

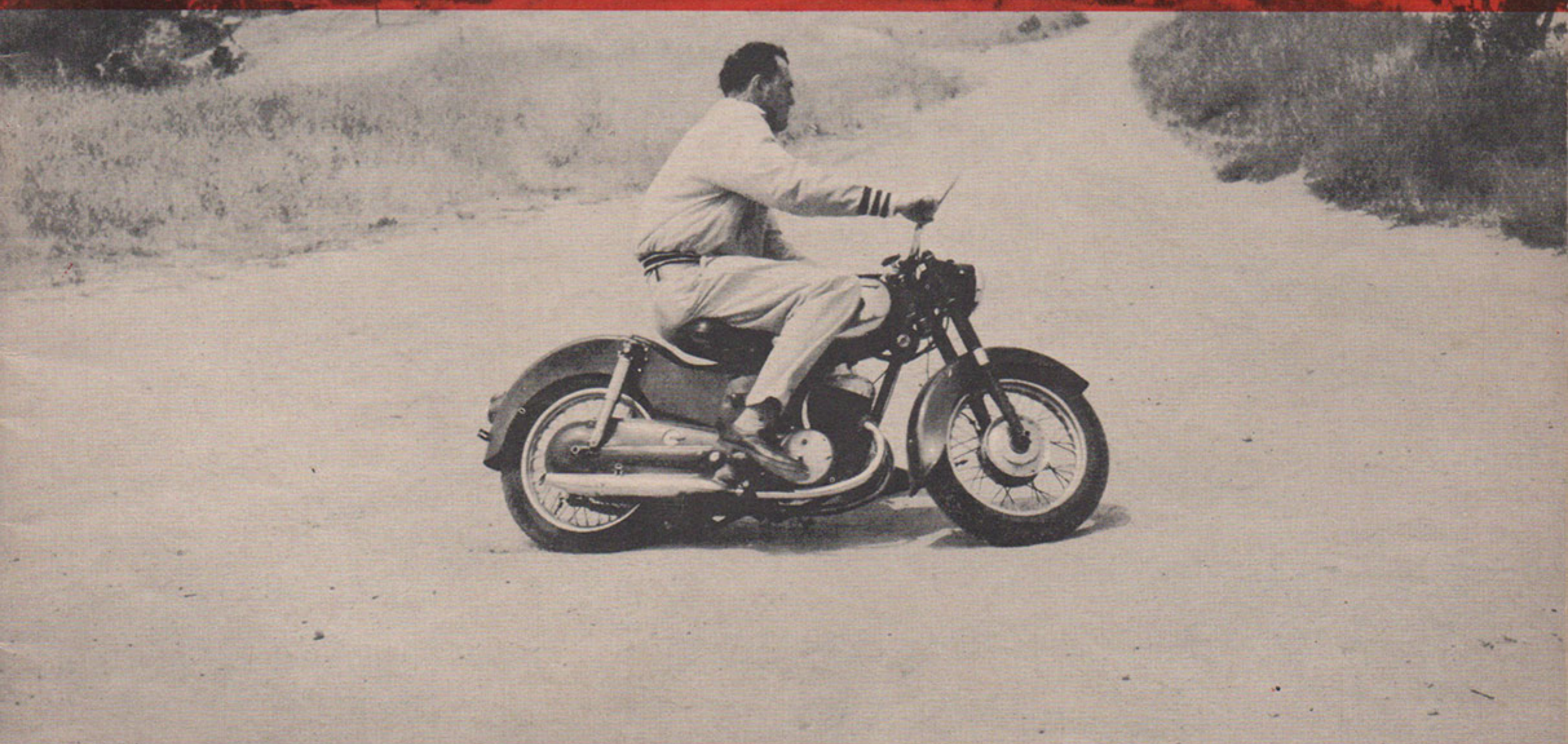
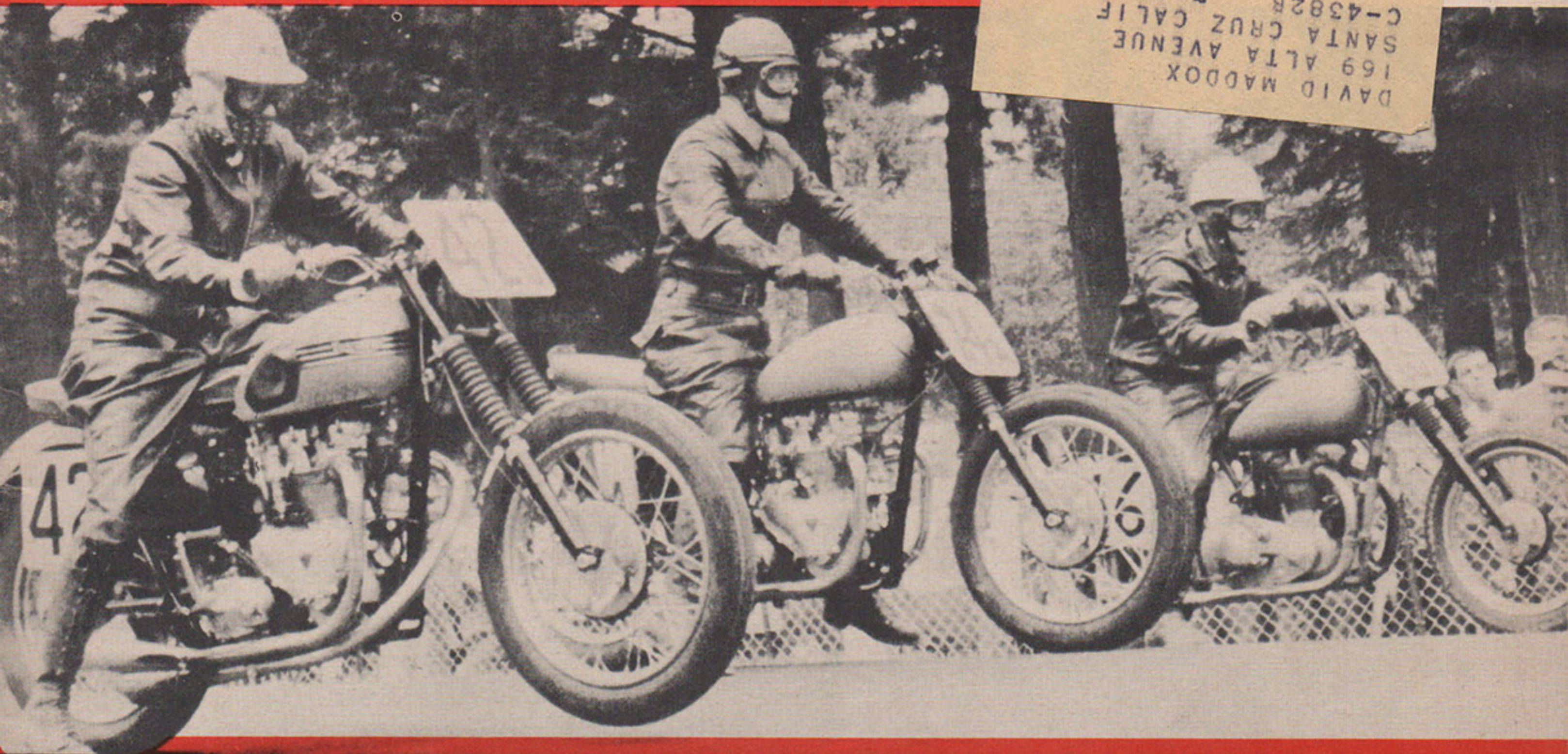
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CYCLE

AUGUST, 1956

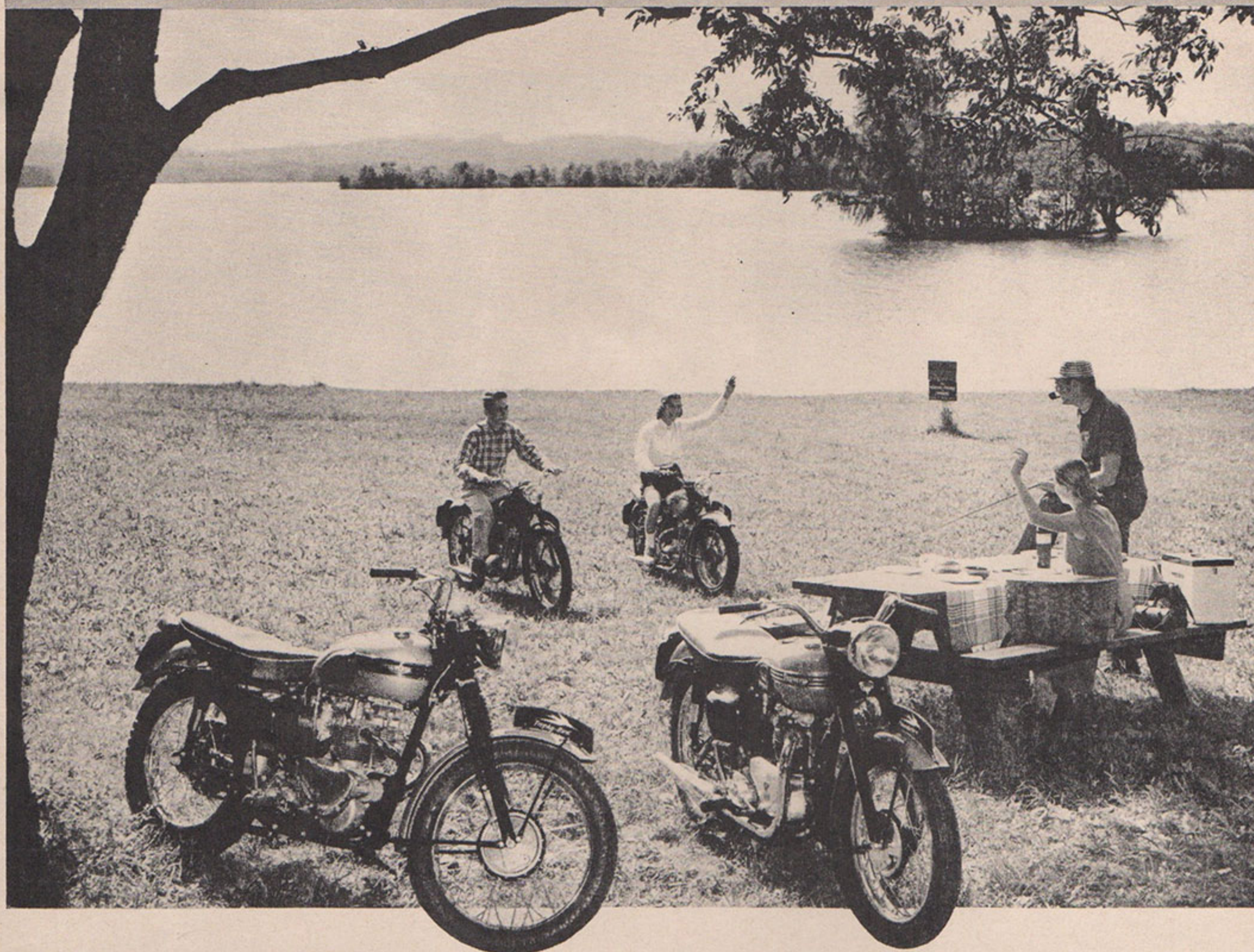
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It's a family affair...and TRIUMPH families get more *FUN* out of life!



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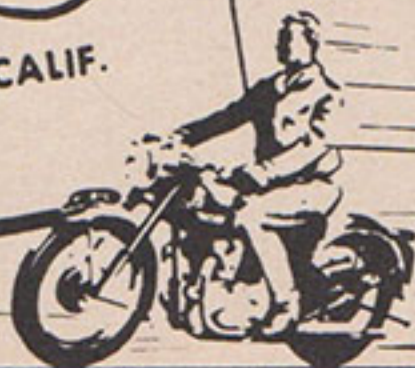
sparkle with the zest of going places and doing things on the world's finest motorcycle... and in the Triumph family of eight great models there is a motorcycle to fit every need, every individual

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

CYCLE

A Floyd Clymer
Publication

AUGUST, 1956

VOL. VII, NO. 8

"World's Largest Monthly Motorcycle Circulation"

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



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COVER PHOTO: Top picture shows Laconia action June 17. Buddy Ford of Three Rivers, Quebec has his Triumph Tiger going during a Class B heat race. Other riders weren't as quick on the trigger. Bottom photo was taken during the road test of the Allstate 175, Editor Ron Britzke up.—Mercer and Butcher photos.

The Publisher's Column

LABOR DAY AT DODGE CITY—The July 4th race date at Dodge City, Kan., was abandoned this year in favor of Labor Day week-end. Several reasons entered into the decision of the Dodge City Motor Association to make the switch to Labor Day. Due to the fact that July 4th this year came in the middle of the week (on Wednesday), it was felt that a single day program at Dodge City would not be satisfactory.

Therefore, Labor Day week-end, Saturday, Sept. 1st; Sunday, Sept. 2nd and Monday, Sept. 3rd will give those who attend a three-day celebration with competition events that will suit every type of rider and spectator. Weather bureau figures show it has been from 6 to 8 degrees cooler on Labor day than July 4 in Dodge City over the past 10 years.

The International Motorcycle Show will open Saturday at Hoover Pavilion (Armory) located in downtown Dodge City at Wright Park. Many makes of motorcycles, both domestic and imported, will be displayed, as well as parts, accessories, antiques and competition machines.

The city fathers of Dodge City have again granted permission for riders to camp out in beautiful Wright Park, where there is plenty of grass, shade trees, and an excellent swimming pool. All of these facilities are within immediate walking distance of the main part of the city.

On Sunday, the three-star dirt track meet will held on the excellent half-mile dirt track. Shows held there in previous years have thrilled spectators. Time trials will start at 9:00 a.m.

The economy run, which in previous years has been held on the half-mile track, this year will be held on the circular route running through Wright Park. Therefore there will be no conflict between the running of the time trials and the economy run. Heretofore the economy run delayed the time trials, and this change appears to be the best solution.

On Monday, (Labor Day), the drag races will be held at the airport, beginning at 9:00 a.m., and starting at 1:00 p.m., the 100-Mile Grand Prix will be held over the spectacular one-and-a-half mile race course.



TEACH-A-NEW-RIDER BULLETIN FREE — CYCLE still has a few hundred of the bulletins used by instructors in the Teach-A-Rider contest. There is no charge for these informative folders and certainly the rider will find many hints and tips that will be of benefit when learning to ride a motorcycle. Please send name and address and enclose stamp with your request.

Floyd Clymer

BE SURE TO DO SOME
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Get goin'—but go Superior equipped!
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With the August issue, this writer becomes editor of CYCLE Magazine—fulfilling an ambition of approximately six years duration. I began studying journalism and riding motorcycles at approximately the same time CYCLE first hit the newsstands in 1950—and my fondest wish since then has been to become a member of the CYCLE staff. Upon reaching this goal, I find my feelings summed up by Bob Greene in an earlier issue. Greene edited CYCLE for Trend Publications and stayed with that concern to become managing editor of HOT ROD Magazine when CYCLE became a Clymer publication. Climaxing a brilliant editorial job with this magazine, Greene wrote: "Rarely in a lifetime does anyone experience the thrill of making a living at one's favorite hobby—it has been my pleasure, a treasure that defies elaboration."

Those are my sentiments exactly. I like working with this magazine—but, what is more important, is whether you readers like the job I'm doing. This is your mag. In a sense, I'm working for you. The only way I know how CYCLE is being received out there is through your letters. If you have criticism, suggestions, comments, etc., unload them with a three-cent stamp and I'll read same. I can't get every letter into the mail pouch of course, but you can be assured that every comment on the magazine reaches my desk and is carefully considered. Of course, if you feel things are just about perfect here, then say that too. Those I like!

So, let's hear from you one way or the other—but just one thing. Please don't feel I'm favoring one make of motorcycle over another. Having owned or ridden most of the popular brands—and admired the features of each—I don't figure I'm favoring anybody. I intend to follow CYCLE's policy of neutrality in regard to the various makes on the motorcycle market—which is, of course, the way it should be.

Before getting off the subject of readers' letters, I might say that your many requests for two road tests a month are responsible for the decision to feature two tests in each issue. You wanted it—so here it is. Incidentally, it's no strain on my part, since two road tests are just twice as much fun as one!

Received a notation the other day from the Travelers MC of Neligh, Nebraska. According to the report, this lucky group has a 200-acre club grounds complete with plenty of hare and hound terrain and a scrambles course. The club isn't a year old yet. Not bad work for the short time the Travelers have been organized!

And another new club organized back East—in Westfield, Mass. The Valley Crusaders is the name, with approximately 50 members on the rolls. Counted among the Crusaders' members is the well-known father and son team, Herb Mogul Sr. and Jr. Both competed at Laconia. We might say that eastern clubs have caught on to a much greater degree than here in the West. I've seen nothing out here to match the Gypsy Tour at Laconia, although I feel the race itself is surpassed by Catalina. This is only the editor's opinion, however.

The promoters at Belmont Speedway near San Francisco are really going all out July 28 as the track's 10th anniversary is celebrated. A purse of \$3,000 has been assured, with first place in the expert main paying a cool \$1,000—more than some nationals pay. The track, which is a quarter-mile oval, should be the scene of some real action the 28th, since that date is just two days prior to the running of the Portland Meadows Pacific Coast Championship. So, the southland's best riders will probably journey to Belmont to vie with 'Frisco's best in what looks like the greatest short-track meet in the nation this year.

We received a rather disturbing press clipping, taken from the Miami, Fla. Herald newspaper recently. The clipping comes from Thornton R. Saxon of Fort Lauderdale, and we thank him for sending it along. Apparently a campaign against noise and accidents is in progress in North Miami, and the police chief there is requiring legal mufflers on cars, trucks and motorcycles. All well and good, so far.

However, the clipping also states that motorcycles and bicycles will not be allowed to carry extra passengers. In other words, no packing double for North Miami's motorcyclists! This would seem to be a flagrant misuse of city ordinances regarding accidents. Where motorcycles are equipped with twin seats, handrails and passenger footpegs, this directive would seem to be clearly out
(Continued on Page 12)

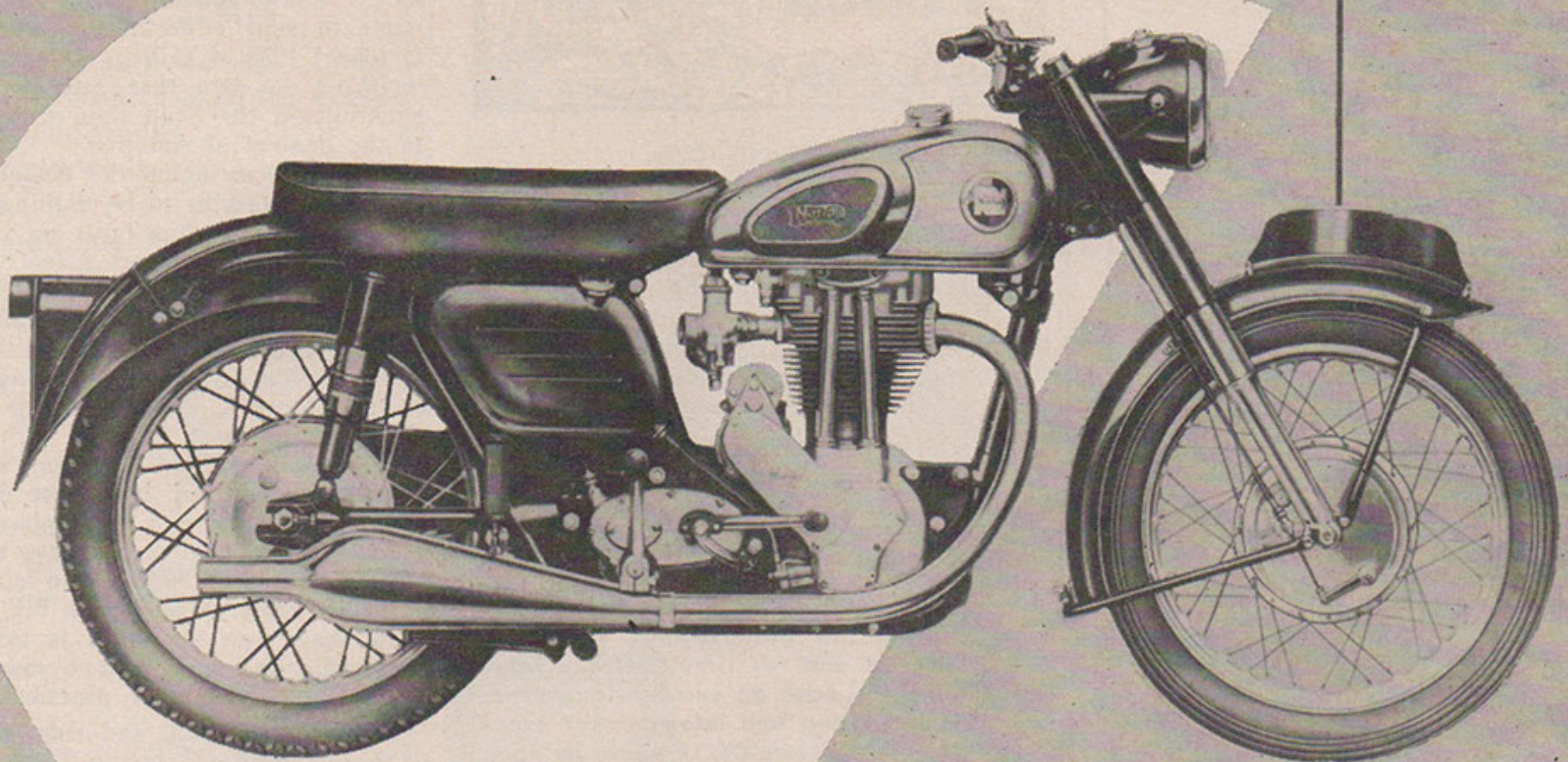
FREE TO CYCLE READERS



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

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

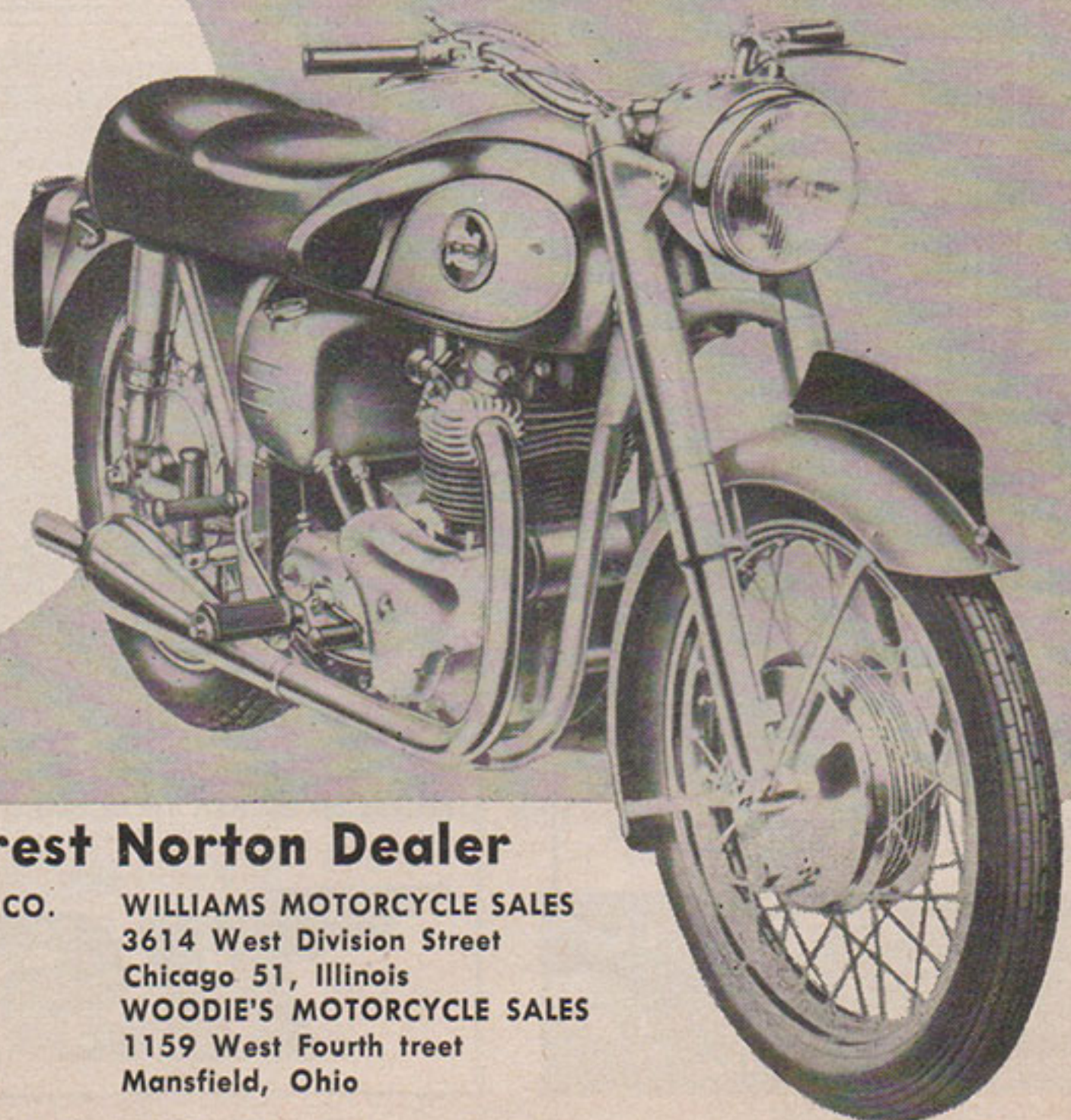
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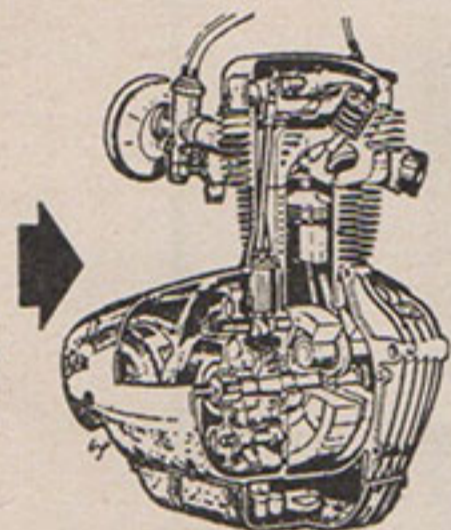
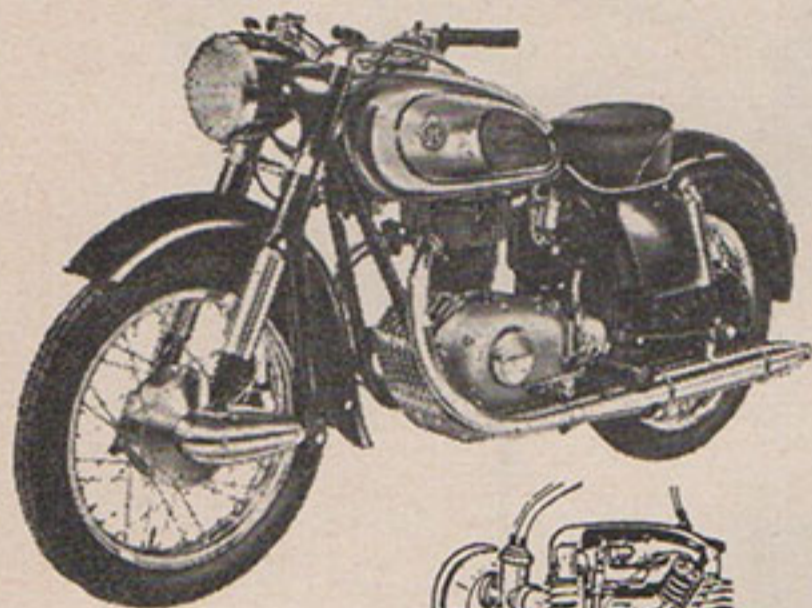


LEADS

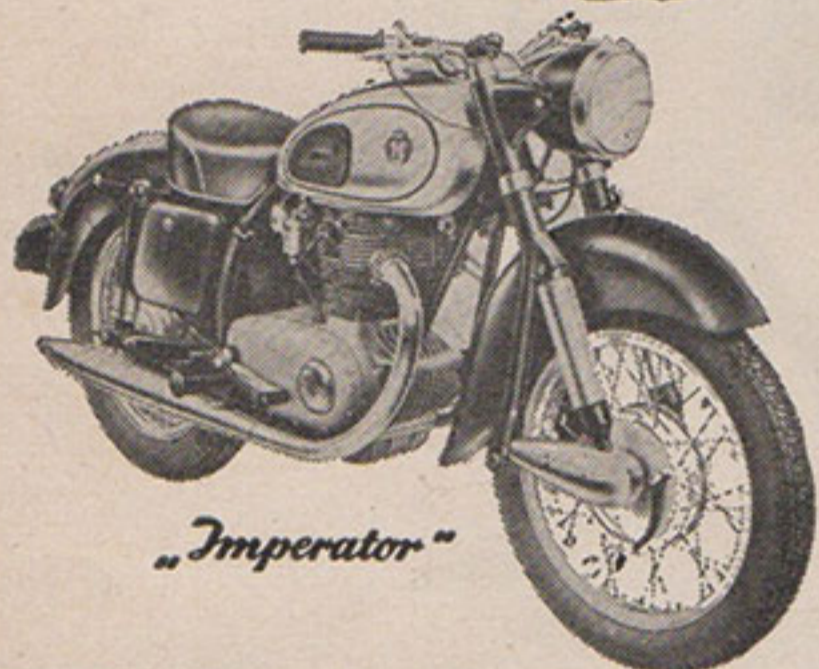
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An outstanding middle-weight with fabulous acceleration (0-62 MPH in 10.5 seconds) 24 HP - 85 mph - Overhead Valve - Single. The design of tomorrow with all the top features you want today.



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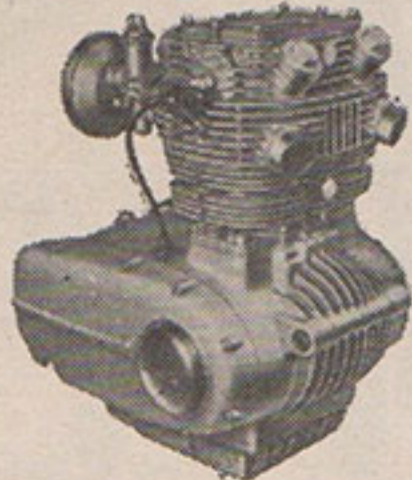
"Imperator"

IMPERATOR 400 cc

This speed demon is now equipped with dual carburetors to give you that additional power surge when you need it most. A UNIQUE OVERHEAD CAMSHAFT TWIN, designed to feast your eyes, so comfortable you will never want to dismount. Earles type fork to make riding rough roads a special pleasure — 100 MPH — 28 HP — 62 MPG.

**2 Carburetors
+ 2 H.P.**

The jewel of an engine that is worth every penny.



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FOREIGN MOTORCYCLES CORPORATION

48-22, 43rd Ave. LONG ISLAND CITY 4, N.Y.
Phone: Hickory 6-8452



Editor, CYCLE Magazine—
Dear Sir:

Enclosed please find postage for the "New Rider Bulletin." I have been reading CYCLE ever since it hit the newsstands in the East, and it is my opinion that your magazine is what the sport of motorcycling needs to give it the respectability it requires. Keep up the good work and lots of luck.

Edwin A. Troyford
Greenlawn, New York

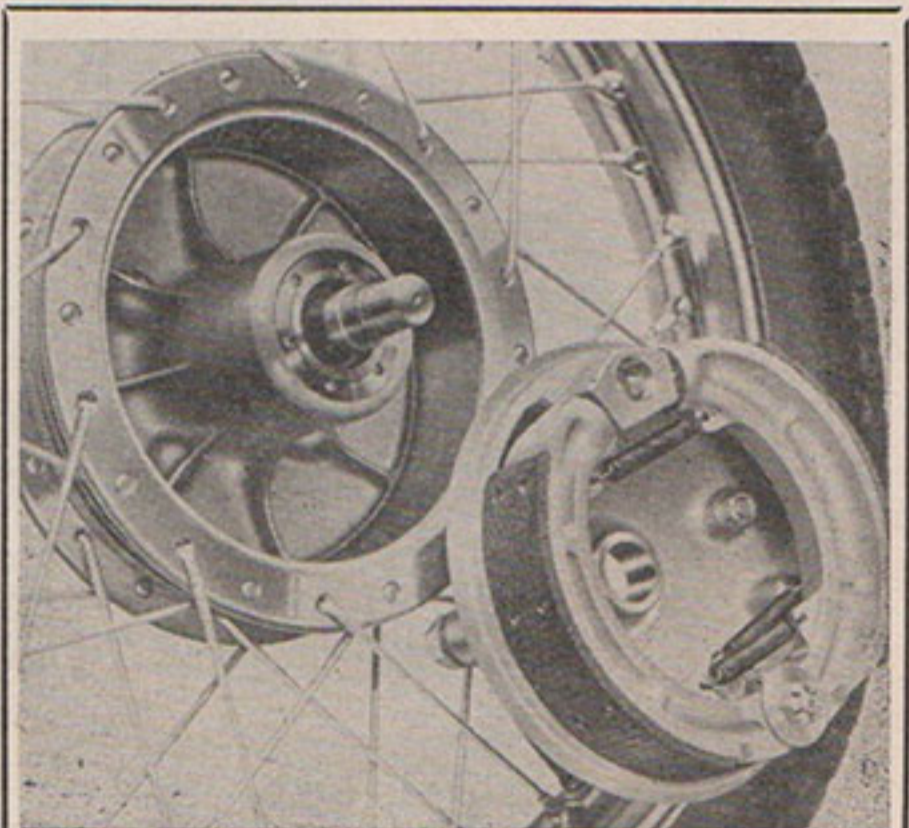
Editor, CYCLE Magazine
Dear Sir:

I've never written to a magazine before, but I've been reading CYCLE for 3½ years and felt I must let you know I think you have an excellent magazine. It is interesting and informative. I especially like the way CYCLE keeps an open mind and does not favor any one make of motorcycle.

I own a full dress 1950 H-D FL, and I sure am proud of it. I am a member of the Schoharie Valley Riders MC and have been for two years. We are a very active club, and last year we won quite a few trophies for the best uniformed club group in this area.

One thing that really gripes me is the adverse publicity motorcycling receives. I am in the U. S. Air Force, and work with newspapers, and radio stations on publicity for the Air Force, and I've never seen so much criticism about motorcycles anywhere. If only all cyclists could realize that every time they "gun" the engine, ride recklessly, or run illegal mufflers, they hurt the sport as well as themselves. I say to all riders: "Obey the laws of your locality, and help boost our sport."

S/Sgt. Ronald Tree, USAF
Schoharie, N. Y.



DID YOU KNOW . . .

That you get big, husky centrally positioned brakes on all BSA Twins and B 33 models?



Editor, CYCLE Magazine—
Dear Sir:

I am a steady reader of your fine magazine. While looking over back issues I came to your editorial on page 32 of the October 1955 CYCLE. I have not read anything to date that hits the nail more squarely on the head than this open letter to the dealers of America.

The problem facing the dealers of motorcycles today seems to be nothing more than a prejudice that has built up due to misinformation on the sport, I feel. How many times a year does a young prospective buyer enter a motorcycle shop and, after viewing and possibly taking a ride on the machine of his choice, is told to bring his parents in to talk it over? As a rule, this is the last time the prospect will be in. How long would it take to get the name and address of the prospect and, later take the machine of his choice and call on the boy's parents?

As I see the picture today, the parents have to be sold before the children can enjoy the sport. Take them for a ride and show them how simple it is to cope with the traffic and how easy a machine is to handle, and a sale is practically assured.

I am 42 years old and ride, and my son is 16 and owns a Triumph Thunderbird. He learned to ride on a BSA Bantam. I have two married daughters who ride, and one of them has converted her husband to the sport. I also have two boys, 11 and 12, who want machines and will have as soon as they are big enough to ride.

My wife, like lots of people who are unfortunately misinformed, disliked motorcycles at first, but after living with them for several years and allowing herself the pleasure of riding one on several occasions, has expressed a desire to learn to ride one herself. Poor woman didn't have a chance, did she?

A. C. "Art" Reynvaan
Prineville, Oreg.

Mr. Reynvaan's one-man efforts on behalf of motorcycling are commendable indeed. Married men, take a lesson from this guy! Has your wife steered you from cycles to sports cars or some other unpalatable substitute? You too can get back on the ball. Swing 'em over to our side!—Ed.

Editor CYCLE Magazine
Dear Sir:

Regarding your remark on page 10 of CYCLE's April number, that visitors to England may have to pay purchase tax on new motorcycles—

I left England about a year ago and, up 'til then, no overseas visitor had to pay purchase tax on anything provided he could prove that he is a visitor. Members of the U. S. Armed Forces were included in this category and there were signs in shopwindows clearly explaining the situation.

Also, if there was any waiting period on cars or motorcycles, visitors could buy their models right over the counter. I must also point out that one third of \$600 would be nearer \$200 than \$300 and, if anybody has paid tax on motor vehicles, he can claim a refund if he exports the model within a certain period.

In spite of this tax exemption for visitors, anybody landing on British soil is automatically covered in the National Health scheme and receives free medical or hospital care in case of accident or illness.

E. Deak
Vancouver, B. C.

**NOW! AVAILABLE TO EVERYONE!
MOTORCYCLE SHIRTS**

just like the ones the racers bring back from Daytona Beach for every member of the family.

Finest quality white polo shirts in every size from 2 to 16 in children's sizes, to small, medium and large in men's sizes with MOTORCYCLE design in red and blue and on which we will write with red or blue indelible paint any name you wish. If you do not want Daytona Beach design, will write in any city you wish. **Children's \$1.25, Men's, \$1.50 Prepaid.**

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No C.O.D.'s

Fill in coupon below with sizes and names in color desired for each shirt.

**H-D 74 UTILIZED
ON HUNTING TRIPS**



HUNTER: Noel Archer uses his H-D 74 on hunting trips in the Arizona mountains and deserts. Noel is a junior engineer, employed by the El Paso Natural Gas Company at the Williams, Ariz. compressor station. **CYCLE** Publisher Floyd Clymer took this photo near Williams while returning from the Indianapolis 500 Mile Race.

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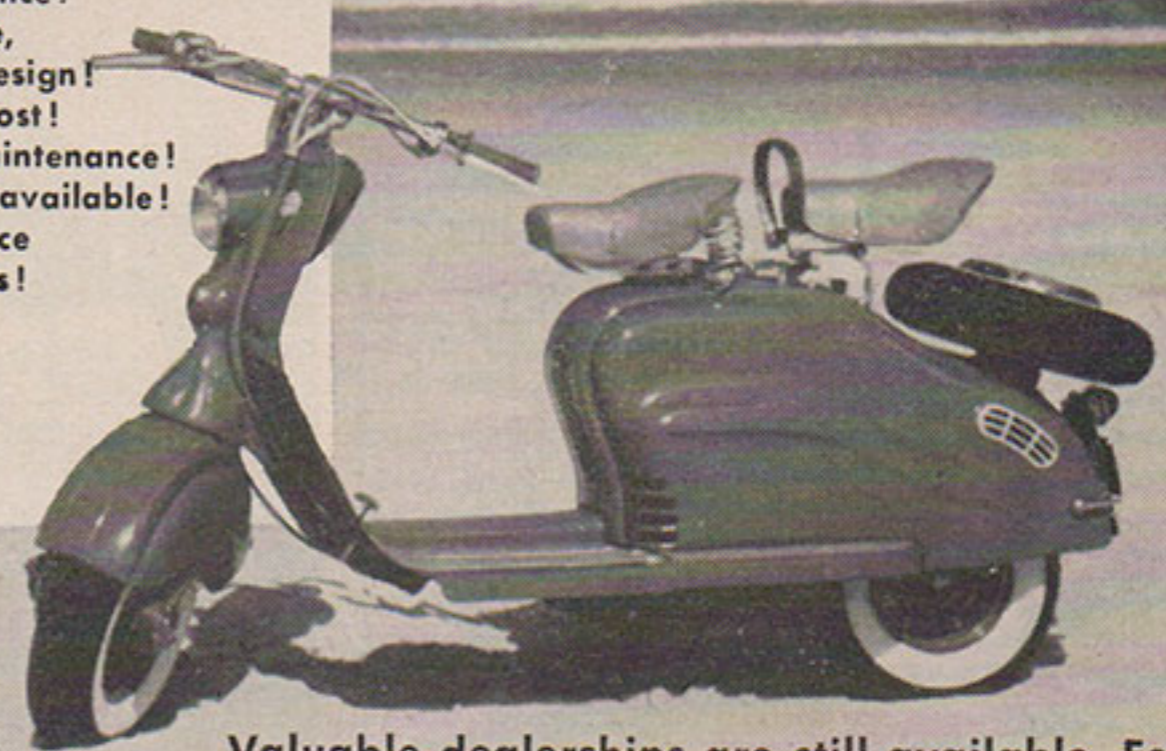
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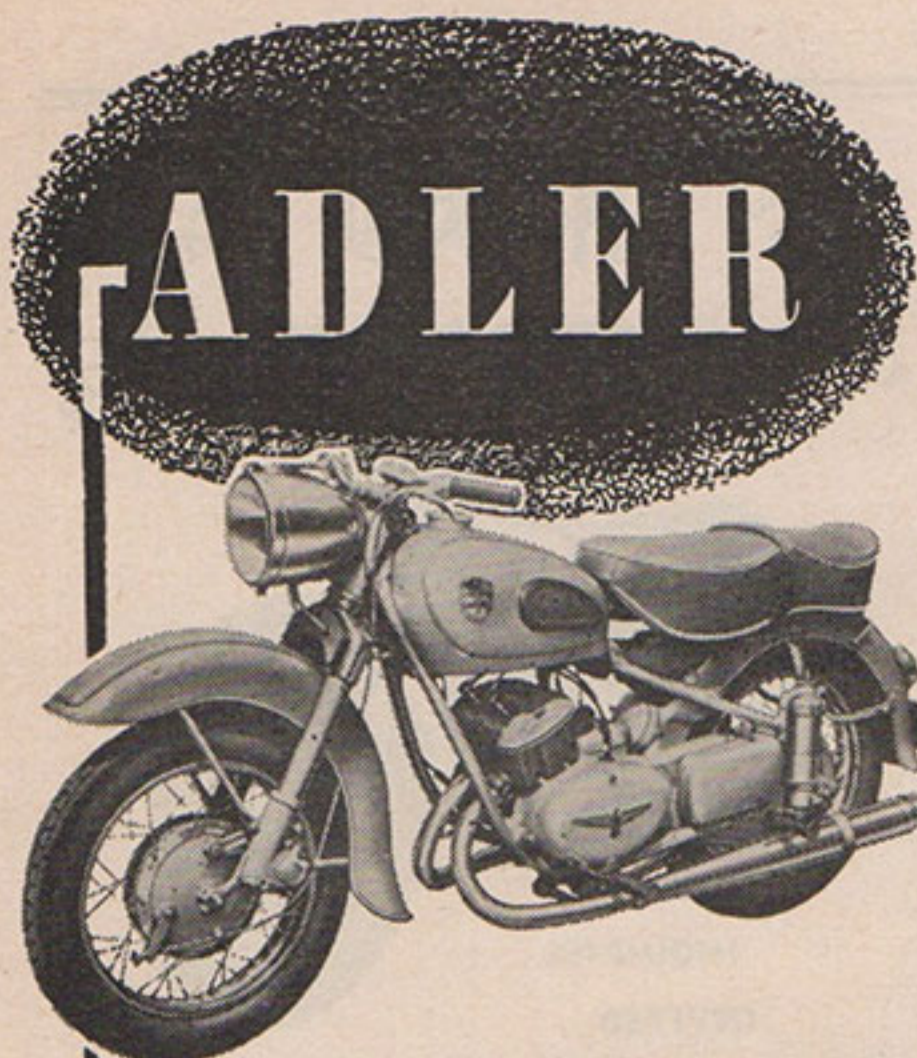
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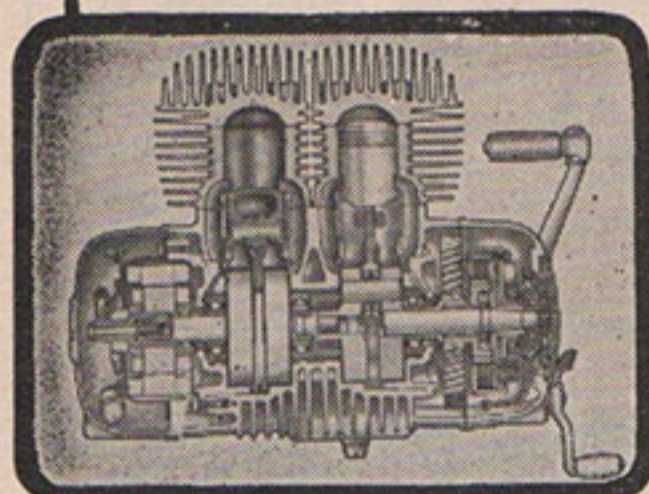
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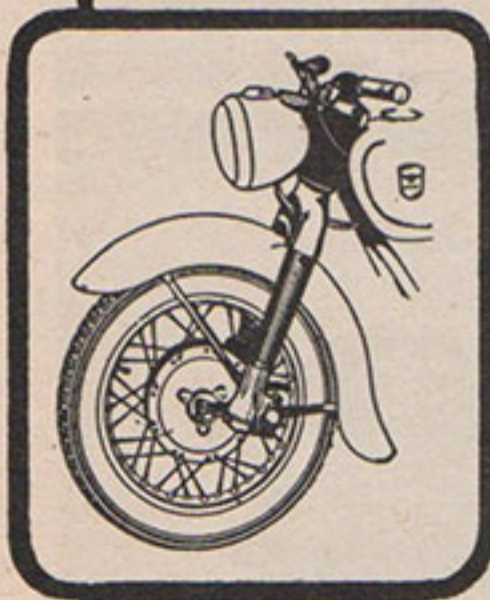


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A comfortable, safe enjoyable ride is guaranteed thanks to ADLER'S swinging link forks with built-in shock-absorbers and adjustable rear telescopic suspension.

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

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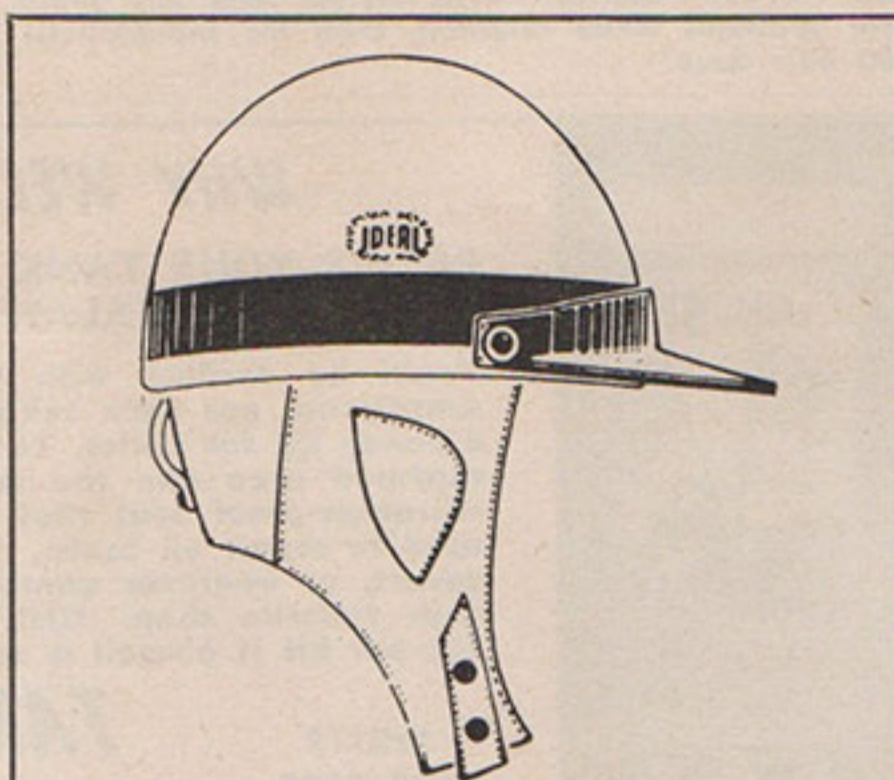
Bill Frick MOTORS Inc.

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Velocettes Win

VELOCETTE Scrambles cleaned up at events in Wheaton, Md. and Anchorage, Alaska recently. At Wheaton, the only two Velos entered ran one-two in the open final, with Bob Beasley and Tom Heyser aboard. Beasley previously won the 500 cc final with Heyser third. Heyser also won the 500 cc B class of the Monument Riders sportsman hillclimb a week later. Beasley was third in the A class of the same program.

The Spokebenders MC Class A scrambles at Anchorage went to Jess Harker as Velocettes ran 1-2-3. John Smaystrla then climaxed a fine day for the Velos by riding one to a win in the B race. Another Velocette ran second in this event. ●



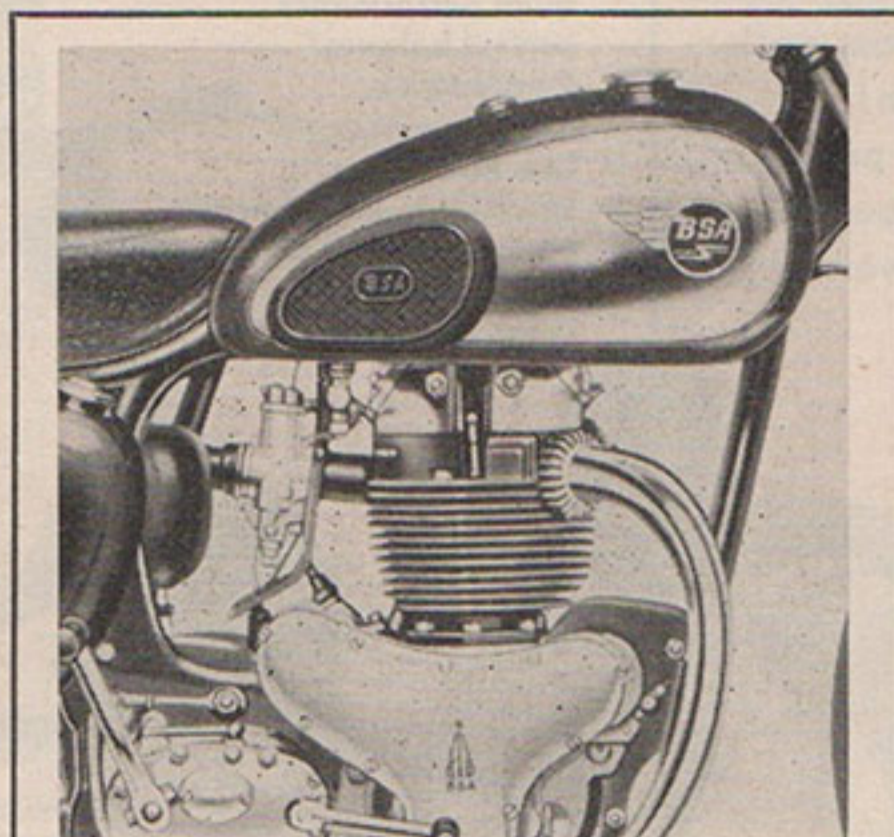
Imported Helmets Approved by Calif. Sports Car Club, Special Goggles for Rain and wear over eye glasses. Accessories.

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Dealer Inquiries Invited



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That you get CHROME PLATED TANK panels, chrome rims and many other parts in chrome and polished alloy in BSA? Full chrome fenders on Gold Stars and Road Rockets, too!

BSA

AMA Bulletin

June, 1956

THE All-State machines, model 9416 (175 cc), model 9417 (175 cc) and model 9418 (250 cc) have been accepted and approved for Class C competition by the National Technical Committee.

ON May 14th all members of the Competition Committee were mailed literature and pictures concerning the Matchless racing kit which Frank Cooper, the Matchless distributor, requested be mailed. However, at a special meeting of the National Technical Committee at Daytona Beach, Fla, the majority of the members present agreed that any "kits" presented must be submitted in the form of a printed catalogue, showing parts numbers, prices, and availability for sale to the general public and that these parts could be fitted to machines previously approved by the National Technical Committee. New special ballots worked up by Hank Syvertsen and Reggie Pink will be available shortly. The Matchless racing kit has not been approved officially by all the members of the National Technical Committee.

CHARLES Baughman, our new Northern Indiana District referee from South Bend, Ind., has started his refereeing career on the right foot. At his first race meet on May 20th, he refused to permit two riders to compete because they could not produce papers showing ownership.

RIDERS are permitted to sign up two machines at any event. The rider can practice with both machines. However, before he time trials, he must notify the clerk of course or referee which machine he intends to use. The rider cannot time trial both machines nor can he change his mind once he takes the starters white flag.

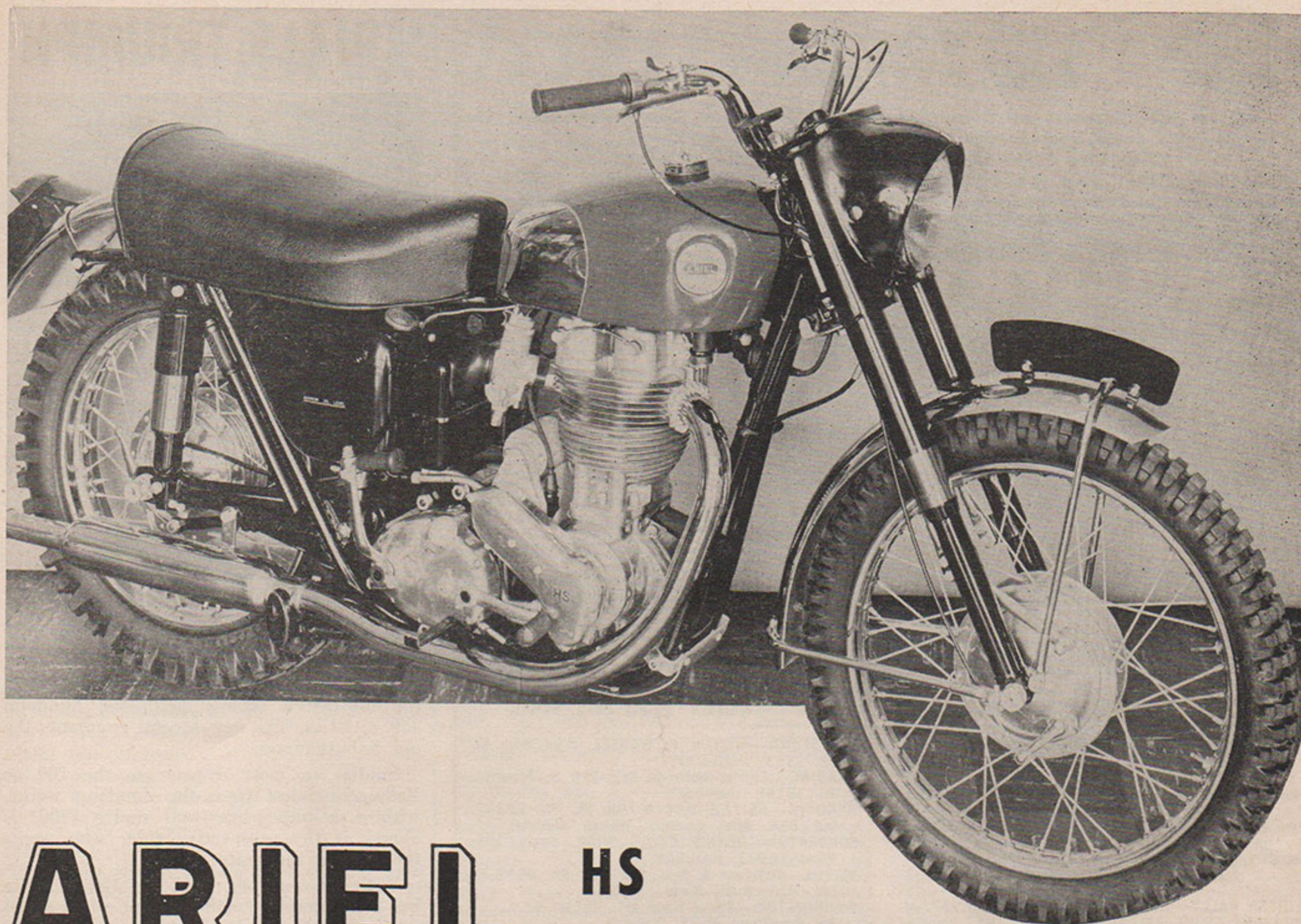
DOCTORS' release for any injured rider must read: "Rider is again fit to compete in motorcycle competition." Release that reads "fit again for work" will not be accepted.

FOR his ungentlemanly conduct at the recent two-star racemeet at Laporte, Indiana May 20th, Eugene Smith (15H) of Rochester, Indiana, shall have his 1956 Competition license revoked unless he can show just cause for his actions.

JOHN Schaber of Washington, D. C., has been suspended from the AMA for refusing to prepare his machine for motor measurement when his machine was protested by another contestant. He is suspended for six months.

FROM May 25th to May 30th, this office mailed out 20 requests to District referees, requesting motor measurements of winning riders' machines for bore, stroke and compression. At the two-star short track meet May 25th at Gardena, Calif., Cliff Onan "caught" two riders who were illegal; therefore under corrupt practice rules, Larry Harness (260X) of N. Hollywood, Calif., and Gaylord Knudson (54X) of Venice, Calif., as first offenders are suspended for 15 days. However, these riders are subject to 60 days or indefinite suspension from the AMA if they use illegal equipment in the future.

IMPORTANT: Whenever there are too many entries to time trial, three-lap non-paying elimination heats shall be run to qualify riders. ●



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FRAME: Duplex cradle frame, swinging arm rear suspension, hydraulic damping. All pivot points rubber bushed. Telescopic forks. Western type handlebars. Quick detachable lighting set. Full width alloy hubs and centrally positioned brakes.

TRANSMISSION: Engine shaft shock absorber, four speed gear box. Sprockets available for altering gear ratios for road or scrambles work.

FINISH: 2½ gallon sports fuel tank in brilliant red with chrome panels, chromium plated fenders. Handlebars, wheel rims, levers and many other parts heavily chromed. Many external engine and gear box parts are highly polished alloy.

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BELGIAN: Joseph Decat, the Brussels, Belgium Triumph dealer, won his country's 1956 trials championship on a 500 cc Trophy. He is shown here en route to one of the five major victories he annexed to take the trials crown.

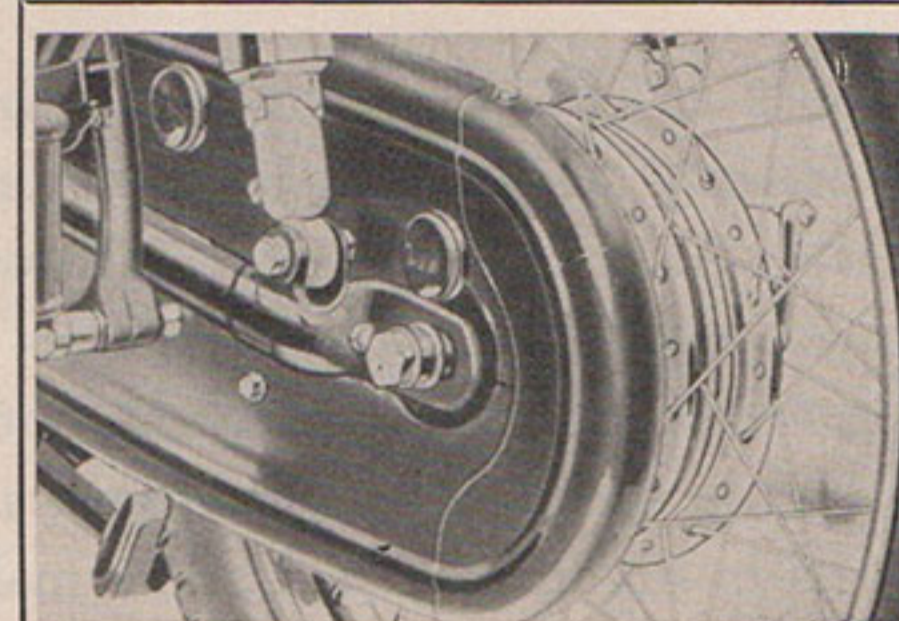
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AUG. Test BSA "40"—Isle of Man Results—Engine Balance Part I—500 cc Guzzi Cutaway—History of BSA.....25c
SEPT. Not available.
OCT. Not available.
NOV. Test Vincent 500 cc—Proper Carburetion—Life of Tom Sifton—Jack Pine Enduro 25c
DEC. Test Puch 250 cc—Exp. Cycles—Service Tips by Witham—Rollie Free Record Run.....25c

1951 CYCLE

JAN. Not available.
FEB. Test BSA Gold Star Single—Frame & Fork Facts—Stunt Men—Motorama Report.....35c
MAR. Not Available.
APRIL. Test Velocette 21"—Early M/C Racing—HD-WR-45 Cutaway—Speed Tuning Part III by Witham—Zundapps Return35c
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JAN. Test HD 74 OHV—Motorama Review—HD K Cutaway—Tools for Cycle Workshop—NSU Record Run35c
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NOV. Test Dot Scrambles 197 cc.—Bonneville Speed Trials—Life of Jimmy Chann—Early M/C Racing35c
DEC. Test Triumph Trophy 500 cc—Life of Nick Nicholson—British Scrambles Ridden by Ekins—Catus Derby Run.....35c

1953 CYCLE

JAN. Test HD 165 cc—Motorama Review—Paris M/C Show—Different Springframes—Amal Carburetor Cutaway35c
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MAR. Test Modified 33" Matchless Twin—Big Bear Run—M/C Insurance—Chain Care by Onslow—Lucas Rotating Mag.....35c

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SEPT. Dodge City Results—Bay Meadows 20-Mile Race—Lloyd Krant H.D. Dragster—Isle of Man Results35c
OCT. Test Dot Scrambler 197 cc—Story of Excelsior M/C—San Diego Drag Races.....35c
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1954 CYCLE

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NOV. Test Parilla Touring & Competition—175 cc Test James Scrambler—Pikes Peak Hillclimb Results—Bonneville Speed Trial Results—Jack Pine Enduro35c
DEC. Test HD "74" OHV—Riverside Steeplechase Race—6 Day Trials—Triumph Terrier Hop Up—Triumph's for 1955.....35c

1955 CYCLE

JAN. Test Zundapp "Bella" 200 cc—Indian "4" History—Pacific Coast TT Championship Race Results—Two Americans in Foreign Competition35c
FEB. Technical Tidbits — Torque — New BSA Models — New AJS & Matchless Models.
MARCH. Test Ariel Square Four—Fiber Glass Bodies For Vincent—Big Bear Hare and Hound —New Indian Models.

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

1956 CYCLE

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

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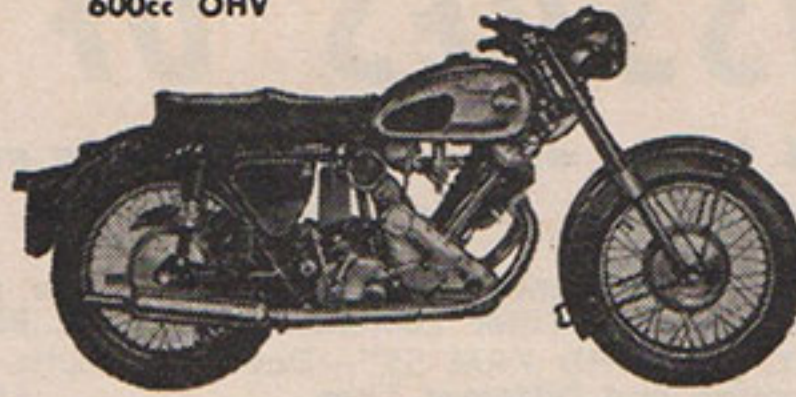
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parked.



Motoring Around-

(Continued from Page 4)

of line. When cycles have adequate provisions for carrying extra passengers such as cars do, there is no law which singles them out for "treatment" that can be enforced.

I used to work in the newspaper end of the journalism racket, and have found that news pertaining to motorcycles and racing cars is often garbled or misinterpreted. Perhaps this particular item is a case in point, and North Miami's police chief had something entirely different in mind. If not, however, we urge one of the Miami motorcycle clubs to make a test case out of this deal by taking it to court. We don't think it can be enforced, just as the edict barring bikes from the New York and West Virginia turnpikes couldn't stick in the face of aroused public opinion. We'd appreciate any further info on developments in North Miami. The AMA will certainly be interested in this also.

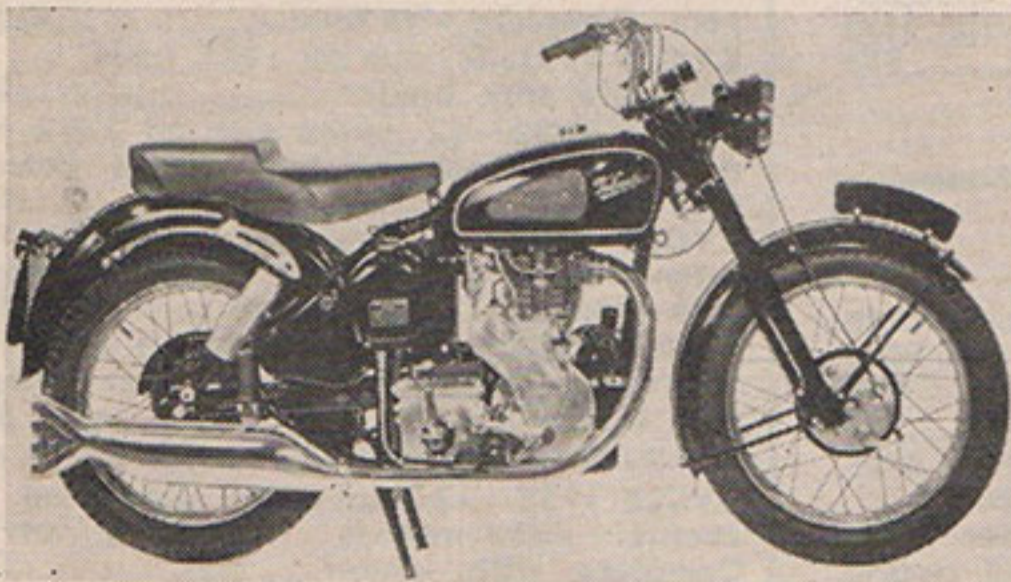
I enjoyed another afternoon of racing at Riverside, California the other day. You might recall the Riverside opener, which was covered in the June, 1956 issue. The races were fully as good as the previous program. This time we watched from the comfort of the grandstand as George Everett of Pasadena grabbed the Class A final on a BSA Road Rocket. CYCLE photog Denny Brundage and the editor had the pleasure of watching this machine turn almost 7,000 rpm's on the dynamometer at Louie Thomas' Modern Cycle shop in East Los Angeles a few days before Riverside. Careful preparation apparently paid off as Everett booted her home before a packed house.

At the risk of incensing eastern folk who may feel we devote too much space to things California, I feel that the Riverside junior chamber of commerce, which promotes the races, does a beautiful job. Attendance is always SRO, and the tremendous pretzel-shaped oiled track, which means thrilling racing and no dust, finishes off a perfect afternoon. One day at Riverside spoils the spectator for flat track racing. The "round-and-round" stuff just doesn't hold any kicks after Riverside's reverse curves and grandstand jump.

We missed out on a chance to enjoy real racing 50 years ago. When automobiles and cycles first became popular, people began looking around for a place to race them. Horse racing was very popular in this country at that time, and every small town had a dirt oval for the bangtails to run over at the county fair. The grandstands and

(Continued on Page 38)

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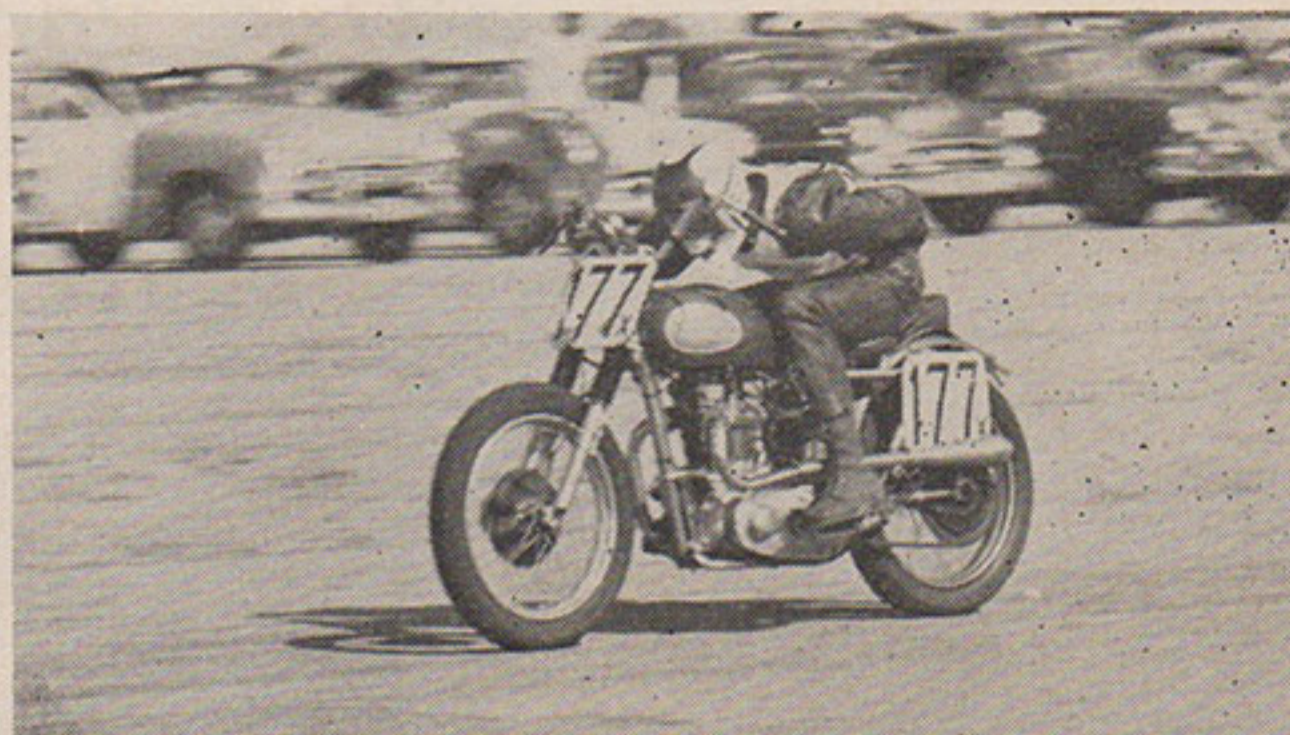
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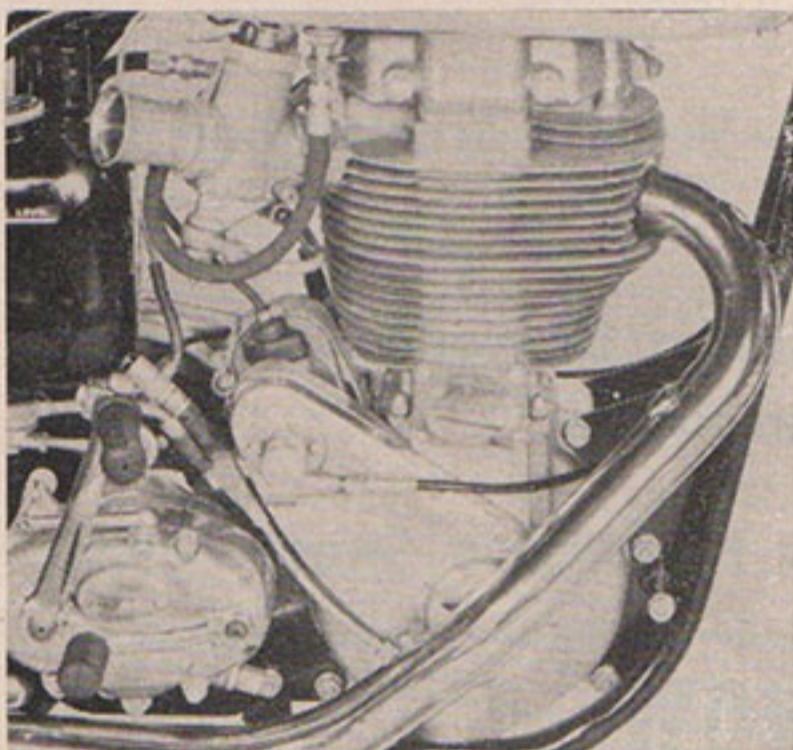
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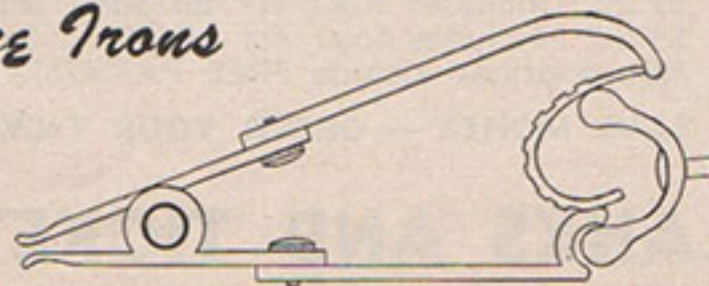
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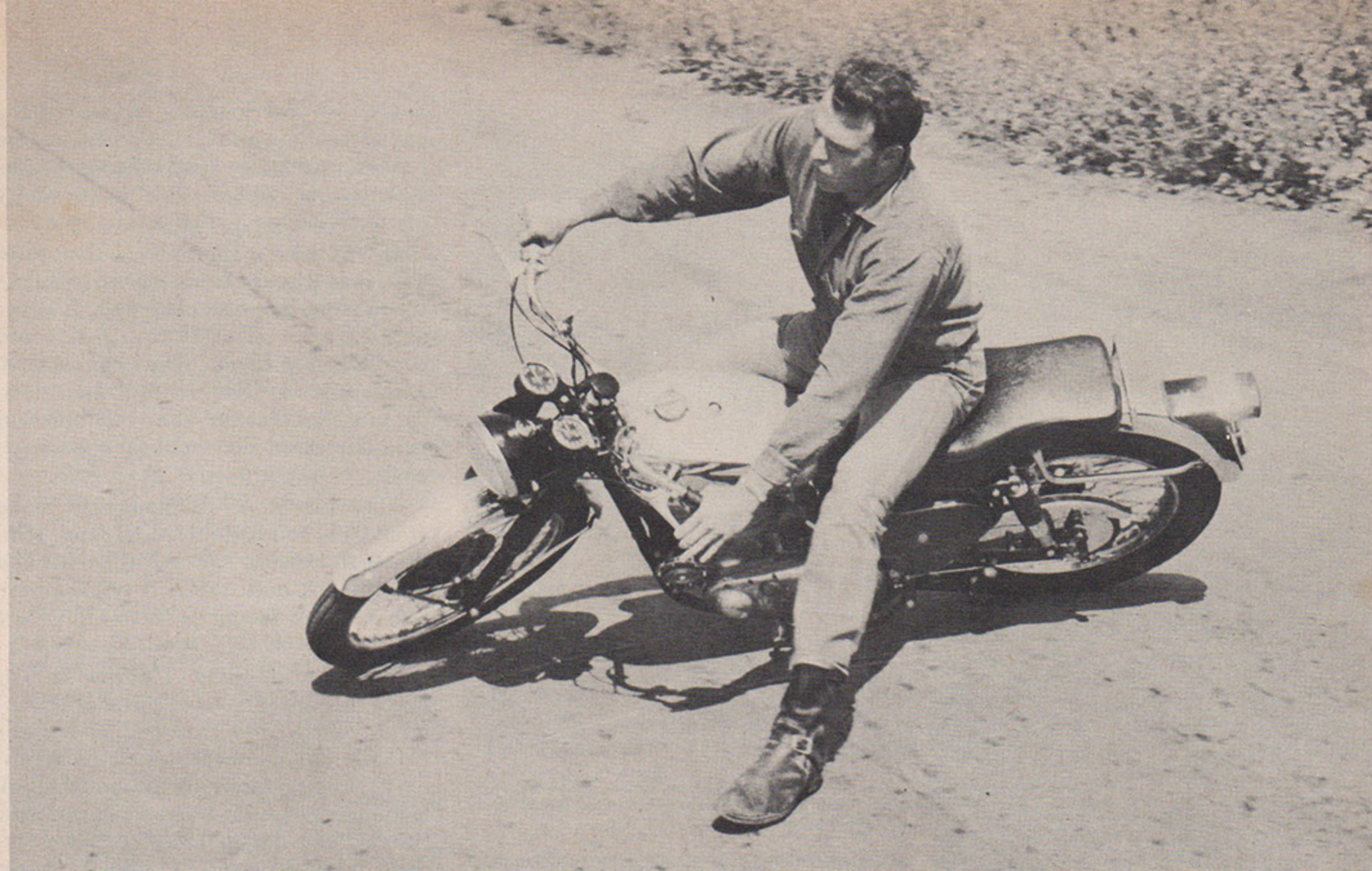
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DRAGGING:—The footpegs, that is. BSA Gold Star proved very stable during such maneuvers at low speeds, with no sign of creeping from the rear end. Note the tachometer-speedometer setup and the quick-release gas cap. With loads of chrome and alloy reflecting the bright sunlight, the Star makes a pretty picture indeed.

What's in a Name? Cycle Road-Tests

I HAD no opportunity to get acquainted with the highly-touted BSA Gold Star single before our scheduled speed and acceleration tests at Rosamond Dry Lake, so my first glimpse of the thumper came shortly before I was to ride it over the flat white expanse of the lake bed.

My first glance at the silver and chrome beauty nestling on a trailer behind the Olds 88 of timer Frank Christian provoked the thought: "All business." The huge alloy barrel, the evil-looking 1-7/16" TT carburetor and the tiny gas tank lent the Star a look of dormant power. My first impression was soon confirmed.

The BSA was unloaded, and Christian briefed me on starting procedure. The big carb was flooded, the manual spark advance set at one-half and the compression release grasped. A kick or two and the Gold Star bellowed through her single pipe and racing megaphone, which had been fitted for the speed test.

A warm-up run netted 92 mph, and then we got serious. As Christian experimented with plugs and jets, the speed rose to 104, then to 109.09. The machine had been received from Louie Thomas' Modern Cycle Works at 345 South Atlantic Boulevard in East Los

THE BSA GOLD STAR

TEST NO. 76

By
Ron Britzke

Photos by
Dennis Brundage

Angeles, and the boys there were firmly convinced she'd top 110.

Another run proved them right, for the single stormed Christian's 1/10-mile trap at slightly over that speed. Another shot netted 111.94. At this point, the Star was allowed to cool off while Christian tried his stock 1954 Olds and got 99.72—astonishing the editor and photog Denny Brundage. The editor then tried his Triumph Thunderbird and returned just 92 mph. I'd better get at that long-overdue tune-up soon!

So far, the 30-inch single hadn't

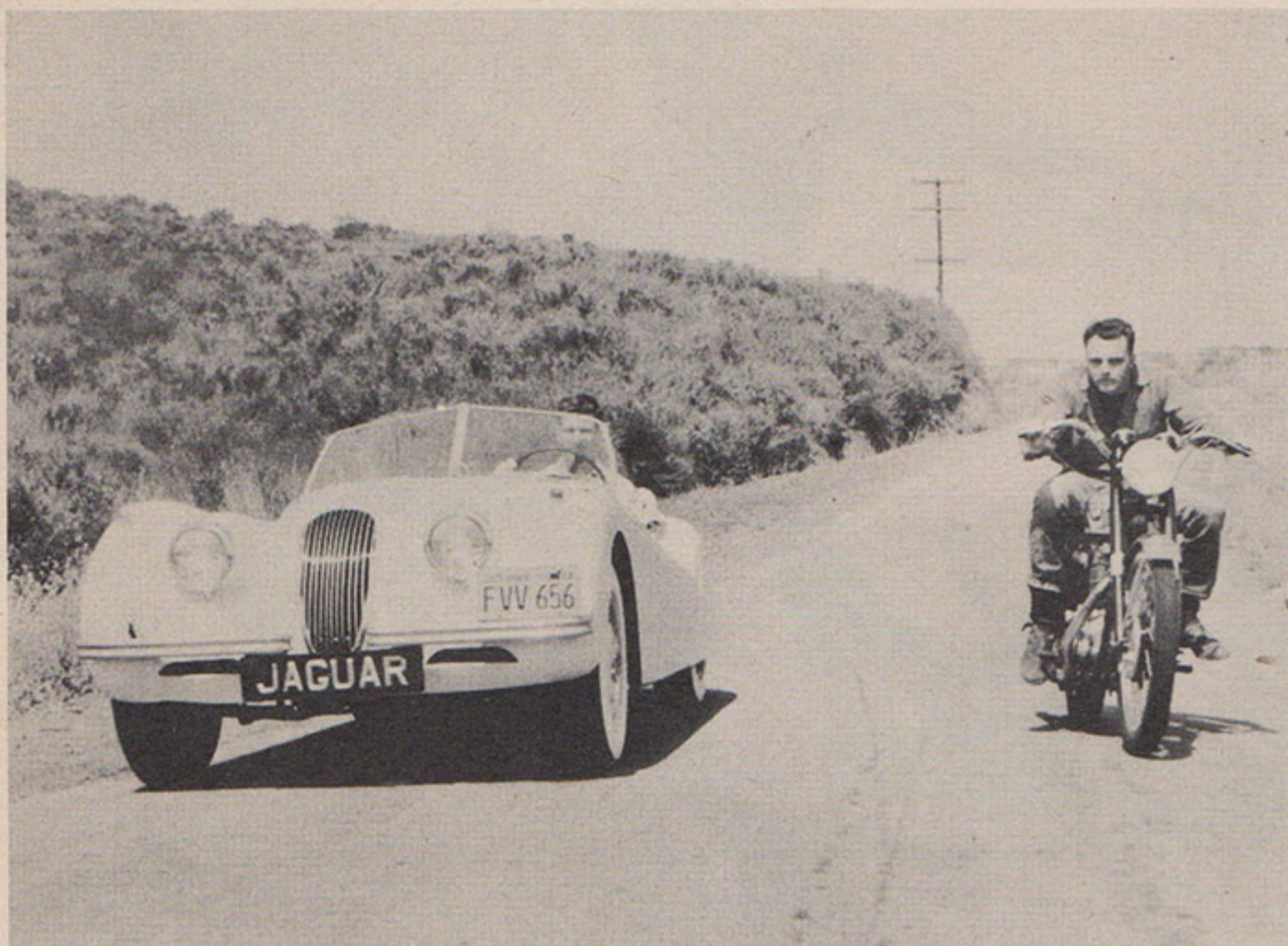
slowed down since unloading, so another run through the lights, which brought a speed of 112.10, wasn't too surprising. By this time, nothing the thumper would do surprised any of us. She just wouldn't quit.

Christian had stated that the Star would run between 110 and 112.50, so one more pass was the order. Back went the editor, three miles south of the traps. A cross wind was coming up, and further runs would be impractical.

Wheeling around, I wound her up to 7,000 rpm's in first, then powershifted into second. The vast expanse of the lake bed had swallowed the rest of the test crew, but the tire tracks of previous runs were there to guide the Star home. The Smith tachometer showed 7,200 rpm's when third gear was selected, and a like reading was indicated when the BSA finally reached fourth at approximately 90 mph. Adopting a prone riding position, I clutched the left fork leg with my free hand, got settled and let her wind out.

As Christian's test car and the lights mushroomed out of nowhere directly ahead, I sneaked a quick look up at the tach. It read 7,200 rpm's. That meant the highest speed yet, so I went back down on the tank-top and

(Continued on next page)



CHOOSING OFF: The BSA, with editor Ron Britzke up, goes off against a modified Jaguar owned by Frank Clarke. Clarke's XK120, fitted with a 120M engine, couldn't match the 15.09 quarter-mile time turned in by the Gold Star. Jag, capable of an honest 120 mph, had it at the top end though.

watched the lights flash past. Returning, I didn't have to ask for the time. The broad grins on all present meant the Star had done it again. "112.50," said Christian.

The BSA stalwarts boast that their double loop frame is one of the best handling and riding on the market. I'll second that. At 112.50 in flat-out form, I was more at ease than I have been in a sitting position on other makes. Never was I to lose this impression of absolute stability during the 10 days I had the motorcycle. Lay it over until the footpegs drag, run it through the roughest ground you can find, or lay down on it at top speed—you'll feel right at home.

A higher-than-standard gearing had been packed into the Gold Star for the speed tests (all on the up and up, folks—you can order any gear ratio, cam, carburetor or other combination you want when you buy this one), so I revved her sky high when it came time for the acceleration runs. I got an actual reading of 8,400 rpm's in second gear while running our fastest quarter-mile—15.09 seconds. This machine thrives on revs. When Al Gunter's Gold Star slipped out of fourth on the backstretch at Daytona Beach this year, his tach zoomed to 9,200 rpm's before he could call a halt to the proceedings. Yet nothing came unglued. If you've got an iron throttle hand, this one's the goods. She'll scream for you—not at you.

A week of street riding followed. With the wild cam and huge carb, the Star proved a bit cranky in city traffic. On the open road, however, it was a different story. It's wild. Actually,

just about any engine combination can be purchased with the machine, so the Star can be tailored to the individual's requirements.

BSA's full-hub brakes and wheels are not fitted to the Gold Star. Don't let this fool you. I was bombing along Route 101 above Malibu Beach looking for a spot to take pictures when some clown chugged out into my lane from a hidden driveway. I hit both brakes very hard. It was as if a giant hand had suddenly pressed down in the region of the handlebars. The Star came to an abrupt halt just two feet away from the car door with no signs of swerving or wheel-locking—leaving me cool enough to exchange a "pleas-



PLUG CHANGE: Frank Christian, who times CYCLE speed runs between tuning tasks at BSA dealer Louie Thomas' Modern Cycle Works in East Los Angeles, fits another plug before acceleration run at Rosamond. Expression of anxiety on editor was justified when Star almost pulled his head off turning quarter in fast 15.09 seconds.

antry" or two with the driver of the car and motor away. Let's just say the brakes match the performance of the machine, so you have little to worry about, whether going or stopping.

If you like a motorcycle that rates a second glance from passersby, then try this one for size. The tank is silver and chrome. The frame, forks and headlight are black. The chain guard, rear sprocket, fenders and other incidentals are chrome. The combination is a knockout in the beauty department.

The ride alone is enough to make you feel comfortable, but the trim twinseat finishes the job nicely. The controls are adjustable. I left the bars low in road-racing fashion, but they can be raised, if so desired.

Many outstanding features go to make this one a coveted piece of equipment. Each Gold Star engine is individually dynamometer-tested and hand-built. Engine internals are polished. A tachometer is standard equipment. BSA's "dry clutch" means that gear-shifting is pleasant indeed. Low can be selected without that annoying clash, and speed shifts are no trouble at all. All equipment functioned properly. The horn sounds off in pleasant but obtrusive fashion. The lights are more than adequate for night use.

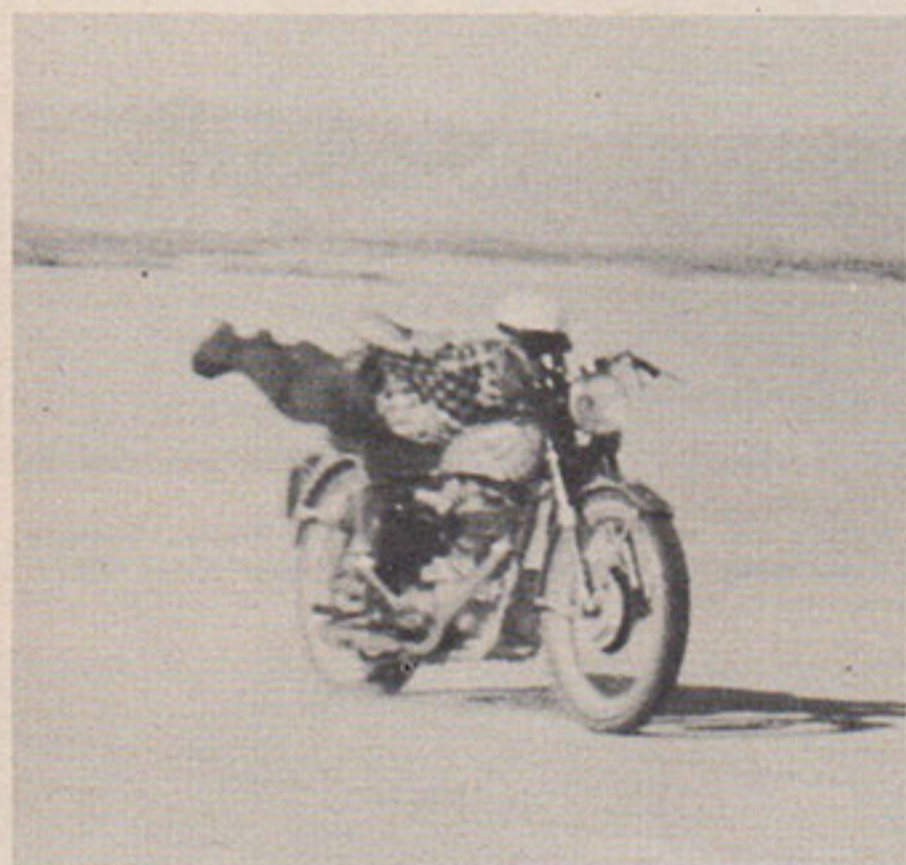
Very little in the way of criticism could be aimed at the Star. A lighted tach might be a nice touch, although not vitally necessary, of course. The lack of a side stand was my main gripe, although the hand rail on the rear fender did make it fairly easy to place the bike on the center stand. A king-sized muffler is fitted, but it does not make the Star as quiet as competitive makes. However, the engine itself is very quiet in operation, considering the fact that alloy mills are usually notoriously noisy. The overflow vent fitted to the gas tank was another "villain." The quick-opening filler cap was absolutely tight, but the vent drooled gas out onto the tank top throughout the test—even when the tank was only half full.

These, however, are minor annoyances at best, and are present in other forms in all motorcycles. They don't mean much when you have a cycle that is capable of an honest 100 mph in third gear. I was frankly stunned by the performance of this job—even after several years of running high-speed machines. And incidentally, if you're like me and have had little or no experience with the larger single cylinder bikes—take a ride on this job the first chance you get. You'll see what I mean.

It seemed a shame not to try the test motorcycle in some form of competition, but the editor, unwilling to risk either the beautiful Star or his neck in the wild scrambles action in the area, confined extra-curricular activity to some running in the rough and an impromptu drag or two.

Actually, this is an ideal machine for the guy who wants transportation plus a bike that will hold up on the track. The huge TT pot is just 1/16" smaller than the ones that carbureted the BSA Gold Stars that ran two-three-four-five at Daytona this year. The wild cam is there too. So, if you like to split your time between the public thoroughfares and the race courses, consider the Star.

Each type of motorcycle on the market today is followed by a dark rumor or two regarding some fault of that particular brand. You've probably ridden up to a group on your



AT SPEED: A study of the Gold Star at over 110 mph during one of the speed runs at Rosamond Dry Lake. Stability of cycle enabled Britzke to feel right at home in this position.

own two-wheeler, joined a bench-racing session, and eventually been queried by the group about the little faults that are associated with your machine. If you ride a BSA, you've undoubtedly heard someone say: "BSA makes a good cycle, but their clutches are lousy!"

Clutch trouble has been a BSA bugaboo in the past, but it has been more the fault of the rider than the machine. The "dry" clutch fitted to all BSA's is very prone to slippage if oil gets onto the lining. Overfilling the primary case will K.O. a BSA clutch like lightning.

With this thought in mind, I gave the Gold Star's clutch a sadistic beating—first making certain everything was adjusted and the oil level in the primary was correct. Frank Clarke, a Douglas Aircraft Corporation employe, was on hand with his modified Jaguar to provide opposition over a few torrid standing quarters. The Jag, an XK 120 model fitted with a later



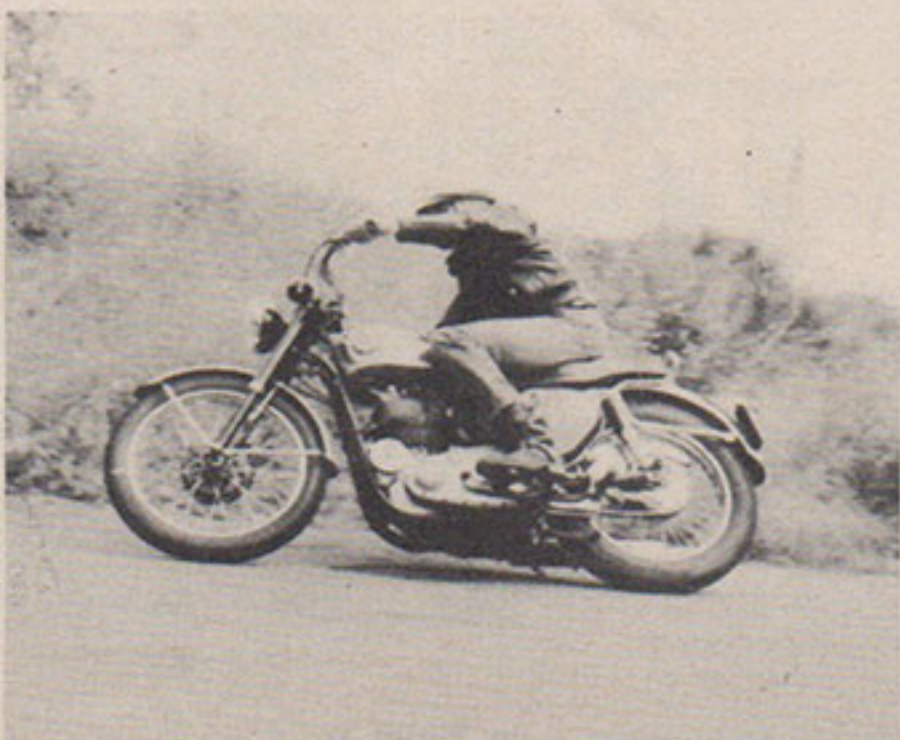
ROUGHERY: Trailblazing out in the weeds proved Star's versatility. Similar terrain was covered by a bike of this type when it won the 1955 Big Bear Run.

120M engine, made the Star hump to stay ahead for a quarter mile. Once out on the open highway, however, a 6800 rpm reading on the BSA tach wasn't enough to keep the 120-mph-plus Jag in arrears.

At any rate, the BSA's clutch performed faultlessly. One adjustment was performed after a steady hour of dragging and running through sagebrush-covered sand, but a "twist of the wrist" on the adjustment bolt made everything right, and convinced me that a properly serviced BSA clutch will go as far as any other type.

That concluded another CYCLE Magazine road test, so back went the Star to Modern Cycle Works, and the editor bid a reluctant farewell to a splendid piece of machinery. For others like myself who have never sampled the things a single has to offer, I can only say: "Drop that twin long enough to take a ride—preferably out where the going is rough—on a BSA Gold Star." "You've a treat in store."

The Gold Star is a time-tested design, incorporating years of racing experience in the road version. It has experienced continual success in the Isle of Man Clubman race—including a double win this year. The Star won what I consider the toughest road race



BANKING: Cornering in road racing fashion proved BSA swinging arm rear suspension to be rock steady. Circular object ahead of primary is horn.

in the United States—Catalina. In the hands of capable jockeys such as Al Gunter, Tommy McDermott, Warren Sherwood, Dick Klamfoth and George Everett, the BSA's are showing very well on the country's flat tracks. In conclusion, I think this particular BSA is aptly named—I'd give it a gold star anytime.

PERFORMANCE SUMMARY

MAXIMUM SPEEDS

1st gear.....	55 mph
2nd gear.....	78.16 mph
3rd gear.....	100 mph
4th gear.....	112.50 mph

ACCELERATION:

1/4-mile drag.....	15.09 secs.
1/10-mile drag.....	8.56 secs.

BRAKING DISTANCES:

Panic Stop from 25 mph	
Front Brake.....	22 feet
Rear Brake.....	29 feet
Both Brakes.....	15' 7"
Panic Stop from 60 mph.....	101 feet

GAS MILEAGE

Around Town.....	40.9 mpg
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SLOW RUNNING

High Gear Without Chain Snatch.....	13 mph
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TURNING CIRCLE

Minimum Diameter.....	15 feet
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SPECIFICATIONS

ENGINE: 499 cc OHV Single. Maximum Compression engine, 1-7/16" Amal TT carburetor. Aluminum alloy-cylinder and head. Iron cylinder liner.

CLUTCH: Multi-plate dry clutch with oil-resisting fabric surfaces.

DRIVE: Primary and final drives by chain with primary chain running in sealed bath case.

TRANSMISSION: BSA four-speed gearbox with frictionless bearings. Positive stop foot change. Shifts up for low. Choice of ratios.

LUBRICATION: By dry sump with double gear pump operation.

IGNITION: Lucas Magdyno.

ELECTRICAL EQUIPMENT: Lucas-manufactured, including non-spill battery and voltage regulator. Includes headlight, combination taillight and brake light. Also parking light. Dimmer switch fitted. Horn included.

FRAME: Tubular steel frame of all-welded construction. Includes center stand, steering damper and dual seat with chrome handrail. Front suspension by BSA telescopic hydraulically damped forks. Hydraulically damped swinging arm units fitted at rear.

EXHAUST: Single pipe and large BSA muffler.

TANKS: Gas capacity two gallons. Oil capacity six pints.

BRAKES: Seven-inch diameter front and rear.

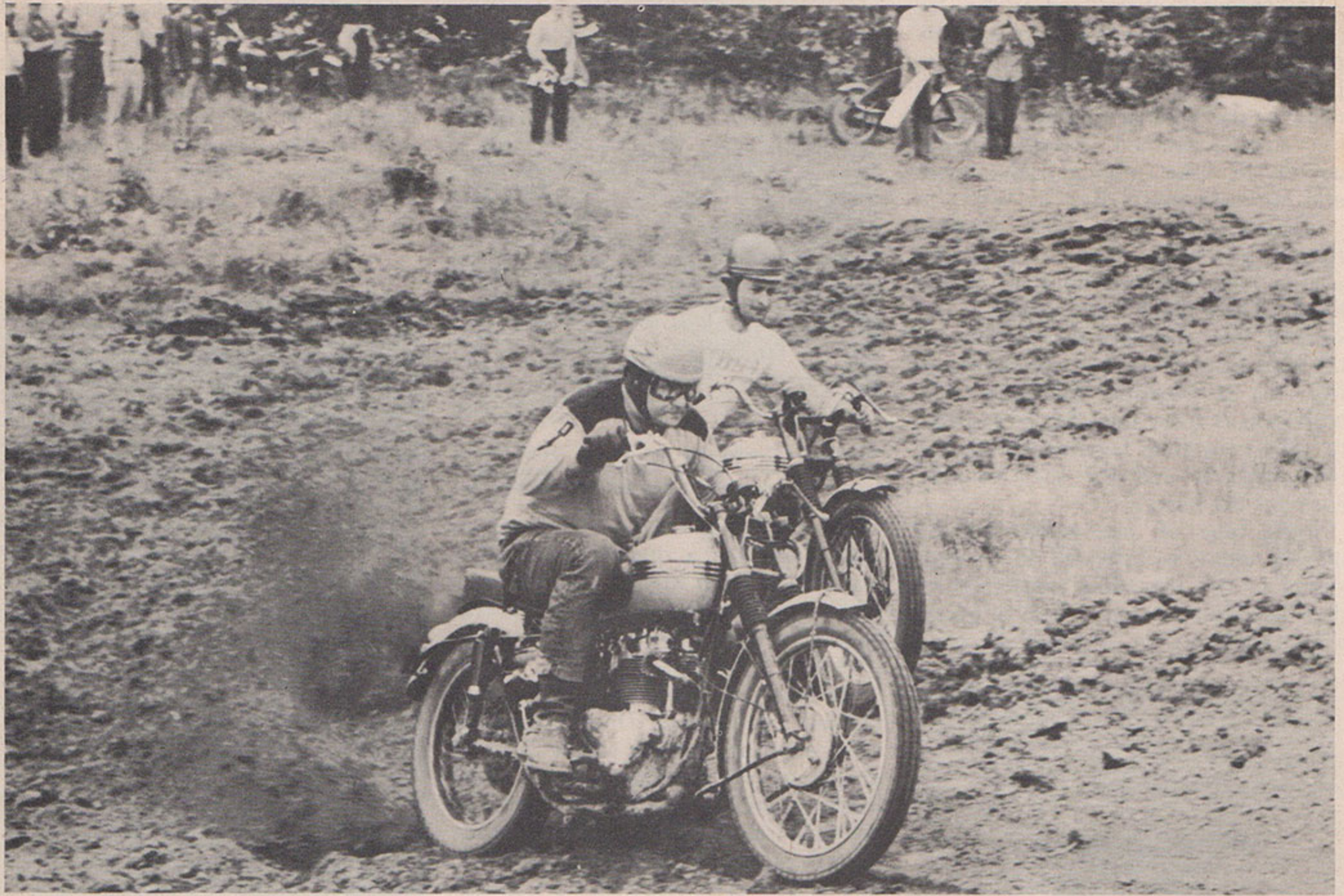
TIRES: Dunlop Universal 3.25 x 19 front and 3.50 x 19 rear.

OTHER EQUIPMENT: Tool kit, 120 mph Smith's speedometer, 8,000 rpm Smith's tachometer, detachable lighting system.

WEIGHT: 410 lbs.

DIMENSIONS: Wheelbase 56", Height 32"

U. S. DISTRIBUTORS: East - BSA Incorporated, Nutley, N. J. West - Hap Alzina, Oakland, Calif. ●



UPHILL DRAG: Forrest "Diz" Dizotell and Max Fredericks of Evansville, Indiana square off during the Wabash Valley MC scrambles at West Terre Haute, Indiana recently. Both are riding Triumph TR 6 Trophybirds. Impromptu scrambles race is typical of many such events springing up throughout the country these days.

SCRAMBLES

Story and Photos

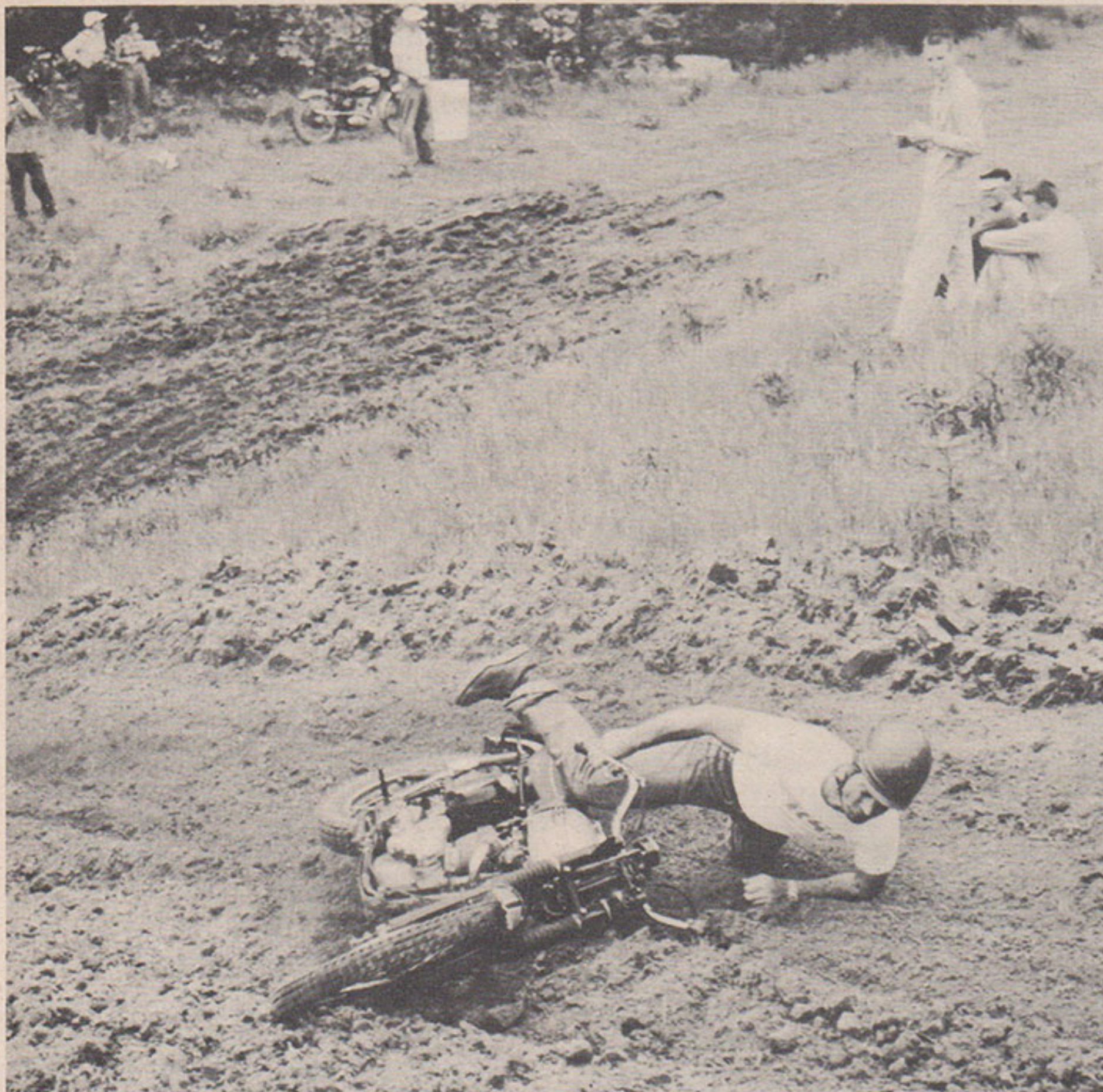
by

Jack Mercer



A GLANCE at the AMA calendar indicates how popular scrambling has become in U.S. motorcycling circles. This simple, rough-and-tumble sport dominates club life, particularly in the midwest. While many scrambles are thoroughly prepared, the majority are hit-and-miss affairs, with small entry lists and smaller crowds to watch them. This trend toward barnyard T.T. is hurting enduro riding in some areas, but there isn't much that can be done about it, except to let the fever run its course, and hope both branches of the he-man sport survive, for they complement one another. Each provides an outlet for the potential racer, and despite numerous spills, few serious accidents occur. One fact is apparent—a new generation of competition stars will blossom from the lightweight scrambling ranks.

Recently the writer attended a Wabash Valley MC scrambles on a wild bit of farm land near Terre Haute, Indiana. The day was overcast, and storm clouds scudded across a gray sky—dangerous-looking aftermaths of a small tornado which had touched down in the area the day before. The course—a simple thing on a side-hill, overlooking a farm owned by one the club members—was quickly whipped into shape by a cooperative plow-jockey who handled his Allis-Chalmers tractor with the skill of Joe Leonard on a factory H-D K. The sun peeped out just long enough to dry the half-mile track a little, and the dozen or so riders who



DOWNED: Laughable incident occurred when Fredericks' Triumph, apparently incensed over the owner's BSA shirt, bucked him off on a corner. Note plowed-out course. Is that watch shockproof, Max?



LIVING: "And he wore a smile you could see a mile . . ." Like Yukon Sam McGee, Bob Hill of West Terre Haute appears to have found contentment at last as he bends a hard one on his Triumph Terrier. Scrambles bring old-timers like Hill out of retirement, and attract plenty of young talent to boot.



IN THE CHIPS: "Diz" Dizotell, the potato chip czar of Evansville, herds his Triumph over the muddy Indiana course. Note changes on TR 6—solo seat and pillion, PK Sportlight, Q. D. headlight removed and oddly enough, high bars in place of the usual flat handles.



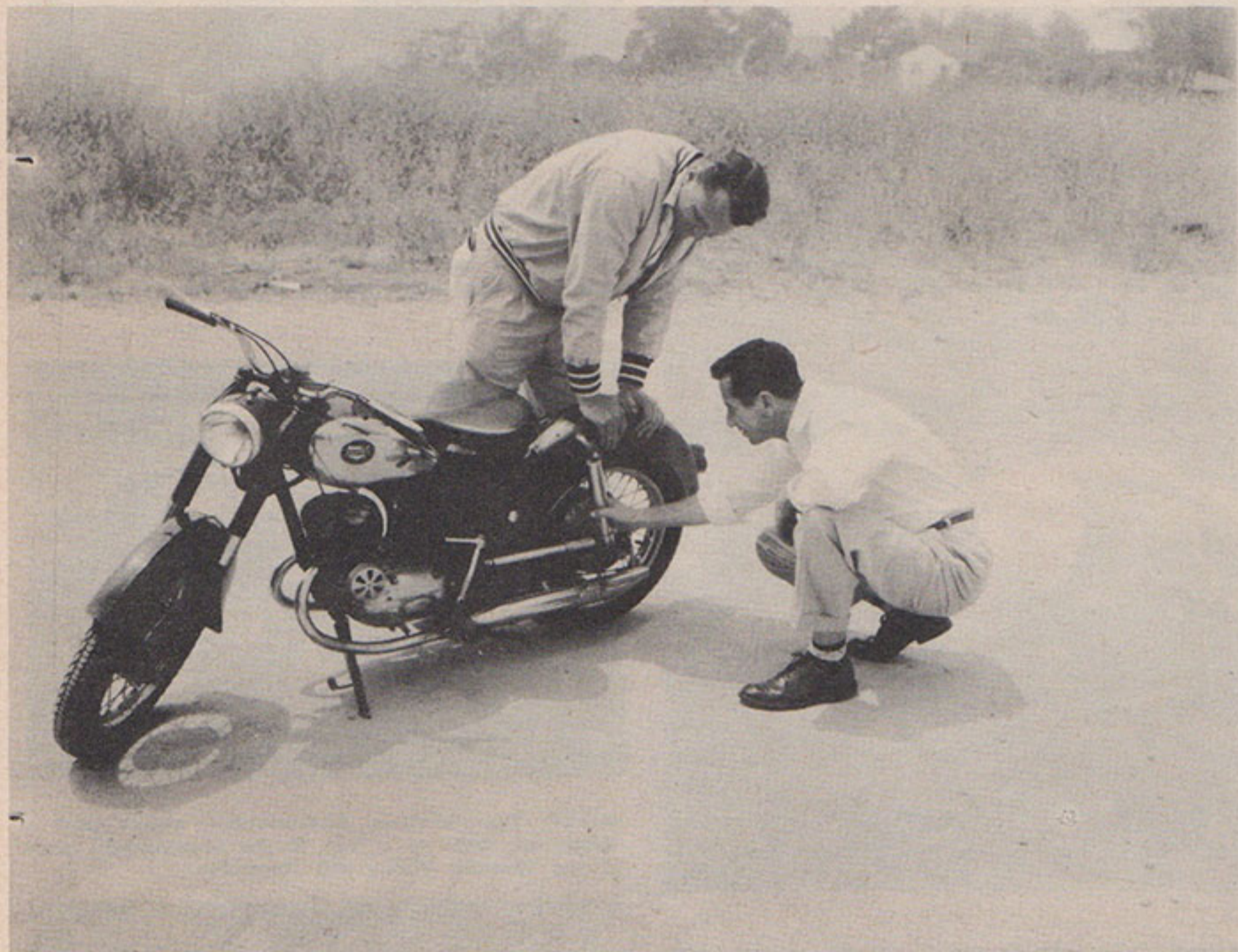
MIXUP: Tex McIntosh, BSA-mounted, shoots past a tangle en route to a win in the heavyweight class of the Wabash Valley MC scrambles.



PEORIA PREP: The goal of most young midwesterners with TT ambitions is the Peoria National—and "Casey" Bell of Evansville looks ready at 17. Bell is aboard a 150 cc Triumph.

came to the place soon had a race started. After some brief practicing and a few hot heats, a brace of finals were run—six lap things loaded with thrills and spills—and ten minutes after the checkered flag had fallen, rain ended a perfect motorcycle picnic and a typical afternoon of scrambling. ●

MAIL-ORDER MOTORCYCLE



FLEXING THE "ARM:" Editor Ron Britzke pulls a body press on the Allstate 175 while Circulation Manager Bob Butcher measures the amount of travel in the swinging arm. Suspension of the two-stroke proved robust. Machine is sold by Sears, Roebuck and Company, of mail-order fame. Note clean lines of Austrian-made cycle.

ROAD TEST NO. 77 — THE ALLSTATE 175

MOTORCYCLING got a big shot in the arm a couple of years back when Sears, Roebuck and Company, the gigantic mail-order concern, announced that motorcycles would be among the thousands of items offered by the well-known merchandising outfit.

Sears began importing and selling the Puch motorcycle, made in Austria, under the name "Allstate." Many youngsters who probably would otherwise never have thrown a leg over a cycle are riding Allstates today simply because Sears offered them a chance to get going. Indeed, the fact that a concern such as Sears, Roebuck and Co. is offering a motorcycle for sale on the general market has done much to give the sport a better reputation. Motorcycling owes many converts to the little Allstates.

Arrangements were made to have an Allstate 175 cc Deluxe model shipped directly to CYCLE's offices from Chicago, Ill. This model is one of four offered by Sears—the others include a 125 cc model, a less-expensive 175 cc machine and a 250 cc bike.

The ring-ding proved to be a handsome little number, finished in maroon and chrome and sporting telescopic forks up front and swinging arm at the rear. Construction follows the popular European practice of pressed steel backbone frame, with deeply-valanced fenders and a fully-enclosed rear chain.



GOING UP: The Allstate tops Fargo Hill at 20 per. Fargo is a paved 32 per cent grade, 200 yards in length—Los Angeles' steepest. Editor's nasty leer is for skeptics who wagered the ring-ding wouldn't make it.

Firing up the Allstate's twin-piston single-cylinder engine proved easy indeed. The Amal carburetor was flooded, the choke closed and the two-stroke mill buzzed to life on third kick. Invariably, we found one or two kicks sufficient to light the fire.

The editor, standing 6'1" and weighing in at 200 pounds, found accommodations a wee bit cramped when first climbing aboard. The foot-pegs were shoved all the way forward and the bars raised, but the seating could still have been improved upon space-wise by the addition of a dual seat. Sears will sell you one as an optional extra at additional cost.

The kickstarter and shift lever are on the left side of the machine in typical German fashion. Although this might cause a few hairy moments when the bike is handled by a veteran rider, beginners will have no trouble getting used to it. If you've ridden British cycles, however—watch out! The editor made countless "clutchless" shifts by mashing the wrong lever with the wrong foot before becoming accustomed to the control layout.

The Allstate showed a surprising amount of power for such a small engine—due probably to the fact that a very low gear is incorporated. We made a quick beeline for notorious Fargo Street hill, a few blocks from CYCLE's Los Angeles offices. Fargo Hill is a paved 32 per cent grade—the steepest in L. A. It must be seen to be believed, and is rivalled only by a couple of San Francisco's mighty hills.

The betting was about even that the little maroon job wouldn't make it over the 200-yard gradient. The editor started from a standstill at the very foot of the hill. The Allstate accelerated so fast from the bottom that second was engaged. However, as the extremely steep last half of the grade

was tackled, she began to bog down, only to revive with a vengeance when shifted back into first. Feathering the throttle to avoid over-revving the test machine, the editor whizzed over the top at a brisk 20 mph clip. Two more climbs satisfied everybody and proved conclusively the little one's power. Even down on the farm, the path to the upper forty won't be much steeper than Fargo.

We couldn't tell right away just how the machine handled, since the extremely poor center stand arrangement made fast cornering impossible. The stand refused to snap far enough up into the frame to provide any kind of ground clearance. We removed it and found the machine handled very well indeed. The little jobs can give you confidence unknown in a larger cycle, and the Allstate was no exception. For serious riding in the dirt, however, switch to larger wheels. The 16 inch Allstate hoops are a bit small for running on shifting surfaces.

Full hub brakes are standard equipment on the 175 and they really do a job. Using both anchors, consistent 17-foot stops were made from 25 mph. This is a most important factor, since many lightweights—often handled by beginning riders—have stoppers that are at best only fair. No danger here—these will stop you cold inside of 18 feet every time.

Clean design is evident in every line of the Allstate. The battery and toolkit are hidden inside the backbone frame, with attractive doors for access. The engine is contained in one unit along with the gearbox, making for a sanitary exterior and streamlined appearance.



CRUNCH! Allstate's front forks and editor's face compress as the maroon job comes off a sharp dip. Low bars helped control in maneuvers such as this, but wheel diameter might have been a couple of inches larger.



NO ECHO: Navy-bound Ron Enyeart motors quietly out of Echo Park road in Los Angeles. Twin exhausts and efficient mufflers kept Allstate's twin-piston, single-cylinder engine pleasingly silent. Enyeart, just learning to ride, will soon forsake civvies and test bikes for Navy garb.

The speedometer is built into the top of the headlight, along with a somewhat unusual ignition key. The latter item is a stud with a tear-drop-shaped plastic handle attached. To turn on the ignition, the stud is pressed down into a small aperture in the headlight top. A red warning light goes on until the engine is started and the generator takes over. A flip of this switch turns on the lights. This is also standard German practice, although quite rare on other makes of machines.

The valanced front fender and semi-enclosed rear wheel make for pretty decent weather protection. Since Californians insist nothing more than an occasional heavy dew is encountered as far as bad weather is concerned in Los Angeles, the editor decided against waiting for a rainstorm, and hunted out some water. This item is not hard to find in some sections of L. A., where water lays an inch deep at certain intersections. Encountering such an "oasis," the editor blasted into it with the Allstate. Some water did find its way up through the fenders onto the rider—but not much. You'll be reasonably moisture-proof with this machine.

The test motorcycle was not run under Frank Christian's clocks at Rosamond Dry Lake, but it was clocked with the editor's Triumph Thunderbird. The margin of speed error on the 'Bird was calculated at Rosamond, so we considered the 58 mph top speed attained on the Allstate accurate indeed. To do this, the editor sat far back on the rear fender in as low a crouch as possible. A steady 40-45 mph cruising speed is

possible while sitting straight up in the saddle.

The battery ignition proved dependable at all times, and provided a powerful light while riding after dark. The taillight was a bit small, however, and the incorporation of a larger one would be a worthwhile move.

We found the Allstate an ideal beginners machine—rugged, simple to operate, dependable and very well designed. Apart from the utterly useless center stand, and the slightly undersize seating accommodations, we could find little to criticize. If you're a big boy, better invest in the dual seat and a set of high bars. Yank off that center stand and you've got one of the best lightweights on the market today. With a selling price of well under \$400 and most of the features found in larger and more expensive machines, Sears customers are finding it one of the bigger bargains in the catalog.

Performance Summary

MAXIMUM SPEEDS:	
1st Gear.....	23 mph
2nd Gear.....	31 mph
3rd Gear.....	44 mph
4th Gear.....	58 mph
ACCELERATION:	
1/4 mile drag.....	21 seconds
1/10 mile drag.....	11 seconds
BRAKE TEST:	
Panic stop from 25 mph	
Rear Brake.....	38 feet
Front Brake.....	24 feet
Both Brakes.....	17 feet
Panic stop from 50 mph.....	123 feet
GAS MILEAGE:	
In Town.....	72 mpg
SLOW RUNNING:	
High Gear without chain snatch.....	13 mph
TURNING CIRCLE:	
Minimum diameter.....	17 feet (with center stand in place)

Specifications

ENGINE: 175 cc twin-piston, single cylinder two stroke. Amal carburetor with dry air cleaner. Battery ignition with generator. Foot starter on left side. Gas tank 2.6-gallon capacity.

LIGHTING: Full lighting equipment including two-position headlight, brake and tail light and generator warning lamp.

BRAKES: Full-hub internal expanding, six-inch diameter.

DRIVE: Final drive chain protected by fully-enclosed case.

GEARBOX: Four speed with foot change lever on left side.

FRAME: Pressed steel backbone type. Hydraulically damped telescopic front forks and hydraulically damped swinging arm units at rear.

WHEELS AND TIRES: 16" Wheels fitted with 3.25 x 16 universal tread tires front and rear.

WHEELBASE:50 inches

HEIGHT:37 inches

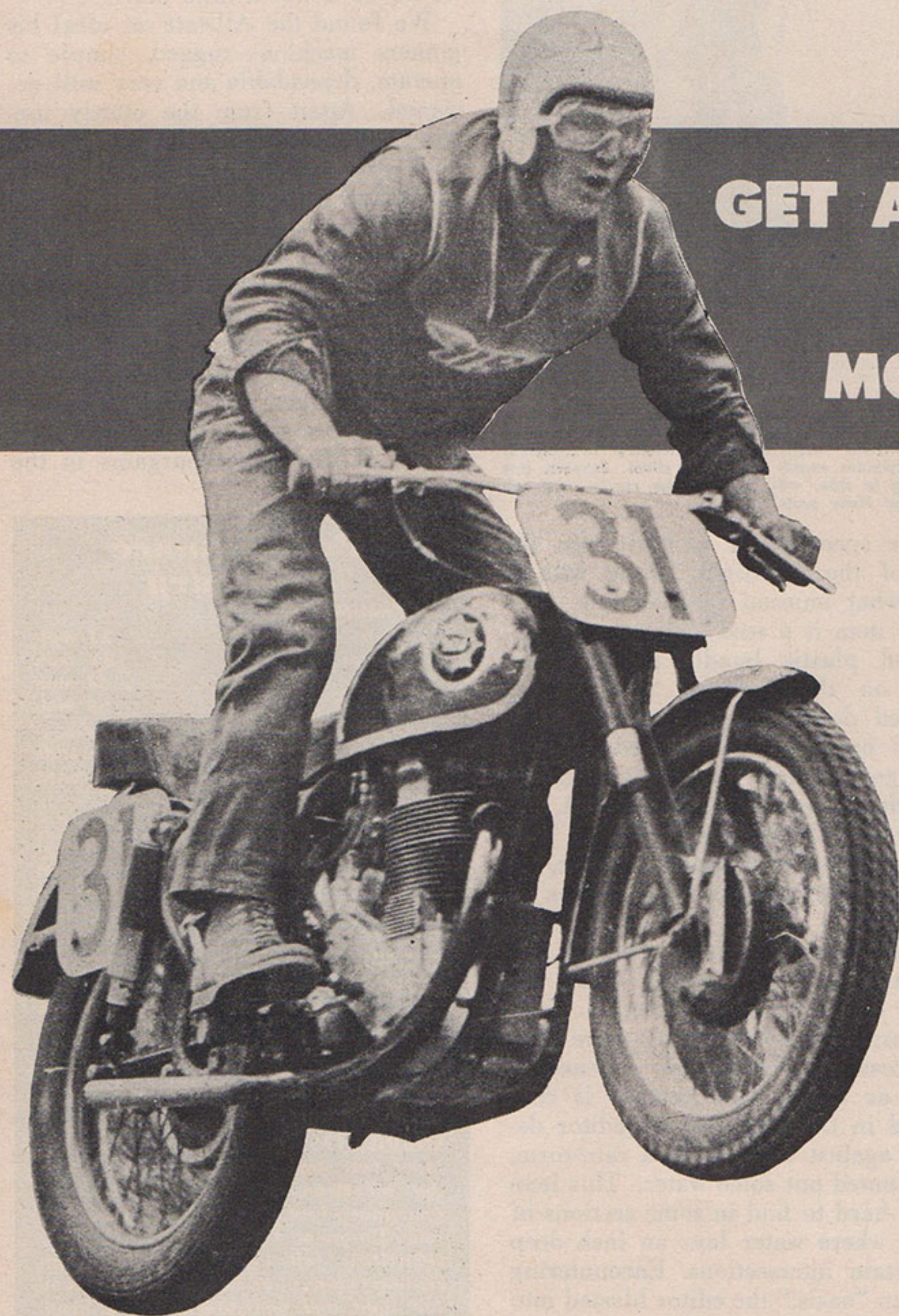
MISCELLANEOUS: Fitted with speedometer and tire pump. Dual seat and other extras available at additional cost.

DISTRIBUTOR: Sears, Roebuck and Company, Chicago, Ill.

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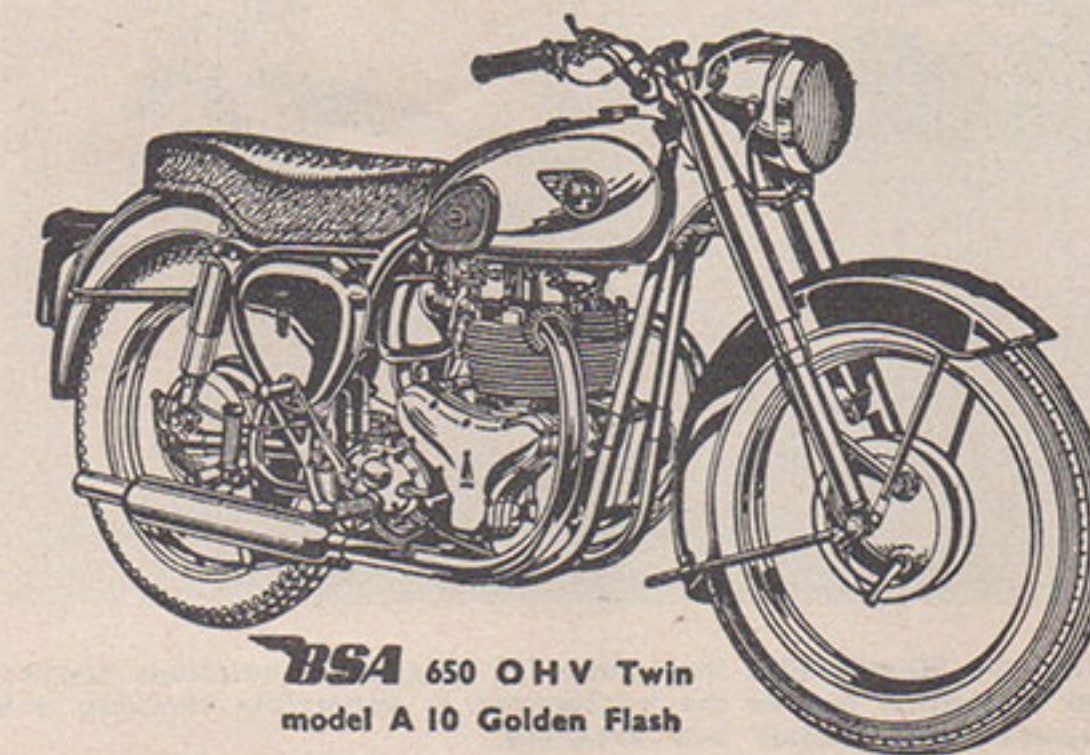
The Victorious Gold Star!

Prize winning power and speed are built into every Gold Star! Seen in action at left is Chuck Minert winning the 1956 Catalina Grand Prix on his Catalina Scrambler model Gold Star against a field of over 100 entries. Other 1956 Gold Star victories include:

Billy Huber, Memorial Race, Reading, Pa.
Marlboro Md., Road Race.
Jarvis, Ontario, Road Race, Unlimited Class.
Fastest lap and 2nd—3rd—4th 5th positions at Daytona Beach.

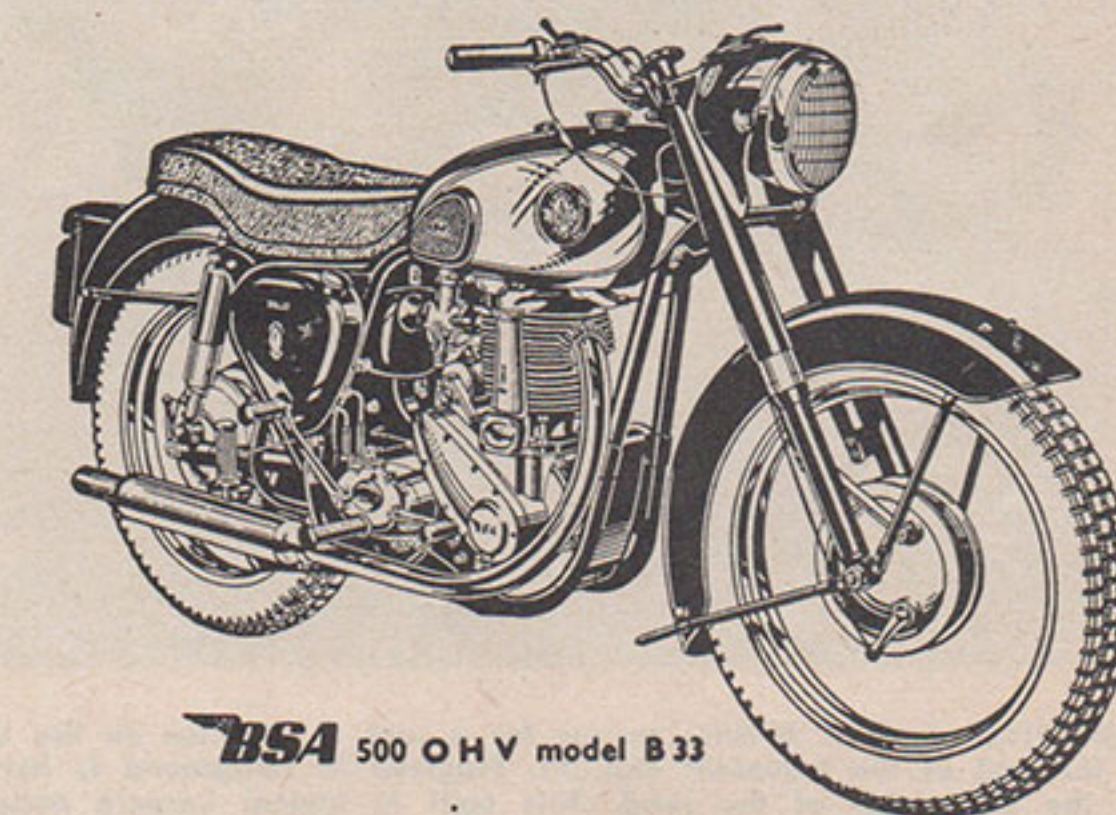
And many dirt track racing successes across the nation. The Gold Star is available as a road model, as a scrambler, and in very limited numbers, as a dirt tracker.

Prices and specifications between Eastern & Western models may vary. Consult your dealer.



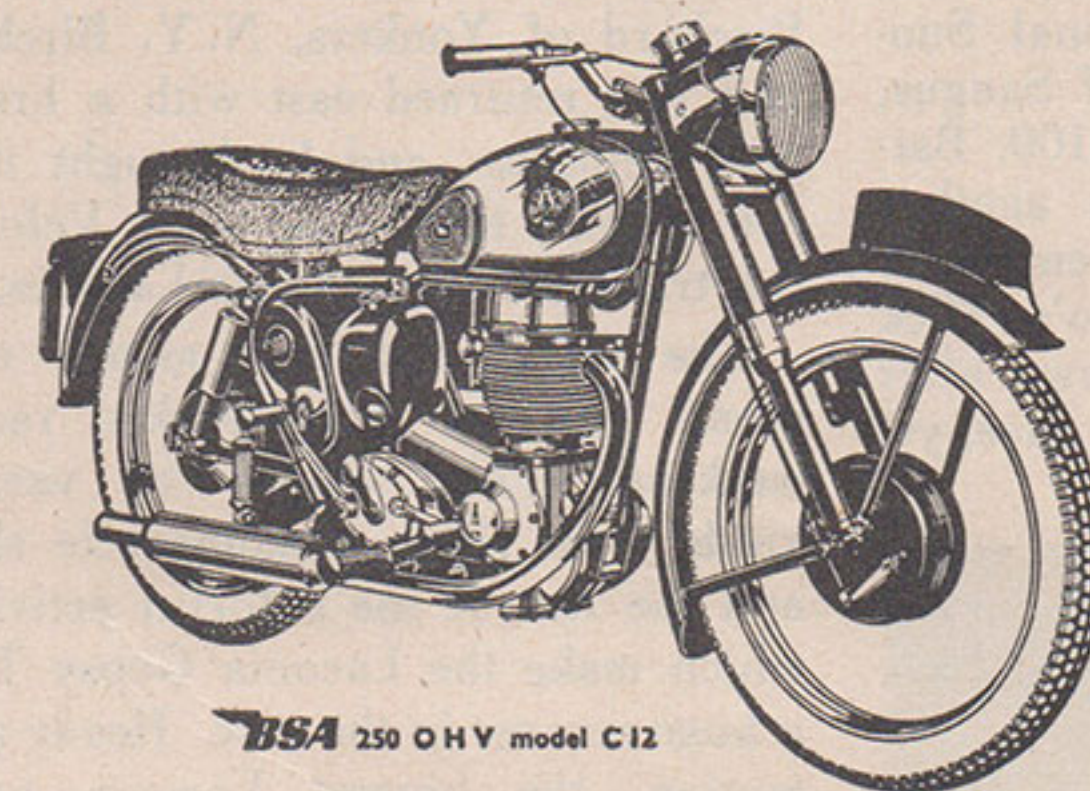
BSA 650 OHV Twin
model A 10 Golden Flash

TWINS—Four power-packed twins—forty cubic inch Road Rocket and Golden Flash and thirty and one half cubic inch Shooting Star and 500 Flash. Superb performance, finest finish, long lasting reliability at attractive prices. . . . Ablaze with chrome! BSA twins feature chrome tank panels, wheel rims, exhaust system and handlebars with many other parts in heavy chrome or alloy. Road Rocket has chrome plated fenders.

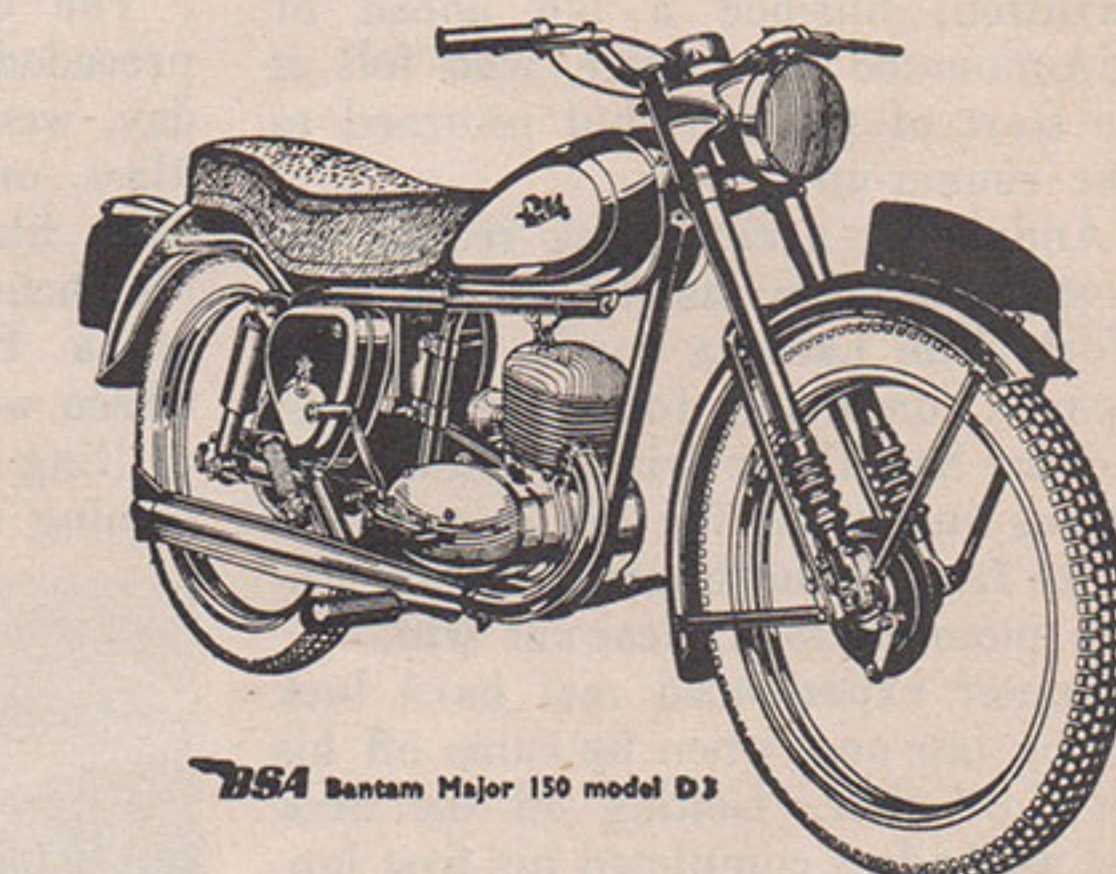


BSA 500 OHV model B 33

SINGLES—In addition to the Gold Star Clubman, BSA offers the fine B33 500 c.c. and the lively C12 250 c.c. both incorporating latest BSA features. The BSA Bantam 150 two stroke is outstanding for economical operation . . . will take you anywhere. Attractive price range.—Superb BSA finish with chrome galore! B33 has chrome plated fender. All singles have chromed exhaust systems, wheel rims and many other parts in heavy chrome and polished alloy.



BSA 250 OHV model C 12



BSA Bantam Major 150 model D 3

**Distributors--
WESTERN U.S.A.**

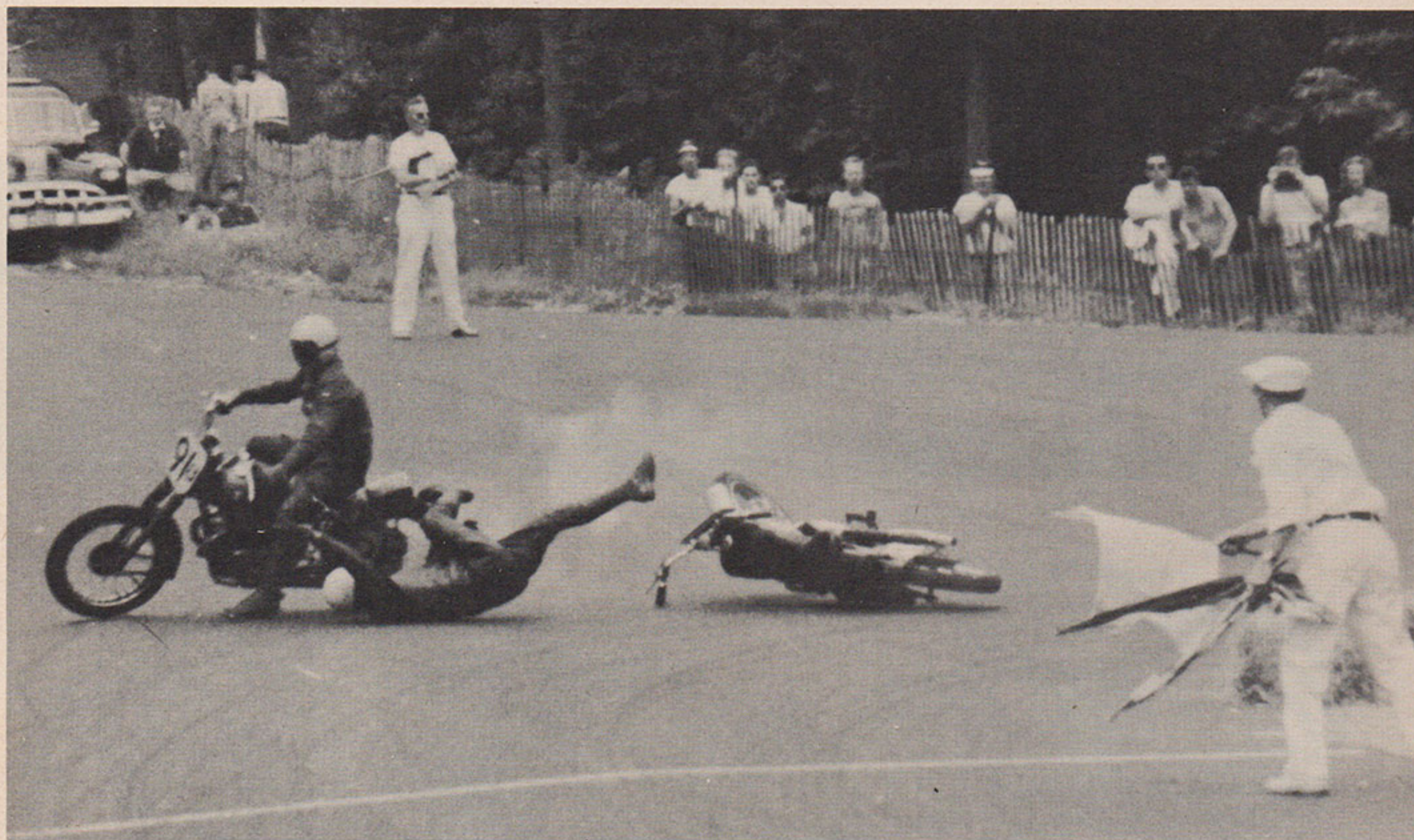
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LACONIA 100' TO ANDRES

Photos by
Jack Mercer



TAKE FIVE: A Class B rider pauses for a spot of exercise on the Laconia, N. H. pavement during the 50-mile race there June 17. This is the notorious hairpin bend at the end of the mountain straight. Flagman in foreground is hoisting the colors but the chap at parade rest in the background is apparently checking a blonde on the other side of the road. This spill is typical Laconia action. Note fencing in background—crowd control was excellent.

H-D STAR REPEATS 1955 ROAD RACE WIN

LACONIA, N. H.—National Champion Brad Andres of San Diego, Calif. repeated his 1955 victory in the 100-mile national road race here June 17. Andres, aboard a K model Harley-Davidson, finished a lap ahead of BSA-mounted Al Gunter, who fell at the start of the race but returned to take runner-up honors.

Andres set a new track record, almost six minutes faster than his 1955 effort. The Laconia course had been repaved completely for this year's go, and the San Diego wizard found conditions just right for his immaculate K. In front from the starting flag, Andres motored to a clear-cut win.

Gunter experienced real hard luck during lap one, when he came off his hot Gold Star. Getting off the deck just as Andres completed his first lap, the plucky South San Gabriel, Calif. ace stayed with the winner the rest of the way, but couldn't make up the minute he lost on Laconia's brand new blacktop.

Another Gold Star finished third under the capable riding of Norfolk,

Virginia's Tommy McDermott. Fourth spot was filled by Don Hutchinson of Kansas City, Mo. on an H-D, while Billy Meier of San Francisco was fifth on a Triumph.

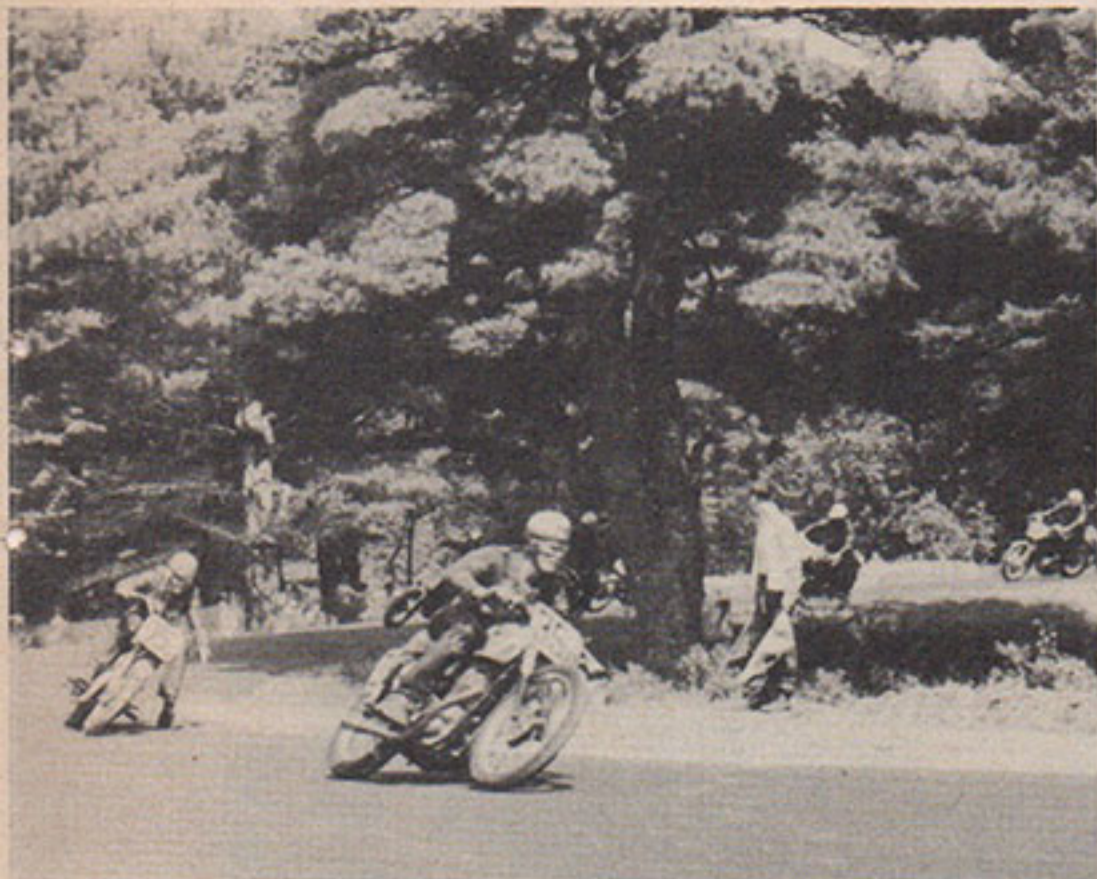
The Class B 50-mile event, which preceded the 100-mile national Sunday, went to Don Lawson of Saugus, Mass. on a Triumph Tiger 100. Battling him all the way was another Massachusetts resident, Warren Wolfe on a BSA. San Francisco's Dick Chase was the talk of the town after spilling five times during the race, yet coming around seventh.



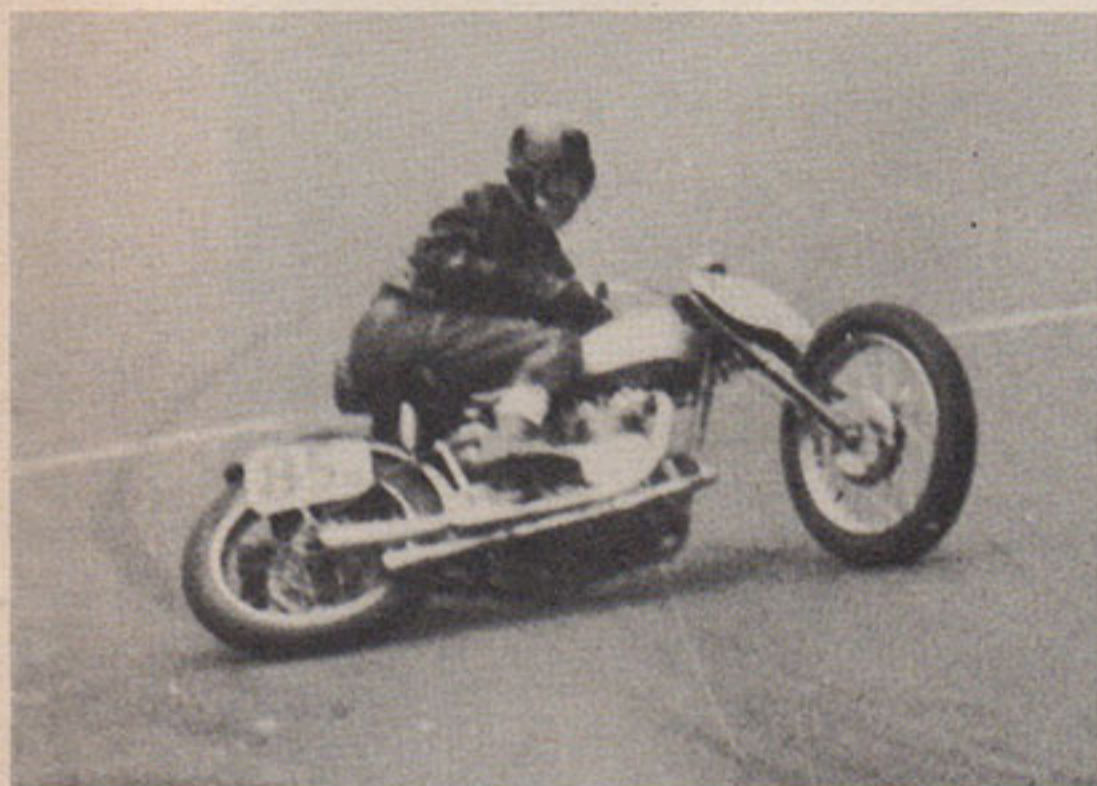
LAPPING: Winner Andres gets set to pass Don Hutchinson early in the race. Both rode H-D K's.

The 15-mile Class B unclassified event Saturday was snapped up by Ed LaBelle of Havertown, Pa. on a BSA Gold Star. Al Lewis of Erie, Pa. herded his H-D under the checkers for second, while third went to Homer Birchard of Yonkers, N. Y. Birchard had just returned east with a brand-new Velocette, and he brought it in for a solid third—the only Velo on the track all weekend at Laconia.

The usual fun and games went along with the action-packed racing weekend, with contests of various kinds, boat rides, a motorcycle show and the rest of the colorful activities which make the Laconia Gypsy Tour a huge success in the east. Heady promotion, the biggest Laconia purse ever, the newly-paved course and the gigantic weekend of fun resulted in perhaps the largest crowd ever at the Belknap Recreation area. Perfect weather, as is the usual case at Laconia, topped off the eastern motorcycle season's biggest weekend. ●



TOWARD WIN: Ed LaBelle leads the pack on a BSA Gold Star during the running of the 15-mile Class B unclassified race. LaBelle and Wink Butz staged a terrific duel before the latter hit a hay bale and retired.



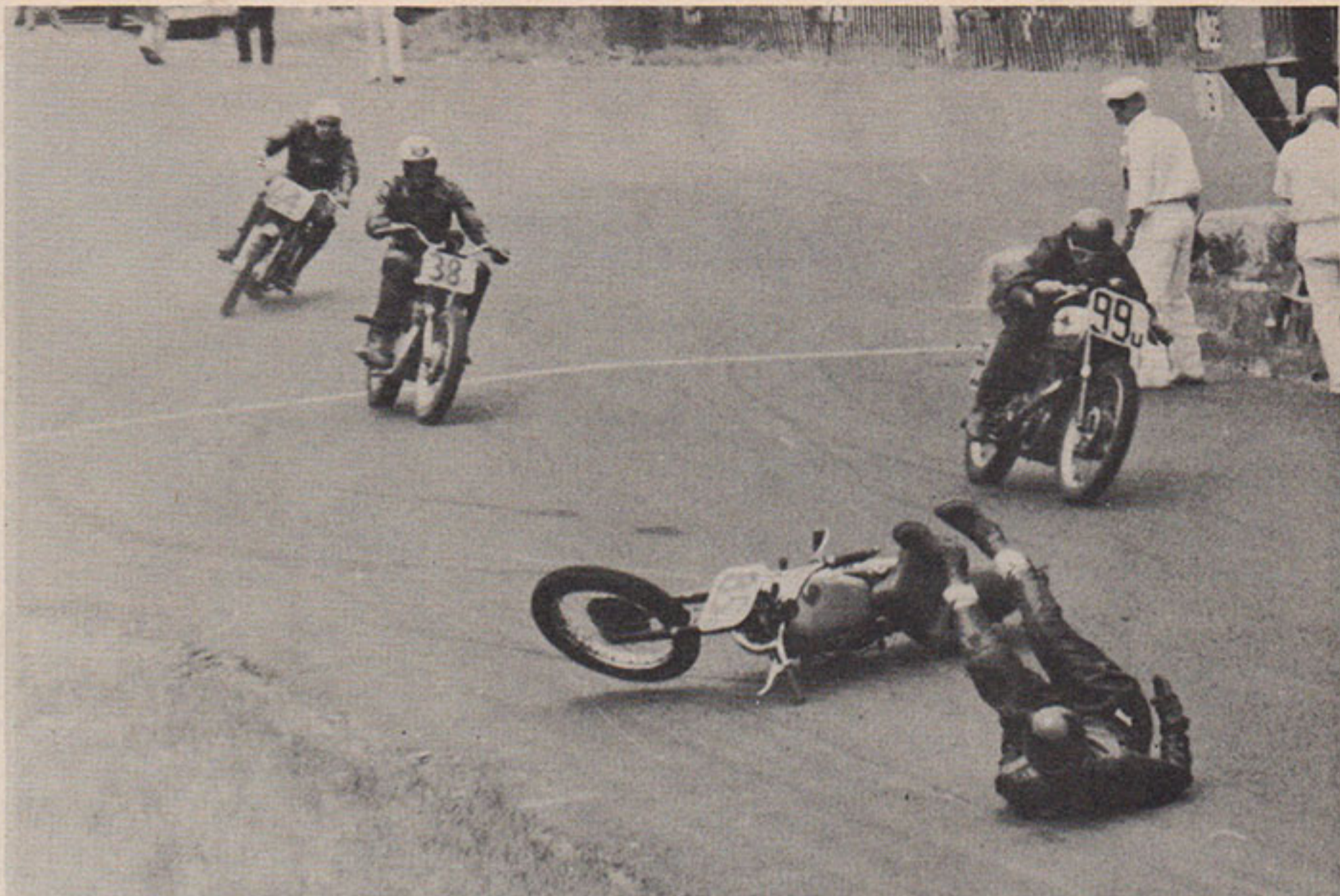
SHAPE UP: A Triumph jockey heads for the deck at the Judges Hairpin during the Class B final. Trailing riders missed him.



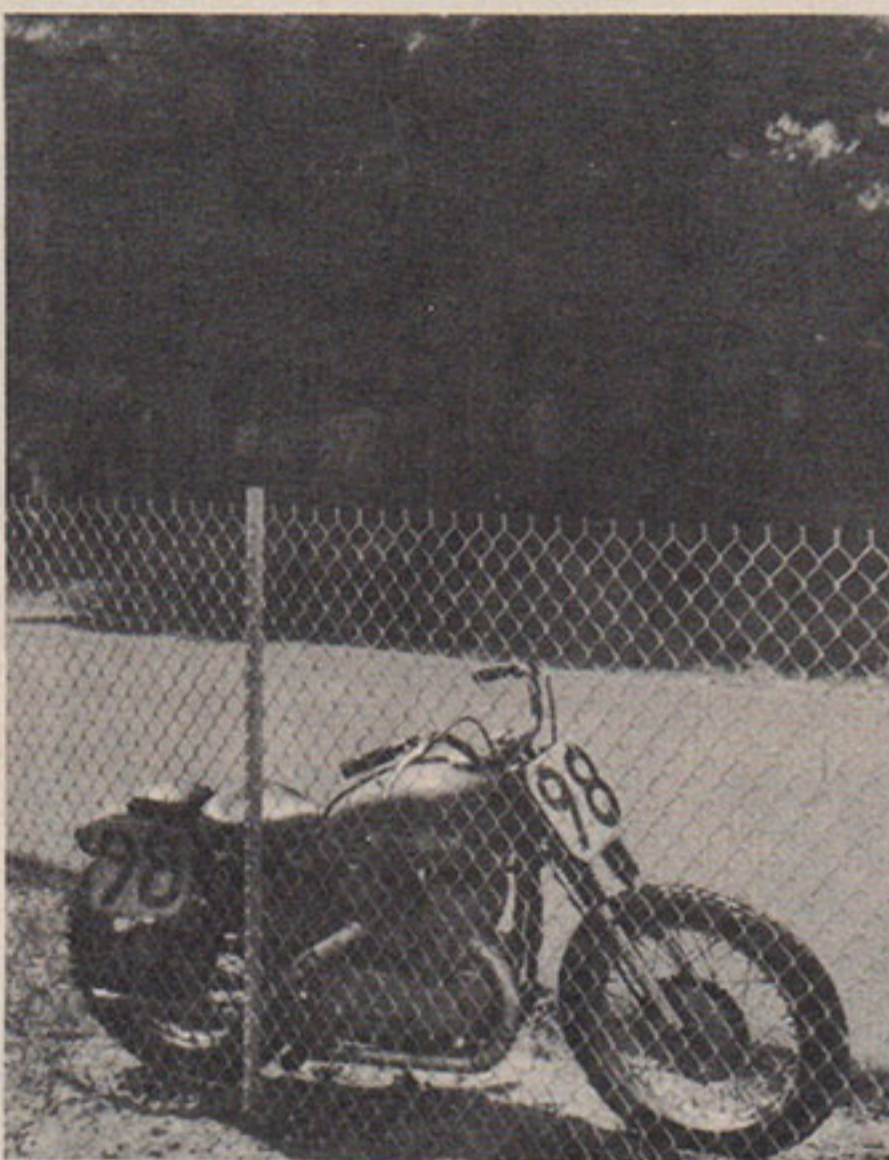
MANPOWER: Alvin Fisher looks a bit perturbed as he pants his Triumph pitward after a breakdown in the 50-miler. Dave Jones, who placed fifth, motors around the bend. Jones copped the 25-mile novice go at Laconia in 1953. He rides Triumph.



WEE ONE: Footing madly around one of Laconia's many bends is Woody Gierisch of Paterson, N. J. This guy entered a 15 inch Adler twin in the Class B final, and made like an outboard motor all the way. Little two-stroke was potent.



ROLLING: Canadian rider Pete Dowden is having a ball trying to roll out as a trio of competitors 'round the bend. They all missed Pete, and he got his Triumph back into action.



AT EASE: Joe Leonard's K Harley-Davidson rests beside the barricade after a piston went during the big race. Joe won Laconia in 1954.



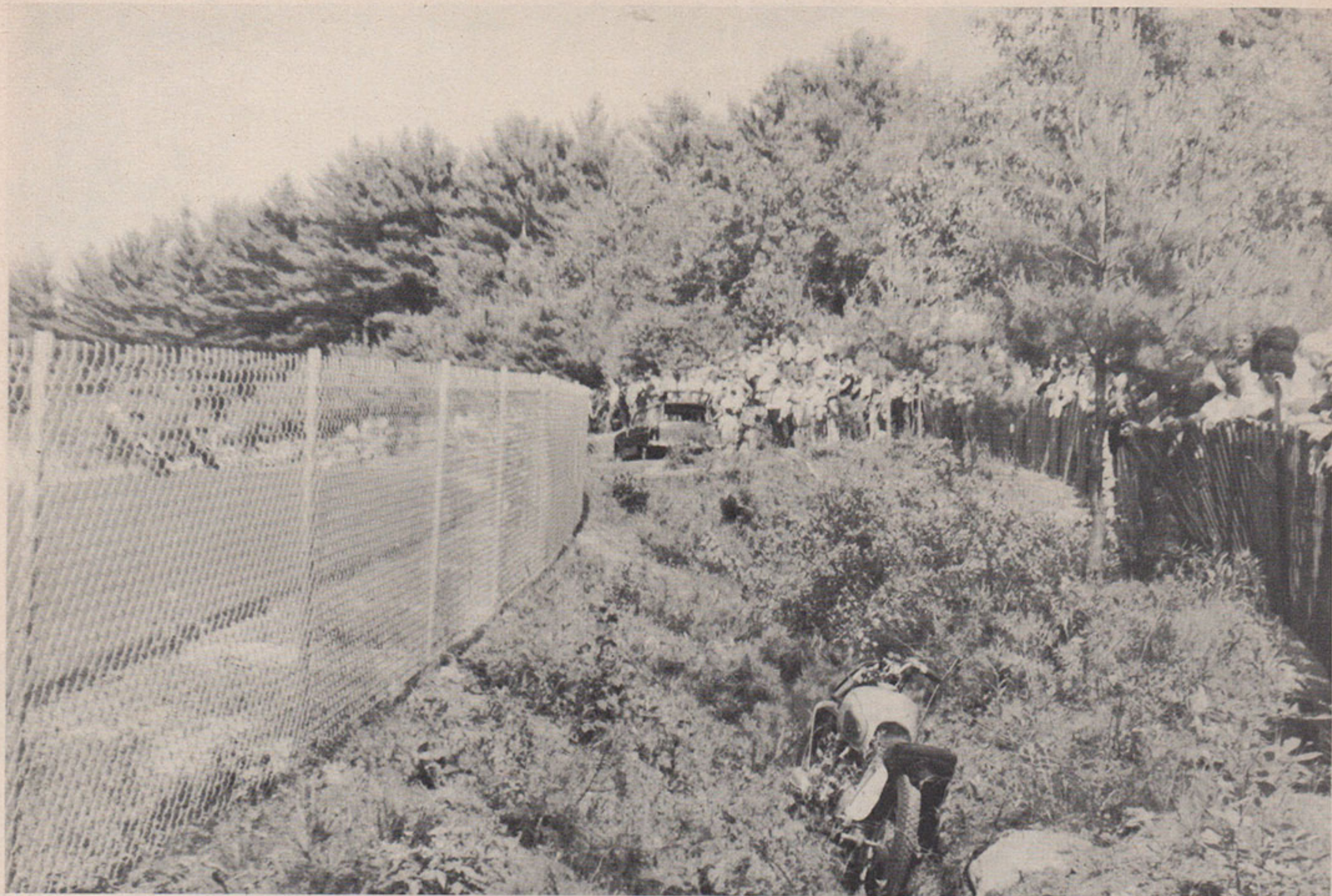
CORNERING: Sherman Cooper, the Trenton, N. J. Triumph dealer, backs his products by racing them with a good deal of success at events such as Laconia. Cooper won the amateur race here a couple of years ago.



DRY SCALP?: Billy Meier gets sloshed after taking fifth in the "100." Providing the massage is Rod Coates of Triumph-Baltimore.

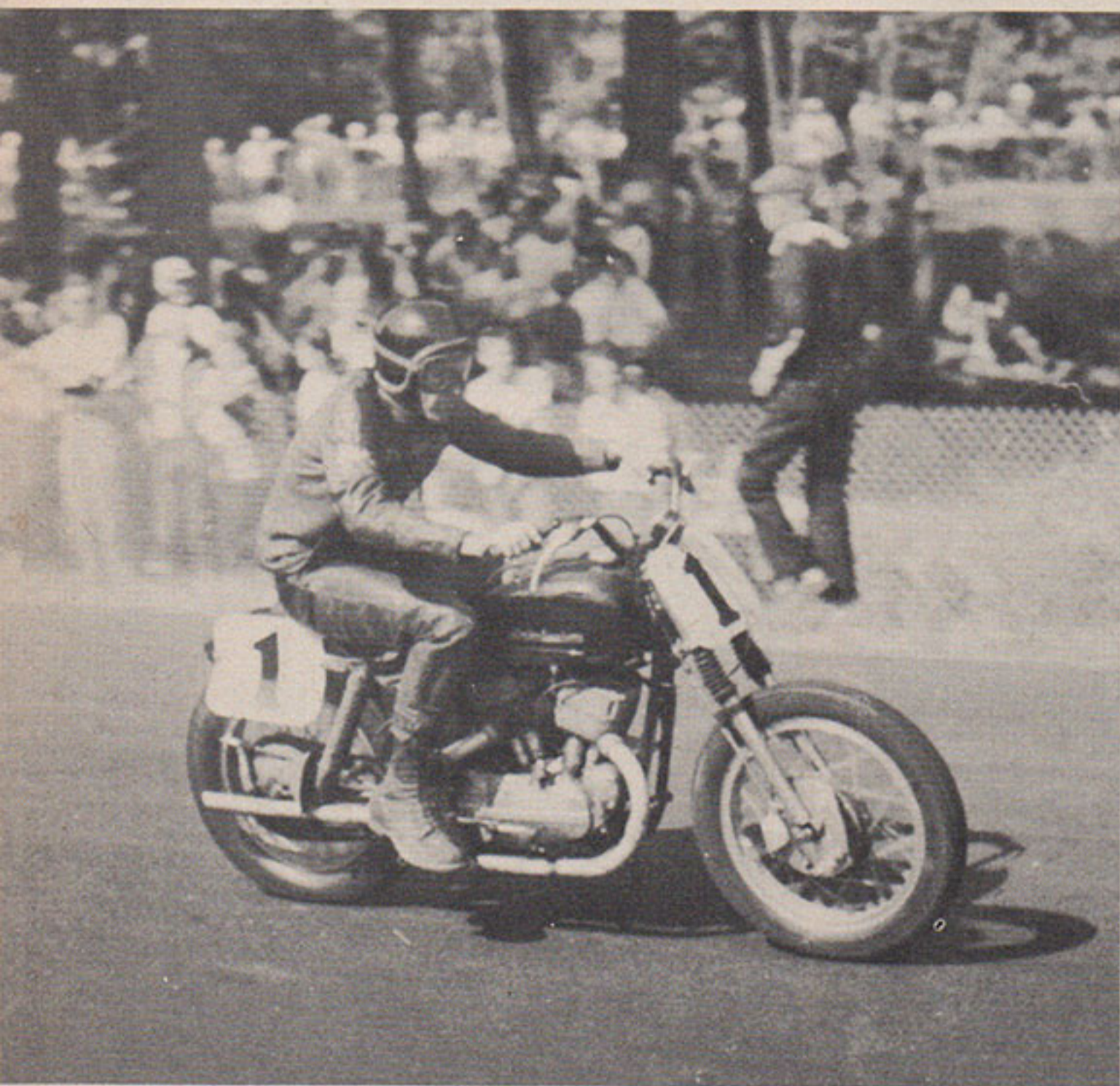


'WAY AHEAD: The race looks close at this point, but it isn't. With three-quarters of the race gone, leader Andres and his K lead runner-up Al Gunter, BSA-mounted, by a lap. Jimmy Phillips trails on an H.D.,

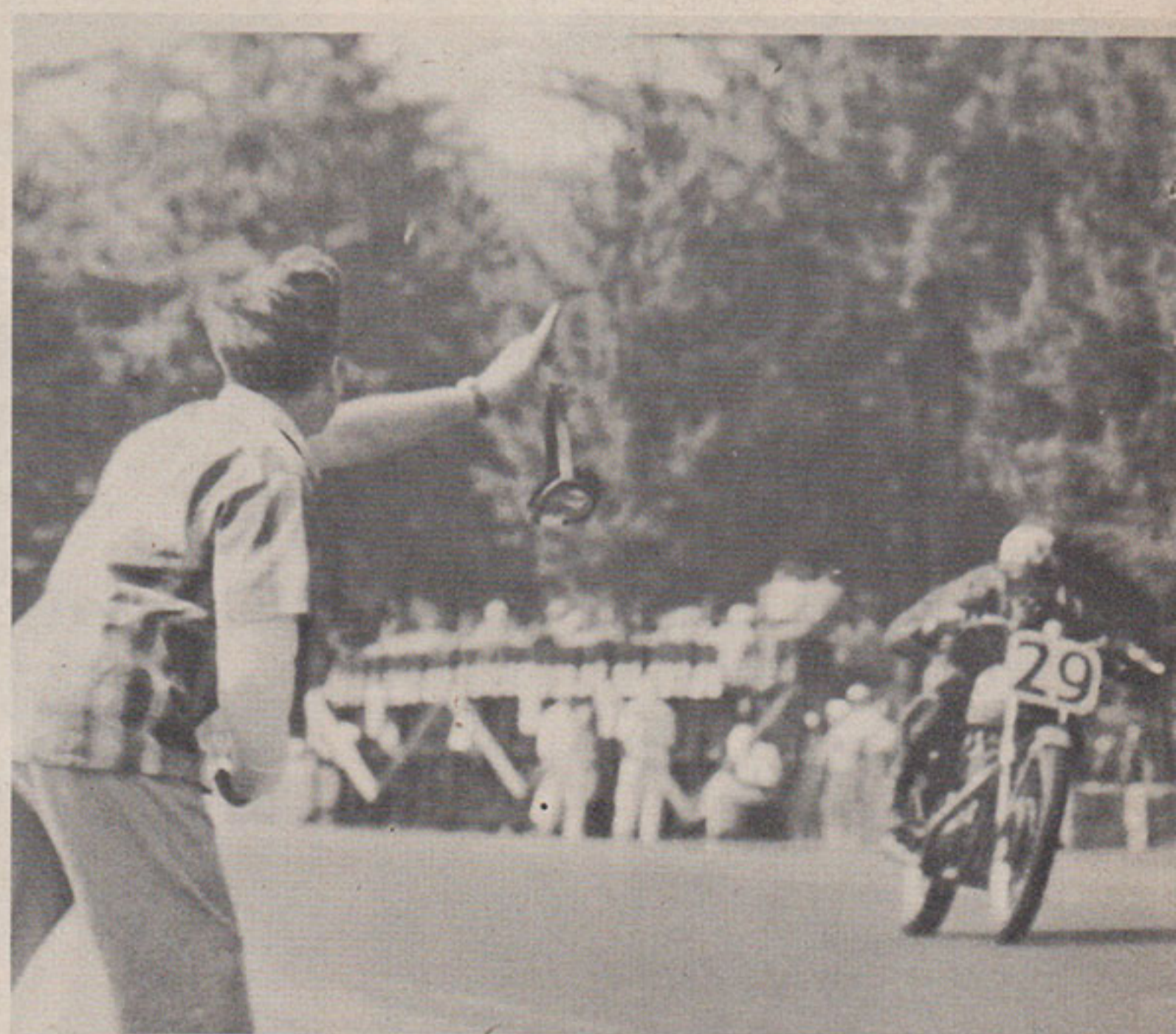


BENT-UP BMW: Note the wrecked motorcycle in the foreground. Seems to be on the wrong side of the fence, right? Stan Myers' BMW hit an oil slick on the uphill grade, shook the Doylestown, Pa. rider off, then climbed the wire barricade and landed in the trackside ditch. Here is a shining example of crowd protection—nobody was hurt. Note double fencing—Laconia's safety record is surpassed nowhere.

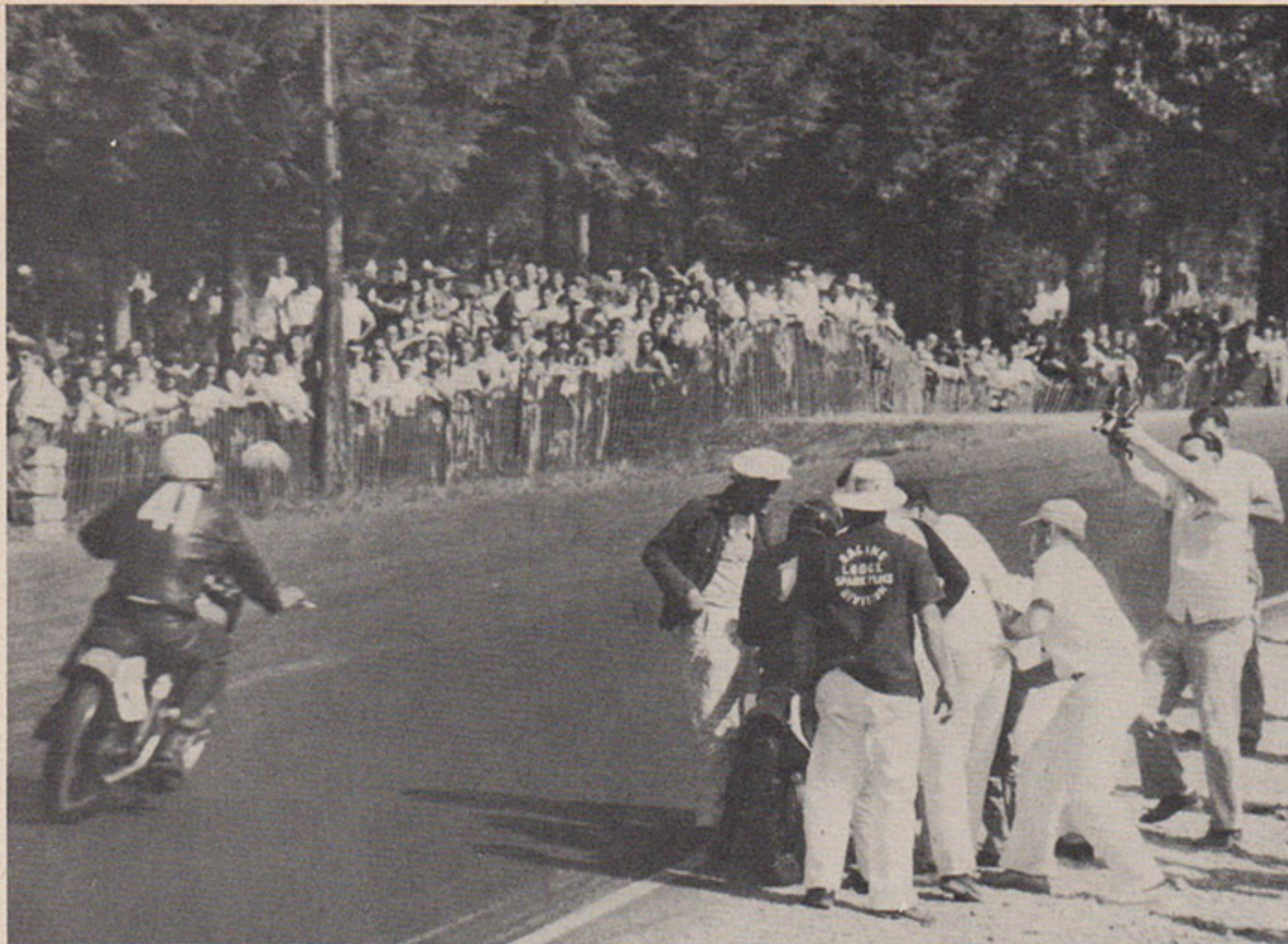
Action During Laconia National--



WINNER: National champion Brad Andres of San Diego, Calif. is shut off by the photographer's camera during the course of his winning ride on a Harley-Davidson at Laconia. Andres, who won the 100-miler last year, didn't get shut off by anything else, however.



GOGGLES, ANYONE?: Warren Sherwood beckons Tommy McDermott into the pits for a fresh set of wind cheaters during the race. McDermott finished third on a BSA Gold Star. Sherwood, who took second at Laconia in 1954, sat this one out because of a broken wrist. The Walkill, N. Y. BSA rider is a perennial contender at the New Hampshire go. McDermott is also a favorite there. Note McDermott's flat out form down behind the tach of his potent little single.



PIT WORK: Here's one reason for Brad Andres' many successes—pit work that cannot be improved upon. This refueling stop took just nine seconds—an unofficial record for Laconia. Andres' crew, led by his father, leave nothing to chance. Brad's K is meticulously prepared and the all-around combination is virtually unbeatable.



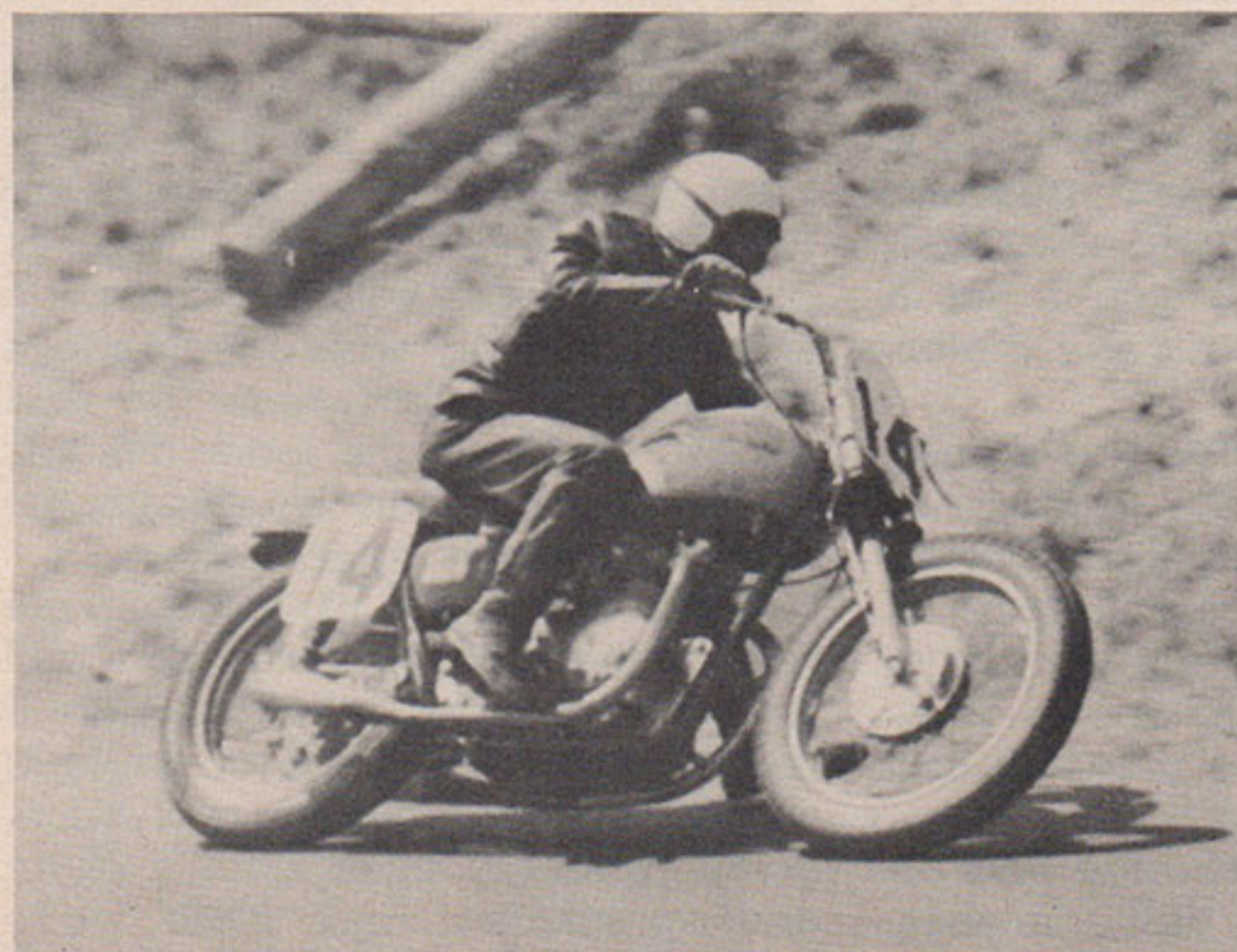
WOW! All the attractions at the Laconia Gypsy Tour are not confined to racing! Scenic New Hampshire!!



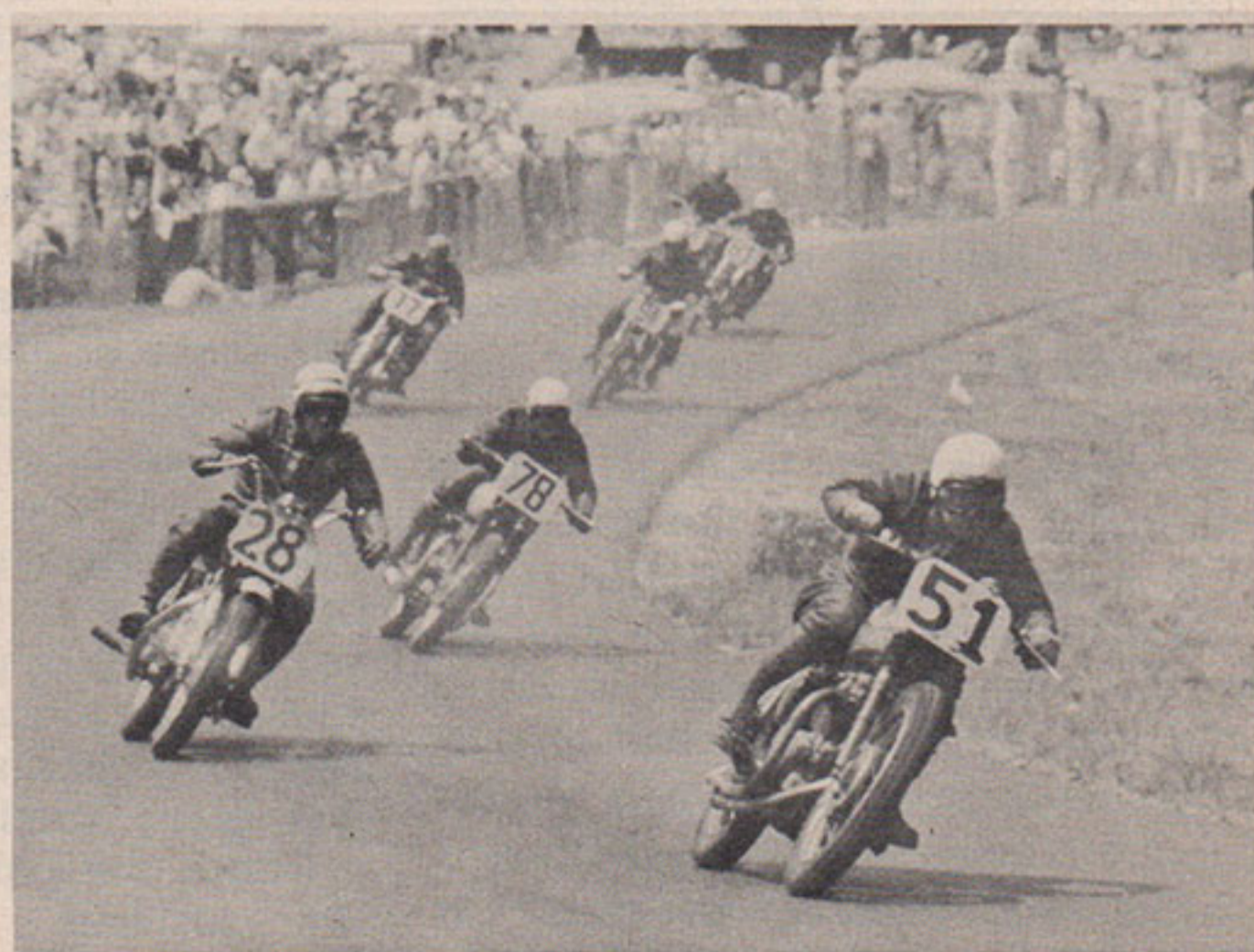
THE FLAG: Getting the welcome checkers is Don Lawson, who won the 50-mile amateur event prior to the running of the national. Lawson is riding a Triumph. Check the flagman's form—it's better than Lawson's! When will U.S. riders quit dragging their feet in road races?



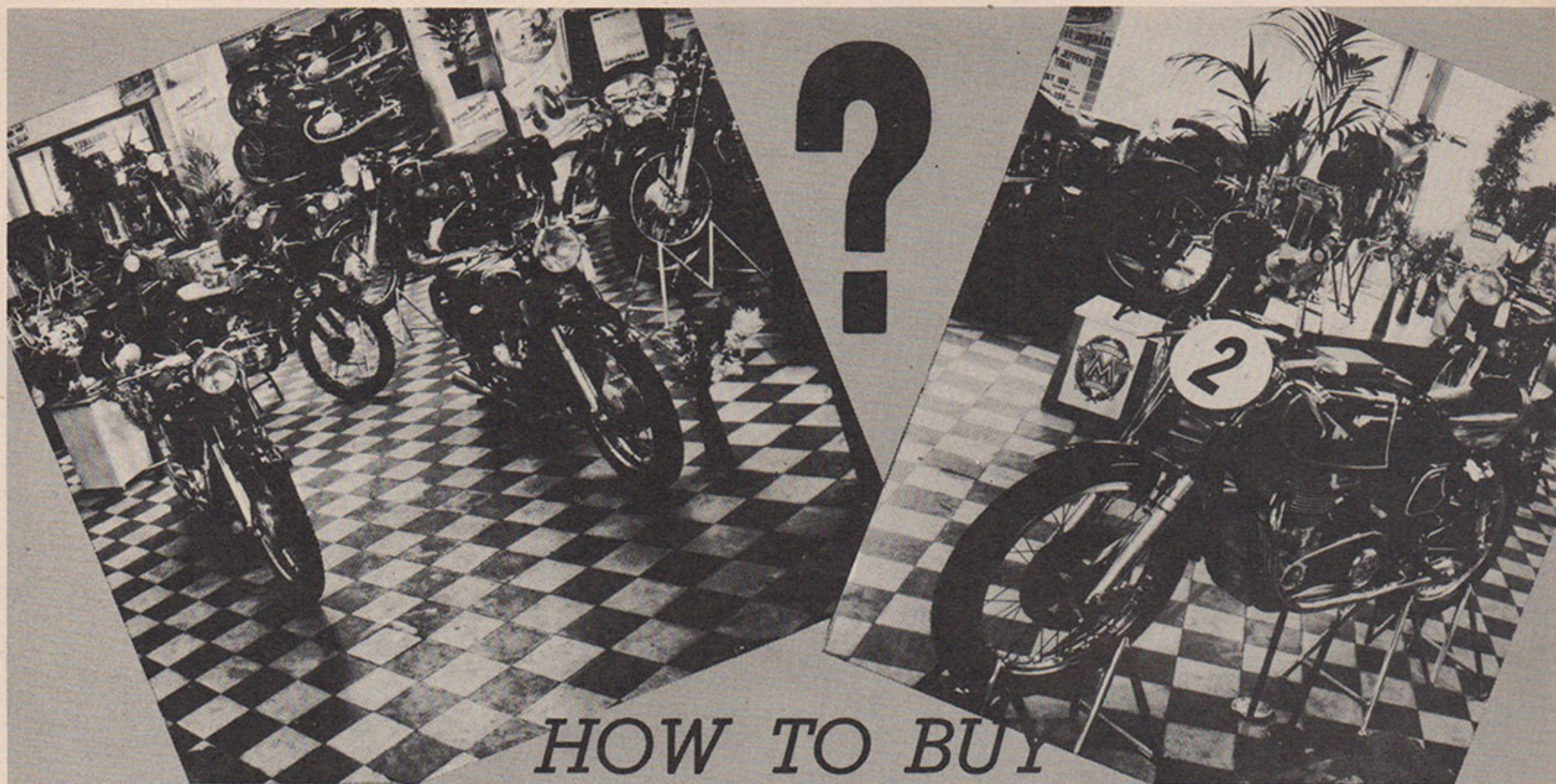
CLUBS: Very popular in the east is motorcycle club activity—and the Laconia Gypsy Tour is a "must" for most cycle groups there. Here's bunch from Elmira, N. Y., soaking up the sunshine by one of Laconia's many lakes. The Laconia week end is a mecca for eastern enthusiasts, who sometimes travel great distances in large groups to participate in the club end of the activities there.



IN CLOSE: Billy Meier demonstrates the correct cornering technique for Laconia's mountain bend as he brings his Triumph home for fifth place in the 100.



UNLUCKY SEVEN: None of these riders competing in the 50-mile event finished. Mechanical trouble or spills did them in. Laconia is a very rugged race.



That Used Motorcycle

IF your pop robbed Brink's, or if you happen to have some other source of high-tax-bracket income, turn the page. You have the cash to buy a new motorcycle. If, on the other hand, you are unwilling or unable to fork over the necessary loot for a factory-fresh machine, read on—like two out of every three motorcycle purchasers, you'll buy a used bike. In that case, this article is for you.

We'll assume that, after a study of cycle literature, a talk with friends that own two-wheelers and a short consultation with the minister of finance, you know what make you want to buy. If you've ridden a "wee one" and want to go up the displacement scale, or if you've got one that's just plain tired and you want something a bit better, then the purchasing job is somewhat easier than if you're shopping for a motor the first time.

In general, the best advice to be offered on the subject is: "Buy according to your personal needs—and income." If you intend to ride pavement, don't snap up a woods job that lacks lights, road tires, a muffler and other necessities. On the other hand, don't be caught trying to stuff the crash bars of your

newly-purchased and accessory-be-decked jewel through a foot-wide opening out in the weeds somewhere. If it's built for the road—ride it there.

Many bikes on the market today feature versatility—that is they can be ridden on pavement or in the rough. Choose carefully if this is what you want. At any rate, you are ready to buy. Since the used motorcycle deal is a pretty fair one as compared to the used car racket, you are practically assured of an aboveboard reception when you step into your local dealer's shop. Incidentally, if you deal with a private party, be a bit more cautious. A dealer's reputation and business depends on the goodwill of his customers, however, so you'll get a fair shake at just about any motorcycle establishment.

So, assuming you've the money to buy—or the income to keep up the payments—you're ready to start purchasing. If you aren't sure of your ability to pick 'em, then have somebody along that knows how. Begin by circling the machine and just plain looking.

Check the paint, chrome and alloy surfaces for dull finishes, scratches, dents and other signs that the former owner didn't quite

keep it up as well as he did his wife. Get underneath and check the frame and cases for signs of hard wear. It isn't hard to spot a bike that's been in the woods. This isn't always a sign that it's a dog, but remember—off the road cow-trailing takes a lot more out of a machine than pavement riding.

A little tire scrutiny also may pay dividends. How do the shoes look? Cupped, worn, bruised or gouged? Costs money to replace them, so make sure you're getting decent rubber before whipping out the checkbook.

While around the front of the motorcycle, check the fork alignment. It's easy to see if the forks are tweaked. Either a bent frame or out-of-line forks will be expensive to fix—especially where cycle shops are few and far between. The best way to check on the latter items is to see how she handles during the road test, which comes later.

Grab the chain at the extreme rear of the drive sprocket and pull it away from the wheel center. If more than a half-inch of daylight shows between sprocket and chain, you'll probably need both a chain and sprockets. And while we're back there, pin the back brake adjustment. If it happens to be thread-

ed up to its limit, a relining job may be in order.

Now, if things look more or less in order, fire it up. Let the machine warm up thoroughly, then listen for symptoms of trouble. Singles especially will be noisy, but the dull thud or sharp rap in the lower end, signifying bad bearings or loose rods, can be picked out of the variety of engine noises. Clattering means piston slap. Beware of engines with any of these characteristics.

Such obvious things as oil pressure, lights, horn, pipe and muffler connections, oil seepage and other necessities should also be checked. Are tools and an instruction manual included? Does the gas tank leak? If it does, you are in for a royal hard time.

If you are still satisfied, it's time for a test ride—and don't buy any machine you can't ride before purchase!

Make sure the gearbox works with relative smoothness, and each gear engages without strain. Wind the bike out in each gear. Blow-by and lack of compression will show up at this time. Ride hands-off for a few seconds. The motorcycle should not veer excessively. How does the machine handle in general? Here, a certain amount of "seat-of-the-pants" riding is necessary. Anything amiss in the frame, forks or steering head will manifest itself in a recognizable fashion.

So, it's back to the shop. Step off and walk around again. If the thing felt good, and you feel good about it, then start talking price and terms. Don't overlook such vital details as contracts and guarantees. Fine print is a bit rough on the eyes, and dopping out the legal verbiage contained in same is a formidable task, but do it anyway. Know what you're getting—especially if you will be paying the terms stated in the legal paper for the next several months.

Get and keep a copy of your contract and do likewise with the guarantee, if one is included. Any kind of deal you can wangle from the guy who sells you your cycle regarding future repairs and adjustments is frosting on the cake.

The foregoing advice won't guarantee you'll be happy with your purchase—or that you won't get hosed. It should minimize the chances, though. Good luck, and happy hunting! ●

Detergent Oil in Motorcycles

YES--



OR NO?

By
Ron Britzke

HIGH-detergent oil, a fairly recent arrival on the automotive scene, has received a ready acceptance by car and truck owners both in the United States and abroad. However, the use of detergent oils in motorcycles has been the subject of considerable discussion throughout the cycling fraternity, as well as in motorcycle magazines in England and Europe. Arguments about oil, pro and con, are still commonplace whenever motorcyclists gather. The purpose of this article is to present the case for detergent oil as used in cycles.

In August of 1955, the author took delivery of a new Triumph Thunderbird. The 'Bird' was the author's fourth cycle—having been preceded by two NSU's and a Triumph Tiger 110. The latter three had been run on non-detergent oil from delivery to trade-in. A change from this formula was not at first contemplated, but the author's father—an automotive expert and a persuasive talker—presented the case for detergents so effectively that the Thunderbird's oil tank was topped up with Standard Oil 10-30 HD as soon as the bike was uncrated.

The big difference between HD and non-detergent oil is the former's detergent properties or characteristics. While non-detergent oil allows sludge, metal filings and other debris found inside the engine to settle into traps, screens and other odd corners of the crankcase, detergent oil keeps such impurities in suspension—circulating with the oil.

In an automobile, these impurities are trapped by an oil filter, while the clean oil continues through for another trip around. Since motorcycles are not equipped with oil filters, any foreign properties from bearing surfaces, sludge and similar substances are circulated continuously. The author's viewpoint in August of 1955 opposed HD oil for this reason. If the stuff circulates, then it figures bearings, cylinder walls and moving parts will be ground to bits by these in-suspension abrasives. This opinion was, and still is, shared by a large segment of the motorcycle fraternity.

Somewhat dubiously then, the author stayed with detergent oil and awaited results. From August, 1955 to June, 1956, a total of 7,000 miles went under the 'Bird's wheels—including a hard cross-country jaunt

and two months of plugging around in Los Angeles. Then a general tear-down was in order—a result of curiosity rather than necessity.

Since performance had been above-par from the first time the vertical twin was started, nothing untoward was expected—or discovered. Everything was in order, and the detergent oil manufacturers' boast that HD gives you a clean engine was found to be something more than an advertising blurb. The combination of "white" or unleaded gasoline and regularly-changed detergent oil had kept the engine interior free of excess lead and carbon deposits, while bearing surfaces, cylinder walls, valves and other goodies remained in excellent shape. Absolutely no evidence of pitting or scarring could be found anywhere. The author was convinced.

Further research into the matter substantiated our findings. Several well-known motorcycle mechanics were consulted. They reported finding engines which had been run on detergent oil to be in as good, or in many cases better shape than mills fed non-detergent lubricants. And apparently the same conclusion is being drawn abroad—the leading British cycle magazines have contained advertisements endorsed by leading racing enthusiasts which extol the virtues of detergent oils in competition.

Only one dark cloud mars the otherwise-bright detergent picture. Perhaps the reader is familiar with one, or even more than one individual who put a few thousand miles on his bike while running non-detergent oil, then switched to HD lubricants to "clean up his engine." This is positively fatal. The large amount of sludge and impurities which have accumulated in the crankcase traps over a period of time will be instantly loosened by HD oil and clog the oilways—resulting in overheating, oil seepage and in some cases a ruined motor. If the motorcycle has been run for some time with non-detergent oil, then it is best to leave it that way—unless the engine is torn down and cleaned before the switch is made to detergents. This is a most important point, and is the main reason for the majority of objections to detergent lubrication. This is not the fault of the oil, but are due to unfamiliarity with its use.

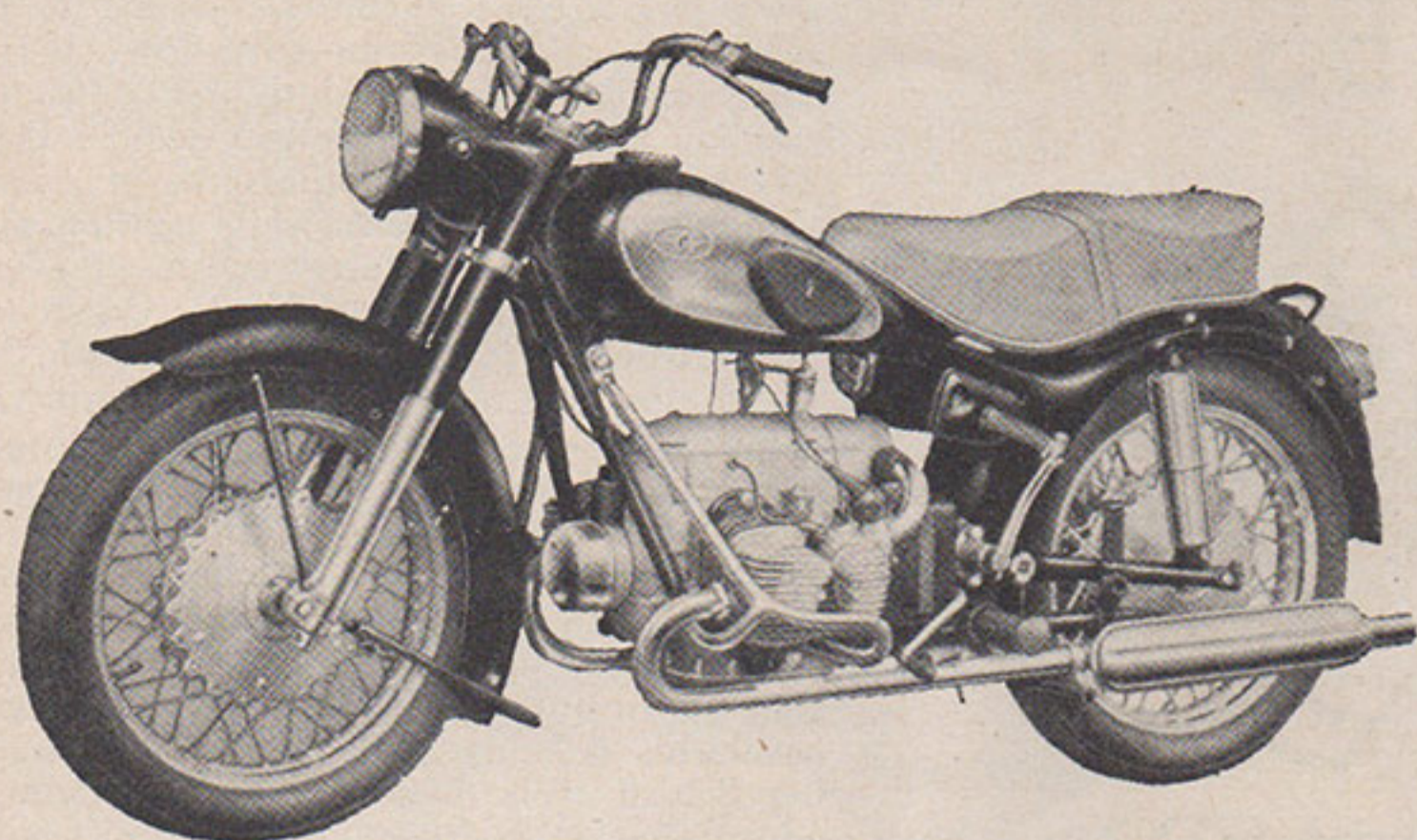
Just why does the junk floating around in detergent oil fail to harm a motorcycle engine that has no provision for filtering it out other than a few screens? The author does not pretend to be an engineering authority, but the obvious answer would seem to be that cycle powerplants are set up much "looser" than automobile engines. Much larger clearances and tolerances are provided in the motorcycle mill than is the case with Detroit's products. If oil changes are made at intervals recommended by the manufacturer and detergent oil is used from the time the machine is new, the larger clearances apparently allow impurities to circulate without hurting the inner surfaces of the engine, and a filter is not needed.

This article is not intended to settle the oil question, since each individual has his preferences and dislikes on the subject. The author has proven to his own satisfaction, however, that a good brand of HD oil will work as well, if not better, than non-detergent lubricants in a motorcycle, and can recommend it for use in any motorcycle on the market today. Remember just two things—use detergents right from the start and change it at 1,000-mile intervals. Don't try to change over from another type after any length of time. To be properly effective, detergent oil has to be used in an engine that is either new or absolutely clean. You can't keep the old mill new forever—but HD oil will keep it clean. ●

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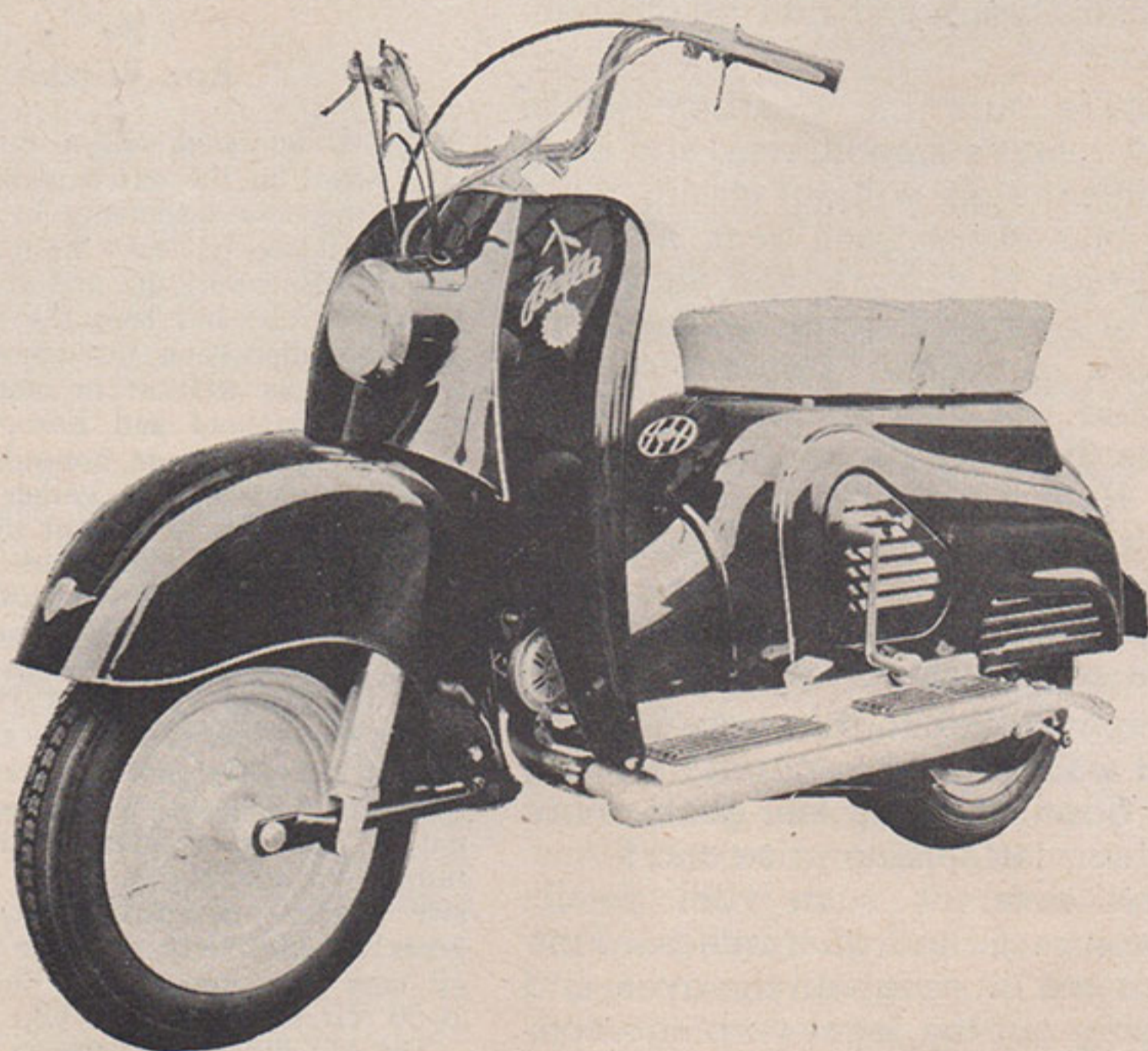
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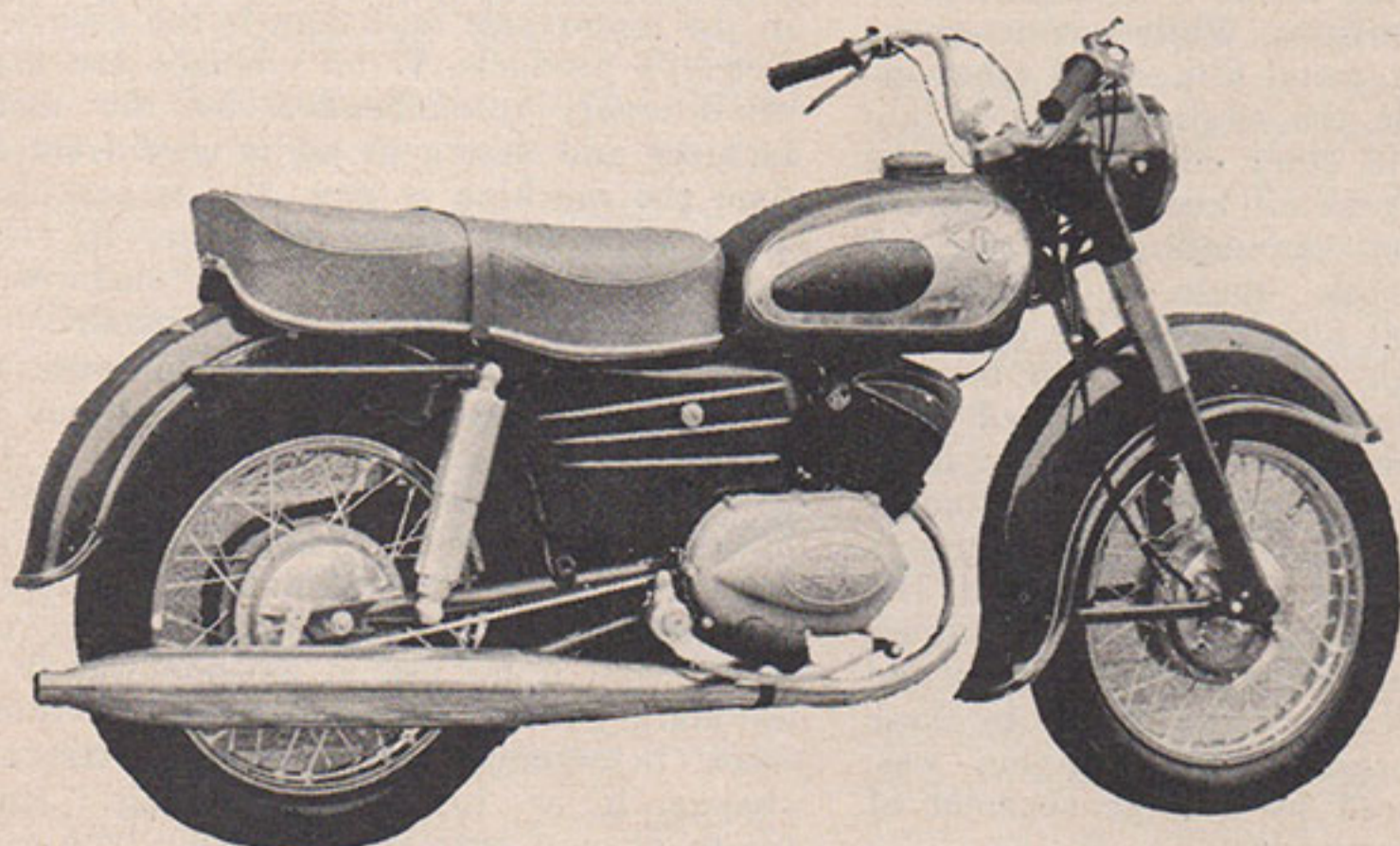


Challenger 200cc

the most sensational
200cc of 1956

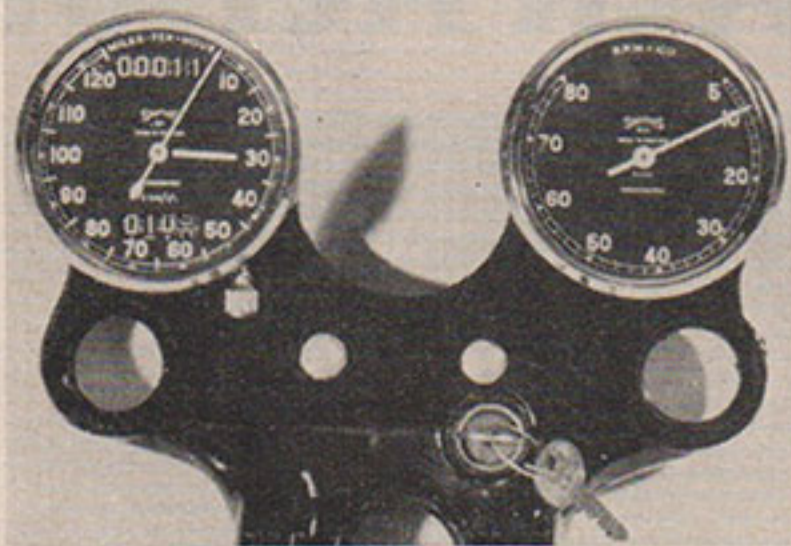
The most sensational Lightweight of 1956, swing-arm rear suspension; hydraulic shock absorbers; short stroke 6.5 to 1 compression ratio; over 13 HP 65-70 m.p.h.; 100 W gen. polished alloy hubs; 3.50 x 16 wheels and tires; large brakes; dual sponge seat, western handlebars.

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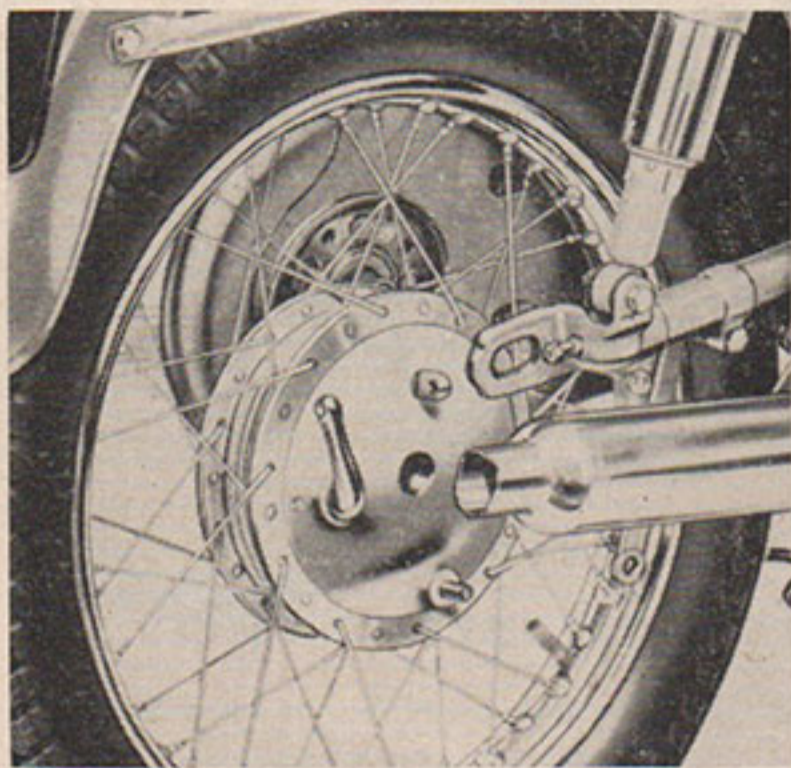
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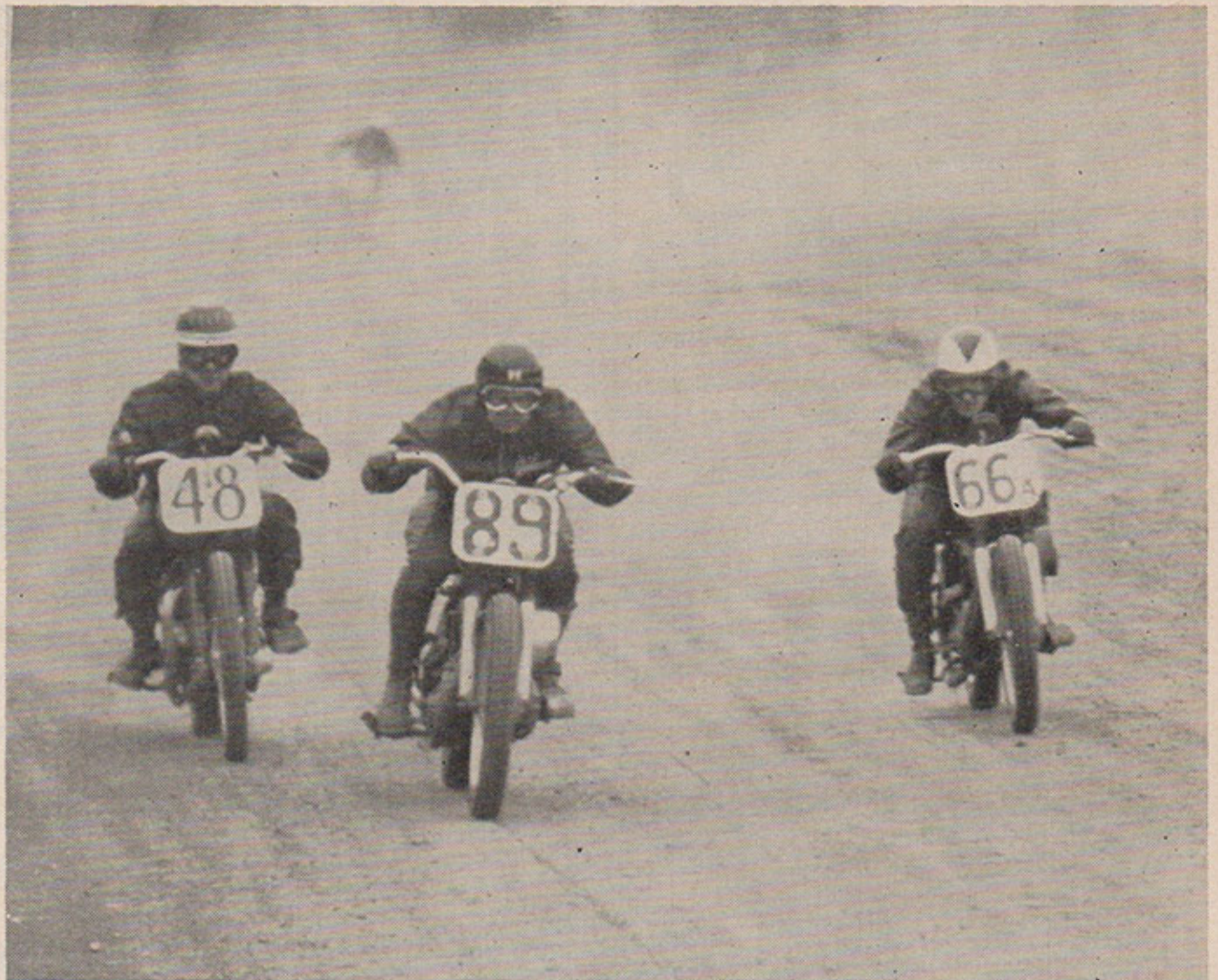


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UNHURRIED: Cliff Caswell (48) of Walkill, N. Y. displays a relaxed riding style as he boots his Triumph past a brace of Harley-Davidsons at the Middletown, N. Y. half-mile oval recently. Giving Caswell a battle are Johnny Hood (89) and Bud Willett (66A), both of Trenton, N. J. Caswell took his heat race and placed second to Warren Sherwood of Cornwall, N. Y. in the Class A final. Wink Butz of Huntington, L. I. was the Class B victor. Both Sherwood and Butz rode BSA's.—Photo by John White, Middletown, N. Y. Times Herald.

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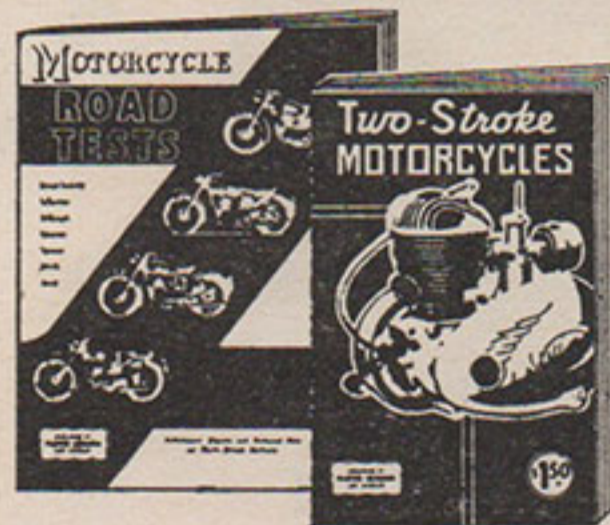
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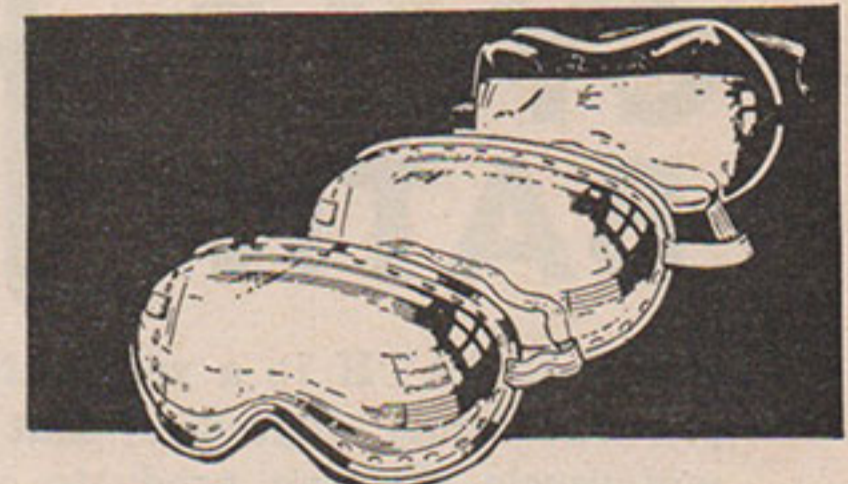


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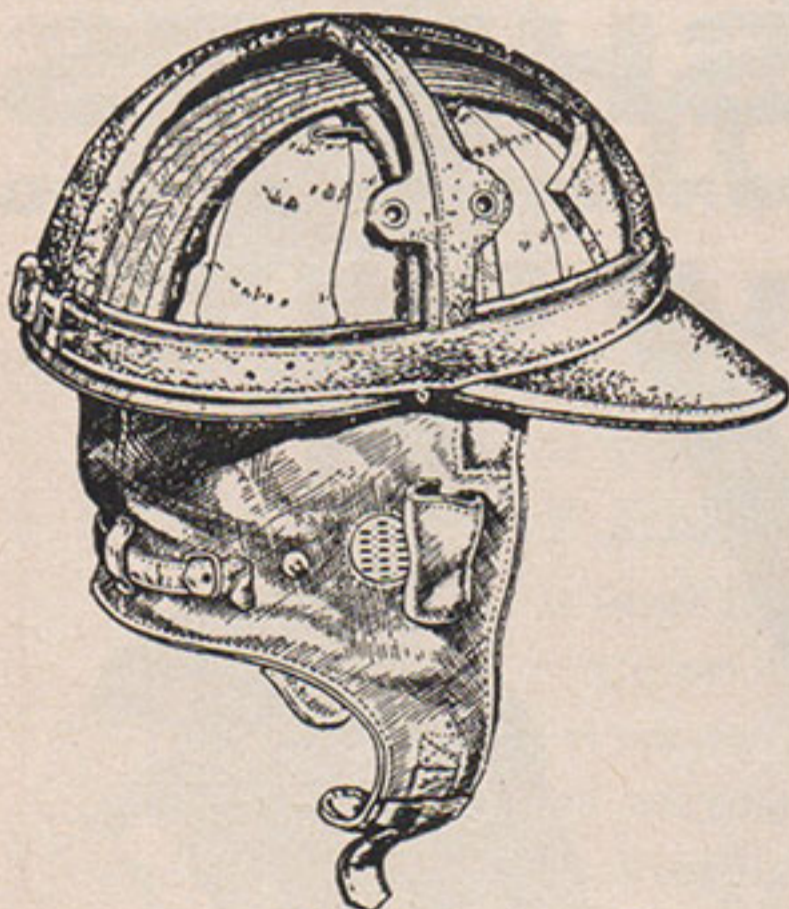
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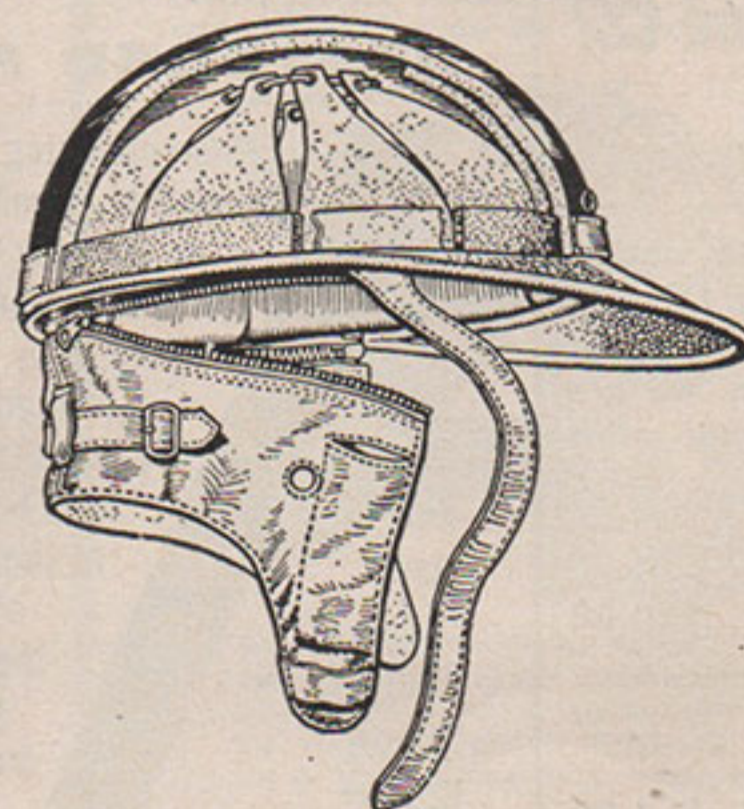
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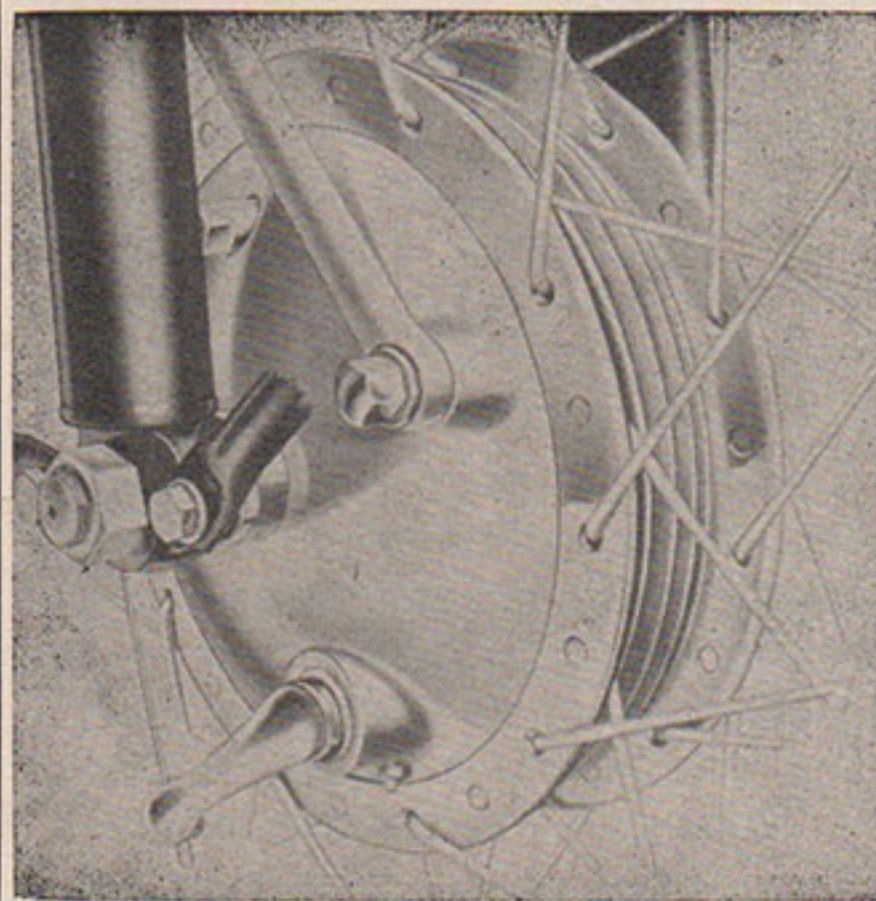
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**SURTEES WINS
ISLE OF MAN**

ISLE OF MAN—John Surtees, the brilliant 22-year-old "boy wonder" of continental motorcycle racing, won the Senior Tourist Trophy race on the Isle of Man June 8. Surtees, who gained fame on England's short tracks last year, booted his streamlined MV-Agusta four-cylinder 500 cc machine over the twisting 265-mile course at an average speed of 96.57 mph.

Surtees, untroubled by the fierce winds which swept over the island in the Irish Sea, boomed home ahead of factory Norton cycles ridden by John Hartle and Jack Brett. It was Surtees' and MV's first TT victory.

The youthful Londoner almost made it a "double" by leading the Junior 350 cc event going into the last lap. A pit oversight resulted in the MV teamster running out of gas near the finish line, so Australian Ken Kavanaugh romped to a well-earned win on a factory Moto Guzzi. Again British bikes were second and third, with Derek Ennett second on an AJS and Hartle bringing his Norton in third.

The "king" of the lightweight riders, Carlo Ubbiali, scored a twin killing by winning both the 125 and 250 cc races for the MV concern. Roberto Colombo was second on an MV in the 250 cc race and Hans Baltisberger took third on an NSU. The Montessa team ran two-three behind Ubbiali in the ultra-lightweight chase, with Marcello Cama and Froilan Gonzalez doing the honors.

English machines were shut out of the winners' circle altogether when a German BMW won the sidecar event. Former Luftwaffe fighter pilot Fritz Hillebrand took it, as Norton outfits filled in the next four places. Pip Harris and Bill Boddice were second and third.

Bernard Codd, a 21-year-old farmer, created a sensation by winning both the Junior and Senior Clubman's events—the first time in the history of the races this "double" has been carried off. Codd rode BSA Gold Stars in both events.

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GREENHORN GRIND

Cal Brown, Ariel, Tops in Big Enduro

ARIEL-mounted Cal Brown topped a huge entry list to win the open class of the 10th annual Greenhorn Enduro May 26 and 27. The Greenhorn is one of southern California's bigger motorcycle events, and was sponsored by the Pasadena MC.

The next four finishers of the extremely rough run were Max Bubeck

(Indian), Curly Harker (Triumph), Johnny Quick (Matchless) and Bud Wright (Maico). Bubeck won the '47 Greenhorn on an Indian Four and placed second last year. Wright caused a minor sensation by finishing fifth on his 15-inch Maico—nosing out a multitude of larger motors to make the first five.

A number of class winners rounded out the rest of the list participating in the two-day grind through the mountains and desert north of Los Angeles. Starting at the top in the 56-inch-and-over category, Ray Tanner, aboard a



WINNER: Cal Brown displays open class trophy after winning Greenhorn Enduro recently. Greenhorn is tough So-Cal two-day run. Brown rode an Ariel.

Harley-Davidson 74, placed first. The versatile Tanner runs his big H-D at Riverside, Catalina and in most of the So-Cal endurance runs. He is a consistent finisher in each type of event.

Karl Christian and a MAC Velocette proved the right combination for the 21-inch class, while Wright naturally copped 15-inch honors with his splendid performance. Frank Heacox was the top 200 cc finisher on a Francis-Barnett.

The 165 cc class trophy went to Dave Ham, who was aboard a Harley-Davidson two-stroke. Carl Koeplinger grabbed a win in the 125 cc class on an NSU—the Superfoxes are cleaning house in southern California events this year.

The sidecar cup went to Lew Hunter and Glen McNatt, after the duo beat the other hack outfits with an Ariel combo. Dotty Ellison and her Triumph cleaned the woman's class—as usual. Rounding out the various categories was the second-day-only winner, Don Bergande on an AJS.

NSU 1st AT FINISH LINE

AND WINS THE 125cc CLASS AT THE 10th Annual GREENHORN ENDURO



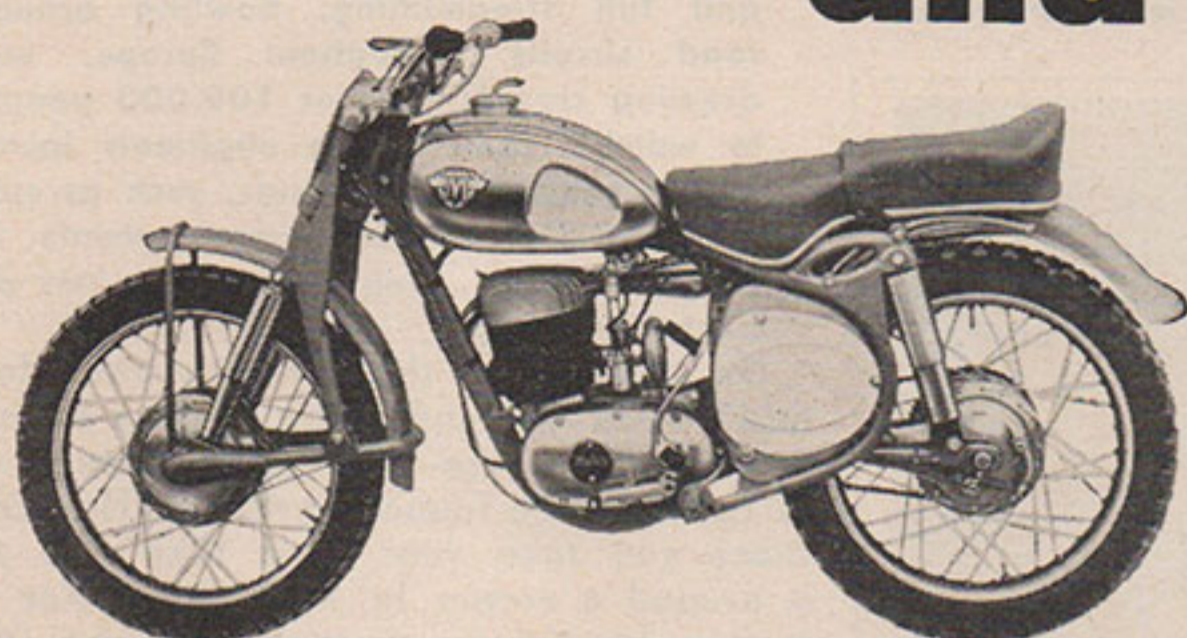
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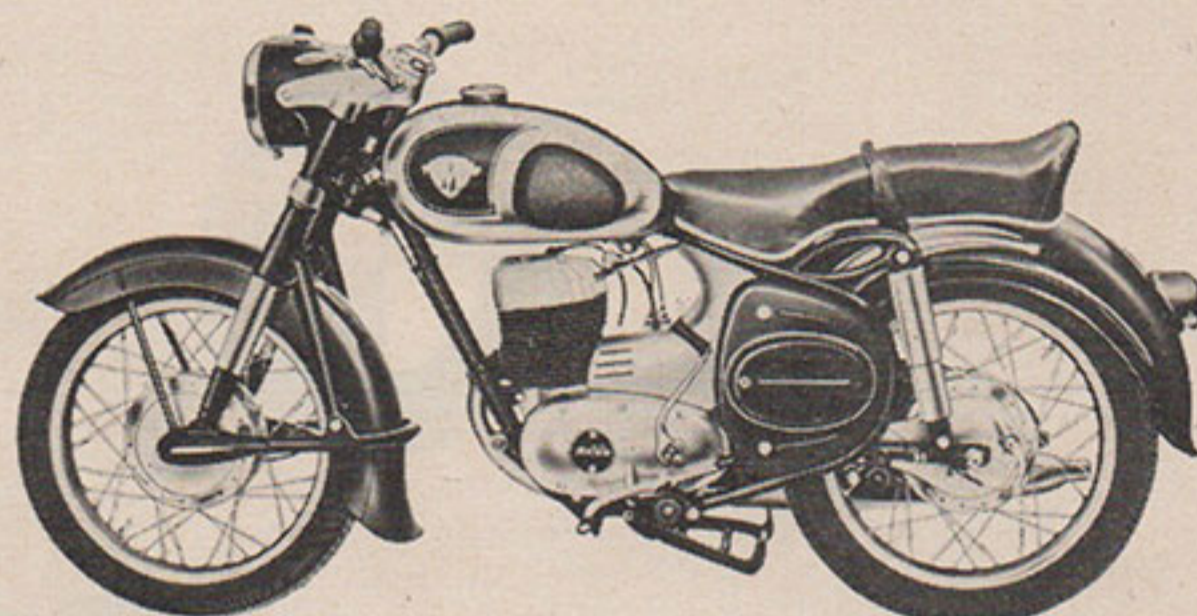
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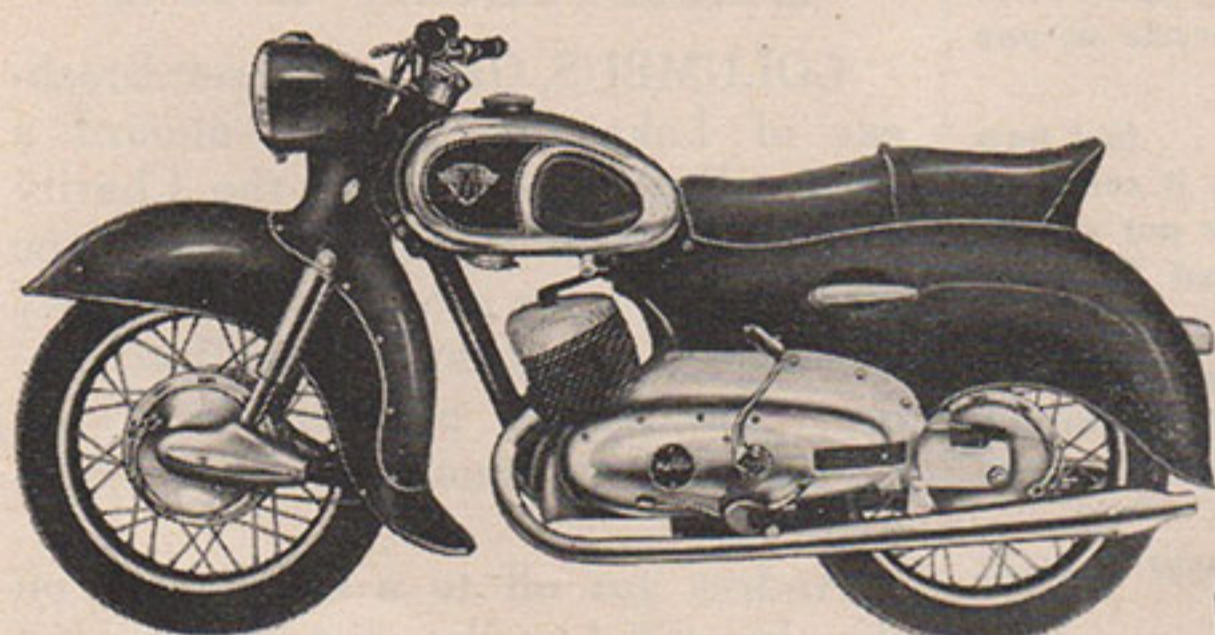
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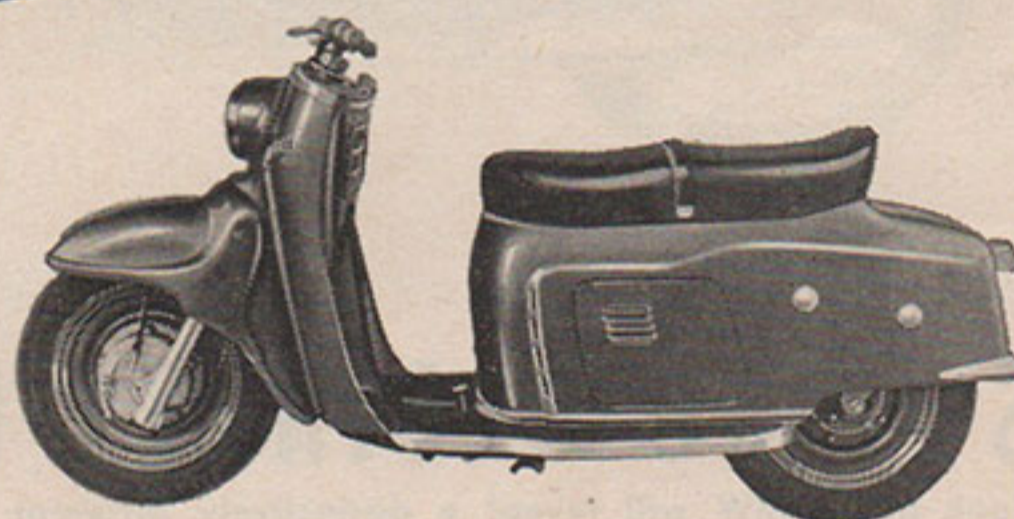
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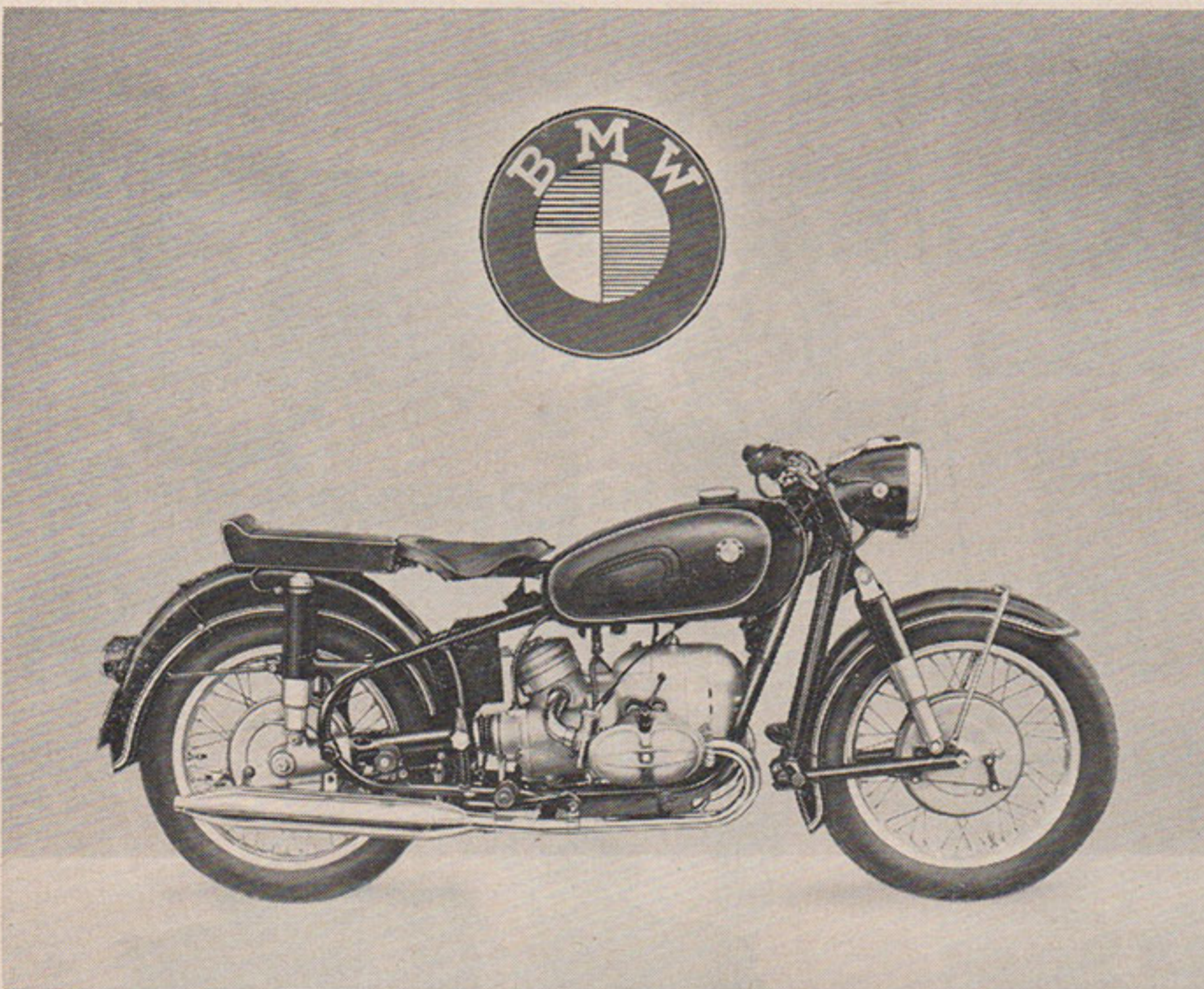
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BSA CLUB: Thirty-six members of the BSA Club of Belgium recently journeyed to England to visit the Birmingham factory where their machines were made. The entourage is shown during the 210 mile journey from Dover to Birmingham.



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Motoring Around

(Continued from Page 12)

other facilities for racing were present so it was only natural to race cars and cycles there. Meanwhile, Europeans weren't as fortunate (?) and, having no such facilities, had to race their vehicles on the roads—where they belong in the first place.

So today, we see such mighty two-wheelers as the 160 mph Gilera four, the even more fantastic Moto-Guzzi eight-cylinder machine and others of a like caliber, boasting six-speed gearboxes and full streamlining, howling around road circuits throughout Europe, and drawing crowds of over 100,000 people to watch. Their racing engineers incorporate competition findings, such as suspension and steering improvements in the road jobs. Their racing cars run on a similar setup.

On this side of the Atlantic, what do we find? Both cars and cycles circling endlessly around oval tracks—the most unnatural type of racing to be found anywhere. How many times you take your road bike and slide it around a corner in your town? For that matter, how many times to you run 25 or 50 miles in a series of left-hand circles? Why not get our cars and motorcycles off these converted horse tracks—and onto some decent road-racing circuits such as Willow Springs and Laconia where they should be run? The purpose of a motorcycle or car is to travel, as safely and quickly as possible, over a public road, not in an endless circle! Maybe when this is accomplished, somebody can dig up a way to persuade the governing body of our sport in Columbus to affiliate with the FIM and bring some real racing to these shores. We stand aloof while even Russia applies for FIM membership and a chance to compete internationally. We have the talent—Nick Nicholson proved that when he competed at the Isle of Man in 1953.

An American would hold the world speed record at this moment if the AMA had troubled to affiliate with the FIM. Now is the time to take action, before we fall irretrievably behind Europe in racing talent, technique and development. How about it? ●

BRASHEAR WINS

COLUMBUS, OHIO—Everett Brashear of Lake Charles, La. aboard a Harley-Davidson K, won the Charity Newsies' 10-mile national here June 10 before a huge crowd. Under sunny Ohio skies, Brashear passed Brad Andres, the AMA's number one rider, to garner top honors in this annual event.

Andres got off to a quick lead on the beautiful mile dirt track, but couldn't hold Brashear, Joe Leonard or Dick Klamfoth. The latter three riders finished one-two-three.

Leonard completed the one-two H-D punch when he finished second, while Klamfoth rode a BSA single into third. Andres finally wound up fourth on an H-D and Al Gunter filled out the last slot of the top five by nursing a sick-running BSA over the 10 mile route for a fifth spot. ●



CYCLE Service Tips



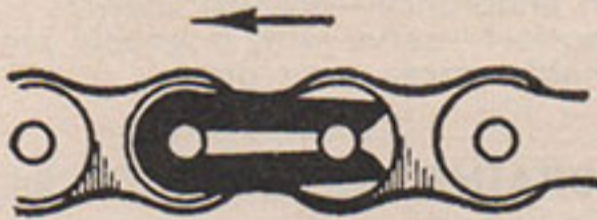
By J. B. Nicholson
CHAINS

WITH the exception of a few models available with enclosed rear chains, the exposed rear drive chain continues to rank as the most vulnerable motorcycle part and the one requiring the most frequent attention. It is also the component most likely to break down on the road and the chances in this direction are vastly increased if maintenance is neglected.

Chain Inspection

REAR CHAINS—The rear chain adjustment should be checked every 1,000 miles and adjustment made whenever up and down play midway between sprockets exceeds two inches. Cleaning and lubrication should also be carried out at this time.

The security of the connecting link spring clip should also be checked. This is a small but most important point. On some machines, notably Triumph Twins, there is a very slight clearance between the rear chain and the primary chaincase. The connecting link rivet ends, which project slightly beyond the other rivets, wear down from occasional rubbing until the spring clip drops off and the chain falls apart in operation. Fitting the connecting link with the spring clip on the inside towards the gearbox is not always the solution; sometimes this rubbing occurs on the gearbox with the same consequences.



LINK: Chain connecting link spring clip should be fitted with the closed end in the direction of rotation.

Filing away some aluminum on the primary chaincase or gearcase to give additional chain clearance is the best cure, but the connecting link which is the weakest link (excepting cranked links), should be examined and replaced together with spring clip whenever the rivet ends show noticeable wear and if the clip is loose on link.

The cranked link employed on some models to obtain an odd number of links in the chain and achieve the most suitable length is a weak spot on highly stressed machines and is something to be avoided, particularly on competition models. Where fitted, however, it will be found adjoining the connecting link and should be carefully examined for signs of fracture when inspecting the connecting link.

The minute or so spent rolling the machine until the rear chain con-link comes into view

and inspecting condition of this part and clip security is the best time ever spent on motorcycle maintenance.

PRIMARY CHAIN—magneto and generator drives—Being enclosed and lubricated, they require much less frequent adjustment. It is usually sufficient to inspect at 5,000 mile intervals, providing lubrication is maintained. Need for primary drive adjustment is indicated when chain slack exceeds $\frac{3}{4}$ ", and on mag and generator drives when in excess of $\frac{1}{2}$ ". The security of the primary drive chain con-link can be viewed through the inspection plug opening. On most magneto and generator drives, it is necessary to remove covers for inspection or adjustment.

Chain Lubrication

REAR CHAINS—Only the rear chain presents a lubrication problem. When operating on paved roads and comparatively dust-free conditions, the lubrication provided by the needle valve oil feed on machines such as Ariel and Triumph, and by breather lubrication as on some other types, is usually satisfactory. On the needle valve adjusted type, the idea is to set it just sufficiently open so that the chain is kept moist but without oiling the rear tire and passenger. On machines without this form of auto lube, oil can lubrication or application of chain lube every few hundred miles is advisable.

Where any amount of operating is done off paved roads and under wet or dusty conditions, chains should be cleaned every 1,000 miles or oftener before applying lubricant.

Manufacturer's recommendations regarding cleaning, involving chain removal and washing in kerosene or solvent—brushing—drying, and soaking in warm grease, although very effective, are too time-consuming except for those who are long on spare time and enjoy getting their hands dirty. A more useful compromise method is to use a paint brush and tin of kerosene or solvent, and just brush off the cabin while spinning the wheel on the stand. This will do a tolerable job in a few minutes without making your clothes ready for the cleaners. After cleaning chain in position, chain lube should be applied or oil can lubrication, rotating wheel while applying to insure even distribution over the entire chain.

FRONT CHAIN LUBRICATION—On oil bath type front cases, the level should be replenished at least every 1,000 miles. An SAE 10 oil is most suitable on Triumphs and other models using a wet type of cork clutch. Where no level plug is provided, oil should be added so that the bottom row of chain just dips. On models with dry type fabric clutch plates, it is most important that the correct oil level not be exceeded or clutch trouble will result. This applies especially to BSA Twin models. On these, one of the cover screws serves as the oil level screw and is identified with a red

(Continued on page 40)

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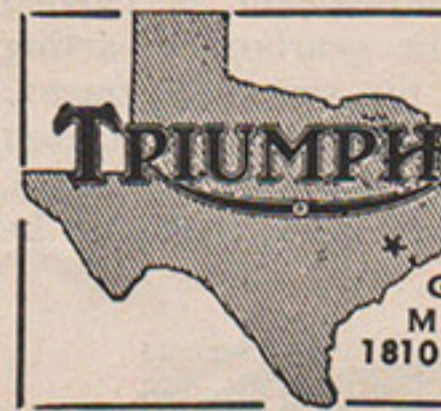
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SERVICE TIPS—

(Continued from page 39)

head. It is located at the bottom of the case toward the front. A 40 or 50 grade of engine oil is recommended on primary drives with dry type clutches.

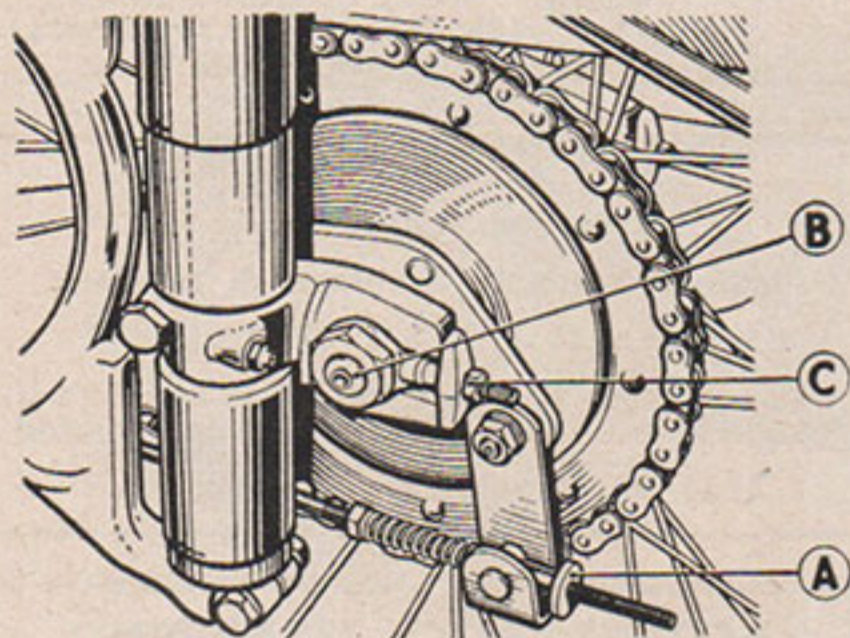
MAGNETO and generator chain lubrication—generator drives on BSA, machines and magneto drives on Norton and Matchless singles are grease lubricated, and half-filling these cases with a light or medium grade grease at 5,000 mile intervals provides adequate lubrication. Most other types are engine-lubricated.

Before adjusting, the drive should be rotated to locate the tightest spot in the run midway between sprockets and slack provided as below:

Chain Adjustments

Rear chains	3/4"
Front drive	3/8" - 1/2"
Mag and generator drives	1/8" - 1/4"

FRONT DRIVE chain adjustment—On most types where adjustment is carried out by movement of the gearbox, adjusting the front chain upsets the rear adjustment; therefore it is wise to always check the front adjustment before adjusting the rear chain, and, if adjustment is necessary, it should be done first.



TO ADJUST: This BSA rear chain adjustment is typical of many models. Adjustment is effected by slackening axle nuts "B" and tightening draw-bolt nuts "C" as required. Brake adjustment "A" should be reset as necessary after wheel movement.

The notable exceptions that do not require gearbox movement to adjust the primary chains are the Indian V-twin models, BSA twins and the Vincents. These all use a shoe type tensioner rubbing against the bottom row of chain. Adjustment is being effected by a screw and lock nut located at the bottom of case. The Harley K models also use a shoe type adjustment which is accessible when outer cover is removed.

Other models that do not have any front chain adjustment include all current 125, 150, 165 and 200 cc models, such as H-D, BSA, Villiers and other European makes. The Indian singles and vertical twin models also have non-adjustable primary chains.

PIVOTED TYPE gearbox adjustment—This is the most common type on English motorcycles. The gearbox is pivoted, usually at the bottom, and adjustment is effected by slackening the bottom pivot nut and the top clamp bolt nut, and by moving a set screw or draw bolt nut. When correct adjustment of chain is achieved, the bottom pivot bolt and top clamp bolt nuts should be securely tightened.

SLIDE TYPE GEARBOX—This is common to all Harley-Davidson twins excepting the K and KH and also to BSA. Single models, adjustment being affected by slackening the gearbox bottom stud nuts and sliding gearbox as required and retightening. A

draw bolt is provided for movement except on the BSA 250 models.

REAR CHAIN ADJUSTMENTS—A cycle-type of set screw or draw bolt rear chain adjustment is common to most makes. To adjust, slacken wheel axle nuts and set screw lock nuts, turn set screws or draw bolt nuts in as required. Take care to move each set screw an equal amount and wheel alignment will not be affected. Tighten wheel axle nuts and adjusting screw lock nuts securely. It should be noted that the brake anchor plate bolt needs to be slackened on some types before wheels can be moved. Be sure to retighten this.

On wheels with pull-out type rear axle, there are two nuts, generally on the brake side, that should be slackened; the small nut on the end of the pull-out axle should first be slackened and then the large nut that secures the brake plate assembly to the frame. After adjustment is completed, the large nut must be first retightened followed by the smaller nut.

A "cam" type of adjustment is used on some Ariel, BSA and Panther models, and on these types adjustment is effected by axle rotation.

SPRING FRAME VARIATIONS—The rear chain slack on the spring frame jobs varies throughout the range of wheel movement. The straight plunger type without pivoted fork or linkage is the worst offender, and on this type, if adjustment is made on the centre stand with no load on the rear wheel, a minimum chain slack of 3/4" is sufficient. If adjustment is made with the wheel on the ground, the standard 3/4" slack is recommended. With the rider in the saddle this will automatically increase to over 1". On all straight plunger type spring frames the chain slack increases with the wheel loading.

The Triumph spring hub and the Ariel linkage type suspensions have the distinction of providing constant chain tension throughout the range of movement and adjustment can be made to 3/4" slack with or without wheel loading.

The current popular swinging arm type characteristics vary slightly according to the geometry of the design but generally chain is tightest under load, slackening slightly when load is removed, as when parked on the centre stand. When effecting adjustment on these types, it is wise to allow a full 1" free up and down movement if checking with the rear wheel clear of the ground and without any load as when parked on the centre stand. It is also wise to check the adjustment with the rider in the saddle and wheel on the ground to make sure that in this position there is not less than 1/2 - 3/4" slack in the tightest point. It must be borne in mind that on this type the effects of loading are exactly opposite to the plunger spring frame. Chain slack reduces with load.

REAR CHAIN adjustment effects brake adjustment—Rear brake adjustment should be checked after rear wheel has been moved for chain adjustment.

MAGNETO DRIVE chain adjustments—A number of British models have chain magneto drive, notably Ariel, AJS-Matchless, and Norton singles. It is necessary to remove chain cover to check adjustment. On the Ariel and Norton singles, adjustment is effected by slackening magneto base bolts and sliding magneto rearwards. On the AJS and Matchless singles, the magneto base platform hinges; after nuts are slackened, pry up under the end of platform with the slotted holes to give the required slack and retighten nuts. On most magneto drives, 3/16" - 1/4" slack at tightest point midway between sprockets is the best adjustment.

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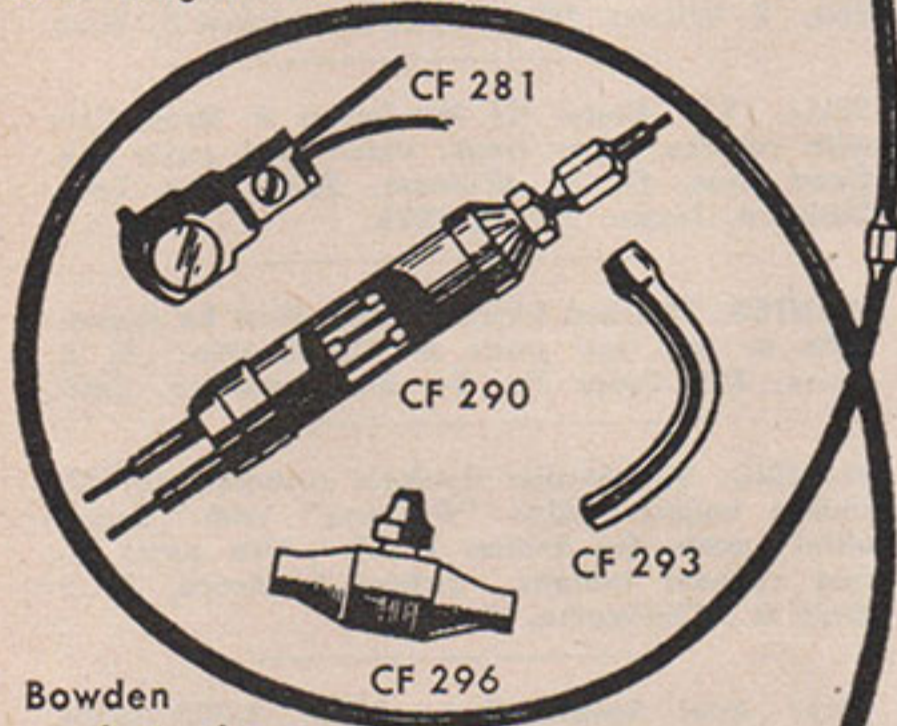


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GENERATOR CHAIN ADJUSTMENTS—
 On present day machines, chain generator drives are found chiefly on BSA Twins and Matchless-AJS singles. Adjustment is effected by slackening the band screw and rotating generator. Due to the eccentrically-mounted armature, rotating one way will slacken and the other way will tighten chain. On very short drives such as the BSA, a minimum slack of 1/8" should be provided, and no longer drives, 3/16" - 1/4". Adjustment should always be rechecked after clamp screw is tightened.

ARIEL TWIN and four timing chains—
 These are an exception to the usual type of magneto and generator chain, having a spring-loaded tensioner with an adjustable stop. On the Twin models, adjustment is at the end of the tensioner blade and stop should be set within .010" - .015" of blade end. On the Four models, stop is located under centre of tensioner blade and this also should be set to give .010" - .015" gap.

Chain Replacements and Repairs

Every motorcyclist should carry at least a connecting link for the front and rear drives. A chain rivet extractor tool is also well worth carrying. If proper chain maintenance is provided, the chances of chain trouble on the road are greatly reduced, but having spare links and a chain tool along may prove invaluable in an emergency.

CHAIN REPLACEMENT—The question often arises as to when chain replacement is necessary. On the average exposed rear chain, this will be between 5,000 and 10,000 miles. Need for replacement is best determined by measuring the stretch in the chain, or, even more simply by just attempting to lift it off the sprocket. When it is possible to lift the chain away from the sprocket 3/16" or more, replacement should be made. If the chain is removed, length can be measured, compressed and extended, and if the variation in length is an excess of 3/16" per foot, replacement is due. It is false economy to run with badly worn chains because these cause very rapid sprocket wear; besides, a badly worn chain is more likely to let you down on the road without warning.

REAR CHAIN INSTALLING—If a new chain is to be fitted, remove the con-link of the old chain at the back sprocket, connect the new chain to the old by just slipping the link into ends and pull on the bottom run of old chain, drawing the new chain into position on the sprockets. It is a good idea to keep the old chain for use as a pull-through tool. If chain is ever to be removed, old chain can be attached and pulled into position on sprockets as chain is removed and left in place for pulling through chain when refitting.

WHEEL ALIGNMENT—Wheel alignment will not be upset by regular chain adjust-

ment if adjusting screws are turned an equal amount. When chain is replaced, the considerable amount of screw turning required often results in unequal movement and it is advisable to check wheel alignment using a straight edge board or length of string located along tire edges about 4" from ground. Tires should make contact at four points and allowances of course must be made for front and rear tires of different sizes. The popular 3.25 front and 3.50 rear combination require an 1/8" straight edge attachment at one end or this air gap allowed at front, if checking with string attached to rear tire.

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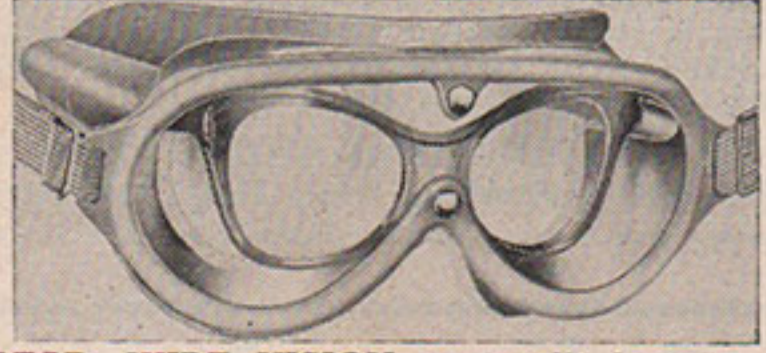


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JARVIS, ONTARIO—Eddie Fisher of Parkersburg, Pa. led a highly-successful Canadian invasion by several eastern racing stars as he won the Kaye Don 102-mile road race here recently. Fisher, aboard a Triumph T100R, inherited the lead early in the race when Sherman Cooper of Trenton, N. J., who had set the pace for 20 miles, went out with engine trouble.

Cooper, the popular Triumph dealer in Trenton, had previously won his heat race in convincing fashion. He opened like Drag-net in the Kaye Don go—shattering the course record with a 2:38.1 lap. However, his Tiger 100 blew at the 20-mile mark, so Fisher, running his usual steady race, went on to win.

Ed Labelle, BSA-mounted, took second and Cliff Caswell, who made the trek from Walkkill, N. Y. to Ontario with an overhead-cam BMW racing job, filled out the first three.

The seven-event program was opened by a pair of lightweight races, which provided two more Triumph wins. Cliff Guild, shop foreman at the Triumph Corporation's Baltimore, Md. headquarters, gunned his Triumph Terrier to a pair of convincing victories. Rod Coates, Triumph's service manager in the east, made a welcome return to the racing wars after a year of inactivity and ran second to Guild in both events. Coates was running the same Terrier that cleaned up in endurance and scrambles races back in 1953, when the model was first introduced to the U. S.

The Jarvis program was sponsored by the Canadian Motorcycle Association, and drew a wide variety of equipment, including Caswell's very special BMW, and several Manx Nortons and G45 Matchless twins. The latter two models are eligible to race in the F.I.M.-affiliated C.M.A. events.

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Body has beautiful flowing lines that harmonize perfectly with motorcycle. It is fiberglass reinforced plastic which has tensile strength of steel per pound of weight. It is rustproof, dent proof and light.

Chassis is so designed that it can be fitted to any make motorcycle by using different fittings. Once fitted can be taken off or put on in a minute or less. NOTICE: Harley riders: It is not necessary to take off tanks to attach fittings.

Body is three point rubber mounted on long spring base with a clever arrangement of tempered steel torsion bars. Wheel is mounted in torsulastic rubber unit that absorbs vibration and shock to a minimum which adds up to the easiest riding and handling sidecar ever built, bar none.

Because of its over-all lightweight easy riding and handling you have no need for special gears or sidecar forks with different rake angle. Even the smaller cycles handle it nicely.

When windshield is fitted it gives maximum protection in any weather.

This side car has been tested thoroughly by the manufacturer for the past year, by the Indianapolis Police Department, H-D Triumph and other dealers.

The manufacturer of this side car has over 35 years of experience in manufacturing all types of race cars and racing equipment, and still holds some side car records set in 1921.

Prices and design subject to change without notice. Orders will be filled as promptly as possible in order received.

MAIL YOUR ORDER NOW!

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Dreyer Racing Equipment Co.
4164 W. Washington St.
Indianapolis, Indiana.

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to fit _____ Motorcycle

Model _____ Year _____ Color _____

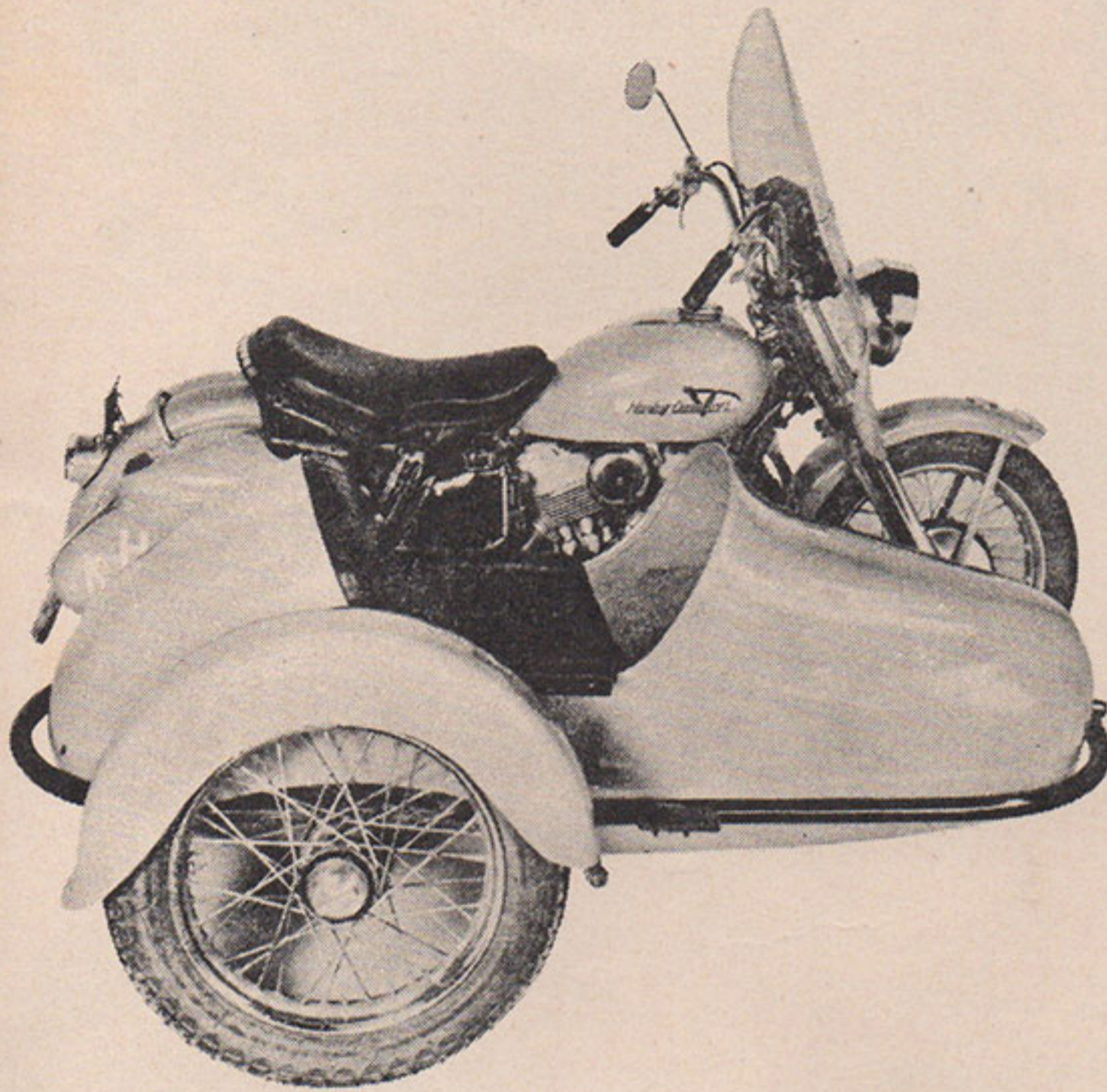
Enclosed find \$ _____ in Payment FOB
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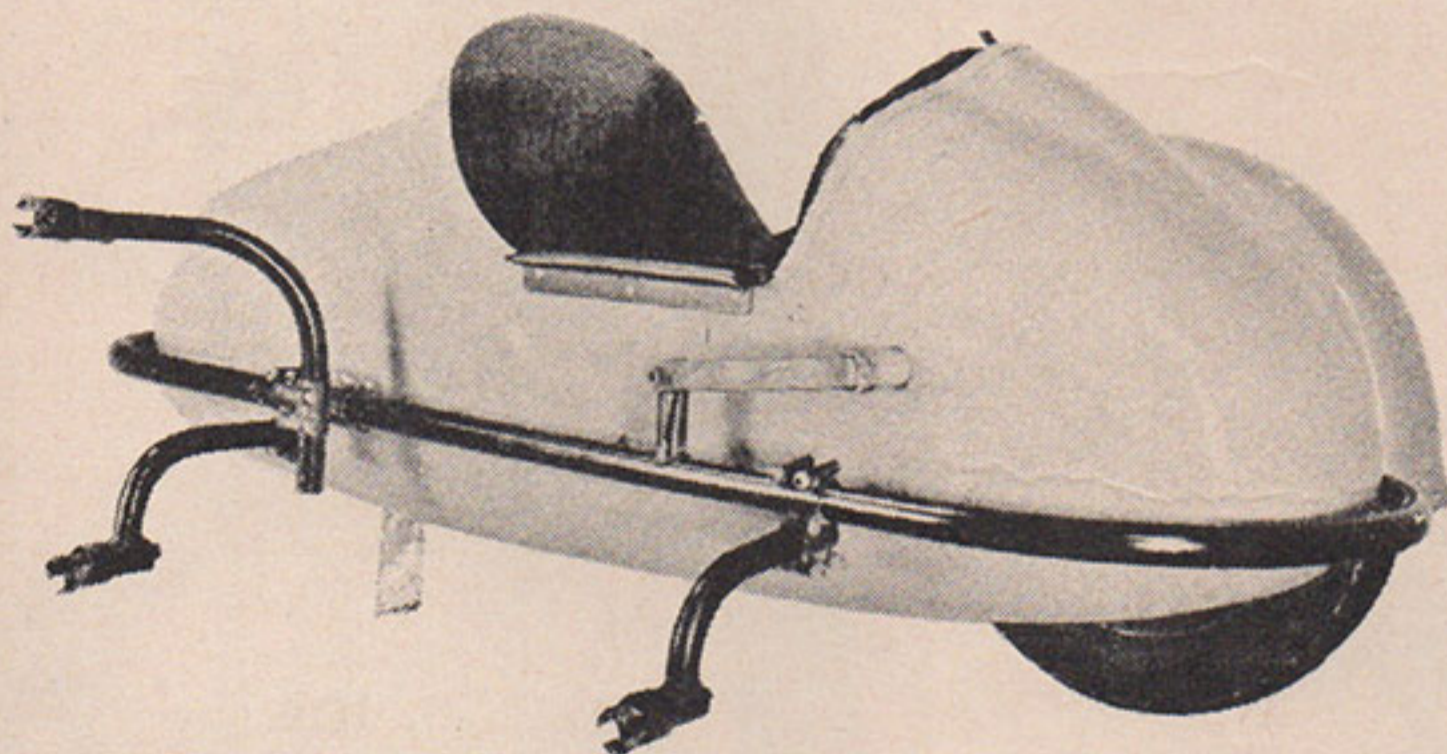
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The Dreyer shown fitted to a Harley-Davidson KH model. A windshield can be had as optional equipment.



Side view showing torsion bar arrangement (typical of the suspension design used on most makes of racing cars.) Note tubular construction with three quickly detachable mounting clamps.

DREYER RACING EQUIPMENT CO.

4164 W. WASHINGTON STREET. Phone BElmont 2879

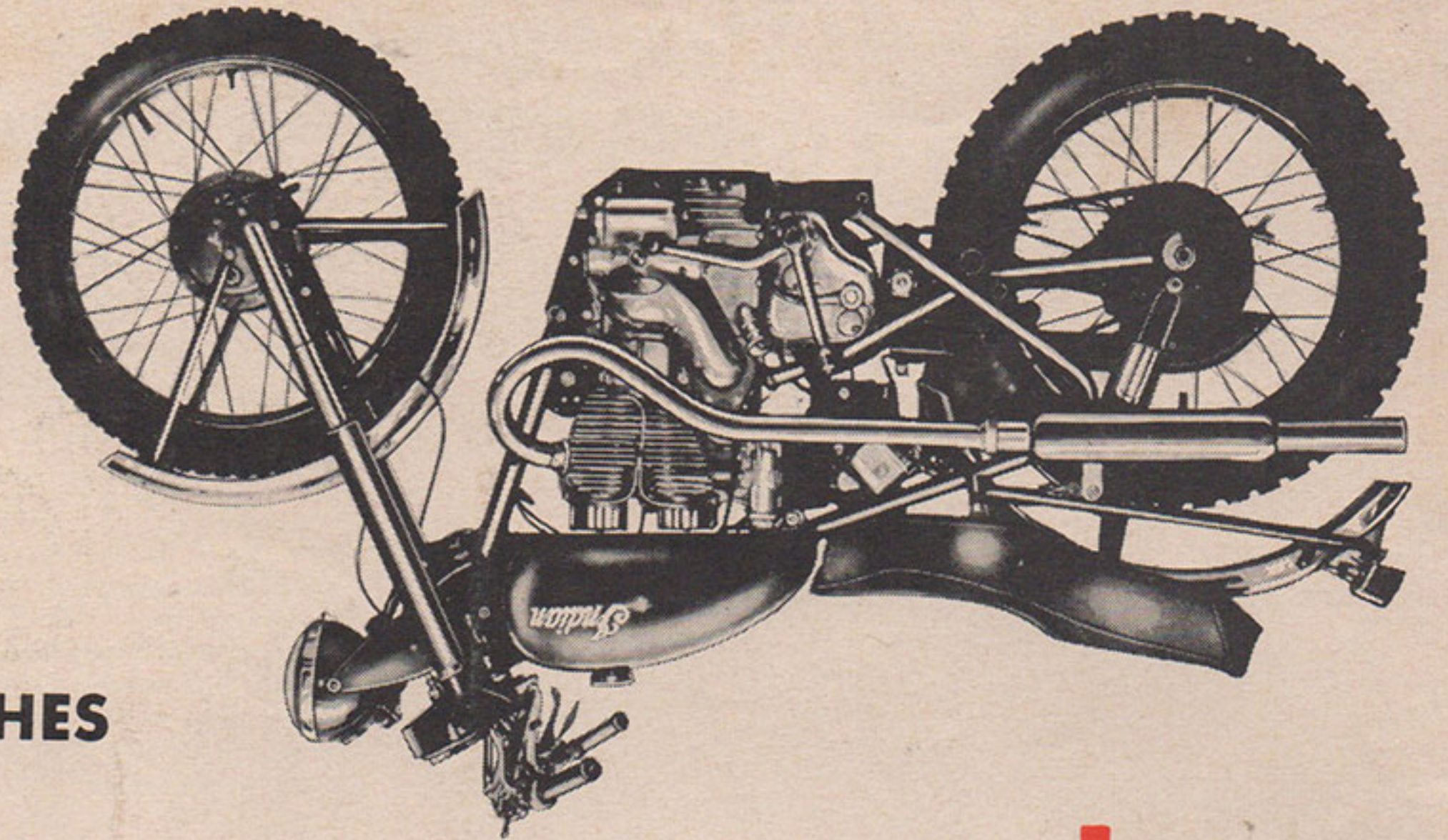
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