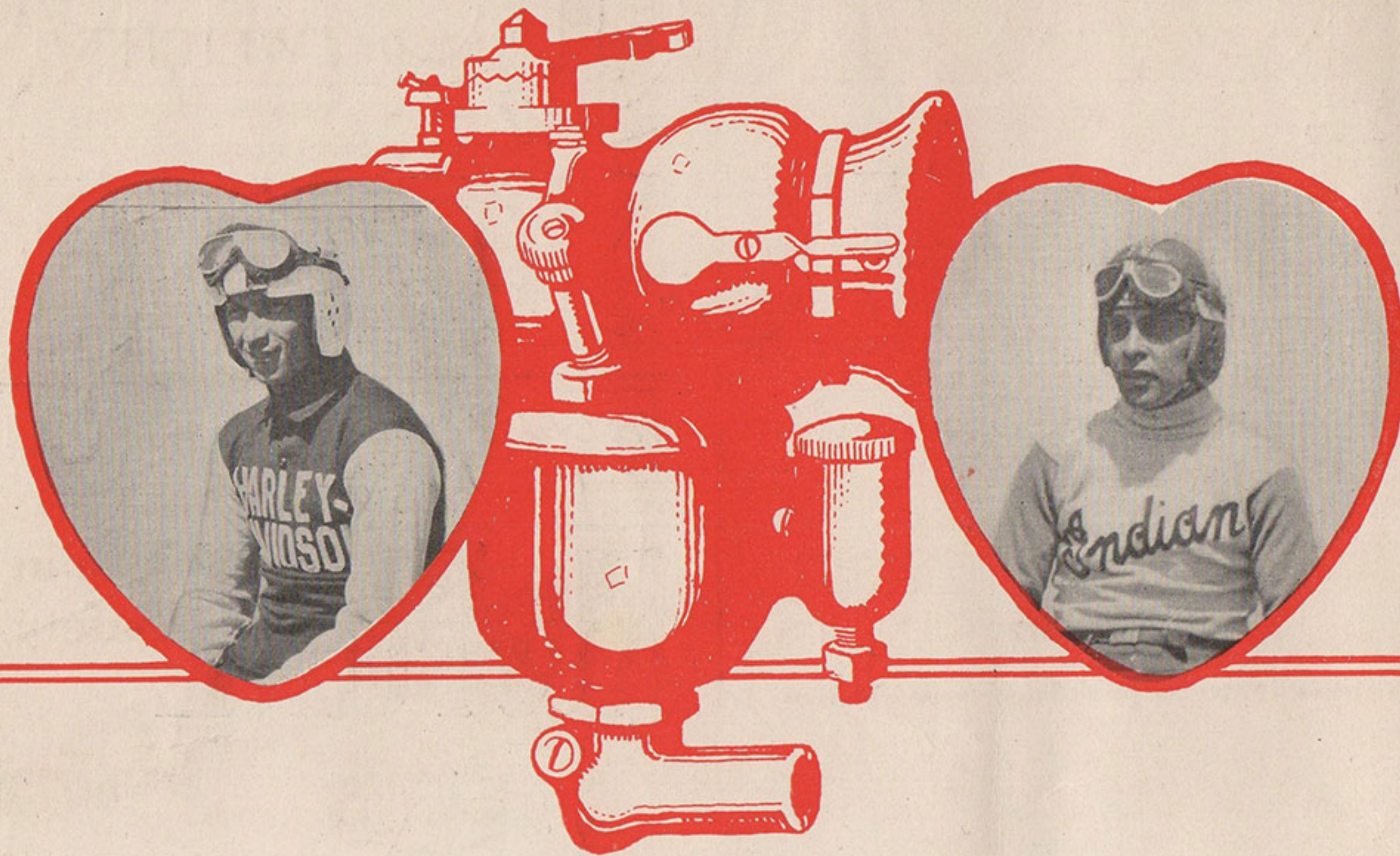
When Mr. Timberlake invented this ratchet brake forty years ago he thought he had given the bicycle industry a wonderful invention. The test of practical use showed it to be just as bad as the others. It remained for the New Departure coaster brake to meet all safety requirements. It was and is "The Brake that Brought the Bike Back."

**T**HE bicycle selling season of 1921 is more than half over. We are nearly through cleaning up our stocks. We are all looking forward to good business next year when we will all take a fresh start under very favorable conditions.

The dealer who thinks ahead has a decided advantage over the dealer who waits until the last minute. In planning your selling activities, count upon our co-operation. In ordering your new wheels specify New Departure Coaster Brakes and do not leave it to your manufacturer or jobber to send you anything he happens to have in stock and wants to get rid of.

The New Departure Manufacturing Company  
Bristol, Connecticut

## The Greatest Circulation in the Cycling field



*And Once Again—*

# **Schebler Wins**

**Establishing World's Records**

**America's Standard**

as demonstrated at Dodge City—  
and every place else while in every day  
use unquestionably is the

**Schebler Carburetor**

**The Wheeler Schebler Carburetor Co.**

**Indianapolis**

*Saying, "I saw your ad in MOTORCYCLING & BICYCLING," gives class to your inquiry*

# MOTORCYCLING AND BICYCLING

Including

# The Bicycling World

Founded 1877

Subscription—\$2.00 per year. Single copies—15 cents

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WM. B. MAYOR, Business Manager  
H. A. WILLIAMS, Eastern Advertising Representative

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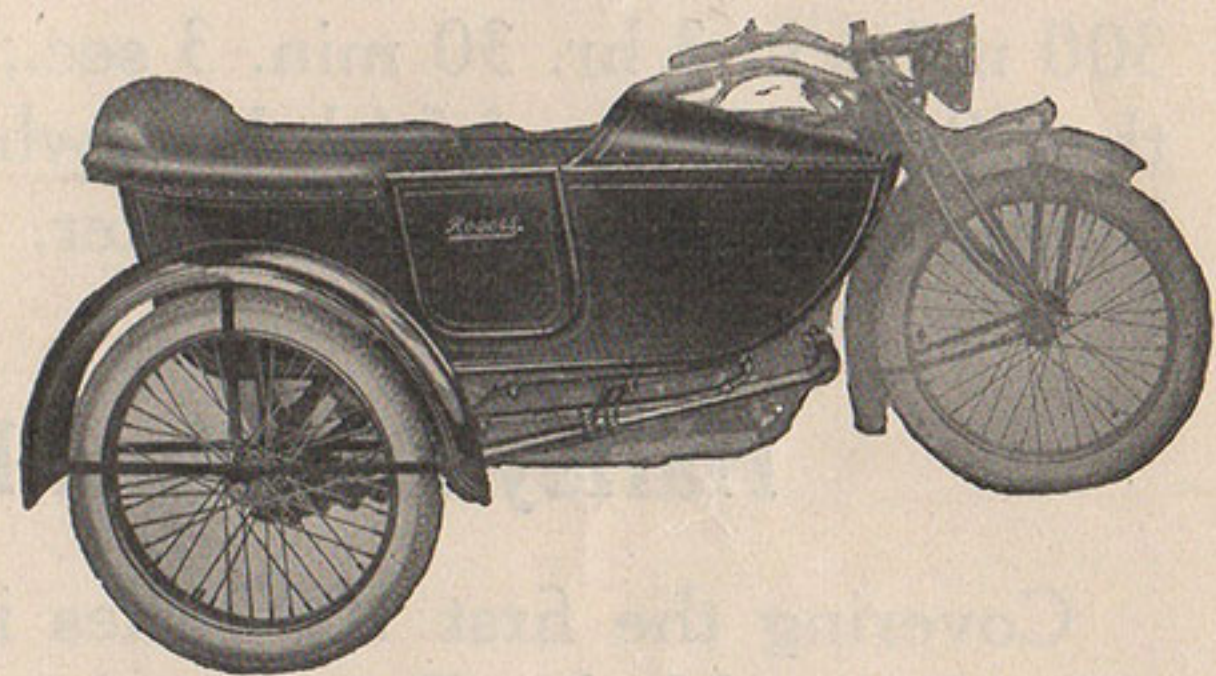
The Seiss Manufacturing Co.  
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Famous Oil Lamp That  
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Look for this Trade Mark → 5

## 1921 *Rogers* SIDE CARS



## LITTLE SCOUT

ROGERS SIDECARS are attached to your motorcycle  
before leaving our factory.

The saving of your time in assembling and aligning is  
only one of our many new service features.

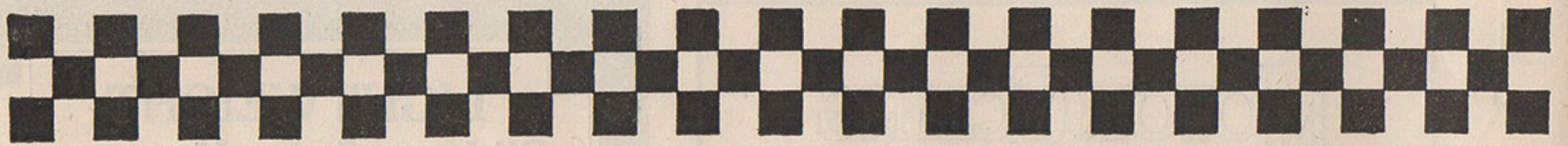
Fits any motorcycle perfectly.

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*again—*

# HARLEY-DAVIDSON

*In a superb exhibition of consistent speed and flashed across the tape the winner. Hepburn covered the 300 miles in 3 hr. 30 min. 3 sec., a rate of 85.7 m.p.h., and led the field in all but the 52nd, 53rd and 54th laps when he made a pit stop. Then the lead was taken by his team-mate, Otto Walker.*

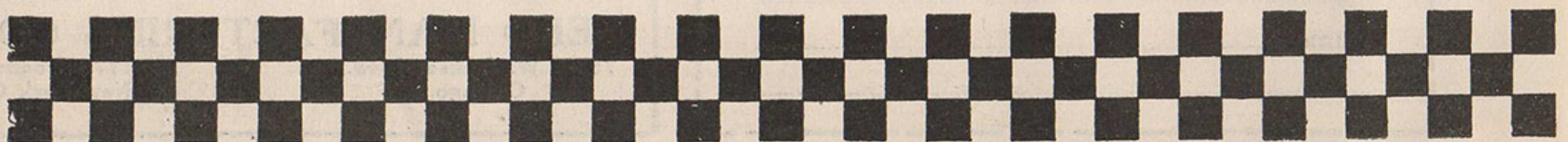
*1st, 3rd, 4th, 5th and 7th—win the fourth consecutive time.*

## Ralph Hepburn on Harley-Davidson Finishes First

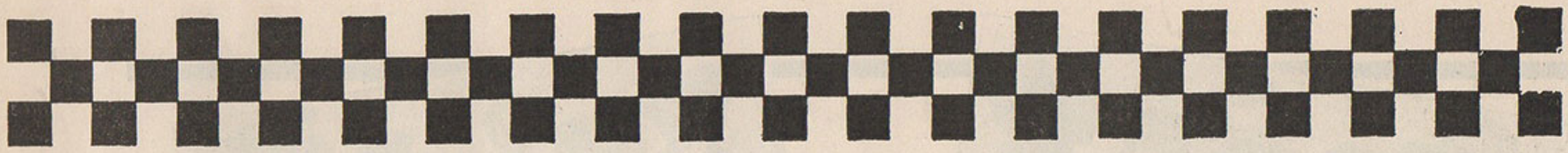
Ralph Hepburn on his reliable Harley-Davidson gave a remarkable demonstration of consistent speed and flashed across the tape the winner. Hepburn covered the 300 miles in 3 hr. 30 min. 3 sec., a rate of 85.7 m.p.h., and led the field in all but the 52nd, 53rd and 54th laps when he made a pit stop. Then the lead was taken by his team-mate, Otto Walker.

## Harley-Davidson Exceeds Three World's Records

Covering the first 100 miles in 1 hr. 7 min. 54 sec. and finishing in 3 hr. 30 min. 3 sec., Harley-Davidson bettered last year's Dodge City records for these distances by 3 min. 19 4/5 sec., 8 min. 52 sec., and 10 min. 1 4/5 sec., respectively, and exceeded three world's records. This wonderful performance emphasizes Harley-Davidson unmatched power and stamina.



*Saying, "I saw your ad in MOTORCYCLING & BICYCLING," gives class to your inquiry*



# Wins At Dodge City

*tency, Harley-Davidson finished  
ning the Dodge City Classic for*

## Four Consecutive Wins for Harley-Davidson

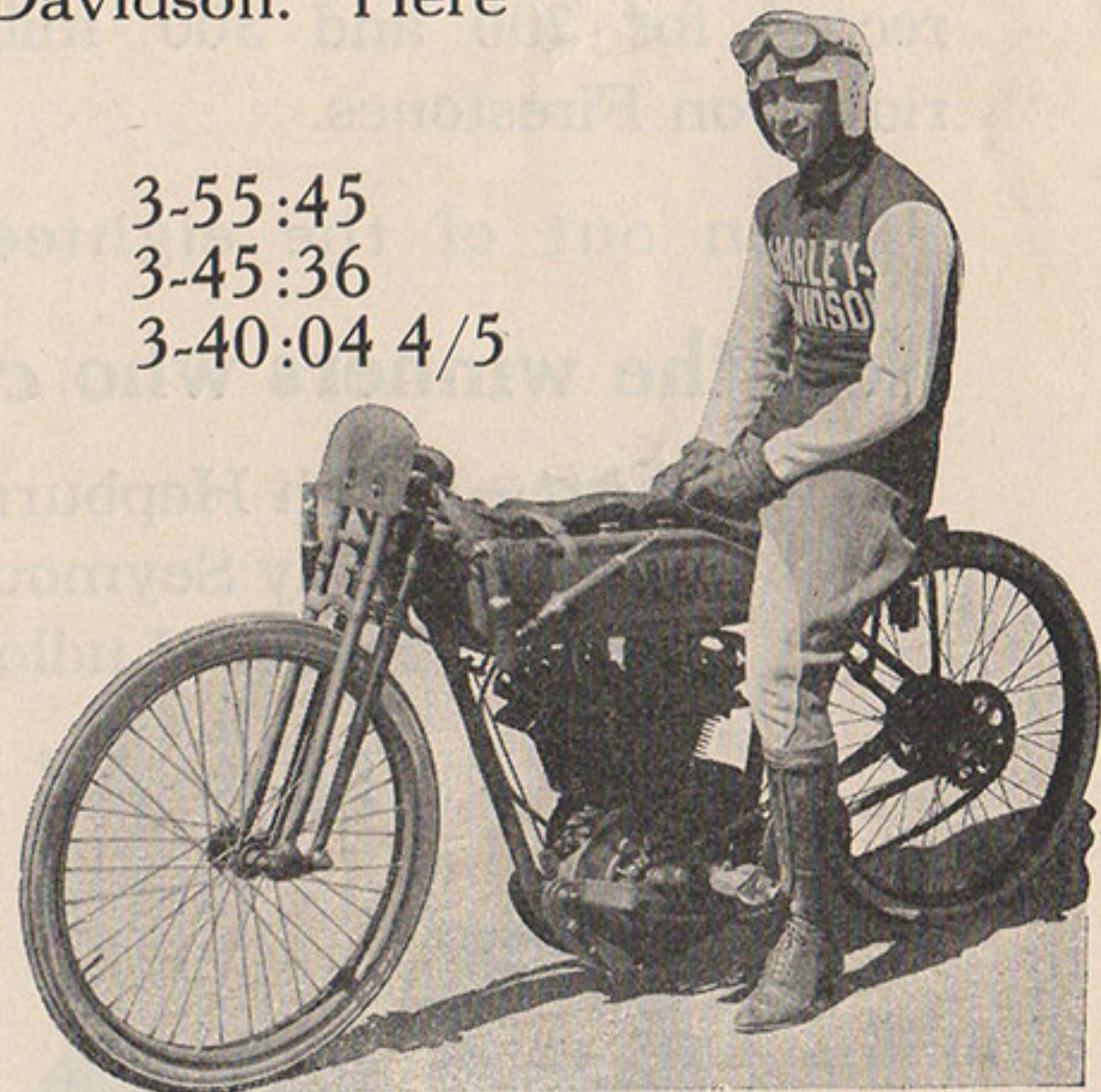
Four wins in a row at Dodge City is the enviable record of Harley-Davidson. And each time the former record has been lowered. These repeated winnings of the world's greatest speed classic prove the superiority of the design and construction of the world's best motorcycle—the Harley-Davidson. Here are the former Dodge City results.

1915	Otto Walker	Harley-Davidson	3-55:45
1916	Irving Janke	Harley-Davidson	3-45:36
1920	Jim Davis	Harley-Davidson	3-40:04 4/5

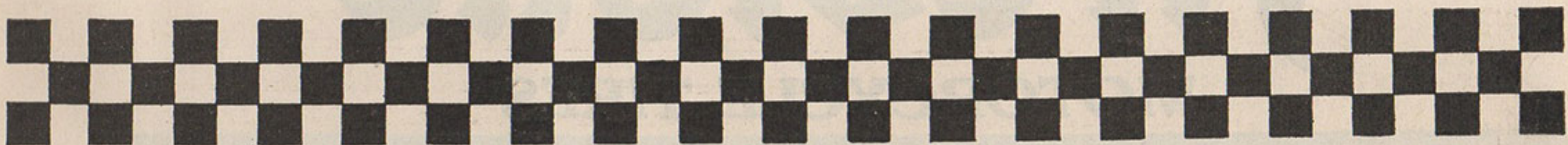
## HARLEY-DAVIDSON MOTOR COMPANY

*Largest Producer of Motorcycles and Sidecars  
in the World*

Milwaukee, Wis., U. S. A.



Ralph Hepburn, winner at Dodge City



*It helps every which way to say, "I saw your ad in MOTORCYCLING & BICYCLING"*



Ralph Hepburn, who  
broke the world's  
record



Ray Seymour, who  
placed Number 2

## Five Out of Six Winners on Firestones—in 300-Mile National M. & A. T. A. Championship

Firestone supremacy was shown unmistakably at Dodge City, Kansas, July 4th, when Ralph Hepburn broke the world's record for 200 and 300 miles riding on Firestones.

Fifteen out of the eighteen

starters chose Firestones for their greater speed and safety. Five out of the six winners rode to victory on Firestones. And, equally important, when the news of the race came over the wires it carried the report: "No tire trouble."

**Note the winners who *choose* and *stick* to Firestones.**

*First*—Ralph Hepburn

*Second*—Ray Seymour

*Third*—Freddie Ludlow

*Fifth*—Otto Walker

*Sixth*—Don Pope

**They All Rode Firestones**

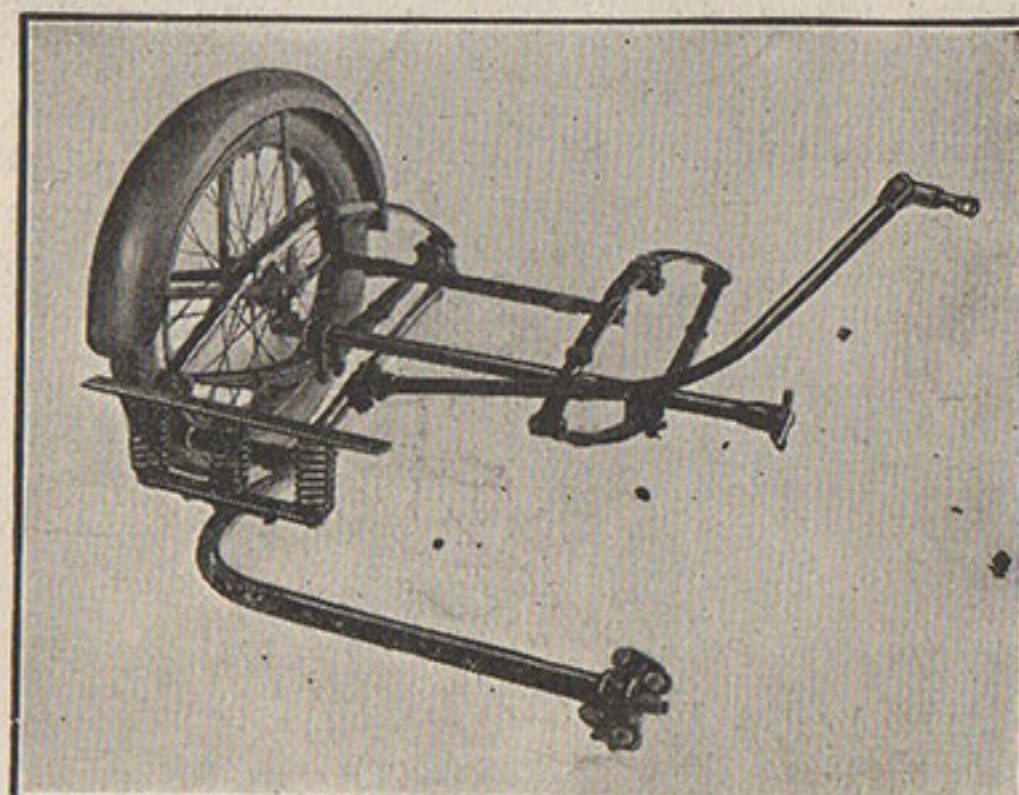
# Firestone

**MOTORCYCLE TIRES**

*Want a quick answer? Then mention MOTORCYCLING & BICYCLING*

# A Flash of Outdoor Happiness

The hum of a motor, a flash of nickel, and like an arrow in flight a motorcycle outfit speeds toward you. Now you catch the healthy tan of outdoor youngsters and some of the details of their riding apparel. An arm is outflung in friendly greeting while the pair speed abreast of you on the rough road. You have just time enough to make out the type of motorcycle and that a Spring Suspension NATIONAL Sidecar is attached when—



## “Slow Motion Picture”

flashes on the screen before your eyes. Every thing in motion on the screen is moving with uncanny slowness; you have time to catch just how an object moves in every detail of its motion. The same outfit with its happy riders is abreast of you on the road, but the outflung arm is slowly sinking to the pretty passenger's side.

Watch the axle and wheel of the NATIONAL sidecar. See it approach that bump on the road. Now the wheel and axle start to float upward easily while the full elliptic springs compress. Now the wheel rolls down the back of the obstruction, the axle sinks slowly with the wheel, while the springs expand again to their rest position. The wheel never left the road surface at any instant. It did not bounce upward with the whole sidecar nor bump down upon the road again as the wheel of an old fashioned sidecar would have done.

The sidecar wheel reaches another bump in the road. Now watch the sidecar body and its passenger and also the motorcycle and its driver. Look, they are steady! The sidecar wheel passes over the bump as before, but the sidecar body and passenger do not move upward or downward at all; no jolt is passed from the sidecar to the motorcycle or its rider. Those happy, enthusiastic youngsters are totally unconscious of

the rough road, though it is full of bumps and holes and ruts.

They are off the screen. Shut your eyes for a minute and compare the easy, comfortable, gliding riders you have just seen with your experiences with an old fashioned sidecar outfit. Remember how your whole outfit jumped and floundered on rough roads. Do you recall the jars and jolts to your spine, your wrists made sore by vibration, your lamed muscles after a hard ride over bad roads? How weary, head-achy, and nervous you and your passenger became after a long ride? Every time you hit a bad road you and your passenger knew all about it.

You have had many good times, but you have been missing the greatest pleasure in the world! You cannot get the full joy of motorcycling without the spring suspension NATIONAL sidecar. The pleasure of motorcycling with a NATIONAL attached exceeds anything but the easy swoop of an aeroplane. You saw it on the screen. Try it yourself by getting the new NATIONAL from your dealer.

And if your dealer insists upon substituting an old fashioned sidecar instead of selling you a NATIONAL tell him what they have just flashed on the screen before you as the show ends. “Good Night.”

## Hastings Mfg. Corp., Makers, Goshen, Ind.

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## Shillan, Beck & Company, Inc.

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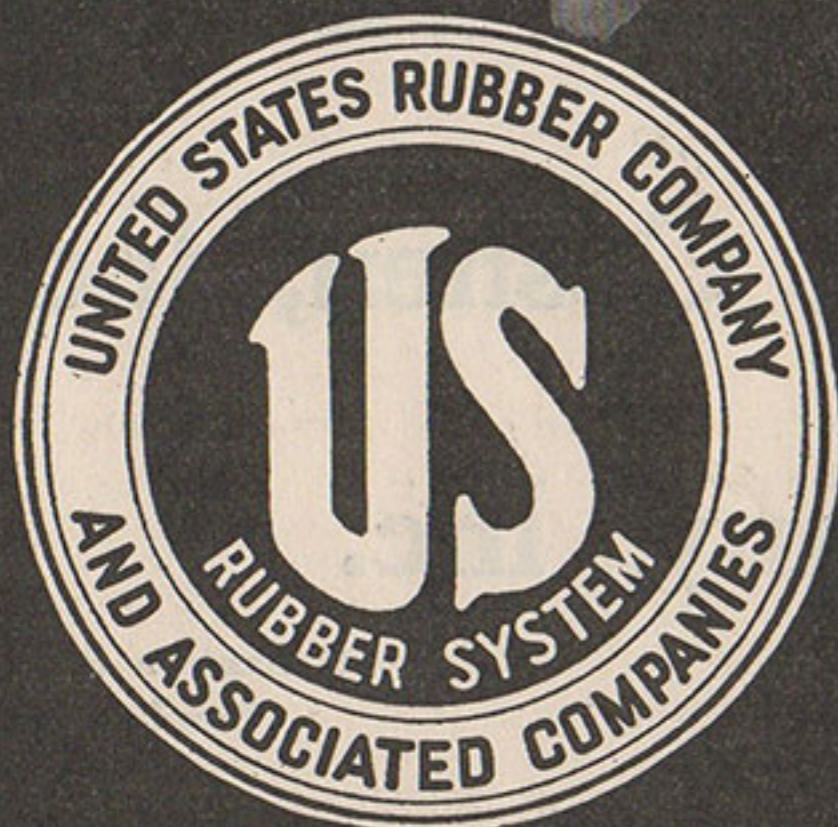


WHEREVER they have been tried, 'Traxion Treads' have won instant praise.

Their wide tread assures maximum traction. Their ability to give long and dependable service is proved. Their record in forging to leadership in the motorcycle tire field within a year challenges comparison.

Talk to the dealers who handle 'Traxion Tread' Tires — they will tell you what it means to them to carry the most popular and fastest selling motorcycle tire on the market today.

United States Tires  
are Good Tires

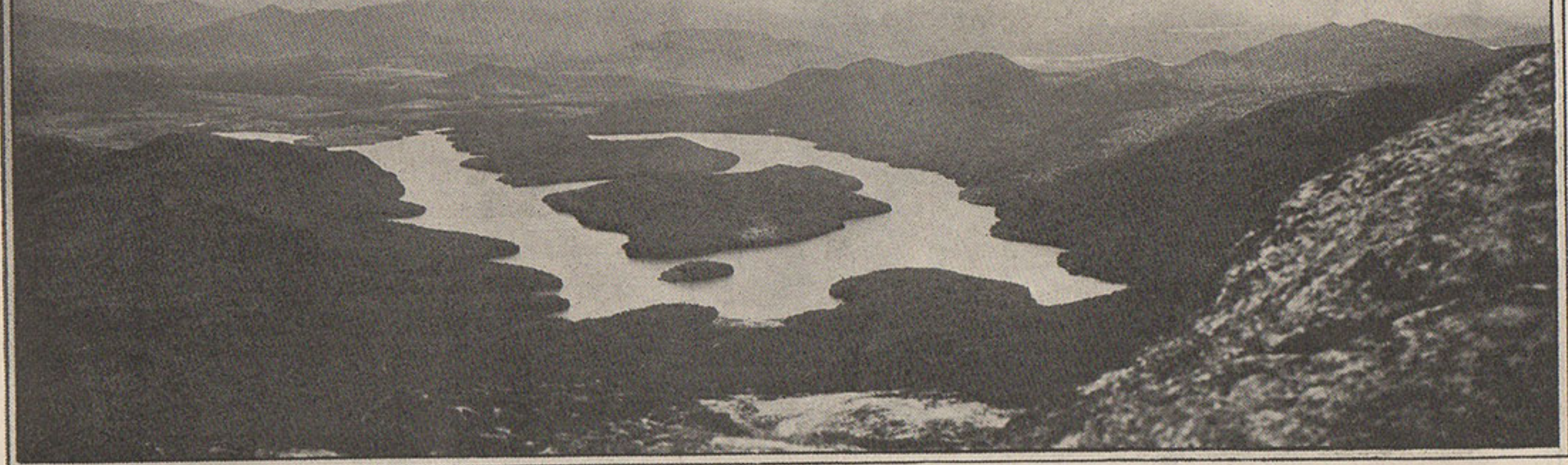


**TRAXION**

*—designed to meet every motorcycling need*



# AN ADIRONDACK RAMBLE WITH "EEE BEE"



**W**HILE there is nothing in all the East to compare with the Rockies, the Sierras, the Grand Canyon, or the Mojave Desert, there is much to see and to admire nevertheless. When you cannot afford to pack up and travel 3,000 miles, be content to gaze upon lesser wonders that are located within reasonable touring distance from your front doorstep.

Take for instance the Adirondack region of New York State. Here is an immense tract of almost virgin country with a lure and fascination that brings thousands back to view its charm year after year. Here is a mass of rock and earth piled in confusion and crowned with forests with an area greater than that of the State of Delaware. Here is a section of rugged country the like of which you never saw before, for it is one bewildering array of individual peaks as far as the eye can see in every direction.

Best of all it is within two days' ride of New York City or Boston. Even closer for other large cities. Best of all, good highways can be followed to the Adirondacks and at least one good road passes through it. That, however, is not put forward as any inducement, for the seasoned motorcycling tourist knows that the best scenery always lies off the main road, tucked away in the hills and valleys on the by-roads.

To "do" the Adirondacks right, to see everything that is worth while seeing, calls for the better part of a two weeks' vacation.

Our mistake was in thinking we could see something in four days of riding. All we saw was enough to whet our appetite for more. We are going into the Adirondacks some other time and hunt out the inaccessible spots.

Mount Marcy, the highest peak in the region, lies hidden from the main auto road, back of St. Hubert's. Mount Marcy

looms up about 5,700 feet, but it is surrounded by peaks with such alluring names as Skylight, Haystack, Sawteeth, and Saddleback. Beyond it there's a lake called Tear-of-the-Clouds, and Opalescent River. Can't you hear those names a-calling?

We have tried touring in the summer, during the heat of July and August. Last year we tried it in the cool of September, when the bulk of the summer visitors had gone back to the city. Only that September nights come on swiftly and cut down your riding time, we'd be for it yet.

Picking September for the fact the air would be clear and the range of vision longer in the mountains was a fool move, for in the Adirondacks there's ever a haze hanging over the hills and the far view is obscured in the mists of distance.

### Along Hendrik Hudson's River

**S**ETTING OUT, we decided that for a change we would try the west shore of the Hudson Valley all the way through to Albany. Many trips up and down the Albany Post Road on the east side had taken the novelty out of the ride. From Newburgh on it was new country and new country always delights the eye with the unexpected. Through a section of New York State noted for grapes and apples the road swung to Kingston. The orchards and vineyards had a tempting look to the traveler. This was evident by the notices posted along the fences calling attention to the law regarding looting an orchard.

Through Kingston we rolled with a stop to see Behrens, the Indian dealer. "T N T" Terpening comes from Kingston and one look at the heavy grades around town convinced us that he came by his hillclimbing ability naturally.

On up the valley, through Catskill and Cocksackie, to Albany on what will

be perfect road this coming season. Over through Troy and Saratoga Springs, with its memories of the monster motorcycle rallies held there in 1914 and 1915. Glens Falls was the first night stop and there in a garage we ran across a man who boosted the Adirondacks as the finest scenery in the world. We can't speak for as wide a territory, but we'll say that it equals as much as we have seen.

The wisdom of traveling in September was apparent as soon as we went in a hotel. We were welcome, the house was not filled to capacity by automobiling tourists.

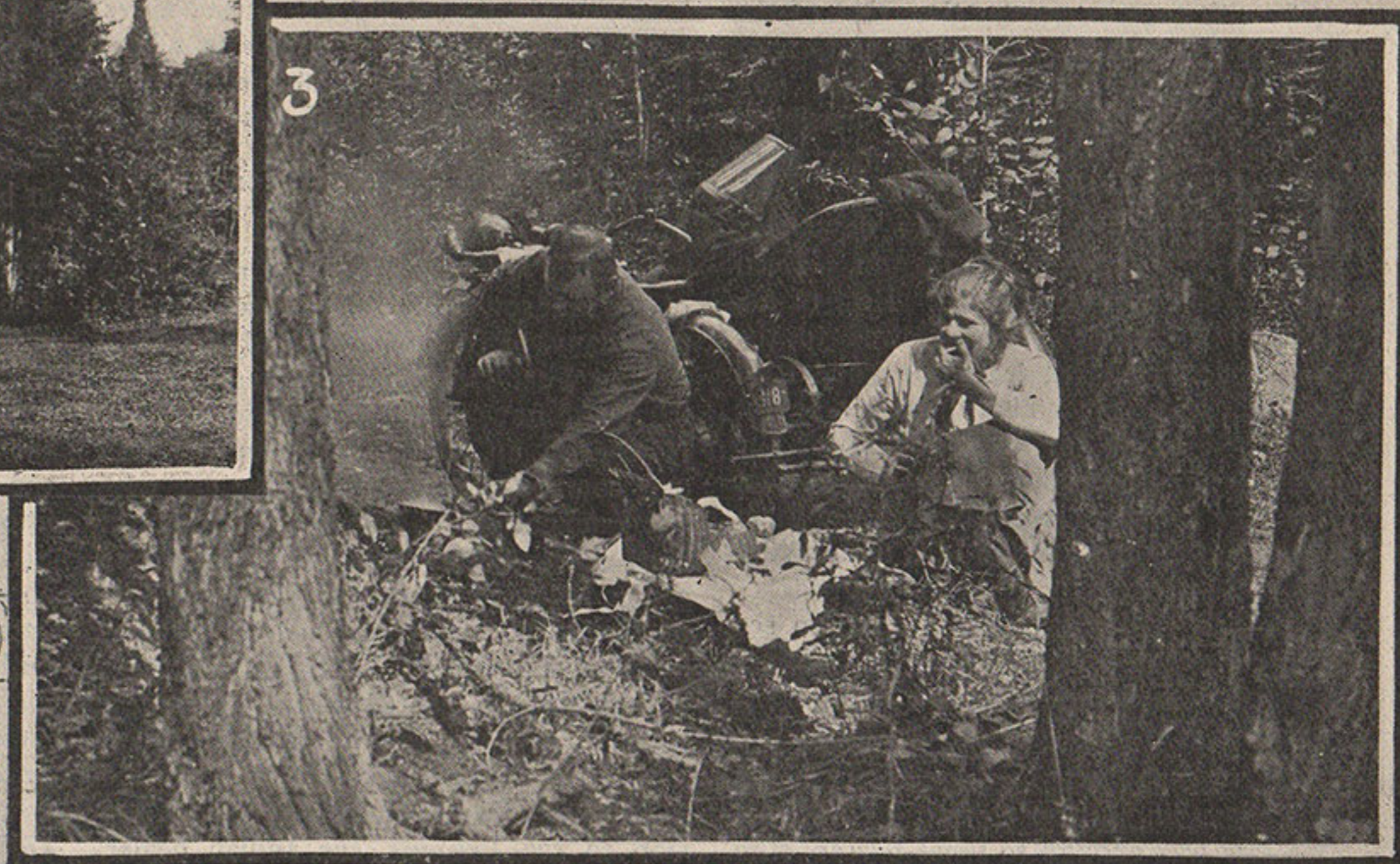
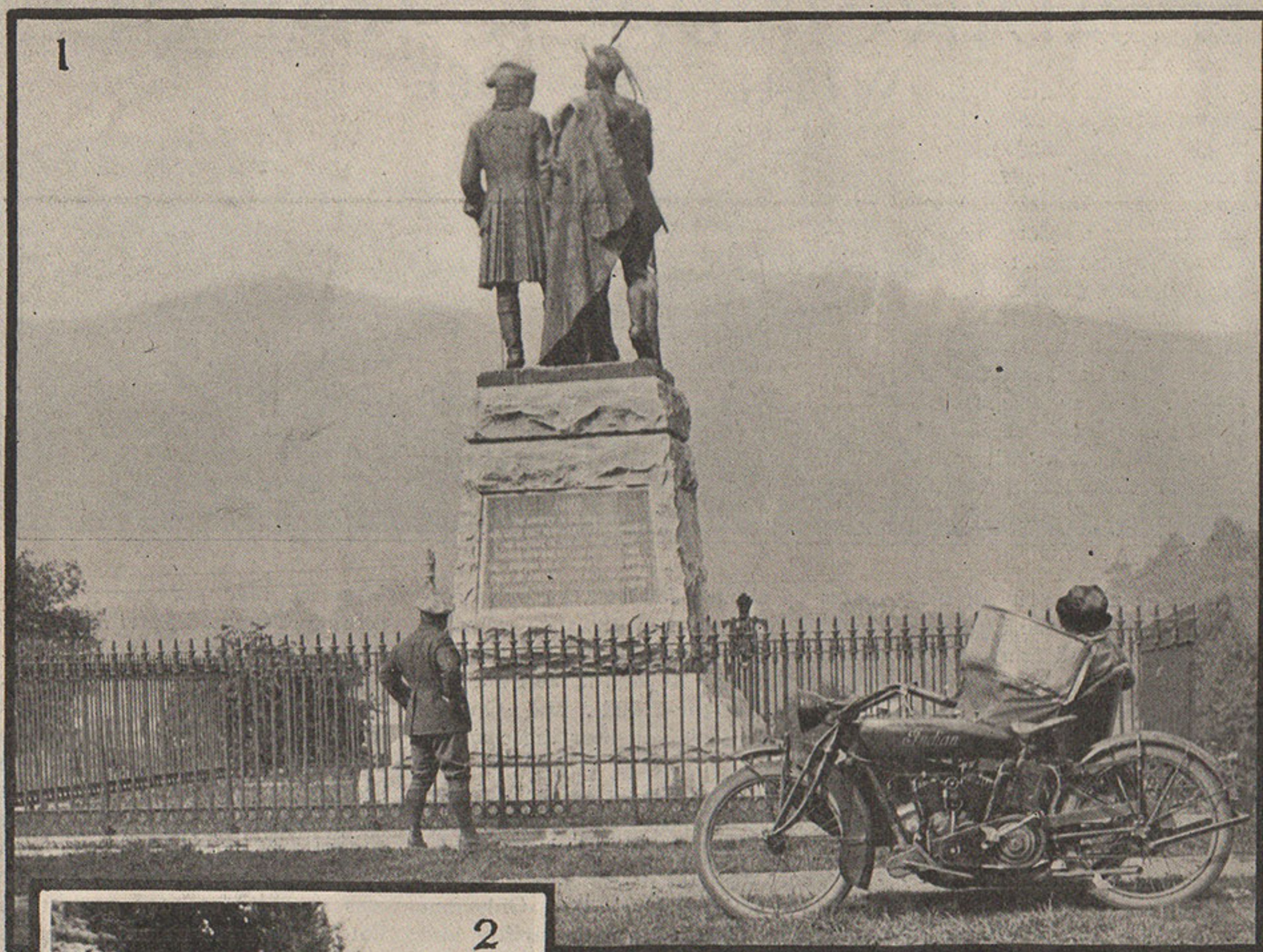
### On Historic Ground

**N**EXT MORNING we left early for Lake George, with the idea of looking over the old Indian fort at that locality. Lake George is a beautiful body of water, clear as a crystal, and hemmed in by mountain ranges. It was the scene of much activity in Colonial days and was the key to Albany and the Hudson River. The old fort is sadly run down but it is easy to follow the lines of entrenchments dug by the Americans to ward off attack from the French and Indians, and later the British. The place is preserved by the State of New York for its historic interest.

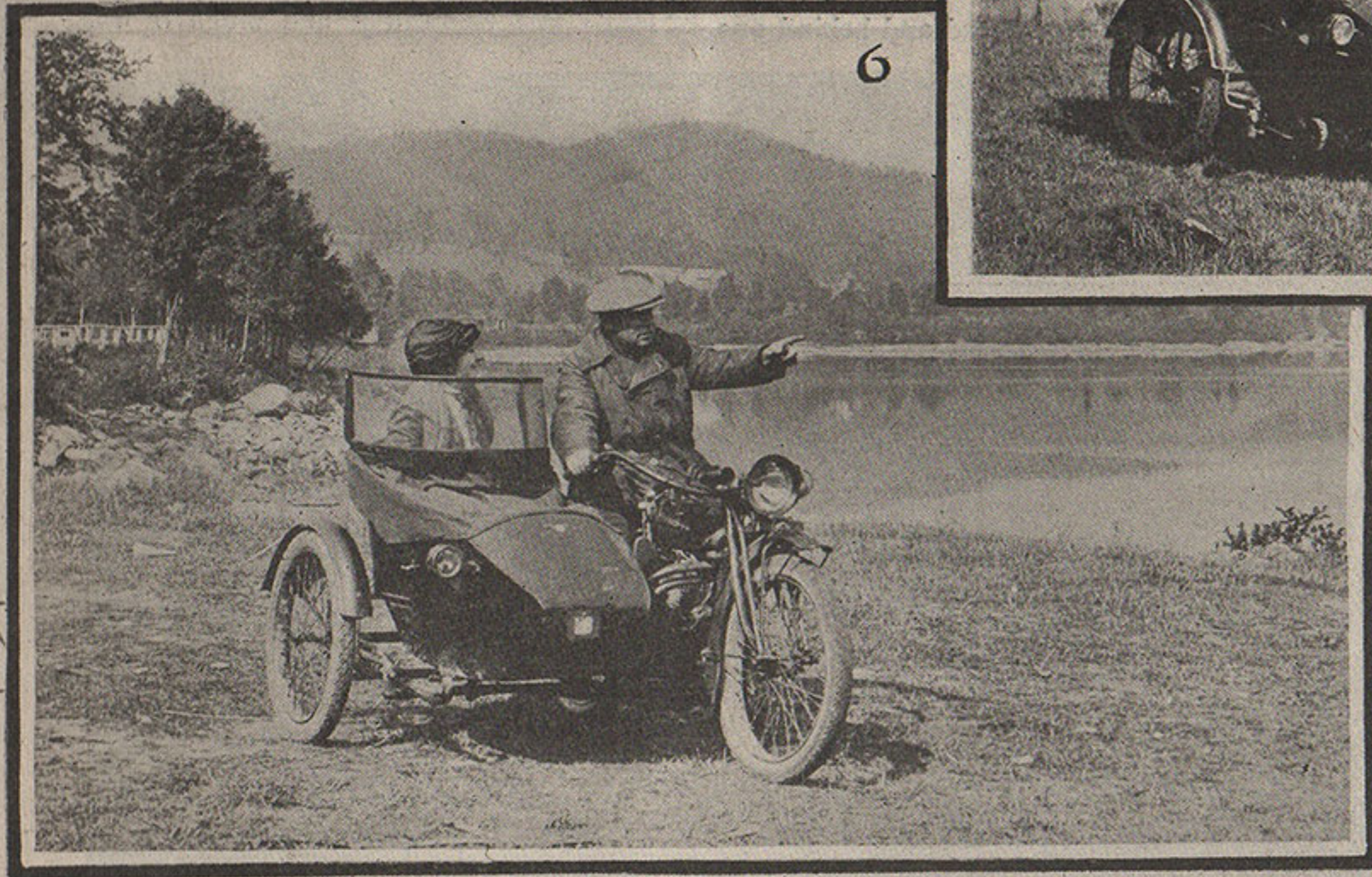
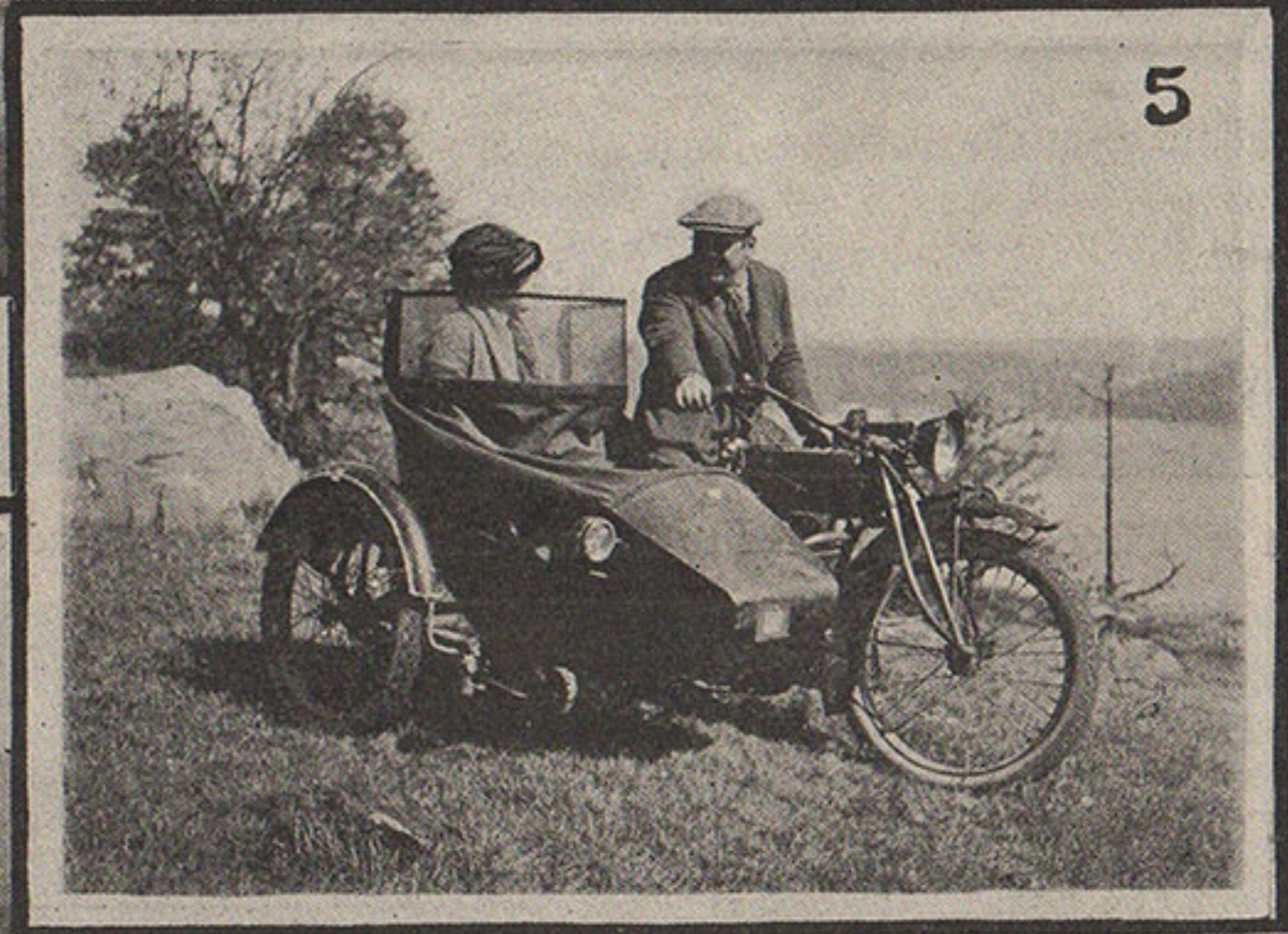
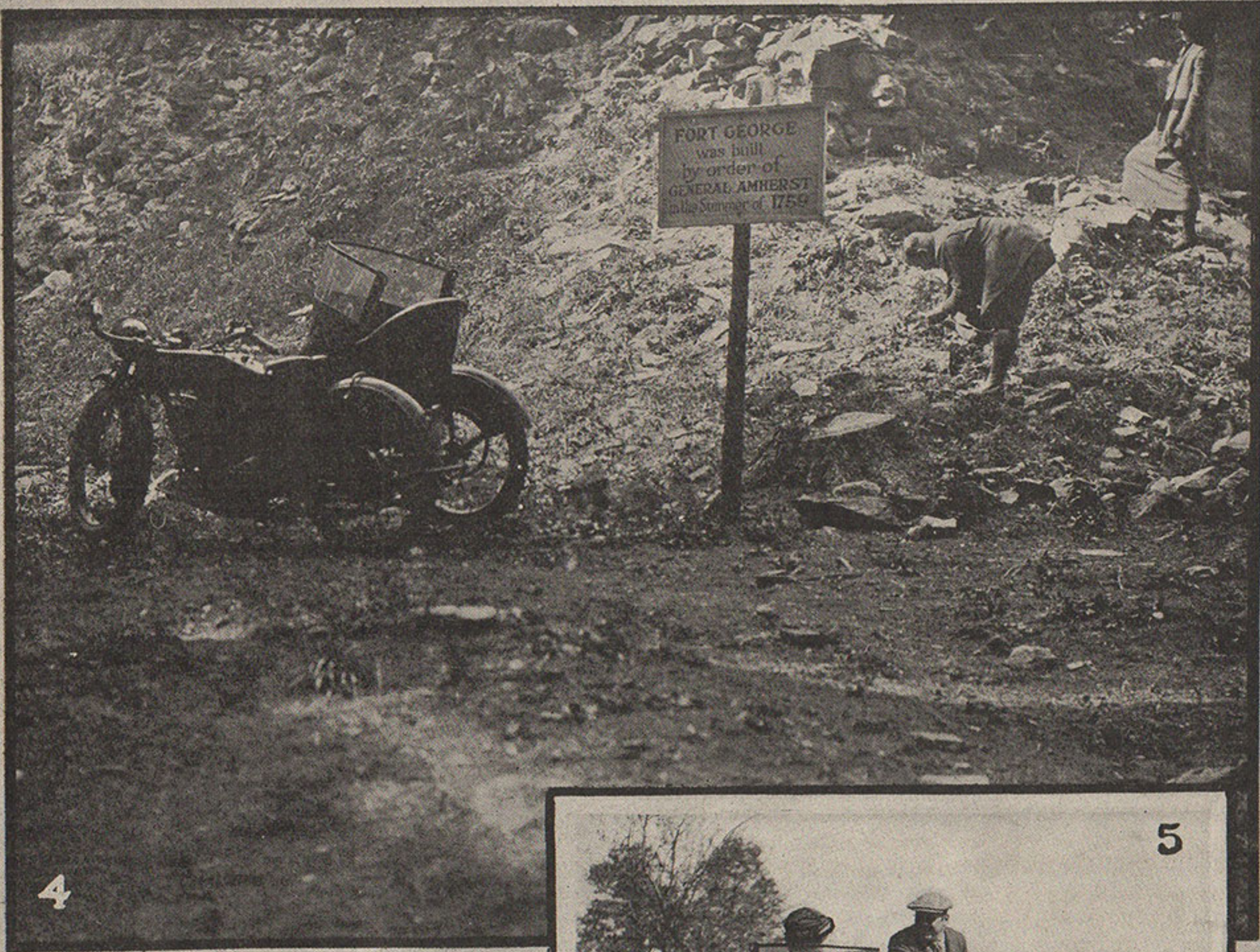
Leaving Lake George, the hills close in about the road and you are in the Adirondacks. United States Tire signs help you with the history of the country. According to those open books of the road the Adirondacks served as a great battle ground for the different tribes of Indians who lived up that way during the 16 and 1700's.

Passing through Pottersville, we lamped a sign on a hotel, Ahkumon Inn. If that is Indian, then Chief Rain-in-the-Face's last name was Flaherty.

About eight miles above the town we came upon one of the public camp sites



1—Two good Indians, Lake George, N. Y. 2—Public camp sites are maintained in the Adirondacks by the State of New York. 5—Our new sidecar wind screen. 6—Loon Lake,



3—Noon hour at a camp fire spot in the Adirondacks. 4—Fort George, an important military establishment in the 18th century. Adirondacks. "Don't point, it's impolite"



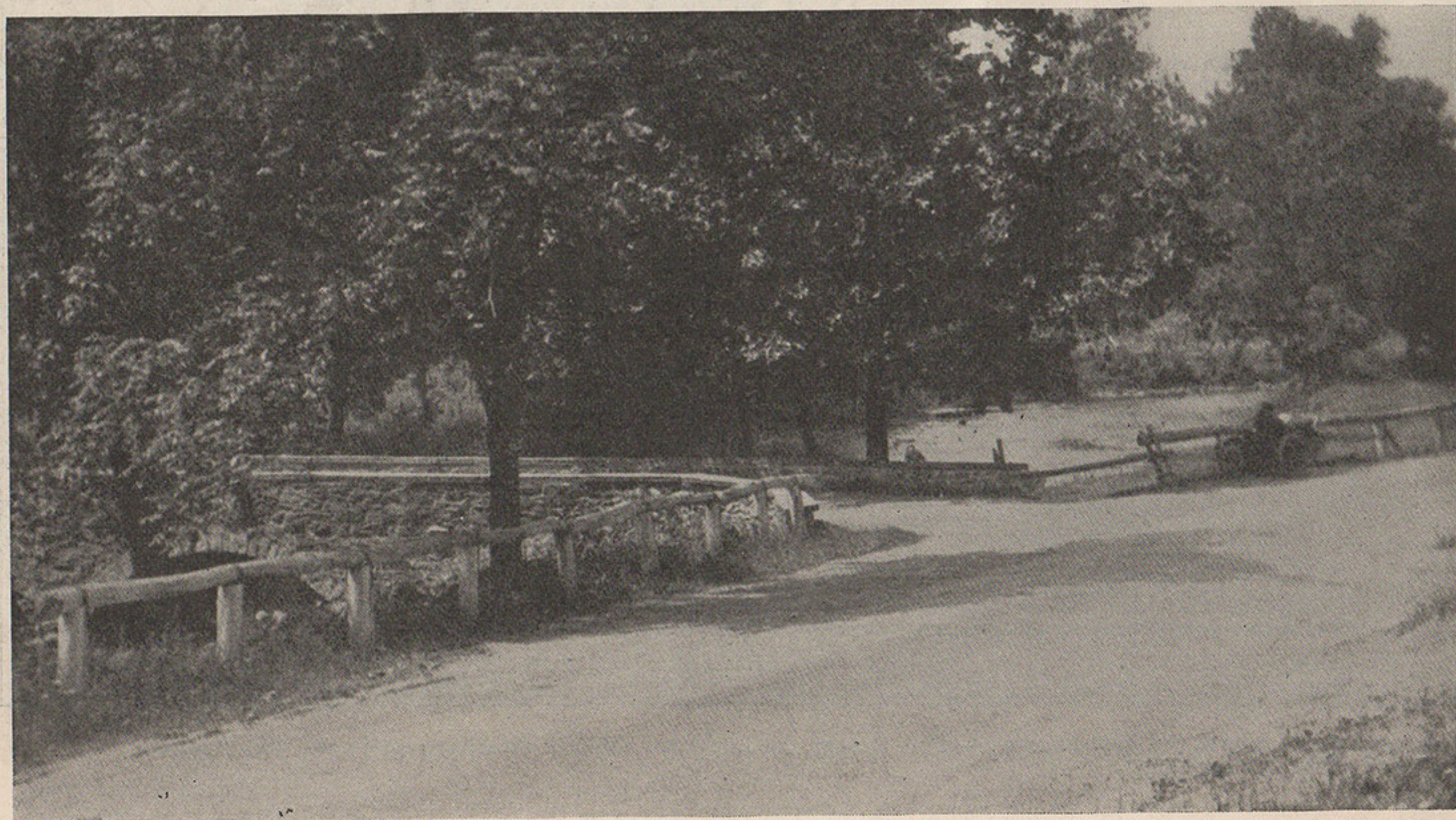
Along the road from Schroon Lake to Keene—miles of scenery ahead and behind one

maintained by the State of New York for tourists. Situated near a brook, with a stone fireplace handy for cooking and a thick grove of trees under which to camp, there was every inducement for the tourist to park for the night. We stopped and cooked a noonday meal, then got going again.

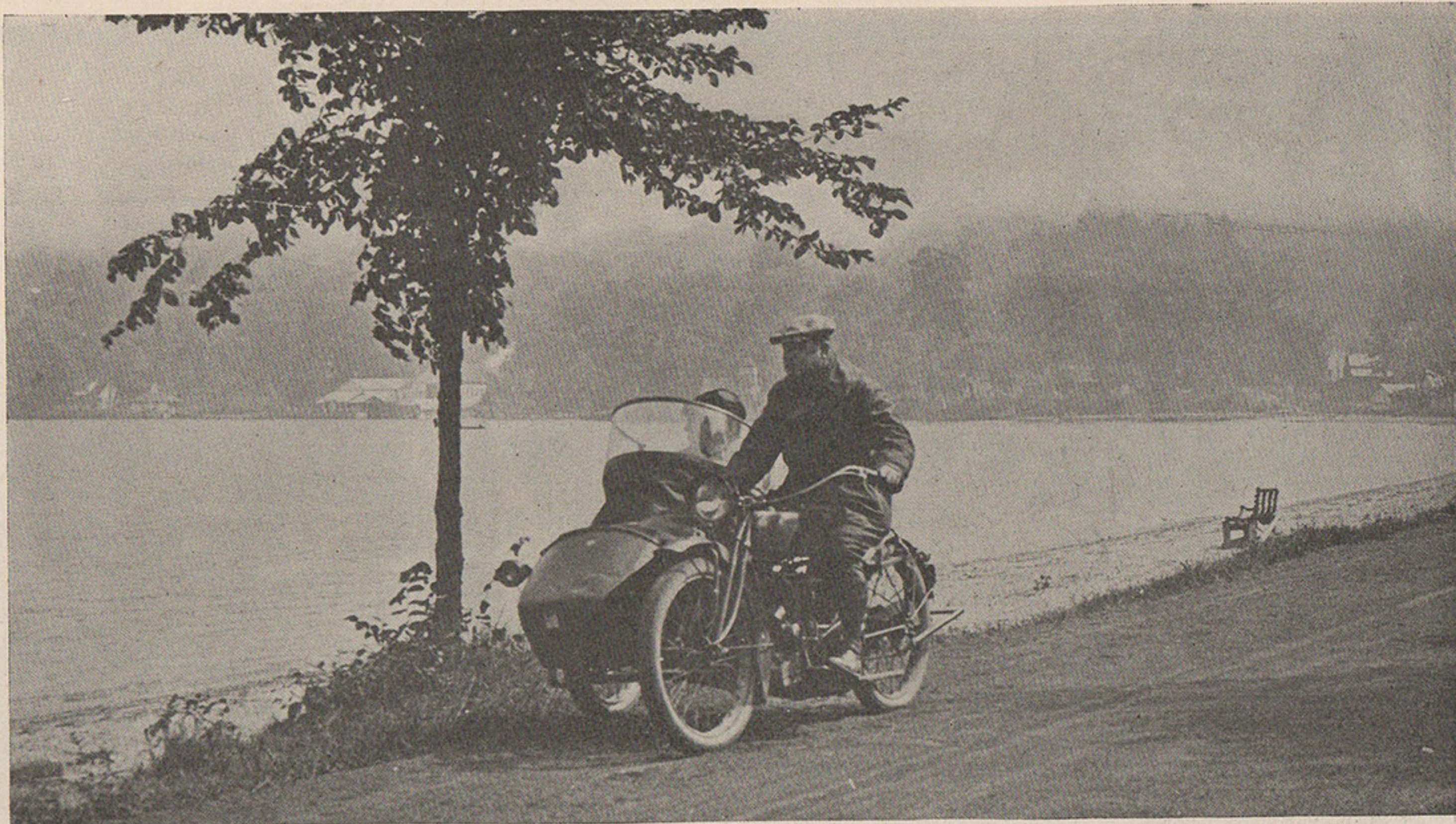
Somehow we cannot see the camping stuff while on a motorcycle trip. For a noon meal, we think there's nothing better than to prepare it yourself, but overnight camping does not appeal. That it cuts down several hours of traveling each day is our main objection, for on a schedule with a fixed objective each night, you sometimes have to keep moving after sundown. And that's no time to pick a campsite, in the dark. We recall the time Willie Blindt and Charley Weiland toured via motorcycle and they hit Portsmouth, N. H., at midnight. They slept in a field across the road from a cemetery, and they slept well for they did not know of the proximity of the bone orchard until daybreak. By that time all the union ghosts had gone back to sleep, but after that those two looked the vicinity over before they holed-in for the night.

#### The Land of Beautiful Lakes

ON up through Loon Lake, Schroon Lake and Schroon River the road went, taking us past peak after peak that loomed up hazily in the distance or peered over the shoulder of another hill smaller and in front. Past Euba Mills, a name on the map, but nothing in reality. Here we should have swung into the hills, but a sign read, "Road Closed—Washed Out." We believed it and much of the



A beautiful spot in the Adirondacks



Lake George, New York

magnificent scenery that could be viewed on this route had to be passed up for another time. Through Bouquet Valley to Elizabethtown, and then a long climb over the hills past Hurricane Peak and down into Keene.

Here we were compensated for our not having been able to pass through "The Gateway to the Adirondacks." The village storekeeper told us of the Cascade Lakes route to Placid. It is a dirt road, well-traveled and rough, but that was of small moment. The valley in which Cascade Lake lay was a sight worth putting up with a road twice as bad. Cascade Lakes are about three miles long and about 100 yards wide. High hills encroach on either side of the lake and the road just squeezes through. That dog-gone spot took a dozen films through the kodak just like that. Every turn in the road meant a picture.

We went on in the gathering gloom to Lake Placid and put up for the night.

Next morning we turned back and passed through North Elba, the home of John Brown. His farm is maintained by the state and is visited annually by thousands of Americans.

With more time to spend, we explored the Cascade Lakes thoroughly and back-tracked down the main road to Troy for the night.

As we said in the beginning we made the mistake of thinking we could see the Adirondacks in four days of riding.

We hope that if any motorcyclist heads that way this year he will take our advice and put in a week at the least, and get off the main traveled routes.



The "Adirondack haze" was very dense at times



Getting ready for the race at Dodge City. Field Marshal Briggs is posted at the left to see that everything is in shape. When

## Dodge City Race Well Managed

**T**HE chairman of the Competition Committee feels that a word should be said about the Dodge City race and the way it was conducted. He feels that if other promoters and referees were fully conversant with the Dodge City methods it would be beneficial.

In the first place the track had been oiled and was in good shape, and the dust was not sufficient to endanger the riders. Father Botting, the efficient secretary of the Dodge City Motor Speedway Club, had splendid officials: Timers, checkers and umpires were all A No. 1 and there was no trouble, owing to their correct methods and efficient work. All watches were tested out by a watchmaker before the race.

There was a meeting of the riders the night before and the rules and all points were thoroughly and completely discussed and were settled to the satisfaction of the riders, and as a result there was a clean race, no trouble, no protests and no dissatisfaction, thus bearing out the belief of this office that it is always better to iron out your troubles before a race, rather than after the race, or during

**By George T. Briggs**  
Chairman, Competition Committee

the race. The policing was fine. No crowd got across the track, and the riders finished without interference and without danger to themselves or to the spectators. The course was kept absolutely clear until all riders had been flagged down and stopped, thus insuring the contestants who were striving for fifth and sixth place an absolutely fair chance.

The pits were well managed by competent crews and there were no unnecessary men in the pits; just enough to do the work properly and not overcrowd and cause confusion.

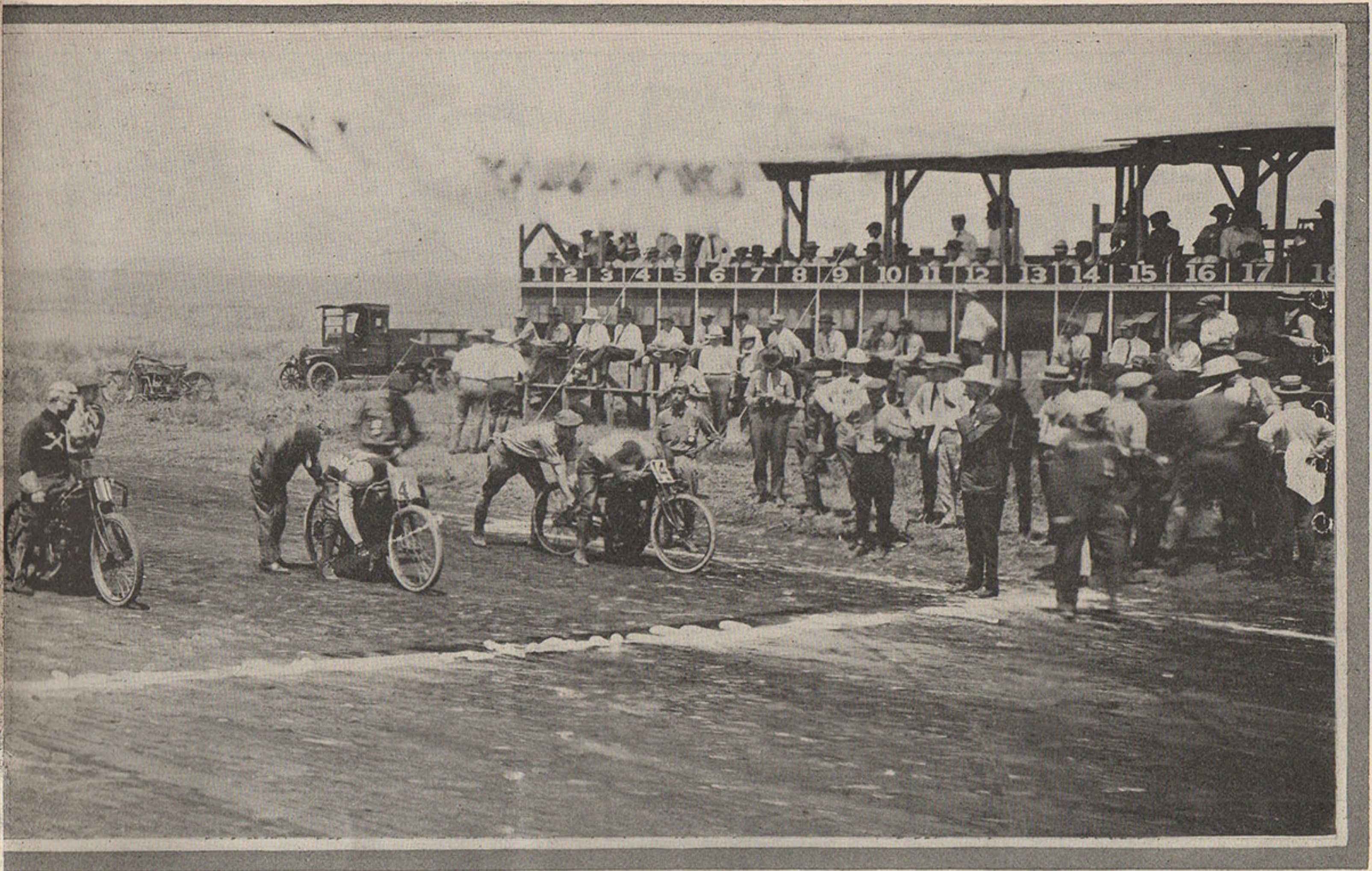
When a race is handled in the manner that Dodge City was, it is a credit to the management and the riders and helps the sport of motorcycle racing more than anything else. The public saw a well organized, well run, properly handled race.

### DODGE CITY NOTES

**A**LBERT "SHRIMP" BURNS won the highest esteem of all who came into contact with him during the race

and after. How hard he tried to win is known to everybody. Of all daredevil, forlorn hope, stick-to-it-to-the-last-gasp riders in this country today, Burns takes the palm. And after he was jinxed out, what did he do? Loll around the Indian headquarters? Not he. Wherever there was work to be done, there was Burns, foremost and most enthusiastic. Burns could have made as much money, and probably more, as Gene Walker did last year and this had he gone out to pick the easy pickings after the manner of Gene, but Burns is too loyal a soul to throw down his factory. With him a contract is not a mere "scrap of paper."

**Ralph Hepburn** is no spotlight hunter. After he won the race, an official came to conduct him in front of the grandstands to be introduced to the crowds. "What for?" asks Hep. "So that the people can see the winner close up," says the official. "Aw, forget it. I'm too tired," replies Hep, deliberately turning down a chance that almost anybody else in the world, including you and I, would have crawled on their hands and knees



he came on the track in his golf costume his friends yelled "Fore." At the right is seen the score board and checking stand

to take advantage of. And at that, Hep didn't look tired. I've seen all the other Dodge City winners of former years crawl off their machines, all gone. But not so with Hep. However, when he appeared in the dining room of the Harvey House that evening he received an ovation from all the diners, including the Indian braves.

An Ace sidecar outfit was conspicuous among all the other machines solo and three-wheel at the race. Inquiry developed that it was driven from Omaha by Messrs. Lang and Moore, Ace agents in that city. They made the trip of 580 miles in 15 hours 10 minutes, they said, which is a marvelous record over the muddy roads that made autoists grunt and swear. On the way back, I hear, they traversed 400 miles of mud from Great Bend to Omaha.

Walter Davidson traveled back to Topeka by sidecar, alternating at the handlebars with Erwin Keller, the urbane and up-to-date Harley-Davidson dealer there. They waited in Dodge City until along in the forenoon to give the well-known Kansas black gumbo a chance to dry. They should have given it a week. However, they mudplugged until they came within 20 miles of Topeka, when, on account of darkness, they decided to lay over at a small town until morning. Ask Walter about the hotel accommodations. Anyway, Walter is now a duly initiated sidecarrist and is able to talk motorcycling with dealers and private owners like a brother.

Hepburn not only established new records for the 200 and 300 miles, but also for the 100-mile mark, covering the distance in 1:07:52 2-5.

Chairman Briggs will present Hepburn's times for the 100, 200 and 300 miles to the F. I. C. M., the international controlling body, for ratification as world's records.

Hep's fastest lap was the 61st, done in 1:15. His slowest were the 54th and 68th, which were reeled off in 1:33. The next to the last, the 149th, was done in 1:17, which showed that his engine had not lost any time.

Seymour rode the most consistent race, lap after lap being covered in identical times.

Wells Bennett, on his Excelsior, was clocked in 1:13 for the 5th and 6th rounds.

Nearly everyone changed front chains and rear tires midway of the race as a precautionary measure.

Spark plugs stood up better than was expected.

## Gene Fired From Indian Wigwam

THERE was a rumor at Dodge City on the Fourth that Gene Walker was to be fired from the Indian Wigwam for disobedience of orders, namely, going pot-hunting at Hamilton, O., for a big purse and where he knew he had a "cinch," instead of riding as

ordered by the factory in the 300-mile National Championship at Dodge City. The rumor is now verified by the following announcement from the Indian factory and the reason for the act is best explained in the following telegram sent to Gene under date of July 6th:

"Your refusal at last moment to ride at Dodge City after agreeing through Butler to do so has seriously embarrassed this company, consequently you deserve no consideration at our hands. Under circumstances will require your services no longer and thank you to turn machines over to Indian dealer, Mr. Schaub, to whom we are wiring today."

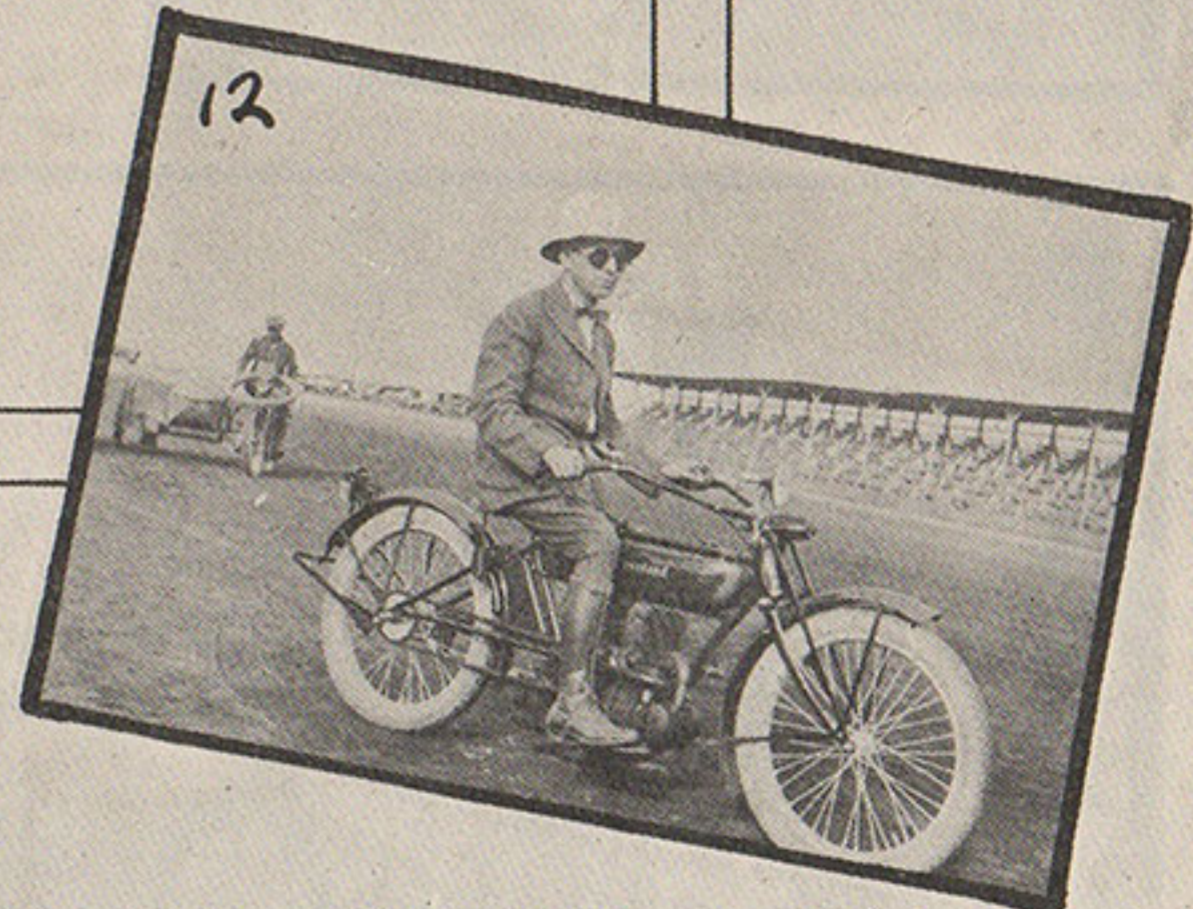
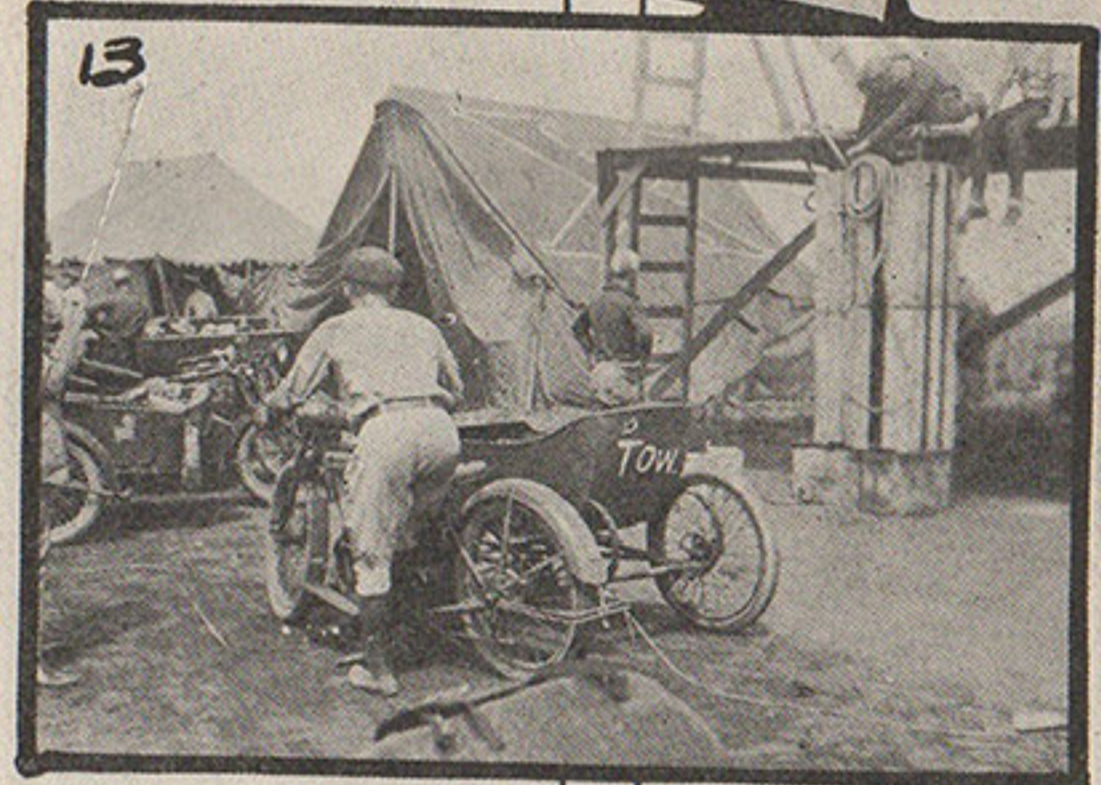
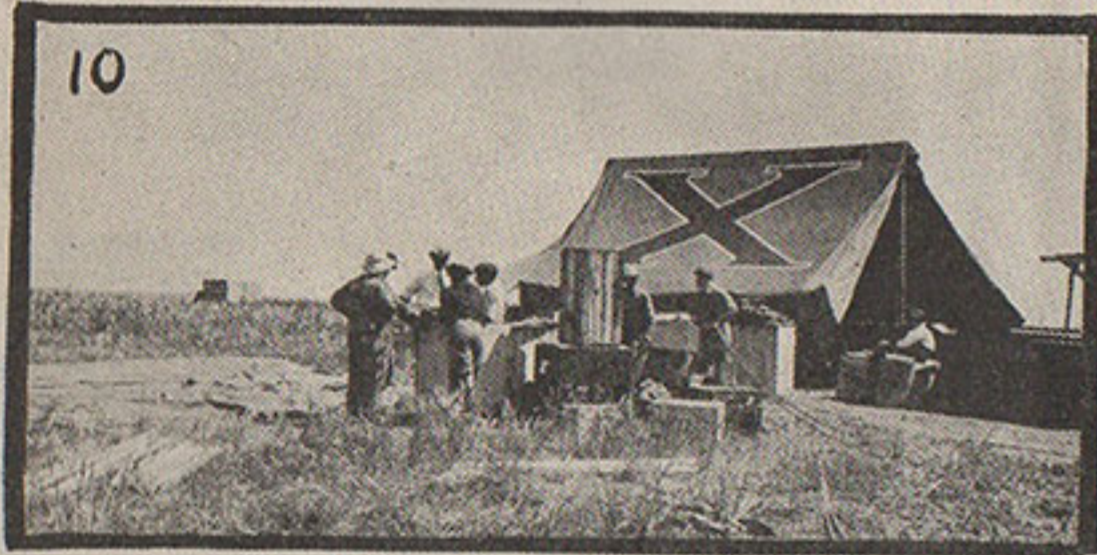
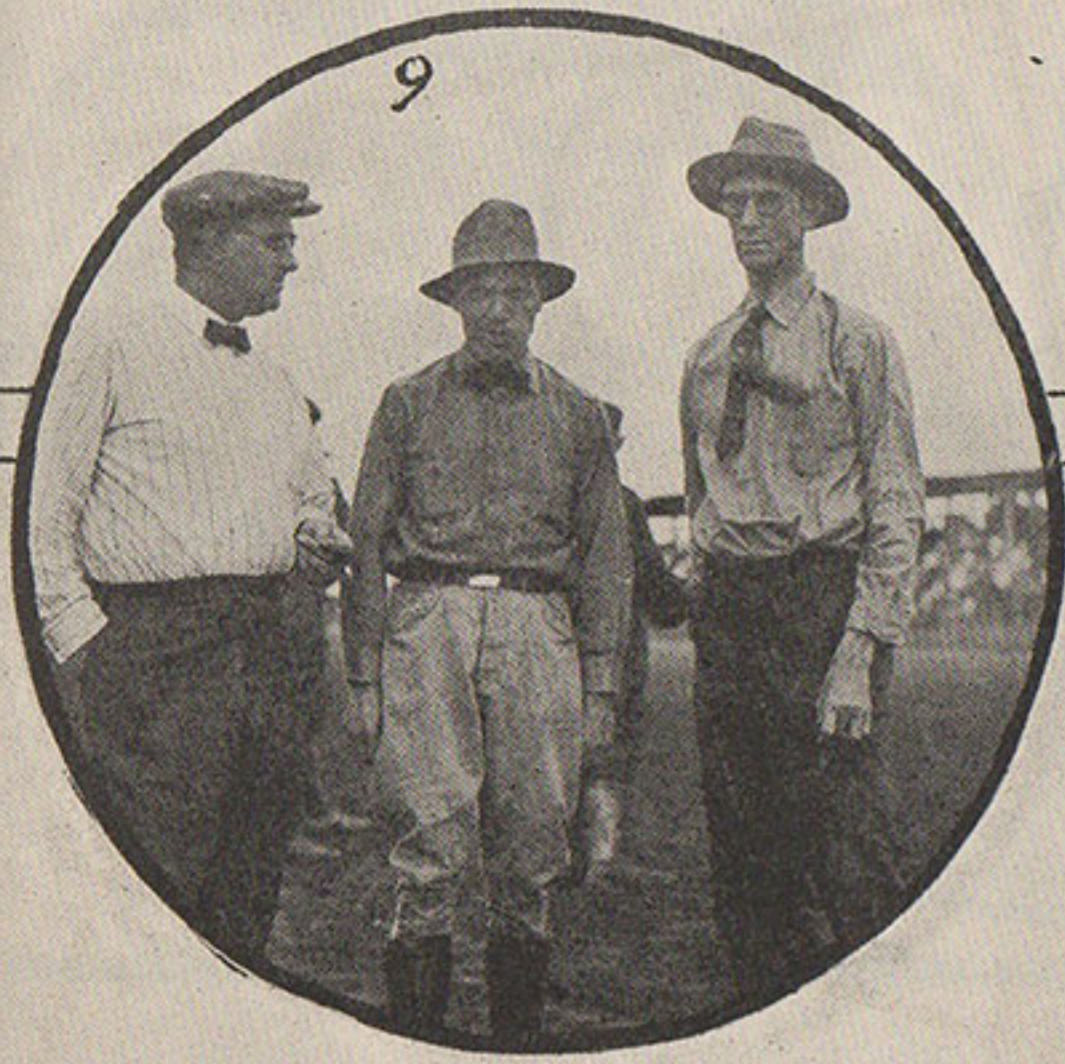
(Signed) HENDEE MFG. CO.

This is the last of a series of telegrams

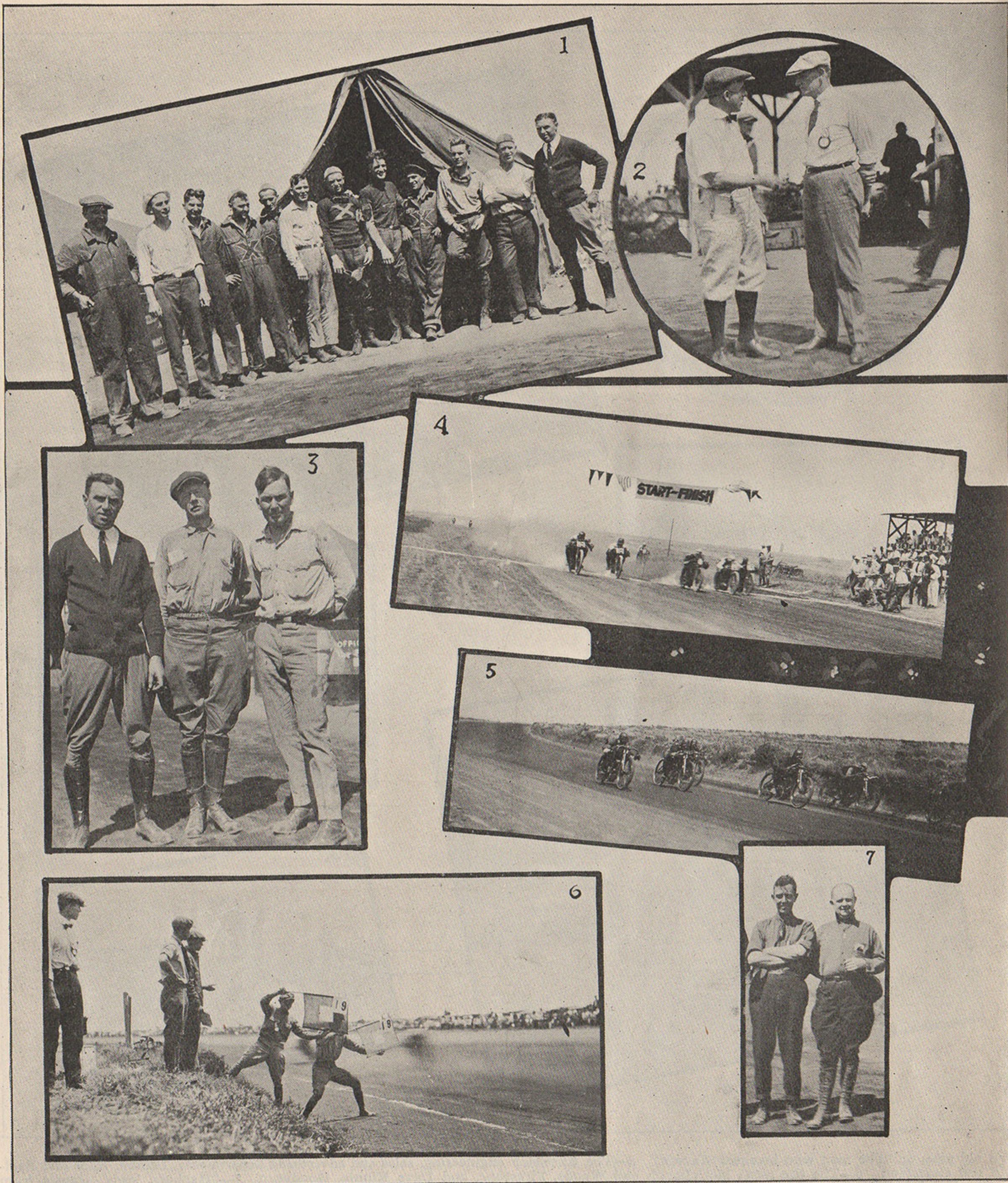


SNAPPED AT DODGE CITY, JULY 4. 1—Walter Davidson, T. J. Sullivan, Geo. T. Briggs and W. H. Parsons. 2—Speck Warner and son. 4—Von Staden, Schebler and Bicknell, of Carter Carburetor Co. 5—Woods (Firestone), McCullough, Clymer, Garner, Butler, Frank Harley-Davidson pits. 8—The head timers in charge of Hi Hascall. 9—Simpson, starter, Ash, clerk of course, and Zimmerman, referee. 10 Firestone, Father Botting and Ralph Enos. 12—E. J. Mueller and his Cleveland were here there and everywhere. 13—Ex pressure t

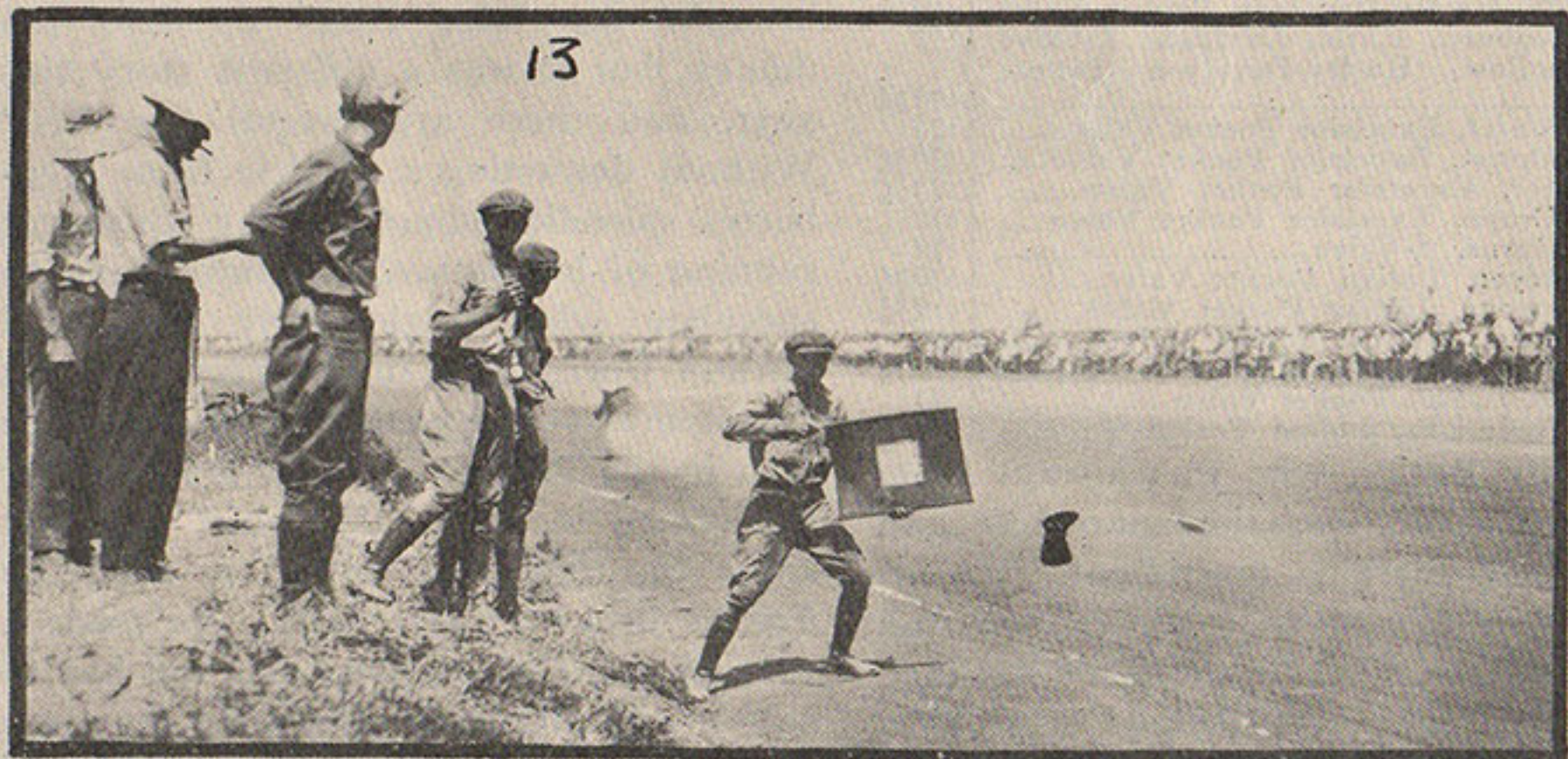
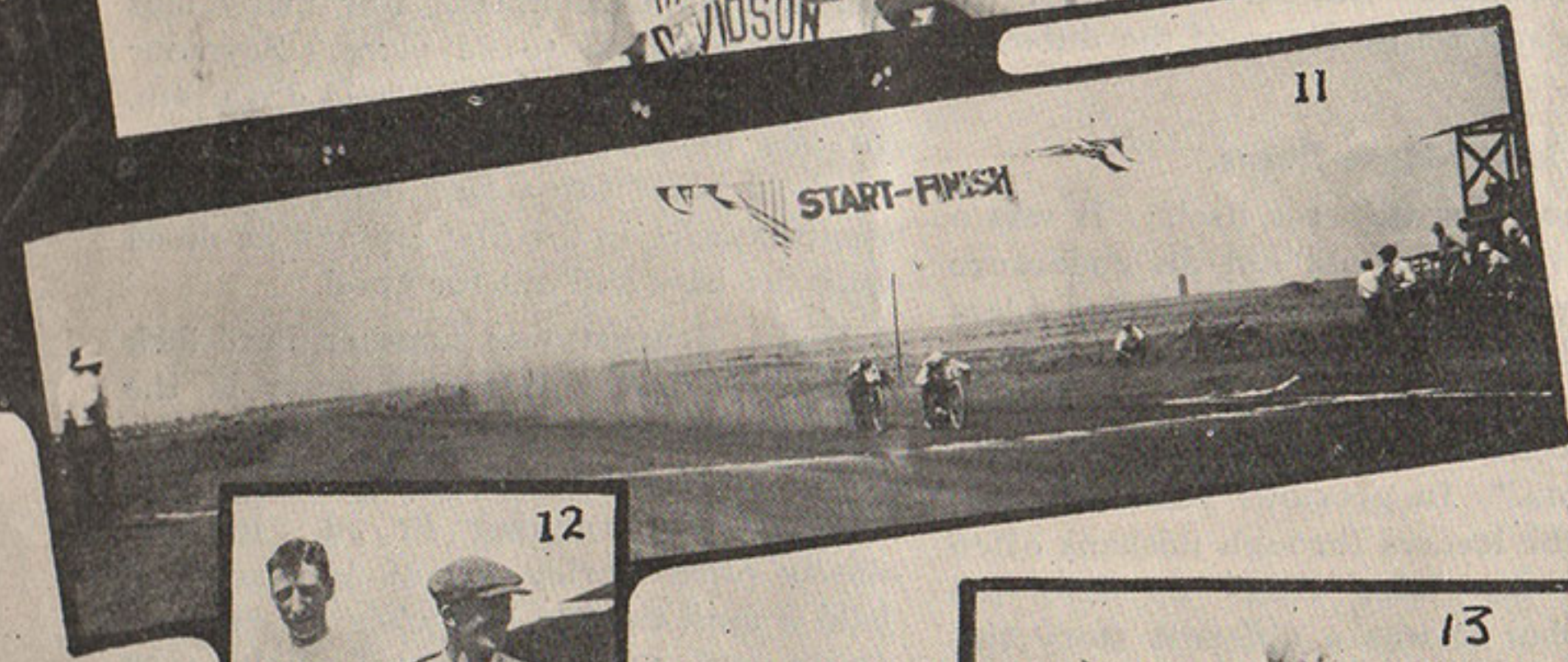
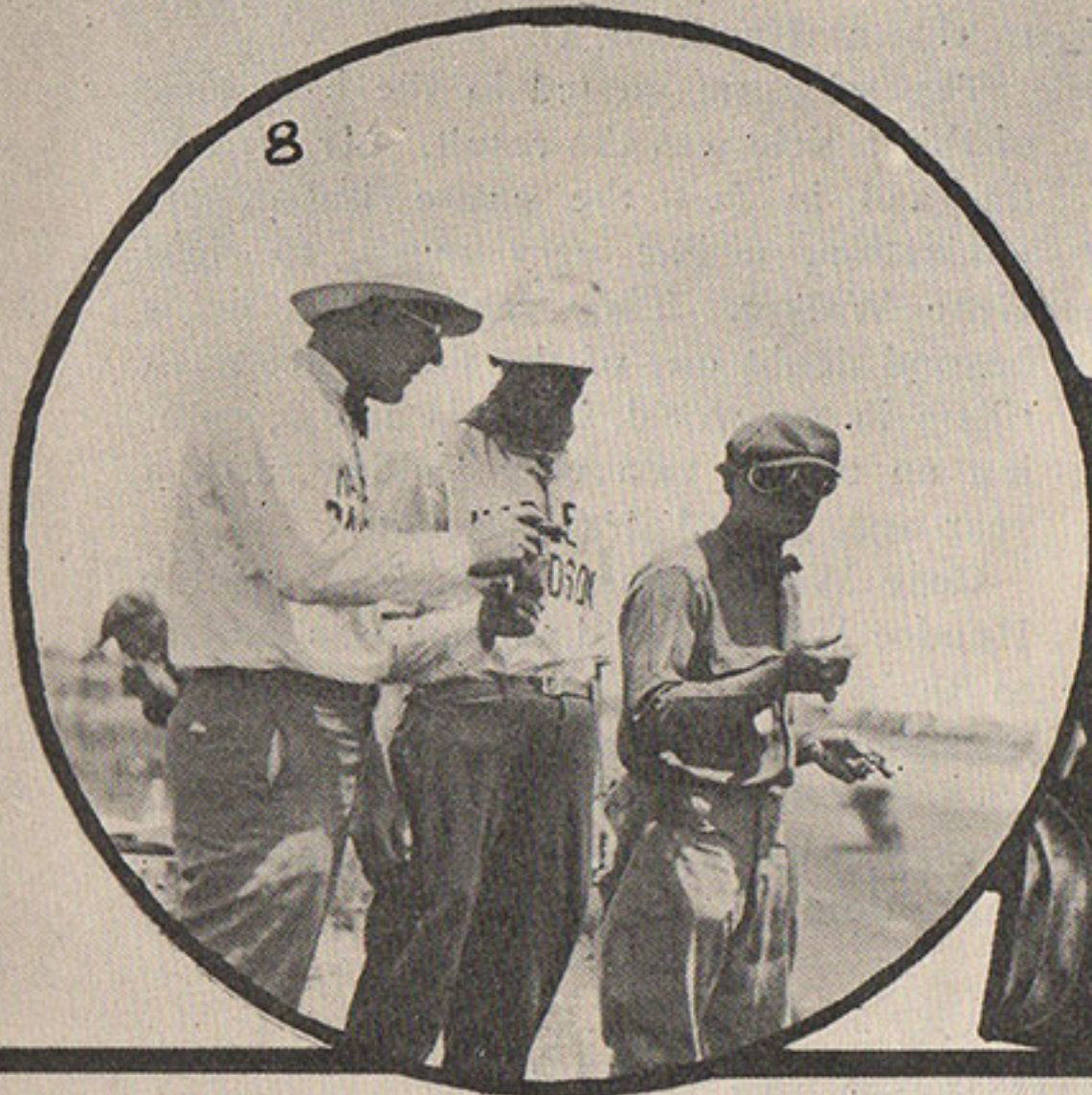




his old pipe, or "The man who invented Kansas." 3—The Excelsior engineering, sales and advertising departments, Lemon, Enos and Paul-  
 lin and Gustafson. 6—The tire men: McCullough and Woods, Firestone, and Dave Kinnie, Goodyear. 7—"Hepburn leads" signals from  
 —The Ex tent, before the Wigwam was erected next door. Charlie Gustafson is superintending putting up the soup tent. 11—C. T. Wood,  
 anks for speedy filling of oil and gas. Fuel was hosed into the tanks under air pressure. 14—Firestone pit: Wood, Akers and Walters



DODGE CITY COYOTE CLASSIC. 1—The Ex gang: Senora, Lemon, Melichor, Ouimette, Mescha, Enos, Bennett, Red Weideman, Ko clean face). 3—Woods, Firestone; Father Botting and Ralph Enos, Ex team manager. 4—First lap official start. 5—Rounding the bend. Hepburn. 9—Hepburn after the finish. Walter Davidson standing with his hand on Hepburn's machine. Note the transformation in his fa battle. 12—Franklin and Gustafson. 13—Harley-Davidson signals.



rn, Cropp and Woods (Firestone). 2—George T. Briggs arrayed in the trousers that made the awful crash, and Walter Davidson (note his  
 6—The Harley-Davidson signal system worked perfectly. 7—Garner and Butler. 8—T. A. Miller, Bill Owatta, Erwin Kellen, clocking  
 ce, now covered with Kansas grime. 10—Higley and Hepburn with their two mascots, the tortoise and the hare. 11—Burns and Hepburn  
 Hepburn going steady. 14—Woods, McCullough and Clymer

and letters which passed between the Hendee Company and Walker, beginning June 20th. On that date Walker wired from Denver that he would not ride at Dodge City, but intended to ride at South Bend and Hamilton. Mr. Franklin immediately wired him to the effect that he was absolutely expected to ride the Dodge City race and to stop at Chicago branch and see Butler on his way to South Bend.

Mr. Franklin wrote Mr. Butler to try to come to an understanding with Gene, his letter in part reading as follows:

"I need hardly tell you how embarrassing Walker's attitude is coming right on the eve of Dodge City Race, but recently his actions appear to be governed more by his own self interest and he quite overlooks his obligations to the Hendee Manufacturing Company by whom he is employed and which company pays his salary and gave him

the opening and opportunity of winning a lot of prize money during the last few years.

"Should Walker positively refuse to ride for us at Dodge City, and prefer to go pot hunting around the meets at that time, where no doubt he figures he can win easy money as all the competition will be at Dodge City—and in my opinion this is what he intends to do—then you can take this letter as your authority to inform him that as he has refused to obey the instructions of his employers, that his services are no longer desired by the Hendee Manufacturing Company, and that the factory machines now in his hands are to be immediately returned to the factory."

"Wire me result of your interview with Walker."

Butler and Walker came to a very definite understanding, with the result that Butler wired Springfield that Gene would ride the Dodge City race and ride to win.

Despite this understanding and promise on Walker's part to ride the Dodge City race, he again had a change of mind just a few days prior to July 4th, wiring the

Hendee Company that he would not be on hand at Dodge City, but intended to ride at Hamilton, O.

The telegram quoted in the beginning of this article was the result. Mr. Franklin, and in fact the entire Indian organization, dislike very much to lose Gene Walker. They realize that he is beyond doubt one of the finest dirt-track riders in the world, but this action, coming on top of two very similar cases a year ago, forced drastic action.

Gene Walker was an employee of the Hendee Mfg. Co. and as such was subject to their orders. Therefore, to maintain discipline, the Hendee Company have been forced to sacrifice the services of a vary valuable man in their racing organization.

## Bud Winds Up Dodge City

**D**EAR BILL: Last week I tried to give you some idea of what the different boys did in the race, but there are some things I forgot and other things will stand repeating

The big show started with qualifying trials on Sunday. The riders were called upon to ride exhibition laps under the watch and the sensation of the day was Shrimp's neat job of incinerating the track record. Early in the week somebody said a 1:14 lap would be made and Shrimp was the boy that did it. The previous track record was 1:16, nailed up years ago by Don Johns on a Cyclone. Tuesday, Wald Korn on an Excelsior overhead repeated the stunt and next day the Shrimp trimmed it to 1:15 2-5. In the qualifying trial Shrimp tuned up his "big base 8" and rolled around in 1:14 flat, which means 97 miles per hour.

### Time Trials Figures

Here's what the boys did at the time trials:

Otto Walker, Harley-Davidson Pocket valve	1:17 3/4
Ray Weishaar, Harley-Davidson Pocket Valve	1:21
Jim Davis, Harley-Davidson Pocket Valve	1:19 3/4
Ralph Hepburn, Harley-Davidson 8-Valve	1:17
Fred Ludlow, Harley-Davidson Pocket Valve	1:21 3/4
Wells Bennett, Excelsior Pocket Valve	1:23
Red Parkhurst, Excelsior Pocket Valve	1:20 3/4
Joe Wolter, Excelsior Pocket Valve	1:21 3/4
Warren Cropp, Excelsior Pocket Valve	1:22
Shrimp Burns, 8-Valve	1:14
Floyd Dreyer, Indian Pocket Valve	1:20 3/4
John Seymour, Indian Pocket Valve	1:19 3/4
Speck Warner, Indian Pocket Valve	1:25
Hammond Springs, Indian Pocket Valve	1:19 3/4
Don Pope, Indian Pocket Valve	1:21
Curley Fredericks, Indian Pocket Valve	1:18 3/4

Tommy Butler, who was always there with the noise, was the announcer and created considerable merriment. He introduced Hepburn as a native son and Hep didn't seem to be proud of the fact. Speck Warner was labeled "The Man Who Invented Kansas." Joe Wolter was dubbed "King of the Clam Diggers in the Chicago River and also a Farmer." Curley Fredericks was dubbed the "California Lumber Merchant." And some of the other titles were just as humorous.

Tommy persuaded Burns to ride an extra lap on his pocket valve machine, which Tommy couldn't resist telling the crowd lap on his pocket valve machine, which Shrimp did the trick in 1:17 2-5.

E. J. Mueller rolled up and down the track with his little Cleveland and persuaded Red to try a lap, which he uncorked at about 40 m. p. h.

Burns' 1:14 lap can be taken as a new unofficial track record, for he was timed with fully half a dozen watches and the timers included Bill Ottoway, C. B. Franklin and Ralph Enos of the different camps.

### Ifs and Might-Have-Beens

And now for the race itself. It was a really, truly race and not an endurance or elimination contest. All of the riders who finished in the money were rolling all the time. The riders who had to stop for more than fuel, automatically became "also rans." In previous years, elimination of the leaders through mishaps often brought the "also rans" up into the money, but it was a different story this year, and there are several big "ifs." Without detracting a particle from Hepburn's splendid riding and the consistent running of his motor, it is interesting to speculate what might have been had Shrimp Burns been in the race with his accustomed velocity. Shrimp was the pole man in the first lap and set the pace for the crowd in the rolling start and just about the time they started to drop the flag he broke a valve pawl. He made a vain effort to follow Hepburn, but had to stop at the pits in the ninth lap for more soup. With Hep and Shrimp both running fast and free, a new 100-mile mark would have been made or some machinery would have been scrapped.

For the first 100 miles, Otto Walker guided a mean pocket valve. He lost con-

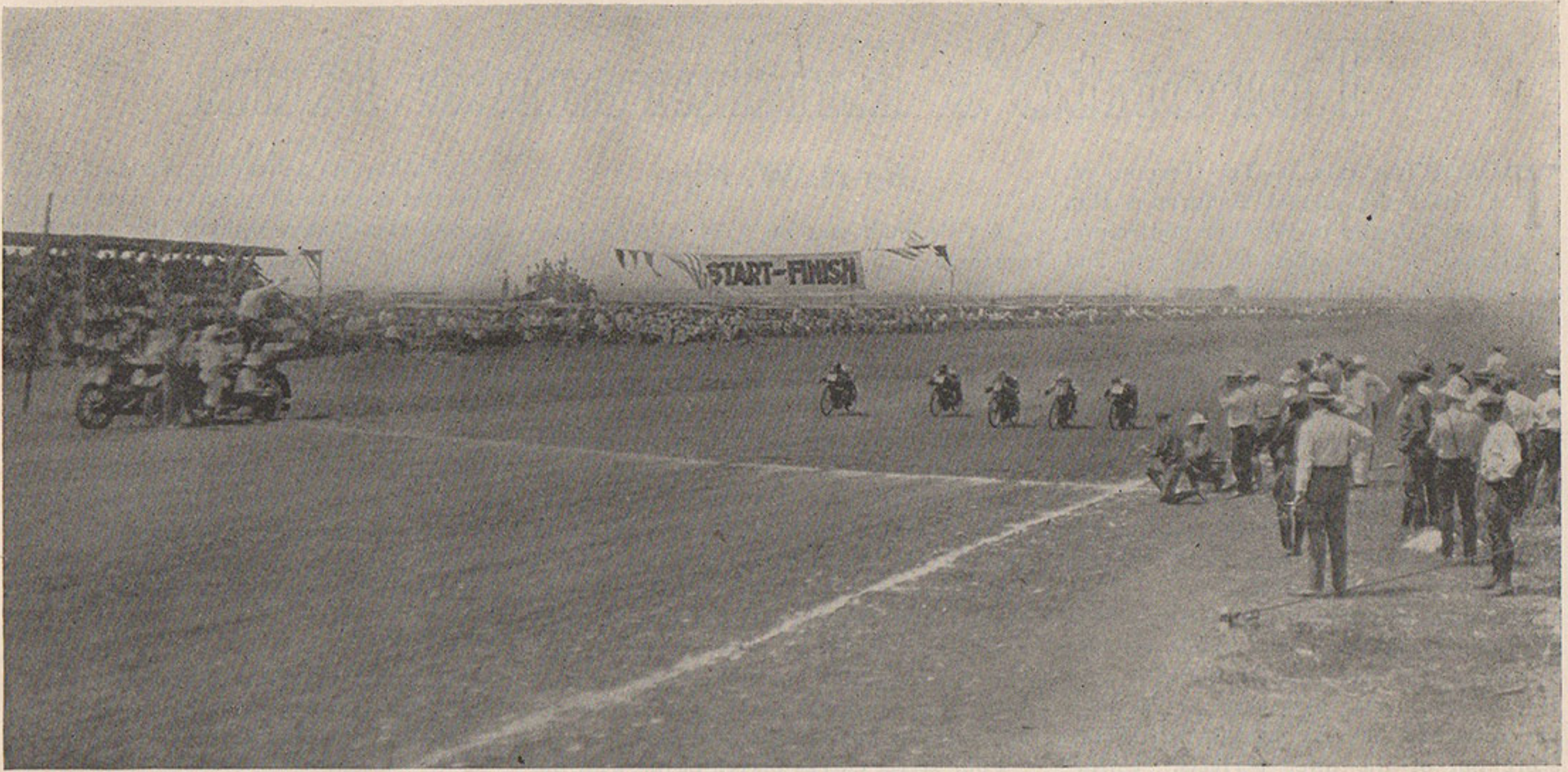
siderable time on the very first lap getting a new plug, but even so overtook Hepburn and led the procession while Hep was in the pits getting refilled. Otto was the only rider other than Hep to reach first place at any stage of the race, and immediately after his machine slowed down perceptibly, although he kept it percolating and placed in the money at the finish.

Curley Fredericks, Warren Cropp and Johnny Seymour figured prominently in the first hundred miles. For many laps Curley hung on to 2d place. Seymour was fixed in 3d and Cropp held down 4th. In one of the momentary shifts, Cropp tried 2d place for a lap. Cropp's motor went haywire in the 51st lap and he dived over the bars and out for good.

Wells Bennett was another hard-luck rider who had a meteoric career in the second hundred miles. For lap after lap, Wells held down 4th place, while Otto Walker was running in 2d. Bennett finally pried Curley out of 3d place and held it until the 73d lap, when he changed places with Otto Walker. For about 10 laps, Bennett ran 2d. He looked sure for a place. The 82d lap put Wells out of the running and by the time he had a new exhaust valve pawl installed, he had become an "also ran." The Dodge City paper commented on Bennett's riding and conceded that he had perhaps the fastest pocket valve machine on the track.

Curley Fredericks was another one of the "ifs." Until he had to quit, he was running up in front.

Now suppositions are all right, Bill, but they don't get you anywhere. To get the marbles nowadays you have to keep rolling through to the finish. It was a great and glorious race from start to end. Nobody got hurt and there were



The ragged start at Dodge City. Thirteen riders are anywhere from a quarter to a mile back in the dust

no disputes or arguments. Hepburn's victory was clean-cut and he earned the money and honors. He rode a clean race throughout and deserved the victory.

#### The Checking Problem

Checking the riders in the Dodge City race is quite a problem. With 18 riders passing the stand every 80 seconds, more or less, enveloped in clouds of dust and burnt castor oil, checking is no cinch. Father Botting provided three checkers for each man, which is the only sure way of handling the problem. The motorcycle trade press had a supplementary scoring system in operation which got into difficulties early in the race, but was straightened out very promptly through the organizing abilities of E. J. Mueller. E. J. stood at the edge of the track and called the numbers to an assistant, who penciled them down. Another assistant transferred the numbers to a score keeper who had a large ruled sheet. This large sheet showed the positions of the first nine riders throughout the entire race and at different stages of the contest as many as 14 men were placed. Each pit signaled to the riders by means of blackboards. Besides informing the riders as to their position, signaling is a good psychological stunt, for it gives the boys something to think about on their long journey and helps keep up their morale and fighting spirit.

A stiff breeze blew across the track into the pits and officials' stand during the race and greatly changed the aspect of things. The neat and tidy officials looked more like black-faced comedians than luminaries of the motorcycle world.

#### Pit Service Perfect

Pit service in all the different camps was all that could be desired and none of the factories can hold any sad post-mortems this year. Tanks were refilled and tires changed with the utmost dispatch. Several amusing things happened during the race in the pits. One Indian rider charged in impetuously; misjudging his speed, he bowled over the whole gang of pit attendants.

Eddie Ryan of Colorado Springs was the official stopper for the X. One of his plying tackles slipped and he bit the dust.

#### New Pit Exit Plan

A new plan was tried for coming out of the pits this year. Riders re-entering the race crossed to the outside of the track, which gave the pole men right of way. At the outer edge of the track, each pit had a tow machine for the hard-starting devils, but most of the riders preferred to save seconds by pushing. Next year it would be well to have the pits on the outside of the track in front of the grandstand. The crowd could watch the pit work at closer range and riders stopping for help could go to the outer edge of the track and roll right in for assistance. Getting under way again, they would not have to cross the path of the riders who were still going.



Nothing particularly startling was introduced in the way of new racing models. The Harley-Davidson 8 on which Hepburn won was externally pretty, much like all the rest of them, and the Milwaukee pocket valve looked about the same as usual. The Indian pocket valve show no apparent innovations. The only new models were the X pocket valves, a new job with a couple of undiscovered bugs which were found during the race. These new machines are pretty much orthodox pocket valves. They had plenty of soup and did not fall off in speed.

I hope you got well dusted at Hamilton.

BUD.

#### MOTORCYCLE RACES IN JAPAN

TOKYO, June 1.—In a motorcycle racemeet held on the Nakayama Race Course near Tokyo, under the auspices of the Nakayama Motorcycle Club, Mr. Kobayashi, riding an Indian, made a clean sweep of the entire card of events, including the 20-mile championship of Japan.

The event was backed by the military, Col. Yamakawa acting as president and Major Midzutani as judge. Major Midzutani visited the United States about three years ago, spending part of his time at the Indian factory.

Full details of the event are not included in the brief report received, but it is evident from the tone of the communication that motorcycle racing occupies a favorable position in Japanese sport circles. It is understood that the Nakayama Motorcycle Club is a very similar organization to the motorcycle club in this country.

# Toronto's Endurance Run

**T**ORONTO, July 3.—The Toronto M. C. held the annual Endurance Run from Toronto to Windsor and return, a distance of 540 miles, on the 1st, 2nd and 3rd of this month. Twenty-three started and 13 finished. Taking it all the way through it was a gruelling contest, some bad spots in the roads and the terrific heat making tough going. When tire trouble started and the little jinx got busy he sure stuck around and made a job of it. One of the riders had his rear tire off 14 times between London and Windsor. In the hot sun, once was half a day's work and was conducive to much profanity.

The rider who gets the greatest credit is B. Mallory, mounted on a single cylinder Triumph. He made one of the three perfect scores in the pro. class at 24 miles per hour and had the highest consistency score out of the three perfects. Unfortunately he was disqualified on some ruling that was made which prevented a rider, living in Toronto, while being a member of an outside club, entering under the colors of the latter club. He is vigorously protesting this decision, claiming that his entrance fee was accepted entitling him to the full privileges of a competitor.

By H. W. Kipp

A. Blackhall was on a 24 mile an hour schedule with a sidecar and had to cover a little over 80 miles in two hours and a quarter instead of three hours and a quarter, a mistake of a whole hour. He buckled down and made the control on time, and almost died doing it.

George Fox, riding solo had something go wrong with one of the controls, a bad toss resulting. He was badly cut but no bones broken. George Wood gave him first aid and saw him safely to the hospital, but in doing so sacrificed his chances in the competition. We are just thinking that this is a darn creditable act after a rider has had two days' fighting to keep his score perfect, when it would be so easy to slip by and pass the buck to the next man.

Four secret checks played havoc with the scores, also some bad detours in the roads, the former where all the naughty words were said and the latter where the wails arose from, as many a perfectly decent score was busted. More power to the checkers.

A pleasant diversion of the run was when it stopped over in Woodstock to take in the motorcycle races there on July 1st.

C. Tackey, on a Reading Standard, made a perfect score in the amateur class and the highest consistency, winning this section of the event. W. St. George, mounted on a 3½ horse power Triumph taking second place. A. Shuttleworth piloted an Indian Powerplus into third position. There was two Clevelands in the run, both making a good score. Amateurs had to ride at twenty miles per hour.

Officially the first three to finish in the pro. class were A. Blackhall, Harley-Davidson; Percy McBride, Henderson, and Joe Minton, Harley-Davidson. Their schedule called for a speed of 24 miles per hour.

## Summary

### Professional Class—24 Miles Per Hour

*B. Mallory, Reading Standard.....	996	971
A. Blackhall, Harley-Davidson .....	994	971
Joe Minton, Harley-Davidson .....	994	964
P. McBride, Benderson .....	993	971

\*Disqualified.

### Amateur Class—20 Miles Per Hour

C. Tackey, Reading Standard.....	1000	980
W. St. George, Triumph.....	1000	974
A. Shuttleworth, Indian.....	1000	971
W. Boniface, Harley-Davidson.....	995	968
Ivan Burke, Henderson.....	991	963
T. Byles, Cleveland.....	989	963
B. McKewan, Cleveland.....	985	917
A. Cartwright, Harley-Davidson.....	984	970
Gordon Mead, Harley-Davidson.....	972	951

# Indian Wins Brooklands 500-Mile Race

**H.** LEVACK, the European racing star, won the 500-mile race held at Brooklands 2¾-mile cement track in England on July 2. LeVack's Indian was two miles per hour faster than the second man, and he turned a number of laps at better than 90 miles per hour, the last being reeled off at the rate of 85 m. p. h.

This was the first motorcycle race ever held for such a long distance, and it is destined to become an annual classic. The race was open to members of the British Motorcycle Racing Club, which includes all the star riders of Europe, and the first prize for the rider who completed the distance in the shortest time was the \$1,000 Miller Gold Cup which was presented by Captain A. G. L. Miller.

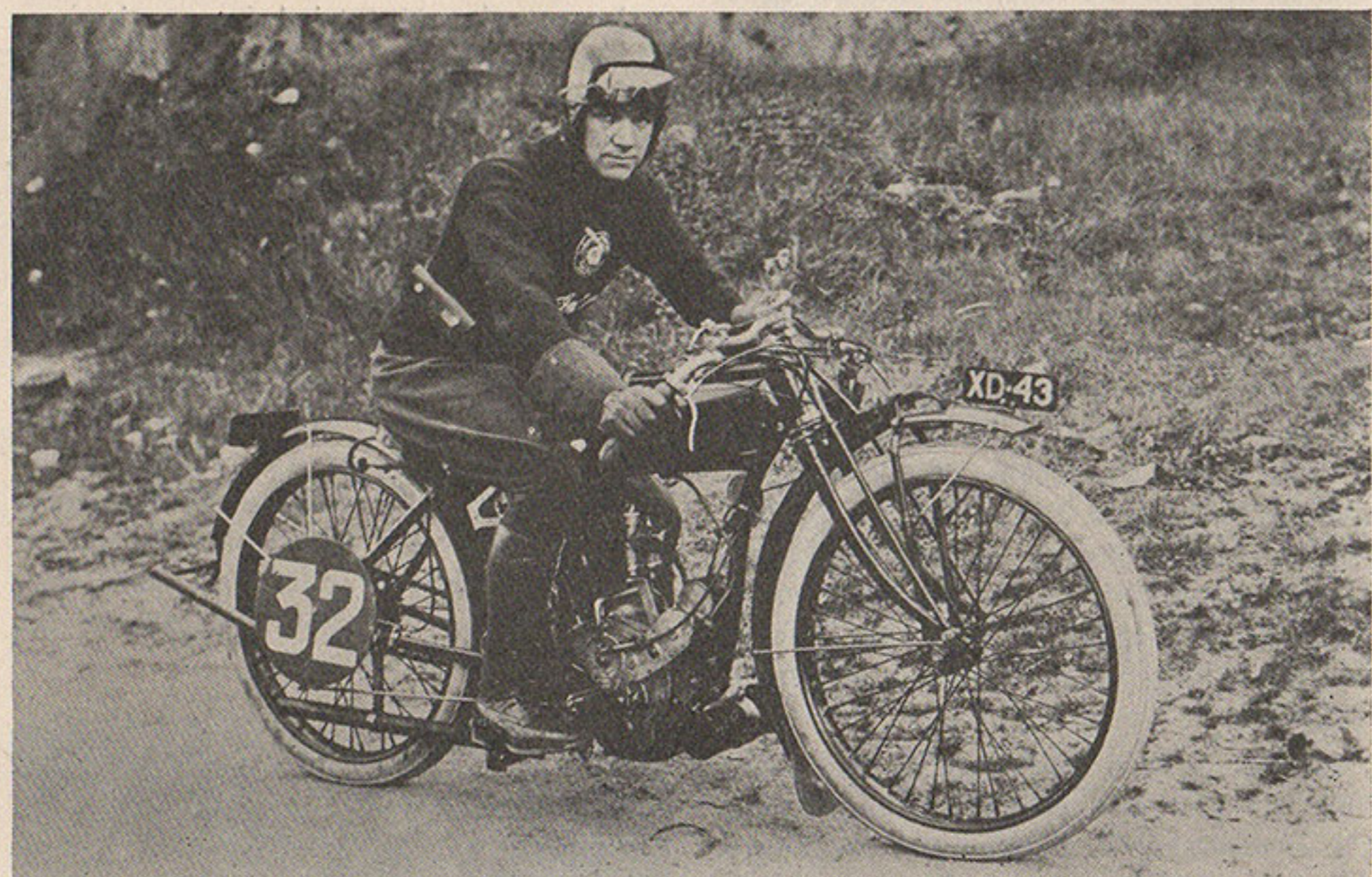
This was to be won outright, and LeVack is now the proud possessor of this valuable trophy. Silver cups were presented by the club to those finishing second and third. Cups were also awarded to those finishing first in the smaller displacement classes. The British press concede LeVack's victory as the greatest in the history of British competition.

## SAN ANTONIO TO HAVE BIG RACES

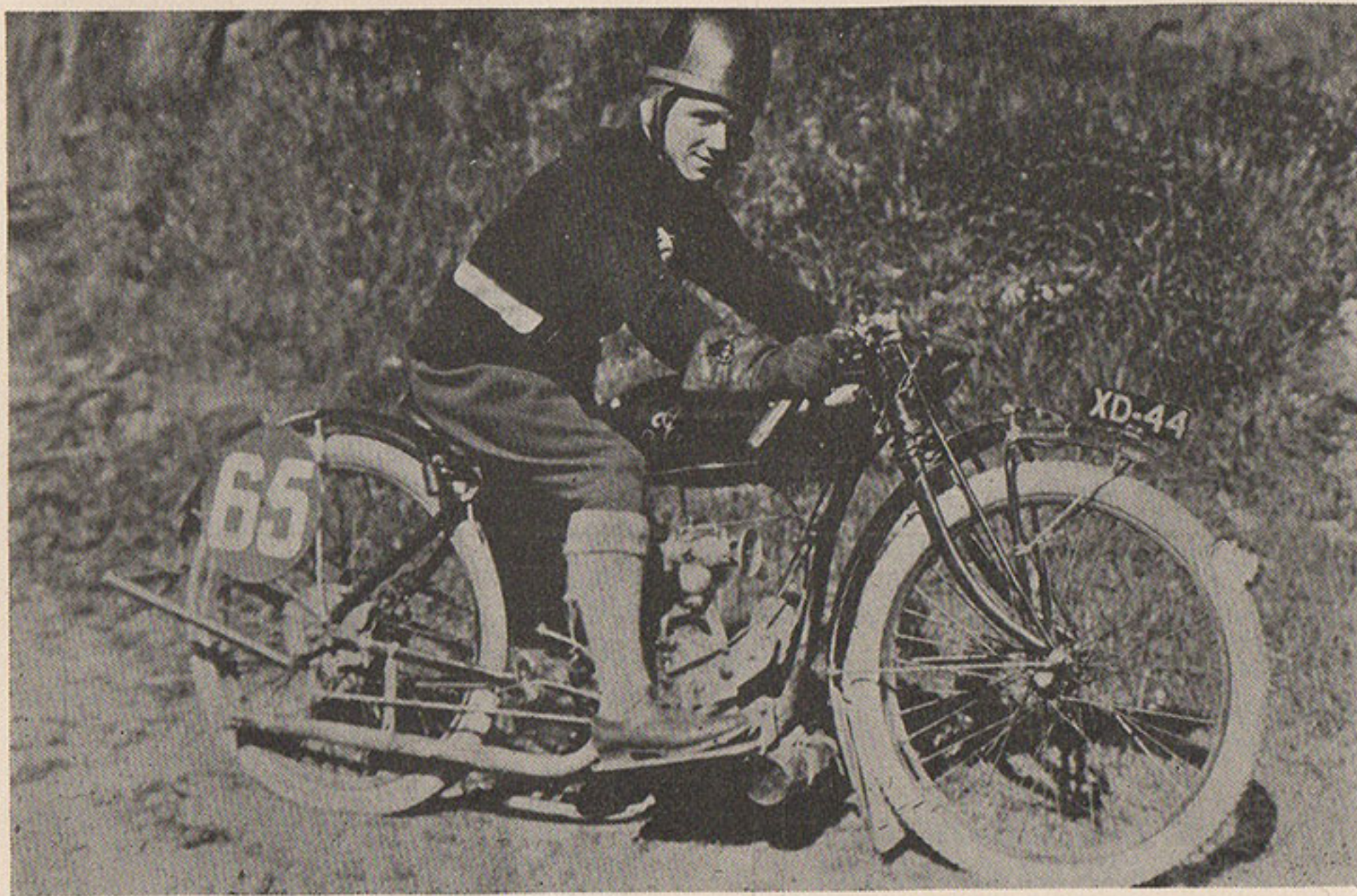
SAN ANTONIO.—All eyes of the speed

world will be turned to Texas and San Antonio on July 23 and 24, when motorcycle riders of international reputation will compete for the prizes offered by the San Antonio Speedway Association, and judging from the entries already received, dirt track records are liable to be shattered.

The races will be held at the new two-mile dirt San Antonio Speedway, just five miles from the heart of the city. The riders can be seen from the grandstand at all stages of the races. Two big automobile racing meets have already been staged at the Speedway and both automobile and



H. LeVack, Indian, who won the Miller Gold Cup by defeating every competitor in the 500-mile race at Brooklands



Dixon, who finished second in the T. T. on an Indian

motorcycle racers declare the Speedway is one of the best in the United States.

A unique feature of the program will be the one which will determine the Texas State Championship. It is open to all Texas riders on any machine, excepting those having eight valves.

There will be five events each day. Time trials opening the first day, followed by the Closed Club novice race of 5 laps and then comes the open professional of 15 laps or 30 miles. The Texas riders' championship is the fourth event for 25 miles and the open professional for 20 miles will close the first afternoon. On the second day one of the interesting features is the Dispatch riders' race of 10 miles in which enlisted men of the army, riding regular government machines, will compete. This race has been sanctioned by Major General Joseph T. Dickman, commander of the Eighth Corps area.

The entries for the races close on July 1 and those in charge of the meet are anxious to have a good representation of Texas riders in the championship race. Entry blanks may be obtained from Secretary Raymond Keller, San Antonio Speedway Association, Gunter Building, San Antonio.

**CANADIAN CHAMPIONSHIP MEET AT WOODSTOCK, ONT.**

THREE THOUSAND FIVE HUNDRED PEOPLE WITNESSED the Canadian Championship Race Meet promoted by Roy Martin and Tommy Maher at Woodstock, Ont., on July 1st. The Toronto Motorcycle Club arranged the schedule of their Endurance Run so that all riders could stop over and see the races.

**The Summary**

Five-Mile Amateur Sidecar—1, Hughes, Port Huron, Mich., Harley-Davidson; 2, Miles, Toronto, Excelsior; 3, Hesburn, Galt, Indian. Time 7:19.

Five-Mile Amateur Solo—1, Moffatt, Galt, Excelsior; 2, Friend, Toronto, Indian; 3, Hands, Toronto, Indian. Time 6:27.

Five-Mile Professional Solo—1, O'Donnell Toronto, Harley-Davidson; 2, Harold Cole, Excelsior; 3, Eardley, Indian. Time 6:42½.

10-Mile Amateur Solo—1, Moffatt, Galt, Excelsior; 2, Hands, Toronto, Indian; 3, Flambert, Port Huron, Indian. Time 13:08.

Five-Mile Professional Sidecar—1, Menton, Harley-Davidson, Toronto; 2, Hughes, Port Huron, Harley-Davidson. Time 7:02½.

10-Mile Professional Solo—1, O'Donnell, Toronto, Harley-Davidson; 2, Harold Cole, Toronto, Excelsior; 3, Eardley, Indian, Toronto. Time 11:51.

15-Mile Open Solo had to be called off on account of rain.

A fact which caused much comment was that the time made by amateurs in the 5-mile events was 15½ seconds better than the time made by the professional riders. Moffatt of Galt is a promising rider.

Mr. Roy Martin, one of the promoters, has been in the motorcycle business for the past 10 years. In spite of high cost of living, etc., he is jumping into double harness. The girl?—Miss Marjorie Grassick of Woodstock, Ont. Congratulations, Roy.

**ZINN STARS AT PARKERSBURG**

PARKERSBURG, W. VA., July 9,—Truman Zinn, one of Parkersburg's oldest riders, was first in all solo 61 cubic-inch events in the motorcycle races at Shattuck Park, but was closely followed across the tape by Raymond Taylor, who put up a hard fight for the first position. One of the most interesting features of the 61-inch races was the riding of John Thomas, who entered a 37-inch motor and took third place.

The fastest lap of the day was turned by Truman Zinn, in 34 1-5 seconds, which lacks but 4-5 of a second of equaling the track record made by "Shorty" Mathews of Chicago. The track was in fine condition and there was only one spill in the six events.

**The Summary:**

One-Mile Time Trial—Truman Zinn, Indian. Time 1:17.

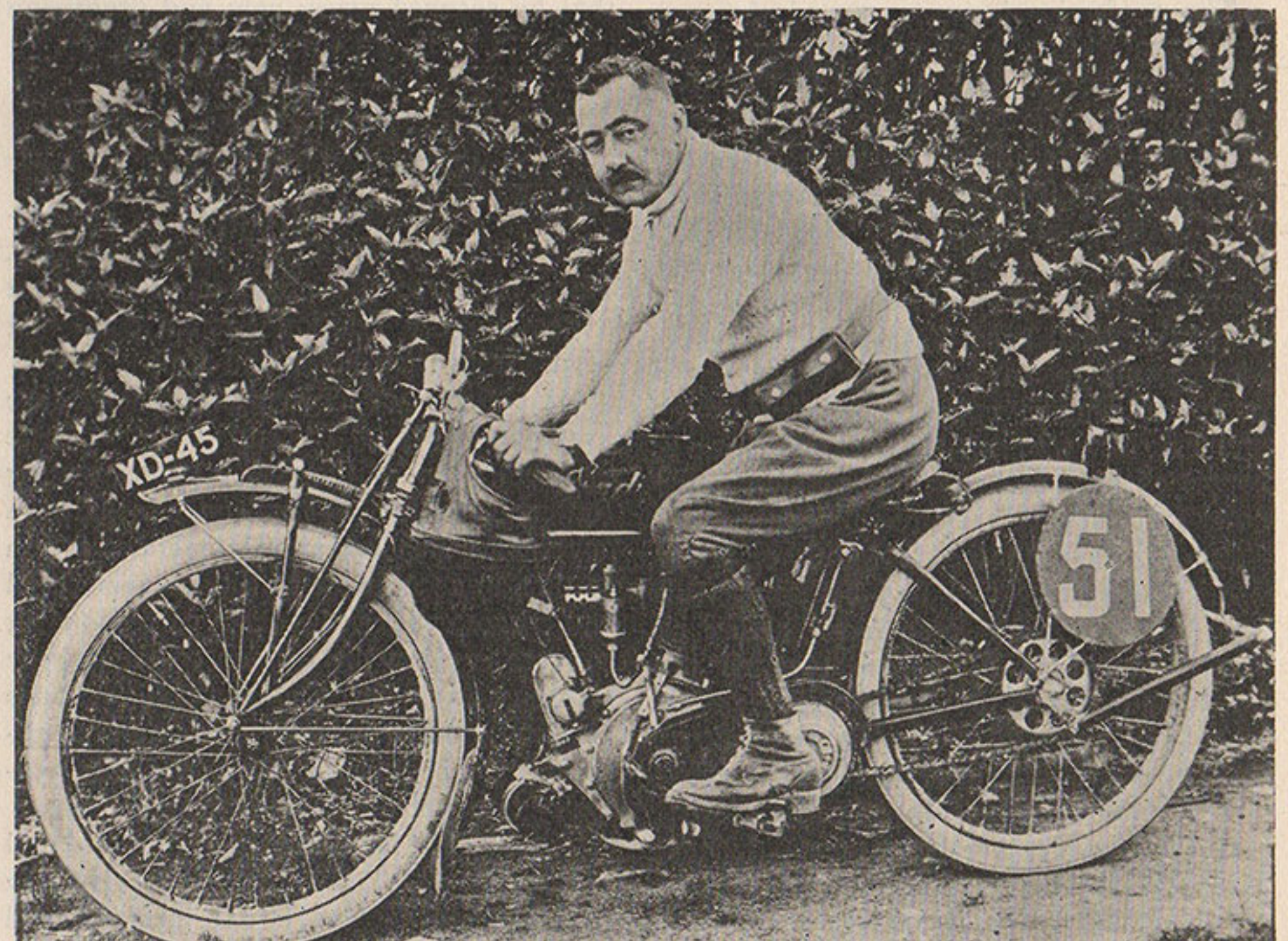
Three-Mile 37 Cubic Inch—First, John Thomas, Indian; time 4:03. Second, Charlie Loritsch, Harley-Davidson; time 4:16. Third, Raymond Taylor, Indian; time 4:26.

Three-Mile 61 Cubic Inch: First, Truman Zinn, Indian; time 4:25½. Second, Raymond Taylor, Indian; time 4:39. Third, John Thomas, Indian; time 4:43.

10-Mile 61 Cubic Inch—First, Truman Zinn, Indian; time 14:32. Second, Raymond Taylor, Indian; time 14:54¼. Third, John Thomas, Indian; time 14:06½.

15-Mile 61 Cubic Inch—First, Truman Zinn, Indian; time 19:14. Second, Raymond Taylor, Indian; time 20:29.

Five-Mile Sidecar Race—First, John Thomas, Indian; time 7:34. Second, A. Loritsch, Harley-Davidson; time 7:43. Third, R. E. Grant, Indian; time 7:58.



Noel Brown finished fifteenth in the T. T. on an Indian

# Big Mount Beacon Hillclimb

**T**HE MONSTER HILLCLIMB at Mount Beacon was held by the Crotona M. C. and American Legion Post, No. 203, of Beacon, N. Y. "Monster hillclimb," I'll say so. There were 45 entries and practically all star riders were there. The crowd was good in spite of the stifling heat. They were kept in good humor by the Legion's band, and the music helped the riders shimmy up the grade. The contestants sure did wiggle up the three slopes which made the climb. The course was minus rocks, stumps and ruts due to the Legion's untiring efforts in preparing the hill.

The 61 cu. in. novice event started the program and was won by Wm. Brazenor, who, with his peculiar and straight riding position, caused some comment. The 37 cu. in. event was won by Lang, who had to wear a belt of ballast so as to keep him and his young aeroplane engine powered Sport model on the earth. Fred Yoe pulled a stunt when he shifted speeds on the hill by a rope tied to the shift lever and a loop on his arm.

There was one boy that neither the band nor the hill could make shimmy, and that was the star of the day, Ori Steele, who, with sound judgment and cool determination, went over the top straight as an arrow. Coryell and Griswold must be given credit for their hard and determined riding. Bernasconi certainly made a fine showing with his iron horse that gave him a place in all the events he entered. Ross made several good attempts, but only managed to get one place.

The professional events started the real excitement. In the 80 cu. in. event Reg. Pink went over the top so fast that he disappeared into the bushes, wrecked his machine and bruised himself to such an extent as to keep him from getting his second trial. J. H. Tracy, not having his "Good Ol' X," tried his hand with a red machine and showed that he was still there. T. N. T. Terpening tried hard, but his "White Helmet" seems to have lost its charm. He ought to change color. "Smiles" Smith and his "X" were on the job and made a couple of hard attempts, but couldn't move quite fast enough.

Mr. G. Dennett, the C. M. C. ex-president, was referee and had his hands full with his first job. Sam Most, acting as starter, got kind of hoarse towards the finish and wished he could use the sign language. Pres. A. R. Cooley was kept on the go answering questions and keeping things running smoothly. George Sorenson, the live Beacon dealer, certainly kept busy pushing things along for the success of the climb. The spectators were from far and near, representing, New York, New Jersey, Pennsylvania, Massachusetts, Rhode

Island, Virginia and North Carolina.

## The Summary

61 Cu. In. Novice—Brazenor, Indian, 16:350/400; Ross, Indian, 16:354/400; Welton, Indian, 17:157/400.

37 Cu. In. Expert—Lang, 20:337/400; Werner, 21:210/400; Yoe, 21:238/400.

80 Cu. In. Pro.—Steele, Indian, 14:380/400; Pink, R-S, 15:192/400; Tracy, Indian, 15:250/400.

61 Cu. In. Expert—Steele, Indian, 15:350/400; Griswold, Harley-Davidson, 16:11/400; Coryell, Harley-Davidson, 16:17/400.

61 Cu. In. Pro.—Steele, Indian, 15:126/400; Bernasconi, Indian, 16:70/400; Coryell, Harley-Davidson, 16:130/400.

Accessory prizes amounting to about \$300 were awarded to the winners in the novice and expert events.

## STEPHENSON REPORTS CANADIAN CYCLE DEALERS OPTIMISTIC

WALTER B. STEPHENSON, one of the best-known men in the bicycle industry, secretary-treasurer and sales manager of the Delta Electric Co., Marion, Ind., manufacturers of the electric bicycle lamps, hand lanterns, dry batteries, and flashlights, has just returned from an intensive sales trip in Toronto, Canada, and adjacent points.

Mr. Stephenson reports that the entire Canadian bicycle industry is planning to attend the Cycle Trades convention in Atlantic City next month. He says that the Canadian trade authorities are extremely optimistic.

Mr. Stephenson found business in Toronto on the mend and believes that ere long, the bicycle industry will experience a joyful business awakening.

"Walt," as he is familiarly known, says that he secured many new and promising accounts while on this trip.

## BOSCH BRINGS OUT BATTERY IGNITION SYSTEM

THE AMERICAN BOSCH MAGNETO CORPORATION of Springfield, Mass, have recently placed on the market a new Battery Ignition System consisting of a Timer-Distributor and Coil.

Two types of Timer-Distributors are available—Types "T" and "TM." Type "T" is known as the Bosch Compensating Battery Ignition System and includes a governor which ingeniously operates a cam so that, in accordance with the engine speed and characteristics, the exact corresponding advance is given the ignition spark, thereby compensating for the variable advance required under different operating conditions and obtaining a result which is generally impossible through manual means.

Type "TM" is identical in general detail with Type "T," but differs in that the compensating feature is not included, and the advance is subject to the usual manual control.

The main housing or shell for the Type "T" incorporates sufficient depth to accommodate the governor mechanism and is, therefore, of greater depth than the manual advance housing for Type "TM." Both, however, have the timing arm for manual advancement or retardation of the spark mounted on a shoulder at the base of the main housing. When used in connection with the compensating feature, this manual control may readily supplement the automatic control, which will be found advantageous when conditions such as a hot engine are encountered, and also may be employed for starting, at which time a spark far past top dead center is desirable.

Both systems use the jump spark method of current distribution, and at present are provided for 4, 6 and 8 cylinder engines only.

The governor is of the tilting type, and together with the interrupter cam and rotor, is carried on the timer shaft. A wide range of adjustment is provided for the compensating device and the advance may be started as low as 300 r.p.m. or as high as may be desired, while the total advance may be obtained from 0 degrees to 60 degrees or more, measured on the flywheel.

The Bosch Battery Systems are the result of four years' development with the determination to design and build the finest mechanism of their kind and they strike a particularly high note in the production of fine appearing and excellently performing apparatus.

## NETTLETON LEAVES FACTORY TO OPEN RETAIL STORE

E. J. NETTLETON, who has been associated with the Cleveland factory for the past year, in the experimental department, left June 30 to enter the automobile and motorcycle business in Loveland, Colo, where he will become associated with his brother, who is already established in business and has arranged for Mr. Nettleton to take over the management of the motorcycle end.

Mr. Nettleton purchased his first Cleveland motorcycle in 1915 and became so enthusiastic over its performance and fine mechanical construction that he went to work for Mr. Will Ridsen, who was distributor for the Cleveland in California at that time, as a repair man. He remained in the employ of Mr. Ridsen until the Cleveland distributing rights were taken over by the Weinstock-Nichols Co. in 1916, going over to the new distributors along with the Cleveland, and remaining in their service three and one-half years. Mr. Nettleton's fine mechanical ability, combined with his love of the



great outdoors, has made him a keen motorcycle enthusiast, and every spare moment of his time is spent on a saddle exploring the highways and byways where other motor vehicles cannot travel, and seeing the beauties of nature that other sightseers never find. When Mr. H. G. Alexander was in Los Angeles last July he learned about the good work Nettleton was doing with the Cleveland and arranged with him to come to the factory and engage in experimental work.

On more than one occasion Mr. Nettleton has proved his ability as an endur-

ance rider and brought home his Cleveland with perfect scores in competition with big machines. He entered in the two-day endurance run held by the Los Angeles Motorcycle Club, May 30 and 31, 1920, and finished the 517-mile course with a perfect score. He averaged 65 miles per gallon of gas over the steep mountain trails, hairpin turns, streams and through deep sand. After the Los Angeles performance he went to Portland, Ore., and entered in the big Northwest four-day endurance run, held July 29, 30,

Aug. 1 and 2. The course covered one thousand miles of rough road, covered with alkali dust that in many places was a foot deep. Most of the riders used a periscope or long tubes reaching from the handle bars to the carburetor in order to get clear, fresh air above the dust and dirt of the road. Machines not equipped with this device soon filled up with dirt and dropped out. Nettleton and George Strine, the Cleveland dealer in Portland, covered the entire distance and finished under their own power.

## Cut Prices Stimulate Cycle Sales

LOUISVILLE, KY., July 8—Business during the last month has improved considerably and dealers say that the usual summer increase is on in full force. The change from just a moderate amount of trade came with June and the increase was noticeably in force during the latter part of the month. July has brought more business and dealers tell of a good many new sales turned over during the last few days.

The principal reason for the increase in business is the reduction in prices. After studying the buying situation, during the time when trade was slow, dealers decided that the cause for the inactivity of trade was the high prices prevalent at that time. The only remedy for this, it was agreed, was a reduction in prices as a whole. Although factory prices have not been reduced on the majority of machines, local dealers have gotten together and reduced their retail prices from 20 to 30 per cent. The price reduction that went into effect on the Ace, just a short time, has resulted in the sales of a number of that make of machine recently.

D. H. Dykstra, Indian, has reduced prices to a certain extent on his entire stock. For instance, a model of Indian that formerly sold for \$432 has recently been reduced to \$350. His accessories have suffered reductions and he claims that business is far better since the reductions went into effect. Dykstra is just an example of the majority of Louisville dealers. Almost as a whole they have effected price reductions on their stocks. As a result, business has increased to such an extent that it is claimed the amount of business done has boosted net profit some 30 or 40 per cent. The profit on each individual sale is not so great, but taken as a whole, the net profit on combined sales has increased materially.

The accessory trade has been very good during recent weeks and there has been a noticeable increase effective since the middle of June. Motorcycle equipment in general has been at its best and there has been a great deal of repair work. The overhauling of machines has been common and dealers say that they could wish for no

better business. The sale on new tires has been good, a great many motorcyclists re-equipping their machines for trips to be taken throughout the summer months.

The bicycle business has been good during the last few weeks, and there have been numerous sales of new bicycles. Prices, as with motorcycles, have been reduced and as a result business has improved. At present there is a buying streak on and dealers say that the streak will hold throughout the summer. The races that have been organized by the local bicycle dealers at the Fair Grounds track have been responsible for the creation of a great deal of interest in the sport and they will be continued throughout the summer. Every other Sunday a meet is held and winners are presented with various accessories.

The last race was held on Sunday, June 3, and over 200 contestants were present for the various events. Before the race the motorcycle dealers applied to the City Council for permission to hold a motorcycle race after the bicycle races, but the council refused that privilege. The reasons for refusing were that the track was not equipped for fast racing and that the danger of accidents was too great to permit it.

Bicycling enthusiasm among the boys and girls of Louisville has been materially increased recently by a contest, held by two of the local papers, by which a bicycle might be earned, or won, through the securing of a certain number of subscriptions. Hundreds of kids competed and a great many were successful in their attempts to obtain the necessary amount of subscribers. The contests were not limited to children, and several men and women competed.

### EXPORTS STILL LOW

EXPORT TRADE in motorcycles is still running at a reduced rate, May shipments numbering but 564 machines, compared with 4324 during the corresponding month of last year. For the 11 months ended with May, exports numbered 24,157 machines, valued at \$7,631,945, compared with 32,484 machines, valued at \$8,860,537,

during the corresponding period of the 1919-1920 fiscal year, and 11,271 machines, valued at \$2,930,108 during the 11 months ended May 31, 1919.

The bicycle export trade amounted to \$117,531 in May, compared with \$470,260 in May, 1920. For the 11 months ended with May the value of our bicycle exports was \$3,423,029 against \$3,611,340 during the 11 months ended May 31, 1920, and \$2,031,654 during the 11 months of the 1918-1919 fiscal year.

### HOW TO MAKE BUSINESS GOOD

IF every man who is talking about business being rotten would quit it, buckle right down and try harder than ever to produce more, to sell more, to cheer up, brace up, the whole business atmosphere would be changed in a very short time. It is perfectly possible right now to start a business boom, a big boom, within 90 days. If everybody who is talking business down, would talk business up, predict good times for 90 days, we would have good times. Every man, woman and child in the United States can help to produce this boom. Let us start now. Let us turn about-face, away from the black clouds which our own imaginations have thrown up in front of us. Let us face toward the light. Let us put up a good front, a good mental front. Let us look prosperous, talk prosperity, believe good times are coming, and we will bring them here. The sun of prosperity is shining as bright as ever back of the panic clouds. Our resources are greater than ever before, and if we only think right and act right we can register a higher point of normal prosperity this year than ever before in our history.—Sixty.

# All-Star Stuff at Hamilton Speedfest

## Bill Writes of the Eagles' Annual Celebration

**D**EAR BUD—Now I know why they call 'em Eagles—those Hamilton birds sure do fly high. Which observation will be confirmed by old and young throughout all the surrounding realm, for besides a major portion of the able-bodied population of the city, there were swarms of riders from Indiana and Kentucky at the track.

Of course the Dodge City three hundred is in a class by itself and I would have liked to be with you to see it, but when I saw what happened at Hamilton I decided that luck was with me, after all, for there was so much pep and action and variety that from a spectator's viewpoint it outclassed 'most any exhibit of speedway stuff. After all, Bud, while the long-distance grinds on the big tracks are searching tests of staying quality and provide abundant engineering information, the spectator never sees the close-up speed fighting and shivery zigzags on the turns that he does in races on half-mile dirt tracks, and if the same class of competition were on the entry list in both cases, the half-mile track meet with several events on the program, will stir up more enthusiasm and produce more results for the industry, in proportion to the expense involved, than the expensive long grinds.

In many cases, of course, the factories regard half-mile track meets as of minor importance, so that the entries are mediocre or scant, but such was not the case at Hamilton. This annual Fourth celebration by the Hamilton Aerie of the Fraternal Order of Eagles has come to be the big speed center of the Middle West for that date, so that the speed fans who find Dodge City too far away have learned to come here and do next best, or a little better. And as the Eagles put up a goodly wad of the well-known currency to nourish the winners, the entry list bulged with class and the crowd was treated to a display of real championship performances that stirred the soul and spurred the spirit.

### Price a Comet

And when the bunch got rolling they sure made the gravel fly. A two-mile sidecar race opened the festivity, and with Price in the lead the four Flxi racing outfits leaned in toward the pole and swept 'round the curves like dust-shrouded comets. Ford Long, who has performed cred-

itably in several amateur events on the Dayton track in the last year or so, showed that he was boss of the new fast motor with which he made the plunge into the professional ranks, and came booming close after the hastening "Jiggs." These two held their advantage for the four laps and took first and second, with Smith storming across the tape for third money. The clock showed 2:28 as they finished.

Then they opened the gates to the solo terriers for a five-mile flight, and the budding druggist of Birmingham went and did it. Gene streaked out, with Jones and Brinck snapping at his heels, and covered the five mile in 5:43, which won very nicely. Brinck finished second and Don Marks came up for third.

Walker blazed the trail again in the second five-mile race after two strenuous laps in which Jones held down the pace-making job. He sure has a way about him, has Gene, and it do make him move. He won this one in 5:45, with Jones second and Brinck third. There was more of it in the 10-mile solo session, but Walker took care of the responsibilities with equal éclat—whatever that is, Bud. Anyway, he stepped out ahead of the rest of the folks and kept on doing so for 11 minutes 41½ seconds. Jones began to pull up into his neighborhood on next to the last lap, but Walker sighted him approaching, tied 'er open on the final round and drew away again in a way that left no question about the answer.

### Sidecar Racers—Warning

Lots of action in the five-mile sidecar race which came next, Bud. Miller was breaking into the big headlines for the first time on this occasion, but the way he handled his fast Indian-Flxi outfit showed that he had had the benefit of a bountiful amount of practice for some time before. Incidentally, Bud, you'll notice that the serious accidents at races rarely occur to experienced riders with really fast machines, but are generally beginners with comparatively slow outfits, who think they can drive just like Price or Pope or Dreyer because they have the same kind of machine, and they try to take 'em around wide open without starting in easy and practicing long enough to learn how. Most of these riders would know better than to try to drive an eight-

valve solo wide open around a dirt track the first time they ever straddled one, but some of them seem to think there's nothing to running a sidecar outfit and no need of learning how before turning them loose on a race track. Well—don't let any of *your* friends do it, Bud. Sidecar racing is probably safer than any other equally fast form of speed stuff, but no vehicle that will move at better than 60 miles per hour is safe for a driver that isn't accustomed to it. Don't let any of your pals go into a sidecar race unless he has driven the same kind of sidecar that he has on his speed outfit for quite a while before that, so that he is used to the "feel" and balance of it and handles it automatically without needing to think of what to do next. All this preachment was brought to mind by the fact that Miller isn't one of the first-attempt kind. It was his first day of sidecar track racing, but he had driven Flxi outfits on the roads and streets of Indianapolis a great deal before, so that he knew how to handle them surely and accurately. And he showed judgment and coolness on the track in a way that indicates that he will get somewhere at this speed game if he keeps a-coming.

All through the five-mile sidecar event, Miller was crowding close after the flying Price. He couldn't quite make the grade, but kept on doing his darndest so that Price had no intermissions for repose. "Jiggs" won in 6:14, thus making a new record for the Hamilton track, while Miller swarmed across the tape in second place and Smith took third again.

Both Jones and Walker sailed out for one-mile record trials to lower the solo track record of 1:09. Jones didn't quite, and did the two laps in 1:10. Then Walker cramped his Indian convulsively around the curves for two circuits and chopped the time down to 1:08½.

### Real Excitement

The wind-up was a 15-mile solo race in which several little things were upset, including the dope bucket. As the bunch wheeled into the turn on the first lap, with Walker leading, Eddie Brinck, who was crowding close behind him, swung into a big slide, and Jones, immediately following, smashed into his machine and unloaded also. Vance and Marks slid past on the inside and missed the fallen outfits



HAMILTON, OHIO, RACES. 1—Miller's first day in the sidecar racing limelight netted second prize in the five-mile. 2—Gene Walker tucking away the 10-mile solo race at Hamilton. Note the packed grandstand and infield. 3—Walker breaking the solo track record at Hamilton, July 4th. 4—At close quarters in the first five-mile solo race at Hamilton, July 4th. 5—"Stepping out" in the five-mile sidecar race at Hamilton. 6—Gene Walker led the way in the races at Hamilton. 7—Ford Long, of Dayton, made his debut as a professional by taking second in the two-mile sidecar race

by a narrow margin, and when the confusion was sorted out Brinck got moving again, though Jones was out of the running with a painfully damaged hand and a severely bruised machine.

That left the race a two-man argument for first place between Walker and Marks, these two being on even terms with first one then the other crowding ahead a bit. For several miles they fought a spectacular duel, with Brinck two or three laps to the rear and Vance steadily losing ground. Then the situation suddenly changed when Walker's rear tire rolled off the rim as he swung into the grandstand stretch, leaving Marks to ramble away with the bit in his teeth.

But was Walker completely licked by this bad luck? Not any. Without shutting off he looked back over his shoulder at the wrecked rear tire, saw that the casing had slid clean off the rim and hadn't jammed—and he went right on riding the rim for three laps until the men at the pit got another wheel ready and signaled him to stop. Then he switched wheels and

got back into the running, though the time lost had put him out of striking distance of the first division. Still, he got fourth money, which, with the sweepstakes prizes for the leader at each mile in the earlier stages of the race, will help to buy a few extra spoons for the soda fountain of that drug store in Birmingham. By the way, Walker has already booked some business for that drug store that he's going to open there next fall—Eddie Brinck promised to buy an ice cream soda there the first time he's in Alabam'.

Well, in this 15-mile state championship solo race that I was telling about, after Gene was retired from the vicinity, Don Marks kept up the good work and won in 19:39. Brinck stepped up to second, and Vance came along third. Walker rode his new tire in for fourth place.

The success of the big occasion showed the hands of efficient organization, experience and competent promotion. Chairman Gradolf and Robt. A. Falbert, of the Eagles' outing committee, headed the crew of that

organization. The Hamilton dealers cooperated industriously to make every detail work smoothly—the same individuals being Louis B. Schaub (Indian), C. L. Clark & Son (Ace and Cleveland), and Duersch Cycle Co. (Harley-Davidson).

Clerk of course being a job that needs the attention of a real result-producer, the natural selection was John Crocker. Ever meet this man Crocker? He's a regular fellow, Bud; was one of the early motorcycle riders of Hamilton, promoting the first motorcycle racemeet held in that city. Later he succeeded in inducing the Eagles to make these races the feature of their annual celebration, and so put both the sport and the fraternity on the map in bigger letters than they had ever been before in that part of the state.

So now that the big race feast is over, Hamilton is smacking its lips and looking up the dates to learn where it can find more of the same sort of dessert soon. Hoping you are the same, I am as ever, yours very truly, BILL.

## Two Days' Racing at Jackson

JACKSON, Mich.—The motorcycle fans here celebrated the Fourth with a double header in the form of a two-day race meet, the first on Sunday afternoon and the second on Monday. The attendance was fair and the talent or competitors were all members of the Jackson Motorcycle Club. While the times made in the various events were not records by any means, the competition was keen, with several close finishes which satisfied the crowd, who went home feeling they had received their money's worth.

### First Day

The first day's program started with time trials, with Byron Daly winner on an Indian, with George Temples on an Excelsior second. In the three-mile race, which was next, George Temples crossed the tape first with his Excelsior, with Edwin Crouch, Harley-Davidson, a close second.

This was followed by another three-mile race in which Byron Daly, Indian mounted, came to the fore, leading George Temples on an Excelsior and Edwin Crouch, Harley-Davidson, in the order named. Time: 4:00 flat. The side hacks came next and did their bit over a distance of three miles, with Adolph Miller, Indian-Flxi, bringing home the bacon. C. Livingston, Harley-Davidson, was next, with Ed. Crouch, Harley-Davidson, third. Time: 4.02½.

The five-mile open called out a full field, with the line-up at the finish as follows: Byron Daly, Indian, first, time 6:59½; George Temples, Excelsior, second, and Ed. Crouch, Harley-Davidson, third. For diversion a special match race was staged between France Brown and Wally Timmerman mounted on Indian Scouts. The dis-

tance was two miles and Brown came home first by a close margin in the time of 3:03.

The small twins have been giving such a good account of themselves on the road that racing fans were anxious to see them perform on the speed ovals and the next event was for three miles for machines up to 37 inches. However, it was racing singles that took down the prizes, George Temples winning on an Excelsior, with Bob Hall, Harley-Davidson, and Ed. Crouch, Harley-Davidson, next in the order named. Time: 4:17.

The feature event of the day followed, a ten-mile solo handicap, George Temples again leading the field home, with Edwin Crouch next. The winner's time was 15:00¼ minutes, and thus the day wound up with promises of some good competition for the following day. In between events to keep the crowd from getting impatient, a four-man polo game was put on, and Walter Judge and Lawrence had the crowd holding their breath while they did stunts on their machines.

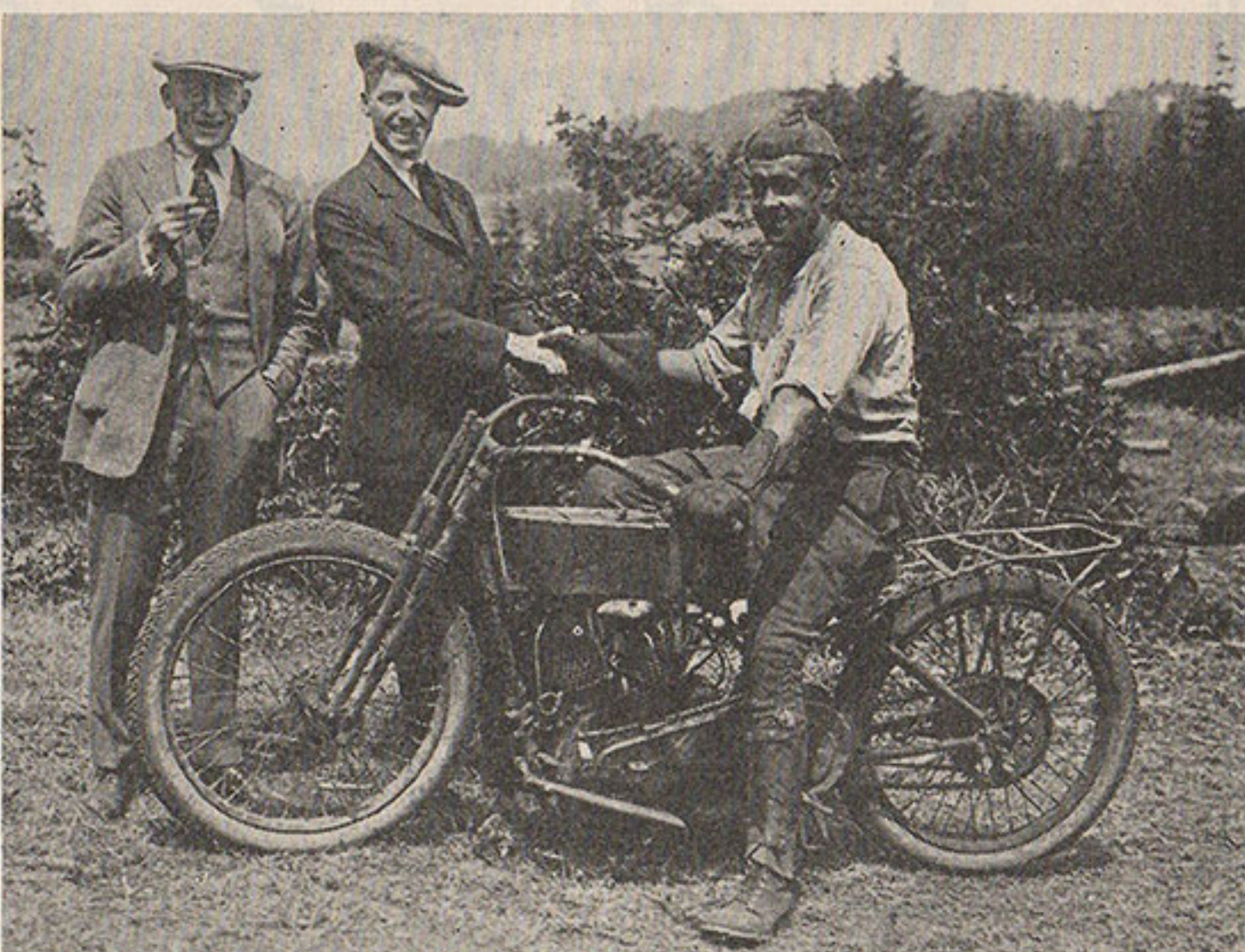
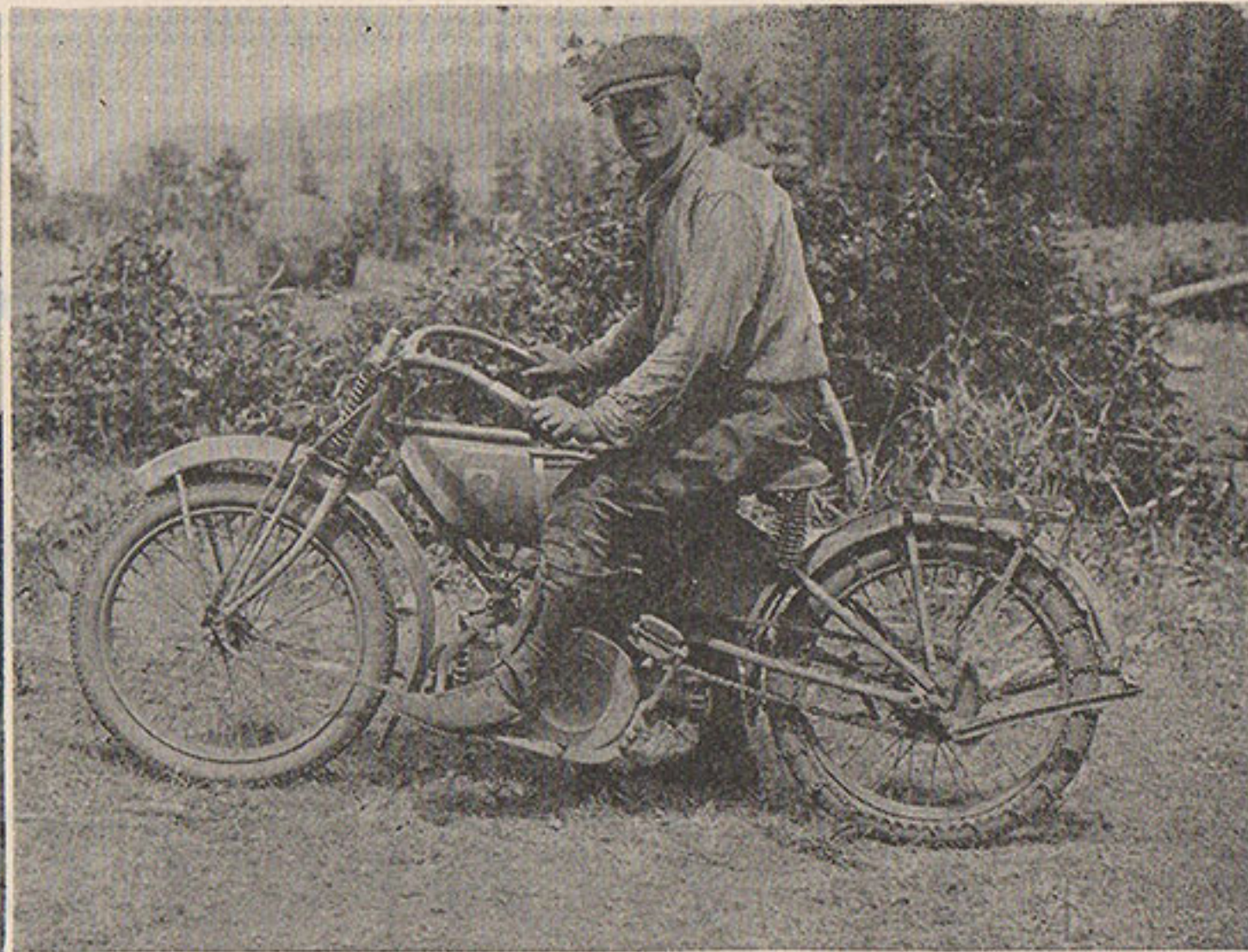
### Second Day

The program started with a miss and out race in which the last man in each lap was flagged off until there was only one man left. Bill Burman was the guy who turned the trick in seven laps on his Excelsior. A two-mile race followed, which was handily won by George Temples, Excelsior, in the time of 2:46, with Ed. Crouch, Harley-Davidson, second, and H. Bowman, Excelsior, third. Another novelty event that proved interesting was the ten-mile limit pursuit race, which Eddie Crouch and his Harley-Davidson ran away with owing to the inability of the rest of the field to over-

haul him.

The middleweights had their inning next when they were called out for three miles, Indian Scouts and Harey-Davidsons. Sports were used by the contestants and Byron Daly copped this event on an Indian, while France Brown, Indian mounted, came next, with Bob Hall, Harley-Davidson, third. Time, 4:09½. Then Charley Livingston and Eddy Crouch had a match race with sidecar outfits of the Milwaukee brand. They traveled three miles and had every one on edge, for it developed into one of those see-saw events, first one leading, then the other, with Eddy Crouch nosing out Livingston at the finish, thus winning by six inches. The sidecars then had their inning over the five-mile route. Adolph Miller showed the way with his Indian-Flxi outfit in 6:52½, while Ed Crouch, Harley-Davidson, and D. Eberly, also Harley mounted, came next in the order named.

The final event was the feature of the meet, a 25-mile race with an added incentive for the riders to get out and mote, for the leader of every ten laps was to be awarded extra prize money. For the first thirty laps it was any man's race with plenty of action and the riders jockeying for position. After that Byron Daly led to the finish. He also led at the thirtieth and fortieth laps, which all in all made it a very profitable race for him. Bob Hall took the lap money on the tenth and Eddie Crouch copped the dough at the twentieth. The line-up at the finish was: Byron Daly, Indian, first; J. Manee, Indian, second, and France Brown, Indian, third. Time, 34:00½.



Top left—The hill that has not been topped. Right—Hi Smith, first in 37-cu. in class. Bottom left—J. L. Vail, Excelsior's point gatherer, winner of the stock event. Right—H. S. Staton and W. B. Noble of Carter Carburetor Co. giving Del Cooper the glad hand for winning the open event

# The Hill That Was "Impossible"

**S**ALEM, Ore., July 4.—Salem's impossible hill was today the scene of the Northwest Sectional Hillclimb. After the smoke and dust, to say nothing of riders and machines, had settled from the conquest, the discovery was made that Harley-Davidson had won the 37-cubic inch class and the 80 open, while Excelsior reigned supreme in the 61 stock.

In the small motors event were four entries, all Harley-Davidson sport models. H. Smith had things all his own way in this class. George Frey, novice, was second; Earl Smith, third.

### "Impossible" Describes It

The stock event brought out the battle for place as well as many a hard spill and much keen riding. Right about here is a good place to mention something about that "impossible" hill. The starting course is laid out on a 10 per cent upgrade,

while the REAL hill where the climb was made rises at an angle of 70 degrees, 6 minutes. Though some may be skeptical about that we have the surveyors' records that that figure is correct, for the rise is a shade over three units in one. As some of the riders and spectators remarked, "It isn't a hill, it's a wall." The grade rises at the 70 degree angle for 250 feet, then slopes down to a 60 degree grade for some 150 feet more. This grade calls for power, riding ability, and sheer nerve. Great amounts of all were shown.

### Vail Wins Stock Struggle

J. L. Vail, on an Excelsior, took the first chance in the stocks. With a healthy roar his motor disappeared in a cloud of smoke and dust, which defied the eyes of the keenest to say what was happening inside it. The wind was blowing at the hill and carried the dust screen right along

with the rider, blinding him as well as the crowd. Out of the cloud came Vail, end over end, with his machine making a vain endeavor to catch him. His mark was put at 188 feet, 9 inches. Del. Cooper, on a Harley-Davidson, tried in vain to lower the mark; then C. V. Hinshaw, Harley-Davidson, in a desperate rush, carried his mount close to the mark put by Vail, and as the announcers called 189 feet a wild cheer went up from the Harley-Davidson supporters. While this mark was three inches to the good over Vail's, it called for a tie, for the rules of the climb stated that marks within one foot of each other would be called tied and another trial given to settle the mark. This rule was made to prevent disputes on close marking since it is very hard to decide to within an inch of where the front wheel quit going, since most of the attempts

*Indian  
Powerplus with  
Side-by-Side Valves*

**Wins England's Famous  
500 Mile Gold Cup Race**

*The Most Coveted Prize in the Most Popular  
Event in the Annals of British Racing*

At Brooklands, England, July 2, 1921, H. Le Vack, the European racing star, astride an INDIAN POWERPLUS, finished first in the famous gold cup race. Le Vack's time was two miles per hour faster than the winner of second position. Lap after lap was turned at better than 90 miles per hour. Le Vack turned the last lap of the 500-mile grind at 85 miles per hour. The British press concedes Le Vack's victory as greatest in record of British competition.

**First Stock Machine Across the Tape  
at Dodge City**

John Seymour, riding an INDIAN POWERPLUS, forcefully demonstrated the durability and speed of this famous side by side valve motor in the 300-mile race at Dodge City on July 4th. Seymour, who finished second, crossed the tape well in the lead of every other stock machine in the entire field.

**Hendee Manufacturing Co.**  
*(Largest Motorcycle Manufacturer in the World)*  
**SPRINGFIELD, MASSACHUSETTS**



Excelsior "White Fleet" of the Chicago Motor Club  
 sold by  
 EDWARDS and CRIST COMPANY  
 Largest Motorcycle Dealers in the World



It was but natural that when the Chicago Motor Club fleet of Excelsiors was ordered the specifications should call for the

## CORBIN-BROWN SPEEDOMETER *for* MOTORCYCLES

More and more it is becoming generally understood that, because of its absolute accuracy under all riding conditions, its unfailing continuous service, and its sturdiness of construction, the Corbin-Brown Speedometer is found on three out of every four motorcycles in use.

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ended in backward spins.

Earl Hutchinson, on a Harley-Davidson, failed to get into the running. R. F. "Bob" Newman of racing fame arrived after the battle was on and had no time to get his machine shooting right. Neither Vail nor Hinshaw could better their first marks on any of their remaining trials, so at the finish of the event they were called on for one trip each to settle the point of who was the winner.

Vail took a hard run at the grade, dodged through several bad ruts, and wound up in a hole at the 173 foot 11 inch mark. Hinshaw went out to beat that for all his motor was worth, but was ditched when his machine took an unexpected bucking streak on the rough surface of the grade and unhorsed him one foot and four inches below Vail's mark.

The open event found the same riders and same machines entered which took part in the stock event, though Vail substituted a tractor device for his skid chain, took two tries with it and then went back to the skid chain for his last attempt.

#### Cooper Cops Open Event

Del Cooper won this event for Harley-

Davidson with a climb of 183 feet 5 inches and three blamed hard tumbles for his trouble. One of the spills tore the saddle from his machine, while in another the machine landed on top and rode Cooper down the grade. He came out of the mix with a slightly skinned arm and much dust rubbed into his hide.

Newman, pilot of the Indian, had his motor roaring for this event and found that it was possible to have too much soup even for a grade of this nature for speed merely pulled the front wheel up and made the machine do acrobatic stunts. He piled up in a chockhole on his first trip up, going head first over the handlebars in spite of the steep grade. This mark, however, was high enough to win second place and both of his remaining trials found him riding her over many feet below that mark.

C. V. Hinshaw came in for third place and gave the crowd a thrill and cause for rapid movement when he lost his machine on one trip and let it ramble off across country, only to come end over end down through the crowd which lined the course.

Quick action on the part of the spectators who rolled, slid and dived out of the way in all manner of fashions, kept them from being placed on the injured list.

A crowd of several thousand people witnessed the climb. The road to the hill being lined with machines of all descriptions for hours before the event was scheduled. From a vantage point on the hill the course of the road could be plainly discerned by the line of dust rising above the trees.

H. S. Staton and W. B. "Carter" Noble of the Carter Carburetor Co., who were on hand with long smiles for Del. Cooper, winner of the open event, carried their gasmaker, as did also Hinshaw, who tied for the stock event.

Harry Scott of Salem refereed and held down the starter's job, while Lester Keenan of Washington Cycle & Supply Co. of Tacoma, called the scores.

Cooper, Vail and Smith carried Firestone tires, Wright plugs, Duckworth chains, Weed Skid chains. Cooper was Carter-equipped, while Vail and Smith mounted Scheblers.

## Races at Baltimore

THE July 4th races at Prospect Park track were run off under a scorching sun amid the billowing clouds of dust that obscured the track at all times on the turns for everyone. What might have otherwise turned out to be a successful meet was marred by accidents due largely to the dust, Sam Riddle, Joe Cooksey, and J. Ponzella being sent to the hospital. Riddle is suffering from a broken thigh, arm and collar bone, all on the left side, while Cooksey has a right leg broken below the knee. Ponzella, a sidecar passenger with Roloff suffered a pair of dislocated shoulders, but went to his home after being treated at the hospital.

Owing to the condition of the track, the 10-mile solo event was cut to 5 miles and 5 riders faced the starter, including Sam Riddle who thought he would try his hand at something besides sidecar racing. This proved to be anything but a happy thought for Sam, who found this a poor track for solo practice. After circling the track twice to get poled up they were given the flag and Riddle left for the first lap, followed by Minnich, Cooksey, Fisher and French in order. However as they went into the lower turn on the second lap Riddle eased up a bit and Minnich tore by into the lead. Just as Riddle got well into the turn his machine struck one of the pot holes and went out from under him. Unable to see Riddle crawling to the inside of the track on account of the dust, Cooksey struck him on the leg and spun him out further on the track where Fisher ran over his body from shoulder down. Both

Cooksey and Fisher spilled and H. A. French, Jr., came along, ran over Fisher's machine and while trying to regain control of his machine struck Cooksey, who was running off the track. Riddle and Cooksey were picked up by spectators and eventually taken to the hospital in a rough riding police patrol over rough roads.

French and Fisher remounted their machines and started in pursuit of the flying Minnich and although Minnich also spilled toward the latter part of the race he never relinquished his lead, winning in 7 min. 20 sec., with Fisher second and French third. When it is remarked that this was good time considering the track the reader will wonder what sort of a sand pit it was.

The five-mile sidecar was taken by Delphey who got the pole at the start and was never headed, although being pushed hard by Minnich, who was putting up a plucky race with a lacerated hand, having injured it in the spill. Minnich finished second and Conner third. Time 7 minutes.

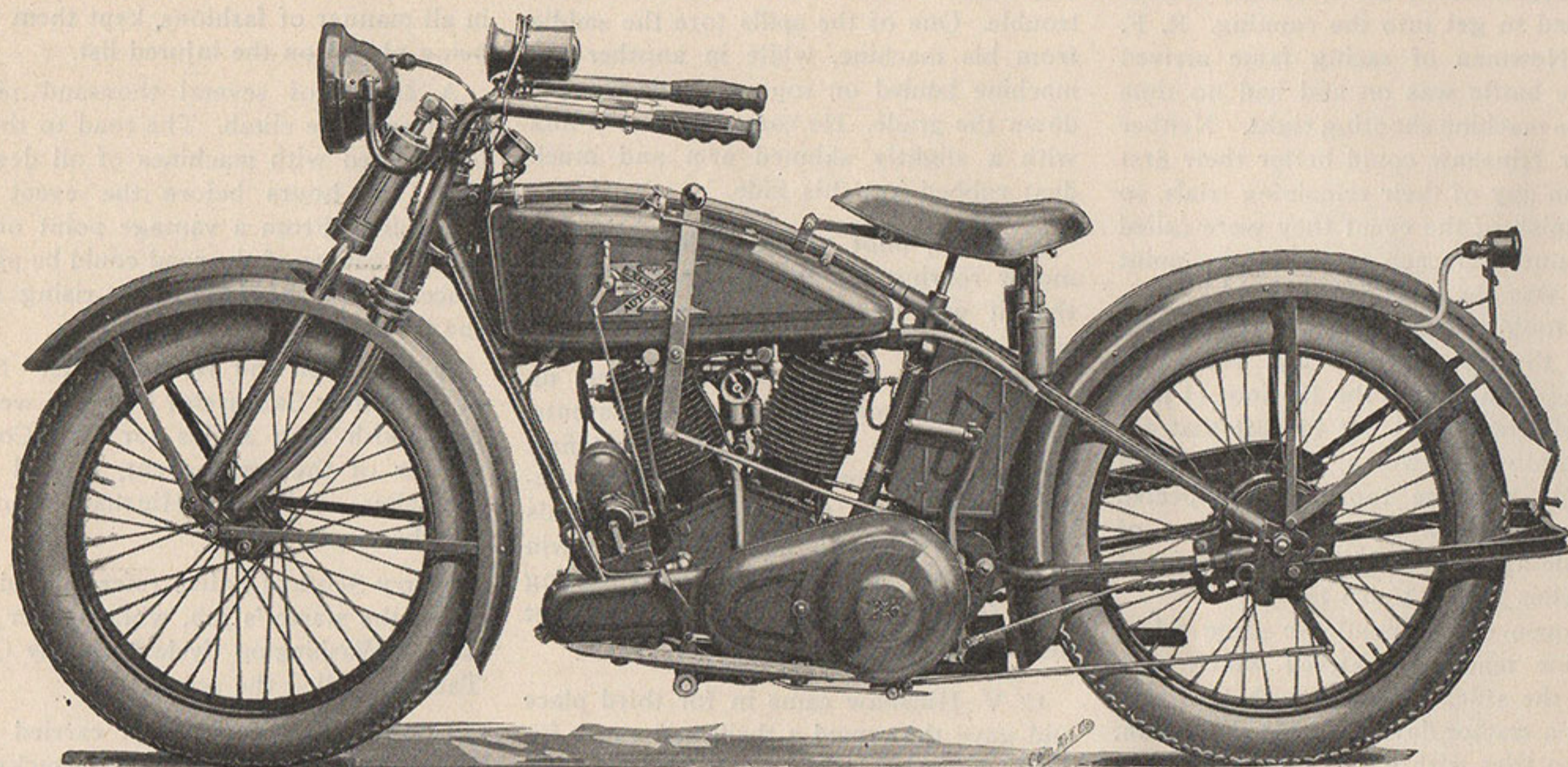
#### Another Accident

The 10-mile sidecar race brought out six entrants and two qualifying heats were run. Minnich won the first two-mile heat followed by French and Stull. The second heat was won by Delphey, with Roloff and Connor bringing up the rear in the order named. The final 10-mile heat brought Minnich, French, Delphey and Roloff to the tape and when they got the flag Delphey took the pole closely followed by French, Minnich, and Roloff. This order was main-

tained for three laps when Minnich forged ahead of French and spent most of the race right on Delphey's hind wheel, once nosing a half length in the lead, but not having quite enough to pass him. In the ninth lap, Roloff got tangled in the holes or lost in the dust and the machine took out part of the fence and went down to the barns. Roloff escaped uninjured but Ponzella, the passenger, dislocated his shoulders. Spectators crowding across the track slowed the race a bit, although the time was 13:59.

Here is where the referee started to really earn his salary. During the entire race Delphey's sidecar passenger was seen by the officials to ride the luggage carrier on every turn, keeping only in the sidecar from his knees down, so both contestants were disqualified for violating the rule requiring the passenger to be in the car from the hips down. This brought the disqualified contestant and all his cohorts up into the judges' stand where they brought to bear all the abusive language they could think of. They would not listen to the referee's instructions as to appealing to the chairman of the competition committee, and so one of the two State Police dispersed the mob and ended the disgraceful proceeding. Prize money for the event was held up by the referee pending decision in event the decision was appealed. This is simply another illustration to show that while officials need not be arbitrary, still they must insist on a strict enforcement of the rules if the M. & A. T. A. is to be upheld and be a factor for fair play and clean competition.





New  
Price **\$400** F. O. B.  
Chicago

Excelsior prices are back to normal and the best of the riding season is still ahead. You can now buy a regular model Big Twin X for \$365, and with electrical equipment the price is only \$400. And in establishing these new reduced prices, there has been absolutely no deviation from the previous high standards of Excelsior workmanship, material, finish and equipment.

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And for good measure, consider the exclusive Excelsior features—absolutely the sturdiest motorcycle frame built, mounting the motor in such a way that it positively cannot work loose—removable frame bar which gives quick access to the motor for carbon cleaning—the Kushion Sprocket which cushions the hefty power impulses of the X motor—the handlebar clutch control which is indispensable for solo riding. Your dealer will be glad to explain and a single demonstration will convince.



**Excelsior Motor Mfg. & Supply Co.**  
3701 Cortland Street Chicago, Illinois

# Is Motorcycle Merchandising a Business or a Job?

If You Think It Is Only a Job, Consider the Case of "Brown & Mack" Who Left Good Jobs to Embark in Motorcycle Merchandising, and Found It a Real Business—The Only Fictitious Thing in This Story of Success Is the Name of the Firm

By "Onlooker"

**W**ITHIN a few days the 1921 Motorcycle season will have passed into history. Soon, the various motorcycle factories will have their traveling representatives on the road signing up contracts for the 1922 season. Naturally at this time many men are going to have to decide whether the motorcycle business is a profitable one to engage in. Probably many now in the business are going to have to decide whether it is profitable to continue or not.

Just what are the chances of success in the motorcycle business today, from the retailer's or dealer's viewpoint? For the dealer who would win, the standard is rising. Methods of a few years ago won't do now.

Is it harder to conduct a successful motorcycle store today? Yes. Also no. It is true that the exactions are growing more stringent. New problems of competition are developing, new buying conditions, new financial conditions face every one and these will sorely test the motorcycle dealer's courage and staying powers.

It is also true, however, that these very problems open correspondingly greater avenues of development. Success is mainly a question these days of one's ability to line up with modern opportunities—to play the game the new way. It's a matter of being alive, knowing it yourself and making everybody else know it.

For those who apply the methods of yesterday to the problems of today the path is indeed hard. For those who develop with the times, attainment is no more difficult than at any previous period. It never was easy—easy in the sense of coming without earnest effort.

To be sure the man who would succeed must have efficiency for his middle name. If a man has fair ability, willingness to work and adequate capital, there is no reason why he should not attain at least a nominal success in the motorcycle business.

When you add to these earnest study of the lessons taught by modern merchandising experience, if one applies to his own business what he learns—he has more than an even chance of succeeding in the best sense.

Possible those of you who have read thus far, are saying to yourselves, "Old stuff.

**W**E heartily vouch for the truth of this article. We knew "Brown & Mack's" predecessor, and heard him whining in his store that one couldn't sell motorcycles in that city: that it was full of snobbish clerks, who wouldn't deign to look at a two-wheeler, but would rather vamp, bilk or steal to ride in an auto. Only for stray war orders he would have gone under years ago.

Then, we have seen "Brown & Mack" in the same city take over a cobwebbed agency and sell double the motorcycles this season than their predecessor could sell in the best season before the war, and the same make of machine was handled by both.

The difference lies in the character of the two sets of owners. The first was inherently lazy, wouldn't work, and naturally blamed everything but himself for his failure. "The slothful man saith, 'There is a lion without,'" and the lazy man is proverbially full of alibis. "Brown & Mack" believed in motorcycles, and believed they could sell them, while their predecessor drove an automobile and didn't believe he could sell motorcycles, and DIDN'T, except to the War Department on an emergency order when there was no time to wait on the factory.

College professors, business uplift writers and theorists have been handing out that line for years, and while it all sounds very fine it doesn't amount to very much in everyday business, particularly in the motorcycle business which is different."

## An Ambitious Chap, Was Brown

**N**OW, just a minute please, Mr. Skeptic, let's just consider the firm of Brown & Mack. We happen to have the inside facts of the lives of the partners of this firm, and believe that their experience will

pretty well bear out the accuracy of our statements regarding success and may assist some in making a decision with regard to their own future relations with the motorcycle business.

Several years ago Brown (which of course isn't his real name) lived in a large Eastern city and worked as a clerk in a railway freight office. Those who know much of the life of a freight clerk, know that most of his future is behind him. Nevertheless in the face of the fact that practically no one had ever been known to "get anywhere" financially or otherwise on this particular job, young Brown stated that he was going to retire from active work at the age of 40 with home fully paid for and \$100,000 in real money.

Brown realized of course that his aim could never be attained as a salaried man, therefore he made up his mind to get into business for himself as quickly as possible. He realized also that to get into business it would be necessary to have capital, and that he would be an old man before he could save enough out of his meagre salary to even buy a small grocery store. Among Brown's acquaintances was a life insurance agent who recognized in Brown the makings of a salesman so he appointed him a sub-agent. Brown spent his spare time selling life insurance and applied his commissions to taking out 10-year insurance for himself, determined that at the end of ten years he would have enough money to venture into business for himself.

During this time there was one thought that worried Brown. What business could he go into that he would have a chance of making good in? His training as a freight clerk was not fitting him for any business that he knew of and he spent considerable time trying to decide what business he should invest his money in when the ten years was up. His success in handling life insurance solved one problem for him, inasmuch as he found that he could sell, and realized that he could succeed as a salesman.

About this time, he ran across a young chap by the name of Mack who was working as a mechanic for a motorcycle dealer. Brown tried to sell Mack some insurance, and Mack sold him a second-hand motorcycle, pointing out how much more ground

he could cover in calling on his insurance prospects evenings, Saturdays and Sundays.

The motorcycle did all Mack claimed it would in helping Brown secure more business. Not only did it do this but it did more, it furnished Brown with a new form of recreation while helping him sell more life insurance.

#### Decided on Motorcycle Business

ONE night, as Brown was returning home on his motorcycle after having landed a particularly large policy, he was suddenly struck with the thought, "I know what business I am going into—motorcycles. I know I can sell goods, particularly motorcycles, because I know what they will do for a fellow." The following night Brown sought out Mack and asked him if he had ever thought of getting into business for himself. Mack had, but in a sort of hopeless manner. He was a mechanic not a salesman, and knew comparatively little about business, and what was more had had some rather unpleasant experiences in the small business ventures he had undertaken.

However, Brown proved he was a salesman by selling Mack on the proposition of quitting his job, pooling their limited capital and opening a little repair shop and second-hand motorcycle store. During the time Brown had worked for the railroad company he had become acquainted with several men who at one time or another had been in business for themselves but who had lost their all, and had sought any employment they could secure to make a living. From talking with these men Brown had learned of many of the things that go to make either success or failure, and having brains he studied how best to avoid these failures himself.

Before Brown and Mack went into partnership it was mutually decided what the duties of each in the business would be. A simple but effective set of books was started when they opened for business, although \$1.75 was the sum total of the entries in the cash book for the first day.

"Enthusiasm, hustle and hard work" was the motto of the new firm, and although in a dingy little shop on a side street, handicapped by not having the agency for any motorcycle, from the very first they made good. To be sure their success was small, but it was sure.

Brown didn't wait for the business to come to him; he went out after it and was so successful in getting it that it was soon necessary for Mack to put on an assistant to handle the repair work that Brown dug up.

From the outset Brown & Mack made it a cast-iron policy to give value received and to never allow a customer to leave dissatisfied. They read the motorcycle trade papers, learned how other dealers succeeded, and studied how to improve their own business methods. The results

were they soon built up a good following among the riders.

After a year, they had a very nice balance in the bank, for they had only drawn enough to pay living expenses. About this time the salesman for a motorcycle factory (since gone out of business) whose output was limited came along and signed Brown & Mack for a sales contract covering the city in which they lived. Brown wasn't satisfied. He wanted to handle one of the big makes, but the dealers handling the big ones were apparently so firmly entrenched in the good graces of their respective factories that it looked hopeless. Brown, however was determined that he would sell so many "splutterfuss" motorcycles and give such good service, that he would compel one of the larger motorcycle factories to consider them some time in the future.

#### Lands Agency for Leading Machine

TWO YEARS later their ambition was realized. The traveling representative of one of the largest motorcycle factories in the country told Brown that his factory was contemplating a change in dealers. Brown wasted no time before making application for the contract and followed it up by going to the factory and to the best of his ability explaining to the factory heads just why Brown & Mack were the logical dealers for that factory in that particular territory. A few days later the factory representative called on Brown and Mack and gave them a contract.

Now, Brown & Mack's predecessor had done a nice business and had made money. He had done it by sitting in his store, waiting for the business to come in, like a spider in a web, instead of going out and GETTING the business and thereby doubling his profits.

Did Brown & Mack, having at last attained their goal do likewise? They did NOT. They made an eight-year lease with a property owner, who put up one of the most up-to-date motorcycle establishments in the country today, and went out after the business like they never had before, with the result that their business grew by leaps and bounds. Today they have practically no competition to speak of, really controlling the motorcycle business in their city.

#### In Sight of the Goal

DURING all this time, Brown hadn't lost sight of his ambition to retire with a nice home and \$100,000 at the age of 40, and every time there was a division of the profits, his money was carefully invested. Both Brown and Mack agreed at the outset to at all times leave sufficient working capital in the business so that

they might be prepared financially to meet any emergency, so the amounts they have drawn out represent real genuine 100-per cent profit.

Brown has in his own name a trifle over \$60,000, including his interest in the business, which is rated considerably below actual market value, and in three years \$10,000 of that life insurance which started his business career will mature, and finally Brown is 37 years old. Will he make the \$100,000 by 40? Well knowing what he has accomplished to date and noting the glint in his eye when he answered this question with a vigorous affirmative, we will say that he will, and with both time and money to spare.

Recently we had the pleasure of talking over motorcycle business with Mr. Brown, of the firm of Brown & Mack, and he almost sold us on the proposition of hunting up an agency ourselves and going into business. His records show that despite adverse conditions, and too high prices of motorcycles, that his firm have sold their contracted number of machines, and have made good money during the past year. With the anticipated decrease in prices for the coming year he expects his firm will again show a nice profit for the year's business.

Now, this man Brown is a modest fellow, and when we were expressing our admiration for the manner in which he and his good partner Mack have succeeded, he said: "Why anyone handling a good make of motorcycle can do the same as we have. All that is needed is a good measure of determination, confidence in and enthusiasm for the motorcycle you handle, together with up-to-date, progressive business methods."

In the face of such testimony as this from one who KNOWS, do the opening paragraphs of this article look so impractical? And, Mr. Dealer, or Dealer-to-be, won't it be to your advantage to follow the precepts laid out pretty closely in your business?

#### PHYSICIAN RIDES MOTORCYCLE

DR. GEORGE CARVETH, Toronto, is a physician who has ridden a motorcycle in his practice for the past 12 years. Dr. Carveth is 60 years of age, but for a number of years he averaged 10,000 miles per year on his two-wheeler. He declared recently that he considers motorcycling the very best kind of exercise and he also said that the motorcycle has enabled him to make many emergency calls, often passing other doctors who were driving automobiles.

"I am one of the motorcycling pioneers in the medical profession and I am proud of it," said Dr. Carveth. He carries his medical kit on the rear of his motorcycle when he is making his rounds.

# An Attractive Store Front Draws Trade



Front of the Broadway Cycle Co., Philadelphia. This concern always does a tremendous business

**A** CLEAN, attractive store front is worth many times its cost. Don't use your show windows to advertise other people's business. If it is worth money to others, it is worth money to you. Newspaper advertising travels far and wide to bring people to the store. Attractive store fronts and displays are the best invitations to bring people into the store. People are attracted by a beautiful face and repelled by an ugly one. They are attracted by personal cleanliness and repelled by slovenliness. It is the same with a store. Beauty of arrangement and neatness of goods allure customers, while the slovenly store keeps them away.

# Volume in Motorcycle Sales

By Hugo H. Young

General Manager, The Flixible Co.

WHILE the effects of improving conditions have not had time to become apparent to any marked degree yet, there are a number of indications that the low-water mark has been passed and that from now on a gradual but steady improvement will be felt in the motorcycle trade. The general industrial stagnation is of course the greatest factor in cutting down volume of motorcycle sales, as the spread of unemployment made so many potential buyers financially unable to buy. And as that general business inertness is beginning to dissolve, the buying class is beginning to regain its purchasing power and inclination.

Reports from various important industrial sections show large factories of various kinds getting back into large production. Two of the large tire factories in Akron, for instance, have each put more than a thousand men back to work within the past week or two. Other plants are following suit in other cities, indicating the effect of renewed demand and revived purchasing.

## The Psychological Reaction of Standpat Prices

Price reduction is without doubt a considerable factor in this public attitude—a psychological factor, too, rather than a material one; the public had money when it stopped buying, but quit spending it simply because people had arrived at the conviction that prices were higher than goods were worth. It wasn't a reasoning or logical proposition in many instances—manufacturing costs cut no figure in this decision on the buyer's part; he just wouldn't pay that much for it, and if the factories couldn't figure out some way to make things cheaper, he'd worry along without. And having taken that stand on a few items, Mr. Public soon extended it to more and more, until in a little while he had flattened the market for practically everything; the rain falls on the just and the unjust alike, and the buyers quit buying from the honest manufacturers and dealers as well as from the profiteers and war plunderers. And though the price of motorcycle outfits had increased, relatively, about the last of any comparable article, the buyers' strike put the brakes on motorcycle sales at the same time that the cash register ceased to ring so merrily in many other gilded emporiums of frenzied finance.

This is no news to you, of course, but I repeat it simply to emphasize the point that the determining factor in the present situation is not so much what an article

is actually worth, or what it costs to make it, but the buyer will consider a reasonable price for it.

A local cigar dealer told me his recent experience with price reductions.

"We recently reduced the price of a certain standard brand of cigar from seven to five cents, and at the same time the manufacturer improved the quality of it a little," he said. "As a result, in the week since that has been done, we have sold more cigars of this brand than we had in the preceding six months, which to me is an indication that the market exists whenever the buying public makes up its mind that the article has again become worth what is charged for it."

Of course no motorcycle manufacturer has been able to cut to anything like 1914 prices to see if the same plan would bring results duplicating the cigar dealers, but the story illustrates the need of the times. If the buying public can be brought to feel that motorcycles are being sold at prices that the purchaser is justified in paying, motorcycles will be bought. Until the average man can be convinced that the machine will be worth TO HIM what he has to pay for it, he won't be in any hurry to buy—he doesn't care a hoot what it costs the manufacturer to build it; the point that interests him is what he will have to pay to buy it, and what he'll get for his money.

## Cost Arguments Don't Convince

The statements about high manufacturing costs, which we have all been handing out with considerable freedom during the past few years, are not constructive business-making influences; they're just alibis—they were true, but that doesn't interest the man who might buy those machines. The way to get his business is by finding a way to supply him with a satisfactory machine at a price he thinks he can afford, rather than by telling him that the kind of machine he wants costs more than he can afford to pay and that it can't be built for any less.

I will now make a statement which will no doubt cause me to be placed immediately in the ranks of the heretics, but which is admitted everywhere except in type. To wit:

Even though he shouldn't, practically every motorcycle dealer feels "flivver" competition most acutely. It steals away more of his customers than all the competing motorcycle dealers combined. And the way to find the reason is to make just a superficial analysis of the reason the

bulk of our gas-propelled population buys motor vehicles.

## Price Is What Counts

While a certain class of young huskies buy motorcycles for the pleasure of speed and outdoor recreation, the great mass of people who buy machines by hundreds of thousands per year buy them primarily as a means of going to places they want to go to. The destination is their chief object, not the going. They like as much comfort as is readily available while getting to that destination, of course, but the principal thing is to **get there**. Maybe the place they want to go to is on the other side of the continent for a vacation trip, maybe it's the picnic grove, maybe it's Aunt Maria's farm for Sunday dinner; in any case, they buy the machine as a means of getting there because it will transport them to such places more conveniently and more satisfactorily than a train or street car or horse and buggy. Any motor vehicle will do that, so they choose the motor vehicle that will do it most economically, their attention to cost being directed more strongly to first cost than to running expenses, as that comes all in a bunch while running expenses are still something that they don't need to worry about till they come to it.

And as transportation is the one big item they are after, these folks don't react at all to any allurements that may be held forth for the unequaled sport of motorcycling. They don't care whether it's fun or not—they don't buy machines to ride for pleasure, but to travel with. Their pleasure is in getting out in the open air, in the country, the woods, or the parks—not in speeding over the highway at a breathless pace or feeling the thrill of fighting a big twin across the sandy ruts at a snappy clip or plowing the mud in a tough endurance run. Motorcycling, as such, has no appeal for them. But if they can be shown that a motorcycle and sidecar outfit will supply the transportation that they want, and will do it at less cost than a cheap automobile, both in purchase price and running expense, they will buy motorcycles simply because such machines are the best value in terms that they readily understand.

A certain number of youngsters ride motorcycles for pure sport, it is true, and won't except any other type of machine as a substitute, regardless of price. But there is no dodging the fact that these riders form only a small class. Volume of motorcycle sales will be attained by

supplying practical transportation more effectively and more economically in two or three-wheel form than in the shape of cheap automobiles.

Volume! Take even the rosier "estimates" of all the motorcycle manufacturers for this year's class, and compare them with the number of low and medium-priced cars that are put out. The proportion is all wrong, and it's up to the entire motorcycle trade, all the way down the line from the manufacturers to the smallest sub-agent, to work out the combination that will correct it.

And the moral of the cigar man's story is that prices cut a lot of ice. Some motorcycle prices have been cut already, of course, and others may be announced by the time this is printed. Whereupon, two questions flare up insistently: How much will they cut? and, How much CAN they cut and get away with it?

#### How to Restore Volume Business

The more they can reduce prices now the quicker it will revive business, but—the more money the manufacturers will lose on those sales, for the actual cost of manufacturing hasn't decreased to any extreme degree as yet, and the cuts that are being made now are done with the expectation of taking a loss for a while in order to get business moving again, in hopes of slowly getting onto a profitable basis as production costs decrease to pre-war figures on future output.

There is a distinct limit to the amount that motorcycle manufacturers can reduce prices of machines made as they are at present and still break even, for it costs real money to build such mechanism. The manufacturers say that buyers wouldn't accept a simple, cheaply-built machine even if it was low in price—that the demand is for lots of power and speed and all the latest improvements. This con-

tention is unquestionably true to the extent that the buyers wouldn't buy a motorcycle that was inefficient or clumsy, but that does not signify that they would not welcome real simplicity and economy of the sort that increases practical serviceability.

There are still manufacturing shortcuts that could be taken if motorcycle makers would break away from the inertia of established practices. There are features of motorcycle construction that could be redesigned so as to do their work just as well, or better than at present, and cost less to manufacture. And these changes could be made with material saving to the factories and to the ultimate buyers, if it were not for the fact that motorcycles have never been made just that way before and no one likes to try the experiment until someone else has done the pioneering to see whether the public will buy it.

#### The Machine for the Money

For, some of the changes might look radical at first sight, due to their extreme simplicity and the fact that motorcycles have come to follow rather orthodox lines which would be departed from at one point or another. But as soon as the general public began to understand the advantages gained by the innovations, the effect of such unusualness would simply be to confer distinction and focus favorable attention on the new species of vehicle.

And the less expensive methods of manufacturing which would be made possible by such simplified and refined types of motorcycles would allow real honest-to-gosh price reductions to be made that would give the motorcycle dealer a chance to sell motorcycles and sidecars at a figure well under the price of the cheapest tin auto—and everyone knows that would

mean getting real volume back into the motorcycle business again.

When such a motorcycle is evolved—and I have enough confidence in the American motorcycle manufacturers to feel sure that it will be forthcoming sooner or later—it will hold its advantage over the cheap car not only in first cost but in running expenses and repair charges as well. It will have so many less parts than a "flivver" that its production will be far simpler and the parts less costly to turn out, even though for the first few years of its history it will not be manufactured in quantities so enormous as certain light cars. I imagine that such a motorcycle could shortly become thoroughly standardized, and that eventually its volume of production would compare favorably with that of any make of automobile—and if the combined production of the various factories who will probably make motorcycles of this type in the future is counted, the figure should eclipse the batting average of Henry in his palmiest day.

Yes, I have firm belief in the future of the motorcycle. I have been riding the two-wheel machines since 1908 and have been actively engaged in the motorcycle business for the last 10 or 12 years. When the industry "finds itself" and gets into its real stride, I believe it is going to be a source of substantial wealth and prosperity for all engaged in it, either as manufacturers, distributors or dealers, and while a number of fortunes have already been made by live-wires who have taken advantage of their opportunities at the right times, I feel that after the really low-priced, simple, universal-service motorcycle becomes generally used, the business will reach proportions that far outstrip anything that has yet been accomplished in the automotive industry.

## Why Cycle Dealers Should Sell Sporting Goods

**T**HE MAN WHO BUYS a bicycle or a motorcycle becomes at once a prospective buyer for everything pertaining to athletics and outdoor life. He can go and come when and where he pleases—the golf links, the tennis courts, the fishing lake or stream, the woods—are brought right to his door. When you have sold him a bicycle or motorcycle you have made a customer for a hundred other things. Don't stop when you have sold him his bicycle—keep on selling him!

Bicycle dealers should also sell sporting goods. They don't have to go out and build up a market; they have one already in the people who have bought bicycles and motorcycles. Every time your bicycle buyer comes into your store for a new spoke, or a new tire, or repairs for his mount, he is a sporting goods customer.

If you have fishing tackle, baseball, tennis or basketball equipment on display where he can see it, he will buy. He buys sporting goods, anyhow, somewhere. If he comes into your store and finds them there he will buy of you.

#### Today's Boys Tomorrow's Men

Many bicycle buyers are boys. They are the men of tomorrow. They have bought from you once, and they will go on buying from you for years. Sell them sporting goods and keep them on your list of active customers. They will spend many dollars with you, and they will keep on spending with you for years, if you will supply them with the things they need. The bicycle customer of today will buy golf sticks, fishing tackle, guns and hunting clothes, baseballs, bats and gloves,

basketballs, gymnasium clothes and equipment for years and years. Cultivate the boy buyer. Sell him what he wants and he will be a profitable and steady customer for years.

#### Attractive Windows

It is not necessary to neglect your bicycle business to sell sporting goods. The two lines run right along together—each is the natural supplement to the other. Sporting goods make wonderfully attractive displays. What could be more natural than a display window fitted out with a bicycle and fishing tackle, for instance? The customer who comes in for sporting goods can be sold a bicycle or motorcycle. The customer who buys the kind of transportation you have to sell will also buy sporting goods.



# Jest Ramblin'

— by Eee Bee —

## War Talk

SHIFTING into gear and making a good acceleration the story goes like this: New York and New Jersey rub elbows, so to speak, and their respective citizens mingle and visit daily, making good use of each other's highways. New York does not require a resident owner of a motor vehicle to pass any examination as to his or her fitness as a driver, but does set a limit at 18 years of age. In New Jersey you must pass a written test showing a familiarity with the law and fundamentals of a motor vehicle; also a road test held under the eagle eye of an inspector. And the age limit is set at 16 years. Behold, therefore, on a bright and sunny June Sunday a New Jersey lad of 16, duly accredited as a driver in his own state, being arrested in New York charged with being under the legal age for drivers. The judge, in spite of papers the boy had showing his compliance with the laws of his native state, stuck a five-dollar fine on him.

We have an energetic motor vehicle commissioner in Jersey. Too energetic some folks will tell you, but they are prejudiced. They have done business with him, business that wound up by their peeling a layer off the bank roll before they left. Be that as it may. The dander of our official was up. He shot an ultimatum to Albany wanting to know what the ballyell was the matter with New York refusing to recognize New Jersey licenses. The Empire State officials were tardy in answering, so this time a limit was set for a reply, after which time every doggone (That is varying slightly from the official correspondence) New Yorker who shoved a wheel across the state line into Jersey would be forced to pass a driver's test in the Skeeter State or pay the usual fee.

This got action from Albany. The sovereign state of New York admitted the error and promised the incident would not be repeated.

## Making a Prophecy

THE CONDITION BEHIND this threatening squabble between New York and New Jersey, or for that matter any other adjoining states still exists. And it will so long as states have the right to issue license tags good within their own borders. Reciprocity for motorists from out of state is a comparatively new thing. We recall when we started riding in 1911 you could not venture into Pennsylvania

with New Jersey tags. That is only 10 years ago. Down in Maryland motorists near the District of Columbia are forced to carry two sets of tags, one for their own state and another for the District. This is the result of shortsightedness of the officials in the District. They forced Maryland motorists to take out District tags, for the privilege of crossing a dinky strip of land about five miles square. Maryland came back with a like requirement and the District got the worst of it, for while a Maryland motorist can tour a long distance without being forced to go into the District, the opposite is not true of District motorists. They have roads just as wide as Maryland's, but they are not as long.

We all live under one flag, and by the four points of the compass, and some day we will be riding around on tags issued by a Federal bureau. Then these petty bickerings between states cannot flare up and cause inconvenience to an innocent motoring public.

## Cashing in on the T T Race

SUBSTITUTING FOR KIPLING we might say, "The race is won by one and one and never by two or three." But to read the British trade journals after the results of the Junior and Senior T T races are published you'd think it was a field day for a lot of makes and accessories. Scanning the advertisements we lamp that one make copped both events. Fine work, never before duplicated in the history of this road classic. Still there are nine makes of motorcycles that attempt to grab off a chunk of the glory, which with the real winner makes 10 all told. Then we have countless page spreads across which are emblazoned the achievements of carburetors, motors, chains, tyres, magnetos, plugs, saddles, cylinder castings, lubricants and, lo an' behole you, even knee pads that were fitted to the winner's tanks whereby he was able to give said tank the winning grip.

About the only manufacturers of parts who did not advertise were the makers of enamel that coated the winning machines. No credit was given the air pumped into the tyres either. Evidently ozone from the Isle of Man, "British and Best", as they say overseas.

[What about the gum or tobacco the winner chewed?—Ed.]

## Some Smoky Wheeling

KIDDING ASIDE, the achievement of

the A. J. S., a 21-cubic inch motor in a 202-pound motor bike, rolling around a tough, mountainous course of 37¾ miles to the lap at an average speed of 54.49 m.p.h. is something to make one catch his breath. This, on top of a ride two days previous in the Junior race, where the identical motor was robbed of what looked like sure victory by tire troubles on the last lap. The fastest lap of the race was 40 minutes, 8 seconds, ridden with a 30:50 cubic inch motor. The winning A. J. S. made a round in 41 minutes, 4 seconds, or 56 seconds slower. It is evident that the T T course is not a matter of speed and power alone. That the British are improving the breed of small motors is apparent when it is revealed that 58 per cent of the Junior machines—motors of less than 350 cubic centimeter piston displacement—were running at the end of 186 miles of terrific speed. The 1921 record clips the 1920 time by one hour, if further proof is needed of the advancement in design of small motors.

## Who Is Bennett?

T T REPORTS spoke well of an American rider, name of Bennett, who drove a Sunbeam motorcycle through the race in fourth place and at one time lead the flying field of 64 riders. He suffered slightly from bruises received in a spill during practice and during the final stages of the race weakened and fell back into fourth place, but the British papers praise his riding. He is mentioned as a track rider from America. Give him credit, he's made the best showing an American ever achieved in the T T. But who the hotel bill is he?

## When Is a Door a Door

HERE IS A PECULIAR SITUATION that needs official ruling. A competition rider is suspended from the M. & A. T. A. sanctioned events for a period of six months. He lets his membership expire and competes as an "outlaw" for a time. He then joins the M & A. T. A. again and is ready to ride when he is protested for his riding in unsanctioned events. Can he be punished for any acts while he is not a member of the M. & A. T. A.? Clearly if he is not a member of the M. & A. T. A. at the time he does not break the rules of that organization for he is not a member, therefore rules do not apply to him. Or, is he a delinquent member of the M. & A. T. A. at the end of the period of six months of suspension and is he amenable to their rules?

# Motorcycles--Past and Future

By L. E. Fowler

IT is a source of wonder to the average motorcycle rider how our English cousins can do the things they do with their single-cylinder sidecar outfits. We are so used to seeing nothing but twins used for both solo and sidecar that a single seems totally inadequate.

In fact, an engine of only 30.50 or 35-cu. in. would not do at all in many different sections of this country, but those hopeful ones who are attaching sidecars to the middleweight twins are learning that for town work and over improved level roads this size machine is very capable.

## England and America

IT is interesting to follow the variations of the motorcycle movement and development through contemporary phases in England and this country. To begin with, the English road system was highly developed before the motor era began. Steep hills on the main roads are a rare occurrence, and sand is practically non-existent. Under such conditions it is easy to see that engines of medium or low horsepower were entirely satisfactory.

In the "stone age" of motorcycling improved roads were extremely rare in the United States. Indeed our good roads owe their being to the motor movement. With such obstacles, steep hills, bad roads, sand, etc., the cry went up for more power. More power, i.e., road power, can be obtained either by increasing the engine horsepower or by lowering the gear ratio. At this time, multiple gears were hardly thought of and belt transmission was in common use.

Extremely low gearing played havoc with belts and they went by the board, chains being relied upon solely to transmit the power. With the transmission problem solved but the demand for power not yet satisfied, another cylinder was added and the twin cylinder was here to stay.

## Sidecars and Gear Boxes

PARALLELING this American period, the Briton found the 3½-h. p. single ample for his average needs and clung to the belt drive because of its shock absorbing qualities. The sidecar struck the English market somewhat sooner than our own and, although strongly opposed by many on account of its mechanical aspect ("Ixion" still thinks the sidecar a mistake which hasn't been discovered), rapidly increased in popularity. The additional weight and side drag called for more road power, so, following a somewhat hectic period of engine-shaft gears, hub gears and in fact gears every-

where but the right place, everyone suddenly plumped for the car-type gear located at the countershaft.

## War's Scars

THEN came the war, and with it a greatly increased use of England's roads. A greater number of vehicles were seen on the roads, especially those of the heavy class such as inter-town jitneys and trucks (char-a-blancs and lorries). As we know from our own costly experience, the best of roads go to pieces under such treatment, and under the circumstances England's man-power was not available for maintenance. The result was that most of the highroads became fearfully pot-hole and surface-worn.

## American Roads

AT the same time the United States was building miles of improved roads, with the natural result that while in England the motorcycle engine began to grow in size, we in this country have begun to see a reduction in our engine displacements, especially those intended for use in solo machines. It is a natural thing that as our road system gets better our motorcycles will grow lighter, without altering our ability to keep up the same average road speeds.

Owing to the badness of our roads the average rider belonged by emphasis to the youthful, athletic, sportsman type. This particular type of rider valued speed and power more than most things. As our road system, including our city streets, gets better and our motorcycles become lighter the man who is on in years will be more attracted to the machines of the small, handy and highly-efficient type, since he will know that when he starts for the next town he will not be compelled to do trick stunts in loose sand and over rutty roads.

## Motorcycle-Automobile Similarities

A PECULIAR reversal of conditions exists in the motorcycle and automobile industries in England and the United States. In England the assembled automobile is a very rare article. Practically every one is built complete within the workshop of the maker. In the United States the reverse is true—only the very best makers, as a rule, build their car complete.

With motorcycles, however, the English maker follows the practice of the American automobile manufacturer, getting his frames made one place, tanks another, engines another and gear boxes from still another. Out of the 125 British

manufacturers (get that—one-hundred-and-twenty-five different motorcycle manufacturers) only 56 produce their own engines, while but 33 make their own gear boxes. As is well known, the essential parts of every American machine are produced in the plant of the motorcycle builder, one going so far as to make his own ignition apparatus, which is I believe unique in any branch of automotive manufacturing.

## Future Policies

THE undeveloped road system of this country proved to be a blessing in disguise for our motorcycle manufacturers. By being compelled to develop the only possible type of machine capable of giving satisfaction under these circumstances they were unconsciously evolving the very machine for use in the majority of the foreign countries, and today the American motorcycle is preeminent in practically every part of the world.

British manufacturers are alive to this state of affairs and the fact that their own colonies prefer the American machines touches their national pride as well as their pocketbook. With the condition of the home roads and the consequent demands on the part of the riders for larger machines furnishing an additional spur, the English makers are beginning to develop the big twin and, without a doubt, the American manufacturers face a very determined competition from this source for the cream of the foreign trade.

## British Activity

THE managing director of one of the leading British makers has just returned from a business trip to Australia, while several of the smaller firms are joining forces either in sending sales representatives or opening a joint distributing agency in several of the large foreign distributing centers.

In selling to the resident of any of the British colonies one of the greatest sales resistances to be overcome is that of sentiment. The British colonist is very partial to the products of what he calls "the home country," and will if possible favor them. However, he is not unappreciative of the present superiority of design, better service facilities and low prices of the United States machines. Besides which, he is rapidly learning that in materials and workmanship the Yankee machines rank with the best that Europe can produce.

## Foreign Trade

IT would seem that the intensive development of the foreign markets would be a profitable procedure for the American manufacturers. The present models



seem very satisfactory for foreign use, and have the prestige of having been slowly developed over a period of years with no change of type.

The American rider is beginning to demand changes in the machine he is going to use. The yearly increase of good road mileage will open up the field for a different type of motorcycle, and the competition between the cheap automobile and the heavyweight motorcycle is nowhere as great as in the United States.

It would seem logical to gradually reserve the heavyweight machine for the export trade and develop a lighter type of motorcycle, taking advantage of our improved highways. The present offerings in the middleweight class are a step in the right direction and will undoubtedly open the eyes of the potential riding public.

#### The Future Motorcycle

WHAT is ultimately wanted, however, is something lighter in build, sim-

pler in design and cheaper in cost. This would be possible without sacrificing power, speed or comfort, but it will take real engineers to develop a machine of this kind. From this standpoint it seems like a "what came first, the chicken or the egg"? case, for the basis of the future growth of the industry lies in the designs produced by its engineers, and the larger the industry grows the better will be the engineers attracted to it.

# The Motorcycle Sportsman

## Has He Really Been Encouraged?

QUITE FREQUENTLY, of late, the assertion has been made that the motorcycle has been sold only on its sporting appeal. This is undoubtedly true, but has the motorcycle, or in fact any type of motorcycle, been developed as a real sportsman's mount, designed to appeal to the vast army of red-blooded chaps that now go in for baseball, football, tennis, golf, shooting, and the numerous other forms of competitive sports?

To appeal to this class, they must be sold on the competition idea, but the competition must be of a form in which the hazard of extreme danger is at least minimized, if not removed entirely, and in which the contestants are not forced to exert themselves to the utmost. Contests of this nature are extremely few and far between at the present time.

Considering the facilities available in nearly every community, races on half-mile tracks would probably be the most convenient form of competition to develop. The desired type of racing, however, would be of an entirely different character to that now in vogue. It is well realized that racing on half-mile tracks with the present development of the 30.50-cu. in. racing engines is an extremely hazardous business.

#### 30.50 Too Fast

The curves of the average half-mile track will hardly allow speeds in excess of 40 m. p. h. and it really takes a good track rider to do this. The engines used for half-mile track racing are, almost without exception, special machines, and as a result of the present racing policy our factories are turning out special machines for the use of a very small number of riders. It is no secret that the expense of maintaining the racing game is causing grave concern, and the yearly toll of lives lost in racing furnishes food for thought.

The racing man of today has, one might say, grown up with the game. When he started racing the machines were not as

fast as they are at present. As their speed increased gradually he became accustomed to each slight increment. The average motorcyclist, and particularly those of the type we desire to encourage, do not possess and cannot get a machine suitable for half-mile track racing. Furthermore, should such a machine be readily available, he would decline to risk his person by competing under the present conditions.

#### Forty M. P. H. Safe Speed

Since what might be called "the safe speed" of a half-mile track, as determined by its most difficult portion, the curves, is 40 m. p. h., and the machines now used are specially built, what argument can be advanced for not limiting the engine capacity to a size which will not allow a speed greater than is safe on the turns?

Judging from results obtained from engines with small displacements on the other side, the 15¼-cu. in. machine would give the results desired. While it is true that 66.97 m. p. h. has been obtained with an engine of this size, it was over a short distance only, one kilometer, and it is probable that for regular out-and-out track work the maximum would be around 40 m. p. h.

Making the racing game safe for the riders would undoubtedly attract more contestants, many of whom are not now interested in motorcycles—besides adding a new interest to the pastime for the older riders. By making it possible for the average rider to compete, the sale of the half-mile track racing machine would no doubt be great enough to make the racing departments of the factories self-supporting.

#### Close Finishes

It is a mistaken idea that speed is necessary to arouse interest in a race. The enthusiasm shown by spectators at foot, bicycle and horse races demonstrate that close finishes, rather than mere speed, send the shivers up and down one's back.

It is probable that there would not be such vast differences in the speed of individual machines of the small class, and this would be a factor in promoting close finishes.

There are too many half-mile tracks lying idle, from a motorcycle viewpoint, that could easily be put to a desirable use. It is possible that racing clubs would be formed and in addition to holding several closed club racemeets during the year, open and inter-club meets would be held, thus stimulating individual and sectional rivalry rather than the unreasoning partizanship that exists at the present time.

If such clubs were formed, it is not unreasonable to suppose that among them would be found men fully capable of developing and building these small machines, and they should be allowed to compete on even terms with the standard productions.

#### Tuning for Efficiency

There is nothing more fascinating than tuning an internal combustion engine for maximum efficiency, and it seems that the industry should not overlook the opportunity of really developing the sportsman's motorcycle in a sane manner.

Motorcycle racing in this country is at present practically controlled and supported by the factories. The reverse should be true. The cost to the factories of maintaining the racing departments is beyond reason and already indications point to a withdrawal of factory support from all but a very few—not more than two or three—big events of the year.

Unless we want to see motorcycle racing become a thing of the past, an undesirable prospect, it behooves the live clubs of the country to give the matter some thought. This journal would be glad to receive and publish the views of riders and racing enthusiasts, and it is hoped that a healthy discussion will lead to a sane racing policy which will put this thrilling and desirable form of competition on a higher and safer plane.

# Amateur or Professional: Can One Body Be Both?

By Harry Gordon

**A** PARAGRAPH written by Mr. R. F. Kelsey, a leading official of the National Cyclists' Ass'n of the U. S. A., in a contribution to *MOTORCYCLING AND BICYCLING*, prompts me to express an opinion on the subject of the control of amateurs and professionals by the one governing body. So far as Australian cyclists are concerned, I may say that it has been tried and found a failure in several of our states, and based on my experience as a journalist and also as a racing member and an official of the New South Wales Cyclists' Union, I am firmly of the opinion that any governing body which imagines that it can successfully and satisfactorily govern both sides of the sport is mistaken. In this state, both the New South Wales Cyclists' Union (amateur) and League of N. S. W. Wheelmen (professional) have tried at one time or another to acquire the sole control of the sport, but each has, after a few years' experience abandoned the attempt. They have both realized after a while the truth of the saying that the cobbler should stick to his last, and not divert his energies to work out of his own line. Apparently, from the developments in the eastern states of America, and also in France and England, during the last decade, they are beginning to realize the same hard fact in other parts of the world as well.

From what I can see and read of every governing body which has attempted to actively govern both professional and amateur cyclists, the result has been the same—they will have all eventually become either entirely professional straight-out, or else nominally amateur, but actually permitting the disguised professional to flourish almost unchecked. In the former case, it may continue to conduct an amateur section, but the members of it are regarded with a sort of cynical toleration and permitted to exist merely as a training ground from which the ranks of the professionals may be recruited as the needs of professional promoters occur.

To begin with, I do not know of any dual purpose body which takes a sufficiently stringent view of its duties with regard to the amateurism to take an obvious first step and cut the ground from under the feet of the shamateur by preventing as far as possible the substitution of cash for trophies as prizes. In case anyone desires to confound me with the licensing system, let me admit here that I regard it as a scrap of paper—and nothing

else. As a deterrent to underhand professionalism it has proved absolutely worthless and inoperative. It is, in fact, professional in its essential idea, and from things I know of its application in Australia has proved far from effective in preventing corrupt practices among the cash prize riders as well. So far as amateurism and the licensing system is concerned, has it prevented a large proportion of American and English first-class "amateurs" from living on the sport since its introduction?

The reason why the dual purpose governing bodies abroad have not adopted the obvious method of compelling the shamateur to enter his true class is, it seems to me that in the effort to take both viewpoints of the sport they have unconsciously become permeated with that of the professional. Otherwise how would they be able to accept without demur the fact that year after year leading "amateurs" are traveling about doing no other work than bicycle racing? I am aware of the steps taken by the N. C. A. in America at different times to declare sometimes very large numbers of these pretenders, but I am convinced that a governing body really amateur in spirit would have taken decisive steps long before it did.

The most effective step a really amateur body can take to ensure the first-class men in its ranks not infringing their status is to stringently regulate the prizes they win. The means adopted to this end by the oldest and most successful governing body in Australia, the N. S. W. Cyclists' Union, and which have been adopted by both the other leading amateur bodies in the commonwealth have been the most effective I know of in stamping out the amateur, for they made it in one act impossible for him to make a living out of the game.

Briefly, our amateurs race for prizes which for lack of a better name to describe them are termed open orders. They are, however, very far removed from the open orders of unlimited value which were practically cheques which were in vogue in the loose old days prior to 1890. The open order of today is really no more than an order upon an approved firm to supply a selected trophy. And in all the metropolitan area of Sydney, the N. S. W. Cyclists' Union recognizes no more than six approved firms to supply the trophies.

When one of our members wins an

open order, it is given to him not by the race promoter but by the secretary of the Cyclists' Union. Every promoter, under the rules, is required to deposit with the secretary of the Cyclists' Union the value of the prizes he offers when applying for sanction to run open amateur races. The orders for the prizes are then made out on the Union's own forms and on whichever of the approved firms the winner elects to patronize for his trophy. Articles of clothing, household furniture, kitchenware, bicycles, parts and accessories, are strictly prohibited as trophies, and the selection is narrowed down very considerably in other ways. A successful rider may, if he desires, obtain permission to "bank" several Cyclists' Union open orders, and obtain one trophy with them, but he is not permitted to add together club and Union prizes.

Well, our amateur having got as far as obtaining his open order, takes his way with it to his selected firm, and then proceeds to select the trophy he is desirous of obtaining. The open order has already anticipated any sleight-of-hand here by expressly stating that Alfred Brown is to be permitted to select a watch to the value of whatever the amount may be. Alfred is not permitted to substitute a different article of inferior value and divide the difference in cash with the jeweler. He has to select one article to the full value of the order he bears, and the cost is paid by the Cyclists' Union. But there are strict formalities to be complied with before Alfred can take his trophy away from the jeweler's; otherwise, the Cyclists' Union will not honor the open order when presented for payment. The trophy has to be engraved with a prescribed inscription set out in the order. The usual wording is in this form: "N. S. W. C. U. The Union Handicap, One-Mile Track Race, January 1, 1921. ALFRED BROWN, First Prize." Before our friend Alfred is given delivery of his prize by the jeweler, the trophy bearing that inscription has been inspected and certified to as really of the value of the order and correctly so engraved by two members of the Cyclists' Union's executive. Alfred, it may be remarked in passing, may obtain permission to add something to the value of the prize out of his own pocket if he so desires, but not under any circumstances will accepting a prize of lower value than the order calls for be tolerated. In the case of amateurs resident outside the metropolitan area win-

ning prizes, as occasionally happens, or of a race meeting promoted by a club or promoter in a distant center, the responsibility of carrying out this procedure is deputed to trustworthy local officials.

Now, this system, together with a strictly limited maximum value for all prizes offered for competition under N. S. W. C. U. rules, has resulted in the absolute elimination of the shamateur in this state. It reduces the realizable value of a winner's trophies to such an extent as to make it not worth his while to sell them, and it also eliminates the opportunity for any promoter who might be so inclined to substitute cash prizes for trophies. Having done that our experience shows that the accomplishment of these

things has abolished the schemer. The last trouble of the sort noticeable here was nearly 20 years ago, when the professional governing body, the League of N. S. W. Wheelmen, made an essay to assume the control of amateur cycling, but being more permeated by the spirit of professionalism than amateurism, did not institute and enforce a sufficiently stringent set of rules on these lines, and soon found the dual task too much for it. Australian amateurs also must produce their trophies for verification any time when called upon to do so by their governing body.

Now, I may be expressing fallacious views when I say it, but I do not think there is any important dual purpose gov-

erning body connected with cycling in the world which has equally stringent rules for the control of its amateurs. They, one and all, it seems to me, content themselves with requiring their amateur members to take out a license, and I am open to conviction that that system has proved in any way successful in preventing the schemer from pursuing his nefarious way until he makes things altogether too hot for further tolerance. And judging from things I have heard, both first-hand and from sources in which I have every confidence, the heat of some actions that have been ignored by governing bodies in the old world almost justify the cynical opinion which is often expressed that there is no such animal as an amateur.

## Amateur or Pro Riders?

By Harry Gordon

IT is probably one of the various phases of the aftermath of the war that there is so much bother in different parts of the world concerning the question of amateurism or professionalism in sport. It seems to be a very vexed question in cycling, for I notice that in one shape or another it is forming a bone of contention in England, the United States of America, and in Australia.

England and the U. S. A. are to my mind only just awakening to what is a very obvious fact—that one governing body cannot make a complete success of controlling both sides of the sport. If it is a professional governing body, then the amateurs—or the most prominent among them—soon develop a tendency to underhand professional practices which only results in their eventually openly embracing a professional career. If it is an amateur body, then the underhand professionalism makes its appearance, because the governing body is fostering amateurism at the expense of the honest pro who is neglected to the advantage of the shamateur. The aims of amateur and professional sport are radically different to each other; the amateur seeks to get as many men as possible to partake in the competition, but the professional only wants the best men, a few of inferior ability being tolerated because they act as a standard of comparison to show the champion's ability to the greatest advantage.

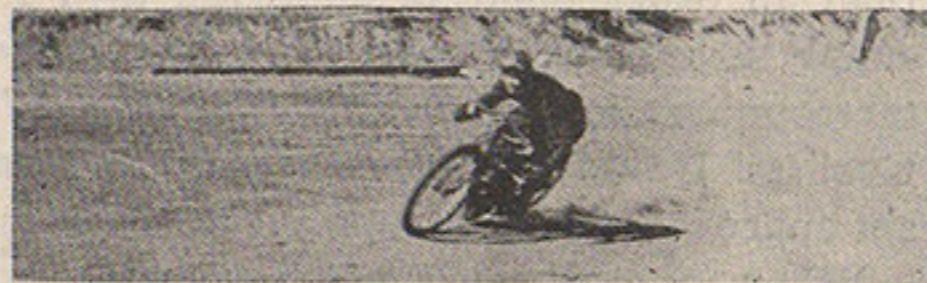
I notice that in the U. S. A. the amateur cyclists have broken away from the National Cyclists' Ass'n and formed an Amateur Bicycle League to control their own affairs. In England, on the other hand, the National Cyclists Union is reported to be seriously considering a revival of organized professionalism. From what I have been told by many people in a position to speak with some authority on the subject, the time is quite ripe for

such a move there; some of their amateur top-notchers have been great mysteries as to how they supported themselves during their racing car years. I remember one leading English amateur who came to Australia a few years ago and admitted to me that he used to receive appearance money and bonuses for wins from the manufacturers of the bicycle he rode.

The question of status and of the necessity for separating the classes frequently form themes of discussion in the press. To my mind it is vitally necessary for the well-being of the sport that there should be such a separation. I do not mean that I have any snobbish objection to meeting the professional cyclist in a social and friendly way; they are just as human as I am. My reason is simply that I do not consider it a fair sporting proposition to expect the average amateur, who just races in his spare time, to compete on any reasonable terms with the man who is so skillful that he is able to devote the whole of his time to training and racing.

On the other hand, would it be an attractive proposition to say Frank Kramer, Arthur Spencer or Alfred Gouillet, to request them to race in future exclusively for trophies, mostly medals worth about \$15? And would they do it? Again the words of that English amateur ring in my ears, "Do you think I am going to race myself inside out all afternoon for a trophy?"

Out here in New South Wales, Victoria, and Queensland, there are two governing bodies, the League of Wheelmen



controlling the pros, and the Cyclists' Union handling the amateurs. If a rider in the amateur ranks thinks he is performing so well that he should be able to get a financial return for his speed, then the way is open to him to become a pro, and we wish him good fortune. But for every one who succeeds there are a dozen who soon discover that they overrated themselves. We very seldom here have cause to declare a man a professional because of his indulging in clandestine professional practices and many of our greatest amateur champions remain amateurs to the end of their days.

A feature of our government of amateurism here is an opportunity which is offered to professional riders under certain circumstances to secure reinstatement as amateurs. In New South Wales we are stricter on the point than they are in Victoria, for here we will not reinstate an ex-amateur who has seceded from the Cyclists' Union and become a professional, nor will we grant reinstatement to a first-class pro. Down in Victoria they will do the latter, and attention has just been focused on this fact because such a reinstated man in A. V. Brown, eight years ago one of the speediest pro sprinters in the commonwealth, has won two of their state and one Australasian championships. Brown retired from cycle racing in 1913, and went on active service when the war broke out. He was reinstated by the Victorian Cyclists' Union on his return from abroad, and with less than a month's training defeated the best amateurs in Victoria in the one and five miles championships of his state. Brown would not have secured reinstatement in this state, as we consider that his professional experience would have given him an advantage it would be unfair to ask the regular amateur champions to concede. The results of the racing bore out this opinion.



# Cycle Facts and Fancies

By W.T. Farwell Jr.

## A Plea for Shorter Cranks

**S**TANDARDIZING bicycle parts and construction is a mighty good thing for the manufacturer and dealer since it reduces the cost of production and relieves the dealer from carrying in stock a multiplicity of parts. However, standardization should not be carried too far in the matter of certain parts and points of construction which effect the efficiency of the bicycle or the rider. It should not be forgotten that the ultimate consumer of any product must receive the first consideration rather than the manufacturer or dealer.

Among other important constructional details which should not be too rigidly standardized is the length of the cranks fitted to the various models. It has become standard practice to fit just one crank size—seven-inch—to all 28-inch wheel models excepting, in most cases, the ladies' wheels and racers, to which 6½-inch cranks are usually fitted.

### Cranks Should Fit Rider

Long experience as a practical cyclist has convinced us that the question of crank length is of much greater importance than most of us think. There are great variations in the physical proportions of riders and this should be taken into consideration by the dealer when making a sale of a bicycle.

### TELL IT TO M. & B.

**I**F you, Mr. Bicycle Dealer, have ideas and suggestions in regard to business and sales methods, repair tips and shop practice, or constructive criticisms which you think would be of value to other dealers and the trade in general, tell it to the world through the pages of **MOTORCYCLING AND BICYCLING**. Healthy discussion of all angles of the business is interesting and helpful and we should have more of it.

Furthermore, if you desire help or information on any points pertaining to sales methods, advertising or repairing of bikes put your problems up to the Bicycle Editor, who will be glad to give you the benefit of his experiences as traveling missionary for the Cycle Trades of America during the past four years.

cranks. There would be no extra production expense attached to this innovation since both sizes are standard and would simply call for more of the short and less

therefore 6½-inch cranks are the standard for racing models throughout the world. This in itself is a good argument in favor of the adoption of shorter cranks for the average cyclist.

Lower gears should be used with short cranks in order to maintain a suitable power ratio since shortening the crank stroke is the same effect as increasing the gear, due to the fact that the feet travel in a smaller circle and at a consequent slower speed. Some may advance the argument that heavy bicycles of the motorbike type should have the longer cranks fitted in order to provide greater pedaling power, but this is a fallacy which can easily be proved by a little experimenting. Lowering the gear rather than increasing crank throw provides greater ease of propulsion. Years ago we rode the old solid tire safety weighing 60 pounds or more, and fitted with 6-inch cranks and 50 to 60 gear. Despite their shortcomings in the way of design and construction these early machines ran easily because of the low gears and easy pedalling motion; and they were not much slower than modern bikes either according to track and road records of the 80's and 90's.

### Dealers Can Profit

Dealers who make a practice of rebuilding bicycles might well take this question of

# Farwell's Bicycle Pages

## BIKE RACES FEATURE OF AMERICAN LEGION MEET

INDIANAPOLIS celebrated the Fourth with a big athletic and field meet conducted by the Indiana Association of the A. A. U., under the auspices of the Marion County Council of the American Legion. Bicycle racing was one of the most popular features of the meet, which was held at the Fair Grounds, and the crowded grandstand gave the cyclists a big hand. The newspapers estimated that 20,000 people witnessed the track events and listened to the patriotic speeches and music, which formed part of the program of the day.

Charles E. Wehr, the well-known Indianapolis bicycle booster, supervised the bicycle racing events, of which there were four and all hotly contested. The five-mile open race created such enthusiasm that the words of the speakers of the day, who were addressing the crowd in the grandstand while the race was being run, were drowned in applause. Results of the races as follows:

Ten-Mile Handicap—Won by Orville Ross, 880 yards; Wm. Pascoe, 600 yards, second; Edward Hoppe, 600 yards, third. Time 28:45.

One-Mile Open, Boys 14 to 15 Years—Won by Richard Hon; Rodney Drane, second; Terrell Kashner, third. Time 3:27.

Five-Mile Open—Won by Alfred Casebeer; Allen Pickett, second; K. L. Grieb, third. Time 14:25.

One-Mile Boy Scouts—Won by Rodney Drane; Carl Shoeneman, second; Edward Wolf, third. Time 3:15.

Alfred Casebeer, by winning the special prize for the first scratch man to finish in the ten-mile handicap, was awarded the Carl G. Fisher Silver Cup.

With the exception of the above trophy, all of the prizes were donated through the prize bureau of the Cycle Trades of America, and Mr. Wehr, who promoted the bicycle events, desires to extend his thanks to the various concerns which contributed these prizes.

## THE TOUR DE FRANCE IS ON

THE BIGGEST annual bicycle event in Europe, the famous Tour of France, a road race lasting 28 days, was started Sunday, June 26, from Paris. The race is run in 15 stages and the route goes through the south of France and part of Switzerland, including some very strenuous hill work over part of the Alps, finishing up at Paris Sunday, July 24. The total distance is 3,407.6 miles. Some grind! All the prominent riders of Europe usually take part in this race, and it is a gruelling endurance test for men and machines from start to finish.

The French bicycle manufacturers have for many years supported this classic. Each maker enters a team of riders and sends a corps of trainers and spare bicycle parts along in motors to take care of the men. This race is also a reliability trial for the machines. A careful record is made of how every part, as well as the whole bicycle, stands the test and the makers of machines ridden by the winning riders widely advertise their products.

## AND NOW COMES THE BICYCLE AIRPLANE

FROM PARIS comes the news that the air bicycle has arrived.

Gabriel Poulain, a veteran racing cyclist, recently won the 10,000-franc prize offered for the first flight to be made in an airplane propelled by man power.

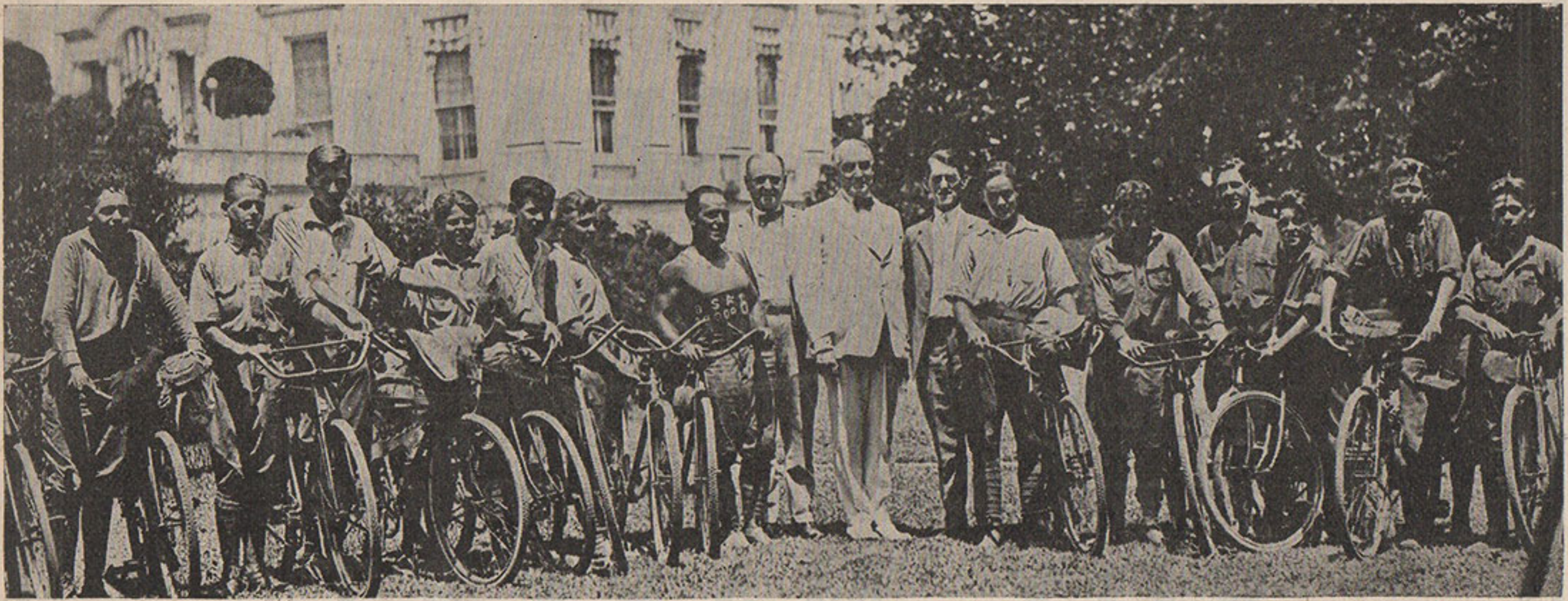
Poulain made three flights—or rather hops. The longest was about 35 feet. He managed to get about three feet off the ground in making his hop. Scientists who watched him compared his performance with the first attempts at aviation, when motor propelled planes trundled around on the ground with occasional little leaps into the air.

Poulain's vehicle looks like a bicycle with planes and a propeller. To win the money he had to make a flight of more than 10 yards. While the crowd looked on, he pedaled furiously along the field and finally flew clear of the ground.

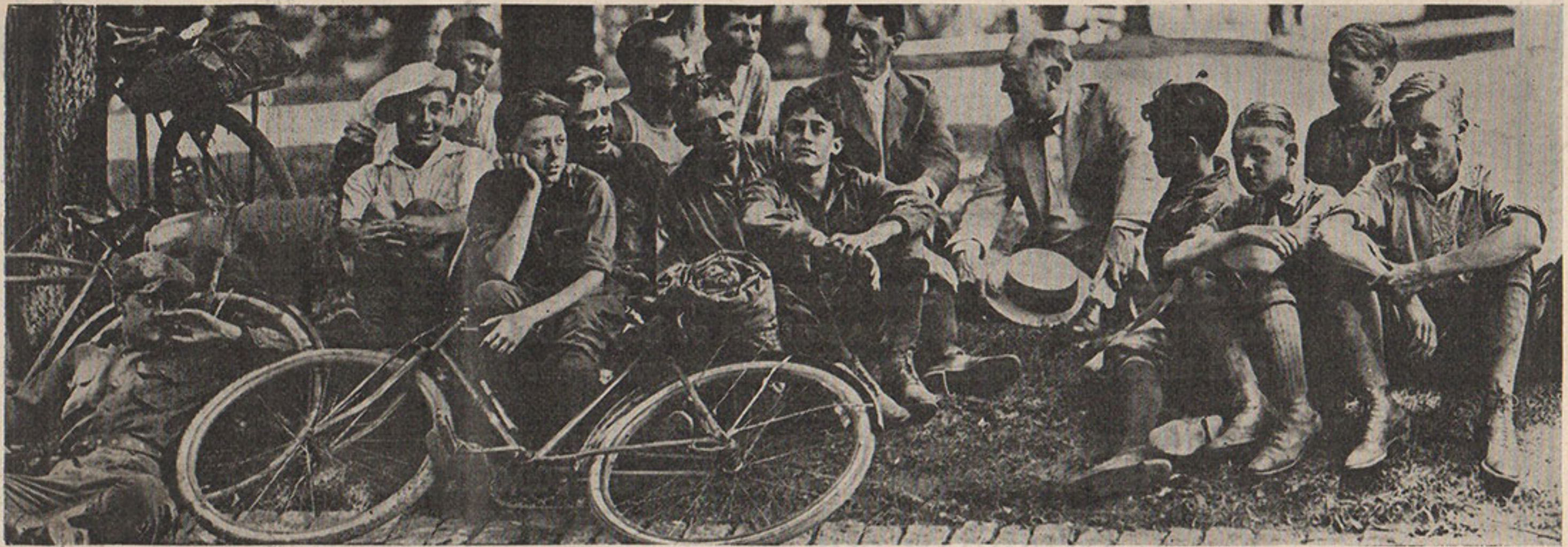
This, however, is not the first time a pedal propelled plane has been able to leave the ground. This 10,000-franc prize was first offered by the French government some years ago when Poulain and others first started their experiments in this direction. If our memory is correct Poulain succeeded in making short jumps of about 10 feet some time before the great war. His machine was a light bicycle fitted with planes and propeller, driven either from the front wheel or the hanger.

Although Poulain's recent achievement is of great interest it is hardly likely that it will lead to any practical development of the bicycle plane because of the limitations of the human motor. It is evident that in order to make this flight of 35 feet a tremendous amount of muscular effort was required which, of course, cannot be sustained for any length of time.

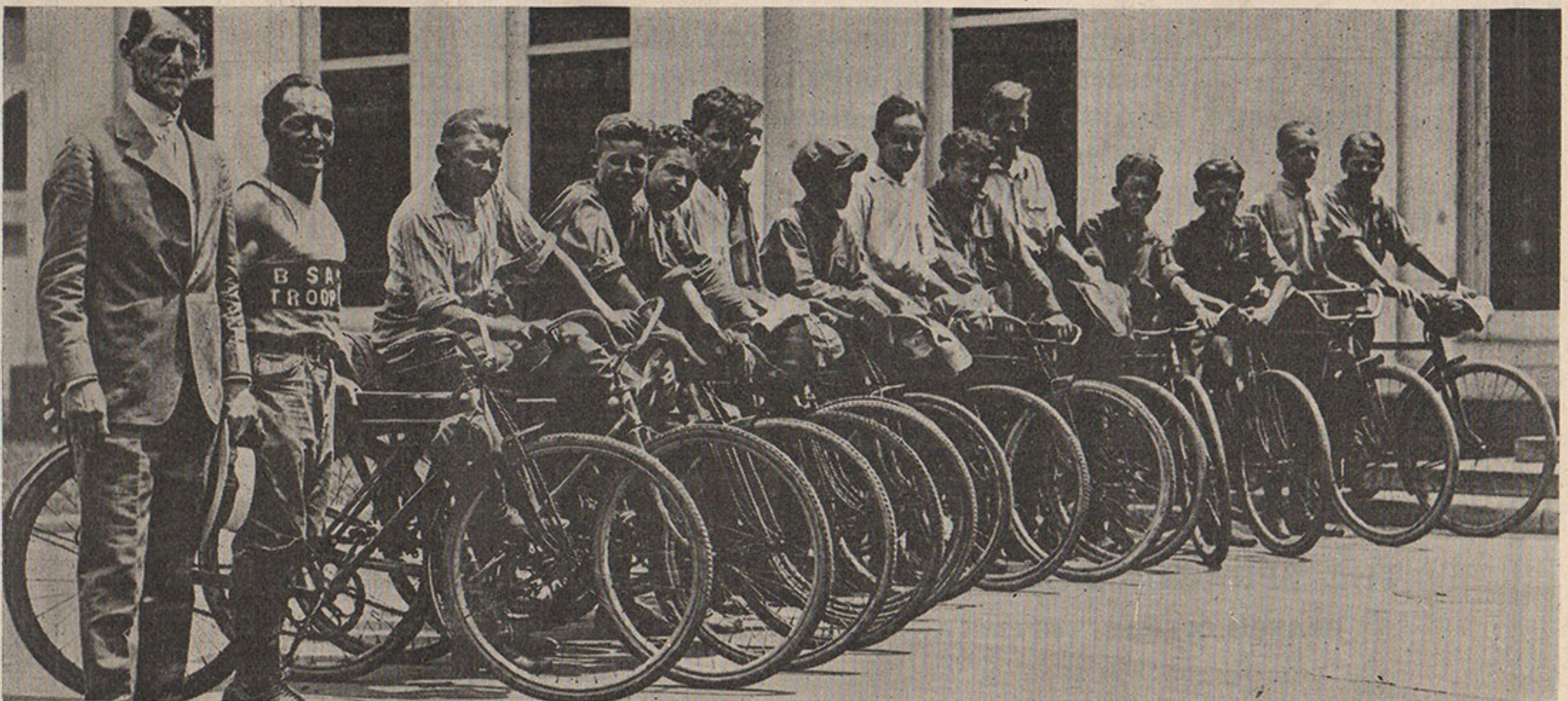
# President Harding Receives Boy Scout Cycle Tourists



Ohio Boy Scouts who cycled from Columbus, Ohio, greeted by President Harding in the White House Grounds



Attorney General Daugherty entertaining the Columbus Boy Scout cyclists



Fourteen Boy Scouts of Troop 16, Columbus, Ohio, who rode to Washington in 11 days. Photo shows the Scouts at the White House door with Scoutmaster Monte Beaver and General Speaks

# DO YOU REALIZE

*that the basic soundness  
of the bicycle trade for  
years has rested in the*  
**BOY MARKET**

**A**LSO that 71 per cent of the bicycles are bought by persons under 21 years of age? THEN, the whole big idea for you, as a live dealer, is to play for that boy market!

Get your business before the boys! Cater to their needs! Sell them bicycles and tires and accessories! The boy field is enormous—and it has scarcely been scratched! Keep it in mind that every year a million of boy babies are born—and that every year a *million boys reach the bicycle age!*

Boys are strong for known merit! That's one reason they read **THE AMERICAN BOY**—yes, sir, 500,000 of them read it every month! And they *read and re-read and believe* in **AMERICAN BOY** advertising as well as in its literary contents.

The manufacturer's message in **THE AMERICAN BOY**—addressed to 500,000 boys each month whose ages average 15½ to 16 years—*blankets the greatest and most fertile sales-soil that can be reached at any price!*

## THE **AMERICAN BOY**

*"The Biggest, Brightest and Best Magazine for  
Boys in all the world."*

**THE SPRAGUE PUBLISHING CO. (Member A. B. C.), Detroit, Mich.**

BRANCH OFFICES: 286 Fifth Avenue, New York City; 1418 Lytton Building, Chicago, Ill.

# Capital City Cycle Chat

By Dick Mansfield

WASHINGTON, D. C., July 6.—Local dealers and riders of motorcycles here in Washington are very much peeved that there are no decent tracks in or near the city. Most of the meets are held in other towns and the followers of the game are handicapped to the extent that they have to make long trips in order to get the sport which is so desirous in the Capitol City.

The nearest track of any consequence is Prospect Park, Baltimore, a half-mile course on which several riders were injured recently, which is hardly fit for motorcycles to race on.

Washington's only course, Bennings, located just out of the city limits and formerly used for horse racing, is a mile around but very sandy. If this course can be had the local dealers will spend considerable money to put it in proper shape, but difficulty in getting the same has been experienced recently and further steps are being taken to get the new Laurel race track which is located about 20 miles out. If this track can be obtained motorcycling and bicycling will take on a new aspect in these parts.

But Washington has got to have a suitable course of its own in order to keep the enthusiasm, which is plenty here and booming in every way.

## Cooksey and Riddle Hurt

Joe Cooksey, one of Washington's crack motorcycle riders and considered by many to be the superior to any rider in the South, was seriously injured at Prospect Park, Baltimore, Md., at the Fourth of July meet. Cooksey, together with Samuel Riddle of Pittsburgh, Pa., and J. H. Fisher of Hagerstown, Md., were in close pursuit of each other when Cooksey in making the sandy turn skidded. Riddle immediately behind, ran over Cooksey. Fisher, who could not see either of the two former riders for the dust, ran over Riddle, injuring him badly.

Riddle is suffering from a broken leg and arm and internal injuries, while Cooksey received a fractured leg. The latter's condition is reported favorable, while the former is in a dangerous condition. Fisher was not injured, and finished second.

Bud Eisenberg, crack rider and factory representative of the R.-S., is looking over the local field and says all Washington needs is a suitable race track. Big Chief Harris, who has the local agency for the R.-S., says he is selling 'em as fast as they (the customers?) come in. Bud Eisenberg backs up Mr. Harris' statement.

## Romm Sells 25 Bikes

The U. S. Park Police have just bought

25 Roman Roadster bicycles from Joseph Romm, the local dealer here. Romm, who is a thrifty bike enthusiast as well as an all round sport, is one of the best informed cyclists in Washington and has done much to promote the bike game here. Gus, as he is better known, is manager for the following bike racers around Washington, who issue defis to anyone, anywhere: E. L. Payne, C. J. Chaconas, E. O. Harris, G. Flatow, Joe Nogara.

## Discourage Bicycle Thieving

Detective Sergeant Adolph Waldorf of the local police department and Detective Sergeant D. A. Davis, also assigned to headquarters to run down bicycle thieves, deserve creditable mention out of the ordinary. Bike thieves here steal at the rate of six wheels a day. Waldorf and Davis have recovered at the rate of 90 per cent of this property, which is an enviable record. This goes to show the great demand here for bicycles.

## Bike Racing Notes

The Washington Bicycle Club made a clean sweep in competition with the Maryland and Crescent Bicycle Clubs in Baltimore July 4. The three-mile handicap was won by E. L. Payne, second C. J. Chaconas, third J. Suit, all of the Washington B. C.

One Mile—First, Paul Messino, Wash Bicycle Club; second, E. O. Harris, Washington Bicycle Club; third, Rickard, Maryland Bicycle Club.

One-Mile Scratch—G. Flatow, Washington Bicycle Club won; second, J. Janover, Maryland Bicycle Club; third, H. Mele, Maryland Bicycle Club.

The Austrian Pursuit race was won by the Washington entries. Members of the winning team, Negora, Payne and Flatow.

August Negora set an unofficial record here July 3 over the Speedway course around the Washington Monument grounds. Negora covered a distance of 100 miles in 4 hours, 52 seconds. Then to top it off he continued riding for five more hours, in which time he negotiated a distance of 103½ miles. Some boy, this Negora. The record, which is unofficial although open for discussion, was previously held by Emil



Brekefeldt of Rochester, N. Y., whose time for the same distance was 5:05:42½. Negora was a member of the 1920 Olympic Team.

## Bowie & Mc Promote Sociability Runs

Bowie & McPherson, Harley-Davidson agents, report that the run to Gettysburg, Pa., July 3 and 4, was one great success, over 50 riders taking part. Ivan Johnson, secretary to the above dealers, acted as pathfinder. Not a mishap on the whole trip is Johnson's proud boast.

Souvenirs were distributed amongst the riders and their friends who took part in the run. The next trip will lead to Fredericksburg, Va., a historic town about 75 miles from Washington, July 17. Chicken dinner and everything is promised to all.

Fred Fretwell and Harry Fuch, two expert mechanics employed by Bowie & McPherson, local Harley-Davidson dealers, are building a single cylinder Harley for racing on half-mile tracks at the fairs around Washington. The boys say it will take a darn good motor to get anywhere near them. But that's just like boys.

Howard A. French, Indian dealer and sport enthusiast, says he wants every one to know that when it comes to boosting the race track project in Washington, that he is willing to go after it hammer and tongs and when Howard says he'll do a thing you can rest assured he'll come pretty near carrying out his word.

A movement is on foot to revive the old National Capitol Motor Cycle and Bicycle Club which went by the boards during the war. Pat Throop of the sales department of the Haverford Cycle Company is the authority for the same and is helping promote the idea.

## NEW MASSACHUSETTS LIGHTING REGULATIONS

BOSTON, July 4—Frank A. Goodwin, state register of motor vehicles, has furnished chiefs of police throughout the state with copies of new legislation affecting lights to be carried by bicycles and motorcycles.

On and after August 2, during the period from one-half hour after sunset to one-half hour before sunrise, a bicycle being ridden in or upon a public way, square or park or land or driveway appurtenant to a public reservoir, shall have attached to it a light visible from the front and rear.

Motorcycles shall also have an additional light in front of the side car. Motorcyclists quite generally throughout the state already have an additional light attached to the front of their side cars.





### VANDERDASSEN STARS AT NORTH VANCOUVER

VANCOUVER, B. C., July 2.—Melville Vanderdassen starred in the bicycle races at the big Dominion Day celebrations in Mahon Park, North Vancouver, yesterday afternoon. Despite the heavy all-night rain, the quarter-mile dirt track was in good shape and fairly good time was made in one or two of the events. The day was warm and sunny, and the stand was packed with enthusiastic sports fans.

#### One-Mile Warm-Up

In the first mile race seven riders faced the starter. Vanderdassen, on the completion of the third lap, captured the lead, with Mavis, Cooke and Ellison all struggling for a secondary position. Owing to an unfortunate fiasco, the pistol was fired just then; this confused the riders and they slowed down considerably, in doubt as to whether the race was finished or otherwise. They picked up speed, however, and the finish was just as snappy as anyone could desire. Vanderdassen crossed the tape an easy winner, with Mavis and Cooke, straining every nerve, tied for second place. Time, 3:41½.

To make matters worse, one of the officials shouted "last lap" and the riders continued on another lap of the quarter-mile track. Naturally there was strong protest, and the decision of the judges was to the effect that the race be run again. This was considered too much by some of the riders, however, and Mavis was finally awarded second prize.

#### Five-Mile Race

Only six riders were in the five-mile. Ellison and Cooke raced away in the lead, with Vanderdassen sticking close to the rear in company with George Marshall. For several laps the riders rode tandem in the order given, Mavis and Kelton snugly sandwiched in the center. After seven laps Vanderdassen strung out away ahead, with Mavis and Cooke riding alongside and sticking close to Vanderdassen's rear wheel. Cooke had his op-

portunity as pacemaker during the following lap, his nearest neighbor at this time being Mavis. No attempt, apparently, was being made to ride against time, riders taking it in turn to do the work of pacing. At the 18th lap Ellison and Cooke completed quite a spell of this work, and, as the riders crossed the tape on the last lap, Vanderdassen passed Ellison, and this was the order in which they completed the race after a long ride of 17:01½ for the five miles. Cooke secured third place.

#### Two-Mile

Six riders also took the field in the two-mile. Ellison fouled Vanderdassen badly, almost driving him right into the fence. On the last lap, just as the gun barked, the real race began. Ellison, who was still pacemaker, put on a whirlwind sprint but was unable to hold his speed. It was a regular scramble for position, in which Cooke won out and crossed the tape well ahead of Vanderdassen. Young Mavis secured the third place. Time, 6:03.

#### One-Mile for North Vancouver Boys

The single mile, confined to North Vancouver, did not produce enough entries from the North Shore, so it was run as an open event. This was run on a very rough track, horse races having been introduced between the events meantime! The race was given over entirely to George Reid and Allen Kelton, as a sort of consolation event, and these two began to fight it out; Ellison, Cooke and Vanderdassen made the pace and helped to constitute the race a decent event from the spectator's point of view. Kelton, however, had to retire through wheel trouble, and Cooke managed to steal the race just as the bunch crossed the tape. Reid had second place. Time, 2:54½.

### BICYCLE RACING AT WESTERLY, RHODE ISLAND

WESTERLY, R. I., July 8.—The second bicycle race of the season was held here June 28, on the Burdon's Pond

Road, under the auspices of the Westerly Motorcycle Club.

Weather conditions were ideal and good time was made in each of the three events. Eugene Holland was the star rider of the evening, finishing first in both events in which he rode. Howard Thomas won first in the one-mile race for boys under 13 years of age, but was disqualified for foul riding. Walter Main finished second only one-quarter of a second behind Thomas.

#### Summaries

The winners in the three events, with their time, follows:

One-mile open—Eugene Holland, 1st, 2:15; Richard Waters, 2d, 2:22½; Michael Vacca, 3d, 2:30.

One-mile for boys under 13 years—Howard Thomas, 1st, 2:25, disqualified; Walter Main, 2d, 2:25¼; F. N. Merrill, Jr., 3d, 2:40.

Two-mile open—Eugene Holland, 1st, 5:16; Frank Carr, 2d, 5:18; Roy Gavitt, 3d, 5:45.

The prizes were donated by several manufacturers, the C. T. A. and local dealers.

The race committee of the Westerly Motorcycle Club is planning another contest, probably a five-mile event, in the near future.

### FULTON SHORT WINS PHILLY BIKE RACE

THE LIGHTHOUSE BOYS CLUBS ran three bicycle races with their athletic program on their quarter-mile track at Front street and Erie avenue, Philadelphia, July 4. The program of sports was opened with a one-mile exhibition with riders from the North East Wheelmen and the Quaker City Cycling Association competing. Edward Bates of the North East came home the winner, but failed to repeat in the two-mile open.

Mr. Cavanaugh, the athletic director of the Boys Club, was so well pleased with the races that in the future bicycle races will always be run in connection with the athletic games.

Lang Wins at Grand Rapids.—Russell Lange and Lyle Hasten, of Davenport, Iowa, romped away with first two times

and first two places in the 25-mile race at Grand Rapids, July 4. The performance of these lads surprised the many spectators, as they were the first handicapped men to defeat a scratch man's time in this city. Another feature of this race was the stellar work of Gorden Townsend, of Grand Rapids, who was forced to ride scratch, as his entry was received too late for a handicap. He showed good form, finishing with the riders he started with. Alfred Hartung, also a scratch rider, from Milwaukee, Wis., finished fourth as well as taking fourth time. Hartung was expected to team with his old-time riding partner, Art Lauman, but owing to the fact that Lauman met with a serious accident in Milwaukee just before his departure to take part in this event, Hartung was forced to make his appearance without him. Peter Van Opdurp, a Grand Rapids rider, gave the scratch men a run for their money at intervals, showing exceedingly good speed when climbing hills.

This race proved a success from start to finish, exceedingly good time being made considering the hot weather, the thermometer being 99 degrees in the shade at the time of the race.

According to A. R. Jacobson of the Amateur Bicycle League, the Western Michigan Cycle Club will undoubtedly hold the State Championship races in their city next September.

On August 16 a group of Grand Rapids boys will pay a return visit to Davenport, Iowa, riding from Chicago to Davenport, taking part in their open events during the State Championship races there.

**London, Ont., Bike Sports**—More than 600 bicyclists turned out for the annual parade and picnic, July 6, promoted by the Bicycle and Motor Sales Co. The parade started shortly after 2 P. M., and after souvenirs had been distributed, the riders pedalled to Springbank Park, where a program of 16 bicycle events was run off after which refreshments were served. There was no entry fee and no charge was made for the eatables, several thousand tickets being issued to facilitate the distribution of soft drinks, ice cream cones and hot dogs. Each rider was given four tickets on condition that he or she ride in the parade and take part in the races at Springbank Park. Each ticket was good for a bottle of pop, a cone or a hot dog.

The picnic sports were very unique, all events being stunts with bicycles. The program included such novelties as riding the plank, slow races for boys and girls, spearing the ring from a bicycle, trick riding, throwing the baseball without dismounting, a bicycle obstacle race, and other features. Many of these competitions were open to all, while the entrants for several were restricted to those who

owned bicycles which are sold in London by the company.

These picnics have been held year after year by the company, the guiding spirit in which is Alderman George Wenige, secretary of the Canadian Bicycle Dealers Ass'n. Civic officials, newspapermen, representatives of the bicycle and tire industries and others were numbered among the prominent guests.

**Racing Revived on Famous Aylmer Road.**—After a lapse of many years, bicycle road racing was revived on the famous Aylmer Road course leading out of Hull, Que., on July 2, when a ten-mile handicap was conducted with highly successful results. The big surprise occurred when Tom Dubuc, the young brother of Jean Dubuc, the famed French-Canadian flyer, led from start to finish, winning first place from the limit mark of five minutes, his time being 28:02. A rather unique feature of the grind was that the next ten riders to finish covered the course in 27-odd minutes, close figuring being necessary in adjudging the winners of the two time prizes.

Clifton Taylor, of the Roamer B. C., proved to be the winner of the first time prize, his actual time from the 3½ minute mark being 27:16. Second time prize went to Orville Moore, of Hull, who was only two-fifths of a second slower than Taylor. These riders finished in third and fifth positions, respectively, and both were 3½-minute men. Leslie Moore, another Hull rider, grabbed second place prize from the two-minute handicap.

The finish of the contest was particularly thrilling, the numerous riders sprinting over the tape in a succession of waves. Norman Wiles, a likely-looking novice, outsprinted two veteran anklers, Al Goold and Elsel Marshall, in a fine effort for sixth place, this trio of starters engaging in a desperate struggle throughout the whole race after starting from the three-minute line. Harold McLean and Henry LaGrave also had a fine duel all the way, with McLean beating his rival to the finish by a few wheel-lengths.

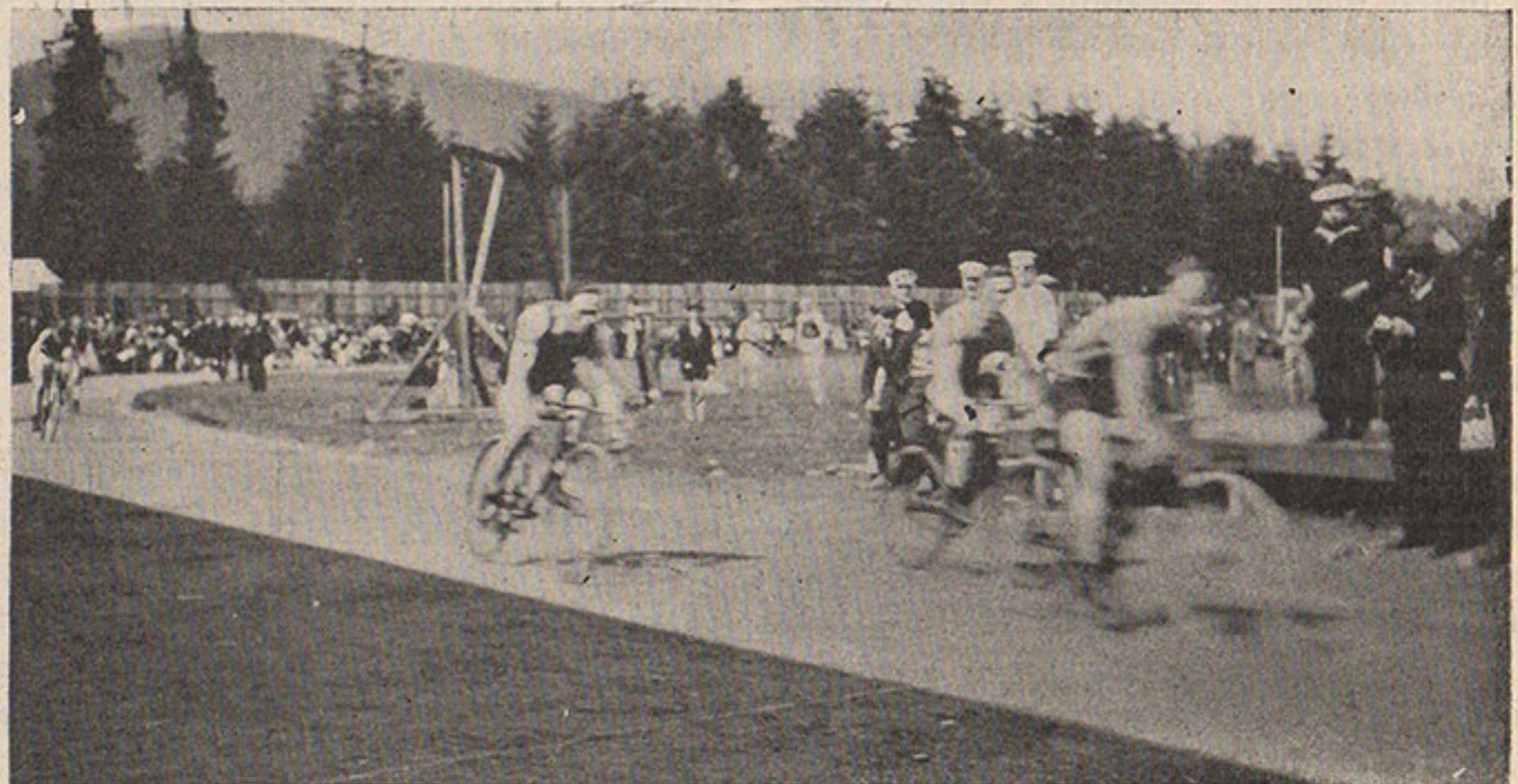
W. J. Spence, of the Capital Club, was the first of the scratch stars to finish, taking eleventh place in 27:18, his time being only two seconds slower than that of the first time prize winner.

**Dominion Day Races at Woodstock, Ont.**—Five thousand people attended the sports at the half-mile track at Woodstock, Ont., fairgrounds, July 2, a part of which were bicycle competitions. Coles, of London, a comparatively unknown rider, starred in the wheel events, beating a number of Western Ontario flyers. Coles won the half-mile event from Heaps, of Brantford, and Simpson, of London, in 1:29. He repeated in the mile, the time for which was 2:52.

An interesting feature of the afternoon was a demonstration of bicycle riding by "Buster Wenige," two-year-old son of Alderman George Wenige, of London, who is rated as the youngest bicycle rider in the world. The tot wore a racing costume and straddled a miniature racing bicycle.

**New Bike Track at Ottawa, Ont.**—An actual start has been made with the construction of a cinder bicycle track at Lansdowne Park, Ottawa, by the civic administration. The new oval measures three laps to the mile and is banked at the turns to permit speedy riding. The grandstand for the fine new track seats about 10,000 people. The track itself is 20 feet wide and has been accurately surveyed and designed so that possible records on the saucer will be officially recognized. It is planned to have the oval ready within four weeks.

**Everybody's Doing It.** The Worcester, Mass., Telegram-Gazette is staging a subscription campaign with bicycles as premiums. Every boy or girl who obtains 35 yearly subscriptions gets an Iver Johnson bike while those who obtain 25 subscriptions are awarded Lovel bicycles which are also made by the Iver Johnson people. The offer is open till September 1, and the paper is publishing considerable bicycle publicity.



Finish of the one-mile scratch, North Vancouver, B. C.



# New York Cycle News

By R.F. Kelsey

**O**UTSIDE of Ray Eaton's victory in the two-mile professional national championship event last Wednesday evening at Newark Velodrome, the most interesting thing was the disqualification and suspension of the brothers Arthur and Willie Spencer, charged with not trying to do their best when racing off third and fourth position in their final heat. After a long argument, Arthur finally demonstrated that he had been raced out in the previous heats and the referee let the race stand as it finished and the points stand as they were scored. Otherwise figures would have been rather twisted.

As it is now, Kramer having been twice defeated in the trial heats of championship races, remains stationary in the tables at 10 points, and Willie Spencer now jumps into the lead with 12 points, those 2 points which he secured for third place on Wednesday night just doing the trick. Three riders are now tied for second position in the table—Eaton by his win gaining 5 points, which makes him 10; Arthur Spencer by winning fourth position, getting 1 point, and making him a total of 10. Goulet by winning second place the other night added 3 points to his score, bringing him even with McNamara, with 4 points each.

The next distance to be contested is a five-mile race, the final of which is contested differently from the finals of the other championships in that four men compete in the final at once, which is paced by four pacemakers.

## Hudson County Dealers' Bicycle Meet

**SUNDAY, JULY 3,** the Hudson County Cycle Dealers' Association held its initial meet at Pershing's Field track, Jersey City, and it proved most successful, a large concourse of spectators witnessing a varied and interesting program.

The Hudson County Cycle Dealers' Association and the Jersey City Wheelmen are both organizations in which that veteran sportsman and dealer, Harry A. Glieman, has taken a special interest and is doing much to make a big success. He has reason to congratulate himself and clubmates on the results of the first meet, as public interest was well roused and a large crowd witnessed the contests.

Willie Wohlrab, a brother of Gus, the well-known six-day rider, captured the principal honors, capturing the title of Hudson County champion, under the

colors of the new club, the Jersey City Wheelmen, just beating out Arthur Nieminsky, the color bearer of Unione Sportiva Italiana. The latter, however, won the five-mile handicap from scratch, a fine performance, as he had a tough field of scratch men to beat out.

## The Summaries:

**Two-thirds Mile Hudson County School Boy Championship**—Won by S. Walker, J. Cy School No. 21; A. Spring, Dickman High School, second; M. Powers, J. Cy School, No. 31, third. Time 2:47.

**One-Mile School Boy Handicap**—Won by S. Walker, scratch; A. Spring, 50 yards, second; M. Powers, 100 yards, third; F. Lefkowitz, 75 yards, fourth; H. Ost, 125 yards, fifth; K. Robertson, 90 yards, sixth. Time 3:20.

**One-Mile Hudson County Amateur Championship**—Won by Willie Wohlrab, Jersey City Wheelmen; Arthur Nieminsky, Unione Sportiva Italiana, second; E. Perry, C. R. C. of America, third; O. Conditti, No. Hudson Wheelmen, fourth; B. Menzer, No. Hudson Wheelmen, fifth. Time 2:41.

**Five-Mile Hudson Handicap**—Won by Arthur Nieminsky, U. S. I., scratch; C. R. Weizel, C. R. C. of A., 560 yards, second; E. Perry, C. R. C. of A., scratch, third; J. Hendershot, Jersey City Wheelmen, scratch, fourth; E. Wallizer, North Hudson Wheelmen, scratch, fifth. Time 12:44½.

**Hudson County Club Championship, Three-Man Team Pursuit**—Won by Jersey City Wheelmen—Wm. Wohlrab, J. Hendershot, C. Hanson; second, Hudson County Wheelmen—L. Mahie, G. E. Katz, A. Van Cott; third, North Hudson Wheelmen—C. Melzer, A. Conditti, A. Mueller; fourth, Century Road Club of America—E. Perry, C. Weizel, J. Rawlins. Distance 7 miles. Time 19:35.

Youngest rider, James Ardino, 11 years; oldest rider, E. Wallizer, 39 years.

## Young Cameron a Comer

**IN THE WEEKLY CLUB RACES** of the Acme Wheelmen, George Cameron, Jr., son of the famous indoor and six-day rider, who started from the limit mark of three minutes, on the Eastern Boulevard course, in the Bronx, on Sunday morning, July 3, finished first in 25:29. P. LaPenna started on the same mark with Cameron and quit after the completion of the first lap. It looked as though the rest of the field, which became well bunched, would overtake Georgie, Jr., but by splendid ankle work he held them off and was not headed. Charles Froh, riding from scratch, finished second in 22:24, and N. Moccio, a 30-second man, was third in 23:24 1-5. Cameron, Sr., who tries it out once in a while with his old clubmates, started with the scratch men and finished in 22:54 2-5.

From fifth to tenth men, inclusive, the finish and handicap marks were as follows: S. Schackinger, 30 seconds, 23:24 3-5; sixth, J. Chafulio, scratch, 22:54 2-5; seventh, F. Grasso, 1:30, 24:25 1-5; eighth, T. Schiesman, 1:30, 24:25 1-5; ninth, W. Schnabel, 2:15, 25:10 2-5; tenth, Joseph Nickles, 1:00, 23:55.

Class B sprints at one mile resulted in a win by N. Moccio, followed by A. Schaab and H. Schliesman.

## New Queen City Wheelmen Record

**IN THE 10-MILE** club handicap road race run by the Queen City Wheelmen of Plainfield, N. J., on Sunday morning, July 3, on the Mountain avenue course, Freddie Spencer, who rode from scratch established a new local record for the distance of 24:19 2-5. He finished in third position. Ray Moore, with a handicap of three minutes, won the race in 25:52. Chris Waldron, another three-minute man, was second in 25:52 2-5. George Blythe, scratch, fourth, 24:20. Frank Importico, one and one-half minutes, 21:51.

The old course record for the distance was 26:00, made by Willie Simon, in 1919. The next club race of the Queen City Wheelmen will be held July 31 and will be a ten-mile unpaced event.

**Q. C. C. A. Holds Champ Races**—V. Newcomer and Short divided the honors in the two championship races held by the Quaker City Cycling Association on July 3. In the fourth-mile race, V. Newcomer beat out Short, the positions being reversed in the mile race. V. Newcomer and Short are now tied in the championship standing.

## CONOVER LOWERS MARYLAND 25-MILE RECORD

**THE SECOND UNPACED TRIAL** for the 25-mile state record was held here July 3 on the Reisterstown-Park Heights Avenue course and the previous times were brought considerably lower. John Conover, the Maryland Bicycle Club star, made the best time of the day, turning the 25 miles in 1 hour 10 minutes 53 seconds, lowering the old mark by nearly four minutes. Chas. Zimmerman, the Maryland Club captain, also lowered the old mark, his time being 1:12:57, while Frank Spittle, another Maryland rider and a former record holder at the distance, was timed in 1:14:00. Fred M. Sanborn, the Crescent rider, was going well, but punctured on the 23rd mile. A great deal of interest is being taken in these 25-mile time trials and the Oriole City boys will probably go after the national unpaced record on the next attempt.



## The Readers' Viewpoint

### AN OPEN REPLY TO "JUST A RIDER"

**D**EAR MR. JUST A RIDER—Open Muffler Goof-ism, to give it a fitting name, is a disease, pure and simple, afflicting the brain of certain of those who have crept into our midst. While it is true that the manufacturers can, to a certain extent, prevent the spread of the disease and devote certain of their efforts toward keeping it in check, the fact remains that given a quiet motorcycle to begin with, some riders will go to the limit of pains to make it produce an unearthly noise. Were the cylinders, exhaust pipes and muffler cast in a solid piece some of these fiends would promptly borrow a hacksaw and spend hours of diligent labor amputating something in order to let the confined noise escape.

The engineering department of the Hendee Mfg. Co. has devoted hours of serious thought to the subject with the result that all mufflers now fitted to the Indian are without the objectionable cut-out feature. The muffler design is such that the twin tailpipes used actually offer less resistance to the passage of the exhaust gases than any other part of the entire passage they traverse, with the exception of the muffler chamber itself. This will be better understood when it is considered that the combined cross section area of the tailpipes is almost equal to the area of either of the exhaust pipes. The actual figures for this comparison are 1.38 square inches for the former and 1.62 square inches for the latter. Since the exhaust gases cool rapidly upon entering the muffler chamber they naturally contract considerably and lose volume in the process. It follows that less cubic inches of exhaust gas leave the tailpipes than enter the exhaust pipes. The ratio is placed at approximately 1 to 3. Only one cylinder fires at a time and therefore it is a fact that the muffler and tailpipes offer absolutely no resistance to the passage of the gases other than that which may be caused by surface resistance. The action taking place in this type of muffler may be likened to that occurring when a fluid is poured through an INVERTED funnel, entering at the small end and leaving at the wide end.

So much for your mistaken charge that the manufacturers have "fitted their machines with mufflers inefficient in design and silence."

Delving into the psychology of the open muffler question we penned the following few lines for the May issue of "Wigwam

News" (which publication, by the way, reaches every Indian rider in the United States and Canada; Open Muffler Goofs included): "The rider who plans his trips ahead is usually the one who gets the most out of his motorcycle. His opposite is found in the rider who spends most of his time while riding in an aimless attempt to get pleasure out of his machine by dashing around within a small radius of his garage door. Such riders are usually found in the Open Muffler Boob class, since the lack of interest and variety in such riding urges them to create some artificial means of deriving pleasure from the machine. Noise attracts attention and attracting attention is a pleasurable pastime. The Open Muffler Boob never stops to reflect that the brand of attention he attracts is undermining his standing in the community.

This we think explains the mental attitude of the Open Muffler Goof and in all fairness we can't see where the manufacturer is to blame for any individual having such a perverted attitude. The dealer can't be blamed for selling him a machine, though the fact remains that, during the period of slow deliveries, there were a number of dealers who openly or otherwise declared that they positively would not sell to a rider who was known to have the stain of Open Muffler Goof upon his past record.

Though the Indian is not fitted (by its makers) with any form of cut-out, I think I can explain for the manufacturer who does fit them, that the reason is that it is better to tolerate a small evil than to risk a greater one. A muffler fitted with a small cut-out may satisfy a majority of those who would be inclined to fit some fiendish contraption if none were present on the machine at all.

In many localities it is a direct violation of the law to drive a machine with an open cut-out and we are more than surprised to learn that it has been your experience en encounter motorcycle police whose machines were intentionally noisy. Our experience has been entirely the opposite. There are any number of places, however, where the laws in this and other matters are not properly enforced. We heartily agree that they should be and can cite a number of instances where authorities have been urged by members of the trade to prosecute the Open Muffler Goof.

The question is one that will probably exist until the millenium, and, as we don't look for that in the immediate future, we are obliged to limit our efforts toward the suppression of Open Muffler Goofism to

such tactics as the brains and ability of the industry can devise. We have tried force through encouraging laws against the evil, and persuasion through pointing out its fallacy. We have tried openly ridiculing the pests who persist in using "harum-scarum, gatling gun, prejudice-inviting mufflers" and one of the leading manufacturers (ourselves) has eliminated the cut-out from the construction of its product. These results have resulted in a certain degree of lessening the evil. That it continues is indeed regrettable but most certainly not our fault.—Silently yours, L. D. Richards, Hendee Mfg. Co.

### CONSTRUCTIVE SUGGESTIONS FOR THE CYCLE TRADE

MOTORCYCLING & BICYCLING.—Allow me to compliment you on your issue of June 22nd; this is one of the best-constructed issues for the bicycle game that I have ever seen. You are traveling along with an idea which I have had in mind for a number of years.

I refer now to articles by Mary Pickford and Douglas Fairbanks—suppose we had 500 or 1,000 prominent persons in the United States with this same line of publicity regarding the bicycle; it would be worth more money in bicycle sales than several double-page spreads in the Saturday Evening Post. The field is unlimited regarding channels to work in—I merely mention a few which no doubt you are familiar with without me saying so. Suppose we had 25 of the popular golf players, who travel from city to city playing golf on the different links, who could stop at the leading hotels and would ride a bicycle to and from the links. You know what the rest of the golf bugs would say and do. Let the golf expert pass along a good word for the bicycle in connection with golf, and all of these birds would be riding a bicycle instead of their motor cars.

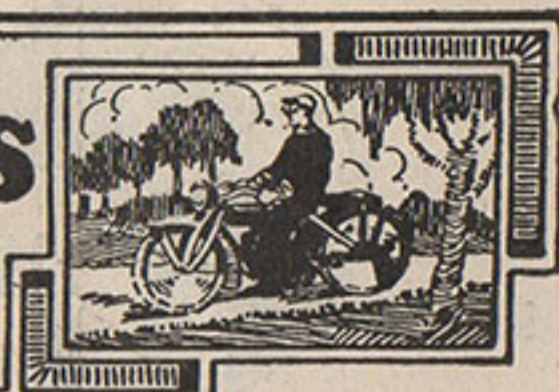
Suppose you had the same thing worked among the Y. W. C. A., Y. M. C. A., The Girl Reserves, Campfire Girls, Boy Scouts and tennis players. Take your health resorts: it seems to be a popular fashion for the ladies of this country to be reducing, they are trying to sell music for reducing—why not the bicycle? This is merely a few of the channels that are open, and there are hundreds that can be worked.

If the Cycle Trades of America could be sold along these ideas, the bicycle busi-



# Classified Advertisements

Second-hand Motorcycles, Bicycles, Supplies and Accessories, Help Wanted, Position Wanted, Business for Sale, Exchange or Wanted. 1 insertion, 3c a word. For 5 times or more, 2c a word. Minimum charge \$1.00. Money must accompany orders



## HELP WANTED

WANTED—First class mechanic on Indian Motorcycles. One capable of running shop. You must know the business. Hurck Motor & Cycle Co., 109 No. 12th St., St. Louis, Mo. (7-13-21)

WANTED—Shop experienced first-class bicycle and motorcycle repairman. An opportunity for right man. Write, stating experience, age and salary expected. Weber Bicycle Co., Sioux Falls, S. Dak. (8-3-21)

## POSITION WANTED

POSITION WANTED—By good steady mechanic, 26 years of age. Married. Have had 8 years' experience in Harley-Davidson and Indian shops. Can furnish best of reference. Write MOTORCYCLING AND BICYCLING, Box B. H., 144. (7-20)

## FOR SALE

FOR SALE—Old established motorcycle, bicycle and auto supply business in a good western city; large territory to draw from; \$25,000 in stock; distributor for Indian motorcycles for part of the state; several of the best bicycle agencies; wonderful opportunity for live men; plenty of repair work the year round. Address Box M, care of MOTORCYCLING AND BICYCLING. (7-13)

MOTORCYCLES, bicycles, motor attachments, repair parts, supplies, at extremely low prices. Parts carried in stock to fit all standard machines. Some used parts at a big discount. Expert repairing on motors, transmissions, magnetos, generators, carburetors, etc. Henderson motors our specialty. Send for our Big Bargain Bulletin and "MONEY SAVING MESSAGE TO THE MOTORCYCLIST" (illustrated). It will save you money on repair parts, tires, sidecars, motorcycles, etc. American Motorcycle Co., 2045-47 W. Chicago Ave., Chicago. (tf)

PARTS—New and used, for Indian, Thor, Merkel, Miami, Curtiss, F-N, Royal Pioneer. All makes of coaster brakes. All types Eclipse clutches. The Summit Cycle Co., Jersey City, N. J. (tf)

WE ARE WRECKING MACHINES constantly and now have all parts for 1915 nine horse Thor two-speed 1915 and other Excelsiors; 1913 Reading-Standard; 1913 De Luxe, and all models of Harley-Davidson and Indian at half price and less. Write for list of used motorcycles and prices on magnetos, cylinders, crank cases, frames, etc., and save big money. What have you to sell? H. W. King, Dept. M., Des Moines, Iowa. (tf)

NEW & USED PARTS—Henderson, Excelsior, Reading-Standard, Harley-Davidson, Indian, Yale, Merkel, Thor, De Luxe. Mail orders filled same day received. R. L. Davis, 700 West Broadway, Louisville, Ky. (tf)

STOP! LOOK!—When you need a few parts for your broken down motor. We carry a full line of new and used parts for all makes of motor, two- and three-speed transmission, frames, forks, cylinder, wheels, Presto tanks, handlebars, etc., for Harley, Excelsior, Henderson, Thor and Indian. Lincoln Motorcycle Parts, 3652 South Lincoln Street, Chicago, Ill. (tf)

REBUILT MACHINES, \$50 to \$250. Guaranteed parts for all makes. Magnetos, tires, tubes, etc. A. F. Shea, 806-814 Summit St., Toledo, Ohio. (7-6-21)

BARGAIN—N. E. P. 21 Police Special, Big Value, 72 inches. Fully equipped. Will ship on C. O. D. \$25.00 deposit. B. J. W. Ewald, Champaign, Ill. (8-3-21)

The largest stock of motorcycle parts in the world is at your disposal via Uncle Sam's mail. Orders filled same day as received or money refunded. Parts for Excelsior, Henderson, Harley-Davidson, Indian, can be supplied both new and used. We also have a large stock of all old parts. Both new and used for the Yale, Thor, Jefferson, Pope, Eagle, M. M., Arrow, De Luxe, and Dayton. If you are unable to give catalog number and name of part, better send in old one to avoid mistakes. Quotations cheerfully made. A cash deposit sufficient to cover transportation charges both ways must accompany all orders. Two and three speeds, cylinders, crank cases, frames, clutches, speedometers, and lighting equipment both new and used at a big saving. If you have anything to sell, give us complete description and lowest price in first letter. Motors, magnetos, and carburetors overhauled right by the best mechanics in the shortest period. All work guaranteed. Address all communications to Motorcycle Parts Mfg. Co., 2030-36 Wabash Ave., Chicago, Ill. (tf)

MOTORCYCLE RIDERS EVERYWHERE: Send for our Money Saver Bulletin on motorcycle parts and supplies, for all makes. It will save you money. Sent free. Write today. Nebraska Motorcycle & Bicycle Co., "The Cycle Supply House of the Middle West." Dept. 2, 624 So. 16th St., Omaha, Nebraska. (tf)

USED PARTS for all motorcycles cheap. Let us know your wants and we will send you the prices. Schuck Cycle Co., 1922 Westlake Ave., Seattle, Wash. (9-21)

PARTS—Distributors for Indian, Excelsior, Henderson motorcycles and parts. Used parts for Indian, Excelsior, Harley-Davidson, Pope, Yale, Merkel, at half price or less. Mail orders. Write for used machine list. Largest cycle dealers in Iowa. Frederic Bootz Co., 329-331 E. 5th St., Des Moines, Iowa. (7-27-21)

INDIAN REPAIR PARTS for all models, 1908 to 1921, inclusive; complete stock. Orders filled same day as received. Broadway Cycle Co., Inc., 527 Market St., Philadelphia, Pa. (tf)

1918 INDIAN MOTORCYCLES, re-enameled and nicked like new, \$200. Indian sidecars \$75.00. Used 1917 and 1918 Indian parts, one-half price. Ward Bros., 212 Broadway, Camden, N. J. (t-f)

THOR PARTS—1921 Rogers sidecar at 25 per cent off list. Complete line of Rogers sidecar parts. Improved springs for older models at \$6.00. Cylinder grinding, Indian, Harley-Davidson, Reading Standard, at \$15.00 pr. Thors \$18.00, complete with pistons and rings. On all goods we guarantee to ship, including cylinder grinding, within 48 hours after received. 29x2¾, 28x3, 28x2½ casings at \$9.00. Leo Kick, 913 W. Washington Blvd., Chicago. (tf)

1—26x2¼, 10—28x2½, 12—28x3—36 hole. 1—Harley-Davidson belt rim. 2—Excelsior belt rims. New stock, shopworn, only 50c each. First come, first served. Motorcycle Exchange, 217 Franklin St., Tampa, Fla. (7-13-21)

FOR SALE—A growing motorcycle business with H.-D. agency. Stock and shop equipment in town of 25,000 in Sunny Southern California, an ideal climate with year-round business. Will sell to suit purchaser. Good reason for selling and quick action is desired. Write MOTORCYCLING AND BICYCLING, Box D-145, for full details. (8-3-21)

BRAND NEW—Nineteen twenty-one Indian Scout, electrically equipped, Three Hundred Forty Dollars. Powerplus Indian, electrically equipped, Three Hundred Seventy Dollars. For particulars address "Virginia," care MOTORCYCLING AND BICYCLING. (8-10)

FOR SALE—Motorcycle and bicycle store and repair shop doing good business all year around. Have one man working steady. Good reason for selling. Al's Motorcycle and Bicycle Repair Shop, 1748 Brigham St., Chicago, Ill. (8-10)

# Torrington Spokes and Nipples



Diamond "E" Brand

FOR

Bicycles and Motorcycles

TRADE MARK

Circle "S" Brand

FOR

Automobile Wire Wheels

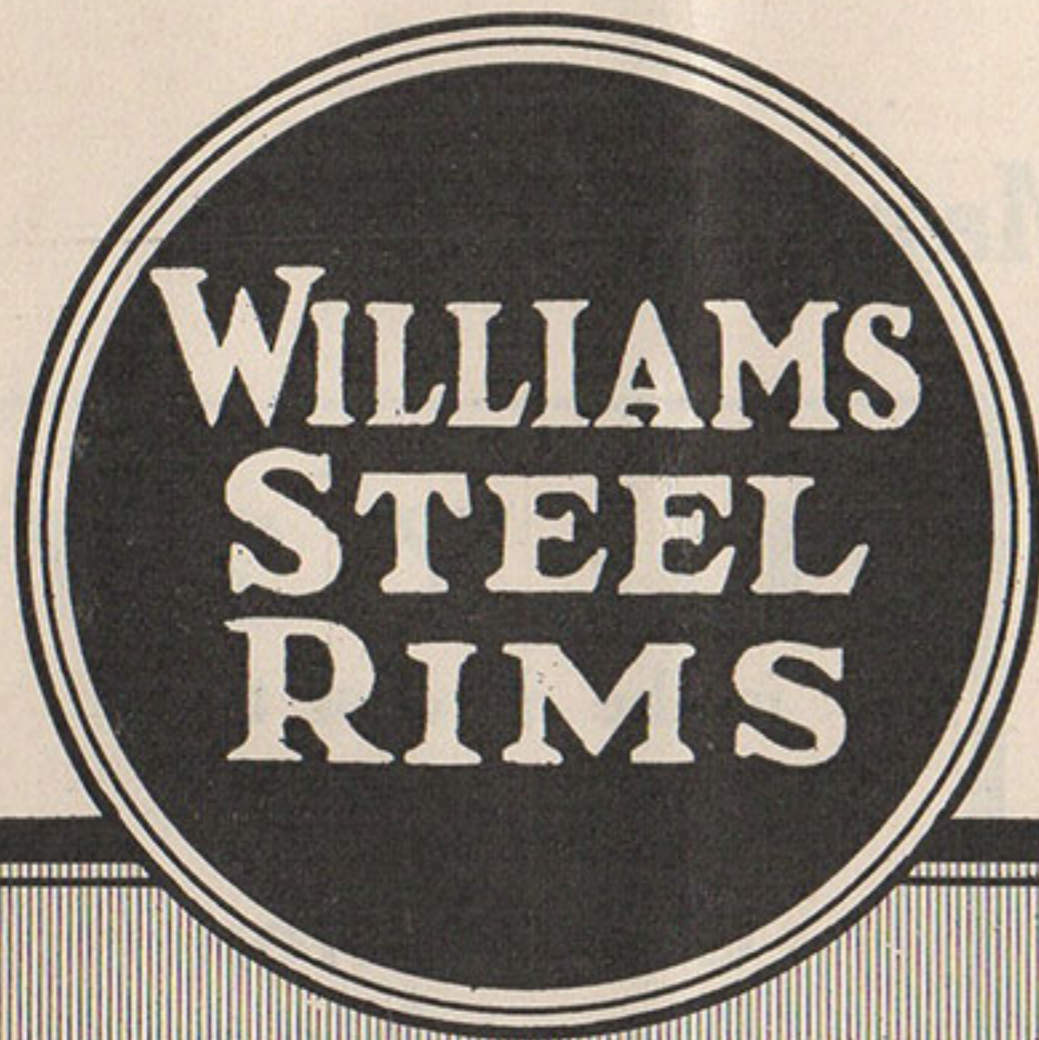
## Velocipede Spokes and Nipples

Spokes No. 6 Grade, .080 Diameter, Headed, Bent, Threaded and Nickel Plated. All regular lengths carried in stock.

Nipples Nickel Plated Brass, 3/8" long by .150 body diameter, four slab. This is a new Nipple especially designed for the small velocipede wheel.

The Torrington Co., - Torrington, Conn.

STANDARD PLANT



JOBBERS and Dealers who want to increase the value of the wheels they sell, should insist that Williams Steel Rims be on every bicycle and motorcycle they get from the manufacturers. Light, Strong, and Durable, these Williams Rims bring about more good sales, satisfied customers and comfortable profits.

WILLIAMS STEEL WHEEL AND RIM CO. UTICA, N.Y.



# ABBOTT Steel Balls

THE Abbott standard of unprecedented spherical accuracy, and the most exacting manufacturing care, coupled with our skill, explains the growing popularity of Abbott Steel Balls.

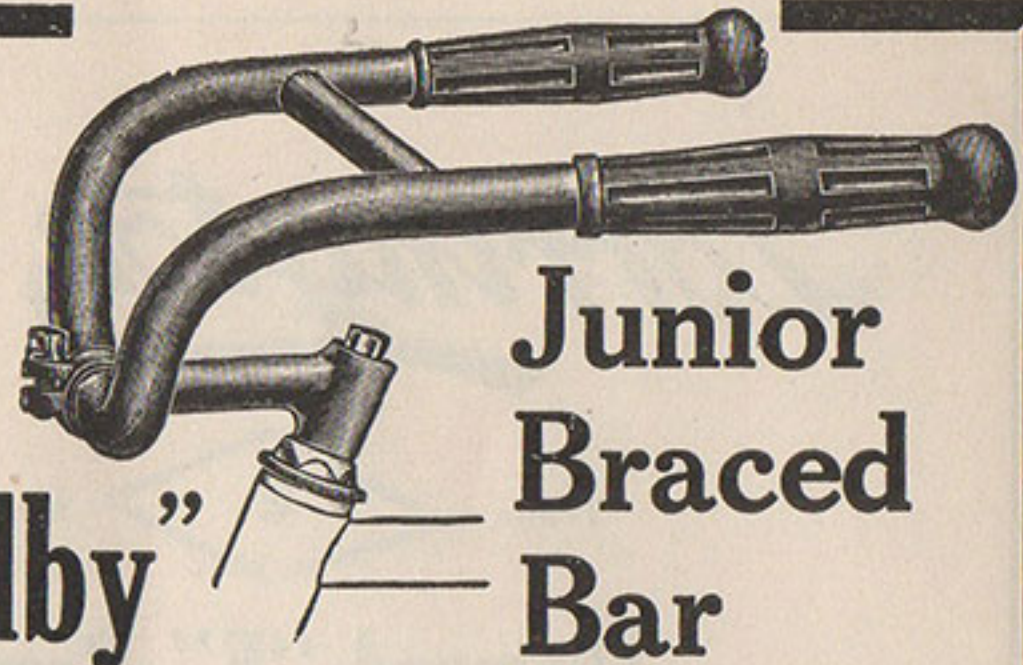

We would be pleased to quote on your specifications.

Abbott Ball Company  
Dept. B Hartford, Conn.



**Read** **Cleveland**  
 the Cleveland advertisement next week  
 "The Britannica of Motordom Pays a Tribute to the Cleveland Motorcycle"  
  
**\$240**

**MID-WEST**  
 Dealers are making big money selling  
**Mid-West Batteries**  
 The new battery in the BLUE JAR is building big battery business for those dealers who have investigated the Mid-West Battery and selling proposition. The best battery and best discounts.  
 Dealers: Reserve your territory at once. If we knew where you were, we'd write to you. But we don't. But you know where we are. So you write to us—now!  
**MID-WEST STORAGE BATTERY CO.**  
 16 West New York Street Indianapolis, Ind.

**"Shelby" Junior Braced Bar**  
 A Blue Blood Among Motorbike Handle Bars  
 Made with 20½-in. Top, of Heavy Gauge Tubing. Drop, 4 in.; Grips, 6 in. straight.  
 Stem is 7/8 in. solid one-piece forging. Length over all, 4 in. Extension, 4¼ in. forward, 1 in. downward.  
 A rapid seller, of exquisite design and finish.  
 Catalog No. 18 on request  
**CHICAGO HANDLE BAR CO.**  
 SHELBY, OHIO

**Do You See Like This or Like This Through Your Goggles?**  
  
 Every progressive Jobber or Dealer can supply this style B. C. goggle. Furnished in clear or amber with green dimmer.  
 Manufactured by  
**CHICAGO EYE SHIELD COMPANY**  
 2300 Warren Avenue Chicago, Illinois

**DUCKWORTH BICYCLE CHAINS**  
  
 IN BOTH 1" AND ½" PITCH  
 Same Superior Quality as Our Motorcycle Chains  
  
**Duckworth Chain & Mfg. Co.**  
 Established 1871 - SPRINGFIELD, MASS.

**Manufacturers:**  
**JULY 27**  
 is the date of the  
**Atlantic City Convention Number**  
 This edition of MotorCycling and Bicycling will be distributed broadcast at the convention in addition to having its regular circulation, which is the largest in the field.

ness would be so big that instead of ordinary repair shops that you now see handling bicycles there would be large exclusive salesrooms, the same as motor car dealers have today.

I appreciate the fact that the work you are doing is an uphill game, and the manufacturers that we have in the United States today seem to be satisfied with doing a little tin-horn business, almost the same as your first article speaks of—the repairman working in the shop instead of making one half million bicycles per year. If they would work along these lines, Mr. DeWitt Page's dream of two million bicycles would be realized in a very short period of time.

With best personal wishes, M. Brother-son, Mgr., Hafer Supply Co., Joplin, Mo.

### REFORM NEEDED IN COMPETITION

#### MOTORCYCLING & BICYCLING.

It is evident that some dealers who keep a stable of factory-built horses can still have their eyes so closed to the needs of pure motorcycle sport that they are willing to put expert riders on their factory specials and take the bulk of honors from a state meet that is fortunate enough to have a good group of local enthusiasts that ride only to make the sport interesting to motorcyclists and the public in general, and who insist on riding their privately-owned stock road machines.

The situation in this state is significant in that it has a group of local riders who insist on riding strictly stock stuff in competition with other amateurs who can get and want nothing else than stock machines, no special machines of any make being owned in the state. The patience of this crowd who are still riding competition for the sport of it, is being tested to capacity for the second season when a dealer who has no interest in the territory covered by the events is not forced to keep his special stuff in a class by itself, where it belongs. In fact, the riders in the whole section are again aroused to the weakness of the M. & A. T. A. competition rules that have failed to cope with this discrepancy for a good many years. If motorcycle competition is going to do to sport and trade the good turn that it has the power to do, this problem must be handled by methods that are sufficiently competent to deal with problems of this sort.—Wm. N. Burnett, Providence, R. I.

### HIGH GEAR AND WIDE BARS

#### MOTORCYCLING & BICYCLING—

I wouldn't pass this magazine up for a good many iron men and I always drop everything and commence reading as soon as I get my hands on it. I like to look over the readers' viewpoint and enjoy some of the discussions in it, but I have to admit there seems to be a lot of

knockers.

I'm for the sport of motorcycling; it's the only one of its kind and there's no thrill like the feel of a good solo mount on good or bad roads alike. I guess that the knockers represent a minority in the game; at least I hope so. I have owned both Harley-Davidsons and Indians and I have my personal preference, but as far as performance goes either one will do as much as the other.

I want to say a good word for some of the Indian dealers I have seen, too. Baker, at Saratoga Springs, is the best ever, and the bunch at Holden's is sure one of the fairest and friendliest crowds around.

I like to see different opinions concerning gear ratios, etc. Last year there were a few letters which had something to say about it. Personally on a good solo I use either a 3.61.1 or a 3.84.1. This sounds high, but my friend, on an Indian, and myself on my Harley-Davidson went all over Massachusetts, Connecticut and New York State, from Long Island to Saranac Lake, and never met a hill on the main roads that we didn't make in high. And some of them aren't any small ones, either, especially the one outside of Keene, upstate. Eee Bee probably can say amen to that, too.

Eee Bee also mentions, in describing the Dover hillclimb, that one lad had a Scout with the bars over three feet wide, saying they looked rather odd, but aided in handling the machine. Most of the fellows around here, especially my friend and I, have them well over three feet. In fact, I always have mine from 38 to 42 inches wide. At high speed on bad roads where you are liable to run into sand, etc., it seems almost a necessity to me.

Well, I've said too much already, so here's luck to all and three cheers for the motorcycle.—Leland Booth, Southold, L. I.

### INTERESTING INFORMATION

#### MOTORCYCLING & BICYCLING.

—The following dope boiled down into as few spasms as possible may be of interest to some of the boys and am passing same along to the "Readers' Viewpoint," hoping it will be useful.

1.—"The big sidecar" so long wanted by E. H. Everett of Cleveland and Geo. C. Durand of New York, not to mention a few thousand other old married birds like myself, is a reality at last as far as "we" (our family) are concerned.

After about 3,000 miles' driving with our new "74" and sidehack above mentioned, we find it's all that Mr. Everett asked for in your March 9, 1921, issue, and then some. The body was made for me last winter by the Chas. Abresch Co., of Milwaukee, after I'd looked all over, and is an exact duplicate of the regular Har-

ley-Davidson "Roadster" body but is 10 inches wider in the seat and approximately 4 inches longer over all, having a compartment in the rear that will hold two common suitcases and can be gotten at without friend wife standing up or unloading as the case may be, while you hunt around under the ordinary seat cushion or, worse, back of said cushion.

It also does away with unsightly (hung-on) so-called baggage racks, and leaves the front of the sidecar free (if you please) of packages, parcels and the like, saving the available space for the feet of friend wife or passengers, some of whom require a goodly amount. Heh! Heh!

Spasm 2.—After getting into deep ruts anon for the last few years and thereby digging up mother earth like unto a steam shovel, by the protruding ends of the rear footboard bracket, I made a bracket which I've used for the last 2,000 miles and will say I can now negotiate sand ruts, mud ruts, those deep ruts in dry clay gumbo where the sides scrape, and the jack pine roads of Michigan, and trouble due to getting hung up and lifting machine out bodily is rare indeed.

Take a piece of cold-rolled about 1 inch in diameter and 2 inches long, drill a seven-sixteenths inch hole clear through. Countersink ends and turn down on a lathe to three-quarter inch. Then take a 1/2-in.x20 tap and thread to the center from each end. This bushing will now just slip into the lug on the frame when the regular bracket is removed.

Next take a piece of one-half inch cold rolled steel rod and heat and bend as per diagram.

Screw the right bracket into the bushing, slip bushing into lug on frame and then screw in the left bracket. It will just clear the under side of chain guard.

You will probably have to lengthen the pull rod from foot clutch pedal to the hand lever slightly, as the rear ends of the footboards will be higher, but the time spent on this bracket will save a good many cuss words and a few million square inches of plowed up earth.—Archie H. Purdy, Flint, Mich.

### NO STORE COMPLETE WITHOUT IT

#### MOTORCYCLING & BICYCLING.

—Since the time when we purchased this business from C. L. Smith on April 1st, there has been something missing, and until this very minute we could not decide just what the missing thing was. However, the answer is, we have been missing MOTORCYCLING AND BICYCLING, and enclose herewith our check for \$3, which we understand is your present rate for a two years' subscription. If this is not correct, please advise us as we do not want to miss any of your copies.—United Cycle & Supply Co., E. E. Welborn, Los Angeles.



# PROTECTION!

**YOUR EYES ARE WORTH IT—**

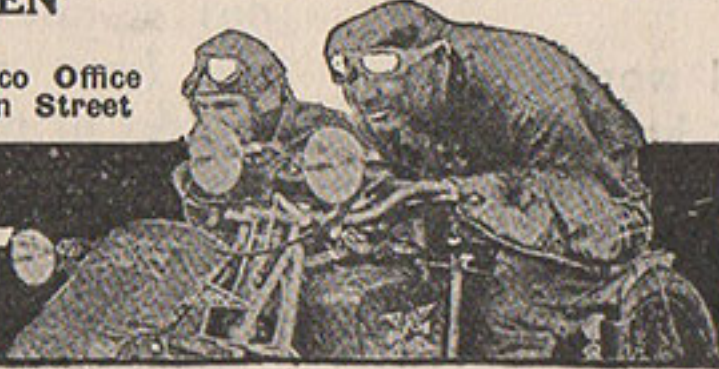
The ordinary goggle lens will shatter into fragments and endanger the eyesight of the wearer. RESISTAL Goggles with their laminated, non-shatterable lenses provide 100% eye insurance. Used by Army and Navy aviators and thousands of motorcycleists everywhere. Your dealer will supply you.



**STRAUSS & BUEGELEISEN**  
BROOKLYN, N. Y.

Canadian Goggle Co. Hamilton, Ontario  
San Francisco Office 507 Mission Street

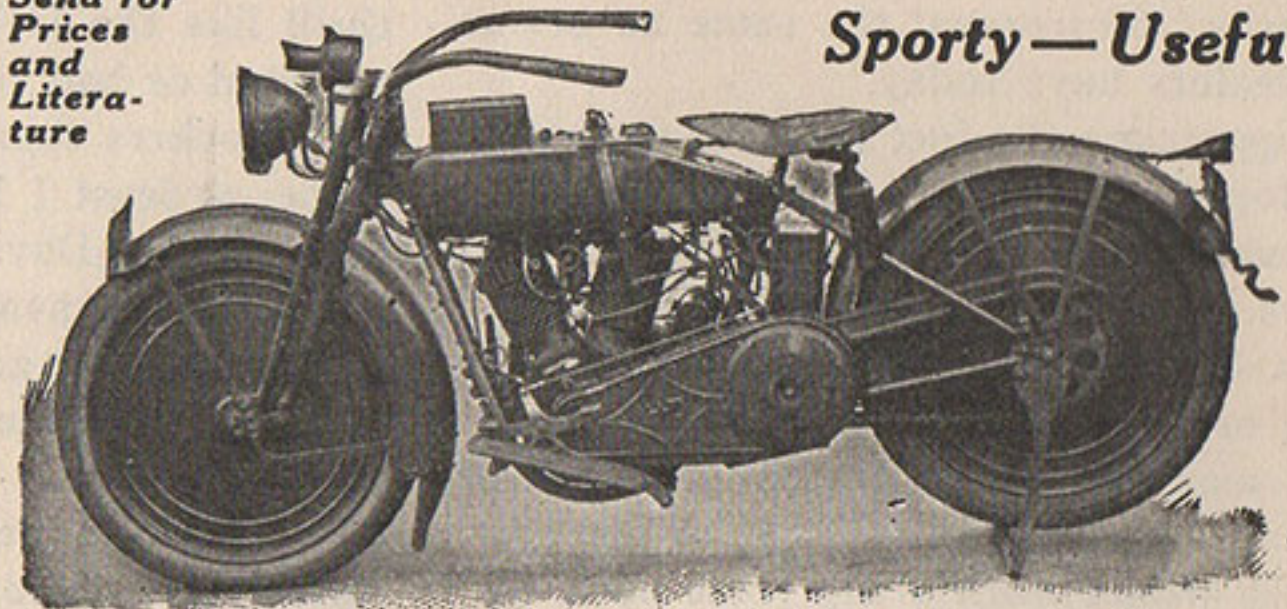
## RESISTAL GOGGLES



## Mercury Wheel Discs

Send for Prices and Literature

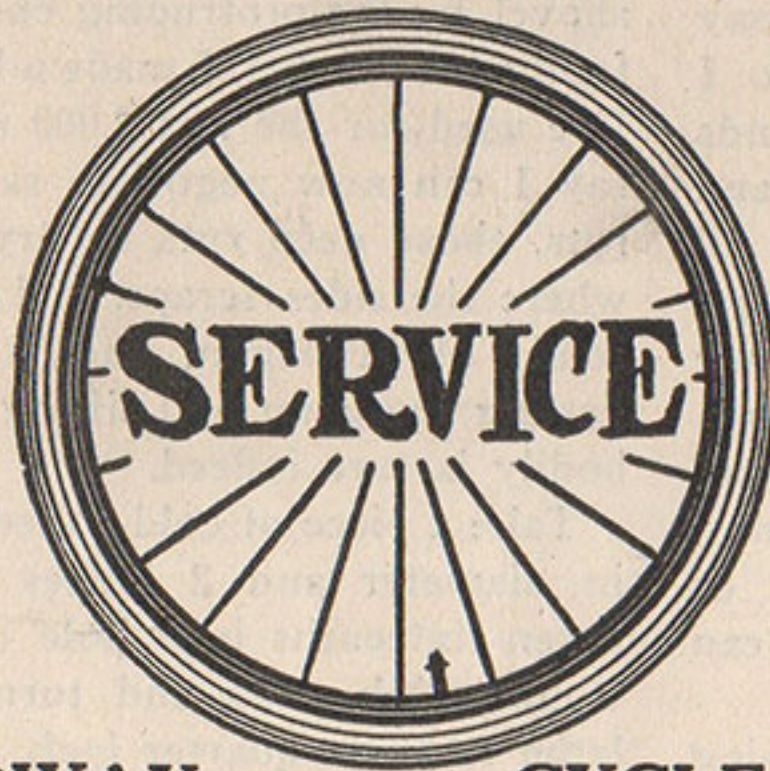
*Sporty—Useful*



**SHILLAN, BECK & CO., Inc.**  
68 East 131st St. NEW YORK, N. Y.  
1229 So. Wabash Ave. CHICAGO, ILL.

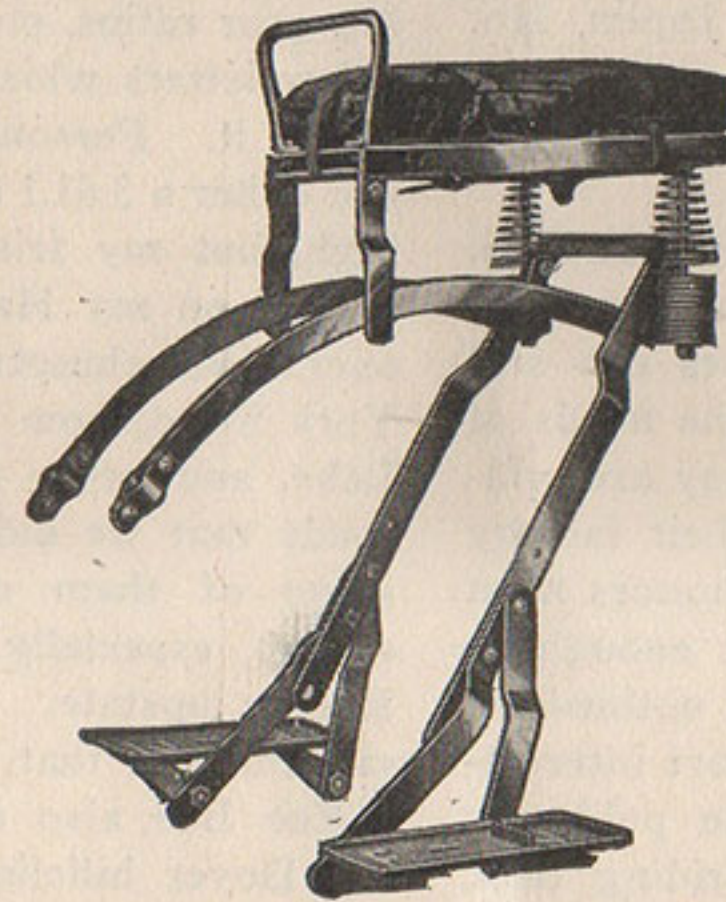
**JOBBERS AND DISTRIBUTORS**

BICYCLES  
MOTORCYCLES



BICYCLE and  
MOTORCYCLE  
SUPPLIES

**BROADWAY CYCLE CO., Inc.**  
527 Market Street, Philadelphia, Pa.



**Specify By Name**

*Insist on the*

## F-N Tandem

**Fentress-Newton Mfg. Co.**  
Detroit, Michigan

## The Bike Book

A new idea in dealer co-operation—a sure-fire salesman that stays with the bicycle rider.

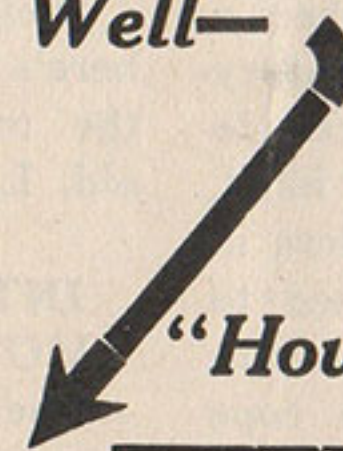
*Write for it today*

**Kokomo Rubber Company**  
60 S. Main St. Kokomo, Ind.

## ALL the NEWS FIRST!

## You Want That, Don't You?

Well—



*Here's the*

*"How" to keep it coming*

# SUBSCRIPTION BLANK

FILL IN AND MAIL WITH \$2.00  
(Canada and Foreign, \$3.00)

MOTORCYCLING AND BICYCLING  
9 SOUTH CLINTON STREET, CHICAGO, ILLINOIS

I enclose you two dollars. Please send me the next 52 numbers.

I am a Rider  Check which  
I am a Dealer

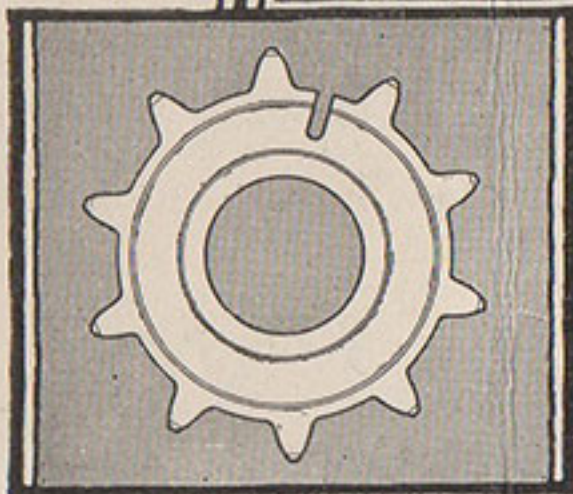
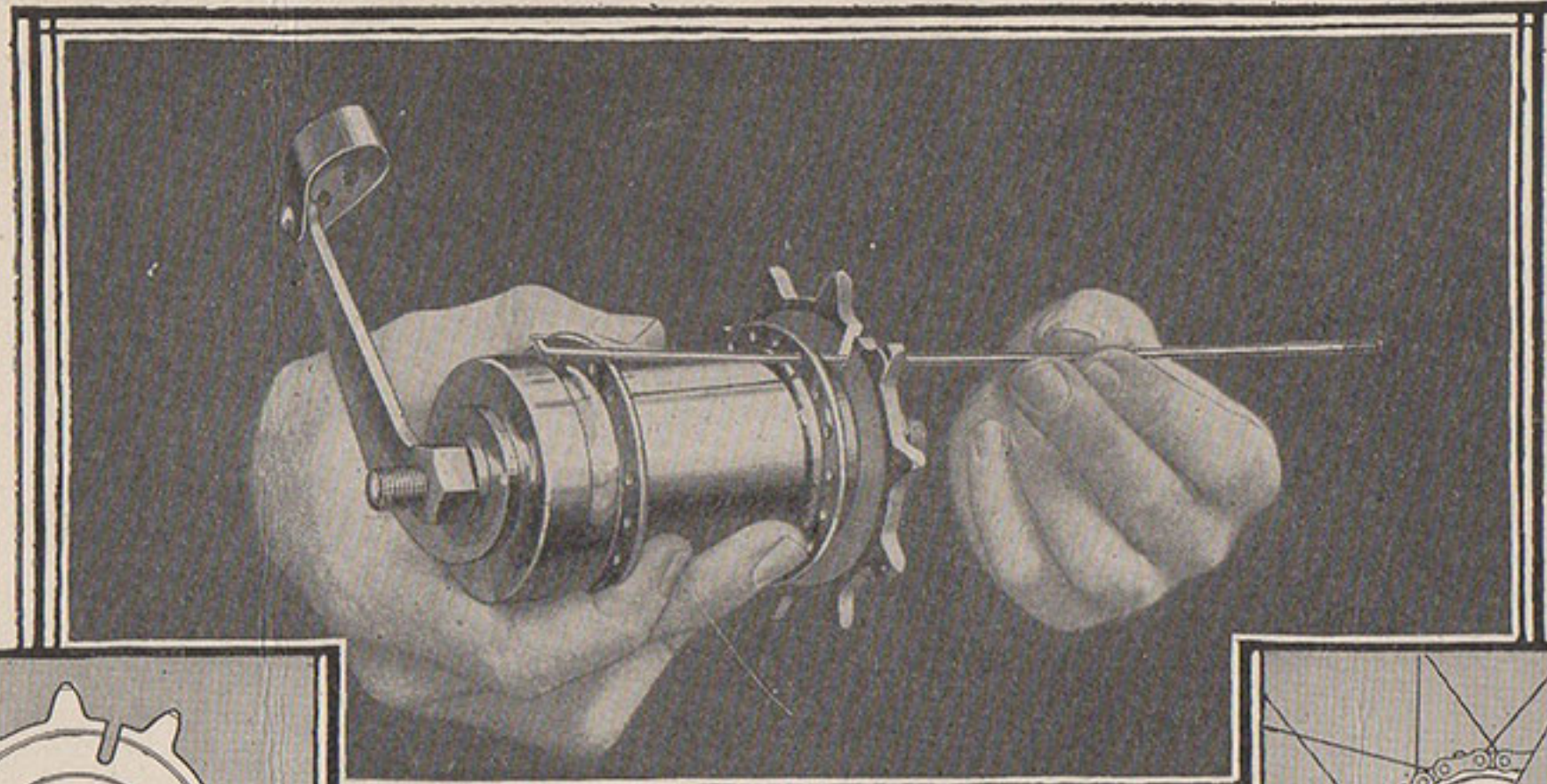
Name.....

Address.....

*Don't forget to mention MOTORCYCLING & BICYCLING*

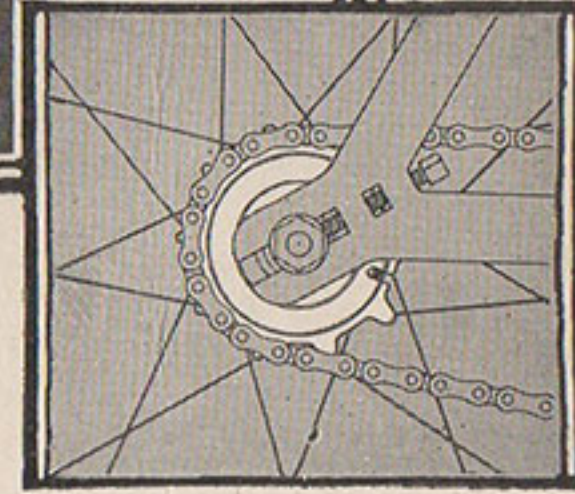


Contributors to  
1920 National  
Bicycle Publicity  
Campaign



The illustration at the left shows the new patented slotted sprocket—an important labor-saving feature exclusive on the MORROW.

The illustration at the right shows the method of replacing spokes through the sprocket. With the slot in this position it is not even necessary to remove the chain. Saves time.



## THE SLOTTED SPROCKET— *A New* *And Exclusive* MORROW FEATURE

(The MORROW Slotted Sprocket is fully covered by patent.)

**Y**OU DEALERS AND REPAIRMEN will see instantly the advantage of this new MORROW feature—the slotted sprocket. With this slotted sprocket you can replace broken spokes on the sprocket side of the hub without disassembling the coaster brake, without removing the rear wheel, without even removing the chain. Think of the saving in time!

It is quite a bit of work to put in a new spoke next to the old solid sprocket. It requires time to take out the wheel and it takes time to adjust it when you replace it. With this slotted sprocket all that work is now eliminated. It is a simple matter to insert the spoke through the slot and tighten it into the rim.

This slotted sprocket is found only on the MORROW. It saves you money on the job of replacing rear spokes on the sprocket side. Push the MORROW, it will pay you.

**MORROW**  
**STURDY, SURE**  
**COASTER BRAKE**  
*With the SLOTTED SPROCKET*

ECLIPSE MACHINE COMPANY



Elmira, New York

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The keynote of the Atlantic City Convention will be: "Forward! Faith in the future!"

You, Mr. Manufacturer, will endorse these sentiments—naturally. But not successfully, unless you prove your enthusiasm genuine.

Practice what you preach!

A big, punchy advertisement in the July 27th Atlantic City Convention Number of MotorCycling and Bicycling will be convincing proof of your rock-bound faith in the industry.

Further, such a piece of publicity will manifest your unshaken strength—your reliability for 1922 transactions.

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