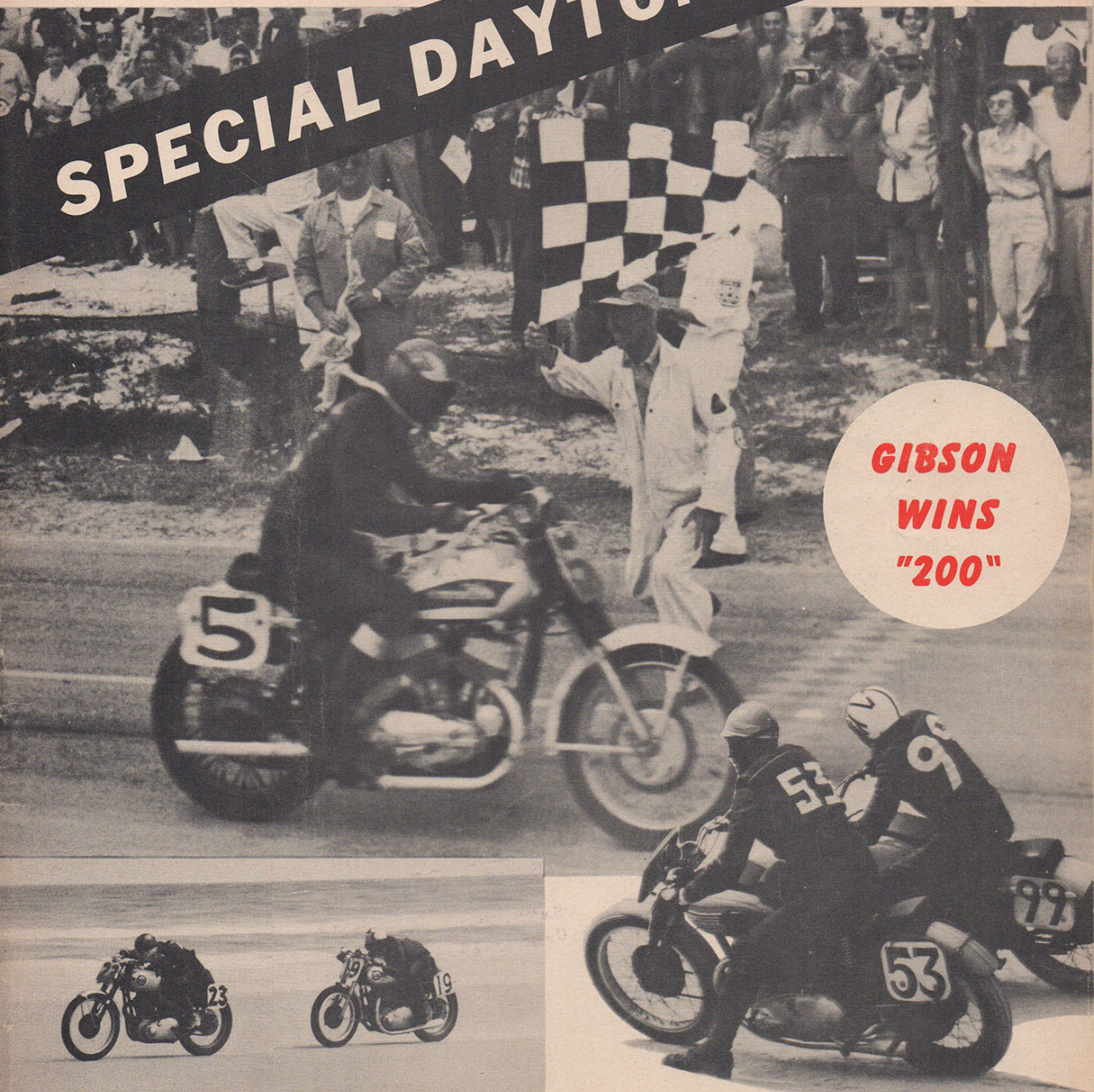


ANC "World's Largest Monthly Motorcycle Circulation"

MAY 1956 35c

# CYCLE

SPECIAL DAYTONA ISSUE

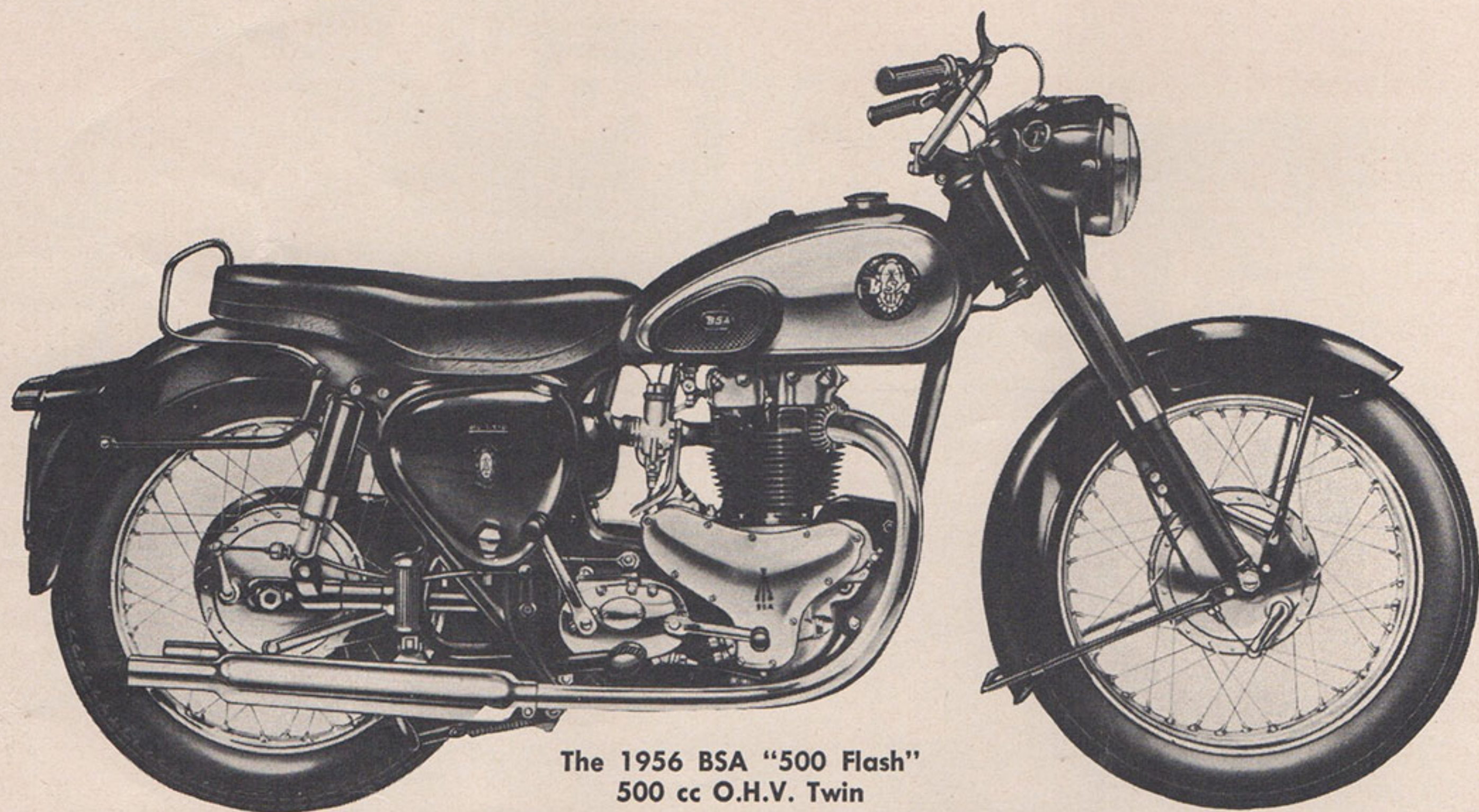


**GIBSON  
WINS  
"200"**

ROAD TESTING THE INDIAN TRAIL BLAZER

# "500 FLASH"

## Flashing Performance - TWIN



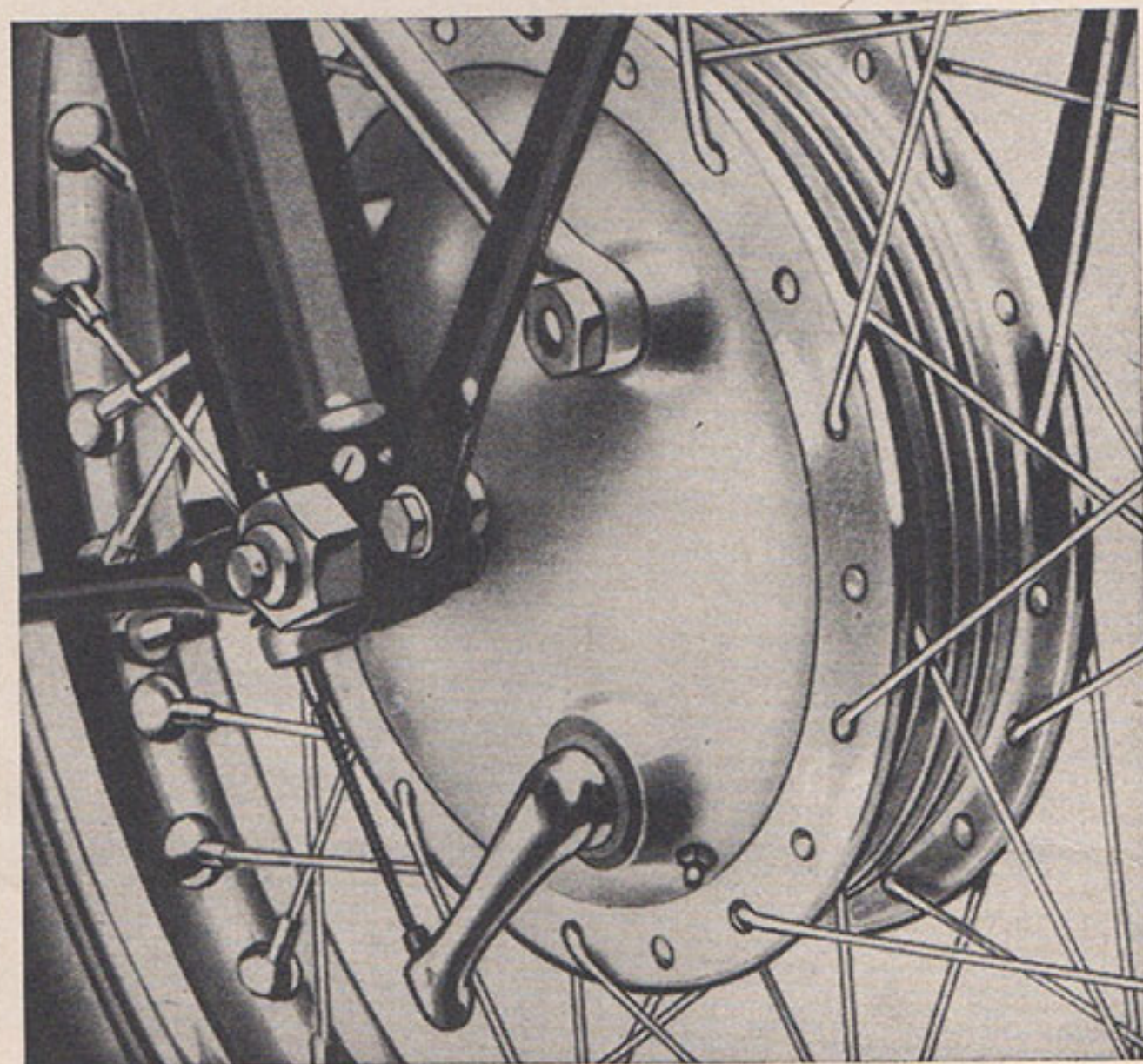
The 1956 BSA "500 Flash"  
500 cc O.H.V. Twin

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More than enough power—speed—and performance for most motorcycle riders! Incorporating every new 1956 BSA feature, the economy-priced "500 Flash" is one of the best buys on the motorcycle market!

Looks—You bet!—Your sparkling new "500 Flash" has a bright "Rocket-Fire" red tank with chrome panels and colorful plastic badges, chrome plated handlebars, wheel rims, and many other parts in heavy chrome plate. Entire dual exhaust system is also chrome plated. Timing cover, gearbox end cover, and primary chaincase are highly polished alloy.

**BSA BASIC RACER:** Your "500 Flash" can be the basis of a fast and easy handling dirt track job! Write for details on how you can get this track-equipped model!



Full width alloy hubs with powerful centrally positioned brakes are standard equipment on the 1956 "500 FLASH."

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"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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Cover Photos show Gibson getting the Flag. Heck #53 contests Applegate, #99. Mann, #23 is chased by Sherwood, #19. Photos by McNally and Mercer.

# The Publisher's Column

**FUN AT CATALINA**—Western motorcyclists are anticipating the forthcoming Catalina Grand Prix scheduled for Saturday, May 5th and Sunday, May 6th. The spectacular Catalina road races have now become internationally famous, due to the unique course over which the races are run. Starting in the streets of the beautiful city of Avalon, the route winds up the mountain over narrow roads, which in places are actually nothing more than trails. As usual, a tremendous number of entries in every class is assured with many of the nation's best riders participating.

Not only do those who attend the races enjoy interesting and spectacular competition, but a weekend at Catalina is something to long remember. The Catalina steamers are available, and they serve from Wilmington. Catalina airlines land on the airports on the island, and Avalon Airways offers amphibian service from Long Beach to Avalon. The special steamers will leave at 7 P.M. Friday, returning at 4:30 p.m. on Sunday. There will be Saturday night dancing at the Casino with Kay Riggs and his orchestra. For hotel reservations, readers should write or wire Bill Krug, Reservations, Box 41, Catalina. The Motorcycle Clubs of the Sports Committee of So. California are to be complimented on sponsoring this event and for the excellent management that has always been displayed in conducting these events.

## BICYCLISTS ARE MOTORCYCLE PROSPECTS

Last week I gave a talk on the history of automobiles and motorcycles to all of the 9th grade and Science students at the So. Pasadena, Calif. High School. I was amazed at the interest shown by these young students. After the talk, there was a question and answer period, and believe it or not, the first four questions asked of me were about motorcycles. 1. Which did I consider better for a 16 year old boy—a scooter or a lightweight motorcycle? 2. Did I think a two-stroke engine was better for use in a lightweight motorcycle than a four-stroke? 3. Why isn't more motorcycle advertising in newspapers and on television? 4. I own a middleweight motorcycle, and I don't consider motorcycling dangerous, but sometimes the public does—what can be done to dispel this false opinion in the minds of many people?

About two-third of my talk was about automobile history, and one-third was about motorcycle history, but the first four questions were about motorcycles which indicates a tremendous interest by these youngsters. Another interesting incident was that when I was leaving the hall, I asked the following question of about a dozen boys in the group. "What make of motorcycle would you buy if you were going to buy one?" I asked this question to see how many of these youngsters had any knowledge of motorcycles. Almost immediately and very emphatically, six or seven of them named various makes of motorcycles, and there were only two in the group that seemed to know nothing about the different makes of motorcycles. As I was leaving the yard, I noticed a very large number of bicycles parked in the yard. Certainly, there must have been 300 or 400 bicycles. This is evidence that the younger generation are two-wheel conscious, and probably more youngsters know how to ride bicycles today than in the

(Continued on page 18)

# DEADLINE DATA

*late news at presstime*

## Laconia Cycle News

Exciting NEW IDEA for the 1956 Super Gypsy Tour is a brand new SPORTSMAN HILL CLIMB—a crowd thriller that will give every road machine rider a safe chance to match his skill at diggin' and draggin' against his buddy on a perfect thirty degree slope, paved with a smooth blanket of soft, green grass!! As I type this good news, a hundred handsome college girls are whizzing down this CYCLE SLIDE—on their pretty little toboggans (careful, Author)—and they've all agreed to come back in June—to watch hundreds of handsome motorcyclists whizz up the same grade! It'll be an education for them, all right!

Mr. Baer closes this report with an invitation to ALL of his Cycle Pals—from all parts of the U.S. to leave these dates open: June 15-16-17 for LACONIA!!! There will be A BIGGER MOTORCYCLE SHOW—SPORTSMAN HILLCLIMB — AND THE BIGGEST PURSE ON RECORD FOR THE MOTORCYCLE RACES!

Here are the Cold Cash Facts: \$1,200.00 for 1st Prize in 100-Miler! Prizes—and good big ones all the way down to 20th place, with heavier payments from 6th place down! Fritzie says that 9th and 10th place payments equal the original FIRST PRIZE! One hundred smackeroos for the Fastest Time trialer! Come and get it!

Complete details on the 36th Annual

100-Mile National Championship Road Race and Gypsy Tour will be announced soon by Bill Schietinger, Chairman of the Sports Committee of the New England Motorcycle Dealers' Association.

## AMA Bulletin

1. The following 1956 machines have been accepted and approved for Class C competition by the National Technical Committee:

Model G 11 Matchless 600 cc Twin  
Model 30 AJS 600 cc Twin  
Model G 80 CS Matchless 500 cc Singles  
Model 18 CS AJS 500 cc Singles

2. The Maico 250 cc "Scrambler" machine has been accepted and approved for use in Class C competition by the National Technical Committee.

3. The 20 mile National at Bay Meadows, California has been changed from July 22nd to August 26th.

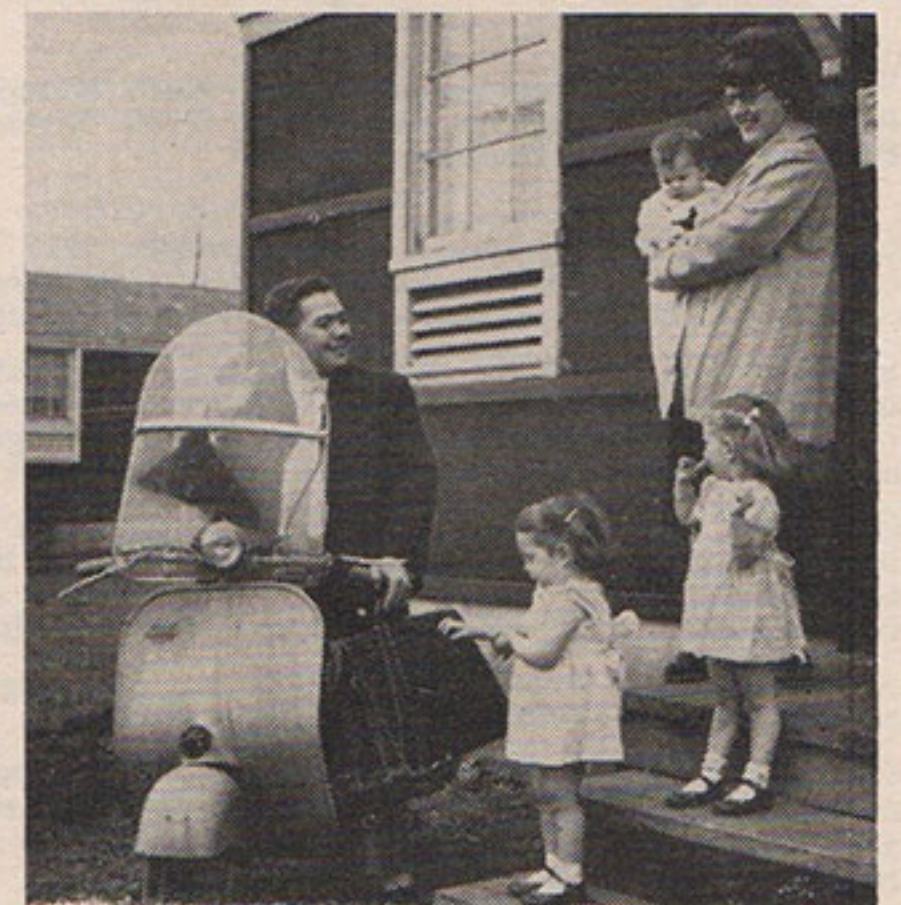
4. The National Class A Championship hillclimb will be held at Laconia, N. H., on September 16th and will again be sponsored by the New England Dealers Association. No application has been received at this date for the National Class C hillclimb championship.

5. Unless a Class "A" or "C" hillclimber has a classification typed on his 1956 competition license after "Hillclimb" he is an unlisted hillclimber and will not

- be found listed under "Hillclimbs" in the 1956 Riders' Supplement.
6. All members of the Competition Committee, Technical Committee, District Referees and Assistants will receive 1956 Rule books and Riders' Supplements. Factories and Distributors will also receive copies. Extra copies are 25c each.
  7. Daytona entries closed February 24th with 69 Class A entries and 65 Class B entries.
  8. The Following are the approved AMA official flags:  
WHITE Flag—a fair start.  
YELLOW Flag—one more lap to go.  
CHECKERED Flag—the finish.  
RED Flag—danger on the course, DOES NOT MEAN HOLD POSITION.  
RED and WHITE Diagonal Flag—hold position.  
WHITE with BLACK CENTER—pull over rider is trying to pass you.  
BLACK Flag—disqualification.
  9. Aub Isham of Oakland, California has been appointed District Referee for Northern California.  
Alfred Knapp of Astoria, N.Y., has been appointed District Referee for Metropolitan New York.  
J. E. Small of Stevensville, Michigan, has resigned as Referee for Northern Indiana due to business commitments.
  10. Our rules state that tires used in Class C competition MUST be approved by our National Technical or Safety Committee. Many foreign machines are appearing in competition with tires that have never been approved, therefore are illegal to use. A cross section cut of any of these tires mailed to AMA with a request for approval by our Committee might save some protests and arguments.
  11. This office has urged all referees to have a rubber stamp made for use in all official AMA business. Now would be a good time to attend to this important matter before the season begins.

## New Wall Chart on BSA Gold Star Model Engine

A new beautifully detailed wall chart is now available on the BSA Gold Star power plant. This is a sequence-of-assembly type drawing of the type which is extremely helpful in assembly operations on the bench. A glance at this chart will tell the mechanic the proper position for each and every part in engine base, cylinder, head, even including all spacers and washers—those items which are very likely to prove puzzling in an engine reassembly. Chart is large 16" x 20" in size. Copies of this new BSA Wall Chart can be ordered through BSA Dealers.



Busiest man on the University of Illinois campus may very well be Ralph W. Symons, a senior in commerce, who goes to college full time, raises a family, and holds down three jobs. His wife, and daughters Peggy 2 (left); Eileen, 3; and Kathy, 9 months, see him off as he boards his Allstate Motor Scooter to call on an insurance prospect.

## REAL BARGAINS

for

ALL MOTORCYCLE DEALERS

# AJS MATCHLESS PARTS CLOSE-OUTS

TERRIFIC SAVINGS

WRITE FOR FREE INVENTORY

We still have \$50,000 worth of parts on hand after relinquishing our AJS and Matchless motorcycle distribution in 1954. After supplying dealers with parts at regular discounts since that time, we have now decided to dispose of our entire stock to dealers at extraordinary discounts. While they last, here's your opportunity to really profit. A complete listing of our AJS and Matchless parts inventory supplied free; simply drop us a note on your letterhead.

write today

PARTS DEPT.

**THE INDIAN COMPANY**

29 Worthington St.

Springfield, Mass.

## Nortons Outline "Standard Machine" Race Policy

Norton Motors Ltd., of Birmingham, England, famous makers of racing motorcycles, are to continue their present policy of mounting factory team riders on standard production machines. This declaration was made today by Mr. C. Gilbert Smith, the company's managing director, in announcing plans for the 1956 racing season.

The machines would be modified only where necessary to include experimental features which, if proved satisfactory, could be included in the following season's production models.

Norton factory riders will not officially support World Championship races but they will take part in certain selected events on the Continent, in addition to the Isle of Man T.T. Races and other British meetings. Members of the 1956 Norton team will be John Hartle, Alan Trow and Jack Brett. Hartle, aged 22, comes from Chapel-en-le-Frith, Derbyshire, and is at present serving with H.M. Forces as a driver-instructor; Brett, a 37-year-old works manager for a Manchester company, is a native of Leeds and has ridden for Nortons since 1953.

A newcomer to the team is 23-year-old Alan Trow, who is a motorcycle dealer at Welling, Kent. He has not yet been seen in International class racing, but made a fine showing in last September's amateur Manx Grand Prix, finishing fourth in the Senior race and winning the Newcomer's Award.

First outing for the new team will be at Oulton Park on April 2nd, followed by the "Silverstone Saturday" meeting on April 14th.



### Indian Announces New Field Representative

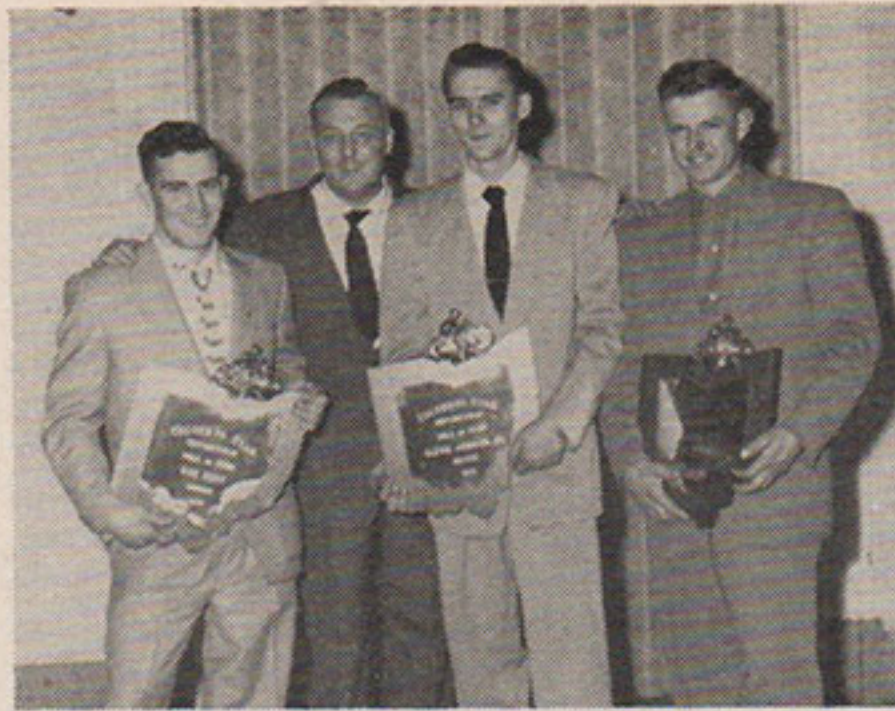
Al West, Vice President In Charge of Sales, of The Indian Company, announces the appointment of Robert J. Steiner to cover the Midwestern territory.

Bob is not a newcomer in the motorcycling field. He is very well-known in his area as a Sports Competition Rider, as he has taken part in many events in the Wisconsin-Illinois area.

Bob also ran a motorcycle shop for the past few years in Milwaukee, Wisconsin. In this shop he was servicing and selling imported products which at that time were distributed by The Indian Company.

With the knowledge that Bob has of the motorcycle business, he will do everything in his power to help the motorcycling sports activity in his territory.

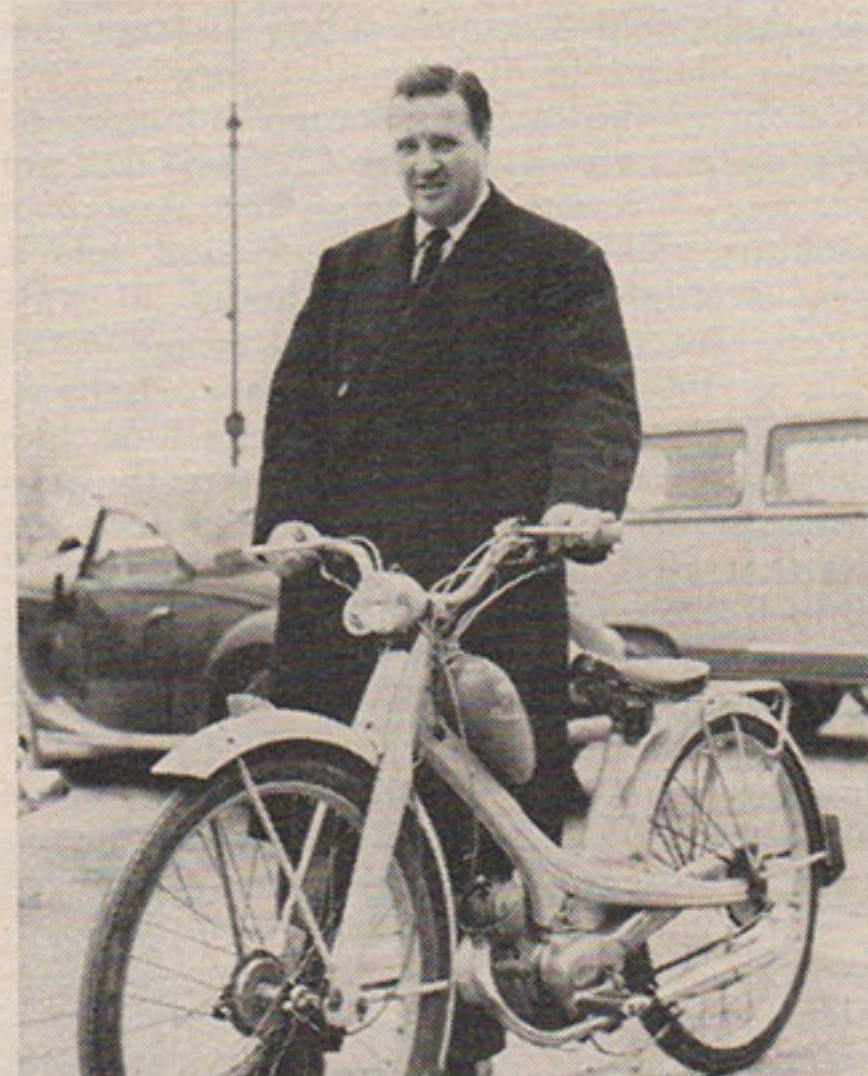
Bob Steiner is making his headquarters in Milwaukee, Wisconsin, where he lives with his wife and two children.



### BSA Riders Shine In Ohio "Hall Of Fame" Competition

Pictured here are the three Ohio dirt track stars who took top prizes in the annual Columbus Star "Hall of Fame" contest. This annual contest is conducted by the Ohio picture newspaper, and is based on points given to riders for wins and places in dirt track competition within the State borders. In 1955, BSA riders took two out of three in this Midwest hotbed of dirt track racing.

Seen in the photo, left to right, are Don Rees, Dayton, Ohio Expert ace, who is current Ohio State Champion and 3rd place man in National point standings. Don has the distinction of having won the Hall of Fame award in Novice, Amateur, and Expert classes. Next to Don is E. Norman (Dusty) Millar, BSA Field Rep. for Ohio, and next is rapidly rising star Glenn Jordan of Columbus, Ohio 1955 Ohio Novice Champion. Both Rees and Jordan rode BSA. At right is Amateur winner George Roeder of Monroeville, Ohio, who plans to ride BSA in 1956 competition.



### Henry Ford II Likes Motor Vehicles

When Henry Ford II was in Vienna for the re-opening of the Vienna Opera, he posed for this picture with an NSU Quickly. Actually this does not mean that Mr. Ford intends to enter the motorcycle business but being wide awake and interested in anything that runs on wheels, Mr. Ford showed considerable interest in the design of this unique lightweight.

See YOUR DEALER for genuine

**BATES MOTORCYCLE ACCESSORIES**

- ★ FOOT PEGS, legal, rubber covered
- ★ PILLIONS, standard and racing
- ★ WINDSHIELDS, the most modern designs
- ★ SADDLES, solo, competition and racing
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(Std. and Oversize)

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*Servicemen Overseas and Riders remote from motorcycle shops—You will find our Personal Mail Order Service unexcelled.*

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**NICHOLSON BROS.**

Saskatoon, Sask., Canada



## ALPHA Big End BEARINGS

THE BEST FOR YOUR MOTORCYCLE  
World-famous ALPHA BEARINGS manufactured from a special alloy steel . . . specially heat treated for long life. Available from Flanders Company.

- ROYAL ENFIELD
- MATCHLESS
- VELOCETTE
- VINCENT
- NORTON
- ARIEL
- HIGHEST RACING QUALITY COSTS NO MORE
- AJS
- BSA



204 W. Walnut St., Pasadena 3, California



Dear Editor—

I enjoy reading CYCLE and have been extra interested in ideas from other readers too. The program of helping anyone to learn how to ride is a wonderful way to introduce others to the thrills of motorcycling. When eighteen I took a quick ride on one and while I enjoyed it I didn't think much more about it until I joined the Air Force and ended up in Germany where everybody and his grandmaw seems to go for them. So wanting to give it a whirl too, I bought a Harley and after spending ten minutes trying to start it, remembered to push the clutch in for compression. In a few minutes I was out of the city and on the highway. Slowly the surging thrill of enjoyment came over me and it was so exciting that I've been riding ever since, over six years now. My only wish is that I hadn't waited until 20 for if I had had a chance to really find out before, in such a program as teach a future rider, I would have bought one at 16. By this and other ways the potential number of young riders is tremendous.

I now have a smooth Vincent and after graduation from college in December my wife wants a new BSA in the spring. Since I'm going to be a teacher in high school I will have a chance to say a lot for motorcycling and when possible to assure all parents that riding is safe and sound for their young sons and daughters just as long as they use good judgment as is necessary with any vehicle that moves.

A number of people seem to be concerned about the effects of Marlon Brando's movie "The Wild One" or a song. It would be wrong to say these are bad publicity unless one cares to perceive them as so. Why generalize concepts on such minor incidents when we don't in other things. Look how many became interested in motorcycling after seeing "The Wild One". Too, for the story it was portraying I think everyone will agree or admit it was a really good movie. I hope many others come to know the exciting thrill of motorcycling for it is a great sport.

Duke Stockton  
Bellingham, Wash.

Dear Ed.—

Having read so much about other clubs in your magazine, I would like to let the rest of the country know what we have in Arkansas. Our club is called the Razorback Motorcycle Club, which although a relatively new club, has sponsored several new events not very well known in Arkansas.

We have sponsored Drag Races and Scrambles. Both of these events have helped to further interest in motorcycle club activity.

We are very proud of our competition riders of which three ride flat track and T.T. Our club has plans of sponsoring a short track race in nearby Jacksonville next April.

In winding up, I hope I haven't boasted too much about our club, but I think it is one of the most active in this part of the country.

Walter Johnson,  
Little Rock, Ark.

Dear Editor—

A group of we girls around Long Beach have decided there aren't enough cycle clubs around the country. We would like to get one up of nation-wide status. We want it to be the largest organization outside of the AMA. This club is for all girls (or men, as the case may be) who are being packed. We wouldn't be able to have meetings with out members spread all over the country, but the members in various cities or areas could get together if they wanted. The purpose of the club is to give cycle enthusiasts who don't have cycles a club to call their own.

The dues would be about 50 or 75 cents a year, all depending, of course, on the price to print the membership cards. Later on we would like to get patches for our sleeves if enough of the members want them. The names that have been suggested are the following: Asphalt Packers, Cruisers, Wheels, and Saints. If there are any other suggestions, we would be glad to have them. If there are any of your readers who are being packed and would like to join, they can get in touch with me.

We would like to have them tell us their age, what they are packing on, how long they've been riding, and if possible a picture of the cycle, themselves and their partner. How about it, do we have any new members?

Jeananne Humble  
2560 Monroe  
Long Beach 10, Calif.

Dear Mr. Clymer—

Being an ardent follower of your magazine for some time now I find it quite different from the other publications, in that it covers the whole field of motorcycling and not just certain phases of it.

As far as the racing situation is concerned here are my views. I (like CYCLE) am not speaking for either foreign or American machines. I have owned both and had a great deal of pleasure from both.

Let's get up to times. This is not 1950. This is 1956 and machines have changed. I like to see a race where a machine like my road machine competes and see the performance of it. But so, I have to face the fact that all I'll see are the 30.50 OHV and 45 inch SV's battle it out. Just how many of these smaller bikes are sold for road machines now? I find more 40 inch OHV and 55 inch SV's on the road. Couldn't a class be set up for these machines? Sport cars seem to run quite effectively in classes.

These are only my views but I believe classes would cut down quite a bit of controversy. Where a Side Valve may be prevalent in one class, an OHV would be prevalent in another class. I will not go into any discussion of this or my reasons for this line of thinking. This would only bring criticism from both sides.

To get away from the racing picture there is another problem which seems to enter most conversation. I have yet to find anyone who can give a satisfactory answer to it. What happens to AMA dues? With this question I do not mean to imply any distrust in the organization as I am a member and appreciate the work that they have done.

I am now the proud owner of a Triumph Trophybird and waiting for your road test on this model. I'd like to extend my appreciation to Don Pink for his articles which have appeared in the Mail Pouch.

Bob Widham  
Manchester, Conn.

*You make some good points, Bob. I suggest you send them to the AMA.—Ed.*

Dear Mr. Clymer—

Your editorial titled "What Can Be Done To Secure Better Public Relations For Motorcycling?" has —I hope— opened a healthy discussion about the future of the motorcycle business in the United States. There probably is no other industry that does a worse job of public relations and information than ours. But in order to inform others one has to be informed oneself. Are we...? Is there any clearcut data on registrations? Is it broken down into "motorcycles," "motorbikes," "motor-scooters," if it is available at all? Is there any data on actual damage claims against operators of two-wheel motorvehicles in any state; is there any data on laws affecting such operators in the various states? Let's be honest, we haven't got the facts, and without the facts we cannot go before any legislator or press representative or motor-vehicle commissioner and try to swing things our way.

To collect the facts is a full-time job for someone who not only must be a diligent public relations man or management consultant, but also must know the motorcycling business in and out. It seems to me that the AMA does not have the financial means to engage such a man as long as their membership fee remains \$1.00 and as long as the AMA lives in splendid isolation in Columbus, Ohio, without the benefit of Madison Avenue's huckster methods. I wonder whether they heard... Sears-Roebuck sells motorcycles and motorscooters. This "little" outfit spends \$30,000,000 yearly on newspaper advertising alone. There must be a few fellows there who could give the AMA some pointers. Have they talked to them? I doubt it. In any case, I work for a motorcycle importer in New York for several years and I have yet to see one official from Columbus step through the door and talk to us about the motorcycle business in general and our local problems in particular. They not only do not have the facts..., they do not even attempt to get them. Sure they helped us here to get the N.Y. Thruway open for motorcyclists, but I think the bulk of the pressure came from the rank and file of motorcyclists. But what good is the opened Thruway, when there are no motorcyclists to ride on it. What am I to tell the kid 16 years and over, who comes into our showroom, drooling over our beautiful bikes when he finds out that he has to pay \$250 insurance for the privilege to ride a \$200 motorcycle in our metropolis, or forego the privilege until he is 21?

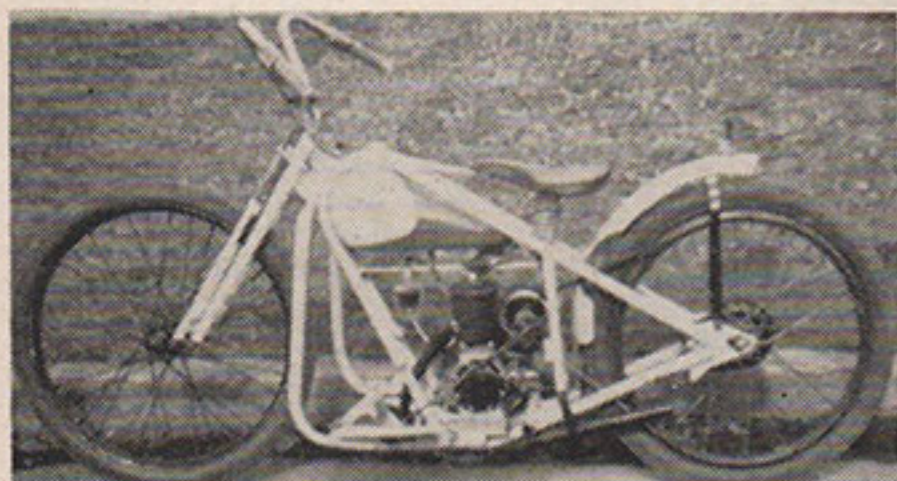
So it's no wonder, Mr. Clymer, that you propose a National Motorcycle Dealer's Association to do the job that should rightfully be done by the AMA. To be very frank with you, I am a little skeptical on that score. I remember very well the great effort made by Indian in 1949 to awake the American motorcycle dealers to go out and get more riders. We all know what happened, it ended in dismal failure. How often have I wondered what became of circulars, posters, bulletins and other assorted publicity material. All too often have I found it in the wastebasket or under a pile of tools or gaskets... nobody ever read it. In the meantime hours and hours have been spent just to get another hp out of some "scrambler" or "racer," as you have so well pointed out in the last paragraph of your editorial.

I don't know what the solution is, but I fervently hope that your editorial will induce some people to put on their thinking caps and someone will hit upon an idea, so that the great potential which is un-

doubtedly there, may not longer go to waste. The teen-age population of the United States is tremendous, compared to ten years ago, and every day thousands of potential buyers spend their money on anything else but motorcycles.

Many dealers and fellow motorcyclists consider this a closed "fraternity" and look down upon anything with less than 25 hp. Anything that looks like a scooter or a motor-"bike" is made fun of. The fraternal spirit is fine, but the fraternity will die if no new members will join it. The way I see it, the new blood for motorcycling will come from the scooter riders and our dealers may get off their high-powered horses and pay a little attention to that little fellow sitting on his "chair" having a lot of fun at 30 mph. He may be Mr. Dealer's bread and butter the following year. Again, we have no accurate figures on the percentage of scooters vs. motorcycles but I suspect that by now scooters have long passed motorcycles in registrations. With the excellent merchandising job being done by the present scooter importers they may soon be a "full lap" ahead of motorcycles. So, if we want to go places we may have to go there the "scooter"-way.

Richard L. Kahn  
Forest Hills, N. Y.



Dear Sir:

I am enclosing a picture of my 1946 Servi-Cycle which I bought in a bushel basket about a year ago. I have had a lot of fun building it. My bike runs pretty good for a Servi-Cycle. How about some more pictures of chopped bikes in Cycle?

Gary Lantz  
Chanute, Kansas

Dear Editor—

I am going to spend several months touring Mexico by Motorcycle next summer, and I would like to have some company. Please print this letter so anyone interested in going along can get in touch with me.

George Hays  
1013 Ave. D.  
Redondo Beach, Calif.

Dear Mr. Clymer—

May I through your magazine, ask all Vincent owners who are interested in joining the Vincent Owners Club to contact me at the address below and I will be pleased to send them all the dope on the club and its magazine called M.P.H. (for obvious reasons).

Also for your own benefit (I hope) I enclose a copy of the magazine and a run-down on the club and its purpose in life.

George Hollinger  
4391 Main St.,  
Vancouver, B. C., Canada

Editor CYCLE—

I noticed in the AMA minutes that Walter Davidson made a motion which was seconded by Trevor Deeley, that no sanction be granted for the 100 mile championship this year at Langhorne, Penn. Apparently they claimed the track was too dangerous. I attended the races last Labor Day and in two days of racing in which they broke several records there wasn't a single accident. One rider spun out on a curve but got up quickly and finished the race.

Motorcycle fans come from every state in the Union to see this race which has been an annual event for many years, and Langhorne is certainly one of the best mile tracks in the U. S.

The AMA decision to cancel this sanction is a serious blow to thousands of motorcycle fans far and near.

Certainly they cannot call Laconia (which they sanctioned) a safer course as there have been fatal accidents at Laconia.

What do you say, motorcycle fans—are we going to let them stop this famous and interesting event?

Thomas E. Messer  
Rochester 12, New York

Dear Don—

When do you expect to test the Mustang? I owned two Cushman Road Kings when I was eleven, and when I was twelve I got a Cushman Eagle. I am now thirteen, and have a Mustang—I sure do like it. Dad has a Harley 61. He understands and likes motorcycles, so I have no parent problem. Sure do enjoy reading your magazine; keep up the good work.

Joe Castleberry  
Box 542  
Drumright, Okla.

As soon as a new model is available to us.—Ed.



Dear Editor:

The enclosed photo shows three members who received trophies for the 1955 season from the Lucky Lancers M/C of Lancaster, Wisconsin. From left to right are Fred Rotramel, winner of the longest motorcycle trip; our local Harley-Davidson dealer Lucky Loeffler, winner of the competition trophy; and Clint Atkinson receiving the sportsmanship award.

Hoping you can use this picture in your publication.

Lucky Lancers M/C  
Lancaster, Wisc.

Dear Editor:

I read your Cycle Magazine regularly and purchase them on newsstands. I think that is a good place to find them. I am an old motorcycle rider 46, and have a Harley 74, 52 model at the present time. I just lack a few hundred miles putting in 50,000 miles since the mileage club started in 1950.

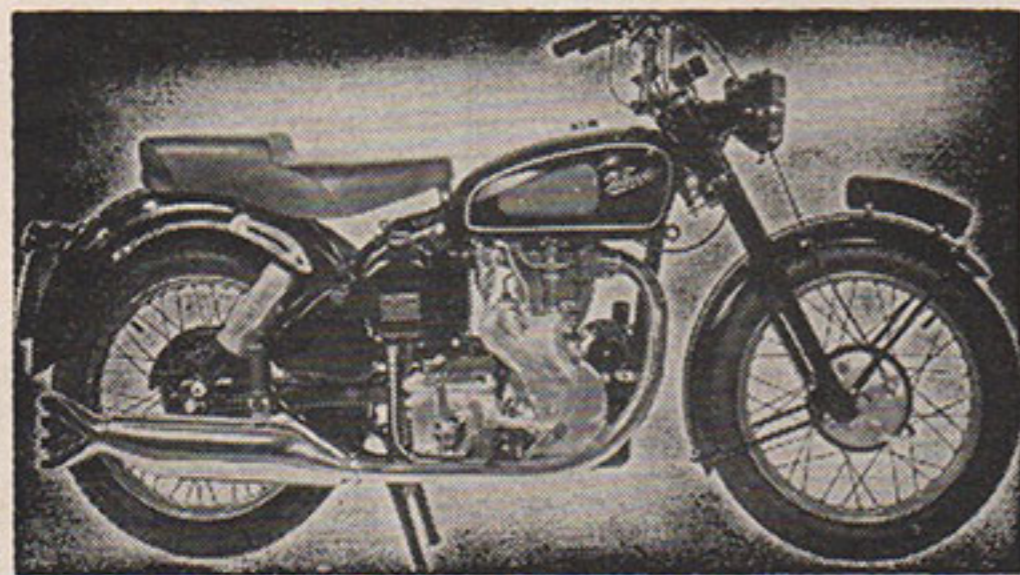
It is very amusing to me why there is so much jealousy among different makes of motorcycles. One of your writers hinted of a 20 year obsolete model with so many useless gadgets. I don't consider saddle bags, buddy seats, windshields, safety bars, baggage carriers, rear view mirrors useless, do you?

I have found that the modern Harley is amazing for dependability and endurance, and if a V type motor is obsolete, why do most automobiles go to them?

It is obvious to me that Harley could build a featherweight 30.50 OHV if they so desired, and that seems to be where the big beef is. I like all motorcycle riders regardless of what make they ride and some of my buddies ride the foreign bikes. I started riding 27 years ago and believe me there has been some wonderful progress on motorcycles. I have had 7 machines in all.

M. G. Pogue  
Haskell, Texas

## MIGHTY STRONG SINGLE



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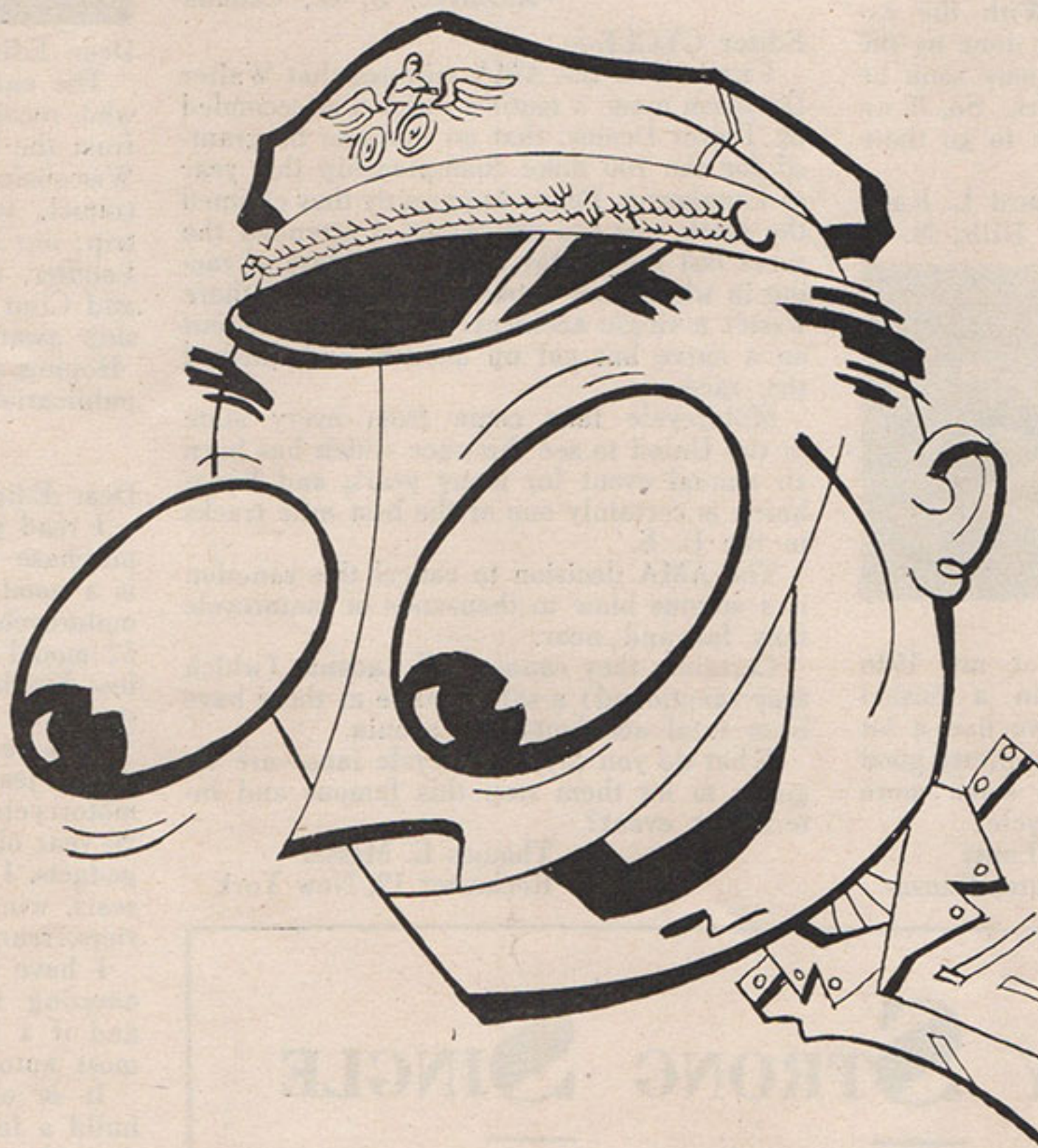
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## THE PUBLISHER'S COLUMN

(Continued from page 3)

years prior to the depression. Motorcycle manufacturers, distributors, and dealers, certainly should cultivate these young bicycle riders because they are already sold on the idea of two-wheel transportation. Dealers, should wherever possible secure the names and addresses of bicycle owners for they certainly are excellent prospects for powered two-wheel transportation. In my judgment, the motorcycle industry needs more new riders to join the fraternity, rather than dependence solely upon replacement by the present owners.

**DODGE CITY RACES**—Inasmuch as July 4th falls in the middle of the week this year, and due to the fact that many spectators at Dodge City have traveled from distant cities and states, it is felt that a large crowd could not be secured for a one-day celebration in the middle of the week. Pike's Peak has changed their date from Labor Day to July 4th this year, and consideration is being given to the changing the date of the Dodge City races to the Labor Day weekend. In Daytona, I talked with AMA Secretary, E. C. Smith, and he stated that Labor Day weekend would be satisfactory, and now all that remains is to have a business meeting with the Dodge City businessmen to see if the Dodge City dates would conflict with any local or nearby fairs or other celebrations. You may expect full details in the next issue of CYCLE.

*Floyd Clymer*

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

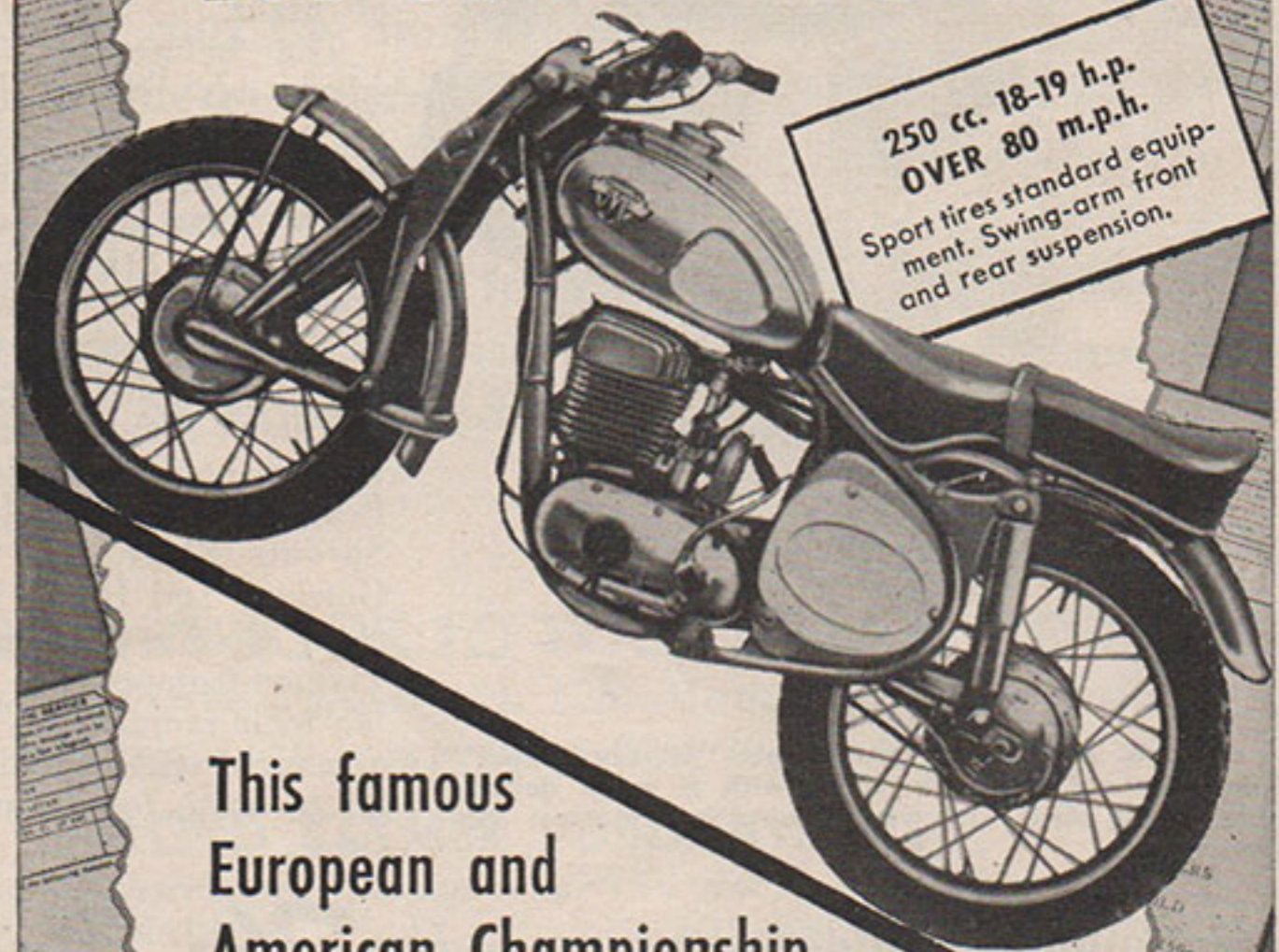
**S-P-E-E-D! HOW TO OBTAIN IT**—A clearly written handbook for every motorcycle owner who wants to improve the performance of his machine. 160 pages with 142 instructive how-to-do-it illustrations deals fully with theory and practice of engine tuning. Comprehensive chapters on design, engine, essentials of speed, materials, contours, rings, pistons, cams, valves, springs, rotating masses, reciprocating masses, fuels, super-charging, oil and lubricating systems, etc. Postpaid \$1.50

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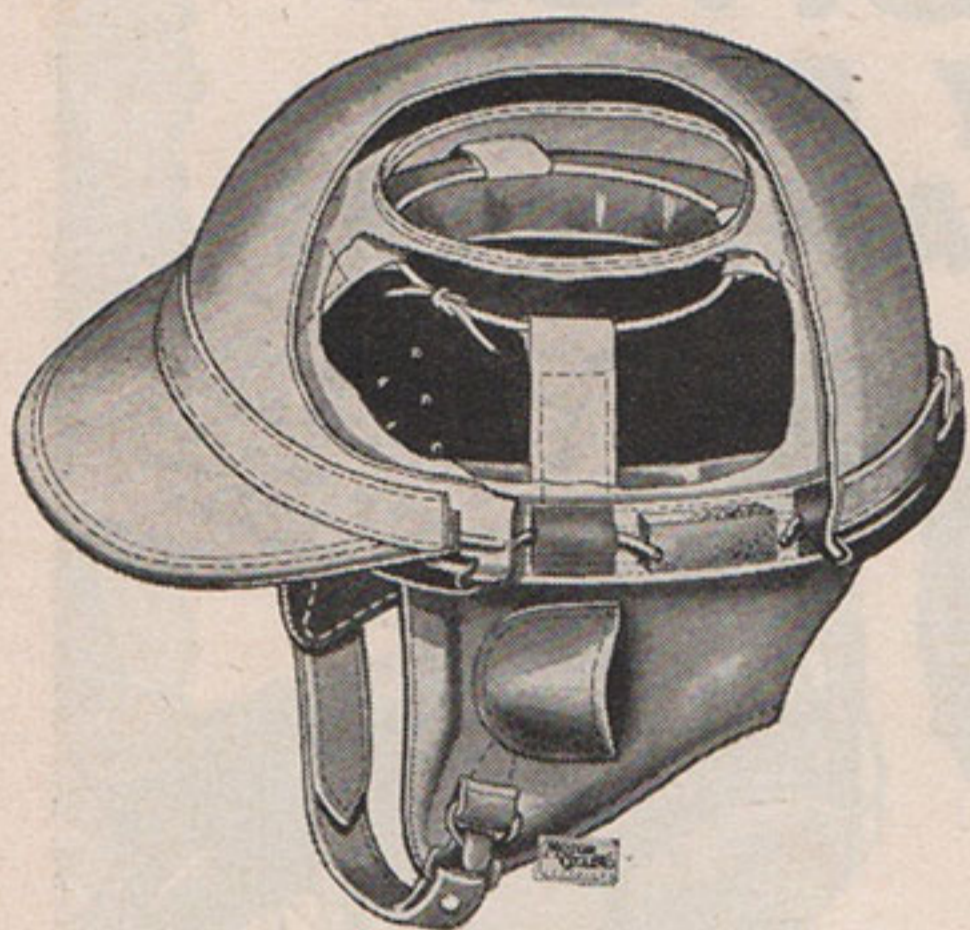
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## NEW CLYMER SAFETY HELMET

The use of safety helmets by motorcyclists is increasing and in line with the trend advocated by the National Safety Council and the car manufacturers the users of the public highways are becoming more and more safety conscious. The car makers are featuring safety belts, padded sun visors and cowls, safety door latches, even new "dished" steering wheels and of course safety glass has been in use for several years.



NEW HELMET

A sectional view of the new Clymer "St. Christopher" Safety Helmet. Color is white with a quick detachable black visor. Interior construction features are shown.

Now it is the motorcyclists' turn to do his part in this safety campaign. Cyclists in Europe in ever increasing numbers are turning to the use of safety helmets to secure added protection in event of an accident.

To meet this new interest in safety the Floyd Clymer Co. are offering a new helmet that meets the most exacting demand for style, comfort and strength. The model is the Clymer "St. Christopher" (meaning "safety for the traveller"). Weighing one pound, five ounces, the helmet is of molded fiberglass construction, waterproof, and easily cleaned. Fine chrome, natural sheepskin leather with strong webbing interior straps and full leather neckband, the helmet is available in head sizes from 6 $\frac{7}{8}$  to 7 $\frac{1}{2}$ . The visor is black and quickly detachable and the helmet is white which is easily seen at night.

The helmet is ideal for motorcyclists, sports car drivers, motorboat racers, motorcycle policemen, aviators and construction workers. Price is \$16.50. Hat size should be given when ordering. The Clymer Co., 1268 S. Alvarado Street, Los Angeles 6, California, are the pioneer distributors of crash helmets in the U.S., having started in 1932. Among the first crash helmet sales made by Clymer are many famous car drivers and motorcycle racing men. They include Ed Kretz, Bruce Pearson, Milne Brothers, Wilbur Lamoreaux, Sprouts Elder, Joe Petrali, Rex Mays, Al Gordon, Ted Horn, Mauri Rose, Putt Mossman, Bobbie Hill and many others. The Clymer Competition Crash Helmet, so popular with racing men for the past 22 years is of course still available. Dealers are requested to write for discounts and agency proposition.

## The 1956 Ariel Scrambler

Tank is finished in bright red with chrome panels. The timing cover, gear box end cover, and brake end plates are buffed to a high sheen. Unusual bit of finish technique is the buffing of the cylinder fin edges. Wheels, handlebars, levers and many other parts are in high lustre chrome plate.

As delivered, the Ariel Scrambler is equipped for both road and off the road use. Many owners require a machine which can be ridden to motorcycle events, and the Ariel "Mark III" Scrambler is fully equipped with lights, horn, instrument panel, muffler, and all road equipment. Headlight is quickly detachable, and a straight through type of exhaust pipe is available.

The 1956 Ariel Scrambler Mark 2 is equipped with the new cowl and instrument panel. Headlamp unit is quickly removable and features a four prong type connector. A rubber shield is provided to protect the terminal point when headlamp is not in use.

Also new for 1956 are the full width alloy hubs with centrally positioned brakes, and the fitting of an improved type air filter. Incidentally the job is now set up with an Amal Monobloc carburetor which improves low speed performance while in no way detracting from the sparkling top end punch for which this model is noted.

Specification sheets and full information on the new Ariel Scrambler are available through the respective Distributors. Western U.S.A., Johnson Motors Inc., 267 W. Colorado St., Pasadena, Calif. and Eastern U.S.A., BSA Incorporated, 639 Passaic Ave., Nutley, N.J.

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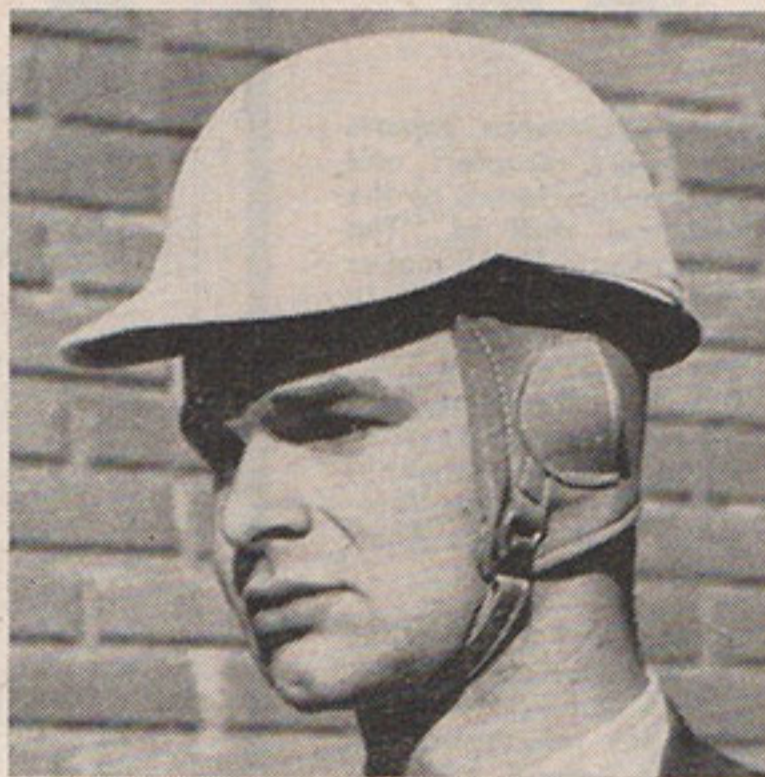
Give hat size when ordering

COLOR—White with black visor—a smart contrasting combination.

★ Ideal for cyclists, sports car and motor boat drivers, policemen, aviators, crop dusters and construction workers when head protection is desirable.

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As pioneer crash helmet distributors in America, we proudly announce the new Clymer St. Christopher model Safety Helmet for motorcyclists. New transportation safety measures are now being advocated by the National Safety Council and all car manufacturers. This addition to the Clymer helmet line now enables the motorcyclist to enjoy using a light (yet strong), attractive, comfortable and safe helmet for every day use on city streets and highways.

Safety helmets now in use the world over add to the gear the motorcyclist will enjoy and should wear. Clymer helmets offer good weather protection and they are warm in winter and cool in summer. Send for free literature and catalog. BE SURE TO GIVE HAT SIZE WHEN ORDERING.

## FLOYD CLYMER HELMETS

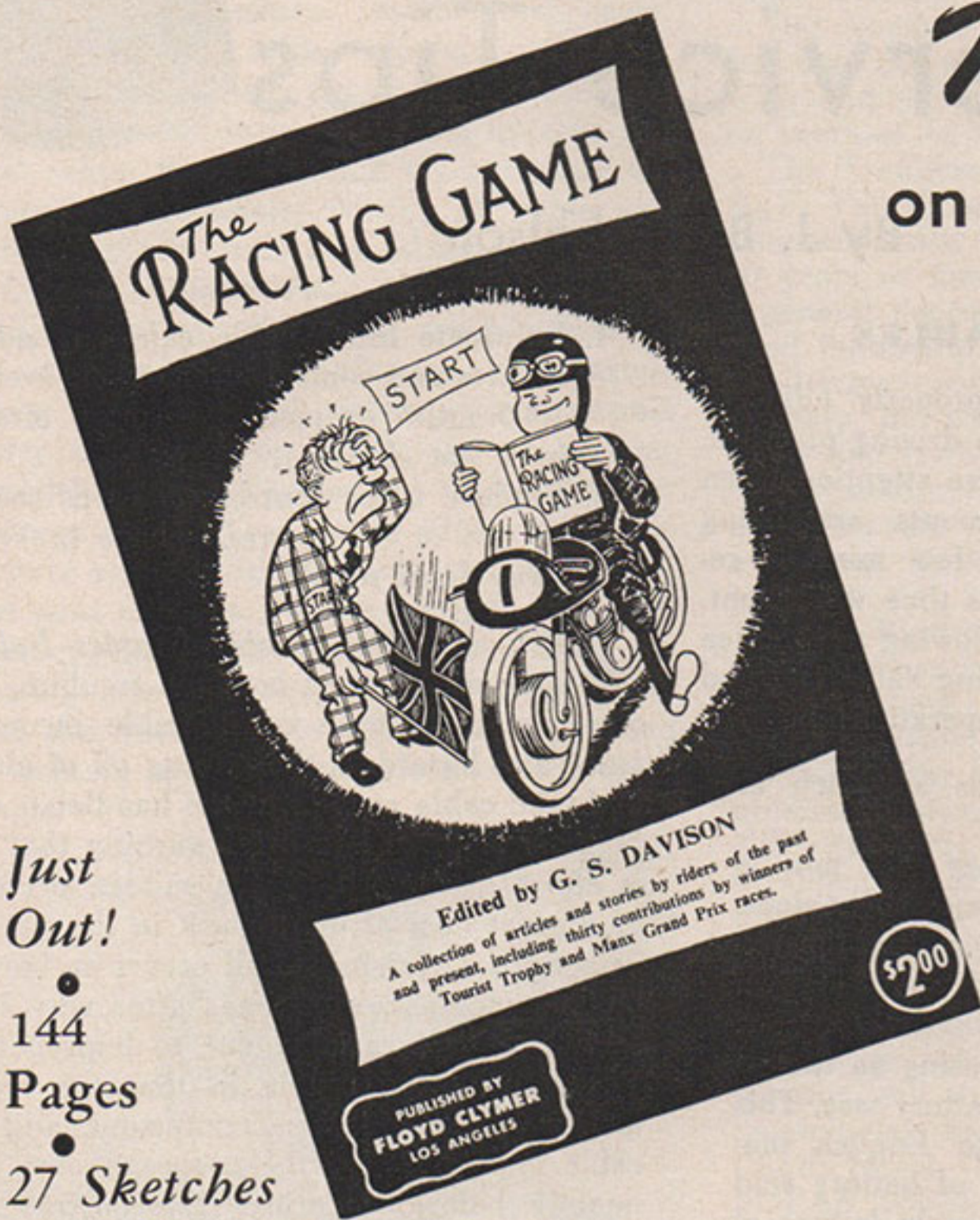
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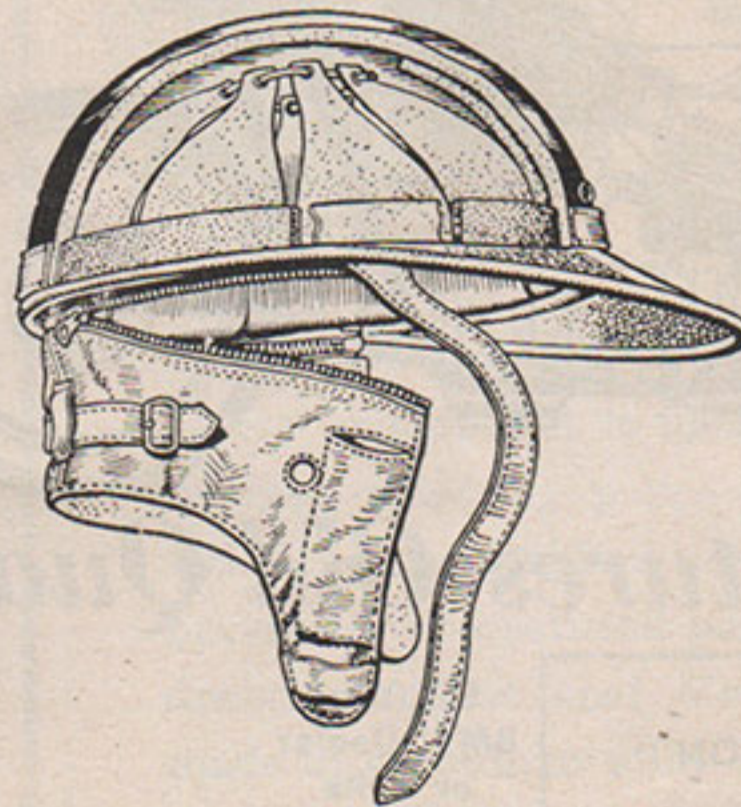
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# CYCLE Service Tips



By J. B. Nicholson

### CONTROL CABLES

Smooth operating and properly adjusted controls contribute much to driving pleasure. Control cables should receive attention when other lubrication requirements are being taken care of. The very few minutes required to service controls is time well spent.

*Control Cable Care*—Following the service tips listed below will prolong cable life and provide for most efficient operation:

1. Eliminate sharp bends as much as possible.
2. Arrange cables so they will not be trapped by front fork movement stops, or put under tension within the extremes of turning and up and down fork movement.
3. Locate clutch cable casing so that it does not contact the battery case. This applies particularly to English machines. Slight leakage of battery acid is often the cause of early failure of clutch cables when in contact with battery case.

4. Lubricate inner cable exposed ends, nipples and control lever pivots, every 1000 miles or monthly, (more often in a wet climate).
5. Replace inner control cables as soon as two or three strands have broken away from nipple.

*Clutch and Brake Cable Nipples Pulling Off*—One of the most common troubles, and one that may cause considerable inconvenience and hazard, is the pulling off of clutch or brake cable nipples at the handlebar end. Sometimes there is a brief warning that this is about to happen by the sudden presence of a great deal of extra slack in the control. This fault surprisingly still occurs on current model machines, sometimes after very brief service. It is invariably due to improper installation of the nipple in that the nipple has been inadequately countersunk and the cable ends have not been spread over adequately before soldering. The correct procedure for nipple fitting is illustrated and detailed nipple fitting instructions follow. If these are followed, nipple security is assured.

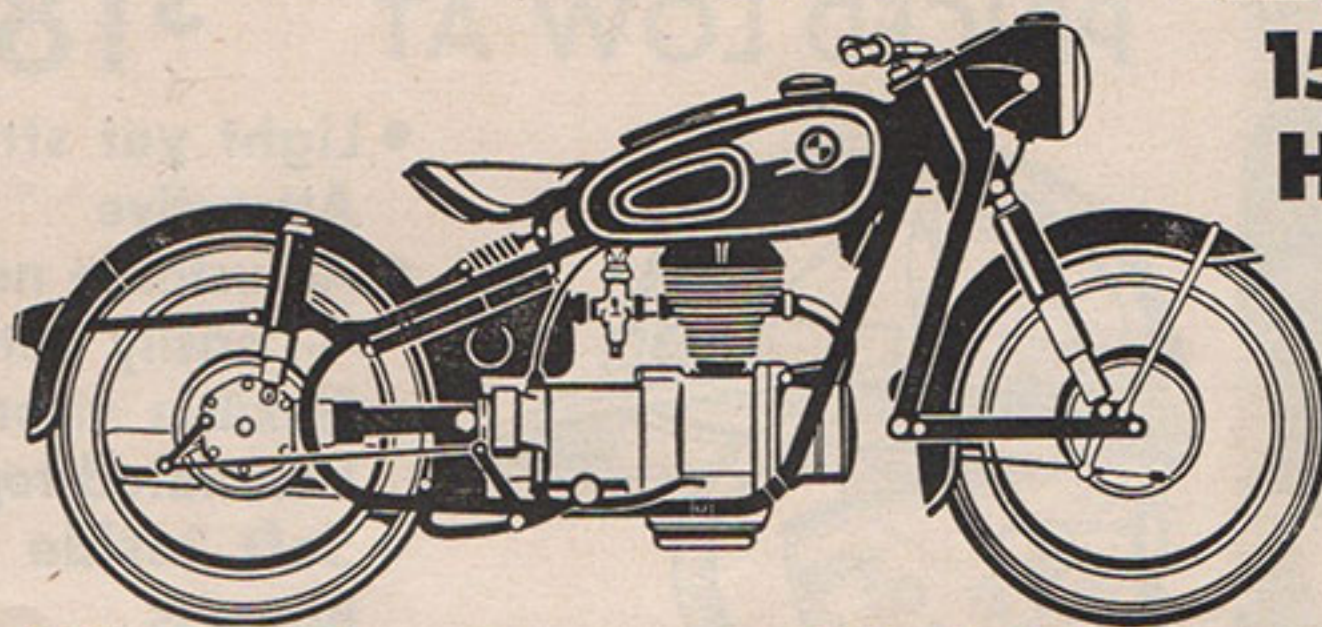
### How To Install a Clutch Control Inner Cable

1. Smear inner cable with light grease before installing.
2. If new cable is supplied with lever end nipple already fitted, connect this up to handlebar lever and pull bottom end of cable through the clutch operating lever on gearbox. If there is an outer cable adjuster located on gearbox, screw this to about a midway position.
3. Fit nipple onto inner cable up against gearbox lever, pull on cable to take up any slack, and back off nipple about 1/16". "Tin" the inner cable on both sides of the nipple using soldering iron and acid solder. Allow to cool, then cut off the surplus of the inner cable, leaving about 1/16" projecting past nipple.
4. Spread over the cable wires at end of nipple; heat the nipple and apply acid core solder.
5. Adjust with cable adjuster and clutch pushrod adjusting screw as may be necessary to provide 1/16" free cable slack and the most favorable gearbox clutch lever operating angle.

*Installing Complete New Control Cables*—When the correct factory made inner and outer cable assemblies with both nipples soldered in place are available, it is recommended that these be used in preference to replacing an inner wire or installing a universal type cable. When not available, and a universal type cable is to be installed, the

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following procedure should be adopted: First, remove the new inner cable and cut the outer casing to the same length as the original if it was of suitable length, and refit end cap. It is inadvisable to cut cables much longer than necessary. Install inner cable, connect up and solder nipple.

To ensure cable is cut to the right length, a good precaution is to connect up and just spot solder the nipple and try operating the control before finally cutting off cable and spreading over ends and soldering.

**Control Adjustments**—Adjusters to regulate amount of cable slack are provided on all controls. On throttle and air controls these will be found either where controls enter carburetor or within the cable near handlebar end. Unscrewing these adjusters reduces slack. Clutch and brake cable adjusters are generally located at bottom end. On most clutches with an operating arm adjusting screw and brakes with a shoe adjusting screw, slack is taken up on these and the control cable adjuster is only used to achieve to most favorable lever operating angle.



Al Rogers, well known California Expert is pictured receiving delivery of his new AJ5 Scrambler from Bud White's Motorcycle Sales in Glendale.

### Old Timers Meeting

The Annual Meeting of the Trailblazers organization will be held at the Elks Club, 6th Street and Westlake (opposite MacArthur Park) in Los Angeles, Calif., on Saturday evening, April 21.

The location is new this year, but it is felt that the excellent facilities of the Elks Club and its central location will result in an increase in attendance this year.

The Trailblazers was founded by the late A. F. Van Order and members include persons who have been riding motorcycles for 20 years or more. The meeting actually is a general get-together gathering and one of good fellowship. Many of the members are no longer connected with the motorcycle industry, but they enjoy renewing acquaintances and re-living the years of their interest in motorcycling. Many of the members have become prominent in the business world and in various fields of business and industry.

P. A. Bigsby, the Secretary-Treasurer, is a pioneer motorcyclist and for years was an expert pattern maker. P.A. now manufactures electrical musical instruments and his electric guitar is used by many of the most prominent members of famous Western and Hillbilly bands. Floyd Clymer has acted as president since the illness of former and first President Paul Derkum, the famous early day road race champion who now lives in Bakersfield, California.

An invitation is extended to all motorcyclists to attend this annual dinner and meeting and those wishing to attend should immediately notify P. A. Bigsby, 8114 E. Phlox Street, Downey, Calif., Telephone—TOPAZ 2-5036, and enclose \$4.00 for each ticket desired. Social hour starts at 6:00 P.M. and dinner will be served at 7:00 P.M. Prominent motorcyclists will be present, including some of the young and recent winners of national championship races.

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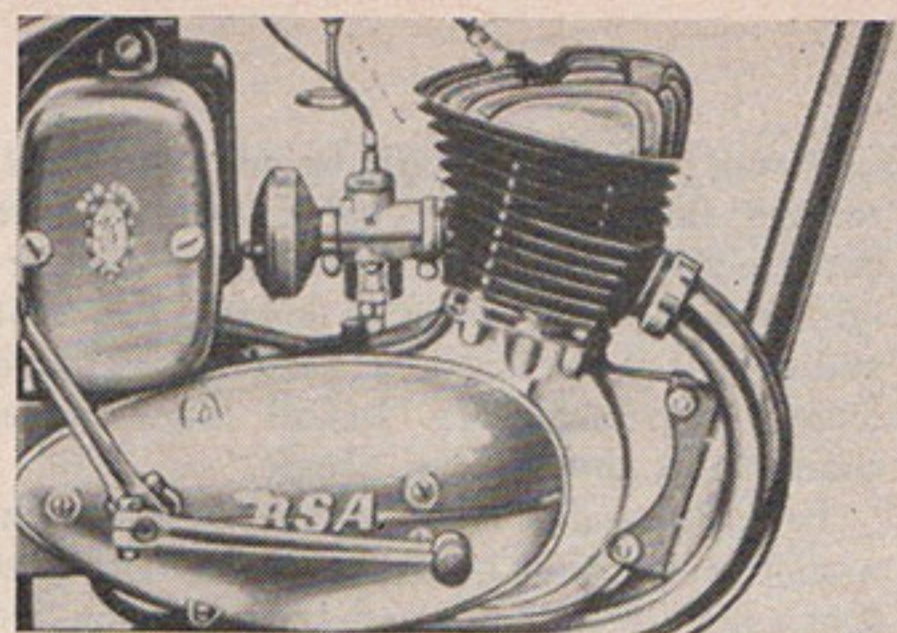
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## BSA Bantam Top Overhaul



There is no excuse for the owner of a motorcycle such as the BSA Bantam not to have his engine in tip-top condition, since an overhaul of this type engine is really simple.

When a lessening in power is noted, and considerable four-stroking occurs, it is time for a top overhaul. The average owner with determination and patience has it within his capabilities to do a good job.

It must be emphasized that in a two-stroke, the exhaust system must receive the utmost attention in any overhaul. The carbon build-up in this section is the greatest single cause of a loss of power. These items must be thoroughly cleaned of all carbon deposit by scraping or by the use of a suitable solvent. It may be difficult to unscrew the union which secures the exhaust pipe to the cylinder barrel in which case it will be necessary to use the aid of a penetrating oil. On late model Bantams the muffler can be disassembled after unscrewing the nut at the rear end and this greatly helps in the operation.

Next switch off the gas and unscrew the fuel pipe union on top of the carburetor. Remove air cleaner. Loosen the carburetor retaining clip and pull the carburetor away from the cylinder out of the way. The cylinder barrel and head are held on the crankcase by four long studs. Remove the nuts and they are free to be withdrawn. Remove the cylinder and bring the piston to top dead center. Carefully scrape away the carbon build-up on the piston crown being cautious not to scratch the surface of the aluminum piston. This also applies to the inside of the cylinder head. Make certain that the joining surfaces of the cylinder head are free from carbon or nicks. Blow away all the carbon particles from the top of the piston and remove the cylinder from the crankcase. The tank retaining nuts can be eased off so that more room for this removal is afforded. It is not necessary to remove it entirely.

Support the piston as it emerges from the bottom of the cylinder so that it does not fall free onto the studs or edge of crankcase cylinder opening. Fill this opening with a clean cloth so that foreign objects cannot accidentally drop into the lower end. Remove the gasket carefully and if damaged

make a point to obtain a replacement gasket, or manufacture one. Next check the piston rings. They should have a smooth surface all over, and still have considerable spring left in them. They should be free in their grooves and if not, pry them out carefully. Clean the grooves with an old piece of piston ring or suitable tool. If the rings look ok, do not change them with a view to improving performance, as the seating of new rings naturally induces more cylinder wear. However, if the rings show dark spots or signs of overheating, they should be replaced. Check to see that the new rings are free in the grooves and the gap measurement furnished by the manufacturer is correct. To obtain this gap place each ring in turn, in the least worn part of the cylinder bore, usually at the lower end, making sure it is square in the bore by locating it with the top of the piston. Then measure the gap between the ends of the ring with a feeler gauge. The correct gap is .009-.013 inches and if less than this it must be filled down. Do this job carefully so as not to leave a jagged edge which might score the bore.

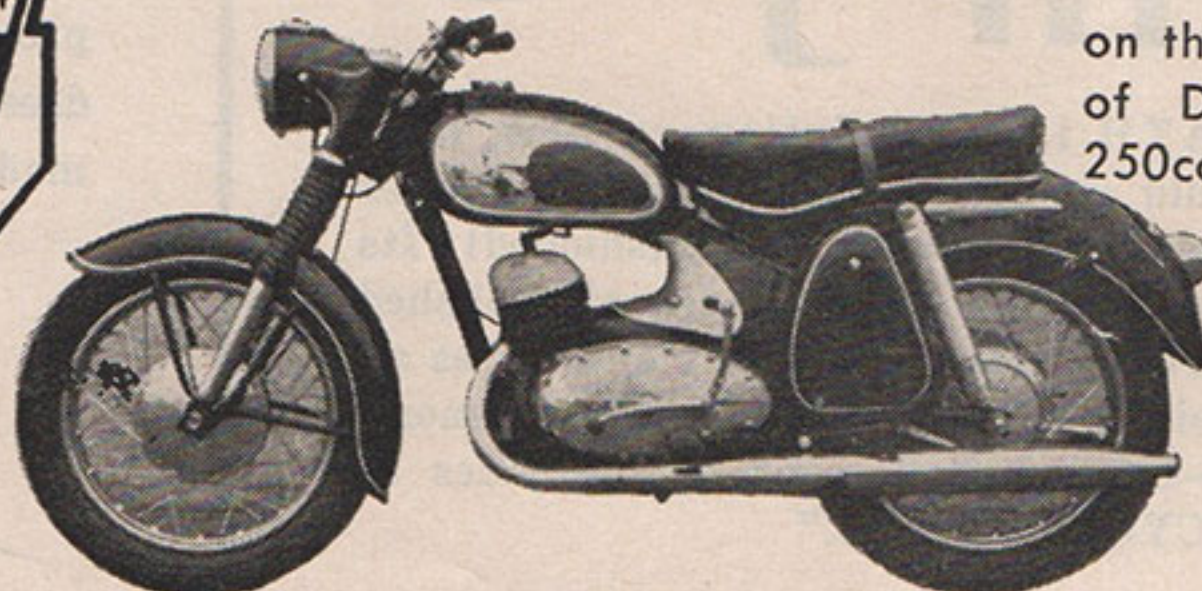
When the gap is achieved place it on the piston to ensure that the ends of the ring are not prevented from closing together by the locating peg. Now comes the exhaust port in the cylinder barrel and this must receive careful attention. Scrape it carefully free of all carbon being sure not to damage the bore. It is not likely that much carbon will be found on the other ports.

Now we are ready to reassemble the engine. Make sure that everything is clean and lubricated with oil. Carefully position the rings and slide the cylinder over the piston easing the rings into the lower end of the cylinder. Be sure the rings slide in easily and are correctly positioned by their locating pegs.

Now replace the cylinder head and tighten the hold-down nuts diagonally to avoid distortion. Replace the carburetor, making sure that it is fully in on the inlet stub. Check all exhaust connections for leaks. Any leaks here have a bad effect on performance. Now you are ready to start and listen to an engine with full power restored. And not such a difficult job either!



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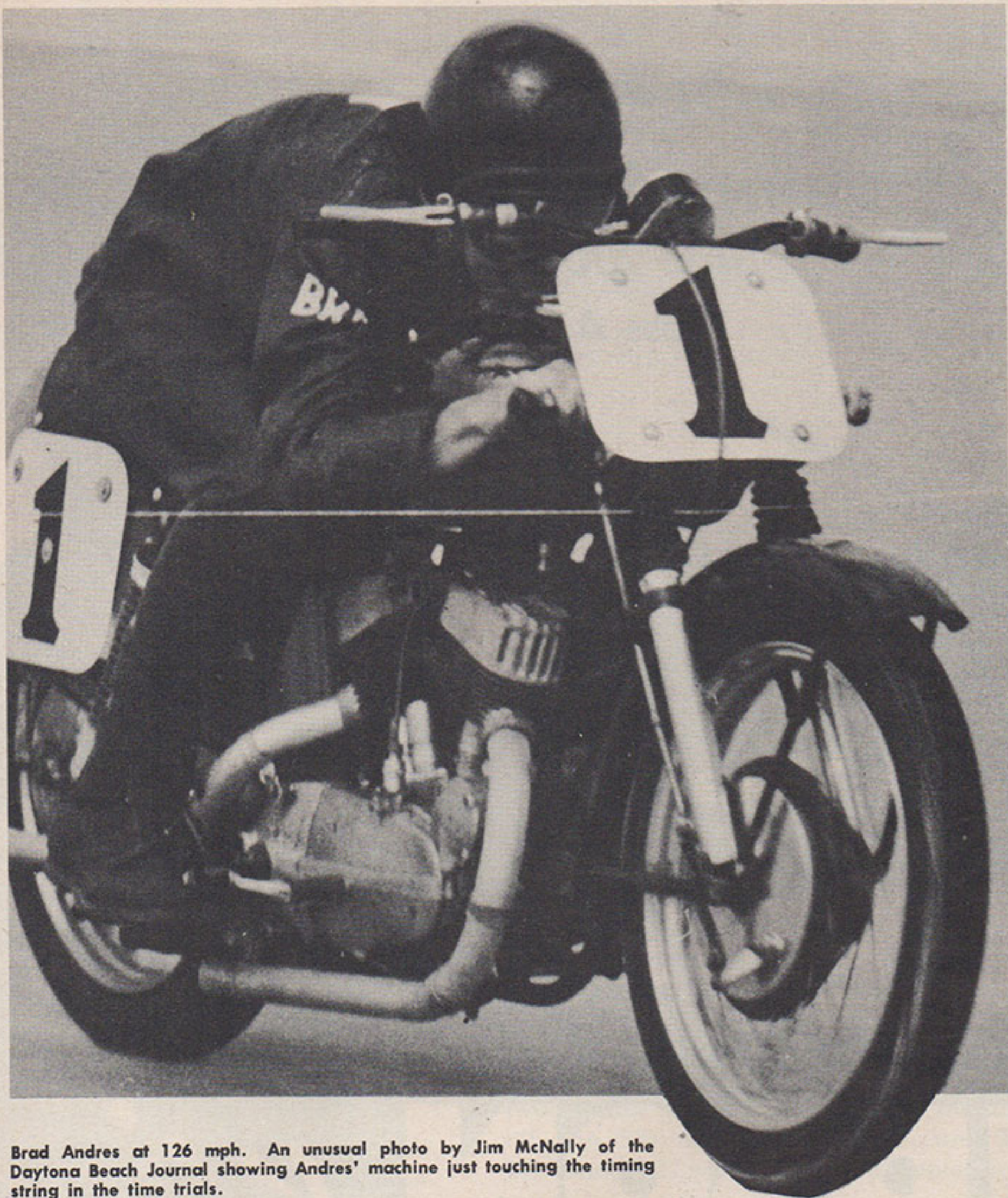
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# SPEED AND SAND AT DAYTONA

Photos by

MERCER, McNALLY  
AND CLYMER



Brad Andres at 126 mph. An unusual photo by Jim McNally of the Daytona Beach Journal showing Andres' machine just touching the timing string in the time trials.

## The 200 Miler

Old Lady Fate and her unpredictable off-spring, Miss Hard Luck, were the non-paying passengers for several of the Nation's Super Motorcycle Riders in this most exciting of all Daytona 200s! However, the Good Cousin, Lady Luck, rode with only one guy in this gruelling contest, and this was the quiet track vet, Johnny Gibson of Pasadena!

Victory came to Johnny as spills and various mechanical illness slowed

down the faster ones ahead of him, or sent them to cool off in the pits for the duration.

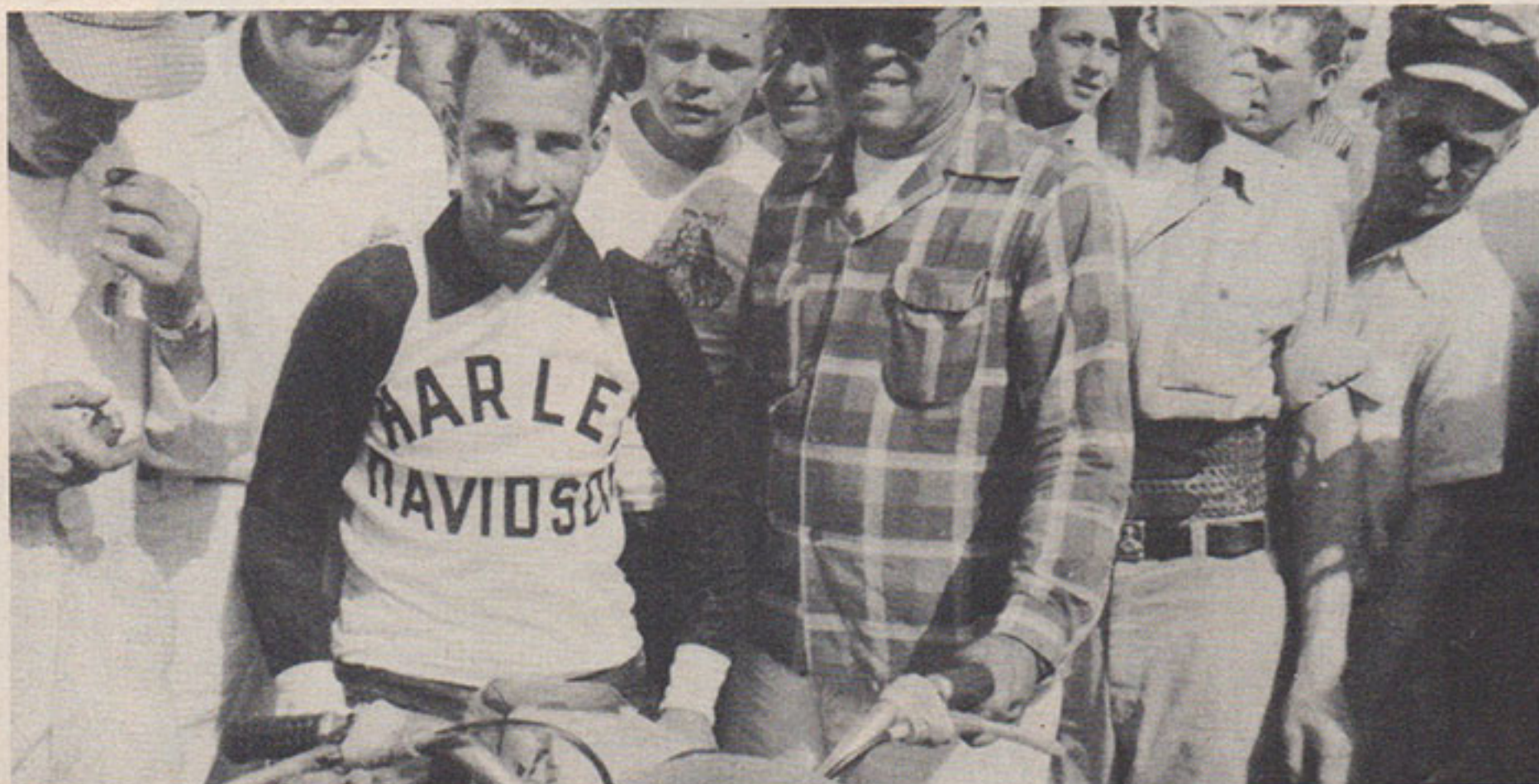
Brad Andres set the pace with his 126 mile-per-hour time trial spin through the beach traps in Friday's practice, and Joe Leonard's close 124 plus let it be known that the Harley Ks had once again increased their output for the 1956 Beach Classic. Closest foreign speed was the 121.62 m.p.h. set by Dick Doresteyn's "Cin-cilla-built" Triumph. However, in-

coming tides cut short the chances of other obvious hot jobs to show their stuff, and these late-risers had to go to the foot of the class and start at the tail-end ranks when the gun went off and let the 70 Experts go hog-wild up the Beach!

Taking the lead, and holding off the insistent barks of Al Gunter's latest-style B.S.A. single, was Brad Andres, and flying close came Leonard, Goldsmith and Dick Mann—a real battle of the Side Valve 45 Incher against the new crop of hot Beeza 30 Inch Overheads.

Never completely happy with their original magnetos, the Milwaukee Boys had come up with a newer type this year, and it is our guess that they are still kicking themselves for having put so much faith in one basket, for within a dozen laps Andres and Leonard were out for keeps when their mags loosened up and their engines went out of time.

First Spill in the North Turn was made by Don Hutchinson of Kansas, but Don's slide on his well-padded shoulder was nothing to the acrobatics shown by George Roeder or George  
(Continued on page 18)



Johnny Gibson, hero of Daytona, poses for a photo by Floyd Clymer

**JOHNNY GIBSON**

*1st in 200-Mile  
Class A Race*

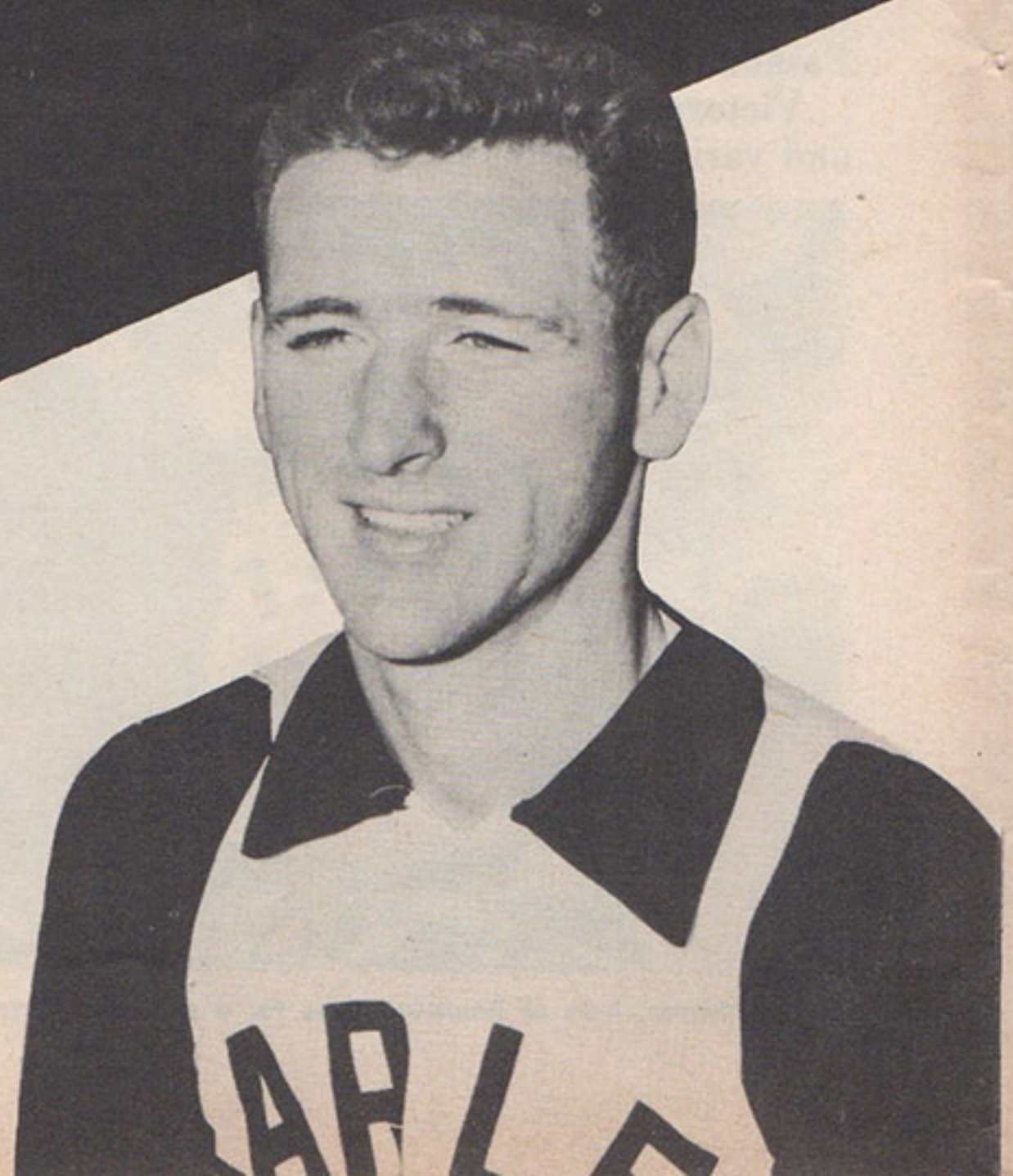


**2nd Consecutive Year**

**HARLEY-  
DAVIDSON** *wins  
both great Daytona  
classics!*

**BATES MOLYNEAUX**

*1st in 100-Mile  
Class B Race*







Andres sets a record in the speed trap Time Trials with a smashing 126.31 mph.



Out of the north turn, heading for the backstretch, early in the 200-Mile Race.



The new Daytona Champ, Johnny Gibson, gets the checkered flag from Jim Davis.



## Harley-Davidson takes 6 out of first 10 places in 200-Miler . . . sets new AMA record in 100-Miler

DAYTONA BEACH, FLORIDA — MARCH 10-11 — Once again, this famous race course was the testing ground for the Nation's top riders mounted on all makes of motorcycles. And, once again, the Milwaukee-made brand came out on top in a sensational repeat of Harley-Davidson's 1955 victory.

On Sunday, March 11, the Class A riders were lined-up, motors revving, waiting for the flag to drop. Finally at 12:30, down it came and 68 eager speedsters were streaking across the broad, sand beach toward the first turn in the 200-mile grind. Riding consistently, lap after lap, was Johnny Gibson of Duarte, California, on his Harley-Davidson K, waiting for his opportunity to take the lead. When his chance came, he shot out in front and rode on for the checkered flag. Gibson covered the two-century distance in 2 hours, 6 minutes and 21.51 seconds — 94.21 MPH. In 6th, 7th, 8th, 9th and 10th places were Harley-Davidson riders Bill Meiers, Bill McConnell, Lloyd Mann, Leon Applegate and Don Hutchinson.

The 100-Mile Class B Event on Saturday proved to be another victory for Harley-Davidson. In the lead from the start was Bates Molyneaux of Corpus Christi, Texas, on a rocket-fast "K". During the entire 100 miles, Bates lost his front position only twice but easily regained it by unleashing the full power of his mount. When Molyneaux received the checkered flag, he was clocked-in at 1 hour, 4 minutes and 6.72 seconds or 93.58 MPH . . . A NEW AMA RECORD for the distance. In fourth was Russ Good of Long Beach, Calif., on a Harley-Davidson K.

During the Time Trials on Friday, March 9, Brad Andres and Joe Leonard set the pace for speed on their Harley-Davidson K's. Andres steamed through the 1/10-mile timing trap with the fastest time of the day — 126.31 MPH. Joe Leonard placed second with a shattering 124.13 MPH. Brad's time was almost 5 miles an hour faster than any other brand of horsepower on the scene. The spectacular showing in both Class A and B races, plus Brad Andres' Time Trial Record is ultimate proof that you ride a record breaker and the world's best motorcycle when you ride a Harley-Davidson.

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

First across the finish line is Bates Molyneaux with a new 100-Mile Record.

Bates Molyneaux pulls away from No. 4 on the backstretch, early in the race.

The 100-Mile Champ displays brilliant riding form as he zooms down the beach.





Dick Klamfoth, Groveport, Ohio, BSA Star stands by while Herb Hess, BSA makes a last minute adjustment. Dick placed 2nd in 1956—one of the fastest Daytona 200's ever won.

Mack of Chicago. There two tumbled about 75 yards right into the North Turn—along with their bikes—end over end—and both lived to tell about it! In fact, Roeder cranked up and returned to the fray! Mack's broken wrist and bent-up K Model ended his hopes.

The scene shifted then to a ding-dong battle with Paul Goldsmith and Dick Mann, with Paul undoubtedly wondering where the heck the little lunger got so much steam on the straights, for Paul could pull Dick at either end of the track, but Dick could catch him and even pass on either the backstretch or the long sandy trip to the North Turn. A second fight went on just behind these two between Gibson and "Apple" Applegate of New Jersey, both riding the latest and the best from the Wisconsin K Barn.

The Halfway Mark saw the picture changing and getting hotter each round with everybody wanting to play ball knocking out steady 100 mile-per-hour laps! Dick Mann now seized the lead and Applegate began to pull away from Gibson, with Paul wishing he had a big hook to latch on to Dick Mann's little popping popper!

Down went Applegate in the North Bend at about the 125 mile mark, and Gibson settled into a very hot third berth, a seat made ultra-warm by George Roeder's constant quick entrances into the turns. Applegate remounted and rode hell-for-leather to catch the leaders again, and his king-size slides around the corners were as good as any and better than most!

Now it was Roeder's time to taste the burning sands of Daytona and he up-ended clean into the top side of the track, being saved a dented helmet from Applegate's foot peg, only by the supreme skill of the veteran New Jersey T.T. rider's experience. Taking



George Everett, Pasadena, California, who rode his BSA Gold Star Single to a good 3rd position in the Daytona 200 Miler.

advantage of this momentary bit of circus riding, Dick Klamfoth, on still another of the "Hot Seven" Beeza singles, sneaked into "Apple's" spot. The loudspeakers sqawked that Mann had been forced into the pits with a clutch burned out by sand lodging in his cabins, so Paul was out in front with a good safe lead and lots of worry over whether *his mag* would go the distance.

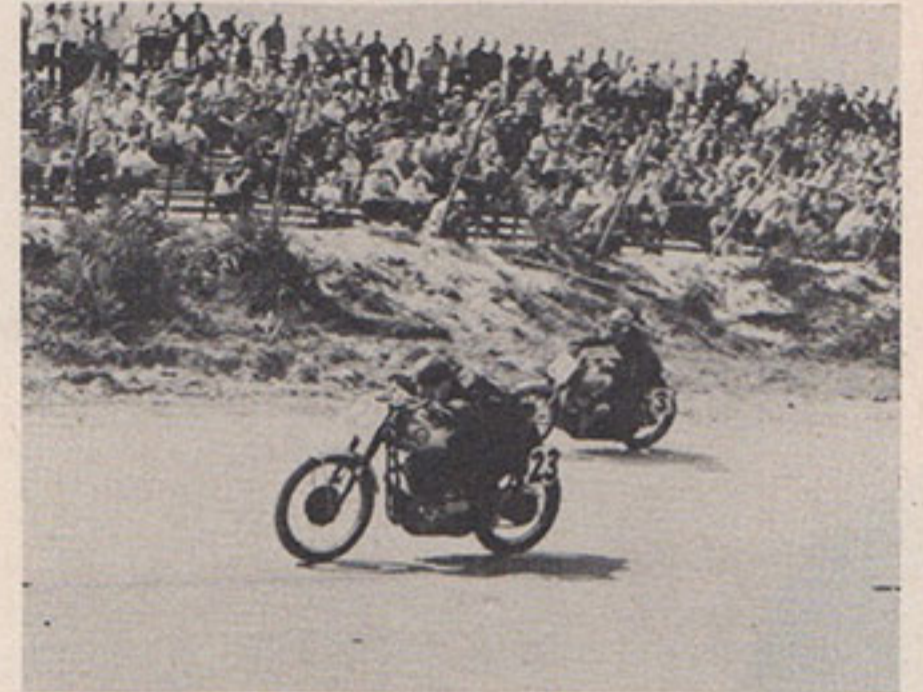
The 40 lap run-down, with only nine more burning circles to cut, read: Goldsmith - Gibson - Klamfoth - McDermott and Everett, two Harleys holding the Hope of Milwaukee against a tri of anxious B.S.A. hopefuls. Klamfoth, three time Daytona Winner, began to make like Tex Luce for a change as his pit-men told him to burn up the corners a bit faster.

Time, pressure and numerous spills had reduced the screaming pack to half its size by the 45th lap, then Goldsmith's mag or engine—one or the other—it hardly mattered to Paul—gave out and Gibson was the man to beat! Gunter had broken a swinging arm bolt and could not handle the job safely, so was called out by his coach . . . Don Haast on another hot Beeza crashed on the North Corner road, staggered around a little and was carried off by some brave policemen . . . the South Turn exit to the Beach was getting rougher, just as the North Turn entrance also roughened up from the countless spins and spills of the Nation's Best, but try as Klamfoth wanted, he could not catch Gibson, and Johnny came marching home a 20 second winner and the new 1956 Daytona Champion!

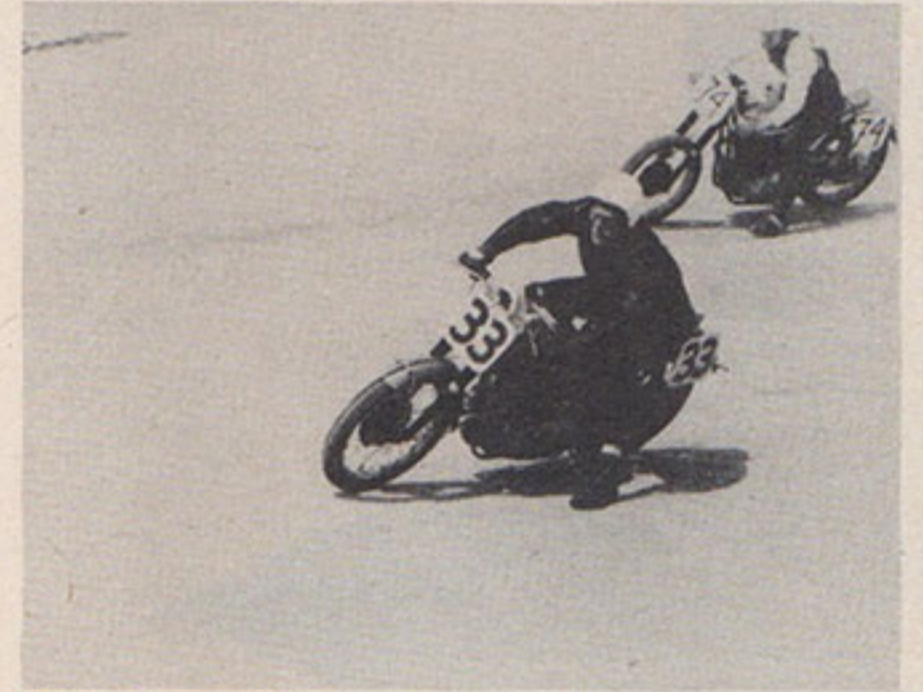
So, the curtain dropped on a very wonderful race . . . an event full of surprises . . . and one in which no serious injuries occurred, despite fly-



Don Hutchinson, the Kansas Cyclone, skids into the north turn on his left shoulder as Charlie Roeder, Babe DeMay and Bill Mier hurtle by.



Dick Mann, lying flat out almost the moment he touches down on the paved backstretch, leads Paul Goldsmith #3, out of the north turn in about the 35th lap.



Eddie Kretz of Monterey Park, Calif. and Bill Hast of Miami, Florida, whip into the north turn.



Over the Bars for George Roeder on one of the fast BSA singles. Dick Klamfoth, #2 takes his usual unhurried-looking ride past.



Roeder, #94 goes down as Applegate skillfully avoids him, and Don Hutchinson #84 rushes by.

ing tackles with Mother Earth Earth at almost three figure speeds. Gibson's time was a shade over Brad Andres' record . . . Klamforth's all time Daytona Record is now 3 Wins, and 4 Seconds, if we count his second spot in an early Amateur . . . the B.S.A. quartet, Klamforth-Everett-McDermott and Thiessen, put on a real show . . . Bill Meier of San Francisco's riding was a joy to watch . . . Applegate is again one of those "almost a Winner," who will come back to try again . . . Sherman Cooper, on the first Triumph home, tried all the way . . . Bobby Hill, making his debut on a K, did well for a 1st attempt on a strange machine . . . whether Bobby sticks to the new job or rides his old Scouts still another season on flat track remains to be seen . . . Pete Knight, "The Brakeless Wonder," (yep, he lost them in the early laps!) is a magician . . . Donnie Rees will be up on top yet, no doubt about it . . . Ralph Moore, 53 year old Indianapolis Triumph dealer finishing in 19th spot is officially retiring, and Paul Goldsmith the 20th and last paying spot, really earned his dough!

Andres was philosophical about his bad luck. "The magneto just wasn't locked in good enough," said the 20 year old collegian who had won the pole position with a qualifying trials speed of 126.31. "But it's been a nice vacation down here." "I'll be back next year," said the crestfallen Mann, a 21 year old rider who finished seventh in the race in 1955. "That's the way it goes," observed Goldsmith, who had victory snatched away from him. "You gotta finish to win."

The only other previous winner of the expert Handlebar Derby, which dates from 1937, entered in the race was Bobby Hill (71) of Columbus, Ohio. He finished 12th on a Harley-Davidson.

The record for the Daytona 200 appeared a lead pipe cinch to be broken at the halfway mark. At that point, Mann was running one minute and 41 seconds ahead of Andres' time for that distance last year. But the epidemic of motor mishaps left Andres' mark intact.

The most serious crash at the south turn came in the sixth lap when Walter Grimm (49) of Lisle, Ill., lost control of his speeding Triumph and flipped in the heart of the curve. He went sailing over the handlebars and hit the track hard, rolling for 15 feet. Grimm received a broken left leg. George Mack (36) of Chicago took a heartstopping spill in the 27th lap at the north turn which gave onlookers goose pimples. Mack, on an H-D,



One of the nation's best liked track stars is Tommy McDermott, Norfolk, Va., BSA. Tommy has been riding for over 10 years in competition though only 25 years old, and has spent almost all of his career aboard BSA Gold Star Singles. Tom brought 'er in 4th at Daytona.



Here's Gene Thiessen of Eugene, Oregon, popular BSA track star who rode a fine race to place 5th in the Daytona 200 mile classic.



Jungle Road practice. Walt Fulton leads a trio of Triumphs down Route A-1-A. In pre-race practice. Daytona promoters might do better in the way of a practice area.

somersaulted high in the air and was hurled along the track by his momentum. He received a broken left wrist. Cyril (Babe) DeMay, (61) of Rock Island, Ill., lost his mount in the race. He fell off his wobbling BSA at high speed and received a broken collar bone and possible skull injuries. A spectator, Bill Aiken, 23, Baton Rouge, La., climbed on an official photographer tower and in the excitement lost his footing and toppled off. He received a broken right wrist and a possible broken left hip. There were other nerve jabbing tumbles. Norris Legg (6) of Houston, Texas sailed over the south turn embankment in the second lap, but got back in the race. He took another hard fall in the 14th lap. George Roeder (94) of Monroeville, Ohio went flying through the air at the north turn late in the race but was not hurt.

A field of 67 AMA experts started the race. Only 16 finished the punishing grind. Joe Leonard (98) of San Jose, Calif., on an H-D was in the thick of the leading pack for eight laps before motor trouble knocked him out. Leonard led the fourth and fifth laps and was second when his motor started acting up in the 12th lap. Albert Gunter (54) of Los Angeles on a BSA was also an early contender. He led the seventh lap and

was second when his engine started acting up in the 12th lap. Andres led from lap 1 through 3 and from 8 through 13. Goldsmith paced lap 14 in the seesaw battle. It was Mann in lap 15, Goldsmith in 16, Mann in 17 and 18, and Goldsmith moved up in 25 and Mann regained the lead in 26. Goldsmith was back in front in 27. Mann got ahead in 28 in the wheel to wheel duel, and stayed just a few precious yards in front of Goldsmith until he fell out in the 36th.

The lead changed so quickly that the windwhipped, fog-blinded racing riders on the course couldn't keep up with it and Gibson's pit crew deliberately withheld the information from him when he zoomed into the lead in the 47th lap. Bob Akers of Long Beach, Calif., mechanic who headed Gibson's pit crew, said: "We knew in the pits that Johnny had taken the lead but he was running smoothly and so we left him alone and didn't tell him. We didn't want to worry him or put pressure on him." The sand splattered winner thought his pit crew was playing a practical joke on him when he finished the race and they told him he had won the \$2,000 first prize. It was a dream come true for Gibson, who was competing in his fifth beach-road race at Daytona.



Bates Molyneaux interviewed by Bennie Kahn, Sports Editor of the local paper. Pretty girl is Helen McKenzie and far left is Lodge Plug Rep. Smith.

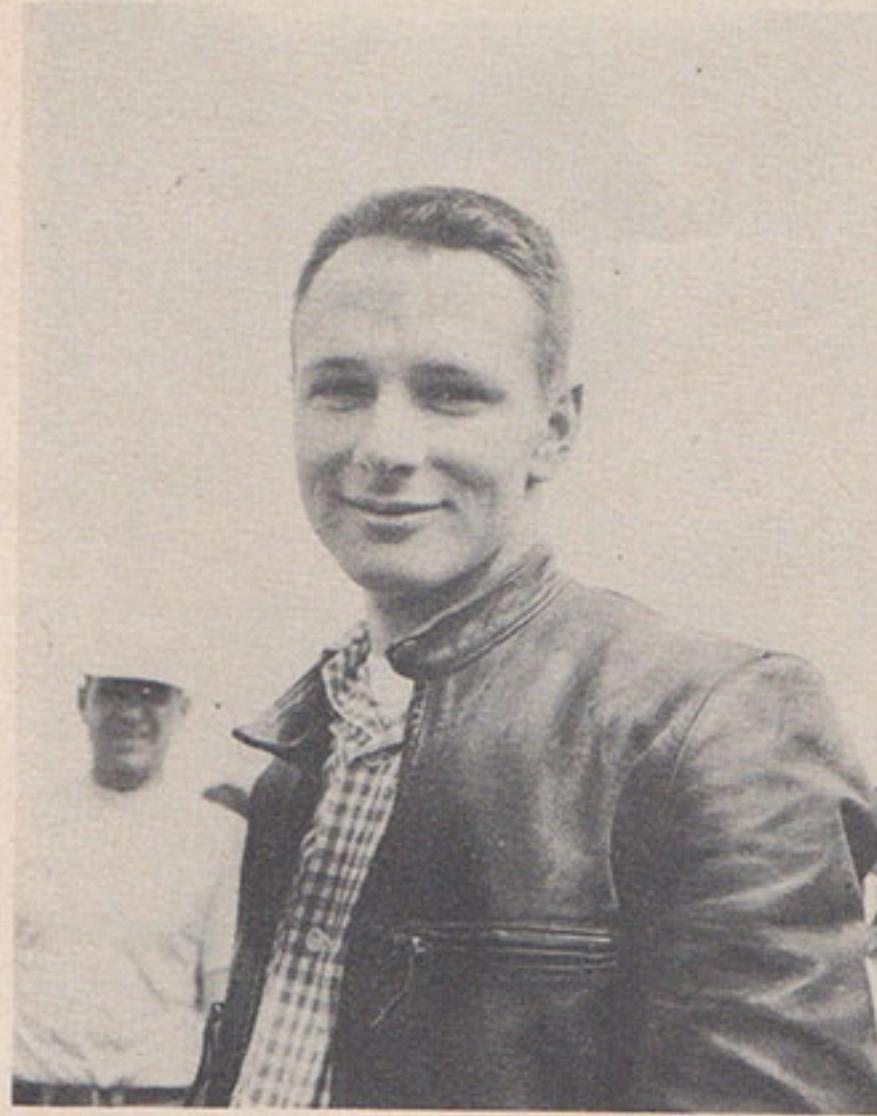
### 100 Miler

Daytona Beach, Florida: "Why, Oh why must they try to win it in the first lap?" E. C. Smith shouted as he witnessed the biggest pile up of bikes in any Daytona from his perch on the North Turn Entrance. That's a good question, E. C., and we are sure the 8 or 9 riders involved are wondering the same thing!

Outright winner from beginning to end of the torrid 25 laps was Bates Molyneaux of Texas, who set a new Amateur time of 93.58 m.p.h. Pushing Bates all the way was Jack Schlaman of Riverside on a B.S.A., with still one more Beesa single laying in wait should trouble occur up front, Roger Armstrong of Winter Park, Florida.

The exit from the North Turn looked like a motorcycle parking lot as rider after rider piled into the original two machine tangle between Herb Pincombe and Richard Dickenson of South Amherst, Ohio. Just who fell on top of whom is hard to say, for the boys held a regular union meeting on the track, with some flipping over the edge to come back and ride off, while others arrived a little late for the meeting . . . the camera bugs used up baskets of film, and finally things settled down to a normal course, with the two named riders going off to Daytona Hospital for repairs.

Tom Warden, riding an old Manx Norton, failed to take his usual spill, and made it home in fourth. Good work, Tom, keep it up. (This boy has dented more Ohio flat tracks than anyone we know!) First Triumph to finish was Jack DuPont of Wilmington, Delaware, whom we last saw sliding off at the Marlboro, Maryland Road Race last Fall . . . tough luck to tiny Duane Francisco, who qualified as the fastest Amateur in the Time Trials . . . and hurray for colored rider Milton Hall being able to pick himself out of the North Turn mess to make a 15th spot.



Jack Schlaman, Riverside, California, who brought his BSA home in 2nd position in the 100 Mile event at Daytona Beach.



Bracketed by two hot BSA riders eventual winner Bates Molyneaux, H-D is shown. #52 is Don Smith, Richmond, Calif., and #4 is 2nd place winner Jack Schiaman, Riverside, Calif.



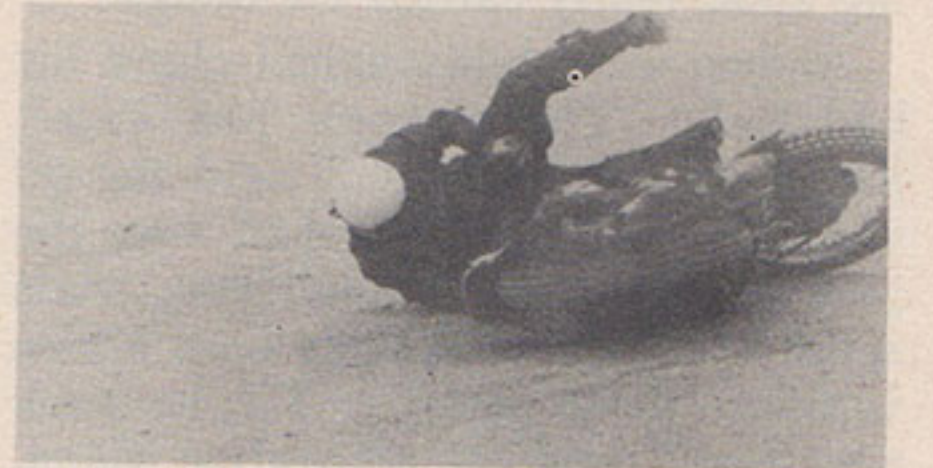
Dave Ball, #12 banks out of the turn for the hard-top backstretch, winning 12th place.



Herb Pincombe and Milton Hall tangle their Harley's.



Nine bikes were tied up here in an unusual series of spills.



A rider fights with his machine to free his leg from the handlebars, so that he can get out of the path of oncoming riders.

### RESULTS OF THE DAYTONA 200: (Winners time 94.21 MPH)

Finish	Name	Riders No	Hometown	Make
1	John Gibson	# 5	Duarte, Calif.	H-D
2	Dick Klamfoth	2	Groveport, Ohio	BSA
3	George Everett	87	Pasadena, Calif.	BSA
4	Tommy McDermott	29	Norfolk, Va.	BSA
5	Eugene Thiessen	4	Eugene, Ore.	BSA
6	Wm Meir	14	San Francisco, Calif.	H-D
7	Bill Mc Donnell	32	Denver, Colo.	H-D
8	Lloyd Mann	68	Bausman, Pa.	H-D
9	Leon Applegate	99	Burlington, N.J.	H-D
10	Don Hutchinson	84	Kansas City, Mo.	H-D
11	Sherman Cooper	79	Trenton, N.J.	TRI
12	Bobby Hill	71	Columbus, Ohio	H-D
13	Elmer Morra	28	Pittsburgh, Pa.	H-D
14	Warren Sherwood	19	Cornwall, N.Y.	BSA
15	Roger Soderstrom	77	Bloomington, Ill.	H-D
16	Peter Knight	88	Cincinnati, Ohio	BSA
17	Bob Smith	21	Kansas City, Kan.	BSA
18	Claude Mook	52	Warren, Ohio	IND
19	Don Rees	44	Dayton, Ohio	BSA
20	Ralph Moore	97	Indianapolis, Ind.	TRI

### RESULTS OF THE DAYTONA 100:

1	Bates Molyneaux	#71	Corpus Christi, Tex.	H-D
2	Jack Schlaman	4	Riverside, Calif.	BSA
3	Roger Armstrong	92	Winter Park, Fla.	BSA
4	Russ Good	55	Long Beach	H-D
5	Tom Warden	16	Dayton, Ohio	NORT
6	Jacques Dupont	46	Wilmington, Del.	TRI
7	Norman Stovall	62	Odessa, Tex.	BSA
8	Chester Foster	31	Colton, Calif.	NORT
9	Dallas Dominique	42	Corpus Christi, Tex.	H-D
10	Duane Francisco	94	Fairfield, Calif.	TRI
11	Louis Darran	47	Newton, Iowa	H-D
12	David Ball	12	Baltimore, Md.	TRI
13	William Otto	3	Chicago, Ill.	H-D
14	Frank Buzzard	59	Spearman, Tex.	TRI
15	Milton Hall	57	Savannah, Ga.	H-D
16	Raymond Pitcock	43	Strasburgh, Va.	H-D
17	Donald Smith	52	Richmond, Calif.	BSA
18	Duane Warden	13	Akron, Ohio	TRI
19	Cap Wilkinson	15	Platteville, Wisc.	H-D
20	Elmer Enzweiler	99	Bellevue, Ky.	H-D



Frank Piasecki, Toledo, Ohio, poses on his Indian Woodsman with which he won the Enduro, beating almost 100 entrants.

### Piasecki Wins Crosscountry Reliability and Endurance Run

Frank Piasecki, Toledo, Ohio who could make any railroad station master happy by his timetable talent, is the 1956 champion of the Handlebar Derby's crosscountry reliability and endurance run. Piasecki, riding an Indian, lost only nine points in covering the 72 mile route to take the championship. His final score was 991.

The route was over beach, fields, swamps and all types of roads. There were seven check points along the route. The course was mapped for a three hour run. Last year's champion, Leroy Winters of Fort Smith, Ark., was one of the seven class champions yesterday and finished with the second best overall score. He had 982 points. His score was much better than the 871 he made on a similar course last year, but not good enough for a victory in 1956. Winters rode a Harley-Davidson.

This year's champion, Piasecki, is a noted crosscountry rider and among his victories he can claim the biggest crosscountry event, the Jack Pine in Lansing, Michigan. He took that one in 1952. A field of 93 riders started in the crosscountry. The race started and finished at Motorcycle Headquar-

ters, 919 N. Beach street. The riders left at one minute intervals on a course that took them north to the Flagler line through back country and back to Daytona Beach.

When the race started the sun was out bright. But later it rained, the temperature took a sudden nose dive and those who left in sport shirts came in shivering. The first three in each class:

**Class A (0 to 175 cc)**—Leroy Winters, Fort Smith, Ark., Harley-Davidson, 982 points; Ralph Davis Columbia, S.C., BSA, 968; and Tommy Robinson, Monkton, Md., BSA, 949.

**Class A (176 to 500 cc)**—Edgar Kauffman, Atglen, Pa., Zundapp, 978 points; Walter Maleska, Detroit, Matchless, 976; and H. ohrer, Dewitt, Mich., Triumph, 964.

**Class A (501 cc and up)**—Frank Darst, Laporte, Ind., Harley-Davidson, 955 points; Willard Senne, Laporte, Ind., Harley-Davidson, 926; and Charles Stahl, Toledo, Ohio, Harley-Davidson, 870 points.

**Class B (0 to 175 cc)**—Charles Timmons, Anderson, S.C., Harley-Davidson, 952; Mal Woods, Orlando, Harley-Davidson, 951; and Thomas Hudson, Daytona Beach, Harley-Davidson, 888.

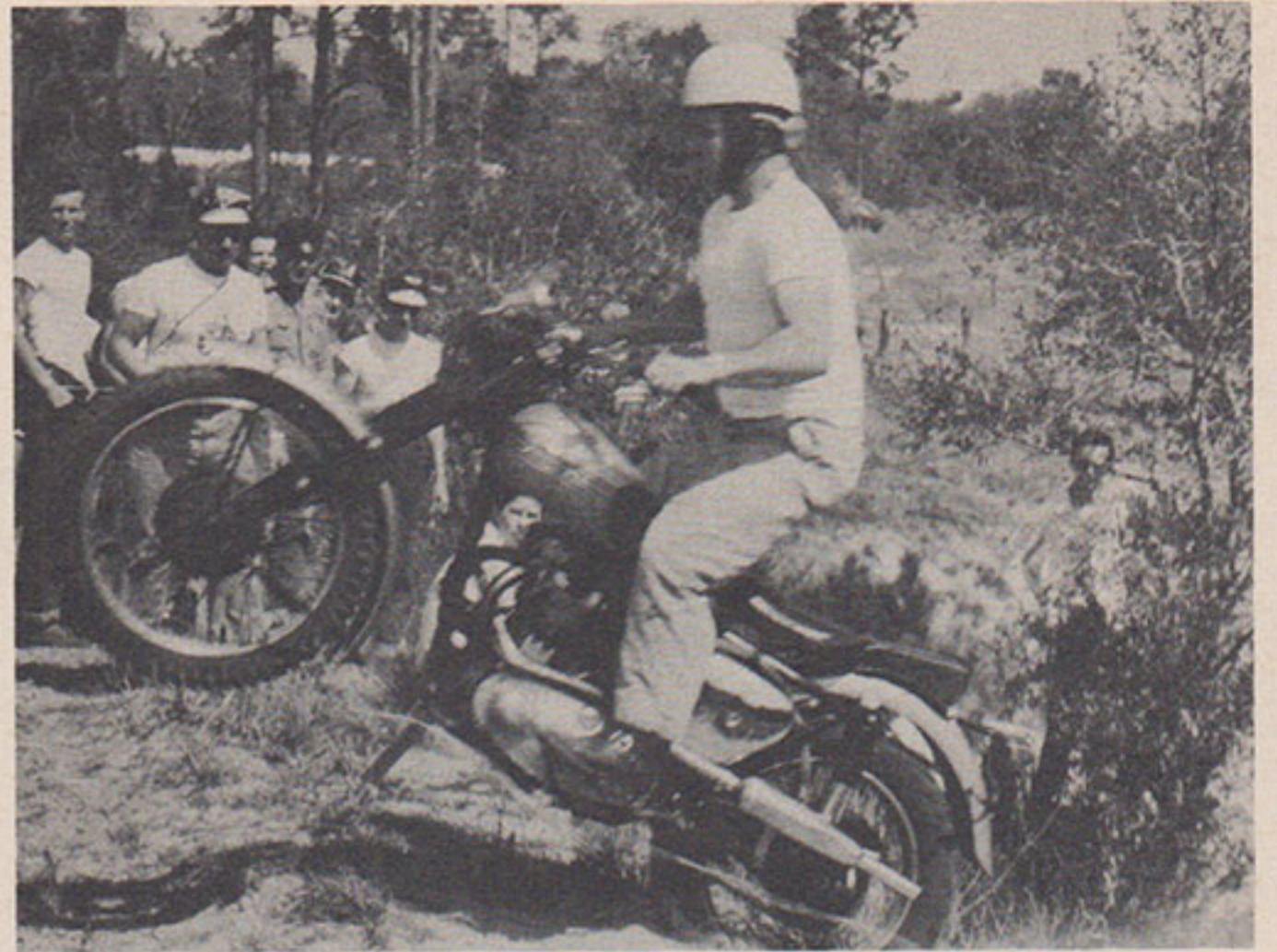
**Class B (176 to 350 cc)**—George Popp, Walden, N.Y., DMW, 952; Randall Phillips, Bennett, N.C., Jawa, 928; and Clifford Venier, Toronto, Ont., James, 890.

**Class B (351 to 500 cc)**—Paul Schaber, Fayetteville, N.C., Triumph, 964; Ralph Emblar, Blue Ash, Ohio, Indian, 965; and William Bowman, El Paso, Tex., AJS, 961.

**Class B (501 cc and up)**—Jake Kokossa, Lansing, Mich., Triumph, 964; Bob Jones, Ormond Beach, Harley-Davidson, 954; and Charles Adams, Orlando, BSA, 945.

### Wright Wins Hillclimb

Fifty tried. But only three made it. That bests describes the sand biting



Everett Wright, Somers, Conn., winner of the Hillclimb on a Triumph Scrambler.

Sportsman hillclimb at Daytona's Handlebar Derby. The three riders who went over the top were all competitors in the medium-weight class, with Everett Wright of Somers, Conn., setting the pace. Wright, riding a Triumph was timed in 1.57 seconds in going up the measured 50 foot distance.

Next was Doug Showler, Puma, Ohio a Royal Enfield rider, who made it in 1.97 seconds, and he was followed by Marty Carroll, Pittsburg, Pa., riding an AJS who went over the top in 2.03 seconds.

Wright was the winner of the mediumweight class. The other class winners were:

**Bantamweight**—E. J. Sheeran, Miami, H-D, 34 feet.

**Lightweight**—Bill Tucker, New Orleans, Tri 30 ft.

**Light Heavyweight**—Kenneth Stoughton, Indianapolis, Tri 42 ft.

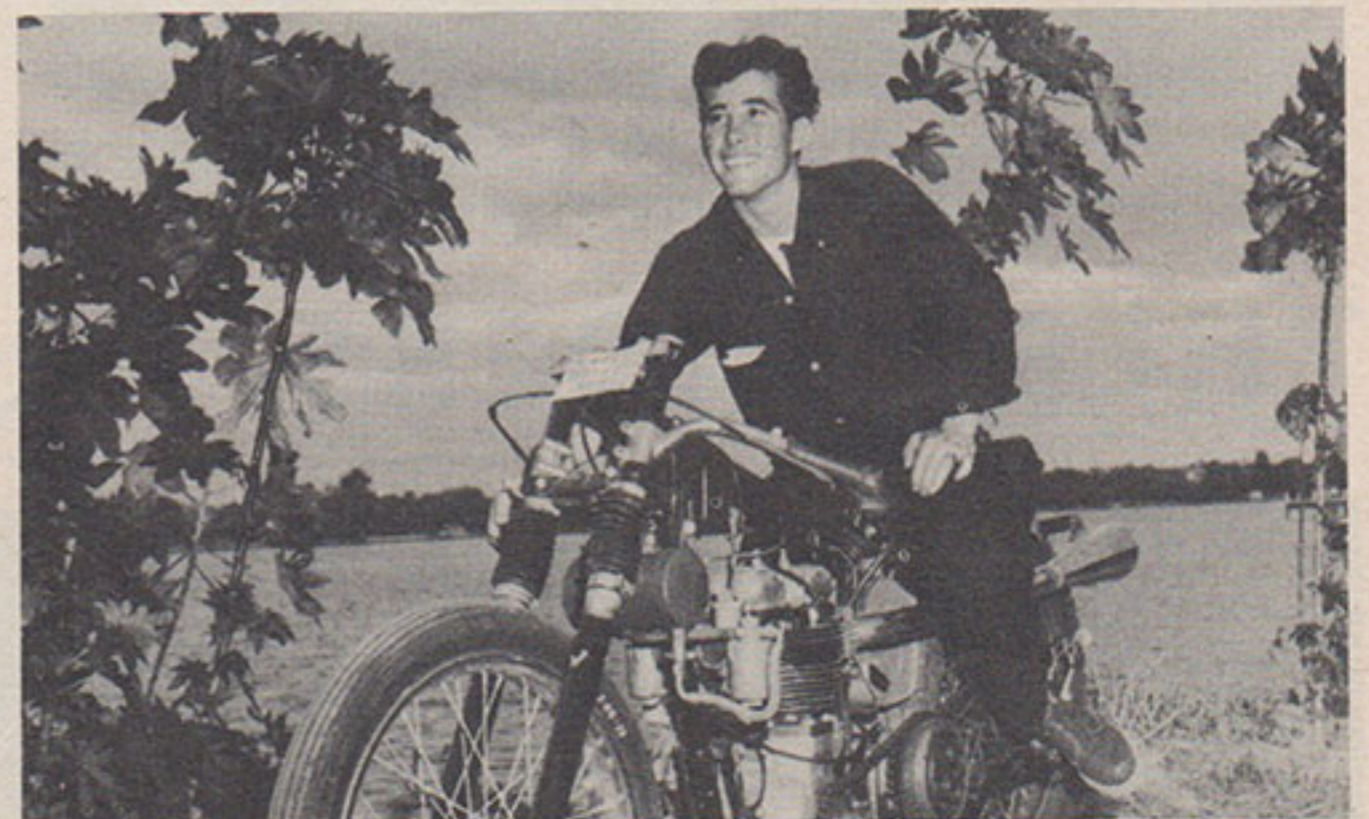
**Heavyweight**—Bud Stubbs, Decatur, Ill., H-D, 37 ft.

Competition was on a hill near the city dump, north of the cemetery on the old DeLand road. The same hill was used last year when Doug Carpenter, Pittsburgh made it over the top in 2.74 seconds. Carpenter didn't compete this year.

(Continued on page 26)



Allen Beilling, Jacksonville, Fla. flattens out on his Triumph the moment Flagman Red Master gives him the wave. Al placed 2nd in the 40 inch class with 108.50 mph.



Drag champ of the week, Pee Wee Mason, 95 lb. drag artist from Norfolk, Va. astride his 40 inch bird with reversed head, tiny fuel tank and other modifications with which he clocked 112.50.



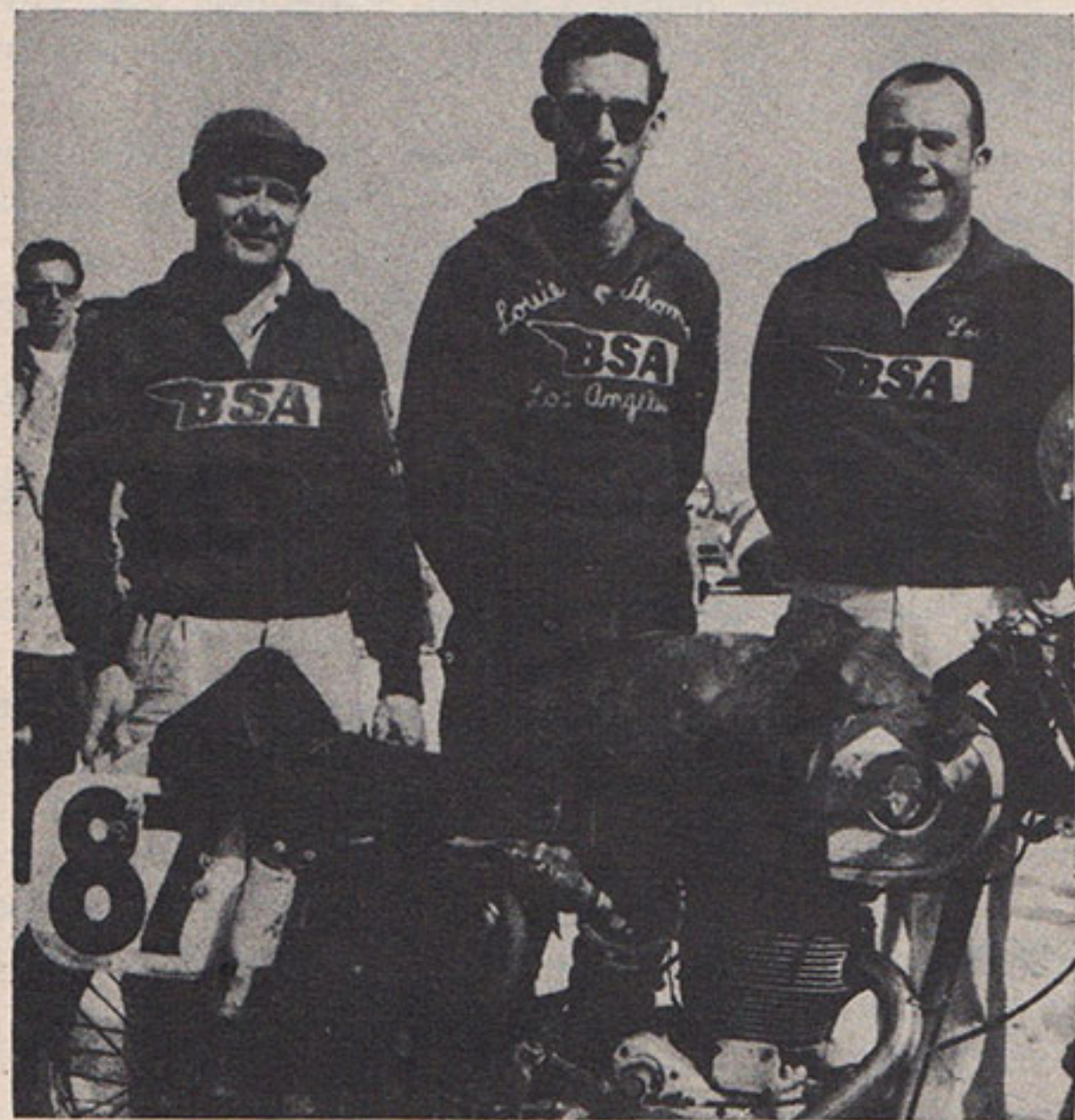
Dick Klamfoth, Groveport, Ohio, 2nd in 200 mile Daytona classic.

# BSA STARS AT DAYTONA!

**Daytona 100 and 200 Mile Races**  
Again prove speed and reliability of BSA Gold Star Singles!

BSA Gold Stars stole the show with:  
Fastest Lap, Al Gunter, BSA Gold Star  
Time 2 minutes 27 seconds—speed over 100 m.p.h.  
Second place: Dick Klamfoth — BSA Gold Star  
Third place: George Everett — BSA Gold Star  
Fourth place: Tommy McDermott — BSA Gold Star  
Fifth place: Eugene Thiessen — BSA Gold Star

This performance was made by Gold Star Clubman Singles of only 30½ cubic inches piston displacement—against a large field of the finest and fastest 45 cubic inch Twins.



George Everett, Pasadena, California, 3rd in 200 miler (center). At left, Frank Christian, tuner, right, Louie Thomas popular west coast BSA dealer.



Gene Thiessen, Eugene, Oregon, 5th in Daytona 200 mile Classic.

There were twice as many 45 Twins entered as Gold Stars — two 45 Twins for every one Gold Star in the race!

Despite this handicap in number and engine size, BSA Gold Star swept 4 out of the first 5 positions and made the fastest lap time of the day!

In the Daytona 100 Mile on March 10, BSA riders gained places as follows on 30½ cu. in. BSA's, riding against a large field of 45 cu. in. Twins: 2nd place, Jack Schlaman BSA, 3rd place, Roger Armstrong BSA.

You can enjoy the same thrilling, dependable performance on your Gold Star.



Tommy McDermott, Norfolk, Va., 4th in Daytona 200 miler.



Al Gunter, Monterey Park, California, riding a BSA Gold Star single made fastest lap at over 100 m.p.h.



Dick Mann, Richmond, California, who led the race for 17 laps on his BSA Gold Star.

**THESE RIDERS PROVED, ALL OVER AGAIN, THAT BSA IS FIRST IN ITS CLASS!**

Distributed in the West by  
**HAP ALZINA**  
3074 Broadway, Oakland, Calif.

VISIT YOUR  
BSA DEALER

SEE AND RIDE  
A GOLD STAR

Distributed in the East by  
**BSA INCORPORATED**  
639 Passaic Ave., Nutley 10, N. J.

# DAYTONA HIGHLIGHTS



Happy B.S.A.-ites, l. to r.—Klamfoth, Everett, McDermott, and Thiessen, the four place winners behind Gibson. Below, Tuner Louis Thomas and distributor Hap Alzina appear happy.



L. to r.—Bob Finn, Indian Advertising Manager, Johnny Hostetter, Indian sales Manager Al West, San Francisco Harley-Davidson dealer Dud Perkins.



Paul Goldsmith wiggles his loose magneto which caused his retirement.



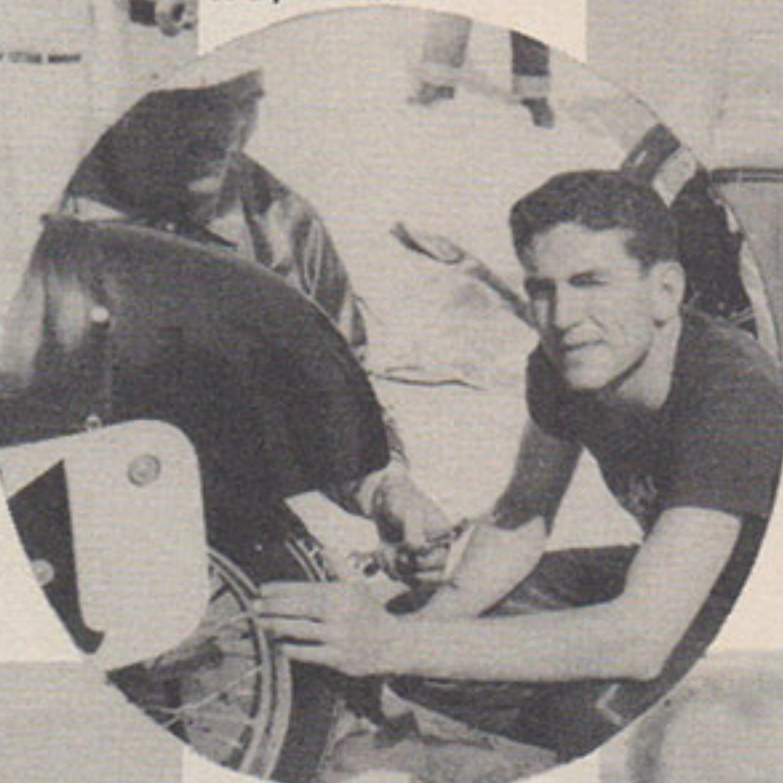
L. to r.—Hap Alzina, Dennis Hardwicke, and Emmett Moore.



L. to r.—Helen McKinzie, wife of Corpus Christi, Texas, Harley-Davidson dealer who sponsored Bates Molineaux, 100 Mile Winner, William Davidson, Detroit Harley-Davidson dealer Earl Robinson, Referee Jim Davis, and Harley-Davidson engineer Hank Syvertsen.



The A.M.A. Technical Committee checked over the respective machines for approval. Seated l. to r.—Hank Syvertsen, Walt Brown, Don O'Reilly (NASCAR publicity director), A.M.A. Secretary E. C. Smith, John Esler, Referee Jim Davis, and Rod Coates. At left with hat in hand is former winner, Tony Miller.



Harley-Davidson Assistant Advertising Manager Glen Mittelstadt (in white shirt) and new AMA Assistant Secretary Lin Kuchler.



President BSA Inc. Ted Hodgdon, Hap Alzina, Dennis Hardwicke, Ted Hodgdon, Jr. and MSA Advertising Manager Emmett Moore.



L. to r.—Harley-Davidson Racing Director Walter Davidson, Ed Kretz, Jr., and the Fairbanks Morse magneto engineer.

Last year's winner Brad Andres and his father Leonard give last minute tire check-up before they start. A loose magneto retired Brad.



L. to r. Jack Milne, Pasadena California motorcycle dealer and former world's short track champion, the hero of Daytona, 200 Mile winner Johnny Gibson, and Red Phillips, the enthusiastic motorcycle editor who has done much to promote motorcycling in America in his column in the Columbus, Ohio Star.

# DAYTONA HIGHLIGHTS

By Floyd Clymer

This year's event was probably the most interesting of all Daytona races, especially during the first half of the race when competition was so close between Andres, Gunter, and Goldsmith. . . . Racing definitely does contribute to engineering advancement—Harley-Davidson engineers found that the three bolts used to attach the magnetos on Andres and Goldsmith's machines were either not enough in number or in size—The retirement of both of these riders was caused by the magneto working loose. . . . The weather for racing both days was perfect. Even though a Californian hates to admit that Florida weather is excellent, I must say that racing conditions on both days were ideal. . . . The race is actually held on a peninsula; something I didn't learn on six previous Daytona visits—Don O'Reilly, NASCAR publicity director, gave me a sight-seeing tour to the tip of the peninsula in his Dodge station wagon. . . . Engineer T. A. Hinderer was a happy man because the winning Harley-Davidsons used Fairbanks-Morse magnetos. . . . The BSA's that won 2nd, 3rd, 4th, and 5th, were all singles and they did a powerful job for lungers. . . . Lodge Spark Plug's representative Smith and Wright were happy because nearly all entries, including the winners, used Lodge Plugs. . . . Lin Kuchler, the new assistant to AMA Secretary E. C. Smith was present as was Jules Horky, who is always a busy man during any race meet. . . . Calm, cool, and collected Referee Jim Davis did his usual good job. . . . Usually I have seen the race from the beach straightaway, but this time I sat in the North Grandstand, and I think that is where I will perch from here on out—I found, however, that it was a long walk from the stand to the pits, but luckily I had two willing riders who did a good job of taxiing me around—One was Mallory Jones of Orlando, Florida on his Harley Davidson K and the other was Noe Newton of Miami, Florida, on his Matchless Twin. . . . H-D Racing Manager, Walter Davidson, Engineer Hank Syvertsen, and Sales Manager Joe Gilbert were all smiles when the winners got the checkered flag. . . . In my book, one of the smoothest and most spectacular riders in the North corner was Leon Applegate—He rode the corner as though he were riding a half-mile track—Even though he did go down once when he was coming off the dirt, in a slide and hit the paved highway while still sliding. . . . The AFL deserves much credit for continuing the famous Daytona classic. . . . Bobby Hill made his first appearance as a HD rider, but he did not ride like the Bobby of old—He was extremely cautious in the North turn. . . . Ed Kretz Jr. was probably the most spectacular rider in the North turn—he gave the crowd a thrill every time he went through, usually riding high and broadsiding. . . . Everett Brashear did an excellent job and was gaining on most of the field until his retirement. . . . Hap Alzina, Ted Hodgdon, Emmett Moore, and Engineer Hardwicke were happy over BSA's showing. . . . One of the smoothest riders on the course was winner Johnny Gibson—He won with Avon Tyres which tickled distributor Hap Jones. . . . Al Gunter rode a consistent race and retired with an unusual trouble—The hinge bolt in his swinging arm frame worked loose twice, with one stop of 3 minutes and another stop of 4 minutes for repairs—Alzina and Hodgdon appeared surprised at this particular trouble and stated they have no knowledge of it occurring under ordinary conditions—They also claimed that BSA's were the closest strictly stock jobs used by any riders. . . . Dick Mann was going great guns until he had clutch trouble. . . . Dick Klamfoth who finished only 22 seconds behind winner Gibson claims he would have tried harder had he known earlier that he was so near first place position. . . . Due to airplane delay, on my return, I stopped a few hours in Dallas, and had lunch with Jimmy Parker and Vic Cox—Jimmy told me that Stuntman Putt Mossman is living in a trailer in Dallas recuperating from a broken leg and says that any letters sent to Putt in care of Indian Motorcycle Sales, 2723 Main St., Dallas, Texas, will be delivered. . . . Bates Moleneaux, Corpus Christi H-D rider who won first place in the 100-miler, rode smoothly and consistently just as though he might have been

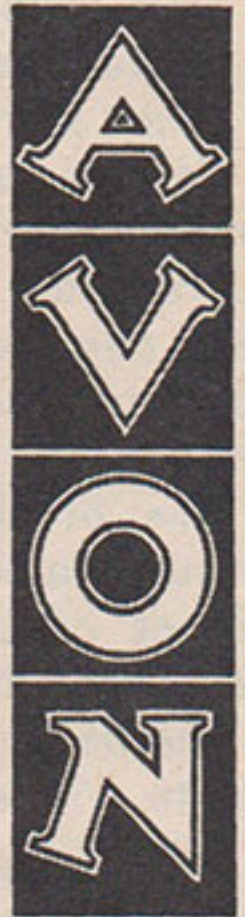
a Daytona Veteran. . . . Andres topped all qualifiers with 126.031, closely followed by Joe Leonard with 124.3. Dooresteyn on a Triumph chalked up 121.62. . . . As usual, Motor Maid President, Dot Robinson and her husband, Earl, were present. . . . Red Phillips, famous columnist of the Columbus, Ohio Star, who has done so much good for motorcycleing was on hand. . . . The Motorcycle Show was held in the Armory and attracted a large crowd as did the short track races at the Stadium. . . . Harley-Davidson had their own exhibit in a downtown Daytona Beach building. . . . Daytona isn't a very good place to quickly get an airplane reservation out of on the night of the race—Former Springfield, Ill. dealer, Louis Welge, kindly offered me a ride to Tampa, but I quickly switched to Jack Kulan's Mercury station wagon when I found I could get a plane out of Jacksonville faster—Had an enjoyable visit with Jack and his wife, and an opportunity to look over his very fine motorcycle establishment and home in Jax. . . . Triumph representative and photographer, Jack Mercer, was as usual a "one-man information bureau" for many visitors who had various and sundry questions. . . . According to reports the winners used Duckworth Chains. . . . Every year, enthusiastic Denver Dealer, Ray Koch, makes the long trek to Daytona. . . . Bill France, Presidente of NASCAR conducted his terrific speed show—Undoubtedly so much activity a week before did lower the motorcycle attendance insofar as the localities were concerned—Bill, cooperated with the AFL, and many NASCAR towers and signs were used for the motorcycle races. . . . The PA System and the scoreboard used on the North turn were excellent excepting when the men operating the board stood in front of the numbers. . . . AMA official Bruce Walters, of Peoria, always seems to be here, there, and everywhere at Daytona, as does John Esler. . . . This year, the AMA President A. A. Swenson attended the activities. . . . Triumph Corp. President Denis McCormack reported good business outlook for the year and increased dealer enthusiasm. . . . Speed tuners Louis Thomas and Frank Christian (who also acts as CYCLE official timer) were busy with stop watches, charts, and signals, during the races. . . . There isn't anything I like better for breakfast than grapefruit, and I hate to admit that Florida grapefruit I found even better than our own California brand. . . . In a talk with Secretary E. C. Smith, he okayed the change of date for Dodge City from July 4th to the Labor Day weekend with the same type of program as in 1954, which included the 100-mile Grand Prix Road Race. Incidentally Walt Fulton, the 1954 Dodge City winner, told me at Daytona he would be the first entry at Dodge this year. . . . Many motorcycleists visited the famous and former motorcycle racer and publicity man Bill Tuthill's Museum of Speed, located on Highway 1 at Daytona Beach. . . . From The Springfield wigwam came Sales Manager Al West and Advertising Manager, Bob Finn. . . . A friendly though heated argument came up that resulted in a \$300. side bet for a drag race. It seems as though a Triumph rider challenged a BSA rider, and the BSA rider won the \$300 by inches. . . . I stopped off at Jacksonville to change planes and ran into former champion Jimmy Chann who now is in charge of the muffler bending department of Bob King's Specialty Shop in Jax. . . . At the same stop I also met Willard Bryan of Ohio, AMA's Duke Pennell, and a couple of rabid motorcycle racing fans, Maurice Brown of Milton, Ind., and Doris Langston of Hamilton, Ohio. . . . Glen Mittlestadt, Assistant H-D Advertising Manager, was busy getting information about the winners. . . . H-D traveler, Glen Rathbun, did a quick job in slipping new H-D sweaters on the winners for press photographs. . . . Apparently, it is always difficult to take care of the press at big events and it is too bad that the AMA doesn't have some definite way of issuing proper credentials without members of the press having to run them down—another reason why AMA needs a public relations department. . . . I am not kicking because I purchased my ticket and I was glad to help the cause along, but I know of some others who didn't feel the same way about it, including some high officials in the industry who chased all over town trying to get proper credentials—On the second day, luckily after I was on the beach, I spotted Jim Davis who gave me a press armband. . . . Former winner Tony Miller and Dud Perkins as usual were on hand and busy. . . . Jack Milne, Gene Ryan, and others in his group drove a Rambler from Pasadena to Daytona in a short time—I am told that on their return trip they missed Alabama—wonder why? . . . Gibson's time of 2 hours 6 min. 21.51 sec. (average 94.21 m.p.h.) was a fraction slower than the time of Grad Andres, last year's winner. . . . Probably the most excited and happiest person over H-D's 100-mile win was Helen McKinzie, wife of the Corpus Christi, Tex. H-D Dealer who sponsored winner Moleneaux. . . . Until next year, Adios!

## Winning Pair at DAYTONA 200 Mile NATIONAL



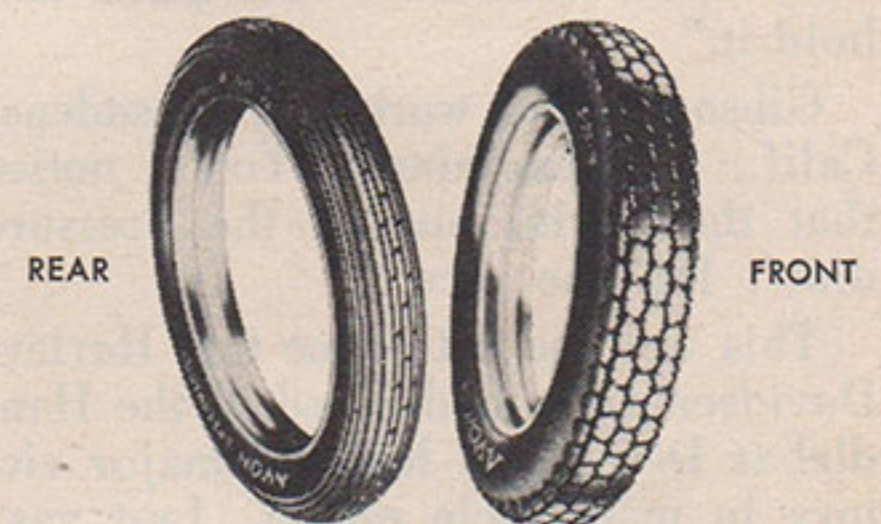
JOHNNY GIBSON

★ First in '55 with Brad Andres—first again this year with Johnny Gibson at 94.21 MPH. Avon Tyres are the choice of champions. Make them yours!



tyres

FOR **safety** YOU NEED THIS PAIR



If your motorcycle dealer does not stock AVON, ask him to order from your nearest distributor:

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| <b>HAP JONES DISTRIBTG. CO.</b><br>56 Duboce Avenue<br>San Francisco 3, Calif. | <b>MILNE BROS.</b><br>1951 E. Colorado<br>Pasadena, Calif.           |
| <b>DIXIE DISTRIBUTING CO.</b><br>1392 E. Weber Rd.<br>Columbus, Ohio           | <b>ROCHESTER INDIAN CORP.</b><br>160 Monroe Ave.<br>Rochester, N. Y. |
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## Handlebar Derby Has Its Own 'Derby' Now

The Handlebar Derby now has a derby.

Not just one derby, two of them, and the Central Labor Union could have had at least a dozen more. E. C. Smith, Columbus, Ohio, executive secretary of the American Motorcycle Assn., suggested the Handlebar Derby needed a traditional symbol that would go from winner to winner through the years.

What started him on the idea was when he saw the new emblem for the 19th annual Handlebar Derby. It's a drawing of a derby with handlebars through it. Bob Palmer, president of the Central Labor Union and race director, was the brainfather of the emblem. He originated it, drew a rough sketch and had Charles Corsi make the finished drawings.

*Smith saw the emblem and came up with another idea: "Let's find a derby and have it plated with bronze." He made the suggestion in a front page Evening News story.*

Palmer said he and Smith had received more than a dozen calls offering derbies. They accepted two derbies, one from Mrs. Marion H. Clarholm and the other from J. H. Stevenson.

One of these two derbies will be bronze plated and was presented to the winner of the Daytona 200 Sunday. Next year handlebars will be added to the derby and it will go from winner to winner.

John Gibson, the 23 year old machinist from Duarte, Calif., thinks he has found the secret of winning the Daytona 200 in the Handlebar Derby.

The formula, which he put to the supreme test in winning the 200 mile race here over the famed beach and road course Sunday March 11 is this: "Set up a consistent fast pace and hold it."

Gibson, who works in Pasadena, Calif., also explained "You'll notice that those who put on the pressure didn't last the race.

This was the fifth time this Harley-Davidson rider had raced in the Handlebar Derby and his first major victory in motorcycle racing. Last year he finished third in the 49-lap Daytona 200.

In the ceremonies following the race, Gibson received \$2,000 in cash, a trophy from the American Motorcycle Association, a trophy from the Cuban Government and a bronze-plated derby. The derby, originated and designed by Race Director Bob Palmer, president of the Central Labor Union which promoted the Handlebar

Derby, will be a rotating one, going to each succeeding Daytona 200 winner. Gibson plans to use some of the \$2,000 to make payments on his home. He has a wife and baby son.

Gibson averaged 94.21 miles an hour winning the 1956 Daytona 200, just short of the record 94.57 mph set last year by a fellow Californian, Brad Andres, San Diego, Calif., also a Harley-Davidson rider. Andres had magneto trouble early in this year's race and pulled out.

Main street in Daytona the night before the big race was a madhouse of motorcycles. Cycles in varying shades of reds, greens, blues and yellows were angle parked side by side on both sides of the street. The north side of Main street from Atlantic to Ocean was solidly packed with about 50 motorcycles. Twenty more were lined up across the street at about 10 pm.

From Grandview to Atlantic Ave. the motorcycles were parked in groups. At least every third person wore the familiar black jacket, but it was noticed that many more had adopted the intelligent safety helmet as headgear. There was an abundance of policemen's uniforms. There were two policemen at each of the four corners of the Main and Atlantic intersection. Police said they had stopped a few cyclists with no mufflers or straight-thru pipes but "everybody's doing what he's supposed to do," they reported.

A constant stream of motorcyclists roared up and down the streets. A patrol car passed along the street almost every three minutes. In one five minute period, three police cars had circled the block. As late as 11 pm. no one had been arrested, or even stopped for speeding. The only comment one officer had was: "My feet are tired."

As the policemen explained it, most of the crowd on Main St. were there to renew acquaintances made at other cycling events around the country. "They come here for a vacation and bring their families," one patrolman said. "I spoke to one man who said it was such a relief to get out of that ice and snow up North and be able to ride motorcycles again. It's like a fever with them."

The police were answering plenty of questions. "Where can we dance?" a group of girls asked one officer. Another group wanted to know: "What's happening? Why are there so many policemen around?" They were told the officers were there to "prevent trouble".

The cyclists and their families were busy inspecting each other's motorcycles, trying them out or just sitting



Dot Robinson prepares to take off in the Enduro just ahead of her husband Earl. Holding the clock is Pop DeMiller, hard-working Michigan enthusiast.



AMANDA WINNERS—Evelyn Andres (left), Modesto, Calif. and Everett Brashear, Beaumont, Tex., are the winners of motorcycling's biggest honors, the Amanda trophies.



Dealer Pete Dalio's Texas Streamliner with 4 year old Mike Miller aboard. Johnny Allen did 193 mph to break the world's record with this baby.



Old racing buddies meet again. Bill Tuthill, one-time cycle racer, now owner of Daytona's famed Museum of Speed tells Floyd Clymer that he thinks the races deserved better publicity.

around waiting to see someone they'd met at Daytona before. One of the biggest crowds was gathered around a \$4,500 motorcycle, believed to be the most expensive show motorcycle at Daytona. Owned by Ned Kinsaul, a tobacco farmer from Greenville, N. C., the pink and white striped cycle is heavily chromed and has 78 lights. It's unusual features, for a motorcycle include a cigarette lighter, directional lights, radio with two speakers, and a side car. The bike is just a hobby.

All the policemen questioned said the crowd was a "law abiding one."

# INDIAN TRAILBLAZER

## ROAD TEST

Description and Photos by Gib Black

Road Test #72

The largest of the Indian line is the 42½ cubic inch Trailblazer, which is, in fact the largest vertical twin produced today. There have been many requests for a road test of this machine, so when Nels Nelson, Indian representative notified CYCLE that one was available, plans for the trip to Rosemond were completed without further ado.

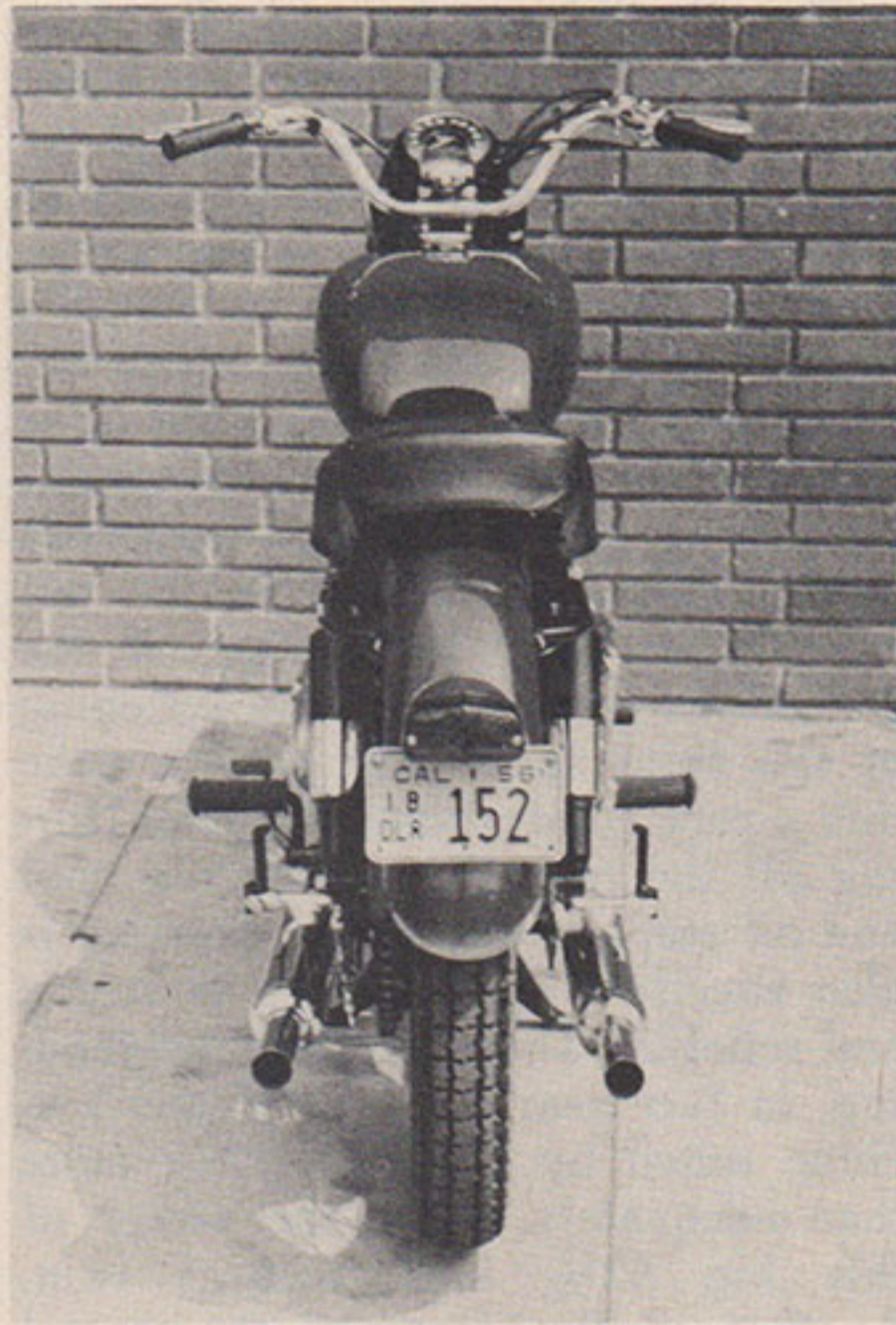
The first impression of the Trailblazer is one of sturdy strength. The machine looks heavier than it is, scaling only a little over 400 lbs. The engine is of 692 cc capacity with a bore and stroke of 70 x 80 mm. The compression ratio is 7.25 to 1. Suspension is swinging arm rear, with telescopic front forks. It is equipped with a center stand.

The engine is overhead valve with separate aluminum alloy cylinder heads fitted on deep-finned cylinders. It has light alloy connecting rods with one piece crankshaft and chain-driven high level camshafts. Lubrication is of the dry-sump type incorporating a filter. The engine is rated at 42½ horsepower.

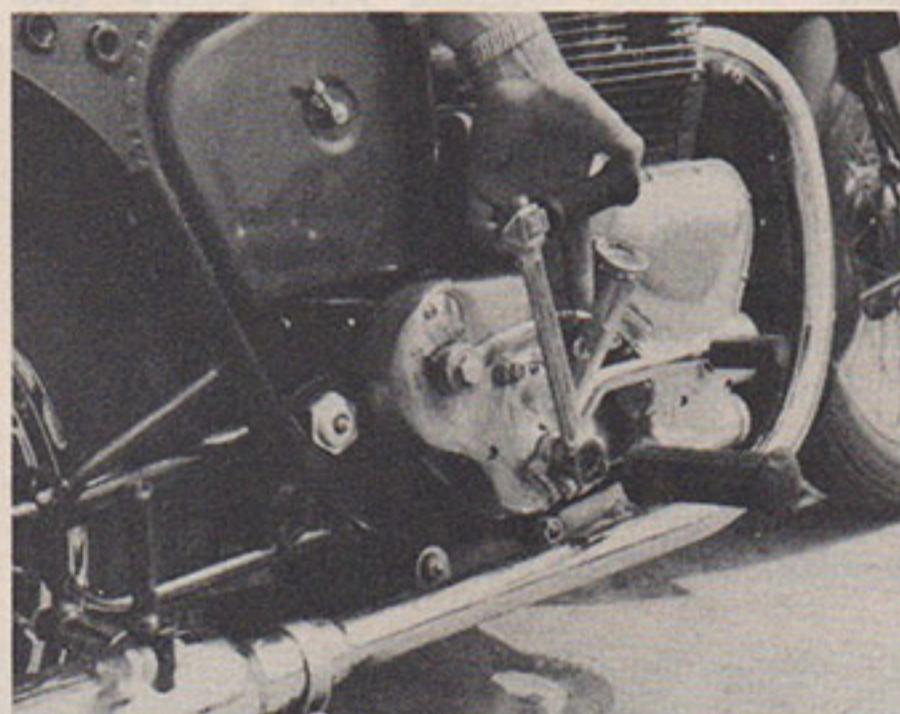
The gasoline tank capacity is 4.8 gallons. Oil Tank capacity is 4.1 pints. The wheelbase of the Trailblazer is 54 inches and the saddle height is 29½ inches. The ground clearance is 5½ inches.

The gearbox located on the right side of the machine is a four-speed, foot operated box incorporating a positive neutral finder, multi-plate Klinger-type clutch and folding kick-starter pedal. Primary drive is by duplex chain enclosed in oil bath chaincase. Final drive chain is protected by chain-guard.

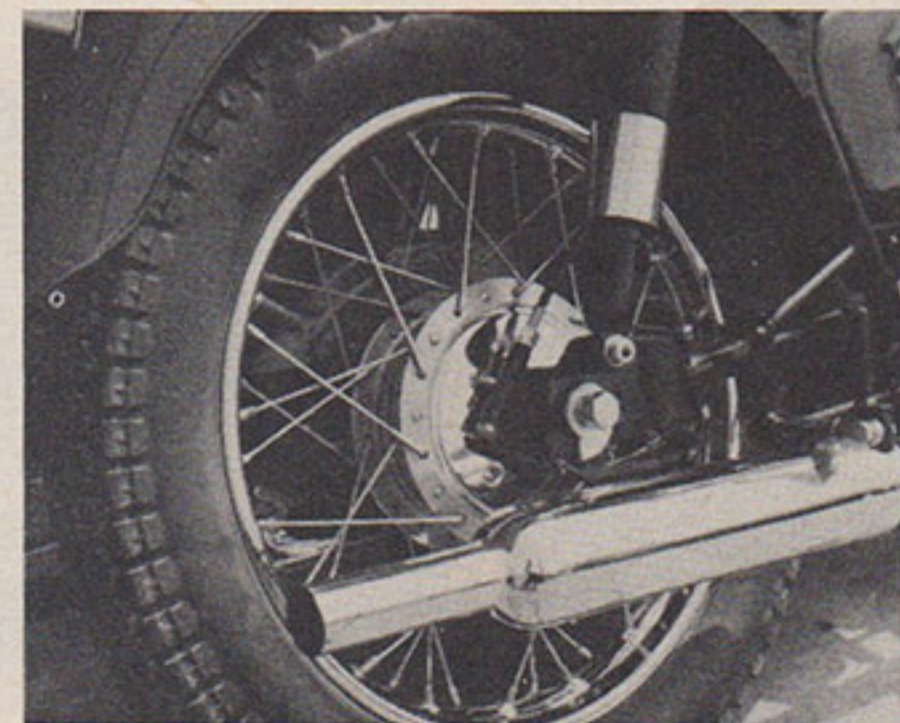
Carburation is by Amal monobloc carburetor. A dual seat is supplied as standard equipment. There are dual six inch brakes fitted to the front wheel with compensating adjuster on handlebar. The rear brake is foot operated. Tires are 4.00 x 18 rear and 3.25 x 19 front. Wheel rims are chrome plated.



Rear view of Indian Trailblazer.



Note neutral finder and oil filler.



Rear wheel with full width hub. Note metal pillion footrests.

The trailblazer ignition is by magneto voltage control is by Lucas, and is automatic. The lighting system is AC. The handlebars are chrome-plated western style with a cut-out button incorporated.

The bike is painted in the traditional Indian Red color. The exhaust system, handlebars, control levers and many other parts are heavily chrome plated. The speedometer is by Stewart-Warner.

The Indian Company provided their own rider for the speed tests and Johnny Rich was the man selected. All the other tests were performed by the CYCLE crew. The surface at Rosemond was not up to usual standards, in fact in many spots it was downright soft, but Rich roared the "Red Monster" through the traps at 106.19 miles per hour. Frank Christian and the CYCLE crew felt that with a harder surface the bike could do even better. Wind at the time of the tests was negligible. The machine tested was standard, with mufflers removed and the usual attention paid to carburetor jet and spark plugs.



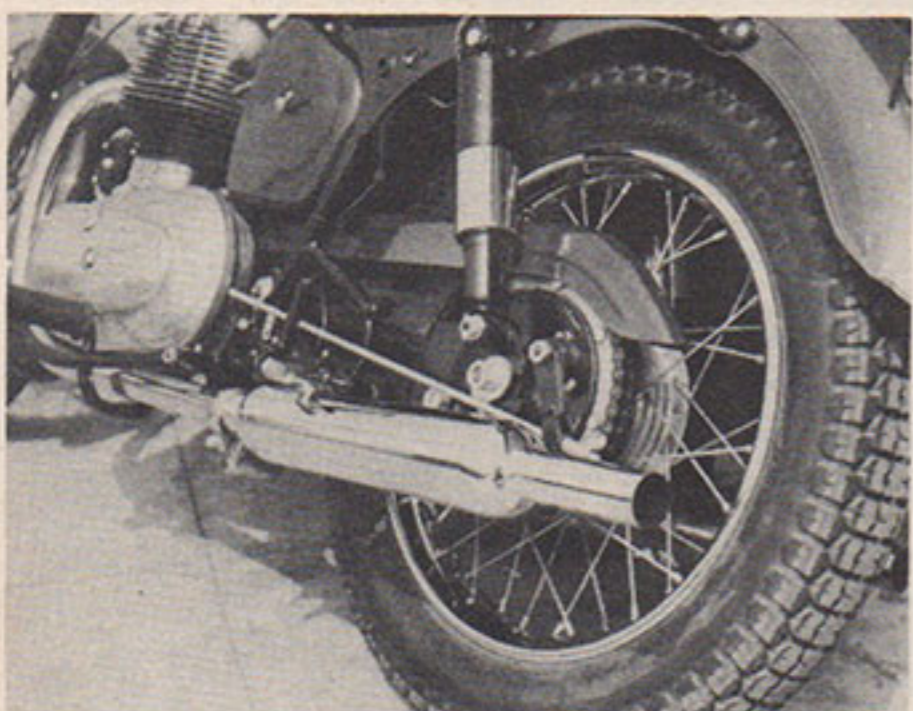
Johnny Rich poses on the Trailblazer with Nels Nelson, Indian representative.

During the time the CYCLE test crew had the Trailblazer it was noted that the front suspension was exceedingly stiff. This may have peculiar only to the machine being tested, however. Another minor complaint of the test crew concerned the oil dip-stick. There was no marking to indicate oil level to be maintained. Also the center stand requires quite a bit of muscular effort before the machine can be

(Continued on page 28)

brought upon it. The dual seat is riveted at the nose instead of being bolted, and this loosened during the tests.

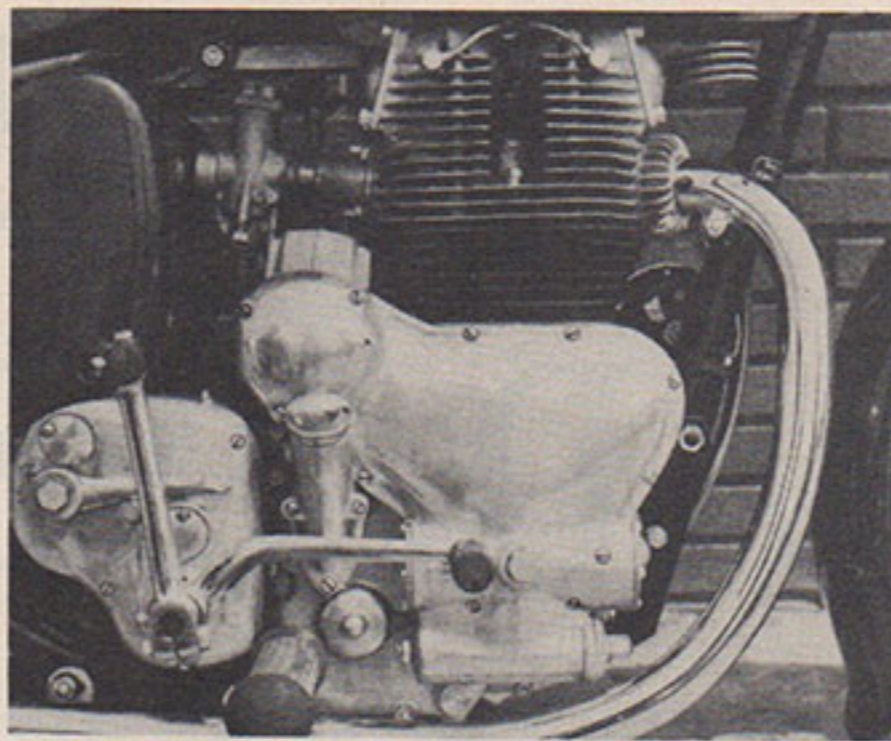
Now lets get to the important part; impressions gained while riding the bike. First, this is one of the most powerful motorcycles CYCLE has ever tested. One ride around the block will prove that. This baby has go-power, in fact, the twist grip throttle seems to be coupled to the speedometer so sentive and powerful is the engine. "Fierce" might be the description of the acceleration, that should be able to get you out of just about any emergency. Four different riders rode the machine during the tests, and they unanimously agreed that this is one of the fastest accelerating motorcycles they have ever ridden. Vibration at cruising speed is negligible and the bike corners and handles extremely well.



Left rear view of Trailblazer. Note straight-forward brake linkage.



Speedometer is large and easily read.



Right side of Trailblazer power plant.

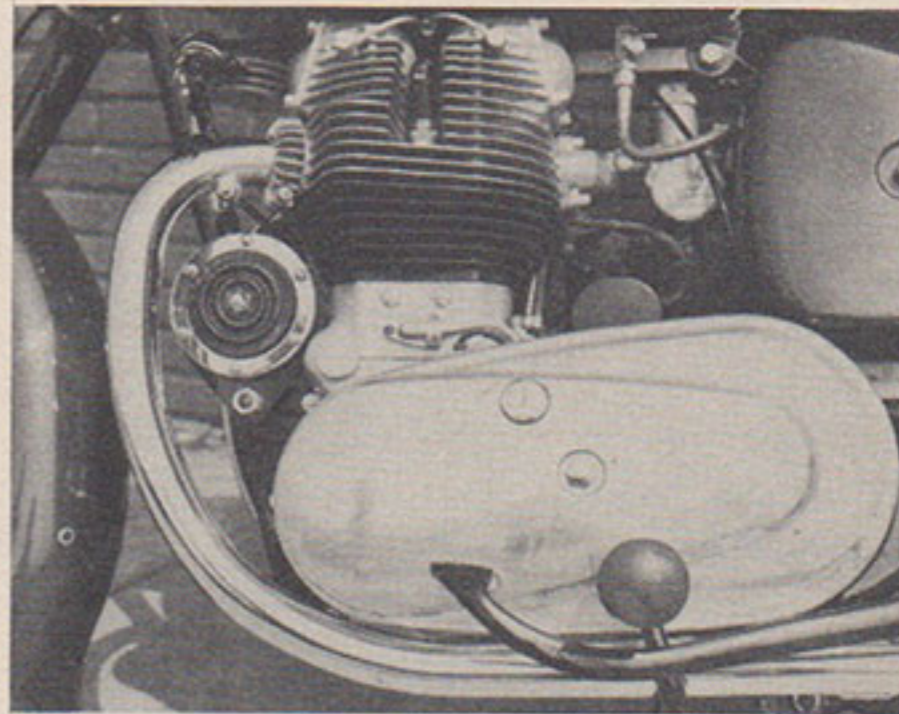
The Trailblazer is ruggedly constructed and finish is good. The headlight is one of the most powerful we have seen on a motorcycle and makes night riding a pleasure. It was noted, however, that the scheme of running the wiring to the rear light needed improvement. With two up, the four inch section rear tire rubbed against the wiring and on several occasions pulled the wire away from the tail light connection. Positioning of the controls is good and a little softening of the front suspension would make this a very comfortable machine. During all the tests the engine ran cool and oil seepage was minor. Starting is also excellent and the idle is steady and reliable. The brakes are outstanding, in fact near the best of any machine tested by CYCLE. They more than adequately match the power of this big 42½ inch vertical twin. Another excellent feature is the neutral gear selector located just below the kickstarter pedal.

Muffling is good on the Trailblazer and even during rapid acceleration the noise is not offensive. Shifting is very good and the clutch takes the load smoothly and surely.

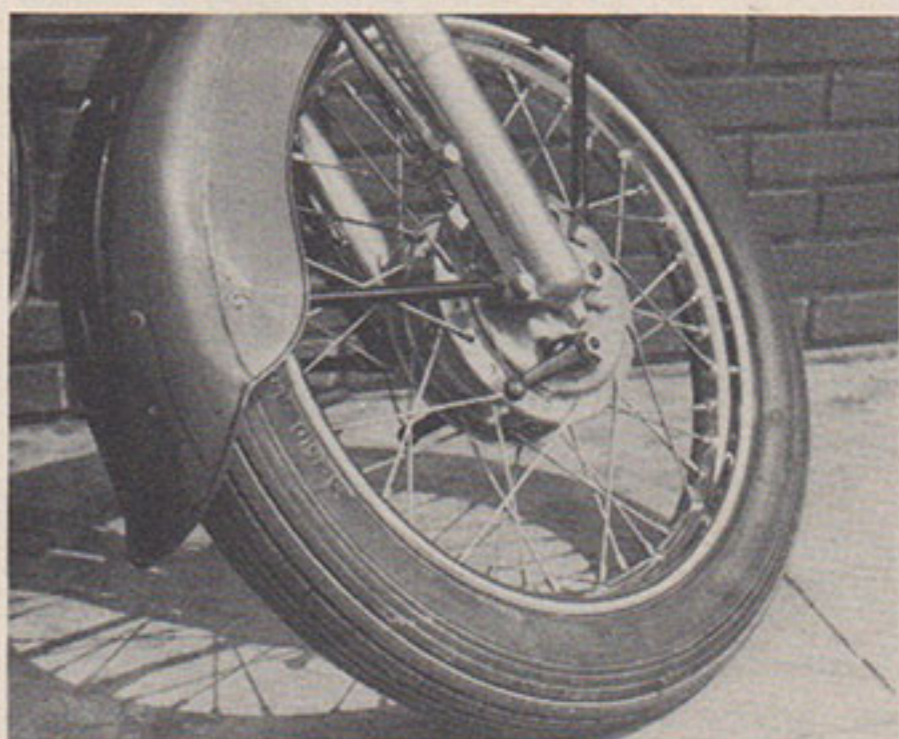
Concluding, we feel the Trailblazer is one of the better motorcycles on the market, with worlds of acceleration, a good top speed and excellent brakes.



CYCLE timer, Frank Christian connects electric timing wires while Rolf Lange observes.

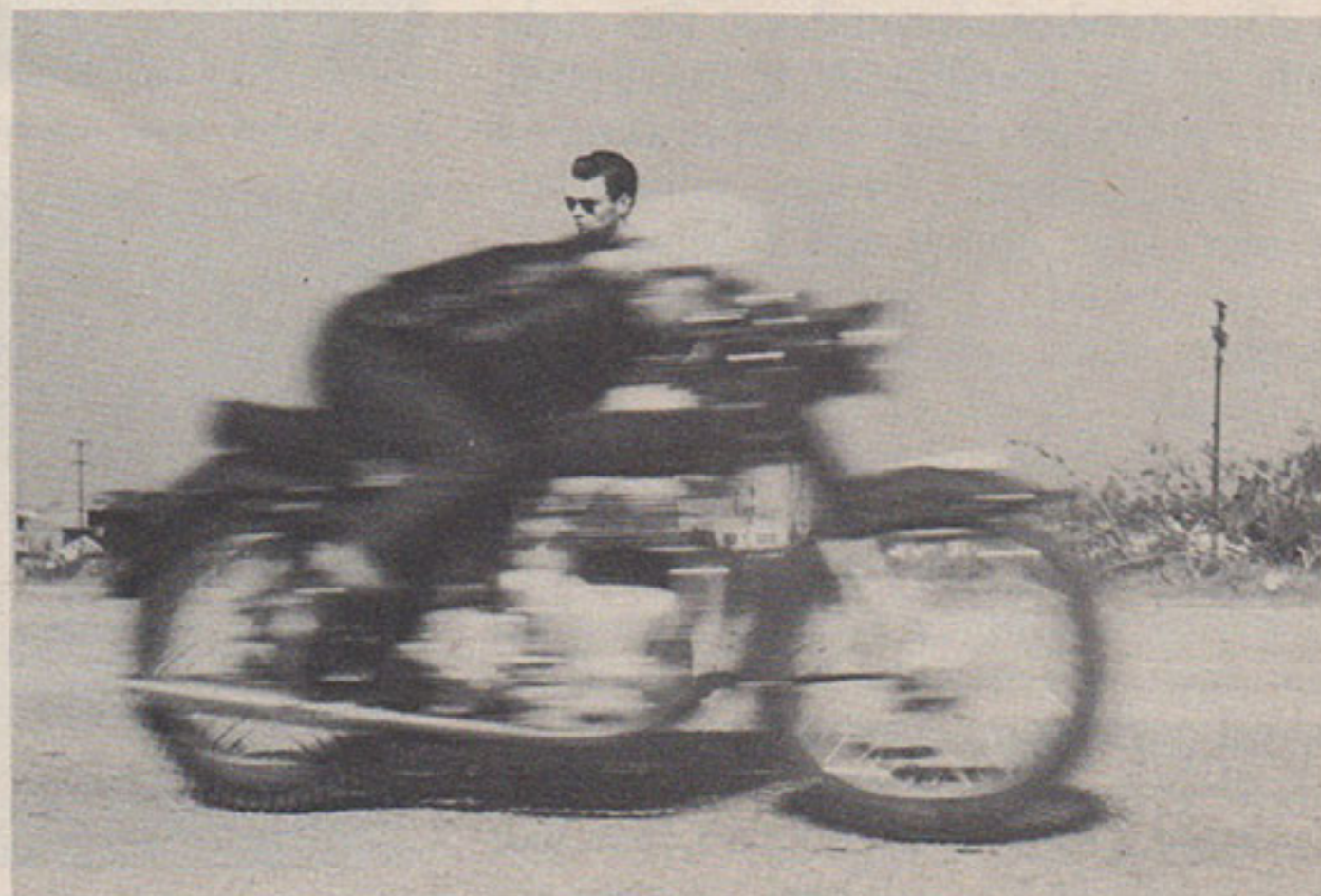
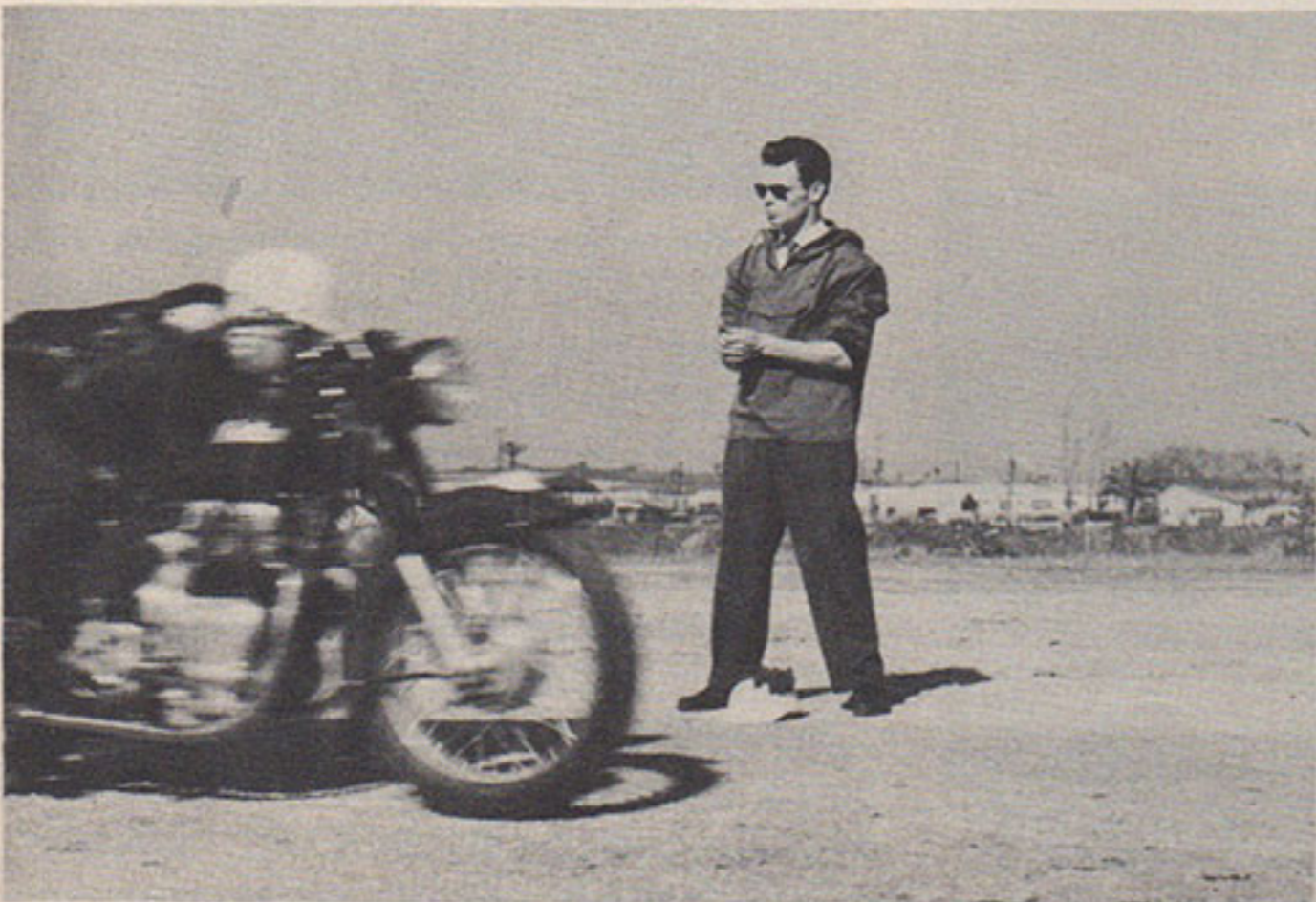


Note polished case and deep finning.

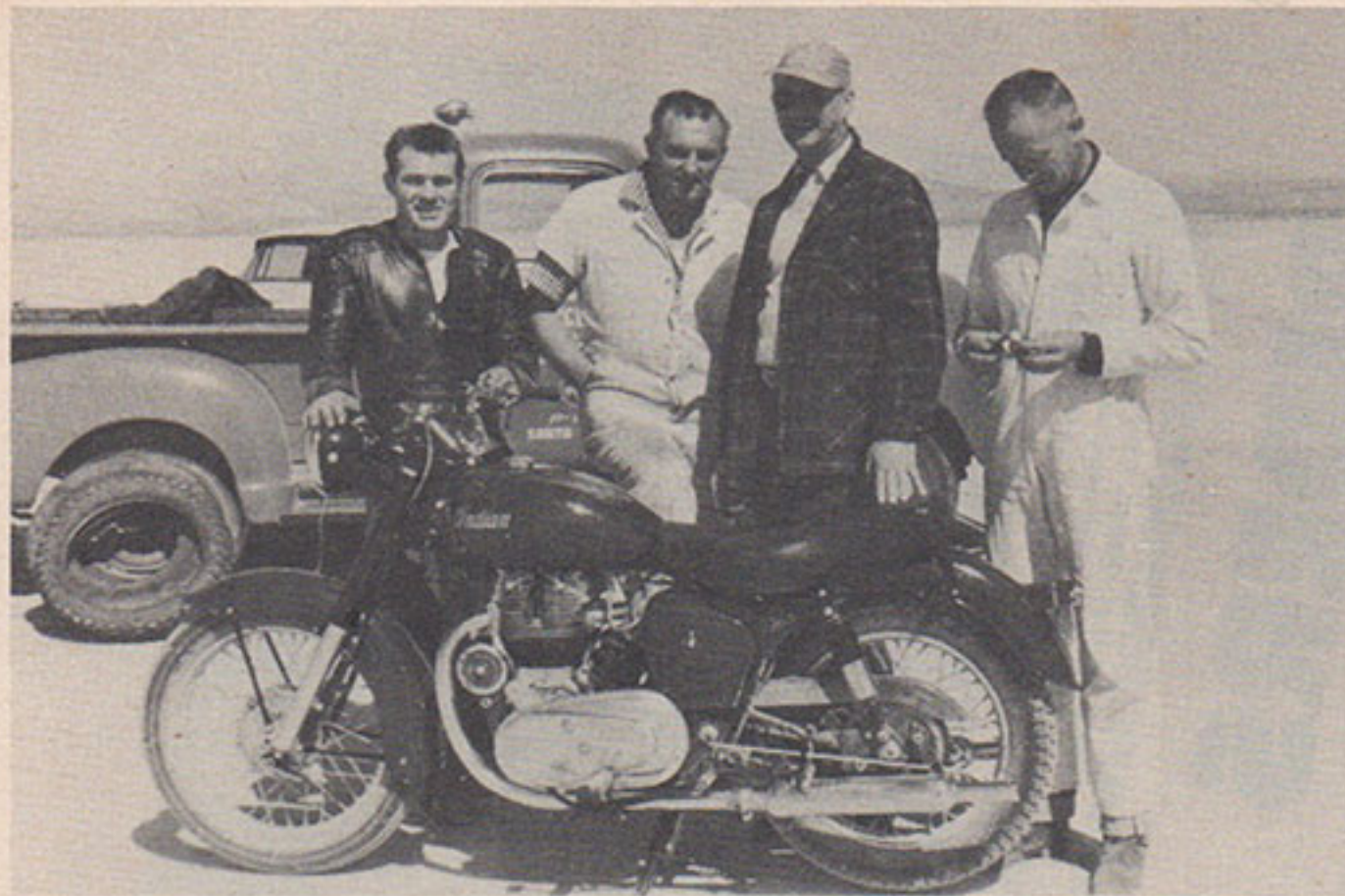


Front wheel with full width hub, and dual brake.

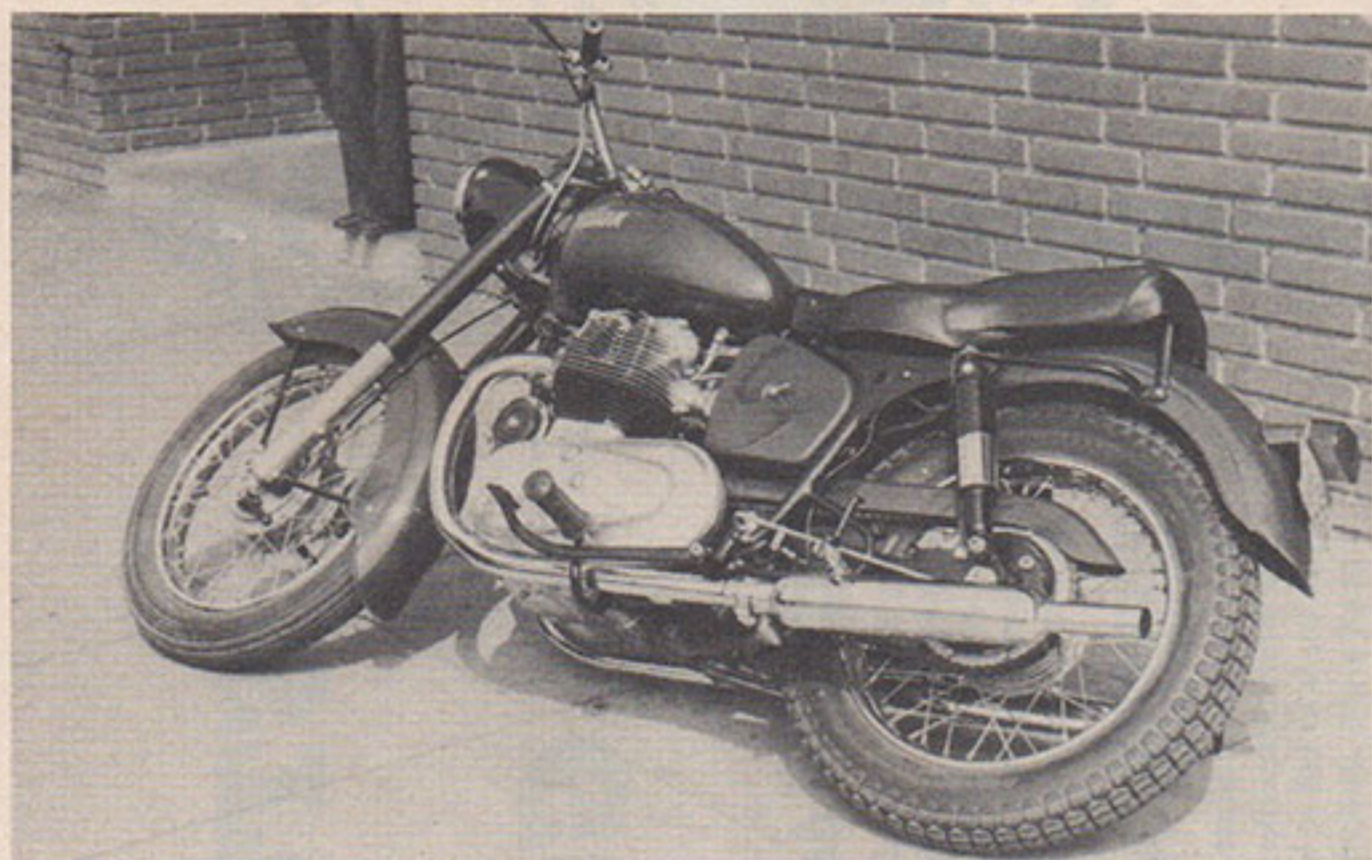
All in all, it was a pleasure to test this machine and all the CYCLE crew were sorry when the time came for the Trailblazer to be returned to Jack Baldwin, Distributor at 2705 Pico, Santa Monica, Calif.



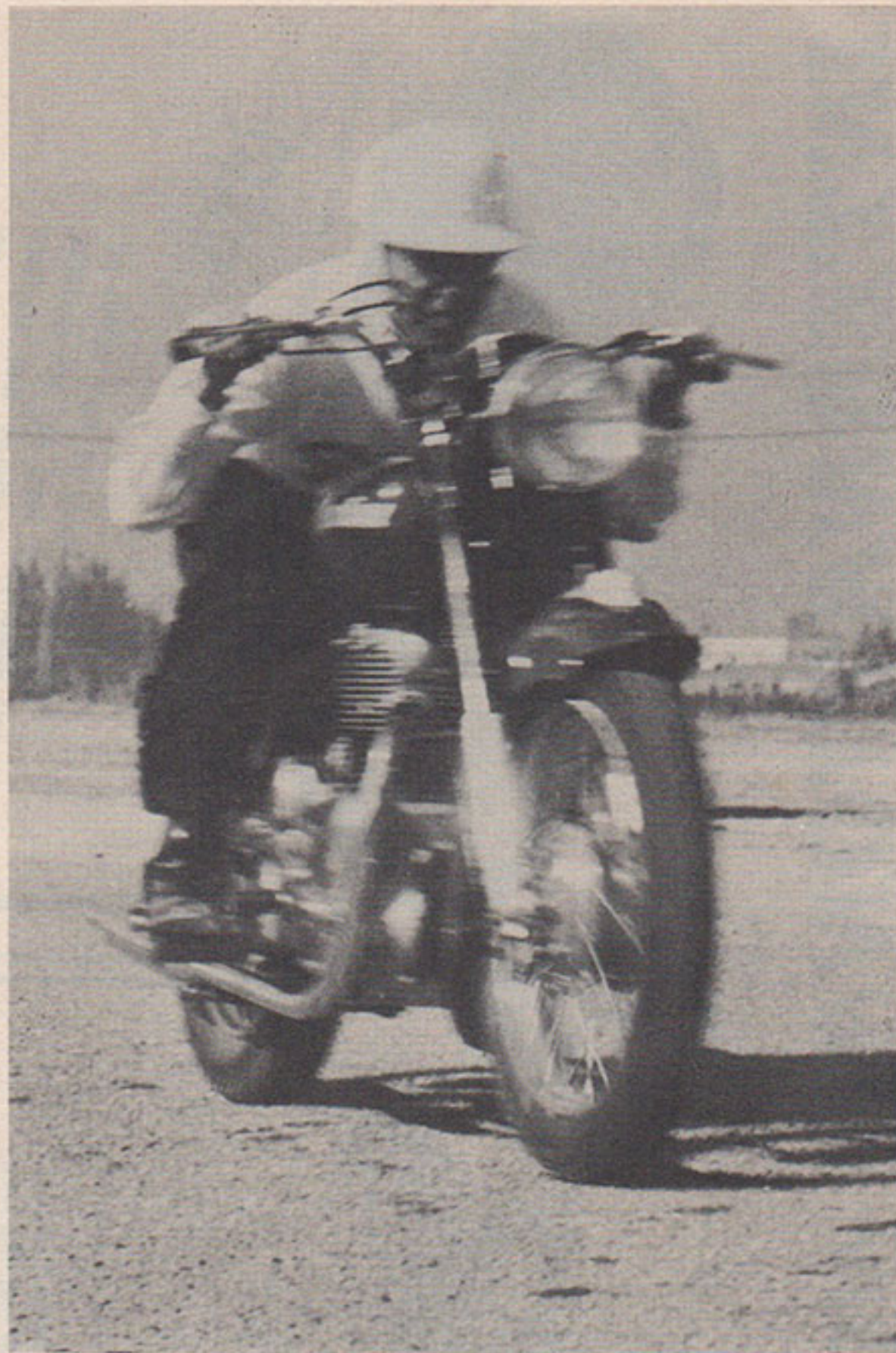
Asher Lee flashes past the camera in acceleration tests with Indian Trailblazer. Assistant Editor Rolf Lange operates the stop watch.—Photo by Black.



Left to Right, Johnny Rich, T. I. Mosley, Nels Nelson and Mel Dennisen.



Underneath look at Trailblazer. Note machine rests on footpeg.



Gib Black gets 84 mph in third from the Trailblazer.

## Performance Summary

### MAXIMUM SPEEDS:

1st gear .....	34 mph
2nd gear .....	63 mph
3rd gear .....	84 mph
4th gear .....	106.19 mph

### ACCELERATION:

1/4 mile drag .....	15.2 sec.
1/10 mile drag .....	7.5 sec.

### BRAKING DISTANCES:

from indicated 20 mph to full stop—

Front brake only .....	18.6'
Rear brake only .....	31'
Both brakes .....	11.6'

### GASOLINE MILEAGE:

average.....	43 mpg
--------------	--------

### SLOW RUNNING:

4th gear without lugging .....	18 mph
--------------------------------	--------

## Specifications

**ENGINE:** A 692 cc. Overhead Valve Vertical Twin cylinder. Separate aluminum alloy cylinder heads fitted on deep-finned cylinders. Light alloy connecting rods. Improved massive one piece crankshaft, chain driven high-level camshafts. Dry sump lubrication incorporating large capacity oil filter. High compression pistons developing 42½ hp at 5500 rpm. Compression ratio 7.25 to 1. Bore: 70 mm. Stroke: 90 mm. AMAL "Monobloc" carburetor, "built in"

float chamber, closed by a sealed side plate. Hinged float and nylon needle.

**ELECTRICAL EQUIPMENT:** Lucas automatic voltage control. Headlamp, magneto ignition, A.C. lighting equipment, combination stop and rear tail light, electric horn, combination horn button and dimmer switch, and cut-out button on handlebar.

**TRANSMISSION:** Four speed foot operated gearbox incorporating positive neutral finder, multi-plate Klingner type clutch, and folding kickstarter pedal. Primary chain, Duplex chain, enclosed in oil bath case. Final drive chain 5/8" protected by chainguard. Gear ratios: 1st—12.4:1; 2nd—8.05:1; 3rd—5.8:1; 4th—4.47:1.

**FRAME:** Rugged swinging-arm type frame with chrome molybdenum tubing with hydraulic damping to cushion against all road shock. Equipped with center stand. Improved self-lubricating, hydraulically controlled teledraulic forks. Dual seat supplied as standard equipment.

**TIRES:** Dunlop 4.00 x 18 rear tire and 3.50 x 19 front tire.

**BRAKES:** Dual 6" brakes fitted to the front wheel with compensating adjuster on handlebars. Foot operated rear wheel brake, rims chrome plated.

**FUEL TANK CAPACITY:** 4.8 gallons

**OIL TANK:** 4.1 pints. Incorporated in crankcase.

**SEAT HEIGHT:** 29½"

**WEIGHT:** Approx. 405 lbs.

**GROUND CLEARANCE:** 5½"

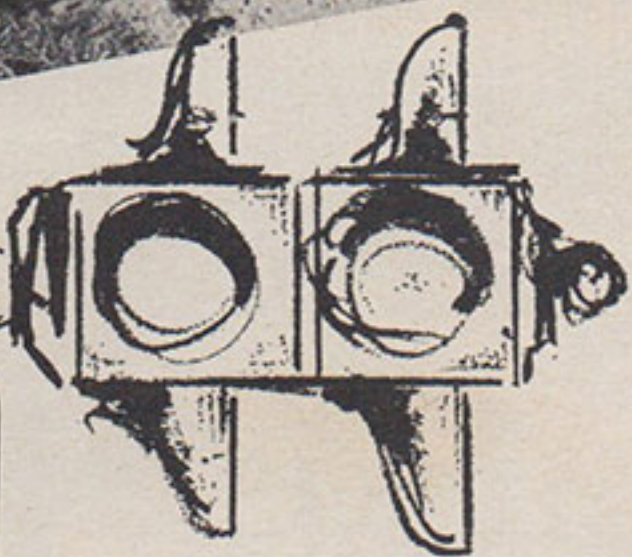
**WHEELBASE:** 54"

**MANUFACTURERS:** Indian Motorcycle Co., Springfield, Massachusetts.

**DISTRIBUTOR:** Jack Baldwin Motorcycle Sales, 2705 Pico, Santa Monica, Calif.



Riders Krieter and Opel on the Zundapp KS-601 machine fitted with sidcar, were ONLY gold medal winners in their class.



**STOP Looking—**

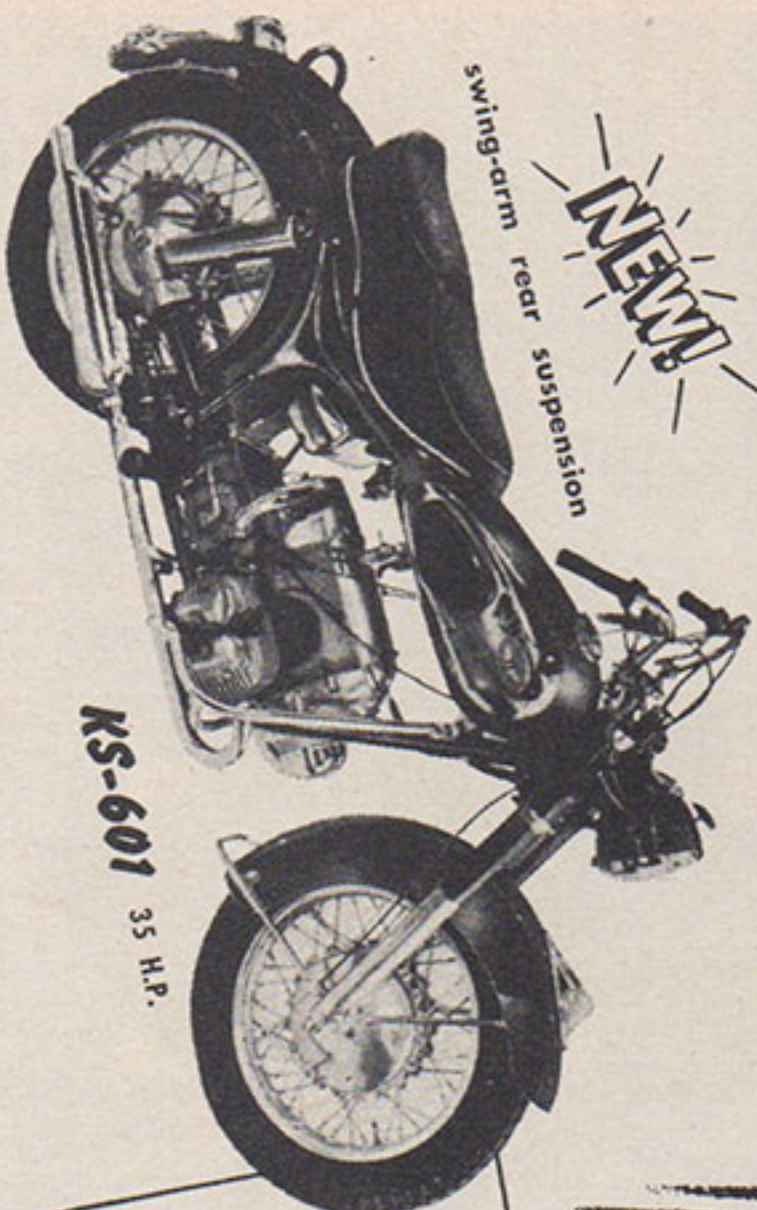
**GO ZUNDAPP in 1956**



In the International Six Days Trials, Zundapp rider Lohse was awarded a Gold Medal for his splendid performance, here he is shown, as he rides his nimble and reliable Zundapp "Enduro" over the rough course in Czechoslovakia.

## RIDERS

Test-ride the new, 1956 Zundapp "Big Twin"—the 600cc, opposed twin, with shaftdrive, over 35 horsepower and now equipped with full rear swing frame suspension—the only complete rear swinging arm suspension at all speeds over all types of terrain!



KS-601 35 H.P.

**NEW!**  
swing-arm rear suspension

### ZUNDAPP Quality

Every part of the Zundapp Motorcycle or Motor Scooter is made with precision and expert craftsmanship. Zundapp products enjoy a world-wide reputation based on sound engineering principles.

### ZUNDAPP Prices

There's no secret about Zundapp prices—the policy of the International Motorcycle Co. is to sell in large volume at a small profit. Assuring the rider, the most value for his money.

### ZUNDAPP Performance

In the United States, as well as on the European continent and in South America, Zundapp motorcycles have won more than their share of victories in all types of sporting competition.

Write for FREE Literature.

### ZUNDAPP Parts

The International Motorcycle Co. maintains the largest spare parts department of any single independent motorcycle importer, with sub depots located in strategic points all over the forty-eight states.

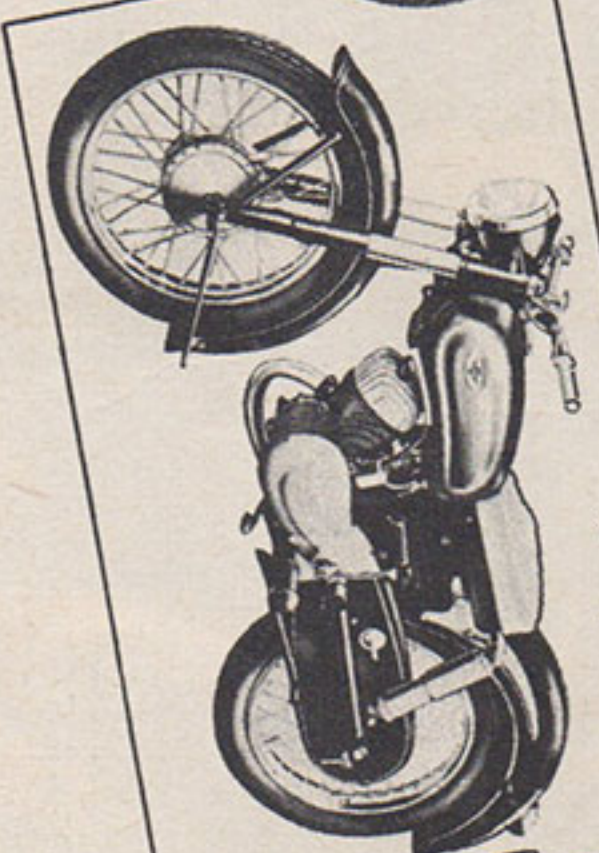
### ZUNDAPP Models

Bella 200cc w. Elec. starter... \$499  
 Bella 150cc w. Kick starter... 389  
 Challenger 200cc w. D. seat... 449  
 Sabre 250cc... 469  
 Motorcross 250cc 18-20 H.P. 549  
 front & rear wheel 19"  
 KS-601 600cc hyd. plunger... 919  
 KS-601 600cc R. s.w. arm susp. 995

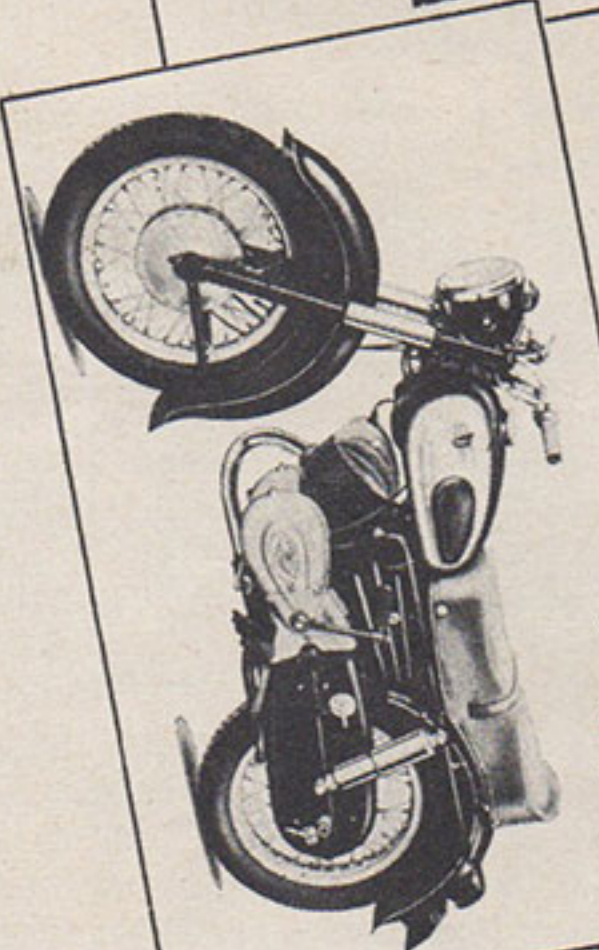
### ZUNDAPP Service

You can ride your Zundapp all around the world and you will find factory trained mechanics and dealers wherever you go—Zundapp has a network of 3000 experienced men, in almost every country to help you.

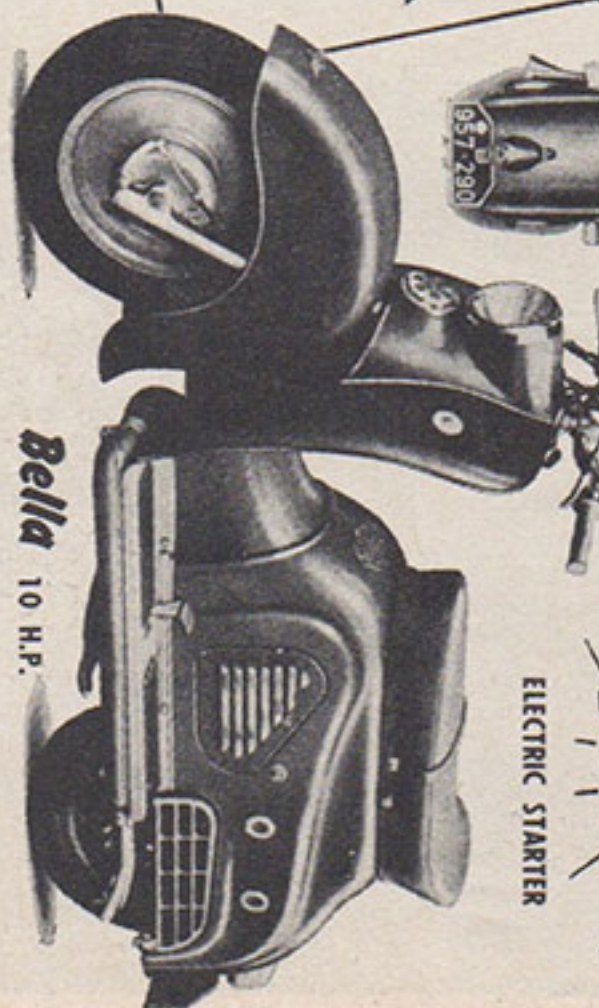
Prices F.O.B. N.Y.  
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**NEW!**



**NEW!**



**NEW!**  
ELECTRIC STARTER

Bella 10 H.P.

250 cc CLASS



1956

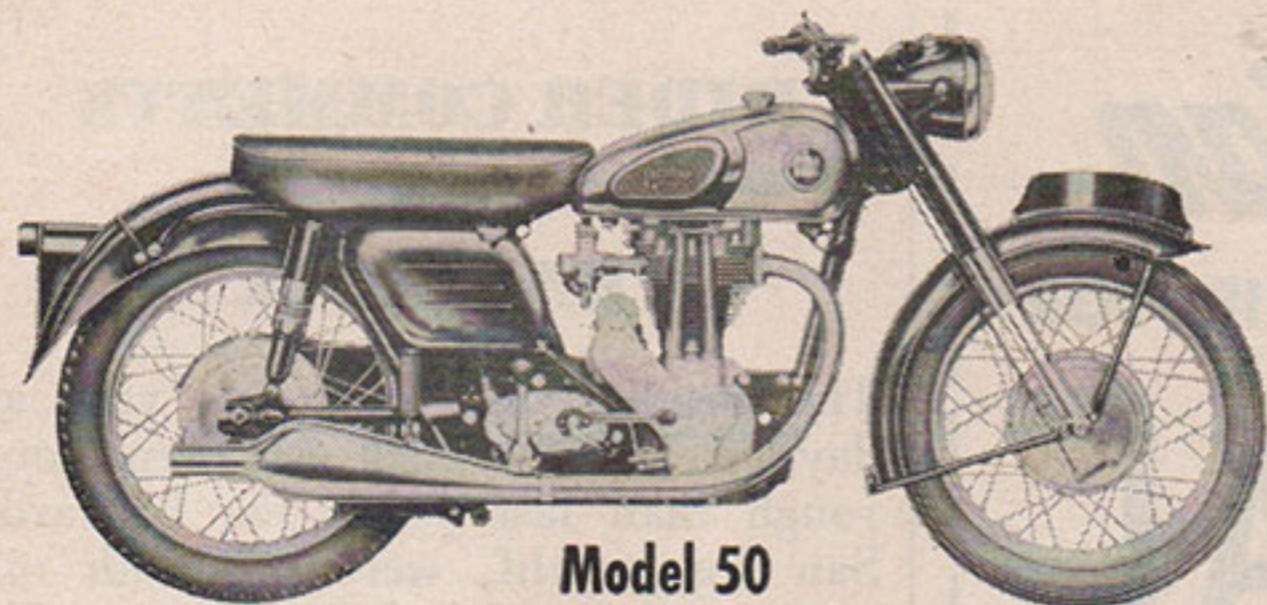
I.S.D.T. victors in the grueling endurance event included Zundapp machines. The entire entry in this years I.S.D.T. numbered 243 motorcycles—115 finished—47.3%. Germany entered with 50 riders, 30 finished—60%. ZUNDAPP ENTERED WITH 6 MACHINES—5 FINISHED, THREE OF THEM IN FIRST PLACE—giving them 83.3% success.

Riders Krieter and Opel on Zundapp KS-601 sidcar—Gold Medal, Riders Gehring and Lohse on Zundapp Enduro 250cc—Gold Medal, Rider Hestler—Silver Medal, Rider Kammler—Bronze Medal.

SEE YOUR LOCAL ZUNDAPP MOTORCYCLE DEALER TODAY! Ride and choose the model of your choice—your dealer has a 1956 demonstrator in his shop.

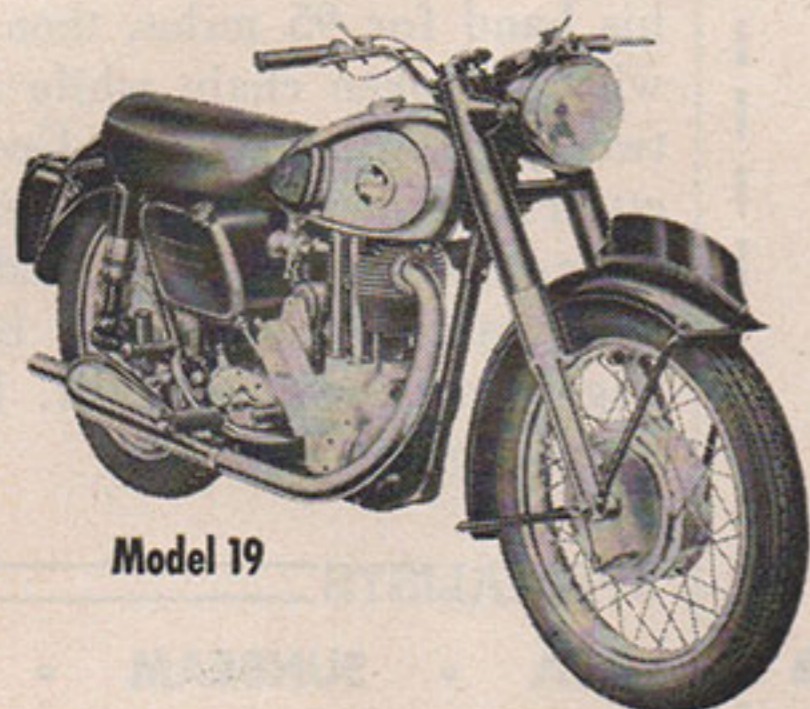
**INTERNATIONAL MOTORCYCLE COMPANY**

Dealer inquiries invited — Write today!  
 2432 GRAND CONCOURSE, BRONX, NEW YORK



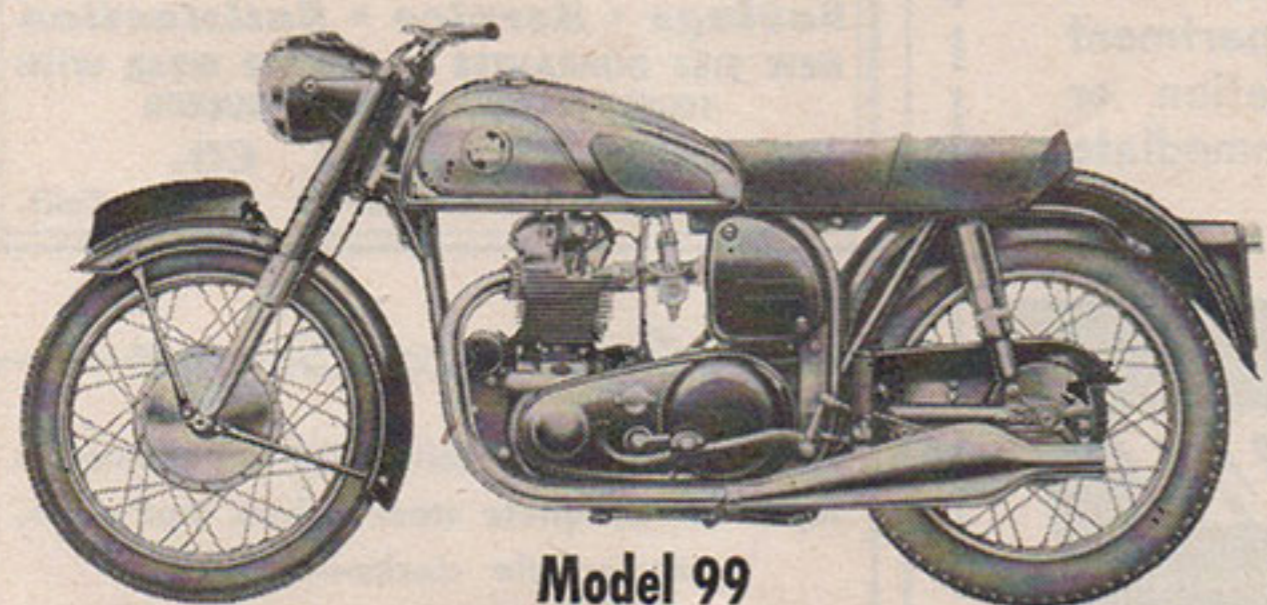
Model 50

*They're Exciting*

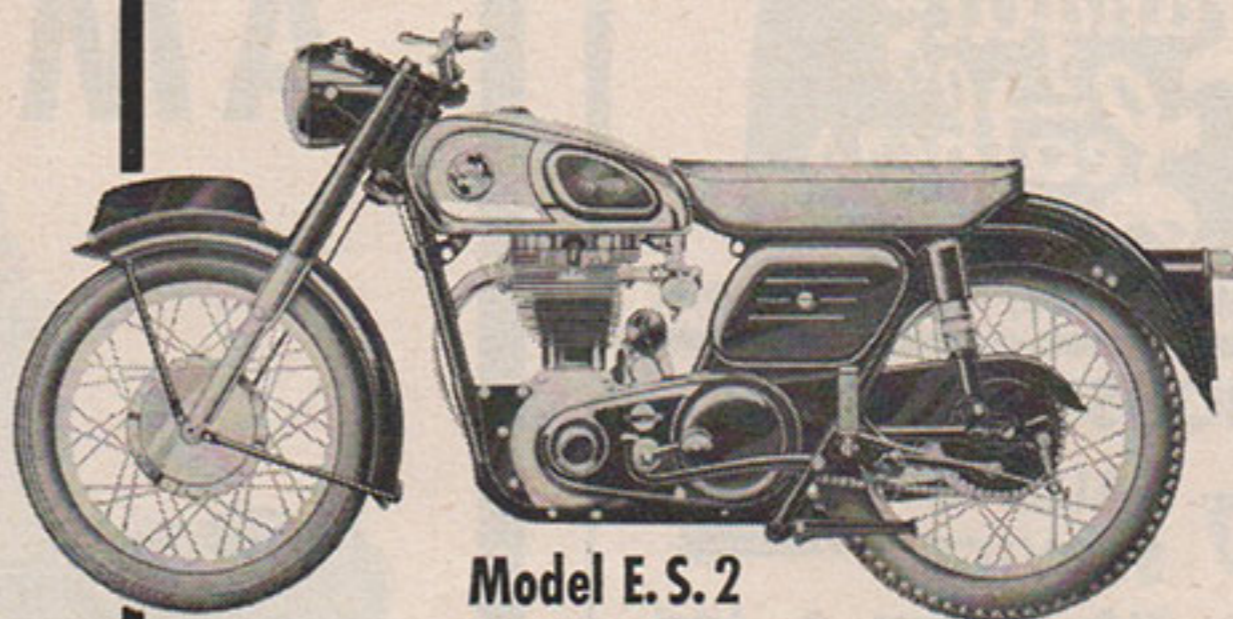


Model 19

*They're Unapproachable*

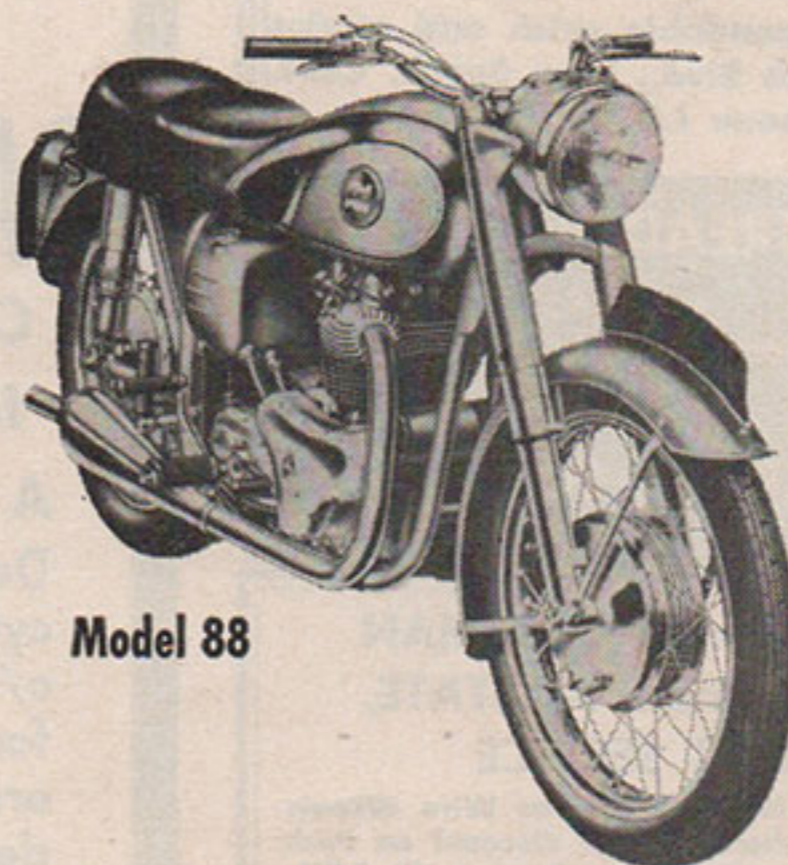


Model 99



Model E.S.2

*They're Contemporary*



Model 88

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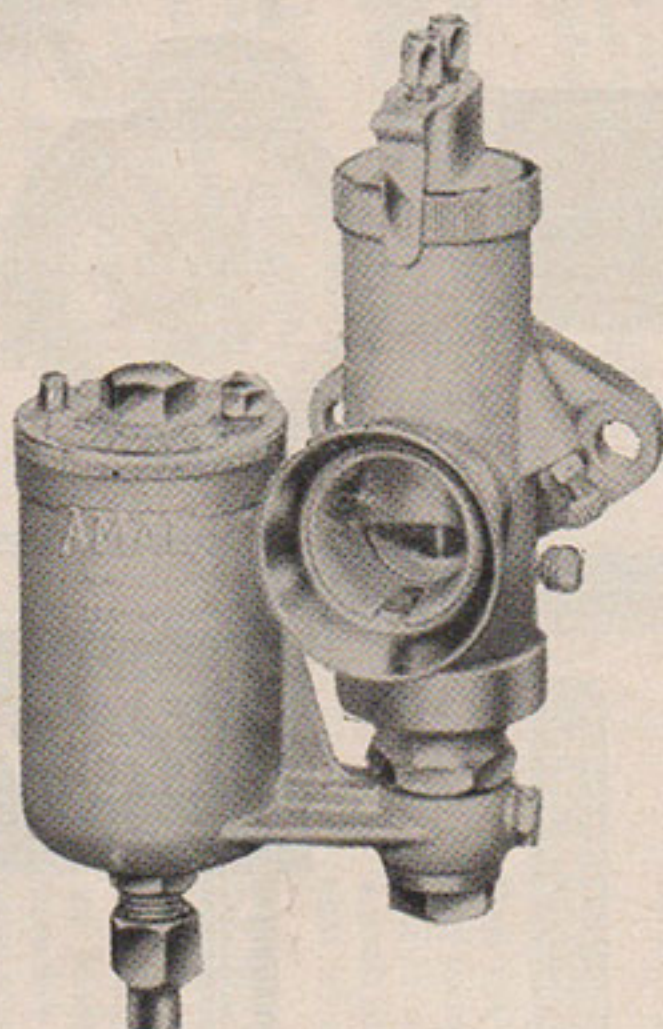
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RIDER COMMENTS  
ON  
DAYTONA

The weather was good this year at daytona, but the track was even more rough than last year. Joe Leonard, San Jose, Calif, went out with oil pump failure after being among the early leaders. Jimmy Phillips, Pasadena, Calif. was running in third position when his oil pump failed. Ernest Stavenow, Pasadena, Calif. riding for Milne Bros. really deserves a lot of credit for the riding he did. Stavenow held a loose carburetor bowl with his hand for 95 miles, then went out with a broken chain while in the 1st twenty. Third place man George Everett, Pasadena was completely out of oil as the race finished. Eddie Kretz had gearbox trouble and Bert Brundage, Los Angeles, Calif. had front brake trouble.

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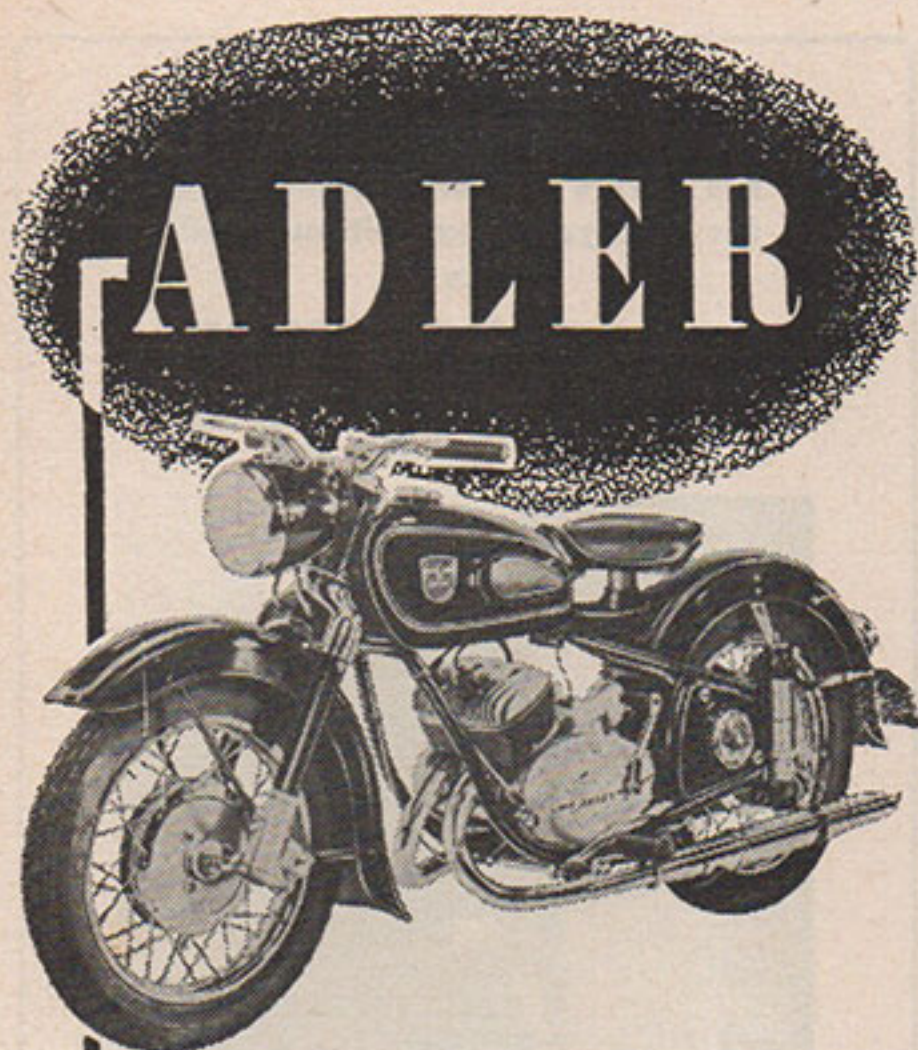
ADDRESS.....

CITY & STATE.....

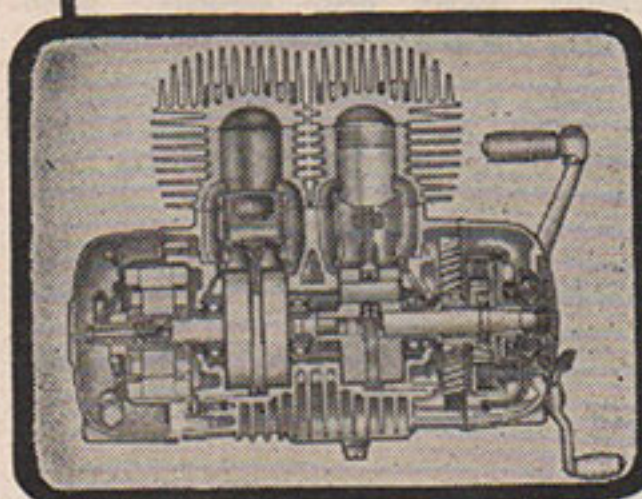
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(Dept. C) Nutley, N. J.

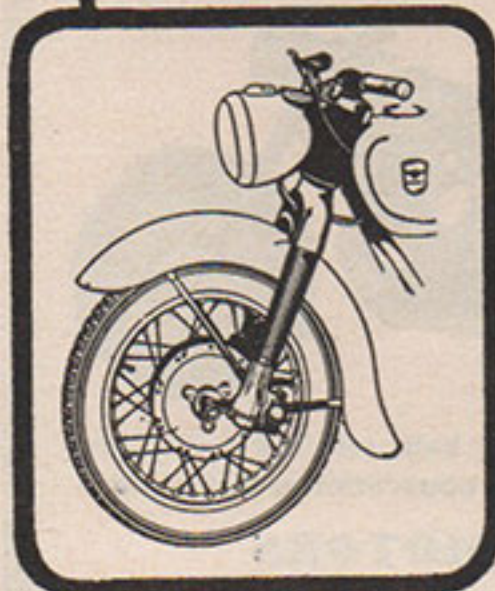


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Here are other outstanding features: completely enclosed carburetor and generator for clean riding; terrific acceleration; four speed gearbox; ultra-modern frame; completely enclosed chain case; full hub front and rear brakes.



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## MAINTAINANCE HINTS

### LIGHTING EQUIPMENT

The reflector of the headlight of some models is a common offender and frequently is the cause of poor lighting. The surface becomes tarnished and much of the beam intensity is reduced. A soft cloth and silver polish will accomplish a lot towards restoring the original brightness of the light. However, if the reflector is pitted or flaked off, it will be necessary to have it replaced, a job which is relatively inexpensive and worth many times more than the cost. Incorrect focus of the bulb can also cause poor lighting. This applies only to older type equipment however, as it is impossible for seal beam headlights to change focus. Focusing is controlled by moving the bulb backwards or forwards in the reflector. Moving it backwards tend to spread the beam, while moving it forward narrows the beam. The dimming filament should be located above the main filament to provide correct dimming.

Generator brushes can be a source of trouble if proper preventative maintenance has not been carried out. The brushes should be inspected to insure they are not worn excessively. Too much wear will decrease spring pressure to a point where good contact cannot be obtained. Generally brushes should be inspected and replaced when they are worn more than 1/4 of their original length.

Frequent attention to the battery is also an essential part of ensuring trouble-free lighting service. Once a month, or more often in warm weather it is wise to check the level of the electrolyte and top up with water if necessary. If corrosion persists at battery terminals, smear them with grease which will almost completely eliminate this nuisance.

The ignition which is interrelated to the lighting system should also receive periodic attention. Breaker points should be maintained at the correct gap. Consult the instruction book for the proper figure. High tension leads should be closely inspected for cracks. Incidentally, the practice of taping the lead to some part of the frame can lead to current leakage especially during damp weather. Check magneto pick-up brushes to see that they are free in their holders. Hold a piece of dry cloth against the magneto pick-up ring and kick the engine through to thoroughly clean this important item.

Finally, check all wiring through its complete length to make sure that it is not chaffing against a frame member, or has not cracked through the insulation. Check for tightness of terminal screws and security of unit attaching brackets.

### CHANGING THE OIL

It is best to change the oil after a good run, at least ten miles, so that the oil is quite warm. In this state the dirt in the oil has a tendency to stay in suspension and drain out with the old oil. After the oil has been drained, there are two methods of cleansing the system. One is to pour in a quart of replacement oil, run the engine for a minute or two, and then drain. This picks up quite a bit of the dirt that remained after the first draining. The second method is more complicated but very effective. Fill oil tank with new oil, disconnect return line at the end, and run engine until fresh oil emerges. Be careful not to overtighten the union nuts and remember that extreme cleanliness is very important here. Do not allow the filler cap or drain plug to become contaminated with dirt.

## BE SURE TO DO SOME CHROMIN'



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# Short

## Sports



By Gib Black, Editor

### Las Vegas 3rd Annual Silver City Hare & Hound

"The toughest one yet" was the general comment after the completion of the 3rd annual Silver City hare & hound 100 mile cross-country race. There were 71 starters in the gruelling race and only 11 cyclists finished. The contestants started at 10:30 AM from the official starting place behind the new New Frontier hotel. They took a winding course through the desert and around the Las Vegas Valley, ending up at a point near the Arden Turn-Off.

#### RESULTS: Open Class

- |                 |           |
|-----------------|-----------|
| 1. Chas Hockie  | AJS       |
| 2. Jerry Platt  | Matchless |
| 3. John Collins | AJS       |
| 4. Rick Pearson | Ariel     |
| 5. W. Wiegand   | AJS       |
| 6. Ted Williams | Tri       |
| 7. Dick Corning | Tri       |
| 8. Jack Shook   | Ind       |
| 9. Lloyd Larson | Tri       |
| 10. Bill Hunter | Ind       |

#### 250 cc Class

- |                 |         |
|-----------------|---------|
| 1. Chuck Thomas | Zundapp |
| 2. Al Titus     | Zundapp |
| 3. Robert Hood  | Maico   |

#### 200 cc Class

- |                  |         |
|------------------|---------|
| 1. Dale Ivy      | Sun     |
| 2. Henry Ramirez | Tri Cub |
| 3. M. L. Spiker  | Dot     |

Sportsmanship Trophy—Robert Hood  
The fullest cooperation was received from: Nevada Hiway patrol, Clark County Sheriff's office, Las Vegas City police, U.S. Air Force, Nellis AFB, So. Nevada Amateur Radio Club and Mercy Ambulance service.

### Bay Meadows Race Date Changed to August 26th

Due to the action of the Board of Directors of the California Jockey Club, it has been necessary for the San Francisco Motorcycle Club to change the date of the 20 Mile National Championship to August 26th. The event formerly has been held each year in July.

The Amateur Time Trials will be held on Saturday, August 25th, and the Club Dance will be held that same night. On Sunday Morning, the Expert Time Trials will be held and the race will follow at 2 P.M.

#### Class A Racing

Class "A" motorcycle racing, dormant for many years in the Southern California area, will be revived late in April at Gardena Stadium near Los Angeles.

Spearheading the drive to bring back the sensational short-track JAPs is Maury Powell, noted Western publicist. Powell was publicity director for the short track racing at

Lincoln Park Stadium and Santa Monica Municipal Stadium when the sport was drawing top crowds. He also was advertising and publicity director for J. C. Agapanian for 8 years.

Associated in the venture with Powell are Gus Vignolle, his partner in the advertising and publicity agency located at 8826 Sunset Blvd., Los Angeles, and Gene Simon, field representative.

First event is tentatively billed Tuesday night, April 24, or Wednesday night, April 25, depending upon television arrangements.

A typical Class "A" program of 19 or 20 races are slated in the handicap and scratch divisions as outlined by AMA Referee Cliff Onan.

Gardena Stadium is located at 139th and Western Avenue, Gardena, Calif., and is rated one of the nation's finest quarter-mile dirt speed plants. Class "C" motorbike racing has done notably well there last season, and plans are afoot to begin that season Friday night, April 6.

Powell believes that such former speed kings as Jack and Cordy Milne, Lammy Lamoreaux, Tom Bamford, Tex Luse and Ed Kretz, Sr., will help get the ball rolling on the early shows, at least to teach "A" techniques to younger riders. Onan indicated nearly 20 riders are now qualified for "A" riding, with the outlook bright that 50 or 60 riders will file entries for competition.

### Bear State Enduro Won by New Rider

An enduro recently sponsored by the Bear State Motorcycle Club of North Hollywood, California, was won by Craig Ayres, a new rider of only three weeks experience; it was reported Walt Pagenstecher of San Fernando Valley M. C. took second and Bob Forbes of Bear State was third man on the totem pole.

### G. L. Jackson Wins the Kickham Trial

The Kickham Trial which is one of the important trade-supported events in the British calendar, annually attracts all the leading Trials riders. The 60 mile course which starts from the New Inn Farmborough, five miles west of Bath, is a particularly severe one.

1955 Trials Champion GORDON JACKSON with a loss of only three marks, won the Premier award riding a 347 cc. fully sprung A. J. S. In addition to Jackson's success, L. A. Ratcliffe—Matchless, gained the award for the best performance in the 350 cc. class.

#### RESULTS

### 20 Nite Owls Scrambles 20 Nite Owls—Shamrock Park Castaic, Calif.

#### EXPERT MAIN EVENT

Place	Name	Make Motor
1	Walt Axthelm	BSA
2	Bruce Jackson	Velo
3	Cal Bottum	Triumph
4	Charles Cripps	BSA
5	Paul Grimes	Triumph
6	Jerry Willingham	Triumph
7	Pat Zarembo	BSA
8	Chuck Minert	BSA
9	Frank Brundage	H.D.

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Lighter than most bicycles. Weighs only 42 pounds. Tucks easily in car trunk. Famed Prana. 7/10 Hp. 2-cycle engine, quiet and easy starting. A seven-year old learn in minutes.

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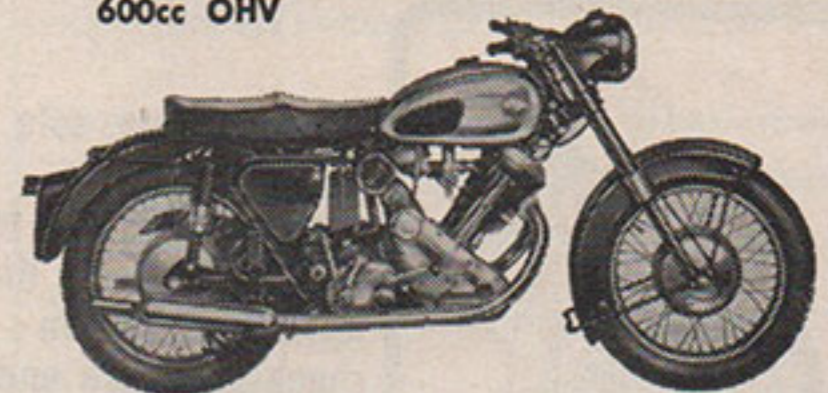
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**AMATEUR MAIN EVENT**

Place	Name	Make	Motor
1	Ricky Collins	BSA	
2	Pat Hicks	Ariel	
3	Don Draskovitch	BSA	
4	Don Hatch	AJS	
5	Glenn R. McNatt	Ariel	
6	Stuart Morley	BSA	
7	Don Hatley	Ariel	
8	Bill Whyte	BSA	
9	Jack Myrick	Triumph	
10	Frank Bruno	BSA	
11	Elmer Pond	Triumph	

**EXPERT SEMI MAIN EVENT**

Place	Name	Make	Motor
1	Bruce Jackson	Velo	
2	Don Hawley	Triumph	
3	Blackie Lewis	Triumph	
4	Jerry Schuster	Velo	
5	Bill Brown	H.D.	

**AMATEUR SEMI MAIN EVENT**

Place	Name	Make	Motor
1	Don Draskovitch	BSA	
2	Red Wilson	Triumph	
3	Jim Morgan	BSA	
4	Floyd Conroy	BSA	
5	Chuck Keich	BSA	
6	Homer Drown	H.D.(JD)	
7	Jay J. Ott	BSA	
8	Joe Bilotts	H.D.	
9	Danny Milligan	Ariel	

**21 CUBIC INCH**

Place	Name	Make	Motor
1	Charles E. Howsman	BSA	
2	Larry Anderson	Maico	
3	Harold A. Crawford	Velo	
4	Bill Ashe	Triumph	
5	Douglas Evans	BSA	

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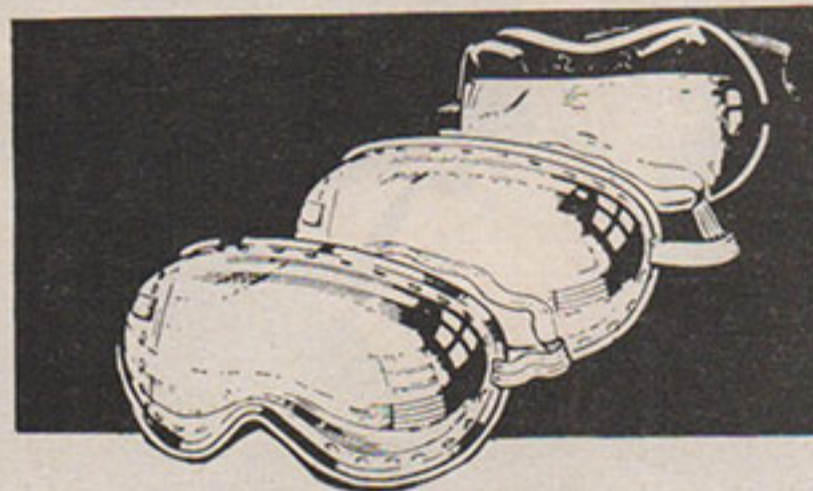
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# THAT BIG WONDERFUL NOISE

Story and Photos

by R. A. HAYES

For 360-odd days of the year, the delightful little town of Laconia, N. H. is as lively as a soggy teabag. But come those three or four days in September when the Annual Hill Climb takes place and all hell breaks loose (I mean, it *sounds* as though it does); but judging from the comments of the merchants and the townspeople, it breaks loose in a wondrously wholesome and acceptable way.

You can count on one hand the number of people who are on the streets of Laconia at three or four in the morning—the hour when, for reasons I have never been able to fathom, the first sputtering cycle is heard. And the sleep-filled eyes of the tired night workers widen and for a long moment sleep is forgotten. The sound of the cycle comes from out of nowhere. Its meaning is unmistakable: The Hill Climb!

And, blotter-like, the sleepy town of Laconia begins to absorb the slowly-gathering thunder of hundreds and hundreds of dedicated motorcyclists.

Where are they from? . . . They're from just around the corner, in another N.H. town; and they're from across the continent, from Oregon or Seattle or Los Angeles; and they're from Canada and Mexico.

Who are they? . . . They're like everybody you know and they're like nobody you know. Maybe you don't know anybody whose life is completely wrapped up in a small sputtering engine supported by a few pieces of aluminum attached to two unpredictable wheels. But I'll wager my last \$500 camera that you know plenty of people who believe in sportsmanship and fair play. And that's what the motorcycle fraternity, to my way of thinking, consists of.

I, personally, wouldn't know a souped-up engine from the Campbell's variety, but as an experienced and perhaps jaded photo-journalist who has covered horse-racing in Brazil to the Olympics at Cortina, when it comes to sportsmanship and fair play, I'll take the motorcycle guys and gals any time—and you can quote me on this!

Anybody who *thinks*, let alone *tries* to conquer the redoubtable 60-meter Torger Tokle Hill at the Belknap Mt. Recreation Area on a mere motorcycle (I used the adjective advisedly), has my undying admiration and respect. I can see doing it on a helicopter or even a magic carpet—but on an iron frame and two wheels *and without wings—unh-hunh!*

Where, in all the wonderful world of sport, can you find a 60-year-old champion, like Howard Mitzel (see photo), who not only is still performing, but giving championship performances as well—!

If I hadn't seen it before, I'd say it couldn't be done—not at all. But these wonderful guys who believe in themselves and in their bikes, do it and do it without apparent effort, and therein lies the art. There is no real fame waiting for them when they reach the top of the mountain—only a jeep to pull them over the ridge. At best there is only a token cash prize or a cup. Why do they do it?

Why do men climb Mt. Everest?

Psychiatrists and psychologists might throw around words like "over-compensating," "insecurity," "self-aggrandizement," "instinctual drives," et al, in an effort to explain why a man should want to hurl himself up the side of a steep mountain on a stripped-down bike. Maybe they're right, these experts on behavior—I wouldn't know. But there's one thing I do know, and that is: for sheer drama, for unparalleled excitement, for breathtaking thrills, you'll have to go far—very far indeed—before you can duplicate anything these hill climbers dish

out. A strong statement? To back it up, I give you Willard Bryan's dramatic contortions (see photo)—proof that motorcycling has its Moment of Truth!

And, more important perhaps, you'll have to go just as far to match the superb examples of sportsmanship and fair play that characterize this big, wonderful noisy sport!

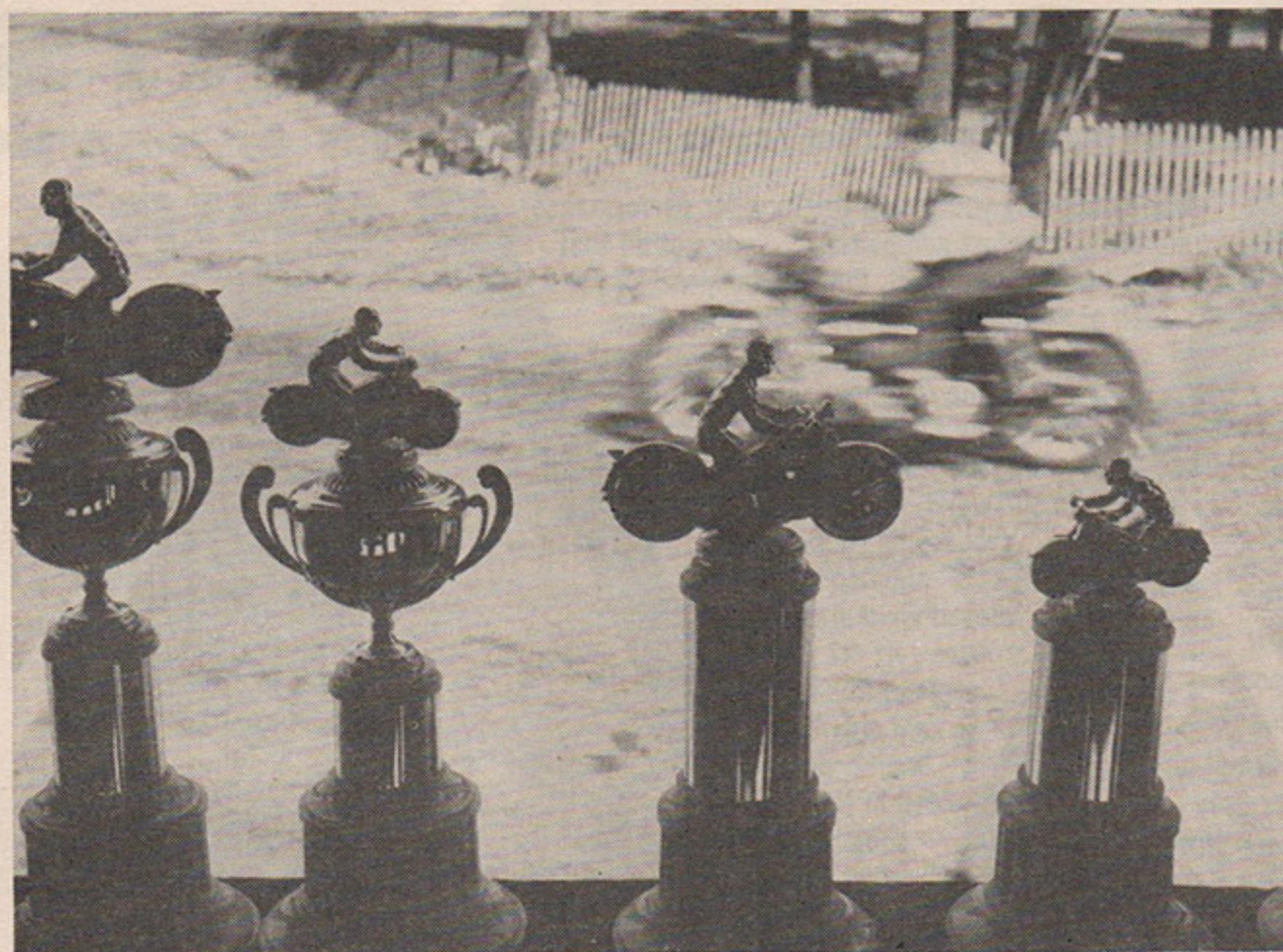


#### RUMPUS WITH A RAMBUNCTIOUS RECALCITRANT!

Seconds after this photo was taken, Willard Bryan's high-diving Harley-Davidson (shown here tangled with string at finish line) slammed into the rut-filled mountainside at Belknap Mountain Recreation Area, Laconia, N. H., during the recent (Sept 18) Class "A" (74 cu. n. pro) Hill Climb, and chewed a 7-inch hole in the Torger Tokle 60-meter ski jump hill, sputtered into violent life again, whirled crazily toward panic-filled spectators and photographers (to escape it, one official at the finish line swan-dived 20 feet down the hill), knocked a cigarette from a newsreel cameraman's lips and finally stopped its nervous ticking and throbbing some 75 feet down the mountainside. Final tally: One lost cigarette and one slightly bruised backside!



Roaring up a 60° mountain slope on a motorcycle, no one will deny, would seem to be a sport reserved exclusively for, if not the young in heart then certainly the young in body. Not so for Howard Mitzel (shown hugging his attractive wife and winner's cup). The York, Pa., hill-climber has been making motorcycles behave on mountains for more than 40 years. A big pat on the broad back of Howard Mitzel—winner of the recent (Sept 18) Class "A" Hill Climb at Laconia, N. H. His age? A very young and very capable 60! Says Howard: "My cycle and I parted company recently going up a mountain at 50 mph. Doc said I'd never walk again. Well, I'm not only walkin' better than ever—I'm ridin' better than ever!" Mitzel won the 74 cu. in. pro Hill Climb with a time of 5.92 sec.



Silhouetted by winners' cups, Ronald Pinclar, Worcester, Mass., whips by the judges' stand in a blur of speed as he wins the 80 cu. in. Open Drag Race at Belknap Mt. Recreation Area, Laconia, N. H. Pinclar had tied with Warren Wolfe of Springfield, Mass., but in the run-off, shown here, Pinclar did the trick with a speed of 76.355 m.p.h.

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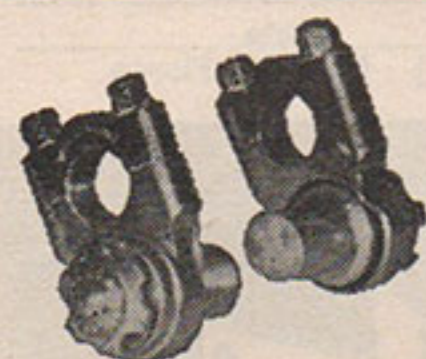
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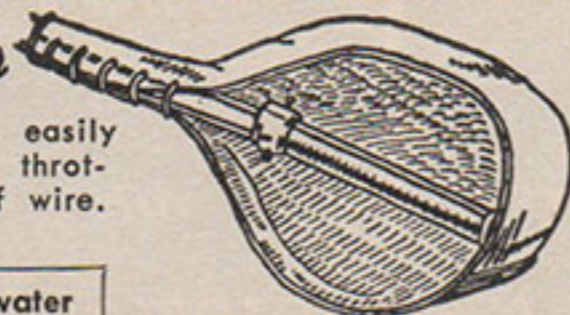
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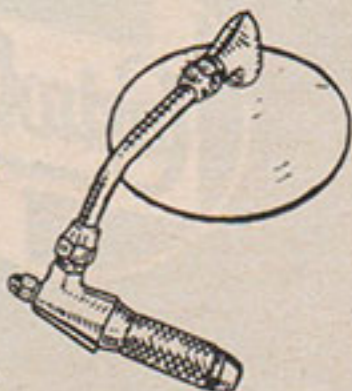
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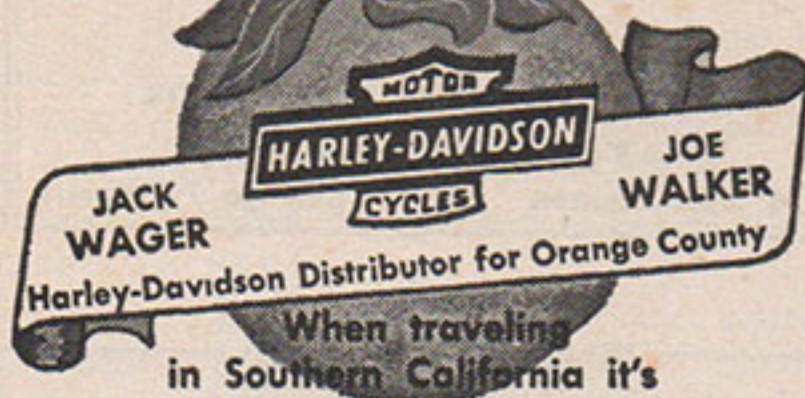
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### Motorcycle Marathon

After almost three years of world-touring Dr. August Jentsch and Wolfram Hannig returned to Munich after crossing 31 countries. Out of their own initiative they had started on their own BMW R 75, an old Army 750 cc. sidecar model that showed already 60,000 miles before they started. Altogether they covered an additional 75,000 miles.

Without considerable money reserves but with much enthusiasm they started their tour from Munich over southern France and Spain. Crossed over to Africa and were the first Motorcyclists to cross the Sahara in the middle of the summer. They crossed the Jungle and went by boat from Capetown to South America. From Montevideo on the East Coast down to Patagonia to Ushuaia, the southernmost point of America that had never seen a Motorcycle.

Along the West Coast the route led over the Andes to Chile, Peru, Ecuador, Panama, Columbia to North America, all the way to Alaska. After a criss-cross trip through the U.S. both World-trippers embarked from New York on the S. S. Italia for their return to Germany. With their side-car machine they toured from Cuxhaven to Hamburg. Several days later they were received in Munich by the board and the workers of the BMW works and the first mayor of Munich, Mr. Wimmer in the city hall.

This accomplished effort with a more

than 20 years old motorcycle is to be valued even higher by the fact that the driver Wolfram Hannig had lost his right Arm during the war and wore an artificial limb. He had the motorcycle converted to a left-hand side control and had driven almost all of the 75,000 miles, while Dr. Jentsch sat in the side-car. They had thousands of adventures. They saw the mid-night sun of Alaska, sat on the camp-fire of the Indians, encountered elephants and lions, fought their way through the swamp lands of Patagonia and were admired everywhere with their wonder motorcycle. Mostly through lectures they financed their whole tour.



After return from a 75,000 mile trip on a 20 years old BMW. Mr. Jentsch and Mr. Hannig in Cuxhaven, Germany, get ready for their last lap to Munich.

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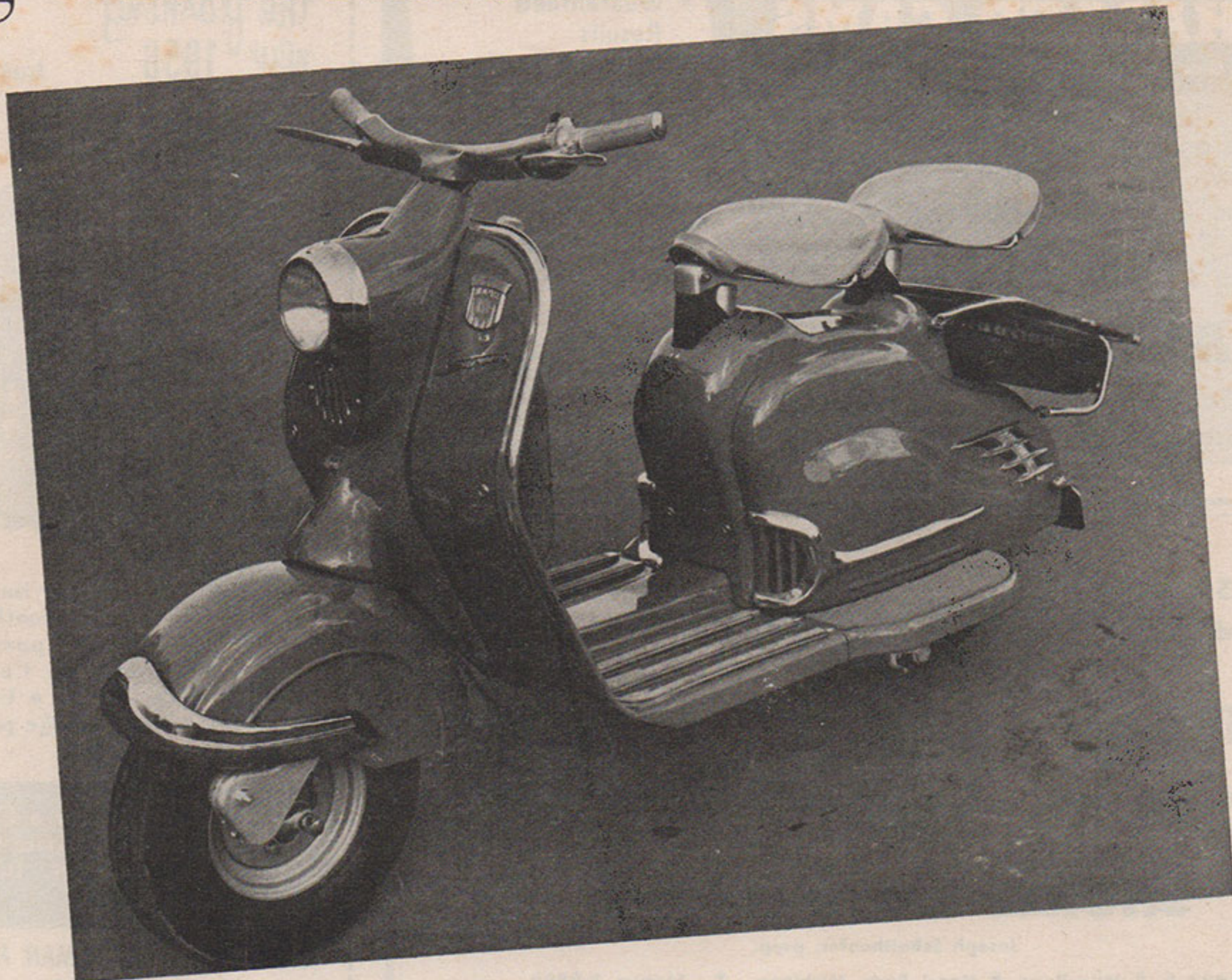
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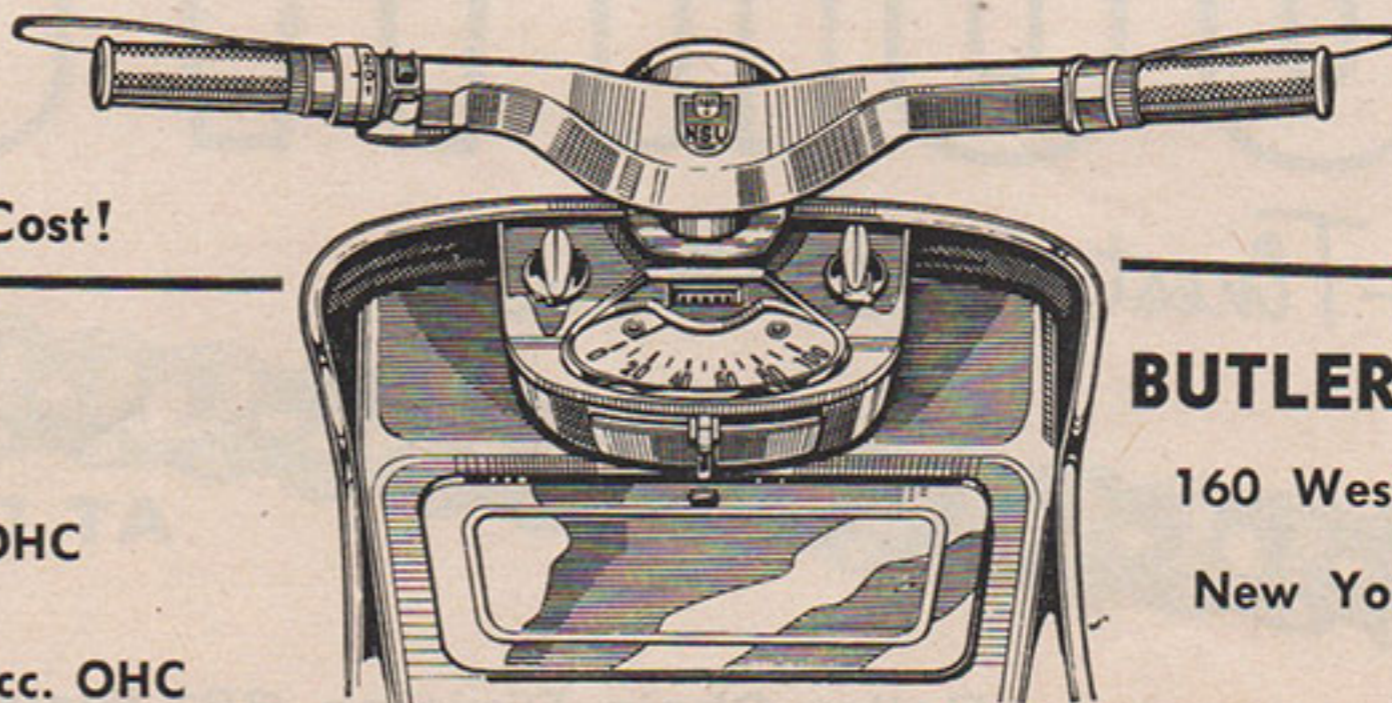
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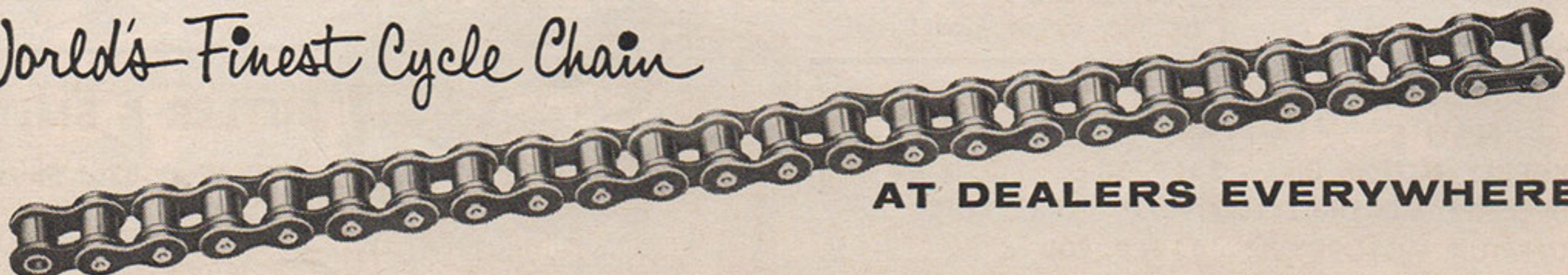
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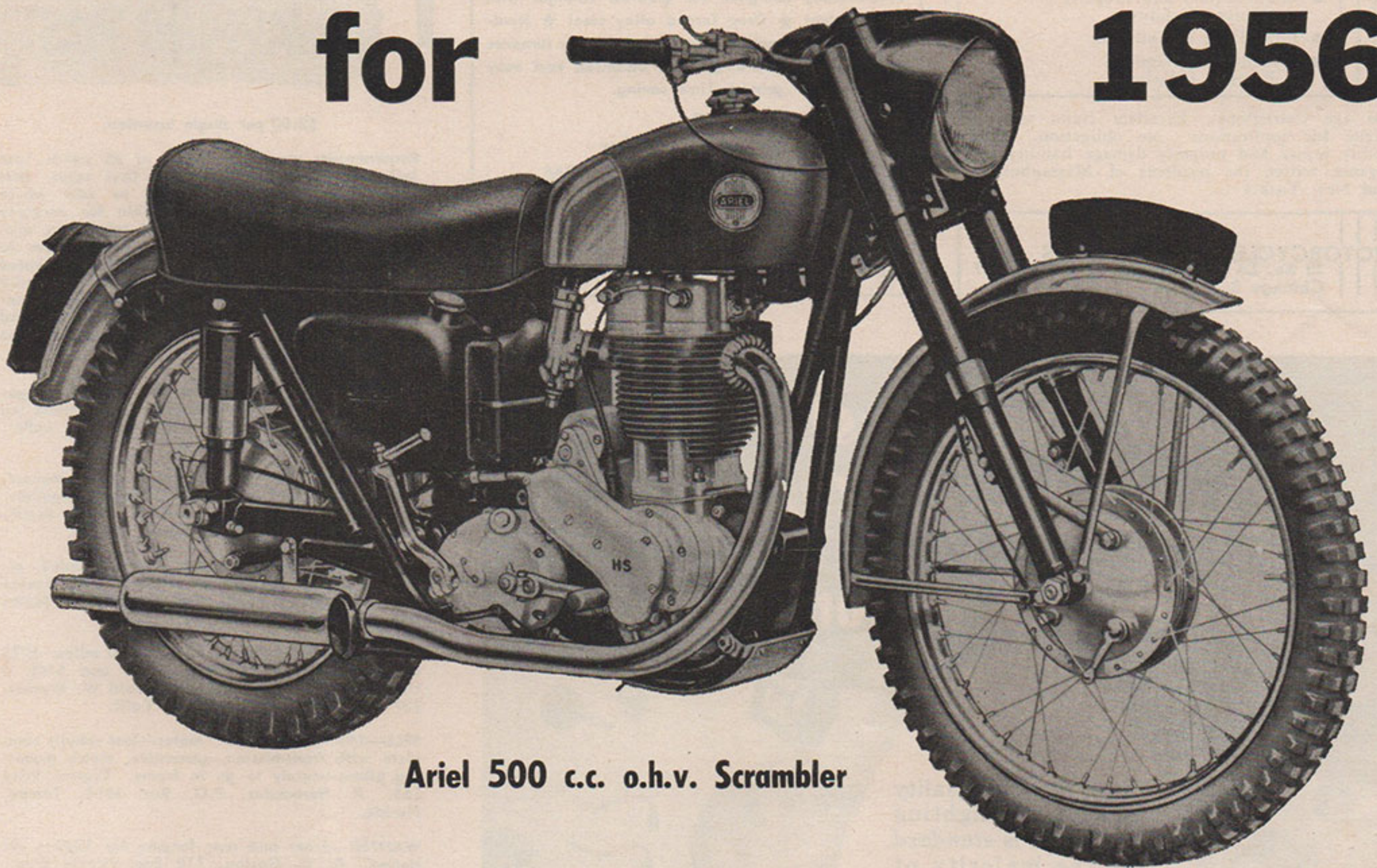


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SELL—1951 BMW 500 cc, also have manual; needs pistons and headlight. Otherwise complete. Reasonable, all inquiries answered. Al. A. Armellini, 30 Patrick Circle, Melbourne, Florida.

SELL—1952 Vincent Shadow, just overhauled, always garaged. Machine never abused. A pleasure to ride. Must get \$650. Dick Savage, 699 Boston Rd., Billerica, Mass.

SELL—1955 Ariel Square Four, 5,800 miles. \$725 cash, or will accept car or cycle and \$400 if clear and in good condition. Harold W. Warner, 13704 1/2 Kornblum, Hawthorne, Calif.

SELL—1941 Indian "45" motor—just rebuilt complete with transmission, generator, motor mounting plates—ready to go in frame. Crated. Price \$65. P. Hernandez, P.O. Box 5914, Tampa, Florida.

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### Lost—One Magneto

While at Daytona Beach this year, Brad Andres lost a box off the running board of his pick-up which contained a magneto and the brackets. It was lost during practice sessions on the Jungle Road. Anyone finding this box should return it express collect to Leonard Andres, 929 India St., San Diego 1, Calif., and Leonard states a reward will be paid.

### BSA Walsh-Bantam

The picture of the 125 cc motorcycle which appeared on page 16 of the April issue should have included the identification—BSA Walsh-Bantam, altho that is probably obvious to most readers.

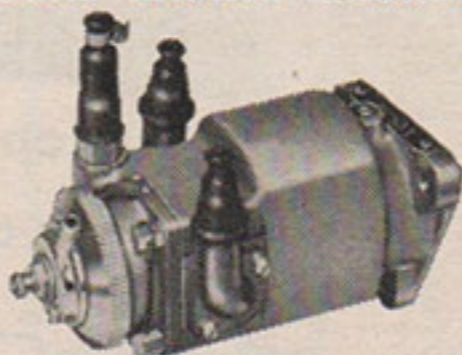
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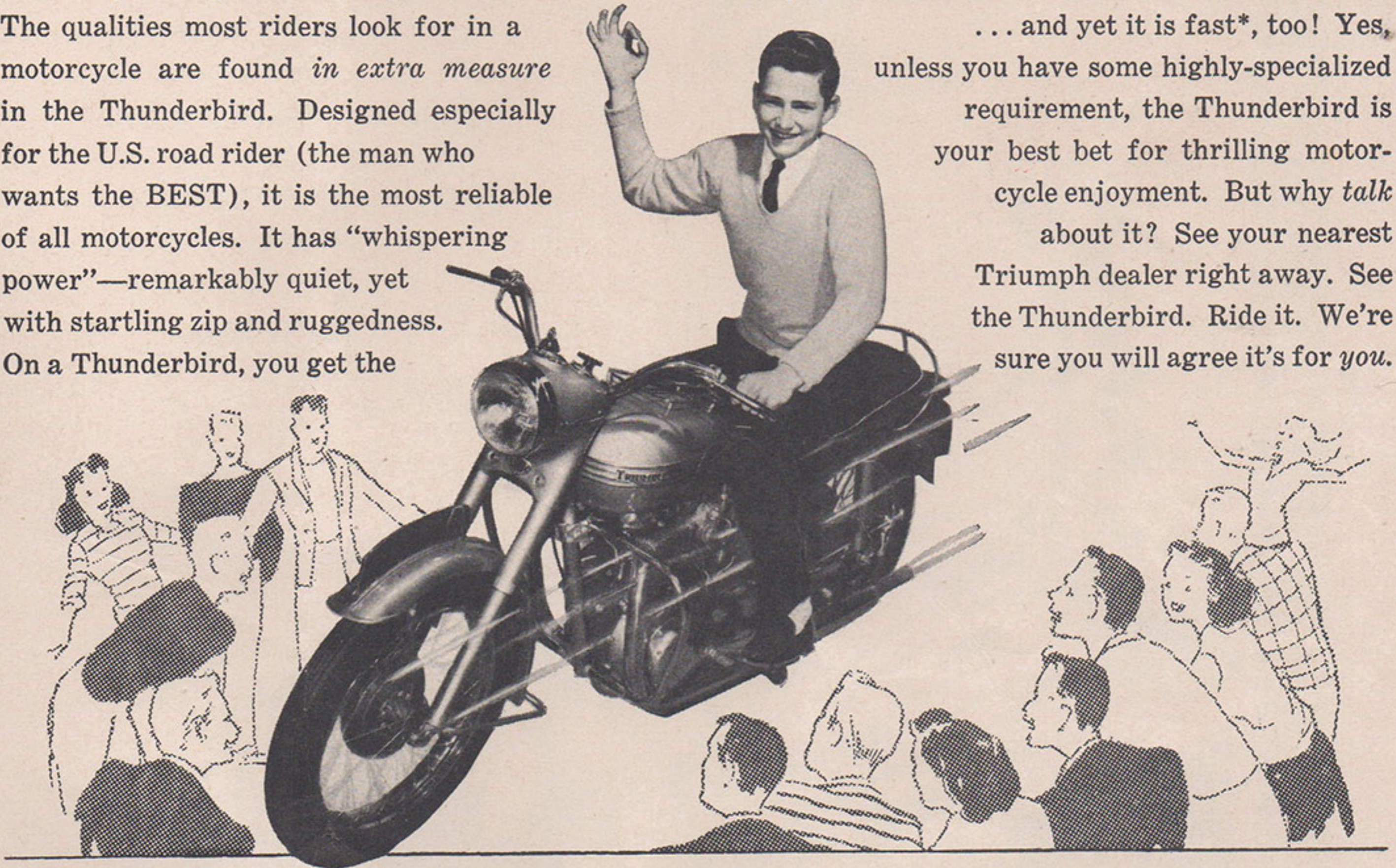
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