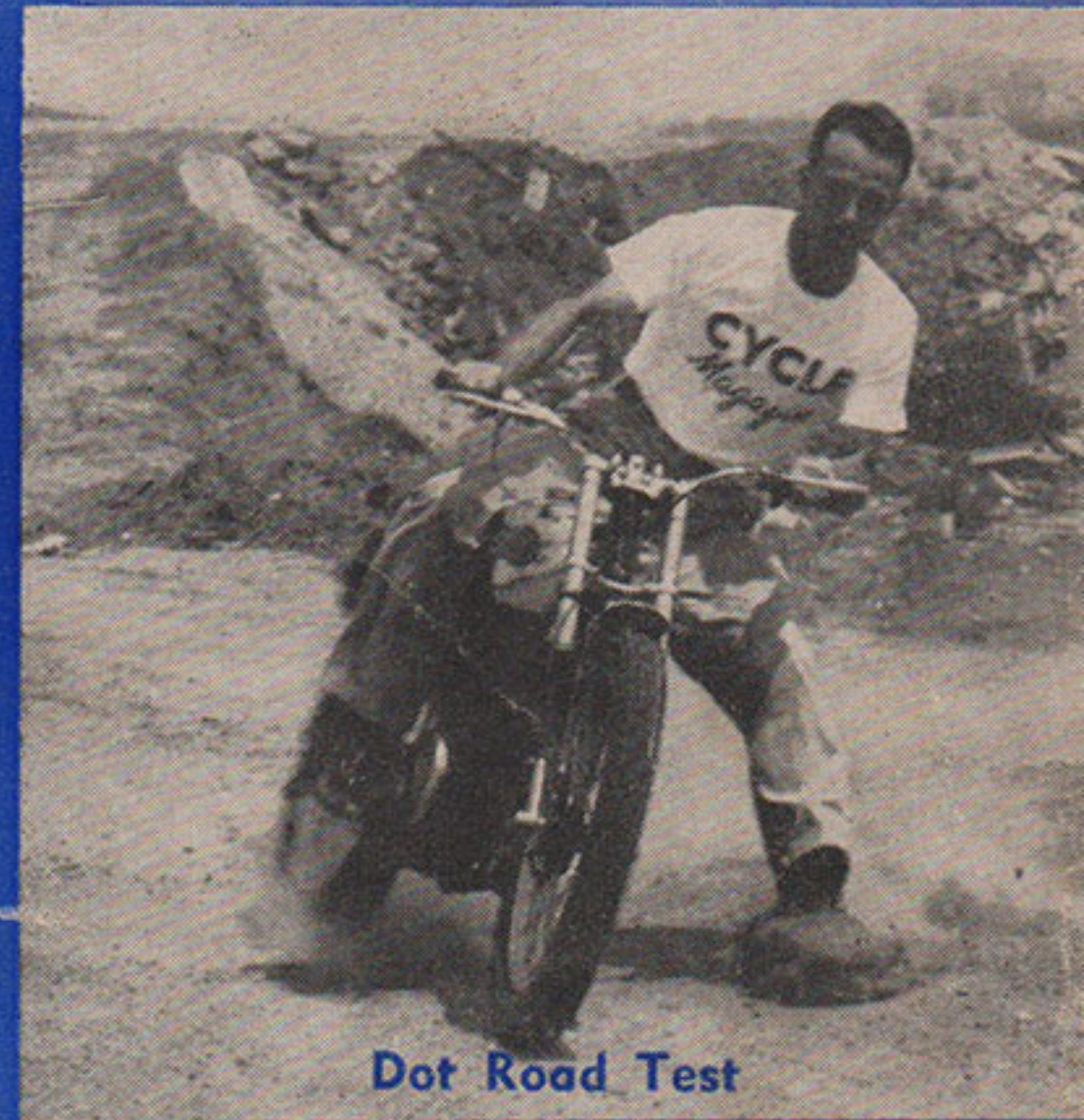
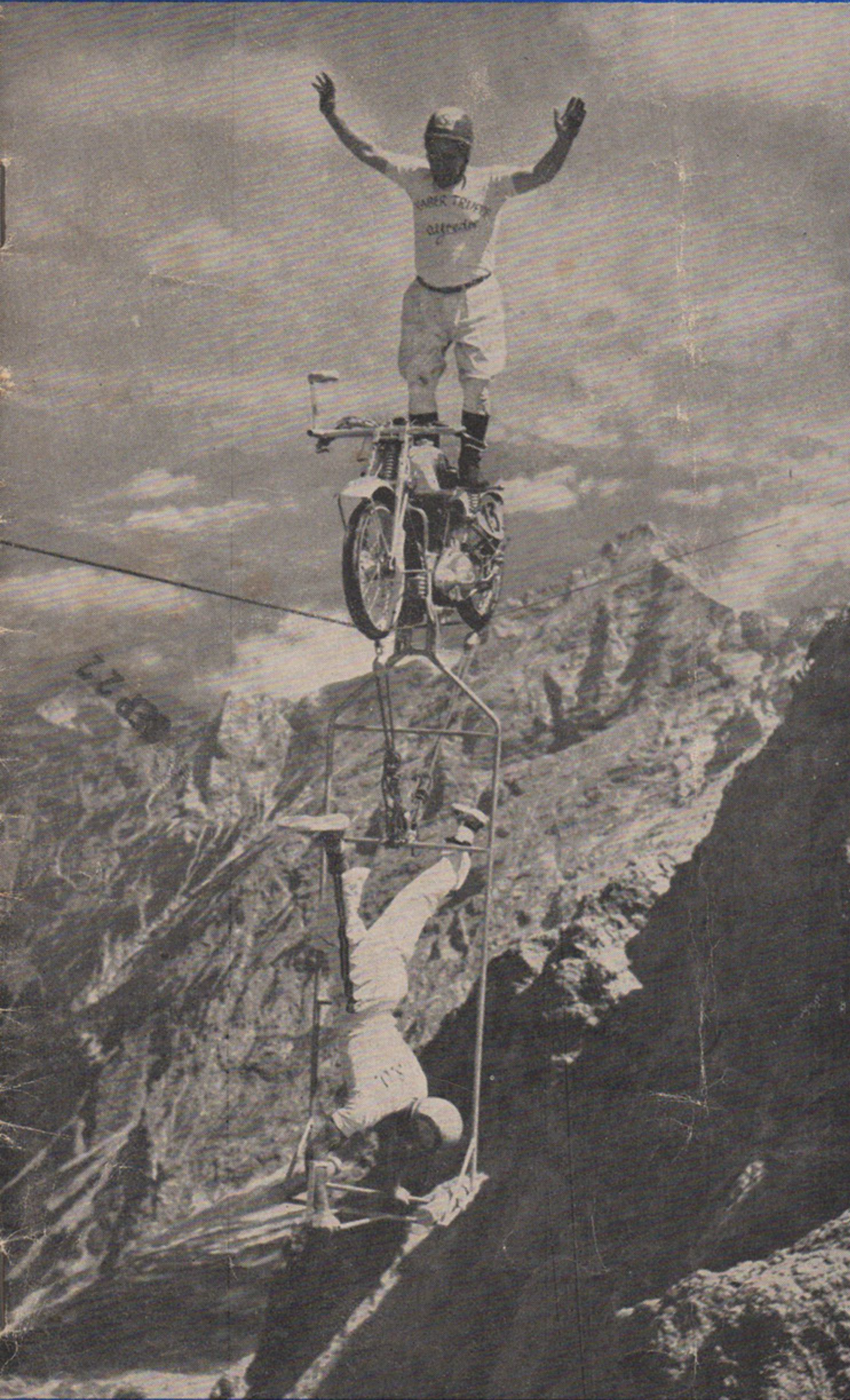


CYCLE

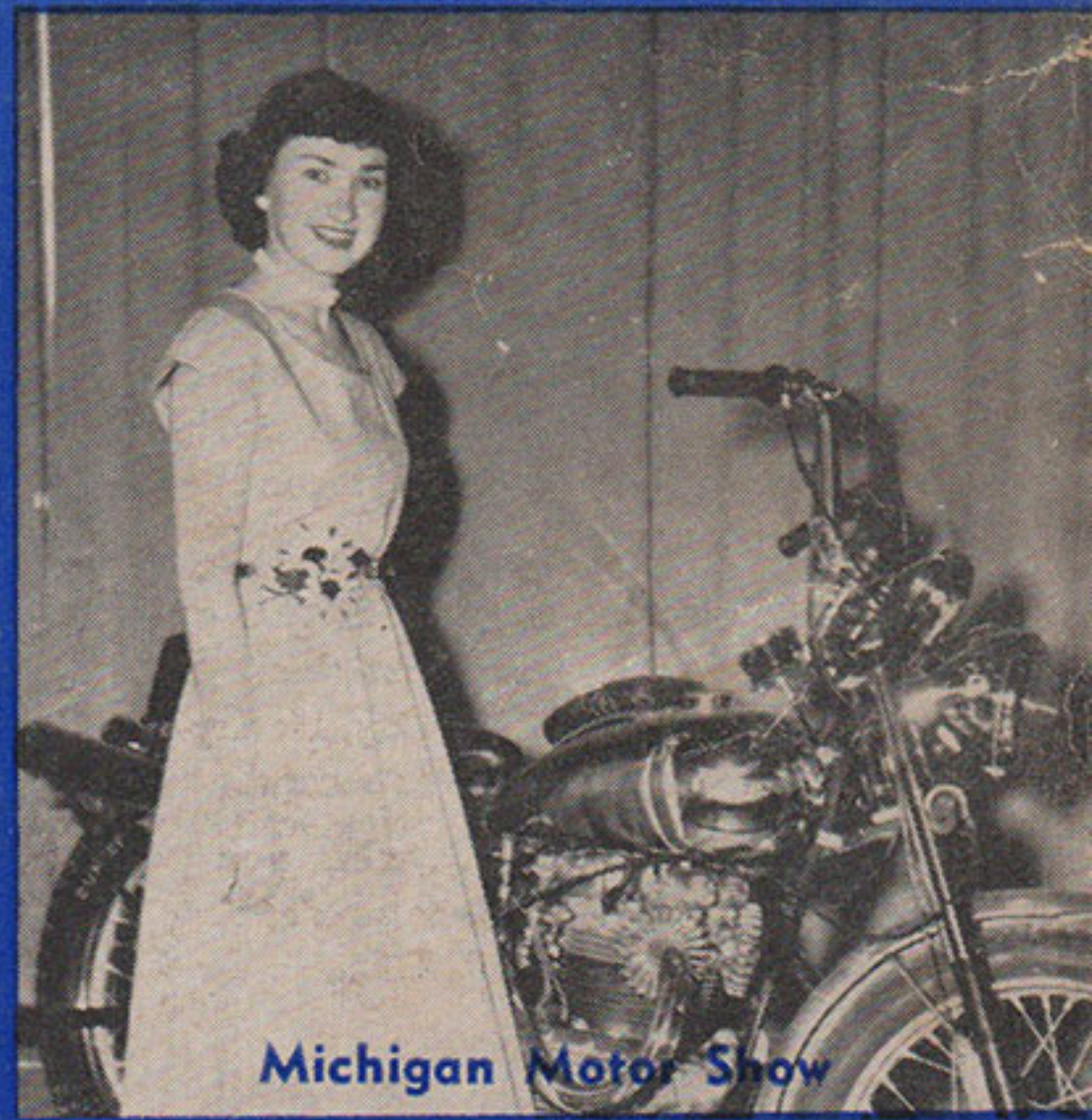
OCTOBER 1953

35c

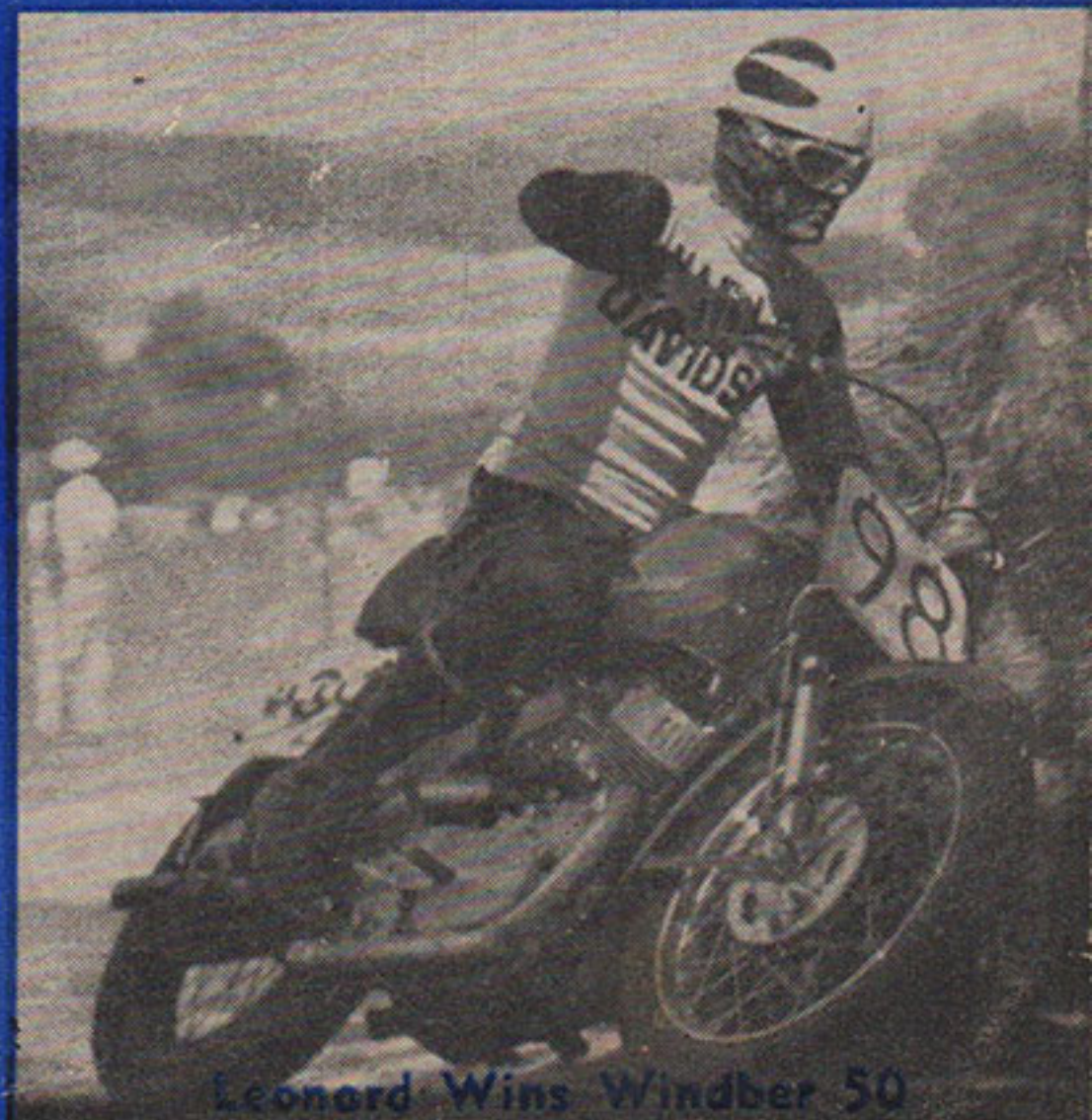
"World's Largest Monthly Motorcycle Circulation"



Dot Road Test



Michigan Motor Show



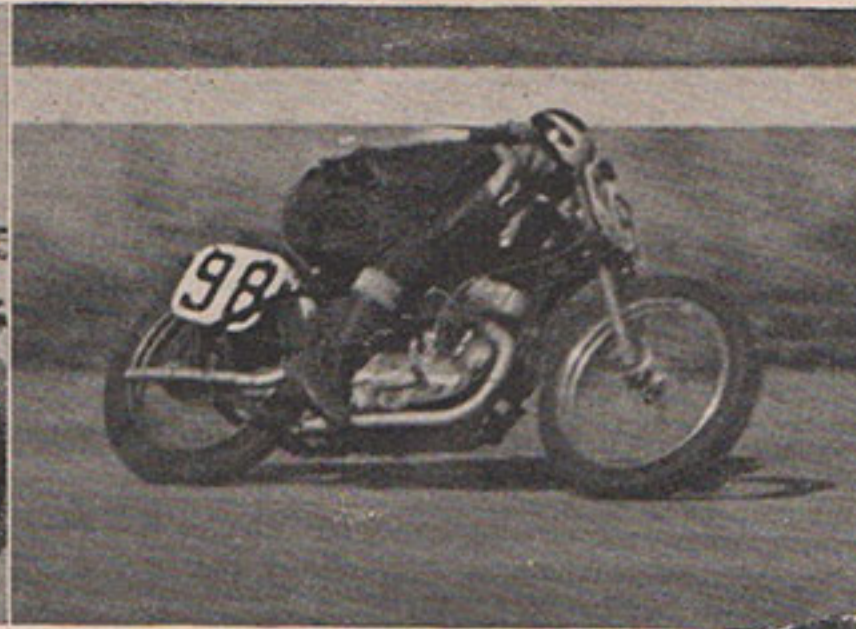
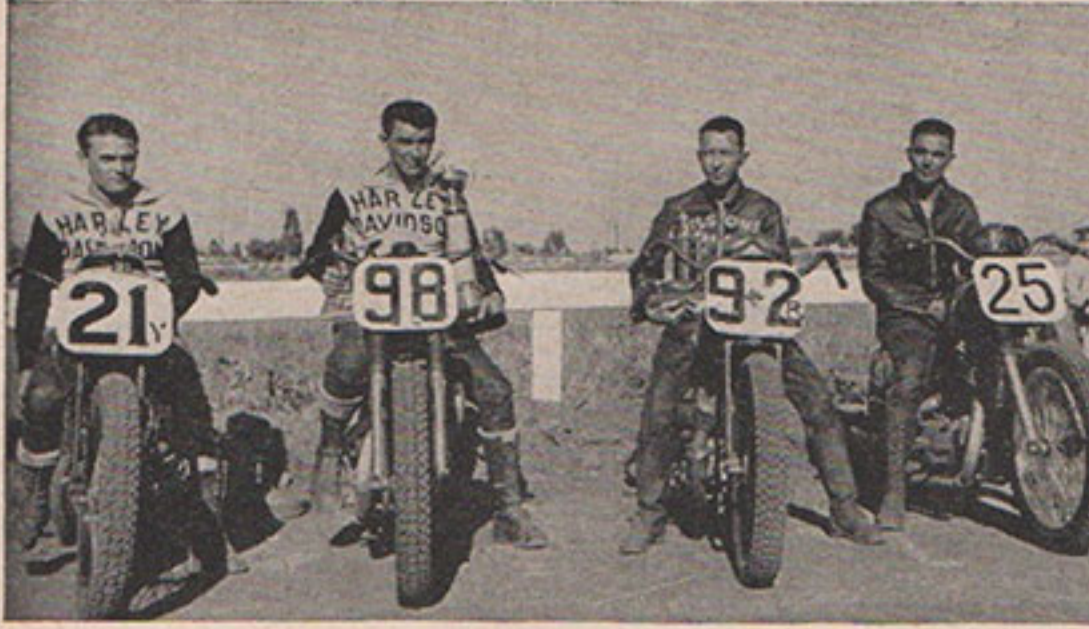
Leonard Wins Windber 50

Biography of the Big X

W. Bias, Joe Leonard, Pete Duke, Brashear... Winners All!

Leonard . . . tucked in and going!

Proud Mrs. Leonard and the "Champ"



Joe Leonard on a *Harley-Davidson* model K wins 20-mile National at Bay Meadows

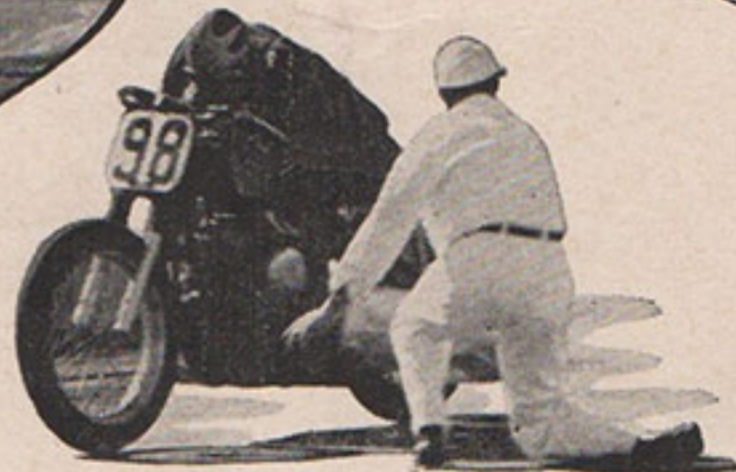
Bay Meadows, San Mateo, Calif, July 19.....

With nearly a quarter-mile lead over a field of national racing stars, Joe Leonard, San Jose, Calif., snugly tucked himself behind the bars of his thundering Model K and streaked across the finish line first in 14 minutes, 23 and 94/100 seconds . . . 17 and 97/100 seconds better than Tuman's 1952 record! Joe took the lead in the second lap and never lost it.

Pete Duke, Fresno, Calif., also on a Harley-Davidson, won the Amateur Final. Hub Day, Harley-Davidson-mounted, was second.

Proof, once again . . . when you ride a Harley-Davidson, you're sure to ride a WINNER!

HARLEY-DAVIDSON MOTOR CO.
Milwaukee 1, Wis., U.S.A.



**Sets New A. M. A.
Record**

14 min., 23.94 sec.

Flash!

**Harley-Davidsons
dominate
Paul Revere National
Championship Classic**

take 7 out of 8 classes!

DON PINK ON "K"
Grand Winner with 1000
points — only 27 sec. lost
on emergency checks.



Some of the finest racers in America line up for the start of the 20-Mile National . . . The "champ", Leonard, has the pole position, followed by Brashear, Basney, Gunter, Beckman, Goldsmith, Tuman, Hill, Eggers and Gibson.



CYCLE • a Floyd Clymer Publication

"World's Largest Monthly Motorcycle Circulation"

OCTOBER, 1953

VOL. IV, NO. 10

PUBLISHED MONTHLY

CYCLE is the only motorcycle magazine officially audited by ABC—The Audit Bureau of Circulation—an organization of impartial circulation experts. It is the advertiser's assurance of accurate circulation figures on Cycle Magazine.



CONTENTS FOR OCTOBER

Leonard Stars in Windber 50.....	6
Frame Smasher!.....	8
Head for the Hills!—Dot Road Test.....	10
Draggin' at Diego.....	13
24 Hour National.....	14
Michigan Motor Show.....	15
Big Man in Little Valley.....	16
A Hot Shoe in the Nursery.....	17
Is Your Engine Efficient?.....	18
Front Drive Warrior.....	20
Chicago Colossus.....	22
Twin Engine Monster!.....	28
Rosemond Speed Trials.....	33

DEPARTMENTS

The Publisher's Column.....	3
Late News From Here and There.....	4
The World at a Glance.....	30
Missing Motorcycles.....	37
The Swapping Post.....	36
Mail Pouch.....	38

Staff

Publisher and Editor . . . Floyd Clymer Advertising . . . Ragnar Berglund
Associate Editor . . . Evan Aiken Art Director . . . V. W. Oswalt, Jr.
Technical Editor . . . Hank Elfrink Circulation Mgr. . . Robert C. Horton
Photographers . . . Bob Canaan, Bob Bates, Chet Phebus, Asher Lee

Foreign Correspondents

William Onslow, Rodolfo Mailander, Kurt Worner, George Glaser, Jacques Rousseau, Nils Tengberg, Paul Frere, Peter Nortier, Rudy Dresel, Gregario Prendes and Geoff Hockley.

CYCLE, U. S. Copyright 1953 by Floyd Clymer Publications, 1268 So. Alvarado, Los Angeles 6, California. Phone: DU. 3-6410. Entered as Second Class matter at the Post Office at Los Angeles, California.

SUBSCRIPTION RATE: \$3.50 per year, two years \$6.50 in U. S., its possessions, Canada, Mexico, South and Central American Countries. All other countries \$4.50 per year, two years \$8.50. Single copy 35 cents. On sale at newsstands, tracks and motorcycle and speed shops across the country.

CHANGE OF ADDRESS: Three weeks' notice is required. When requesting a change, please name magazine and either furnish an address imprint from a recent issue, or state exactly how label is addressed. Change cannot be made without the old as well as the new address.

ADVERTISING: Advertising—Ragnar Berglund, 1268 So. Alvarado St., Los Angeles 6, California. DETROIT OFFICE, 509 Basso Bldg., 7338 Woodward Ave., Detroit, Michigan. Phone TR. 1-0187. Closes 40 days preceding publication date. (See SRDS)

CONTRIBUTIONS: Manuscripts, photographs, and drawings not returned unless accompanied by self-addressed stamped envelope. No responsibility assumed for unsolicited material. Printed in U.S.A.

THE COVER—German stunt riders do a perilous high wire act with an NSU high above the jagged peaks of the Bavarian Alps (AP Wirephoto). At the top right CYCLE's new road tester, Pee Wee Cullum throws the Dot Scrambler into a slide. In center right Detroit's glamorous Helen Nilan gets closer look at the Schanz-Bird, a Triumph Trophybird displayed at Michigan Motor Show. Bike was undisputed in the East but is now eating dust at Pomona and Santa Ana drag strips. Warning: beware of little boy with three red Triumphs. Joe Leonard, bottom right, in action at Windber, Pa. Joe and his crimson H-D K model are most feared combination in National Competition this year, won Windber, Bay Meadows, Sturgis Nationals.

The Publisher's Column

HILLCLIMBS—The Modesto Hillclimb story in the August issue created a lot of interest. Many readers want to see and read about more hillclimb events. And why not? Hillclimbing is an interesting, spectacular sport and quite safe. It boosts the sport of motorcycling. A climb can easily be promoted by securing a suitable hill, clearing off the rubbish, rocks or grass and with a good promotion and management set-up. Many new cyclists have never competed in a climb and it offers them a new outlet for their desire to enter competition. In earlier days such climbs as Capistrano (60,000 attendance once reported), Rochester, Portland, Muskegon and other famous events attracted thousands of spectators and many fine competitors. Let's have more events like them!

MOTOR MAIDS—This fine group of women are doing a real service in their efforts to dispose of the late Billy Huber's cycle, the proceeds going to his widow. No finer chap ever sat on a racing motorcycle than Billy Huber. Let's hope their efforts will be extremely successful.

DODGE CITY—In my Dodge City highlights last issue I said that in early years it was just as hot and *dusty* as it was this year. I should have said as hot and *windy*. The dust was never worse but the wind is ever present. An oil expert can correct the Dodge City dust situation. Water and calcium chloride will never do the job. Heat will always be a contender at Dodge on July 4—but it is no worse than at Indianapolis on May 30 for the 500 mile auto race. Oiling may be the solution, for it must be remembered that many successful events have been held in the heat at Dodge on July 4 in years past when the track was oiled . . . they were 300 mile events instead of 200, and speeds were just as fast and sometimes faster than this year's event. Dust was not a problem then, and it can be licked for next year with proper preparation.

Some riders and enthusiasts have suggested changing the event to a road race on the adjoining airstrip. This type event might not attract the attention of the racing fraternity from far and wide as much as the two-mile dirt speedway and resulting high speeds. The airstrip event might be classed as just another road race, now so common in many sports car events. What to do about Dodge is a problem but surely the powers in charge will come up with a satisfactory solution. The Dodge City Race is a tradition and let's keep it so.

MORE ON LACONIA—Misunderstanding about Laconia results still persists. The following facts may clarify the situation. Roger Soderstrom (not the Harley-Davidson Motor Co.) filed the protest with A.M.A. Referee E. C. Smith, who was acting in the capacity as Referee out of deference to the regular Referee. Any contestant who believes an error has been made has a perfect right to protest, which Soderstrom did. Referee Smith denied the protest, allowing the announced Fisher Triumph win to stand. Soderstrom then appealed Smith's decision under Section 3 of the A.M.A. rules, which read as follows:

"All appeals from a protest shall be submitted to an Appeal Board composed of the Chairman of the Competition Committee and two members of the competition committee to be appointed by the President of the A.M.A."

As Smith had rendered the original decision, the appeal went to President Gilbert's appointed judges for decision. They were Deputy Chairman, Jim Davis, Bruce Walter and Jimmy Parker. At Dodge City these three met and upheld Smith's original decision. Soderstrom then again appealed, within his rights, to the members of the Competition Committee. This requires consideration by the entire membership of the Committee in their annual meeting, which takes place this Fall. Therefore, the Laconia result is still up in the air.

Floyd Clymer

PUBLISHER

Late News . . . from here and there

Thunder Valley, Wisconsin again echoed the rhythmic staccato of the thumping singles and screaming twins last July 5. The Bower City Boys were at it again with a knock down drag out field meet and scrambles that kept the riders on their toes and captured the undivided attention of 500 enthusiastic spectators. Starting the day with the usual stake races, slow races, back push, run and start and passenger pick-up, they ended up with Bill Knudson (H-D K) as high point winner with Hans Robertson (Tri) second, Cyril Bertram (Tri) third and Jim Jacobson



(H-D K) fourth. After time out for a breather the scrambles consisting of four open heats, to semis and a final plus a 200 cc and under class. Knudson, Jacobson, Bob Willeth (Tri) and Jim Steffen (Tri) headed their individual heats and John Schmitz (H-D K) and Willeth jumped in to win the semifinals. When the open class riders were given a rest and a chance to check over their machines, the two hundreds took over the spotlight. Biggest threats in this class were John Giorno on a new swinging arm Dot and James Trusky with a Zundapp 200. For the most of the chase it was a neck and neck battle between Giorno and Trusky with the Dot winning by a nose. Pete Ploskie (H-D) held a solid third.

The end of the first lap of the main event found Bob Willeth out in front and although he was constantly challenged by several other local hot shoes, he managed to keep his head and win the event. Every event of this type is building the popularity of cycles and competition among riders and spectators alike.

A move to improve the Motorcycle and Hot Rod Safety Program of the California Highway Patrol was announced recently by Highway Patrol Commissioner B. R. Caldwell.

Beginning August 1 the three traffic officers recently assigned to the safety program will work on a zone area basis to coincide with the organizational structure of the Patrol. The new assignments will be as follows:

In addition to duties in headquarters, Officer Glen Blackburn will cover assignments in the Coastal Zone which includes all counties north of Los Angeles bordering on the Pacific Ocean.

Officer Ezra Ehrhardt will cover the Valley Zone which includes all counties lying in the Central Valley.

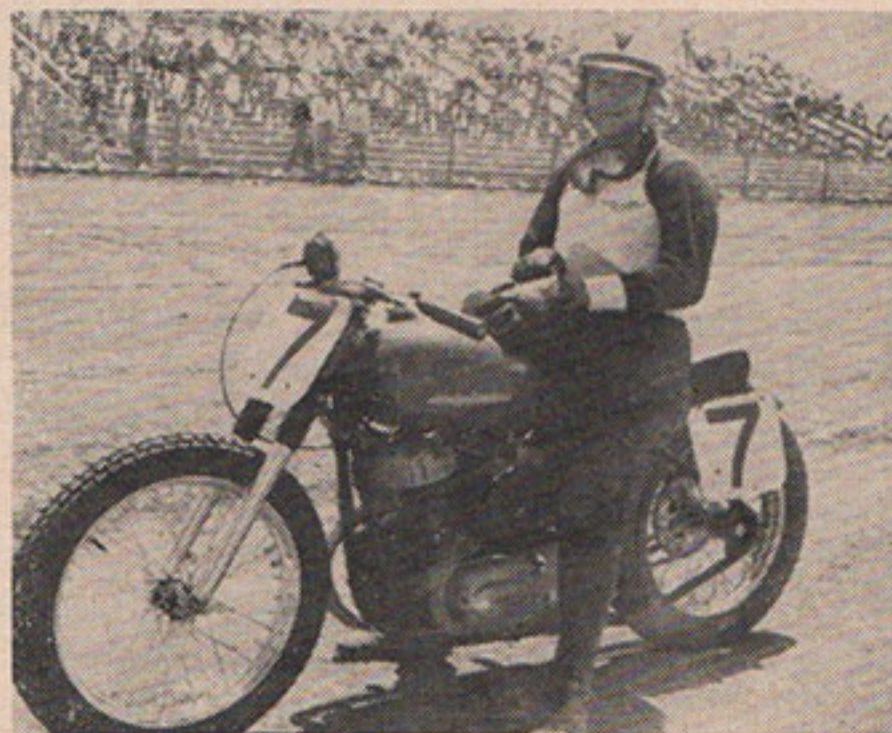
Officer C. A. Pollard will cover the Southern Zone which includes Los Angeles, Orange, San Diego, Imperial, Riverside, San Bernardino, Inyo, Mono and Alpine counties.

Coordination of the safety program will continue to be carried out from Patrol Headquarters in Sacramento under the direction of W. A. Huggins.

Motor Maids, 133 strong, invaded Columbus, Ohio for their annual convention and field meet. The varied program that began on Friday, July 10, consisted of Television appearances, movies of past conventions and major events, a Saturday a.m. breakfast followed by a tour of the AMA offices, a business meeting and banquet. The first Motor Maid to arrive in the Ohio capital city for the annual shindig was, ironically, the one traveling the farthest to attend. She was the well known Marie Schumann of San Antonio, Texas. Her trip totaled 1,400 miles.



At a special meeting held at the field meet held in conjunction with the annual convention of the Motor Maids of America, July 12, the girls decided to handle on a national basis, a Billy Huber Benefit. In assuming responsibility for this program, MM Prexy Dot Robinson said, "I know that when the Motor Maids were suggested for this job that they think of us as a club of 460 members all eager to do our bit. Needless to say, we will do everything in our power to make this thing a real success. Anything less than a national campaign would be a waste of time." In order for this program to be successful, each and every member of the M.M. is asked to cooperate to the fullest extent. State Directors, particularly, are asked to contact Dot Robinson, 4027 12th St., Detroit 8, Michigan, for complete details.



Billy's competition K model will be raffled off at the 7 mile national championship race at Shreveport, La. on October 32. Tickets are .25 each or five for a dollar and may be obtained from any Motor Maid. The girls will be present, in uniform, at as many motorcycle events as possible between now and the 31st of October for the purpose of selling the tickets.

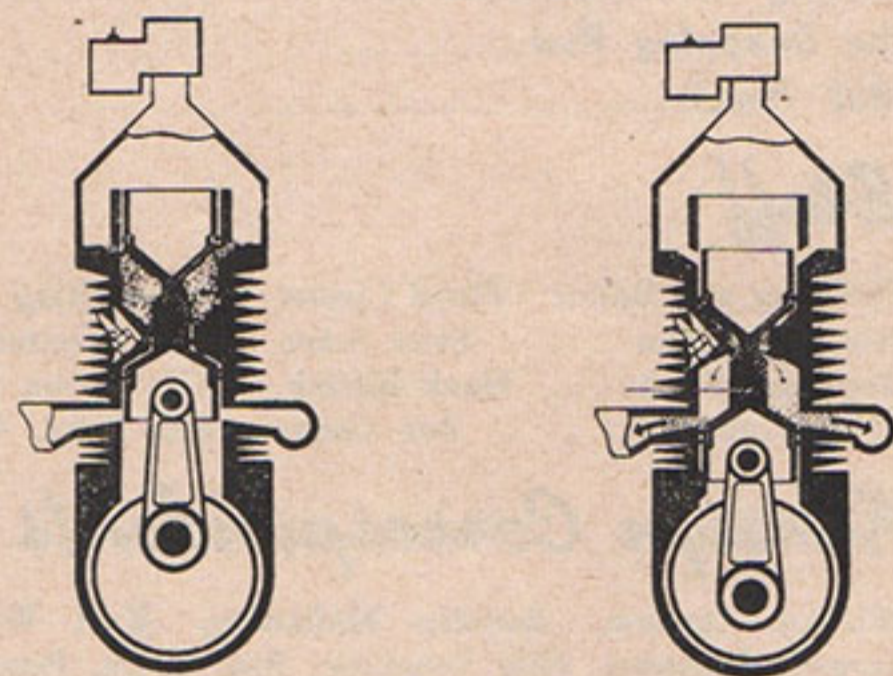
Lou Branch, national distributor for Velocette and Moto Guzzi machines, informs us that he has been recently notified of approval

by the AMA technical committee of the 1953 MAC Velocette Springer. In AMA sanctioned competition, all machines entered must be approved models and therefore each time there is a major change in a given model it must be submitted for approval. This is required to keep competition fair and to familiarize the committee with the models that they must inspect at all championship events.

A letter in the Editor's Correspondence of the July 2 issue of Motor Cycling brings to light a heretofore unknown fact concerning Nick Nicholson and this year's Isle of Man T.T. It reads, "I should like to draw your readers' attention to the very sportsman-like gesture of Nick Nicholson, the American rider we all welcomed to the T.T. Races, who stopped at Quarter Bridge to report the accident of Les Graham, and by so doing may well have forfeited his chance of obtaining a Silver Replica. As your readers will notice he finished eighteenth, 26.9 seconds outside Silver Replica time.

E. B. Scholfield
Eccles, Manchester"

A tribute like this from foreign enthusiasts, is to our way of thinking, better than winning. Congratulations Nick, you've done a grand job of creating international good will between followers of our sport and making Americans welcome on European circuits.

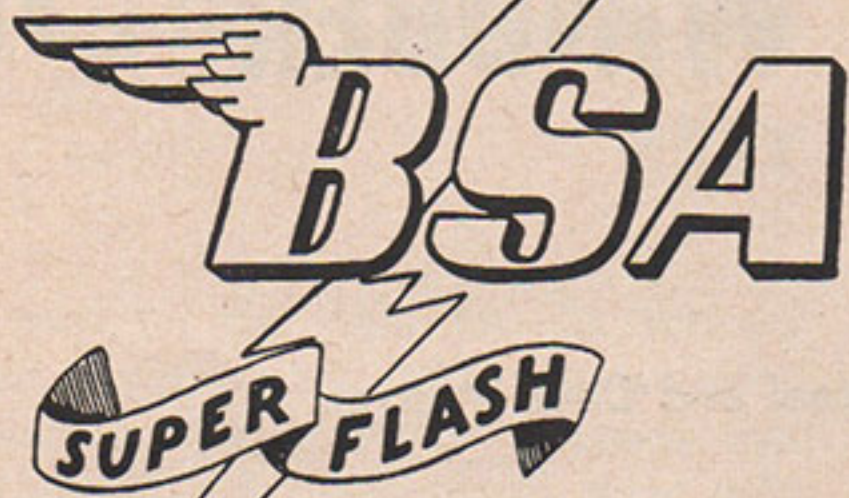


After a year's work and experimentation, a young Swede, Bengt Olof Gabriellson of Stockholm, has constructed a revolutionary type of twin piston, two stroke single. Both pistons are connected at their heads with a metal "pole." One of the pistons, the top one in our diagram, acts as an under or over compressor and the lower piston works in the normal manner. Improved combustion chamber filling results from the action of the unique apparatus. Also both fresh and burned gases need only to move in one direction which is advantageous at high r.p.m. as this reduces power losses due to turbulence.

Ed Kretz tells us that his son, Eddie Jr., at present with the U.S. armed forces overseas, is now studying tank motors at an army school. The exact location of the school is a mystery, but Eddie reports that he can see the Alps from his barracks. The course teaches fundamentals of the new supercharged opposed 6 cylinder, 500 HP tank engines. The rigs boast a 5 3/4 square bore and stroke. Eddie is apparently enjoying his school days and says the weird mills are "interesting". He has also been keeping an eye on the European motorcycle events, but, as yet, has been unable to enter a race.

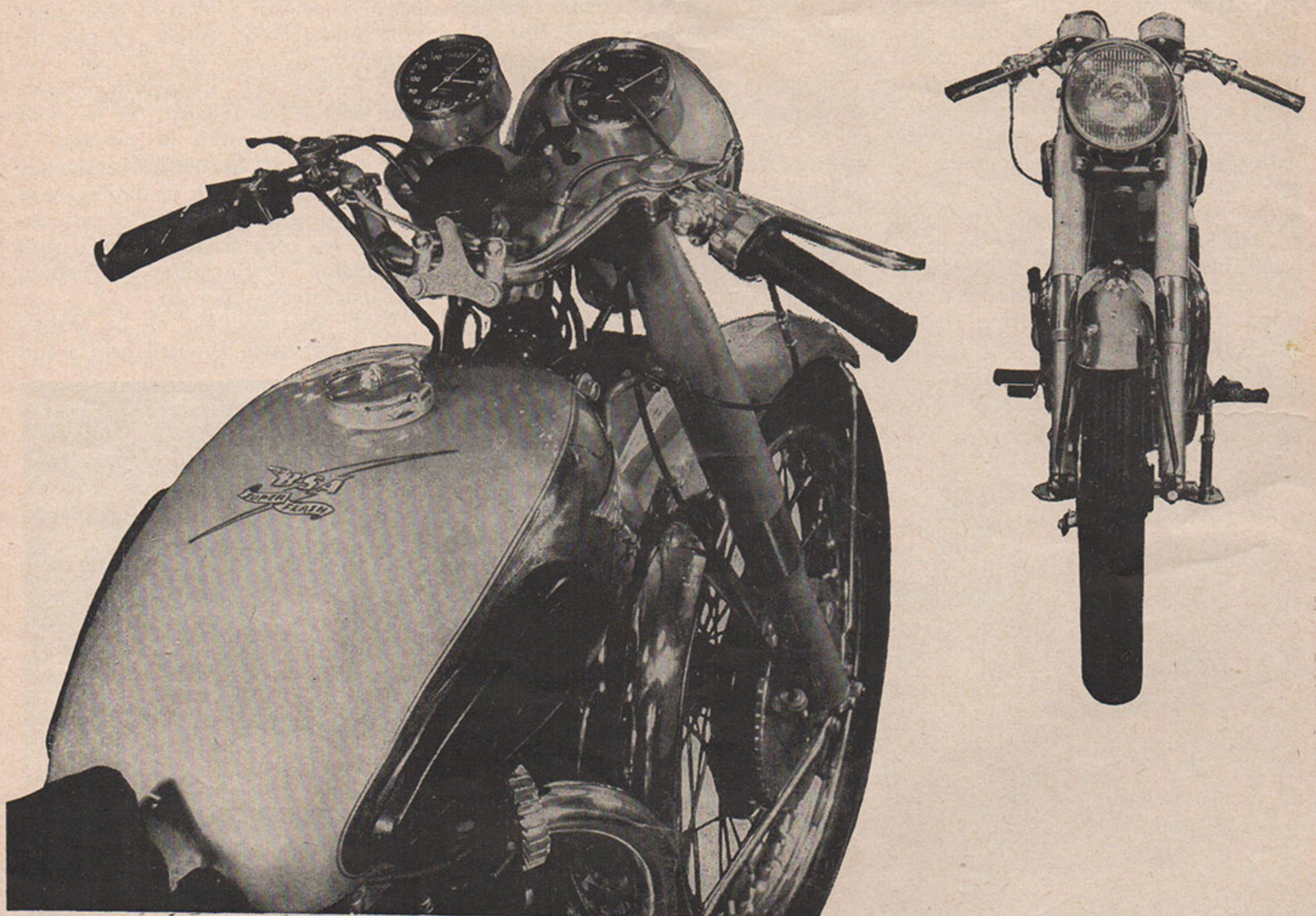
1953

ROAD ROCKET



FORTY cubic inches produce FORTY horsepower at the rear wheel and make this, the B. S. A. "Super Flash", the World's finest, fastest, most tractable in traffic, most maneuverable production motorcycle!

You can buy 'em Bigger but you can't buy 'em Better!



In The East

RICH CHILD CYCLE CO.
639 Passaic Ave.
Nutley 10, N. J.

In The West

HAP ALZINA
3074 Broadway
Oakland, Calif.

The BSA logo with wings, set against a dark background.

For full franchise particulars

write today



LEONARD STARS IN WINDBER 50

By Bob Finn, Don Neal and Dave Warren

FROM OUT of the West came a crimson flash, San Jose's K mounted Joe Leonard, to become the first fifty mile road race champion crowned on the new and tricky Windber, Pennsylvania circuit. After registering the fastest time trial over the eight-tenths mile, narrow, twisting course, he again proved his prowess when the actual competition began. Joe jumped into the lead on the first trip around and remained undisputed for the total 50 miles, 63 grueling laps.

Of the original 31 competition boys entered in the July 26 classic, only 25 were able to line up at the start. The line up consisted of eight rows of three riders each with one starting at the tail of the procession.

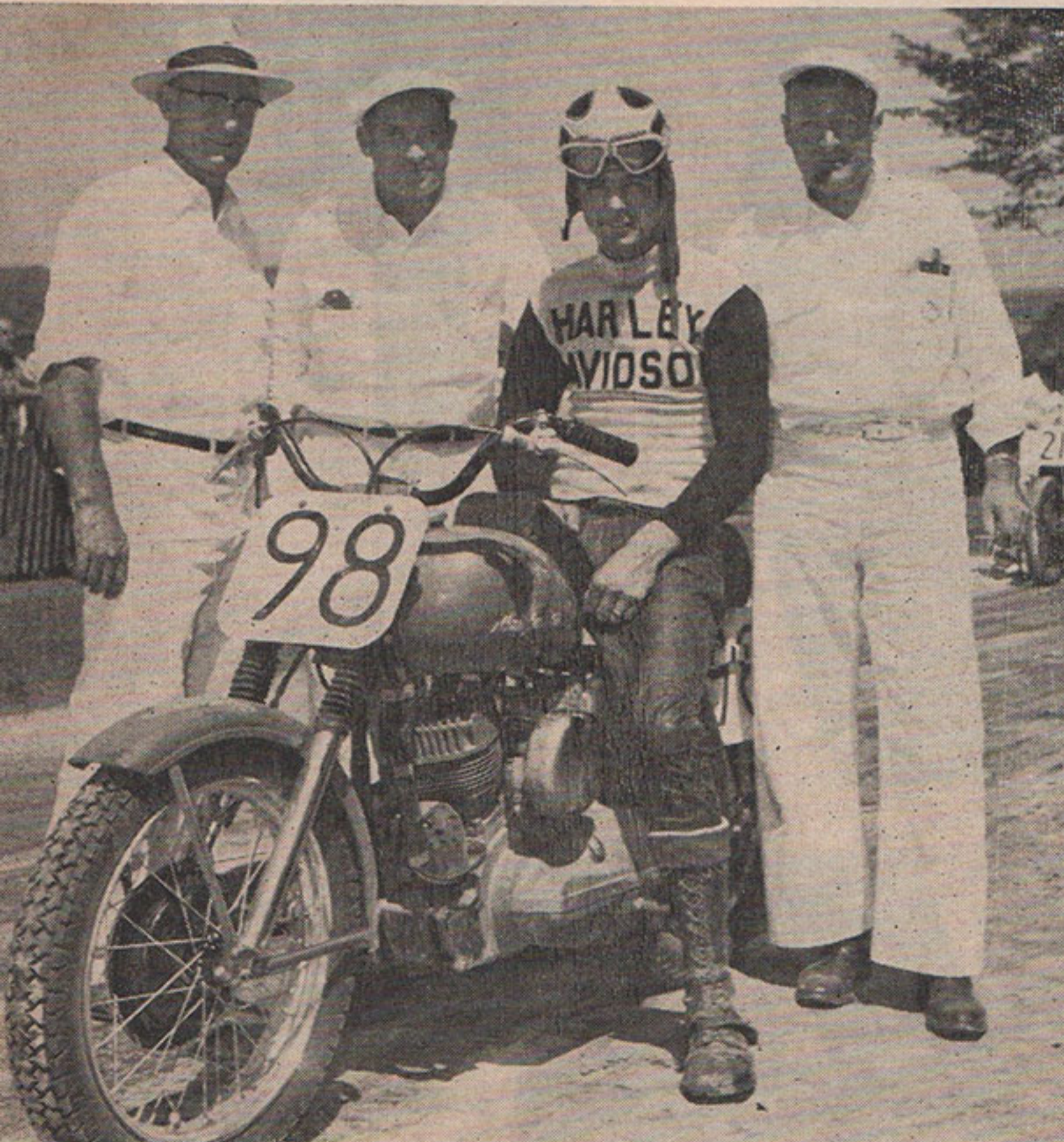
The starter dropped his white banner and the full field roared off to a mass start that furnished the fans with a real thrill as they bunched into the first hairpin at the west end of the straight-away. Coming out in the coveted number one spot was the current Bay Meadows 20 Mile National Champ followed by Gerald Givens (Triumph), Bill Miller (H-D K), Roger Soderstrom (H-D K), Leon Applegate (H-D K) and Dick Koos (H-D). As the riders came around for the second time, Bill Miller took advantage of Givens' wide slide to move into second spot. Position changes came fast and frequent but the leaders seldom varied.

Heading the parade on the fifth lap were Leonard, Miller, Rocky Burkhardt (Triumph) and Soderstrom.

A bit of excitement greeted the en-

thusiasts on the thirteenth lap as America's most renown road racer came flying down the straight with his Manx streaming flame. The Klamfoth Norton was "hot" in the literal sense of the word. Unaware that his thumper was afire, Dick continued until his leathers began to smoke. Typical of the Groveport farmer's cool attitude, he rode his machine well away from the crowd before bailing out. Extinguishers were soon on the job and had the fire well in hand but Klamfoth was through for the day. Dick has been continually plagued with bad luck in the big races this year and the latter part of last season but has been making up for it with outstanding performances in eastern half-mile events this year.

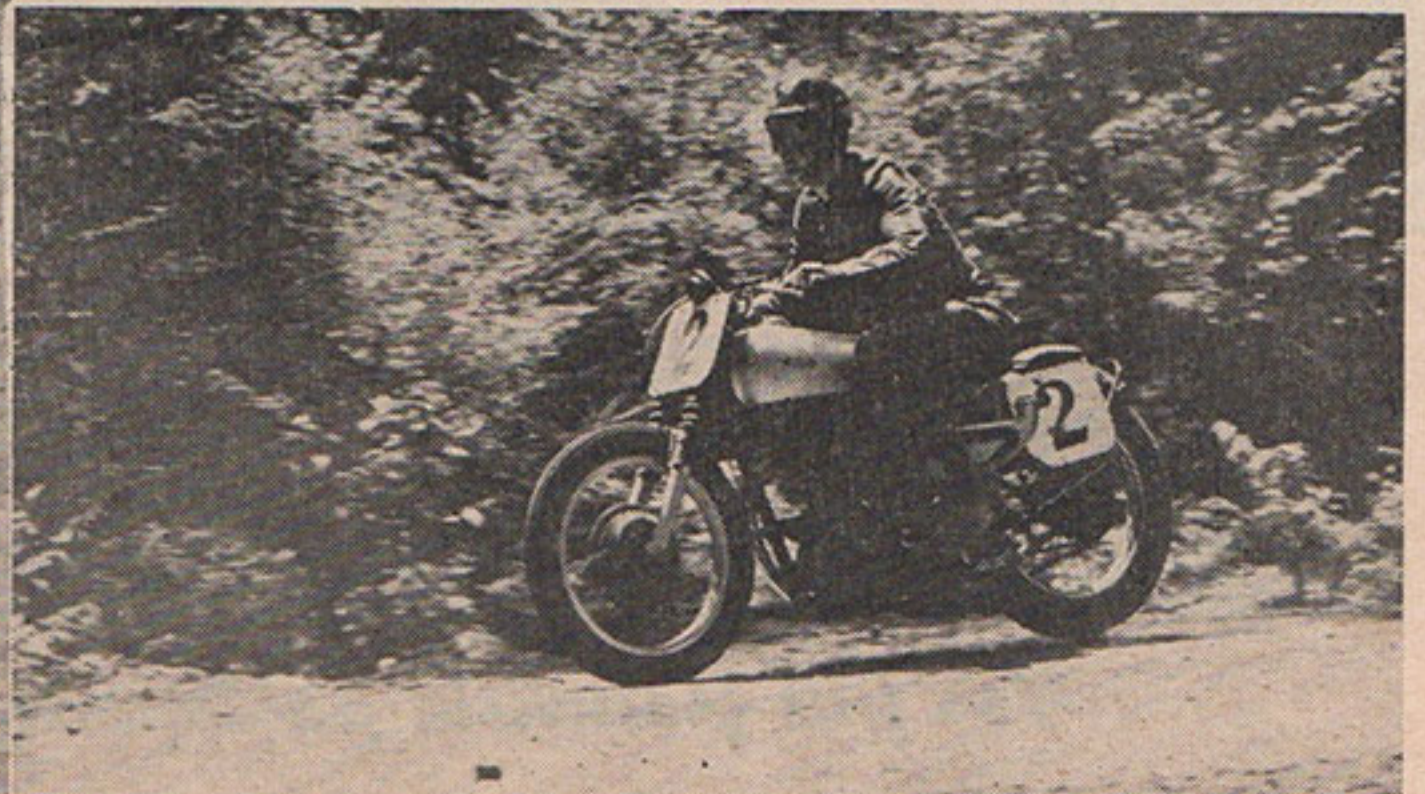
With the exception of his stablemate, Soderstrom, Leonard held a full



Winner of the "fast fifty", Joe Leonard poses with crew for a victory shot. They are L to R, Red Wolverton, Pete Zepka, and Dave Warren.



L to R, Rocky Burkhardt, Leon Applegate, Dick Klamfoth, Al Wilcox and Rick Fisher walked Windber circuit to learn the bends and surface.



Klamfoth still shows his patient, relaxed style that prior to this year, made him the most feared competition in the long championship events.

CALIFORNIAN TAKES HIS SECOND '52 NATIONAL ON HARLEY-DAVIDSON KRTT

lap lead on the field on the fortieth round of the course. At 50 laps an overwhelming Harley victory seemed evident as the first seven places were held by Milwaukee made motors out of a total of 15 remaining in the race.

Just to make sure, Joe lapped Sodie and held his speed. Even after he took the checkered bunting, his safety lap was as fast as the rest. His total time was recorded as 59 minutes, 52.40 seconds, just a shade over 50 mph which is phenomenal for that oiled cinder circuit which had started to break in many places before the race was completed.

Race Notes

In most places the road course was only 18 feet wide and passing on the twisting wooden section was next to the impossible. The greatest justified criticism was the proximity of the trees to the course. In the interest of rider safety, this hazard should be removed or at least altered before another event is scheduled. Many of the competition riders liked the course and of course, some did not.

The sudden change from bright sunlight to wooded shadows and vice versa bothered many contestants with temporary blindness.

The Quaker State furnished most of the riding talent with 17 entries. New York and New Jersey had 4 each and the remainder came from scattered states mostly in the East. Widman, from St. Louis, who failed to qualify and Joe Leonard were the furthest from home.

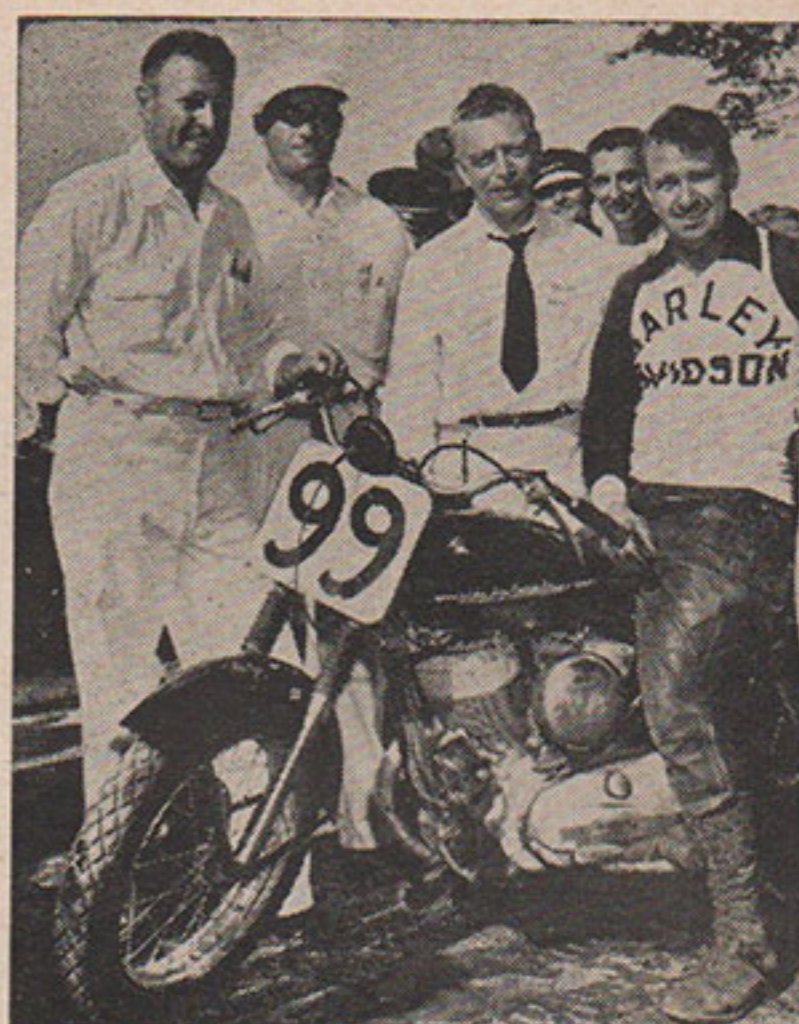
Tommy McDermott (BSA) went well for a while but an undisclosed mechanical bother put him out of the running. Another Tommy on a Beezer has been progressing well this season. Placing twelfth at Laconia and now eighth at Windber, Tommy Thomson has been piloting a J. M. Smith tuned Beezer in the long ones.

Eddie Fisher, unofficial Laconia winner, rode well as usual but seemed to lack motor this time. Bill Miller, always a threat in a race of this kind also gradually slowed out of the winning picture.

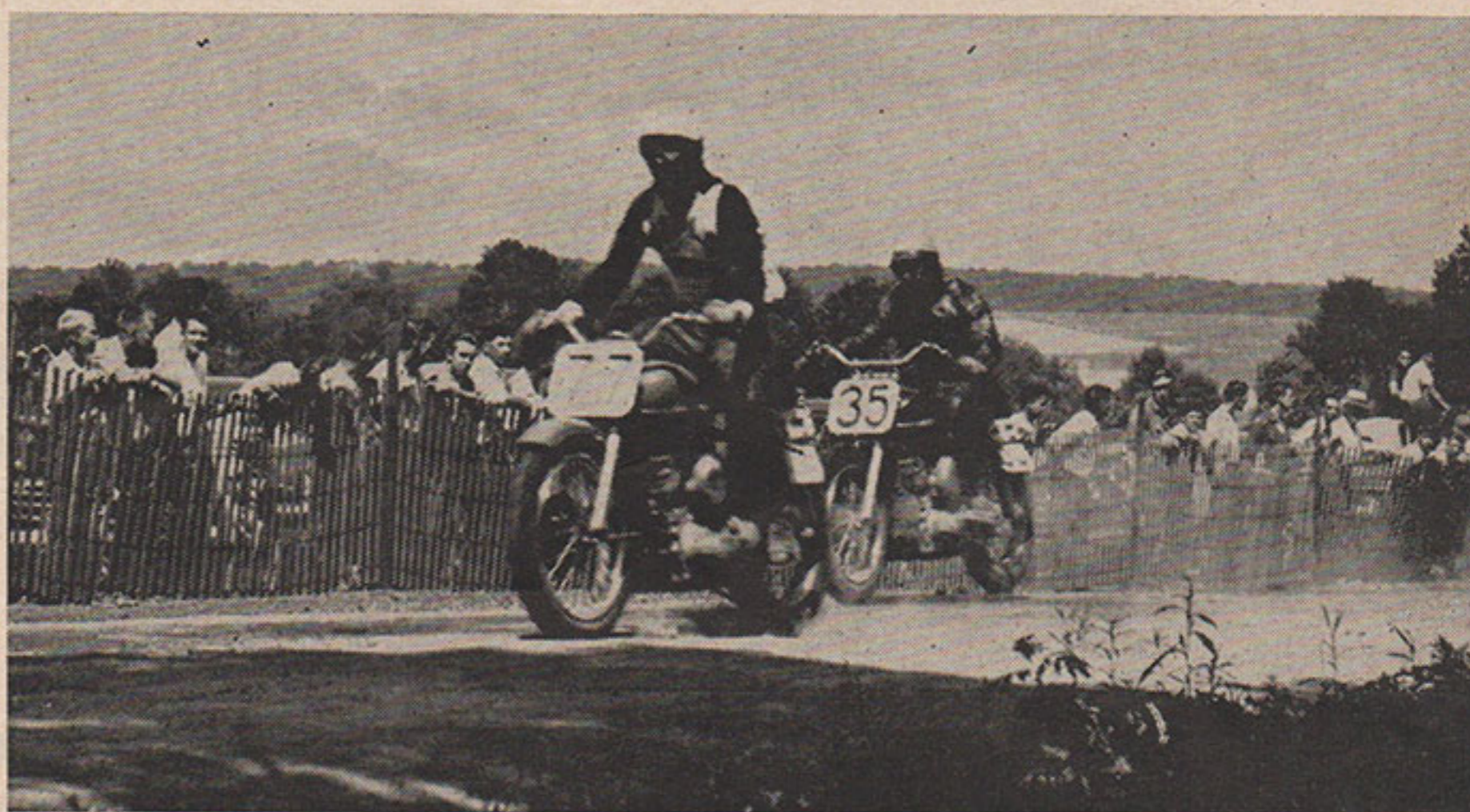
(Continued on page 42)



"Sodie" Soderstrom, familiar number 77 on the T.T. tracks was second to Leonard in 50 miler.



Leon Applegate has been riding longer than many of us remember, took third in Windber 50.



Soderstrom and Miller, the K model twins, were running close in the first few laps of the race.

Experts practice on the new Windber course. The narrow road limited passing opportunities in actual race but made for a more interesting spectacle when the faster boys did go by.





Arty Ratcliffe on a 21 inch Ajay as he makes his way to the summit of a steep one. Mountains, river and valley in background give some idea of his present altitude.

Ted Usher, 350 cc. Matchless, faces ten treacherous miles of this before he sees anything resembling a road again.

FOR THE thirty-fourth time this classic of classic trials started again from Edinburgh, the Queen of Scottish cities. Dignified and austere with its wide paved streets and stone buildings mellowed by time, it resounded once more to the impatient crackle of motorcycle exhausts. The organizers, The Edinburgh and District Motor Club threw open the doors of their permanent club headquarters and welcomed the riders and their friends as only the Scots can.

For two days before the start the enthusiasts could be seen putting the final touches to their machines at the official garage on the outskirts of the town. Enthusiasts they must be to enter this trial with its frame-smashing, wheel-buckling rocky sections and its miles of rough tracks that must be covered every day with its accent on reliability. The organizers underline that word; it is not a race, but a test of machine and riders skill in keeping going to a time schedule, not for an hour or two but over six gruelling days. The time checks insure a reasonable, though fast, speed and are adjusted to the type of going encountered, but they are tight enough to insure that only minor adjustments can be carried out without loss of marks. Indeed major parts such as tanks, frames,

FRAME SMASHER!

By Ray Biddle

forks and wheels, etc., are officially marked before the start and are not replaceable. Machines are therefore prepared 100% and no effort is too much. The skill of the rider is called for to avoid major damage to wheels, frame and forks on the numerous gullies and ditches that are cut across the tracks by the melting winter snows.

Starting from Edinburgh at 8 a.m. on Monday, the route makes its way north

into the Highlands to Fort William. Making this its center for the rest of the week, it fights its way each day, around the beautiful lochs and hills, by goat track and mountain road for nearly a thousand miles to finish the following Saturday back in Edinburgh. In this way it achieves the object of finding the assorted terrain suitable for testing machines to the utmost and of finding in this tight little island a sparsely popu-



The scene at the start. Last minute preparations, tire changing and number plate fixing and then to the weigh-in where bikes are marked, sealed and locked up ready for the Monday start.



Could this be the Scot's idea of the Greenhorn? Not one in a hundred riders saw this view though they traversed this section twice. They were cruising at upwards of 45 mph, depending on their machines, and could not afford to look at anything but that winding strip of road in front.

Bump By Bump Account Of The Famed Scottish Six Days Trial

lated area where the presence of a large body of motorcyclists will not be prejudicial.

In general this year's trial was much tougher than last, as is proved by the fact that 34 competitors had retired at the end of the week instead of last year's ten or twelve. In the early part of the week, the under 250 cc. machines found the time schedules so tight that on all the road stretches they were buzzing along flat on the tank and some indeed with their feet lapped over the rear mudguard. The second day brought riders to an almost impossible hill called Inchriach, which was reputed to be a track used by the War Department to train mules and which rose about 1,000 feet up a precipitous mountain side. Split into 10 subsections, 3 of which were barred from spectators and Press alike because of the narrowness of the track and the sheer drop over the edge, and one of which no one made a clean climb. Fortunately, in spite of several "near misses", all the riders reached the top though most of them were in an advanced state of exhaustion from lifting

machines over some of the impossible rocks and ledges. The run down the other side was even worse as the riders had to make their own way through bracken which covered bottomless bogs and 3 foot boulders. I estimate that at least six riders retired on the spot though their machines were still O.K. and in running order. One indeed exhausted himself so much that he "flaked out" and fell into the bracken unseen and only "came to" some 8 hours later at 10:00 that night. A following hill that day had to be cut out due to the fact that the snow still lying on the tops of the mountains had not cleared sufficiently, and according to the description of the lower reaches of it, then this was just as well as most of the riders could not have faced another "stopper" that day.

The main highlight of the week was perhaps the very British one of the weather. After weeks of wet and cold with heavy falls of snow in the Highlands the weigh-in started warm and sunny and developed quickly into a

(Continued on page 36)



Hugh Viney, a four time "Scottish" winner, shows skill with body english as he picks his way up the loose, rocky hillside called Marmore.

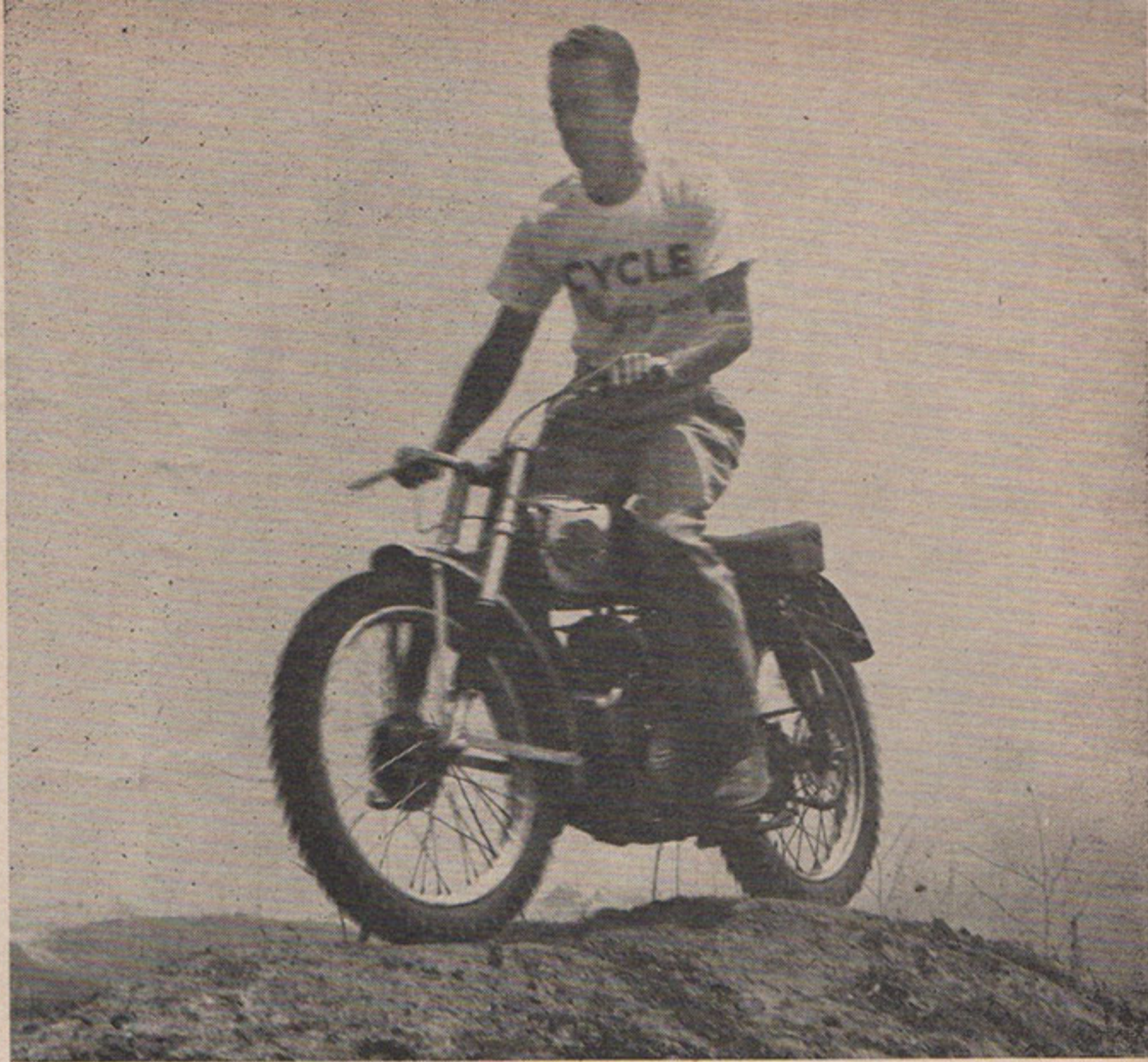


"The top at last! Blimey, what a climb!" Norman rider G. F. Mills looks relieved but it is worse still descending the opposite side of hill.

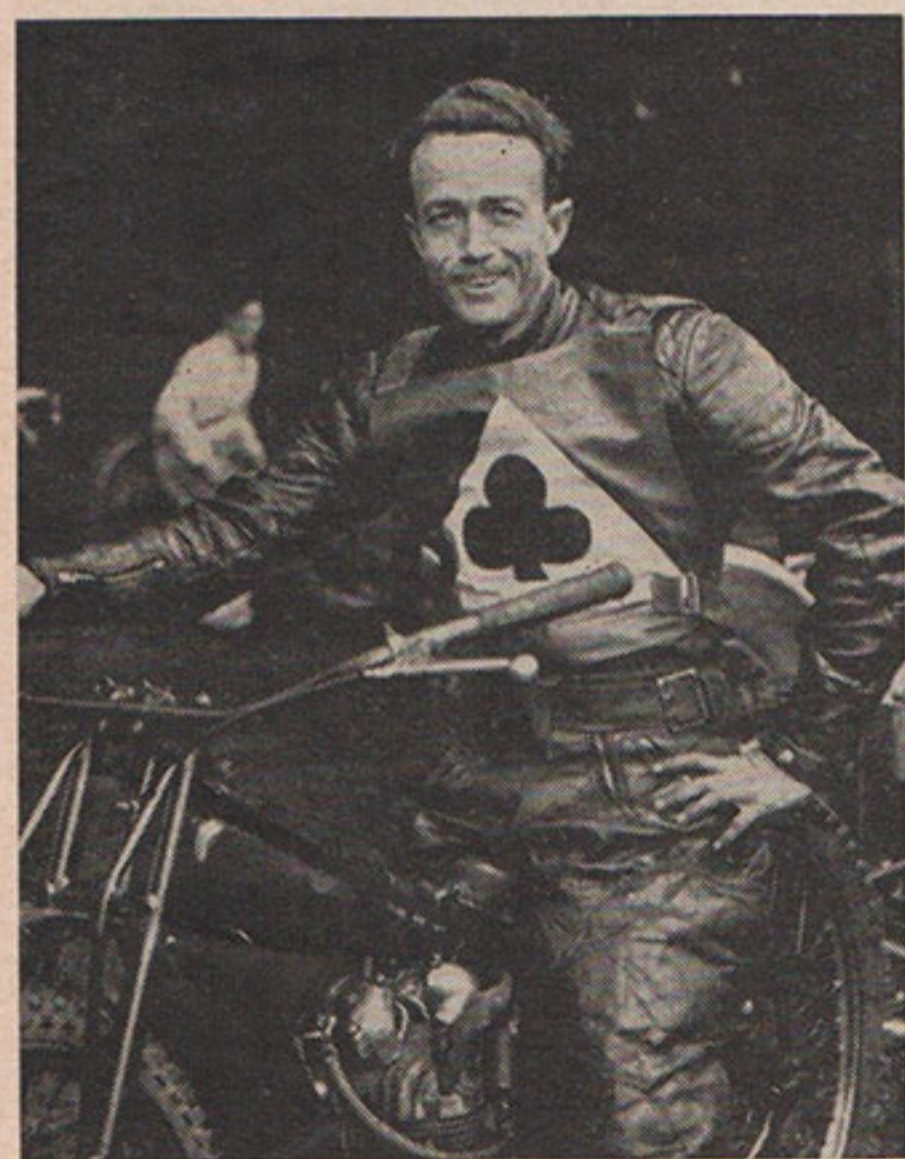




Pee Wee screams along straight stretch testing handling at speed on the loose dirt surface, was pleased with results.



At opposite throttle stop, low speed maneuverability proved tops with the CYCLE tester. Avon Gripsters, standard on the Scrambler, rate "aces" in this respect.



A New Road Tester

CYCLE is happy to introduce to its readers our new road tester, Pee Wee Cullum, who will be remembered by many as a speedway star of the Lammy Lamoreaux, Jack and Cordy Milne short track era, having raced on some of the best known tracks in the United States and England. A special knowledge of road testing can be expected from Pee Wee, as he is a daily tester of motorcycles. For years he has been one of the pioneers of the Vard motorcycle (which was never marketed) and also served as chief road tester for that particular make, which is still in the experimental stage. Pee Wee will put the cycles through their paces and present his impartial findings to CYCLE readers each month.

Head For The Hills!

By Pee Wee Cullum

I CAN'T really call my first test ride for CYCLE a road test because, of all the miles this tiddler and I grunted through together, nary a one was on a paved surface. Distributors for the Dot brand, the Caspary Brothers, furnished me with their demonstrator complete with plenty of pre-mixed fuel, Shell TCP and castor oil. After loading the little scrambler into the CYCLE panel truck, we headed for Baldwin Hills, a rugged hill section near Los Angeles.

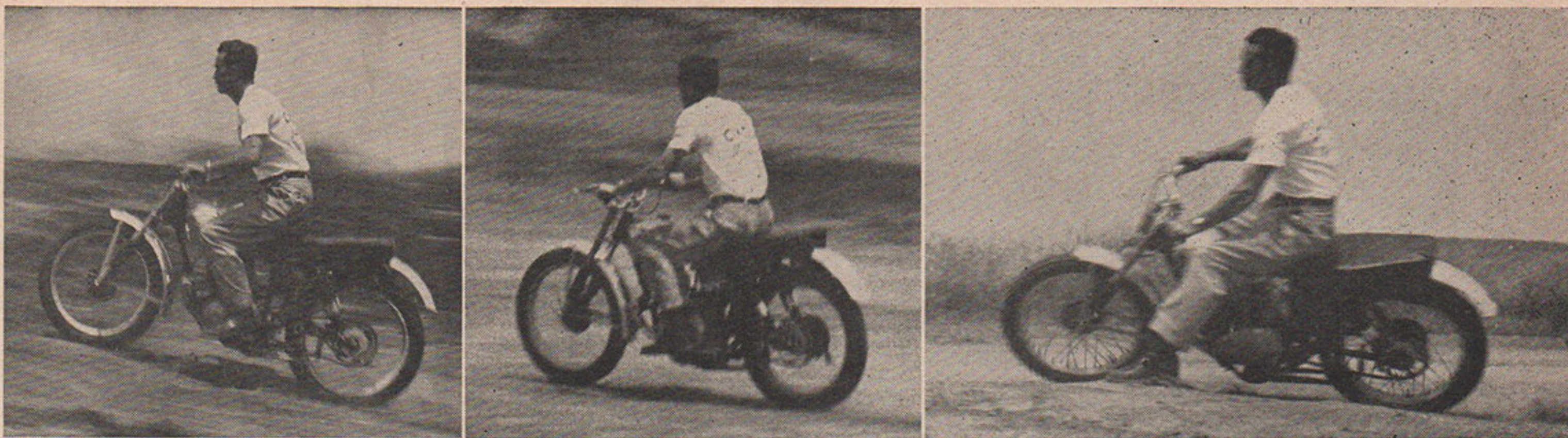
Steep grades, short knolls, deep sand and a natural scrambles course awaited as the Dot emerged from the truck and was prepared for some of the typical rough going that these models are intended to thrive on. The pull-out fuel tap was opened followed by a couple of sharp prods on the carburetor tickler. A double stomp on the kick starter produced a wicked roar through the minimum silencer and short pipe. The first thing you'll notice when starting a Dot on a dusty surface is the turbulence stirred on the surface below the pipe, a short one, that suddenly terminates just under the engine. Actually this is a mark in favor of the machine as there is no extended tail pipe and muffler to hang up on rocks or brush. Just don't be heard screaming down an urban boulevard with an abbreviated exhaust system like this. That's why we took it to the test area in a truck.

One notch up from neutral was bottom cog. Engaging same was not un-

usual with the exception that a very light pull on the left hand clutch lever was all that was required. So light is the spring tension on the clutch that it can be very easily operated with a single finger.

Once fully warmed, I popped in the clutch and twisted the right grip to the stop. The swinging arms compressed, the front wheel pawed the atmosphere for a second, landed light and I was gone. I must confess that there was more horsepower present than I had bargained for. After a couple of quick but cautious laps around a California Highway Department excavation I got the feel of the machine and developed a pretty good idea of what I could get away with and still stay upright in the Dot's saddle. I knew how much I could take but my purpose was to find what the bike would stand and still stay "as delivered".

To my way of thinking, the best way to test the Dot's robust appearing forks, frame and swinging arm is to pick it up as high as possible and drop it on its wheels with a rider aboard. This we did. A handy four-foot knoll with a natural ramp on its far side provided the jump. Full bore acceleration up the slope in second gear from a starting point some sixty feet back beyond the knoll made for a jump the likes of which I haven't accomplished since my days as a stunt rider with Putt Mossman. The landing was easy and under full control. There



Rapid sequence photos show some of the quick action the Dot was put through at the merciless hands of Pee Wee Cullum. Starting from the right, Cullum slides a corner in true short track fashion, pours on the coal down the short straight, then accelerates up a handy slope a la Williard Bryan.

CYCLE Road Tests The New Swinging Arm DOT

was no noticeable bottoming at either end of the machine, although a visible dent in the middle of the alloy front mudguard just below the forkhead showed that the forks had compressed to a point beyond that which the springs governed. The Avon Gripsters, standard equipment, dug in well and undoubtedly helped maintain stability and traction.

With regard to non-standard equipment on the test machine, the only item present that was not catalogued was a large aircleaner fashioned from a toolbox of another make. This, however, was not connected at any time during this test. The standard filter was in place and proved satisfactory.

None of the common items of equipment that you would expect to find on a motorcycle are supplied on the Dot Scrambler. By "common" we mean lights, generator, speedometer and gen-

eral other items that can be done without. Actually these have no place on a cycle with such a singular purpose as this. Another point along this line is that their absence helps keep the price down. Why buy what you can't use?

Gearing is naturally low as it is intended for country where top speeds are of little consequence. The poppin' little rhing-ding climbed every hill that it was aimed at and did it without hesitation. Just one thought was necessary. You must keep the revs up to keep the wheels turning when ascending the steep ones. Downhill handling was also exceptional although I believe a tighter steering head would have improved this. The brakes are excellent and there was but little tendency to fade, even descending the steepest grades.

The seating arrangement was a major change in the 1953 Dot Scrambler. Last year a rubber Dunlop sport saddle and

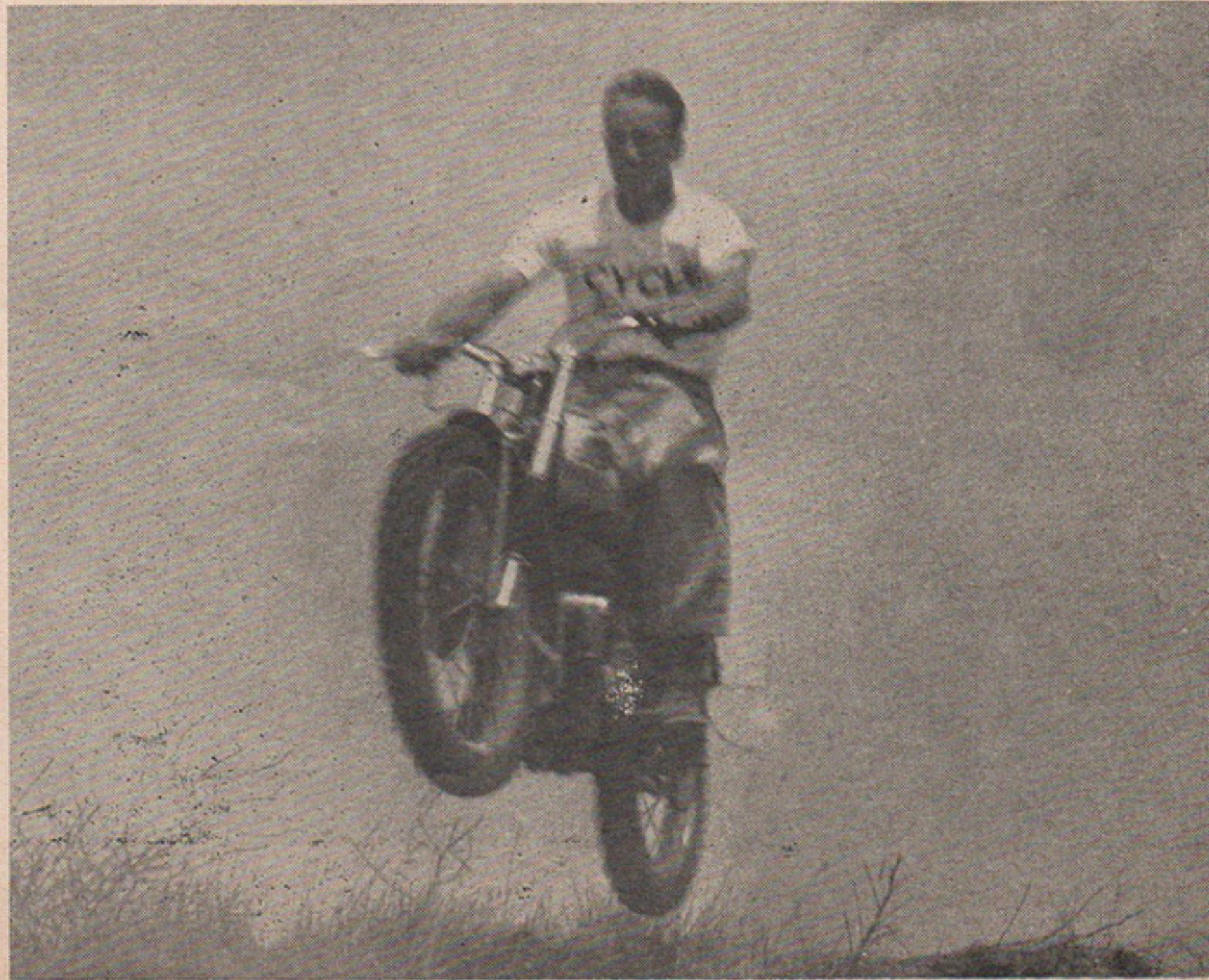
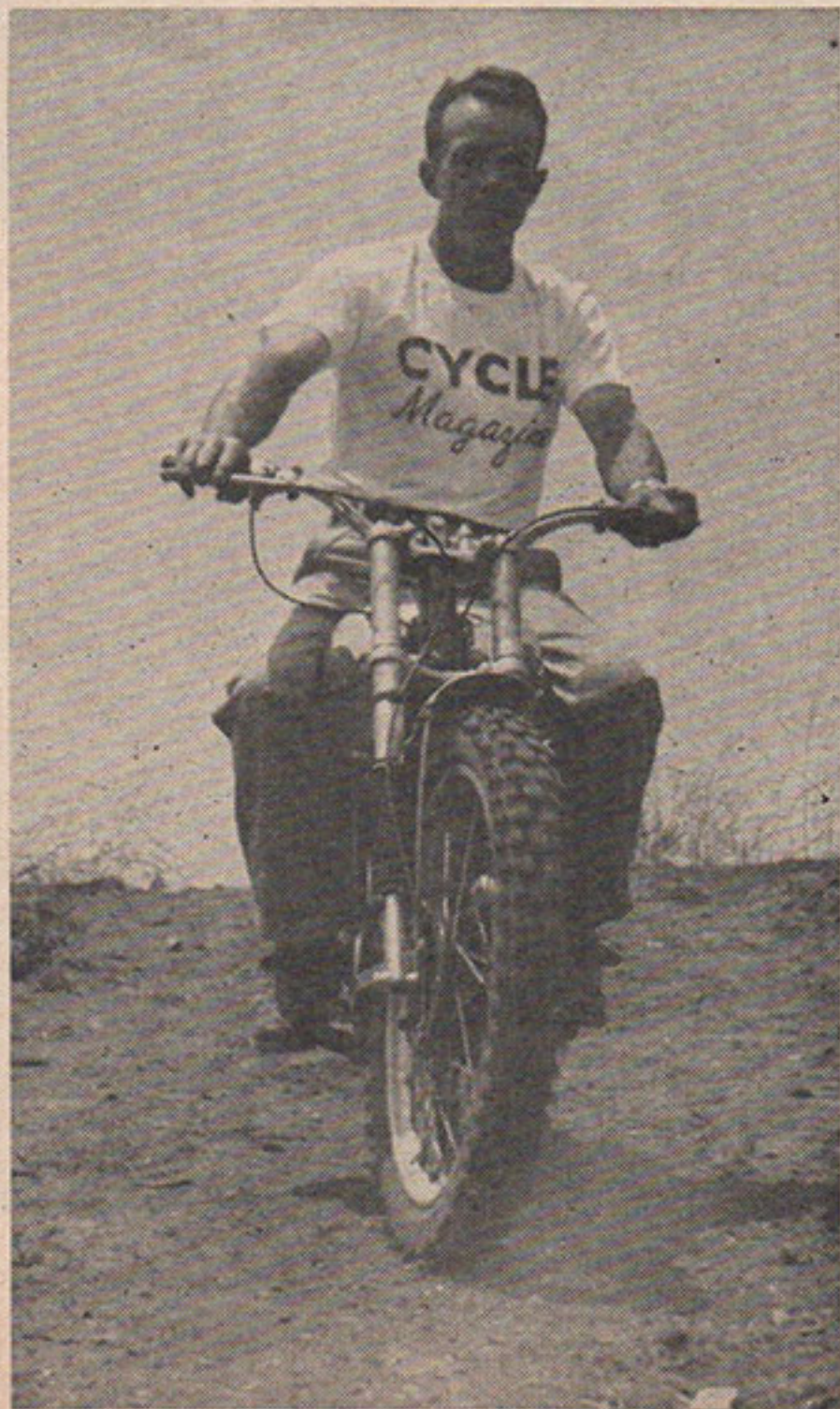
pillion was supplied on the model. The new job features a dual saddle that is attached to the frame and rear fender without the aid of springs. It is a neatly upholstered sponge rubber affair with no protruding edges or divisions in it that would prevent changing position or make fore and aft movement difficult. A sensible set of trials handlebars are fitted. The latter is mostly a matter of personal taste. Some like 'em high like a step ladder and others go for the Geoff Duke style, with several intermediate choices. The bars supplied as standard represent a good compromise and for those who don't approve, they are easily changed. Competition riders will like the excellent ground clearance under the machine.

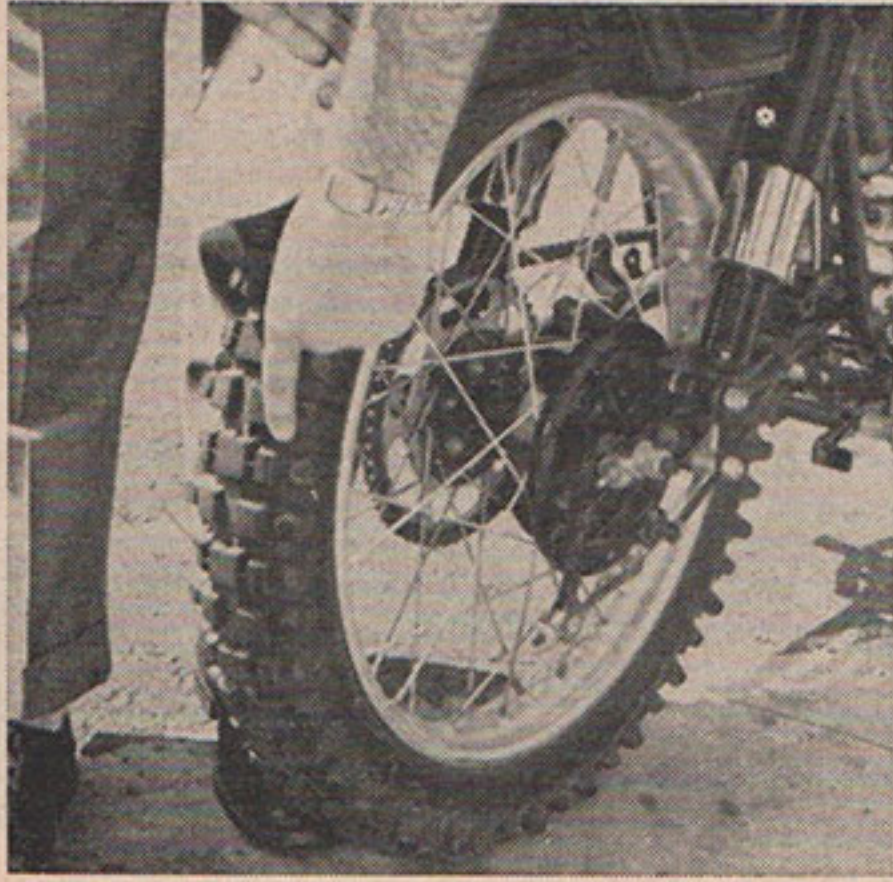
Only once during the entire length of the test was any difficulty experienced with the bike. After descending a long,

(Continued on next page)

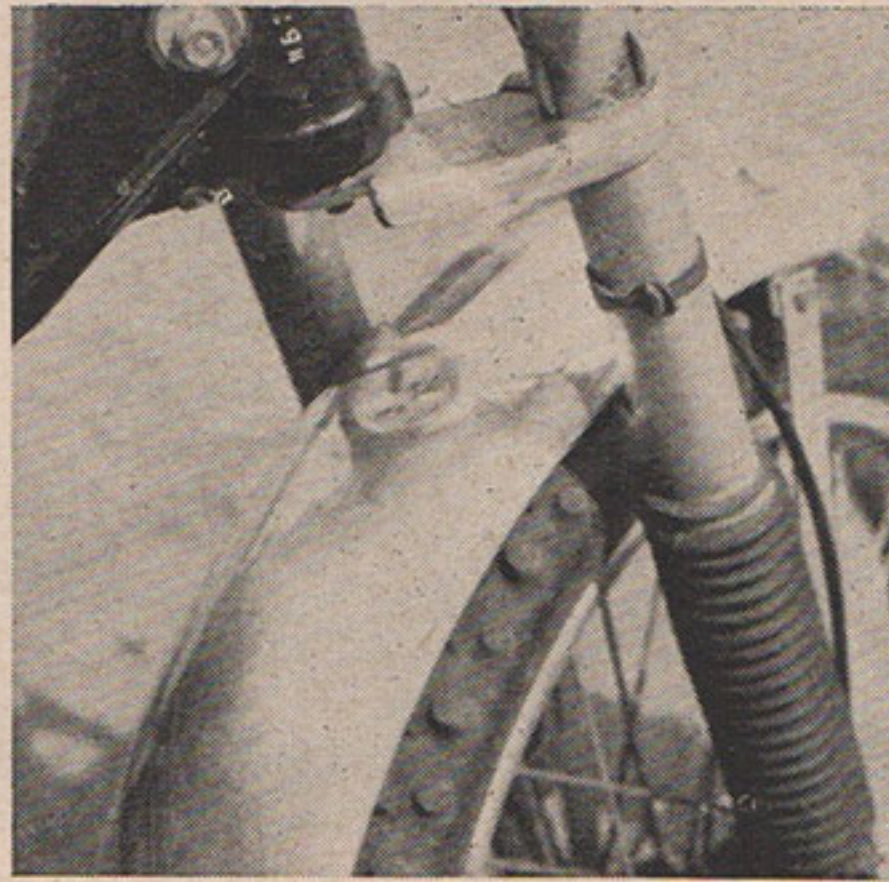
A steering dampener would have been an asset descending steep down hill grades like this.

Severest test of forks and frame came with a series of jumps. No weaknesses were found except for bottoming of front fork on impact. Pee Wee logged enough flight time for a pilot's license.

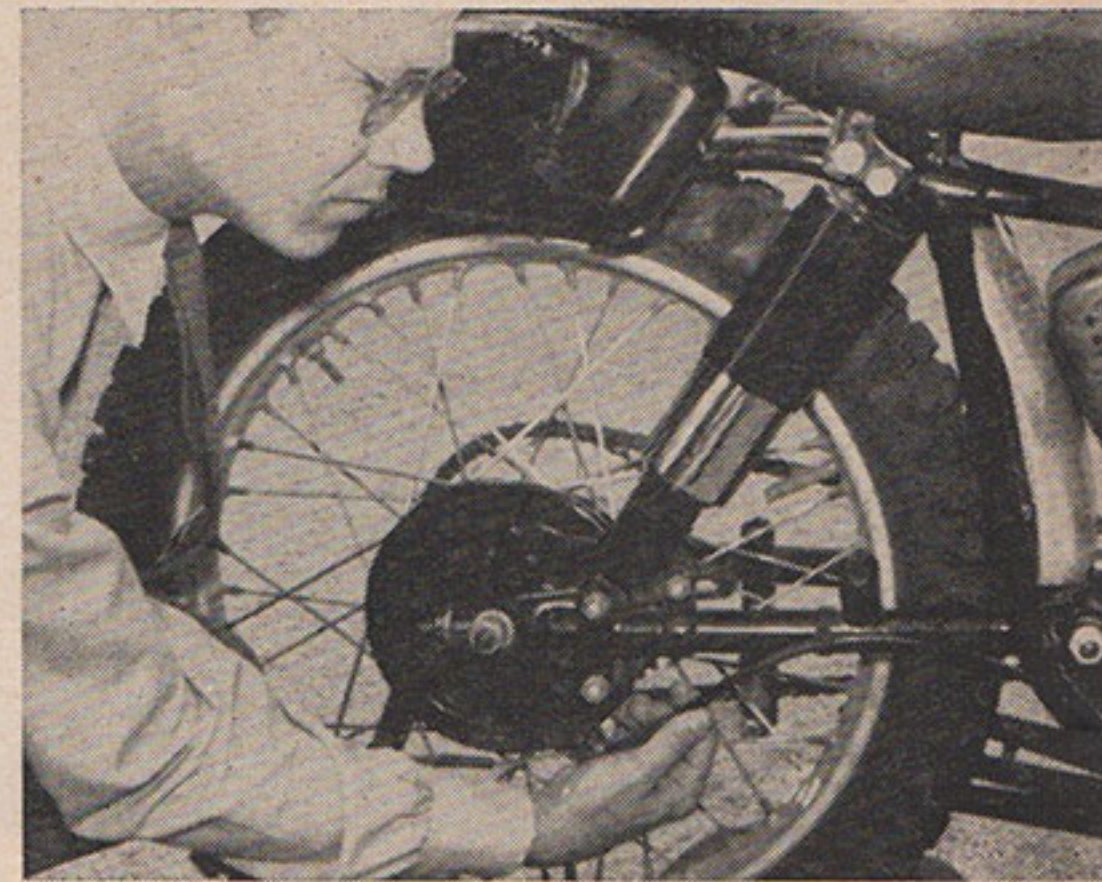




Singular purpose of Dot Scrambler is further evidenced by traction insuring knobby tires.



No bottoming was felt by Pee Wee although dented fender bears silent testimony to contrary.



Cable operated rear brake is unusual. Only other motorcycle with this feature is the Vincent.

rather steep grade and stopping at the bottom the engine flooded out and some trouble was experienced in restarting. This was soon remedied with a bump start. The Dot was percolating again as soon as solid traction started its works in motion.

The greatest single feature of the new Dot, besides its new spring frame, is its ruggedness. Everything about it has been sturdily built to withstand the utmost stresses. Foremost examples are the rear suspension units that are larger than those used on some machines with up to four times the Dot's displacement. T-section malleable iron footrests will defy destruction but have one disadvantage in that they do not fold. The telescopic spring front forks are not hydraulic. They are, however, lubricated in a novel manner. A small hole is provided in each of the upper fork covers and when not being filled are covered simply and efficiently with a spring clip. To some, the forks might present a spindly appearance, but in reality are extremely rugged. Fork legs have neat rubber covers to keep dirt out.

Even after the rugged test through back trails, hills, deep dust and sand, the engine remained remarkably clean. Even when standing overnight, no oil leaked from the crankcase.

Speedshifts were accomplished with

no protests from the gearbox. The Villiers transmission is built in unit with the twelve cubic inch engine and has three forward speeds. This, the scrambles model, has a top gear ratio of 7.47-1 making top speed with this gearing approximately 60 mph. Forty-four miles per hour can be attained in second and 24 mph in first. Maximum engine speed in first gear is 6200 rpm. It is truly a souped up two-stroker.

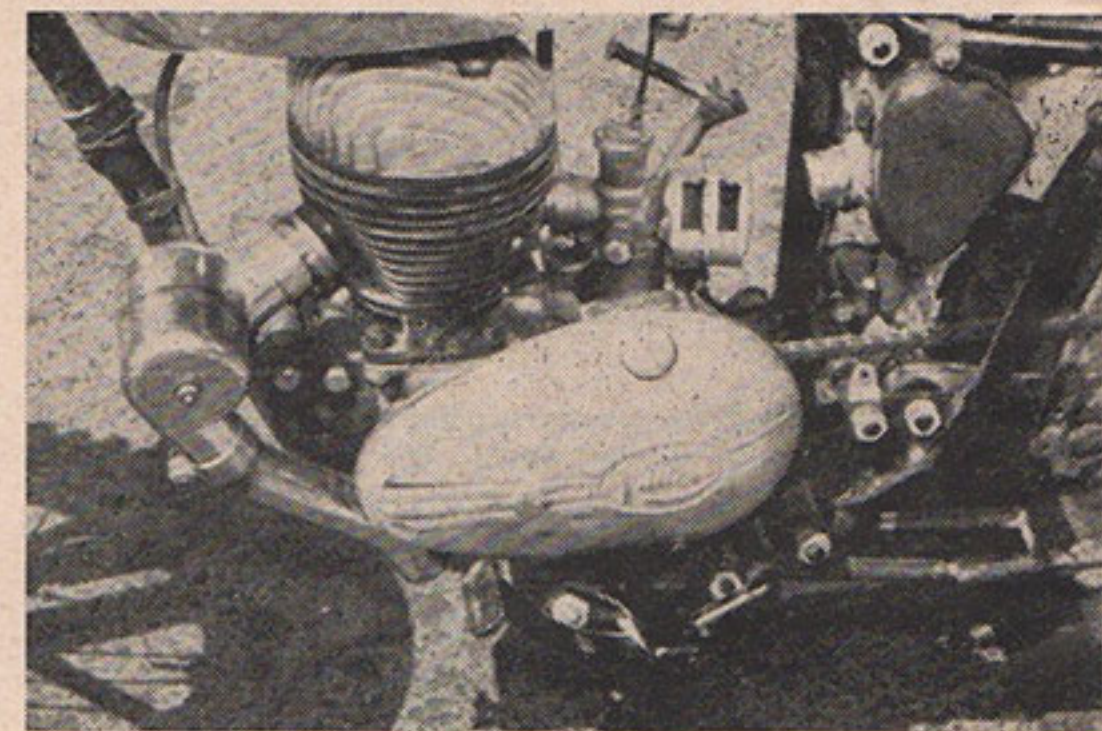
Many have asked what makes the Dot such a hot rod when other makes of British lightweights using the 197 cc. Villiers power unit are not so sensational in the performance department. The answer is that the Dot has a specially tuned version of the standard engine. Higher compression and improved engine breathing, are made possible by alterations to the barrel, head and piston. It is interesting to note that the Dot factory states in its catalogue that the model may be raced from the day it is new and no "running in" is necessary.

I have always been an admirer of the lighter machines, though not particularly two strokes. After many, many miles of cow trailing and merciless obstacle running, the little Dot and I have become very good friends. Its excellent off the road manners and brilliant performances have created a new respect for the

(Continued on page 27)



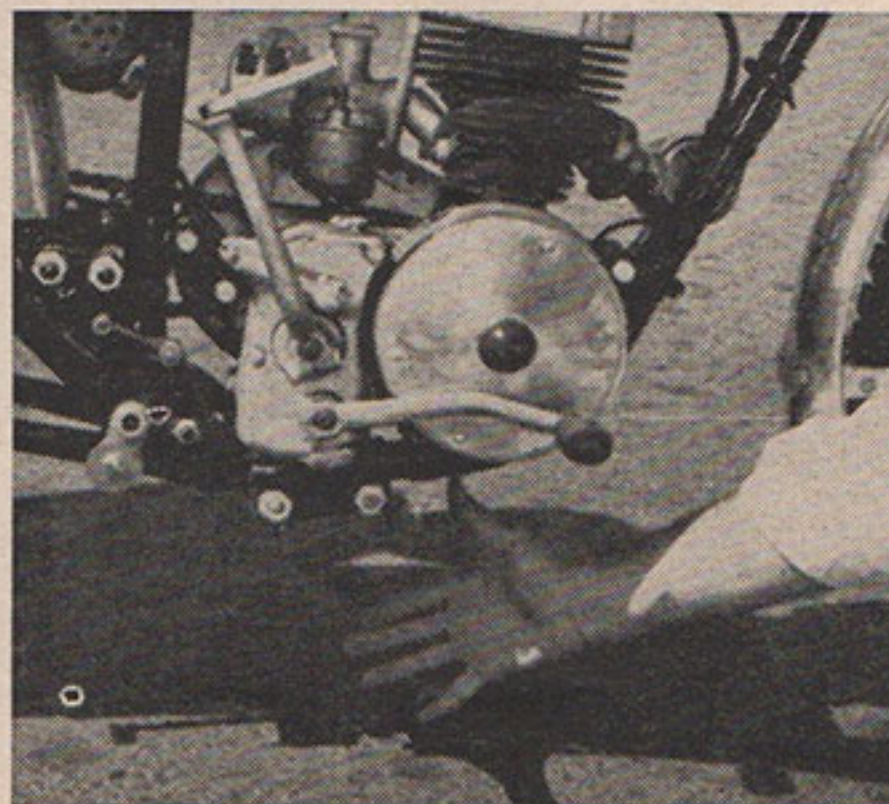
Photographer has a go at the kickstarter during only tempermental period of entire test.



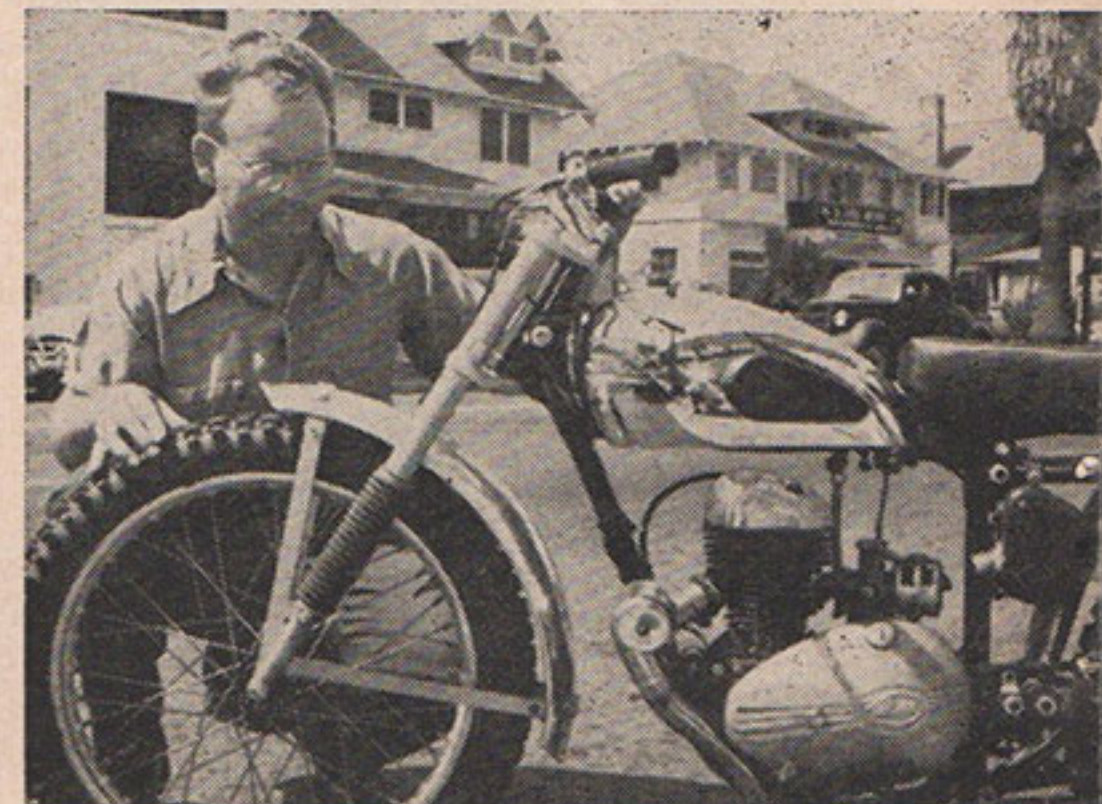
Engine used in Scrambler is a super tuned, 197 cc. Villiers two stroke. It surprised tester.



CYCLE'S staff was particularly impressed with the length of the new model's dual seat.

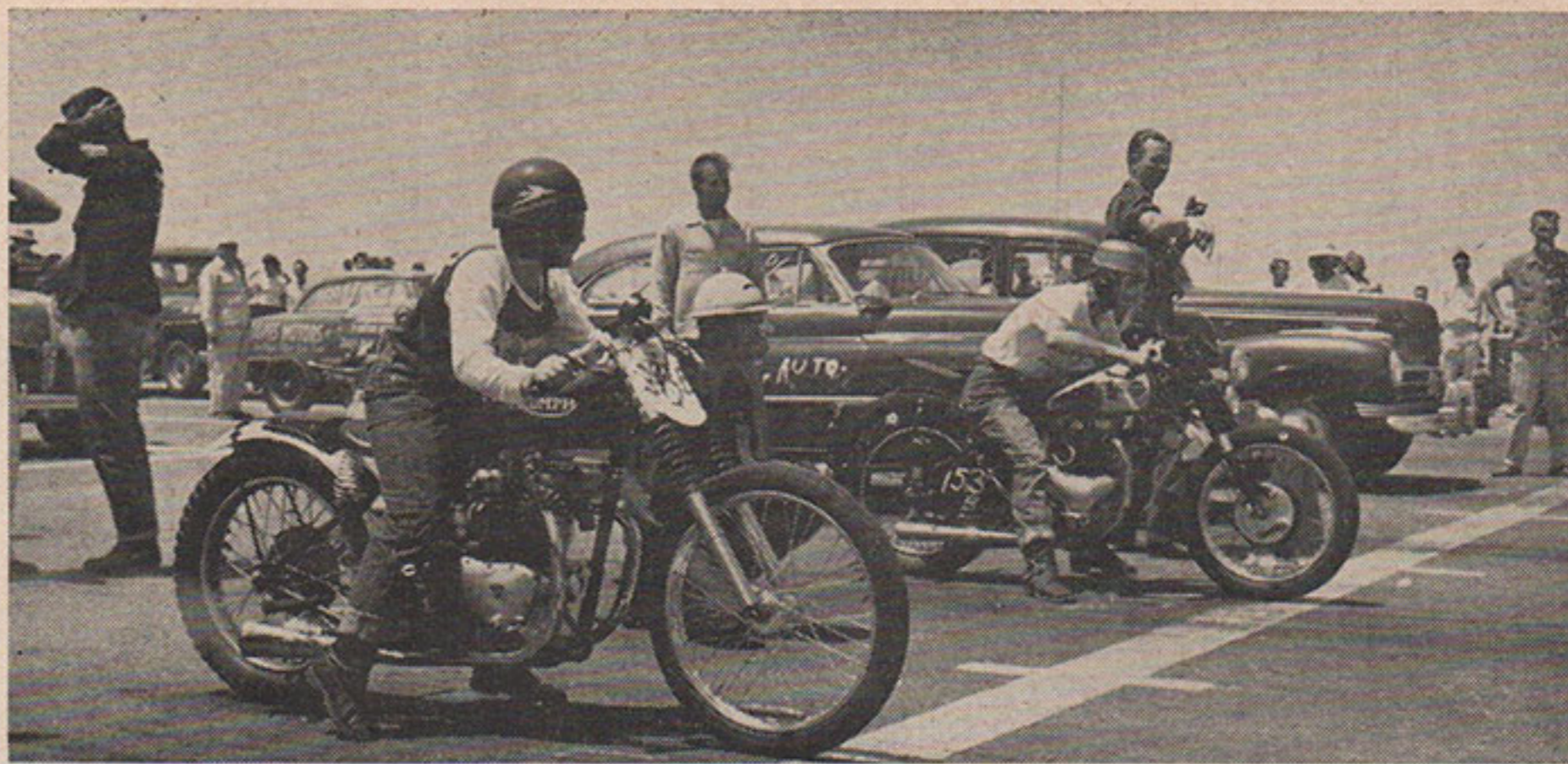


Clearance under lowest point on frame was more than ample, didn't hang up during test.



CYCLE photographer, Asher Lee, was amazed at sturdiness of forks, only regreted absence of hydraulic dampening. Forks compress 4 inches.

IN THE words of Jack Ball, veteran dragster of the San Diego Timing Association, "Drag racing lets you get the speed out of your system every couple of weeks or so." That helps explain the phenomenal success of the drag strips and, at the same time, justifies the sport. As long as a rider, regardless of his equipment, has a chance to blow off steam once in a while, the incidents of speeding on the public highways are materially reduced. The experiments of such forward-looking cities as Pomona, California, have already conclusively proven that point.



Bobby SirKegian has been running in both 30.50 and 40 inch gas classes, is rarely beaten.

Draggin' at Diego

By Jim Earp

Photos by Jaderquist

The AMA sanctioned drag races held at the Paradise Mesa strip near San Diego, California, last July 19th gave everyone an opportunity to blow off steam to their heart's content. Although the runs were timed from an absolute standing start with the front wheel right at the first timing beam, the speeds were still very respectable.

The event actually featured hot rods, but the cycles put up a great showing and Lloyd Krant, the "Giant Killer" (see September CYCLE) not only mopped up top cycle honors but stayed around to challenge Dode Martin's hot rod, the top dog among the four wheeled go-bombs. The quiet Los Angeles furrier did it again and ended up top eliminator of the day at 127.11 mph.

The anticipated duel between Krant and the other famous Class "X" bikes—the "Beast"**, "Beauty" and "Brute"—failed to materialize. Rumor has it that the others failed to appear because they were busy preparing for the Bonneville runs.

It seems impossible to keep up with the changes that Krant keeps making on his equipment. He has now put aside his old barrels—cast iron Harley-Davidson barrels bored out to accommodate steel inserts—and is experimenting with all-steel cylinders which he designed and machined from solid steel blocks himself. He is not satisfied with them though, so there is no telling what will happen next.

The "A" (61 to 74 inch) Gas Class is made interesting by the friendly rivalry between Jack Ball and John Almon. Ball has been riding his Harley-Davidson to victories that have netted him 36 trophies during the last two years or so.

For about 9 months he and his dragster "Bitza" ("bitza' this and bitza' that") held the Pacific Coast record at 109 mph. Then Marty Dickerson upped it to 110 and again to 112 mph. For the present, John Almon and his beautiful, opalescent lavender Vincent have things under control with a record of 115 mph. But the men still slug it out at every meet.

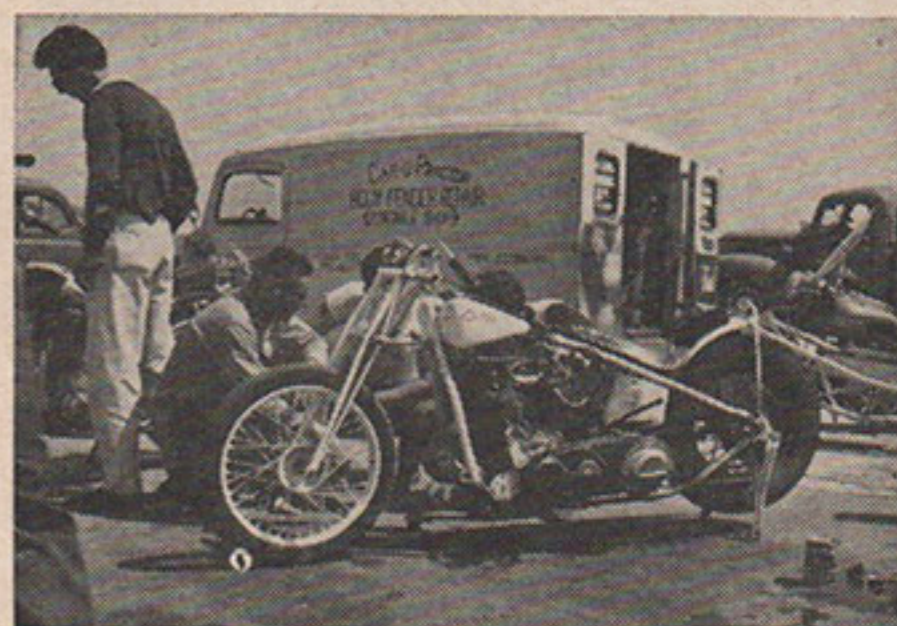
A recent letter from Jack Ball tells the story of his competition at Paradise Mesa better than we could. He writes, "My friend John Almon took the Class "A" event again (beat me by 1½ lengths) at 114.30 mph. Somehow I'm going to have to put more pressure in the old Harley. However, I had the satisfaction of blowing off one of my old arch-rivals of last year, Ross Cummings, and his Ariel Square Four. Ross is quite a competitor, and I know he'll be down soon to try and change things around."

Thirteen year old Bobby SirKegian rode flawlessly to take the Class "B" trophy on his Thunderbird; but in the class "C" Gas event he located an extra neutral in the gear box of his Triumph Tiger, and the honors were snapped up by the Scott-Johnson BSA Star Twin.

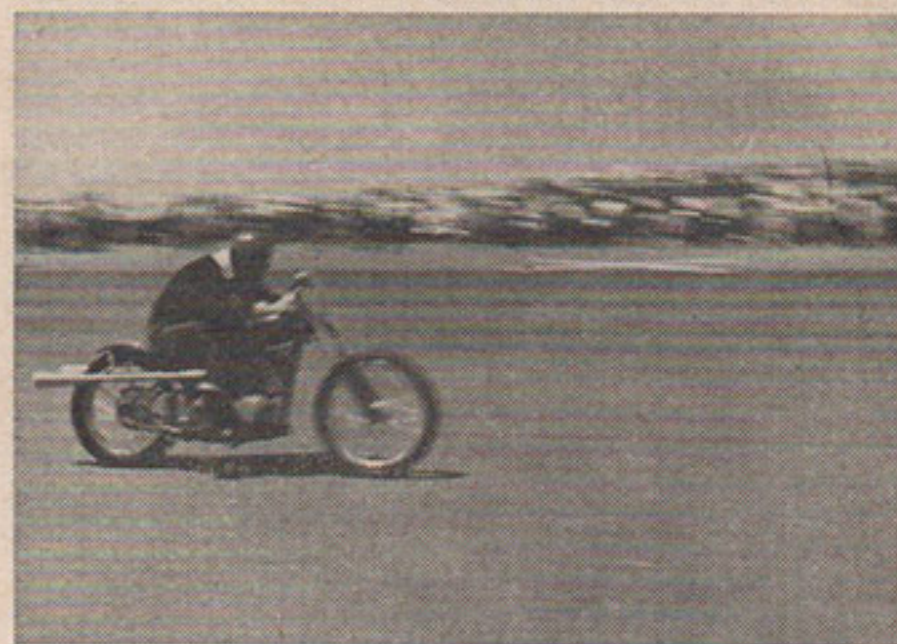
Two Triumphs set the new records among the fuel burners with Larry Lilley's T-Bird, ridden by Tommy Auger, taking the cup in the "B" Fuel Class at 114.87 mph. To round off his day, Tommy Auger also rode Bob Barron's Triumph Tiger to win in the "C" Fuel Class at 107.14 mph.

Of interest to all competitors in the 500 and 650 cc fuel class is the announcement made by Bob SirKegian (Senior) that he plans to build up two

(Continued on page 35)



"Bitza", Jack Ball's respected gas class H-D.



Dave Osborn's reversed head Triumph has held several Coast drag records, was beaten here.



Tommy Auger turned 107 on Baron's fuel Tiger.



Top eliminator Krant and friends smile over "Giant Killer" after a 127 mph trip up the strip.

"Listen
My Children
And You Shall
Hear, Of The Midnight
Ride Of Paul Revere...."

Don and Vi Whyte finished second in the B passenger class on a Matchless Super Clubman.



Timing crew get final check out from Reggie Pink, right. Note mileage checking 5th wheel.



Miles Ricker, not to be outdone by the solo boys, rode his 3 wheel servi-car in the run.



Fellow at right is going to be first to congratulate Don Pink, winner of the 1953 national championship Paul Revere Classic. Pink tallied perfect score, being only 27 seconds off schedule.

24 HOUR NATIONAL

Photos by Standard Oil Company of N.J.

RIDING a superbly calculated schedule, Don Pink brought his Harley-Davidson K model in for a 1,000 point perfect score. With a time variance of only 27 seconds at two emergency checks, Pink won the 650 mile National 24 Hour Road Championship staged July 18 and 19.

The start of the contest, from the famous Yonkers Raceway, Yonkers, N. Y., was a perfect blending of high grade organization. Promptly at 2:00 p.m., just one hour before the official starting time, Hap Haberman and Walt Cammann took off in a car equipped with a fifth wheel for the 650 mile jaunt. In addition to their mileage checking "spare wheel", they numbered among their equipment a short wave radio for picking up accurate time signals from Washington, D. C., Longines chronograph watches (as were used by all checkers) and sealed envelopes with checking locations and last minute instructions for the checkers.

At 3:01 p.m. the first contestant was checked out, Jim Ransom, and the annual Paul Revere Classic was on. The first known control and stopover was at Brattleboro, Vt., 204.6 miles from the starting point. But, before reaching this first known control, the riders had passed through no less than seven secret checks. The only unfortunate incident that arose in this section was that the second secret check had to be thrown out. Unforeseen traffic necessitated this. Leaving Brattleboro at 10:30 p.m. after

a 41 minute gas and refreshment stop-over, the course traversed 111.2 miles into Bath, N. H. Included in this part of the run were three secret checks and that fateful emergency checkpoint mentioned earlier. A 2 hour and 3 minute layover was permitted here.

At exactly 4:16 a.m. the lead starter took off for the next 202.3 mile section which lead into a place called the Chickadee Diner at South Williamstown, Mass. Nine secret checks had met the riders pursuing this part of the route. 31 minutes' rest were permitted at the Chickadee before pushing on over the remaining 126.3 miles to the finish at Millwood, N. Y.

It was on this last section that the number two emergency check reared its ugly head. Bill Tracey and his partner in crime, Leo Sullivan, were situated directly around a sharp bend and, as

(Continued on page 32)

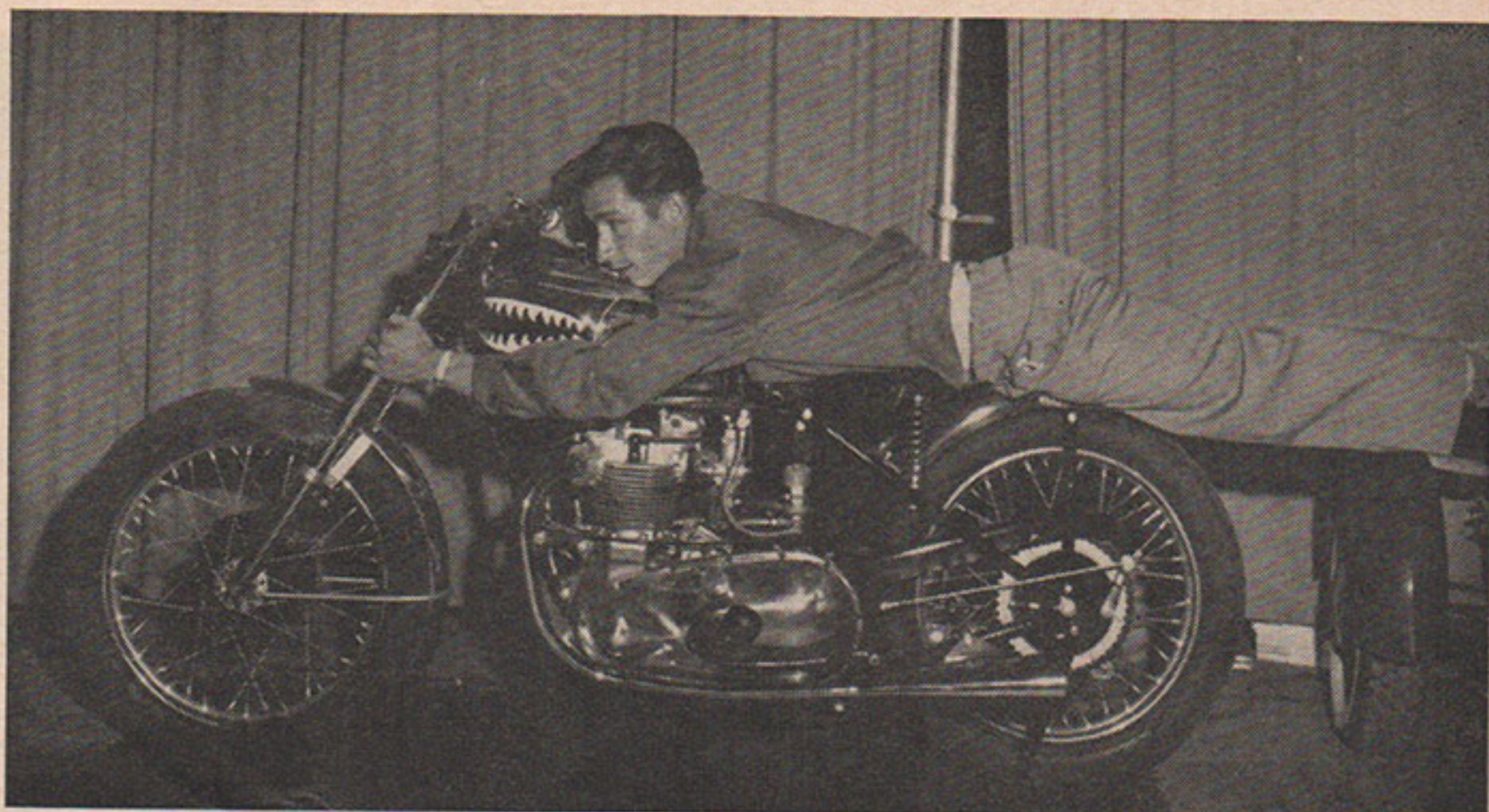


Milt Usherwood, left, had a complex apparatus to aid his timing, all of that on a 191 Puch.

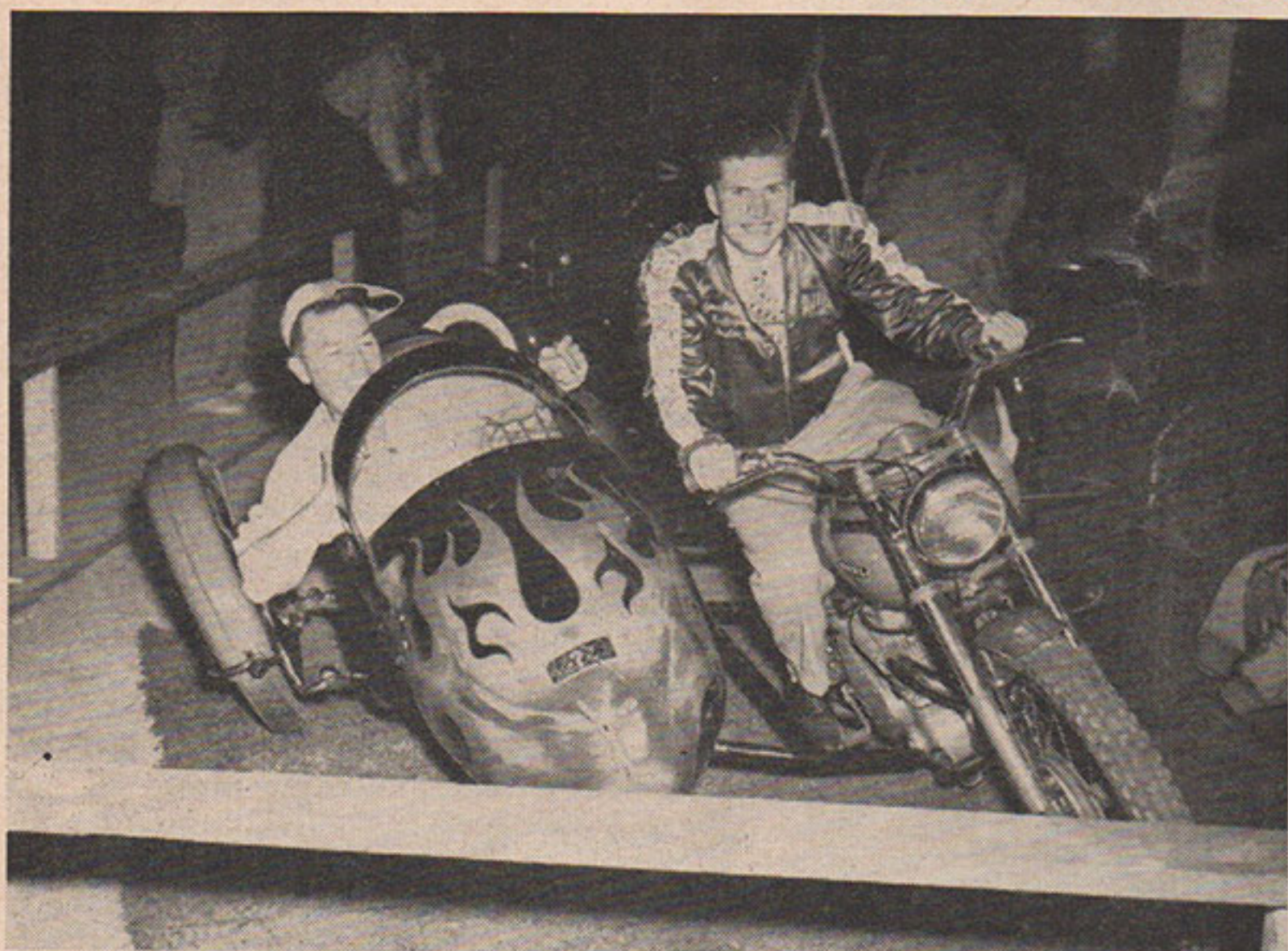
michigan motor show

Photos by

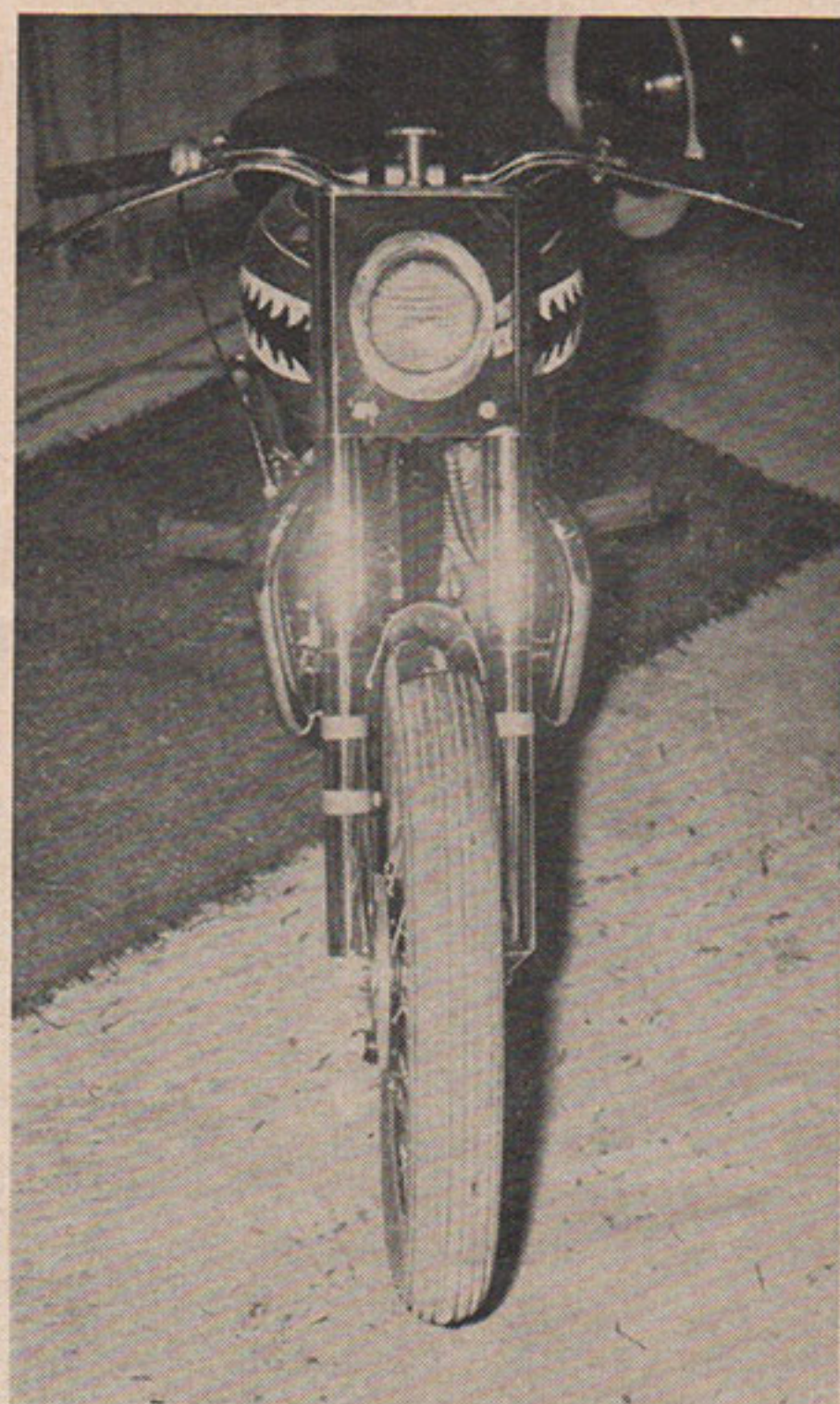
T. T. Hilliards and J. Mercer



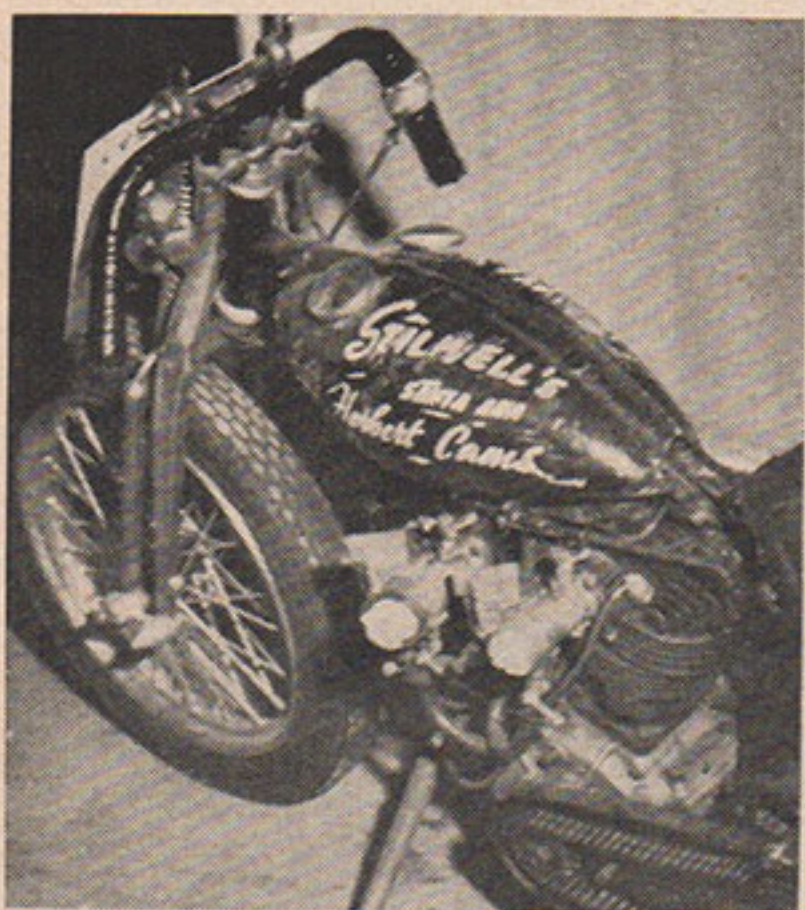
Ed Ostrom's "Flying Tiger" lends itself to one of Bob Schanz's favorite riding positions. Ostrom might increase his comfort 100 percent by investing in a chinpad and racing pillion.



Jack Mercer, eastern Triumph road man, and Bill Courtney, son of Enterprise builder Ray Courtney, try out the Gamaunt Banker. The modern flexi banks with bike on turns. Body is fiberglas, keeping total weight of sidecar down to 126 pounds.



Head on view of the little jewel best illustrates the neatest headlight nachelle we've seen yet.



In another corner lurked the Beast, H-D 80 OHV built by Chet Herbert. The Brute was billed but failed to appear, leaving dragster unchallenged before the crowd.



Two beauties—Janie, a member of the Detroit Thunderbirds MC, and Ray Courtney's futuristic "Enterprise" motorcycle. Bike was most looked-at two wheeler at the show.

BIG MAN IN LITTLE VALLEY

By Don Neal

Photos by Gordon Mahan

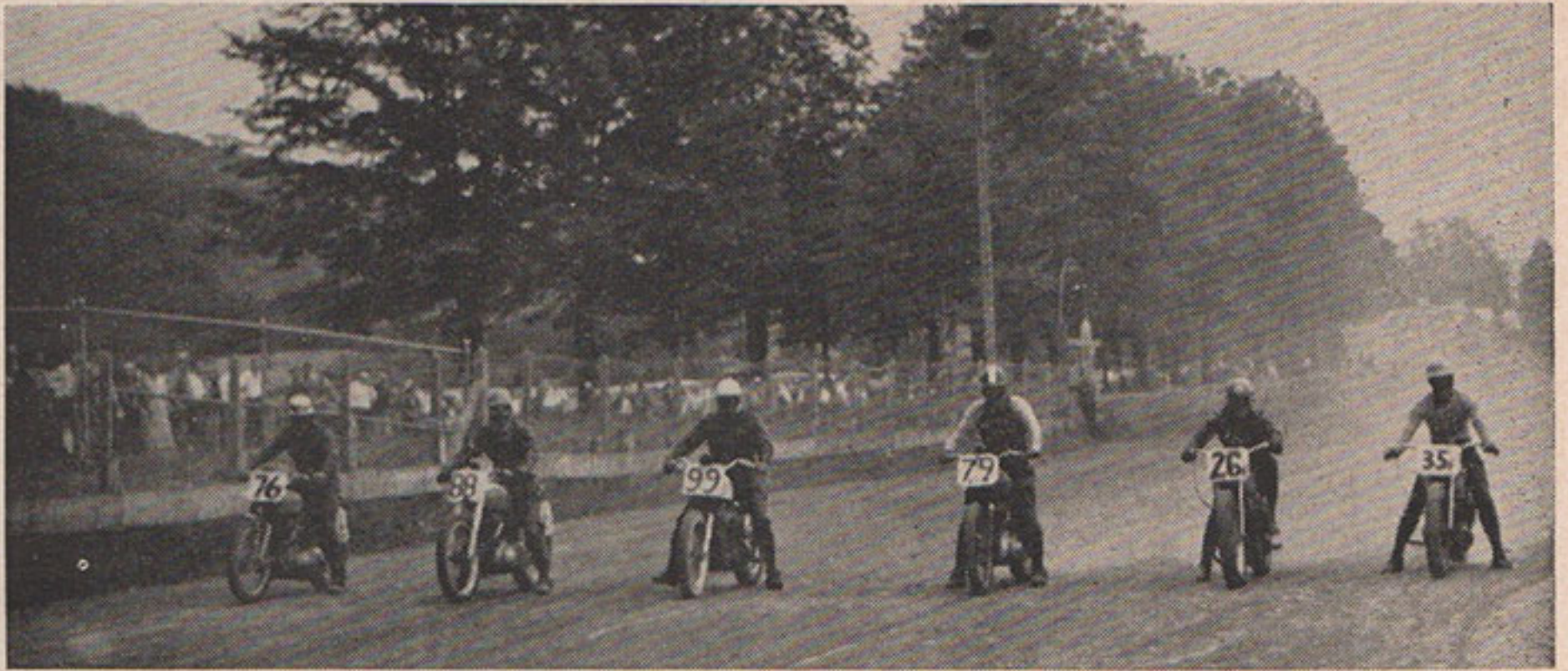
THE LARGEST and fastest field of riders ever to appear at the Little Valley Fairgrounds were on hand for the running of the New York State Championship and nine other events scheduled on the same program. All were presented at this well-known raceway July 12th. Starting in the early morning and continuing right up to race time, bikes from seven states and one province of Canada, Ontario, arrived at the grounds and took places in the pit area.

Outfits of such outstanding riders as Leon Applegate of Burlington, N. J., Al Knapp of Detroit, Mich., Rick Fisher of Glenn Falls, N. Y., Cliff Casswell of Wallkill, N. Y., Claude Mook of Warren, Ohio, Wild Bill Kelley of Buffalo, N. Y., Frankie Gayoski of Cleveland, Ohio, George Bordo of Pittsburgh, Pa., Lawrence Gerhardt of Baltimore, Md., and Norval Goodman of Ransomville, N. Y., were scattered in the pits among the equipment of several top-rated amateurs and a host of promising novices.

All in all, there were fifty-seven riders signed up for the nine regular events that were to precede the running of the championship. A quick run-down of the names foretold the highly competitive racing that would be seen in all the classifications as the events were run off. Eleven crack experts—ten top-rated amateurs—thirty-six better than average novices—promised the 2500 fans a full card of fast and thrilling sport.

The program was opened by Mr. Ed Gentner, referee, requesting a full minute of silence in respect and memory of Billy Huber who died at Dodge City, Kansas, on July 4th. It was a stirring tribute to this well-known and accomplished rider as a complete and total silence swept the crowded grandstand and the busy pits and motion became statue-like for all of the sixty seconds.

The large number of tyros entered in the novice events influenced Referee Gentner to decide in favor of running qualifying heats rather than a long, drawn-out system of time trials, so that six qualifying heats were added to the



Experts line up for final event before championship. From the outside rail to the pole are Rick Fisher, Cliff Casswell, Leon Applegate, Larry Gerhardt, Al Knapp and Frank Gayoski. Only three experts were allowed to compete in New York Championship event; Fisher, Goodman and Casswell.

already full card. The addition of these six extra races were accepted enthusiastically by the crowd when it was announced that they would be run. In these heats the first two men of each heat were qualified for positions in the novice events of the regular program. With their completion, the first novice event was called to the track.

The first six novices were off at the drop of the starter's flag and bunched tightly as they went into the turn where several shifts of position occurred, coming out with Roy Schaffer in the front spot with Stonestreet and Frank Bordo in close pursuit. Schaffer's ability as a top-ranking T.T. expert was evident as



Novice rider provided the most spectacular spin-out Little Valley has seen in many a moon.

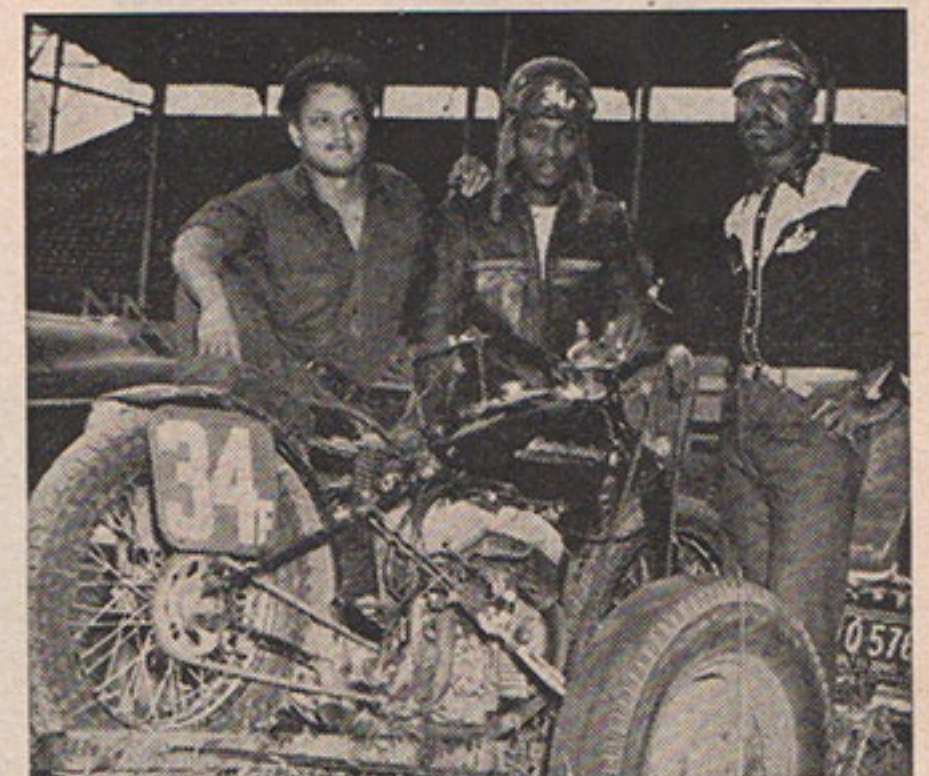
he fought off the attempts of his competitors for the first four laps. However, Stonestreet dropped him to a second place and rode ahead of Schaffer the rest of the way, while Okejarvic came up fast on Bordo to drop him to a fourth as "Okie" went on in to take the third spot.

The first amateur heat came to the track to be speedily dispatched by the starter's flag. This heat featured three riders who have ridden against each other consistently over the years, Al Alu, Bud Guest, and Sonny Morra, either of them a good bet to be first to the finish line. But at Little Valley it was Alu, followed by Guest and Morra, with

the other starters straggling behind.

These fast proceeding heats had the fans excited to a state of anticipation as the experts rolled their bikes to the starting line for the first expert heat. That they were not to be disappointed was apparent as Rick Fisher, Al Knapp, Norval Goodman, George Bordo, and Leon Applegate took places on the mark. Coming out of the pack at the backstretch it was Applegate followed by Bordo in the two front spots. George Bordo, least known in this field of illustrious riders, held the second spot against fierce competition for six laps only to drop it when his motor quit. In the final laps Al Knapp came up fast to take the front spot, dropping Applegate to second, while Rick Fisher took advantage of Goodman's wide ride on the lower curve to grab a hard-fought third for himself.

The second novice heat saw Bill Ryan lead his hometown competitor, Bernard Toomey, to the checkered flag, to the disappointment of many New York State fans who have been staunch supporters of this hot-shot from the Pennsylvania Dutch Country. That he was not up to his "Toomey" style was evinced by his cutting the motor on the stretches instead of roaring into the turns in his usual daring style. Following Toomey in a close third was Julius



Julius Walker, Marion, Ohio, and his pit crew are regular contenders on Eastern dirt tracks.

Walker of Marion, Ohio, one of the few colored boys riding in AMA competition, and the only one who is a regular on the tracks of the North-Central States.

Dick Koos of Erie, Pa., a top favorite with Little Valley fans, failed in his attempt to grab the checkered flag in the second amateur heat although he led most of the way. Fighting hard and sliding the turns in his own spectacular manner was not enough to keep Harvey Smith out of the front spot and Bill Medlyn, one of the Canadian boys, out of a second, as they passed to drop Koos to a third.

Ohio's pride, Frankie Gayoski, along with such other top-raters as Cliff Casswell, Claude Mook, Larry Gerhardt, and Bill Kelley formed the starting line-up for the second expert heat. Gayoski had an easy ride after burning his way to the front in the first two laps and was followed to the finish line by Gerhardt, Casswell, Mook, and Kelley, in that order.

After a brief intermission the amateur final was called to the track by Referee Gentner. He had decided to

hold back the novice final for a spot between the Expert Final and the Championship, so as to give the fast boys some time to cool their motors. Alu, having motor trouble, failed to appear for this one as Koos, Medlyn, Morra, Guest, and Smith took starting positions. Koos was off again in the lead but lacked sufficient motor to hold against Guest, Morra, and Medlyn, who went into the flag 1-2-3 ahead of him.

The expert final was a repetition of what has been happening on Ohio tracks throughout the season, and what the



Louie Perewoznik leads pack into turn in amateur final, was later passed. Photographer is another CYCLE contributor, Honest John Mercer.

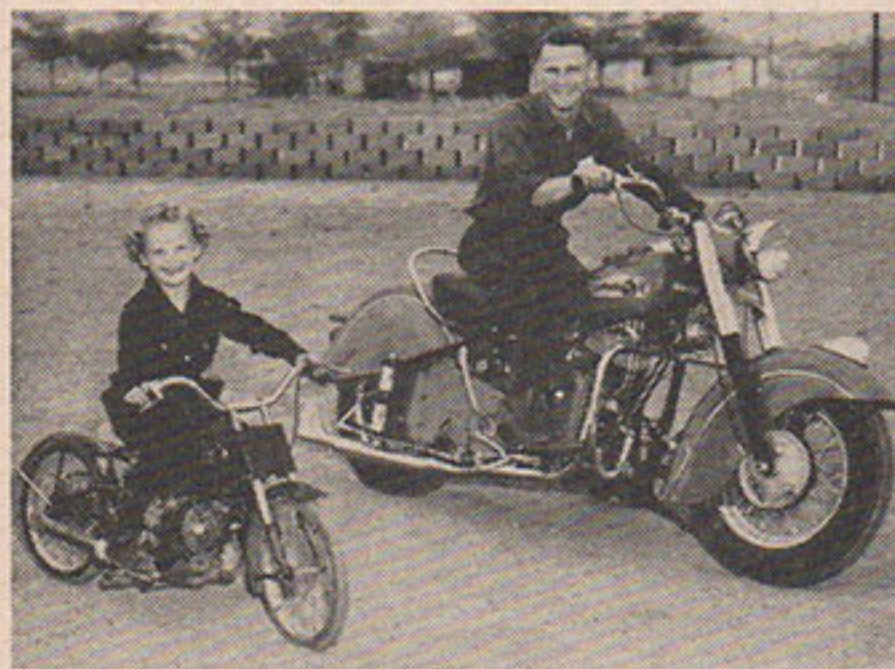
Ohio fan and competition rider have come to anticipate—Gayoski all the way. Frankie tore out in the lead and rode ahead of the pack like a rabbit at a greyhound race. Following at some distance, the pack put on a hard fought, well-riden race that pleased the fans as they cheered these trailers to an empty victory. Into the checkered flag it was Gayoski, Knapp, Gerhardt, Casswell, and Fisher.

Gayoski has one of the most spectacular broadslides in motorcycle racing, which he uses to good advantage as he goes full-throttle into the turns. He also is highly accomplished in the "Brashear" type of riding and can take a curve at a terrific speed with both feet on the pegs. His style of riding a track depends, he says, on the feel he has for it in the first few laps.

As the experts returned to the pits the novice final was called out. In this race it was Longstreet who came in to take the flag, followed by Toomey, Schaffer, and Walker, while Ryan and Okejarvic brought up the rear. As is often the case these novices came up

(Continued on page 26)

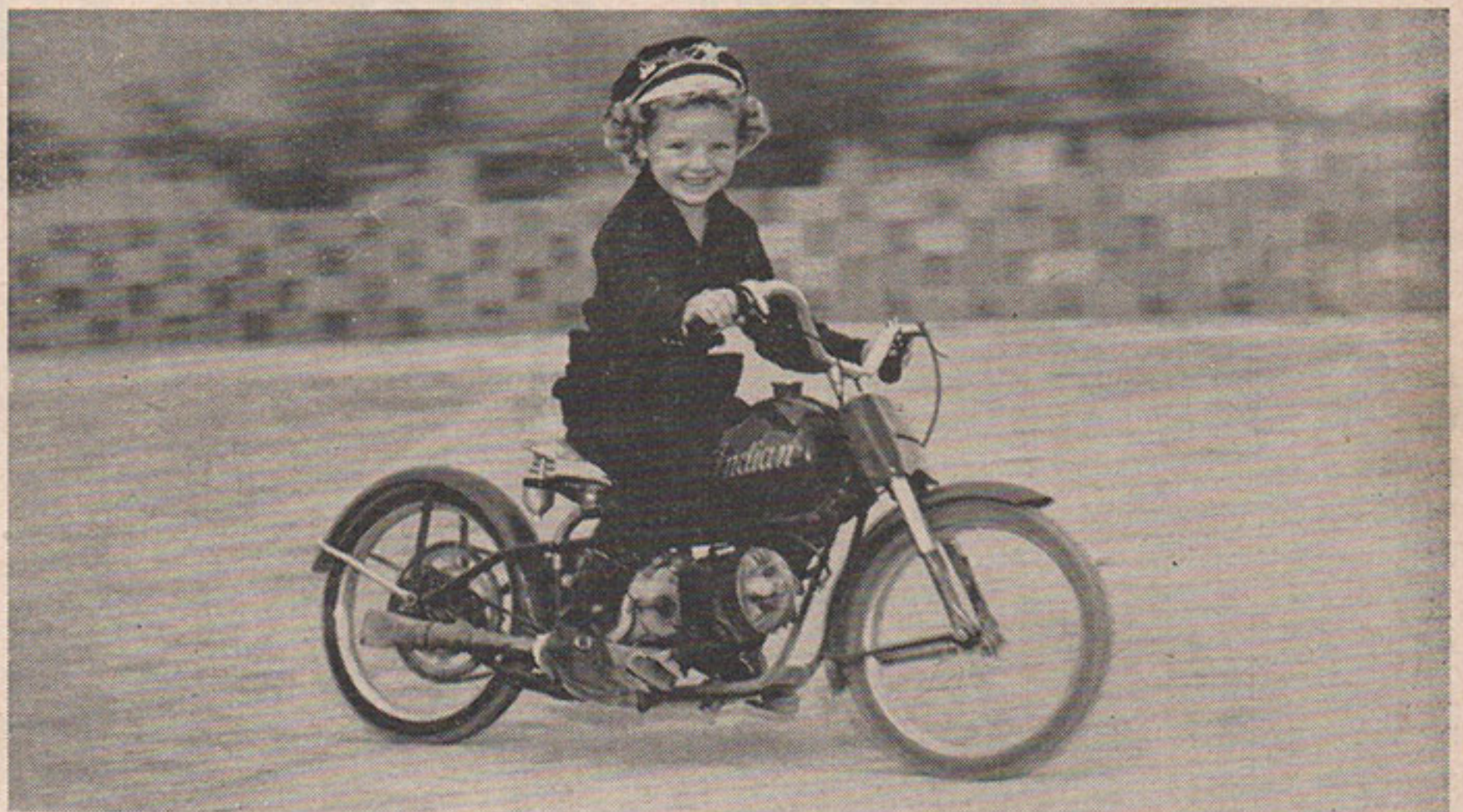
A Hot Shoe In The Nursery



Randy Lou's little bike was built by her father, shown here on his mighty Indian Eighty Chief.

POPULARITY of motorized two wheelers is no longer limited to those of legal licensing age. More and more is being heard from the safety pin set as they ramble about backyards on custom built scale model motorcycles. No less than 6 are known to us, citing Teddy Edwards, Jr., Jimmy Pegram, and Sally Nelson as prominent examples.

Latest addition to the rolls of preschool motorcyclists is five-year-old Randy Lou Reynolds of Albuquerque, New Mexico. Built by her father, R. W. Reynolds, Randy Lou's bike is powered by a British Sprite two stroke mounted in a cut down frame. Handlebars, wheels, sprockets and the saddle



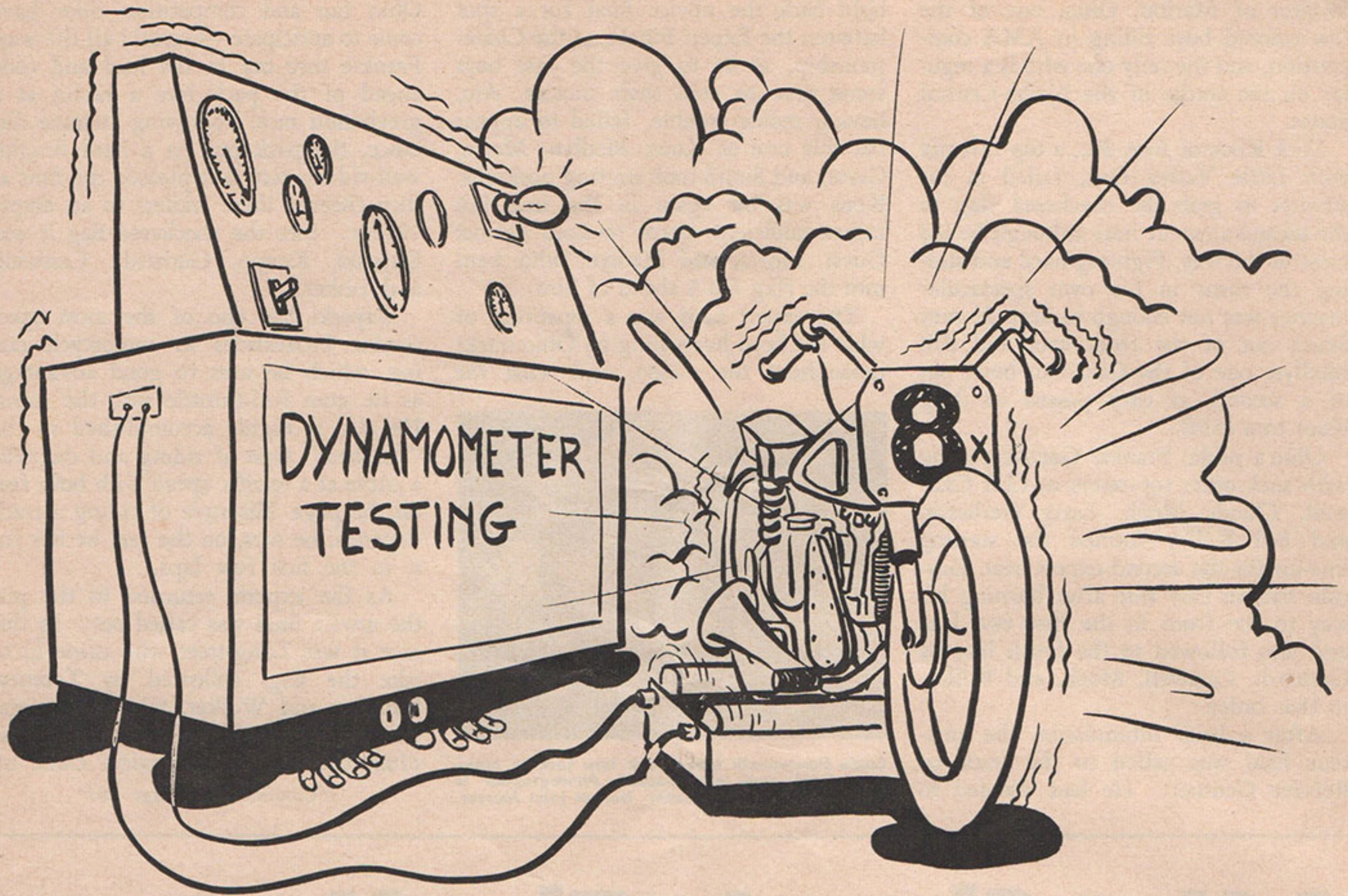
At an age when most kids are doing well to ride a kiddie-car, Randy's mastering the 2 wheel slide.

were reclaimed from a child's bicycle. Real telescopic forks were cleverly fabricated from a shower rod and copper tubing and work very efficiently on the ultra-lightweight machine.

Randy learned to ride her favorite toy with the motor governed at 12 mph, and now that she has become quite an expert, the little scrambler tears around her back yard track at speeds up to 35 mph. It makes for quite a parental

problem. She loves to ride and separating her and the little motor can sometimes add up to quite a chase; sort of a backyard hare and hound.

The youngster's initial public appearance was at the Sandia Stadium auto race track where she turned a couple of fast laps closely followed by her father on his Chief. She presented an interesting appearance in her riding outfit, complete from cap to boots.



Is Your ENGINE Efficient?

By D. W. Munro

THIS MAY sound like a simple question, but it is really quite difficult to answer, because there are so many different kinds of efficiency. The great trouble is that the ordinary man in the street has a pretty good idea in his own mind as to what efficiency means, while the scientist has a different idea altogether.

You see where the difficulty comes in; an engine is indubitably a piece of scientific apparatus, and yet it is used by the common man. So how are we going to gage its efficiency? Scientifically or otherwise?

Let us consider the latter first. Some riders will say that their engines are efficient because they develop an enormous amount of power, while others will pay more attention to the manner in which the power is developed. In other words, they may be more interested in smooth flexible running over a wide range of speeds, than in sheer brute force at the top of the speedometer dial.

It makes good common sense, but from the scientist's point of view both of these interpretations are right off the map. Efficiency to the wielder of slide

rules has nothing to do with pure power or with road manners. To him it is just a matter of how much work your engine does in return for the dollars you spend on gasoline.

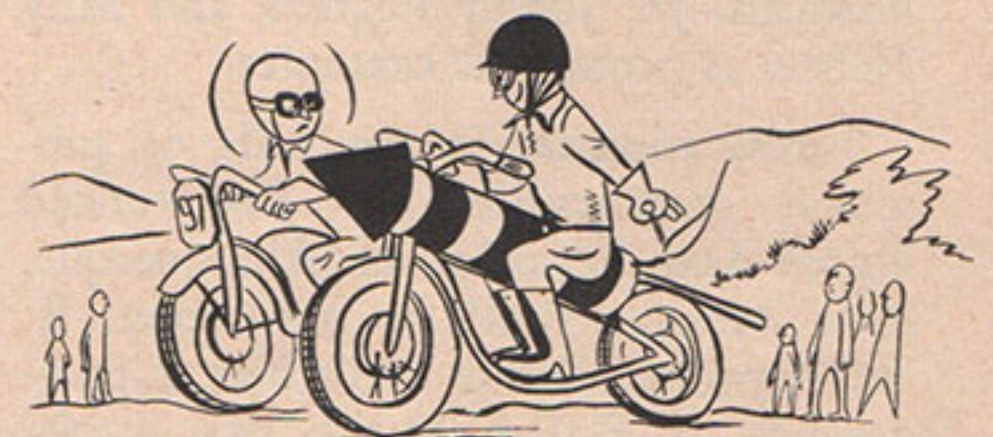
Now having established this fundamental fact, let us go back and take another look at the ordinary idea of efficiency, and see if we can find any connection. We say a workman is efficient if he does his job well; but suppose we have two workmen doing the same kind of job, and producing equally good results. The one does the job in four hours, and the other takes five. Which of these is the more efficient? Obviously the one who works the faster, you say. But you may be wrong.

Here is another consideration. Can you compare different kinds of jobs? How efficient is the conductor of a symphony orchestra as compared with a coal miner? Is there any common basis on which the two may be assessed? So long as we stick to our ordinary idea of efficiency, we are not likely to run into much trouble, because we can say that if the musician turns out good music,

and if the miner digs at least an average number of tons of coal per day, then they are both efficient.

But turn the searchlight of science on these two, and we get the startling result that the band conductor has no efficiency at all, whereas the miner may get top marks.

This anomalous position is due to the fact that *efficiency* is tied up with *work*, and the scientific definition of work is that it involves overcoming the force of gravity, or overcoming some resistance which can be translated in terms of grav-



Efficiency can't be gauged by figures at the top of speedo dial. Horsepower doesn't count.

ity. Now we see why the music master has no efficiency, for according to our definition of work, he does not do any, because he does not overcome the force of gravity. This is a distinction which he shares with the god Atlas of classical mythology, who despite the fact that he spent the whole of eternity supporting the heavens on his broad shoulders, nevertheless did not do any work because he did not raise them any higher. Our friend the coal miner, on the other hand, does work every time he picks up a lump of coal, and the amount of work he does can be measured in terms of the total weight of coal he lifts and how high he lifts it. See the difference?

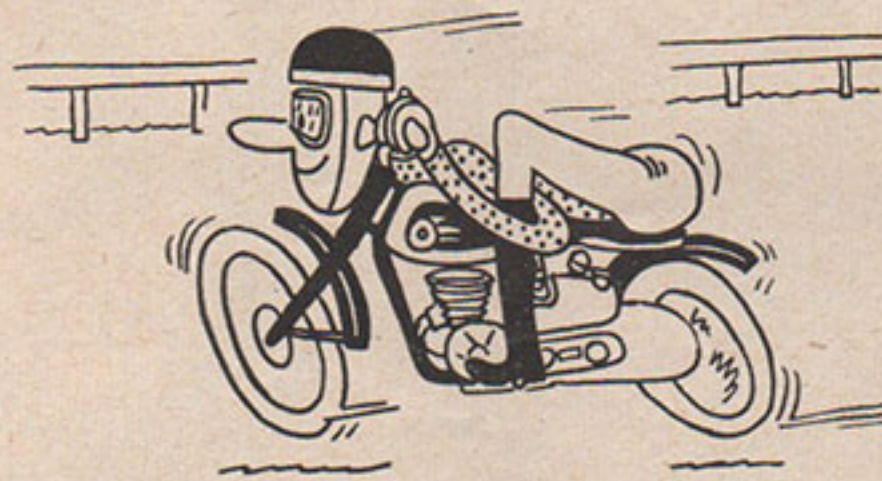
The power developed by an engine is a measure of the amount of work it is capable of doing in a given time, and the standard horsepower as used in the English-speaking world represents 33,000 foot-pounds of work per minute. This means that an engine developing 1 horsepower can lift a weight of 33,000 pounds to a height of one foot in one minute, or it can lift one pound to a height of 33,000 feet in one minute, and so forth. This capacity for lifting comes from the twisting effort of the crankshaft, which in turn is due to the pressure of the expanding gases on the piston during combustion. It therefore follows that a higher pressure or a larger piston, other things being equal, would give greater power. Generally speaking this is true, and these two alternatives represent the lines along which engine development has taken place through the years. The first of them indicates that you can get more power from an engine of a given size by increasing the cylinder pressure, and this can be done in a variety of ways, including cylinder head design, valve arrangement, and compression ratio. The second method is obvious, for it simply means that to get more power out of an engine you just have to make it bigger, or, in other words, large engines develop more power than small ones.

What has all this got to do with efficiency? Nothing as yet: so let us get back to the question of fuel. Just as a man has to have food before he can work, so also does an engine require food, its particular form of nutriment being gasoline. The supply of power comes from the combustion of the gasoline, so the engines used in our motorcycles come into the category known as heat engines, and the efficiency of such power units is called thermal efficiency. This is the ratio of the amount of work you get out of an engine, to the amount of potential work you put into it. Thus:

$$\text{Thermal Efficiency} = \frac{\text{Output}}{\text{Input}} \times 100$$

The output is the work done by the engine, and the input is the gasoline you pour into the tank. This latter is easily measured because its calorific value is known, and is usually given in British Thermal Units (BTU) per gallon. For average gasoline it amounts to about 133,000 BTU per gallon. Joule's Mechanical Equivalent of Heat tells us that one BTU is equal to 778 foot-pounds of work, so we can determine by simple arithmetic that the amount of potential work in a gallon of gas is just over a hundred million foot pounds.

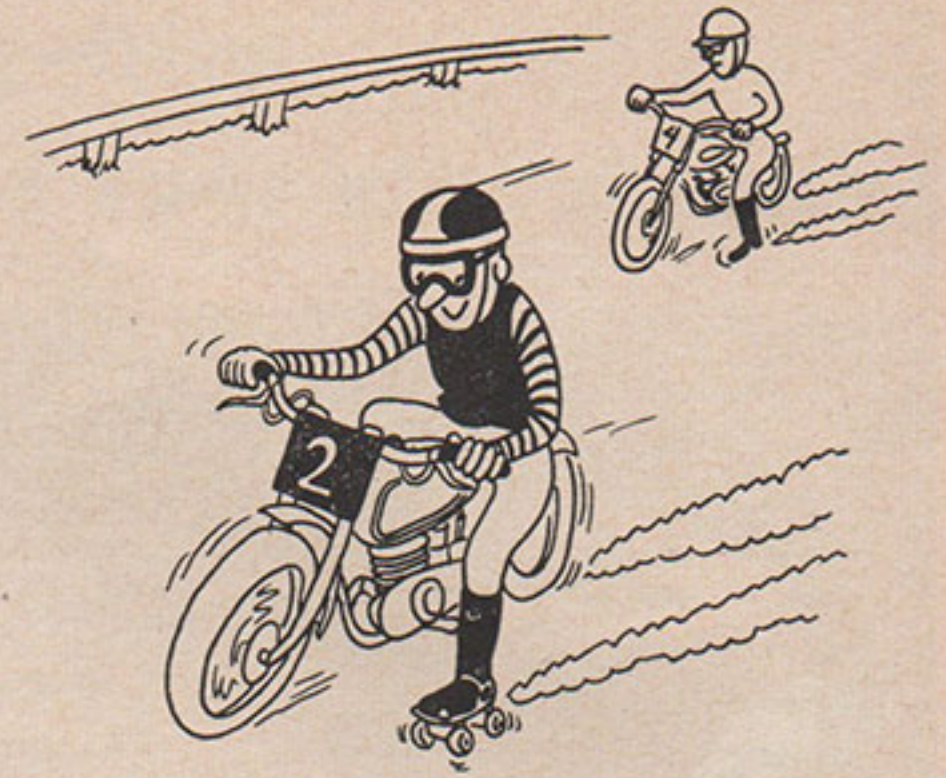
Now comes the vital question. How much work does the engine do while it is burning this quantity of gasoline? The answer is found by careful road and dynamometer tests to vary between 15 and 25 million foot-pounds depending on the type. Applying these figures to our formula we get the amazing result that the thermal efficiency of motor cycle power units varies between 15 and 25 per cent. Taking 20 per cent as an average this means that if you spend 30 cents on a gallon of gasoline, you actually use little more than a nickel's worth, and throw the rest away!



Reducing wind resistance increases the amount of work produced by engine, per dollar spent.

Yes, you do literally throw it away. This is really too bad, but there is not an awful lot we can do about it, because even the best of modern gasoline engines rarely exceed 25 per cent, and in the light of present day developments 30 per cent is virtually unattainable. We have some consolation, however, because the efficiencies of certain other types of prime mover, such as the steam engine and the internal combustion turbine, are considerably lower.

Now where does all this waste gasoline go when we throw it away? All or nearly all of it is burned, and therefore converted into heat, and it is this 80 per cent which is left over after we have used our nickel's worth per gallon that has to be followed on its profligate journey into empty space. Around two thirds of it passes out through the exhaust system into the atmosphere, and the other one third is dissipated mainly through the cooling fins on the cylinder barrel and head. Some will say that it is only right and proper for a motorcycle engine to get hot while running, but this is only because it is what we



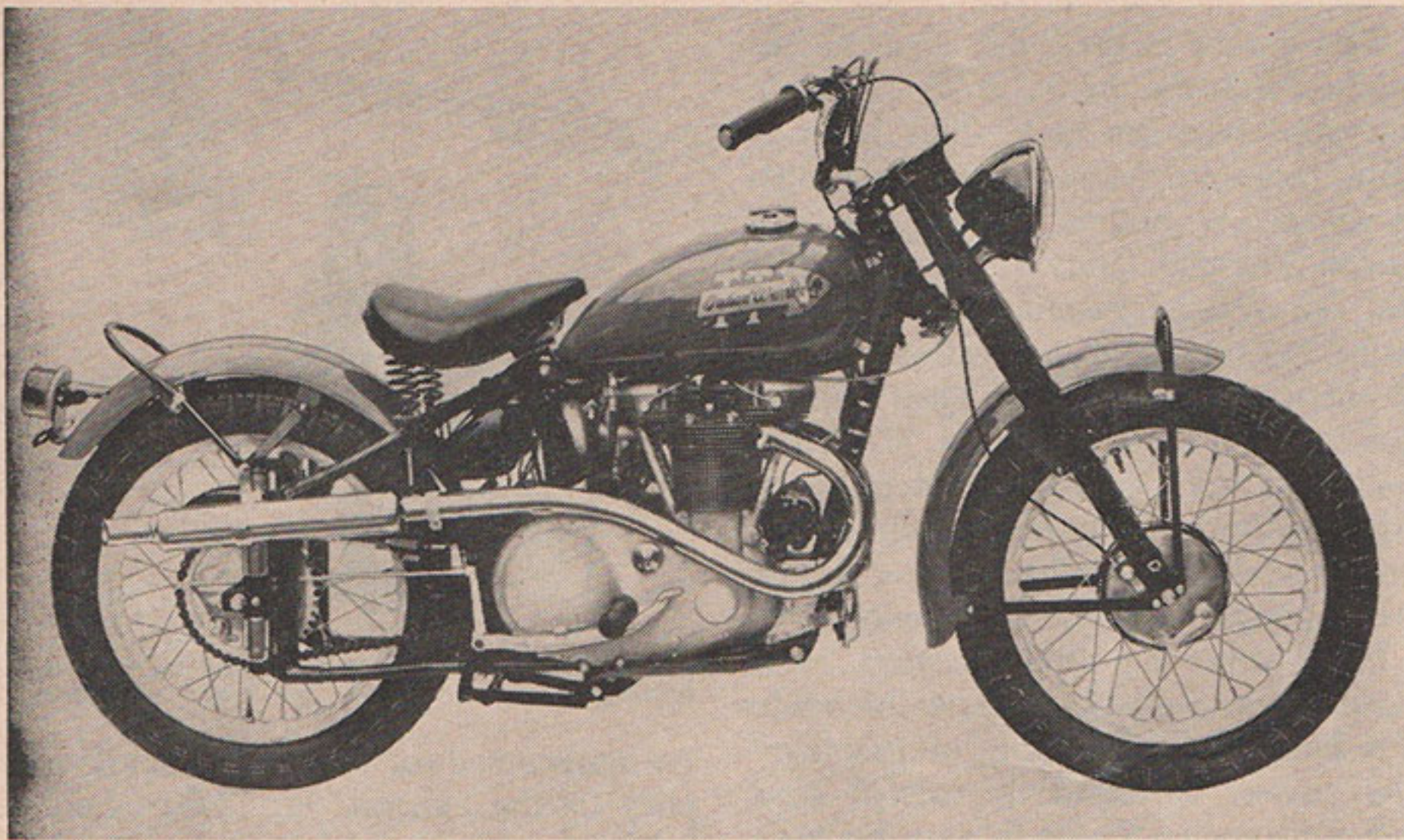
The friction engine must overcome by this ski-footing practice makes for poor efficiency.

are accustomed to. The same remark applies to the exhaust gas. Why should we burn our valuable gasoline in order to warm up the atmosphere? If an engine had a thermal efficiency of 100 per cent, this would mean that all the heat generated was converted into power, and the result would be that it would develop about five times as much power for a given size, while the cylinder and head would remain stone cold, and the exhaust gases emerging from the exhaust port—because no muffler would be necessary—would be no warmer than the surrounding atmosphere. "Incredible!" you will say. "Unattainable" I will reply, "but has it never struck you that a high efficiency O.H.V. engine runs much cooler than a big L head job? It has? Then you will realize the answer is that it is converting more of its heat into power and wasting less in warming up."

A large engine with a tremendous power output can easily have a very low thermal efficiency, while one of those tiny units of two or three cubic inches capacity, which are now so popular in Europe, may be operating at quite high thermal efficiencies despite their relatively feeble output of power. When most people talk about efficiency they think in terms of power output against engine size, and while this is one of the most interesting and important aspects of automobile design, it is not recognized in scientific circles as a form of efficiency, but only as specific power output, expressed in horsepower per litre. Thus, a 30 cubic inch racing job may actually develop 50 b.h.p. which gives a specific output of 100 per litre. This is where we motorcycling enthusiasts score heavily, because no unblown car engine has ever been able to get anywhere near that figure.

So much for thermal efficiency: in a later article I hope to deal with various other kinds of efficiency, and then to proceed with an examination of the wide variety of engines used in motorcycles.

—D. W. Munro



FRONT DRIVE WARRIOR

Story and Photos

By T. T. Hilliards

Originally intended to power a T.T. Warrior, the alloy 500 cc. mill has been removed from this job and installed in a 3 wheel sports car chassis made up of many and varied Indian motorcycle parts.

WHAT WOULD you call it? The power plant is a super-tuned Indian 30.50 Warrior backed by a matching cog box and clutch. Primary and secondary drive is via roller chain over Warrior sprockets. The rear wheel is suspended between a pair of Indian Chief rear spring units. The front "suspender" is of the leaf variety controlled by hydraulic shock absorbers.

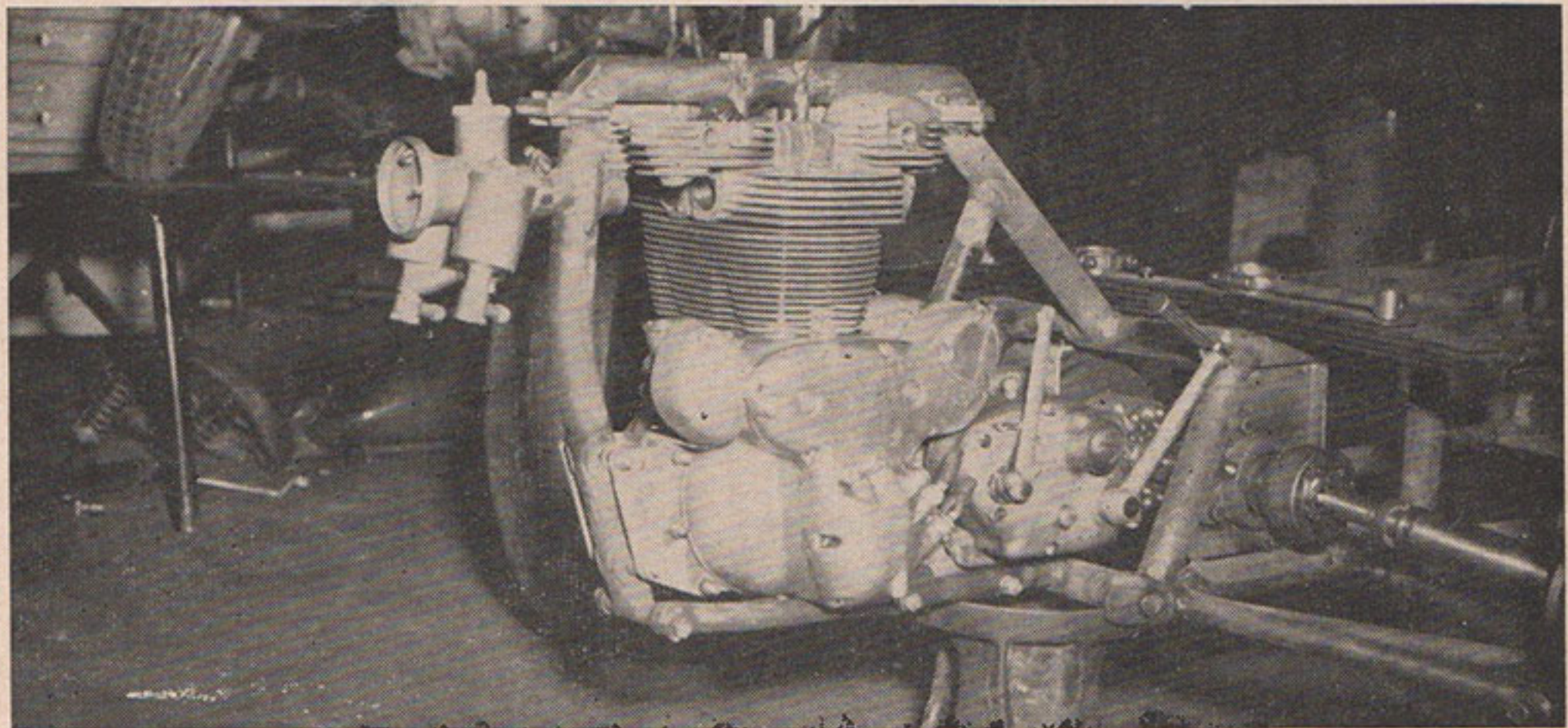
So far it sounds like a hybrid Indian, huh?

Well, hold on to your war bonnet while we run down the complete list of specs. This job has front wheel drive with two wheels at the front with one in the rear. The hubs and universals at the forward end are much modified Willys Jeep components, lightened extensively on the drill press. The wheels themselves, all 3, are cast magnesium alloy and bear the Indianapolis famed "Halibrand" trade mark.

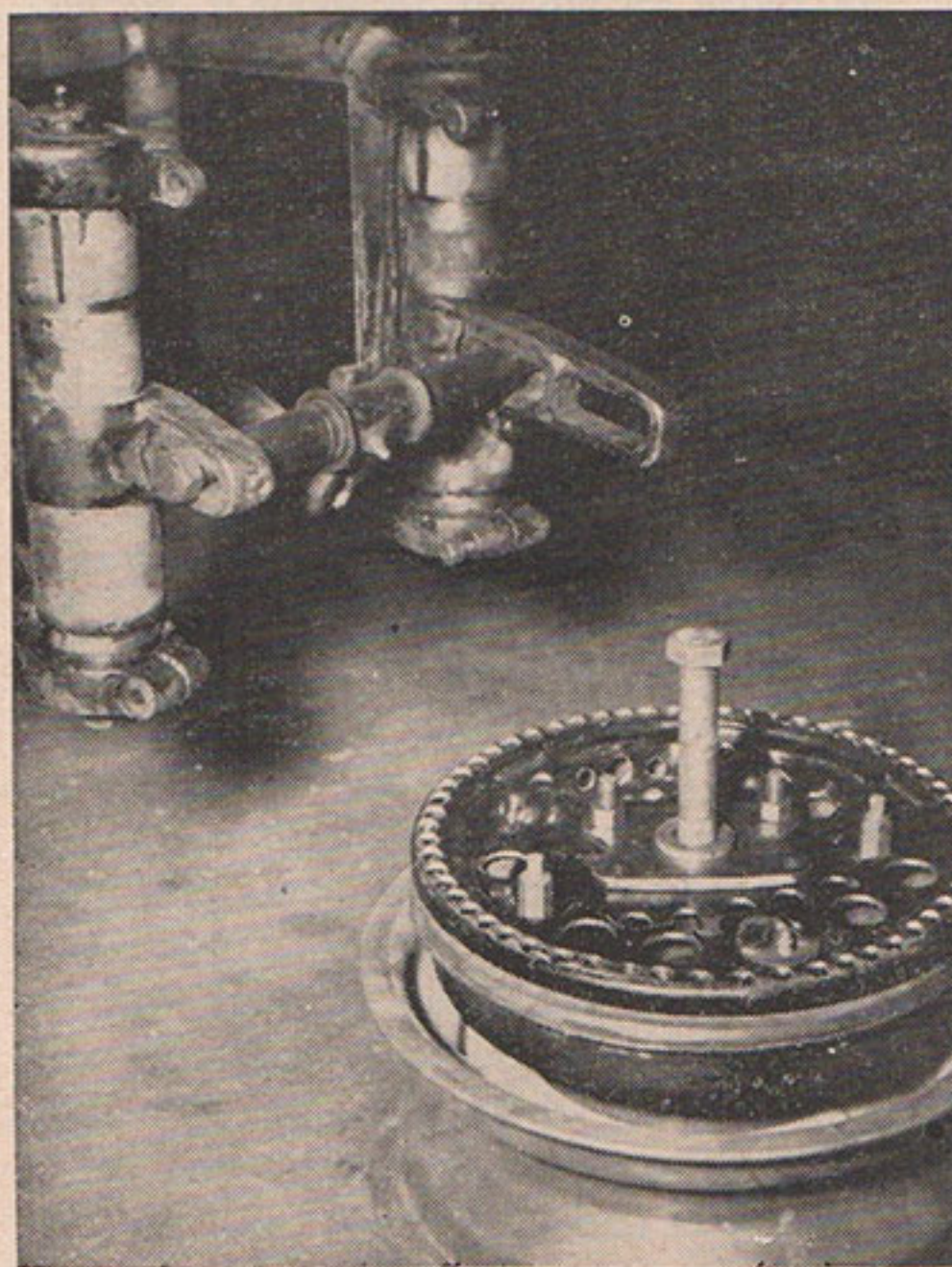
Slowed you down a little, didn't it? Can't be a motorcycle, yet it doesn't sound much like a car. The truth is it's Fred Lavell's answer to the foreign formula III sports car competition. When this little half-breed Indian is finally completed and turned loose on the road and hill circuits, the Coopers, Effies and Keifts cum Norton cum JAP, may have a rough row to hoe.

To give you the whole clue on the "Yankee 500," as it is called, I'll take you back to the day I first met its designer and owner, Fred Lavell of Birmingham, Michigan.

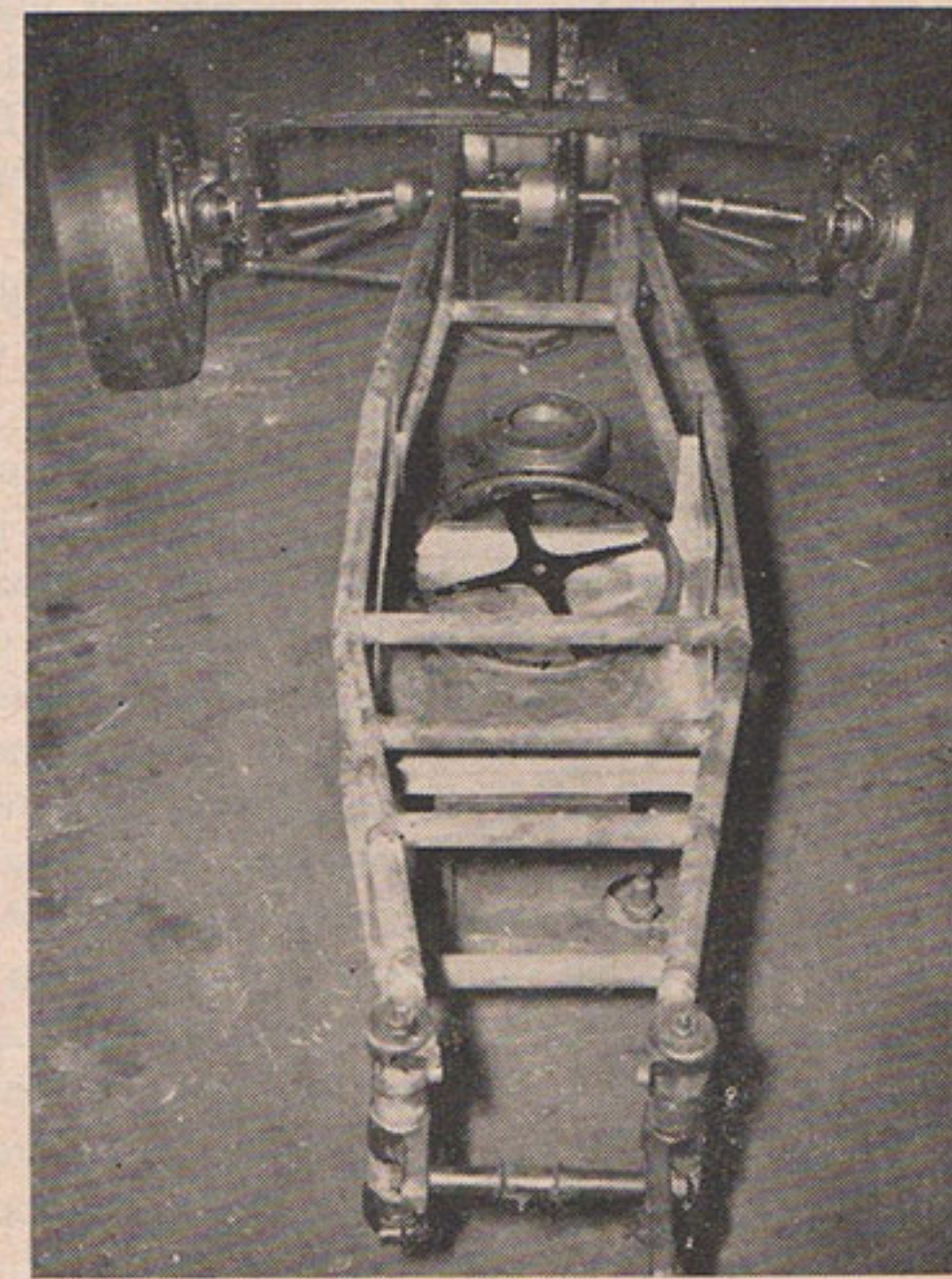
I dropped out to Vic DeSchaepmeester's shop, Roseville Products Company, just ten minutes ride from Detroit's northern extremity, to take my annual bench racing lesson. Walking through the service doorway, I almost stumbled



Kickstarter will be removed since it cannot be operated in this position. Note position of foot-shift lever which will be linked to a hand control in cockpit. Bottom frame is Indian part.



Indian Chief spring frame units were cleverly grafted to rear frame of car. Note Halibrand magnesium wheel and extensive drilling on brake backing plate.



Frame of the Yankee 500 is exceptionally well braced, was fabricated from chrome moly tubing. Slick tires will be replaced.

over an array of freshly gunked JAP inards that were scattered about the floor.

"Want to see the job that this mess blew up in," greeted genial Vic, the ace motorcycle and aircraft man.

"Sure", I replied and the race was on.

Leading me into a murky, unused corner of his huge establishment, he pointed out a gleaming crimson Cooper—a 500 cc. JAP powered formula III competition sports car. After a lengthy discussion of how the "Red Snapper" had creamed every MG, Jag and numerous other sports cars on the treacherous Pontiac, Michigan, hillclimb course the day previous, before blowing up, we moved further into his experimental department. Here, in the shadow of a Chief that was in the process of having its barrels screwed back on, was my oddity of the month, Lavell's 500 cc. bomb.

Shortly thereafter, Fred arrived on the scene and proceeded to explain his brainchild to me. This avid formula III (500 cc.) enthusiast gathered from his experience in the sport that most good five hundreds run about the same top speeds. In his mind, the driver that comes out of the corners first is the winning pilot. His idea for a front wheel drive three-wheeler is hoped to be the solution to the problem of cornering. Theoretically, a three wheel car with an equal tread and wheel base, an equilateral triangle that is, would produce perfection in the stability department. Although this car does not meet those specifications, it is a triangle and not a long way from conforming.

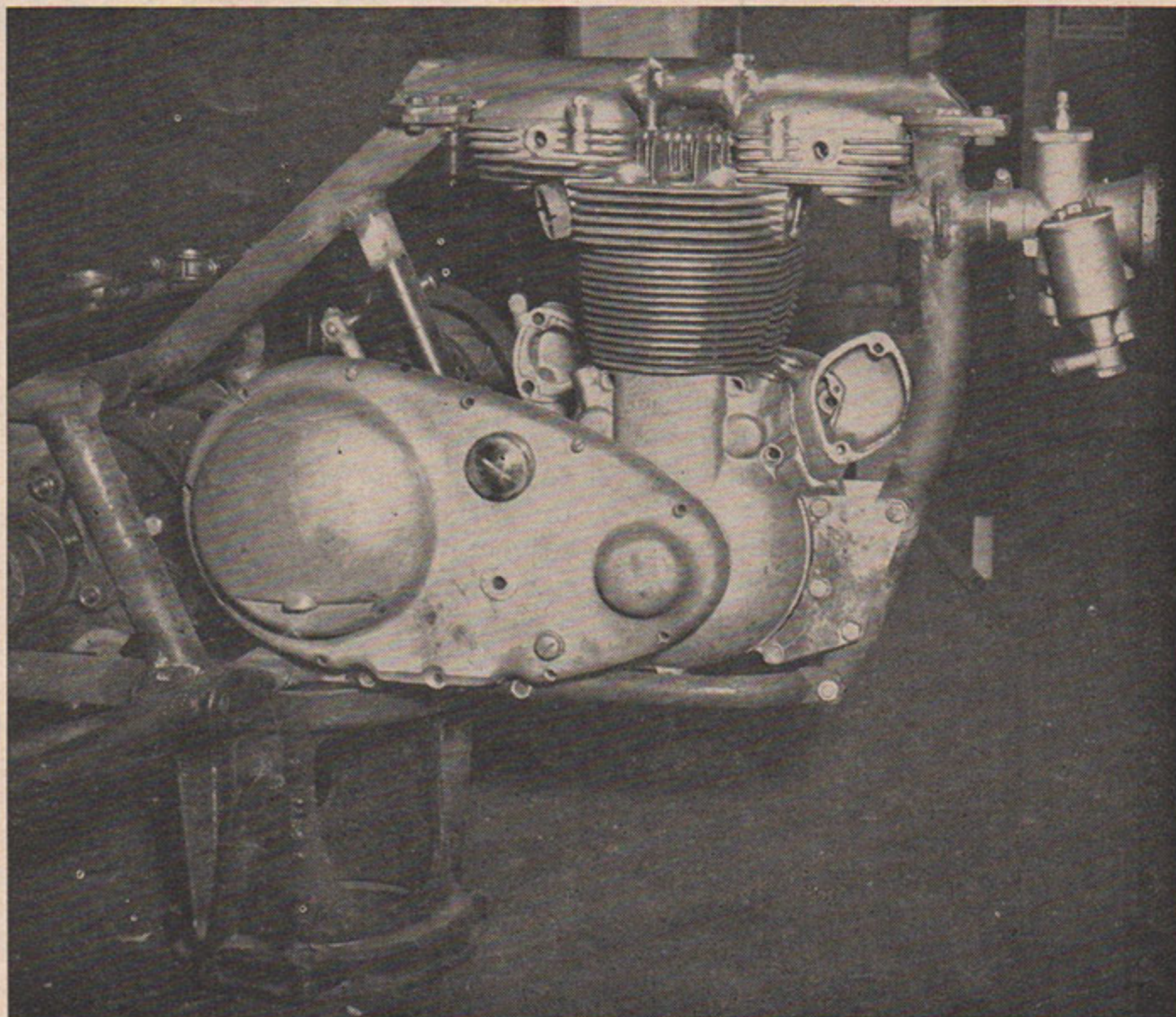
The engine is hung out ahead of the front wheels for two reasons: greater cockpit capacity and the best possible cooling. The underside engine frame is a standard Warrior part while forward and top anchoring tubes were fabricated from $1\frac{3}{8}$ inch, .060 wall, chrome moly tubing, as was the major part of the frame. The A-frames are of $\frac{7}{8}$ inch, .085 wall chrome moly.

Approximately 45 brake horsepower is expected to be coaxed from the little alloy vertical twin. Running specially ground Schooler cams, oversize valves and pushing 12:1 compression, the li'l screamer will wind out to the red line in nothing flat. Carburetion is furnished by a dual float bowl, $1\frac{1}{8}$ inch Amal pot positioned on the forward end of a long induction manifold that is part of the engine mounting frame.

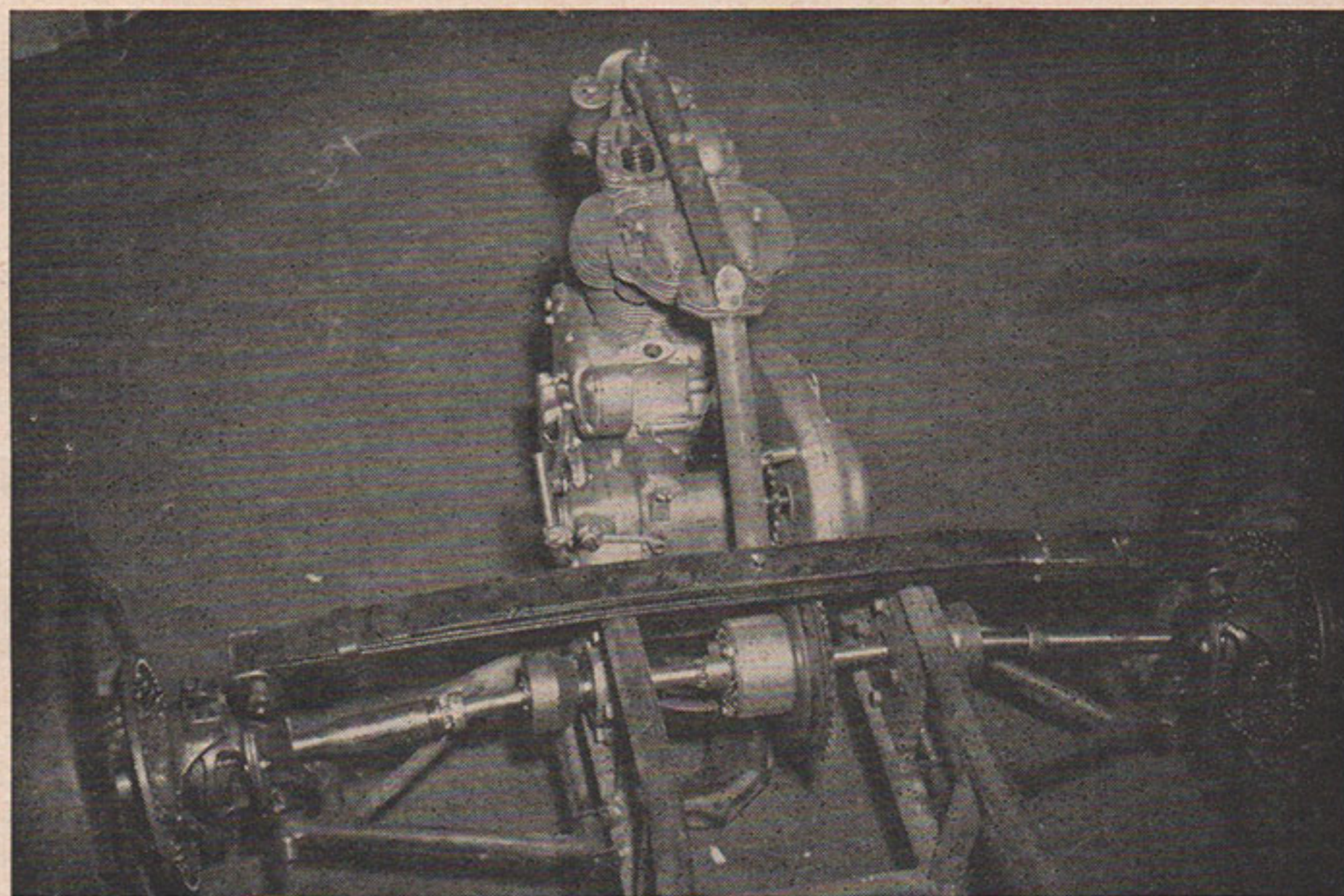
The three wheel hydraulic brakes are adapted from 1940 Ford binders.

An Indianapolis style body is being fabricated from sheet aluminum and magnesium and will help to hold the weight to 500 pounds. Add a red and

Alky Burning Thirty-fifty To Tackle Three And Four Wheel Game



Amal carb of $1\frac{1}{8}$ bore with dual float bowls is positioned at very front of racer. Head is reversed so unrestricted exhaust gases can shoot straight out rear. Indian gearbox is used in Yankee.



Construction of front end and engine mounting in this top view shows unmatched craftsmanship.

blue paint job and white leather upholstery and the Yankee will be ready for the road.

Fred's Cooper will be the initial competition and when the little Injun can clean its British brother fair and square, it will be offered for sale as a 100 per-

cent American sports car. Yes, the Yankee 500 will be produced, either complete or in kit form for the "assemble it yourself" fans.

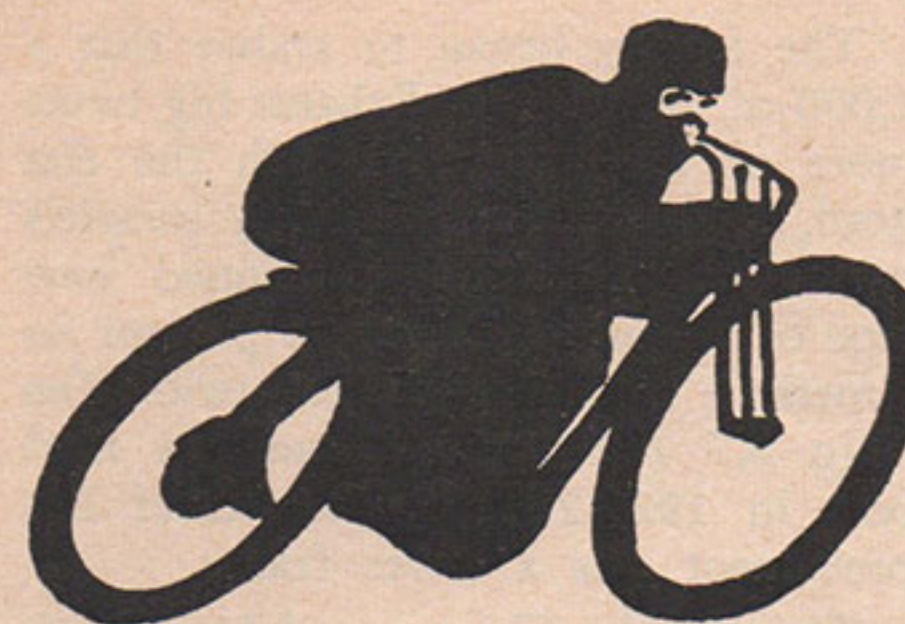
Don't look now, but we just might have another Briggs Cunningham in this Fred Lavell.



The original X trade mark appeared in 1913.

CHICAGO COLOSSUS

By M. D. Hendry



The Excelsior factory racing team, in its heyday, was one of the strongest in the business.

AMERICA in the eighties was a magnet to ambitious immigrants from Europe, most of whom were courageous young men whose only capital lay in their hands and brains. During this period there arrived in this land of opportunity a young German named Ignatz Schwinn. For eight dollars a week he brazed bicycle frames together, working long hours and eventually saving enough to become a dealer in Montgomery Ward and Butler Brothers' bicycles. Schwinn climbed this ladder to success and, some twenty years after arriving in the U.S. with prospects no better or worse than anybody else, purchased what was destined to become, under his capable leadership, one of the three greatest names in American motorcycling history; a name which even then had an inspiring ring Excelsior!

To those who knew the marque in its glory, there is still a fascination about the magic phrase, "Excelsior Autocycle", which more than twenty years have failed to blur. Let's look at the record of this master motorcycle, long dead, and marvel at the fabulous legend of achievements it has left us.

One hundred miles per hour three hundred miles at eighty-five miles per hour overhead camshaft twin America's first 45, these were some of the X's achievements. The "Good Old X" bashed its way to the top in the vivid days when America ruled the motorcycle world.

The original Excelsior was put on the market in 1907 after some two years had been spent in developing a satisfactory design. The Excelsior Supply Company, as it was then known, had been established in 1876 and the buildings were sited near the Randolph Street Bridge in Chicago. The first model was a soundly designed single speed, pocket valve, belt-driven single with automatic inlet valve and the auxiliary pedal drive cum brake layout familiar then. Bottom link forks with long enclosed springs were featured and the model was noted for its double truss frame and three point engine mounting with the crank case casting forming a part of the frame. All fittings were drop forged and the frame was exceptionally strong. The tank was of copper and together with

the tool box, was finished in red and lined in gold and grey.

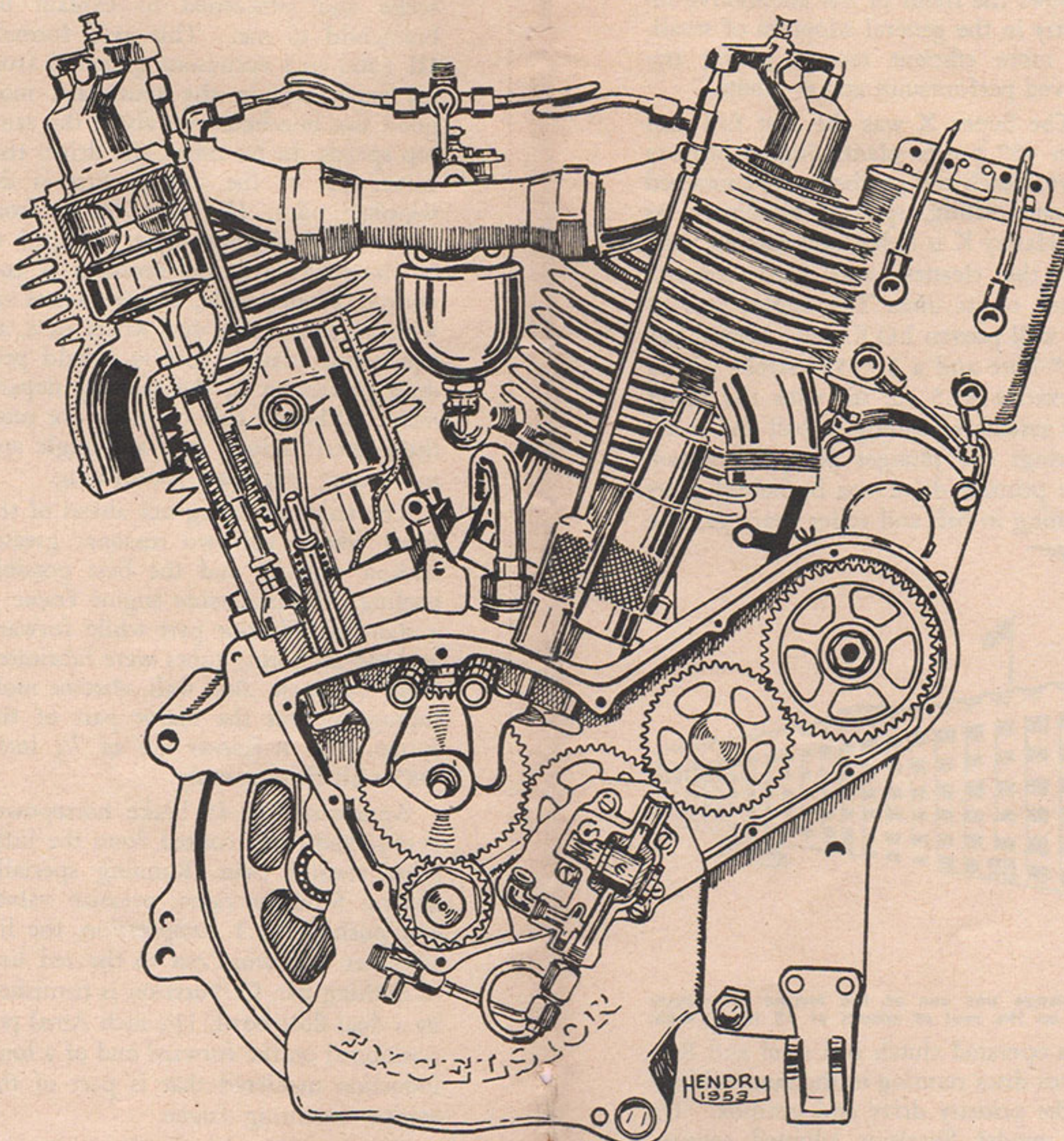
The model sold well and the company added a twin to the line in 1911, a 61 incher developed from the single. Prices for these machines were, in 1912, \$200 for the battery ignition single, \$225 for the magneto single and \$250 for the magneto twin. These first years were not spectacular for Excelsior, but it was a period of solid achievement and steadily increasing popularity. Naturally enough, stripped stock machines began to show up in competition. They were entered and tuned privately or by dealers and proved good performers.

"Fearless" Charlie Balke was one of the first, setting records for distances up to 20 miles at Los Angeles in 1910 and in 1912 another famous Excelsior name showed when a boy called Joe Wolters amazed the world with a plummeting 89 mph at the Riverview Exposition Track, Chicago. Soon afterwards the factory backed these riders with a mighty record. Using a stock 61 inch twin, motor, frame and forks as a base, they prepared a racer and on December 30, 1912 occurred a memorable event in motorcycling. Under official observation, Lee Humiston thundered around the Playa del Rey board track and clocked exactly 36 seconds for the mile—becoming the first man on two wheels to reach 100 mph. In January of 1913, he set the following records: 2 miles at 99 mph, 5 miles at 97 mph, 10 miles at 95 mph and 50 miles at 89 mph. These records stood for many years and gained Excelsior the honor as the first successful challenger to the Indian dominance of the record book.

In 1913 the company's name was altered to the "Excelsior Motor Manufacturing and Supply Company" and the famous X emblem first appeared on the machines and in advertising.

One of the first X successes in competition came at Columbus, Ohio, August 24, 1913, when the great Carl Goudy won the 100 mile event in 92 minutes, a record for the distance. Another X name figured in the results the day. Bob Perry was the winner of the ten mile event. At Marion, Ohio, on the day previous, Excelsior took the 5, 10 and 15 mile features.

A Biography Of The Big X



The 1919 61 cubic inch big twin, the Big X, had a Midco electric unit and all valves operated from a single camshaft. Demand for the Excelsior Henderson Four finally put this husky unit on the shelf.

The standard Excelsiors for 1913 featured numerous advancements, the most important being mechanical valve operation, all chain drive, engine shaft clutch, cast iron footboards and a leaf spring fork. The handlebar clutch control, connected by rods to the clutch, was originally designed by Frank Kunce, Excelsior dealer in Loveland, Colorado. Kunce, incidentally, is still in Loveland only now is an automobile dealer. Frank Kunce with Floyd Clymer, Larry Fleckenstine, Curly Fredricks, Red Parkhurst and Erle Armstrong were some of the names becoming famous on Excelsior racing machines. The factory team had some fabulous riders Morty Graves, Jake DeRosier, Charlie Balke, Don Johns and the captain, Bob Perry. 1914 was notable for the first Dodge City 300 mile race in which an Excelsior rider, Carl Goudy, took third place.

Late in 1914 the company opened a mammoth new factory at 3701 Cortland Street in Chicago to cope with the ever increasing demand. The new 1915 models featured three speeds, folding kick-starter, larger valves and more power, restyled tank, electric lights, horn and speedometer. The "Ultra Power" motor was of 3-21/64 bore by 3 1/2 stroke. Prices ranged from \$200 for the single to \$290 for a twin.

Excelsior swung heavily to racing in 1915, introducing the mighty "Big Valve" (2 1/4" diameter), 61 cubic inch, short wheel base pocket valve racing twin. This one had a frame so packed with motor that there was hardly room to spit through. It was on one of these that Carl Goudy won the 300 mile event at Maywood Board Speedway, Chicago, on September 12, 1915. His total time was 3 hours, 29 minutes and 51 seconds (85.7 mph). His time at the two hundredth milestone was 2 hours, 18 minutes and 39 seconds (86.9 mph). Both of these were recognized as world records. Other world figures for Goudy in 1915 were one hour covering 73.75 miles; and 100 miles on a dirt track at 73 mph. Ed Perren of Stockton, California, rode an early X 162.6 miles on a single gallon of gas. In the 1915 Dodge City 300 miler, X took another third with Joe Wolters in the saddle. Joe made a second place in the 1916 race. The 1915 team suffered from recurrent valve breakages and free-and-easy organization. One of the best known Excelsior machines at this time was the stripped down 1913 500 cc. single that Floyd Clymer constantly used to whip everything in half-mile dirt meets in Colorado.

In 1916 Ignatz's firm introduced its model L-18 lightweight with the "run-away comeback" front forks and cylindrical tank. This 13.8 cu. in. belt driven

two stroke, which never enjoyed a great success, was virtually a copy of the English "Baby Triumph" and was withdrawn from the line four years later. It cost \$140 in 1917.

In August of 1916 Floyd Clymer set a record time and won two of the four events in the first races held up Pikes Peak, using a cut down frame and "Big Valve" cylinders on a 1914 61" twin. Clymer's success set the factory to seriously thinking about building a 500 cc., OHC single for the newly opened mountain course in the Isle of Man T.T. Three machines were prepared, one as a spare, the other to be ridden by Kunce, but the project was dropped when the U.S. factories agreed to stop racing on a paid factory team basis.

Following Pikes Peak, X scored successes at Denver; Perry, Wolters, Stokes and Clymer being in the money. Excelsior built six OHV 61" twins for racing, the team being Luther, Stokes, Wolters, Perry, Hilliard and Clymer. Shortly after, all racing teams were disbanded and the six machines were given to Clymer, who in 1919 built one of them into a single and repeated his X successes of earlier years on Colorado half-mile tracks.

In the 1917 Capistrano hill climb event a 61" Excelsior ridden by Carl Lambert became the first machine to top the hill. Lambert began an era of Excelsior dominance in the 61 inch hill climbing class that lasted for many years.

Upon America's entry into the first World War, Excelsior concentrated on military requirements which it met successfully. One army test of a twin was completing a 108 mile run through hilly country on roads with grades up to 40 per cent. The Big X did it *sealed in top gear!* As one by-product of the military influence, the "military forks", for exceptionally heavy work, were offered as an extra in later years.

In 1918 the factory's prestige was doubled with the purchase of Henderson. W. G. Henderson came along as an engineer and Tom Henderson did some traveling for the new combine. When W. G. finally left in 1919, Arthur O. Lemon, who had previously been traveling representative for "Hen", was given the job of producing a new "Four" and the 1920 model K was the result. A commendable policy of interchangeability of parts was followed with Henderson and Excelsior where possible, wheel bearings, forks, brakes, sidecar, etc.

The 1919 Big X developed 15 to 20 horsepower and featured magneto ignition and plunger oil pump. The 19 E or "electric" model had a Midco unit comprising generator, transformer and

(Continued on next page)



This new X emblem appeared with the birth of the Super X, America's first forty-five.

circuit breaker. Incorporated with the X's kick starter was an ingenious cam actuated automatic valve lifter, a very convenient feature. Excelsior was unique among American machines in fitting a cushion sprocket in the rear wheel. Other practical features were integral sidecar lugs, knockout axles in front and rear wheels, and a removable center frame bar facilitating servicing the engine in the frame.

The racing department in 1919, headed by John McNeill (who later, like W. G. Henderson, died in a car accident) and Bob Perry (who had an M.E. degree) came up with an overhead camshaft 61" twin modeled after the famous Cyclone design. McNeill had raced a Cyclone in 1914 and he and Perry fully realized the possibilities of this design, remembering its sensational performances in earlier years. Little did Perry realize, however, that in planning this machine he was planning his own death. In January, 1920, these formidable machines, actually and potentially the fastest motorcycles in the world, were given their first tryout at Ascot Speedway, Los Angeles. The team was Perry, McNeill, Wolters and Wells Bennett. Perry hit a fence while out on a qualifying run and was fatally injured. Schwinn, who had paid for Perry's college education and regarded him as a son, was overcome with grief and withdrew the team and when the machines were returned to Chicago, he smashed them with a sledgehammer.

The tragedy was twofold, for Schwinn would not revive the OHC motor. Thus it was stillborn in its rebirth (except for an equally brief attempt by Reading-Standard to revive the Cyclone power unit about this time).

The next competition Excelsiors were the model M's which returned to the pocket valve layout with vertical finning on the valve pockets. These models showed up well in the hands of Waldo Korn, Warren Cropp, Paul Anderson, Roy Artley, Maldwyn Jones and Red Parkhurst. Buzzell matched the best outfits with a big valve X and Flexi sidecar in the early 20's. About 1922 some singles were again built and Paul Anderson was the first to turn 60 mph or better on a half-mile track with a 30.50.

Stock records were also hung up by the Excelsior-Henderson combine. Wells

Bennett twice took the transcontinental mark. Clymer set a record from Chicago to Denver on a new K Henderson and the police model 61 X's were capable of a good 75 mph by the watch.

The marque was popular overseas, proving itself in competition there too. A stock 61 twice won the annual 396 mile sidecar race between Durban and Johannesburg in record time, while Henderson set a Sydney to Melbourne record.

The second Big Bear run in 1921 was won by Frank Clark on the only Henderson entered and was the only machine to finish. Ridden by Carl Lambert in 1923, a Hen, with motor blocked up for greater clearance, was the first four over the Capistrano hill.

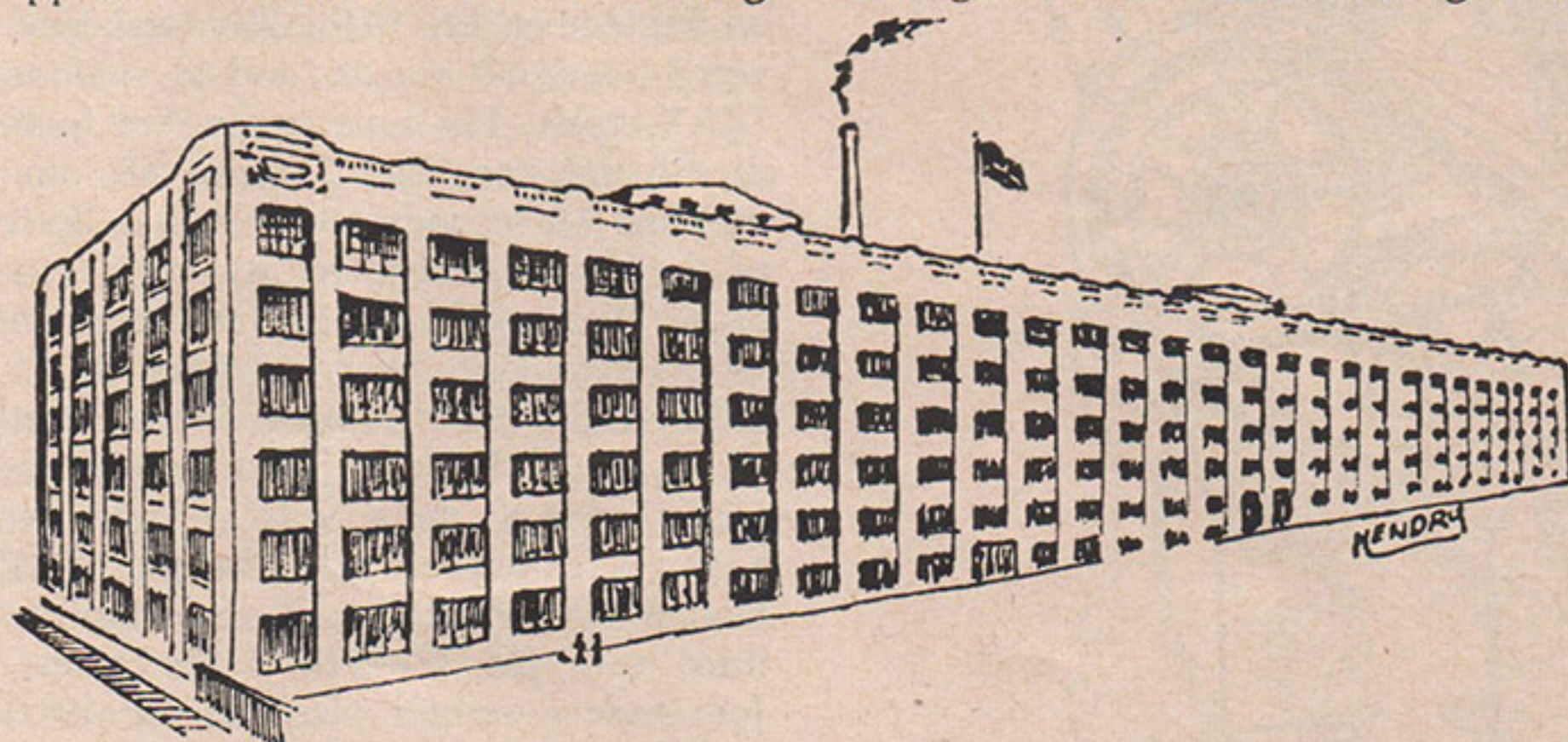
Along with the Henderson, the Big X had undergone revision for 1920. The leaf spring fork gave way to Excelsior's first really original design. The cushion plunger spring type in which the coil spring was pulled down was adopted. A buffer spring was fitted for recoil action. Gas tank capacity grew from 3¼ to 3½ gallons. The auxiliary clutch control in the left handlebar with ignition advance on the left side of tank was retained. 27 x 3.50 tires replaced the 28 x 3.00 of previous years. A more reliable separate magneto and generator was substituted for the Midco unit.

Excelsior was always noted for the attention paid to the springing of its sidecars. Until 1920 an extension axle chassis had been used in which a "spring center bar" was a feature. This was a vanadium steel spring center brace which maintained the outfit upright but allowed a semi flexible connection. Later appeared the remarkable full floating

The factory began to realize that a 1,000 cc. Intake over Exhaust big twins more or less competed with the flat head, 1,300 cc. four in many people's minds and accordingly planned new type of motor which was to pioneer an American tradition—the 45 twin. The "Big X" (61" twin) made its final bow in 1924-25 when the chief improvement was a lower frame.

Then, at the Chicago and New York shows in 1925, came Excelsior's new baby, the machine that was to gain fame as the "Super X" in the same tradition as the beloved old "Big X". The Super Excelsior, an entirely new motorcycle throughout, was described by the factory as "The perfectly balanced twin—balanced in design, motor-smoothness and handling qualities. High efficiency design, large valves and direct gas passages enable this smaller motor to give greater power than older, larger designs. This follows the trend of the automotive industry in the general adoption of smaller, more efficient motors giving improved performance and economy."

The Super X was the first full unit twin 45" power plant. Engine primary drive, clutch and gearbox were contained in one casting, split longitudinally as the Harley K is today, and making what was the cleanest and most compact motor of its time. The engine was of the well proven I.O.E. valve layout, had a 3" bore and a 3 7/32" stroke giving it exactly 45.5 cu. in. with the lower end assembly running in ball and roller bearings and plunger pump lubricated. The primary drive was by helical gears running in ball and roller bearings. The



The Excelsior factory at 3701 Cortland Street in Chicago was one of the largest motorcycle plants ever built. Testers used to ride new machines on the roof at speeds of 35 to 40 mph.

patented sidecar with an ingenious combination of coil and leaf springing. The wheel was carried in a cradle fixed at one end to the chassis and sprung at the other. The knock out axle was supported at each end. This sidecar added \$105 to the price of the X which, at the time, cost \$310 solo. The Hen was \$398 plus 15 dollars for reverse and another twenty-five if you wanted alloy pistons.

cam operated clutch had steel and Raybestos discs running in the same oil bath as the primary drive and gearbox. On this model Excelsior adopted conventional rocker pedal clutch control. Top gears were: solo 5:1, sidecar 5.6:1. The transmission was a conventional 3 speed progressive type and the kickstarter retained the useful automatic valve lifter. All of this was housed in a clean, drop

forged, seamless double loop frame with 3 point motor suspension and reinforced rear forks. Front forks were a new bottom link type with central plunger springing. The 18 inch wheels carried Excelsior pioneered 3.85 Firestone balloon tires and with their Timken roller bearing hubs and knock out axles, were interchangeable with Henderson. The left handlebar clutch control had given way to a spark twistgrip control, cable operated. A Splitdorf magneto and generator provided the ignition and lighting and Schebler furnished the carburetor. The finish was in sage green with red and black striping and the wheels were cream.

America's first 45 was also the hottest, providing it did as claimed and compared with the older 61's. It's light weight coupled with a 56½ inch wheelbase made it a superb, sweet handling bike. The Chicago concern also marketed the Super Sport "speed model", a special version of the Super X for the sportsman. This job differed from the regular Super X in having alloy pistons, special flywheels, 1¼ inch carburetor and manifold and higher lift cams. Stock, sport or drop racing handlebars and balloon high pressure tires (3 or 3¼ inch) or racing tires were optional equipment. The road Super Sport used a 16 tooth front sprocket for top gear ratio of 4.4:1. Using this gearing and medium compression pistons, a rider named Horrmann rode non-stop from New York to Chicago with a Sport locked in top gear, successfully topping the Allegheny Mountains and threading the congested Lincoln Highway traffic and detours during the busy touring season. With the medium compression ratio, benzol or Ethyl gasoline was recommended but with the high compression model it was necessary to use a 50/50 (benzol-aviation gas) fuel. The factory also supplied an alternative special fuel. The HC pistons used a high crown with the rings the same height above the wristpin as in the MC job. Both pistons used only two rings. The high crown pistons obviated the necessity for removing ring ridges which occurred with the other method of optional compression ratios, that of removable shims. The HC engine peaked at between 4,700 and 4,900 rpm.

In competition the Super lived up to its name at home and abroad. On July 2, 1926 at the Altoona board track, Joe Petrali rode the mile in 33.44 seconds (107.65 mph), 5 miles in 2:53.7 (103.6 mph) and 10 miles in 5:75.5 (100.7 mph), records that *still* stand today! When electric timing was first used in New Zealand at Warkanae Beach on July 25, 1927, a Super Sport ridden by E. Barrett clocked 38.8 sec-

onds for the flying mile (98.8 mph) and its speed was only beaten by one machine, an 8 valve Harley.

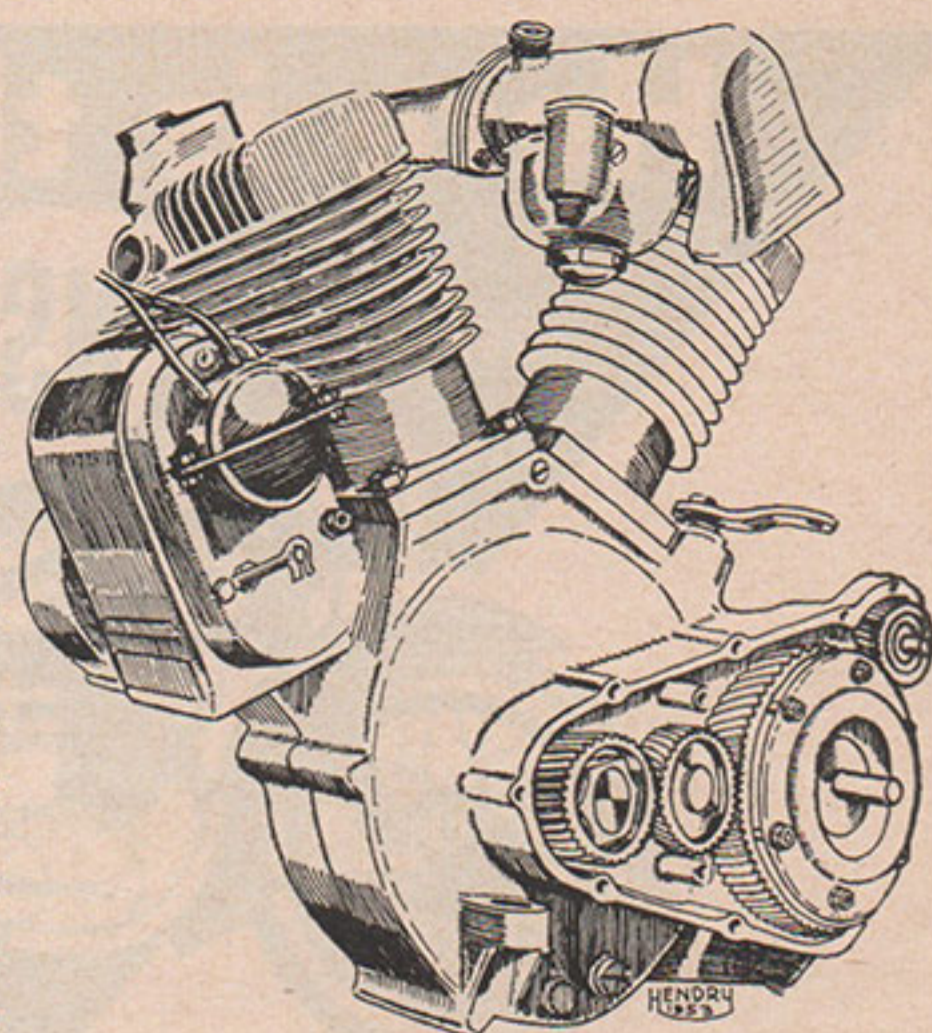
From 1926 to 1931 the names Excelsior and Petrali spelled success in competition, both on board track and hill climbing. Petrali was responsible for the design as well as for the riding of three X competition models. The first was a 21.35 cu. in. OHV single for track work with which he intended to replace his Harley but the design was dropped. After being defeated by an eight valve Indian while running a pocket valve X 45 at the 1927 Capistrano hill climb, Joe turned out Excelsior's first 8 valve engine, a 45 OHV twin and its last pocket valve 61 incher—the fabulous "Big Bertha". Ridden by Joe, these machines took 31 first places in 31 consecutive starts, including the 1928 and 1929 national hill climb championships. In 1930 the Muskegon classic also went to Excelsior's "Big Bertha" and the OHV 45, ridden this time by that famous slant artist, Gene Ryan.

After the Excelsior closedown, these great motorcycles continued to show up for years on short tracks in the hands of Earl Jarred. One OHV 45 hill climber is still in use in the USA. Chet Howe of Hartford, Conn., uses a 1929 Super X with this motor fitted. One of the OHV 45's even escaped as far as Australia! Regular CYCLE readers will remember a photo of this bike that appeared in the July, 1950 issue. Clarex Motors, turners in Melbourne fitted Enfield brakes, Velocette hairpins and an Amal carburetor. Weighing 346 pounds in racing trim, this machine has been timed at 114 mph for a two way average.

The standard Super X for 1929 had very nice lines, though it was basically a refined version of the previous models. The frame was altered and the new teardrop gas tank, which pioneered the streamline trend was also notable in that it was cast of aluminum alloy to reduce top weight. Price of the Super X was \$310.

1925 brought another sidecar design, featuring still another method of springing. Consisting of full elliptics at the rear and coils in the front, it had a plunger sprung sidecar connection called the "Stabilator", a conventional stub axle and a sprung mudguard. This design continued through 1931 and was supplemented in 1928 by an Excelsior-Goulding commercial chassis. Henderson had introduced the first 4 inch tires on 19 inch rims in 1927 and a year later the Super adopted them. For heavy duty work a 19 x 4.40 size was available on the Four in 1928.

The Henderson cost \$435 standard and \$465 special; the costliest motorcycle on the market. The two machines



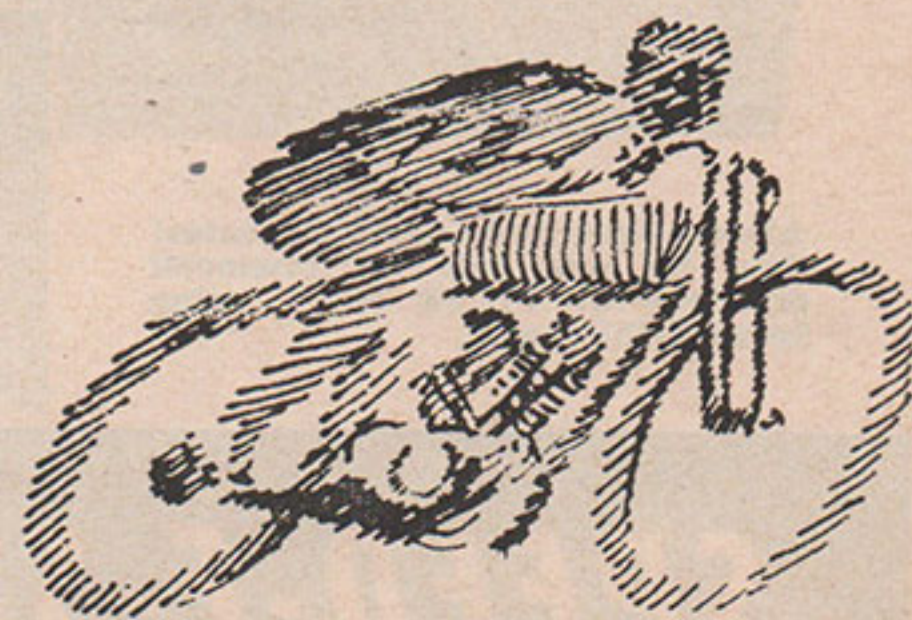
The 1927 Super X with helical gear primary drive and motor and transmission in a single unit casting was one of the finest of its day. This was THE motor of the early Petrali era.

were complementary. The Super X was a great all-round, exceptionally fast, medium price, middleweight available with a sidecar while the Henderson acknowledged no equal as the ultimate in luxury motorcycling.

Yet all this achievement was soon to be lost. In the thirties the whole world entered a new dark age and a heavy loser was the automotive industry. Yes, even the motorcycle industry suffered. In 1931 the proud Henderson was down to a selling price of \$275 when Schwinn decided to close the plant (March 31, 1931, a tearful day in the memory of all X admirers) and though no adequate reason was ever given, it seems possible that the factory was losing money on motorcycles. Yet there was no lack of customers. America's motorcycle industry shuddered under the blow and has still to completely recover from it. It was like the collapse of a leg on a three legged stool. Schwinn returned to bicycles—the famous Schwinn Superior, among others—but he threw his greatest accomplishment away.

So runs the mighty epic of the "Good Old X," a true thoroughbred in the American tradition and one of the few motorcycles in history on a heroic scale.

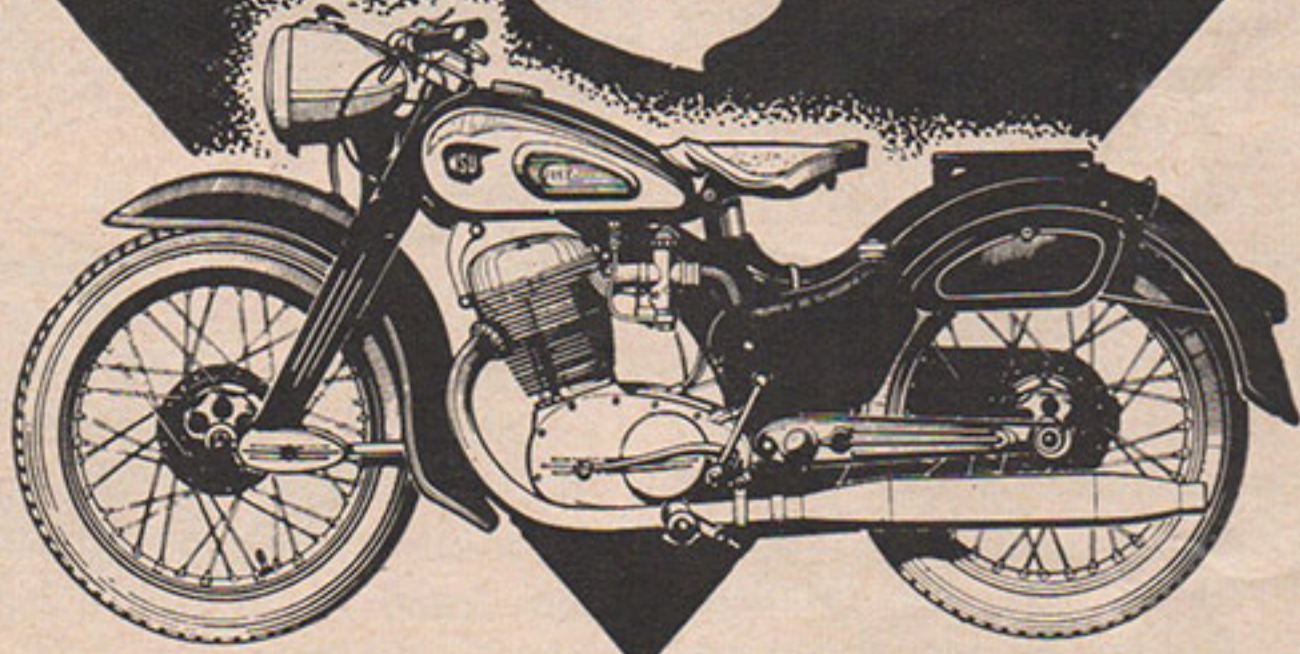
—M. D. Hendry



The great X marque faded from the scene March 31, 1931, leaving behind a sporting past and a never to be forgotten name . . . Excelsior.

Here is the MAX

250cc OHC **NSU** 17 HP—80 m.p.h.



FIRST and THIRD

IN THE GREENHORN 523 MILES ENDURO

The fastest-selling motorcycle, built by the manufacturers of the world's fastest motorcycle (180 m.p.h.)

DISTRIBUTED BY

BUTLER & SMITH TRADING CORPORATION

117 WEST 63rd STREET

NEW YORK 23, N. Y.

SOME FRANCHISES STILL OPEN

NSU QUICK MOTORBIKE, NSU FOX—OHV—100cc, & FOX 2-STROKE 125cc, NSU LUX—200cc, NSU MAX OHC—250cc, NSU CONSUL 350cc & 500cc

LITTLE VALLEY

(Continued from page 17)

with one of the fastest and closest races of the entire program, and the fans, disregarding classifications, cheered as positions were won and lost in a close contest.

So many of the top performers of this banner card had come from other states that when the New York State Championship event was called to the track it was found that only three experts were eligible to compete: Rick Fisher, Glenn Falls, N.Y.; Norval Goodman, Ransomville, N.Y., and Cliff Casswall, Walkill, N.Y.

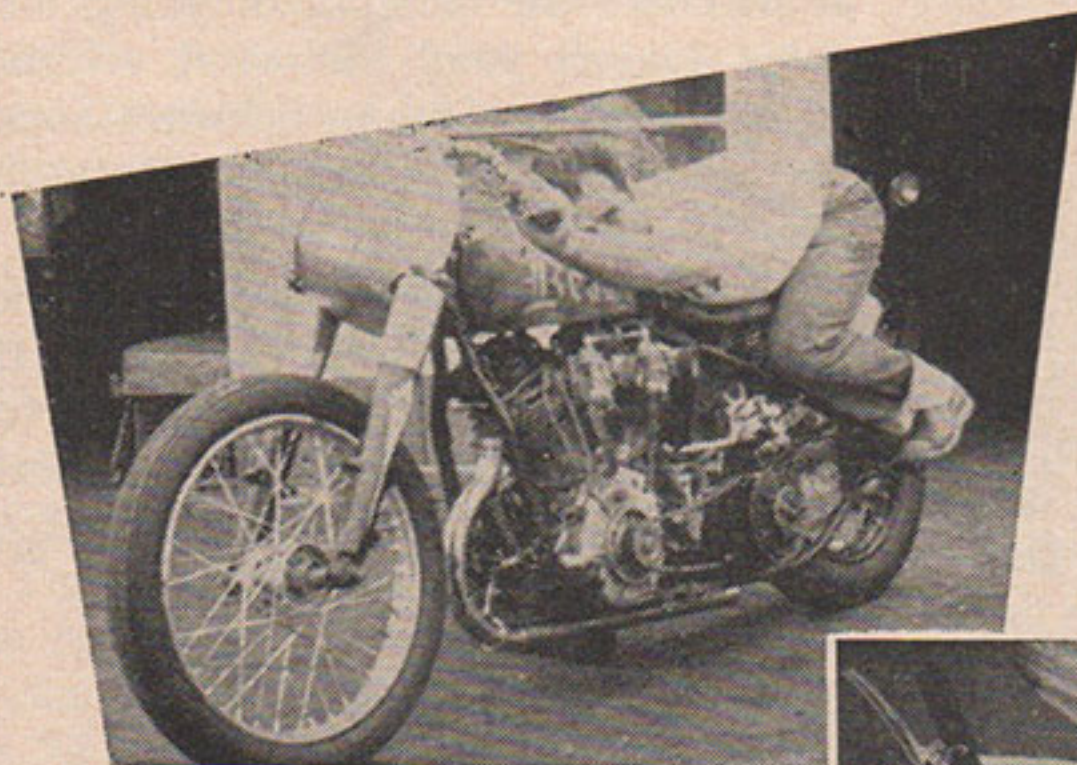
Jumping into the lead as the starter dropped the flag, Casswell held Goodman, who was last year's champion, to a hard fought second as they slid through the extra-short curves or ripped down the king-size stretches of this famous, odd shaped raceway. Fisher, overly anxious, was having trouble with the turns as he slid wide several times to ride a weak third. Thus, it was Casswell, Goodman, and Fisher, as they came down to the flag, the trophy, and the championship.

Little Valley, and the Springville Travelers who sponsor these programs, will no doubt use this field of stellar riders as a standard by which to measure the quality of their future programs.

—Don Neal

SPEED-E-SHIFT NOW OFFERS YOU

the most practical clutch & gear change unit ever made



Above—Frenchy Le Blanc set fastest time for one mile at Rosemond dry lake at 157.88 m.p.h. using Speed-E-Shift unit.

All clutch and shift timing completely automatic. Both hands completely free on bars while going up through gears.



Operation of gear change by one downward movement of foot. Clutch action and shifting done semi-automatically.

• FEATURES •

- 1—Fastest gear changer known.
- 2—Positive action.
- 3—Highly chromed—durable construction.
- 4—Excellent unit for road and sports riders.

PHONE AT. 1-9400

SPEED-E-SHIFT

GEORGE TATGE
406 W. Valley Blvd.
San Gabriel, Calif.

DOT ROAD TEST

(Continued from page 12)

two bangers in my mind. If you're looking for a light, inexpensive competition machine with the ride and power of a larger bike, the Dot Scrambler will certainly command your respect. Its price tag reads \$578.00 delivered in Los Angeles.

—Pee Wee Cullum

SPECIFICATIONS

POWER UNIT. Tuned Villiers 197 cc. 2 stroke 59 mm. bore. 72 mm. stroke. Flat top piston, twin transfer ports, single large exhaust port, detachable alloy cylinder head, Flywheel magneto ignition. Three Crankshaft Journal Bearings.

Power Output at 4000 R.P.M.

(Max output) 7.6 B.H.P.

Power Output at 3000 R.P.M.

(Max torque) 6.2 B.H.P.

3 speed gear box bolted to engine in unit construction, and driven by pre-stretched endless chain fully enclosed in oil bath case. Gear change foot operated by a positive stop ratchet mechanism, adjustable for position. **EXHAUST SYSTEM.** Mounted close to the exhaust port is a divided aluminum expansion box which is adjustable for angle of the outlet pipe. For Trials and Road Work the high level pipe and silencer can be used. For Scrambles the silencer can be removed and the remaining short pipe inclined downwards.

FRAME. Cradle loop frame of weldless carbon steel tubing, brazed into a grease retaining and dust excluding one piece steering head. Girling hydraulic swing arm rear fork. Aluminum alloy "3 point" engine mounting. Simmonds Lock Nuts. Each foot rest has a two point frame mounting giving true vertical and horizontal rigidity even if the fixing bolts are not securely tightened. There is a lifting handle for pushing and man-handling, and a neat external socket tapped to take spare plug with wrench attached.

FORKS. (Giving 4" of movement from normal loading to fully compressed) Robust Telescopic Forks with forged steel supporting brackets, Sliding legs hard chrome deposited and ground to size. Minimum hardness 950 V.P.N. Fork ends machined from solid with special spindle nuts giving perfect alignment and quickly removable wheel spindle. Steering Races take 1/4" dia. Balls (32).

WHEELS & BRAKE. Chrome wheels built on large diameter Journal Bearing Hubs. Cup and Cone bearings are not used on Dot Motorcycles. 5" front, 6" rear brakes. Foot brake shaft and clevis pin in self-lubricating replaceable bearings.

GEARING AND ENGINE SPEEDS

"Scramble" Gear Ratios 7.47 to 1 top
(80 Octane Fuel)

Bottom Gear 20 normal to max. m.p.h.

(5200-6200 r.p.m.)

Second Gear 38 normal to 43 max. m.p.h.

(5200-5800 r.p.m.)

Top Gear 53 normal to 57 max. m.p.h.

(5200-5600 r.p.m.)

0-57 m.p.h. in 1/4 mile

0-30 m.p.h. in 6 secs.

PETROL MIXTURE & SPARK PLUGS for TUNED ENGINE

1/2 Pint SAE 50/60 Oil to 1 Gal. of 80 octane un-leaded gas.

PLUGS. Lodge HH14 or CHAMPION L10S for warming up and pottering. LODGE HHN or CHAMPION L11S for the normally short 4 to 6 lap Scambles.

LODGE 44S or CHAMPION LA14 for sustained speed over long distances or for long periods of high revs in the 2 lower gears.

TIRES. 19" x 3.00" Front and 19" x 3.25" Rear Dunlop "Trials Universal" on trials model and "Avon Gripster" or "Dunlop sports" on the Scrambler model. Security bolts are fitted, front and rear.

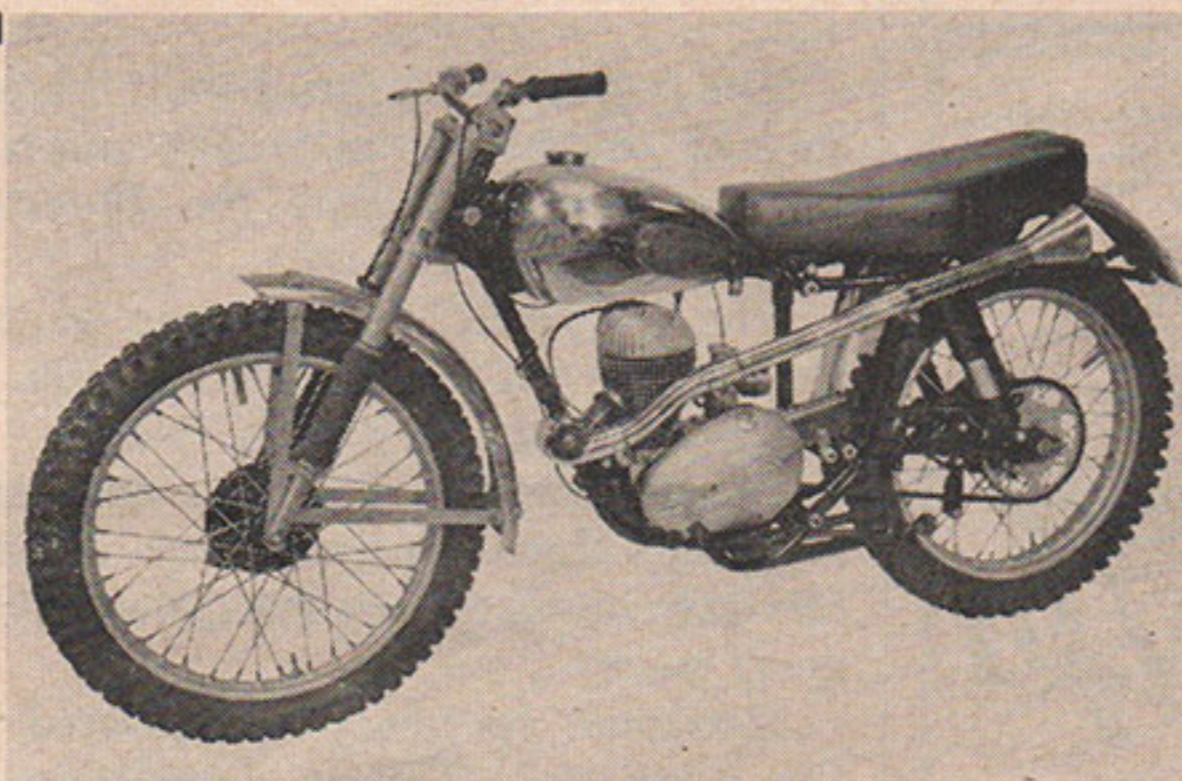
PETROL TANK. 1 1/2 gallon, chromium plated all over, "Push Pull" petrol tap with filter inside petrol tank. "Smith Petroflex" or "Bardex" reinforced transparent flexible petrol pipe.

TOOLS AND EQUIPMENT. Metal toolbox, Tool Roll and full set of tools, Tecalmit Greases Gun, Tire Inflator.

MEASUREMENTS, WEIGHT DATA & BRAKING.

Wheel Base 49 1/2", Overall Length 76", Overall Height (Bars) 38 1/2" Overall Width (Bars) 26", Saddle Height 29 1/2", Foot Rest Width 18" Foot Rest Height 9 1/2", Ground Clearance 7", Weight (Road Trim) 198 lbs., Weight (Scambles trim) 190 lb., Weight distribution machine only 47 1/2% Front and 52% Rear. Weight distribution 150 pound rider mounted 41% Front and 59% Rear.

Just Look -



We Won't say a Word!

IN THE WESTERN STATES

CASPARY BROTHERS

6122-24 WEST WASHINGTON BOULEVARD
CULVER CITY, CALIFORNIA

IN THE EASTERN STATES

THOMPSON'S ENGLISH MOTORS

5421 MILL STREET
ORIENT, OHIO

Pillions

and seat covers



Our pillions and seat covers, whether of Tuffhide or genuine horsehide leather are made from the same patterns to exacting requirements. Double Nylon stitched and stapled, they are tailored to become a part of your bike.

ASK YOUR DEALER, HE HAS THEM

ANDERSON
Motorcycle supply

8314 SOUTH CENTRAL AVENUE
LOS ANGELES 1, CALIF. • JE. 8255

BOB

Sir Kegian

The Name that through engineering know-how is building CHAMPIONS in the Motorcycling road and track events the country over.

TRIUMPH • ARIEL • MUSTANG

Complete Line of Speed Parts

Bronze Valve Guides

For Triumph \$1.90 each list
Discount to dealers, prompt mail order service
1230 S. Olive St., Los Angeles 15, Calif.
RI 8-8733 RI 4730

WANTED

First class Harley-Davidson mechanic. Steady man, willing to work. No drunks or drifters. \$75 weekly. Ted Edwards H-D Sales, 539 Pryor St. N.W., Atlanta, Ga.

FRAMES & FORKS

Wheels & Rims

Repaired by Experts
The most complete framework reconditioning service in the U.S.A.



Louie Thomas

MODERN CYCLE WORKS

345 So. Atlantic Blvd., East Los Angeles, Cal.

AN. 3-6171

48 hour service

All work guaranteed per factory specification

ONLY \$12.60

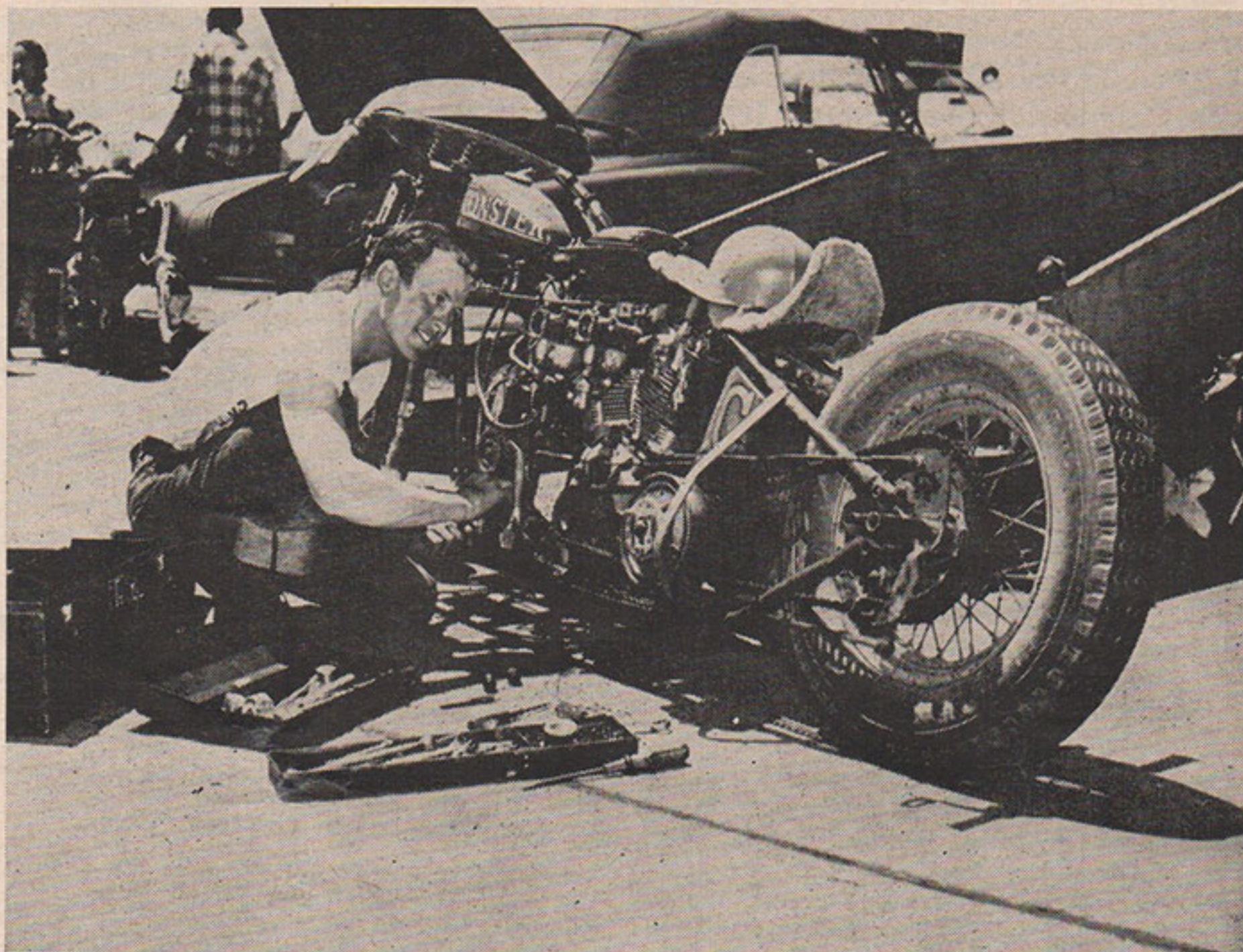
a month for this size
ad in CYCLE

Send your ad copy TODAY to
CYCLE Ad Manager

1268 So. Alvarado St., Los Angeles 6, Calif.

Twin Engine MONSTER!

By Mel Kopp



Schmitt's "little" 160 cubic inch accelerator. Best time yet is 116 mph but he expects 145 soon.

THE "MONSTER"—a twin-engined motorcycle—has been setting speed records at Maremont Speedway, Half Day, Ill., near Chicago.

Built and ridden by Bob Schmitt, Chalmers, Ind., the bike has been clocked on the quarter-mile drag strip at over 116 mph. The Monster's engines are 80 inch strokers with Chet Herbert cams, 12-1 compression and dual carburetors. It started out as a 61 cubic inch, 1941 Harley, but six months of toil by Schmitt transformed it to its present state.

The cycle runs on menthanol. Schmitt said he couldn't estimate how much it has cost him to create the Monster. "Enough," is all he says.

The "Monster" is just one of the close to 50 motorcycles that compete at Maremont Speedway each Sunday. In addition there are 250 hot rods and stock cars that drag every week. Spectators have numbered approximately 3,000 every week.

Maremont Speedway is sponsored by the Automobile Timing Association of America, Inc. ATAA is a non-profit corporation organized by Maremont Automotive Products, Inc., Chicago, in the interests of highway safety and automotive engineering. All phases of the track are operated by hot rodders—members of the 15 Chicago area hot rod clubs.

The Speedway is an unused naval auxiliary airport. All racing is done on a half-mile leg of the airstrip. Vehicles start from a standstill and race for a quarter-mile past electronic timers which

automatically compute their speeds.

Fastest time at the track was made by Don Mattes, Winnetka, Ill. In a "rail" or frame car, Mattes was clocked at 123.45 mph. Schmitt's time was the second fastest and the best for motorcycles.

Second fastest motorcycle time was set by Ken Fouts, Blue Island, Ill. Fouts, on a 74 cubic inch Harley, was clocked at 109.89. Another fast bike time—106.38—was set by Frank Mulvihill, Downers Grove, Ill., on an Ariel Single.

Even with his record speed, Schmitt isn't satisfied. "The way it's geared," he says, "it should be able to hit 145." Schmitt, a member of the Chalmers Custom Club, received help from club members in building the cycle.

A farmer by day, Schmitt works every evening, "to get the bugs out of the 'Monster'." He first got interested in motorcycles and drag racing when he met some Chicago hot rodders in 1951. He and his brother, John, who is now a jet fighter pilot, got a motorcycle and began work.

Their first bikes weren't too fast. When his brother left, 26-year-old Bob continued working on motorcycles. He got the idea for the Monster late last year. The Monster has only two gears and starts in second. The gear shift is just back of the center and Schmitt kicks it into third.

When asked what he thinks of when he's speeding down the strip at over 100 mph, Schmitt says, "Not much. I just want to get to the finish line and find out what I did." ★

Now available
—for information, reference, and
hours of good motorcycle reading



All prices include
postage and handling.

1950 CYCLE

APRIL. None available.
MAY. Test of A.J.S. Springtwin . . . B.S.A. B-34 speed tuning . . . Daytona highlights . . . 25c
JUNE. Speed tuning simplified . . . Test: Harley-Davidson 61 Twin . . . History of A.J.S. . . . Mathematics for motorcyclists . . . 25c
JULY. "Bus" Schaller experiments with fuel injection . . . Test: Ariel Red Hunter . . . Tim Witham: Engine speed tuning . . . History of Norton . . . 25c
AUG. Isle of Man races . . . Tim Witham: Speed tuning engine balance, part 1 . . . Analysis of current motorcycle specifications . . . Test: B.S.A. Golden Flash . . . History of B.S.A. . . . 25c
SEPT. Emmett Moore: Highlights from early motorcycle racing . . . Test: Jawa 21" Two-stroke . . . Tim Witham: Speed tuning engine balance, part 2 . . . History of Ariel. . . 25c
OCT. Eric Wahleen: Care and maintenance of motorcycles . . . Noel Pope: 200 m.p.h. problem . . . Test: Panther 100, 600 c.c. . . Tim Witham: Tuning—improving the "breathing" properties . . . History of Royal Enfield. . . 25c
NOV. Langhorne, text and photos . . . Ulster Grand Prix . . . Cutaway of Harley-Davidson 74 OHV . . . Tim Witham: Carburetor tuning . . . Tom Sifton, sovereign of Harley-Davidson speed . . . Test: Vincent Comet. . . 25c
DEC. Dry lakes speed trials . . . Test: Puch 250 TF . . . Unusual machines . . . Tim Witham: Care of the motorcycle . . . Bob Greene: Cactus Derby . . . Grand Prix des Nations, text and photos. . . 25c

1951 CYCLE

JAN. Detail drawings of Triumph Tiger 100 c.c. . . Test: Indian Warrior T.T. . . Tim Witham: Two-stroke fundamentals . . . Canadian Champion trials . . . Movie stars and motorcycles. 25c
FEB. Test B.S.A. Gold Star . . . Tim Witham: Facts of frame and forks . . . Hollywood stunt men . . . Darlington International . . . MOTO-RAMA report. . . 25c
MAR. British '51 models . . . Arthur Davidson life-story . . . Tim Witham: Preparing for Daytona . . . Sunbeam cutaway . . . Test: Mustang Special 75 . . . Bob Greene: Los Angeles Police drill team. . . 25c
APR. J. L. Beardsley: Classic of the Thunderbikes . . . Costa Mesa scramble . . . Harley-Davidson WR 45 cutaway . . . Test: Velocette MAC . . . Tim Witham: Power and speed specifications . . . Return of the Zundapp. . . 25c
MAY. None available.
JUNE. Bobby Michaels: How to ride Daytona Beach Race . . . Story on the Italian MV road racing machine . . . Test: Indian Black Hawk Chief . . . Tim Witham: Analyzing frictional losses and cam contours . . . Clarence Cyszcz analyzes latest racing fuel innovations. . . 35c
JULY. Bob Greene: Catalina Grand National . . . Chet Herbert's Harley "Beast" . . . MGM star Keenan Wynn testing opposed German BMW "Shafty" . . . Side-car racing—daredevils on three wheels. . . 35c
AUG. Ed Kretz: Story of T.T. racing . . . Test: Moto Guzzi Falcone 500 c.c. . . Motor Drome riding . . . Clarence Cyszcz: Megaphone or straight pipe? . . . B.S.A. Golden Flash cutaway. . . 35c
SEPT. Isle of Man . . . Lambretta Scooter at 121 m.p.h. . . Larry Headrick: Going around in circles . . . Story on Highway Patrol . . . Test: Cushman Eagle Scooter . . . The Horex racer . . . MotoLambretta cutaway. . . 35c
OCT. If you buy it used . . . Belgian Grand Prix . . . Windy Lindstrom: I'd climb the highest mountain . . . Story on different handlebars . . . Ariel square four 1000 c.c. cutaway drawing . . . Test: Norton Dominator 30" Twin. . . 35c
NOV. Bonneville "salt shakers" . . . Merritt Zimmerman: Hydraulic valve engine . . . Mus-

How is the performance . . . ? Who was 1951 or 1952 Champion . . . ? Was the average speed 95.7 m.p.h. . . ? Who was second . . . ? third . . . ? Technical problems . . . ? When . . . ? Where . . . ? U.S. or foreign . . . ?

—whatever your questions are..the answers can be found in

BACK ISSUES OF CYCLE

There are still back issues available of CYCLE Magazine; valuable issues which are loaded with facts and interesting stories about your favorite motorcycle, rider, or race events. Complete your file of good motorcycle reading, including road tests of U.S. and foreign makes, tuning and maintenance hints, technical articles by experts, reports from racing events throughout the world, and many other worthwhile features.

✓ **To be sure of the issues you want — check below and mail the order form today!**

tang "Special" cutaway . . . Test: Triumph Tiger 100 . . . Tom Sifton: Master of the Mile . . . J. L. Beardsley: Rim Riders of the roaring 20's. . . 35c
DEC. Ruins to records, the story behind NSU . . . Bob Behme: Cactus Derby . . . Opposed BMW cutaway . . . Test: Velocette MAC 21 . . . Peoria National TT. . . 35c

1952 CYCLE

JAN. Motorama—Mecca of Speed . . . Bob Greene: New Harley-Davidson model K . . . W. Onslow: A week on the rack . . . Your basic cycle workshop, equipment and operation . . . Europe's design for tomorrow . . . Herbert Schwarz: Ruins to records, part II . . . Test: Harley-Davidson 74 OHV Twin. . . 35c
FEB. Russ Kelly: Bikes battle sports cars . . . Break 115 with your Harley . . . New models described by W. Onslow . . . Moto Guzzi 500 c.c. Falcone cutaway . . . Running J.A.P. powered Cooper race car . . . Test: Vincent Black Shadow. . . 35c
MAR. Cal Makela: Putting more horsepower in Triumph Thunderbird . . . The Big Bear Run . . . Test: AJS 500 c.c. competition scrambler . . . Italian Juggernauts. . . 35c
APR. Daytona Beach Races . . . Faster than a jet, text and photos by Ernie Reshovsky . . . Milan Show report . . . Test: Ambassador 197 c.c. two-stroke . . . Frozen stiff, a sub-zero experiment in oils. . . 35c
MAY. Sam Pierce: I built a Rocket . . . Side-car racing in England . . . New S.U. carburetor . . . Test: B.S.A. B-33 500 c.c. . . Jack Stocker, British trials Champ, on cycle modifications and riding technique. . . 35c
JUNE. Geneva Motor Salon . . . Test: Triumph Thunderbird 650 c.c. . . Russ Kelly: Speed tuning of BSA Golden Flash . . . Story of Moto Guzzi wind tunnel experiments . . . Ice-racing in Wisconsin. . . 35c
JULY. Catalina Grand National . . . Test: Indian Brave . . . Steering and stability of single track vehicles . . . Russ Kelly: The CYCLONE that came too soon . . . Dodge City highlights . . . Learning lightweight racing tactics. . . 35c
AUG. Foreign racing motorcycles, with photos . . . Scenes from Greenhorn Run . . . Test: Harley-Davidson K Model . . . Jim Earp: Fabulous Don Johns, all-time motorcycle great . . . Laconia, text and photos . . . Nurburgring races. . . 35c
SEPT. Dodge City National Races . . . T.T. as Geoff Duke sees it . . . Joe Petrali life-story . . . Test: Velocette L.E. 200 c.c. water-cooled . . . Rosamond motorcycle speed . . . Bikes battle sports cars. . . 35c
OCT. Bob Canaan: Road Racing—will America buy it? . . . Austrian Alpine trial . . . German Grand Prix . . . Test: Ariel VHA Red Hunter 500 . . . Life-story of "iron man" Fred Ham . . . Track-side with pen and lens. . . 35c
NOV. Test: DOT Scrambler 197 c.c. . . Bonneville under fire . . . National Champ Jimmy Chann . . . Bill Nichol: Harleys hold Milwaukee National . . . J. L. Beardsley: Tracks the two-wheelers built. . . 35c
DEC. Test: Triumph Trophy 500 Twin . . . High-

lights in life of Nick Nicholson . . . Mustang breaks Century market . . . Cactus Derby—world's toughest race? . . . Bud Ekins—500 AJS—American . . . International Six Day Trials. . . 35c

1953 CYCLE

JAN. Test: Harley-Davidson 165 c.c. two stroke . . . John Bunton: Capetown speedster . . . Motorama . . . Big wheels in civilian defense . . . Paris Cycle Salon, text and photos . . . Ride on a home-made cloud . . . The Amal carburetor. . . 35c
FEB. Cycle Fantasia — a report from European shows . . . Carey Loftin, movie stunt rider . . . Test: BSA Golden Flash 40 . . . All in the brakes, service report by W. Onslow . . . Japanese motorcycles . . . 20 years with N.S.U. . . 35c
MAR. Article on the importance of correct chain alignment . . . Big Bear Run . . . Wisconsin Ice Frolics . . . Bob Behme: Insurance, your invisible protection . . . Description of Lucas Rotating Magnet Magneto . . . Test: Matchless Scrambles Springtwin. . . 35c
APR. Speed tuning hints for two-stroke engines. . . Unbalance of the piston engine . . . Test: Lambretta Scooter 123 c.c. two-stroke . . . German International 24-hour rally . . . Irish road races . . . Article on filter factors . . . Behind locked NSU doors. . . 35c
MAY. Daytona Beach Races . . . Instruction on mounting tires . . . I built a Big Bear winner—story of Swing-arm Triumph by Bill Martin . . . Ice-cycle race . . . Test: Harley-Davidson Scramble K.R.M. . . 35c
JUNE. Bud Wright shows how to convert a rigid frame . . . Travelling hints by Bill Carroll . . . Ernie Earles on the Earles Forks . . . Test: Velocette Springer 21 . . . European road racing . . . Industry on parade. . . 35c
JULY. Catalina Grand National . . . Henry Meier: Wonders of two-stroke engines . . . Test: Zundapp Model KS601 . . . A hot tip on the plugs, by W. Onslow . . . Streamlining and horsepower . . . BMW 1953 racing model. . . 35c
AUG. The FN motorcycle story . . . Greenhorn endure . . . Nicholson and the T.T. . . Modesto hill climb . . . J. Bunton: South African Ace . . . Riverside T.T. . . Ron Jackson: Canadian Road Race . . . 35c
SEPT. Action at Dodge City . . . Dodge City personalities . . . Bay Meadows . . . Laconia, text and photos . . . The Alpine trials . . . Isle of Man . . . Industry on parade . . . Sporting scene U.S.A. . . . Late news. . . 35c



A HANDY REFERENCE LIBRARY

Bind your CYCLE collection in these beautiful, deep blue, leatherette binders, a good looking addition to your home library. Each binder holds 12 full copies of CYCLE Magazine securely in place and in the best shape, permitting easy addition or removal. Copies open at for quick reference whenever needed. Postpaid.....\$3.00

All issues are sent postpaid. MAIL TODAY!

@ 25c each			@ 35c each		
<input type="checkbox"/> 1950—	<input type="checkbox"/> 1951—	<input type="checkbox"/> 1951—	<input type="checkbox"/> 1952—	<input type="checkbox"/> Nov.	<input type="checkbox"/>
<input type="checkbox"/> May	<input type="checkbox"/> Jan.	<input type="checkbox"/> June	<input type="checkbox"/> Jan.	<input type="checkbox"/> Dec.	<input type="checkbox"/>
<input type="checkbox"/> June	<input type="checkbox"/> Feb.	<input type="checkbox"/> July	<input type="checkbox"/> Feb.	<input type="checkbox"/> 1953—	<input type="checkbox"/>
<input type="checkbox"/> July	<input type="checkbox"/> Mar.	<input type="checkbox"/> Aug.	<input type="checkbox"/> Mar.	<input type="checkbox"/> Jan.	<input type="checkbox"/>
<input type="checkbox"/> Aug.	<input type="checkbox"/> Apr.	<input type="checkbox"/> Sept.	<input type="checkbox"/> Apr.	<input type="checkbox"/> Feb.	<input type="checkbox"/>
<input type="checkbox"/> Sept.		<input type="checkbox"/> Oct.	<input type="checkbox"/> May	<input type="checkbox"/> Mar.	<input type="checkbox"/>
<input type="checkbox"/> Oct.		<input type="checkbox"/> Nov.	<input type="checkbox"/> June	<input type="checkbox"/> Apr.	<input type="checkbox"/>
<input type="checkbox"/> Nov.		<input type="checkbox"/> Dec.	<input type="checkbox"/> July	<input type="checkbox"/> May	<input type="checkbox"/>
<input type="checkbox"/> Dec.			<input type="checkbox"/> Aug.	<input type="checkbox"/> June	<input type="checkbox"/>
			<input type="checkbox"/> Sept.	<input type="checkbox"/> July	<input type="checkbox"/>
			<input type="checkbox"/> Oct.	<input type="checkbox"/> Aug.	<input type="checkbox"/>
				<input type="checkbox"/> Sept.	<input type="checkbox"/>

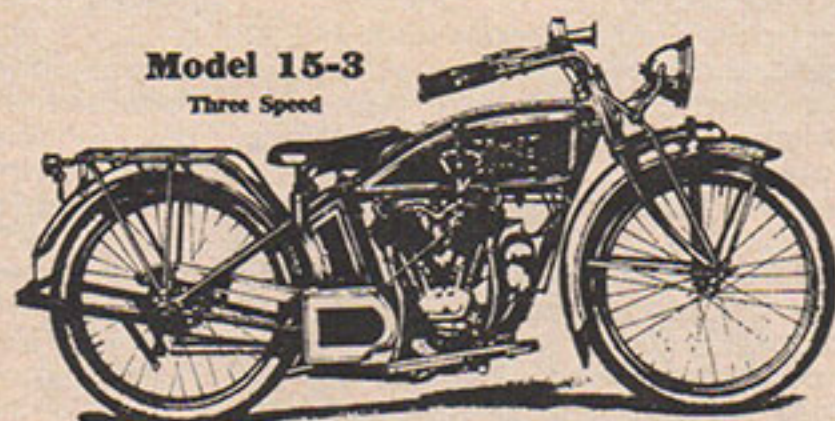
If any issues checked are sold out, substitute with.....

CYCLE Back Issues
1268 S. Alvarado St., Los Angeles 6, Calif.
Enclosed find \$..... for.....back copies
\$..... for.....Binders @
\$3.00 each

Name.....
Address.....
City & Zone..... State..... C-10

Remember When?

The Henderson "4" had two-speed gears in the rear hub—it was in 1912 . . . Merkel reduced the price of its twin from \$300 to \$275 and its single was reduced to \$200—it was in 1911 . . . Shickel built a two-cycle single at Stamford, Conn. . . when Ray Watkins and Ben Torres (now a California Highway Patrol Inspector at San Bernardino, Calif.) rode 346 miles in 7 hours on a dirt track. They rode a 61-inch twin H-D and finished 17 miles ahead of their nearest competitor . . . when gasoline tanks had a reserve compartment for extra gas—it wouldn't be a bad idea today . . . when Carl Goudy won the 100-mile Open Event in 92 minutes on an "X" at the Columbus, Ohio one-mile dirt track—Goudy's time broke the 100-mile dirt track record by 3 minutes . . . Marvel Motorcycles, using Curtiss engines designed by early day aviator Glenn Curtiss, had oil and gas tanks built in as a part of the frame . . . before mechanical oilers were perfected, when all makes of motorcycles carried auxiliary hand pumps to be sure of sufficient oil supply to the engine . . . when Reading-Standard had a foot-controlled belt idler . . . More next month . . .



Built first in 1915 this 61 cu. in. Excelsior twin (known as the Bix X) sold for \$330.00 with electric equipment. Magneto model without lights was \$40.00 less. It was built by the Schwinn family, now America's largest bicycle manufacturers.

FLOYD CLYMER'S CYCLE QUIZ

HOW MUCH DO YOU KNOW ABOUT
MOTORCYCLE HISTORY?

1. What American-made motorcycle engine had overhead valves with a gear driven overhead cam-shaft?
2. Where and when were the first Harley-Davidson "45" and VL Twins tested on a cross-country trip?
3. What Vice President of an outstanding American aircraft factory once rode and raced on motorcycles?
4. What famous U. S. maker of firearms once manufactured motorcycles?
5. What one-time motorcyclist flew across the ocean and got his directions mixed up?
6. What motorcycle once had a spring-operated self starter?
7. What Wisconsin firm built an overhead valve "61" Twin with a spring frame that established many track records in 1913?
8. What make of American motorcycle had a "cushion" rear sprocket in 1918?
9. What caused the "automatic" intake valve used on early motorcycles to function?
10. What company (now a division of General Motors) once made brakes and hubs for motorcycles?

(See answers on page 31)

The WORLD at a glance



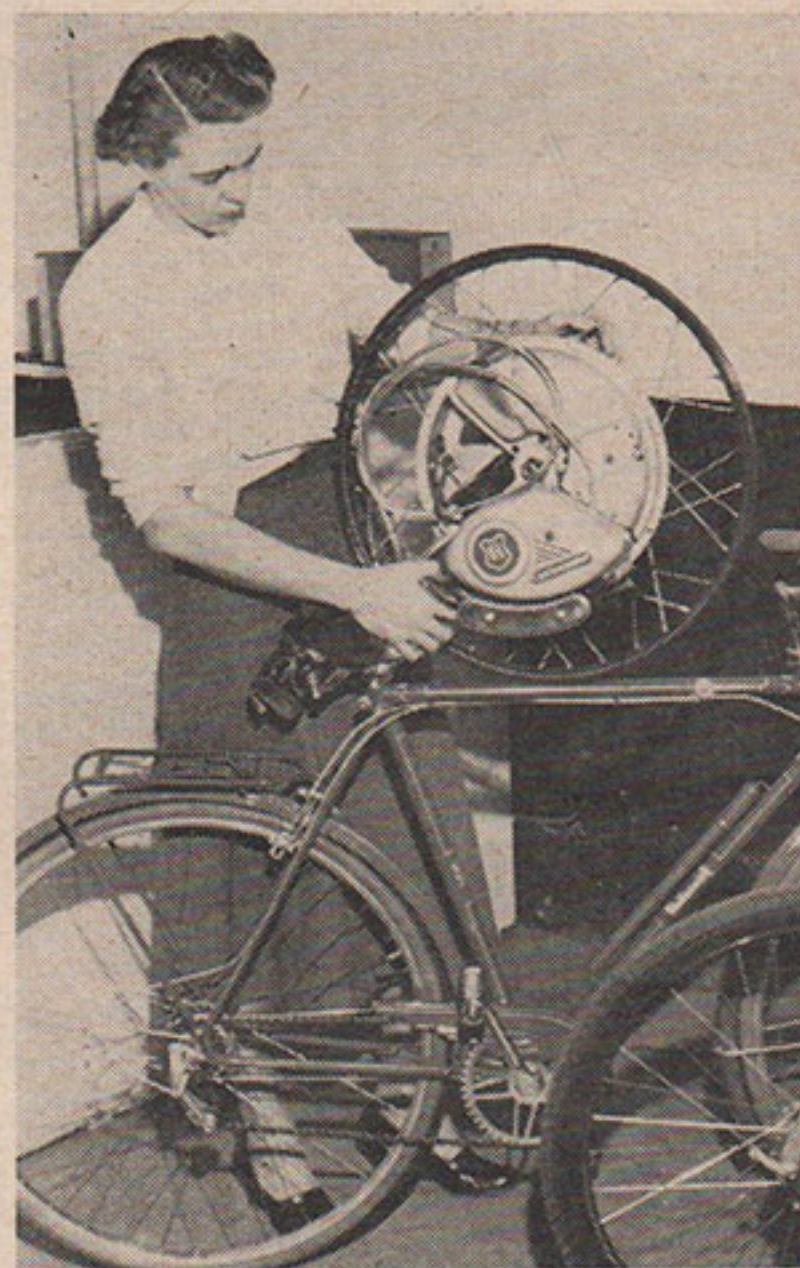
No, it isn't for real. It just shows that some of the Horex factory artists have an eye to the future and retouched this picture with 1980 in mind.



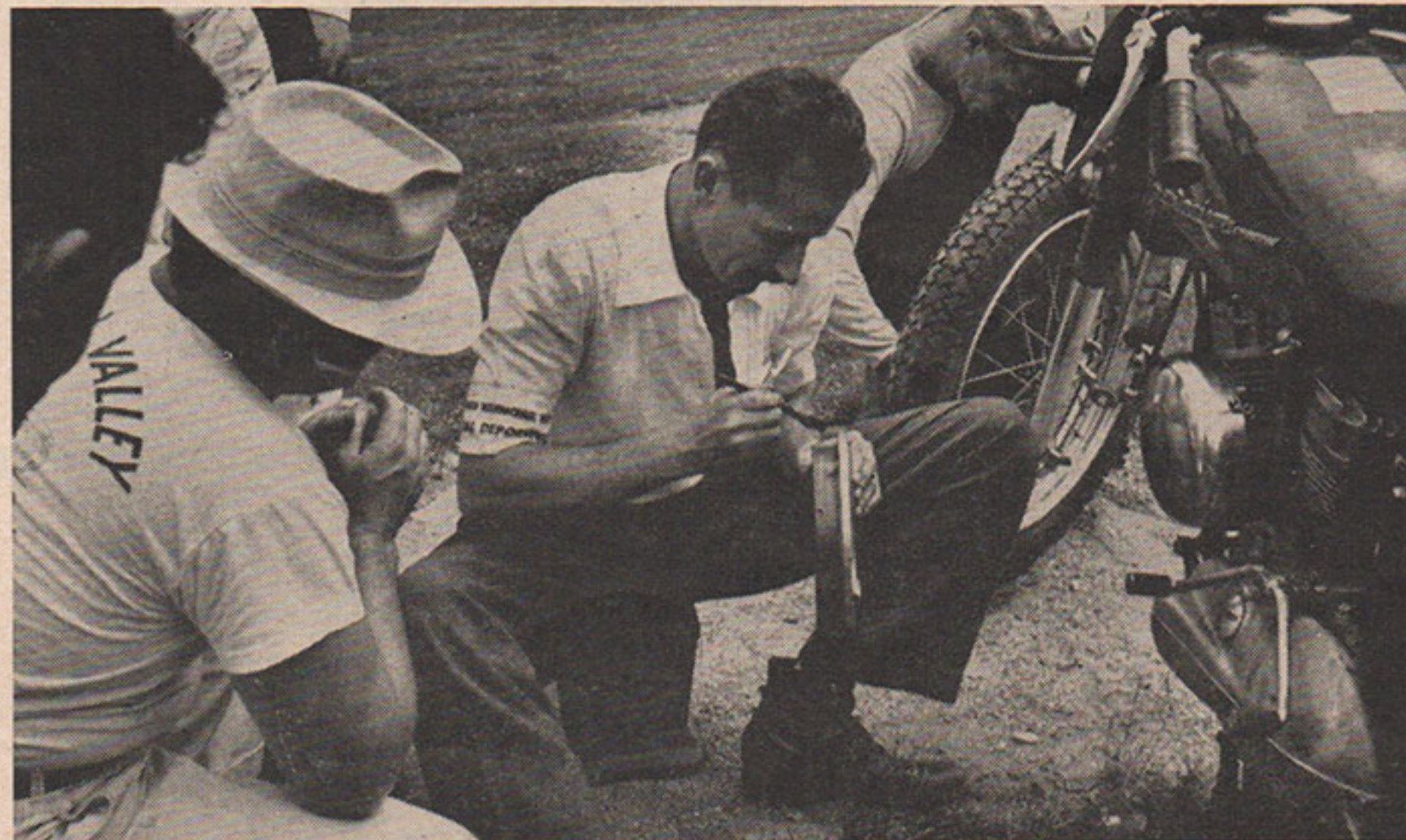
Now there are 3 Nicholsons, our Nick; the British trials star, Bill; and Aleck of the British army trials team. All are outstanding BSA comp. riders.



A recently issued Yugoslavian stamp shows a motorcycle near the resort town of Opatia. Last bike on a U.S. stamp was a special delivery of 1944, which is now outdated.



Rabenseick motor wheels are arriving in Muskegon from Germany; will be handled by Midwest Importing Co. of that city.



Cup-Sil-Loy treated brakes prevented fade in the Laconia events for riders who took advantage of Walt von Schonfeld's service. Brakes on all makes were coated with the compound which consists of lead and copper suspended in a liquid carrier. It dissipates heat and acts as a dry lubricant.

For Sale!

this Space

The most valuable space on earth for anyone having merchandise to sell to motorcyclists or anyone connected with the motorcycle industry.

This space in CYCLE Magazine will only cost you \$56.00. Why not send in copy and order for your CYCLE advertising which will produce excellent dividends for you?

CYCLE AD MANAGER

1268 So. Alvarado Street
Los Angeles 6, California

See Louie Thomas Modern Cycle Works for those hard to get parts NEW & USED ALL MAKES

Specializing in B.S.A., Lucas & B.T.H. Generator & Magneto Repairs — Aluminum Welding with HELIARC — Speed Tuning — Speed Equipment.

345 South Atlantic Blvd. • AN. 3-6171
East Los Angeles 22, Calif.

WANTED

HARLEY-DAVIDSON parts man

Must be experienced. Good wages, employees' commissions, vacation and sick leave with pay, excellent opportunity for advancement.

RICH BUDELIER

Harley-Davidson Distributor, 2531, So. Main Street, Los Angeles 7, California

HARLEY-DAVIDSON

• SALES AND SERVICE •

MOTORCYCLE SPECIALTIES CO.

7748 E. Garvey • Garvey, Calif. • AT. 4-4675

BROWN'S

Frame and Fork Repair

• Ship to us from anywhere—1-day service on FRAMES & FORKS, WHEELS & RIMS.

M. W. BROWN

8014 Garvey Blvd., So. San Gabriel, Calif.
AT. 9-0983

MOTORAMA

OCCUPYING a large and prominent of the display space at the 4th Annual International Motorama in Los Angeles, October 26-November 1, 1953, will be a colorful exhibit of motorcycles and allied products.

As in previous years, numerous manufacturers, distributors and dealers of both American and foreign motorcycles have reserved booth space in the exposition and are planning elaborate displays.

Annually, the motorcycle section of Motorama is one of the high points of spectator interest. It attracts enthusiasts, not only from the Los Angeles area but from numerous western states as well.

In addition to the motorcycle exhibit, there will be an outstanding show of automobiles of all types and classes. These will include championship competition cars, many of them from the Bonneville National Speed Trials, sport cars, fiberglass creations, hot rods, foreign cars, classics, antiques and several of the nation's most beautiful custom cars.

For additional information, either on commercial space or on entering an exhibit as a house display, please contact Bill Burke, Exhibits Director, at Motorama, Inc., 5959 Hollywood Blvd., Los Angeles 28, California.

ANSWERS TO CYCLE QUIZ on Page 30

1. The Cyclone, built by Joerns of St. Paul Minn. in 1914 and later years.
2. Milwaukee, Wis. to Denver, Colo. in 1929 by Bill, Walter, Gordon and Allen Davidson and Bill Harley, now officials of Harley-Davidson Motor Company.
3. Carl Squier, now Vice President of Lockheed Aircraft Corp.
4. Iver Johnson.
5. Douglas "Wrong-Way" Corrigan (N.Y. to Ireland) owned a 1924 J-D H.D.
6. The Merkel.
7. The Jefferson (designed by Perry Mack) and built at Janesville, Wis. Dud Perkins once was a Jefferson star on dirt tracks.
8. The Excelsior rear sprocket had coil springs mounted between two side sprocket plates to eliminate chain jerk.
9. The down-stroke of the piston sucked the valve (with a light spring) open. No push rod or rocker arm was needed.
10. New Departure Division.

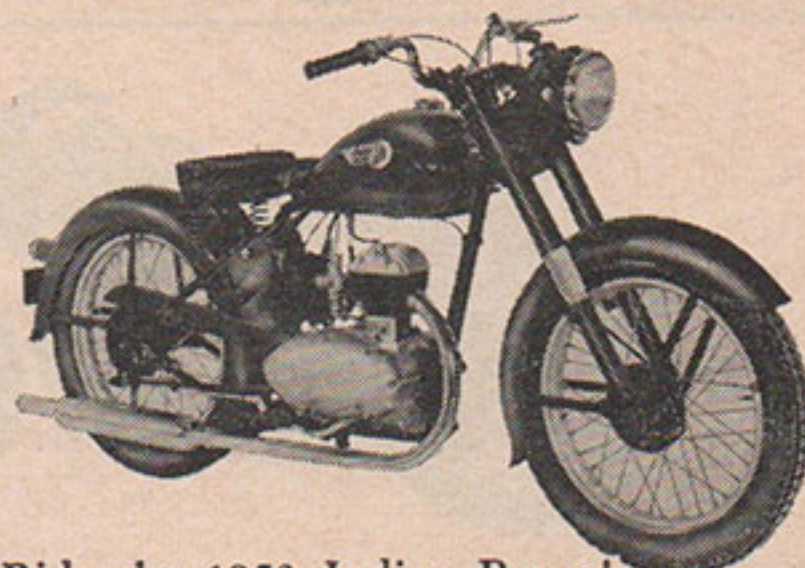
FOR SALE

One of the finest Harley-Davidson agencies in So. California. Well established business. Police sales for six cities and California Highway Patrol repairs on over 30 machines. Plenty of sport and commercial sales. Fairly priced. Terms to right party.

Write Box 101, Cycle Magazine

THE 1953 *Indian* BRAVE

Low in Price—High in Performance



Ride the 1953 Indian Brave!
A Husky, Man-Sized Motorcycle in the Lightweight Field!

Big Rugged 4 cycle Power Plant!
Pep, Performance, and Low Cost!

SEE YOUR LOCAL INDIAN DEALER
OR WRITE BOX C-10
THE INDIAN CO. — SPRINGFIELD, MASS.

TRIUMPH ♦ ARIEL

New and Used Motorcycles

We always have from 50 to 75 motorcycles; for your selection, we might have that motorcycle you have been looking for.

Come in and see, or write to:

Harry & Larry
FOSTER & LOUIS

1212 E. Florence Avenue
Los Angeles 1, California
Phone LAfayette 1191

You've been waiting for these!

Now available for the first time from your Flanders' dealer . . . the famous line of JOHN BULL Rubber Accessories Carriers.

PLUG CARRIERS



Holds any type of spark plug. One-piece construction with two rubber rings. Provides positive protection against damaged plugs . . . enabling you to carry spare plugs in your kit.

BULB CARRIERS



Provides a safe and simple means of carrying spare bulbs in your tool kit. One-piece construction . . . holds one six-volt headlamp bulb and one six-volt tail-lamp or sidecar bulb.

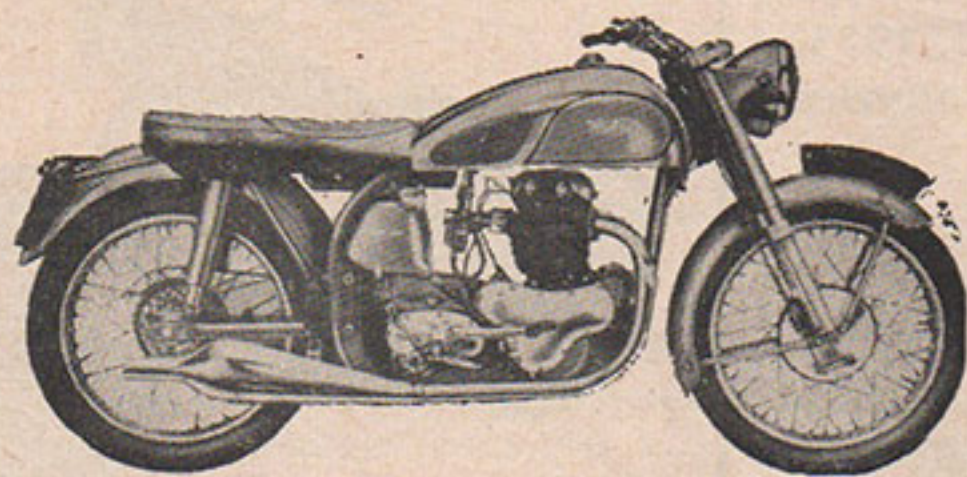
NOW . . . at your FLANDERS DEALER



204 W. Walnut St., Pasadena 3, California

Norton

DOMINATOR DELUXE



The result of years of research and development, embodies famous duplex frame similar to that used so successfully on Norton machines in international events. 500 c.c. O.H.V vertical twin engine provides smooth surging power. Unexcelled road holding qualities.

- Castrol Oil
- Pirelli Tires
- Avon Tires
- Reynold Chain
- Lucas Electrical Parts
- Armadrake Weather Coats
- Hepolite Pistons
- Wellworthy Rings
- Tranco Valves
- Terry Springs
- Cams Ground to Order
- Speed Kits Available for Norton, AJS, Matchless, Triumph, BMW

Phil Phillips Inc.

5100 Broadway, New York 34, N.Y.
LO. 9-6022

Headquarters for Fine Motorcycles & Parts
A.J.S., MATCHLESS, NORTON, TRIUMPH, BMW

NOTICE

CYCLE Magazine has been purchased from Trend, Incorporated, by Clymer Publications.

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

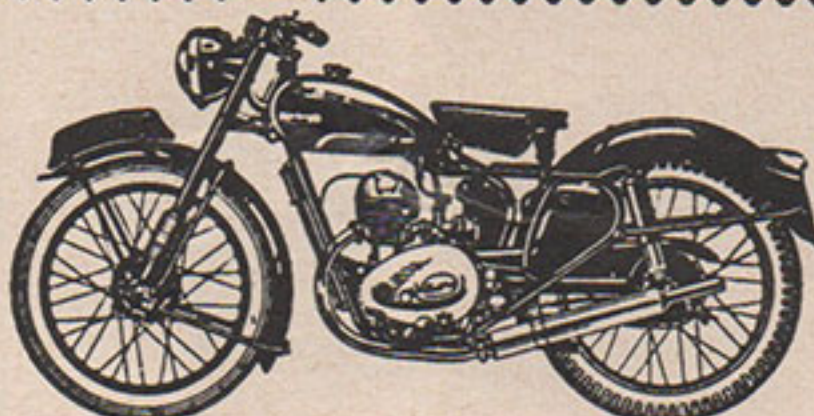
CYCLE MAGAZINE, 1268 S. Alvarado St., Los Angeles 6, Calif.

Francis-Barnett

200 cc Standard Model #58

WHY!!

MOST HORSEPOWER TO WEIGHT RATIO • THE SECRET IN WINNING Light, Alloy Steel • Swinging Arm Rear Springing



- Swinging Arm Rear Springing
- Chrome Tanks & Rims
- 85 MPH Smith Speedometer
- Large Battery
- Electric Welded Gas Tank
- Best for Work and Play

WINS CATALINA

WINS 500 MILE GREENHORN ENDURO

The Biggest Winner of Hare & Hounds and Scrambles

**DEALER TERRITORY OPEN
RIDER AGENTS WANTED . . . Where No Dealer Is In Territory . . . Make Big Profits**

Write **FRANK H. COOPER, U.S. Distributor**
4401 So. Figueroa, Los Angeles, California

24 HOUR NATIONAL

(Continued from page 14)

each driver showed, recorded their times to the second. It was these emergency checks that separated the men from the boys. Perfect scores were not uncommon but being "right on" at an unknown point was impossible. Don Pink's 27 second variance gives a good indication of his timing skill. Remember, that was over a 24 hour period.

Whole books could be written on the trials and tribulations of the Paul Revere Classic and it is doubtful if anyone could ever really quote all of the many happenings, both amusing and unfortunate. But there is one outstanding feature of the contest and that is that 95 motorcyclists covered 650 miles or a total of 61,750 miles without one serious accident.

RESULTS

HIGH POINT—DON PINK

CLASS A, MEDIUMWEIGHT

1. Don Pink H-D K
2. Ranny Bynoe TRI

CLASS A, PASSENGER

1. Charles Garby H-D
Joan Jewell
2. Robert Maus TRI
Frieda Jaborg

CLASS A, LIGHTWEIGHT

1. Milt Usherwood PUCH
2. Gene Baron H-D

CLASS A, HEAVYWEIGHT

1. Thomas Ketcham H-D

CLASS B, LIGHTWEIGHT

1. Leslie Pink H-D
2. Bill Livesey TAN

CLASS B, PASSENGER

1. Joe Kastner H-D
Marion Kastner
2. Don Whyte MAT
Vi Whyte

CLASS B, MEDIUMWEIGHT

1. Richard Conklin H-D
2. Edward Slavik BSA

CLASS B, HEAVYWEIGHT

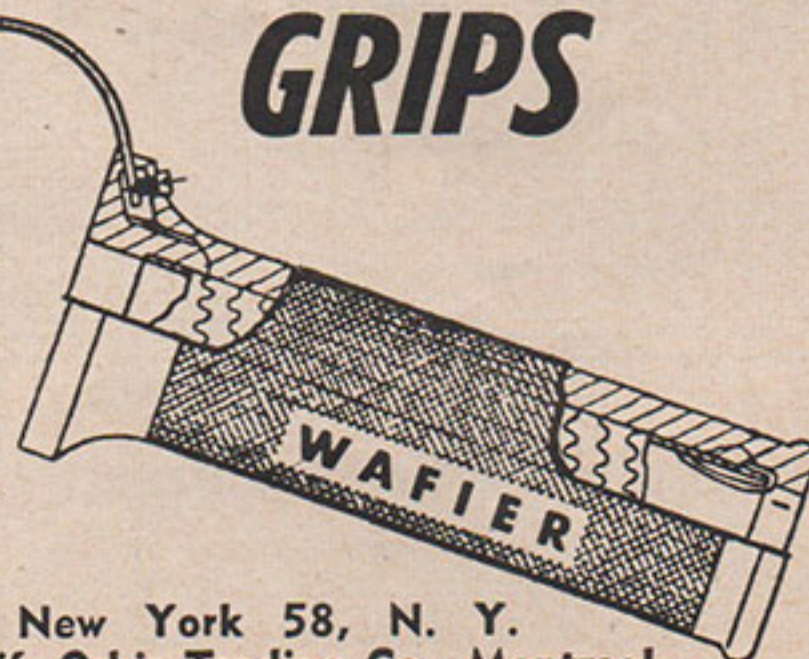
1. Charles Burton H-D
2. Richard Blake H-D

Wafier

HEATED HANDLEBAR TO FIT ANY MAKE OF MOTORCYCLE

- Keeps rider's hands warm at all times
- Simple construction—heating unit concealed inside grip
- Absolute guarantee of operation
- Durable—will withstand sudden falls or bumps

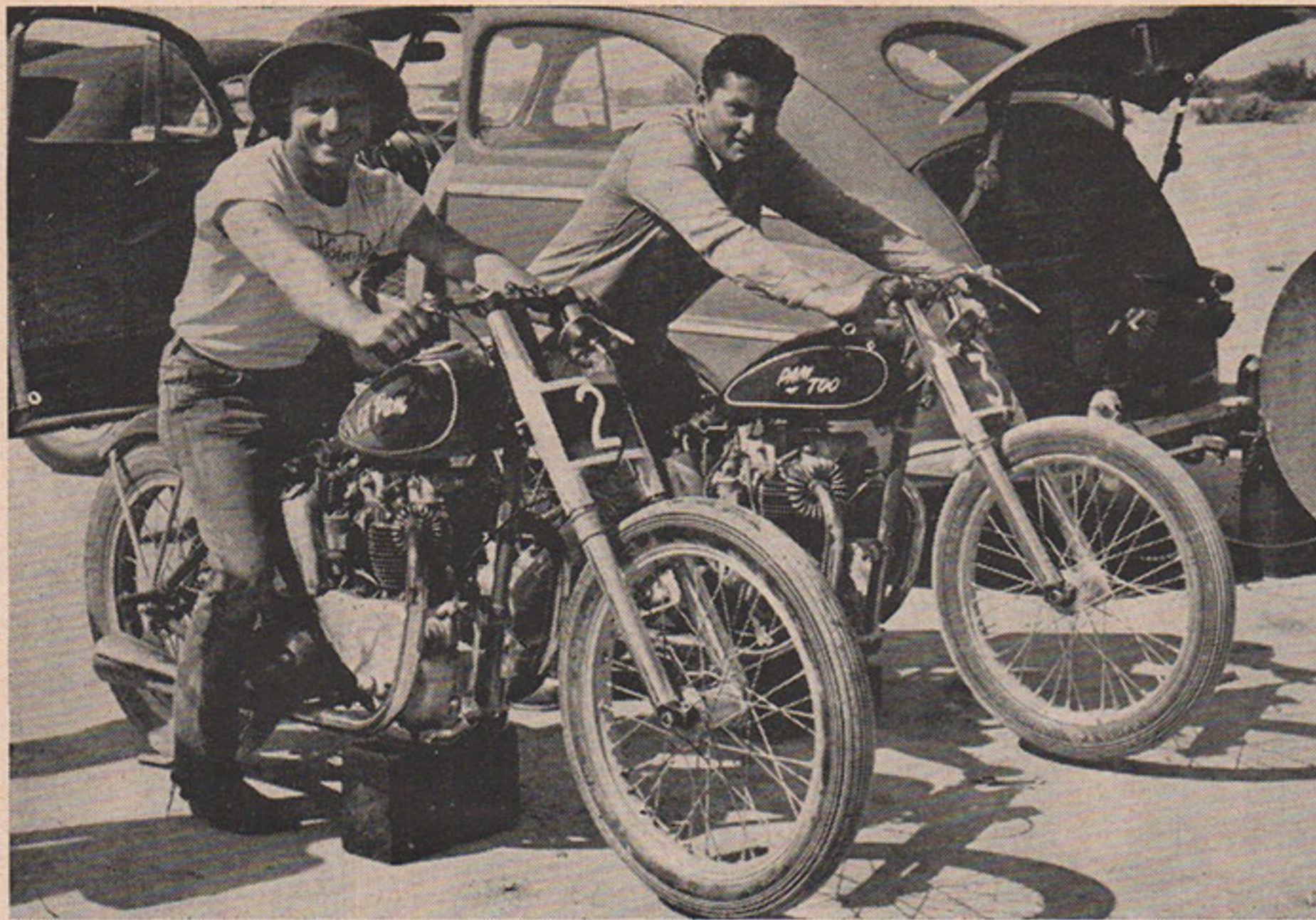
- Easily controlled by simple switch
- Oil- and water proof
- Easily cleaned
- Made of strong plastic, available in white or black with open or closed end



WILLI GEORG ERNST
Zusmarshausen, Germany

Wholesale Distributors

International Motorcycle Co., New York 58, N. Y.
Rich Budelier, Los Angeles, Calif. Orbis Trading Co., Montreal 25, Canada and other leading jobbers



Hayes and Richards set fastest times in 500 and 650 cc. classes. T-Bird (Pam Too) turned 145 on first time out! 30.50 did 130, holds many drag records at Pomona, San Diego and Fontana strips.

Rosemond Speed Trials Results

NAME	MACHINE MAKE	SPEED (mph)	NAME	MACHINE MAKE	SPEED (mph)
• OPEN CLASS —			• 40" (continued) —		
Coyot.....	H-D	155.16	Merritt.....	Triumph	99.74
Krant.....	H-D	150.62	Bohne.....	Triumph	97.29
Hare.....	Triumph	141.73	Billings.....	Triumph	96.26
Hunter.....	H-D	137.93	Tona.....	Triumph	96.00
Green.....	H-D	116.88	Laws.....	B.S.A.	95.74
Burnach.....	H-D	107.14	Bennett.....	Triumph	93.99
Akin.....	Indian	106.46	Bryant.....	Triumph	93.02
Fernandez.....	H-D	94.73	Rubidoux.....	Triumph	91.37
Hartwick.....	H-D	92.30	Edwards.....	Triumph	89.10
Boyman.....	H-D	84.70	James.....	Triumph	88.88
Murray.....	H-D	no ride	Keithley.....	Triumph	87.80
• 74" CLASS —			• 30.50" CLASS —		
Caffey.....	H-D	138.46	Richards.....	Triumph	130.90
Hoyt.....	H-D	125.00	Gaebel.....	Triumph	121.62
Montoy.....	H-D	124.56	Fratt.....	Triumph	114.28
Kiley.....	H-D	120.40	McDonal'd.....	B.S.A.	113.20
Clay.....	H-D	108.10	Schmvelz.....	Matchless	111.11
Sirens.....	H-D	102.27	Heffield.....	B.S.A.	109.09
Garrett.....	H-D	101.40	Dickerson.....	Vincent	108.10
Manning.....	H-D	101.12	Lowen.....	Triumph	106.82
Prinz.....	H-D	100.55	Brig'iam.....	Triumph	105.26
Jarrell.....	H-D	100.27	Morgan.....	Triumph	104.34
Hodges.....	H-D	98.63	Bazile.....	Triumph	103.74
Morphis.....	H-D	no ride	Holt.....	Triumph	102.27
Carney.....	H-D	no ride	Spencer.....	Triumph	101.98
Acevedo.....	H-D	no ride	Prikhard.....	Triumph	100.00
• 61" CLASS —			• 21" CLASS —		
Gregory.....	Vincent	145.00	Sollender.....	A.J.S.	94.24
McLaughlin.....	Ariel 4	123.44	• 15" CLASS —		
Sadoian.....	Ariel 4	120.80	SlattSlatt.....	Velocette	91.83
Cameron.....	Vincent	109.42	Russell.....	B.S.A.	77.92
Alfassa.....	Vincent	108.10	Wollard.....	Indian	76.10
Bowman.....	H-D	107.46	King.....	Indian	75.47
Morris.....	Vincent	106.50	Thompson.....	Indian	71.15
Earl.....	H-D	105.88	Hunter.....	N.S.U.	70.31
Lass.....	Ariel 4	no ride	• 12" CLASS —		
• 45" CLASS —			• 7½" CLASS —		
Cox.....	H-D	111.45	Wilkinson.....	Zundapp	78.60
Keith.....	H-D	100.84	Barnes.....	Landefeld	74.53
Vanassche.....	Indian	96.00	Taylor.....	Tandan	67.66
Earl.....	H-D	88.88	Fuhrman.....	Whizzer	59.87
Price.....	Indian	82.75	Peck.....	Excelsior	57.51
Samaras.....	Indian	74.07	Martin.....	Mustang	46.27
Stanton.....	H-D	72.00	• 7½" CLASS —		
• 40" CLASS —			• 7½" CLASS —		
Richards.....	Triumph	145.16	Evans.....	Puch	57.51
Asadurian.....	Triumph	132.35	Pace.....	H-D	48.13
Dubar.....	B.S.A.	128.87	Andrews.....	Royal Enfield	44.67
Lilley.....	Triumph	128.11	Gonne.....	Villiers	43.47
Berritt.....	Triumph	125.43	Keith.....	James	42.85
Rogers.....	Triumph	122.86			
Webster.....	Triumph	121.62			
Cameron.....	Triumph	121.62			
Lohman.....	Triumph	120.00			
Smith.....	Triumph	119.60			
Decker.....	Triumph	114.64			
Ercanback.....	B.S.A.	112.14			
Smith.....	Triumph	111.11			
Knebel.....	Triumph	107.78			
Keizer.....	Triumph	105.57			
Cox.....	Triumph	105.60			
Hamm.....	B.S.A.	104.65			
Williams.....	B.S.A.	104.04			
Dennis.....	B.S.A.	103.74			
Tate.....	B.S.A.	102.27			
Kramer.....	Triumph	101.40			
Pitman.....	B.S.A.	101.40			
Brown.....	Triumph	100.27			

test ride the
Mustang

TODAY



For the riding thrill of your life drop into your nearest Mustang dealer and ask for a test ride on the new Mustang. You will quickly see why this brilliant performer is rapidly becoming the No. 1 choice of thousands.

HERE IS WHAT MAKES MUSTANG GREAT

- Three-speed foot-shift gear box
- 70 PLUS per gallon
- 60 PLUS per hour
- Low center of gravity for safe easy rider control
- Telescopic fork
- Big, comfortable cross-country saddle
- Low and high beam headlight and stoplight

Join the thousands of satisfied MUSTANG riders now

MUSTANG MOTORCYCLE

CORPORATION

635 West Colorado Blvd. • Glendale 4, Calif.



FREE!

to motorcyclists!

1953 Dodge City Souvenir Program

Attractive program with list of entries . . . Dodge City history . . . data on first Dodge City Race in 1914 . . . photos and interesting ads . . . 1952 results . . . AMA rules . . . type cycles entered . . . race officia's . . . personalities. Just send name and address with 10c for postage and packing of this real collectors item to

CYCLE Magazine

1268 S Alvarado St., Los Angeles 6, Calif.

NORTON

Complete Line of Parts & Accessories

PROMPT MAIL ORDER SERVICE

CUTLER NORTON SALES

Dept. C-10, 24732 Ford Rd.

Dearborn, Mich.

Phone: Logan 2-9893

ROBBINS PISTONS

Write for current price list



ROBBINS MANUFACTURING COMPANY

1530 Spence Street, Los Angeles California

still way ahead, improved

duckworth

AMERICA'S FINEST CYCLE CHAIN

at dealers everywhere

Baldwin-Duckworth Division of Chain Belt Company, 304 Plainfield St., Springfield 2, Mass.

ZUNDAPP *fills the bill*

For RUNS:

Jerry Laza—Winner of the Texas Lightweight Championship — ZUNDAPP — ENDURO
Jimmie Parker—Winner Southwest Enduro Class B — ZUNDAPP — ENDURO.

For ROADRACING:

Catalina 1953—12" Class. 2nd Glen Clinton — ZUNDAPP. 4th Johnny Quick — ZUNDAPP.

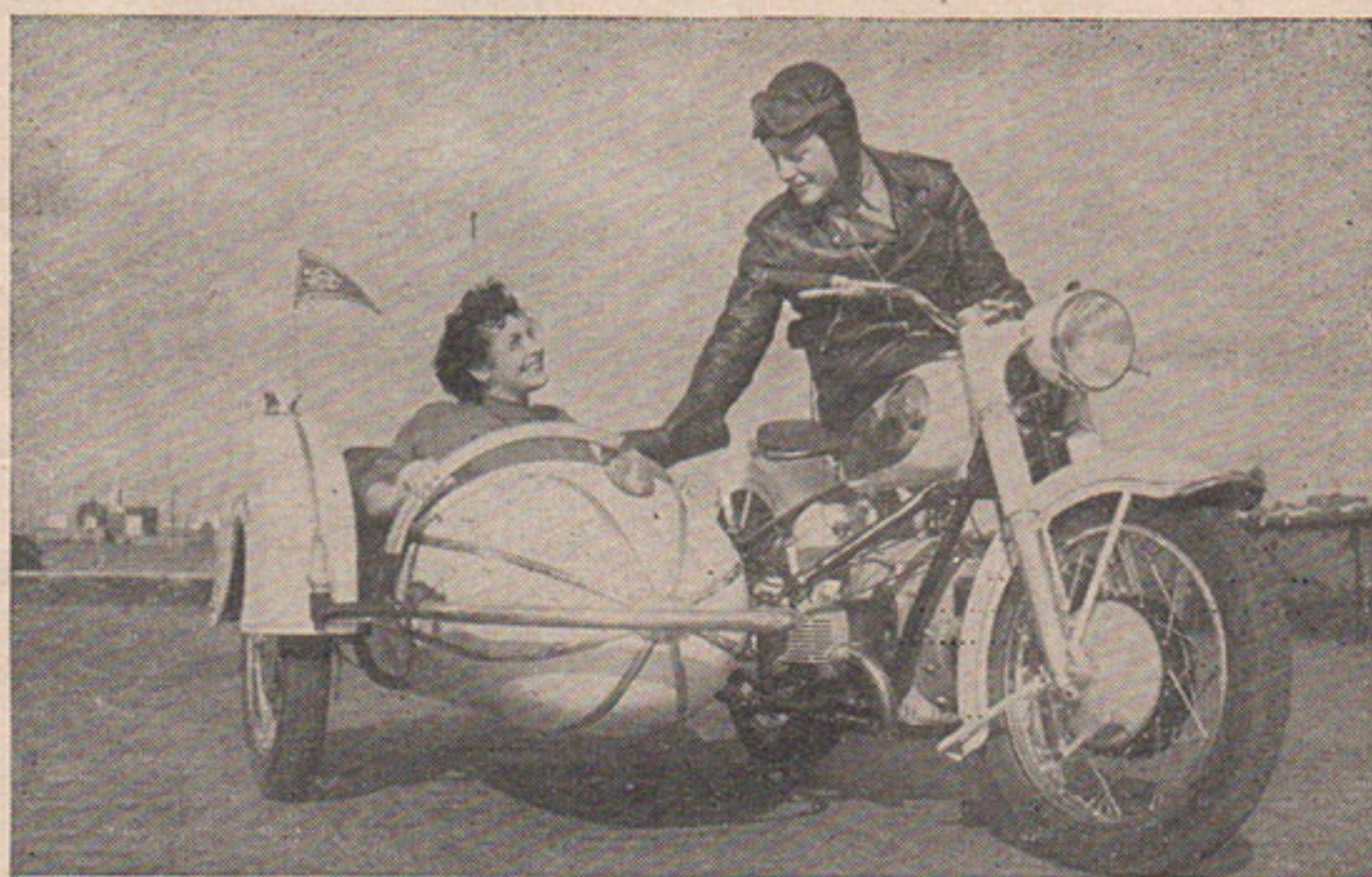
For RIDING:

"I have a late '52 ZUNDAPP Supersport Twin and am more than pleased with its performance . . .
R. Borer, Milwaukee, Wisc.
"By the way, I want to again tell you how much I like my KS 601 Supersport. . . .
J. A. Jann, San Francisco, Calif.

For PARTS SERVICE:

"The service was real good. An order was placed with you by phone at 10:00 A.M. on Monday, and the parts were here Tuesday at 11:30 A.M. Just took 25½ hours."
Turner Motors, Waterloo, Iowa.

Complete parts replacement service available to dealers in 24 hours for ZUNDAPP, JAWA, Z98



The KS 601- Supersport with sidecar.

A 37½" (600 cc) Horizontal Twin with shaft drive. 34 HP.
One of America's most popular motorcycles.

WRITE TO
INTERNATIONAL MOTORCYCLE CO.
2432 GRAND CONCOURSE, NEW YORK 58, N. Y.
CYpress 8-3700

DRAGGIN' AT DIEGO

(Continued from page 13)

fuel burning Triumphs immediately after his return from Bonneville. That means that Bob Junior will be riding four Triumphs (both fuel and gas) in the future drag meets and competing in four classes.

The Paradise Mesa sanctioned drag races were an enormous success and drew the largest crowd ever recorded by the San Diego Timing Association. The event was well managed and runs were made in swift order. There was very little delay or confusion and crowd control was effective.

It seems that the cyclists owe a vote of thanks to the National Hot Rod Association at about this time. Although they are the organizers of the drag strips, the N.H.R.A. officials and members have unfailingly backed and supported the cyclists and encouraged them to compete at all hot rodders' drag events. We consider the smooth cooperation between the two groups to be a credit to both the rodders and cyclists.

—Jim Earp

RESULTS

CLASS "X"

Lloyd Krant..... H-D 90 inch.....127.11

CLASS "A" GAS (61 TO 74-INCH)

John Almon.....Vincent 61 inch.....114.30

CLASS "B" GAS (40-INCH)

Bob SirKegian..... Triumph 40 inch.....107.62

CLASS "B" FUEL (40-INCH)

*Larry Lilley.....Triumph 40 inch.....114.87

CLASS "C" GAS (30.50-INCH)

Scott & Johnson.....BSA Star Twin.....97

CLASS "C" FUEL (30.50-INCH)

*Bob Barron.....Triumph 30.50 inch....107.14

*Both these cycles were ridden beautifully by Tommy Auger.

**The "Beast" is competing at eastern drag strips at Half Day, Ill., and Akron, Ohio. It now calls Dayton, Ohio, home.

PHILLIPS & HUDSPETH TRIUMPH MOTORCYCLES

New & Used • Parts Dept. Open Nites
Mail Orders Promptly Filled

3540 N. Figueroa, Los Angeles 65
CApitol 2-6256

KS601
ZUNDAPP

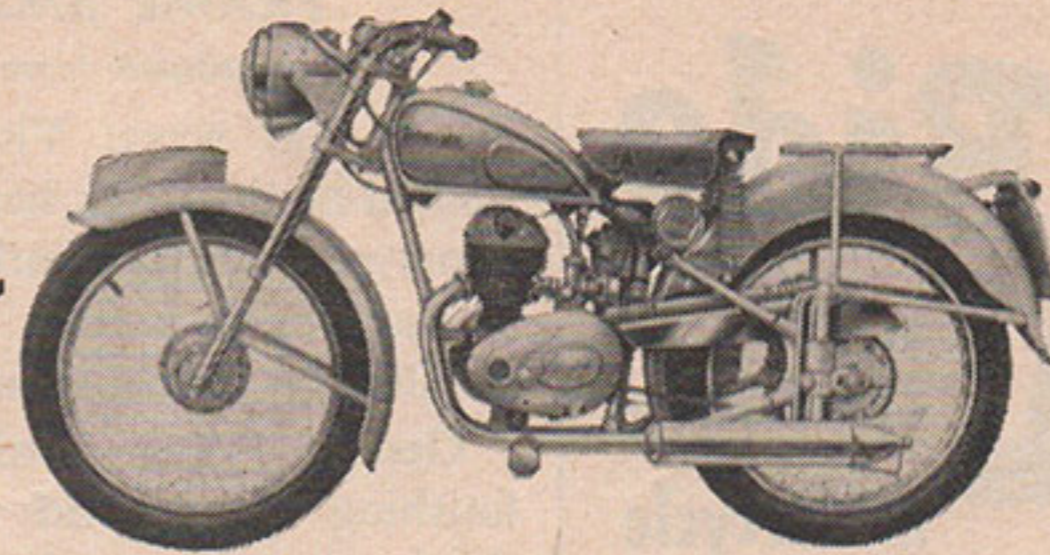
The Only Really Modern Road Machine
With A Driveshaft

MARTY'S FOREIGN MOTORS

West Coast Distributor
4228 Sepulveda Blvd., Culver City
Phone VE 8-8420

Also Parts & Service on
BMW — NSU — DKW

October, 1953



AMBASSADOR

King of the Lightweights

3

POWER

ECONOMY

ENDURANCE

RIDERS: Do You Know?

Did you know that the great line of AMBASSADORS includes the Spring Frame Model for only \$457.00 f.o.b. San Francisco? And other models for as low as \$365.00? . . . Ask us for our special illustrated folder (it's free) which tells and shows you the real value you get in the great AMBASSADORS. The finest VALUE on two wheels.

Send us a post card today.

DEALERS: Did you know?

Did you know (if there is no AMBASSADOR dealer in your area) you are missing business. Grab the opportunity. Get started now. Write, wire or telephone us for full information on dealerships.

Models

POPULAR — EMBASSY — SUPREME

HAP JONES—U.S. DISTRIBUTOR

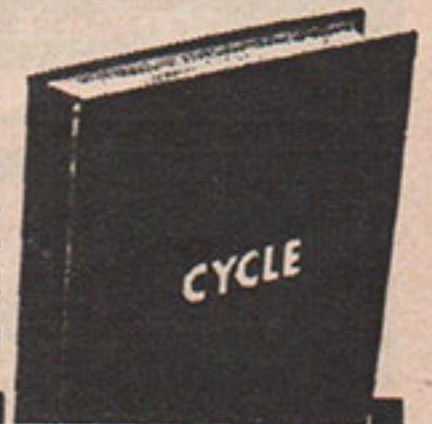
AMBASSADOR MOTORCYCLES

235 Valencia St., San Francisco 3, Calif.

NOW IS THE TIME

to turn your Cycle collection into a handy reference library

—by ordering beautiful, deep blue leatherette CYCLE MAGAZINE Binders. Handsomely embossed in gold, these binders keep 12 full copies securely in place, yet permit their easy addition or removal, copies open flat for easy reference. Sent protectively packed in heavy cardboard containers. A wonderful way to keep your copies—and keep them in the best of shape. Your bound volumes of CYCLE will be really good looking additions to your home library—order yours today!



CYCLE 1268 S. Alvarado St., Los Angeles 6, Calif.

I enclose \$..... for Binders @ \$3.00 ea.
(Includes Postage & Handling)

name _____

address _____

city _____

zone _____

state _____

THEY MAKE
SWELL GIFTS
FOR FRIENDS
WHO READ
CYCLE TOO



Ride

with
SUPERIOR
motorcycle
accessories
and you
ride
the very
BEST!

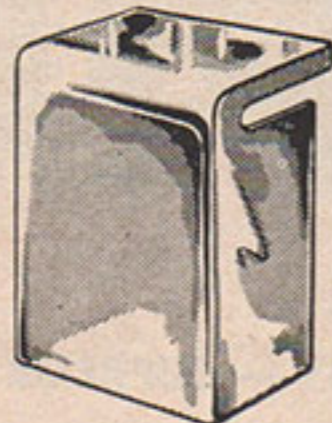
Chrome AIR CLEANERS

Beautifully chrome finished, all steel construction and low smooth contours provide smart beauty and additional leg room to the Harley and Indian Chief. An ideal replacement for original air cleaners that have become scratched, dented or dulled. Chrome replacement cover with or without "Flying Bird" insignia may be purchased separately. Fits present filter screen and plate. **THREE-PIECE UNIT** assures finest air cleaning and high air intake capacity — requires no extra parts or adapters. Specify for left or right side. **AT YOUR DEALER ONLY**, complete — \$7.98. Chrome cover only — each \$4.15.



CHROME BATTERY COVER

A new sparkling chrome product by Superior for all British cycles except Ariel Square Four. Smooth design and tight, closed seams are acid proof against seepage and discoloration. Plenty of clearance for battery terminal cable. Adds beauty to your cycle at a low price! Battery Cover, chrome (**AT YOUR DEALER ONLY**) — \$4.45.



Superior Accessories also available from Joseph Buegeleisen Co., Detroit 19, Mich.

Superior Accessory Co.

4114 SAN FERNANDO ROAD
GLENDALE 4, CALIFORNIA

PROFITS! FOR DEALERS

Selling CYCLE Magazine

Motorcycle and Scooter dealers and Speed Shops can make money selling CYCLE. Write for special dealer sales plan.

Bob Horton, Circulation Mgr.
CYCLE, 1268 So. Alvarado St.
Los Angeles 6, Calif.

FRAME SMASHER

(Continued from page 9)

minor heat wave. Visibility was only limited by the slight heat haze and spectators and officials worked all the week in shirtsleeves or less, while the riders sweated up the hills in full riding kit.

George Fisher startled everyone by finishing the second day's run lying third only a few marks behind the leaders. As he was mounted on only a 125 cc. machine, a Francis Barnett, this was really superb riding. He had bad luck to have to retire next day with frame trouble but such was his riding that up to this point he had some 100 marks lead over the next 125. Johnnie Draper's climb of Mamore on the third day was meteoric and well worth the trip to Scotland for that alone. Pat Brittain, last year's winner, showed that he too has the style, by doing remarkably well up to the time he lost a cog and had to retire. Had he too been able to keep going after Fisher's retirement he would have had the 150 cc. cup comfortably.

"Maestro" Hugh Viney won the trial for the fourth time on his 350 A.J.S. and his brilliant and consistent riding was a joy to watch. Even when he had a slight "off" day on Thursday, his lead was such that he finished with 35 marks lost to second place team mate Gordon Jackson's 38. Though, as Johnnie Brittain (Enfield) and "Nipper" Parsons (Ariel) were level pegging with 39 marks, Friday's route over the notorious Devil's Staircase run started with the excitement pitched high. The crowds on the "Staircase" held their breaths while each of these riders went up in the uncanny silence, broken only by the steady beat of the engines and the rolling of the loose stones, each of the riders made a perfect, clean climb. The great cheers that broke out for Viney when he finally reached the top heralded the winner for, barring extremely bad luck on tomorrow's run back to Edinburgh, he had the trial in his pocket. And so it proved to be, and with Jackson and Bob Manns making up the team. Jackson also won the Lochaber Trophy for 2nd Best Performance and Johnnie Brittain, last year's winner, the Nelson Trophy for 3rd Best Performance. Ian MacIntyre won the up to 175 cc. Cup on a 125 cc. Norman, Dick Kemp the 250 cc. Cup on his 197 cc. James, Viney also had the 350 cc. Cup and Johnnie Draper the 500 cc. Cup. With the presentation of these awards on the evening of the sixth day the 1953 Scottish Six Days Trial came to a glorious end.

—Ray Biddle

THE SWAPPING POST

\$2.00 per single insertion.

Requirements are: Copy LIMIT of 25 words (not including name and address), first come, first served; we reserve the right to edit where necessary; we are not responsible for accuracy of description, although we will reject any misleading statements. This service is not open to commercial advertisers. No ads will be accepted if payment is not made in advance and such communications will not be acknowledged. Address your request to: The Swapping Post, Ad Manager, Cycle, 1268 So. Alvarado St., Los Angeles 6, Calif.

WANTED—Have \$200 cash to spend for motorcycle. What have you? I would prefer a '46 or later BSA 30:50. George Hays, 1013 Ave. D, Redondo Beach, Calif.

SELL—Racing machines; 2 Indian 45 Scouts, 2 1949 AJS. All four proven in expert class two years running. Extras included. Your choice \$250.00. Reg. Mull, 3222 N. East St., Lansing 6, Mich.

SELL—Trailer equipped to haul single bike. Complete with turnbuckles, ramp, light, spare wheel and tire. Write Box 111, Cycle, 1268 S. Alvarado, Los Angeles 6, Calif. DU. 3-6410.

WANTED—Used 500 cc. Norton International overhead cam engine only. Must be in restorable condition. State price and condition. Gib Kemper, General Delivery, Manhattan, Kansas.

SELL—1939 Moto Guzzi, 500 cc., in excellent condition. Considered collector's item. Best offer. R. B. Stewart, Box E154, Crestline, Calif.

SWAP—Spotless '52 Triumph Thunderbird with cams, tappets and pistons, for '52 or '53 Vincent Black Shadow or Rapide if trade is right. Ben Robertson, Mansfield, Louisiana.

SELL OR SWAP—Good used parts for Harley and Indian motorcycles. Will sell reasonably or will trade for speed and custom parts for Harley 61. Write your needs! J.A. Abernethy, 16 Sixth St., S.W., Hickory, N. C.

FOR SALE

'51 HRD VINCENT RAPIDE

Virgin—Has Ariel 4 solo saddle & rear luggage carrier with removable air foam seat. Extras—American bars, sport shield, air cleaners, chromed front fender and chain guard, 3 stop lights, crash bars. Only 6300 pavement miles. Mechanically perfect. **H. J. TURNER** \$675.00
4632 Pickford St., Apt. 4—Los Angeles 19, Calif.
Phone Whitney 5111—Eves.

WANTED

EARLY MOTORCYCLE

Want to buy antique U. S. motorcycle. Describe make, model, cond., price asked.

Box 102 c/o CYCLE Magazine
1268 S. Alvarado, Los Angeles 6

TOO SMALL ?

Not so—for you are reading this ad. Others will see your message in an ad this size (1 inch)

Only \$12.60 an issue. Send your copy and check today to **CYCLE AD MANAGER, 1268 S. Alvarado St., Los Angeles 6, Calif.**

HARLEY-DAVIDSONS "AMERICA'S BEST USED BUYS"

We pay shipping on motorcycles. Genuine new and used parts and accessories for current and obsolete models. Send 25c for bulletin, catalog.

KNUTH'S (Harley-Davidson Factory Dealer)
2491 FOND DU LAC, MILWAUKEE, WISC.

Announcement

With this issue CYCLE is starting this new department to assist owners, dealers and insurance companies in locating missing motorcycles. Listing for each machine by make, model, motor and license number and any other pertinent information is \$5.00 per issue. Send your listing to MISSING MOTORCYCLES Dept., CYCLE, 1268 So. Alvarado, Los Angeles 6, Calif.

As a fellow motorcyclist you can appreciate the importance of the rider getting his machine back before it is too badly depreciated. Motorcyclists will do a distinct service to their fellow riders if they can help locate any missing motorcycle. Any information you can send about the motorcycles listed below will be appreciated and held in strict confidence.

MISSING MOTORCYCLES

MOTORCYCLES LISTED AS STOLEN

YEAR	MAKE	LICENSE NUMBER	ENGINE NUMBER
1947	Harley-Davidson	40200 Calif. 1953	47FL245
1947	Harley-Davidson	No Number	47EL11967
1950	Harley-Davidson	12772 Calif. 1953	50FL9844
1947	Harley-Davidson	54484 Calif. 1953	M47WL3230
1950	Triumph	No Number	6T14208NA
1950	Triumph	No Number	6T15243N
1950	Triumph	No Number	6T7942N
1952	Triumph	71809 Calif. 1953	6T26658
1949	Triumph	17767 Calif. 1953	T10095148
1953	Triumph	79575 Calif. 1953	5T36202
1948	Triumph	43130 Calif. 1953	485T94374
1949	A.J.S.	92130 Calif. 1953	49/20 2084
1951	B.S.A.	8848 Calif. 1953	ZB343106
1949	B.S.A.	4522 Calif. 1953	ZB34GS124
1950	B.S.A.	57861 Calif. 1953	ZA10393

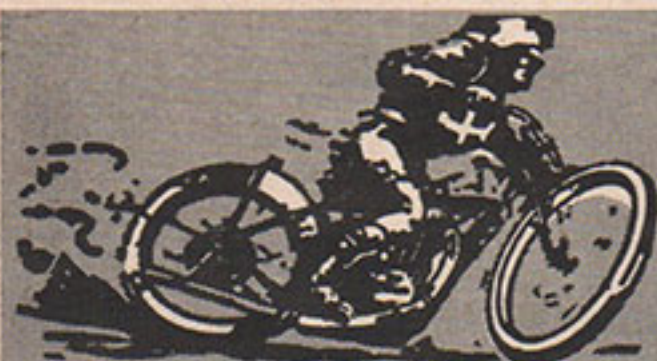
EMBEZZLED MOTORCYCLES

A claim has been filed under "COVERAGE D—Embezzlement, Wrongful Conversion, Secretion" by one of our insured Motorcycle Dealers. The claim is concerned with ascertaining the present location of the persons and motorcycles listed below.

Cecil Clyde Scott — Camp Le Jeune, N. C.
 1949 Har-Dav. Eng. No. 49EL 5718 Calif. 1953 Lic. No. 101138
 Donald J. Haynes — 625 Minna, San Francisco, Calif.
 1953 Triumph Eng. No. 6T 19417 NA Calif. 1953 Lic. No. 17860

NOTIFY ➔

Glenn I. Wagner Motorcycle Insurance
 1220 East Florence Avenue
 Los Angeles 1, Calif.



LAMOREAUX and MILNE BROTHERS

LIBERAL DEALER DISCOUNTS

PARTS
 ACCESSORIES
 SERVICE

WHOLESALE—RETAIL

All Parts for
VILLIERS ENGINES
 98 cc—125 cc—198 cc
 and **CUSHMAN SCOOTERS**

TRIUMPH and ARIEL
 Motorcycles
SINGER Sport Cars
 Large parts stock
 for **BRITISH SPORTS CARS**

MILNE BROTHERS
 1951 E. Colorado St., Pasadena
 RYan 1-6423

LAMOREAUX & MILNE
 310 W. Colorado St., Glendale
 Cltrus 2-9674

ENGINE SHAMPOO

Quart Size Concentrate
 MAKES 2 GALLONS



GUNK SUPER CONCENTRATE DILUTES with low-cost kerosene or fuel oil distillate and cleans engine blocks faster and more completely than steam cleaning. In quart and larger sizes at wholesale automotive jobbers throughout country. Extra strength, ready-to-use Gunk in pint containers is available from any of the Harley-Davidson motorcycle dealers everywhere.



ED KRETZ

ARIEL-TRIUMPH-MUSTANG

Now is the time to rebuild your racing engine for next season's racing. Prompt mail service on all orders. Motor rebuilding, drag strips or racing speed equipment our specialty.

SPECIAL PINION GEAR PULLERS FOR TRIUMPH AND BSA

417 East Garvey, Monterey Park, Calif.
 ATLantic 4-5680

See the NEW
TANDON 200 cc LIGHTWEIGHT
 AT
Ken Kay
 13319 Ventura Blvd., Sherman Oaks, Calif.
 Phone ST. 4-9249

Serving Detroit's East Side
Accessories - Parts - Repairs
POP'S HARLEY-DAVIDSON SALES
 17155 E. Warren • Detroit, Mich.
 Tuxedo 2-8652



to subscribers

—You'll have your copy each month before it hits the newsstands—and this extra service actually costs less: 70c less on twelve months, \$1.20 less on two years. Send this time-and-money-saving coupon **TODAY!**

CYCLE

1268 S. Alvarado St., Los Angeles 6, Calif.

Please enter my name as a CYCLE subscriber for One year \$3.50 Two years \$6.50
 I enclose cash check money order

name _____

address _____

city _____ zone _____ state _____

We specialize in custom made leathers for motorcycling . . . whatever type of riding you do, Langlitz Leathers will increase your pleasure, double your comfort. Write for our catalog, see why the Langlitz Line is the choice of the experienced riders in every field of motorcycle activity. Remember, Langlitz Leathers are custom made for the individual rider, never mass produced. Slightly higher in price, far superior in quality.

**Langlitz
Leathers**

Dept. "T"
633 S.E. MORRISON ST.
PORTLAND 14, OREGON

TOWELS

12 Large Size Assorted Colors ONLY \$1.00

Money Back Guarantee, Order Now!

MURRAY HILL HOUSE, Dept. 85-C

©52MHH 157 East 31st St., New York 16, N. Y.

Dealers' Inquiries Invited

Have you been wondering where to get **PARTS** for your **JAWA** and **CZ**?



Your Worries
Are Over.



We have all the parts you are likely to need if you are unable to order them through your dealer, write to us for price lists and catalogs.

24 hour parts service after receipt of your order.

International Motorcycle Co.

2432 GRAND CONCOURSE NEW YORK 58, N. Y.

**MOTORCYCLE
TROPHIES**

LARGEST SELECTION!

LOW PRICES. PROMPT SERVICE.
EXPERT ENGRAVING. SEND
FOR BIG FREE CATALOG!

R. S. OWENS & CO.

2039^c WEST 13th ST., CHICAGO 8, ILL.

FOR SALE

Ray Tanner's famous 79X. 1950-74 OHV with full race engine, special high transmission, number plates and foot shift. \$675.00—Terms.

Rich Budelier, Harley-Davidson

2531 So. Main St., Los Angeles • PR. 6235

See YOUR DEALER for genuine

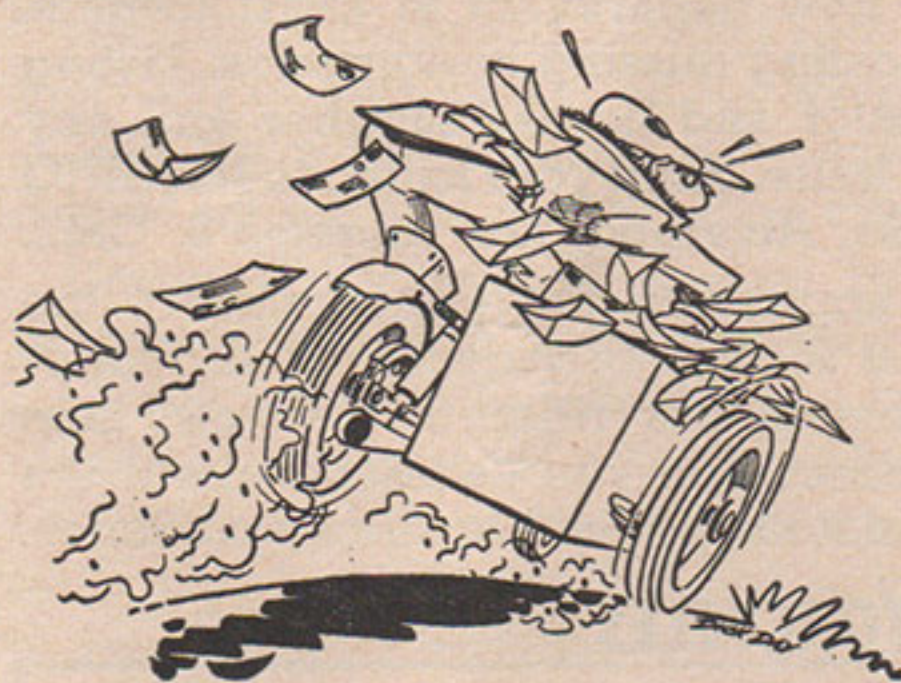
BATES MOTORCYCLE ACCESSORIES

- FOOT PEGS—Legal, Rubber covered
- PILLIONS—Standard & Racing
- WINDSHIELDS—The latest and most modern designs—10, 18, 23 & 36 in. widths
- SADDLES—Solo, competition & racing
- LEATHER SHIRTS—The Best is Bates!

BATES MFG. CO.

Box 116, Watts Station, Los Angeles 2, Calif.

"MAIL



POUCH"

THE NEW CYCLE—*Pro and Con*

In August the first CYCLE issue appeared under our management. Naturally it was a difficult issue because of the problems incurred in changing to letter-press printing from offset; in fact the magazine had to be completely redesigned. Although a few mistakes slipped through we feel well rewarded by the hundreds of letters that have come to us about the changeover in layout, design, contents and the use of better paper.

We are happy to report that approximately 95% of our readers who wrote in were pleased and only 5% were unhappy or had suggestions that we make further changes. As we stated in our first issue, some mistakes are certain to creep in and it is impossible to please each and every rider, dealer, distributor and manufacturer.

We are reproducing a small number of the letters received about the August issue. We thank those readers who took the time and trouble to write us. We appreciate their comments.

**FLOYD CLYMER,
PUBLISHER**

Dear Editor—

Give us cycling news of the U.S.A. Who cares about what they do in Europe? Technical articles, travel stories and races are my meat . . . let's have more of them. Your August issue was the best ever. Hope you never use that "lousy" paper again that CYCLE used until the last issue.

Bert Herb
St. Louis, Mo.

(We promise—ED.)

Dear Editor—

The staff of CYCLE are to be congratulated on an excellent first issue under the new publishers. The popularity of motorcycling has been increasing tremendously in this country and the increased circulation and improved quality of our national motorcycle magazines is proof enough of that fact.

Nick Nicholson deserves all the credit he can get for his wonderful showing in the Isle of Man this year. He was the right man for the job and the photograph of him at Quarter Bridge shows fine style.

While on the subject of the T.T. I might offer a correction. Jack Brett did not win the Senior this year. Ray Amm (Norton) won the Senior as well as the Junior. Jack Brett finished second in the Senior. Reg Armstrong finished third even though he lost a chain in Ramsey and stopped to replace it. What marvelous riders they are.

Seigfried Wunsche (D.K.W.) took third place rather than Cecil Sanford, as was shown in CYCLE. In fact he didn't even ride in the Lightweight. He did, however, ride in the Ultra-lightweight, or 125 cc. race and finished third in that event. Les

Graham (M.V.) won and Werner Haas (N.S.U.) was second. It was, incidentally, the first T.T. that Graham won . . . after all these years of trying, just to lose through some sort of mechanical trouble twice, in the Seniors of '49 and '52. His death is a great loss to the sport.

I am especially pleased to see your show of enthusiasm towards hard surface racing. It is really a wonderful phase of the sport and I think a lot of the present dirt-trackers would love to have a go at road-racing if they could. It would be well worth the efforts of every enthusiastic club to investigate the possibilities of holding motorcycle races in conjunction with sports car races in their localities. Torrey Pines shows that it can be done successfully and there is no reason why it can't be done elsewhere. It's a wonderful sport and not as costly as track racing. It also gives the guy with a road bike a chance to get in on the fun without any major altering.

Being a Canadian rider myself, I was very happy to see the article on Edenvale. Hilton and Stidolph are both good friends of mine. Hilton has a very impressive record of wins at the various road-race circuits in Eastern Canada. He is, in fact, Canadian Road Racing Champ for 1952. Eddie Stidolph has what is probably the only Harley KR TT that is properly fixed for hard surface racing and it obviously goes well. Stidolph was Canada's representative in the 1951 Junior and Senior T.T. races and was one of the very few that finished both events. He put in a good ride in spite of hot oil all over his leg and rear tire in the Senior and came home with a Bronze Replica.

I wish you the best in your venture with the new CYCLE.

Roy Godwin
New Hope, Pa.

(Thanks—sorry we pulled an error. You are right: Amm won, not Brett—Ed.)

Gentlemen—

I think your mag is the best I have read in the motorcycle field, so keep up the good work!

Cpl. Vincent J. Pastore
c/o P.M., San Francisco, Calif.

Dear Editor—

Your new issue is fine. Many improvements you made will increase readership as riders find out how good a magazine the new CYCLE is. I'm an old Clymer book reader and I'm glad he has CYCLE. It will sparkle with news from now on out.

Ed Johnson
Minneapolis, Minn.

Gentlemen—

I have been buying CYCLE from the newsstand for a couple of years and have enjoyed it immensely.

The last issue was tops in my estimation because of the space given for the article, "Mission to Motorcyclists". Being interested in gospel work I want to commend you for inserting this article. It contained news which was new to me and I am sure that there must be many Christians among the ranks of motorcyclists who appreciate these types of articles. Keep them coming and your magazine will contain the most complete and well rounded coverage of any.

Motorcycling sure is fun, but after all our few years on this earth are short compared to eternity and to have real lasting pleasure our relationship must be right with the Lord.

Arleigh Y. King
Sidney, N. Y.

Editor—

I just want to compliment you on the much needed improvement on your magazine. I think that when Floyd Clymer took over as publisher it was the best thing that could happen to CYCLE.

You just don't know what an improvement the August issue is over the July issue. I think that CYCLE has a publisher now that will not be so partial to a few certain makes. I ride a Harley "K" but I am broad-minded enough to know there are other makes.

The articles in the last issue were the most interesting I have ever read in any motorcycle magazine. Especially "Modesto Hill Climb". Keep up the good work.

Billy Wright
Vicksburg, Miss.

(We are certain the former owners were not intentionally partial to any one or more makes—Ed.)

Dear Floyd—

Congratulations. I was glad to hear that you have taken over CYCLE. I know you will make it better than ever.

Keep us with good reading news and they will sell as your name in the Motorcycle field has always stood out. Please send us 15 copies each month for sale in our store.

Pete Dalio, Triumph
Ft. Worth, Texas

Congratulations, Floyd Clymer, on purchasing the CYCLE magazine, the best publication on the motorcycle market today. Hope you go far in this field as I know you have the "know how" to get the job done.

W. E. Helmcamp, H-D
Fort Worth, Texas

The Editor—

Congratulations on the improved CYCLE under Clymer management. CYCLE has always been swell but pro-Harley-Davidson. Give us more foreign news for many new improvements come from England and Germany. But, of course, don't forget Harley too.

R. E. Smither
Detroit, Michigan

Dear Editor—

I like the better paper and the new CYCLE features. Only hope you do not continue to be Pro-British as I thought the magazine was before you got control of it.

R. E. Cox
Seattle, Wash.

(We give up. Please read both of the above letters—Ed.)

CYCLE—

Your magazine fell flat this month. It's just plain dull, what happened?

*J. R. Smith
Seattle, Washington

CYCLE—

Your magazine has lost everything in the change of hands. It lacks vitality and variety, the things 'Trend' gave it. You'd better get Bob Greene back or my subscription is through—It smells this month.

*Richard L. Fortier
Seattle, Washington

(*J. R. Smith and *Fortier [above] comments came on identical hand-written postcards. They were mailed same date, same hour from Seattle—and in exactly the same handwriting. What gives? Former and capable Editor Greene is now doing a good job on "Hot Rod". Sorry to lose your sub., Dick. Luckily we got 1290 new subscriptions last month—Ed.)

Dear Editor—

You asked for a show of hands in support of road racing; mine is up! I'm strictly a novice with no experience at all; but I'd like to see what my Norton Twin could do.

Chuck Cawthorn
Lynwood, California

Dear Sir—

I am in the Navy and overseas quite a bit, but I subscribe to CYCLE magazine and have for two years. I sure enjoy it because it keeps me up to date on what's going on Stateside. It is very good, but I would like more information on the subject of road travel and touring if you have any.

John K. Davis, SN
FPO San Francisco

Dear Floyd—

Congratulations on your purchase of CYCLE—you are just the man to make a success of it. Best of luck and every success in your new venture.

John R. Bond, Publisher
Road and Track, Glendale, Cal.

Dear Editor—

I have all your mags back home and have read every word in them more than once. There is no other cycle mag in existence that I know of that covers the sport of motorcycling more than yours.

Pvt. David Weston, Jr.
Koje Island

Dear Floyd—

Congratulations on your first issue of CYCLE. I have gone through the August issue and was impressed with the variety of appeal contained in its pages. There seemed to be something of interest for

all classes and types of riders. In my opinion, this this is a desirable course to pursue.

William H. Davidson, Pres.
Harley-Davidson Motor Co.
Milwaukee, Wis.

Dear Editor—

Just a few lines to let you know how much I liked the first issue of CYCLE under the new management. The guiding hand of a real motorcycle enthusiast is quite evident even in this very first issue. As one who has an appreciation for the historical aspect of our sport, I especially enjoy the flavor of old time motorcycling injected by your little questionnaire and old timer illustrations. In my humble opinion, much of the fun of our sport is in being well acquainted with what has gone on in years past. Many American riders are completely unaware of the story of their sport, sad to say.

I look forward to future issues of CYCLE and wish you the very best of success in your enterprise.

Emmet Moore
Indian Co.
Springfield, Mass.

Dear Sirs—

I have just had the pleasure of reading your first issue of CYCLE. To tell you the truth, I was very much in opposition of the changeover, but now that I've read the new issue I can see where the change is going to add a lot of interesting features to the sheet. I have yet to own my own bike but I have ridden many bikes and have read CYCLE for 22 months. Being just out of high school I am a little on the shy side of funds, but someday I will have my own mount. When the time comes I am sure that by reading CYCLE every month I will know which will be the best bike to buy.

Thank you very much for a very fine and interesting magazine. Keep up the good work and you have yourself a lifetime reader.

John Milewski
Milwaukee, Wis.

(It's always interesting when the opposition changes over. We appreciate "lifetime" reader pledges—Ed.)

Dear Editor—

I got my August issue of CYCLE yesterday and read through it already. I thought I would let you know that I enjoyed it more than I have any other issue of CYCLE I have ever received.

In the past, it seemed to me that there was too much emphasis on foreign motorcycles in the magazine, but in this issue, the coverage seemed to be more evenly distributed. Keep it up!

Your article on hill-climbing was most enlightening. It was the finest article I ever read that told how a fellow should gear for such an event. Maybe in the future you could give the same coverage to the different kinds of racing.

The story by Edward Atkinson was good, too. It is about time someone stuck up for the older makes of bikes. I think some of the "antiques" were better constructed than some of the newer ones.

How about more stories like "The Monster" by Mrs. Shore?

This last issue was the best yet, as I have said. Keep the rest of them full of the same kind of stories and I am sure that most of the readers will be as satisfied as I am.

Bob Kimm
Vinton, Iowa

Dear Editor—

I want to congratulate you on the first issue of CYCLE Magazine which I have just read. I am sure that there is no one more qualified than yourself to do this new job that you have undertaken. I have many Clymer books.

H. E. Riedel
Sonora, Calif.

Dear Editor—

Orchids to you on your first issue. The articles were excellent, the slick paper a great improvement, the history column "Remember When" was fine. You can't help but get new readers with such fine coverage of cycling.

F. A. Cole
New York City

(Continued on page 40)

More Value • Better Service

STATES MOTORCYCLE BATTERIES

Models for all U. S.
& British Machines

FIBERGLAS
INSULATED



Made in the West—factory fresh. Longer life. Guaranteed. Extra heavy plates with higher capacity. Engineered to withstand vibration. Rugged terminals *molded in*...can't loosen.

WEST'S LARGEST INDEPENDENT
BATTERY MANUFACTURER

● Sold by motorcycle dealers only

STATES BATTERIES, Inc.

SAN FRANCISCO
SEATTLE

LOS ANGELES
PORTLAND

See HARLEY-DAVIDSON
Wichita Falls, Texas

- MOTORCYCLE BARGAINS
- GENUINE PARTS
- RELIABLE SERVICE
- MODERN FACILITIES
- CONVENIENT TERMS
- MODEL K & WR PARTS
- MAIL ORDERS ● LES MYERS, MGR.



813 OHIO ST.

RIDERS — INTERESTED
IN SAVING \$\$\$



Buy direct

ATLAS CYCLE CO.

10007 Chalmers Detroit 13, Mich.

SEND TODAY FOR OUR
FREE — FREE

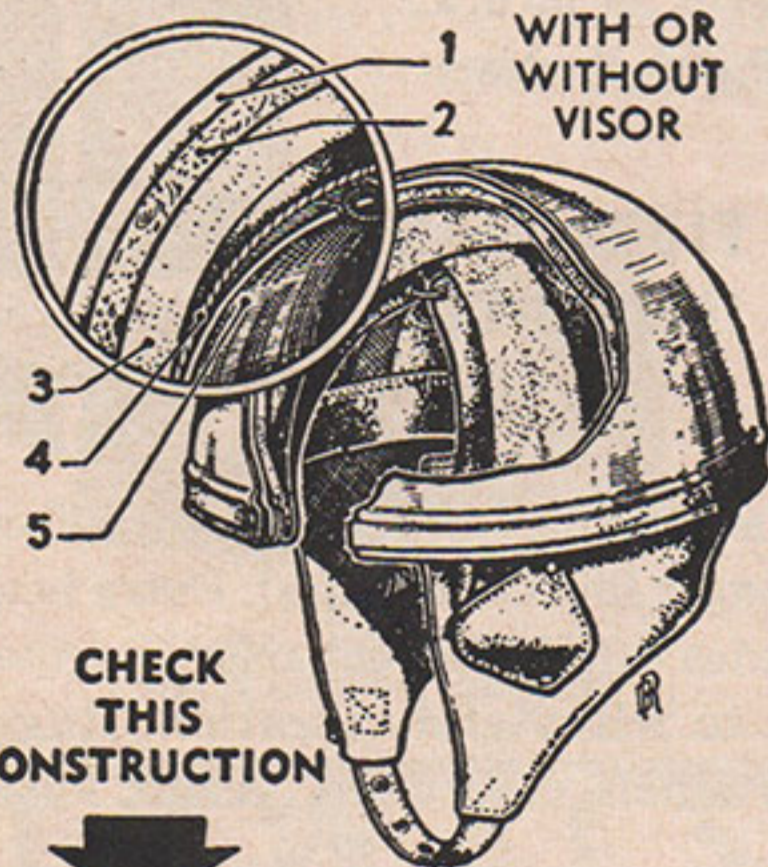
LARGE ILLUSTRATED CATALOG

... featuring over 500 Motorcycle Accessories, Parts and Riding Clothes. Just mail a post card to Department C10, giving your name, address; year, make and model of motorcycle.

CLYMER CRASH HELMETS OFFER BEST PROTECTION FOR ALL RACE DRIVERS

Popular with racing men
throughout the world.

THEY ARE LIGHTEST,
STRONGEST AND BEST!



1. Duraluminum metal top provides great strength with desired lightness.
2. Heavy cork to reduce shock.
3. Thick sponge rubber.
4. Cross straps rest on top of driver's head.
5. Leather lining inside for support and comfort.

SEE YOUR MOTORCYCLE DEALER

ORDER NOW! (white finish only)

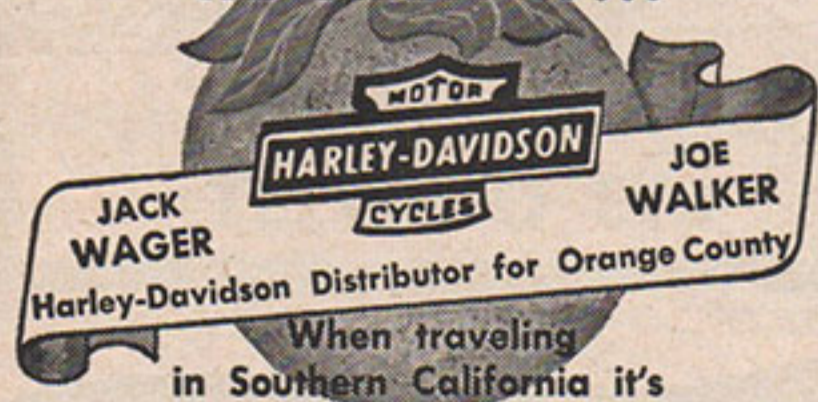
Model C (without visor).....\$26.50

Model D (with visor).....\$27.50

GIVE YOUR HAT SIZE WHEN ORDERING.

CLYMER MOTORS, DEPT. CY
1268 S. Alvarado Los Angeles 6, Calif.

If Harley-Davidson makes it,
WE CARRY IT...



WAGER & WALKER

FOR FRIENDLY HAR.-DAV. SERVICE
419 East 4th St., Santa Ana, Calif.

I Day Mail Order Service

on Indian parts and accessories. Armature and generator exchange, motors reconditioned, cylinders rebored. Send for lists from the largest and most complete stock of Indian parts in the Middle West.

INDIAN MOTORCYCLE SALES CO.
2701 Truman Road Kansas City, Missouri

DO NOT DISCARD THAT—

Indian Four, Indian Junior Scout, Indian Sport Scout, or older model Indian Chief for lack of parts. Check with me for parts on the above models. Will make special price on parts I can supply. All inquiries will be given prompt attention.

• RAY E. GARNER •
1040 S.E. Morrison Portland 14, Oregon

(Continued from page 39)

Gentlemen—

Congratulations on your new ownership of CYCLE Magazine. As an avid reader of many of your previous publications I know only too well that the new CYCLE magazine is destined to do great things for the sport of motorcycling.

I have been riding motorcycles for a good many years—both domestic and foreign—and have sampled quite a few different makes. Am always on the lookout for something new and different—and perhaps better.

Wishing you many happy and successful years with your new child, CYCLE.

John T. Evans, Jr.
Monticello, N. Y.

Dear Editor—

The more I read CYCLE the more I like it. Last issue was the best.

I wish to remind you, and it might do well to insert this in CYCLE, that the Mexico City Motorcycle Club, first Club (Motorcycle) established in this country and only one affiliated to the A.M.A. Since 1946, its primary purpose is to bring American motorcyclists to know and enjoy Mexico and give them all the assistance so much needed when one visits a foreign country. Any motorcyclist or Club, if they write to us, we immediately send them all kinds of literature, road maps, etc. and arrange to meet such a party before they enter the city limits and escort them through and help and assist them in every possible manner to make their stay here the most enjoyable. In other words we like to promote fraternal international relations between American and Latin enthusiasts and we strive for the day when real international events can take place, same as we are doing with automobile races. With best wishes and "saludos", I am

Sincerely yours,
R. Dresel, Pres.
Mexico City Motorcycle Club
Amsterdam 99, Mexico, D.F.

(And Dresel does exactly that—I know as I was there—Clymer)

Dear Editor—

Having read CYCLE for some time I feel that it is a very good magazine. It could be improved and I feel that you are sincerely moving in that direction.

I was glad to see sidecars in last month's issue so let's have some more. Also that article on 2-strokes! I don't think I would ever want one but the article was well written.

You should get a pat on the back for your article, Mission to Motorcyclists. I feel that it covers a great need, and was very well written. There's a man I would like to meet.

The magazine is good now, let's keep it up, but please have at least one road test a month and say if the particular machine being tested will handle a side-car and what makes are available. Could you test the S7 or S8 Sunbeam with or without a sidecar so we can compare shaft drive machines against the Zundapp test already run.

Merrill E. Rust
St. Paul, Minn.

(It's tough to test every model and make with only twelve issues a year—Ed.)

Dear Editor—

I enjoy your articles very much, especially your articles on road tests, adding more power and speed to your cycle and articles on customized bikes such as "Fanniff's Fancy" and would enjoy more of the same as there are some magnificent individualized jobs on the highways and trails today.

I was glad and surprised to hear of Floyd Clymer's taking over as publisher of CYCLE Magazine. I have several of his other books and have nothing but praise for them.

Keep up the good work and give us a few more articles on hotting-up bikes for such uses as drag races, hillclimbs, enduros, TT's, salt flats, and other types of competition. Also articles on individually re-styled cycles.

Pfc. Donald F. Krell
c/o FPO, San Francisco

Dear Floyd—

Just received your first issue. It's excellent.
W. E. Kleimnagen, Adv. Mgr.
Harley-Davidson Motor Co.
Milwaukee, Wis.

Dear Editor—

What a change in CYCLE; . . . Mostly good . . . some bad. Keep up the road tests. Please keep neutral . . . all bikes are good.

O. J. Smith
Chicago, Ill.

Dear Editor—

Being an early motorcycle rider and dealer I think the new CYCLE has many fine features. Reminds me of the news we used to get in early-day "Motorcycling" from Chicago . . . a great motorcycle magazine if there ever was one.

Frank Kuncze
Loveland, Colo.

Dear Editor—

I was both surprised and glad to read in CYCLE that our cause wasn't forgotten. I had almost given up my hope that somebody would try to get road racing going here in Southern Calif.

I ran an Ariel at Torrey Pines last December. It was my first time at competition and I did not do so good. But that only made me want to have a better machine and do more road racing. I have a Matchless Twin that I am building for road racing and nothing else. Don Evans (A.J.S. and Matchless dealer in San Bernardino) has given me a lot of help and information.

In the past we didn't know if we would run 2 times a year. (So far, none this year). But I would rather run 1 or 2 times a year than not run at all.

I'm very sure that a lot of machines would show at all the races (a lot showed for all the Torrey Pines Races).

If I can be of any help whatsoever in getting road racing started, just drop me a line.

Darril L. Pitts
Yucaipa, Calif.

Dear Editor—

I am going to give myself a birthday present, being 56 tomorrow. And if future issues are as fine as your first one, what a present it will be! Every word as enjoyable at second and third reading as the first.

Here is the finest motorcycle magazine I have ever read.

Mel L. Pearson
Wichita, Kansas

(Congratulations and many more happy CYCLE readings—Ed.)

Dear Editor—

Now then, Mr. Clymer, you have purchased a magazine that many of us non-cycle owners or cycle-owners-to-be look to for information concerning our favorite sport. Specially I allude to road tests on cycles. If possible, I should like to see not only more of these but also travel articles and mechanical tips and short cuts. How about including the torque in the list of specifications?

I remain hopefully yours for lighter, more easily serviced and more comfortable motorcycles,

E. J. Goodner
Bakersfield, Calif.

A PAT ON THE BUDDY SEAT

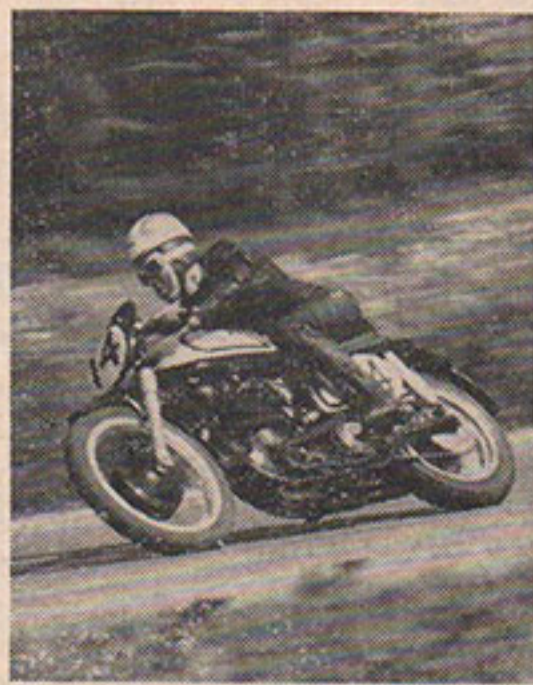
The letter appearing below is a tribute from a City Official to Cyclists who participated in a recent rally. It was sent to the Milwaukee Journal by the Mayor of Merrill, Wisconsin.

To The Journal: As host to the recent state-wide motorcyclists' rally in Merrill, in which over 1,100 riders participated, about one-sixth of the total registrations in the state, I think it worthy of comment that the meeting was almost without incident. There were no major mishaps, arrests for traffic violations were almost nil, and there were no complaints to officials about noise.

The job of housing this number of people (in a town of 10,000) is no small one, but was handled smoothly. Our people went out of their way to compliment the riders on their orderliness, and letters were written to that effect.

It was a most successful rally and everyone seemed to enjoy the activities. My compliments to the Wisconsin Harley-Davidson Dealers' association for their painstaking efforts for an orderly meeting.

G. B. (PAT) COTTER,
Mayor, City of Merrill,
Merrill, Wis.

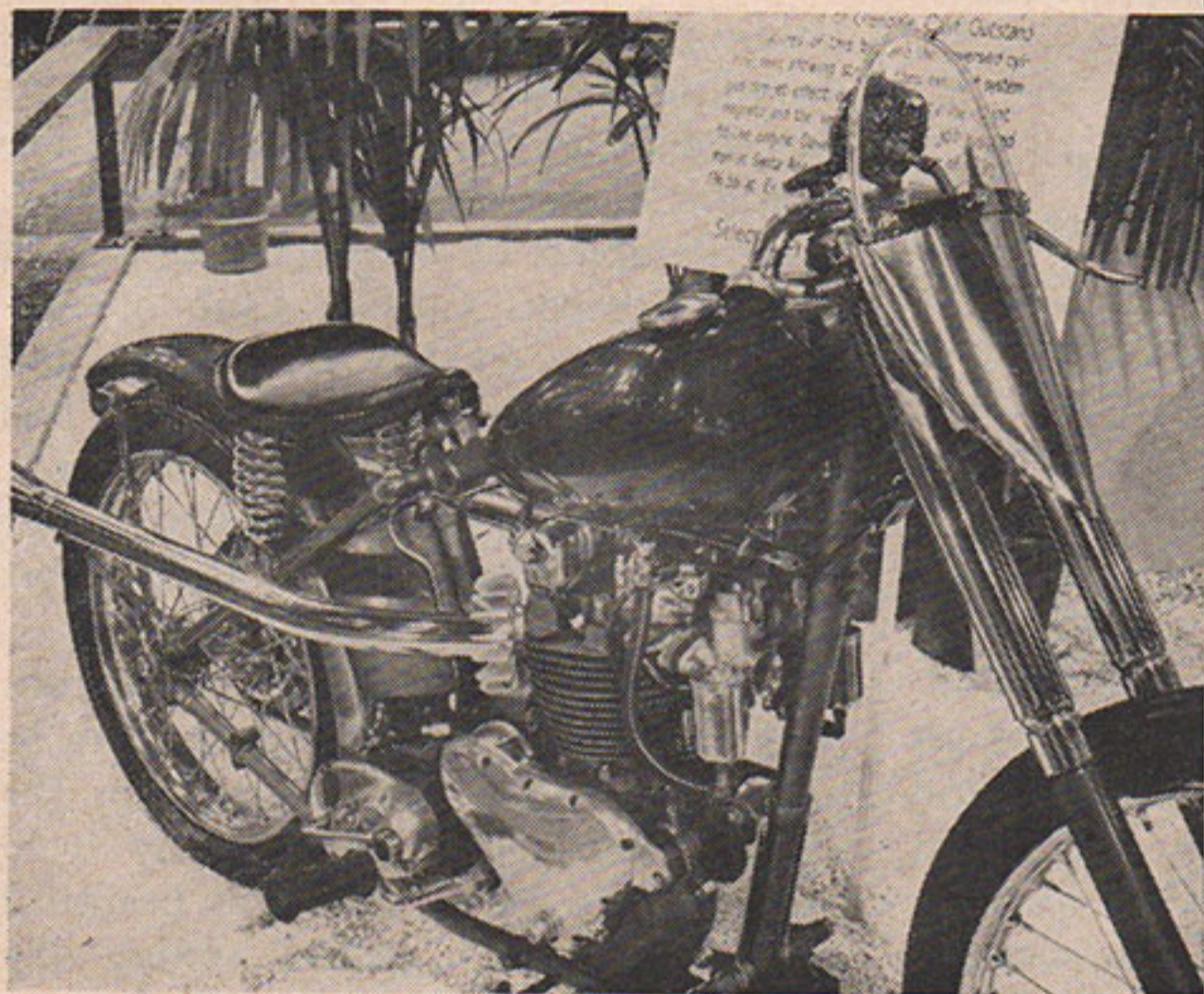


**THE NATION'S GREATEST
MOTORIZED EQUIPMENT SHOW!**

4th annual international

MOTORAMA

Beginning Monday, Oct. 26—Closing Sunday, Nov. 1
PAN PACIFIC AUDITORIUM • LOS ANGELES



See The Country's Largest Motorcycle Display! Inspect the Newest Models and the Latest Lines of Accessories and Supplies. View Championship Competition Machines in Various Classes

7 EXCITING DAYS

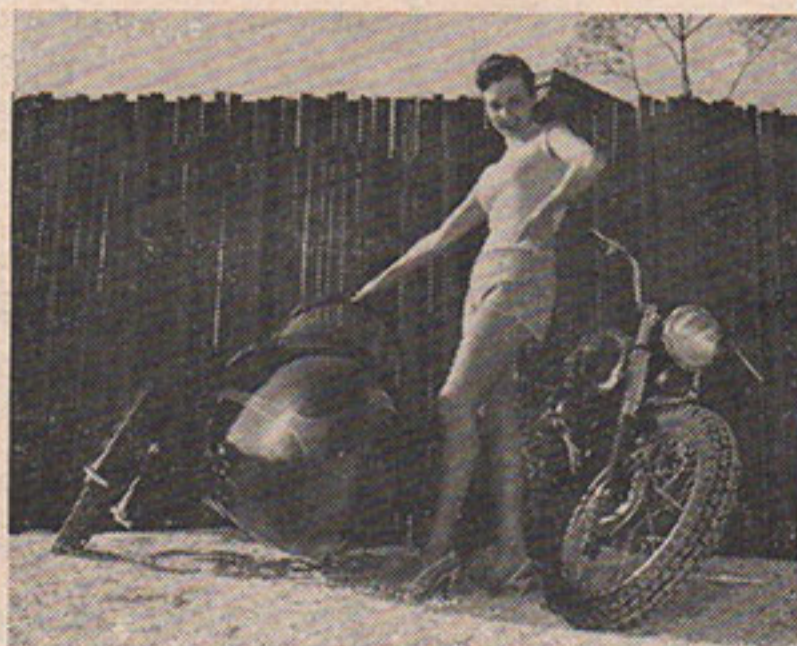
COLORFUL — DRAMATIC EDUCATIONAL — EXCITING

The World's Most Complete Exhibit of Unique and Spectacular Automobiles

A Large Foreign Car Section—Record-Breaking Hot Rods—Bonneville Streamliners—Drag Strip Champions—Fiberglass Creations of Assorted Kinds—Antiques—Classics



Scores of Exhibits of the Newest Items in the Accessory, Parts and Supply Fields.



ROBERT E. PETERSEN, Producer—LEE O. RYAN, Managing Director

Endorsed by CYCLE • HOT ROD • MOTOR TREND and HONK! Magazines

4

musts for motorcyclists

QUESTIONS & ANSWERS

1953 Revised Edition, U. S. Motorcycle Manual Contains information on all U.S. 2- and 4-stroke motorcycles. Theories and helpful hints on overhauling the engine, transmission, wheel repair, brakes, bearings. An up-to-date manual which includes data on the new machines such as the Mustang, Powell, and the new models of Indian and Harley-Davidson motorcycles. 214 well-illustrated pages. Postpaid \$2.00



TWO-STROKE MOTORCYCLES

133 pages with 82 drawing and photos. The most complete handbook obtainable on new and used 2-stroke engines, covering construction methods, how the engine works, starting, carburetion, ignition, lighting, lubrication, engine

maintenance, tracing troubles, tuning and technical features as well as learning to ride and riding techniques. Postpaid \$1.50

MODERN MOTORCYCLE MECHANICS

674 pages and 276 illustrations make this the most complete and useful motorcycle service book obtainable. Revised edition which covers all popular models of British and American machines up to 1953, with complete information on service, repair and speed tuning, and with every mechanical detail covered complete. A wonderful book for mechanics or owners! Postpaid \$5.00



MOTORCYCLE ROAD TESTS '49-'52

Complete performance records, technical data and specifications on 30 British machines tested by technical staff of "The Motor Cycle". All makes are covered in detail in 64 well-illustrated pages and include Ariel, B.S.A.,

DMW., Dot, Excelsior, Francis-Barnett, James, Norton, Royal Enfield, Sunbeam, Tandon, Triumph, Velocette, and Vincent. Postpaid \$1.50

Check the books you want
—and mail the ad today!

FLOYD CLYMER PUBLICATIONS
1268 S. Alvarado St., Los Angeles 6, Calif.

Please send the books I have checked above. Enclosed is cash check

M. O.

Name

Address

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

C10

WINDBER 50

(Continued from page 42)

Rick Fisher riding the only Norton 88 twin in the race was going well and lying in sixth position when fouled plugs forced a pit stop and eventually eliminated him.

RESULTS

1. Joe Leonard, San Jose, Calif.....H-DK
2. Roger Soderstrom, Normal, Ill.....H-DK
3. Leon Applegate, Burlington, N. J.....H-DK
4. Ted Boyd, Baltimore, Md.....TRI
5. Lloyd Laugerman, Hanover, Pa.....H-DK
6. Dick Koos, Erie, Pa.....H-D
7. Arthur Moore, Pittsburgh, Pa.....H-D
8. Tommy Thompson, Upper Sandusky, O.....BSA
9. Harvey Smith, Wernerville, Pa.....H-D
10. Robert Meyers, Hanover, Pa.....H-D

MACHINES ENTERED BY MAKE

Harley-Davidson	25
Triumph	12
BSA	4
Norton	2

The Gypsy Tour

Another highlight of the Western Pennsylvania Harley-Davidson Dealers' big program was the annual gypsy tour that included a short track race meet at Windber Stadium and a 125 race for stock motors.

Camping out was the vogue and early arrivals began staking out their camp sites on Thursday, July 23. The Friendly City Riders of nearby Johnstown set up their coffee making equipment and started to serve free coffee and donuts to the attending riders. This spot became a gathering place and was crowded for most of the night with bench racers of all varieties.

The AMA registration booth was opened in the park under the direction of Candy Trostle with the Motor Maids assisting as usual.

Where there are motors, even road motors, there is speed and where there are more than one there are arguments as to the capabilities of those present. Motorcycle people are "doers" and all arising arguments were safely settled on a dragstrip set up in the parking lot by the sponsors. Commendable!

A 25 lap race for 125 cc. bikes drew many entries and many more spectators on Saturday afternoon. The track was

laid out over the ball field and partly on the national course. Once these machines were wound up it sounded like an apiary playing host to a national convention. In the A class of the one-two-five race Hal Burton was first on a Puch with Warren Sherwood second on the same make. Neal Gosman riding a BSA Bantam finished third. A Royal Enfield rider, D. Benedict won the C class ahead of G. Kock and Gordon Shire, both on Harleys.

At 6:00 P.M. the gates to beautiful Windber Stadium were thrown open and the riders and townspeople began to file in. This was the first time there ever had been a cinder track race here and the people of the town were just wondering what made these people ride so far on these two wheel motors. The evening's festivities started out with the awarding of the trophies and judging of the clubs and also the best appearing motorcycle, and many others. The Baltimore Ramblers of Baltimore, Md., with the McKeesport Cycling Club of McKeesport, Pa., entered the stadium and rode around the track. Both very fine looking clubs and beautiful uniforms. The judges after much consultation and inspection decided on the McKeesport Club.

Due to all the entries for these contests, the events were late in starting so at 9:00 the time trials started for the cinder track races. These really were something to see here in this beautiful stadium. As you looked around the track you would see the beautiful green hills of Pennsylvania as a background. For many of the riders it was the first time on the cinders and several learned the hard way. All in all the show went off very well and the track was improving each event. Ray Wimmer of Staten Island, N. Y., on a Triumph, was the winner of the main event. ★

ATTENTION!

The most complete stock of Matchless, AJS and Lucas parts in the Midwest. Amal carburetor parts for most English models.

SHORES MOTORCYCLES
Joseph Schotthoefer, prop.

1983 E. Eight-Mile Rd. Hazel Park, Mich.
Slocum 7-9880

SALES SERVICE

NSU

100cc. to 500cc. MOTORCYCLES

LAMBRETTA SCOOTERS

G. F. MULLINEAUX

93 Theron St. Johnson City, N.Y.
Phone 7-2330

IMPORTED CYCLE BERET!

Sharp—Can't Blow Off

\$2.25 LIST

Postage Paid
Send: Check or
Money Order

COLORS—BLACK NAVY BLUE
(CHECK)

ONE SIZE FITS ANY HEAD

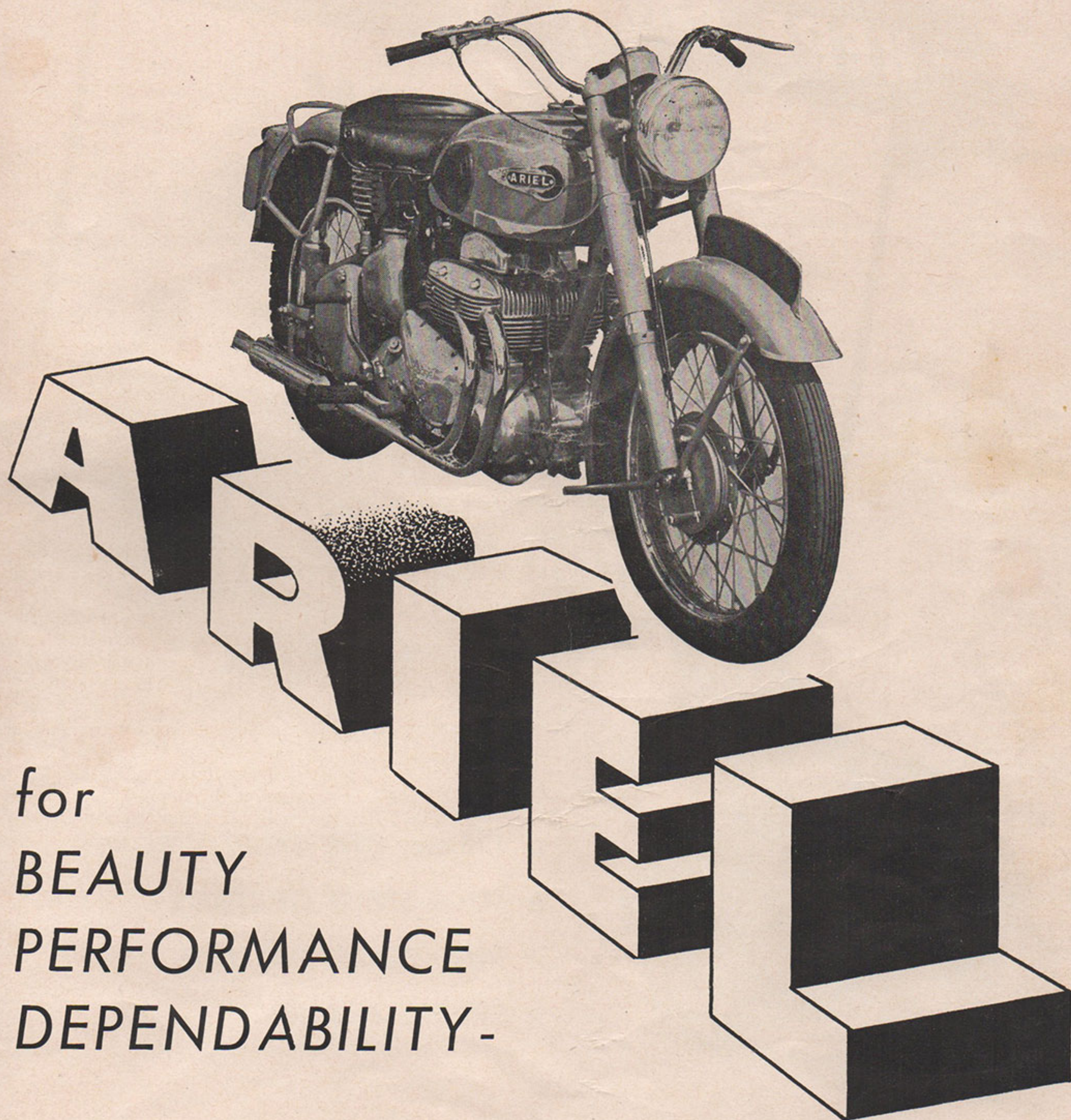
Dealer Inquiries Invited

B & D MOTORCYCLE SERVICE
Route U.S. 1 & Scott Ave. Rahway, N. J.

Bargains! Bargains! Bargains!
Used Machines & "K" Demos.
WALKER & HAYFORD

Harley-Davidson Sales & Service
900 N. La Brea Ave., Inglewood 3, Calif.
ORchard 1-8549

ALWAYS ON TOP



for
BEAUTY
PERFORMANCE
DEPENDABILITY-

The Ever popular Square Four!

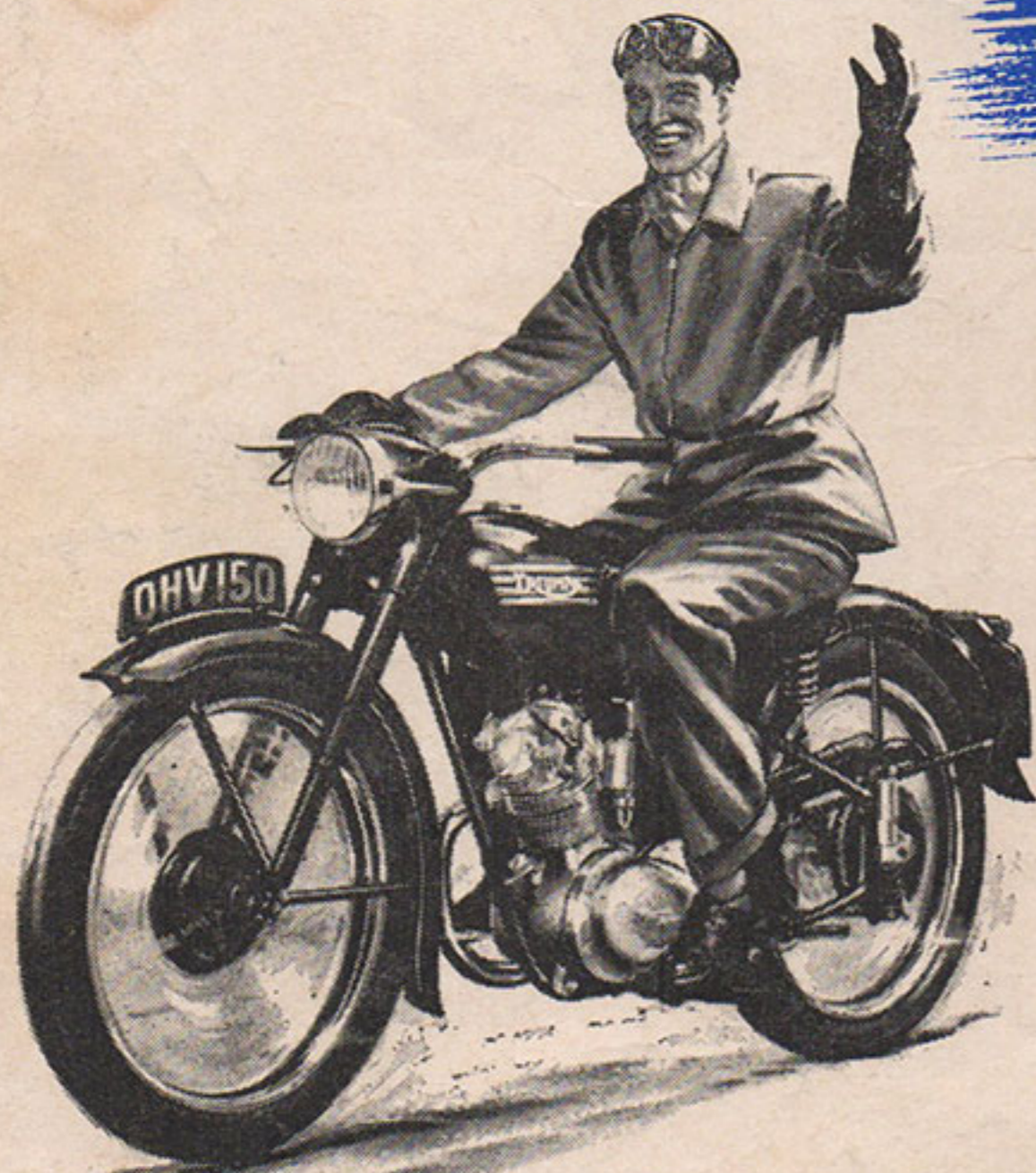
Johnson Motors, Inc.

267 WEST COLORADO STREET,
PASADENA, CALIF.

HERE SOON...

**THE NEW
TRIUMPH[®]
TERRIER**

*another
Triumph Engineering
Achievement*



- ★ 150 c.c. OHV FOUR STROKE
- ★ FOUR-SPEED GEARBOX
- ★ UNIT CONSTRUCTION
- ★ SPRING FRAME

The new 150 c.c. overhead valve Triumph TERRIOR sets an entirely new standard of performance for lightweights. Never has a new motorcycle been so eagerly acclaimed, enthusiasts everywhere are clamoring to see and ride this new Triumph. They will not be disappointed — the TERRIER is a true Triumph, down to the smallest detail, produced with the care and skill, fine finish and high quality which have always been the delight of Triumph owners.

Johnson Motors, Inc.

267 W. COLORADO ST., PASADENA 1, CALIF.

The **TRIUMPH** *Corporation*

TOWSON, BALTIMORE 4, MARYLAND