

ANC

# CYCLE

JANUARY 1956

35c

"World's Largest Monthly Motorcycle Circulation"

DAVID MADDOX  
169 ALTA AVE  
SANTA CRUZ CALIF.  
C-6920A-2-56

# 1956

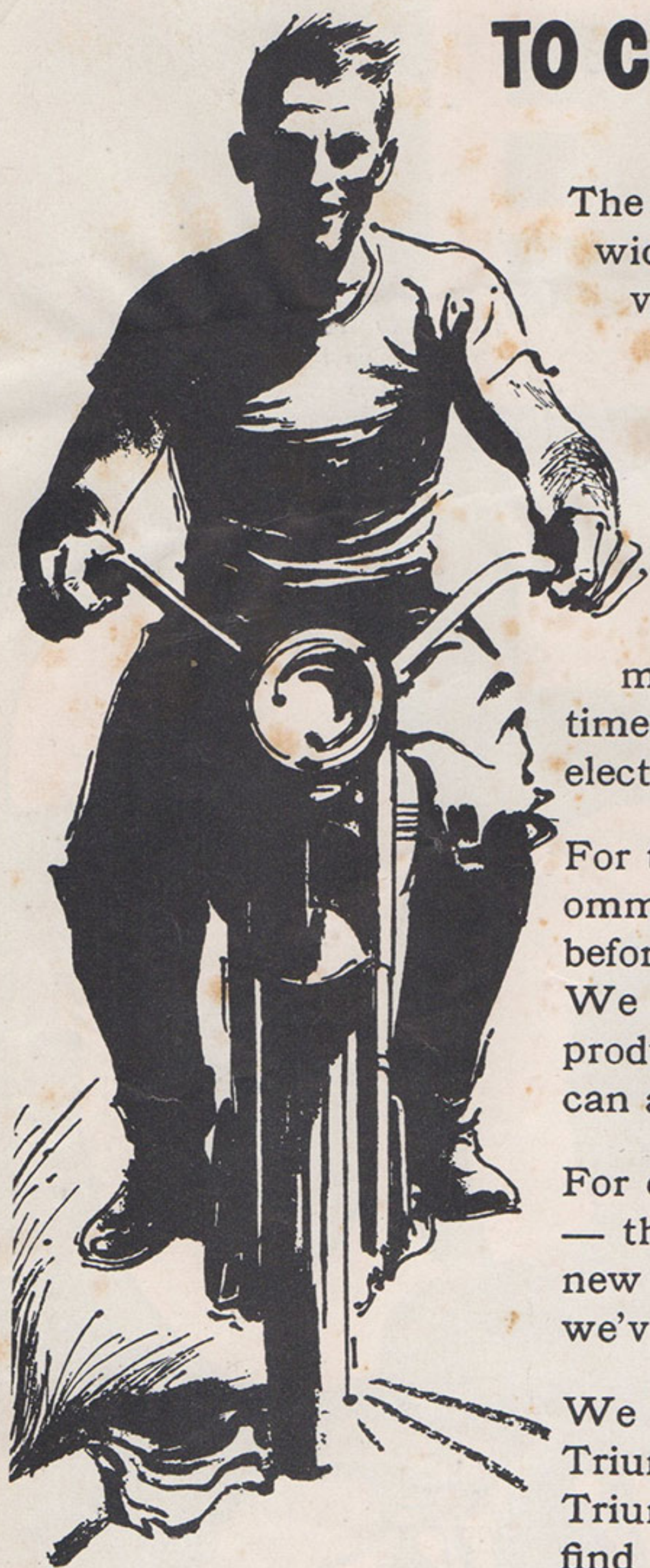
# HAPPY NEW YEAR!



**Report of the AMA Competition Committee**  
**Road Test of the BMW R-69**



# TO CONQUER NEW HORIZONS



The American Motorcycle rider has a great big, wide, wonderful land to conquer, new places to visit, new things to do! This vast country of multi-varied landscape helps to make him restless — makes him want to go great distances, makes him seek new ways to get "just a little more" from his engine.

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# CYCLE

A Floyd Clymer  
Publication

JANUARY, 1956

VOL VII, NO. 1

"World's Largest Monthly Motorcycle Circulation"

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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CYCLE, published monthly, U.S. copyright 1955 by Floyd Clymer Publications, 1268 So. Alvarado, Los Angeles 6, California. Phone DU. 3-6410. Entered as Second Class matter at the Post Office at Los Angeles, California.

SUBSCRIPTION RATE: \$3.50 per year, two years \$6.50 in U.S., its possessions, Canada, Mexico, South and Central American Countries. All other countries, \$4.50 per year, two years \$8.50. Single copy 35c. 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. Changes cannot be made without the old as well as the new address.

ADVERTISING: 1268 So. Alvarado St., Los Angeles 6, California. Closes 40 days preceding publication date. (See SRDC)

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

# The Publisher's Column

TEACH-A-RIDER CONTEST ENDS—CYCLE'S contest to teach new riders the joys of motorcycling has ended in a blaze of glory and rewards for the winners. Official results including photos of winners, full contest details, statements and experiences by many teachers and newly taught riders will be announced in the next issue of CYCLE. This delay is to allow time for checking and tabulation to determine the official results.

We can, however, tell our readers at this time that riders in 41 of the 48 states, territory of Hawaii and four foreign countries including many managers participated in the contest.

As a teaser, we can tell you that the apparent winners in both the dealer and private owner divisions reside in the same state. Although not connected with each other, they used the same make of motorcycle in the contest.

California had the most entries with Ohio and Illinois tied for second place. A tie resulted between New York and Pennsylvania entries for third place. The four foreign countries who had entries were Canada, Mexico, Puerto Rico and Japan.

Twenty-three different makes of motorcycles were used by the contestants including two Japanese makes used by two U.S. servicemen stationed in Japan who entered. The entries from Japan were accepted because the entrants were our own U.S. citizens in overseas service of our country.

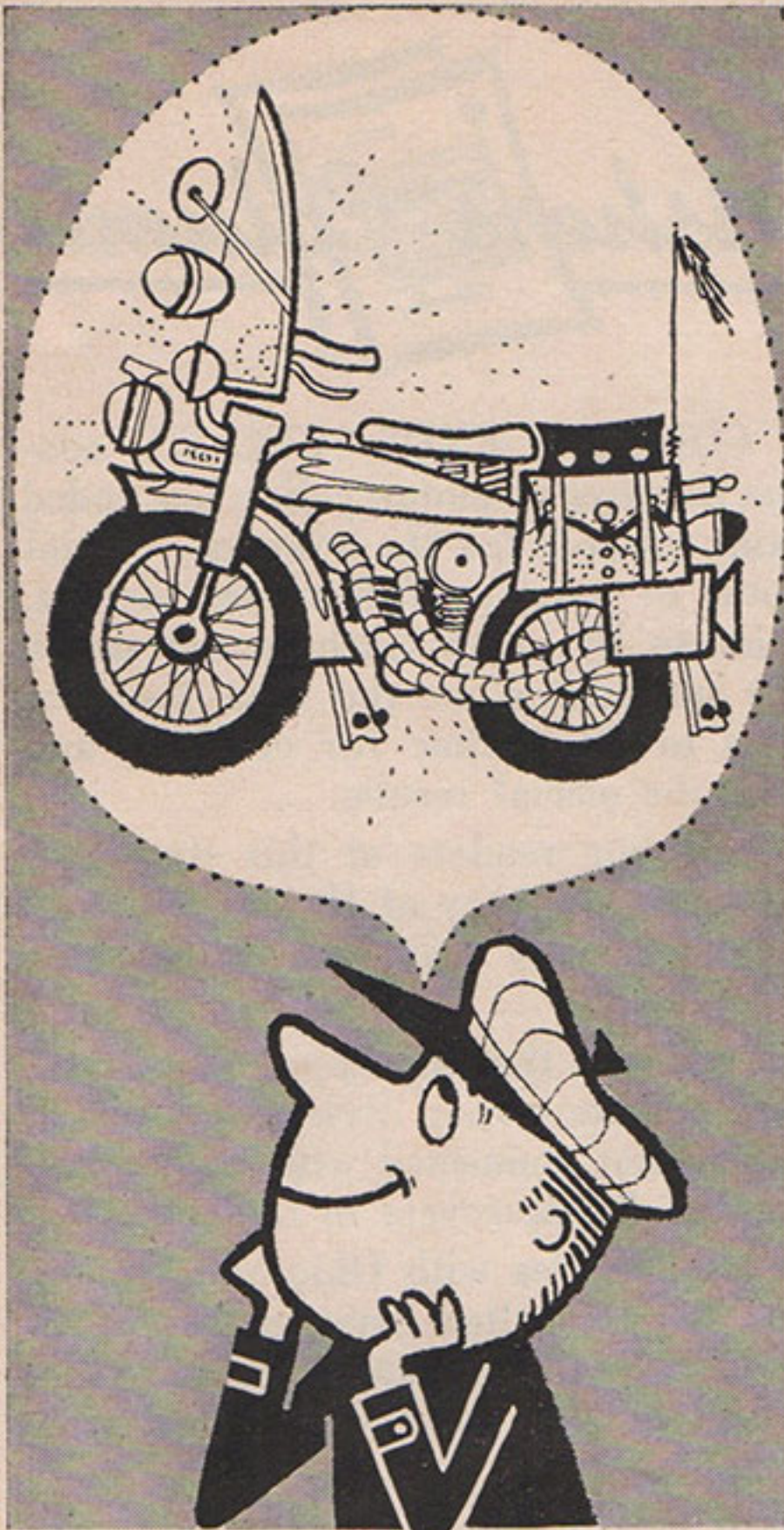
NOTES FROM HERE AND THERE—One of the pleasures I enjoyed in attending the A.M.A. Competition Committee Meeting held recently at Columbus, Ohio, was again meeting long time friends, two of whom I have seldom seen in recent years—Oscar Lenz, the old Jack Piner of Lansing, Michigan; I first met Oscar when we both rode in the National Championship Hillclimb at Rochester, New York about 1923; and Reggie Pink a pioneer dealer in foreign motorcycles (I remember Reggie on that "hot" Douglas opposed twin hillclimber long before he became a Harley-Davidson dealer) and jovial Jim Davis, the early-day "pro" who made a specialty of winning 100-mile dirt track races in the midwest. I first met Jim when he was on his honeymoon when we both rode a 100-mile dirt track event at the Illinois State Fair at Springfield in 1918. Jim rode an Indian as did "Canonball" Baker . . . my overhead valve 61 inch Excelsior dropped a valve at 25 miles—these were the days when Ignaz Schwim of bicycle fame owned Excelsior . . . Bob Perry on an Excelsior won, but a protest by a Harley-Davidson rider, the late Ray Weishaar gave him the victory. Others present were Gene Walker, Carl Goudy, Red Parkhurst, "Crazy Horse" Verill and Rya Creviston. All rode 61 inch twins, some had pocket valves and others either two or four-valve overhead engines. No cubic inch controversy on U.S. versus foreign makes fighting for supremacy in those days. Just a lot of hot competition between the then big three makes—Indian, Harley-Davidson and Excelsior. Happy days that have gone forever, but many good friends remain.

Floyd Clymer



# DEADLINE DATA

late news at presstime



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## Foreign Motorcycle Corporation in New Location

MARK STERN, President of the Foreign Motorcycle Corporation, exclusive distributors of Horex motorcycles and parts for the USA recently announced their removal from 1133 Broadway, New York City to 48-22 43rd Avenue, Long Island City 4, New York.

Mr. Stern states that the new and larger quarters will substantially help in improving Horex service for all dealers and riders. He invites dealers and riders to visit his new showrooms and office should they be in Long Island City.

## BMW-NSU Dealers to Factory

BUTLER AND SMITH Trading Corporation of New York, and the Flanders Company of Los Angeles, California, recently announced that their dealers will have the opportunity to visit the famous factories.

The round trip, which includes meals on the Royal Dutch Airlines plane, and room and board while in Germany, is to cost \$380 per person.

The scheduled departure date is January 21, 1956, from New York. Dealers are expected to return on February 5th.

## New World-Distance Records

SUCCESS DIGEST recently reported several new world sidecar (class B) records in the 250 cc class achieved by a team of riders headed by Pierre Collingnon and riding Moto Guzzi equipment.

The new records range from 79 mph average for 10 kilometers, to 73.9 mph average for 6 straight hours.

Moto Guzzi motorcycles also claimed several new records in the 21 cubic inch sidecar class. Recently, in Montlhery, France, 23 records fell. They range from 101 mph average for 50 kilometers, to 96.72 mph average for 2 full hours. Dickie Dale, Fergus Anderson, and Bill Lomas, were the riders.

Word was also received from the C. C. Wakefield and Company (makers of Castrol), and the Lodge Spark Plug Company, that the record breaking machines were using their products.

## Gaydon Appointed to BSA Board

Mr. HOWARD GAYDON, commercial director of the Small Heath Group of the B.S.A. Company Limited at Birmingham, England, a director of B.S.A. Motor Cycles Limited, has been appointed to the boards of B.S.A. Cycles Limited and B.S.A. Guns Limited, effective October 21st.

## Official A. M. A. Bulletin

THE AVON S.M. tire has been examined and approved for use in Class "C" competition by the National Safety Committee.

In 1955, there were 17 Nationals where points were awarded for the Grand National Champion and #1. Brad Andres of San Diego, Calif. won 5 Nationals and placed in a total of 12, for a grand total of 80 points.

In 1954, Joe Leonard won 8 Nationals and placed in 10 for a grand total of 76 points. There were 18 nationals where points were awarded.

Cliff Onan of Van Nuys, Calif., and District Referee for Southern Calif. turned in one of the most complete and detailed referees report for 1955. The event referred to was the 125 mile National Road Race at Torrey Pines, Calif., on October 9th. Reports such as this one are always appreciated and welcomed. Credit must also be given to his wife Etta who actually does all the pen work. Many thanks to Cliff and Etta.

Conversion or racing kits for the Matchless and AJS machines have never been submitted to the AMA office, therefore these kits have never been approved and cannot be used in Class "C" competition.

Wherever such side car events are listed in runs, the passenger's name must be listed. Most reports make no distinction between the driver and passenger. Only the driver receives points.

After 5 postponements due to bad weather and rain, the Quabog Riders MC of Monson, Mass. finally were able to hold the 3\* Racemeet scheduled back in June.

Many of our Referees this past season at racemeets worked out two consecutive time trials for the rider who time trialed instead of the customary one trial. This actually eliminated rechecks due to bad slides, missing motors and many other excuses so common at all racemeets.

After the last racemeet of the season, many of our riders store their equipment until the first meet of the next season, some riders never even clean or paint their equipment from one season to the next one since there is no more prize money to win. We also have referees who use this same system. After the last meet of the season, no one hears or sees these referees until the first paying event rolls around. There are many club activities during the Winter months but these events do not pay anything, therefore no referee attendance. Clubs are always glad to see referees or AMA officials at their events. It sure helps in building up better understandings.



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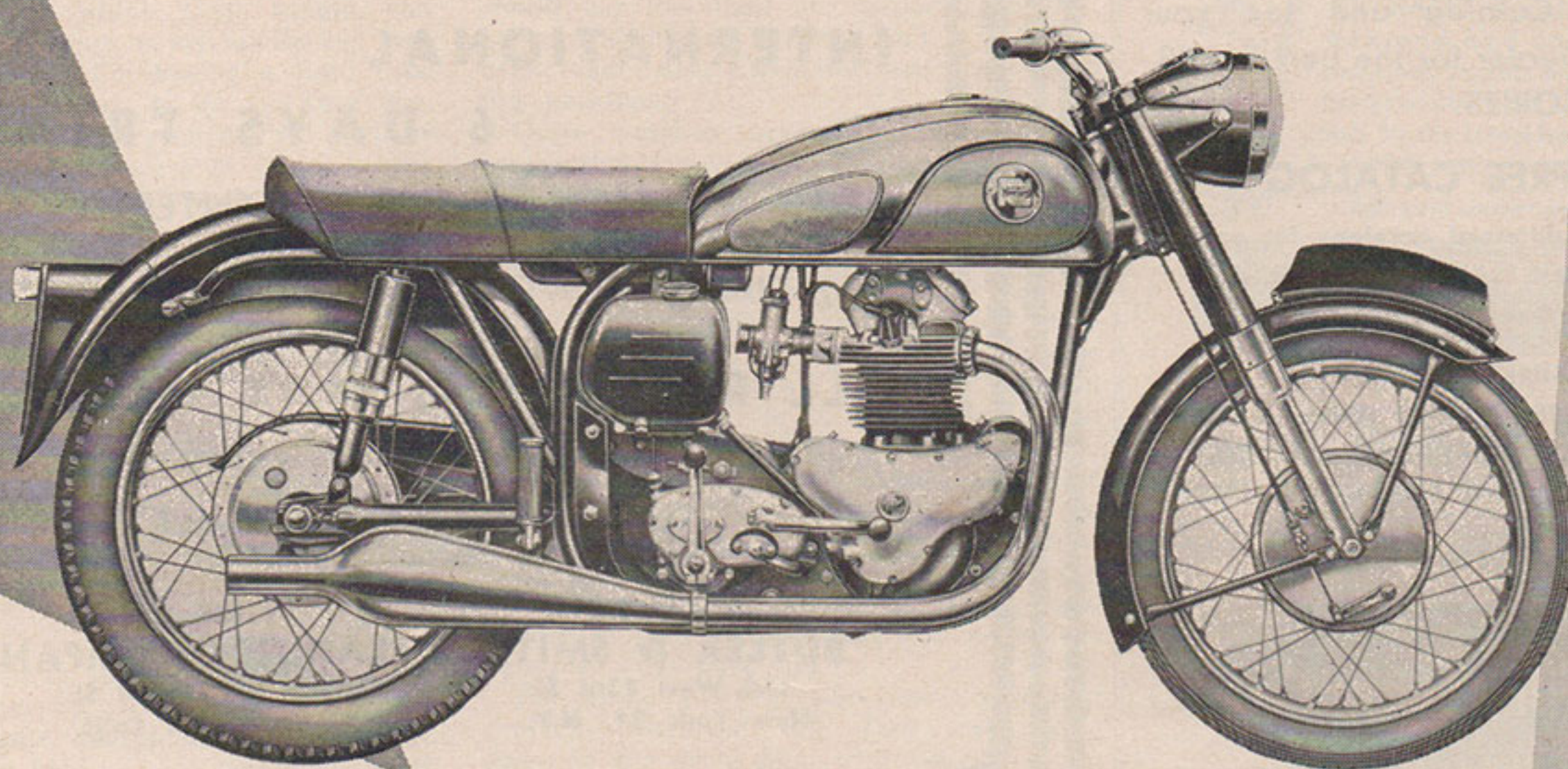
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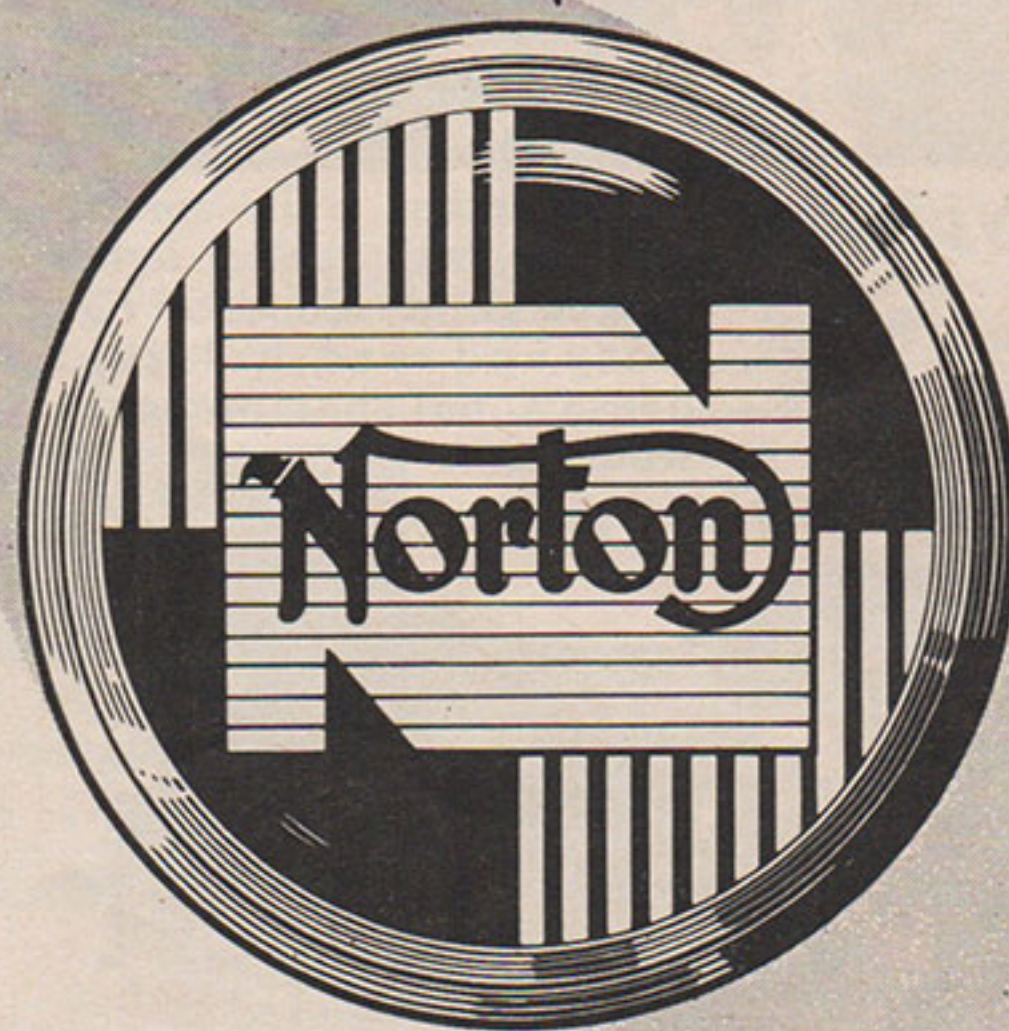
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Pasadena 3, Calif.

## Biggest Thing to hit American Motorcycle and Scooter Market in Years!

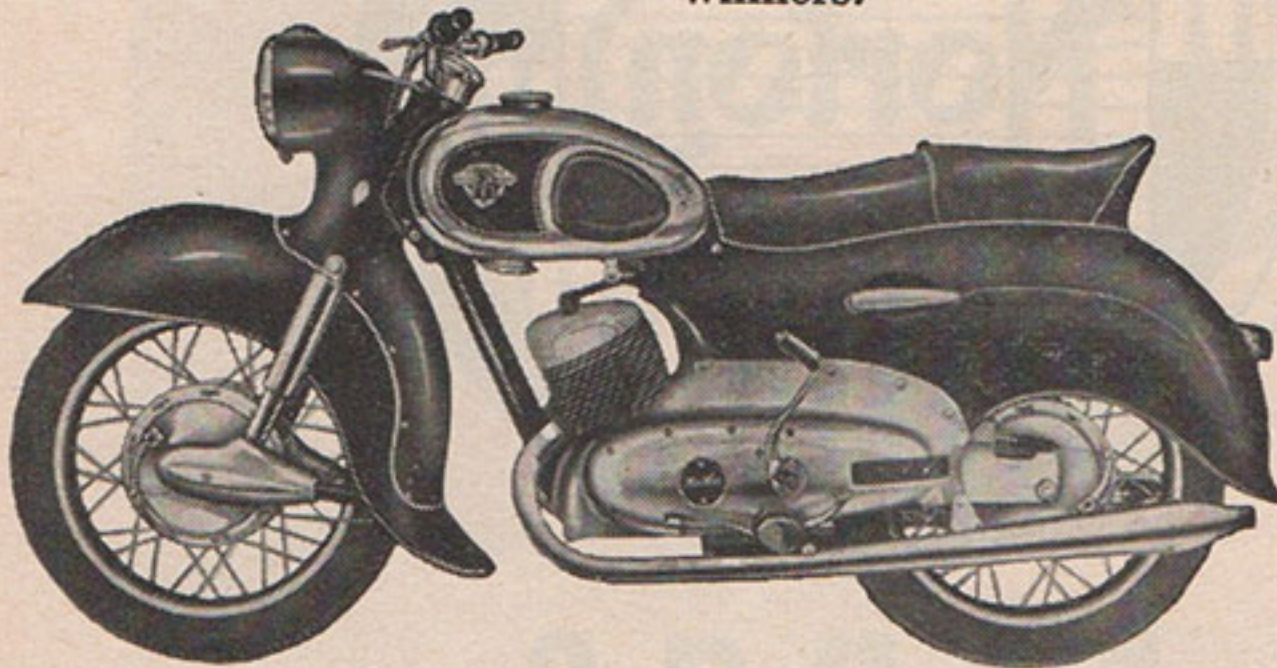
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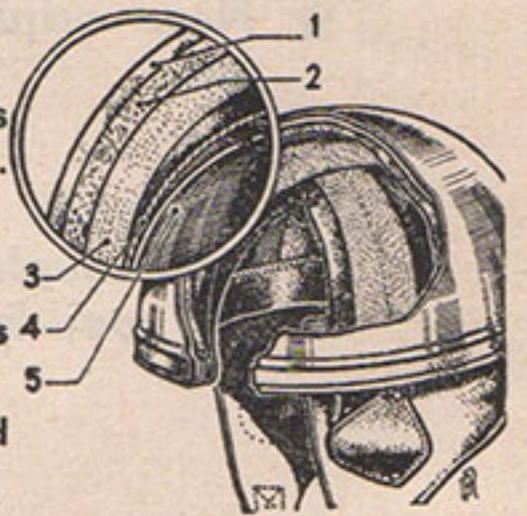
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### FLOYD CLYMER PUBLICATIONS

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Dear Don—

I would like to get some real low-down on the Harley 125, and other makes of light cycles. I would like to hear about gas mileage per gallon, speed, and service for them. If possible I would like to have an unprejudiced report on which light weight you think is best. No one in my family has ever owned a cycle, so I'm having a hard time convincing my parents to let me have one. My parents think that even a light cycle is too dangerous and useless to drive in the wintertime. Would someone set them straight?

I'm only fifteen and not old enough for a cycle, and won't be until next November.

Bob Nevitt  
335 Mohawk Ave.  
Louisville, Kentucky

*Motorcycles are no more dangerous than any other form of transportation if they are handled with care and consideration. Sorry but CYCLE is neutral; it is not our policy to recommend one make of motorcycle over another.—Ed.*

CYCLE—

I would like to suggest that clubs sponsoring racing events notify all dealers within a hundred mile radius of the dates the events will be held. There are many of us who do not care about belonging to the AMA who should be informed of future racing events and the attendance would be boosted.

R. A. Bostette  
Elmer Chupp  
G. T. Sharp  
Sturgis, Michigan

Dear Mr. Clymer—

In your latest (September) issue of CYCLE you print two letters concerning the so-called parent problem, in which one 'rider-to-be' Charles Immerman asks why Curtis E. Morse wants to interest people from twenty five to forty years of age, preferably with money, in motorcycling. There are several answers, and all of them point out the fact that if motorcycling was approved by more people in that age bracket and older, there would be fewer people like Charles with a parent problem.

The motorcycle dealers are making a big mistake in missing this large field. Here are the parents of the boys who want machines, and about half of these boys need parental consent, if not financing, to buy their machines. Obviously, if the parents are sold on motorcycling as a safe, educational, and practical mode of transportation, the boy will have little trouble getting their sanction to buy a cycle, and the dealers will find sales easier. They will also find that a friendly attitude on the part of parents will bring the parents into the motorcycle shop to buy such things as birthday presents for their sons, since most parents want to buy something their son will like, and if he likes motorcycles, and they don't mind, what is more reasonable than to have them come to their local dealer to buy these gifts?

The point about money is also obvious. Even a Harley Hummer takes some cash, and very few people ever want to stick to a Hummer after they learn to ride.

Next, I want to bring in a point which is in part illustrated by one of the articles

in Deadline Data of the same issue. The winner of the Zundapp Sabre is an example of the third group to which I think motorcycle articles and advertising should be aimed—the class where I partially belong (I also like drag races, tours, etc.). That is the commuters. For instance, I commute from Richmond, Va. to Hopewell to work every day (this will be true by the time this letter is printed, as I am moving from Hopewell to Richmond so my wife, who cannot drive, can get to work easier), a distance of 25 miles each way. With my car, I use between three and four gallons of gas each day, whereas with a cycle I would use less than one gallon each day. Quite a saving in a week, isn't it? And a cycle would also eliminate some nasty parking problems.

Quite possibly several of the readers notice that I say with a cycle I would do thus and so. Why don't I have one? Simple—I had parents, especially my mother, who were afraid of cycles and who saw no practical use for them. They never allowed me to get one while I was under their jurisdiction. However, I rode with my buddies (that too can be fun. You don't have to have your own cycle to enjoy them) and acquired a strong liking for cycles, especially in the power class. And I now have a new problem. You guys that think you have it bad with a parent problem—wait until you have a wife problem. Can't use the money you've been saving so carefully—have to save that for that new home, the baby, or what have you.

For those of you who have a parent problem—why not talk Dad into going down to the cycle shop with you? Let him see what you want, let him talk to the dealer. He might get an entirely different slant on things. And if he gets you that little hummer rather than the big 74 you wanted, show him you can ride that well and safely, and he'll be more eager to let you try something bigger. Don't forget—if Dad thinks it's safe, he'll want you to have the best cycle in the block too. Who knows, maybe he'll remember that one day he said, as I do:

"By darn, my boy's going to have the best cycle in town!"

Lots of luck to you all, and thank you Mr. Clymer, for the use of your column.

Sincerely,  
David N. Parker  
Hopewell, Virginia

(Please turn to page 8)

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**MAIL POUCH . . . (Continued)**

Dear Sirs—

I have been reading your magazine ever since 1951. I have been overseas most of the time and sometimes I could not secure CYCLE at every P.X.

When I was in Japan, I belonged to the All-Japan Motorcycle Club and would like to get in contact with some of the boys that remember me, and I know of no other way than requesting this through CYCLE.

A/lc Leon M. Fraley, AF 2500831  
58 A.T.S.

McQuire AFB, New Jersey

Dear Editor—

I am interested in where you obtain your information for the So-Cal Sports section which usually appears on page 36. Just received your November issue (which was very late!) and under the heading "Rogers in Off-Sunday Win," it states that the Corona MC laid out the run.

This is an error; it should have stated that the Pomona Valley MC were the sponsors. It was a very successful run and we received many compliments by participating riders.

Mrs. J. H. Lee  
Ontario, Calif.

Dear Mr. Clymer—

I would certainly like to compliment you and your staff, for doing such a fine job of bringing motorcycle news to the many riders and enthusiasts in America.

Enclosed please find \$3.50 for 15 more issues of CYCLE. I have been reading your magazine for some time and especially enjoy your road tests of various machines.

Would you please tell Cliff Boswell that I thoroughly enjoyed his article "The Call of the Open Road."

Looking forward to your next issue.

Sanford Harris  
Grand Jct., Colorado

Dear Editor—

Up until about a year ago I was one of the misinformed group who look down their noses at motorcycles and riders. I would probably still be a member of the group if it hadn't been for a friend of mine who took me for a ride on his Triumph. I was never so thrilled in my life. By the time we returned my outlook was completely changed.

A short time later I learned to ride and spent all the time I could practicing. Now I can't wait until I become an owner; my goal is a Triumph Trophy.

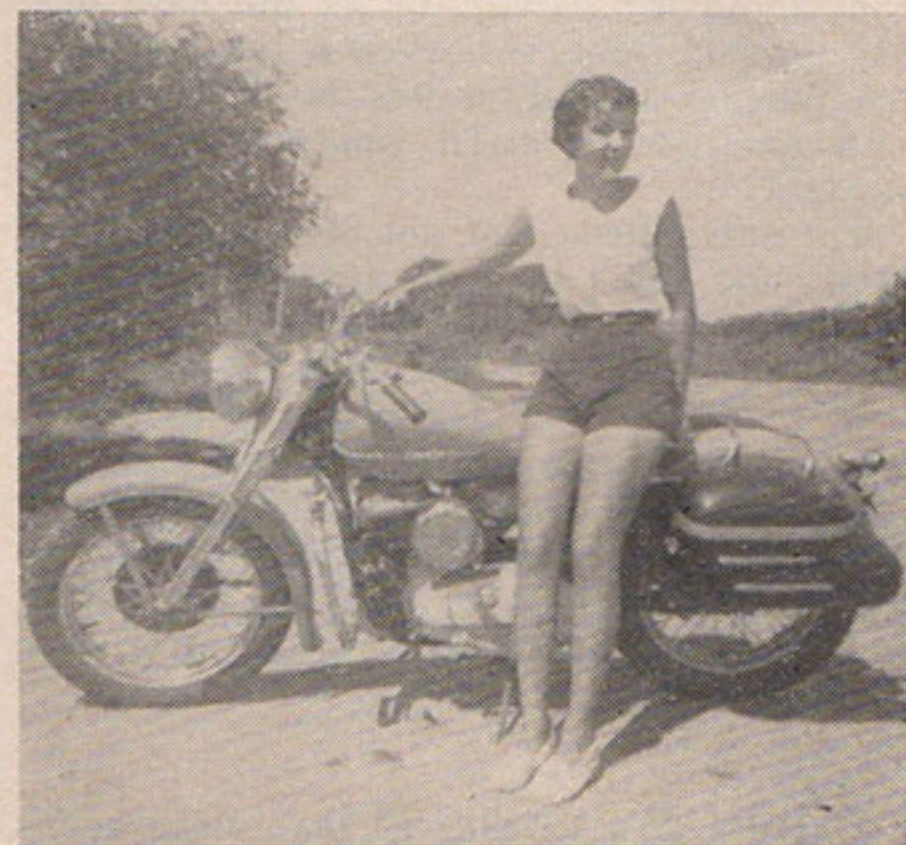
I was quite surprised to see Nancy Bast's letter in the October issue. I had known her

for a long while and never had the slightest idea that she too was an enthusiast; although she lives only a few blocks from me, I would probably still not know, if it hadn't been for CYCLE. As it is I am now a member of the local club, in which Nancy is an officer. I have many new friends thanks to your magazine. Keep up the good work.

Enclosed please find a check covering the renewal of my subscription. Thanks again.  
Donna Dempster,  
Sepulveda, Calif.

Dear Editor—

I noticed that in the last few issues of CYCLE there have been no pictures of really beautiful girls. I thought I might

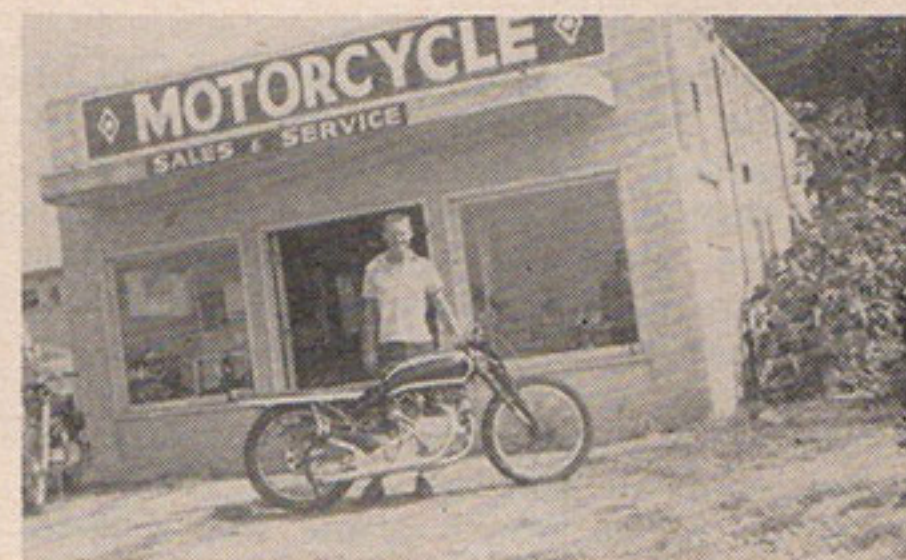


liven things up a bit by sending you this picture of Rosemary Christensen, one of the most beautiful girls I know.

She is standing by my 1953 H-DK; they're a good looking pair, don't you agree?  
Gates Gardner

Dear Editor—

Enclosed you will find a photo of the Vincent HRD (1947 Rapide) which I entered and rode at Bonneville this year. The high-



est speed was 144.69 mph. the machine running on a blend of alcohol and gasoline at 12:1 compression.

The machine was built in my shop with the assistance of several friends. We were very pleased with the results obtained, especially since the only motorcycles that were faster, were either twin engined, supercharged, or running on "Nitro."

Sonny Angel  
National City, California

**Indian Discontinues the Brave Model**

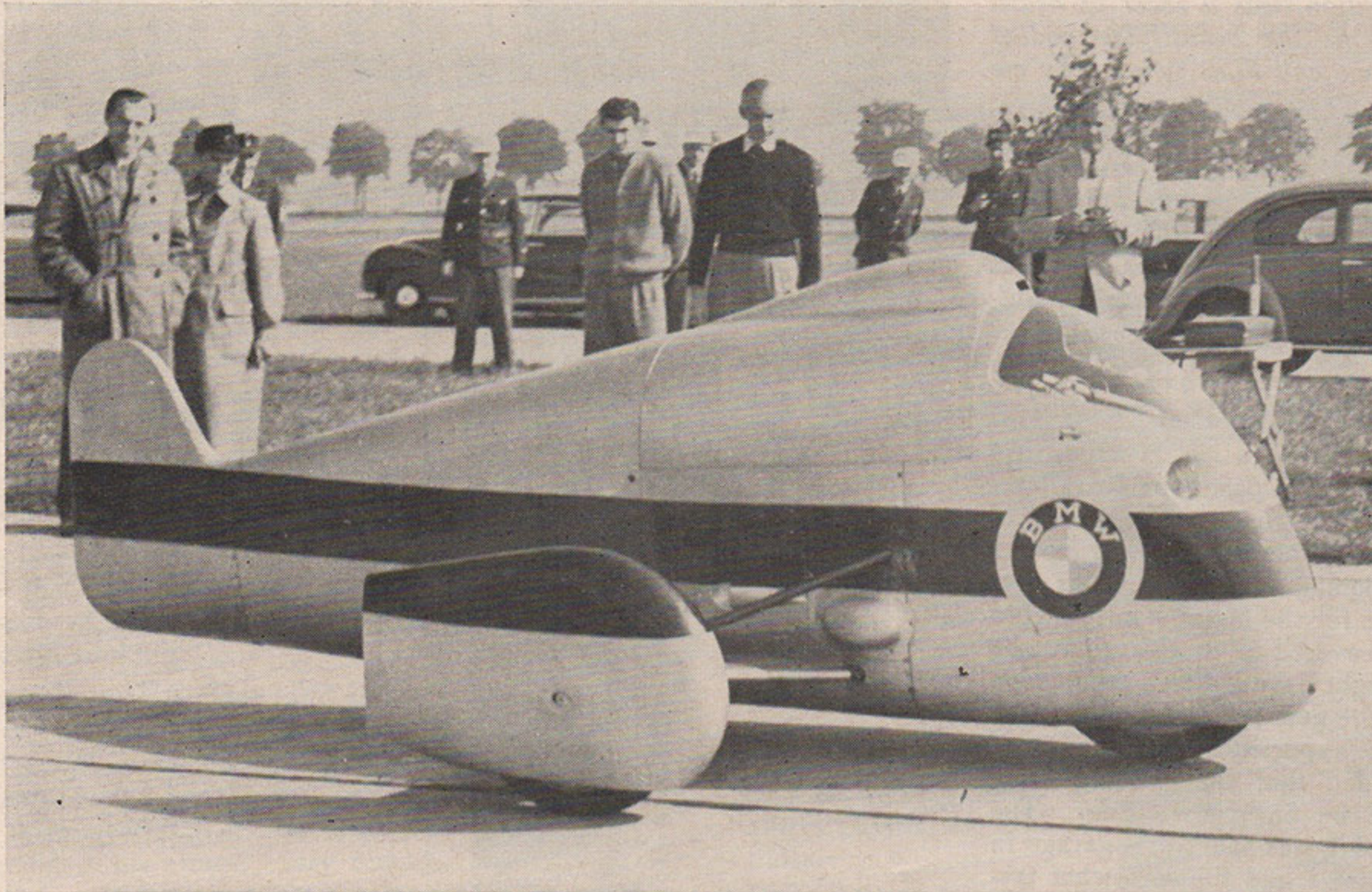
It has been reported that Brockhouse Engineering are discontinuing manufacture of the single-cylinder Indian Brave model. This model was first sold in the United States and during recent months has been sold in England both as a rigid frame and spring frame model.

The spring frame model production will be continued through most of 1956. The firm states that spare parts will be available for all of the Braves that have been sold in the past.



# BMW

## SETS 8 WORLD RECORDS



The 500cc B M W, the World's Fastest Sidecar Machine



On October 4, 1955 BMW 500 cc. machines established 8 WORLD SPEED RECORDS. Six in the Sidecar Class, two in the Solo Class, also an absolute WORLD SPEED RECORD in the Sidecar Class at 177 miles per hour . .

**Records established by William Noll on BMW with sidecar:**

1 kilometer,	flying start	174	miles per hour
1 mile,	flying start	174	" " "
1 kilometer,	standing start	86.4	" " "
1 mile,	standing start	103	" " "
5 kilometers,	flying start	168.4	" " "
5 miles,	flying start	171.5	" " "

**Records established by Walter Zeller on BMW solo:**

10 kilometers	standing start	144.8	miles per hour
10 miles,	standing start	150.4	" " "

These records with the 500 cc BMW WITHOUT SUPERCHARGER are subject to approval by the FIM and are for the 500cc, 750cc and 1000cc classes.

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HAVE SHAFTDRIVE**

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sport have the NEW  
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and the NEW EARLES-TYPE  
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Model R-25-3, 250 cc, Sin-  
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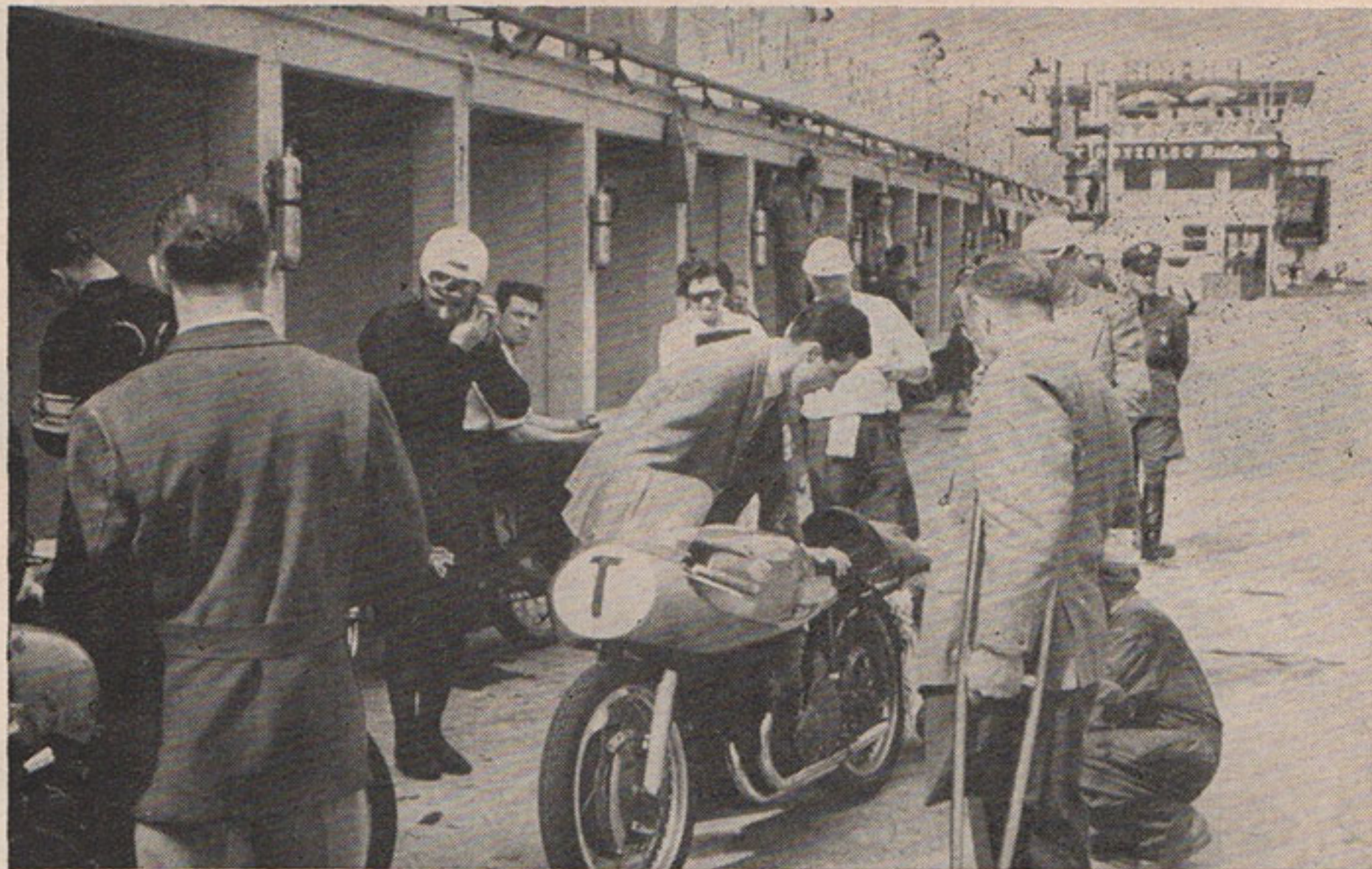
In the West:  
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200 W. Walnut Street  
Pasadena 3, California



At Turin I got onto one of the Italian Autostrades. It was a toll road and I was required to pay about 25c for the 127 Km. stretch to Milan. I set the throttle friction screw for a steady 50 m.p.h. cruise and just sat back to wait for Milan to appear over the horizon. It wasn't long before I realized I was being passed by everything on the road, including Vespa scooters with two aboard. There could be no doubt. This was Italy, the country where everyone, regardless of gainful occupation, was a racer at heart. I drooled as the beautifully bodied Adfa Romeo and Fiats swished by me and what motorcyclist's eyes would not light up at the sight of the Moto-Guzzi, Gilera, and M.V. lightweights, all with their fire-engine red paint jobs. Half way from Turin to Milan I stopped to take a picture and it was here that I discovered a structural fatigue failure in one of my pannier supports.

How embarrassing after having been exposed to aircraft vibration problems for the past four years. My fellow-engineers back at Douglas had best not hear about this. So now I could understand the unfamiliar feel of the bike for the last few miles. Had I not discovered it at this time, the failure might have led to a serious accident in the next few miles. I thought back to the experience at Le Mans and then decided that the guiding hand must still be on my shoulder. The next morning was spent in a garage in Milan where I had the somewhat trying experience of having to explain, completely in sign language, the type of repair I wanted on the pannier support. Without a handy Berlitz pocket dictionary, I was not progressing too well. After the passing of about three hours and 1000 Lire (\$1.50) I was heading north to Switzerland. Italy was much as I expected it to be with the long, tree-lined, stretches of highway where every driver seemingly practiced for next year's Mille Miglia. And the girls working in the fields, a la Silvano Mangano, each one having utter disregard for quantity or arrangement of clothing.

The border crossing into Switzerland was without incident and I was soon started up the long climb to San Gottardo pass (7000'). It is in this area that both the Rhine and Rhone rivers are conceived, each flowing in the opposite direction. As I neared the summit of the pass, it appeared that I would need a helicopter to successfully negotiate the last mile or two. The solution soon became evident, a succession of consecutive hair-pin turns. I lost count after about



World champion, Geoff Duke prepares for practice for German Grand Prix.

# “TRIUMPH”

## IN

### EUROPE

LAST OF EXCITING SERIES

By Tom McGeachin

Ingeborg Stoll, (left) only girl sidecar passenger, and pilot, Jaques Drion, prepare for Grand Prix—got fourth.





fifty-five of them, for I was engrossed in passing several cars on the inside of each sharp turn. Another motorcyclist's paradise, I thought to myself, if only it weren't so cold. I stopped to put on my rubberized riding suit which went right over the cotton riding suit I had been wearing in the warmer climes. This made six layers above the waist and with the outside one being windproof, I felt like the proverbial bug. I soon found myself in the famous resort town of Andermatt which meant I had missed the turn-off to Grimsel Pass. The mistake was of no consequence, for I could just as easily take the next one which was the Susten Pass. I did not even notice a small list in one corner of the map which stated that both these passes were usually closed by snow until late June and here it was only the 18th. Fortunately, Susten Pass was open, although the last three miles to the tunnel at the summit was one-way traffic with snow drifts 20 feet deep on each side of the road. People were still skiing in some places, and many of the sightseeing bus passengers were engaged in energetic snow-ball fights. Tunnels had already become commonplace and I was not long in learning that the wet bricks to be found inside of them were not conducive to good braking.

The next day was Sunday, and as is customary, all local citizenry were headed for their favorite picnic spot. I saw motorcycles by the hundreds. Most of them were B.M.W.'s with pillion passengers on almost every one. Switzerland, with its comparatively high standard of living, also has a large number of American automobiles. I decided to temporarily abandon the Trophy model for a ride from Grindelwald to Klein-Scheidegg on one of the picturesque cog railways. It seemed very pleasant to have someone else doing the "driving" and I took advantage of the situation by focusing full attention on my surroundings. The scenery was absolutely overpowering and I suddenly realized that my eyes must have been bearing a striking resemblance to ping-pong balls. Unfortunately, the sky was partly overcast and I found the famous Jungfrau had her head buried high in the clouds. I was told that in the winter it is possible to start at Klein-Scheidegg and ski downhill for as long as six hours. Winter or Summer, there can be no doubt that Switzerland is the place to go. The next day and a half was spent roaming through the northern part of the country which, much to my surprise, was not mountainous but very beautiful rolling

hills. I went via Bern, Lucerne, Zurich, and Basel, into the southwest corner of Germany where the Black Forest is located. This is also a tourist attraction well worth a trip from any part of Europe, although I'm afraid its popularity suffers from being so close to the Swiss Alps.

My next stop was Stuttgart where I stopped to visit the factory at which the Porsche automobile is made. An English-speaking guide gave me a personally conducted tour of the plant which is only about three years old. The final assembly line contained twelve cars which I was told was one

day's output for the factory. No wonder they are so difficult to obtain. It was not until I was well away from Stuttgart that I remembered I had forgotten to also visit the Mercedes-Benz factory. I was deeply disappointed but felt I couldn't spare the time to go back. Continuing on, I came to the Rhine valley, which I followed to Koblenz. I had heard many times of the "Castles-on-the-Rhine," but never dreamed there would be so many. And the river traffic was much heavier than I had expected. The Rhine seemed to be an endless chain of barges with a

(Continued on page 39)

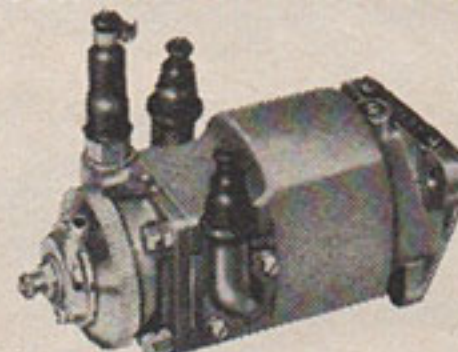
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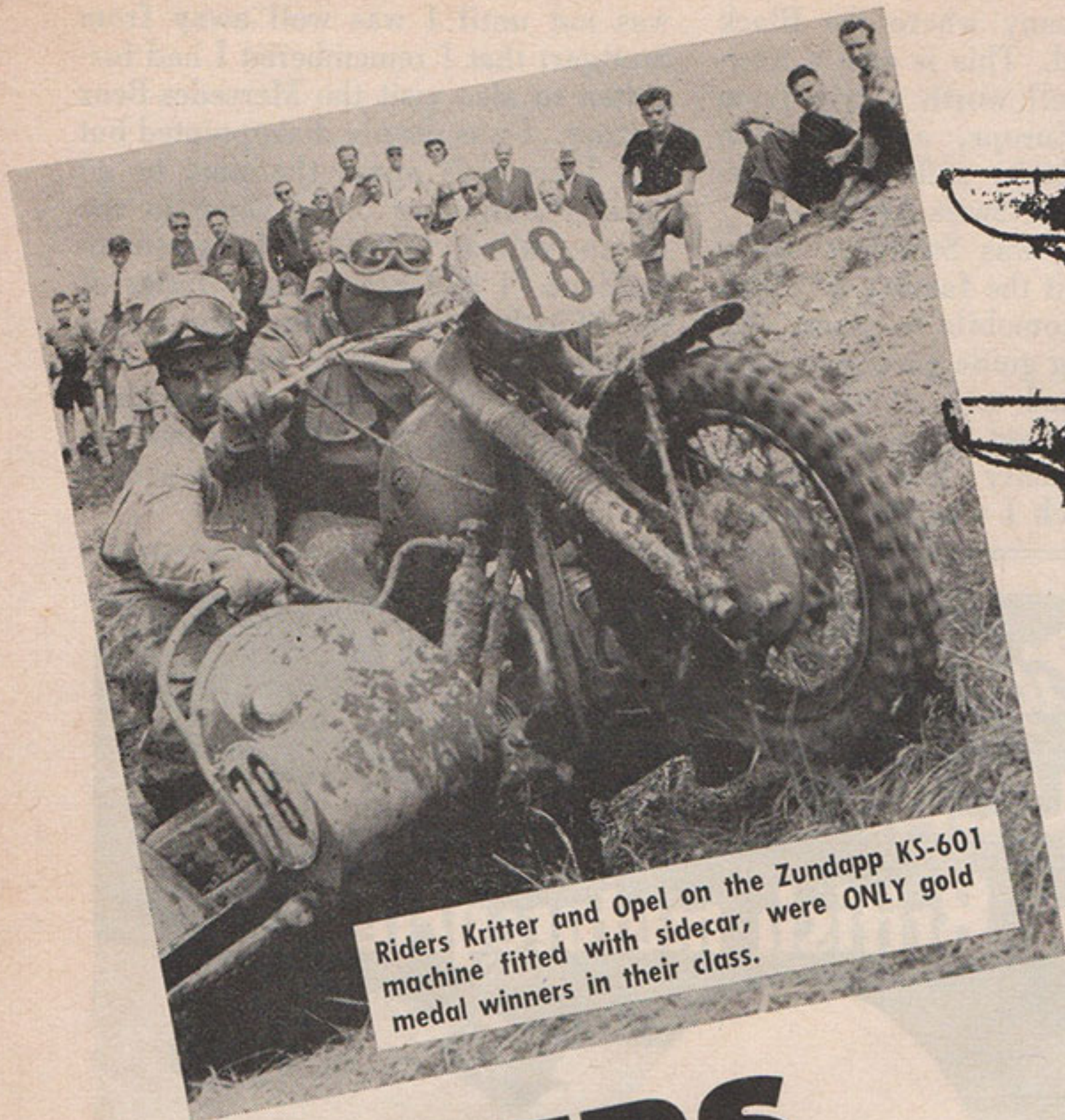
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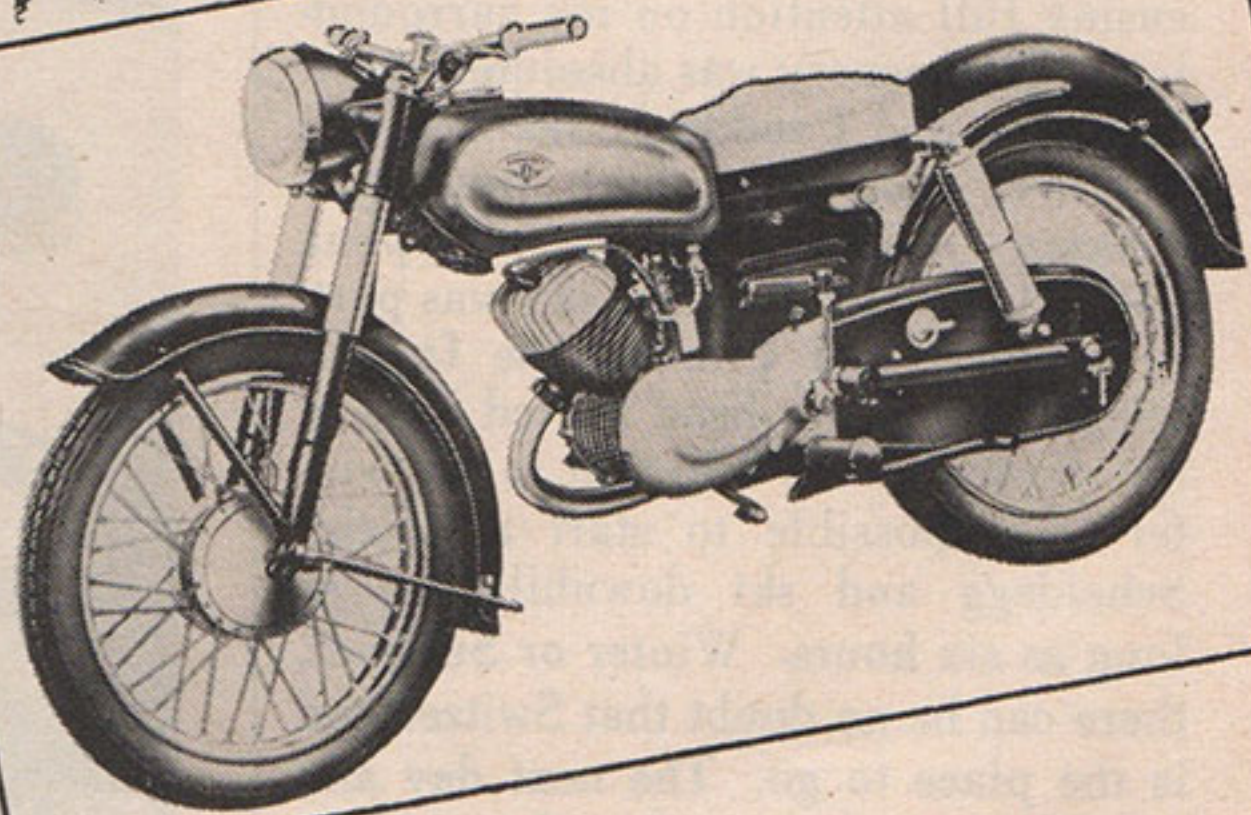
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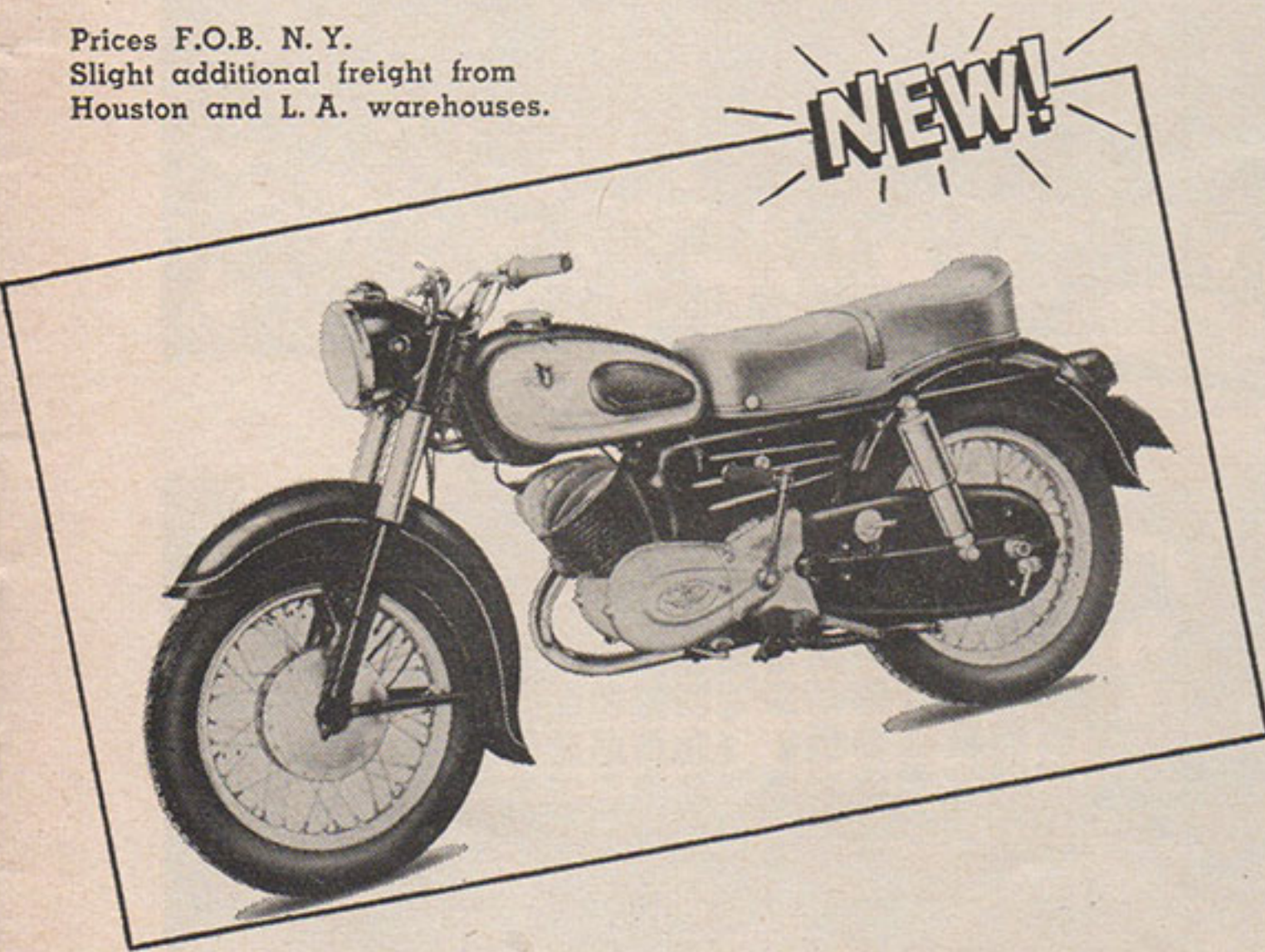
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250 cc CLASS

1956

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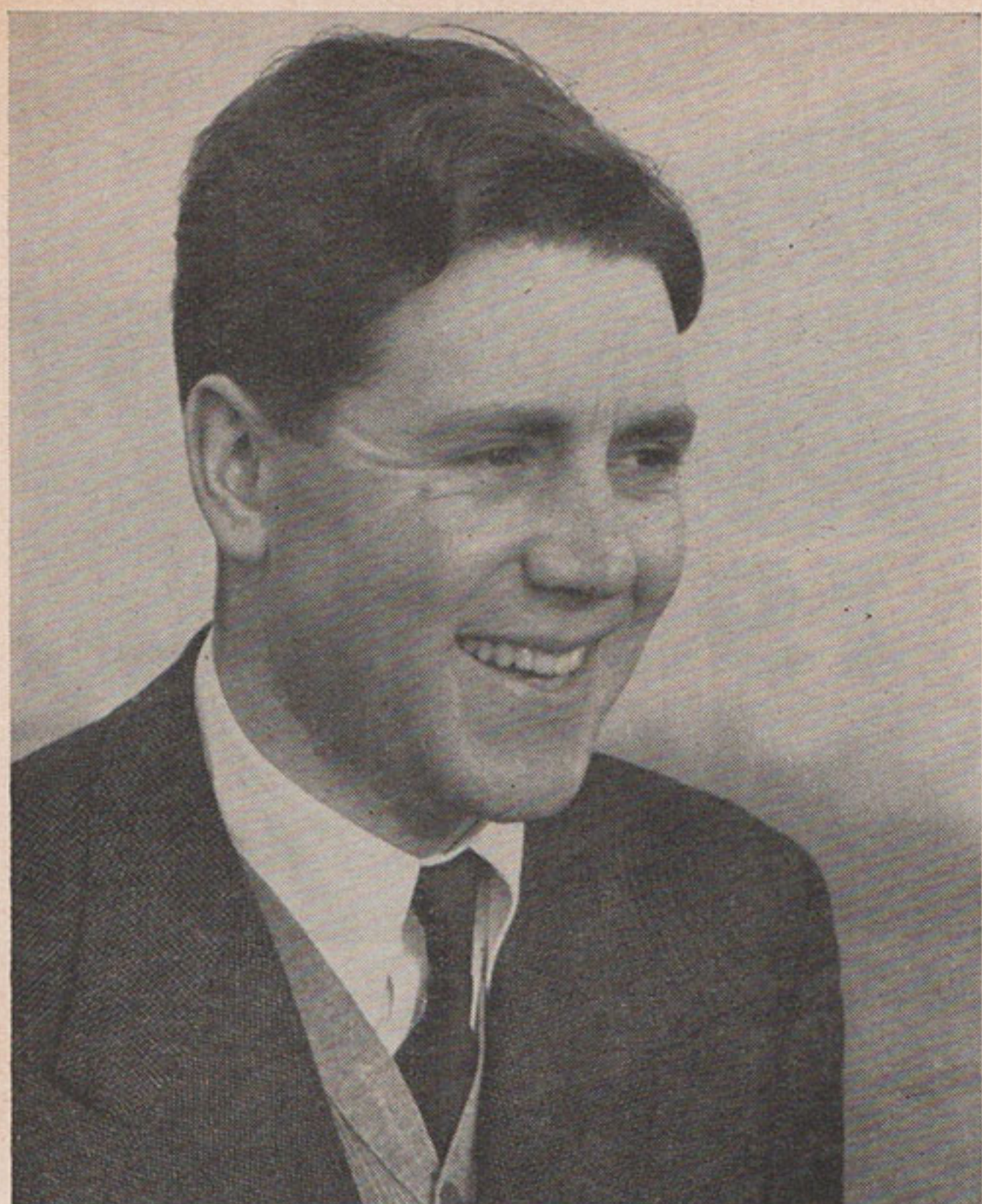


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Geoff Duke, world champion and one of the most outstanding motorcycle men in history.

# Can Geoff Duke stem the Surtees tide?

Duke, 11 years Surtees Senior, is going to be pushed to the limit in 1956 — Surtees will ride an MV-4

By Paul West

"Geoff Wins Junior Again in Record Time."

"Geoff Duke Makes it 90!"

"Can Geoff Duke Do It Again? New Machines Threaten Him."

"Duke, the Unbeatable, Marches Ahead . . ."

Those were the typical headlines which were heading the sports columns of British and world newspapers and motorcycle magazines, during the past three or four years.

They were the days when Lancashire-born Geoff Duke, now 32 years old, was at the peak of his motorcycle racing career. He had made a real name for himself. And he had added to the world renown of the Norton marque, whose machines he was then riding.

Indeed, he had done so much for the motorcycle sport, and indirectly, for the prestige of the British motorcycle industry, that young Queen Elizabeth II awarded him, in 1953, the "O.B.E." (Order of the British Empire), in recognition of these services.

Geoff Duke, who since his boyhood had taken to motorcycles, and on secluded ground tried himself at driving them at the age of 12, actually only started racing in 1949, then as an amateur. But he was soon spotted by Nortons, who, the following year, turned him into a professional.

He was an immediate and astonishing success and was the first year competing in an average of 30 races of

which 8 major ones, such as the Isle of Man T.T., which he won on his first attempt, the same year, and which was followed later by so many other victories in the United Kingdom and on the Continent.

It was on the occasion of his first Manx T.T., that he met one of his girl-fans, Pat, a native of the island; she was to become his wife in September 1951. And it was also in 1951 that Geoff Duke was proclaimed "Sportsman of the year."

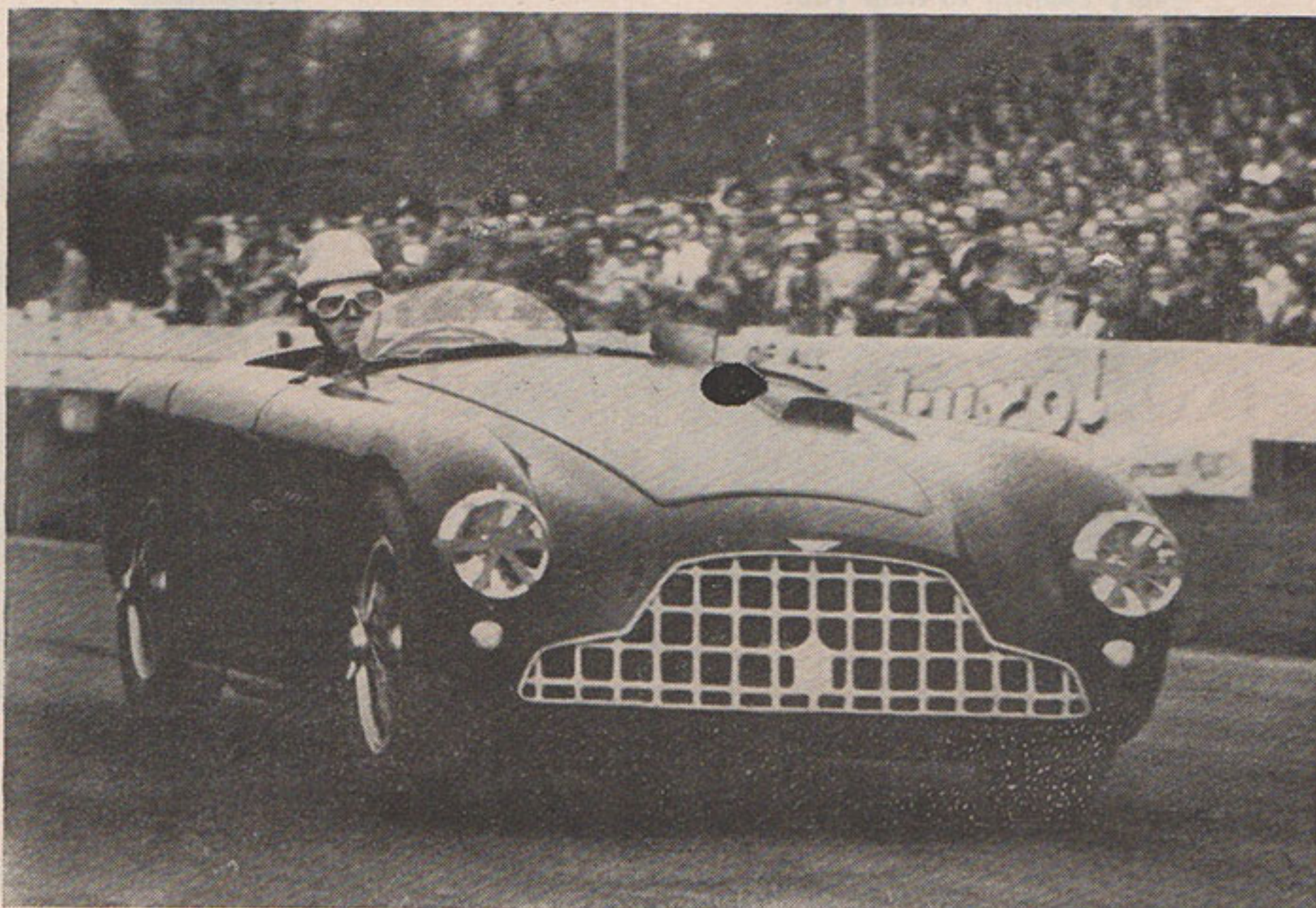
And so during the next two years, Geoff Duke went on living in a whirl-

wind world scoring success after success. It was almost staggering.

And then, when there was no apparent reason to quit the saddle, Duke made a mistake.

Truly enough, it was not entirely his. Someone had asked him—"Have you ever thought of switching to car driving? or, words to that effect. Yes, he had, but only vaguely. And why switch, anyway, when he was doing so well on two wheels?"

But he had hardly discarded the idea when he was introduced to world-known industrialist, David Brown, the



Duke tries out the Aston Martin—had brief career as driver, returned to motorcycles.



gear-box manufacturer and producer of the famous "Aston Martin" and "Lagonda" cars. And Mr. Brown repeated the question.

Almost before Geoff Duke knew where he was, he was trying himself out, at the wheel of a "DB3," on the Goodwood track, only a few miles from Southampton, the gateway to America.

Having secured third place, Mr. David Brown put another question to Duke: "Would you like to go to the States?" he asked.

Duke's answer can be guessed—although it took great courage to make the decision, because it now meant quitting Nortons, and motorcycle racing altogether.

It was an unbelievable offer. Almost a fairy tale. New horizons were rising before his eyes. Where would he drive after the Sebring 12-Hour race, where Mr. Brown wanted him to lead to victory one of his DB3s? I asked him, on the eve of his departure. The answer came swiftly: "Le Mans, the Ulster T.T., and again Goodwood, in the 9-Hour race" . . . "And, well, of course all the other usual big races to follow—Silverstone Monza, Francorchamps, Aintree, etc.," added Duke. Just about the same road Stirling Moss had been following so successfully

since he started racing at about the same time as Duke.

But, unfortunately, things did not materialize the way Mr. David Brown and Geoff Duke, had both expected and hoped. Duke's lucky star did not cross the Atlantic with him. And the Sebring 12-Hour race had hardly started when Geoff was off the track. He could not, later on, say himself what had happened. It was just one of those things. It was the sudden and complete collapse of a pack of cards—of the "Castles in Spain" he had dreamed of. His confidence in himself was shattered, so, it was not just a happy return to Britain. Mr. David Brown, I was told, had spent over \$3,000 in the venture. But Geoff Duke had given up something even more valuable—at least to himself—Nortons, who had helped him to become famous. Now, would they take him back? For there was no choice left for him. To motorcycling racing he must return.

No, it didn't work that way, and Geoff Duke did what any sensible man would have done—what Stirling Moss and Mike Hawthorn were compelled to do—go over to a foreign make.

He plucked his courage and determination, and soon after, riding an Italia "Gilera," Duke again took the

lead. And for the last twenty-four months, once more his scoreboard showed, invariably the figure "1."


But during the past few weeks, a menace has been looming—in the form of a coming-up youngster, John Surtees, whose father, Jack, is an old-hand at motorcycle racing and has coached him in the best of traditions. John, who is only 21 years old, until recently rode a 500 c.c. Norton, the same machine Duke used to pilot—sometimes as a member of the Norton works team, sometimes on his own. And, in spite of the fact that his mount lacked the power of the Gilera, three times he has beaten champion Geoff Duke—at Aintree, at Silverstone, and lastly, at Brands Hatch.

Now, why did the masterful Geoff Duke let himself be outsmarted by the youngster Surtees, who took him each time in the very last lap? Duke himself cannot explain. Perhaps he just did not take sufficient notice of the youngster on his heels.

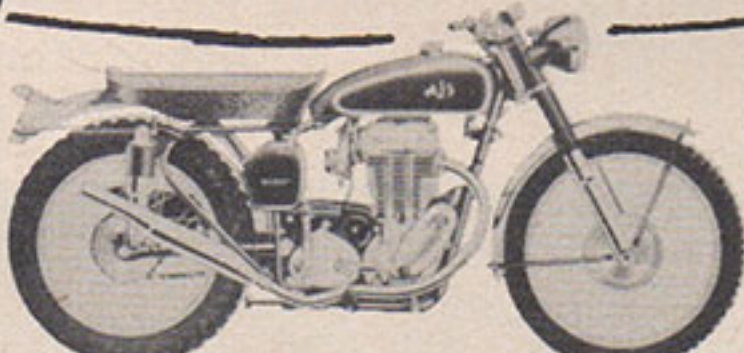
But in the days to come, Geoff will have to make his alertness good whenever John rides alongside his "Gilera," because he has just emulated him by also going over to an Italian marque, the "Augusta," built by the four brothers of the same name, and which is

(Continued on page 42)

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• ALL new oversquare engine design.  
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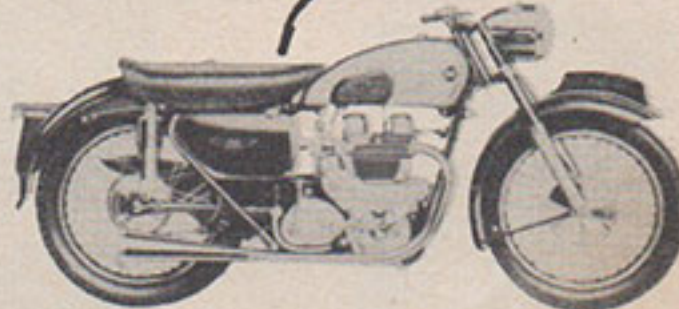
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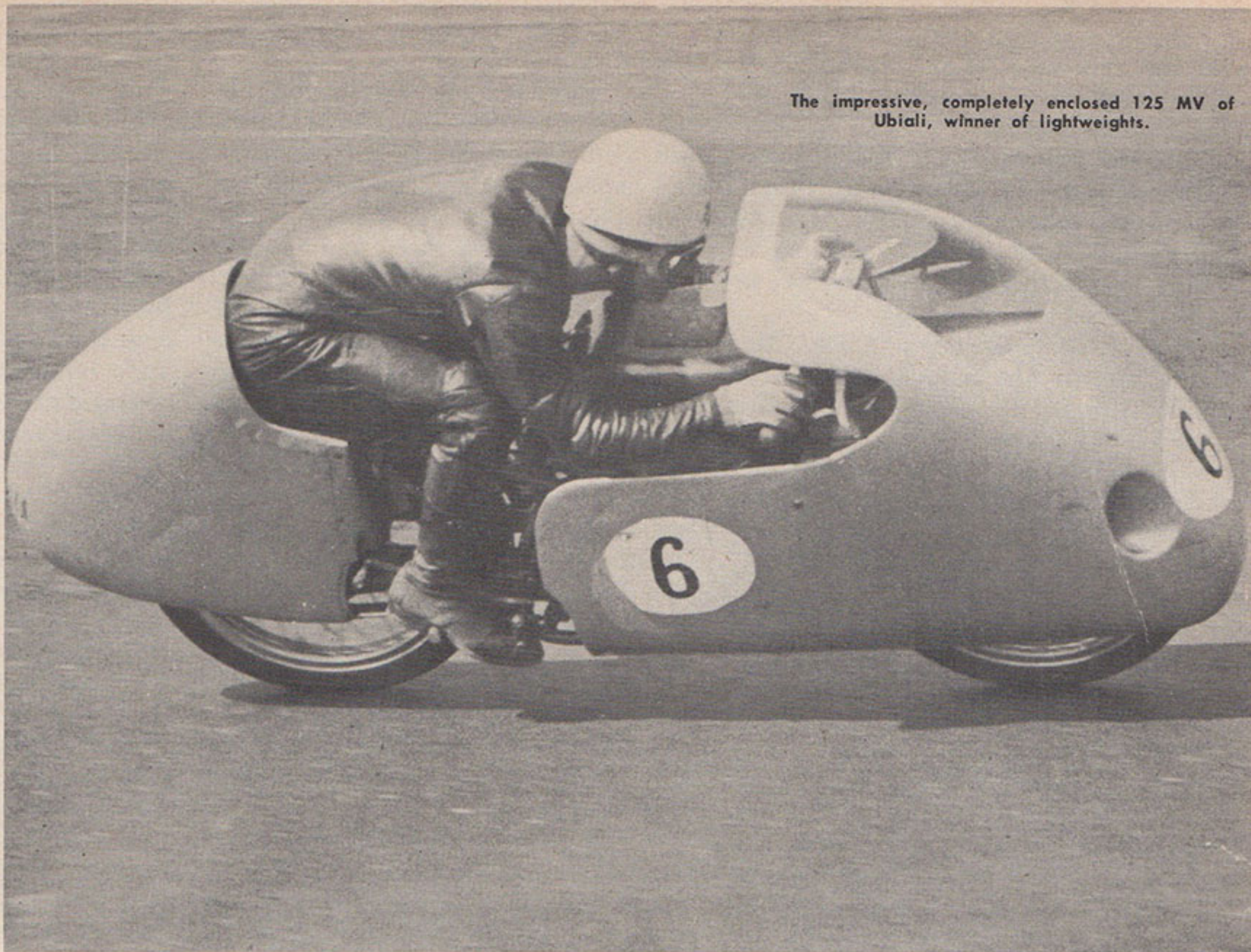
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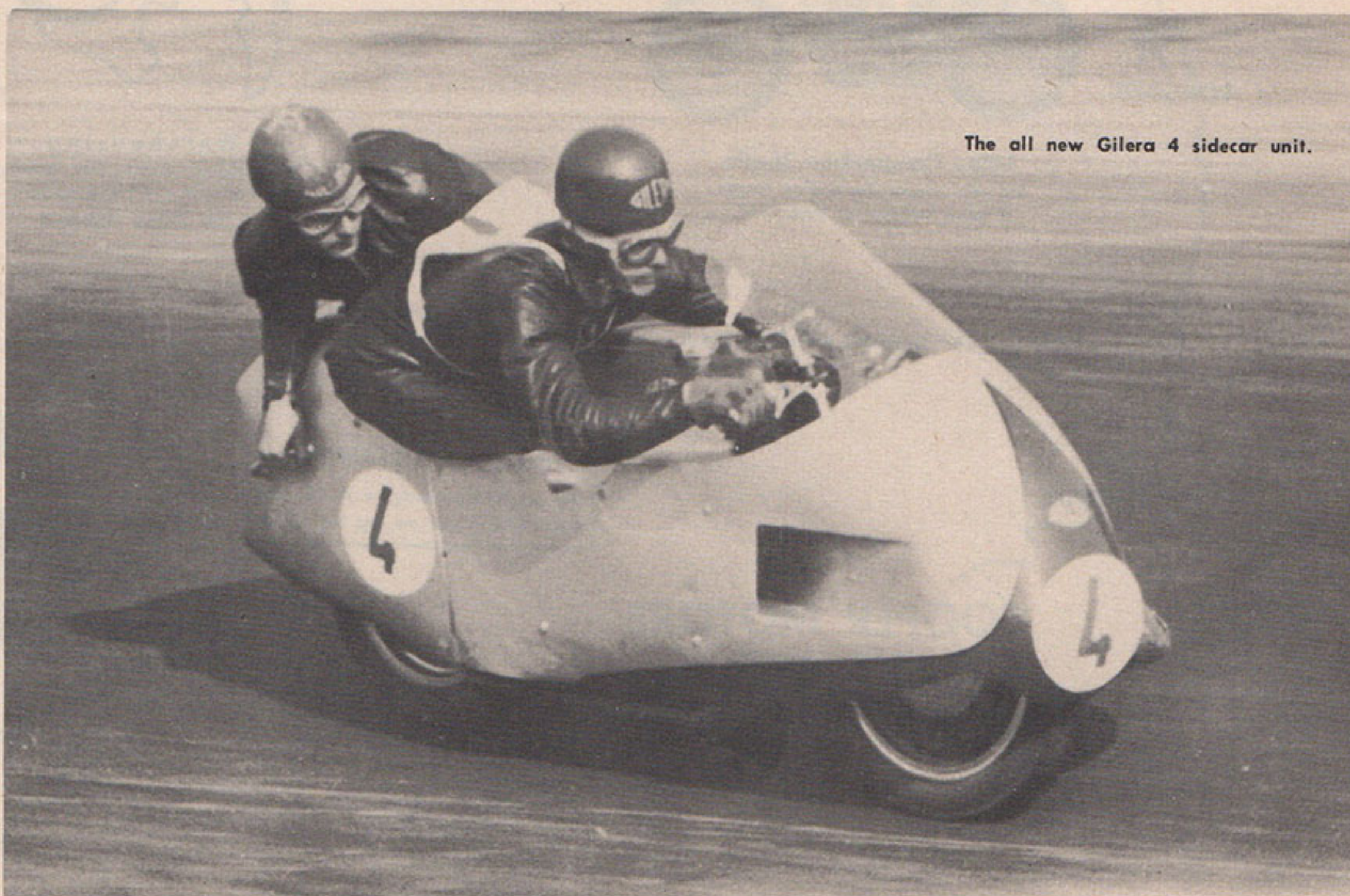
# Italian Grand Prix



The impressive, completely enclosed 125 MV of Ubiali, winner of lightweights.

Geoff Duke Wears Out the Tires  
Drops to Third Place on Last Lap

By Carlo Perelli



The all new Gilera 4 sidecar unit.



LAST of the world's championship series, the Italian Grand Prix was held the 4th of September on the famous Monza track with an attendance of more than 130,000 people. All records were broken, except in the 500cc. class where the famous G. Duke (Gilera "4") having been in the lead for 33 laps out of 35, was forced to let Italian star U. Masetti (M.V. "4") and his team mate R. Armstrong pass him.

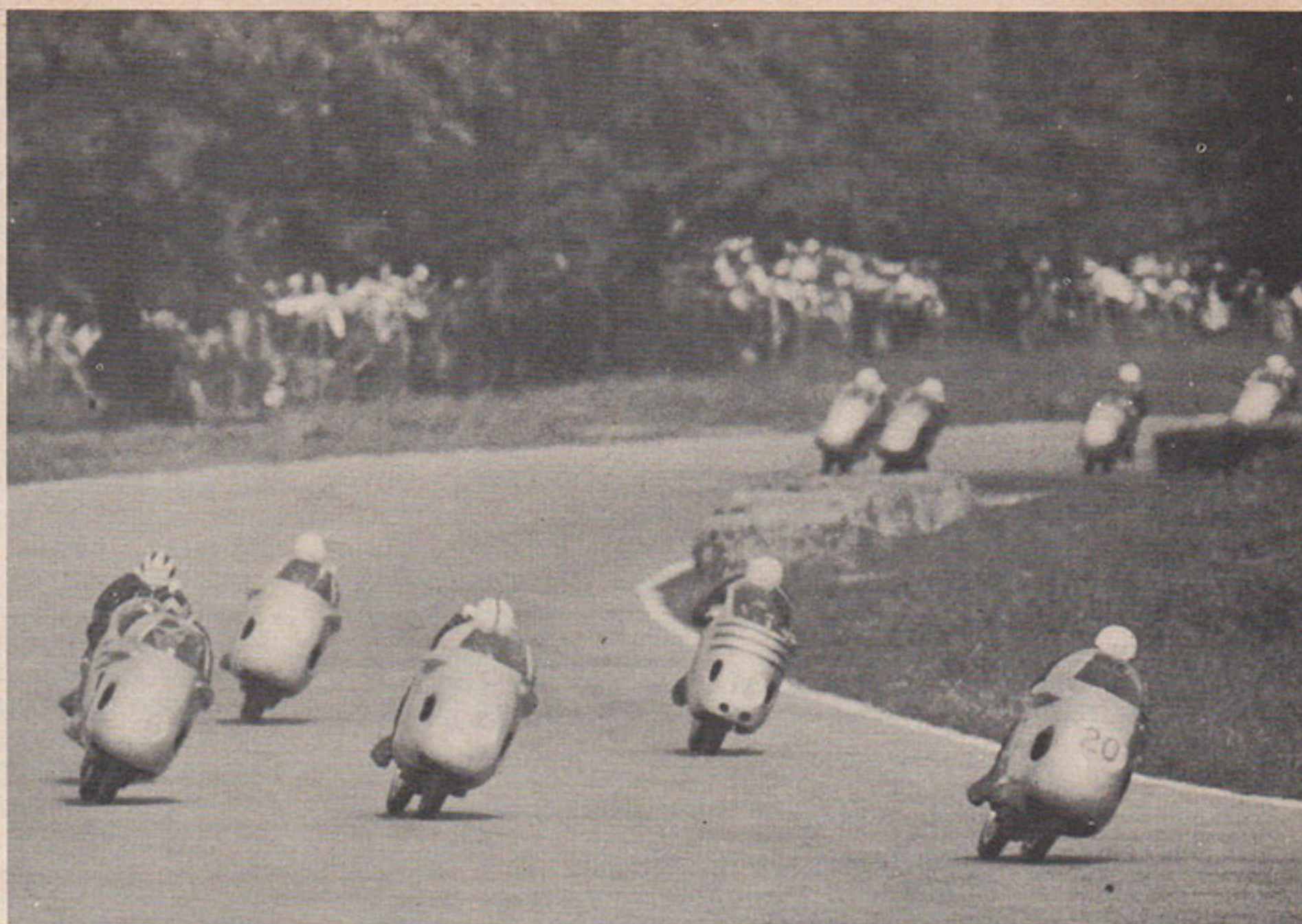
The tires of Duke's bike were so badly worn out that he couldn't any more "give the gun" to his powerful Gilera. The final rush saw Masetti win ahead of Armstrong, much to the excitement of the crowd, while Duke got third place 1.1 seconds behind.

The three-fifty race saw Moto Guzzi in 1st, 2nd, 3rd and 4th place, although young German star A. Hobl (D.K.W. "3") strongly challenged Dale, Lomas, Kavanagh and Lorenzetti, the first four men home; all astride the Mandello del Lario's bikes.

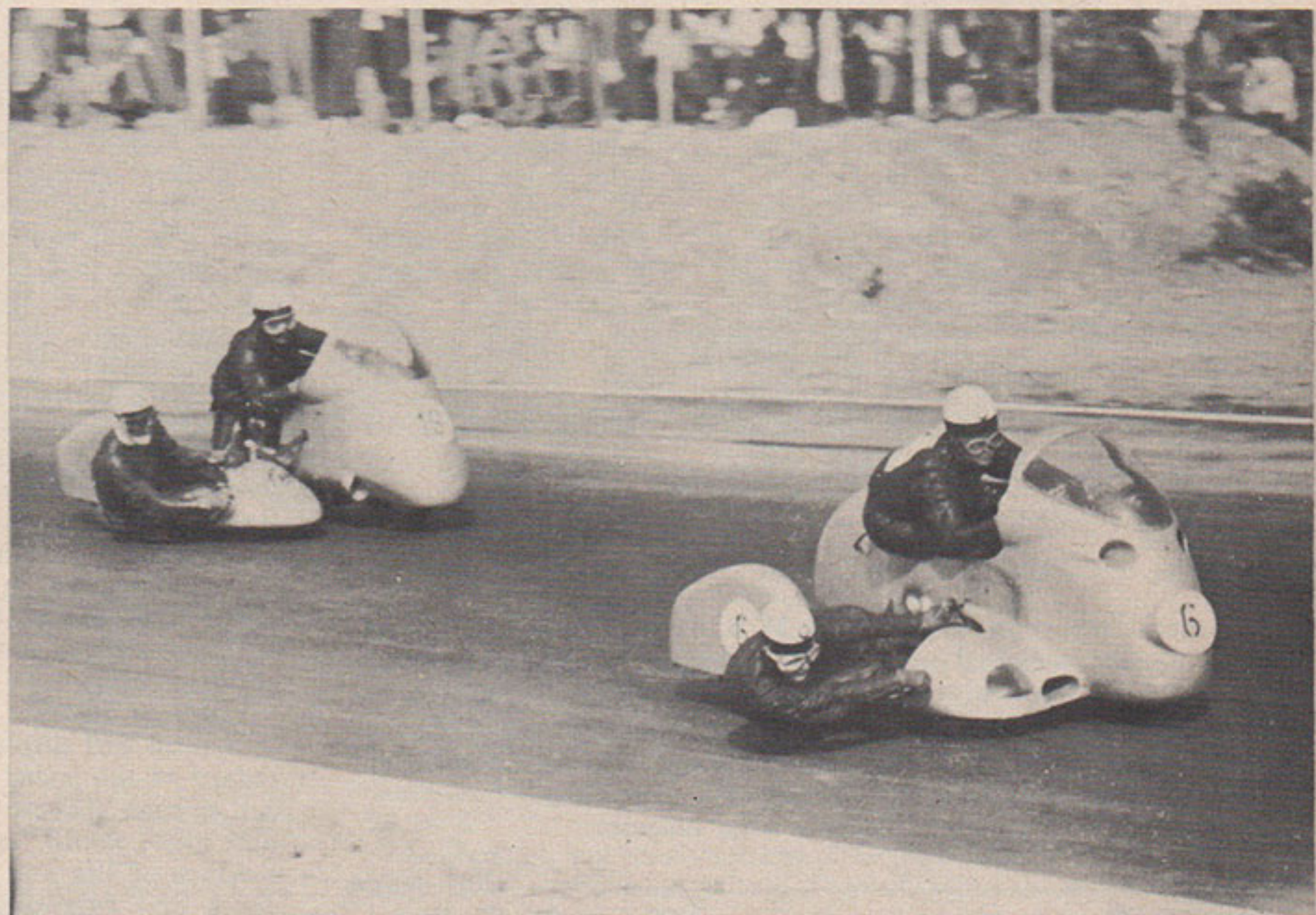
The two-fifty race was far more exciting for the terrific M.V. v. N.S.U. battle, which recorded another Italian victory. In fact C. Ubbiali just did beat the German H. Baltisberger (N.S.U.), and Irishman S. Miller (also N.S.U. mounted) a very young talented rider who was only at his second international race, the first one having been the Ulster Grand Prix.

Italian ace C. Ubbiali also won the one-two-five race with an impressive, completely enclosed M.V., ahead of his team mates R. Venturi and A. Copeta, while German A. Hobl (D.K.W. two stroke) got fourth place.

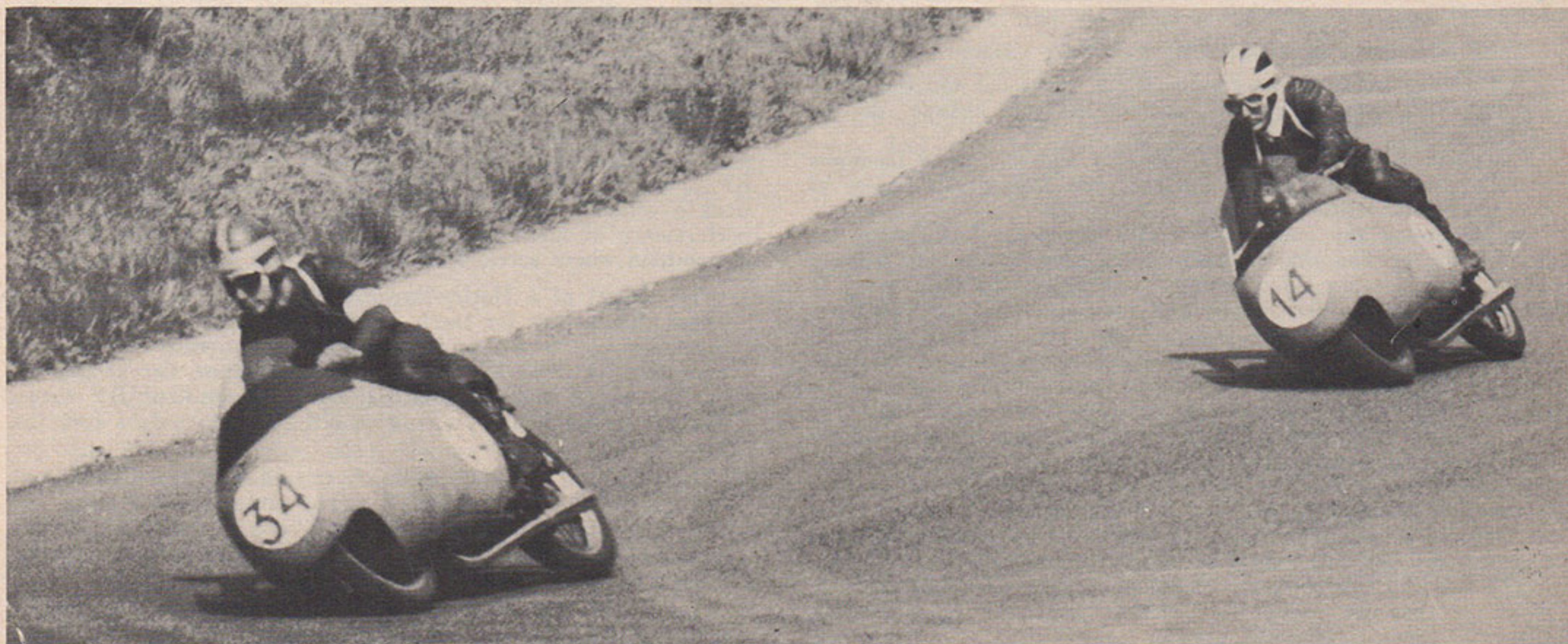
A four cylinder Gilera completely enclosed, made its debut in the side-car class but was forced to retire with timing gear trouble. The German specialist W. Noll (BMW) then got the victory, closely followed by W. Schneider, similarly mounted.



Flying eggs! These are 250 jobs which put on terrific shows of amazing speed.



Above: Noll and Schneider on their way to victory Below: Moto Guzzi riders in the 350 cc race; Dale and Lomas.





# COMPETITION COMMITTEE MEETING.

A.M.A. COMPETITION COMMITTEE MEETING  
HELD NOV. 13, 14 AND 15, 1955

The following official A.M.A. report has just been received by regular mail (three weeks after the meetings) and just in time to catch our deadline. We therefore print the record as sent to us. CYCLE Publisher Floyd Clymer attended the day and night sessions of the 14th. His impressions will be published in CYCLE next month.

MINUTES of the annual meeting of the Competition Committee of the American Motorcycle Association, held at Columbus, Ohio, November 13, 14 and 15, 1955.

On roll call the following members were present:

Jim Davis	Gerald Givens	Wayne Browning
Leonard Andres	Aub LeBard	Bert E. Kennedy
Al Arnold	William J. Harley	Rabun Chambless
John Ciccarelli	Dudley Perkins	Vernon House
Max Colville	Reggie Pink	John Esler, proxy
Walter C. Davidson	James Tagaris	John Esler, proxy
Trevor Deeley	Billy Temple	John Esler, proxy
Walter Fulton	Bruce Walters	Al Arnold, proxy
Roy Egeberg	Oscar C. Lenz	Billy Temple, proxy
John Esler	E. C. Smith	Walter C. Davidson,
Horace Fritz	Fritzie Baer	proxy
Earl Flanders	James W. Parker	

Technical Committee members present:

Jim Davis  
H. M. Syvertsen  
Reggie Pink  
Rod Coates  
John Esler

A general report of the A. M. R. M. B. A. was given, calling attention to the increased number of accidents. A financial report will be mailed to each member of the Competition Committee.

The Competition Committee nominated the following Trustees: Dud Perkins, James Parker, Oscar Lenz and Walter C. Davidson, and they were elected by the Competition Committee.

The Trustees nominated the following officers:

President.....Jim Davis  
Consulting Physician.....Dr. Frank W. Watson  
Secretary.....D. M. Jenkins  
Treasurer.....E. C. Smith

Their selection was approved by the entire Committee.

Bill Tuman, representing a rider group, requested and was given the opportunity to present the competition rule changes desired by the group.

Chairman E. C. Smith, in his opening address, urged members to fully discuss and consider the pros and cons of all phases of motorcycle competition.

In discussing the compression ratio question, Rod Coates expressed the opinion that an increase in compression was a basic means of increasing rider incentive. However, the main issue is encouragement of rider interest and not a question of horsepower. "The English look up to our Class C program. It does not seem advisable to encourage those specialized machines now available to only a limited number of riders. Let's consider approving a larger displacement OHV machine and leave compression as is."

John Esler advised the Committee that he had received unsolicited letters from riders, asking that a change in compression ratio be considered.

Aub LeBard said he did not feel that a small group of top ranking riders should dominate the entire competition picture and that an effort should be made to bring equality to the entire group.

Bill Harley presented the following information and data to point out that the present Competition Committee rules covering Class "C" equipment are equitable.

"A direct request has been made to increase the compression ratio allowed in Class C equipment from 8 to 1 to 9½ to 1. We have also heard indirectly that if a compression ratio change is not allowed, larger size OHV engines up to 40 cu. in. should be allowed to compete with the 750cc Side-Valve engines. The basis for both of these requests, as maintained by the manufacturers, distributors and dealers of 500cc OHV motorcycles, is that this size machine can no longer compete with the 750cc Side-Valves in their present stage of development. In addition to being an unfair situation they maintain that this situation will bring about a decrease in interest in racing and competition and eventually work to the detriment of the sport and the A.M.A. We maintain that the present rules are equitable and that any increase in compression ratio would give the 500cc Overheads an unjustified advantage and that likewise, any increase in engine size at the same compression ratio of the OHV type engines would also be unjustified and inequitable.

In general and in applying consideration of both the higher compression ratio and increased displacement we wish to call attention to the following facts.

Data has been gathered making a comparison of the wins in the Expert, Amateur and Novice classes on dirt track between 500cc OHV motorcycles and 750cc Side-Valve motorcycles. This data does not represent results of all of the season's races; however, it represented all the races reported at the time the data was collected—this date was some time in September.

Novice		Amateur		Expert	
(1st Places Only)		(1st Places Only)		(1st Places Only)	
500cc	750cc	500cc	750cc	500cc	750cc
177	116	86	193	130	155

In reviewing the past Racing season it has become apparent that there have been a much smaller number of competitors riding 500cc OHV machines than in former years. In analyzing this situation it may at first seem that it was a result of this type machine's inability to compete with the 750cc Side-Valves. However, in investigating this situation further it became apparent that equipment was not available to dealers and riders for purposes of competition and that for this reason, and others, riders switched to the 750cc Side-Valve type. Other reasons involved were lack of assistance to riders on the part of dealers and distributors, and also the lack of competent tuners to keep equipment in shape. In regard to lack of equipment, we have positive statements on the part of English motorcycle dealers that they were not able to get suitable equipment and parts. In regard to tuners, we have statements, by men who have been so engaged in the last season, to the effect that tuning is a very necessary and indispensable aspect of racing which cannot be eliminated if winning races is the final objective.

To summarize in regard to riders, tuners, and equipment, it seems apparent that in the past season the maximum effort and expenditure was not made to enable the 500cc OHV type motorcycle to win.

There is another consideration in regard to increasing compression ratio and displacement of the 500cc OHV type, and that is in regard to the speed at which Class C machines are running. It is our opinion that no change should be made in the basic specification that would increase these speeds because of the possible sacrifice of life and limb. In this connection a review of the accidents and fatalities of the last number of years should be of interest.

For the purposes of determining the effect of compression ratio on HP we checked a modern Class C 500cc OHV engine and determined the following data:

With 8 to 1 compression ratio this engine developed 40 HP. Using the same engine and changing pistons so as to bring the compression ratio to 9½ to 1, 42½ HP was developed.

Also in this regard, we wish to submit the following comparisons between various types of machines to give a comparison of HP to weight ratio. It is generally recognized that within limitations a comparison of HP to weight ratio is a good criteria of performance of motorcycles on both track and in other types of competition where acceleration and speed are a determining factor.

1. The weight of a Harley-Davidson motorcycle as it is shipped from the factory for track use runs from 342 to 350 lbs. depending on tire size and special equipment, such as Tachometers, etc. A 1955 KR engine as shipped from our factory develops on an average 42½ HP on a standardized HP check. Using the minimum weight this KR machine weighs 8.04 lbs. per HP.
2. The weight of a T100R Triumph as sold for Class C track use weighs 307 lbs. Using 40 HP as the output of an average machine this gives weight to HP ratio ratio of 7.66 lbs. per HP. (These data on the Triumph are taken from factory information reported by Rod Coates.)
3. The weight of a BSA motorcycle as prepared for track use as received from the factory weighs from 285 to 295 lbs. Using



the minimum weight and 40 HP as an average output we get a weight to HP ratio of 7.12 lbs per HP.

From this data it can be seen that the 750cc Side-Valve motorcycle is actually at a disadvantage.

In refutation of the claim that the 500cc OHV has been developed to its ultimate, we wish to call attention to Class C records recently established by a Triumph 500cc OHV motorcycle which exceed the Class C records established by a 750cc Side-Valve motorcycle.

At this point it might be well to sketch the history of Class C competition and to point out that there were many years in which machines made and sold by the Harley-Davidson Motor Company won very few if any National Championships. For years after the organization of Class C competition Harley-Davidson motorcycles were unable to win any number of National Championships, and during this period we at no time requested rule changes to alleviate this situation. We continued to work on our equipment and after a period of ten years we began to win some Nationals. However, at this time the 500cc OHV type machines began their successes. During their period of success no rule changes were requested to improve our position. In the last couple of years we have been successful in our efforts and feel that our competition should be willing to spend the money and effort to improve their equipment and provide riders and tuners. Winning races cannot be accomplished without this effort, and we cannot see, from our point of view, why we should make concessions to enable our competition to win races without putting forth effort.

We again wish to state that we feel that the rules as established are equitable and just"—End of Wm. S. Harley statement.

Motion was made by Aub LeBard, seconded by Earl Flanders, that to assure increasing interest and participation in Class C competition, the follow rule changes are recommended:

Under Article III, Section 5, the following words be deleted: "and shall not affect the compression ration allowed. Compression ratio shall not be more than 8 to 1."

Under Article IX, Section 5; Article X, Section 8; Article XI, Section 5; Article XII, Section 4; Article XIII, Section 4; Article XIV, Section 4 and Article XV, Section 4, it is recommended that the following be added: Overhead valve motors up to 40.0 cu. in. piston displacement may be used in this event. All overhead valve motors larger than 30.50 cu. in. piston displacement, however, shall be restricted to 8.5 to 1 compression ratio.

Motion was defeated 16 to 11.

Motion was made by Aub LeBard, seconded by John Esler, that 30.50 cu. in. machines be allowed unlimited compression. Motion was defeated 16 to 11.

At this point, Gerald Givens of Norfolk, Virginia, asked to be relieved of duties as a committee member.

Motion was made by Aub LeBard, seconded by Earl Flanders, to place 30.50 cu. in. machines in a separate class under Class C rules. Motion was defeated 17 to 9.

Motion was made by Horace Fritz, seconded by John Ciccarella, to raise allowable compression ratio to 9½ to 1. Motion was defeated 14 to 13.

Motion was made by Horace Fritz, seconded by John Esler, to raise allowable compression ratio to 9 to 1. Motion was passed 15 to 12.

A discussion of National Championship events and consideration of sanctions for these events resulted in the following:

Application for 50 Mile National Championship Road Race at Windber, Pennsylvania, was submitted for approval.

Motion was made by Bill Harley, seconded by Horace Fritz, to reject application for sanction for 50 mile National Championship Road Race at Windber. Motion was passed 16 to 10.

Motion was made by Aub LeBard, seconded by Walter Davidson, to limit all National Championship events to one each of each type motorcycle competition. Motion was passed 14 to 11.

After the limitation was placed on the number of National Championship events to be sanctioned, the following requests for National Championship events were considered:

DIRT TRACK ½ MILE			
5 Mile	Richmond, Virginia	May	27
8 Mile	Schererville, Indiana	August	12
6 Mile	Sturgis, South Dakota	August	11-12
7 Mile	Minnesota State Fair	Sept.	1
5 or 6 Mile	Kansas City, Kansas	May	6
9 Mile	Wisconsin State Fair	August	25
10 Mile	Columbus, Ohio, Charity Newsies	June	10
Any Distance	Heidelberg, Pennsylvania	July	8

DIRT TRACK 1 MILE			
20 Mile	Bay Meadows, California	July	22

SPEEDWAY			
100 Mile	Langhorne, Pennsylvania	Sept.	22

#### ROAD RACES

100 Mile	Laconia, New Hampshire	June	16-17
200 Mile	Daytona Beach, Florida	March	10-11
	DodgeCity, Kansas		

#### ENDURANCE RUNS

500 Mile	Jack Pine, Lansing, Michigan	Sept.	2-3
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#### TOURIST TROPHY

Peoria Motorcycle Club	Sept.	9
Peoria, Illinois		

#### HILL CLIMB

New England Motorcycle Dealers' Ass'n.
Laconia, New Hampshire

The following National Championship events were granted for 1956:

10 MILE NATIONAL CHAMPIONSHIP for ½ Mile Tracks  
Charity Newsies, Columbus, Ohio June 10 \$3,750.00

20 MILE NATIONAL CHAMPIONSHIP for 1 Mile Tracks  
Bay Meadows, California July 22 \$6,500.00

100 MILE NATIONAL CHAMPIONSHIP ROAD RACE  
Laconia, N. H. N. E. Motorcycle Dealers' Association June 16-17 \$5,000.00

This Championship is being granted with the following provisions:

1. Some required grading will be done.
2. Remove specific trees for reasons of safety.
3. Cover two culverts, which, at the present time, are hazardous.
4. A limitation on the number of starters will be set at 40, with position determined by time trials.
5. Qualifying will start in rows of four at five second intervals with compensated time allows for starting position.

#### TOURIST TROPHY RACE NATIONAL CHAMPIONSHIP

Peoria, Illinois Peoria Motorcycle Club Sept. 9 \$3,000.00

ENDURANCE RUN NATIONAL CHAMPIONSHIP (JACK PINE)  
Lansing, Michigan Lansing Motorcycle Club Sept. 2-3

#### CLASS A HILL CLIMB NATIONAL CHAMPIONSHIP

Laconia, New Hampshire New England Motorcycle Dealers' Association \$2,000.00

After discussing the hazard of racing on Langhorne Speedway due to speeds now attained and considering the possibility of greater speeds because of allowable increase in compression ratio, motion was made by Walter Davidson, seconded by Trevor Deeley, that no sanction be granted to Langhorne Speedway. Motion was passed 23 to 2.

Application for reinstatement of George Alguire was unanimously approved by the Competition Committee. His reinstatement will be effective July 1, 1956.

Application for reinstatement of Harley Rogers was denied by the Competition Committee.

The report of the Technical Committee as read. All recommendations of the Technical Committee were unanimously approved by the Competition Committee.

Consideration for approval by the Technical Committee of the following motorcycles and kits has been delayed until all necessary data required for consideration has been received by the Technical Committee:

BMW	RS 500
AJS	18CS
AJS	Model 30
MATCHLESS	G 11
MATCHLESS	G 80 CS
MATCHLESS	G 9 Conversion Kit

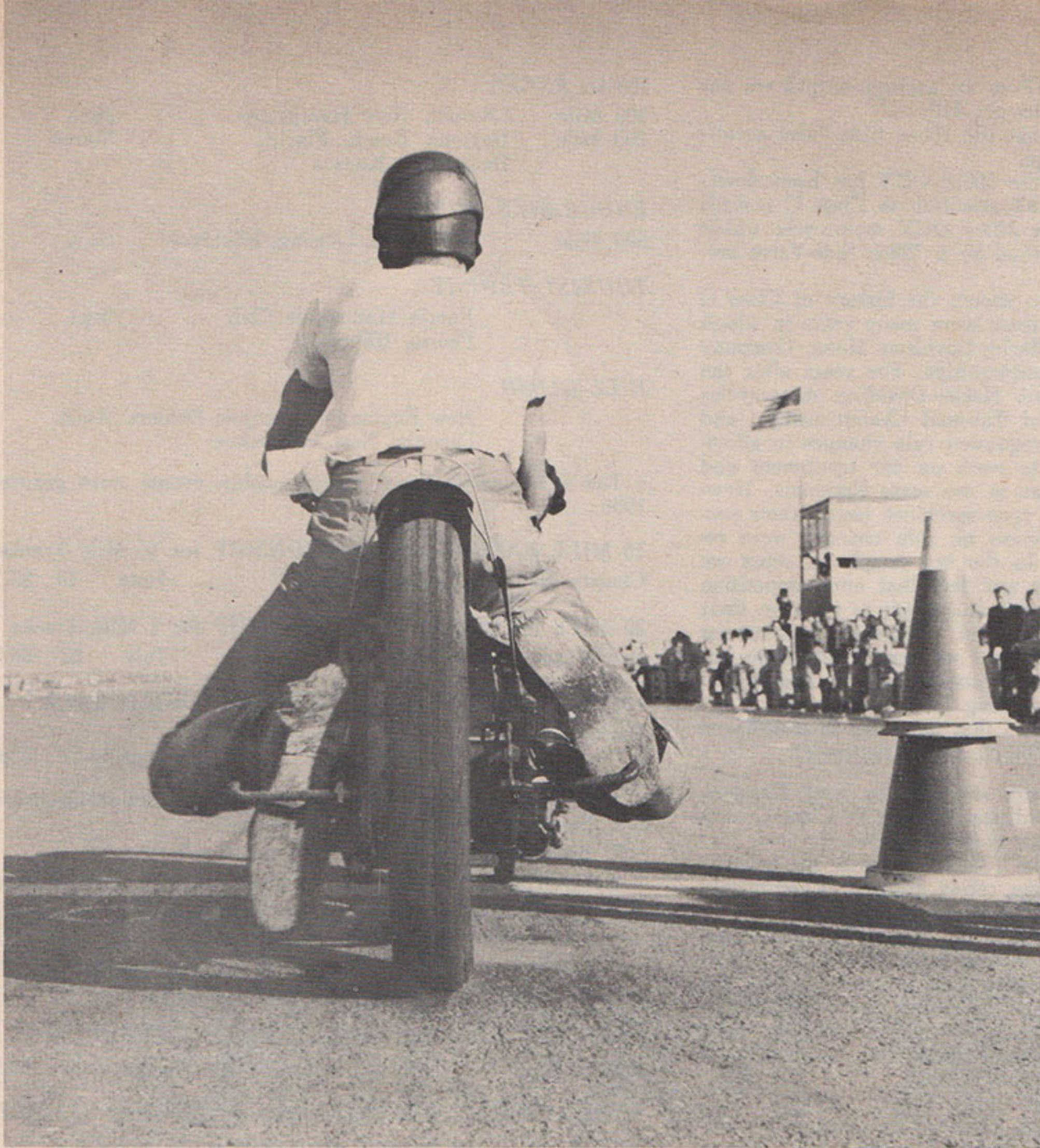
The PELA crash helmet was referred to the Safety Committee.

Under rules covering motorcycles used in Class C competition events, the third paragraph shall be changed to read:

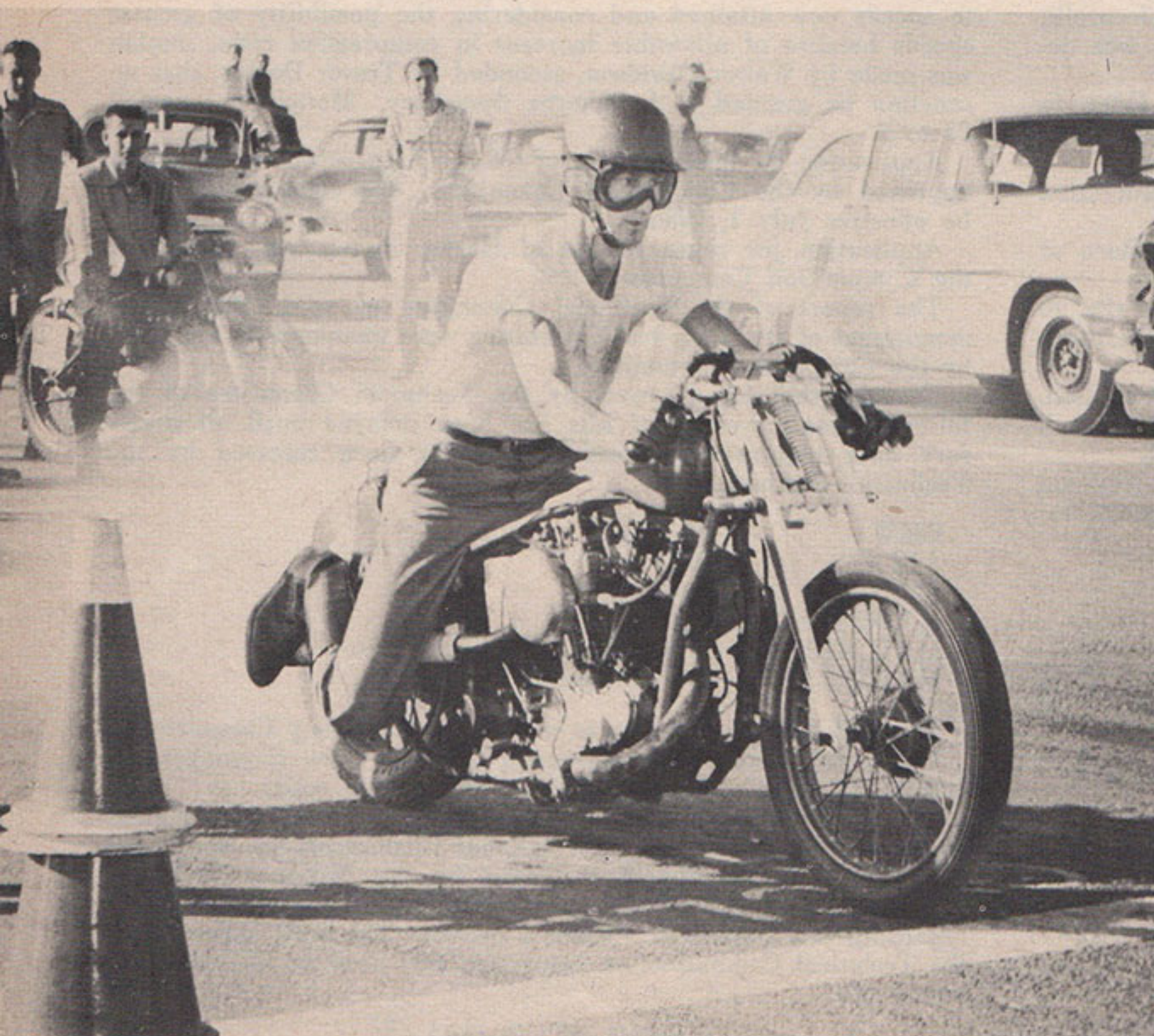
"At all National Championship Contests, as well as Amateur events run in connection with National Championships, all motorcycles may be completely inspected by the National Technical Committee. The following regulations will be the deciding factors regarding this inspection. When a machine has been approved by the Technical Committee, an inspection seal must be affixed to the motorcycle."

(Please turn to page 28)





*Above and below: Bill Atwood burns the "skins" as he leaves the starting line. Bill's machine is expected to do around 116 mph—that is when they can get it to run!*

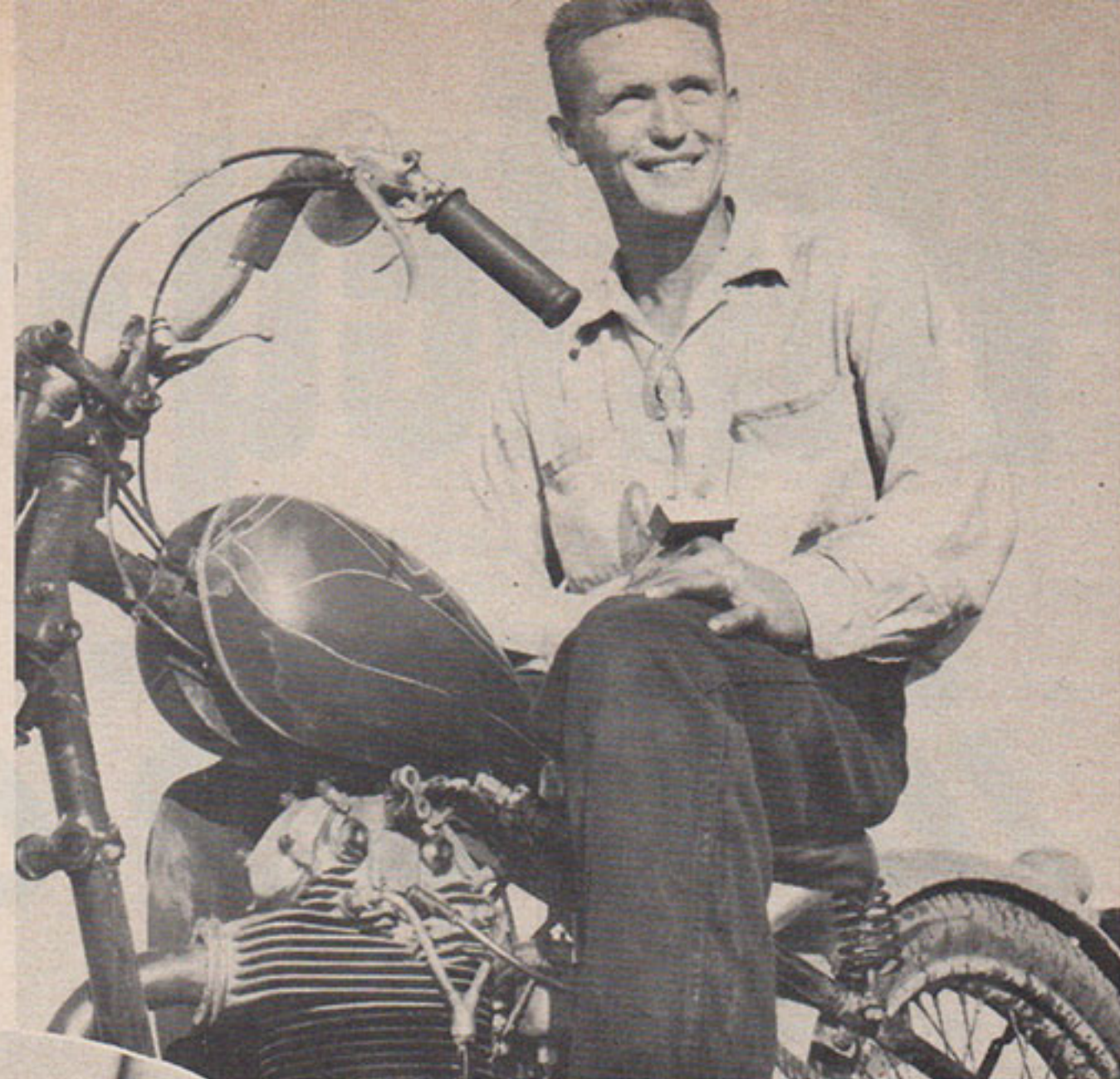
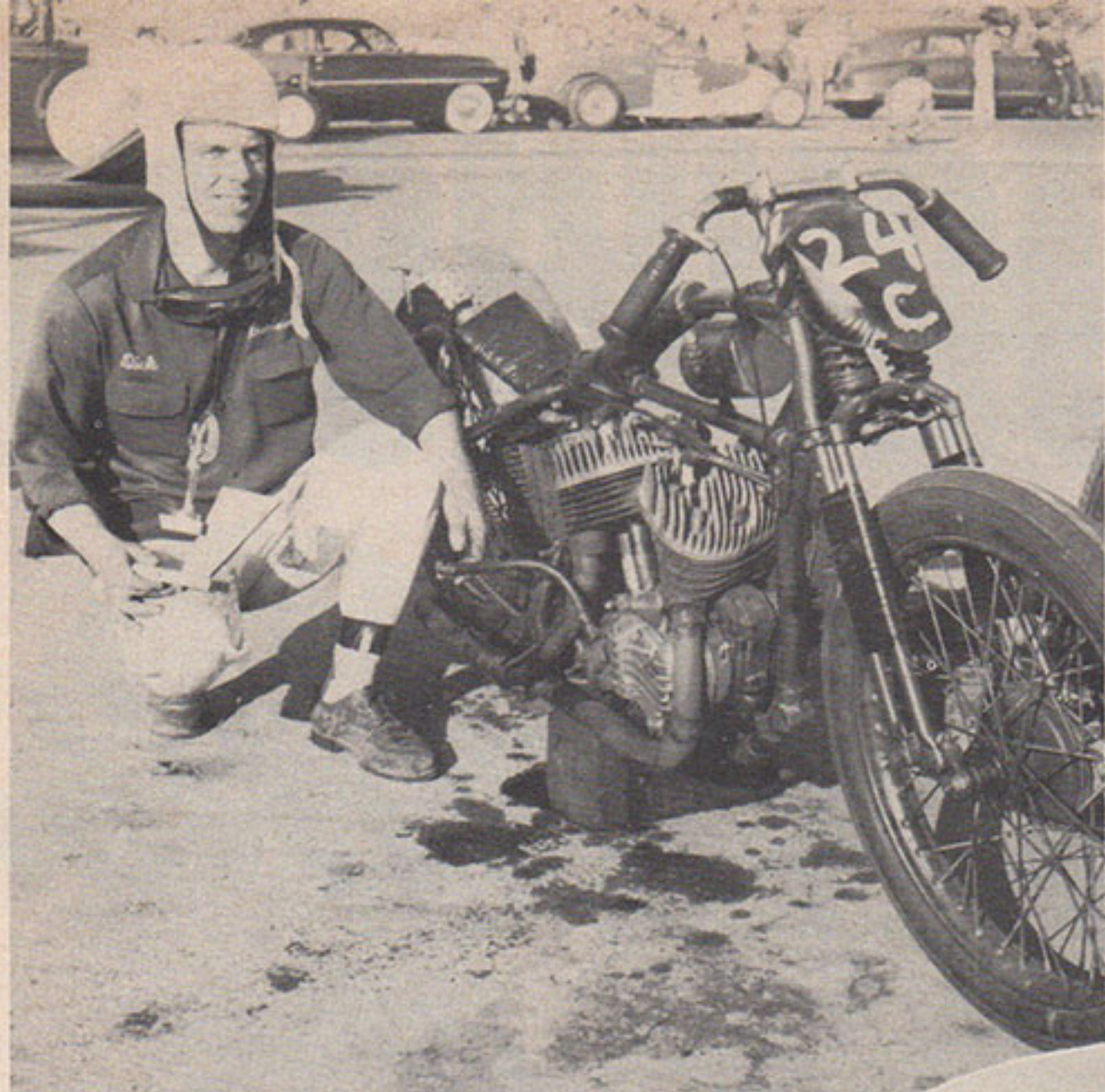


# *A Paradise for Dragsters*

By Cliff Willey

Clear weather and no wind  
make for ideal drag racing at  
Paradise Mesa, Calif.





Dick Frelander of San Diego Timing Club. On his second run down the strip, the rear tire split down the middle causing him to slide for almost 70 feet; on the third run his second gear went out; and on the fourth run an oil line broke. His luck isn't always bad though—Dick holds the C-Gas record at 97.08.

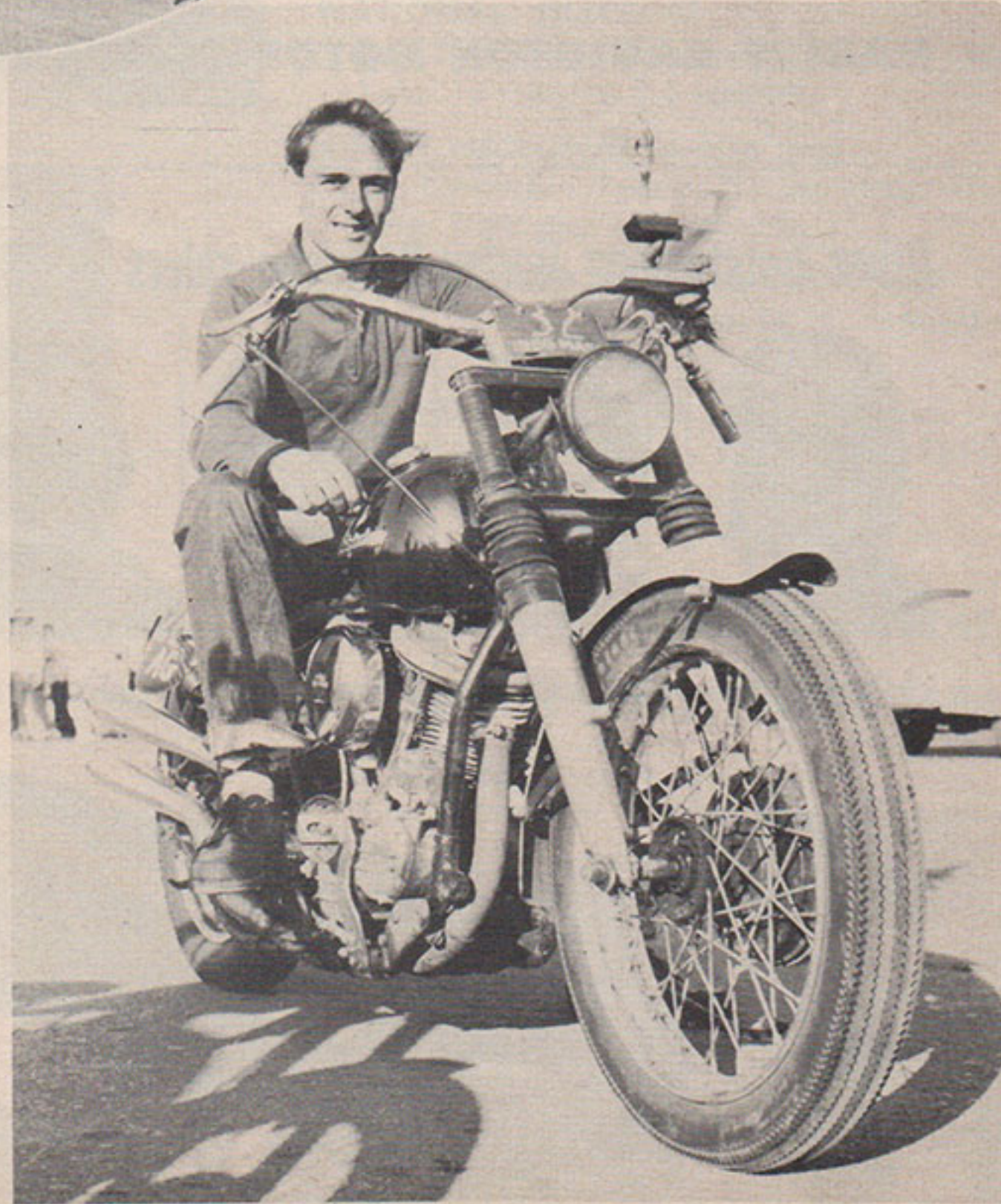
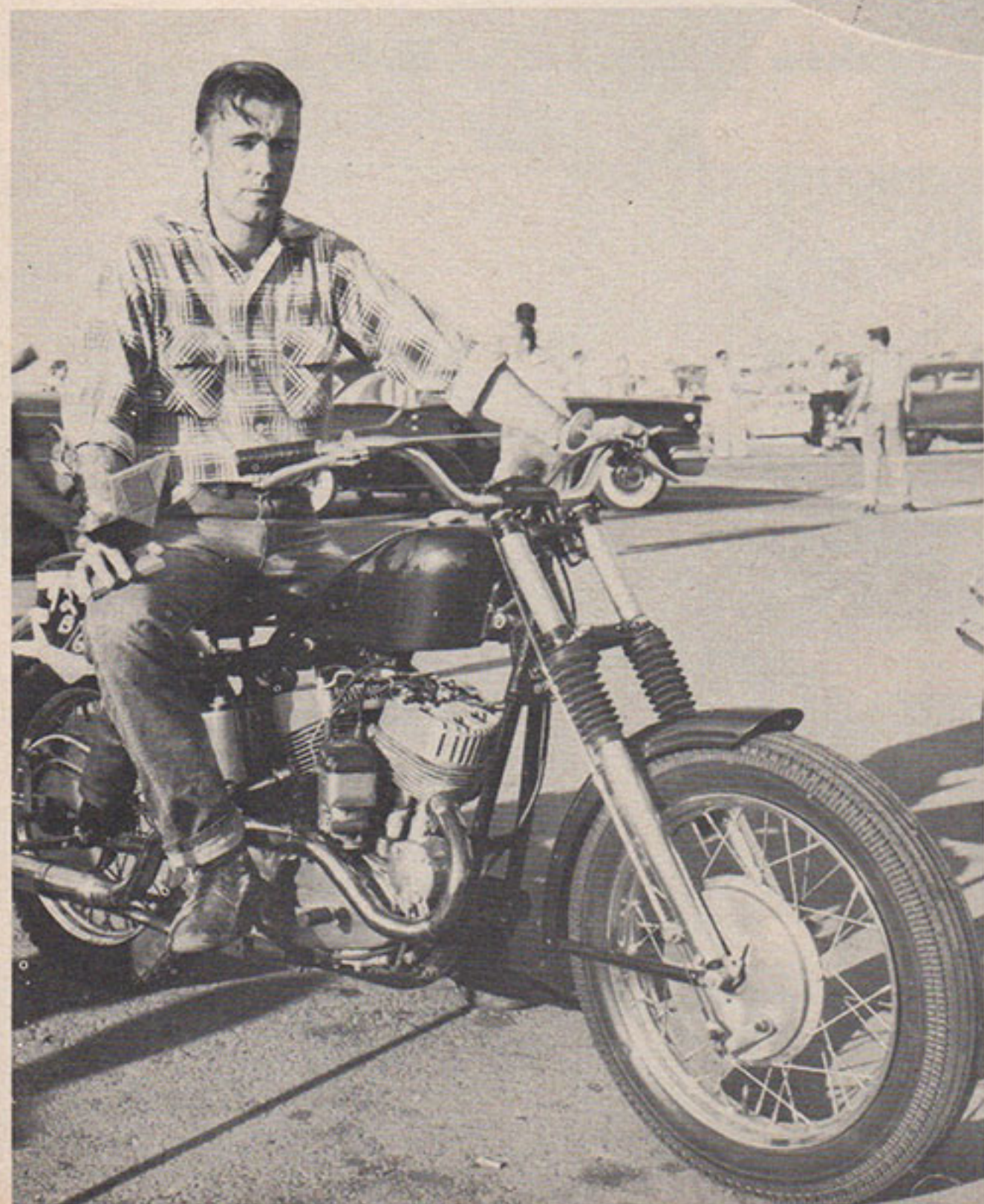
C. W. McFarland—won the D-Gas race with a top speed of 74.40 mph. McFarland is an avid member of the Aztec Motorcycle Club of San Diego.



Dick Frelander grabs a handful as he heads down the timing strip.

Olie Olsen, winner of the B-Gas event at 93.15 mph. When asked, "How do you make your machine run so fast?" he replied; "I just clean it!"

Pete Preble, winner of the A-Gas event at 98.74 mph. Pete also is a member of the San Diego Timing Club.





# Harley-Davidson

*tops 'em all*

*in 1955 competition!*

wins 17 out of 24 National Championships / sets three new A. M. A. records

**TAKES FIRST SIX PLACES IN NATIONAL CHAMPIONSHIP POINT STANDINGS**

NEVER before has any one brand of motorcycle set such a tremendous record as the winning Harley-Davidsons in 1955 — with 17 out of 24 National Championships . . . three new A.M.A. records . . . and the first six places in the Grand National Point Standings. Brad Andres led the parade by capturing 80 Championship points with 600 first-place miles. Everett Brashear ranks second with 54 points; Joe Leonard, 53 points; John Gibson, 40 points; Jim Phillips, 25; and Don Hutchinson ties with 21 points — all riding Harley-Davidsons.

Here is your proof of Harley-Davidson's leadership in horsepower, stamina, durability and championship qualities. Here is your guarantee that you're mounted on the *world's finest* when you own and ride a Harley-Davidson. Stop in at your Harley-Davidson dealer and look over the "Number 1" brand of horsepower in the Nation! See and ride the sensational, new 1956 models — ask your dealer about his easy-pay-plans and high trade-in allowance. Ride a winner — be a winner!

**HARLEY-DAVIDSON MOTOR COMPANY, Milwaukee 1, Wisconsin, U. S. A.**

**BRAD ANDRES  
GRAND NATIONAL  
CHAMPION**

**Other outstanding Harley-Davidson riders in 1955**

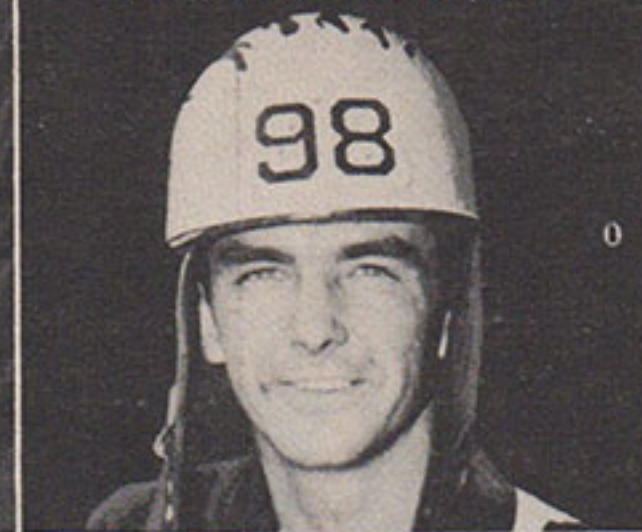


Don Tindall | Paul Goldsmith | Denny Grammer | Louis Corriere

2nd Everett Brashear



3rd Joe Leonard



4th John Gibson



5th Jim Phillips



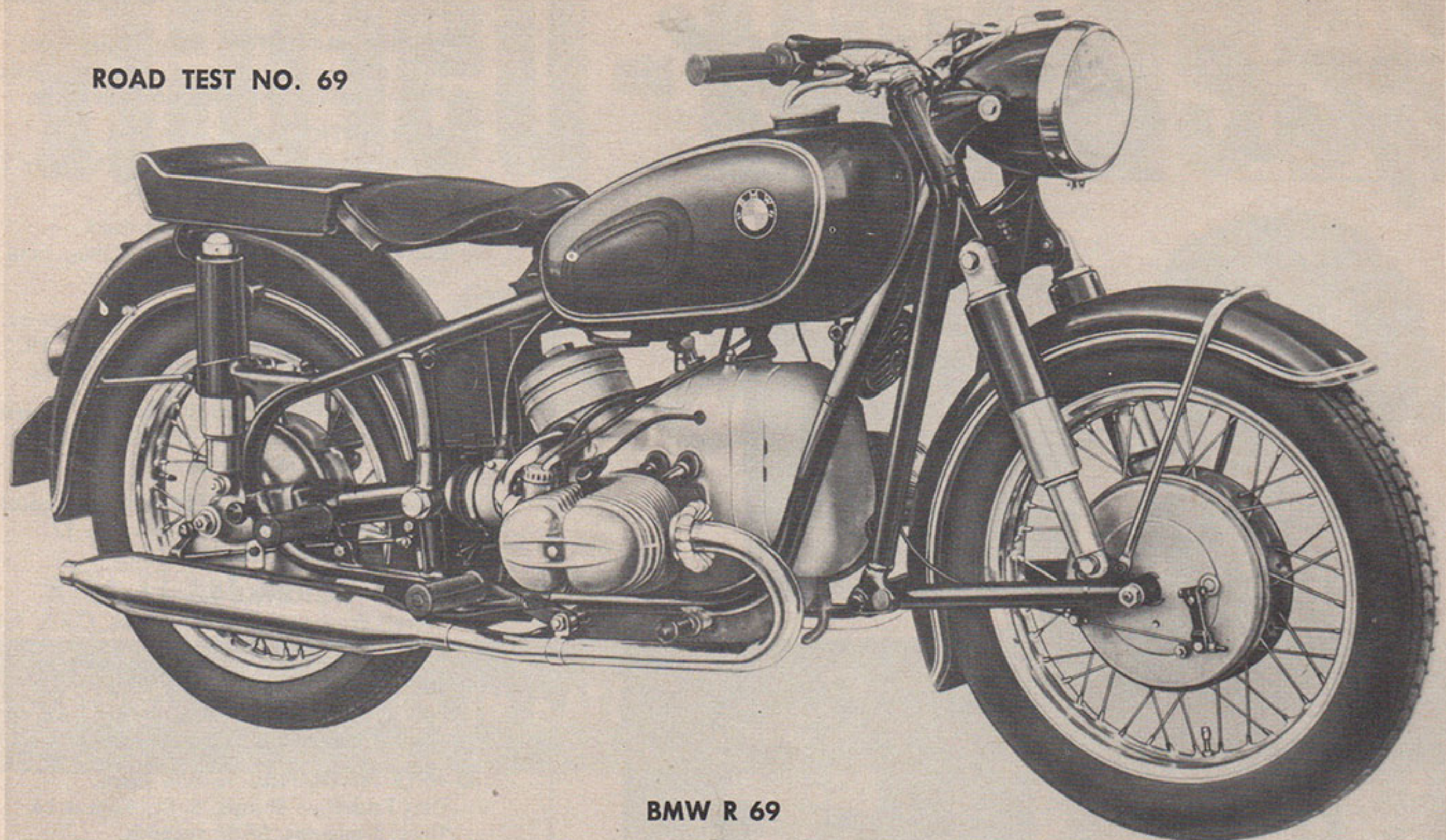
6th Don Hutchinson  
(tie)



**Harley-Davidson's 17  
1955 National Championships**

- 200-MILE NATIONAL** Beach-Road Race.  
Brad Andres — Daytona Beach, Fla., March 13.  
Time: 2 hours, 5 minutes, 46.54 seconds.
  - 5-MILE NATIONAL** 1/2-mile track.  
Everett Brashear — Richmond, Va., May 29.  
Time: 4 minutes, 43.95 seconds.
  - 10-MILE NATIONAL** 1/2-mile track.  
Everett Brashear — Columbus, Ohio, June 12.  
Time: 9 minutes, 57.20 seconds.
  - 100-MILE NATIONAL** 1-mile road course.  
Brad Andres — Laconia, N. H., June 19.  
Time: 1 hour, 49 minutes, 46.36 seconds.
  - 75-MILE NATIONAL** 1 1/2-mile road course.  
Brad Andres — Dodge City, Kan., July 4.  
Time: 1 hour, 35.21 seconds.
  - 50-MILE NATIONAL** 8/10-mile road course.  
Joe Leonard — Windber, Pa., July 17.  
Time: 59 minutes, 17.08 seconds.
  - 20-MILE NATIONAL** 1-mile track.  
Everett Brashear — Bay Meadows, Calif., July 24.  
Time: 13 minutes, 29.59 seconds.
  - 8-MILE NATIONAL** 1/2-mile track.  
Paul Goldsmith — Hammond, Ind., August 7.  
Time: 7 minutes, 23.38 seconds.
  - 6-MILE NATIONAL** 1/2-mile track.  
Don Tindall — Sturgis, S. D., August 14.  
Time: 5 minutes, 57.50 seconds.
  - 25-MILE NATIONAL** 1-mile track.  
Everett Brashear — Springfield, Ill., August 21.  
Time: 17 minutes, 26.38 seconds.
  - 9-MILE NATIONAL** 1/2-mile track.  
Joe Leonard — Milwaukee, Wis., August 27.  
Time: 8 minutes, 44.31 seconds.
  - 15-MILE NATIONAL** 1-mile track.  
Everett Brashear — Du Quoin, Ill., August 28.  
Time: 10 minutes, 48.34 seconds.
  - 100-MILE NATIONAL** 1-mile speedway.  
Brad Andres — Langhorne, Pa., September 4.  
Time: 1 hour, 4 minutes, 51.21 seconds.
  - PIKES PEAK GRAND PRIX  
NATIONAL HILLCLIMB**  
Don Tindall — Colorado Springs, Col., Sept. 5  
Time: 16 minutes, 8.6 seconds.
  - 45" TT NATIONAL** 1/2-mile track.  
Joe Leonard — Peoria, Ill., September 11.  
Time: 8 minutes, 4.55 seconds.
  - 45" AMATEUR CLASS A HILLCLIMB**  
Louis Corriere — Laconia, N. H., September 18.  
Time: 7.27 seconds.
  - 125-MILE NATIONAL** 2-mile road course.  
Brad Andres — Torrey Pines, Calif., October 9.  
Time: 2 hours, 1 minute, 9 seconds.
- New 1955 A. M. A. Records  
Set By Harley-Davidson**
- 20-Mile for 1-mile tracks** —  
Everett Brashear — 13 minutes, 29.59 seconds.
  - 100-Mile Dirt Track Speedways** —  
Brad Andres — 1 hour, 4 minutes, 51.21 seconds.
  - 1-Mile Class C Straightaway** —  
Denny Grammer — 135.493 mph on a 74 OHV.





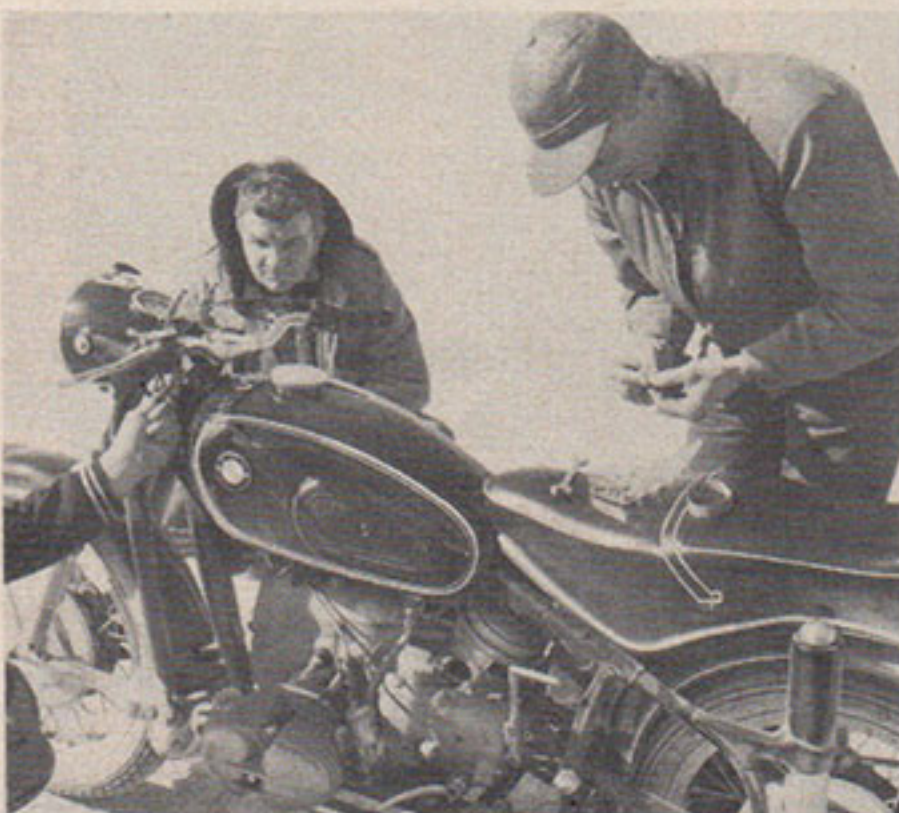
BMW R 69

# THE BMW R69

TO MANY the name BMW stands for the pinnacle in motorcycle engineering; this not surprising because although the BMW is unconventional, its basic design is obviously right and the attention to detail and finish are superb.

Shaft drive and the opposed twin design have been the hallmark of BMW motorcycles for many years. Basically nothing would seem more logical than placing a motorcycle engine square in the frame; that is to say with the engine crankshaft in the longitudinal axis of the machine. This enables the drive to be taken directly from the engine flywheel through the single plate clutch to the four-speed gearbox and from here via the drive shaft to the bevel gear drive of the rear wheel. Nothing could be more straight forward. The similarity to generally accepted automotive design practice is immediately apparent. Engine and transmission are built in unit and engine torque is transmitted through a car-type single plate clutch.

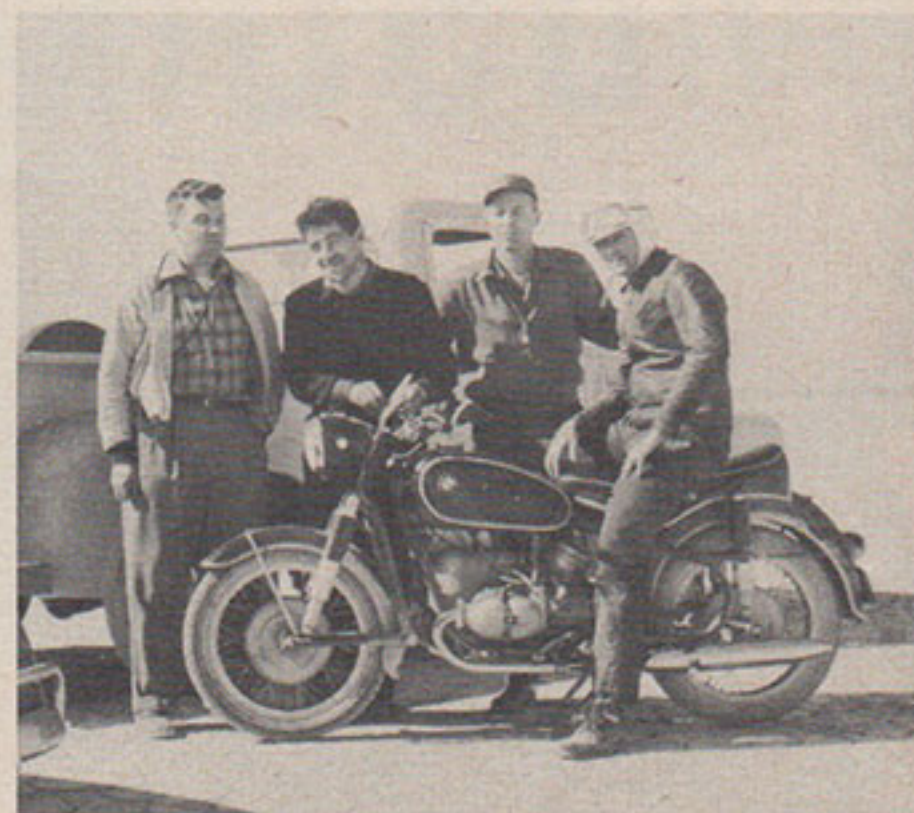
Because of the fact that the clutch is positioned between the engine and the transmission it only has to transmit engine torque. The final drive be-



Left to right: Charles Galbreath, owner of the test machine, and Earl Flanders, distributor, check the carburetor jets after speed run of 100 mph.

ing of the spiral bevel variety also is reminiscent of automotive practice. The drive shaft is rubber-cushioned to even out the torque pulsations and to safeguard the transmission elements against extreme peak loads.

New in the R 69 design is the drive-shaft construction enclosed in a tube which also serves as one of the rear wheel suspension swinging arms. All the drive-elements are neatly enclosed and protected against dust and water. They require no maintenance other than an occasional check and replenishment of the lubricant.



Left to right: Charles Galbreath, Clemens Weibel, Earl Flanders, and editor, Don Brown.

The only disadvantage of shaft drive in connection with the competition scene seems to be that an alteration in the gear ratio is not as easily effected as if the bike were fitted with chains and sprockets.

There is no doubt whatsoever that the BMW is easily controlled at high speeds. Perfect balance, unusual flexibility and a most reassuring feeling of safety are the foremost factors which give the rider of the BMW the utmost confidence in his machine, especially at high speeds.

There appears to be some confusion



on the often mentioned phenomenon of "torque reaction" in transverse engines. It is true that in the case of the BMW a slight rocking motion is felt when the throttle is opened and shut with the engine stationary. This motion however has nothing to do with the reaction of the "drive" torque, because with the machine stationary no drive torque is transmitted. Any engine that delivers torque—whether placed cross-wise in the frame or otherwise—tends to rotate with the same torque in the opposite direction.

It will be clear that the engine cannot do this on account of it being fixed in the frame. In other words, all the drive torque effects are canceled out in the frame and it is impossible for the rider to notice any effects of this drive torque reaction even if the engine is pulling hard. What then causes this rocking motion in the BMW when the throttle is blipped? This is caused by the "inertia" torque reaction of the revolving masses in the engine, such as the flywheel, crankshaft, part of the connecting rods etc., and this only occurs when the engine is accelerated or decelerated, but it

in motion.

During our speed testing at Rosamond, California, on the dry lakes, the wind was gusty and would in fact change direction frequently. The trouble with this, apart from the danger factor was that no matter how we set up the speed traps, the wind direction would change, ruining our most carefully planned approach angle. The wind was running across the desert at an approximate 28 to 30 miles per hour.

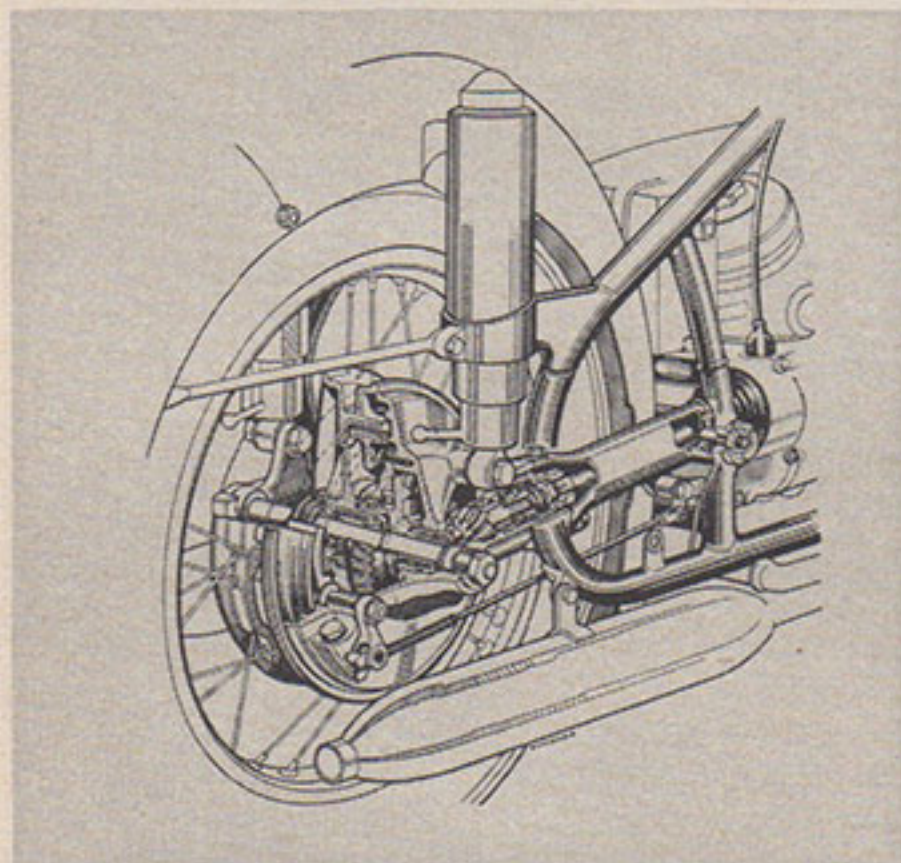
When doing speed tests under these conditions one has to bear in mind that a motorcycle, or any other vehicle for that matter, does not increase its top speed in direct proportion to the magnitude of the tail wind. In other words, just because there is a tail wind of say 30 mph, the motorcycle will not gain exactly 30 mph in top speed; nor will it slow down the same amount when running against it.

We ran the R 69 in both directions—one down wind run resulted in a speed of 112 mph and the return run against the wind clocked 98 mph. The mean speed according to these figures consequently averaged out at 105 mph.

that it would fire on the first kick. In fact editor Don Brown took him up on it and lost. The R 69 fired on the very first kick after a cold ride to the test grounds in an open pick-up truck. The engine idles very smoothly and faultlessly with an exhaust beat characteristic of this type engine. Very impressive also is the almost complete lack of vibration and mechanical quietness at all speeds.

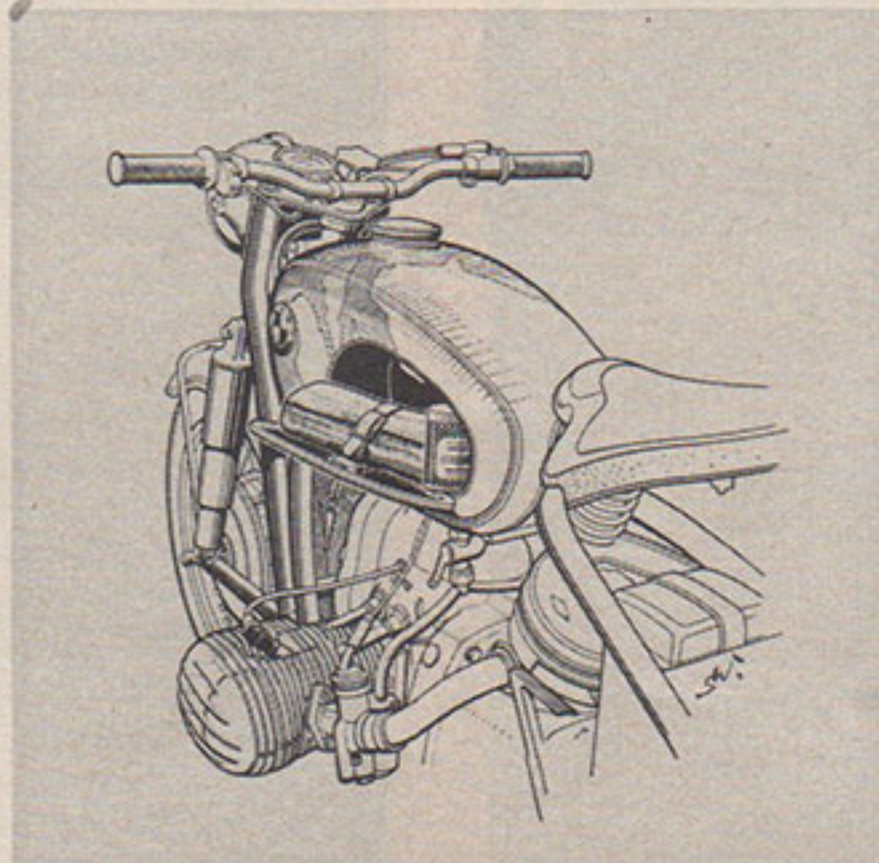
The front suspension earned high marks. It is of the leading link type and in the static position the rear pivot point is slightly higher than the front wheel spindle. This means that there is a lever action (when the front wheel is braked) of the spindle with respect to the suspension arm pivot and this action just about cancels out the nose-diving tendency normally experienced with telescopic or girder forks, resulting in the bike remaining on a fairly even keel when both brakes are applied. And this is just as well as the stoppers on this machine are among the most powerful and smoothest we have ever tested, and this is especially true of the front brake which is of the two-leading shoe type with com-

# ROAD TEST



The rear suspension of the R69 BMW. Note enclosed drive shaft and spiral bevel gears and position of the suspension strut.

has nothing to do with drive torque. In other words if we open the throttle, the "reaction" of the engine torque necessary to speed up the revolving components is noticed and the machine can be felt heeling over against the direction of engine rotation. Conversely if the throttle is suddenly closed the kinetic energy of the rotating masses tends to drive the engine, which in turn causes an inertia reaction in the other direction. However, although this inertia torque reaction theoretically exists, its practical effect is so slight that it is not noticeable with the bike

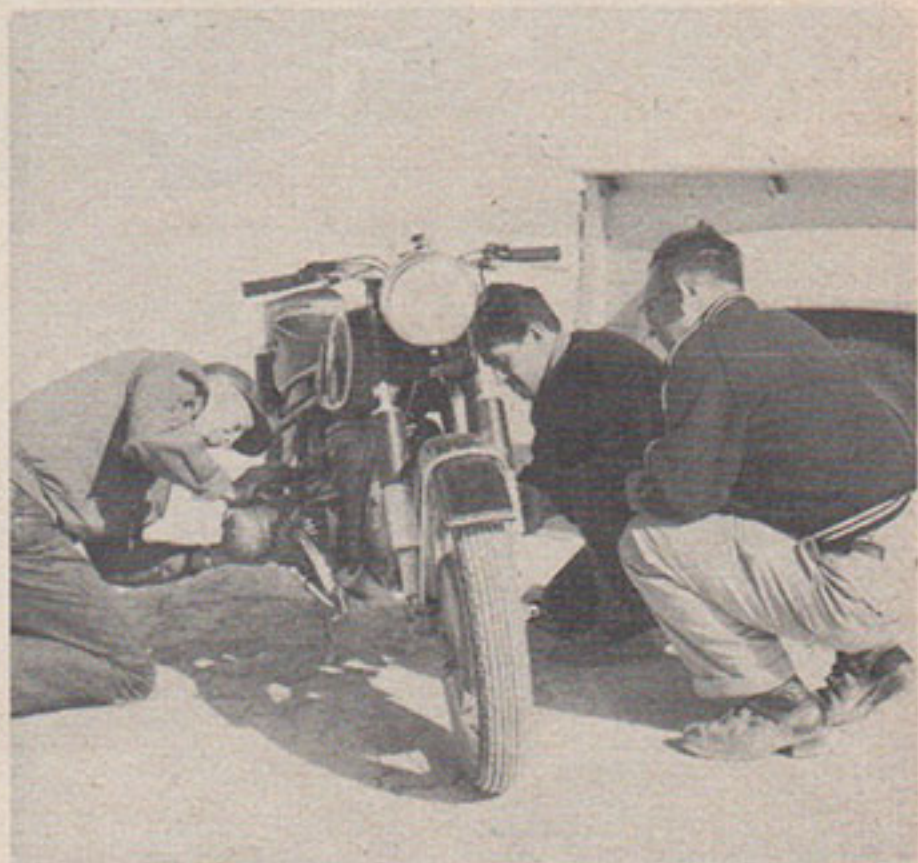


Note clever arrangement of the tool box which extends out from the gasoline tank.

While this figure does not necessarily indicate the exact top speed of the R 69 we do feel that on a normal day the machine should be capable of a top speed well in excess of 100 mph without unduly straining the engine.

Upon checking the acceleration we noticed that at very high rpm the valves could be made to float causing a distinctly audible clatter.

A very pleasant surprise is in store for anyone about to start the BMW for the first time. Earl Flanders briefly explained the correct starting procedure, offering to bet the test crew



Here the test crew checks the carburetor adjustments prior to the acceleration trials.

pensated control.

The rear suspension also is most satisfactory; it has plenty of travel and the construction and mounting of the swing arm is very rigid. An easily operated control on the suspension struts stiffens the spring rate for pillow riding.

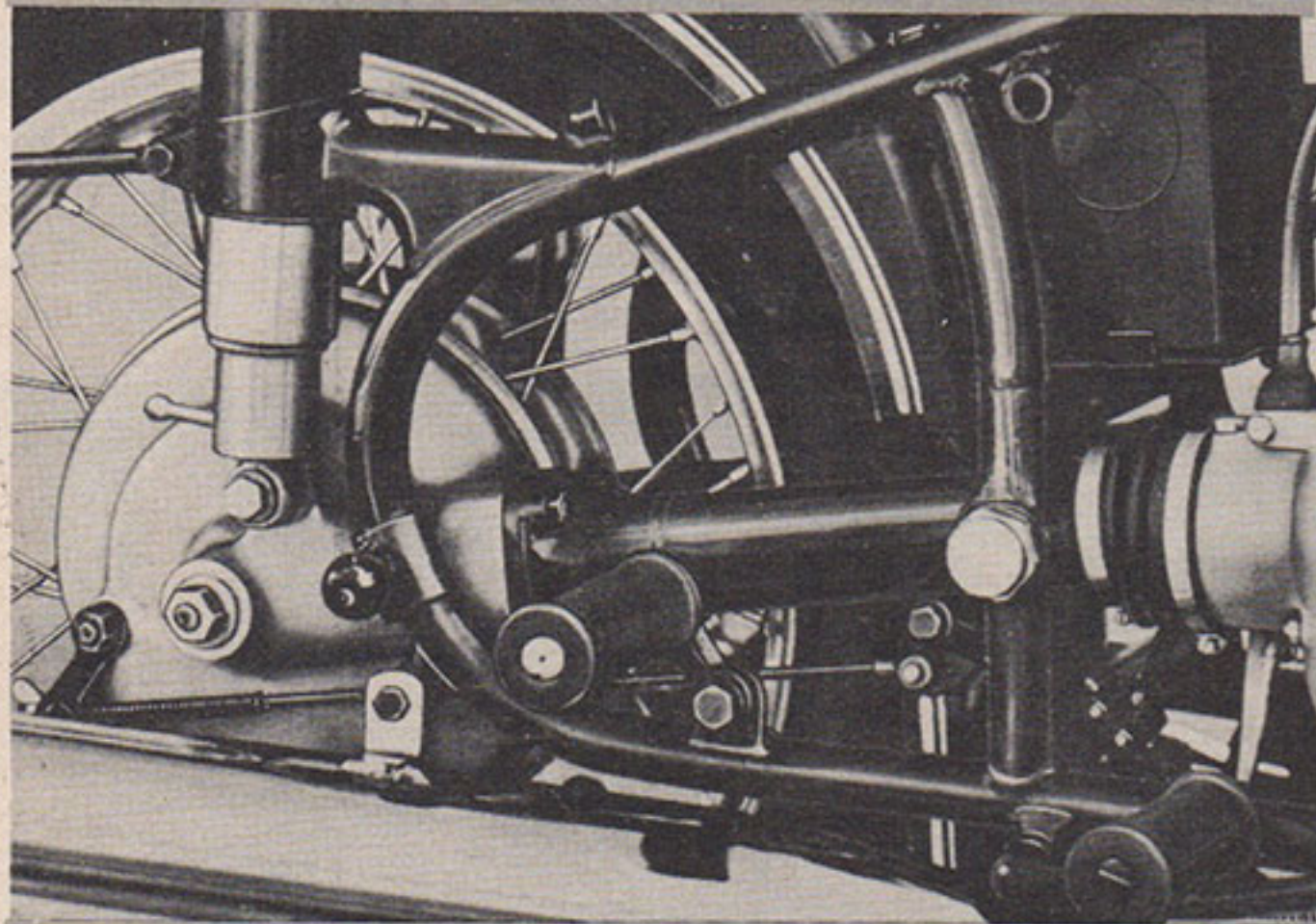
The clutch mechanism works faultlessly, the single plate clutch releases entirely under all circumstances and at no time was gearclashing experienced when engaging low gear from neutral. Earl Flanders pointed out that some experienced riders prefer to only par-



tially release the clutch when shifting gears so that the rider can actually feel the gears meshing.

Our test machine was fitted with the Continental type flat handlebars and a very comfortable dual seat. For the speed runs this arrangement was most satisfactory for it allowed the rider to assume the "flat out" position with a minimum of fuss. However, for around town riding a Western type bar can be fitted if so desired. Like most German made machines the gear change lever is positioned on the left side and the rear brake lever on the right (DIN Standards). Sometimes this is confusing, especially when one is used to the opposite arrangement. Nevertheless, in the case of the R 69 both controls were very easy to operate and ideally arranged in respect to the rider's seating position.

As far as external appearance is concerned there is little doubt about it



Closeup of driveshaft and damping arrangement.

that the BMW never fails to impress the true motorcycle enthusiast. The light alloy castings and general finish are superb and the logical and orderly arrangement of the various components clearly indicates that this machine was designed and built by craftsmen who take a pride in their job. Even after the extensive test procedure the machine remained practically oil tight, only the slightest trace of oil could be detected.

Summarizing, we found the R 69 to be a highly desirable motorcycle. It is spirited in performance and equally matched with perfection in workmanship and obvious lasting qualities.

Because of its price (approximately \$1,400) it is obviously aimed at the connoisseur desirous of obtaining only the very best. The BMW test machine was furnished by Mr. Charles Galbreath in cooperation with Earl Flanders, Western distributor. ●

## Performance Summary

### MAXIMUM SPEEDS

1st gear .....	32 mph
2nd gear .....	54 mph
3rd gear .....	85 mph
4th gear .....	105 mph (approximate)

### ACCELERATION

1/4 mile drag .....	15.5 sec.
1/10 mile drag .....	8.5 sec.

### BRAKING DISTANCES

from indicated 20 mph to full stop—

Front brake only .....	17'
Rear brake only .....	38'
Both brakes .....	12'

### GASOLINE MILEAGE

average (on road only).....55 mpg appr.

### SLOW RUNNING

High (4th) gear without lugging.....15 mph

## Specifications

**ENGINE:** Opposed twin, push-rod operated overhead valves by central camshaft. Bore and stroke 72 x 73 mm (2.83 x 2.87 in.). Cubic capacity 590 cc. Compression ratio 8.0:1. Output 35 bhp at 6800 rpm. Wet sump lubrication. Two Bing carburetors.

**ELECTRICAL EQUIPMENT:** 6 Volt, 90 Watt generator. Headlight, stop and tail light. Magneto ignition. Manual ignition advance in addition to automatic advance. Completely enclosed magneto and generator.

**TRANSMISSION:** BMW four speed gearbox built in unit with engine with positive foot-control. Gearbox ratios: First: 5.33:1; second: 3.02:1; third: 2.04:1; top: 1.54:1; Final drive bevel gear ratio: 3.18:1 (4.25 for sidecar). Large single dry plate clutch. Shaft drive to rear wheel with completely enclosed rubber cushioned propellershaft. Pinion and ring gear final drive.

**FRAME:** Special design with welded duplex tubes. Central stand. Leading arm front suspension with hydraulic damping. Swinging arm rear suspension with hydraulic damping, and quick spring rate adjustment for pillion riding.

**TIRES:** front: 3.50 x 18; rear: 3.50 x 18. Polished 18 in. light alloy wheel rims. Wheels are interchangeable.

**BRAKES:** Large diameter brakes in full width hubs, mechanically operated. Two-leading shoe type front brake with compensated control.

**FUEL TANK CAPACITY:** 4.4 gallons

**OVERALL LENGTH:** 83 1/2 in.

**SEAT HEIGHT:** 29 in.

**WEIGHT AS TESTED:** 455 lbs

**MANUFACTURERS:** Bayerische Motoren Werke, Munchen 13, Germany.

**DISTRIBUTOR:** East, Butler and Smith Trading Corp., New York; West, Earl Flanders Co., Pasadena, Calif.



# TWO NEW MODELS FOR NORTON

## "350" Re-enters Norton Line

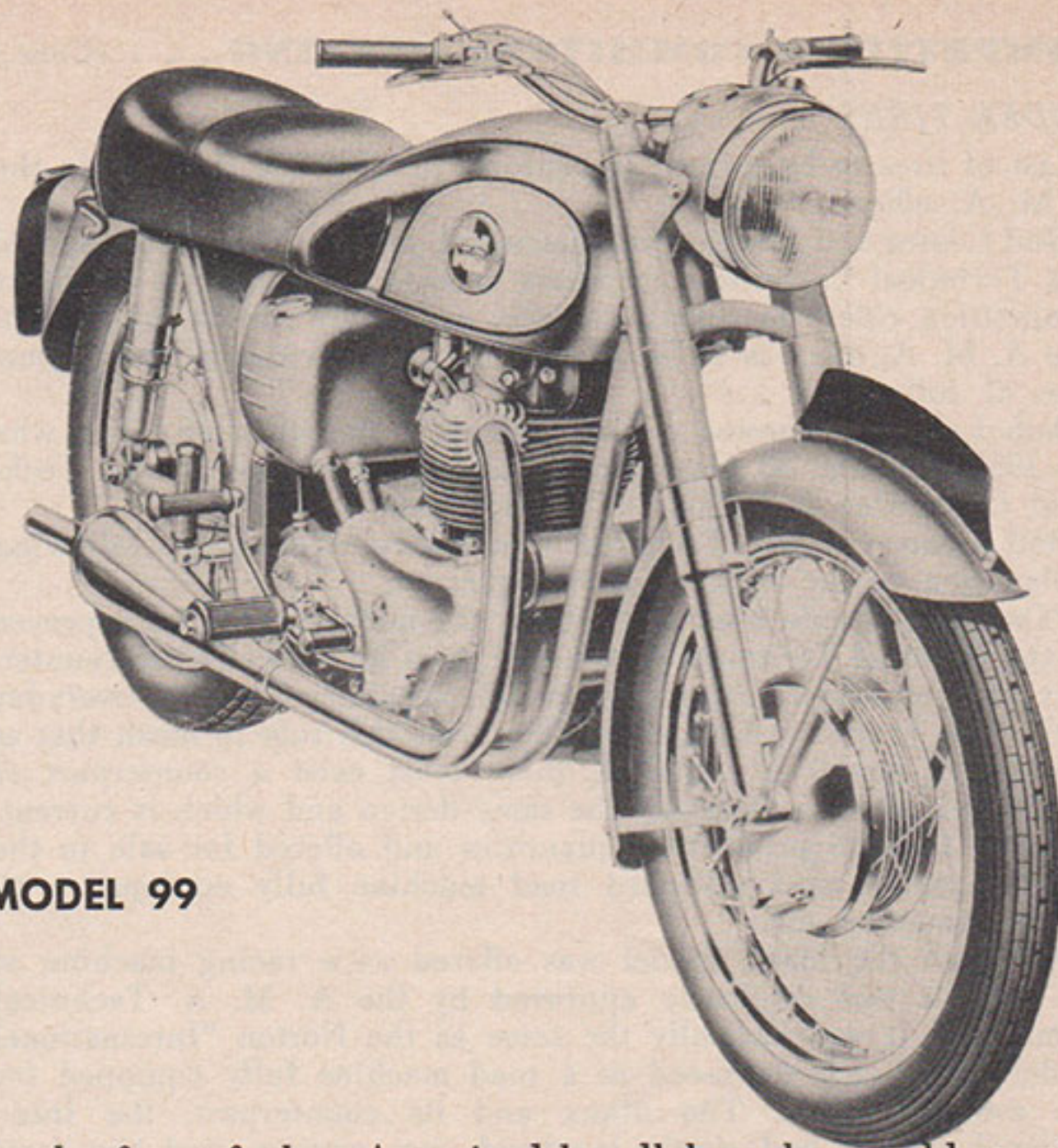
TWO NEW designs satisfying the demands of widely differing sections of the motorcycle public are included in the 1956 program announced by Norton Motors Ltd., of Bracerbridge Street, Birmingham, 6, England.

Heading the new season's range is the "Model 99," a high-performance 597 c.c. twin cylinder machine based on the very successful 500 c.c. "Dominator 88," which remains in production, while the "Model 50," of 348 c.c. capacity, marks the re-entry of Norton Motors into the medium-capacity field. This new medium-weight single is similar in many ways to other machines in the single-cylinder range, the long-established 500 c.c. "Model E.S.2," and the 500 c.c. "Model 19S" which was introduced last year.

Production now falls into two distinct groups—the singles and the twins with many design changes applicable to all models in each group. In addition, there are a number of modifications common to all models throughout the range, including the adoption of full-width light alloy hubs, swinging-arm rear suspension and a new Lucas headlamp incorporating speedometer, ammeter and switch. The use of this new headlamp obviates the earlier Norton instrument panel, and a modified headclip now replaces this item. Forged rear fork ends are now fitted, replacing the trapped tube ends previously employed.

All machines in the "singles" group now have a restyled petrol tank giving a capacity of  $3\frac{1}{4}$  gallons. A combined battery box and tool-box on models in this group houses the voltage control unit and a new-type battery with internal connections. A matching oil tank is fitted to the off-side of the machine, and the electric horn is centrally mounted between the two units and is completely concealed. An enclosed battery and voltage control unit is also featured on the twin-cylinder machines, and here again the oil tank has been restyled to match, but in this case the tools are carried as before in a special compartment beneath the dualseat.

A more comfortable ride at very low speeds is provided by a lightened initial action of the two-rate coil springs



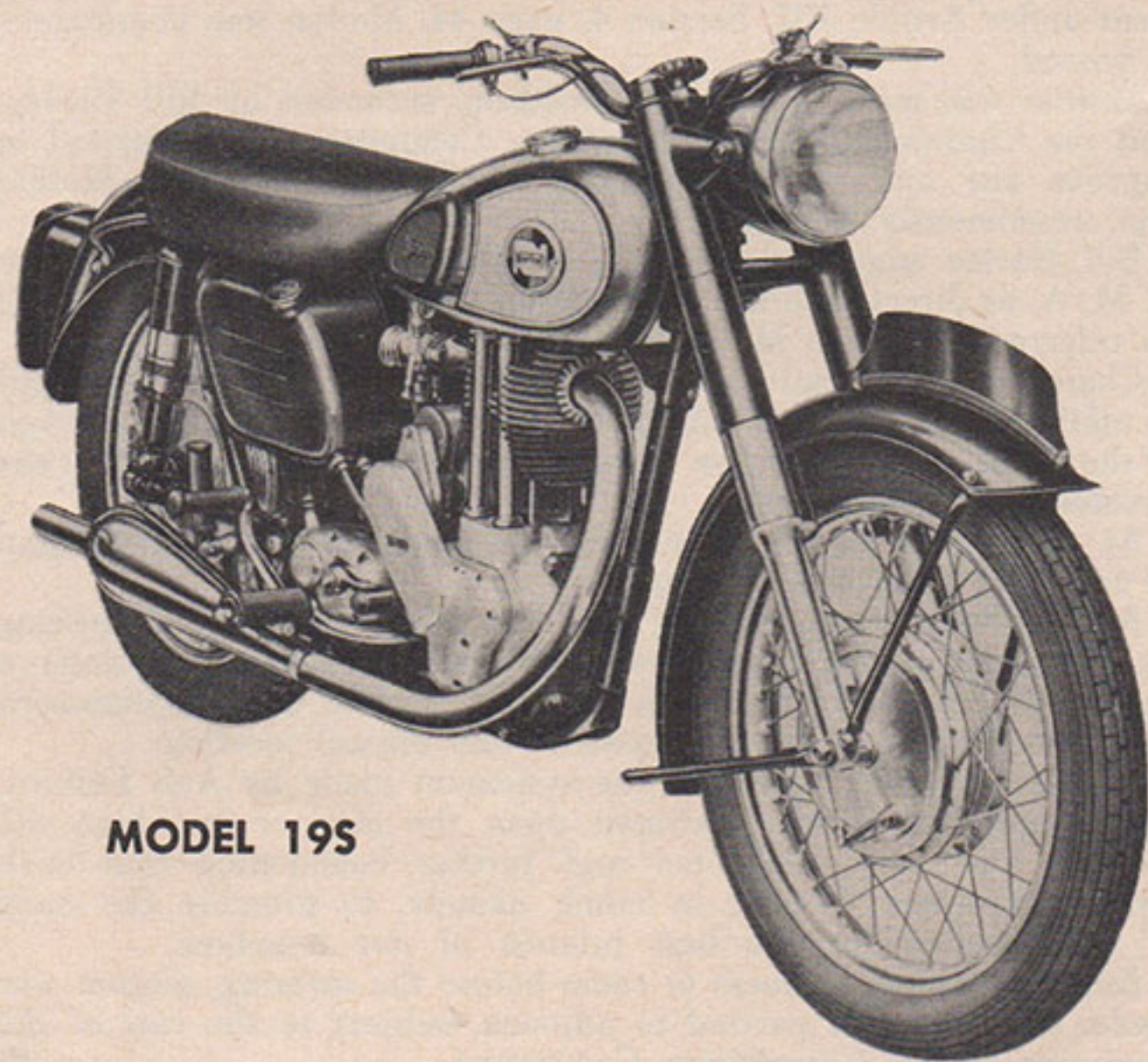
MODEL 99

in the front forks. A revised handlebar shape adds to the comfort, and a combined horn-push and dipswitch now lies conveniently to the rider's left hand.

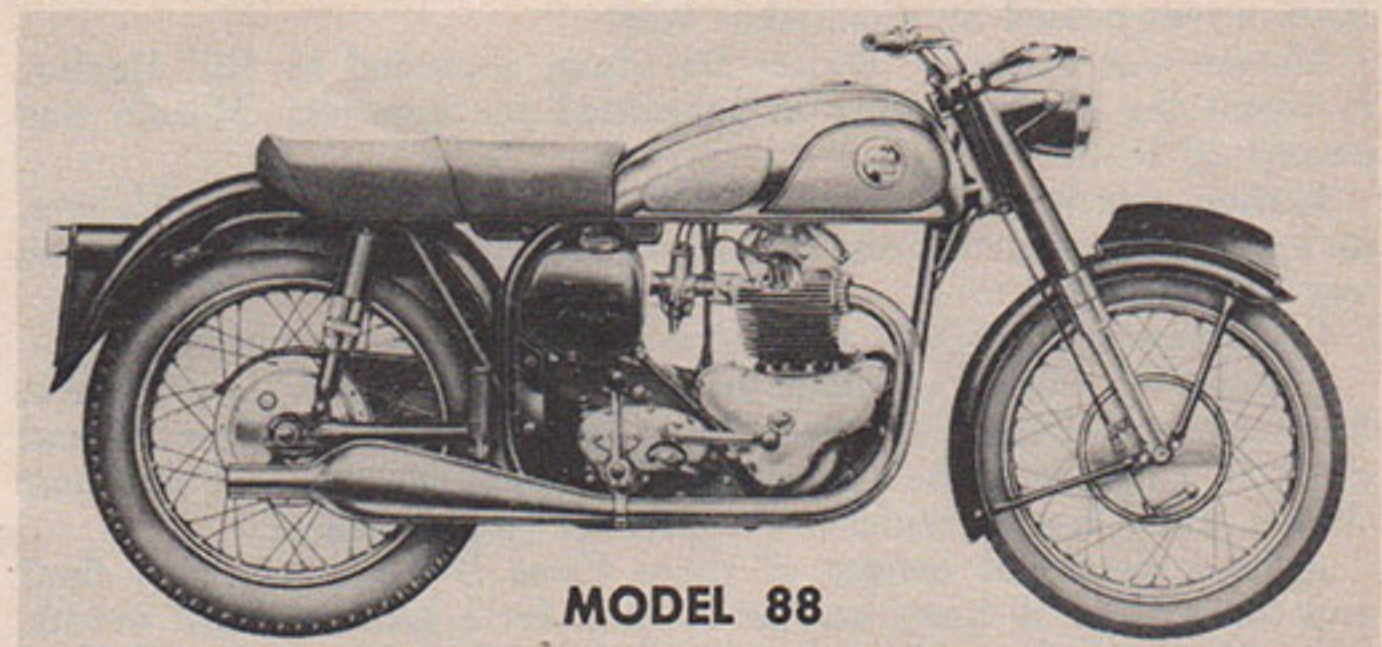
Both twin-cylinder machines employ the famous "Featherbed" duplex frame and are equipped with positive rear-chain oiling by means of an extension to the oil-tank breather. The established "Model 88" is increased in compression ratio from 6.8 to 7.8:1 in order to take full advantage of modern fuels. Similar in outward appearance to the "88," the new "Model 99" twin-cylinder engine has a bore and stroke of 68 x 82 m.m. and a compression ratio of 7.4:1; it is fitted with wire-wound aluminum-alloy pistons, a new departure for Norton machines which is also employed in the new 350 c.c. single.

The "Model 50," the newcomer to the "singles" group has a bore and stroke of 71 x 88 m.m. and a compression ratio of 7.3:1. Increased cylinder barrel finning on the "Model E.S.2" allows cooler running of this engine; the "E.S.2" has a stepped up compression ratio from 6.8:1 to 7.1:1, and this, together with a new shape of exhaust cam, has resulted in an appreciable gain in power output.

Front and rear mudguards throughout the range have been re-designed, the new rear mudguard being deeply balanced and incorporating a detachable tail-piece to aid



MODEL 19S



MODEL 88

swift removal of the rear wheel. The traditional silvered tank and black frame and forks is continued for models in the single-cylinder group, while the two "twins" are finished in polychromatic grey. Chromium-plated tanks and wheel rims are standardized, and the lower parts of the front forks are of highly-polished aluminum. The plastic tank motif introduced last year is continued, and a miniature replica of the badge adorns the timing cover of the twin-cylinder models.

**EDITOR'S NOTE:** Specifications vary as to location. The model "88" is equipped with special cams for the U.S. market. ●



**UNDER TIRES**

List of tires to be revised to conform to approved list now in the A. M. A. office.

Rod Coates and Reggie Pink discussed, and the Committee agreed that Technical Committee members make a special effort to direct competition riders to repair, replace, or remove unsafe equipment. The A. M. A. office is to be advised of these incidents for the purpose of follow up.

Aub LeBard requested a clarification of the question as to why the 1955-56 model 30 Manx-Norton was not approved by the Technical Committee for Class "C" competition.

Rod Coates of the Technical Committee offered the following explanation as an answer to that question.

"Our A.M.A. rule book states that "the motorcycle to be approved by the National Technical Committee must be basically the counterpart of a standard production model, regularly sold for everyday use". The Technical Committee interprets this rule to mean that at the time a model is approved, there must exist a counterpart of this model which is basically the same design and which is currently being built in production quantities and offered for sale to the general public as a standard road machine fully equipped with lights, generator, etc.

Although the Manx model was offered as a racing machine at the time it was originally approved by the A. M. A. Technical Committee, it was basically the same as the Norton "International" model then being produced as a road machine fully equipped for the everyday rider. The Manx and its counterpart, the International model, had single overhead cam engines and the same bore and stroke, 79mm by 100 mm.

Later the model 30 Manx Norton became a "double-knocker" when the overhead cam box was re-designed to incorporate two cams rather than a single OHC with rocker arms. This model was entered in Class "C" competition early in 1950 without being re-approved by the A.M.A. Technical Committee. At that time Norton owners stated that the Manx model was still basically the same as the International, although the Manx had double OHC with the International or road model still retained the single OHC design.

When the 1955 model 30 Manx Norton was presented for approval, however, the basic specifications had undergone considerable change as the original bore and stroke of 79mm by 100mm was now 86mm bore by 85.62mm stroke. Also the cylinder barrel and cylinder head castings differed greatly from the early "Manx" or "International" parts.

The Committee now felt that the Manx model could not be approved as there has never been a standard production Norton model regularly sold for everyday use which utilized these basic parts and the large bore and short stroke dimensions of 86 x 85.62.

Although the question has often been raised that the Indian Scout and the KR Harley are not true Class "C" models because their counterparts are no longer being produced as standard models, it must be remembered that at the time the Indian 45 and the KR machines were approved, similar machines with the same basic specifications were being built in production for everyday use."—*End of Rod Coates statement.*

Motion was made by Horace Fritz, seconded by Walter Davidson, to accept Rod Coates' explanation of the Norton Manx question and publish it as the official report of the Competition Committee. Motion was passed by unanimous vote.

Motion was made by Walter Davidson, seconded by Bill Harley, to reject the Norton Manx as submitted for approval. Motion was passed 20 to 5.

Motion was made by Dud Perkins, seconded by Bruce Walters, to approve recapped tires for use in Short Track racing. Motion was defeated 23 to 2.

Chairman E. C. Smith presented the following proposal:

Change the classes of competition riders from the present Novice, Amateur and Expert classifications, to two classes: Class A and Class B. Class B to be comprised of present Novice and Amateur classes, and Class A replaces the present Expert Class.

A race meet will consist of three Class B heats and a B final and three Class A heats and an A final for a total of eight events.

At National Championship races, three B heats and a B final and three A heats and an A consolation and an A final race will be run to make up a nine event program.

Prize money would be divided 40 per cent for B Class and 60 per cent for A Class.

The purpose of this proposed change was to eliminate the least represented class of riders and to increase the amount of prize money for the individual.

Motion was made by Trevor Deeley, seconded by Reggie Pink, to adopt Chairman Smith's program as proposed, effective January 1, 1956, with those Amateurs who have accumulated sufficient points during the 1955 season, to be advanced to the new A Class. All points earned before January 1, 1956, to be retained and future points to become accumulative from one year to the next, until a

total of one hundred points have been acquired to advance from Class B to Class A. Motion was passed 22 to 3.

Sportsman events were discussed in detail with the emphasis placed on safety.

Motion was made by Bill Harley, seconded by Walt Fulton, to present "Sportsman Formula", as submitted to the Competition Committee in pamphlet form, and that this pamphlet is to be sent to Clubs, with the rule book. All requests for sanctions for "Sportsman" events must include a program of events to be conducted. All publicity and advertisements for sanctioned events must show type of event, and the event must be conducted as advertised. Motion was passed by unanimous vote.

Motion was made by Reggie Pink, seconded by Bill Harley, that the winner of the Class B Hill Climb Championship be advanced to A Class. Motion was passed unanimously.

Motion was made by Dud Perkins, seconded by Horace Fritz, to add: "fitted with generator and lights" to paragraph (c), Article III, page 8, of the rule book.

The Competition Committee unanimously approved the recommendation of the Technical Committee to change the rule on exhaust system as covered on Page 9, Section B, to conform to the rule as written in the Class C rules pamphlet.

Motion was made by Oscar Lenz, seconded by John Ciccarelli, to change Endurance Run classifications as listed under Article XVII, Section 11(a), page 55, to read:

BANTANWEIGHT CLASS	—Motors up to and including 175cc.
LIGHTWEIGHT CLASS	—Motors 176cc to 350cc inclusive.
MEDIUM CLASS	—Motors 351cc to 500cc inclusive.
LIGHT HEAVYWEIGHT CLASS	—Motors 501cc to 750cc inclusive.
HEAVYWEIGHT CLASS	—Motors 751cc and up.
SIDECAR	—All models equipped with sidecars.

Motion was made by Reggie Pink, seconded by Bruce Walters, to add "noon control", Article XVII, Section 40, page 60. Motion was unanimously passed.

Motion was made by Reggie Pink, seconded by Bruce Walters, to add "this does not prevent other members not connected with actual layout from competing", Article XVII, Section 6, page 54. Motion was unanimously passed.

Motion was made by John Ciccarelli, seconded by Horace Fritz, to delete Sections 43, 44, 45 and 46, under Article VIII, HILL CLIMBING, page 27.

Add to Section 43: "The 15 high point riders taken from the combined 45 cu. in. Amateur events (Amateur and Amateur final) are eligible to compete in the 45 cu. in. Amateur event at the Class A National Championship Hill Climb."

Section 44: "The 15 high point riders taken from the combined 74 cu. in. Professional events (Professional and Professional final) are eligible to compete in the 74 cu. in. Professional event at the Class A National Championship Hill Climb." Motion was unanimously passed.

Motion was made by Bill Harley, seconded by James Tagaris, to delete paragraph pertaining to Class C, 80 cu. in piston displacement under Article XII, Section 4, page 44. Motion was unanimously passed.

Motion was made by Walter Davidson, seconded by Bill Harley, that the Chairman of the Competition Committee be authorized to approve any and all appointments of District Referees. Motion was unanimously passed.

Bill Harley suggested that any question of policy pertaining to A. M. A. as directed to the Competition Committee members, should be referred to the A. M. A. home office.

Chairman E. C. Smith advised the Committee that the approval to affiliate with the F. I. M. does not come under the jurisdiction of the A. M. A. Competition Committee, but must be referred to the Trustees for consideration.

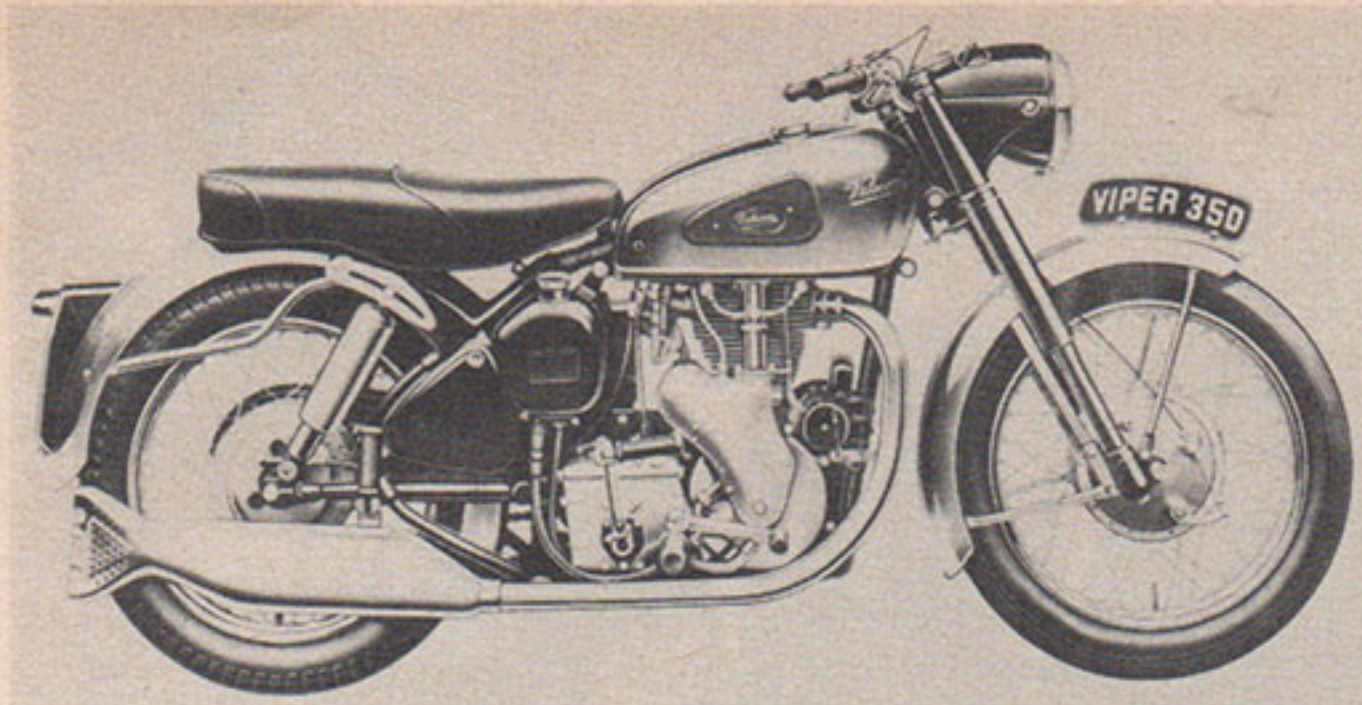
At the request of the Chairman, the members were called upon to comment upon the meeting.

Aub LeBard stated that it was the most constructive meeting he had ever attended and felt that the Committee had done a wonderful job and that each member should be complimented for his contribution to the success of the annual meeting.

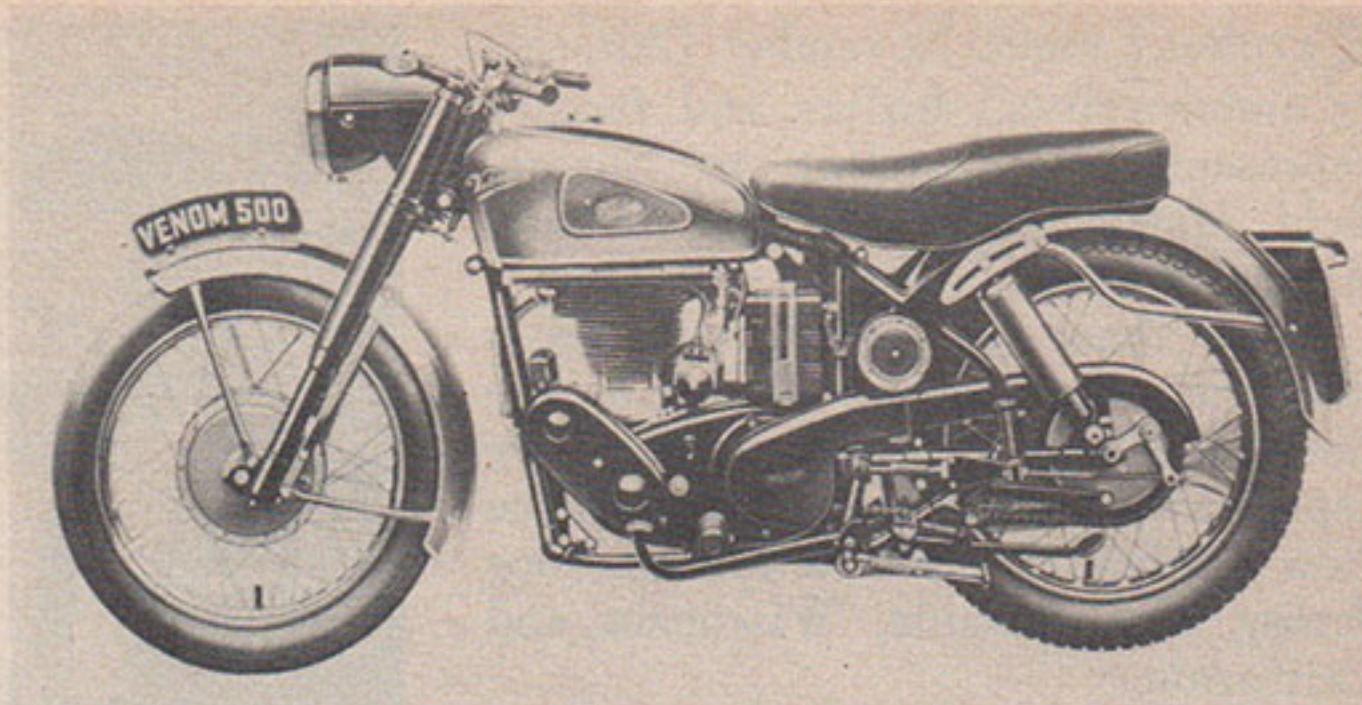
Walter Davidson reiterated the statement made by Aub LeBard, and complimented the Chairman upon the manner in which the meeting had been conducted and further commented that each member had one thought in mind, namely, to promote the sport of motorcycling for the best interest of our members.

Not any further business to come before the meeting, motion was made, seconded and carried to adjourn, subject to the call of the Chairman of the Competition Committee.





1956 "VIPER"



1956 "VENOM"

ONE OF THE MOST conservative firms in the motorcycle industry, Velocette Ltd. of Hall Green, England, has considerably increased their sales potential for '56,' by introducing two brand new Sports models.

By gradually incorporating modern improvements, and utilizing skill for which their engineers are world famous, Velocette Ltd. enter the new year with a vastly improved model range.

### 349 cc "VIPER" — 499 cc "VENOM"

It is apparent that much of the designer's skill has been focused on the development of the "Viper." The engine specifications, which are more nearly square than previously: i.e., 72mm by 86 mm, instead of 68mm by 96 mm, offer the latest in single cylinder efficiency.

The head casting of the 499 cc model is exactly the same as for the 349 cc "Viper." Some machining is done to provide the "Viper" with 8:5 compression.

# Introducing the "Viper" and "Venom"

## Velocette Increases Its New Model Range To Seven

The valve arrangements are also improved and they include hairpin valve springs with rotating valves, instead of the coil type which has been standard on the MAC for the past 20 odd years. The result is maximum reliability coupled with "extra punch" power.

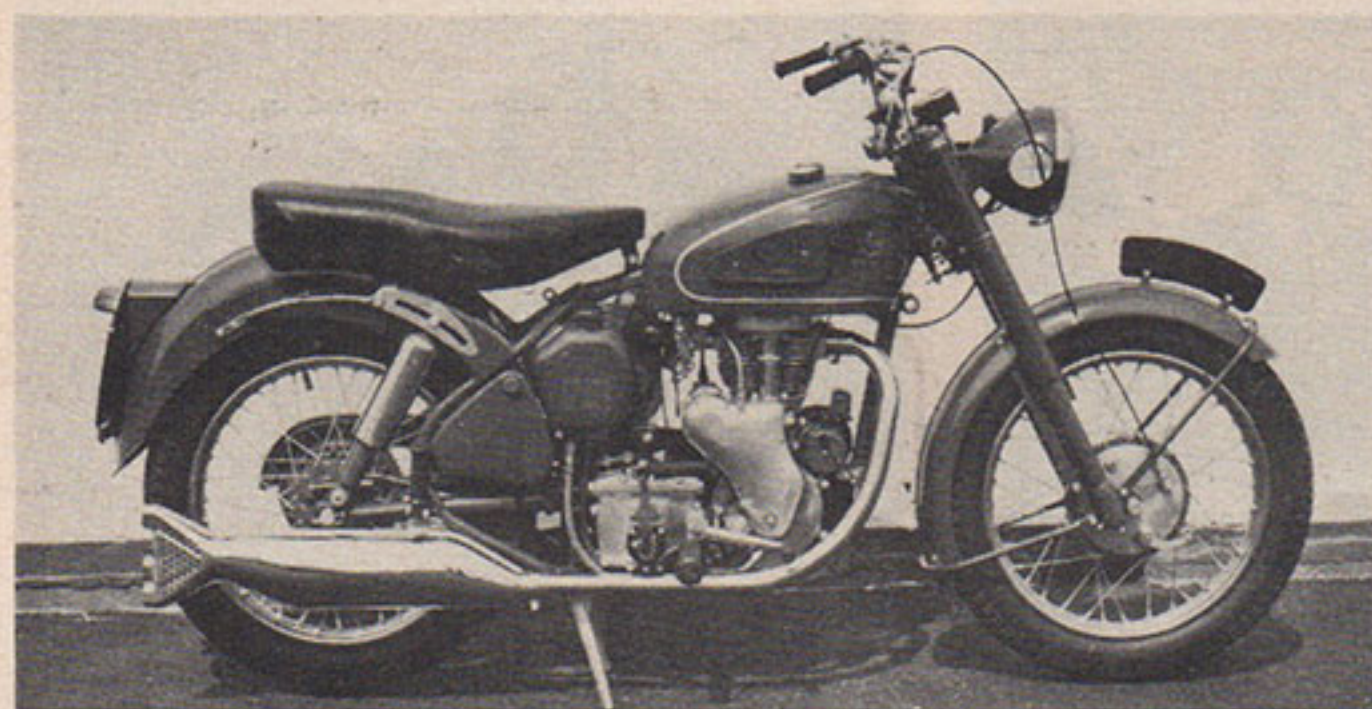
Since there is little doubt that the "Viper" will become a popular competition machine, the lower end has received similar attention. Robust, and almost equal in size to the MSS section, the lower end is by taper-roller main bearings. This type of main shaft support has proven to be most satisfactory where severe strain is en-

coutered and constant heavy work required.

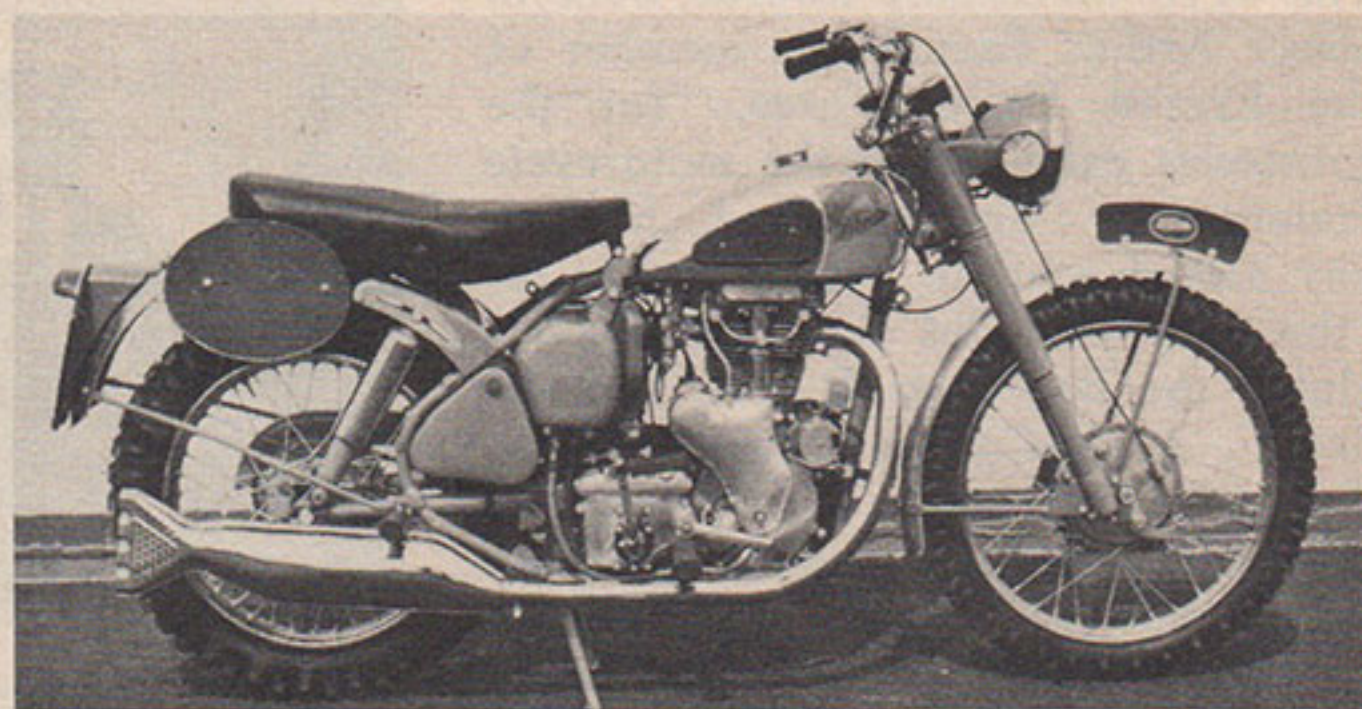
Technically speaking, the "Venom" is very similar to the "Scrambler." The head casting is machined in a different manner than the "Viper" so as to allow for a difference in valve diameters.

Both models are equipped with the proven Amal Monobloc carburetor. The "Viper" comes with a one inch carburetor, and the "Venom" with an 1 1/8". In carrying through the remarkable similarity between the two handsome models, both are equipped with full width alloy brake hubs.

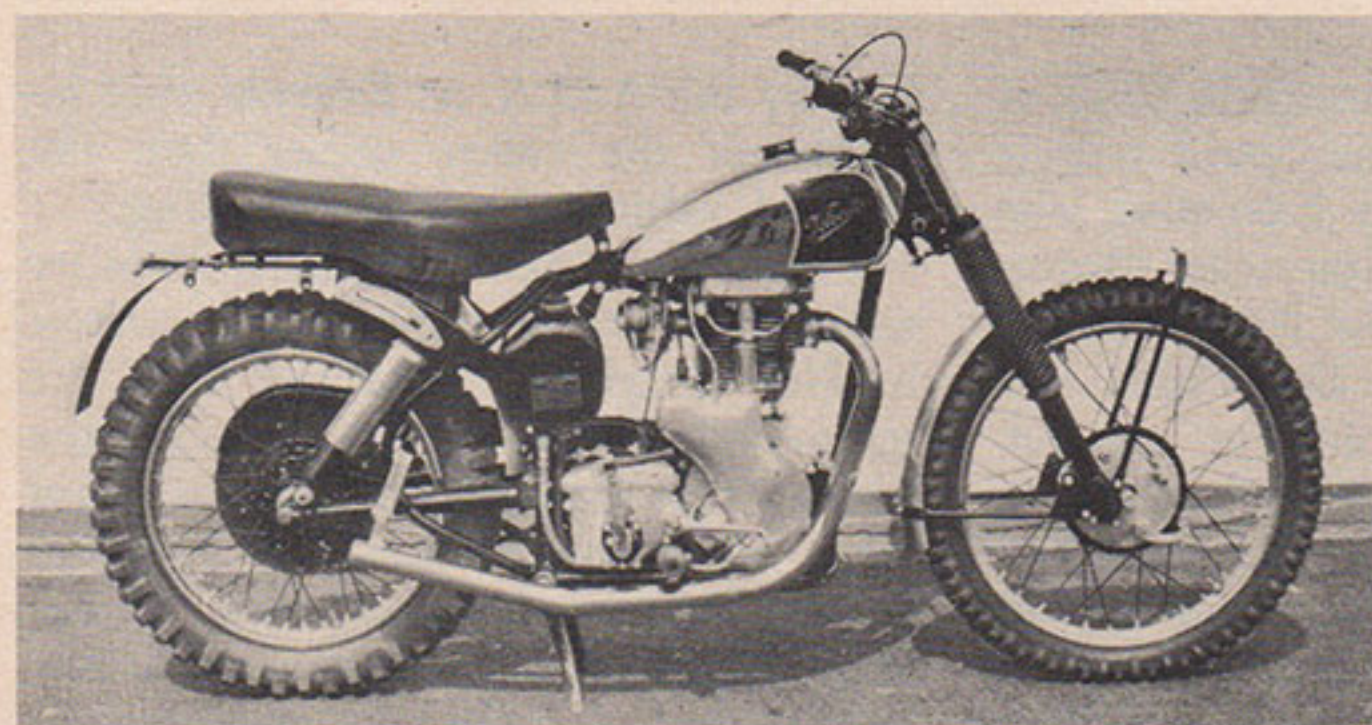
*(Continued on page 34)*



1956 MAC



1956 "ENDURO"



1956 "SCRAMBLER" (RIGHT)



1956 "SCRAMBLER" (LEFT)



SATURDAY night, November 12th, saw motorcyclists, dealers and factory representatives traveling to Springfield, Massachusetts to attend the first Annual Awards Night.

More than 125 people enjoyed a delicious smogasboard dinner at the Shelton Hotel, in Springfield. They represented mototrcyclists from all the New England States—New York, New Jersey, Pennsylvania, Wisconsin and California.

Fritzie Baer, "The Man in the Red Hat," from Laconia, New Hampshire, was Master of Ceremonies and made the presentations to the competition riders.

The Awards Night was sponsored by that popular A.M.A. Referee for New England, Bob Finn, and he donated the three high point trophies to the top competition men who participated in the half-mile events at the race track in Stafford Springs, Connecticut.

The high point expert was none other than competition rider #75, riding out of Boston, Massachusetts, Sid Swan. He obtained 122 points for participating in ten events during the 1955 season.

The top notch amateur, riding out of Hartford, Connecticut, was #41A, Donald Gore, with 129 points in ten events.

The highest point winner in the Novice class, riding out of Springfield, Massachusetts, was Warren Wolfe, Jr., #23B, with 117 points in nine events.

Other awards were made by C. A. McConney of Everett, Massachusetts. The C. A. McConney awards went to officer Arthur Barnaby, a member of the Everett Police Force, "for the courtesies extended to the motorcycle fraternities." The 2nd C. A. McConney award went to James Lodie, for "the man who did the most for his club," the Bay State Riders, and the 3rd C. A. McConney award went to Earle Armstrong of Springfield, Massachusetts, for "Invaluable service to the motorcycle industry."

Of course, Fritzie Baer, The Master of Ceremonies, elaborated quite extensively in connection with Earle Armstrong, better known to riders all over the country as "Pop Armstrong," for he is a champion in his own right. During his riding days he went many, many hundred miles and still is a prominent figure at competition events throughout the New England area and is always in the pits helping the newcomers.

The Connecticut Ramblers Award was presented to Charles Sutton, who is the Spark Plug in laying out many events for club members, as their outstanding member for 1955.



Left to right: Sid Swan, Bob Finn, Warren Wolfe and Don Gore.

## "AWARDS NIGHT"

### First of Annual Series Big Success



Left to right: Fritzie Baer, Master of Ceremonies; Bob Finn, receiving award for outstanding service.



Left to right: Charles Sutton and Bob Finn receiving awards for outstanding service in the motorcycle field.



Left to right: E. Armstrong, C. A. McConney, James Lodie, and A. Barnaby; they are discussing donated McConney awards.



Left to right: L. O. Paul, Executive Vice President, Indian; Dalt Brown, Service Manag. BSA Inc.; C. Cartwright, H-D Rep.; Frank Cooper, AJS & Matchless Distr., and Al West, Vice Pres., The Indian Co.

The Bridgeport Motorcycle Club of Bridgeport, Connecticut, paid tribute to an Indian Company Executive who also represents the American Motorcycle Association in the New England area; none other than Bob Finn. Bob was awarded the trophy for his outstanding efforts in promoting motorcycle activity and his sportsmanlike conduct when officiating at a motorcycle event. It was cited that when Bob wears the black and white shirt representing the authority invested in

him by the A.M.A. as Referee, that he thinks of the riders rather than the type of vehicle the man is riding.

Fritzie Baer added to the praises by saying that there was no other person in New England connected with the motorcycle fraternity that received the praises that Bob does for the splendid work officiating at the New England Gypsy Tour in Laconia, New Hampshire. Bob was asked to say a few words, but instead of speaking at

(Continued on page 35)



So-Cal

Sports



By the editor

### Nite Owls—Shamrock Park

Two well known Southern California clubs, the 20 Nite Owls, and the Sunland Shamrocks, have banded together to bring this area what should develop into a really first class sporting playground. They have already built a fine short-course TT track and are working hard on a regular scrambles addition.

The Shamrocks, at their last meet, were faced with many difficulties when they tried to allow everyone present two rides. However, they have assured CYCLE that plans are now under way to improve the course even more, and to remove several dangerous spots (Brown's hill) in order to make the course as safe as possible in the future.

Personally, I think more of this type of cooperation is needed in this area. It is quite evident that in the future, only areas of this type will be available for the sporting riders use. Why not start right now planning new places. Possibly more clubs should consider banding together to either purchase land or lease suitable sites.

### The Answer for Scrambles Starts

Bud Ekins, just returned from successful racing (Moto Cross) in France and England, brings with him the answer to the "creeping" start. It's so simple, it amazes me that no one has thought of it.

It goes like this: You are astride your machine—motor running; the starter yells: "gentlemen, raise your left hands!" That's right: merely have each rider hold their left arm straight with the hand extended directly above the head. As you can see, the starter can wait patiently until all arms are straight before giving the "go" sign. Then everyone must drop their left hands to the clutch release handle, and engage low gear before being able to move an inch under power. Sure it will be tough on gearboxes—that is until everyone gets used to it. But it will prevent entirely, the "creeping" unfair start! *Thank you Mr. Ekins.*

### Missing Links "Fiasco"

Recently I visited the Missing Links MC meeting, for the express purpose of hearing their version of the well remembered "desert trophy dash" hare scrambles of August. You may remember that So-Cal Sports referred to the "fiasco" in an unpleasant manner.

The story is rather long and complicated. However, and I admit, to my surprise, the club members were quite cordial, explaining that the whole affair was the result of a series of unfortunate circumstances. They denied emphatically, that they were "indisposed", as was reported.

In closing, the club pledged to CYCLE, every effort would be made in seeing to it that their next event would be outstanding and well organized. They asked that those who suffered inconvenience at the last event,

remember all of the very successful scrambles their club has thrown in the past.

### Where oh Where Results?

In our So-Cal Sports section we have earnestly tried to report when possible, the interesting, or at least important side of the concentrated Southern California sporting area. However, it is becoming extremely difficult in that many of the clubs fail to take enough interest, or at least fail to manifest this interest in the form of forwarded results and other pertinent data.

That the column is well read, there seems to be little doubt, for when an error appears, we receive plenty of reaction. Would it not be better for all concerned to forward any and all information that might be of interest, immediately after the event? This would also help to reduce unintentional errors, and provide this area with better event coverage.

### Ekins or Minert?

It seems incredible that out of almost 600 enthusiastic Southern California sports riders, two men could rise to such heights of competitive perfection.

Both Bud Ekins and Chuck Minert, exemplify the finest in sportsmanship and ability. Yet the inevitable is shaping up—even causing widespread speculation; an Ekins-Minert dual!

On their first meeting since Bud's return from France, both men (along with several others) fell in a "desert" hole—almost together; only one came out to continue—Ekins. And quite apropos, he won.

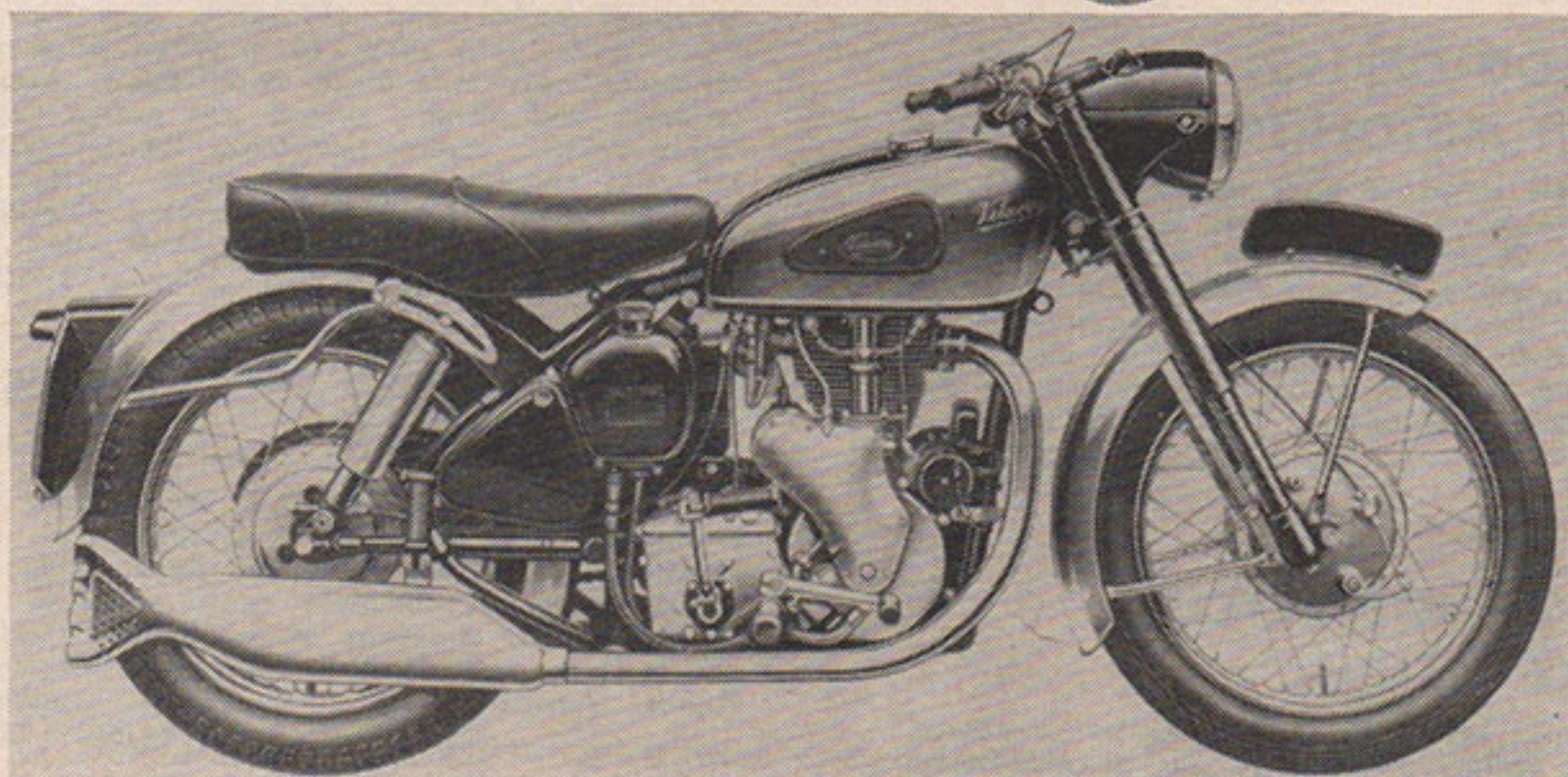
Knowing the odds, it will probably be a long time (if ever) before the two meet in an ideal race; one where both riders feel

*(Continued on page 42)*

# Now!



# Models!



### THE NEW "VENOM" 500 OHV

Check these advanced features! Potent 500 cc Scrambler, bench-tested engine; sodium valves; Amal Monobloc carburetor; full width alloy brake hubs; new special dual seat; chrome petrol tank. These are only a few of the features that owners of the new "Venom" will enjoy.

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- ★ NEW 'VIPER' 350 OHV
- ★ 'SCRAMBLER' 500 OHV
- ★ 'ENDURANCE' 500 OHV
- ★ 'MSS' 500 OHV
- ★ 'MAC' 350 OHV
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**WANTED**—Someone interested in touring Europe with me June 11 to July 26. Must be able to purchase or ship a motorcycle abroad. Write David Ross, 6401 22 Avenue South, Minneapolis, Minnesota.

**SELL**—Vincent Black Shadow—Shown on page 28 of November 1955 CYCLE. Immaculate throughout. Special light alloy tank, tachometer, manual spark, AMAL RN carbs. \$695.00. Dale Newton, 10831 LaGrange Avenue, Los Angeles 25, California. Phone: GRanite 3-7906.

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## VELOCETTE NEW MODELS

(Continued)

Brakes themselves have been vastly improved and the new alloy hubs found on the Sports models, entertain over twice as much braking area. (23 square ins., as compared with 10<sup>3</sup>/<sub>4</sub> for the "Scrambler".)

The new hubs are identical in outside diameter, making possible the use of one type and size of spoke throughout.

There is very little doubt that the two new models, coupled with the already popular standard MSS and the rugged "Scrambler" will greatly enhance the new model range of Velocette motorcycles.

The "Viper" is finished in black enamel with bright chrome on the tank and gold lining. This model can also be supplied in green.

"Venom" colors are to be black with chrome petrol tank, the top panel is black with gold lining. This model can be supplied in dove grey.

### 499 cc. O.H.V. "SCRAMBLER"

The heartbeat of the "Scrambler" is provided by an engine developed from the popular MSS, and proven in various types of rugged competition. Every "Scrambler" engine is individually tested (as when fitted to the "Venom") and must adhere to the minimum 35 bhp rating.

A new competition type exhaust pipe is raised from underneath the shifting lever, to above it and inside of the kick-shift lever on the right side. This of course eliminates unnecessary scraping of the exhaust pipe on rocks or other terrain irregularities.

The rear hub and brake drum have a six-stud wheel mounting, to assure ruggedness under heavy load.

The time-tested and popular rear swing-arm suspension is retained, along with hydraulic, adjustable dampers. The front fork unit is equipped with double action damping which controls movement in both directions.

Standard finish is black with panelled tank and generous chrome.

The 1956 Velocette "Scrambler" is thoroughly equipped with many "added" features which stem directly from a well thought out design plan.

### 499 cc O.H.V. "ENDURO"

Specially designed for the American market, the "Enduro" is similar in many respects to the popular "Scrambler". Competition type number plates are standard on the "Enduro", as well as full lighting equipment.

Finished in dove grey (beige) with chrome and gold lining, the Enduro is almost certain to appeal to enthusiasts of the cross-country and endurance trial.

(Continued on next page)



### 499 cc. O.H.V. MSS

This year for the first time, the standard MSS is equipped with the reliable 1 1/16" Amal Morobloc carburetor. Persistently reliable, this mainstay of the Velocette line retains many of the proven features of last year's model with special attention given the "small" details. The MSS is a completely equipped road model that defies criticism and most surely will continue its very well known reputation for rugged dependability.

The finish on the MSS is black enamel and gold lining. American up-swept handlebars are available.

### 349 cc. O.H.V. MAC

Retaining, like the MSS, many well engineered features which continue to stay abreast of modern development, the MAC also incorporates several improvements. These should appeal to the person desirous of real quality, low cost transportation, realizing that the "extra punch" of the potent MAC engine is always present.

The 500 cc type gearbox is standard on all models but the L.E. and the ball bearing on the timing side of the engine has been replaced with a roller bearing as used on the drive side.

The popular Velo Dualseat is utilized, but is now enhanced with color to match the models paint.

Finished in green and chrome with

gold lining, the Chrome Western type handlebars are optional.

### 192 cc. "SILENT" L. E.

Widely used and very popular in England and America, the water cooled, silent operating L. E. is retained for 1956.

Many improvements are apparent, most important of which include the die cast, light alloy, rear swing-fork frame structure.

Another feature found on the 1956 model, is the taper-faced chrome plated top piston rings, fitted to insure longer engine life.

This model is basically designed for the individual who desires a machine which will start with little more effort than is required to start his auto; then run at long intervals without repair or adjustments.

Here too, the big end assembly has been strengthened; a pressure fed lubrication line now leads to the camshaft plain bearings, making these parts almost non-wearing.

In almost every change which can be found on the various new Velocette models, one can see the familiar Velocette policy of interchangeability of components and a program of long availability of spare parts. The L. E. is finished in silver grey with optional blue/grey, green/grey, ruby/grey and dove/grey available. Other parts are finished in black and chrome.

### NEW ENGLAND AWARDS . . (Cont.)

length, he asked that the people in attendance pay tribute to New England riders that have passed on into greener pastures, namely, Norm Lyons from New Britain, Connecticut, who passed away in June and Carl Brooks from Boston, Massachusetts, who passed away in July.

Among the officials representing the factory and distributors throughout the country were Walt Brown, representing B.S.A. of Nutley, New Jersey; Charlie Cartwright, representing the Harley-Davidson Company; Frank Cooper, all the way from Los Angeles, representing himself as A.J.S. and Matchless Distributor; Lawrence O. Paul, Executive Vice President of The Indian Company; Al West, Vice President, In Charge of Sales, of The Indian Company; Al Ralston, representing the Motorcycle Digest, of Weymouth; Earl Robbins, representing the M. & A. T. A.; Bob Finn representing the A. M. A. for E. C. Smith.

Dealers that were in attendance were Fred Marsh, of Warehouse Point, Connecticut; Willard Wolfe, Springfield, Massachusetts; Warren Wolfe, Northampton, Pennsylvania; Pete An-

derson, Boston, Massachusetts; Arthur Peterson, Fitchburg, Massachusetts; Al Labrie, Concord, New Hampshire; Don Hagett, Leominster, Massachusetts; C. A. McConney, Everett, Massachusetts; Frank Francisconi, Pawtucket, Rhode Island; Bob Haigh, Northboro, Massachusetts; Henry Westcott, West Springfield, Massachusetts; Bill Schietinger, Bridgeport, Connecticut; and Al Wilcox from Trenton, New Jersey.

All the women present were given a beautiful carnation corsage, donated by Laura and Willard Wolfe, the motorcycle dealer in Springfield, Massachusetts.

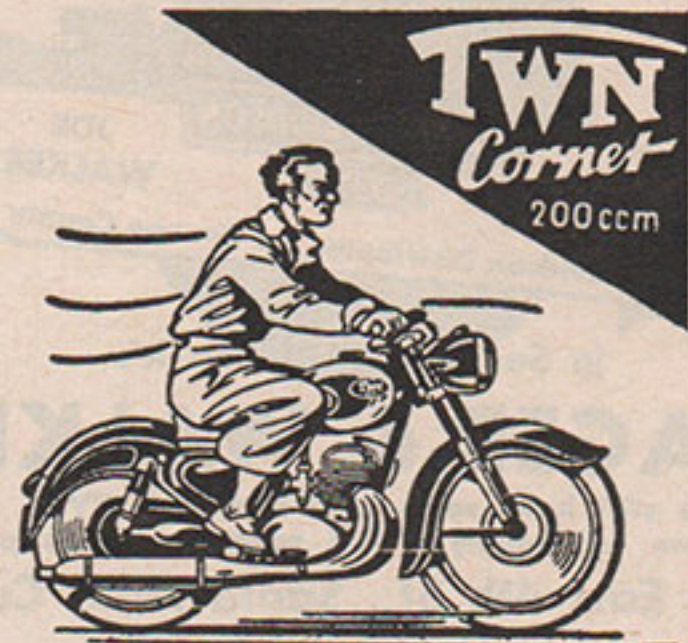
Name tags were pinned on each and every male in attendance, in order that they might be able to become better acquainted. These cards showed the individual name and the city from which he came and were donated by The Indian Company.

After the presentation of awards and door prizes, the group danced to the music of Ray Fuller, a very popular Springfield Band.

Plans for a bigger and better Awards Night, are to be considered in the fall of 1956.

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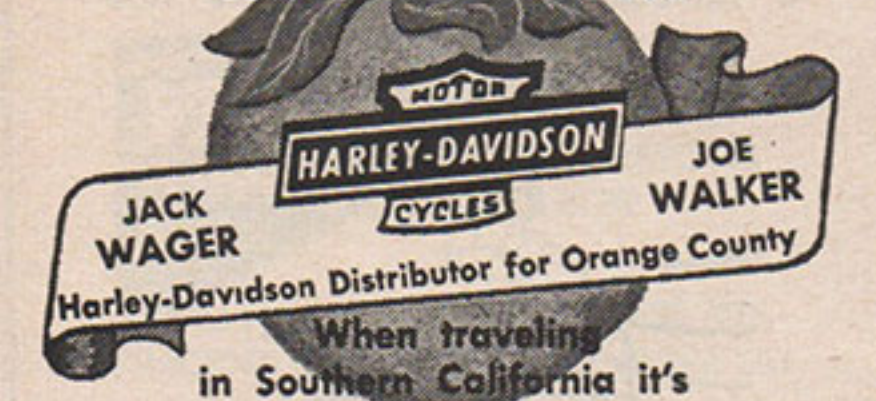
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# CYCLE SERVICE TIPS

By J. B. Nicholson

## Correct Winter Lay-up Saves Costly Repair Bills

THROUGHOUT Canada and many of the Northern states, winter weather and road conditions make it advisable to lay up the cycle for a period of three or four months. An hour's time can never be better spent on cycle maintenance than in providing pre-storage servicing. A lot of unnecessary deterioration which may occur during the idle period is so easily prevented. Suitable pre-storage servicing enables the machine to be put back into service in a matter of minutes, even after a long period of idleness.

The main hazards involved in failing to provide pre-storage servicing are rusting of cylinder bores, piston rings, valves, engine bearings, gumming of carburetors and gas tanks, battery deterioration, sticking of controls and oil flooded clutches.

### PRE-STORAGE SERVICING

**Cleaning**—The machine should not be washed down with water before storing unless it is to be run afterwards sufficiently to dry out any moisture that may have worked into wheel bearings, brakes, rear chain, controls, etc.; otherwise rust damage may occur.

**Motor Lubrication**—Cylinder and bearing surfaces are easily damaged by water and acid present in old oil. Before storing, oil should be changed, first making a run of 10 miles or more so that motor and oil tank are thoroughly warmed up.

After draining and refilling, run motor a few minutes more with new oil in circulation. Just before stopping motor, feed a few squirts of oil through the carburetor air intake with an oil squirt can. This will reduce possibility of rust damage to piston rings, cylinder, valves and guides.

**Oil Tank Level**—On most machines with separate oil tank, and particularly those with gear type oil pumps, oil may gradually work from tank, past pump and into crankcase, during storage. It is therefore advisable to store with not more than about one quart of oil in the tank. On some models such as the B.S.A. Twin, if the tank is left full of oil, after a period of time the crankcase will fill up with oil to the level of the crankshaft and then leak past the main bearing into the primary chaincase, filling this up with oil and working into the clutch. The consequence on the "dry" clutch models is that a clutch servicing job becomes essential. If only one quart of oil is left in the tank it will be insufficient to work into the primary chaincase and flood the clutch.

**General Lubrication**—The primary chaincase should be drained and refilled to the correct level; the gearbox level topped up; the rear chain oiled, and likewise exposed ends of control cables. The grease gun should be applied to all fittings.

**Gas Tank and Carburetor**—Gas tank tap should be shut off and motor run to a stop to drain carburetor. If period of storage is to be for less than two months and if the gas tap is shutting off effectively it is recommended that the tank be left fairly full. If storing for a longer period, drain the tank completely and air out to dry. As an alternative to airing out the tank, leave about a pint of gas in, add two or three ounces of oil and rock machine vigorously so that the oil and gas mixture will splash over the entire inside surface of tank.

If the gas tap shows any sign of leaking, the best policy is to drain tank because nothing gums up the carburetor worse than gas feeding through at a slow rate and evaporating in the carburetor during storage.

**Battery**—Charge fully and lubricate terminals with oil or grease to prevent corrosion. If storage period does not exceed two months, battery can be safely left installed. For longer period of inactivity and if sub-zero temperatures are likely, it is advisable to remove the battery and leave it with a reliable service shop to be given an occasional charging which will reduce the rate of deterioration.

Inactivity is more injurious to a battery than use. Batteries that are idle for six months or more will usually be found in need of replacement. A cool place such as a basement is most suitable for battery storage. If the battery is an old one it is probably hardly worthwhile having it maintained during storage and it is best just to remove so as not to corrode the battery container and plan on a new one when putting it back in service.

**Tires**—If there is possibility of tires going flat during storage, the machine should be mounted on front and rear stands or otherwise blocked up to take off the load. Otherwise, just inflate fairly hard.

**Finish and Weather Protection**—A coat of wax over paint work, plated and polished aluminum parts, gives a fair measure of protection. A canvas or plastic cover draped over the machine is a good idea for protection from dust, dampness and meddling. Single cylinder motors should be left on the compression stroke with both valves closed. Cover carburetor air intake on all types that are not fitted with an aircleaner.

### AFTER-STORAGE SERVICING

If the pre-storage servicing detailed has been carried out, nothing more should be necessary to put the machine into immediate service than cleaning, filling of gas tank, checking of oil levels, inflating tires and installation of battery where removed. The



following points should be checked for possible servicing requirement:

**Gas Tap Leakage**—On most English models trouble is experienced due to shrinkage of the tap corks where they have been dry for a considerable time. Check on these before filling gas tank and note, if tap plungers or slides are quite slack and do not have a slight amount of "drag" when operated, they will need attention. On the round plunger type tap, removal of the grub screws on tap body enable plungers complete to be withdrawn. Submerging of plungers and corks in hot water will sometimes swell sufficiently. On this type, corks can be expanded by screwing in the inside end of the plunger into the knob. This compresses the cork. On the flat slide type of tap, there is no cork adjustment. New corks should be fitted if available—if not they can be made up from bottle corks.

**Gas Tank Gum Deposits**—If gas has been in tank three or four months or longer, drain out completely and flush tank before refilling. Stale gas should be discarded. Wash out tank, taps and gas lines with alcohol.

**Carburetor**—A gummed carburetor and partially obstructed jets and passageways are common causes of erratic performance after storage. This condition results from gas working through into carburetor and evaporating at a slow rate. A gummy carburetor exterior is a clue to this condition and the only treatment is to dismantle and clean with alcohol or carburetor cleaning fluid; paying particular attention to the cleaning of the idle jet passageways. These should be blown out with air pressure after washing.

**Battery**—Have charged if necessary, and when refitting note—negative terminal is grounded on mostly all 1950 and earlier machines, and positive ground is used on mostly all 1951 and later British models. Correct installation of battery is quickly confirmed by switching on lights and noting the ammeter swings to "discharge." If connections have been reversed, the ammeter will show "Charge." All Harleys are negative ground.

**Lubrication**—Check all oil levels, make sure grade is suitable for season. Note—if level in oil tank has dropped considerably, do not fully restore level before starting up. Providing there is at least two inches of oil in the tank, start up engine and check level after about five minutes of operation. Very heavy exhaust smoke is an indication that the crankcase is loaded with oil. The return pump will rapidly take care of the excess oil in crankcase but to avoid danger of fouling the plugs, where it is discovered crankcase has filled with oil, it is best policy to drain before starting.

On models without any oil pressure indicator, oil circulation should be confirmed by observing return flow of oil to tank and thus should be rechecked once or twice during initial after-storage operation.

**Ignition**—Have plugs cleaned on a sand-blast cleaner; wipe outside of plug insulators clean, likewise high tension wires; and service breaker points. Point cleaning is advisable because some point oxidation takes place even when not operating. Add drop of oil to cam ring lubricator felt on magneto models and a spot of grease to breaker arm on coil ignition jobs. If breaker arm spring is noticeably rusted, replace.

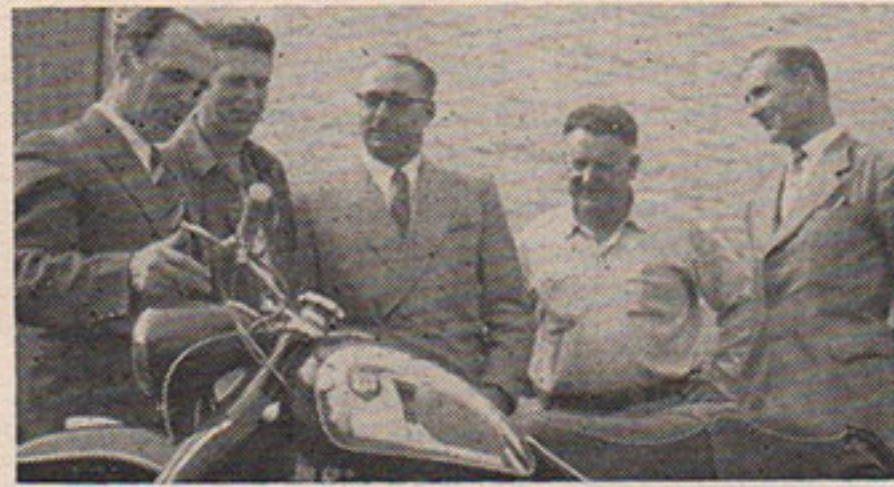
### Brokaw to Bates Accessory Firm

Mr. Bob Bates, of Bates Manufacturing Company, Los Angeles, California, recently announced the appointment of Bill Brokaw to their design and development department. Brokaw will assist in designing new products for the progressive Bates Company.

Bill, who is 23 years old, is well known throughout America for his achievements in trials competition. He has won numerous national titles in that category.

An active member of the Southern California Public Relations Committee, Bill is well versed on all phases of the motorcycle industry and particularly those pertaining to the accessory field.

### NSU Officials Visit U.S.



Left to right: Dr. Walter Froede, NSU Chief Engineer; Earl Flanders, Western Distributor; Gustave Gerner, NSU Racing Manager; Tom Sifton, H-D Tuner; Wilhelm Herz, former speed title holder with NSU at 180 mph. (Photo by Bill Bagnall)

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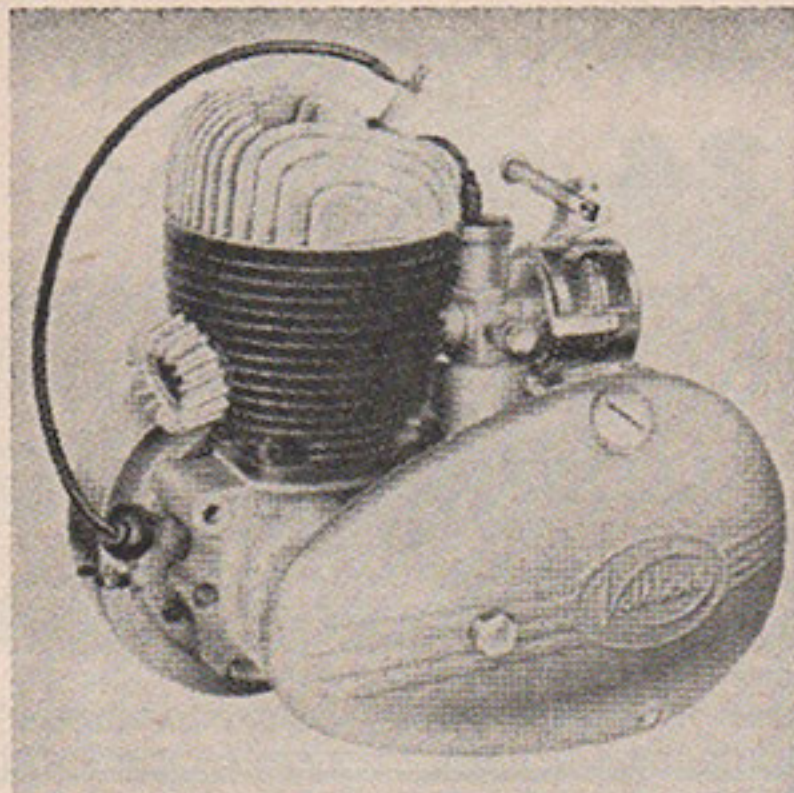
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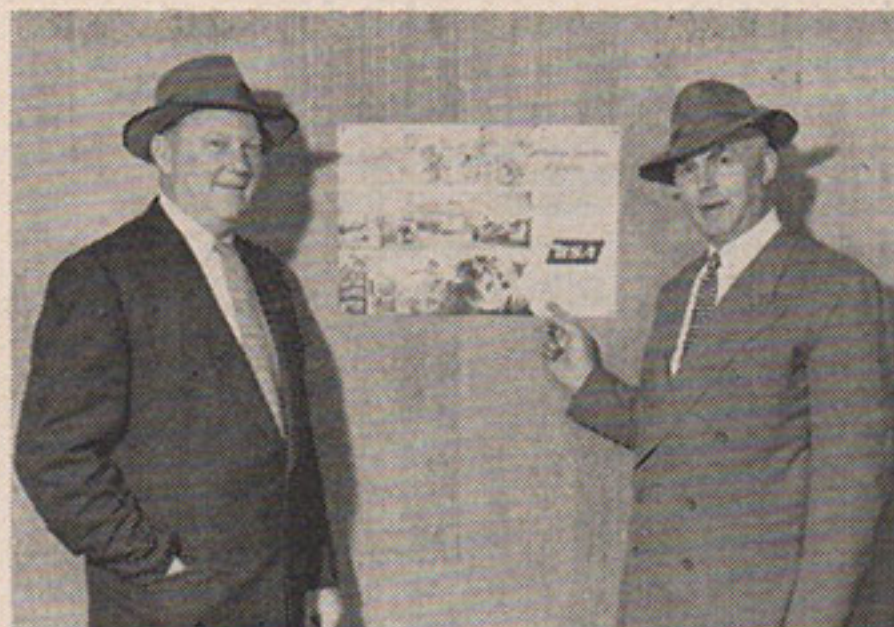
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## Items of Interest

### BSA Head Returns from Factory Visit

T. A. Hodgdon, President of BSA's American  
Factory Branch at Nutley, N.J., has



L. to r.: Walt Brown, Service Manager, and Ted  
Hodgdon, President of BSA's American Factory  
Branch at Nutley, N. J.

recently returned from a two week business  
trip to the BSA Factory in Birmingham,  
England.

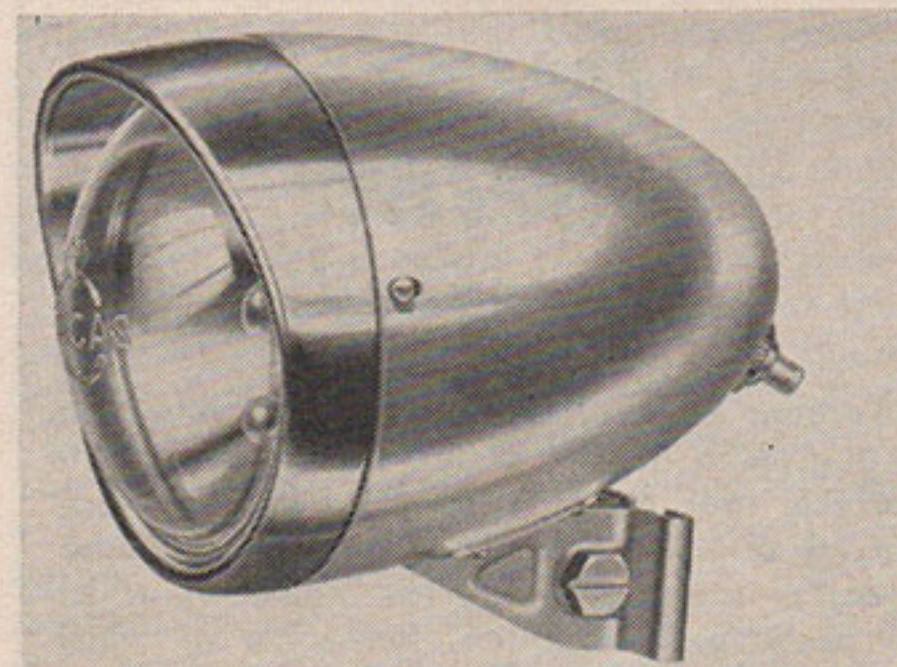
During his sojourn in Britain's leading  
industrial city, Mr. Hodgdon, conferred with  
each departmental chief in the BSA Fac-  
tory—Britain's largest motorcycle producer.  
Getting set for the 1956 season, he placed  
substantially increased orders for new  
models.

### Hilden New Lambretta Manager

Peter M. Hilden has been appointed sales  
manager for the Lambretta Division, In-  
nocenti Corporation, American sales and  
distribution agency for the Lambretta motor  
scooter. The announcement was made by  
Dr. Jean Rodocanachi, director of Innocenti,  
S. G., Milan, Italy, parent organization and  
manufacturers of the world-famous motor  
scooter. Prior to this, Mr. Hilden held the  
post of district sales manager. He will make  
his headquarters at 43 West 61st Street,  
New York City.

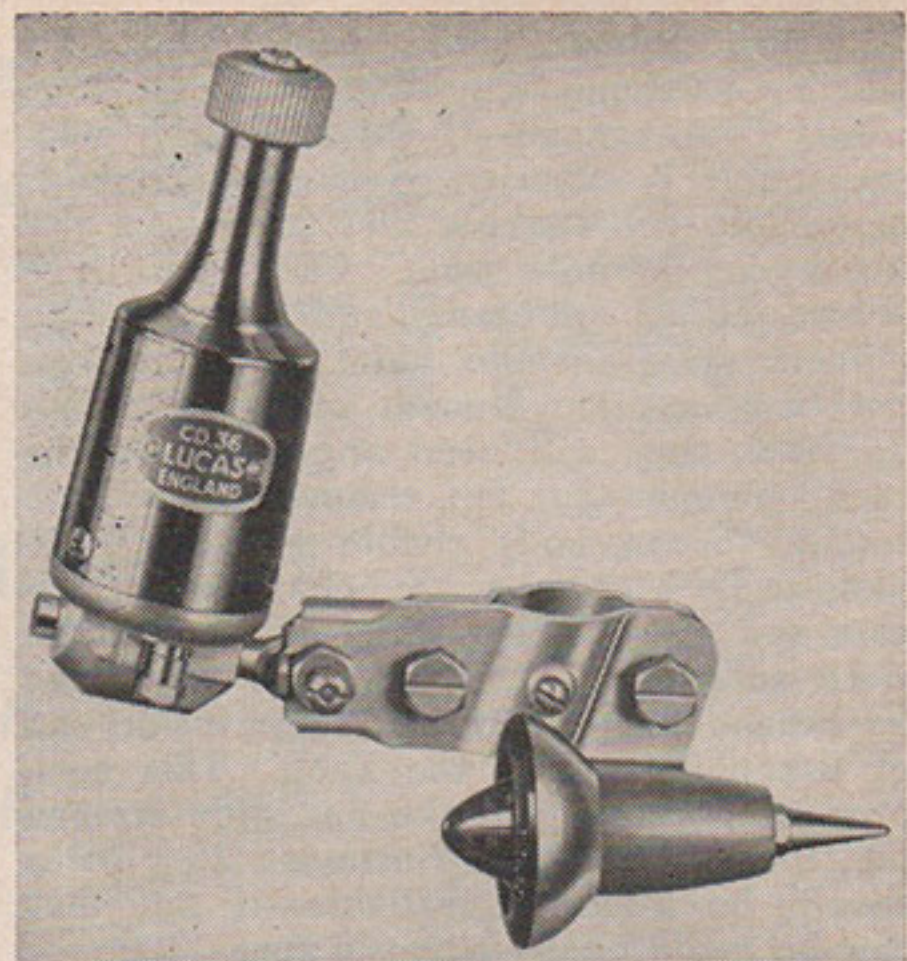
### Lucas Pedal Cycle Lighting Equipment

Joseph Lucas (Cycle Accessories) Ltd.,  
Manufacturers of the popular "King" range  
of Cycle Dynamo Lighting Sets, popular the



world over, have recently announced the  
new set known as the "Pathfinder."

This new set has many interesting fea-  
tures. The headlamp has a hinged front  
and twin bulbs with a pre-focusing bulb  
flange which ensures that the main beam is  
always correctly focused. It also contains a  
pilot bulb working off a small stand-by  
battery operated by means of a two posi-  
tion switch button, by which the lamp can



be changed from dynamo to battery opera-  
tion.

A new chromium plated dynamo No.  
CD36 is incorporated in this set and has  
an increased output of 6 volts 3.6 watt.  
Ample light is obtained at walking pace  
and this is regulated at high speeds. The  
tail lamp is the CT88 design, known in the  
trade as the "jet-propelled" lamp.

### New Indian Accessory Head

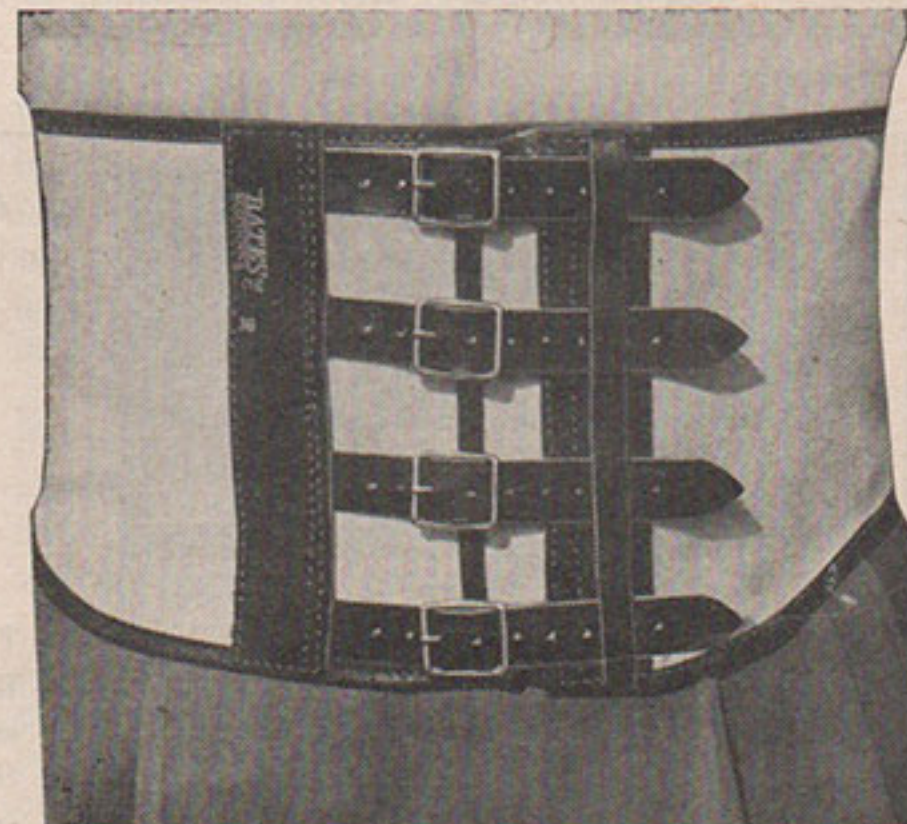


Mr. A. F. West,  
Vice President In  
Charge of Sales, re-  
cently announced  
the appointment of  
Robert B. Denis as  
Manager of the Ac-  
cessory Department  
of The Indian Com-  
pany.

Bob Denis, although not formerly connect-  
ed with the motorcycle industry, is well ac-  
quainted in the buying and selling of ac-  
cessory type automotive merchandise. Bob  
was also in the manufacturing of certain  
types of accessories and is looking forward  
to helping the motorcycle dealers of the  
country, merchandise accessories.

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sizes—26" to 42" inclusive.



**"TRIUMPH" IN EUROPE . . . (Cont.)**

few excursion boats adding color to the procession.

Instead of going directly from Koblenz to the Nurburgring, I went southwest down the very picturesque Mosel river valley. Every inch of available land along the steeply sloping sides of the valley was being utilized by means of terrace farming. I was amazed that people could even stand on some of the hillsides, let alone carry on agriculture. Along the roadside the trees were crimson with ripe cherries, which were being feverishly picked by all available hands. I sometimes had to take evasive action to keep from knocking ladders out from under people who were picking in the trees overhanging the road. At Cochem I turned northwest again through more rolling and forested countryside which is so typical of western Germany.

At last I arrived at the famous Nurburgring, acme of racing circuits. I was stopped by a police officer who charged me the customary fee of 1 Mark (25c) for a complete trip around the course. He furnished me with a map of the course and a set of regulations pertaining to use of private vehicles thereon. As I cruised nonchalantly around the circuit I was suddenly beset by a noise not uncommon to a DC-7 under full take-off power and a red blur passed just under my left handlebar. I was so startled that I came very nearly abandoning ship, but managed to stay upright. Fun is fun, I thought to myself, but that fool must be trying to end it all. Soon a similar situation occurred. However, this time the speed differential was smaller and I was able to identify the machines as factory prepared A.J.S.s. At the starting line I learned that warm-up laps were being allowed because of the Grand Prix of Germany which was to be held here on the following Sunday. Official practice was to start the following day (Thursday) and continue through Saturday. The Nurburgring is an ex-

tremely difficult circuit to memorize because of its 177 turns which means that most riders are eager to get in as many practice rounds as possible. The one long straight on the course provides a dilemma for both rider and mechanic. Should the machine be geared to sacrifice some top speed in order to obtain greater flexibility throughout the remainder of the circuit? The correct solution to this problem can save many seconds per lap. One thing seemed fairly certain. The fully streamlined racing shell for the larger machines was not advantageous on this course because of the lack of long straight sections. Several riders told me that, although a streamliner may be slightly faster than the conventional machine, there is still a mental hazard involved which can prove to be disadvantageous on a twisty circuit.

I followed a group of riders into the garage area which is separate from the pit area. Now I was able to identify the deafening roar and the red blur which had passed me. Reg Armstrong was sitting there astride a Gilera 4 having a chat with Fergus Anderson who is now team manager for Moto-Guzzi. Geoff Duke arrived and offered Reg a ride around the circuit in his beautiful Alfa-Romeo. It was getting late so I decided to find a hotel for the night and come back the next day to watch a full session of practicing.


When I arrived the next morning I found the garage area being guarded by several police officers. I followed some riders into a nearby office where I was informed that I could purchase a pit pass for \$1.25. This was very reasonable and I was soon in the garage area which was buzzing with pre-practice activity. Surely, this was a motorcycle enthusiast's dream come true. Everywhere I looked there were gleaming specimens of two-wheel perfection ranging from the tiny lightweight streamliners to the mighty Gilera and M.V. fours. I stopped at the garage of young John Surtees, the lat-

(Continued on page 40)

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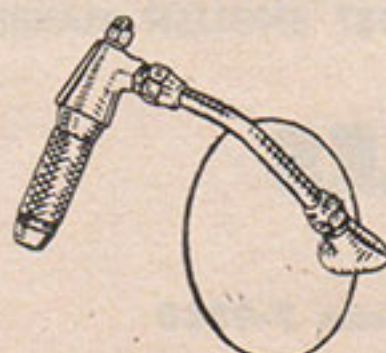
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### "TRIUMPH" IN EUROPE . . . (Cont.)

est addition to the Norton factory team. His mother and father, who were his only pit crew, were helping to prepare John's 250 cc N.S.U. for the lightweight practice period. John was a private entrant for the German Grand Prix so his stable included the N.S.U. and a new B.M.W. besides his Norton. The B.M.W. factory had furnished several of the well-known riders with new machines to be ridden for test purposes. I was soon "adopted" by Mrs. Surtees when she found that I had come all the way from California for the racing. She pointed out all the well-known riders and I soon had my official program filled with autographs of world champions. My collection included the signature of Miss Ingeborg Stoll, who is the only female sidecar racing passenger in the world. She and her partner, Jacques Drion, finished a very commendable fourth in the Sunday race.

A very interesting feature of the Nurburgring and one that adds greatly to the safety of the circuit is the tunnel which leads from the garage area up to the starting grid and pit area. The pits are well back from the preferred "line" through the area in front of the grandstand which also adds to the safety of the circuit. If only Le Mans had had facilities like this, all those lives could no doubt have been spared. I had lunch in the restaurant in the grandstand so that I would be able to view the practice without interruption. I was getting very anxious for the 500 cc practice to start for this would be my first chance to see Geoff Duke on the Gilera 4. I found a seat near him in the pit area and watched as he calmly awaited the return of teammate Reg Armstrong with the machine they were sharing for the practice sessions. It is in the pit area that one comes to appreciate the problem of the Gilera or M.V. mechanic for he has just four times as many car-

buretors and plugs to worry about as does the mechanic of the Norton, A.J.S., or Guzzi, for example.

I watched spellbound as Geoff push started the "4" and roared away towards the hairpin. I listened rapturously as he went down two cogs for the hairpin and then rushed to the back of the pit to see him flash by in the opposite direction. Already I had seen that he was noticeably faster than the rest and his line through the corners was faultless. The stories I had heard and read were true, for here, obviously, was the "master." Soon the practicing was over and I reluctantly bade farewell to the "Ring" for this had been a day I would never forget. As I left I became aware of a terrible headache which was no doubt caused by eight hours of continual ear-splitting exhaust tones.

A 240-mile stretch the next day took me to Haarlem, Holland. Due to a slight mistake in navigation, I had come through Rotterdam just at the time when everyone got off work. If you have never had the opportunity to share a street with several thousand bicycles, don't consider yourself an experienced motorcyclist. The Dutch bicyclist has the knack of making you feel that he is completely out of control at all times. You soon find yourself yielding the right-of-way to everyone on a bicycle, which adds up to your making little or no progress in the intended direction. I came to Holland for the express purpose of visiting the Dutch gentleman whom I had met on the plane from New York. His hospitality during my three-day stay was overwhelming and I must say he is one of the most interesting men I have ever met. After a day of sight-seeing in Amsterdam my conclusion was this. Why go to Venice when you can see just as many canals in Amsterdam and they don't smell as badly. Dr. Van Dijk, my Dutch host, explained that much of the city is built on pilings and for this reason the water level in the canals must be carefully maintained. If the level dropped so that the pilings were exposed to air, they would soon deteriorate and the city would fall into the bay.

I again felt myself running short of time and decided to bypass Belgium by taking a boat from the Hook-of-Holland directly to Harwich, England. The 106-mile trip took just six hours and I was surprised to find the North Sea as calm as a lake. The fare for myself and motorcycle was \$22.50, which seemed excessive to me, but the saving in time made it worth while. I went immediately to London, for it was obvious that I would not be able to complete my trip on time and I was

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hoping to make arrangements to delay my plane reservation from Paris to New York. As usual, the airlines were completely co-operative and I soon found myself with three extra days in Europe. I decided to go back to Scotland to visit some relatives whom I had not had a chance to see when I arrived.

I stopped in the small town of Hatfield, which is about forty miles north of London, to visit the De Havilland Aircraft Co. For reasons of security, I was not allowed into the factory. Because of my occupation as an engineer for an aircraft company, I had been hopeful of a chance to compare fabrication methods and testing procedures. I continued on my way north through Bedford, Leicester, Nottingham, Doncaster, and late in the afternoon found myself approaching Newcastle. I laughed as I thought of the old saying about "carrying coal to Newcastle." Later I learned that because of the coal shortage throughout the British Isles, the people of Newcastle would probably be very happy if someone brought them some extra coal. I found a nice hotel in Hexam after a friendly tip about prices from a local "bobby." As I prepared for dinner, the walls of my hotel room began to shake with the resounding beat of a familiar Mambo. To my amazement I found that a juke joint was operating full bore in a small room over the garage which was only about thirty feet away. American records were the rule rather than the exception, the place being operated under the guise of a dance studio. Fortunately for me, the place closed before bedtime.

Monday was July 4th, but this was no holiday in England for obvious reasons. I managed to tour the Jaguar and Standard Motor Car companies, both of which were extremely interesting. I was especially interested in the 15 D-type Jaguars which were nearing completion for I was told that some of these were slated for private owners in the U.S. At last we would see some stiff competition for the patent Ferraris. I was scheduled to return the Triumph to the factory at noon on Tuesday which left me with one more half day with my own transportation. I decided on a quick run down to Stratford-on-Avon to see the birthplace of William Shakespeare. This was one of the many beautiful sections of England and my thoughts were that this short, refreshing jaunt of fifty miles was a fitting way to climax 4151 miles of motorcycling in Europe.

In a period of about three hours, I returned the machine to the works

for shipment, took a bus from the factory gate to Birmingham airport, and flew to Paris on one of the new Vickers Viscount turbo-prop airliners. The pilot even invited me up to his "office" for a look around and we had a long chat about the aircraft business of the present and future.

Next were several boat trips on the Seine, bus trips to the cultural points, pictures from the Eiffel Tower, etc. My financial status did not allow for the luxury of taxis and my shoe leather was forced to suffer for it. The prices in Paris only confirmed what friends had told me about the big cities of Europe. If you want to get by inexpensively, stay away from them. The beauty of Paris in the spring helped to overshadow the ghastly prices. At the tourist bureau I asked about a tour of one of the automobile factories. They arranged a trip through the Renault works and when I arrived back at my hotel there was an engraved invitation awaiting me. I had lunch at the Renault plant with officials of the company and then spent four hours touring the facilities with an English-speaking guide who had been with the company for fifty years. I was amazed at the hospitality which was extended, for I was probably as much a non-celebrity as anyone who ever visited the Renault plant.

At 11:00 P.M. I boarded the giant DC-7 for the flight to New York. An air view of London at night, a quick stop in Shannon, Ireland, and then I was back in the U.S. In one day (which is not necessarily twenty-four hours when you are chasing the sun) from the time I left Paris, I was back in Los Angeles with six weeks of memories which I would cherish for a lifetime. "See America last" is my advice to the motorcyclist who can afford a trip to Europe.

THE END



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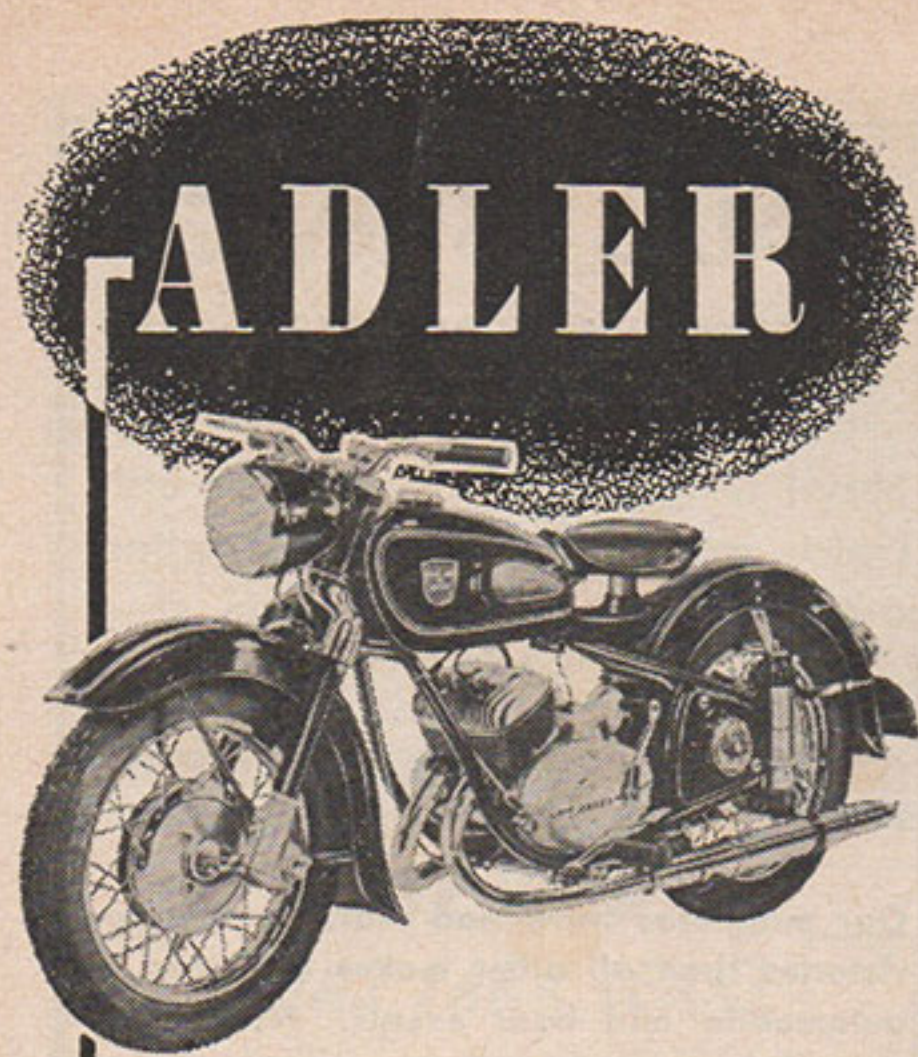
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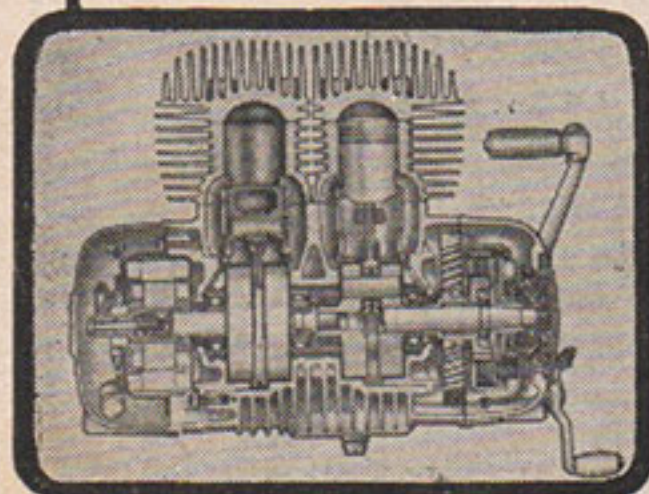
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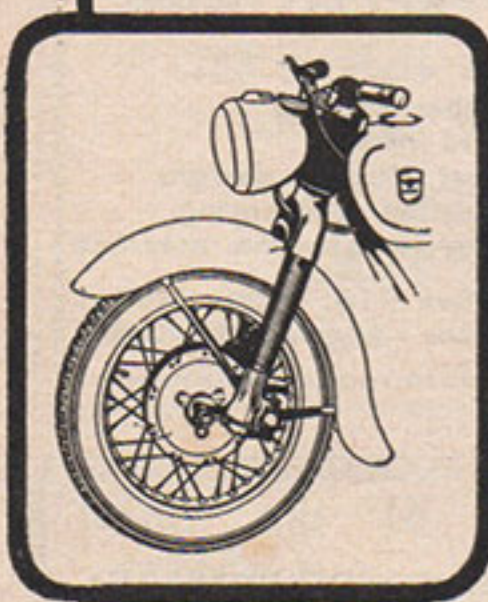


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**SO-CAL SPORTS . . .** (Cont.)

good; their machines are both running well etc., etc. It would even be interesting to see a 15 lap match race . . . or would it?

**Rams MC Incident**

Due to the fact that no information has been forwarded to CYCLE for So-Cal Sports, by the Rams MC, a complete report on the event and the numerous accidents which occurred, is at this time impossible. Your editor will try to have this information in time for the next issue.

**"Icecycles"—What Next?**

Motorcycle mounted teams continue to battle it out on ice, at the South Gate Arena, in South Gate, California.

Similar to ice hockey, the riders "kick" the puck around, wildly sliding, crashing, etc., etc. Fans were pleasantly surprised during their first visit, and promoter, Bill McKay, informs us that the show gets better every week.

**DUKE - SURTEES . . .**

(Cont. from page 15)

also a very fast-going machine (a

logical result of the British manufacturers refusing to go in for high-speed competition motorcycles) thus reducing the odds.

It can be assumed, however, that champion Duke will, from now on, be on the look-out. No doubt he has learned his lesson.

But nevertheless, he is seriously threatened. And should next season's racing prove that John Surtees has become his equal, then it may mean, as Jack Surtees, John's father, recently told me himself, that the reason lies with the eleven years that separate Geoff Duke from his own lad. In fact, Mr. Surtees did not conceal that in his opinion Duke was on the way out, whilst John was on the way in.

But then, this is only an opinion. And is it not human that a father should, above all, rather believe in his own son? ●

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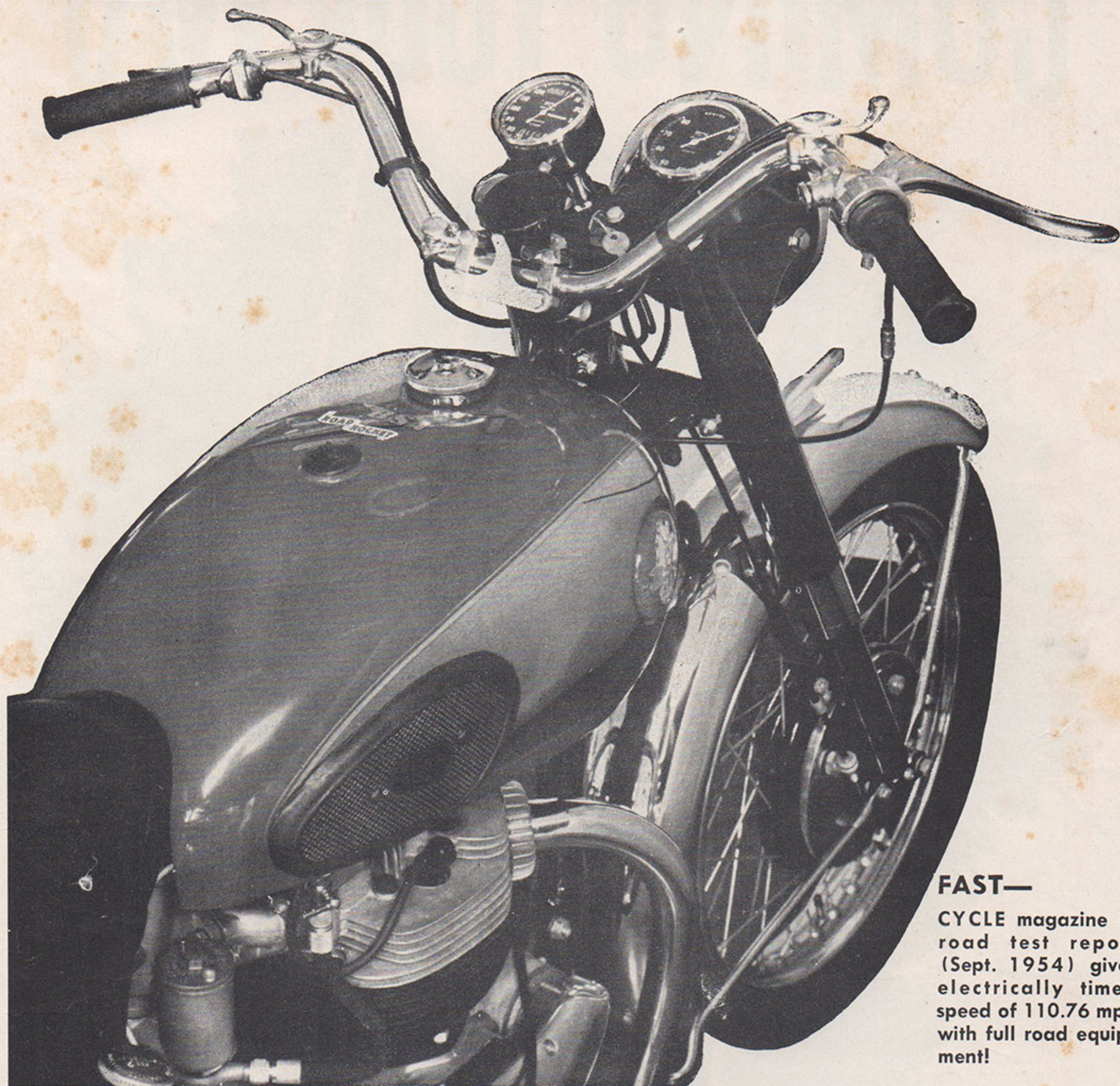
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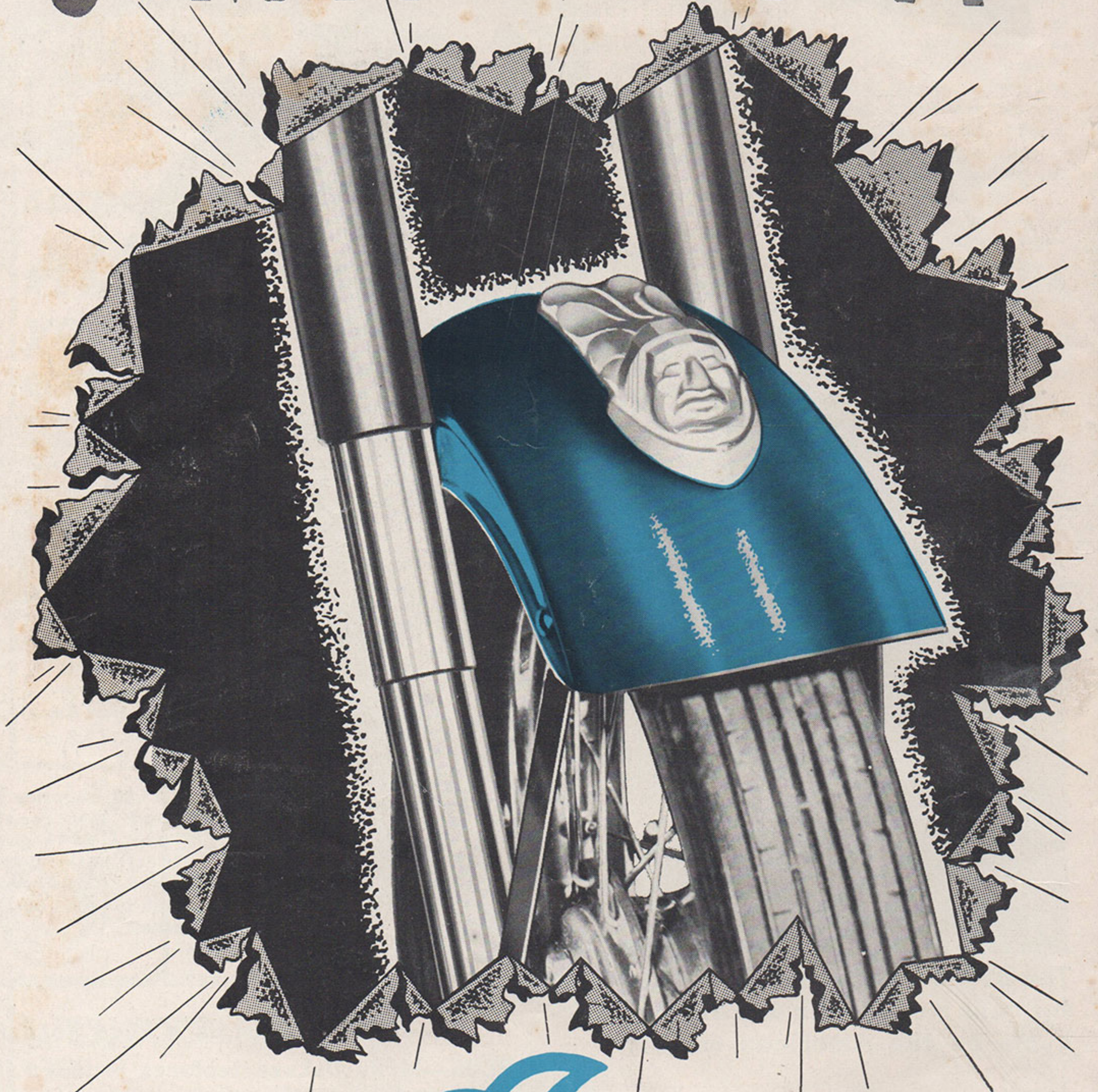
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