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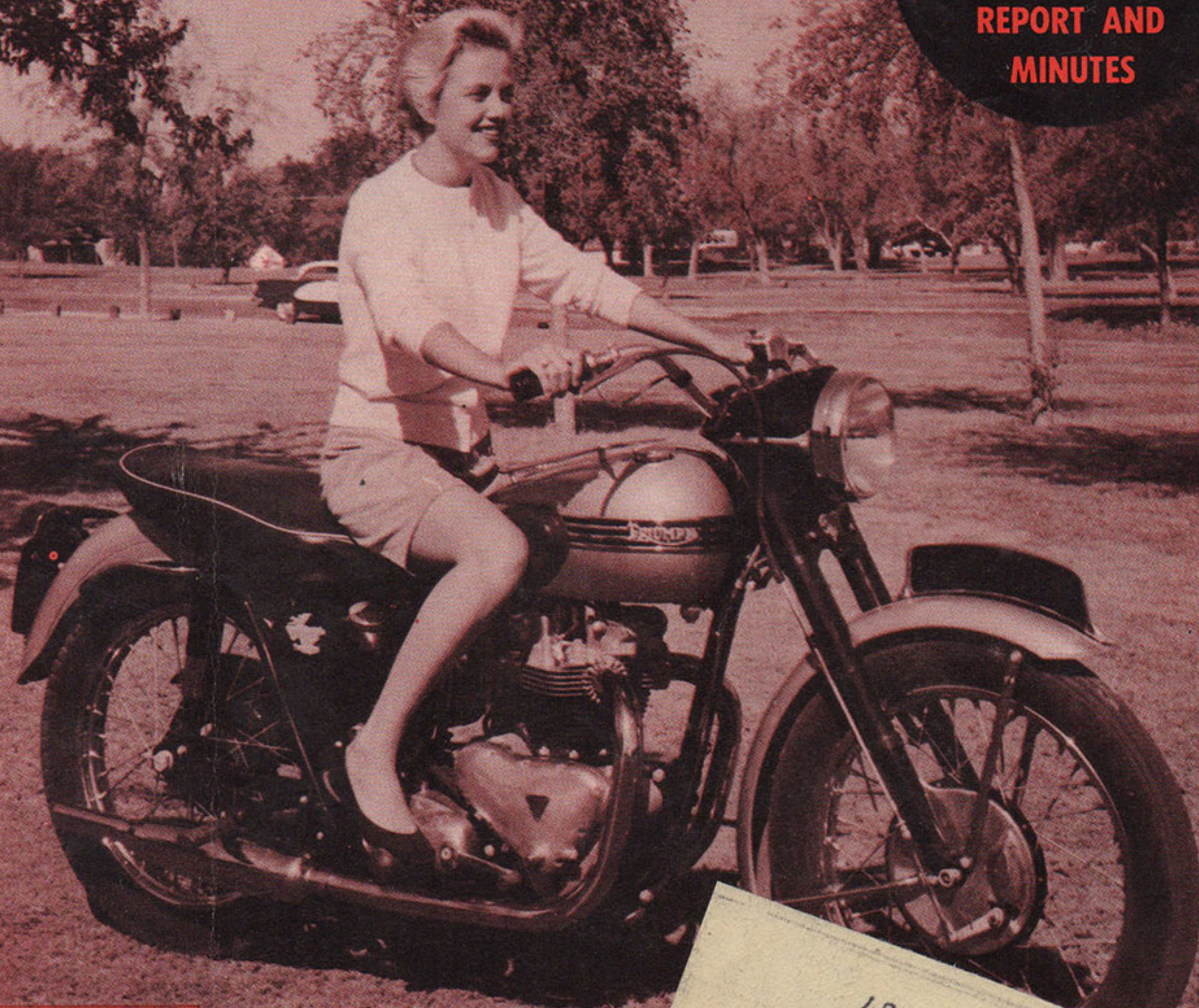
CYCLE

JANUARY, 1957
35c

"WORLD'S LARGEST MONTHLY MOTORCYCLE CIRCULATION"

1957
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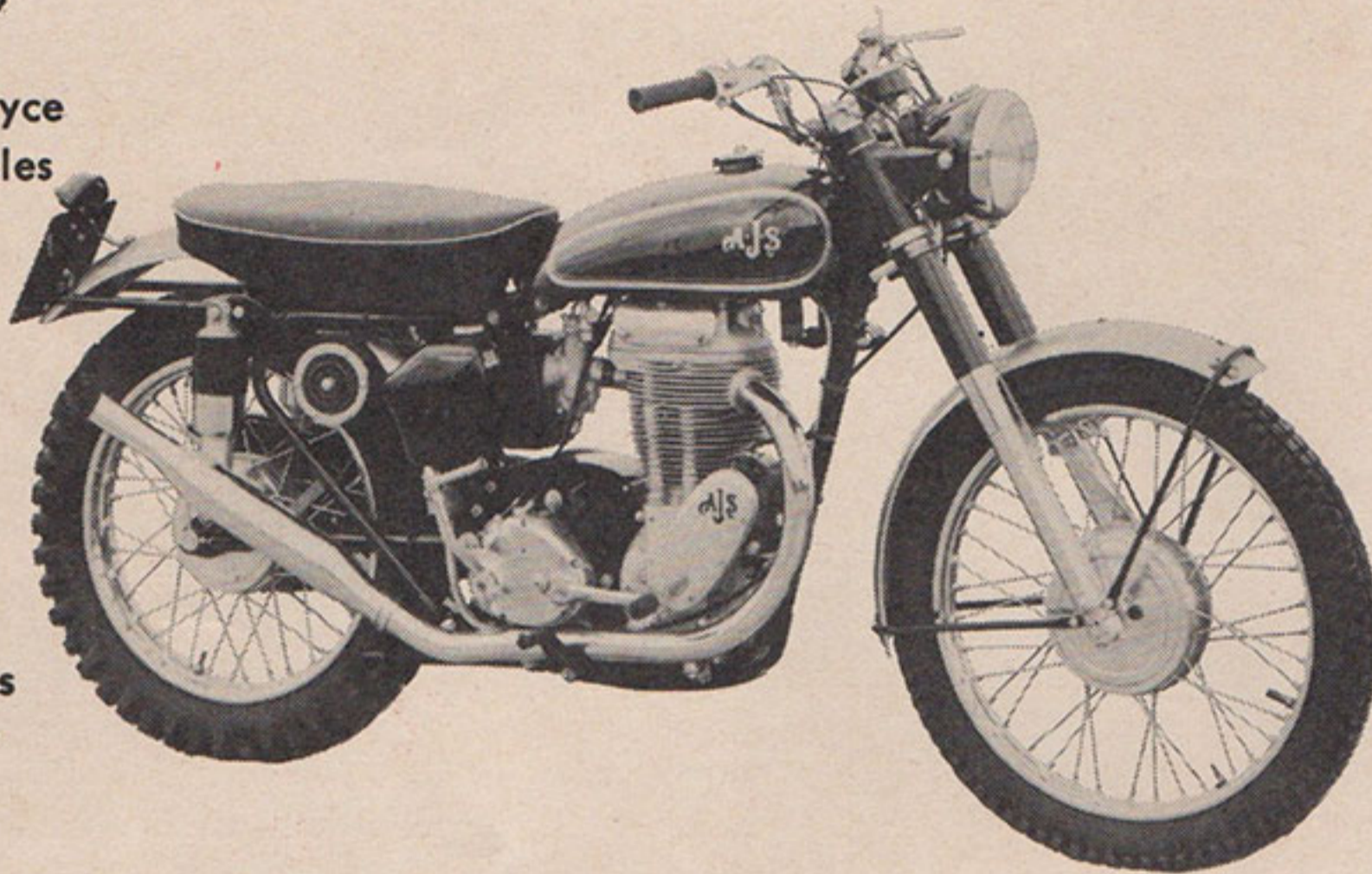
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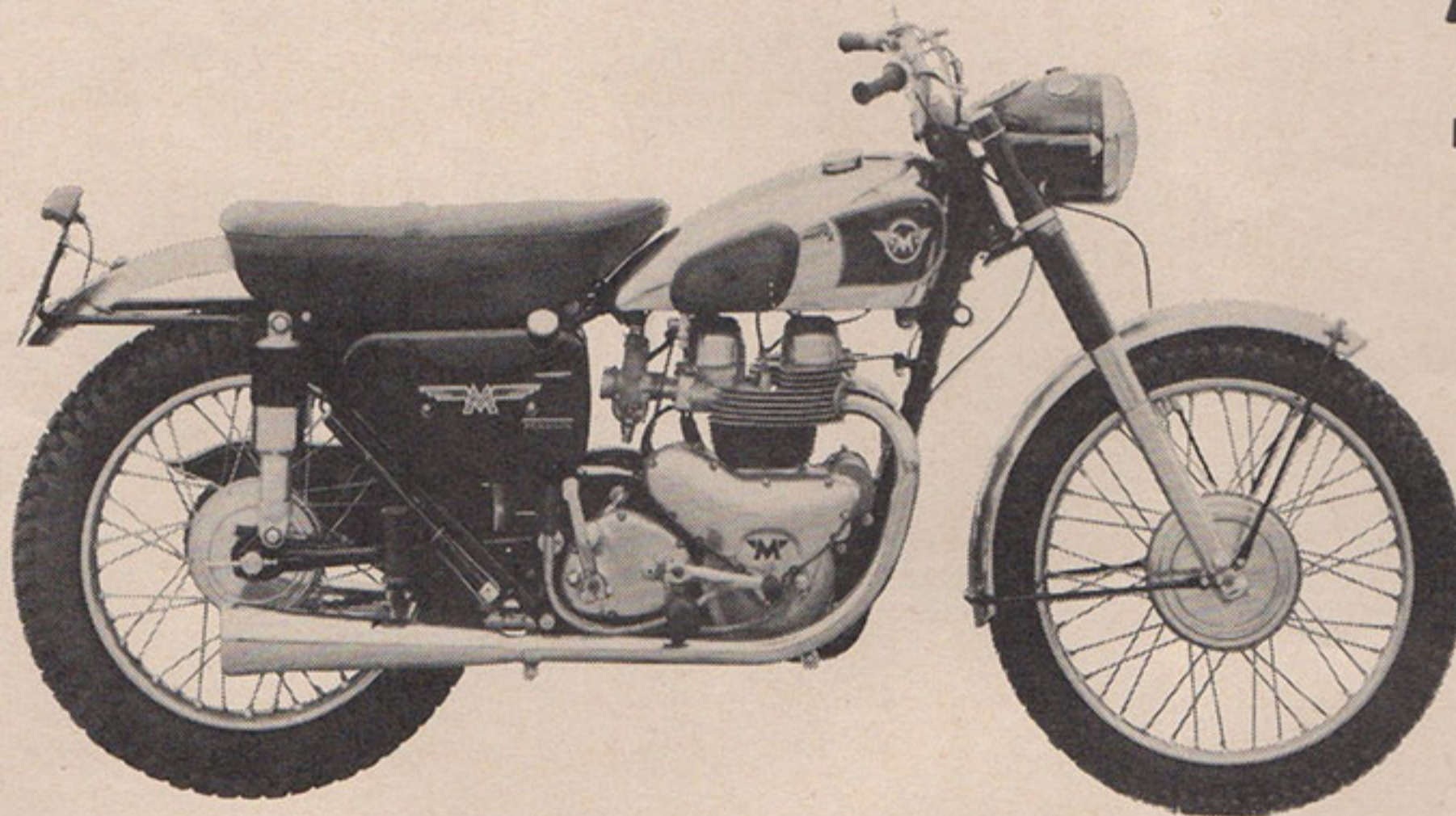
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CYCLE/NOVEMBER, 1956

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



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COVER PHOTOS: Attractive Miss Gale Anderson of Fort Worth, Texas starts her lesson in Motorcycling, featured on this month's cover plus the Road Test of the month—Greeves Enduro, picture of Tester Asher Lee topping a Sand Hill with Greeves 20T Enduro.

The Publisher's Column

HAPPY NEW YEAR—is our wish to all of CYCLE readers, advertisers, contributors and motorcyclists throughout the world. 1956 has been a good year, generally, for dealers, manufacturers, importers and all others connected with the motorcycle fraternity. It has been a good year for CYCLE—thanks to our thousand of friends, readers and advertisers—the best, in fact, that CYCLE has ever enjoyed. Motorcycle activities, with many events scheduled over the nation and Canada, not to mention the famous events held on other continents, have added to the interest in motorcycling during 1956. We enter the new year with confidence and a feeling that 1957 may well bring new rewards and pleasures to members of our fraternity.

A.M.A. COMPETITION COMMITTEE MEETING—The annual meeting of the Competition Committee of the A.M.A. was held at the Cosmopolitan Hotel in Denver, Colo., in November. Reports indicate that the meeting was successful and that the members seemed to be in agreement on most of the matters discussed. Apparently, the compression ratio and displacement regulations that caused such a controversy in the 1955 Columbus meeting are now satisfactory—or at least they were not worth battling over for any 1957 changes in the rules. CYCLE will print the minutes of the meeting as soon as they are sent to us—we hope in the next issue.

ABOUT SUBSCRIPTIONS—As our readers know, CYCLE is the only motorcycle magazine published in the U. S. that is distributed to the newsstands through a national organization. The American News Company, world's largest and oldest magazine distributors, handle our newsstands sales. They do a good job, both in the U. S. and in many foreign countries, including distribution to many outlets overseas where U. S. Servicemen are stationed. In Japan alone more than 1400 copies of CYCLE are sold each month in PX stores. Even so, there are some localities where CYCLE is not sold, due to limited interest in motorcycling. Readers from time to time state that when they move around they are unable to find CYCLE on certain newsstands. Therefore, may we suggest that, if you can not find CYCLE at your newsstand each month, you send your subscription directly to us. There is a saving by having the magazine sent directly to you, and you receive it earlier. Rates are \$4.00 a year, \$7.00 for two years in the U. S. and its possessions, Canada, Mexico, South and Central American Countries. In all other countries the rates are \$4.50 a year, or \$8.50 for two years. **SUBSCRIBE DIRECT NOW** by sending check or money order to: Subscription Dept., CYCLE, 1268 So. Alvarado St., Los Angeles 6, Calif.

ROAD TESTS COMING UP—The makes to be road-tested soon include the Harley-Davidson Sportster, the Jawa, the Horex Resident, A.J.S. and other makes as rapidly as possible.

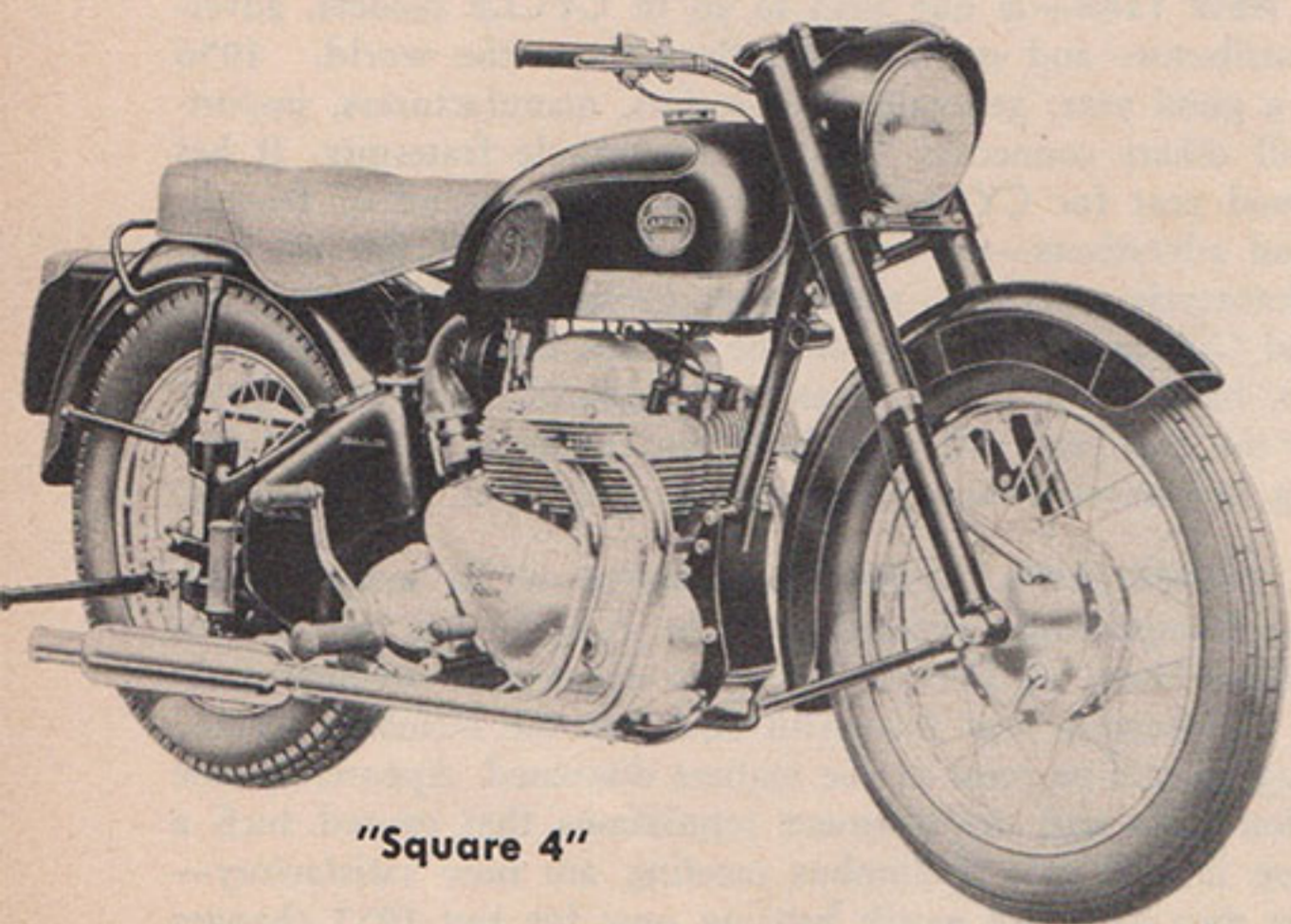
CYCLE POLL RESULTS—Hundreds of filled-in questionnaires on the A.M.A. situation have been returned to us by our readers. We are still receiving mail on the subject. We have received many requests for additional questionnaires (especially from dealers), but we can not send them. We want replies only from CYCLE readers and ONE only from a reader. It was intended that the ONLY votes to be considered are the ones taken out of a copy of CYCLE. The comments we are receiving are interesting, to say the least. A full report, with no punches pulled, will appear in CYCLE, probably in the February or March issue.

DON'T FORGET—We have copies of CYCLE'S TEACH-A-NEW RIDER BULLETIN available free to anyone who requests a copy. Excellent tips on motorcycle riding, as taught by several experts. **NO CHARGE**—just a stamp for handling and mailing costs.

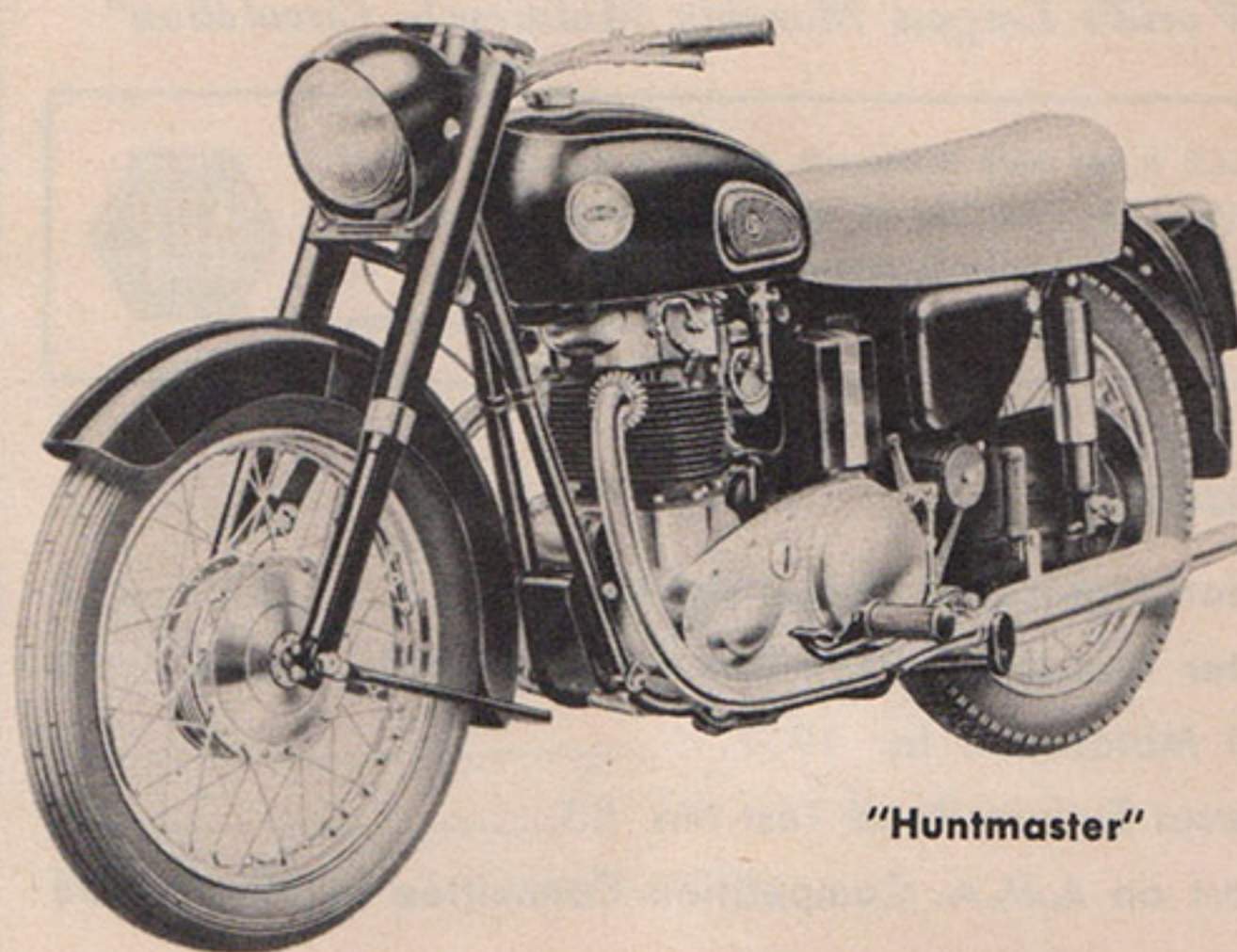
AGAIN — A HAPPY AND PROSPEROUS NEW YEAR TO ALL!

Floyd Clymer

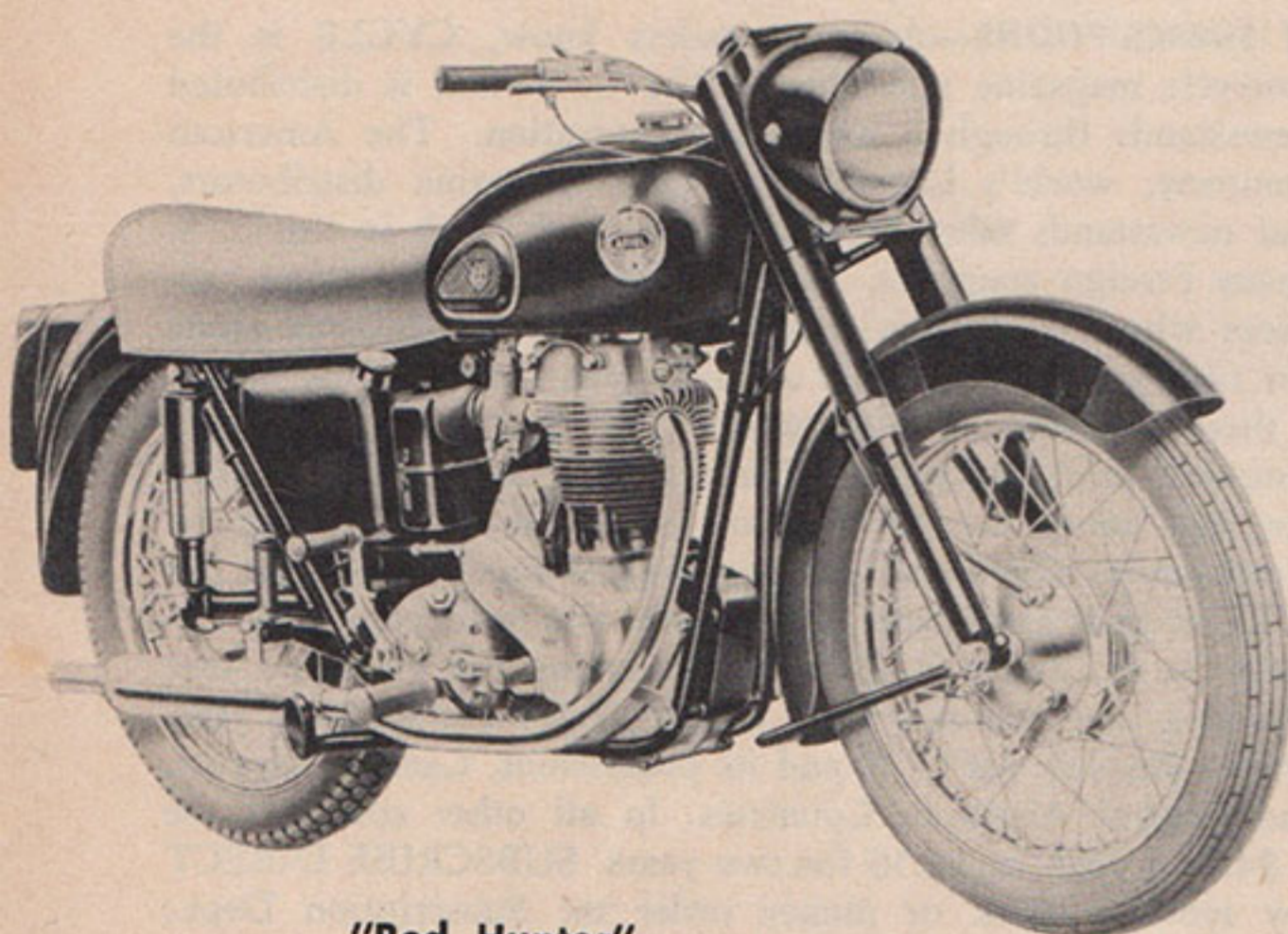
1957 ARIELS



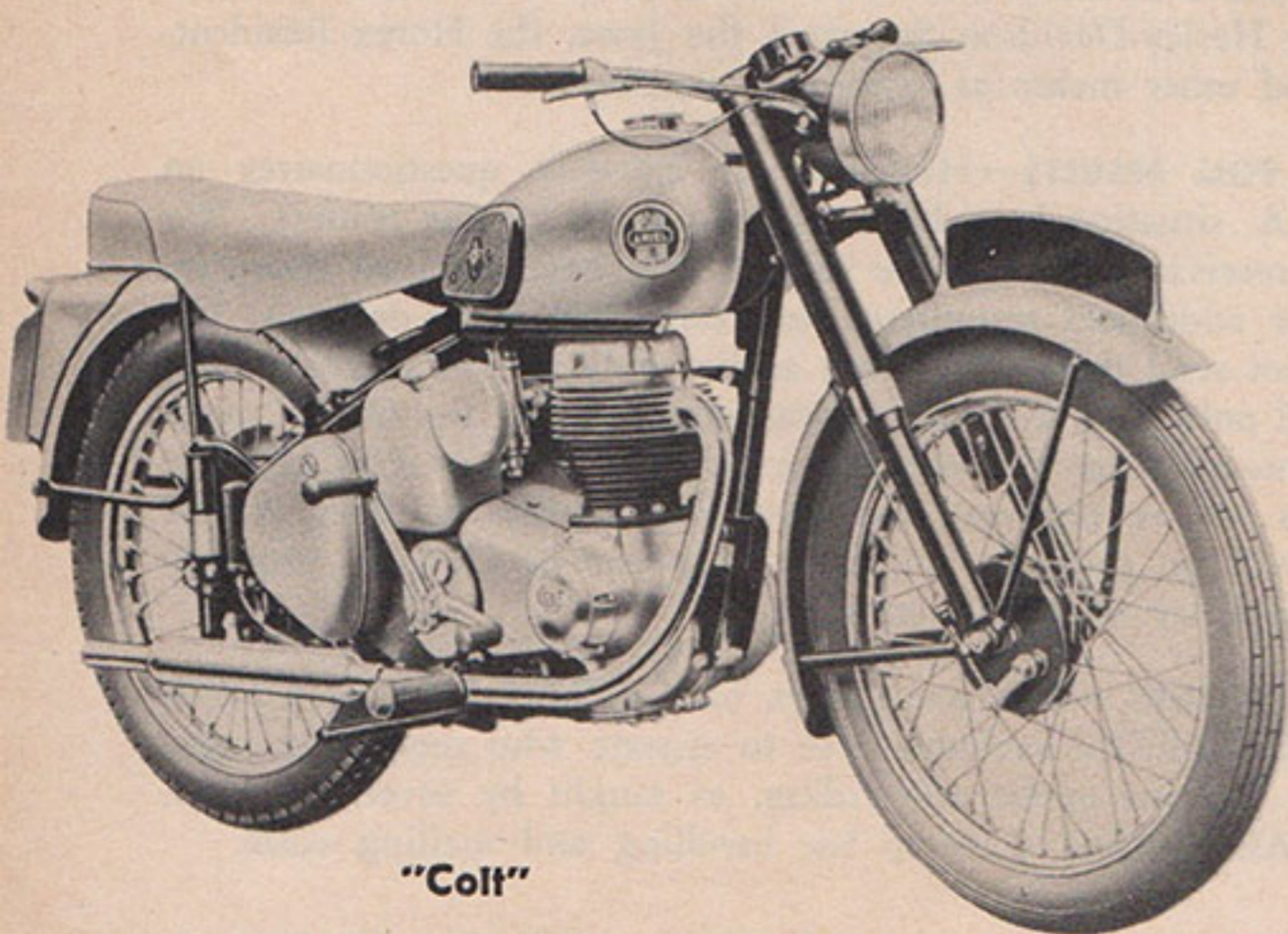
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"Huntmaster"



"Red Hunter"



"Colt"

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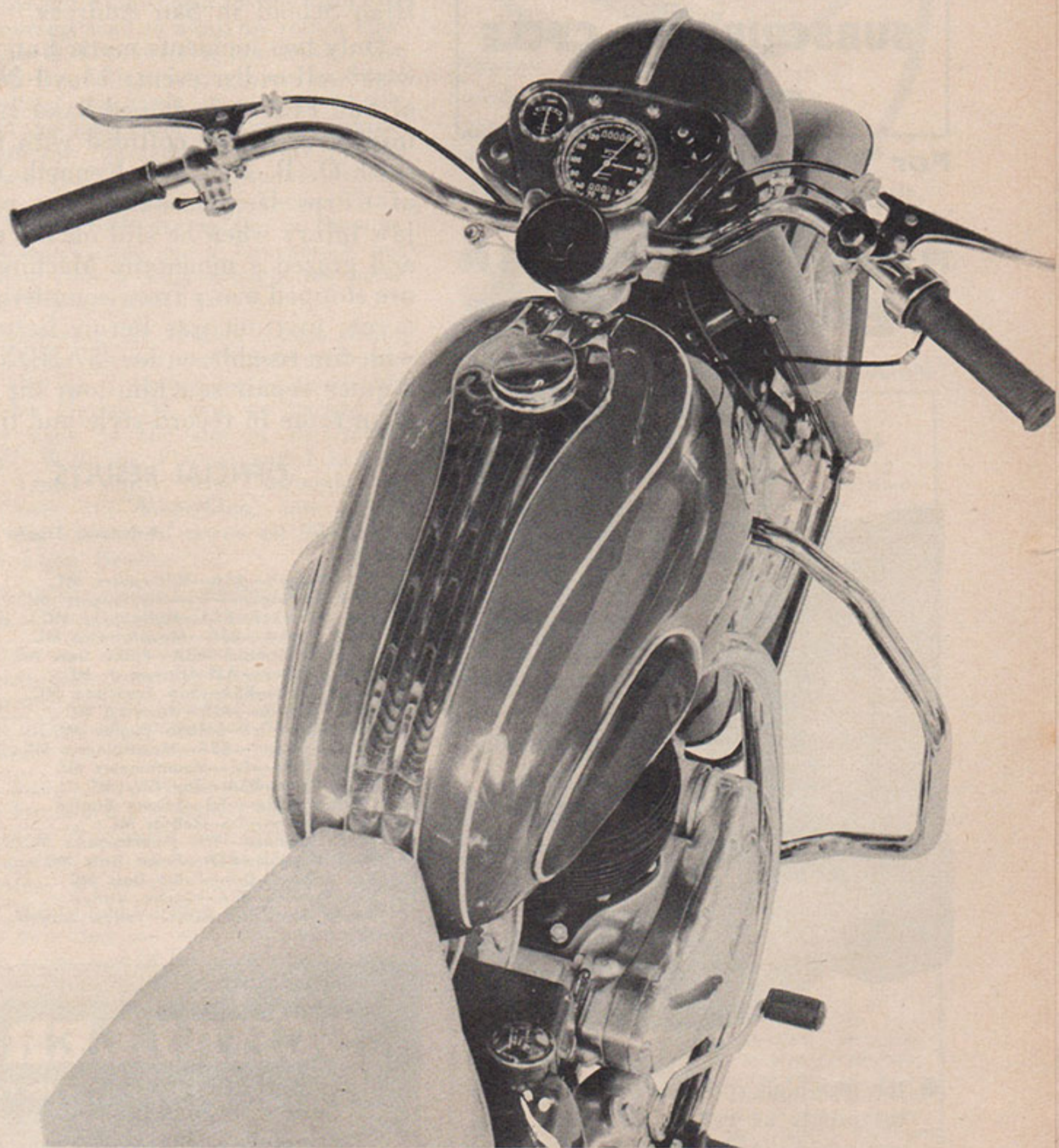
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4th Annual Volcano Endurance Run

Lodi, Calif.—Oakland's Hilltoppers Motorcycle Club rode away with top honors in both "A" and "B" classes of the 4th Annual Volcano Endurance Run as their members won 4 of the 7 trophies. The 144 mile course, with 2 known and 7 secret checks, kept the 64 class "B" and the 19 Class "A" riders on a steady grind on the—odd-to-figure—28 MPH schedule.

Ideal weather, after a pre-event rain, saw the first riders leave Calaveras Union High School at 9:01 A.M. and two more leaving every minute until the 833 Enduro Enthusiasts were on their way. A 30 minute layover at Cooks Station (60 miles out) gave riders lunch and a brief rest before tackling the 84 mile return route to the High School in San Andreas.

Only two incidents marred an otherwise well ridden event: Lloyd Nielson of San Francisco gained hand and leg injuries when he collided with fellow rider O. B. Ray and Kenneth Foster of Citrus Heights suffered a painful jaw injury when he slid off the course and grazed a mountain. Machine failure stopped many from completing the event; first out was Bernie Bernheisel with tire trouble on his '57 HDXL but a quick repair saw him tour the afternoon route in record style and time.

OFFICIAL RESULTS

Class "A"

* denotes Trophy winners

	Pts
1* Ray Bennett—BSA—Hilltoppers MC.....	975
2* Dick Ludwigsen—Tri—Hilltoppers MC.....	972
3* Dan Schacker—BSA—Hilltoppers MC.....	966
3* Frank Kocher—BSA—Mountaineers MC.....	966
4 LeRoy McDonald—BSA—Polka Dots MC.....	965
5 John Nelson—AJS—Hayward MC.....	952
6 Allen Scott—BSA—San Francisco MC.....	950
7 Garve Nelson—AJS—Hayward MC.....	948
7 Art Burch—Tri—Solano Eagles MC.....	948
8 George Flagel—BSA—Mountaineers MC.....	942
9 Kenny Yarn—Tri—Mountaineers MC.....	939
10 O. B. Ray—BSA—Bay City MC.....	922
11 Charles Miller—Tri—Solano Eagles.....	906
12 Herby Silver—Tri—Zebras MC.....	882
13 A. C. Shannon—Tri—Mountaineers MC.....	798
14 Walt Vaughn—BSA—Polka Dots MC.....	764
15 Ron Adams—Dot—Polka Dots MC.....	60 mi.
16 Ken Russell—BSA—Castro Valley.....	15 mi.
17 Bernie Bernheisel HDXL—Yellow Jackets.....	7 mi.

Class "B"

1 Geo. Studebaker—BSA—Hilltoppers MC.....	968
2 Joe Kremer—Zundapp—Polka Dots MC.....	963
3 Dave Putnam—Velo—Redwood City.....	960
4 Keith Cornick—BSA—Stump Jumpers MC.....	951
5 Jimmy Weiss—HDK—Yellow Jacket MC.....	950
6 Jack Vargas—Tri—Mountaineers MC.....	949
7 Richard Berger—AJS—Hayward MC.....	944
8 Jack Cooper—AJS—Hayward MC.....	941
9 Roy Barnes—Tri—Placerville.....	927
10 Ken Jenkins—Tri—Solano Eagles MC.....	921
11 Frank Branco—BSA—Hilltoppers MC.....	920
12 William Austin—Tri—Hilltoppers MC.....	918
19 Howard Allison—Match—Stockton MC.....	916
13 Buel Campbell—BSA—Solano Eagles MC.....	916
14 Phil Borba—BSA—Gustine MC.....	906
14 Jim Sands—Match—Hayward MC.....	906
15 Curtis Sexton—AJS—Hayward MC.....	895
16 Ernest Souza—Match—Gustine MC.....	890
17 C. C. Rodney—BSA—Gustine MC.....	864
18 Bob Keys—Match—Lancers M.....	851
19 Wm. Campbell—Tri—Solano Eagles MC.....	849
20 Bruce Macrae—BSA—Oakland.....	836
21 Fred Plesse—BSA—Los Altos.....	820
21 Tommy Smith—Match—Los Altos.....	820
22 Eugene Rogers—AJS—San Francisco.....	806
23 Joe Jones—AJS—Hayward MC.....	869
24 James Nankervis—BSA—Hilltoppers MC.....	765
25 Don Link—BSA—Polka Dots MC.....	758
26 Jim Forrest—BSA—Oakland.....	756
27 Lou Bettencourt—BSA—Gustine MC.....	753
28 Kerrill Chaffin—BSA—Stump Jumpers.....	723
29 Paul McGill—AJS—Stump Jumpers MC.....	721
29 Roy Isam—BSA—San Francisco.....	721
30 Russ Hansen—Tri—Livermore MC.....	720
31 Joe Pardee—HDK—Polka Dots MC.....	692
32 Don Wright—BSA—Bay City MC.....	691
32 Keith Wyman—BSA—Stockton.....	691
33 George Hein—AJS—San Carlos.....	655
34 Gary Muzzelman—BSA—Livermore MC.....	140 mi.
35 Bob Lopes—BSA—Gustine MC.....	137 mi.
36 John Bettencourt—BSA—Gustine MC.....	135 mi.
37 Dick Hauser—Tri—Niles.....	109 mi.
37 J. J. Morrison—HDK—Livermore MC.....	109 mi.
37 Russ Swope—Tri—Stockton MC.....	109 mi.
38 W. Hashenberger—BSA—Livermore MC.....	101 mi.
38 Vern Hansen—BSA—Livermore MC.....	101 mi.
39 "Tex" Polvadore—Tri—Stockton MC.....	92 mi.
39 Karey Gunn—BMW—Placerville.....	92 mi.
39 Francis Azevedo—Tri—Livermore MC.....	92 mi.
40 Chuck Schob—HDK—Yellow Jackets.....	*65 mi.
41 Joe Lawrence—Match—Hayward MC.....	60 mi.
41 George Fergoda—BSA—San Francisco.....	60 mi.
41 Wally Pimentel—BSA—Oakland.....	60 mi.
41 Frank Blair—Tri—Newark.....	60 mi.
42 Millie Paulson—BSA—Bay City MC.....	50 mi.
43 Frances Walling—AMB—Stockton.....	39 mi.
44 H. Hergenroeder—Tri—Polka Dots MC.....	30 mi.
45 Buck Sumney—Tri—Hayward MC.....	25 mi.
46 Wes Parry—BSA—Hilltoppers MC.....	15 mi.
47 Ken Foster—Ariel—Citrus Heights.....	15 mi.
48 Don Allen—Tri—Stump Jumpers MC.....	12 mi.
49 George Nielson—AJS—Bay City MC.....	5 mi.
50 Gabriel Pena—Match—Mountaineers MC.....	0 mi.
50 A. Lauffenburger—Tri—Tri City MC.....	0 mi.

NOTE: Some with mileage may have finished but were disqualified (too late) at miles listed.

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Editor, CYCLE Magazine—

Just a short while ago I was looking forward to getting out of the army and riding my 1952 Vincent Rapide home to Long Beach, Calif. I was separated from the service on time, but couldn't leave Washington, D. C. (where I was stationed) for at least five or six days, as my bike was being overhauled at a nearby shop in preparation for the cross-country jaunt.

At 8:30 on that long awaited day I said my last goodbyes and wheeled on off with the sun on my back. Riding northwest through Virginia, West Virginia, the tip of Pennsylvania and on into Ohio I was able to make a fairly good mark on my daily tabulating chart. Had it not been for a heavy downpour, however, I would have gone a bit further before eyeing the many motels.

The next morning I took an easy ride to Marysville to see Harry Bellville, who advertises in CYCLE. After having a nice visit with the Bellville's and drooling over his \$25,000 stock of Vincent spares, I started rolling toward Indianapolis.

Just west of the "City of the 500" I had the ill fortune to break a primary chain. It was two days and nights later before the postman brought the needed linkage so I could make the necessary repair. While there, in Danville, Ind., I had the very pleasant experience of learning how nice people can be to a motorcyclist in distress. Mr. Bradshaw, a local gasoline dealer, kept the broken motor inside his station and gave me free use of all equipment and tools as well as some most welcome moral support.

No sooner was I on my way when I met a wonderful couple, Mr. & Mrs. Fred Schultz, who were riding their Harley 74 to Kansas City, Mo. We rode together all that night, stopping together for coffee, chow, and funny stories. We had a grand time. Everything ran along just fine until we got within ten miles of Kansas City, when the Vincent started losing speed, then jerked and stopped. Fred and wife turned immediately around to assist their unshaven riding companion. Tinkering and cleaning consumed some 20 or 30 minutes and I was then able to fire the machine up again. It was just a few minutes ride before we had to split up and go our separate ways. I was sorry to say "So long" to my friends, the Schultz's, who were not only enjoyable company and good riding companions, but a fine example and recommendation to the wonderful sport of motorcycling.

Turning the Vincent south I rode, stopping once with the same trouble, for another two hours before getting a motel for the day. With a good sleep and a "belly" full of chow, I was astride the motorcycle and on my way again just as the sun went down. A few more miles south brought U. S. highway 54 into view, where a right turn sent me heading west once again. On out of Missouri and into Kansas I rode with the cycle purring like a fat cat. That is, until about midnight when I rode into a curve at 65 per and my headlight went out! Luck was with me, though, as the moon provided enough light to keep me from riding into a pasture with the rest of the startled cattle. With a firm grip on the dimmer switch,

a faint blinking light showed me into the next little town. After finding that I couldn't fix the headlamp myself without solder, and not wanting to ride by cigarette-lighter glow for the rest of the night, I took a motel room and grabbed some shut-eye while waiting for daybreak.

Gas, oil and three swift kicks sent the Vinnie and I on our journey once more. The big twin ran just as nice as its sweetest reputations claim, and carried me with a big smile on my sunburnt face on out of Kansas, through Oklahoma and Texas Panhandles and into bad-bad New Mexico.

The further I rode into the New Mexican desert, the more frequent my troubles became. After the engine failed, each time I would check, clean, adjust and cuss each individual part of the equipment that I could. Time would lapse during this "drill" and the old 61-incher would start again. With the oil in the return feed pipe flowing like California wine I would be on my way again; but only for a little way before another engine failure.

After three or four occurrences of this in close succession, I said a few harsh words, pushed the old Englishman off the road and onto the desert sand to await my return from nearby Santa Rosa with a tow truck. Six miles and ten dollars later, I was in Santa Rosa putting the cycle in storage at the Chevrolet garage. After making an agreement with the "garagetter" to care for the now frozen H.R.D., I was fortunate enough to get a ride with a sympathetic "four-wheeler," who took me as far as Barstow, Calif. A quick ride on a Greyhound bus and a slow 7-block walk brought me home to Long Beach, Calif.

Last week-end, my brother James, being the wonderful person and motorcycle enthusiast that he is, loaded me on the buddy seat of his Harley 74 and we packed all the way back to the site of the recent "tragedy". With the Vincent and I in tow, brother James pulled west through the deserts, over the mountains, and jerked through the cities and towns all 985 miles back to Long Beach.

In those three weeks I covered 4,000 miles, of which 985 miles were in tow.

The bike is now parked in my garage and I have a summer job at an oil refinery trying to save enough money to get an engine overhaul before I start back to school in September.

Even though the trip seemed to be a bad one—as I relate it—I should say that there was a lot of enjoyment and pleasure that I got in between the mishaps and (expensive) breakdowns. While the twin was in good running condition, I had a swell time; and, the trip provided me with the opportunity to meet some wonderful people who were just as quick to share my poor luck as my happiness.

This month, as in every month while I was in the army, I am looking forward to the next issue of CYCLE Magazine. Letters to the Editor in "Mail Pouch" and "Touring Articles" are my favorite spots and which I read first.

I wonder if any of the many CYCLE readers have had the misfortune to be towed 985 miles on a bike. If so, I would enjoy hearing about it; as I am sure many of the other readers would too.

I remain, yours truly as an ardent motorcycle enthusiast.

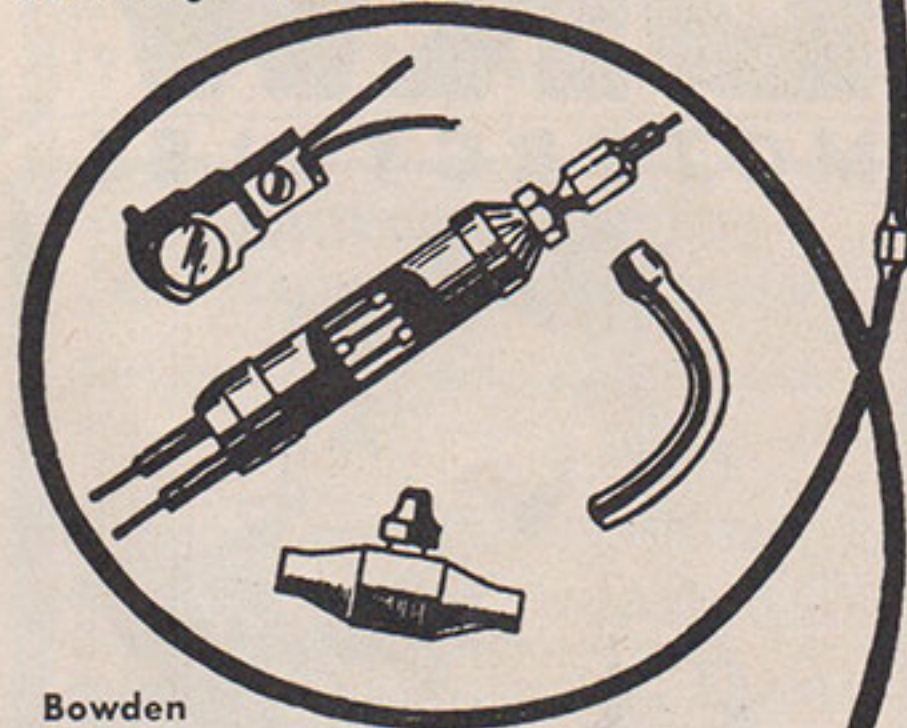
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(Continued on page 10)

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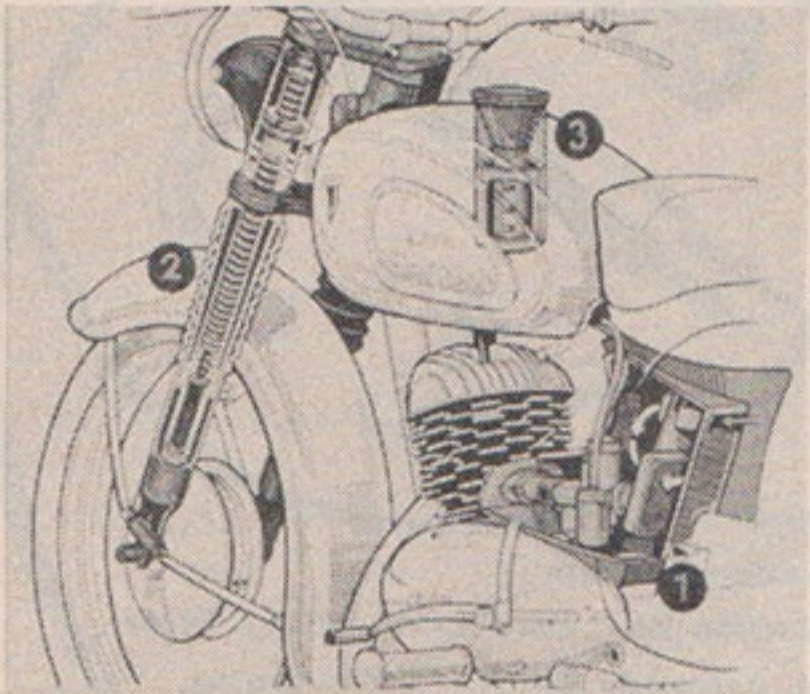
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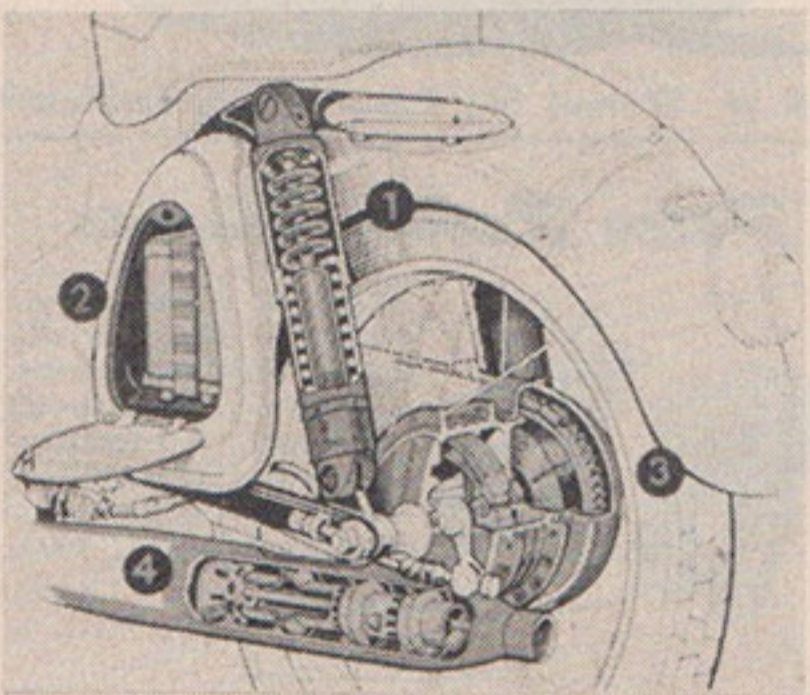


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COVERED WAGON ENDURO

SOUTHWICK, MASS. — Perfect weather, a record number of entries and happy faces at the end of the run made the "Pioneers" satisfied with their eighth running of the COVERED WAGON ENDURO. There were forty-seven entries in for the drawing. Many were there to put their hand in the Bean Pot and draw their lucky riding number and to receive their attractive covered wagon souvenir pins. The next morning Mr. Wing, president of the Antique Motorcycle Club, was on the starting line to say, "O.K., you're on your way," to the ninety-five starters, and the riders headed into the woods. Even before they hit the first check, the brook crossing proved a "waterloo" to some riders.

We had two girl riders, Marlene Wolfe, Springfield, Mass., B.S.A. mounted, and Leslie Pink, Yonkers, N.Y., on her H-D, riding numbers six and eleven respectively. They both made it into the fifth check at 66.0 miles but Marlene was over an hour late. Don Pink, our '53 and '54 winner, was waiting at that check with his H-D's forks unglued.

Seventy-three riders checked into noon control where many spectators had gathered. After most of the riders had checked in, the spectators took off so as to be sure to be at the Knightsville Dam for the spectacular river crossing. Many riders were disappointed last year when we did not use this section. It seems also impossible that at that time the water was forty feet deep at the point where the motorcycles were crossing this year. This Dam is a part of a flood control system that was overtaxed in a year that we New Englanders remember as so disastrous to many of our towns. Ralph Strong, one of our popular dealers from Quaker Hill, Conn., stalled his Indian out in the middle of the stream and probably lost his chance at the Dealer Trophy right there as only five points separated him from "Whitey" Loud, New York City, the winner of that class.

We were sorry when our only entry

from Pennsylvania, Robert Wagner, Feasterville, had to drop out at 113.2 miles. Hope the thumb is better now, Bob. One of the most disgruntled riders during the afternoon was the grand champ, Paul Walton, Milford, Conn., on his A.J.S. He was really talking to himself as he was basing his time on the Corner to Corner Sheet and had gone a few miles out from the noon check before he realized that he had forgotten to turn it to the afternoon route. It didn't seem to make too much difference as he came through with a score of 98 points. Scores were mighty close. Drew Smith, Jamaica, N. Y., riding a D.M.W., won Class A—Lightweight and Jim Fennell, Bronx, N. Y., on a Triumph, won Class A—Mediumweight both with the same score of 982 just one point below the Champ.

The pathfinders, Ernie Humphrey, Charles Chapman, Roy Miller and Coleman Mitchell, spend many weekends searching for new territory and doing their usual expert arrowing job. Many thanks for a job well done were expressed by the riders.

At the final count, the records show 95 starters, 52 finishers. Of the eighteen club teams entered, only three had all members of the team finish. The Milford Riders, Milford, Conn., will take home the cup. We hope that a lot of the winners will be present at our Award Night, November 17th, so that we will be able to personally present those distinctive trophies. The Grand Champ's trophy is topped with a covered wagon and oxen, and the first place winner in each class has a covered wagon to carry out the theme. And that evening, Paul Walton can autograph the cloth top on the Covered Wagon. This good sized replica of the old Covered Wagon and oxen waits at the clubhouse for some one to put his "John Hancock" on it three times and it is his.

We plan to show movies of the run and who doesn't like to see himself on the screen, big as life and twice as funny, especially when he is flat in the middle of a mudhole! ★

RESULTS OF COVERED WAGON ENDURO

Promoted by Pioneer Valley Motorcycle Club, Inc., Southwick, Mass.

Grand Champion: Paul Walton, Woodbridge, Conn., A.J.S. 983 Pts.

Class A—Lightweight:			
1. Drew Smith, Jamaica, N.Y.	D.M.W.	982 Pts.	
2. M. Schmid, Pd Ridge, N.Y.	D.M.W.	974 Pts.	
3. Joe Kastner, New York, N.Y.	H..	971 Pts.	
Class A—Mediumweight:			
1. Jim Fennell Bronx, N. Y.	Triumph	982 Pts.	
2. Chuck Oakes, Bennington, Vt.	Triumph	979 Pts.	
3. C. Shumitz, Milford, Conn.	A.J.S.	970 Pts.	
Class B—Bantamweight:			
1. R. Schilling, Forestville, Conn.	B.S.A.	767 Pts.	
2. R. Mortensen, Middlebury, Cn.	B.S.A.	754 Pts.	
3. Morrisette, Willimantic, Con.	H-D	150.4 Mi.	

Class B—Lightweight:			
1. John Miller, Trumbull, Conn.	D.M.W.	954 Pts.	
2. W. MacDermid, Terryville, C.	T.W.N.	930 Pts.	
3. R. Gorski, Pound River, N.Y.	D.M.W.	972 Pts.	

Class B—Mediumweight:			
1. B. Pratt, Southwick, Mass.	Indian	977 Pts.	
2. G. Hewitt, Uncasville, Conn.	Triumph	972 Pts.	
3. My'n Hooker, Fiskdale, Mass.	B.S.A.	970 Pts.	

Dealers:			
1. R. Loud, New York, N. Y.	A.J.S.	963 Pts.	
2. R. Strong, Quaker Hill, Conn.	Indian	957 Pts.	
3. Hogan, Indian Orchard, Mas.	Matchless	908 Pts.	

Girls:			
1. Leslie Pink, Yonkers, N. Y.	H-D	66.0 Miles	
2. Mar Wolfe, Springfield, Mass.	B.S.A.	53.6 Miles	

Team:			
Milford Riders (H. Zientek; John Kwoka, Jr.; John Miller.)			

**Competition Committee Members
District Referees**

A.M.A.

OFFICIAL BULLETIN

1. The annual meeting of the Competition Committee, Technical and Safety committee was held at Denver, Colorado on November 24, 25, 26 and 27th. Awarding of National Championships, drawing up new 1957 rules, advancement of riders and many other details are worked out at these meetings. (We expect a report for the next issue—Clymer)
2. Riders who have moved since applying for 1956 competition license should mail in their new address for the 1957 Riders' Supplement.
3. The Greeves machine has never been approved for Class C. competition and is illegal to use in Class C sanctioned events.
4. Mrs. Lou Mitchell of the Pioneer Valley MC recently turned in one of the finest reports for an Endurance run that this office has received in a long time. This event was held October 14th with 96 riders entered, all riders' names, their machines, motor numbers, AMA numbers and expiration dates, each rider's score and how they finished were listed, plus the fact that report was very neat and filled out in ink. Reports such as this one are a very rare treat and we certainly appreciate and thank Mrs. Mitchell for her very fine effort.
5. During any racemeet no rider shall become a spectator in the judges' stand nor shall he become part of the scenery around the stand. Riders either belong in the pit or competing on the tracks, if they wish to become spectators they belong in the stands with spec-

tators. Referees or officials should stop being so "bashful" and advise these riders where they belong.

6. All posters or advertisements MUST show "AMA sanctioned" and list the AMA sanction number on the posters.
7. Al Walters on October 14th at Williams Grove, Pa., disqualified a Class A rider for shifting gears during a race.
Robert Finn on October 21st at Dover, N. H., disqualified two riders for passing on a "hold position" flag.
Barney Barker on October 21st at Shreveport, La., disqualified a rider for threatening and cursing him.
8. The following riders are suspended indefinitely from the AMA:

Adkins, Paul, #63C Washington, D. C., riding in unsanctioned event.

Bertholdt, Bud, #88C Baltimore, Md., riding in unsanctioned event.

Bock, Edward, #20C Miami, Fla., riding in unsanctioned event.

Hale, Ardell, #36D Silver Spngs, Md., riding in unsanctioned event.

Myers, Bill, #55D Cabin John, Md., riding in unsanctioned event.

Milburn, Raymond, #94N Houston, Tex., ungentlemanly actions.

Llauguet, Remigo, #69C Tampa, Fla., riding in unsanctioned event.

Long, John, #103C Miami, Fla., riding in unsanctioned event.

Lovengreen, John, Tampa, Fla., a dealer aiding in unsanctioned event.

Tomin, Ralph, Kensington, Md., siding in unsanctioned event.

Whitehurst, Elbert, Tampa, Fla., riding in unsanctioned event.

Herring, Bobby, #15C Columbus, Ga., riding in unsanctioned event.

Nicks, James, #75C Tampa, Fla., riding in unsanctioned event.

Guy Urquhart

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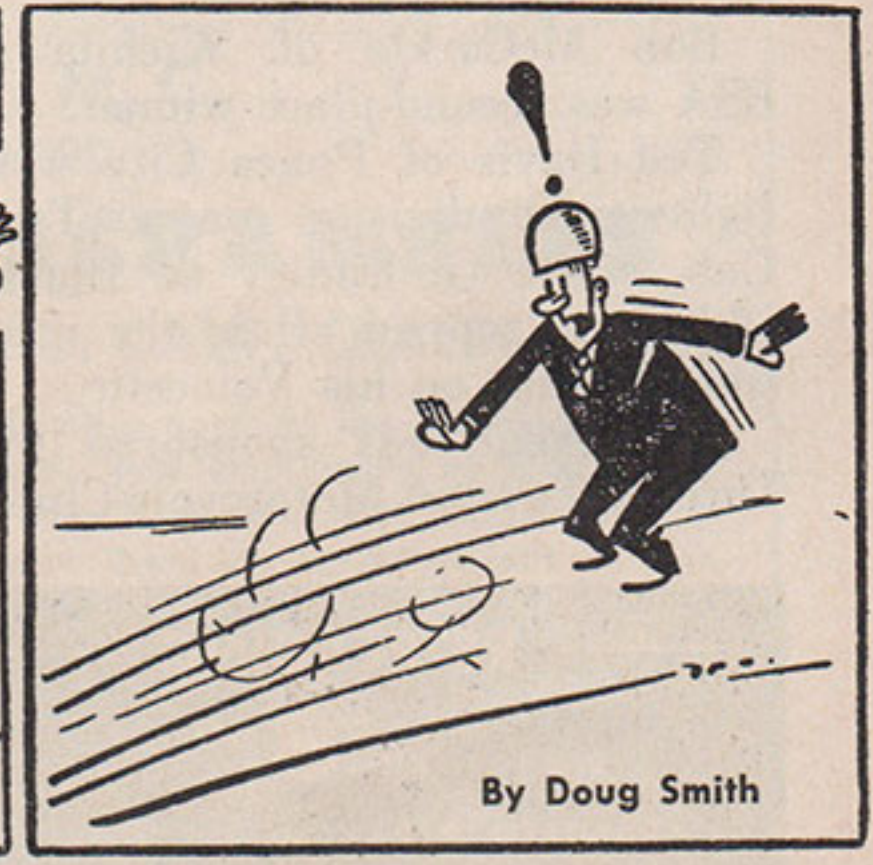
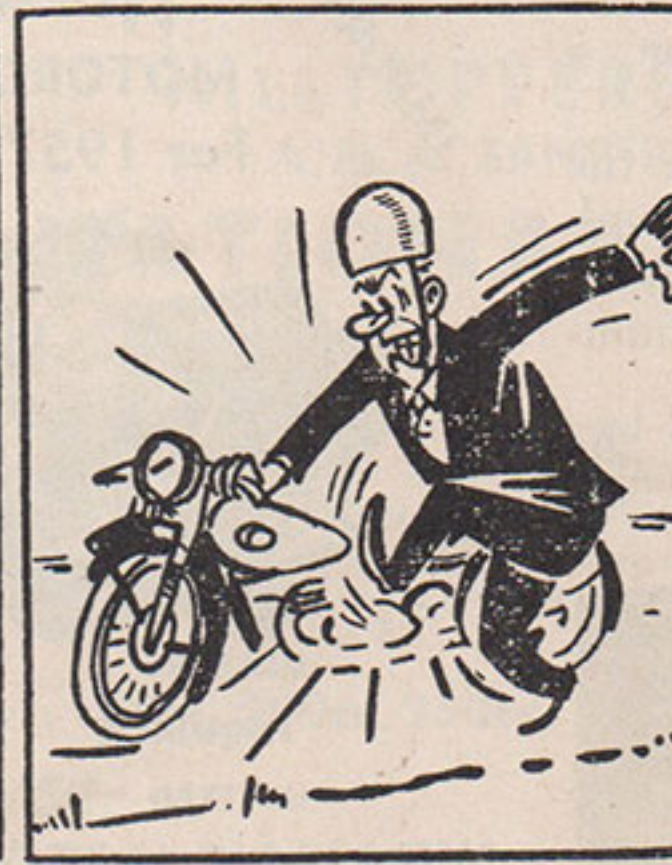
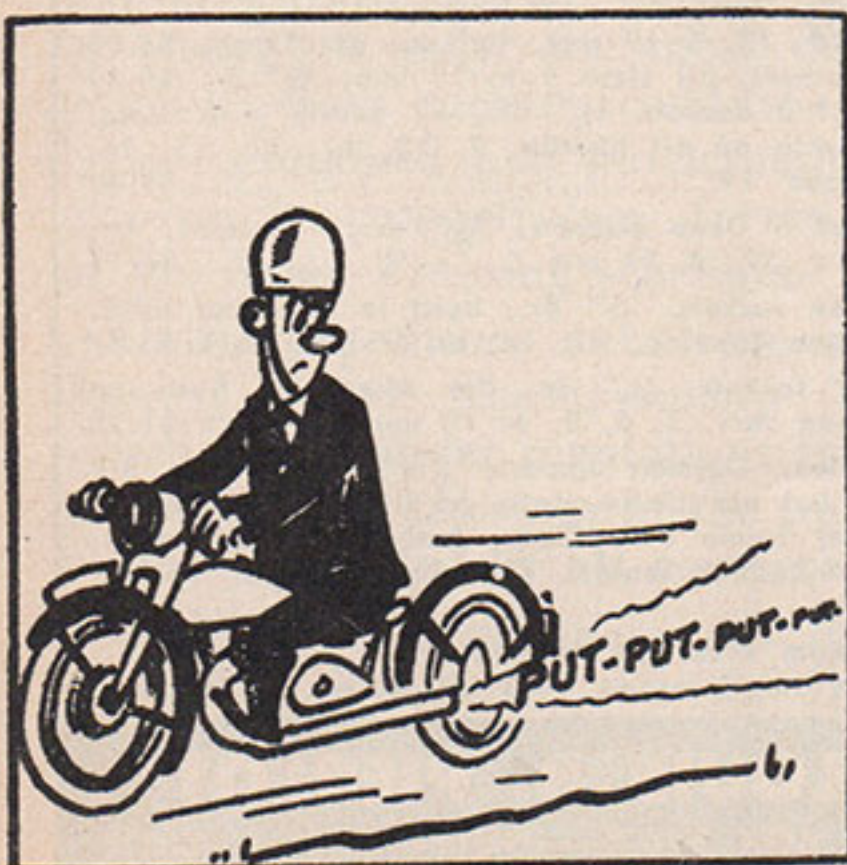
—Genuine black imported goatskin leather —Does not tear or peel —Repels water, oil and grease —The cuff keeps out the wind and weather —Wool fleece lined for warmth
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By Doug Smith

TEN CLUBS RACE IN "SCRAMBLES"

MANCHESTER, N. H. — Forty-six riders from several states competed in the Manchester Motorcycle Club "scrambles" races recently held at the club course on Route 101 in Bedford.

Ten clubs entered riders in the three-engine size classes of competition up to 125 cc., up to 250 cc., and the open class.

Twenty-five riders roared away at the start of the 125 cc. class race, won by Ronald H. Princler, of Worcester, Mass., in 13 minutes and five seconds, riding a Harley-Davidson. Dick Bettencourt, Brockton, Mass., took second on an Indian and Thomas L. McDonough, Lynn, Mass., placed third, riding an NSU machine.

Eight riders qualified for the finals in the 250 cc. class, which was won by Pete Reader, Hartford, Conn., on an Indian, in 12 minutes and 22 seconds. He was followed by James Tolman, Georgetown, Mass., who took second, riding a Triumph 200, despite a spill during the race that cost Tolman valuable time. Dick Ambrosia, Quincy, Mass., took first place in the qualifying heat, and third place in the finals, riding a Harley 165.

The open class race, with nine qualifying riders, was won by Bob Burnett, Wenham, Mass., on a Triumph trophy, in 11 minutes and 23.5 seconds. Bill Constantine, Elwood, Conn., took second in the open, riding an Indian Woodsman. Dick Bettencourt, Brockton, Mass., took third in the open, riding an Indian Woodsman.

Ideal weather brought a crowd of 400 to the scrambles. ★

DUESENBERG ON TRIUMPH WINS TURKEY RUN

Bill Duesenbert of Wichita, Kansas, won the Thanksgiving Turkey Run at Ponca City, Oklahoma over a rugged course that only fifteen of thirty starters managed to complete.

Bob McCarkle of Wichita on a BSA was second-place winner.

Ted Davis of Ponca City won the lightweight division on a Triumph Cub, while G. Limley of Blackwell, Oklahoma topped all in the medium-weight class on his Velocette.

The event was sponsored by the Throttle Twisters Motorcycle Club. ★

RETREADING

\$8.90 UP

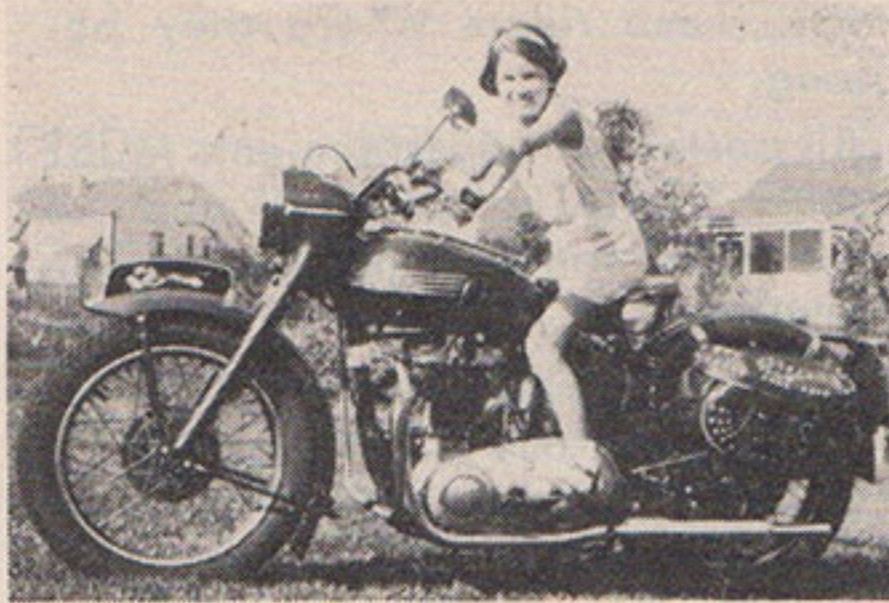
Road Tread Sports Knobby

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MAIL POUCH (Cont. from page 7)



Editor, CYCLE Magazine—

Meet the Virginia candidate for the Most Popular Girl Rider of 1970, my daughter Dianne, seen ably filling the saddle of our Speed-twin. A little young maybe, but a more enthusiastic rider (or prettier either) will be hard to find.

Your readers and writer Air Force S/Sgt. Ronald Tree (Aug. 1956) may be interested to know that cycles are very popular at the heart of the Defense Department, the Pentagon. A bright day in Washington will find our reserved parking section completely filled with motorcycles and scooters. Recently we have had to double park in the space to make room for newcomers who have discovered that cycles are the answer to our congested metropolitan traffic.

CYCLE'S contributions to the sport are most commendable. There is no better way to start the day than to arrive at the office with a clear head and lungs full of fresh Virginia air.

Delamater Davis, Jr.
1922 Anderson Road
Falls Church, Va.

Editor, CYCLE Magazine—

A friend of mine, Warren Tuttle, who also is a member of the AMA, has gotten me interested in motorcycle riding. But I have a problem that is also faced by a lot of young people the same as I. I'm all for it, but my father and mother say "No". I would appreciate it if you would answer my problem and tell me and a lot of young people what we can do. I look forward to my copy of CYCLE each month. Keep up the good work.

Allan Crisfield
Pleasantville, N.Y.

Why not induce your parents to talk with some CYCLE dealers in your vicinity—Ed.

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Whitworth size—Set of 4 Stabil End wrenches, drop forged Manganese-Silicon steel, Nickel plated. 1/8 to 3/16 W.....\$3.20
Set of 4 Stahlwille Motor End wrenches, fine mechanics quality, drop forged Chrome Alloy steel, Chromium plated. 1/8 to 3/16 W.....\$5.45
Tappet Wrench 3/16 x 1/4 W.....\$1.48



WHITWORTH COMBINATION WRENCHES

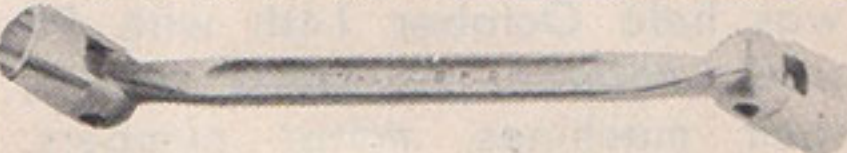
Forged Chrome Alloy steel, 12 point box end.
1/8 W.....\$1.05 3/8 W.....\$2.38
3/16 W.....1.70 7/16 W.....3.02
1/4 W.....1.86 1/2 W.....3.38
5/16 W.....2.19 9/16 W.....3.55

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Long handle, 30° offset, extremely thin 12 point ends to fit into tight spots, Chromium plated. Guaranteed stronger than any bolt. Set of 4, 1/8 to 3/16 Whitworth.....\$8.90



Set of 2 short 15° offset Box wrenches, 3/16 x 1/4 W & 5/16 x 3/8 W, 12 pt, burnished finish \$2.50
Sockets, drop forged Chrome Alloy steel, hot broached 12 point, 3/8" sq. dr., Chromium plated
Set of 5, 1/8 to 3/8 Whitworth.....\$4.33
Whitworth 1/2" sq. dr. Sockets, Hot broached, 12 point. Special reduced price for December.
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Stahlwille Flexi box wrenches, 12 point socket type ends swivel to any position. Chromium plated and polished. Chrome Alloy steel.
3/16 x 1/4 W.....\$3.39 5/16 x 3/8 W.....\$4.08
12 x 14 mm.....\$3.39 17 x 19 mm.....\$4.08
Thread Restorer Files, used like a file, a few strokes restores damaged thread. Special design permits the restoration of internal threads to a depth of 3/4". Each restorer has 8 surfaces marked with thread size Specify Whitworth or Metric.
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8mm.....\$1.05 12mm.....\$1.64 17mm.....\$2.28
9mm.....1.05 13mm.....1.69 19mm.....2.49
10mm.....1.37 14mm.....1.86 22mm.....3.02
11mm.....1.48 15mm.....1.86

Metric Box wrenches, short handle 15° offset, burnished finish, 6 x 7, 8 x 10, 9 x 11, 12 x 14, & 17 x 19 mm.....\$4.95

Sockets, 7 of the most popular sizes 9, 10, 12, 14, 15, 17, & 19 mm, 3/8" sq. dr. 12 pt. \$6.03
11 sockets, all sizes 9 to 19 mm, 3/8" dr. \$9.39
Set of 8 Sockets 3/8" dr., 12 point, in a metal box with an ell handle, 9, 10, 11, 12, 13, 14, 17, and 19.....\$9.40

Set of 5 Deep Sockets, 3/8" dr., 12 point, 10, 12, 14, 17, & 19 mm.....\$6.15

Uniflex sockets, 1/2" dr., built in universal joint, hexagon opening, 12, 14, or 17 mm, each \$3.47

Inhex sockets, 1/2" dr., for Allen-type bolts on German cars, 5, 6, 8, or 10 mm.....each \$1.20

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DEALER INQUIRIES INVITED

**DAYTONA RACES SCHEDULED
FEB. 26 THROUGH MARCH 3**

Sam Malphurs of the Show Committee Building Trades Council A.F.L. advises that the Daytona, Fla. Motorcycle Beach-Road Race events will be held starting on Tuesday, February 26 through March 33. In addition, the Motorcycle Show will be held in the Armory again.

Motorcycle racing enthusiasts are happy to know that these important events are again on the A.M.A. schedule. ★

**POLKA DOT M. C. HARE-
SCRAMBLES RESULTS**

OPEN CLASS:

- 1st—Jorgen Jorgensen—BSA, Stockton
- 2nd—George Viseman—BSA, Placerville
- 3rd—Slim Johela—BSA, Far West M.C.
- 4th—Bill Casey—TRI, Hi Hats, M.C.
- 5th—Kerrill Chaffin—BSA, Santa Cruz
- 6th—Roy Rice—TRI, Chico, M.C.
- 7th—Ken Jenkins—TRI, Solano Eagles
- 8th—Tom Clark—BSA, Reno M.C.
- 9th—Don Smith—BSA, Richmond Ramblers
- 10th—Glen McGill—TRI, Stockton, M.C.

LIGHT WEIGHT CLASS:

- 1st—Jim Jones—DOT, Ft. Sutter M.C.
- 2nd—Gene Rogers—DOT, San Francisco
- 3rd—Archie McKinner—TRI, Chico M.C.
- 4th—John Puthoff—DOT, Sacramento
- 5th—Norman Renny—DOT, Ft. Sutter M.C.

BRITISH CHAMPIONSHIP TRIAL

LONDON, ENG.—After the evacuation of the Allied Forces from Dunkirk, in the early days of the War, it was discovered that many senior officers who had been killed or taken prisoner, could have escaped had they been able to ride a motorcycle.

Profiting from this expensive lesson and recognizing that when normal means of communication are disrupted, motorcycles of suitable design are still capable of getting from place to place, the British War Office issued instructions that all Officers up to the rank of Brigadier who could not ride motorcycles, were to learn to do so immediately.

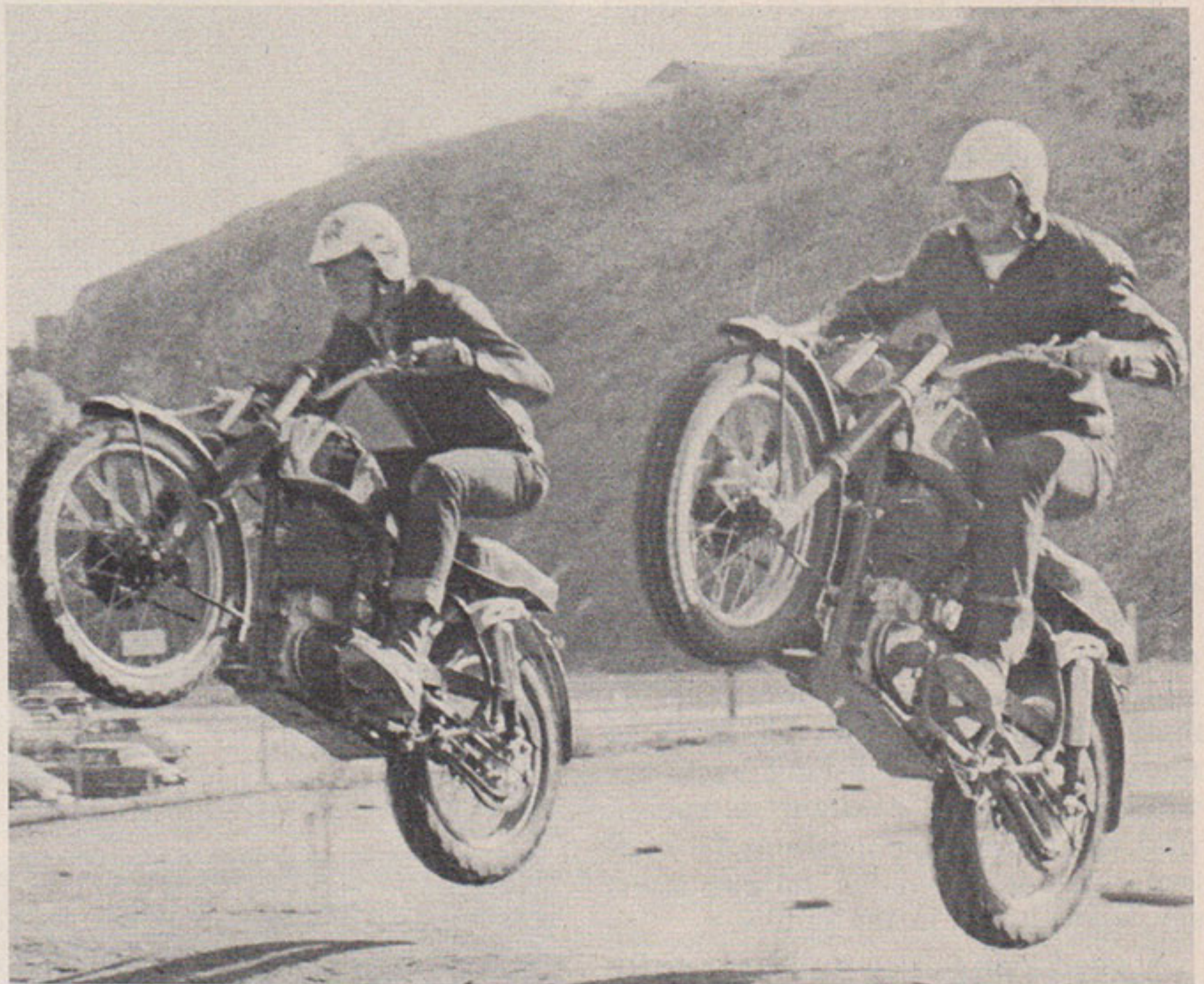
For obvious reasons Army interest in motorcycles as an efficient means of transport under the most difficult possible cross country conditions has been maintained and participation in motorcycle competitions, forms part of the Army Training schedule.

Unit competitions culminate in the Annual Army Championship Trial, which is run under regulations framed to confirm the efficiency of the training period completed by all competitors.

Although several makes of motorcycle are in service with the British Army, it is significant that every competitor in the 1956 Championship Trial was Matchless mounted and consequently a Matchless success was inevitable. ★

STEP ASIDE!

**HERE COME
THE NEW-**



COMING THROUGH: Making a spectacular entrance on the American competition scene are the white-hot Velocette scramblers for 1957. The 500 cc model is shown on left, while the brand-new 21-incher is at right.

Velocette **SCRAMBLERS**

FEATURING:

BTH TT magneto with manual advance—Amal TT carburetor—Left side oil tank and Velocette's patented steel mesh air cleaner—All-alloy OHV single, with modern square bore and stroke design—Infinitely adjustable rear suspension—Scrambles gearing and tires fitted—TOMORROW'S COMPETITION MOTORCYCLE TODAY!

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1957 NATIONAL SCRAMBLES

SUNDAY, FEB. 10th, 1957

SO. CALIF. CRATER BOWL

Crater Bowl is located in Malibu Canyon, about 20 miles north of Los Angeles. Motors of less than 350cc will practice from 7:30 to 8:45 A.M., and start racing at 9:00 sharp. Motors of 350cc and up will practice from 11:00 to 12:15, and will start racing at 12:30 sharp. Since this is a class "A" sporting scrambles, there are no restrictions on fuel, traction, or engine modifications. There will be no time trials, everyone who enters will ride.

CLASSES: 125cc, 165cc, 200cc, 250cc, 350cc, Amateur Open, Expert Open

ADMISSION 50c

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LONDON MOTORCYCLE SHOW HIGHLIGHTS

(Cyril Quantrill, editor of the *Motorcycle News* and famous journalist looks at some of the unusual cycles at Earls Court.)

LONDON—There is no doubt about it, I am at heart a big machine man. True, it may be that I can get a lot of fun from any small machine with a lot of poke for its size, like my pet 123 cc. NSU Superfox, and that economical but by no means sluggish, Bond Minicar.

And few could have made heavier demands on a low-priced moped and never been disappointed with the response, than have I in the months during which a Phillips Gadabout has occupied a corner of my garage.

Yet when it comes to regular long-distance riding I set certain standards.

One of these is that over 150 miles or more of main road it must be possible to average somewhere around 35 mph. Another is that the machine must be able to withstand such use without needing constant attention. And the riding position must be such that there is no undue fatigue after, say, eight hours in the saddle.

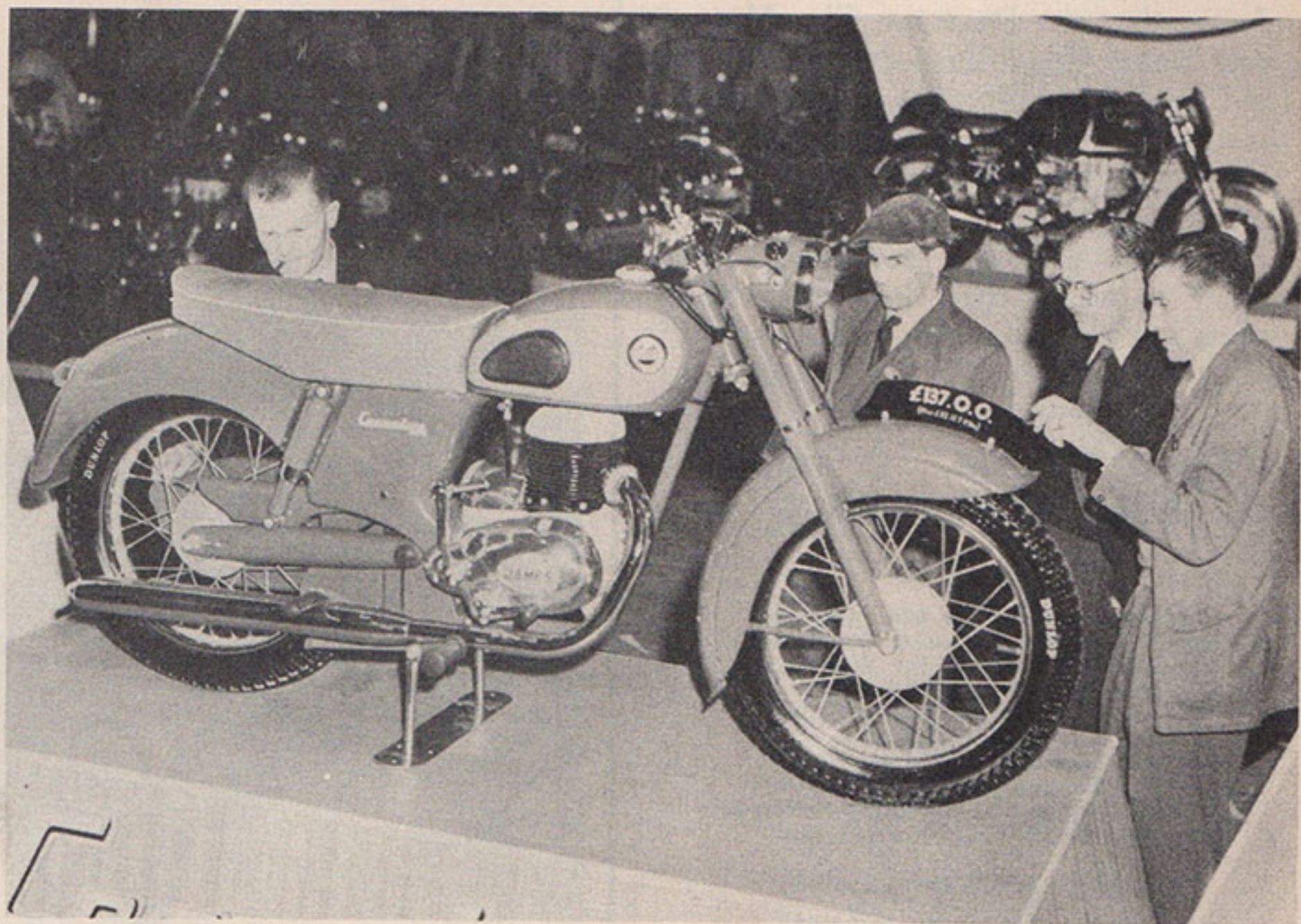
A good 200 cc two-stroke carefully run in, can just about match up to these standards, a man-sized machine like the Dot Mancunian, the Zundapp 201S or, if you like full enclosure, the Progress Continental. And although I have yet to sample it, I reckon that the ohv Velocette Valiant—surely, the highlight of this year's Show!—will probably come into the big-performance class.

Pulling power

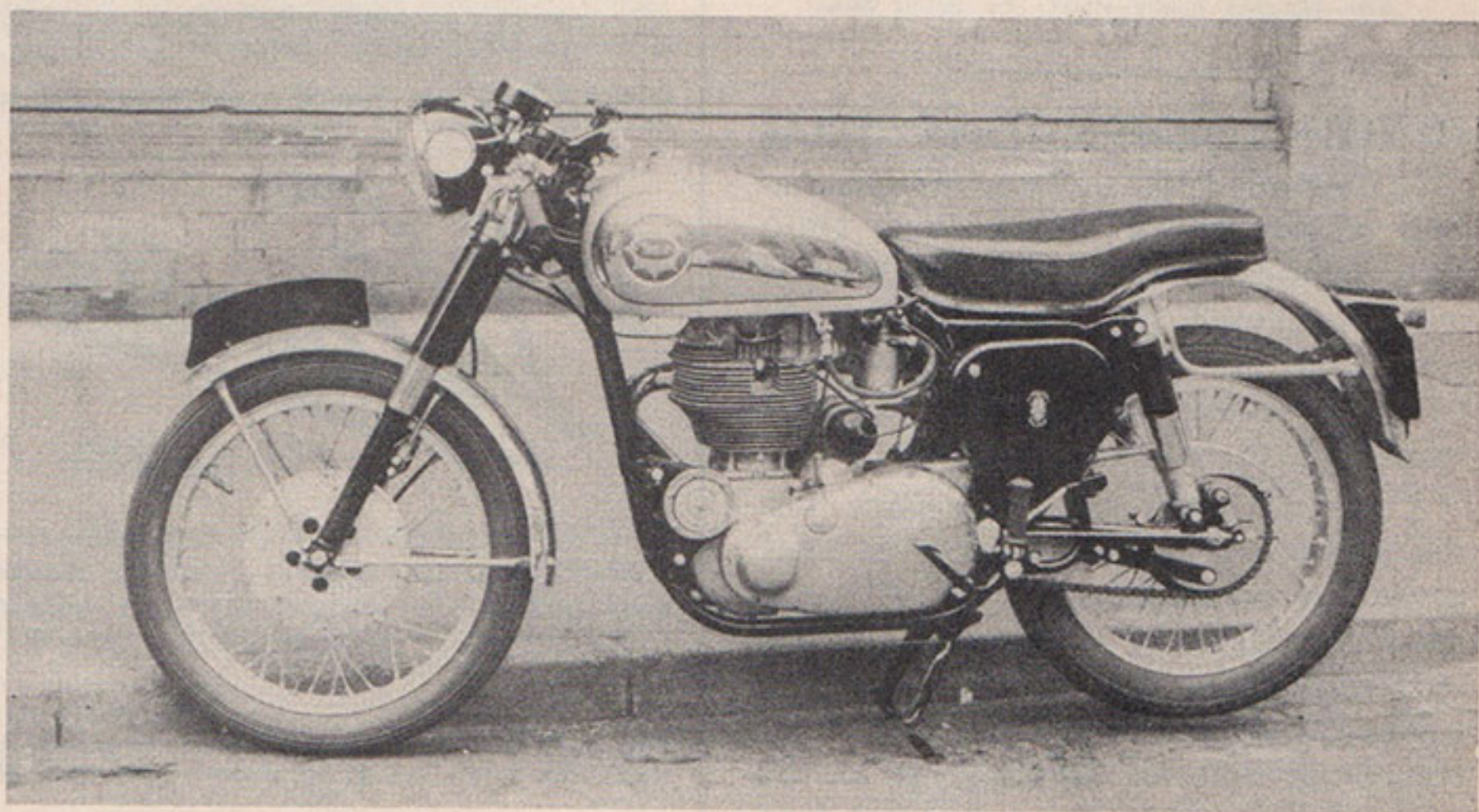
Although it gives a maximum speed no higher than that of the 197 cc 9E unit, the 225 cc Villiers engine has pulling power which goes a long way towards keeping up the average speed on a long run. There are very good examples of the "225" in the Dayton Albatros scooter and in the Francis-Barnett Cruiser 75.

You'll find it easier to inspect the latter model than the other Cruiser—"80," powered by the new 250 cc A.M.C. engine—or its red rival, the James "Commodore"; for the very newness of their power-plant is drawing the crowds to these two mounts. I award the James designer top marks for producing a British lightweight which is as up-to-date as any of the Continental two-strokes, even to possessing a totally-enclosed rear chain.

Still in the two-stroke field, there is the new Villiers twin, also a "250," and quite the most exciting newcomer from the famous Wolverhampton factory for many a long year. Having read Roger Maughfling's report in



Members of the "Motorcycle News" staff with Editor, Cyril Quantrill (extreme right) study the "Commodore" 250, which has pride of place on the James stand.



Most popular Clubman's racer, this is the B.S.A. B.34 Gold Star. Similar models have many success to their credit in the hands of amateur riders.

last week's *Motorcycle News*, and having heard him singing the praises of the new twin ever since. I've no hesitation in saying that any one of the several models fitted with it—Ambassador, Greeves, Panther, Sun—would suit me on a long trip.

Greeves, of course, set a hard task for the twin enthusiast; with a choice of Anzani or Villiers "250s" and the meaty 322 cc power-unit; and they have really got down to attractive styling this year.

There is a choice, too, on the Excelsior stand, between the standard Talisman twin or what promises to be another of the high-performance "250s," the new heavily-finned Sports Talisman.

Still in the two-stroke field there are four foreigners, apart from the Zundapp, that I haven't mentioned—all with a background of competition successes—in the Austrian Puch, the German Maico, the Czechoslovak Jawa and the Hungarian Csepel. Wouldn't it have been more seemly just now, however, if the Csepels had been given a black finish, instead of flaming red?

Four-strokes

Now, before we get on to the real big 'uns, the under-250 cc four-strokes. There's the lovely new Royal Enfield "Crusader," of course, vying with the Velocette "Valiant" for attention and countering the latter's shaft drive with an oil-bath chaincase.

(Continued on page 13)

LONDON MOTORCYCLE SHOW HIGHLIGHTS

Now a year old, the B.S.A. C12 is another meaty ohv, and so is the Panther Model 65. Both have pivoted fork rear suspension and the sort of massive built-to-last frames which have kept British machines on top in the export markets. And, as you can't (or shouldn't) have exports without allowing imports, there is a very fair representation of the best of Continental four-strokes at Earls Court.

Look at the 200 cc Gilera twin, the 250 cc Maserati and the new 175 cc sports Guzzi (and although it doesn't perhaps, quite come into the scope of this article, don't miss one of my real favourites, the Galletto), all from Italy; and at the 250 cc German NSU-Max and B.M.W. A very good pick of the bunch, there, although I'm sorry that M.V. are non-exhibitors.

Still holding its appeal for devotees of the flat twin, the Douglas Dragonfly makes a second year appearance. It has the most capacious fuel tank (over 5 gallons) of any machine in its class.

Three-fifties

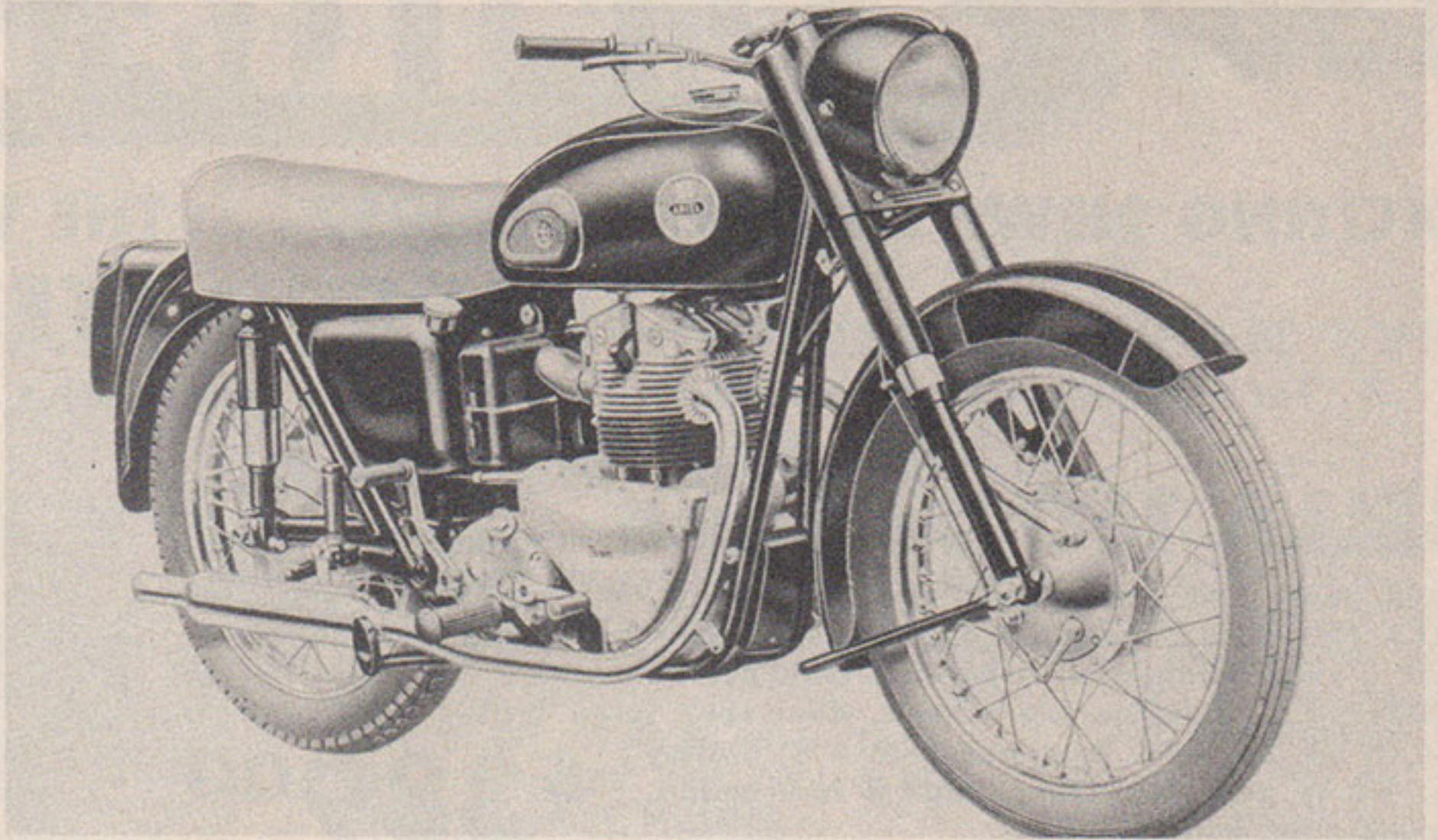
There always will be a strong band of enthusiasts, particularly in this country, for the 350 cc single. There are offered nothing new this year, outside the sporting field, but that certainly doesn't mean that they are neglected.

There is the low-priced Royal Enfield Clipper (also available as a "250"), and on the same stand, the sporting "Bullett."

The A.J.S. and Matchless, on separate stands. Ariel, B.S.A., Norton, Panther and Velocette "350s" provide a very wide choice in price as well as performance. Swinging arm rear springing is universal, rear chain enclosure is available in several instances and a high degree of exhaust and mechanical silence has supplanted the clatter and once-notorious "bark of a well-tuned single."

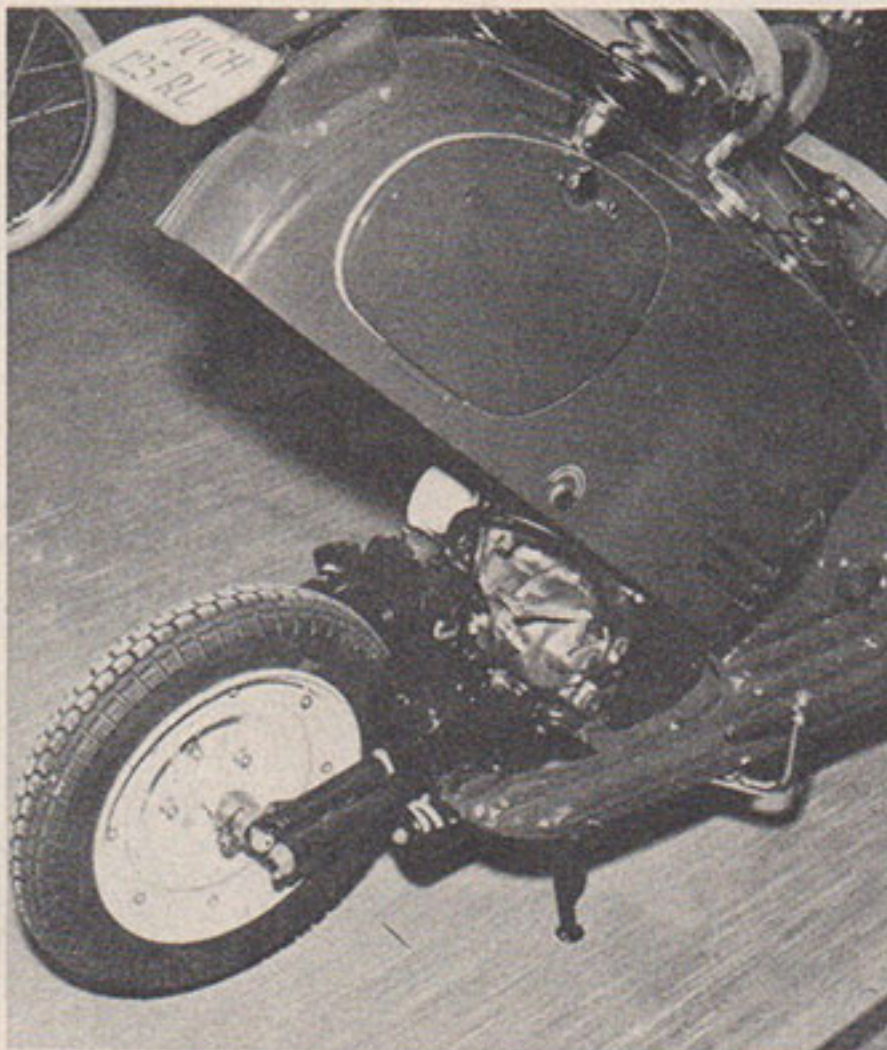
But to my way of thinking, if you're going to have a banger, it might as well be a big 'un, so it is the 500 cc singles, rather than the "350s" that they so closely resemble, which attract my attention.

During the past year, one of the most delightful machines I have ridden has been a B34 B.S.A.—small wonder it continues unchanged into 1957. Then there is the E.S.2 Norton—quieter, faster and neater descendant of the model which gave me won-



Powerful twin

Looking most attractive with its new tank is the Ariel Fieldmaster 500 c.c. twin. Its engine is claimed to develop 28 b.h.p. at 6,6200 r.p.m. and the gearbox is a fourspeed Burman. Note the generously valanced front mudguard, the nacelle enclosing the headlamp and the totally enclosed rear chain. Rear suspension is by pivoted fork.



Accessibility to the rear end by a hinged after-shielding is a feature of the 125 R. R. Puch scooter.

derful service in the immediate post-war years. And the G80S Matchless. What keen sidecar driver won't be itching to get into the saddle of the Matchless Swallow (an "80" on an "80"!) outfit on Stand 52!

Change the name on the tank and on stand 50 you've the 18S A.J.S., the modern spring frame version of another machine on which I've covered many enjoyable, trouble-free miles in past seasons.

The Ariel Red Hunter—am I right in thinking that it's the most handsome of all the big singles?—the bigger Royal Enfield Bullett and the two Velocettes, hard-slogging MSS and high-spirited Venom; complete a small but very select field of one-cylinder "500s."

Side-valves

Don't overlook the two big 600 cc side-valve models, the VB Ariel and the M21 B.S.A., as possible solo touring mounts, even though they may normally be labelled as suitable for heavy sidecar duty. And of course you won't miss the biggest thumpers of all, the Model 100 Panther, which has been in existence for years yet still keeps pace with the times, and the 19S Norton, a comparatively recent revival. These are among the few machines which will give you a genuine 65 mph cruising speed with a heavy sidecar.

And so, by way of the unusual expensive, but superbly-made German B.M.W., to the vertical twins. Of these the Sunbeam is, in my opinion, a British machine in the B.M.W. class, not only because it happens to possess shaft drive but also on the score of all-round performance and immaculate finish.

The other twin-cylinder models are of a type which is almost essentially British and—I am open to correction on this point—they are probably the machines which have spearheaded the ever-increasing invasion of overseas markets by British manufacturers.

Let Triumph, as new holders of the "World's Fastest" title, take pride of place here. I don't like their new, too-Transatlantic chromium tank motif—any more than I like the plastic discs favoured by most other manufacturers—but I do like the gentlemanly behaviour and appearance of the Speed Twin and the rasping performance of the Tiger 110.

(Continued on page 29)

1957 ZUNDAPP 1957

EXCITING NEW FEATURES FOR 1957... THE WORLD'S OUTSTANDING MOTORSCOOTERS

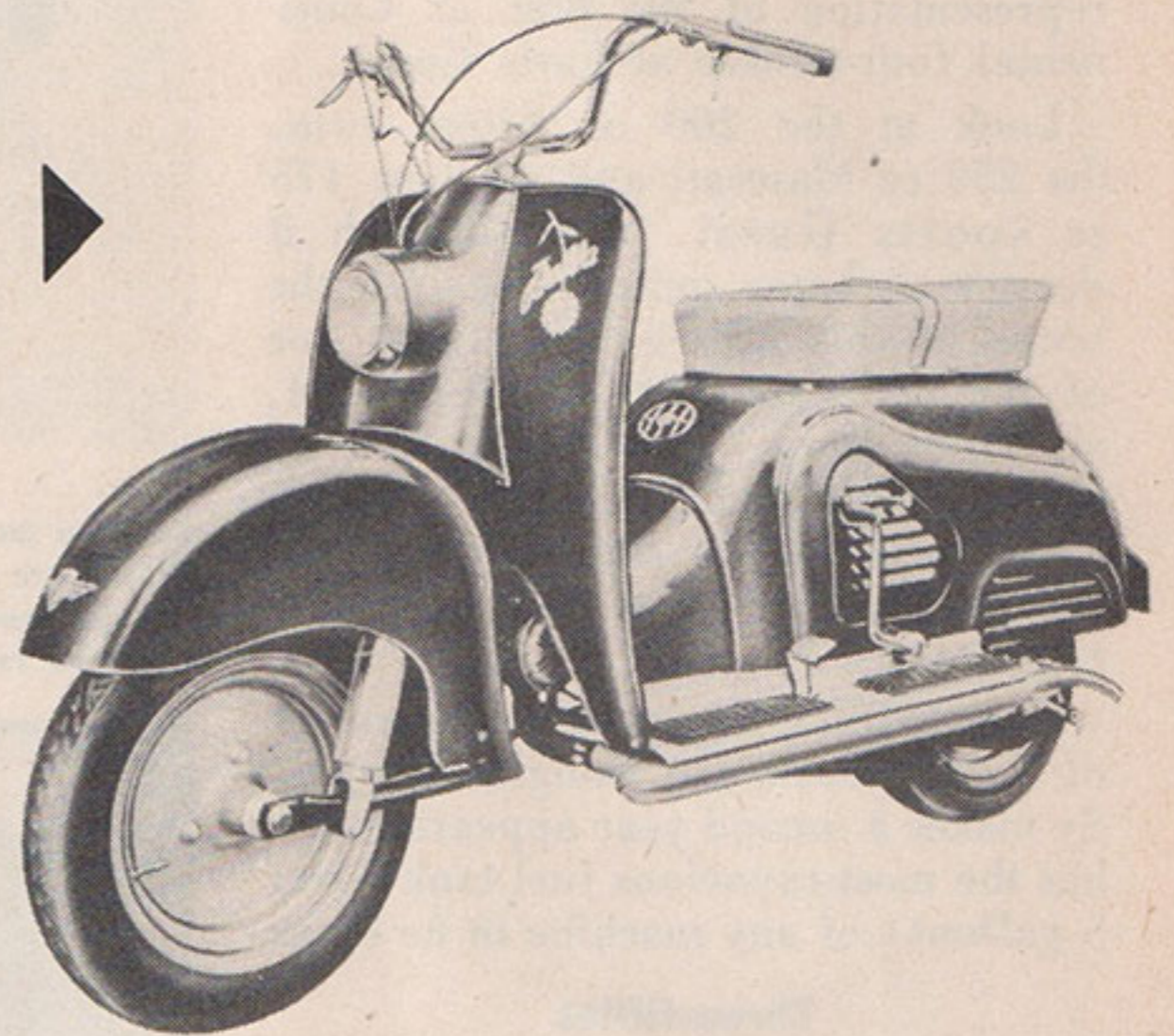
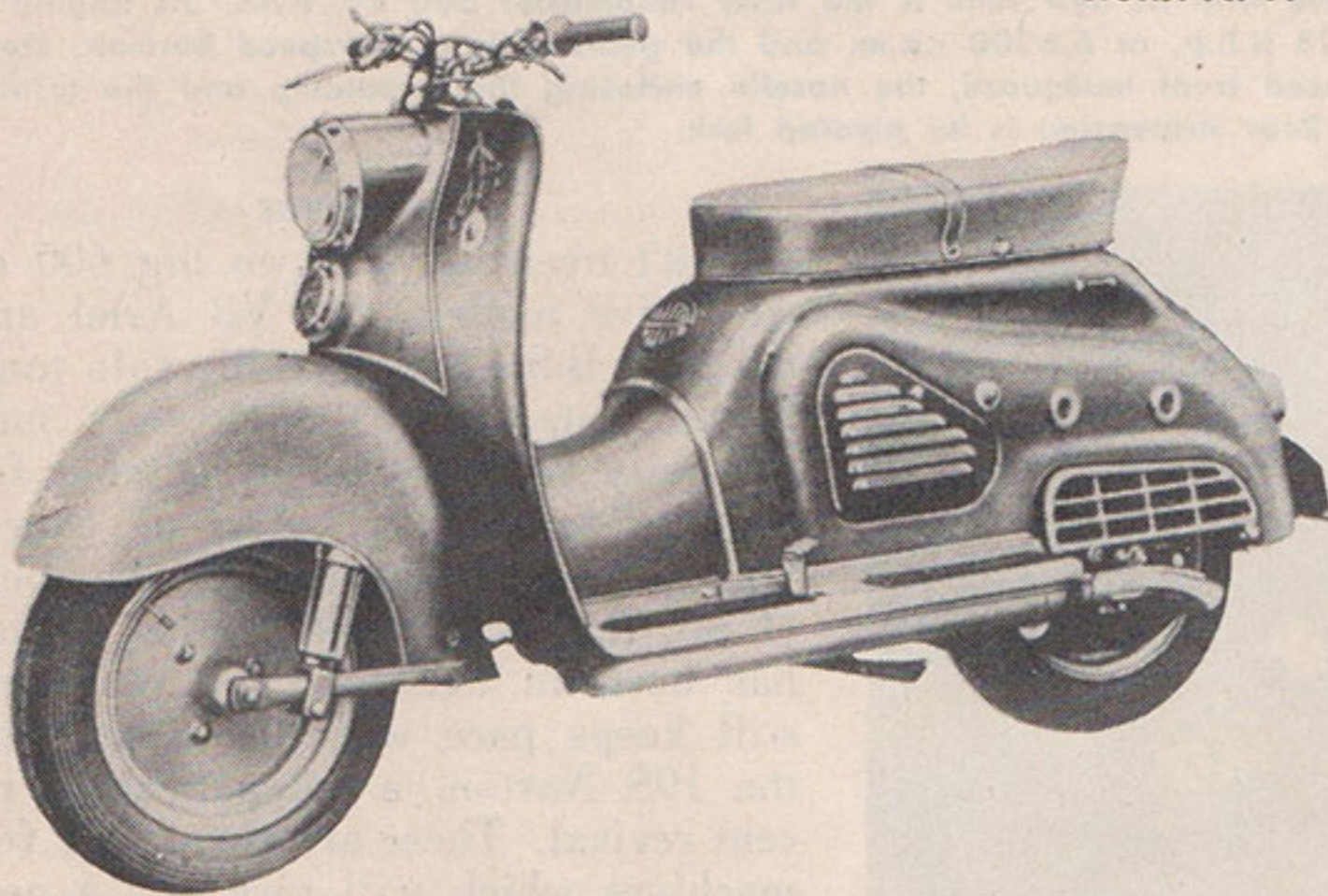
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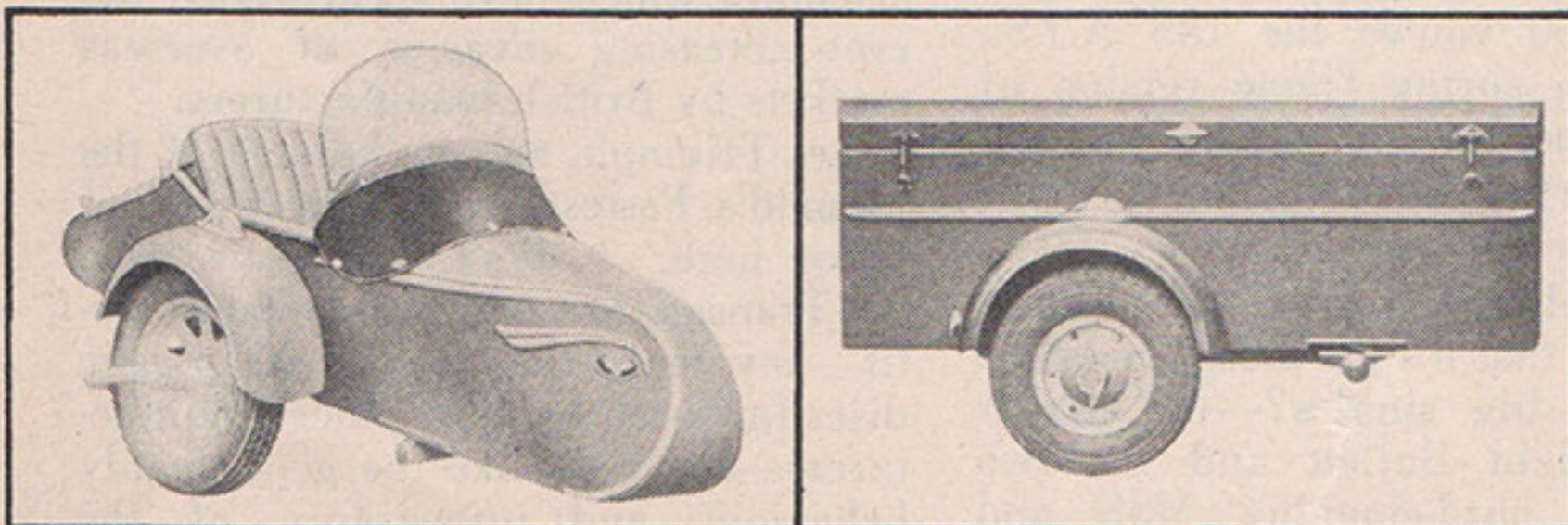
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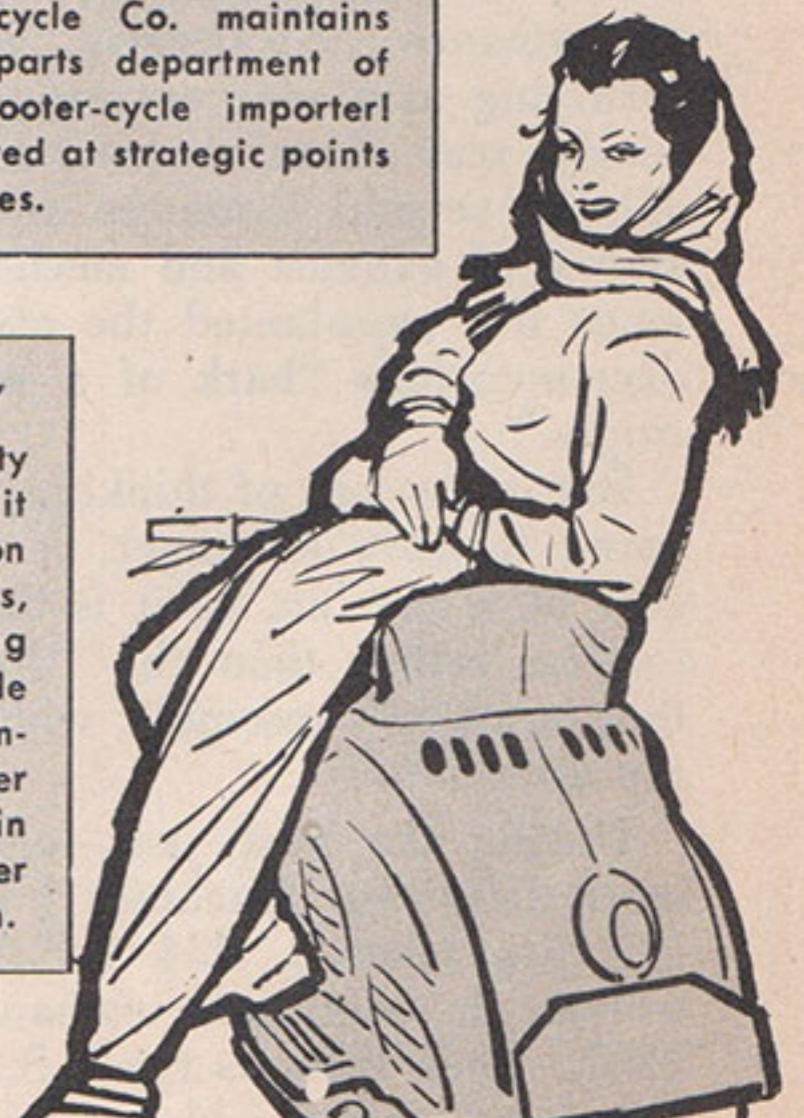
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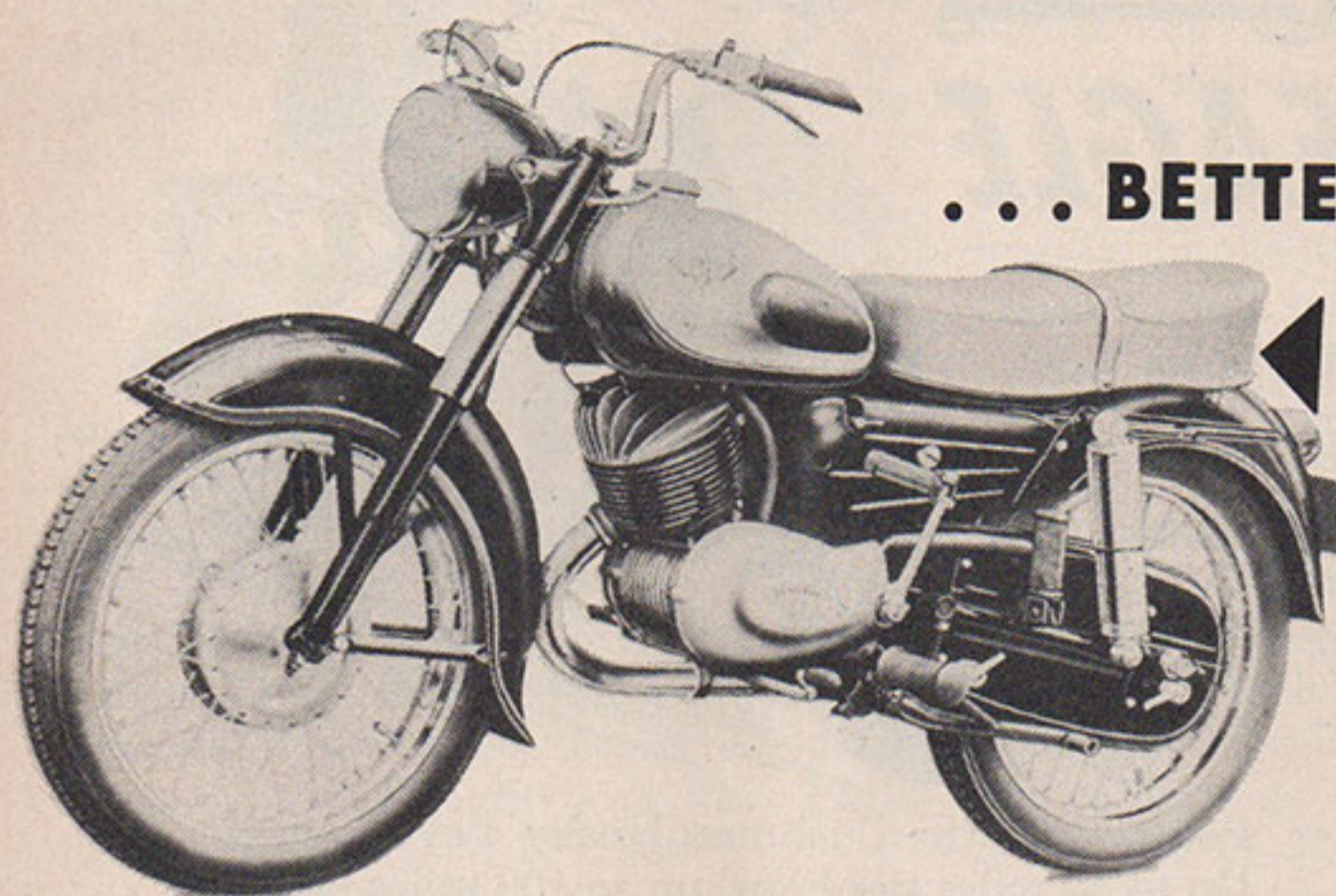
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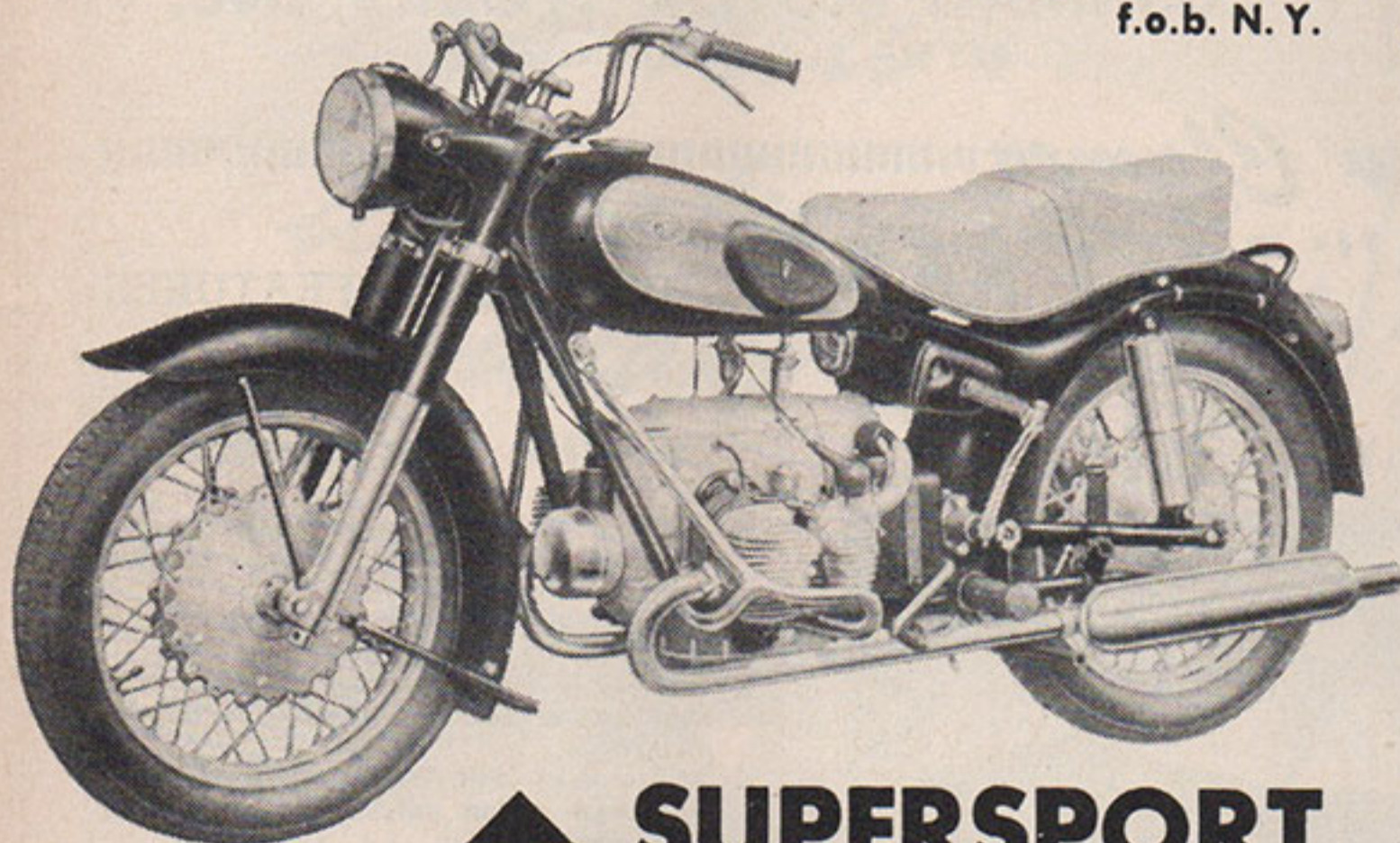
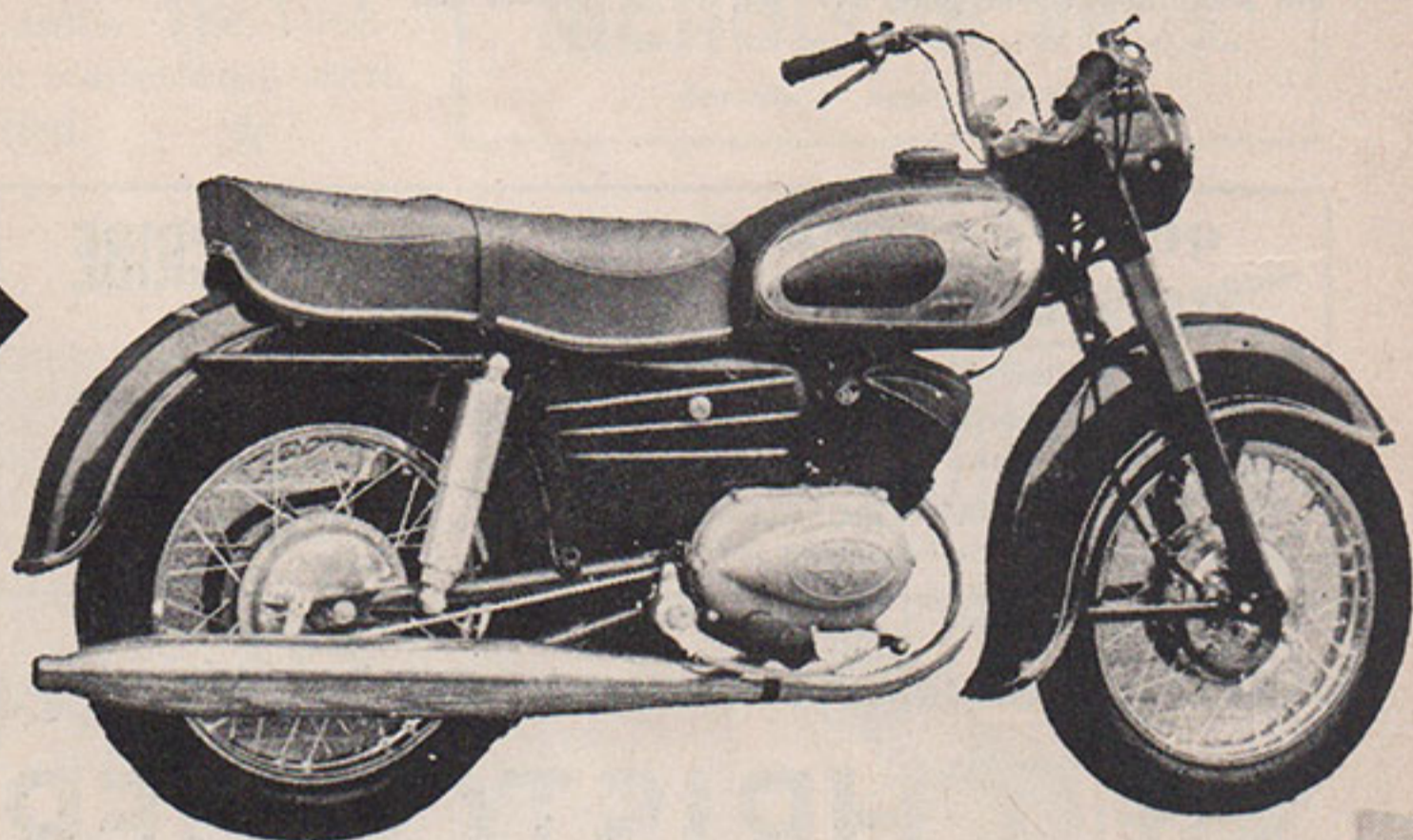
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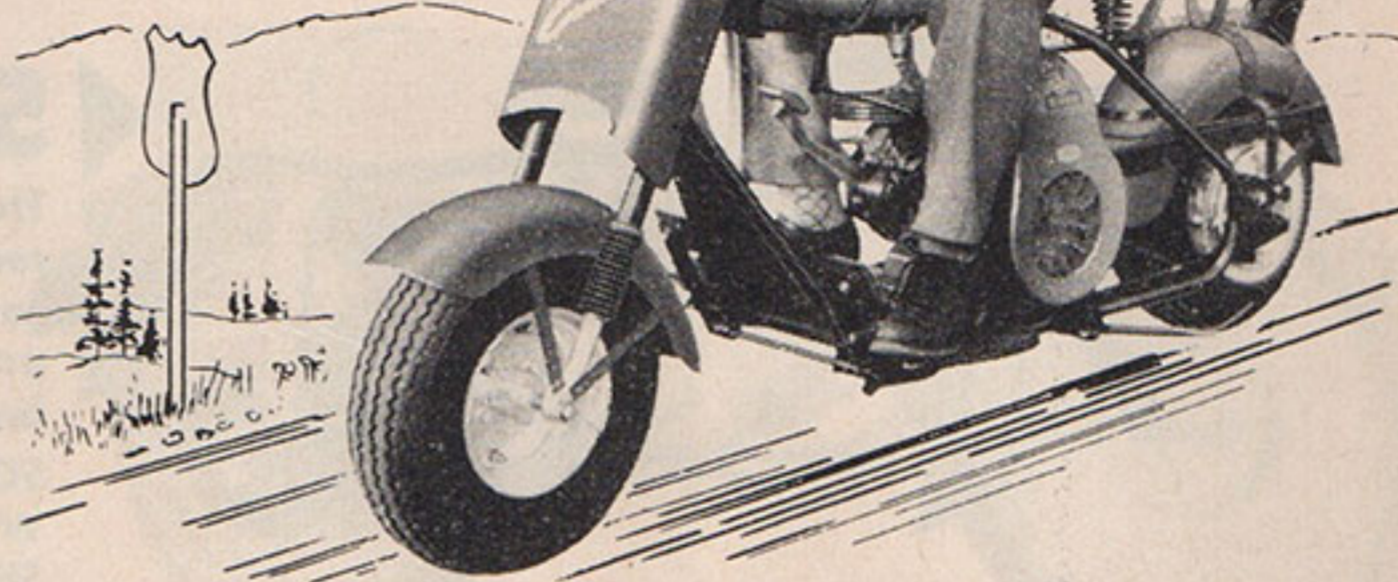


HE FLEW THROUGH THE AIR WITH THE GREATEST OF EASE

Ray Sievert on his TR-5 is shown doing a spectacular jump as he rode to victory at the Sun Valley Scrambles sponsored by the Rody Rovers Club of East Greenwich, R. I., on October 21.

Ray has attained considerable scrambling fame in the New England area and this photo shows him going over the top of quonset hut.

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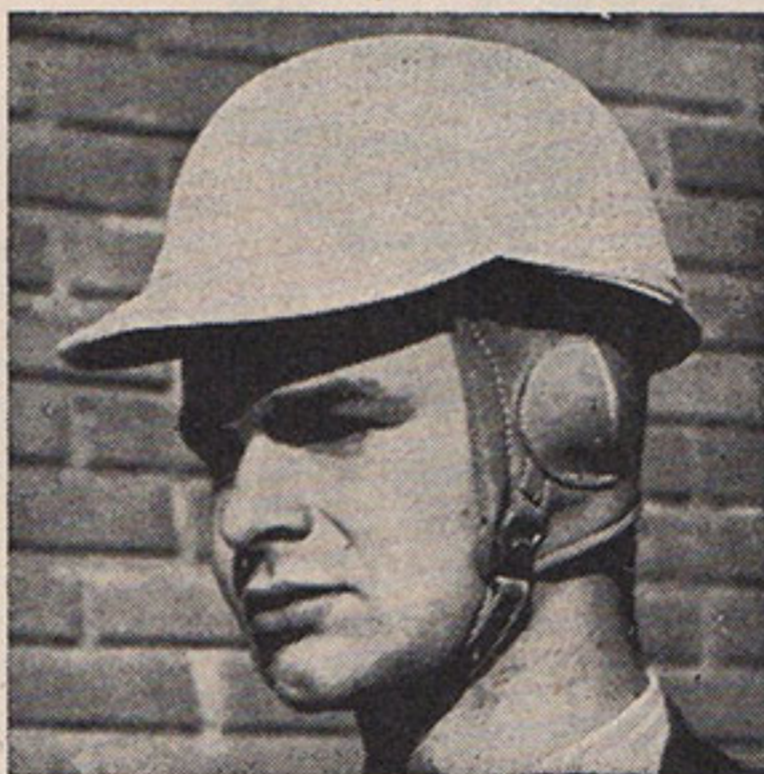
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MIDNIGHT RUN AGAIN SCHEDULED BY CROTONA MOTORCYCLE CLUB

The first midnight run was promoted on January 1, 1917 by the guiding hand of one-time motorcycle enthusiast George "Uesco" Ellis who now resides in Florida. This year, the 40th anniversary of the original promotion is scheduled as a fitting tribute to Mr. Ellis.

In the recent HALLOWEEN ENDURO promoted by the Crotona Club, the following results are reported.

Fresh from his victories in the Crotona "Snow Valley" Scrambles and the Long Island Sport Riders North-Eastern states championship scrambles—Tommy Svack won another "big one"—piloting his Harley-Davidson "165" to a decisive win in the Crotona "Halloween Enduro"—after a nip and tuck fight with Phil Phillips—riding a D-M-W "200".

Artie Auger riding under the colors of the Cycle Alley Riders turned in

the best score of the bigger bikes—which gave him the "top spot" in the class "A"—over 250 division—when he "tooled" his B-S-A in for a very creditable 872 points.

Richard Gorski covered the tough 85 mile course on his D-M-W with a tally of 827 points—which gave him undisputed honors in the class "B" lite-weight battle.

Gene Esposito was in fine form—finishing with a score of 856 points on his Triumph—to win the class "B" fracas for the heavyweight jobs.

The metropolitan Harley-Davidson dealers' Association team award was "captured" by the Cycle Alley Riders M/C team—comprising Charlie Watson, Arte Auger and Bart Scudieri—and as if that were not enough—these same Cycle Alley lads won the A.M.A. Club participation award—by starting six contestants and finishing with a total tally of 3156 points. The Yonkers M/C also had six contestants start—but only two finished. ★

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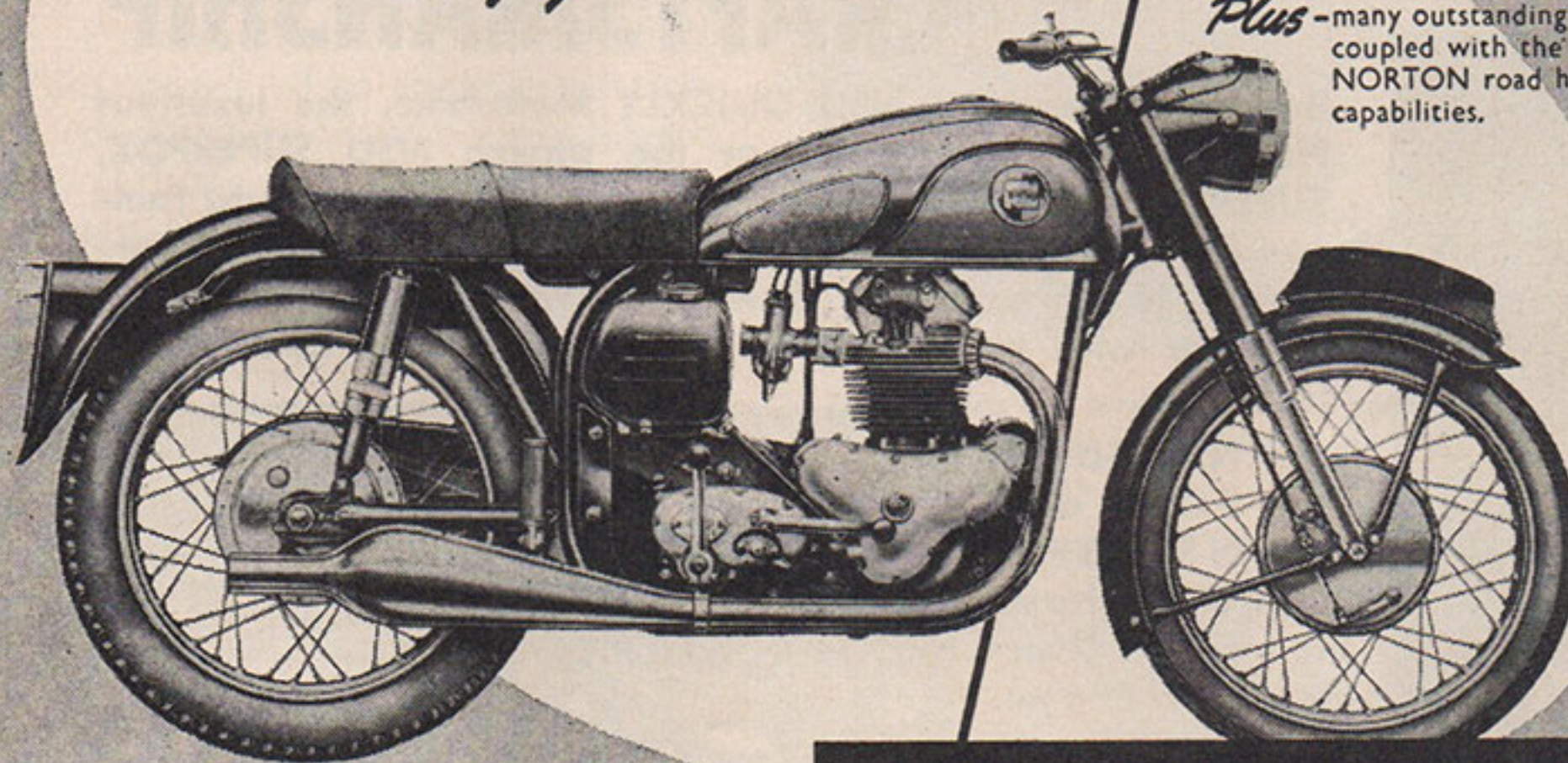
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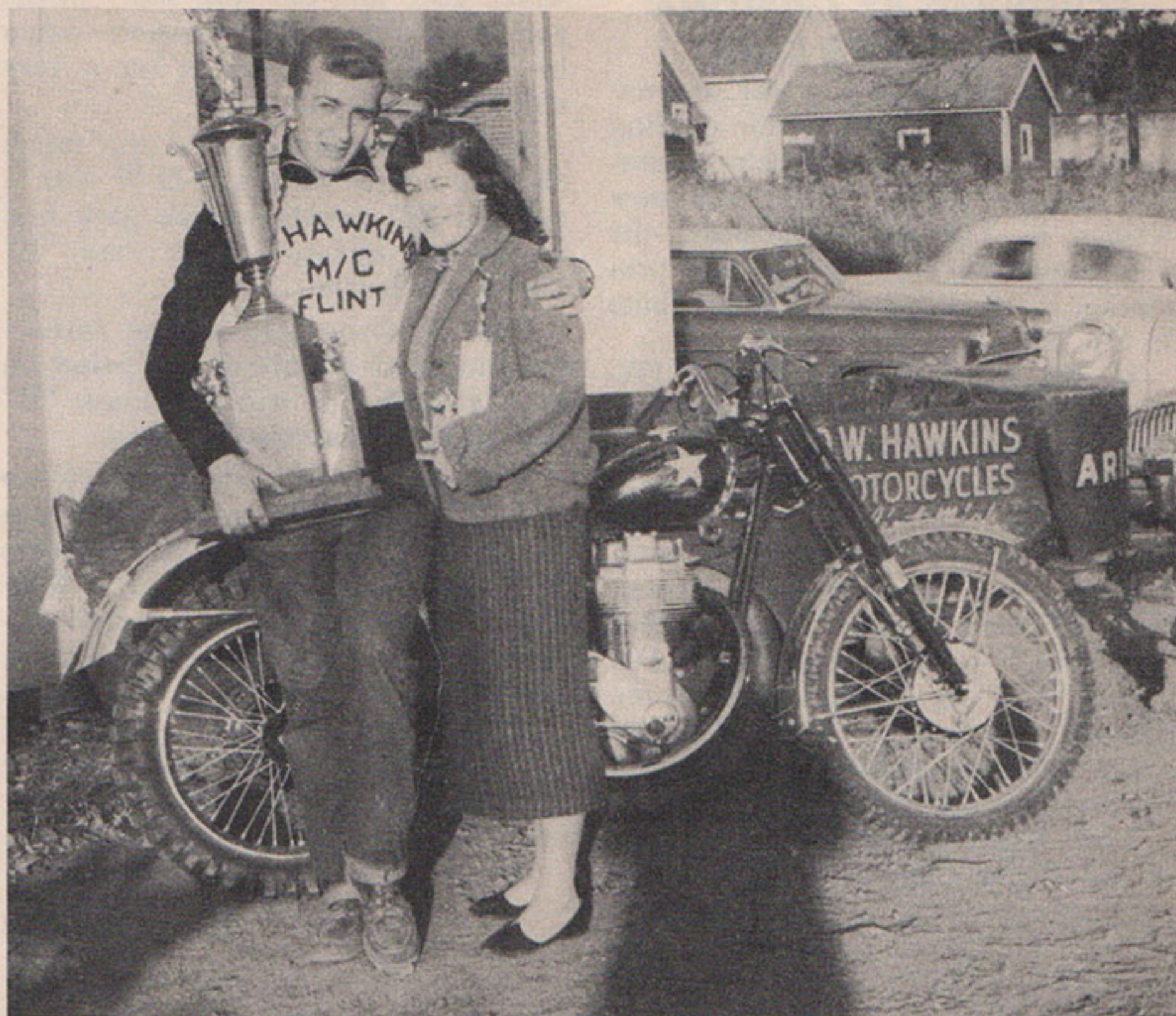
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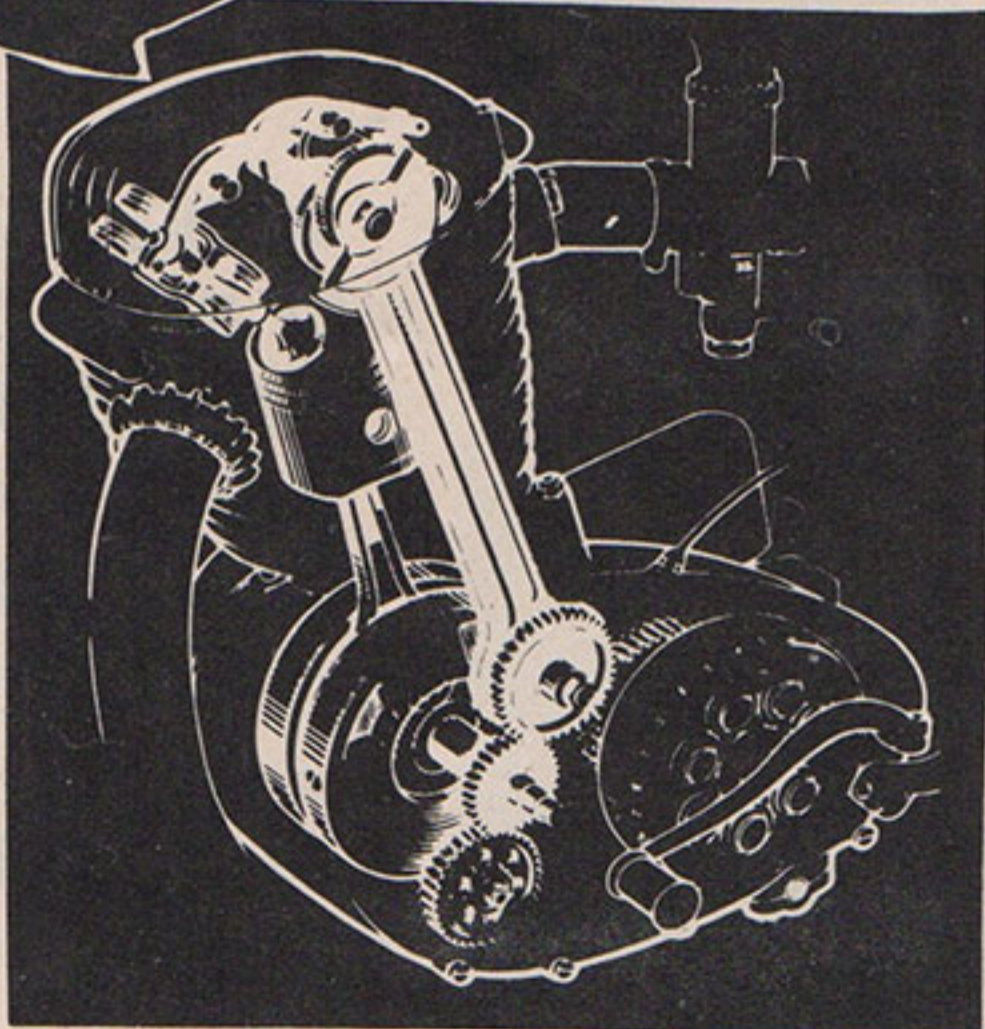
MICHIGAN CHAMPION SCRAMBLES RIDER RONNIE WILLIAMS

Recently at Pontiac, Mich., Ronnie Williams, riding BSA defeated a field of more than 80 riders to win the Bob Mazy Memorial Trophy. Shown in photo together with his girl friend, Betty Grobeck.

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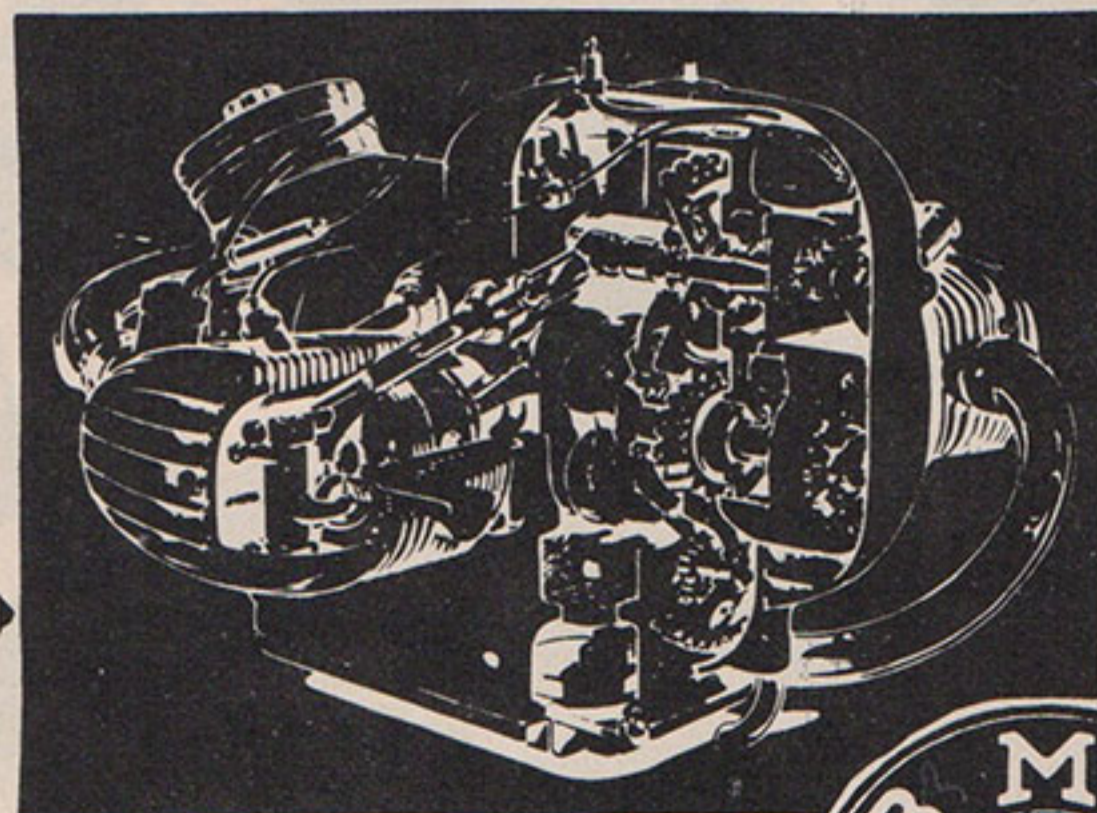
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The powerful BMW Twin Engine has Magneto Ignition. All BMW models have Shaftdrive. →



WINTER PREPARATION FOR SUMMER

MOTORCYCLE TRAVEL

By Cliff Boswell



With balmy summer days supplanted by icy blasts of winter in a large portion of this country the bike that served so well on sunny highways is likely snuggled away in dry quarters for a few weeks or months of hibernation. Days of carefree roamin' have suffered a temporary setback.

In the meantime our albums of pictures and color slides are hauled out for many an evening's reminiscence of exciting rides to interesting places and events.

But, even the coldest and wettest winters yield to spring, eventually. To take up the slack in between, and, incidentally, to be prepared for the very first opportunity to ride again we can put our time to profitable use by brushing up on our photography and placing equipment in order.

I know of no better method for improving photographic techniques nor of starting from the very beginning, for that matter, than that of joining and taking an active part in a local camera club or evening school photo class. If you are considered an experienced amateur you have undoubtedly encountered technical problems of exposure, development and printing that can be absolved through association with such a group, and your techniques can be sharpened through club or class competition.

If you fall into the "rank beginner" category you will find the encouragement and assistance of fellow members and instructors of invaluable help in choosing suitable photographic equipment and learn basic techniques. By all means one should learn to develop and print his own black-and-white pictures if he wishes to gain the greatest satisfaction from this hobby.

Color fans can also benefit from a winter's participation in Camera club or class activities. In either case, improvement in next summer's photographic records of motorcycling activities should be the result.

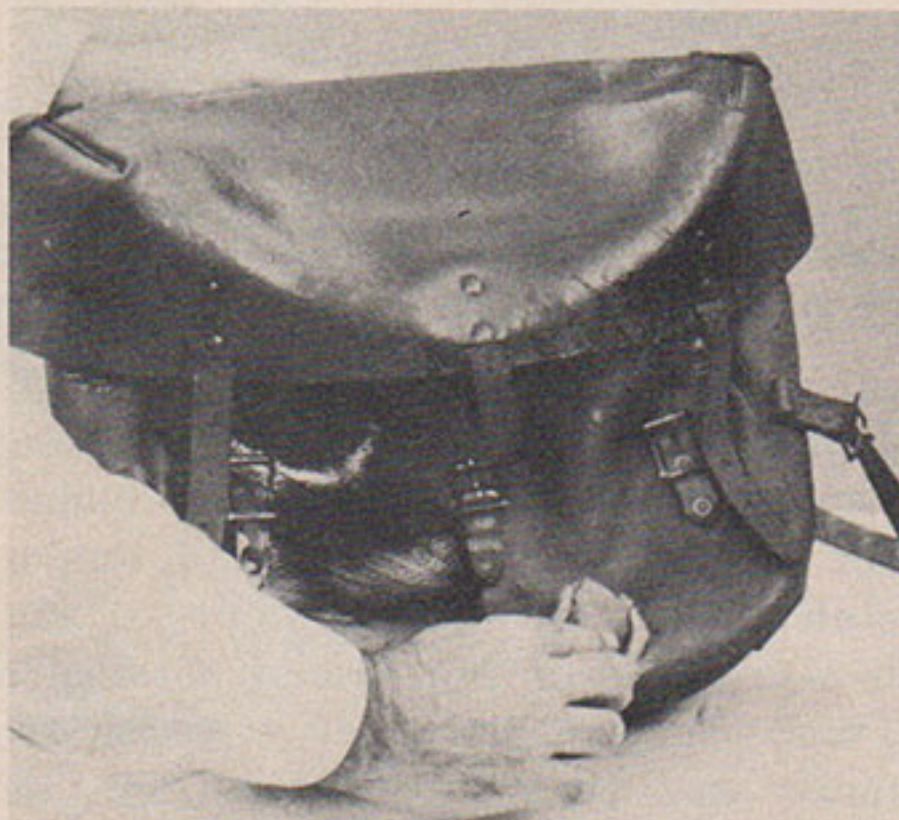
Then, there is the job of restoring worn travel equipment to first class order. Some of it may have to be replaced if it has seen too many summers of hard usage. Tents and tarps may need patch-



1. Artist Bill Cole is shown putting the finishing touches on my Helmet totem.



2. Saddlebags are scrubbed with a small brush and mild soap suds before oiling or applying leather preservative.



3. Saddle oil is easily applied with a pad of woolskin, as in this photo, or with a small cloth. If the leather is starved for oil the solution will soak in and dry readily.



ing and waterproofing with grommets and seams strengthened or reinforced. Riding apparel should be gone over with an eye to locating weak and worn spots and torn places. Boots may need re-soling and oiling or saddle-soaping.

All items, after repairing, should be stored in a place free from dampness and dust. Woolen goods should be sprayed with a moth and beetle resistant solution. Most hardware and some clothing stores handle effective preparations of this nature.

The subject of how to care for leather saddlebags deserves separate treatment.



4. The author's teen-aged daughter, Ellen, models his newly decorated helmet in front of a silhouette of a Cub Scout tepee framework.

Probably no piece of riding equipment takes quite the beating that this item does. Rain, mud, dust, sun—all are natural enemies of leather. They work insidiously to dry out the natural oils and to stiffen and crack and weaken the fibres until a bag becomes worthless and baggy indeed.

Periodic cleaning and oiling is the best answer. If bags are kept clean by washing and dusting and kept pliable by oiling every two or three months they will remain in top shape indefinitely. However, restoring a pair of saddlebags to useable shape is not overly difficult if deterioration has not gone too far.

(Continued on page 24)

ARIEL MOTORCYCLES FOR 1957

Steadily making progress in the U. S. motorcycle market are the durable and handsomely finished motorcycles produced by Ariel Motors, Selly Oak, Birmingham, England. Ariel motorcycles have been in production since before 1900, and the 1957 models reflect a long heritage of experience and knowhow in quality motorcycle manufacture. For the 1957 season, Ariel sticks to its sound and proven policy of improvement on already well accepted models.

1957 FEATURES

A number of interesting improvements and modifications are found throughout the 1957 Ariel range as described below, and in connection with individual models.

NEW FRONT END TREATMENT

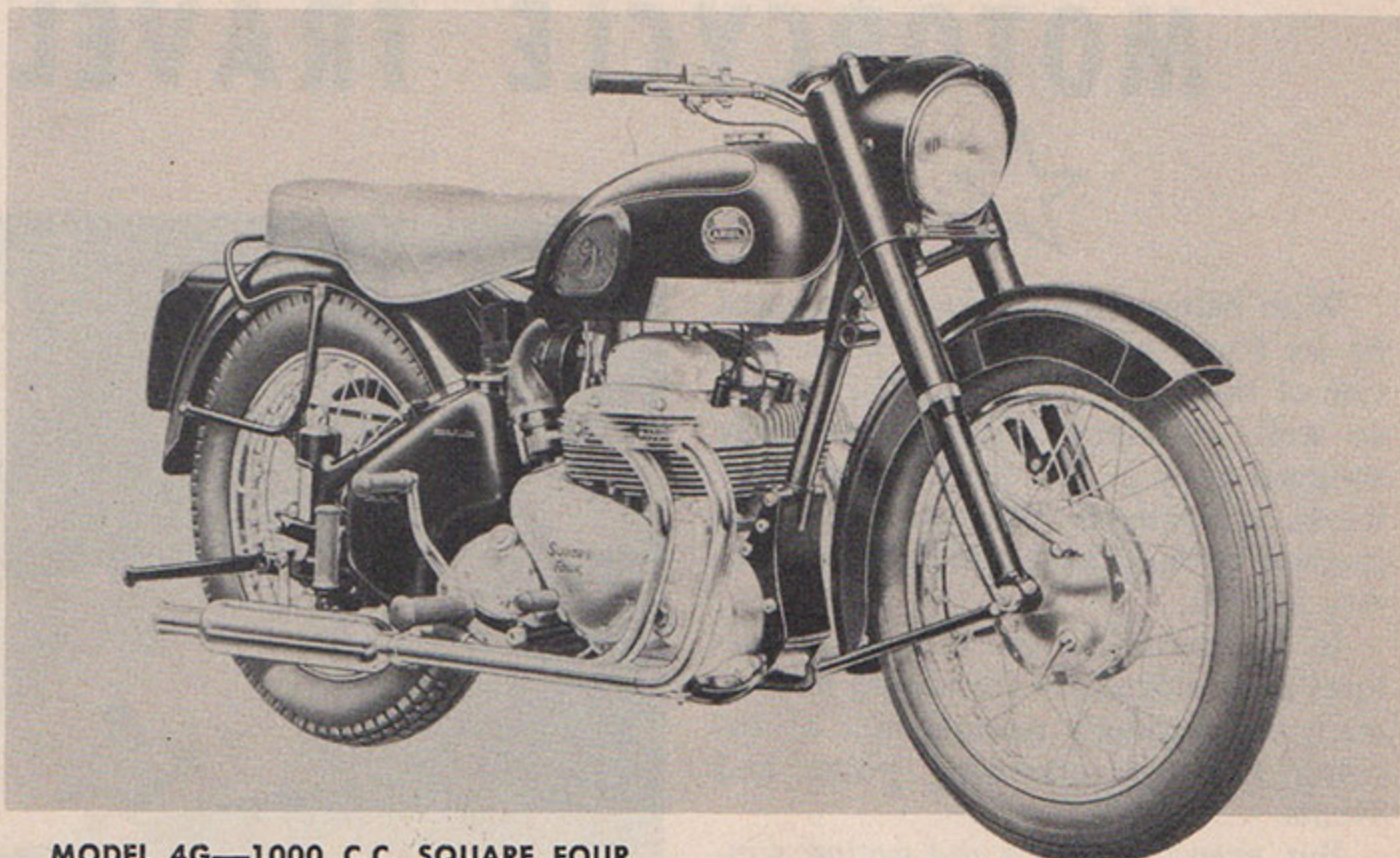
Among the new features found on "Square 4", "Huntmaster" and "Red Hunter" models is an entirely new, deep section front fender. Being self supporting, this new fender allows for the elimination of the front brace. Front end appearance is thus cleaned up and enhanced. Adding to frontal appearance is the new cross brace now employed under the cowl type headlight.

NEW "RACE-STYLED" FUEL TANK (HUNTMASTER AND RED HUNTER")

Inspired by the ultra-streamlined tanks used on European road racing equipment, is the entirely new 4 gallon fuel tank. This has an improved single bolt mounting, and is insulated from the frame by rubber blocks. New chrome accent is employed on this tank to add greatly to overall appearance of the motorcycle.

NEW COLOR

"Huntmaster", "Red Hunter" and "Colt" models will be available in a bright new "Cherokee Red" enamel



MODEL 4G—1000 C.C. SQUARE FOUR

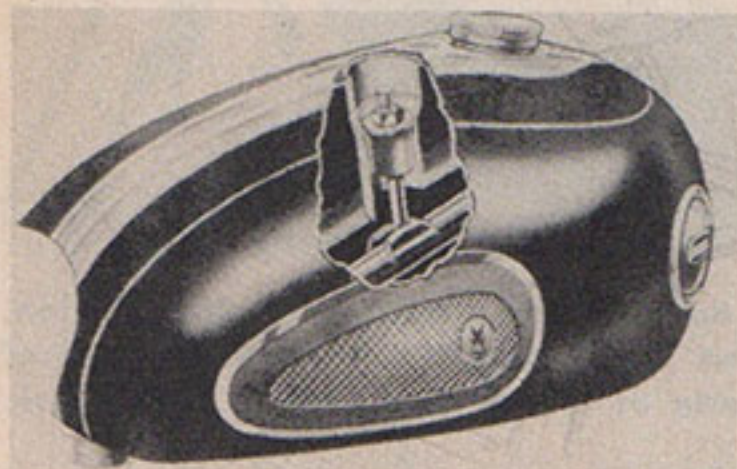
THE SQUARE FOUR

The 1957 Square Four continues with the unique 61 cubic inch overhead valve power plant that has made such an impressive record in past season. This potent engine develops an exceptionally high torque—and the kind of power that has made it one of the world's fastest accelerating motorcycles. New 1957 features include the improved front fender, new headlight, cowl design, jiffy stand pedal, and polished front hub. A hidden improve-

The 1957 "Squariel" is finished in gleaming black enamel with fluted chrome tank panels. An unusually lavish employment of high quality chrome is traditional with this model, and the polishing of many alloy engine and gear box parts adds to the impressive "Big Motorcycle" appearance.

THE 500 c.c. "SCRAMBLER"

For the Scrambles enthusiast, Ariel offers the popular 500 c.c. alloy engined Scrambler model with special features designed to increase horsepower output. In addition to an alloy



New Race-Style Ariel fuel tank has pleasing new shape, new chrome trim, and single bolt fixing. Tank is insulated from frame by rubber blocks.



Ariel instrument panel groups. Speedometer, Ammeter, and lighting switch in neat style.



Pleasing contour of Ariel headlight cowl with new cross brace.



Quickly detachable rear wheel and rear chain enclosure on Ariel Huntmaster and Red Hunter models.

finish, which combined with lots of brilliant chrome and polished alloy gives these models an eye catching appearance—sure to draw admiring glances wherever they are seen.

OTHER IMPROVEMENTS

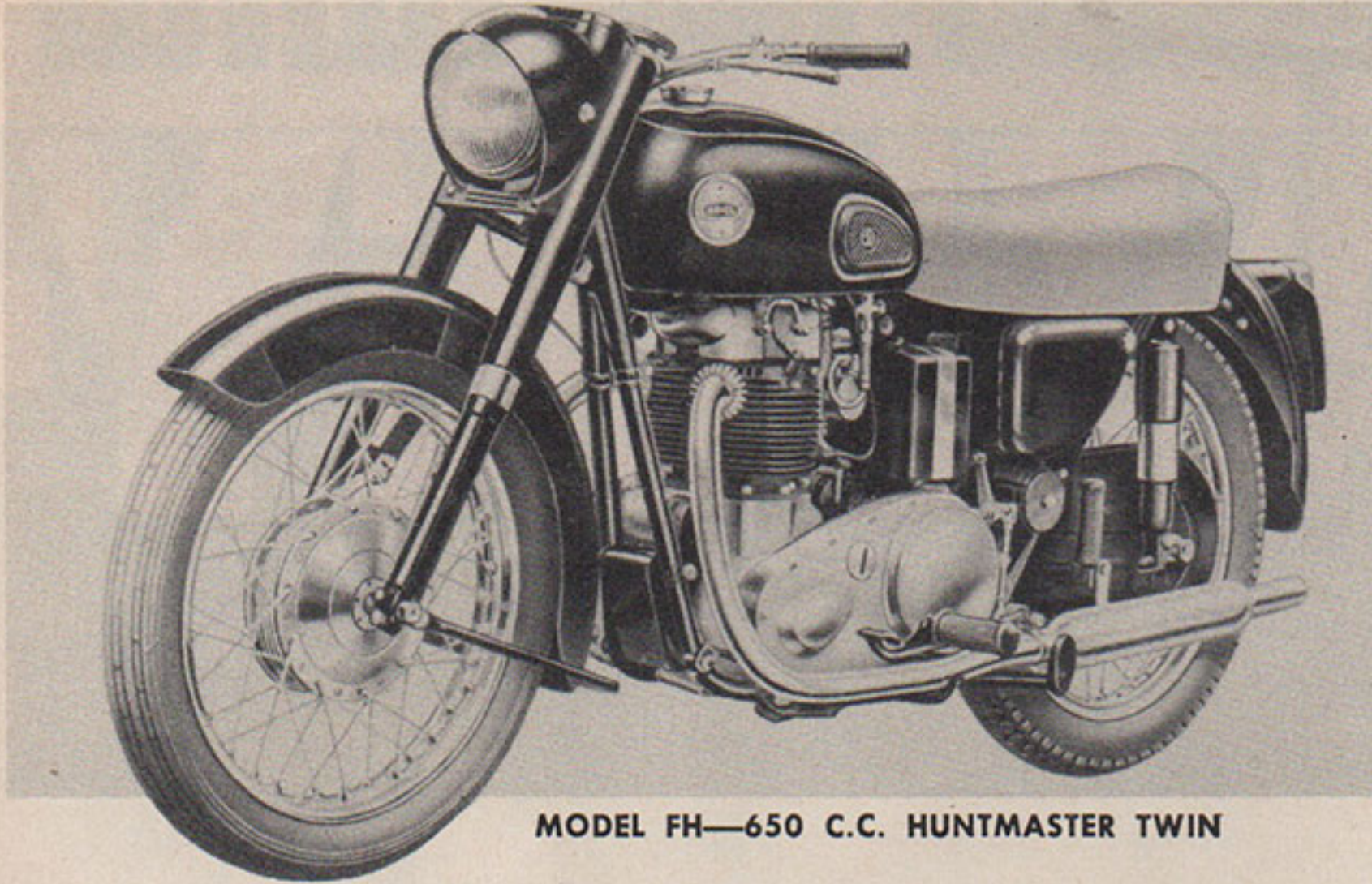
A new jiffy stand pedal is provided on all models except "Colt", and other improvements have been made which will be covered in the paragraph on the model in question.

ment on this model is the addition of Ferodo segment plates to the inside face of the clutch housing. This makes for more quiet operation and longer clutch life. This clutch improvement is also found on the Ariel Huntmaster Twin. Another modification which actually has been incorporated in this model for some months, is a new generator drive set-up which increases the rate of charge. A new duplex chain is employed to drive the generator.

cylinder barrel and head, this model has 9-1 compression ratio piston, sports type cams, quickly detachable lighting, small racing type tank, high ground clearance and other features designed to help the sportsman rider to achieve success in competitive events. This model, is also suitable for roadriding, and with road type tires makes an outstanding super-sports roadster.

(Continued on page 21)

(ARIEL MOTORCYCLES FOR 1957—Continued)

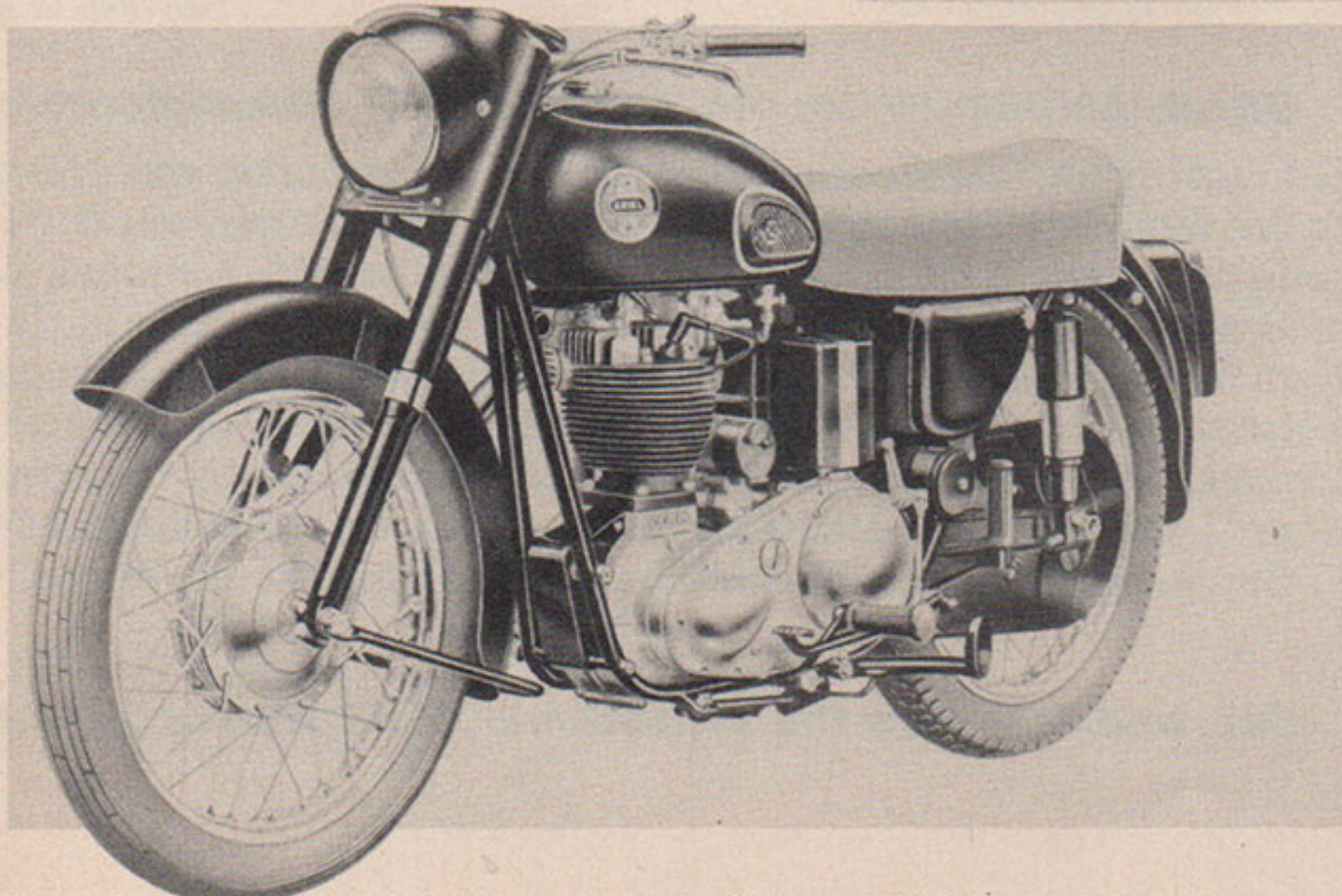


MODEL FH—650 C.C. HUNTMAS-TER TWIN

THE 650 c.c. HUNTMAS-TER TWIN

Featured on the 1957 "Huntmaster" is the bright new "Cherokee Red" enamel finish which combines with many parts in brilliant chrome and polished alloy to give a sparkling and eye catching appearance to this popular Big Twin. The new front fender and new headlight cowl design are also featured, but perhaps the most apparent of the 1957 changes is the entirely new 4 gallon tank. With a pleasing new shape and new chrome accent, this component adds much appearance-wise. Other popular "Huntmaster" features such as full rear chain enclosure, quickly detachable rear wheel, head lock, full width hubs and Centrally positioned brakes are, of course, retained for 1957. As mentioned above, hubs and brake plates are buffed to a high polish.

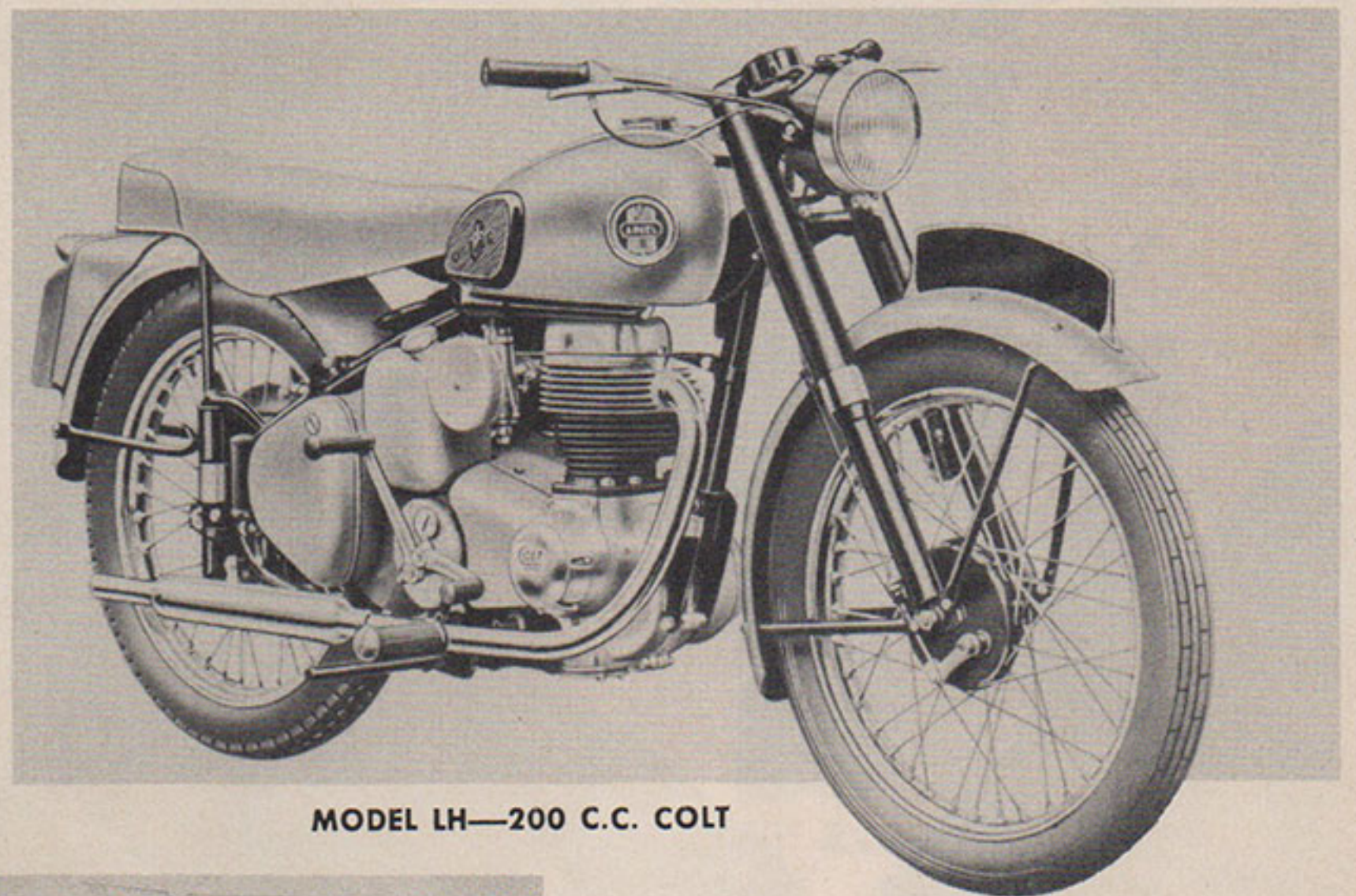
Roll on center stand and sturdy kick stand on new Ariel Huntmaster and Red Hunter.



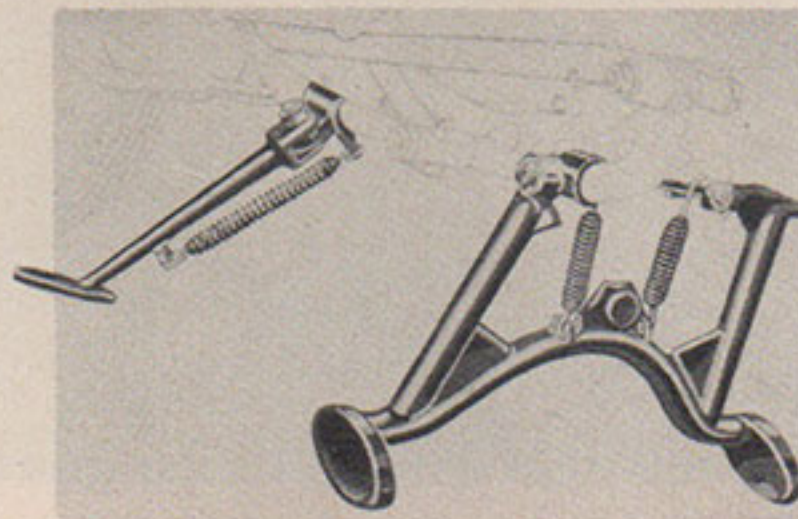
MODEL VH—500 C.C. HUNTER SINGLE

THE 500 c.c. "RED HUNTER" SINGLE

Ariel's lusty and dependable Big Single presents an attractive new appearance for 1957, sharing with the "Huntmaster" the new front fender, new cowl design, and redesigned fuel tank. Standard finish on this model will be the new "Cherokee Red" with the usual liberal Ariel employment of chrome and polished alloy. The quiet, smooth running single cylinder alloy head engine, and easy shifting Burman four speed gearbox are retained. This model also features the enclosed rear chain, head lock, full width hubs and other appearance features of the Huntmaster.



MODEL LH—200 C.C. COLT



THE COLT

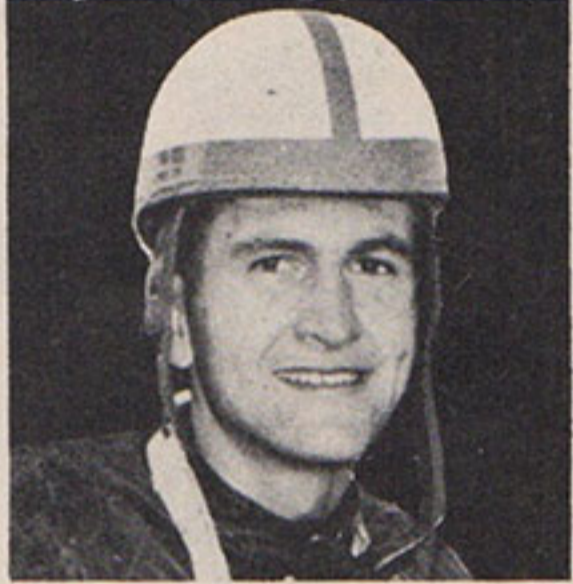
A lot of motorcycle for the money! That's what the Ariel lightweight Colt represents. With its 200 c.c. o.h.v. alloy head engine, four speed gearbox, spring frame and hydraulically controlled forks, this model continues to give most excellent value. The 1957 model is further improved with the addition of a precision ammeter to the electrical equipment and detail changes elsewhere. Finish is improved by increased areas of polished alloy including timing case cover, rocker box and cylinder head. This lively lightweight will be available in new "Cherokee Red".

Ariel motorcycles are distributed by BSA Incorporated, 639 Passaic Ave., Nutley, N. J., and Johnson Motors, Pasadena, Calif. New color folders on the 1957 models are available from either Distributor free upon request.

35 OUT OF 39
NATIONAL TT
CHAMPIONSHIPS
WON BY
HARLEY-DAVIDSON
SINCE 1933

both 1956 National TT Championships won by HARLEY-DAVIDSON

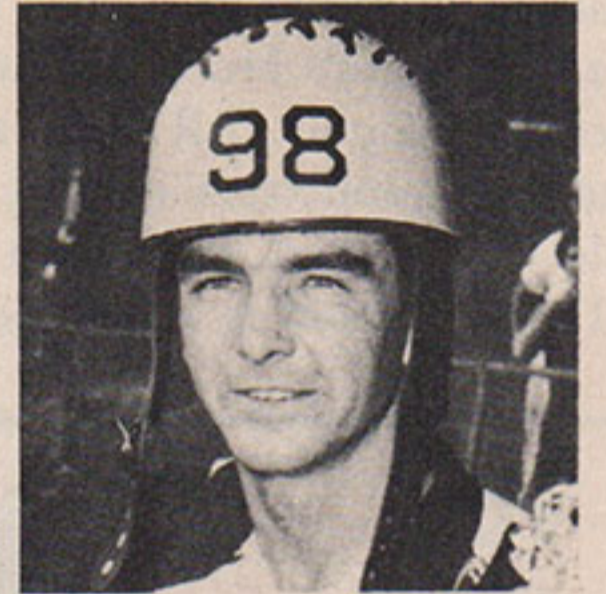
Brad Andres



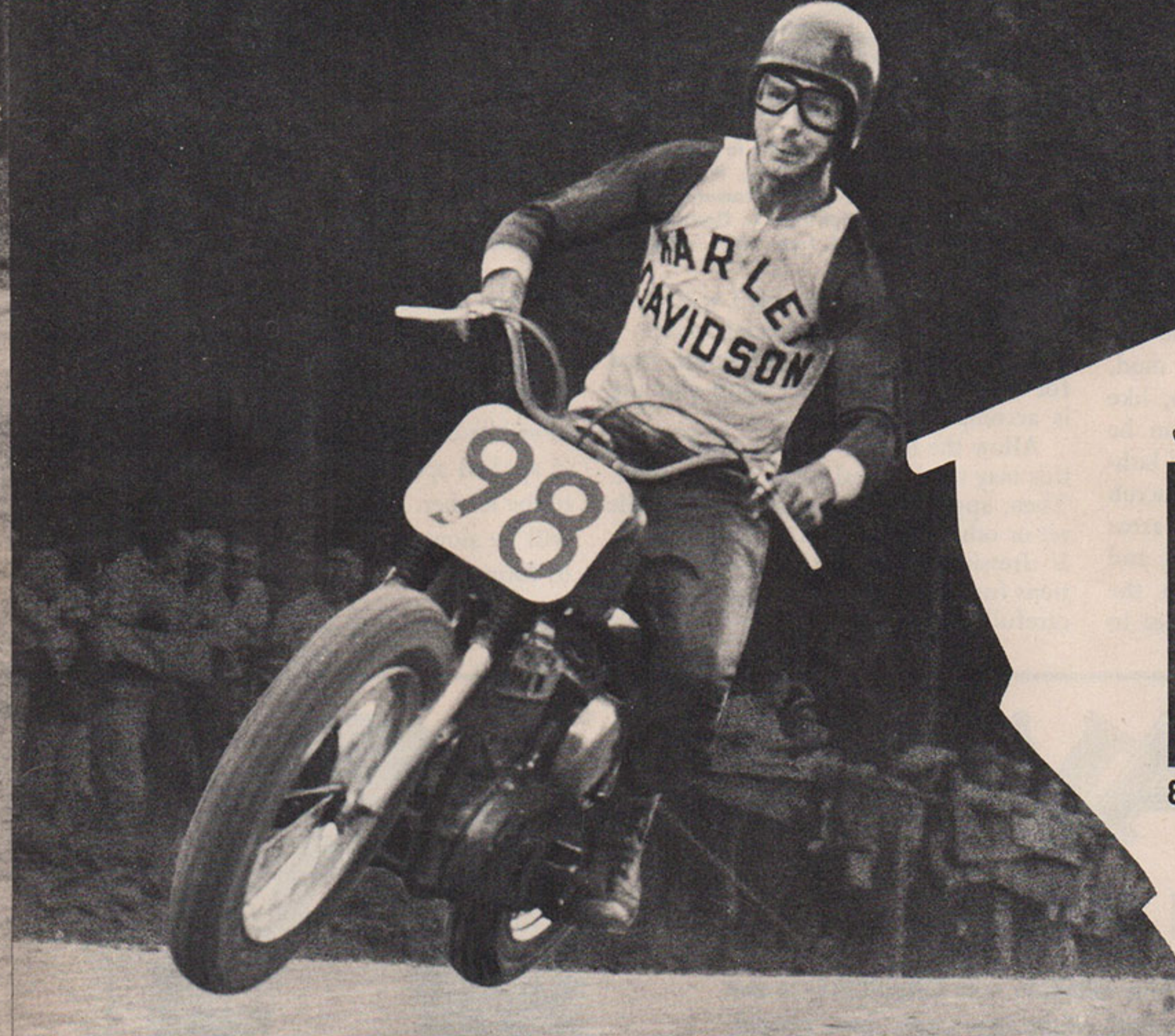
45" National Champion



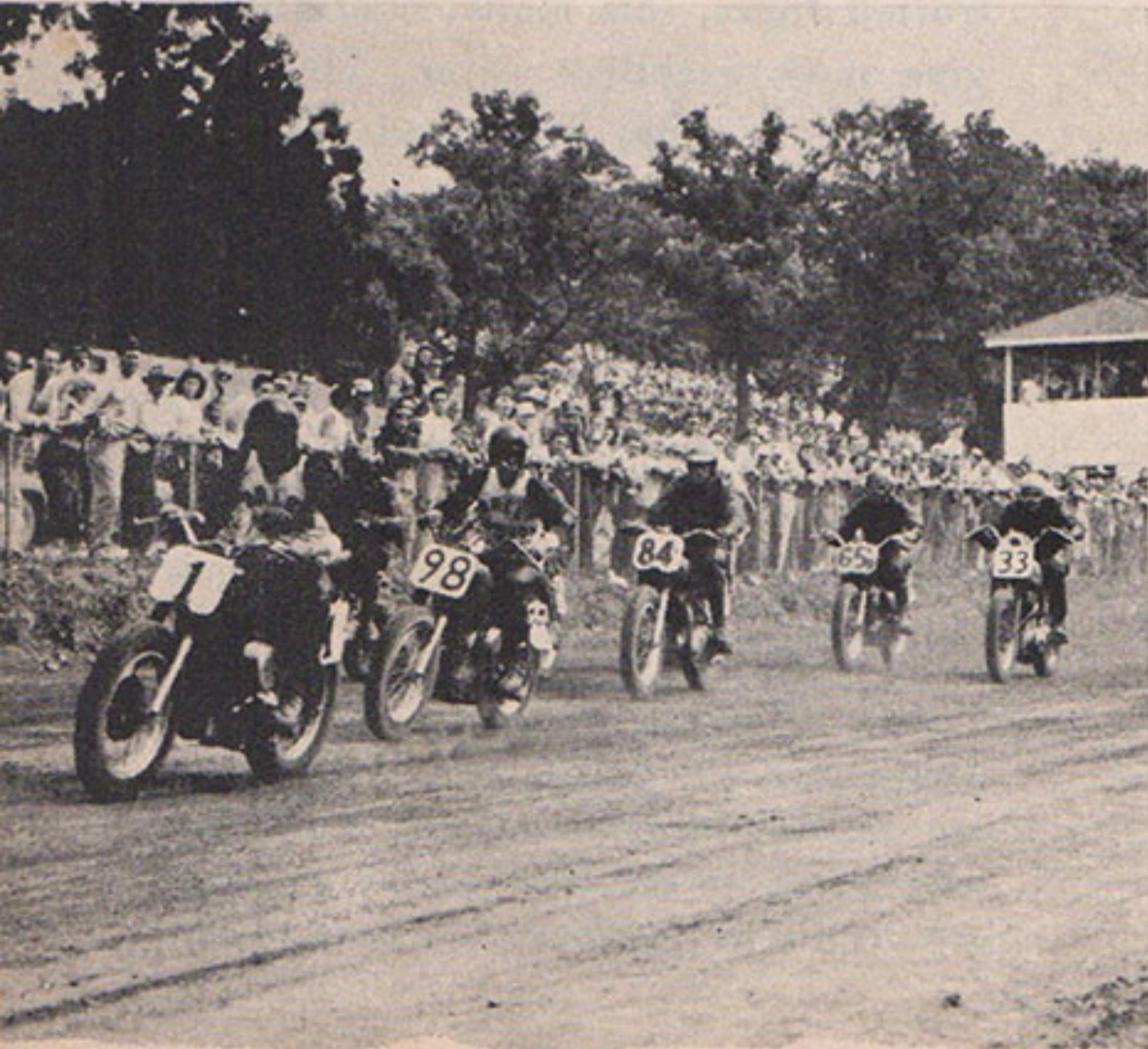
Joe Leonard



80" National Champion



Fleeting wheels streak over the Peoria TT course at the start of the 45" National.



Peoria, Illinois . . . September 9, 1956

BRAD ANDRES Wins 45" National TT Championship

Once again, the Peoria Motorcycle Club grounds was the site for famous National Championship Tourist Trophy races. The first big event of the sunny afternoon, the 45" National, saw Brad Andres of San Diego, California, take the lead early in the race. Down the straightaways he roared, sliding through twisting right and left turns, round and round for 14 action-packed laps. When the flag came down, Brad was the winner in 7 minutes and 19.70 seconds. Joe Leonard followed with Barry Bebb in fourth — *all* on Harley-Davidson motorcycles!

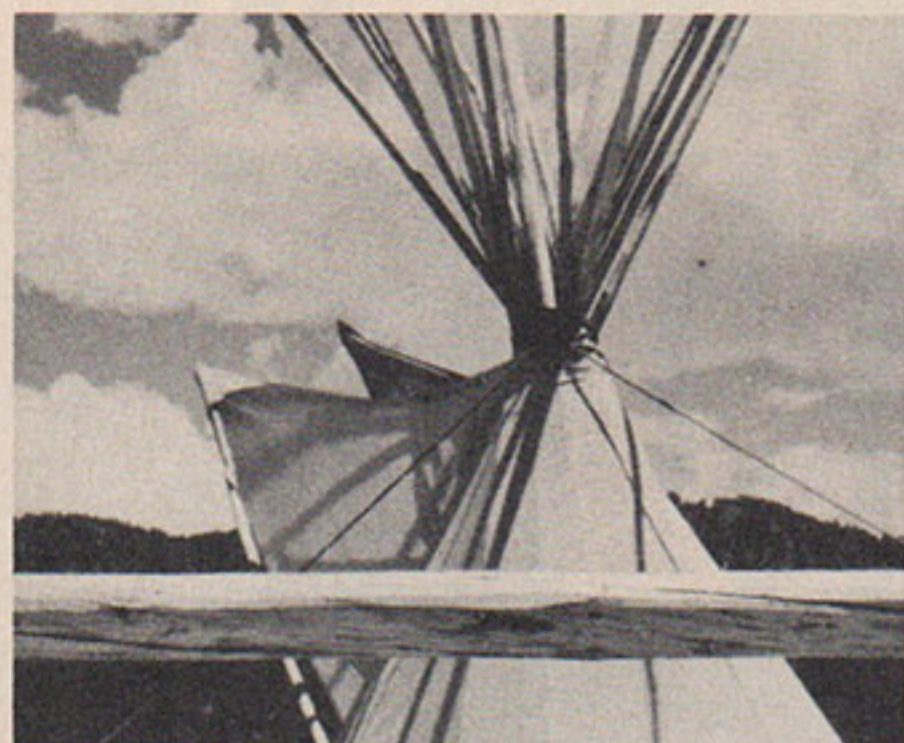
JOE LEONARD Wins 80" National TT Championship

Joe Leonard's smashing performance in the 80" TT National chalked-up another 1956 Championship for Harley-Davidson. With throttle wide open, Joe covered the tricky course in lightning-fast speed to win the event in 7 minutes and 16.80 seconds. Earlier in the day, Joe also established a new Time Trial record of 30.31 seconds. Both TT Championships plus *all* the other brilliant 1956 Harley-Davidson victories offer positive proof that you ride a *winner . . . a record maker . . . the best* — when you ride a Harley-Davidson. Make it your choice for 1957!

Joe Leonard (98) sweeps through the pack in the 80" National to take an early lead.



See and test ride the sensational 1957 Harley-Davidsons today! **HARLEY-DAVIDSON MOTOR CO., MILWAUKEE 1, WIS.**



5. A motorcyclist's travels may take him to strange places. This photo shows the entrance to Ed Hodgson's Chuck Wagon in Wyoming's Jackson Hole country. For you photo bugs—this scene was recorded on Super XX film through a red "A" filter. Exposure was one "f" stop over normal, and developing time was $\frac{3}{4}$ of normal using D76 developer.



6. The interesting I.O.O.F. hall in the coastal town of Mendocino, California, is a picturesque target for practically all camera addicts who venture along Highway 1. Figures atop the steepie are carved from solid redwood.



7. Who can say what important part this piling with its heavy cable and chain played in the romance of the development of early-day shipping and lumbering along California's redwood coast! This type of camera study carries a hidden story-mystery atmosphere about it that intrigues people who see it and brings back memories to its taker.

Whether restoring a bag to workable condition or merely re-oiling it, the first job is to clean the leather of all mud, dust, and road oil. A mild soap, like Ivory, is good, or saddle soap can be used satisfactorily. Work up a good lather with a small scrub brush, and scrub all surfaces thoroughly. All black areas which indicate a collection of dust and oil should be scoured free from the leather. The soap itself is a lubricant to

leather fibres, and some of it will work into the surface with beneficial results.

A sponge and warm water are used for removing the leather after cleaning is accomplished.

Allow the leather to dry completely—this may take several hours or overnight. Then, apply a liberal quantity of saddle oil or other dressing, as the case may be. If dressing other than oil is used directions for applying the solution should be carefully followed.

Only the best grade of saddle oil should be used—other leather treating materials are marketed, and are mainly satisfactory, but none fully take the place of saddle oil. Neatsfoot oil is satisfactory if applied sparingly and rubbed well into the leather. If too much is used drying will be slow, and dust will soon collect to form an undesirable scum.

(Continued on page 25)

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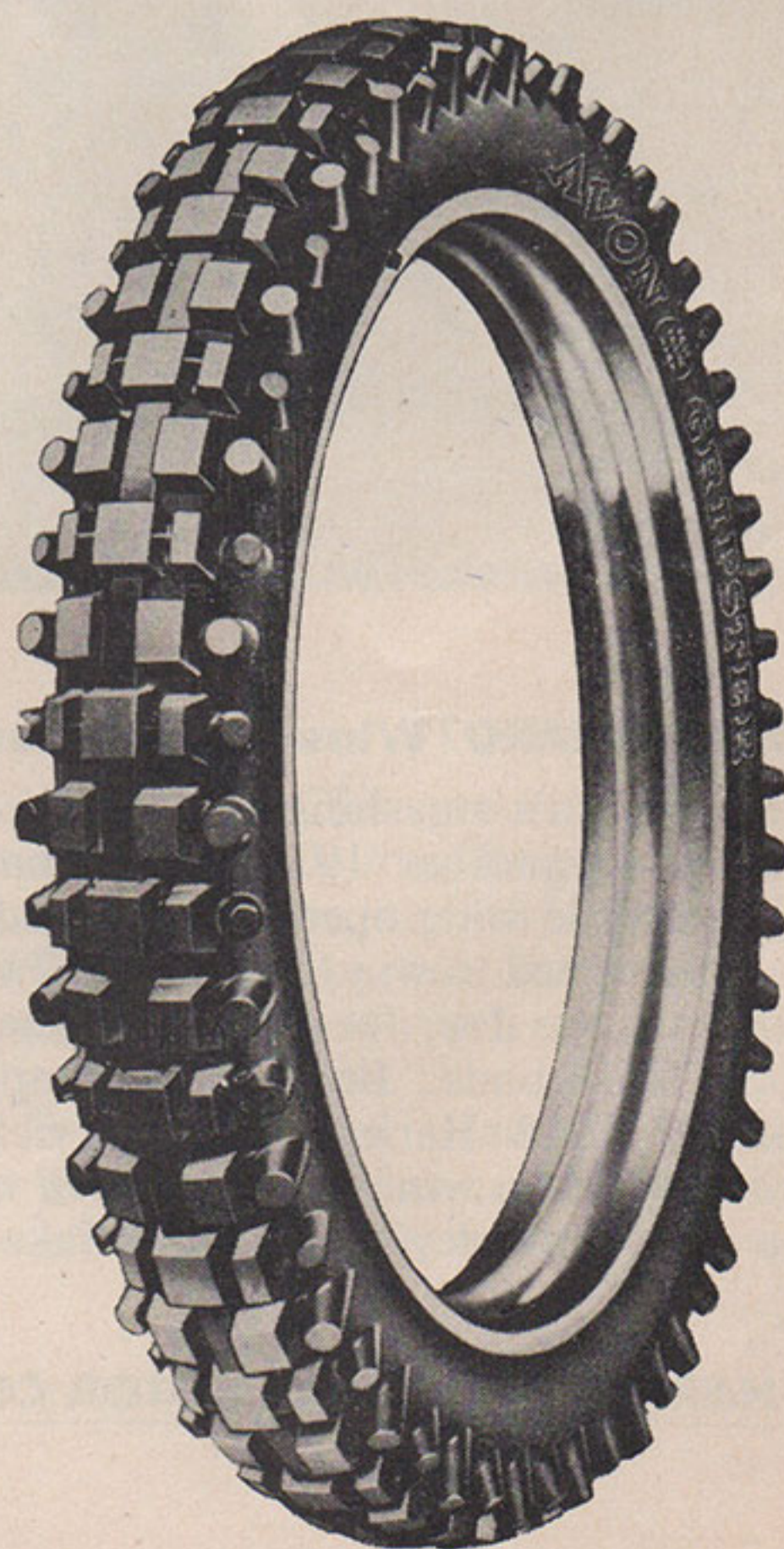
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(8)

8. A small lake at Pacific Summit near Ebbetts Pass in the Sierra Nevadas served as a stopping place for Al Spierling and me on a weekend jaunt. Magnificent scenery awaits the traveller at every turn—an excellent area for visiting next summer.



(9)

9. Fall weather brings interesting cloud formations. Picture was taken at Gaviota State Park north of Santa Barbara. Trestle carries Southern Pacific main line along the coast.



(10)

10. Huntington Lake's Dam makes an intriguing camera study with its curved top.

Well-scrubbed and very dry saddlebags will absorb a cupful of oil without showing the least signs of over saturation. I would be cautious of adding more than this amount. It is better to add a smaller quantity, allow to dry for several hours—twelve or more—then, by inspection, determine whether more is needed. A well-oiled bag will present a clean, semi-shiny appearance, and the leather will be soft and pliable to the touch. An oiled bag, when thoroughly dry, can be polished with a soft cloth or brush much as shoes are polished. Apply oil to inside and outside of the bag—sparingly inside.

Many leather manufacturers add a protective coating to their products which resist the application of oil or dressing later. My personal preference is for a natural finished leather bag with no surface treatment other than oiling; however, a treated surface will be cleaned and re-oiled in the same manner as an untreated one. The end result will be satisfactory if a sufficiently longer time is allowed for the oil to penetrate thoroughly.

Now, let's get back to the subject of riding apparel.

The growing popularity of the safety helmet affords us an excellent opportunity to add a colorful and useful art-

icle to our cycling apparel. Why not decorate it to suit our personal whims as so many are doing?

I have observed many combinations of colors and styles being worn by couples, by individuals and by clubs. The idea is to use a decorative and individualistic design or motif that carries a particular significance to the person or persons wearing it.

In Indian jargon such a design would be called a "Totem". It symbolizes a story, a dream, an ideal. It may tell a tale of a trip, a hobby, a race or any special event or series of events which carry personal meaning to the wearer. It may be added to—as events occur—to become a symbolic chronicle of important happenings in the life of the owner.

My Clymer Sportsman, shown being decorated by artist friend Bill Cole, features my name in front and a totem on the side. The design shows an eagle perched on a wheel with the snow-capped Teton Mountains in the background. It symbolizes, to me, the freedom we enjoy to travel the length and breadth of this country without restrictions. The background denotes my love for the wide open spaces. Later on, other pictures will be spaced around the helmet.

Enamel and lacquer work equally

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well on most hard surfaced and leather helmets. If a leather helmet has been oiled it will be necessary, first, to apply a thinned coat of white shellac to the surface to be painted—thinning is done by adding pure grain alcohol in the proportion of one part alcohol to one part shellac. In any case, it is we to test the desired finish by daubing a small amount of the enamel or lacquer on an inconspicuous area. If it sets up hard, and resists removal by rubbing, it is probably satisfactory and should stay indefinitely.

Well, it appears that our winter's work is pretty well laid out. Guess I'd better get busy on those saddlebags gathering dust in the garage. ★

CALENDAR OF COMING EVENTS FOR THE DETROIT AREA ASSOCIATED CLUBS

- | | |
|---|--|
| <p>Jan. 4 DAAC MEETING</p> <p>Jan. 6 ICE RACES—Liberty M/C</p> <p>Jan. 13 ANNUAL MID-WINTER TRIALS - Thunderbirds M/C</p> <p>Jan. 20 ICE RACES - Detroit Competition Club</p> <p>Jan. 27 ICE RACES—Red Wings M/C—Blue Boat Inn, St. Clair Shores</p> <p>Feb. 1 DAAC MEETING</p> <p>Feb. 3 ICE RACES—Liberty M/C</p> <p>Feb. 9 24th ANNUAL BANQUET—Detroit Motorcycling Club</p> | <p>Feb. 10 ICE RACES—Detroit M/C</p> <p>Feb. 17 OPEN</p> <p>Feb. 22 ANNUAL STAG BANQUET—Windsor M/C</p> <p>Feb. 24 ICE RACES—K of R M/C</p> <p>Mar. 1 DAAC MEETING</p> <p>Mar. 3 ICE RACES - Nightmares M/C</p> <p>Mar. 23 ANNUAL SPRING DANCE—Liberty M/C, VFW Hall, 7 Miel & St. Aubin</p> <p>Apr. ?? EASTER DANCE — K of R M/C, the Saturday night, week following the holiday.</p> |
|---|--|

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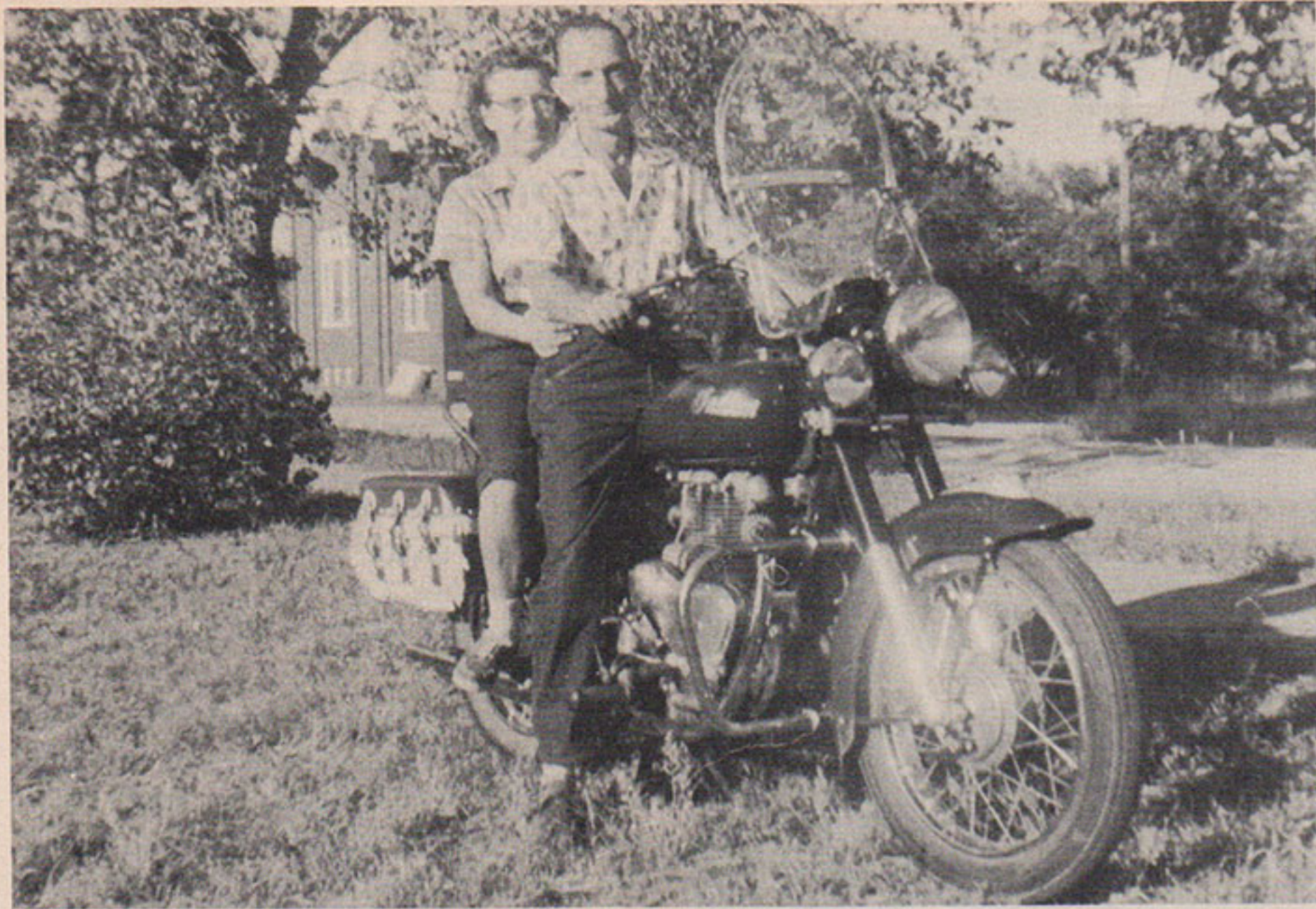
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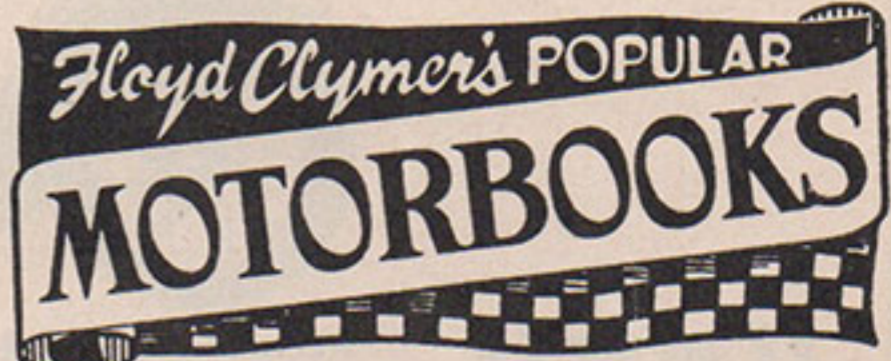
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Texas 1957 Enduro Champion George Stewart and his Indian are shown with some of his trophies. The pair of Texas Longhorns hanging above is the rotating trophy for this event.

POPULAR RACING STAR CHUCK BASNEY FATALLY INJURED

Chuck Basney, 41, veteran motorcycle racing star was fatally injured while racing on a short track at the Gardena, California, Speedway, Friday night, October 26.

For several years Chuck had been a dirt track star and this season at

Gardena he had captured 16 consecutive victories during the season. He was to have been honored with a trophy as Southern California Dirt Track Champion immediately after the race. Basney was trying to pass Don Hawley when the spill occurred and he hit the wall on the back stretch. He was struck by the oncoming machine of Brad Andres who could not avoid the collision. Andres suffered a broken leg in the accident. ★

1956 TEXAS CHAMPIONSHIP ENDURO

There was history in the making down at Texas' State capital on October 14th when Texas' best congregated for the thirteenth annual running of the Texas State Championship Endurance Run for 1956.

Texas state referee, Bill Oatman, was ably assisted by Troy Taylor and Jack O'Leary. The rolling hills and vales and many beautiful parks made a beautiful route for this Enduro—as well as a run for the Enduro riders that is indeed the best of the year for Texas riders.

From the morning start the riders were always busy with plenty of sand, water and gravel roads to keep them on their toes for the full 193 miles of the run. The pathfinders took full advantage of the power line trail which goes across miles of hills that to the onlookers seem impossible for anything but a mountain goat. Popular Helen McKinzie never looked prettier than she did to the weary and thirsty riders as she met them at several check points with a cup of water in each hand.

After the final tabulations were checked and re-checked, it was found that George Stewart of Dallas and Robert Peiper of Corpus Christi had tied with the very fine score of 973 points each. The secret check broke the tie, thus giving scores of the winners as follows:

HIGH POINT OVER ALL

George Stewart, Dallas—Indian.....973 Points

LIGHTWEIGHT CLASS

1st place—J. R. Horn, Amarillo—H-D.....966 Points

2nd Place—Jimmie Partain, Dallas—
Zundapp.....942 Points

3rd Place—Charles Earnhart, San Antonio
H-D.....906 Points

MIDDLEWEIGHT CLASS

1st Place—Robert Pieper, Corpus Christi—
Triumph.....973 Points

2nd Place—Kenneth Shaw, Dallas—
Matchless.....969 Points

3rd Place—M. Z. Sanders, Corpus Christi—
Triumph.....965 Points

HEAVYWEIGHT CLASS

1st Place—Richard Hathaway—H-D
2nd Place—J. B. Henry, Copperas Cove—H-D

Thanks go to the Pathfinders and every member of the Kapitoll Katz Motorcycle Club who forewent the pleasure of riding this event to assist in putting it on. The smooth manner in which each detail was handled bespoke the hours of work that went into it. Winner or loser, every rider displayed the good sportsmanship that is appreciated at an event such as this, and every rider went home determined to come back for next year's Enduro—the biggest and best event of the year for the average rider. ★

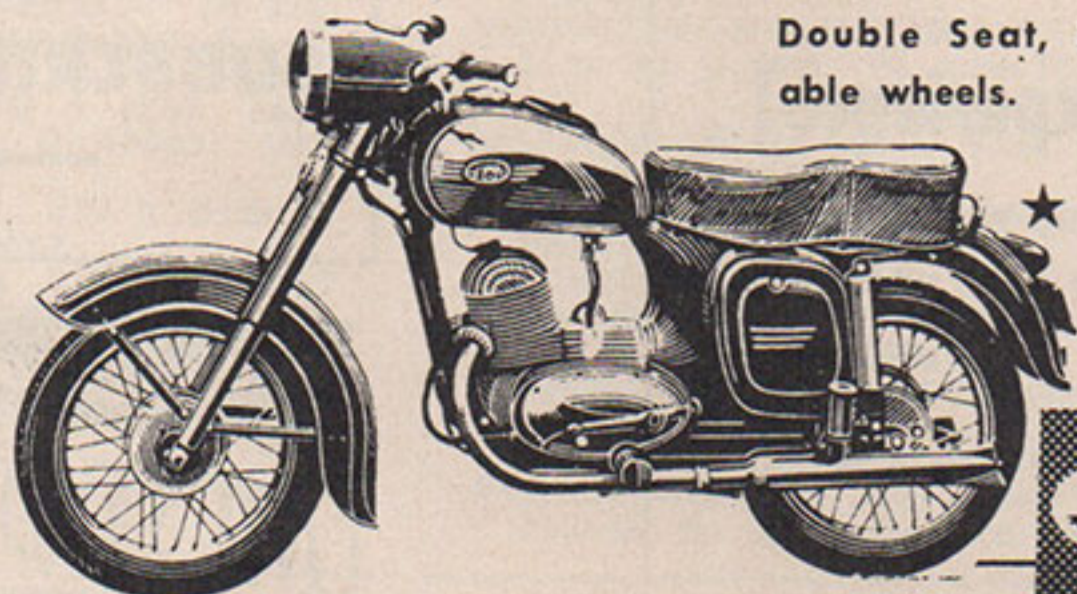
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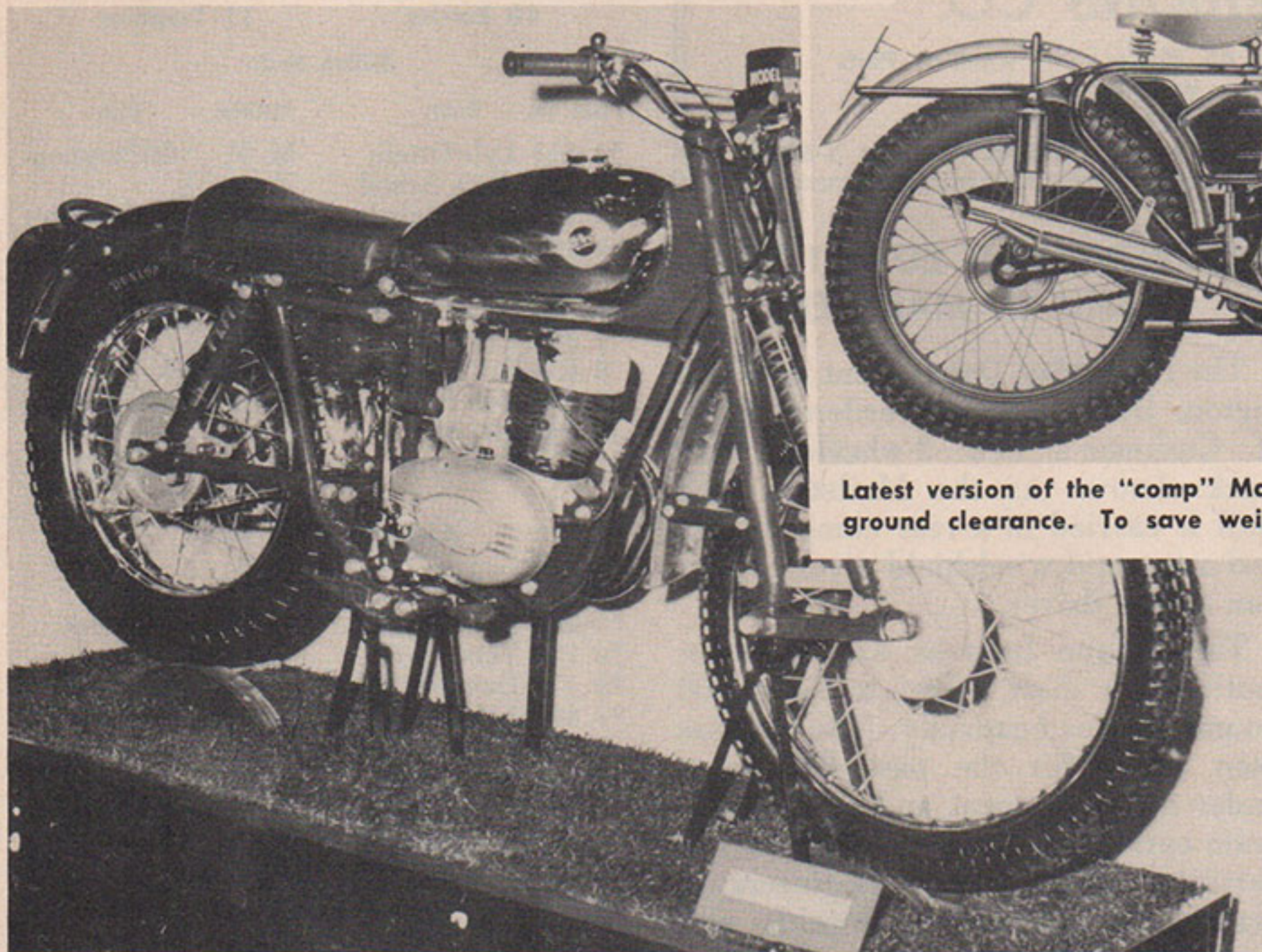
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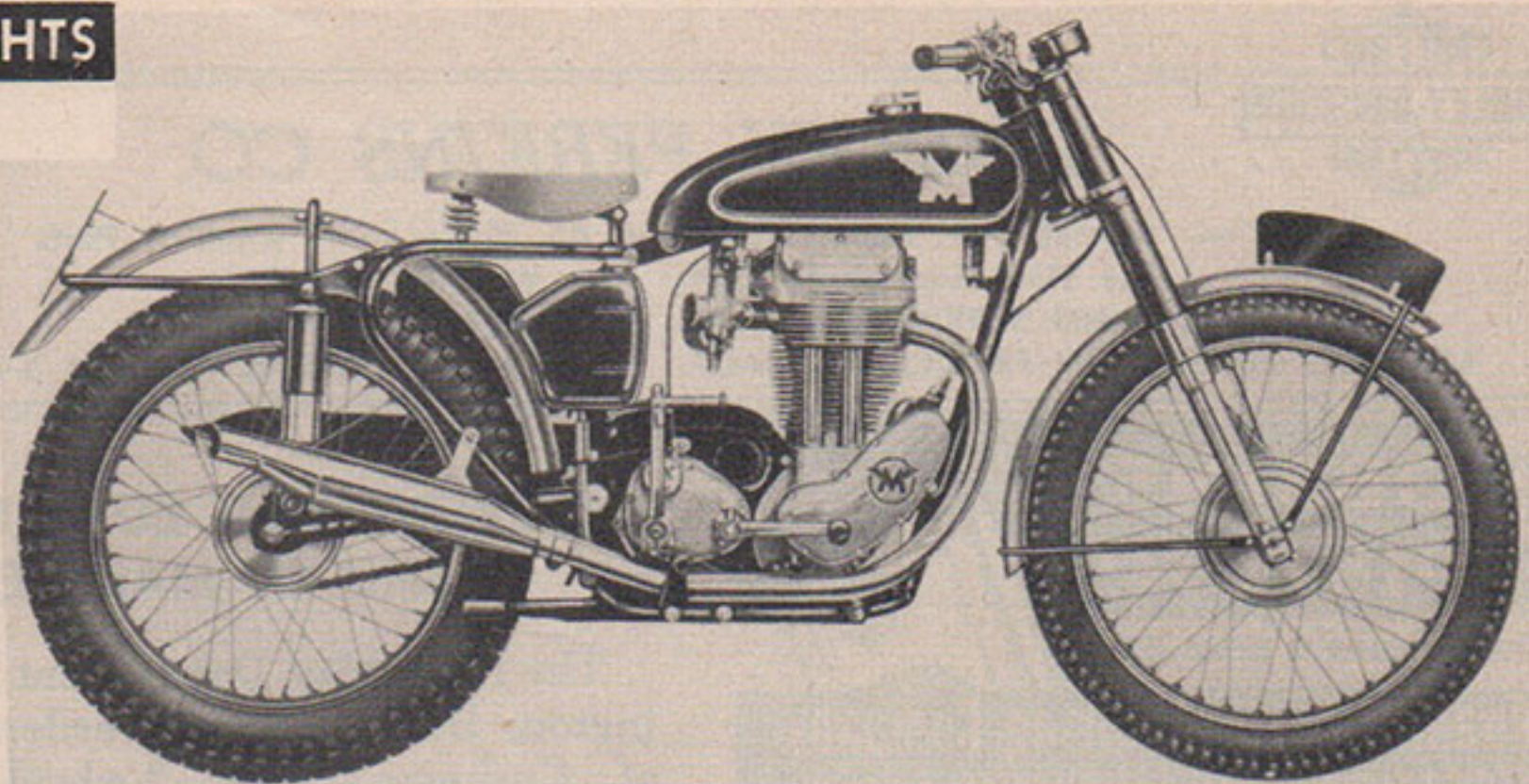
"CZ"

LONDON MOTORCYCLE SHOW HIGHLIGHTS

(Continued from page 13)



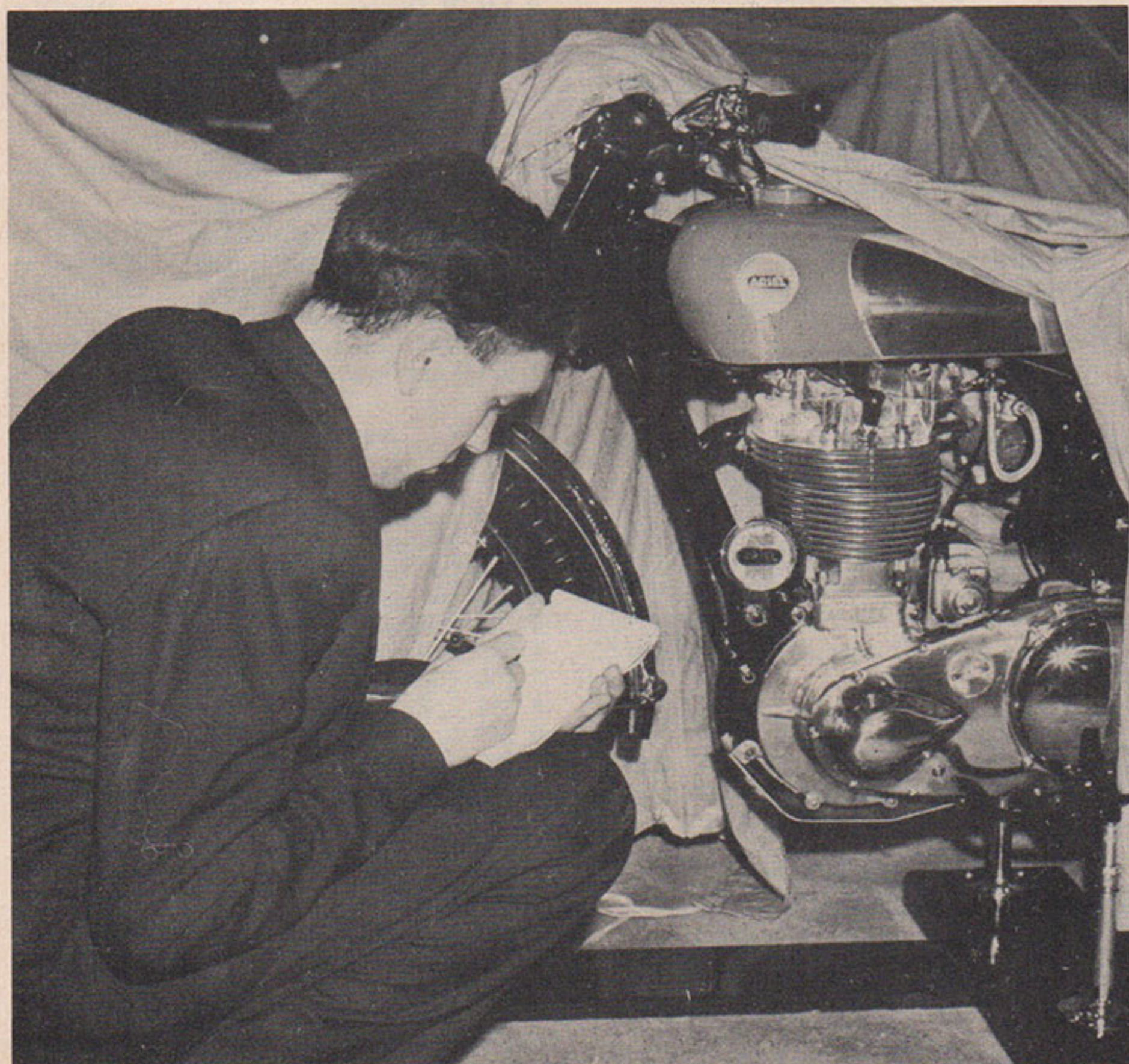
A potent-looking 500 cc Dot Competition Model



Latest version of the "comp" Matchless, the 350 cc., G3LC has now less than 10" ground clearance. To save weight the frame is welded at many of the joints.

FOR TRIALS, SCRAMBLES

The Competition Machines at Earls Court, London, England. A High Level of Quality—Something to Suit All Tastes. Dot is one of the firms offering a replica of the machines ridden by their factory team men. Here, in sectioned form, is the latest Dot Scrambler.



Peep under the Shrouds on the Ariel

Race bred

The Norton Dominator, with its race bred "Featherbed" frame continues to be one of the best-looking of all motorcycles. It is in 500 cc and 600 cc forms and for sidecar men (count me among them) there is the new Model 77, with the same frame as the 19S.

A wonderful reputation goes with the A.J.S. and Matchless twins, their engines having the most massive, three-bearing crankshafts, and they are available in 600 cc as well as 500 cc versions. All the Woolwich models now have Girling dampers for the rear end and have had their front fork tubes stiffened up, improving their road holding.

The Ariel twins, 500 cc Flashmaster and 650 cc Huntmaster, both have a reputation for good, reliable performance and could certainly not be accused of being sluggish. Much the same could be said of the A7 and Golden Flash B.S.A.s, also of 500 cc and 650 cc capacity. But B.S.A. also produce super-sporting twins, in the Shooting Star "500" and the lavish-chromed Road Rocket, a high-compression "650" which started out as a special job for the American market and now figures in the home sales list. It is not exactly what you'd call a ride-to-work model but I, for one, would like to own a Road Rocket.

Another of the really rorty vertical twins figures on the Royal Enfield stand, in company with the discreet grey finished 500 twin. It is the 700 cc Super Meteor, a real road-burner solo and a machine with a very above-average performance in sidecar trim. Do you like the look of the Super Meteor and Watsonian Avon?—I do!

And in a class of its own, there is the unique Ariel "Square Four," only production four-cylinder machine and the only 11,00 cc model made in this country. It has been a very firmly established favourite for many years. ★



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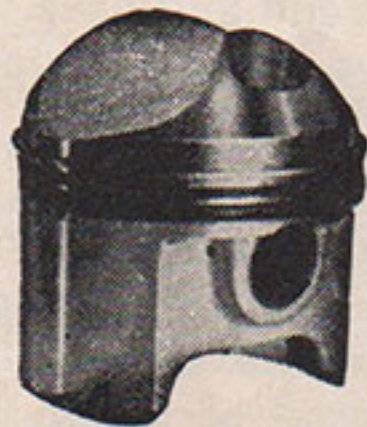
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GOVERNMENT BUYS 1,500 CUSHMAN MAILSTERS

The Post Office Department in Washington, D. C. have just ordered 1,500 of Cushman's new 3-wheeled light truck—known as the Mailster. The mail is carried in a rear compartment and a top and windshield gives protection to the driver.

The unique features are an automotive-type shaft drive; it has a 500 pound pay load capacity. The unit has been tested for the past five years under a development and testing program carried on by the Post Office Department and Cushman engineers to perfect an all-weather, durable and economical small delivery truck for the U. S. Postal Service.

Congratulations are in order for the Cushman firm for securing this order. ★

NEW DISTRIBUTOR FOR JAMES MOTORCYCLES AND VILLIERS ENGINES

Mr. F. E. Rowe has recently formed his own concern, the F. E. Rowe Company and this new firm will succeed the Midwest Importing Company as distributors of James motorcycles, Villiers engines and parts.

The address of the F. E. Rowe Company is—The Mart, Muskegon, Michigan. ★

ROB SLACK WINS MONTANA CHAMPIONSHIP HILLCLIMB

The Hillclimb was sponsored by the Great Falls, Mont. Motorcycle Club, held at Cascade, Montana, drew 1350 spectators and 50 entries. All Class C events.

Rob Slack won the 45" event on a Triumph T100; he won the 74" event on a Triumph TR6; and the 80" Open Championship on a Triumph TR 6.

Second and third places in the 80" Open were as follows:

2. Troy Georgeson on a BSA.
3. Lee Armstrong on a Triumph T-110.

The hill is 420 ft. long, with a 67° incline.

RESULTS 20 NITE OWLS

Sporting TT

80 Entries

11 Trophies

200cc Main

Place No.	Rider	Machine	Club
*1	511 Lyle Ottele	M. V.	Hilltoppers
*2	23X Rick Schell	Triumph	
3	624 Don Makela	Triumph	Dyna-Mites
4	546 Nick Nicholson	James	Hilltoppers
5	912 Bob Rickard	Triumph	
6	765 Dick Christopher	James	Shamrocks
7	902 Craig Cox	Tandon	
8	636 Bill Cox	Triumph	NLAMC
9	688 Bob Rasmussen	Triumph	Shamrocks
10	792 Jim McCoy	James	4 Aces
11	778 J. Munoz	F. B.	Highlanders

Amateur Main Open

Place No.	Rider	Machine	Club
*1	104 Dick Johnson	Triumph	Gophers
*2	844 Tom Farley	Triumph	
*3	479 Don Wehrman	Triumph	San Gabriel
*4	909 J. O'Brien, Jr.	Match.	Dirt Dig.
5	901 Preston Petty	Ariel	Scramblers
6	922 Bud Holthe	BSA	
7	260 Gary Clark	Ariel	Scramblers
8	492 D. Castleman	Triumph	NLAMC
9	341 John J. Pettit	Triumph	
10	815 H. Drown, Jr.	H.D.	NLAMC

125cc Moto Cross

Place No.	Rider	Machine	Club
*1	794 J. Lambdin	NSU	
2	511 Lyle Ottele	M. V.	Hilltoppers
3	686 Alan Flint	NSU	So. Calif.
4	745 M. D. Rogers	CeCato	Shamrocks
5	914 Harlan Bast	NSU	Shamrocks

21" Moto Cross

Place No.	Rider	Machine	Club
*1	402 Don Spargur	Mat.	Gophers
2	146 R. Dixon	Velo	Dirt Dig.
3	536 David Ekins	NSU	
4	359 L. E. Reed	Indian	Dirt Dig.

15" Main

Place No.	Rider	Machine	Club
*1	536 David Elkins	Nsu	
2	708 David Papenguth	Maico	Sinners
3	546 Nick Nicholson	James	Hilltoppers
4	585 Chuck Drudge	NSU	Shamrocks
5	904 Mel Florence	Zundapp	
6	765 Dick Christopher	James	Shamrocks
7	621 Vern Sponer	Zundapp	

Amateur Semi Open

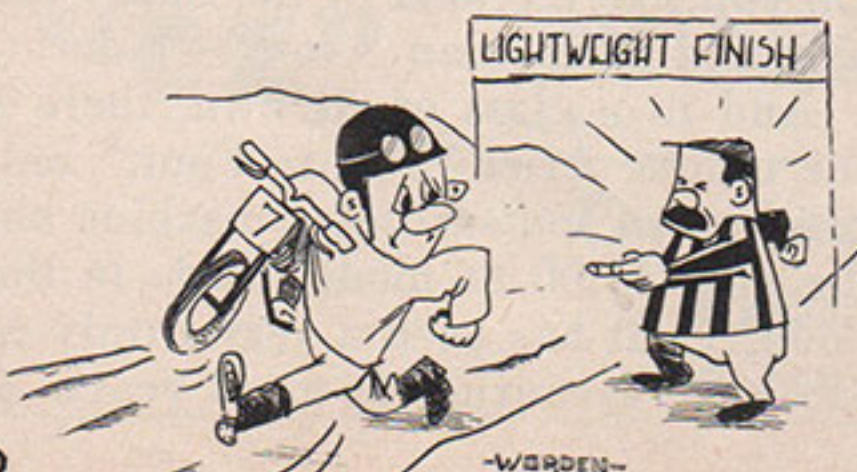
Place No.	Rider	Machine	Club
*1	919 James Seeger	Triumph	
2	302 Marvin Doyle	BSA	Scramblers
3	484 J. E. Biedenbach	BSA	Scramblers
4	154 Joe Martin, Jr.	Triumph	Scramblers
5	387 Howard Jandreau	Velo	Shamrocks
6	339 Don Gadberry	BSA	
7	190 Tom Bell	AJS	
8	359 L. E. Reed	Indian	Dirt Diggers
9	247 R. D. Winkler	BSA	
10	298 Paul Miller	Match.	13 Rebels
11	390 Tom Bishop	BSA	Reveliers

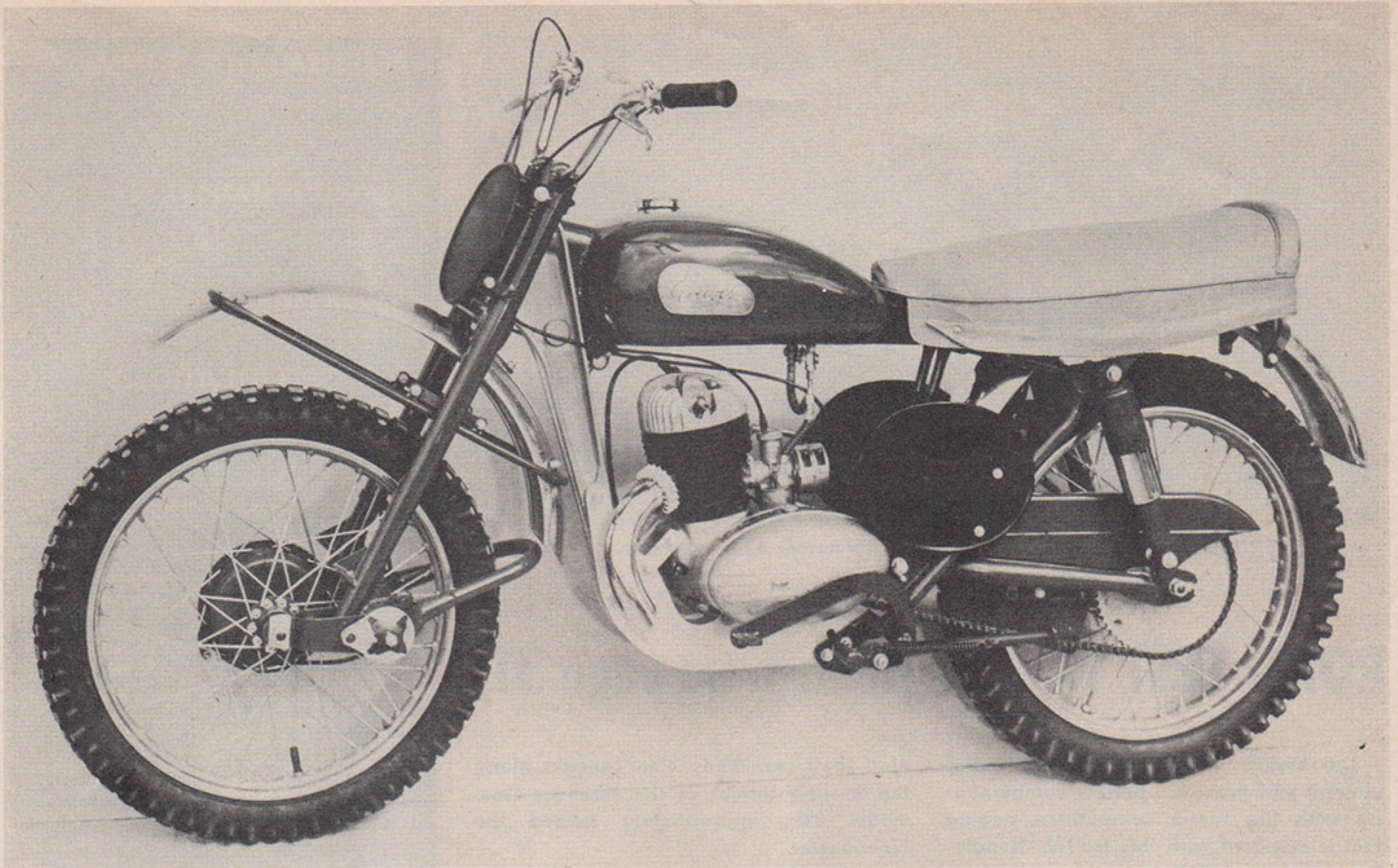
Expert Moto Cross

Place No.	Rider	Machine	Club
*1	83 J. C. Lewis, Jr.	Velo	Shamrocks
2	163 Howard Jackson	Triumph	NLAMC
3	136 Pat Hicks	Ariel	Scramblers
4	402 Don Spargur	Match.	Gophers

Trophy Presentation Dec. Sports Committee Meeting.

* Denote Trophy Winners





Model 205 Greeves Scrambler.



Greeves Enduro . . .

ROAD TEST NO. 83 . . . By CYCLE Staff

A NEW 2-Stroke Enduro model occupies the spotlight in this month's road test. Of 200 c.c. capacity, and equipped to the customer's specifications, this spirited lightweight offers the enduro rider many engineering advances.

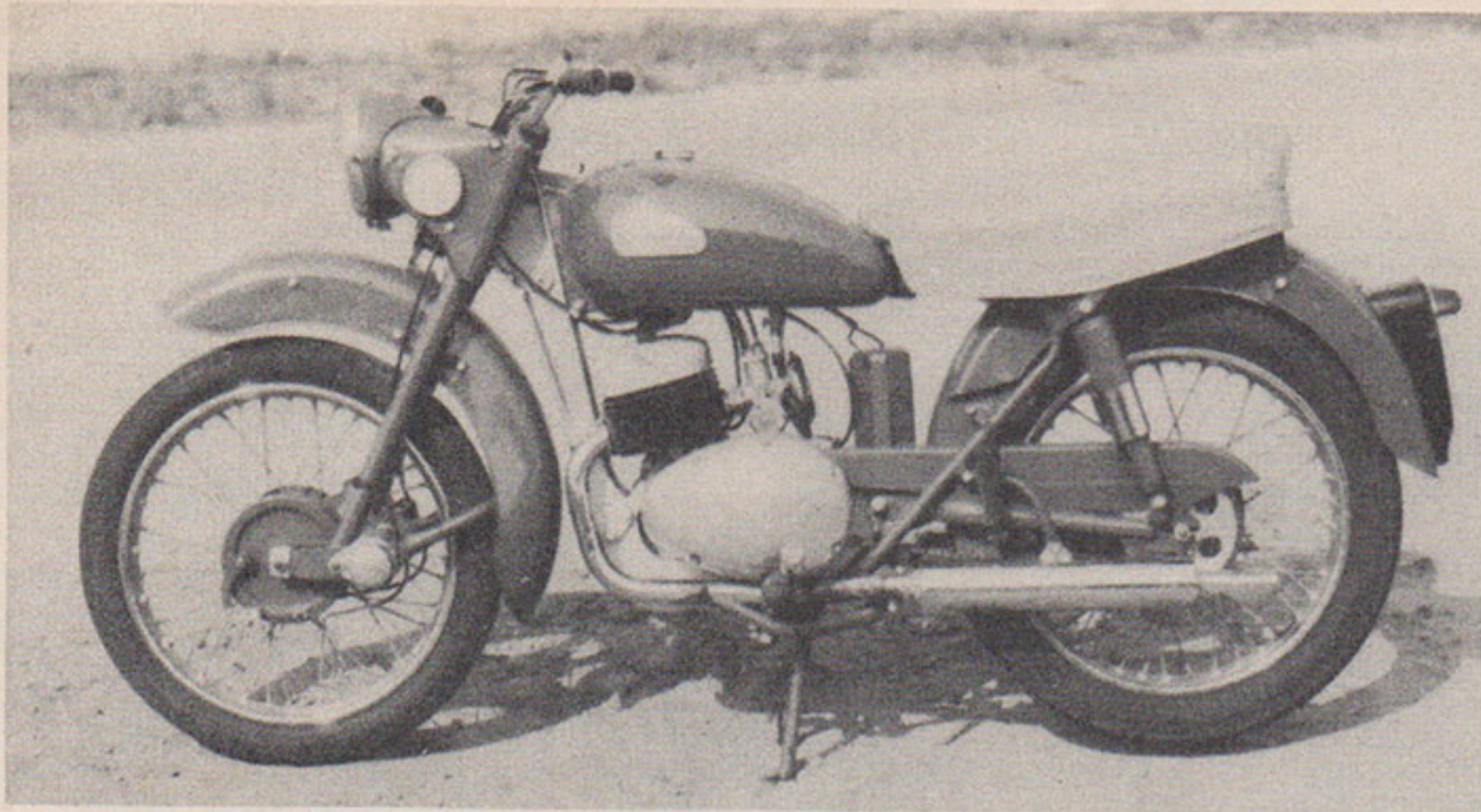
The new Villiers 197 c.c. Mark 9E/4 engine provides the power for the model designated the 20T. This unit produces 8.6 HP at 4200 RPM, and gives the bike surprising performance for a lightweight machine with off-the-road gearing. Villiers of England has been building the 2-stroke engine for over 40 years, and the powerplant reflects this experience. For example, they have provided readily accessible magneto contact points under a quickly removable cover.

The Greeves frame is of unorthodox, composite construction, with cast aluminum and tubular frame members. Rear suspension is swinging arm with Armstrong shock absorbers. Front suspension is pivoted fork, employing rubber in torsion and friction damping. This design makes for excellent roadability. No less than seven different metalastik torsion

(Continued on page 32)



TESTER ASHER LEE HOPS SAND HILL WITH GREEVES ENDURO 20T



Greeves Fleetmaster with 2-stroke British Anzani 325 c.c. engine

ROAD TEST NO. 83 (cont. from page 31)

The brakes were good without being violent, and provided perfect compatibility with the tuned competition engine that is standard with this model. Handlebars were just high and wide enough to give confident control on the roughest surface. The dual seat was of unusually high quality, providing a comfortable ride and comparing in quality with seating employed on much larger and higher-priced models. The speedometer was quite accurate, but CYCLE testers felt a trip recorder should be standard equipment on an enduro model. Also, the fixed foot-pegs are too far forward for the small rider and there is little room between the kick-starter pedal and the foot-peg when starter is depressed.

The tool kit was of average quality. It is mounted under the dual seat and is quickly detached along with the tire pump. The wheels appear to be rugged enough for any enduro, and have spokes of unusually large diameter. The kick-stand is unique, having a center fitting which allows either the front or rear wheel to be lifted.

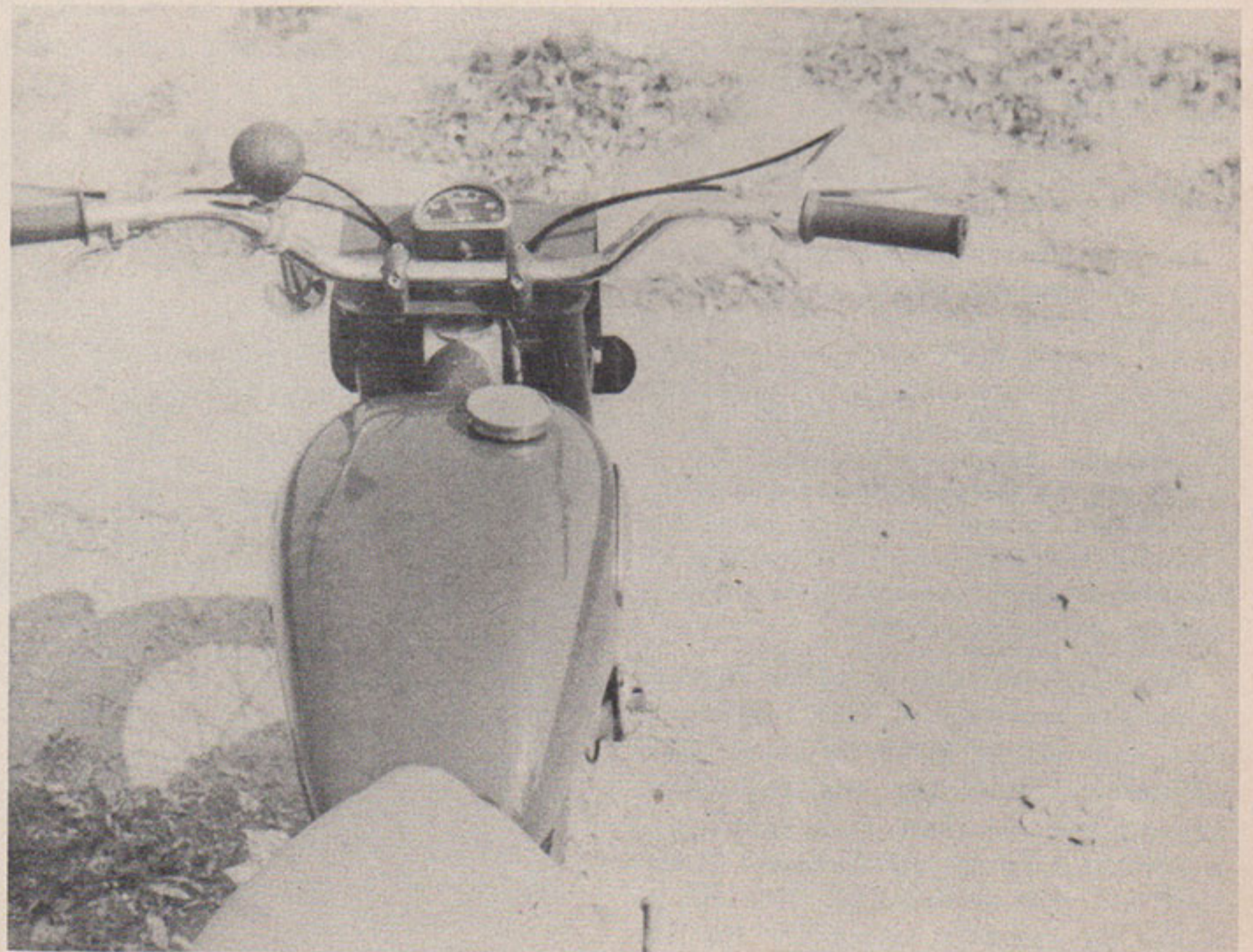
The designer of this motorcycle evidently went over his plans many times before he arrived at this design, for there seems to be nothing of consequence that has been overlooked. Rugged construction and ease of handling, coupled with a reliable, easily maintained engine combine to make the Greeves 20T a desirable model for either the beginner or the veteran rider.

The Greeves U.S. distributors, Imported Motorcycles, Inc., of Chicago, Ill., provided the road test machine. Their confidence in the 20T is proved by the fact that the models were towed from Chicago to Los Angeles on a trailer be-

hind their car. They also brought along the touring model of the Greeves line, model 32D, appropriately named the Fleetmaster.

Also the Fleetmaster did not receive an official road test, it was ridden considerably by the CYCLE staff, and comments were very favorable. This one is powered by a 325 cc. British Anzani 2-stroke twin which provides sparkling performance. The detail finish of the Fleetmaster is excellent, and the riding qualities unquestionably compare favorably with the best to be found on the market today.

(Continued on page 35)



Greeves 20T Enduro from above. Note sensible speedometer mounting bracket which gathers control cables out of harms way.

PERFORMANCE SUMMARY

TOP SPEED:

Third Gear.....56.0 mph
Fourth Gear.....62.5 mph

BRAKING DISTANCE:

Front Brake.....18 ft. 4 in.
Rear Brake.....14 ft. 9 in.
Both Brakes.....12 ft. 8 in.

GAS MILEAGE:

Average for test.....75 mpg

SPECIFICATIONS

ENGINE: 197 c.c., single-cylinder, two-stroke. Bore and stroke 59 mm. x 72 mm. Compression ratio, 7.25:1. Grey iron cylinder with aluminum head. Aluminum alloy piston. Bronze bushed piston pin. Crankshaft mounted in four ball journal bearings.

GEARBOX: Four speeds, integral with engine. Positive foot-operated gear change. Multiplate clutch.

FUEL TANK: Welded steel, quickly detachable, 3-gallon capacity. Quick release cap.

FRAME: Cast aluminum alloy main frame member, tubular steel rear frame with bronze welded steel lugs.

BRAKES: Internal expanding, 6-inch diameter by 1-inch width both front and rear.

WHEELS: Chrome plated, Dunlop WM2 with polished edges and matt centers. 9-gauge spokes. Ball-journal bearings, requiring no adjustment. Safety retaining plates on front hub.

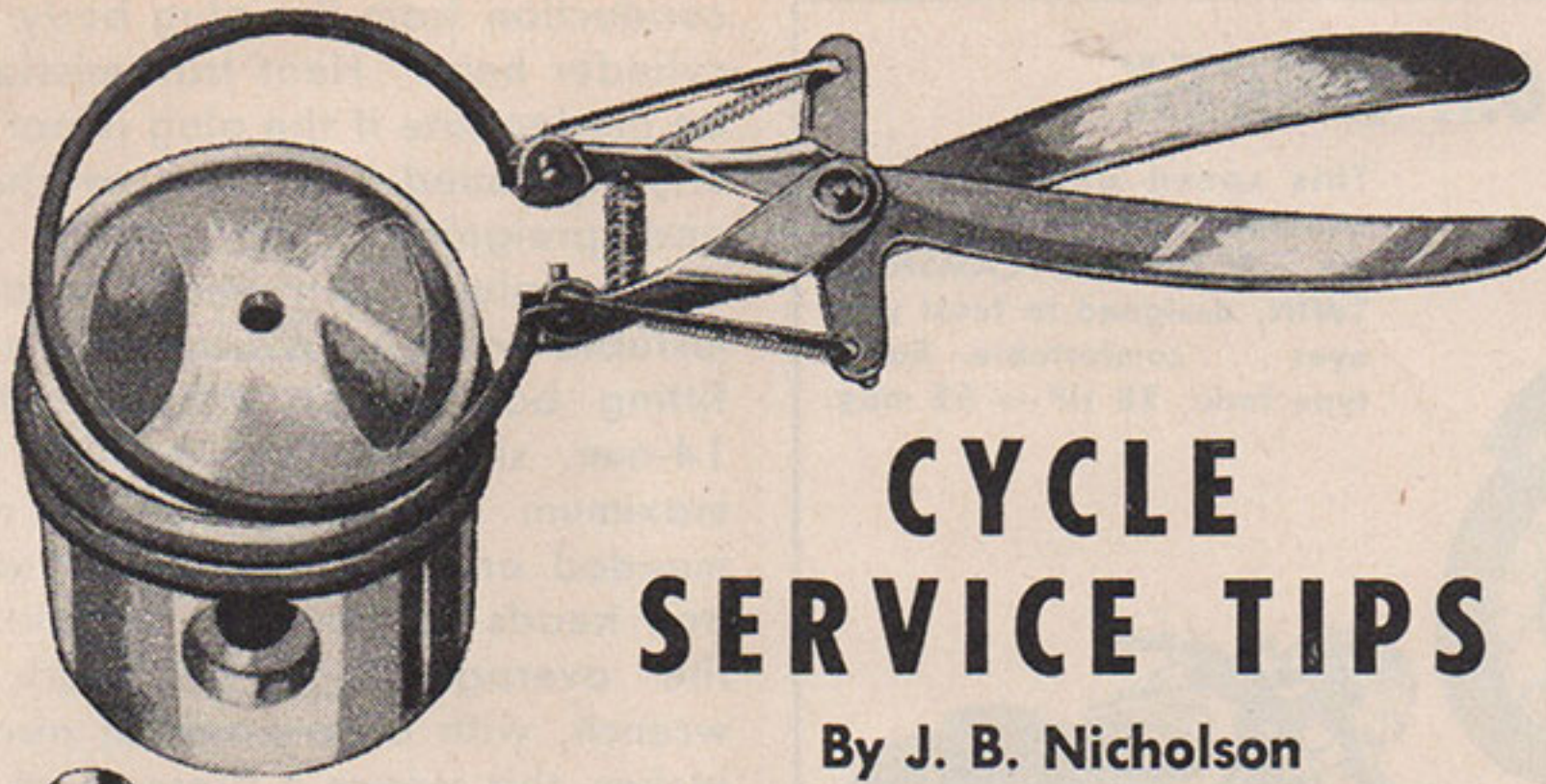
LIGHTING EQUIPMENT: Quick detachable lighting by full-wave rectifier.

DIMENSIONS: Wheelbase 52 in. Ground clearance 6 3/4 in. Seat height 31 in. Weight 230 lbs.

FINISH: Moorland blue, all steel parts treated. Extensive chrome plating.

MANUFACTURERS: Greeves Motor Cycles, Thundersley, Essex, England.

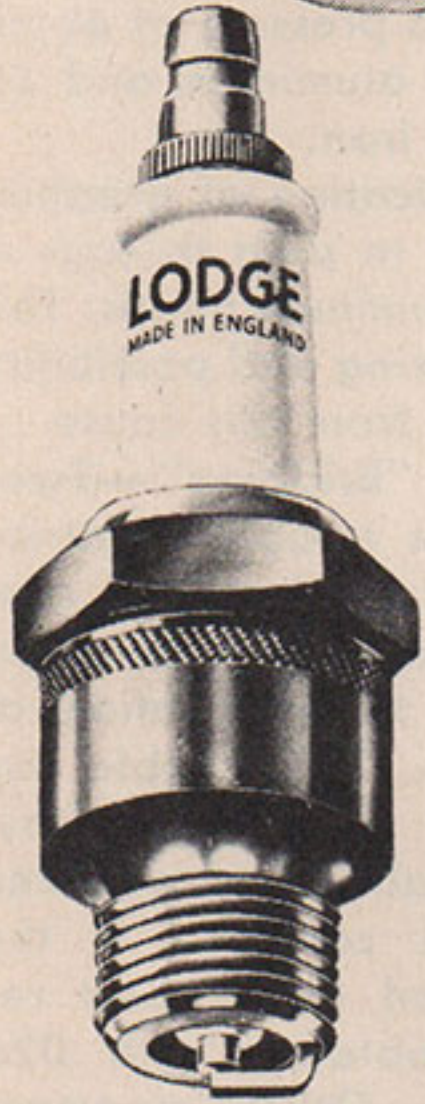
U. S. DISTRIBUTORS: Imported Motorcycles, Inc., 2667-69 E. 75th St., Chicago, Ill.



CYCLE SERVICE TIPS

By J. B. Nicholson

SPARK PLUGS



The English call them "sparking plugs" and sometimes refer to them as "hard" or "soft," a designation roughly indicating the type of service the plug is suitable for.

The world-wide standardization of the metric thread, (generally 14-mm. size), on spark plugs, is unique. There is probably no parallel of standardization in the motor world. It is easy to get a plug anywhere that will screw in the cylinder head. But there are two other conditions that must be satisfied if good results are to be obtained, especially in motorcycle use. These are, "reach" (thread length and "heat range."

Despite recent advertising inference in the automotive plug field, there is no spark plug yet made that will function with the utmost efficiency under all conditions of engine service. In motorcycle use, the wide range of engine operating temperatures create more of a spark plug problem than is present in most other engines that operate in a much more limited and lower temperature range.

To give satisfactory results, spark plugs must have, besides adequate insulation characteristics, the heat conductive qualities that will allow the center electrode insulator to run sufficiently hot to burn off carbon and oil deposits but not hot enough to cause "pre-ignition." Most spark plug trouble can be eliminated and maximum plug efficiency maintained by following the points detailed below:

- (1) Use plugs of the correct reach and most suitable heat range in relation to type of motor and service condi-

- tions.
- (2) Clean plugs and set gaps at 1,000-mile intervals, or more often if need for cleaning is evidenced by "cutting out" on load.
- (3) Set plug point gaps at .015 to .020 for magneto ignition and .025 for coil ignition.
- (4) Fit new copper gaskets and tighten plugs adequately into cylinder head when refitting.
- (5) Maintain correct carburetor mixture adjustments.

Selecting the Most Suitable Type of Spark Plug—Choosing the right plug is usually a matter of compromise. Where the cycle is used on the same type of day-to-day service, it is not difficult to select a suitable plug. If fouling up and sooting of the plug is experienced, necessitating cleaning at intervals of more than every 1,000 miles, it indicates that the plug is too cool running for the conditions and one grade of hotter running plug should be tried. If on the other hand the plug insulator nose has a burned and blistered appearance, there is the danger that harmful pre-ignition is being experienced and a grade cooler plug should be tried out.

In the more popular original equipment brands of 14-mm. size, types most suitable for all-round average service conditions are Lodge H14, HH14 or HN, K.L.G. F70 and Harley-Davidson No. 3. In instances where these plugs give trouble with sooting up, the next hotter running type should be used—Lodge C14 or CN, K.L.G. F50 or Harley-Davidson No. 2. At the other extreme where considerable hard driving is done and plugs show signs of burning cooler types such as Lodge 2HN or 3HN, K.L.G. F80, K.L.G. F100, or Harley-Davidson No. 4 or 5 should be used.

Short and Long-reach Plugs—The standard motorcycle plug reach or thread length is one-half inch. It should be noted that American automotive plugs are slightly shorter, coming in 3/8-inch and 7/16-inch reach. Use of a 3/8-inch reach plug should be avoided as the unused plug threads in the head will fill up with carbon and some difficulty may be

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caused when the correct reach plug is installed at a later date. There is also a much greater danger of stripping the thread in the head with a shorter plug.

Long-reach plugs with 3/4-inch thread lengths are used in a number of imported models, this generally being the type fitted to aluminum alloy heads, although a few alloy head jobs just use the one-half inch length. By measuring the depth of thread in the plug hole, any doubt as to whether a standard or long-reach plug is required can be dispelled.

Symptoms of Unsuitable Plugs—The use of a plug that runs too cool for the operating conditions will result in a carbon soot formation or oiling up of the centre electrode insulator. This will be first evidenced in the performance by hesitation and "cutting out" of the motor when the throttle is opened on load. This is caused by internal shorting. Cleaning the plug will restore normal performance until sufficient carbon deposits accumulate again on the centre electrode insulator to form a "track" to ground for the spark current.

The effects of using a plug that operates too hot are more serious.
 (Continued on page 34)

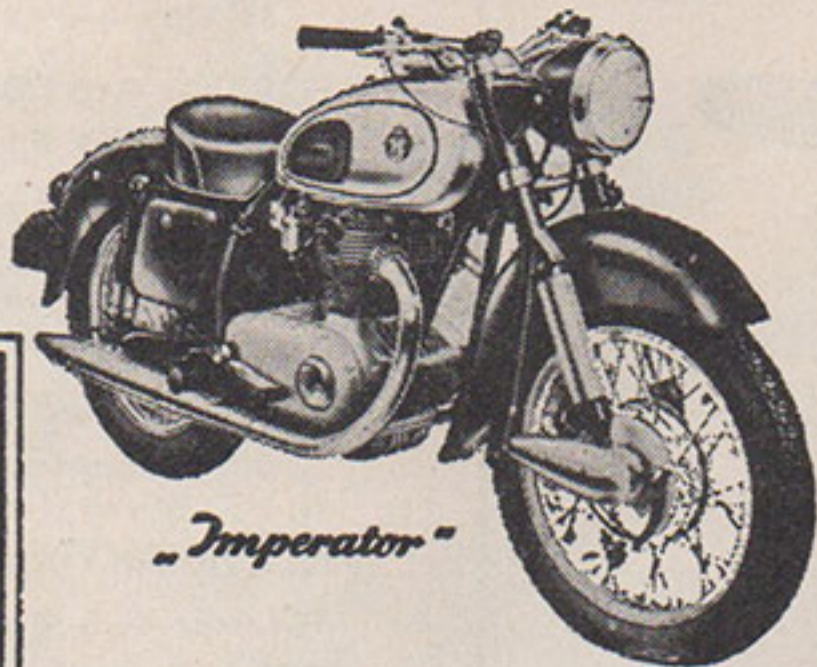
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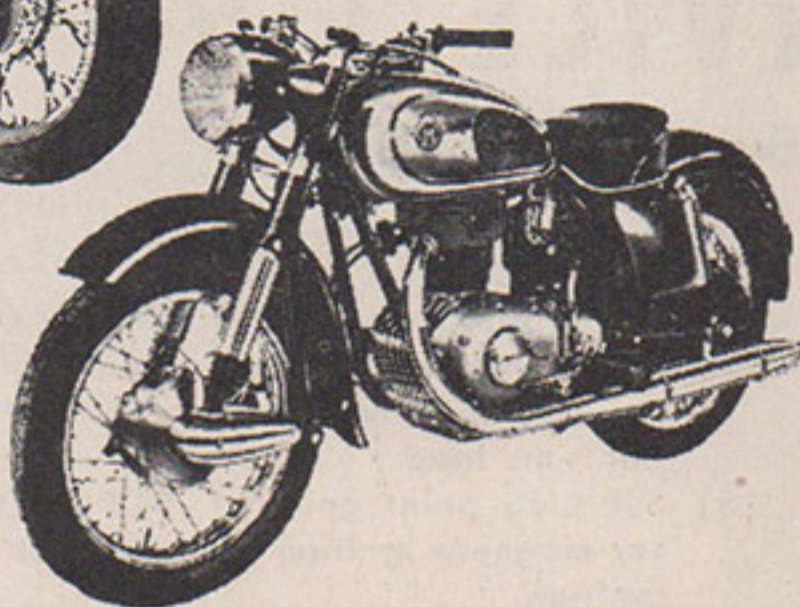


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SPARK PLUGS (Cont. from page 33)

When the motor is driven hard for some distance the spark plug center electrode may reach a temperature that will cause the compressed gas to pre-ignite before the spark takes place. Extreme cases of pre-ignition can cause a sudden slowing down of the machine, giving the feeling of a piston seizure even though a piston seizure may not occur at first. Prolonged hard driving with plug pre-ignition will inevitably lead to piston failure.

Plug Cleaning Requirements—The intervals at which plugs require cleaning are dependent on the type of service, the suitability of the plug for the service involved and the oil consumption of the engine. On the average, motorcycle spark plug cleaning and gap setting is beneficial at intervals of 1,000 to 2,000 miles and sometimes oftener. Appreciably more frequent cleaning may be necessary where the plug is rather cool for the service conditions and also if there is excessive oil consumption.

In a motor that is in first-class condition, operated at consistent speeds, not involving a great deal of stops and starts, often as high as 4,000 to 5,000 miles can be covered without removing a plug. Such mileage without cleaning is only possible if the plug heat range is ideally suited to service conditions.

Plug Cleaning Methods—The popular sandblast cleaning method is recommended. This applies especially to one-piece, non detachable plugs, but is preferable even on the two-

piece detachable plugs as there is danger from dismantling in not obtaining a gas-tight joint when re-assembling.

Besides sandblasting the insulator, it is beneficial to clean the actual points themselves by running some emery cloth between them.

Platinum Point Type Spark Plugs—These can be cleaned satisfactorily on the sandblast cleaner but care must be taken to do the very minimum amount of sandblasting or preferably to protect the platinum points with small rubber caps during the sandblasting operation.

Plug Life—This is dependent on the severity of use, but on the average motorcycle engine new plugs at intervals of 5,000 to 10,000 miles are a good investment. Plugs should be replaced as soon as they continue to "cut out" on load after they have cleaned and gapped.

How to Spot a "Dud" Plug—If one plug is cutting out on a twin or four, it can usually be spotted by running the machine a mile or two, stopping and feeling all the plugs. The defective plug will be much cooler than those operating normally. Occasionally a spark plug will be encountered that appears sound and will spark satisfactorily in a tester at 140 to 150 pounds pressure. The heat factor, however, does not enter into the pressure test, and the final proof is the performance in the engine on load.

Spark Plug Tightening—Correct tightening is important. The spark plug mainly relies on cooling by heat

conduction from the plug body to the cylinder head. Heat transmission will be inadequate if the plug is not properly tightened and plug overheating and preignition may result. Never tighten plugs with pliers or an adjustable wrench. Always use a good fitting box socket wrench. On the 14-mm. size 25 foot pounds is the maximum tightening torque recommended on aluminum heads and on iron heads 30 pounds. Translated to the average tool kit spark plug wrench, with a leverage of about six inches, this means a pressure of about 50 pounds on the aluminum and 60 pounds on the cast iron.

Occasional application of graphite or graphite grease to plug threads is a good idea on aluminum heads. This prevents thread seizing and possibility of thread stripping from this cause.

Spark Plug Point "Bridging"—Two-stroke Engine—This trouble is attributed largely to the Ethyl (lead) content in the gasoline and the oil mixed with the gasoline for lubrication of two-stroke engines. This trouble can be minimized by using non-Ethyl gasoline, if available, or gasoline with a low Ethyl content. If the magneto is in good order, best results can often be obtained with .025 to .030 plug gap. Other important factors are to maintain the correct oil mixture and to use a sufficiently cool running plug. When stoppage occurs as a result of point "bridging" is it not always necessary to completely clean the plug but to just remove the fine whisker-like bridge that has formed across the points. Carrying a spare clean plug is most advisable with any engine and particularly so with the two-stroke type.

A final tip about carrying spare plugs—don't carry them loose. ★



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by Beck

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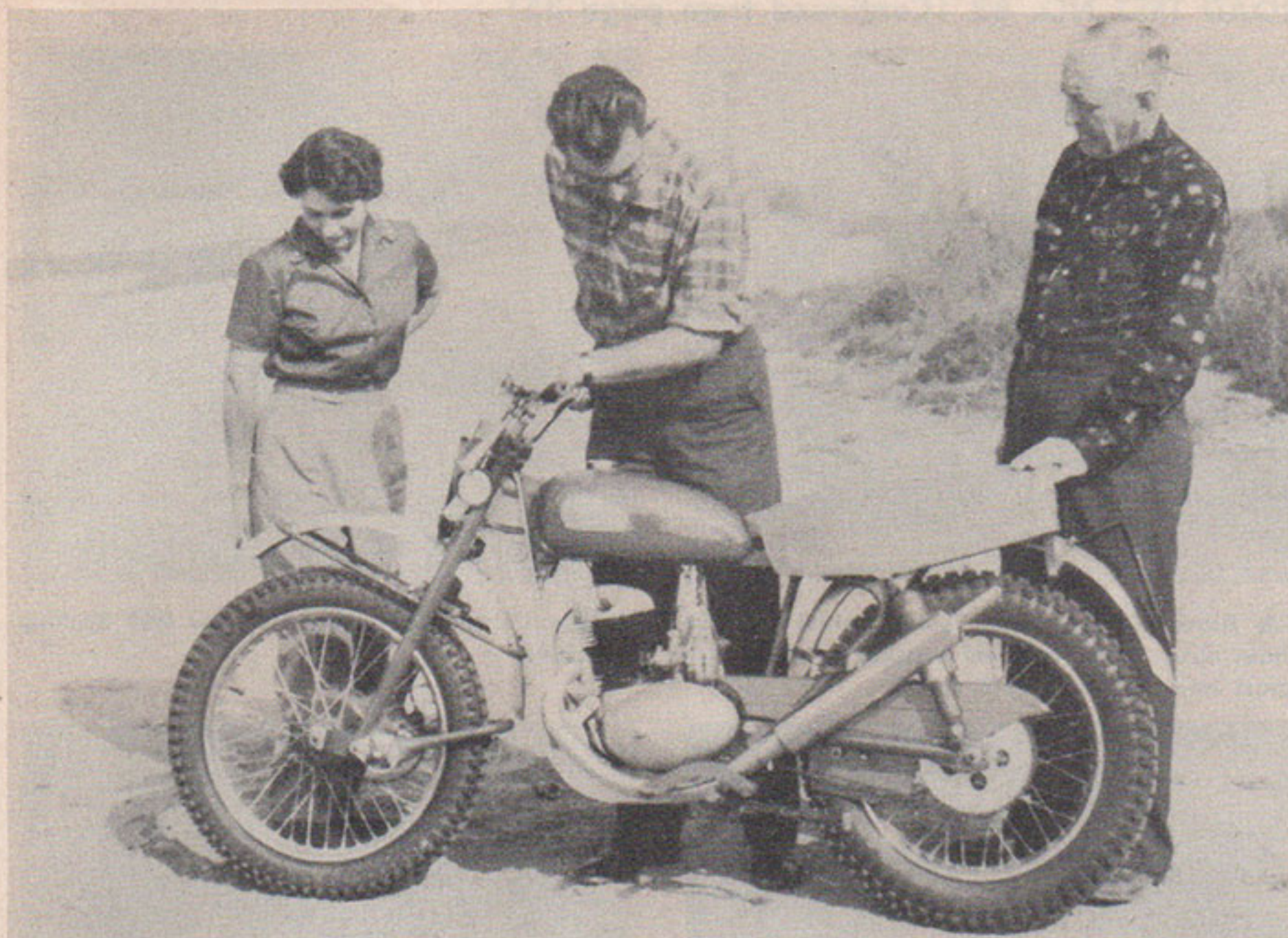
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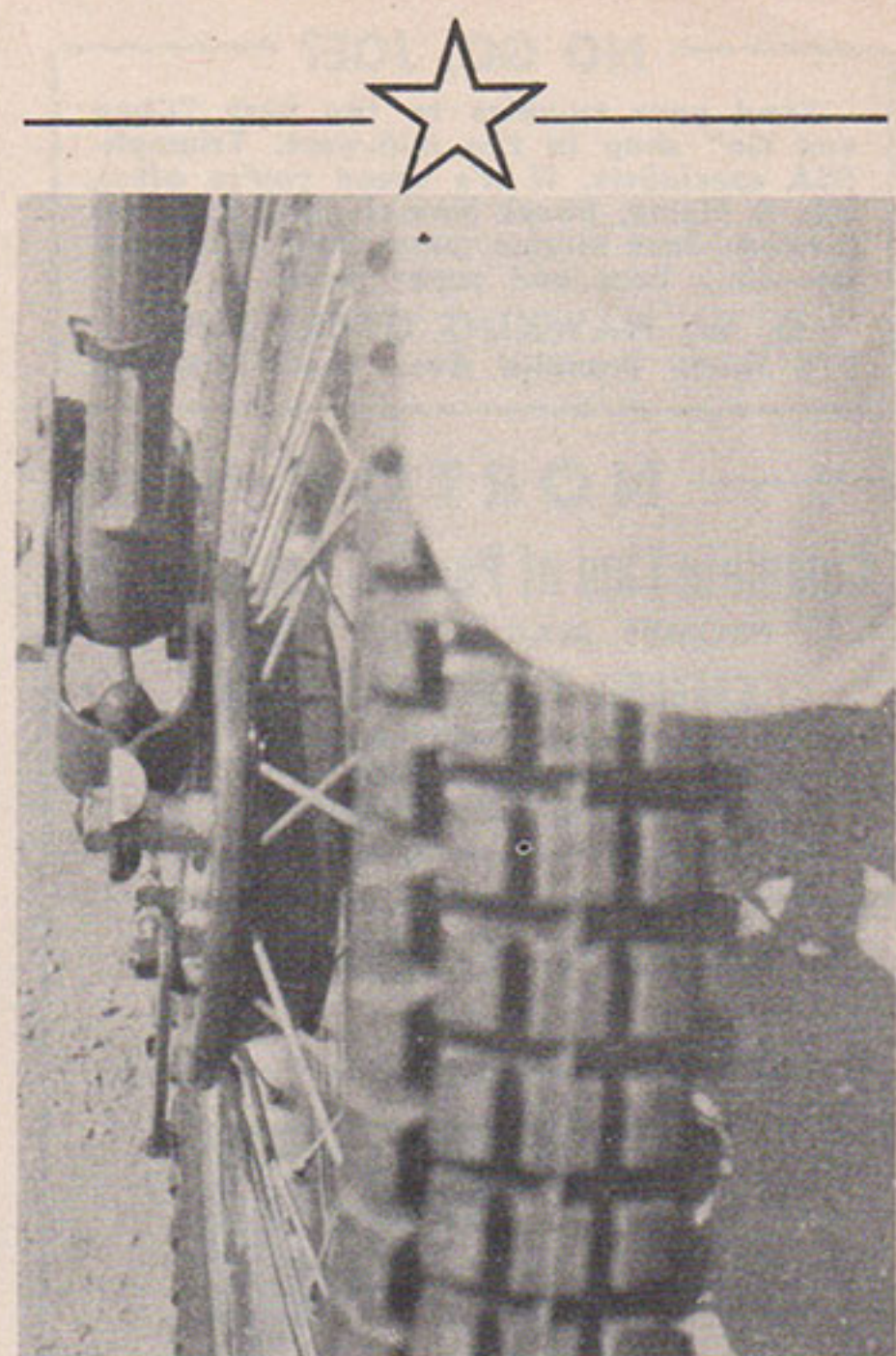
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Left to right: Mary P. Steffes, secy-treas., Imported Motorcycles, Inc.; Michael Tipper, service manager, and Mr. Steffes, president, with Greeves 20T Enduro.



Front suspension of Greeves 20T Enduro showing friction dampner and rubber limit stop.

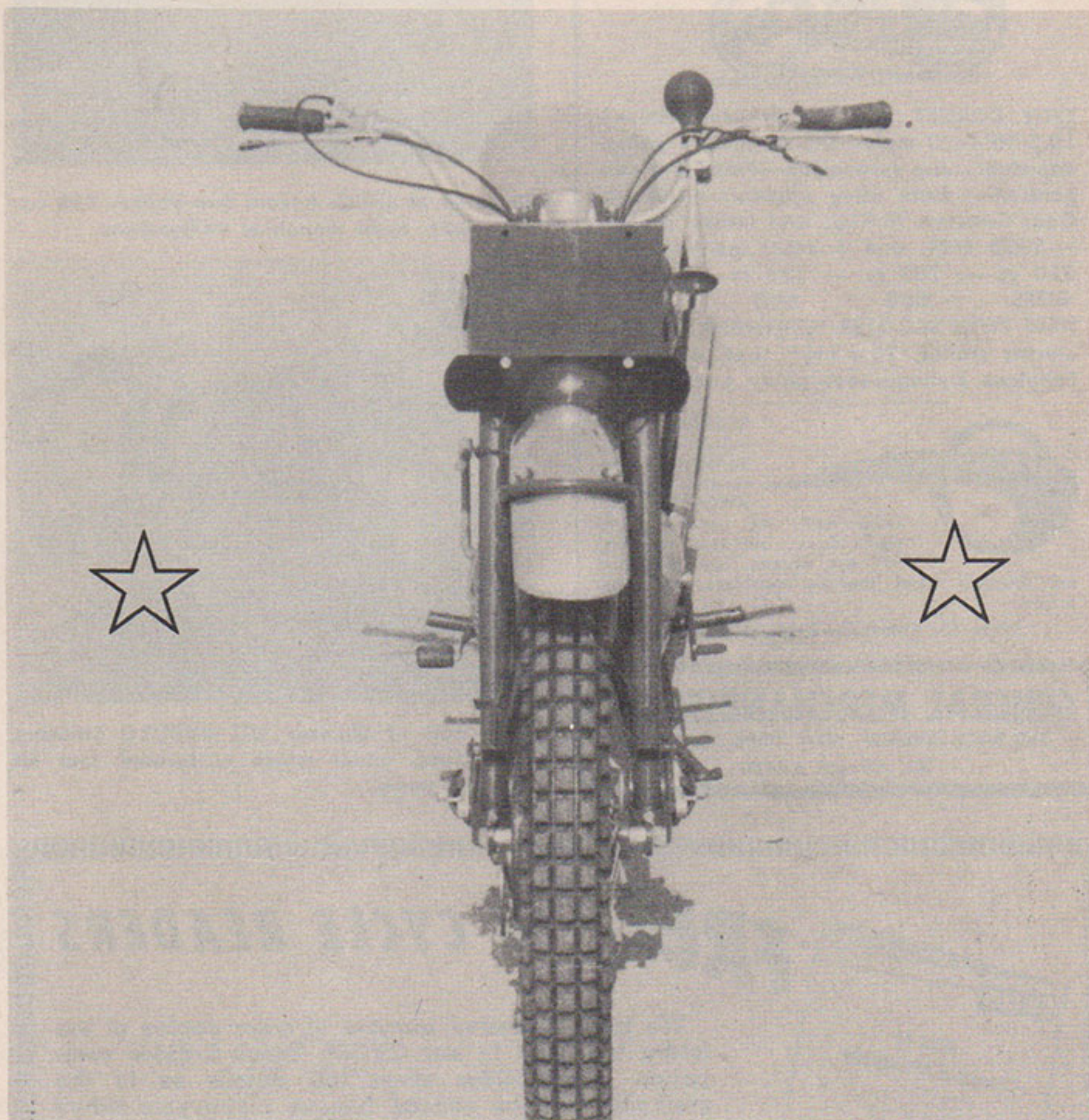
ROAD TEST NO. 83

(Continued from page 32)

bushings, of varying tension value, are available for the front suspension. The muffler, of Greeves design, features a step-cut turbulence chamber which resists carbon build-up to the extent that frequent decarbonization almost becomes a thing of the past. An interesting feature of the Greeves enduro is the generous use of elastic stop-nuts, a feature that other manufacturers should copy.

The Enduro model tested was a recent veteran of the famous Michigan Jack Pine, having been ridden to 4th place in the class B lightweight division by Art Kurth, Greeves dealer-rider of Hobart, Ind. As a matter of interest, the engine still carried the Jack Pine seal, and its performance after completing this tortuous course gives one an idea of the reliability to be expected from it.

To say the CYCLE staff's reaction after riding this machine was one of complete surprise, is putting it mildly. The bike handles in the rough so easily, and sticks to the surface with such cat-like tenacity that even a beginner rider could achieve a creditable performance with it. The front suspension was particularly impressive, and gave a feeling of lightness without bottoming or bouncing. The 4-speed gearbox provided effortless shifting, up or down, at any speed. It has been said that the performance of an enduro rider is directly proportional to the ruggedness of the clutch employed in his machine. If this is a fact, then the Greeves enduro model should insure any rider success, for this is an extremely rugged clutch. It is of 9-plate design, and so beefy that it appears to have been designed for a machine of at least twice the



Head-on view of Greeves 20T Enduro. Note narrow design.

capacity of the 20T. After a day of the roughest treatment, the adjustment had not varied an iota.

The gear ratios are wide between low and second, and second to third, but close between third and fourth. This re-

quires getting used to, but is excellent spacing for the requirements of the enduro rider. Incidentally, the customer has his choice of various ratios, as well as other items according to his own choice.

(Continued on page 36)

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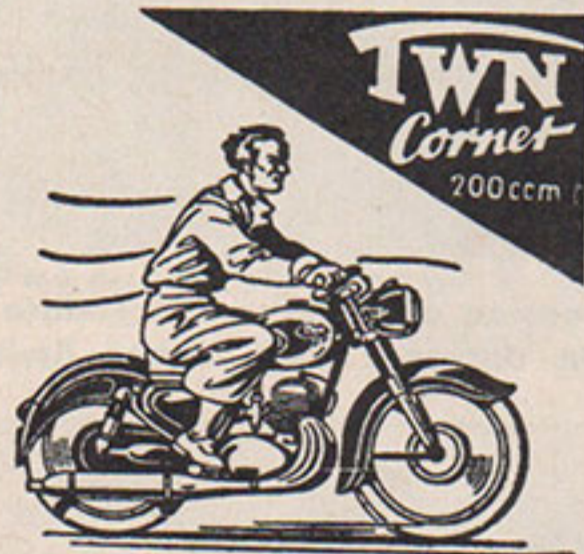
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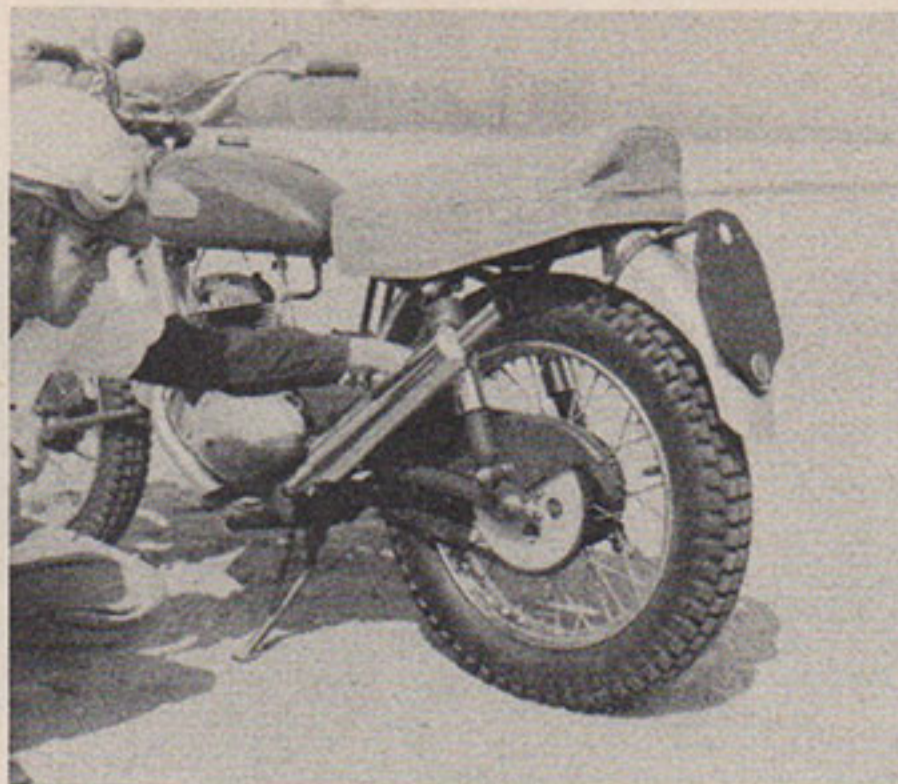
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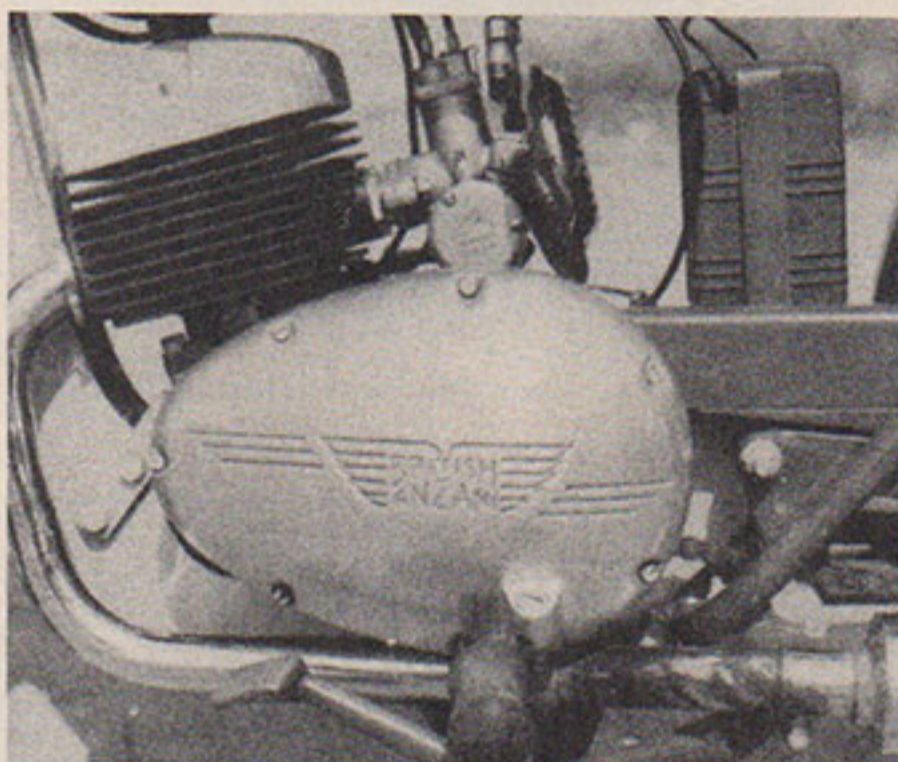
ROAD TEST NO. 83 (Continued from page 35)



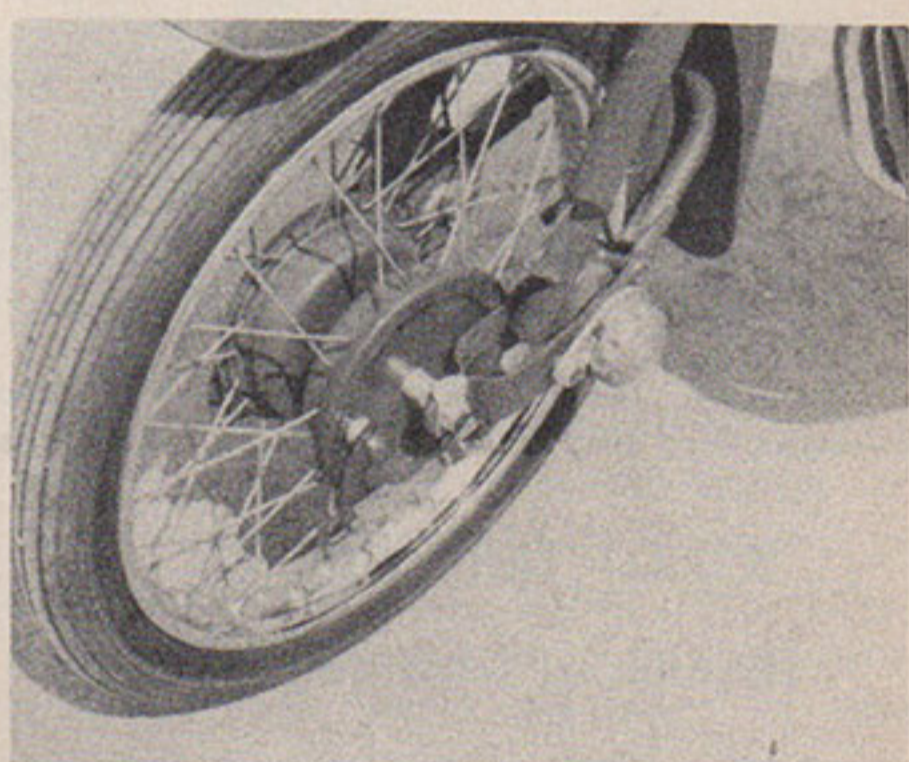
Gib Black, CYCLE Staff Tester points to rear chain case. Note, taillight bracket upswept exhaust and full size dual seat.



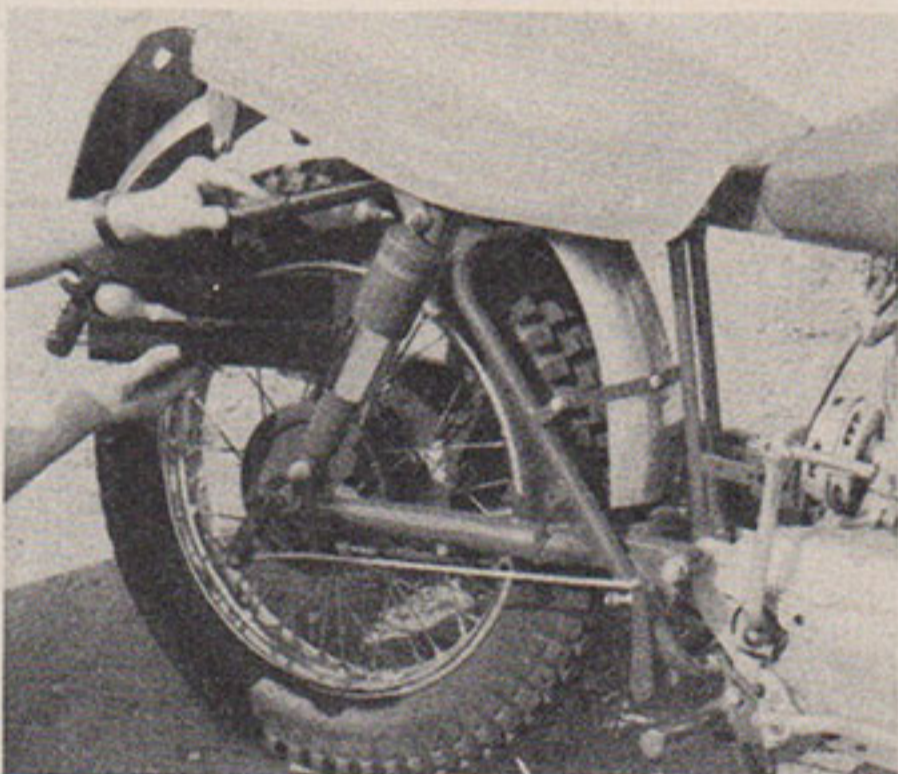
Unique Center Balancing Greeves 20T Enduro Kickstand.



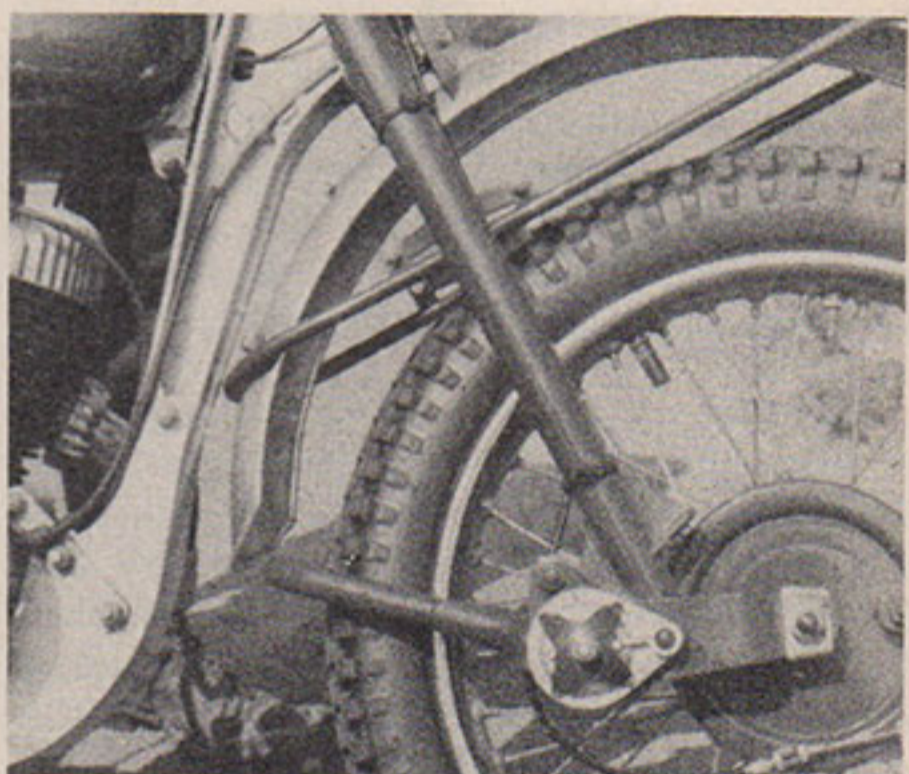
Close-up of British Anzani Two-Stroke, 325 c.c. Twin with amal monobloc carburetion.



Fleet Master Dual Front Brake.

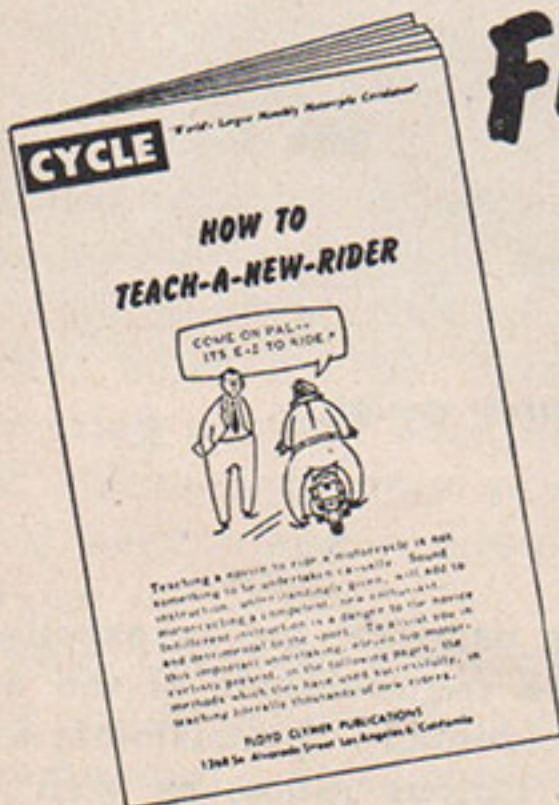


Rear Half of Greeves 20T ENDURO Showing Dual Seat, under which is located tool kit and tire pump.



Greeves 20T Enduro Suspension. Note Aluminum Alloy Main Frame Member, also clever location of Fender Brake.

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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.

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OCT. Test Gilera 150 cc OHV—Servicing Lucas Mag.—Canadian Road Racing—"56" Harley-Davidson New Models.
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Report on A.M.A. Competition Committee Meeting



FLASH—Just Received at Press Time



The annual meeting of the National Technical Committee of the American Motorcycle Association was held at Denver, Colorado, on November 24, 1956.

On roll call, the following members were present:

Jim Davis, Chairman	H. M. Syvertsen	Reggie Pink
Rod Coates	John Esler	Walt Brown

Also present: Secretary E. C. Smith Jules Horky

E. C. Smith submitted the following resolution:

After January 1, 1957, until November 15, 1957, not any new models or basic changes in specifications can be submitted to the technical committee for consideration, other than a change found necessary as a result of a mechanical failure or in the interest of safety.

Interim changes can be submitted any time up to November 15, for consideration by the committee at their next annual meeting.

All manufacturers must submit to the Central Office of the A.M.A. new model specifications to be used in Class C com-

petition before November 15, 1957.

Any manufacturer who has not submitted specifications for 1957, must do so before a January first meeting of the technical committee.

Unanimously approved!

The following resolution was submitted: Mid-season changes on approved standard models and to be used on the complete model, do not need any approval, but pictures, specifications and part numbers must be submitted to the Technical Committee. If, for any reason, such changes are objectionable for Class C competition to any member of the Technical Committee, such member must notify the Central Office within one week after receiving the pictures and specifications with a copy to all members of the Technical Committee, stating their objection. After which the Central Office will request a vote by the entire Competition Committee.

Approved.

The Technical Committee reconsidered the interchange of KR and WR cylinders on Harley-Davidson crank cases. The vote was unanimous that this cannot be done.

Earl Flanders submitted the Continental LB, RB and TT sample treads for approval.

Approved

Sample of the Dunlop road racing tire to be mailed to the Central Office by Rod Coates. Sample of the Continental GSL tire to be mailed by Earl Flanders.

The Matchless G9 and AJS 20 twin with cylinder head #023750 Left, #023752 Right and cylinder #023754 Left, #023756 Right, were approved by the Technical Committee.

John Esler submitted the Pela crash helmet for consideration. This was referred to the safety committee.

H. M. Syvertsen was delegated to submit a new compression chart listing many more motor sizes.

The Technical Committee recommended that the A. M. A. recognize the following straight-away records for Class "A" equipment only:

Class A (standard)
Class A (Non-supercharged)
Class A (Streamline)
Class A (Supercharged)

The following additions and deletions were recommended for Formula "C" competitive events:

Under Motors—add: paragraph (E) parts to be interchanged must be from a previously approved model.

Under frame and forks—add: Streamlined parts, shell or housing will not be permitted.

Under fenders—add: cannot be of streamlined shape.

Under safety—For all dirt track events where brakes are removed, a self closing throttle or automatic ignition cutout must be fitted to the motorcycle.

Under gasoline—change to read: In all forms of Formula "C" motorcycle competition, gasoline used shall not exceed 100 octane rating. Additives of any type over and above that contained in regular commercial gasoline of 100 octane rating is prohibited. When gasoline is furnished, all contestants are required to use the brand supplied. Penalty for using additives, or any gasoline higher than 100 octane rating, is indefinite suspension.

It is the desire of the Technical Committee that all riders conform to the use of a standard gasoline. Methods of testing gasoline for the presence of illegal additives were discussed. Earl Flanders submitted one method and John Esler will submit another, so that gasoline can be checked within a very short time. For a complete analysis, the A. M. A. is to check into that phase of the program.

MINUTES OF A.M.A. MEETING

On roll call the following members were present:

Jim Davis	Earl Flanders
Leonard Andres	Aub LeBard
Al Arnold	Frank Cooper
Walter Davidson	Rabun Chambless
Trevor Deeley	William J. Harley
Oscar Lenz	Dudley Perkins
Walt Brown	Reggie Pink
E. C. Smith	ames Tagaris
Wayne Browning	Bruce Walters
Vernon House	James Parker
Billy Temple	Earl Robinson
Horace Fritz	Frank Cooper, proxy
Robert Finn	Al Arnold, proxy
John Ciccarelli	Al Arnold, proxy
Walter Fulton	John Esler, proxy
Roy Egeberg	John Esler, proxy
John Esler	John Esler, proxy

Technical Committee members present:

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

Under the first order of business, E. C. Smith was elected Chairman and Jim Davis, Deputy Chairman of the Committee.

Chairman Smith reported that 1956 has been the best year in the history of the A.M.A. with a large increase in club events, a program that is of much benefit to the sport. Race meets and like activities held their own. Chartered clubs are on the increase. This committee is charged with the important job of creating rules that will benefit the greatest number of riders, without thought of name plate or personal attitude. Motorcycling is enjoying its greatest year as far as public reception is concerned and a preview of our latest endeavor on a national basis, the support of the annual March of Dimes will bear out the fact that ours is a most popular sport in its every phase.

Walter Davidson moved, John Esler seconded a motion that the Secretary be given a vote of thanks for his efforts in behalf of this March of Dimes program.

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

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

The Trustees nominated the following officers:

PresidentJim Davis
Consulting PhysicianDr. Frank M. Watson
SecretaryD. M. Jenkins
TreasurerE. C. Smith

Their selection was approved by the entire committee.

Frank Cooper brought up the question of closer examination for all applicants for a competition license. Motion was made by William Harley, seconded by Frank Cooper, that the competition license application form include a physical examination report to be specified by Dr. Watson and signed by a physician. This information to be scanned by Dr. Watson as a basis for approval or rejection of an application.

Track conditions and safety came under general discussion. On motion made by Reggie Pink, seconded by Al Arnold: If reported accidents occurring in any one meet indicate the track to be unsafe, the promoter shall be immediately notified that not any further sanctions will be granted until the track is inspected and approved by a member or members of the Competition Committee and the District Referee. Carried 27 to 0.

Motion was made by Dud Perkins, seconded by Frank Cooper: In the interest of safety, one-half mile and one-mile tracks shall be conditioned to provide for a double groove. Carried 27 to 0.

A general discussion was held relative to the granting of additional National Championships. Dud Perkins made a motion, seconded by Bruce Walters, that the number of National Championships for dirt, track, road racing and T. T. racing be increased to two. Carried 26 to 1.

The following National Championships were granted for 1957:

5 MILE DIRT TRACK—1/2 Mile	Minnesota State Fair, St. Paul, Minnesota, August 3	\$3,500.00
10 MILE DIRT TRACK—1/2 Mile	Charity Newsies, Columbus, Ohio, June 9	\$3,750.00
25 MILE DIRT TRACK—Mile Track	San Francisco Motorcycle Club, Bay Meadows, California, Date pending	\$6,500.00
50 MILE DIRT TRACK—Mile Track	Illinois State Fair, Springfield, Illinois, August 18	\$10,000.00
100 MILE ROAD RACE	New England M/C Dealers' Assn., Laconia, New Hampshire, June 16	\$5,000.00
200 MILE ROAD RACE	Central Labor Union, Daytona Beach, Florida, March 2 - 3	\$10,000.00
Motion was made by Frank Cooper, seconded by John Esler that there be events for unlisted "B" riders at Laconia, New Hampshire. Carried 25 to 2.		
TOURIST TROPHY RACE	Peoria Motorcycle Club, Peoria, Illinois, Sept. 8	\$4,000.00
CLASS A HILL CLIMB	Muskegon Motorcycle Club, Muskegon, Mich., August 11	\$2,000.00
ENDURANCE RUN	Pasadena Motorcycle Club, Pasadena, Calif., June 1 - 2	
CLASS A SCRAMBLES	Hilltoppers Motorcycle Club, Long Beach, Calif., Date pending	
CROSS COUNTRY RACE	Checkers Motorcycle Club, Glendale, Calif., March 24	

An application was submitted for a 100 mile National Championship at Langhorne, Pennsylvania, stipulating that not any other events or sanctions be issued on the requested Langhorne date.

Motion was made by Dud Perkins, seconded by Jim Tagaris, that on the basis of promoter's request for a National Championship with stipulations for a closed date, it is impossible for this Committee to grant a sanction. Carried 20 to 7.

(Continued on page 39)

Report on A.M.A. Competition Committee Meeting

(cont. from page 38)

Alfred Green, Washington, D.C., applied for reinstatement into the A.M.A. By a vote of 25 to 2, his request was granted, as he has been out for a year.

Don McHugh, Hamilton, Ontario, applied for reinstatement into the A.M.A. Immediate reinstatement will be granted when he fulfills the verdict rendered by the Competition Committee in 1953.

Fred White, Forestville, Maryland, applied for reinstatement. Suspended because of participation in an unsanctioned event, the Committee ruled that he should stay out for one year and be reinstated as of September, 1957.

In this connection, the question of the status of dealers who supplied equipment for an unsanctioned event was thoroughly discussed. Walter Davidson suggested that any dealer so involved should be turned over to the factory or the distributor that he represents, because he is just as guilty as the rider who is automatically suspended.

Motion was made by Walt Fulton, seconded by Jim Parker, that A.M.A. officials hold a conference in District No. 6, Washington, D.C., to determine the status of dealers involved in the promotion or encouragement of unsanctioned race meets and report back to the committee. Carried 27 to 0.

The report of the National Technical Committee was submitted for consideration. After a general discussion on all recommendations, Bill Harley made a motion, seconded by Dud Perkins, that the report be approved. Carried 27 to 0.

Motion was made by Reggie Pink that rider classification revert back to the 1955 set up of Novice, Amateur and Expert. Motion failed because of lack of a second.

Motion was made by Leonard Andres, seconded by Aub LeBard, that prize money apportionment be 70 per cent for "A" riders and 30 per cent for "B" riders, and pay four places in the heats and finals. Motion defeated 22 to 5.

Motion was made by Trevor Deeley, seconded by Al Arnold, that prize money remain at 60 per cent for Class "A" and 50 per cent for Class "B" and pay four places in the heats and finals. Carried 15 to 12.

A general discussion was held with regard to helmets. It was recommended that the Safety Committee composed of Jim Davis, John Esler, Earl Robinson and Jules Horkey as Secretary, review all of the previously "approved" helmets, submit an up-to-date list of approved helmets, and a method of control. "A.M.A. approved" must appear on helmets that have been or will be approved by the committee. Safety Committee must be unanimous of the item referred to the competition committee. Motion was made by Reggie Pink, carried by Walt Fulton, that the Committee accept this resolution. Carried.

Article II, Section 6—change to read: All riders competing in events in which prize money is paid, must carry a competition license.

Article IX, Section 22—add: hold position, reduce speed and maintain distance.

Article XIV, Section 3—delete.

On motion made by Frank Cooper, seconded by Bruce Walters, the Chairman of the Competition Committee is authorized to grant a limited number of one-half Star race meet sanctions (\$150.00 prize money) to A.M.A. clubs only. Carried 26 to 1.

Motion was made by Trevor Deeley, seconded by John Esler, that sanction fees for Endurance Runs, Reliability Runs and Road Runs be reduced to \$5.00. Carried.

Article VII, Section 26 — add: Except Drag races.

Article VII, Section 31 — delete: Long sleeve jersey.

Article IX, Section 32 (also Article X, Section 16)—add: Once a rider shifts into high gear, he cannot shift gears to reduce speed. Carried. Motion made by Jim Parker, seconded by Walt Fulton.

Article VIII, Section 54—change to read: the winner of the 45 cu. in. Amateur National Championship will ride one year as Champion in that Class and is then advanced to the 74 cu. in. Professional Class.

Article XVII: Change the words Reliability Trial to Reliability Run.

Article XVII, Section 7—Change to read: Starting position shall be determined by drawing only, up to starting time, then rider will start in the order in which he signs entry blank. However, a deadline date for entries may be established or a limit placed on the number of entries that can be accepted. Time and place for drawing and all other conditions must appear on the entry blank or instruction sheet.

Article XVII, Section 21—Add: Securely fastened or fitted and remain so throughout the run.

Article XVII, Section 23—Change to read: The course shall be covered by the power of the motorcycle or the muscular energy of the entrant or other contestant. Towing is forbidden by a contestant or any one else, under penalty of disqualification, at the point of infraction, to all parties concerned.

Article XVII, Section 31—Add: When an extremely dangerous condition exists on the course, a danger marker shall be properly placed to warn contestants. (Add picture of marker.)

Article XVII, Section 33—Change to read: A route card shall be furnished by the promoters and made available to all riders at least one hour before the start of the run. It shall give key time for all known controls, noon and night controls and exact mileage between them, location of free territory and the miles per hour schedule for all sections. If no other method is used to give the contestant a record of his time at all check points, then it must be provided for on the route card. Route cards may be combined with turn to turn schedule.

Article XVII, Section 34—Change to read: Turn to turn schedules must be furnished for all contestants, giving the exact mileage between turns and whether left or right. Turn markers shall be numbered to conform to the turn numbers on the schedule. Gas stops must also be shown and mileage given between them. Turn to turn schedules must be available at least one hour before starting time.

Article XVII, Section 36—Change: 25 miles to 50 miles; change the word control to "point."

Article XVII, Section 41 — Delete.

Article XVII, Section 47 — Delete.

Article XVII, Section 46 — Delete word "deadline."

Article XVII, Section 48 — Delete.

Article XVII, Section 49—Delete "yellow flag."

Article XVII, Section 50 — Change to read: "Checking sheets shall be ruled so as to have spaces for the number of riders entered in the run, for their time due, time of arrival and for their signature."

Article XVII, Section 51 — Delete.

Article XVII, Section 52 — Delete "25 foot deadline."

Article XVII, Section 62 — Change to read: "THE EMERGENCY CHECK, displaying a GREEN and WHITE flag, may be used as both an Emergency check and as a Secret check. Emergency checks must be established for the purpose of breaking possible tie scores with the time taken in seconds. Not any Emergency check shall be nearer than 5 miles to any other check. A rider found to be 30 minutes or more ahead of his schedule at that point, or having failed to arrive at this emergency check shall be disqualified."

Article XVII, Section 63—Add: "Rider signature must be secured at all observed sections."

Under flags—Change to read: "Yellow flag shall indicate known control."

The following classes may be used in Endurance Runs, Reliability Runs and Road Runs:

LIGHTWEIGHT CLASS — Motors up to and including 250 cc.

MEDIUMWEIGHT CLASS — Motors 251 cc to 500 cc inclusive.

LIGHT HEAVYWEIGHT CLASS — Motors 501 cc to 900 cc inclusive.

HEAVYWEIGHT CLASS — Motors 901 cc and up.

Article XVII, Section 77—Add: Paragraph (A) Any three wheel vehicle shall be considered a sidecar and must carry a passenger.

Article XV — Delete the word "merchandise."

Article XV, Section 2—Changed to read: Sanctioned for Formula A and Sportsman.

Article XV, Section 7—Change to read: BANTAMWEIGHT CLASS—Motors up to and including 175 cc.

LIGHTWEIGHT CLASS—Motors 251 cc to 500 cc inclusive.

LIGHT HEAVYWEIGHT CLASS—Motors 501 cc to 900 cc inclusive.

HEAVYWEIGHT CLASS—Motors 901 cc and up.

If there are six or more entrants for any one class, that class must be run.

ARTICLE XV, Section 13—Paragraph (c) delete.

ARTICLE XV, Section 13—Add: Paragraph (c) as a safety precaution, approximately 75 per cent of the course must be wide enough to safely pass. The course should have wide turns or escape routes at the end of any long or fast straightaway.

Article XV, Section 13—Add: Paragraph (d) There must be a first aid, equipment and attend-

ant, ambulance or station wagon to transport any injured rider to hospital.

Article XV, Section 13—Add: Paragraph (e) Chartered clubs only can apply for a Formula A or Sportsman Scramble sanction. The formula specified on the sanction must appear on all posters, entry blanks and other literature.

Article XV, Section 12—(new) HARE SCRAMBLES. Sanction fee, \$5.00.

A Hare Scramble is similar to a Cross Country Run and shall be conducted under the same rules, except paragraph (c), (g) and (h). The course should be a marked unknown course using a mass start. It differs from the Cross Country Run in that it is run on a closed course of approximately ten miles. The number of laps to be determined by the promoting club. Lightweight motorcycles to run concurrently with the larger motors except that they must be started in mass shortly after the start of the larger motors.

Article XXV, Section 1—Change to read: Protest fee of \$10.00 instead of \$5.00.

Article XXV, Section 3—Change to \$10.00.

Before adjournment, Chairman Smith congratulated the members for taking time out from their business to spend three long days in doing something for the benefit of the sport of motorcycling. Every major make of motorcycle being sold in these United States, is represented on this important committee, and not at any time during the three days and nights, has there been any mention of make. There has been an obvious desire on the part of the members to take the attitude of what is best for the sport is best for all of us. This has been a demonstration of a united front which augurs well for the future of our sport. Every question was discussed in its every phase and a mutually agreed approved was the net result. The membership of the A.M.A. have a right to be justly proud of the men who make their rules. It has been one of the best meetings that has ever been held.

Motion to adjourn was made, seconded and carried to meet at the call of the Chairman.

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NEWLYWEDS—Bill and Shirlee Bagnall shown cutting their wedding cake. The bride is the daughter of Mr. and Mrs. Hap Alzina (Western States BSA Distributor) and the groom is the Editor of Motorcyclist Magazine—Photo by Karl Huth.

WERNER HAAS AND FREDDIE DIXON ARE DEAD

Werner Haas, winner of many road racing world championships was killed in Germany while flying his own plane. The crash took place in November while he was landing.

Before the Italian Grand Prix of 1952, few outside of Germany had heard of Haas, but at Monza, Italy he fought a terrific duel with the then invincible Guzzis, losing by only 1 yard. The following season, he was world champion in both the 125 cc and the 250 cc classes. He scored his third world championship victory in 1954 and he retired in 1954 when N.S.U. gave up racing. He was at Bonneville, Utah as a reserve rider when N.S.U. made their records in 1956.

T.T. racing fans were saddened by the death of one of motorcycling's most colorful personalities, Freddie Dixon, who passed away at the age of 64 in Reigate, England.

Dixon was famous for winning many races on the old Brooklands track. He won the Sidecar T.T. in 1923 on a Douglas and the Junior T.T. in 1927 riding an H.R.D. He became famous as a tuner and driver of racing cars. Not only was he skilled as a motorcyclist and racing car driver, but he was an engineer and a most popular winner. ★



Tommy Price of San Antonio, 1955 winner, showing the style that won for him.

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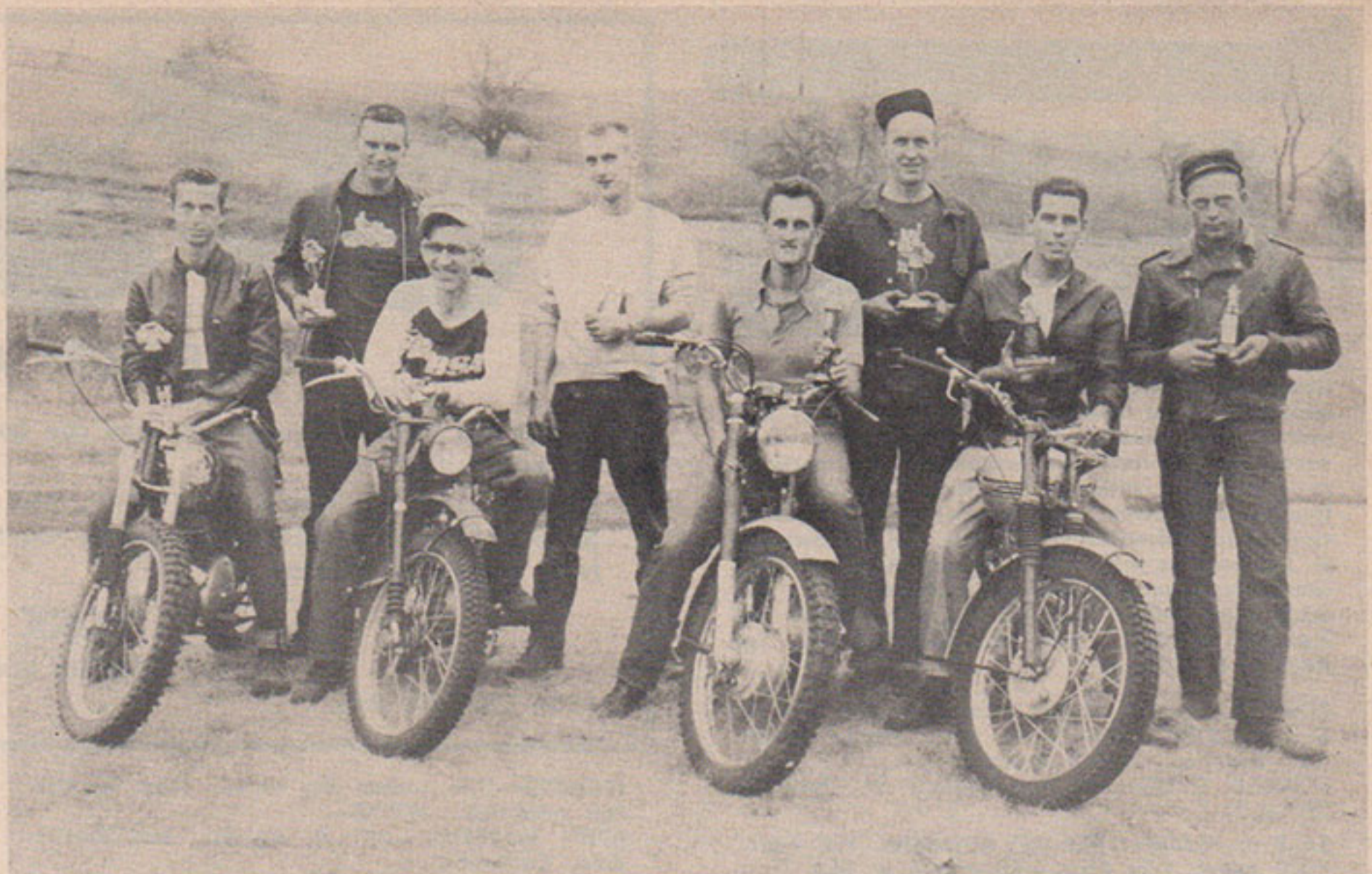
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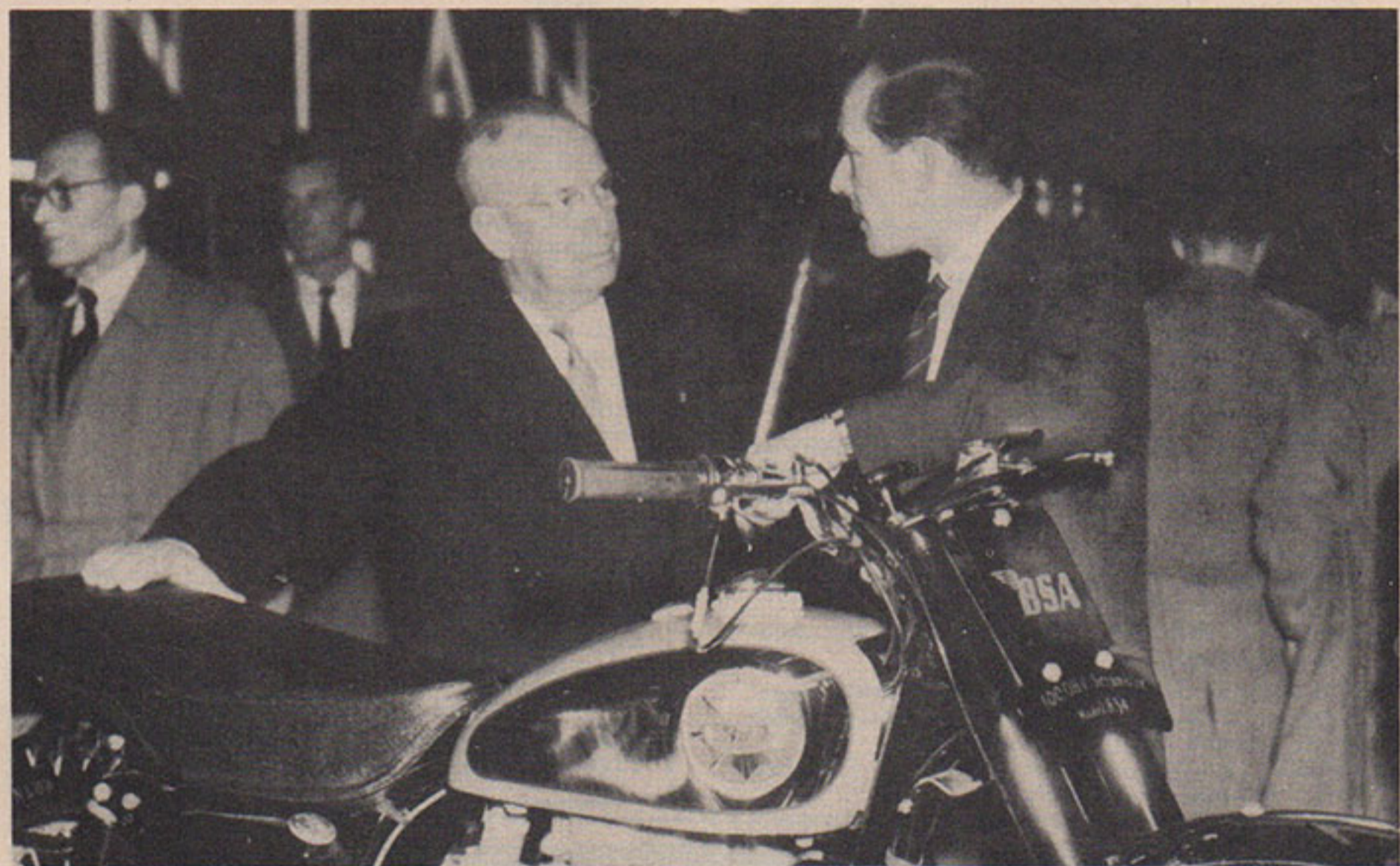
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Janesville, Wisconsin.—The Bower City, Motorcycle Club staged their 1956 7th annual Wisconsin State Championship English Trials. 40 competitors were on hand to ride the 10 observed section course.

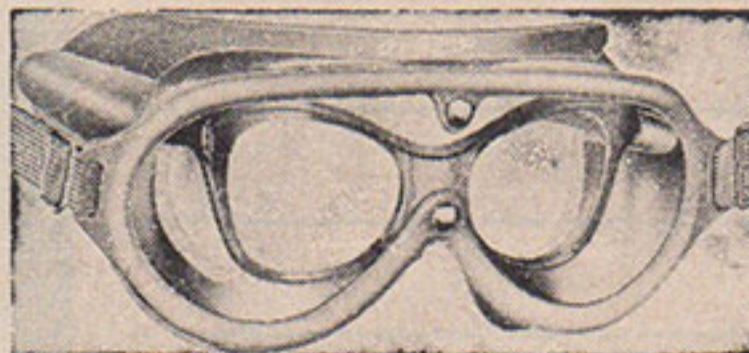
Dick Courtney of Hubertus, Wisconsin, riding a 200cc Dot was the grand champ of the day. He was also winner in 1955. Others winners in the photo were, left to right: Dick Courtney, Dot, Grand Champ—Glen Gilbertson, HD, 1st in 40" class—Max Eickmeir, BSA, 2nd in Popper class—Phil Resch, Tri., 2nd in 30" class—R. L. Patterson, Ind., 1st in 30" class—Art Buske, Ind., 1st in 80" class—Jim O'Connor, Tri., 2nd in 40" class—Dave Eglund, HD, 2nd in 80" class.



ALZINA FLYS OVER 10,000 MILES TO SEE SHOW

Hap Alzina, Western distributor for BSA frequently flies to England for conferences with BSA officials. Hap is shown here at the motorcycle show recently held in Earls Court, London. The chap at right, is BSA competitions manager, Dennis Hardwicke.

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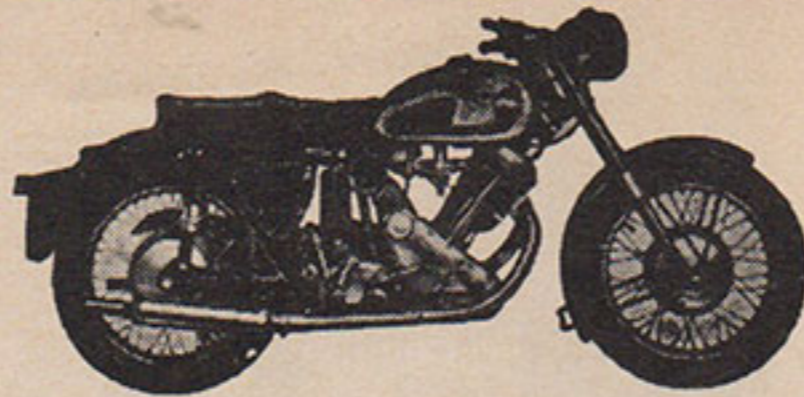
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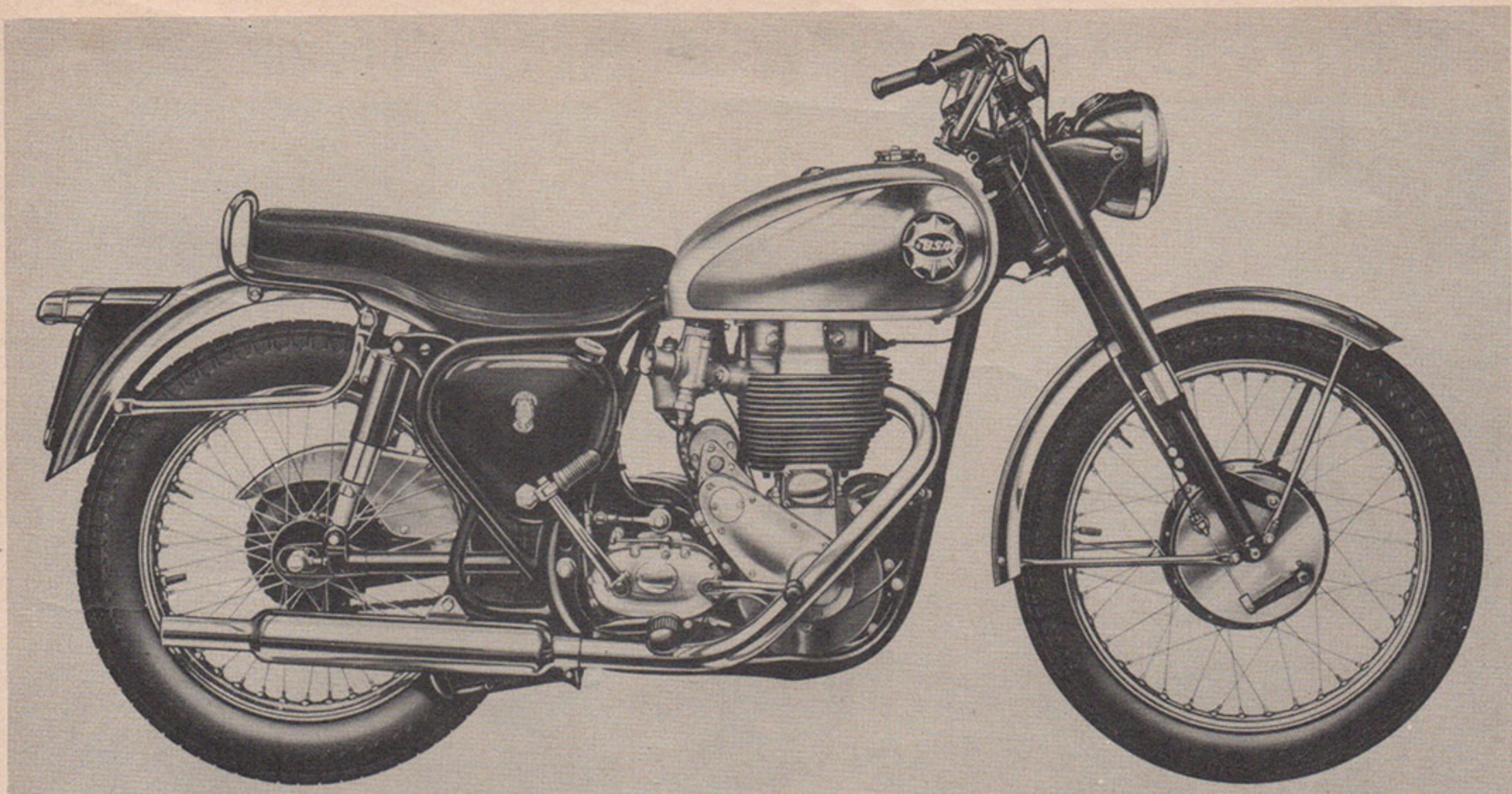
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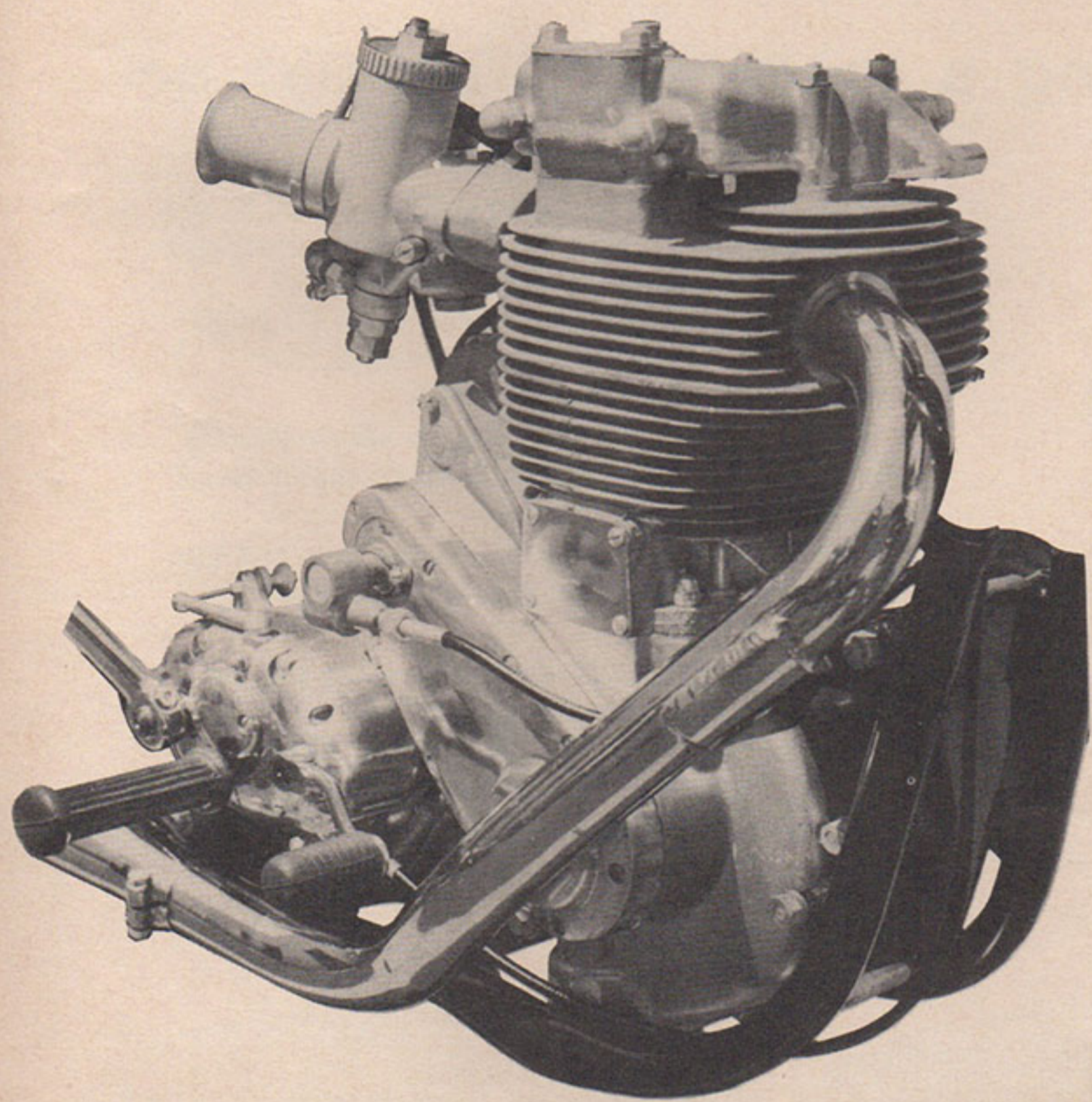
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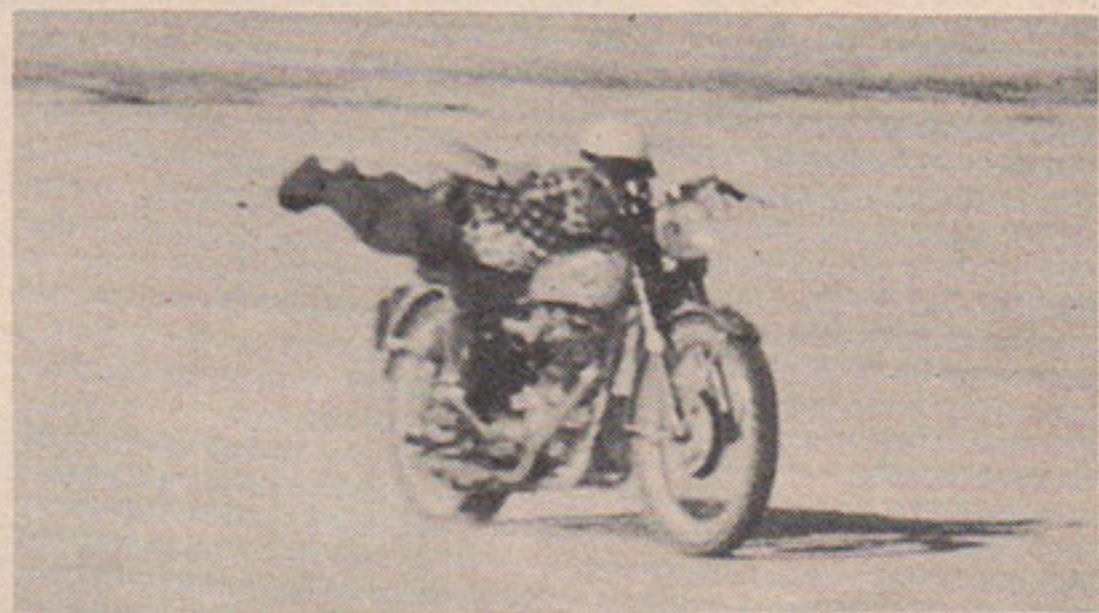


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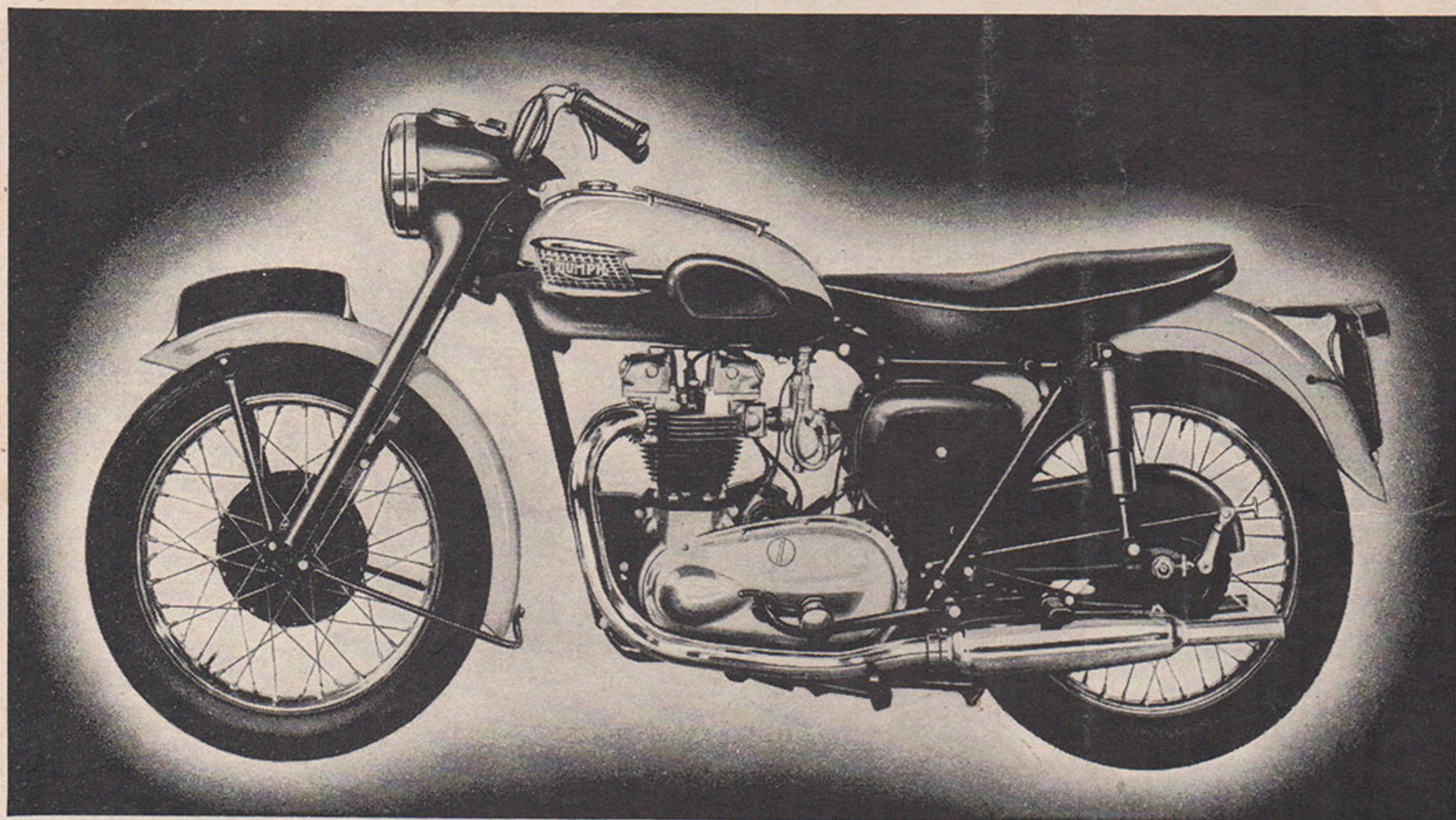
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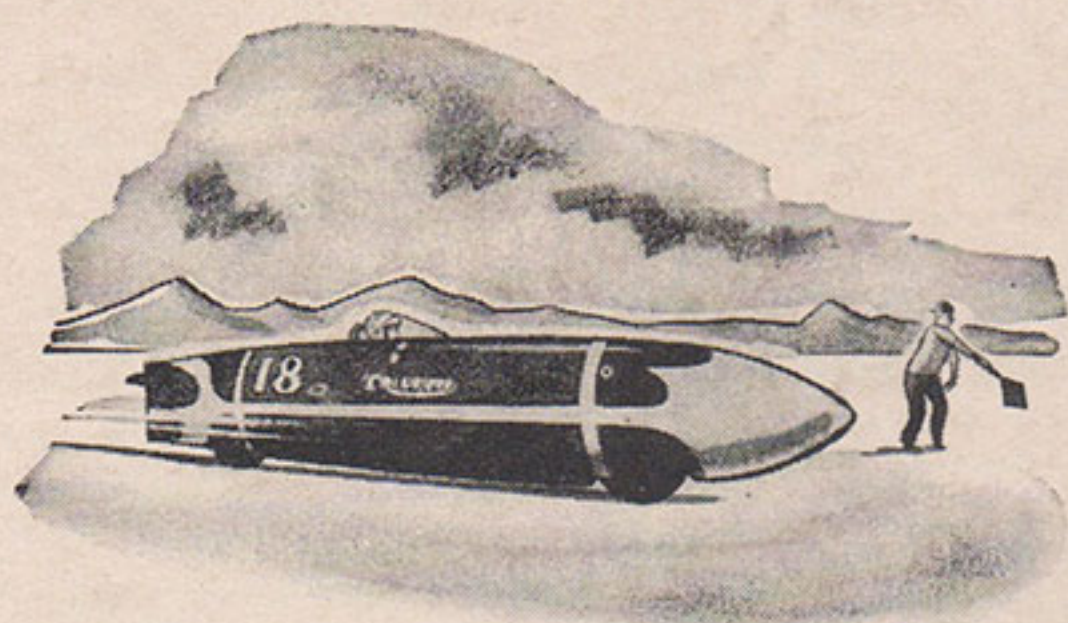
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