

ANC

# CYCLE

JULY 1956

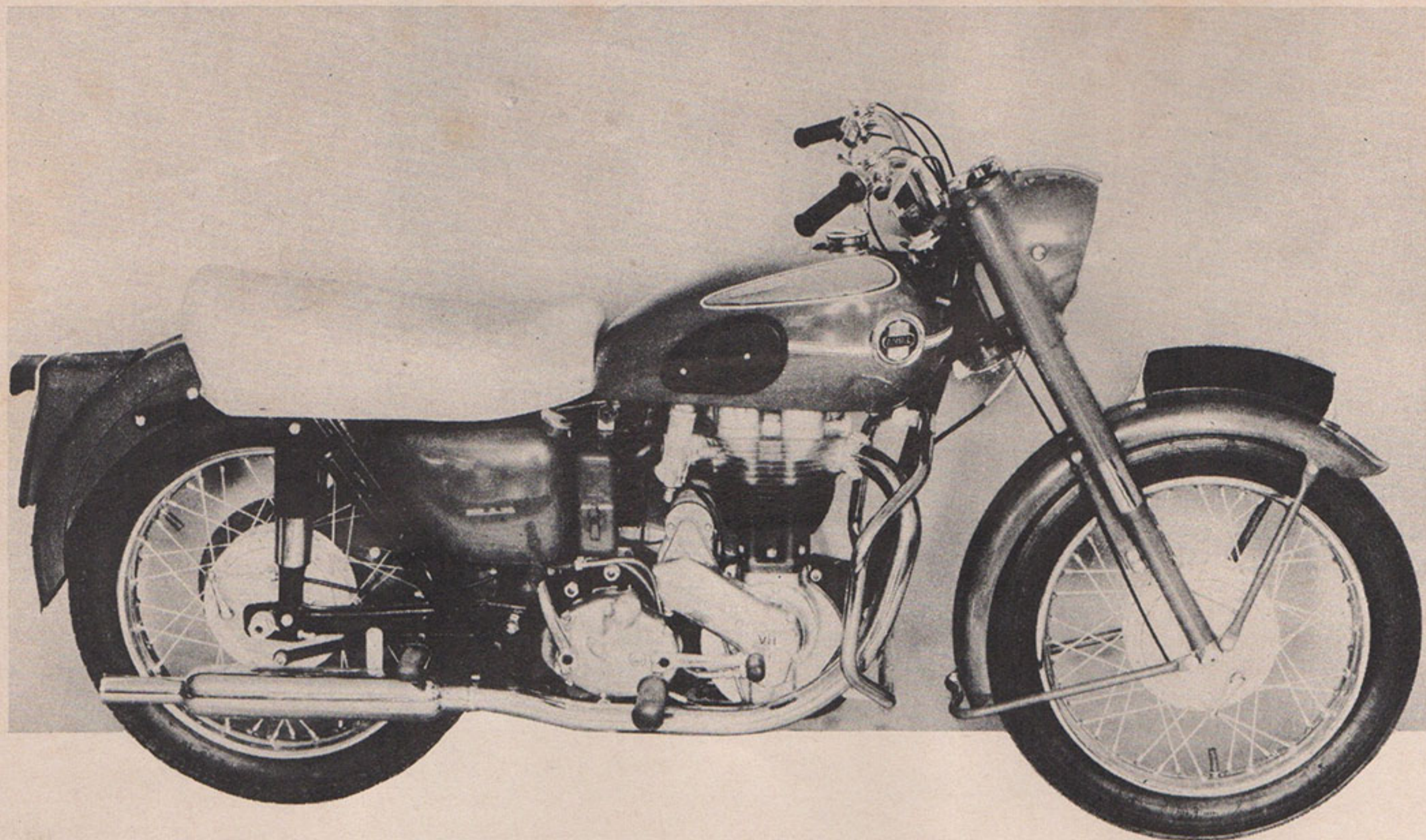
35c

"World's Largest Monthly Motorcycle Circulation"

DAVID MADDOX  
169 ALTA AVENUE  
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C-43828 7-57



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



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COVER PHOTO: Charlie Wheat is obviously enjoying himself as he jumps his BSA Road Rocket off the golf course pit area onto a dirt trail during the running of the sixth annual Catalina Grand Prix Sunday, May 6. Behind him is Dalton Holliday on an AJS. Wheat went on to place third as the BSA brand took three of the six events over the big weekend. Chuck Minert, riding a BSA Gold Star, won the Grand Prix.—Britzke photo.

# The Publisher's Column



WHY—WHY—WHY? We feel that our readers should know some of the problems that confront us in the publishing of a monthly motorcycle magazine. We receive many letters containing suggestions—some good and some bad—and criticisms, which we also appreciate, even though sometimes we can not correct the complaints.

Below is a series of questions and answers which we believe will enlighten many of our readers and give an insight to our problems:

QUESTION—Why don't you publish CYCLE weekly?

ANSWER—Unfortunately, the motorcycling industry in the United States is not large enough to warrant the publishing of a weekly motorcycle magazine such as those published in Europe and England. Magazines must depend upon advertising revenue, as circulation alone will not pay the cost of compiling and publishing a magazine. It would be impossible to secure weekly advertisements from our advertisers as most of them feel that a monthly ad is all they can possibly afford to run.

QUESTION—Why don't you furnish a calendar of motorcycle sports events held in the United States?

ANSWER—This is a difficult problem for several reasons. It could not possibly be kept up to date because of cancellations and postponements. The AMA once sent to us a calendar of scheduled events. This was discontinued. The reason given was, that because of so many cancellations, date changes and postponements, the calendar would not be completely accurate—which is true.

QUESTION—Why don't you publish more of the news that is sent to you by riders, dealers and clubs?

ANSWER—CYCLE is published about the 5th of the month prior to the date of issue. We receive many notices of events that would be over by the time our magazine is in the hands of our readers.

QUESTION—Why don't you publish more of the photos that are sent to you by riders and dealers?

ANSWER—We publish all the photos that are suitable and for which we have space. The photos that have the best chance of being used are 5 x 7 or 8 x 10 in size, with sharp detail and contrast. Printing cannot possibly improve a poor photo, but usually a good photo can not be spoiled by the printer.

QUESTION—Why don't you have two road tests in each issue?

ANSWER—We do not always have space for two road tests. From now on, however, we shall try to test one machine of fairly large capacity, and one lightweight or scooter. It is not always easy to secure a certain model of each make for road testing, however. Beginning with the July issue, we shall attempt to include two road tests whenever possible.

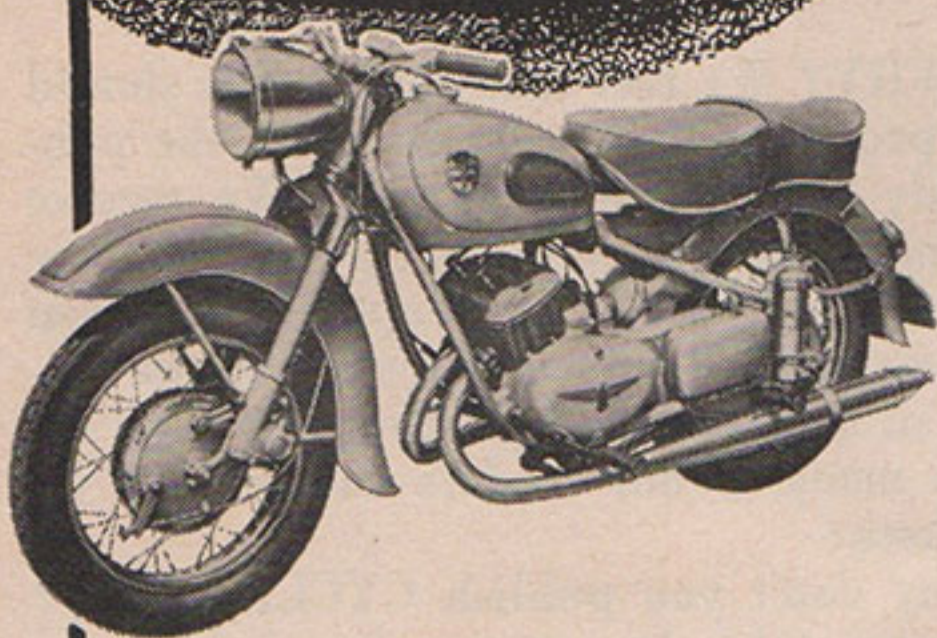
QUESTION—Why don't you publish more club news?

ANSWER—There are hundreds of motorcycle clubs in the United States. We do not have space to publish all club news received. If we did, there would be nothing but club news in the magazine.

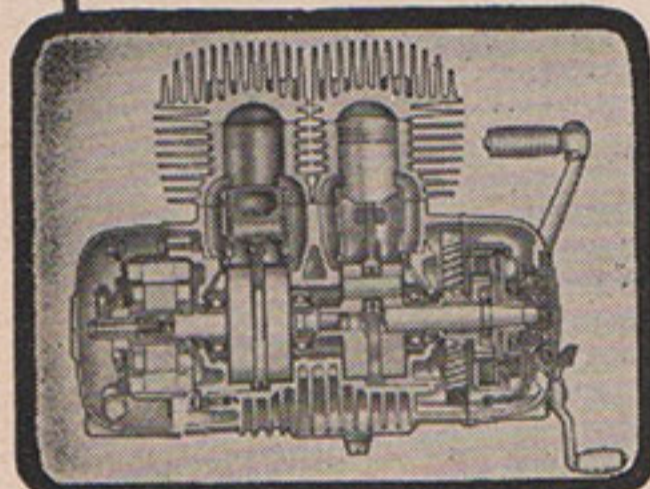
We trust the above answers will enlighten our readers and give them a better understanding of the publisher's side of the business.

*Floyd Clymer*

# ADLER

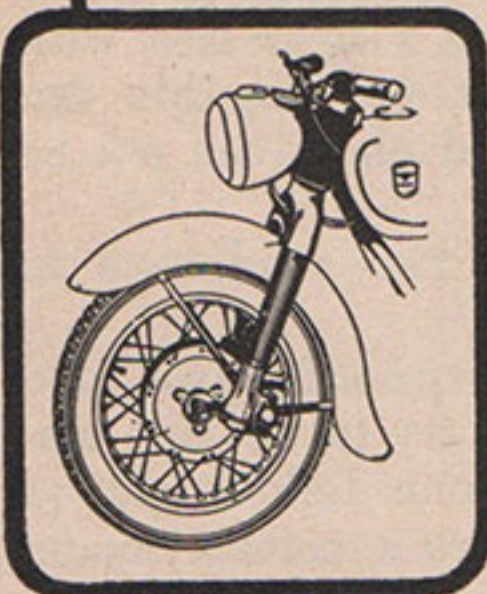


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Sparkplugged by Don Brown, former editor of CYCLE Magazine, the country's first motorcycle radio show hit the airwaves over station KHJ in Los Angeles on Monday, May 21, at 8:00 p. m. Don alternated with noted Television announcer Gil Stratton to present the latest news in the world of motorcycling in the inaugural show which is to be a weekly feature over KHJ. The show has already drawn enthusiastic comment from personalities in the cycling game as well as plenty of fan mail from all quarters.

Frankly, we can't say enough in support of this deal. The idea of an all-motorcycle radio program on a large network station is just the break we've all been waiting for. Here's a chance to let the general public know just what we are trying to accomplish. In addition, this show is bound to draw members of our fraternity closer together. True, it is a Los Angeles-area event at the moment, but everybody will reap the benefits the show is bound to bring.

Don, who was recently appointed Sales Manager of Johnson Motors, Inc., the western distributor of Triumph and Ariel motorcycles, is receiving sponsorship from his show from Johnson Motors. The program is, of course, completely unbiased, with everybody and each make of machine getting a break on the air—a credit to the sponsors, who have taken a giant step toward eliminating this infantile and utterly useless "battle of the brands." The quicker we all follow Brown's and Johnson's example by pulling together toward the common goal of public recognition, rather than the condemnation of some other make of machine, the quicker we will all bask in the light of increased acceptance of our sport from the man on the street.

Before getting off the subject, we might say a few additional words on Don's behalf. We are fortunate indeed to count him as a member of the cycling game. This radio idea that he inaugurated is one of the biggest things to come along in quite a while. It can lead to bigger and better things, if all work for them.

Incidentally, Don's new book, "How to Ride and Win," is receiving a ready acceptance from enthusiasts throughout the country. Such authorities as 1956 Catalina winner Chuck Minert, 1954 Jack Pine victor Don Pink, and former Catalina champs Bud Ekins and John McLaughlin reveal their riding secrets in the book, which was edited by Don and Evan Aiken. For cyclists who want to get into competition but don't quite know how to go about it, this one is the latest word. And the accompanying action pictures really set it off. This columnist has noted a vast improvement in his technique after curling up with "How to Ride and Win."

A late flash on Catalina shows that the combined Matchless and AJS entries in the island go May 6 had the highest percentage of finishers, with 38 out of 50 making it home for a cool 70 per cent effort. There were seven AJS and Match-

less motors in the first 20. Only one make had a higher finishing average—NSU. Dave Ekins' special 21-inch NSU was the only one in the big race, and it finished second in its class.

From Belgium comes word of the tragic death of Fergus Anderson, the Briton who compiled such an illustrious road-racing career. Anderson, who recently joined the BMW camp, died on a corner of the Florreffe circuit while dueling with teammate Bill Lomas. The 47-year-old star will be missed by everyone who followed the Grand Prix circuit.

The assistant editor has just concluded his first pair of CYCLE Magazine road tests with the Triumph TR 6 and the Cushman Eagle—two bikes that gave him a bundle of kicks in their own particular fashion. Sporting a sunburn from a day at Rosamond dry lake that ends them all, plus a slight case of pavement rash from those scabby brake tests, the A.E. is eagerly awaiting the next brace of test bikes. Incidentally, we are going to feature two road tests in each issue from now on.

That about does it for another month from 1268 South Alvarado, so take it easy... ●

## McDermott Cops Huber Memorial

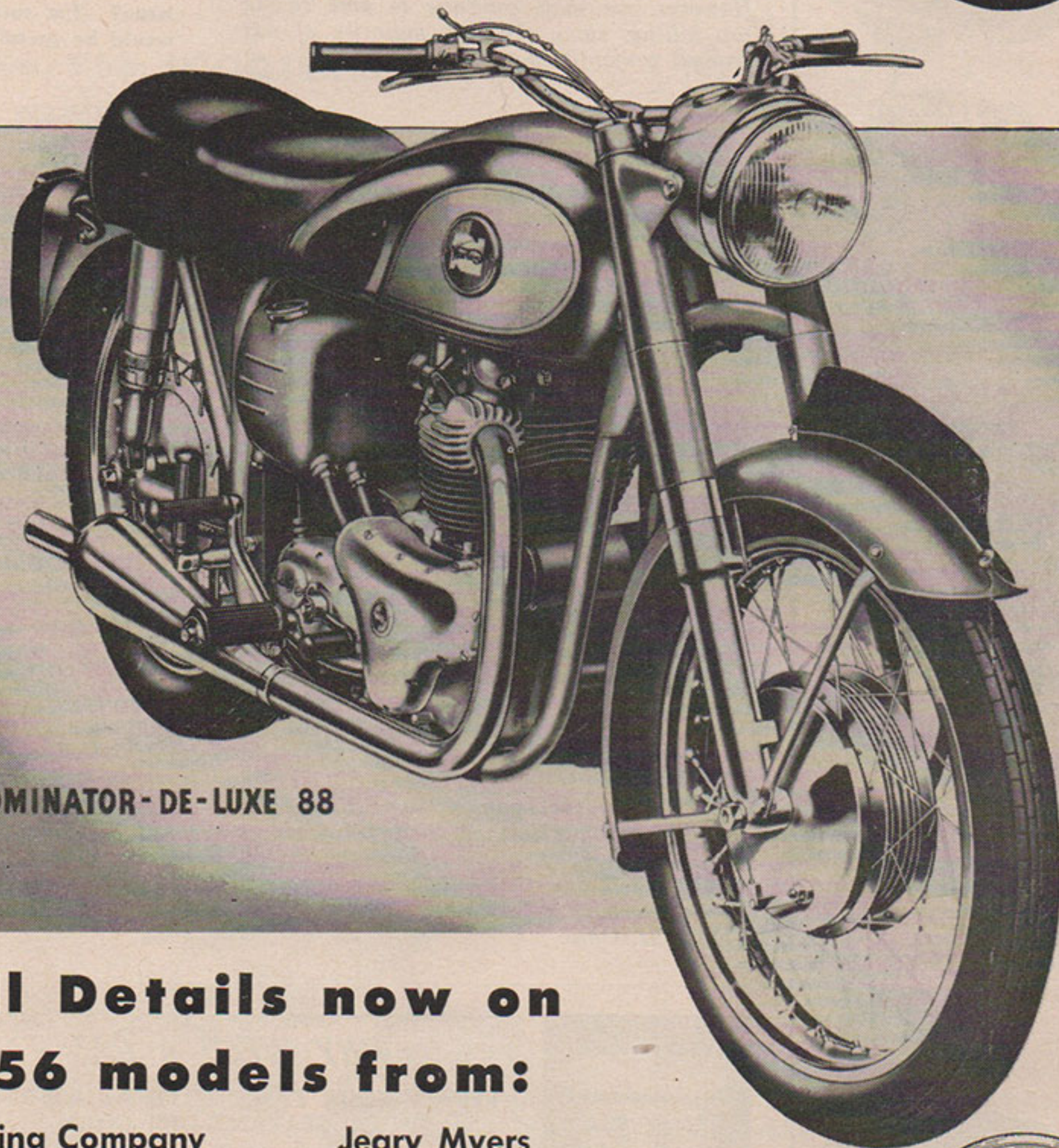
READING, PA.—Tommy McDermott, the Arlington, Va. track veteran, helped the BSA victory tide along by taking the third annual Billy Huber Memorial five-mile race in record time at the Fairgrounds here May 6. McDermott, aboard a white-hot Gold Star, erased the late-great Huber's standard with a 4:53.03 effort to best H-D-mounted Bobby Hill in the main event of an eight-race show.

BSA's new singles, helped by the boosted compression ratio limit, have thus far this year run great guns. McDermott needed it all at Reading to get by Hill, who led through the first five laps of the Memorial on the half-mile oval. The Virginia ace took over in lap six, however, and won going away.

George Heck, riding a Triumph Tiger, placed third, while Elmer Morra and Leon Applegate—both riding H-D's—filled out the first five. ●

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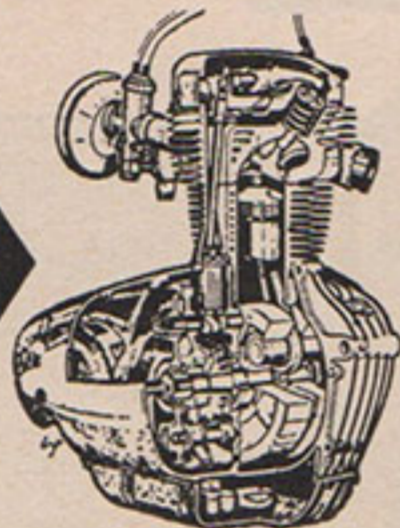
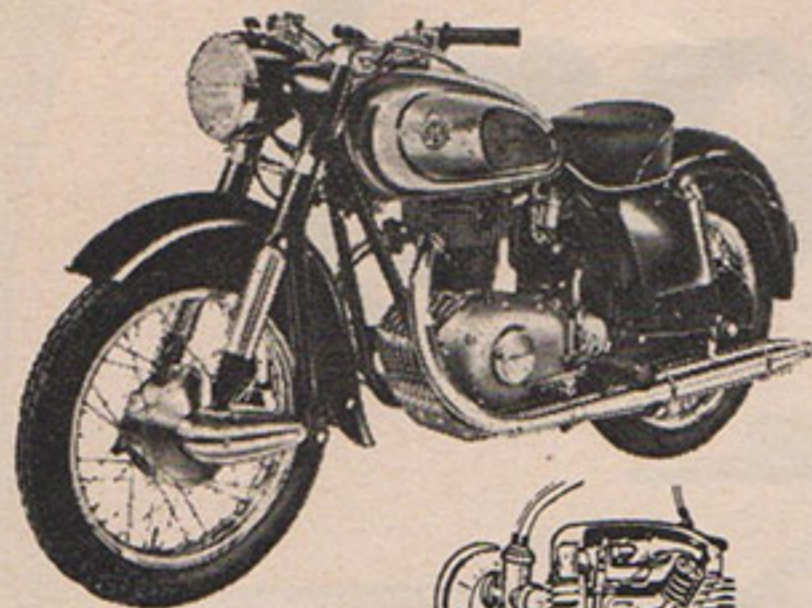


# LEADS

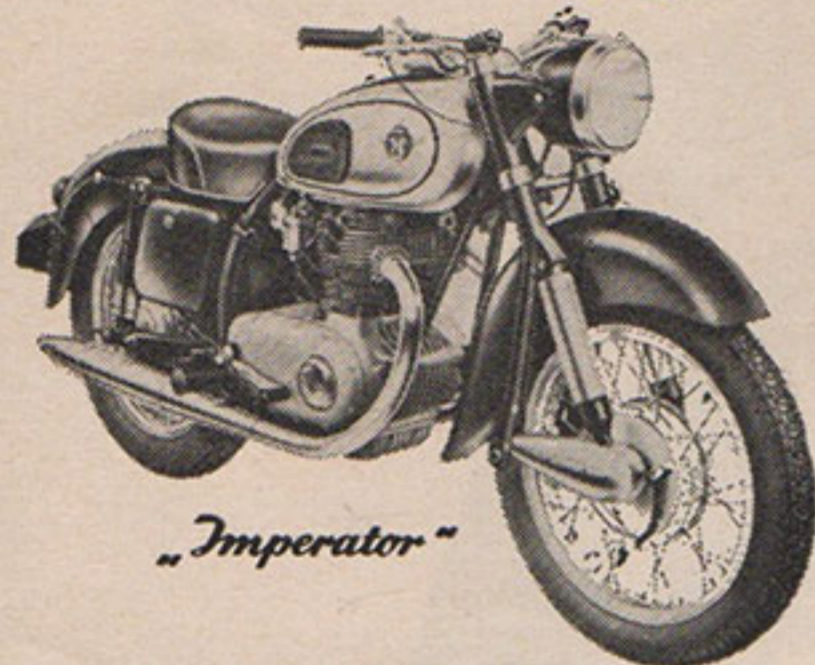
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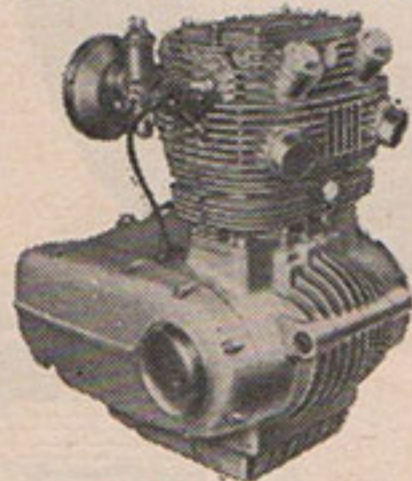
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Editor, CYCLE Magazine—

Dear Sir:

How about some articles on other related fields except racing and performance? Are cyclists so limited they live only on race tracks and in grease shops? Articles like tropics and traveling info, riding techniques, road conditions, laws, etc. would be welcomed.

Richard Hoffman  
Center Line, Mich.

*Dick, competition is the lifeblood of the motorcycle industry here and abroad. The discoveries made on the track and in the "grease shops," as you put it, help make your road bike the advanced piece of machinery it is. Road conditions, laws and so forth, vary from state to state and are therefore impossible to cover thoroughly. We have made a practice of including travel articles and related material in past issues. However, we shall continue to give racing top billing, since the vast majority of our readers prefer it that way.—Ed.*

Editor, CYCLE Magazine—

Dear Sir:

I own a '47 Salsbury scooter, and have a lot of fun with it. Scooters are becoming very popular here. There are four in my neighborhood now. Is there



an age limit for AMA members? How do I join? I have just started reading your magazine and think it is tops for cycle owners and people interested in the sport.

Bob Cambou  
San Francisco, Calif.

*Thanks for the bouquet, Bob. The AMA sets an age limit only on competition riders—18 years old. You can take out a membership card any time. Drop the organization a line and a buck at 106 Buttles Ave., Columbus, Ohio.*

Editor, CYCLE Magazine—

Dear Sir:

I've been reading CYCLE for about four years and have enjoyed every issue. I'm now in the navy and paying on a new Triumph. I'd very much like to join the AMA. Could you send me the address?

I am now stationed on Sangley Point in the Phillipines. My mags take a beating when I am through with them. Many of the boys plan on buying a cycle when getting back to stateside and at least 50 people read my copy of CYCLE each month. Keep up the good work.

John D. Becker  
FPO, San Francisco

*Glad to hear CYCLE is popular with servicemen abroad, John. AMA address is found elsewhere in the mail pouch column.—Ed.*

Editor, CYCLE Magazine—

Dear Sir:

CYCLE is tops with me. Your magazine offers a wide variety of subjects which is bound to interest any rider. I especially enjoy the road tests, service tips and technical articles.

Could you include some info on purchasing a used motorcycle in a future issue? I'm sure an article of this type would be greatly appreciated.

Bill Berge  
Palm City, Calif.

Will do.—Ed.

*The following letter was recently received by Skip Fordyce, the H-D, Triumph and Ariel dealer in Riverside, Calif.*

Skip Fordyce  
Riverside, Calif.

Dear Skip:

I personally want to thank you for the use of your sound truck for the town meeting on the ninth. You certainly do a wonderful civic job in making that truck available for worthwhile activities and I couldn't let the opportunity to go by without personally thanking you for it.

Sincerely yours,  
John G. Gabbert,  
Judge of Superior Court  
County of Riverside  
Riverside, Calif.

*Skip Fordyce's tremendous efforts to secure favorable publicity for the motorcycle fraternity through his many generous gestures such as this one can serve as an example for every cycle dealer in this country. Local and national goodwill for the sport can be created by acts such as this one, if everybody gets with it. We need many more forward-looking individuals of Skip's caliber.—Ed.*

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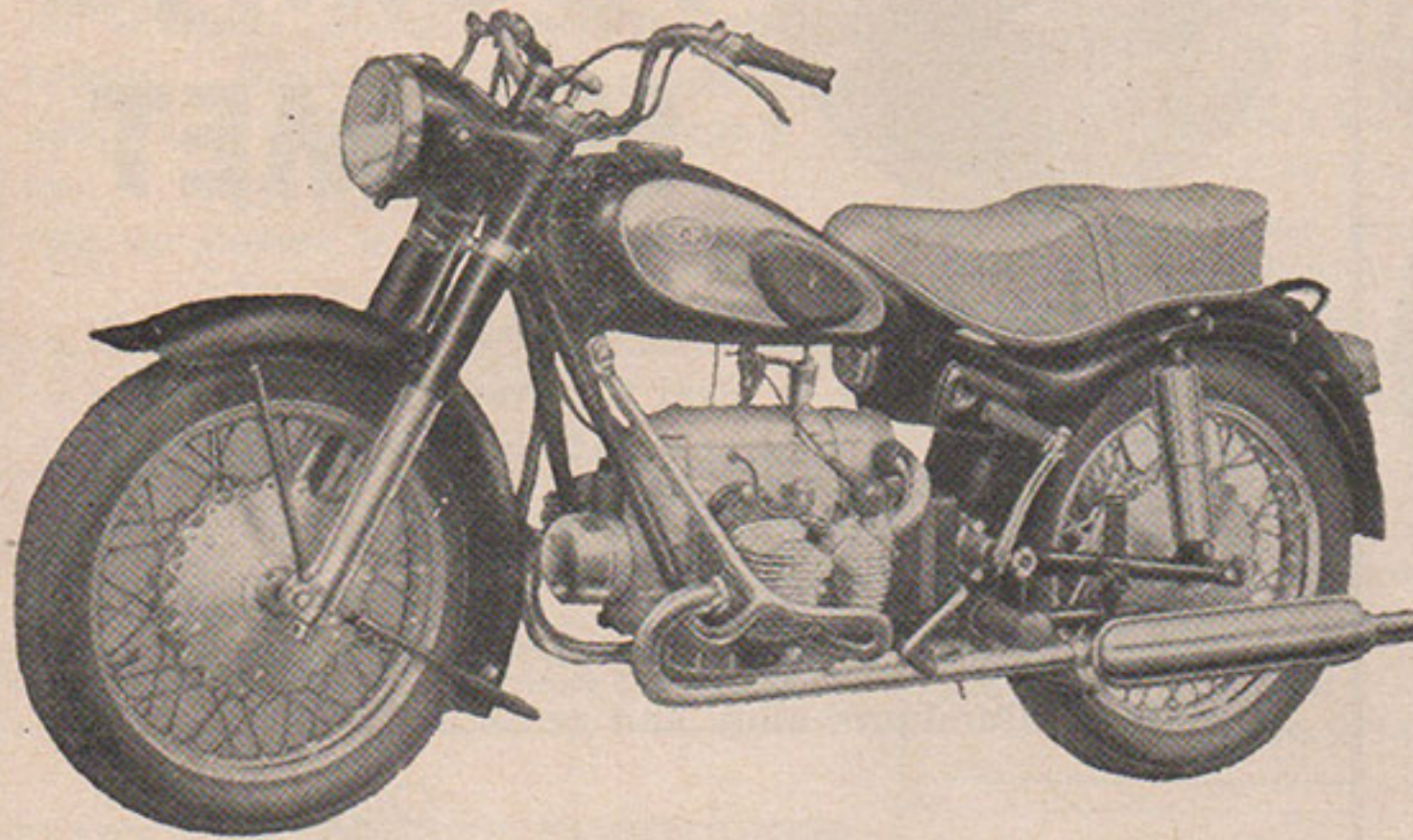
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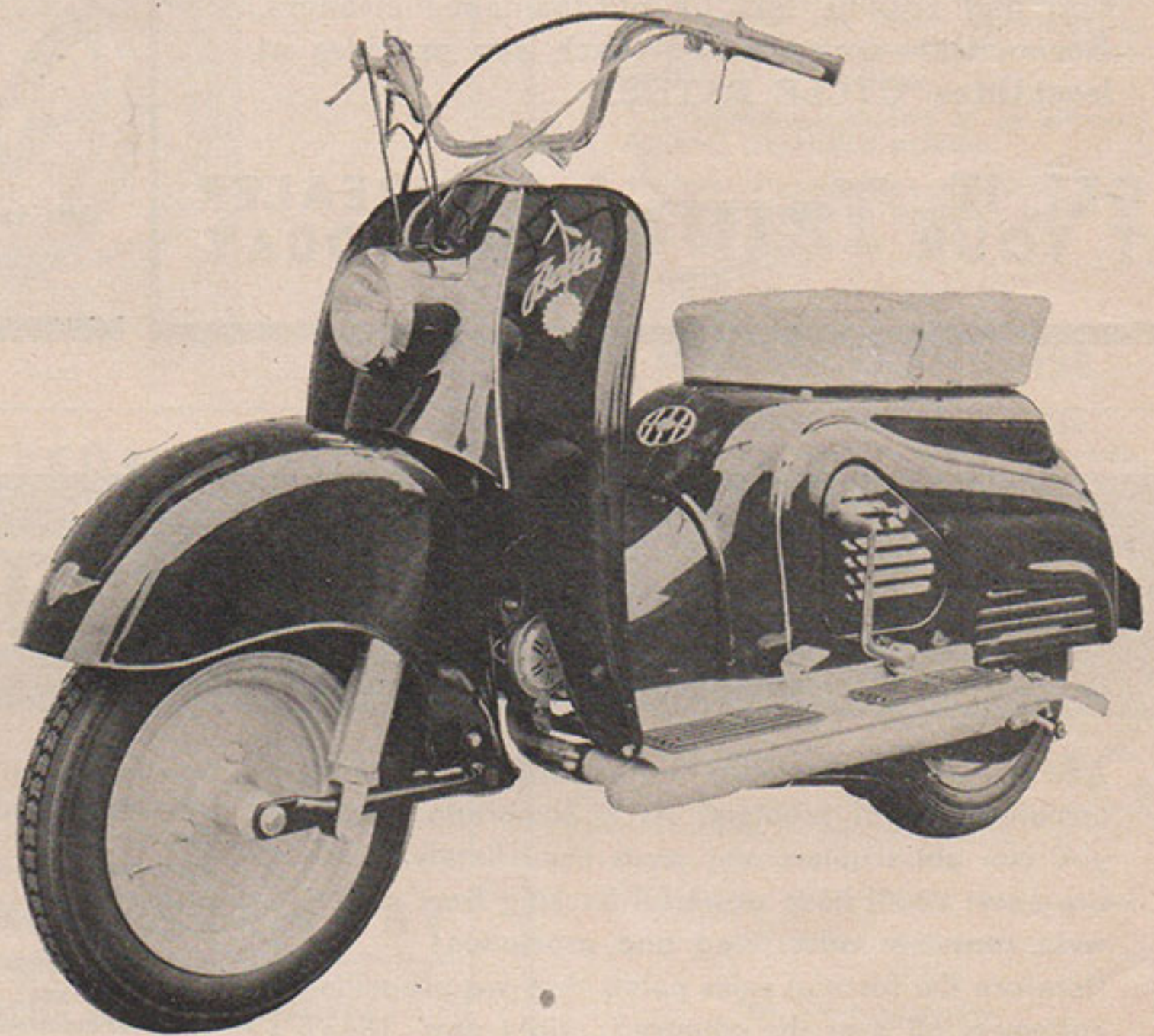
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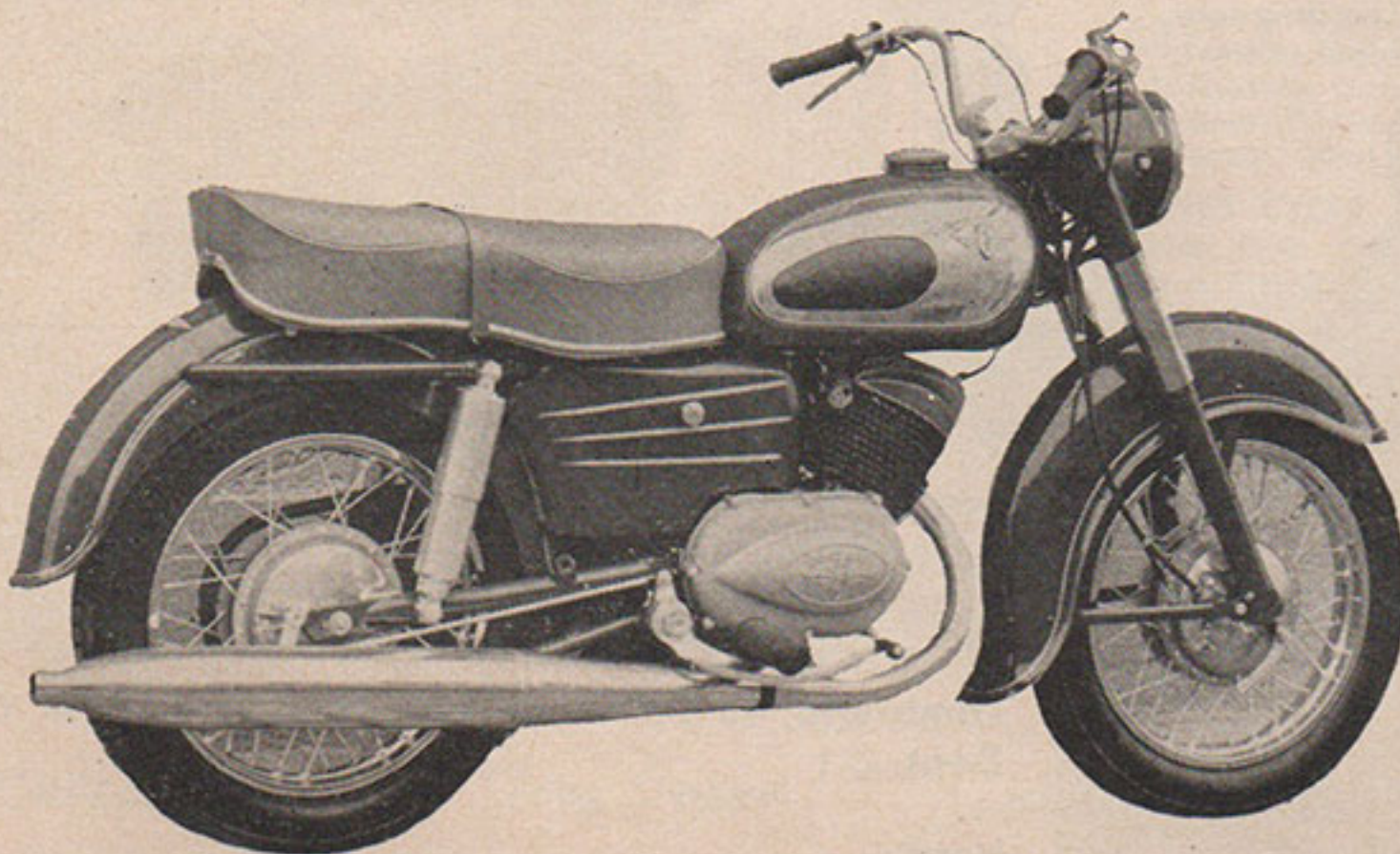


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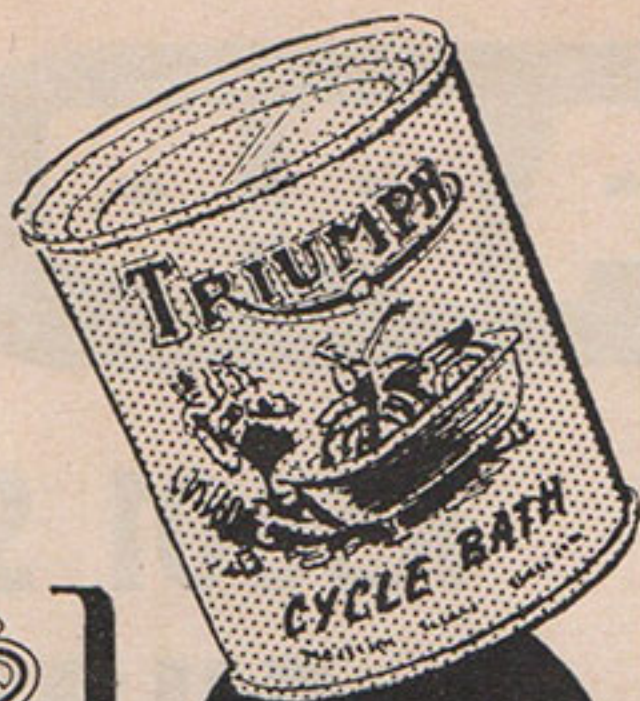
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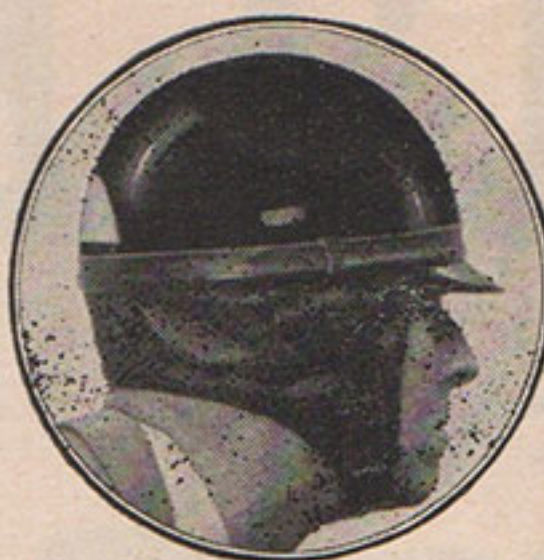
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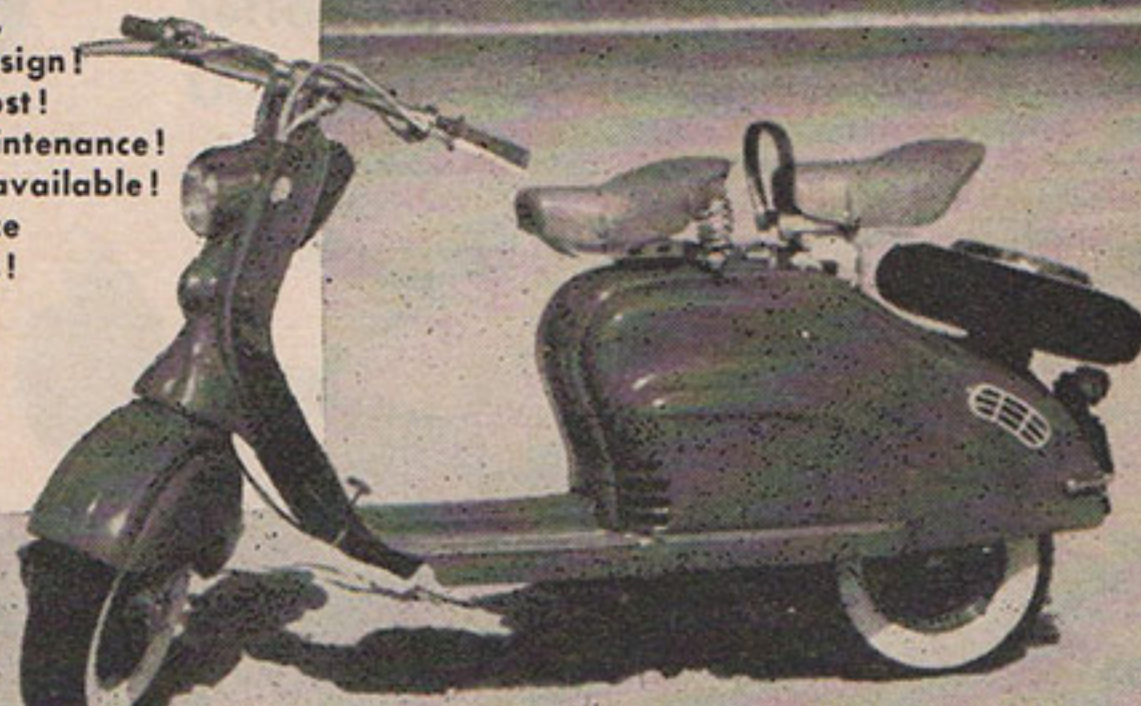
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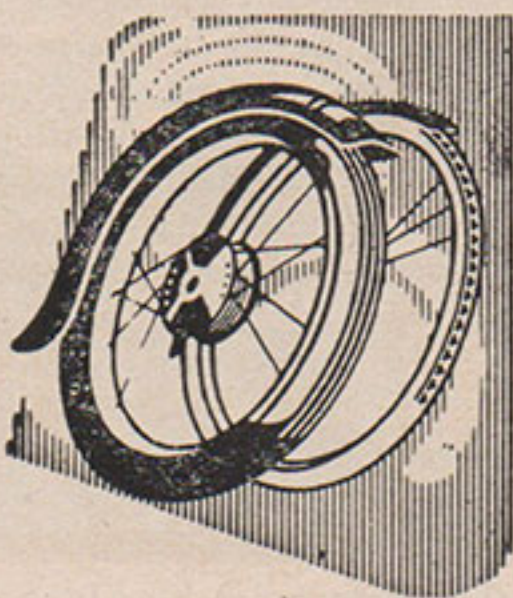
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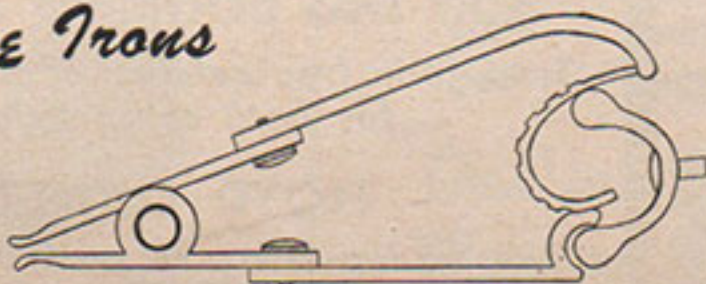
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**THE SPORTSMAN CLASS**

**A**N American Motorcycle Association pamphlet dealing with the recently-formed sportsman competition class has just been released. The leaflet outlines the rules and equipment used in sportsman competition—a class of events designed to appeal to the average rider who does not wish to race against professionals.

To encourage rider participation, the A.M.A. has thrown sportsman events open to anyone holding a paid-up association card and possessing a standard production motorcycle. The bike must be the property of the entrant, registered as such, and be licensed in the state the entrant resides.

Included in the list of "necessaries" are such items as lighting equipment, horn and license tag. The manufacturer of the motor must have sold, or have available for sale in the United States, 50 or more cycles of the identical model in question, or it cannot qualify for sportsman competition.

The sportsman bike cannot have the bore, stroke, frame or forks altered, except as specified by the A.M.A. Parts cannot be interchanged from one model to another. However, polishing or modification of flywheels, connecting rods, pistons, cams, combustion chambers, valves, valve ports and timing is permitted, providing such details do not alter the bore, stroke, type of engine or compression ratio of the machine. The latter will be limited to the motor formula in question.

In addition, the cycle must be fitted with clutch, transmission, tanks, brakes, front

chain guards and kick starters.

Frames may be either rigid or spring type. The front fender and the rear portion of the back fender may be chopped or removed, and special fenders may be installed. The lighting equipment can be removed for actual competition, but only after examination by the officiating referee or technical committee.

Mufflers may be removed from the sportsman motorcycle, and special exhaust pipes are allowed. There must be at least six inches of pipe running parallel to the ground. The end of the pipe may be elevated, but must not point in a downward direction or extend beyond the rear end of the rear wheel rim.

Where speed is the determining factor in sportsman competition, only A.M.A.-approved tire treads may be used. The association rule book lists tires that have received this approval on page 9. Only gasoline may be burned in sportsman motors—and the gas must not exceed 100 octane. The use of additives or hot fuels will draw a penalty of indefinite suspension, according to the A.M.A. pamphlet.

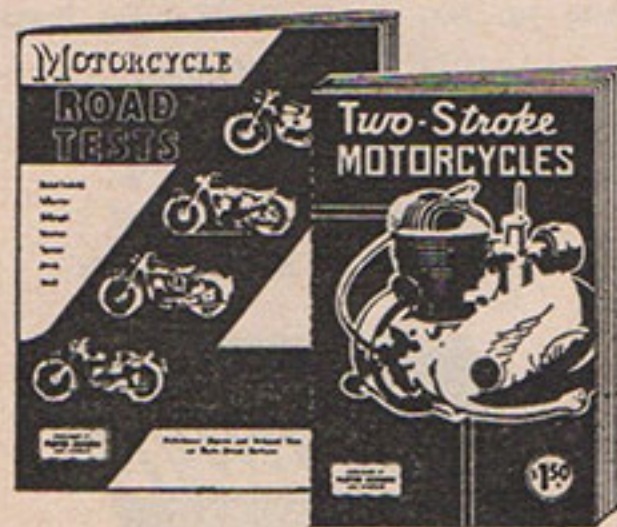
Dirt and short track racing are divided into three categories—Flyweight, Bantamweight and Lightweight. Flyweight motors are limited to 125-cc. or less. Bantamweight engines run from 126 to 200-cc's and the lightweights start at 201 cc. and have a maximum capacity limit of 350 cc. In all three classes, the compression ratio is not to exceed 9 to 1.

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Dirt track machines must have brake shoes, operating cams, safety bars and stands removed. Footrests must be completely covered with one-quarter inch rubber, and must fold backward at a 45-degree angle.

Scrambles courses, which are usually laid out in an irregular manner on a private course, should be at least 10 feet wide and include a hill that will necessitate gear-changing, according to an A.M.A. suggestion. No water holes or mud bogs are permitted, however.

Five classes are catalogued by the association for sportsman scrambling. They include: Bantamweight—motors up to and including 175 cc's; Lightweight—176 to 350 cc's; Mediumweight—351 to 500 cc's; Light-heavyweight—501 to 750 cc's and Heavyweight—751 cc and up. There must be at least six entries to constitute a class.

Hillclimbing, a sport that has declined somewhat in recent years, may get a badly-needed shot in the arm by the A.M.A.'s provision for slant-shooting competition in the sportsman category.

To draw association approval, the slope in question must be staked on both sides and have a minimum width of 20 feet. Maximum allowable width has been set at 25 feet. The finish is to be set at least 20 feet below the crest of the hill, and the starting line must not be more than 30 feet from the tapes located at the bottom of the slope.

The hill climb is subject to the A.M.A. directive in the rule book, and is covered by article eight. Traction is limited to approved tire treads.

Sportsman racing is, of course, subject to the association's general rules for competition and club events. The A.M.A. further instructs promoters and officials to keep the course clear of spectators. Signs and ropes are effective in this respect, says the leaflet.

Provision must be made for first aid and ambulance service, and riders are instructed to wear protective clothing, goggles and safety helmets wherever deemed necessary.

Requests for sportsman sanctions must include a program of events to be conducted. All publicity and advertising for sanctioned events must show the type of event presented, and the competition must be conducted as advertised.

In concluding the brochure, the A.M.A. authors explain that rider classification may be left for the sponsors of the event to designate. Entry rules must, of course, benefit the majority of the contestants—in keeping with the purpose of the sportsman-type competition.



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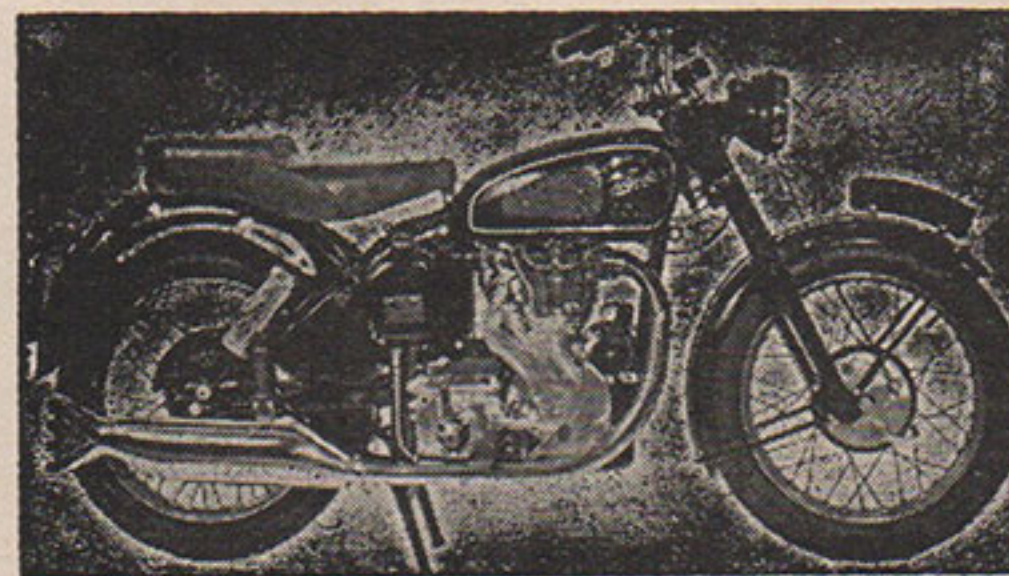
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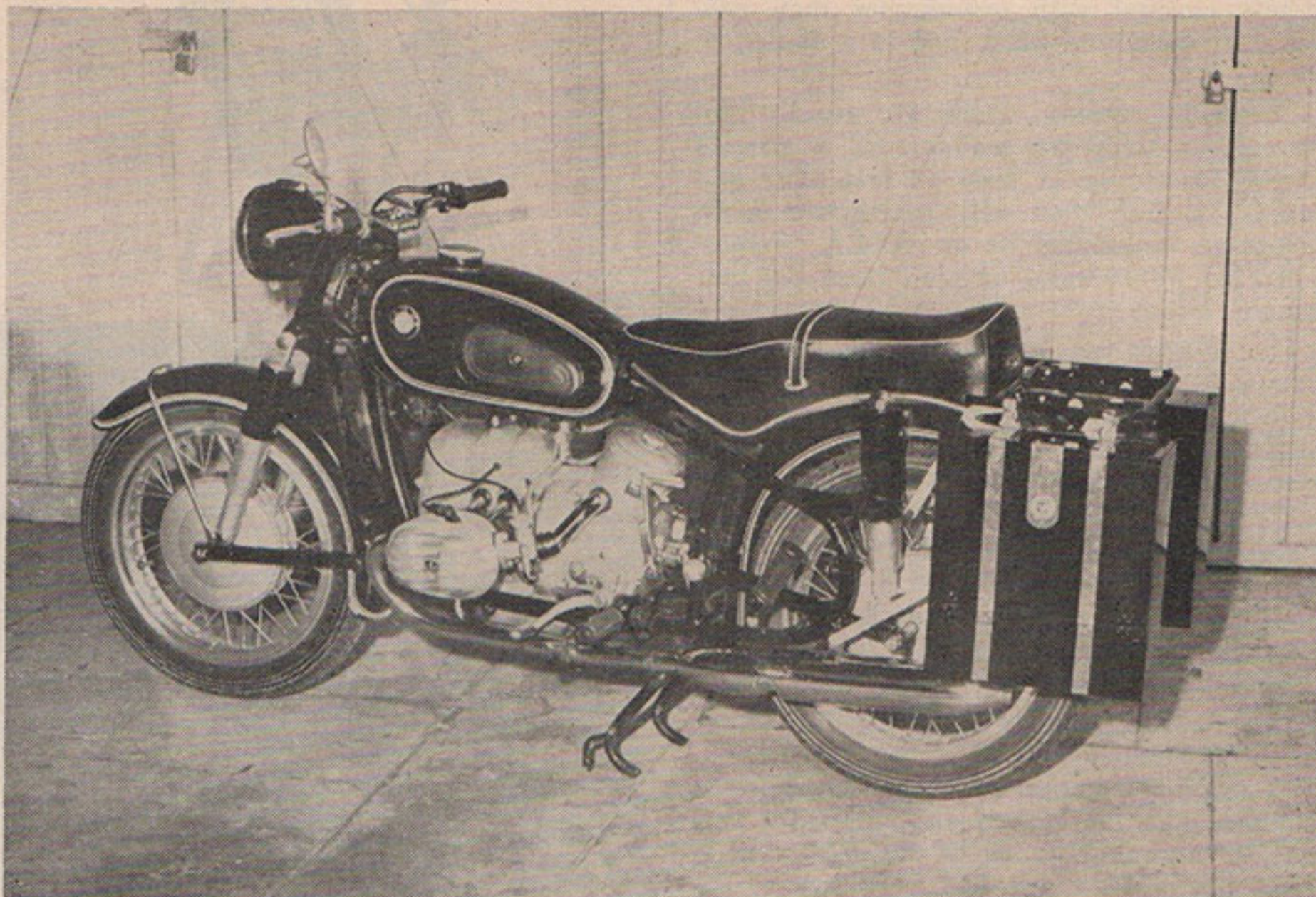
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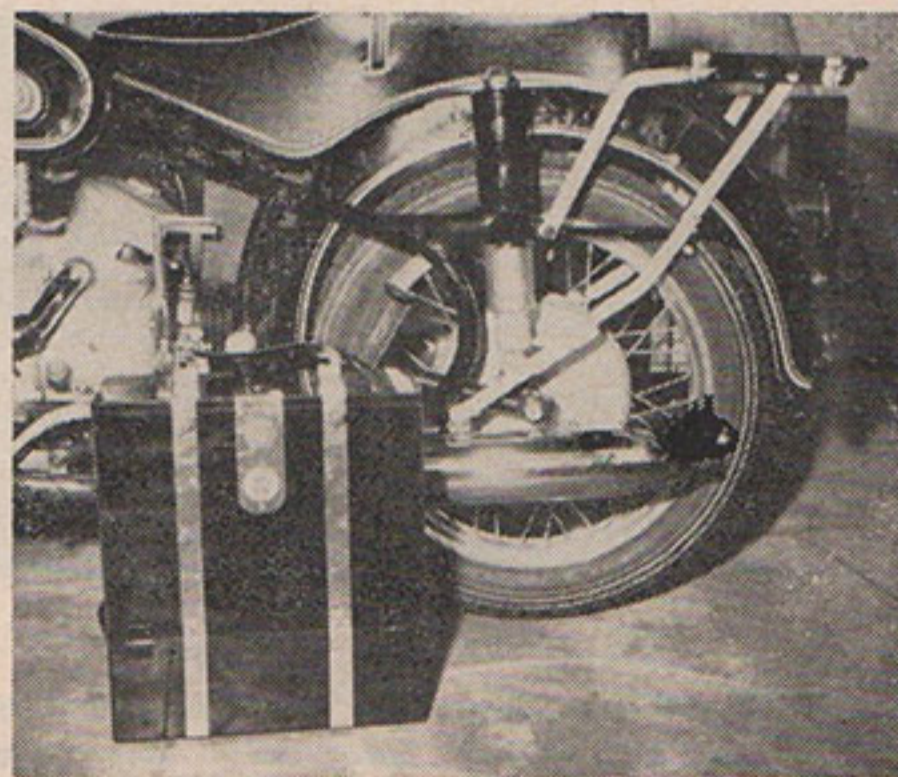
# Craven Panniers — For Travel



**TRAVELING COMPANION:** These beautiful Arrow Craven Pannier luggage carriers enhance the appearance of any motorcycle, besides accommodating enough luggage for a lengthy cycle trip. They're quickly detachable, and are made to fit most of the popular brands of motorcycles.

MOTORCYCLING enthusiasts who enjoy a long trip or seek utility value from their motorcycle dollar are constantly faced with the problem of luggage space. One of the arguments against employing two-wheeled vehicles on long trips is the general problem of inadequate luggage facilities. Usually the amount of space is too small and, in a heavy down-pour, keeping the contents dry involves considerable pre-trip preparation.

One of the best solutions to this problem is the Craven Pannier. Manufactured in England, this luggage carrier provides an attractive, waterproof means of transporting adequate clothing for even the most extensive journey. Constructed of bonded laminate, which is a resilient, multi-ply material with excellent wearing qualities, the Craven Pannier is designed in the form of a suitcase complete with carrying handle. The hinged side-plate is equipped with a theft-proof lock.



**SUITCASE:** When detached from the bike, the panniers become attractive suitcases. Three wing nuts hold the case in position and render each one quickly detachable.—Black Photos.

Each of the two panniers is attached to the carrying frames by lugs and wing nuts, and can be removed or replaced in seconds. They can then be taken into the finest hotel and assume the status of quality luggage.

The panniers are so constructed as to provide the ultimate in clothing protection.

Another extremely worth-while feature is the method of attaching the carrying frames to the motorcycle. They utilize existing fender braces and attaching bolts of the particular model for which they are designed. The carrying frames may be purchased separately and the side cases added later. Also, a conversion set of fittings for transferring from one model to another is provided at a very reasonable price.

The "Continental"-size Silver Arrow panniers illustrated are 15½ inches deep, 14 inches wide, 5¾ inches through and are designed to meet the extra needs of the long-distance traveler and those who require maximum luggage capacity. The silver and black finish is unusually attractive and enhances the appearance of the motorcycle to which it is attached.

Craven Panniers are available in the United States through the Slegers-Fitch Company, P. O. Box 413, Whippany, New Jersey. They completely fulfill the needs of the touring motorcyclist.

## MOTORCYCLE RACES—TODAY



FOR MOTORCYCLE CLUBS and other organizations faced with the problem of publicizing cycle events and marking directions to the scene of the action, the Goodyear Tire and Rubber Company has come up with an attention-catching road sign.

The sign measures 7½ x 18 inches, is in arrow form and consists of a red background with "Motorcycle Races Today" printed in white lettering. Dealers and clubs wishing a supply of these signs may obtain same by writing to the Goodyear Tire and Rubber Company, Cycle Tire Department, Akron 16, Ohio.



**THE MAN UPSTAIRS:** Lee McReynolds of San Jose, Calif. has everything under control at the Ospital Canyon, Calif. hillclimb April 29. McReynolds is aboard a Harley-Davidson. Climb was sponsored by the Modesto MC.

## OSPITAL CANYON CLIMB

OSPITAL CANYON, CALIF. — Aubrey Isham of Oakland, Calif. skyrocketed his Harley-Davidson up the near-vertical 200-foot hill near here to capture the fastest time of the day and the 80 cubic inch Class A event at the Modesto Motorcycle Club's 14th annual four-star hillclimb April 29.

Isham shared the day's honors with three other slant-shooters—Carl Habel of Castro Valley, Calif., George Alcalá of Oakland and Bernie Bernhiesel of Belmont, Calif.



**SAN FRANCISCAN** Bob Hamilton offers photog a pretty perspective shot of his H-D as he nears the Ospital Canyon finish string.—Colwell Photos.

Habel piloted his Harley-Davidson to a very close win in the 45-inch Class B climb. Pressing him was Bernhiesel on another H-D, while Dom Turkletop of Oakland placed third on H-D.

Alcalá, also Harley-Davidson-mounted, had little trouble winning the 45-inch Class A event. Taking a solid second was Sam Arena of San Jose, Calif., one of the nation's top slant artists.

Bernhiesel edged Lee McReynolds of San Jose and Habel for the 80-inch "B" title. All three men were on Harley-Davidsons.

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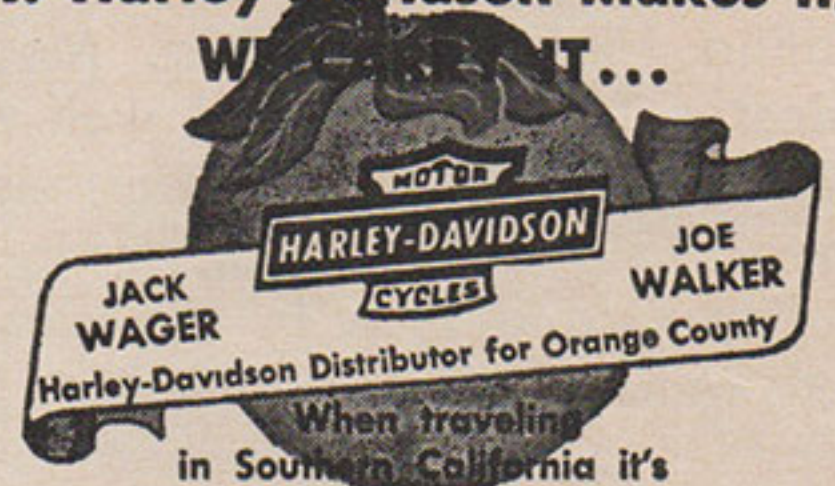
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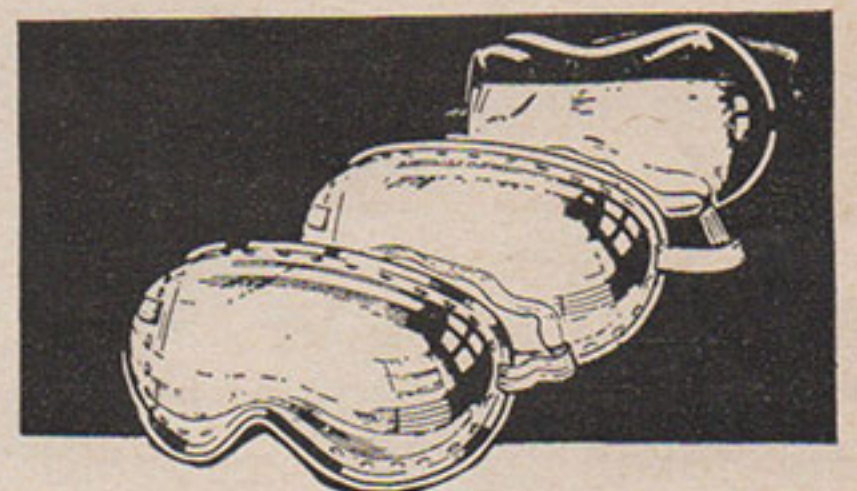
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Chuck Minert gets the checkered flag to take first place in Catalina Grand Prix.

# **BSA WINS**

## **CATALINA GRAND PRIX!**

### **BSA RIDERS SCORE 1-2-3 WIN IN CALIFORNIA CLASSIC!**

Catalina Island, California, May 6, 1956. Riding against a starting field of well over 200 top competition aces, 3 BSA riders finished within a 9 second interval to take top honors in the Sixth Annual Catalina Grand Prix. In this classic 100 mile race, Chuck Minert rode his new BSA Gold Star Catalina Scrambler to brilliant victory over many larger capacity motors of competitive makes. 2nd position was annexed by Walt Axthelm, and 3rd was taken by Charlie Wheat—both on BSA 650 c.c. Road Rockets.

#### **Results of Catalina Grand Prix:**

- |  |                |
|--|----------------|
| 1. Chuck Minert, Huntington Park, Calif. | BSA Gold Star  |
| 2. Walt Axthelm, Pomona, Calif.          | BSA 650 Rocket |
| 3. Charlie Wheat, Moreno, Calif.         | BSA 650 Rocket |
| 4. Bill Postel                           | Triumph        |
| 5. Bob Ewing                             | Triumph        |
| 6. Bud Ekins                             | Triumph        |

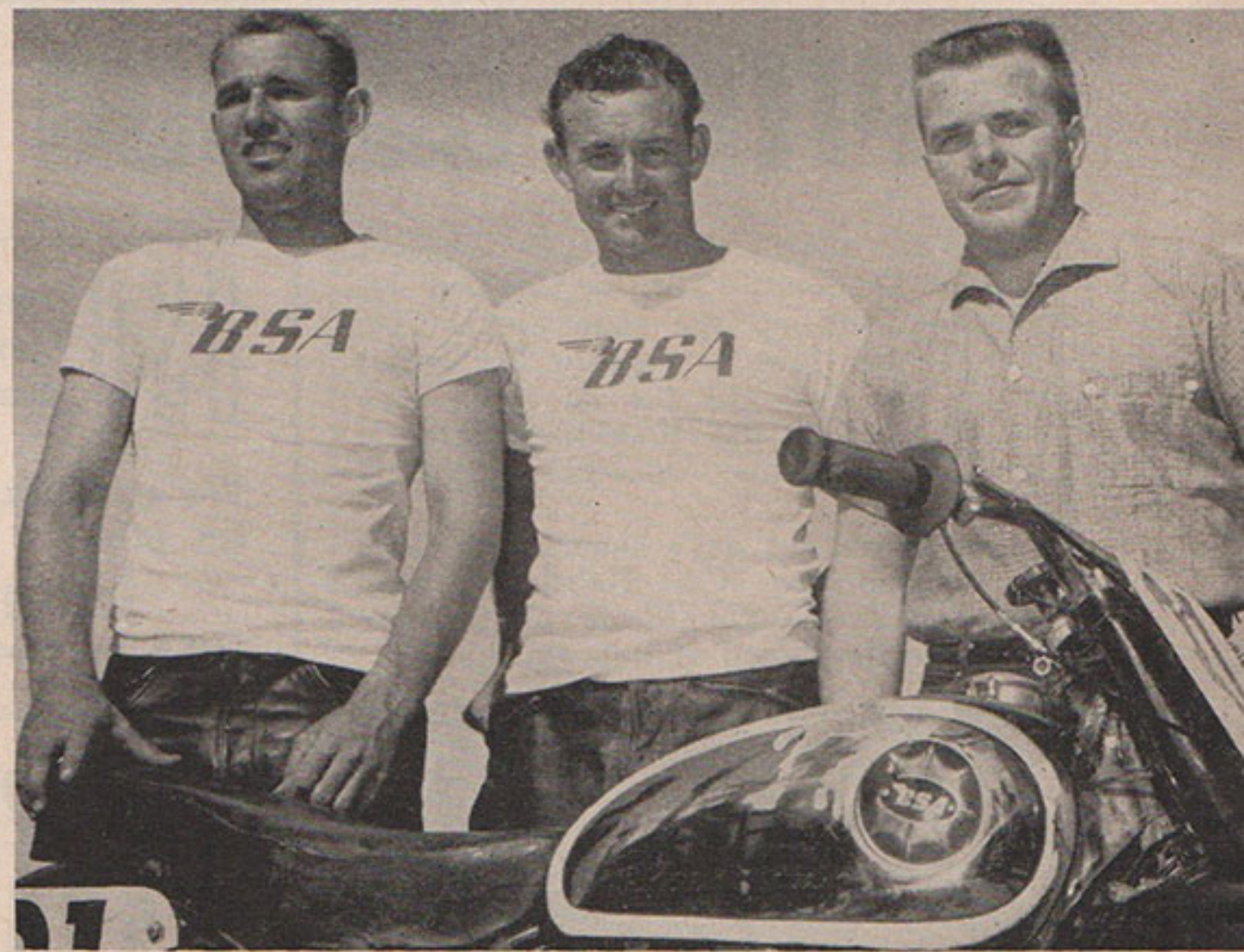
### **BSA ALSO WINS IN 250 c.c. CLASS!**

First and second positions in the 250 c.c. class race were taken by BSA mounted Walt Axthelm and Charlie Cripps aboard BSA 250 overhead valve singles.

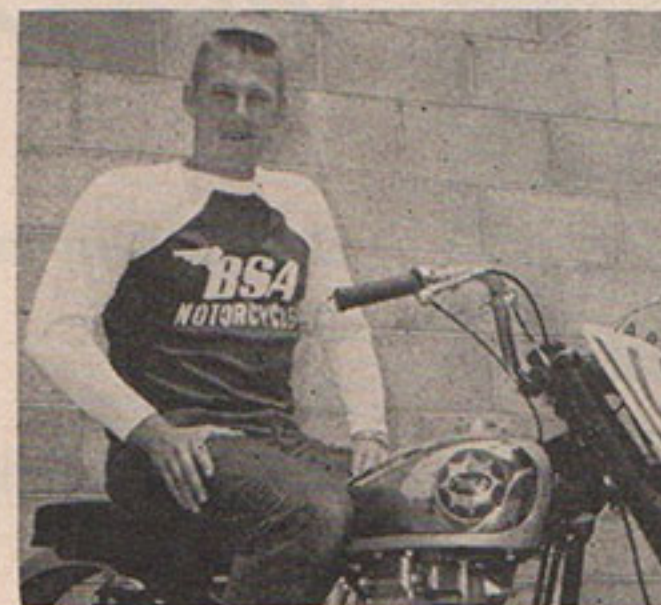
### **350 c.c. WINNER BSA MOUNTED!**

350 c.c. class winner was Jerry Ballard riding a BSA 350 c.c. model.

This was a clean sweep for BSA riders in the Open, 350 c.c. and 250 c.c. classes—proof of BSA's superior speed, superb reliability, and unmatched performance in rough and tumble competition!



1-2-3 in Catalina Grand Prix. Winner Chuck Minert (left), 3rd Charlie Wheat, 2nd Walt Axthelm.



Jerry Ballard, 350 c.c. winner.



Walt Axthelm, and Charlie Cripps (on machines) 1-2 in 250 class. Louis Thomas center.

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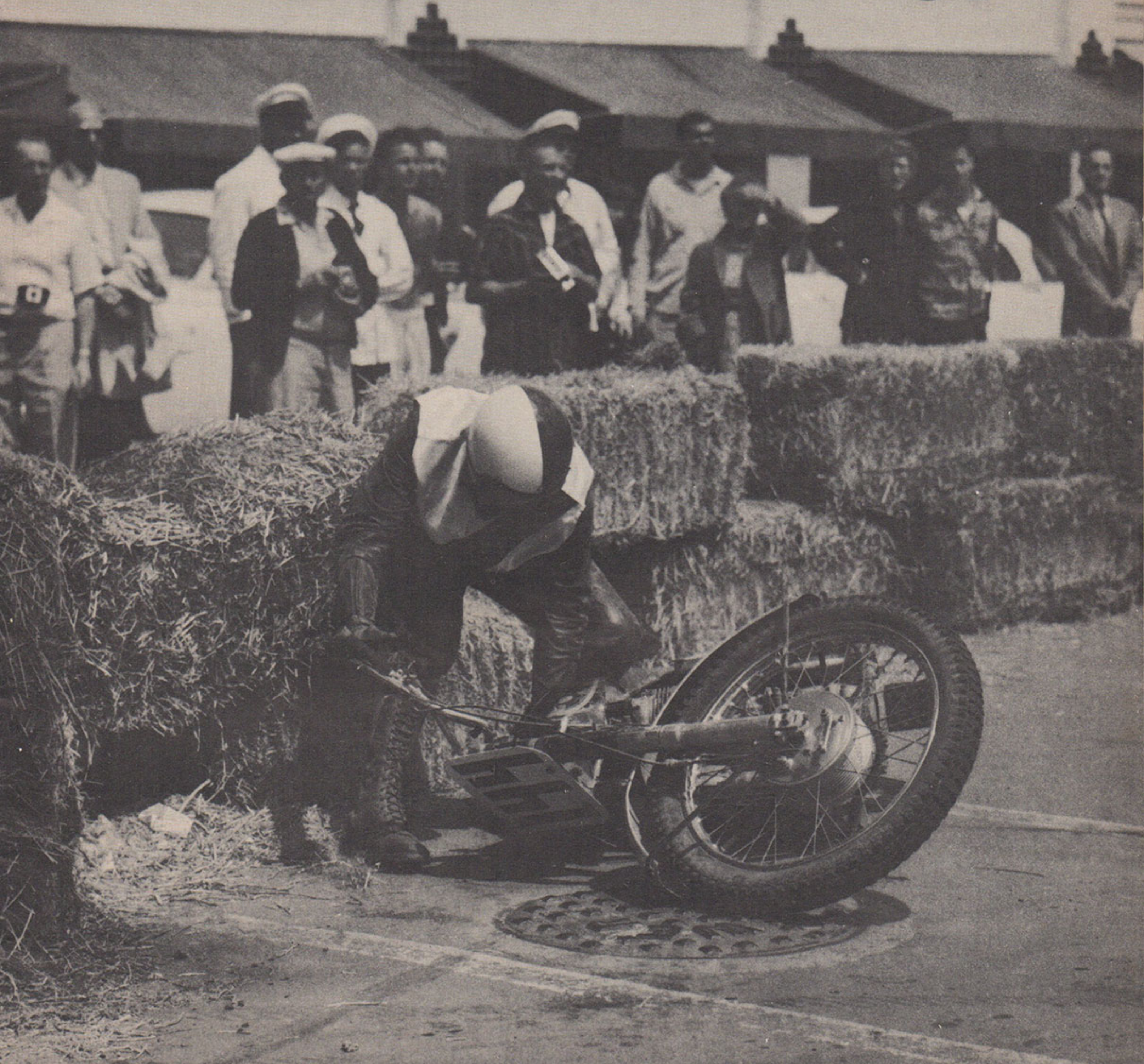
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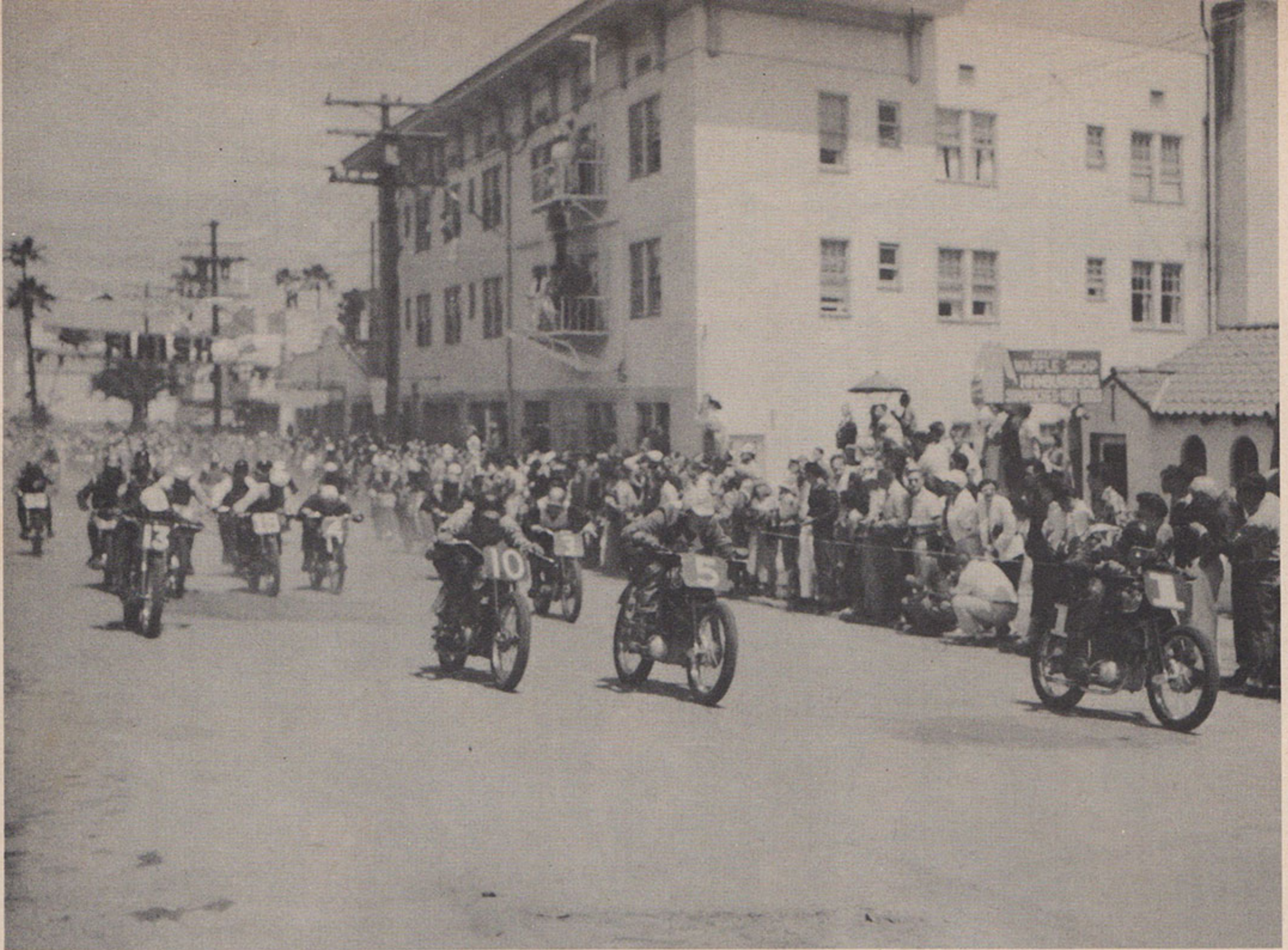
# MINERT LEADS

# BSA SWEEP OF-



**DOWNED:** Phil Troutman retrieves his AJS Single in Avalon after a spill during the Catalina Grand Prix. Several falls occurred on this treacherous left-hander.—Britzke photo.

*(Continued on next page)*



**LIGHTWEIGHTS:** The walls of Avalon tremble as 26 125's storm off to open Saturday's race. Holding front row center is eventual winner Weldon Brown, who is already in a racing crouch as his No. 5 NSU Superfox heads for the hills. Superfoxes ran 1-2-3-4 to clean 125 class.

## - The Catalina Grand Prix

**S**ANTA CATALINA ISLAND — It was "BSA-Day" May 6 on this beautiful island off the Southern California coast, as Chuck Minert of Huntington Park, Calif. led a tremendous sweep by the Birmingham bombs at the running of the sixth annual Catalina Grand Prix. Minert, astride a Gold Star single, won the big 100-miler, while Walt Axthelm and Charlie Wheat trailed on Road Rockets.

In addition, BSA's secured two other victories, as Axthelm won the 15-inch class during Saturday's races, and Jerry Ballard copped the 21-inch go, which ran concurrently with the Grand Prix Sunday.

The spanking-new NSU Superfoxes turned 125 cc competition completely around by taking the first four places in the 125 event Saturday, as Weldon Brown won it. Ed Kretz, Jr. and a Triumph Tiger Cub provided the winning combination in the 200 cc go, and Dick Chase rounded out the winner's circle by herding his Harley-Davidson home in front for a victory in the 165 cc race.

### BSA's 1-2-3 Win Highlights Island Weekend Of Speed

Story and Photos  
By Ron Britzke  
Additional Photos  
By Dennis Brundage

The 125, 165, 200 and 250 cc categories were run concurrently Saturday afternoon, with the four classes going off at 30-second intervals. The 21-inchers ran with the open class in the big go Sunday afternoon.

Minert, who experienced mechanical trouble last year, motored to a well-earned win, although actually placing second on elapsed time. Third-place finisher Wheat toured the 10-mile course for the fastest 100 miles, but was dropped down two notches when

race officials discovered a rules infraction by his pit crew during the event. A one-minute penalty set Wheat back to "show" position and gave Minert first place.

One of the closest finishes ever highlighted the running of the gruelling classic. Minert, Wheat and Axthelm finished practically nose-to-tail in elapsed time, necessitating some careful checking by officials. Since 227 riders and machines were entered, each entrant was judged by his time over the 100 miles. The course combined narrow dirt trails and graveled paths with pavement and street surfaces in downtown Avalon.

Promptly at 12:20 p.m. Sunday, starter Frank Kennedy waved off the first row at the Avalon line, and an ocean of sound reverberated through the town's narrow streets as groups of megaphoned machines howled off on the first lap. Once out of the residential district, the riders encountered the first of the dirt and the long, back-breaking climb to the top of the course at the summit. Then came the narrow



and circuitous hour trail, followed by an eight-G plunge onto the golf course.

The first bike through the golf-course pit area was H-D mounted Frank Brundage, but he was soon overwhelmed by some of the faster boys who were threading through the pack. Over a hair-raising jump and back on the pavement at the country club, Harry Pelton, Jr. and his Triumph led the way.

The Avalon section offered a multitude of thrills as So-Cal's wild-cornering hotshots treated onlookers to pavement broadsliding and 80-m.p.h. speeds through the bungalow-lined streets. Battles raged all along the line as the hotter jockeys clashed while snapping up the slower-running riders ahead. Snarling vertical twins and deep-throated singles thundered bar-to-bar through Avalon's palm-lined thoroughfares, while vacationers and race fans watched enthralled from the sidelines.

It quickly became apparent that several men were to dominate the action. All eyes were on 1955 victor Bud Ekins and his blue Triumph Trophybird. Ekins stayed right up front most of the way, only to have a fouled plug and a bad downtown fall ruin his two-in-a-row attempt. Rear sprocket trouble eliminated Jack Simmons and his Matchless Scrambler on the tenth lap—robbing the fast-rising youngster of a probable win.

As one form of trouble or another beset many of the favorites during the afternoon, it became certain that Minert, Axthelm and Wheat, in addition to a few others, would be at—or near—the top when Kennedy's checkers came out. And that's the way it was at the finish. Fourth spot went to Bill Postel, who rode a Trophybird, and fifth went to Bob Ewing, also on a Triumph. That perennial Catalina finisher and fabulous Harley-Davidson exponent Ray Tanner took seventh with his well-known 74 Overhead—just behind Ekins, who came around sixth.

The Superfoxes really had it Saturday, as the four classes went off in massed-formation, 30 seconds apart. Brown, who won the 21-inch class last year, headed Jess Turner and Alan Flint, with Bob Brown fourth—all on the Neckarsulm-made NSU's. Harold Holstead, on a BSA, was fifth.

Chase, the 165 winner, made it home with his H-D in front of three Triumph Terriers, ridden by Dud Moen, Hazen Bair and Tip Rahm. Lew Hunter and his Mondial filled out the first five.

Kretz was one of the few "name" riders to enter Catalina this year and do anything. After several well-known

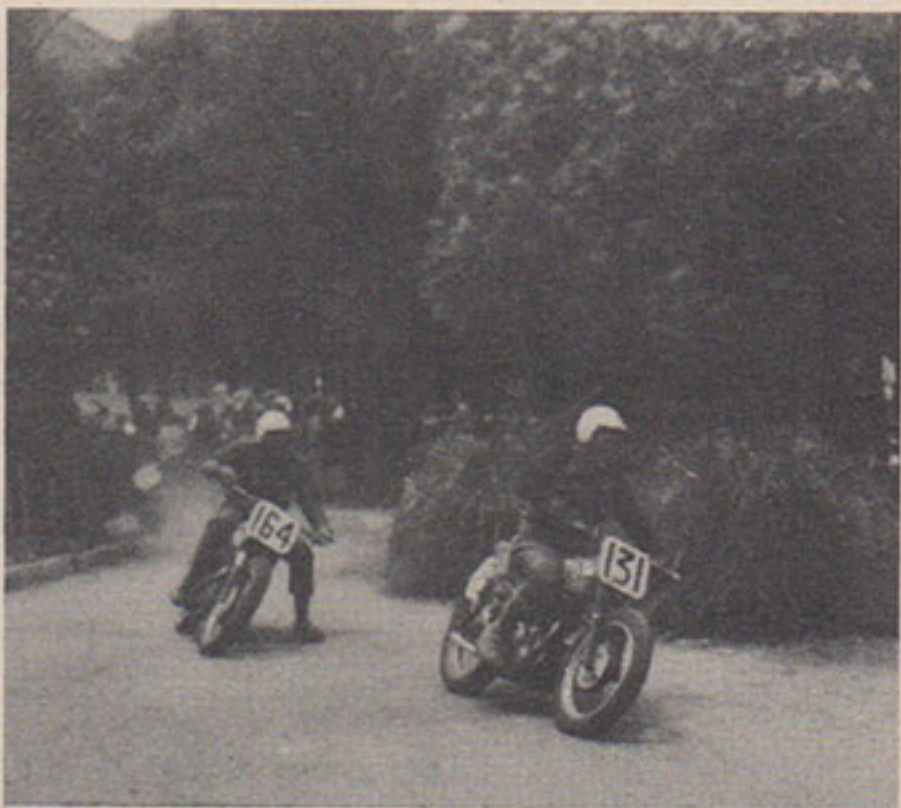
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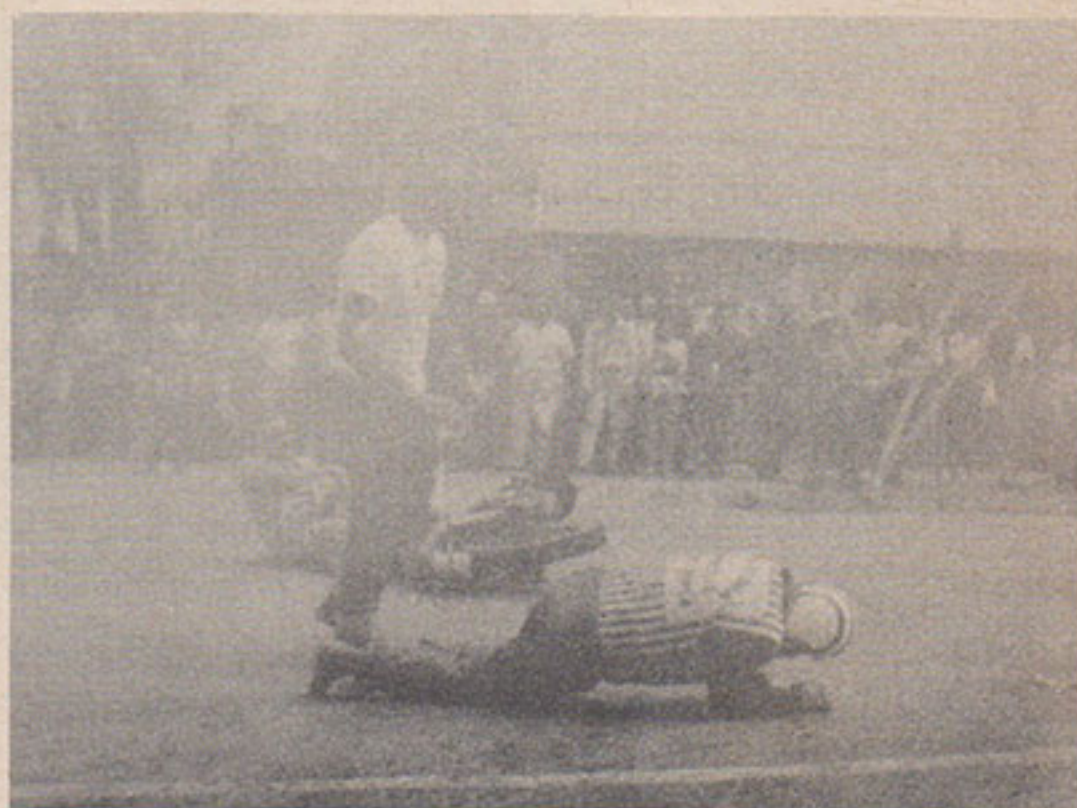
**FIRE'S OUT:** Al Rogers tries to get his AJS running after a fall in Avalon, while a policeman stands by. Rogers finally fired up and moved on.



**HOLD IT:** Travis Brown fights to keep his 21-inch Velocette right side up on the hour trail—and raises a king-sized dust cloud in the process.



**CLUBBING:** Wheeling out of the country club onto pavement, Joe Erwin and his BSA lead Don Coleman and his Triumph Trophybird.



**DECKED:** Jack Baldwin, Santa Monica, Calif. Indian dealer, takes a nine-count in an Avalon street after a wicked tumble, while flag marshal watches for approaching bikes. Baldwin shook it off and went on.



**JAM-UP:** Glen Clinton (62) gets his BSA Gold Star back on the dirt trail near the golf course, while a marshal offers a bikeless rider a lift.



**A TANDEM?:** No, folks, they're on two machines and just leaving the golf course pit area. Elmer Rasmussen (211) and his BSA trail another competitor.



**WHEELSPIN:** Dave Weston's AJS breaks traction momentarily as he powershifts into third in Avalon's residential district. Dirt-tread tires made for some hairy sliding on the slippery macadam.

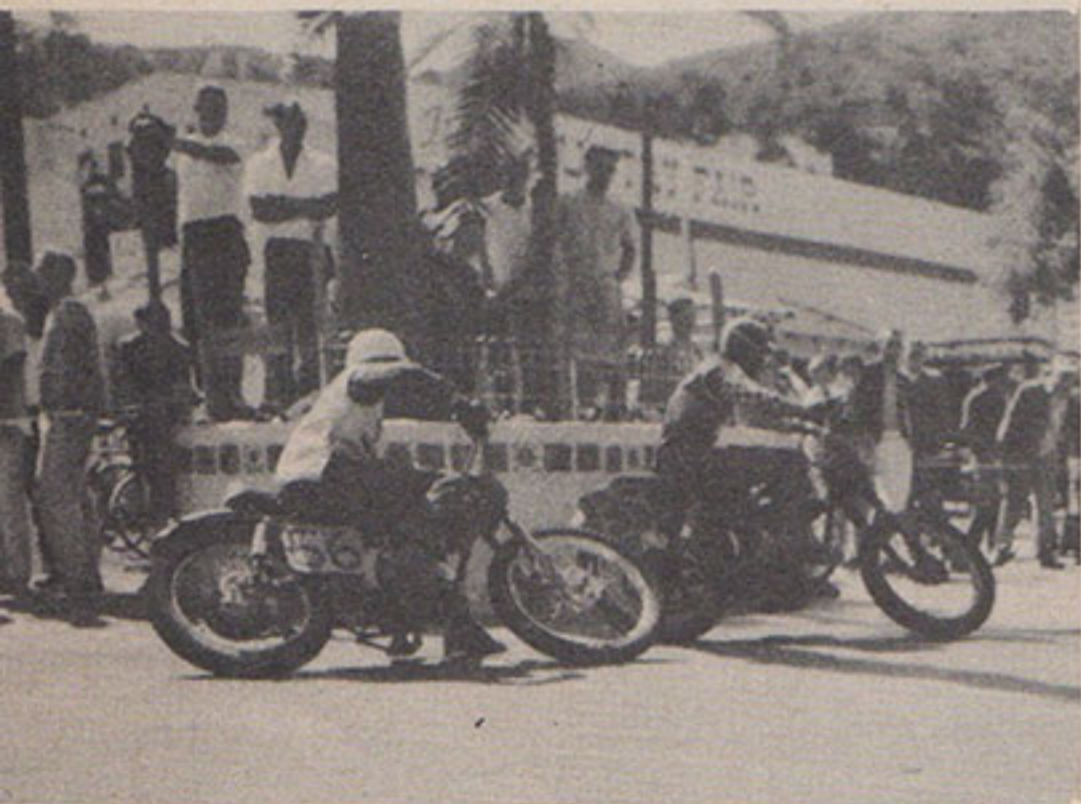


**OFF COURSE:** Danny Lopez's Ariel Scrambler blows up a storm as it caroms off the golf course switch-back into the haybales at trackside.

flat-trackers came to the island and were blown off the course by the west's mad scrambles and hare-and-hound enthusiasts in past years, a sharp decline was noted in entries from expert-class tracksters. However, Kretz toiled his Cub around for a rather easy win in the 200 event, as Cal Bottum, Triumph), Bob McLaughlin (DOT), Elmer Rasmussen (Sun) and Nick Nicholson (James) trailed.

For the first time since the race began in 1951, the Velocette team came away from Catalina without a win. Lou Branch's Velo's, which accounted for two wins in six years in the Grand Prix, were finally shut out after a real bad break. John McLaughlin, the 1953 winner and the mainstay of the Velocette crew, hit a tree in the 15-inch event and put himself out of action for the Grand Prix. Axthelm and his BSA won it, with Charlie Cripps (BSA), Wayne Sumner (Maico), Bud Wright (Maico) and Ray Arnold (Velocette) rounding out the top five.

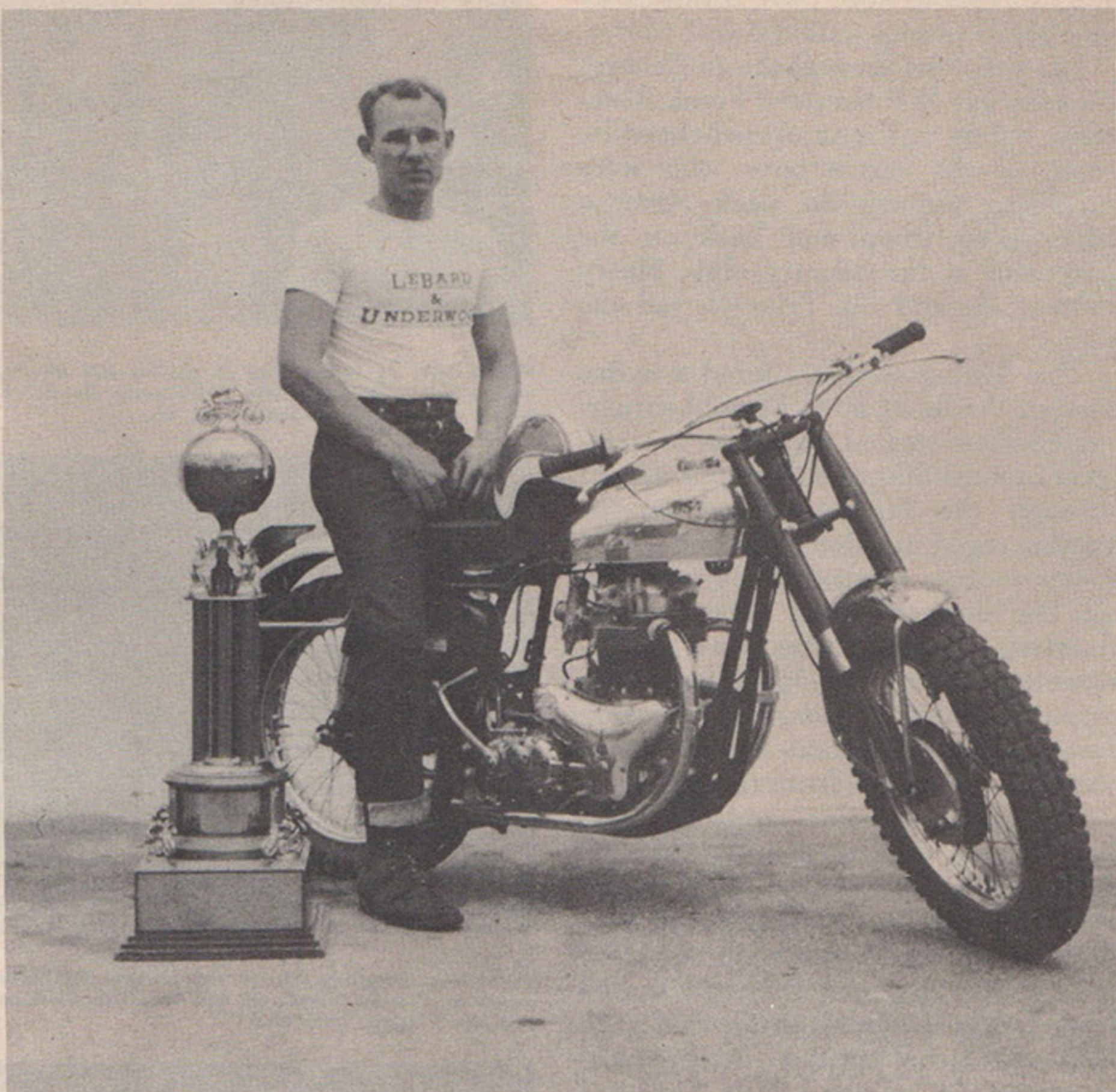
The breakdown of entries showed: BSA—50, Triumph—42, AJS—29, Matchless—29, Velocette—27, Ariel—25, Indian—12, Harley-Davidson—9, NSU—1, DKW—1, BMW—1 and JAP—1. These entries are, of course, for the Grand Prix and 21-inch classes only.



**CORNERING:** Charlie Bartlett (35) and Elmer Rasmussen (56) bend a tight one in Avalon. Bartlett rides an H-D, Rasmussen a Sun.



**CONTEST WINNERS:** Don Draskovitch (l.), winner of the best-looking-bike-and-rider event, and Dick Smith, who had the best looking bike, flank Miss Susan Cooper, who copped the beauty contest the night before the Grand Prix. Miss Cooper is the daughter of AJS-Matchless distributor Frank Cooper.



**THE WINNER:** Chuck Minert sits stills for CYCLE'S camera after bringing his BSA Gold Star home first in the sixth annual Catalina Grand Prix. Beside Minert is the CYCLE Magazine Perpetual Trophy—awarded each year to the winner of the 100-mile dirt and pavement grind.



**WHEE!** Former CYCLE editor Don Brown dives his 21-inch Velocette off the jump near the country club. Hard-riding Don plucked a fourth in his class.



**"THE MAN":** Object of all eyes at Catalina, Bud Ekins corners his Triumph Trophybird. The 1955 winner had his '56 bid ruined by a fouled plug and a fall.

As usual, race organization was near-perfect, with the Southern California District 37 Sports Committee going all out to make this one the best yet. A tremendous number of individuals contributed to the success of the two-day event. Listing them would, of course, take up several pages in itself.

Many extra-curricular activities occupied the hordes of race fans that crowded Catalina to witness the best in racing. A dance at the sumptuous Island Casino Saturday night gave several judges a chance to choose a beauty queen from the six contestants entered. Miss Susan Cooper, daughter of U.S. AJS-Matchless distributor Frank Cooper, was a very popular winner. She later presented trophies to Dick Smith, whose Triumph was chosen as best-looking bike, and Don Draskovitch, who got the best-looking-bike-and-rider award with his BSA.

As in previous years, General Petroleum representatives were on hand to supply the gas, as well as a generous supply of Mobilgas T-shirts and quantities of the familiar "flying red horse" decals for the various race machines.

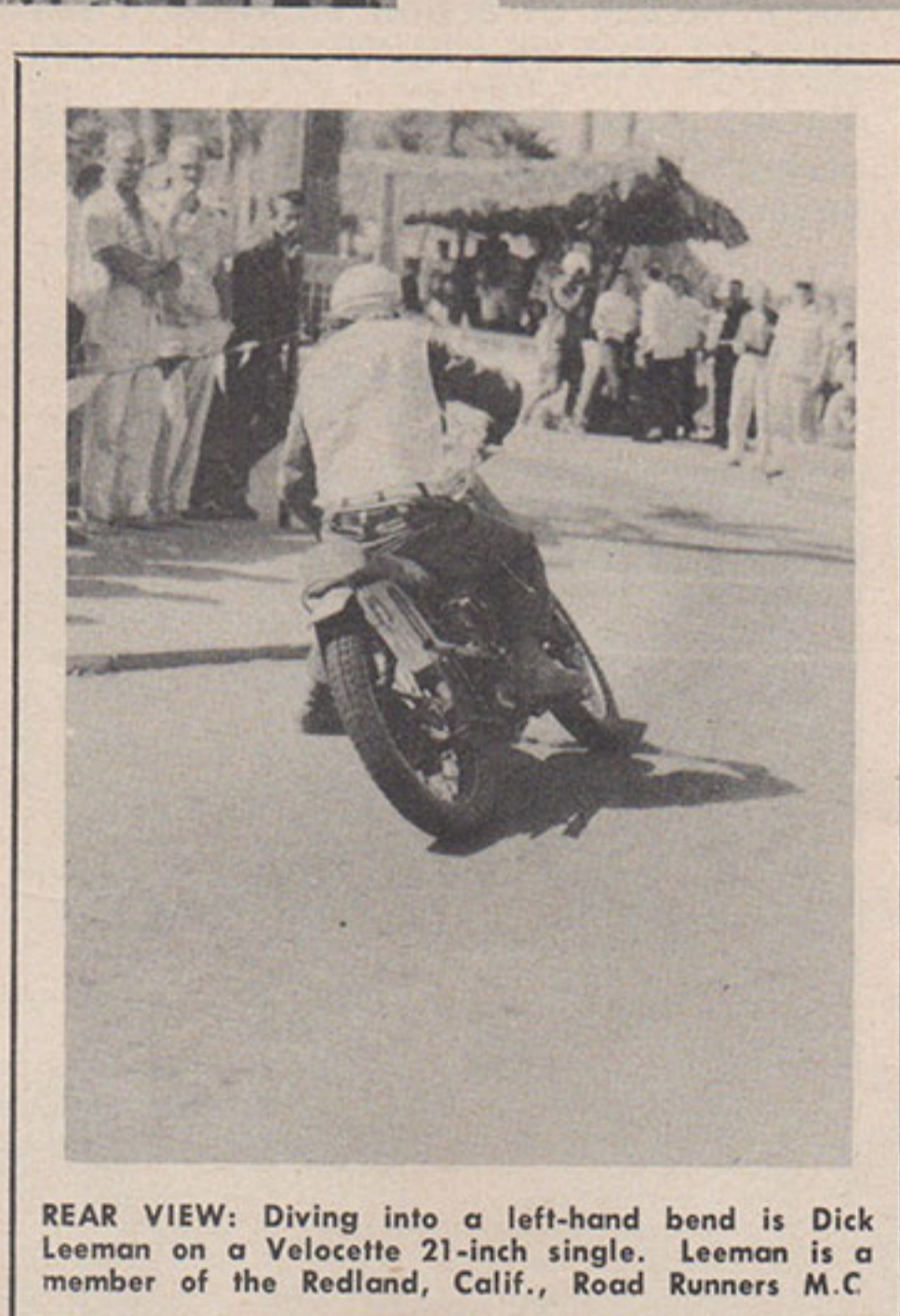
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**PIT SCENE:** The pits, where much frantic activity took place over the Catalina weekend, as viewed from a hill. Note the two contestants ramming up the line in the background, and the many spectators.



**CURB-CUTTING:** Stan Odmann, aboard a BSA single, "tows" another rider off the country club road into town. Corner "line" important here. Note hay-bales stacked at strategic points.



**REAR VIEW:** Diving into a left-hand bend is Dick Leeman on a Velocette 21-inch single. Leeman is a member of the Redland, Calif., Road Runners M.C.



**CROSSED UP:** A wee bit out of shape is Mick Favour on a downtown corner. Favour's Ducati slid gracefully into a hay bale, then continued the race. This was common occurrence as race progressed.



**AIRBORNE:** Dick Mann made his BSA Road Rocket do just that as he flashed off the jump by the country club. Mann, a well-known flat track artist, showed his versatility by riding beautifully at Catalina Sunday.



SLIDE: An unidentified rider touches down on one of Avalon's tricky bends. Fallen contestant was able to remount and continue the race.



MAIN EVENT: Action in the 100-mile Grand Prix finds AJS-mounted Dave Weston and Dic Beeson (Triumph) having it out perilously close to the curb. Riders had to negotiate this close-in righthander immediately after a left turn out of the country club drive. Good brakes necessary here.



OVER THE SIDE: Adrian Frayo and his Triumph Terrier run out of trail just off the golf course. Lightweights ran in opposite direction from Grand Prix.



A WINNER: Walt Axthelm and his potent 15-inch BSA in action. Axthelm won the 15-inch event during Saturday's combined-classes event.—Snyder photo.

# Catalina—

(Continued from page 18)

Good newspaper publicity was assured by Wilson Springer of the Los Angeles Herald-Express. A couple of fine action photos and a lengthy write-up in the Herald-Express resulted from his attendance at Catalina. Springer and Norman Lee handled the Catalina race publicity.

Most first-time visitors agreed with the partisan southern Californians, who insist their Catalina weekend has no equal anywhere in the world. For sheer versatility, the course cannot be matched. It mixes dirt trails with pavement riding, and forces the competitor to be proficient at riding both. Many portions of the 10-mile circle are easily accessible to the spectator, making for a variety of action viewing. This, coupled with the truly incomparable Pacific vista and the island's rugged scenery, makes the Catalina Grand Prix one of a kind.

## The Results

### GRAND PRIX

1. Chuck Minert	3:11-01.00	B.S.A.
2. Walt Axthelm	3:11-50.53	B.S.A.
3. C. H. Wheat	3:11-52.66	B.S.A.
4. Bill Postel	3:15-38.09	Tri.
5. Bob Ewing	3:17-15.94	Tri.
6. Bud Ekins	3:17-24.78	Tri.
7. Ray Tanner	3:19-33.06	H.D.
8. Bill Brokaw	3:19-39.16	A.J.S.
9. Gary Sowell	3:20-05.38	Match.
10. Elmer Rasmussen	3:20-23.49	B.S.A.
11. Cal Bottum	3:20-32.67	Tri.
12. Roger White	3:20-53.09	A.J.S.
13. Jerome Schuster	3:22-04.10	Velo.
14. Cal Collura	3:22-18.96	A.J.S.
15. Al Colley	3:22-26.07	Ariel
16. Norman Gargone	3:22-38.09	B.S.A.
17. Bob Elmer	3:22-47.86	Match.
18. Ralph Adams	3:22-52.01	Match.
19. Gene Fox	3:22-55.40	Tri.
20. Dud Moen	3:23-00.19	Match.
21. Harry Wilson	3:23-41.80	Match.
22. Wayne Sumner	3:23-50.57	B.S.A.
23. Ricky Collins	3:23-52.39	B.S.A.
24. Harry Loftus Jr.	3:24-02.82	B.S.A.
25. Dalton Holliday	3:24-03.06	Match.

### 350 cc CLASS

1. 166 Jerry Ballard	B.S.A.
2. 188 David Ekins	N.S.U.
3. 180 N. Nicholson	B.S.A.
4. 60 Don J. Brown	Velo.
5. 47 Jim Mullins	B.S.A.

### 125 cc CLASS

1. 5 Weldon Brown	N.S.U.
2. 26 Jess Turner	N.S.U.
3. 24 Alan Flint	N.S.U.
4. 15 Robert Brown	N.S.U.
5. 9 Harold Holsted	B.S.A.

### 250 cc CLASS

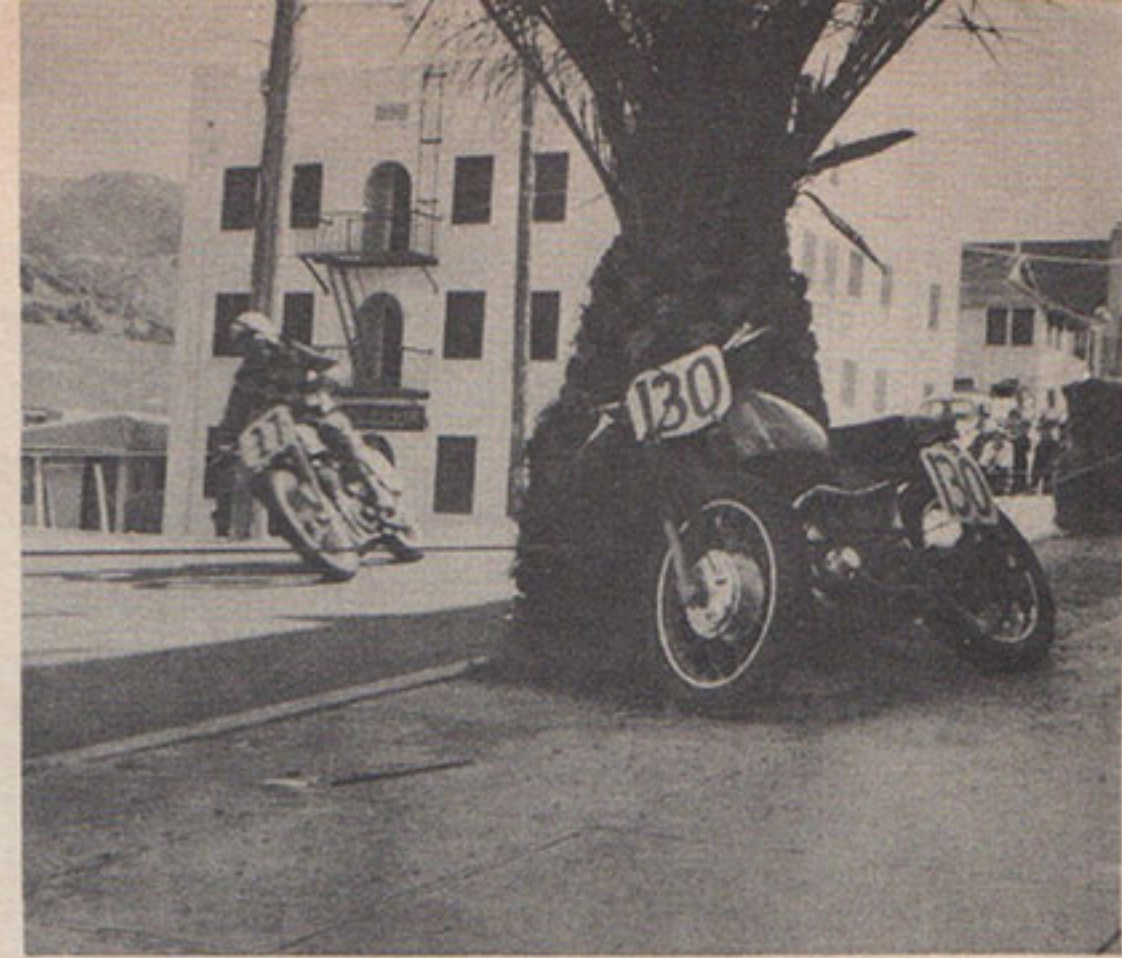
1. 171 Walt Axthelm	B.S.A.
2. 166 Charlie Cripps	B.S.A.
3. 145 Henry Scott	Maico
4. 157 Wayne Sumner	Maico
5. 143 Ray Arnold	Velo.

### 165 cc CLASS

1. 49 Dick Chase	H.D.
2. 46 Hazen Bair	Tri.
3. 42 Dud Moen	Tri.
4. 43 Tip Rahm	Tri.
5. 34 Lewis Hunter	Mad.

### 200 cc CLASS

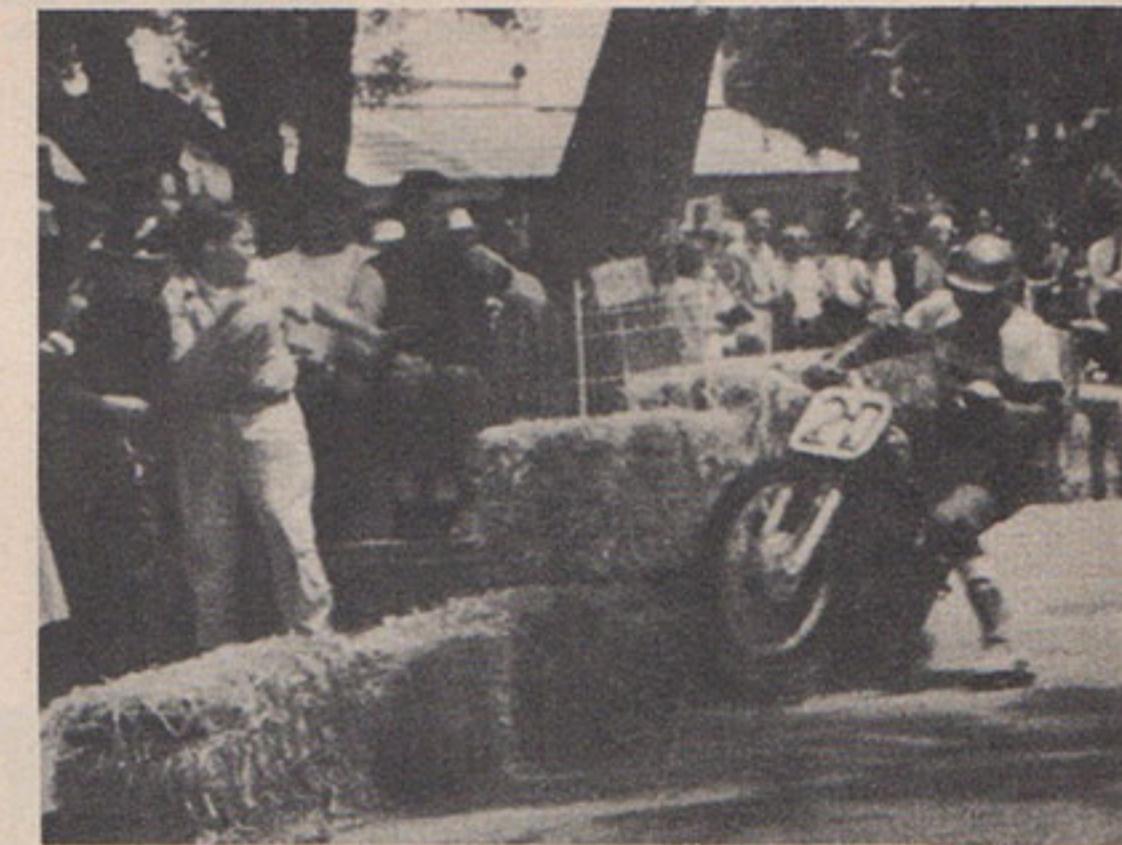
1. 105 Eddie Kretz Jr.	Tri.
2. 72 Cal Bottum	Tri.
3. 67 Bob McLaughlin	D.K.W.
4. 56 E. Rasmussen	Sun
5. 116 N. Nicholson	James



ALL BROKE UP: Bill Zimmerman's 21-inch Velocette nurses a set of broken forks while Wigg Carey, on a 30:50 Velo, races by in the background.



ONE LANE: Troy Rupe (155) gets his Triumph away from the bank on the golf course switchback, while Jack Baldwin and his Indian motor past.



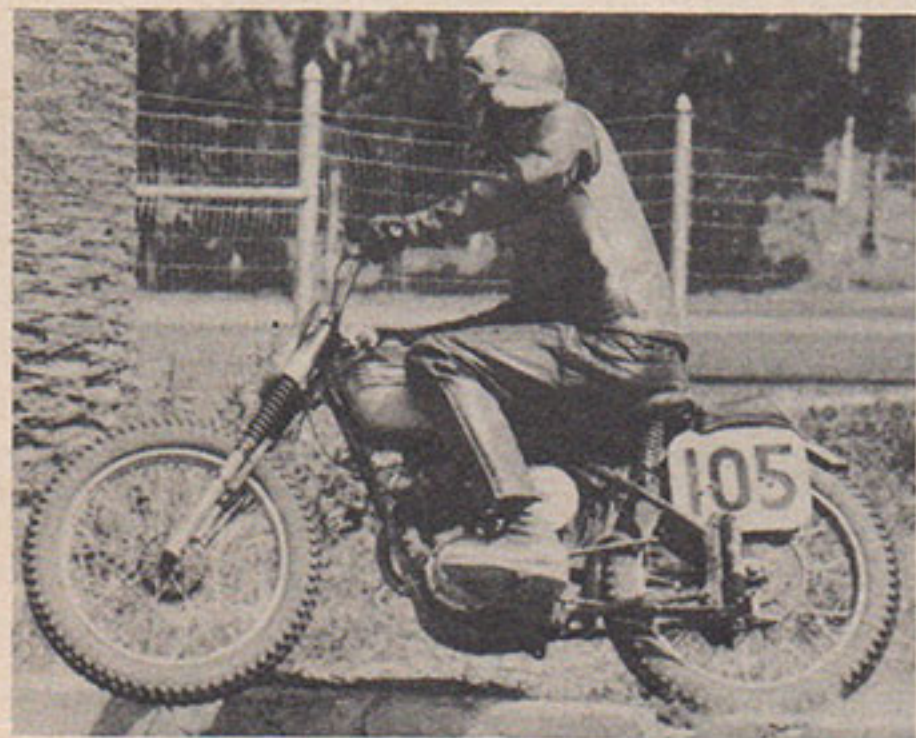
LAST STRAW: Bob Elmer dismounts in double time as his Matchless sideswipes a hay bale. Elmer over-shot the corner, but recovered and went on.



165 VICTOR: Dick Chase, who brought his Harley-Davidson 165 in for a win during Saturday's event, gets a pat on the back from sponsor Dud Perkins.—Bates photo.

# IMPRESSIONS OF AN EASTERNER --

CATALINA defies classification because it is a mad sort of hybrid, incorporating just about the hottest T.T. (U.S. style, not European) stuff I've ever seen in my life, plus some classical road racing additives that would be near-perfect if the spectators had stayed on the sidewalks of Avalon. I've never seen such indifference in my long career as a jay-walker! I watched the



**CURB-HOPPER:** Ed Kretz, Jr., winner of the 200 cc class, gets on the sidewalk during the lightweight event. Kretz, with a 30 second start, beat the first 15 inch bike in by 15 seconds with his Triumph Tiger Cub.

lightweight event Saturday along the twisting town streets in the company of an English visitor—a regular Isle of Man spectator when he's at home. This man was actually shaken at the nonchalant disregard of the California pedestrian for the little bombs hurtling around the corners. Luckily there

## Story and Photos

By Jack Mercer

were plenty of handy bars doing a land-office business. At such places we could bolster our waning courage!

I got a first-hand impression of the problems facing the big bikes Sunday, by walking the three or four miles from Avalon to the top of the macadem-paved road which becomes a true old-fashioned T.T. course at the switch-back next to the reservoir. This slope is so steep that it took us almost two backbreaking hours to reach our objective. We were doubly rewarded, of course, by a scenic view of Catalina and the Pacific Ocean. This panorama has no peer anywhere in the world. Later on, after the race was over, I hitch-hiked over the mountain past the radio tower, to the downhill slope paved with loose stone, where the boys really poured it on! My pilot was supposed to be a traveling marshal, but he missed his calling—he should have entered the race!

Rather than repeat the story of Catalina, let me recommend a thorough description of the wild ten miles as told by the only man to ever win it with a 350 cc machine—Velocette Champ John McLaughlin—writing in that fine new book, edited by ex-Cycle editor Don Brown, "How to Ride and Win":

"To me, Catalina is the greatest race in the world—the motorcyclist's dream race and a spectacle for the fan unequalled

anywhere . . . there is nothing routine about Catalina. It is an exciting, challenging test of both man and machine from start to finish."

McLaughlin experienced tough luck at Catalina and spilled out of this year's lightweight event with a broken shoulder. We can look for John next year, however,



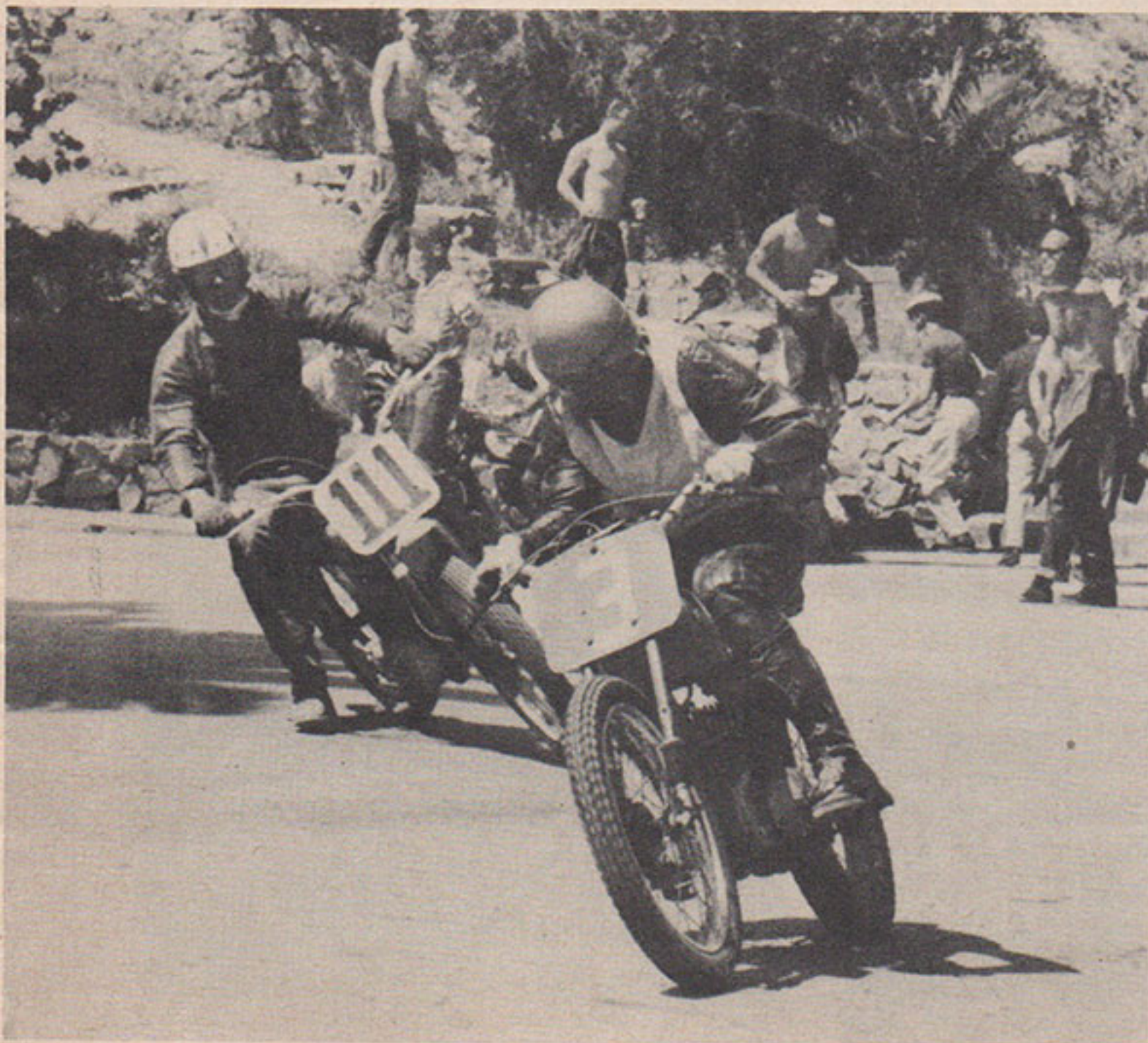
**WHEELS UP:** Jerry Ballard recoils from one of the hour trail's many thank-you-ma'ams. Ballard helped BSA to a mighty Catalina Triumph, by taking the 21 inch event for Birmingham. BSA's also got 15 inch and Grand Prix honors.

because he concludes his chapter in "How to Ride and Win" with:

"Catalina is a great race and as long as I can still sit on a motorcycle, when the starter drops the flag, I'll be there!"

(Continued on page 35)

## Catalina Reviewed By Newcomer --



**HE'S THERE:** Tommy Smith takes time out from piloting his H-D to check on pursuing Bill Parrigan. The latter has his Francis-Barnett right on Smith's tail. Note flagman pointing the way in the background.



**TROUBLE:** Leaning his Triumph Tiger Cub up against the road is Stan Wyatt, presenting cameraman with a fine view of the side the salesman doesn't show. Pavement rash is Catalina specialty.

# WIN YOUR WINGS ON-

ROAD TEST  
NO. 74



**DRAG, CHIEF?:** When you signal "full speed ahead" to the engine room of the Cushman Eagle, things happen. Five stout horses lifted front wheel and assistant editor Ron Britzke 'way high. Note starter ahead of engine, hand shift and foot clutch. Unphotogenic assistant editor adds little to otherwise-attractive decor of Eagle.

## *The Cushman Eagle*

**A**FTER several years of whamming around on 40 inch vertical twins, the assistant editor approached the Cushman Eagle—July's lightweight test bike—with mixed feelings. The little job had long since been proven the last word in economy and simplicity of operation—but how would it hold up in Los Angeles' heavy traffic and the hilly terrain surrounding the city? We checked in at Art Olsen's Cushman shop at 2145 W. Manchester, L.A., ready to find out.

Olsen had a standard '56 Eagle waiting, so, after a quick briefing, we fired up the handsome blue machine. Since the kickstarter is located directly in front of the engine, this operation was carried out while standing beside the bike.

The Cushman's throttle opens out and closes in—just backward from motorcycle operation, but so designed to suit the beginner. We racked the Eagle's two-speed transmission back into low gear, disengaged the foot clutch, wound the five-horsepower mill all the way on, and gave it an immediate clutch release for a starter. The Cushman's front wheel reared a good foot off the ground, then came back out of the ozone as the rear tire squalled in protest and found traction. A quick shift into high, and the Eagle was off at a spanking clip, carrying an astonished and slightly de-tuned test rider along. It was the first of many surprises.

Since this is a machine designed especially for the beginner, we gave the Eagle what we considered the acid test by hunting out a neophyte and bringing him aboard. Ron Enyeart, a non-

riding member of the Clymer Publishing family, was tapped, received five minutes of instruction regarding operation of the machine and shoved off. Half an hour later, our hero was still blasting around the block, bearing an expression of complete contentedness and running smoother each lap. No further proof of the Cushman's utter simplicity was needed to convince this observer.

A real shock was in order when a jaunt from Alvarado Street in downtown L.A. to CYCLE photog Denny Brundage's house in Santa Monica was undertaken. The assistant editor, who turns the trip consistently in 29 minutes on his Thunderbird, considered a watch overhaul after his Bulova showed the Eagle had made it in 27 minutes flat.

However, the return trip took just 28, so a little thought was applied to the mystery. The apparent tendency when riding a large machine is to make time between the many city stoplights—necessitating frequent stops on red. The Cushman, however, seemingly lends itself to consistent riding. It's almost as if it was geared to green lights. At any rate, we proved conclusively that the Eagle can be a town machine, if so desired. It won't cool off "the hot one," but it won't hang up traffic either.

Realizing the Eagle would probably receive a few missed shifts at the hands of beginners, we abused the blue job brutally. Speeds shifts were considered routine, and when it was discovered that a full power-on shift

without the clutch eliminated any lag and aided no end in stop light duels, this method was adopted frequently. The Cushman took everything thrown its way without a whimper.

A centrifugal clutch coupled with the two speed shift gives the effect of a hydramatic drive, if so desired. The clutch doesn't "bite" until the engine is revved over idle. The conventional clutch overrides the centrifugal action as soon as the operator wants to shift gears and depresses the pedal. The action is actually automatic, and offers the beginning riders many advantages, since only the throttle and brake are needed to start and stop the Eagle.

Two brakes are fitted. The back anchor does a fine job of stopping down, but the action of the front brake is somewhat less efficient. This could possibly be due to the lack of lubricating provision on the front cable housing, and the resultant binding of the cable.



**POWER-ON:** A speed-shift in the making. Lever is already on way to top cog as assistant editor's size 12 brogan descends on foot clutch with crushing force. Eagle took week-long flogging without complaint.

We did not run a speed test on the Cushman, but the manufacturer's claim of 60 m.p.h. seemed conservative indeed after the machine was clocked at 40 carrying two passengers at a combined weight of 360 pounds. Since economy is the Eagle's strong point, we did run an accurate gas check—clocking with another bike, since the test machine did not have a speedometer. The Eagle's appetite was dainty indeed, for after all those high-revving speed shifts, she sipped just one-half gallon of petrol in 44 miles. Some tuning and gentle riding would undoubtedly up this figure.

We found the Eagle's ride to be above average for a rigid frame machine. The sprung front forks and large moulded saddle ironed out all but the roughest bumps. Handling, although a bit different from the general run of motorcycles, came easily with experience. Leaning with the bike proved the best solution to sensitive steering and fast corners. Drag-

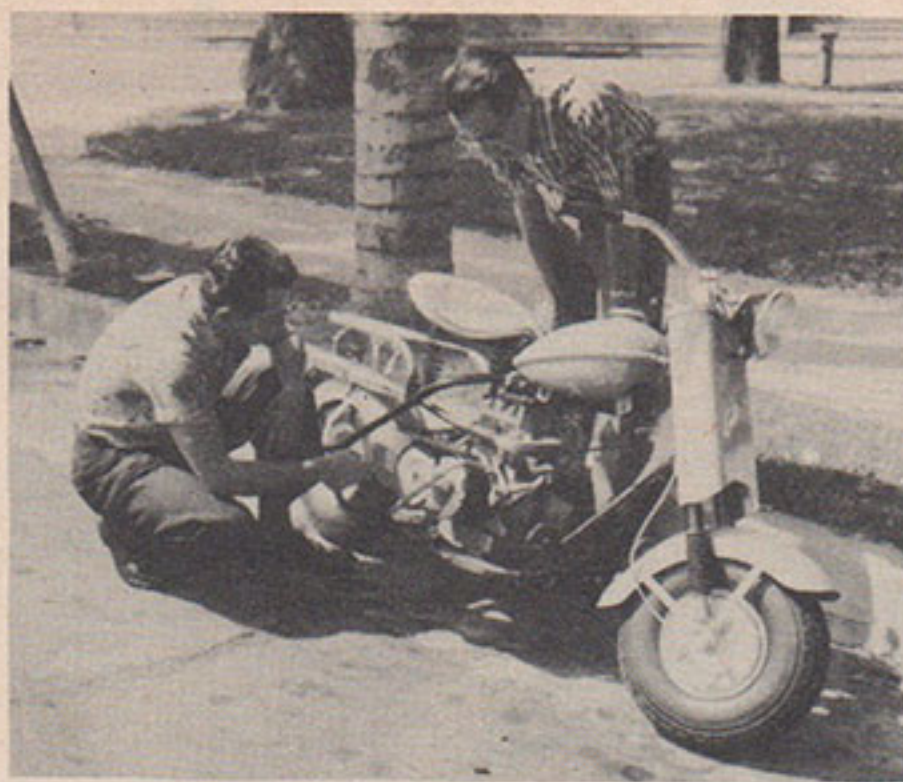


**NOVICE:** Here's Ron Enyeart bending one to the left just five minutes after shaking hands with Cushman. Enyeart never rode before—looks a bit tense here, but he's happy. Beginners love the little gem.

ging the footboards posed no problem—they fold.

A spot of night running gave us a chance to test the lights, which were pretty fair when the engine was turning over nicely. At stoplights, however, the candlepower went down with the revs, only to pick up again as the throttle was turned on and the generator wound up. A dimmer switch is fitted as standard equipment. Brake light is optional.

When the Eagle was last tested by CYCLE Magazine in September, 1951, the editor and road test pilot was Bob Greene—present managing editor of HOT ROD Magazine. To assess the Cushman's hill-climbing ability, Greene ran it over the Los Angeles Crest mountain road from La Canada, Calif. to Vincent Corners—north of Los Angeles. After a trip over the same route in Johnson Motors' pickup en-



**FEATURES:** CYCLE circulation manager Bob Butcher (kneeling) and Enyeart discuss the Eagle's handy centrifugal clutch. Gives effect of hydramatic drive with stick shift thrown in for good measure.

route to Rosamond Dry Lake with the Triumph TR 6, the assistant editor concluded that few highways could match the Angeles Crest for testing the capabilities of a small bike.

Accordingly, the Eagle was wheeled out early one afternoon, gassed up, and pointed out through Pasadena toward La Canada and the long, winding road over the Crest. The highway twists uphill for approximately 20 miles, then drops off as abruptly into Vincent Corners. Still a wee bit dubious about the Eagle's ability to haul almost 200 pounds over such a rugged haul, the assistant editor cracked the little one full on and settled back to await developments.

As the Cushman climbed steadily toward the summit, it became obvious that this was to be little more than a milkrun. Low gear was never necessary as the machine ground out the uphill miles with a steady, if unspectacular stride. The speed range was judged to be in the 25-30 mph bracket—not a world-beating performance certainly, but a most creditable one for the load the bike was carrying.

The throttle was, for the most part, left full on all the way. Occasionally, the grip was slacked off momentarily to allow the engine breathing room, then cranked on again. This meant that some of the Angeles' hairpin



**HEAD-ON:** Enyeart presents photog with fine front view of attractive machine. Everything is accessible on this simply-constructed and easily maintained job. Footboards fold. Check rubber-mounted bars.

turns were taken at a fair rate of speed. Since the Cushman's cornering technique requirements had been thoroughly absorbed by then, this type of riding proved a pleasure. The footboards were grounded several times, but folded easily, causing no undue instability.

The summit appeared in due time, so, after a quick pause for a look at the breathtaking scenery on all sides, the writer climbed aboard for a rapid run back down to the city, thoroughly convinced that only abnormal conditions would halt this fine little job.

We grew pretty attached to the amazing Eagle during the 10 days it was with us, and can heartily recommend it for the beginner or the guy that wants to get around with a minimum of fuss and expense. If those things are what you want, the simply-constructed, comfortable and economical Eagle will really grow on you.

## Performance Summary

### MAXIMUM SPEEDS:

Low Gear—Approximately 35 m.p.h.

High Gear—Approximately 60 m.p.h.

### ACCELERATION:

1/4 mile drag—24 seconds

1/10 mile drag—12 seconds

### BRAKE TEST:

Panic stop from 25 m.p.h.

Rear Brake—34' 7"

Front Brake—46' 8"

Both Brakes—25' 2"

Panic stop from 50 mph—162'

### GAS MILEAGE:

In Town—88 mpg

### SLOW RUNNING:

High Gear without snatch—1 mph up

### TURNING CIRCLE:

Minimum Diameter—12' 7"

## Specifications

**ENGINE:** Cushman Husky 4-cycle air-cooled. Cubic capacity 17.79 inches. Tillotson carburetor with dry air cleaner. Wico flywheel magneto ignition. Foot starter. Flywheel fan cools cylinder and oil sump. Two-gallon gas tank. Oil capacity—one quart.

**LIGHTING:** Generator—Cushman perma-lite built into magneto. Headlight equipped with dipper. Tail light illuminates license. Brake light optional.

**BRAKES:** Two shoe, cam operated, internal expanding. Drum diameter 6-1/8 inches. Shielded from dirt and water.

**DRIVE:** Primary—V-Belt on pressed steel pulleys. Final sprockets case-hardened steel. Chain final drive.

**CLUTCH:** Automatic engagement type. Manual release for shifting.

**WHEELS AND TIRES:** Cushman 100 Tires and tubes. Pressed steel rims. Roller bearing hubs.

**TRANSMISSION:** Two speed with selective sliding gear. Shift lever on left hand.

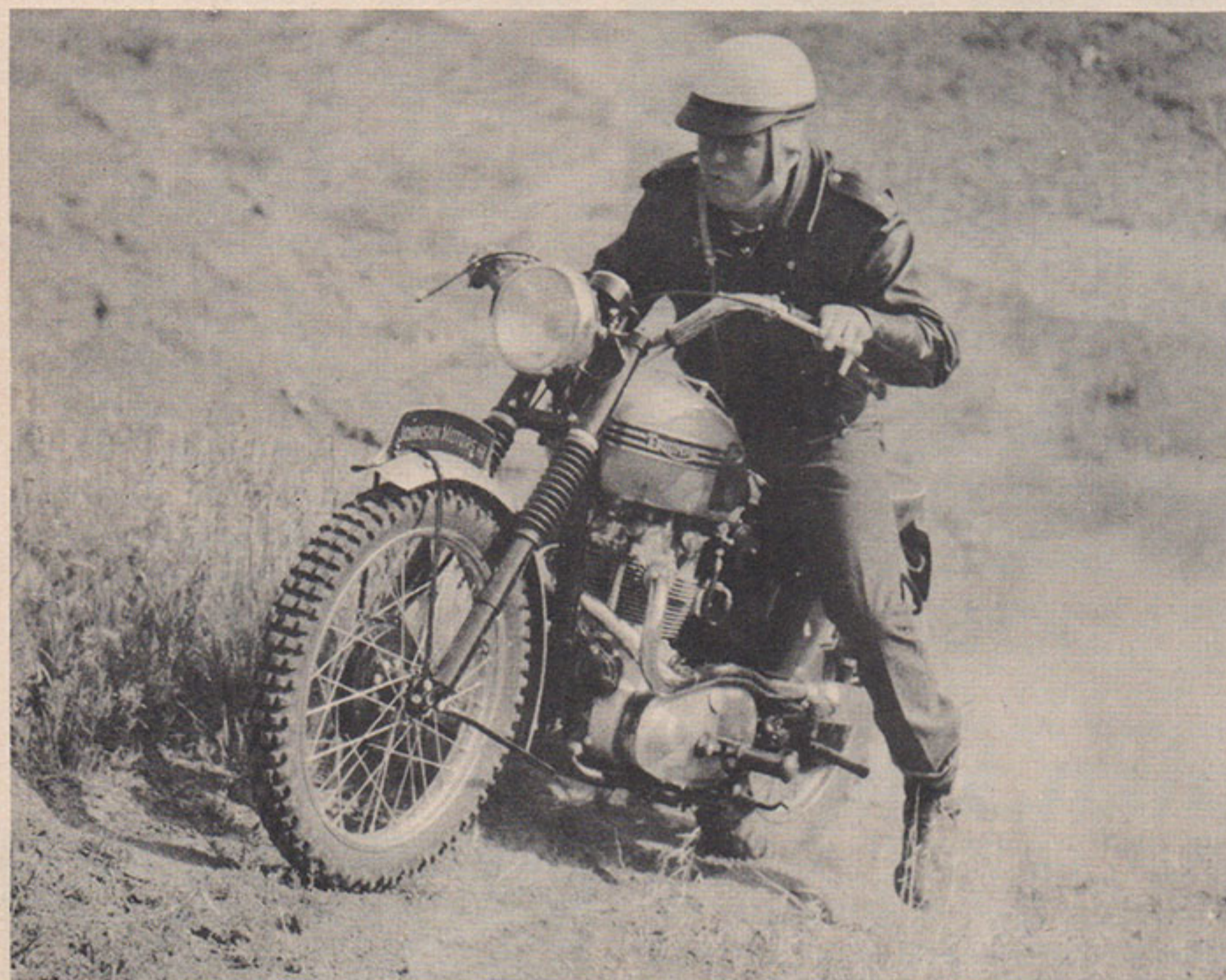
**MISCELLANEOUS:** Can be fitted with Cushman sidecar.

**MANUFACTURER:** Cushman Motor Works, Lincoln, Nebraska.

# Uncaging Triumph's

ROAD TEST  
NO. 75

# T R O P H Y B I R D



**HILLCLIMB:** CYCLE tester Ron Britzke storms a hill in Topanga Canyon on the Triumph Trophybird. Note that, under extreme stress, assistant editor is still using just three fingers on the sweetest clutch you'll ever touch. Crossover pipe and muffler are up out of the way.

## THE TRIUMPH 650 cc TR-6

**SCENE ONE:** A steep and formidable-looking hill in Topanga Canyon near Los Angeles. At the base of the incline, CYCLE's July road test "big bike," the Triumph TR 6 Trophybird, and assistant editor Ron Britzke wait while photog Denny Brundage zeros in a Speed Graphic at the summit. Signalling that he is ready, Brundage watches as the Triumph is pointed at the hill and unleashed. Expecting some difficulty climbing with the standard road gearing, the assistant editor winds it full on. The Trophybird responds with a frightening burst of power that sends it rocketing to the hilltop. The throttle is snapped shut too late. The howling twin hangs

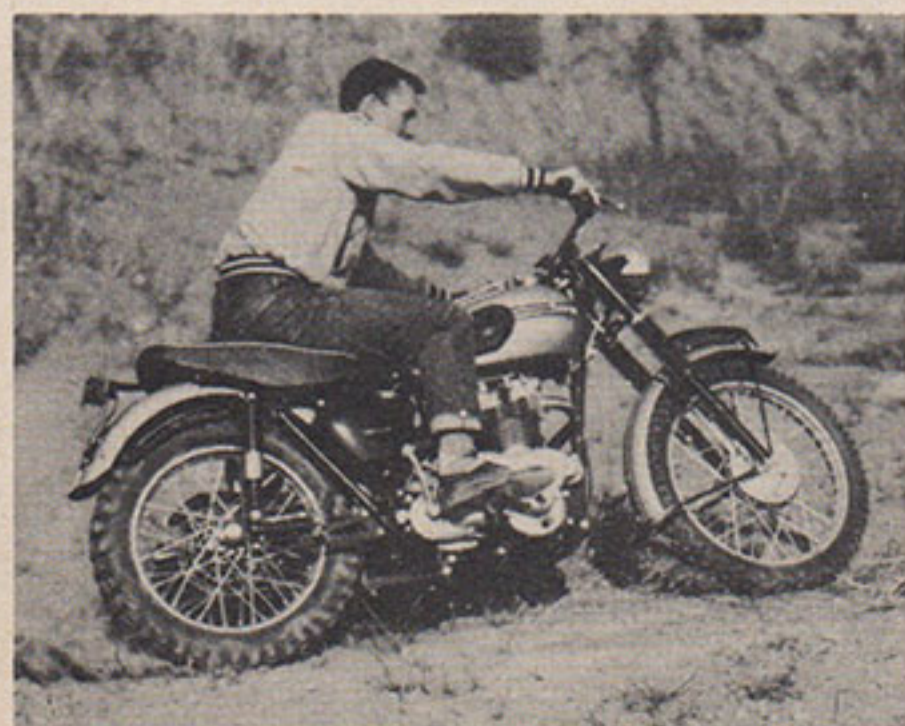
on her back wheel for a second, then comes back to earth with a sickening crash. When the Trophybird is picked up and examined, the extent of the damage proves to be a bent footpeg and a torn throttle grip. Other and more difficult terrain is tackled. The Triumph flattens the steepest hills.

**SCENE TWO:** Zuma Beach on Route 101 along the southern California coast. Cameraman Brundage, clad in bathing trunks, rides the TR 6 into the Pacific surf to test the Lucas "Wader" magneto fitted especially to the test machine. Brundage gets out too far and an incoming breaker sends him over the side. The bike is completely submerged. A "grappling party" recovers it. The plugs are cleaned, the carburetor is drained and the mag connections are checked. A lifeguard gives the Triumph a shove with his Norton 99. After 50 yards of pushing, the Trophybird comes to life—spraying the lifeguard's machine with mud and seawater from the exhaust. Ten minutes before, the pipe had been filled with salt water up to the exhaust valves. A quick gunk and hose job restores the machine to normal.

**SCENE THREE:** A residential street in Los Angeles. Assistant editor motors in to pick up young lady acquaintance and takes her for

promised ride over Angeles Crest mountain highway. Young lady expresses much enthusiasm over trim Triumph. Says dual seat very comfortable. Assistant editor notes bike has excellent road manners packing double, despite Dunlop Sports knobies fitted. Appreciates efficient Burgess muffler, enabling conversation to be carried on in normal tone of voice. Winding climb to Angeles Crest gobbled up by eager twin. Most enjoyable evening.

**SCENE FOUR:** Rosamond Dry Lake's hard packed sand shimmers in the mid-morning sun. Only the muted thunder of a far-away jet breaks the absolute silence reigning over the lakebed. Frank Christian's timing lights stand like tiny sentinels—waiting. Christian's Olds 88, fitted with minutely-accurate electric clocks, is parked next to the trap. The sound reaches the assembled test crew before anything but a tiny dust plume is visible far to the South. Growing in volume, the sound drowns out the jet's rumble. That indescrivable and exhilarating feeling sweeps over those present as they hark to the cry of a megaphoned vertical twin hitting high C. The speck in the middle of the dust plume materializes into the Trophybird. Britzke is flat on the back of the



**SLIDE:** Trophybird is easy to handle in powerslides, and comfortable control layout makes it simple to keep her crossed up indefinitely.



test bike, and right down to it. His passage through the timed quarter at 112.80 m.p.h. is a blur of speed and dust. Minutes before, Don Brown, ex-CYCLE editor and now sales manager for western Ariel-Triumph distributor Johnson Motors, had squeezed 106.19 out of the 'Bird with air cleaner, muffler and cross-over pipe still attached.

And there, in four widely-varied acts, is the tale of perhaps the most versatile machine on the market today—Triumph's TR 6. Whether you yen for the woods, the scrambles course, the drags or just plain pavement-pounding, this one has something for you.

We took over the test machine from Johnson Motors, at 267 W. Colorado St., Pasadena, Calif., on very short notice. The cooperative Johnson crew had the handsome shell-blue-and-black cycle ready in a twinkling, and the assistant editor was soon tooling down the Arroyo Seco Freeway back to L.A. The Dunlop knobbies felt O.K. on pavement, and were suited to anything but the speed runs. Difficulty was experienced only at the first stoplight. While negotiating a 90-degree bend away from a corner, the Trophybird was powershifted into second while banked over. The rear wheel broke loose and drifted out six inches or so. A bit more caution eliminated this trait.

We had the motorcycle for a week, and worked it over with a purposely-heavy hand. It is a competition bike, and as such, built for rough treatment. The 'Bird was punished royally in the dirt, and responded by calling for more. Even with the standard road gearing attached, the high-stepping twin rarely bogged down. It has power to burn.

Handling was at all times above reproach. The flat scrambles bars and ball-ended clutch and brake levers did their bit to make this possible, as did the efficient springing fore and aft.



**CROP DUSTING:** Complete confidence in TR 6's handling qualities made fast dirt cornering like this seem like second nature.



**DOUSING:** Douglas Aircraft engineer and CYCLE cameraman Denny Brundage tries Lucas Wader mag in salt water. About 30 seconds later, the intrepid Brundage got out too far in the Zuma Beach surf and . . .

Shifting was nothing but a pleasure, with clutch action very easy and gear-changing crisp and positive. Speed shifts brought no signs or sounds of protest from the gearbox.

A skid plate, cross-over pipe and quickly-detachable headlight are fitted—proof that this job is designed for dirt. Although the test bike was fitted with a T-110 seat, all TR 6's come through with narrow competition saddles. The set-up was ideal for this observer. The controls can all be adjusted to suit individual preference. Perhaps the best indication of the Trophybird's dirt-handling qualities is the fact that the top three finishers in the 1956 Big Bear run were on TR 6's. A solid string of successes since then has made the newest of the Coventry line a fixture on the sporting scene.

Should a road machine be the object of your affection, then a switch of tire treads and perhaps higher bars are all that is necessary to do the job. With its chrome headlight and wheel rims, polished alloy cases and blue-black paint job, the 'Bird will stand alongside anything else in the street-side beauty parade.

Triumph's heavy-duty clutch is in this one, and it does a job. Repeated quarter-mile drags had no effect on its operation, and no adjustment was necessary at any time. The same went for woods operation. Punishment was handed out lavishly, but the clutch took it in stride.

The assistant editor got a first-hand taste of the Triumph's big binders when it came time for the front brake test. The first three tries from 25

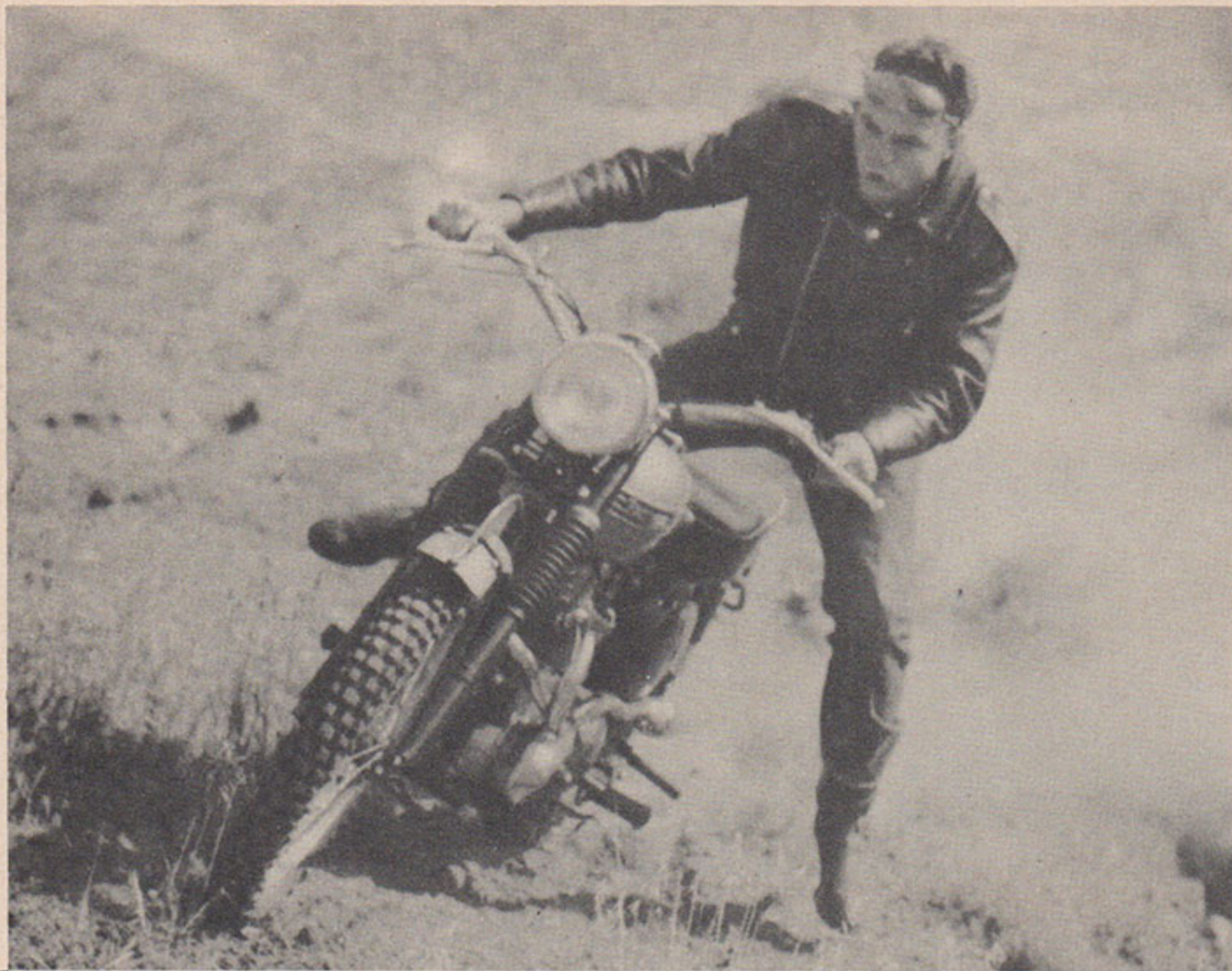


**SPLASH:** Big Pacific breaker gives Triumph a slight list to port. As machine goes down by the bow, check Brundage, all crossed up, making last ditch effort to keep engine running. Valiant effort was in vain as fire went out. 'Bird recovered very nicely, however. Wader mag is the berries.

m.p.h. produced two spills. The A.E. managed to stay upright long enough to find the Triumph brakes equal to any occasion, however. This again also holds true for dirt running—the knobbies and brakes keep things well under control.

If you like to keep your own bike in shape by handling most of the maintenance, then you'll like the Trophybird. The tappets can be checked without removing the tank, and just about any portion of the bike is readily accessible for routine work. One exception is the air cleaner, however. It is located behind the oil tank, and the latter item must be yanked to get at the cleaner. Incidentally, the Vokes D-type filter is among the best in the business, and keeps the potent twin breathing pure air no matter how dusty or wet the conditions may be.

(Continued on next page)



**FLOATING RIDE:** Britzke is attached only at the handlebars here as the "Six" attempts to shake off its tormentor. Note fork boots and Q.D. headlight—standard equipment.

Having owned a couple of earlier Triumphs, and spent a good many hours keeping them clean, the tester went for Coventry's new oil-tight set-up in a big way. The external oil lines at the front and rear of the cylinder have been moved inside, and a new type of gasket material utilized. A day of running at 6,000 rpm's and better at Rosamond failed to bring out any oil seepage. The oil tank cap did drool a bit, but this minor annoyance can usually be remedied by carefully removing the paint from the rim of the filler hole.

The Trophybird features an alloy cylinder head for cool running under stress, and a cast iron barrel that is finished to match the head. This last doesn't affect performance any, but is just another of those little touches that make it enjoyable to own the TR 6.



**STEPPDOWN:** Frame clearance and stout forks were appreciated here. Check expression of derring-do on assistant editor—it wasn't really that hard.

The new Monobloc carburetor fitted as standard equipment had just one disadvantage—it spit back occasionally when the throttle was blipped. The common practice is to give the tap a tweak just before shifting down. Instead of clearing her throat, however, the 'Bird would cough now and then. This is not a fault of the machine. Other makes of motorcycles fitted with the Monobloc will do the same. This slight disadvantage is far offset by the clean one-piece construction of the carb and better performance offered compared to the old remote-float set-up. And it makes changing jets child's play.

Having given the Trophybird the most extensive shakedown we could possibly provide, we reluctantly returned it to Johnson Motors, where it will be ridden in competition under the capable hand of Don Brown. Rating it is actually something of a problem, due to its extreme versatility. Install road tires and eight-inch bars and our 'Bird becomes a road bike that will stay with them all. In fact, should the upswept cross-over pipe be replaced with a T-110 set, as was the case in the speed tests, the transformation is complete. She's a red-hot pavement runner of the highest caliber.

On the other hand, if any form of competition except out-and-out dragging is desired, leave things just the way they are. Have some of the more torrid hotshoes been hosing you on the fire roads and scrambles courses lately? This one will help you turn them all around.

We can only conclude by bestowing the laurel wreath all the way around to Triumph's latest. It has already earned a place on victory lists all over the country. Might as well join the trend, friend. When you crow with this one—they'll know it's daylight.

## Performance Summary

### MAXIMUM SPEEDS:

1st gear—52 mph  
2nd gear—81 mph  
3rd gear—95 mph  
4th gear Stock—106.19 mph  
4th gear stripped—112.80 mph

### ACCELERATION:

1/4 mile drag—14.96 secs.  
1/10 mile drag—8.16 secs.

### BRAKING DISTANCES:

Panic stop from 25 mph  
Front brake only—18 feet  
Rear brake only—34 feet  
Both brakes—16'6"  
Panic stop from 60 mph—104 feet  
(Speed runs and brake test made with road tires)

### GAS MILEAGE:

In dirt—48 mpg

### SLOW RUNNING:

High gear without snatch—14 mph

### TURNING CIRCLE:

Minimum Diameter—13'4".

## Specifications

**ENGINE:** 650 cc OHV vertical twin. 8.5-1 compression ratio. 1-1/8 Amal Monobloc carburetor. Cast iron barrel, alloy cylinder head.

**CLUTCH:** Multi-plate with neolangite linings and built-in rubber pad shock absorber.

**DRIVE:** Primary and final drives by chain, with primary chain running in sealed both case.

**TRANSMISSION:** Four speed box actuated by right foot control. Shifts down for low. Ratios—11.20 in first, 7.75 in second, 5.45 in third and 4.57 in fourth.

**LUBRICATION:** Dry sump with pressured big ends.

**IGNITION:** Lucas Magneto.

**ELECTRICAL EQUIPMENT:** Lucas generator and equipment including non-spill battery and voltage regulator—six volt system.

**FRAME:** Brazed cradle frame with three-position adjustable hydraulically-damped swinging arm rear and telescopic hydraulically-damped front suspension.

**EXHAUST:** Crossover two-in-one pipe and single Burgess muffler.

**TANKS:** Gas capacity 4 1/2 gallons, oil capacity 6 pints.

**SADDLE:** Triumph narrow competition twinseat.

**BRAKES:** 7" diameter, internal expanding.

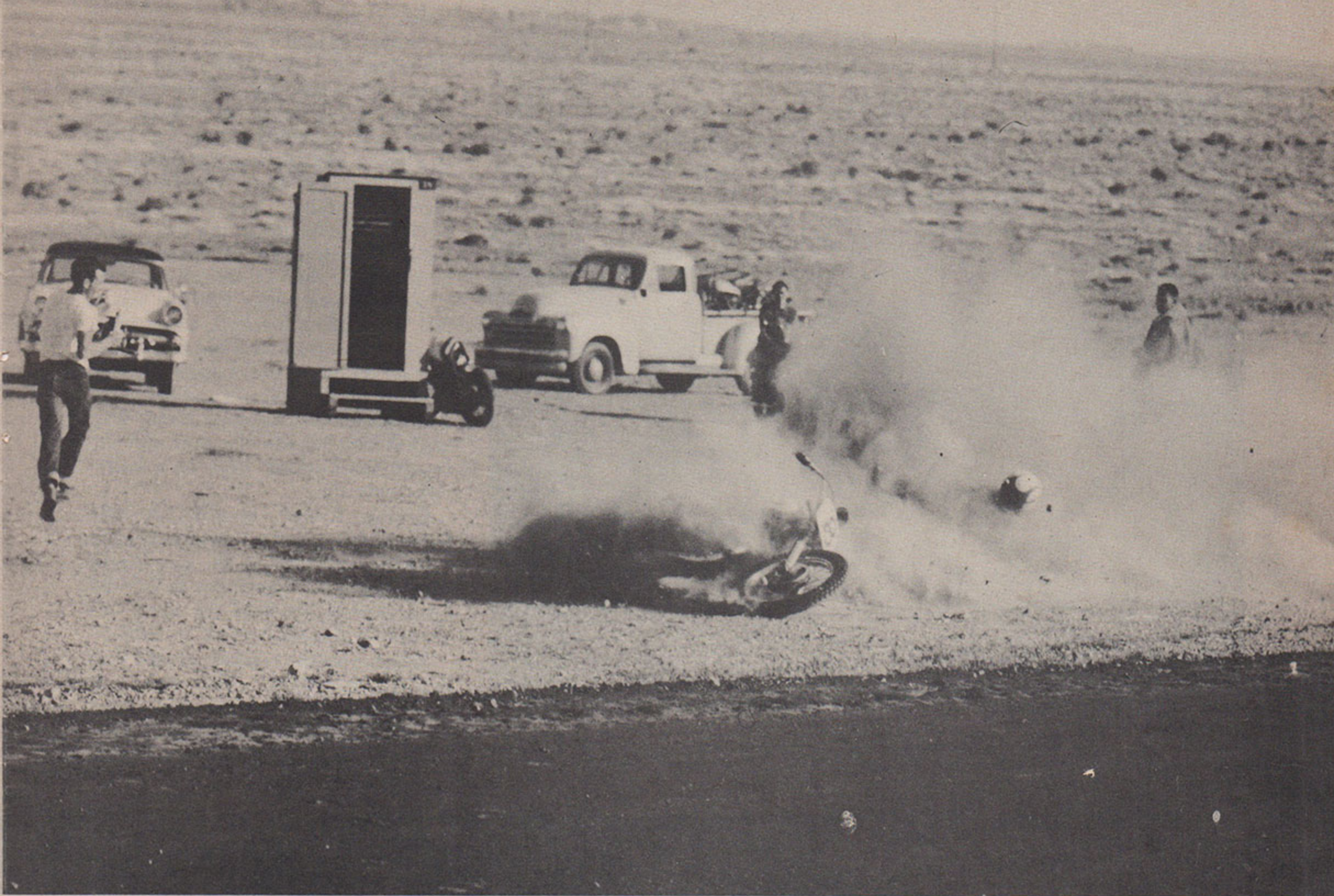
**TIRES:** Dunlop Sports knobbies—3.00 x 20 front and 4.00 x 18 rear.

**OTHER EQUIPMENT:** Tool kit, tire pump, 120 mph Smith's speedometer, horn, Q.D. headlight and complete lighting set, center and side stands.

**WEIGHT:** 370 lbs. dry.

**DIMENSIONS:** width—28 1/2", length 85 1/2", Clearance—5".

**U.S. DISTRIBUTORS:** In West—Johnson Motors, Inc., 267 W. Colorado St., Pasadena, Calif. In East—The Triumph Corp., Towson, Baltimore 4, Md.



**BLOWING UP A STORM:** Jimmy Phillips and his K Harley-Davidson create a miniature "duster" during a spectacular spill at Willow Springs April 29. Phillips was unhurt, although unable to continue. Pic, taken by Justin Westerfield of Burbank, Calif., is something of an oddity—Phillips rarely falls. Note photog under motion at left—ability to fire on the run is a definite aid to lensmen covering sporting events. Bent-up bike in background was dumped earlier in the day.

**W**ILLOW SPRINGS, CALIF.—National Champion Brad Andres of San Diego, Calif., at top form as always on a road course, wheeled his Harley-Davidson K home far in front of a star-studded field to capture the 100-mile Willow Springs road race here April 29.

Andres, who had suffered some ill luck since acquiring the coveted "1" number plate, made everything go right at "The Springs." Brad's K, meticulously prepared by his father Leonard Andres, had steam on every thing else. Tucked in behind the bars of his maroon mount, Andres flashed over the 2.4-mile boot-shaped macadam course in 9:35.37 to capture the fastest five lap heat time of the day, then grabbed the lead in the fifth lap of the Class A final and won going away in one hour and sixteen minutes flat. Eddie Kretz, Jr. and Dick Love filled in the second and third-place positions on Triumphs.

What had shaped up as a possible H-D sweep became a battle of Andres vs. the British contingent. The Harley-

# ANDRES WINS AT WILLOW SPRINGS

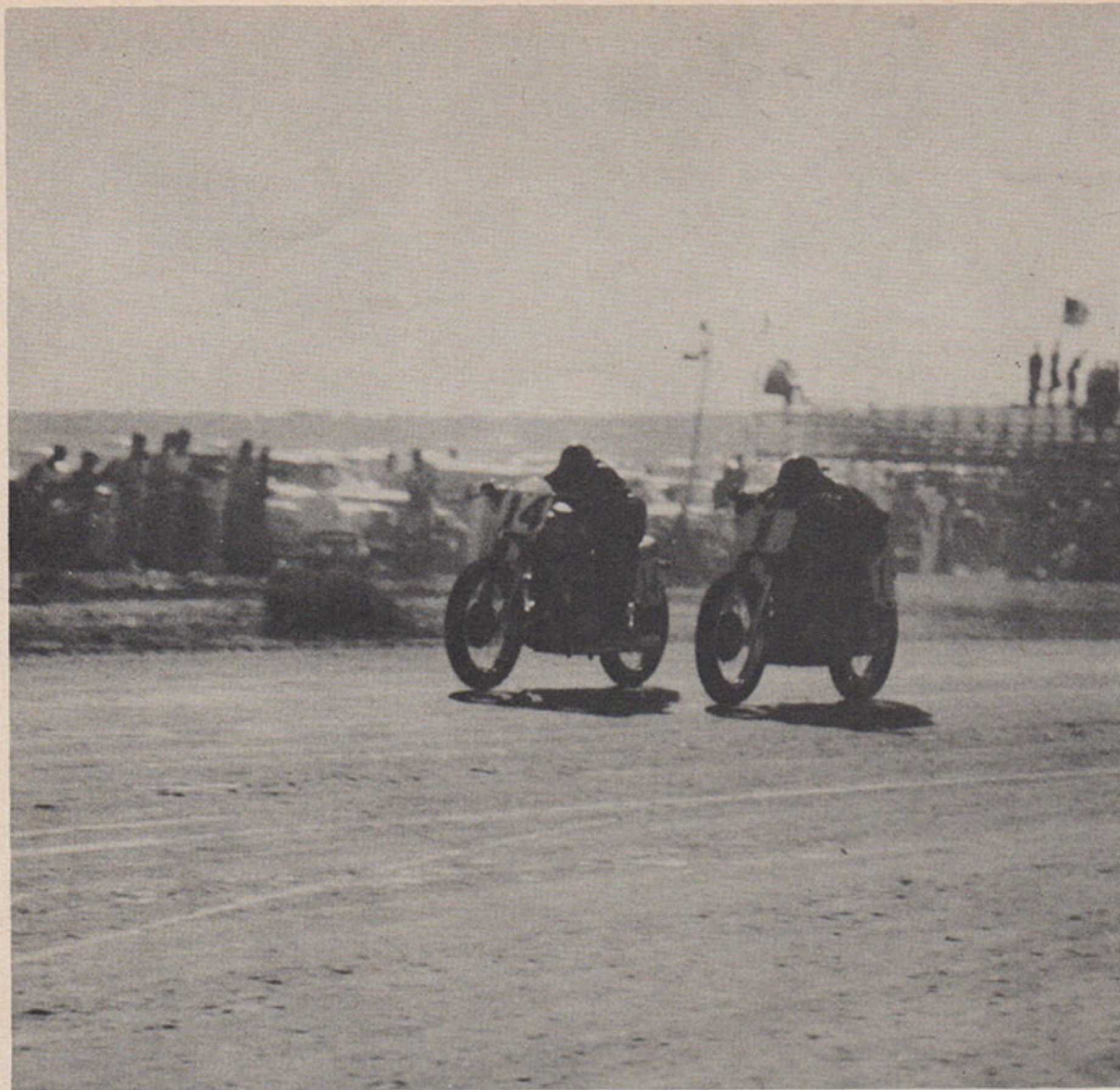
Story and Photos

By Ron Britzke

Davidson camp, boasting three going K's early in the day, was reduced by one as Johnny Gibson of Duarte, Calif., fell in practice. Gibson, who won Daytona this year, was not seriously injured. Then Jimmy Phillips of Temple City, Calif., who posed a serious threat with his K and a string of previous road-racing successes, spun out on the backstretch hairpin. Shaking it off like the game competitor he is, Phillips got into the main event via a second place in one of the semi-finals—only to lose it at high speed just before entering the starting straight while running fifth. The hair-raising spill that followed put Phillips out of action for the rest of the day.

This left it up to Andres. The country's number one rider started slowly in the final as Billy Meier of San Francisco jumped into the lead on a Triumph. As the second lap unwound, Andres moved into second and set about catching Meier. Despite a gallant effort by the latter, the San

*(Continued on next page)*



**TURNING POINT:** This is the fifth lap of the Willow Springs 100-miler, and Brad Andres (1) is about to pass Billy Meier in the homestretch to take the lead for good. Nobody passed winner Andres all day.

fifth-place finisher is from Pasadena, Calif.

Andres opened the day's festivities by sweeping to a 9:35.97 win in the opening five-lap heat. Meier followed with a five-lap victory in 9:48.77. The third heat provided a win for Kretz in 9:55.37 and perhaps the riding feat of the day. Tex Luce, aboard his jet-black Velocette, was snapping at Kretz's back fender in the first lap of the heat when he got off the macadam into the soft sand bordering the track at a point near where Phillips was to fall later. With his back wheel plowing up the terrain and his front hoop still on the pavement, Luce stood high atop his bike's footrests and began the difficult task of stopping. Using body english like nobody else ever did, Tex fought the bucking Velo to a halt—right side up.

George Everett booted his BSA home in front in the fourth heat event—taking 10:07.59 to do so. Gunter then copped his five-lapper in 9:53.96. Love showed the field the short way around in the sixth event in 9:55.33.

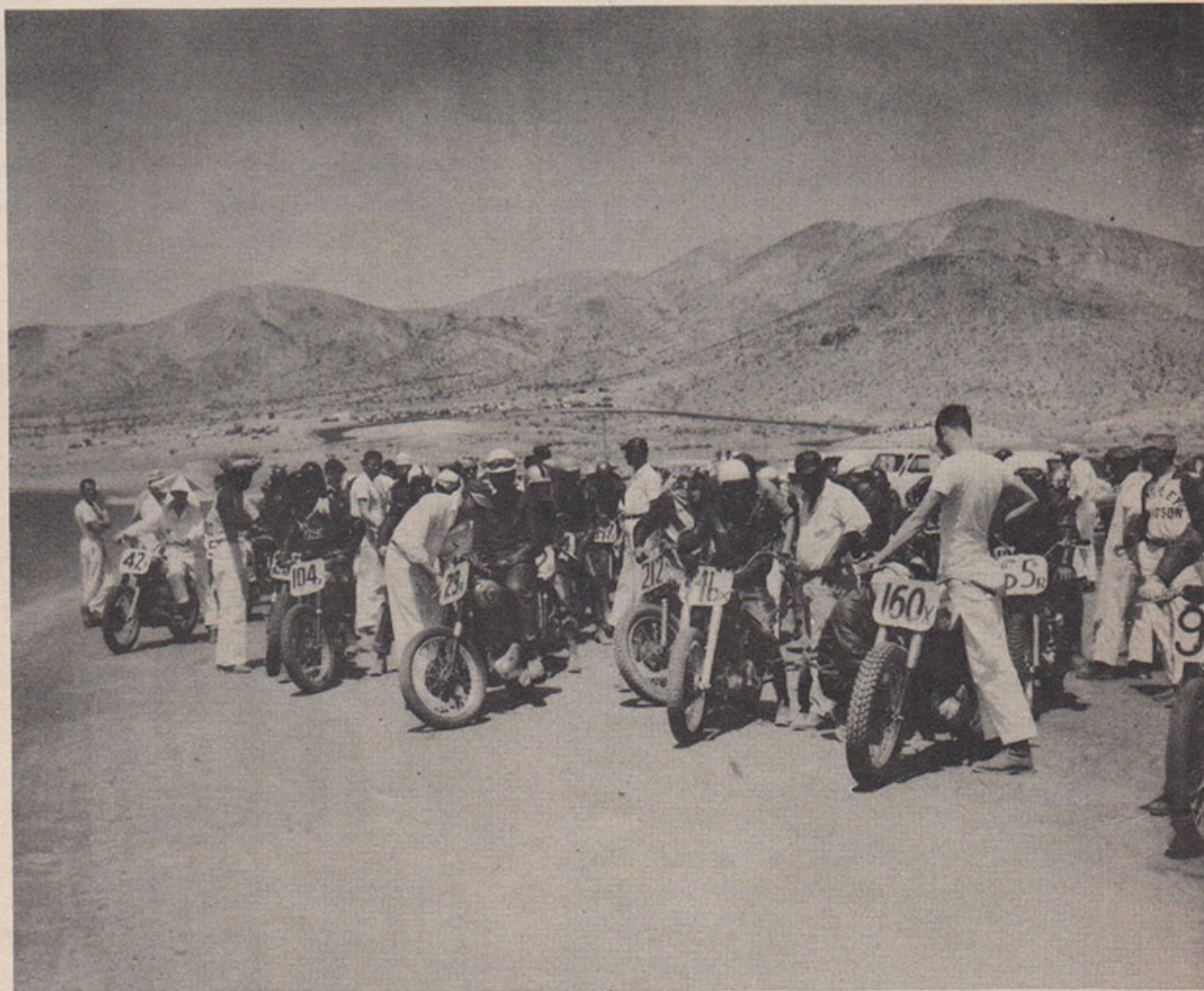
Meier was the winner of the first five-lap semi-final. The time was 10:04.28. Hanson took first place honors in 9:48.00 in the second semi.

The Class B final went to Charlie

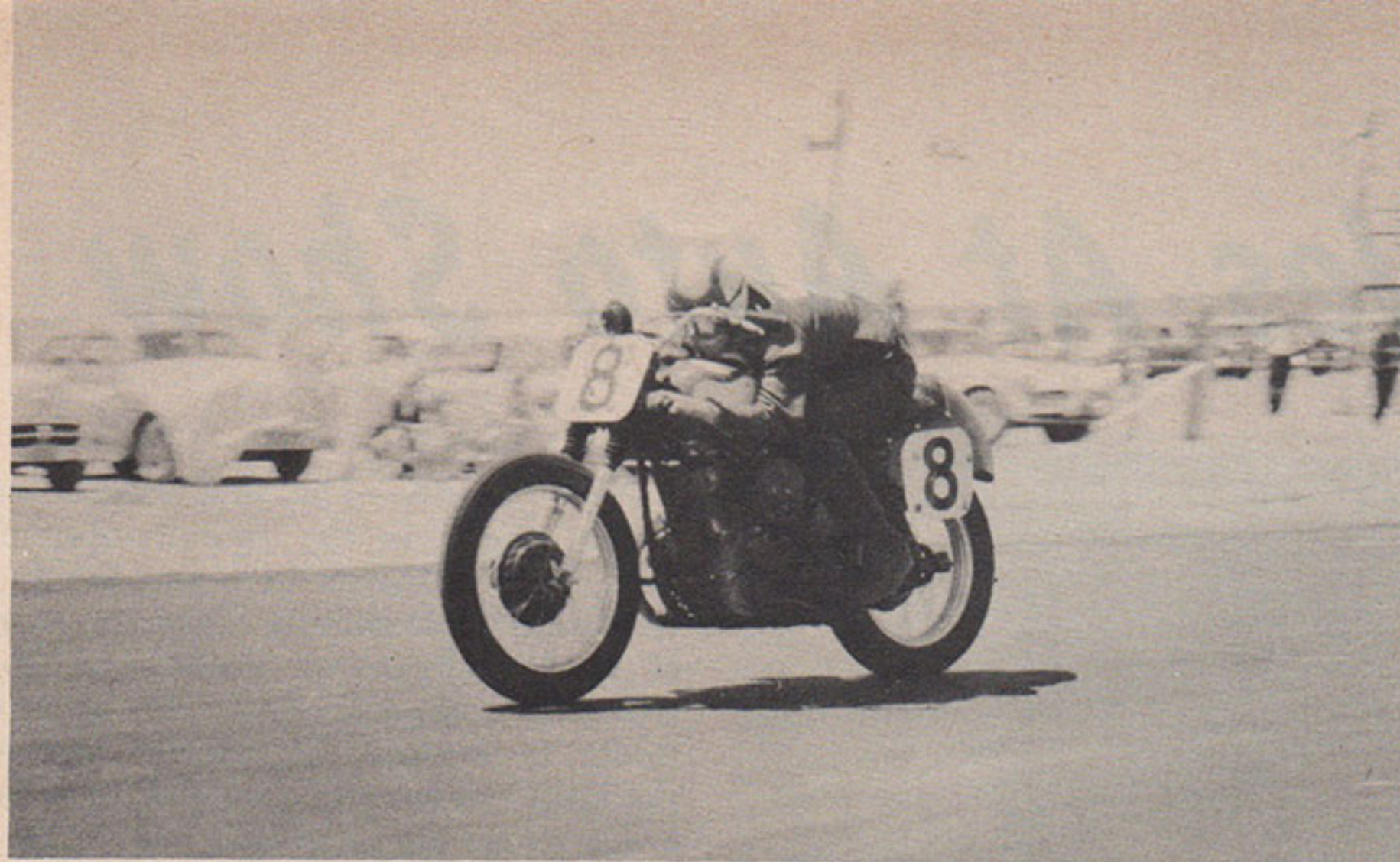
Diego ace closed the gap and finally pulled alongside on the downhill home stretch. Sportingly, Meier moved over and waved Andres past. The K thundered by, and Andres was in the lead he was never to relinquish.

A hot battle then developed to the rear of the leader. Meier, Kretz and BSA-mounted Al Gunter had it out for several laps, with Gunter finally nosing his Gold Star single into second. For a while, it looked as if the South San Gabriel, Calif. flat track star would catch Andres. When Gunter chopped the K's lead to 11 seconds, however, Leonard Andres broke out the redball sign from the H-D pits. On the next lap, Gunter trailed by 20 seconds. It was the last time anyone posed a threat to the eventual winner.

Gunter suffered a heartbreaking reversal on the very last lap of the race. His mag button shorted out on the backstretch, halting him for good. By this time, Meier had also run into trouble and pitted for several minutes before getting underway again. Kretz, who had ridden a fast and consistent race on his Tiger, flashed under starter Stan Irons' checkers a solid second—just about a lap behind Andres. Love, a Palmdale, Calif. resident, took third. Carl Hanson of Riverside was fourth on a Velocette, and Ernie Stavenow filled out the first five on a BSA. The



**PIT SCENE:** A throng of eager amateur and expert riders await the signal to begin practice. Desert, mountains and the hairpin curve on the backstretch can be seen in background. Course measures 2.4 miles. The temperature on race day reached 90 degrees, baking the road surface and causing slick spots, which accounted for several spills. A large crowd was on hand to view the festivities. Willow Springs is something of an ideal spectator course, since several of the better vantage points around the perimeter are easily reached by automobile. Crowd control was excellent, as was the race organization. Events started promptly, with few delays anywhere—typical of most big west coast presentations. Crowd numbered 2,000 race fans.



**AT SPEED:** Here's Phillips in a happier moment—before falling. Note tail fairing of Jimmy's K and position of his left hand on tiny fork leg bar. Extreme measures help reduce air resistance.



**GUZZI:** Dick Milligan corners the only Moto Guzzi in the race. Red job went fast until Milligan fell. Check large front brake.



**THE WINNERS:** Andres (1), Kretz (center) and Love (right) pose with bikes and crews after running 1-2-3 in 100-mile feature race April 29.



**MESSERSCHMITTS:** And then there was an egg-rolling contest. Messerschmitt cabin scooters put on a two-lap exhibition duel before bemused audience. Three-wheelers run 100 miles per gallon—have 197 cc engines.

Cripps of Long Beach, Calif. Cripps, noted for his hare-and-hound and scrambles activities in southern California, overhauled Luce early in the 25-mile event and won handily. Luce was second in this race. Cripps' winning time was 19:45.71. The Long Beach rider was on a BSA.

Between races, the crowd was entertained by several added attractions. Five Formula 3 Cooper-JAP racing cars were on hand, and ran an exhibition contest, showing off their amazing cornering characteristics in the process.

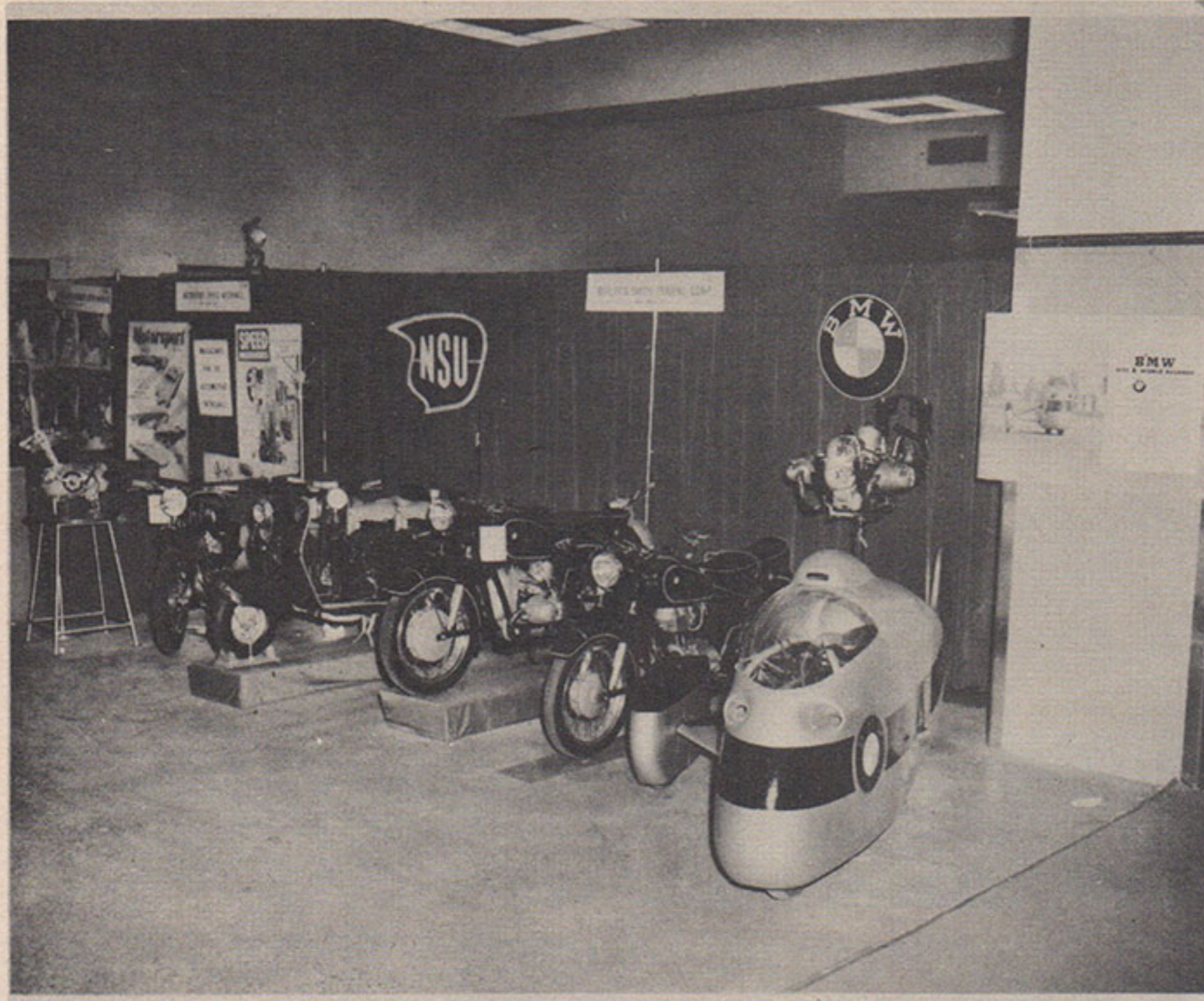
A pukka Norton Manx DOHC single was unveiled, and ran an exhibition lap before the audience, which examined this controversial motorcycle closely. Then, for a spot of comedy, several Messerschmitt cabin scooters rolled onto the track for a two-lap race. The tiny three-wheelers, powered by 197 cc two-stroke engines put on an exciting, though somewhat slow duel over Willow Springs' winding terrain. Perhaps the spectacle of the afternoon was afforded by the unfortunate who ran out of track and took his "Kabinroller" down into the brush at speed. The Messerschmitt bounced around like an outsized beach ball before settling down. A round of applause went up from delighted onlookers when the driver "brought her out" without assistance.

The race was a Road Racing, Inc. presentation, with promotor Bill White at the helm. Acting for the A.M.A. was personable Cliff Onan, referee in California's District 37. Onan, who supplements his refereeing activities by announcing the races, turned in his usual professional job at the microphone. Frank Christian and his electric clocks were present to time the various events. A capable staff of checkers, stewards and other personnel attended to the myriad details that make a race presentation run smoothly, as did the Willow Springs show.

The flag men came from the ranks of a southern California motorcycle club—the Roadholders. The redclad Roadholders, who operate from the Torrance-Redondo Beach area, were right there when somebody fell, with red flags at the ready.

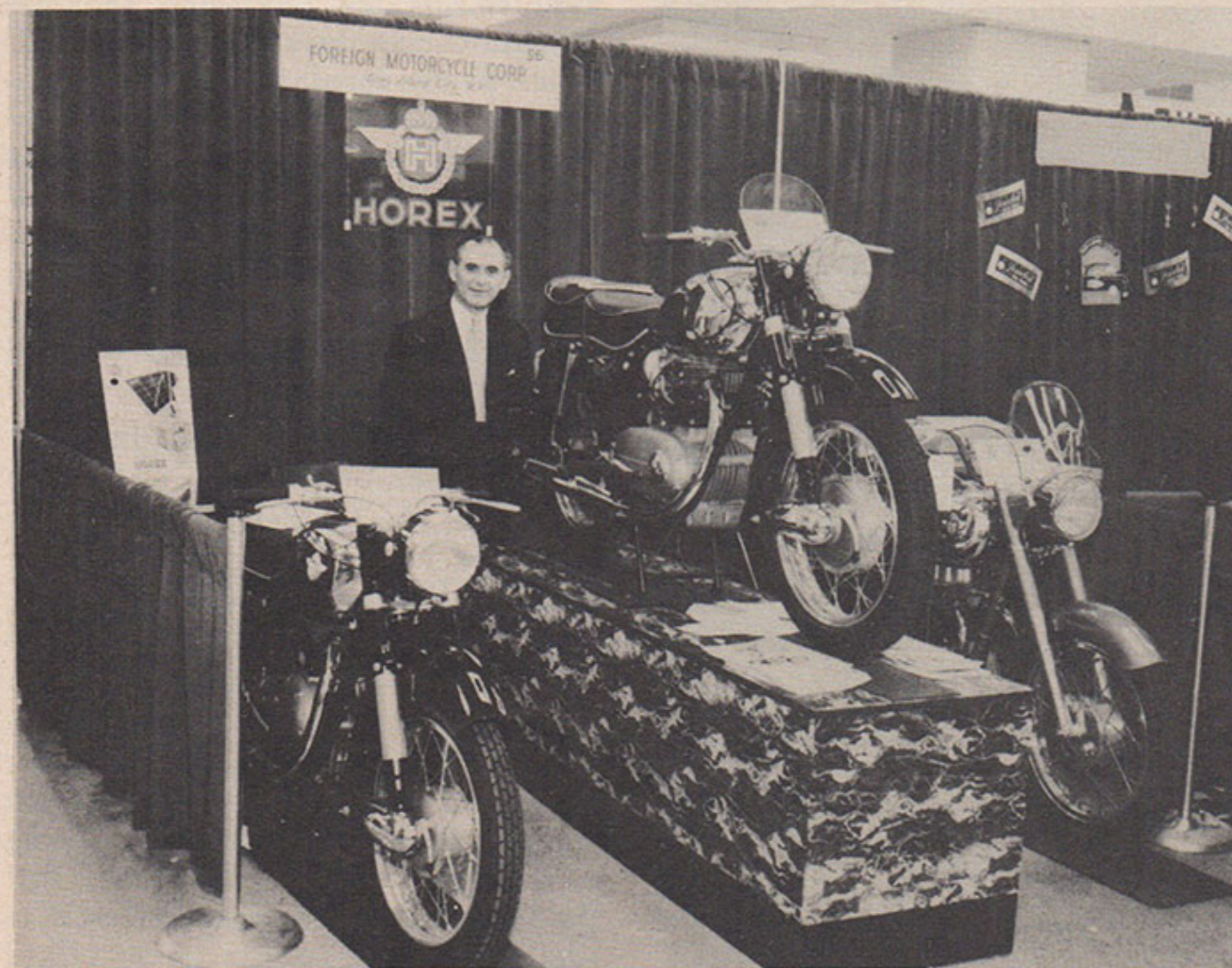
Some specially-prepared equipment was noted at the race—including air scoops for the brakes fore and aft on Andres' K, plus a small tail fairing on Phillips' H-D—further proof that the American racing clan, as well as the spectator, is taking an increased interest in road racing, and equipping for it.

# Motorcycles At Auto Show



NSU-BMW: A crowd's-eye view of the Butler and Smith booth at the auto show in New York recently. NSU's and BMW's are on display — including the BMW 500 cc world-record-holding sidecar machine.

## Distributors of German Bikes Have Exhibits at Auto Extravaganza in NYC Coliseum



HOREX BOOTH: Mark Stern of the Foreign Motorcycle Corporation stands proudly beside the Horex exhibit at the International Automobile Show in the New York Coliseum. Foreign distributes the Horex line.

NEW YORK—The first exhibition to be staged in the recently-opened New York Coliseum here was the International Automobile Show. A pair of alert Gotham-area motorcycle distributing companies took the opportunity to display their wares before the huge crowds that jammed the vast arena to see the latest and best in motor products.

Stealing the show from the automobile array were the exhibits of Butler and Smith—importers of the NSU and BMW range of bikes and Foreign Motorcycles Corporation importers of the Horex line.

The Horex booth featured the new 400 cc Horex Imperator overhead-cam vertical twin. Now equipped with twin carburetors and a 28-horsepower output, the Imperator drew crowds throughout the show.

Also on display at the Foreign Motorcycles stall was the 350 cc Horex Resident, a high-stepping 21-incher aimed at the American market. Several other exhibits, including a cutaway working model of the Imperator powerplant, rounded out the Horex presentation.

Butler and Smith really pulled one off by bringing in—especially for the show—the BMW 500 cc sidecar outfit that holds the world speed record for its class. Holding pride of place in Butler and Smith's exhibit, the sleek cowed twin drew everybody its way.

A full line of NSU's and BMW's finished off Butler and Smith's booth. The NSU range was well represented by the 250 cc Supermax and the Catalina-winning 125 cc Superfox. The BMW range, from the 250 cc single to the latest 600 cc R 69 opposed twin, lined the stall. Cutaway engines, plenty of colorful literature and posters finished off the Butler and Smith presentation.

Eastern enthusiasts who encountered the afore-mentioned displays at the show were impressed no end by them. Especially noteworthy was the fact that the displays gave the multitude of car enthusiasts a chance to really look over a motorcycle at close range—and thereby appreciate the engineering involved. Both companies drew commendation from many quarters at the conclusion of the show for making the most of a rare opportunity to show the motoring public the facts and advantages of the motorcycle. ●



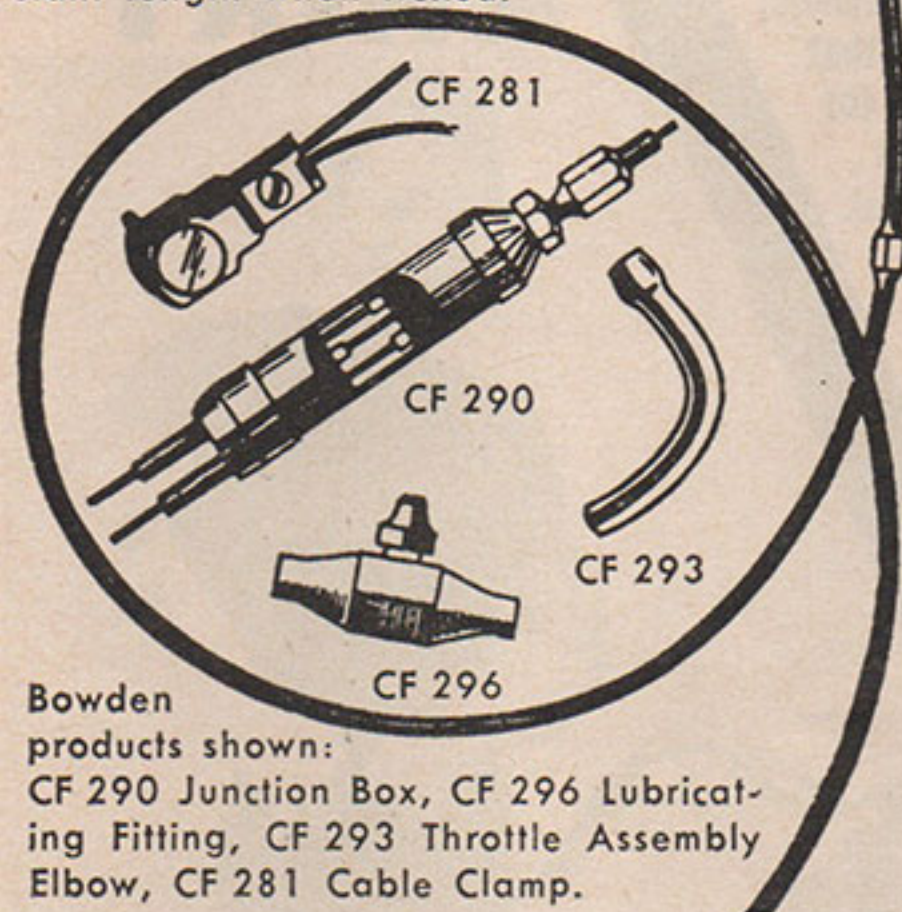
The Trail Blazers  
1956  
Annual Dinner Meeting  
AN ORGANIZATION OF PIONEER MOTORCYCLISTS  
THE ELKS CLUB, LOS ANGELES - APRIL 21, 1956

# TRAIL BLAZERS DINNER

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LOS ANGELES, CALIF.—Approximately 100 motorcycle enthusiasts met at the Elks Club here April 21 to attend the 16th annual Trail Blazers banquet. The Trail Blazers, an organization of motorcyclists who have ridden 20 years or more, was founded by the late A. F. Van Order.

Headlining the program was a movie of the old Beverly Hills Board Track Speedway. The film was supplied through the courtesy of Paul Brokaw. An interesting film of the 1950 Isle of Man senior TT Race was next. Johnson Motors of Los Angeles furnished the projector.

Many prominent early day racing figures attended, including: Sprouts Elder, Joe Petralli, Freddie Ludlow, Rollie Free, Ed Hinkle, Hap Alzina and Dud Perkins.

The press was represented by J. J. O'Connor and Paul Brokaw, former editors of The Motorcyclist Magazine, as well as present editor Bill Bagnall. Ron Britzke, assistant editor of Cycle, also attended.

A large number of dealers and distributors were present, including: Bill Johnson and Wilbur Cedar of Johnson Motors; former BSA distributor Alf "Rich" Child; Earl Le Moyne, secretary of the Wheelmen of the Past Century and AMA District 37 Referee Cliff Onan.

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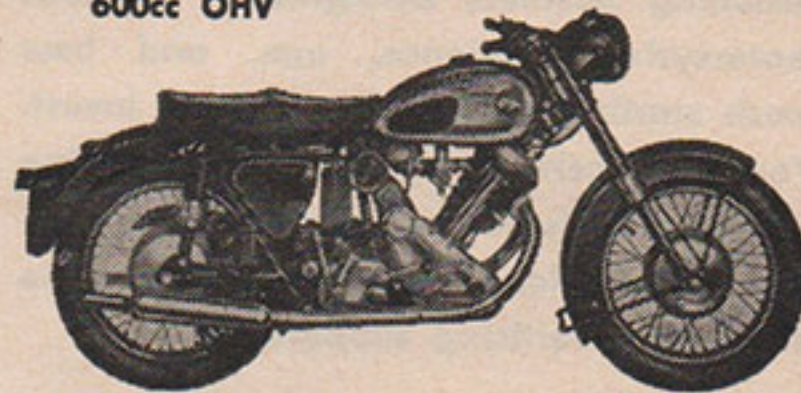
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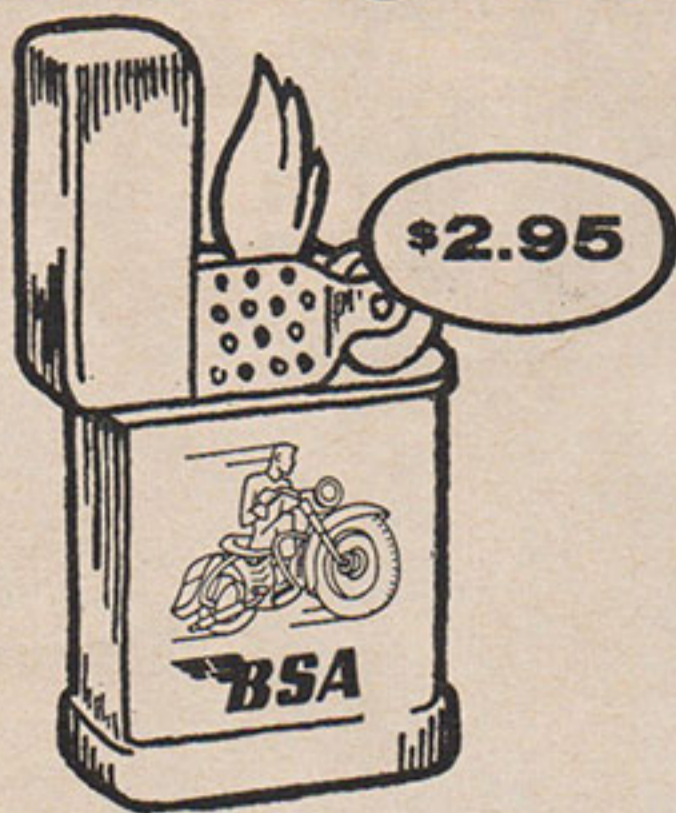
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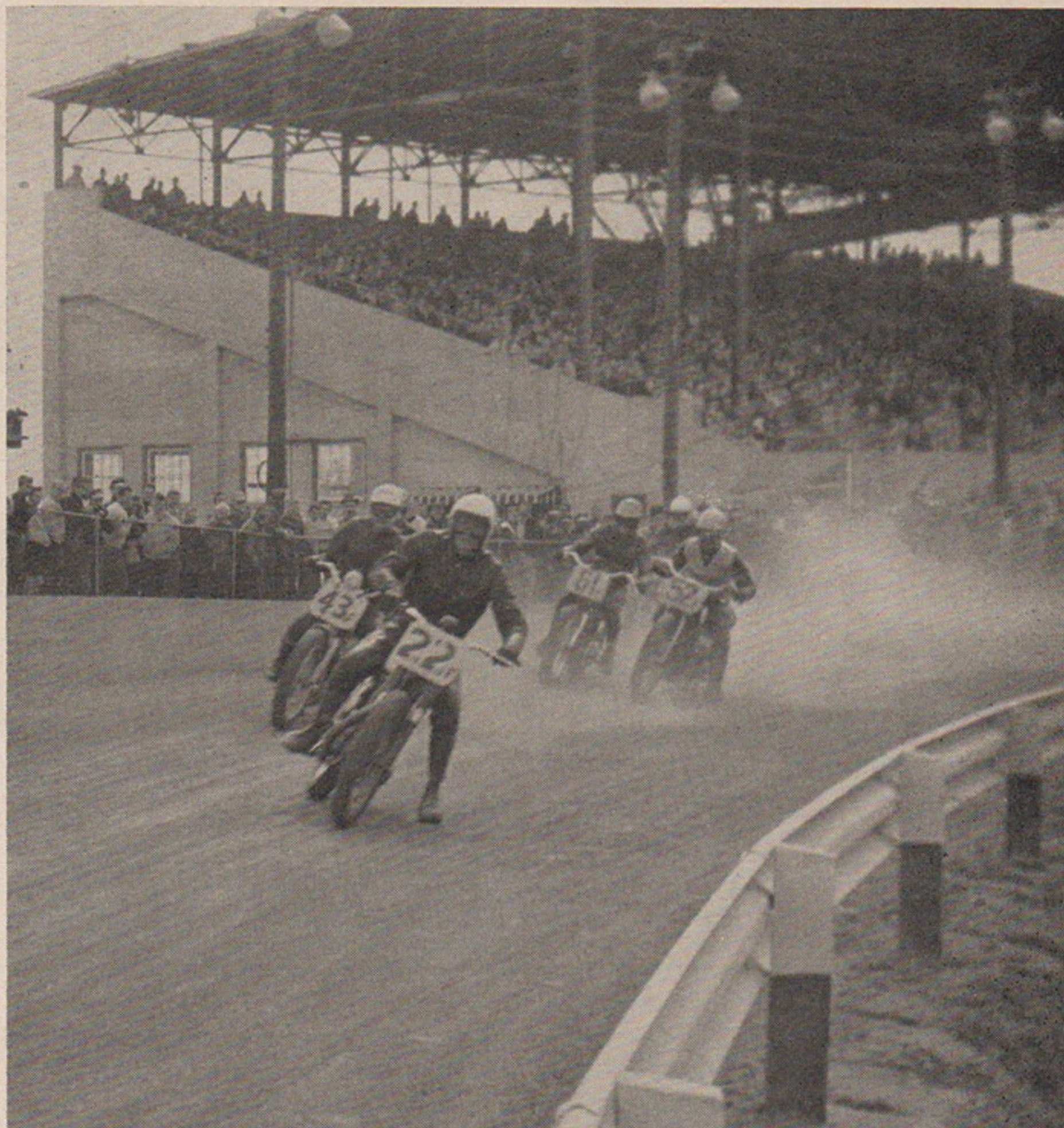
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AMATEUR VICTOR: Glen Jordan, a "comer" on the midwest flat tracks in Class B, moves into the lead at Lebanon, Ohio, April 29. Jordan and his BSA Gold Star notched another win here. Note the youngster's crossed-up style as compared to the rest of the boys.

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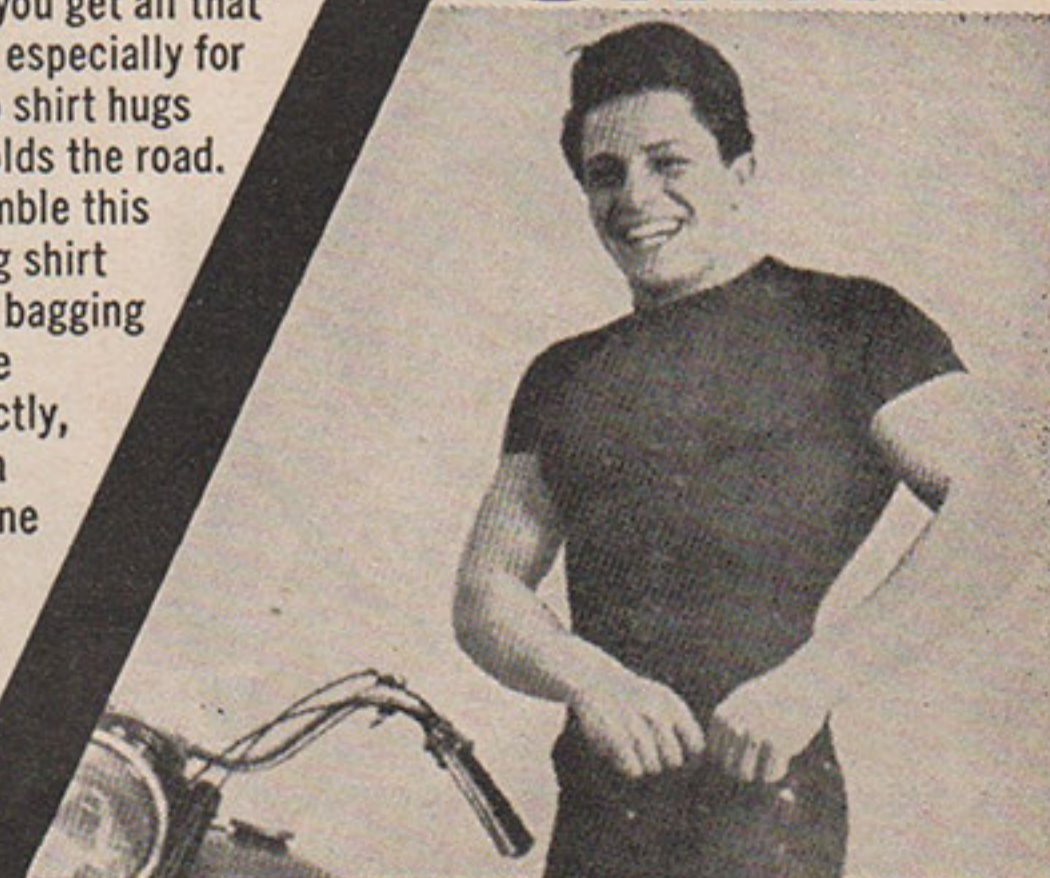
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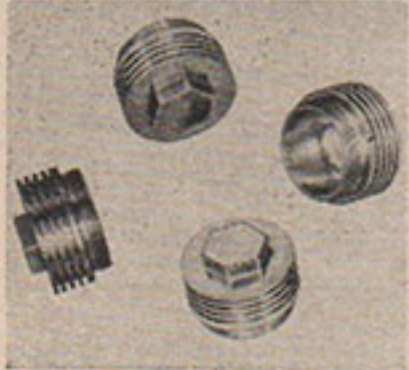
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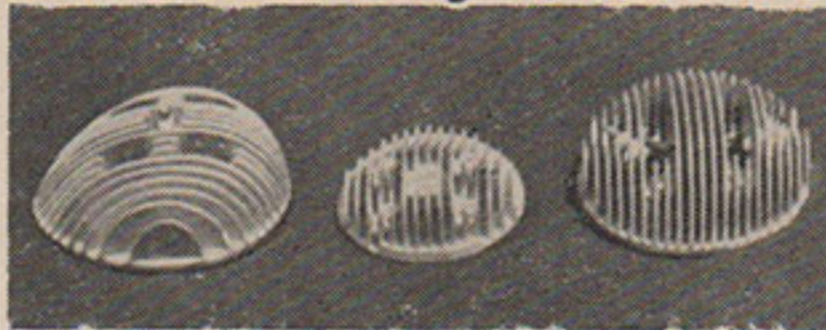
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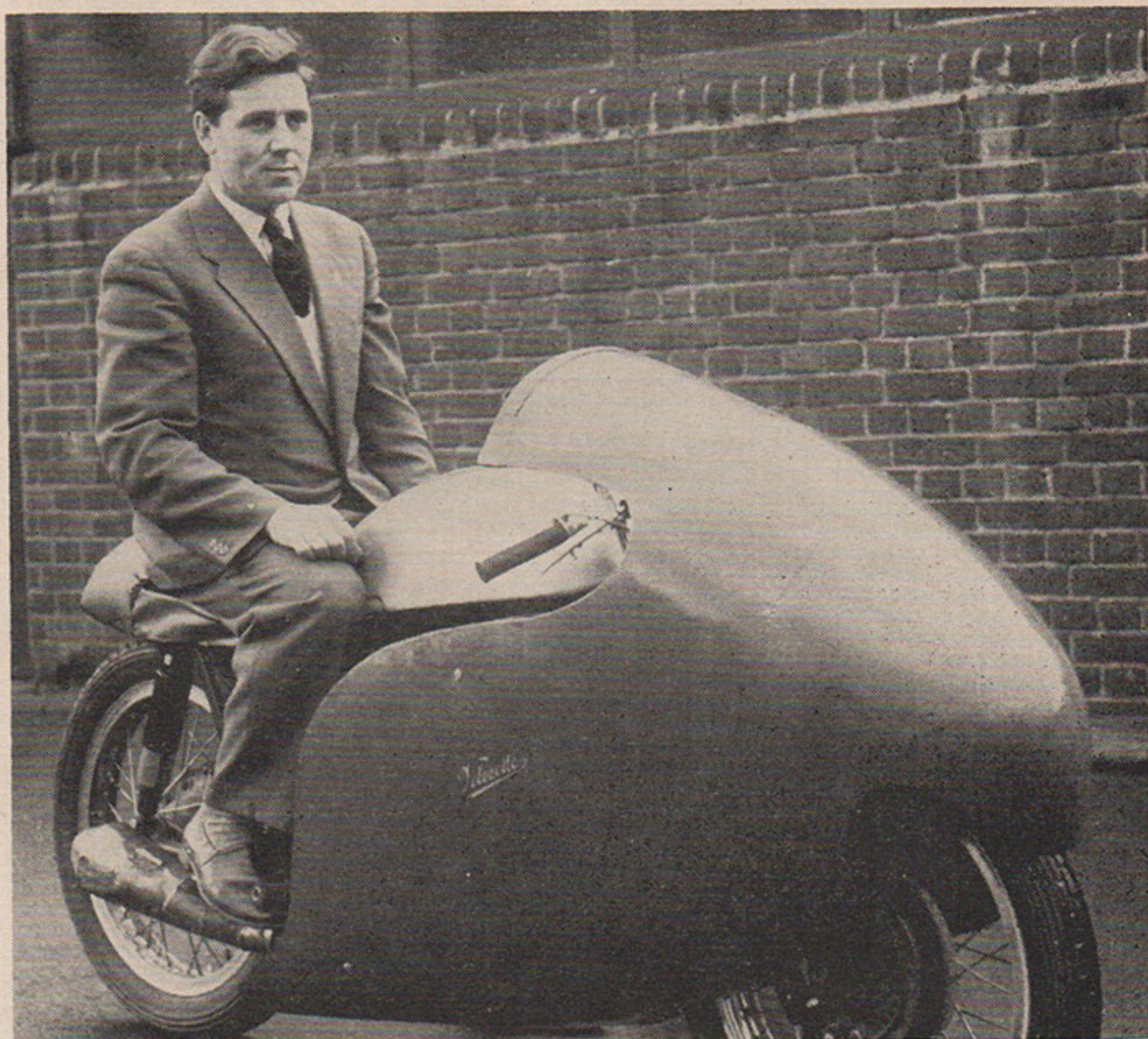
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## Duke Trains on Velocette

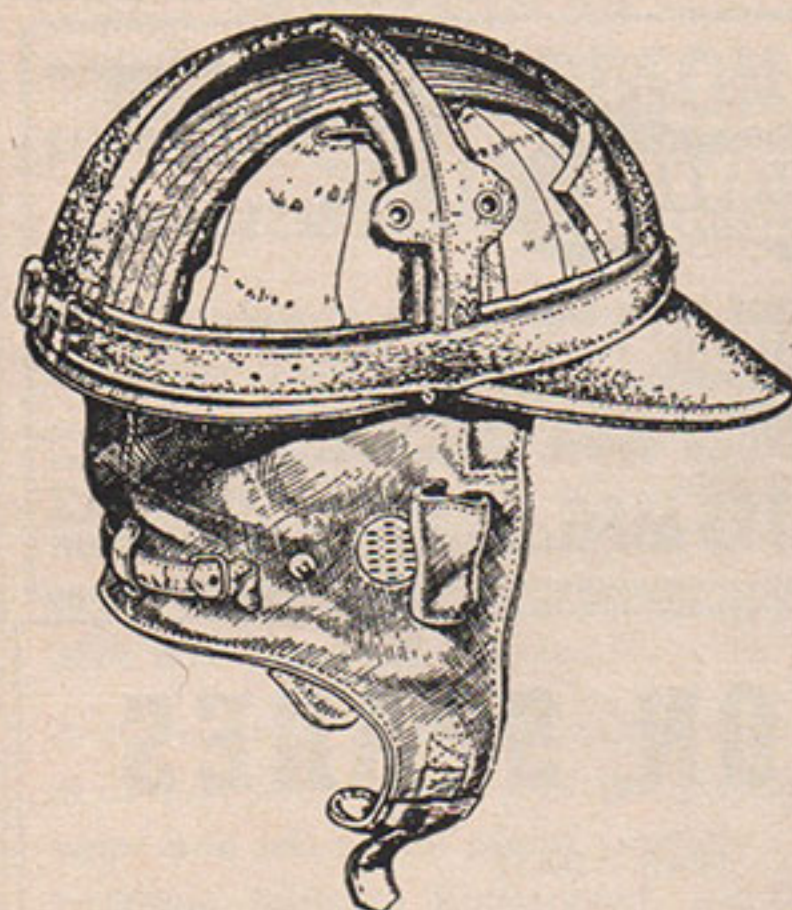


DUKE IN ACTION: The F.I.M. recently modified Geoff Duke's suspension so that the 1955 road-racing world champion could ride in events other than those counting toward the world title until the lifting of his sentence this month. Duke promptly outfitted this cowled Velocette 350 cc job, and has been running in various events to keep in shape until his suspension ends—at which time he will again board the Gilera four.

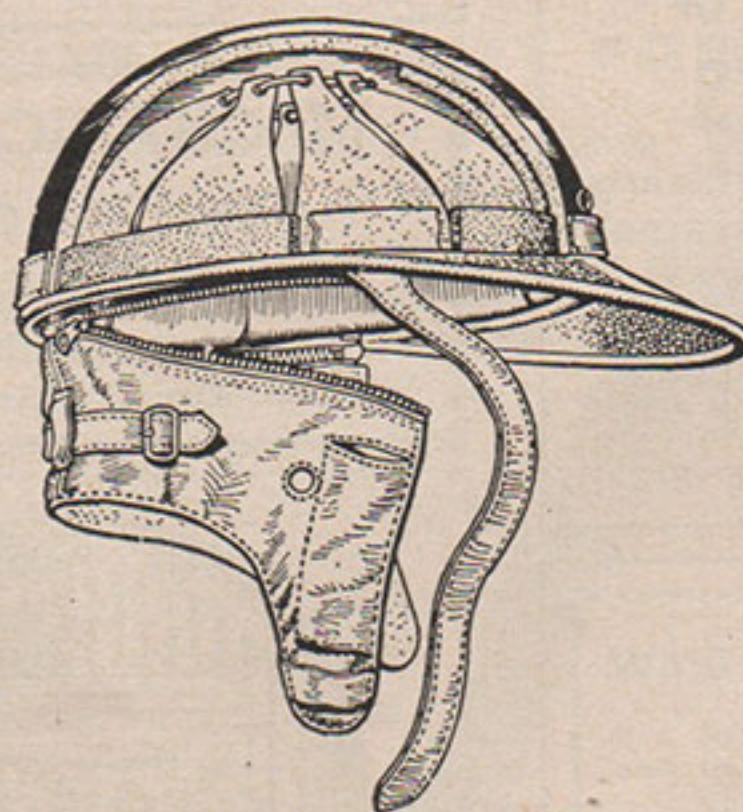
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# IMPRESSIONS OF AN EASTERNER

(Continued from page 21)

The highlights of the big Catalina Weekend for me were:

1. The Saturday Night Dance at the Avalon Casino. Absolutely tops!
2. The up-grade cornering of Billy Meier, plus his mag failure as I snapped his picture!
3. Ray Tanner tooling his H-D 74 over the mountain dirt trail. Man, what a wrangler that big guy is!
4. Chuck Minert and Walt Axthelm, 1st and 2nd place men, laying their BSA's down 'til the foot pegs dragged!
5. Bud Ekins going downhill as fast as up, and stopping near me to clean a spark plug, "whiskered" by an accidental dose of two-stroke fuel!
6. Meeting friends from the east—refugees travelling to a warmer clime. Also meeting Myles Brubacher, Douglas Aircraft Engineer and cycle hound, whom I last met in the company of Graham Walker on the Isle of Man in 1952! We poor motorcycle folk really get around.
7. Wonderful sight missed, but told to me many times after the race: Dick Mann unicycling clear past the pit area on the hind wheel of his BSA!
8. Being house guest for almost a week with one of America's greatest motorcycle stars—Ed Kretz and his charming wife, Irene.
9. Staring at those 1956-model platinum-blond females who stood out like torches in the gang on the Catalina motorship! Just like the movies and twice as much fun!
10. Having almost a complete week of clear flying weather to look at the grand panorama of the western United States.

In conclusion, I advise all Easterners (anyone east of California falls into this category, according to the Golden Staters!) to start saving their pennies and see the 1957 Catalina Grand Prix.

## WINS DRAG MEET

RAPID CITY, S. DAK.—The opening drag race of the season here Apr. 22 was won by Jay Masten of Rapid City, aboard a Triumph Tiger 110. Masten turned the standing quarter in 14.2 seconds to capture the fastest time of the day.

The Black Hills Cycle Club sponsored the event, and approximately 150 spectators were on hand. Club referee Dick McConachie officiated.

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**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.  
**MAY.** Daytona Race special issue—Indian Trailblazer Road Test—BSA Bantam top overhaul—CYCLE Tips.

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## LANGHORNE '100' TO RUN SEPT. 2

THE 18th running of the 100-mile Langhorne motorcycle race, sanctioned by the AMA, will be staged at the famed Langhorne, Pa., Speedway Labor Day week-end. The Class A and B title events will be presented beginning at noon Saturday and terminating with the running of the "century classic" Sunday afternoon, Sept. 2.

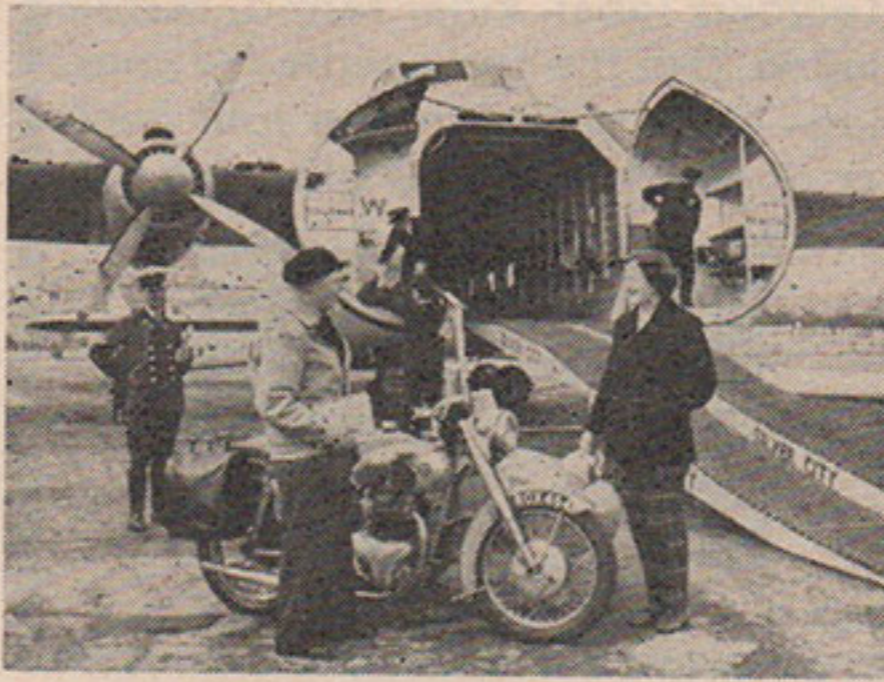
Co-promoters Irv Fried and Al Gerber will again stage the "blue ribbon" motorcycle grind in cooperation with the Middle Atlantic Motorcycle Dealers' Association. As usual the track management will provide camping free of charge on the grounds. ●

## TRIUMPH TUNER



AT FLINT: Don Miller, one of the midwest's top tuners, pauses with a Triumph Trophybird in front of O. W. Hawkins' Ariel-Triumph shop in Flint, Mich. Miller, who tuned Don Rees' ever-winning BSA flat-tracker last year, has just joined the Hawkins' staff. ●

## British Air Ferry



CYCLES AIRBORNE: Bernal Osborne, a representative of the British cycle magazine "Motorcycling," prepares to go aboard a Silver City Airways air ferry with his wife and BSA Golden Flash sidecar outfit for a flight across the English Channel to France. Maximum load of each plane is two cars, six motorcycles and 14 passengers. ●

## Altoona to Host Motorcycle Rally

ALTOONA, PA.—This Pennsylvania railroad town, noted for its famous "horseshoe curve" on the Pennsylvania R.R. and its well-remembered board speedway, will again play hosts to thousands of Eastern cyclists during the annual rally July 20, 21 and 22.

Fifty and 25-mile road races will be held on the site of the old board track, where cycles and racing cars once made speed history. Scenic tours and the big annual get-together will also be a part of the event. ●

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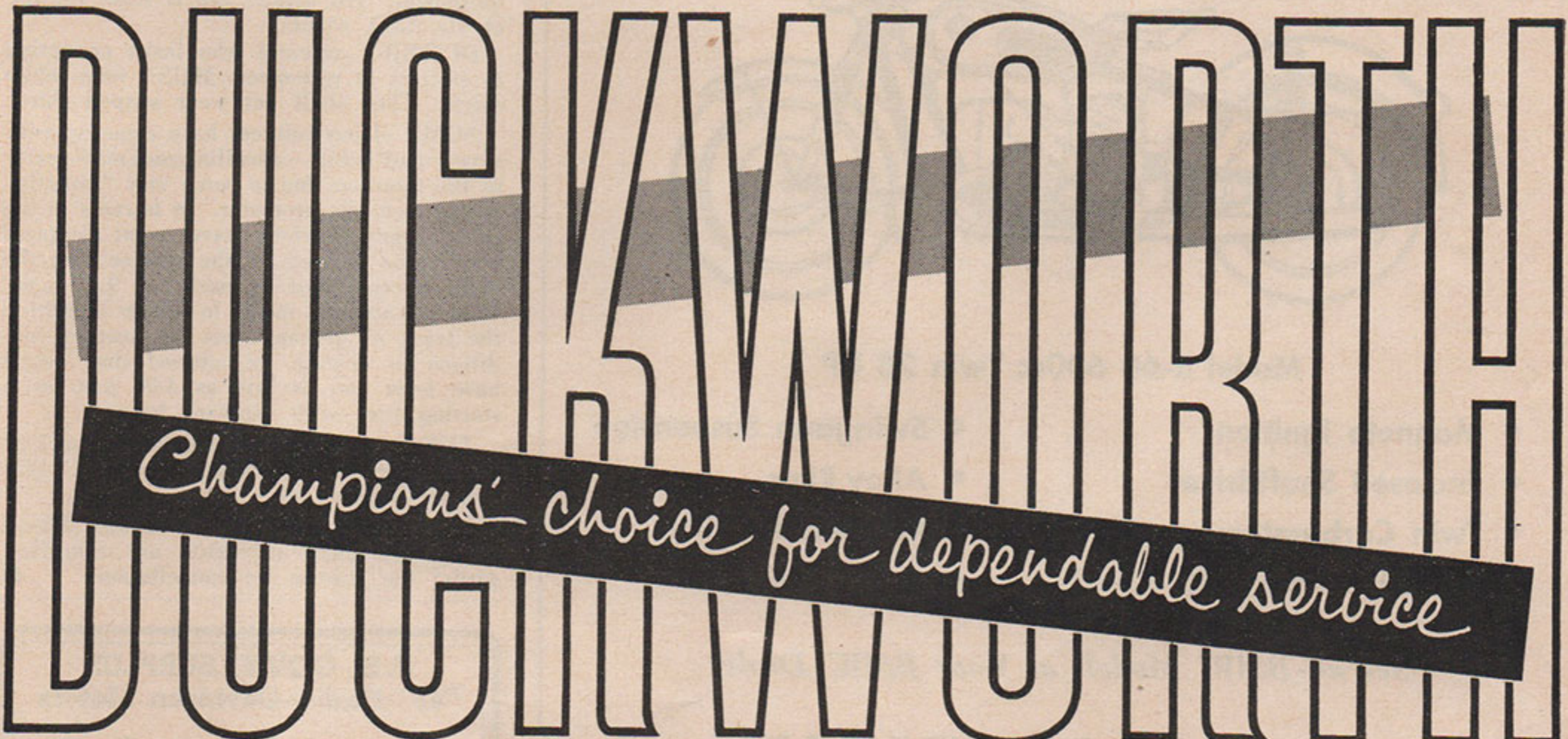
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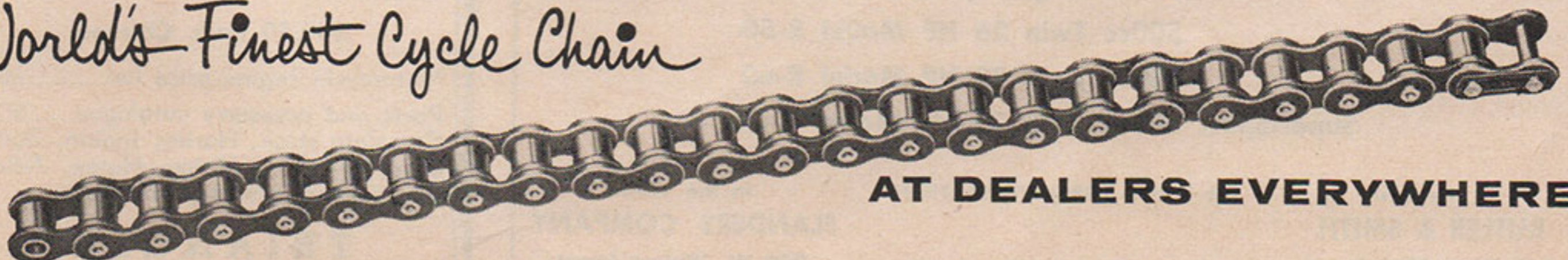
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# AMA BULLETIN

May, 1956

THE Police Saf-T-helmet distributed by the Police Helmet Co. of Beverly, Calif., has been examined and checked by our National Safety Committee. This helmet is totally unsuited for Class C competition.

THE Star Spangled Banner shall be played before each AMA event or program is started. This applies to all events where State or District referees are in charge.

STATE and District referees are appointed by the AMA to represent the Association at all sanctioned events. These referees are expected to attend and officiate at those events when notified by the AMA. Some referees have now found other interests, such as flagging at stock car races, etc. If these other interests are more important than duties as official AMA State or District Referees, the AMA can and will dispense with the services of the referees in question.

THROUGHOUT 1956, all District referees will be requested by the AMA to measure motors for bore, stroke and compression. All referees are urged to obtain the necessary equipment for carrying out these requests. These measurements shall be done or supervised by the referee. Motor measurement cards must be filled out properly and signed by the referee and two witnesses, and returned to the AMA.

WHEN accepting entries for National events, the AMA must notify the contestant as to what brand of gasoline will be used at the national. Therefore, promoters MUST notify the AMA office regarding brand of gasoline to be furnished. District referees in charge at these Nationals should contact the promoter and notify them of this requirement. 100 octane gas is legal for use at all AMA events.

DISTRICT referees who insist on acting as starters at race-meets MUST wear white shirts. They shall not wear striped shirts.

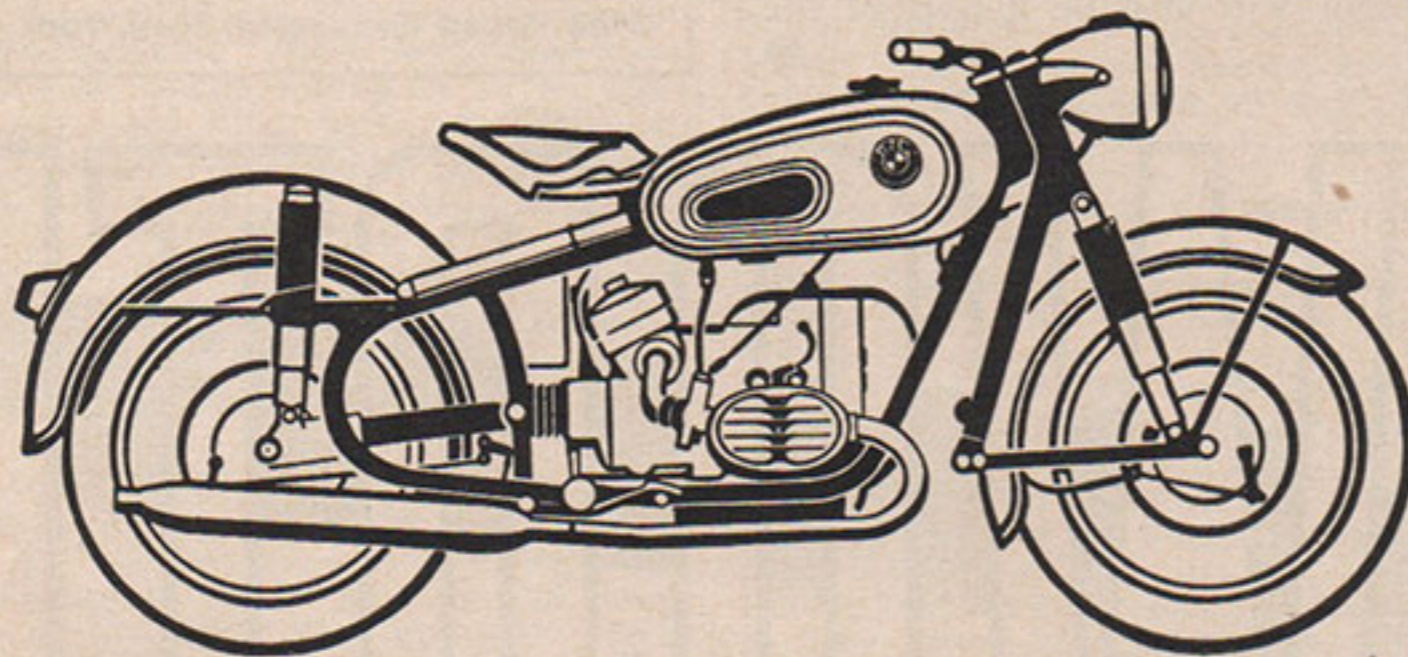
SOME of our referees have come up with a very bad habit—cancelling race meets early in the morning due to some very "fatherly" advice from the promoter. In fairness to the riders, many of whom travel great distances only to be advised by the referee that the event is cancelled as early as 9:00 a.m., with no attempt made to either condition the track or perhaps wait for weather conditions to change, be advised that events have been run as late as 4:00 p.m. as a starting time with everyone happy.

THE rider classification listed on the 1956 competition license supersedes the 1956 Riders' Supplement.

AMA officers are not mind readers. Please notify this office if events are cancelled, giving the reasons for cancellation.

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# CYCLE Service Tips



By J. B. Nicholson

## BRAKES

**B**RAKE adjustment on a motorcycle is a comparatively simple operation. On most machines, a rod adjustment for the rear wheel and a cable adjustment for the front is all that is provided, or necessary. Care must be taken, though, to see that wheels can still be spun freely after adjustment, with no brake drag." It must be remembered that an angle of more than ninety degrees between the brake cam lever and the operating rod or cable causes a loss of braking power. It may, in some cases, be possible to reposition the cam lever in relation to the camshaft. If it is the splined type of camshaft, all that is necessary is to unscrew the lock-nut, pull off the lever and change its position by moving it one or more splines forward. Some brake cam levers move on a square or hexagon on the shaft, and in this case moving the lever back by one flat is usually too much; however turning it over so that the inner face becomes the outer face will make it perform its function satisfactorily.

After the brake rod or cable has been disconnected, check movement of the camshaft lever. If it is possible to move it by a considerable amount, the brake linings or

cam, or both, are badly worn. If, upon inspection, the brake lining rivets are still well recessed in the lining, it is possible to fit shims over the shoe ends which bear on the cam. Some machines, notably Matchless and AJS, have provision for fitting spacing washers under the head of a hardened thrust plate detachable from the shoe ends.

It must be mentioned that the best remedy for a worn cam or shaft is to replace with new components, or, if these can not be obtained, have the cam or shaft built up by welding, and grind to shape.

If the camshaft bearing in the shoe plate is seriously worn, it means a new plate, for in most designs the bearing is permanently attached to the plate and cannot be bought as a separate item. If the shaft housing is worn, naturally all that is needed is a new bushing.

Before reassembling brakes, be sure to check that shoe plate is not distorted. If it is warped, the shoes will bind in the drum, cutting down the effective braking area contact. Chalk the inside of the brake drum, then expand the shoes. It will then be possible to detect the high spots and smooth  
(Continued on page 40)

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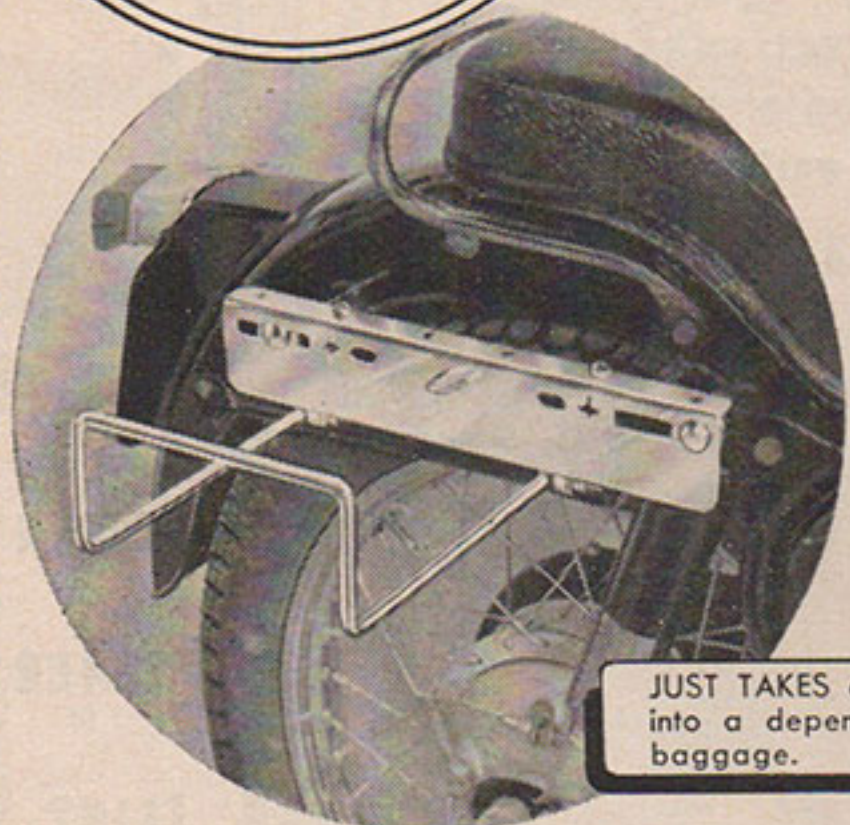
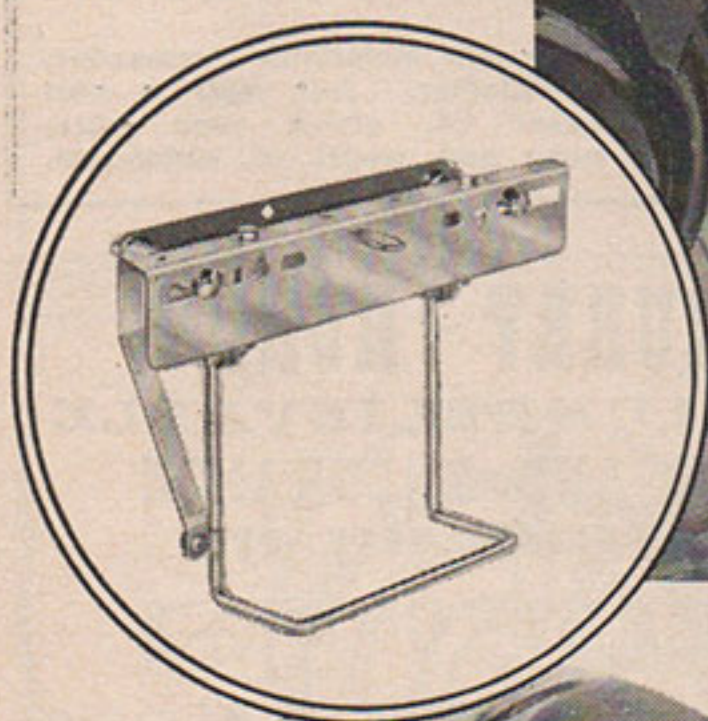
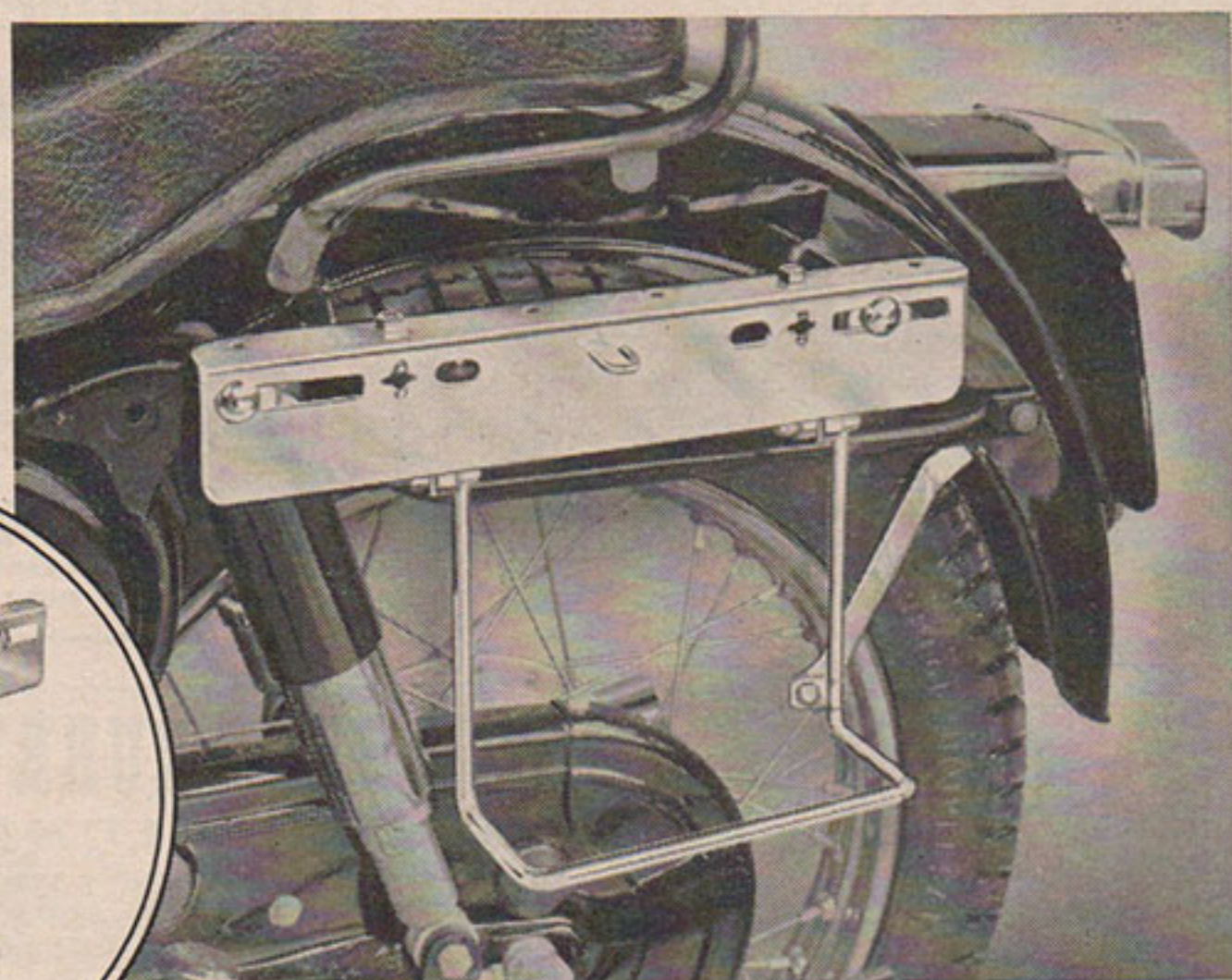
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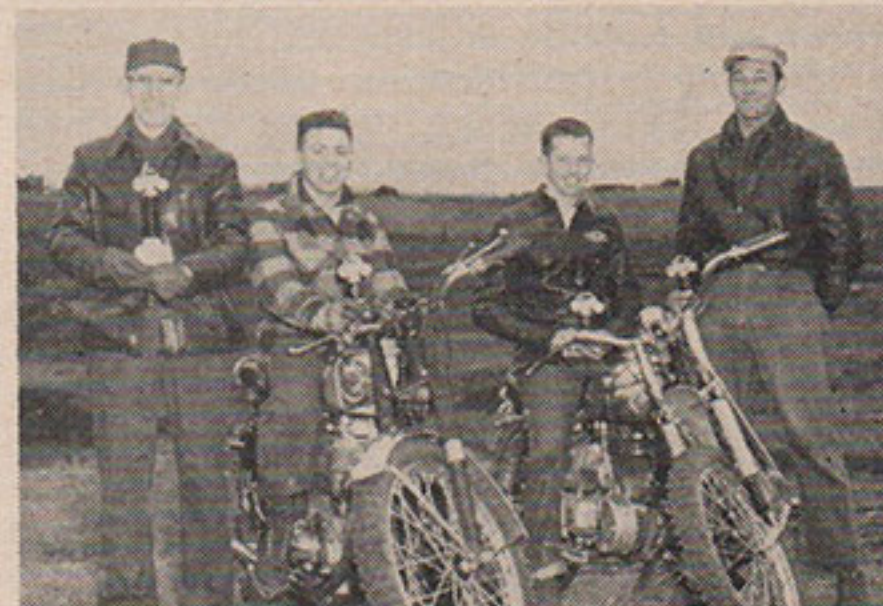
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**CYCLE SERVICE TIPS —**

*(Continued from page 39)*

them down with a file. Repeat this procedure until linings make contact with the drum over all of their surface. Worn drums can only be brought back to full efficiency by having them turned on a lathe. Of course, this requires replacing linings with thicker material. An alternate method is to shim up the new linings with shimstock. While doing the brake work, do not forget to lubricate the cam faces and the ends of the shoes where they pivot on the shoe plates. Excessive greasing should, of course, be avoided. ●

**TRIALS WINNERS**



**TROPHY HOLDERS:** Winners in the open events of the Janesville, Wisc. trial held April 8 display the hardware after topping a two-state field. (l. to r. are): Max Eickmeir (AJS), sweepstakes winner; Al Mengo (BSA), medium-weight class victor; Dick Courtney (DOT), popper class winner, and Glen Gilbertson (H-D K), winner in the heavyweight division.

**BMW OWNERS CLUB TO HOLD MEETING**

The final organizational meeting of the proposed BMW Owners Club will be held in the Glendora, Calif., City Hall Wednesday, June 27, at 7:30 p.m. All BMW owners who can make it are urged to attend.

Mr. A. J. Farmer of Azusa, Calif., who instigated the BMW club idea with an ad in the March CYCLE Swapping Post and a like ad in the Motorcyclist Magazine, stated the response to his original inquiry has been overwhelming.

It has been stressed that this will be a nation-wide organization, not a group from a single area.

Mr. Farmer will answer any and all inquiries sent to him at Box 81, Azusa. He urges all BMW owners to attend the Glendora meeting, since policies, purposes, initiation fees, dues and other matters will be decided. The format of the proposed club is such that each individual member will be able to actively participate in the organization. ●

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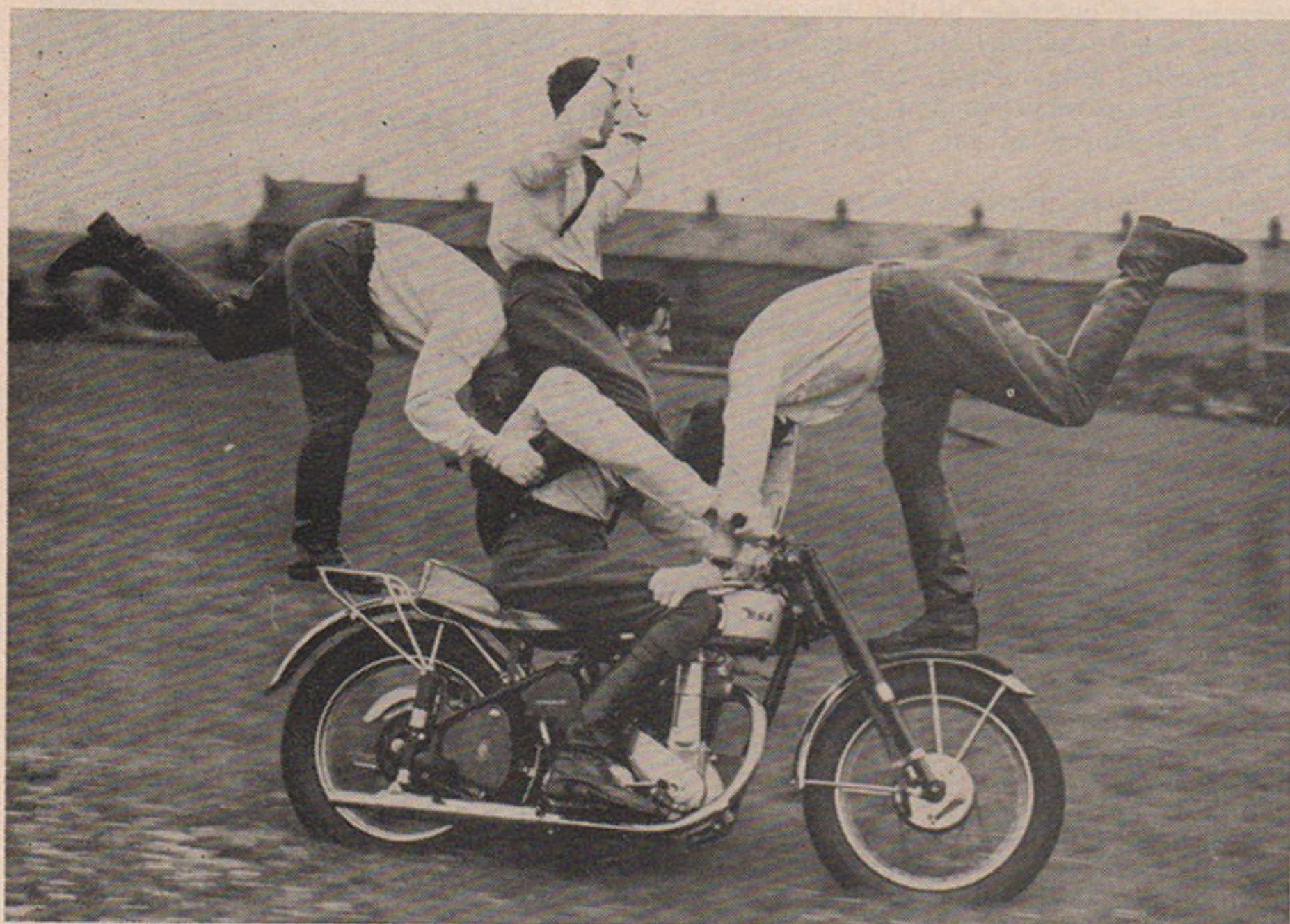
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OVER HERE: The Cytrix European Motorcycle Daredevils, renowned on the continent for their stunts on a fast-moving BSA lunger, are "caught in the act" by a photographer as they practiced recently for a forthcoming American engagement. The Cytrix crew will be touring the state and county fair circuit throughout the country.

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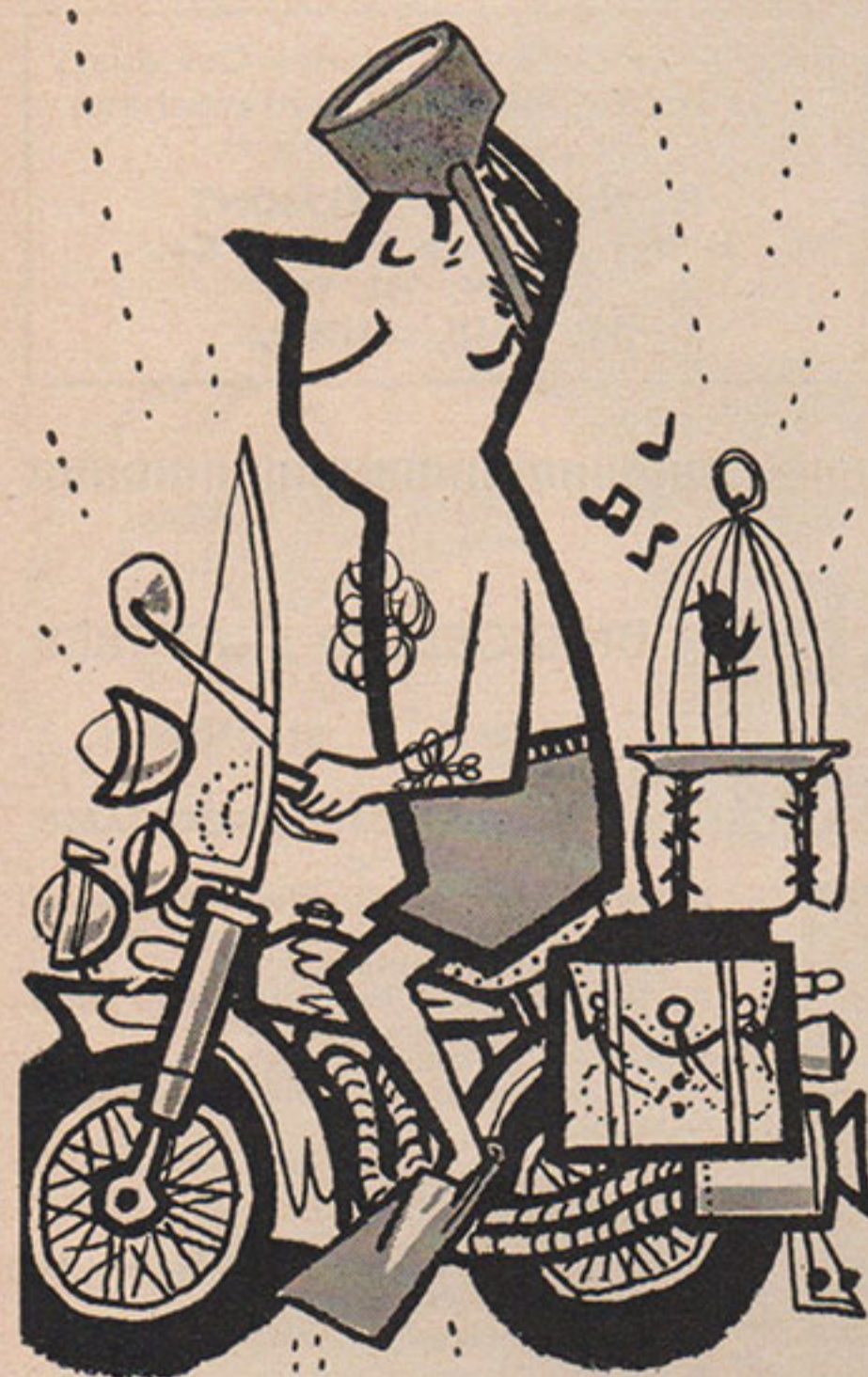
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## WEBCO REVEALS EXPANSION PLAN

WEBCO, INC., of Alhambra, Calif., has just revealed plans for expansion by announcing the purchase of the complete inventory, stock, tooling and business rights of Frenchie's Engineering, San Bernardino, Calif. The entire production facilities there have been moved to the Webco plant in Alhambra.

Among the outstanding products acquired are the high compression two-stroke cylinder heads, ultra-lightweight alloy push rods for all popular motorcycles, aluminum dual intake manifolds, lightweight valve discs and alloy front wheel hubs for Triumphs.

This step has been made to increase production facilities and to improve the caliber of cycle products offered, allowing dealers higher quality and a more comprehensive line of popular merchandise from one source.

Riders throughout the U.S. are already obtaining Webco products through local dealers, who carry such items as air cleaners, batteries, ignition wire, tappet covers (Triumph), handlebars, mufflers, exhaust pipes, racing fuel, degree wheels and skid plates.

Webco also distributes Lodge and Champion spark plugs, and does precision boring and balancing through regular dealers.

A complete handbook and catalog of all the Webco line will be mailed to any rider or dealer requesting it.

## WARD JOINS BSA



WARD WINS: Crouched over the bars of his 350 cc BSA Scrambler in characteristic English style, Geoff Ward steers toward a sweep of the Sunbeam Point-to-Point Scrambles at Torrington Mount, England, recently. Ward, who joined the BSA camp this year, won both the 350 and 500 cc events.



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WANTED—1932 or older Indian Scout or other motorcycle, Pearson Majestic Tandem, first Harley windshield with cloth legshields, book—'Motorcycles and Sidecars' by Victor Page. Harold H. Clough, 916 W. 16th St., Davenport 1, Iowa.

SELL—1954 Vincent Black Shadow, \$500. Excellent, but needs tuning. 5,000 miles. Stored 18 months. Never raced. Richard Spain, 3205 E. Harrison, Decatur, Ill.

WANTED—Parts book and any special factory tools available for Indian 841. Walter E. Hawes, 3301 Villa Rosa Ave., Tampa 11, Fla.

WANTED—Wrecked 30.50 BSA Single with engine intact. State price and condition. Jim Adams, Rt. 1, Box 77G, San Luis Obispo, Calif.

WANTED—BMW 600 cc Twin, '55 or '56. Describe fully and state price. Charles Malloy, 5486 N. 4th Ave., Des Moines, Iowa.

WANTED—To buy, sell or swap, leather garments. Making clothing of leather or rubber and collecting pictures of motor maids is my hobby. Steve Pardek, Box 231, Newark 1, N. J.

SELL—1952 BMW 250 cc single, OHV, completely overhauled. New: Dual seat, saddle-bags, luggage rack. Excellent condition. Asking \$450. J. Bonagura, 511 W. 112 St., New York 25, N. Y.

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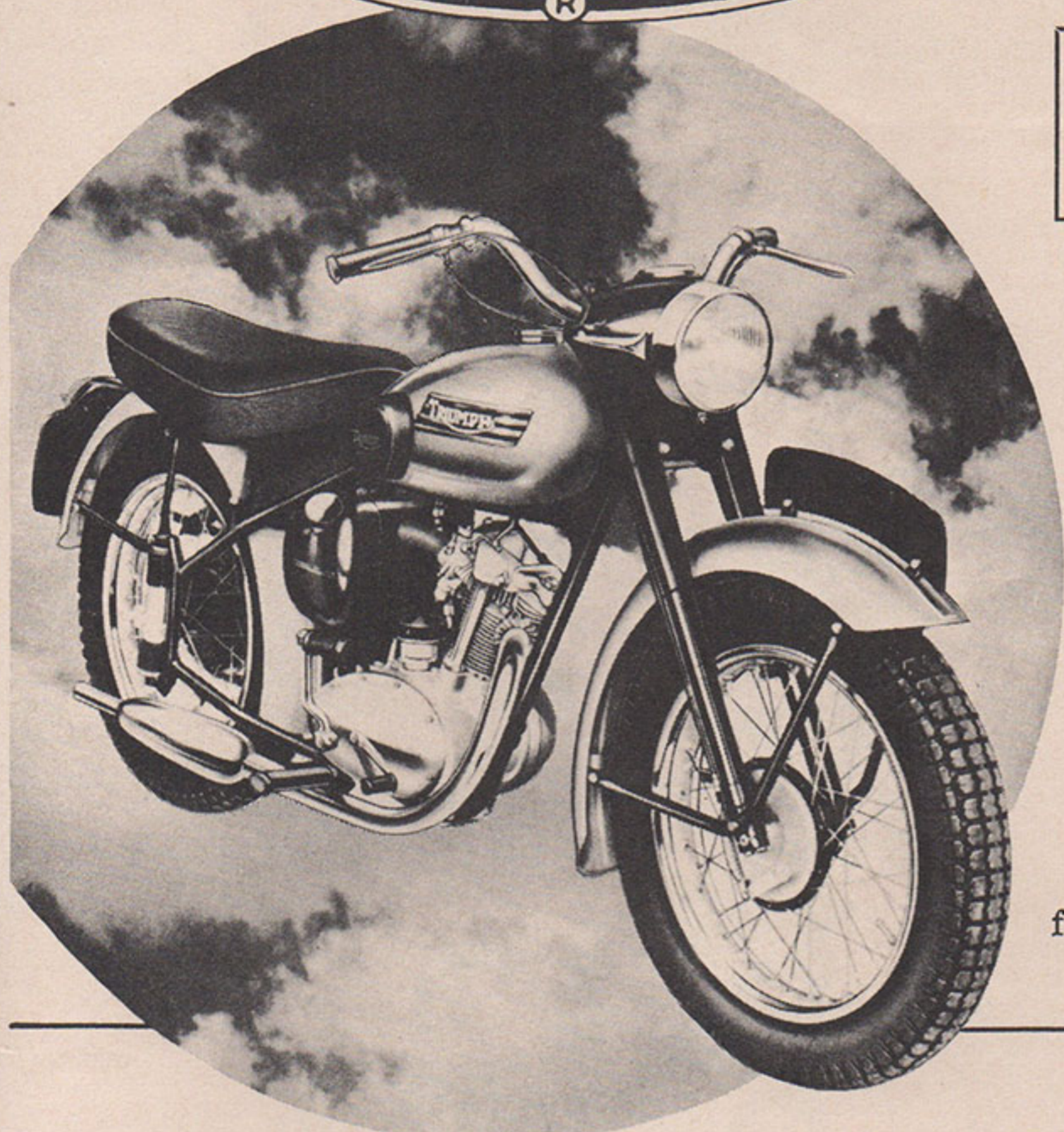
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*And, of course, it's economical!*

# TRIUMPH TIGER CUB

(200 C.C.) 4-CYCLE OHV

Winner of Catalina Grand Prix  
200 cc. Lightweight Class!  
Ridden by Ed Kretz, Jr.



Here is the lightweight for enthusiasts who appreciate top performance! The Tiger Cub embodies all the best features of a big motorcycle. It is easy and safe to ride! It offers true economy — of purchase and of operation. New de-luxe specifications put it in a class all to itself, head and shoulders above all other lightweights! Visit your Triumph dealer right away! See and ride a Tiger Cub; and find out — for yourself — what a wonderful performer it really is!

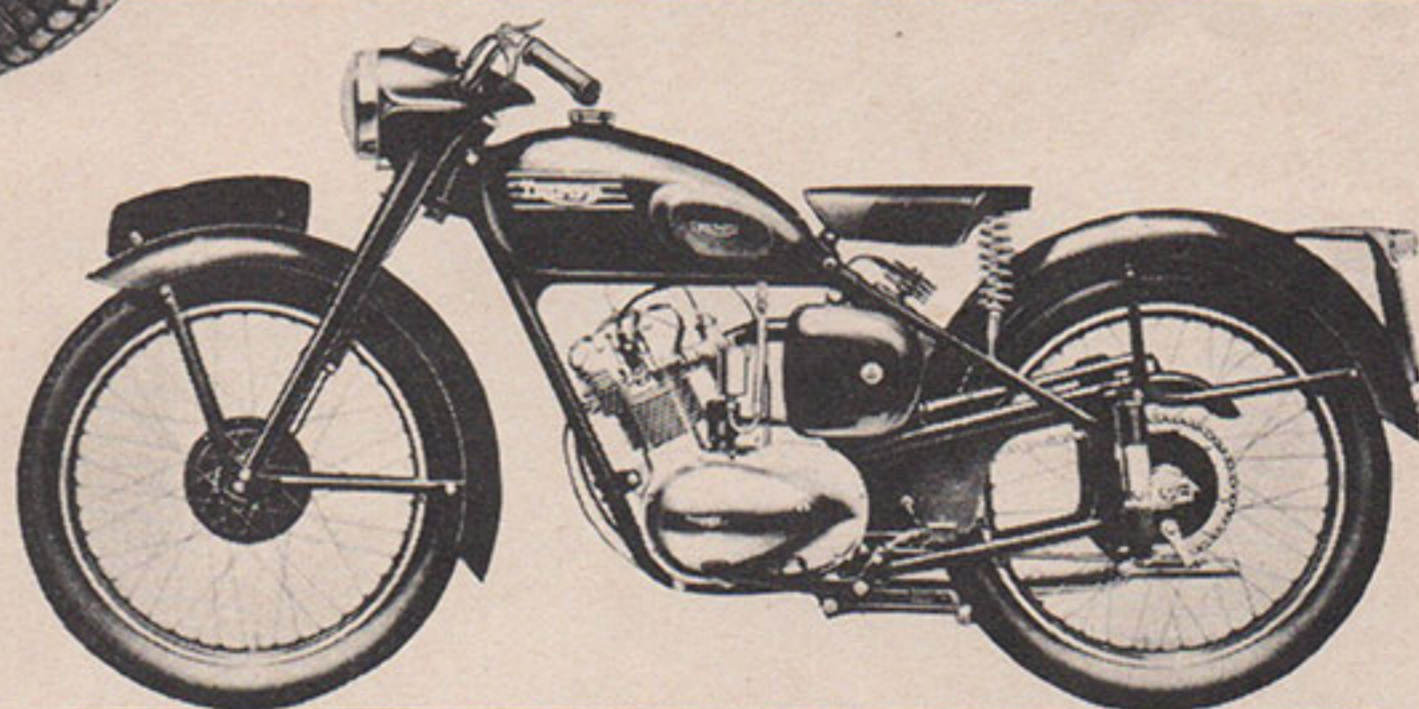
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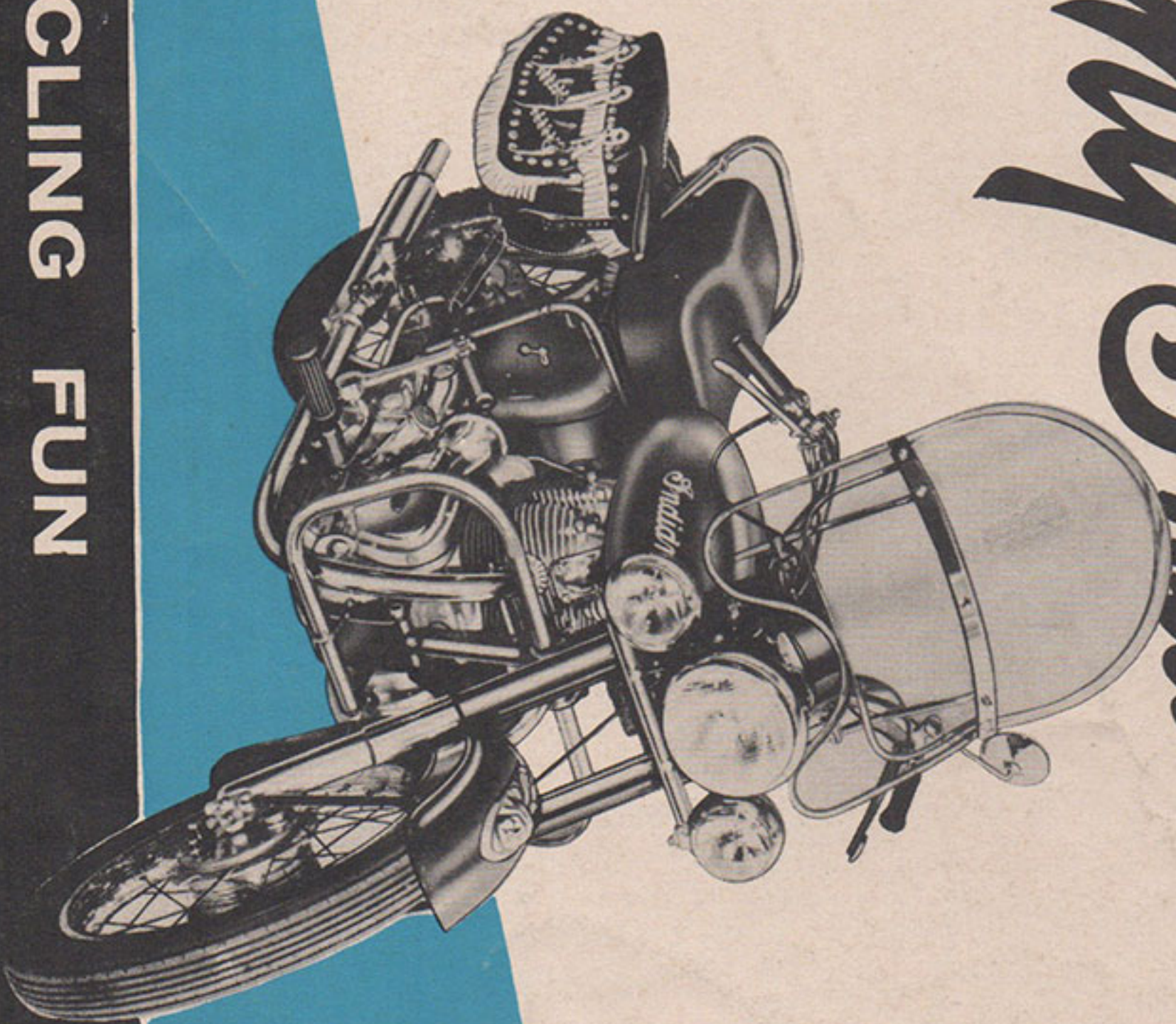


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