

FLAT OUT AND FULL BORE!

CYCLE

"World's Largest Monthly Motorcycle Circulation"

*Bonneville
Speed
Trials*

November, 1953



35c



Jack Pine Endurance Run

6 National Championships

ANOTHER SPEED RECORD FOR VELOCETTE!



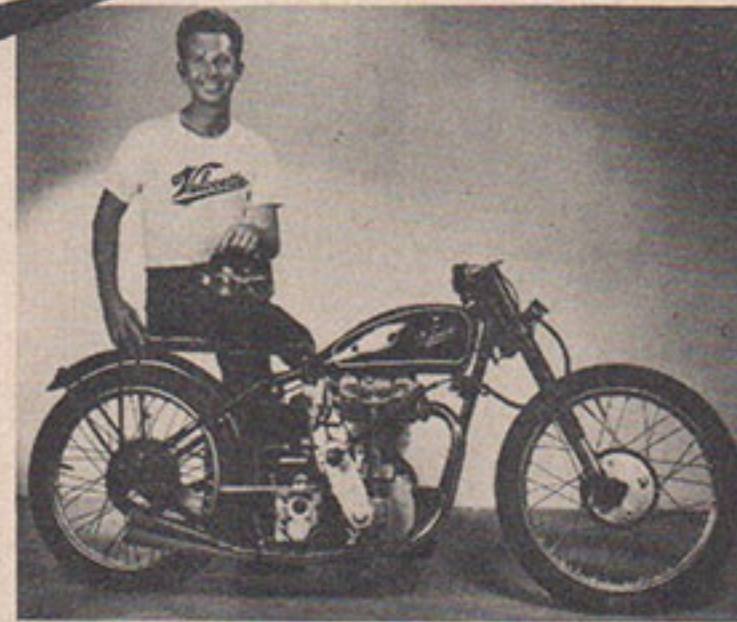
Carl Hanson, Velocette MAC, set a new AMA 21 cu. in. class C (Gas) record* at the 1953 Bonneville National Speed Trials averaging 100.32 mph for the two runs. Fastest one way run was over 102 mph.

Dealer Franchise Available

Riders! Here's an opportunity to go into business for yourself with a very small investment.

Velocette

Lloyd Bulmer, present official holder of the AMA 21 cu. in. class A (fuel) record, averaged 119.87 mph for his two record runs at the 1952 Bonneville meet.



VELOCETTE SPEED EQUIPMENT AVAILABLE

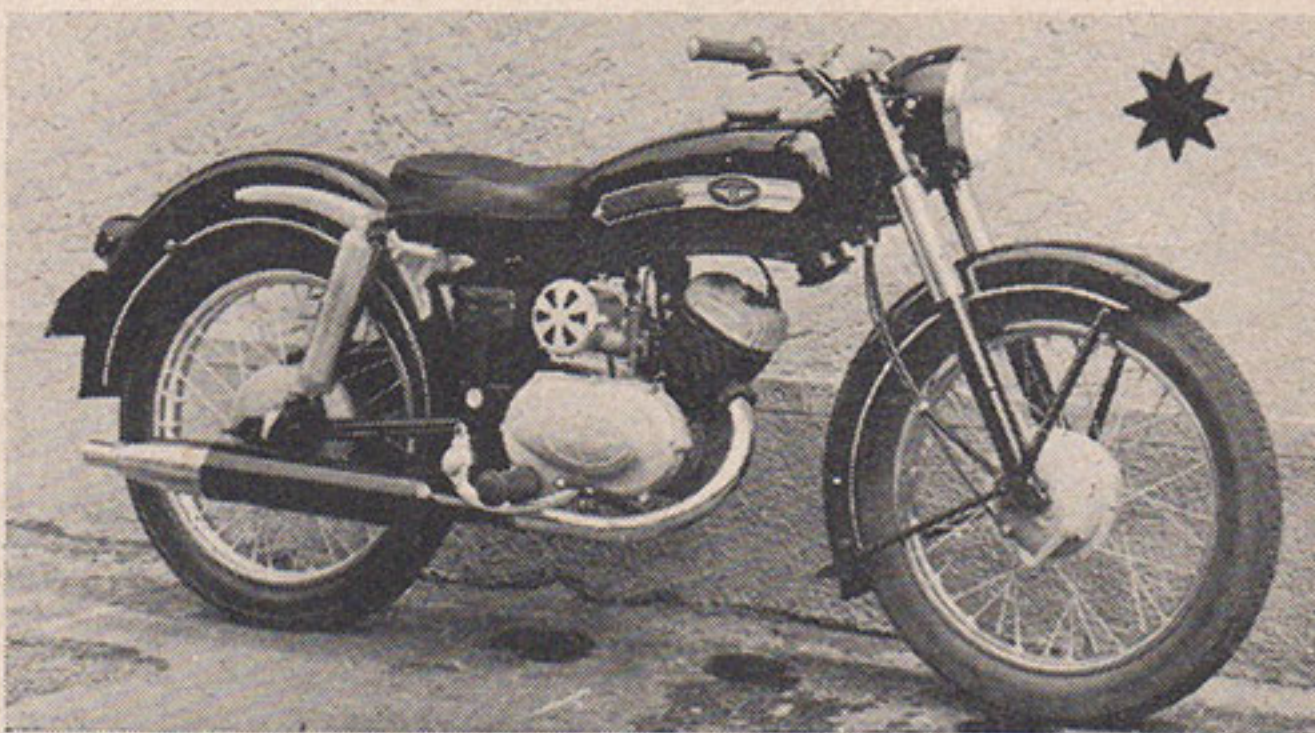
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THE SHAPE OF THINGS TO COME

"Sabre"—New 250 cc. Featherbed Joins 1954 ZUNDAPP Line



The new streamlined motorcycle you see pictured here is only one of the new models that will make up the ZUNDAPP line for 1954.

Watch our next ads for photos of the new "BELLA" scooter, 200 cc. with 12" wheels interchangeable engine parts with COMFORT NORMA (except cylinder and piston), hydraulic front fork, swing arm rear suspension with hydraulic shock absorber, and of the brand new ZUNDAPP stars:

JET BOXER—250 cc.—OHC—shaft drive—24 HP—90 MPH
—front and rear swing arm—opposed twin.

JET BOXER—350 cc.—OHC—shaft drive—30 HP—100 MPH
—front and rear swing arm—opposed twin.

*Revolutionary in lightweight design, the "SABRE" styled with an eye to tomorrow, incorporates all the most recent innovations in motorcycle styling and technical development. 13 dynamic horses—featherbed rear springing—hydraulic front fork—enclosed chain—all engine parts, except cylinder and piston, interchangeable with COMFORT—NORMA models. Front fork interchangeable too. \$519.00 incl. Fed. Ex. Tax. F.O.B. New York and Los Angeles

DELIVERY IN DECEMBER

**THE SWING TO ZUNDAPP IS ON . . .
WHY NOT JOIN IT?**

**WRITE TO
INTERNATIONAL MOTORCYCLE CO.**

2432 GRAND CONCOURSE, NEW YORK 58, N. Y.

CYpress 8-3700

"World's Largest Monthly Motorcycle Circulation"

NOVEMBER, 1953

VOL. IV, NO. 11

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.



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Staff

Publisher and Editor . . . Floyd Clymer Advertising . . . Ragnar Berglund
Associate Editor . . . Evan Aiken Art Director . . . V. W. Oswald, 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.

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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—Jack Pine scene on left cover is typical of the endurance tests included in this year's "Impossible Ride." As usual, the Rifle River took its toll in the over anxious souls who put scores before caution. Safe crossings were made by the careful ones. On the right is a surrealistic view of the Bonneville Speed Trials with two of the record chasers getting under way. Photo was made with two negatives. Subjects of each were placed at right angles to each other and enlarged. At the top is the now legendary "Brute," America's fastest motorcycle at 170.13 mph.

The Publisher's Column

COMPETITION SEASON ENDING—We must admit that this issue of CYCLE is "top-heavy" with competition news, including the results of many important championships. Most of our readers are interested in competition. However, the competition season, excepting in the far South and in California, has ended due to cold weather. We will therefore be able in the coming winter months to offer our readers a wider variety of text and pictures, which will include technical articles, travelogues, announcements of new models and some interesting activities that are taking place in the foreign field of motorcycling. 1953 was a great year for competition of all kinds and we believe that more A.M.A. sanctions for competition events were issued this year than ever before. We hope that next year even more events will be held for the ever-increasing group, the riders of lightweight cycles. We also hope that there will be more hill-climbing events which certainly offer exciting and thrilling competition with a high degree of safety.

ADVERTISING INCREASES SALES—The time has apparently arrived when many dealers are concerned not only with ways to increase their business but how to maintain the satisfactory volume that they have had most of the time since World War II. Recently I crisscrossed the U.S. three times and in so doing I talked with a great many motorcycle dealers handling many various makes. I found a lot of enthusiasm in many places, lethargy in others, and pessimism in other spots. There is no denying that the "honeymoon" is over as far as easy sales are concerned and dealers must realize the necessity of "hitting the ball" and doing some real thinking and devoting time to constructive selling programs from now on.

Advertising plays an important part in the sale of any merchandise and in a recent survey in 52 major cities, newspaper advertising showed a gain in August of 6.5% over the corresponding month in 1952. Despite complaints of many automobile dealers that sales are down, the largest advertising gain was in the automotive field, which showed an increase of 30.3%. This suggests that the guiding powers in the automotive industry feel it necessary to double their advertising efforts when business slows down. During the week of September 19 department store sales were 6% higher than the same period of 1952. From January 1 to September 19 store sales were up 3% compared to the same 1952 period, according to the Wall Street Journal. Philadelphia merchants chalked up the biggest boost when one week in September showed total volume increase of 7.7% over a year ago. Dallas and San Francisco districts shared the low volume honors, with general sales off 3%. These authentic figures indicate that in spite of the sales slump so many predicted for fall, business generally in the majority of lines is good.

We have all heard the story about the salesman who was a big success because he didn't know that he was not selling the best merchandise available in his field. The quicker all of us stop worrying about the future, the better business will be for everyone. The day of salesmanship has returned and the energetic, enthusiastic and hard working motorcycle dealer is one who will come out on top. The drones will fall by the wayside, as they always have in any business. One of my best friends and a man who made a tremendous success of his long business career until he died a few years ago was Frank C. Cullen, for many years Chrysler distributor for Colorado. I recall a statement he often repeated:

"Always remember, Floyd, there is no short cut to success. Whenever sales slow down it requires more effort and study of your business. It means less golf, less fishing, less loafing, fewer and shorter vacations—in short, there is no substitute for hard work! And patience and perseverance are the attributes necessary for the success of any business."

Floyd Clymer

PUBLISHER

Late News . . . from here and there

The AMA has created a new racing class for "Sporting Road Racing". Participation in this class will require a competition license similar to the regular racing card but will entitle the holder to enter only AMA sanctioned road races where no cash purse is involved. This new class came about as a direct result of the recent Santa Barbara Road Races promoted by the California Sports Car Club. Motorcycles were included in the program through the enthusiastic efforts of Al Papp and the Santa Barbara Motorcycle Club. Since sports car drivers race strictly for trophies (no cash purses) and risk some very expensive equipment in the process, they naturally could not be expected to pay cash prizes to the bike riders. So now the AMA is sanctioning this type of non-paying event much in the same way as an enduro. More information may be obtained by writing the AMA direct.

Bob Bates Photos



The Santa Barbara airport race featured three classes of bike racing: 21, 30.50 and 40 cu. in.

The motorcycle events at the Santa Barbara races were termed by all concerned as "outstanding". Including cycle races in sports car programs is especially advantageous as it shows many spectators who have never before seen the bikes in action the



F. W. Smith on a Vincent was first in the 650 cc. class. Here he flies by the starting line.



Ray Tostado won the 21 cu. in. class on a Velocette followed by Tom Burton, Triumph, and Woody Caruth on another Velo. Scenes such as this are entirely too rare in the United States.

excitement that they can provide. With increased spectator interest and further recognition of this strictly amateur sport on the part of the national governing body, we feel that road and airport racing in America is well on its way to becoming a big thing for the bikes. Of course we have Daytona, Laconia and Windber but those attract mostly the "professionals" who are more interested in the cash than in riding just for the sport of it. The day is at hand when Catalina and Santa Barbara-type events will command more interest than most of the run-of-the-mill flat track races.

The AMA has announced the winners of the trophies awarded to clubs and riders attending the 200 mile speedway national at Dodge City, July 4 and 5. The list of winners was received by the Dodge City MC via a letter from AMA Secretary Smith dated 6 August, 1953. Winner of the award for the woman traveling the greatest distance to attend the event on a motorcycle was Alvena Barnes of Raritan, New Jersey. A similar trophy was given to Delvin Trueblood who rode from Dapp, Alberta, Canada. The Club Accumulated Mileage Trophy was awarded to the Winchester Motorcycle Club of Winchester, Virginia. The Sangamon Riders MC of Springfield, Illinois, took the "Oscar" for the best club camp.

The trophies were given by the Dodge City Chamber of Commerce and have been mailed to the winners.

Hot discussion is going on in Britain re the future of road racing. This rhubarb has been brought on by the numerous high speed accidents and fatalities this season. The daily press has, of course, made the worst of these accidents just as our own dear daily press does to motorcycle news. Movement is afoot to bring about a capacity reduction. This seems futile to us, as we look back upon what happened to Class "A" racing in this country.

Up until the early twenties, the use of 61" ohv motors was permitted on mile tracks. Then in the early years of the decade, the capacity was cut to 30.50 for half miles and 61" for mile or more. Later, 30.50 was specified for all dirt track racing. In the late twenties this was cut again to 21.35 cubic inch—the famous "peashooters"—but all the while, design kept progress and kept speeds up. The 21.35 "dope" motors could turn as fast a half-mile as the older 61s and indeed just as fast as present day 45s and 30.50s in the Class C category.

The highly specialized Class A motors were costly and the number of active racing riders dwindled down to a few dozen throughout the country. It was then that Class C was introduced, and despite much justifiable criticism, it has stimulated interest in racing. Track speeds are still high however, and probably always will be as long as motorcycles are raced.

In view of these facts then, we believe that a capacity cut for international road racing would be futile. Another way must be found to control excessive speeds—after all, the "works" 125 cc racers are capable of over 90 mph! The answer probably lies in some form of "stock" racing—and this brings on a flock of headaches!

Burton Albrecht, long time motorcycle racer and for several years a road repre-

sentative for Johnson Motors, has joined forces with Bruce Baldwin and the new combine are retailing motorcycles in Kansas City, Kansas. They are selling and servicing Triumphs and Ariels.

It was just recently learned that Joe Simpson's newly established American speed record of 160.69 mph on a class A, 61 cu. in. Vincent (see story this issue) lasted but a week. Rollie Free pushed the record up to 160.73, just 4 one-thousandths of a mile per hour higher, on a similar Vincent during the International Speed Trials in the week following the S.C.T.A. meet at Bonneville. Free's fastest one-way run was 163.54 mph. He did not use his streamlined shell in setting the new mark. As this is written he is preparing to make an assault on the international record with the same bike, but equipped with the shell. The shell is the same one the proved unsuccessful two years ago when it slid 1000 feet on its side on the salt. The only change was a lengthened wheelbase, six inches longer than the old frame.

Bus Schaller also proved exceptional during the second week. Riding his Triumph himself, he came pitifully close to the existing 40 inch class A record with an average of 143.36. His fastest trip registered 145.77 mph. Schaller will not stop there. He too, at this writing, is planning another trip to Bonneville in the immediate future. CYCLE will release the results of these two attempts as soon as the information is available. Watch for the December issue for more on Bonneville.

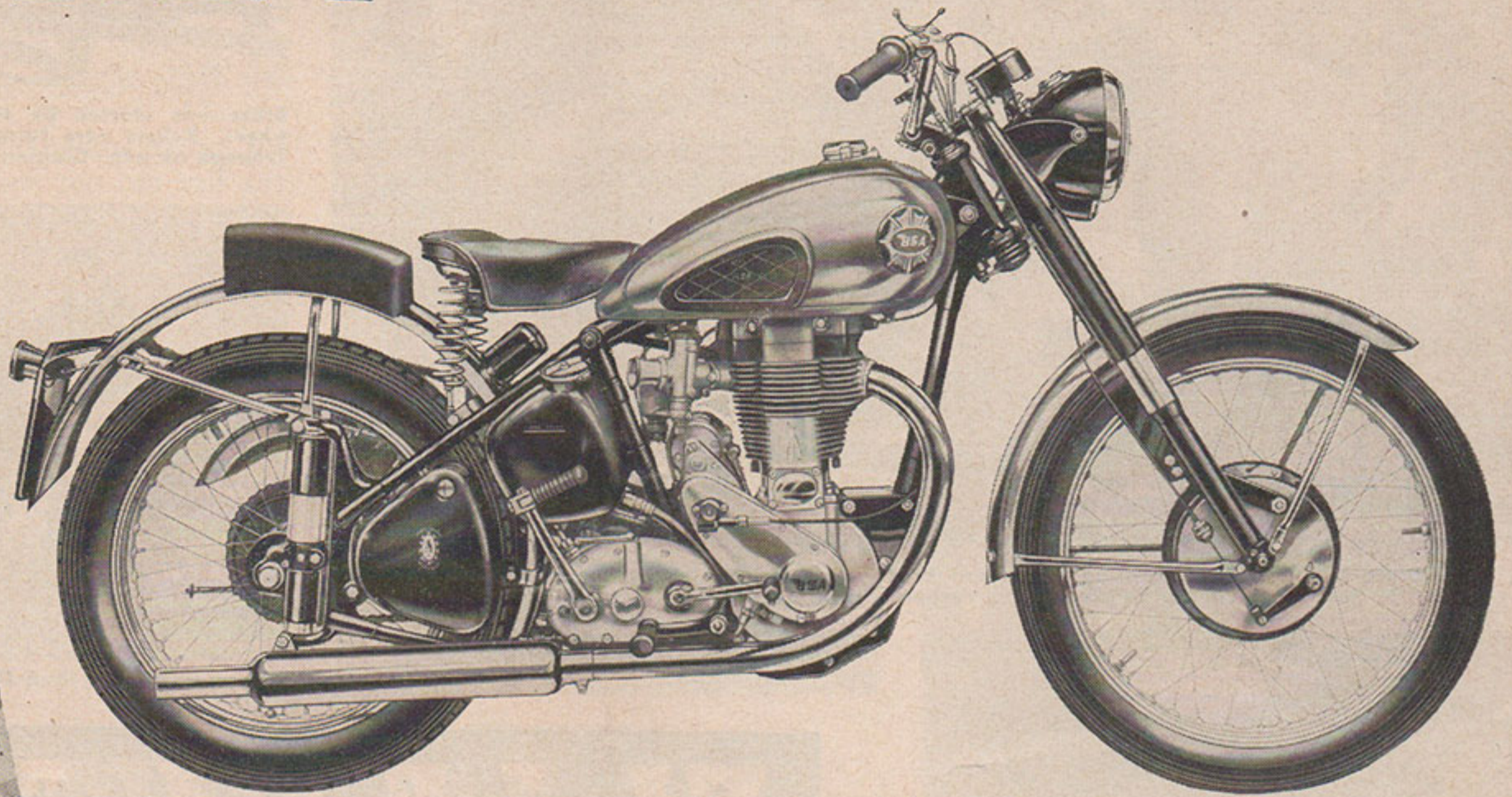
The Sixth Annual Hare and Hound of the North Los Angeles MC will be held this December 13 as the AMA sanctioned National Championship Hare and Hound for 1953. The event will start at Vincents Corners and will be approximately 130 miles long. Every contestant will receive a trophy. You can't lose in a deal like this, better send in your entry now. The club address is: 4451 Santa Monica Blvd., Los Angeles, California.

Latest flash on Daytona (supplementing the article on page 35) from Henry Suter tells of more possibilities for future races.

The mayor of West Palm Beach, Florida, has invited Bill France to move the annual speed trials and races to his city, offering Boca Raton airfield as the setting. As the 1954 Speed Week is rapidly approaching and France has admitted that the present beach course is outdated (under present conditions), the NASCAR officials are considering all possibilities.

As an estimated 180,000 fans have watched all the events held there since 1950, they hesitate to make any radical movement of the programs or changes in them, which might result in a loss of the gate. One of the biggest problems relative to holding the Daytona Beach events is insurance, particularly in view of the three motorcycle fatalities that occurred last March. The promoters have assured everyone that if arrangements can be successfully completed to run the trials and races over the old course, safety conditions at the track will be tightened as much as possible. Dan Warren, Daytona Beach City Commissioner, spoke for his city with concern over losing the winter and spring speed events. Those tourist dollars mean a lot to the merchants of the "World Speed Capital."

There's still time to board the **BSA** Bandwagon!



30.50 cu. in. "Gold Star" World's Finest "All Around" Sports Motorcycle

You are face to face with the most profitable sales opportunity of your lifetime. There just isn't a motorcycle line on the American market that can compare with B.S.A.

All four types of B.S.A. motorcycles are proven champions! Winning top awards on the European continent and here in the United States, B.S.A. motorcycles have met with success in all kinds of competition, and in 1952 additionally scored by taking four U.S.A. National Championships.

B.S.A. dealers and riders are backed up with adequate supplies of spare parts on the Atlantic and Pacific seaboards. B.S.A. owners can find experienced dealers in over 300 towns and cities in the U.S.A.

The world over, B.S.A. is the recognized leader in the motorcycle field. Satisfied dealers in the 48 states, — all responsible merchants, — report an ever increasing demand for B.S.A., — the World's finest motorcycles.

At the 1952 Catalina Grand National Races, four different B.S.A. models took first place in four of the five classes. Such extensive road tests here in U.S.A. have proven B.S.A.'s superiority in every class. No other imported motorcycle can offer so much to you, Mr. Dealer, — at such competitive prices. The skill and craftsmanship with which all B.S.A. models are designed and constructed, have resulted in a combination of mechanical reliability, maneuverability, durability, safety, comfort and appearance that no other manufacturer has ever approached. Only B.S.A., through their distributors in the United States, can offer dealers a complete range of motorcycles, ranging from 7½ cubic inches to 61 cubic inches in Singles, Twins and Fours.

You, as a dealer, can profit with B.S.A.'s complete line of quality motorcycles. Remember, there is no other motorcycle sold in the United States which enjoys the popularity and resale value of B.S.A.

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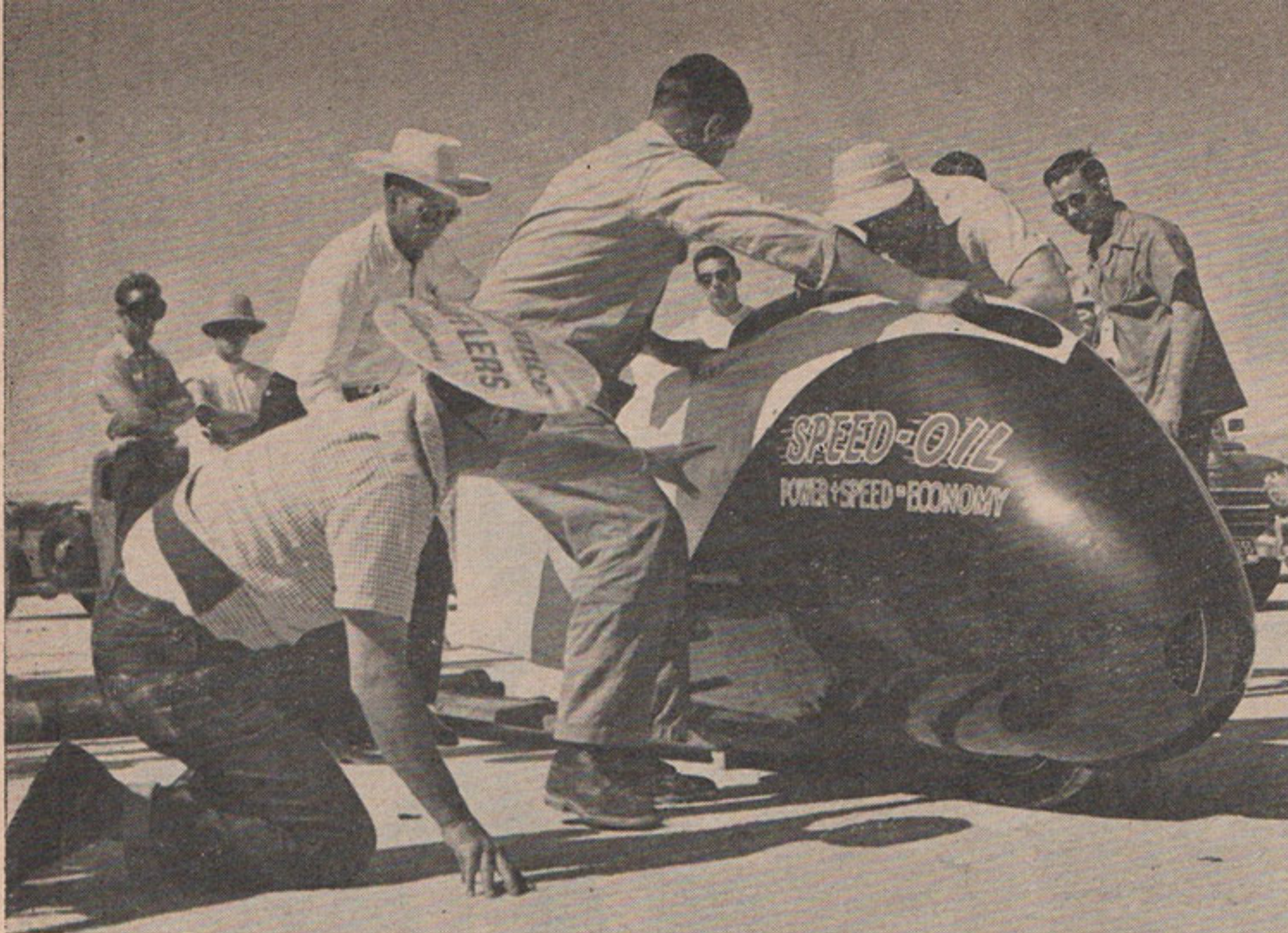
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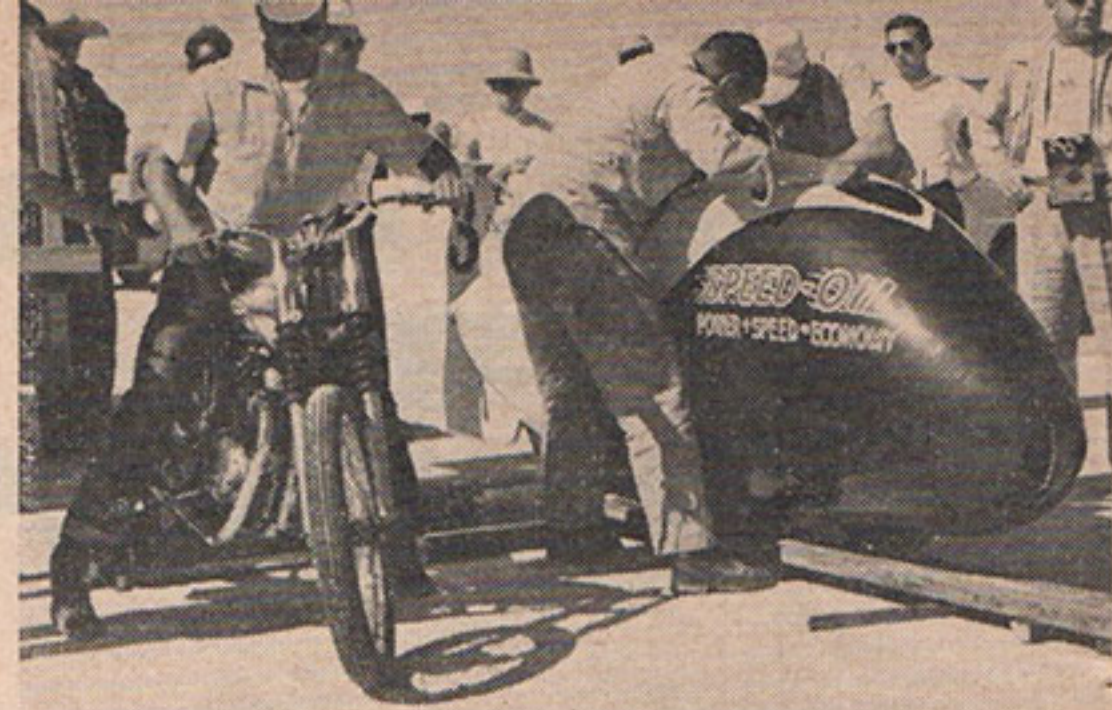
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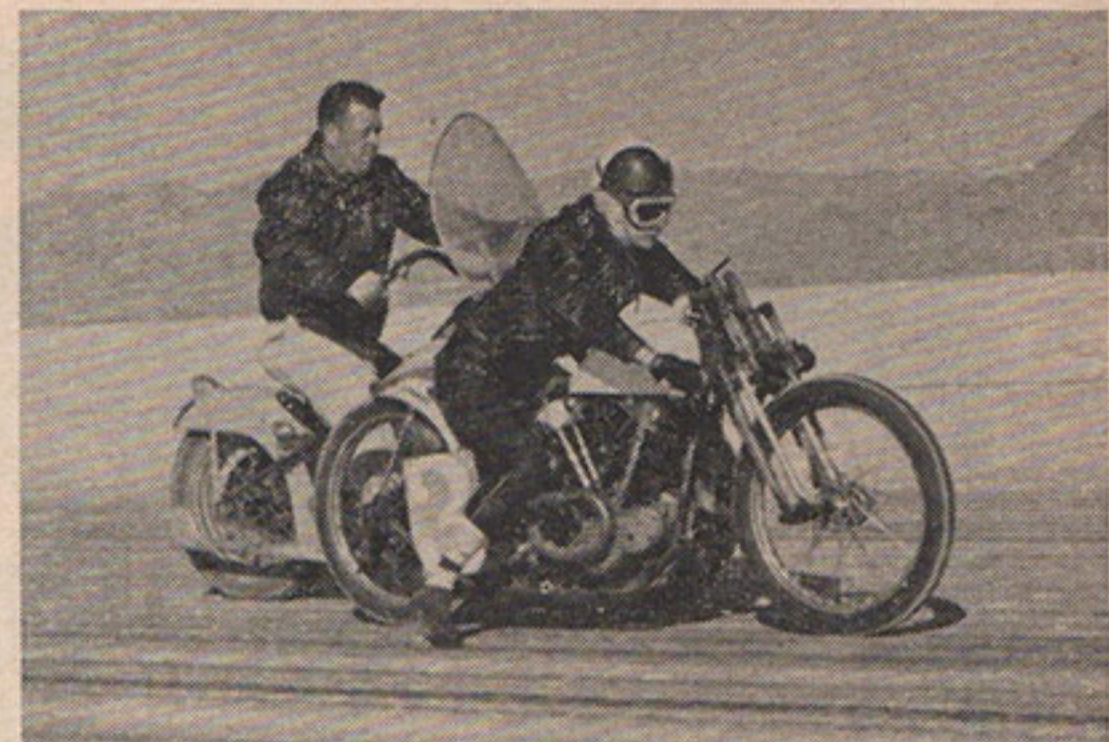
Right in your town, — right at this time, — hundreds of motorcyclists are "Going Limey". Supplement your present line with B.S.A. and start making additional profits instead of additional losses. For years B.S.A. has advertised full pages in all four American Motorcycle magazines. Cash in NOW on the business which we have created for YOU!



The Brute is rolled off the starting rollers and final instructions are shouted to rider Bobby Kelton. Holes in nose of shell are to discourage vacuum rather than to cool the 84 cubic inch motor.



Brute was started by rollers turning its rear wheel. Rollers were turned by driving wheel of Triumph at left. Clausen invention worked fine.



Sans streamlining, Bud Hood push starts Brute.



Bus Schaller marks record official and gives the precious paper back to speedy Joe Simpson.

Joe gets helped out of tight fitting leathers after record run. Joe Vittone offers congrats.



FLAT OUT AND

RECORDS TOPPLE

AS WORLD BEATERS

By T. T. Hilliards

Photos by Ralph Moore
and the Author

BEFORE the curious eyes of hundreds of hot rodders and a dozen enterprising motorcyclists, one of the most awesome creations in wheeldom was fired up and rolled to the starting line. The okay was nodded from the S.C.-T.A. (Southern California Timing Association) tower overlooking the line. The starter waved the green go-flag and the fastest motorcycle in the western hemisphere was on its way to the wildest ride in history.

The expert though nervous rider, Bobby Kelton was crouched low in the streamlined fiberglas shell, that except for a bare minimum of wheel opening, completely enveloped the 84 cubic inch Harley-Davidson—better known as "the Brute".

Kelton accelerated down the smooth two mile approach and entered the first trap, the quarter-mile. Still accelerating at an alarming rate, the Brute entered the mile and then the two mile trap. The machine had been clocked in the first traps at a speed never before attained by a motorcycle in this part of the world—170.13 mph, and it was still picking up speed!

Then it happened. The bike began careening wildly from side to side. The front wheel stuck to the marked course but the rear of the rig was semi-

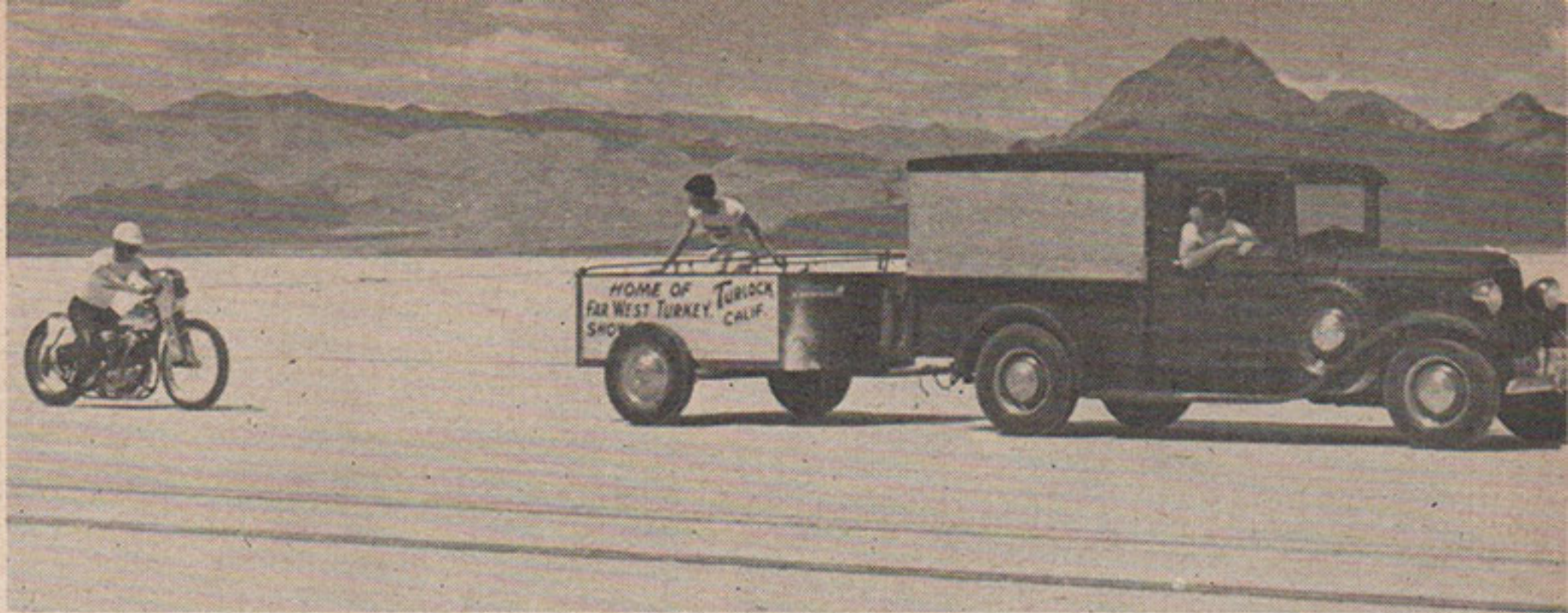
airborne. Cross winds picked up the tail section of the machine and waved it three feet to the right and the left. Kelton and the Brute were in a serious speed wobble. The astonished onlookers watched from the timing stand as the blue and white fish-like object plummeted across the salt with its tail section only occasionally following straight behind the front wheel. The Brute was trying for all it was worth to become airborne and how Bobby Kelton ever kept it perpendicular to the ground is the mystery of the year. His masterful riding finally slowed the bike to a more natural pace and it rolled gradually to a stop. No brakes were fitted to the machine and there were no foot holes in the shell's belly so Brute and Kelton toppled harmlessly on their side.

Kelton emerged safely from the shell, apparently none the worse for the nerve shattering ride, and calmly told his would-be rescuers that he had

throttle left that he had not had a chance to use!

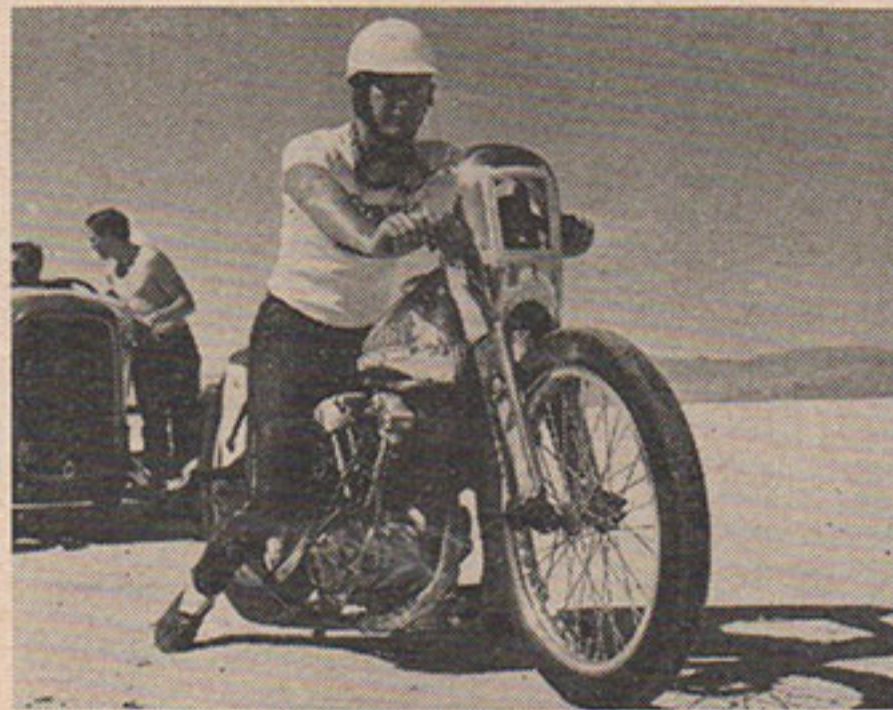
Builders C. B. Clausen and Bud Hood had been aiming at 200 mph or at least 181, the latter enough to smash the NSU world record of 180.

The bike was set up and running exactly the same equipment as was used last year when it hit 168.77 mph unstreamlined. The fiberglass shell was designed and built by C. B. Clausen and differed only slightly from the conventional type—if you can call any streamliner “conventional”. In their first runs the stabilizing rudder was not solid as in the case of the NSU that was so successful on the Autobahn. Clausen’s tail had a moveable rudder connected to controls inside the shell, quite similar to that used in aircraft and was designed to correct any wander induced by cross winds. It failed to do any good and was given up. The tail was then lengthened by approximately 18 inches and the South Gate speed team tried again. The greater tail area induced even more wobble.



Schaller's method of starting 80 inch, fuel injection Harley was by towing rather than pushing.

Old record breakers never die. Lee rode Bus' H-D 80, the 1937 Joe Petralli Daytona speedster.



Irwin Lee takes off down the salty road of records as Bus partly obscures the Graphic's lens.

FULL BORE!

Universal - International newsreel cameramen persuaded Clausen and Hood to let Kelton take another slower ride that they could photograph from their speeding Chrysler. Their precious close-up shots proved expensive for the Brute's owners. Kelton had to lug it along at 80 mph to stay behind the camera car and the terrific pressures in

STORM THE SALT

the cylinders while the engine turned so slowly finally collapsed a piston.

According to C.B., at 170 mph the engine was turning less than 3,000 rpm and the job did make one run in the neighborhood of 155 mph on one cylinder!

They have not yet given up. Next year there will be a new Brute but it will use the same engine. It will have a longer, lower frame and a lower shell. They'll turn 200 mph yet. Once they beat this streamlining problem they can drop any kind of an engine in it and go after records in just about any class.

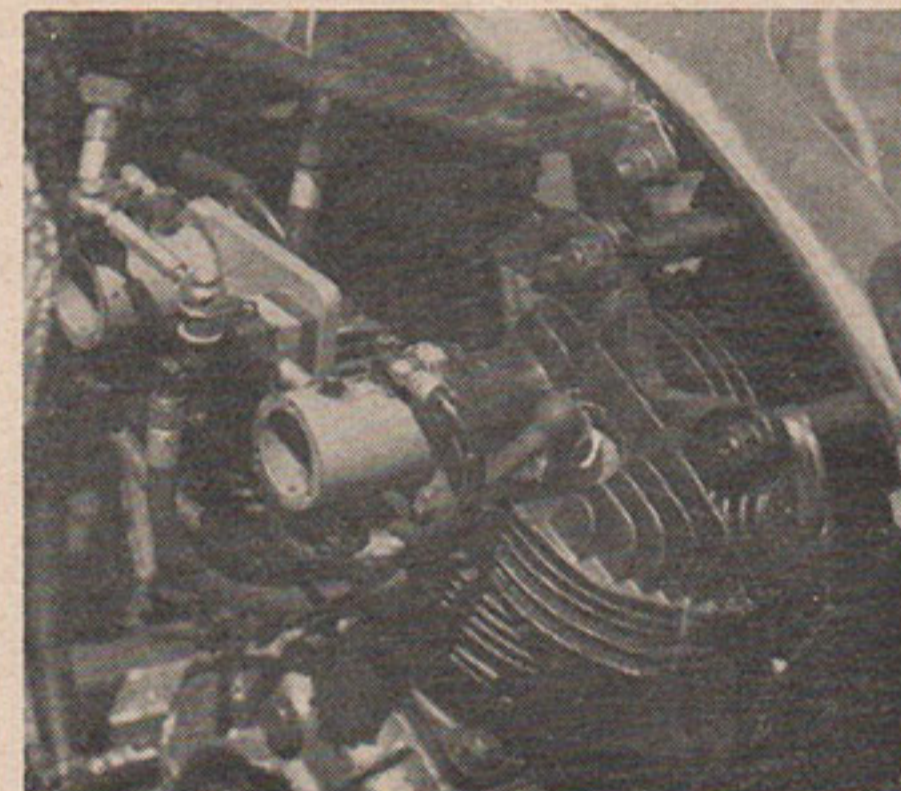
Stockton, California furnished the rider and machine that established a new American absolute speed record. Joe Simpson and his very ordinary looking class A Vincent spent the first part of the Bonneville week in utter anxiety, speeding through the traps at a shade over 155 miles per hour. That's just about three-fourths of a mile per

hour under the then existing Rollie Free mark. On the evening of September 3, Joe was about ready to give up, having already put more than eighty miles on his alky burning pacer at speeds in excess of 150 mph.

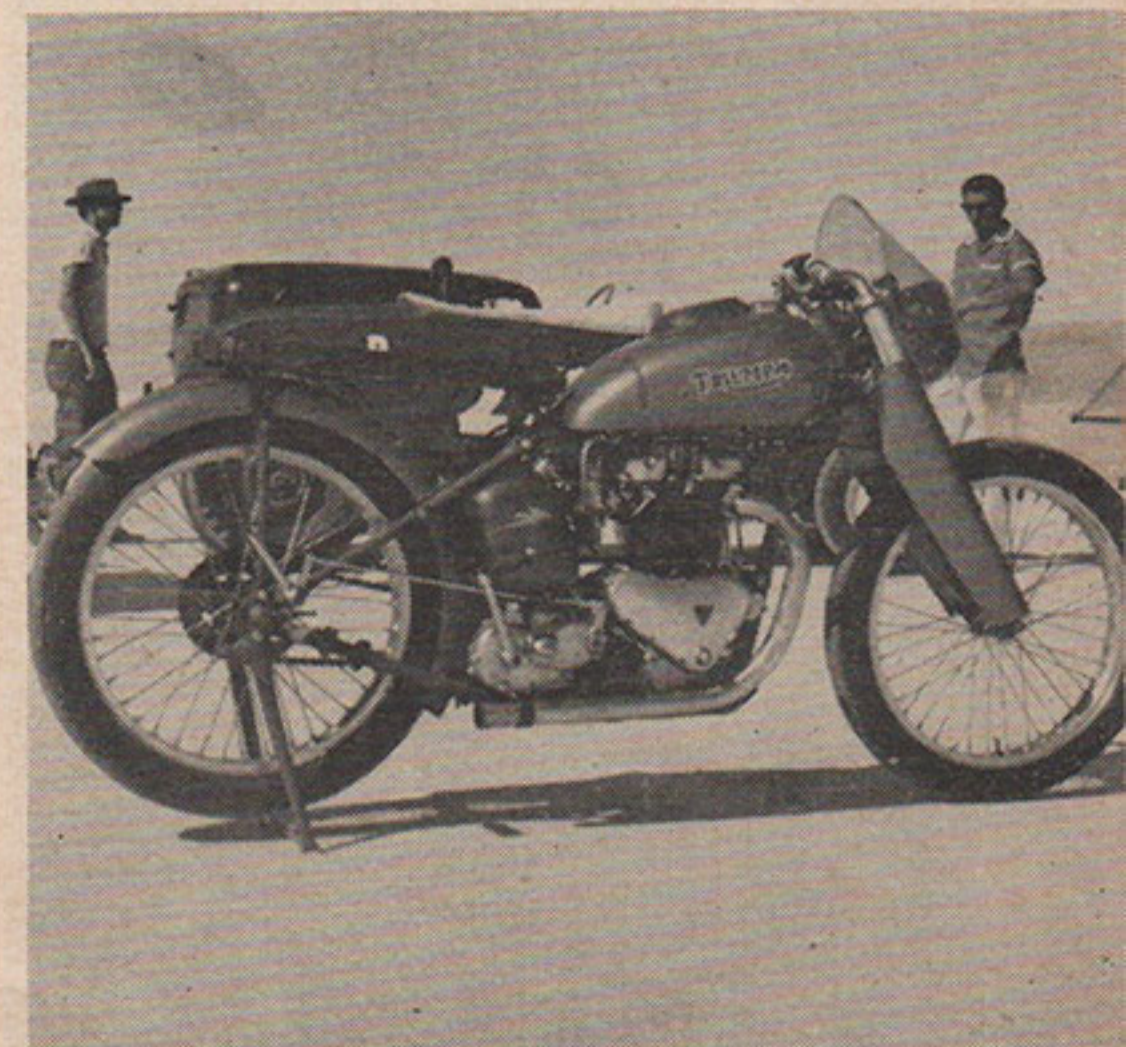
I know if I had a machine that would do an honest 155 and someone told me that I'd have to do a valve job to get really top performance, I'd tell them they were crazy. But Simpson heeded this advice as it came from the old salt shaker himself, Bus Schaller. After working the better part of the night (it's no picnic to pull the heads off a Vincent) he was ready for a final try on the following morning, Friday. His efforts paid off. Joe made the eastern trip clocking 158.94 mph and returned on the western run at 162.45 mph. And so a final average of 160.69 miles per hour was established as the new AMA class A 61 cubic inch record, which is the highest speed in the record book. The Simpson Vincent was burning straight methanol, was unblown and unstreamlined—truly the greatest single feat of the entire week.

As Schaller, the AMA speed trial referee, measured Joe's motor, Simpson brought up a very interesting point with regard to the rules governing the trials. They make no distinction between streamliners, semi-streamliners and unstreamlined machines. Since he had made his record the hard way,

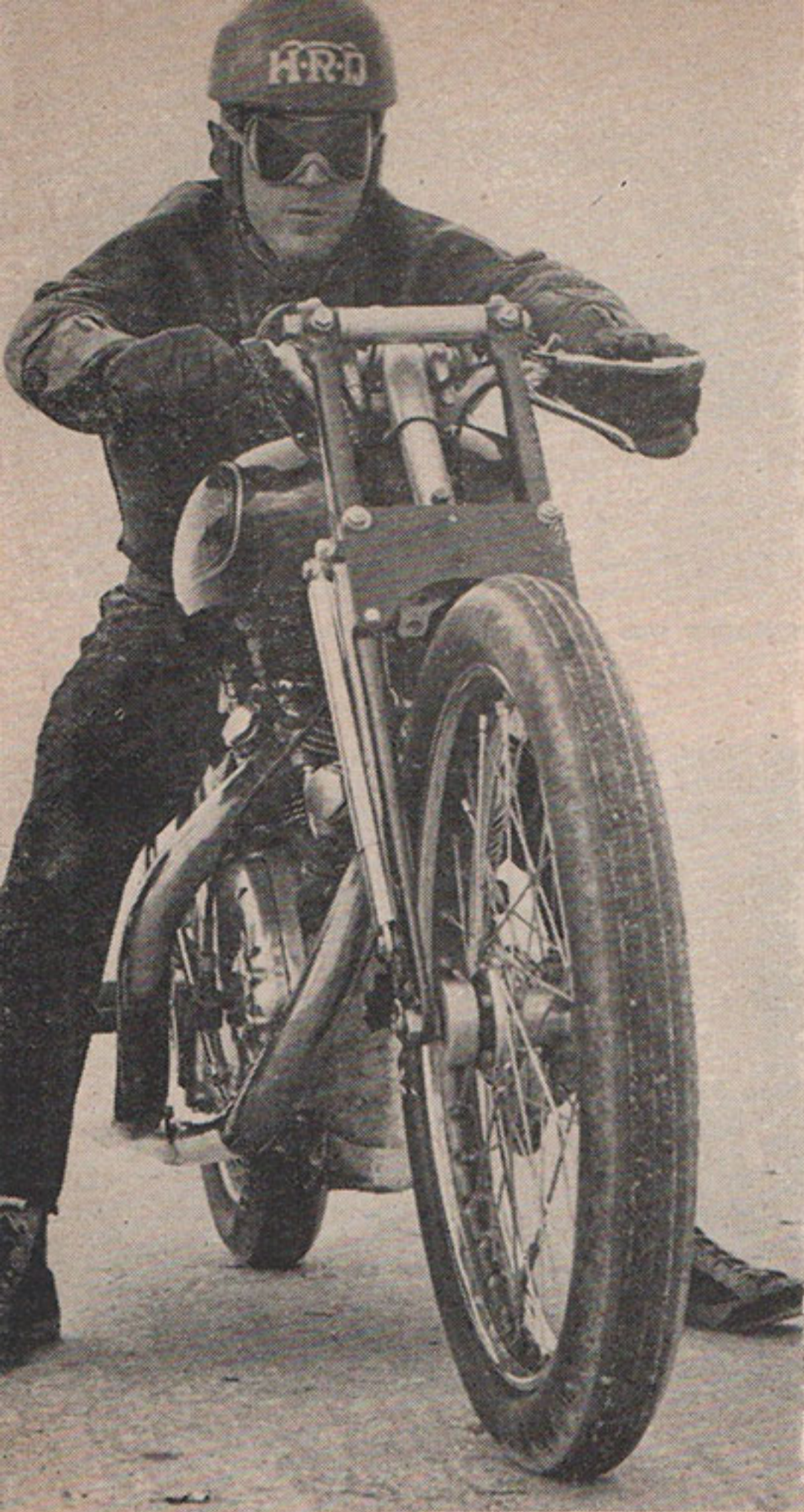
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Hilborn fuel injection set up on Schaller's 80.

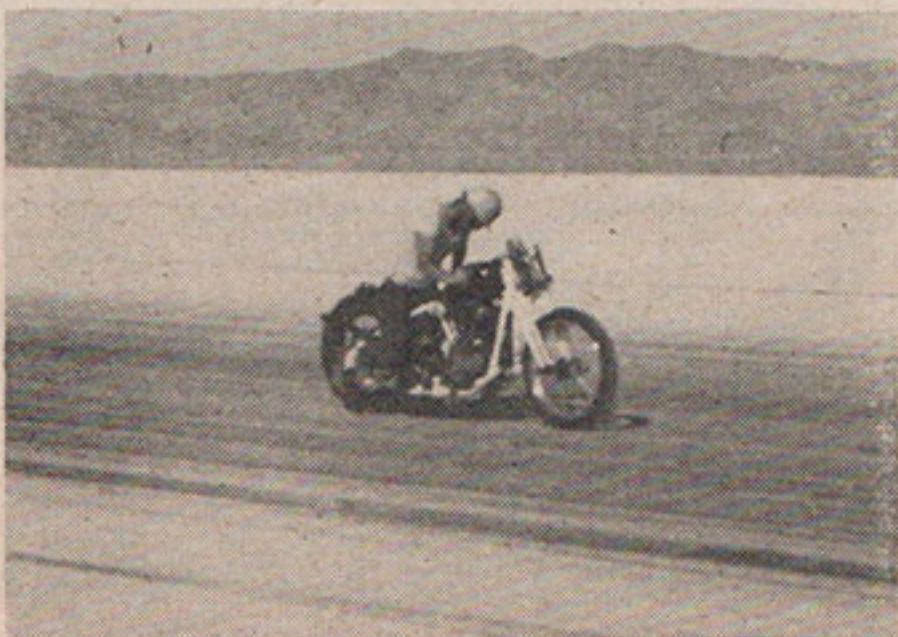


84 horsepower Thunderbird! Bike has special factory built lower end—designed for 150 mph. Both fuel injection and dual Amals were tried.



A man from Mars? No, but at his speed it wouldn't have taken him long—150.94 mph one way on gasoline was Marty Dickerson's fastest.

without a shell, he worried about the life expectancy of his mark. Rollie Free and another Vincent were scheduled to make another attempt during the week following the S.C.T.A. speed trials. And Free was known to have a streamliner. Should it prove satisfactory and Rollie successful in bettering the 160 record, then Simpson is just out of luck. There are those interested parties that think a new set of rules for this type of competition should be drawn up and submitted to the AMA. Some distinctions should be made between machines using shells and the naked ones. Also a special class for supercharged bikes will be necessary if Americans are ever to better international marks. Several of the boys running bored and stroked Harleys would like to see an 80 inch class



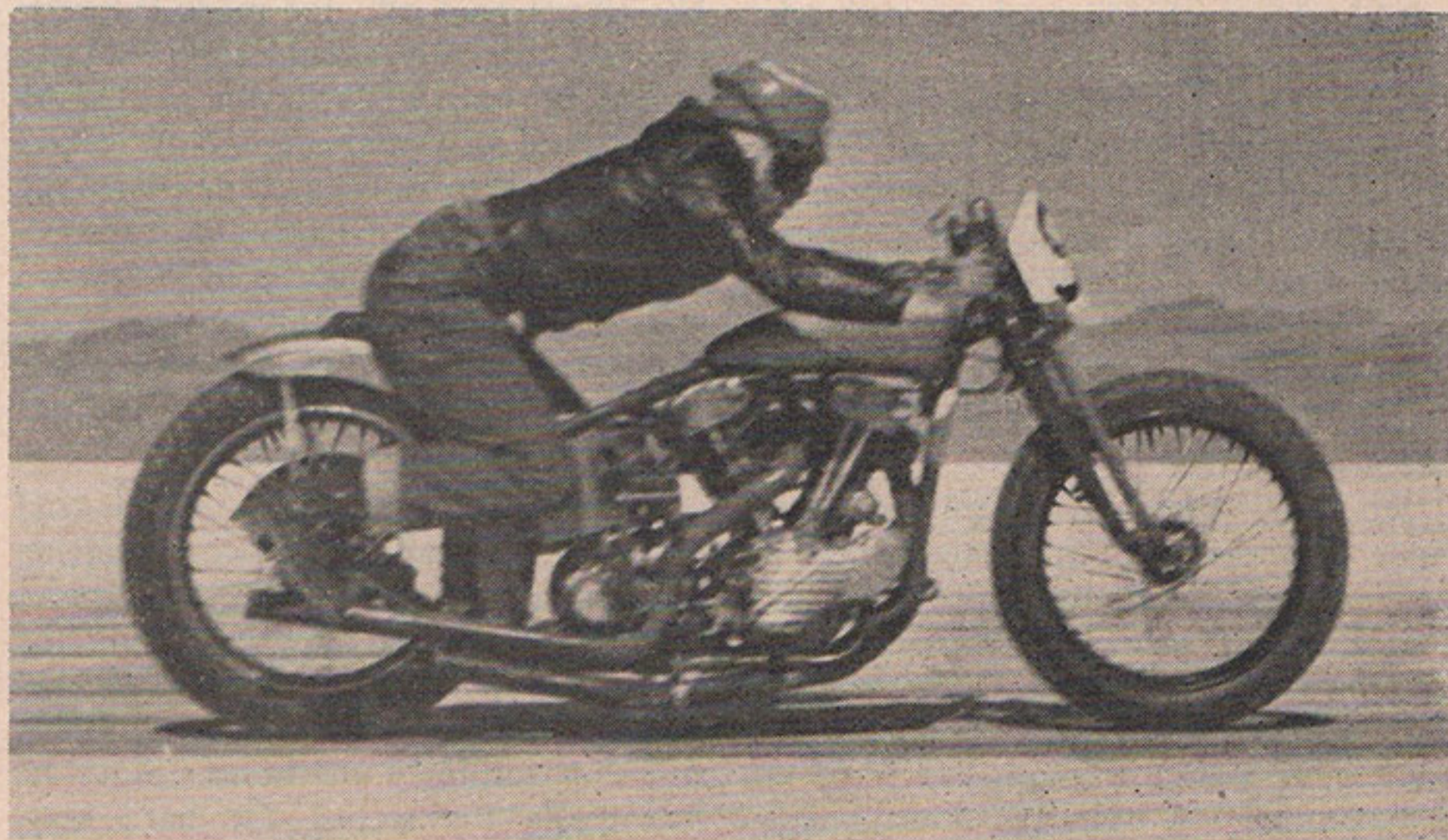
Bob Kucera's gear shift was anything but handy. Required a "look see" to go into top cog.

and also one for unlimited displacements. Briefly, those are our needs. We think that the competition committee will heed the desires of the flat out speedsters as the time has arrived when 200 miles per hour is not an idle dream but an entirely possible feat. It is hoped that a suitable set of rules can be worked out and submitted to the annual meeting of the AMA rule makers this winter. CYCLE would appreciate the comments and suggestions of its readers regarding this point.

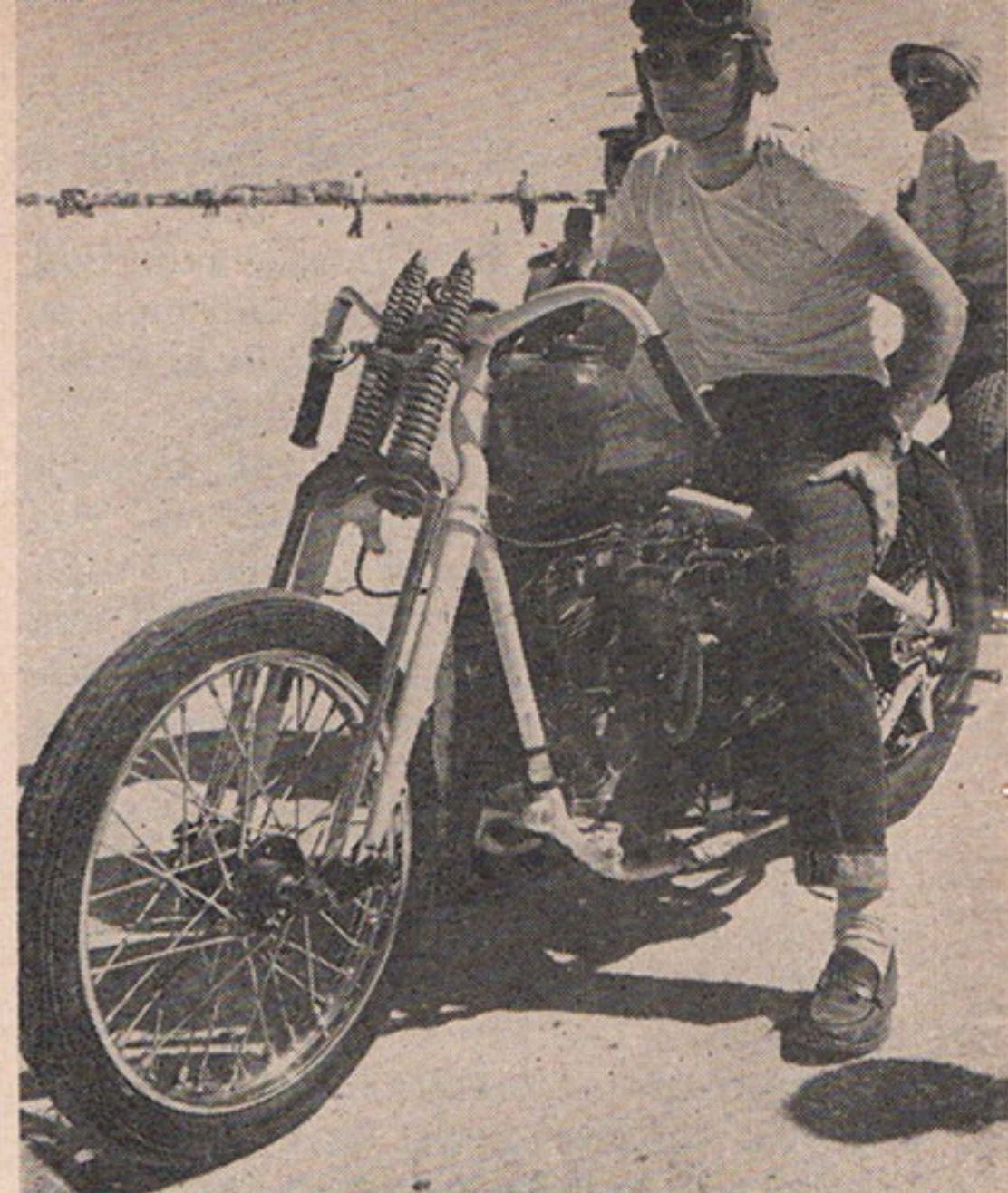
If these things could come to pass, it is very possible that a separate annual Bonneville speed trials exclusively for motorcycles and sanctioned by the AMA might be realized.

One potential record breaker, Al Holloway of Miami Florida, had an unfortunate piece of luck that put him and his class A, 1000 cc. Vincent off for another year. While enroute to Bonneville on Saturday, September 1, he was involved in a serious accident in Denver. An ice truck swerved out of a side street, crashing into his car and the precious Vincent laden trailer, nearly demolishing the car. Al received a broken hip and his pit man, Ward Butler, got a broken rib out of the deal. They say they definitely will be on the salt to make their belated attempts next year. At the moment he is confined to the Veterans Hospital in Denver.

Riverside, California's Carl Hanson hung up a brand new mark in the book. No previous record existed in the class C, 350 cc. division and Carl's Velocette set one up that looks pretty safe for a while. Running only a 7.6 to 1 compression ratio he established a mark of 98.67 on September fourth. But still dissatisfied, he loosened a binding primary chain and on the following morning went out and pushed his potent little 21 inch Velo through the traps at an average two way speed of 100.32



H. R. D. Tijuana (that's his name) prepares to flatten out on his H-D 74 as he nears the traps.



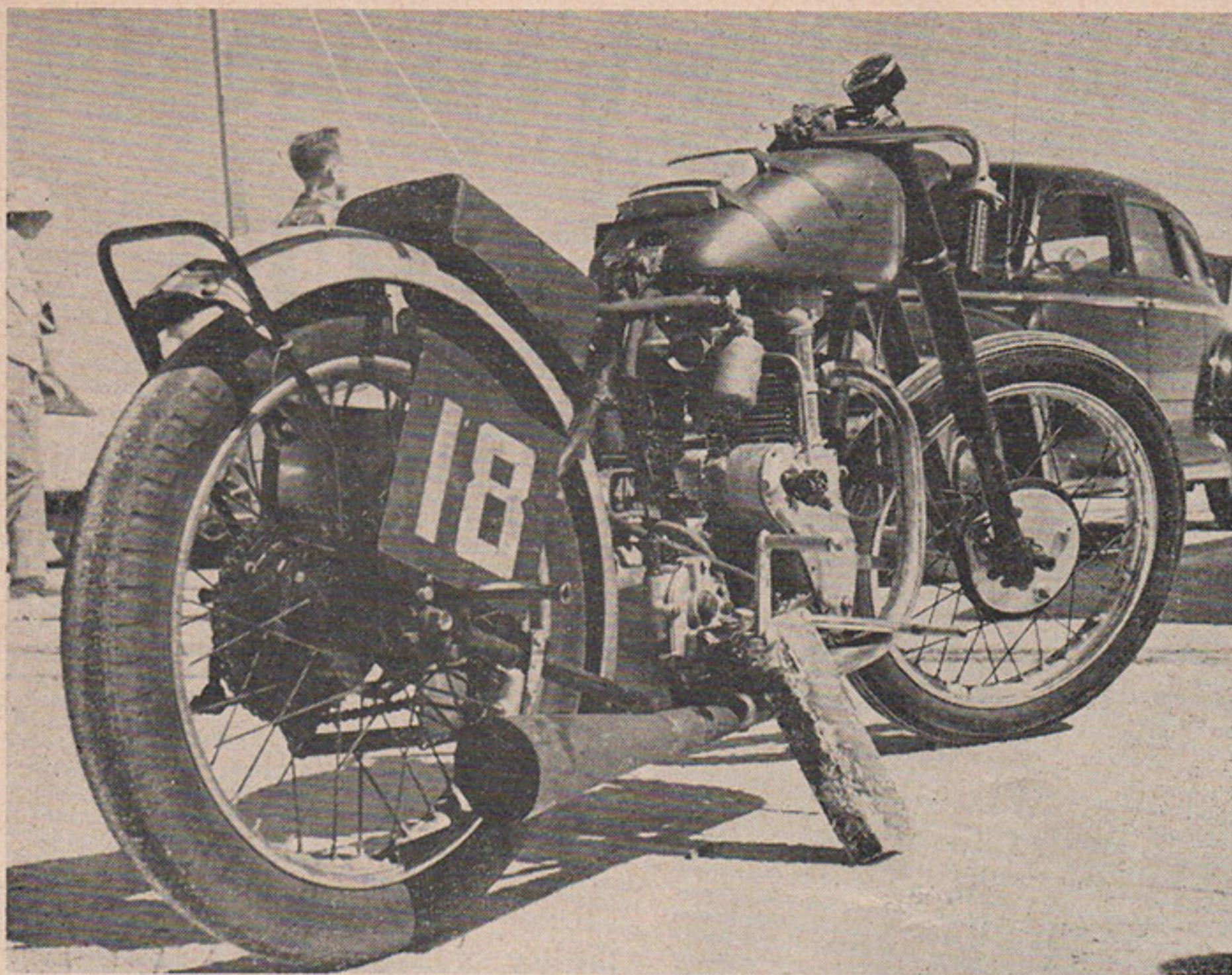
Bob Kucera waits in line for another go at 139.-49 mph class A, 74 record he set previous day.



Typical Bonneville scene. Potent diet for high revving motors is compounded with extreme care.

mph. His best one way run was something over 102 mph. And, strangely enough, that was in the face of the breeze. You couldn't use a more standard gasoline than Carl did. Having none on the morning of his fastest trips, he siphoned a gallon out of the S.C.T.A. utility truck and then went out and burned it to very good advantage. A hundred on a twenty-one is fast in anybody's book.

Then there was Bob Kucera who



Carl Hanson's MAC Velo at rest. Note how high bars were reversed to permit flat out riding.

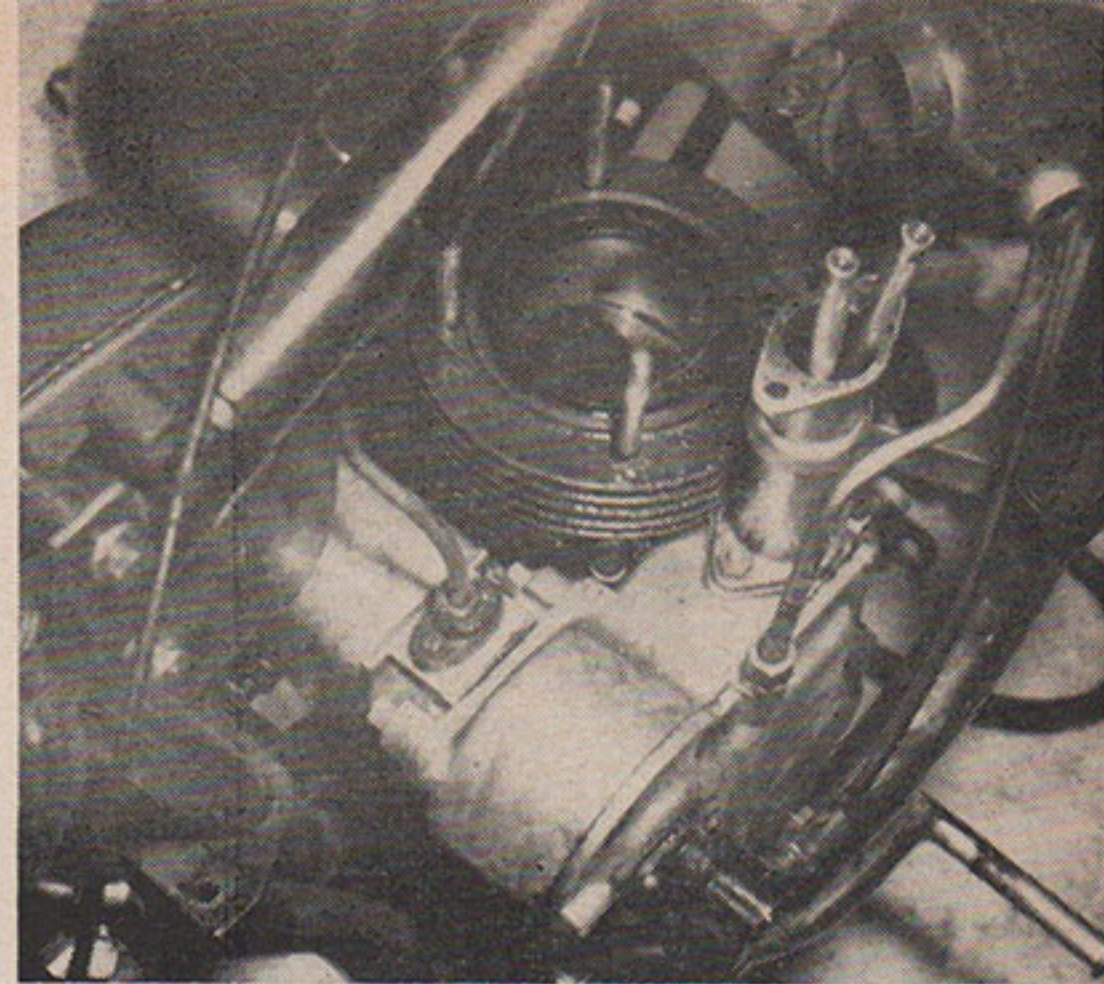
thought that a vacancy had existed too long in the 74 cu. in. class A spot. He too hung up a hard one to top. His Harley-Davidson set up an average of 139.49 mph. He didn't give up with that speed but continually tried for more. Seldom are true straightaway enthusiasts ever satisfied. But that record stands as the job wouldn't put out any more. Kucera consistently turned between 136 and 141 on his one way qualifying runs.

We really can't go much further without some mention of Bus Schaller, the tuner from Turlock, California. Bus was running two bikes this year, a Triumph T-Bird with a variety of equipment and his 80 inch Harley, Joe Petrali's old 1937 record setter. The latter, a fuel injected job, wasn't especially sensational this year. Rider Irwin Lee put it through the traps at speeds of around 137 to 139 mph. Since it was an eighty, Bus was just running it for kicks anyway. How he ever had time to pay any personal attention to his machines was amazing in itself. A busier man was hard to find. Serving as the AMA referee at Bonneville can be a time consuming job and one that strictly a labor of love. He served as a one man technical committee checking the safety equipment of the machines and riders, measured motors for displacement and compression and in general rode herd on all the motorcycles present.

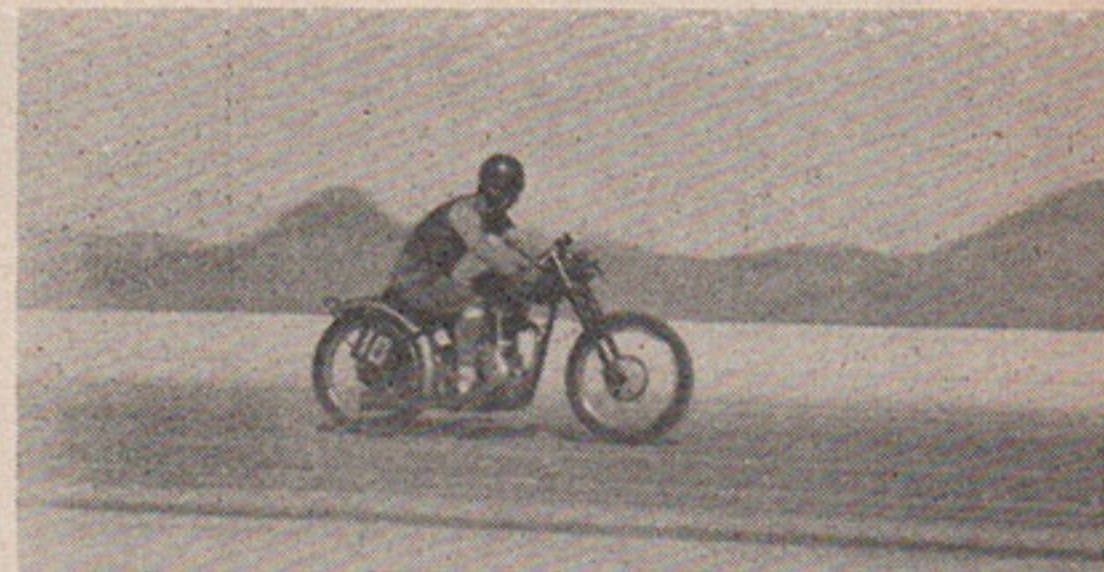
Besides his Harley-Davidson 80 OHV, there was also his "baby" to lavish so much critical attention upon. The trim little Thunderbird came to

(Continued on page 30)

November, 1953



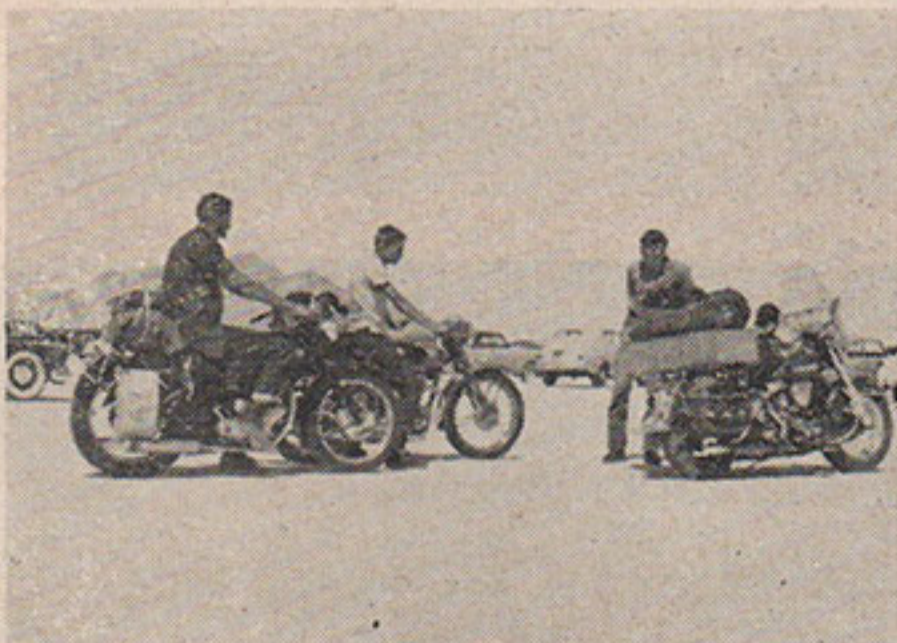
For all of its hundred mile an hour trips down record alley, Hanson's Velo showed no ill effects.



Hanson gets off for an early morning attempt to better his 98 mph average of preceding day. made good, topping 100, did 102 on one trip.

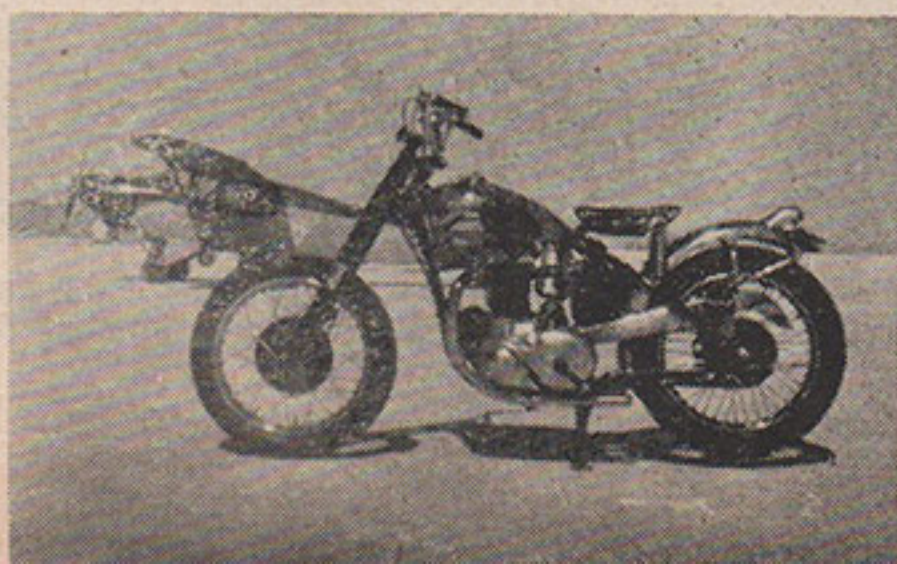


Rich Richards gets pushed off for another try. Came close, never equaled or bettered record.



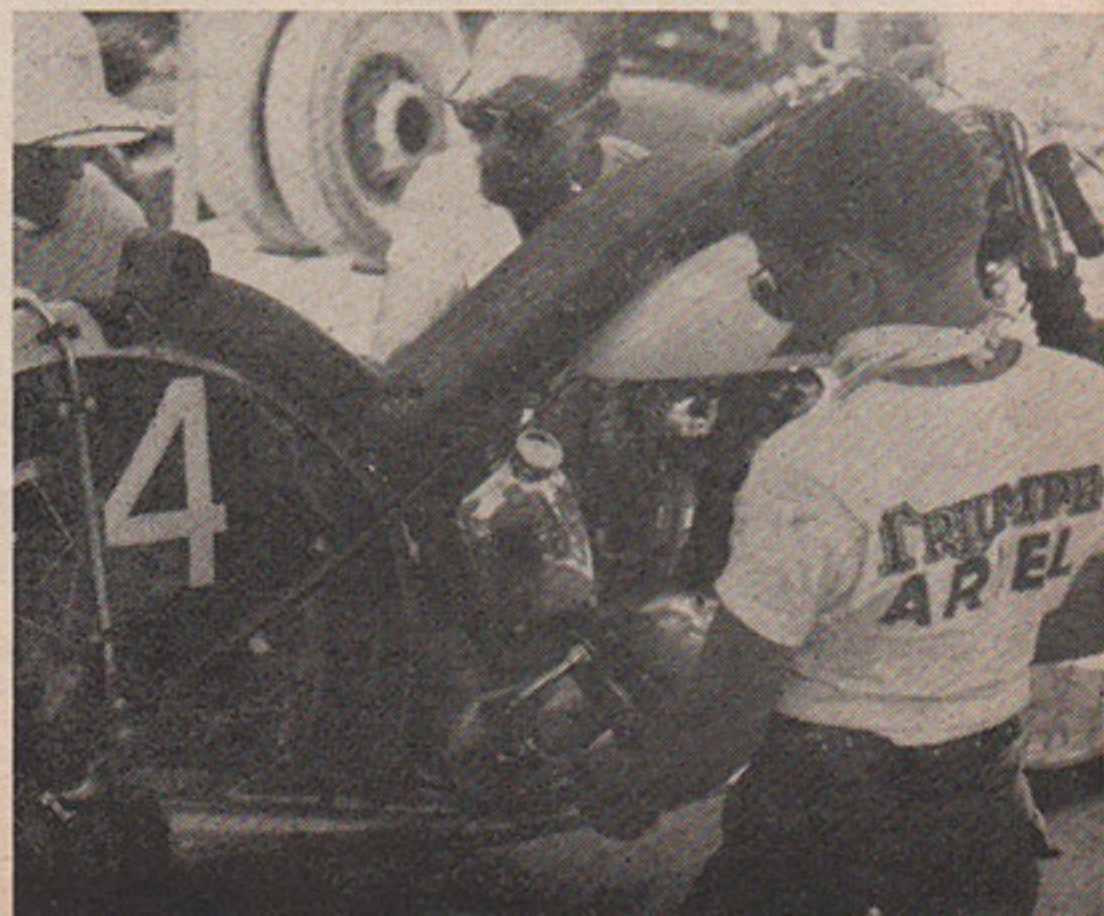
Touring cyclists found Bonneville interesting. The two at left are from So. Cal., other from Mich.

Two popular methods of transportation on the salt flats. BSA Flash was handier than plane.

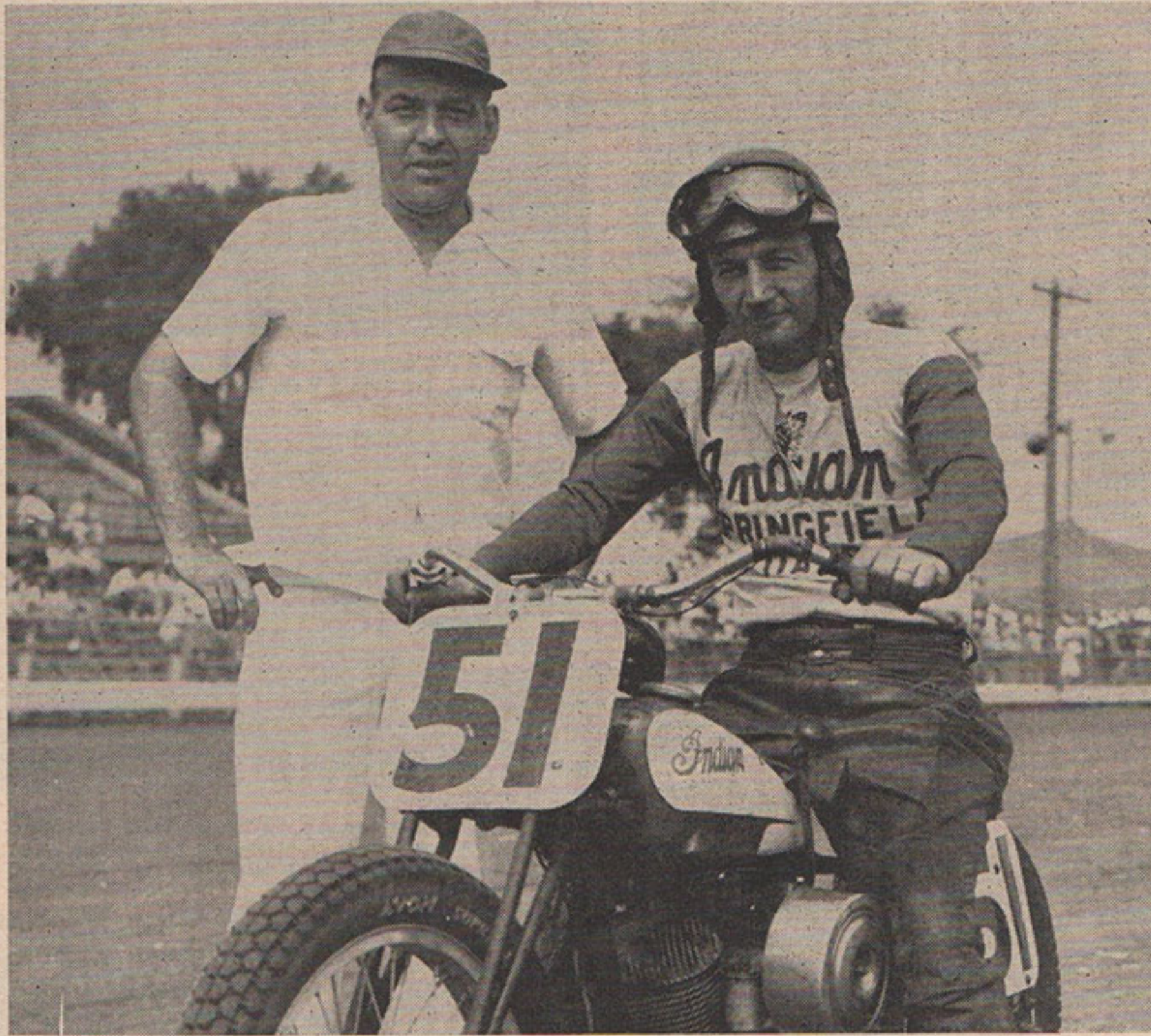


AMA speed trial referee Bus Schaller measures Joe Simpson's 160.69 mph Vincent. Joe looks concerned but motor was OK, under 1000 cc.

Everybody worked in the SirKegian pit, long hours and every day. Record payoff never came.



Tuman Draws The Springfield



Smitty Smith, Indian traveler, and Bill Tuman. Check Amal carburetor on Bill's old Scout.

"ACE"

By Emmett Moore

Photos By Bob Finn

position. On Hill's right and on up (H-D K), Everett Brashear (H-D K), Joe Leonard (H-D K), Ray Goff (H-D K), Everett Brashear (H-D K), Don Hawley (H-D K), Ernie Beckman (Indian), Al Gunter (BSA), Charles Carey (Indian) and up at the top of the track, Bill Tuman on his Indian Scout.

Jim Davis dropped the flag and the line leaped forward in a crescendo of screaming engines and a further crescendo of enraged fans. The latter mass of decibels was caused by the fact that at the very moment the flag dropped, an unnamed official had stepped directly in front of Hill, the 1951 and 1952 Springfield champion, blocking him and causing Bobby to delay his de-clutching. The race was on, but not to the satisfaction of the crowd. Booming and catcalling rose to a roar of disapproval before the starter could bring the field to a halt for a re-start. No opprobrium should be attached to anyone concerned in this incident. It was just one of those things.

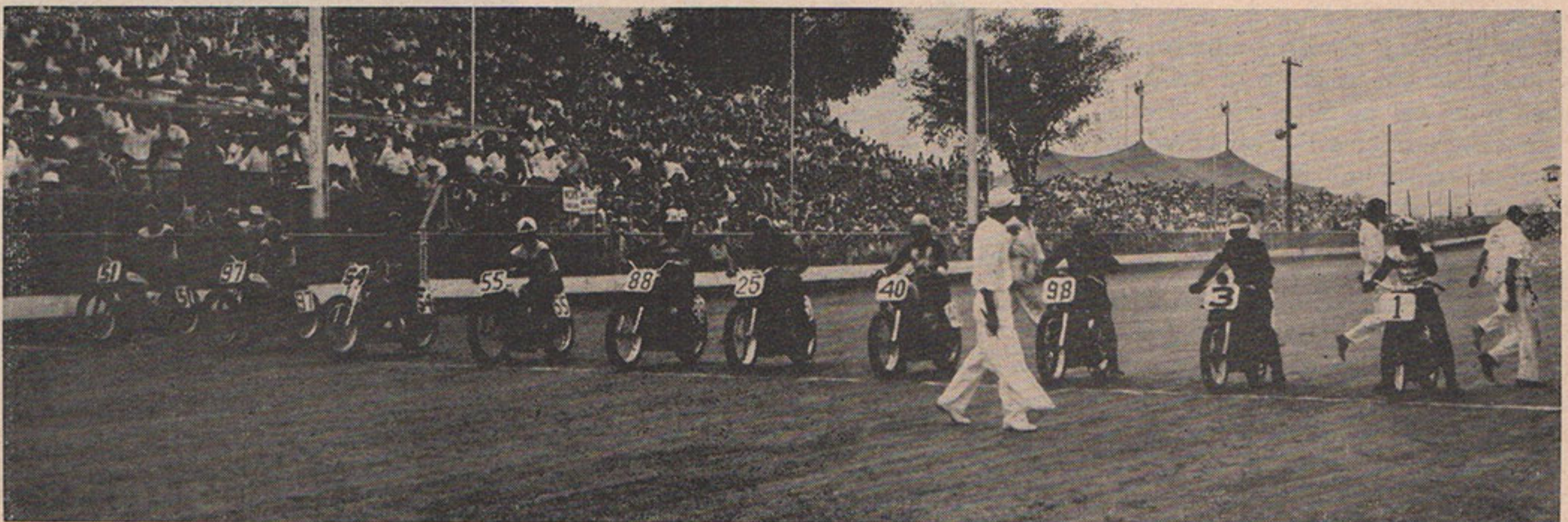
Jim got 'em off to a good start on the second go and away they went for that tummy twisting first turn with all ten riders in a bunch. As they emerged from the first turn into the backstretch,

GOGGLE-EYED and nail chewing, 15,000 excited spectators fought off nervous prostration as ten of the nation's leading riders staged the closest and most exciting 25 miler ever seen at the big Illinois State Fairgrounds one mile oval. The 1953 twenty-five mile National Championship will go down as one of the tensest and most dramatic contests of this and many other seasons. Bill Tuman, Rockford, Ill., rode the race of his life to lead Albert Gunter across the line by a matter of feet. Right on Li'l Albert's tail were California hot

shots Don Hawley and Joe Leonard riding elbow to elbow. In fact, only 25 feet separated first from fourth position. The winner's time was 17 minutes, 20.18 seconds (86.52 mph).

Tuman won the hard way. In his heat race, a side swipe jammed his number plate against the rear tire of his machine and he just managed to come in fifth—the last man to be included in the field for the championship race.

By virtue of his fastest time trial of the day, Bobby Hill (Indian) awaited the starting flag from the coveted pole



The line up for the twenty-five mile dash included 4 Scouts, 5 K Harleys and Gunter's lone BSA. Leaving the track at the extreme right is Dick Gross whose magic makes the Scouts go. Note position from where Bill Tuman (number 51) started—way up at the top of the track.

a diminutive figure crouched low on a flying Indian could be seen pulling away from the pack. End of the first lap was reached with Hill definitely putting daylight between himself and the rest of the championship aspirants. Poor Ray Goff had been eliminated in a side-swiping spill at the starting line.

Lap two saw Carey dropping back to the rear echelon with Tuman passing Hawley and Goldsmith to take third position immediately on Gunter's rear. Hill was still increasing his lead with his Indian running like a train. It began to appear that Hill was out for a three in a row string to match the "impossible" feat of Jimmy Chann in '48, '49 and '50.

Laps three, four, five, six and seven went by, with the crowd beginning to accept another Hill runaway. Bobby had increased his lead over the second place Gunter to almost a quarter mile. Tuman still rode third followed by Goldsmith, Hawley, Leonard, Brashear, Carey and Beckman.

Then, in the eighth round, the race assumed an entirely new complexion. With dramatic suddenness, Hill began to slow, dropped to a crawl, lost position and coasted into the pits with rumored oiling troubles. This dropped the battle for first back to Gunter, Tuman, Goldsmith, Hawley and Leonard who were riding very close at this point.

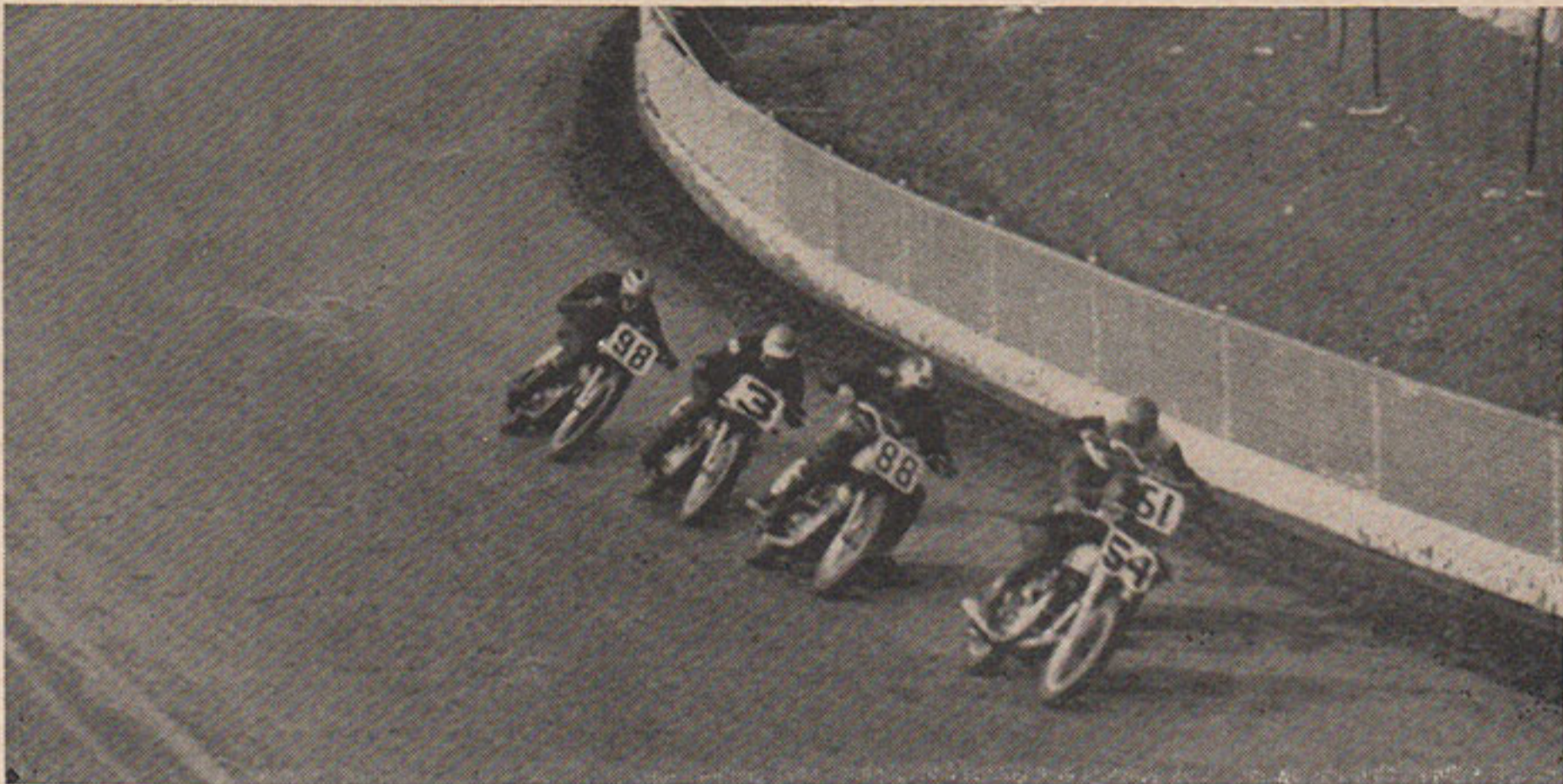
As the eighth lap ended, Gunter lead Tuman only by a matter of inches. The situation was now getting serious and the crowd rose as one and stayed on their feet for the balance of the race, and brother, what a race it was! No place for unsteady nerves here.

The ninth and tenth went by with the Beezer boy riding for all he was worth and Tuman sticking like a burr. Hawley and Leonard were engaged in an elbow to elbow struggle for third position. They finished the tenth lap in that order. Lap times were being

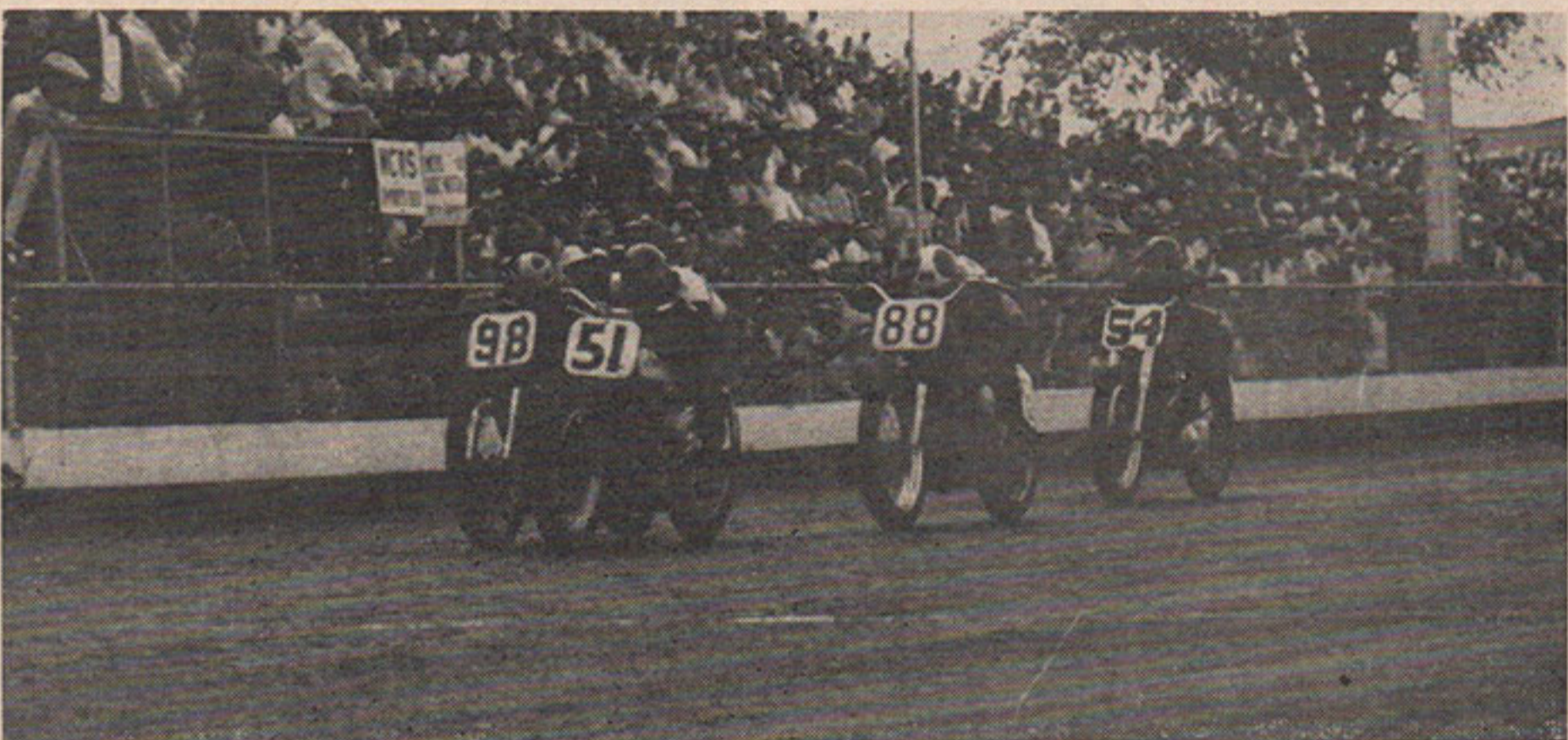
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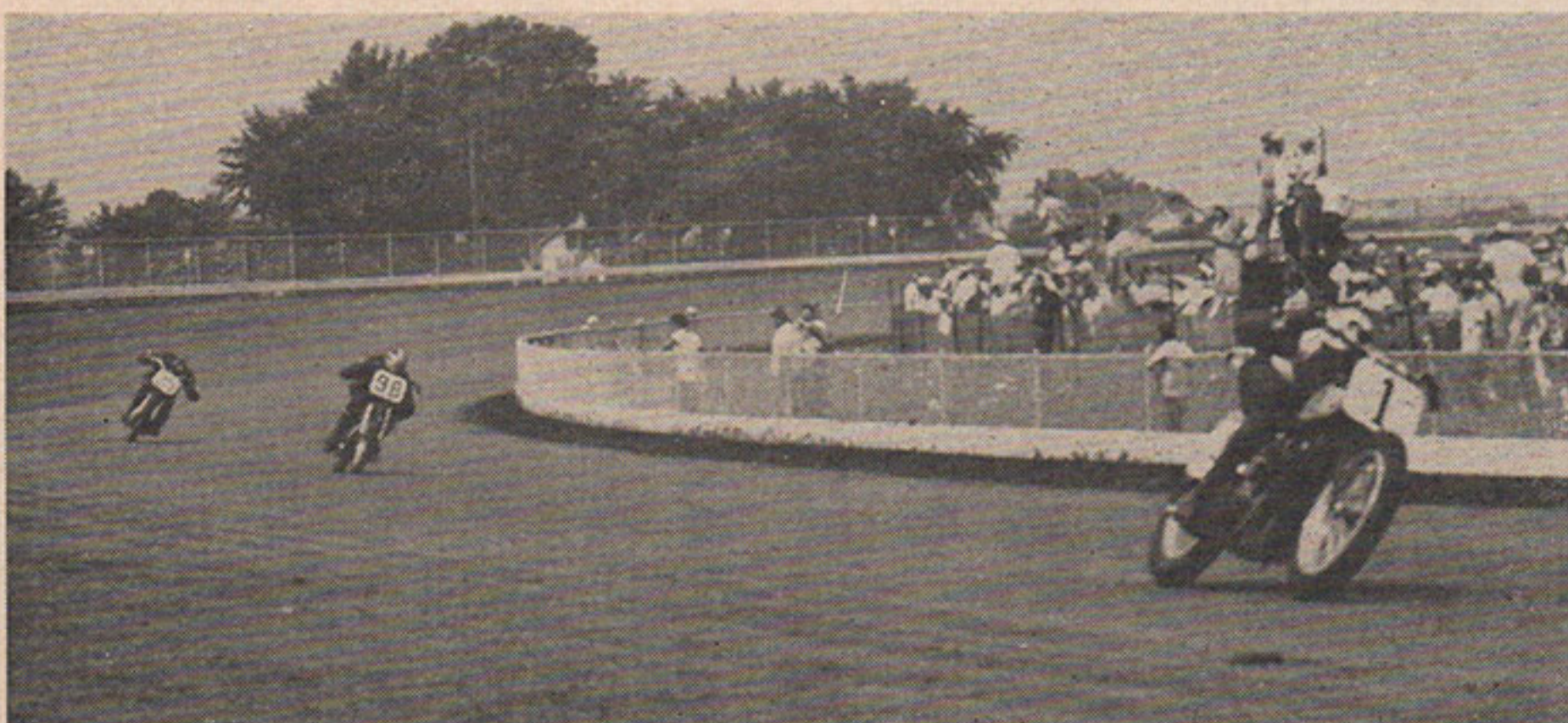
Tuman's lead wasn't great but Gunter was the boy who really sweated it out with Hawley so close.



Gunter looked good during his brief lead. He had plenty of motor but just seemed to barrel into the turns too fast and slide wide, letting the competition by on the inside several times.



So close were they on the 21st lap that a small blanket could have covered Tuman, Leonard, Hawley and Gunter as they went flying past the grandstand. Gunter moved to 2nd on the 24th lap.



Hill had a comfortable lead in his heat, won easily, proving that he is still master of the Springfield mile as long as the motor holds up. Leonard and Brashear had more reliability.



Bobby pushes his machine to the pits after dropping out of the 25 miler in the 8th lap.

run under 41 seconds and the crowd roared its approval of this type of high speed sport.

Lap eleven, and sensation! Gunter went into a wild overslide, fought for control and was passed by Tuman, Hawley, Leonard and Goldsmith. At the end of that round of the oval, Gunter was in fifth spot but still very much in the fight.

Twelve. Mile after mile the tension mounted. Still the first five men were bunched. Every one a potential challenger to the crouched grim figure on number 51. Hawley and Leonard again swapped positions, and at the end of lap thirteen, Leonard was scorching the paint on Tuman's rear fender.

Gunter made his comeback in the fourteenth. The distinctive note from the exhaust of the vertical twin BSA rose once more over the steady thudding of the "flatties" and this plucky rider powered around Hawley and Leonard in the turn and regained second place.

Fifteen. Sixteen. Seventeen. The miles began to mount, the "heat" was on in more ways than one. The bent, intense figures on the speeding motorcycles were carrying their duel down to the bitter end. They asked and gave no quarter as they peaked down the straights and held open throttles to the last split second in the turns. The end of lap eighteen, and the score was—Tuman, Gunter, Hawley, Leonard, Brashear, Goldsmith and Carey.

In the nineteenth and twentieth rounds Gunter had his front wheel out in front of Tuman while six paces back Hawley had an inch over Leonard. On the Twenty-first, Gunter slid wide again and Leonard and Hawley slipped through to take second and third. Al was trying too hard and evidently riding over his head. But the thousand dollar jackpot and the numeral "1", the big Springfield Ace, were too great a temptation for him to resist.

Al wasn't about to give up yet. On the second last lap he again passed the K model twins but was unable to match the experience of Tuman in holding close in the turns. Bill was doing everything in the book to help the Scout and hold his precious five feet or so of lead. As they entered that last mile the Indian still led but the margin was slim.

Determined not to be robbed of an extremely hard won victory, Tuman turned on everything he had and despite last ditch tries by Gunter, Hawley and Leonard, he held the old Scout in the groove and hit the finish line a winner. So close was the finish that hardly a micro-second separated the first four men.



UGH! Ernie Beckman and Smith flank Big Chief Hot Foot Tuman of Springfield, Mass. tribe.

And so the hardest fought Battle of Springfield in postwar years came to a close. A well earned victory for a popular rider and no discredit to any man in the race. All rode like the champions they are.

As is the custom, the AMA will award the Springfield "Ace", the coveted number one to Bill Tuman for his 1954 competition number. His present numeral 51 will go on the shelf until someone beats him on the Springfield mile. Present number one rider, Bobby Hill will get his old 71 back for the '54 season. But the latter, a real master o' the mile, will give them all a run for the money come next year's Springfield 25 Mile National Championship.

Many have asked why Springfield is the deciding race for the award of the lowest competition number. Jules Horky, the AMA's field representative explains it like this: The Springfield event requires the greatest all around skill on the part of the rider and a fast motor is necessary too. The event has a comparatively long distance, speeds on the long straights exceed 100 miles per hour, and an exceptional knowledge of dirt track riding is a must. The 25 miler is the truest all 'round test of rider and machine and the winner deserves more than mere monetary reward, hence he becomes the country's "number one" rider for the following season.

One of the ceremonies, perhaps not understood by the laity at Springfield, is the now well established ritual of the draining of the tanks. It seems that a few years back someone on the competition committee was not entirely satisfied with the scent emanating from the exhaust tubes of one of the motors and ordered all tanks to be emptied forthwith. Since that time, in order to dispel fuel rumors, it has become the custom to drain all tanks just

before the start of the 25 miler and to refill them from a common gas truck.

Another inseparable part of Springfield is the tour of the track by the old "warhorse" himself, Cannonball Baker. Bake rode the mile on an Indian Brave this year. Many representatives of the motorcycle makers and distributors were present as were virtually all the race fans from hundreds of miles around. This is the one event of the year that no midwestern motorcycle racing addict will willingly miss.

With the fastest time trial to his credit, no one was surprised to see Hill jump out in front in the first five mile expert heat. Leonard pursued hotly but could not match the speed of Hill's Gross tuned Indian. In the second expert heat, Paul Goldsmith poked his K across the line first with Ray Goff second on another Harley. It was in this heat that Tuman squeaked through to a fifth position with his rear tire worn to the blowout stage from a number plate pressed in during a hectic wheel to wheel struggle in the turn.

—Emmett Moore

RESULTS

25 MILE NATIONAL CHAMPIONSHIP

- | | | |
|----|------------------------|--------|
| 1. | Bill Tuman | Indian |
| 2. | Al Gunter | BSA |
| 3. | Don Hawley | H-D K |
| 4. | Joe Leonard | H-D K |
| 5. | Everett Brashear | H-D K |
| 6. | Paul Goldsmith | H-D K |
| 7. | Charles Carey | Indian |

Winner's time: 17:20.18



The Motor Maids opened track with parade.

All Purpose Twin

By Pee Wee Cullum

I'VE HEARD a lot of claims in the last few months about the newest of the Royal Enfields, the Meteor 700, and according to those who own or have ridden the model, it is quite different from the everyday vertical twin. I was therefore naturally pleased when the machine was chosen for a CYCLE road test.

Ed and Earl Farrand, Indian dealers in Glendale, turned over a sparkling new R.E. 700 to me for the test and with a few words of explanation of some of its novel features, I was on my way.

The 692 cc. (42.7 cu. in.) engine is quite simple to start, thanks to a moderate compression ratio of 6.5:1 and the fat spark furnished by battery ignition. At no time during the test (and we woke the Meteor up on some pretty damp and chilly mornings) was it necessary to use the air slide (choke) to start the engine. Once fully warmed up, the motor (which, incidentally, is the world's largest vertical twin) ticked over smoothly at an idle and accepted all the throttle that could be twisted—at any engine speed—without missing a beat. It was exceptionally difficult to kill the engine by a quick twist of the throttle from an idle.

Most noticeable item in the control layout is the dual front brake cables



Pee Wee Cullum takes his first ride on the world's largest vertical twin. He later learned that high torque at low engine speeds and great ease of handling were its two biggest features.

not needed at any time during the test. Handling at all speeds and under all conditions did not warrant tighter steering.

The stubby handlebars, typically British, were great for around town cruising, but after an hour or two on the freeway they became tiring. A four inch rise would have brought them closer to accepted American standards. On the

The oil reservoir is built into the crankcase. It is a separate compartment. Lubrication is by the dry sump system. Oil filler is on the timing side of the engine just above the foot shift lever.

Cylinder barrels and heads are individual castings. Each head is a separate aluminum casting and each barrel is cast iron.

Road Testing The Royal Enfield Meteor 700

rising from dual drums on the front wheel. Both cables are connected to a single conventional lever located on the right handlebar. Also on the right is the twist throttle, which has no friction dampener, and the air slide lever. On the left bar is the clutch control lever, horn button and the headlight dimmer switch. The light switch and ammeter are built into the top of the lamp. Centered over the fork legs in a polished aluminum housing is a 120 mph Smith's speedometer, positioned for easy reading from any riding position, even flat out. The rear brake, shifter and starter levers are conveniently located, but for foot control there is another gimmick on the Meteor. Just ahead of the kick starter and above the shifter is a neutral selector, a feature that has appeared on other R.E. models in the past. Neutral, between 1st and 2nd gears, may be selected quickly and positively from second, third or top cog by a simple dig at the lever with your right heel. It was noticed, however, that occasionally too vigorous a kick meant bypassing neutral and "selecting" first. Absent, but not missed, was a steering damper knob. This normally standard convenience was

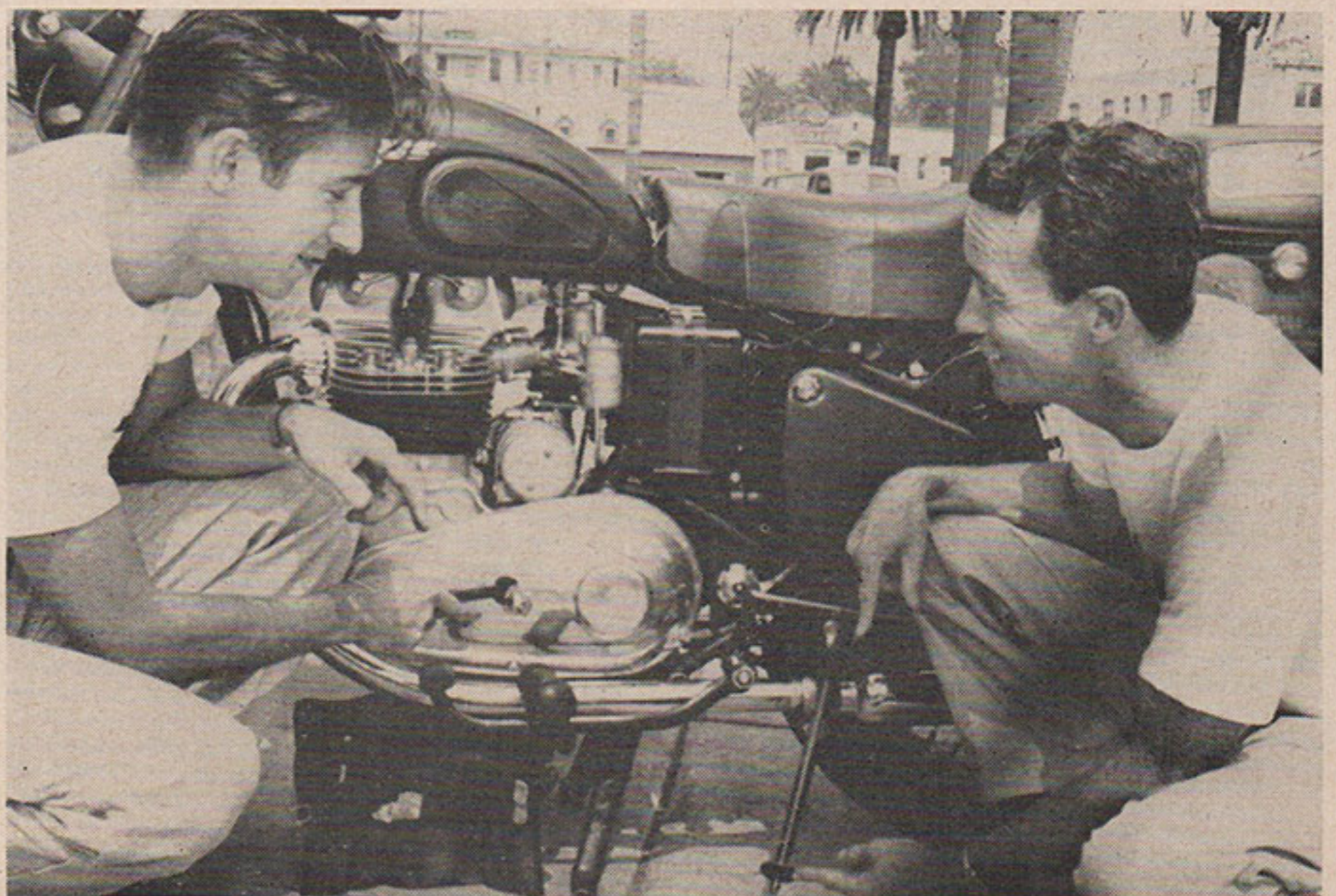
other "end" of the riding position, the leatherette upholstered foam rubber dual seat was firm but comfortable. Foot rests adjust to the rider's preference.

Some of the more unusual features of the Royal Enfield are these:

Speedometer drive is from the rear axle, something that is not seen too often these days.

An oil filter is built into the timing case. That is one item that, in my

Item that could be profitably copied by all other makes is Royal Enfield's novel primary chaincase which is held in place by a single bolt. Oil filler is at lower rear, situated at recommended level.



opinion, should be standard on all modern motorcycles.

Two stands are provided as standard. The accepted British center stand differs only from most in that it is very easy to pull the machine back on and once it is mounted sits solidly on it and does not "see-saw". The side or kick stand is, as in most, more convenient and as good as any. It is sharpened to a spear-like point and has a small, circular steel collar about an inch from the point to prevent it from digging into soft surfaces as is common with many jiffy stands. It sort of resembles a small ski pole. The only objection found in it is that it has a tendency to bury itself to the collar in soft asphalt. Owners of the asphalt (private drives, etc.) might not appreciate such surface punctures.

A problem often arises with swinging arm frames, such as is fitted to the R.E. 700, regarding a rigid attachment of the rear fender. The Enfield people have overcome this by mounting the fender between two curved tubes that form a framework that follows its contour.

No lack of tool space will be found in this model. Two tool boxes of conventional triangular shape are fitted to the machine; one on each side of the rear wheel. The ignition lock is built into the one on the right with its keyhole protruding from its forward side just behind the air filter. A small amount of space is permanently consumed in the left tool case as the stoplight switch is bolted into a corner of it and protected from other items that might be carried there by a metal sheet. Both have screw open door fasteners that leave something to be desired when one wants "in" in a hurry. A rather sparse set of tools is provided.

The polished aluminum chaincase is unique in that only a single bolt secures its cover. The edge of the outer cover is lined with a permanent neoprene gasket that joins the inner cover to assure an absolutely leak proof seal. Remove the centrally mounted single bolt and the cover comes off, giving complete access to the clutch and primary chain.

The hydraulic units of the rear swinging arms can be topped up very easily. A filler cap is provided at the top of each.

The large air filter is unconventional by its bulk. It is a hollow steel box, empty except for a half-inch or so of wire mesh covering its open bottom. It is a bit reminiscent of the British army models of the not too distant past.

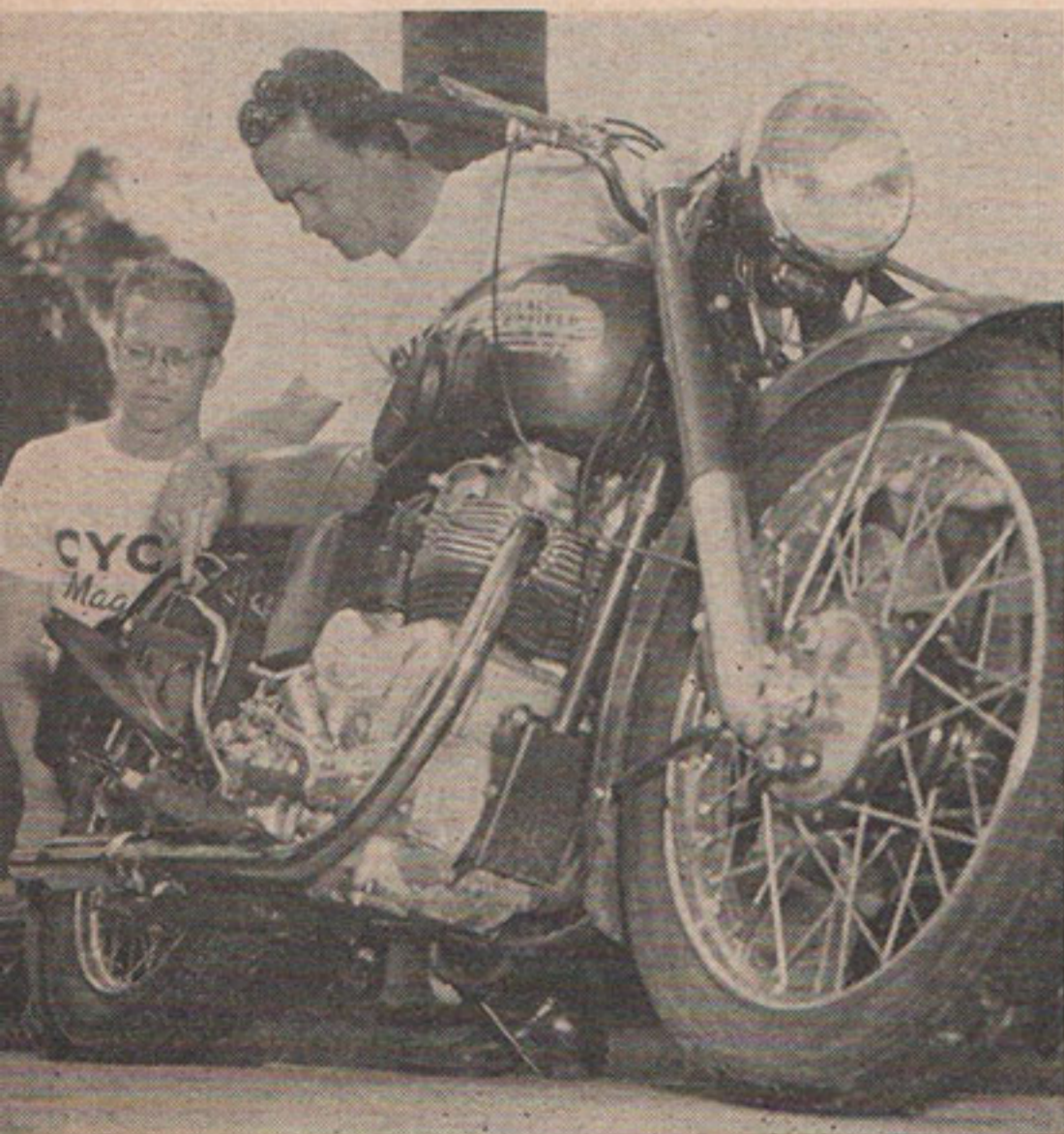
Riding the Meteor was as full of surprises as viewing its many unusual marks of distinction. The first quality of the big vertical from Redditch, England, was its amazing low rpm torque. In this department it is rivaled by none, regardless of displacement, cylinder angle or valve arrangement. I started this machine from a dead stop in high (fourth) gear with negligible clutch slip. The R.E. moved right out making no effort to stall or even ping!

Hurrying through the gears it went like the proverbial bomb from 0 to 60. After 60 on the speedo a slower, but still respectable, acceleration rate was experienced. This is a definite mark in the bike's favor, especially when you consider it is a shade heavier than most comparable cycles. It is listed at 405 pounds, a weight that is still very much in the medium weight class. No doubt that additional 25 to 30 pounds contributes to its excellent road holding qualities.

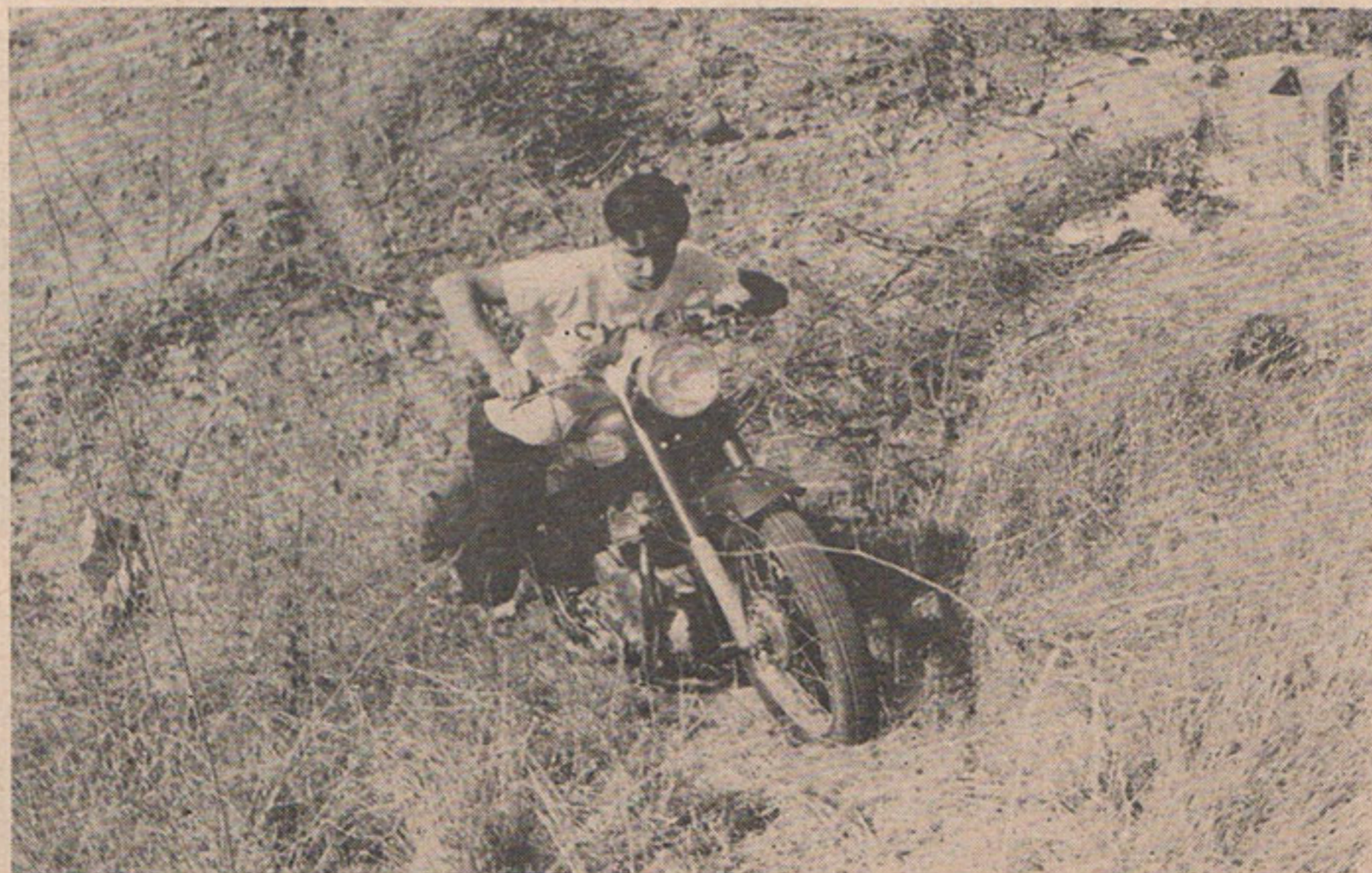
The action of the front fork was up to the most rigid standards. No bottoming was felt through the entire road test. The rear suspension units were stiffer than might be expected. However, while this stiffness did contribute to a certain roughness in ride it had no adverse effect on rear wheel adhesion to the ground. It can be presumed that the rear swinging arms will loosen up with additional mileage as the machine is broken in. Just under 250 miles was registered on the odometer as the CYCLE test was completed. With such a low mileage machine, many stiff joints can be anticipated—on any make.

The Meteor was a real pleasure to ride in the dirt as well as on the road. The previously mentioned torque in the low rpm ranges pulled the machine along easily over loose sand that would have required many others to rev high and strain to stay on the surface. You know what happens once you bog down in sand. One disappointment occurred during the dirt portion of the test. Once, when scaling a near perpendicular hill, traction was lost and the rear wheel dug in and began spinning, then it dug in further and the wheel stopped spinning, the power being transferred to the seven plate clutch. An on-the-spot adjustment was required before continuing the hill-climb attempt. Stability while crossing freshly plowed fields was the greatest. No weaving was experienced.

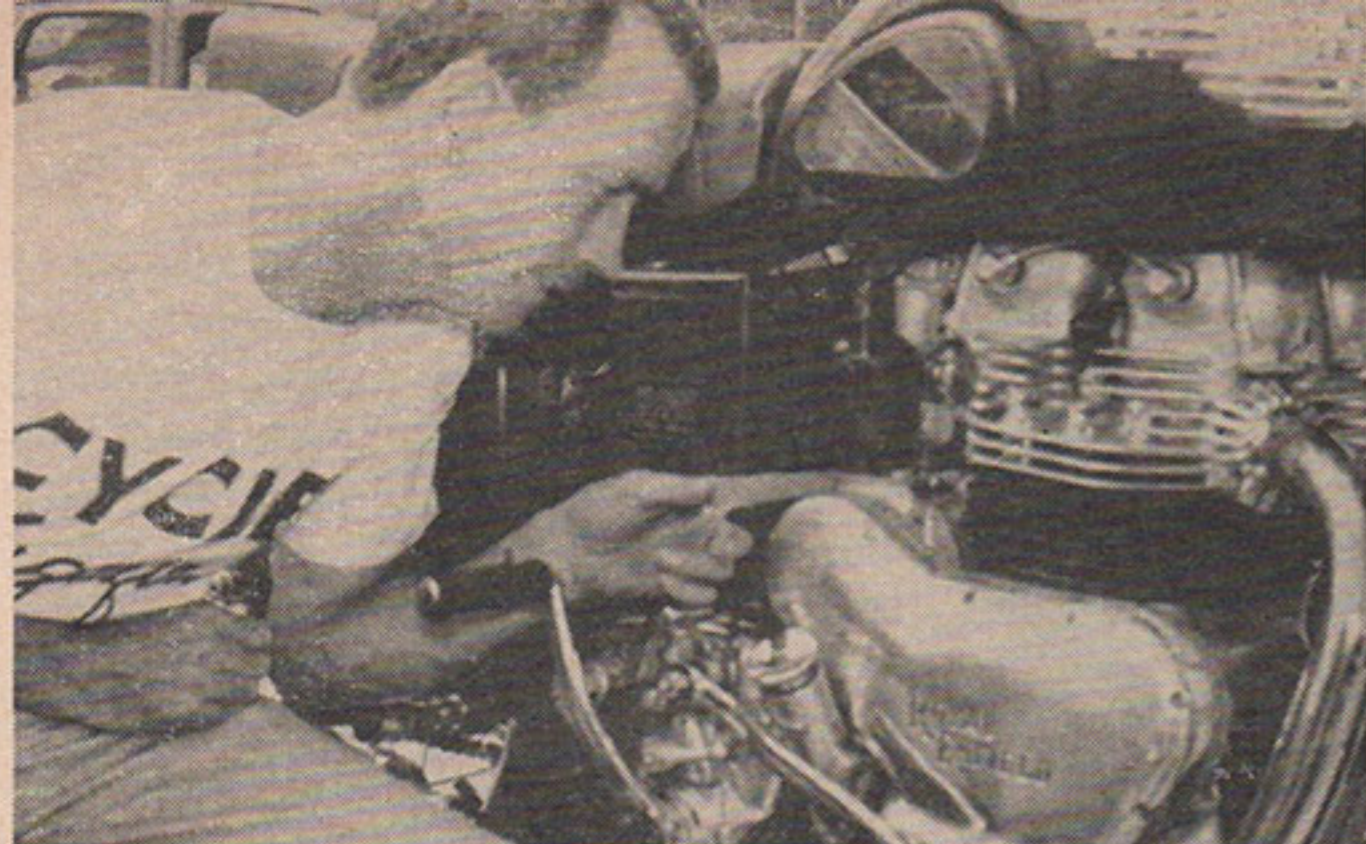
Then came the speed tests. As this is an all-purpose machine, one that is equally happy solo, two up or loaded with a sidecar, no really spectacular performance was expected or even sought at the top end of the speedometer dial. Therefore I was a mite astonished as 96 mph showed on the



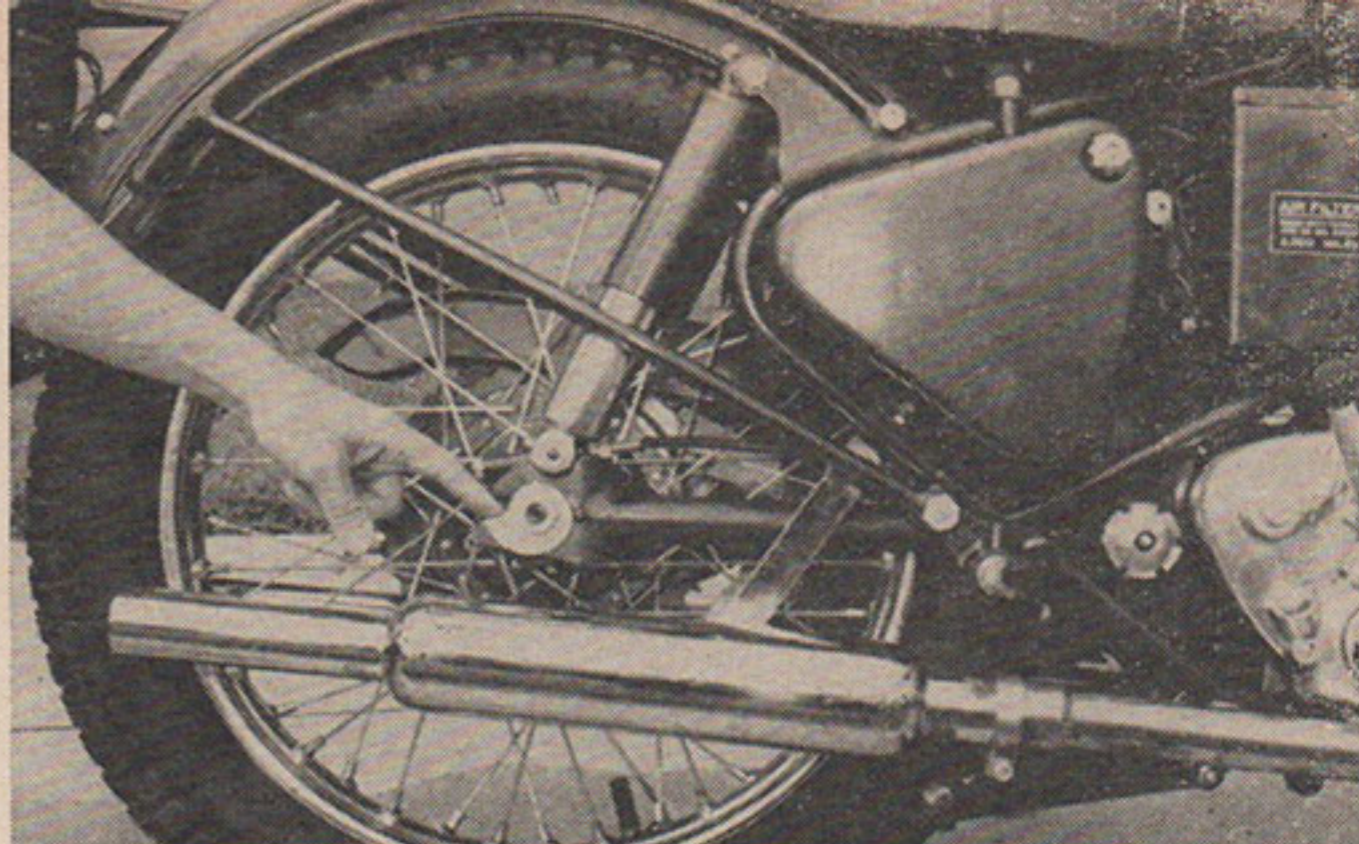
Evan Aiken, Associate Ed., and tester Cullum check over one of the two tool boxes provided.



Schanz tries to make the hefty twin climb a steep one. Rear wheel dug in loose stuff and began to spin. Finally stopped when power terminated at clutch. Immediate adjustment was required.



Pee Wee points out ignition timing marks penciled on distributor. Best speed was obtained at stock setting. Extreme advance brought almost impossible idle and misfiring at top rpm, and loss of five mph.



In this tester's opinion, cam actuated chain adjustment is the berries. It is impossible to get wheel out of correct alignment if each cam is moved an equal number of notches. Simplifies adjustment too.

speedometer as the bronze bombshell flashed through Frank Christian's electric timers. It was, as most speedometers are, a trifle fast. The clocked time was recorded as 87.59 flat out in top cog. It must be pointed out that this speed was attained with absolutely no changes in carburetion or ignition. The air filter was even in place. I feel that, with some moderate tuning, jet changes, spark advance and the like, this model should top an honest 95. More miles on the test model will, no doubt, increase its speed.

The acceleration figures clearly show the power curve of the overhead valve, vertical twin engine. The Meteor 700 covered the standing tenth-mile in 9.48 seconds, reading 68 mph at the end of the speed trap. But, on the standing quarter-mile run, it required 18.26 seconds to go the distance. Of course, the quarter is two and a half times the distance of the ten-mile drag, and doubling the time, roughly, is still very

good.

Braking, as might be expected, was more than adequate. The dual front binders brought the machine to a complete stop in less than 40 feet from a speed of 30 mph. This required more than one try as that dual set-up on the front wheel takes some getting used to and must be in correct adjustment. Both sets of shoes must reach the drums at exactly the same time if their true efficiency is to be put into effect. After jamming on the rear brake by itself and skidding to a stop some 71 feet from the line of application, some doubt crept into my mind as to the efficiency of the smaller than normal rear drum. With a little practice, this distance was reduced to 62 feet, which was more like it. Both brakes applied from 30 mph brought the Meteor to a complete halt in an ever 29 feet.

I can only conclude that this month's test motorcycle is one that I'll remember for a long time to come. For all

'round performance and a host of novel and useful features the Royal Enfield Meteor 700 is going to be a hard bike to beat, especially at a price of \$923.11 plus tax and license delivered in California.

PERFORMANCE SUMMARY

SPEED

Maximum in 2nd	56.96 mph
Maximum in 3rd	76.43 mph
Maximum in High	87.59 mph

(Speedometer top speed was 96 mph)

BRAKING DISTANCES

(From 30 mph to stop)

Front brake only	39', 10 1/2"
Rear brake only	61', 4"
Both brakes	29'

ACCELERATION

1/10 mile drag	9.48 sec.
1/4 mile drag	18.26 sec.

GASOLINE MILEAGE

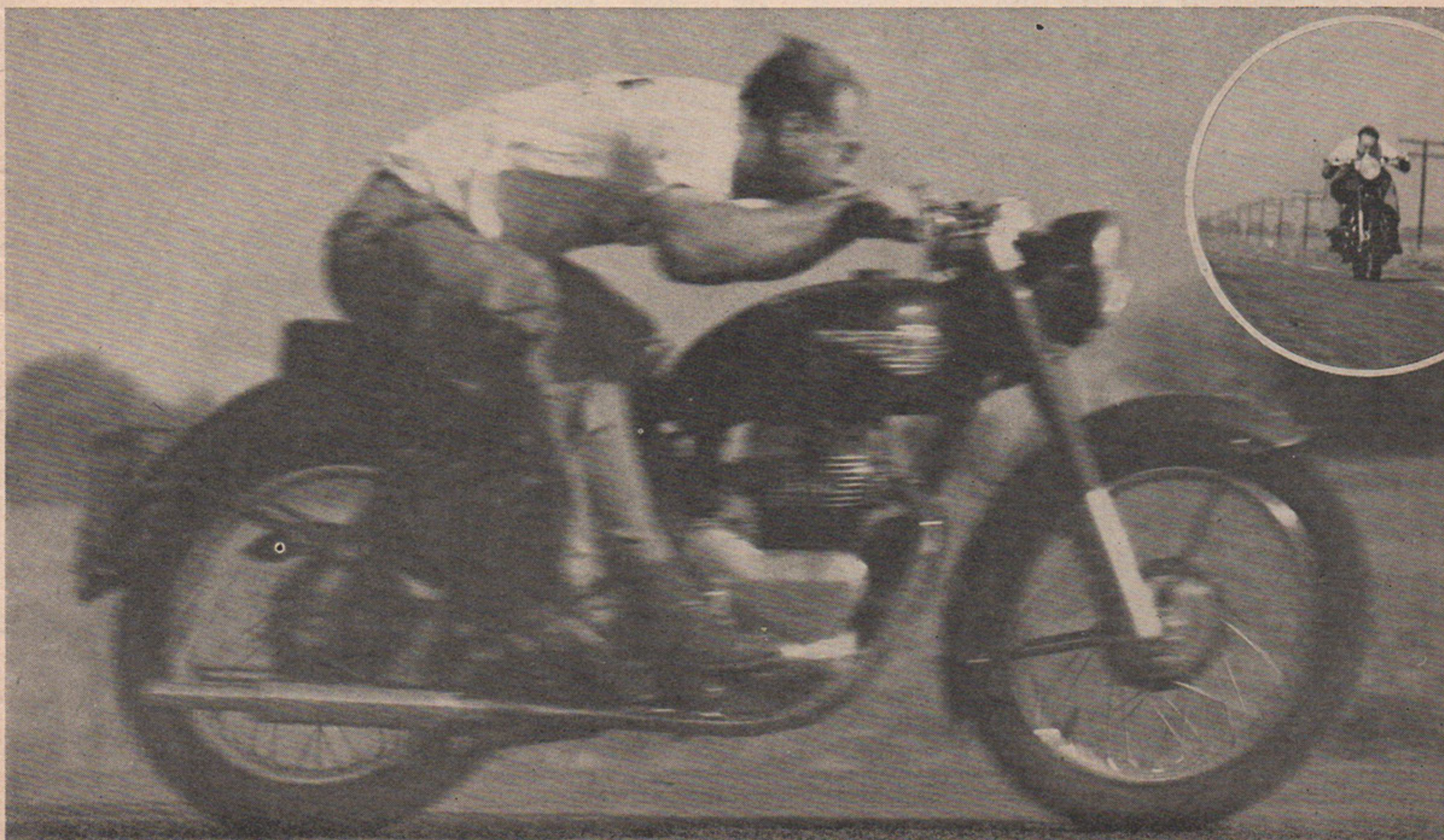
Solo	45 mpg
Two up	39.8 mpg.

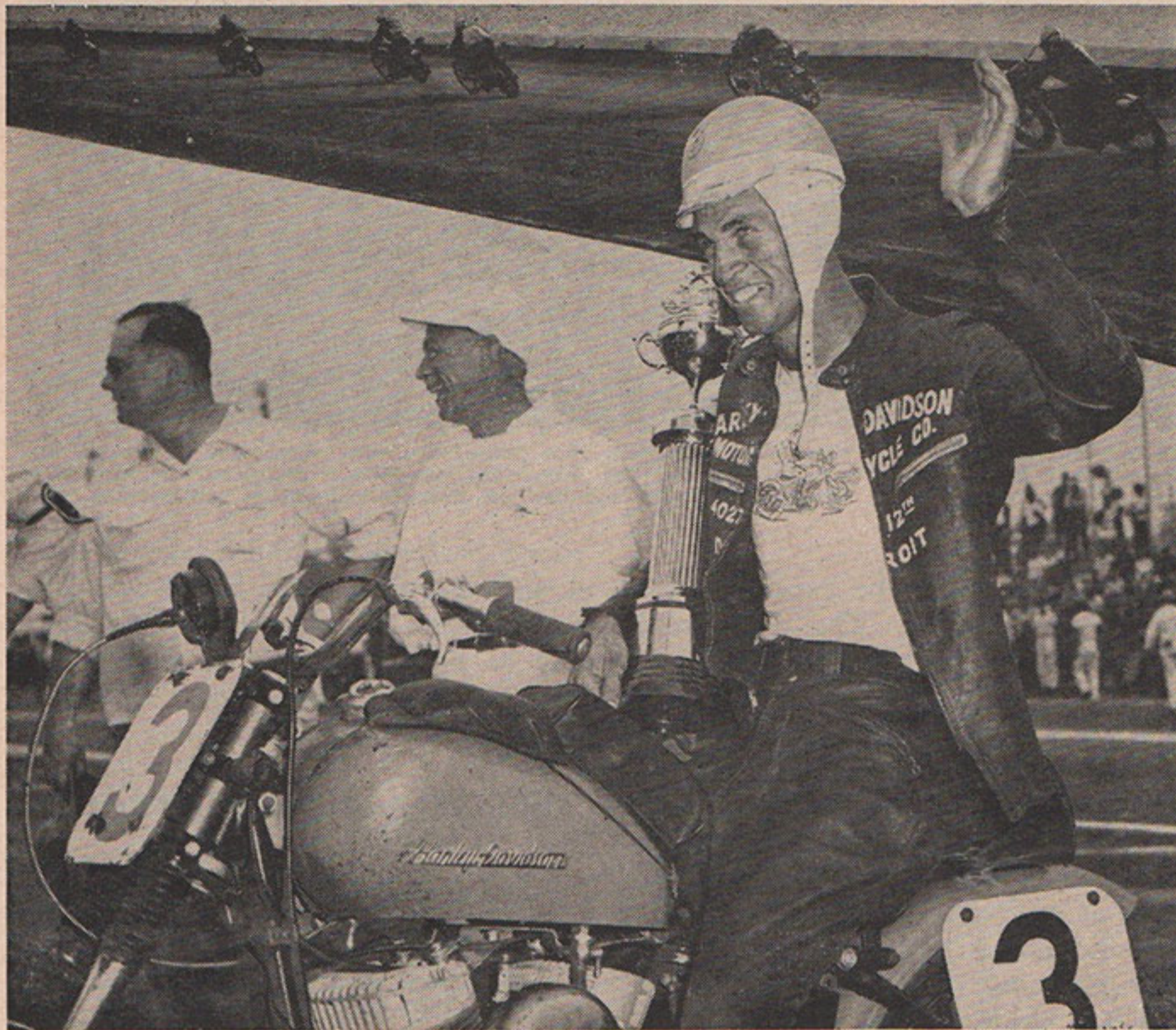
SLOW RUNNING

High gear without chain snatch	14 mph
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(Continued on page 37)

Lee takes his turn at the flying 10th-mile. Actual top speed run was made by tester using lower crouch with his feet on passenger pegs.





Goldsmith climaxed the season he opened with Daytona victory by cleaning up closing national on . .

LABOR DAY AT LANGHORNE . . .

THE WEATHER might have been dim and doubtful at this year's Langhorne 100 Mile National but slim Paul Goldsmith of St. Claire Shores, Michigan was bright and sure of himself and his hot model K Harley-Davidson—once the fifty mile mark had been passed—and the two leaders, Al Gunter (BSA) and Joe Leonard (H-D K), flying a half mile ahead of him, had literally burned themselves out of the tough race.

Langhorne is the 'big one' in the East, and it marks the end of the active racing season along the coastal area. It

is a well advertised, properly promoted event that pays \$1,250 to the lucky winner who can hang out in the lead after 100 grueling laps and about half that amount to the second placer. Naturally, a bill like this brings the best flat track stars in the country to what was known for years as, "The World's Fastest Mile". The notable exceptions are generally the Indian Wonder Boys—Hill, Tuman and Beckman, for, while their little iron ponies still retain ownership of such mile circuits as Springfield and Milwaukee, they are never raced at greater distances than the Springfield

Bob Finn Photos

quarter-century.

Signing up for Langhorne is like putting all your eggs in one basket. The expert gets one chance to win. Because the racing week end includes a novice race on Saturday and an amateur 25 miler is squeezed into the Sunday program, the expert gets a chance to qualify and a chance to race in the 100. There are no expert heats or consolation races.

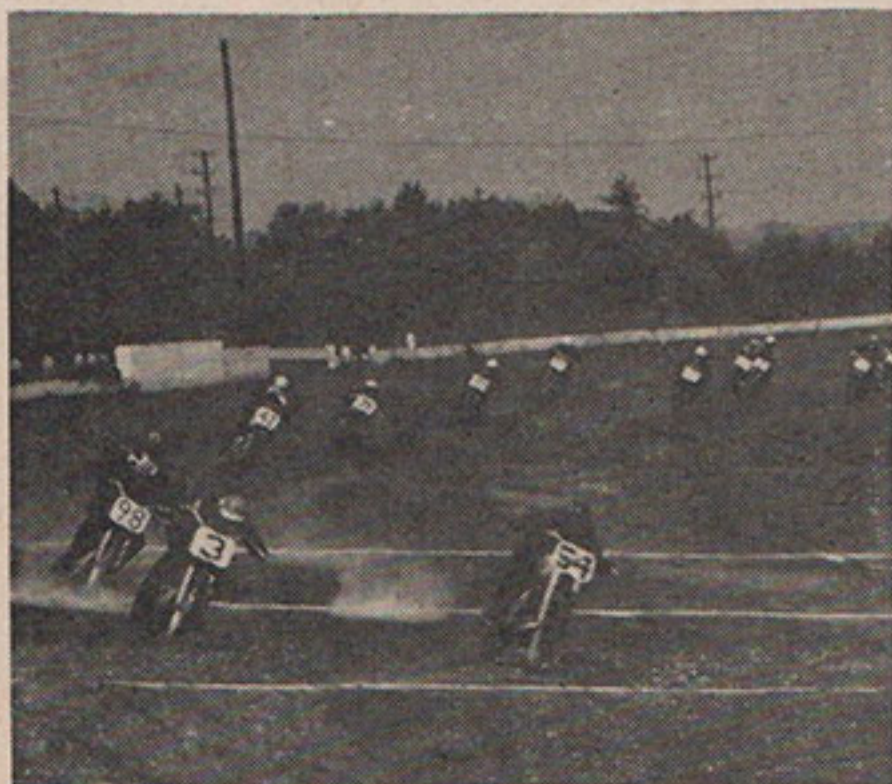
Because of the big wet blanket that ended a 30 day drought, it was strictly a matter of prayer whether the race would go on as scheduled. But promoter Al Gerber's and the thousands of fans' prayers must have been heard, for promptly at 2:30 P.M., Sunday, the 100 miler got off with the snarl and bark of 35 well tuned motorcycle engines roaring in unison. Off early to take the lead was Al Gunter of Stockton, California, closely dragged by his countryman from San Jose, Joe Leonard.

Al has been hot as an exhaust valve all summer, missing first spot at Springfield to the skilled veteran, Bill Tuman and Milwaukee to to some of the Gross-Magic in Bobby Hill's Scout. Yet two national second spots and holding the Ks at bay is something to boast about. It appeared that Al was again going to show the three new K riders who had bested his qualifying time, that his place at Langhorne would be first, not fourth as he had started. So, for almost all of the first 50 miles it was Gunter's BSA that howled in the lead, gradually stretching 200 yards ahead of Leonard and about a half-track's length on number 3, Paul Goldsmith, riding third.

How They Time Tried

Rider	Machine	Seconds
1. Paul Goldsmith	H-D K	39.390
2. Joe Leonard	H-D K	39.574
3. Everett Brashear	H-D K	39.883
4. Al Gunter	BSA	39.932
5. Eddie Fisher	TRI	40.430
6. George Heck	TRI	40.588

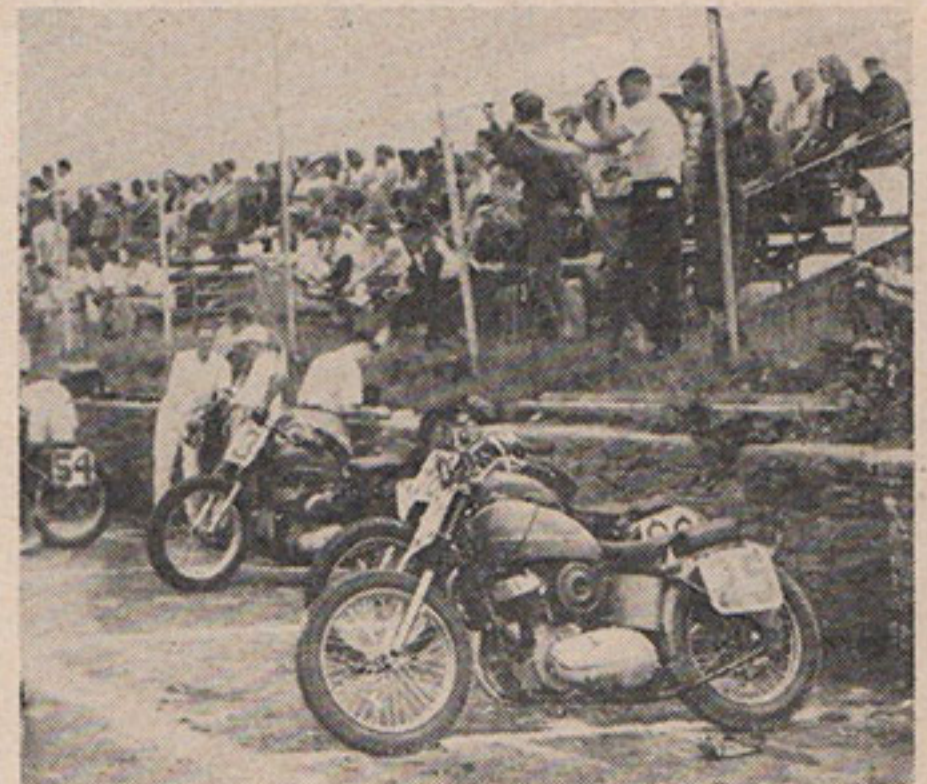
Goldsmith Wins Season Finale



As lap two opened, Gunter, Goldsmith, Leonard and Klamfoth (hidden by 98) led in that order.



Goldsmith, Fisher and McDermott: 1-2-3. Heck was later substituted for McDermott in third.



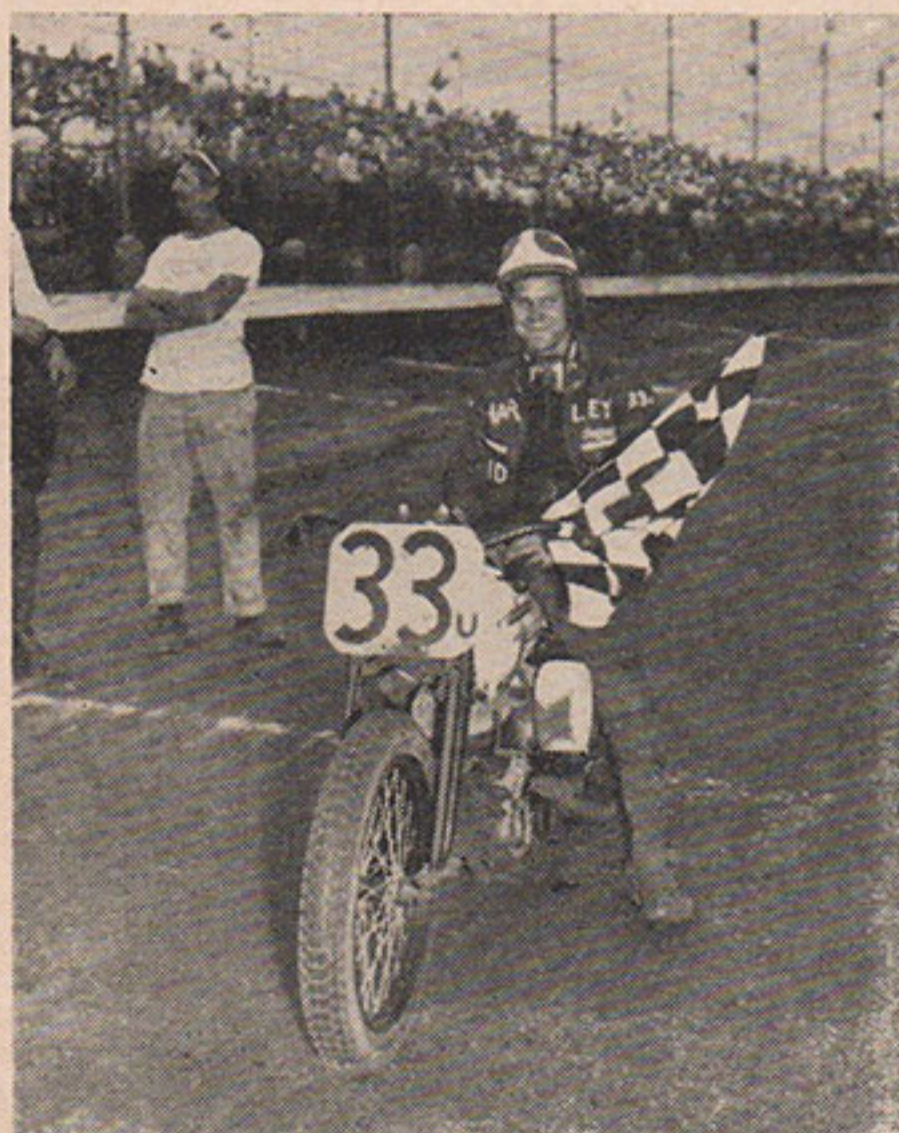
Pre-race in the pits found these first row bikes: three Ks, a Star Twin and a Triumph Tiger 100.

As you can see by the above table, Goldsmith had the fastest time trial and thereby earned the pole position. He did not, however, break the lap record set September 3, 1949 by Julian Woolleyham on a WR Harley-Davidson at 39.313 seconds (91.572 mph).

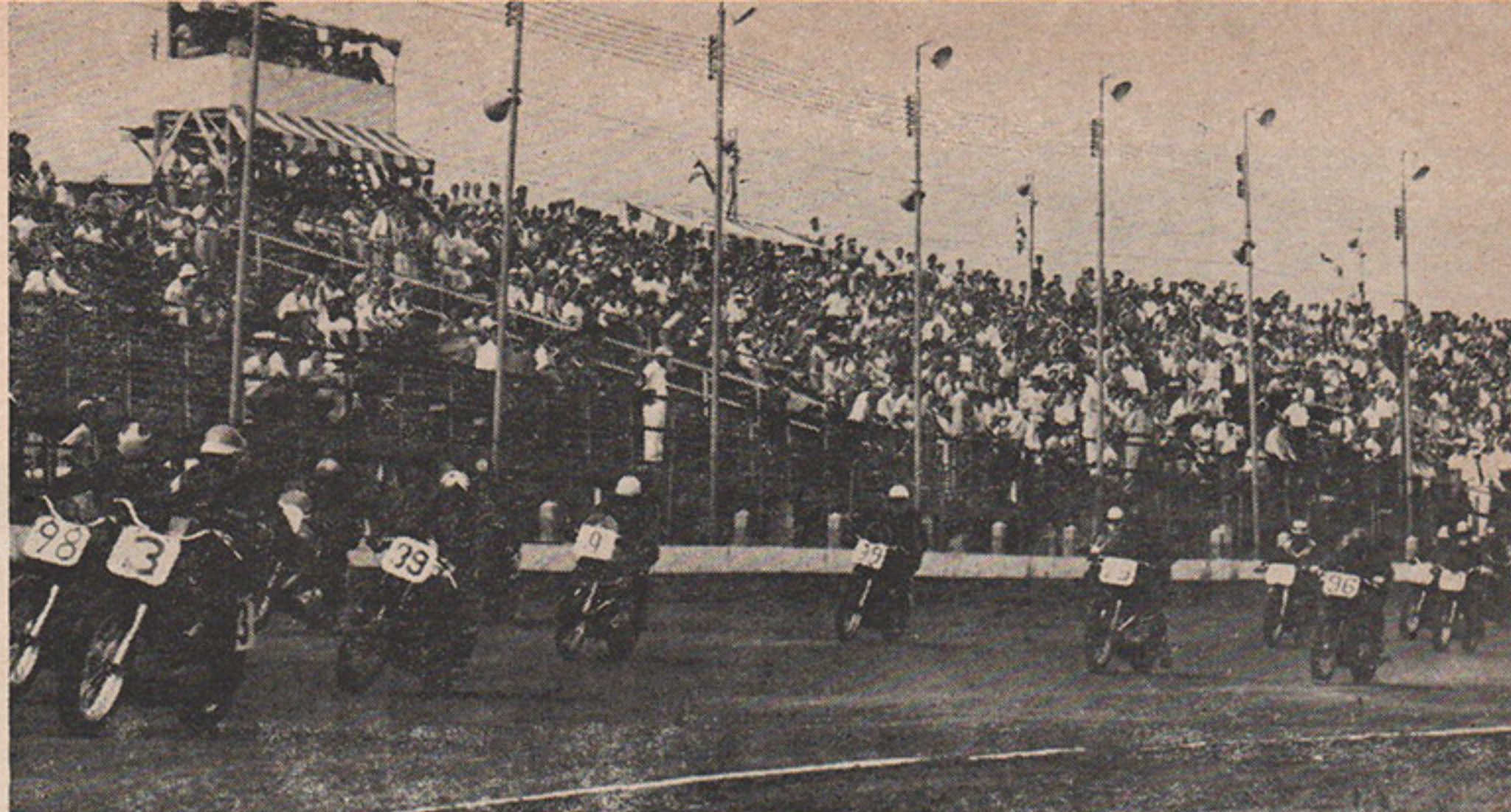
Brashear, who was third man off the pole in the front row, got only to the edge of the pits when his plugs fouled. A rapid plug change still cost the lanky Texan two precious laps and off he roared to make them up at all costs. Lucky seventh was Everett's reward. It would have been interesting to figure his elapsed time.

The tenth lap rundown showed 4:09 on the Miller time clock, meaning that the boys were knocking off a steady 39 to 40 second lap, which reduces to a hot 90 mile an hour clip—on a track that has no stretch that might be honored with the term 'straightaway'. Here is how they lay: Gunter and Leonard, close; Goldsmith and Klamfoth (Norton) with a 100 yard air gap; Eddie Fisher, Dick Clark (Triumph) and Don Hawley (H-D K) with Chet Dykgraaf (H-D K) Allan Davis (Triumph), George Heck and Warren Sherwood (BSA) trying to unscramble themselves from the pack.

A dozen laps from the start and Rick Fisher, last year's winner, took a spectacular brodie in front of the stands, his bike bouncing to the right, Rick to the left. Track policemen's whistles blew . . . red flags flew . . . and a few brave souls dragged the Norton 88 off the track. The power of concentration is hard to figure. Some of the riders said that they did not recall seeing Rick's fallen machine, yet it lay in front of all of them for at least one lap! Except for cuts and bruises due to the lack of a leather jacket, Rick was okay



Winner of the amateur 25 miler, Johnny Hood lapped everybody on his WR Harley-Davidson.



Gunter is already gone as this shot of the start was snapped, out ahead of Leonard and Goldsmith.

after bouncing on the track at close to the three figure speed.

Twenty miles from home saw only one change in the first flying five. Dick Clark had moved away from Fisher and started up toward the fearless foursome in the lead. Real duels were being generated in the rear: Hawley vs. Davis; Sherwood and Heck; Buck Brigance (H-D K) giving a lesson to young George Bordo (H-D K).

The race was less than a quarter done when the four leaders had lapped the field, but the wonderful feature of motorcycle racing became evident as the individual duels got hotter instead of the riders losing faith in their chances of winning! Retirements began early this year, engine trouble mostly. Because of good maintenance, the track lacked its usual crop of rocks, so tire trouble was practically non-existent.

With thirty miles steamed away, the same five leaders began to gradually move up on their time as the track got smoother and faster. The K Quartet, Bordo, Applegate, Swann and Brigance, sang beautifully as they swung by like planes in formation. Gunter's lead was now changing from 100 to 200 yards and he and Leonard were long gone from the others. Goldsmith raced by his lonesome. Klamfoth did the same until his mag quit. Eddie Fisher found himself in fourth spot as Clark dis-

appeared along with the Ohio farmer. The rundown at the halfway mark was: Gunter, Leonard, Goldsmith, Fisher and Tommy McDermott.

This was the fifth place man's first ride on a Triumph in years. He was placing his faith in the same bike that won the century grind in '52, Blaine Rhodes' property. Al Peterson's helpless wave to the pits meant the retirement of the only Ajay Twin in the race. Stan Myers quit about then with one of the two sleek BMWs entered. John Finenko dragged his Norton Twin in for a rest as did Larry Gerhart his Triumph. Don Gouker moved his K in with the group that was beginning to crowd the pit area.

"The fifty mile record has been all shot to hell!" informed announcer Fritzie Baer . . . and so were the two bikes that cooperated to do the job. For, just beyond the half way point both Gunter and Leonard failed to come by the grandstand. The fans wondered if they had crashed together, but such was not the case. Al blew a barrel; Joe's mag quit sparking.

So, the second half was a brand new race, but Goldsmith had lapped all those behind him, so all he had to do was hold position and hope for the best. The big scrap began again in the

(Continued on page 34)



In Saturday morning novice race, Levi Hull sneaks off over infield getting away from Sherman Cooper (9) who appears to be hunting an elusive shift lever. Novice events drew 100 entries.

RHING-DING RODEO



Gil Ashdown, scrambles winner, herds his Dot through club-sponsored mud 'n' water hole, thrown in for increased rider and spectator interest.

Two-Stroke Addicts Take Their Competition Seriously!

By Jim Earp

Photos By "Wheaties" Daniels

A FIELD meet for cycles of 200 cc. displacement and under is still news (though we will wager that it won't be a year from now) so we had to check in on it. When we arrived, the pandemonium of last minute tune-ups and try-outs was in full swing. Rhing-dings howled and sputtered all around us, filling the air with aromatic exhaust fumes, as we picked our way through the crowd and self-consciously leaned our suddenly "gigantic" thirty-fifty thumpers against a fence.

Right from the opening events it became evident that the meet was to be no joke. Speed is always relative, and when first class riders are competing on equal machines, regardless of their horsepower ratings, the event becomes a very serious and exciting business. If you can't make it in the straights, you have to make it in the corners; and when there are no straights to speak of, the corners become the scene of some pretty hairy-chested activity.

In lightweight competition the emphasis is more toward skill and maneuverability. Top speed, naturally, is not an important factor. In a stake race, for instance, when your speeds are lower, all you have to do is place the stakes closer together, force the riders to turn sharper and more often, and the elements of skill and excitement can be increased rather than decreased.

This entire field meet was put on by the Foothill Hawks Motorcycle Club of

Duarte, California, in an area no bigger than a small city block—and that was one of the best features of all. Even in the scrambles event, a spectator only has to stand in one spot, spin on his heel and he could follow every bit of the action all the way around the course.

The usual field meet events (Spin-and-Drag, Kick-the-Can, etc.) were just as much fun as ever, but the eye opener was the flat track race. You had to see the little poppers howling around the tiny track to believe it. Terrific battles were staged in every heat, and the duel in the main between Ralph Adams (Francis Barnett) and Bill Brown (Ambassador) was a hotly contested affair with all the broadsliding mastery and burned shoe leather of a full scale track event.

A chance to see the last show of the

day would have been worth any sacrifice. The Foothill Hawks had laid out a small but rugged scrambles course with lime. They had even routed the riders through a deep hole that was liberally filled with water just for the occasion. This water hole, of course, drew a gleeful flock of spectators; and the entire route, which featured right and left bends and a few hairpins, furnished hilarity and excitement for both riders and spectators.

Those who wish to sponsor a successful lightweight field meet should remember that the cycles are smaller and the top speeds lower. Most events should be scaled down to match the cycles. The scrambles course at this meet was less than 1/2-mile long, and there were no long straights. The fast action caused by constant right and left turns

This shot of the line-up for the start of the slow race should prove there is definitely no lack of interest in lightweight events. Approximately twenty-five poppers started in this one.



more than compensated for the lack of long, high-speed straights, and demanded the utmost skill from the riders.

Of course, the lightweights get into displacement difficulties, too. The 200 and 125 cc. cycles cannot successfully run together. In such events as the drags, track races, and scrambles, the 125 cc. rigs are at a tremendous disadvantage; so it is necessary to score them separately. Just which of the lightweight classes will be emphasized depends, of course, on which size predominates in one given area.

One of the beauties of lightweight competition is that it gives all sorts of riders a chance to enter competition. Two-strokes are relatively inexpensive to buy and, partly because of the absence of the complex valve train assemblies of four-cycle motors, are much less expensive to maintain over a period of time. For this reason, many riders who were forced by financial difficulties to give up competition on the big bikes are stepping back into the field on two-strokes.

Then, too, they are light, easier to handle, and the speeds are slower, so the beginner can approach that awkward learning period with considerably more confidence than if he were suddenly learning to control all the abrupt power of a big twin.

Frank Cooper always expresses surprise at how quickly riders come up through the lightweight ranks. Two-strokes are light, maneuverable, and without the neck-snapping acceleration of the big bikes that (let's face it) scared the blue blazes out of you and me when we were first learning. The beginner can approach his lightweight mount with more confidence, relax sooner and, consequently, learn faster. Chances are that when he finally picks up his first big bike, he will be a finished rider fully competent to handle it.

Two-strokers are also bringing another sort of rider back to the fold that we are glad to welcome. Darrel Packard is a good example: he modestly declines to

mention his age at the moment, but he does admit that he resigned from all competition well over twenty years ago. But the lightweights brought him out again and he entered his BSA Bantam in the Foothill Hawks' field meet with a vengeance. He states that though he does not feel that his reflexes are good enough now to handle the big machines, he can have a good time smoking up the field meets on the little ones. Packard rode with the old drag-leg style instead of ski-footing—and rode well.

So with the new riders coming up, the old timers returning to the game, and such top men as Swede Belin turning in their heavy-weights on two strokes, it seems that the rhing-dings are the coming thing. They *are* fun, and it is hard to see how they can do anything but good for the sport.

RESULTS

PLACE	MACHINE	
STAKE RACE		
1.....	Ralph Adams.....	Francis-Barnett
CAN PICK-UP		
1.....	Rick Collins.....	Dot
SPIN AND DRAG		
1.....	Frank Gomen.....	Francis-Barnett
KICK THE CAN		
1.....	Ralph Adams.....	Francis-Barnett
AUSTRALIAN PURSUIT		
1.....	Bill Brown.....	Ambassador
DRAGS		
1.....	Bill Brown.....	Ambassador
SLOW RACE		
1.....	Butch Means.....	BSA Bantam
TRACK RACE 200 cc		
1.....	Ralph Adams.....	Francis-Barnett
2.....	Bill Brown.....	Ambassador
3.....	Frank Brundage.....	Francis-Barnett
TRACK RACE 125 cc		
1.....	Doug Yerkes.....	CZ 125
SCRAMBLES 200 cc		
1.....	Gil Ashdown.....	Dot
2.....	Bill Brown.....	Ambassador
3.....	Ralph Adams.....	Francis-Barnett
SCRAMBLES 125 cc		
1.....	Doug Yerkes.....	CZ 125
FIELD MEET WINNER 200 cc		
1.....	Ralph Adams.....	Francis-Barnett
2.....	Bill Brown.....	Ambassador
3.....	Frank Gomen.....	Francis-Barnett
4.....	Jack Thurman.....	BSA Bantam
5.....	Mathew Oliva.....	Dot
6.....	Butch Means.....	BSA Bantam
FIELD MEET WINNER 125 cc		
1.....	Jack Thurman.....	BSA Bantam



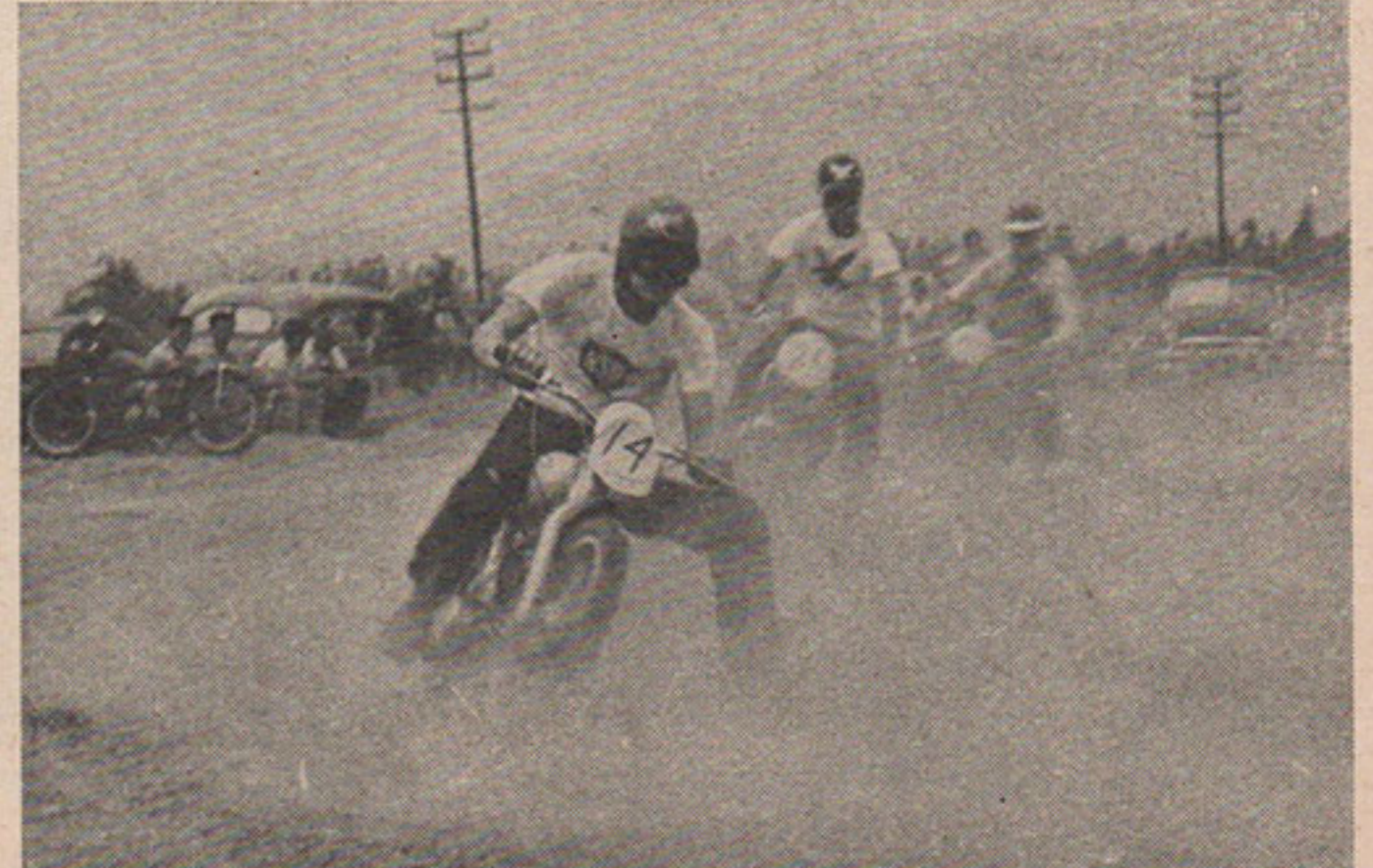
Leading the pack and eventual winner of the scrambles event was Gil Ashdown. Note narrow, loose, and numerous bends in scaled down course.



Kick the can, they call it. Ralph Adams, 200 cc. Francis B., took the honors here as well as 4 other events. Was Catalina 200 class winner.

Return of the hotshoe! Back after an absence of twenty years is Darrel Packard, now strictly a lightweight man, currently riding a BSA Bantam.

Dave Ekins, whose greatest claim to fame is his victory in the 125 class at Catalina, is still pacing the boys with his 100 cc. NSU Fox.

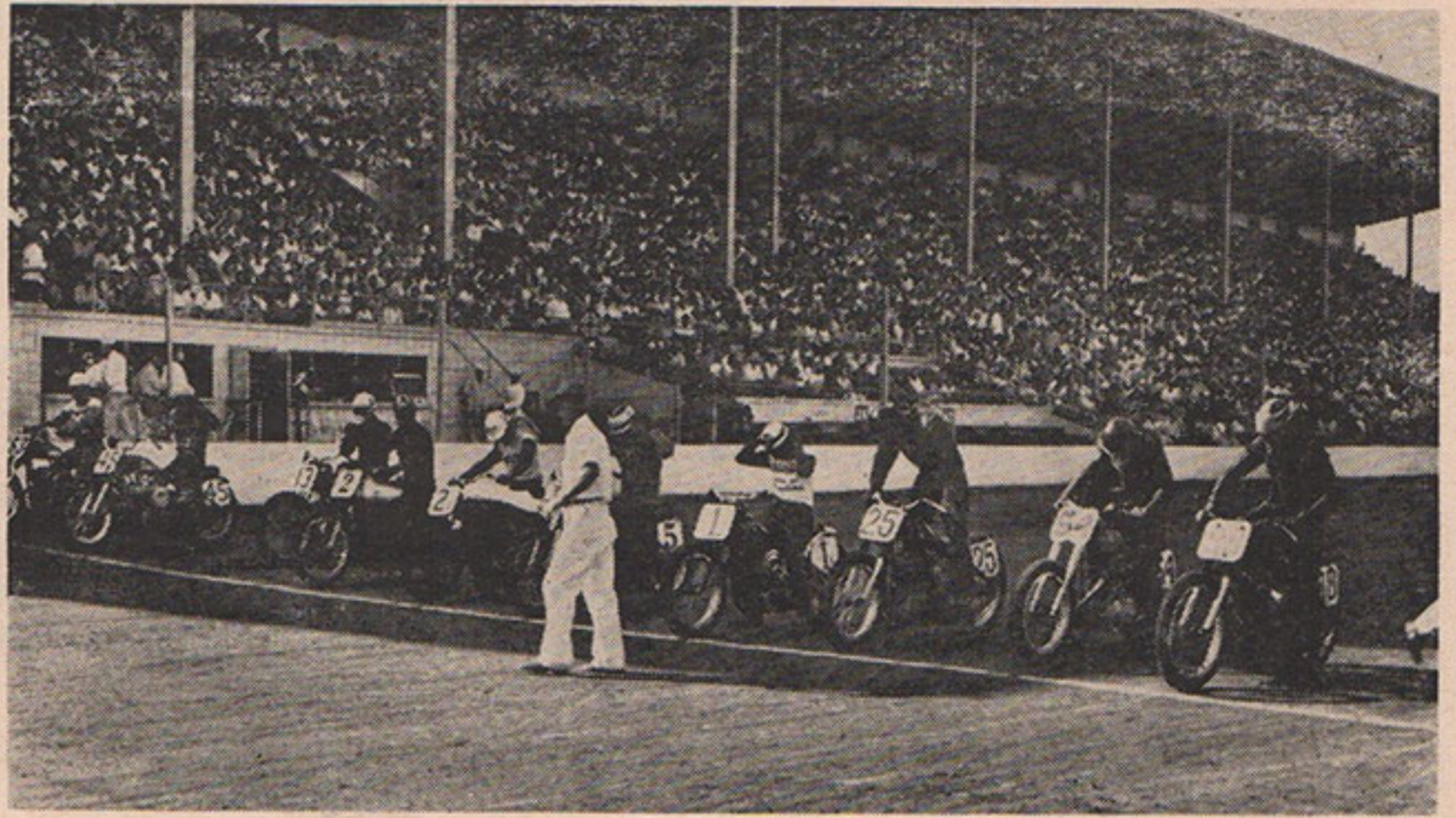


THE MILWAUKEE MILE

Story and Photos by Bill Nichol



"Alice in Dairyland" presents trophy to new 15 mile national champion, Bobby Hill.



On the Milwaukee starting line were the best in the nation. Leonard started on pole.

Rapid Robert Hill Scores In 15 Miler

BOBBY HILL, Columbus, Ohio, piloting a low flying Indian Scout, won the 15 mile National at State Fair Park in Milwaukee on August 29. His time for the 15 laps was 10:44.26 for an average of 83.91 miles per hour. His ride was about four seconds slower than his record for the Milwaukee Mile, set there two years ago. Hill also established a new record of 3:36.10 (83.33 mph) in the second five-lap expert heat.

He got off to a poor start and was ninth on the first lap and with three miles behind him was no better than eighth. Then the quiet Columbus speed merchant began to roll, passing men in front of him one by one to the cheers of some ten thousand excited fans in the grandstand. On the backstretch of the thirteenth mile, he moved out in front and held an easy lead to the finish line.

Before Hill took over, the lead had changed hands at least six times! It was a ding-dong battle with the Stockton comet, Al Gunter, who finished second on a BSA Star Twin and Joe Leonard, H-D K, from San Jose, settling for third. The latter two California boys had been swapping the lead position until Bobby caught up with them. However, Leonard did have the satisfaction of breaking Hill's lap record during the time trials. Joe did the flying mile in 42.65 seconds, averaging 84.5 mph. Norman Smith, also from San Jose, out timed the amateurs with his positioning lap of 43.68.

Paul Goldsmith, St. Claire Shores,



Floyd Clymer and Jim Davis chat with Norman Smith, who later won amateur event on a BSA.



Smith gets Wynn Oil shirt as one of his prizes for cleaning up ten miler. San Diego's Lloyd Campbell pushed him all the way, taking 2nd.

Michigan, winner of the championship event there last year, failed to come through this time. Seventh place was the best he could do. By virtue of his Springfield victory of the week previous, Bill Tuman, Rockford, Illinois, was considered a real threat at Milwaukee. But he too had a bad day and took fifth spot.

Bobby was presented with the AMA's championship trophy by the Wisconsin State Fair's "Alice in Dairyland", Miss Mary Ellen Jenks. With his trophy tucked under his arm, the 31 year old Indian mechanic said, "I've never been so far behind and still caught up". That takes in a lot of territory as the new 15 mile champ has been riding the dirt tracks for nearly thirteen years. They used to say, "You can't wear out an Indian Scout". It is beginning to look like there is more fact in that statement than the originators ever dreamed. The factory hasn't built a Scout in five years.

RESULTS

15 MILE NATIONAL

- | | | | |
|-----|----------------|-------|--------|
| 1. | Bobby Hill | ..... | Indian |
| 2. | Al Gunter | ..... | BSA |
| 3. | Joe Leonard | ..... | H-D K |
| 4. | Charles Carey | ..... | Indian |
| 5. | Bill Tuman | ..... | Indian |
| 6. | Ray Goff | ..... | H-D K |
| 7. | Paul Goldsmith | ..... | H-D K |
| 8. | Don Hawley | ..... | H-D K |
| 9. | Tommy Byars | ..... | H-D K |
| 10. | Chet Dykgraaf | ..... | H-D K |
- Winner's time: 10:44.26

10 MILE AMATEUR FINAL

- | | | | |
|----|----------------|-------|-------|
| 1. | Norman Smith | ..... | BSA |
| 2. | Lloyd Campbell | ..... | H-D K |
| 3. | Harry Fearey | ..... | H-D |
| 4. | Donny Rees | ..... | H-D K |
| 5. | Roy Vanuasdall | ..... | H-D |
- Winner's time: 7:17.09



Golden Anniversary

Harley-Davidsons

HARLEY-DAVIDSON models for 1954 are indeed very special. For, aside for the fact that numerous engineering advancements and some styling innovations are offered this year, it is the climax of a period of solid accomplishment that we view in their latest motorcycles. It is the golden anniversary of the Harley-Davidson Motor Company, the culmination of a half century of progress in motorcycle design, manufacturing and marketing.

Fifty years of producing a brand of motorcycle that far outnumbers any other single make on American roads have led to these, the 1954 models, which are presented with much justifiable pride on the part of the makers.

The 1954 Model 74 OHV!

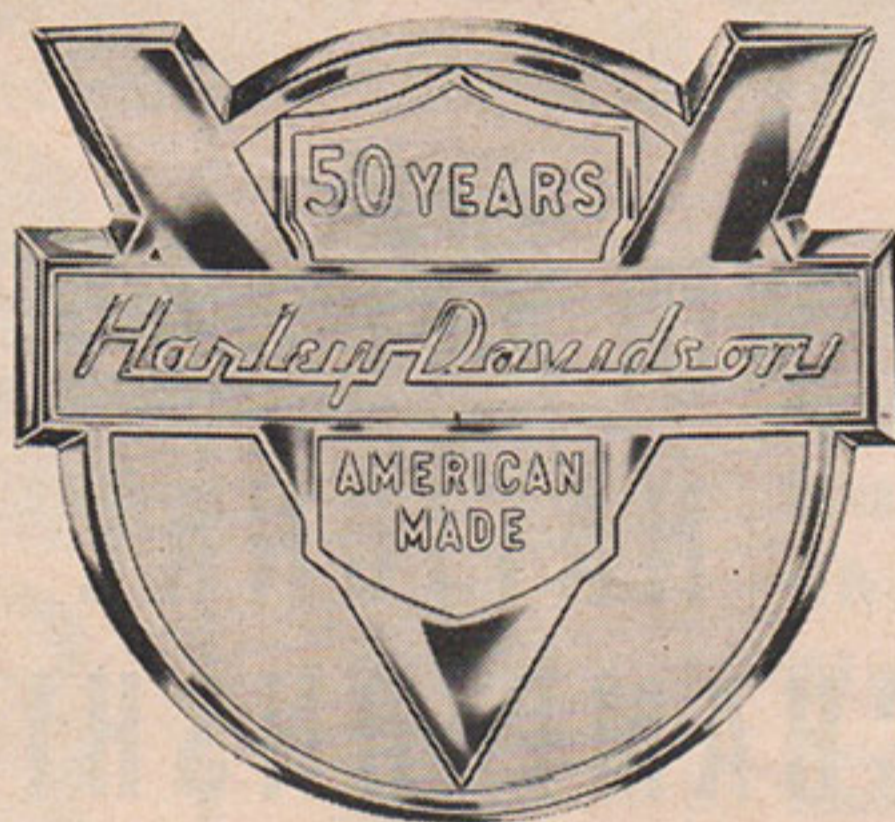
HAVING THE distinction of being the most popular single model on the North American continent, the 74 OHV has added even more laurels to its lengthy lists. A pioneer of the V type engine with overhead valves, it has featured rotating valves, special metal valve seats and hydraulic lifters for quite some time. Many of these Harley-Davidson pioneered features have recently been showing up in nearly all American medium and higher priced automobiles utilizing overhead valve V type engines. Numbered among the mechanical improvements in the 1954 74 engine are these:

New quietness has been achieved by redesigning the gear shaft, worm gear and pinion gear. The six splines formerly employed on these parts have been eliminated and a taper fit substituted on the pinion gear and a straight fit on the worm gear. The pinion and worm gears are key-locked. Fit is absolutely tight and with no opportunity for forward or backward movement, there is no noise.

One look at the right side of the 74 OHV reveals a new horn—the Jubilee Trumpet—similar to the Jubilee on the KH model. It's louder, car-type tone clears the way and lets the driver ahead know that you are about to pass. So successful has this type horn been on the K models that its incorporation, with some changes to adapt it to the 74 OHV, will be welcomed by dealers

and riders. Its long, sweeping lines also add class to the appearance of the OHV.

Serrations on the gear shifter lever shaft and in the end of the gear shifter foot lever have been eliminated and a smooth fit substituted. The end of the gear shifter foot lever has been strengthened and a tight fit is accomplished



with a 5/16" bolt with a nut. When undue force is applied to the foot lever, slight slippage affords protection to the shifting mechanism.

The gear shifter lever shaft and the gear shifter heel lever have undergone exactly the same change as the shaft and gear shifter foot lever. The gear shifter heel lever is, by the way, an accessory and is not standard equipment.

The oil pressure switch has been completely redesigned. Long life and proper functioning at all times is assured. The current, instead of passing

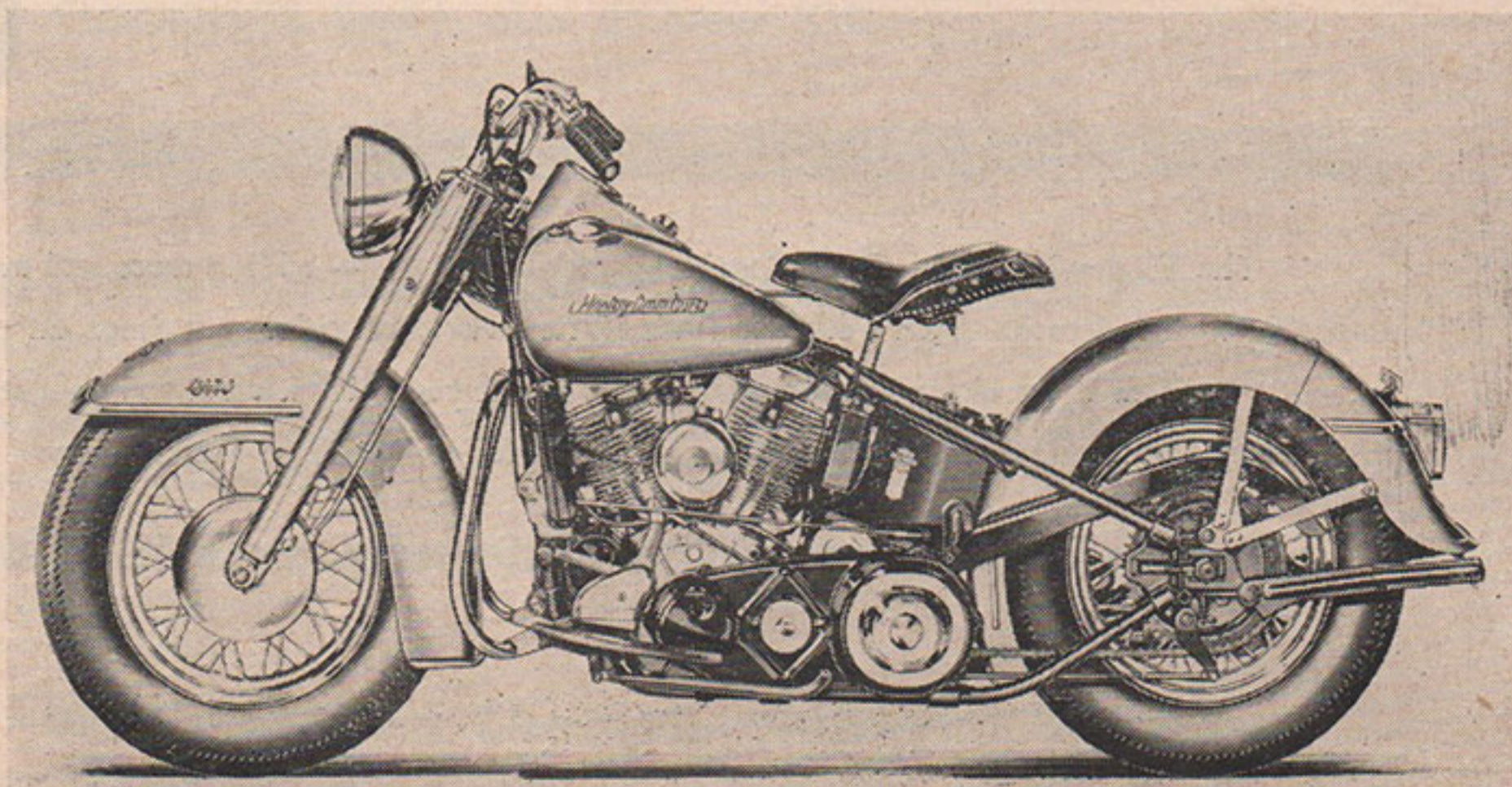
through the spring, now travels through a heavy phosphor bronze strap that can easily carry ten times the former current. Any momentary short circuit in the wiring system will not burn out the oil pressure switch and make it inoperative. Furthermore, even a fair amount of corrosion on the spring will have no adverse effect in the functioning of the switch. The air release breather hole has been relocated and protected with a terminal cap. The amount of moisture, water, grime, oil and dirt that can enter the switch mechanism has been greatly minimized.

The handlebar spiral has been redesigned and is the same as it was on the K model and is now on the KH model. This gives the rider a faster-acting throttle. A two-position lever has been incorporated on the carburetor so the rider will have the option of using a slow or a fast throttle.

A piston-type valve is now incorporated in the by-pass regulating position in the oil pump and supplants the guided ball valve formerly used. Foreign matter in the oil, such as carbon, dirt and lint will have little opportunity to foul up the operation of this important unit. Oil is maintained at the proper pressure at all times and under all conditions and assures proper functioning of the hydraulic units.

As last year, the 74 OHV will again be offered with foot shift as the 54 FLF Sport Solo, and with hand shift as

(Continued on page 24)



Styling changes in 74 include addition of K model horn, anniversary medallion and altered nameplate.

Harley-Davidsons

WIN **11 MORE**
NATIONAL
CHAMPIONSHIPS

ON ROAD, HILL,
AND TRACK!



AUGUST 9 / STURGIS, SO. DAKOTA

5-Mile National Championship

DIRT TRACK 1/2 MILE

Winner **JOE LEONARD**



SEPTEMBER 6 / LANGHORNE, PA.

100-Mile National Championship

SPEEDWAY RACE

Winner **PAUL GOLDSMITH**

SEPTEMBER 13 / INDIANAPOLIS, IND.

5-Mile National Championship

MILE TRACK

Winner **EVERETT BRASHEAR**



JULY 26 / WINDBER, PA.

50-Mile National Championship

ROAD RACE

Winner **JOE LEONARD**

45 cu. inch Champion
JOE LEONARD
also 3rd in the 80 class

AUGUST 30 / PEORIA, ILL.,
45 AND 80 CU. INCH

National Championship T. T. Races

80 cu. inch Champion
ROGER SODERSTROM
also 2nd in the 45 class



JOHN MARTINOLICH | 80" Expert Champ
45" Expert Champ

SEPTEMBER 13 / LACONIA, N. H.

National Championship Class C Hill Climb

STANLEY SCHMIDT | 80" Novice Champ
45" Novice Champ



SEPTEMBER 6-7 / LANSING, MICH.

National Championship Endurance Run - Jack Pine

National Champion **DON PINK** riding the sensational
Golden Anniversary 1954 Model **KH!**

BERT CUMMINGS 2nd — also on new KH!



The Harley-Davidson Championship parade continues — adding more and more National wins to its already imposing list of victories. Each week end finds Harley-Davidson riders out front on track, road, and hill.

This is the championship quality and power you'll have when you own and ride a Golden Anniversary Harley-Davidson. See them on display at your Harley-Davidson dealer today.

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



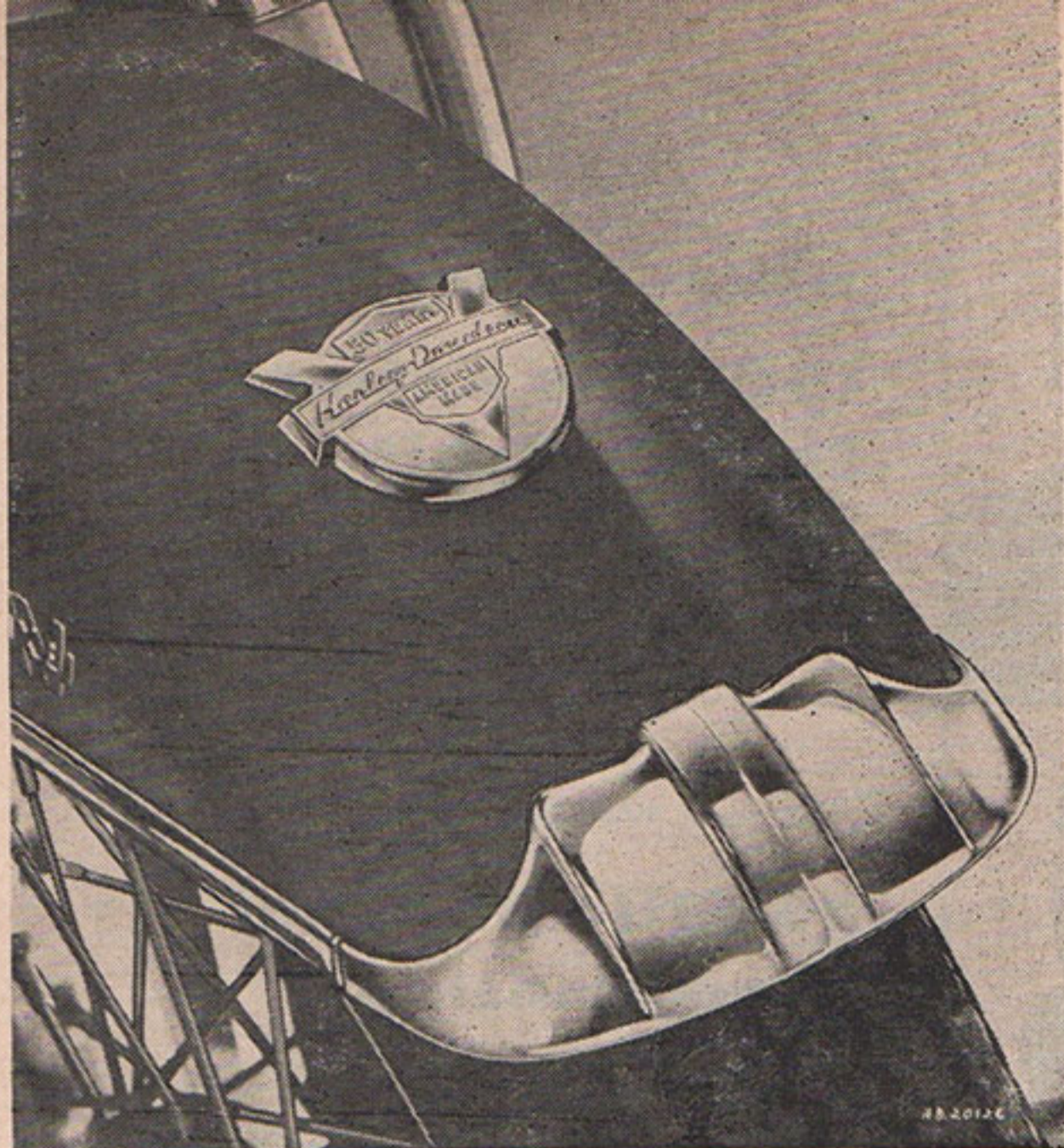
Other National Championships won by Harley-Davidson Riders in 1953

200-Mile National Championship Road Race
Winner: **PAUL GOLDSMITH** (New Record) Daytona, Fla.

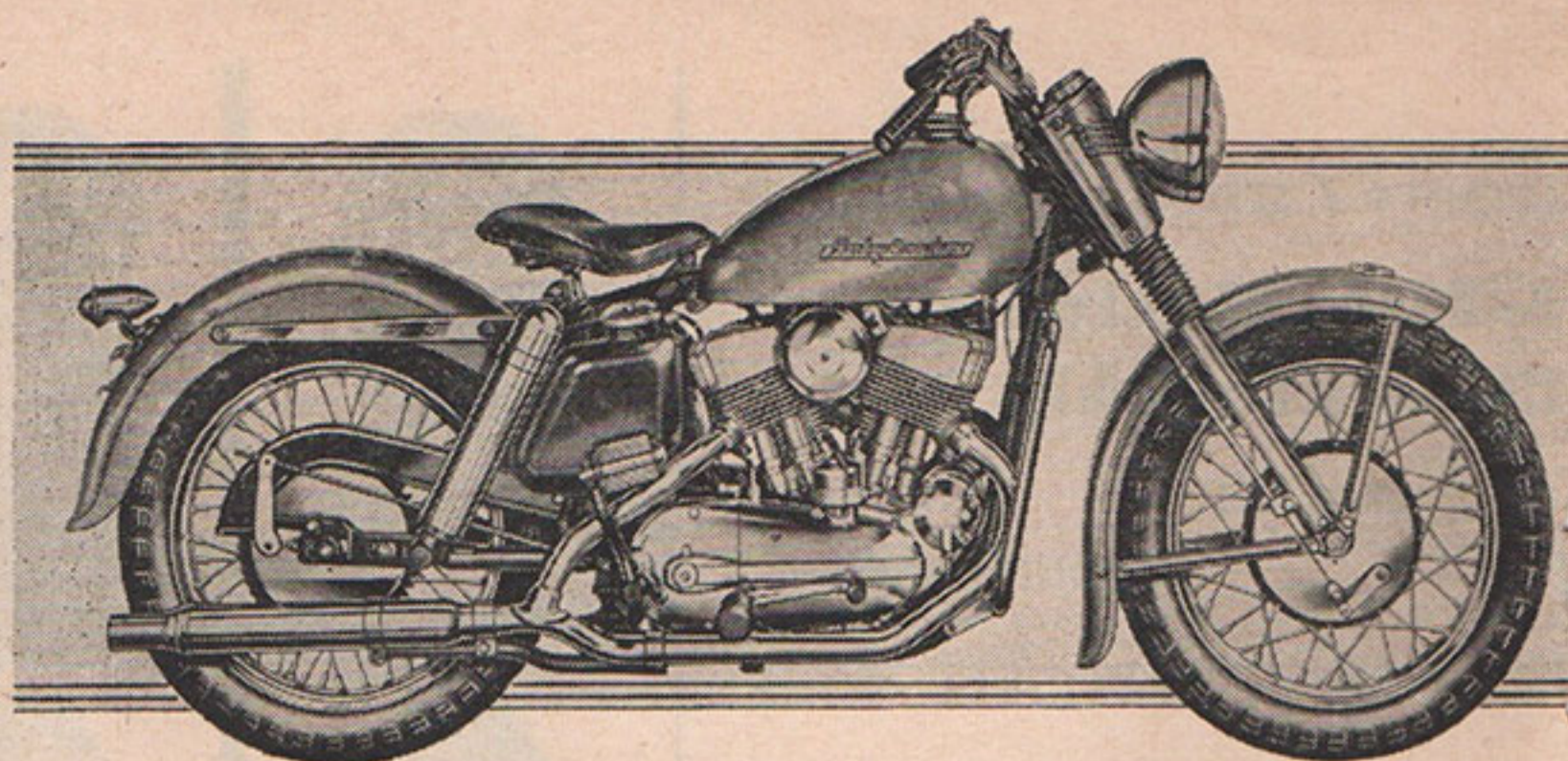
10-Mile National Championship Dirt Track
Winner: **EVERETT BRASHEAR** Columbus, Ohio

National Championship 24-Hour Run
PAUL REVERE CLASSIC Winner: **DON PINK** Bronx, N. Y.

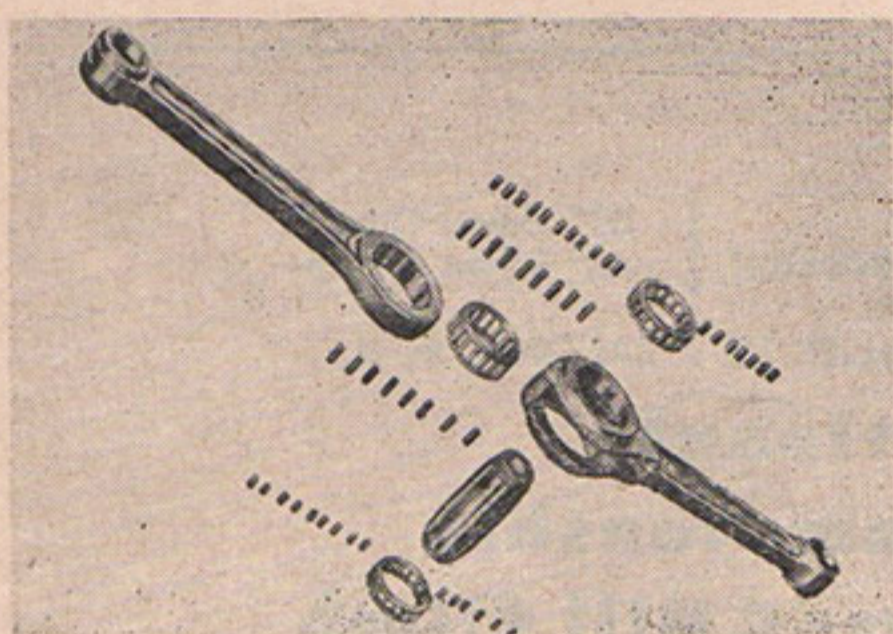
20-Mile National Championship Dirt Track
Winner: **JOE LEONARD** Bay Meadows, Calif.



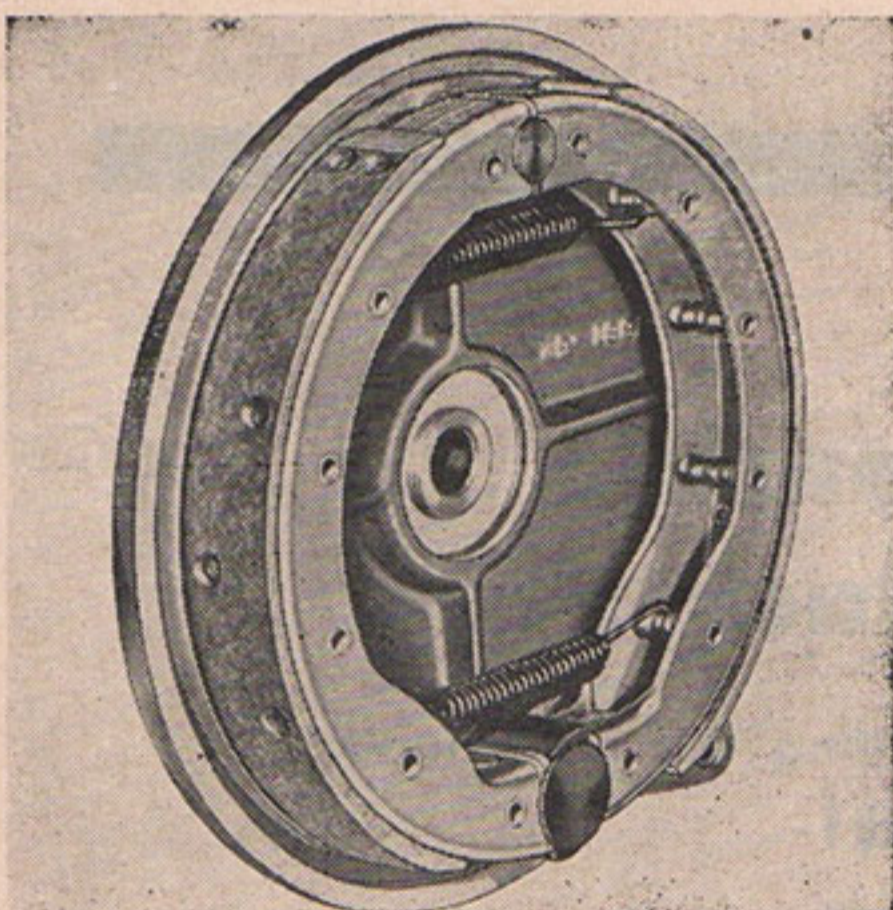
This medallion graces the front fender of all the anniversary models for 1954.



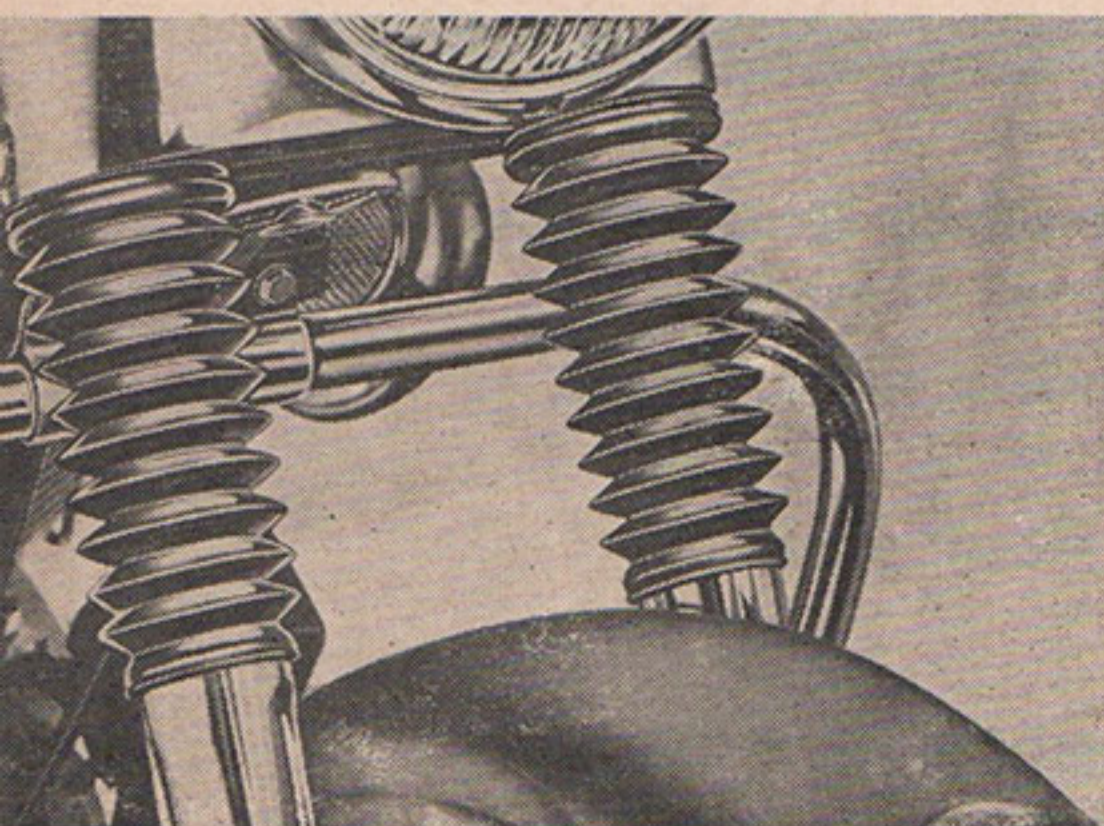
55 cu. in. KH has same bore ($2\frac{3}{4}$ ") as 1953 K. Stroke was increased from $3\frac{3}{16}$ to $4\frac{1}{2}$ inches.



New retainers with 34 roller bearings on the crank pin and the lower rods of the KH model.



The front and rear brakes on the KH are now the same as the front brake on the 74 OHV.



Dirt and water are kept out of the fork sliders on the KH with these accordion type boots.

(Continued from page 21)

the 54 FL Sport Solo. Both models have high compression motors. The foot shift leads in overwhelming popularity but some riders may still prefer the hand shift and for them it is still available.

The 74 is also offered, both in foot shift and hand shift, with what is termed the Traffic Combination motors. In them, a special cam is incorporated and the carburetor has a $1\frac{1}{8}$ " venturi. Excellent acceleration and low speed performance is obtained. This combination results in a motorcycle that is popular for city police use. The 74 with foot shift and traffic combination carries the designation, 54 FLEF and the hand shift traffic combination is known as the 54 FLE.

The Golden Anniversary K Is Now The KH!

THE BIGGEST news in Milwaukee is the new version of the K, the KH with 55 cubic inch piston displacement and with performance designed to set new standards in the middleweight field.

Since deliveries on the K started about a year and one-half ago, it has created a sensation in the motorcycle world and has won thousands of enthusiastic owners. Its performance, its versatility for competition, scrambles, runs, fieldmeets, T. T. races, hill climbs, track events—and its satisfactory road riding qualities are daily winning for it more enthusiastic riders and owners. Its steadily increasing competition victories are the talk of motorcycle riders everywhere.

Yes, the four-cycle engine is 55 cubic inches; bore, 2.745"; stroke, 4.562";

compression ratio, 6.8; horsepower, 38 at 5200 r.p.m.

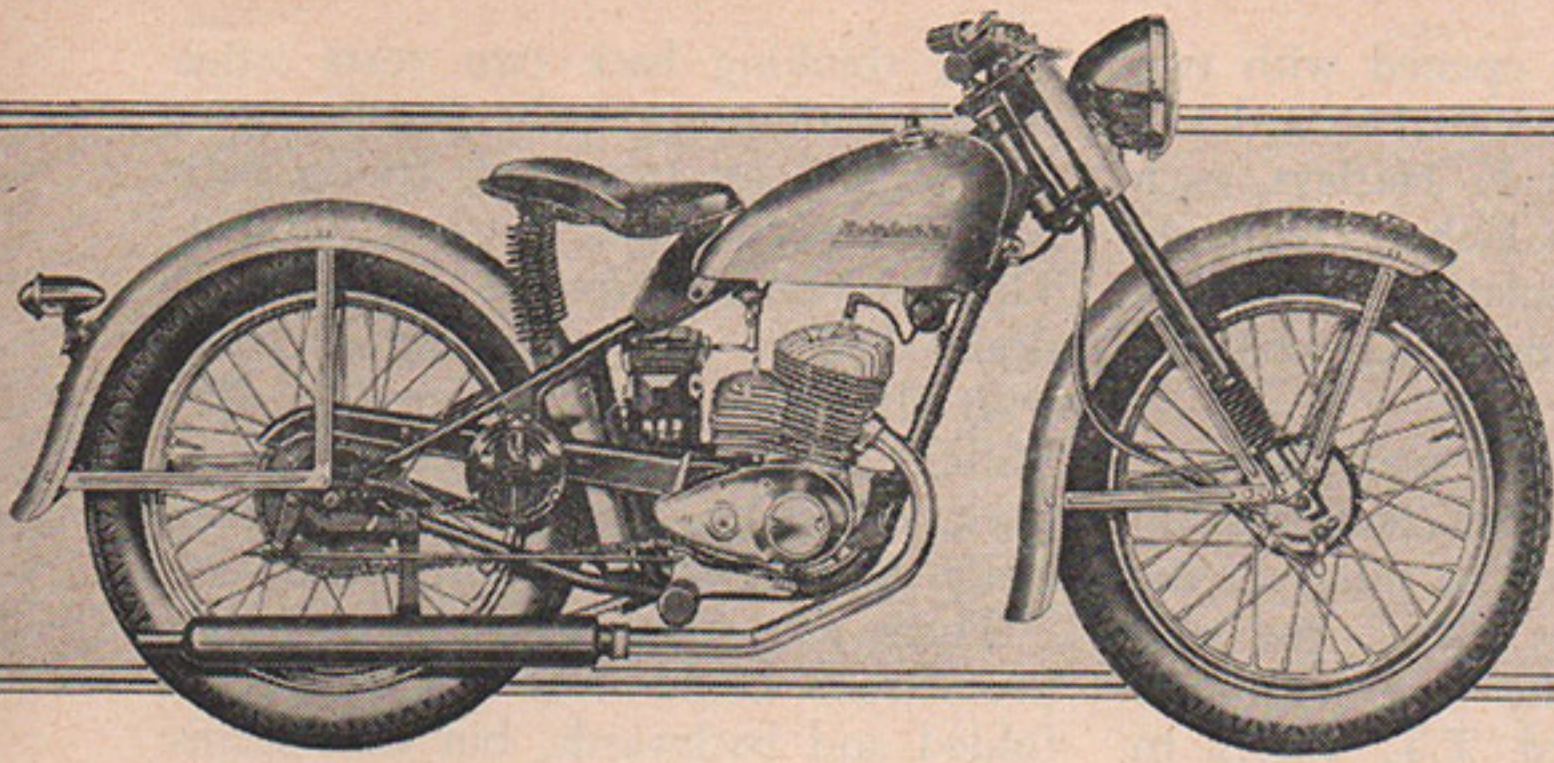
New, cast iron flywheels are required in the new power plant. The flywheel shafts are now taper fit and held with a nut, similar to the flywheel shafts in the 74 OHV. The aluminum alloy pistons are cam ground, of the trunk type, and eight holes are drilled around and through the piston walls directly below the U-flex oil-control ring and take the place of double horizontal slots formerly employed.

Three retainers with closed ends, are employed on the crank pin and the lower ends of the connecting rods. Seventeen roller bearings are held in each retainer, long ones in the center retainer and shorter ones on each side. Retainers have been redesigned to give them a greater factor of safety under high speed conditions.

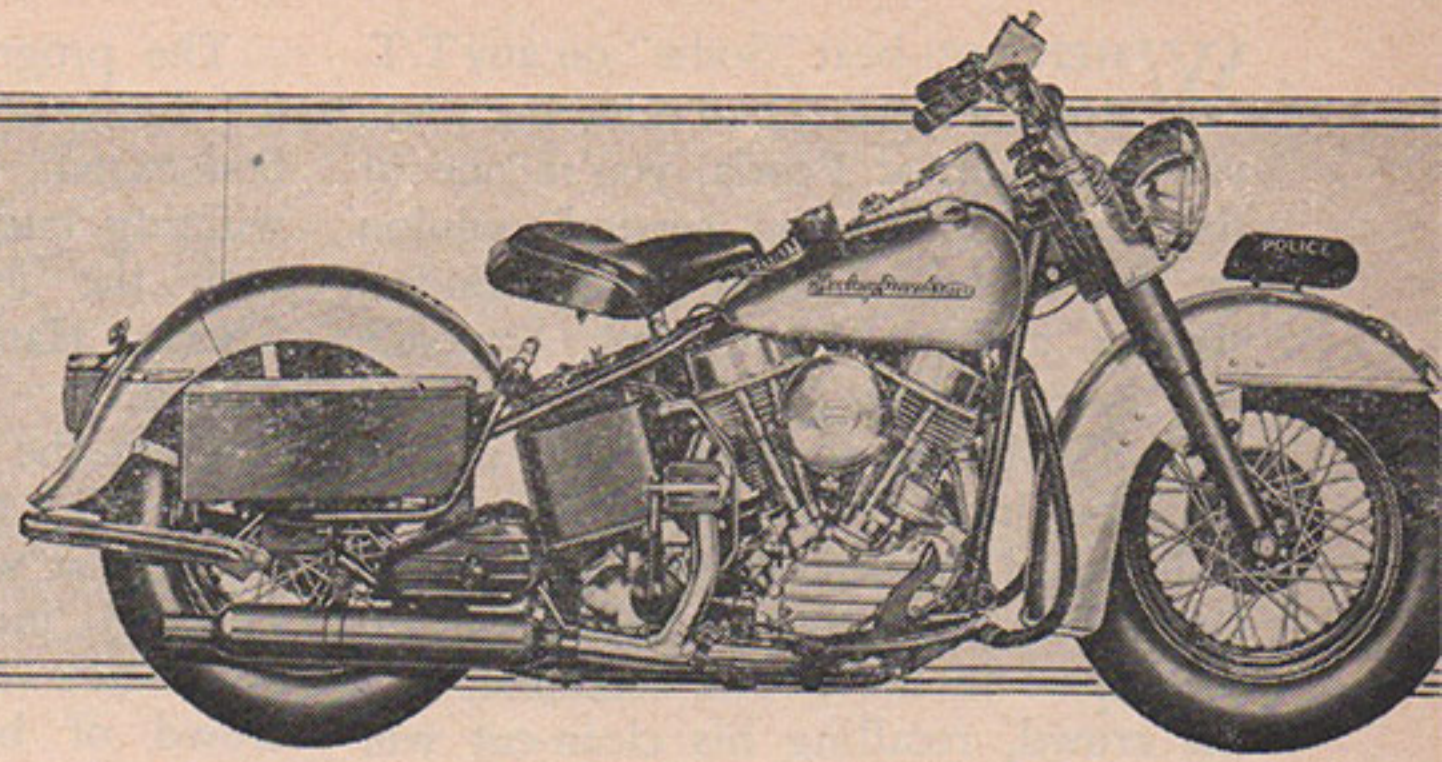
Engine cylinders are, of course, changed to accommodate the longer stroke. The intake and exhaust ports have been changed in shape to get the gas in and out quickly for maximum efficiency. The inlet valves have been increased $7/64$ " in diameter.

The kick starter cam release plate has undergone slight change. The cams are brought closer together to provide earlier release. This change has been in effect on K models for some months. In the KH engine, the clutch now consists of 7 plates instead of 5, and the clutch sprocket assembly is now increased in size to accommodate the additional plates. The front chain cover is also made deeper to clear the new 7-plate clutch.

Crank cases are now of heavier construction throughout. The method of

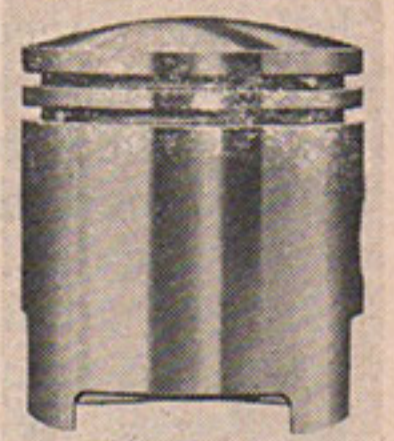


Modifications to engine of 165 increase performance of the lightweight member of the line.



Special cam and 1 1/8" venturi carburetor give acceleration and low speed performance to police 74.

More power with this 165 piston design change with slot at rear bottom of skirt.



lubricating the idler gear has been changed. The gear shaft main bearing bushing is secured by lock rings to prevent end-wise movement. The retainer is longer—1 inch, and rollers are shorter, there being two sets with 26 in all.

Changes have been incorporated in the transmission front chain cover. The center boss has been strengthened and lengthened. Now, four dowel pins have been placed in the cover to assist the three bolts in securing the gasket and holding it in place. Entire case is strengthened. The transmission oil level plug has been relocated from the bottom of the case to the side of the cover where it is most accessible. Gear case and front chain cover are now polished and add luster and good appearance to the KH.

The serrations on the gear starter shaft and in the end of the gear shifter lever have been eliminated. A smooth fit has been substituted and the shifter lever is secured with a pinch bolt. Shifting mechanism is protected in case undue pressure is applied to the shift lever.

A Victor garter spring-type oil seal on the sprocket shaft will be used on the KH instead of the fabricated bronze sealing fasher used on the K model. A better and a longer life oil seal is achieved.

Build up of oil in the primary drive case is avoided by the incorporation of a one-way valve that will syphon off oil so it cannot get into the clutch. Prevents clutch from becoming inoperative due to this cause.

The chain tensioner has been strengthened and a reinforcement introduced to keep it from bending. A brace is bolted

on the crank case and on the chain tensioner to accomplish this result.

The valve springs have been changed to the KR type and will be individually set up to obtain 1/32" to 1/16" movement above the valve lift before the spring becomes solid.

Valve float is prevented at high r.p.m. Changed cam gears will be used and will result in faster valve action.

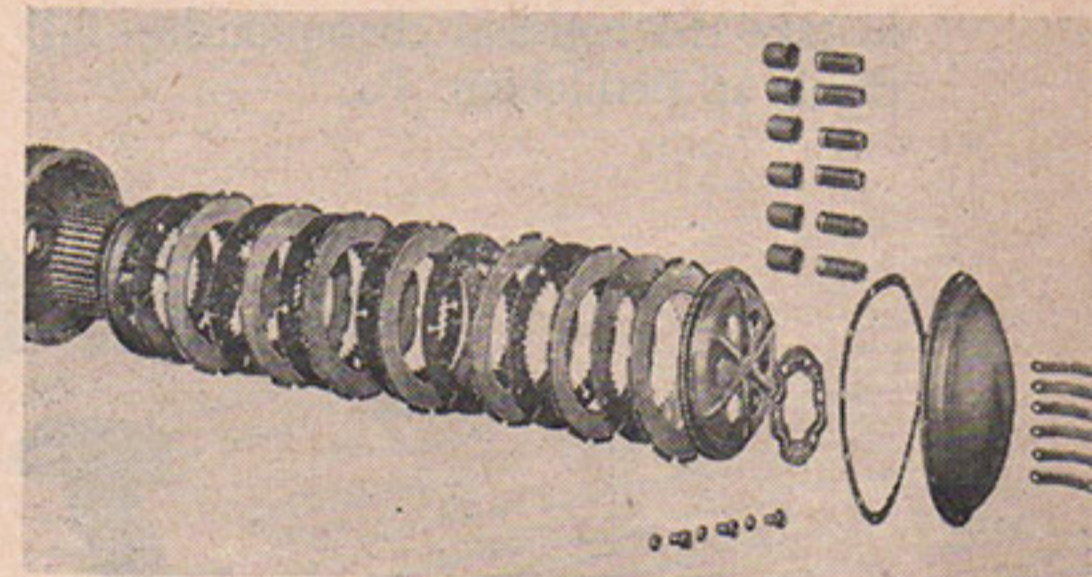
Lubrication to the second and third countershaft gears has been changed by providing an oil passage through the center of the transmission countershaft and with vertical passages to the gears. The main drive clutch gear will be fitted with a Torrington needle bearing and will take the place of the bronze bearing used heretofore. A free-running transmission results. Transmission gears have been redesigned for great strength.

The carburetor air intake shaft and lever is new in construction and simplified in design. The air intake disc or butterfly now attaches to the side of the shaft with two screws and makes for easy cleaning and servicing.

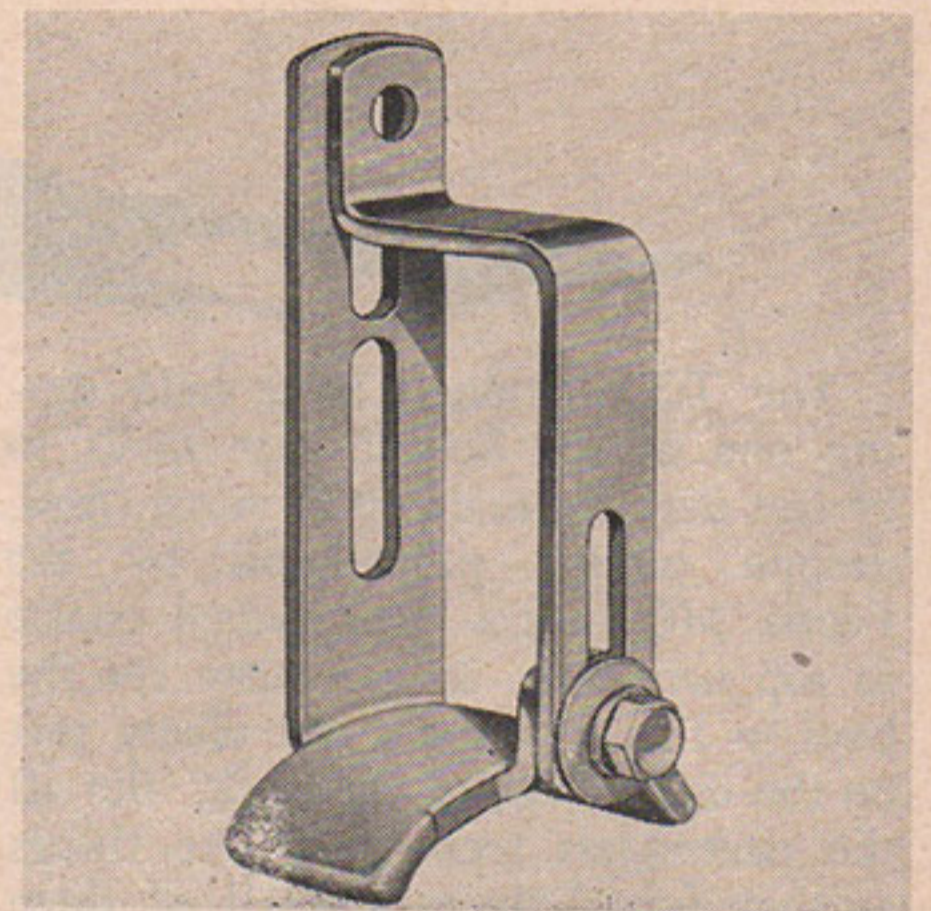
For greater stability at high speeds, the rake and trail of the frame have been changed. The rake is now 29 3/4 degrees and the trail 3.22".

The brake shoes, front and rear, on the KH are now fabricated of pressed steel and supplant the cast aluminum shoes used previously. These new shoes are U-shaped and the sides are rigidly locked together with six pins. Great strength results. The brake cam now operates on a hardened steel cam plate on the shoe and wear is minimized. The

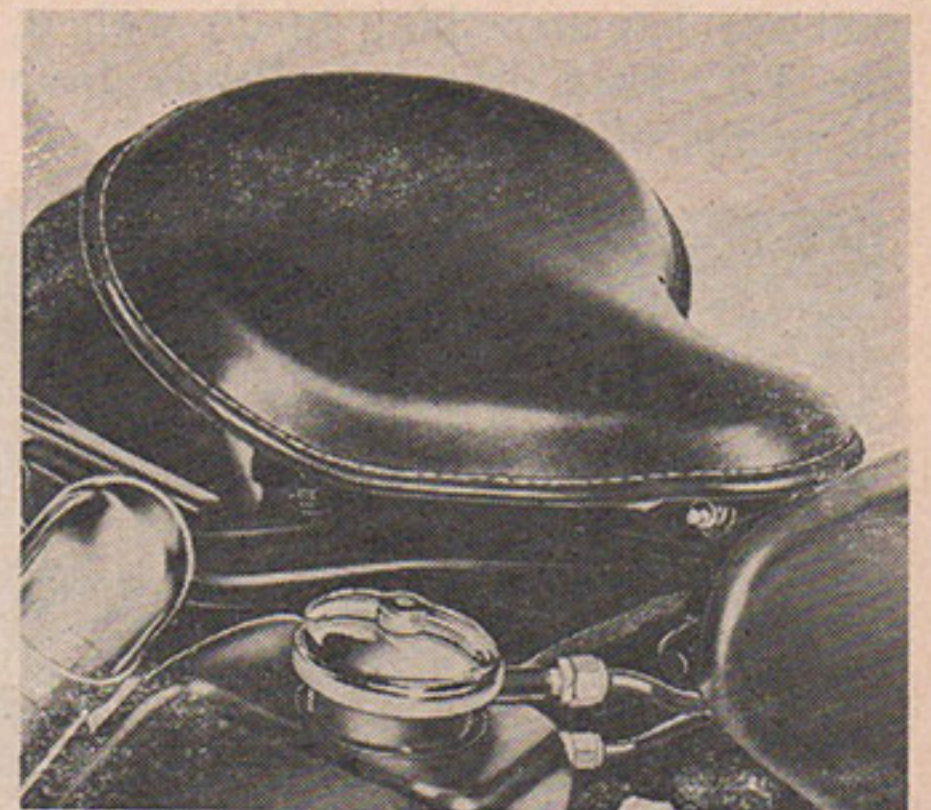
(Continued on page 40)



Exploded view of seven plate clutch on the KH.



Strengthened primary chain tensioner on the KH.



Streamlined saddle is featured on the KH model.

WHEN YOU beat "Sodie" on any T.T. track, you're a good rider, but when you beat him at Peoria, you're one of the best! That's the general opinion in the midwest about Roger Soderstrom's ability. So it took someone real special, like Joe Leonard of San Jose, California to beat Sodie in the 45 cubic inch national championship.

Joe had rushed down in a quick overnight drive from Milwaukee to participate in the Peoria scramble, and the crowd, recalling his clean-cut win at Windber, were not surprised when little Joe turned in the fastest qualifying time lap on the dusty Peoria half-mile hillside track.

By winning the 45 national at Peoria, the 50 miler at Windber, the Bay Meadows 20 and the Fiver at Sturgis, Leonard is fixing to becoming a second Joe Petrali. We wouldn't be surprised to learn that Joe L. is entered on a K to take the national championship hill-climb at Bethlehem, Pa.

The program was opened with two 45 elimination heats, with Leonard and Soderstrom, both on K Harleys, each winning one. Eddie Fisher, Triumph, took the first consolation and Ken Cherry, Harley-Davidson K, won the second.

Then the two giants were brought up to scrap over the first championship crown that was offered to riders of the up-to-45 inch class bikes. Joe and Sodie flew out in the lead leaving a crowd of bewildered T.T. riders to grovel about in their smoke and dust. Leonard got the edge and Sodie accepted place money.

The 80 cubic inch world series saw a subdued Joe Leonard battling a much bigger bike around bends that were

mind, thinking back two years when Jimmie Phillips gave the Peoria circuit the West Coast treatment, taking both nationals and a major share of the loot. Then last year the Normal, Illinois H-D dealer had to split the double crown with the man from Mountville, Bill Miller. But the way he goes on a T.T. track, especially, Peoria, he may eventually get that double header twice yet.

There are some who contend that Soderstrom could ride Peoria blindfolded and backwards, but that seems like a slight exaggeration. He'd have to ride the course a few more seasons to negotiate all those turns backwards!

peoria T.T.



The T.T. nationals were held during one of the hottest heat spells to be cast over the midwest in years. And, despite careful preparation by the Peoria MC to get their famed course in top condition, it was dusty for the boys in the back rows and plenty soft on the outer ridge of the track. But all the contestants seemed to like things as they found them, and all of them will be found at Peoria again next year. Maybe the heavy purse (\$3,000.00) has something to do with it, for T.T. stars drag into Peoria from all points of the country.

just becoming familiar to him. However, Joe was no match for the older and more experienced 74 OHV pilots and he had to be content with second spot in his elimination and a third berth in the championship.

As was expected, Roger Soderstrom had no trouble in eating up the competition in both his heat and the eighty inch title tilt. Soderstrom missed becoming the first rider to twice win the double T.T. crown due to the presence of Leonard. "Wish those guys would stay in California," must have been the thought that passed through Sodie's

RESULTS

45 CU. IN. CHAMPIONSHIP

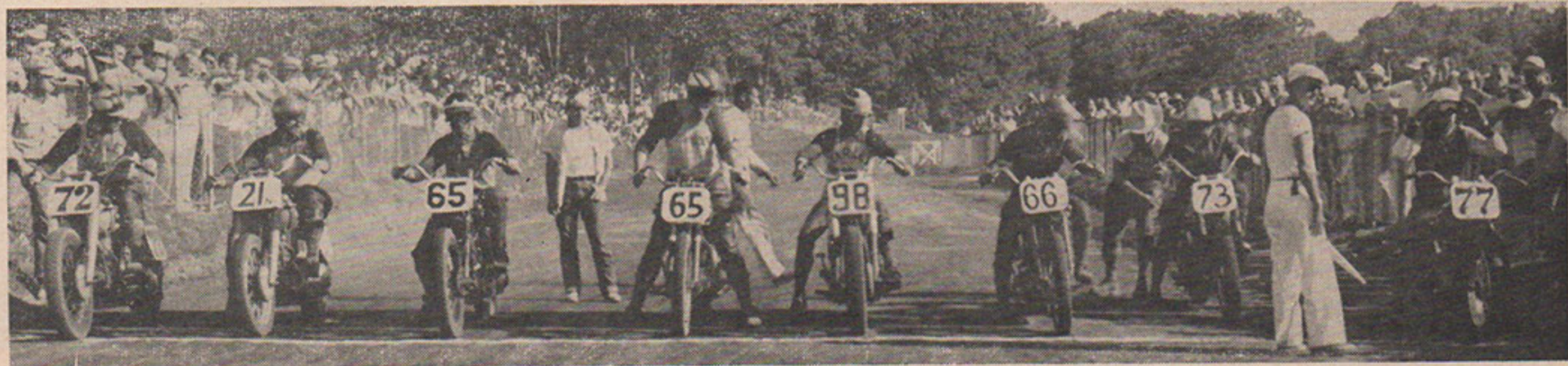
1.	Joe Leonard	H-D K
2.	Roger Soderstrom	H-D K
3.	Harry Fearey	H-D K
4.	Bill Miller	H-D K
5.	Roy Dearing	H-D K
6.	Rod Burkhardt	TRI
7.	Earl Widman	H-D K
8.	Alex Domyan	H-D K

Winner's time: 7:35.57

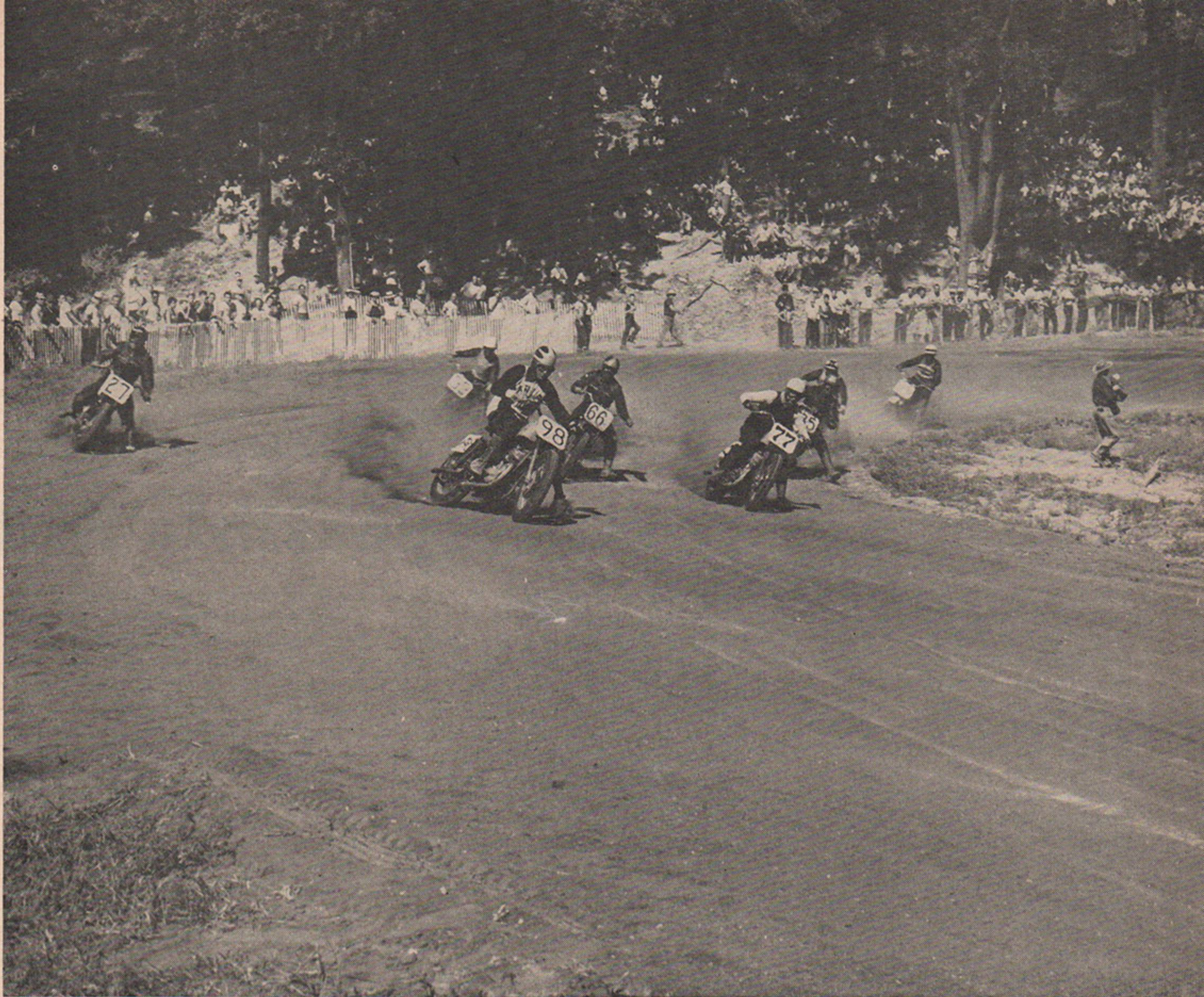
80 CU. IN. CHAMPIONSHIP

1.	Roger Soderstrom	H-D
2.	Harry Fearey	H-D
3.	Joe Leonard	H-D
3.	Joe Leonard	H-D
5.	Alex Domyan	H-D
5.	Billy Douglas	TRI
6.	Ken Cherry	H-D
7.	Paul Meyers	H-D
8.	Ken Robinson	H-D

Winner's time: 7:42.34



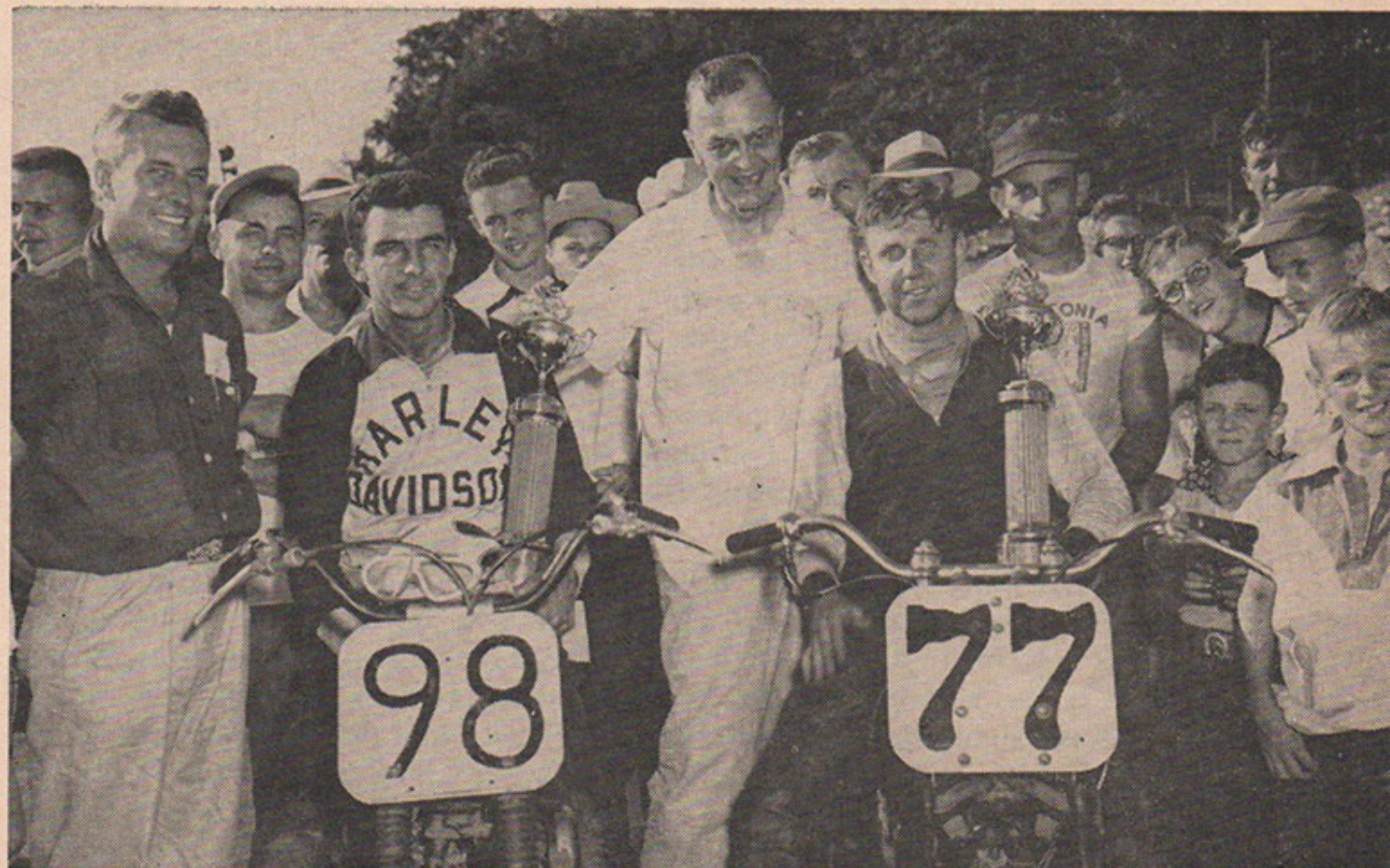
Tourist Trophy specialists are lined up to the satisfaction of J. T. Miles, referee, for start of 80 national. Soderstrom started from the pole.



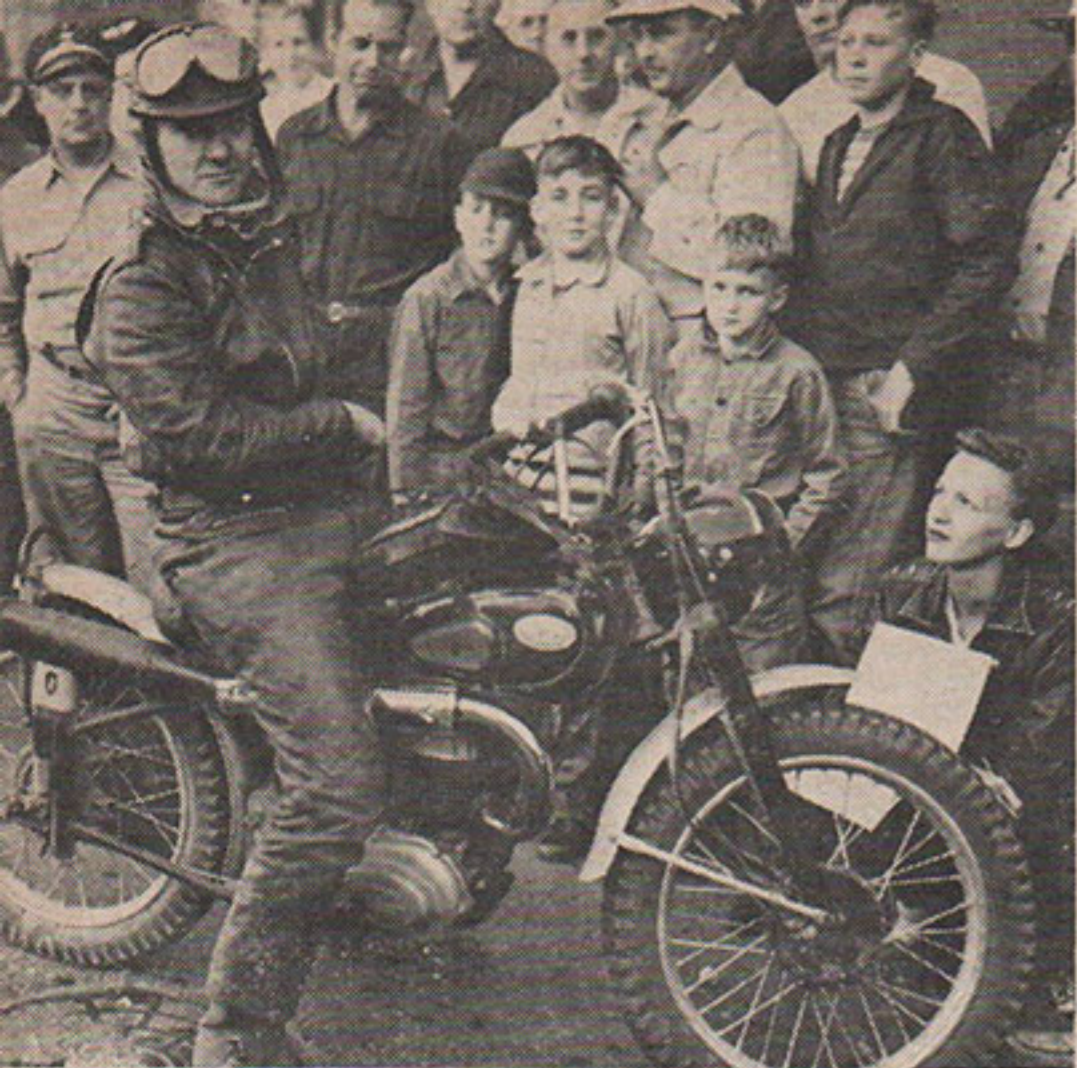
Battling it out for the lead. Leonard (98) and Soderstrom (77) barrel out of turn, Joe crossed up and Sodie taking shortest way around. Burkhart (27) goes wide as though he didn't care for the company of bunch hugging the corner. Entire track is visible from any point around "amphitheater."



Sodie appears to be straight-legging corner but in reality didn't. He's still the man to beat on the big jobs, handles a 74 like a 125 cc. job.



East and West collaborated to bring home the bacon for Harley. Joe Leonard, San Jose, Calif., won the 45 crown and Normal, Illinois' Roger Soderstrom took the 80 inch class. Strange as it may seem, Leonard had faster time on K model than Sodie with 74. Why not run Ks in the big motor class?



Steffen Heckert, representing Zundapp factory, Nurnberg, Germany, won Sportsmanship award.



On the second day out Bill Blalock, BSA, faced the Tobacco River crossing. Made it okay.



Russel Beadle "bathes" his K Harley in the almost traditional Rifle River crossing.

DON PINK of Yonkers, New York, riding a Harley-Davidson '54 KH, is the new Jack Pine and National Endurance Run Champion. He achieved his victory on the Labor Day week end, over a very rugged 500 mile Jack Pine course, by out lasting, out riding and out sliding a record entry of 364 of the country's best "cowbell chasers." Don is no newcomer to the Jack Pine, having tried four times before, so it was experience that paid off. His score of 922 was far from perfect but he was far enough out in front so that no one was breathing down his neck—Bert Cummings, a former champ, being 27 points behind him. The rest of the finishing field of 89 were strung out to a low score of minus 835, turned in by Kenneth Rundell. Don has been knocking off most of the eastern runs in recent years, his latest being the Paul Revere Classic, which was the Road Championship and now with the Cowbell dangling from his belt, he certainly is the all around Champion both on and off the road. Like a true Champion he had to come from behind as Bill Penton was leading him by seven points at the end of the first day. However, the Jack Pine is won on the second day and this was where Don really went to work, losing fewer points than he did the first day. This is the first time the cowbell has gone east in the twenty-seven years of competition for its possession. He will have to put it on the line again next year and for his permanent possession he received the beautiful Lansing State Journal Trophy, awarded annually by the local newspaper.

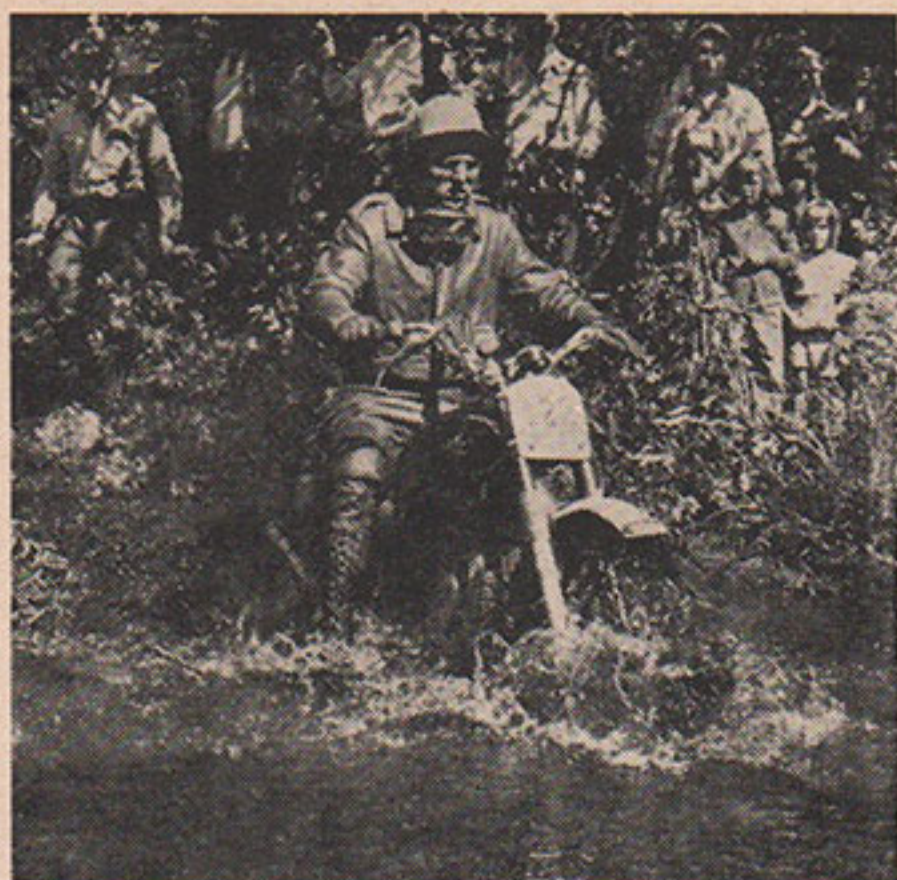
The Class A boys fought it out right down to the finishing line. Bert Cummings, the top man of the Michigan group and always a contender, was first in the heavyweight class on another Harley KH with "big boy" Millard Reynolds of Stanton, Alabama, on a Harley OHV in the second spot and old reliable Earl Robinson, Detroit, on another new H-D 55 cu. in. KH in third.

The Impossible Ride

A real contest developed in the 45 cu. in. division with Bill Penton of Lorain, Ohio, on BSA winning out by three points over Ted Johnston, Berwyn, Ill., AJS, and his own brother John. These Penton brothers are real Jack Piners and try just as hard to beat each other as they do everyone else. This year's run was just what they liked, rough and tough, and they enjoyed every minute of it. The 250 cc. class A was another great performance by the small jobs in a long, tough contest with Leroy Winters of Fort Smith, Ark., on a Harley Davidson 165 turning in a remarkable and almost unbelievable score of 866 to take first place. There were only five better scores in all the classes. Leroy rode a very steady schedule, never being over nine points off at a checking station which matched the winning performance of Don Pink. Second in this class was former champion Joe Gee of Columbus, Ohio, on a Dot with a score of 741. This was Joe's first try up here with a lightweight and he done right well. Third went to Doris Langston, Connersville, Ind., riding a Harley 165 and he rode hard all the way for a score of 222. The 125 C.C. class was continued this year because of the large entry in previous years and finished like this: First, Gaylord Sheriff, Harley-Davidson, Hamilton, Ohio, 251.8 miles. Second, Verne Stufflebeam, BSA, Lewiston, Ill., 193.8 miles and Chas. W. Cox, Harley-Davidson, Bartonville, Ill., 178.2 miles. Class A sidecar was another real contest right down to the wire. Frank Dean of Souderton, Penn., has tried for years to take top spot in this "push and ride division" but always some other hack driver stood in his way and most of the time it was Stan Capell, the sidecar champ of the last several years. This year Frank and his passenger Stanley McPherson, were not to be de-

nied and when the smoke cleared it was found their score of 798 was just nine points better than Stan Capell and Ellis Clement's and so the little old Jack Pine Jug, symbolic of the Sidecar Championship, was handed over to the new champ who promised to take good care of it for at least the next year. Harold R. Ward with Bruce McDonnell, Rochester, N. Y. as passenger, were third with a 430 score. They are Frank Hennen's boys who himself is a former champ, so get busy, Frank, and give them the low-down on how it was done in the old days. The above were all Harley-Davidson mounted.

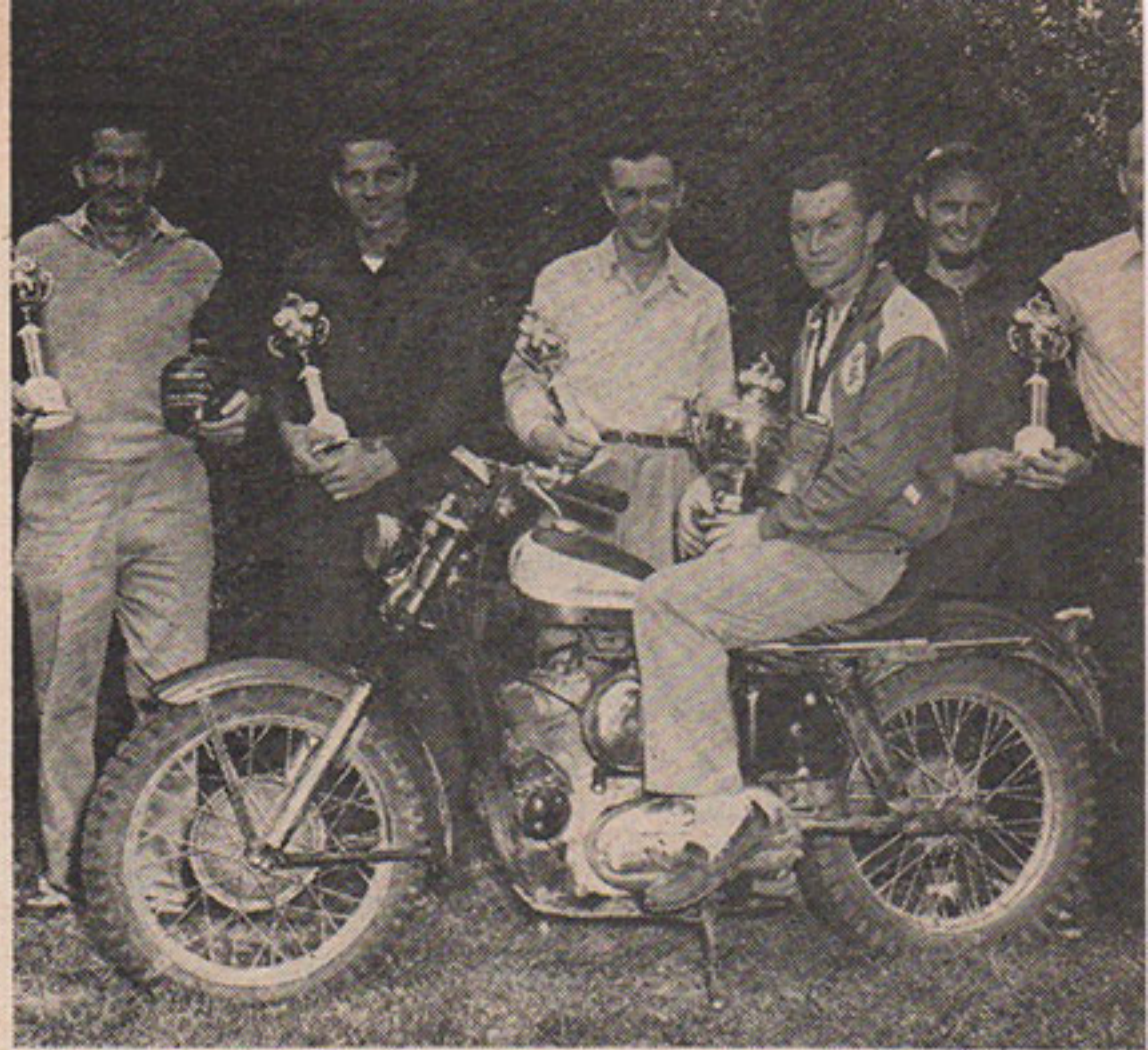
The Class B boys probably worked harder for their scores than did the A boys. The heavyweight winner was Jerry Kisser of Saginaw, Mich., with a score of 527 with another Saginaw lad, Bill Egan, taking second with a minus 23 and the third spot going to Raymond Whisted of nearby Flint with 229.8 miles, all Harley-Davidson mounted. The 45 B class saw another Michigan winner with a familiar name in the person of Bernard McGovern of Grand Rapids, brother of Jerry McGovern now in the service and champion of several years back. His dad, Gerald McGovern, is a Jack Piner of the old days too. Bernard's score was 758 with his K Harley-Davidson. Second place went to Jerry Mead, Roswell, N.M., Indian, score 693, and third to Dave Stuck, Zilwaukee, Mich., a Harley K. Another surprise came in the 250 B class when J. R. Horne of Amarillo, Texas, put his Cushman Special clear around the course to the tune of a 430 score. This was a real accomplishment. Second place went to Henry Hinze of Bryn-maur, Penn. on a N.S.U. with a minus -499, and third place to, get this, Steffen Heckert of Nurnberg Germany—Zundapp with a minus -621 score. He



Splashing on, unafraid, Ajay mounted George Rollis attempts to part Tobacco River waters.



Following Jim Ling's outrigger is Jack Pine champ of 1951, Joe Gee, on a Dot this time.

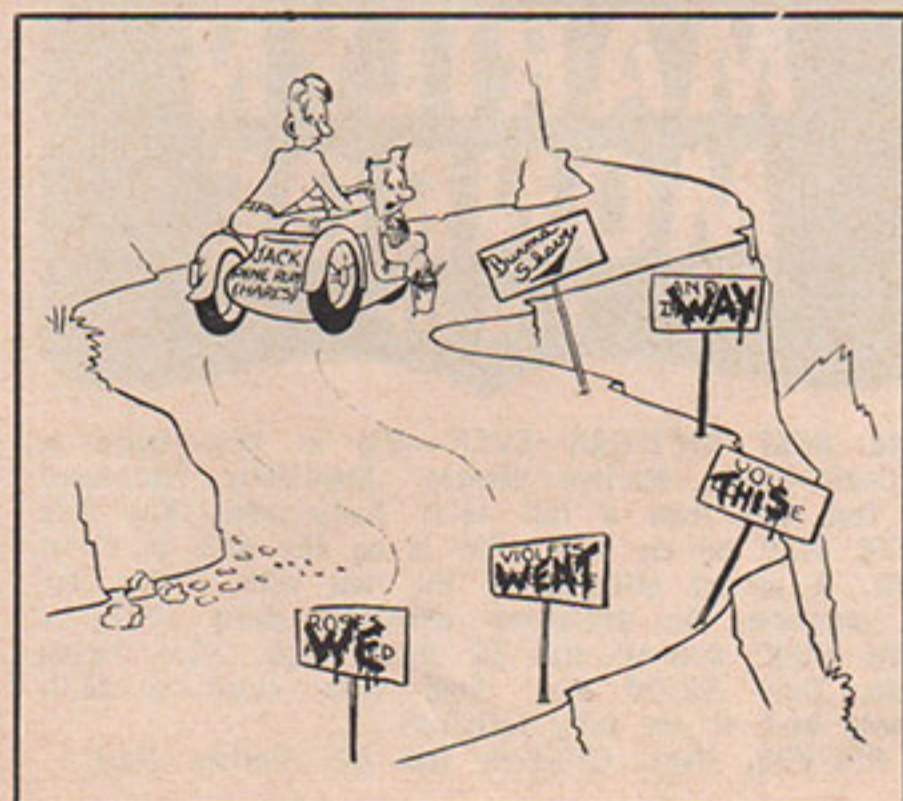


Surrounding champion Don Pink and winning KH H-D are class winners: Dean and McPherson (A sidecar-H-D), Bert Cummings (A heavy-weight-H-D), Leroy Winters (A 250-H-D).

-Jack Pine

is over here representing the Zundapp factory and rode his machine through to Lansing from New York and entered it in the run. He sure was a game guy—knowing nothing about the workings of the Jack Pine only that he had to ride his bike wherever the signs directed him to go. He naturally was having his troubles and at one spot, he covered a rugged twenty mile stretch which included a river crossing, a second time having become confused by the markings. However, he kept on plugging, missing the two hour late limit at one check by only four minutes. For his determination, with never a thought of quitting and his readiness to comply to rules and regulations and with consideration of the other fellow—the marks of a true sportsman, he was awarded the Oscar Lenz Sportsmanship Award, which is given annually by the Old Jack Piner, to the contestant most worthy to receive it. He was a very happy individual and promised to try and come back again. The 125 B winner was O. K. Smith, Finlay, Ohio, riding a BSA for 298.5 miles. Second to Will R. Forsyth Jr., Pittsburgh, Penn., BSA 159.0 miles, and Robert Clinton, Willoughby, Ohio, Harley-Davidson 121.4 miles.

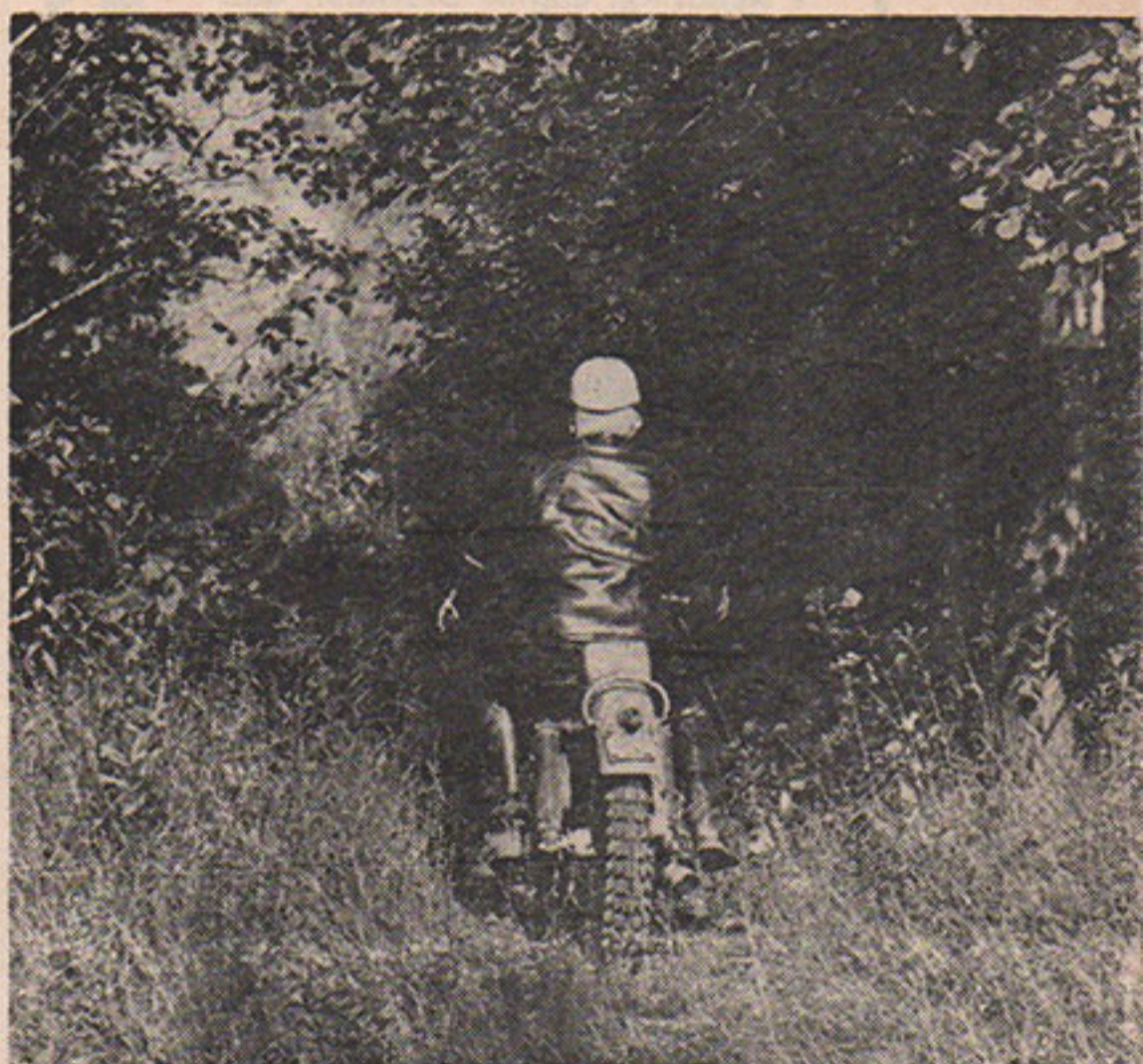
This was the biggest Jack Pine, from



By Oscar Lenz
The Old Jack Piner

the point of entries, and perhaps the best of all the twenty-seven that have now been competed. Checking, timing, selecting and marking of the course—about everything seemed to be near perfect this year. Even the weather was on our side, being on the cool side although we did get some rain in the afternoon of the first day that was anything but comfortable but it did not last long although it gave a few an excuse to quit. The course was a rugged one that this pathfinder spent a lot of time on to make this year's Jack Pine a real contest with no absolutely impossible stuff that would tie up the riders and this is important with a big entry. The riders were started out four on the minute forming a procession 45 miles long so it was rather crowded in the trails the early part of the run. However, we did not spare the horses and before long had them dropping out. At one hundred miles we checked off exactly 100 riders which is at the rate of one a mile and perhaps is some sort of record. By noon control at Standish the number had grown to 126 which represented some mechanical failures, but mostly the boys got tired and just couldn't take it. With no known controls this year the service crews had to wait until the noon stopover to service machines and they were really busy at Standish. Right after noon it began to get a little rough or rougher as we were now in good Jack Pine country. The Rifle river crossing came earlier than expected but still was no surprise to them as cars were parked for a mile back by spectators who came by the hundreds to see the fun at the river crossing. We did fool the riders a bit however, by springing a check before crossing rather than after. The water is fast

(Continued on page 38)



"What fate awaits me? What surprises lurk beyond those trees? What has Oscar Lenz in store?" wonders Gerald Bolt, H-D, on early part of run. 89 out of 364 finished Jack Pine.

Mary (yes, a girl) Ybema sails up skyline drive on Triumph Trophy. Was top woman in run.



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BONNEVILLE

(Continued from page 9)

the Salt Flats equipped with both fuel injection (it was a 40 inch class A job) and carburetors and both systems were tried. In addition it boasted of a semi-streamlined shell that covered it from the fork head to the rear wheel, leaving only the tank, which blended in with the shell, and the front wheel out in the atmosphere. Only one run was made in this dress and with the injection system installed. Bus, in contrast to Clausen and Hood, believes in devoting all his attention to the power plant first and when that is tuned to his satisfaction, then he'll worry about the wind resistance. The bike, which he claims turns out 84 horsepower on the dyno, was running in the one-twenties. He then pull off the rear enclosure and installed a pair of 1 1/16 inch amals in place of the injectors. He did leave the neat nacelle-windshield and fork covers on the little bomb. Lee then flattened out to the tune of 137 miles per hour, but Bus still isn't satisfied. He needs another 8 mph to better Blackie Bernal's 1952 record. Bus is another alky man who cannot see any particular attributes in the use of nitro or similar explosives. Then, again, without those additives one's motor is not near as likely to scatter itself about the course. If you're scanning the page for photo of Schaller's streamlined shell, you'd best give up. No picture will be taken of it until it sets a record. Sorry, but that's what the man said.

Marty Dickerson (61 cu. in. Vincent) spent a week in the torrid salt basin trying to better his class C mark of last year. His daily runs of 136 to 140 miles per hour came close but it took an all night stint in the workshop to finally push the record up to 147.58 mph on the last day of the trials. His old record was 141.72 mph. Even that was nothing to sneeze at considering that his most potent mixture was ordinary pump gasoline.

The really amazing run was, as usual, the windward one on which he registered 150.94 mph. He returned at 144.23 to make the average of 147.58 stand as the speed to better next year.

If any beauty prizes had been offered, Dickerson would have come out on top in that department also. His glistening metallic blue Vincent was put together with all the meticulous care of the true connoisseur.

A newcomer to the salt this year was the Bob SirKegian father and son team. Trying harder than most and with only mediocre results, they were running two immaculate Triumphs in the 30.50 and 40 inch gasoline class (class

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SELL—1951 BSA 650 cc. 8.5:1 pistons, over-size carb., polished, ported, high bars, megaphones, alloy fenders. Stock equipment, bags, shield included. Low mileage, excellent shape. Sacrifice — \$495. Kent Kelly, 2015 Underwood Ave., Milwaukee 13, Wis.

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PORTLAND 14, OREGON

C). Bob Senior did most of the tuning and Junior was the jockey. Turning in 110.02 mph on a Triumph Tiger isn't exactly slow but Thiessen's BSA record of 123.69 is a tough one to better. It still stands. Bobby Jr. had a much faster ride in the 40 cubic inch class but even then his Thunderbird was just a heartbreaking few miles per hour too slow. 122.28 mph was not enough to tackle Blackie Bullock's Triumph mark of 132.16.

Perhaps better known for their successes on the Southern California drag strips, they did improve their speeds of the first few runs. The clocks of master timer Otto Crocker gave them only 104.40 and 112.64 mph in the 500 and 650 cc. classes respectively, on Thursday, September 3. It was on the following day that they pushed them up to 110 and 122. But like Bob Senior says, "You just don't unload a pair of machines at Bonneville and go out and set new records. There is more work involved in this speed trial business than most people realize". And he is so right. Some of the more meticulous "Flatout Snodgrass" burned the midnight oil many times during that hectic speed week in search of a precious mile per hour more. The records that the SirKegians are after are still intact but you bet your biggest megaphone that they'll be back next year and they will have some "salty" experience to back them up.

Everyone who tries doesn't set a record. But some can come so painfully close that the clocks actually seem to be working against them. Take Rich Richards as an example. You'll remember "Li'l Pam and Pam Too," the 30.50 and 40 inch Triumphs that led their classes at the Rosemond speed trials this summer, turning in speeds of 130.90 and 145.16 respectively. (See October CYCLE). They're Class A fuel burners and are really little jewels. Rich's best Bonneville run on the Thunderbird was 142.85,—less than one and a half mph below the present class A 40 inch mark held by Blackie Bernal and another Triumph. But Rich does not blame the engine for his non-record speeds. He lays his trouble to traction. According to the tachometer, the job was churning up 158 miles per hour on the upstrip run and returning with the wind the motor was turning the rear wheel at 165! The fact that the timers only registered 142 can be blamed on the tires. Richards had ground the rear boot of the Bird's rear wheel to a near point and wheelspin resulted thereby wasting the terrific rpm generated by his potent little engine. Gearing on the wheels prevented him from swapping the driv-

(Continued on page 37)

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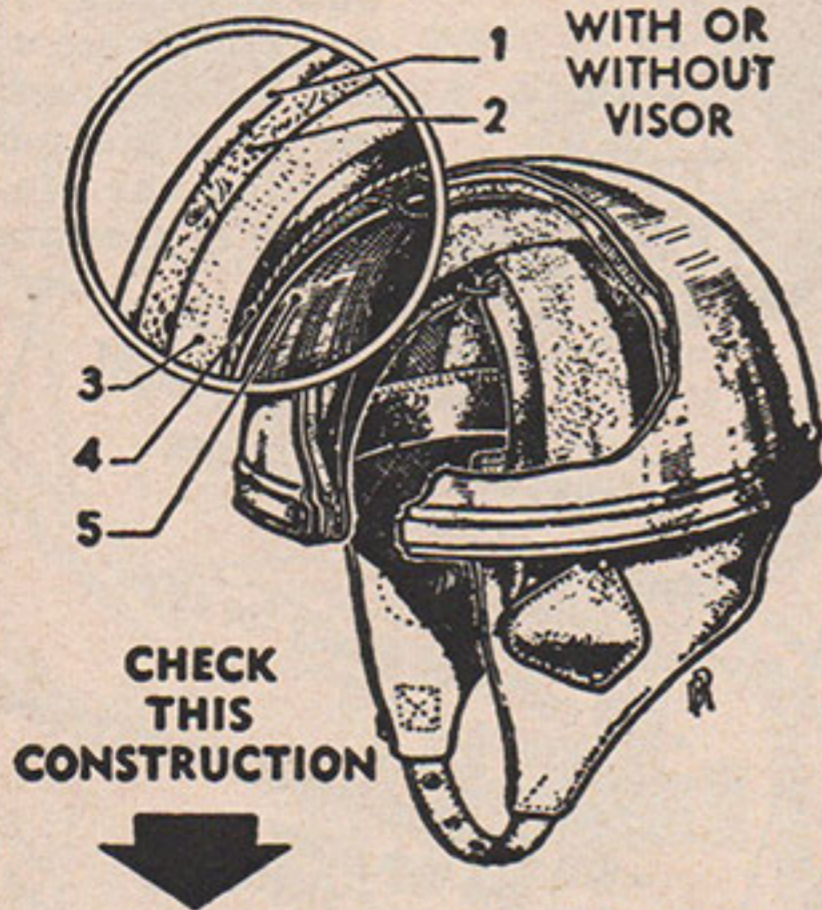
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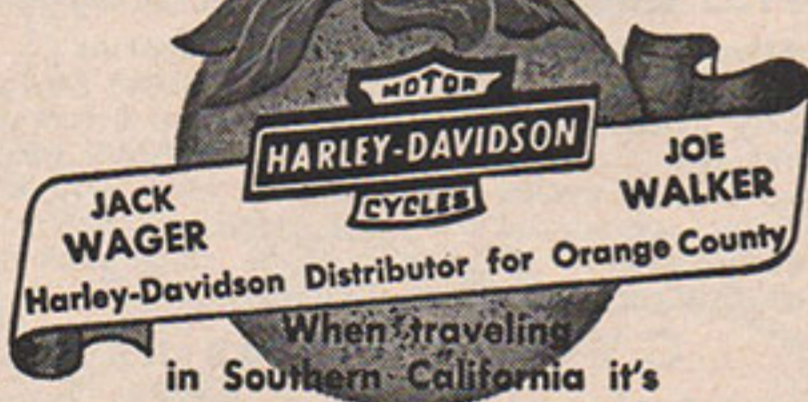
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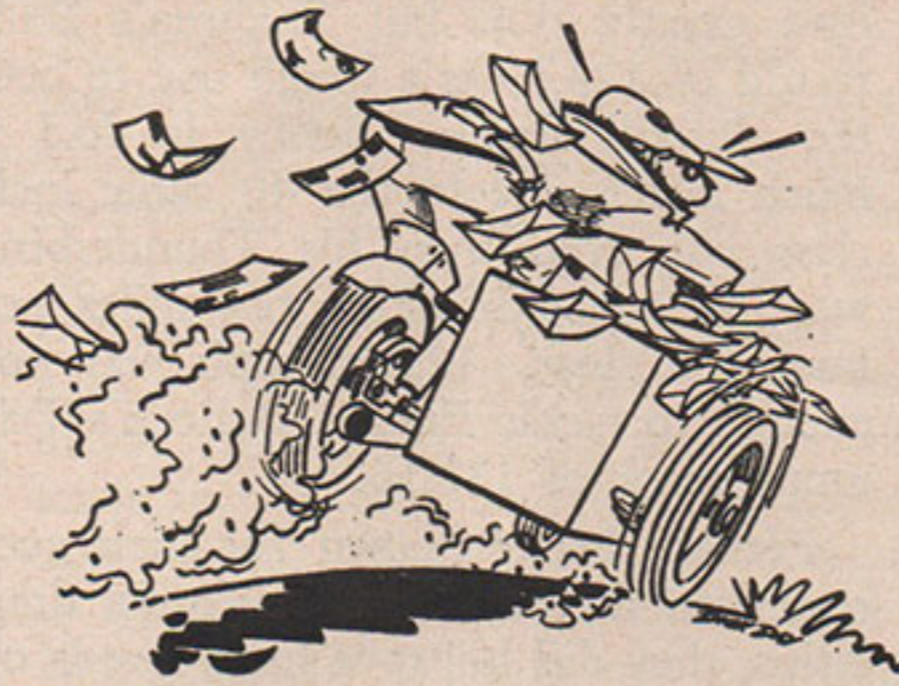
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"MAIL



POUCH"

Dear Editor—

In response to your fine editorial in the September issue on Road Racing, I would like to offer a few suggestions:

1. Instead of money prizes, use trophies and for the lesser finishers, small badges with the name of race, class and in what place they finished engraved on them.

2. Spread the cycles in three events if possible.

- Ex. 1. 125c to 250 cc
2. 250cc to 350 cc
3. 500cc and up.

This will not allow slower cycles to get in the way.

3. Why not have a European type hill climb for cycles such as the Freidburg Hillclimb held in Germany each year?

Why not combine the sports cars Sandberg Calif. Hillclimb and run cycles up there, as I am sure this would be very interesting.

Thanks for a swell magazine.
Dick Quint
Lawndale, Calif.

Dear Sir—

This is a question of survival. I ought to know; I'm getting along toward 70. So we are faced with a problem: the elimination of the antics of the irresponsible rider.

There is, as you may not have sensed, an enormous potential market among the older people of this country, after the antics of the teen-age riders whose first question about a machine is "How much will she do," have been minimized.

So far as I am concerned, I don't give a . . . how much she will do. I've been riding a hopped-up Mustang for some months which, they say, will do 75 mph. I've never undertaken to prove it. I have driven it 65, and there's no sane reason why anyone should ever ride over sixty mph on any highway where other people ride.

So long as your magazine, or any other, devotes most of its pages to scrambles, hill climbs, and all that, (that appeal possibly to manufacturers or more likely to the aforementioned teen-age morons) it will throw discredit on the whole business of motorcycling. And that's been my feeling through the years since motorcycles began. And I saw them begin.

Even from the time I was seventeen, I wouldn't go to a motorcycle race if it was within two blocks. A hillclimb left me cold. I wouldn't and didn't, walk across the street to see one, though I lived just across the road for a couple of years almost at the foot of a hill that was used frequently as a stage for motorcycle hillclimbs.

What is a motorcycle for, anyway? To me in 1902 it was a machine built to take someone from hither to yon and back again, with as little surplus junk as possible, and economically and enjoyably. That's still what it is as far as I, and a hundred million other people are concerned. For such purposes, it is my contention, the motorcycle has never been beaten. I am as enthusiastic over the two wheeler as I was in 1910; but if they hold a T.T. a scrambles, or a Brown Bear Run, or a desert rat race, or whatever they call it, a lot of nitwits can have it. I'll put cotton in my ears or drive out in the open country where I can get out of the childish clamor over nothing.

To me, at my age, the sane transportation and

sane driving that a motorcycle allows, are what appeal. The look in the eyes of most of the middle aged spectators as I pass tells the story of desire for similar transportation—if they dared to try it. You will not encourage them in the pages of your magazine by continuing to feature scrambles races, mudbaths and hillclimbs, ignoring the simple comforts and enjoyment of the out-of-doors recreation that a sensible motorcycle trip can give. These people could be sold motorcycles with a different sort of appeal. And once a man tries one he'll always be a motorcyclist if he has a good chance of getting home again without being run down by some nut on the loose on two wheels when he ought to be shut up in some stockade.

I work on a big military base. A short time ago a soldier's motorcycle was "appropriated" by one of the eight-ball variety. He derided the owner's careful handling of the machine and set out to show off how a motorcycle could be made to perform. He ran into a brick barracks building, bending the fork and handlebars, then took off in the direction of a small tree which he partially climbed before he landed in the gutter with a much wrecked machine. He is in the stockade attached to the guard house where every person of his type ought to be who drives at 75 mph on any highway or who brags that his machine will do 80 or 90.

At the moment I am negotiating for another type of machine. It will probably be capable of 75 mph. Good, but I'm not going to drive it at that rate. If it will do 75, then it will cruise comfortably at fifty without straining any ligaments, and give my neighbors a chance for survival to boot. If I want to travel 80 or 90 miles an hour I'll take an airplane, which I can do merely by making a reservation a few hours in advance.

Life may be short but it isn't so short that I can't afford to spend an hour going 35 miles. When other riders take a similar view, and when the pages of the motorcycling magazines indicate it, there's a whole big potential market at hand, if you can only look for it.

Floyd Norton
Rantoul, Ill.

(Mr. Norton: In this day and age, in this country, a conservative estimate states that 95 percent of the motorcycles on our roads are used for pleasure, sport and competition. I can count the people that I know, who ride their machines strictly for transportation, on the fingers of one hand. And, believe me, I know a lot of motorcycle riders. Although CYCLE has never condoned disorderly riding, we feel that competitive events, properly organized and sanctioned by the national governing body of any country, are good for the sport of motorcycling. How far do you think motorcycles would have come since 1902 without competition? Where was that foot shift and telescopic fork on your Mustang developed? The reliability of modern machines was born in the long grinds of yesteryear; the Dodge Cities, Ascot Speedways and Isle of Mans. Competition riders like Joe Petrali, Cannonball Baker and many, many others accomplished many feats in the workshop as well as on the race track. They contributed much to present day knowledge of motorcycle design. CYCLE would consider it an honor to buy your first ticket to a race meet or hillclimb and we're pretty sure that once you witnessed one, you'd go back for more. It is not a mark of wisdom to criticize something that one has never seen. Just be thankful, Mr. Norton, that most of today's speed is seen on the tracks, drag strips and hills and that only our undesirable segment continue to harass the highwaymen. We believe in safe riding too, but we also believe that there is a time and a place to play.—Ed.)

Dear Editor—

In your magazine of September, 1953, somebody pulled a Boo-Boo. Under action at Bay Meadows you have a picture of two great boys. But give them credit. Number 54 is not Gene Thiessen, it's Al Gunter. Have mercy!

Your mag is wonderful and I wouldn't be without it.

Monte Montrouil
Palo Alto, Calif.

(We certainly did. The BSA rider was, as you say, Al Gunter and not Thiessen.—Ed.)

Dear Editor—

I wish to get into motorcycling at the advanced age of 43 for reasons of economy of travel and getting into back country where it is difficult to take a car. Chances are this small investment in your magazine will aid in securing needed information and open up the field to one who is totally ignorant of the field.

Your magazine is one of the most interesting I've

seen. To a man who knows something of the cycles and has used them, it is, I am sure, a fine little monthly sheet. To me it is interesting and has the faculty of drawing me to it when I'm supposed to be working at something else; it has a kind of magic that is seldom found in other writings.

Ralph Walby
Okanogan, Wash.

Dear Editor—

Just after reading the article on page 4 of the August CYCLE I have to sound off my ideas of helping the public to feel a little better about cycle riders. As you fellows already know, we (riders) have a very nasty name as far as the average public is concerned.

Well, here is my reason why they feel that way. I am expressing my own experiences of seeing and hearing the ways of some riders. The language they use, even in public and before ladies, is not fit to write. And you can see some filthy, half-dressed human being going down the street without any respect for anyone—usually on a junk machine that is covered with mud and grease that has been there since the machine was sold. Many have no muffler or horn and everything that can be removed from the machine, without impairing its running, taken off. They are the riders that hurt our supposed to be respected looks and class.

I own a 1951 Thunderbird and I am very proud to be able to show my feelings and my motor to anyone. I do hope that someone will start a decent looking bunch of riders in a club of well kept motors, ride a decent way, enjoy some good clean sport and have a club that you and I won't be afraid to take our wives to for fear of insults and embarrassment from some half-wit who thinks, because he can ride a motor, he's tops.

W. B. "Johnny" Johnson
N. Hollywood, Calif.

(Although everything you say is true, Johnny, I don't believe the conditions are as universal as you intimate. You'll find "squirrels" wherever you go but their numbers have depreciated considerably in the past few years. There is no scarcity of well mannered clubs, as you will see if you investigate. The absence of original equipment from many road machines (with the exception of mufflers and safety equipment, of course, is not derogatory in itself. It's all a matter of personal taste.—Ed.)

Dear Editor—

Just read the editorial in the August issue of CYCLE. I agree with every word of it. My brother, myself and my wife are all for road racing; my brother and I from a participant's point of view and my wife as a spectator.

I would like to suggest that if CYCLE would print a story about this new kind of event (new to us, anyway) concerning where these events can be held, something about the rules, regulations and the equipment used, it would get things going.

It seems that your magazine is more or less the cyclist's "Bible." If CYCLE says it, then it's so and everyone knows it's not a bunch of hooley.

Byron Miller
Pasadena, Calif.

(See "LATE NEWS"—this issue.—Ed.)

Gentlemen—

I was wondering if you could possibly send me or feature in your magazine a good plan for fitting and constructing an additional wheel on bikes to be used for ice racing. Up in this country, winter takes a good hold and icy streets prove rather dangerous.

Also could you let me know if you have ever run a road test on the 30.50 cubic inch Indian Warrior and if so, which issue was it in?

Anything you can do on this will be appreciated. I sure think that you have the daddy of them all when it comes to motorcycling magazines. Keep up the good work.

Jim Fowler
Arthur, N.D.

(Suggest you pore over pages 20 and 21 of the June, 1952 issue of CYCLE for ice racing equipment ideas. That issue is still available at .35 per copy. The Warrior Road Test was in the January 1951 issue, available at .25 each.—Ed.)

Dear Sir—

I don't know if you would class a Whizzer as a motor bike or a cycle but I came by it for \$12.00. It wouldn't run when I got it but after working it over and planing off the head, I am able to get a little better than 45 mph on 3/4 high test gas and

1/4 wood alcohol. I have put a two speed transmission in it and it drags well for its power. Its origin is of 1947.

I never had enough moolah to buy a real cycle but my pride and joy gets me any place I ask of it.

J. T. Rhuork
Carrollton, Ohio

(We know they have some really hot iron back there in Ohio, in all displacement classes. We'd like to see more of it.—Ed.)

Dear Sirs—

I realize that you probably have an overflow of material for your magazine from various sectors of the continent, but I thought perhaps you would be interested in motorcycling events here in Hawaii. We have a very well organized club, the Mid-Pacific MC, that is very active and interested in motorcycling as a sport. Our club, at this time, is made up of competition riders who really go for scrambles, English trials and field meets. Of course we have our annual hare and hound which is approximately 150 miles through mountainous terrain and pineapple fields. Consequently, it is quite appropriately named, "The Pineapple Derby".

We have some form of competitive events every week which is strongly supported by all classes of riders. At the present time everyone here on Oahu Island is rhing-ding happy, which brings to mind that we are very disappointed with the discontinuation of the Popper articles. Believe me, they are very popular. Need I say more?

If at any time you desire information on the events here in Hawaii, please feel free to let me know because we here in the Islands would like the

world to know that motorcycling is well established and supported by both riders and spectators.

Also, I might add that all riders in the service who pass through here are welcome to ride with us or just drop in.

William Pell
Competition Chairman
Mid-Pacific MC, Honolulu, T.H.

(CYCLE hasn't forgotten the two-strokes, just took a little breather. We know you'll enjoy HOP UP YOUR TWO-STROKE in the December issue, Hawaiian correspondents are hard to come by, hence the lack of news from the Islands. Dust off your camera, Bill. Need we say more?—Ed.)

Dear Sir—

Two months ago I wrote and asked if you would recommend a motorcycle dealer in New York who you thought would handle my motorcycle when I shipped it home. I'm stationed overseas with the Air Force.

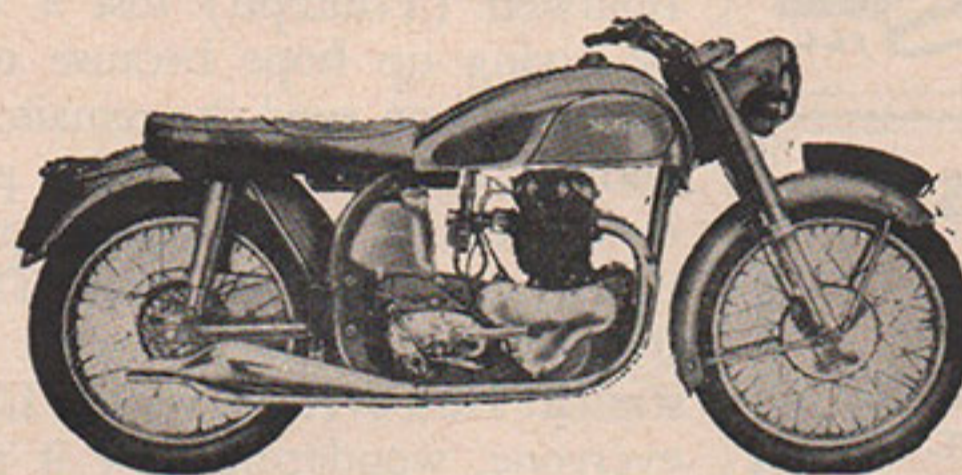
In reply you sent me two names which I wrote to but I haven't received an answer as yet. Would you please send me the names and addresses of a couple of Triumph dealers in New York. Maybe they will help me out. Thank you for your trouble.

A/1c James L. Burgess, AF 19385338
580 AR Sqdn, APO 231, New York, N.Y.

(It looks like some of our motorcycle dealers are not interested in building good will of future customers. Perhaps someone in New York will take the time to write Airman Burgess. All he wants is some dealer to accept his motorcycle in the crate, store it and set it up on his arrival, for which, of course, he is willing to pay.—Ed.)

Norton

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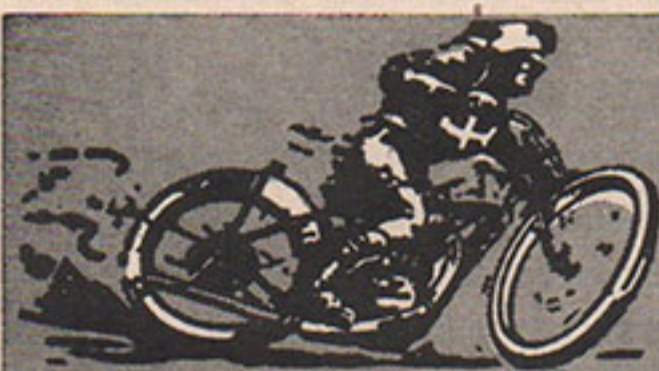
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LANGHORNE

(Continued from page 17)

backfield between Hawley and Fisher; Ray Wimmer (Triumph) and Al Davis; McDermott and Heck. During the second half of the event, due to so many changes in position and a poor P.A. system, it was impossible for those in the stands to know anything except that number 3 was leading.

Standings at the seventy-fifth lap were approximately these: Goldsmith, Fisher, Hawley, McDermott and Heck. Three quarters done, the race had beat up and claimed 40 percent of the entries. Only 21 motors were left of the 35 starters. The only calm people present were those on the track. The spectators were shouting hoarse words of encouragement, never heard by the grim, speeding boys on the track. We heard Fritzie say that Gunter's time at the fifty mile mark was 32:46.29, almost a minute and a half faster than any previous fifty at Langhorne. So the fans were jumping in anticipation of a sure new record for the complete 100 miles.

With but 15 miles to go, Hawley's mag developed the same sore throat as Leonard's and Don was through. Bob Boutwell (Triumph) lost a 20th spot by giving up hope because of a slow motor and on sped the remaining riders without him. Fritzie's voice picked up revs with the concluding laps, urging the winner to a new time. Then came the message: "Man down on the backstretch! He's over the wall!" Up jumped everyone, wondering how it might be, and each racer's number was scanned as he whizzed by . . . "Is it Goldsmith? Nope. Here he comes, despite the loss of a rear number plate . . . that's Paul alright, riding draft now on Brigance to conserve his engine. . . ."

No photographer saw Chet Dykgraaf's rapid back-slide over the far turn fence and Chet would not want to be reminded of it. In the 95th lap, Chet got into a horrible overslide and tried his best to conquer the bucking, twisting machine, but the motorcycle whipped around and crashed rear wheel first into the fence, flipping Dykgraaf over the embankment. Riders whipping by the pits signaled in the general direction of the trouble, beyond sight of all, and the 'hold-position' flags went out to signify that Dykgraaf's motor lay across the course. Ol' Chet has probably gone through more fences in the last couple of years than most active amateurs have through pit gates, and he's still going strong.

The race ended under the hold-position' flag and also ended Goldsmith's chances of a sure new record for the distance. There was only one position

(Continued on page 36)

ANSWERS TO CYCLE QUIZ on page 38

1. The 1915 Tiger belt-driven Autobike built in Chicago. Weight 112 lbs., price \$112.50.
2. The belt-driven Theim; made in St. Paul, Minn.
3. The Militaire had a bucket seat, under-slung frame and small idler wheels on each side of the rear wheel for use when in stationary position — these wheels were lifted as the machine started operation.
4. The New Era, with gas tank behind the bucket saddle, foot boards, and a top frame tube shaped similar to a woman's bicycle. The engine was cranked by hand.
5. The Erie 2 HP engine weighing 25 lbs. was offered in knocked-down form at \$35.00.
6. The 1895 German Wolfmuller-Geisenhoff. Air was forced over gas in the tank and the fumes injected through a pipe into the intake manifold which they called a "mixer."
7. De Dion-Bouton Tricycle. The air-cooled engine was mounted back of the rear axle. Final drive was by gear from crankshaft to the axle. The same engine powered a few early U.S. and foreign cars.
8. The Cyclone 61 cu. in. which had ball bearings throughout.
9. Harley-Davidson built a 37 cu. in. opposed twin engine in their sport model which once established a record from Canada to Mexico.

See HARLEY-DAVIDSON

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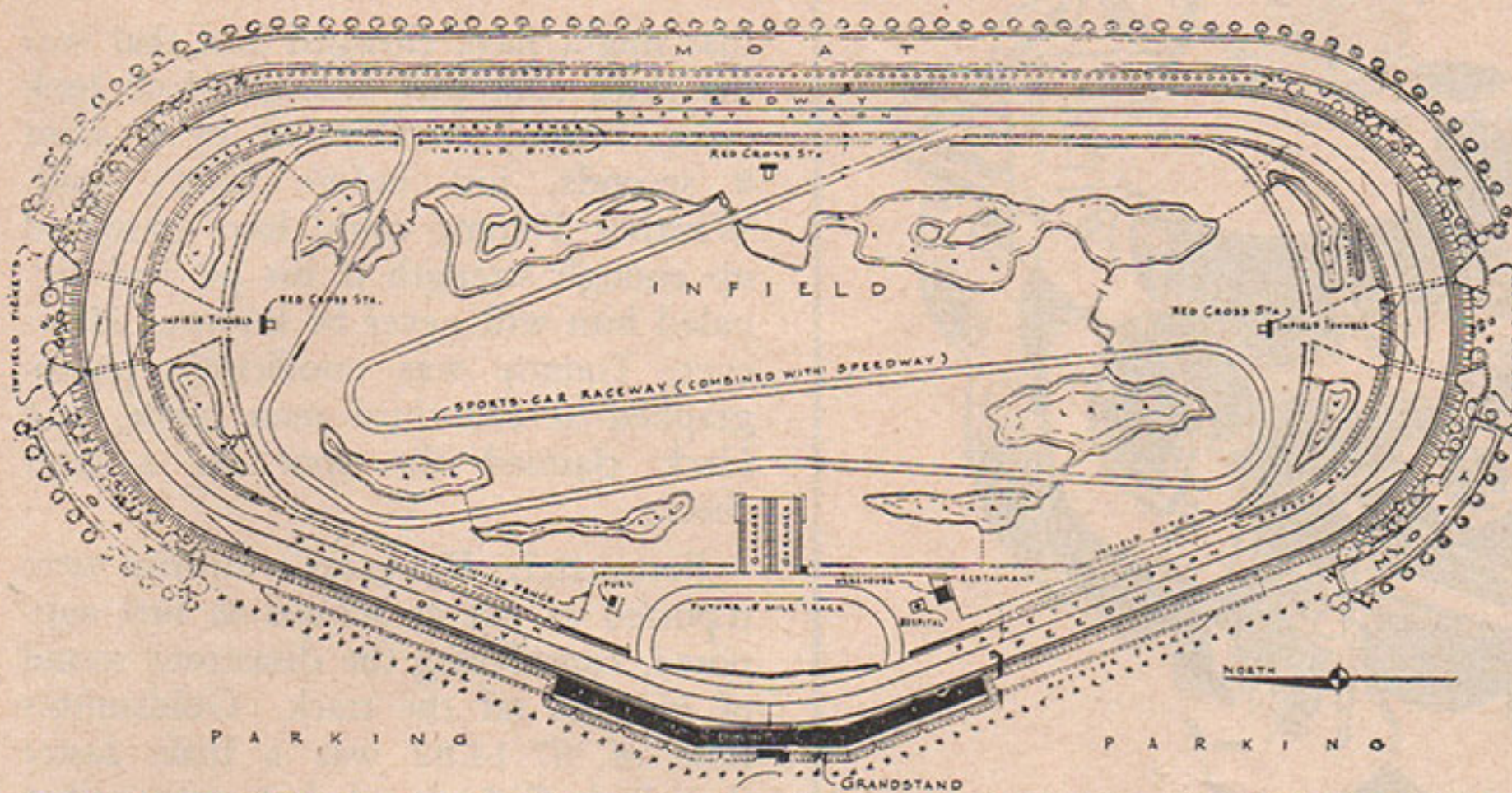
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Daytona Developments



PRELIMINARY LAYOUT FOR DAYTONA BEACH-VOLUNTA SPEEDWAY—This is the plan for the proposed \$2,978,000 speedway which was submitted to the City by Reynolds, Smith and Hills, architects and engineers of Jacksonville. It shows a two and a half mile race track for national racing events and adjoining infield roads which will lengthen the track to about

four miles for sports car racing. The infield track for shorter events is one half mile long. Plans call for grandstands at lower center and a parking area designed to accommodate 13,500 cars. There are three Red Cross stations at quarter points around the track and a five bed field hospital near the grandstand area. A warehouse of approximately 2,500 square feet and a

fueling station are also provided for as are a restaurant and infield tunnels under the track. The track is designed for minimum speeds of 50 miles per hour and top speeds of 160 mph. The curves or "turns" are designed to eliminate as much "roll action" as possible. This "roll action" is proportionate to the rate of speed of a vehicle and is a direct result of the centrifugal

force generated by the vehicle traveling on a curve. The pavement, recommended by engineers, is of suitable Florida limestone materials, approximately 10 inches thick, with a two inch asphaltic concrete binder course and an inch and a half asphaltic concrete wearing course.

3-DAYTONA BEACH HOBBYIST JOURNAL, APRIL, 1953

This drawing of the proposed new Daytona Speedway shows how a variety of racing will be charted. By Henry C. Suter

READERS will remember "Daytona Out To Sea" in the June issue of CYCLE and the proposed new speedway. A movement has definitely been started to replace the world famous beach-road course, now outdated, with a modern speedway designed to retain the title of "World Speed Capital" that Daytona Beach has held for the past fifty years.

Construction of a modern race track employing high speed standards would cost approximately \$2,978,000 according to the estimate recently cited by a Jacksonville, Florida, engineering firm. However, the Daytona Beach City Commission, in one of their latest conferences, decided that a \$1,500,000 speedway would be sufficient for the area, at least for the present.

After the commission had gone over the preliminary plans and costs that were prepared by Reynolds, Smith and Hills, the engineers, this led to a discussion of the problem of financing such a huge project. Commissioner Dan Warren, member of the special committee working to retain major racing events for Daytona Beach, stated the possibility of issuing a revenue certificate to finance the project is unlikely. That leaves, according to his conclusion, the probability of a general obligation bond issue to cover the entire area of Halifax. At the same time he implied that two fiscal agents were still studying the feasibility of carrying out the project satisfactorily.

The engineers estimated that the \$2,978,000 would give this World Speed Capital, a track designed to accommodate national 2.5 mile racing events, intermediate half-mile stock car and motorcycle races and four mile sports car races.

Norman Bryan, representing the engineering firm, recommended a minimum of six 10 foot lanes for the actual race course, with 13 1/2 inches of pavement so that speeds of up to 160 miles per hour could be attained. Bryan also urged: grandstands with a maximum seating capacity of 30,000; a site chosen that would offer parking facilities for 13,500 cars; a track infield to accommodate motor shops, administrative offices, car and motorcycle pits and other structures; hospital facilities and Red Cross stations; warehouses and a fueling station.

If all this comes to pass, we will definitely have one of the most modern and fastest speedways in the world, but the glamor that was once the Daytona Road Races will be gone forever. They will never be able to replace the Daytona Beach course with any type of track racing, paved or otherwise. There is just one interesting part of this entire plan as far as the motorcycle fraternity is concerned. The four mile sports car course that is planned for the track and infield (see diagram) could be the best thing that ever happened to motorcycle racing. It is a natural answer to our cry for more road racing. Let's just hope that if this speedway does materialize, they will not limit that four mile "road race" course to autos alone.

Another point with regard to this proposed track might well be brought up now, before it is built. At the present time the AMA does not sanction motorcycle races on paved speedways but they will sanction road races on paved courses. Why not a paved speedway?—Remember Darlington on Armistice Day, 1950? ★



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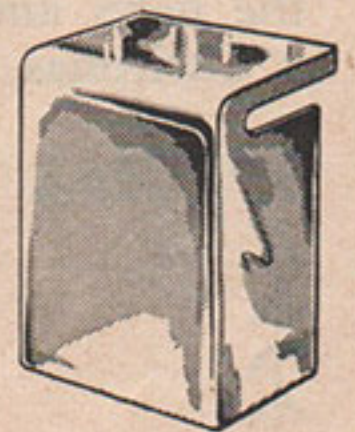
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LANGHORNE

(Continued from page 34)

that might have changed and that was the third spot that George Heck took from Tommy McDermott by a scant 8 seconds, just before Chet's spill. Whether Tommy could have mustered up enough strength if his pit had signaled him will never be known. However, Tommy was unofficially photographed as the third man home, and Heck claimed the spot on a later check.

Fortunately, Dykgraaf's injuries were reported as not as serious as first supposed, considering the disastrous sound of his toss off the track. Goldsmith's time of 67:14.82 was a little faster than Rick Fisher's of last year and a trifle slower than the late Billy Huber's record established in 1951. It was a great race, hotly fought with plenty of twists and turns in the set-up. What more could any cyclist ask?


RESULTS

(Those still running at finish)

1.	Paul Goldsmith	.....H-D K
2.	Eddie Fisher	.....TRI
3.	George Heck	.....TRI
4.	Tommy McDermott	.....TRI
5.	Bill Miller	.....H-D K
6.	Sid Swann	.....H-D K
7.	Everett Brashear	.....H-D K
8.	Alan Davis	.....TRI
9.	Warren Sherwood	.....BSA
10.	Buck Brigance	.....H-D K
11.	James Stewart	.....NOR
12.	George Bordo	.....H-D K
13.	Al Wilcox	.....H-D K
14.	James Gregory	.....TRI

Winner's time: 67:14.82

The day previous to the National 100 Miler is reserved for newcomers, and the novices had a big show for those attending. The riders got a break too. The sponsoring Middle Atlantic Motorcycle Dealers' Ass'n kicked in with free admissions to both the novice and amateur programs to all who purchased tickets to the championship event. Considering the entertainment furnished by over 100 novices, this was one big bargain.

Six five mile qualifying heats, two ten mile semis, and a fifteen Mile Final made up Saturday's program. A lot of free racing and most of it of top-notch quality. A close chase in the final evolved between Bernard Toomey leading Sherman Cooper into the north turn, just as they caught up with the straggling field. Each chose a different side to gobble up the slow ones, and Toomey got caught in a traffic jam, losing the race to Cooper. Although the sky turned gray, the Experts all got their practice in, but a heavy rain that evening ruined the program of fun on the spot-lit track. A similar rainstorm on Sunday evening, following the 100 Miler, indicated how doubtful the weather had been. 

BONNEVILLE

(Continued from page 31)

ing hoops with the Tiger, which had the customary treadless flat surface.

130.05 on his Tiger was more than a respectable speed but still short of the 134.59 mph record held by Bud Hare and his elongated "canoe". But it must be pointed out that Richards was burning pure methanol (methyl alcohol). No nitrates were added. Hare, last year, liberally used drug store concoctions. But Rich is a dyed in the wool record chaser and he'll keep on trying. With his precise workmanship he cannot help but to make the grade one of these days. The way they sit, there is another mile or two per hour to be registered with his machines. If only he'd keep his dogs off those back pegs and hang them out in the natural windstream! But the Mrs. says no.

—T. T. Hilliards

ALL PURPOSE TWIN

(Continued from page 15)

SPECIFICATIONS

Engine: Vertical twin-cylinder o.h.v.; bore 70 mm., stroke 90 mm.—692 cc.; C.R. 6.5 to 1; aluminum-alloy cylinder heads with shrunk-in valve seat inserts; alloy-iron cylinder barrels; split-skirt silicon-alloy pistons; valve gear fully enclosed in light-alloy housings; polished ports, alloy-iron crankshaft, roller bearing timing side, ball bearing drive side; R.R. 56 Hyduminium light-alloy connecting rods and fully floating gudgeon pins; chain driven high-level camshafts; Amal carburetor; dry sump; dual plunger pumps with crankcase oil container; coil ignition with automatic advance.

Transmission: Duplex $\frac{3}{8}$ in. pitch primary chan; $\frac{5}{8}$ in. by $\frac{3}{8}$ in. pitch final drive; four-speed positive-stop foot-operated gearbox; ratios, 4.47, 5.8, 8.05 and 12.4 to 1; seven-plate clutch.

Frame: Welded-loop frame with Royal Enfield hydraulically controlled front forks and swinging-arm rear suspension; center and prop stands.

Lighting: Lucas 6-volt, 75-watt dynamo and battery.

Wheels: Chrome WM/19 rims; Dunlop 3.25 in. by 19 in. ribbed front; 3.50 in. by 19 in. Universal rear; cush drive rear hub.

Brakes: 6 in. dual front; 7 in. rear.

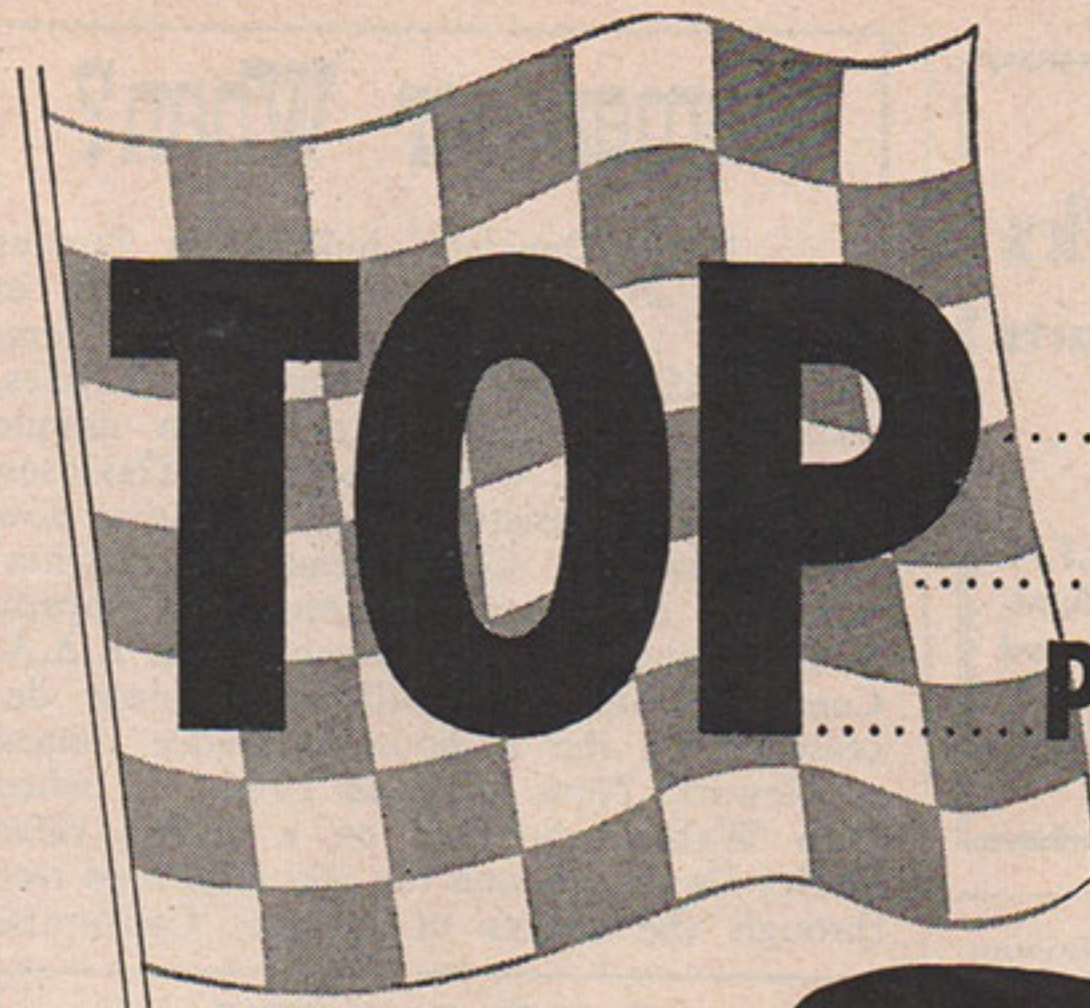
Tanks: Welded-steel fuel tank, capacity 5 gallons; oil container 4 pints.

Dimensions: Overall length 83 in.; width 28 in.; wheelbase 54 in.; saddle height 29½ in.; clearance 5½ in.; weight 405 lb.

Finish: Copper-beech polychromatic enamel, with motif in chromium, red and gold.

Manufacturers: The Enfield Cycle Co., Ltd., Redditch, England.

U.S. Distributor: The Indian Co., Springfield, Mass.



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RHEIN CUP Intern. Championship Race Hockenheim, Germany	FIRST..... SECOND..... THIRD..... 125cc class FIRST..... 250cc class	WERNER HAAS WOLFGANG BRANDT OTTO DAIKER NSU-FOX (Special) WERNER HAAS NSU-MAX (Special)
DUTCH GRAND PRIX Intern. Championship Race Assen, Holland	FIRST..... 125cc class FIRST..... 250cc class THIRD..... 250cc class	WERNER HAAS NSU-FOX (Special) WERNER HAAS NSU-MAX (Special) R. ARMSTRONG NSU-MAX (Special)
SOLITUDE Intern. Championship Race Stuttgart, Germany	FIRST..... 2nd, 3rd, 4th FIRST.....	125cc class NSU-FOX (Special) 250cc class NSU-MAX (Special)
ISLE OF MAN T.T. (First year for N. S. U.)	SECOND..... 125cc class SECOND..... 250cc class	WERNER HAAS NSU-FOX (Special) WERNER HAAS NSU-MAX (Special)
ULSTER GRAND PRIX Belfast, Ireland	FIRST..... 125cc class FIRST..... 250cc class SECOND..... 250cc class	WERNER HAAS NSU-FOX (Special) R. ARMSTRONG NSU-MAX (Special) WERNER HAAS NSU-MAX (Special)
AVUS CHAMPIONSHIP RACE Berlin, Germany	FIRST..... 125cc class SECOND..... 125cc class FIRST..... 250cc class	OTTO DAIKER NSU-FOX (Special) WOLFGANG BRANDT NSU-FOX (Special) WERNER HAAS NSU-MAX (Special)

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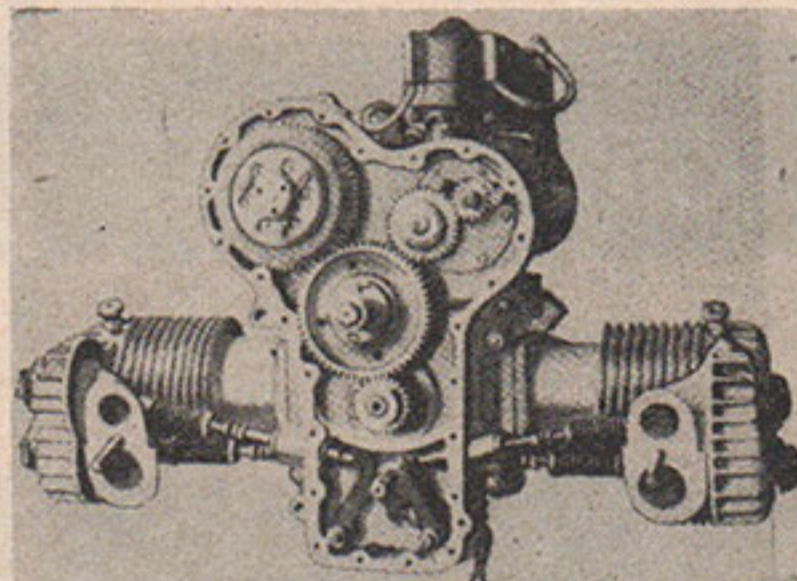
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... Harley-Davidson built their famous
Model B 21 cu. in. side valve single in
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ous manufacturer of firearms and bicycles,
manufactured a motorcycle with a unique
fork design . . . when the Harley-Davidson
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ton now of Marmon-Herrington Company
of Indianapolis and Chairman of the A.A.A.
Contest Board, and Bill Ruhle now de-
ceased, won the 24-hour endurance contest
at Newark, New Jersey in 1916 . . . when
Otto Walker, mounted on a pocket valve
Harley-Davidson, won the 300 mile road race
through the streets of Venice, California.

FLOYD CLYMER'S CYCLE QUIZ

HOW MUCH DO YOU KNOW ABOUT
MOTORCYCLE HISTORY?

1. What make of 2-stroke motorcycle was
named after an animal?
2. What motorcycle built in 1912 had two
speeds in the rear hub?
3. What 1915 motorcycle had wooden
wheels, friction drive transmission, a
single cylinder engine and wheel steer-
ing?
4. What 1912 single cylinder motorcycle
was once built in Dayton, Ohio?
5. What firm offered an engine that
could be mounted in a bicycle frame
in 1912?
6. What motorcycle had connecting rods
operating directly on the rear axle and
no carburetor?
7. What famous French firm built a
three-wheel vehicle in 1900?
8. What U.S. motorcycle engine had
hemispherical combustion chambers
and overhead valves operated by a
gear-driven overhead camshaft?



9. What U.S. motorcycle offered an op-
posed twin engine (shown above) in
1921?

(See answers on page 34)

IMPOSSIBLE RIDE

(Continued from page 29)

and the rocks slippery but the ones that
take their time have little trouble. The
old timers knew pretty much what to
expect from the river and we did not
disappoint them. We headed them into
some old Jack Pine territory we hadn't
been into for years—a twenty mile sec-
tion up into the Malby hills which is
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the state. This is where the rain hit the
riders and it just added to their misery.

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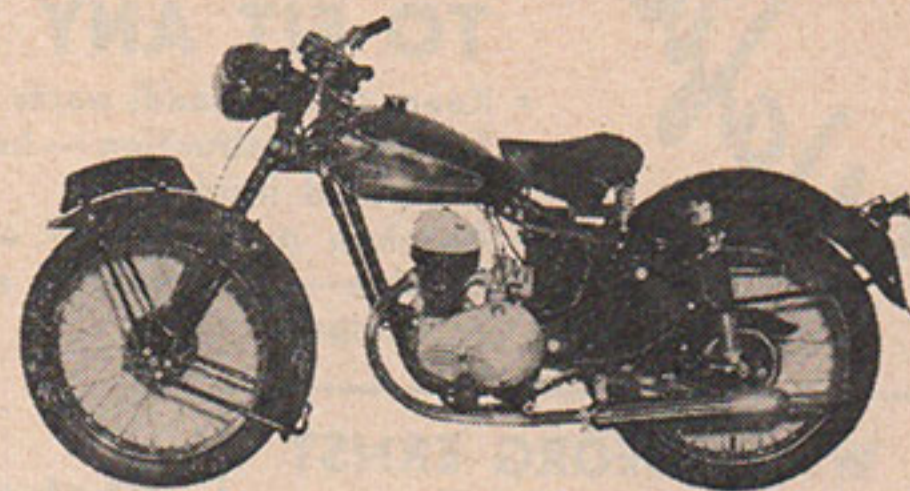
Everyone lost some time before getting out. On hundred seventy-four checked in at West Branch, the night control, and were eligible to go again the next day but of these, 23 decided they had enough Jack Pine for one year and did not check out. Perhaps they knew what was in store for them, for on the second day is when we must separate the men from the men as we had already taken care of the boys on the first day. The 151 that started the second day were a determined bunch and we knew would not give up easily, so we gave them everything on our private maps and some stuff we hadn't even seen before. Dit it work? Well, when you get 51 of this type of contestant to say "uncle" I should be ashamed of myself. That's right, by noon we were down to an even 100 riders and 9 of these stayed for dinner and did not show at the next check. The 89 hearty souls that checked in at Lansing had accomplished what they started out to do—finish a Jack Pine. They were about bushed out but extremely happy and in my book rate as the greatest sportsmen in the world.

So there rests the twenty-seventh running of the Jack Pine Run—the world famous Cowbell Classic. We will be going right to work on the twenty-eighth to make it even bigger and better. Hope to see you then.

—*The Old Jack Piner.*

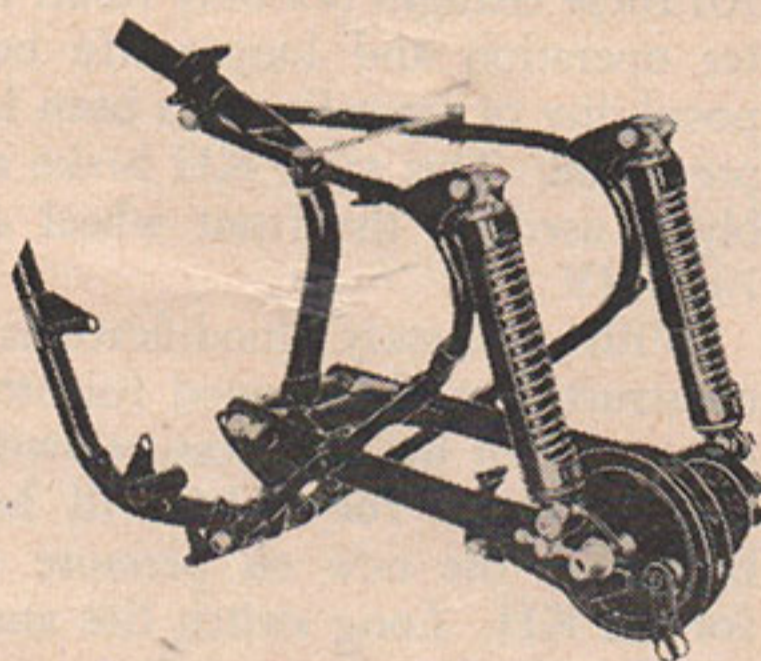
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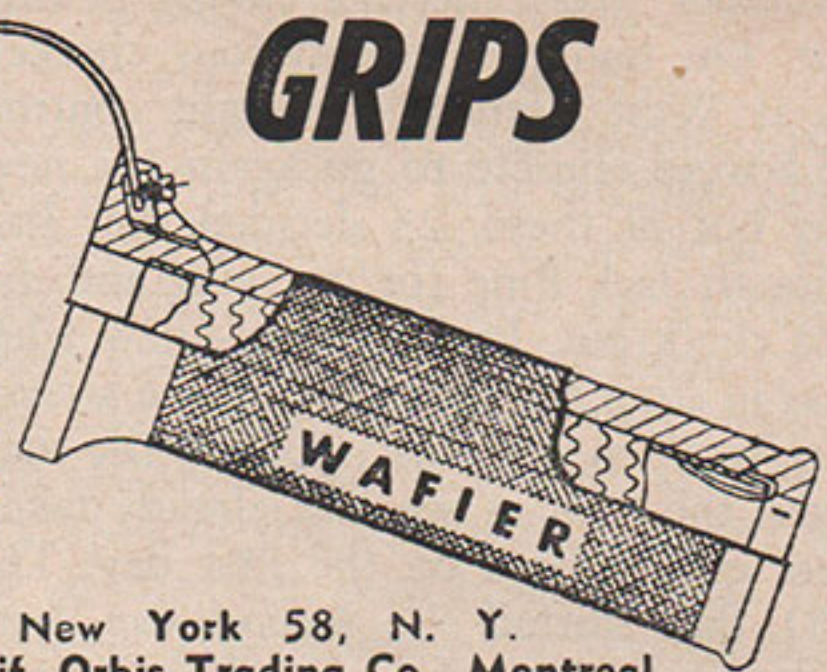
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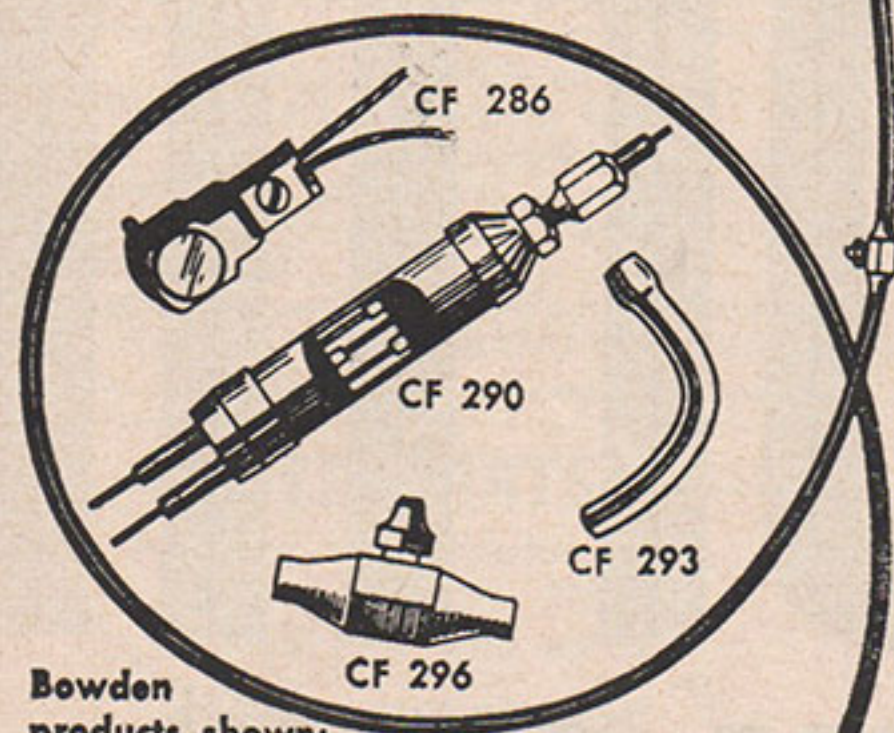
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GOLDEN ANNIVERSARY

(Continued from page 25)

lining on the shoes is of a new type. All these changes not only result in better operation and longer life but the possibility of squealing has been largely prevented. This same KH brake assembly is used on the front wheel of the 74 OHV.

With necessary modifications, the construction and the good features that are a part of the oil pressure switch on the 74 OHV for 1954 will be embodied in the new oil pressure switch for the KH. Long switch life and proper functioning is assured.

Proper lubrication of the rear chain on the KH is assured and longer chain life results. The fitting in the oil return line in the crank case has been replaced with an accessible and easily adjustable chain oiler valve from which a tube carries oil to the inner surface of the chain.

A compensating sprocket of new design is available as an accessory for the KH. Cam angles have been changed to prevent bottoming and a steeper cam on the kick-start side will prevent much lost motion when kick-starting. Solid sprocket is standard.

Black, oil-resistant synthetic rubber boots, with 9 accordion folds each, take the place of the stainless steel covers formerly used on the front forks. They are fully protected from splash and airborne dust and water is filtered out by means of an oil-soaked felt protecting the breather hole. Good appearance is also achieved.

The saddle for the KH is very similar to the saddle on the 165. The saddle gives more leg clearance and is streamlined and racy in appearance. On the tanks, the lines under the words, Harley-Davidson, have been eliminated for better appearance and legibility.

1954 Advancements in The 165!

The high silicon, aluminum alloy "Vanasil" piston has undergone a design change. A slot has been introduced in the rear bottom of the piston skirt, 1/4" deep and 1 1/2" wide. A pleasing increase in power and acceleration is noticeable and gives the 165 still better performance.

Serrations on the gear shifter shaft and on the end of the gear shifter lever have been eliminated. There is now a smooth fit and the shifter lever is fastened with a pinch bolt. The bottom end of the shifter lever has been increased in section for greater strength. Adjustment of the shifter lever to suit the individual rider's preference can be made in a matter of seconds. With the new arrangement, a small amount of slippage is obtainable and obviates danger of bending the shifter shaft or damaging the internal mechanism of the shifter parts. The kick starter crank has been increased in section for greater strength.

Much has been accomplished in shutting out and by-passing engine heat from the carburetor. The insulator bushing in the intake boss of the carburetor has been increased in section from .012" to .061". An insulating, T-shaped sheet, 6" x 4 3/4" in size, fits vertically through the intake between the engine and carburetor and deflects heat to the outside. The deflector insulating sheet is of vulcanized fiber construction. Better carburetor insulation from heat makes for easier starting when the engine is warm.

The thrust bearing between the clutch sprocket assembly and the clutch hub now consists of 15 balls, each 7/32", and replaces the carbon washer bearing formerly employed. Drag on the clutch is reduced when the clutch is held in released position. The tendency for the

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machine to creep slightly when the engine is running and the clutch is released is now eliminated.

The 165 for '54 will be a still cleaner model in operation. Leakage where the exhaust pipe is fitted to the exhaust boss on the cylinder has been conquered. The exhaust boss has been lengthened and a piston slot, 1/4" deep, is machined into the outer surface. A piston ring, 1/8" wide by 1 5/8" in diameter, is inserted. The flange on the exhaust pipe has been strengthened and fits over the ring and boss and is held tight with a clamp and bolt. The expansion of the piston ring prevents the seepage of exhaust oil from running down on the outside of the pipe and marring appearance and transmitting oil and grime to the rider's clothing.

The speedometer on the 165 now registers up to 70 miles per hour. Greater legibility and easier reading has also been achieved with a number of changes. The dial face is now light grey instead of black and now the numerals are in black instead of silver. Only one black line circle now appears around the pointer pivot, whereas two circles consisting of five lines each appeared on last year's speedometer. For 1954, the pointer is brilliant red with black on the base edges. Last season, the pointer was all red. The new speedometer is pleasing in appearance, is

practical and takes care of the increased performance of the 165 for 1954.

Medallion and Colors for 1954!

Every Harley-Davidson for 1954 will proudly carry the 50th Anniversary Medallion on the top of the front fender. This medallion sets the 1954 models apart from all others and identifies them as the culmination of 50 successful years in building motorcycles of distinction. This polished and satin-finished, gold-colored insignia, 2 1/2" in diameter, adds to the good looks of the new models and attracts attention to their merits.

For years, Harley-Davidson has made it a practice to supply its various models in beautiful colors to suit the desires of purchasers. In 1954 they are going even further and in addition to an array of 7 beautiful color options for all models—5 for private owners and 2 for police—at no extra charge, they are also offering six color combinations for KH, 74 OHV and Servi-Car models, at no extra charge. In the combinations, the tanks are one color and the fenders another. In the colors optional for all models, three new ones have been added—Anniversary Yellow, Daytona Ivory, and White for police only. Because of their popularity, Pepper Red, Glacier Blue, Forest Green, and Silver for police use only, have been retained. ★



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KH, KRM & KH

Teledraulic dust covers come in two sizes to facilitate fitting many of the lightweights as well.

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This drawing illustrates the beautifully tailored appearance of the boots installed. No clamps required on most bikes.

These boots are 5 1/2" & 7" normal and have a total extension of 6 & 8" respectively from collapsed position. This is more than the movement of any forks.

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



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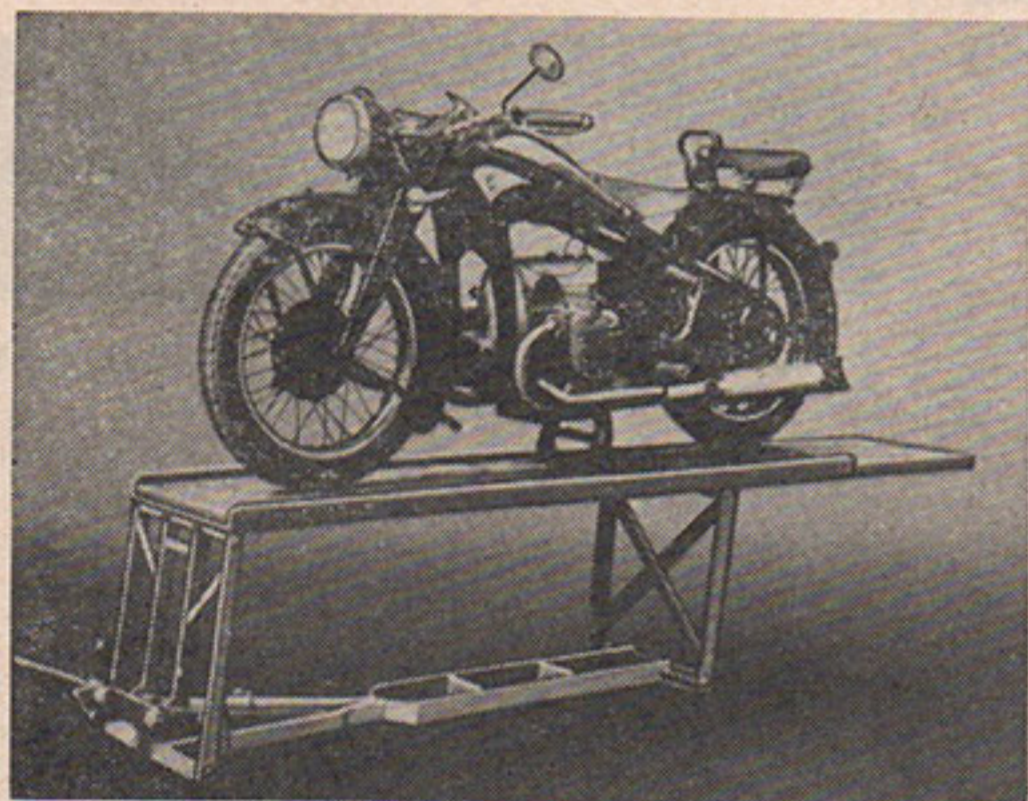
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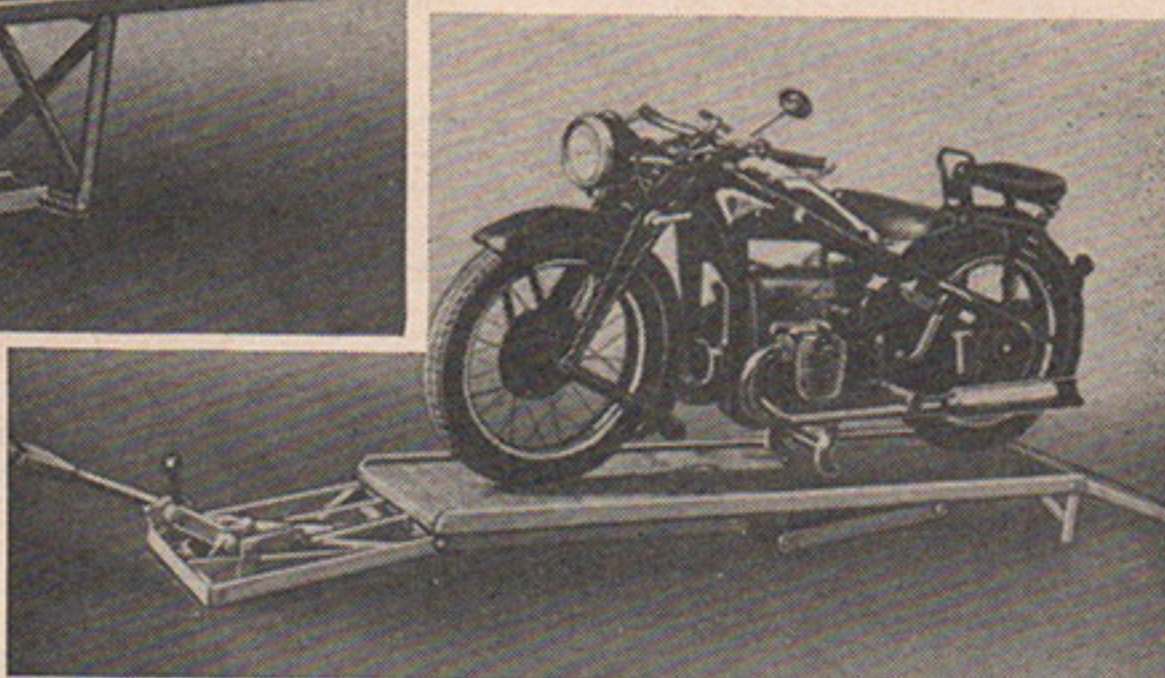
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All work guaranteed per factory specification



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A must in every motorcycle workshop.



Suitable for motorcycles of all makes, types, sizes and descriptions.

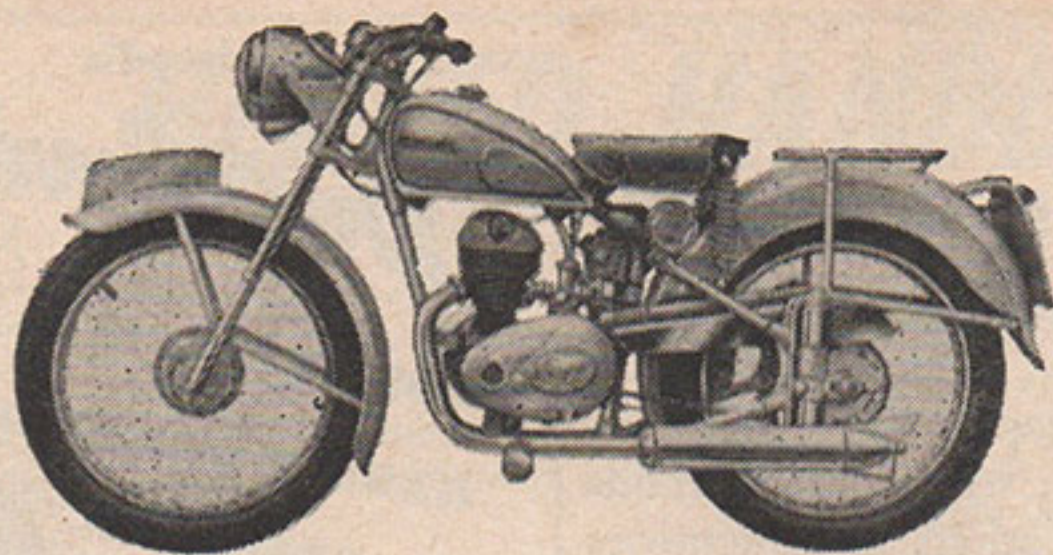
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CYpress 8-3700

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- 800 LB. HOLDING CAPACITY
- WITH ADJUSTABLE BLOCK FOR CENTER STAND
- LOCKS AUTOMATICALLY IN POSITION
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Leonard First In Sturgis Fiver

By J. C. Hoel

Climaxing the longest U.S. Gypsy Tour was one of the most exciting sprint races that South Dakota has seen in years. The annual Black Hills Tour and the Five Mile National don't draw the largest of crowds when you compare the event to something like Laconia but those that are there make the solemn promise never to miss the "Biggest Four Day Event in the U.S." in the future.

Featuring a big bonfire and outdoor movies on Wednesday the program proceeded through the following two days with a scenic tour through the Black Hills of which South Dakota is so justly proud. Then a big buffalo barbecue on Friday evening furnished a rare treat for riders who had never previously tasted of this delicacy.

Comes Saturday and a 2 star, nine

event motorcycle race card serves as a warm up for the big show that goes on the following afternoon.

No small timer was the Black Hills Classic promoted by B. A. Barnes, the mayor, and J. C. Hoel, local Indian dealer, in collaboration with the Jack-pine Gypsies MC. \$2,700.00 in prize money was distributed on the race week end with the lion's share going to Joe Leonard.

RESULTS

5 MILE NATIONAL (half-mile track)

1.	Joe Leonard	.....	H-D K
2.	Bobby Hill	.....	IND
3.	Al Gunter	.....	BSA

Winner's time: 5:01.33

5 MILE AMATEUR FINAL

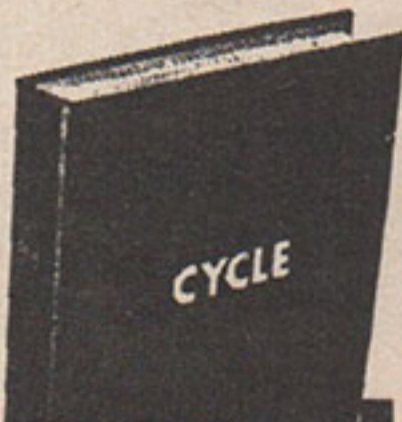
1.	Norman Smith	BSA
2.	Melvin Flint	TRI
3.	Billy Hudson	TRI

Winner's time: 5:07.99

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THEY MAKE
SWELL GIFTS
FOR FRIENDS
WHO READ
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MISSING MOTORCYCLES

CYCLE'S missing motorcycle 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.

Information on the missing machines listed below should be forwarded to:

Glen I. Wagner
1220 E. Florence Ave.
Los Angeles 1, Calif.

MOTORCYCLES LISTED AS STOLEN

- 1952 BSA engine #ZA 7S1053 no state tag
- 1952 BSA engine #ZA 101208 no state tag
- 1949 H-D engine #49FL 2121 Calif. '53 License #10493
- 1952 H-D engine #52FL 2613 Calif. '53 License #68611
- 1952 Cushman Motor Scooter engine #B 4105 no state tag

EMBEZZLED MOTORCYCLES

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

Martin F. Marsolf, 2405 East 58th St., Los Angeles, California—1947 H-D, engine #47FL 2086, '53 Calif. License #71121.

Billy Dee Sorrells, 4163 1/4 W. Washington Blvd., Los Angeles, Calif.—1949 Indian, engine #BD 13367, '53 Calif. License #109721.

H. F. Barnes, 9809 E. Imperial, Downey, Calif.—1948 BSA, engine #YB 331972, '53 Calif. License #69542.

Iris D. Hall, 901 Philadelphia, Whittier, Calif.—1950 Triumph, engine #6T 6479N, '53 Calif. License #63776.

Cecil Clyde Scott, Camp Lejeune, N.C.—1949 H-D, engine #49EL 5718, '53 Calif. License #101138.

Donald J. Haynes, 625 Minna, San Francisco, Calif.—1953 Triumph, engine #6T 19417NA, '53 Calif. License #17860.



**Greatest motorcycle value
ever offered!**

HOFFMAN 175

Lightweight Motorcycle

Plenty rugged for touring the country, mighty smooth riding for a short spin around town—that's the Hoffman 175! Your Hoffman steps out with fast acceleration—a zippy machine designed for carefree days full of sweet riding pleasure. You get a sleek beauty with plenty of chrome plus the very latest engineering features. Compare this mount, feature for feature, with machines selling for \$800 and more—you'll agree that the Hoffman is a buy!

\$395

plus tax
F.O.B. New York
Complete with all accessories—headlight, horn, battery, speedometer, red safety light, luggage carrier, tools, toolcase, pump.
Nothing else to buy!

Lightweight steel, tubular frame construction. Weighs only 220 lbs. complete.

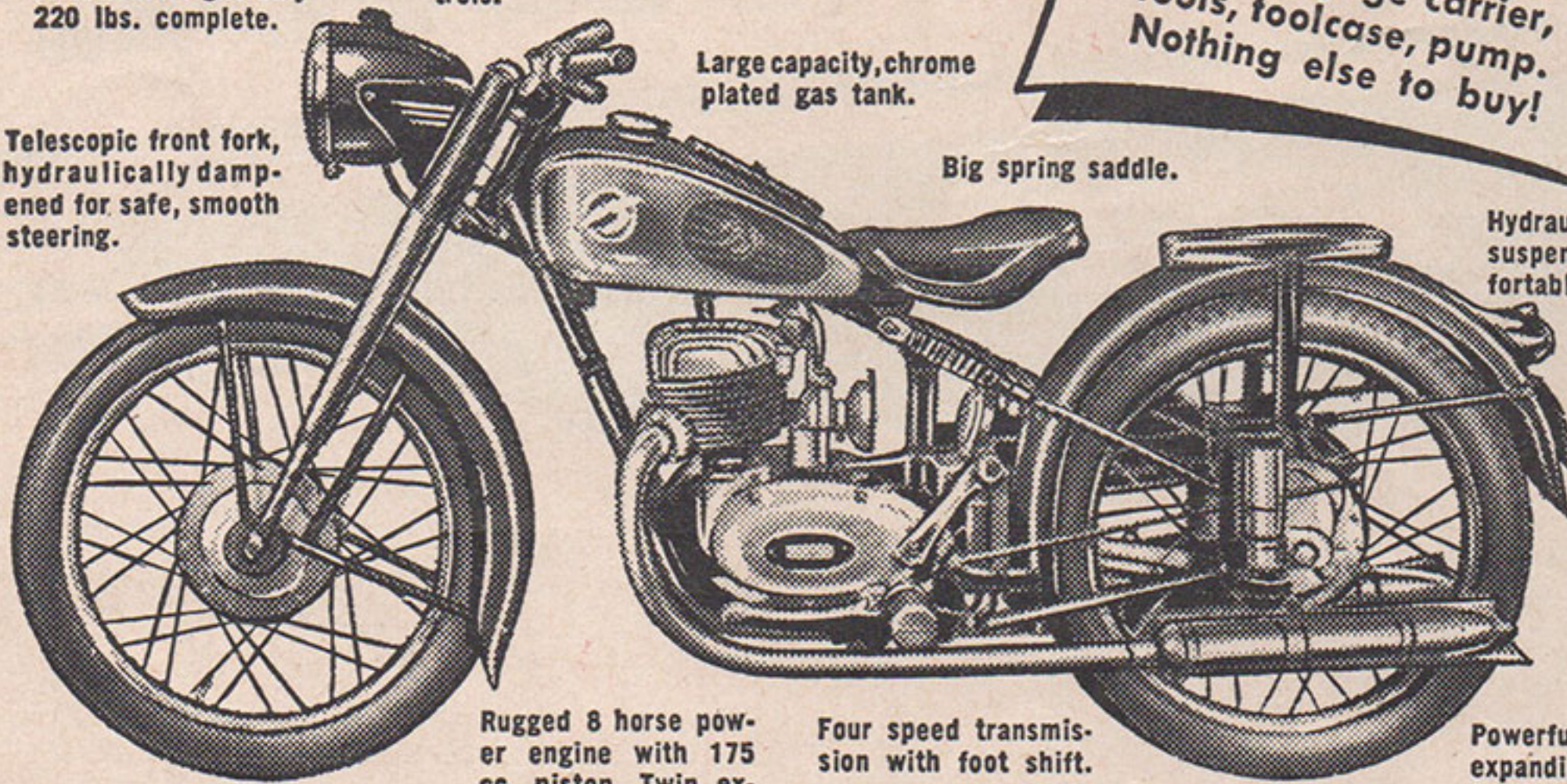
Sports type handlebar with twist grip controls.

Large capacity, chrome plated gas tank.

Telescopic front fork, hydraulically dampened for safe, smooth steering.

Big spring saddle.

Hydraulic rear wheel suspension for comfortable riding.



19 x 3.00 high pressure, narrow tires for easy maneuverability.

Rugged 8 horse power engine with 175 cc. piston. Twin exhausts. Up to 100 miles on a gallon of gas.

Four speed transmission with foot shift.

Powerful 5" internal expanding brakes on front and rear wheel for quick, sure stops.

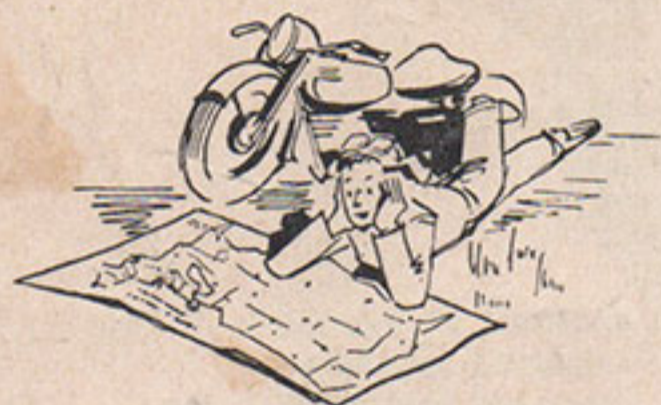
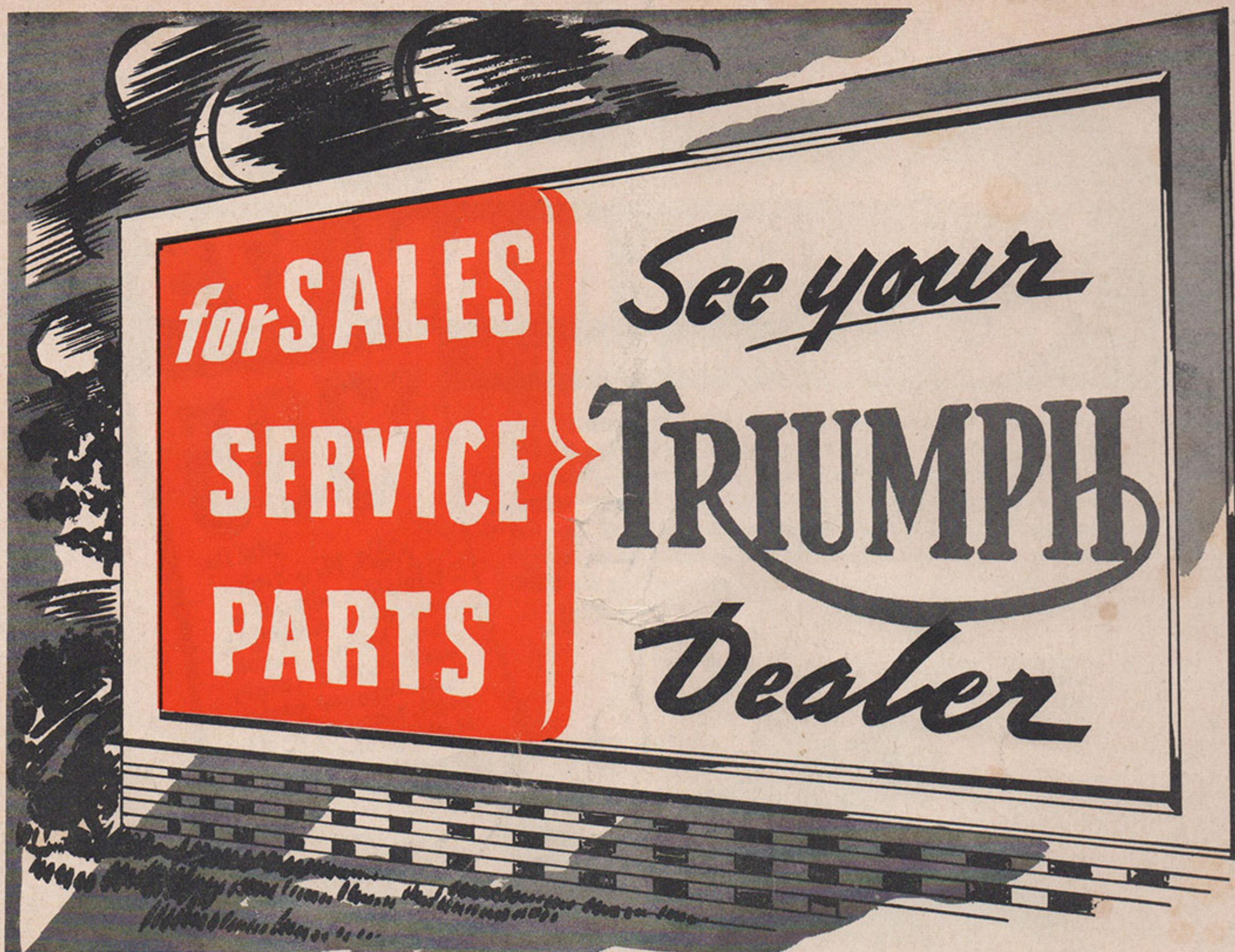
In just a short time, the Hoffman 175 has forged to the front among lightweight motorcycles. Its quick acceptance by both motorcyclists and dealers is proof positive that this exciting motorcycle is worth investigating.

Before you spend \$395 or more for any motorcycle, compare the many features of the Hoffman 175. Examine its rugged construction, see how handsome it is, and discover how easily it fits into your budget at this modest price!

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