

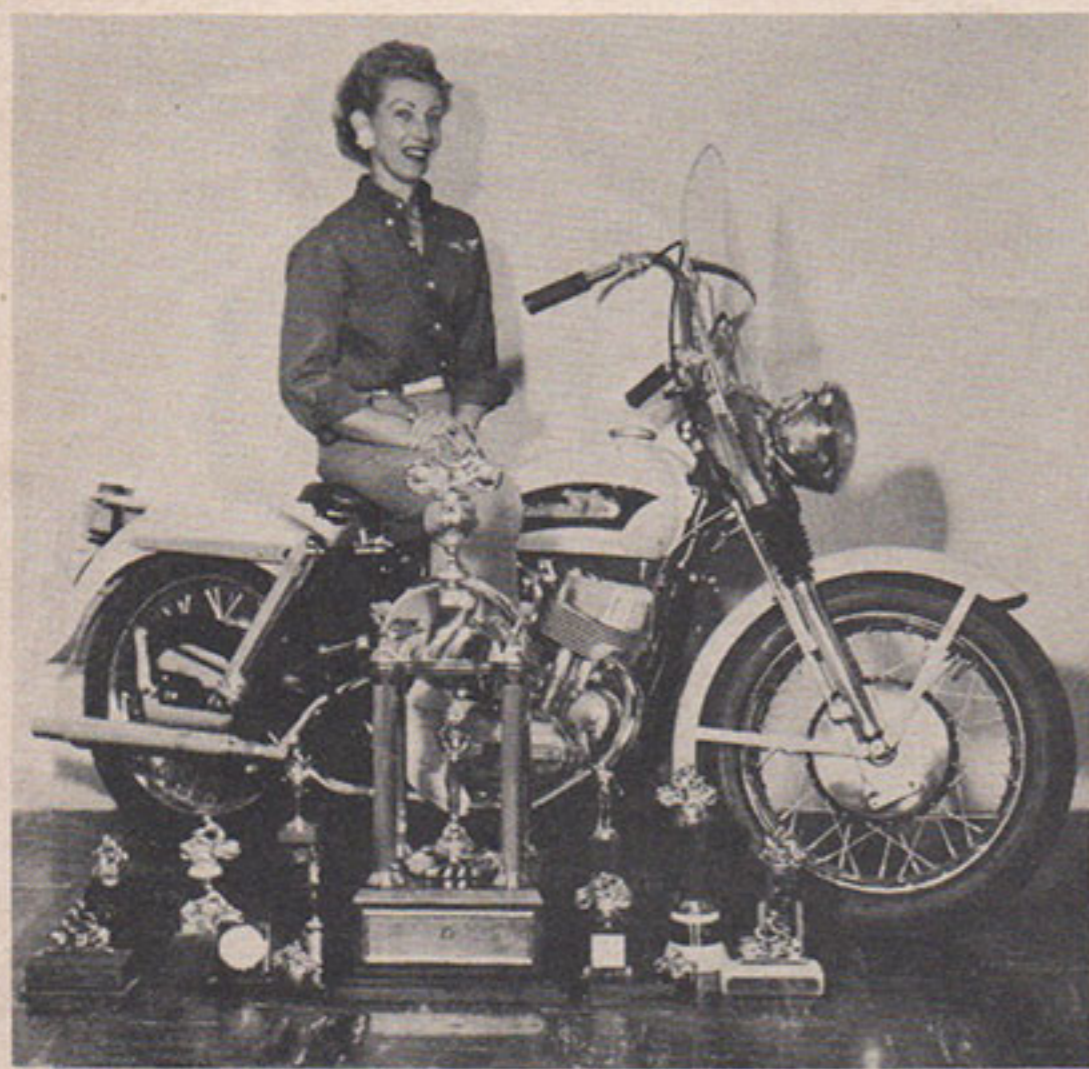
CYCLE

JUNE 1956

35c

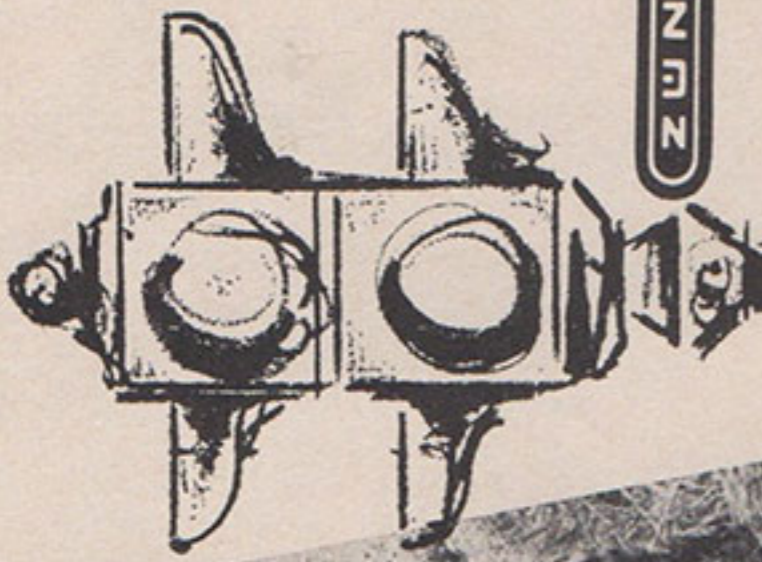
"World's Largest Monthly Motorcycle Circulation"

*Riverside
Opens -*



DAVID MADDOX
169 ALTA AVENUE
SANTA CRUZ CALIF
C-43828
7-57

ROAD TEST—ARIEL RED HUNTER



STOP Looking—

GO ZUNDAPP

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 Parts

The International Motorcycle Co. maintain 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 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 Models

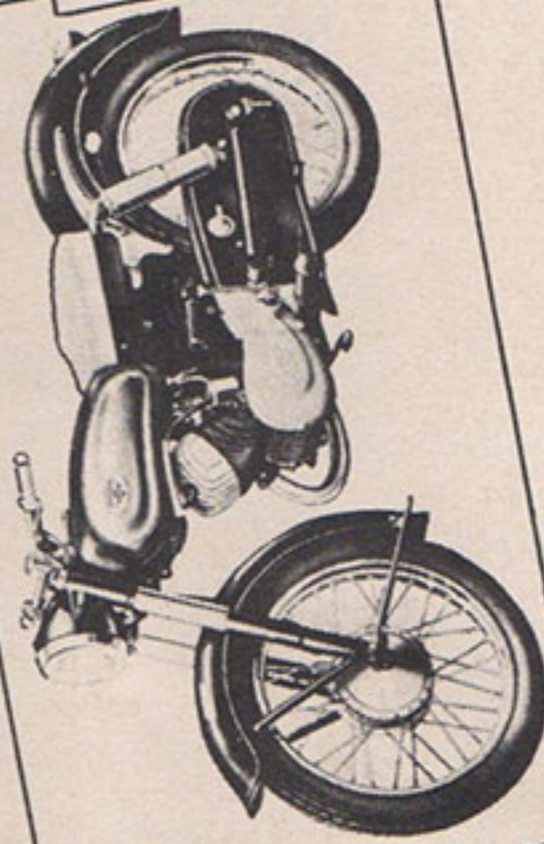
Bella 200cc w. Elec. starter.....\$499
 Bella 150cc w. Kick starter..... 399
 Challenger 200cc w. D seat..... 449
 Sabre 250cc..... 469
 Motocross 250cc 18-20 H.P. ... 549
 front & rear wheel 19"
 KS-601 600cc hyd. plunger.... 919
 KS-601 600cc R. sw. arm susp. 995

ZUNDAPP Performance

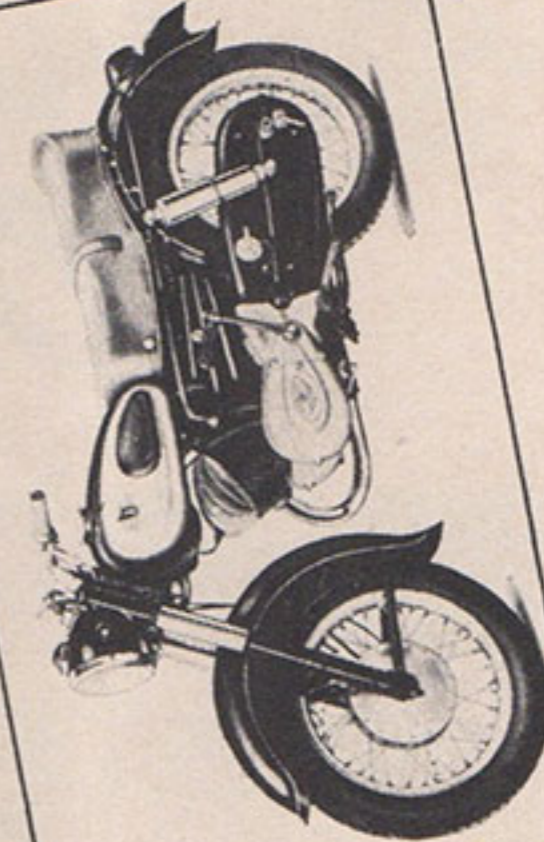
In the United States, as well as on the European Continent and in South America, Zundapp motorcycles have won more than their share of victories in all types of sporting competition.

Write for FREE Literature.

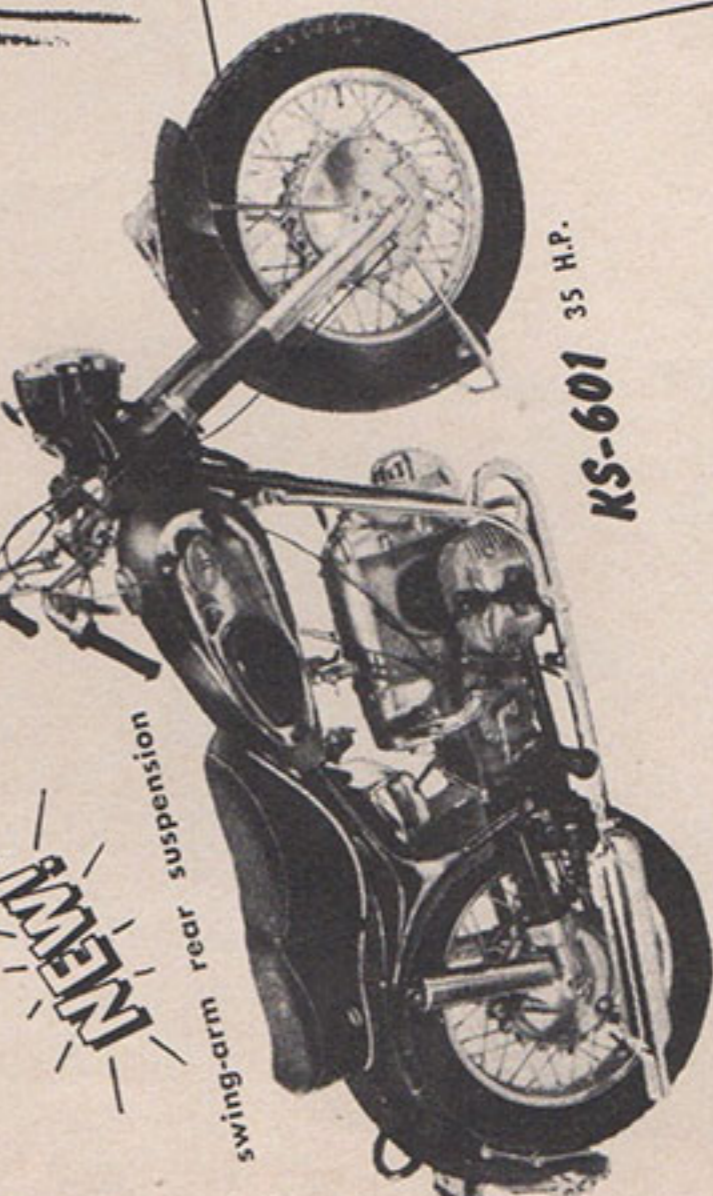
NEW!



NEW!



Prices F.O.B. N. Y.
 Slight additional freight from
 Houston and L. A. warehouses.



KS-601 35 H.P.

NEW!
 swing-arm rear suspension



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.



250 cc CLASS

1956

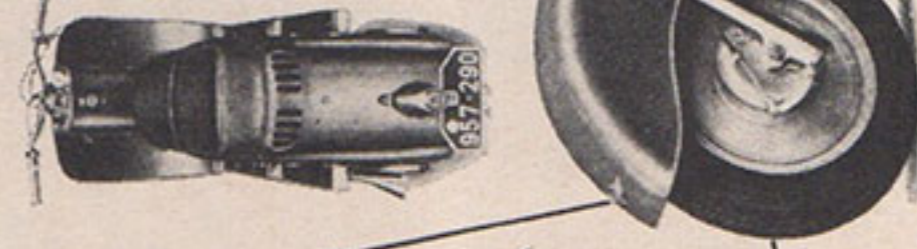
I.S.D.T. victors in the grueling endurance event included Zundapp machines. The entire entry in this years I.S.D.T. numbered 243 motorcycles—115 finished—47.3%. Germany entered with 50 riders, 30 finished—60%. ZUNDAPP ENTERED WITH 6 MACHINES—5 FINISHED, THREE OF THEM IN FIRST PLACE—giving them 83.3%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

Riders Kritter and Opel on Zundapp KS-601 sidcar—Gold Medal, Riders Gehring and Lohse on Zundapp Enduro 250cc—Gold Medals, Rider Hester—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.

NEW!

ELECTRIC STARTER



Bella 10 H.P.

INTERNATIONAL MOTORCYCLE COMPANY

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



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

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—assuring you the most comfortable ride at all speeds over all types of terrain!

"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.



Features

Bullets at Bonneville.....	15
Riverside TT Races.....	16
Ariel Red Hunter Road Test.....	18
Motorcycle Touring by Boswell.....	24

Departments

Publisher's Column.....	3
Motoring Around.....	4
Mail Pouch.....	6
Cycle Service Tips.....	39
Swapping Post.....	42

Staff

PUBLISHER AND EDITOR—*Floyd Clymer*

ASSISTANT EDITOR—*Ron Britzke*

MANAGING EDITOR—*Evan Aiken*

PHOTOGRAPHERS.....*Bob Bates, Ron Britzke, Dennis Brundage*

Foreign Correspondents

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

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

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

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

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

CONTRIBUTION: Manuscripts, photographs, and drawings not returned unless accompanied by self-addressed stamped envelope. No responsibility assumed for unsolicited materials. We suggest a copy of all material and photos be retained by the sender.

COVER PHOTOS:—Eddie Kretz, Jr., riding a Triumph, takes the Riverside TT jump at speed. Kretz finished third in the Class A final at the Riverside opener April 22. The insets show Rusty Fisher (top), named Miss Velocette of 1956, posed atop a new Velocette 500-cc. Venom and Evelyn Andres of Modesto, Calif. (bottom), voted the most popular and typical girl motorcycle rider for '56, astride a Harley-Davidson KH and surrounded by her trophy collection.

The Publisher's Column

RON BRITZKE JOINS CYCLE STAFF—Ron Britzke, formerly of Otisville, N. Y., and now of Los Angeles, Calif., recently joined the staff of CYCLE Magazine. With this issue, he becomes assistant editor.

Ron was born in New York State, attended grade and high school there, and enrolled at Rider College, Trenton, N.J. in 1950, where he majored in journalism. He graduated in 1954, and was employed by the Middletown Times Herald, Middletown, N.Y. At the time of his departure for the West Coast in March, Ron was the sports editor of the Times Herald, and was accustomed to a daily 11:00 a. m. deadline.

An ardent motorcycle enthusiast, our new assistant editor made the 2,900-mile trip from Otisville to Los Angeles on his own cycle. Ron has owned several different makes of motorcycles, and has promised to help maintain CYCLE's policy of absolute impartiality toward the many makes of motorcycles on the market.

We feel fortunate to have secured his services, in view of the fact that he is a combination cycle enthusiast and journalist. In this highly specialized field, many times it is difficult to find a journalist who understands or likes motorcycles—or the motorcycle enthusiast who has writing experience and a knowledge of journalism. In his first weeks here, Ron has convinced us that he has both qualifications.

RALPH DEPALMA DIES—Ralph DePalma, one of auto racing's all-time greats, died March 30 in South Pasadena, Calif. at the age of 73. He had been ill for over a year. He is survived by his widow, Marion; a brother, John, and six nephews, including the famous racing driver and DePalma's protege, Peter De Paolo.

Probably no race driver in the world was better known throughout the years than popular, jovial and likable Ralph DePalma. Like many famous automobile racers, Ralph began his competition career on bicycles, then raced motorcycles. As early as 1909 he competed in several cycle races with considerable success. He never lost his love for motorcycles, and was always happy to discuss his early cycling days.

PIKES PEAK CYCLE RACES ARE OFF—We regret to inform our readers that the motorcycle events will not be held in conjunction with the famous automobile races up Pikes Peak this year.

The date has been changed from Labor Day to July 4 in order to attract more summer vacationers to the Pikes Peak auto races. During a recent conversation with Mr. Lloyd Faddis, president of the Pikes Peak Auto Highway Association, he told me that the motorcycle races there were definitely off. Naturally, I was interested in knowing why. His reply was: "Simply lack of cooperation."

It is too bad that the motorcycle events have been cancelled, because thousands of automobile race fans formerly had an opportunity to see spectacular and thrilling cycle events over the same course and on the same day as the automobile race there.

The Pikes Peak Climb should have been the National Motorcycle Hillclimb Championship!

Floyd Clymer

RIDERS — INTERESTED
IN SAVING \$\$\$



Buy direct
ATLAS CYCLE CO.

10007 Chalmers Detroit 13, Mich.

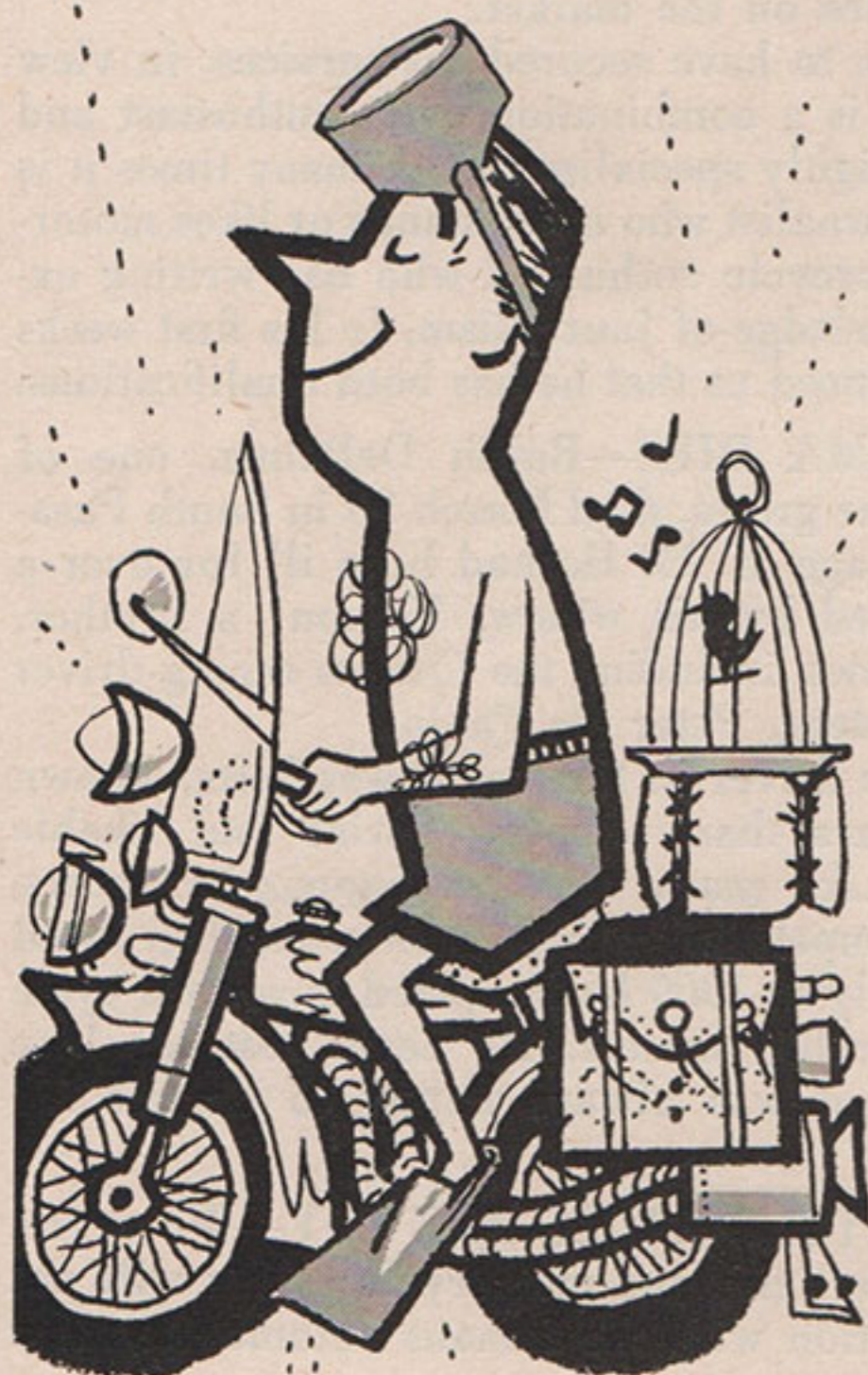
SEND TODAY FOR OUR

FREE — FREE

Illustrated Accessories & Parts List

... featuring over 500 Motorcycle Accessories, Parts and Riding Clothes. Just mail a post card to Department C4, giving your name, address, your make and model of motorcycle.

BE SURE TO DO SOME
CHROMIN'



FOR HAPPY SUMMER
ROAMIN'!

Get goin'—but go Superior equipped! The beauty, fun and pride of owning a Superior chrome-equipped cycle lasts longer than any (and many) seasons!

Ask your dealer to show you the full line of Superior accessories today!

CATALOG TO DEALERS ONLY!

Superior Accessory Co.

1751 FLOWER STREET
GLENDALE 1, CALIFORNIA

Motoring

by



Around



RON BRITZKE

THE purpose of this column will be to record the writer's impressions and opinions on various topics connected with the sport of motorcycling, together with other items that might be of interest to the reader.

This columnist, who bucked lousy weather and the sneers of an uninformed public back in New York State to participate in the sport, finds California refreshing indeed. There are no jokers here ready to break into a quick chorus of "Black Denim Trousers" the second a motorcycle appears, and there are no cries of "The Wild One" at a stoplight. And best of all, there is no snow. To his friends back home, who get sunshine in small, seasonal doses and respect not at all, the writer doffs his hard hat. You have to love the game to ride in portions of the east. Gentlemen, stay with it. Probably the weather won't change, but maybe the general public will.

For those who intend to embark on trips of some length this summer, we have some words of assurance. To get to our present job with CYCLE magazine, we had to travel some 2,900 miles from New York. This we did—in March and on a bike. The weather did pose something of a problem. We encountered snow and ice on the Pennsylvania Turnpike, a two-day rainstorm in Ohio and more snow in the continental divide around Gallup, New Mexico. Apart from that, however, it was genuine fun, with no problems.

Looking back on the trip, we can laugh at some of the advice we received. "Watch that desert," we were told. We crossed the desert in comfortable 72-degree weather, and ran across

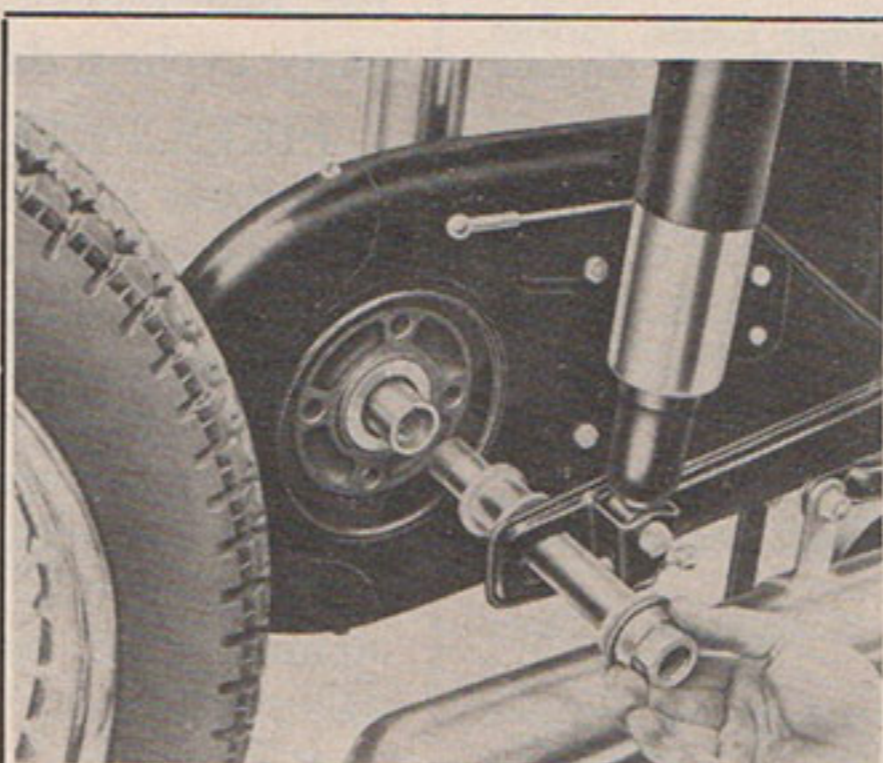
gas stations at regular intervals. Incidentally, our machine carries just two-and-a-half gallons of gas—enough for about 120 miles. We were never on reserve. Gas stations can be found just about anywhere. Apart from one 65-mile stretch in New Mexico where there wasn't anything at all, we were never far from fuel.

We found almost everybody we met to be very friendly. The New York plate invariably caused comment as we moved into the west. The usual remark was: "Los Angeles?" "You've sure got a long way to go!" After travelling about 2,600 miles, hearing that from a service station attendant in Phoenix, Arizona really brought on a gale of laughter from this writer, who was at his destination eight hours later.

During our first couple of weeks in L.A., we attended the drags at San Fernando, the short track races at Gardena Stadium and the Riverside TT races. San Fernando, located near Los Angeles, boasts an excellent strip. The day we were there, not too many bikes were on hand. However, the cyclists were well represented by a twin-engined Triumph that turned the quarter at over 132 m.p.h. This elongated missile stayed around to wipe up the fastest hot rod of the day and win top elimination honors. A little later in the year, we expect to have a big spread on the dragsters—including the afore-mentioned job and some of the other hot ones around L.A.

Seeing such masterful riders as Tex Luce and George Everett perform amid Gardena's lush surroundings was indeed a pleasure. Some of the artistry displayed there was virtually unbelievable—especially to anyone seeing it for the first time. "Short track" is

(Continued on page 12)



Do you want a quickly detachable rear wheel and completely enclosed rear chain? You can get these features in Ariel.

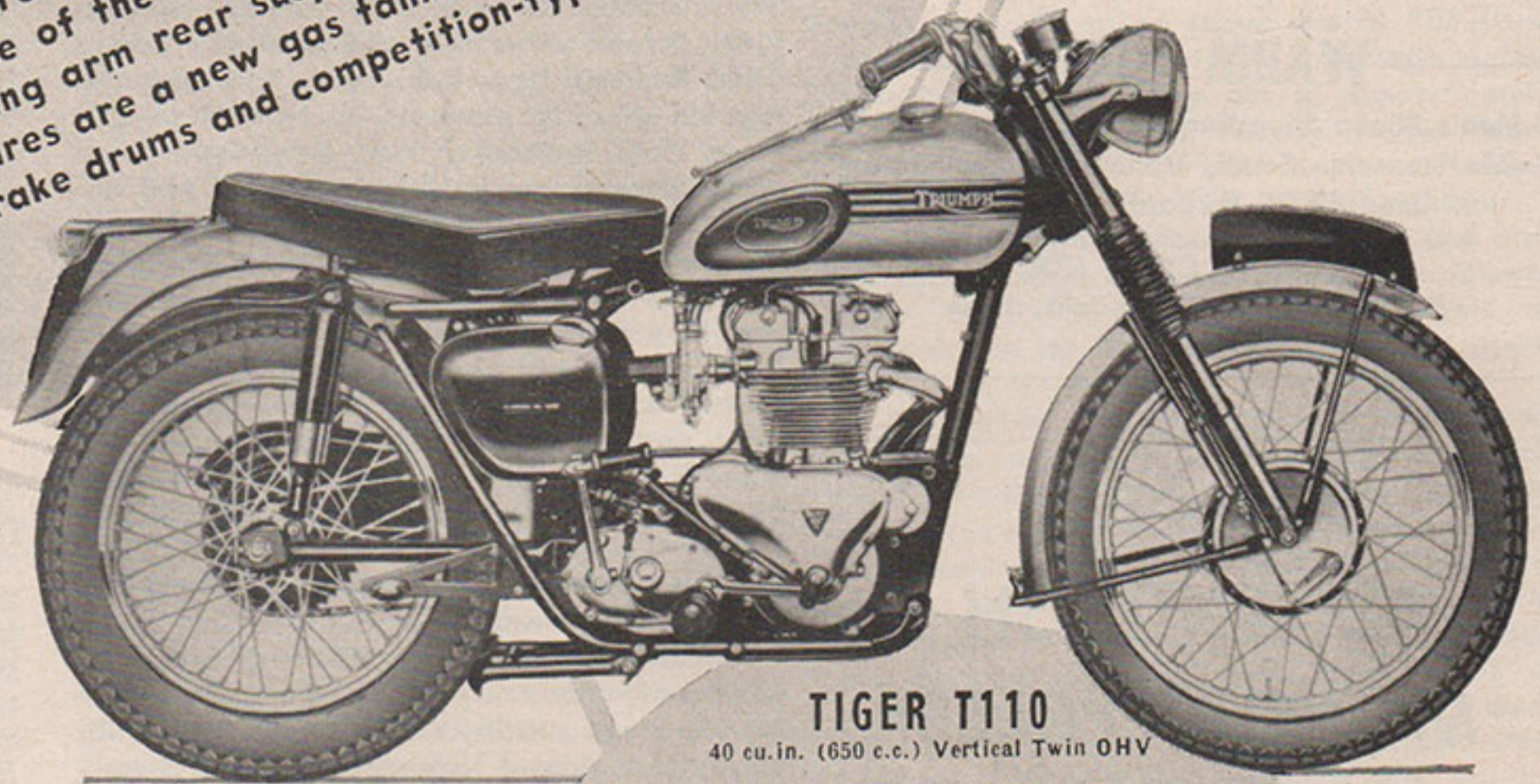
ARIEL

ALL-NEW for '56!

TRIUMPH

TROPHYBIRD TR6 40 cu. in. (650 c.c.) VERTICAL TWIN OHV

This is the sensational newcomer to the triumphant Triumph line for '56—world-famous family of the best and safest motorcycles! It features Triumph's most powerful engine with a revolutionary new alloy cylinder head, cast iron barrel, a new up-swept exhaust pipe with muffler. You get extra safety, precision balance and stability because of the Trophybird's brazed cradle-type frame with swinging arm rear suspension. Among the many other new features are a new gas tank, large diameter cast iron brake drums and competition-type twin seat.



8 great TRIUMPHS for '56...

Every one of these precision built, technically superior Triumphs for '56 offers many all-new speed, safety and performance features! **Beginner — or world's champion, there's a Triumph that will suit you to a "T"!**

WRITE FOR FREE 1956 COLOR CATALOGUE: DEPT. D

TIGER T110
40 cu.in. (650 c.c.) Vertical Twin OHV

THUNDERBIRD 6T
40 cu.in. (650 c.c.) Vertical Twin OHV

TROPHYBIRD TR6
40 cu.in. (650 c.c.) Vertical Twin OHV

TIGER T100
30.5 cu.in. (500 c.c.) Vertical Twin OHV

TROPHY SCRAMBLER TR5
30.5 cu.in. (500 c.c.) Vertical Twin OHV

SPEED TWIN 5T
30.5 cu.in. (500 c.c.) Vertical Twin OHV

TIGER CUB T20
(200 c.c.) Single Cylinder OHV

TERRIER T15
(150 c.c.) Single Cylinder OHV



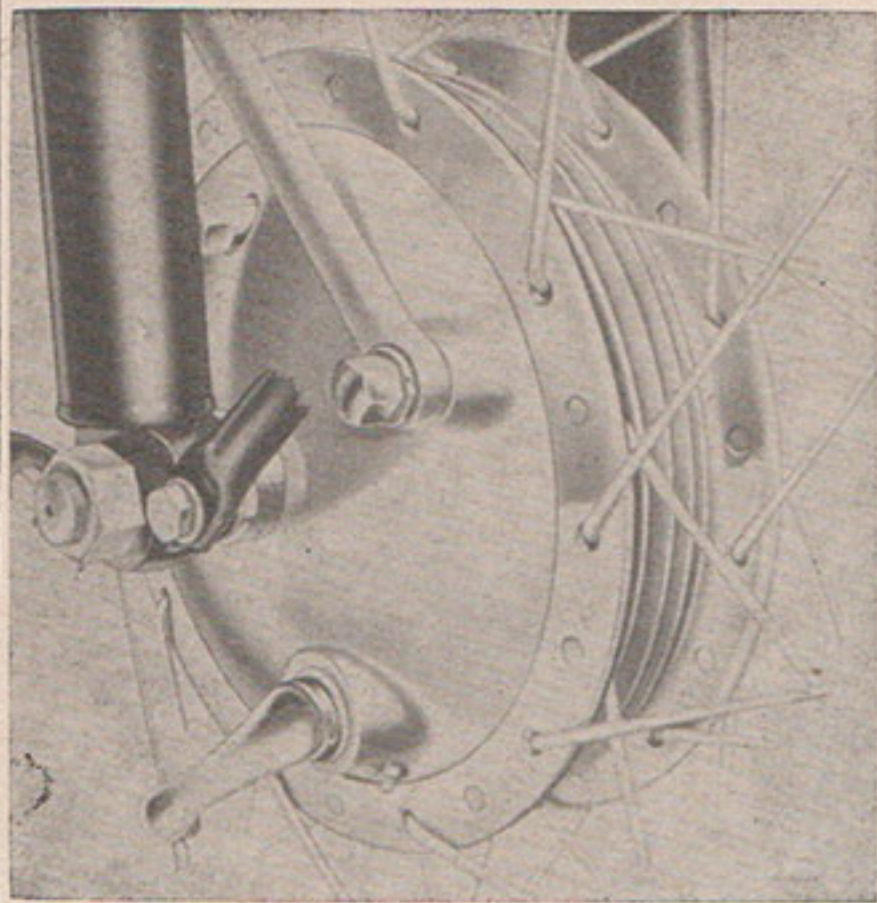
Johnson Motors, Inc.

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

The **TRIUMPH** Corporation

TOWSON, BALTIMORE 4, MARYLAND

SEE YOUR NEAREST TRIUMPH DEALER FOR DETAILS AND TERMS. TIME TO TRADE! ALL MAKES ACCEPTED.



Do you want latest type full width alloy hubs with super powerful brakes? You get them with Ariel.

ARIEL

WARM RIDING

Men's Sheep Shearling Inside, Leather Outside Trousers. Small, Medium, Large, Good Used \$9.95 Prepaid. No COD.

WICHITA CYCLE CO.
P. O. Box 578, Wichita Falls, Texas
Our 31st Year

Parts For ALL ENGLISH MOTORCYCLES

PISTONS

(All compression ratios)

VALVES

(Std. and Oversize)

BEARINGS

CHAINS & SPROCKETS

CONTROLS & CABLES

GENERATORS & MAGNETOS

SPECIAL CARBURETOR

SPEED EQUIPMENT

SPECIAL CAMS



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

Write for our Free Catalog

NICHOLSON BROS.

Saskatoon, Sask., Canada



Editor, CYCLE Magazine—

Dear Sir:

In reply to Mr. J. H. Lovell's letter which appeared in the April issue of CYCLE, I would like to state that an English friend of mine told me the purchase tax, which must be paid on any bike bought in England, is refunded if the machine is taken out of the country within six months of the purchase date.

A. Aharonian,
Broomall, Pa.

Editor, CYCLE Magazine—

Dear Sir:

I have been reading your magazine for about six months, and am concerned over the difficulty younger riders are having in obtaining a motorcycle with their parents' consent. I am sixteen years old, and presently own a 1955 Triumph Tiger Cub, which I am rebuilding for sporting purposes. I learned to ride on a 1948 Harley-Davidson Servi-Cycle.

My parents are very open-minded and understanding, so I have had little trouble regarding my motorcycle. My advice to others who are not so lucky is to try to understand and help their parents a little more. I believe that parents will do almost anything within reason for their children, if they think it is right and that the youngster has earned it. Also, if the prospective rider shows his parents he can accept responsibility in other things, it will be much easier for him to obtain a bike. I hope this letter will be of some help to at least one would-be rider.

I also agree with your editorial calling for a campaign by the various motorcycle manufacturers and distributors to inform the public of the true side of motorcycling. Such a campaign would offset the bad publicity the sport has been receiving after incidents such as the one that occurred in downtown Springfield, Ohio, the night before the race at the fairgrounds there. Some way should be found to control motorcyclists who disobey laws and cause trouble the way the Springfield hoodlums did.

In closing, I would appreciate hearing from any rider who has time to write.

Kurt Yeager
RD 3,
Medina, Ohio

Editor, CYCLE Magazine—

Dear Sir:

I have been reading CYCLE for two years, and enjoy it very much. I live at Miami Beach, Fla., and have just formed a motorcycle club—the "Royal Cycle Club." Could you give me some tips on how to get the organization going? Most of the cycle riders down here are opposed to clubs.

Larry Chason
6140 Pinetree Dr.
Miami Beach, Fla.

Larry, you have a good idea there. Club activities benefit the average rider in many ways. We suggest you write to the A.M.A., 106 Buttles St., Columbus, Ohio. We're sure they'll help you. Your address is being included above, and perhaps some of our readers will get in touch with you.—Ed.

Editor, CYCLE Magazine—

Dear Sir:

This letter is inspired by an account of a motorcycle accident which appeared in a local paper. The bike got away from the driver on a corner, and the passenger was thrown off, receiving fatal head injuries as a result. The driver was severely shaken up, but otherwise O.K.

Had the passenger been wearing a safety helmet, I feel certain she would be alive today. May I suggest that your magazine boost safety helmets for both riders and passengers. This is common practice in England. A helmet is no substitute for careful driving, but it will definitely reduce the severity of a head injury in case an accident should occur. Helmet-wearing is not a "sissy" practice, but just good sense.

Brian D. Bewers,
Blackwell, Okla.

We have long advocated the wearing of a helmet as standard procedure by the motorcyclist. Helmets are slow to catch on in many parts of the country, due to the "sissy" prejudice and the lack of dealers to sell adequate headgear. In Los Angeles, however, helmets are worn by the majority of cycle riders—including many well-known competition stars. Helmets are available in L.A. at almost any motorcycle shop. They're the coming thing, at any rate.—Ed.

Editor, CYCLE Magazine—

Dear Sir:

I am 15 years old and like motorcycles very much. My parents, however, think they are too dangerous and that I am too young to get one. I have wanted a bike for about a year—ever since my brother got his 1952 Harley-Davidson K. I want a Mustang, but my parents feel it is out of the question. What would you do?

Alan Maynard,
Monrovia, Cal.

Frankly, I'd respect the judgment of my parents, if I were you. Since your brother rides, you have a big talking point. Perhaps you could get your folks to accompany you to a dealer and let him explain the good points of a bike. Motorcycling certainly is not dangerous, however, providing the rider uses ordinary judgment and common sense. Read them Kurt Yeager's letter in this issue. I think you are wise in wanting a smaller bike to learn on, anyhow. Convince your parents it's a safe sport and you can ride safely, and you should have it made. Good luck!—Ed.

Editor, CYCLE Magazine

Dear Sir:

I noticed a letter from Bob Moyer in your March issue, and am writing in reply. There are many students who ride motorcycles, Bob! I am studying here in Mexico at the Technologico de Monterrey, and several of my friends here also enjoy motorcycle riding and own machines, just as I do.

Happy motorcycling of all of our friends North of the border.

P. Valdez
Monterrey, Mexico

Editor, CYCLE Magazine—

Dear Sir:

I have heard from the Swedish Motor Federation that you are well-informed about racing in the U.S.A. I am a moto-cross driver and I should be very grateful if you could tell me about my chances of coming to America and competing in races such as the Catalina Grand Prix or moto-cross-type events.

I have been a member of the Swedish team since 1951. Our team won the championship of Europe in 1955 and also competed in English, French, Belgian and Danish events.

As I am very interested in coming to the U.S.A., I should be very glad if you could furnish me with information regarding racing there.

Lars Gustavsson
Box 95,
Motala, Sweden

Mr. Gustavsson is no stranger to anyone keeping abreast of the European moto-cross events. We have written him concerning the necessary details (A.M.A. approval, etc.) regarding his participation in American racing. We hope to see him over here soon. Should more foreign riders compete in our events, much more interest in cycling activity would be stimulated.—Ed.

Editor, CYCLE Magazine—

Dear Sir:

CYCLE is the motorcyclist's "bible" for my brother and I, who settle any arguments regarding various brands by consulting your road tests.

I hope you can use the picture I have enclosed of my slightly customized '53 Triumph Thunderbird. That's my girl seated on it. Her name is Kit.



Don't believe I've ever seen a really pretty girl in CYCLE, so I thought I'd make your fine mag complete.

Mel Cummings
Dallas, Texas

Mel, we will say that you really have it there—a beautiful bike and a girl to match. You might, however, get some argument from Lou Branch, the Velocette distributor here in Los Angeles who furnished us with the fine shot of "Miss Velocette" which appears on the cover of this issue. Guess we'll stay neutral in this!—Ed.

Editor, CYCLE Magazine—

Dear Sir:

Just finished the April issue and noticed that Mr. Vaughn M. Greene stated only two companies now produce touring V-Twins—H-D and Rikou. He forgot Victoria's beautiful Mountaineer. If I ever sold my Panther, this is one machine I'd be interested in. Keep putting out a swell magazine.

Paul Koutnik
Downers Grove, Ill.

Editor, CYCLE Magazine—

Dear Sir:

I am a motorcycle fan who reads your magazine as often as it appears on the newsstands here. I fully agree with "Mo" Moyer that more college students owning bikes should make themselves heard.

I believe the cycle is a normal and economical means of transportation. It certainly isn't dangerous, as some people believe. Incidentally, I know quite a few college students who own motorcycles. I'd be riding too if I could afford one.

I'm mainly a racing fan, and have been for two or three years. I follow your articles on Catalina, Daytona, Big Bear, etc. I'll continue to read your magazine because of the great photos and articles.

Ronald G. Scott
Principia College
Elsah, Ill.

We don't know where this idea came from regarding the lack of cycle-riding collegians. During the editor's four-year term of study at Rider College, Trenton, N.J., he rode an NSU Max, and was personally acquainted with a good many students from Rider and other Jersey colleges who had bikes. Guess all that studying keeps most collegiate riders out of sight or something!—Ed.

Editor, CYCLE Magazine—

Dear Sir:

Mr. Vaughn M. Greene, writing in your April issue, lauds the vee-type engine for its efficiency, power and staying qualities. Mr. Greene reasons that since Detroit's "Lead Barges" have switched to that type of mill, it must be the ultimate in design. Using Mr. Greene's logic, it figures that Ferrari, Jaguar, Mercedes (winner of many continental and U.S. races), Meyer-Drake (builder of the ever-winning Offenhauser engine) and Triumph (maker of the engine that powered the world's fastest motorcycle) are all out of date, inefficient and grossly unreliable.

The argument provided by Mr. Greene and the Harley-Davidson Motor Company has no bearing on the issue at hand. Automotive problems are by no means the same as those facing motorcycle engineers.

The "sheer guts and power" of an H-D can be directly attributed to the enormous piston displacement of the machine. Actually, the vee engine extracts not one more foot-pound of torque from the engine layout. It's all in the displacement.

When the crankshaft axis of the vee engine is located transversely in the frame of a cycle—as in the Harley-Davidson—the engine occupies about 75 per cent more space that would be necessary for an equivalent size vertical twin.

Since H-D had to have a big frame to occupy a vee-type powerplant, gobs of cubic inches were necessary to make the bike go. The vertical twin design, on the other hand, does away with all this unnecessary weight. Some of the space problem will disappear when Mr. Greene's shaft drive suggestion is adopted, for the crankshaft will then be located longitudinally in the frame in a similar manner to the BMW layout. The Harley-Davidson riders then will probably complain about burned knees from hot rocker boxes—or will those flat heads still be utilized?

Incidentally, Mr. Green's suggestion of a narrow angle vee twin with a two-throw crankshaft is just one step removed from the basic vertical twin design.

M. N. Hall
New Smyrna Beach, Fla.

Editor, CYCLE Magazine—

Dear Sir:

I am 15, and have read your magazine for over a year. I think you have too much material about racing, hill-climbing and other forms of competition. I think articles on riding a bike and camping tips would be more useful to many readers.

I am primarily interested in the Triumph Tiger Cub, the Harley-Davidson 165 and the Ariel Colt. Could you tell me the price of the Colt? Am I big enough to ride an H-D 74?

I think you have the best magazine in the country. Keep up the road tests and camping articles.

Teddy Blank
Massapequa Park, N.Y.

Prices on various motorcycles may vary from location to location. For instance, a New Yorker would not have to pay a sales tax as a Californian would. Suggest you consult a local dealer for prices. I know of several officers and members in the Motor Maids of America organization that ride the 74-inch H-D's. If the ladies can handle them,

I see no reason why you couldn't. See the Boswell and Safe Motorcycling articles in this issue.—Ed.

Editor, CYCLE Magazine—

Dear Sir:

I would like to bring to your attention the really great job the Canadian Motorcycle Association is doing to promote the sport in Canada. With more bikes on the road each year, we need a good association to hold us together and inform us of events.

Mike McGill
Toronto, Canada

Right you are, Mike! That "small bunch of Canadian riders," which was ignored by our own A.M.A., has blossomed into a stellar organization, boasting F.I.M. affiliation and other desirable features. Their race presentations are as good as can be found anywhere. Too bad we don't have the equivalent here in this country.—Ed.

Editor, CYCLE Magazine—

Dear Sir:

I have ridden motorcycles of all makes and models for some 25 years and somehow have never gotten around to writing any cycle publication. I am sending this letter now, however, to enlighten you on just what happened at the drag races in Daytona Beach last March.

I was the third rider to qualify through the traps, and did so on pump gas at 108.43—BSA-mounted. Al Beiling went through a few moments later on pump gas at approximately 106. After a while, Peewee Mason went through at 112.50. At this time, I was talking to Walt Brown, the BSA service manager. I asked him to point Mason out to me, and also asked him what he was burning. His answer was "fuel." I dismissed any thoughts of another run, as no one had beaten my speed of 108.43 on gas.

An hour or so later, Jack Julan, the Triumph dealer in Jacksonville, Florida, came to me and said Gerald Givens of Norfolk, Va., the owner of Mason's machine told the referee Mason was burning gas. I immediately went to the judges at the end of the quarter-mile strip and asked to lodge a protest. They informed me any protest would have to be made at A.M.A. headquarters in Daytona. I went there at once. Jules Horkey, an A.M.A. representative, told me I COULD file a protest, but the incident was closed as far as he was concerned. Sometime later I went to the motorcycle show at the Armory in Daytona, and the Triumph in question was on display at the Triumph stand as the overall drag race winner — BURNING FUEL. At this point, I would like to state that all advertising on the drag races stated Class C rules were to be used.

A day later, I passed the word at the Triumph workshop that I wanted to drag Givens' Triumph for money. He said \$300 would be okay—so did I, and the race was run Saturday afternoon, Mar. 9, at 5:00 p.m., with both cycles running out of the SAME GAS CAN. My BSA was the winner—best 2 out of 3 drags. Pete Dalio of Ft. Worth, Texas, was the stakeholder. The winning motor was measured by Rod Coates of the Triumph Corporation and was found to be stock stroke and bore. This is just so you will know the straight dope.

Marvin Bell
Fort Worth, Texas

We are not taking sides in Mr. Bell's quarrel with Givens and Mason — although we do know he chopped Mason's drag-winning Triumph two-for-three in a private duel later for money. Why don't we have Bell and his BSA race Mason and his Triumph in a grudge battle at Dodge City? Electric timers and rigid rules will make sure there will be no doubt as to the winner this time. Any takers?—Ed. ●

■ *Genuine Parts*

■ *Reliable Service*

■ *Modern Facilities*

HARLEY-DAVIDSON AGENCY

CLAUDE SALMON CO.

3039 Myrtle St. at 31st & San Pablo

OAKLAND 8, CALIFORNIA

Phone HUmboldt 3-3500

HARLEY - DAVIDSON

• SALES AND SERVICE •

MOTORCYCLE SPECIALTIES CO.

7748 E. Garvey So. San Gabriel, AT. 0-3977
California

In HOUSTON, Texas

USA SALES & SERVICE Mustang

Dunlop • KLG • Lucas • Amal
Prompt attention to mail orders.

BRUCE BRISTOL, 1422 Franklin PR. 9075

Authorized Service

Stewart Warner, Corbin, VDO Speedometers
repaired. Complete stock cables and parts.
Motorcycle clocks—\$12.50

TRIANGLE, 2157 Harrison, Chicago 12, Ill.

DEALERS
INQUIRIES
WELCOMED

Norton DISTRIBUTOR
Woodies MOTORCYCLES
1159 WEST 4th STREET
MANSFIELD OHIO

"FULL-DRESS" SCOOTER



RIDING WRITER: Miss Jean Lee Latham of St. Petersburg, Fla. gets set to motor off that center stand on to the open road. Miss Latham, a free-lance writer, prefers her Allstate scooter, "Blazes," for light travel.

By MYRTLE V. JOHNSON

FLORIDA'S TEMPERATE CLIMATE has attracted people from everywhere. Some stay just for the vacation season—others live there permanently.

These people naturally bring all sorts of vehicles with them, and the highways are crowded with everything from imported sports cars to huge tractor-trailers. Then too there are the bicycles and scooters.

One of these scooters is called "Blazes." The owner didn't think there was anything unusual about riding it, until the day she was waiting for a

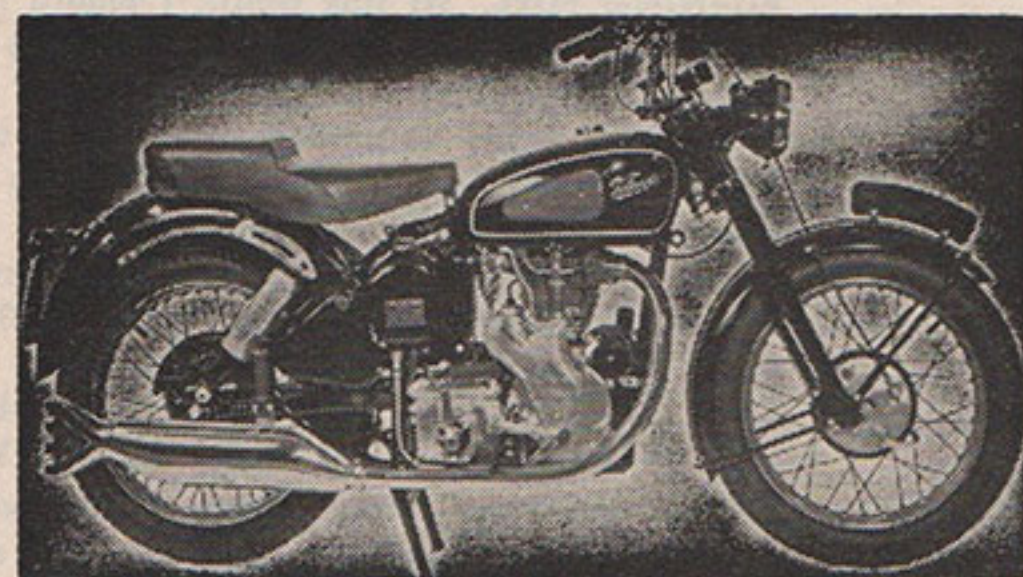
signal light to change and heard a small boy call out: "Mommie! There's a lady in a red dress on a motor scooter!"

The rider waved to the small boy and laughed as she went on. She began to realize it might be unusual to see a woman riding a scooter sans the usual cyclist's garb, and wearing a dress instead.

The scooter rider was Miss Jean Lee Latham of St. Petersburg, Fla., a small, talented and uninhibited woman who likes to try new and interesting things. She lives alone in a trailer, but owns a bicycle and the motor scooter instead of a car.

Miss Latham, a writer, came to Florida about twelve years ago and has remained.

MIGHTY STRONG SINGLE



WANT TO BE A DEALER?

If you are interested in making money, send us complete information concerning your motorcycle experience and the amount of money you can afford to invest in business. REMEMBER . . . Velocette is going places . . . why don't you ride along?

**Now!
Seven
Models!**

Velocette

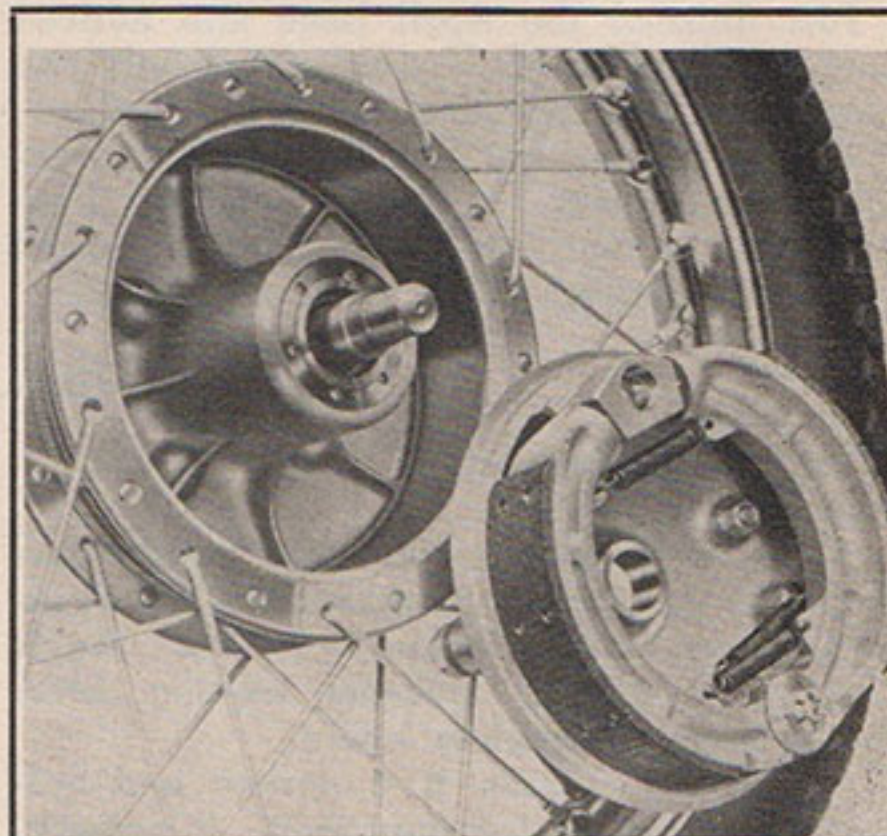
FOR VALUE

*Dealers
Wanted*

Branch Motorcycle Sales

2019 West Pico Blvd.

Los Angeles 6, Calif.



Do you want quick, sure stops with new type centrally located brakes operating in full width hubs? You get them with Ariel.

ARIEL

During the war she took a radio course with the army signal corps. She supervised the training of signal corp inspectors and wrote the course used for the advanced training of women inspectors. For this she received the war department silver wreath citation.

When the war was over, Miss Latham moved to St. Petersburg. Her trailer was transformed into a working unit, where she resumed her writing career.

For the past three years Miss Latham has been doing fictionalized biography. She also has appeared on TV and has done radio work. For recreation, however Miss Latham likes to ride Blazes. Just as she likes getting her teeth into her work," so does she like being part of the wind and motion generated when she rides her scooter. Blazes, an olive-green All-state, will travel 116 miles on a gallon of gas.

Protected from the breezes by a huge windshield, Miss Latham can carry her equipment on the back or front of the scooter. She prefers the ease of driving and handling it. So far, jaunts have taken her into the countryside near St. Petersburg, but she hopes to take a long trip in the near future.

Blazes was christened with that unusual name because so many people, seeing her take off at odd hours, have asked her: "Where in blazes were you going?" ●

SCRAMBLES WINNER



LUBBOCK VICTOR: Airborne on his Triumph Trophy is Charles Blumentritt of Lubbock, Texas, who took the feature race of the Caprock Comets MC Scrambles there recently. Class winners included Wayne Teague on a Triumph Cub in the Lightweight group, Blumentritt and his Trophy in the Middleweight division and Blumentritt again in the heavyweight class with an H-D KH.

TINDALL COPS NORTHWEST T. T. CHAMPIONSHIP RACE

BOISE, IDAHO—Don Tindall of Portland Oregon, herding a new Triumph Trophy-bird, cleaned house at the Northwest T.T. Championship races here recently. Tindall won his heat, the trophy dash and the main event, setting new records in the process, before a packed house of 1,500 people.

Crowding the winner all the way was his brother, Ron Tindall, also of Portland, on another of the new scramblers from Coventry. ●

Floyd Clymer's POPULAR MOTORBOOKS

Large selection on Motorcycle and Automobile racing, speed tuning, repair. Historical and modern subjects. Write for free catalog

to: **FLOYD CLYMER**

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

MAYOR PROCLAIMS

MOTORCYCLE WEEK June 11-17

MOTORCYCLES WELCOMED

GYPSY TOUR

100-Mile National Championship Road Race

A.M.A. Sanctioned

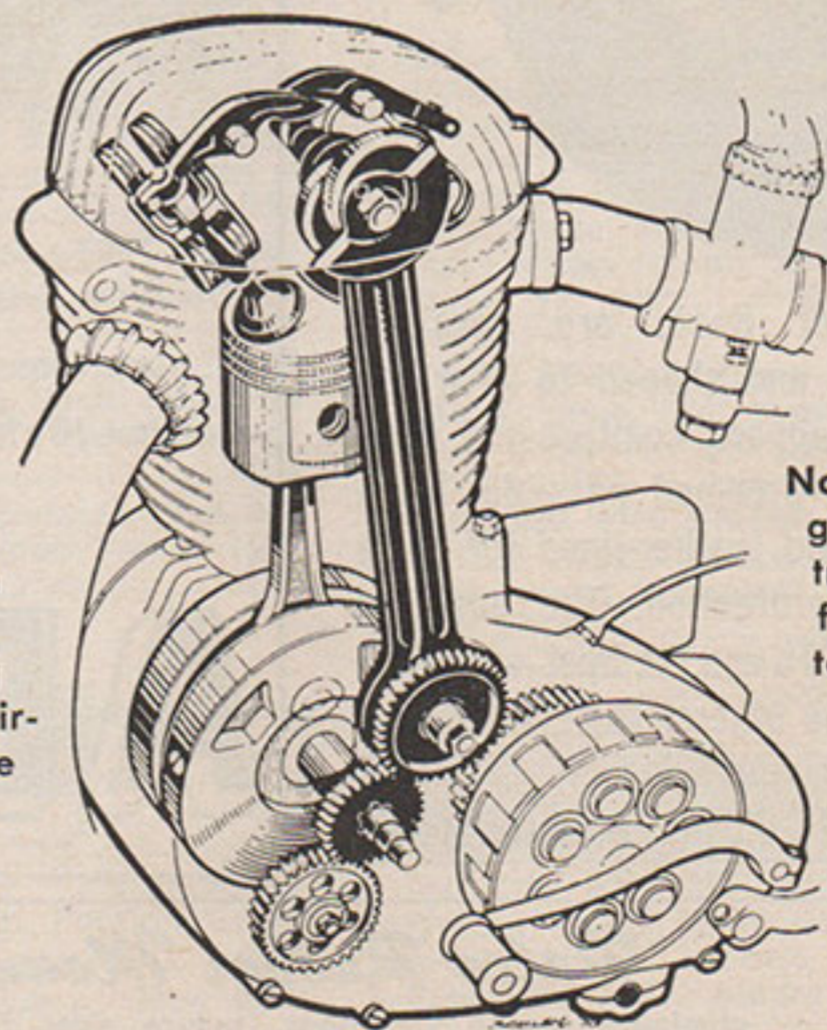
● N.E.M.D.A. Sponsored

Co-operation Laconia, Wiers, Winnisquam C. of C.

The HEART of the SUPERFOX

**125cc
OHC
9
HP**

NSU-SUPERFOX
overhead-cam
"Ultramax"
valve-operating
mechanism, hair-
pin racing-type
valve springs.



Note: helical
gear
transmission
from engine
to gear box.

other NSU models from 2 to 18 HP

For free INFORMATION write!

IN THE EAST:

BUTLER & SMITH
160 West 83rd Street
New York 24, N. Y.

IN THE WEST:

FLANDERS COMPANY
200 W. Walnut Street
Pasadena 3, California

In Canada:

NSU of Canada Ltd., 434 St. Helen St., Montreal 2



MAGNETOS SALES - SERVICE

PRECISION WORKMANSHIP

Now! Triumph Terrier and Cub unit. Light, compact, fits without alterations. Waterproof, trouble free, \$52.50

GUARANTEED HORSEPOWER INCREASE

Our magnetos have had more competition victories than all other makes combined in automobile and boat events. Now available for motorcycles.

JOE HUNT

2600 W. Vernon Los Angeles 8, Calif.

Boot's on...

BUT YOU'D NEVER KNOW IT

Here's Why . . .
They're **JET BOOTS**
by

FRYE

Most styles under \$18

Sizes 5 to 16
AAA to EEE

Remember, FRYE Jet Boots are specially crimped on the last and shaped to give you ANKLE and INSTEP support, comfort and flexibility that you never dreamed possible. Made of richest leathers and leather-lined for extra wear, comfort and protection. The one and original FRYE JET BOOTS are the best—yet they cost no more than the others, sometimes less.

For the store nearest you, write to:
JOHN A. FRYE SHOE CO., Inc. Marlboro, Mass.

A. M. A. BULLETIN APRIL, 1956

THE DOT SCRAMBLER (197 cc) machine has been accepted and approved for Class C competition by the National Technical Committee.

THE 1956 INDIAN (350 cc) Scrambler machines have also been accepted and approved for Class C competition by the National Technical Committee.

IN SPORTSMAN HILLCLIMBS, traction is limited to approved tire treads. At a recent sportsman hillclimb, a check was made on tires. Of the 50 entries, 13 machines were equipped with approved tire treads. The other 37 machines were equipped with knob-tires that have never been approved. These tires do not come through on road machines as standard tire equipment.

THE 1956 RIDERS COMPETITION LICENSES have specific rules listed on them which have been in effect for years. Probably the one rule violated the most—"Riders' mechanics MUST wear white, clean outfits; each rider is responsible for his mechanics appearance." There is absolutely no excuse for mechanics appearing in levis, company uniforms or just plain street clothes. Referees and officials should declare "open season" on mechanics and riders who fail to cooperate.

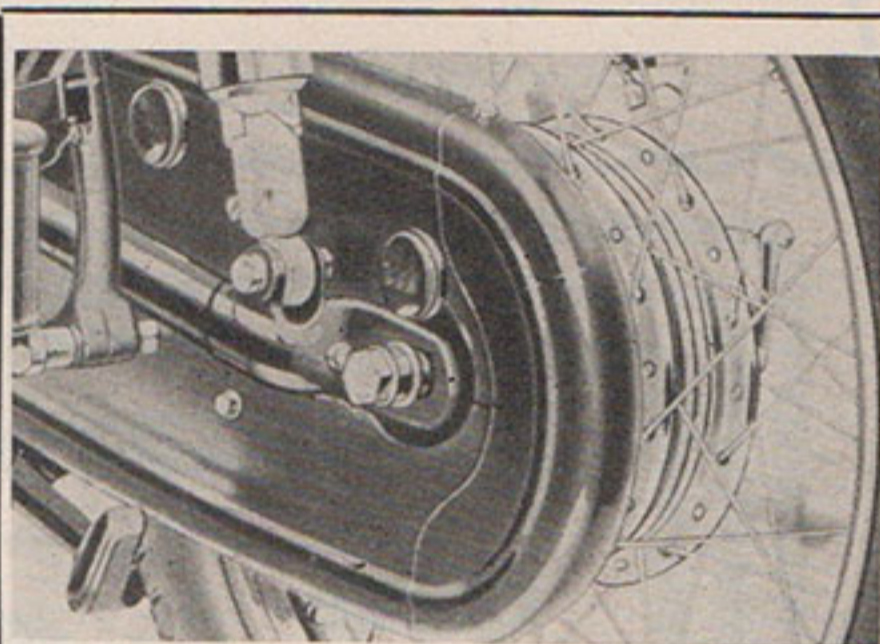
CLASS "B" RIDER NUMBER PLATES shall be yellow with block numbers and letters; yellow comparable to Dupont commercial yellow #93-6808 must be used. Numbers MUST be standard type black lettering and MUST be 8" in height and and at least 1" wide with no shading or outlining of numbers or letters. As usual, fantastic yellows and specially designed numbers will appear with the start of the new season. Referees, make it your business to check and correct these violations.

THOSE UNLISTED CLASS "B" RIDERS who in 1955 failed to score the necessary 40 points to be listed in the 1956 Riders' Supplement, and are therefore ineligible to compete at Nationals and all major designated A.M.A. events, will start the 1956 season with the points accumulated in 1955. After the rider has scored a total of 40 points, he will become a listed B rider in 1957. No rider shall be advanced during the year. Riders are only advanced at the end of each year.

A.M.A. DOES NOT AWARD POINTS IN SCRAMBLES, field meets and observed trials, therefore no records are kept. Records of wins and points for riders are kept for racemeets, TT's, hillclimbing (A and C) short-track, road racing and endurance, reliability and road runs.

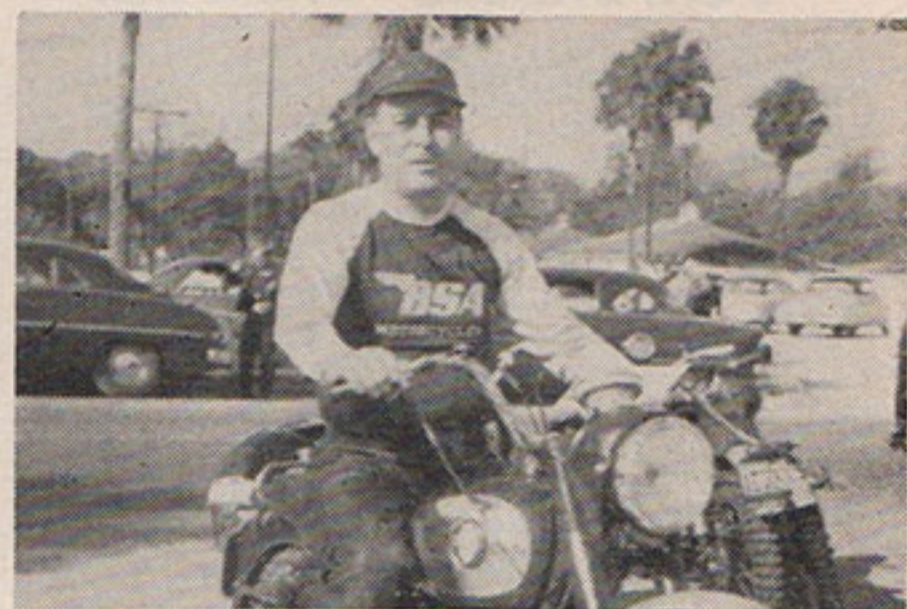
ONLY THE STATE or district referee shall be authorized to wear a striped shirt at any meet he officiates. Assistants, starters and other officials shall wear whites.

AT THIS TIME THE A.M.A. OFFICE would like to thank those referees and officials who traveled to Daytona, paid all their own expenses, received nothing, but worked every day with one consolation: they helped put on a good program of events during the Daytona Handlebar Derby week. Many thanks for a good job.

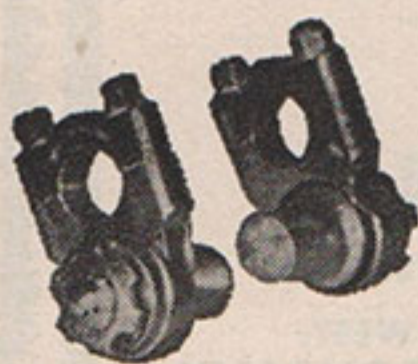


Do you want complete rear chain enclosure for smooth running and long service life? You get it with Ariel.

ARIEL



GOTHAM DISTRICT: Al Knapp, long-time cyclist in the New York City area, was recently appointed district referee for Metropolitan New York. Don't wear that BSA shirt while officiating a meet, Al!



Palco Rubber Mounts

eliminate engine vibrations, reduce rider fatigue, let you go faster in the rough. No lateral movement, hand adjustment to suit you, noiseless, self-lubricating, easily installed. Guaranteed 3 years. Specify 7/8" or 1" bars. \$6.95 postpaid.

NEW! PALCO Front Wheel Shock Absorbers for Bicycles. \$6.00 Postpaid. Send card for leaflet.

W. L. THOMAS, P. O. Box 1873, Oakland, California

Ship postpaid

Ship COD. I will pay \$_____

I enclose \$_____.

plus COD fee & 1/2 postage.

Name _____

Address _____

City _____

Zone _____ State _____

California residents add 3% Tax.

Order today from W. L. THOMAS, P. O. Box 1873, Oakland, Calif.

Don't lose it...
LOCK IT!

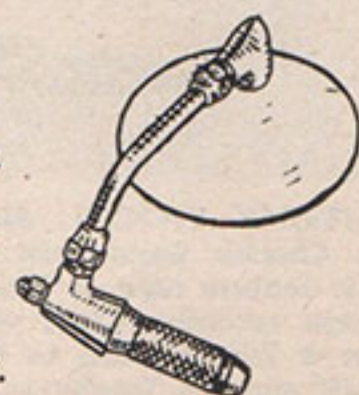


Park with Confidence

Protection for your bike plus a new-type, long-wearing, easy-on-the-hands grip with built-in glove protector. Models to fit 7/8" or 1" (Triumph) bars. Complete with two keys. \$5.00 postpaid.

Handlebar End Mount Mirror

Location gives you unobstructed rear vision. Rubber expansion device insures rigid, vibration-free mount. German made of polished rust-proof alloy. Fits right or left, 7/8" or 1" bars. \$3.00 or two for \$5.75. Postpaid.



BACK ISSUES OF CYCLE

—for information, reference, and hours of good motorcycle reading. To be sure of the issues you want — check below and mail the order form today while they are still available!

1950 CYCLE

APRIL. None Available.
MAY. Not available.
JULY. Test Ariel 500 cc—Speed Tuning by Witham Part II—History of Norton 25c
AUG. Test BSA "40"—Isle of Man Results—Engine Balance Part I—500 cc Guzzi Cutaway—History of BSA.....25c
SEPT. Not available.
OCT. Not available.
NOV. Test Vincent 500 cc—Proper Carburetion—Life of Tom Sifton—Jack Pine Enduro 25c
DEC. Test Puch 250 cc—Exp. Cycles—Service Tips by Witham—Rollie Free Record Run.....25c

1951 CYCLE

JAN. Not available.
FEB. Test BSA Gold Star Single—Frame & Fork Facts—Stunt Men—Motorama Report.....35c
MAR. Not Available.
APRIL. Test Velocette 21"—Early M/C Racing—HD-WR-45 Cutaway—Speed Tuning Part III by Witham—Zundapps Return35c
MAY. Not Available.
JUNE. Not available.
JULY. Not Available.
AUG. Test Moto Guzzi 500 cc—Straight Pipe or Megaphone by Cysz—TT Racing By Kretz—HD 74 OHV Dragster.....35c
SEPT. Not available.
OCT. Test Norton 500 cc Twin—Buying Used M/C—Hillclimbing by Lindstrom—Story of Handlebars—Ariel Square Four Cutaway.....35c
NOV. Test Triumph Tiger 500 cc—Bonneville Speed Trials—Hydraulic Valve M/C Engine—Mustang Cutaway—Speed Tuning by Sifton 35c
DEC. Test Velocette Alloy 21"—NSU Story—BMW Twin Cutaway—Bonneville Record Runs35c

1952 CYCLE

JAN. Test HD 74 OHV—Motorama Review—HD K Cutaway—Tools for Cycle Workshop—NSU Record Run35c
FEB. Test Vincent Black Shadow—Del Mar Road Race—HD 74 OHV Hop Up—JAP Powered Race Car.....35c
MAR. Test AJS Scrambles 500 cc—Triumph 650 cc Hop Up—Big Bear Run—Cycle War Scouts35c
APRIL. Test Ambassador 197 cc—Daytona Results—Cutaway and Hop Up of HD 74 OHV "Brute"—Torrey Pines Road Race.....35c
JUNE. Not available.
AUG. Test HD-K-45"—Greenhorn Run—Life of Don Johns.....35c
SEPT. Test Velocette LE 192 CC—Dodge City Races—Crash Helmet Test—Ride Isle of Man with G. Duke—Life of Joe Petralli.....35c
OCT. Test Ariel 500 cc VHA—M/C Road Racing—Life of Fred Ham.....35c
NOV. Test Dot Scrambles 197 cc.—Bonneville Speed Trials—Life of Jimmy Chann—Early M/C Racing35c
DEC. Test Triumph Trophy 500 cc—Life of Nick Nicholson—British Scrambles Ridden by Ekins—Catus Derby Run.....35c

1953 CYCLE

JAN. Test HD 165 cc—Motorama Review—Paris M/C Show—Different Springframes—Amal Carburetor Cutaway35c
FEB. Test BSA Flash 650 cc—Stunt Rider Carey Loftin—Better Brakes by Onslow—Rams Hare & Hound Run.....35c
MAR. Test Modified 33" Matchless Twin—Big Bear Run—M/C Insurance—Chain Care by Onslow—Lucas Rotating Mag.....35c

APRIL. Test Lambretta 123 cc—Unbalance of Piston Engine—Filter Factors.....35c
MAY. Test HD KRM 55"—Daytona Results—Mounting and Different Tires.....35c
JUNE. Test Velocette 21" Springer—Making a Springer—Earles Fork—Drag Racing.....35c
JULY. Test Zundapp 500 cc KS601—Catalina Results—Know Your Two Stroke—Tips on Spark Plugs—BMW Racing M/C.....35c
AUG. Greenhorn Run—Isle of Man Results—West Coast Hillclimb—Canadian Road Race—Story F.N. M/C.....35c
SEPT. Dodge City Results—Bay Meadows 20-Mile Race—Lloyd Krant H.D. Dragster—Isle of Man Results35c
OCT. Test Dot Scrambler 197 cc—Story of Excelsior M/C—San Diego Drag Races.....35c
NOV. Test Royal Enfield 700 cc—Bonneville Results—Golden Anniversary H.D.—Peoria TT Results—Two-Stroke Rodeo35c
DEC. Test Francis Barnett Scrambler 197 cc—Two Stroke Hop Up—Part I by Meier—Trials of Tyro—1954 Triumphs35c

1954 CYCLE

JAN. HD Story Never Told—1954 BSA's—Two Stroke Hop Up Part II by Meier—European Showcase35c
FEB. Test NSU Max 250 cc—V-8 Sixty Powered M/C—Building Trials Sidecar—National Hare & Hound—Two Stroke Hop Up Part III—Meier 35c
MAR. Test HD-KH-55"—Modifying M/C for Trials—Big Bear Run—Henderson M/C Story—Hop Up for 200 cc Zundapps.....35c
APRIL. Test Triumph T110 650 cc—Southern Calif. M/C Drag Racing—Twin Engine "74" HD Dragster—Two Stroke Hop Up Part IV by Meier35c
MAY. Test Zundapp 150 cc Suburbanette Scooter—Daytona Results—Touring Tips for Better Balance.....35c
JUNE. Test Triumph Terrier 150 cc—Willow Springs Road Race—How to Ride English Trials—HD 125 cc Hop Up.....35c
JULY. Test Velocette 500 cc MSS—Catalina Results—M/C Racing in Sweden—Motoring to Monument Valley35c
AUG. Test Ariel Scrambles 500 cc—Test Ariel 200 cc Colt—HD—165 cc Hop Up—Greenhorn Run35c
SEPT. Test BSA 650 cc Road Rocket—Dodge City Race Results—Results of Isle of Man—Wilmot Hills Road Race.....35c
OCT. Test Horex Enduro 400 cc—1955 Harley Davidsons—Story of Vespa Scooter—Bay Meadows Race Results.....35c
NOV. Test Parilla Touring & Competition—175 cc Test James Scrambler—Pikes Peak Hillclimb Results—Bonneville Speed Trial Results—Jack Pine Enduro35c
DEC. Test HD "74" OHV—Riverside Steeplechase Race—6 Day Trials—Triumph Terrier Hop Up—Triumph's for 1955.....35c

1955 CYCLE

JAN. Test Zundapp "Bella" 200 cc—Indian "4" History—Pacific Coast TT Championship Race Results—Two Americans in Foreign Competition35c
FEB. Technical Tidbits — Torque — New BSA Models — New AJS & Matchless Models.

MARCH. Test Ariel Square Four—Fiber Glass Bodies For Vincent—Big Bear Hare and Hound—New Indian Models.
APRIL. Test Matchless "Sport Twin"—Continental Report—New Ariel Models—Practical Aspects of Carburetion.
MAY. Test TWN "Boss" — Daytona Beach Championship—New BMW Models—Continental Report.
JUNE. Test Velocette Scrambler—6 Horses for 6 Bucks—Continental Report—New Velocette Models.
JULY. Test Triumph Trophy—Fuel Injection—Catalina Grand Prix—All Weather Camping.
AUG. Test Norton Dominator 88—Road Racing in Ontario—Geoff Duke in Fastest Isle of Man TT—Explanation of Racing Plugs.
SEPT. Test BSA Clubman Gold Star—Test Lambretta Scooter—Bay Meadows Championship Dodge City, Results & Highlights—How to Care for your Lucas D.C. Unit.
OCT. Test Gilera 150 cc OHV—Servicing Lucas Mag.—Canadian Road Racing—"56" Harley-Davidson New Models.
NOV. Pikes Peak Hillclimb—Story B.S.A.—Peoria T.T. Races—Triumph Record Run—Jack Pine Enduro.
DEC. Test Maico Typhoon 400 cc—Six Day Trials Story—New "56" Matchless and Triumph Models—Torrey Pines Road Race.

1956 CYCLE

JAN. Road Test BMW R-69—Geoff Duke Story—Italian Grand Prix—New Norton and Velocette models—Service Tips.
FEB. Road Test Simplex Automatic—Zimmerman Rotary Valve Engine—Teach-A-Rider winners—BSA, James, Panther new models.
MAR. Big Bear Run—New BSA Single Racer—The Omega Engine Part I—New Ariel models—British Short Track Racing.
APRIL. Road Test Harley-Davidson Hummer—The Omega Engine Part II—New Indian models—San Diego Moto Cross—Service Tips.

BOUND VOLUMES

Get a complete file of motorcycle history by ordering CYCLE Magazine in this fine leatherette binder—a really goodlooking addition to your home library and a quick reference whenever needed. Handsomely embossed in gold, these deep blue binders keep each year's issues securely in place and in the best shape, yet permit their easy addition or removal.

CYCLE 1950. 8 issues—May thru Dec. 1950 (April issue not available). CYCLE'S first year. Complete with binder.....\$4.85
CYCLE 1951. 9 issue all 1951 facts. Complete with binder.....\$6.15
CYCLE 1952. 12 issues with all 1952 facts, race results, technical tips, photos. Complete with binder\$6.95
CYCLE 1953. 12 issues, loaded with facts, interesting and valuable articles. Complete with binder\$6.95
CYCLE 1954. 12 issues, loaded with facts, interesting and valuable articles. Complete with binder\$6.95
 Separate BINDERS available at \$3.00 each.
CYCLE 1955. 12 issues, full details all 1955 events, new models, interesting articles. Complete with binder.....\$6.95

Prices include postage and handling. Mail Today!

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

CYCLE Back Issues, checked _____ @ 25c ea. _____ @ 35c each 1950 1951 1952 1953 1954 1955 1956

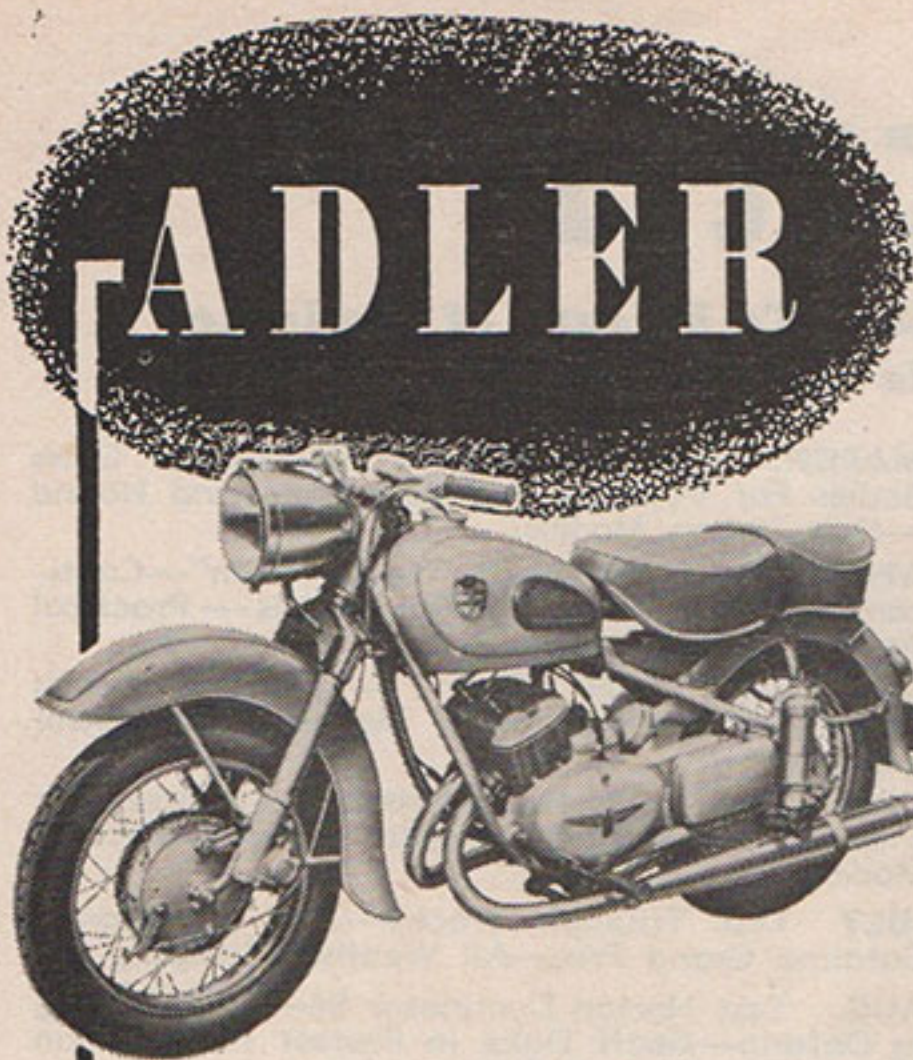
Enclosed find \$ _____ Cash Check M.O. _____ BINDERS @ \$3.00 each

NAME _____

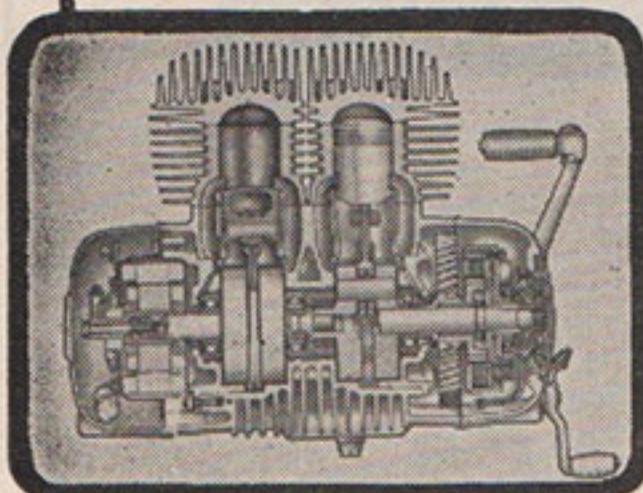
ADDRESS _____

CITY _____ ZONE _____ STATE _____

If any issues checked are sold out, substitute with _____ (C6)

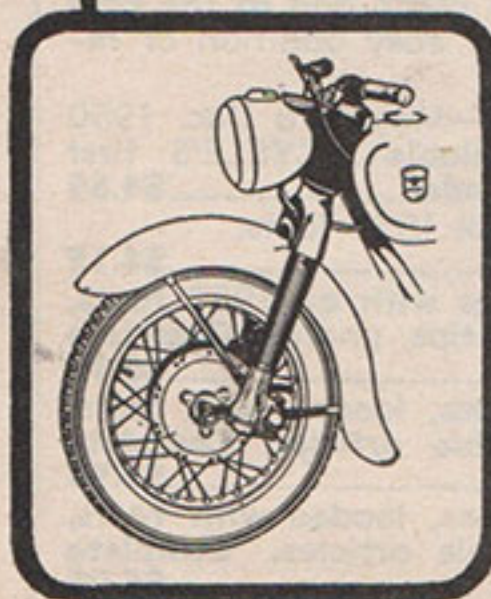


**The Quality Motorcycle
With The Race-Bred
Reputation**



Look forward to a new adventure in riding this powerful, vertical twin 250 cc stroke with four-cycle action! Run it as low as you like or ride it up to 80 mph.

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.



A comfortable, safe enjoyable ride is guaranteed thanks to ADLER'S swinging link forks with built-in shock-absorbers and adjustable rear telescopic suspension.

There are a few exclusive franchises available to established motorcycle dealers.

Visit your dealer today and ask to see the new ADLER. If he doesn't stock it write us for illustrated catalog.

Bill Frick MOTORS Inc.
Sole U.S. Distributors
1000 Sunrise Highway
Rockville Centre, N. Y. • RO 6-6100

**SPARK PLUG
MAINTENANCE**

THE MODERN SPARK PLUG is a manufacturing miracle. Consider that it will produce approximately twenty-five million sparks before replacement is necessary. Usually spark plug trouble is associated with some other malfunction that has led to deterioration of the plug. A good plug properly gapped, and cleaned periodically will give many miles of trouble-free service.

Pre-ignition shows up as a harsh metallic rattle accompanied by a loss of power, or in extreme cases engine seizure. In the opposite extreme if the plug temperature is insufficient, oil will settle there and not being burned off, accumulate until the gap is filled and the plug grounds out. After a plug has been in service for awhile, it is relatively simple to determine if it is the correct type. A plug that is running too hot will be white and bleached and there will be very little, if any, deposit on the insulation. A plug which has been running correctly will show a greyish or chocolate-brown color with a medium deposit on the insulator. A plug which is too cool for the particular engine in which it is installed will have a wet, oily look and will not function long in this condition.

The average life of a spark plug in an engine maintained in good condition should approximate 10,000 miles. Two-strokes will not give as good a mileage, something like 4,000 miles being the average life. Whiskering is a problem sometimes encountered in two-stroke engines. The installation of platinum pointed plugs gives a complete cure. ●

MOTOR HARLEY-DAVIDSON CYCLES
BARGAINS
Used, Rebuilt Harley-Davidsons. (We pay shipping on motorcycles.)
Parts, Accessories, Service.
24 Hour Service. Send 25c for Bulletin. DEALERS ATTENTION! Wholesale priced used motorcycles, servi-cars, used & obsolete parts. Write for prices.
KNUTH'S—FACTORY DEALER
2491 Fond Du Lac, Milwaukee, Wisc.



1956 MODEL HS-MK III.

Do you want high power for winning performance in Scrambles events? You get it if your new Scrambler is an Ariel.

ARIEL

Motoring Around

(Continued from page 4)

indeed the proper term—the boys certainly know the short way around.

Attending the Riverside opening to get the material found elsewhere in this issue, we were in for another pleasant surprise. Arriving with Speed Graphic in hand, and accompanied by Douglas Aircraft engineer Denny Brundage—an ardent cyclist and an excellent photographer—the writer was cordially received by the Riverside Jaycees at the gate and Cliff Onan, District 37's A.M.A. referee at trackside. We were given the run of the place, and saw plenty of thrilling action as a result—some of which we managed to capture on film. Here again we watched some hairy riding. Billy Meier showed us plenty while his Triumph ran, and we were also impressed by the young winner, Carl Kiesow. A very nice afternoon, all told.

We're presently looking forward to the Willow Springs 100-miler, which should be over by the time this issue hits the street, and, of course, the big Catalina weekend May 5 and 6. Write-ups and pictures of both these events will appear in the July CYCLE. The scrambles and enduro fans will get their share of coverage, since the competition season there is in full swing. And we won't neglect the dragsters, either. Altogether, it looks like a great summer ahead—we think probably one of the best racing seasons ever.

Skipping around to things in general, we hear from the efficient press service of Moto Gilera that world champion Geoff Duke has signed his 1956 contract, and will again ride one of the fabulous four-cylinder Gileras in European competition—once his F.I.M. suspension runs out in July, that is. Incidentally, Gilera's new 175-cc. racing machine is scheduled to make an appearance this year.

The Webster City, Iowa, Motorcycle Club got a big spread in the local papers there after the club's race meet April 15. The proceeds of the event went to resurface a runway at the local airport. The runway will then be used as a drag strip. Sounds like the Webster City crew is a heads-up bunch. Getting a drag strip and plenty of publicity in the bargain is a feat few clubs accomplish. This publicity angle is very important, incidentally. We urge all clubs everywhere to get in touch with the local newspaper before a scheduled event. A good write-up can often show the public just what the motorcycle fraternity is trying to accomplish—and can often offset the "Wild One" idea that many people have.

(Continued on page 34)



SHRINERS IN SADDLE: Members of the Rockford, Ill. Tebala Temple Shrine pause for a picture after taking delivery of their new BSA Bantam Major bikes, which will be used for parade duty. Motorcycles are finding an increasing place with clubs and organizations for parade use and other duties. Field representative Bill Tuman of BSA arranged the sale—Miller Photo.

ARIEL ★ **BSA**
Ghost Motorcycle Sales
 298 Main St., Port Washington L. I., New York
 Phone PO. 7-2540
BMW NSU ZUNDAPP MAICO

VILLIER'S Engine parts, all models
JAMES Cycle Parts
 U.S. Distributors — Mail orders promptly filled
MIDWEST IMPORTING CO.
 The Mart, Muskegon, Michigan

1 Day Mail Order Service
 on Indian parts and accessories. Armature and generator exchange, motors reconditioned, cylinders rebored. Send for lists from the largest and most complete stock of Indian parts in the Middle West.
INDIAN MOTORCYCLE SALES CO.
 2701 Truman Road Kansas City, Missouri

COMFORTABLE - LITEWEIGHT GOGGLES
 Unshatterable plastic goggles. Tinted for sunny days. Clear for night and rain use. Get three pair for one dollar with unconditional money-back guarantee if desired.
WRITE TO MOTORCYCLE, BOX 125, MAIN P. O., UNION CITY, N. J.

IN WICHITA FALLS 2, TEXAS
 ● Motorcycles, New & Used
 ● Parts & Accessories, New & Used
 ● Complete Service
 ● Free Bulletin ● Mail Orders
WICHITA CYCLE CO.
813 OHIO ST.

DEALERS: NEW PRODUCTS BY *Webeo*



LIGHT WEIGHT HUBS FOR DRAGS & TRACKS

Heat-treated aluminum alloy front racing hub for 40-spoke Triumph wheels. Sealed ball-bearings. Eliminates front brakes and drums. Proven and accepted by experienced riders. Price \$24.50.

ADJ. AND NON-ADJ. PUSH RODS

Heat-treated light weight aluminum alloy push rods. Type used in World's fastest (193.72 MPH) motorcycle (Dalio-built) Bonneville 1955. Features finest workmanship, positive fit and action. Fits American and European motorcycles. See your dealer.

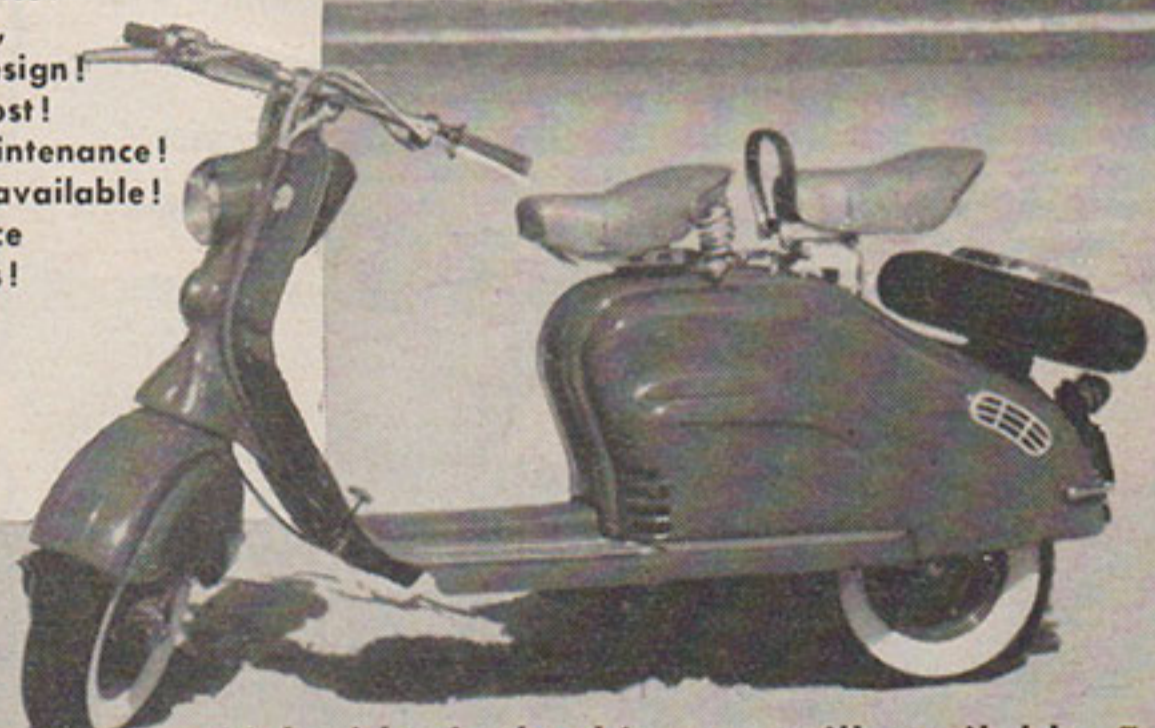
DEALERS: WRITE ON YOUR LETTERHEAD FOR COMPLETE POWER PROFIT LITERATURE *Webeo* INC. **19 E. VALLEY ALHAMBRA 5, CALIF. Your House of Power Parts**

extra profit margin for Lambretta dealers!

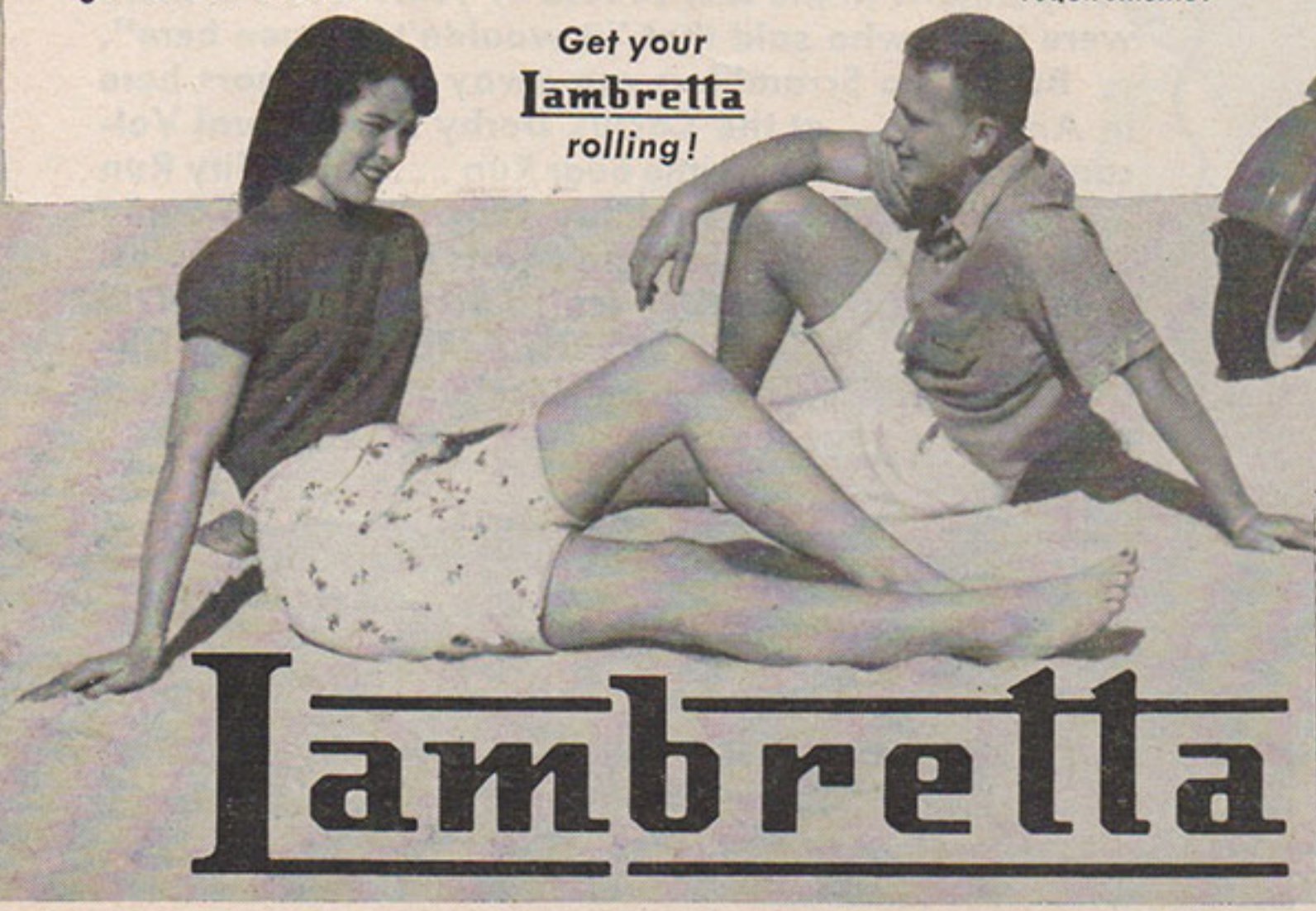
Add this new, fast-selling, high-profit line . . . stock Lambretta motor scooters! As a Lambretta dealer, you can get scooters and parts immediately. Terms are easy. You'll have powerful backing from nationwide consumer advertising and promotion! Here are the forceful sales points that are pre-selling customers all over the country . . . right now. They'll send you enthusiastic scooter buyers that want to . . . "get a Lambretta!"

1. New way to fun and adventure!
2. Smooth, safe, quiet performance . . . perfect balance!
3. Comfortable, high-style design!
4. Low initial cost!
5. Low-cost maintenance!
6. Parts easily available!
7. Low insurance requirements!

Get your **Lambretta** rolling!



Valuable dealerships are still available. For information and illustrated color brochure, send coupon to:



Lambretta

Lambretta, 45 Columbus Ave., New York 23, N. Y., Dept. C-1

Name _____
 Address _____
 City _____
 for business personal use

WESTERN UNION TELEGRAM
 W. P. MARSHALL, President
 1220 (R 11-54)
 DL=Day Letter
 NL=Night Letter
 LT=Inter-Letter

SILVER SPRINGS, MD.
 FEB. 28, 1956

WHIZZER INTERNATIONAL, INC.
 ATTN: N. GRAY
 FIRST ANNUAL PATAPSCO VALLEY RELIABILITY RUN 26
 OF FEBRUARY 1956 HIGH POINT HAROLD BURTON 250 cc
 MAICO SCRAMBLER STOP "A" CLASS LIGHTWEIGHT FIRST
 WILLIAM CHALK SR. BSA BANTAM, SECOND DONALD VAN
 DEUSEN 250 cc MAICO SCRAMBLER STOP "B" CLASS
 LIGHTWEIGHT FIRST LESTER PECKHAM 250 MAICO
 SCRAMBLER, SECOND JAY SHUNK TRIUMPH STOP
 BLALOCK CYCLE

WESTERN UNION TELEGRAM
 W. P. MARSHALL, President
 1220 (R 11-54)
 DL=Day Letter
 NL=Night Letter
 LT=Inter-Letter

BALTIMORE, MD.
 FEB 27, 1956

WHIZZER INTERNATIONAL, INC.
 ATTN: N. GRAY
 MAICO TAKES FIRST, SECOND, THIRD PLACE RELIABILITY
 RUN 116 MILES HELD BY BALIMORE RAMBLERS M. C.
 ANDY'S MOTORCYCLE SALES

WESTERN UNION TELEGRAM
 W. P. MARSHALL, President
 1220 (R 11-54)
 DL=Day Letter
 NL=Night Letter
 LT=Inter-Letter

SILVER SPRINGS, MD.
 6 MARCH 1956

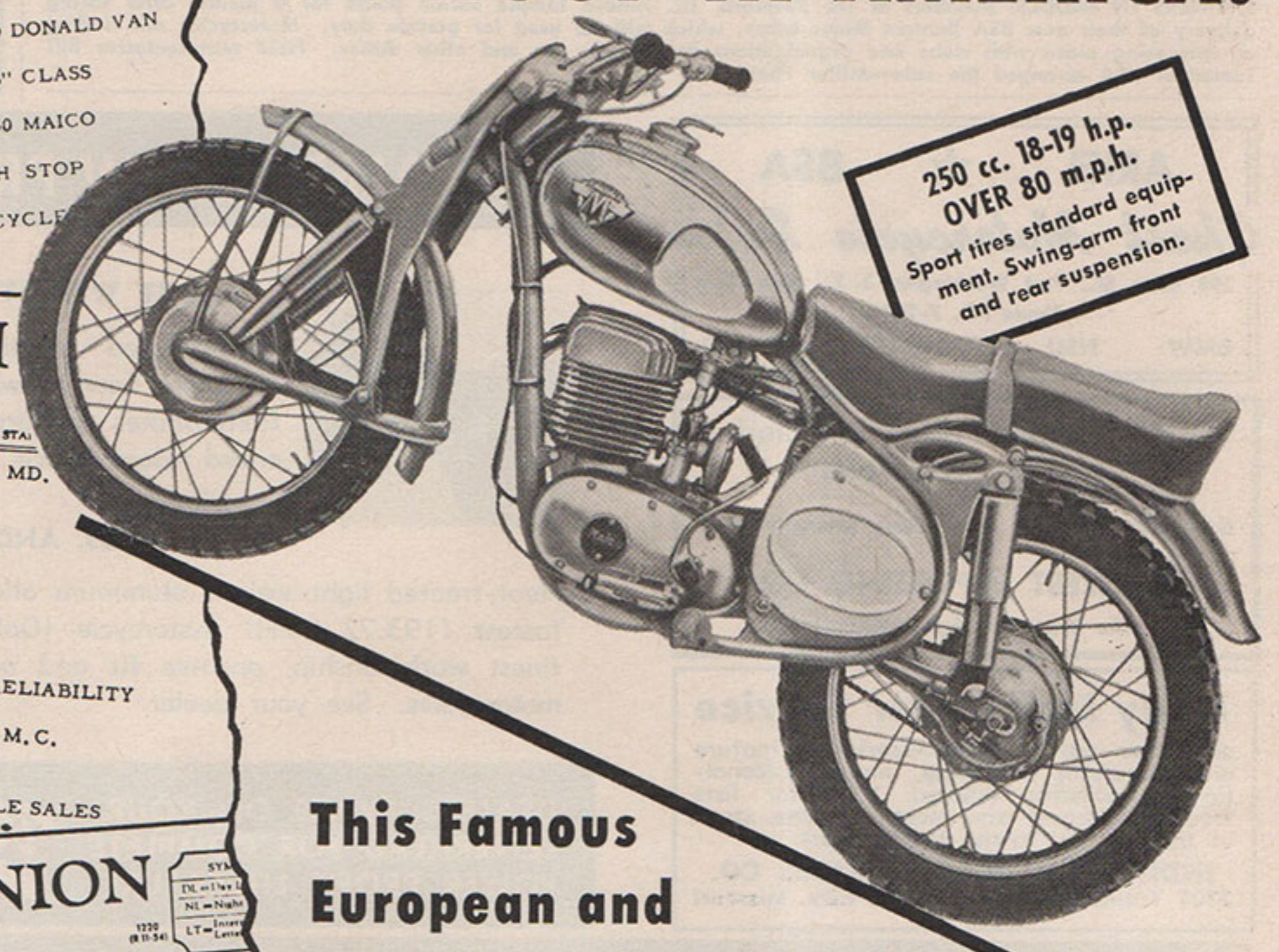
WHIZZER INTERNATIONAL, INC.
 ATTN: N. GRAY
 HERE ARE THE RESULTS OF THE WASHINGTON SPORTS
 RIDERS SCRAMBLES LAST SUNDAY STOP 250 cc FINAL
 FIRST HAROLD BURTON MAICO 250 cc, SECOND DONALD
 VAN DEUSEN MAICO 250cc THIRD LESTER PECKHAM STOP
 GRAND FINAL OPEN TO ALL SIZE MOTORCYCLES FIRST
 HAROLD BURTON MAICO 250 cc SECOND TOM HEYSER
 VELOCETTE 500 cc THIRD BOB RUDY BSA 500 cc FOURTH
 LESTER PECKHAM MAICO 250 cc FIFTH DONALD VAN
 DEUSEN MAICO 250 cc
 BLALOCK CYCLE CO., INC.

WESTERN UNION TELEGRAM
 W. P. MARSHALL, President
 1220 (R 11-54)
 DL=Day Letter
 NL=Night Letter
 LT=Inter-Letter

SAN ANTONIO, TEXAS
 20 FEBRUARY 1956

WHIZZER INTERNATIONAL, INC.
 ATTN: N. GRAY
 MAICO MOUNTED DICKSON BARKER TAKES FIRST PLACE
 LIGHT EIGHT CLASS 193 MILES SAN ANTONIO LITTLE
 BEAR RUN
 R. I. BADGER
 SALES MANAGER

**NOW...
 HOTTER
 BY PROOF IN AMERICA!**

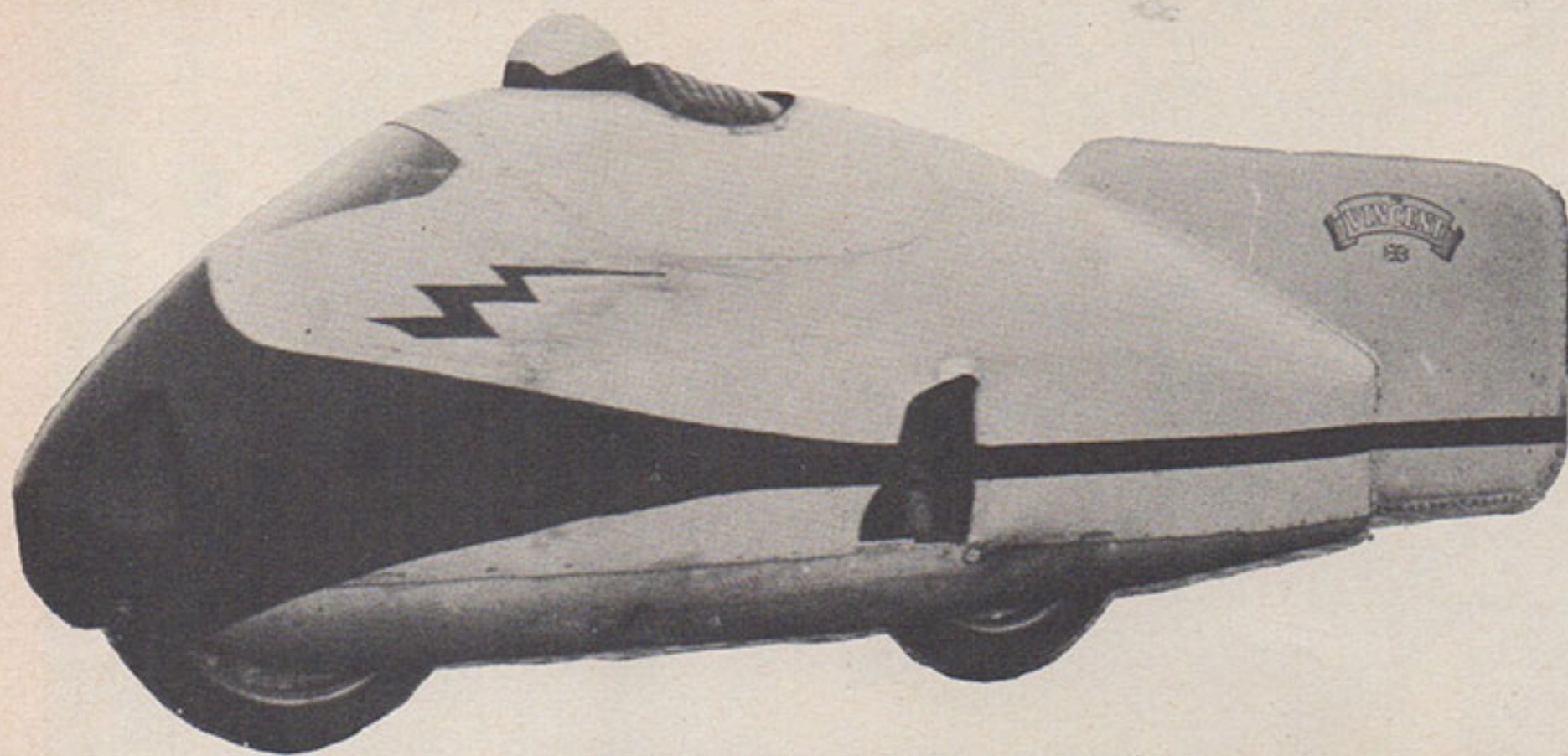


**This Famous
 European and
 American Championship
 Winner...**

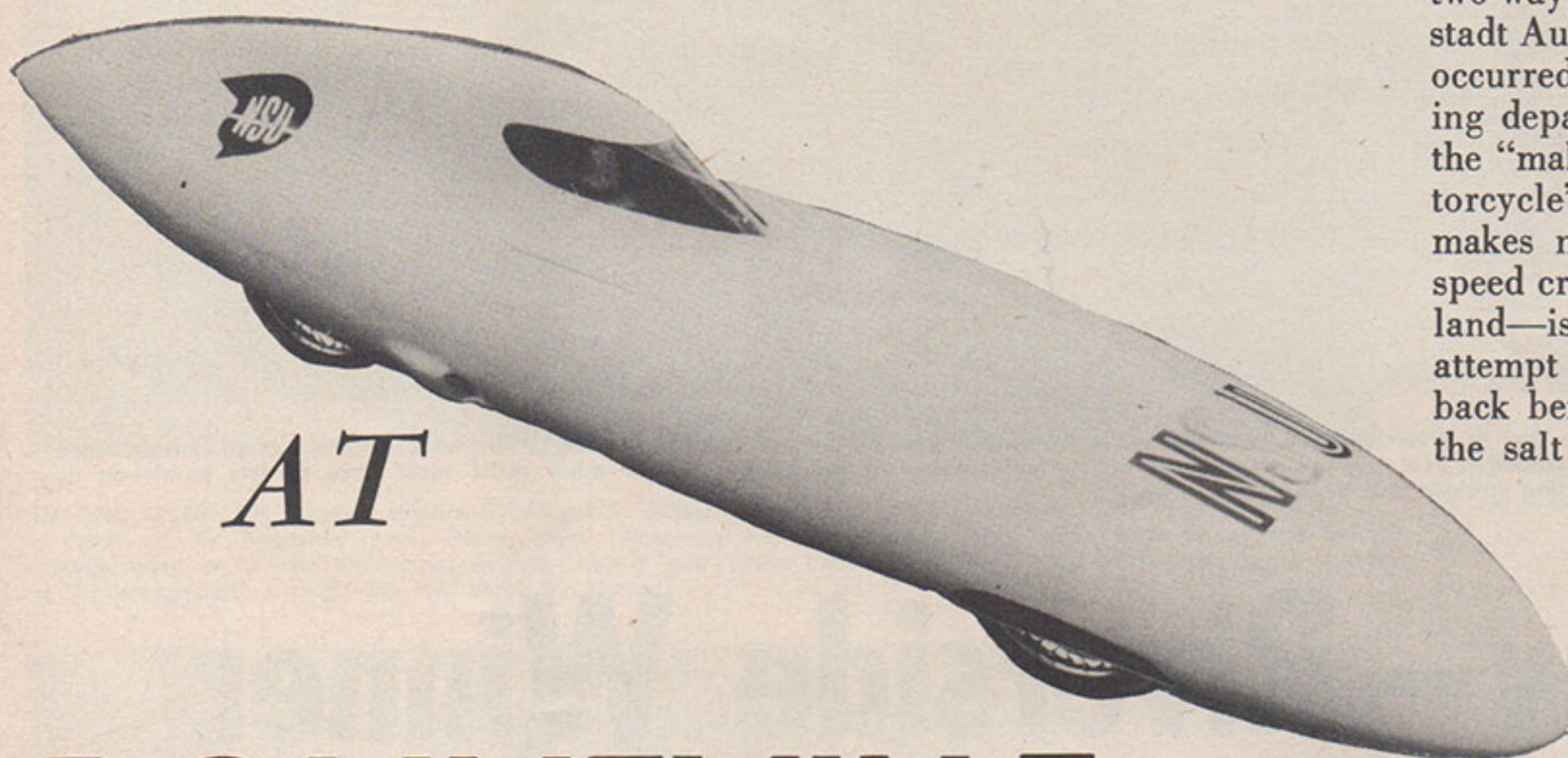
**Maico
 SCRAMBLER**

Sure, the Maico Scrambler ran away with European competitions in the last couple of years! . . . But there were those who said that "it wouldn't happen here". But Maico Scramblers ran away with honors here in America . . . at the Cactus Derby . . . Annual Volcano Enduro Run . . . Little Bear Run . . . Reliability Run . . . Patapsco Valley Reliability Run . . . Suffolk County Scramble . . . and Washington Sports Riders Scrambles! Proof conclusive that Maico Scramblers are THE HOTTEST THING YET TO HIT THE AMERICAN MOTORCYCLE MARKET—Hotter on acceleration, maneuverability and ruggedness.

**Priced Below Anything Competitive!
 STILL SOME EXCLUSIVE MAICO DEALERSHIPS AVAILABLE**
 Immediate Delivery on Spare Parts
 PHONE, WIRE OR WRITE AT ONCE!
Whizzer INTERNATIONAL INC.
 350 SOUTH SANFORD STREET • PONTIAC, MICH.



BULLETS



AT

BONNEVILLE

Three-way Assault on World Speed Mark Set For Summer

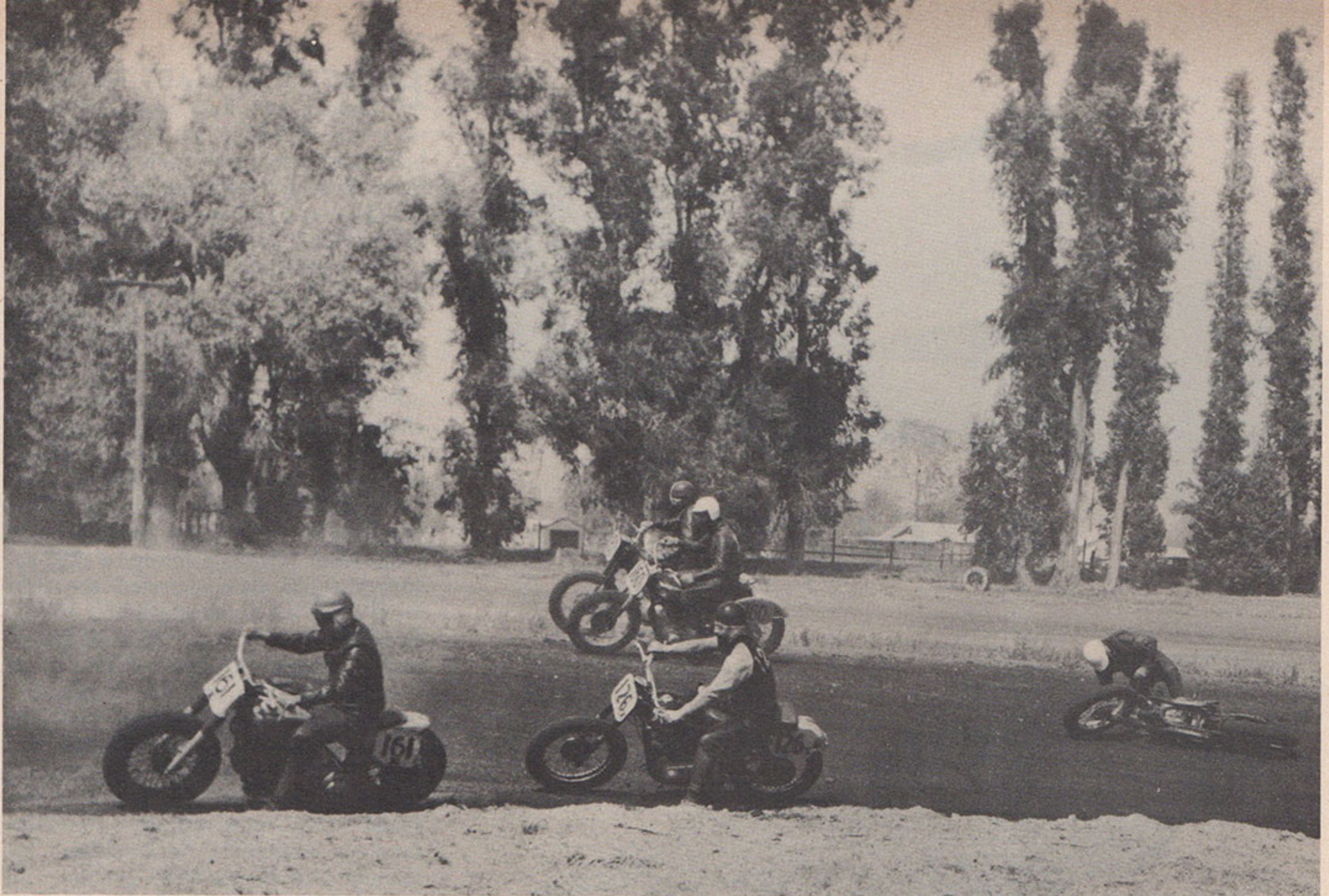


BONNEVILLE, UTAH—The world famous salt flats near this quiet town are slated to get 200 mile-per-hour motorcycle traffic this summer, as three different expeditions shoot for the absolute cycle speed record and the magic "200" average.

The might and resources of the gigantic NSU concern are behind a determined bid to recapture the absolute world cycle speed mark. The attempt will probably be made with NSU's now-famous "flying deckchair" machine and a 15-cubic-inch engine!

NSU, the world's largest producer of motorcycles and motorbikes, is located at Neckarsulm, Germany. The company formerly held the solo mark—Wilhelm Herz, piloting a 500-cc. supercharged twin, wrested the title from BMW on the strength of a 180.17 two-way run over the Munich-Ingolstadt Autobahn in Germany. This event occurred in 1951, and NSU's advertising department went a long way with the "makers of the world's fastest motorcycle" trademark. The organization makes no secret of the fact that the speed crown—now resting in New Zealand—is coveted in Neckarsulm. An attempt will be made to get the title back before the September rains ruin the salt flats for record attempts.

(Continued on page 33)



MAN OVERBOARD: The opening race of the day at Riverside brought fireworks in the first corner as a rider spilled in front of the pack. Some expert evasive action on the part of the following competitors avoided a real jam-up. Note rider on far side taking to the bank. Several other spills took place at this point—an extremely tight hairpin at the end of the starting straight and a sweeping curve.

Kiesow—Riverside Winner

San Francisco H-D K Rider Cops Expert TT Final

Story and Photos
By Ron Britzke

RIVERSIDE, CALIF.—Carl Kiesow, the young San Francisco, Calif. sensation, hurled his black Harley-Davidson over the twisting Riverside TT course to capture the 15-lap expert final on opening day here April 22. Kiesow, who trailed Billy Meier of Menlo Park, Calif. most of the way, grabbed the lead when Meier's Triumph faltered in the 14th lap. The 'Frisco Flash then went on to take first, while Jimmy Phillips and Eddie Kretz, Jr. filled out second and third slots.

A packed house was on hand for the 15-race program at the spectacular course, located 50 miles east of Los Angeles. Featuring three hairpin turns, a couple of long straights and a hair-raising jump in front of the grandstand, Riverside has attracted throngs of spectators and riders for every presentation since its opening two years ago.

Kiesow shared the day's riding honors with Jack Thurman of San Bernar-

dino, Calif. Thurman, herding a spanking-new Matchless single, took the Class B feature in convincing fashion. The Matchless brand really cleaned house in the "B" final, as Jack Simmons took second on another 1956 "Matchstick." Jack Schlaman, the BSA exponent from Riverside, was third.

The expert go was very close much of the way, with Jimmy Phillips, aboard an H-D, taking the early lead. Meier, who gave Phillips a hard time at Riverside last year, finally snatched the lead from the Pasadena, Calif. rider near the half-way point of the race. Phillips, who won the Riverside championship in 1955 on a Triumph, is currently running a Harley-Davidson. Interestingly enough, Meier, who rode H-D last year, is now on Triumph.

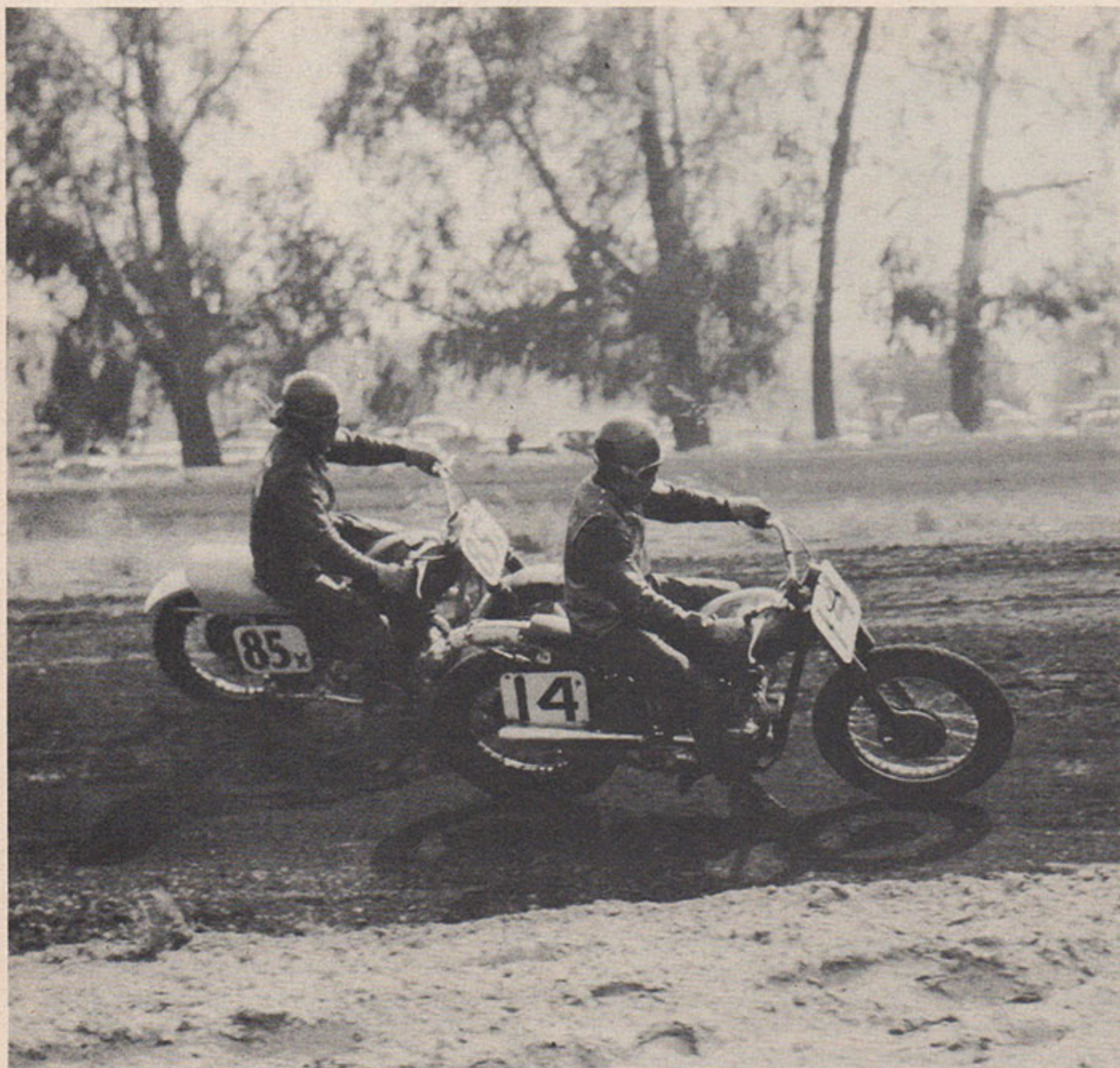
Meier's Trophybird ran like crazy for most of the final, but Kiesow came out of the rear ranks to stay within striking distance of the leader. When the little vertical twin finally got stage-



WINNER: Carl Kiesow of San Francisco, preparing to loosen his dust-cheater, manages a smile for the photographer after bringing his Harley-Davidson home first in the grueling expert final. Fifteen laps of the Riverside course leave you limp—like a wet noodle.



UP AND OVER: Jim Swatzel apparently forgot to adjust his Triumph's trim tabs before he attempted to bring it down off the Riverside jump. Never mind, Jim—any landing you can walk away from is a good one. Swatzel went on to take third place in this Class B heat, while Dick Chase, who is just getting up flying speed in the background, brought his H-D home for second.



TROPHY DASH: Billy Meier (closest to camera) chops Frank DuBois just past the jump in an expert heat race. Meier brought his Triumph Trophybird even with DuBois' Ariel Huntmaster on the jump, then got under the Riverside rider in the corner as this picture was taken. Meier went on to an easy win.

fright, Kiesow and his K romped around for one lap and won handily. Behind runner-up Phillips came Kretz aboard another TR 6. The popular Monterey Park, Calif. trackster holds the record for the Riverside jump—141 feet.

California riders dominated the action, as few if any out-of-staters invaded the premises. Frank Brundage of Pasadena opened the action by winning the first five-lap Class B heat in 4:37.53. Brundage's H-D was followed home by Walt Axthelm of Pomona on a BSA and Carl Hansen of Riverside on a Velocette. Axthelm, incidentally, was running for the first time on any race track. Southern California's number one scrambles star was very fast until magneto trouble sidelined him.

Alvin Griffith of Bakersfield, on an H-D, won the second amateur five-lapper in 4:43.95. Bob Keys and Howard Barnes took second and third, respectively. Schlaman's BSA then blew off the field in the third Class B heat. Dick Chase and Jim Swatzel filled in "place" and "show" positions. The time was 4:37.11.

Bill Brown, a Harley-Davidson rider from Covina, took the fourth heat in 4:46.85. Perry Bronson and John Muchenthaler trailed. Muchenthaler was running a weird Triumph, which fires on both cylinders at the same time. Muchenthaler spent a year getting the Tiger to run—and run it does. It's the only one of its kind on the west coast.

Howard Nicholson of Riverside piloted his Triumph to a 4:38.04 victory in the fifth "B" heat, while Thurman and Simmons finished two-three. This was the only race of the day that the Matchless-mounted duo was headed by anybody.

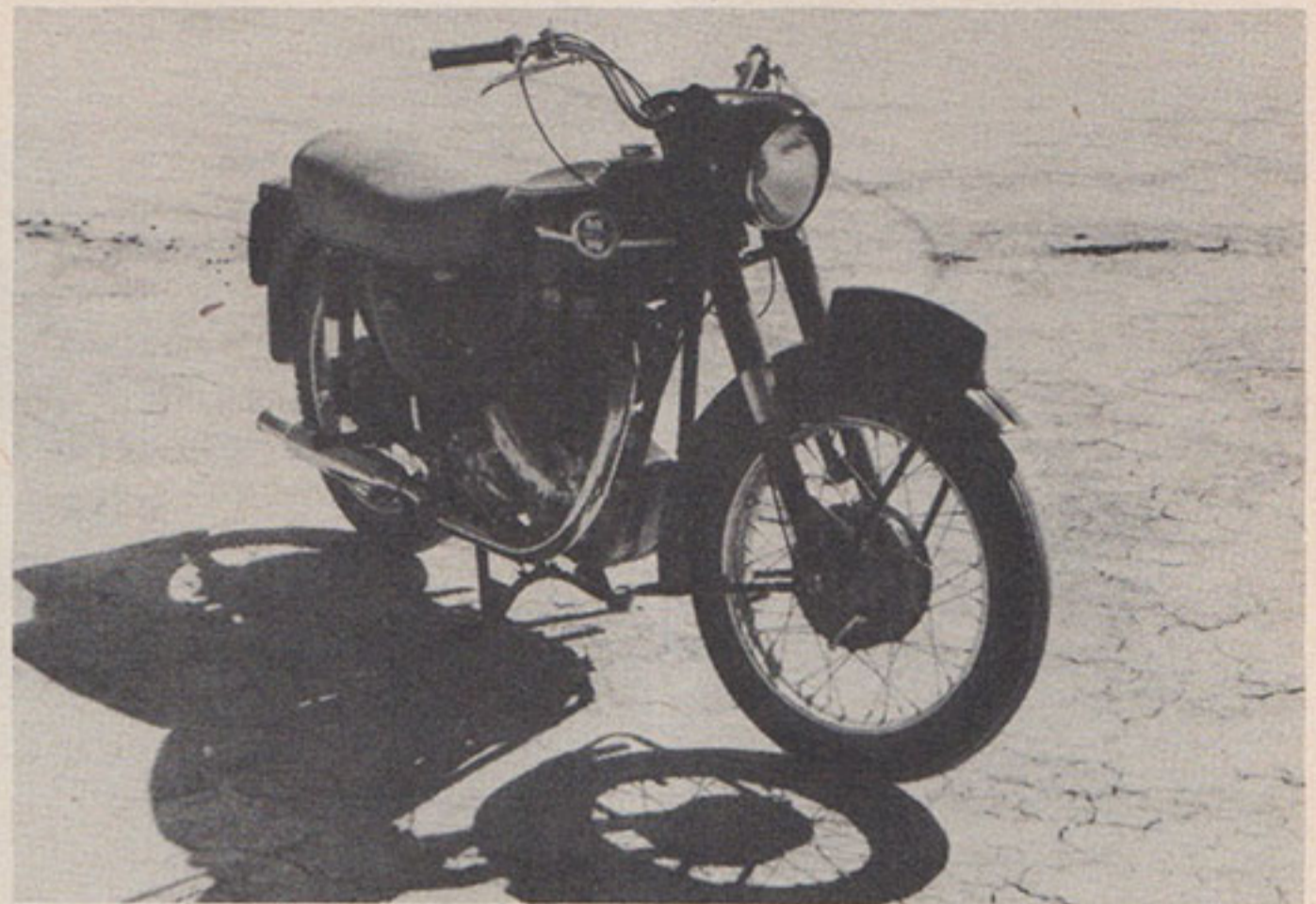
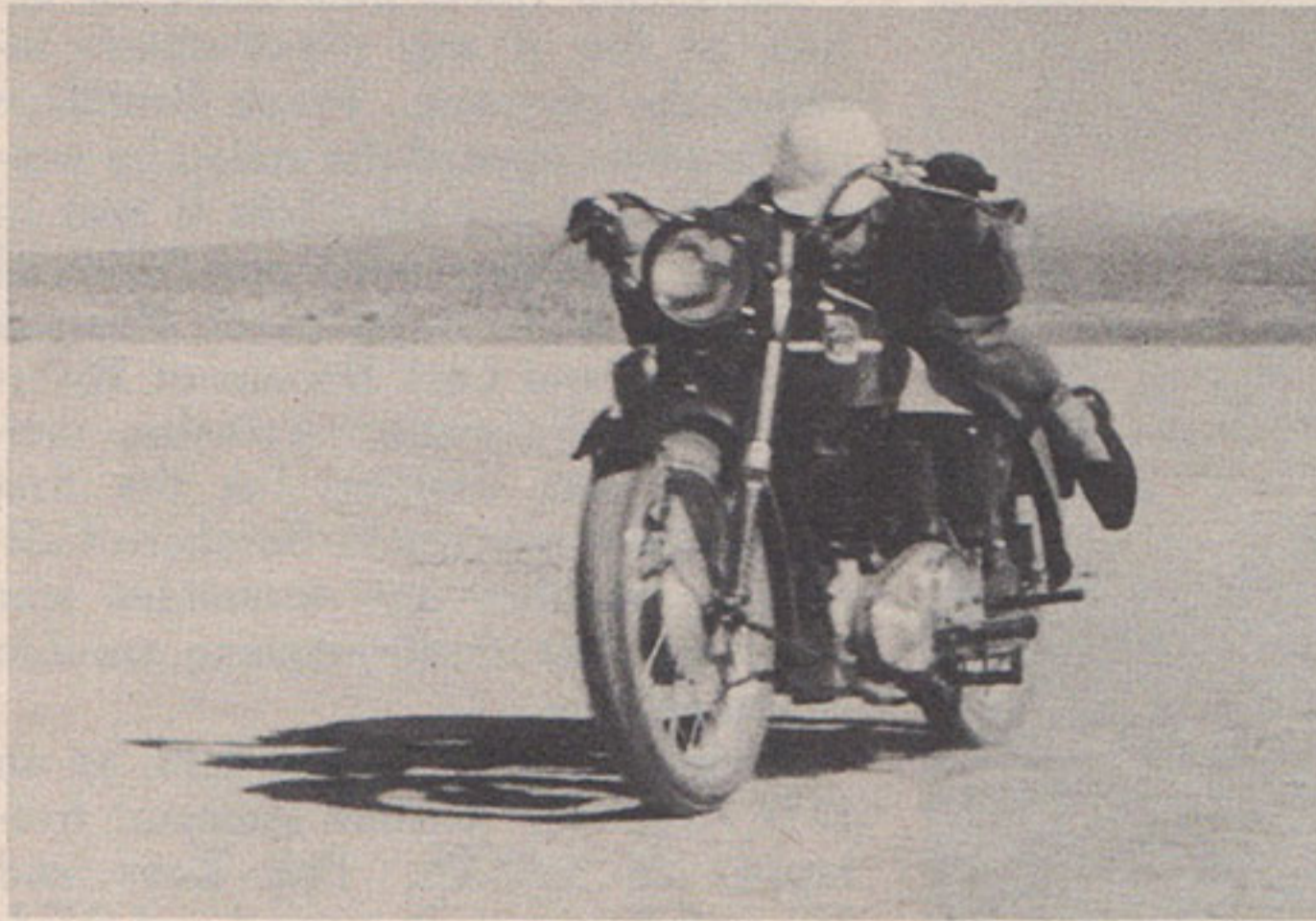
Jerry Butterfield, Bill Ham and Bill Holcomb were the first three finishers—in that order—to conclude the amateur heat action in the sixth event. Butterfield's winning time was 4:50.26.

The first expert heat saw Charlie Wheat of Riverside, still carrying amateur number plates, lead such hotshots as national champion Brad Andres of San Diego and Phillips across the line. Wheat was aboard a potent BSA Road Rocket, and negotiated the five laps in 4:35.73. Andres and Phillips were both Harley-Davidson-mounted.

Meier copped the second expert dash of the afternoon, in 4:33.04. Frank DuBois, another Riverside rider, ran second on an Ariel Huntmaster twin. John Gibson, the 1956 Daytona Beach 200-mile winner, brought his H-D home third. Gibson is from Pasadena.

(Continued on page 21)

Running The Red Hunter--



AT SPEED AND AT EASE: The Ariel Red Hunter single looks good either way. At speed, the big single felt quite stable in a prone riding position. The large dual saddle, incidentally, made this a comfortable riding form—although not the greatest for street use! When parked, the Hunter drew everybody's attention its way with a blend of smooth lines, striking colors and highly-polished brightwork. Note the hooded headlamp—a new feature this year. CYCLE testers got a top speed of 89 m.p.h. out of the test machine on Rosamond dry lake. As usual, Frank Christian and his electric timing device provided an accurate tally of the Hunter's speed and acceleration times.

Road Test No. 73--The Ariel VH 500-cc. Single

THE ARIEL RED HUNTER 500-cc. single tested by the CYCLE staff is an unusually attractive motorcycle. The finish is of excellent quality. Coupled with an attractive nacelle and rear chaincase, it helps the machine achieve a streamlined appearance that is particularly pleasing to the eye. Also noteworthy is the fawn-colored dual seat that contrasts strikingly with the claret-red enamel finish.

The Red Hunter engine is a vertical OHV single with a bore and stroke of 81.8 x 95 mm., giving a displacement of 497-cc. or 30.4 cubic inches. The cylinder is cast iron and the head is aluminum alloy, with valve seat inserts. The crankshaft is mounted on two heavy duty roller bearings and one ball bearing, while the big end bearing is a double row roller. The camshaft is gear-driven and the overhead valves are push-rod operated. Lubrication is supplied by a double plunger pump. The magneto is chain-driven and ignition control is manual. The Red Hunter is equipped with an Amal Monobloc carburetor and air cleaner.

The frame is Ariel's duplex cradle type, fully triangulated. Rear suspension is swinging arm, with hydraulic damping. There are lugs for sidecar attachment included on both sides of



REAR VIEW: The narrow, compact lines of Ariel's 30-50 single are apparent from the rear. King-size tail light gives proof through the night that you're out there somewhere. Tubular object above license is a container for bike registration, as required in some states. Makes it handy for cycle thieves—they get the motor complete with registration.

the bike. A theft-proof steering lock is also provided. There are three stands, including a spring-up center stand, plus tubular front and prop stands. The front forks are telescopic with hydraulic damping. The headlamp is hooded, and a built-in illuminated instrument panel containing the speedometer, ammeter and lighting switch is included with the light in nacelle form.

The wheel rims are light alloy and the hubs are fitted with heavy duty ball bearings front and rear. The brakes adjust through a car-type fulcrum arrangement. The rear wheel is quickly-detachable.

The transmission employs a four-speed gearbox with a foot shift lever located on the right side of the motorcycle. The clutch is a three-plate dry type. Featured are an engine shaft shock absorber, a polished aluminum oil bath-type primary chain case, and a fully protected, lubricated and enclosed rear chain.

The handlebars and controls are adjustable to suit rider preference. Bars are chromium-plated and 7/8-inch in diameter. The gas tank is rubber mounted, and lined with chromium-plated motifs. A quick action filler cap is incorporated. Mudguards are of wide D section, and the

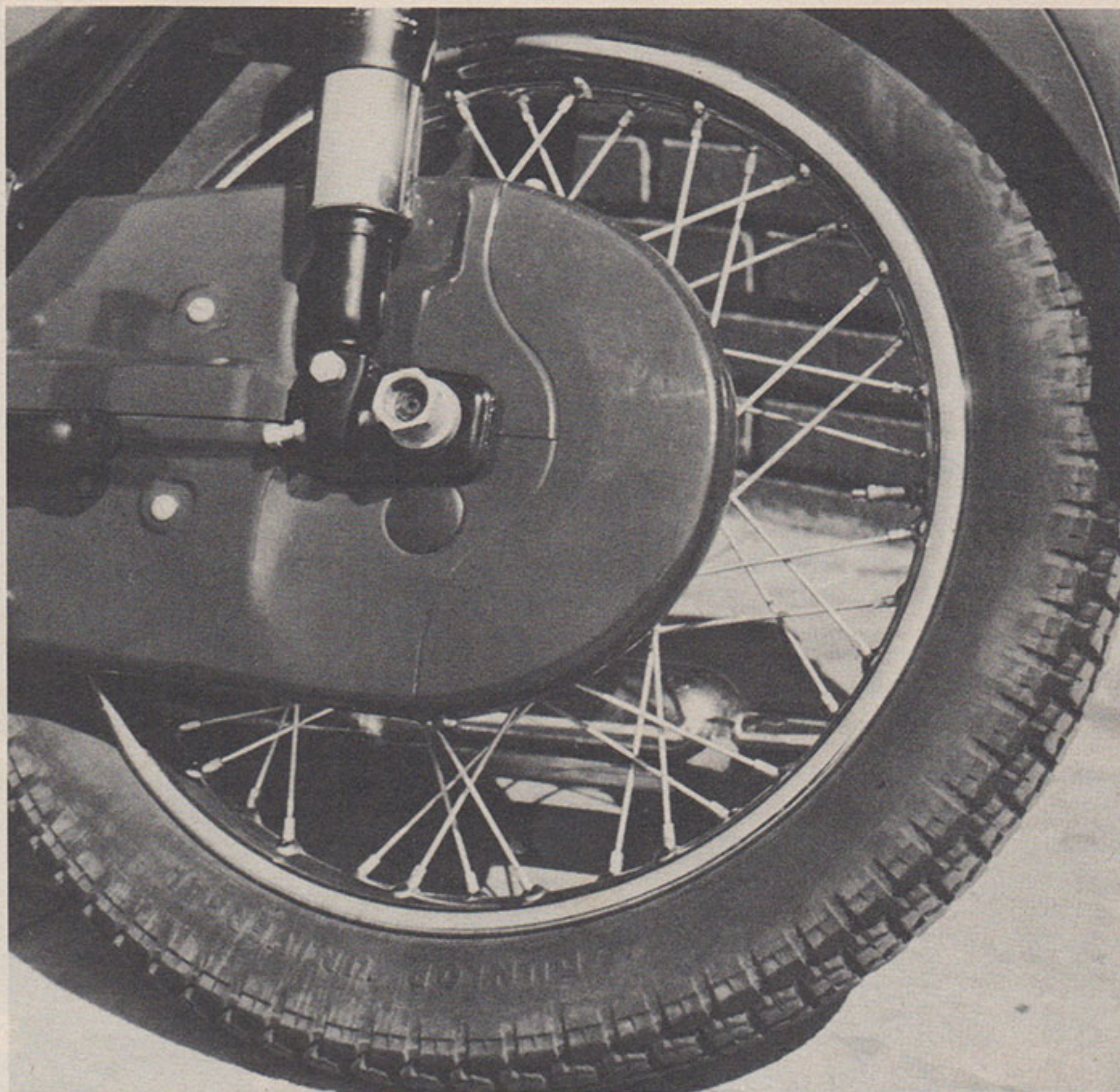
back end of rear guard is detachable for easy wheel removal.

Other equipment includes: a well-made, attractive and comfortable dual-seat, pillion footrests, a trip speedometer, a 7½ inch headlamp and 56-watt generator. The battery is rated at 12 ampere hours. Stop and tail lights are standard, as are the electric horn, tools and tire pump.

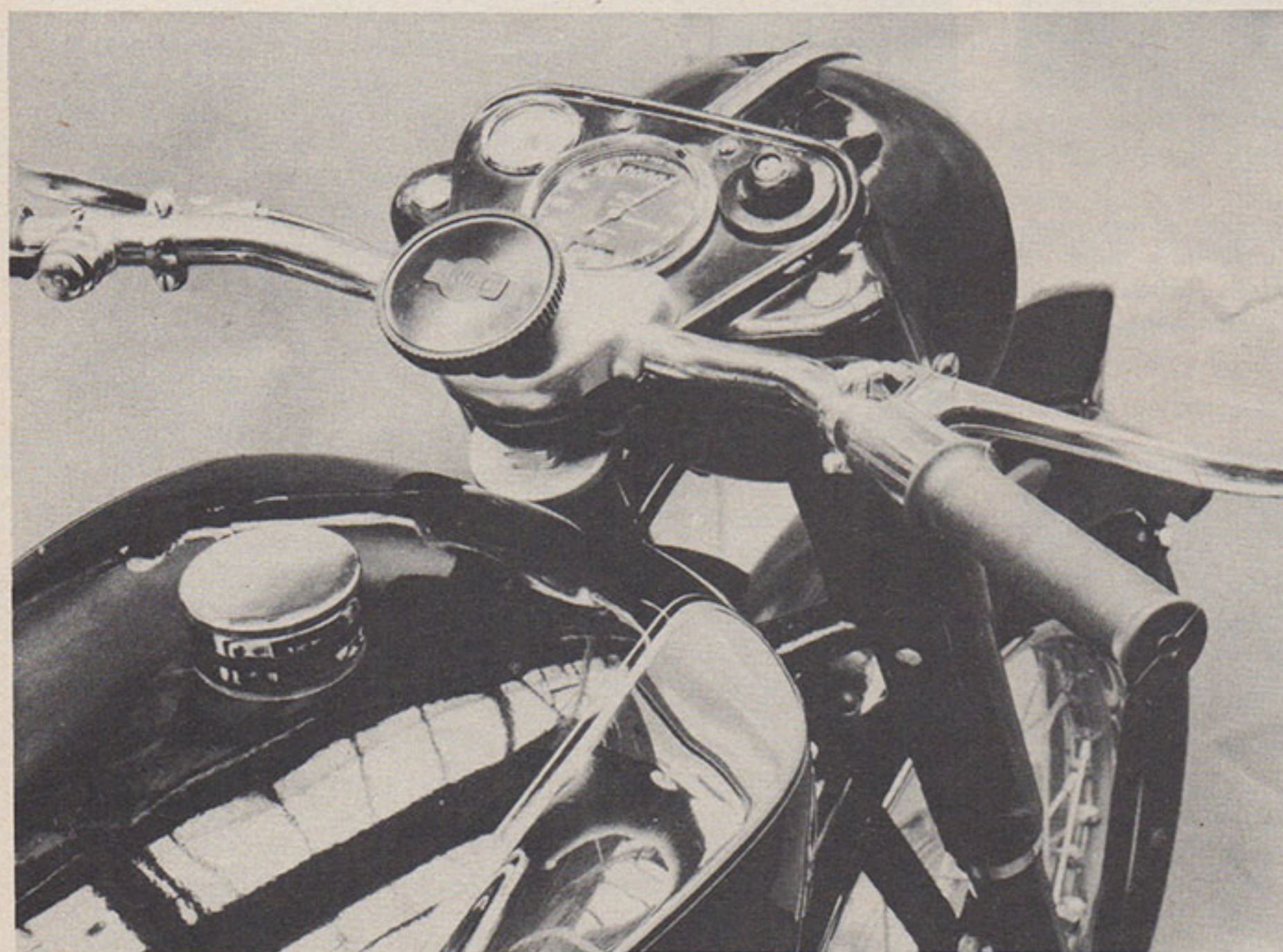
An interesting feature is the unusual headlamp cowl, which extends beyond the lens and protects the rider and oncoming traffic from glare. The headlight is adjustable. Brake operation has been moved to the right side of the machine to facilitate wheel removal and a cross-over linkage permits normal left-foot operation. Removal of the rear wheel is simplicity itself, and leaves the chain and guard undisturbed.

Some of the items which the CYCLE testers felt needed improvement were: lack of a reserve fuel tap, and what the testers considered a poor arrangement of controls on the left handlebar. The dimmer switch protrudes directly into the rider's hand at the grip, and the compression release is also located next to the left hand. The only alternative was to position the release further down the handlebar, inducing a cluttered appearance.

Knurled knobs provide easy access



NEW CHAINCASE: Ariel came up with a good one this year—the chain is completely enclosed in this attractive case. The rear wheel is also quickly-detachable. Chaincase does not interfere. Case is finished in Claret to match the rest of the bike.



INSTRUMENTS: The instrument panel is attractively styled by Ariel, and contains a Smith's speedometer, the ammeter and ignition switch. The large steering damper knob makes it easy to clamp down a bit when rough or wet going is encountered. Damper works perfectly, incidentally. Note the quality of finish on the tank—one of the most attractive color schemes we've seen yet. Tank is crimson—cutaways are chrome. Flat bars shown here were replaced with a set of six-inch hooks which made for more comfort on lengthy rides. They're available just about anywhere. As is the case with many bikes, the positioning of the various handlebar switches was a bit haphazard and required some swapping around.

to the tool compartment—a welcome change from the usual knuckle-busting screw openers. Another good feature is the one-unit rear light and license plate bracket. The air cleaner is large and readily accessible for servicing.

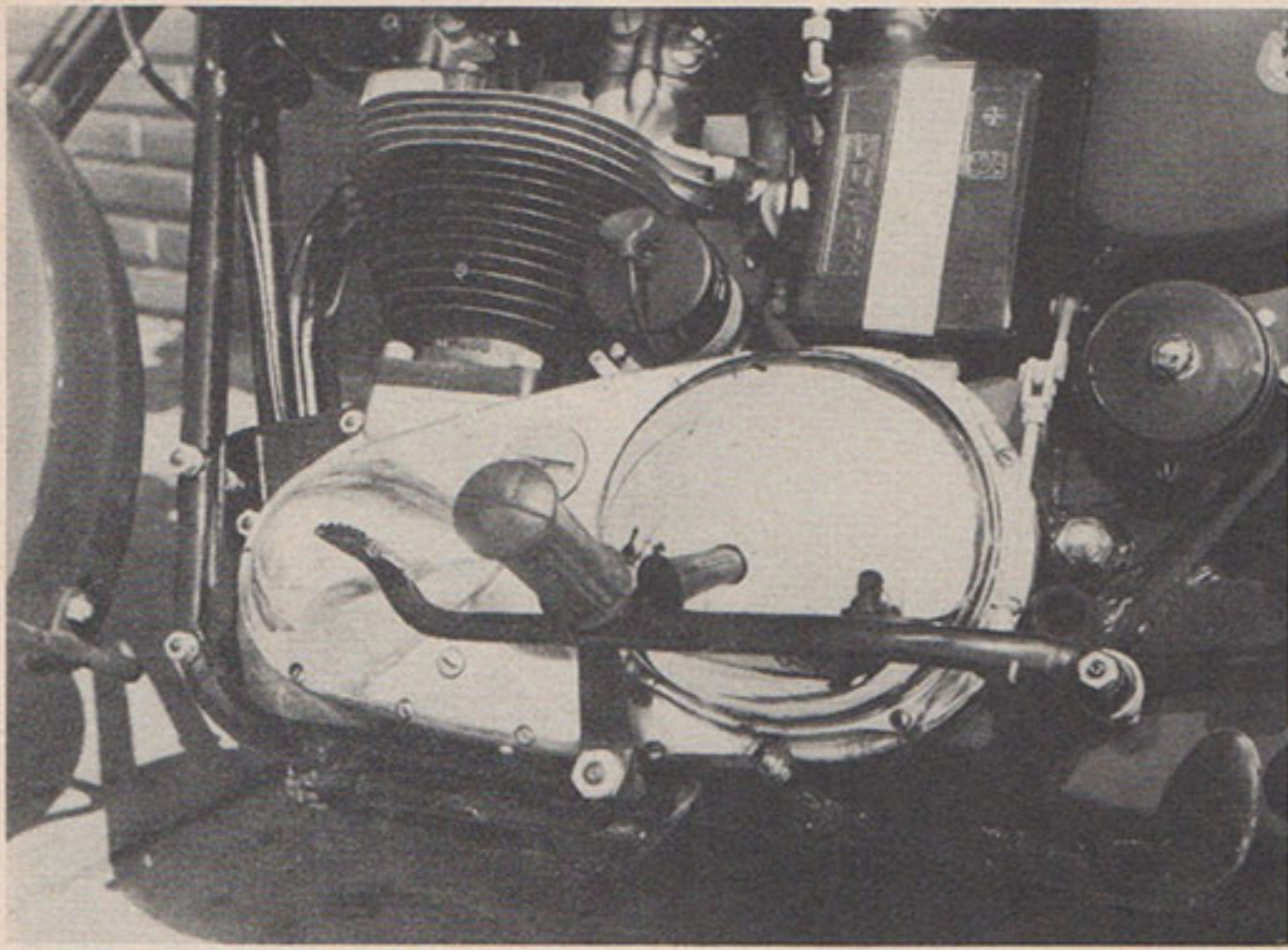
The CYCLE test crew found the Red Hunter to vibrate more than is normal for a 500-cc. single. However, the vibration—which was noticeable between 40 and 55 miles per hour—became progressively less as speed was increased above 55.

The thumper did quite well in the performance tests, although it appeared to pack a high fourth gear. A considerable run at full throttle was necessary before the maximum speed in high could be reached. The Hunter did wind out to 89 m.p.h., however, and the speeds attained in the lower gears were also quite acceptable.

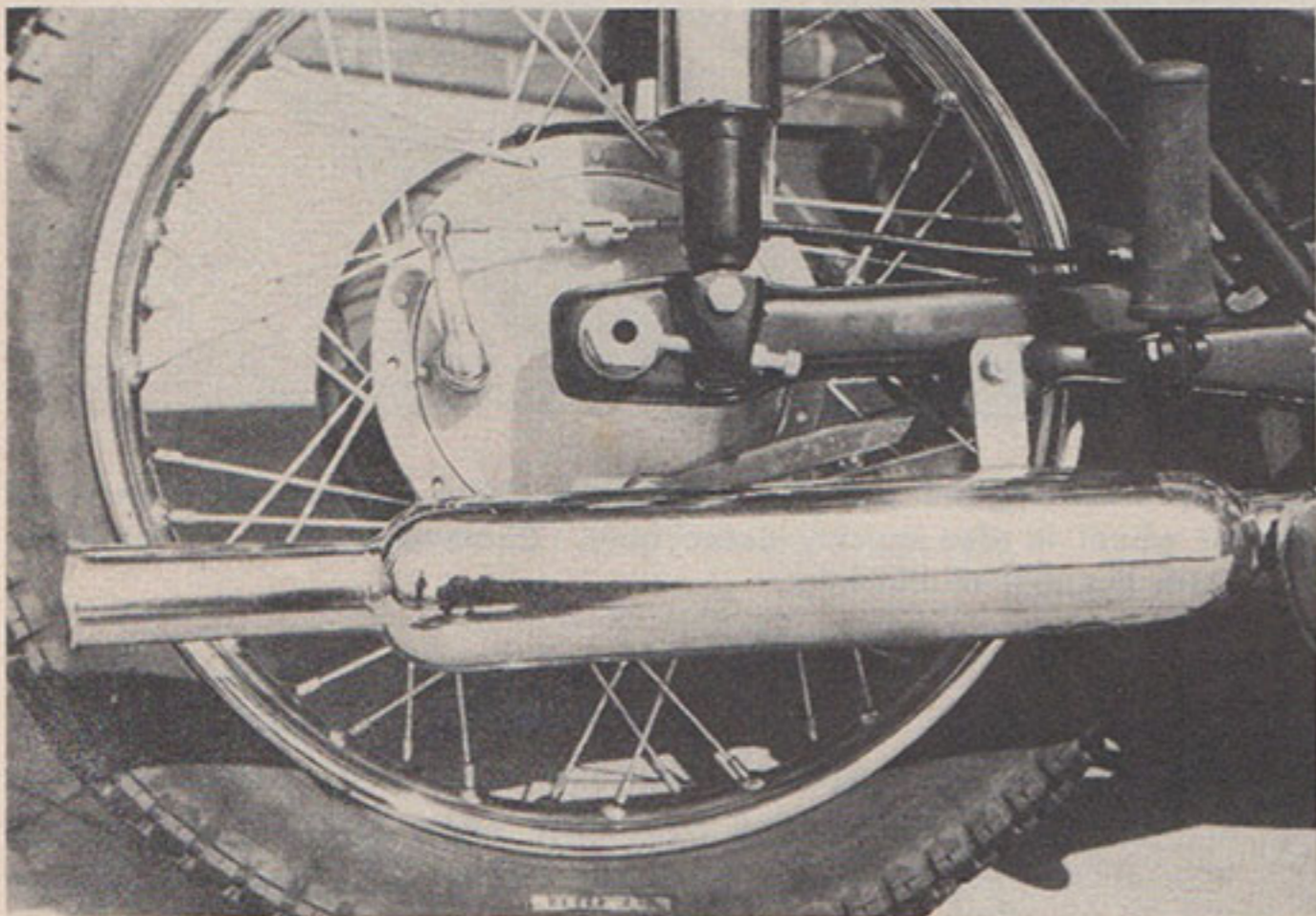
The Red Hunter's brakes were very good as the stopping figures indicate. The front anchor is one of the best the CYCLE test crew has ever encountered. The action was positive, and controllability was maintained at all times—even under severe conditions.

In summarizing, the Ariel Hunter is a good-looking motorcycle with many fine features, outstanding fuel economy and solid performance.

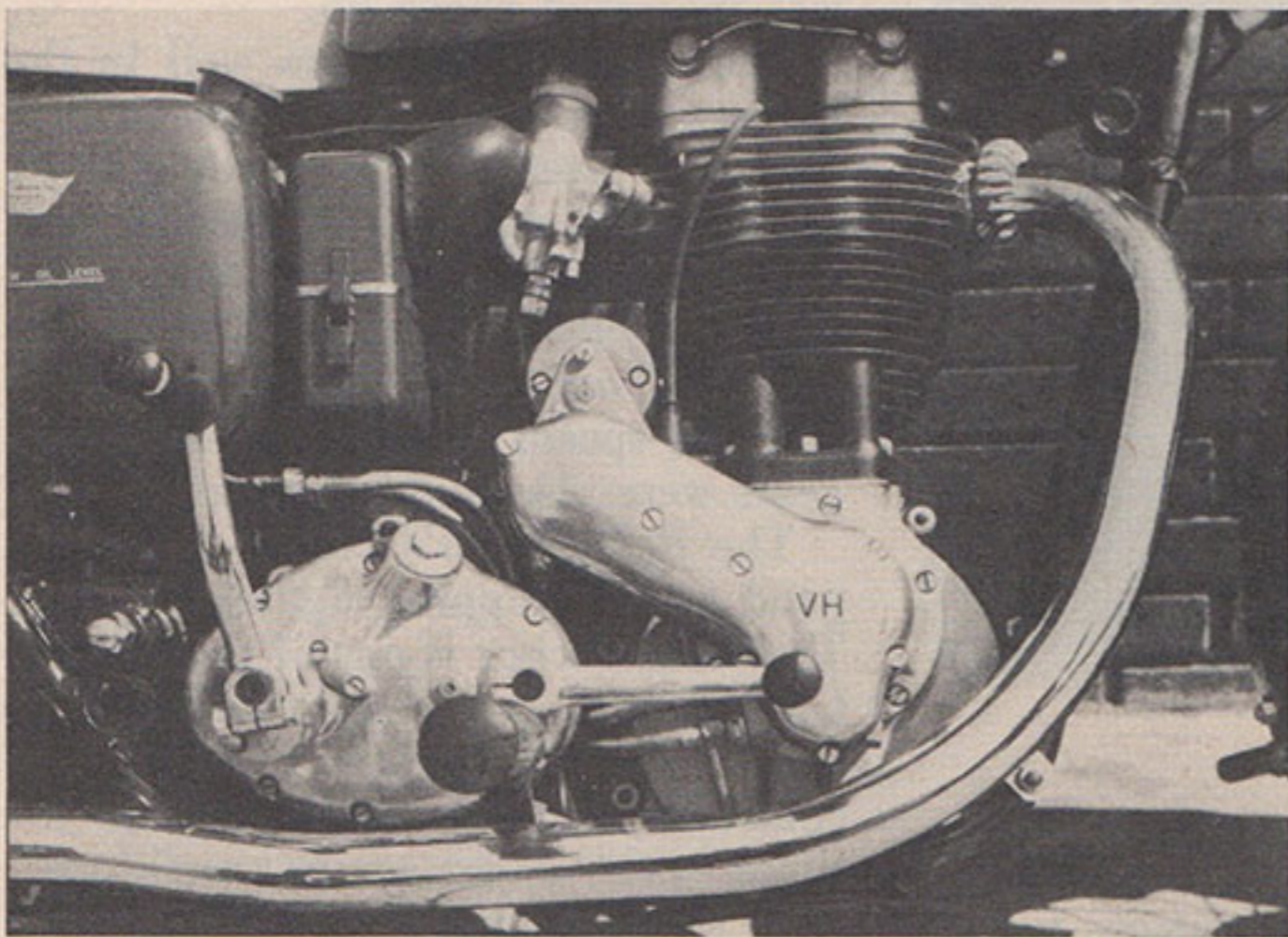
(Continued on next page)



CHAINCASE: Here's one side of the Ariel's engine room. Chaincase is polished alloy. Note uncovered battery—although it was Lucas' non-spill type, we still prefer them undercover. Battery did not vibrate loose during test, however.



CROSSOVER: A linkage carries brake rod to right side of machine, making quickly-detachable wheel possible while permitting rider to brake with his left foot. Muffler quieted the Ariel's exhaust most commendably. Note chain adjuster bolt ahead of swinging arm—very handy.



CYLINDER: Ariel engine features plenty of finning for cool running. Amal carburetor feeds through a Vokes air cleaner that is readily accessible for servicing. Gearbox and timing case are polished.

Performance Summary

MAXIMUM SPEEDS:

1st gear	35 mph
2nd gear	55 mph
3rd gear	80 mph
4th gear	89 mph

ACCELERATION:

1/4 mile drag	20 sec.
1/10 mile drag	9.4 sec.

BRAKING DISTANCES:

from indicated 20 mph to full stop—

Front brake only	20' 2"
Rear brake only	31' 9"
Both brakes	12' 10"

GASOLINE MILEAGE:

Average	70 mpg
---------------	--------

SLOW RUNNING:

4th gear without chain snatch	18 mph
-------------------------------------	--------

Specifications

ENGINE: Vertical OHV Single—81.8 x 95 mm.—497 cc. or 30.4 cubic inches. Cast iron cylinder and aluminum alloy cylinder head with valve seat inserts. Vachrome top piston ring. Crankshaft mounted on two heavy duty roller bearings and one ball bearing. Double row roller big end. Gear-driven camshaft. Pushrod operated overhead valves. Lubrication—double plunger pump. Chain-driven magdyno. Manual ignition control. Amal "Monobloc" carburetor with air cleaner.

FRAME: Duplex cradle type, fully triangulated. Swinging arm rear suspension. Hydraulic damping. Rubber-bushed pivots. Lugs for sidecar attachment either side. Theft-proof steering lock. Stands: spring-up central and tubular front—also prop stand.

FRONT FORKS: Telescopic with hydraulic damping. Headlamp hood and fork cover with built-in illuminated instrument panel containing speedometer, ammeter and lighting switch.

HUBS: Full-width light alloy, fitted with heavy-duty ball bearings front and rear. Central brakes with non-fade linings. Car-type fulcrum adjustment. Quickly-detachable rear wheel.

TRANSMISSION: Four-speed gearbox, foot control. Three-plate dry clutch. Engine shaft shock absorber. Polished aluminum oil bath primary chain case. Rear chain protected and lubricated.

HANDLEBARS AND CONTROLS: Adjustable, chromium-plated, 7/8-inch in diameter.

TANK: Rubber-mounted, enamelled and lined, with chromium-plated motifs. Quick-action filler cap.

FENDERS: Wide D Section. Back end of rear fender detachable to facilitate wheel removal.

EQUIPMENT: Ariel twinseat and pillion footrests, Trip speedometer 120 mph. 7 1/2-inch headlight. 5-watt dynamo. 12-amp battery. Stop and tail light. Reflector. Electric horn. Tool box and tools. Tire pump.

FINISH: Deep Claret enamel.

MANUFACTURERS: Ariel Motors, Ltd., Birmingham, 29, England.

LACONIA

June 11-17

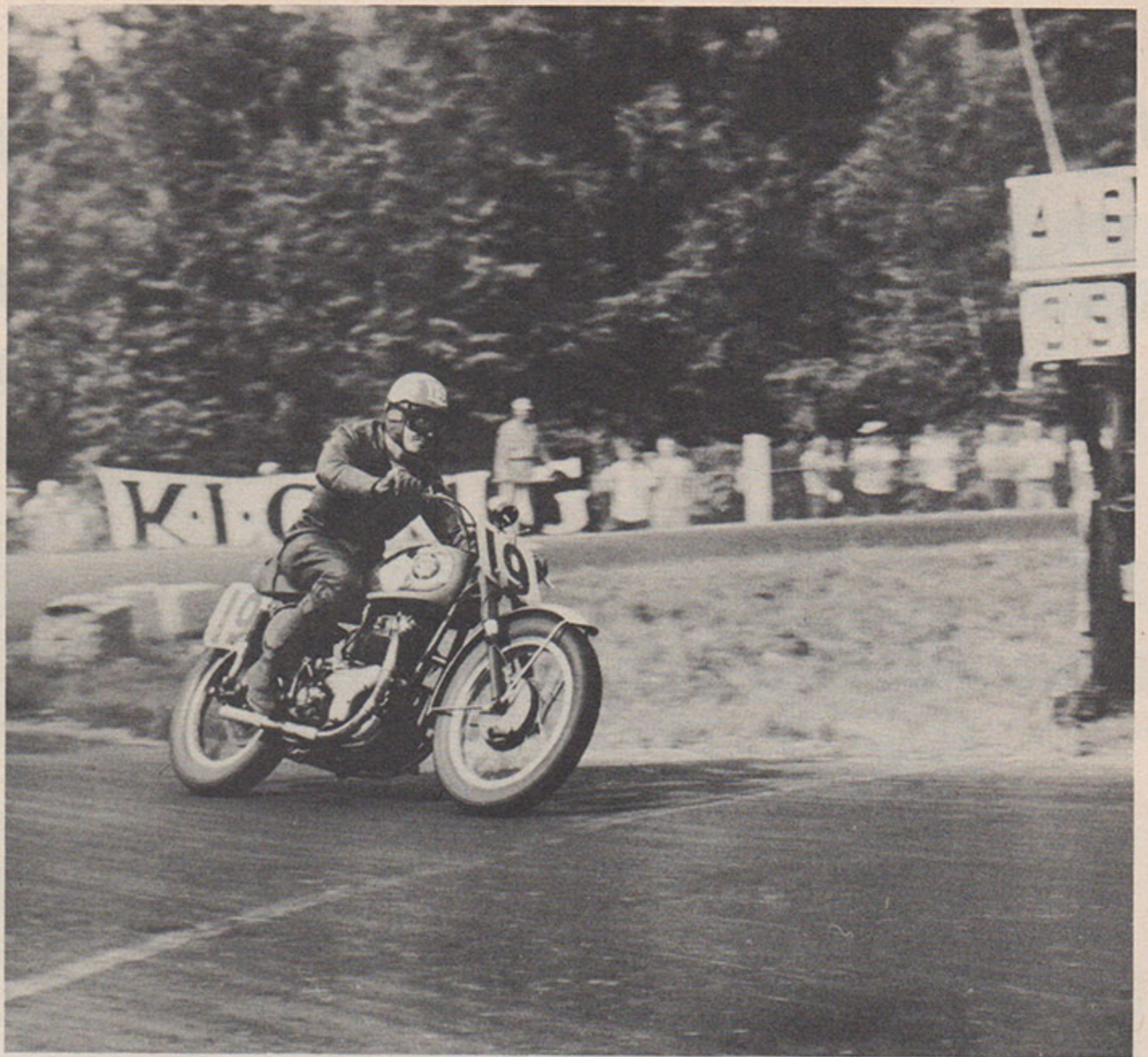
By Fritzie Baer

LACONIA, N.H.—A 100-mile Class A road race, a Class B 50-miler and a full program of heat races will feature the 1956 Laconia, N.H. gypsy tour and race meet, to be held over the famous mountain course here June 16 and 17.

Club contests, sporting events, boat rides and other programs have been planned to attract the many spectators who will crowd the lush Belknap Mountain Recreation area to watch the best in the nation have at it over the newly-paved "mountain mile."

Last year's feature was won by Brad Andres of San Diego, Calif., who piloted his K Model Harley-Davidson over the 100-mile route without incident to gain one of the victories that brought him the 1955 national championship.

A full week of events has been scheduled, beginning June 11 and ending with the 100-mile finale on Sunday afternoon, June 17. ●

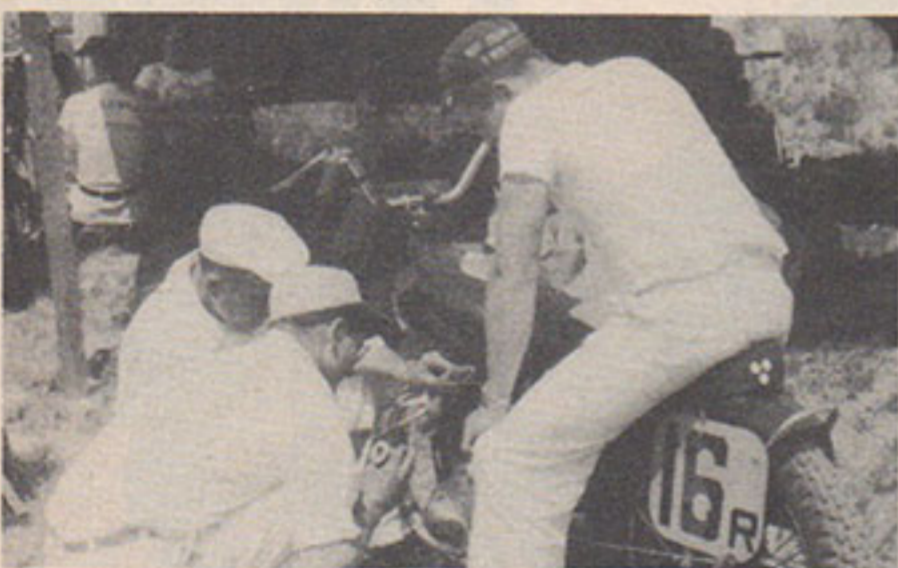


LACONIA BECKONS: A full program of racing and the ever-popular gypsy tour will once again highlight the annual Laconia, N.H. meet, to be held June 11-17. Laconia's sponsors are going all out to make 1956 the greatest yet. Photo shows Warren Sherwood of Cornwall, N.Y. on a BSA during the '55 100-mile race. —Mercer Photo.

Riverside—

(Continued from page 17)

Another northern California invader, Harley-Davidson exponent Dick Chase, won the first Amateur semi-final in 4:38.57. Axthelm and Swatzel



WELDER: Ken Maley of Long Beach, Calif. (center) brazes an exhaust pipe between races. Maley is usually on hand with his welding outfit at west coast events. He also specializes in racing footwear and skidshoes.—Lee Photo.

ran one-two behind Chase. Thurman and Simmons then staged a thrilling wheel-to-wheel battle in the second "B" semi, with Thurman getting home in 4:38.15 to nip his adversary. Don Smith of San Francisco took third.

Kiesow gave the huge crowd a taste of things to come as he grabbed the first expert semi-final in 4:38.39. Dick Everett of Pasadena and Dick Mann of San Jose trailed. Both were running BSA's.

Two three-lap trophy dashes were next on the agenda, with Schlaman taking the "B" go-round from Nicholson and Brundage in 2:44.63, and Wheat getting the checkers in the expert dash ahead of DuBois and Meier in 2:46.82. Then came the two final events to finish the eventful afternoon of racing.

The program was opened by a parade, led by several members of the Motor Maids, followed by the competing riders—a most impressive sight. Under typically brilliant California sunshine, the procession provided a fitting opening to the thrill-packed presentation.



WHEEL-WALK: "Honest, Ma, I landed dead level." "I can't help it if the track runs downhill!" Some came in nose-first, others landed on the tail wheel. Riverside jump is tricky indeed.

The oiled dirt track surface, meticulously prepared by the sponsoring Riverside Junior Chamber of Commerce, proved lightning-fast. However, there were few spills. The sharp hairpin turn at the end of the starting



DASH WINNERS: Charlie Wheat (left), winner of the expert trophy dash, and Jack Schlaman, the amateur dash victor, admire their trophies which were presented by Mrs. Eddie Kretz, Jr. (center). —Lee Photo

straight provided the most excitement as the riders funnelled into it bar-to-bar on the first lap of each event. Several falls took place at this point, and a few other unfortunates were forced to take the escape road out.

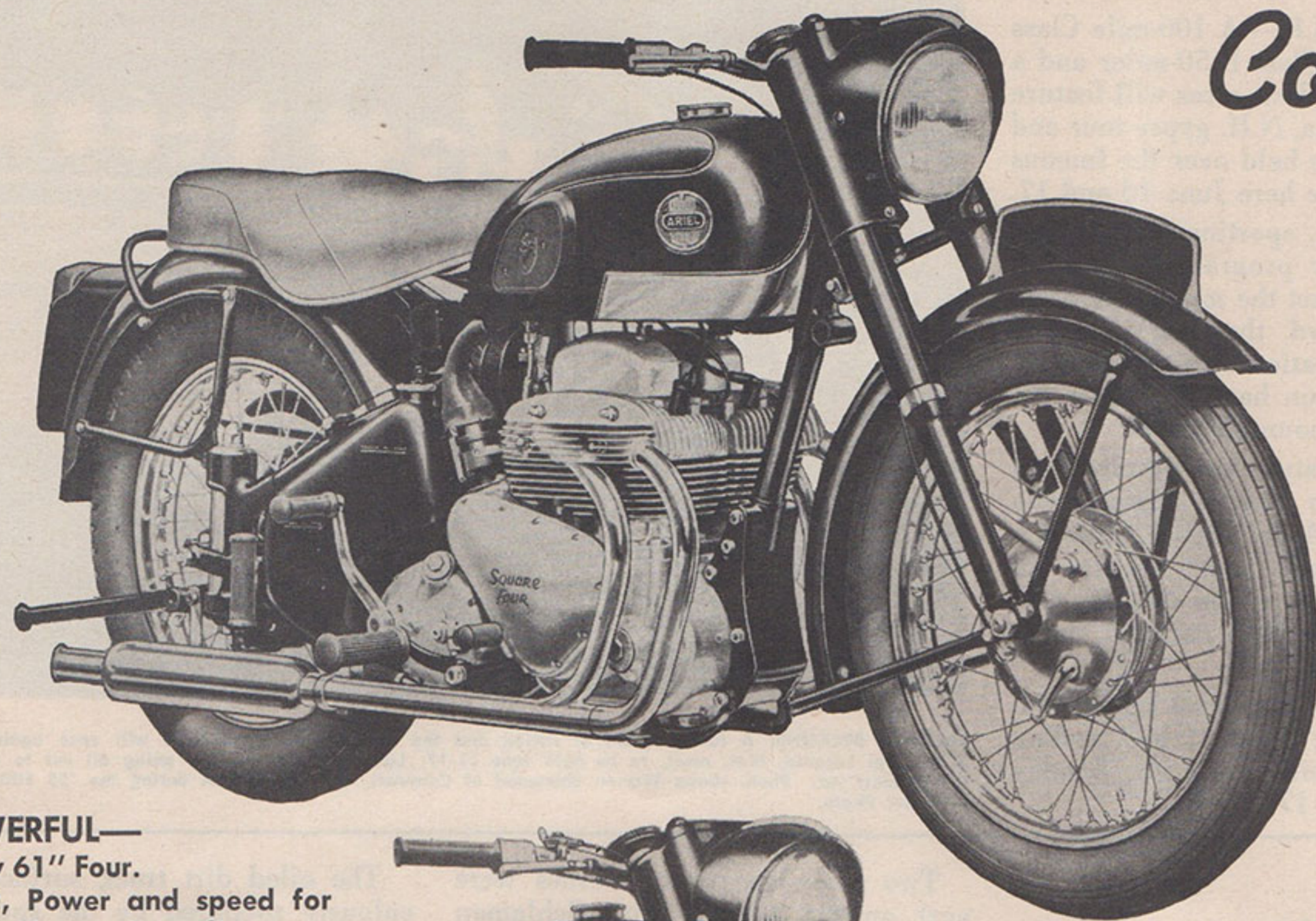
Not all the spectaculars came via the spill route, however. Many of the competitors put on tremendous performances. Especially impressive was Ray Tanner, riding a Harley-Davidson 74 for Rich Budelier of Los Angeles.

(Continued on page 28)

ARIEL

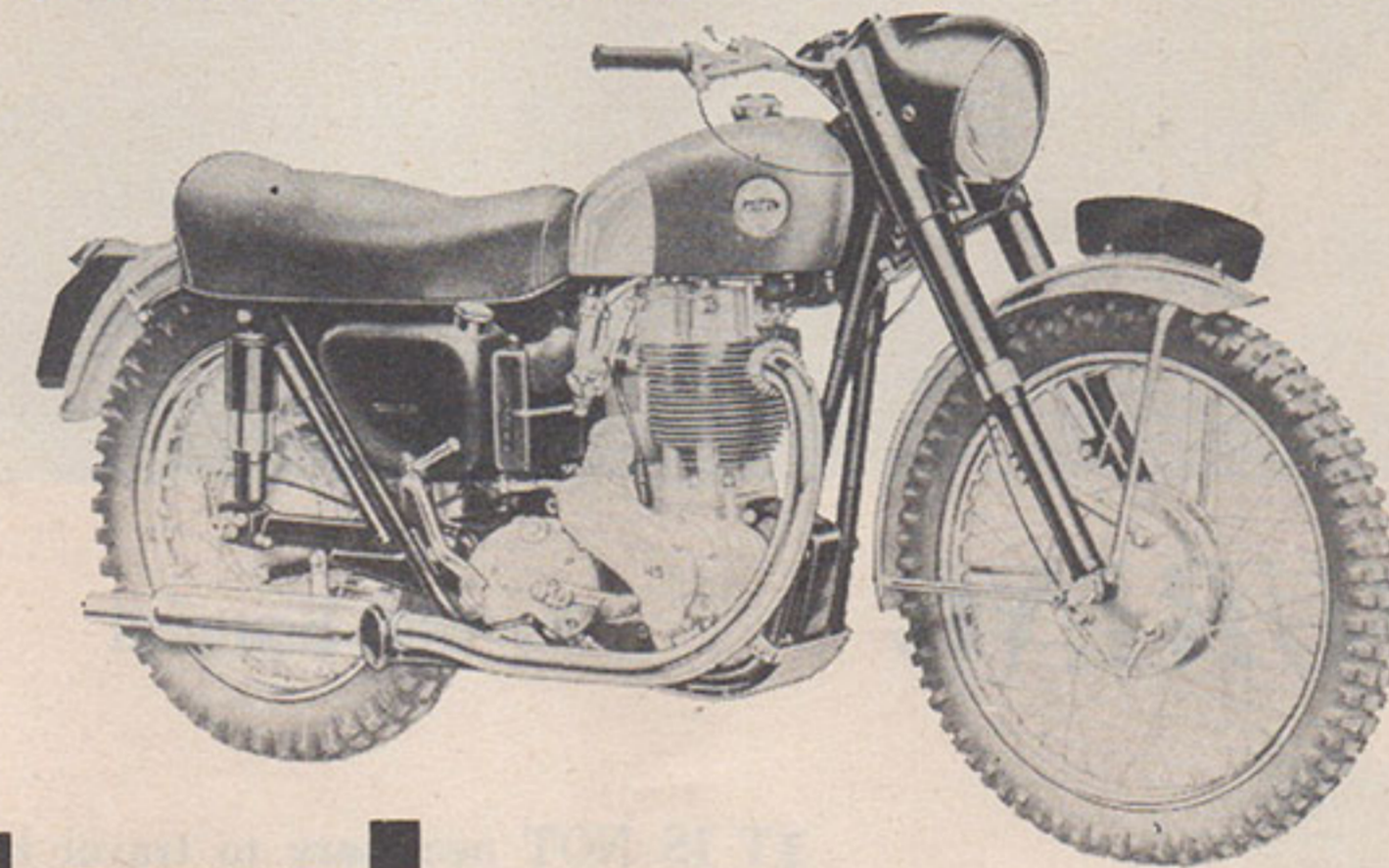
The Modern Motorcycle

Complete Line

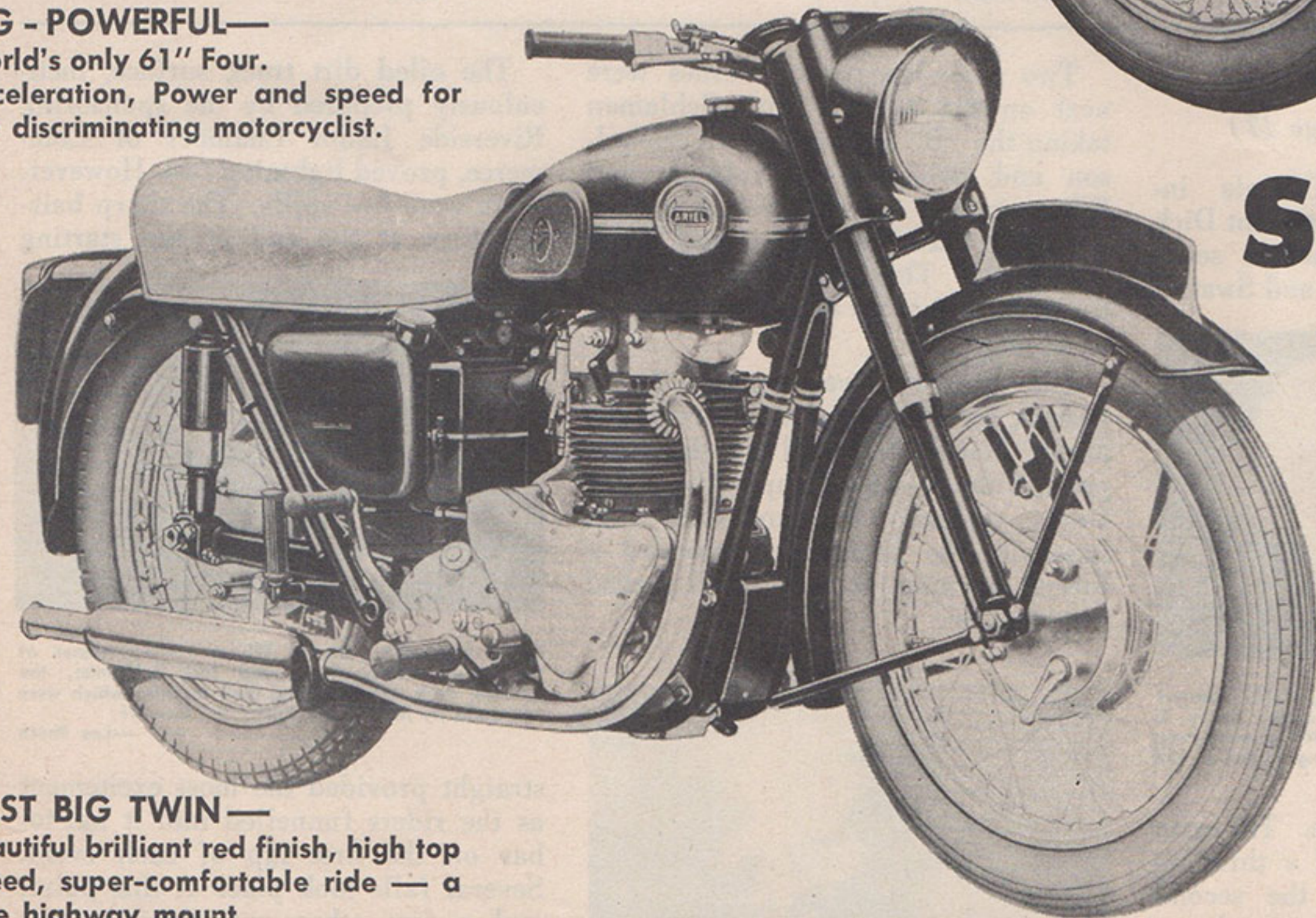


**61" Four Cylinder Model 4G
40" Twin Cylinder Model FH
& Singles in 200 and 500cc**

SCRAMBLES SPECIAL—
High power, easy handling, superb reliability for the Scrambles enthusiast.

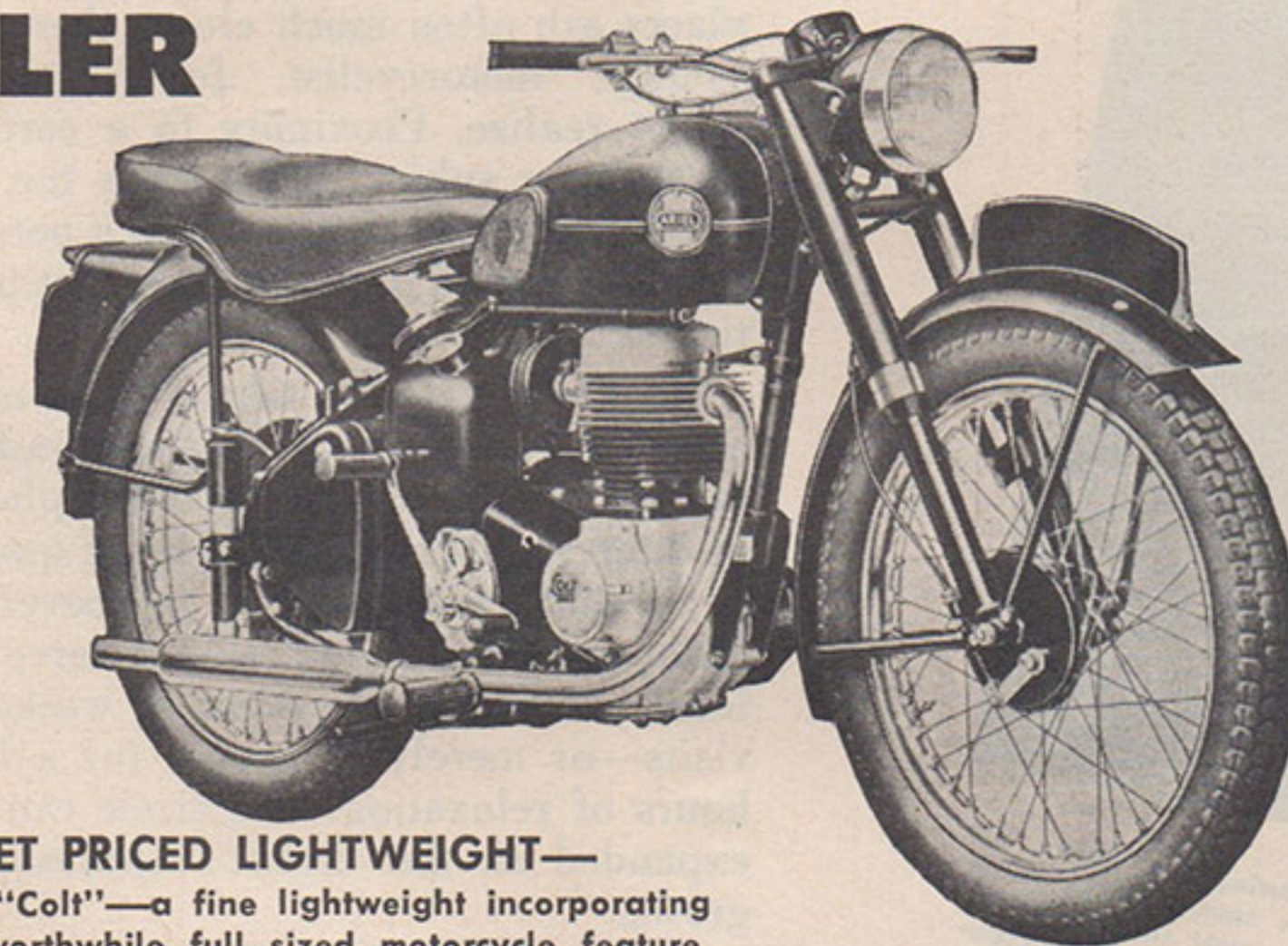


BIG - POWERFUL—
World's only 61" Four.
Acceleration, Power and speed for the discriminating motorcyclist.



See them Now!

ASK YOUR DEALER



BUDGET PRICED LIGHTWEIGHT—
Ariel's "Colt"—a fine lightweight incorporating every worthwhile full sized motorcycle feature.

DEALERS!

Hang this sign in your window—cash in on the demand for Ariel this season!



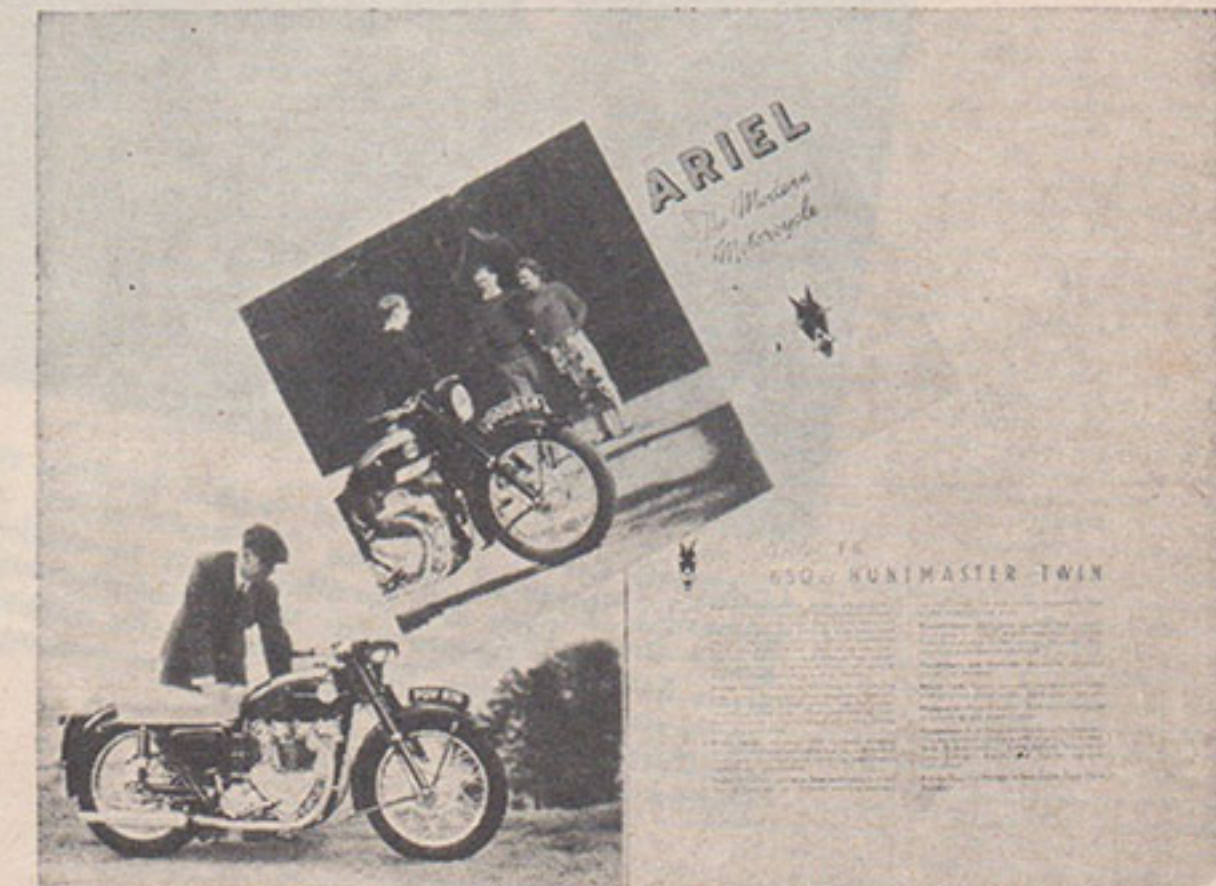
You get powerful CONTINUOUS advertising in all National Motorcycle Publications.



You get continuous publicity on Ariel competition wins.



You get beautiful full color catalogs — posters.

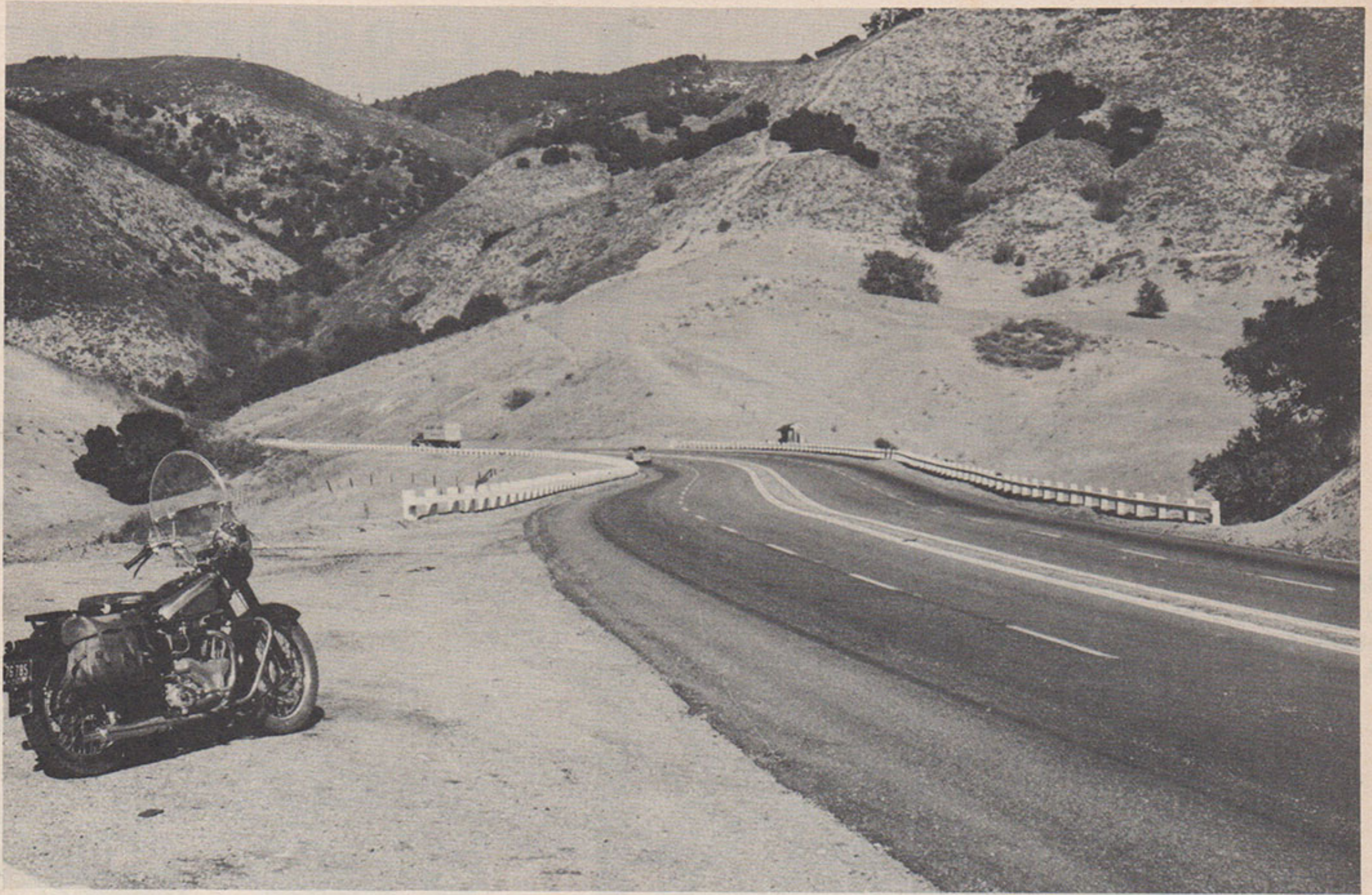


Write nearest distributor for details on Ariel Dealership opportunities!

In the West
Johnson Motors, Inc.
267 W. COLORADO ST., PASADENA 1, CALIF.

Specifications and prices on Ariel models may vary from East to West. Consult your dealer.

In the East
BSA
INCORPORATED
639 Passaic Ave., Nutley 10, N. J.



MOTORCYCLE TOURING

By Cliff Boswell



LOADING RACK: Sections of lumber loading racks, used during the 1800's by schooners anchored off the California coast, still stand in some places along Route One. They are familiar sights to cyclists touring the west coast. Lumber from Redwood forests near these well-preserved racks helped rebuild San Francisco six times after fires swept the city between 1849 and 1857. Such interesting structures are easily available to the touring motorcyclist in most parts of the United States.

IT IS NOT necessary to travel long distances to encounter wide variances in landscape, customs and locations rich in historical tradition. Such places are often much closer than the average motorcyclist, for instance, might realize. Proximity to a certain location or subject often dulls the interest that might be present in a person residing a good distance from that particular point.

Should the cyclist take a local map and draw a circle of 100-mile radius around his present home, many places of interest that could be reached quickly would probably be discovered. Many of these points would serve as ideal places for overnight or weekend visits—or merely as a spot for a few hours of relaxation. The circle can be expanded as the cyclist's enthusiasm grows.

There is no better way to learn firsthand the various traditions of the United States, or to enjoy its magnificent scenery, than from the saddle of a motorcycle. The city dweller will want to become better acquainted with the vast open spaces, timbered slopes, fertile valleys, streams, lakes, and camping spots that are often found just a



SAWMILL: A white plume of smoke in the western portion of the U. S. often means a sawmill such as this one. In the east, it might be a cement plant or similar industry.

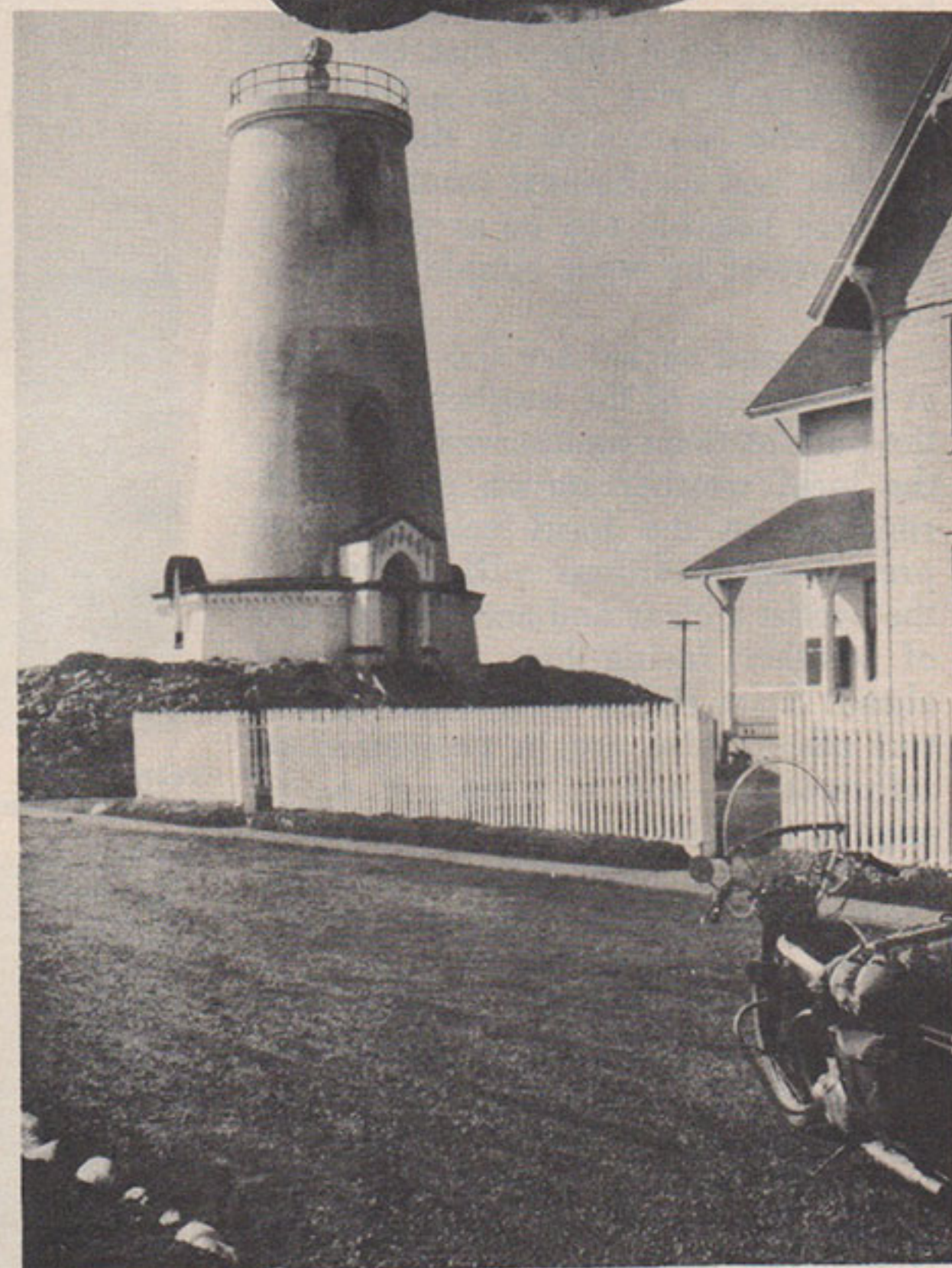
BOTTLENECK:—But not for the traveling cyclist, who can maneuver through such traffic jams.



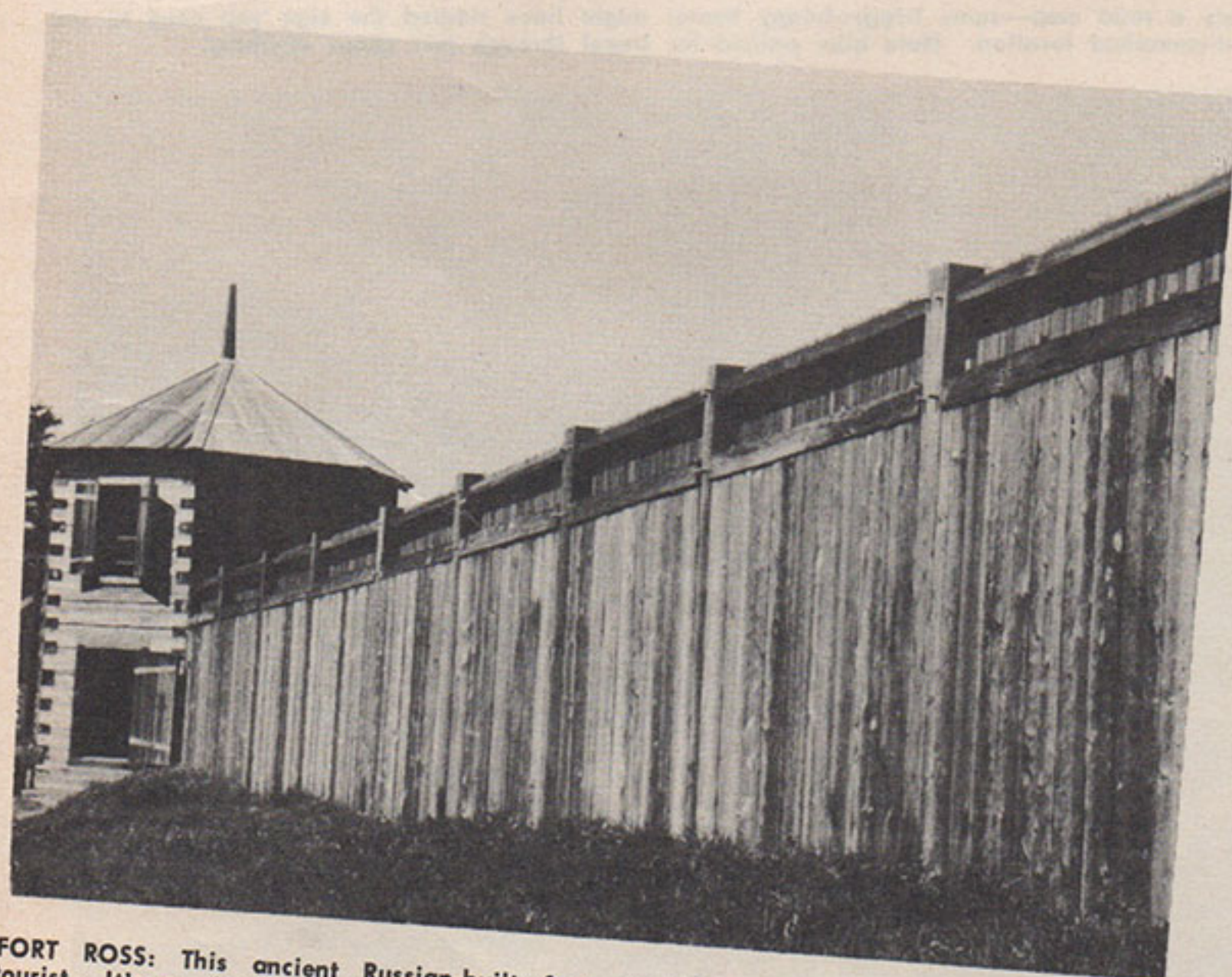
few miles from metropolitan areas. The motorcyclist living in a rural area, however, would undoubtedly find the rush and press of a large city exciting and different.

A motorcycle often becomes the passport to virtually inaccessible areas the automobile could never reach. It is not necessary to stay on paved roads and first-class highways with a cycle. A bike is unrivalled for woods touring, or traveling over fire roads and trails.

Since a motorcycle is something out of the ordinary in many parts of the country, the cyclist will usually come into contact with more people. This is especially true if his journey has taken



LIGHTHOUSE: This scene might have been snapped around Cape Cod, Mass., but is actually the Coast Guard light at Piedras Planas Point, Calif.



FORT ROSS: This ancient Russian-built fort can be reached easily by the tourist. It's on the California coast.

him to an area some distance from home. An out-of-state motorcycle license plate almost invariably brings friendly comment from service attendants, waitresses and others. In fact it will often be found that the people encountered on a trip are fully as interesting as the journey itself.

(Continued on page 26)

(Continued from page 25)

The combination of a camera and a cycle can result in a most enjoyable tour—plus many pleasant memories afterward. It may seem like a time-wasting process to take snapshots while on an outing. Many people have found it time well spent after the trip was over, however. Nothing recalls an incident faster than a snapshot.

It is not necessary to be an accomplished photographer to get good results. The simplest of cameras, if supplied with the correct type of film and used under the right conditions, will reward the user with quality pictures. In order to avoid disappointing shots, however, a little knowledge of "what-to-do-when" is essential. Most camera shops stock pamphlets instructing novices in the basic procedures necessary to get good snapshots. An hour or two spent in getting the few requirements down pat can mean professional-type pictures by the average touring cyclist—whether using an expensive 35-millimeter rig or a simple box camera.

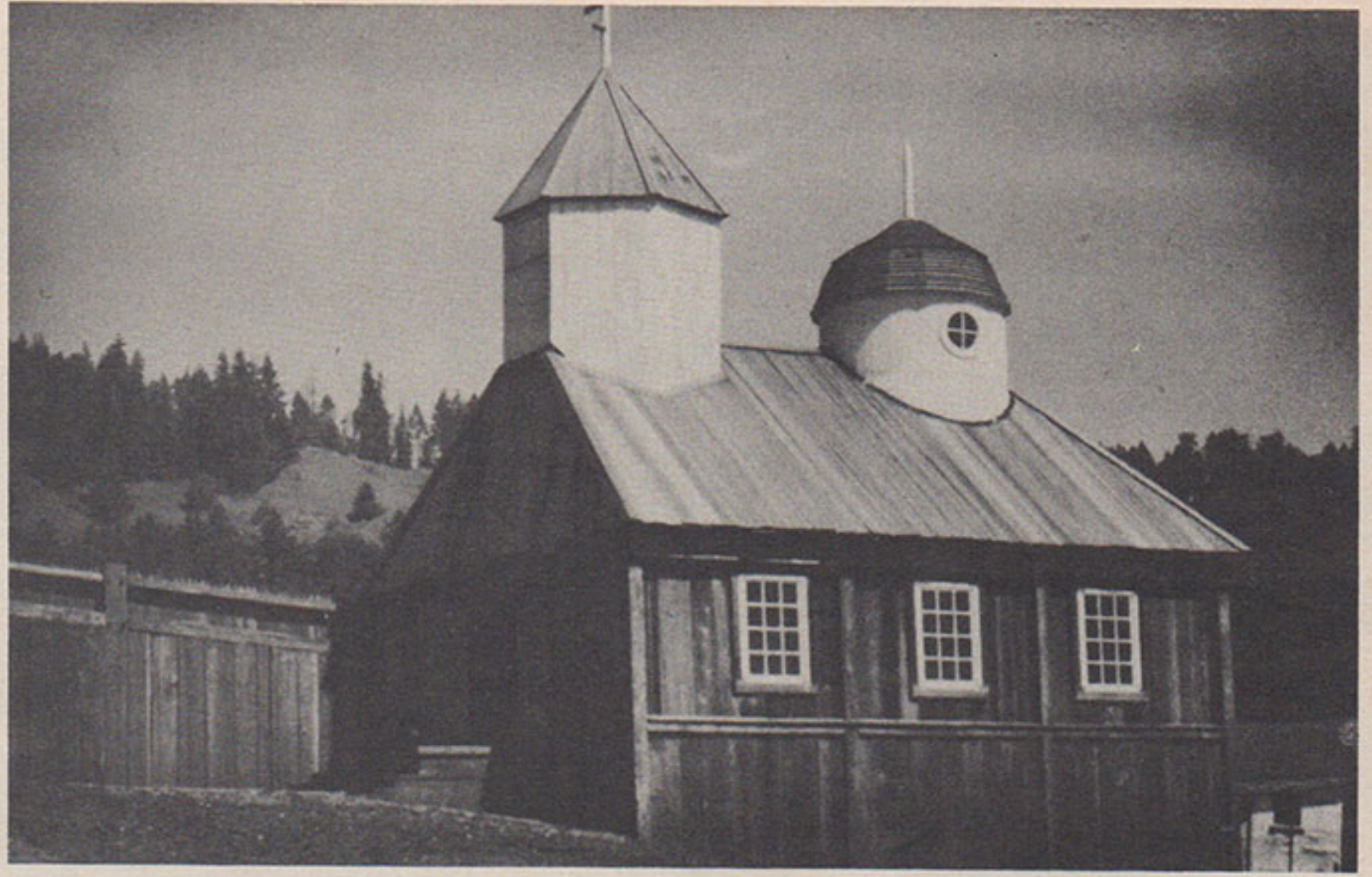
There are two things that can ruin a motorcycle tour for the unfortunate rider who encounters them—bad weather and mechanical trouble. Both of these hazards can be avoided to a large extent by some simple preparations:

Many and varied are the jokes told at the expense of the weather bureau—the bulk of them undeserved. A call to the local weather station or a quick rundown in the local newspaper of prevailing conditions will often give the cyclist a clear and accurate picture of weather facing him on the road ahead. State Police and Highway Patrol officers also are in possession of information—and will pass it on to anyone troubling to ask.

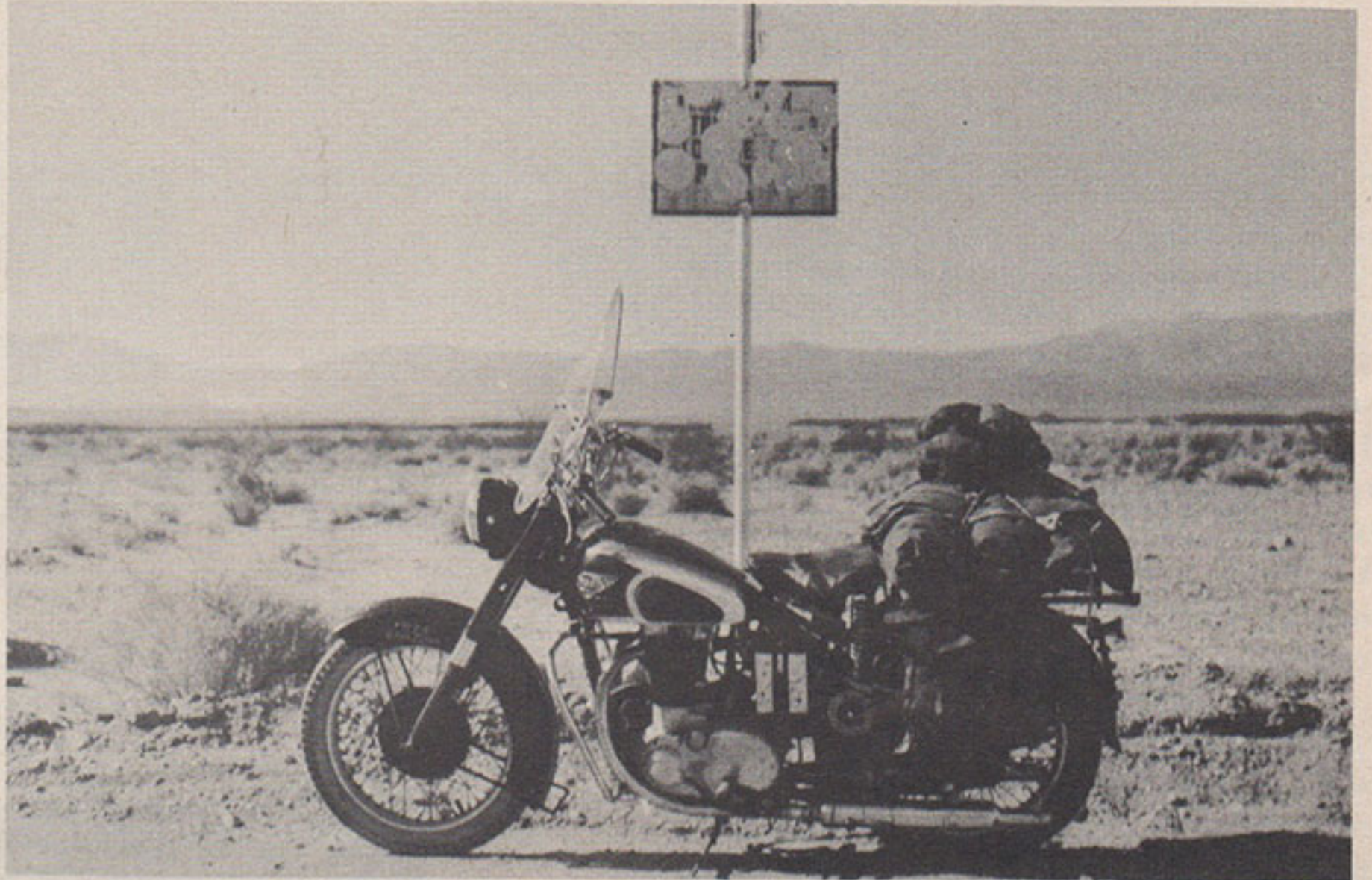
A thorough check of the bike before the tour is under way, and an adequate supply of tools and spare parts included in the rider's kit, will forestall any trouble save a major breakdown on the road. The checking and preparation may seem tiresome when the would-be traveler is anxious to get going—but it will pay off in hours of trouble-free riding.

With everything accounted for and a destination of some sort in mind, the cycle tourist can now take to the open road—a pleasure that only the owner of a bike can fully experience.

With warm-weather months and vacations approaching, we motorcyclists can make the most of the great opportunities our hobby affords us. Try a tour by motorcycle sometime soon. It can be an unforgettable experience. And if we should meet on the road, let's swap a yarn or two! ●



CHURCH: Another Fort Ross scene—this one of the church there. Russian architecture is plainly evident. Old French and English fortifications can be seen in the northeastern part of the country, while Spanish architecture is prevalent in Florida and parts of the southeast. Touring cyclist has a wide variety of sightseeing choices.

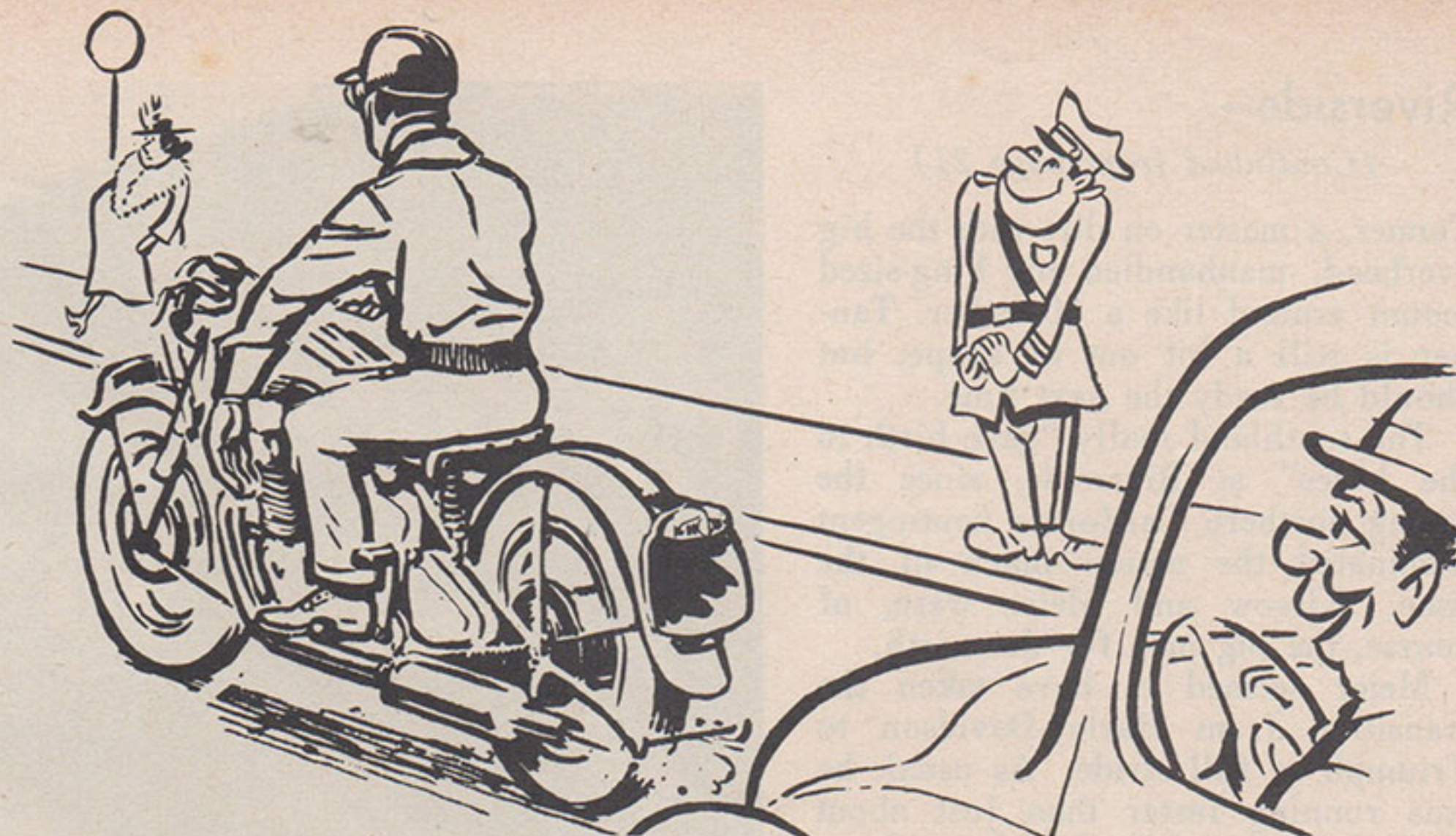


PREPARATION: Carry a road map—some trigger-happy hunter might have riddled the sign you need to get out of an otherwise-unmarked location. Note bike packed for travel through just about anything.



FIRE: Haze at top of picture is a forest fire near Cachuma Dam north of Santa Barbara, Calif. Author Boswell's BSA got him right up with the rake-and-shovel brigade after roads were blocked. Boswell, an authority on touring, gathered these splendid pictures in the course of his motorcycle expeditions through the west.

SAFE



MOTORCYCLING—

"Safe Motorcycling" is reprinted in part through the courtesy of the Triumph Corporation, Towson, Baltimore 4, Maryland. The company provides the purchaser of each new Triumph with a booklet of the same title, based on the training given the London, England, metropolitan police motorcyclists.

IT IS NOT necessary to ride a motorcycle flat out to enjoy it. In fact, riding in an intelligent manner, and handling the motor as it should be handled, can provide as much enjoyment as pushing the bike to its limit—and in many cases, both bike and rider will be around longer as a result.

Many motorcycle accidents occur through the inability of the rider to stop his machine in time to avoid accident. When braking, do so while the motor is upright and on firm footing. Use both brakes—in conjunction with the gearbox. If braking must be carried out while the machine is being cornered, use the rear binder only. This rule also applies on slippery surfaces.

Choose the correct speed and gear to corner, and position the motorcycle on the right line before entering a bend. Don't enter a corner too fast, and don't accelerate through it. Instead, turn it on when coming out of the bend. Three questions the rider should ask when negotiating a curve

are: "Am I on the right side of the road?" "Can I stay on the right side?" "Can I stop if some obstacle appears that is presently outside my field of vision?"

Concentration is an important ally of the motorcyclist. Concentration on a minor detail will often tip the rider off to something about to happen. Daydreaming, on the other hand, may result in an accident. Concentration will help insure the skillful handling of the motorcycle, and cut down on missed shifts and hard braking.

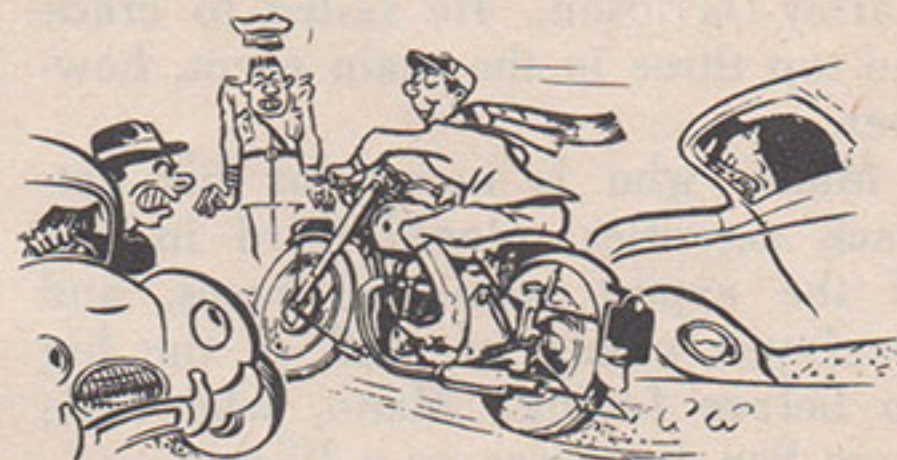
Do not "tailboard" the vehicle ahead, but instead ride at a safe distance to the rear. The heady rider does this, and doesn't attempt to pass until the maneuver can be accomplished in perfect safety. Whenever in doubt—don't. Avoid those hairy flat-out runs past a car in third gear, while an approaching auto looms larger and larger and the margin of safety disappears.

When passing in the clear, however, don't linger next to the car being passed, while a quick check is made for possible good-looking females or other goodies aboard. Drive with deliberation and without hesitation.

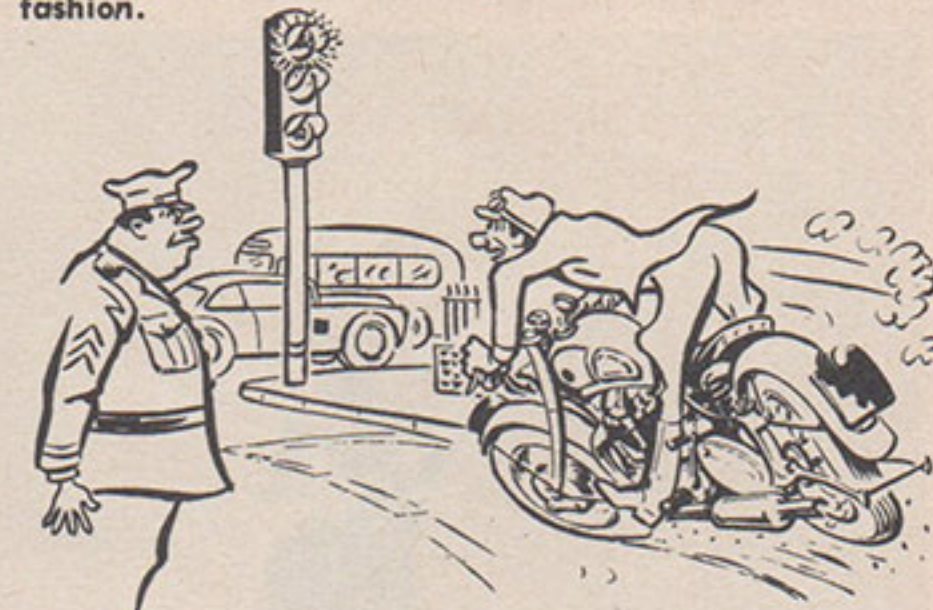
At 60 m.p.h., a motorcycle travels 88 feet in one second. The average rider takes at least a second to find the brakes. Speed, therefore, should be used intelligently—and only in the right places. Anybody can ride fast enough to be dangerous.

Since many "Sunday" motorists develop a blind spot in regard to spotting approaching cycles, the bike horn should be used whenever necessary. Augment the hooter with hand and headlight signals, depending on the time of day. Signals are important—very few motorists possess psychic powers.

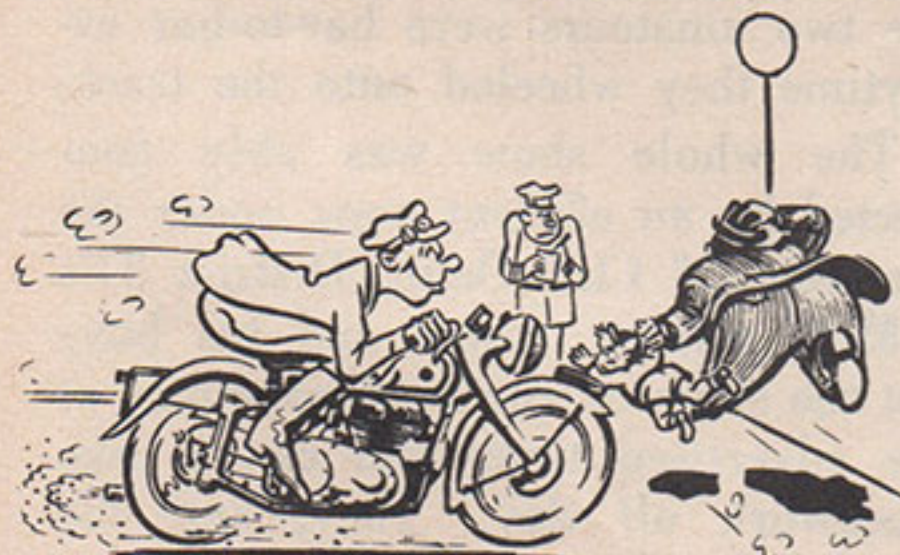
Lastly, it is wise to develop the art of courteous driving—something of a hard task when the rider has to cope with today's traffic conditions. The use of courtesy, plus the other recommendations listed, will make motorcycling more enjoyable for the motorcycle rider—and the other users of his particular stretch of highway.



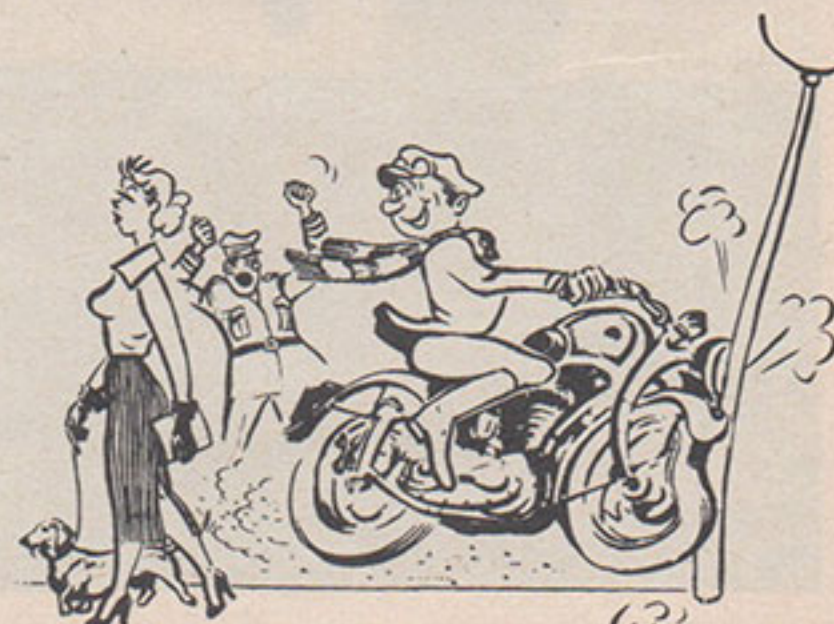
CUTTING IN:—Just try this caper on a couple of taxis some time! Had the cyclist passed quickly instead of hesitating, those irate gentlemen would be beaming instead of steaming. Ride a bike in decisive fashion.



WHOA:—How to cup front tires in one easy lesson—anticipation of the stop light change would have enabled this rider to shut off half a block away.



GO SLOW:—Especially in built up areas—crosswalks do not make ideal starting lines for impromptu drags. That guy lunging for safety is probably the traffic court judge our boy will have to face tomorrow.



CONCENTRATE:—On the road, not the scenery, that is! It doesn't take long for a bike to wander from the straight and narrow when the rider's mind is doing likewise.

Riverside—

(Continued from page 21)

Tanner, a master on dirt with the big overhead, manhandled his king-sized mount around like a 30-incher. Tanner is still a bit out of shape, but should be ready the next time.

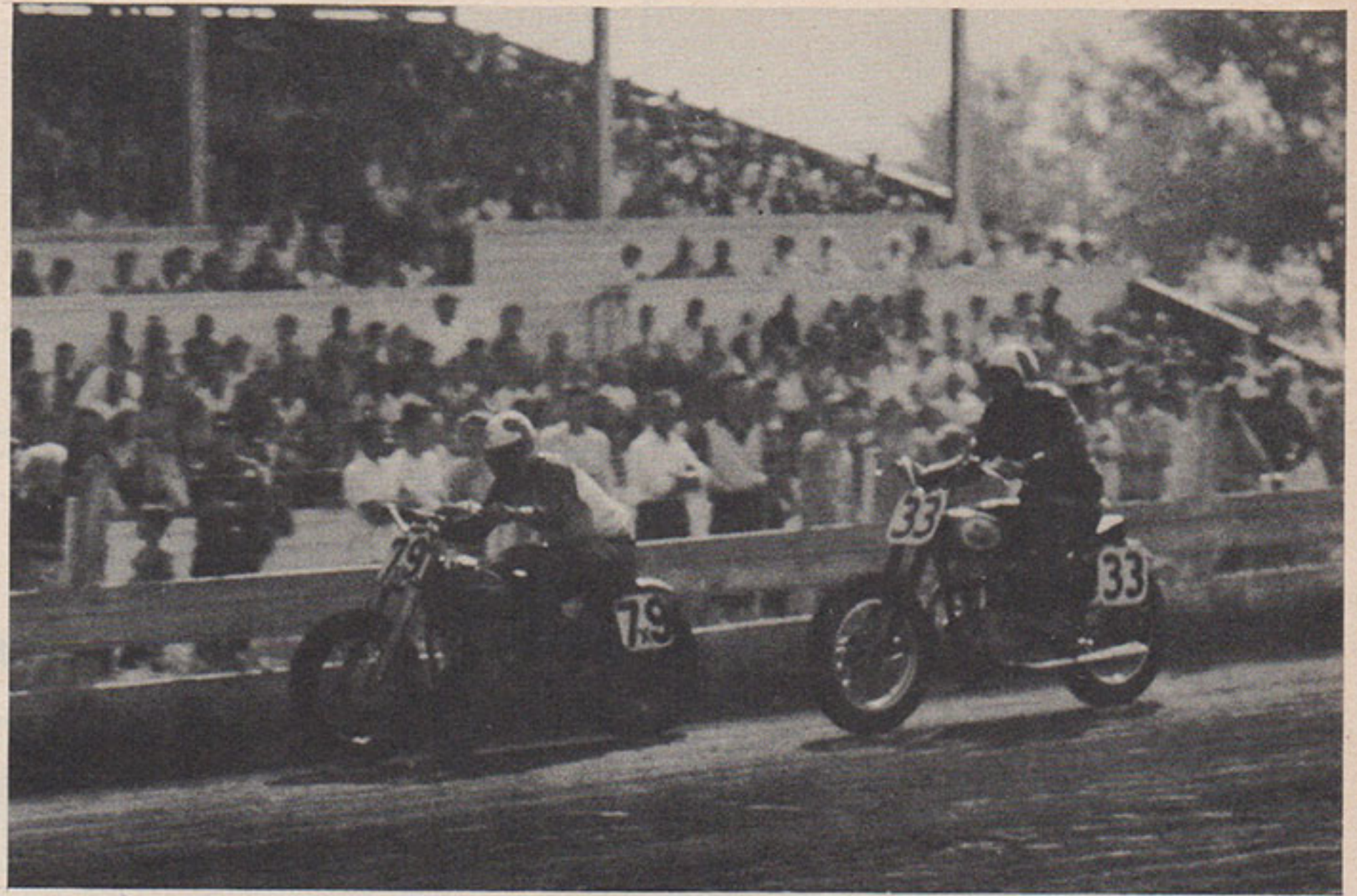
The southland really "gave birth to the blues" at Riverside, since the strong northern California contingent dominated the action much of the time. Kiesow and Meier were, of course, the big men for the north.

Meier seemed to have taken the transition from Harley-Davidson to Triumph in full stride. As usual, he was running faster than just about anybody else, and displayed rare form on Riverside's many and varied corners. He amassed a lengthy lead in the main event, and nobody seemed to be able to get near him. Kiesow stayed on the pace, however, and had it made when Meier went out two laps from the finish.

Kiesow, of course, was also very fast, while Dick Mann and Dick Chase, another San Francisco-area duo, also looked good. Chance was second to Schlaman in an amateur heat, and won one of the "B" semi-final races on his Harley-Davidson. He failed to crack the top three in the main event, however.

Mann, who is noted for his flat-track activities, placed third in one of the expert semi-final races, and displayed plenty of stuff in the big go before fading. Mann, who hails from San Jose, was on a BSA.

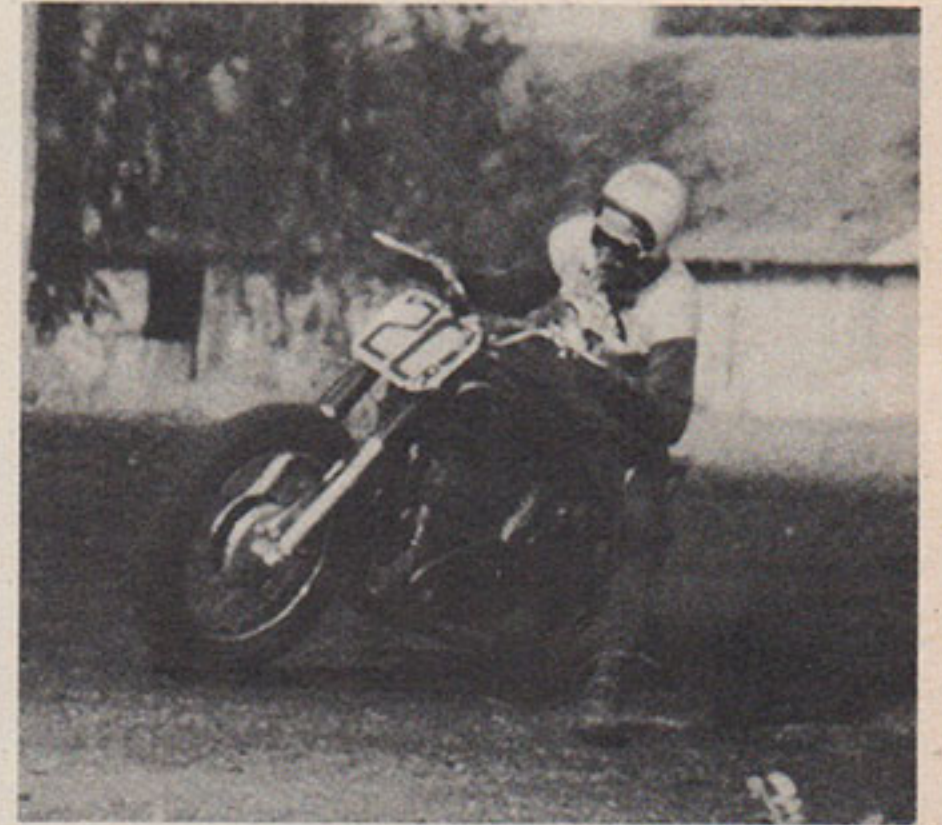
Other noted personalities did not fare so well on Riverside's extremely



GRANDSTAND DRAG: Ray Tanner (79) and Ed Kretz, Jr. (33) have it out in front of Riverside's crowded grandstand during an expert event. Kretz is aboard a Triumph Trophybird while Tanner is riding an H-D 74. Photo is deceptive. Both machines were traveling flat out along the starting straight, but the photographer's Speed Graphic shut 'em off at 1/1,000 of a second.

tough terrain. 1955 National Champion Brad Andres of San Diego took second in a heat race, but failed to crack the top three in either the semi-final tilt or the main. Johnny Gibson, this year's Daytona champ, ran well all afternoon but couldn't dent the flying leaders. His best effort was a third place in one of the heats.

Jimmy Phillips, who won the TT championship at Riverside last year, got faster as the day progressed and wound up with a solid second place in the feature. Perhaps the most startling, sight, however, was the appearance of Tex "The Master" Luce on a Triumph. Luce, who consistently mops



AMATEUR WINNER: Jack Thurman of San Bernardino, Calif., wearing his hard hat at a jaunty angle and sporting what looks like a pair of welders' goggles, takes his Matchless single through a corner while winning the Class B final.

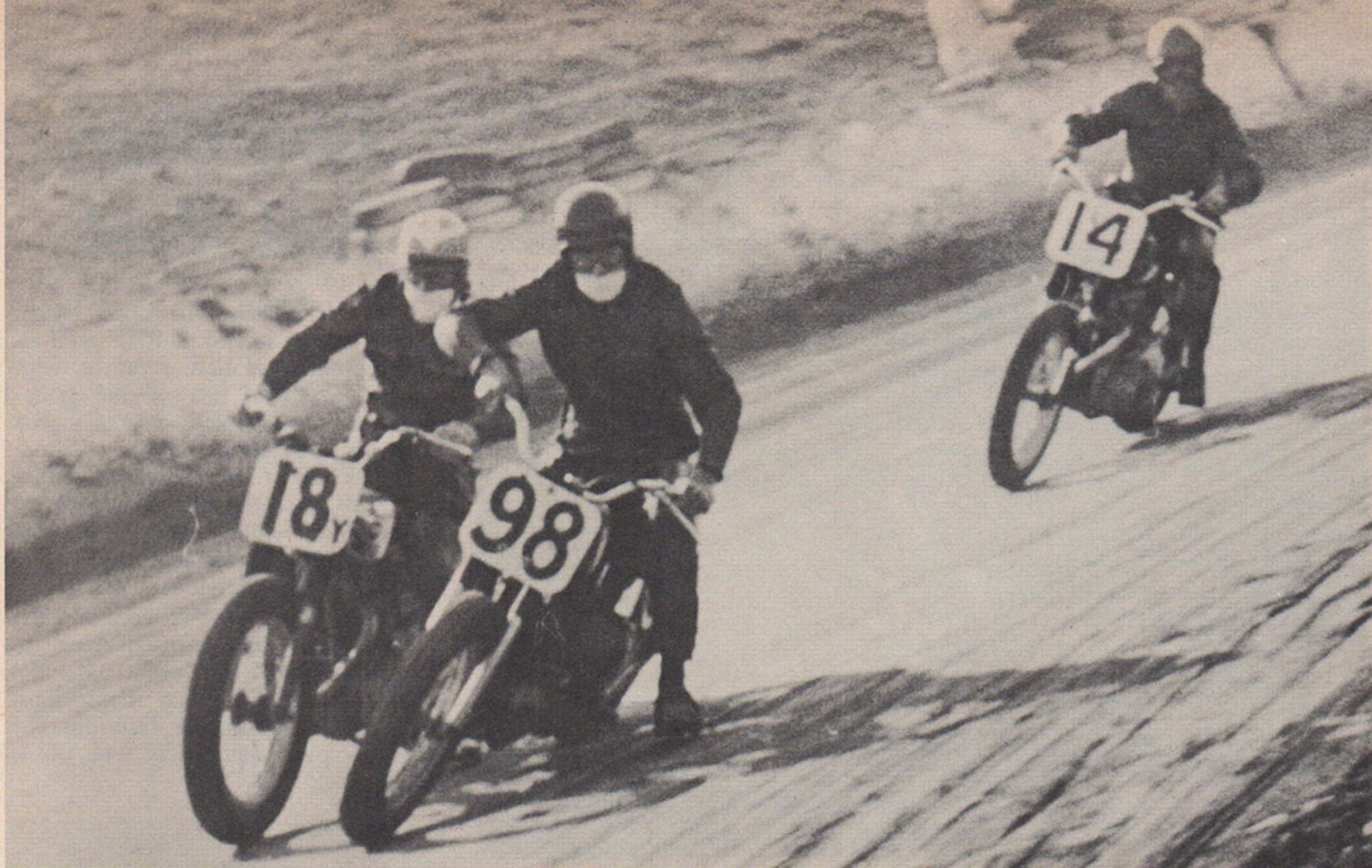


ALL TOGETHER, NOW!: Here's Thurman again (20), rushing over the jump wheel-to-wheel with Jack Simmons. Both are Matchless-mounted. These two staged three titanic duels during the afternoon. They finished two-three in a "B" heat, then Thurman won the Amateur semi and the main with Simmons crowding him all the way each time.

up the short-trackers at Gardena Stadium in Los Angeles with one of Lou Branch's Velocettes, looked uneasy and rather out of place on his unfamiliar mount. The crowd was with him all the way, but Tex fell during a heat race and limped through the rest of the program with a sick motor.

Several individual duels highlighted the competition, with Thurman and Simmons standing out in this respect. Riding identical Matchless Scramblers, the two amateurs were bar-to-bar everytime they wheeled onto the track.

The whole show was ably conducted by an efficient crew under the direction of Cliff Onan, District 37's A.M.A. referee. Onan and his boys got the show on the road promptly at the advertised time, and ran it like clockwork all day. They, and the rest of the Riverside brigade, are to be commended for a most enjoyable racing program. ●



Leonard--Vallejo Victor

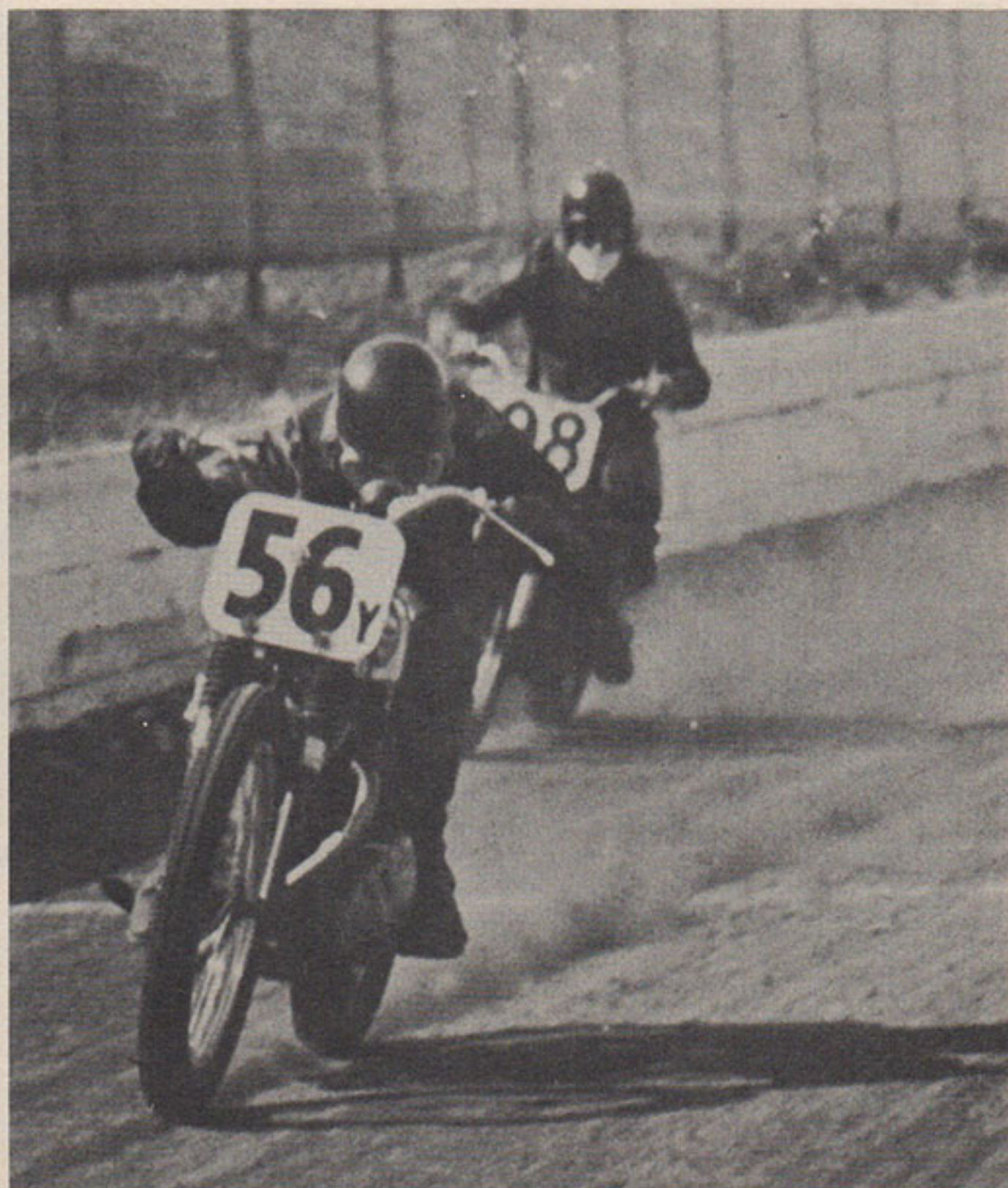
*San Jose Star, Riding An H-D K,
Repeats 1955 Win In Main Event*

VALLEJO, CALIF.—The March Vallejo three-star race meet, which traditionally serves as a warm-up for California tracksters who are readying for the long Summer of racing, went to Joe Leonard of San Jose, Calif. for the second year in a row. Leonard, who won here from Al Gunter in 1955, took the main event over the fast half-mile track again Mar. 18.

The large crowd that attended under sunny skies received something of a surprise in the trophy dash that preceded the main, as young Bobby Hughes of San Francisco, aboard a BSA twin, grabbed a three-length victory over Leonard and his No. 98 H-D K. However, the 1954 national champion came back in convincing fashion to wrap up the feature race.

Last year, Leonard gave his fans an anxious moment or two when he time-trialed second to Gunter. With the heat on, however, the San Jose speedster started his Vallejo string by taking the feature. He was out front again this time to start his '56 victory string.

Undoubtedly the Vallejo victor is hoping the win is a portent of things to come. After copping the national racing championship—and the coveted No. 1 plate—in 1954, Leonard was forced to relinquish both to that youthful sensation, Brad Andres, of San Diego, Calif. Andres won the 1955 crown, while Leonard dropped to third in the point standings. Although the No. 98 designation on the front of the K brings back memories of that all-winning '54 campaign, the San Jose comet undoubtedly would prefer the "singleton" up front when Vallejo time rolls around again next year.



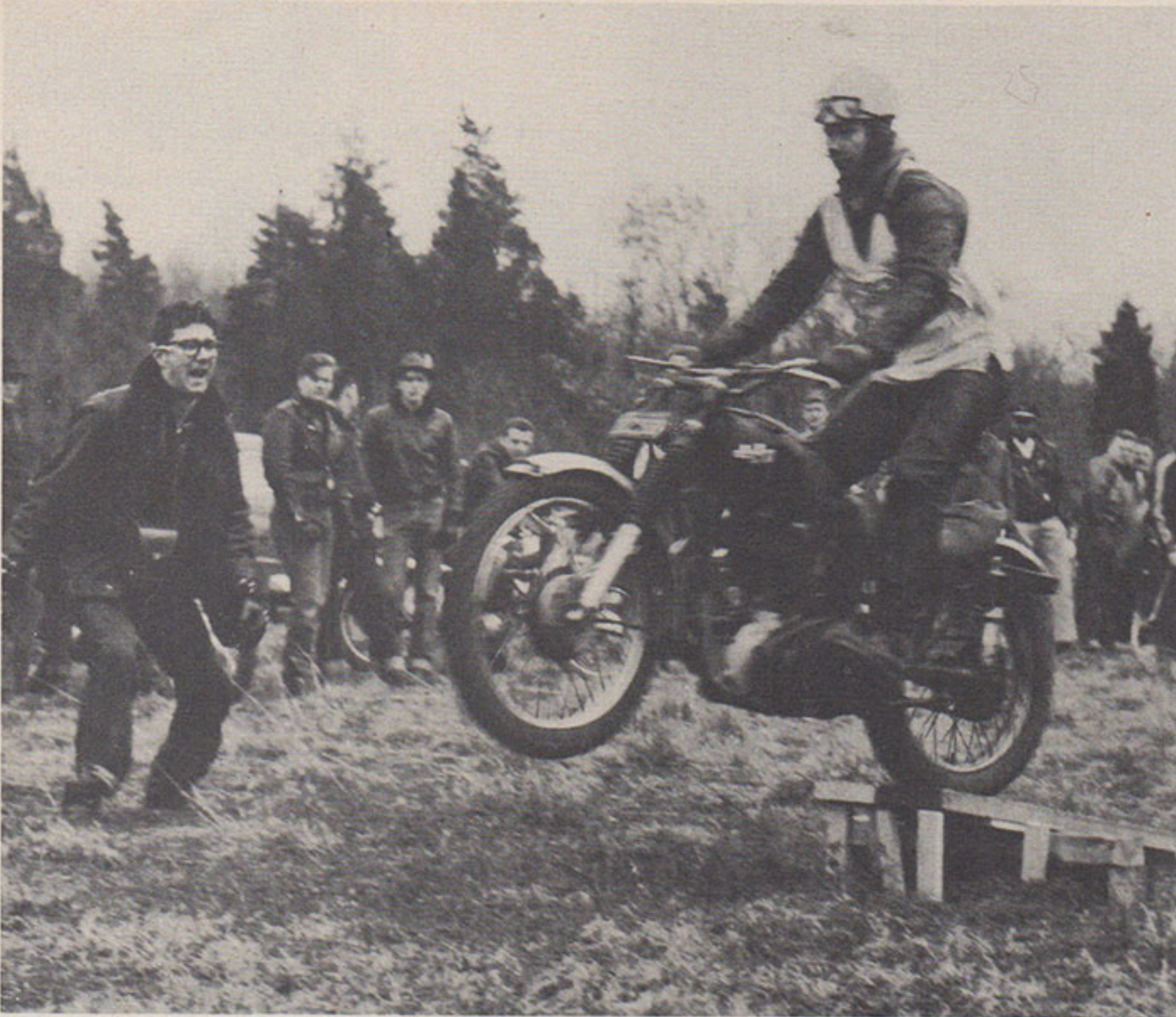
VALLEJO ACTION: Joe Leonard, popular San Jose, Calif. ace, tuned up for the 1956 racing season by cleaning house at the Vallejo, Calif. three-star meet recently. Leonard, wearing No. 98 (top photo) on his Harley-Davidson K, appears to be elbowing Bob Murphy (No. 18Y) aside as he motors to a win in the main event. Murphy is aboard a BSA twin. Bobby Hughes (bottom photo), the spectacular young San Francisco BSA rider, gets right down to it as he leads Leonard to the checkered flag in a trophy dash. Joe had the last laugh in the big go, however, as he stormed over the half-mile oval to collect the win.—Colwell photos.

Long Island Field Meet

LONG ISLAND—The Cross Island MC of Long Island held a well-attended field meet here recently, with a wide variety of two-wheeled games going off as scheduled, despite threatening skies overhead.

Red Film of New Jersey's South Shore MC was the high-point winner of the day, while another Jerseyan, Miss Carol Reinhard, took top honors in the woman's division.

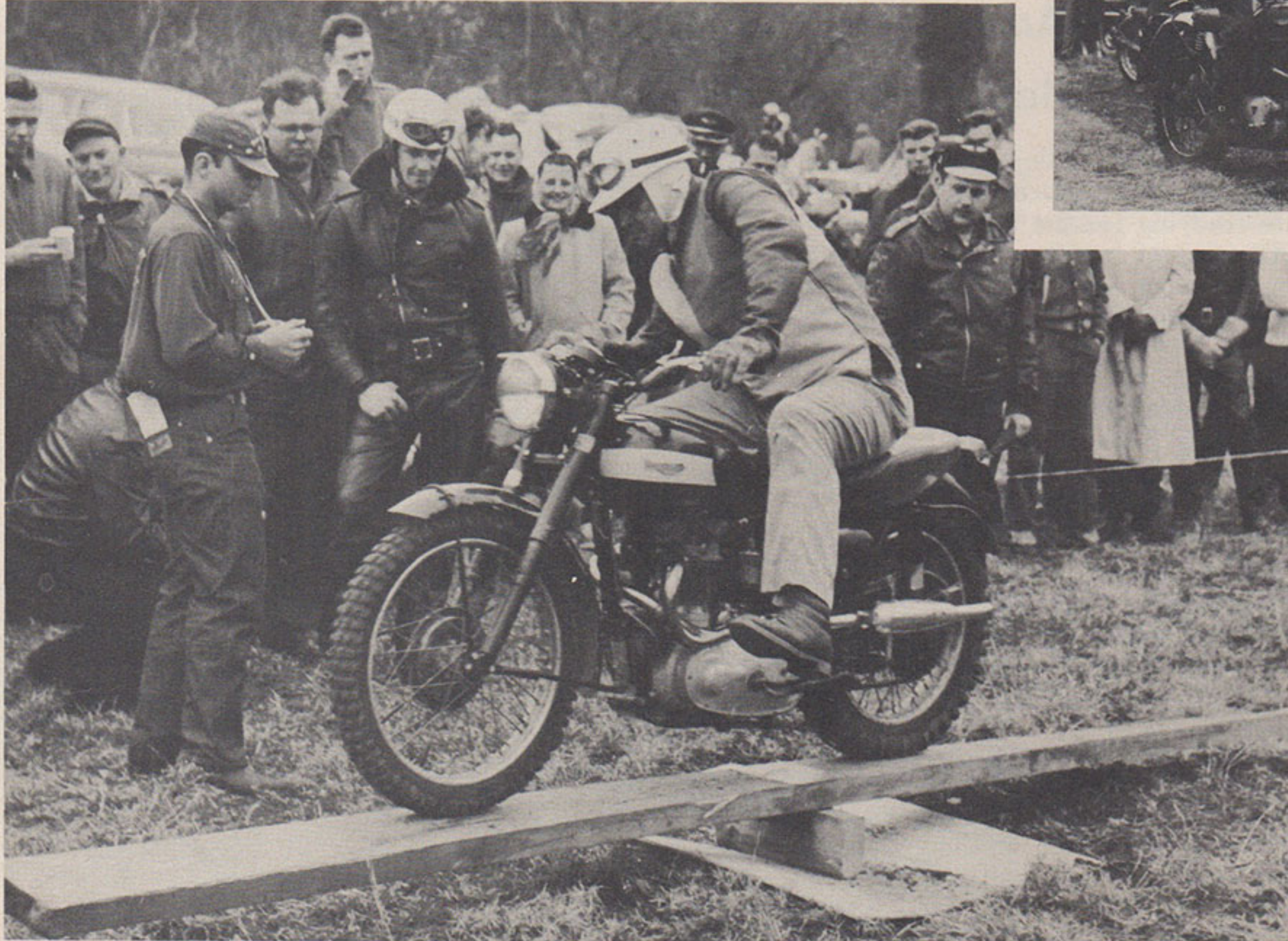
So successful was the meet that the Cross Island crew is considering incorporating such an event into the CIMC's scrambles next September. Field events would be laid out for spectator participation, if such plans mature.



GO MAN, GO! Wink Butz of the Long Island, N.Y., Sports Riders MC takes off during the jumping event at the Cross Island MC's field meet on the Island recently. Check the enthusiast at left urging Butz and his AJS on to greater heights. Kurt Urban jumped 22 feet to take distance honors.

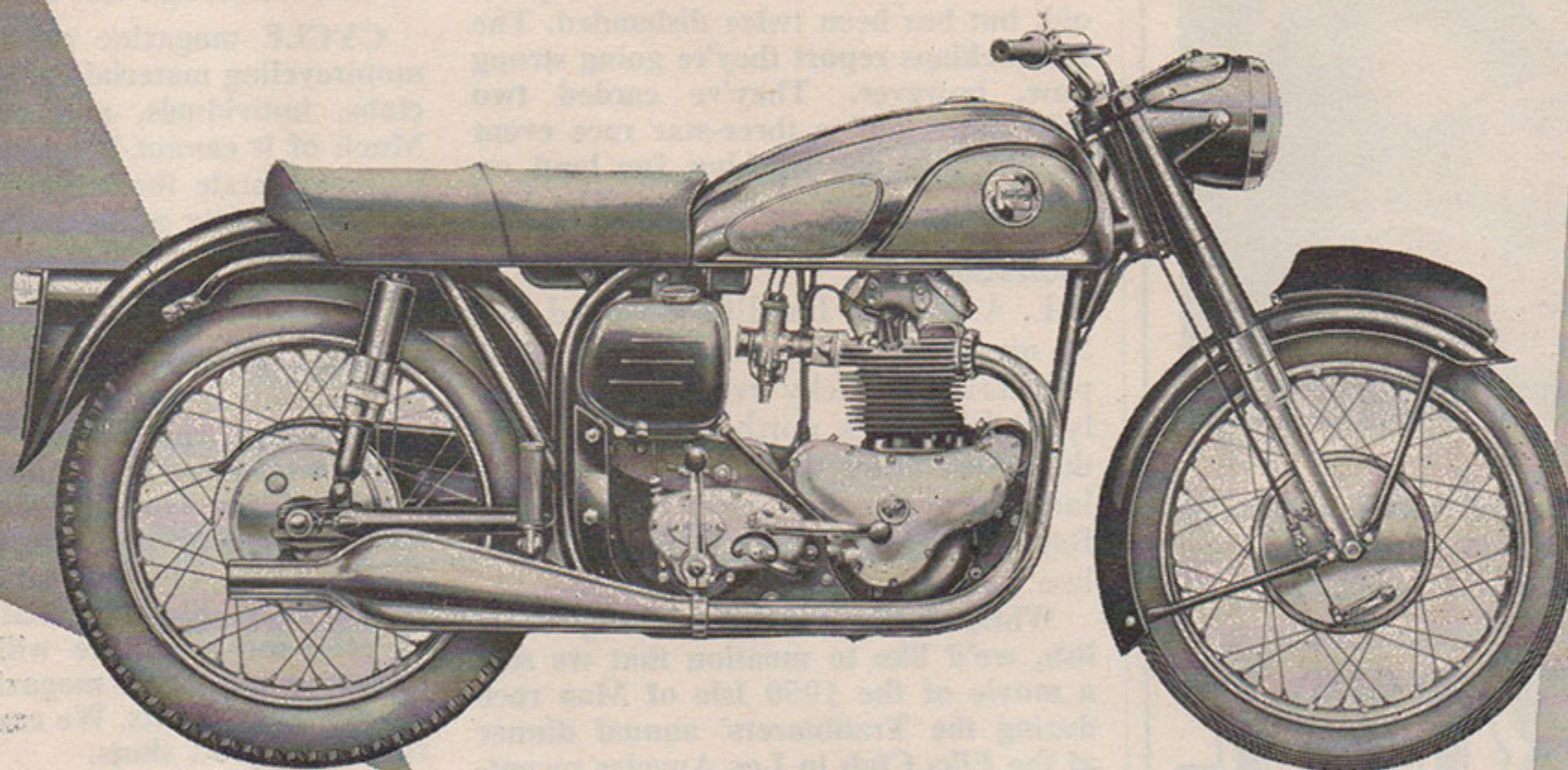


UPS AND DOWNS: Bob Springer, a member of the Long Island Sports Riders, has his Triumph Trophy sitting pretty during the see-saw event at the Cross Island MC's recent field meet. Note the body English!



GULP! Balanced high on his Triumph's foot-pegs, George Conboy attempts to hog that suspended hot-dog down. Laugh-provoking event occurred during Long Island, N.Y. field meet recently. The sponsoring Cross Island MC made sure that dog was doused with plenty of mustard—try it when you're hungry sometime!

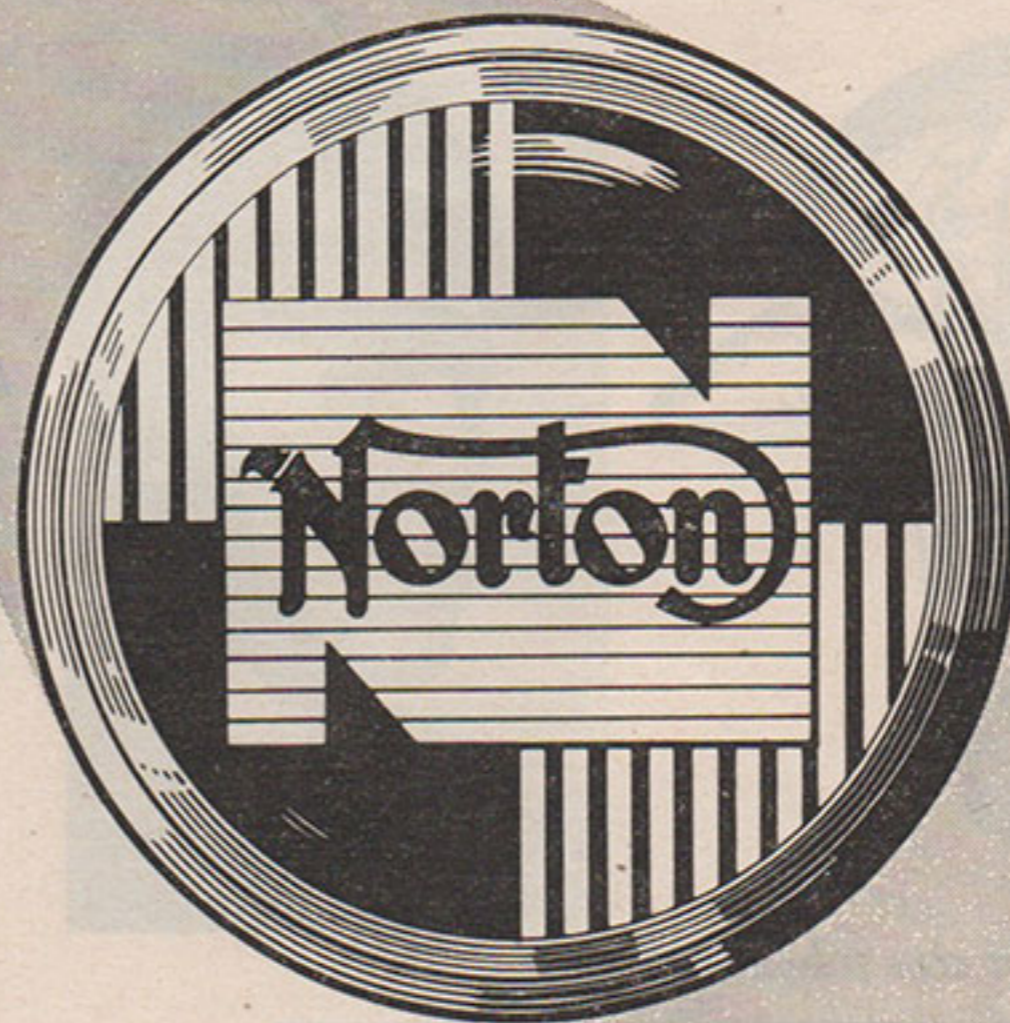
The new '99' 600 TWIN



FOREMOST IN THE *Sparkling* 1956

- ★ Unified oil tank, toolbox and battery container.
- ★ New headlamp incorporating speedometer.
- ★ High compression engine.
- ★ New adjustable suspension units.

PLUS—many outstanding new features coupled with the famous Norton road holding capabilities.



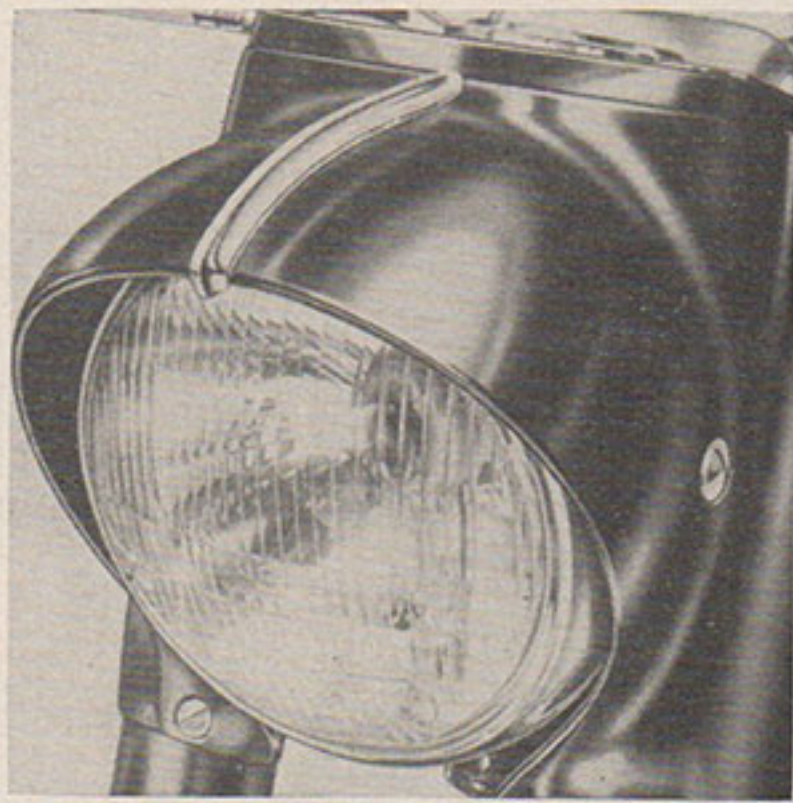
range

HAP JONES
DISTRIBUTING CO.

56 DUBOCE AVE. • SAN FRANCISCO 3, CALIF.
MA 1-5873

Attention Overseas Servicemen

Do you own a foreign motorcycle? Thinking of buying or selling one? Prices are less overseas. Save money, bring your cycle to the States. We handle such transactions! Pier pick-up, machine assembly, tune-ups & adjustments. We ship to your destination, do all paper work. We buy and sell, take trades on other models. **EXPERT SERVICE & REPAIRS.** Write: PHILLIPS, INC., 5102 Broadway, New York City, N.Y.



Do you want ultra modern appearance, fine finish, distinctive styling? You get them with Ariel.

ARIEL

Motoring Around

(Continued from page 12)

We just received news of two recently-formed clubs—the Shore Riders MC in Atlantic City, N.J. and the Louisville MC in Louisville, Kentucky. The Shore Riders operate out of Cardani's Cycle Shop, 3538 Atlantic Ave., Atlantic City, and hold meetings there each Friday evening. They invite all and sundry to drop around and pay a call. The Louisville club is 30 years old, but has been twice disbanded. The Kentuckians report they're going strong now, however. They've carded two field meets and a three-star race event so far, and are working for land on which to erect a clubhouse. The best of luck from this corner to both organizations.

L. A. "Arty" Ratcliffe dropped just 32 marks in winning the Travers Trophy Trial, a sticky event held recently in England's north country. As is the usual thing there, the course was laid out over some pretty foul terrain. Ratcliffe was riding a 21-inch Matchless.

While on the subject of things English, we'd like to mention that we saw a movie of the 1950 Isle of Man race during the Trailblazers' annual dinner at the Elks Club in Los Angeles recently, and were palpably impressed. Although road racing is happily picking

up somewhat in this country, we have nothing to match an event such as the Isle of Man. Our riders still drag their feet in the corners and show a sad lack of style as compared to the Europeans.

Apparently all the German motorcycle factories have pulled out of racing in 1956, with the exception of Auto-Union's DKW team. August Hobl and Karl Hofmann will carry the DKW colors. Cecil Sandford, former world's champion, will also ride a "Deke," although not for the factory.

CYCLE magazine receives a lot of motorcycling material each month from clubs, individuals, and other sources. Much of it cannot be used. Space limitations dictate the amount of material we may safely accept, of course, but quite often the clippings and photos eliminate themselves. Folks, let's face it. Trophy winners just aren't interesting to people in other areas unless the winner happens to be a national champion—or unless the picture catches the readers attention somehow. For an example of the type of thing we want, turn to page 30 and check the photos sent in by the Cross Island MC of Long Island, N.Y. Pics like that aren't hard to get—and a picture will always get in this or any other magazine ahead of a list of race results. We can always find room for good shots.

That about wraps it up for this month. Take it easy . . .

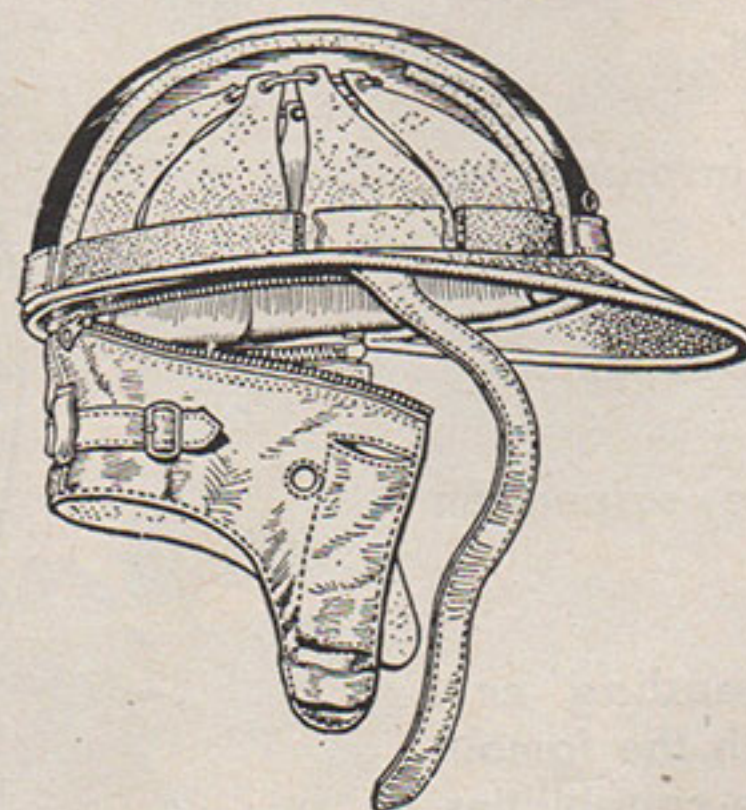
A New Safety Helmet

THE CLYMER "SPORTSMAN"

PRICED LOW AT \$18.00



Give hat size when ordering



Easily detachable neckpiece

- Light yet strong — Attractive
- Adjustable neckpiece — easily detached
- Flexible visor — Ventilated top
- Soft inside leather harness
- Sponge rubber cushion headband
- Official helmet of London Motor Police

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.

DEALERS — Write for liberal agency offer—get in on this new additional business to be had by live dealers NOW!

PRICE \$18.00—Includes quickly detachable neckpiece. Be sure to give hat size when ordering.

A NEW SAFETY HELMET

A new type road helmet with many unique features has just come on the market—it is the Clymer "Sportsman." Among the features are an adjustable neckpiece which can easily be detached; a flexible visor and ventilated top. A smart contrasting color combination of white with black visor adds to the safety of night riding.

This helmet is ideal for cyclists, sportscar and motorboat drivers, policemen, aviators, crop dusters and construction workers where head protection is desirable. The "Sportsman" is the official helmet used by the London Motor Police.

All sizes are available and liberal dealer discounts are offered by Floyd Clymer Helmets, 1268 South Alvarado Street, Los Angeles 6, California.

FLOYD CLYMER HELMETS

"Pioneer distributors of crash helmets in America—since 1932"

1268 SO. ALVARADO STREET

LOS ANGELES 6, CALIFORNIA

BONNEVILLE—

(Continued from page 15)

Those defending-champion New Zealanders, Russell Wright and Robert Burns, are trying to bring their world record machine to Bonneville in an attempt to stave off the challenge to their title—and incidentally try to raise the mark to a 200 m.p.h. average. Wright, crouched inside the shell of his streamlined Vincent Black Shadow, brought the “world’s fastest” laurels to New Zealand with a 185.15 two-way average over a dead-level stretch of country road near Christchurch, N. Z. July 2, 1955. Privately prepared and tuned by the two “Kiwis,” the Vincent topped the Germans’ old mark by five m.p.h. With Bonneville’s dry salt underneath, Wright and Burns think they’ll do better. Financial problems are hampering the pair, however.

And then of course, Dalio’s “fabulous fusiliers” will be on hand to represent the U.S.A. and have a go at getting F.I.M. approval for their efforts this time. The reference here is to rider Johnny Allen, the rest of the crew from Dalio’s Triumph Shop in Fort Worth, Texas, and their cowled 40-inch Triumph which holds the American record of 192.308 for the flying mile. This speed—the fastest ever reached by a motorcycle anywhere—was turned in September 22, 1955 on the flats. It didn’t qualify as a world mark, however, since F.I.M.-approved officials and timing equipment weren’t available at the time of the record attempt. The American Motorcycle Association did recognize the speed as a new national mark.

Another “privateer,” the Triumph was prepared by Texans “Stormy” Mangham—the designer of the streamlined enclosure—and Jack Wilson. Both men are confident that another 20 or 30 m.p.h. can be wrung out of their projectile—so it would seem that what they have to do is run it between a brace of F.I.M.-approved electric eyes. The F.I.M. is the international governing body that sanctions worldwide motorcycle competition. Since the A.M.A. is not a member of the F.I.M., and since time and expense did not permit the importation of F.I.M. officials, Allen’s flight across the flats netted him only American honors—although nobody questions his speed.

There are no favorites in this three-way battle for sky-high stakes. Any one of a thousand different factors can spell disaster—or fortune. NSU has, however, vast resources and a virtually-unrivalled engineering staff to

stand behind its attempt. The Germans also have a proven design—the late Gustav Baum’s “flying deck chair” that set some fantastic records in several smaller classes. Baum, a bearded engineering genius, was perhaps readying for a shot at the world solo speed title in his diminutive streamliner when tragedy interrupted his brilliant career. He died in a crash on the famous German Nurburgring race course in the Spring of 1955.

Baum’s designs and machines are still around, however, and it is very probable that NSU’s record quest will be made with a machine similar to his weird cigar-shaped missile. Boasting a tiny frontal area and reportedly-stable handling characteristics, the “deck-chair” must be highly regarded in the upcoming speed carnival.

Of the three machines running, the Wright and Burns Vincent has by far the most frontal area—a factor that may mean a lot when the courageous New Zealanders go for broke. Their sidecar mark—set by the same machine with a third wheel added at the time the solo record went “down under”—has already been shattered by the German BMW factory racer. Their world mark, although recognized as such, was topped by almost 10 m.p.h.—unofficially. This performance was turned in by Allen’s unsupercharged 40-incher—an engine capacity of 350 cc’s less than the Wright and Burns Vincent. It must be remembered, however, that the New Zealand duo came

(Continued on page 34)

FOR JUNIOR!

His OWN personal Motorbike.
Ideal for backyard, exhibitions, drill team tactics . . .

THE BACKYARD

PLAYBOY



Small Fry’s Newest Sport

“JUST LIKE DAD RIDES”

- **SAFE** 15 Miles per hour. Turns as short as a sidewalk bike.
- **EASY** Simple Twist grip throttle, hand brake. Automatic release foot clutch.

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.

NOT A TOY. A STURDY DEPENDABLE MOTOR VEHICLE RUGGED ENOUGH FOR A 200-POUNDER.

Retail **\$119.95** Fob S. F.

Send postcard for literature

HAP ALZINA Dept. "C"

3074 Broadway

Oakland 11

California

All Dealer Inquiries Invited

CYCLIST SHIRTS

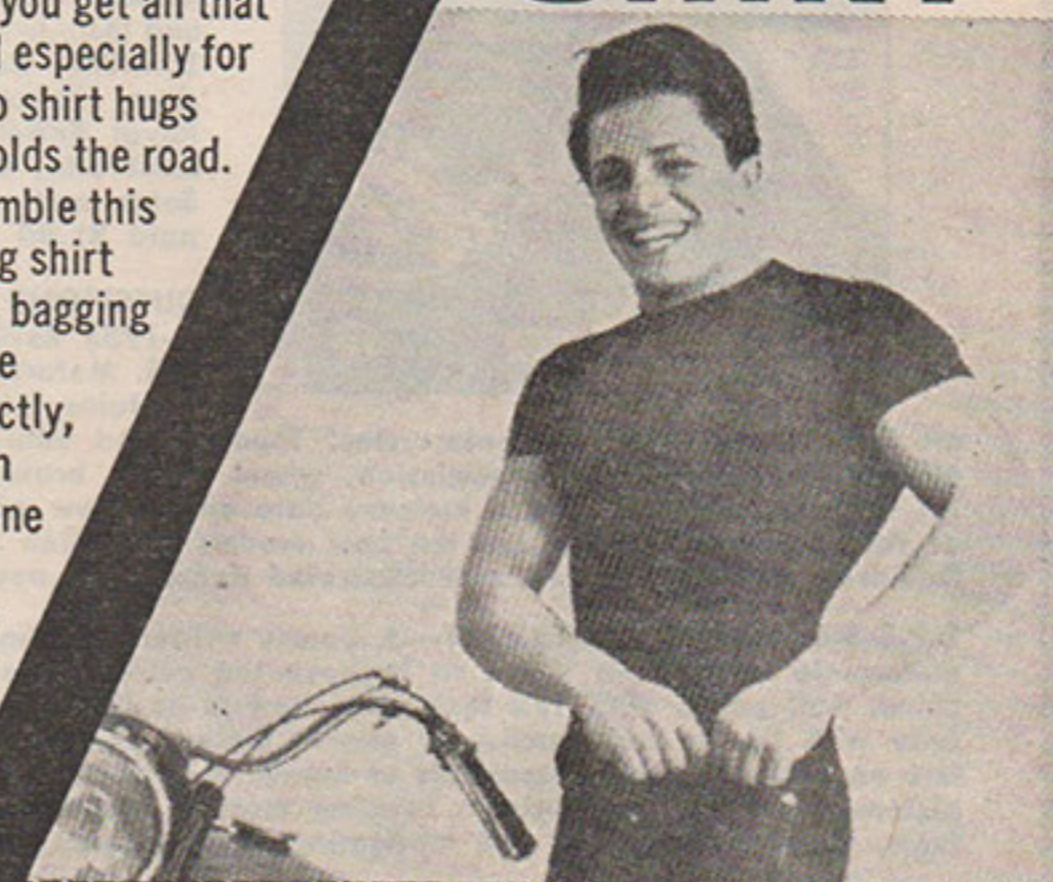
DESIGNED FOR COMFORT FOR MEN OF DARING

SHIRT

When choosing your cycle you look for performance, reliability, comfort and beauty . . . you get all that in the new “V” shirt. Designed especially for men of action this new type polo shirt hugs your body just as your bike holds the road.

Through the roughest scramble this close-fitting figure-flattering shirt will hold its shape, never bagging at the waist. Cut to fit the cyclists figure perfectly, the “V” shirt comes in eleven vivid masculine colors. At \$1.50 prepaid this shirt is sold only by mail order. Fill in the coupon now!

Red
Navy
Helio
Coral
White
Yellow
Copper
Jet Black
Sea Green
Silver Grey
Powder Blue



“V” MAN SPORTSWEAR — Dept. C 755
80 Clinton Street, New York 2, New York
Please send me _____ “V” Shirts @ \$1.50 each prepaid.
size _____ color _____ Small 35-37 Med. 38-40
size _____ color _____ Large 41-43 XLarge 44-46
Name _____
Address _____
City _____ Zone _____ State _____
Enclosed Check Money Order No COD’s Please.

SPECIALISTS

BSA • SUNBEAM • BMW

From Harleystown, Pa. to Vincentown, N.J., our reputation for prompt mail-order PARTS SERVICE is tops. Try us for Ariel-NSU parts also.

BOX 413, WHIPPANY, N.J.

THE SLEIGERS-FITCH CO.

New INDIAN Parts

From A to Z

WHOLESALE AND RETAIL

GUY URQUHART

1041 COLUMBIA • SAN DIEGO, CALIF.

IMPORTER **Norton** DISTRIBUTOR
MOTORCYCLES



DEALERS
INQUIRIES
INVITED

WILLIAMS MOTORCYCLE SALES

3614 W. DIVISION ST. CHICAGO 51, ILL.
PHONE Dickens 2-6740

BONNEVILLE—

(Continued from page 33)

a long way to crash the solo barrier in the first place. They have the title. Anyone winning it will have to take it away—certainly not an easy task.

Dalio's torrid Texans have something of an advantage in that they've topped the world record already—even if it only counted in the U.S.A. Allen, while piloting the Triumph across Bonneville's soggy salt (rain the night before had softened the lake surface to some extent), got a brief tachometer reading while passing over some firm footing that indicated his mount was motoring at a cool 225 m.p.h. At the time of the record attempt last Fall, a Triumph official stated that minor changes in shell and engine might result in a top speed in the neighborhood of 250 m.p.h. Can anyone top that?

This "tripleheader" record hunt may turn into a four-way struggle, since English rider Bob Berry also has eyes for world honors. Berry, well-known for his high-speed activities on two wheels, has a J.A.P. engine that develops about 90 brake horsepower (equal to the Vincent of Russell and

Burns) and a bike to match. He may turn up this Summer to make things even more interesting.

In all probability, the three record assaults will go off separately—and fairly close to the September weather deadline. Running last and knowing what competitors have already done is an advantage all three entrants would like to have. No matter who runs when, however, Bonneville would seem to be the place to watch. Summer will be passing—and so will the streamliners.

**CYCLIST TO VISIT
U. S. ON WORLD TOUR**



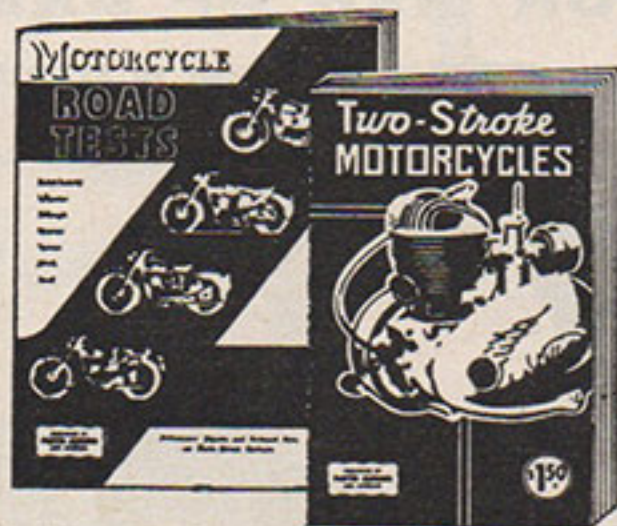
WORLD TRAVELER: Raj Kumar, an Indian engineer, will arrive in the U.S. soon during his world tour. Kumar, who began his trip three years ago, plans to visit every country in the world. He is riding a 1947 BSA single, which has covered over 300,000 miles.

HELPFUL BOOKS

on Repair
and Speed Tuning



MOTORCYCLE ROAD TESTS 1950-53—Complete performance reports and technical data on 30 motorcycles, three-wheelers, scooters and cyclemotors tested by the technical staff of "The Motor Cycle." All makes are covered in detail in 64 well-illustrated pages and include Ariel, B.S.A., D.M.W., Excelsior, Indian, James, Norton, Royal Enfield, Triumph, Lambretta, Reliant, Velo-Solex and others. Postpaid \$1.50



QUESTIONS & ANSWERS—1953 Revised Edition, U.S. Motorcycle Manual. Contains information on

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

S-P-E-E-D-I 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

TWO-STROKE MOTORCYCLES—133 pages with 82 drawings and photos. The most complete handbook obtainable on new and used 2-stroke engines, covering construction methods, how the engine works, starting, carburetion, ignition, lighting, lubrication, engine maintenance, tracing troubles, tuning and technical features as well as learning to ride and riding techniques.....Postpaid \$1.50

FLOYD CLYMER PUBLICATIONS

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

FREE

TO CYCLE READERS



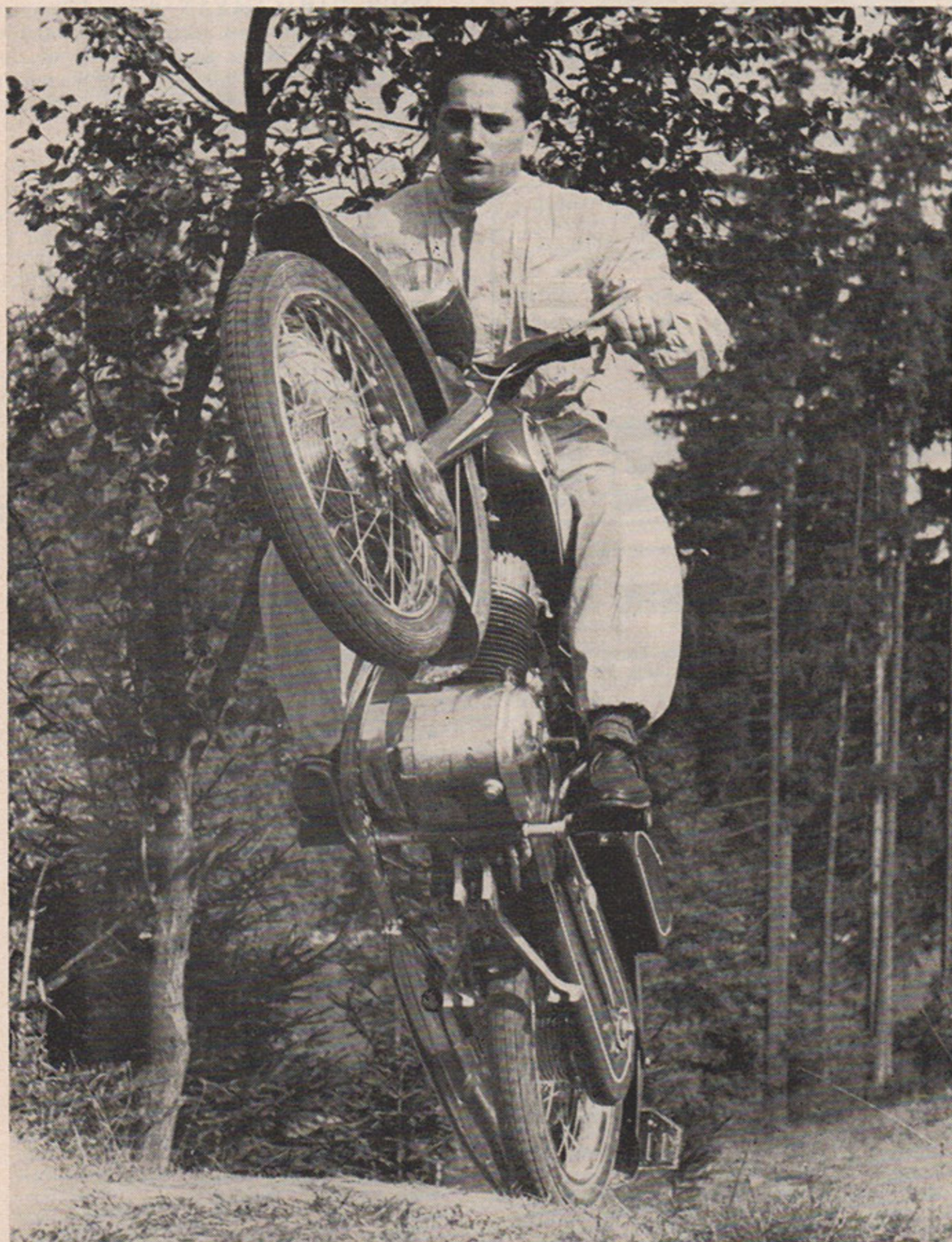
We have a limited number of extra copies of the folder we used in our CYCLE Teach-A-Rider campaign. This folder gives full details as to the methods used by several famous motorcycle riders and dealers to instruct beginners in the art of motorcycling.

Each method is satisfactory and the folder gives excellent information. This folder is especially valuable for dealers, new riders, and prospective riders. The folder will be free but please enclose stamp for postage.

CYCLE New Rider Bulletin

1268 S. Alvarado, Los Angeles 6, Calif.

WERNER HAAS, NSU SUPERFOX IN ACTION



REALLY OVERHEAD!: "Meet the new NSU Superfox," says factory rider Werner Haas, making the little 125-cc. gem stand up and shake hands for the introduction. The Superfox features a nine-horsepower overhead-cam engine, full-hub brakes, an enclosed rear chain and the biggest muffler this side of an Autocar diesel. Haas is staying in shape by riding enduros until NSU returns to the road-racing wars.

DODGE CITY NEWS FLASH

THE DODGE CITY, Kansas Race Meet will be held on Labor Day weekend instead of the 4th of July.

Sanction fee has already been sent in by the Dodge City Motor Association and the Dodge City businessmen, Chamber of Commerce and the merchants who are all in favor of the change to the Labor Day date.

The Dodge City Weather Bureau reports that for the past ten years, it has been an average of six to eight degrees cooler in Dodge City on Labor Day than it has been on July 4th.

Full details of the program and the International Show which will be held during the same weekend will be made public as soon as plans are formulated.



AVON - AMAL
KLG - LUCAS

NORTON SPARES

1946 - DATE

FULL STOCK REGULAR PARTS
SPECIALIST SPEED UNITS
WRITE FOR RACING HINTS

J. M. McGILL

428 CANNON E
HAMILTON, CANADA



WESTERN MOTORCYCLE SALES
Your WYOMING mail order service
800 W. 16th on HIWAY 30 Ph. 6-6642
Cheyenne, Wyoming
CROSSROADS OF THE NATION



Free Copy

America's leading distributor of motorcycle parts, accessories and apparel will send this book free to any legitimate dealer who supplies proper credentials.

We do not sell at retail

BECK DISTRIBUTING CORP.
68 EAST 131st ST. NEW YORK 35, N.Y.



STAHLWILLE

German-made

Whitworth and Metric Tools

Scientifically designed for greatest strength with least weight ★ Drop forged alloy steel ★ Heat-treated in automatically controlled electric furnaces ★ Long service life ★ Well balanced and easy grip ★ Time saving.

Special tools for
Mercedes, Porsche & VW

At your Dealer or write

LOUIS B. PIERLOT
1010 So. Fir Avenue

P. O. Box 346
Inglewood 5, Calif.

16 TONS

and more. Salvaging Harley's, Indians, Triumphs, Norton, Sunbeam, Royal Enfield, Mustang, James, Whizzer, Cushman, Servi-Cycle, Army, Old, Late. Engine list, 10c.

WICHITA CYCLE CO. 813 Ohio Ave.
Our 31st Year Wichita Falls, Texas

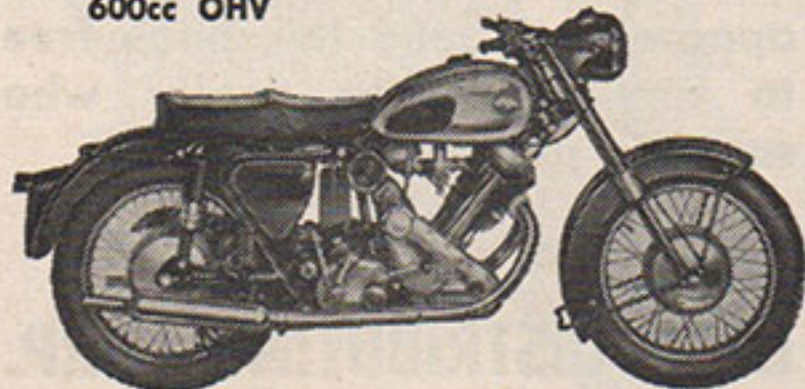


J. F. Slim KARNs

34 years of dependable sales and service
2654 Long Beach Blvd., Long Beach, Calif.
Telephone L. B. 4-1010

100 MILE MOTORCYCLE RACE SEPT. 2nd 100 LAP
LANGHORNE SPEEDWAY
U. S. Highway 1,
Langhorne, Pa.

PANTHER MOD. 100 600cc OHV



Wanted Rider-Agents to help sell the 5 different Panther models. Choice opportunities for dealers.

YORK MOTORS

Western States Distributor
4529 SHATTUCK AVE., OAKLAND 9, CALIFORNIA



The Masterpiece
in Oils

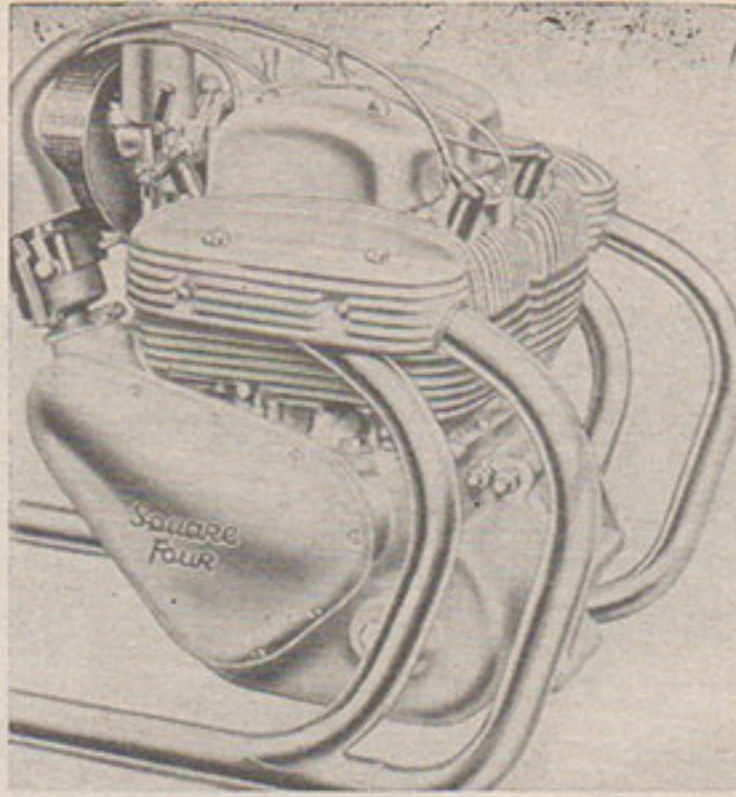
PROTECT YOUR ENGINE
USE

CASTROL

Recommended for all
leading M/C brands

SOLD BY MOTORCYCLE DEALERS EVERYWHERE
Dealerships available

DISTRIBUTOR: THE TRIUMPH CORPORATION
TOWSON - BALTIMORE 4, MARYLAND



Do you want a 61 cubic inch FOUR CYLINDER motorcycle with sensational acceleration, brilliant speed? You can get it in the Ariel Square 4.

ARIEL

MIDDLE ATLANTIC MOTORCYCLE DEALERS ASS'N., INC.

Office of the Secretary-Treasurer
236 N. 9th St., Reading, Pa.

OFFICERS

President—Charles Wolverton, Dial 38192; 125 N. Front St., Reading, Pa.
Vice President—John Varesio, Phone TAYlot 50842; S. Delsea Drive, Vineland, N.J.
Secretary-Treasurer—Horace E. Fritz, Dial 28233; 236 N. 9th St., Reading, Pa.

SPONSORS OF:

WINTER RALLY—Atison, N.J.—Feb. 2-3, 1957.
WILLIAMS GROVE RALLY—Aug. 4-5, 1957.
LANGHORN 100 MILE SPEEDWAY CLASSIC—Sept. 1-2, 1956.

For a good deal in Motorcycling look for the MAMDA WINDOW SIGN at dealer's store.

This Association 100% AMA Members.

PENNSYLVANIA

ALLENTOWN—HAR-DAV SALES, 381 Hamilton St. Ph. HE-34784. BROWN.
AQUASHICOLA—HUNSICKERS CYCLE CENTER, P.O. Box 11. Ph. Palmerton 4258. Har-Dav.
CARLISLE—HAR-DAV SALES, 66 E St. Ph. 2977J. Bartages & Cleveland.
CRUM LYNNE—H-D, HANNUM'S, 1308 Chester Pike. Ph. Chester 37255.
DEVON—D.S.H. Cycle Sales, Box 654. Ph. Wayne 9850. NSU-Triumph-Velocette.
EASTON—SPARKEY'S MC SALES & SERVICE, 2695 Freemansburg Ave. Ph. 20256. Har-Dav.
EASTON—Herm's MC Shop, 12 N. 7th St. Ph. 33671. Ind.-Triumph-BSA-Leline.
HARRISBURG—HUNSICKER'S, 1558 Paxton St. Ph. Cedar 60692. Har-Dav.
LANCASTER—Bill Miller's Har-Dav Sales, 200 Hazel St. Ph. 34031.
LANCASTER—Manning Motors, 124 N. Christian St. Ph. 21679. NSU - BMW.
LEBANON—Harley Davidson Sales, 421 E. Cumberland St. Ph. 24986. WHITE.
MECHANICSBURG—SHOLLY CYCLE SHOP, R.D. 4. Ph. PO-65982. Triumph.
MILLERSBURG—HARVEY GOODLING, P.O. Box 43. Ph. 151. Har-Dav.
NORTHAMPTON—Warren S. Wolfe & Sons. R.D. 2. Ph. CO-23932. BSA - Ind - AJS.
NORRISTOWN—HAR-DAV SALES, 619 Green St. Ph. BR-58330. FRANK REED.
N. WILLOW GROVE—Foreign Motorcycle Sales, 2936 Easton Rd., Horsham. Ph. OS-51100. Ind-BSA.
PARKERSBURG—Ed Fisher's Triumph Sales, R.D. 2. Ph. 509J4.
PHILADELPHIA—SHILLINGFORD & SONS, 1635 W. Hunting Park Ave. Ph. DA-45045. Ind - Zundapp - Tri.
PHILADELPHIA—HAR-DAV CO., 857 N. Broad St. Ph. Freemont 71100. VOICHICK.
PHILADELPHIA—WEST PHILA H.D. CO., 5813 Woodland Ave. Ph. Saratoga 94747. Burton.
PHILADELPHIA—CARDANI'S CYCLES, 1131 S. 11th St. Ph. HO-81313.
PHILADELPHIA—JOHN W. REICHARDT, 2340 Germantown Ave. Ph. FR-73874.
PHILADELPHIA—Gardner, H-D Rep., 1021 W. Tabor Rd. Ph. Livingston 87929.
POTTSTOWN—FRANK KISS CO., 18 High St. Ph. 833. TRIUMPH - ZUNDAPP

Triumphs Set Speed Marks In Paraguay

FOUR PARAGUAYAN flying kilometer speed records were set recently by Triumph-mounted riders on a timed stretch of the Marical-Estigarribia highway. New marks were established in the 150, 200, 500 and over-500 cc. categories.

Victor Munoz topped the assault by posting a speed of 109.97 m.p.h. on his 40-inch Tiger 110 to clean the over-500 class. Munoz was pushed hard by Ed Brites, who ran in the 500-cc. category. Brites got 105.74 m.p.h. from his Tiger 100 to take 30-inch honors.

Arsenio Pascottini brought his stable of "tiny Triumphs" to the speed carnival, and was rewarded by successful efforts in both the 150 and 200-cc. classes. His Terrier turned 69.59 m.p.h. to establish a new Paraguayan mark in the 150-cc. category, while he squeezed 79.71 m.p.h. out of his Cub for 200-cc. national honors.

POTTSTOWN—MILTON P. WENSEL, 434 High St. Ph. 2353. HAR-DAV.
READING—Charles Wolverton Co., 125 N. Front St. Ph. 38192. Har-Dav.
READING—FRITZ'S, 236 N. 9th St. Ph. 28233. Ind - BSA - Ariel - Zundapp - Whizzer - Cushman
SOUDERTON—DEAN'S CYCLE SHOP, Route 309. Phone 32907. HAR-DAV.
WAYNE—DiSimone & Sons, Box 46. Ph. 0938. Ind - BSA - Ariel - Maico - Zundapp.
WARRINGTON—George Klein MC., Bristol Rd. Ph. Doyelstown 9875. Triumph.
WEST CHESTER—Clem Murdaugh, 118-120 East Gay St. Ph. 0323. INDIAN
WILLIAMSPORT—Rosser Har-Dav Sales, 1821 Roosevelt Ave. Ph. 36496.
WYOMING—TED'S CYCLES, 897 Wyoming Ave. Ph. 1244. WALLACE - HAR-DAV.
YORK—Har-Dav Sales, 604 W. Mason Ave. Ph. 23214, Or Hanover 31116. Laugerman.

NEW JERSEY

ATLANTIC CITY—Cardani Har-Dav Sales, 3538 Atlantic Ave. Ph. 50311.
BURLINGTON—Applegate's H-D Sales, 612 Tyler St. Ph. Dudley 61871.
CAMDEN—Har-Dav. MC Sales, 1124 Kaighn Ave. Ph. WO-45938. Haham - Leuz.
ELMER—Salem County Har-Dav Sales, R.D. 3. Ph. 85091. Volkmar Bros.
NEPTUNE—Flint Cycle Sales, 1239 Corlies Ave. Ph. PR-46002. Har-Dav.
NUTLEY—BSA INC. (FACTORY BRANCH), 638 Passaic Ave. Ph. NU-35600. BSA-Sunbeam-Ariel
PERTH AMBOY—COLAVITO BROS., 344-46 Washington St. Ph. VA-62963. INDIAN.
SALEM—BAUER CYCLE SHOP, 399 E. Broadway. Ph. 559. Melniczuk—TRIUMPH.
TRENTON—CHICO'S Harley Davidson, 1062 S. Broad St. Ph. EX-27865.
TRENTON—Cooper MC Sales, R.D. 2, Youngs Road. Ph. JU-76354. TRIUMPH.
VINELAND—Cycle & Sport Center, R.D. 6, S. Delsea Drive. Ph. Taylor 50842. H-D - BMW.

DELAWARE

WILMINGTON—Indian-Triumph-Zundapp Sales, 6 E. 15th St. Ph. 22345. VAN SICE.

DISTRICT OF COLUMBIA

WASHINGTON—HAR-DAV Sales, 1065 21st St N.W. Phone Adams-20602. Red House.
WASHINGTON—Reiber Indian Sales, Inc., 45 H St. N.E. Ph. ME-85463. Indian - BSA - Ariel.
WASHINGTON—Allied Motors, 1100 Sixth St. N.W. Pusey-Smith — TRIUMPH.
WASHINGTON—FINANCE COMPANY—J. Hostetter, 1100 6th St. N.W. Ph. North-75340.

MARYLAND

BALTIMORE—KRESS Har-Dav Sales, 611 W. North Ave. Ph. MA-37700.
BALTIMORE—Triumph Corp. (FACTORY BRANCH), Towson, 4. Ph. VA-37338.
BALTIMORE—Boutwell's Cycle Center, 228 Sr. Broadway. Ph. PE-22802. TRIUMPH.

MASSACHUSETTS

SPRINGFIELD—THE INDIAN COMPANY, 29 Worthington St. Ph. 74711.

NEW YORK

NEW YORK—Butler & Smith Trading Corp., 160 W. 83rd St. Ph. SU-76175. NSU - BMW.

FORGED AD REQUEST

THE APRIL ISSUE of CYCLE contained an advertisement offering a catalogue and motorcycle parts for Vincent, Harley-Davidson and Indian motorcycles from Harry Belleville in Enid, Oklahoma. The letter requesting this ad was forged.

Mr. Belleville, a long-time CYCLE advertiser and a thoroughly reputable motorcycle dealer, is still located at his Marysville, Ohio address, where he works solely with Vincent motorcycles. Someone wrote to CYCLE from Enid, Okla., signed Mr. Belleville's name, and requested certain changes in his ad, which appears in the magazine monthly. Apparently the purpose of the ad was to draw in money from persons seeking the "parts catalogue" offered. The letter also stated that Mr. Belleville was moving his business to Enid, and gave this as the reason for the ad change.

After the ad was printed in the April issue of CYCLE, the forgery was discovered. The postmaster at Enid was promptly notified, and all letters sent to that address were not delivered, but instead returned to the sender. It is highly probable that anyone who sent money to the Enid address will eventually have it returned.

Our apologies are extended to Mr. Belleville, who, of course, did not change his Marysville, O., address, and had nothing to do with the ad change. Mr. Belleville's regular ad appeared correctly in the May issue of this magazine, and will continue to appear as originally ordered.

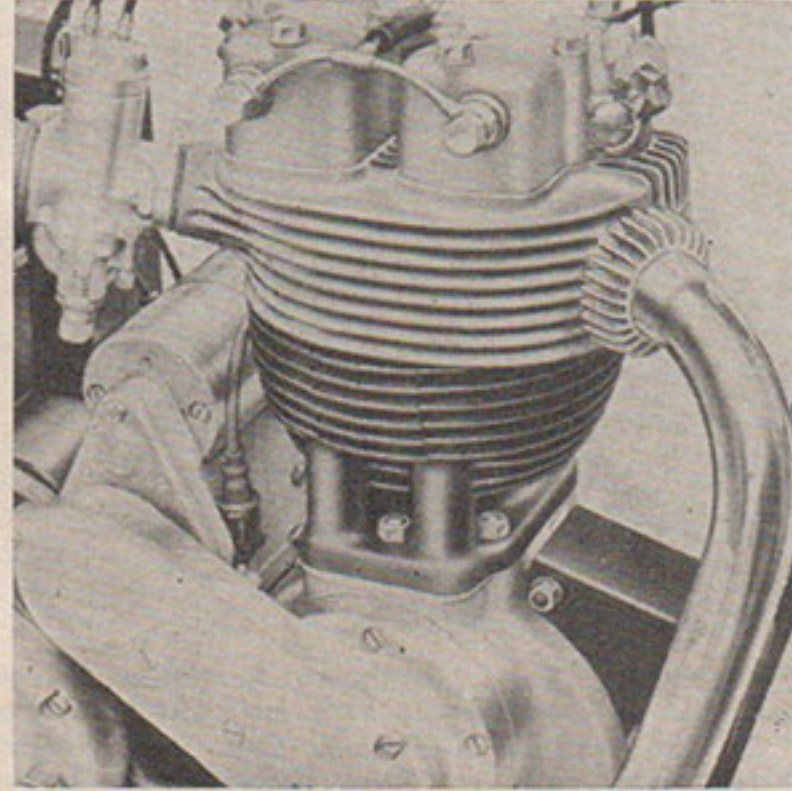
Since using the mails to defraud is a federal offense, postal authorities are currently investigating the forgery. A prison term awaits the person who forged Mr. Belleville's name, if caught and convicted.



NEW! Emblem

Rust-proof 4-in. attach to license. Sturdy cast aluminum. Painted in correct insignia colors. Available for Motorcyclists, also for MD, RN, RX, DDS, Fire Dept., Aux. Pol., Civ. Defense, Elks, Mason, K. of C., Shrine, Eagle, K. of Pythias, Kiwanis, Rotary, Moose. Send \$1.49, 2 for \$2.50. Your own design made to order (min. 50c).

STA-DRI CO., Dept. CM-5, Whitestone, L.I., N.Y.



Do you want zestful performance in a smooth, dependable Big Single? You can get it in the new, bright red finished "Red Hunter" Ariel.

ARIEL

QUICK PARTS SERVICE

BSA LAMBRETTA ARIEL

New and Used Indian Parts
Cylinder Reboring—Harley Rods Rebuilt

• Free Catalog •

BARNEY'S MOTORCYCLE SALES
10411 Gandy Blvd., St. Petersburg, Fla. Ph. 52-4951

MOTORCYCLE RIDERS 24 HOUR STORAGE

Modern Sales & Service Facilities
Full Line Parts & Accessories

LEONARD ANDRES

San Diego Harley-Davidson Co.
929 India • San Diego, Calif.

GET THE BEST—BUY HARLEY-DAVIDSON

Reliable

HOP-UP SERVICE

Prescriptions Filled

WICHITA CYCLE CO.

813 Ohio Street

Wichita Falls, Texas

Cadet Tires

THE ONLY PRECISION REBUILT MOTORCYCLE TIRE

Savings • Service • Satisfaction

NEW TIRE GUARANTEE • LONGER WEAR WITH
100% NATURAL TRUCK RUBBER

CADET TIRE CO.

2617 N. San Fernando Rd. US 99 Burbank, Calif.

Announcing



Just
Out!

144
Pages

27 Sketches
and Cartoons

Discount on dealer orders.

1268-C SO. ALVARADO ST.

An exciting new book about Motorcycle Racing on the Continent and British Isles

MOTORCYCLE RACING IS THE FINEST SPORT ON EARTH and it is also a game, hence the title, "THE RACING GAME" for this new, thrilling and exciting book. Read all about world-famous races across the sea and the men who made them famous. HISTORICAL—HUMOROUS—FACTUAL stories by winners of nearly 30 Tourist Trophy Races on the Isle of Man. 41 different riders make this book A MUST for the racing fans of the world. Edited by authority—G. S. Davison, author and publisher of dozens of books and magazines on motorcycle racing. Postpaid \$2.00

ADD THIS BOOK TO YOUR LIBRARY TODAY!

Send for free catalog of 125 Motorbooks and helmets for both competition and highway use

FLOYD CLYMER PUBLICATIONS

"Pioneer distributors of crash helmets in America—since 1932"

LOS ANGELES 6, CALIFORNIA

If Harley-Davidson makes it,
WE CAN MAKE IT...



WAGER & WALKER

★ We still have some new and used "VL" parts and we can supply a full range in Lodge plugs.
419 East 4th St., Santa Ana, Calif.

Dealers!

BUILD GOOD WILL!

100 retractable BALL-POINT PENS. \$28.00 imprinted with your name and address. (Print plainly.) Post-paid (sample 50c).

SERVICE SPECIALTY CO.
3910 S.E. 82nd Avenue, Portland 66, Oregon



Parts Stock Larger
Than Texas
**MOTORCYCLE
SALES**

GUARANTEED 24 HR.
MAIL ORDER SERVICE
1810 Texas Ave. • CA. 2-6426
HOUSTON, TEXAS

CLUTCH PLATES MOLDED NEOPRENE

Use The Genuine Gold Bond "Rosie" Clutch
Ask Your Dealer **Rco** 3729 Sonoma Road
— or Write Vallejo, California

Customer Satisfaction Unconditionally Guaranteed

Visit us when in Southern California
Harley-Davidson Distributor
for Centinela Valley

R. B. (BOB) WALKER

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

ORchard 1-8549

MOTORCYCLE TROPHIES

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

R. S. OWENS & CO.

2039C WEST 13th ST., CHICAGO 8, ILL.

HIGH PAYING OPPORTUNITIES

Work in fabulous So. America, The Islands, Africa, U. S. A., or other foreign countries. All Trades, Labor, Clerical, Drivers, Mechanics, Engineers, etc. Many benefits. Tax-free earnings. Chance to travel. Fare paid if hired. Make and save a fortune. Application forms. Opportunities for women also.

For information Write Dept. 92 G
NATIONAL EMPLOYMENT INFORMATION
1020 Broad, Newark, N. J.

RETREADING

8⁷⁵ Road Tread 9⁹⁵ Sports Knobby
GUARANTEED • PAY MORE? WHAT FOR?

ACE TIRE CO.

5232 Vineland Ave. No. Hollywood, Calif.

WINS COTSWOLD TRIAL



CUP WINNER: R. J. Langston traverses a rocky stream bed with deliberate skill en route to a clean win in the English Cotswold Cup trial recently. Langston, who rode an Ariel single, was the only competitor to finish the course with no marks lost.

GAS TANK, CLUTCH INSERTS OFFERED

The Caspary Brothers Company, 6122 W. Washington Blvd., Culver City, Calif., is now manufacturing a 2-gallon fiberglass "Mustang-type" gas tank for swinging arm BSA's. The price is \$40.

This firm is also producing Cork-Neoprene inserts for Villiers clutches. These inserts are suitable for T.T. and Scrambles-type racing. The price is 10 cents apiece.

DAYTONA DOINGS

Banquet, Exhibits....

(Lack of space in last Month's CYCLE necessitated a delay in the reporting of the following events until this issue.)

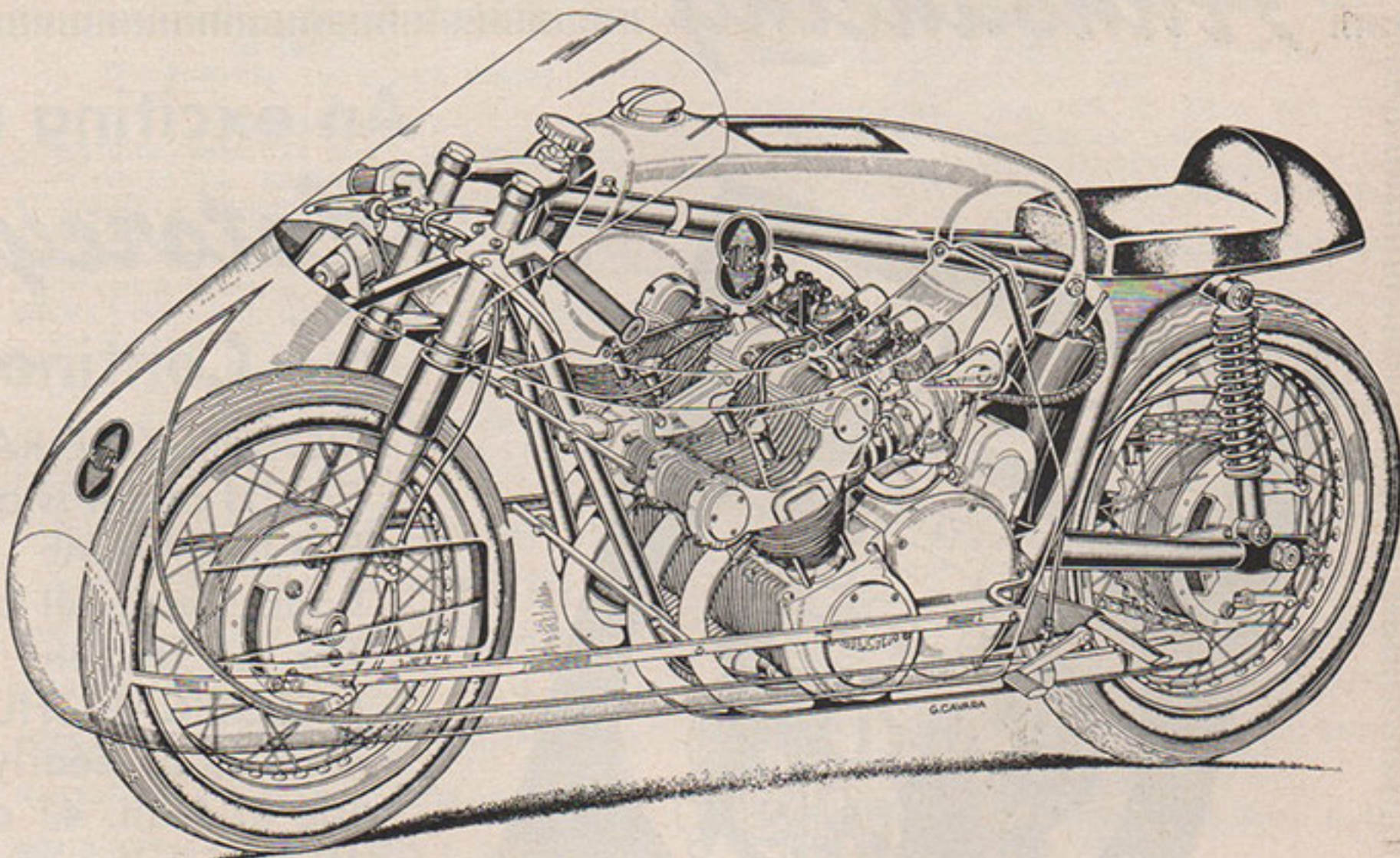
OFFICIALS of the Harley-Davidson Motor Company were hosts at a banquet for several hundred dealers, representatives and guests following the 100-mile Class B race at Daytona Beach, Florida, Mar. 10.

Acting as toastmaster for the event, Walter Davidson, the H-D factory competition manager, introduced several guests—including A. A. Swenson, president of the American Motorcycle Association and Bates Molyneux, who rode an H-D K to victory in the 100-miler that afternoon.

Harley-Davidson sales manager Joe Kilbert outlined the firm's plans for 1956, and expressed his satisfaction with 1955 sales—which, he stated, were up 22 per cent over '54.

Harley-Davidson also participated in the huge motorcycle show, although the H-D exhibit was held in a building near the beach and pier. Cutaway engines and transmission, plus the new models, were featured.

Many other motorcycles were exhibited in the Daytona Armory. Parts, accessories, attractive displays and glittering new machines from England and the continent filled the huge hall. The attendance all around was very good, with exhibitors reporting much interest from dealers and riders who attended.



ARCORE ARROW: Here it is! The Gilera 500-cc. four-cylinder racer shown above holds the world championship for 1955. A product of the Moto Gilera works in Arcore, Italy, this fabulous streamliner won international laurels last season with England's Geoff Duke at the helm. Despite Duke's suspension by the F.I.M. for the first part of the '56 season, Gilera will defend the world title. The Italian factory is also going to compete in European Moto-Cross events, and is formulating some new lightweight designs for entry into that type of activity.



DUDLEY PERKINS CO.

Sales — Service — Expert Repairing All Makes — Genuine Parts
Large Stock Surplus 45 Parts — We ship anywhere
RETURNING SERVICEMEN & ALL MOTORCYCLISTS WELCOME
655 ELLIS STREET, SAN FRANCISCO, CALIF. • PHONE PRespect 5-5323



CYCLE Service Tips



By J. B. Nicholson

TIRE SERVICING

GOOD TIRE MAINTENANCE is one of the most vital motorcycle safety factors. It not only pays off in assuring greater riding safety, but it minimizes the possibility of tire trouble on the road and increases tire life.

Tips on Tire Care

CHECK tire pressures at every gas stop.

ACCELERATE and brake smoothly. Rear wheel spin on acceleration and skidding on braking increases tire wear enormously.

RIDE with some caution on surfaces where there are sharp stones, outcropping rocks or frozen mud. High speed riding on such surfaces can easily damage tires.

INSPECT tires at regular intervals—at least every 5,000 miles or more often under severe conditions. Remove any imbedded stones, glass or nails.

BE ON THE LOOKOUT for any high spot or swelling appearing on the tire road surface or sidewall. Such are indications of fabric damage, usually due to heavy impact

on sharp objects and are not always indicated by a cut or visible outside damage initially. When there is evidence of such damage, tire should be removed and examined immediately. For high speed riding, tire replacement is generally advisable. For moderate service only, prompt repair at a reliable tire repair shop may be worthwhile if there is a fabric cut or break.

WHERE TIRE SIZES and treads are interchangeable, switching front and rear tires at 4,000 mile intervals is recommended for maximum life. Where tire sizes are not interchangeable, front tire should be removed as soon as signs of tread "cupping" appear and tire turned over, (refitted so that the side that was on the left side of machine will be on the right side).

WHEEL ALIGNMENT should be checked once a season. This is easily done with string or straight edge. Suitable allowance must be made where there is difference in section of the front and rear tires. With 3.25 front and 3.50 rear tires, for instance, an 1/8-inch "air gap" must be allowed between the string or straight edge and the
(Continued on page 40)

BSA



Borrani (Italy)

Light Alloy Racing Rims
18" x 19" — \$17.50 each
BSA Light Alloy 2 Gal. Tanks
(AMA Approved)

Specializing in BSA & BMW
Racing Spares
Kansas City

Motorcycle Service
915 State Street, Kansas City, Kansas
On U.S. 24, 40, and 73

ARIEL

Mustang

Surplus Engines

125 cc to 80 OHV, NEW, USED, REBUILT
& AS IS. \$49.50 UP. ENGINE LIST 10c.

Used and Reconditioned Harley Parts,
All Models, 1930 to 1956.

WICHITA CYCLE CO.
813 Ohio Avenue Wichita Falls, Texas

NORTON

Complete Line of Parts & Accessories

PROMPT MAIL ORDER SERVICE

CUTLER NORTON SALES

Dept. C-6, 24732 Ford Rd.
Dearborn, Mich.

Phone: Logan 5-3030

WHERE PICTURES SPEAK LOUDER THAN WORDS



Only in the famous BMW R-26
250 cc Single, BMW 500cc
Twin and BMW R-69 600cc
Super Sport Twin.

THE SHAFTDRIVE
WITH SWING-ARM
ADJUSTABLE SUSPENSION
FULL HUB BRAKES
LIGHT ALLOY RIMS

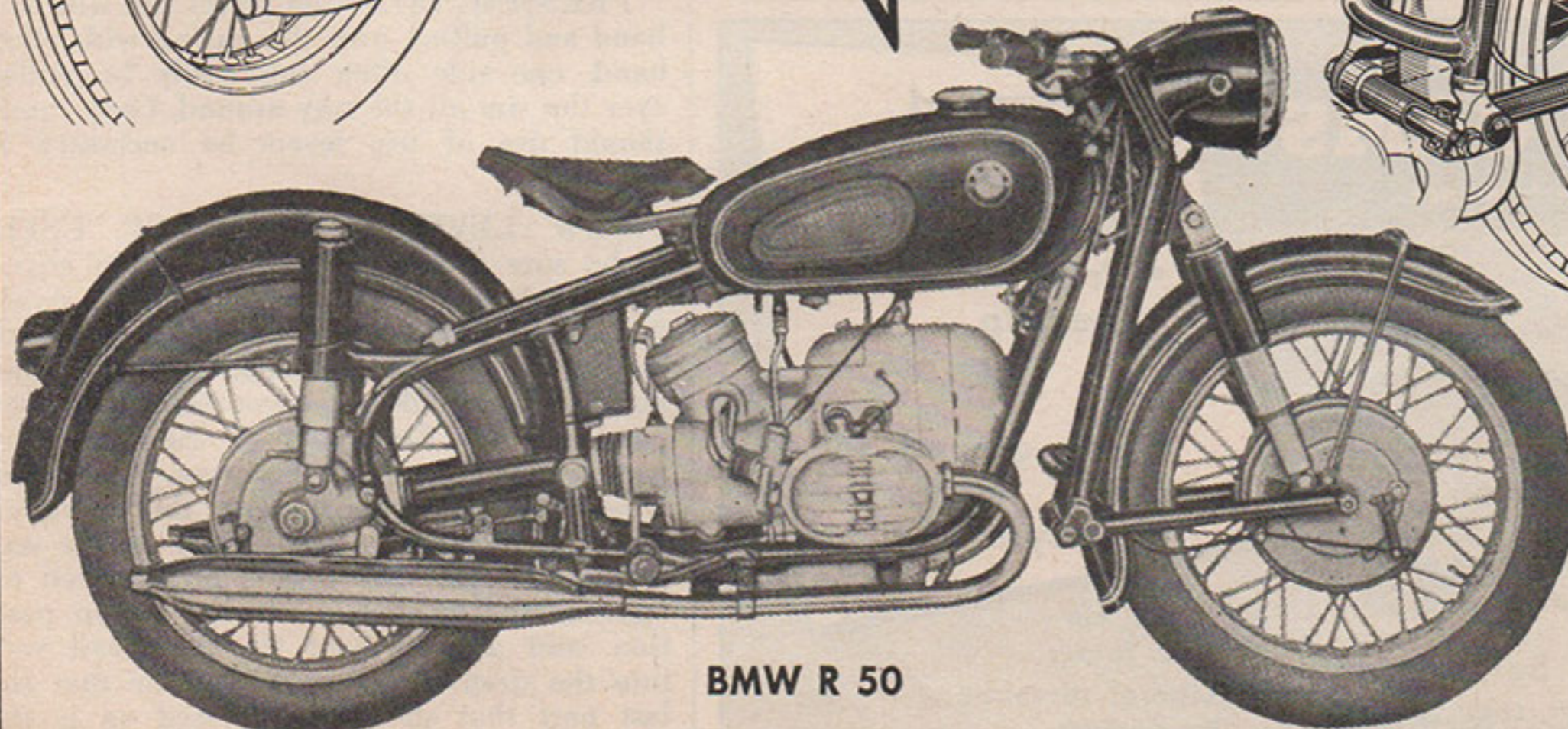
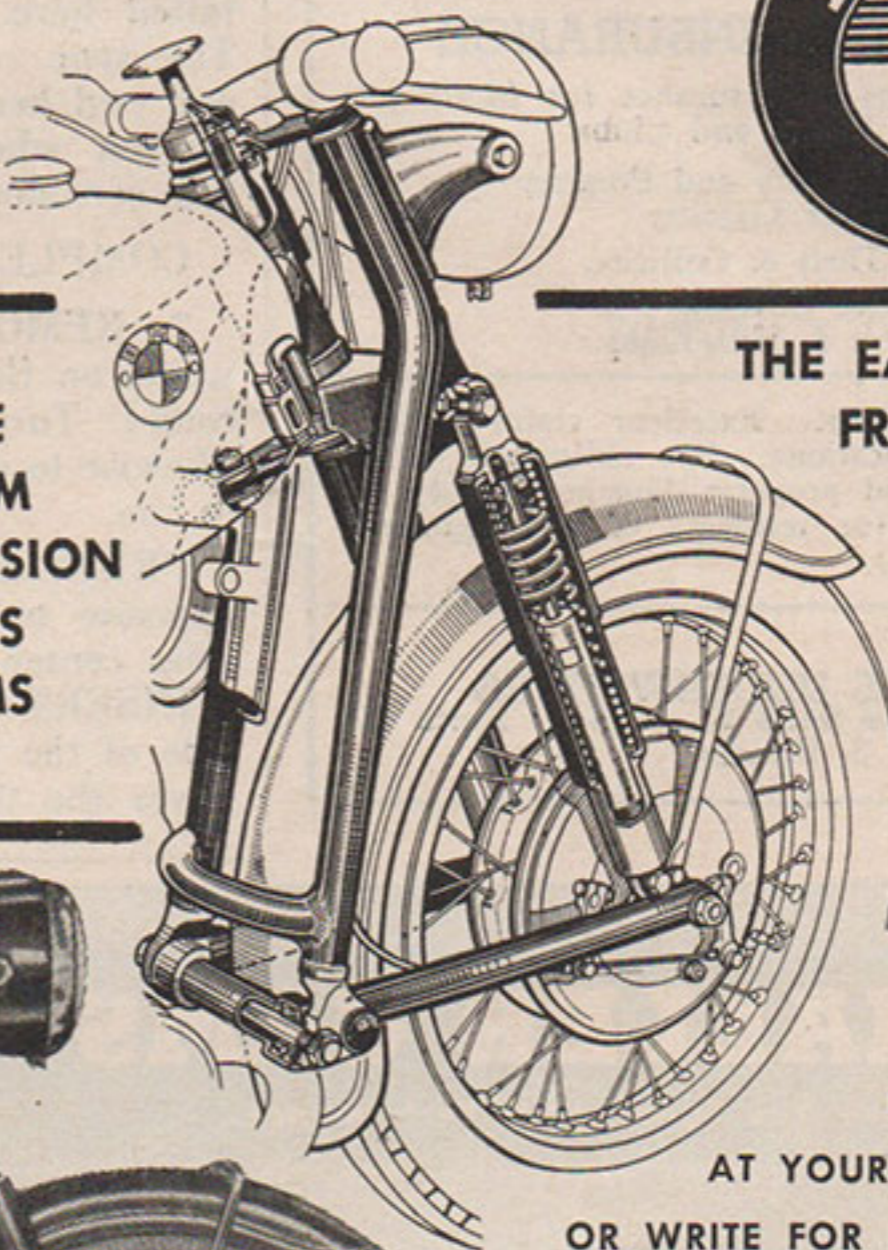
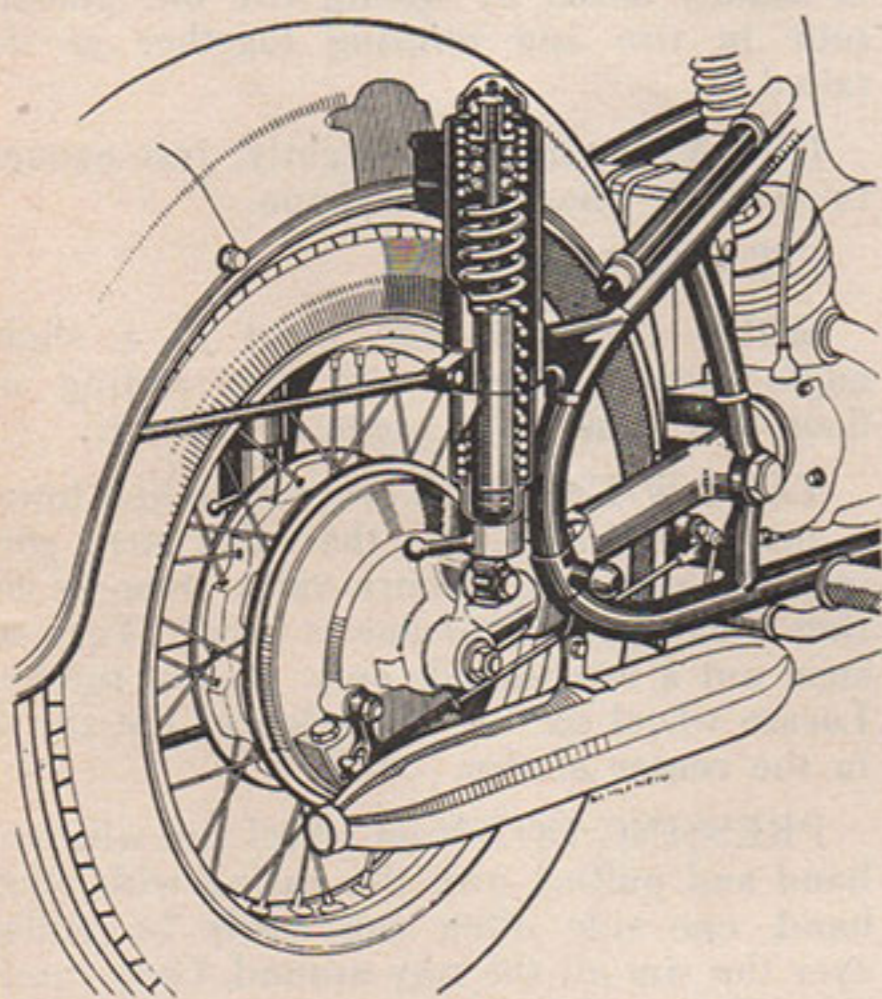
THE EARLES-TYPE
FRONT FORK
FOR THE
STEADY
RIDE
ON ANY
ROAD

SEE THE
FAMOUS
BMW MODELS
AT YOUR BMW DEALER
OR WRITE FOR INFORMATION

In the East:
BUTLER & SMITH
160 West 83rd Street
New York 24, N. Y.

In the West:
FLANDERS COMPANY
200 W. Walnut Street
Pasadena 3, California

In Canada: NSU of Canada Ltd.,
434 St. Helen St., Montreal 2



BMW R 50

Look-^{THE}VINCENT-^{THE}Look

I CARRY A FULL LINE OF VINCENT PARTS AVAILABLE FOR IMMEDIATE DELIVERY. MAIL ORDERS PROMPTLY FILLED. ALSO REPAIRS IN MY SHOP. VINCENT ONLY. HARRY BELLEVILLE MARYSVILLE, OHIO PHONE 21217

MUSTANG and CUSHMAN PUCH, Austrian ALLSTATE, PARTS & SERVICE

Whizzer Parts & Mustang Chrome Wire Wheels Sent C.O.D. anywhere. Dealer discount on Puch & Austrian Allstate parts. Open Sunday till 3 PM.

CARNES CYCLE SHOP
8459 Foothill Blvd. Sunland, Calif.
Phone Florida 3-5231

THE MOTORCYCLE KING

Complete Sales & Service • New and Used parts • Factory trained mechanics • All Riders Welcome.

Koch HARLEY-DAVIDSON CO.
7160 W. Colfax • Denver, Colorado

ROBBINS PISTONS

Write for current price list.

Robbins Manufacturing Company
1530 Spence Street, Los Angeles, California

MOTORCYCLE INSURANCE

All forms of insurance for Motorcycle Owners, Riders and Clubs

- Bodily Injury and Property Damage Liability
- Fire, Theft & Collision
- Spectator Coverage for Races & Hillclimbs

No age restrictions. Excellent claim service. Write for applications. No obligation. (No bodily injury and property damage liability insurance written for residents of Massachusetts and New York.)

MOTORCYCLE UNDERWRITERS

39 So. La Salle St. • Suite 417
Chicago 3, Illinois

Cycle Service Tips —

(Continued from page 39)

front tire, to allow for the approximately 1/8-inch off-center difference between these two tires.

REMOVE and refit tires carefully to avoid damage to wire edge. Nothing longer than the tool kit type 6 inch levers should be required if proper procedure is followed.

Tire Pressures

TIRE PRESSURE requirements depend on the following factors: the total weight of machine and load, weight distribution, size of tires and type of service. The following are examples of suitable pressures on some of the more popular types of machines: on the Harley 74 with 5.00 x 16 tires, the recommended solo pressures are 12 lbs. front, 14 lbs. rear; with passenger, 14 lbs. front and 17 lbs. rear. On the B.S.A. or Triumph 650 Twin models and other machines of similar weight, using 3.50 rear and 3.25 size front tires, suitable solo pressures are rear 21, front 19; with passenger rear 26, front 22. On the average 200-250 cc. size machine with 3.00 tires, solo is 22 lbs. rear, 20 lbs. front; with passenger 30 lbs. rear and 25 lbs. front. From these examples, it will be observed that on the smaller sizes, a greater pressure increase is required to compensate for passenger load than is the case on bigger machines with larger section tires.

FOR REALLY HIGH SPEED riding, pressures up to 2 to 3 lbs. higher may improve handling, especially on good roads and on machines with rear wheel springing. Adequate pressures reduce "drag." More power is required to maintain a given speed with under-inflated tires.

Tire Removal

THE RECOMMENDED procedure is detailed here. Two tire levers are sufficient. The type recommended is that which has one end bent over with an "eye" for hooking on wheel spokes. These simplify the job considerably.

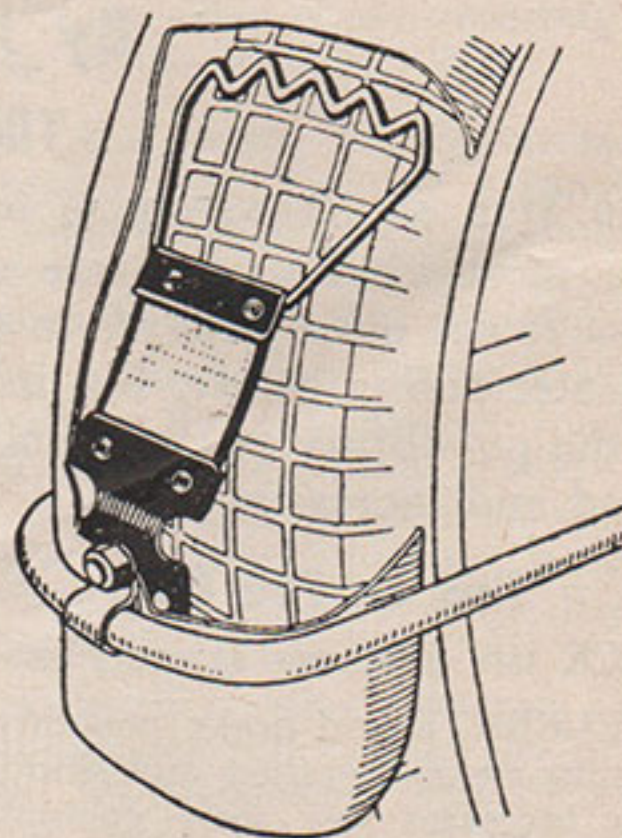
COMPLETELY deflate tire.

2. REMOVE valve stem rim nut. Lay wheel on floor and step on tire all the way round. Turn over and step on other side likewise to completely free tire from sticking to rim.

PRESS a section of one side of the tire opposite to the valve stem down into the drop center of the rim as far as it will go.

INSERT TWO tire levers—one on each side of the valve stem about 4 inches apart. Lever the tire bead out from rim with one

lever and hook the eye of this lever around spoke. Press down other lever, remove and work around tire, taking about 4 inches each time until about half of the bead of tire is out of the rim. Then the balance can easily be pulled out by hand. The tube can now be removed and tire pulled off rim by hand without difficulty. If not, a lever can be used to aid removal.



TIRE SAVER: This simple nail-catcher practically eliminates flats. It's popular in Europe but not too common in the United States.

SYNTHETIC rubber tubes are identified by some manufacturers with red or blue stripe or the letter 'S'. Although noticeably less elastic than crude rubber tires, they have the advantage of better air retention.

Tire Refitting

THE STEPS detailed below apply when tire has been removed from rim. If tube has been taken out by only removal of one side of tire, it can be refitted without removal of tire, but if wheel is out of the machine, time is usually saved by taking tire off, placing tube in tire and refitting together as detailed.

INFLATE tube very slightly, just enough to make it almost take shape.

FIT tube in tire.

HOLD tire with one hand at a slight angle from vertical, with tire resting on floor and tube valve stem at bottom.

TAKE WHEEL with other hand and lower it into the tire so that the valve stem goes into the rim hole. Secure valve stem by fitting stem rim nut (if one is used). Turn on stem nut a few threads only. Do not tighten. Locate wheel so that one edge of the rim is in the center of tire.

PRESSING DOWN on wheel rim with one hand and pulling over tire casing with other hand, one side often can easily be pulled over the rim all the way around. Only rarely should use of tire levers be necessary at this stage.

NOW LEVERS SHOULD BE USED. Make sure the levers have no sharp edges. If they have, remove with a file. Avoid "pinching" tube when levering by not inserting levers any further than necessary, and noting the tube does not get caught between lever and rim. Start opposite the valve stem and gradually work either way. The wheel is best located on the floor for this operation and it is an advantage to kneel on the section of the tire where it is first levered on opposite the valve stem, to keep it in position, and also to hold the tire bead well into the drop center of rim. Note that the last part that should be levered on is the section in the vicinity of the valve stem.

SCHALLER CAMS

Give You Speed AND Performance

We grind and reharden your own cam:

Road Grind — Track Grind

Lake Grind — Super Grind

SCHALLER CAMS

"Bus" Schaller — "Jim" Schaller
P. O. Box 31, Turlock, California

- Guaranteed Results
- Tailored to Your Engine
- Precision Workmanship



Cams ground for every make of motorcycle

- Write for free folder
- Liberal discount to dealers

THE 5.00 x 16 size with valve stem hole at side of rim is a slight exception to the above; on these it is more convenient to fit one side of tire onto rim and then slip in the tube. Note that tube must be installed correctly with the side to which valve stem is inclined located on the stem hole side of rim.

Points to Remember

START levering tire off on one side only; start in the vicinity of the valve stem.

WHEN refitting, start levering on last side opposite valve stem and end up putting on section near valve stem last.

MAKE USE of the "drop center" in rim by pressing the tire edge into this directly opposite to where you are levering. This will give you more slack in tire where you are working, simplifying the job and reducing strain on the tire wire edge.

SPONGE soapy water onto tire edges and rim to ease fitting if tire does not lever on easily.

CENTER tire on rim as it is inflated.

Tire Security Bolts

SOME sports models, notably the Triumph twins, have been equipped with tire security bolts for many years. A tire security bolt is a shoe that fits inside tire between tube and tire beads and clamps tire beads to rim.

THE PURPOSE of the security bolt is to eliminate danger of rim turning in tire and tearing out valve stem from inner tube. Security bolts permit the use of reduced tire pressures when necessary for increased traction.

Removal and Refitting with Bolt

REMOVING—Procedure is same as for tires without security bolts already listed, except securing bolt nut should be slackened right off to the end of bolt and the security bolt pushed well into the center of tire by pressing on bolt end with thumb, before commencing to lever tire off.

REFITTING—Locate security bolt shoe inside the tire; at the same time valve stem is located through rim. Make sure security bolt is right inside of tire and not caught between tire and rim.

PULL ON ONE EDGE of tire completely. Start levering on tire opposite valve stem and security bolt. Press on security bolt head. This should press in easily, indicating security bolt shoe is correctly located inside tire and not caught between tire and rim. When last edge of tire is levered on within the last foot surrounding security bolt, hold the bolt end right in to rim as last of tire is levered on. This will ensure the bolt shoe stays inside of the tire and does not get trapped between tire and rim. Finally, check to see that bolt can be depressed easily to ascertain correct fitting. Inflate tire, tighten security bolt nut.

DISCARDING SECURITY BOLT—CAUTION—It is essential that the rim hole be plugged if security bolt is left out, otherwise there is danger of tube blowing out through the rim hole.

TIRE AND WHEEL BALANCING—Note some tires are factory balanced, and intended to be installed with the balance mark at

(Continued on page 42)

Have you been wondering where to get

PARTS for your JAWA and CZ?



Your Worries
Are Over



In addition to supplying you with almost 100% parts service on your old CZ and JAWA—to make it worthwhile to keep your machine running in good condition, we are reducing the following parts at half price or less:

CZ 125 cc

Complete crankcase.....\$20.00

All gears, complete headlight; horn; battery holder; frame; complete forks; complete handlebar; front and rear wheel; ALL 50% OFF LIST PRICE.

Front fender (less than half-price) ..\$ 4.00

Rear fender (less than half-price) \$ 6.00

JAWA 250 cc & 350 cc

Front and rear wheels; crankcase; crankshaft; cylinder; complete electrical equipment; frame; front and rear fender; seat; rear springing unit; tool box; tank. ALL 50% OFF LIST PRICE.

We have all the parts you are likely to need. If you are unable to order them through your dealer, write to us for price list & catalogs.

International Motorcycle Co.

2432 Grand Concourse, New York 58, N. Y.

The New Clymer

"St. CHRISTOPHER" HELMET

"Safety for the Traveler"

PRICED
LOW AT **\$16.50**

UNEXCELLED FEATURES

SAFEST! STRONGEST!

SMARTEST! MOST COMFORTABLE!



Give hat size when ordering



- Shell of Molded fiberglass—the wonder material. Light 1 lb. 5 oz. resilient and abrasive-resistant.
- Waterproof and easily cleaned. White color—easily seen at night.
- Harness of finest chrome, natural sheepskin leather with strong webbing interior straps.
- Nylon cord and thread used—there is no cheap cotton stitching. Full leather neckband.
- Semi-floating headband and harness for comfort and shock absorption.
- Attractive—improves wearer's appearance
- For men, women, boys or girls.
- Easily detachable visor available.
- B. S. T. KITE mark approved—specifications 2001. Passes severest British standard tests.
- Worn exclusively by R. A. C. patrols and by many police officers the world over.

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.

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.

DEALERS — Write for liberal agency offer—get in on this new additional business to be had by live dealers NOW!

PRICE \$16.50—Includes quickly detachable visor. Be sure to give hat size when ordering.

FLOYD CLYMER HELMETS

"Pioneer distributors of crash helmets in America—since 1932"

1268 SOUTH ALVARADO STREET

LOS ANGELES 6, CALIFORNIA

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
- ★ LEATHER SHIRTS, racing jackets and breeches

BATES MFG. CO. Box 116, Watts Station
Los Angeles 2, Calif.

BSA Largest selection of new and used BSA motorcycles in Arizona

We specialize in parts and polish jobs.

DAVIS and SON
1146 E. Van Buren Phoenix, Arizona

You know you're wearing the finest leathers when it bears the Langlitz Leathers label. Rider tested, custom made. Get the facts, write for catalog—then order through your dealer or direct. You'll be glad you did.



633 S. E. Morrison St., Portland 14, Ore.

ED KRETZ

**ARIEL - TRIUMPH
MUSTANG - CUSHMAN**

Complete line of above Motorcycles and Scooters. Speed Equipment, Motor Rebuilding. Prompt attention to Mail Orders.

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

Cycle Service Tips —

(Continued from page 41)

adding two suitable weights (about 90 degrees apart on the light side) to correct any irregularity in balance. Round wire solder wrapped around spokes close to rim is suitable material for this purpose. Balance should be rechecked whenever tire is removed and refitted, unless replaced in same position as before removal.

TIRE NAIL CATCHERS—or "tire savers" are inexpensive accessories that can be fitted to any machine in a few minutes by attaching to mudguard so that the blade just grazes the tread. They almost eliminate possibility of flats from picking up nails and also prevent other damaging objects from imbedding in tires. This is one of the most useful motorcycle accessories ever invented and although widely used in Europe, is rarely found in America.

Kansas City Stocks Italian Accessories

FANCIERS of Italian accessories and products will be interested in the announcement by the Kansas City Motorcycle Service, 300 Minnesota, Kansas City, Kan., that the firm is stocking Borrani wheel rims, Del Lorto carburetors, Ducati motorcycles and Algat cars.

The featherweight Borrani rims, used by several Grand Prix teams in the continental races, are available in 18 and 19-inch sizes. The "Record" rim, for instance, weighs in at just 50 ounces—and it's a 19-incher.

Del Lorto carbs are standard equipment on World Champion Geoff Duke's Gilera racer, as well as the other machines in the Gilera, MV-Agusta and Moto Guzzi stables.

Kansas City Motorcycle Service is presently distributing the Ducati line of motorcycles. This brand features two small overhead-valve models—in 98 and 125-cc. engine capacities. In addition, two of the hottest lightweights around are to be imported in quantity by Kansas City—the single and double-overhead cam Ducati lightweights in the 125-cc. class.

Rounding out the KC line are the Algat baby cars, which travel a country mile on a thimbleful of gas. Dealers and other interested parties are invited to write the firm for details on these products.



\$2.00 per single insertion.

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

WANTED—Companion for fishing and camping trip by motor through Baja Calif. to La Paz. Leaving June 15 for two weeks. Contact J. G. Crawford, 8654-A San Antonio, South Gate, Calif. LO 7-6847.

SELL—Ariel Square Four, 1950, 3,000 miles, Fenders, tank chrome—red trim. All extras, chromed parts. Like new, see to appreciate, make offer. Jack Nottola, 121 Easton St., Los Angeles 22, Calif.

SELL—1955 BSA Gold Star. Perfect condition. Less than 2,000 miles. Jim Stark, 408 47th St., Western Springs, Ill.

WANTED—BSA 650 cc. Super Flash engine and transmission. Will also consider Gold Flash engine and transmission. Roy Baumgardner, 830 Curtis Ave., Cuyahoga Falls, Ohio.

WANTED—1932 or older Indian Scout or other motorcycle, Majestic Tandem, first Harley windshield with cloth legshields, book—"Motorcycles and Sidecars," by Victor Page. Harold H. Clough, 91 W. 16th St., Davenport, Iowa.

SELL—1955 Triumph T20 Racer, full race engine, special cam, piston, countershaft and rear wheel sprocket. Geared for dirt track. Ready to go—will crate. J. F. White, 36 So. Bartlett, Medford, Oregon.

SWAP—New 1 5/32 TT carb and small Triumph racing pipes for Shadow 7:2 bottom gears, 1 1/8 carbs, adaptors and 150 m.p.h. speedometer or miscellaneous parts. J. A. Abernathy, 16 6th St. S. W., Hickory, N. C.

WANTED—Set of fork tubes and lower fork stem for 1947 or later 498-cc. Enfield or a complete fork, either new or used. Vernon Westphal, 1917 - 15th St., Eureka, Calif.

WANTED—Triumph, Harley, BSA or DOT lightweight. Fair condition (souped or stock). Give good description. All letters answered. Bill Killenny, Route 2, Delavan, Wisc.

WANTED—Someone interested in traveling to South America by motorcycle. Must live in greater New York area or suburbs. Neil Contentino, 52-30 65th Place, Maspeth 78, N. Y. Phone DE 5-4453.

WANTED—Detroit area riders interested in joining Liberty M. C. to swap information regarding same. Johnny Walker, American Bike Shop, 16223 9-Mile Road, East Detroit, Mich. PR 5-4770.

TRADE—1948 Hudson Super Six 4-Door—good mechanically, fairly good body, for motorcycle. Consider any but prefer mediumweight. John Dohner, 2903 Liberty Pkwy., Baltimore 22, Maryland.

SELL—1955 Ariel Scrambler, Bates racing saddle, new knobbies, spare mud fenders, air cleaner. 700 miles. \$595—no trades. Dick Erlin, 111 Reno Way, Santa Cruz, Calif. GA. 3-1920.

Use This Blank For Your Swapping Post Ad

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

Enclosed please find \$2.00 cash check M.O. as payment for the following ad to appear in the next issue of CYCLE.

Copy limit 25 words (not including name and address). Per single insertion \$2.00.

Copy: _____
Please print!

NAME _____

ADDRESS _____ CITY & ZONE _____ STATE _____

Swapping Post is for the use of individuals—not manufacturers, distributors or dealers.

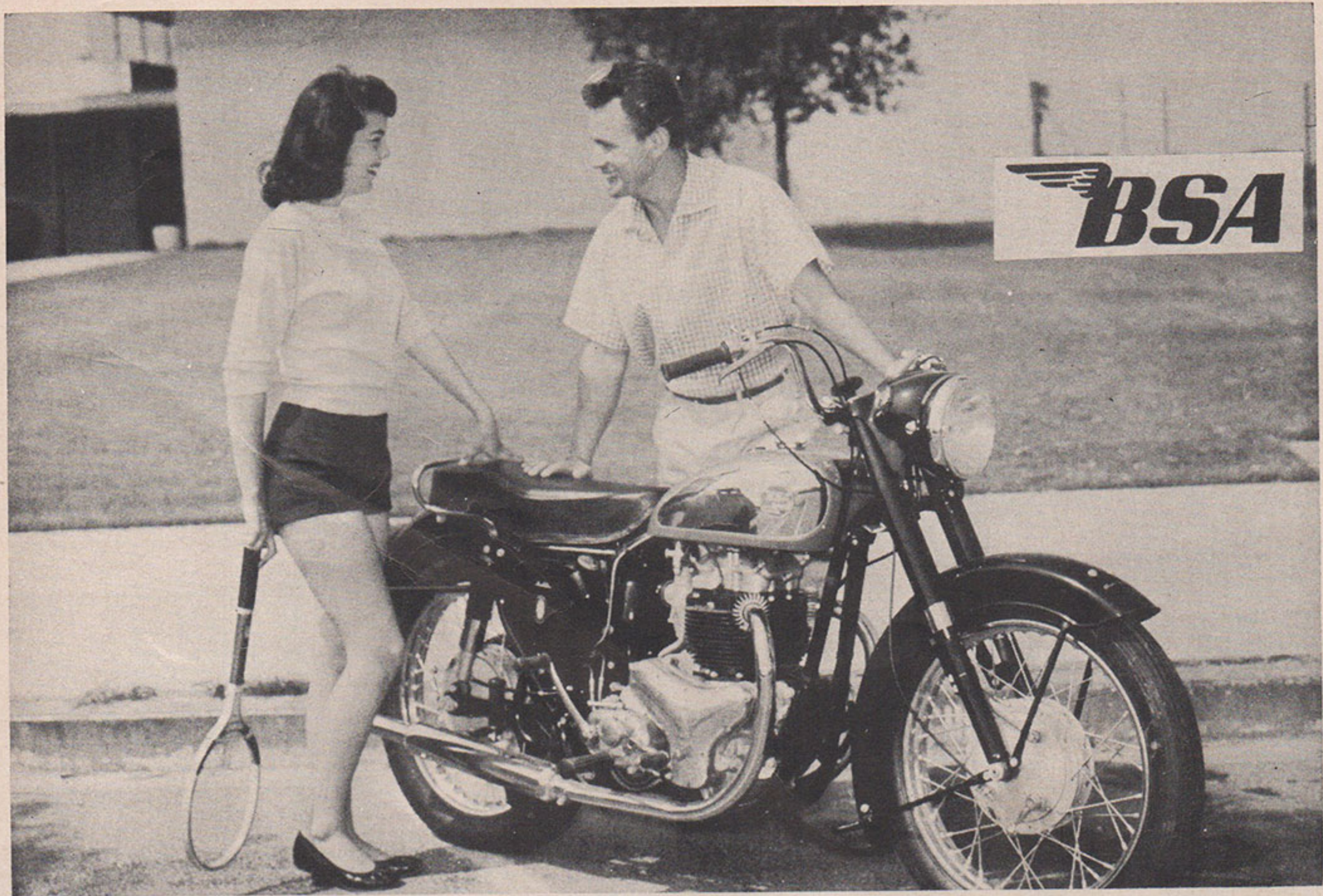
U. S. GOV'T. SURPLUS
"45" Harley-Davidson Motors

Complete with Carburetor, Generator

\$69.50 f.o.b. Chicago

Motorcycle engine price list.....10c
Parts and accessory catalogue.....50c
Complete stock, Harley, Indian, Zundapp, Victoria, Maico, Horex, Adler motorcycles, scooters and parts.

TRIANGLE
2157 W. Harrison, Chicago 12, Illinois



BSA

Golden Flash

HERE'S A MODEL WITH UNIVERSAL APPEAL!

**The BSA Golden Flash is the right motorcycle for more motorcyclists!
Here is real universe appeal.**

**FEATURES INCLUDED
IN THE PRICE!**

Full width alloy hubs
 Chrome plated tank panels
 Centrally positioned brakes
 Dual seat with chrome handrail and pillion footrests
 Quickly detachable rear wheel
 Enclosed rear chain
 Extra strong double tube frame
 Steering head lock
 Adjustable rear suspension

The big husky "Flash" successfully combines smooth, flexible traffic docility with unusually potent acceleration, high cruising speeds, and, to quote a "Cycle" Magazine road test, "top speed in excess of 100 m.p.h."

With finish in gleaming black baken enamel, rocket-fire red tank with chrome panels and lots of chrome and polished alloy, the Golden Flash is one of the best looking motorcycles on the market today.

Performance—Appearance—and above all, **DEPENDABILITY** ar yurs with a Golden Flash!

Visit your BSA Dealer — Make your own "Flash Test!"

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

Specifications and prices between Eastern & Western models may vary. Consult your Dealer.

Send for free catalog.

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

**WORTH
SHOUTING
ABOUT!**

JOHNNY RICH
AFTER SPEED TESTS



CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1220

W. P. MARSHALL, PRESIDENT

SYMBOLS	
DL=Day Letter	
NL=Night Letter	
LT=Incl Letter Telegram	
VLT=Incl Victory Ltr.	

BA076 LA008

L LLP387 NL PD=TDL GLENDALE CALIF 20=
A F WEST=

1956 MAR 21 AM 4 47

VICE PRESIDENT IN CHARGE OF SALES THE INDIAN CO
SPRINGFIELD MASS=

SPEED TESTS OF TRAILBLAZER COMPLETED TODAY UNDER CYCLE
MAGAZINE SUPERVISION. GIBB BLACK EDITOR, FRANK CHRISTIAN
TIMING ALL RUNS. 106.19 MILES PER HOUR ATTAINED AT ROSAMOND
DRY LAKES UNDER UNFAVORABLE SOFT SURFACE. TEST SUPERVISORS
INDICATE TOP SPEED WOULD HAVE BEEN APPROXIMATELY 111 MPH ON
SMOOTH HIGHWAY CONDITIONS. COMPLETE STORY TENTATIVELY
SCHEDULED TO APPEAR IN MAY ISSUE
YOU URGE ALL INDIAN DEALERS TO
ROAD TEST ISSUE=
NELS NELSON=

Indian
SPRINGFIELD, MASS.

SEE YOUR Indian DEALER FOR A THRILLING DEMONSTRATION RIDE