



CYCLE

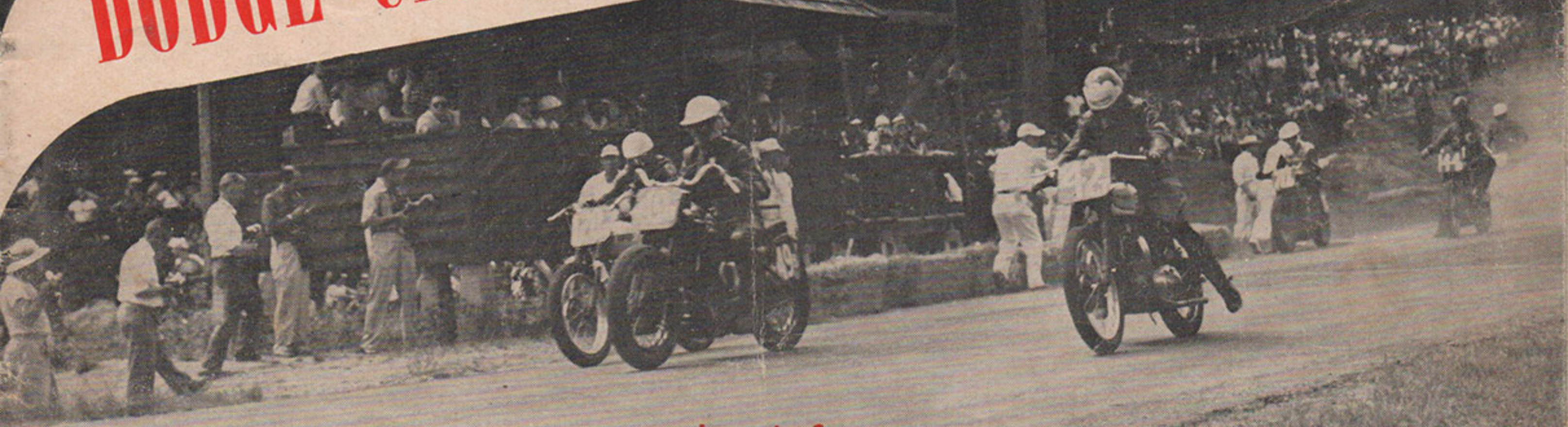
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SEPTEMBER, 1953

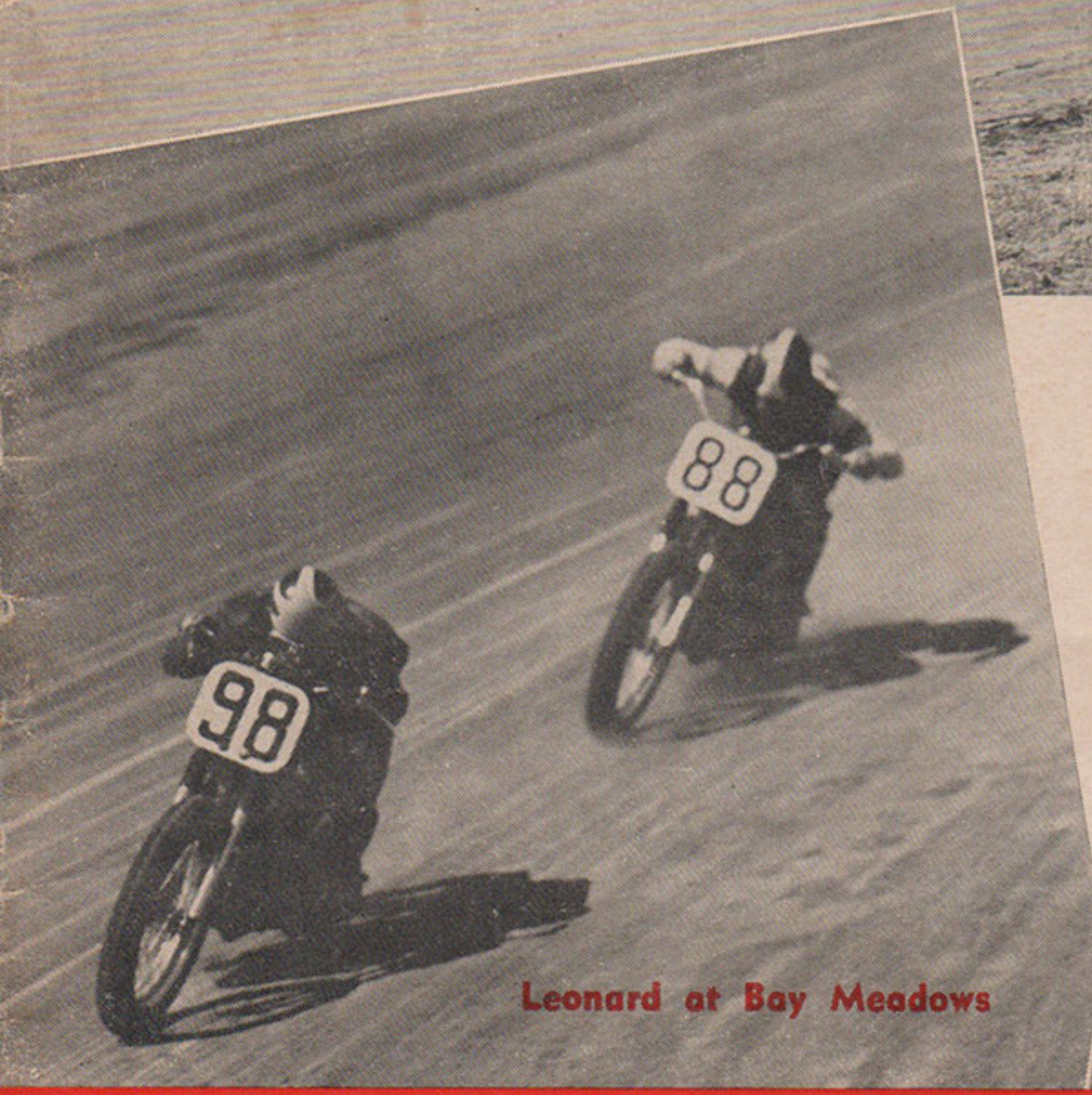
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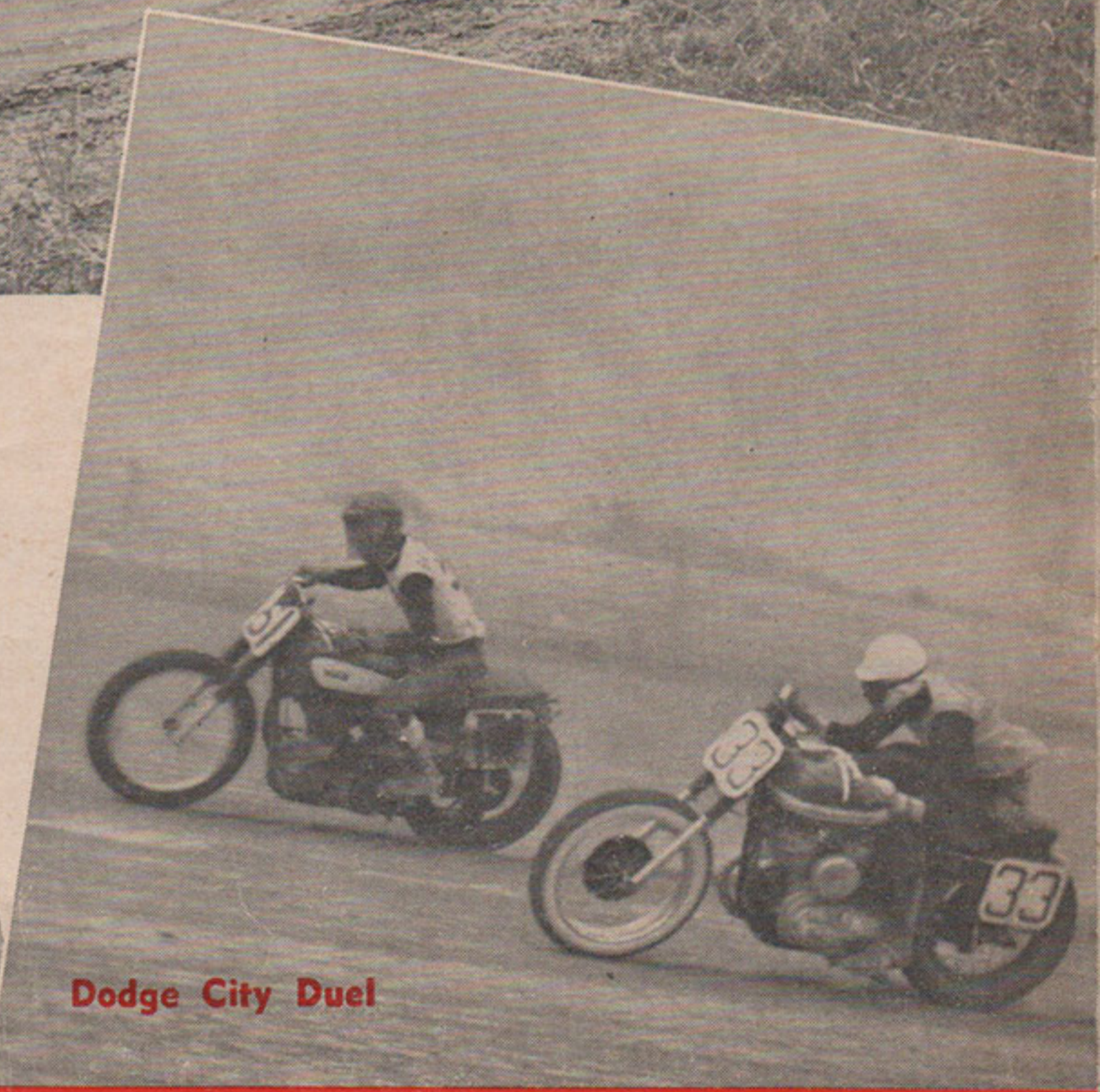
DODGE CITY, LACONIA, BAY MEADOWS!



Laconia Start



Leonard at Bay Meadows

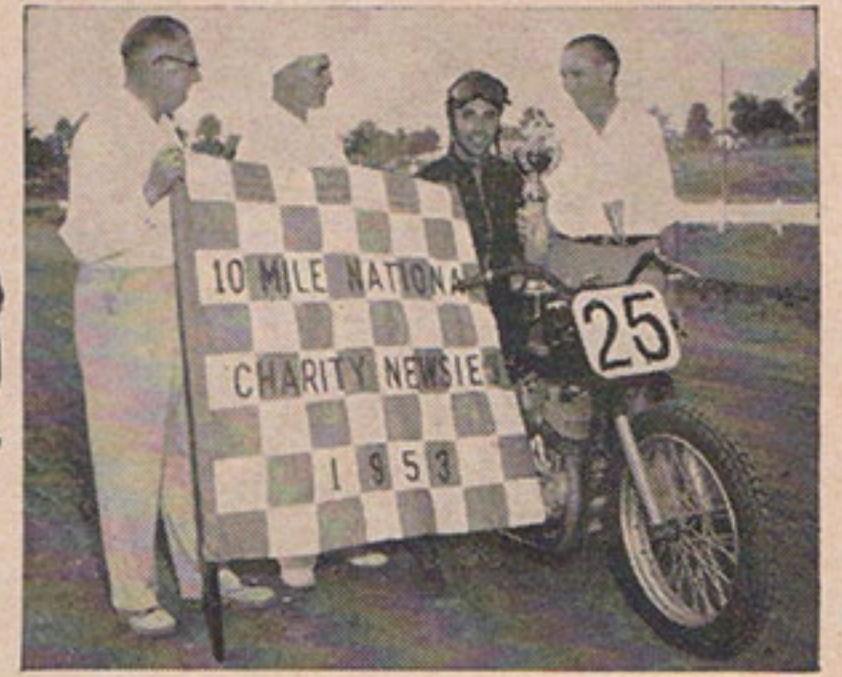
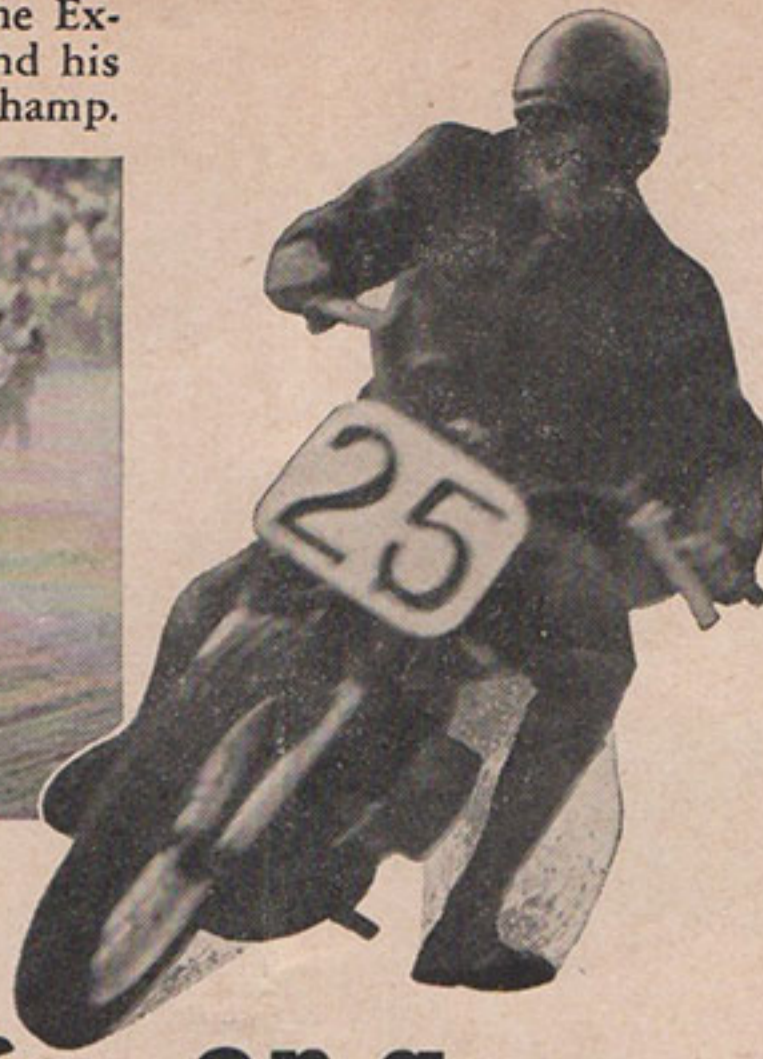


Dodge City Duel

• Isle of Man Report • Alcan Pioneer

Everett Brashear leads the pack into the turn in one of the Expert Heats. This looks like a winning year for No. 25 and his flyin' Model K. At left is No. 3, Goldsmith, the Daytona Champ.

From left, General Chairman Howard Foley, Referee Jim Davis, Brashear, and E. C. Smith, Managing Secretary, A.M.A.



Everett Brashear on a
Harley-Davidson model K

WINS CHARITY NEWSIES 10-MILE NATIONAL CHAMPIONSHIP (1/2 MILE TRACKS)

THE new 10-Mile National Champion is Everett Brashear . . . who streaked his Model K across the finish line ahead of some of the best in the U.S.A. in the gala Charity Newsies race at Columbus, Ohio, on June 7th. Brashear roared into the lead at the start, stayed there for every one of the 20 laps and received the checkered victory flag 9 minutes and 26.70 seconds after he started. Dick Klamfoth was second. In third place and riding very hard, was Paul Goldsmith, also K-mounted. After a bad start, Goldsmith thrilled the crowd of 15,000 by coming from behind, passing rider after rider, finishing third and was still "coming on" at the end. In fourth place was Ernie Beckman. Fifth place went to Chet Dykgraaf and his model K. No matter where you ride — ride Harley-Davidson — and you'll always ride a "winner".

HARLEY-DAVIDSON MOTOR CO.
 MILWAUKEE 1, WISCONSIN, U. S. A.



GOLDSMITH 3rd



DYKGRAAF 5th



BRASHEAR the winner

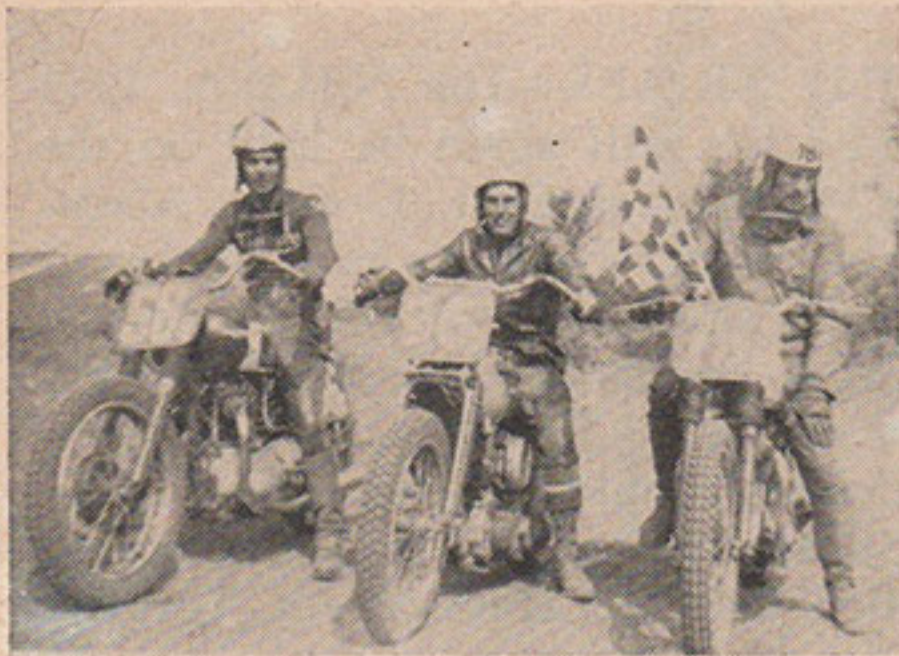


Paul Goldsmith and his Model K take a corner in the second Expert Heat on Sunday. Goldsmith won this heat and took third in the National.



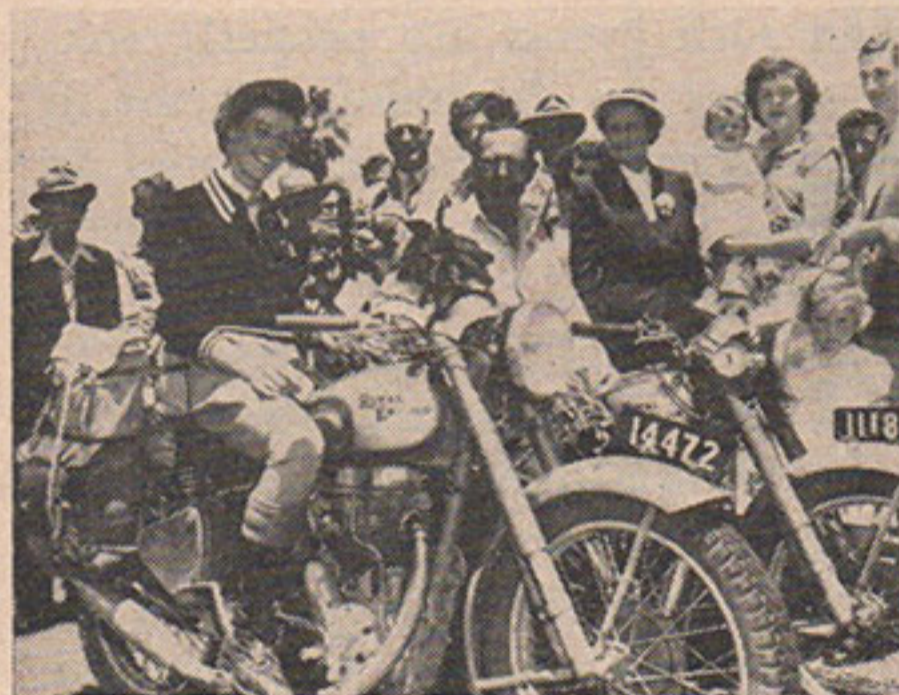
They're off and rolling at Charity Newsies! Start of the 10-Mile National on a sunny Sunday afternoon in Columbus, Ohio, found some of the brightest stars in motorcycle racing lined up to battle for the coveted championship.

Late News . . .



T.T. racing has returned to Wisconsin, reports R. L. Patterson, President of the Bower City Riders M.C. In fact, more T.T. events are scheduled this year than flat track. Final winners of the event of June 7th, R. to L., Ray Schok (Triumph) first; Albert Bergquist (Harley-Davidson) second; and Kick Klintman (Triumph) third. . . .

Rhing-dings are getting wilder every day. Bill Landefeld, CYCLE MAGAZINE contributor, pushed his 197 cc Dot through the traps at the Santa Ana 1/4-mile drags at 72.99 mph. He was running gasoline. . . .



Miss Winifred Wells, accompanied by her 59 year old father, completed what is probably the most grueling endurance ride ever put on by woman. Starting from Perth, Australia on her 350 cc Royal Enfield, she completely encircled the continent—a distance of nearly 10,000 miles. A very large portion of the course was through wild, uninhabited country where there were no roads at all, and included the notorious Pardoo Sands, a desert of bottomless sand 100 miles across where temperatures exceed 112 degrees during the day. During the trip which lasted from September 23rd to November 26th of 1952, both cycles performed well and finished in good condition. . . .

Twenty-four Coventry made Triumph Tiger 100 cycles have been supplied to the Saudi Arabian Defence Ministry for army use. The Triumph company has also supplied six Speed Twins and a Thunderbird to Trinidad Police, and a Speed Twin with sidecar to Trinidad Fire Service. . . .

In case any of our readers are feeling their age and thinking of turning their cycles in on a rocking chair, we have a little item for consideration. Bill Martin just called in to tell us that Lucille and Aub Meeker became grandparents about three weeks ago. Lucille (Granny) Meeker won the girl's trophy in the State Championship Greenhorn Enduro this year, and in addition mowed down a few hundred male riders to place

14th overall. Guess no other comment is necessary excepting to mention that the child's name is Linda Dorene. . . .

Had the pleasure of putting about 100 miles on Bud Ekins' competition Matchless single—T.T. carbs, 8.5:1 compression, White cam and all. The first twenty miles or so (through traffic) were a wild and hairy experience with the front wheel off the ground or me streaming from the handlebars like a flag at every take off. That rig will run with a lot of forty-inch twins. I was humiliated to learn, though, that it was running badly—burned a quart of fifty-weight oil in 100 miles. Don't think I want to ride it when it's *really* running! They ran Ekins' 34-inch Matchless twin through the traps at the lakes recently. Although set up strictly for hare-and-hounds competition with only alchy jets and lakes gearing added, it turned 111.11 mph. . . .

Latest reports are that in the near future the BSA Gold Star swinger will be available in a model priced to compete with most other thumpers. This model will have all the alloy goodies, the same three position shocks, the same rubber mounted tank with only one holding bolt, and the regular Gold Star motor and lower end. It will not have the T.T. carb., tach, folding kick starter, pillion seat, or the extra sprockets that have previously been standard with the Gold Star.



Why drive a car to a meet when you can ride a bike? Charles L. Stratton reports that Nathan Sheldon, of Worcester, Mass., rigged a special platform on an old sidecar chassis and simply runs his hill climber on to it. Then he rides his Harley-Davidson 74 to and from the meets with his competition rig beside him. . . .



Better keep an eye on that there weaker sex. Thanks to the untiring efforts of the San Antonio Dragons M.C., and to C.P. (Skinnie) Pierce, the annual Texas all-girl field meet pulled in a huge crowd and was declared by all to be a howling success. Joyce James mopped up top honors for the second consecutive year, while Doris Godwin and Maureen Stolte took the next two places. . . .

Word comes from Hap Jones that his July 1953 edition of the Motorcycle Blue Book is off the press. Motorcycle dealers will find this book of value in determining the value of used motorcycles. The price of the book is \$1. Interested dealers should write to Hap Jones, 235 Valencia Street, San Francisco 3, California. . . .

Some respectable speeds were turned at Rosamond dry lakes Sunday, 12th. Dick Cundiff reports that "Frenchy's Beauty" turned 155.16 mph. Then, to add a spot of the bizarre, Bud Hare rolled out that rig sporting the two synchronized T-Bird motors. The 80-inch (the hard way) rig blasted through the traps at 150.62 mph. Looks like Hare is getting the formula down pat. Another boy at the lakes who meant business was "Rich" Richards who rammed his fuel burning T-Bird through at 145 mph. Although the Rosamond meet was not sanctioned as a championship, and they were only set up to run one way, it is interesting to remember that the Bonneville record for forty-inch fuel burners is 144.32. . . .

A note from Alice Nicholson tells us that Nick has parted company with promotor Thompson and, according to present plans, will leave road racing to the factory teams for a while. As things stand now, he will work closely with the BSA plant and probably be able to give us first hand information on trials and scrambles in the near future. Talked to Bud Ekins about it (he rode in English scrambles events—CYCLE, Dec. 1952), and Bud says that with factory equipment, Nick should storm. . . .

Although Geoff Duke put on an incredible ride at the Isle of Man, we have been unhappy about it. It seemed that his *strategy* was a little silly, although, not having been there, we kept our mouth shut. Now, however, we have some support from "IXION" of THE MOTOR CYCLE. Here is the situation as we figured it out. Duke screamed around the first lap at a record breaking 96.38 mph. Ray Amm, second place man had started *one minute* before Duke did; yet Duke overhauled Amm in about one lap. All he had to do was ride along with Amm, the second place man, and he was cinched for a one minute lead on the field. Actually, there was no real reason even for *that* much effort. Why not let Amm strain himself and perhaps get into trouble trying to overcome that one minute lead? In a spot like that, why not play it cool? But Duke elected to fight it out with Amm personally. "IXION" says, "Duke rode unnecessarily fast from the start. There is no possible excuse for snatching a 38-second lead on a rival of Graham's calibre in a single lap, or making up 48 seconds on Amm in Lap 1. It was up to Duke's manager to see that his ardour did not trip him into quite unnecessary trouble. . . . Amm was a minute astern when Duke fell early in his fourth lap, and was admirably placed throughout for adopting the tactic known as 'softlee, softlee, catchee monkey!'. Of course, no one knows what orders Geoff Duke was acting under. . . .

"Smokey Joe" Petrali, who piled up more national championships than any other American rider that we ever heard of, said something like this: "There are a lot of *good* riders who can go fast; the *great* riders know when to go slow." . . . Duke is a great rider. What happened . . . ?

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a Floyd Clymer
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"World's Largest Monthly Motorcycle Circulation"

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THE COVER—The start of the Novice event at Laconia is shown in top photo, with a Harley-Davidson and two Triumphs getting underway. Bottom, left—Joe Leonard (98) leads Don Hawley (88) on Harley-Davidson "K" in Bay Meadows race. Right photo—Bill Tuman, riding Norton (51) gains lead at Dodge City on a dusty track. He won the 200-miler.

The Publisher's Column

BONNEVILLE TIME TRIALS—The N.H.R.A. 1953 Bonneville speed trials will again be held on the Utah Salt Flats Aug. 31 through Sept. 7. *Cycle Magazine*, which started the motorcycle trials in conjunction with the car trials will again sponsor the motorcycle events for which A.M.A. Secretary E. C. Smith has appointed Bus Schaller as special Referee. A.M.A. members desiring to participate should write for information to Ray Bowles, 5959 Hollywood Blvd., Los Angeles, Calif., or Bus Schaller, 247 W. Main Street, Turlock, Calif.

ROAD TESTS—Due to the large space allotted the Laconia and Dodge City events in this issue, our next road test will appear in the October issue.

FIELD MEETS AND CONTESTS FOR SMALL DISPLACEMENT CYCLES—We are pleased to note the increasing interest in various competition events limited to small displacement machines. The popularity of contests for 125, 165, 200 and 250 cc. models is increasing constantly. Riders of lightweight motorcycles have a lot of fun and enjoy the spirit of competition in their respective classes when such events are properly controlled. Speed is not always the determining factor in competition and close finishes at 40, 50 or 60 miles an hour are sometimes just as interesting as those between 100 mile-an-hour contestants.

Increasing interest in lightweight motorcycles is definitely a good thing for the entire industry. Riders who become proficient in handling a lightweight motorcycle naturally are better prepared when they start riding more powerful and heavier models. We hope that all dealers, clubs and officials will continue to encourage all phases of lightweight competition.

GAS TAX INCREASE—The State of California has just tacked on an additional 1½-cent state tax per gallon on gasoline. This may tend to increase the popularity of motorcycles. Many economy-minded individuals who require daily transportation find that gasoline cost is not to be taken lightly.

The live wire motorcycle dealer can take advantage of this gasoline tax situation to promote his products. Taxing the owner of a gasoline-propelled vehicle is a popular method of increasing the revenues of federal, state and local governments. The motorcycle dealer who is on his toes has additional sales ammunition in this ever-increasing tax problem.

When a large state such as California adds an additional tariff on gasoline, it is easy for the other states to follow suit. Power, once secured by the government, be it federal, state, county or city, is seldom if ever relinquished and that's the sad part of the recent tax increase. Did you ever hear of such taxes being lowered once they become effective?

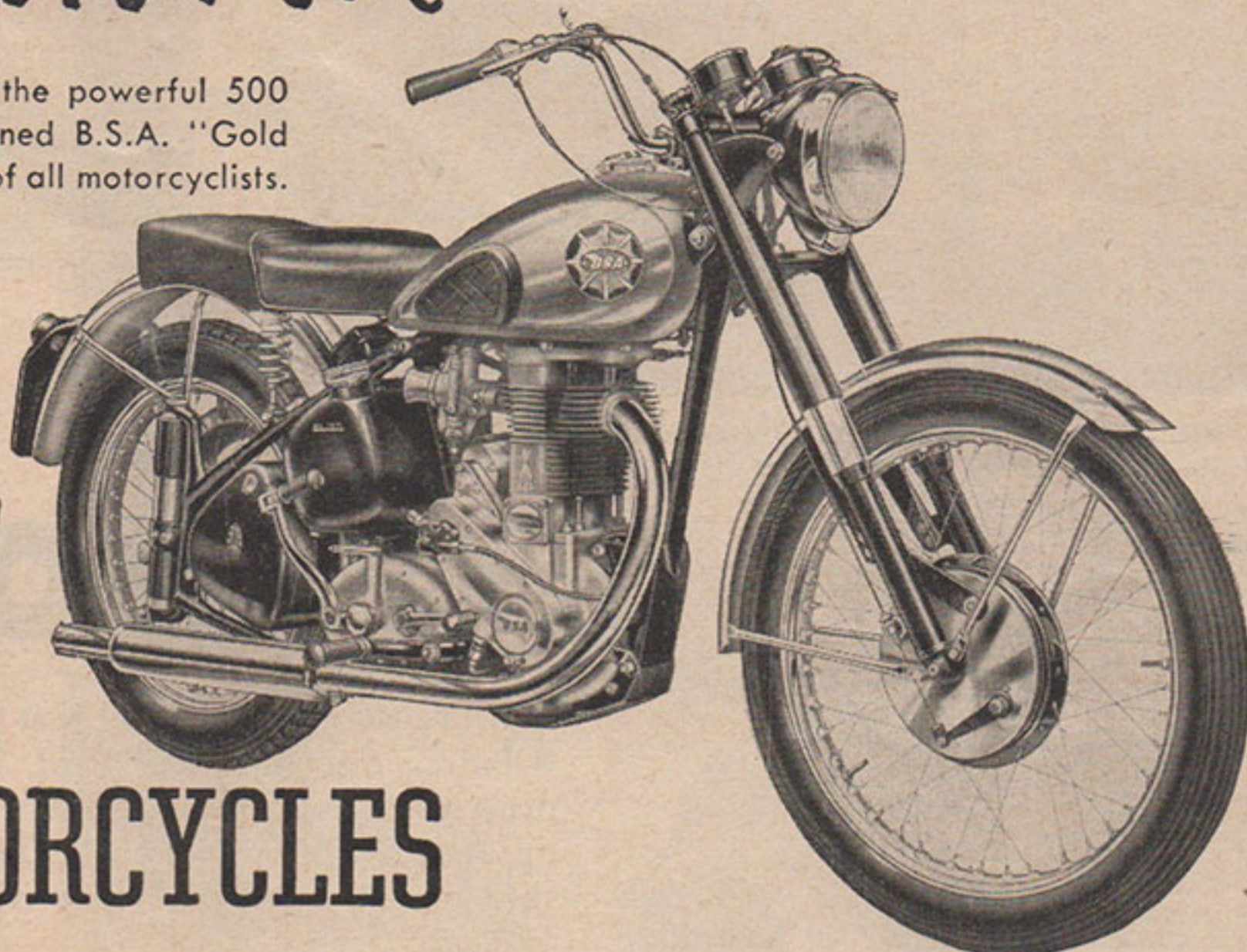
Floyd Clymer

PUBLISHER

CYCLE

One stands out!

Road version of the powerful 500 c.c. alloy — engined B.S.A. "Gold Star" — Favorite of all motorcyclists.



BSA

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B.S.A. motorcycles have competed successfully in all kinds of competition, captured four national awards in 1952 in the U.S.A. and are leading all other makes in British scrambles this spring.

Whether your prospective customer requires a competition, highway or touring model, you, as a BSA-SUNBEAM motorcycle dealer, can offer him the best in every price range as well as in every engine size! Remember, one stands out — B.S.A.!

Replacement parts for all models are instantly available from stocks on hand in warehouses located on both the East and West coasts.

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200 Mile Winner Bill Tuman; Bill's wife Betty shown holding trophy; at left Dick Badger, Indian factory representative; at Tuman's left is speed tuner Dick Gross.



50 Mile Winner Don Rees on his "K".



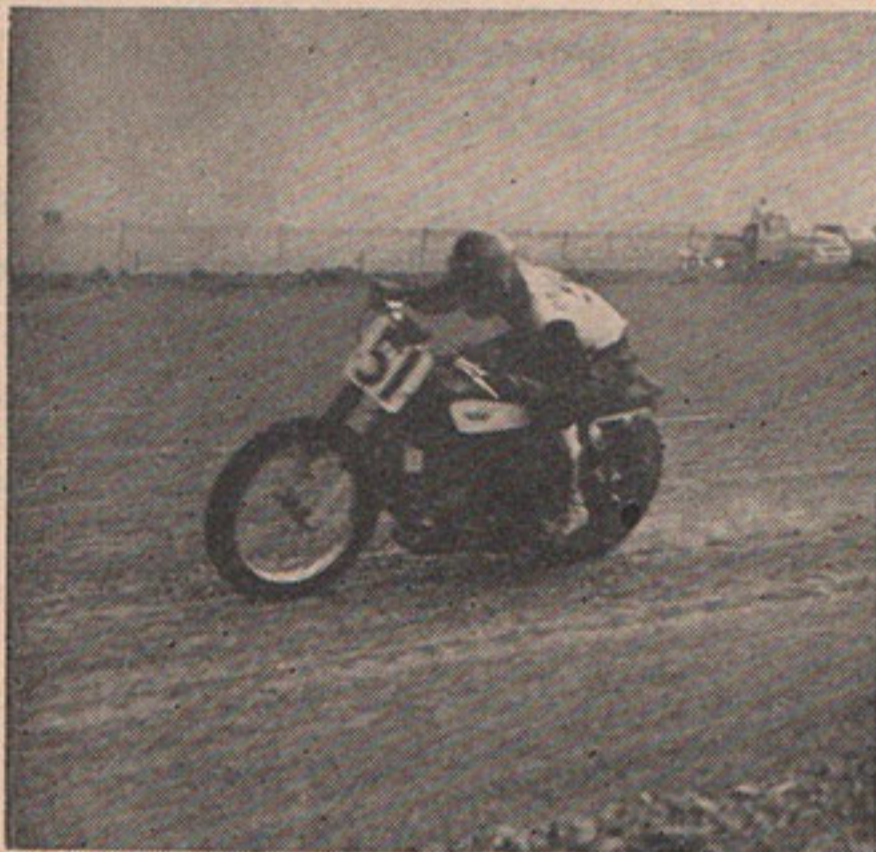
Winner Tuman is tired but happy.

DODGE CITY

BATTLING more dust and heat than the drag man of a trail herd, Bill Tuman out-lasted all competition to snap up the 200-Mile National Championship for Norton at Dodge City last July 5th.

Never further back than 8th spot after the first twenty miles, Tuman rode consistently, always moving up on first place until he took the lead at around 120 miles when Dawson dropped out.

The greatest hazard of the course was not speed, but dust. Eight tons of calcium chloride were spread on the track, and an early morning rain soaked the ground well; but temperatures well over the hundred degree mark coupled with a dry south wind soon sucked up all moisture and the surface was powder dry at starting time. During the first laps, when the riders were still bunched as they roared through the turns, several



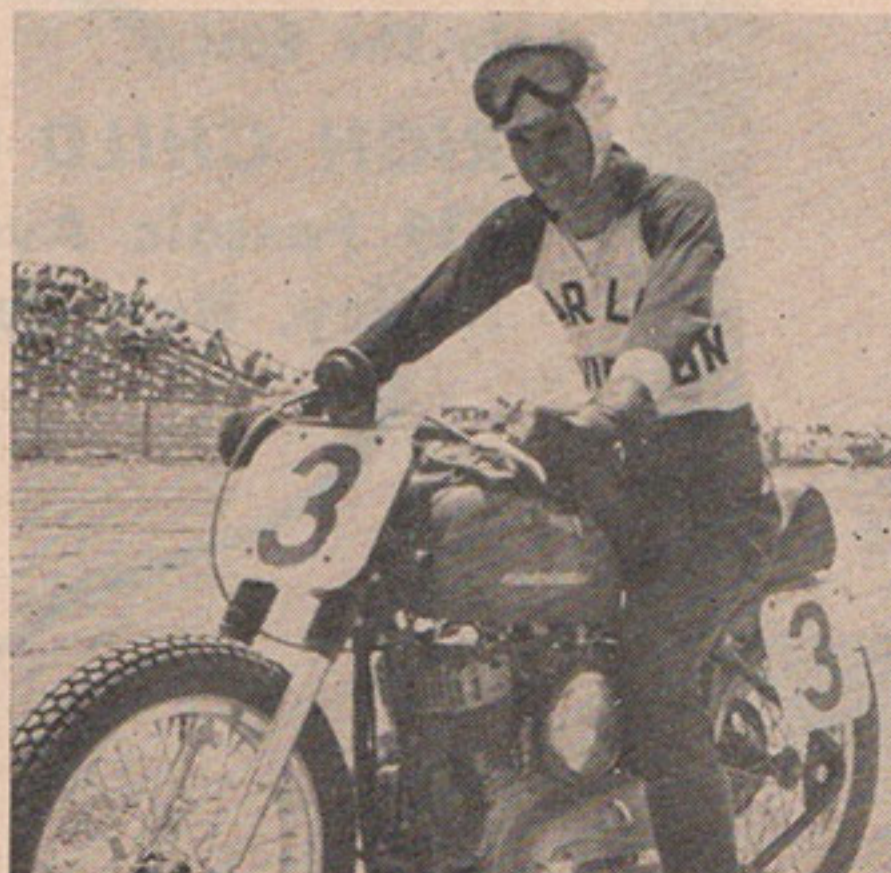
Tuman leads the pack in the 200 Miler.



Tuman receives his 200 Mile victory trophy at Wright Park as wife and friends look on.



The lineup for inspection.



Paul Goldsmith who led for many miles in the early part of the 200 Miler.



Hugh McAfee and Chuck Basney show water bag carried by many.



Thiessen leads a group of riders awaiting qualifying trial.



Riders Tuman and Shirey shown at Indian display booth. At left is five-year-old Randy Reynolds on her tiny Indian.

CLASSIC

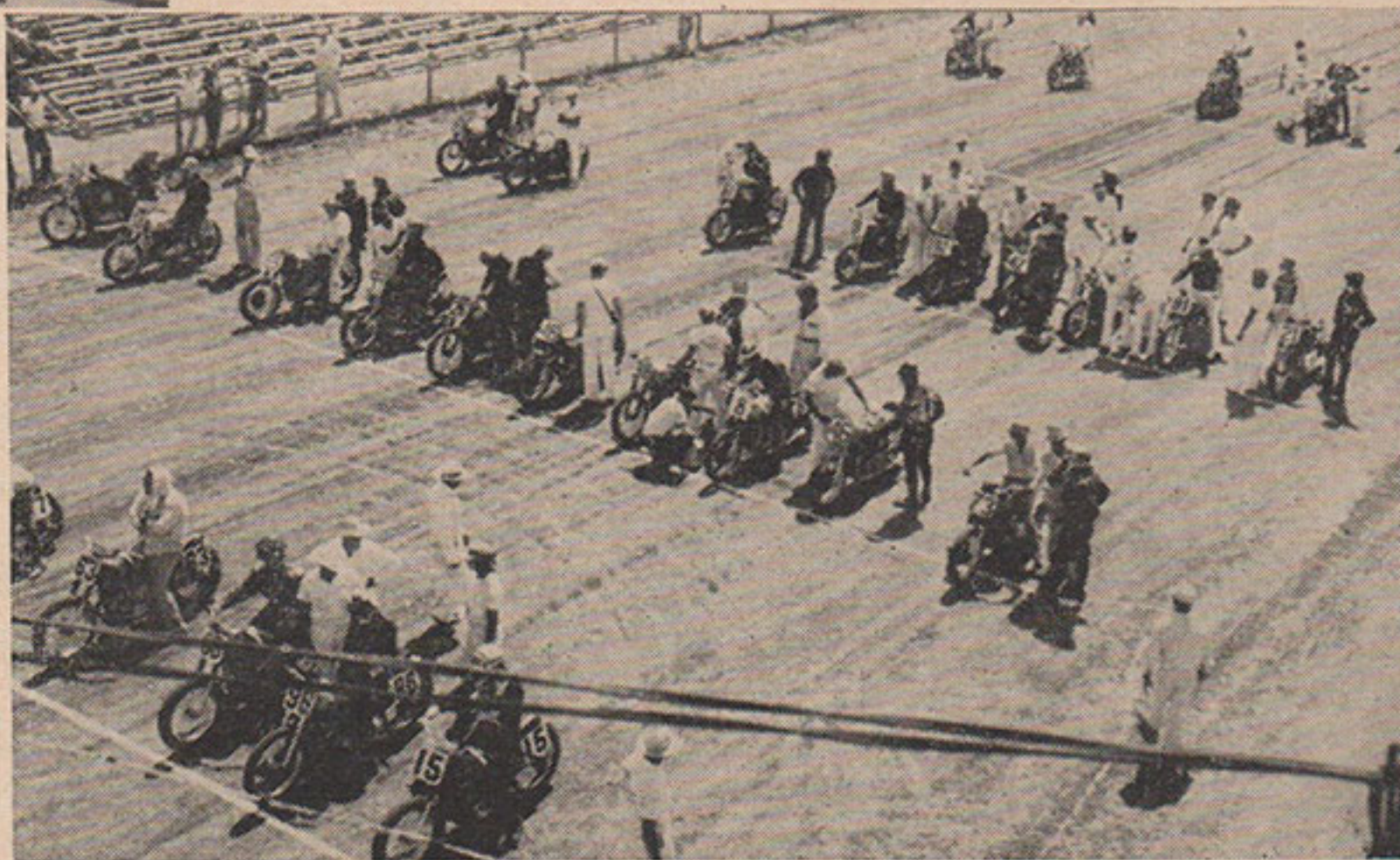
acres of Kansas soil moved up into the air and seemed to just stay there.

Although 57 riders actually started (out of 62 submitting entry blanks) only 15 actually completed the full 200 miles. The retirements (which left 19 bikes still running after the first 75 miles) were due partly to the usual mechanical failures which were probably increased by the pounds of dust slurped into the high-winding motors, partly to the extreme heat, but as Jimmy Phillips sees it, the main trouble was exhaustion brought about through nervous tension. Much of the time the riders could not see ahead, and worried constantly about what or who might be in front of them hidden in the clouds of dust.

The pace set by Daytona winner Paul Goldsmith, Harley-Davidson "K" mounted, during the early laps proved to be a second machine-wrecking factor. Taking the lead right at the start, Goldsmith steadily gained ground until, at the end of sixty miles, he had nearly a full lap (two miles) on the second place man, Claud Dawson. Had he continued at that pace, he probably would have set new records, but he ran out of gas at that point and elected not to continue.

Claud Dawson, another Harley-Davidson "K" rider, who had been running steadily in second position, then took over as point man and monopolized that position until well past the 100 mile mark when he was forced to retire.

Tuman then took the lead and held it until the finish. By contrast with the screaming twins, his Norton thumper sounded strangely slow as it popped around the track; but the sound was certainly deceiving for Tuman finished



Riders line up for start of 200 Miler.

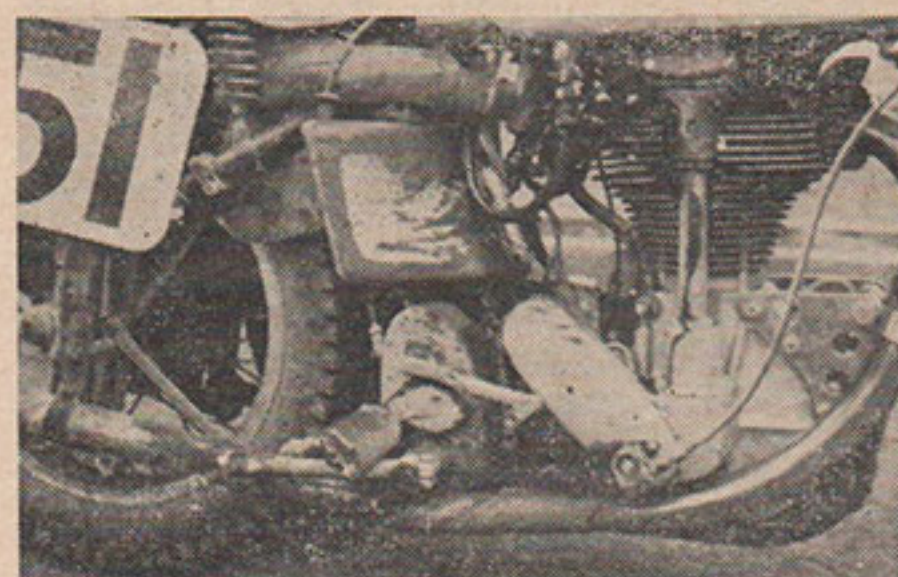
the run in 2 hours, 30 minutes and 23.40 seconds—an average of 80.08 m.p.h.

An examination of the leaders at various points demonstrates how the grueling, nerve-wracking race took its toll of rider after rider while the eventual winners moved steadily up toward the front. At 20 miles it was Goldsmith, Dawson, Chuck Basney of Santa Ana, Calif., Roy Dearing of Amarillo, Tex., Billy Huber of Reading, Pa., Hugh McAfee of San Pablo, Calif., Harry Cone of Arlington, Tex., and Bill Tuman of Rockford, Illinois.

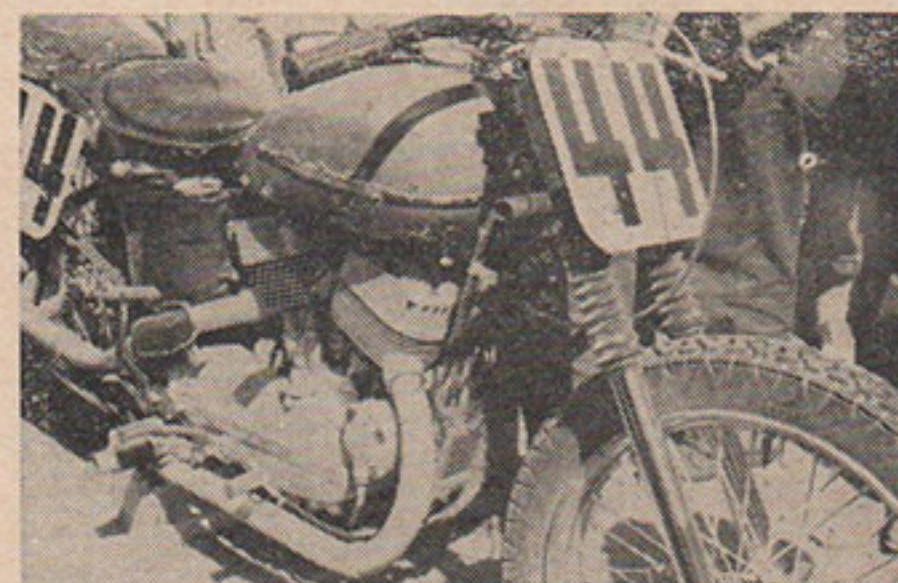
At 60 miles Goldsmith went out, and Chuck Basney, who set the fastest qualifying time at 1:23.26, retired with a well crumpled rear wheel—so the order was: Dawson, Dearing, Huber, Johnny Gibson of Monterey Park, Calif., Tuman, Bobby Hill of Columbus, Ohio, Dick Klamfoth of Groveport, Ohio, Ray Kubal of Denver, Jimmy Phillips of Los Angeles, Calif., and Don Hutchinson of Kansas City.

At 100 miles it was Dawson, Tuman, Dearing, Huber, McAfee, Phillips, Bob Shirey of Venice, Calif., Kelly Myers of Rivera, Calif., and Kubal.

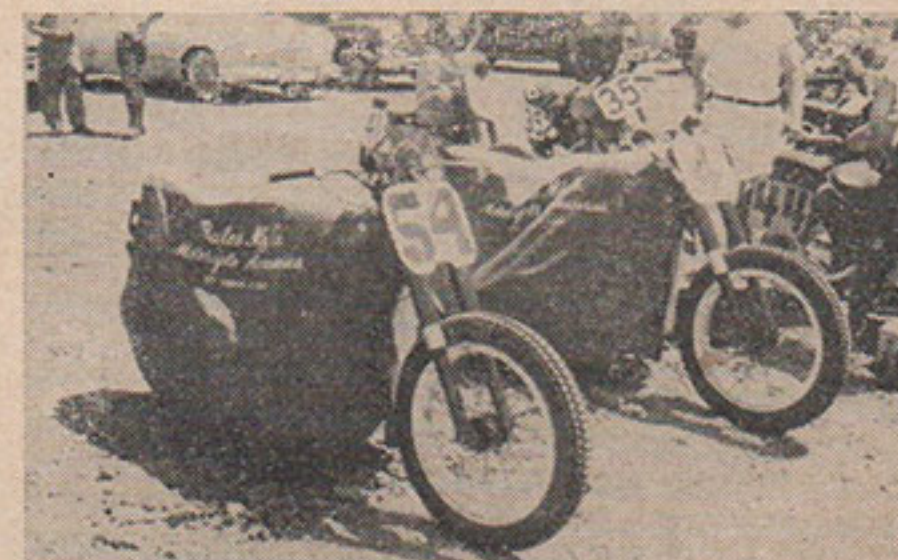
When the 130-mile mark had been reached, the riders who finally finished in the first three spots were well up toward the front. Tuman was first, followed by Dearing, Huber, Phillips, Miller and Shirey.



The engine of Tuman's winning Norton.



The engine of Rees' winning H.D. "K" which was especially clean at the finish.



Bob Bates' covers for racing cycles were extremely popular.



But the 130-mile mark also saw the tragic accident that cost us Billy Huber, a fine rider who is perhaps best remembered for his beautiful ride at the 1951 Langhorne 100-miler. He took the championship in 1 hour, 6 minutes, 17.30 seconds, after holding the lead for 88 laps. His lap time on the 1-mile track, which was muddy at the time, was 39.459 seconds during time trials.

Huber had pulled up to third spot behind Tuman and Dearing by the time the 130-mile mark was chalked on the board. He was running beside Jimmy Phillips (twice National T.T. Champion) at the time of his accident, so Phillips was watching him carefully for a chance to pass. Phillips states that Huber was apparently unconscious and with no control over his machine when he entered the turn—a victim of heat, dust and nervous exhaustion. He failed to make the turn and his bike, bouncing back onto the track, forced Phillips to detour through the pits at 80 or 90 mph.

Actually, Huber did not seem to be fatally injured, suffering from a fractured ankle and head injuries, but his temperature went up as high as 108 and ice packs could bring it down to only 105. Late Sunday night dozens of motorcyclists responded to a call for blood donations, but to no avail. At 4:00 A.M. Billy passed away.

In the amateur race held Saturday, July 4th, Don Rees of Dayton, Ohio, riding a Harley-Davidson "K" model, traveled the 50 miles in 37 minutes and .051 seconds to lead home the field. This race was every bit as tough as the 200-miler, and of the thirty riders who started, only five completed the full fifty miles. Snorting across the line after Rees came Melvin Flint, Denver, Colo., Jim Kruse, Kenosha, Wisc., Eugene Reed, Tulsa, Okla., and Harold Ball, Sacramento, Calif.

The promoters of the Dodge City race poured no end of money into improvement of the two-mile speedway this year, and most riders agreed that the course was more smooth than last year. That was a blessing, because, in such a long race, large gas tanks must be mounted to cut down on the number of gas stops. With the added gas

weight mounted high on the cycle, control through bumpy turns becomes a matter of hanging on and clever maneuvering.

But the problem of dust still has to be solved. Ed Kretz, who missed a turn when blinded by dust, bumped through a ditch in the infield and retired after the ditch caused him an unplanned and painful collision with his own gas tank, came up with a suggestion. He and Jimmy Phillips both noticed the large, abandoned cement airstrip that is right beside the speedway. Both riders think highly of running the event right on the paved strip. Or, as another possibility, some right and left hand turns could be marked on the strip by means of pylons and hay bales and, perhaps with a winding stretch of paved road thrown in, Dodge City could hold an annual road race, or a sort of a "grand prix".

Then there is the thought that the existing speedway circuit might be oiled, and many experts on dirt track racing favor an oiled circuit for next year.

In any case, we can rest assured that the good citizens of "Ol' Dodge" are completely aware of the problem and are earnestly seeking a practical solution. Dodge City officials and residents, as well as the other administrative officials of that general area, have expressed their pleasure at having the cyclists visit them yearly, and are looking forward to a bigger, better event next year.

RESULTS

(50-MILE AMATEUR)

Time: 37 minutes, .051 seconds. Average 81.08 m.p.h.

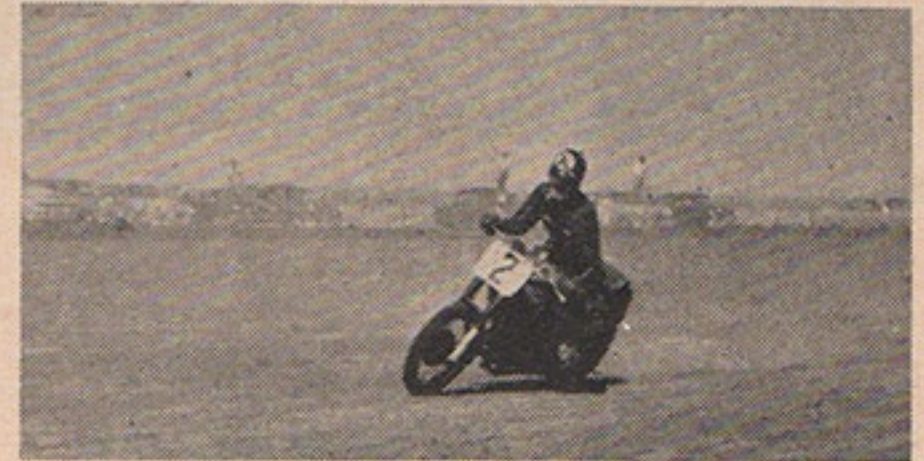
PLACE	NAME	MAKE MOTOR
1.	Don Rees	Harley-Davidson K
2.	Melvin Flint	Triumph
3.	Jim Kruse	Harley-Davidson K
4.	Eugene Reed	BSA
5.	Harold Ball	BSA
6.	Ralph Nelson	Harley-Davidson K
7.	R. L. Ticer	BSA
8.	James Herndon	Triumph
9.	Burt Enyeart	Triumph

(200-MILE EXPERT)

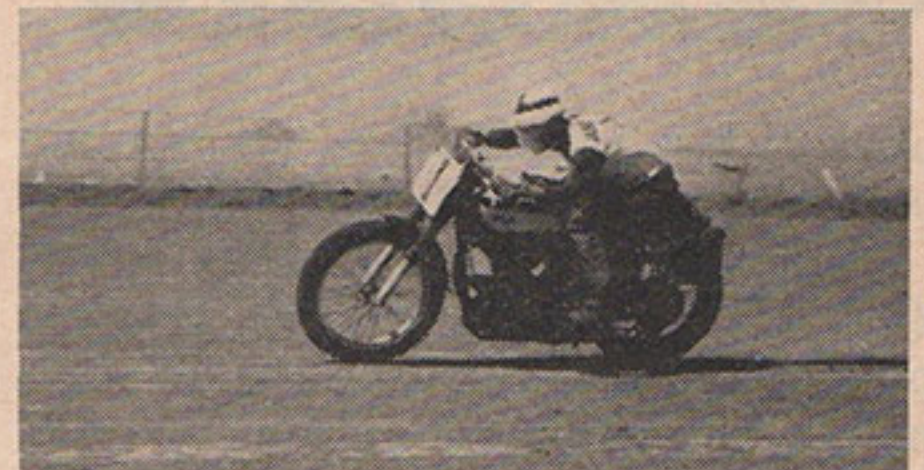
Time: 2 hours, 30 minutes, 23.4 seconds.
Average 80.04 m.p.h.

1.	Bill Tuman	Norton
2.	Bill Miller	Harley-Davidson K
3.	Bob Shirey	Norton
4.	Ray Kubal	Harley-Davidson K
5.	A. B. Cooper	Harley-Davidson K
6.	Eugene Thiessen	BSA
7.	Kelly Myers	Triumph
8.	Louis Siebe	Harley-Davidson K
9.	Earl Widman	Harley-Davidson K
10.	Jimmy Phillips	Triumph
11.	Curley Sutton	BSA
12.	Hugh McAfee	Triumph
13.	Roy Dearing	Harley-Davidson K
14.	Gene Smith	Triumph
15.	Lawrence Stone	BSA
16.	Billy McConnell	Harley-Davidson K

Smooth but dusty was the verdict of many Dodge City contestants.



Norton-mounted Dick Klamfoth.



Last year's winner Bobby Hill retired early this year.



Terrific battle for lap after lap between Basney (27) and Dawson (15).



Goldsmith (3) passing Gregory (53) and Kubal (91).



Four riders battle for position coming out of the first corner.

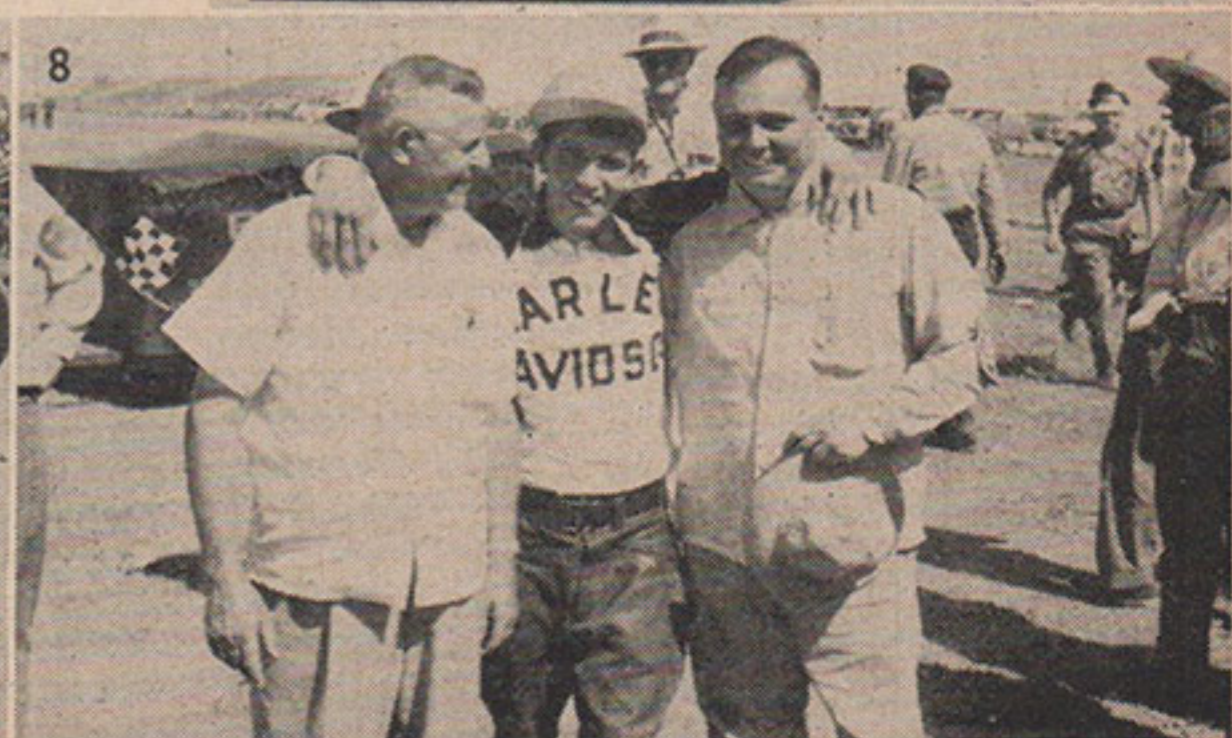
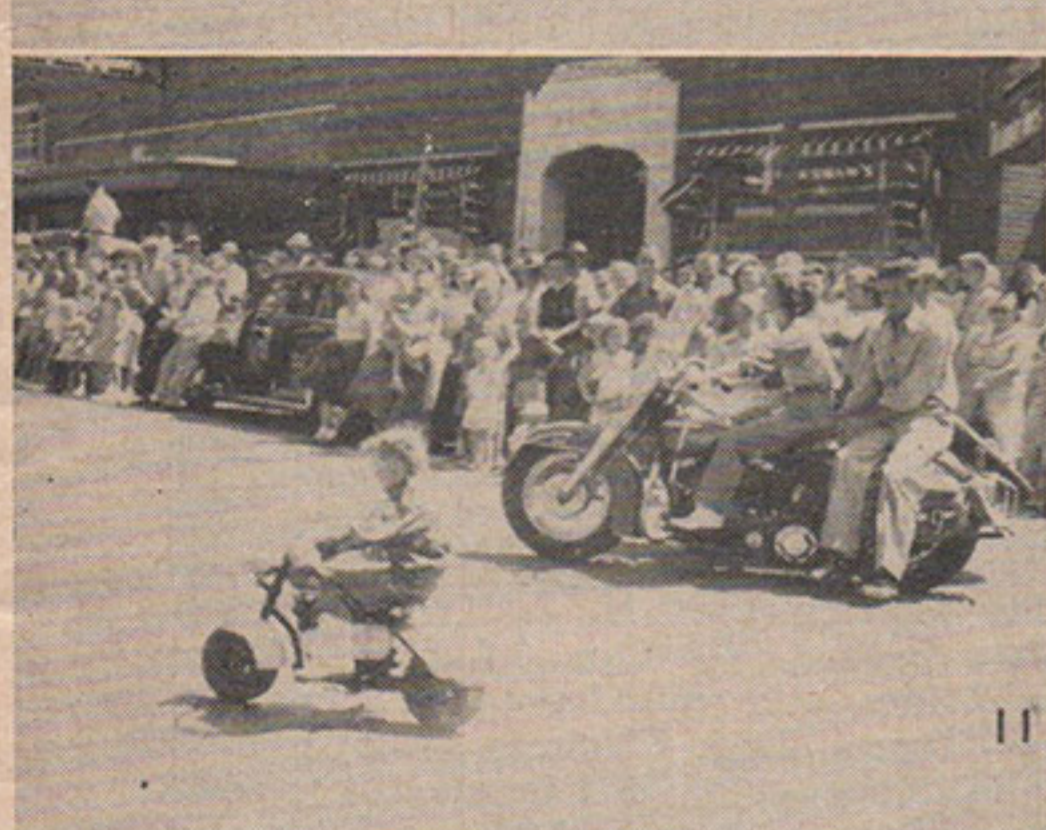
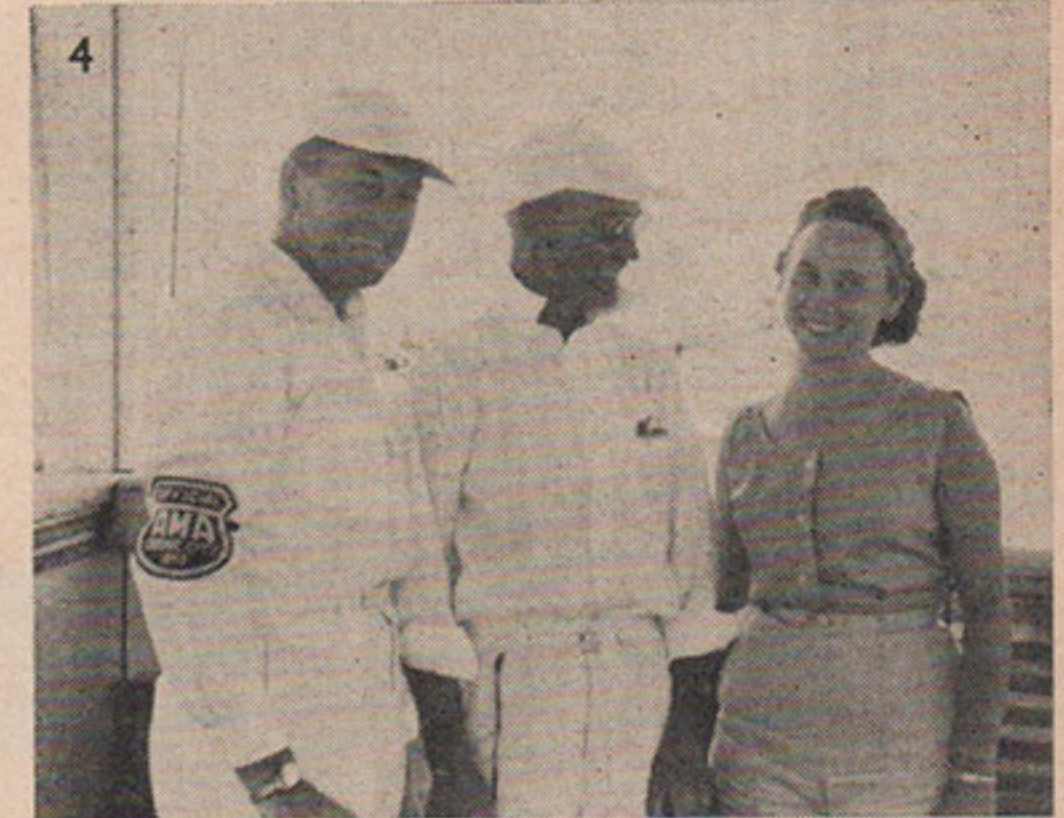


Phillips (8) and Thiessen (4) in a close brush on the East corner.



DODGE CITY PERSONALITIES

1. A.M.A. Sec'y E. C. Smith phones instructions as Wendell Elliott, KGNO radio station manager, looks on.
2. L. to R.—Alf (Rich) Child, Albert Gunther and Hap Alzina in front of B.S.A. tent.
3. L. to R.—Bill Bagnall, Editor "Motorcyclist," Walter Davidson, Sec'y H-D Motor Co. and Walt Fulton, Mustang Midwest Sales representative.
4. L. to R.—Announcer Duke Pennell, starter-referee Jim Davis, A.M.A. checker Mrs. Duke Pennell.
5. Gray Graham, Executive Sec'y Dodge City Motorcycle Club.
6. Master of Ceremonies at Old Timers' Chuck Wagon dinner, Floyd Clymer, at mike.
7. L. to R.—Race Manager Jimmy Tagaris and his track truck, Cliff Buxton, Boyd Graham, Jim Davis, Roy Witzenburg and Frank Kunce.
8. L. to R.—H-D Engineer Hank Syvertsen, Walter Davidson and 50 Mile Amateur champion, Don Rees.
9. Davidson brothers, John (18) at left, Bill (20) at right, rode H-D "K" models to Dodge City. Cycle publisher Clymer in center.
10. Two year old Del Bradley, of Farlin, Iowa, rode Maytag-powered tiny cycle in parade. "Dad" Bradley alongside.
11. Three year old Sallie Nelson rode smallest cycle (Villiers powered) in parade.
12. L. to R.—Bill "Red" Kennedy, Phoenix H-D dealer, on 1912 model H-D belt drive single, P. C. Minnick of Tulsa on 1929 H-D 2-cam 61 inch twin.
13. L. to R.—Referee-starter Jim Davis, Frank Kunce, Loveland, Colorado, who won seventh place on Excelsior in first Dodge City race in 1916. A.M.A. Sec'y E. C. Smith, Jim and "Smitty" are ham sandwich men.



DODGE CITY HIGHLIGHTS

by Floyd Clymer

▶ Some 12,000 speed enthusiasts saw the second revival of the famous Kansas "Classic of the Plains" at Dodge City, Kansas on Saturday, July 3rd, and Sunday, July 4th.

The "flying carpenter" Bill Tuman of Rockford, Illinois, walked away with top honors astride his Norton, covering the 200-mile distance in 2 hours, 30 minutes, 23.50 seconds for an average of 80.04 miles per hour.

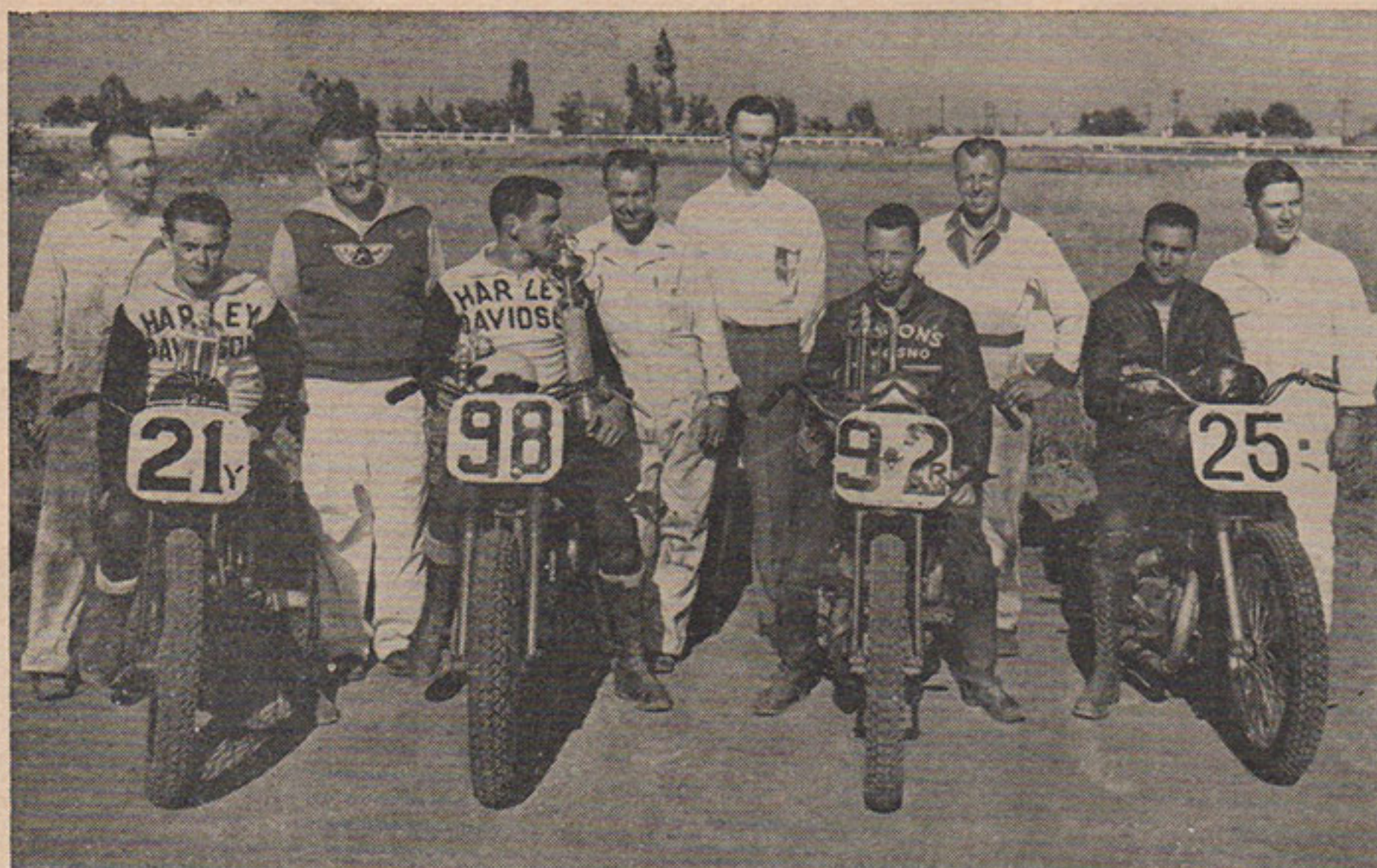
In the early part of the race Tuman was not too much of a contender and for a while the Model K Harley-Davidsons were first, second, third and fifth spots. Goldsmith on a K was far ahead when he ran out of gas before the 100-mile mark.

In the 50-mile amateur event held on Saturday, Don Rees of Dayton, Ohio, riding a Harley-Davidson K, crossed the finish line first, in 37 minutes 51 seconds. Full details are given on another page and below are some of the highlights of the two-day speed fest.

On Friday night the Dodge City Junior Chamber of Commerce held a "chuck wagon" feed in Wright Park . . . 150 old-timers and celebrities attended the event . . . many unique motorcycles were on display in the parade held prior to the races . . . participating were city and state officials and a parade of Motor Maids led by President Dot Robinson . . . Indian had an attractive display of all models distributed by them at one of the airplane hangars near the track . . . Harley-Davidson rented a large storeroom in downtown Dodge City for their display which was crowded day and night. They showed all new models and an attractive cutaway engine . . . Centrally-located Dodge City brought a large number of dealers from all states together and I met many old friends I hadn't seen in years . . . Busy men were A.M.A. officials: Secretary E. C. Smith, Referee and Starter Jim Davis, Clerk of the Course R. E. Gardner, and Chief Checker Jules Horky . . . Members of the Dodge City Motorcycle Club were constantly on the job and busy Executive Secretary Gray Graham had his hands full taking care of the visitors . . . Race manager Jimmy Tagaris was a tireless worker and constantly on the job . . . and Speedway Construction Manager Red Miller did his best to condition the track . . . It was a hot day with temperatures over 100 and a strong wind blowing—the riders had a difficult job . . . winner Bill Tuman said the track was smoother this year than last but that it was dustier . . . We hope arrangements will be made to oil the track next year, which should make it one of the finest dirt speedways in the world . . . Reasonable prices prevailed at all hotels and restaurants—what a contrast to the Indianapolis 500-mile event where most hotel owners tripled the rates for the last three days before the race . . . Long time Harley-Davidson Racing Engineer Hank Syversten was on the job for the Milwaukee clan—Hank is also a member of the Technical Committee, along with Reggie Pink, Walt Brown, Skinny Pierce and Jim Davis . . . Time observers Jimmy Parker and Bruce Walters did a good job and there were no protests . . . Pit stewards R. L. Moore, Boyd Graham, Bill Oatman and Bob Sease

likewise did a good job . . . Mac Stauffer, long time Dodge City dealer, still has the enthusiasm of a youngster. I met Mac the first time at Dodge City in 1915, where I also met the late Ralph Hepburn, who then rode half mile tracks and later became a member of the Harley-Davidson team . . . John Hoel was busy boosting for the Sturgis S.D. Championship event . . . Things have certainly changed since I last raced at Dodge City in 1916, when racing machines were shipped in by express and riders were there a week ahead for practice—now they haul their cycles in on trailers and many leave the minute the race is over . . . Frank Kunce of Loveland, Colorado was present this year—Frank won 7th place on an Excelsior in the first Dodge City race ever held in 1914. That race was won by "Slivers" Boyd on an Indian at an average speed of 67.92 miles per hour . . . Incidentally, until the recent revival Dodge City races were 300-mile events . . . With all due respect to the present day crop of riders, the early birds were tough cookies, too, for they not only rode 100 miles longer distance but they used 2¼" tires with 90 lbs. pressure and rigid frames with a saddle having about ½" spring movement . . . Engines were 61 cu. in. twins and some Indians and Harley-Davidsons had dual valves . . . As I recall it was just as hot and dusty in the early days as it was this year and speeds were approximately the same as in recent years . . . Engineering progress has enabled riders of machines using transmissions, low pressure tires and smaller engines to set up remarkable speeds . . . Thirty-three Harley-Davidsons were entered in both events this year, as against 24 Triumphs, 13 Nortons, 21 B.S.A., 2 Indians, 1 Matchless and 1 German B.M.W. . . . Winner Billy Tuman's equipment included a KLG spark plug, a Dunlop tire on the front and an Avon on the rear—incidentally, he told me that he used the very same set of tires as last year . . . at 70 miles K Harley-Davidsons ridden by Dawson, Dearing and Huber were in the first three positions, with eventual winner Tuman in fourth, followed by Gibson, Phillips and Hutchinson on Triumphs . . . Number 1 Bobby Hill was out at 70 miles when he decided the going was too rough . . . Eighteen were still running at 90 miles . . . at 110 miles K riders Dawson and Dearing were first and second with a Triumph third . . . at 190 miles the wind started to shift and dark clouds gathered in the West and heavy rain appeared certain . . . In spite of the fact that eight tons of calcium chloride and a lot of water fell on the track from a 2:30 A.M. race day rain, the dust was not eliminated . . . Beckman killed a jack rabbit leaving the first corner on the fourth lap. The rabbit might have gained eternal glory had he been eligible for famous Dodge City Boot Hill Cemetery, for he died with his fur on instead of his boots . . . The conduct of the riders was excellent and motorcyclists rate high in the opinion of Dodge City residents, and city, state and country officials . . . Wendell Elliott, manager of Dodge City Radio Station KGNO (he says it stands for "Kansas Grows No Oranges") was a busy man covering the broadcast of the race and the old timers banquet held in Wright Park on Friday night . . . Dick Pennell and his wife of Columbus, Ohio, did an excellent job with the public address and A.M.A. checking system . . . The parents of 50-mile amateur winner Don Rees were thrilled by their son's victory. Never have I seen a cleaner engine at the end of a contest than

the K ridden by Rees . . . The K's had rigid rear frame sections and some riders used tachometers . . . Traffic was well handled between the city and the speedway, which is located about four miles West and one mile north of Dodge City . . . Rich Child and Hap Alzina, United States B.S.A. distributors, enjoyed the luxury of a large tent for their group of riders, mechanics and dealers—They also held an impromptu dinner for members of the press and B.S.A. riders on Saturday night . . . Honorary race day visitor was Pvt. Carl Kirchhausen, the first prisoner of war to be released by the Korean Communists—he flew in as a guest of the International Motorcycle Co., and a Zundapp sidecar outfit was at his disposal during his stay in Dodge City. Zundapp officials included officials Wise and Stephan Heckert . . . Bob Bates, manufacturer of motorcycle accessories, found his racing motorcycle covers in much demand . . . Tuman's Norton at the finish sounded like it was doing about 70 miles an hour, but a Norton's speed is always deceiving . . . Democrats and Republicans both get Tuman mixed up with Truman and many wanted to call him Bill "Truman" . . . The Harley-Davidson agency in Dodge City was a busy place and hundreds of enthusiastic riders jammed the store each day . . . Eddie Ryan from San Pedro, California, was present and found that there was another Eddie Ryan in the motorcycle business at Danville, Illinois—both sell Harley-Davidsons . . . Burton Albrecht, midwest Triumph traveling representative with the attractive Johnson Motors trucks, was ever on the job helping out Triumph riders . . . Walt Fulton, Mustang traveling man for the midwest, placed a Mustang delivery cycle at the disposal of officials . . . Walter Davidson was on the job early and late supervising their downtown display and hobnobbing with various riders at the speedway . . . The two sons of Harley-Davidson President, Bill Davidson, believe in learning the motorcycle business from the ground up—John, 18, and Bill, 20, both rode K Models from Milwaukee to Dodge City and return . . . Ed Kretz was a big favorite with the crowd but he retired due to physical discomfort after hitting a hard bump in the track—He hit a tender spot (on himself—not the track) . . . The Dodge City Globe newspaper did an excellent job of handling press relations and they came out with an extra edition of their paper late Sunday afternoon—it was complete and interesting . . . Indian held a buffet dinner at the Lora Locke Hotel after Tuman's victory, headed by Dick Badger and representatives H. A. "Nels" Nelson, Pete Bunger, Vic Cox and others. Many celebrities were introduced, including winner Tuman, Dick Klamfoth (who, incidentally, broke an oil line in the race), members of the press, and A.M.A. officials, Jim Davis and Jules Horky; many riders and officials were interviewed by tape recording, arranged for by radio station KGNO's attractive sales manager, Ruth Petersen . . . The passing of Billy Huber was regretted by all of the fans and enthusiasts—many believe that, due to the heat, Billy became exhausted and collapsed on the machine, which caused his accident—if so, this is similar to this year's Indianapolis 500-mile Race, when driver Carl Scarborough died from heat exhaustion. Billy was truly a great rider and his friends were numbered by the thousands. Members of the CYCLE staff extend sympathy to his wife and relatives.

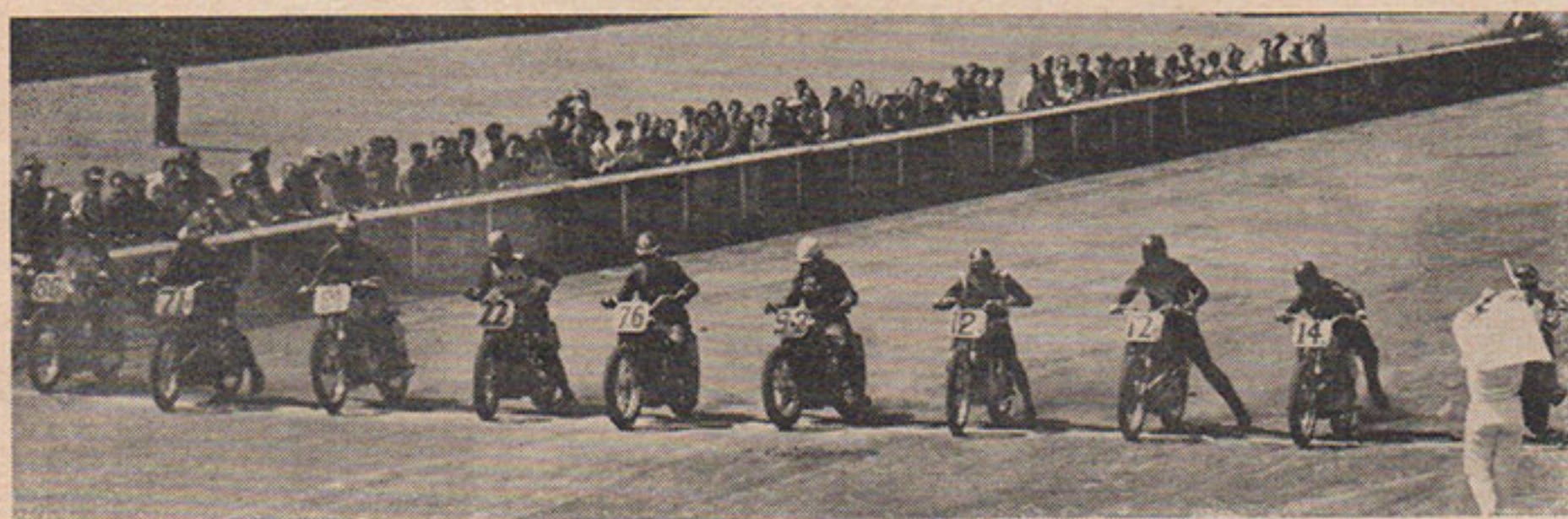


Victorious Harley-Davidson riders, L. to R.: Wayne Bias, Joe Leonard, Peter Duke (no relation to Geoff) and Everett Brashear.

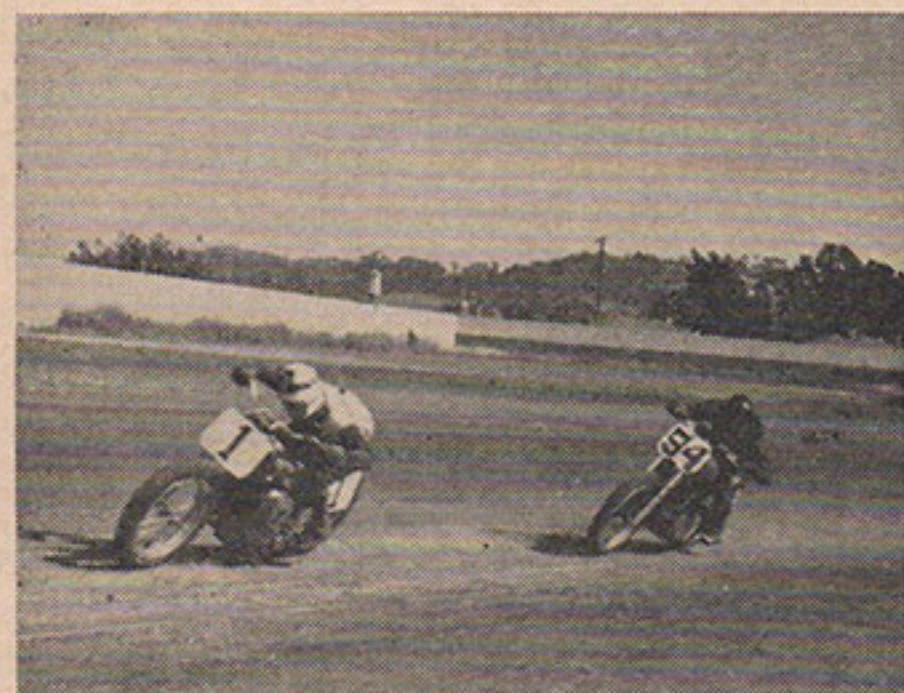


New 20-Mile National Champion, Joe Leonard, is presented the Wm. P. Kyne trophy by popular Kay Scott.

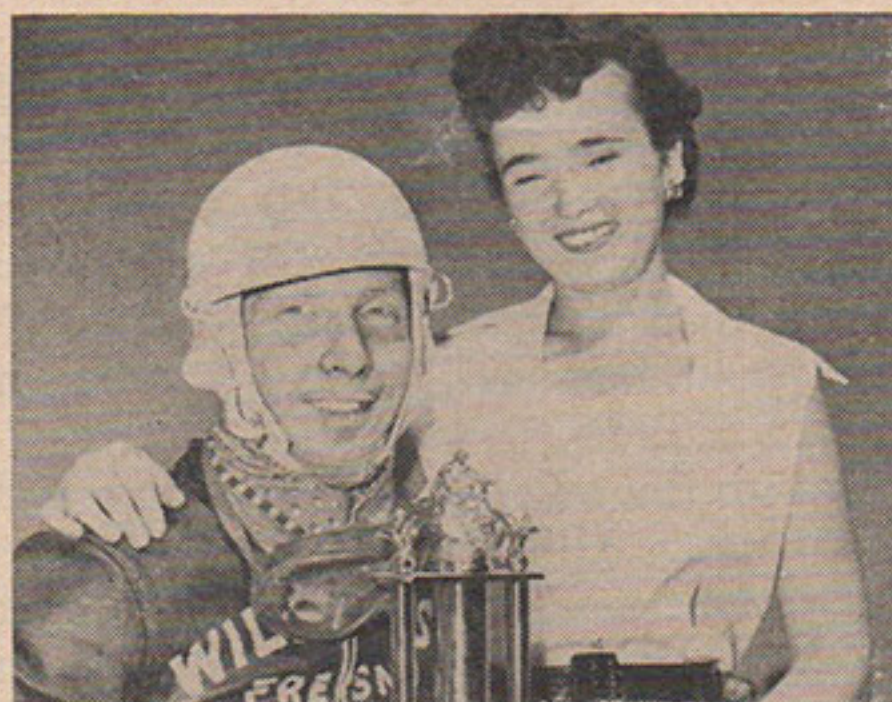
ACTION AT BAY MEADOWS



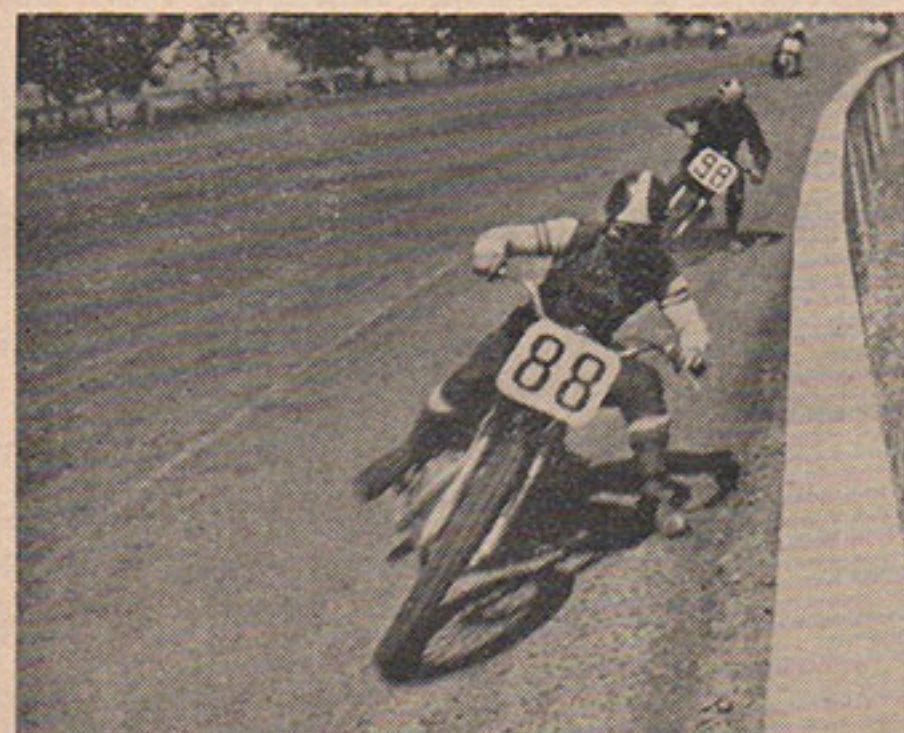
Start of 10-Mile Amateur Final, won by Peter Duke, H-D.



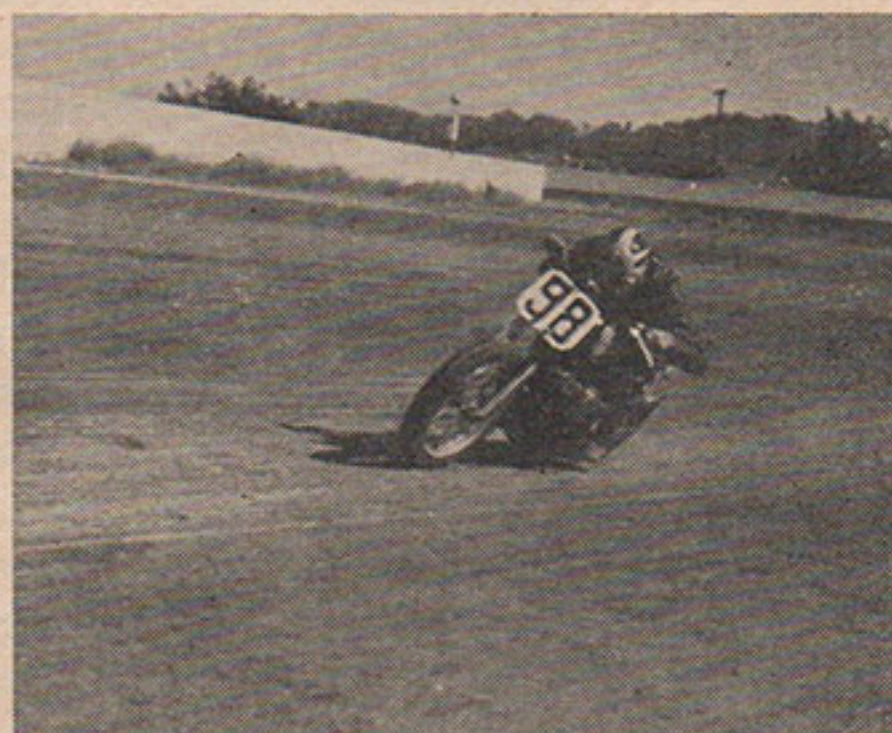
Bobby Hill, No. 1, on Indian won second in 20-mile National, closely followed by Thiessen, No. 54, BSA.



Betty Tuman, wife of Indian's Bill Tuman, presents trophy to 10-Mile Amateur winner, Peter Duke.



Both Don Hawley (88) and Joe Leonard (98) ride close to pole on "K's".



Champion Joe Leonard smooth as glass in the turns.

A capacity crowd of more than 12,000 attended the fourth running of a National Championship at Bay Meadows, near San Francisco on Sunday, July 19.

Nine scheduled events were run without serious accident on the nearly dust-free, famous one-mile dirt track. Record after record fell below the onslaught of what is probably the fastest group of riders to compete in recent years in any track event on the Pacific Coast.

Longest and most important event was the 20-Mile National Championship. Facing A.M.A. Starter Joe Gavage were ten of America's top riders who made the finals after a series of red-hot 5-mile eliminating heats.

Harley-Davidson riders topped the list with four finalists (three K's and one WR). Next came three Indians, two Triumphs and a BSA.

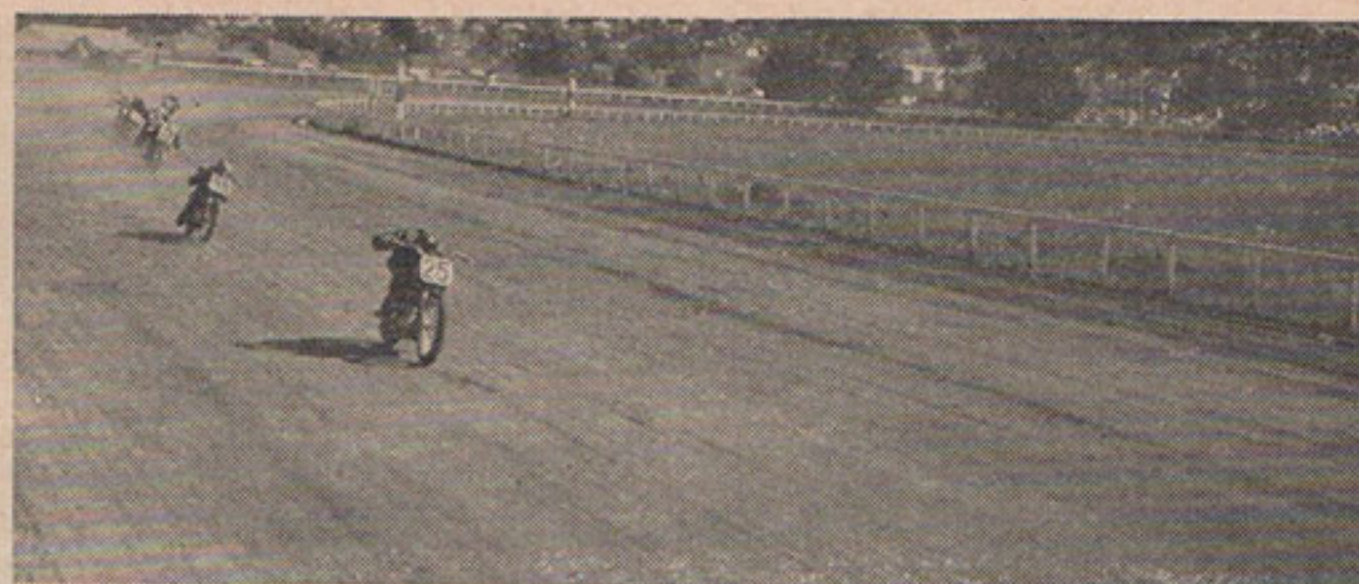
H-D stars included Leonard, Brashear, Goldsmith and Basney. Tuman, Hill and Beckman, those famous members of the "Indian Wrecking Crew", lined up for the big event but failed to show winning form.

For the first three laps, Everett Brashear of Lake Charles, La. (10-Mile National Champion), on a K Harley-Davidson led the pack, closely followed by the San Jose flash, Joe Leonard, on another K.

Brashear retired soon after and from then on Leonard kept stretching out his lead over Bobby Hill (Indian) and Al Gunter (BSA), who were in a



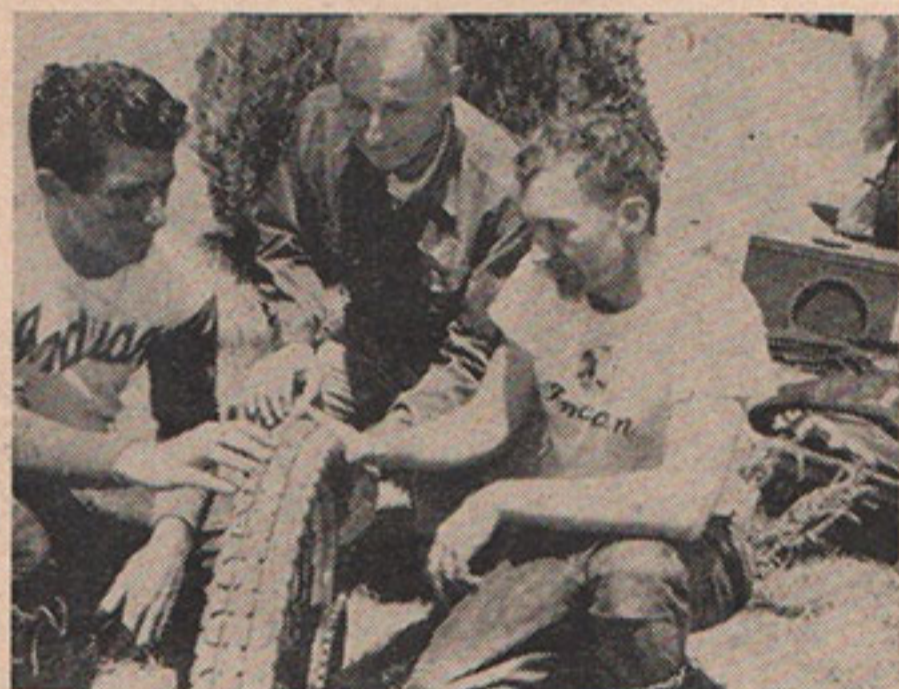
Mr. and Mrs. Joe Leonard are happy with 20-Mile Championship trophy.



Brashear leads the pack at end of first lap with Leonard in second spot.



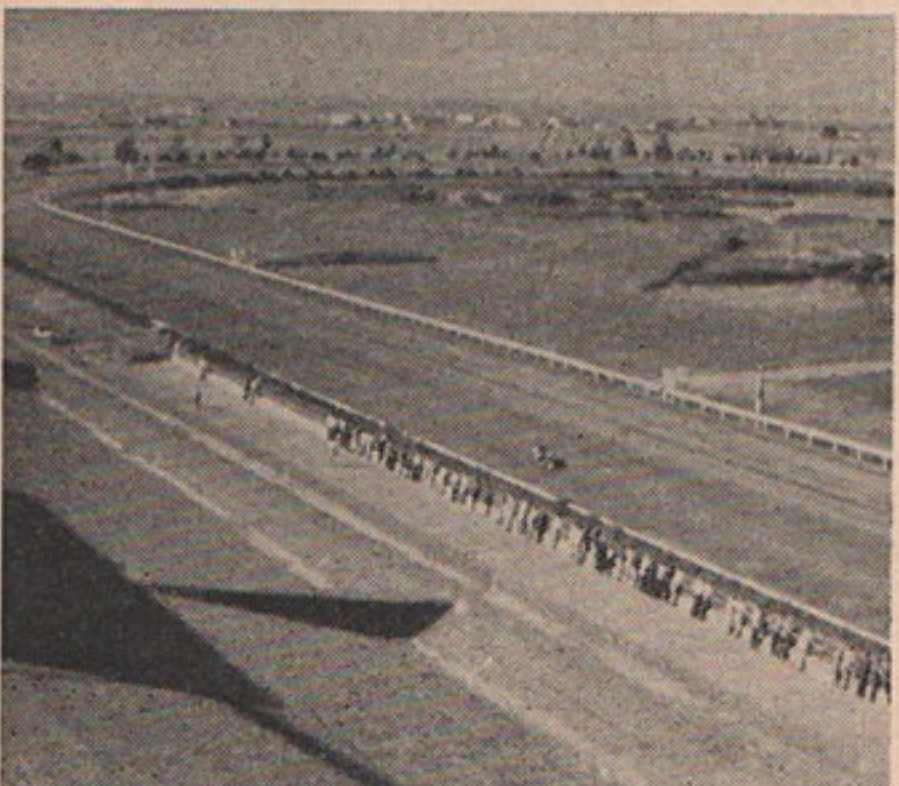
No. 37 Basney (H-D) and Kenny Eggers (Tri.) battled many miles.



Hap Jones, center, inspects Avon tire used by Tuman on his winning Norton at Dodge City as Beckman, left, looks on.



Paul Goldsmith, No. 3, and his cornering style.



A view of the beautiful Bay Meadows track.

JOE LEONARD ON HARLEY- DAVIDSON "K" WINS 20-MILE NATIONAL CHAMPIONSHIP

ding-dong battle for second spot. Hill finally won it by a matter of feet.

As lap after lap rolled by the flying "K" riders set new records. (Leonard's fastest lap was the eighth, when he turned the circuit in 42.65 sec.) Leonard's winning time was 14 min. 23.94 seconds, beating last year's record of 14 min. 41.90 sec. set by Bill Tuman on an Indian. Leonard turned every lap faster than his qualifying time of 43.47 sec., and his final lap was turned in 42.75 seconds.

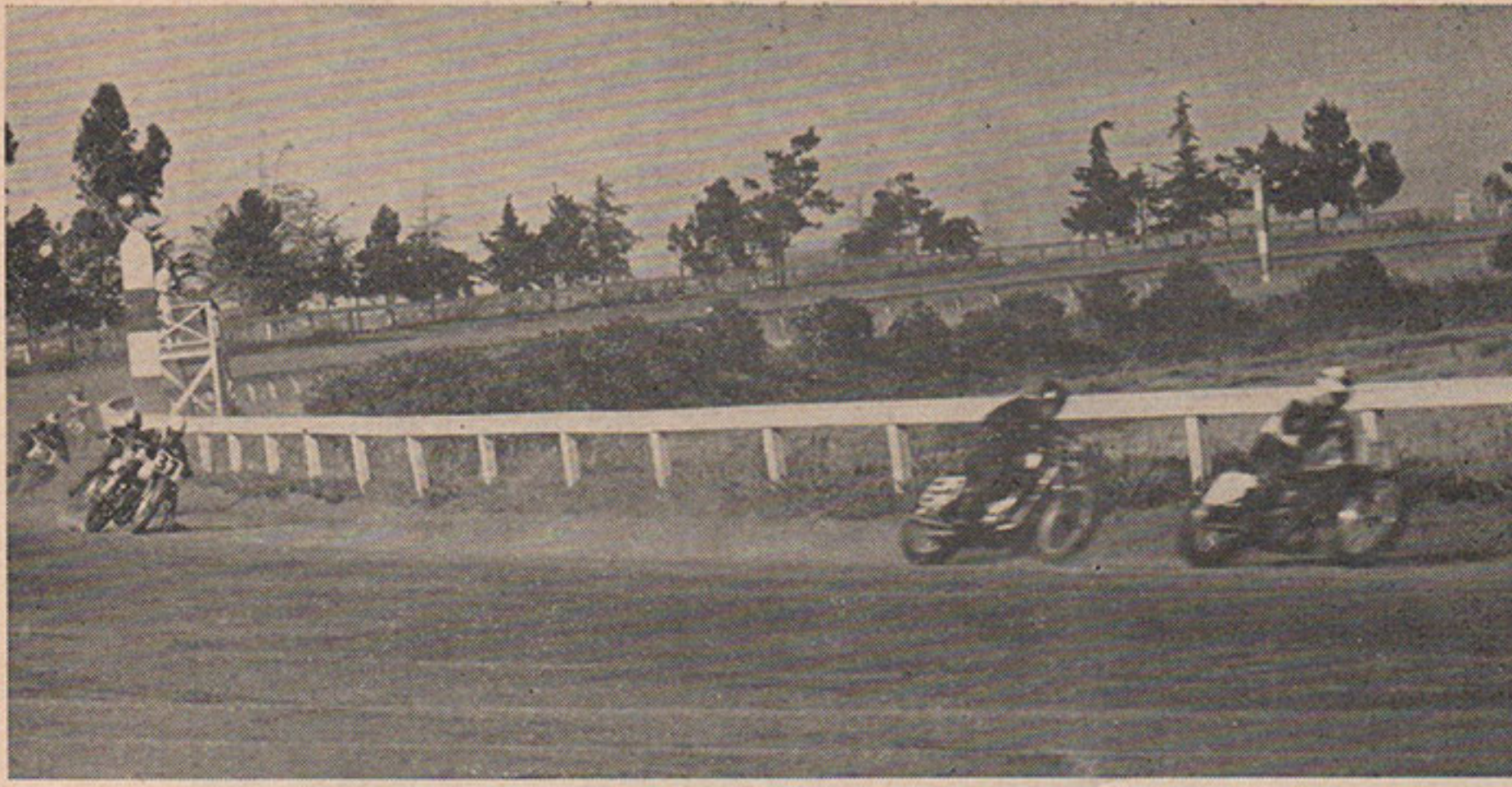
With the exception of laps three and four when Hill was third, there were rugged battles at times between Gunter (BSA), Basney (H-D) and Gibson (Triumph). Actually Gibson came up to fourth after a bad start, and was a third place threat until his steel shoe came loose. He showed good sportsmanship by slowing down, removing the shoe and holding it in his hand (so as not to interfere with any other rider on the track). When he passed his pit he threw it in and went on to finish seventh. Paul Goldsmith was fourth for several laps, then held sixth position from lap eleven to the finish. Tuman and Beckman failed to show their usual form and brought up the rear. Thus, the fate of racing takes its toll, for only a few days before, Tuman won the Dodge City 200-miler, and

last year he was King of Bay Meadows.

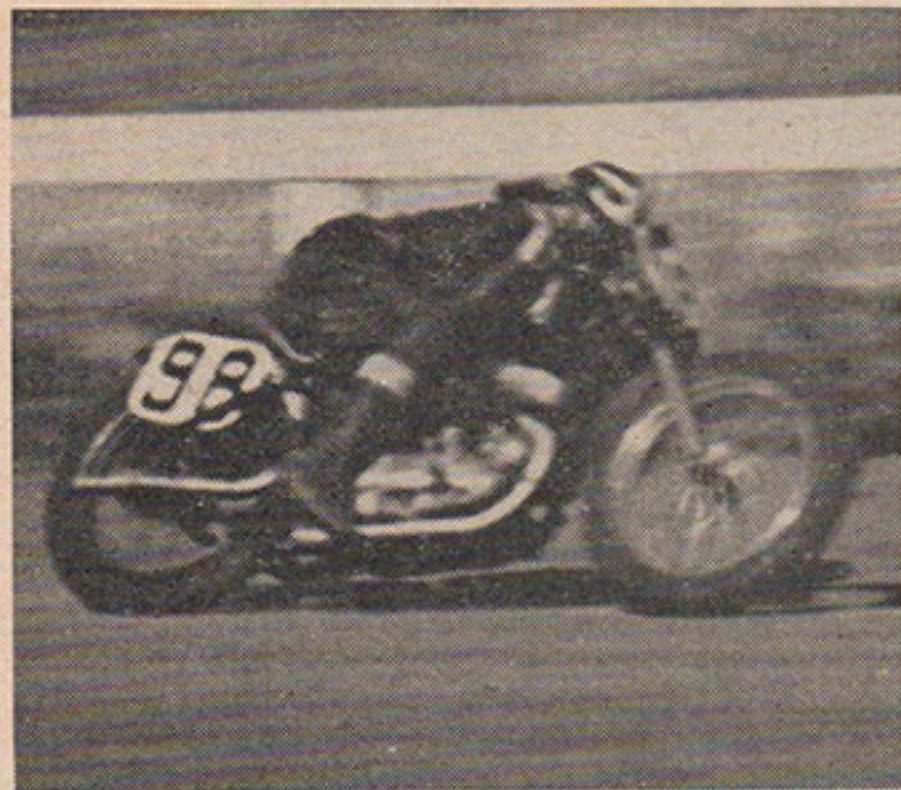
Harley-Davidson riders accounted for first place in six out of nine events. Peter Duke of Tulare, Calif., won the 10-mile Amateur Final after winning his 5-mile heat. He set a new record of 7 min. 41.80 sec. (old record was 7 min. 44.99 sec.). Leonard won his 5-mile heat, followed by Basney and Goldsmith, both on H-D's. Brashear (H-D) won the 5-mile Semi-Final with Gunter (BSA) second and Goldsmith (H-D "K") third. D. Tindell on a "K" won the 5-Mile Expert Consolation, with Kramer (Tri.) second and Tex Luse (H-D) third.

Indian riders won first in both the 5-Mile Amateur Consolation (J. Rich) and the 5-Mile Expert Consolation (B. Shirey). BSA rider N. Smith won his 5-mile Amateur heat.

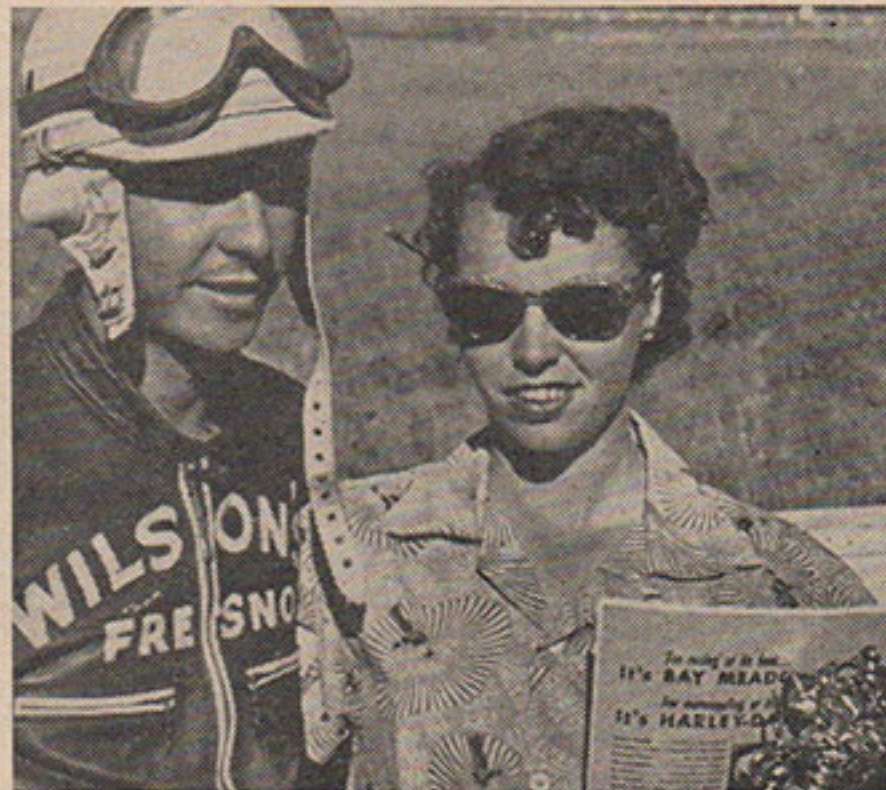
Managing Director of the meet was Wm. P. Kyne. The San Francisco Motorcycle Club was co-sponsor and did an excellent job in every respect. The entire meet was well managed and a credit to the sport of motorcycling. Only a couple of spills occurred, with no reported injuries to riders. Those involved were G. Cooper, who went through the north turn fence, and Don Hawley, who spilled in the third lap. Both mishaps were in a 5-mile Expert heat. A.M.A. Referee Aubrey Isham



Action in the 20 mile National Championship.



Leonard comes out of a corner fast and smooth.



Peter Duke, 10 mile Amateur winner, and Mrs. Duke.

and Announcer Al Fergoda were tops, as usual.

Motorcycle dealers and others connected with the industry came from far and near and from many states out-

side California. At least 3,000 motorcycles were parked near the grandstand. Bay Meadows is fast becoming an institution in the motorcycle competition world. Long may it survive!

QUALIFIERS

FIVE FASTEST EXPERTS

1. Joe Leonard—H-D "K".....43.47 sec.
2. Bobby Hill—Indian44.22 sec.
3. Hugh McAfee (Tri.) and Bill Tuman (Indian)—TIE44.23 sec.
4. George Cooper—not listed44.42 sec.

5. Everett Brashear—H.D. "K".....44.52 sec.

TWO FASTEST AMATEURS

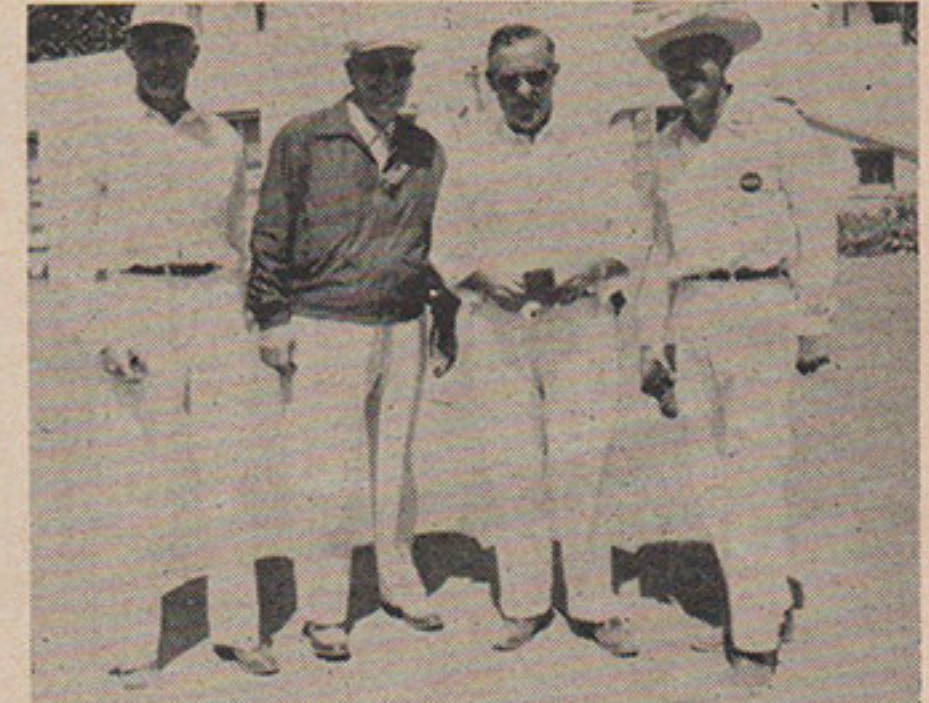
1. Charles Cripps—BSA43.47 sec.
 2. Don Tindell—H.D. "K".....44.22 sec.
- No other times received.

BAY MEADOWS RESULTS

- | | |
|--|--|
| <p>Event 1. 5-MILE AMATEUR HEAT
Time: 3 min. 50.94 sec.</p> <ol style="list-style-type: none"> 1. W. BiasH-D 2. E. WrightTri. 3. P. DukeH-D <p>Event 2. 5-MILE AMATEUR HEAT
Time: 3 min. 53.22 sec.</p> <ol style="list-style-type: none"> 1. N. SmithBSA 2. B. MichaelBSA 3. J. MunozH-D <p>Event 3. 5-MILE EXPERT HEAT
Time: 3 min. 45.43 sec.</p> <ol style="list-style-type: none"> 1. J. LeonardH-D 2. C. BasneyH-D 3. P. GoldsmithH-D <p>Event 4. 5-MILE EXPERT SEMI-FINAL
Time: 3 min. 46.17 sec.</p> <ol style="list-style-type: none"> 1. E. BrashearH-D 2. Al GunterBSA 3. P. GoldsmithH-D <p>Event 5. 5-MILE AMATEUR CONSOLATION
Time: 3 min. 57.22 sec.</p> <ol style="list-style-type: none"> 1. J. RichInd. | <ol style="list-style-type: none"> 2. B. MillsH-D 3. K. FieldingTri. <p>Event 6. 10-MILE AMATEUR FINAL
Time: 7 min. 41.80 sec.</p> <ol style="list-style-type: none"> 1. P. DukeH-D 2. H. DayH-D 3. W. DrennanTri. <p>Event 7. 5-MILE EXPERT CONSOLATION
Time: 3 min. 47.89 sec.</p> <ol style="list-style-type: none"> 1. B. ShireyInd. 2. J. GarberBSA 3. C. MastersonTri. <p>Event 8. 5-MILE EXPERT CONSOLATION FINAL
Time: 3 min. 50.36 sec.</p> <ol style="list-style-type: none"> 1. D. TindallH-D 2. Clem KramerTri. 3. Tex LuseH-D <p>Event 9. 20-MILE NATIONAL CHAMPIONSHIP
Time: 14 min. 23.94 sec.
Old record (Tuman) 14 min. 41.90 sec.</p> <ol style="list-style-type: none"> 1. Joe LeonardH-D 2. Bobby HillInd. 3. Al GunterBSA |
|--|--|



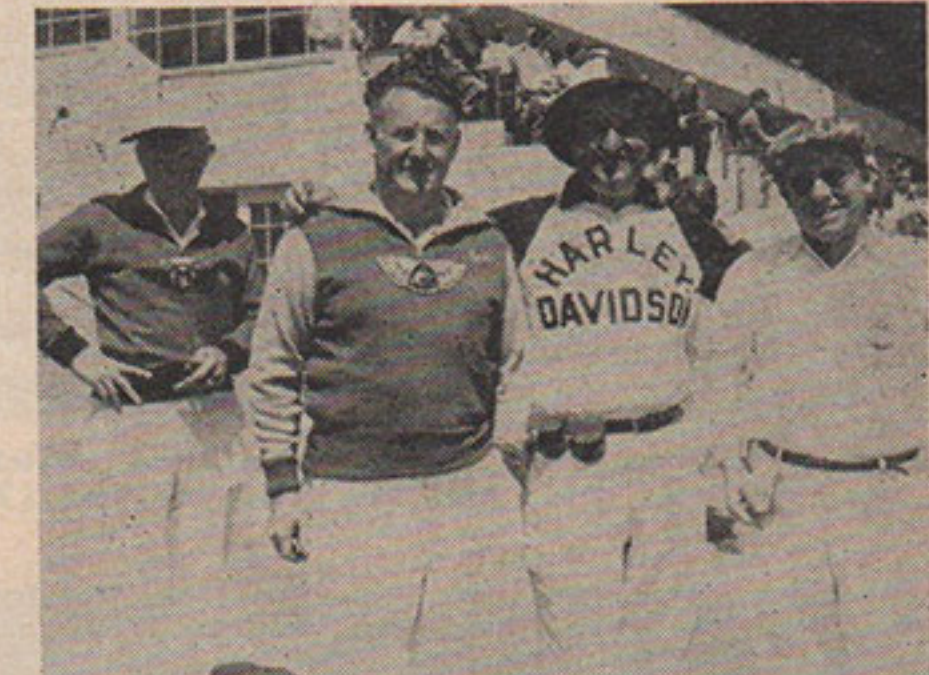
They came from far and near. L. to R.: Young Dud Perkins, Armando Magri, Bud Oden, Hap Jones, Earl Robinson, and Walker from Inglewood. In foreground, Sam Arena and Chuck Pollard.



L. to R.: Ed Sumner, Hap Alzina, Gene Rhyne and Pete Coleman.



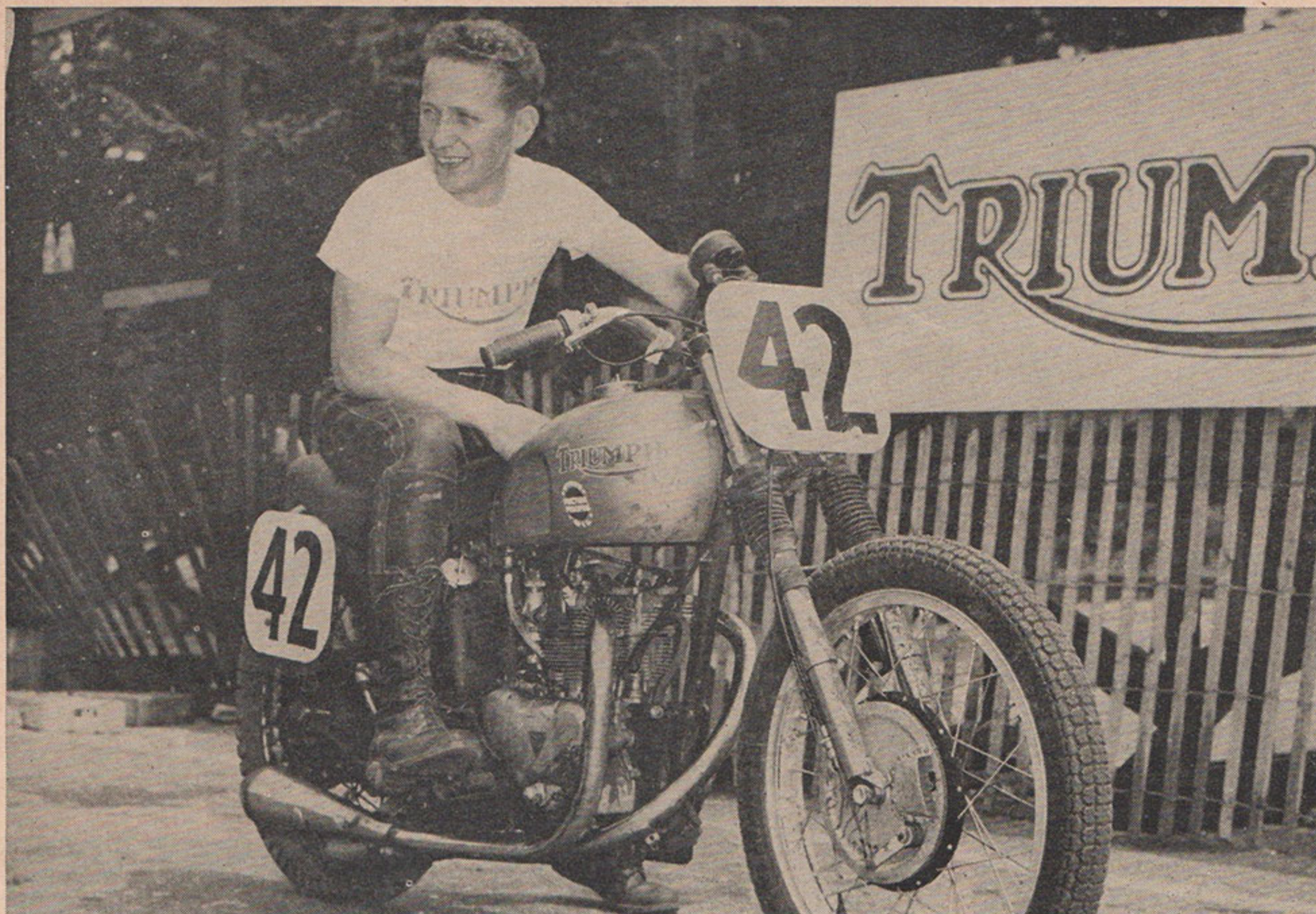
L. to R.: Geo. Anderson, Joe Walker and Glen Wagner.



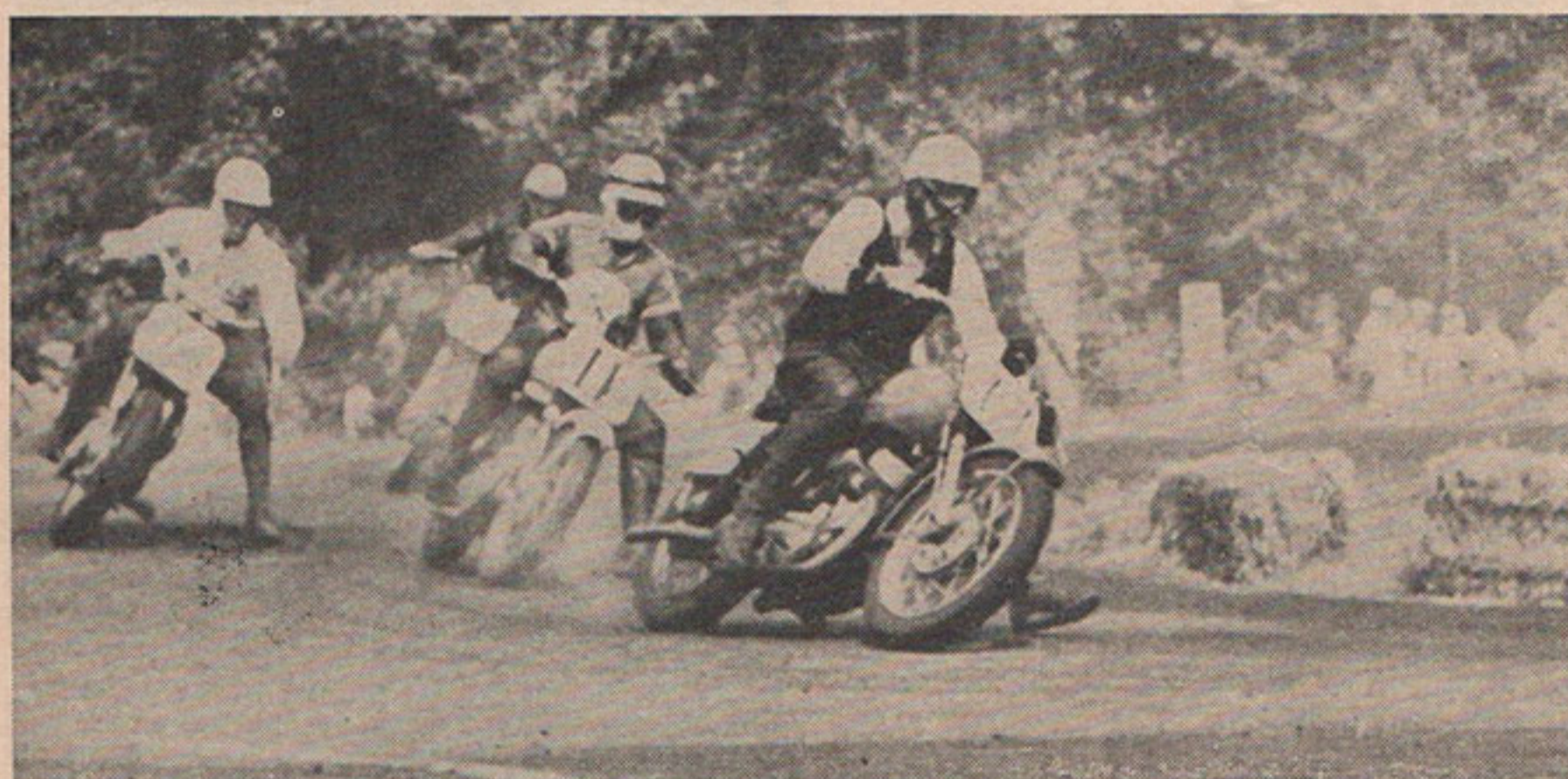
L. to R.: Windy Lindstrom, Tom Sifton, Leonard Andres and Joe Koons.



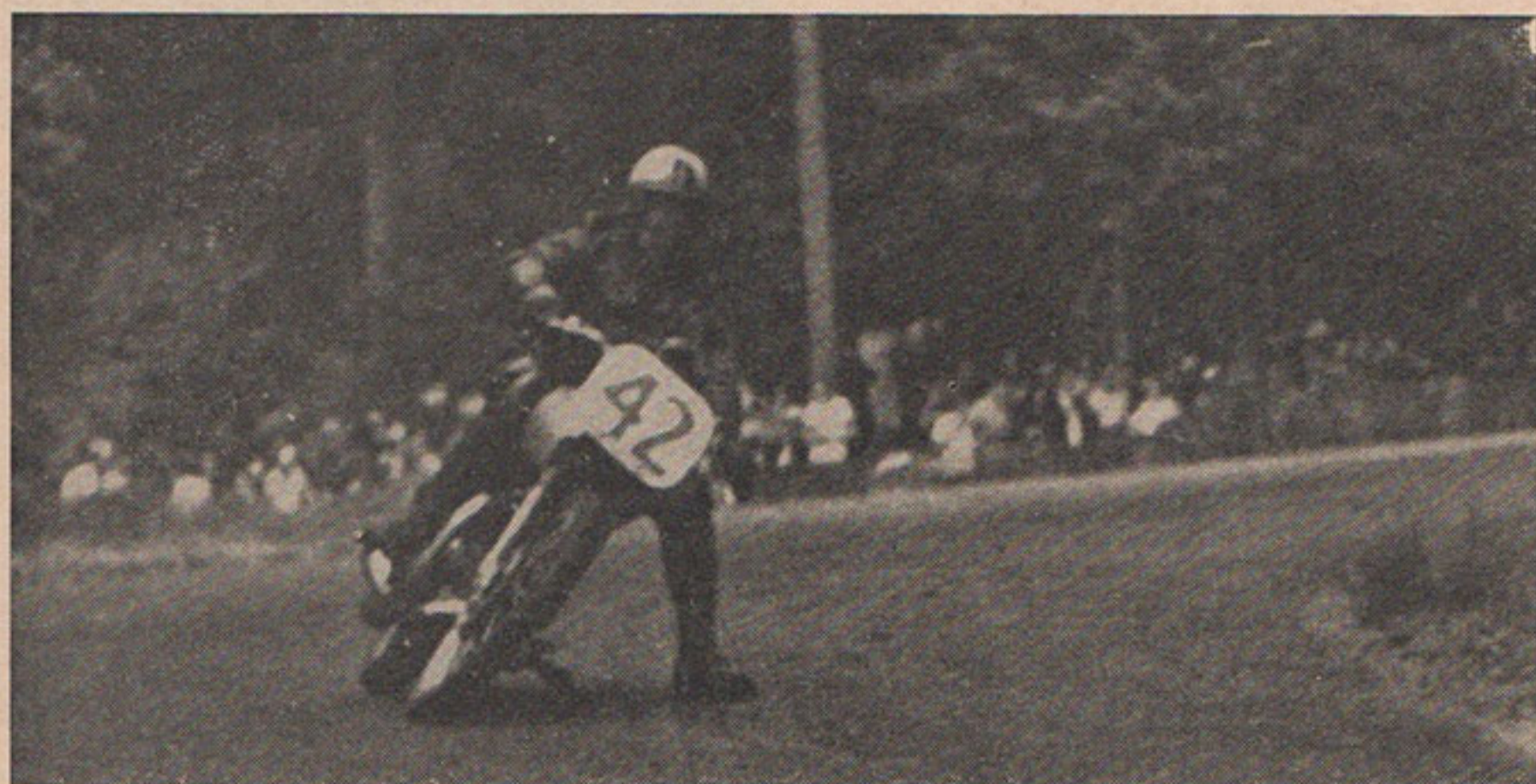
L. to R.: Bob Bates, Swede Belin, Ez Erhart, Windy Lindstrom, Earl Robinson and H. A. "Nels" Nelson.



Edwin Fisher of Parkesburg, Penn., was declared winner "unofficially". Final decision on the first place finisher will be settled in a meeting of the AMA competition committee.



Steel shoes and dirt style are used at the tricky hairpin by Sid Swan #74, Bill Miller #35, Earl Widman #11, and Roger Soderstrom #77. Note hard, tricky surface.



Ed Fisher rode a fast, steady unspectacular race. Like Klamfoth, he is not a flashy rider. But notice how he swings wide to straighten out the hairpin a little.

AN ESTIMATED 5,000 cyclists and enthusiasts were on hand at the 33rd Annual New England Gypsy Tour to watch David "Davey" Jones of Baltimore, Md., win the Novice event on Saturday afternoon, June 19th. Some 20,000 spectators were on hand the following day, Sunday, to see Sherman Cooper of Trenton, N.J. take the Amateur race. Edwin Fisher of Parkesburg, Pa. made it a threesome by winning the Expert race the same afternoon. All three were Triumph mounted.

The 100-mile Expert race, last of the three, climaxed the week-end's activities at Laconia, New Hampshire. A formidable line-up of experienced riders rolled their machines onto the starting spots at 3:00 P.M. Sunday. The black-topped course is the width of an ordinary two-lane road, and the 41 entrants spaced themselves in rows of four. Dick Klamfoth, Bill Miller, Rick Fisher (1952 Langhorne winner—not to be confused with Edwin Fisher), Joe Leonard, Gerald Givens, Edwin Fisher, Roger Soderstrom, and many other winners in previous Laconia races or elsewhere around the country were itching to be off around the one-mile circuit.

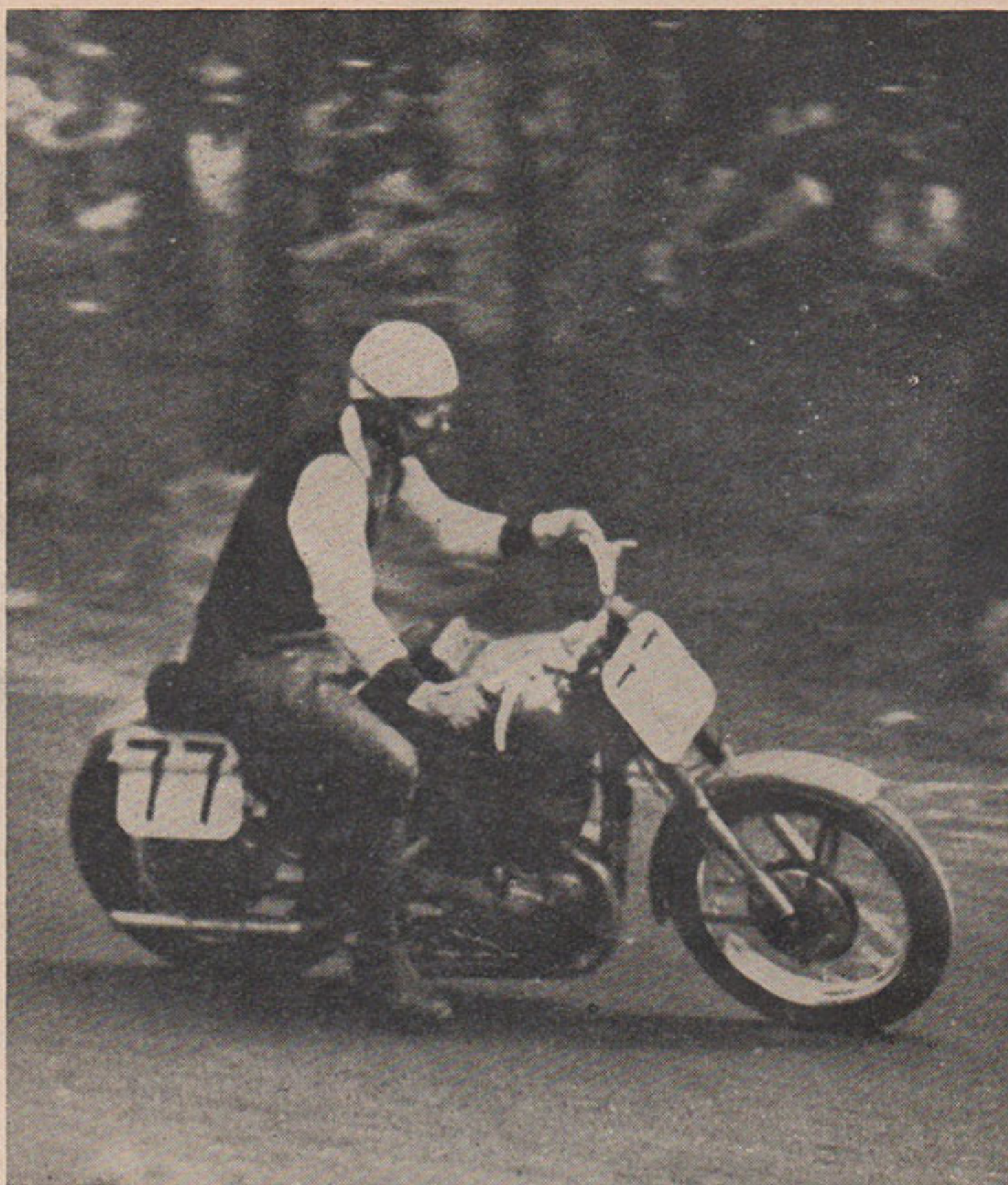
When the last mechanic had retreated to the sidelines, starter Bob Finn waved the first line off. Rodman Burkhart (Triumph), Stan Myers (BMW), Sid Swan (Harley-Davidson) and Rick Fisher (Norton) roared off the mark and accelerated along the twisting pit

LA CONIA

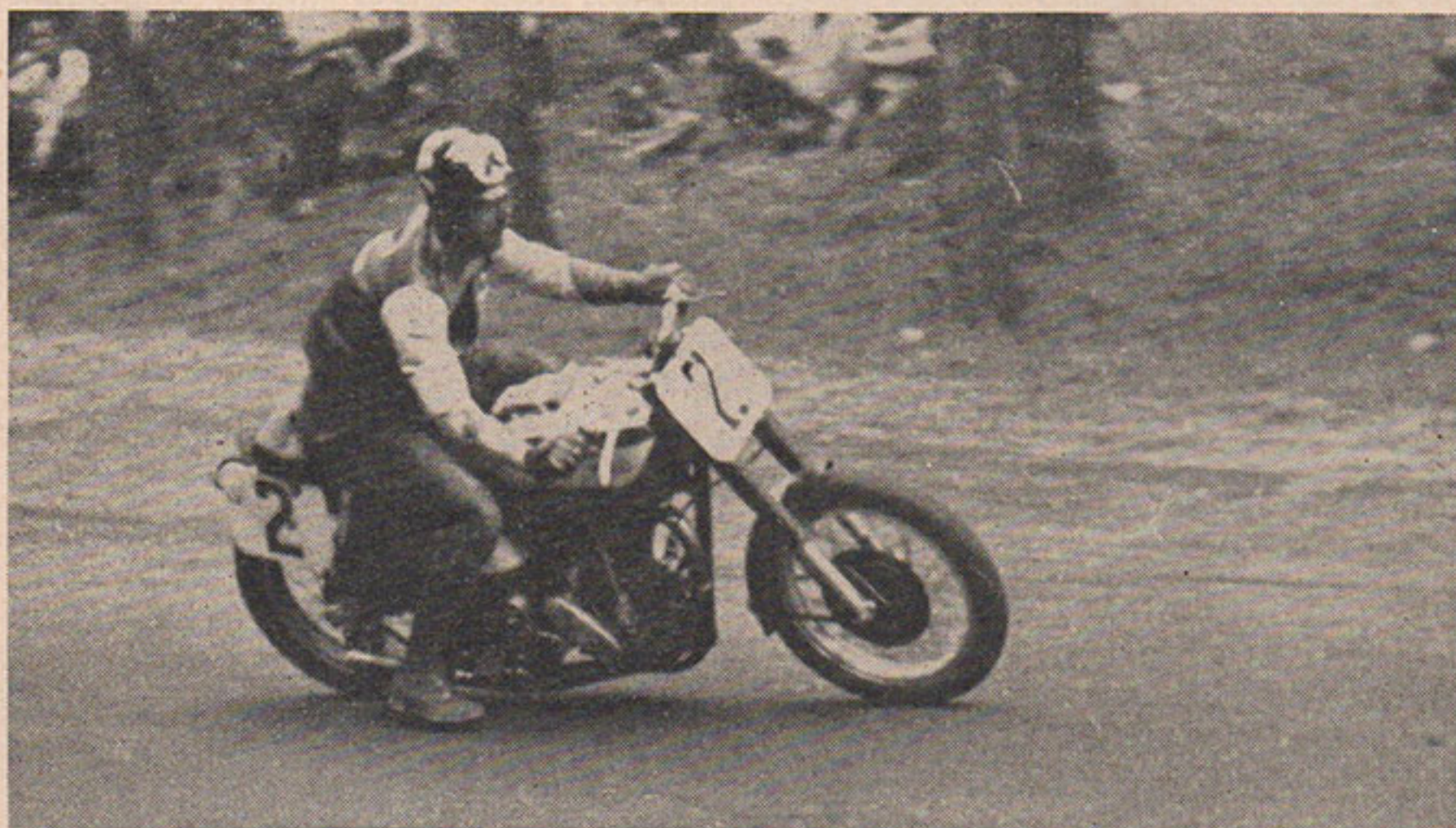
By
Rick Harald

Photos by
Rick Harald, Bob Finn and Jack Mercer

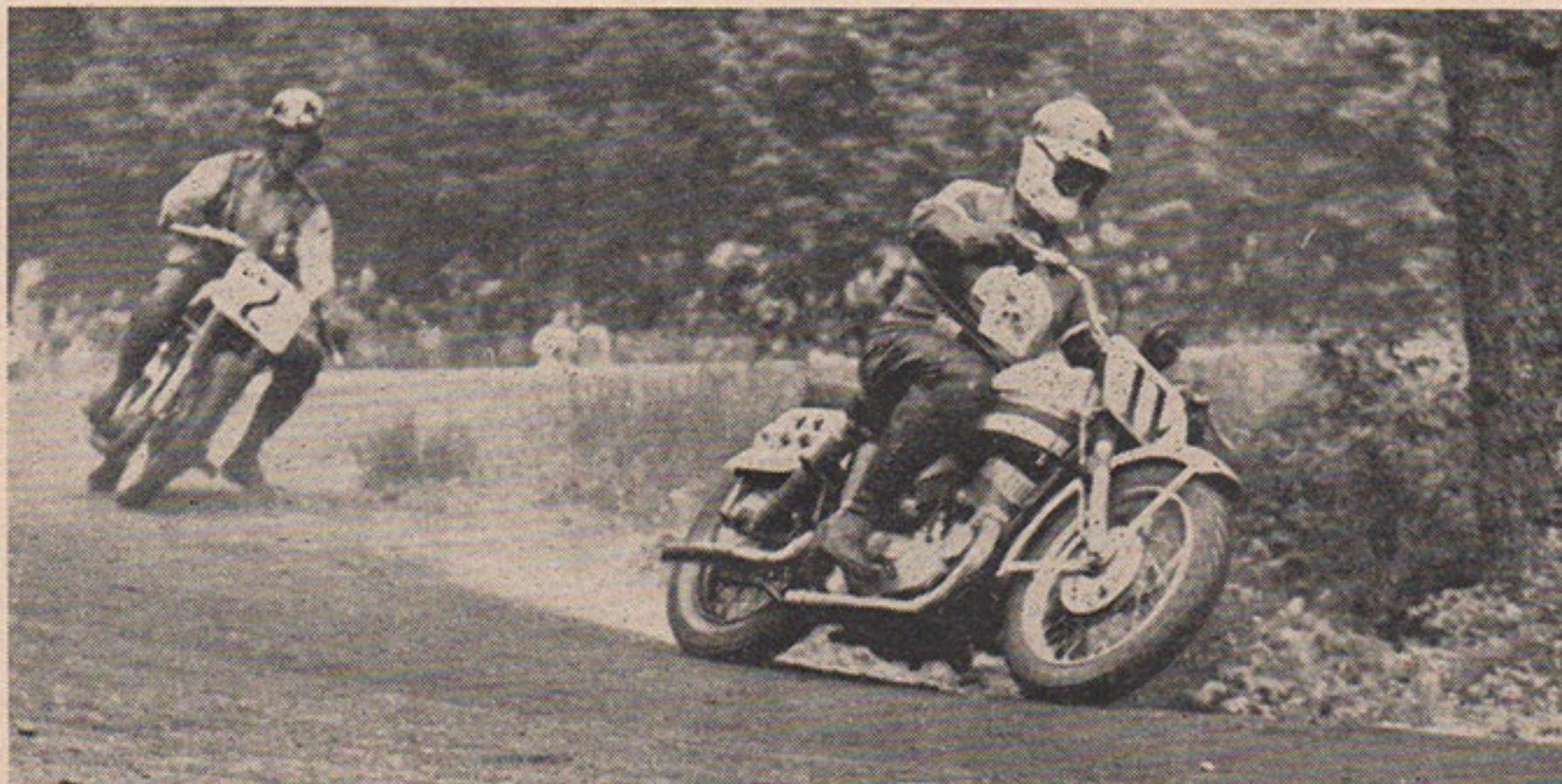
PROTEST—Awards for the first 4 place winners at Laconia have been held up by the A.M.A. Four riders finished one second apart and Roger Soderstrom protested Fisher's announced victory. The protest was turned over to the Appeal Board appointed by the President of the A.M.A.—let's hope an official decision will clarify this unfortunate situation and soon.—Editor



Roger Soderstrom starts down the hill toward the hairpin. This hill, followed by 100 degree turn, embarrassed many thru brake fade.



Winner in '51 and '52, Dick Klamfoth had a bad day, but still finished third. Rode neatly, much of the time with feet on pegs.



Klamfoth follows Earl Widman into the dirt surfaced Gooseneck. Klamfoth's open shirt, catching wind, probably troubled him some.

stretch at the bottom of the course. Myers led going up the hill beyond the pits and spilled his BMW at the top where the bumpy, slightly down-hill back-stretch begins. He dropped out of the race without completing a full lap.

The other three riders raced on, prodded by the knowledge that four additional machines were joining the race every five seconds. They snicked into top gear along the relatively straight back-stretch and braked just before taking a sweeping left turn at the start of the gooseneck. Another left turn and they were on the only unpaved section of the course, several hundred yards of hard-rolled dirt with oil on top. Then a sharp right, the only one on the course, and down the long, steep hill to the start at the judge's hairpin. A left turn of more than 100 degrees, the judge's hairpin, is the spot where fading brakes and poor judgment cause the most trouble.

Rodman Burkhart of Stony Creek Mills whipped around the hairpin on his Triumph to become the first contestant to finish a lap. Gerald Givens, Triumph rider of Norfolk, Va., followed Burkhart around, having started in the second row and passed Swan and Fisher in the first mile. By the fourth lap, Givens had overtaken Burkhart and gone into the lead. Givens, last year's 50-mile Amateur winner at Laconia, held the lead until the 14th lap when he coasted out of the race with some undisclosed engine trouble.



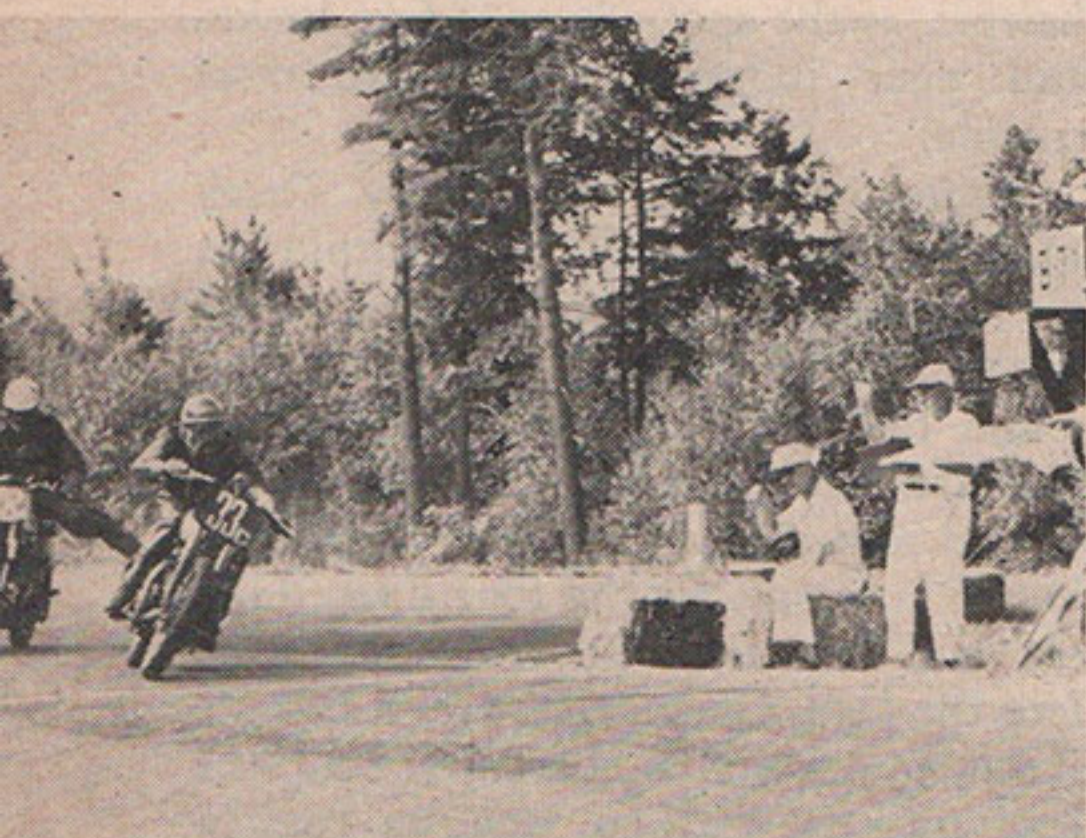
Chet Dykgraaf (#5), Sal Scirpo (#61), and unidentified rider come off dirt Gooseneck.



John Hood (#32), John Miller (#4) and Donald Bennett (#24) in 50-mile Amateur race.



Harry Kelley, 4th place expert, leads Rodman Burkhart (#27) and Payne into Gooseneck.



Novice winner Davey Jones (#33c), a "Limey" now living in Baltimore, rode a beautiful, feet-up race. Wonder what #78A might be doing.

With Givens out of the race, Burkhart found himself jockeying for the lead with Roger Soderstrom, Bill Miller, and Joe Leonard of San Jose, Calif., all Harley Davidson. Leonard slowly forged ahead of the others and at the 25th mile went out in front, with Soderstrom's "K" breathing down his exhaust pipes and the two of them hotly pursued by Miller, Burkhart, and Klamfoth. Dick Klamfoth, two-time winner of the 100-miler at Laconia, had been steadily cutting down the 30-second handicap of a sixth-row starting position. And on the 35th lap Klamfoth jumped into third place behind Leonard and Soderstrom.

Leonard and Soderstrom were steel-shoeing it around the turns, while Klamfoth managed them usually with his neat, feet up style. Soderstrom, a long, lean rider who seems to be 10 feet tall when he's man-handling a "K" around a corner, was riding close-in on the turns. Klamfoth seemed somewhat erratic in his lap times, made frequent fast glances over his shoulder to see who was behind, and made little effort to tuck in as he has in previous years here.

At the 45th lap all but 20 riders had dropped out—victims of magneto trouble, brake fade, tank splitting, carburetor malfunction, or any of a dozen other "diseases" that eliminate racing motorcycles. The leaders at the 45th mile were Joe Leonard, Roger Soderstrom, Dick Klamfoth, Bill Miller, Rodman Burkhart, and Harry Kelley.

At this point Kelley (Triumph) began to move up. He passed Burkhart and Miller by the 50th lap and lined his front wheel up on Klamfoth, who was in third spot. Meanwhile, Joe Leonard, the California ace, was barreling around the course in first place and increasing his lead. By the 63rd mile Leonard had lapped Bill Miller, who was in sixth place. But the pace proved too much for Leonard's Harley-Davidson; the magneto quit and Leonard was forced to drop out in the 64th lap. Soderstrom assumed the lead and at the 75th mile, with the race three-quarters finished, the order went: Soderstrom, Kelley, Klamfoth, Ed Fisher and Bill Miller. A check of Soderstrom's lap time showed him covering the mile course in 67.8 seconds—very good time for the six-sided Laconia circuit.

At the 85th mile Klamfoth was making a determined bid to snake around Kelley into second spot. Dick's foot was down on the turns now, his blue and yellow shirt open all the way down the front and flapping in the wind. Though somewhat harried, Klamfoth could not be counted out by any means. In the 93rd lap, however, Dick's attempt to gain ground tripped him up and he

spilled up on the back-stretch. The gear-shift lever got a severe jolt in the process, and Klamfoth had great difficulty shifting, a condition which lowered his average speed.

With only five miles to go, Kelley was out front, followed by Soderstrom, Klamfoth, Miller, and Ed Fisher. That order held right down the steep hill after the gooseneck. Wheel to wheel they raced into the hairpin turn before the finish. Kelley, whose style had been to ride rather wide, held off clamping down on his brakes a split second too long and Soderstrom slipped around the corner close in to get the flag. Klamfoth, Fisher, and Miller followed Kelley in that order.

Allowance had to be made for the five-second difference between lines, however, before the final finishing order could be announced. An hour after the race ended, it was announced that Edwin Fisher had won. Fisher had started in the 10th row, while Soderstrom and Kelley had started in the third row—a difference of 35 seconds. The decision to award Fisher first prize was protested by Roger Soderstrom. Soderstrom was awarded second place, Klamfoth third, Kelley fourth, and Miller fifth. Fisher's winning time was 1 hour 53 minutes 51.07 seconds—a new record.

The Novice races on Saturday afternoon were entered by 99 riders, all but 35 of whom were eliminated in five five-mile preliminary heats. The 25-mile final found Davey Jones of Baltimore, Md. (Triumph) dueling with Buddy Ford, a Canadian Triumph rider, and Dick Carey of Riverside, R. I. on a Harley-Davidson. Jones rode a neat race in Isle-of-Man style. A mechanic with the Triumph Company of Baltimore, Jones is a former resident of Coventry, England, where he worked in the Triumph factory. He has prepared many another winning machine, but never ridden one himself, until now.

On Sunday afternoon the Motor Maids, led by President Dot Robinson, opened the track for the 50-mile Amateur Race at 1:00 P.M. As the first row of contestants wound out their engines for a fast getaway, the rear wheel of Woody Gierisch's Harley-Davidson lost traction and slid against Harry Mullin's front wheel. Mullin, who lives in Melrose, Mass., fell off his machine, but quickly remounted and rode off. No one was hurt.

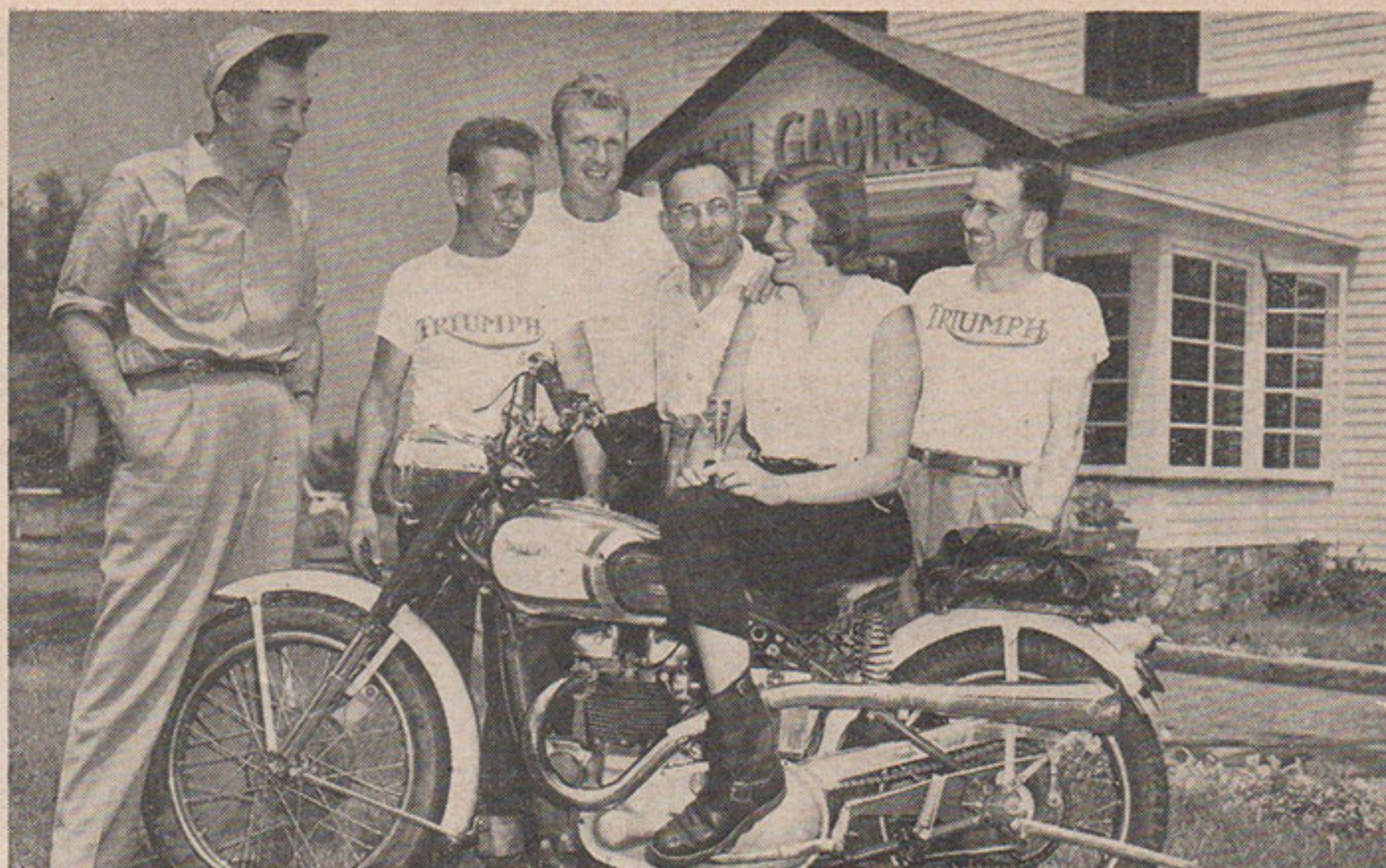
Adrian Lake (Harley-Davidson) of Neptune, N. J. flashed by the judges' booth first, and kept the lead until the 12th lap. At that time Norm Lyon of New Britain, Conn. (BSA); Jack Chester of Washington, D. C. (Harley-Davidson); Sherman Cooper of Trenton,

N. J. (Triumph); and Robert Burnett of Danvers, Mass. (Triumph) swept past and fought for first place.

Lyon, Chester, and Cooper were in front until the 25th lap. Then Lyon's BSA began to slow down, finally dropping out altogether in the 30th lap or so with a split tank. Cooper soon took over first spot and by the 45th lap was some 20 seconds ahead of the field. He was followed by Chester and Jim Kruse of Kenosha, Wisc. (H-D).

The checkered flag was only a lap away when bad luck hit Jack Chester. In first or second place up to then, he had to pull off the course with a split transmission.

Sherman Cooper finished the 50-miler in first place, and was followed by Jim Kruse and Johnny Hood, both on Harley-Davidsons.



Jeannie Baker, a school teacher, rode from Great Falls, Montana, to win the Long Distance Cup. (L. to R.) Mercer, Fisher, Cooper—owner of Triumph Hq. (background)—Frost and David Jones.

25 MILE NOVICE RACE

- | | |
|-------------------------------------|---------|
| 1. David Jones, Baltimore, Md. | Triumph |
| 2. Buddy Ford, Three Rivers, Que. | Triumph |
| 3. Richard Carey, Riverside, R. I. | H-D |
| 4. Lloyd Mann, Bausman, Pr. | H-D |
| 5. Robert Murray, Providence, R. I. | H-D |

Winning Time 28:50.25
Miles per hour 52.02

50 MILE AMATEUR RACE

- | | |
|--------------------------------------|---------|
| 1. Sherman Cooper, Trenton, N. J. | Triumph |
| 2. Jim Kruse, Kenosha, Wisc. | H-D |
| 3. John Hood, Trenton, N. J. | H-D |
| 4. Robert Burnett, Danvers, Mass. | Triumph |
| 5. Dick Bettencourt, New York, N. Y. | NSU |
| 6. John Miller, Ft. Thomas, Ky. | Norton |
| 7. Dana Bush, Norwood, Mass. | Triumph |
| 8. Roland Duhaime, Woonsocket, R. I. | H-D |
| 9. Steve Halewich, Quakertown, Pa. | H-D |
| 10. Wilbur Ahart, Lebanon, N. H. | BSA |

Winning Time 59:10.87
Miles per hour 50.03

100 MILE NATIONAL CHAMPIONSHIP ROAD RACE

- | | |
|--|---------|
| *1. Edwin Fisher, Parkesburg, Pa. | Triumph |
| 2. Roger Soderstrom, Normal, Ill. | H-D |
| 3. Dick Klamfoth, Groveport, Ohio | Norton |
| 4. Harry Kelley, Dayton, Ohio | Triumph |
| 5. Bill Miller, Mountville, Pa. | H-D |
| 6. Chet Dykgraaf, Grand Rapids, Mich. | H-D |
| 7. Earl Widman, St. Louis, Mo. | H-D |
| 8. Cliff Caswell, Wallkill, N. Y. | BSA |
| 9. Sal Skirpo, Middletown, Conn. | Triumph |
| 10. Ted Boyd, Baltimore, Md. | Triumph |
| 11. Ray Wimmer, Garfield, N. J. | Triumph |
| 12. Tommy Thompson, Upper Sandusky Ohio | BSA |
| 13. Larry Gerhardt, Baltimore, Md. | Triumph |
| 14. Lloyd Laugerman, Hanover, Pa. | H-D |
| 15. Jackie Armstrong, Springfield, Mass. | Norton |

Winning Time: One hour 53:51.07
New record

* Winner under protest

LACONIA HIGHLIGHTS

By EMMETT MOORE

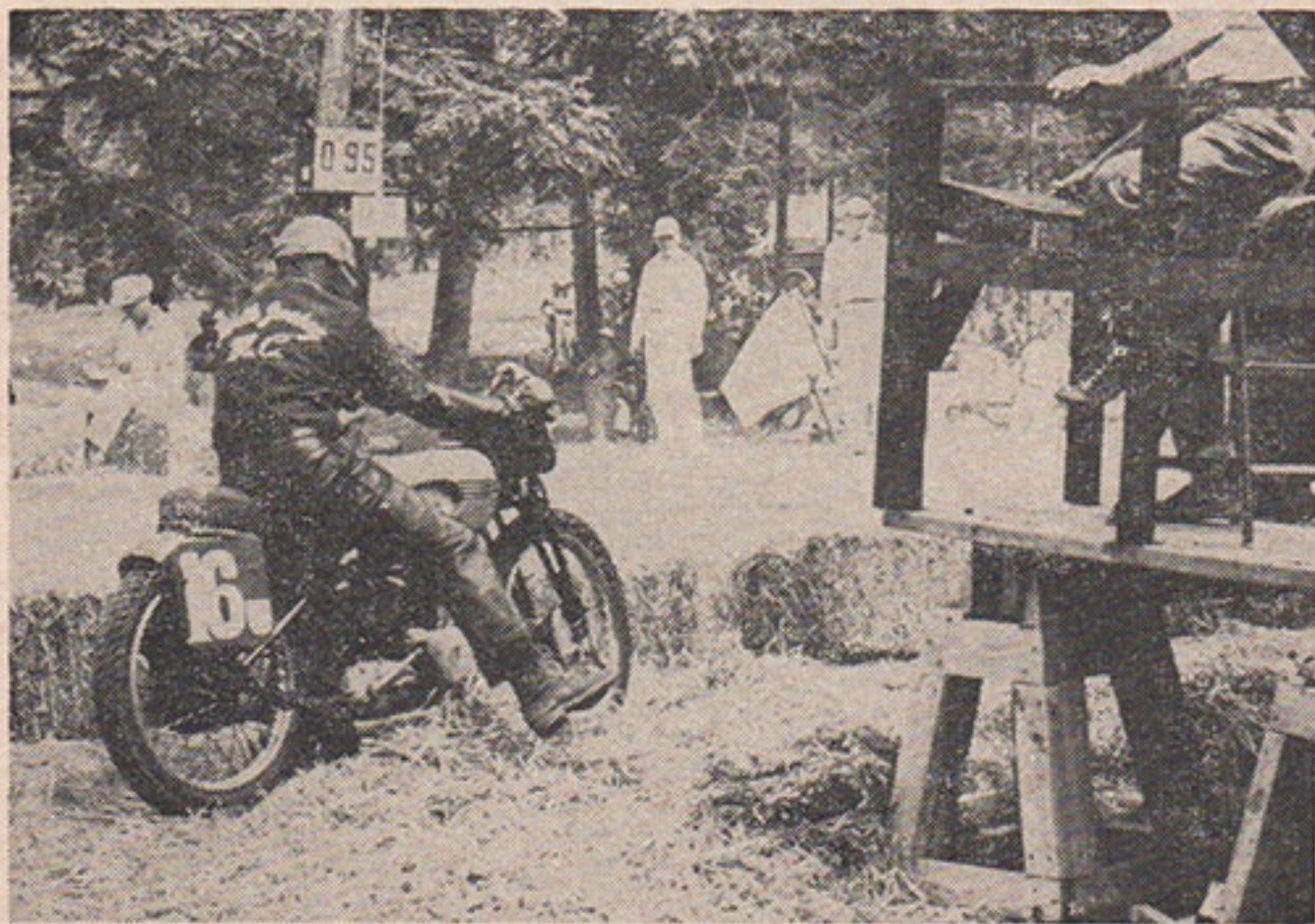
In the excitement everyone forgot that in a staggered start race—especially such a closely contested one as Laconia was this year—no one should celebrate before the lap by lap record is carefully checked!

In the official checking stand it was known that the first four men were extremely close on elapsed time, and the anticlimax came when it was announced that Edwin Fisher of Parkesburg, Pa., (Triumph) was the winner by one scant second over Soderstrom. One second behind in third spot was Klamfoth (Norton) and one second behind Dick was Harry Kelley (Triumph). Fifth man home was Bill Miller (Harley KR). Any one of the first four men could have won the race in the last lap so close were they. Actually, Fisher had not received the checkered until he completed his 101st lap,—he was the "forgotten man" who had won by an unspectacular but fast, consistent pace throughout.

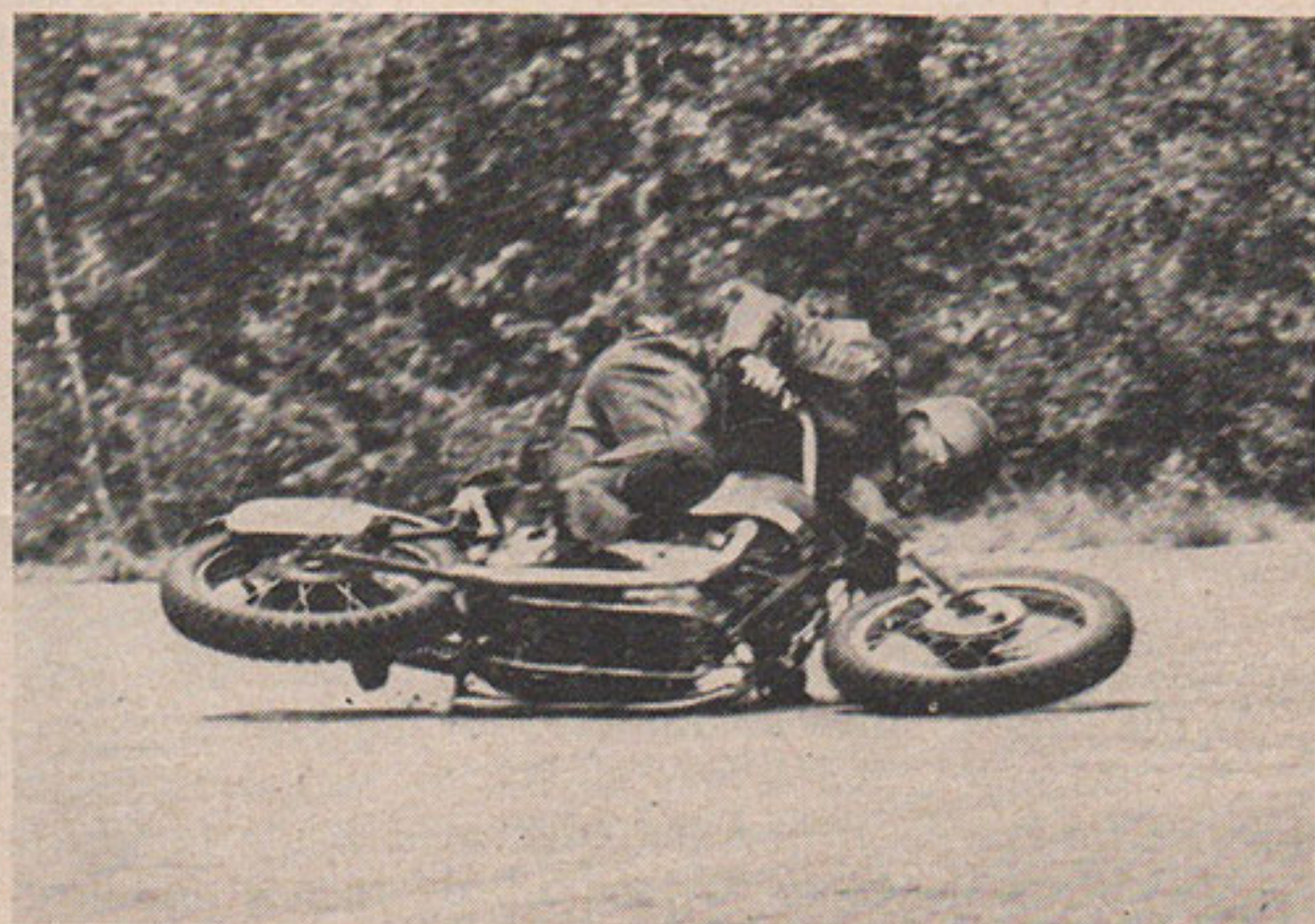


Davey Jones, formerly of Coventry, England, where he worked in the Triumph factory, had prepared many racing bikes but had not ridden them. Welcome, Jones Esq., and congratulations.

In a race of "ifs," Klamfoth lost out by an early lap spill that cost him 20



Unidentified novice rider pepped things up when he overshot the hairpin, scattered photographers, and nearly landed in judges' laps.



A hot day and a hot pace caused a great deal of brake fade. Even the winners unloaded as lustily as did this unidentified novice rider.

seconds—he was two seconds behind the winner at the finish! Winners time was given as 1 hour, 53 minutes, 51.57 seconds—21½ minutes under the old course record set by Bill Miller in 1950—1 hour 56 minutes 22 seconds.

When the official decision was announced, Soderstrom immediately lodged a formal protest. Prize money for the first four places is thus tied up pending the AMA Committee meeting.

Thousands of holiday-bent motorcyclists thronged the Belknap Recreation Area over the week end, and mounts of every size description and color were to be seen—ranging from a 1906 M-M 90 degree twin up to the very latest products of American, British, German and Italian manufacturers.

Following the Novice racing a field meet was staged. Fun and sport for all is the Laconia theme—and the merry-making went on almost until dawn! The night at Laconia was never meant for sleep! In the wee hours bikes could be heard faintly miles away on the mountain road as more riders poured in for the big event on the morrow.

During expert practice it became evident that the pace would be hot. Especially good laps were turned in by Klamfoth (Manx Norton), Leonard (Harley-Davidson K.R.) McDermott (BSA) and Ed Fisher (Triumph). Each of these men turned practice laps under the previous record. Paul Goldsmith, a big gun of the Harley-Davidson camp, was knocked out of the race by an undisclosed mechanical failure during practice.

Leonard, who was the only West Coast representative, is a superb rider. His style of cornering is unflurried but very rapid.

McDermott, well known some years ago in Eastern racing circles is just returning to competition after a service hitch. He shows tremendous enthusiasm, good form, and will be one of the men to watch in future events.

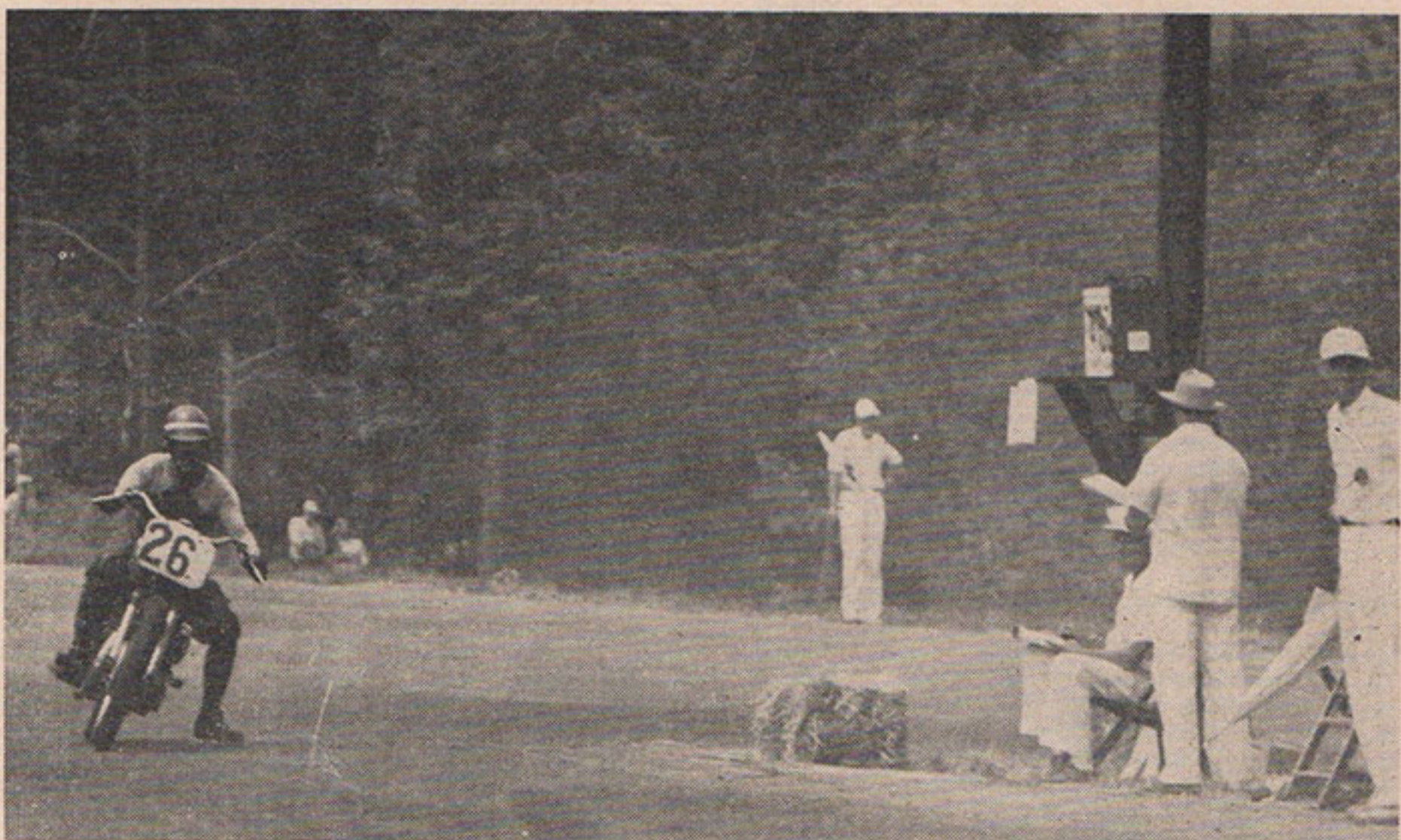
Klamfoth and Fisher are both of the unspectacular type of rider, but both manage to get around in quick order. In contrast to the screaming vertical twins, Klamfoth's big Manx single seems to be revving at a rather leisurely rpm.

An unseasonably hot day and a fast pace soon produced brake fade, more than one rider indulging in a bit of impromptu acrobatics at the foot of the downhill stretch. Happily no serious injuries ensued during the event.

As the Experts lined up for the start of the 100 mile grind it was observed that Harley-Davidson had the edge in entries with 19 machines. Triumph had 10, BSA 8, Norton 7, BMW 2, Indian 2, and lone examples of AJS and NSU.



(L. to R.) Riders: David Jones, Sherman Cooper, and Eddie Fisher. Mechanics: (L. to R.) Bill Effinger, Eddie Brusseau, Russ Seeley and Rod Coats. Background is the famous Laconia hill.



Another view of the Hairpin at the finish line. Rider is Jim Kruse, second amateur.

Withdrawals reduced this field to 41 competitors.

Most of the Harley-Davidsons were new KR models with capable riders aboard. Triumph and BSA were also anxious for the race with brand new equipment on the line. Best bet for Norton was Klamfoth on the 1951 Manx, while Rick Fisher was riding an 88 twin for the first time. The NSU was an interesting job—the engine looking quite similar to the Norton Manx pattern. BMWs were equipped with the new hub-type finned brakes and were obviously prepared with great care. The AJS was ridden by Jackie Armstrong of Springfield Mass, and was equipped with the new racing kit. While he did not place in the money, Jackie finished his machine in good condition.

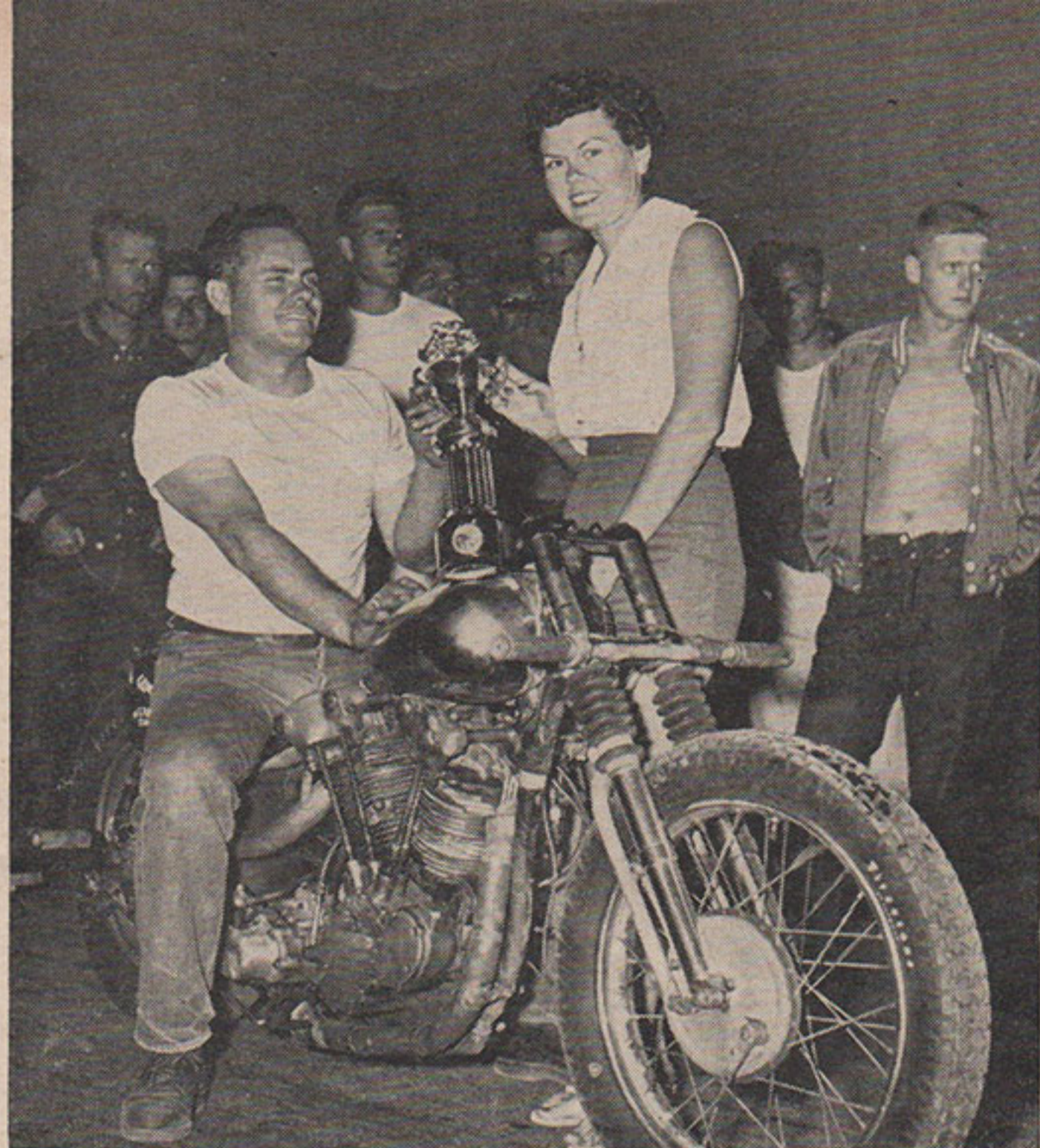
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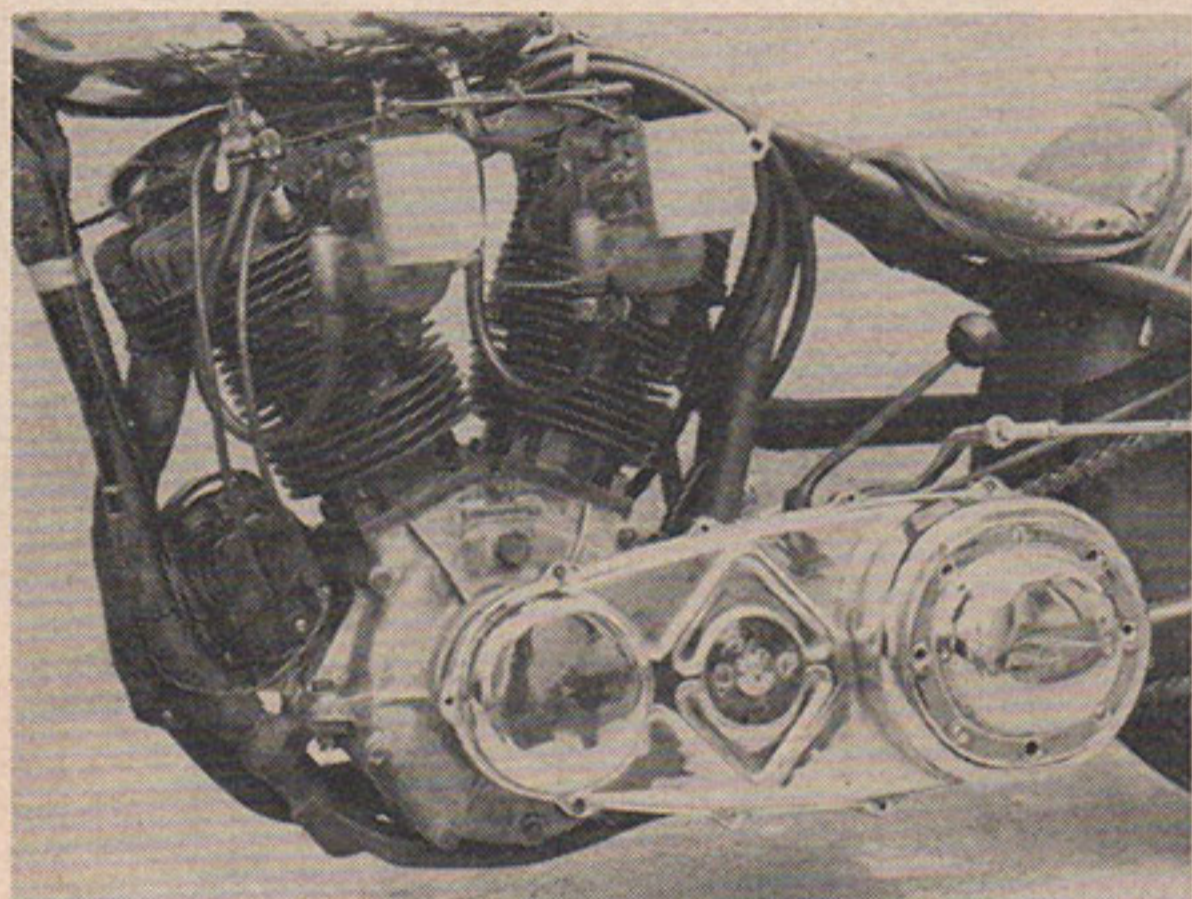
Sherman Cooper, winning amateur, looks like business as he accelerates up the hill.

THE GIANT KILLER

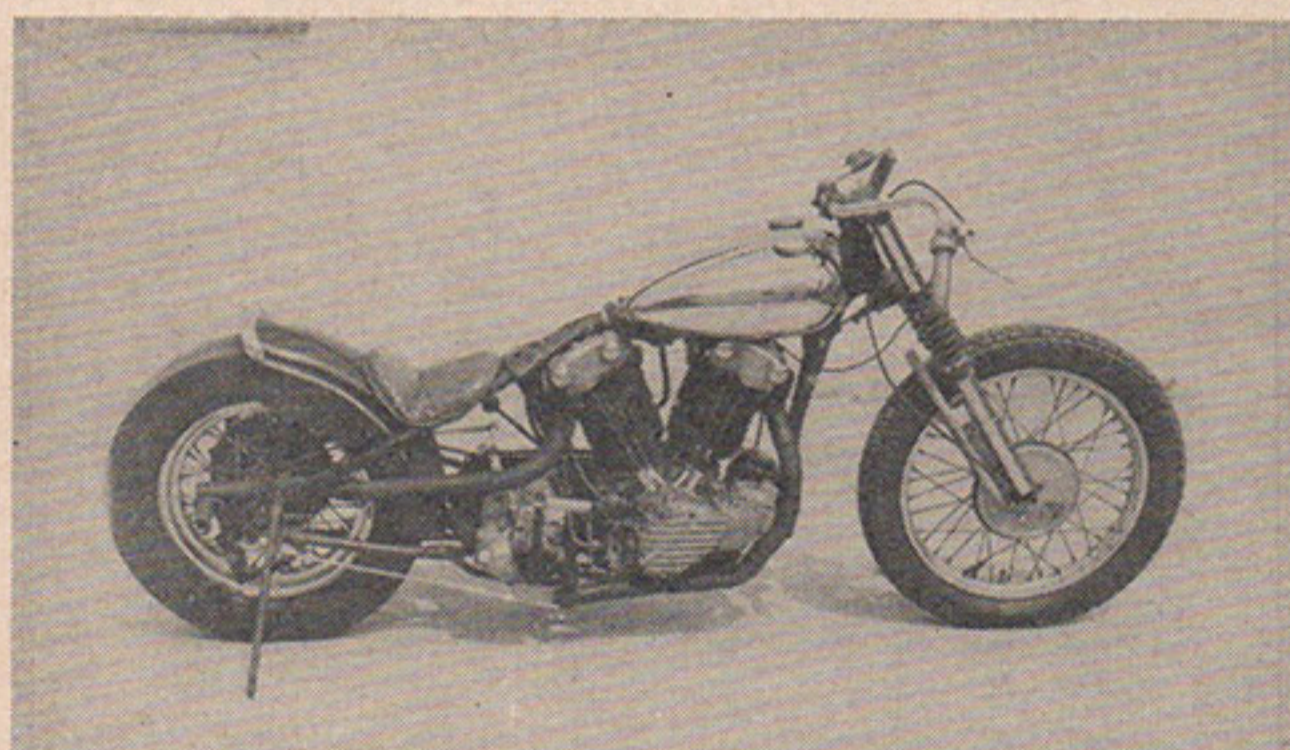
by John White



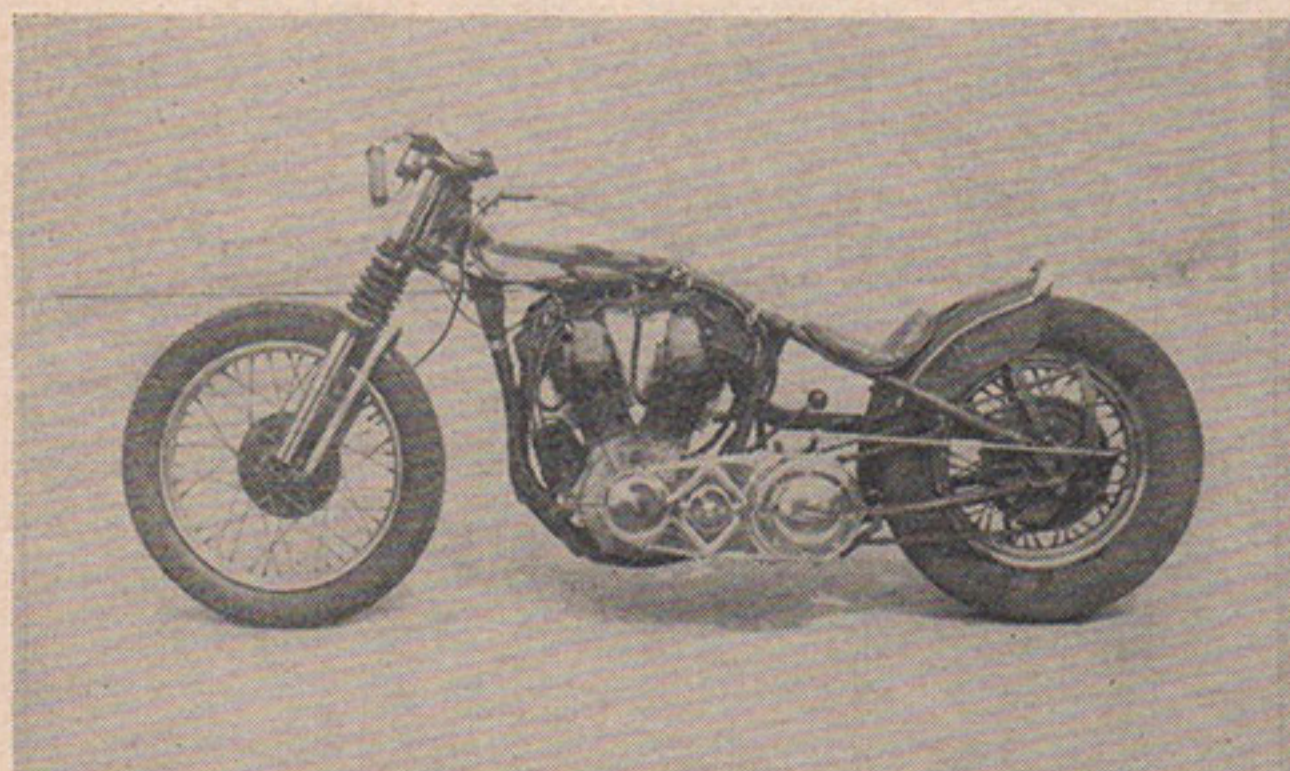
Lloyd Krant, top eliminator at the Santa Ana 3rd anniversary drags receives trophy from Miss Patte Layne of Hollywood. Krant turned 133 plus and eliminated Chrisman's hot rod.



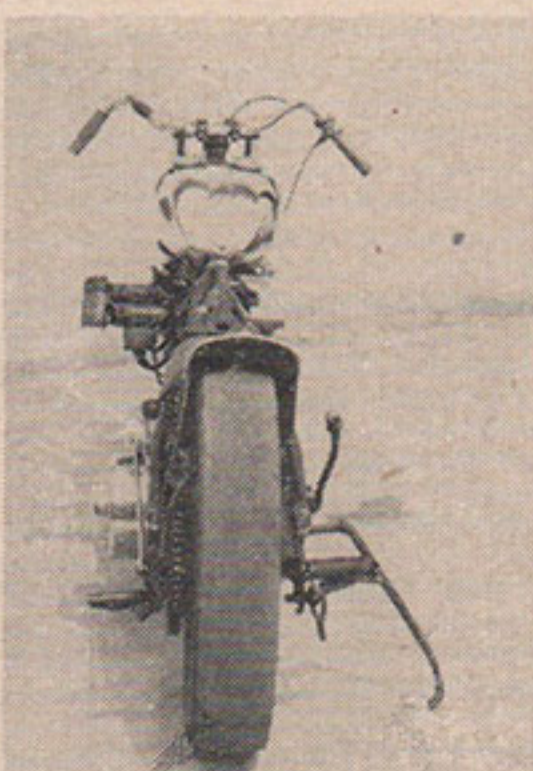
Krant relied on no outside help while building his monster dragster. Only the Herbert cam is not of his own design.



Nothing looks quite as savage as a dragster. At first we mistook the carbs for old Schebler alchy burners, but they are stock H-D pots.



Krant was not surprised when he beat the "Brute". He had waited four months for a chance to try.



No one would expect the dragster that finally beat the almost legendary "Brute", and went on to eliminate such champion hot rods as the "Bean Bandit" and "Chrisman's Thing", to be an ordinary or simple machine. But even with that much of a warning, Lloyd Krant's dragster is still startling.

Basically, the power plant is a 1946 Harley-Davidson "74" in a 1930 VL frame, but Krant knew that cast iron barrels would never contain the pressures he intended to use. He bored out the cylinder walls leaving only the cooling fins, machined out two steel cylinder inserts with a 3 7/16-inch bore, pressed them into the fins and bolted them in place.

The original ports were blocked off and the heads were re-worked to handle dual carburetion. The stock 1 5/8-inch exhaust valves were retained, but intakes were enlarged to two inches. The valves were, of course, carefully machined to avoid contact on the overlap.

Harley-Davidson flywheels gave a stroke of 4 9/32-inches which, with the 3 7/16-inch bore added up to almost an 80-inch displacement. All the lower end parts, including the cases, are polished to a satin surface.

Ordinarily the big dragsters force feed the hungry motors by means of a hand-operated air pump, or run two lines for each pot, one to the bowl and the other directly to the manifold; but Krant did not feel that either method was necessary. He even refused to shell out for the expensive Riley carburetors and simply used two stock (M35) jugs with both idle and high speed jets re-

(Continued on page 32)



Some 25% of the 800-mile distance covered forest paths like this. German rider Baierlein cuts wing-dings on his 250 cc Viktoria.



Ebert pushed this 250 cc Viktoria combination through for a second in 350 cc class.



BMW factory rider, Max Klankermaier, was one of three who won coveted Alpine gold medal.

THE ALPINE TRIALS

Photos by F. H. Baer and
Arthur Fenzlau

By H. Van Allen



Karl Salzer, (350 cc Jawa) in speed test, which made tuning for cross-country only impractical.

STORMING UP Alpine passes more than 8,000 feet above sea level at an average speed of 30 mph eliminated 50% of the 130 participants during the first day of the Alpine Trial, and forced the organizers to reduce the prescribed speed by 10% during the second day's run. Covering a distance of 820 miles in two days is asking a lot, but differences in the altitude above sea level ranging from 1,000 feet to a peak of 8,218 feet made things even tougher, with cold, rain and storm adding to the difficulty in this famous annual Central European event.

During two days, riders in the Alpine trial must cover twice the distance per day required in the Six-day trials. Then they also must compete in a speed test on the third day, not on a flat surface, but up a 2-mile stretch with an average grade of 15%. Such a trial is Europe's best chance to test its new cycle models, and to divide the would-be riders from the real performers.

Following the Federation Internationale Motorcyclist's Sports Code, the Austrian trial is a real "reliability" test, in which certain speeds are prescribed for the different classes of cycles, divided according to piston displacement. The internationally valid rules, covering this type of event, were strictly enforced:

only the rider may touch his cycle during the entire trial; riders must release the cycles into the organizer's custody except during the period of actual competition; and vital engine parts are sealed to prevent replacement or repair. The purpose is "to show a cycle's reliability during a gruelling two-day run and the concluding speed test, or to determine its weak points."

As during past years, the Alpine Trial started in the heart of Austria, where the northern border of the Eastern Alps permits the layout of a route combining high mountain roads, meadows, creeks and unpaved surfaces. About 30% of the entire distance leads over entirely unimproved surfaces, while the rest of the distance is made up of roads of all qualities.

The Trial started, as usual, with a technical check of the cycles, and also a check of the riders' racing or trial licenses—a necessary paper which guarantees that the bearer of such a license is fit in health, riding ability, and responsibility to participate in such an event. (This is the reason for the relatively low number of accidents, and the record of no loss of life during any of these events).

Of 130 cyclists who signed up for the 1953 Alpine Trial only 116 appeared

for the start at 02:00 A.M. on June 14, 1953, at Gmunden, in the world famous Salzkammergut Alpine lake region of Upper Austria and Salzburg provinces.

Riders received their cycles 15 minutes before the start, to warm up the engine, and to have a last glance at the starting cards with time tables, ordered speed, route and helpful information concerning filling and service stations, food depots, and emergency posts. The starting cards listed the following speeds:

Category "A", cycles without side car:			
Class 1	above 350 cc	ordered speed	33.12 mph
Class 2	up to 350 cc	ordered speed	31.87 mph
Class 3	up to 250 cc	ordered speed	30.62 mph
Class 4	up to 175 cc	ordered speed	29.37 mph
Class 5	up to 125 cc	ordered speed	28.12 mph
Category "B", cycles with side car:			
Class 6	above 500 cc	ordered speed	29.37 mph
Class 7	up to 500 cc	ordered speed	26.87 mph
Class 8	up to 350 cc	ordered speed	26.87 mph

At intervals of one minute, the riders were released in pairs (according to their engine size) to begin the 417.43-mile run of the first day.

After cruising over level roads for a few kilometers, they turned into a rural area as soon as daylight came to ride up and down the Alpine roads from the starting point, 1,400 feet above sea level, to the peak height of the first day, 8,218 feet above the Adriatic Sea.

ROUGH AS THE JACKPINE? . . . AS THE GREENHORN?

Among the mountain passes and through rural terrain, grades up to 35% had to be mastered, creeks crossed and drives through stone-covered former glaciers negotiated. This all took place in pouring rain, at a temperature of below 50° F. and during a storm which caused many accidents — not serious ones, though.

A further difficulty in this type of reliability test is the inter-distance time control posts (known checks) of which 11 were established during the first day. A tolerance time of 3 minutes for the entire day was permitted; every minute a rider was late at one of these 11 posts was marked as one penalty point.

Besides the time control, there was a series of 3 passing control posts (secret checks) where the cyclists had to present their starting cards for stamping. It was, for that reason, impossible to improve one's position by riding easier parts of the entire distance faster and accumulating overtime. With early arrival at the time control post penalized, riders had to consider each of the twelve stretches of the entire route a special race against time. At the same time they had to find their own way, for "the route is marked, but without guarantee of correct routing, so that every rider is responsible for finding the correct course

on his own special map".

The strain of keeping pace with the larger hand of the watch from one time post to the other while simultaneously fighting the obstacles of the course in mist, rain, or storm, eliminated 56.66% of all riders during the first day. This was a blow not only to the cyclists, who came in mud crusted, tired, and worn out, their cycles a lump of mud, hot exhaust pipes steaming from the rain, but also to the factories, who had sent their works riders to demonstrate the special abilities of their products.

The discrepancy in the appearance and the tuning of the strictly stock models when regarded from the view of private drivers on one hand, and the factory models on the other, was not possible to overlook. Private riders mostly men below 30 years of age who spent their last nickel to get the cycle ready, paid the entry fee, and participated, partly with makeshift clothes, were clearly distinguishable from the well-dressed factory men who had the company's top mechanics doing the jobs in their off-time, while the "private" ones labored during this same "off-time".

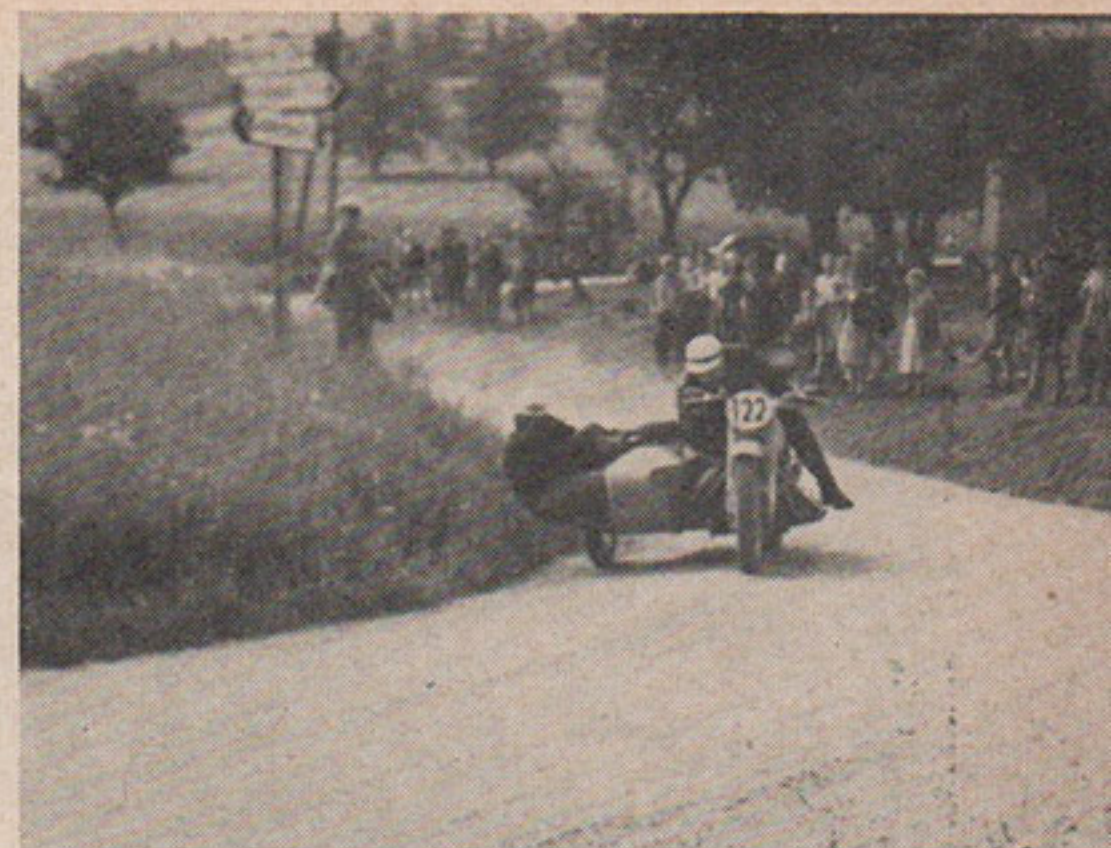
The younger men among the participants, therefore, have not much chance to stand up in the long runs, which certainly does not attract new men into the motorcycle sports camp. And at that, the factory teams, by creating (perhaps unwillingly) unfair competition, hinder the expansion of motorcycle sports.

The distance of the second day was scheduled to be 399.8 miles, ranging from an altitude of 1,048 to a peak height of 4,114 feet. Again a system of time control posts and passing posts was established—11 for time checks, and 7 for passing.

The rain was a little lighter and the storm had died down, so that the second day brought only 1.63% more eliminations from the competition, the percentage being computed from 100% of the entry list.

Of the 55 riders who took off in the morning (at 3:00 A.M.), 51 reported back. Having completed the first two days, they were eligible for the third day's mountain-climbing speed test. This endurance test had to be completed with the original cycle, all parts the same as at the start except for tires, and spark plugs.

A two-mile distance was measured from the shore of Lake Traun to Mount Gmunden, ascending at an average grade of 15%. The speed test took the last out of the cruelly treated cycles, the riders lying flat on their machines to gain speed, knowing that the best time in every class would bring the much sought after prize, the Silver Edelweiss. (The Edelweiss is a white Alpine flower, quite rare, and therefore generally high-



Zundapp rider, H. Kritter, gold medal winner leans with his passenger during speed test.



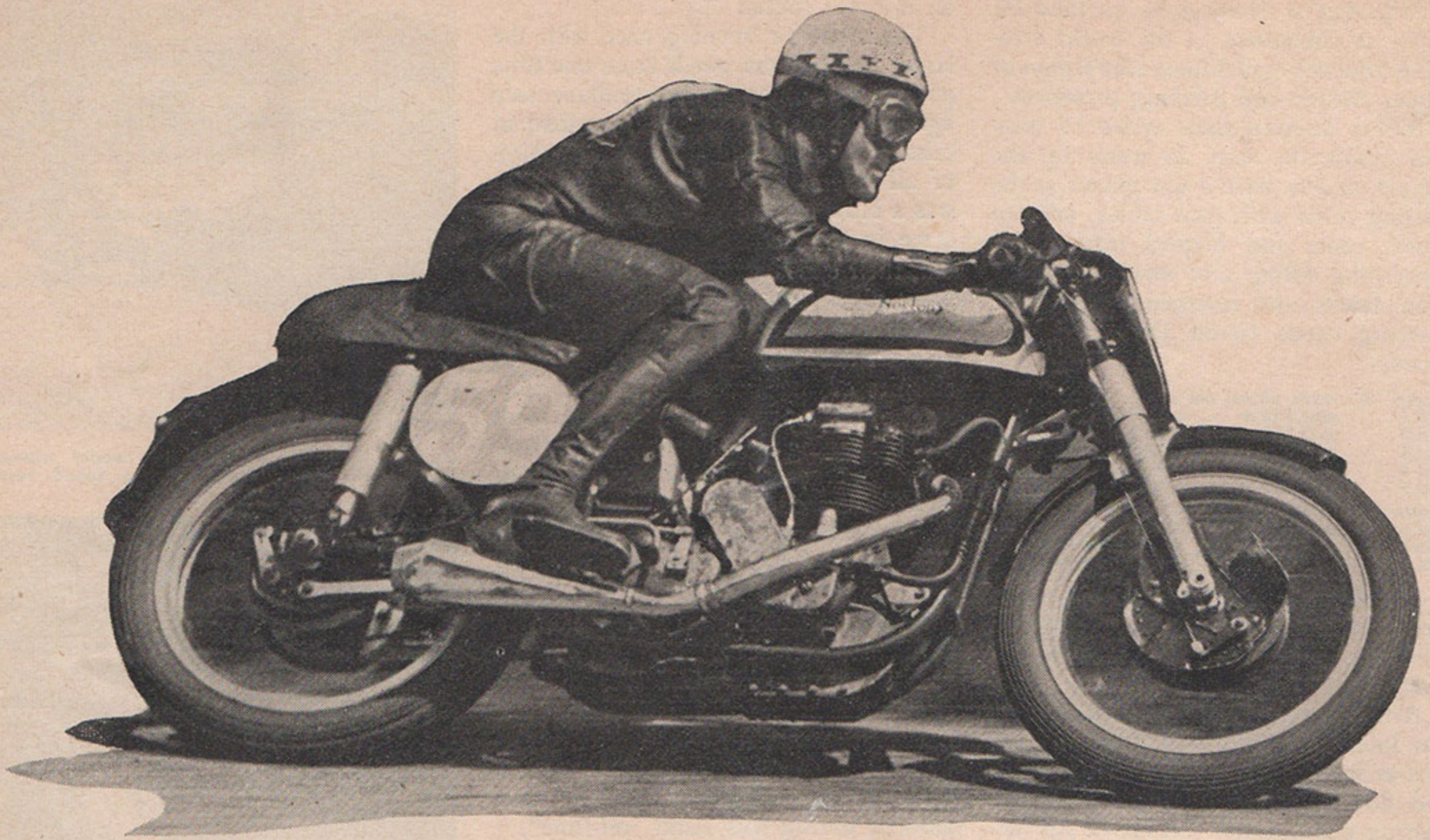
Storms, mud and steep grades made this run a tough one. Franz Rossman fights 150 cc Puch.



Much of the course was cross-country. Hans Ernst, Zundapp works rider, sets up bow wave.

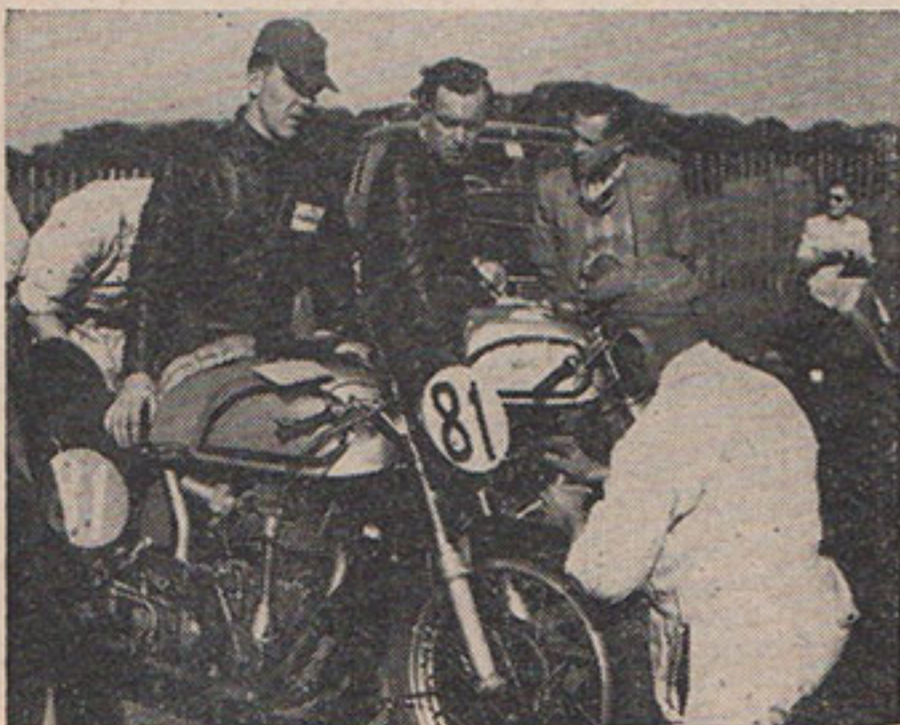


Top German rider, Hans Best, rode a 250 cc Hecker. Note the trend toward full-drum brakes.



Ray Amm competently stepped into the spot on the Norton team vacated by Geoff Duke and rode to victory in both the 350 and 500 cc. races.

TO LIVEN UP the usual AJS-Norton duel even more than ever, MV entered Les Graham on a 350 cc four, Fergus Anderson, oddly enough, turned up on a 250 cc Guzzi bored out to 322 cc, while a strong German challenge could be expected from the three cylinder DKW ridden by Siegfried Wunche. Nevertheless, it was the AJS jockey, Rod Coleman, who took the lead in the initial lap. His time of 25 min. 20 sec. from the standing start (89.40 mph) placed him seven seconds ahead of Norton's Ray Amm. Fergus Anderson whipped the Guzzi around in third spot, trailing Amm by only two seconds. Ken Kavanagh held a good fourth place for Norton ahead of McIntyre (AJS), Brett (Norton), and Doran (AJS). Les Graham was having a spot of clutch trouble and could only make 8th spot.



American entry, Nick Nicholson, shown during 350 cc. weigh-in. Ken Kavanagh on the right.

In the hotly contested second lap, Amm managed to overcome the seven second lead that Coleman had held and together they were bracketed as leaders at 89.82 mph. Kavanagh pulled ahead of Fergus Anderson's Guzzi by 2 seconds, Graham was not in the first dozen and the DKW was out at Ramsey with expensive noises coming from its work-box.

The third lap gave a blow to AJS hopes of winning when Coleman unfortunately split the seam of his oil tank and was forced to retire at Glen Vine. Two other top flight men, Graham at the pits and Cecil Sandford (Velocette) at Hillberry, had to call it a day. Nick Nicholson dropped out as the field began to thin: his motor froze up while going through some sweeping full-bore, fourth-cog bends.

The race then settled down some with Amm leading followed by Kavanagh, Anderson, Brett, and Doran (AJS). So Norton held 1st, 2nd, and 4th, followed by a horde of the amazingly fast over-the-counter 7R AJS machines.

Lap four was notable for the way that batch of non-works AJS boys changed positions. D. Farrent robbed Ernie Ring of 6th; Ken Mudford moved from 9th to 8th when Murphy fell by the roadside. Unfortunately during this lap the news of another fatality was received. Tommy Swarbrick had crashed near the 13th milestone.

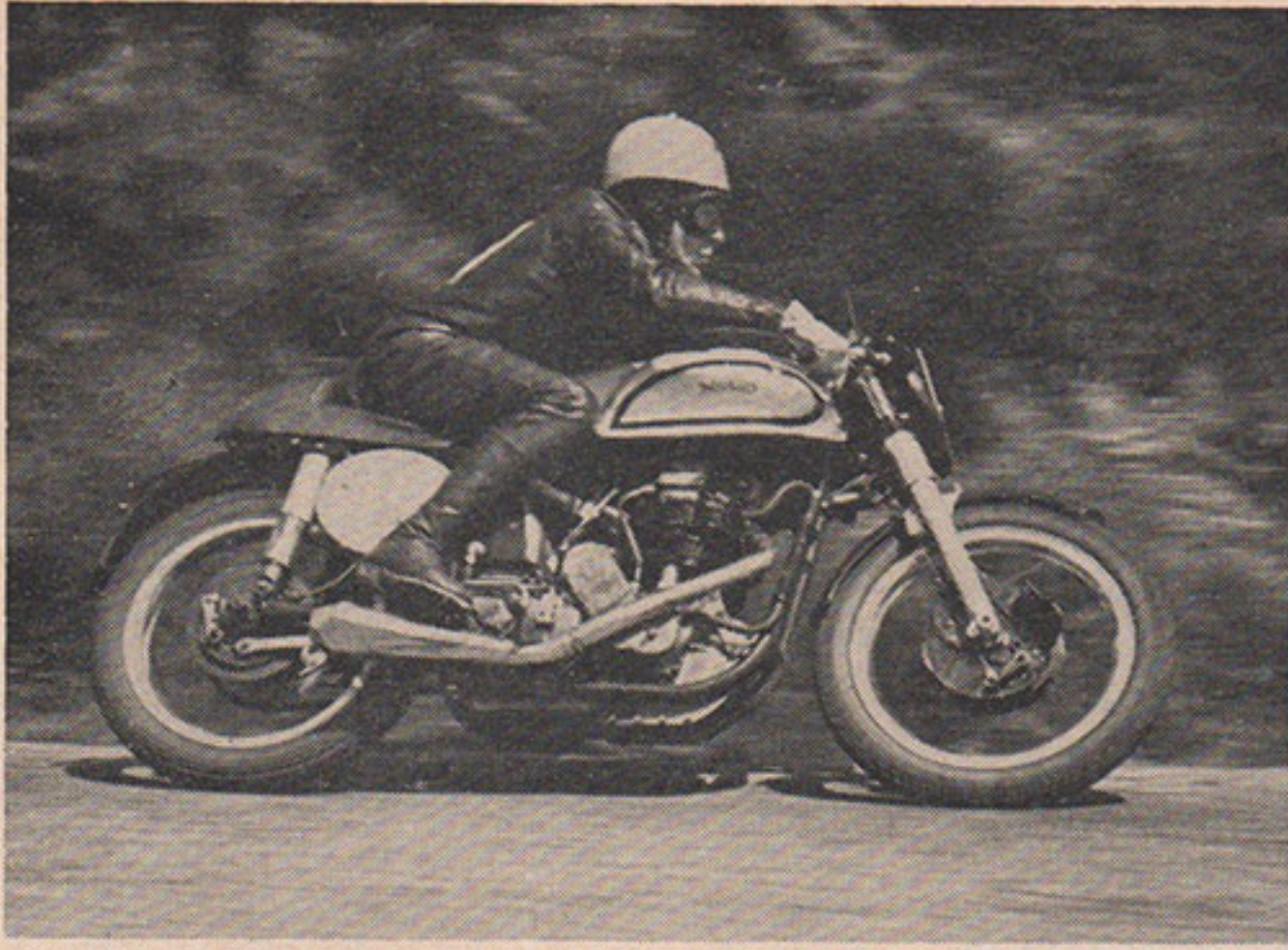
Sixth time round Kavanagh equalled Dukes old lap record of 91.39 mph, and any chance Anderson had of pulling up to the two leaders seemed slimmer than ever, but with 58 seconds in hand over Jack Brett in fourth place, his position could not be taken from him unless the drastic happened.

The last 37 $\frac{3}{4}$ miles began with Amm ahead of Kavanagh by 7 seconds, their average respective speeds being 90.31 and 90.24 mph against the Guzzis 89.33. The suspense was hard to bear even by hardened pressmen, for it is generally known that Norton riders are told to ride their own race, and a duel between the teamsters might result in a mishap that would allow Anderson's Guzzi to take a first place win.

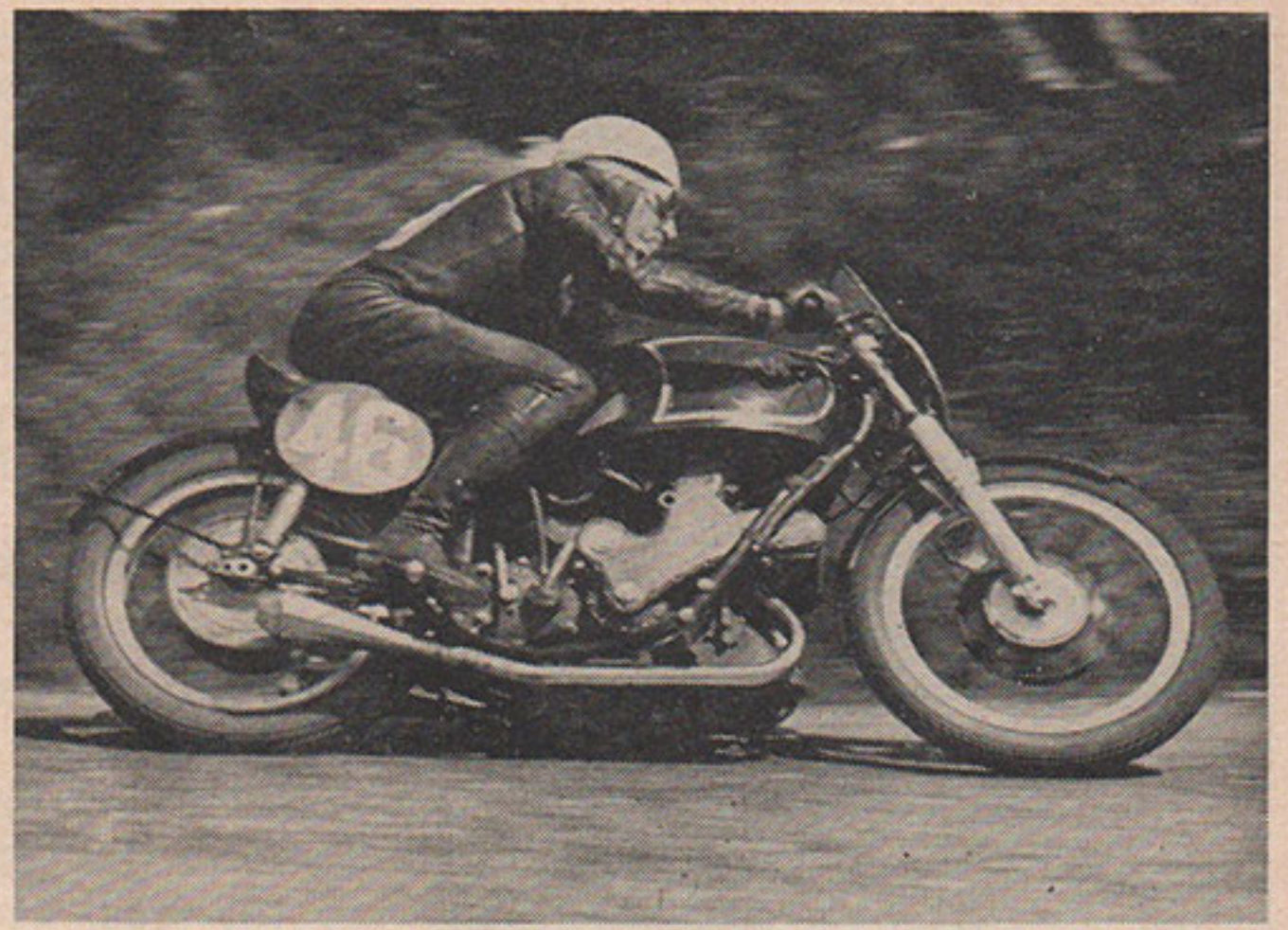
Both Norton riders streaked around like scalded cats to break the old record again with Amm holding the new lap record at 91.82 mph. Even the third man made an extra endeavor in a last grim hope and raised his average speed from 89.33 for six laps, to 89.41 for the total distance of 264.11 miles. Jack Brett pulled off 4th spot for Norton: then, with the exception of Vic Willoughby in 12th position, the remainder of the spots up to and including 17th were taken by AJS machines.

The 250 cc Lightweight T.T.

On June the 10th, two days later, I positioned myself on the high ground at Cronk-y-Voddee where I heard Mr. Graham Walker announce that road



Ken Kavanagh is becoming a sound work horse of the Norton team. Finished second behind Amm in the 350 cc. races—failed to finish the Senior.



Bill Doran bends his "Porcupine" AJS through the tricky bend at Kate's cottage. Doran rode works "sloper" into fifth spot at 90.80 m.p.h.

ISLE OF MAN

By

W. H. Onslow

conditions were perfect all around the course. This created quite a chuckle from a little crowd in my vicinity. A low cloud persisted in sitting on the top of our hill and at times visibility was less than twenty yards.

Conditions had been bad following a wet night and the start was delayed for an hour. Thirty riders sharing between them fourteen makes would strive to the utmost to be the quickest to cover the required four laps. Among seven non-starters was Bruno Ruffo, holder of the fastest lap time in '52. He had broken a leg during practice. Bill Lomas, one of the three who, during practice, had broken the existing record was another out with injury—a slight hand injury being sufficient for the doctor to say "nae".

Suddenly from the mist at our spot of gloom came the unmistakable howl of the NSU and like a grey shadow, Werner Haas, crouched low on his machine, speed quickly out of sight. Several seconds passed before the appearance of the next rider whose unmistakable length wrapped around the speeding Guzzi proclaimed him to be the favorite, Fergus Anderson. The next two, Lorenzetti and Edwald Kluge on Guzzi and DKW respectively were a little closer together as if glad of company in such no man's weather.

Soon, over the speaker system, we heard that Anderson was leading by six seconds. Possibly the tricky Quarry Bends were a bit too hot for Werner on the NSU. Nevertheless his performance was terrific for a rider who was making his first racing appearance before the Manxfolk.

Conditions must have been better on the mountain proper, because Anderson

had taken the clock in 26 min. 44 sec. giving a speed of 84.71 mph. He was bettering Haas by 16 seconds who, in turn, led Lorenzetti on a Guzzi, Wunsche on the DKW and Arthur Wheeler and Tommy Wood, top private Guzzi riders.

Spots remained unchanged during the next lap when, fortunately for us, our little cloud moved over and settled on the next hill-top to give us our only clear view of the riders throughout the race. With a clear course, finally, Anderson promptly boosted the lap record to 85.52 mph.

A change in order occurred as the third lap neared its end. Lorenzetti stepped off at Governor's bridge and, though unhurt, was forced to retire.

With only 18 contestants circulating at the end, Fergus Anderson took the checkered flag 17 seconds ahead of Haas to set a new race record at 84.73 mph. The game little German had put up a gallant fight during the last two turns and had pulled back almost half of the 30 seconds that separated him from the leader at the end of the second lap. Wunsche, finishing in third spot, was over four minutes behind the NSU, but easily led A. Wheeler (Guzzi), S. Willis (Velo), Tommy Wood (Guzzi) and Ray Petty (Norton).

The 125 cc Ultra-Lightweight Race

This event, supposed to have started immediately after the 250 cc race, was postponed for a day owing to weather conditions on the Mountain. With an original entry of thirty-three, the total entry was whittled down to 22 by non-starters. 12 MVs, 3 EMC-Puches, 3 Mondials, 2 BSAs, a NSU and a Sulby-EMC finally started.

Haas (NSU) quickly jumped into

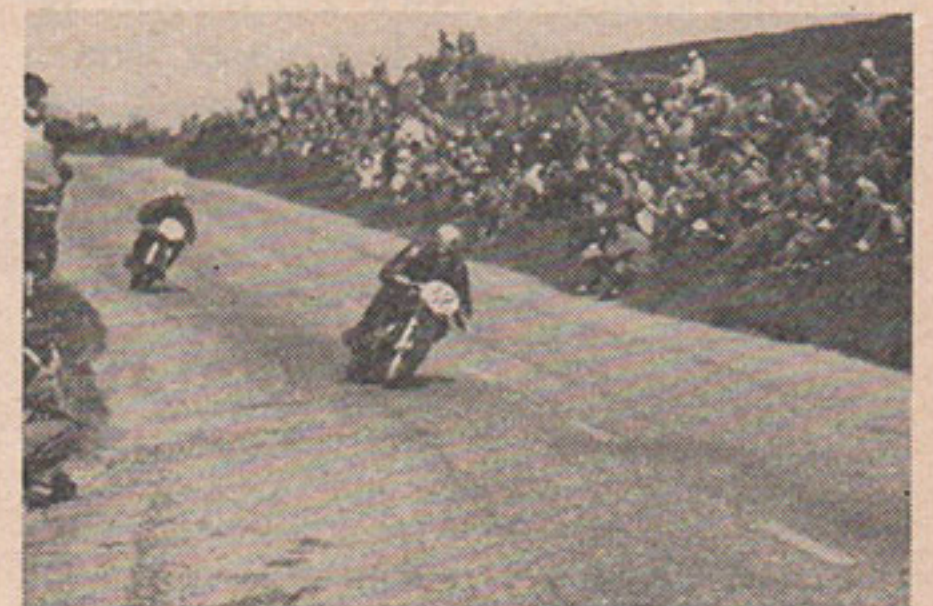
the lead with Ubialli (MV), Sandford (MV), and Graham (MV) on his tail; but soon, from Kirk Michael, fifteen miles out, came news that Graham had already stormed ahead to take the lead.

The pace seemed to quicken as the miles sped by and announcers along the course became so excited that, at times, reports seemed to conflict.

Then, with the field well out on the second of the three laps, it was announced that the first four had already, from a standing start, broken last year's lap record. Graham, the leader, cracked it by 39 seconds at an average lap speed of 77.77 mph.

But his next lap was even faster—78.21 mph. (Remember that these are 125 cc machines) Graham was then running 38 seconds ahead of the second man, Cecil Sandford. Werner Haas clung to third spot and, indeed, had gained one second during the lap. Carl Ubbiali was not so lucky; his MV, smothered with oil, had become a dangerous mount and he pulled into the pits for good.

Third and last lap turned out to be a triumph for the now very popular



Unidentified riders engage in personal dual between the 33rd milestone and Kate's cottage.



Riding a stock model 348 cc. BSA Gold Star, David Powell won Clubman's T.T., 80.17 m.p.h.

Meanwhile out on his own and enjoying, for once, a trouble free T.T., a remarkably popular rider we were soon to lose was winning his first T.T. at a speed of 77.79.

Only twelve managed to finish, the last being N.R. Jones astride a game little BSA Bantam at 55.17 mph.

The 500 cc Senior T.T.

That comparisons may be made between the first and latest of this series over the almost identical mountain course, the 5-lap Senior in 1911 resulted in a 1-2-3 victory for American-made Indian motorcycles. O. C. Godfrey, with a speed of 47.60 mph led C. B. Franklin and A. J. Moorhouse to the flag. The record lap for the event fell to F. Phillip (Scott two-stroke) at a speed of 50.11 mph.

The race this year made a glorious picture of color with 30 Nortons, 15 AJS's, 13 Matchless twins in Ajay-type frames, 4 Gileras, 3 Triumphs, 2 MV's, and single entries being a BMW, BSA, Velocette, FAN-Norton special, and a Phoenix-JAP.

Sharply at 10:30 A.M., Australia's 40 year old Tony McAlpine received the starting signal. In his usual style, he ran with the machine until it fired and then rode side-saddle for quite a considerable distance. Ten seconds later, in complete contrast, Nick Nicholson received the signal, made a short run, a bump, and then dropped immediately into a racing crouch as he sped to the 1-in-10 slope of Bray Hill.

At each ten second interval, regularly as clockwork, a machine sped on its way. Riders from South Africa, New Zealand, Sweden, Ireland, Germany, Ceylon, Denmark, Southern Rhodesia, Italy, Gibraltar, Australia, and the three countries in the British Isles all started, determined to finish or burst.

At the conclusion of the first lap, Graham, motoring like the wind, had already passed ten riders. He really looked like business as he passed the stands with a lap time of 24 min. 8 sec.—93.83 mph. Even this was not good enough. Although Geoff Duke did not look as fast on the Gilera when he sped by, he had performed the incredible. From a standing start, he had averaged 96.38 mph. Amm at 93.20 mph was third, and Kavanagh (Norton), Armstrong (Gilera) and Coleman (AJS) trailed in that order.

A hasty examination of the records disclosed that although Nick was sixth on the road, he actually tied with G. J. Walker, an Australian entry, for 34th position. Well behind them on a Triumph was the Canadian entry, R. S. Herbert, his time for the initial lap being 30 min. 29 sec.

Suddenly a rather frantic movement by the boys of the Daily Press as they hastily garbled into phones caught my attention. Motor Cycling sports editor, Cyril Quantrill, turned very pale as he passed a written slip to the row behind. This announced the death of Leslie Graham, a friend of us all.

Imagine the incident this way. The MV "multi" sped past the stands only two seconds before George Brown (Norton). Les probably bettered 140 mph down Bray Hill, made a terrific jump at the bumpy crossroad, and then landed queerly to go into a lock to lock wobble.

Although he struck a wall on his left side, he still continued to fight for control for another 200 yards. Finally, he was flung off and the machine crashed to burst into flames. Brown (known for his prowess with the big Vincent "Gunga Din") ran into the machine, damaged his own, but fortunately escaped injury. Nick arrived midst a cloud of smoke, dust and flame.

Anchoring with all he had, he slowed enough to pass through, and then proceeded at a quiet pace to Quarter Bridge, signalling to police and officials that all was not well behind him.

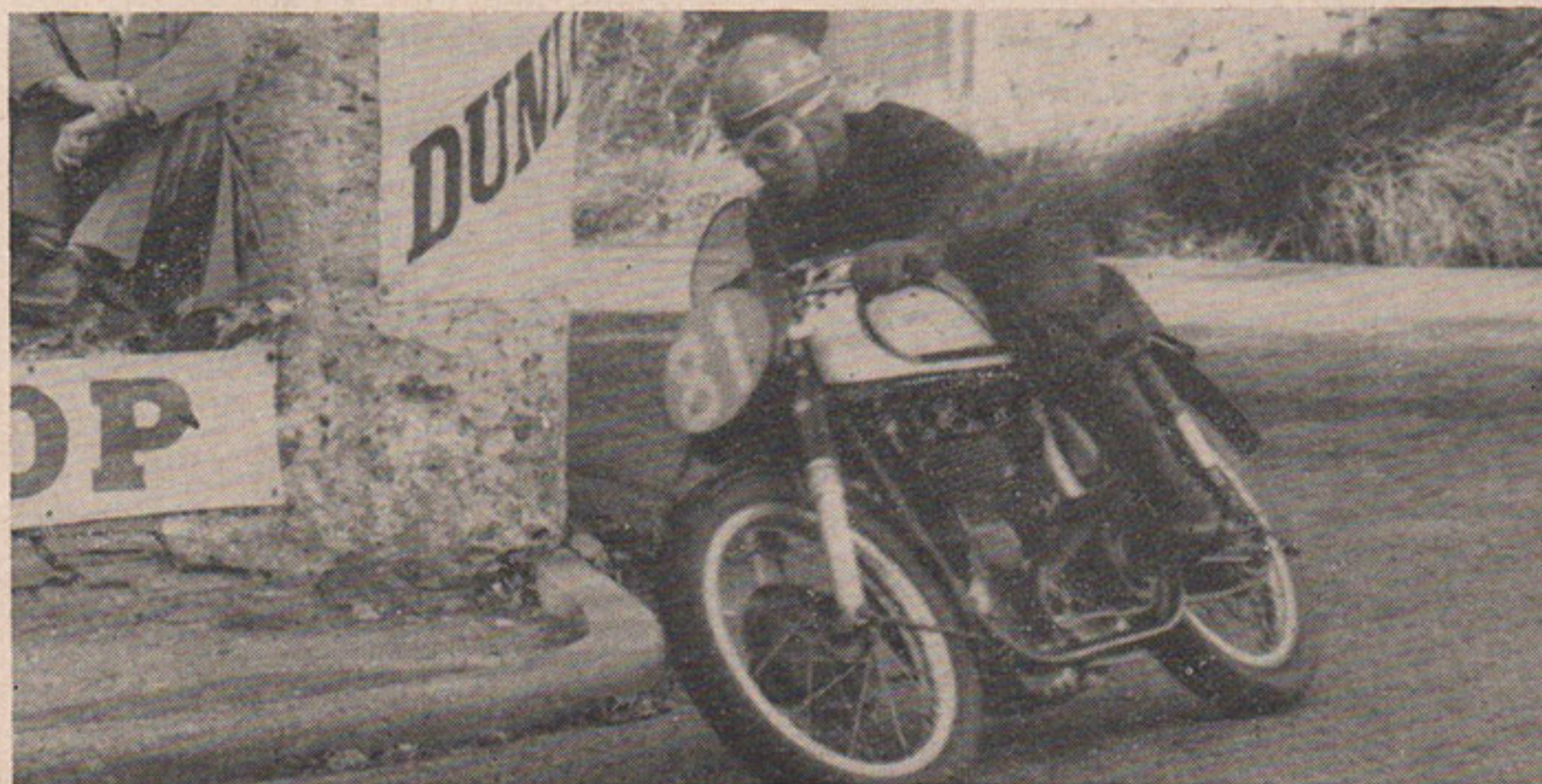
Lap two was full of incidents, but fortunately none of the others were serious. Nick finished this one in 32nd spot, but was now fourth on the road. He lay behind Jack Brett (works Norton), Ken Mudford (Norton) and Reg Armstrong on the big red Gilera "multi".

Walter Zeller dropped the works BMW at tricky Signpost, hopped on again, and then retired permanently at Governor's bridge. Canada's entry, R. S. Herbert was reported to have retired at Glen Vine; cause, a badly swollen hand.

The order at the end of this tragic second lap was: Duke first at 96.62 mph, Amm, Armstrong, Brett, Coleman, and Kavanagh.

Even more exciting was the third lap. Duke (#67) had started one minute behind Amm (#61), but as this lap started, Duke was leading by 1 min. 3 sec. But Amm closed up the three second gap and the two riders engaged in a battle of slip-streaming. Although they were neck and neck at the finish, Duke still had that comfortable one minute lead when Amm stopped for gas. Although Duke had, for the third time, broken his previous lap records, Amm was even faster: his "outdated" Norton single had averaged 97.41 mph.

There is an old saying "A race is never won until it is lost", or is it vice versa. Duke, with a one minute lead and going like a dozen scalded cats, had almost completed the turn at Quarter Bridge for the fourth time when he opened the tap too quickly on some hot tar. The Gilera wobbled badly and came to earth. Unhurt and with a minute in hand, he could almost af-



Nicholson plots out his line at Governor's Bridge. For a new rider at Isle of Man, Nick did a miraculous job. At trophy presentation, crowd called for a speech, but he was too bashful.

ford to spill; but the fall had split the tank, and Duke's ride was over.

Although not among the winners this year, Duke proved conclusively that none of his masterly touch has been lost. His average while he ran was 96.80 mph. *The previous lap record was only 95.22 mph.* Duke's average speed, then, exceeded the former lap record.

A Norton teamster, Ken Kavanagh, who had held fourth spot, stopped at Creg-ny-Baa. Ironic news of a further fatality that happened in this lap also remotely concerns Nick. Tasmanian G. Walker, who shared that 34th spot with Nick, had pulled ahead of him by 1 min. 5 sec. in the course of two laps only to crash at Kerromcar. He was killed instantly.

Leaders at the completion of the fourth lap were Amm, who led by 1 min. 38 sec., then Armstrong, Coleman, Brett, Doran and Mudford.

With the pace-setter, Duke, out of the race the average dropped to 94.66 by Amm, and the leaders stayed in position with only Brett and Coleman swapping places.

Nicholson pulled up to 20th spot during the sixth lap after holding 32nd in the second lap, 29th in the third, 30th in the fourth, and 24th in the fifth. There were no other changes in

the leader board, and the race seemed to be settling down.

But in the last lap things happened fast. Sixth place man, Mudford, dropped out with a broken chain, and P. A. Davey (Norton) took his position. The leader, Ray Amm, temporarily distracted by some wild looking skid marks at Sarah's Cottage, unloaded himself, wiped out a peg, but remounted and continued, going fast as ever. Armstrong on the remaining Gilera continued pressing on at top speed to threaten Norton's position and perhaps hoping to duplicate last year's win when his Norton's chain broke just as he crossed the finish line.

Ironically, though, Armstrong's Gilera also shed its chain, and the time lost threading it on cost him not only a possible win, but his second spot. Jack Brett, riding a works Norton, seized the opportunity and slipped from third to finish second behind Amm.

So once again the "outdated" singles of Joe Craig, the man behind Norton designing, mopped up top honors at the greatest road race in the world. The Italian "multis" are faster, but handling and reliability also must be considered—and we can be assured that they will be.

But even as the screaming exhausts begin to fade from the course, specula-

tion begins anew. Will the Italians work the bugs out of the "fours"? What will the Germans do next year? How about the Norton streamliners? What is this persistent rumor about a Norton "multi"?

Things are happening fast . . . !

RESULTS

NAME	MAKE MACHINE	SPEED (mph)
The 350 cc Junior Race		
1. R. Amm	Norton	90.52
2. T. K. Kavanagh	Norton	90.44
3. F. Anderson	Guzzi	89.41
4. J. Brett	Norton	88.70
5. W. Doran	AJS	86.90
The 250 cc Lightweight Race		
1. F. Anderson	Guzzi	84.73
2. W. Hass	NSU	84.52
3. S. Wunsche	DKW	81.34
The 125 cc Ultra-Lightweight Race		
1. R. L. Graham	MV	77.79
2. W. Haas	NSU	77.18
3. C. C. Sandford	MV	77.15
The 500 cc Senior Race		
*1. W. R. Amm	Norton	93.15
*2. J. Brett	Norton	93.74
3. H. R. Armstrong	Gilera	93.62
4. R. W. Coleman	AJS	92.77
5. W. Doran	AJS	90.80
6. P. A. Davey	Norton	86.97
7. E. J. Frend	Norton	86.72
8. R. H. Sherry	AJS	86.50
9. H. A. Pearce	Matchless	86.38
10. "J. Grace"	Norton	85.54

*This corrects the error in the news flash of our August issue.

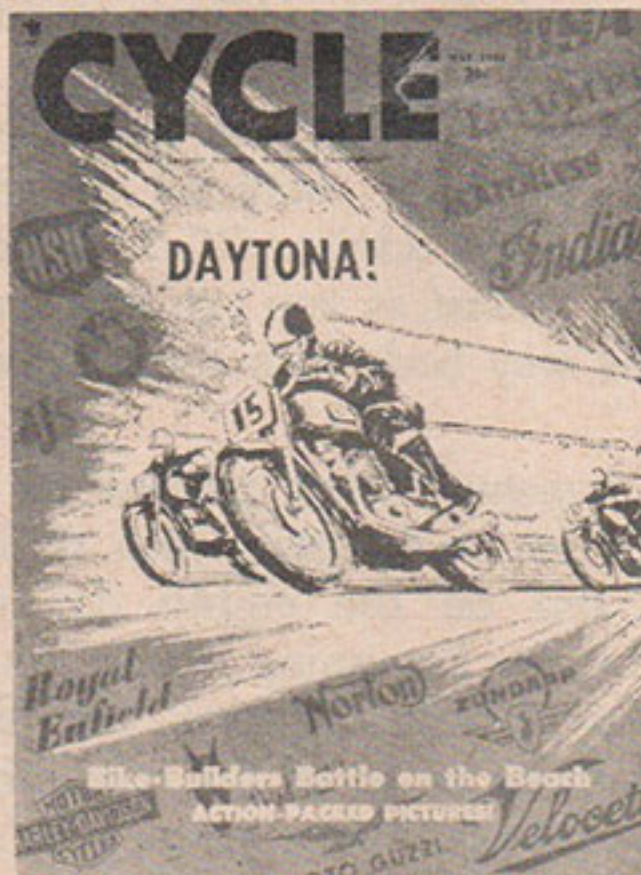
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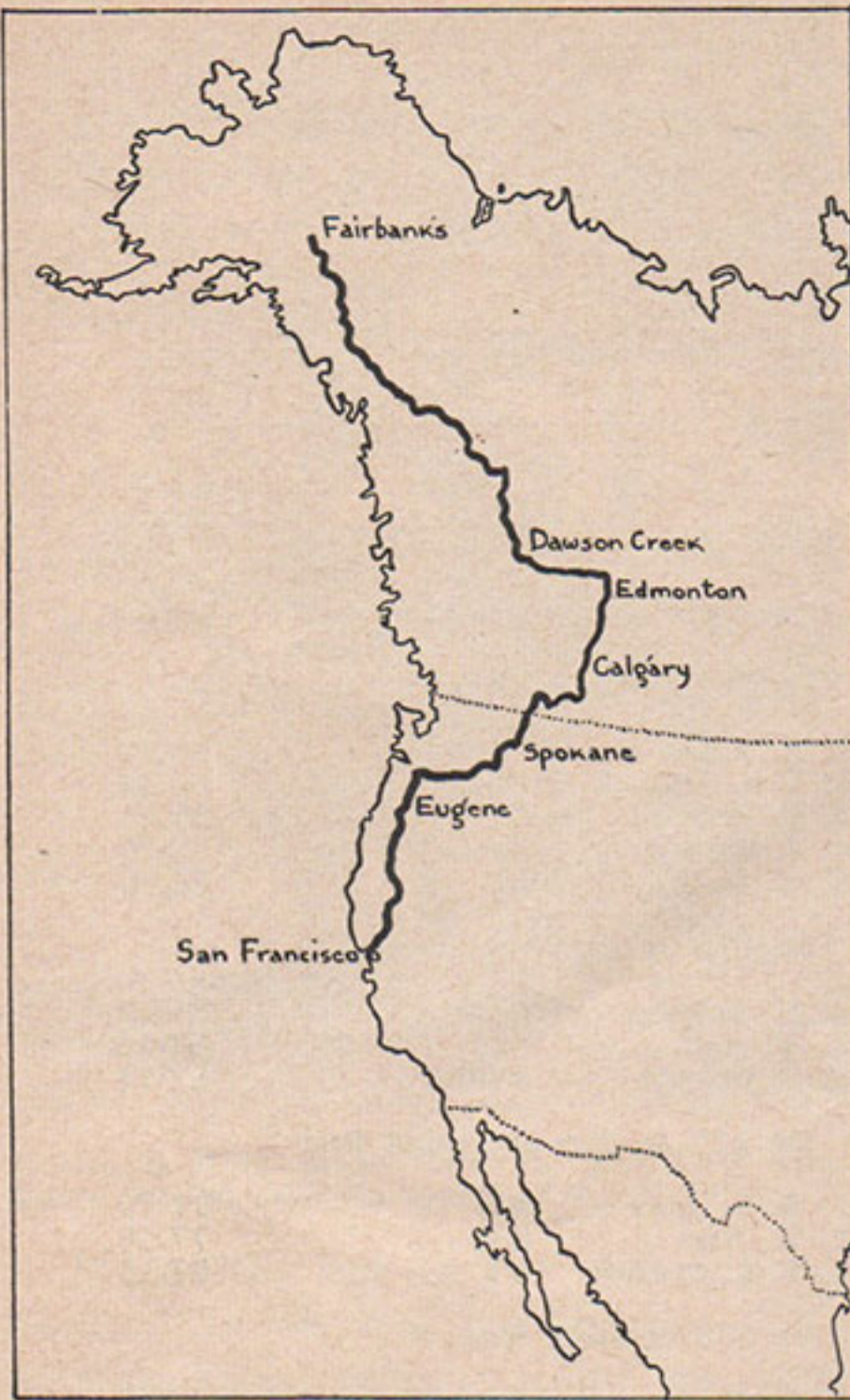
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ALCAN PIONEER

By Griffith Borgeson



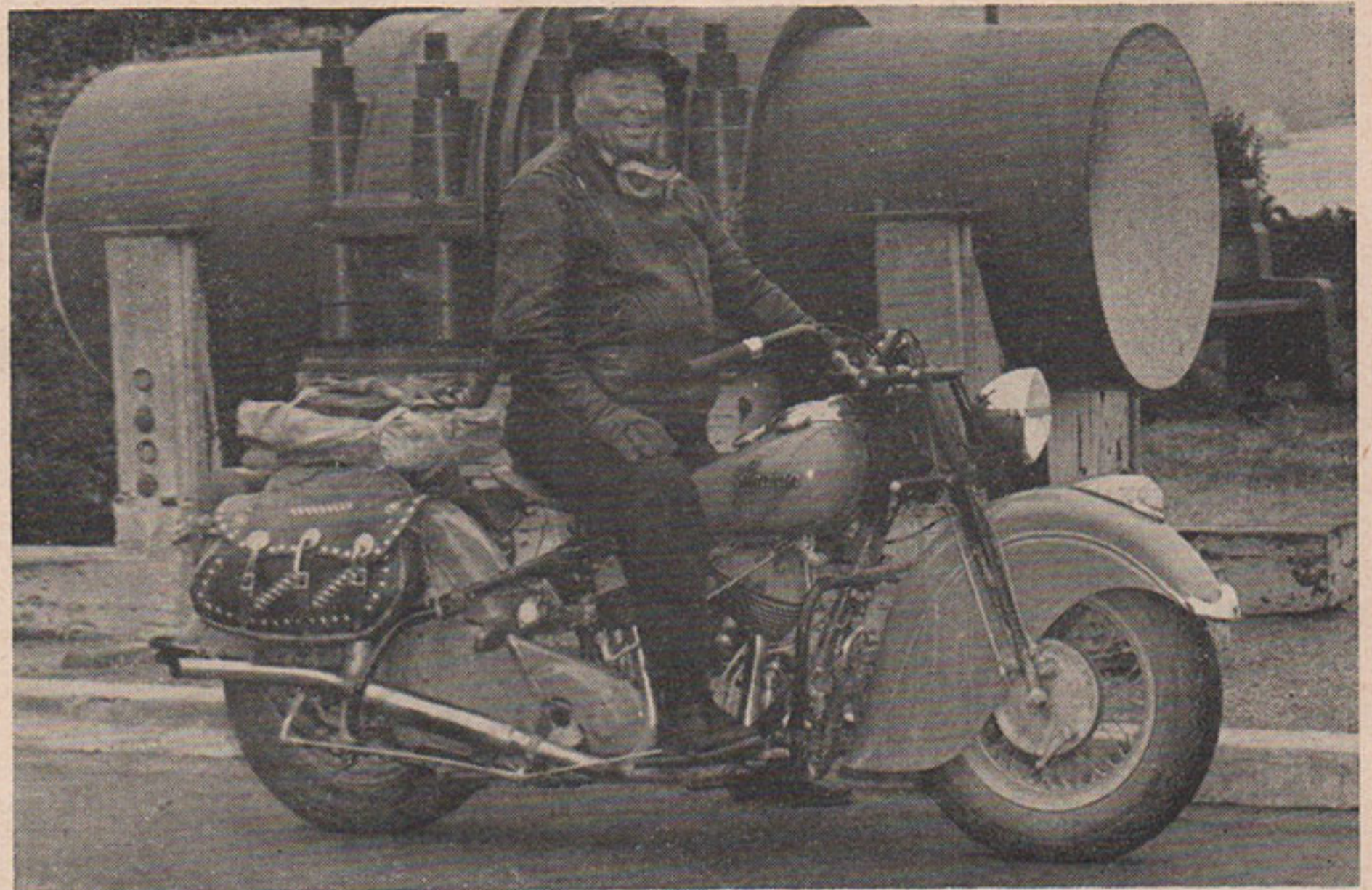
Kewpie's 3870-mile northbound course took just 14 days to cover. Dawson Creek to Fairbanks, the tough part, took only six days flat.

It's a long way from Frisco to Fairbanks—and 2000 of the 3870 miles are something of a challenge to man and machine. Most of the 2000 miles consists of a respectable gravelled surface, but the monotony is relieved by hundreds of miles of a substance which, at the very suggestion of moisture, turns into a gluey, greasy gumbo. There are nice stretches of white adobe clay and the entire Alcan is pocked with ruts to contribute to the cyclist's diversion.

After 37 years of two-wheeled exploration of America's most interesting gravelled roads, including a series of coast-to-coast trips which began in 1930, a jaunt over the Alcan highway seemed to H.B. "Kewpie" Allen the perfect way to spend his month's vacation. And, as casually as you or I would go out for a Sunday spin, Kewpie (he used to run a plaster doll concession at the San Francisco beach) hauled off and did it in the summer of 1950.

He made his preparations with an efficiency bred of decades of cross-country touring. Into the saddle bags and the pack went 35 carefully selected articles, including change of underwear and pants, spare sealed-beam light, plugs, distributor cap, rotor, breaker points, tube and a tire pump, patching kit, tire irons, first aid kit, and two big flares—in case the rider became ditched and helpless. And so, on June 10, Kewpie Allen fired up his new Indian 74 and, wearing a G.I. foul-weather suit over his street clothes, set out to visit Fairbanks, Alaska.

The second day out would have sent



Almost 8000 miles and three weeks later the pioneer rolls back from Alaska. In the background is the San Francisco Golden Gate bridge and a cable section. Bike looks ready to go again.

the average rider scurrying for the nearest barn. A cloudburst went into operation in southern Oregon, but Allen (with no windscreen, of course) cruised on for three hours, the time it took to soak him to the skin and bring him to Eugene. He barely made it; his bike's distributor had absorbed a good deal of liquid and the engine was missing badly. Two layers of sheet rubber taped tight around the wires and over the cap made the distributor waterproof for the rest of the trip. Allen's attitude toward rain is that you've just got to ignore it. If you wait for it to blow over you may wait away all of your travel time. His advice: "Get to your destination as fast as you can and dawdle on the way back with the time you have left."

From Eugene, Allen pushed on to Spokane, then to Calgary, then to Edmonton, and on the eighth day out Kewpie hit the beginning of the Alcan at Dawson Creek. During the first thousand miles or so of his trip, when people would ask, "How far ya goin'?", Allen would name some town a hundred miles or so ahead, having learned from experience that hardly anyone believes you when you tell them you're going farther than a thousand miles. However, as he approached the Alcan he began asking service station men and highway police if anybody had ever made the trip to Fairbanks by motorcycle. There were plenty of stories about people who had tried and given up after hashing up their machines.

And there was a vague rumor or two to the effect that somebody had actually done it.

A couple of hours out of Blueberry, B.C., a six-inch tear appeared in one of Allen's tires. Fixing it on the spot was a terrific job; the bike's stand just wasn't designed to support a heavy machine on soft earth. Fortunately Allen was strong enough to hold the bike up, kick a log under it, and complete the operation, fending off man-eating mosquitos as he worked.

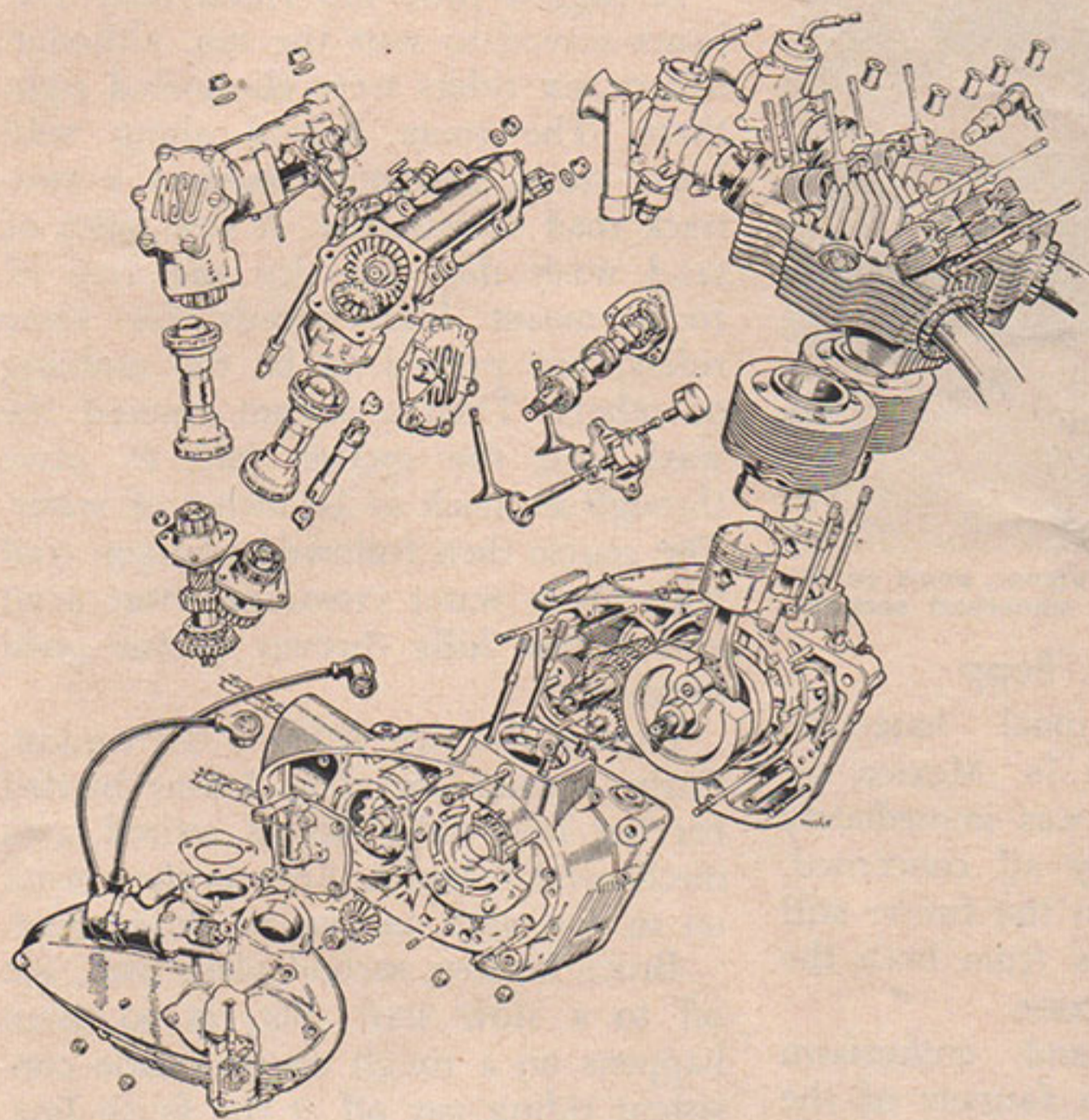
Tire fixed, he continued on his way, hitting rain and thunderstorms the 10th and 11th days. This factor really introduced some sport into the trek, since most of those two days were spent swimming and skating through the gumbo and almost being slapped off the machine by thunder claps.

The 12th day was dry and fine and Allen clicked off 426 miles, all on gravel. The guidebooks recommend that autos stay under 40 mph on this surface, but Allen found that for his bike 50 to 60 mph gave him the best control. On particularly good stretches Kewpie cruised at 70-75 mph—on gravel!

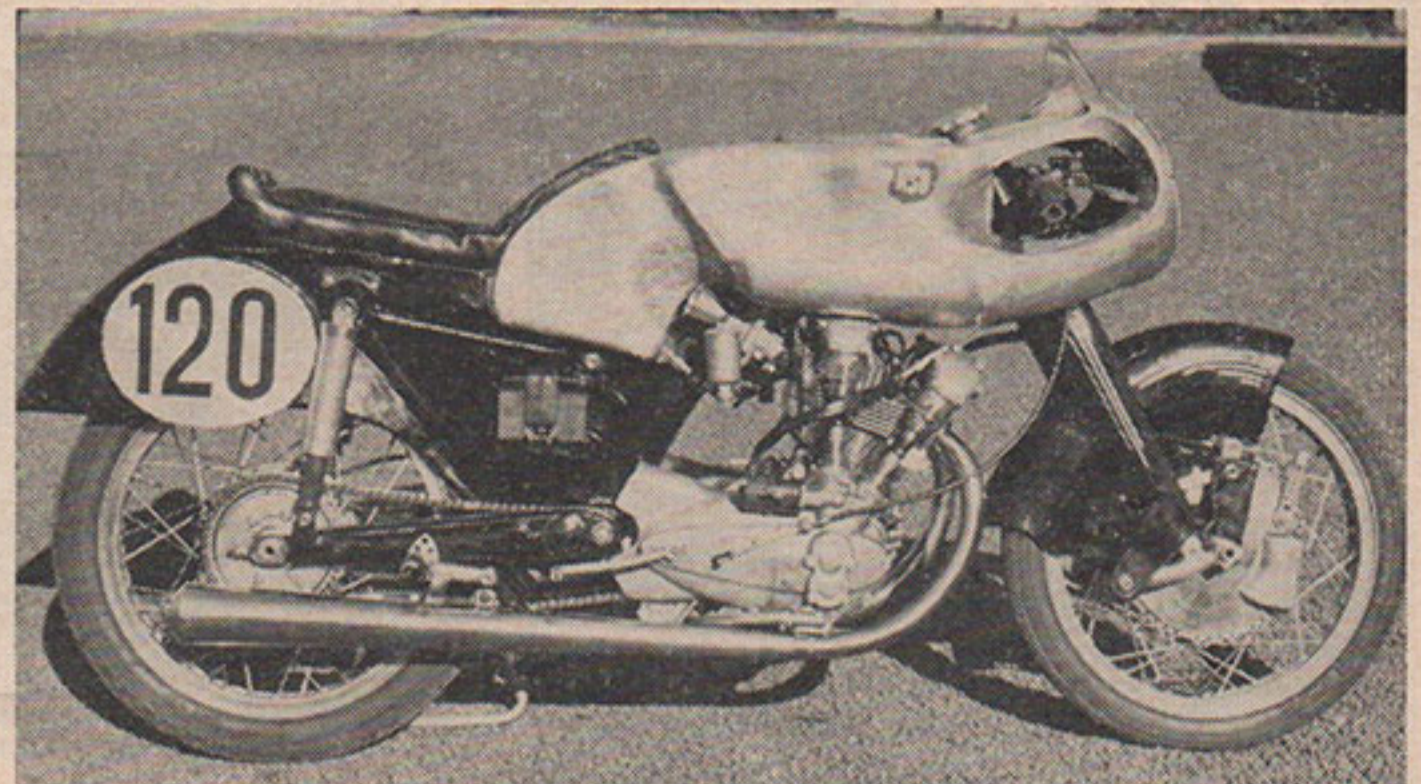
The next stretch took Allen across the Alaska-Canada boundary and he made 433 miles between stopovers. Much of this time was made at night, in the light of the midnight sun. It was a fascinating experience, cycling along at 10 P.M. in soft daylight. All along the Alcan Allen saw cars only

(Continued on page 37)

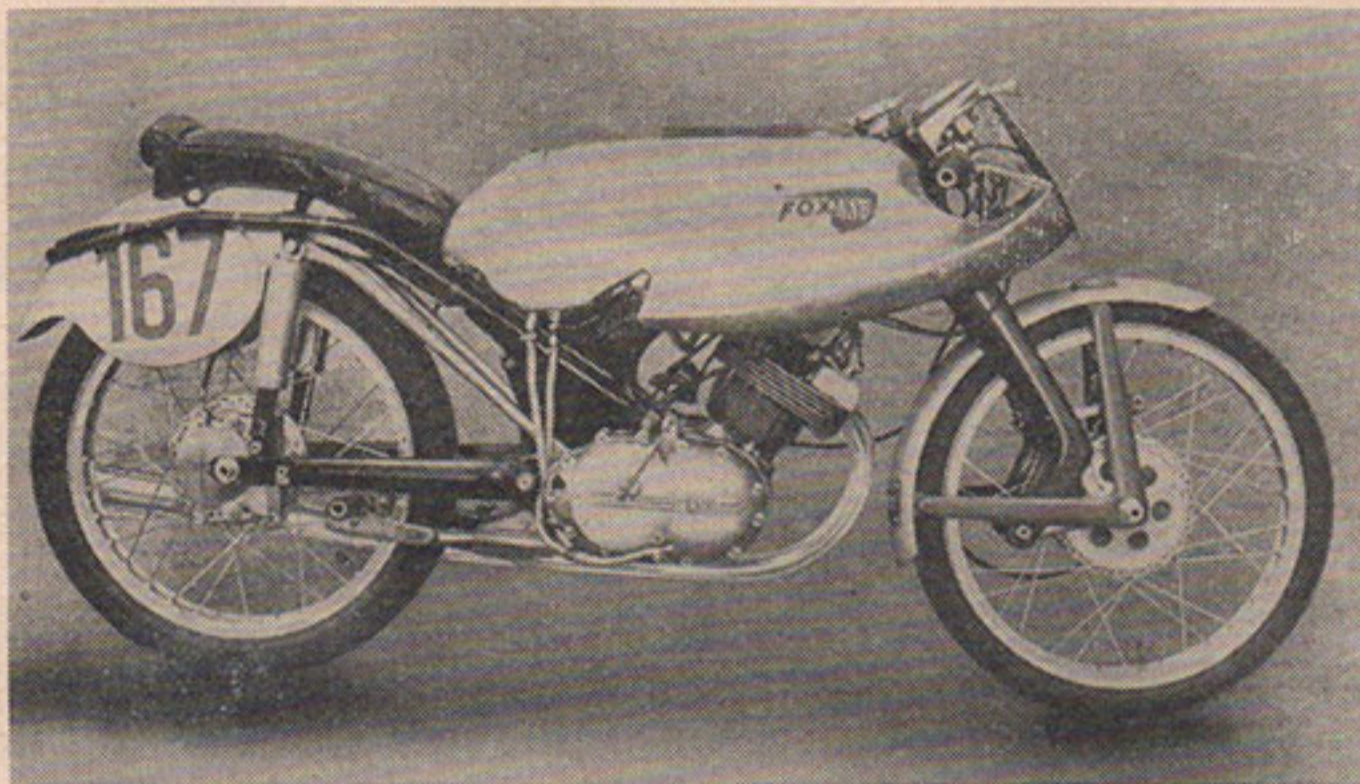
INDUSTRY ON PARADE



When you count the gears in the cam train, it seems incredible that they turn up around 10,000 mph. Note radical cooling fins on head.



The NSU RENNMAX 250 cc, double knocker, vertical twin averaged 84.52 mph at the Isle of Man. The front fender is aerodynamically designed to equalize air flow to the cylinders. NSU is definitely battling again.



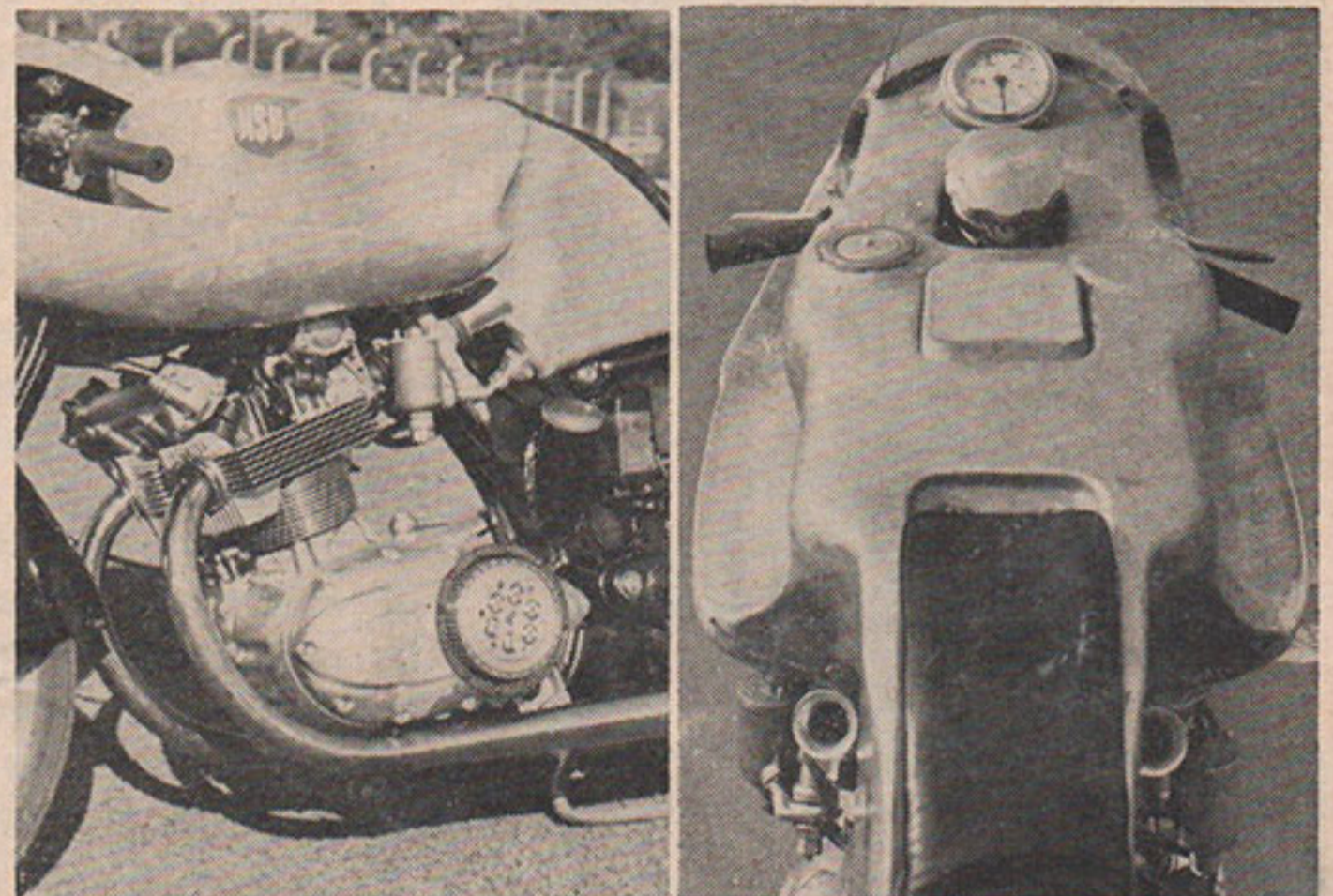
NSU admits that the 125 cc, ohc, 15.5 hp RENNFOX does 100 mph. It averaged 77.18 mph at the Isle of Man ridden by Werner Haas.

125 cc RENNFOX with over-head cams, lightened gear trains, and evidence of exhaustive planning in design (see exploded drawing at right) helps to declare the intentions of NSU. They mean business and will become a threat in continental racing.

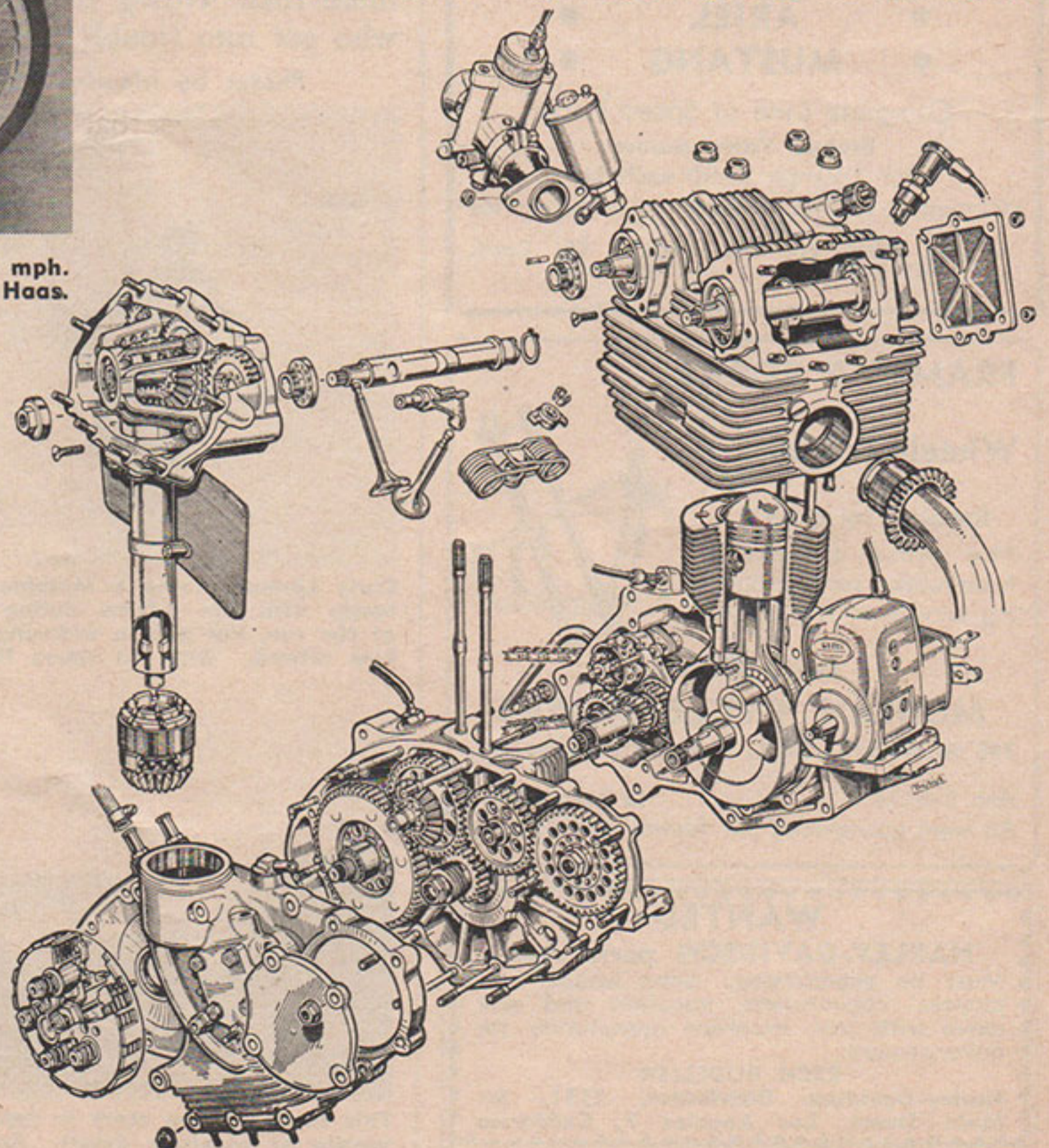
NSU is one of the oldest names among motorcycle manufacturers. Their cycles were sold in this country during 1908 and '09; in fact, Morty (The Old Master) Graves rode one at the old Ascot Park, Los Angeles, during that period.

Although the NSU plant at Neckarsulm was reduced to a mass of rubble during the war, the energetic German owners rebuilt rapidly enough to shatter the world's speed records in 1951 at 180.065 mph. Since then, the active plant has been up to its old tricks and is designing some radical, high-performance cycles that always cause raised eyebrows wherever they go. The 98 cc ohv Fox has already been proved in competition (see Sporting Scene). The 250 cc NSU, which features a unique locomotive-type eccentric drive for its overhead cam, won its class in the Greenhorn run.

So the old plant is letting no grass grow under its feet and we can expect to hear much more from Neckarsulm in the near future.



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MEXICAN FIRST INTERNATIONAL HARE AND HOUNDS



Bruce Barlow, second place winner, pours on the coal on one of the fastest, smoothest sections.

By James O. Bopp

THE first international hare-and-hounds was held in Mexico on May 24th, 1953, and was immediately hailed as a success by all concerned.

The run was, and in the future still will be, open to riders from both the United States and Mexico.

The friendliness and enthusiasm shown by the Mexican farmers of the vicinity, who piled out of the hills with their families to cheer the riders along, seems to indicate that the sport of motorcycling may in the future do its part toward improving understanding between the two neighboring countries. Although it is doubtful that many of them knew exactly what was going on, the Mexican observers obviously had a wonderful time and proved more than willing to assist any riders who got into trouble.

Photos by Maurice Lafferty



Curly Lormar, riding a Matchless single had a tussle with Jim Atkins during the first part of the run, but held a widening lead when Atkins retired. Only 13 riders finished the run.



This scene at the start is typical of the wild terrain of Mexican desert. Rocks everywhere.

A rugged little hill climb near Tijuana served to start the run, although five or six riders were eliminated right there. The route snaked along wild horse trails, and only touched a two-track road occasionally. A few miles of sand wash that was dry and free of rocks meant high speeds for some riders, but proved to be the undoing of others. Then a stream entered the wash and the cyclists had to plow through as much as 10 inches of water. The course then followed a wagon trail with many water crossings, more sand and a few hills thrown in for good measure.

During the first half of the contest, Curly Lormar and Jim Atkins battled for the lead until Atkins retired with mechanical troubles. Lormar then went on to win with an ever-widening lead.

Bruce Barlow, second place man, got off to a slow start, but, as so often happens on a rough course, made consistent riding pay off at the finish line.

Tommy Lark met misfortune when he ran out of gas fifteen miles from the finish line. By the time he obtained gas from one of the friendly and generous Mexican farmers of the vicinity, five riders had stormed past him. Putting on a terrific burst of speed, though, he managed to regain the five places and finish third.

Cliff Emde demonstrated the stuff of heroes by battling through the last twelve miles of desert on a flat tire to finish seventh.

The sponsor of the run, Richard Motors, Inc., AJS and Matchless dealers of San Diego, spent nine weeks locating the course and making arrangements with the proper Mexican officials. Pending final approval of the Mexican government, which seems likely in view of the success of this first event, the Mexican International Hare-and-Hounds will become an annual event.

The only sour note heard was the complaint by finishing riders that they had no time to stop and talk to the dark-eyed Senoritas along the way. But on the other hand, out of forty starters, only 13 finished. It doesn't seem that a 60 mile run could be that tough, does it?

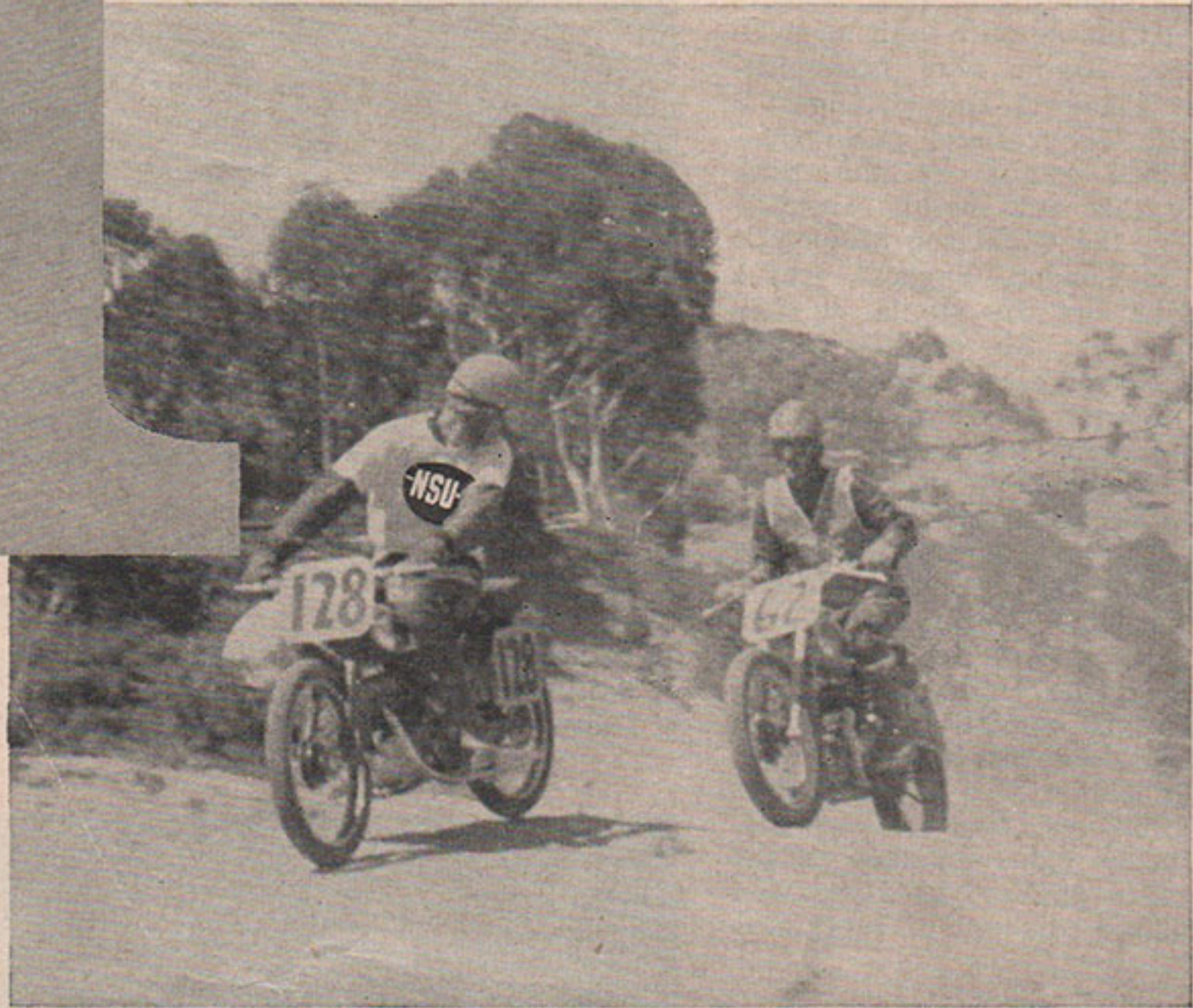
RESULTS

PLACE	NAME	MAKE
1.	Curly Lormar	Matchless Single
2.	Bruce Barlow	Matchless Twin
3.	Tommy Lark	AJS Single
4.	Gerald Jackson	Harley-Davidson "K"
5.	Chuck Holenda	Harley-Davidson "K"
6.	Bill Steider	AJS Single
7.	Cliff Emde	Harley-Davidson "K"

The above were all trophy winners.

1ST...

IN THE CATALINA GRAND NATIONAL



DAVE EKINS

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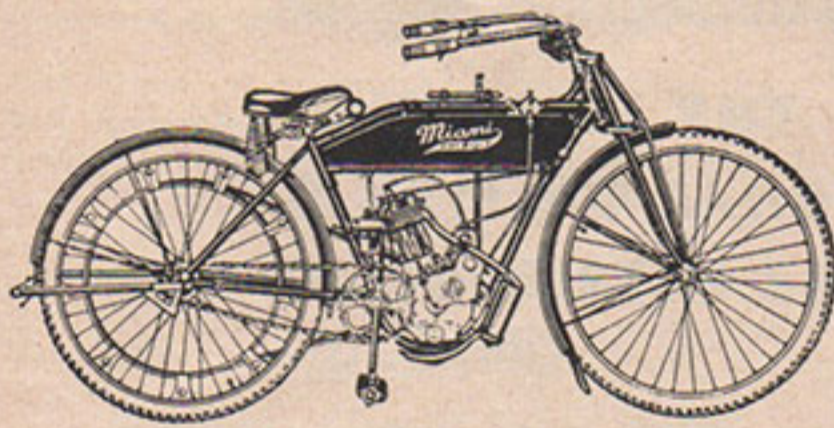
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Motorcycles . . . when Indian built the Hendee Special in 1912 which featured an electric starter . . . when Harley-Davidson had a two-speed model with transmission in the rear hub . . . when most early motorcycles had drip feed oilers operated by turning a valve, thus permitting the oil to drip through a glass and enter the engine through a small copper tube pipe . . . when the Thomas Auto-Bi of Buffalo, New York advertised that the rider could "oil the machine without dismounting"—some feature! . . . Excelsior of Chicago once built an overhead twin racing engine with hemispherical combustion chambers and also built a few engines with an overhead cam-shaft—Excelsior was then owned by the same Schwinn family that now builds world-famous bicycles . . . the Wilkinson Motorcycle built in 1911 in London, England, had a front wheel brake and was similar to conventional design . . . Ab Jenkins, former Salt Lake City Mayor and holder of more world's long distance speed records than any other living man, was once a motorcycle rider and competed in many races in Utah and Idaho riding Excelsiors . . . The Harley-Davidson Motor Company, originally consisting of Arthur Davidson and William Harley, later joined by William and Walter Davidson, has been one of the notable and successful firms in the United States, and for years was owned almost entirely by a closed group, the founders. No stock was ever sold to the public . . . William Barr of Middleton, Ohio, once built a steam motorcycle . . . many light airplanes in the early twenties were powered by Henderson 4-cylinder motorcycle engines . . . More next month.



THE 1916 MIAMI POWER-BICYCLE
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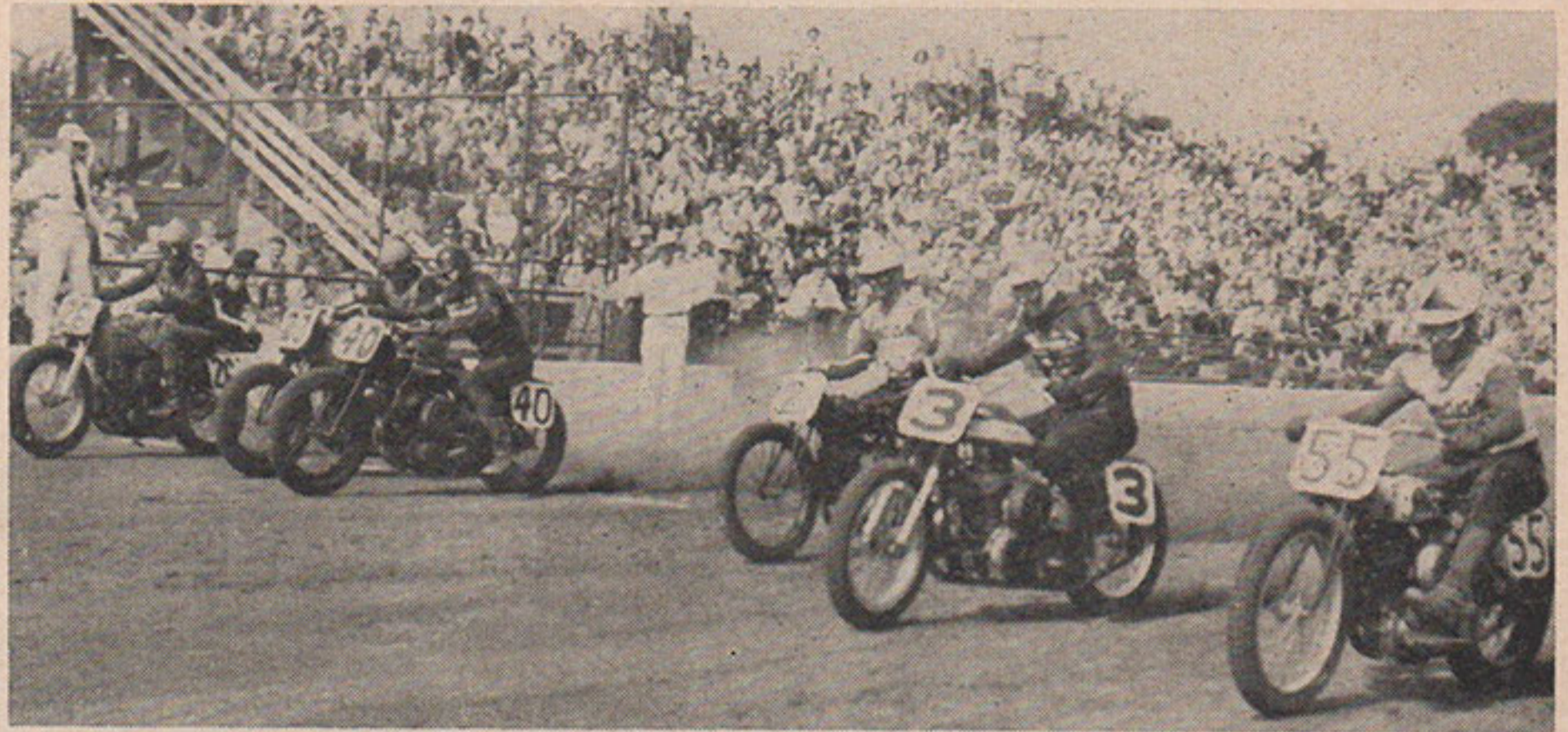
FLOYD CLYMER'S CYCLE QUIZ

HOW MUCH DO YOU KNOW ABOUT
MOTORCYCLE HISTORY?

1. Did any American motorcycle ever have an electric Self Starter?
2. What American motorcycle was the first with full electrical equipment?
3. What motorcycle has a 2-speed transmission in the rear hub?
4. What motorcycle had the initials M-M?
5. What motorcycle had the name of a large bird?
6. What former Mayor of an American city once raced on Motorcycles?
7. What U.S. built motorcycle once used wood spoke wheels?
8. What U.S. early day motorcycle could be had with a tandem unit with two engines?
9. What U.S. company made motorcycles having one and four cylinders only (no twins)?
10. What U.S. Motorcycle had a hand crank, gas tank back of the rider and a bucket seat with footboards in 1912?

(See answers on page 37)

SPORTING SCENE U.S.A.



The 34th annual Michigan State Rally at Ionia, Michigan drew good crowds, and a battery of powerhouse riders slugged it out for the state championship. Unawed by vigorous competition from Paul Goldsmith, Ernie Beckman cleaned up the slate to take home the Michigan State Championship for the third year running. (R. to L.) Beckman, Goldsmith, Callen, Goff, Anthony, Knapp at start of 8-mile Expert.

5-MILE AMATEUR EVENT

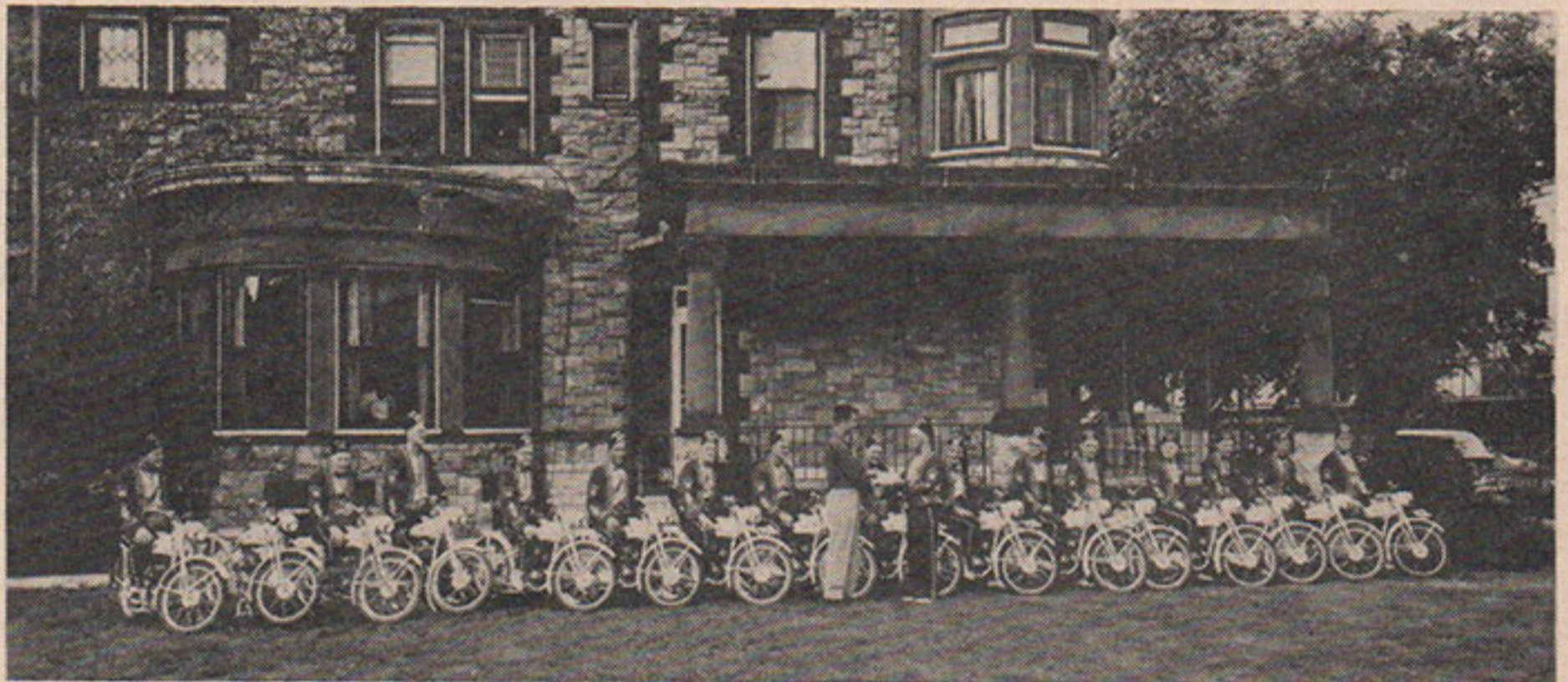
1. Gene Howard, Flint, Mich.....Tri.

8-MILE EXPERT EVENT

1. Beckman, Battle Creek, Mich.....Ind.
2. Goldsmith, St. Clair Shore, Mich.....H-D
3. Callen, Kalamazoo, Mich.....Ind.

10-MILE MICHIGAN STATE CHAMPIONSHIP

1. BeckmanInd.
2. GoldsmithH-D
3. CallanInd.



Harry Kelley, of the Kelley Motorcycle Co., Dayton, Ohio hands over ownership papers for the Zundapp Z98 motorcycles purchased by the Dayton Shriner lodge to their chief, Mr. Russell Teague. These cyclists will join Shriner's convention parade in New York.



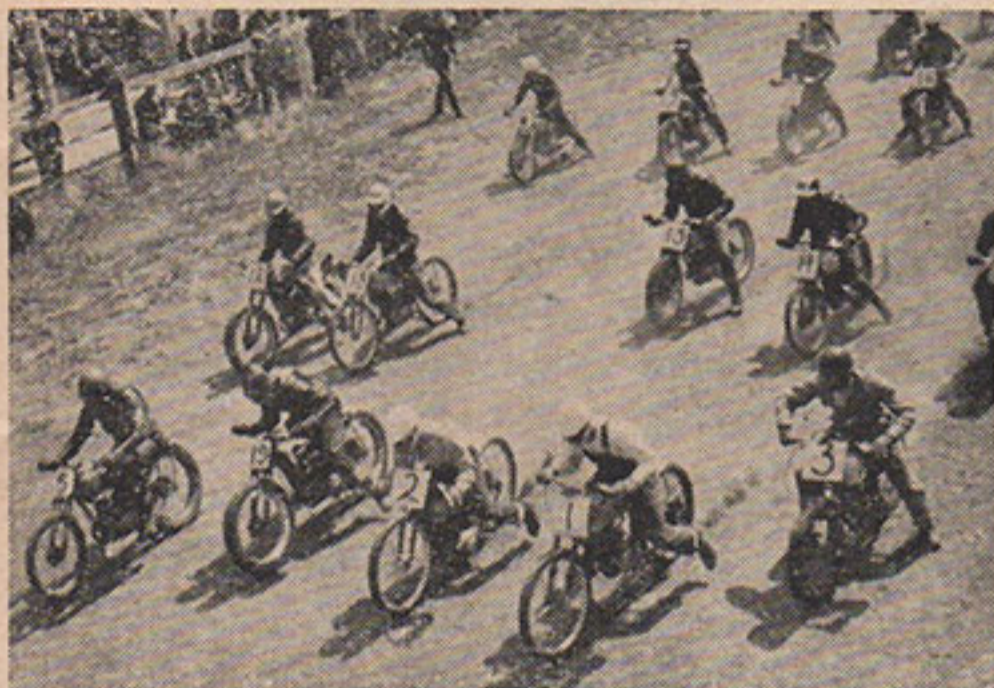
Parade leader, Mr. Russell Teague is the lodge chief of the Dayton Shriners. Green and black regalia is neatly contrasted with ivory and chrome of Z98 Zundapp.



Compact and mobile sidecar-workbench carries all tools and spares necessary to service BSA powerplants. The range of BSA stationary power units has a wide variety of uses in agricultural and industrial equipment.



Winners of the 50 lap race: (L. to R.) Clyde Coker (98 cc NSU Fox) first, Lester Ottaway (BSA) second, and Lee Schoeneker (CZ) third.



Riders from all over Kansas entered the 25 and 50 lap events held on a 1/2-mile track for 125 cc bikes only on May 3rd at Cottonwood Falls. Winner of both events, Clyde Coker, above left.

BUCK CREEK DERBY

By Stanley W. Newton

LITTLE POPPERS BATTLE IN KANSAS AS AMERICA GOES SLIGHTLY WACKY OVER LIGHTWEIGHTS.

RESULTS

PLAME	NAME	MAKE OF MACHINE
125 cc 50	Lap Race	NSU FOX
1.	Clyde Coker	BSA
2.	Lester Ottaway	CZ
3.	Lee Schoeneker	
125 cc 25	Lap Race	
1.	Clyde Coker	NSU FOX
2.	Bob Ottaway	Harley-Davidson
3.	Eddie Ottaway	BSA



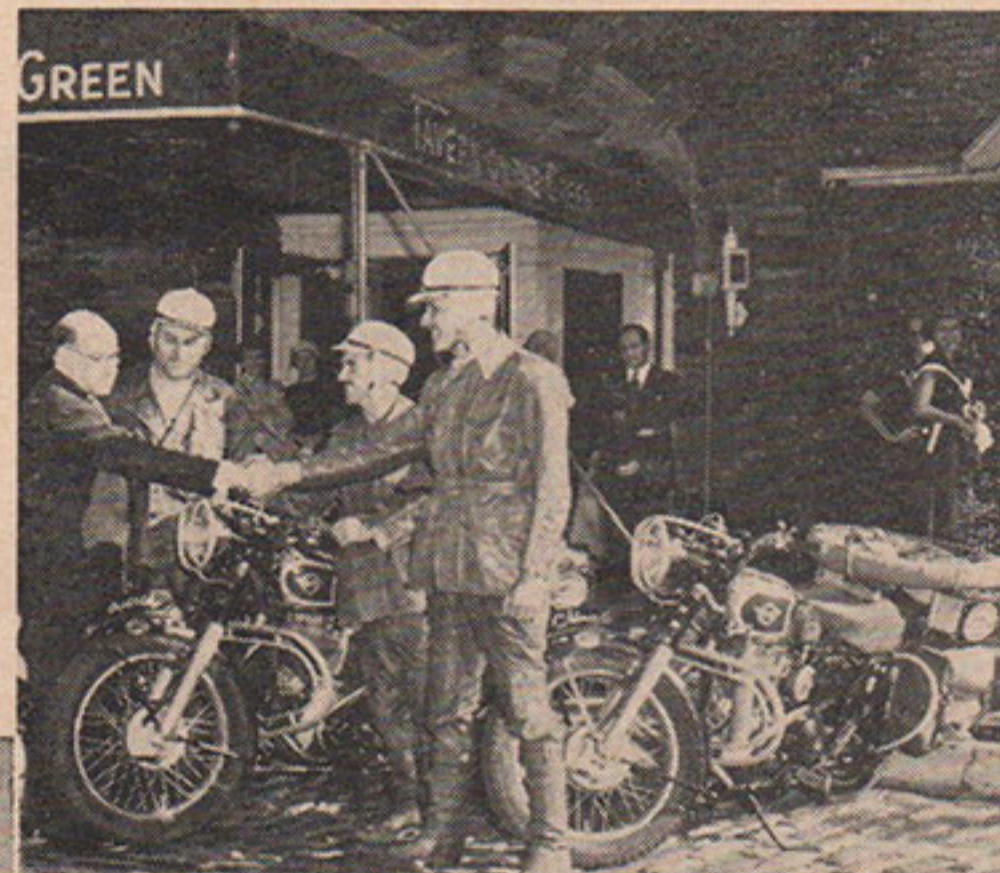
Built by H. J. Ottaway of Wichita, Kansas, this sanitary special is described as fastest 125 cc in the mid-west. Features a Whizzer tank, Servi-Cycle wheels and tires, a stock Harley-Davidson motor and carburetor, and a special frame and forks by Ottaway. Standing is Jerry Ottaway, 16.

Three staunch Matchless riders from Uruguay have successfully completed a 12,000 mile trip from Montivedo to New York over rough and sometimes almost impassable roads without a single breakdown. Only three times was it necessary for the hardy crew to resort to boats or trains for transportation over short, impassable distances.

(L. to R.) Ambassador of Uruguay, Dr. Enrique Rodriguez Fabregat; Leon Denissow; Carel C. Macgano; and Juan C. Garat.



We are all saddened by our loss of Billy Huber, shown here immediately following his brilliant victory at the 1951 Langhorne classic. Billy passed away following an accident at Dodge City.



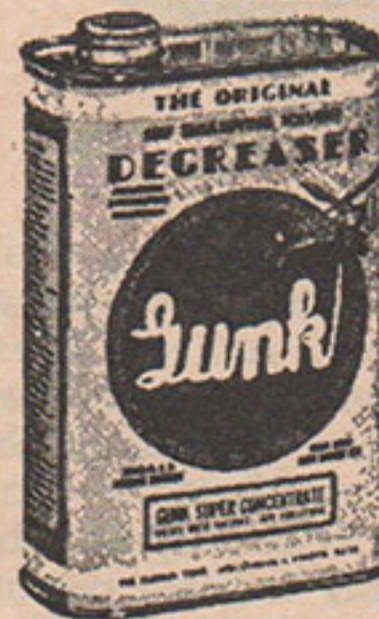
THANKS TO ALL OUR FRIENDS

Dear Friends:
 Sunday, 7th of June, 1953, will be a day that will never be forgotten in the Pollard Family. "Chuck Pollard Day" at the Box Springs Race Track was one of those "big" days in "little lives." To know that so many people appreciated a "cop" was indeed overwhelming, and that the whole family was included made it even more wonderful. At a time like this, mere words cannot begin to express our appreciation and thanks. Needless to say, our happiness at this occasion will last all of our lives, and the Motorcycle Fraternity will always be foremost in our thoughts. To have so many wonderful friends is as Sterling as their gift. Our hope is that we shall always be deserving of the Great Honor that has been bestowed upon us.
 Many sincere "thanks" from the Pollard Family, and may all of you enjoy the best of luck—always.

Your sincere friends,
 Bernie, Judy, Porky, and
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GIANT KILLER

(Continued from page 19)

moved as well as the choke rod and butterfly. Fuel is metered by the use of fixed jets (usually size 140), and gravity alone does the work of feeding the hairy-chested mixture of 30% nitro and 70% alcohol that Krant prefers.

The stock battery, distributor, generator, and the wiring that goes with it was snatched off the bike, and nice fat sparks are furnished by an Edison magneto.

Big dragsters have been plagued by constant clutch trouble in the past, so Krant selected the 1938 clutch assembly which was designed with more flanges and allows the addition of more discs if necessary. A three speed Harley-Davidson gear box with the low gear removed gets all that power to the wheel.

At first Krant tried to run with a standard road tire on the rear, but soon found that a 550x16 "slick" with a gum base gave the best traction on asphalt strips. The front wheel still carries a standard 350x19 road tread.

Gear ratios can only be determined at the strip and will vary from day to day, but Krant generally uses a standard 51-tooth wheel sprocket, a 37-tooth clutch sprocket, a 28-tooth countershaft sprocket, and 19 or 20 teeth on the engine sprocket depending on conditions.

It was quite a shock to every one at Pomona on April 11th of this year when, at the first sanctioned 1/4-mile drag, Krant eliminated both the "Brute" and the "Bean Bandit" (the champion hot rod) to take the title; but he certainly did earn his victory.

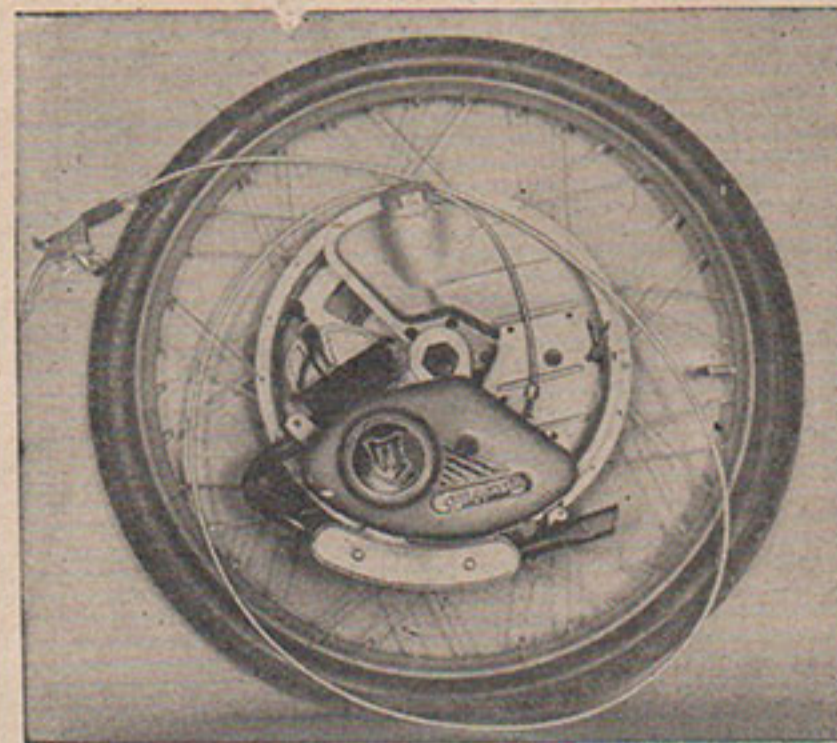
Surprisingly enough a furrier of Los Angeles, Krant built the bike himself and only the Herbert cam is not of his own design. Although not directly connected with the motorcycle industry, Krant had accumulated an imposing wealth of motorcycle know-how during fourteen years of working with bikes before he started building his "Brute-buster."

Of course, Krant is not satisfied with his rig and is constantly planning improvements. Chet Herbert with the "Beast", C. B. Clauson and Bud Hood with the "Brute", and Frenchy LeBlanc with "Frenchy's Beauty" are not satisfied either. Things happen fast among dragsters, so it seems that we can expect a big battle of the heavyweights in the near future.

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BSA DEALER CONFERENCE

Over fifty B.S.A.-Sunbeam motorcycle dealers gathered at Bakersfield, Calif. June 20-21st for the 1953 Dealer Conclave that saw several records for dealer attendance mileage and experience set.

The collective mileage of the attending agents was over 65,000 miles with the "farthest-travelled" trophy going to Peter K. Schubert of Honolulu and the palm for maximum dealer experience going to the veteran Jud Carriker of Santa Ana, Calif. whose merchandising experience goes back to the days of the early strap drives.

The gathering was highlighted by the first formal showing of the new B.S.A. Gold Star Custom Road Racer with swinging arm rear frame, the address made by Hap Alzina covering the details of his extended stay in Europe and the 1953 Isle of Man T.T. Races.

The day-long seminar covered all phases of motorcycle agency operations including sales, service, advertising and customer relations and ended in a note of optimism for sales prospects in forthcoming seasons.

As part of the concluding banquet, that was attended by dealer wives as



The dealer gathering represented over 65,000 collective miles travel, 300 years' experience.

well as dealers, a showing of the excellent 16mm sound color on the International Six Days Trials and Maudes

Trophy was held with the camera following the progress of the winning team of B.S.A. Star Twins.



Hap Alzina (left) Western U.S. BSA distributor welcomes Pete Schubert who flew to the meeting from Honolulu to take "long-distance" trophy.



Center of attraction was the display of the new swinging-arm BSA Gold Star custom road racer.

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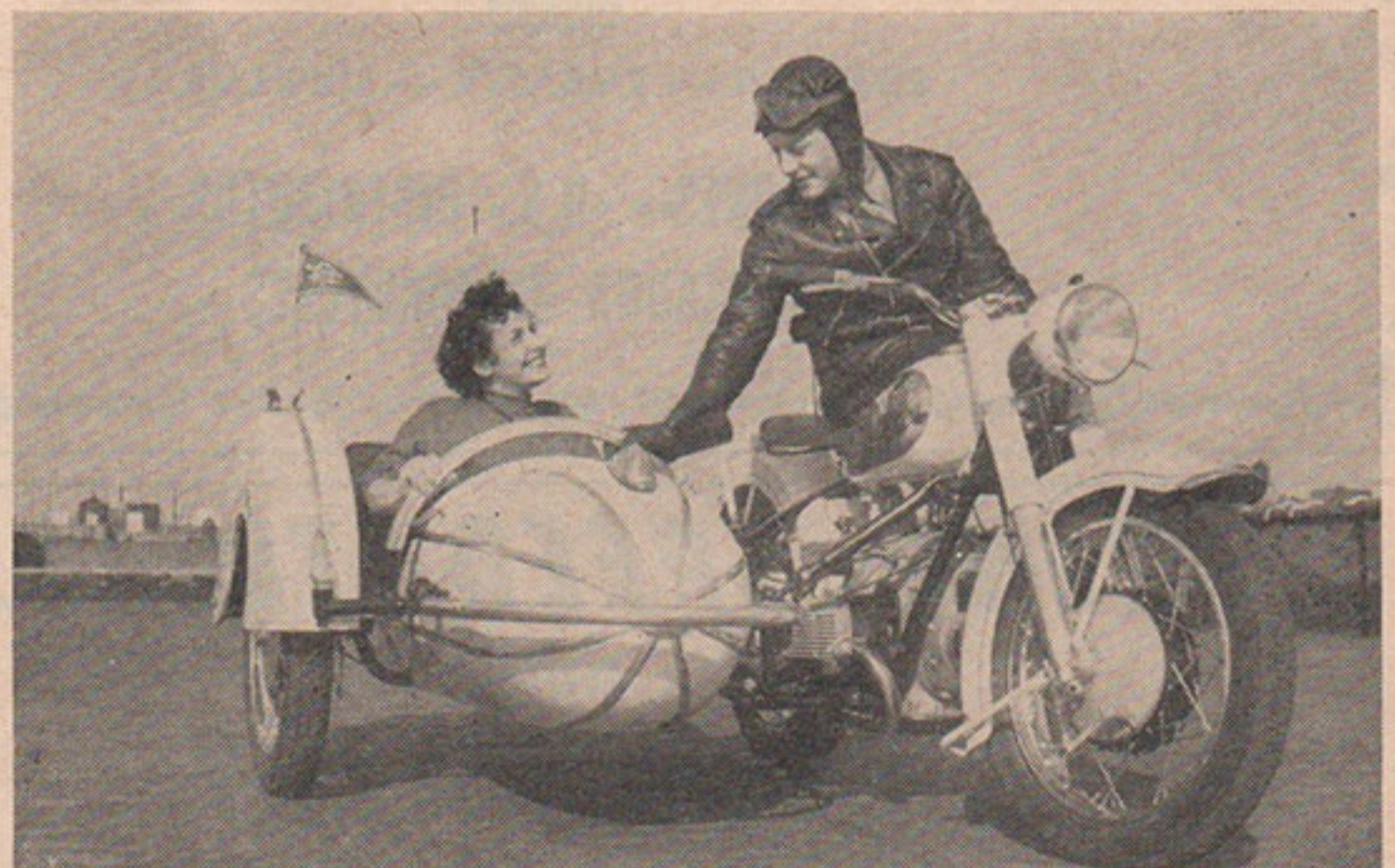
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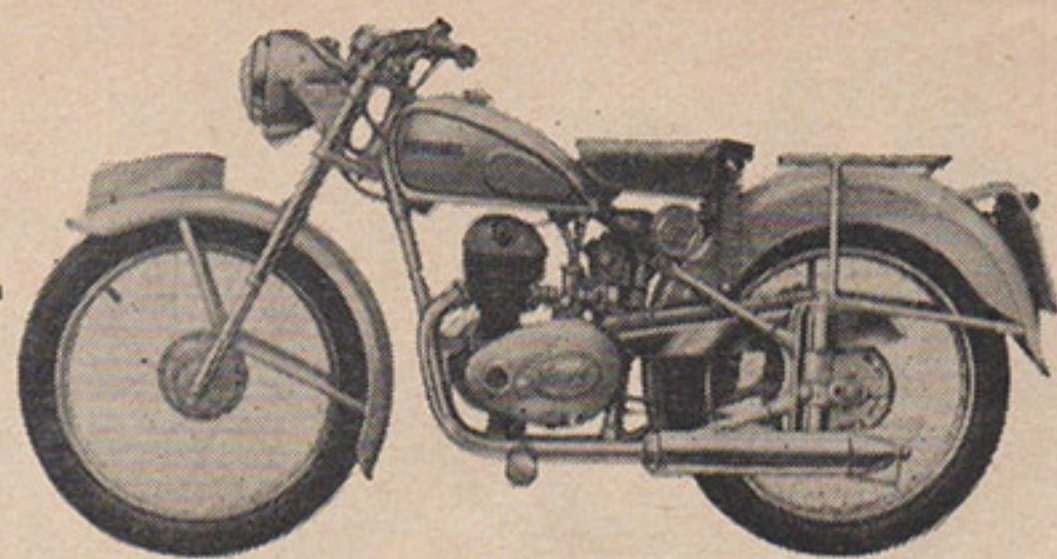
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ALPINE TRAILS

(Continued from page 21)

ly prized as the world's loftiest-growing flower). As a competition prize, the Edelweiss is made of silver and is the honorary trophy given to the best "mountain-climber".

With the engines roaring, the cycles had to go flat out to meet the maximum time, while arrival before the minimum time brought the riders one plus point for every second. The cyclist with the most points received the Edelweiss in his respective engine class.

Independently of that, the organizers—in the absence of cash prizes—handed out gold medals for those who finished the two days without a single penalty mark, that is, without one minute lost on the entire 800-mile trip through the Alps. The driver with 1 to 10 marks received the silver, and the group with marks from 11 to 50 received the bronze plaque. For those who finished but had accumulated more than 50 marks, a small "memory" emblem was issued.

While a total of 16 riders received the gold medal during the 1952 Alpine Trial, the 1953 event had only 3 such medals to offer. Of 130 participants during 1952, 38 received the silver medal, as against 7 in 1953. The number of bronze medals shrank from 21 in 1952 to 20 in 1953.

The Silver Edelweiss was given to 8 riders—the 8 top men in their classes. But there was no Alpine cup winner this year because of the absence of anyone who earned both the gold medal AND the Silver Edelweiss. This highest prize is normally given to one solo rider, and a second to the best side car cycle rider.

From the viewpoint of performance it turned out that the 500cc side car cycles (including 500 and 600cc B.M.W., and Zundapp 600cc) made the best show, followed by the 350cc and the 175cc solo classes. For Alpine regions—and that is valid for all extremely mountainous areas—these classes necessarily score near the top because of their power output on the one hand, and lightweight maneuverability on the other hand. In finding out that this thesis stands up as true, the Alpine Trial served its purpose to the fullest extent.

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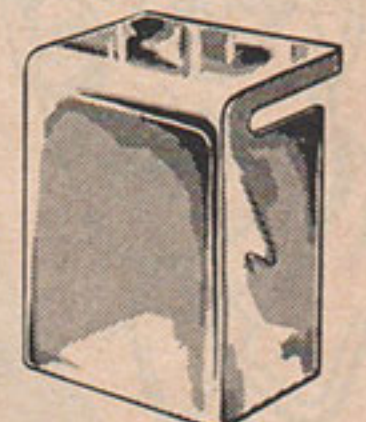
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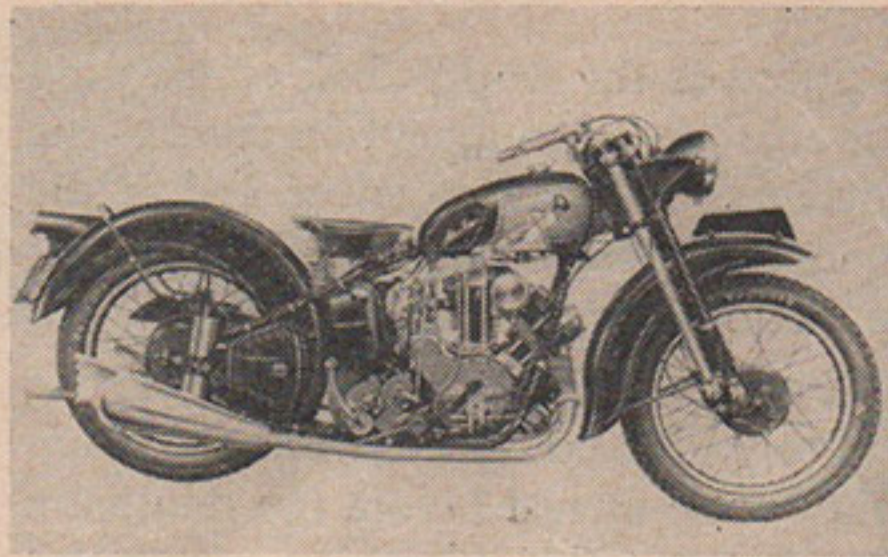
Here is the goggle riders have been waiting for. Flanders new Plastic Goggles give you: Clearer Vision... They are made of special sheet plastic, scientifically controlled for thickness to eliminate optical distortions... amply ventilated to overcome fogging. Greater Safety... Sponge rubber face bearing area practically eliminates danger of injury. Can be worn over ordinary glasses.

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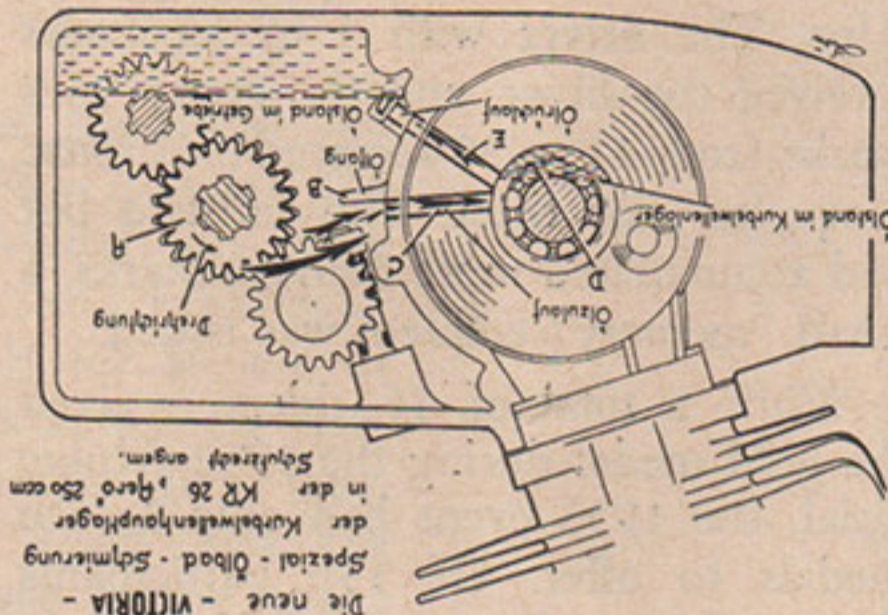


204 W. Walnut St., Pasadena 3, California

INDUSTRY ON PARADE (Continued from page 27)



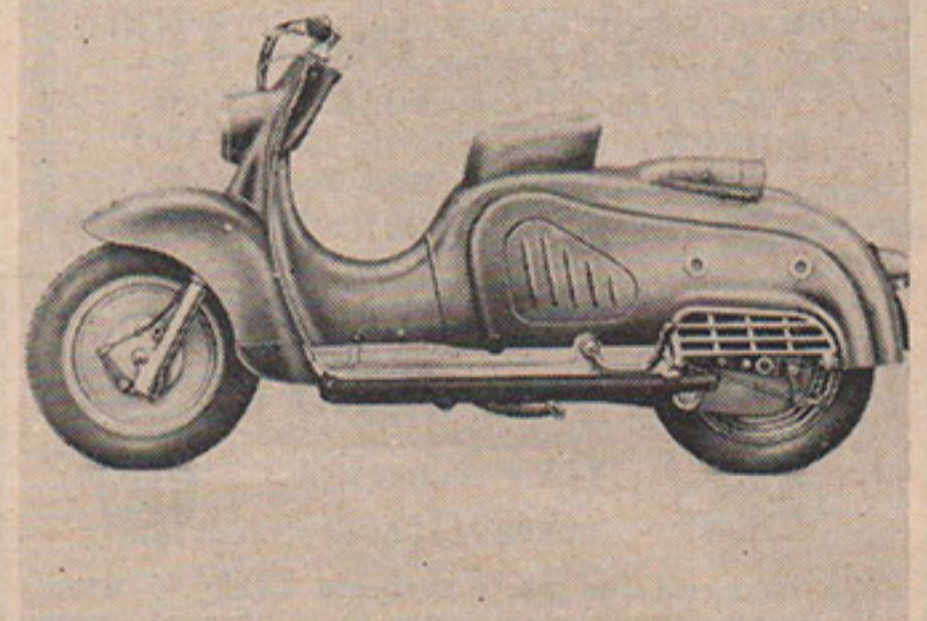
A product of the rapidly expanding Japanese cycle industry is the Ebu Star (Abe). Vaughn M. Greene of San Diego who just returned from Japan, states that this unusual vee-twin is being subsidized by the Japanese Ministry of Finance. Reminiscent of the early AJS "Silver Hawks", this 250 cc twin features unusual Vincent-type forks called "Miti support", plunger rear suspension, hand shift, an unusual four-speed gear box, mag-battery ignition, twin carbs, a novel finned four-port exhaust system, and a JAP type outside oil pump. Green says, "Properly tuned, it should go over 100 mph".



The manufacturers of the Viktoria motorcycles (in business for 63 years) have apparently recovered from the bombing of their Nuerberg plant. Since the war they have produced over 120,000 little "Vicky's" and 30,000 of the 250 cc Vikorias which have proven so successful and reliable in such events as the Alpine trials. The latest gimmick is oil bath lubrication for the KR-26 AERO (25 cc) two-stroke main bearings. Oil is carried from the transmission to the sealed bearings by the gears (see illustration) and excess is returned to the transmission by an overflow pipe.



Designed with highway touring in mind, the Zundapp boasts unique folding luggage racks.



Zundapp has announced a scooter with a 150 cc, 7 hp motor, battery ignition, 3.50x12 wheels and tires, a dual tubular frame, and a four speed transmission with a neutral indicator mounted on the dash.

NOTICE

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Please correct your mailing list, so that, in the future, all correspondence intended for CYCLE Magazine shall be sent to:

CYCLE MAGAZINE, 1268 South Alvarado St., Los Angeles 6, Calif.

Francis-Barneth

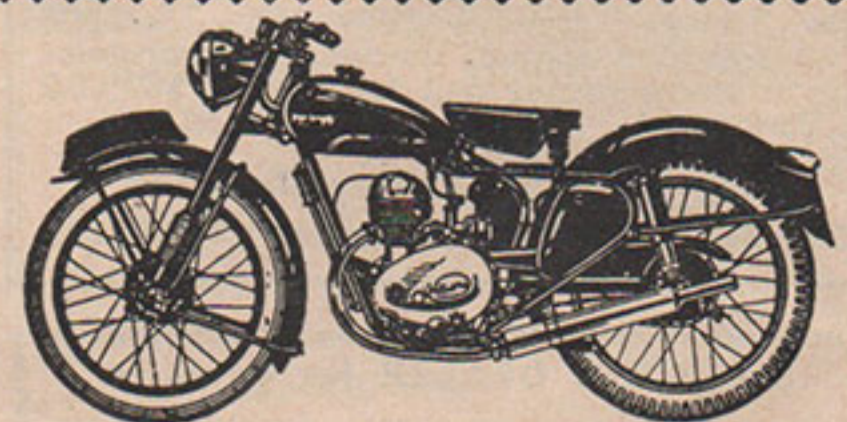
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ALCAN PIONEER

(Continued from page 26)

about once every three hours, and "towns" (general stores, inns) every 40 to 60 miles. Fortunately he'd brought along a few quarts of spare oil and a couple of gallons of gas. He found that SAE 30 was the heaviest oil available—reason enough for many motorcycle failures on this road.

After exactly two weeks on the road Kewpie arrived in Fairbanks, somewhat to the amazement of the natives, who don't often see California license plates. The only trouble his machine had given him was a lost low-speed adjusting screw from the carburetor, and this was remedied by a twig stuck into the hole. There are no motorcycle shops in Fairbanks, which means beyond Edmonton, and the twig just stayed there, was there when the slightly dusty blue Indian rolled into Frisco.

There are three ways to get out of Alaska: land, sea, and air. To add variety to his trip, Kewpie flew back to Seattle at a cost of ten cents a pound for his bike. The trip from Seattle to Frisco was like a spin around the block after the Alcan, and Allen arrived home with almost 8000 miles behind him on July 1. In spite of the roughness of most of the going, he didn't take a single spill and crashbars and handlebars were unscratched and unbent. His time over the Alcan—Dawson Creek to Fairbanks—was exactly six days, rain, tire trouble, and all.

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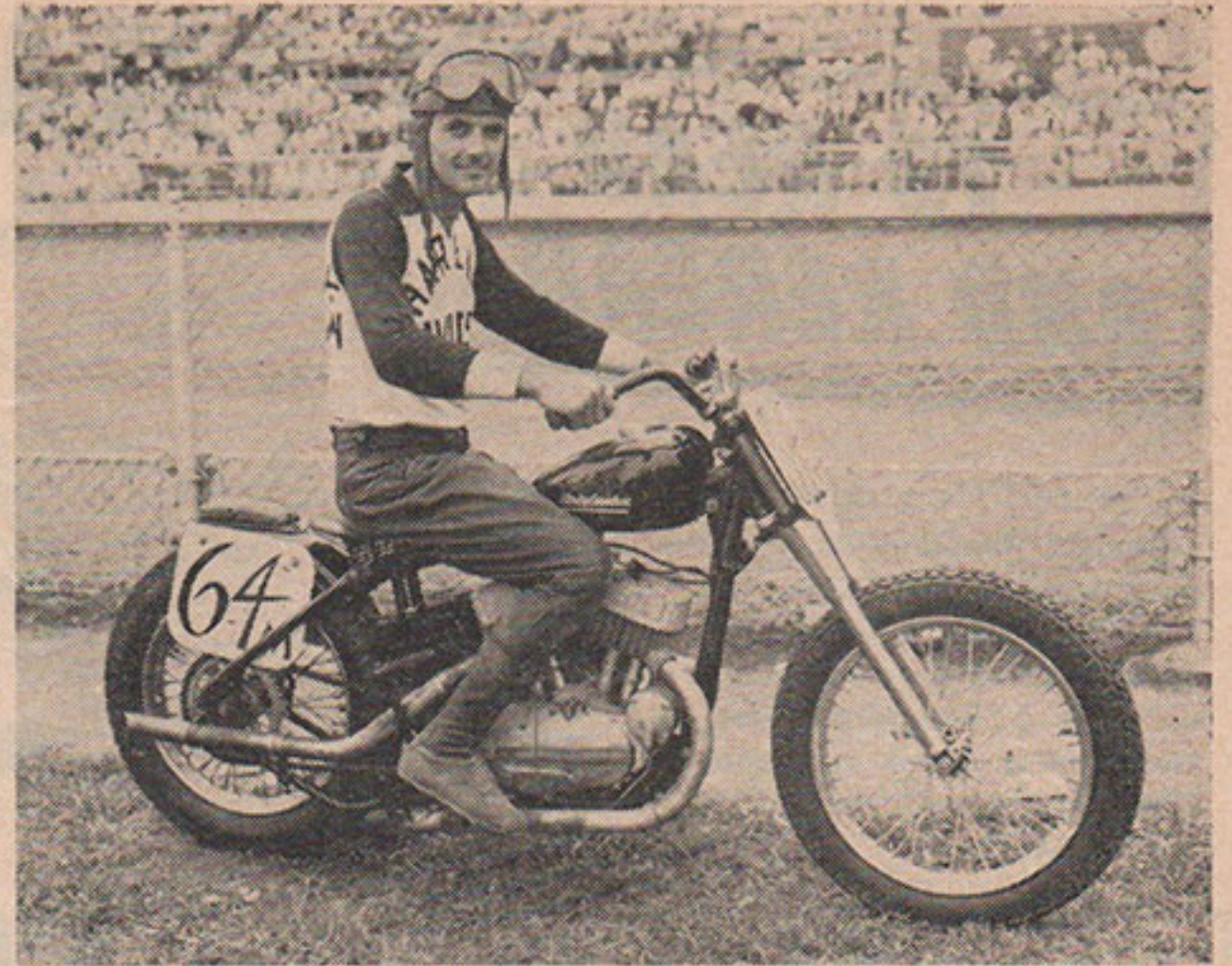
ANSWERS TO

CYCLE-QUIZ on Page 30

1. Yes—the Indian "Hendee Special" in 1912.
2. The 1915 Harley-Davidson.
3. The 1914 Harley-Davidson.
4. Marsh-Metz built in Brockton, Mass.
5. The Eagle
6. Ab Jenkins, Salt Lake City was a motorcycle racer before he set any automobile records.
7. Militaire.
8. In 1909, the Wagner Cycle Co., St. Paul, Minn., built a tandem motorcycle (man in front, lady in rear), with two engines, each driving a belt to rear wheel.
9. Pierce of Buffalo, New York.
10. New Era built in Dayton, Ohio.

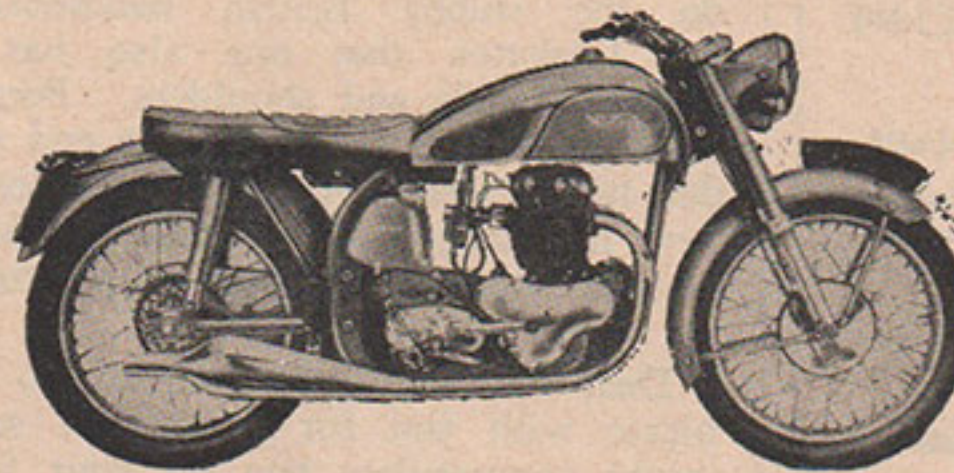
THE CHAMP

Everett Brashear is the new 10-Mile National Champion. On June 7th, at Columbus, Ohio, he piloted his Harley-Davidson "K" to a victory in the "Charity Newsies" event over such stellar riders as Klamfoth, Goldsmith, Beckman, Tuman and Hill. Brashear blasted into the lead at the start and held to number one position throughout the entire twenty laps. This year Brashear's number has been changed and he will be riding as #25.



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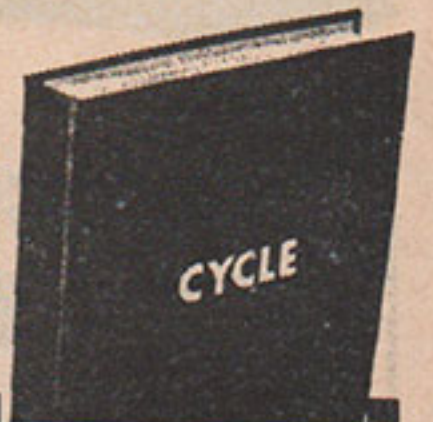
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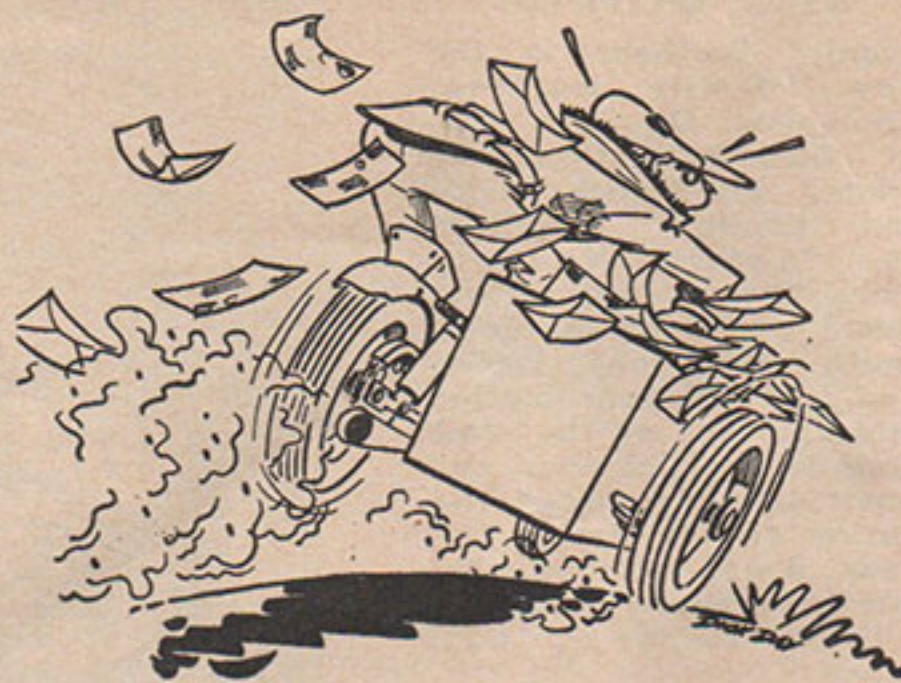
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MAIL



POUCH

Dear Editor: I am not usually prone to writing to such columns as yours, but I must confess that the letter by Mr. Bob Godfrey in December issue was more than I could take without comment.

Now, in reply . . . apparently in his attack on the stubby British handlebars, Bob has forgotten that one also has elbows between hands and shoulders. Personally I have yet to feel fatigue at the end of a trip due to the shape of the bars; indeed, I believe it is largely due to their quickness and ease of handling. (Letter anonymous—Ed.)

Dear Editor: Have wanted to communicate with you for some time so that I might congratulate you on your fine magazine. It is a pleasure to read unbiased articles which do not lambaste any one manufacturer or scream about foreign competition. Your material is strictly ethical which pleases me sincerely.

I am a physician with the Air Force, a Flight Surgeon, and find as much pleasure in riding a motorcycle as I do flying and puttering around with my MG. Competition interests me only as a spectator sport and I never read your competition articles to get the dope on the races, but to get a description of the event in general.

Walter H. Smartt
 Capt. USAF

Dear Editor: We are still holding drag races the last Sunday of each month. Our last drag race, run May 25, broke the track record here and was won by Dave Holden of Menlo Park, California. He ran 123.4 mph.

Fresno M-C by Ed Summer

Dear Sir: I think the test you gave the cycles are very good, in fact, the way you sorta tear 'em apart brings out their good and bad features.

But I have an idea which I think would improve the road tests and be of interest to many readers. How about some information on how to get repair parts for foreign bikes, and cost of repair parts on domestic and foreign makes.

This is the one thing your tests lack, at least from my view-point.

Jack Stow, Pittsfield, Massachusetts

(This is one angle that's pretty difficult to test, depending on the location of your nearest agency and his parts supply.—ED.)

Dear Editor: Of all the motorcycle mags I have read, I have never seen any pictures or drawings of the trailers and trucks that haul these hot machines to the races, and

every race that I have gone to I see the boys fighting with their rigs trying to tie them down for the ride home.

So how about some dope on these trailers the boys use and their assortment of turn-buckles, etc.

Herb Corkish
 Yakima, Washington

(Wish I could find an easy way myself.—ED.)

Dear Editor: I am one of your very interested readers of CYCLE MAGAZINE and enjoy the mag. very much. There is one thing I think has been overlooked, though, and that is the field of scooter bikes. I am referring to articles on high speed tuning, better performance and in general anything that pertains to improving scooter performance. How about printing this in "Mail Pouch" and having a show of hands from the readers. How about it fans?!!

Cpl. V. J. Pastroe 12,362,520
 71st Engr. Fld. Maint. Co.
 APO 547 c/o Postmaster
 San Francisco

(Relax, fans! At ease Corporal! Just put a good man on that story.—ED.)

Dear Sir: I appreciate having a copy of Cycle Magazine for June (*Backfires from the Bridal Path*) and hope that you will pass on the copy of this letter to Gloria Hine Lewis. I want her to know that we appreciate the fine support she is giving the Forest Service in releasing an article of that nature. We feel that the motorcycle enthusiasts are becoming more and more co-operative as time goes on and it is largely due to the favorable comments published in your paper

Wm. V. Mendenhall
 Forest Supervisor

ZUNDAPP ROAD TEST

Dear Editor: We sent you the following telegram:

"Zundapp Roadtest of Discontinued 1952 Standard Model with Sidecar Springs Unfair and Utterly Misleading Testimony Mailed On Present Model 1953 Supersport Speed Well Above 100 Miles."

Your article in the July issue "Hot off the Autobahn" was read with great interest. Considering that your road test was made on a model almost two years old, we are convinced that it was an honest and objective description of the rider's findings of the motorcycle at his disposal. While the article admits that the test was made on a "KS601 standard 1952 model," this fact has not been sufficiently emphasized or brought out by the article, giving the impression to most of your readers that your findings were received on the current model. In the entire 4 pages of your article, the description "standard model" appears only once and the 1952 year entirely omitted.

The writer admits his total unfamiliarity with this model, but in his article, he describes the machine as not easily adaptable in this country. We have hundreds of letters from enthusiastic riders of the KS601, most of whom had thousands of miles of experience on these machines, testifying that they would never have another make.

Your criticism of the old type center stand is outmoded, as the new Ratchet stand is today standard equipment at no additional cost. In the new models, the "clunk" has also been eliminated and the clutch is one of the most powerful and smoothest in the world.

We regret that you had only on old worn-out key available for the road test. All keys are tight fitting, but certainly are not part of the machine. They can be easily and cheaply replaced.

Your criticism of the spring suspension must have been due to the fact that the side car springs installed in the plunger units (standard equipment with the standard models) have not been removed. Another outstanding feature of this line is that Zundapp does not wait to the end of the year to improve on its models and enclosed please find a sheet showing 12 recent improvements made on the KS601 during the year.

In fairness to your readers and to the Zundapp present models, we trust that you will make every effort to rectify your misleading article. We will gladly have at your disposal one of the KS601 models any time you care to make another test.

We believe that both your readers and for example the Ford Motor Company, would feel highly indignant if you had presented a description of a T Model as the motorcar of today.

International Motorcycle Company
Ernest Wise

(The International Motorcycle Company, distributor of Zundapp motorcycles for the United States took some exceptions to the Zundapp road test which appeared in the July issue of CYCLE MAGAZINE.

The road test was conducted by the former owners of CYCLE MAGAZINE and actually, we had no part in compiling it.

In fairness to Zundapp, we are reproducing their letter in full to present their side of the story. It is our intention to be fair to everyone, and to correct any and all mistakes, even if they were made prior to our purchase of CYCLE MAGAZINE. We know that any errors were honest ones on the part of the former owners.

Enclosed was a circular (No. 1167) giving details of the changes made in the 1953 Model Zundapp. We suggest that any interested readers write for a copy to International Motorcycle Co., 2432 Grand Concourse, New York City 58, N. Y.—ED)

Dear Editor: While reading through the "Mail Pouch" of your magazine, I ran across a question submitted by V. M. McNamarra of Ontario, Canada about the danger of blowouts on a motorcycle.

While no expert on the subject, I have experienced two front wheel blowouts at over sixty mph. Both occurred on a straight concrete highway while I was riding a 1945 Harley-Davidson 74—a stock police machine.

At neither time did the machine tend to become unwieldy except when I had slowed to approximately fifteen mph and wanted to turn off onto the shoulder: turning then proved to be a little difficult because the machine wanted to follow a straight line.

I don't know if this information will be of help, but it certainly did set my mind at ease to know that a blowout at high speeds could be handled with such safety.

William H. Butler,
Memphis, Tennessee

Dear Editor: I was both glad and surprised to read in my CYCLE MAGAZINE that our cause has not been forgotten. I had almost given up the hope that someone would try to give road racing a start here in California.

I ran an Ariel at Torry Pines last December and am now building a Matchless twin exclusively for road racing with help from Don Evans in San Bernardino. In the past we didn't know if we would run more than twice a year, but even that is better than not running at all.

I am very sure that a lot of machines would show up for road races (as they did at Torry Pines), so if I can be of any help just drop me a line.

Darrel L. Pitts
Yucaipa, Calif.

(Letters from riders like yourself are all that we need. Al Papp, of the California Sports Car Club, stated definitely that they would schedule bike events with almost every sports car road race providing they could be certain that enough bikes would show up. Enough letters from the riders who want to enter will prove that. Remind them to write in.—ED)

Dear Editor: On page 25 of your August issue, you have a picture of Fritz Wheeler on what you call a "steaming 'K'". I own a stable-mate of Wheeler's bike, but the guarantee says it's a Triumph. Could this be a boo-boo ?

Bill Troy,
La Porte, Ind.

(It could! Dick Day (no less), who wrote the caption, has been exiled to the salt flats, doomed to write about nothing but hot rods for the remainder of his natural life—ED)

Dear Editor: Every month I purchase CYCLE MAGAZINE and read it with great interest. I have been collecting photo's from your magazine, especially those of women riders in leather riding togs.

I hope you publish my letter so that I could obtain more photos of ladies in leather riding togs. I would be very grateful for any one sending such photos.

Steve Pardak,
P.O. Box 231,
Newark, N.J.

(Can anybody help Steve out?—ED)

Dear Editor: In your issue of February, 1952, I read an article describing the Roger Gamaunt plastic banking sidecar. It appears to be exactly what I want. Could you tell me when and where it will be available, whether it can be mounted on any cycle, and will it be available in kit form.

Please reply by mail as CYCLE MAGAZINE is not available in Key West to my knowledge.

R. C. Kyle
AUW School, Key West, Fla.

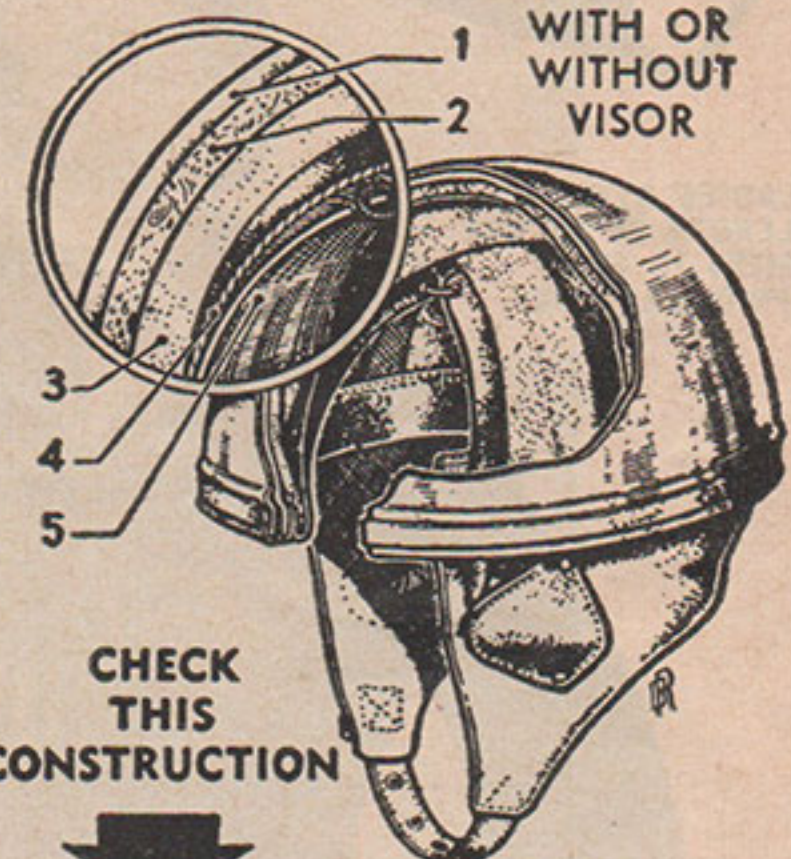
(The Gamaunt [pronounced ga-MOE] "flexi" will be in limited production about the end of August according to present plans. It is expected to retail for about \$500, and mounting brackets for any make of cycle will be available. No plans for kits were mentioned, but for further information you might write to Roger Gamaunt, 2066 Trudie Drive, San Pedro, California.

The news that CYCLE MAGAZINE is not available in your area makes our blood run cold! CYCLE is sold in most newsstands and motorcycle shops; however, we are sending you some of our subscription blanks and hope that you will distribute them to the underprivileged cyclists of Key West—ED)

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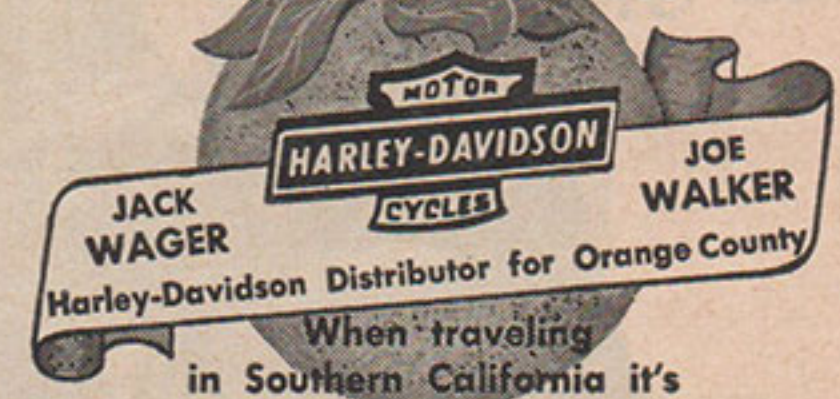
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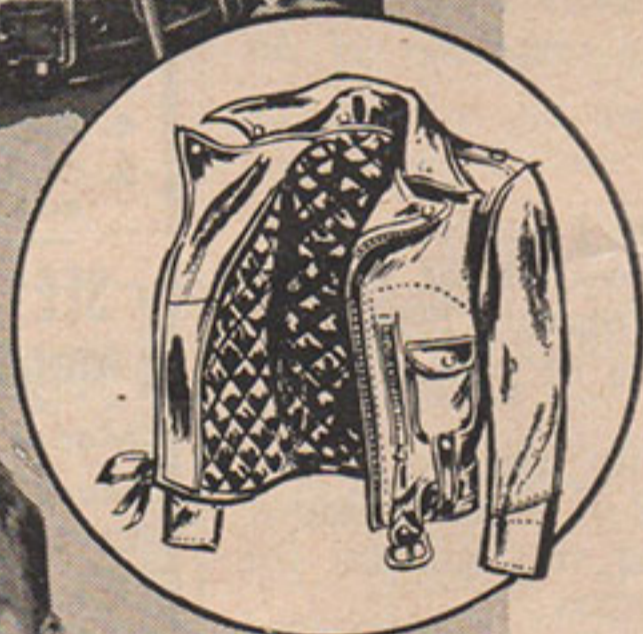
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LACONIA

(Continued from page 19)

Armstrong has been a name in motorcycle racing circles for over forty years. Jack's father is none other than "Pop" (formerly "RED"!) Armstrong, famous racing man of long ago. Brother Bill had raced, and the late Bob Armstrong was a hillclimb champ for several years.

Klamfoth was displaying his usual unflurried form, changing gears at exactly the same spot every time around as his big Manx single bellowed its challenge to the pack of screaming verticals and hasty Harleys. Soderstrom became Milwaukee's leading hope as Leonard retired and Miller faded back. Bill Miller who knows the Laconia course as well as anyone had taken a tumble in practice.

Other gentlemen in haste were Harry Kelley ("Jr.") from Dayton Ohio on a Triumph and Warren Sherwood, one of the leading Eastern riders (BSA). "Jr." Kelley is also a second generation motorcycle racing man, his pop, Harry Kelley, was a well known dirt track Indian rider in Class A days.

HIGHLIGHTS by Jack Mercer

Since only the time consumed in about three brief pulse beats determined which of the first four would be declared the 100 Mile Road Champ for 1953, plus winning \$1,000, each was interviewed for a first-hand story. Since all of the first three had taken spills it was natural that each should recall that incident first:

Said smiling Pennsylvania-Dutchman, Eddie Fisher, of Parkesburg, Pa.: "I spun out in the 6th Lap in The Hairpin; it probably cost me those ten or twelve extra seconds which would have prevented any arguments or long hours of waiting before I was declared the 'Winner, Unofficially.' The bike ran well, my pit-crew were wonderful. This

is my first big win in five years of racing . . . I'm one happy Dutchman."

Roger Soderstrom, the 1952 National TT Champion, who received the checkered flag first by virtue of an earlier starting position than Fisher's, lost control of his K Harley on the Bringback, as the treacherous dirt-covered "dog's hind leg" at the top of the one mile course is now called, and Roger lost his precious second right there in just about the time it takes a fast man to declutch and kick in first gear. Said Soderstrom: "It's a hard thing to believe; that's why I'm making an appeal."

Dick Klamfoth, two-time winner of Laconia, beating Fisher home by seven seconds last year, spent most of his time chasing "J.R." Kelley, of Dayton, Ohio. These two personal pals made it a real Ohio speed duel for almost half the race, but Dick ran out of road trying to follow "J.R." into the Hilltop Hairpin, and now Dick knows how agonizing it is to rush about in a mad scramble to recapture a fallen motor. For the last 25 laps Klamfoth kept glued to Kelley's coat-tails, to win a third spot on elapsed time over Kelley by perhaps a mere fraction of a checker's pencil.

Kelley missed his date with Fame and Fortune by being a real Irish gentleman. Although Kelley was the only one of the early birds not to fall he got blocked in the Hairpin by a real slowpoke, and, rather than run over the man ahead, Kelley took the escape road and started off in the general direction of Laconia. By the time he had swung his green and white Triumph around he had lost five seconds or more—and the race. Kelley's expression of regret was. "This race taught me a lot; I'll be back to win it next year!"

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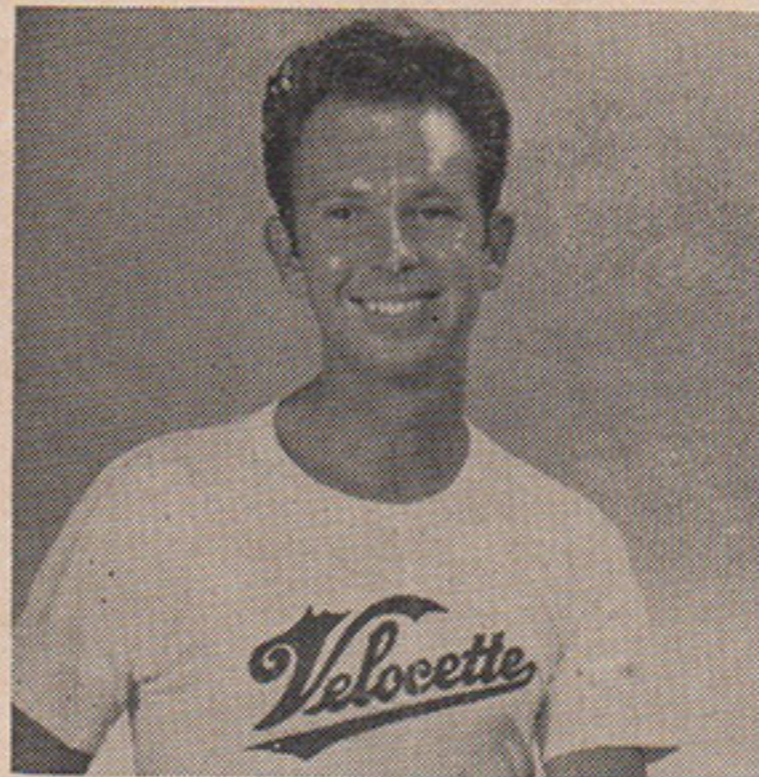
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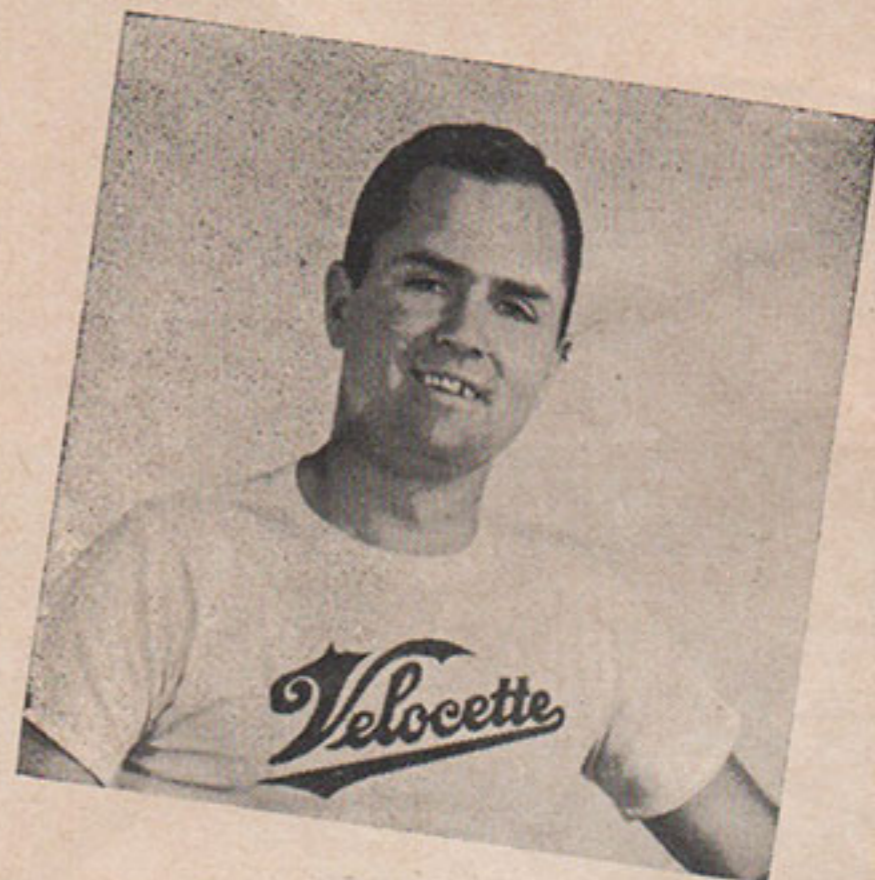
Jim Johnson scores double win in Pacific Coast Championship Greenhorn Enduro on a 21 inch VELOCETTE.

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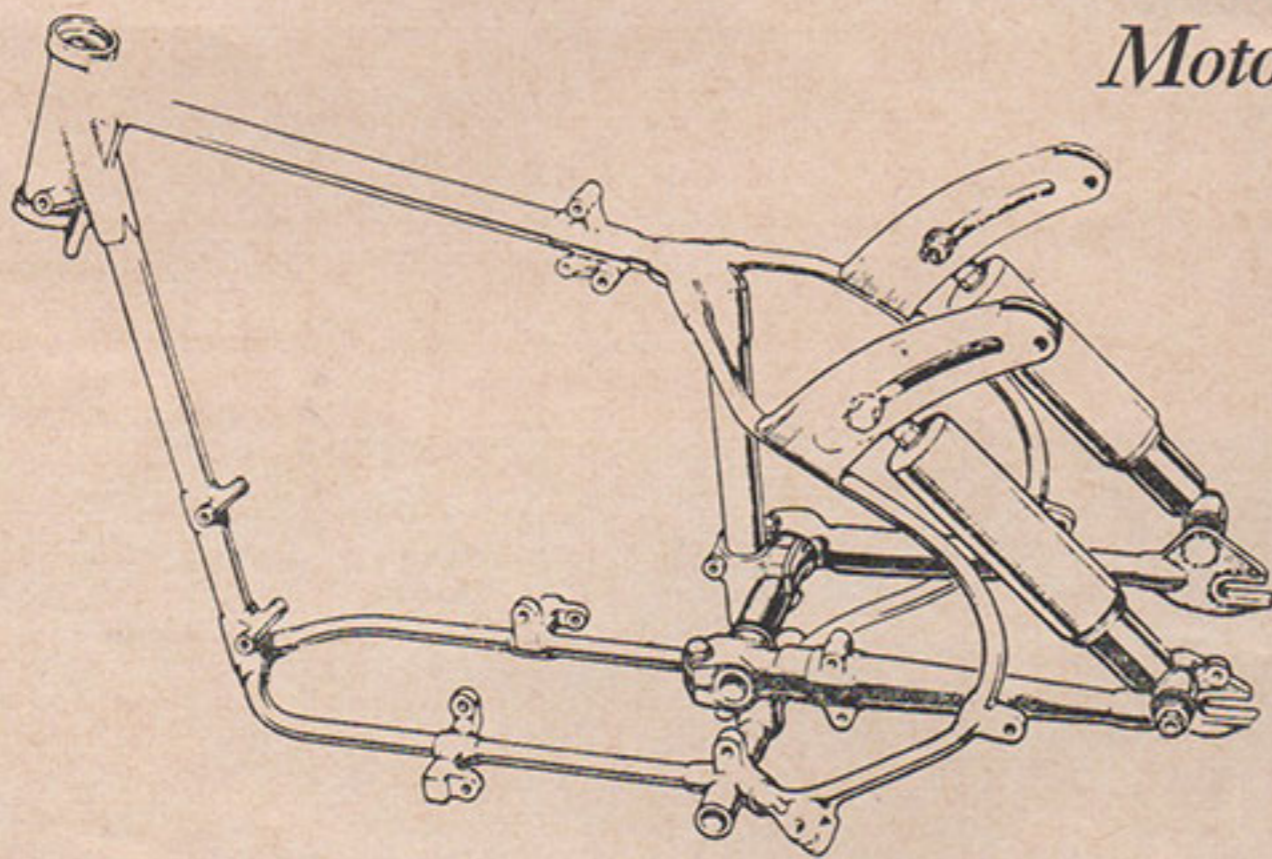
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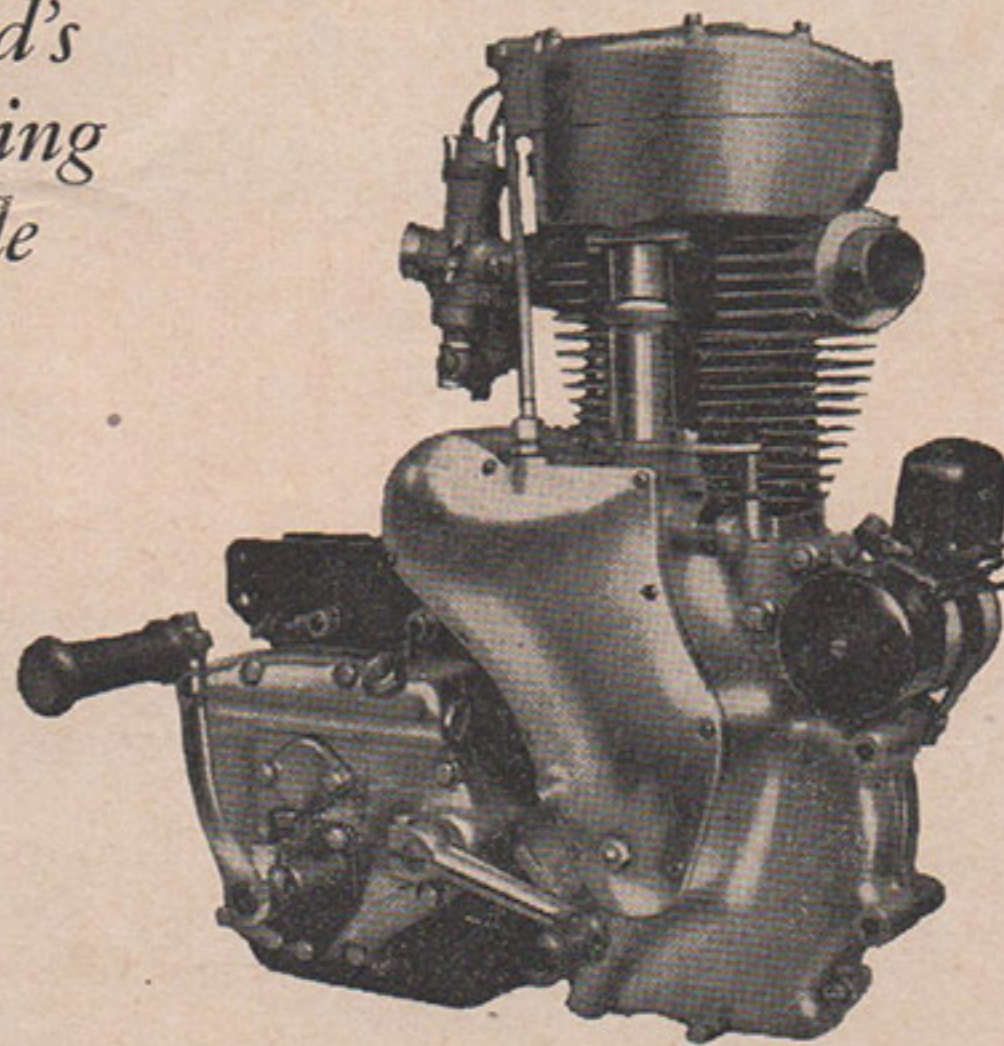


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