

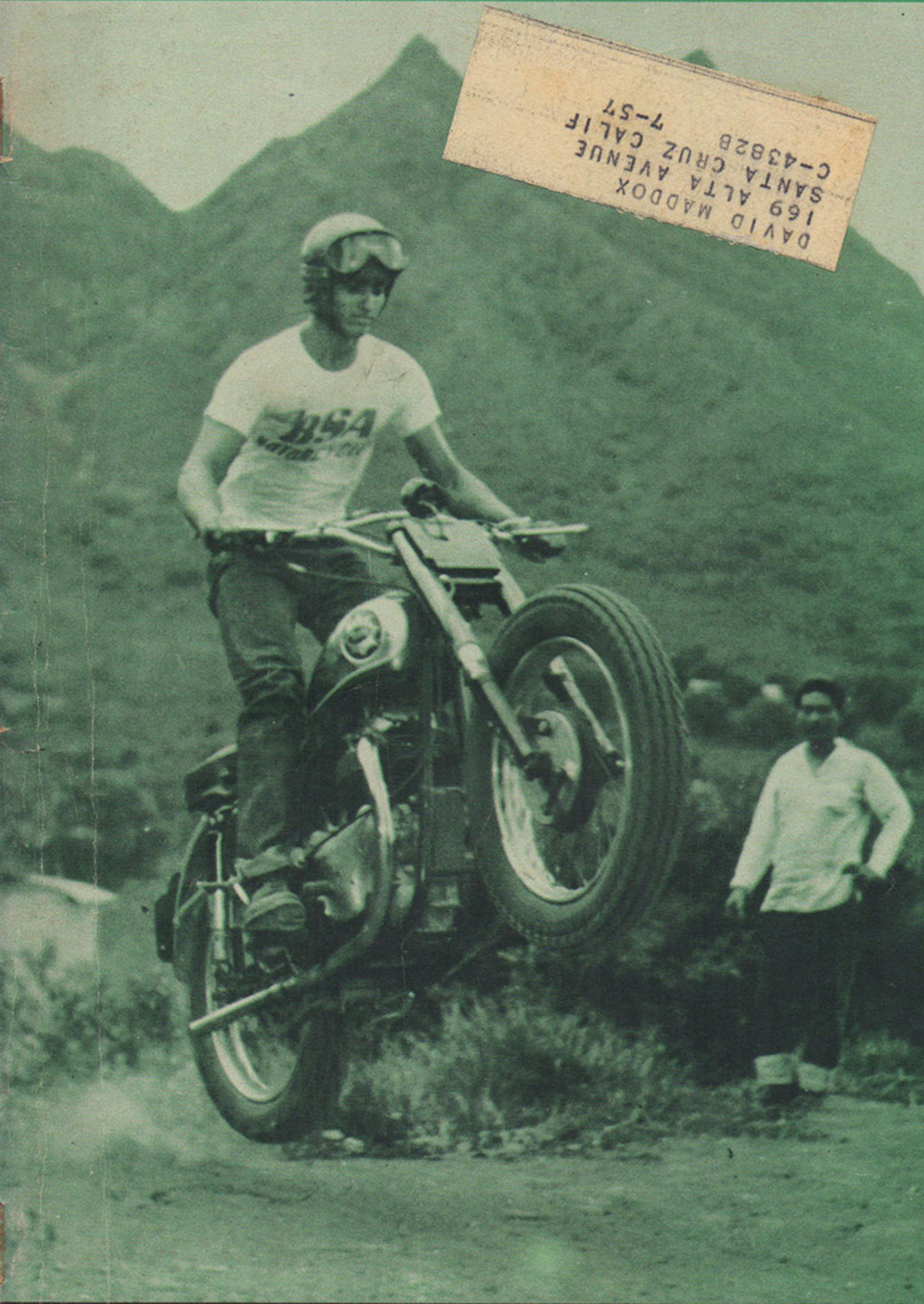
ANC

# CYCLE

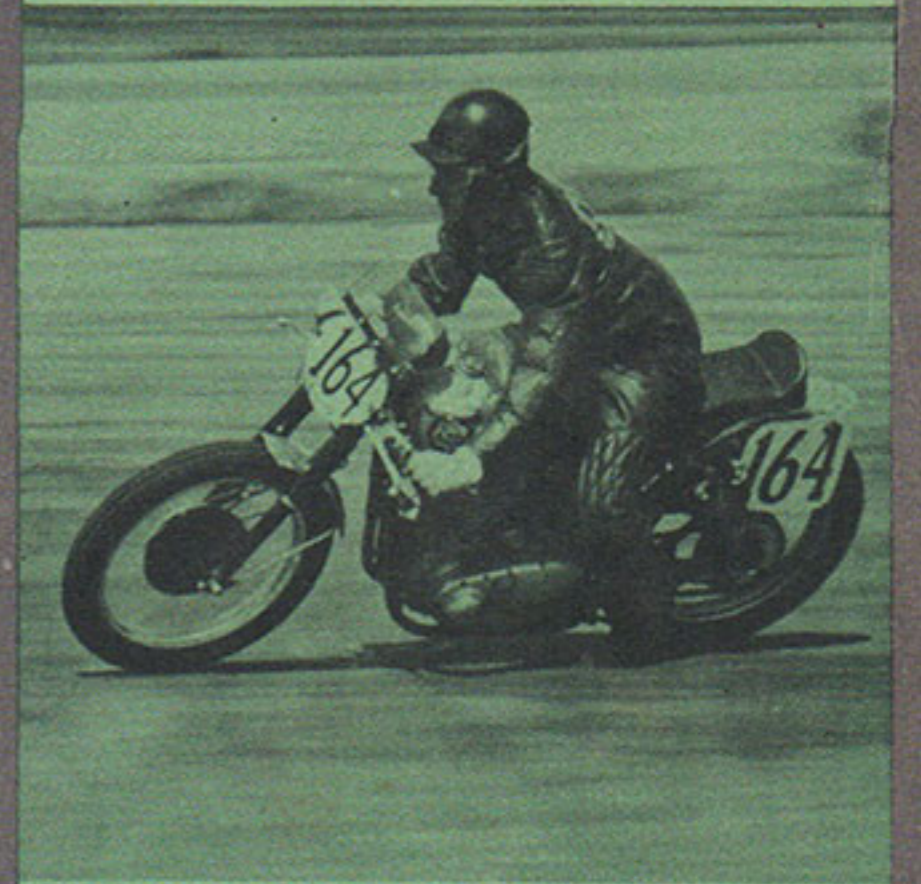
"WORLD'S LARGEST MONTHLY MOTORCYCLE CIRCULATION"

FEBRUARY, 1957

35c



CYCLE Road Tester Black on a Horex Resident, rounding a bend in the road with ease.

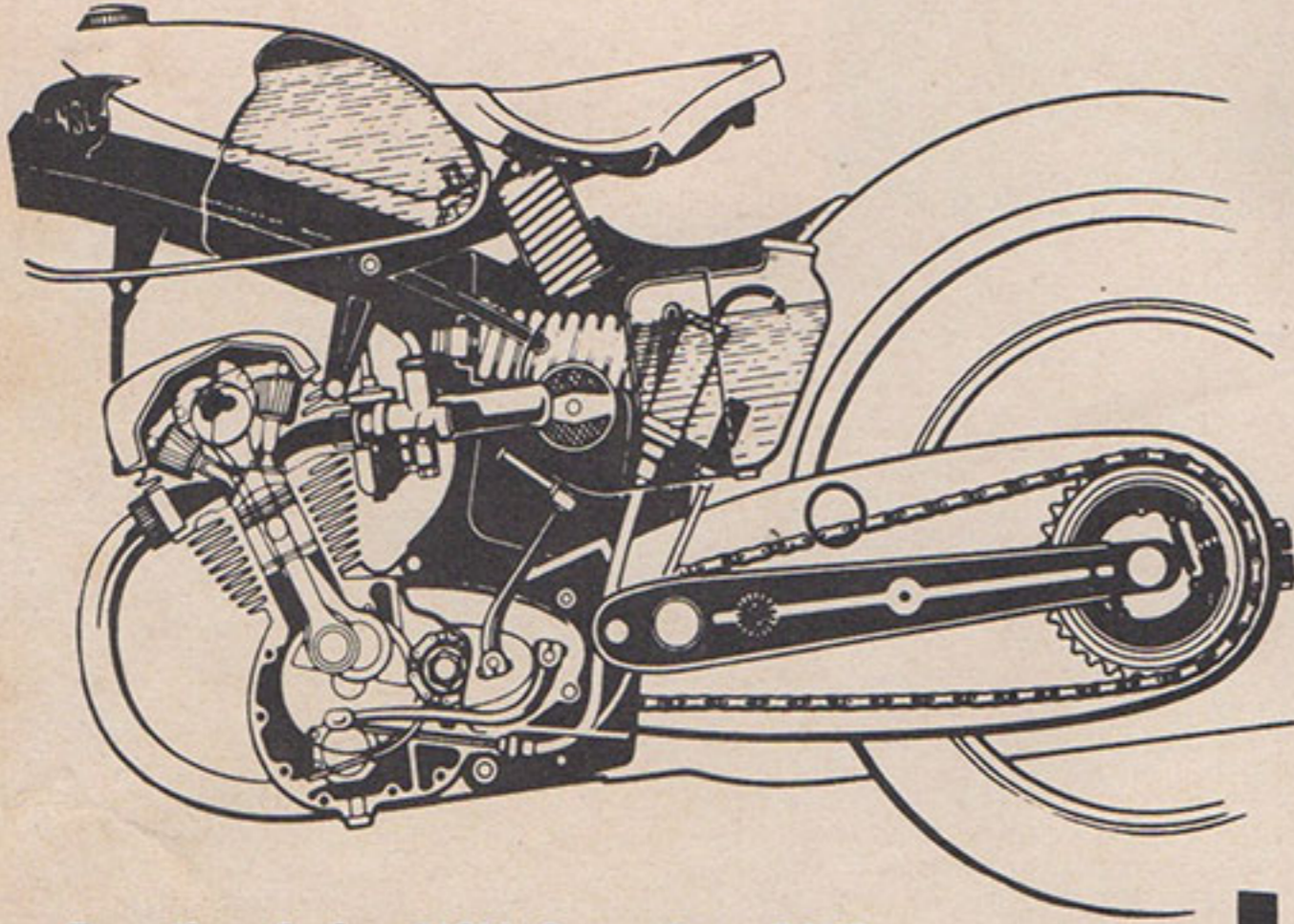


Joe di Simone rounding turn on a 500cc BSA at Harewood.

## HOREX RESIDENT ROAD TEST.....NO. 84

# Chain drive OR SHAFT DRIVE

EACH HAS ITS PLACE

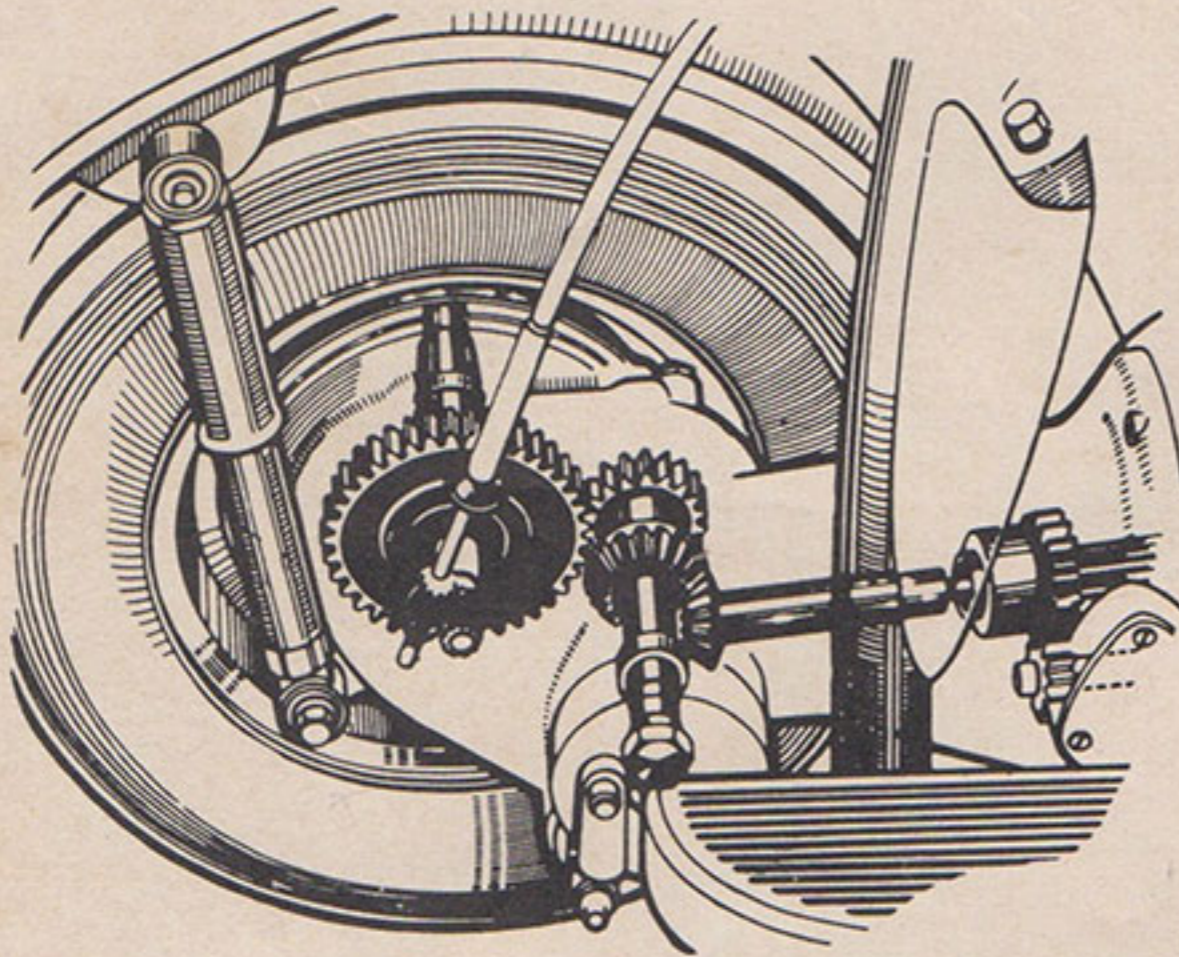


## CHAIN DRIVE

Easily adjustable, fully enclosed quality chains that assure cleanliness, long life and trouble free performance.

### Details of the NSU Superfox OHC

Fully enclosed chain, swing arm suspension, overhead cam engine  
 NSU Superfox OHC—9 h.p., 125 cc.  
 NSU Superlux—11 h.p., 200 cc.  
 NSU Special Max OHC—18 h.p., 250 cc.



## SHAFT DRIVE

Shaft and spiral gear drive, fully enclosed, assuring absolute cleanliness, precision engineered, featured in all BMW Motorcycles.

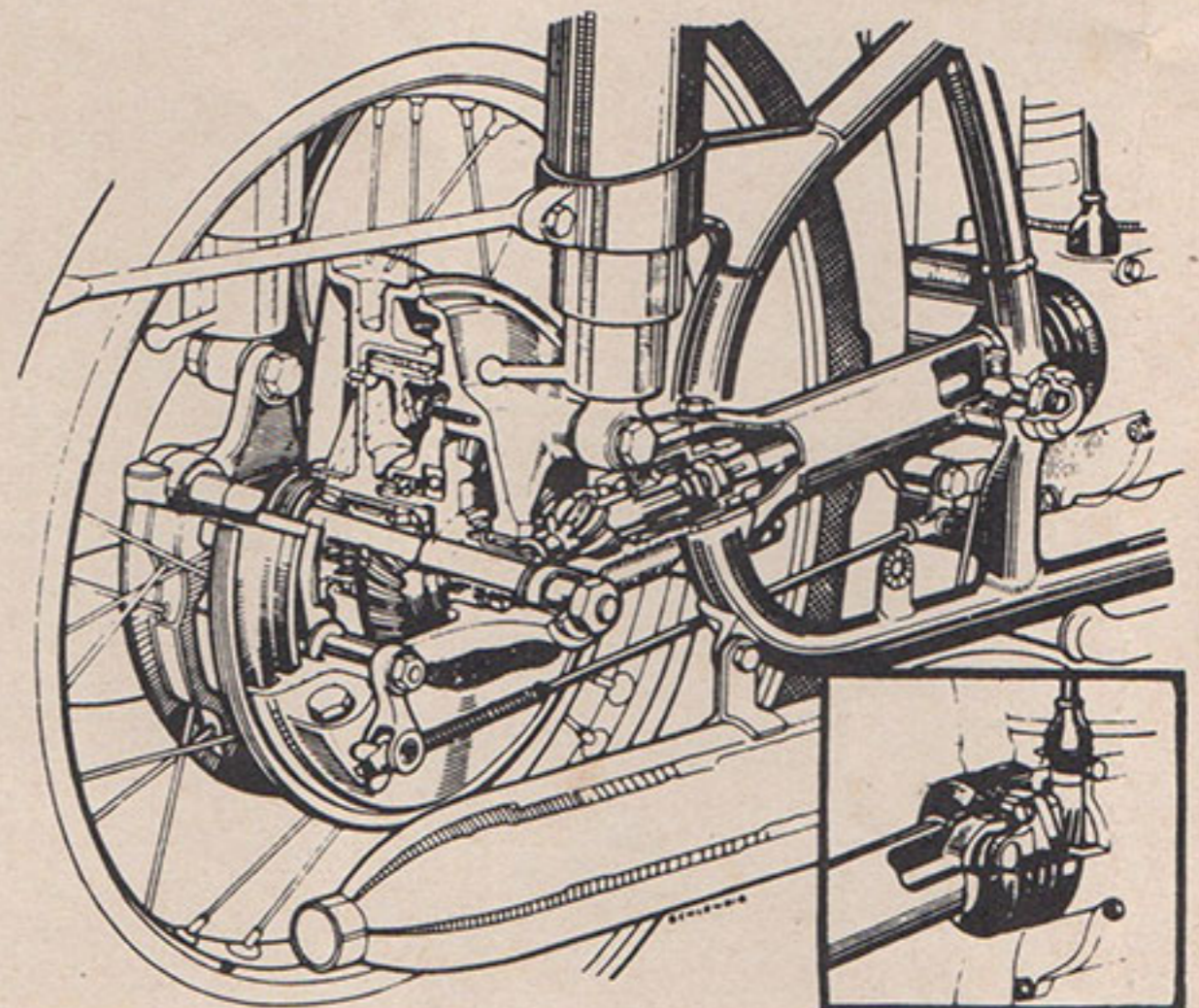


Superb engineering has made both types of drives foolproof and trouble free. Whether you pay \$400 or \$1000 you are assured of precision workmanship and high quality material.

The rear drive of the NSU Prima Deluxe, the world's most luxurious motorscooter. Shaft drive, bevel and spur gears. Note long stroke shock-absorber and speedometer drive.

All BMW models feature enclosed shaft drive, swing arm suspension, spiral gears, adjustable shock absorbers and full hub brakes.

Model R 26, 250 cc. OHV, 15 h.p.  
 Model R 50, 500 cc. Twin OHV, 26 h.p.  
 Model R 60, 600 cc. Twin OHV, 28 h.p.  
 Model R 69, 600 cc. Super Sport Twin OHV, 35 h.p.



SEE YOUR NSU-BMW DEALER — Or write for information

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

In the West:

**FLANDERS COMPANY**  
 200 West Walnut Street, Pasadena 3, California

for NSU Prima Deluxe Motorscooter . . .

**HAP JONES DISTRIBUTING CO.**  
 2 Clinton Park, San Francisco 1, California

# CYCLE

A Floyd Clymer  
Publication

FEBRUARY, 1957

VOL. VIII, NO. 2

"World's Largest Monthly Motorcycle Circulation"

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



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**COVER PHOTOS:** Part of Hawaii's Cycling Clan, Peter Schubert, featured on this month's cover plus Joe de Simone, Harewood, and the Road Test of the Month—Horex Resident, picture of Tester Black rounding a turn.

# The Publisher's Column

**DAYTONA PROGRAM**—Central Labor Union, promoters of the annual Daytona Beach motorcycle activities, are going all-out this year with a program that will interest almost every type of motorcycle enthusiast. The activities will start on Tuesday, February 26, and continue through Sunday, March 3. The program of events appears in another section of this issue.

**THE A.M.A. POLL**—So many answers to our questionnaire and also regarding the views of CYCLE readers are coming in so fast that the full report will not appear in this issue.

The answers are coming from riders of all ages from men and women, from A.M.A. members and non-A.M.A. members. This survey, we are sure, will interest every motorcyclist when it is completed and the results are published.

**KANSAS CITY TURNPIKE OPEN TO MOTORCYCLISTS**—The State of Kansas has an excellent new turnpike open from Kansas City, Mo. passing directly through the city limits of Wichita, and extending to the Oklahoma border. When this turnpike was first opened late in October, the Kansas City Star and other newspapers ran articles which stated that motorcycles, scooters, bicycles, and airplanes were to be barred.

We immediately got in touch with the authorities, as did some of our good friends—including Governor Fred Hall, a former motorcyclist from Dodge City; Jess Denious, publisher of the Dodge City Globe; and Wendell Elliot, manager of Radio KGNO at Dodge City.

The authorities stated that there had been a misinterpretation of the rules and that motorcycles would not be barred from using the turnpike, which of course is good news to all of us. This is another situation where, without immediate action, a regulation could have gone through that would have denied motorcyclists the use of an excellent highway.

### \$500 IN CASH, TROPHIES, AND MERCHANDISE FOR CYCLE READERS

CYCLE is sponsoring a new contest in which a number of CYCLE readers will be able to win cash awards, trophies, and merchandise prizes.

We have long felt that motorcycles could be sold to new riders if they felt sure that, by the purchase of a motorcycle, they could increase their earning capacity or secure a position with their motorcycle that would be profitable.

Thousands of cyclists throughout the nation are using their motorcycles daily in many different kinds of occupations. We hope every reader of CYCLE who uses his motorcycle on his job or has found a motorcycle profitable for use in his business will send this information to us.

We would like to know how many different uses there are for motorcycles where the owner receives remuneration for such use.

After the contest is over, we will publish a booklet listing the occupations of those who are using one or more motorcycles in their business or in their daily work.

Some interesting occupations for motorcycles will undoubtedly be disclosed. Certainly, dealers of all makes will be interested; as new channels for sales will be opened to them as a result of this contest.

There will be two divisions: (1) Owners who use their motorcycles in their work, and (2) owners who use their motorcycles in their own business or who were able to start a business with the aid of a motorcycle.

All comments should be limited to not more than 100 words and should give the following information: the type of work performed, and whether a solo or a three-wheeler is used; the average mileage covered per week; the approximate miles per gallon (average). Owners who use motorcycles in their business should include any pertinent information, such as additional advertising value for business, economy of operation, and any other interesting data.

(See March Issue for Contest Rules and Instructions.)

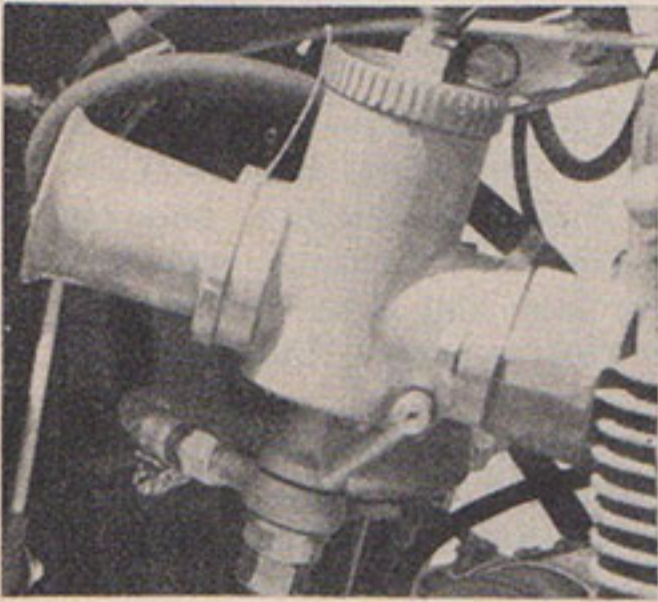
*Floyd Clymer*

# New

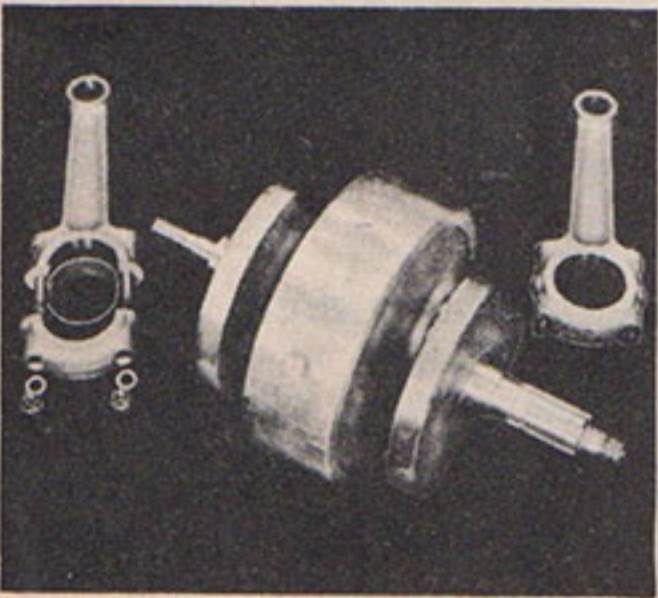
# BSA's



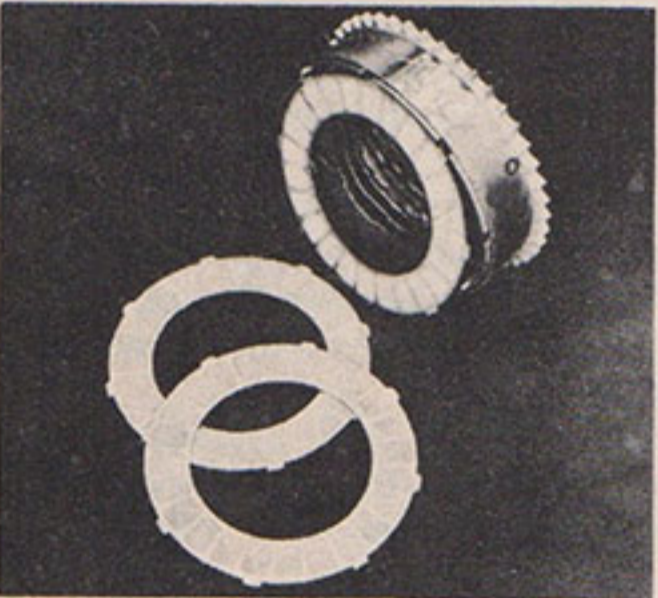
New Western type handlebars with increased rearward sweep.



New Amal 1 1/2' Grand Prix Racing carburetor on Gold Star Clubman model.



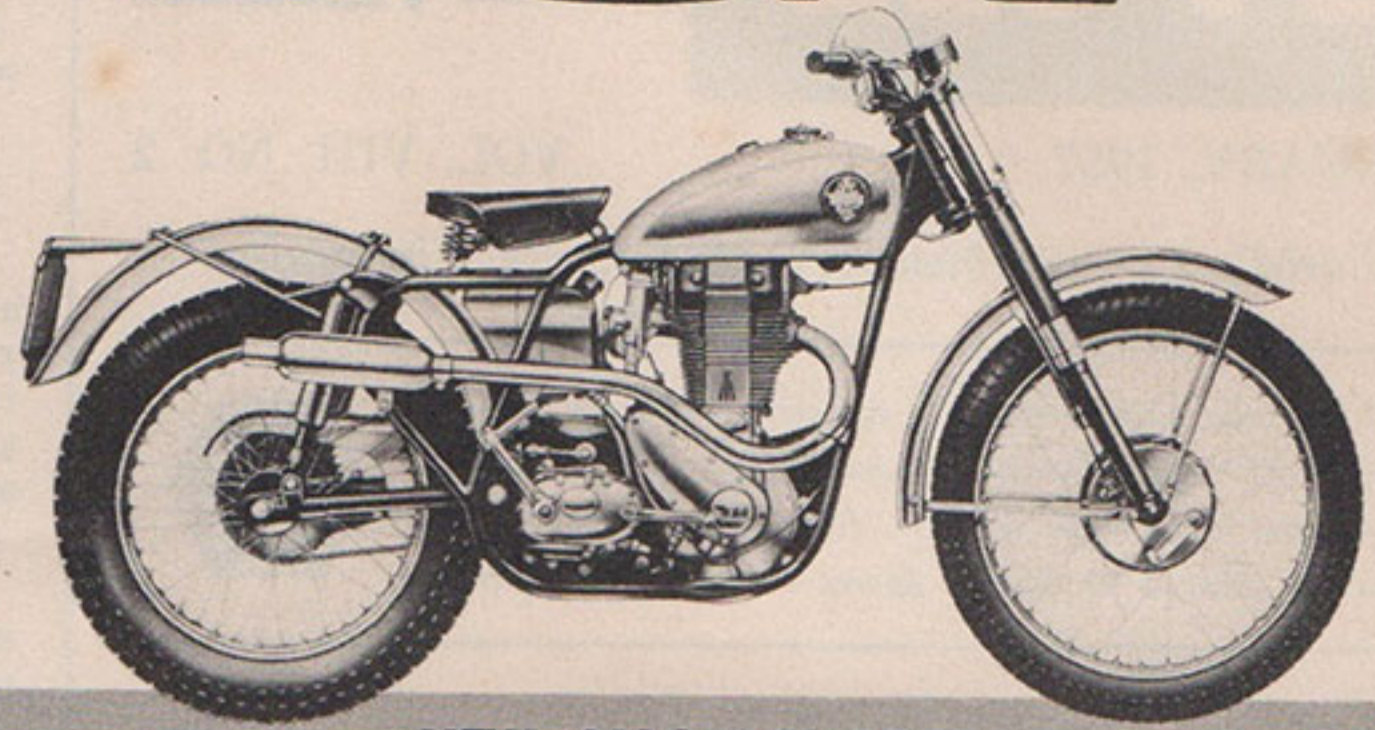
New heavy duty crankshaft on Road Rocket model.



New heavy duty clutch facing material now specified on all larger models.

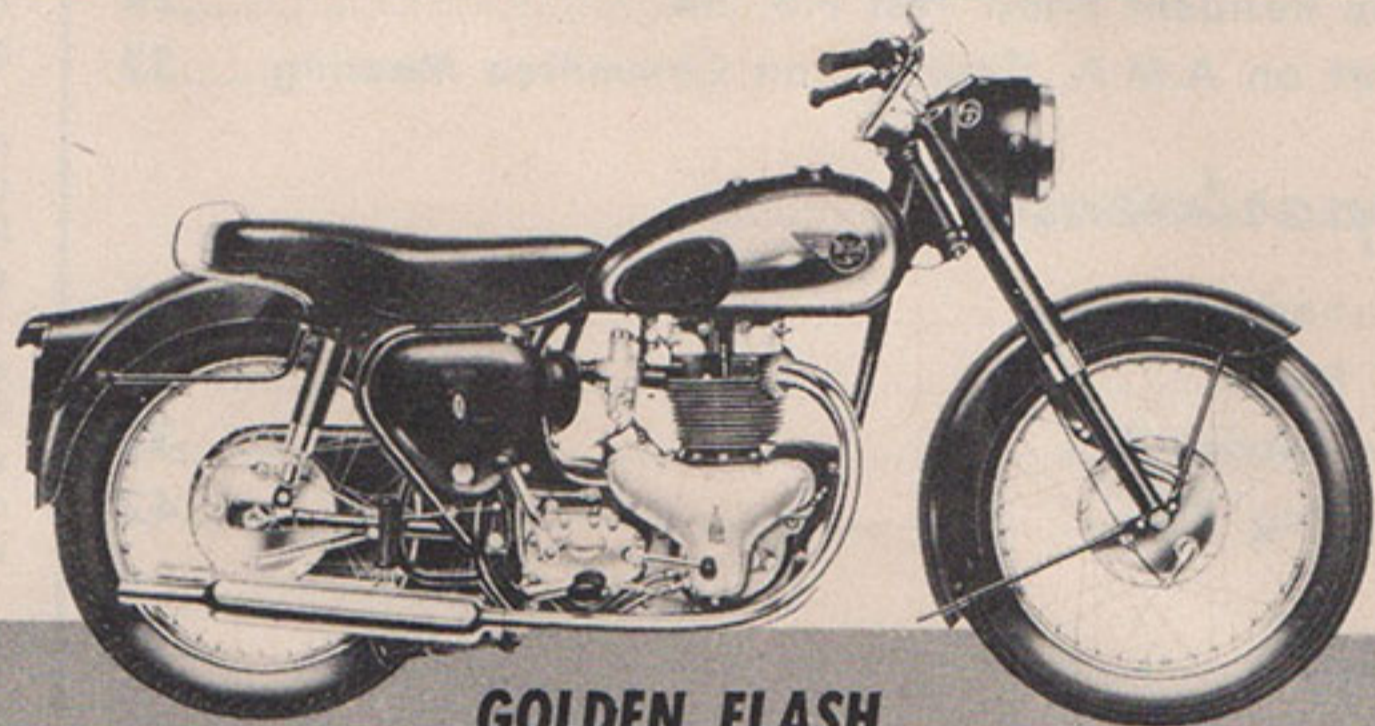


Wider, longer, and with softer foam rubber, here is the new "Twin-Solo" Dualseat specified for Eastern Models. Western models will have the trim "Cushionaire" Dualseat as shown on the model photos at right.



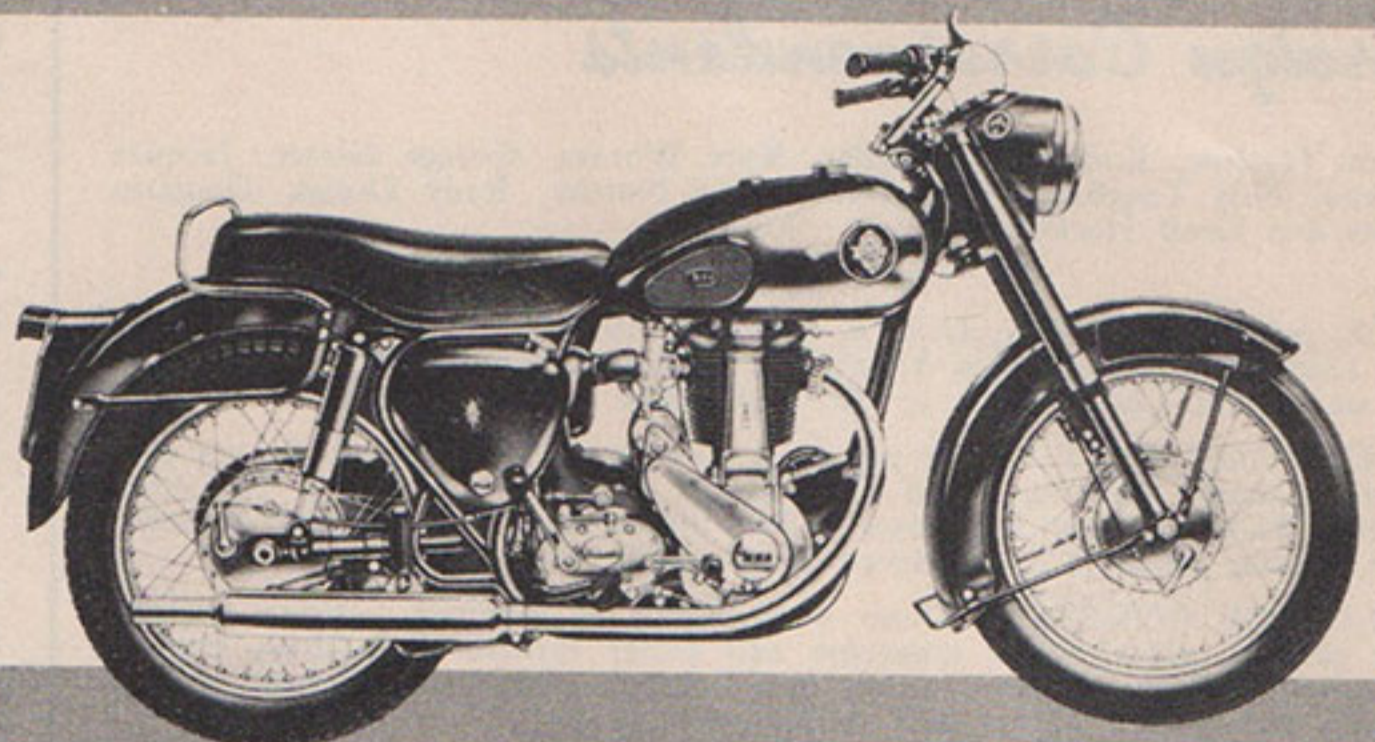
## NEW ALLOY CLIPPER

Eager to go, and packed with brilliant performance is the new attractively priced "Alloy Clipper" with full alloy engine and Scrambles type equipment. 350 c.c. and 500 c.c. models available.



## GOLDEN FLASH

Finest all-around highway cruiser, the new Golden Flash offers top value in a high powered road mount. Beautifully finished, ruggedly dependable, supremely comfortable.



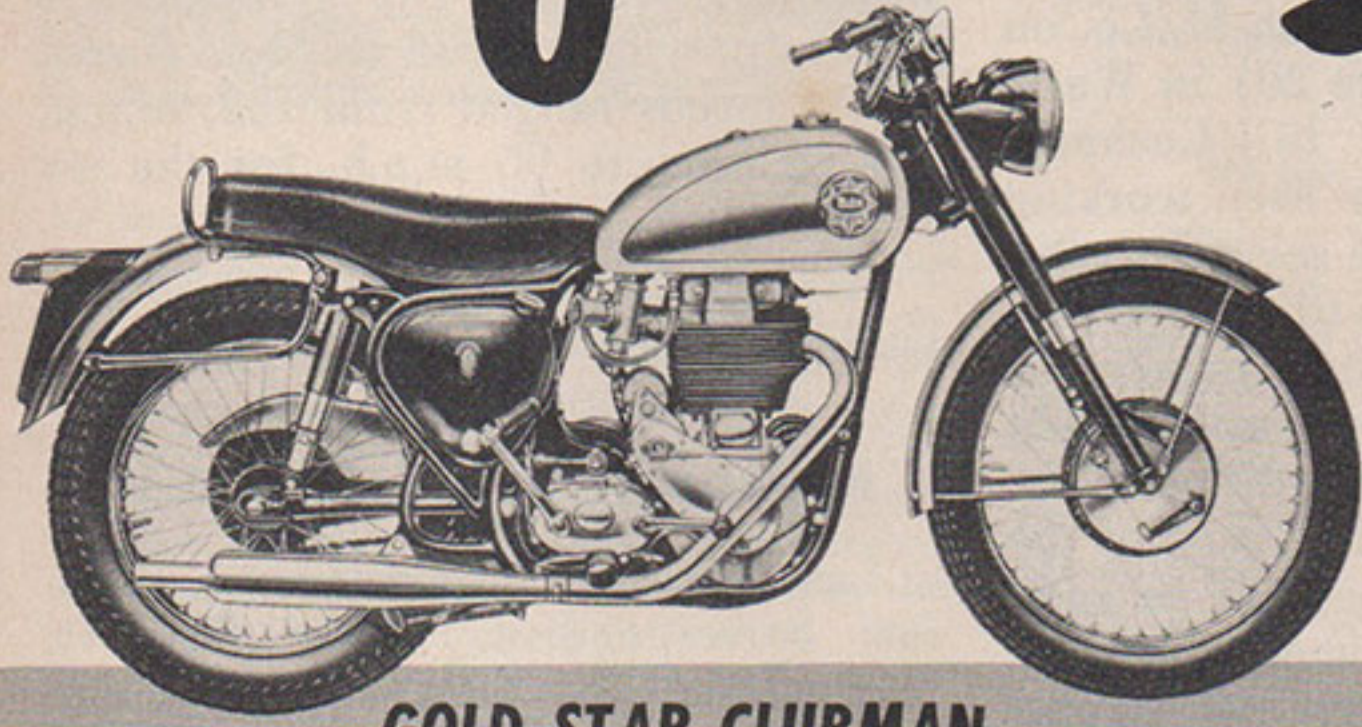
## SPORTS SINGLE MODEL B33

Lite, lively, and ready for motorcycle sport on the road or off the beaten path! Here's a full sized, full powered BSA at a price that makes it a fine buy for any motorcyclist.

*Specifications between East and West Coast models may vary.*

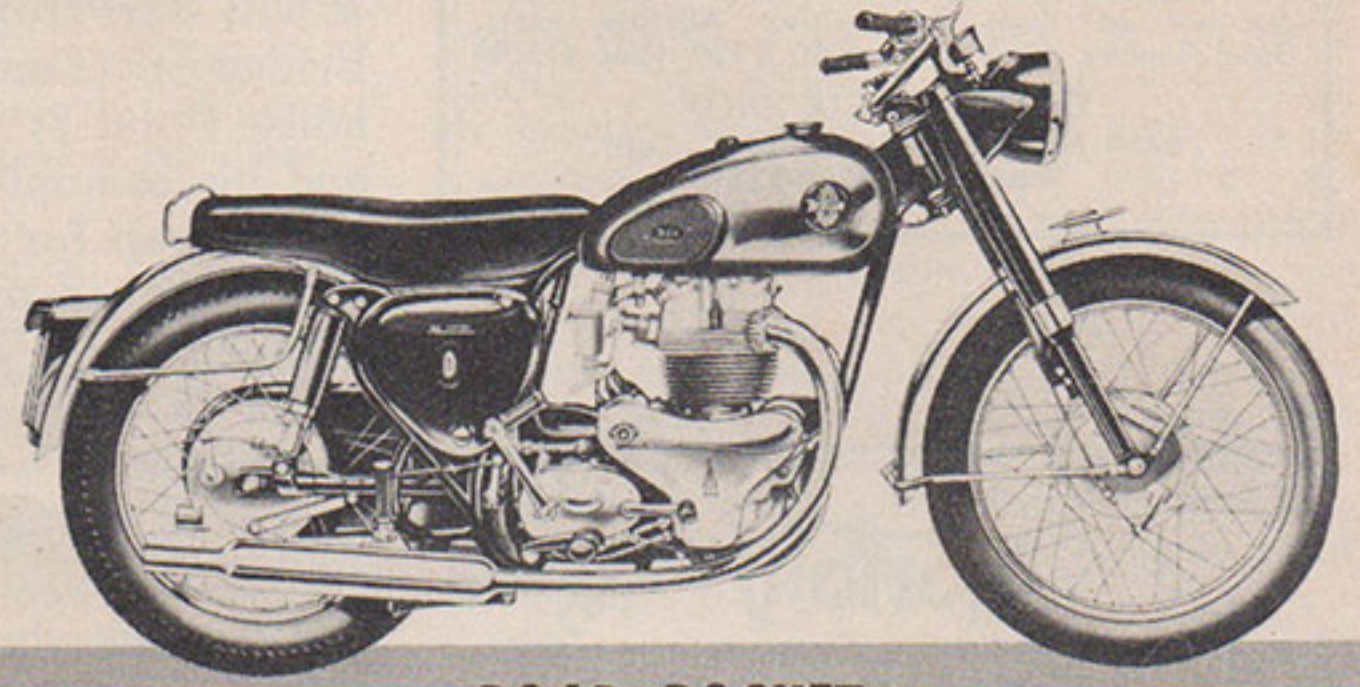
# Sold by BSA Dealers

# ...for 1957



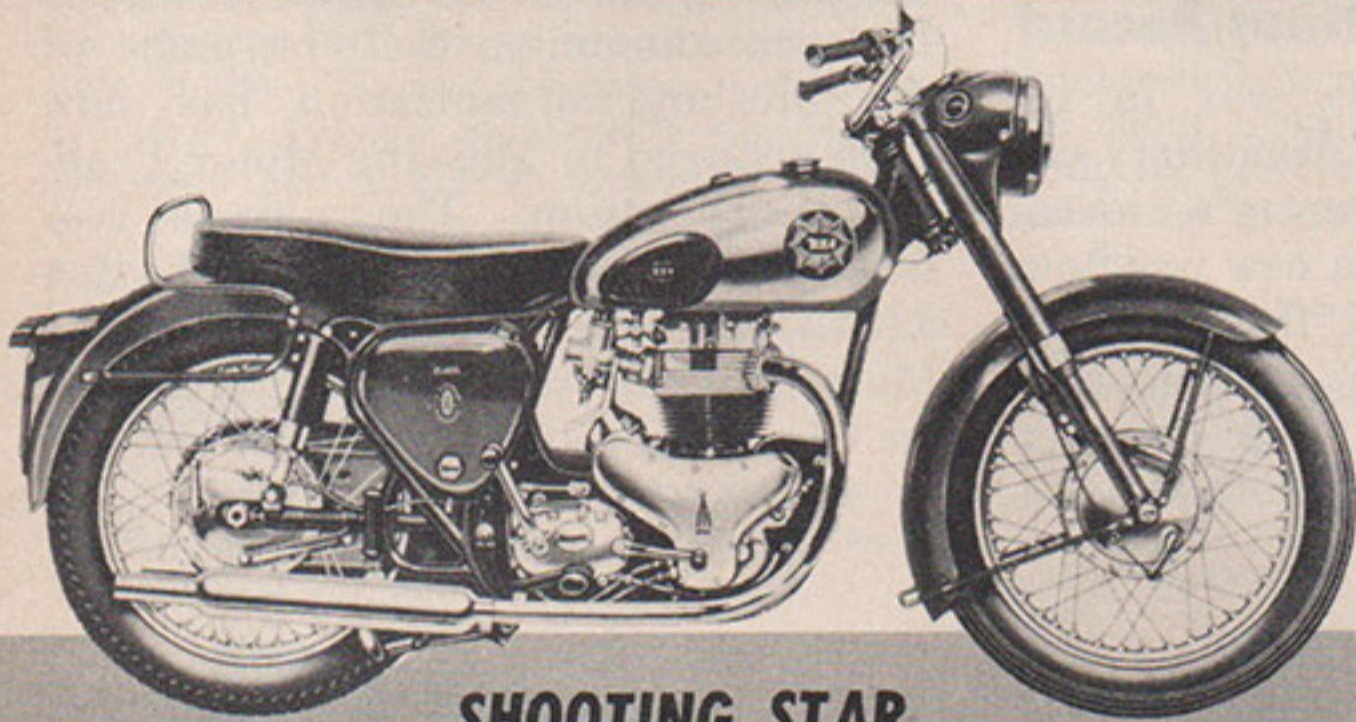
## **GOLD STAR CLUBMAN**

America's favorite high performance super-sports motorcycle! Here's real racing speed and power in a brilliantly finished, unusually equipped road mount. The motorcycle sportsman's choice. Equipment includes specially tuned alloy engine, 8000 r.p.m. tachometer.



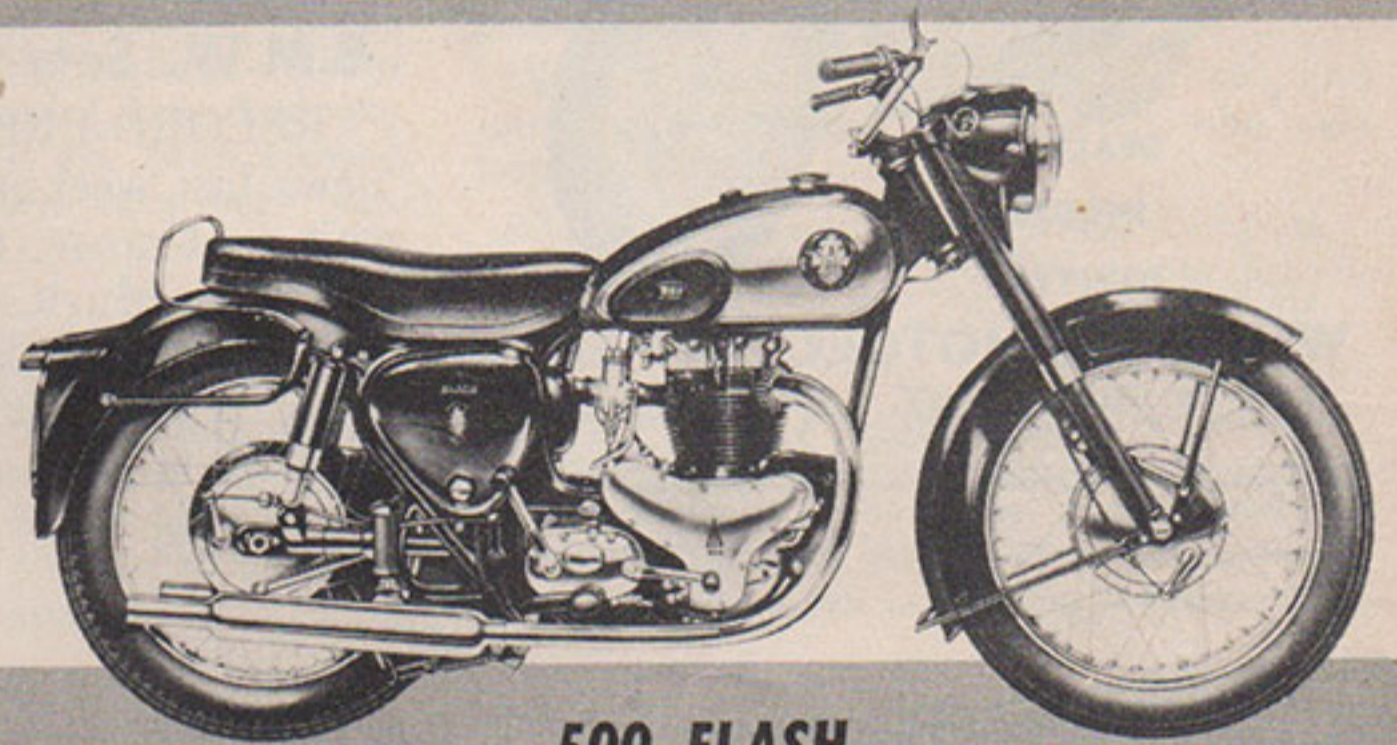
## **ROAD ROCKET**

Thrilling acceleration, high cruising and top speeds and the handsome finish of a "Show" model! Equipment includes red and chrome tank, chrome plated fenders. Engine is specially tuned with alloy head, racing carburetor. An 8000 r.p.m. tachometer is standard.



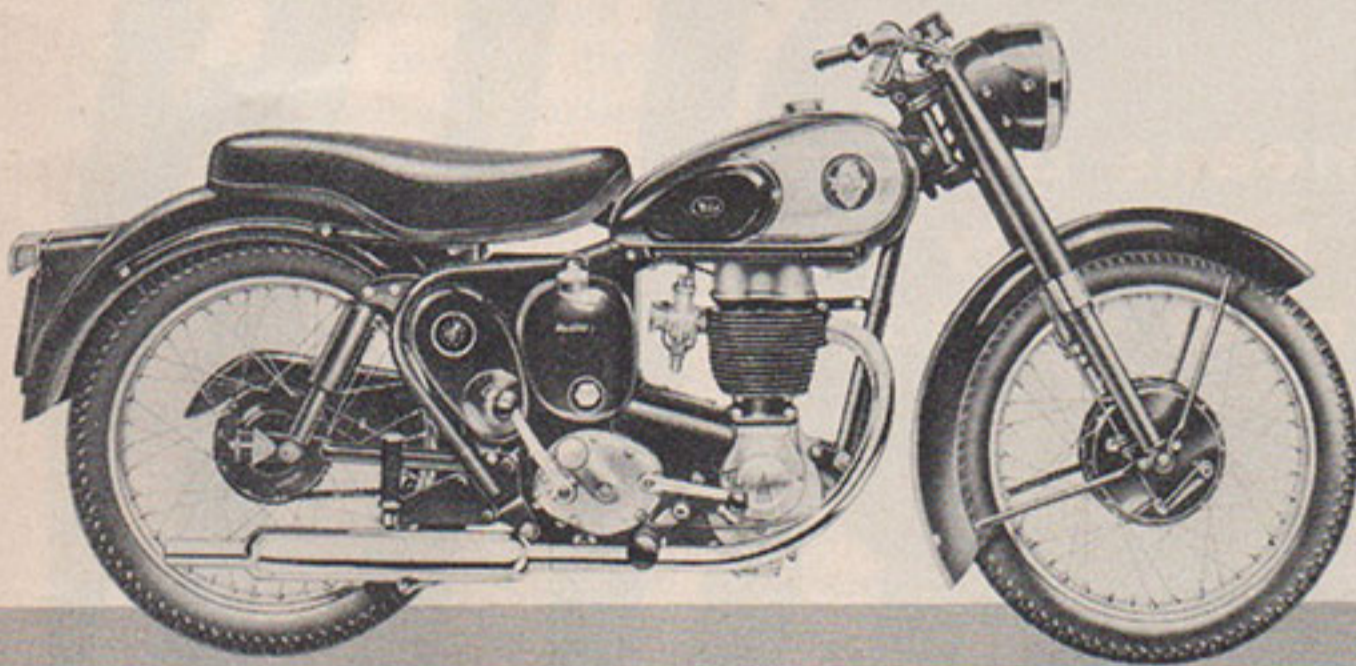
## **SHOOTING STAR**

Blazing chrome beauty in a fast 500 c.c. Sports Twin. Here's an easy starting, smooth running model with unusually fine performance and high cruising speed—an unusual motorcycle for the rider who wants the best in the 500 Twin class.



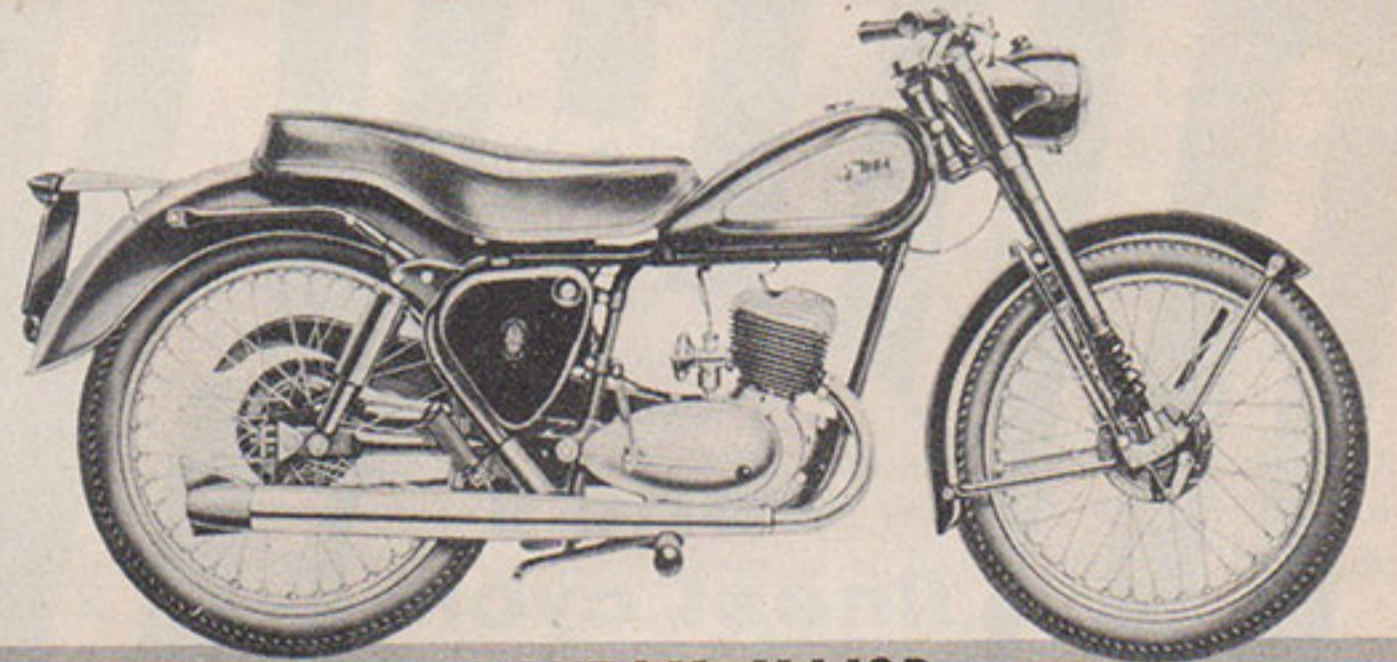
## **500 FLASH**

Smooth, silky power delivery, easy starting and fine reliability in BSA's lowest priced Twin. A real beauty with unusually bright enamel and chrome finish. America's best buy in a 500 Twin.



## **LIGHTWEIGHT SINGLE MODEL C12**

One of the world's most popular 250 c.c. overhead valve lightweights, the C12 combines extremely low operating costs with lively power and bright chrome-sparkling beauty of appearance. Attractively priced.



## **BANTAM MAJOR**

Dependable, pleasurable motorcycling at lowest cost. Included in the low price of the Bantam are such fine features as swinging arm suspension, telescopic fork, Dual seat. Many parts in sparkling chrome. Plenty of power too with the BSA 150 c.c. high efficiency two stroke engine.

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Phone Florida 3-5231

**4th Annual Snow Trail**

WAREHOUSE POINT, Conn.—The Conn. Ramblers M/C will hold its 4th annual Snow Trail Run on Feb. 10th. It will start from the Marsh M/Co. on Bridge St. (Conn. Route 20) in Warehouse Point at 11 a.m. Bill Cushman and his committee have been working on the trail for the past several weeks. It is expected that he will have a well planned and interesting course of about 35 miles. The event will be held regardless of weather conditions. The course is a tough one and most of the afternoon could well be used in completing this short distance. Refreshments will be available both at the start and finish of the run. This department will be handled by Ann Avery, Leona Morell, Mrs. Harrison and others. For further information, write to the Conn. Ramblers, Box 216, Warehouse Point. ★

**100 c.c. Records**

Two Italians, Ciceria and Carini, with a 100 c.c. Ducati, broke 47 records, including the 2-6 hour 250 c.c. figures previously held by Moto-Guzzi. Their speeds ranged from 102. m.p.h. for 50 kms. to 96 m.p.h. for the six hours.

All these records are, of course, subject to confirmation. ★

**Kavanagh To Ride For M.V.**

Last Saturday afternoon, our Italian correspondent, Carlo Pirelli, learned that Ken Kavanagh—Australian winner of the 1956 Junior T.T. on a Moto Guzzi had signed to race for M.V. Agusta next year. ★

**MUSTANG COMPANY  
CHANGES NAME**

Mustang Sales Manager, J. Wade Brunson announces that the name of the Mustang organization has now been changed to Mustang Motor Products Corporation. The address is—634 West Colorado Blvd., P.O. Box 1191, Glendale 4, California. The Mustang Corporation is a division of the Gladden Products Corporation. ★

**B.M.W. Sets New Hour Record**

RECORD-BREAKING was in the news last week. On the Montlhery circuit in France, that country's sidecar ace, Jean Murit, set up a new one-hour figure for the 500 c.c. three-wheeler class, with a 106 m.p.h. average on a B.M.W. sidecar outfit. ★

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Editor, CYCLE Magazine—

I noted in the October issue of your very fine magazine some one was inquiring as to the largest and smallest motors currently produced. I would respectfully like to make a correction in your answer, if I may. The smallest motor that I know to be in current production is the British 32 cc. Cyclemaster, a wee engine built into a wheel to take the place of a normal bicycle rear wheel. It is reminiscent of the Briggs & Stratton motor-wheel of many years ago.

There was a still smaller motor, but I have heard nothing of it for the last two years and assume it is now out of production, although I am not sure. It was the German Lohmann, an 18 or 19 cc. compression-ignition engine designed as a bicycle "clip-on". I believe it was designed to use either gasoline or kerosene.

Could some one tell me please, what sidecars, foreign or domestic, are currently available in the U.S., and the name of their distributors? I know of three, Steib, Harley-Davidson and the new Dreyer. Are there any others?

Mrs. Rita Sanchez  
c/o T/Sgt. Richard Sanchez, AF 14244920  
3565th USAF Hospital Gp.  
JCAFB, Waco, Texas

**Orchids to a girl who knows her stuff.  
Goulding, of Saginaw, Mich., also  
builds or did build a sidecar—Ed.**

Editor, CYCLE Magazine—

Although having never written to the editor of a magazine before, I feel that I now should, reading your October issue. I want to congratulate you on putting out a top cycling magazine. I only wish all cyclists, the clowns too, would read it. Maybe it will make them realize just what they are doing to ruin the sport. I think that if they would get a look at themselves, they would wise up.

As for the discrimination against Servicemen, I haven't come in direct contact with it, although being a Serviceman myself. I have felt it though, just from the talk of the fellows who own motors. There are some ships that have active clubs but not sponsored by the Navy. I don't have a motor now, but plan to get one when I can afford the one I want. I have written for info on

I would like to know which make you would recommend—a Harley-Davidson 165 or a Triumph Tiger Cub, for a beginner.

I bought a copy of your magazine at a newsstand, and was so excited about it that I went back three or four times before I got the October issue. I enjoy CYCLE as a whole, but I especially like the road tests and I hope you have many more of them.

Lowell Stokes  
New Orleans, La.

**CYCLE is neutral and therefore cannot recommend any make of motorcycle over another. Sorry. Suggest you see the dealers who handle both makes. You then can decide on the one best suited to your needs—Clymer.**

Editor, CYCLE Magazine—

Sorry, must cancel. Out of the motorcycle business; no fault of yours, nor of the Greatest Sport of All. Yours is, to my thinking, the best periodical, too.

So, shed a tear . . .  
Scratch my name . . .

Frank Norris, M. D.  
San Francisco, California

**We are sorry to lose a good Doc.**

Editor, CYCLE Magazine

I would like very much to have a copy of your free "Teach-A-Rider" folder. I am only 13-years old, but I hope to own a Triumph Terrier very soon.

I especially enjoyed the Terrier and Tiger Cub road tests. Keep up the good work on few cubic inches. Remember, there are many of us in this age group who cannot afford or drive larger bikes. Your magazine is tops, keep up the good work.

Dodd Stacy  
Culver, Indiana

Editor, CYCLE Magazine—

I have just been looking at the August CYCLE and I agree very much with S/Sgt. Tree. My father taught me to ride his H-D 74 when I was only 17. He was a strict teacher. But I've found that is what it takes.

Another thing we were interested in was the Allstate Road Test. My husband (whom I interested in cycles) and I have had one for about a year now and are quite pleased with its performance. We have been surprised by it many times. We have the 250 model.

We have two daughters, 13 months and 3 weeks of age respectively, whom we hope to teach to be sane cycle fans. We think motorcycling is a great sport, and CYCLE a great magazine. Don't change it!

Mrs. Vernon Hopkins  
Lancaster, Calif.

Editor, CYCLE Magazine—

I hope you will excuse me for writing to you, but I would very much like to contact an American motorcycle enthusiast through your magazine.

I am interested in all forms of motorcycling sport and would exchange any correspondence and magazines dealing with motorcycles.

Michael Maloney  
16 Railway Street  
Kings Cross, London N.1  
England

Editor, CYCLE Magazine—

Dear Sir:

After attempting to buy CYCLE at my corner news stand for the past two years, only to be told on the majority of occasions—"Sorry, but we're all sold out," I have finally become angry enough to send in my subscription order. No more waiting in the snow for me this winter.

Westmount 6, Quebec  
Robert K. Gilmour

Editor, CYCLE Magazine—

I have been reading your CYCLE magazine for over four years now. I am in the marines now stationed at ——. As usual on a Marine Corps base bikes cannot be brought on the base. I would like to know how the Air Force rates and we don't? Is there anyone who can find out the reason and get it fixed up so us Marines can get our bikes on the base? I would very much appreciate an answer or an explanation.

(Signed) A Marine Sgt.

**The above Sergeant is stationed at a Marine Base in the United States. He signed his name but requested that it not be published.—Ed.**

CYCLE Magazine—

Dear Mr. Clymer:

I always enjoy reading the "Mail Pouch" and this time I got a real surprise and I might even say a shock.

The letter from Mr. Krause, Santa Cruz, really surprised me. Where has he been hiding? The Santa Cruz Motorcycle Club is exactly what he seems to want. It is composed mostly of married couples; although, there are quite a few single riders who are proud to belong also.

We try to have some kind of "get-together" every Sunday. All of our "runs" are orderly and altogether very enjoyable. We have seven or eight women riders and believe me we aren't a bit interested in riding competition. We ride just for the enjoyment of riding.

We meet every Wednesday night at eight o'clock at our Club House and after the business part of the meeting is over, we have a good time.

Some of our members have been riding almost as long as Mr. Krause and if he doesn't already know them he certainly should come out and meet them.

I am enclosing a clipping from our local paper printed last month. We think it is pretty nice.

Why doesn't Mr. Krause come out and join the rest of us "Chickens?" who ride because we love it?

Mrs. Cal Simpson  
310 Capitola Rd.  
Santa Cruz, Calif.

**The clipping enclosed was an excellent and long story about the joys of motorcycling and how the SCMC really enjoy the sport. An excellent public relations job for cycling.—Clymer.**

Editor, CYCLE Magazine—

I have been riding cycles since I turned 17. I am now riding a BSA Road Rocket 56 which I enjoy very much. I also have two Indian 74's and a H-D 125. However I am in the US Marine Corps. You are not allowed to have them on base. So you can see the present situation I'm in.

After reading Sgt. H. F. Mathewson's letter in the December issue 1956 I decided to write myself. My camp has many fine facilities here such as beaches, hobby shop and many others. All of which are out of reach, because I have a bike. I have to leave it 8 miles from my barracks. Not at the main gate, but at a house that is not on government property or at a gas station somewhere.

I even went up before the General but it didn't do any good. I would like to know if there is anything that can be done about the present situation?

I would like to thank all of you at CYCLE that make it the fine publication that it is.

(Signed) A Marine  
(Name withheld by request)

**Your situation is not unusual. We are compiling all possible information on the conditions that in most instances discriminate against motorcycle riders in the Service of our country. We hope to have something worthwhile to report before spring, but there is nothing definite as yet that indicates a change.—Ed.**



Class B Velocette rider Charlie Tokarski, an easterner, wears a jersey that's a long way from home. He's in Marlboro, Md. and displays trademark of Lou Branch, Velo distributor in Los Angeles.



Genial Tex Birchard, Velocette dealer in Mt. Vernon, N. Y. ran his stock Velo Scrambler into fifth place at a recent Marlboro Mt. road race. Tex flies colors of McHal company, makers of competition crash helmets.

## Marlboro, Maryland Road Race

MARLBORO, MD. — Velocette and BSA singles dominated the Class B program at the 7/10-mile paved road race circuits here recently. Several heat races and semi-final contests were capped by a 15-lap final which resulted in a race-long duel between Warren Wolfe of Springfield, Mass. and Warren DeLong, riding out of DSH Cycle Sales in Devon, Pa. Wolfe's BSA Gold Star edged DeLong's Velocette at the wire for first after a blazing battle over the twisting Marlboro macadam.

Fresh from a clean sweep in the Eastern Canadian road race championships, the very potent northeast Velocette competition crew, headed by Larry DeSimone and DeLong, invaded Marlboro. There are presently six Velocettes in Class C competition on the eastern seaboard—five of them were at the Maryland course and three finished the amateur main.

Eastern spectators, somewhat unfamiliar with the Velo brand—long established in the west—watched with interest as DeSimone, Taylor Ward and DeLong, from the former's Devon, Pa. Velocette shop; Bob Beasley, riding for H & B Velocette Sales in Kensington, Md. and Homer "Tex" Birchard, the Velo dealer in Mt. Vernon, N. Y. went to the starting grid with five Velo scramblers to challenge the fearsome BSA one-two punch, Ed La Belle of Havertown, Pa. and Wolfe.

The Clubman BSA's boasting Grand Prix carbs, factory backing and two

of the best riders on the eastern seaboard, were instantly involved in a bitter hassle with the stock Velocettes and their "privateer" pilots. Wolfe, riding his last race as a Class B jockey, established a slim lead that he was to hold to the finish. DeLong, an unclassified B rider, stunned the watching crowd as he snarled through the pack to push the Springfield ace to a hard-earned win, while staving off third-running La Belle's challenge.

Birchard, who led the Laconia 15-mile event up to the last lap and final-

*(Continued on page 9)*

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C. O. D. \$7.50. MONEY BACK  
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**CYCLE CRAFT CO.**

Rt. 2, Box 105, Battle Ground, Wash. (Dept. 13)

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## DAYTONA BEACH, FLORIDA

### PROGRAM

### SCHEDULE OF EVENTS

TUESDAY, FEBRUARY 26TH

Class C Drag Race Meet.....Tomoka Airport

WEDNESDAY, FEBRUARY 27TH

Sportsman's Hill Climb Meet.....Old DeLand Road

Scramble Races.....Old DeLand Road

THURSDAY, FEBRUARY 28TH

Reliability Run.....Wooded Course

6:00 P.M. .... Parade Motorcycle Clubs

8:00 P.M. . . . Motorcycle Activities.....Municipal Stadium

(Merchants' Night)

FRIDAY, MARCH 1ST

Time Trials.....Measured Mile Beach Course

Riders' Meeting.....Seabreeze Recreation Center

Awards Night

SATURDAY, MARCH 2ND

Daytona "100".....World Famous Beach and Road Course

8:00 P.M. . . . 3 Star Short Track Race.....Municipal Stadium

SUNDAY, MARCH 3RD

Daytona "200".....World Famous Beach and Road Course



## MOTORCYCLE RIDERS WANTED FOR CD SERVICE

This is an invitation to motorcycle riders in the Hollywood and Beverly Hills, California area to volunteer and register their service for Civil Defense and Disaster work.

It is recognized that if an attack should occur, the motorcyclist would be able to run messages and do other work in a more efficient manner than any four-wheel vehicle. Here is an opportunity for the motorcyclists to register for service that would be of great importance in the event of disaster.

We urge all motorcyclists within the above specified area to communicate with District Warden 17 at 8709 Lookout Mountain Ave., Hollywood 46, Calif.

## CIVIL DEFENSE AND DISASTER CORPS

### CITY OF LOS ANGELES

RICHARD F. LYNCH  
DIRECTOR



CALIFORNIA  
NORRIS POULSON  
MAYOR-COMMANDER

KARL L. RUNDBERG  
ASSISTANT DIRECTOR

DISTRICT  
17

29 December 1956

Mr. Floyd Clymer  
Floyd Clymer Publications  
1268 South Alvarado Street  
Los Angeles, California

Dear Mr. Clymer:

Recalling our telephone conversation of recent date, may I thank you for your kindness in offering to help in this most serious matter.

Col. Hall, our Chief of Operations for District 17 which is the Hollywood area, bounded by the Beverly Hills line, Melrose and Mulholland, has requested volunteer motorcyclists. As you know, in an emergency they would be of invaluable help. Would those who volunteer kindly telephone Oldfield 4-2578 and I will personally be most happy to speak with them, as this matter is of my deepest concern.

Again, thank you for your help in this matter. It is very much appreciated.

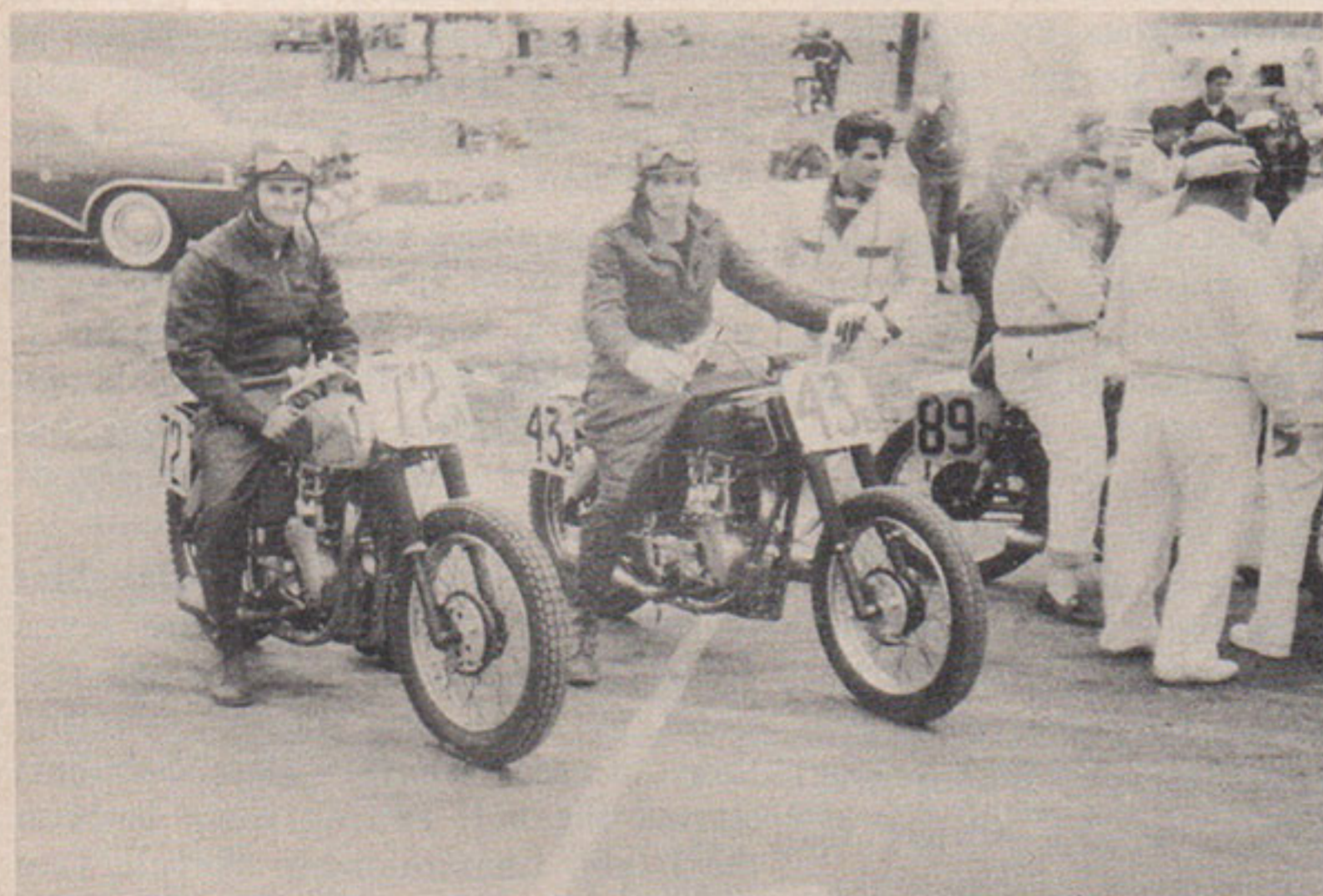
Sincerely yours,

Peter Scott (Mrs.)  
District Warden  
District 17



8709 Lookout Mountain Avenue  
Hollywood 46, California  
PS:tgh

AS ONE OF YOUR VOLUNTEER LEADERS, THE WRITER OF THIS LETTER WISHES TO EXPRESS HIS APPRECIATION OF YOUR SUPPORT IN DEVELOPING OUR VERY IMPORTANT CIVIL DEFENSE PROGRAM



Warren DeLong (72A) and Taylor Ward (43B) pose before Class B final at Marlboro, Md. race. DeLong, who won senior class of Eastern Canadian road race championships recently, was second to BSA-mounted Warren Wolfe.

#### MARLBORO RACE (Cont. from page 8)

ly finished third there last Spring, found his efforts hampered by excessive oil blowing onto his rear tire. Always at home on a paved course, Birchard finished a solid fifth despite this handicap.

Finding the two jumps on the Marlboro course to his liking, Beasley took seventh. The popular Maryland scrambles ace was a visitor to the west coast earlier in the Fall, and finished eighth in the only race he entered in California, against the best opposition the southland could offer.

That concluded the Class B portion of the Marlboro program—further solidifying the increasing eastern interest in paved road racing and emphasizing the fact that properly prepared and ridden *privately-owned* equipment still has a place in the competition picture, even during these days of factory support and participation in U.S. racing.



Peter Schubert roars out of 15 foot gully to streak across short stretch to finish line.



Ahead of the pack, Peter Jr. rounds a turn that leads up a Hawaiian mountain on Scrambles Course.

# HAWAII'S CYCLING CLAN

**By Charles M. Copeland**

**S**HOULD you visit Honolulu, it'd be worth your time to look up the Schubert family; they'd be happy to show you Waikiki Beach, Diamond Head and the off-trail scenic wonders of Hawaii . . . but they *rather* put you on a cycle to do it.

You can always find "Pop" Schubert in Schubert's Cyclery, but any of the clan would crank up and guide you. His brothers Alfred and William, or his sons Peter Jr., Wayne or Charlie. Perhaps daughter Kathy would guide you if you'd hold your speed to her Lambretta's range.

Though there are only 729 road miles (including city streets) on the Island, over 2000 cycles are registered! Scenic trails, year-round sunshine and promotion by Schubert are three reasons for this. On the negative side, a top speed limit of 45 on the entire Island makes for frustration for some riders.

When "Pop" Schubert realized this,

he did something about it by leasing land and converting it into a scrambles course for the Restless Ones. He built the course in an oval shape; on one end the riders roar up-and-down both sides of a 45 degree mountain and at the other end is a U-turn at the bottom of a 15 foot gully.

A pond, 12 feet deep in the middle of the oval discourages riders from cutting in too close, and there is enough short-track surrounding it to make things interesting.

The Schuberts not only turned the scrambles course over to a local motor-cycle club free of charge, but also officiate on occasion. Brother Alfred acts as flag-man, score-keeping by daughter Kathy, and the pits are staffed by sons Peter Jr., Wayne and Charlie. Another current project is promoting a drag strip for Honolulu.

Peter Schubert Jr. was Road Captain of the Mid-Pacific M'Cycle club for two years and frequently enters

his AJS or BSA Gold Star in local short track, TT, and Scrambles. His trophies are testimony as to his "git-up-and-go". Brother Wayne is not as experienced but has 15 trophies so far, and is trying to catch up with brother Pete, who started racing at age Eleven!

Their brother Charlie (age 16) is a comparative new-comer and is as proficient a motorcycle promoter as he is a rider. Still in High School, Charlie has three trophies and has been directly responsible for six of his class-mates purchasing mounts.

Not counting Peter Jr.'s daughter Noralynn (tricycle), there are seven riders in the family and enough trophies to make the job of counting them a real chore. Pop Schubert started the ball rolling when he won the Island Championship Bicycle Trophy and subsequently went to the Mainland to compete in the finals before the Olympics.

*(Continued on page 11)*

Peter Schubert Jr. is Chief Mechanic. He also works in the pits at Scrambles Track.



According to their records, this is just PART of the Clan's 129 trophies. Family's attic contains the balance. L - R, Charlie Schubert, Peter Jr., "Pop" Schubert, Wayne Schubert.



Granddaughter Noralynn Schubert sports band-aid on forehead . . . resulted from recent Tricycle Tot's Short Track. She's being groomed for Women's Division TT in 1974. Daughter Kathy rides pillion behind Noralynn. L - R, Sons Wayne and Peter Jr., "Mom" and "Pop" Schubert.



Daughter Kathy loves riding pillion.



Final line-up in open class scrambles at Mid-Pacific Motorcycle Club in Honolulu. Far left is Charlie Schubert, extreme right is Peter Jr.



"Pop" Schubert congratulates Peter Jr. on another trophy he'll add to their collection. Runners-up are: L - R, George Lopes, James Kimura, Bob Hitchcock; extreme right is Alfred Kouner, flagman.

## HAWAII'S CYCLING CLAN (Cont. from page 10)

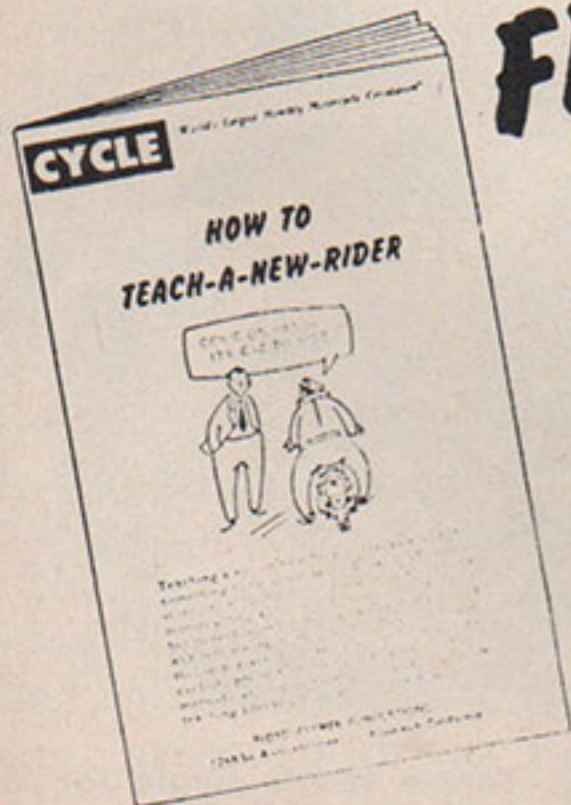
He's stopped cussing the flat tire that washed him out but no longer competes as his time is devoted to managing Schubert's Cyclery Stores in Honolulu. These three stores provide mounts for the rider from childhood to second childhood—Trycles, bicycles to motor-scooters and BSA Road Rockets. Pop is Island Distributor for a complete line of English Motorcycles.

Sailors based at near-by Pearl Har-

bor as well as transient Airline Pilots and just plain tourists rent mounts from Schubert's, the only place on the Island which renders this service.

An additional service for the riders in Navy Blue is storing their bikes when they make a ship's cruise out of Pearl Harbor. When the Blue-jackets return, weeks or months later to claim their bikes, they no longer do a double-take when "Pop" says "no charge" . . .

Tourists think Hawaiian mountains are pretty to look at, but the Schubert Clan thinks differently; they think you should straddle a mount and see about *climbing* some of them. If you should be one of these tourists, Pop Schubert and the Cycling Clan Say "We promise you hill-climbs, scrambles competition, bench-racing, Hawaiian hospitality and the Aloha Spirit to return with you to the Mainland. ★



### FREE TO CYCLE READERS

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

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

CYCLE New Rider Bulletin  
1268 S. Alvarado, Los Angeles 6, Calif.

### MAGNETOS

#### Triumph Terrier Cub Magnetos \$52.50

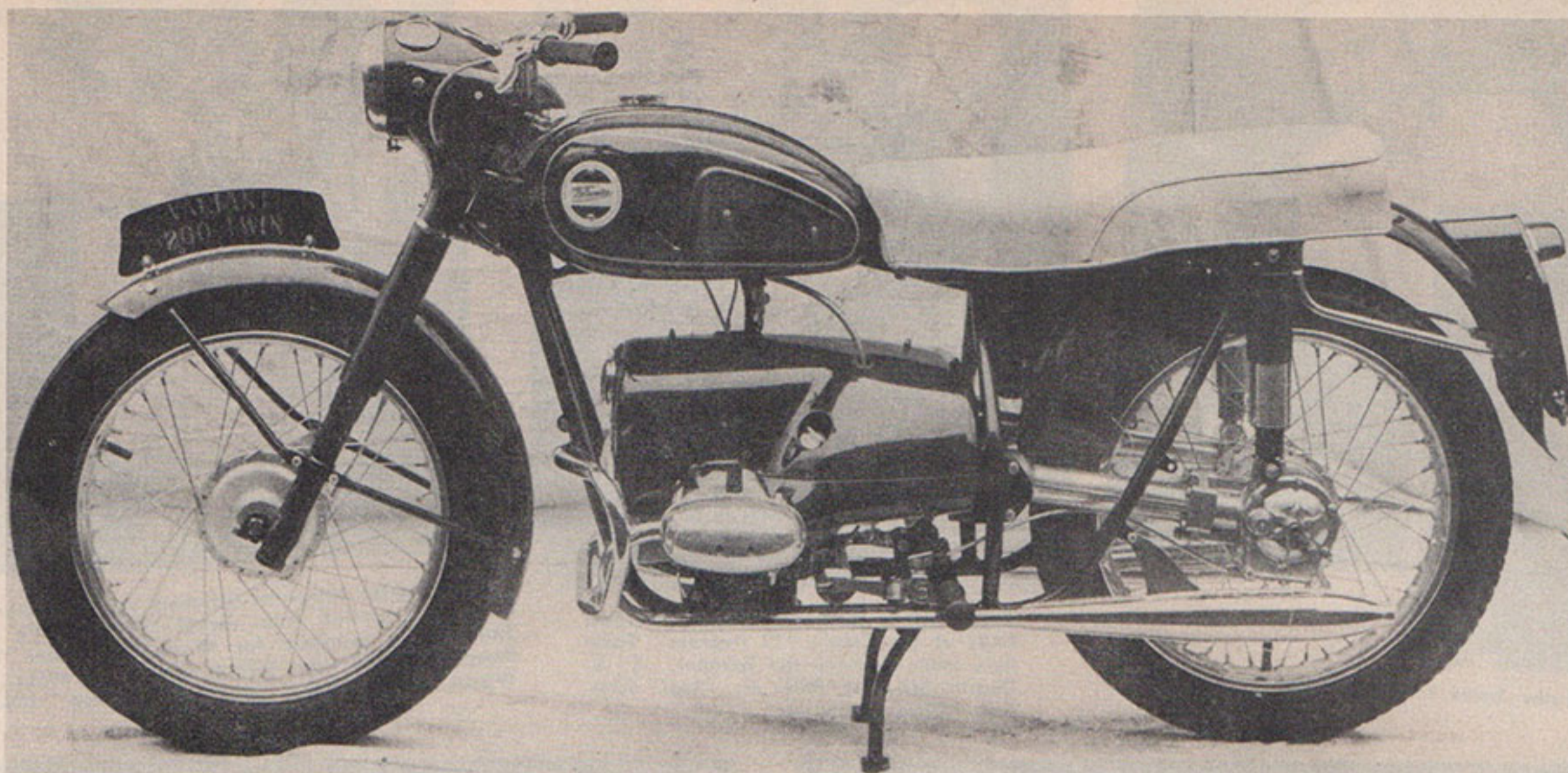
Special Rotating Magnet Type Two Cylinder Magnetos for Triumph and A.J.S. \$69.50 Precision Service by the Experts Using the Finest of Electronic Test Equipment.

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1. The Velocette Valiant heads the Velo range for 1957. The Valiant is a 200 cc ohv opposed twin, with shaft drive, swinging arm, fully-enclosed engine, full-width hubs and brakes and a dual seat. The Valiant will be available in February. Top speed is quoted at 70 mph.

## 1957 VELOCETTE

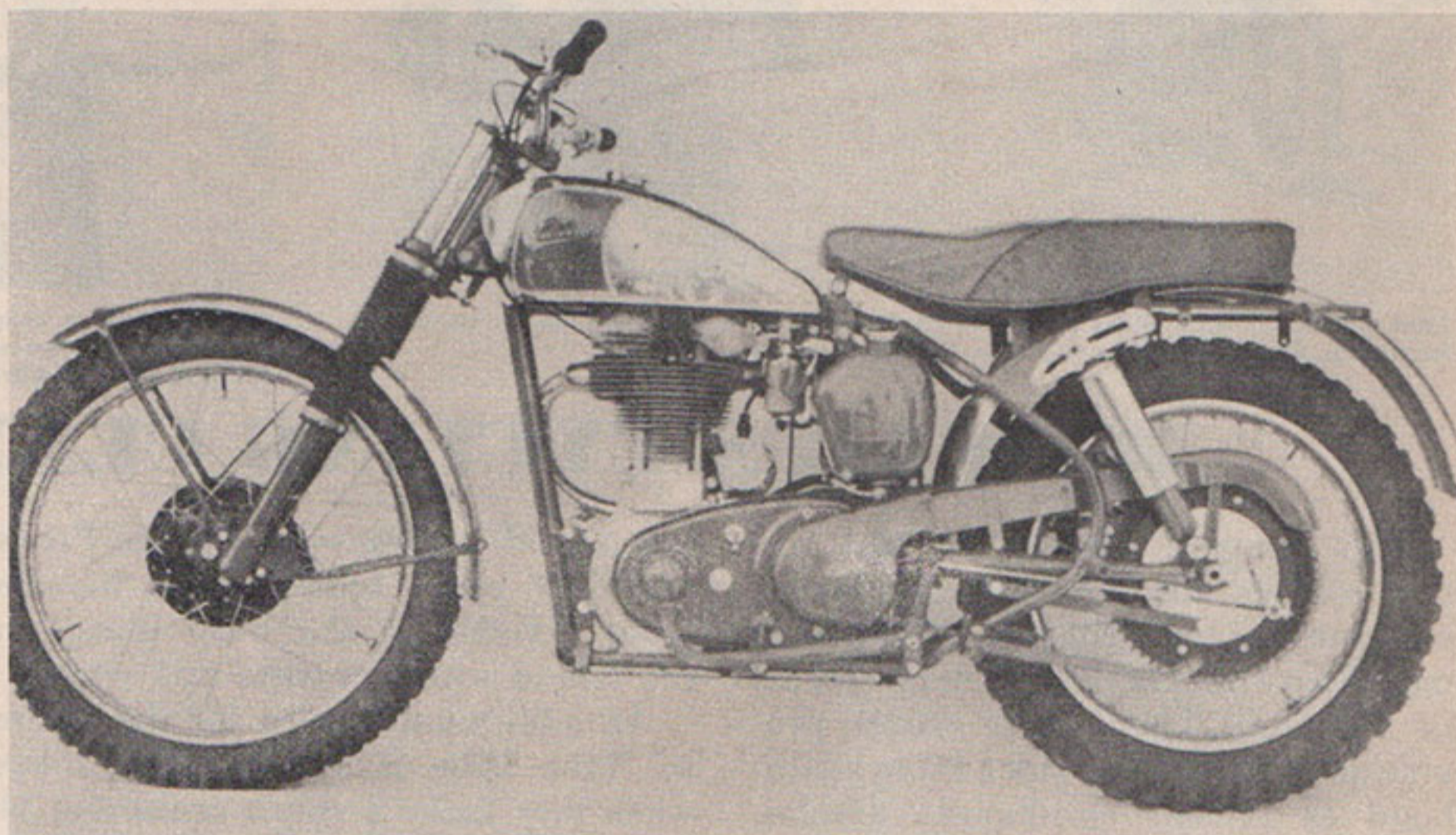
The *Valiant*, a brand-new 200 cc lightweight, heads the Velocette range for 1957. Proving the sensation of the recent Earl's Court motorcycle show in England, the *Valiant* will be available for sale in February.

Characterized as a "sports" motorcycle, the *Valiant* is a 200 cc opposed twin of conventional pattern, boasting such refinements as shaft drive, full-width hubs and brakes, a four-speed footshift gearbox, a sleek engine cowling, dual seat and other features.

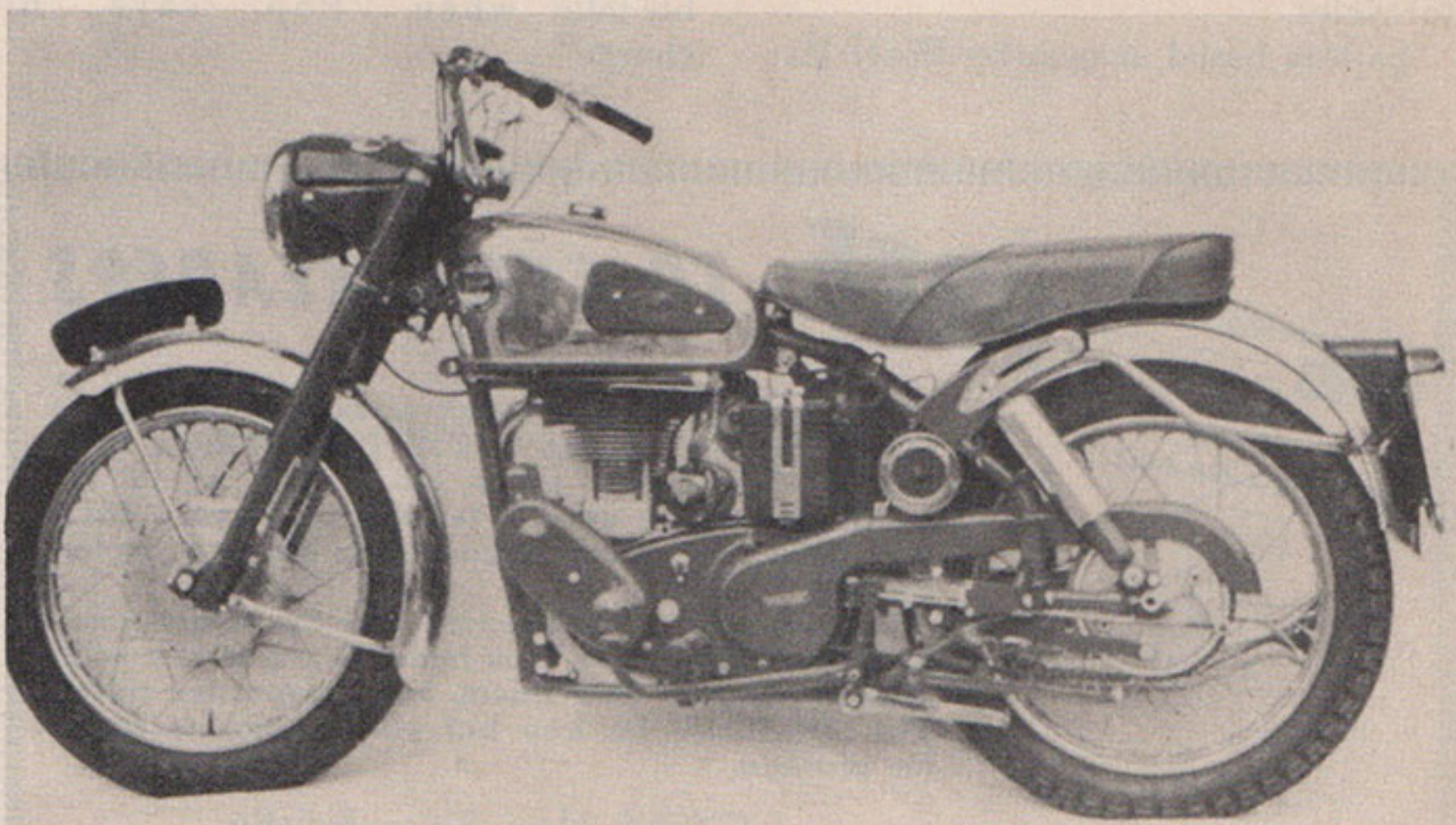
The Veloce, Ltd. engineers in Birmingham, England have definitely designed the *Valiant* for sports use—as can be seen by the provision made for the reversal of the twin exhaust pipes. Each pipe can be turned over, giving an upswept effect which keeps them out of the way during competition events.

The enthusiastic reception given the 1956 Velocette range by riders everywhere has prompted the Veloce, Ltd. officials to continue the rest of the line with minor modifications, while adding the *Valiant* to make nine models in all. The 500 cc *Venom* and 350 cc *Viper* sports singles will be fitted with larger carburetors and continued otherwise unchanged for '57. The *MAC* 350 cc and *MSS* 500 cc models will be fitted with headlight cowls, three-dimensional tank badges and color schemes that prior to 1957 were offered on the *Venoms* and *Vipers* only. These single-cylinder machines are carried forward into the new season boasting the economy and dependability that has made them popular in past years here.

(Continued on page 13)



2. The Velocette 350 and 500 cc Scramblers have air cleaners for 1957—a boon in dusty competition events. Note oil tank on left side—it's flanked by steel mesh filter. Alloy single puts out 35 bhp, comes standard with TT mag and carb, scrambles gearing and traction.



3. Larger Monobloc carburetor is feature of the Velocette 500 cc *Venom* sports single for '57. Note lavish use of chrome, fully-adjustable swinging arm, western high bars and headlamp nacelle.

## GATORS CLUB DRAG AND CROSS COUNTRY RACES WON BY HARLEY-DAVIDSON RIDERS

PENSACOLA, FLORIDA—The Gators Motorcycle Club of Pensacola staged a Field Meet and Cross Country Race that turned out to be a colossal success with 26 entries. Bob Winslow of Panama City put on the most thrilling show of the afternoon during the Drag Races. As the only lightweight rider present, he entered his Harley-Davidson Hummer in competition with 30.50 cubic inch motors. By the time the smoke cleared from the burning tires, Bob had the Lightweight Class in the bag. Here's the way the drags progressed:

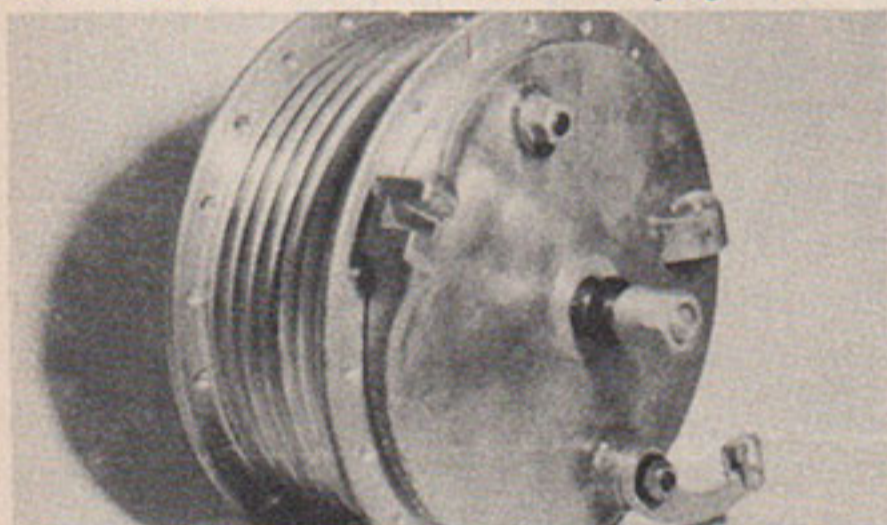
### LIGHTWEIGHT CLASS

1st—Bob Winslow.....Panama City, Fla. H-D  
2nd—Bill Hathaway.....Mobile, Ala. ....AJS  
3rd—Austin Ledyard.....Mobile, Ala. ....BSA

### MEDIUMWEIGHT CLASS

1st—Bill Traweek.....Pensacola, Fla. ....H-D

1957 VELOCETTE (Continued from page 12)



4. Massive alloy hubs on Venom and Viper machines house "best brakes in motorcycle industry today," according to recent Cycle Magazine road test.

Both the 350 cc and 500 cc *Scramblers* offer a much-desired new feature for the new season—air cleaners. The oil tanks on both these machines have been switched from right to left side, making room for a huge steel mesh cleaner of Velocette's own design. The incorporation of air cleaners on these potent Velo competition cycles should prove popular with riders who must compete in dusty or wet terrain. Other features of the *Scramblers* include TT magnetos and carburetors, scrambles gearing and tires.

The silent LE model continues with some modifications. Full-width hubs, 18-inch wheels and 18 x 3.25 tires and the Amal Monobloc carburetor are now fitted as standard equipment. The air cleaner is now incorporated with the carburetor, making for easier accessibility and maintenance. Several color schemes can be ordered for the LE, as well as steel panniers, luggage grids and a right-side brake pedal.

The durable *Enduro* model is unchanged for 1957, but it can be supplied on order with a new polychromatic green finish, as can the other eight machines in the '57 Velocette range. The new shade was introduced

2nd—H. Fitzcharles.....Panama City, Fla. ...Tr.  
3rd—Martin White.....Pensacola, Fla. ....H-D

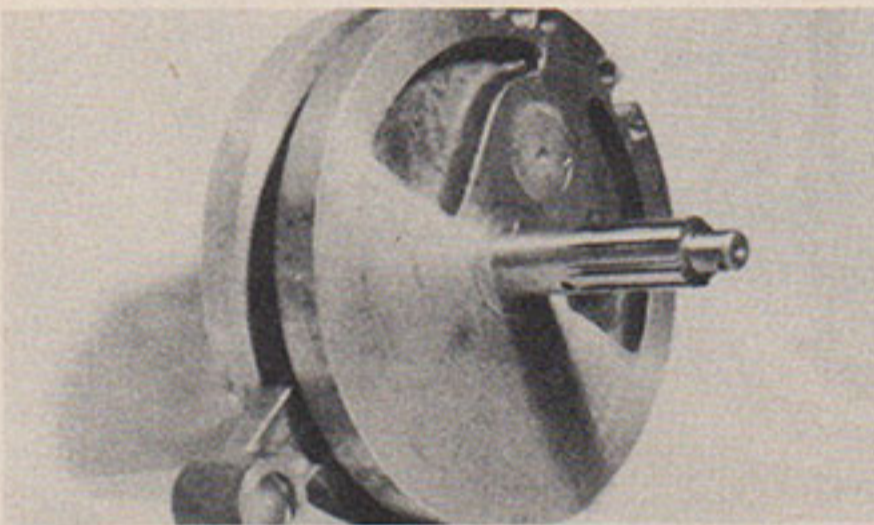
### HEAVYWEIGHT CLASS

1st—Chuck Willard.....Mobile, Ala. ....H-D  
2nd—Tom Segers.....Pensacola, Fla. ....H-D  
3rd—Joe Innazza.....Pensacola, Fla. ....H-D

### DRAG RACE FINAL

1st—Bill Traweek.....Pensacola, Fla. ....H-D  
2nd—Martin White.....Pensacola, Fla. ....H-D  
3rd—Austin Ledyard.....Mobile, Ala. ....BSA

In the Cross Country Race, the last event of the day, Martin White took the lead in the second lap on the 1-mile course and finished 1 minute and 52 seconds ahead of his nearest competitor. This is the third consecutive time that Martin, Harley-Davidson, has won the Cross Country event. Second place went to Bill Powell of Mobile, Alabama, on a Triumph. ★



5. Velocette flywheel assembly shown—note extreme narrowness making for less vibration and more rigidity.

at Earl's Court, along with the *Valiant*.

Sporting a competition enthusiasts who are interested in the mushrooming road race form of motorcycle racing in the U.S. will welcome the new Clubman race conversion kits for the *Viper* and *Venom* models. Included in the kit are: KTT-type close-ratio gears, scrambles forks with increased damping properties, sodium-cooled exhaust valve, tachometer drive and head, aluminum wheel rims, TT and Grand Prix Amal carburetors to order, BTH manual-cooled race-pattern magnetos, modified oil tank, strengthened rear driving side engine plate, rearward-mounted footrests, brake pedal and gearshift lever. This kit transforms the already fast and maneuverable *Viper* and *Venom* machines into road racing cycles of the highest possible performance and potential. These kits are available.

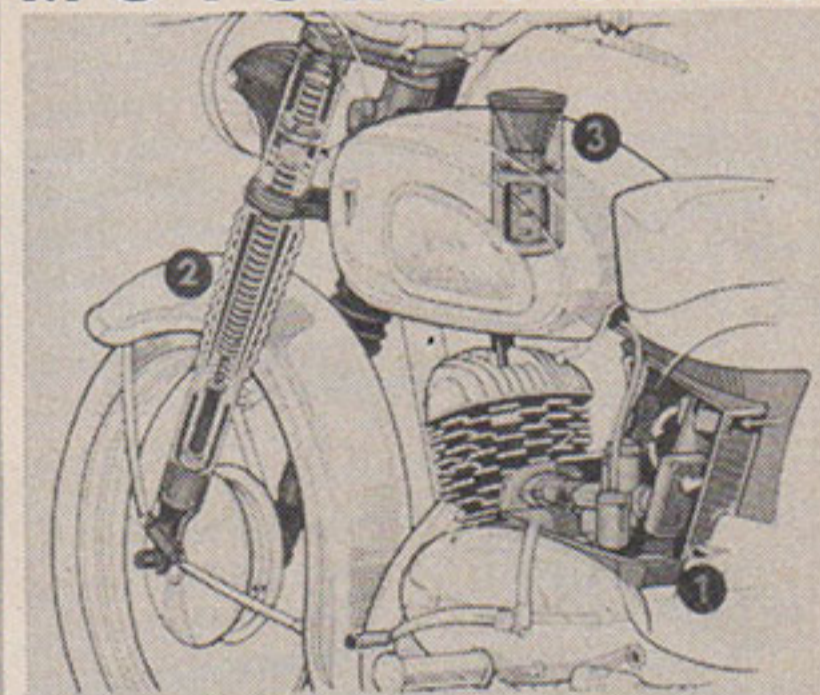
For 1957, Velocette has a machine for every class of rider from the sports and competition enthusiast to those demand quality, lowcost transportation. Velocette motorcycles are distributed throughout the United States by Branch Motorcycles Sales, 2019 W. Pico Blvd., Los Angeles, Calif. ★

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Builder of Two Stroke

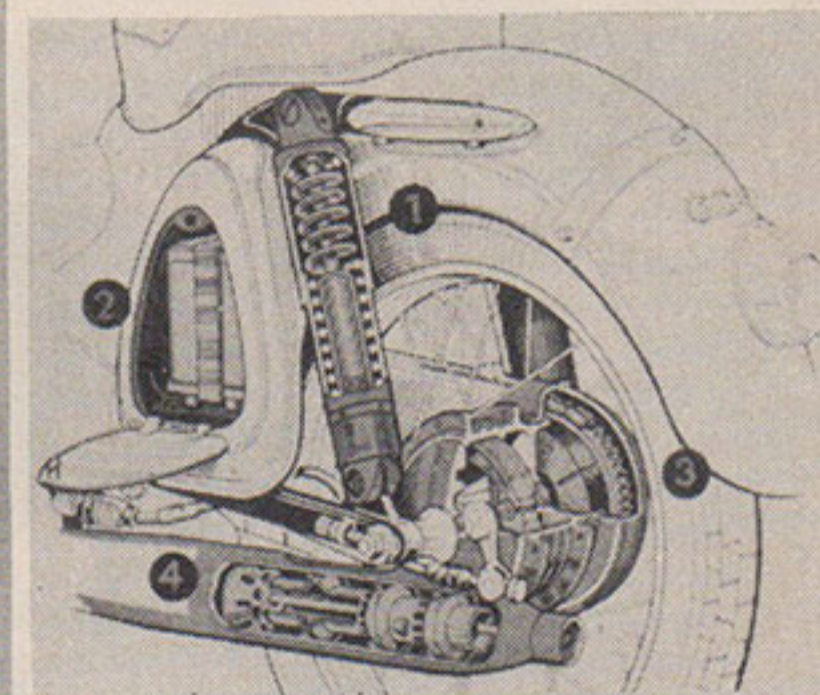


# DKW

## MOTORCYCLES



(1) Power and transmission unit with induction silencer. (2) Telescopic fork with progressive-action and pneumatic damping. (3) DKW Shell-Mixer.



(1) Swing-arm suspension and progressive-action dampers with silent blocks. (2) Tool box and battery. (3) Light-alloy hub brake with large cooling fins. (4) Latest-type exhaust silencer, sound volume 82 phone.

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# TOMAHAWK ENDURO

PHOTOS BY JACK MERCER



## FEET UP!

Young Zundapp rider was the only one of 55 starters able to make the Little Gunpowder River crossing without wetting his feet, stalling, or falling off! A close scrutiny will reveal patches of ice, next to the far bank—another good reason for not stopping!

**SUBSCRIBE TO CYCLE**

## J. KROEGER TAKES SECOND TOMAHAWK!

Baltimore, Md.—Over 50 seasoned woods veterans came to try their luck and skill in the 7th annual “Tomahawk Run” put on by The Line State M.C.—a 100 mile workout in the Maryland rough stuff, laid out by club-members Guild, Aarons and Ford. Julie Kroeger, Rochester, New York ace, really had to ride to capture his second Tomahawk crown. “. . . Glad the schedule was only 15 m.p.h.; I had to keep my Trophy model spinning to keep under the wire . . . it was a ‘rough one,’ and I’m sure glad my mag was perfectly water-proofed, for when that water gets up under my saddle, I just hate to get off and walk in the cold stuff!” Julie’s enthusiasm for the Tomahawk was shared by all, even though only 11 managed to finish. Dealer Dick Zwitzer says his “Wrecking Crew” from the Kodak City will come back next year to cop the awards.

### FINISHERS

#### OPEN “A” CLASS:

Jim Fennell—Triumph Speed Twin.....	897
Al Triplett—A.J.S. ....	878
Bob Rudy, Jr.—B.S.A. ....	786

#### OPEN “B” CLASS:

Mitchell—Triumph Bird.....	918
W. R. Richter—B.S.A. ....	873
B. Grim—B.S.A. ....	36 Miles

#### LIGHTWEIGHT “A”

Al Riffard—Zundapp .....	927
Hal Burton—Maico .....	913
C. Welty—Tri. Cub. ....	31.6 Miles

#### LIGHTWEIGHT “B”

Cameron—Villiers - B.S.A. ....	916
Gillstrom—DOT .....	838
Ed. Fisher—Maico.....	784

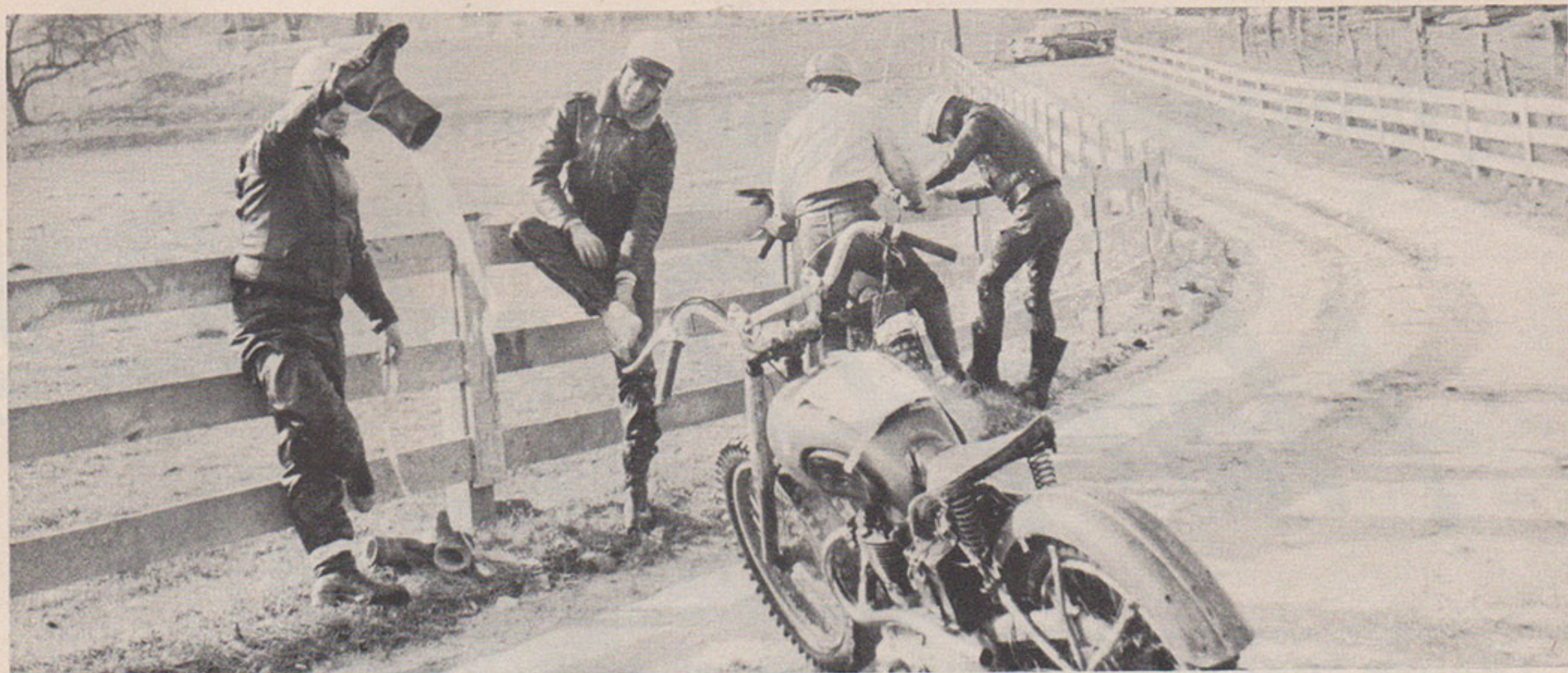
#### TEAM AWARD: Piston Pappers M. C.

Fisher — Burkholder — Fisher

#### HIGH POINT MAN

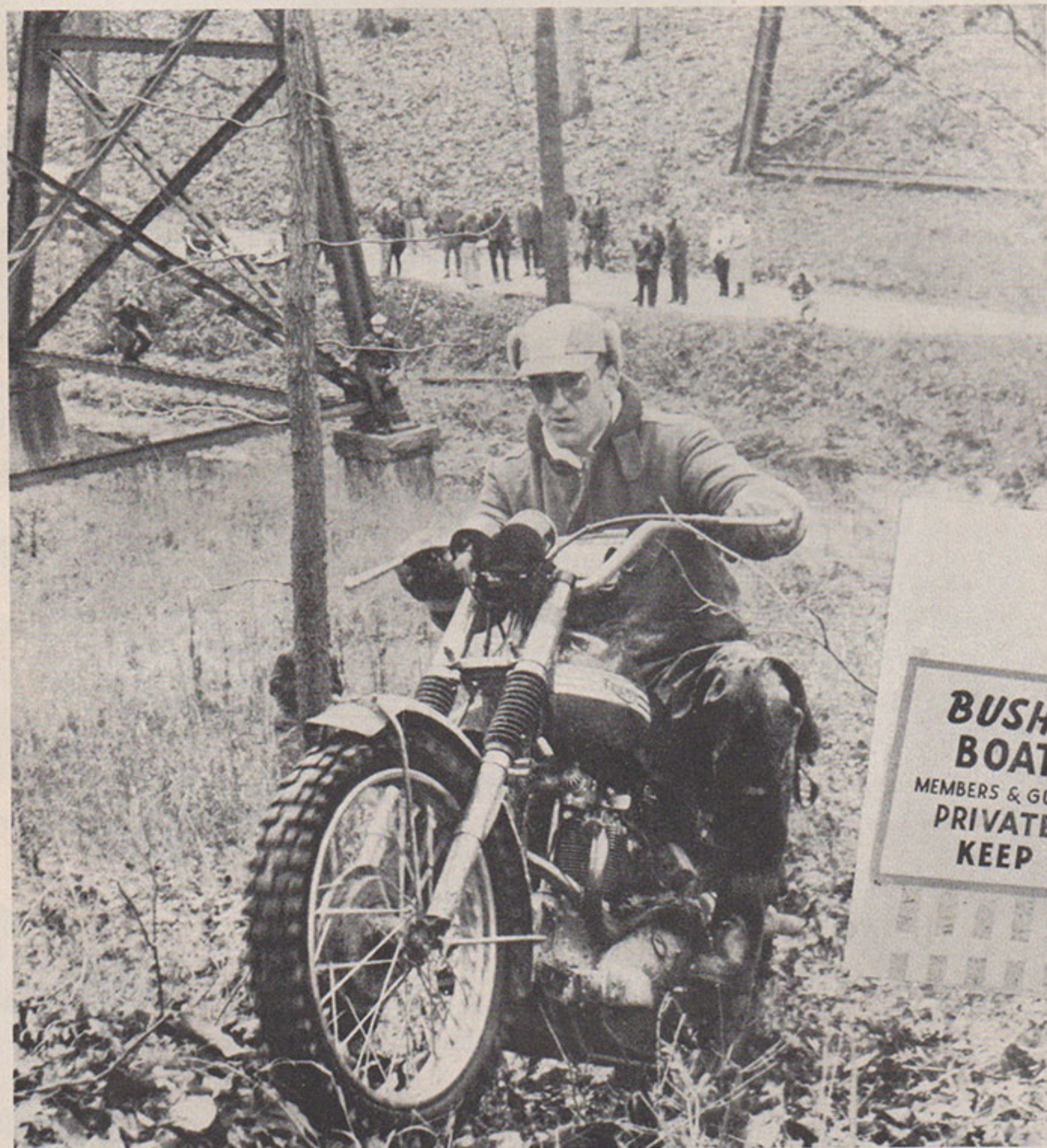
J. Kroeger (Score: 938)

(Continued on page 15)



### WET FEET BRIGADE

A good-natured quartet empty their boots, five miles from the start! What sadder blow to a rider's enthusiasm, than wet feet right at the start? Only 11 of the 55 starters made it home.



### RIDER OF EXPERIENCE

Jim Fennell, well-known Crotona M. C. member, comes up a steep grade without much strain. A bounced chain, earlier in the day, cost Jim a probable place in this Tomahawk. Jim is mighty proud of his 1948 Speed Twin, which looks as if has had its chin lifted a few times to make it into a very potent woods weapon! Note the drum-type route card holder, and the speedo head casing on the bars which contains a well-insulated, and accurate, watch. The trestle in the background is part of the single-track-once-a-day Maryland & Pennsylvania R.R., commonly known as 'The Ma & Pa' to the Baltimoreans.



### A GOOD PLACE TO START

One of the Line State members keeps his boat at this spot. He arranged to make the Bush River Boat Club the official headquarters for the run. A fine turkey dinner was served to all at the conclusion of the day's events, and no doubt exists as to the riders' appetites after their 97 mile workout!

AGAIN—OUT FRONT—FOREMOST AND FIRST...

# Harley-Davidson-top

## 3RD CONSECUTIVE YEAR LEADER "GRAND NATIONAL CHAMPION" POINT STANDINGS

**JOE LEONARD, FIRST; BRAD ANDRES, SECOND; EVERETT BRASHEAR, FOURTH (tie); CHARLIE WEST, FIFTH (tie); BARRY BEBB, SIXTH.**

Once again, Harley-Davidson is *out front* in the Grand National Champion point standings... leading *all* other makes combined by over 30 points... winning *all* track Nationals, plus the Jack Pine, and *all* racing Classics! Here's a record that's tough to equal... set by *the* brand that's tough to beat!

These tremendous victories, in all types of competition, are your guarantee that you ride the *finest* when you ride Harley-Davidson... *finest* in performance, stamina and handling ease—with dynamic power to keep you foremost and first, always!

Take a tip from America's *top performing* road and track stars—ride Harley-Davidson in '57. Stop in soon for a test-ride-thrill at your Harley-Davidson dealer. Look ahead—be ahead in 1957.

## 3RD CONSECUTIVE YEAR LEADER IN 1956 NATIONAL CHAMPIONSHIP PARADE

10-MILE NATIONAL 1/2-mile track —  
Everett Brashear, Columbus, Ohio, June 10.  
Time: 9 minutes, 40.10 seconds.

100-MILE NATIONAL 1-mile road course —  
Brad Andres, Laconia, N.H., June 17.  
Time: 1 hour, 43 minutes, 5.36 seconds.

20-MILE NATIONAL 1-mile track —  
Joe Leonard, Bay Meadows, Calif., August 26.  
Time: 17 minutes, 2.62 seconds.

500-MILE NATIONAL Jack Pine Endurance Run  
— Leroy Winters, Lansing, Mich., September 2-3.  
953 points.

45" TT NATIONAL 1/2-mile course —  
Brad Andres, Peoria, Ill., September 9.  
Time: 7 minutes, 19.70 seconds.

80" TT NATIONAL 1/2-mile course —  
Joe Leonard, Peoria, Ill., September 9.  
Time: 7 minutes, 16.80 seconds.

## LEADER IN AMERICA'S 1956 "CLASSIC RACES"

200-MILE CLASSIC Beach-Road Race —  
John Gibson, Daytona Beach, Fla., March 11.  
Time: 2 hours, 6 minutes, 21.51 seconds.

50-MILE CLASSIC 3/4-mile road course —  
Brad Andres, Altoona, Pa., July 22.  
Time: 1 hour, 54 seconds.

5-MILE CLASSIC 1/2-mile track —  
Charlie West, Sturgis, S.D., August 12.  
Time: 3 minutes, 03.9 seconds.

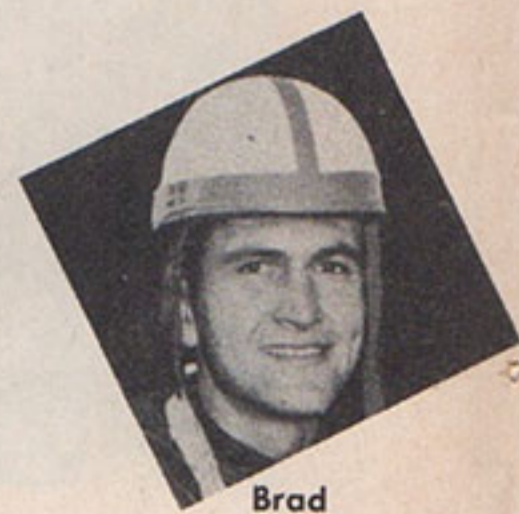
25-MILE CLASSIC 1-mile track —  
Everett Brashear, Springfield, Ill., August 20.  
Time: 17 minutes, 34.90 seconds.

5-MILE, 12 STAR CLASSIC 1/2-mile track —  
Carroll Resweber, St. Paul, Minn., September 1.  
Time: 4 minutes, 35.63 seconds.

100-MILE CLASSIC 1-mile speedway —  
Everett Brashear, Langhorne, Pa.,  
September 3.  
Time: 1 hour, 9 minutes, 30.87 seconds.

100-MILE GRAND PRIX CLASSIC  
1 1/2-mile road course —  
Bill Meier, Dodge City, Kan., September  
3. Time: 1 hour, 26 minutes, 35.56 seconds.

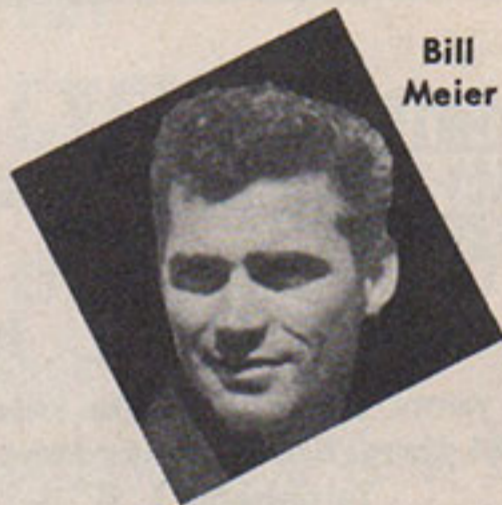
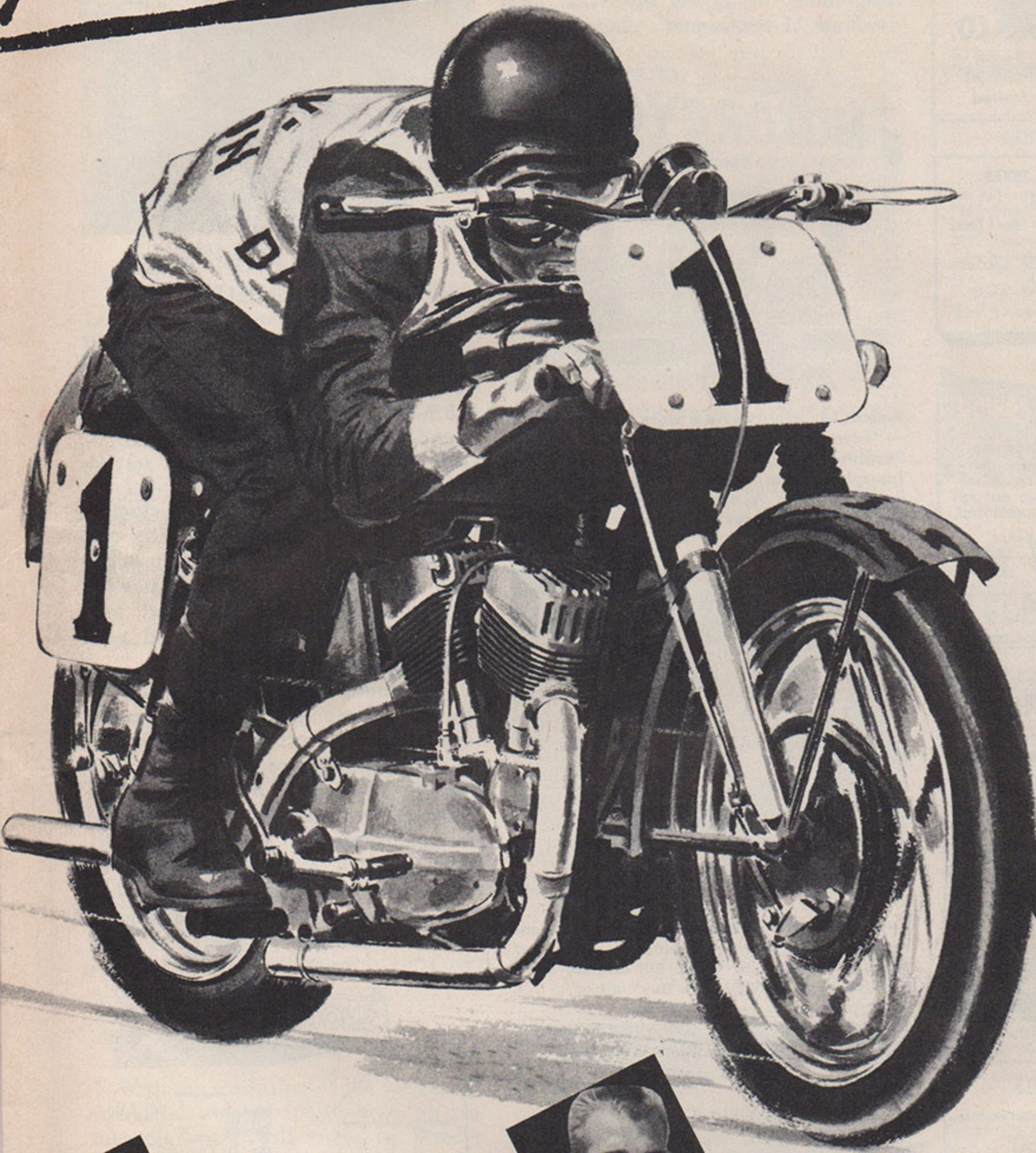
HARLEY-DAVIDSON MOTOR CO., Milwaukee 1, Wisconsin



Brad  
Andres



# performer in 1956 racing!



Bill Meier



Charlie West



Barry Bebb



Carroll Resweber



John Gibson



Everett Brashear



Leroy Winters



Joe Leonard

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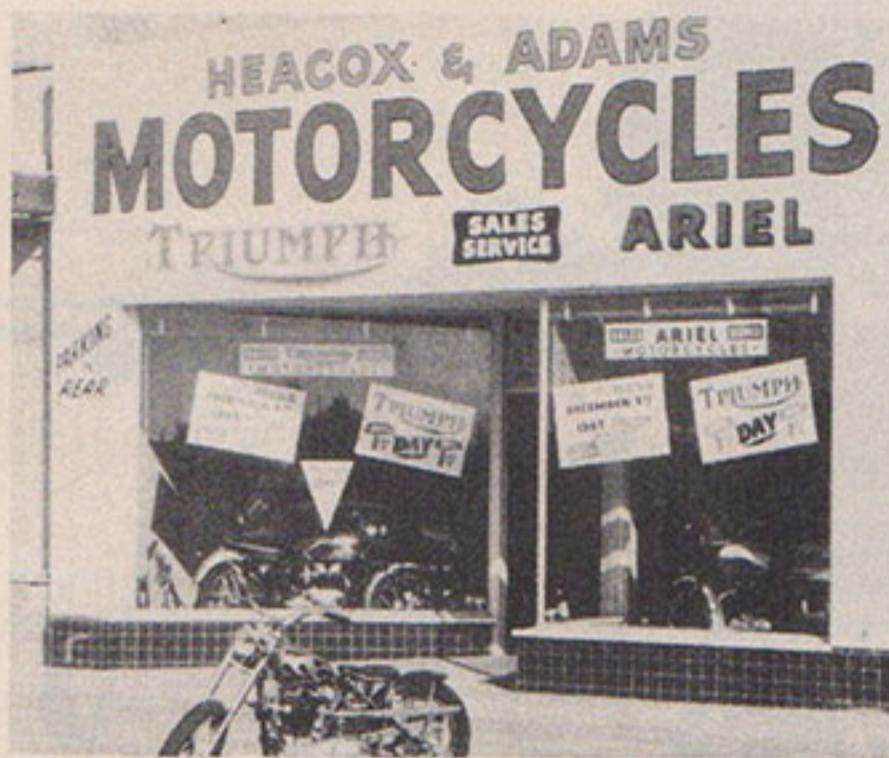
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## TRIUMPH DAY CELEBRATED BY JOHNSON MOTORS AND THEIR DEALERS

Triumph Day in the West was celebrated by distributors Johnson Motors of Pasadena, California and dealers in their territory. Both the new Triumph and Ariel lines were displayed simultaneously on December 1. Metropolitan Los Angeles and San Diego dealers cooperated in giving away a new Triumph of the winner's choice.



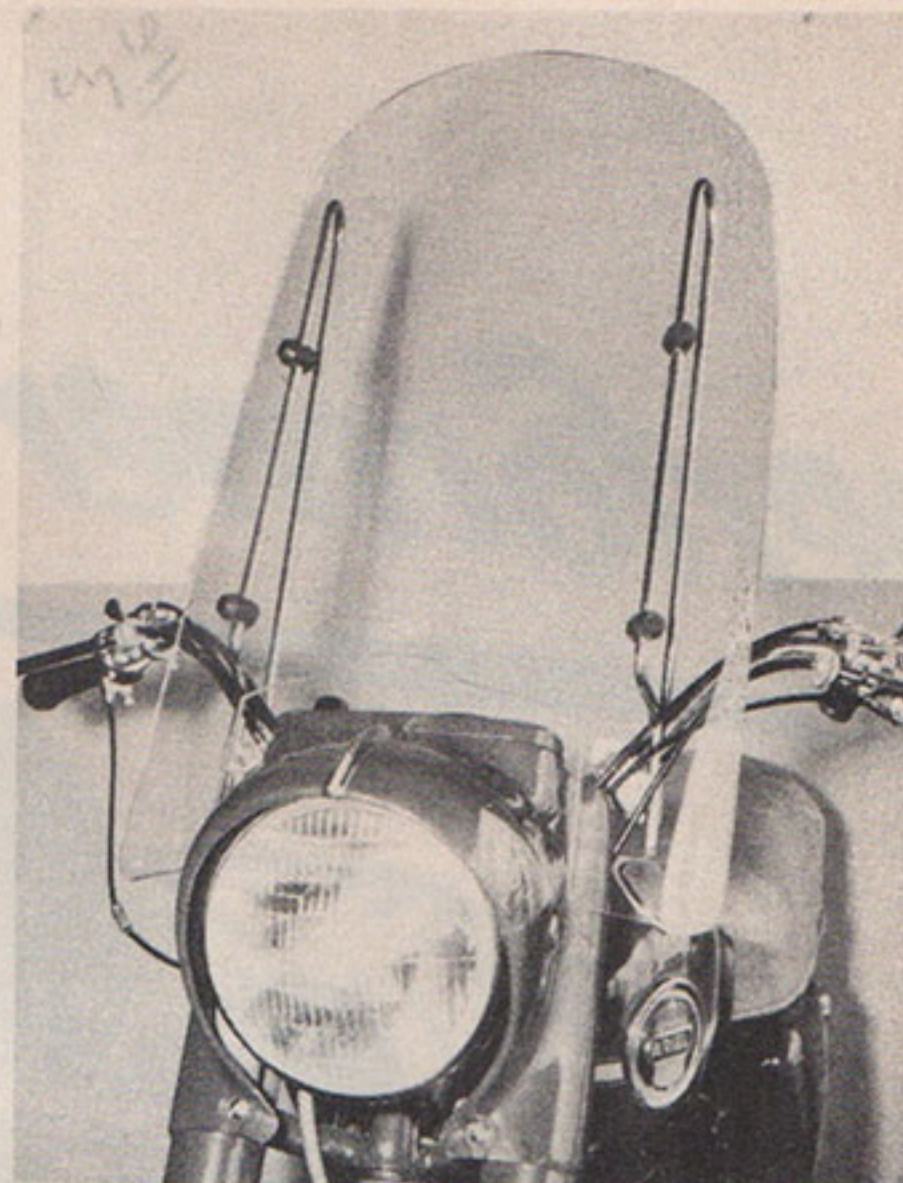
Typical Triumph and Ariel store on December 1—"Triumph Day." Note banners reading "Register Here, You May Win a New 1957 Triumph of Your Choice Absolutely Free." This particular store is operated by famed sports riders Frank Heacox and Ralph Adams of A.M.A. District 37.



Left to right: Don J. Brown, general sales manager, and Bill Johnson, (center) president of Johnson Motors, Inc. watch Bill Bagnall draw winning ticket for "Triumph Day" prize.



L. to R.: Bud Ekins, Tarzana Triumph and Ariel dealer, looks on as winner Dave West accepts title for new 1957 Triumph from Johnson Motors' president, Bill Johnson.  
(Photos by Wilbur Ceder)



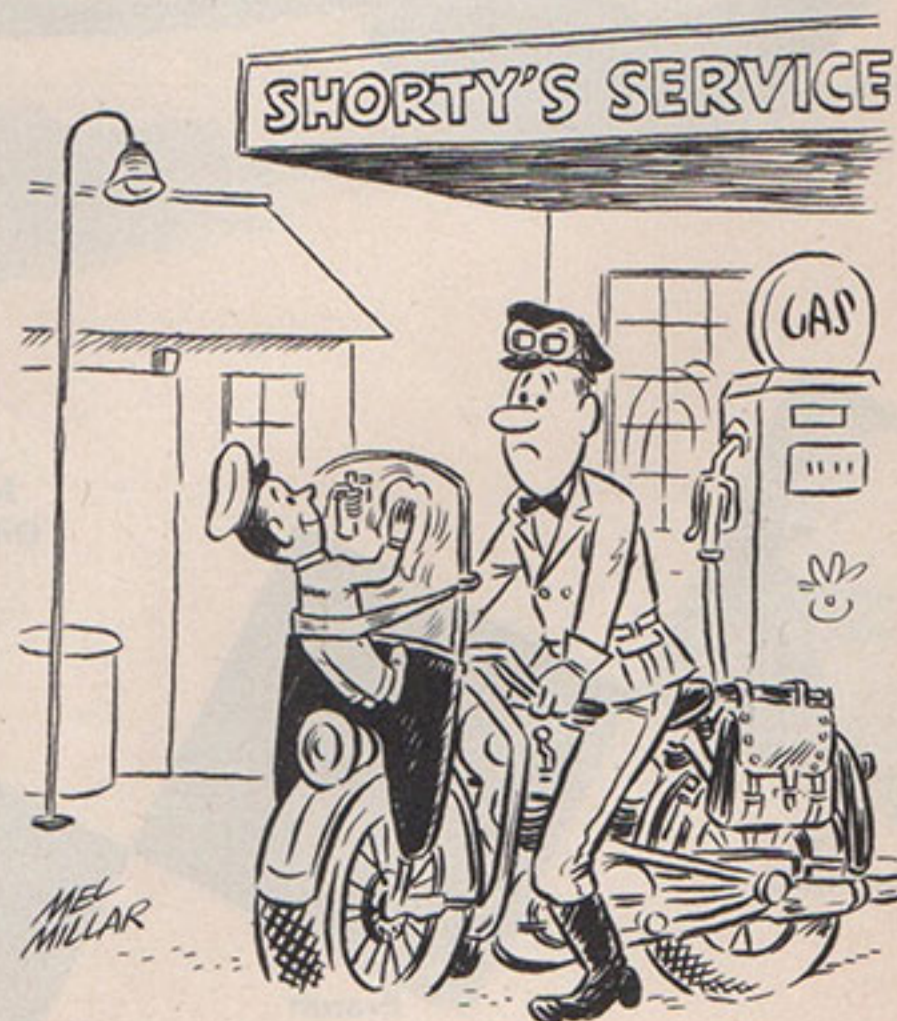
## NEW BSA HIGH SPEED WINDSHIELDS

BSA Incorporated, 639 Passaic Avenue, Nutley, N. J., Distributors of BSA and Ariel motorcycles for Eastern U.S.A. announce the availability of a brand new high speed windshield.

The special advantages claimed for this shield are:

Double uprights and double clamps, to give greatly improved rigidity and freedom from folding back even under high speed riding. The shield itself is made of extra heavy "perspex" material, 3/32" in thickness and with good optical qualities.

The shield portion is mounted on the uprights on special rubber mounts to eliminate vibration. The new high speed windshields are available through BSA and Ariel dealers. The shield illustrated here is mounted on an Ariel model but is equally applicable to all BSA models as well as other makes of motorcycles. For full details riders are advised to consult their BSA dealers. ★





### THEY START YOUNG IN THE U. S. !

Greg Smith, 7-year old speedway racer receives the winner's accolade from the fair young miss after winning the main event at the 1/16 mile "Jellybean Speedway" located on the grounds of the famed "Showboat" in the Nevada playspot. The midget-midget racing men draw crowds of better than 2000 as they line up before the starting flag of Herb Hill, Las Vegas B.S.A. agent who has been schooling the group. Mounted on 7/10hp Playboy Scooters and complete even to crash helmet, steel skid shoe and racing goggles the youngsters have learned broadsliding and have amazed veterans of their fine throttle technique. ★

### DOT WITH DASH

A new 200 c.c. class New Zealand beach record of 72.4 m.p.h. has been set up on a Dot scrambler by L. E. R. McKay, of Whakatane.

The record was set up on Ohope Beach, Whakatane, and the average speed is the mean of two-way runs over a measured half-mile. ★

### Shortages Abroad

With the exception of the ice racing, for which alcohol fuel is used, all motorcycle sport will cease in Sweden until April.

With the majority of houses in that country heated by oil and only 18% of all oil imports being sold for motor vehicles, the government has banned all motoring and motorcycling between 6 p.m. on Saturday and 5 a.m. on Monday during the winter months.

In France the shut-down on private motoring extends from mid-day Saturday to mid-day Monday and in Belgium the ban runs from midnight Saturday to midnight Sunday. ★

### 50 YEARS FOR TWN

In 1903, a small group of mechanics and engineers started producing the first TWN motorcycles. Production was two motorcycles a day. The initials TWN stand for Triumph Werke Nurnberg, and the German Triumph Company has no connection with the British firm of the same name.

In the past 53 years, more than 500,000 TWN motorcycles have been sold in 57 countries and on five continents.

Triumph engineers have introduced many innovations throughout the years; and today, their two-stroke engine is unique in that it has two pistons.

United States distributors for Triumph are the General Merchandise Company, 170 Fifth Avenue, New York City, operated under the management of Marvin H. Neton. ★

### TRIUMPH SCHOOL SCHEDULED

The Triumph Corporation, of Towson, Baltimore, Maryland, announced that the Sixth Annual Triumph Dealer School was held on their premises January 21 through January 24, 1957.

A full program was arranged for each day. Representatives of important manufacturers of equipment used on Triumph—such as Lucas, Dunlop, Renold, Lodge, Castrol, Smiths, and KLG—will attend, as will the Managing Director of Triumph Engineering Company, Mr. Edward Turner, who will discuss with the Dealers the latest in Triumph design and development. ★

### VINCENT OWNERS' CLUB

Eugene A. Aucott, 6204 Wissahickon Avenue, Philadelphia 44, Penn., outstanding Vincent enthusiast, tuner, and long-time Vincent dealer, writes that while the Vincent Company no longer manufacture motorcycles, they are active in the manufacture of small engines for farm power plants, home lighting systems, lawn mowers, and for any use where a small, two-cycle engine can be utilized for the prime power of small units.

Mr. Aucott advises that he can supply information on horsepower, size, and technical data on these engines.

The Vincent Owners' Club is still active, and this group of Vincent enthusiasts appear not to be discouraged—even though their favorite cycle has not been manufactured since 1955. ★

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1954 Vincent Black Shadow, perfect condition low mileage .....	\$795
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1952 Triumph Racer—Chrome frame, Twin Carbs, Race Cams. A sharp one! .....	\$395

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**U. S. GOV'T. SURPLUS  
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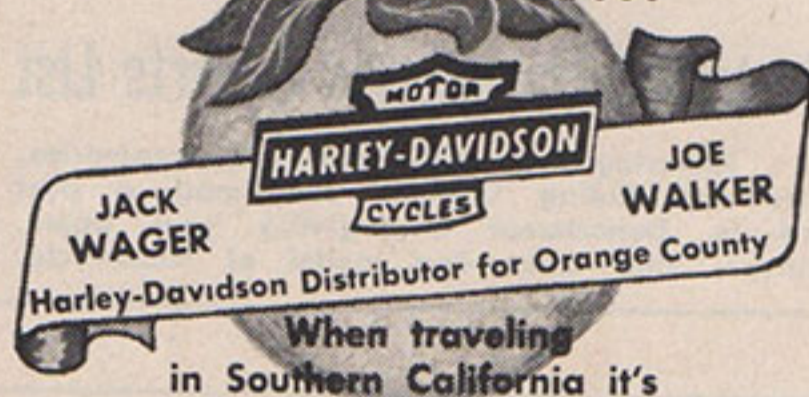
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## MOTORCYCLE RACE CHAIRMAN LISTED BY LABOR UNION HERE

By Henry Charles Suter

Chairman of 11 Central Labor Union committees responsible for supervising next February's beach and road motorcycle races were appointed, according to announcement issued from Race Committee Chairman Frank C. White.

The week, which begins February 26 and ends on the weekend of March 2-3 with the running of the Daytona 100 and Daytona 200 mile races, is sponsored by the CLU and sanctioned by the American Motorcycle Association, ruling body of the sport.

Chairman are: Clarence Charters, ticket sales; Walter Ellis, grandstand; D. W. Kelly, finance; Luther Manis, public relations; George Caldwell, police; Paul R. Baker, merchant's night; Gene Liaci, motor show; Charles Tebbe Jr., drag race; Sam Malphurs, program; Ted Rugg, publicity; D. W. Kelly, program sales.

White stated also that both races this year will be officially recognized as national championship races, according to word received from E. C. Smith, executive secretary of the AMA. The races weren't sanctioned as such last year, although the designation had been awarded in previous years. ★

## WEST COAST BSA DEALER MEETING SCHEDULED FOR OAKLAND

Hap Alzina, Western BSA Distributor, announces that there will be a meeting for Western United States BSA Dealers at Oakland, California, on February 3, 1957.

Mr. Edward Turner, new Managing Director of BSA Motorcycles, will be present on his first official visit with BSA Dealers in the U.S. ★

## DISTRIBUTORS FLY THE ATLANTIC

U.S. distributors of foreign-built motorcycles think nothing these days of flying across the Atlantic to England or Germany. Earl Flanders, Western Distributor for NSU and BMW has just returned from a visit to the NSU and BMW factories, and Frank H. Cooper, U.S. Distributor for AJS and Matchless has returned from one of the rather frequent visits he makes to England. ★

## Cripple Gets New Start In Hauling

Louisville, Ky.—Earl M. Hughes, 54-year-old cripple, is now back in the woodhauling business with a brand new motor scooter.

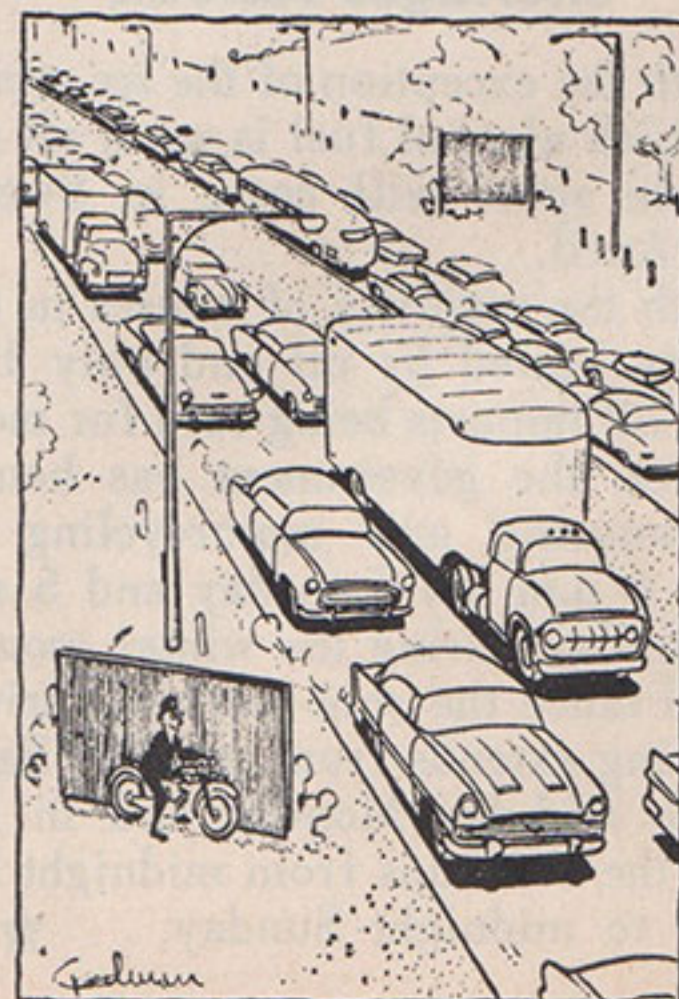
The vehicle, purchased with cash donations by friends, has a push-button starter. It was a lack of such a starter that got Hughes in trouble two months ago. He had left the motor running, because he is physically unable to kick on a foot starter, while he made a delivery. A small girl got on the scooter and drove it into an automobile. Hughes was fined \$50.00 in Traffic Court for leaving the motor running unattended. He went to jail to serve out the fine.

Then his plight was learned. The court canceled the fine, and friends started a fund to buy the new scooter.

The vehicle was purchased wholesale from the Scott Cycle Shop, 1808 S. Seventh. Hughes, of 529 E. Gray, has been crippled since birth. He makes a living by hauling wood in scooters. ★

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## SCHALLER CAMS

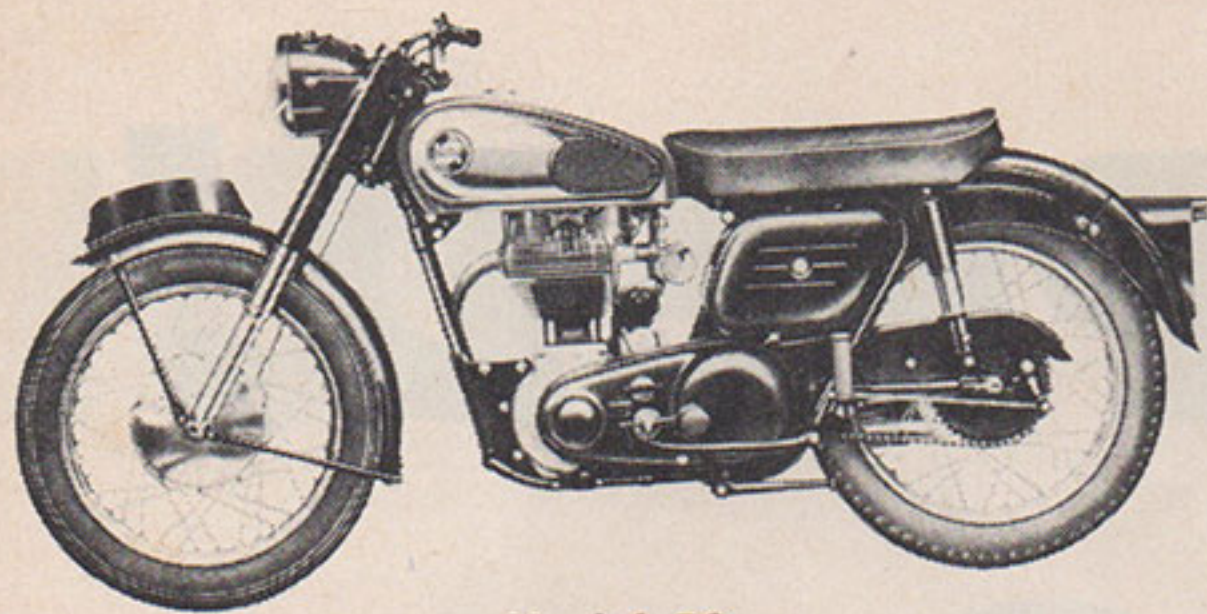
"Bus" Schaller — "Jim" Schaller  
P. O. Box 31, Turlock, California

- Guaranteed Results
- Tailored to Your Engine
- Precision Workmanship



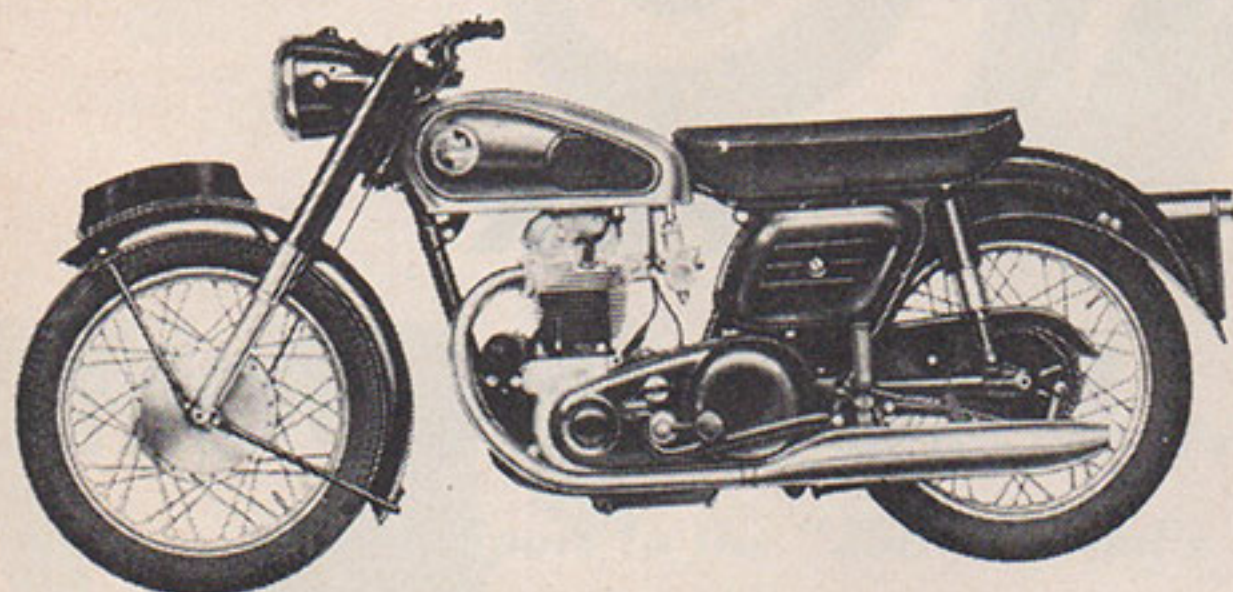
Cams ground for every make of motorcycle

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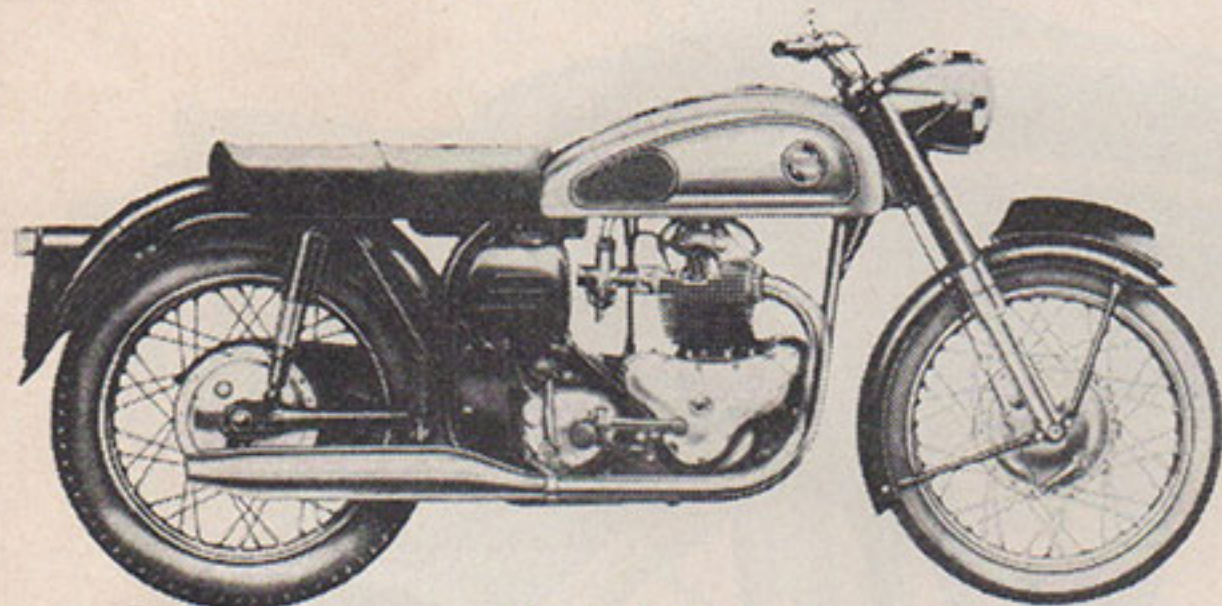
Model 50

*They're Exciting*



Model 77

*They're Unapproachable*



Model 99

*They're*

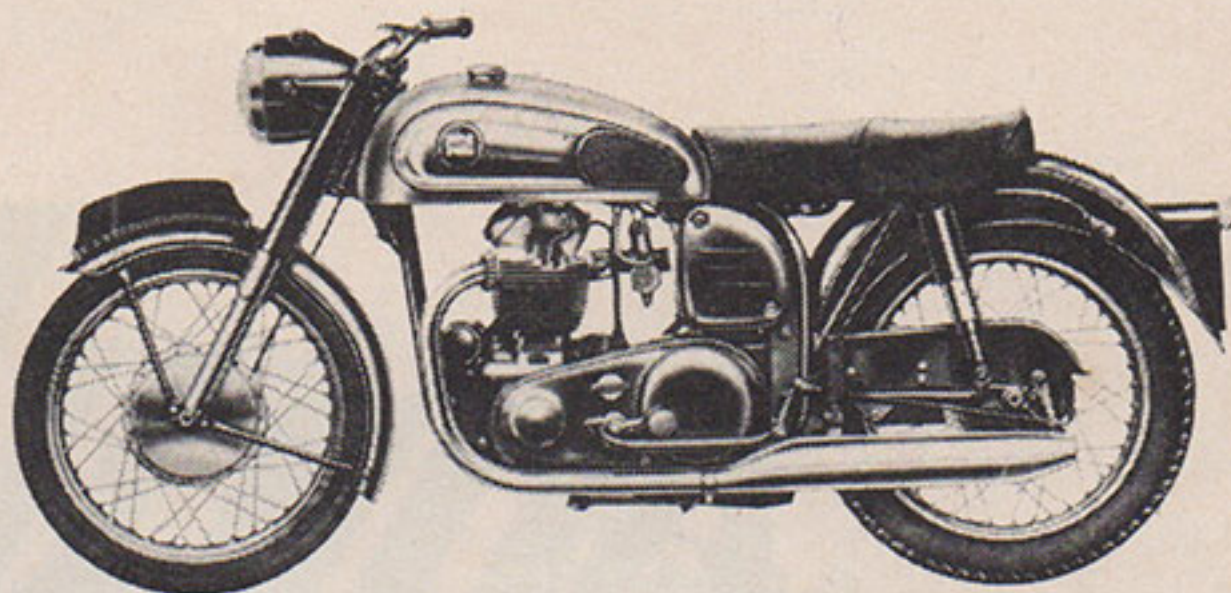


*Road Holders*

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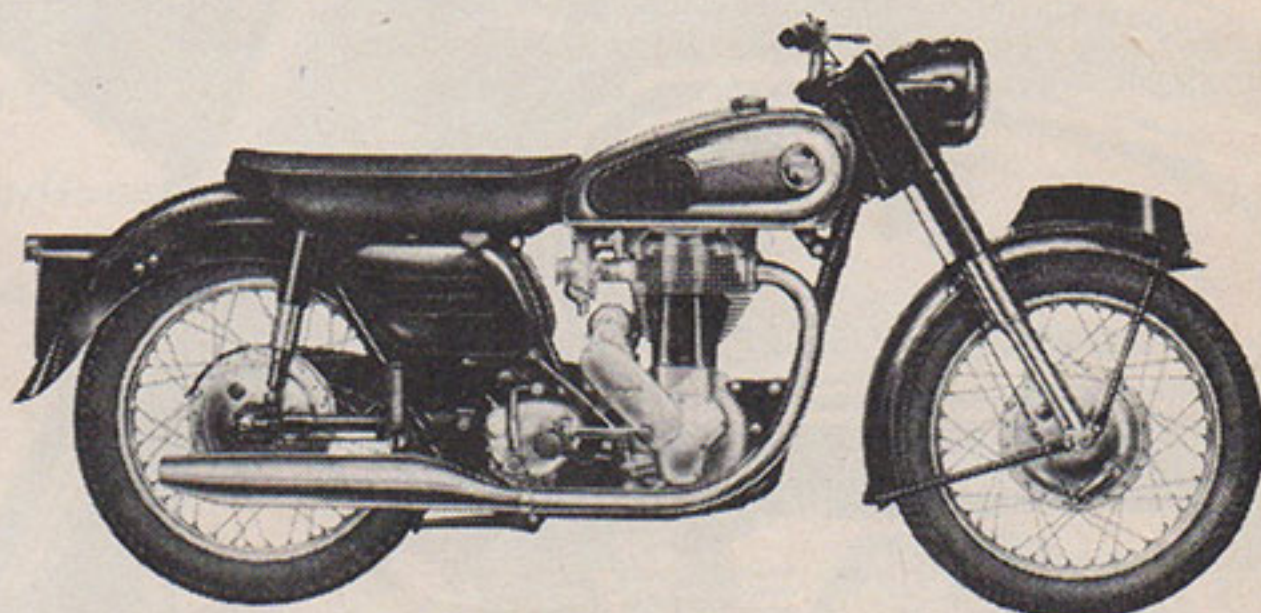
Top speed of 129.92 mph set by a  
Norton 88, at Bonneville Salt Flats

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**WHOOOP IT UP!** From the speed-tuned, power-packed "700"

*Apache Sport to the "250" Hound's Arrow, the password is More Speed! More Power!*

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*Add Indian's Service Policy! Indian's Warranty! The new Indians take to the warpath in full regalia and colorful war paint, ready to take on all challengers!*

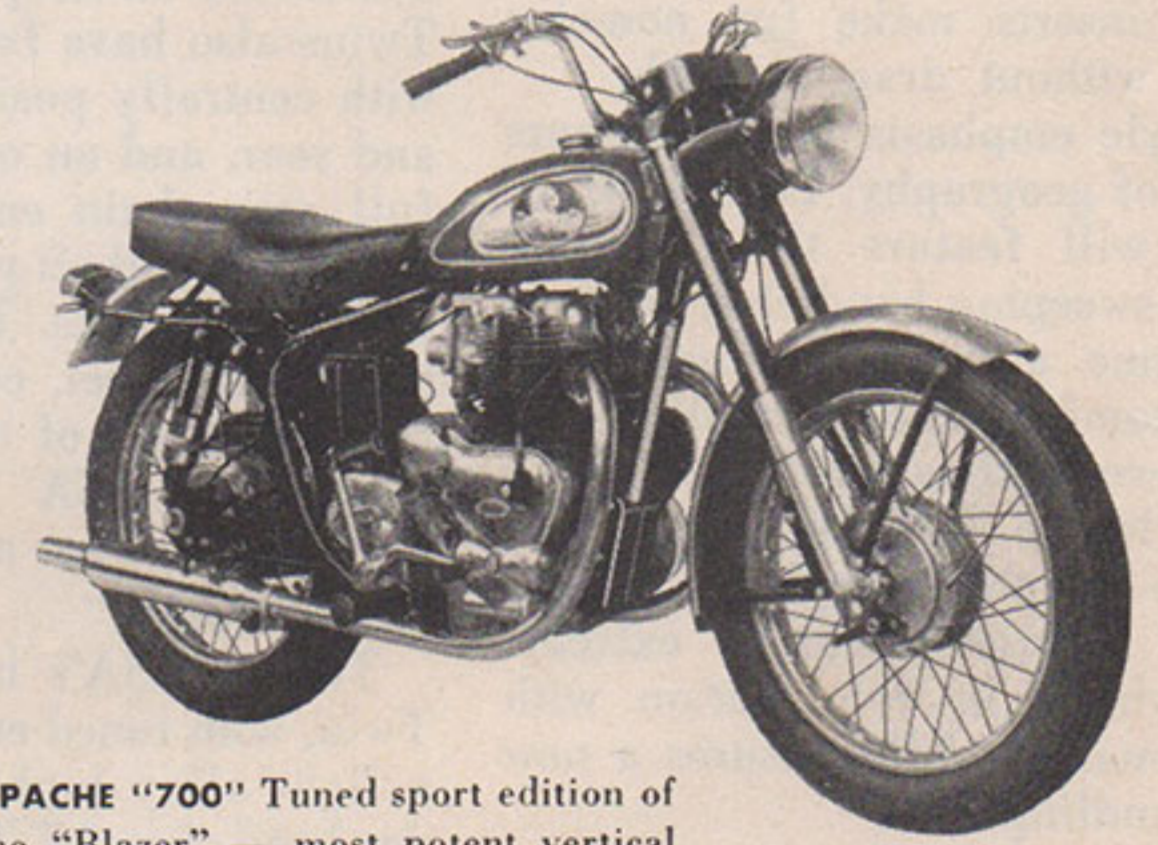


# Indian

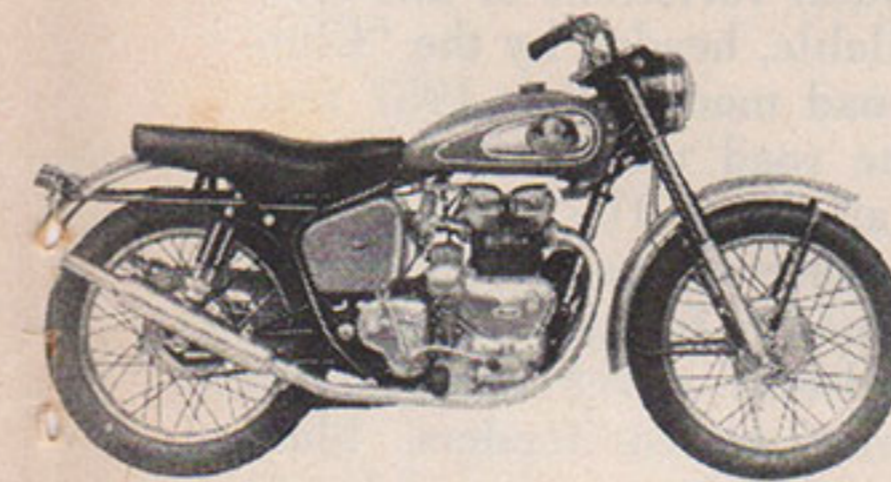
SPRINGFIELD, MASS.



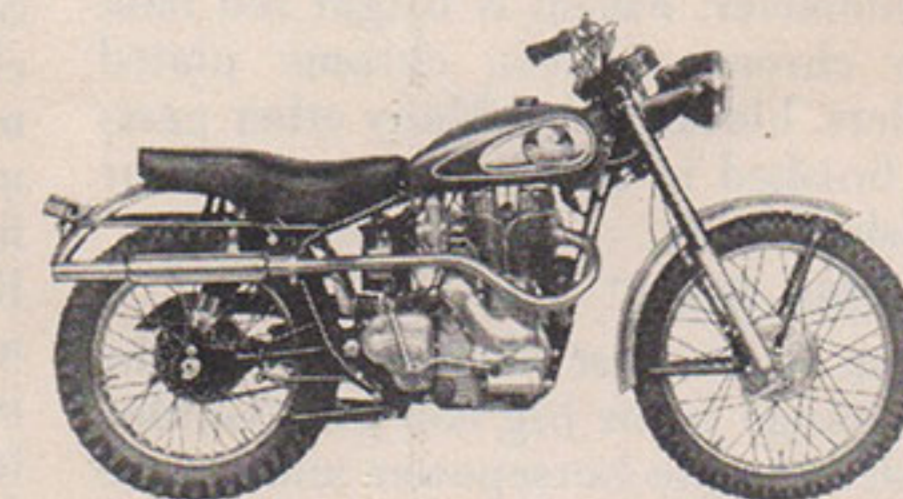
**TRAILBLAZER "700"** Breath-taking new "Blazer", bigger and faster than ever. Indian Red or Black enamel.



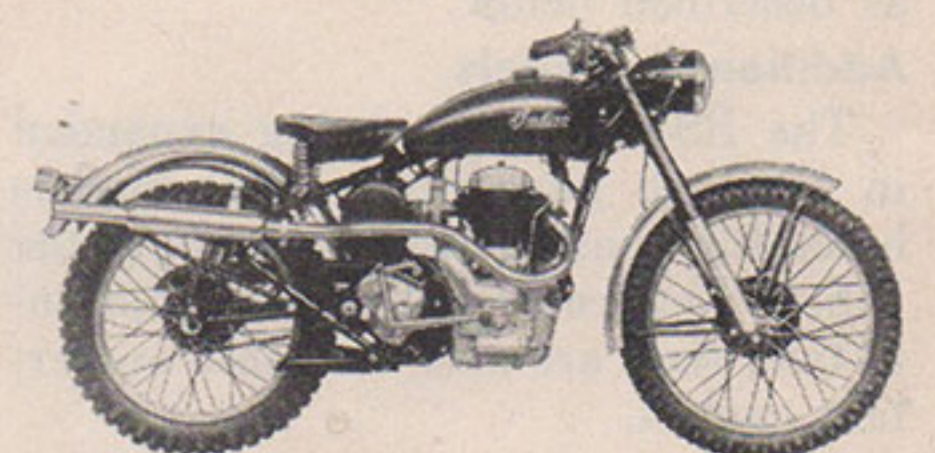
**APACHE "700"** Tuned sport edition of the "Blazer" — most potent vertical twin ever built. Chinese Red.



**TOMAHAWK "500"** Sensational performance and spectacular good looks — popular with all riders. Seafoam Blue.



**WOODSMAN "500"** Flashy, rough-and-tumble scrambler — most versatile of any competition model. Indian Red.



**HOUND'S ARROW "250"** Economical, hot-blooded thrills for every sport enthusiast. Chinese Red.

## ASK YOUR DEALER FOR A THRILLING DEMONSTRATION RIDE!

FOR 1957 BSA quite literally has in the 1957 range, "a motorcycle for every rider," from utility lightweight to super-performance duster and competition models.

#### 1957 Improvements

For 1957, a very substantial number of improvements have been made to the BSA range, with an eye to even greater satisfaction for the BSA rider. Principal among these refinements are the following:

#### BSA Dualseats:

Two different dualseats are being supplied by BSA for 1957 to meet the varying requirements of Eastern and Western riders. For the Eastern models a new "Twin-Solo" Dualseat is being fitted, this being wider, softer, and longer for the highway touring habits of the Eastern market. Western riders will have the "Cushionaire" Dualseat, of slimmer design.

#### New Mechanical Refinements:

For the popular high performance Road Rocket, a massive heavy duty crankshaft is being standardized, making for smoother operation and possessing reserve strength at a point where any high performance engine is subject to high stress.

New Feroda MS6 heavy duty clutch inserts are being standardized throughout all the larger BSA models. These high-duty inserts make for non-slip operation without drag or grab.

With style emphasis on handlebars a product of geography, Eastern, U. S. machines will feature the "Laconia Bend"—a sweeping handlebar contour of handsome appearance and maximum in comfort and controllability. For Western desires the 1957 BSA's furnished to the Western market will supply the "Gunter Bend"—a smoothly shaped functional bar of extreme comfort which, in combination with the Cushionaire saddle, insures a new high in handling ease.

#### Improved "Jiffy" Stand

An improved type of side or "jiffy" stand is being fitted to all larger BSA models, with increased strength, improved mounting lug. Other refinements are found throughout the range as described below.

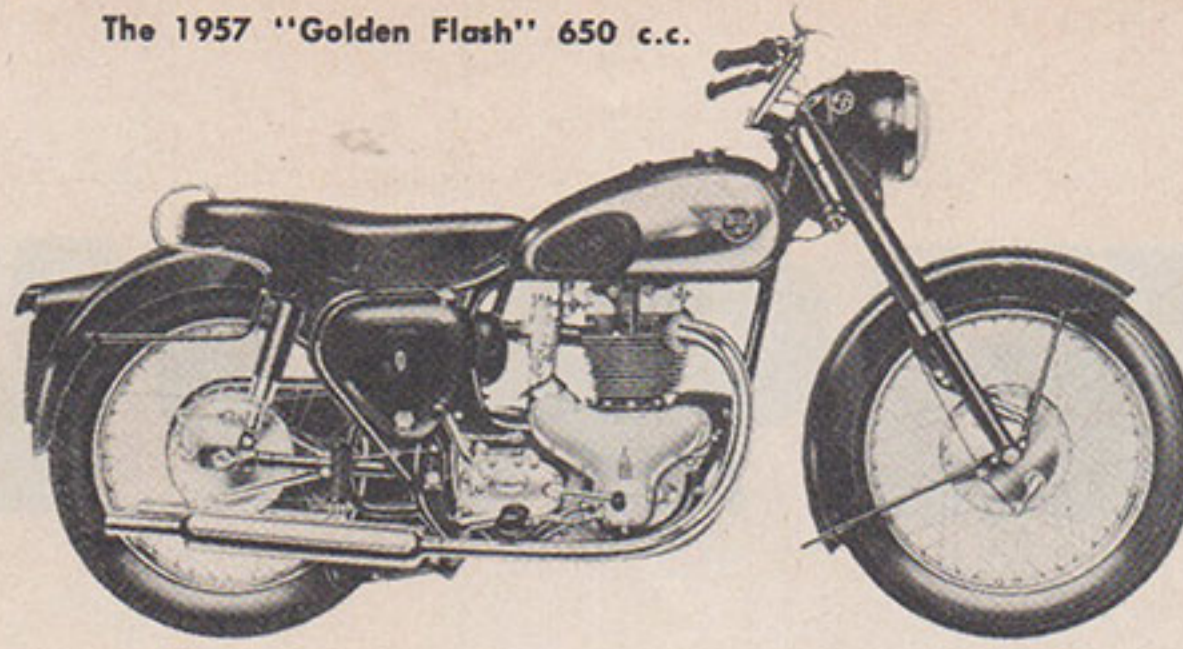
#### Additional Models

The BSA range is being expanded in 1957, to introduce several models heretofore unavailable throughout the U.S.A. New color options and optional tank sizes are also available on certain models.

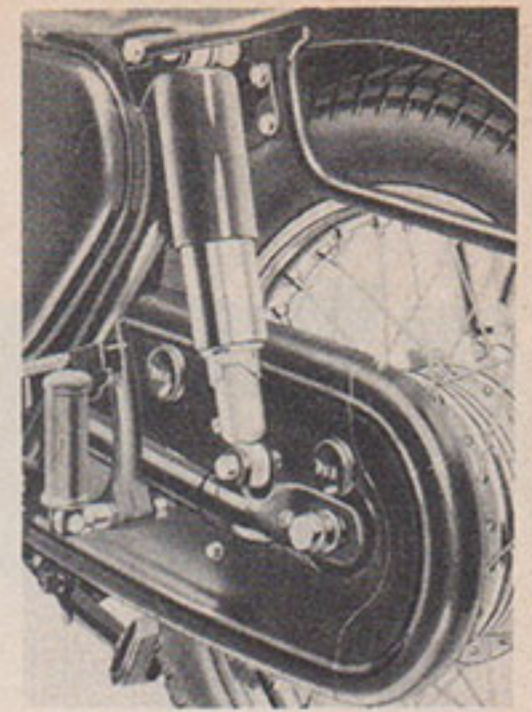
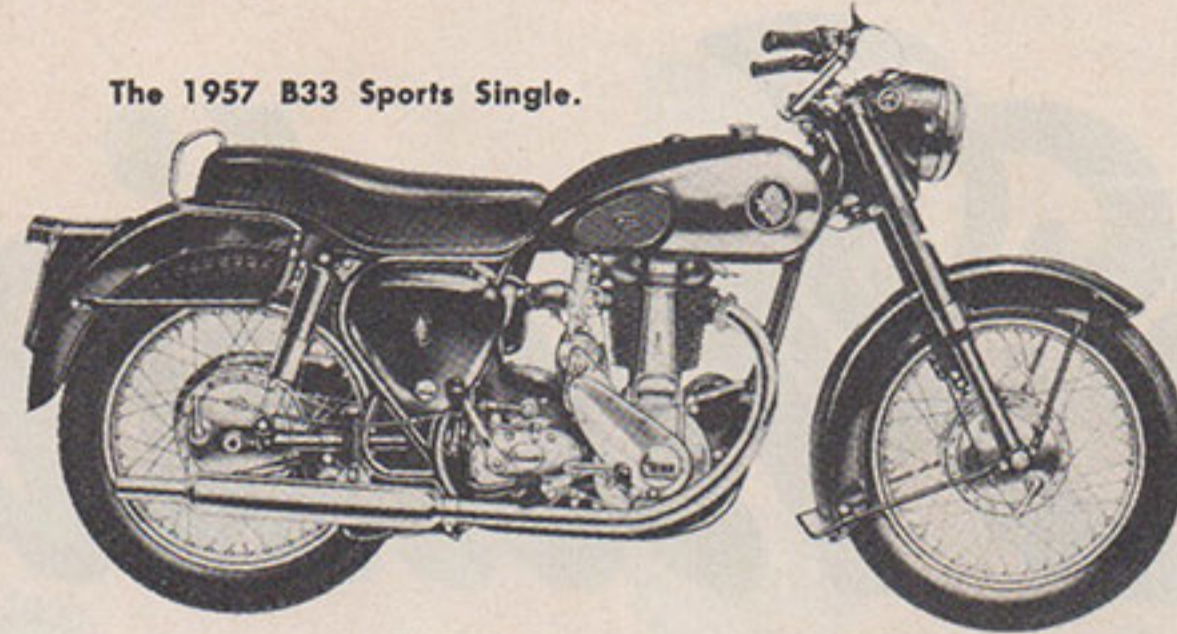
#### The "A" Model Twins

BSA motorcycles are divided into several groups identified by letter designations. In the "A" group are the 650 c. c. "Road Rocket", and "Golden Flash", and the 500 cc. "Shooting

The 1957 "Golden Flash" 650 c.c.



The 1957 B33 Sports Single.



Full rear chain enclosure.



New "Twin-Solo" Dualseat.

## BSA ANNOUNCES 1957 MODELS

Star" and "500 Flash". All BSA Twins are of vertical twin design with single camshaft, replaceable automotive type connecting rod inserts, and four speed gearboxes, double tube double gear type oil pump. All have frame, swinging arm hydraulically damped rear suspension (adjustable according to load), and hydraulically controlled telescopic front forks. All Twins also have full width alloy hubs with centrally positioned brakes front and rear, and an optional-at-extra-cost full rear chain enclosure. All Twins also have a theft-proof steering headlock with 2 keys. Three stands are fitted, front wheel, center, and jiffy side type. With all of these things in common, each BSA Twin has its own "personality" for a particular need.

#### "Road Rocket"

This is BSA's highest performance Twin, with tuned engine, incorporating a light alloy high compression cylinder head, Amal T.T. racing carburetor, super-sports cams and racing valves and springs. Aimed at the performance-conscious type of rider, this model is also equipped with an 8000 r.p.m. tachometer on special dual mount with speedometer. Finish is bright red tank with chrome panels, chrome plated fenders, black frame. Many other parts are finished in heavy chrome plate or polished alloy.

#### "Golden Flash"

One of the best liked models in the BSA range is the big 650 c.c. "Golden Flash". Ample horsepower and torque are available for fast acceleration, high road speeds and for "Two-up" riding. Eastern riders will have a choice of the popular red and chrome tank, black fender model or a new color combination featuring a Sap-

phire Blue and chrome tank and chrome plated fenders. Western models will continue to be available in deep lustre Red and Chrome tank with polished Ebony Black Fenders. Both models have many other parts in heavy chrome or polished alloy.

#### "Shooting Star and 500 Flash"

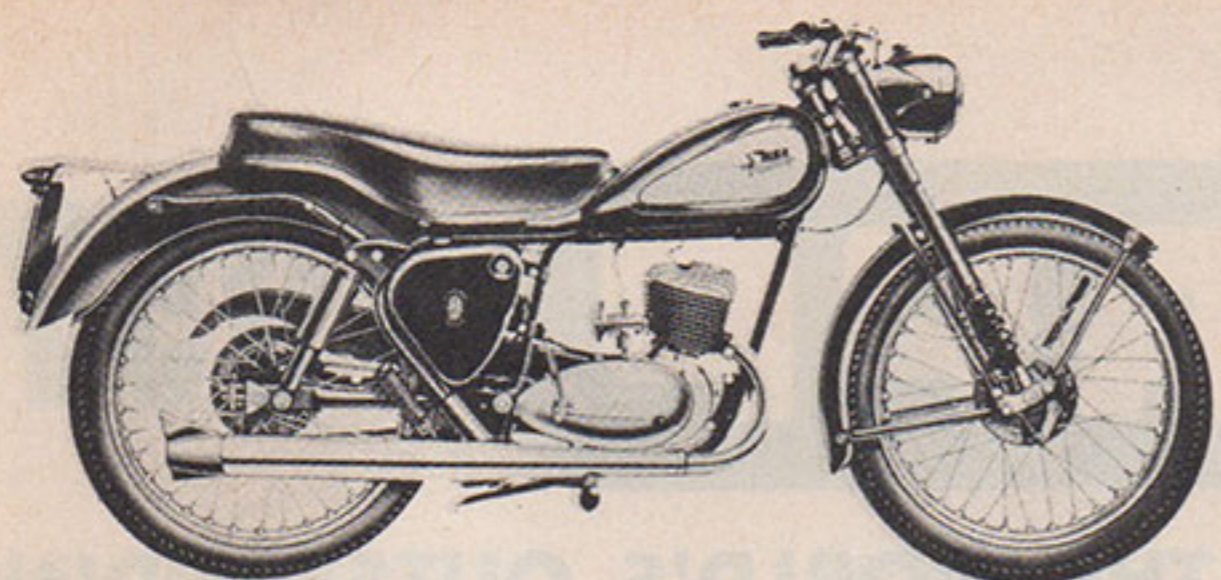
Here are two smooth running 500 c.c. Twins with many features in common. The "500 Flash" is BSA's lowest priced twin. A step-up in the performance scale is offered by the "Shooting Star" with its alloy high compression cylinder head, high compression pistons and sports type camshaft. The 500 Flash is finished in the bright red and chrome tank, black fender combination, while the 1957 Shooting Star is available in the popular Mist Green-Dark Green duo-tone as well as the new (Eastern models only) Green tank, chrome fender, black frame color treatment. Incidentally, both "American model" BSA 500 Twins have higher compression pistons than the old ones sold on the world market.

#### Gold Star Clubman

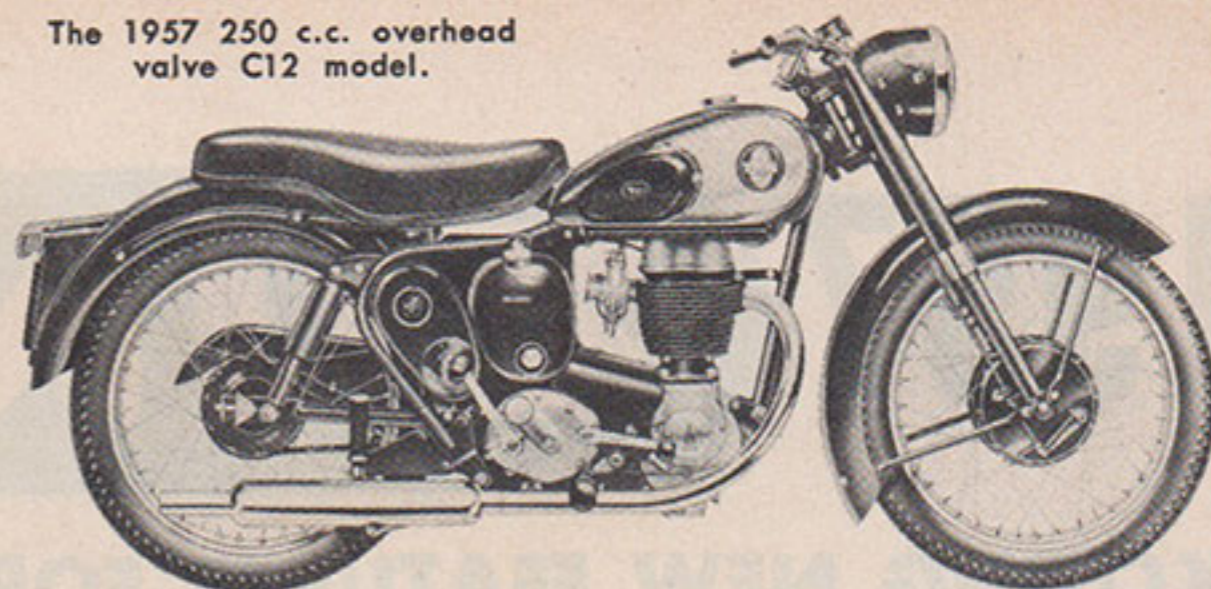
Pride of the BSA range is the Gold Star 500 c.c. overhead valve alloy Single. Several variations of this model are available, headed by the "Clubman" or road model. New 1957 features on the road model, include the fitting of an Amal 1 1/2" Grand Prix Racing carburetor resulting in even more horsepower for this model. Finish is handsome silver and chrome tank, chrome plated fenders, black frame with other large areas of bright chrome or polished alloy.

#### Gold Star Catalina & Dirt Tracker

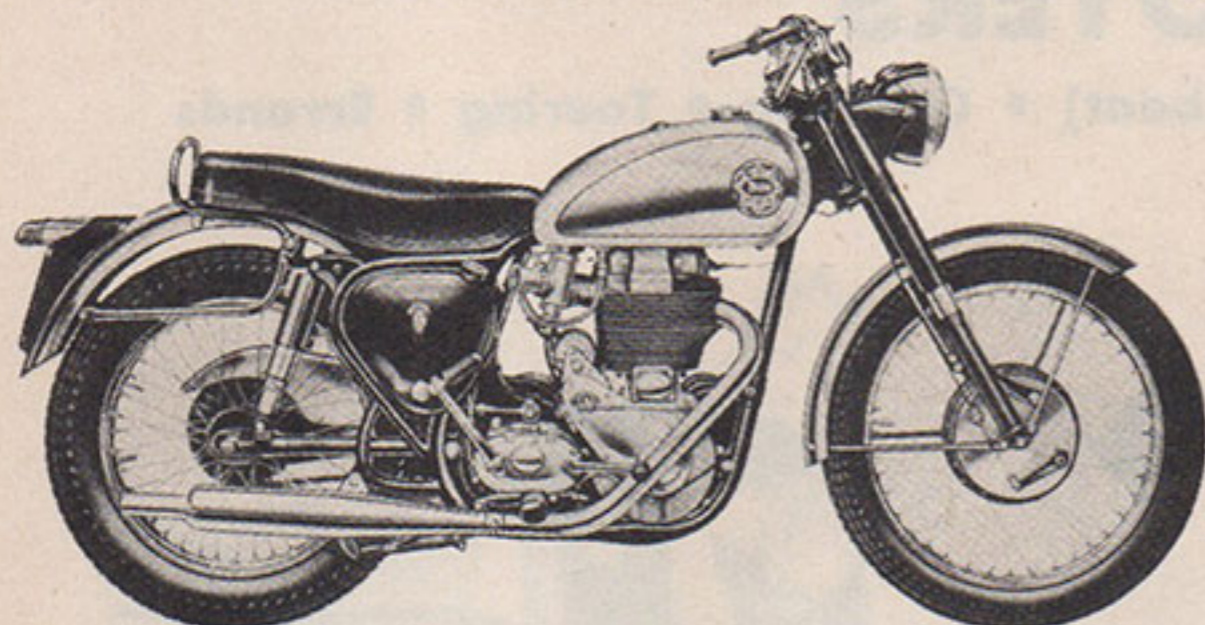
Both Catalina Scrambler and Dirt Tracker utilize the ultra high performance, individually tuned and tested



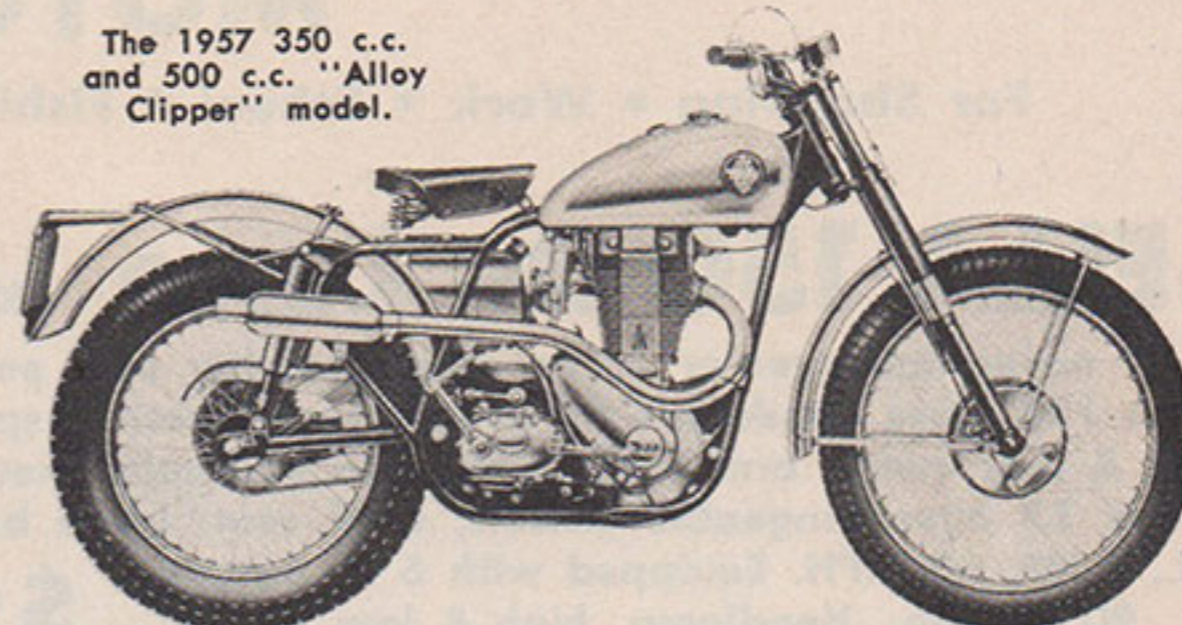
The 1957 150 c.c. "Bantam Major" two-stroke model.



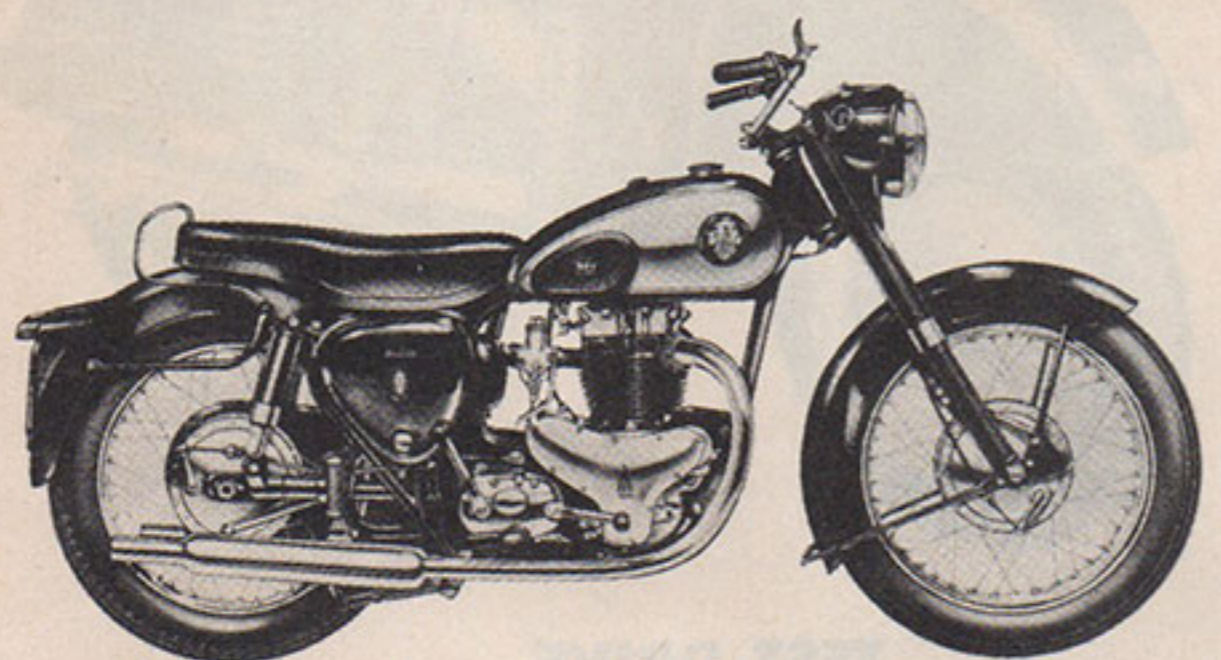
The 1957 250 c.c. overhead valve C12 model.



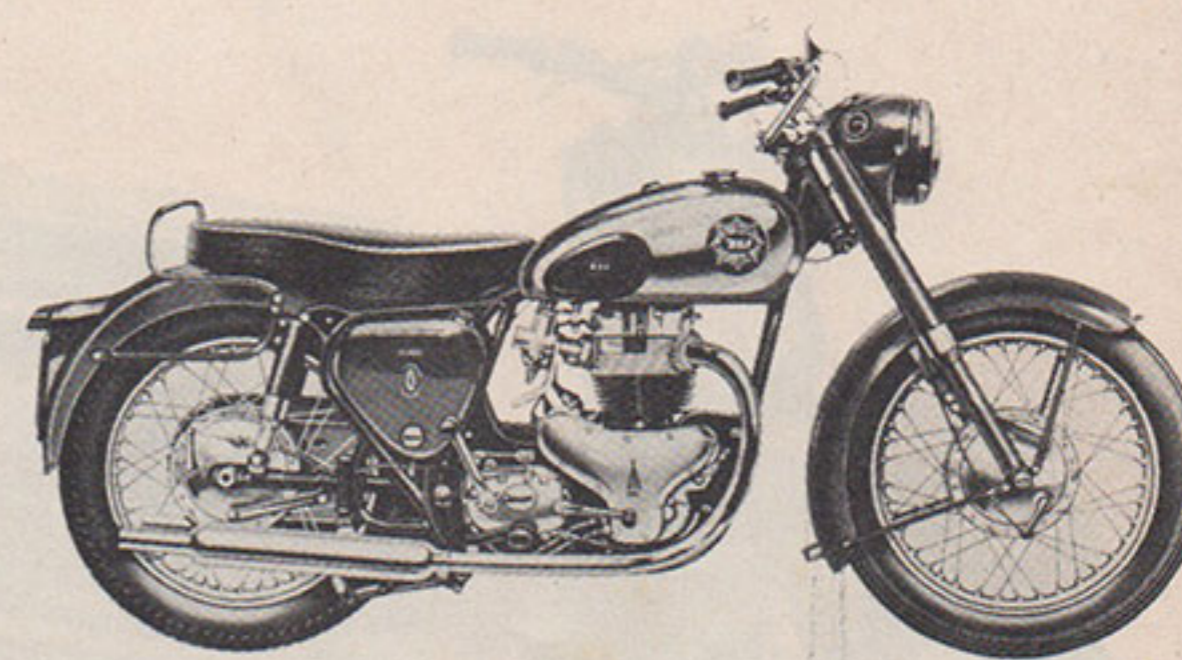
The 1957 500 c.c. "Gold Star Clubman's Model."



The 1957 350 c.c. and 500 c.c. "Alloy Clipper" model.



The 1957 500 c.c. "Shooting Star" Twin.



The 500 c.c. "500 Flash" Twin model shown with "Western" type specifications.

Gold Star power unit. The Catalina is fitted with Scrambles gear ratios and equipment includes racing magneto, straight through pipe, Monobloc carburetor, sports tires and other cross country racing items. The Dirt Track utilizes exactly the same engine as the road model Gold Star. Again, in 1957 BSA offers a rigid frame Gold Star for racing enthusiasts. Both competition models feature Silver and chrome finish as specified for the road model.

### B-33 Is The 500 Single

Lively road performance, handsome price figure are tied together in B33—the long time favorite BSA 500 c.c. Road Single. A big motorcycle in every respect, this model has ample power and speed for modern through-way traffic speeds. Western models will be finished all in lustrous black baked enamel, chrome tank panels, with many other chrome plated or polished alloy parts. Eastern models will feature a red and chrome tank, chrome plated fenders, black frame.

### New Sports Model, Alloy Clipper

Not heretofore generally available in the U.S.A. is the BSA "Alloy Clipper" model. This is set up as a com-

petitively priced off-the-road model, without electrical equipment or "frills". It has an alloy cylinder barrel and head, lightweight frame and extra ground clearance. Included in the "specs" are solo saddle, special sports muffler, speedometer, "trials" type handlebars. The Alloy Clipper has Silver and chrome 2 gallon sport tank, chrome fenders, black frame.

### 350 c.c. and 500 c.c. Models

Taking note of a rising demand for 350 c.c. competition models, BSA offers both "Catalina Scrambler" and "Alloy Clipper" in both 350 c.c. and 500 c.c. capacity.

### The "C" Model 250 c.c. Singles

Continuing is the BSA 250 c.c. overhead valve lightweight model C12. Hydraulically controlled forks and swinging arm rear suspension are standard. The 250 c.c. o.h.v. power unit is used with a heavy duty four speed gearbox. Finish of Eastern models is attractive Ebony Black and chrome, while Western models are Maroon and chrome. Chrome is extensively used throughout the machine on levers, wheel rims, handlebars, and exhaust system.

The BSA C10 side valve 250 c.c.

model continues to be available with 1956 specifications unchanged. A utility mount. The C10 offers reliable transportation with minimum initial outlay. Finish is in two tone green.

### BSA "Bantam" Two-Stroke Models

Again, for 1957 BSA offers two "Bantam" models, the lightweights. The "Bantam Major" offers a 150 c.c. engine of improved arm frame with hydraulic control and telescopic forks. Finish is in black with cream tank panels and many parts in bright chrome plate. Lowest priced BSA is the 125 c.c. "Bantam" model. Included in the specifications are such features as spring frame, telescopic forks, high efficiency engine-gear unit, and unusually lavish use of chrome. This model is finished in black with cream tank panels. Chrome plated items include handle-bars, entire exhaust system, wheel rims, other parts.

BSA Motorcycles are distributed by a U. S. Factory Branch, BSA Incorporated, 639 Passic Ave., Nutley, N. J., and the Western distributor is Hap Alzina, 3074 Broadway, Oakland, Calif.

**Note:** Specifications may vary between Eastern and Western models. Consult your Dealer for exact specifications.



# 1957 ZUNDAPP 1957

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

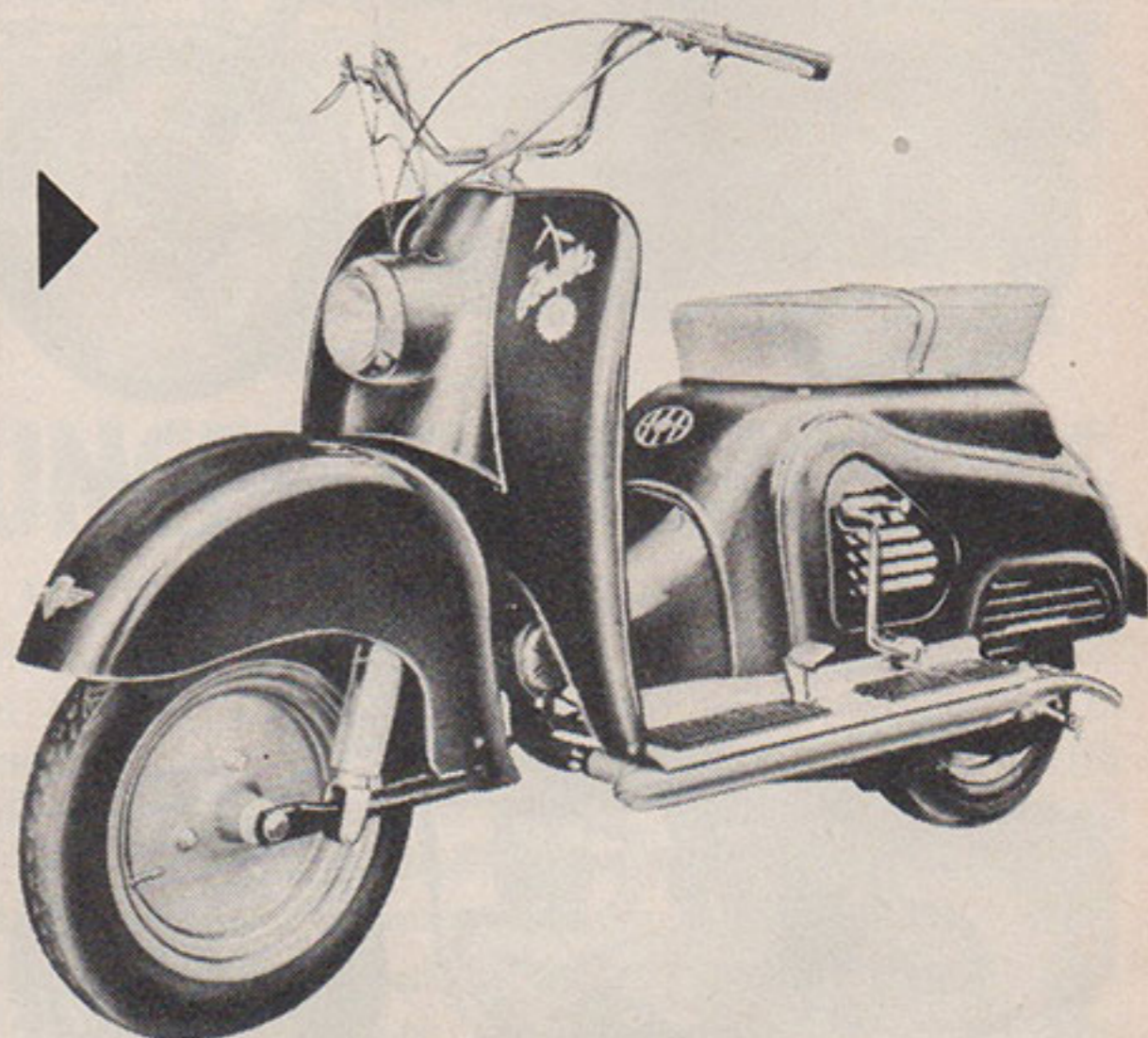
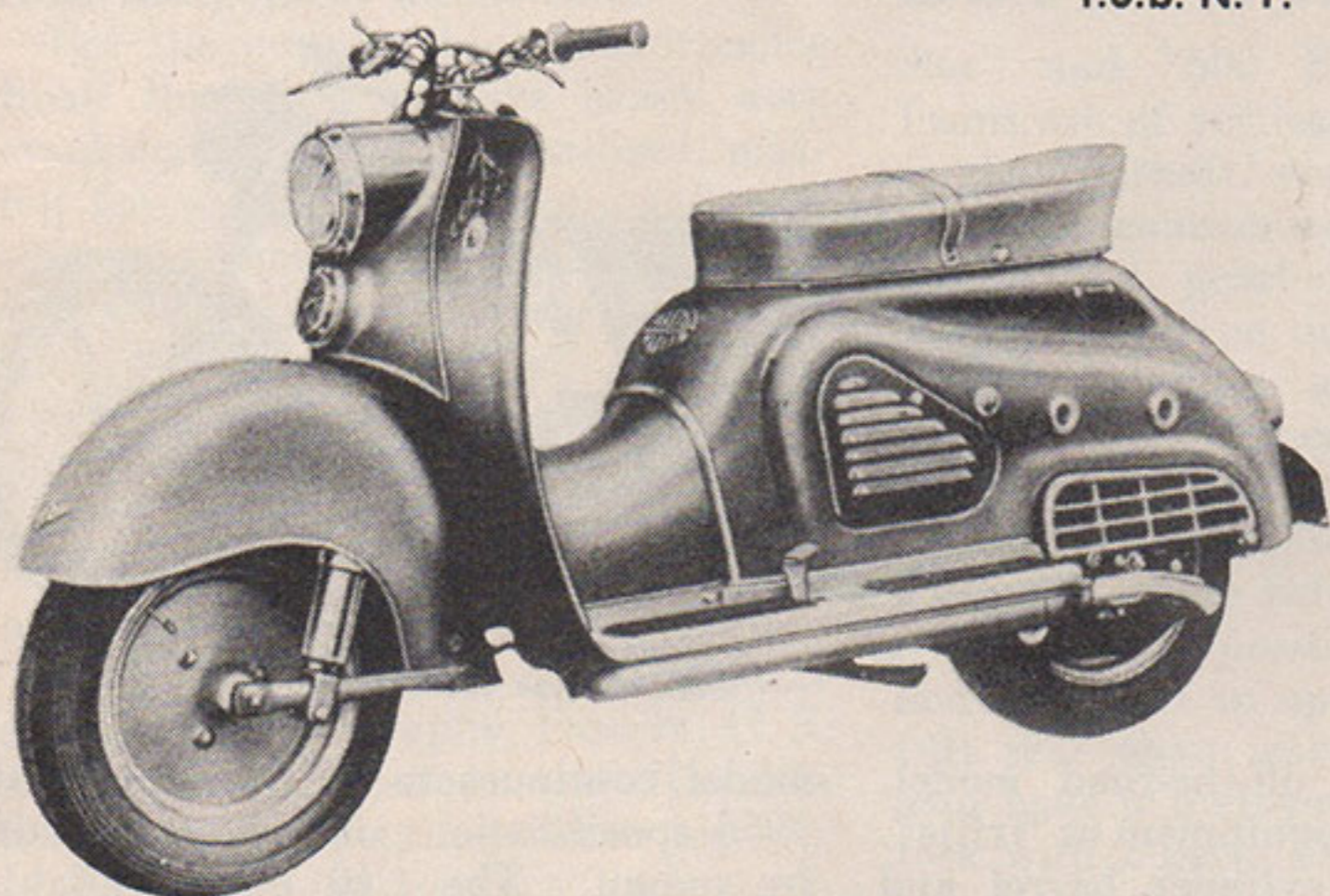
For Shopping • Work • School • Fishing (will fit your boat) • Camping • Touring • Errands

### BELLA 150 De Luxe KICKSTARTER MODEL

You'll never find greater value, dependability and performance than the BELLA 150. Uses Zundapp's foolproof synchromesh 4 speed gear box. Front & rear swing arm suspension with hydraulic shock absorbers, 3.00 x 12 interchangeable wheels, dual seat, large brakes. 100 miles to Gal., 8 HP, 60 MPH. Equipped with 6 V. Battery ign., 90 W gen., Headlamp, high & low beams, parking light, horn, stoplight.

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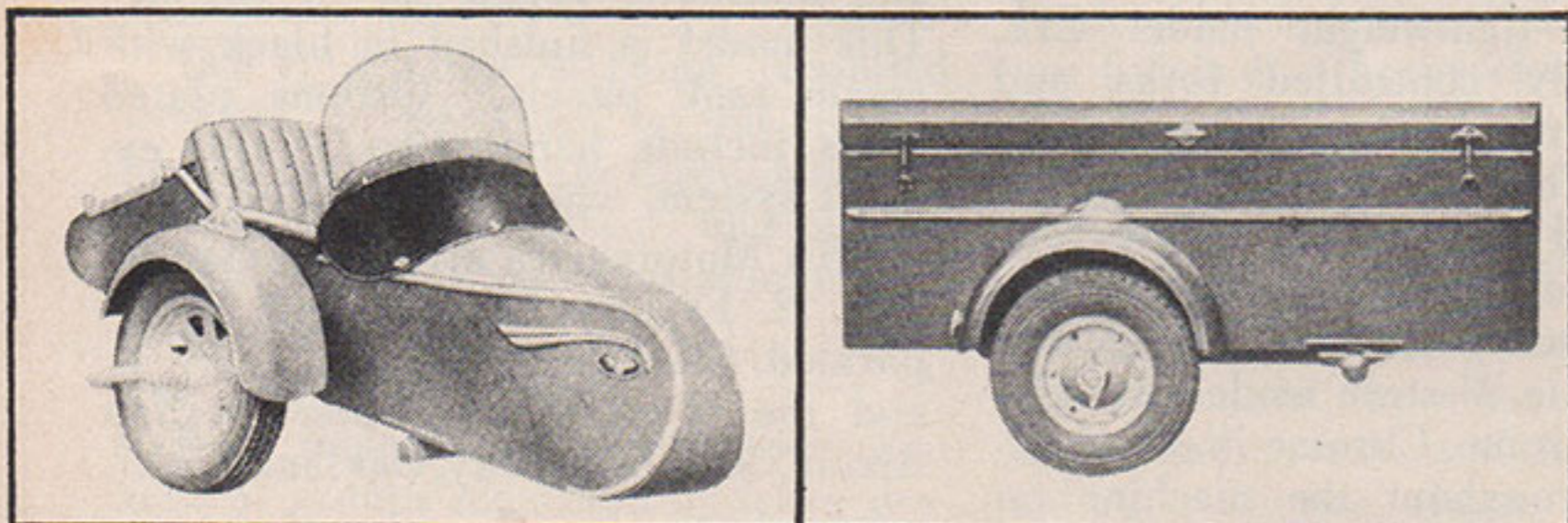
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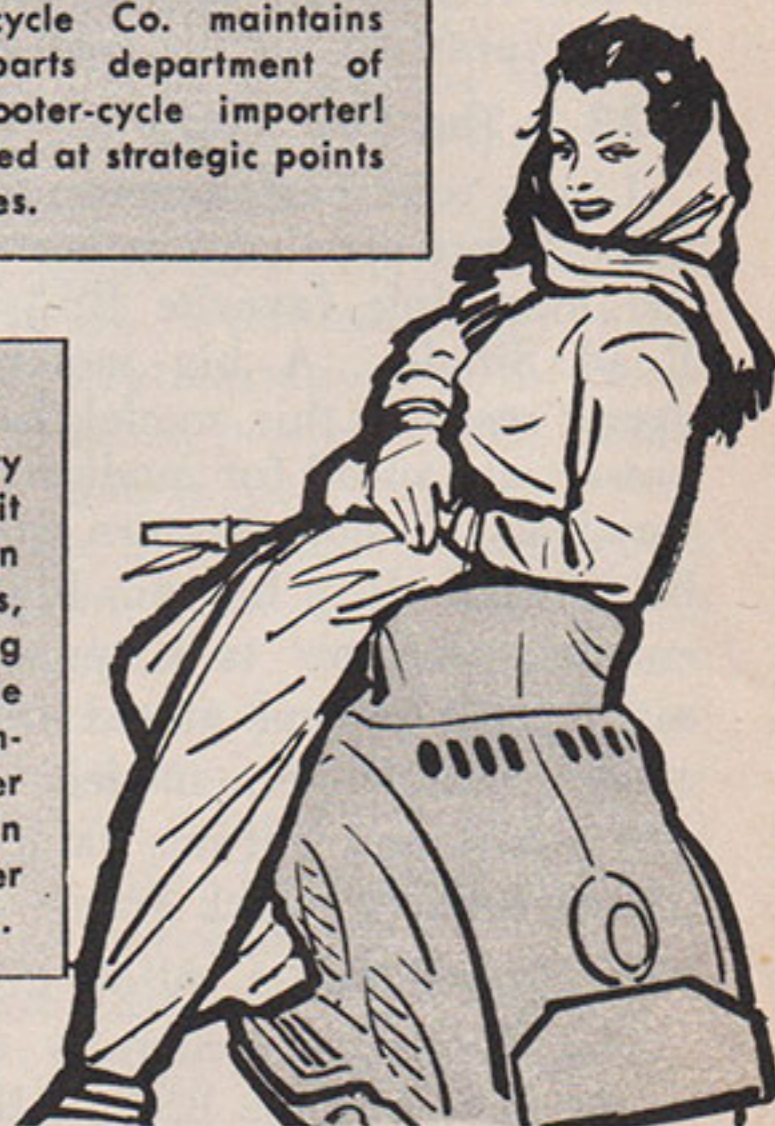
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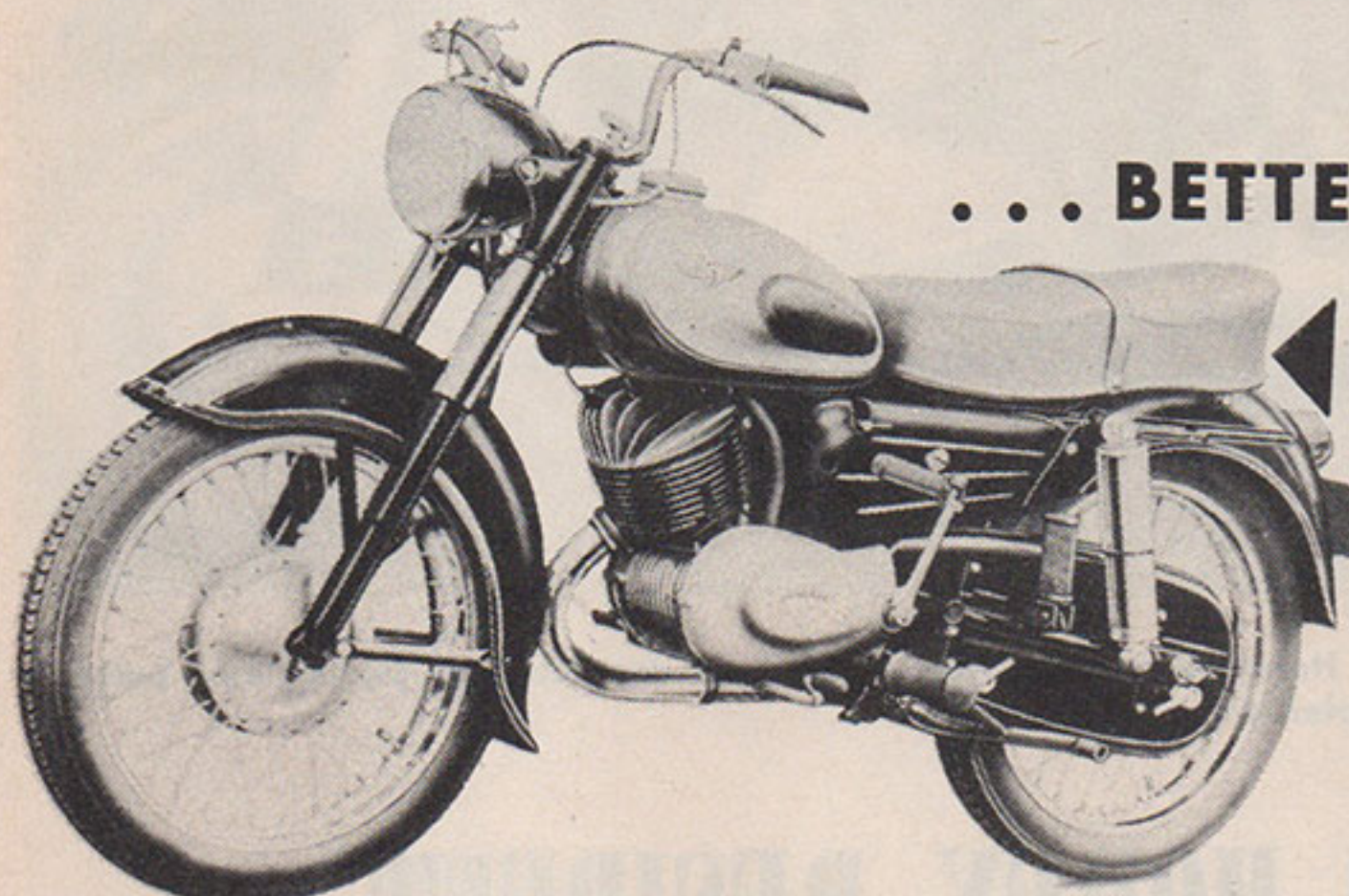
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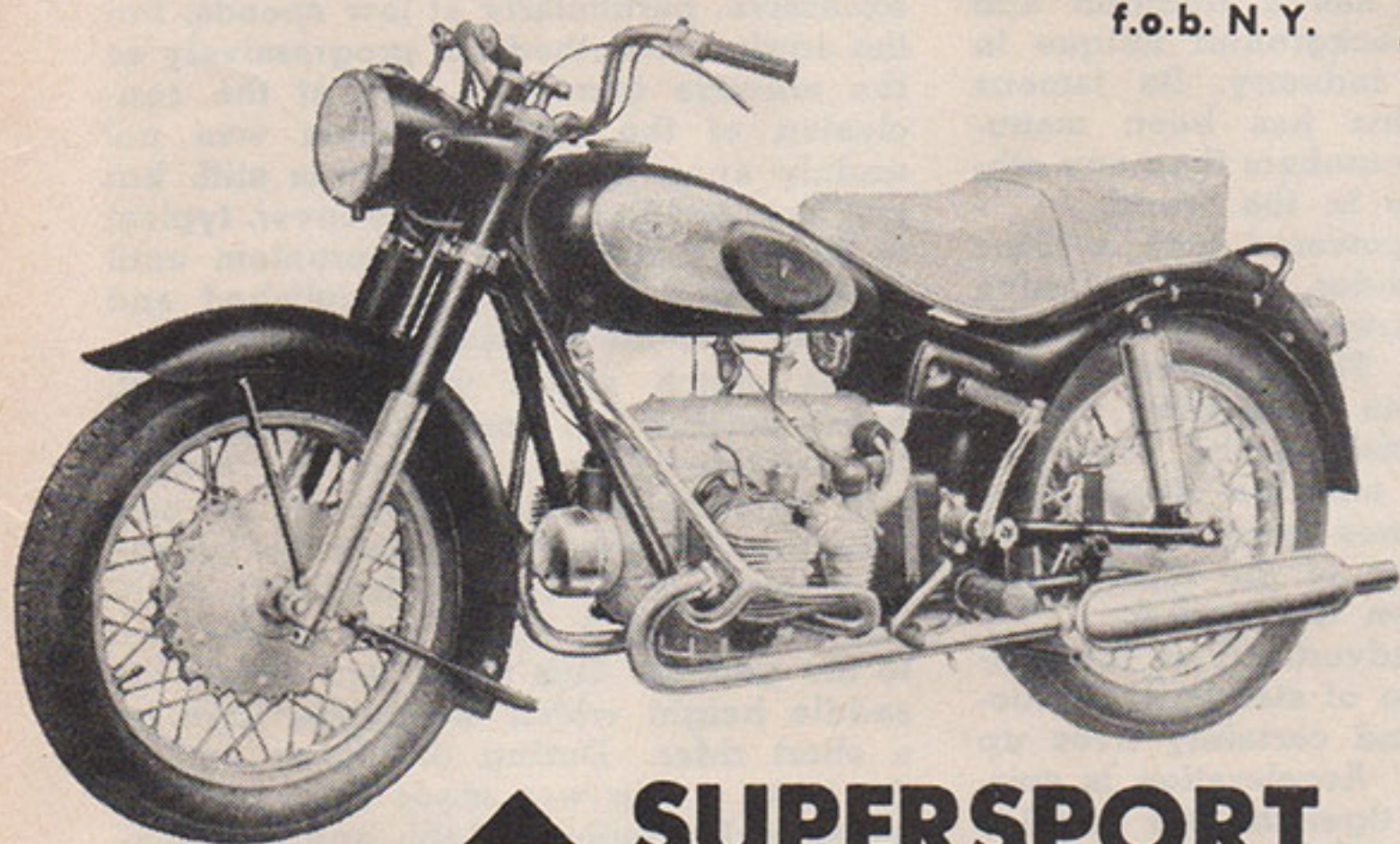
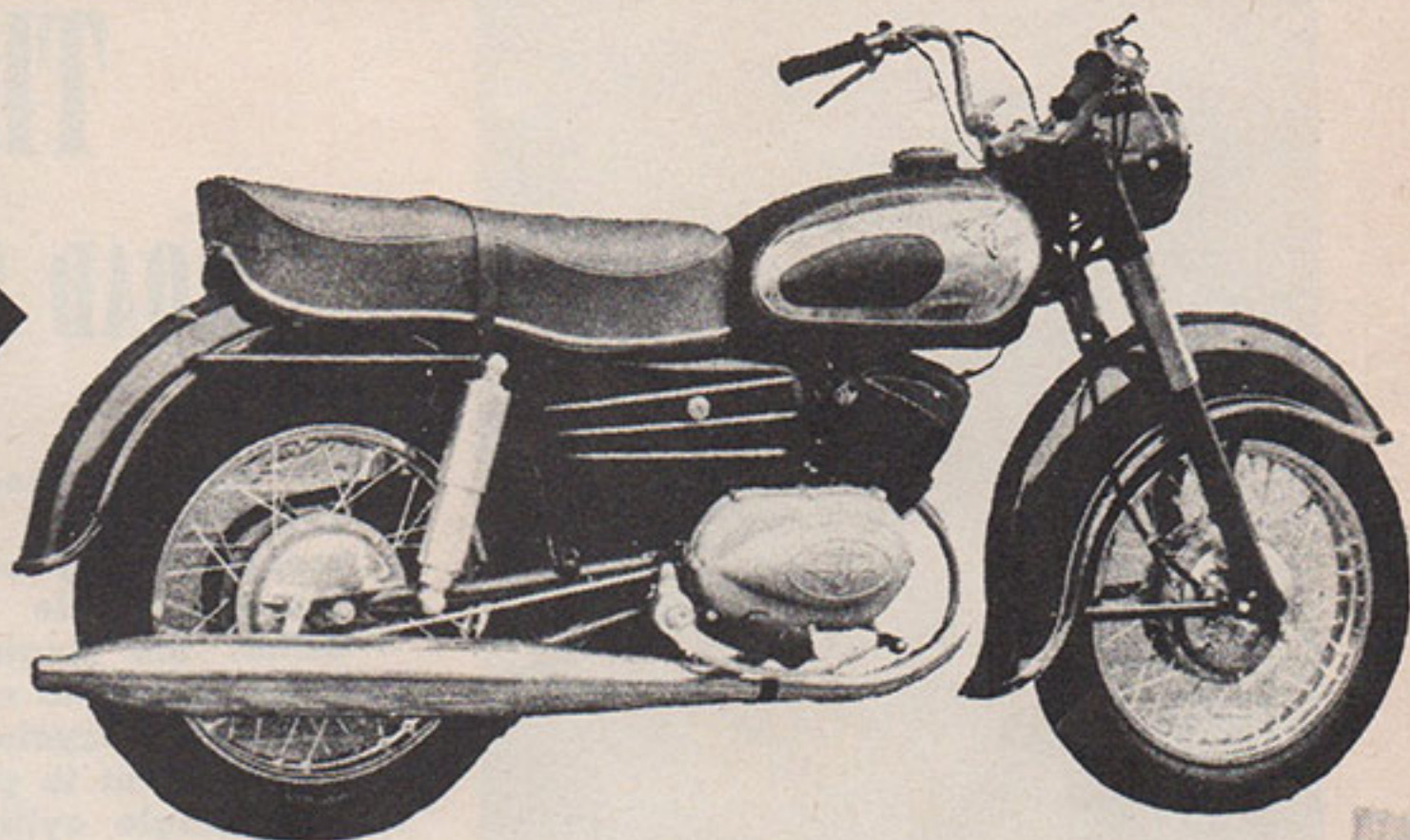
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**Electrical Equipment:** Battery-lighting-ignition set Noris 100 Watt, 6 Volt. Automatic ignition adjustment.

**Carburetor:** 2 inclined down draft carburetors; automatic air adjustment.

**Gear and Transmission:** Zundapp four speed Duplex-chain box; shifting possible without running engine. Gear-Rear Axle ratio 1:4.88. Torsion shaft drive.

**Chassis and Measures:** Berth type frame; telescopic front fork, rear swing arm, hydraulically damped; suspension movements: front 4.72", rear 3.54"; steering damper. 6.3". Light alloy brake drums, 9" brake shoes. Light metal well base rims 2.15B x 18; wired on balloon tires 3.50 x 18. Wheelbase 56.7"; overall length 85.3"; total width 33"; total height = height of handlebar 42.6"; height of dual seat 31.5"; ground clearance 5.12"; turning circle 13 ft. 2"; weight (with fuel) 477 lbs., tank capacity appr. 3.8 U.S. gal.; oil in crankcase appr. 0.66 U.S. gal.

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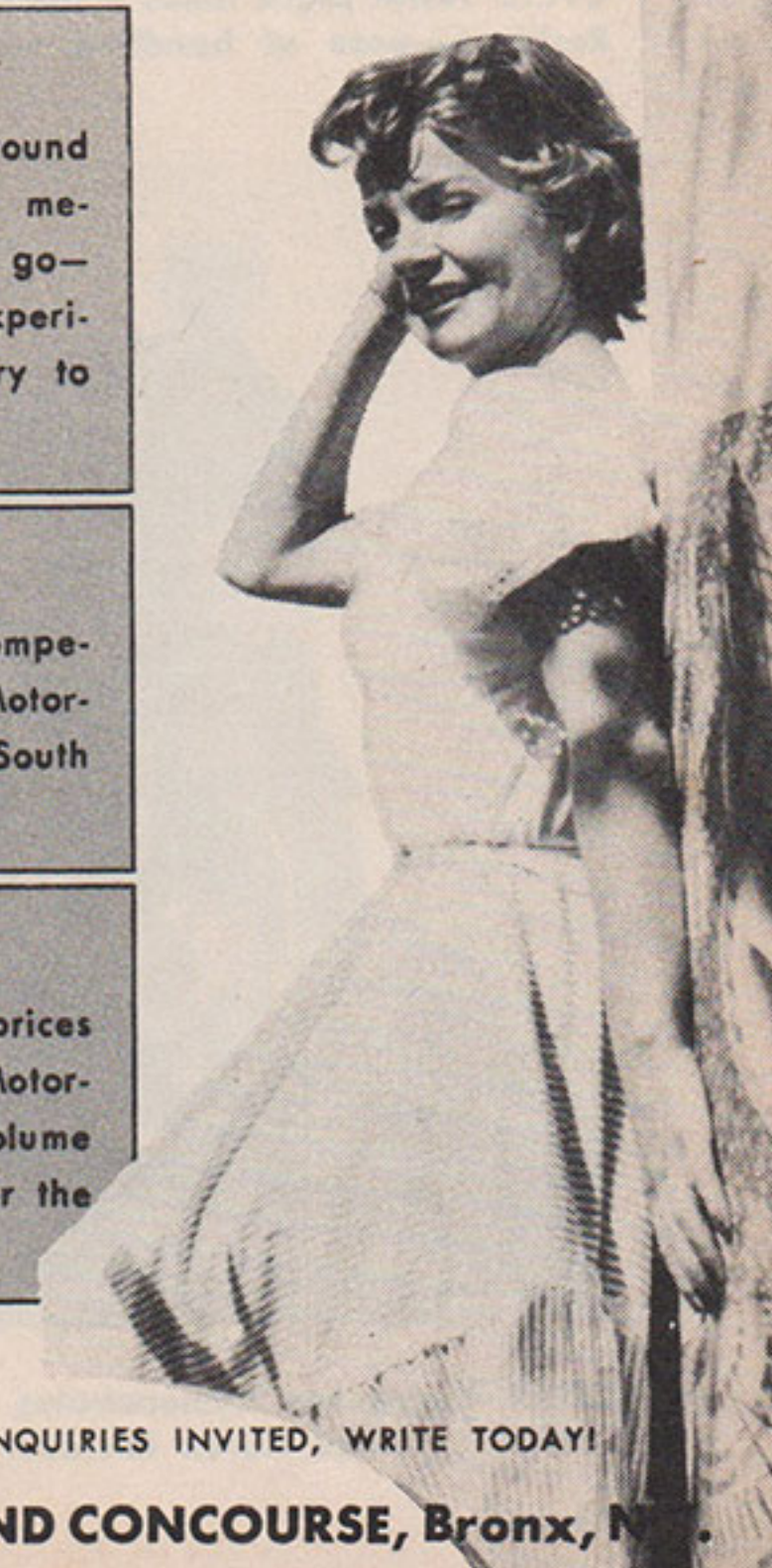
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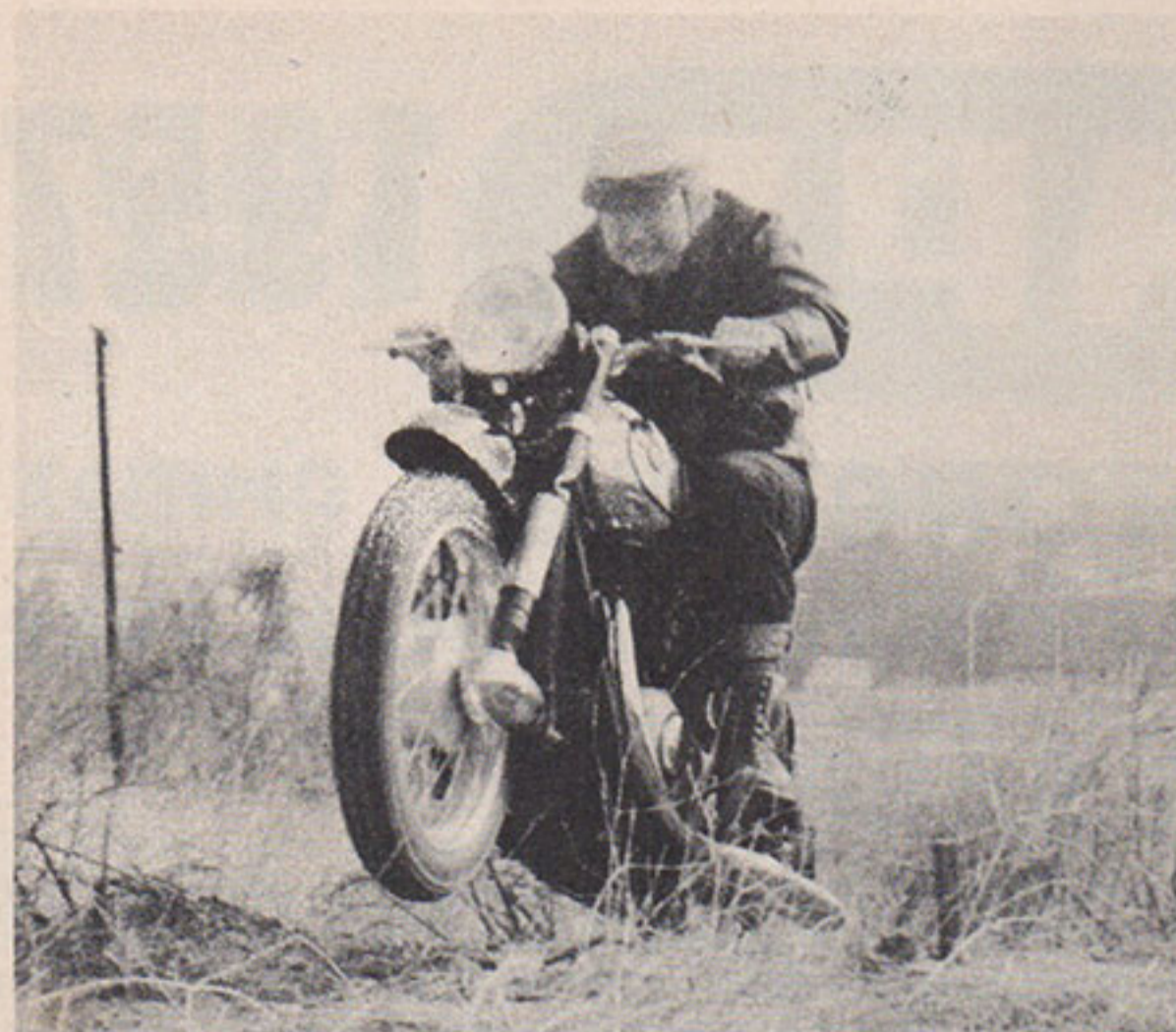
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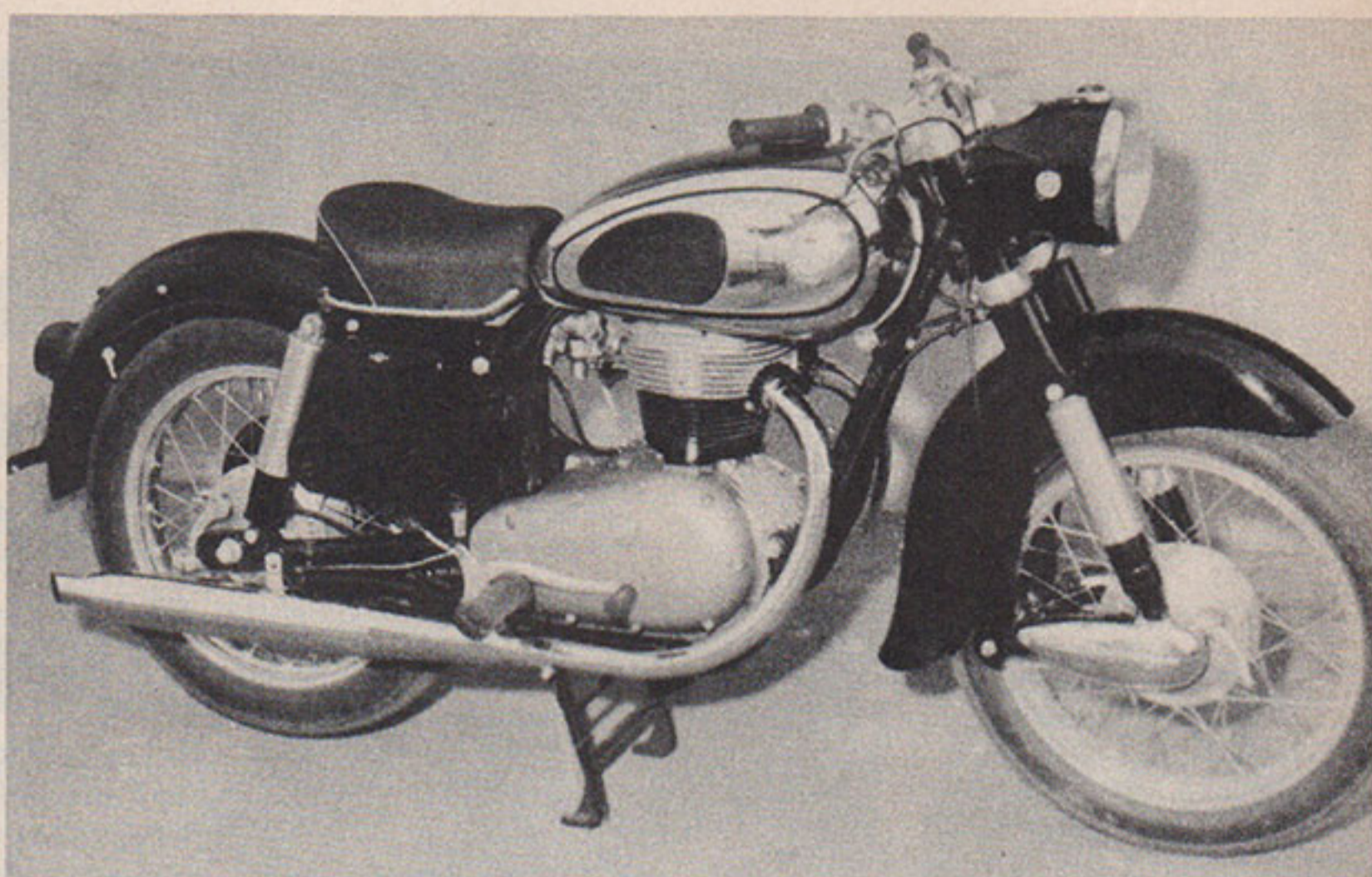


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INTERNATIONAL MOTORCYCLE COMPANY, 2432 GRAND CONCOURSE, Bronx, N.Y.



CYCLE Tester Lee tops a hill with Horex Resident with plenty of power to spare.



Right side of Horex Resident — note rugged construction and clean lines, polished covers for pivoted front forks.



CYCLE Tester Black takes a bend on the Horex Resident—ease of handling was a predominant feature.



CYCLE Tester Lee demonstrates controllability of Horex Resident

## THE HOREX RESIDENT

### ROAD TEST No. 84 - By CYCLE STAFF

THIS month's road test machine, the Horex Resident has a tradition and manufacturing background unique in the motorcycle industry. Its famous sister, the Regina has been manufactured in greater numbers than any other 350cc motorcycle in the world.

The Resident is powered with a 350cc vertical single cylinder, overhead valve engine, and the gearbox is cast integrally with the crankcase. This assures ease of cleaning as well as presenting an attractive layout. Finish of the bike was black and chrome, and the sturdy construction, clean lines and fine detail finish make this one of the most handsome motorcycles on the market.

The Resident is advertised as the fastest 350cc motorcycle of standard production in Germany and certainly lives up to its press notices. Acceleration is spirited without being tigerish, and enables the rider to cope with modern high-powered automobile traffic in easy fashion. Torque at low speeds is good, but it is in the higher speed range that the engine comes into its own, winding up to its 6250 rpm maximum very rapidly. For an oversquare engine pulling power in high is exceedingly good; the bike can be accelerated from 25 mph without a trace of chain snatch.

The test machine was furnished by Allied Cycle Sales, 11629 Van Owen St., North Hollywood, Calif. The Horex had just been removed from the packing crate, and it was necessary to break it in before the tests could be completed. Most of the run-in riding was done at night, and gave full opportunity to check the lighting. Typical of continental motorcycles it was excellent; however, beam adjustment was difficult, the rear of the headlight nacelle binding against the control cluster bracket. One other minor defect noted was that the horn was inoperative.

During the initial riding, the bike ex-

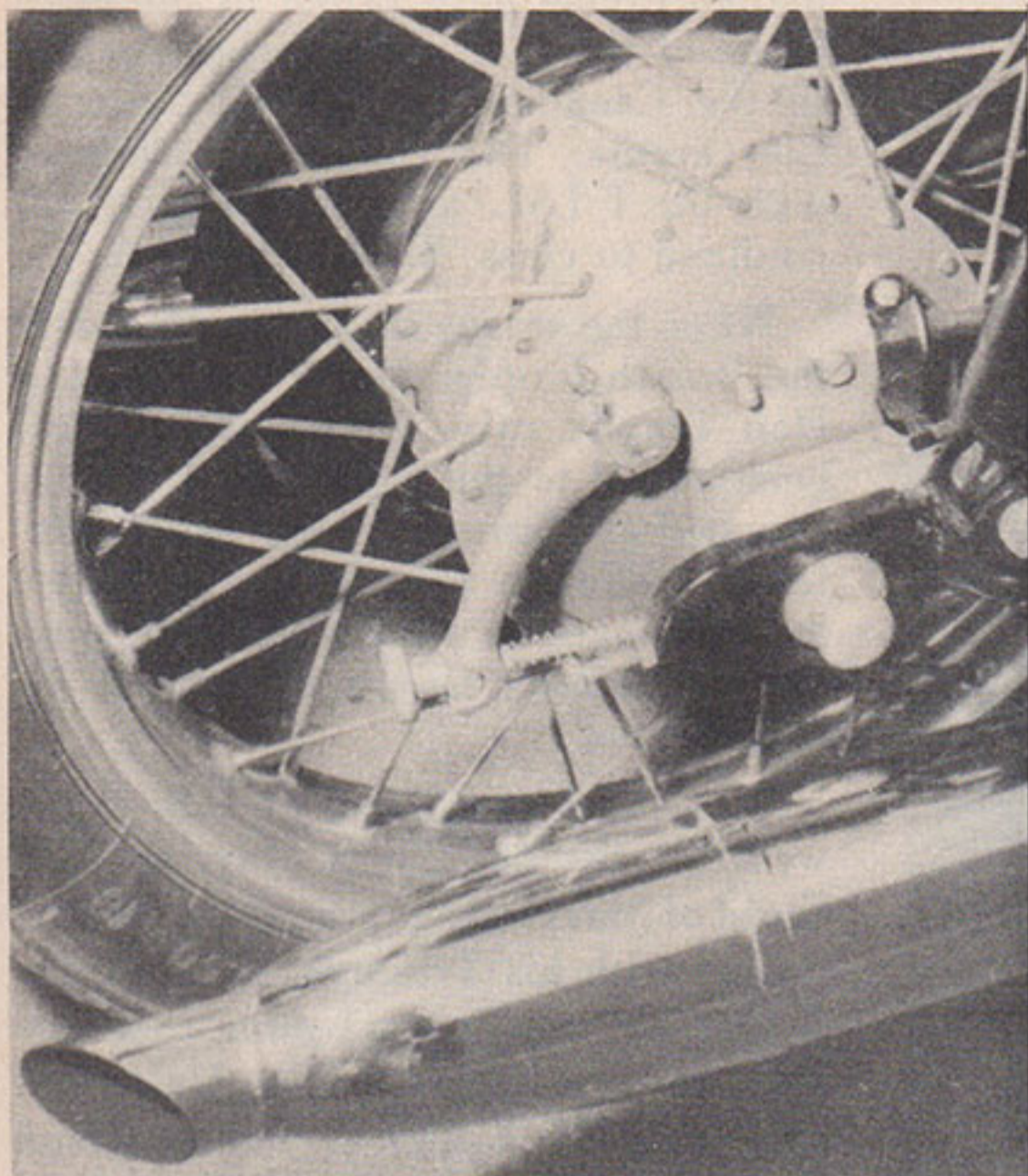
hibited vibration which was considered excessive, particularly at low speeds, but the engine smoothed out progressively as the mileage increased, and at the conclusion of the tests vibration was not unduly annoying. Shifting was stiff, but positive, and the heel rocker lever, typical of Horex, took care of the problem until running in had been accomplished and shifting became considerably easier.

The clutch action was pure delight, being smooth yet positive, and allowing for delicate control. In fact, the control and balance of this motorcycle is outstanding. The machine could be braked to a stop and balanced effortlessly without more than a slight dab of the foot to the ground. This more than offsets the saddle height which is slightly high for a short rider. During the latter part of the tests, a trip was made from Los Angeles to Bakersfield, Calif. and the Resident performed like a thoroughbred, keeping pace with a 400cc machine without apparent effort.

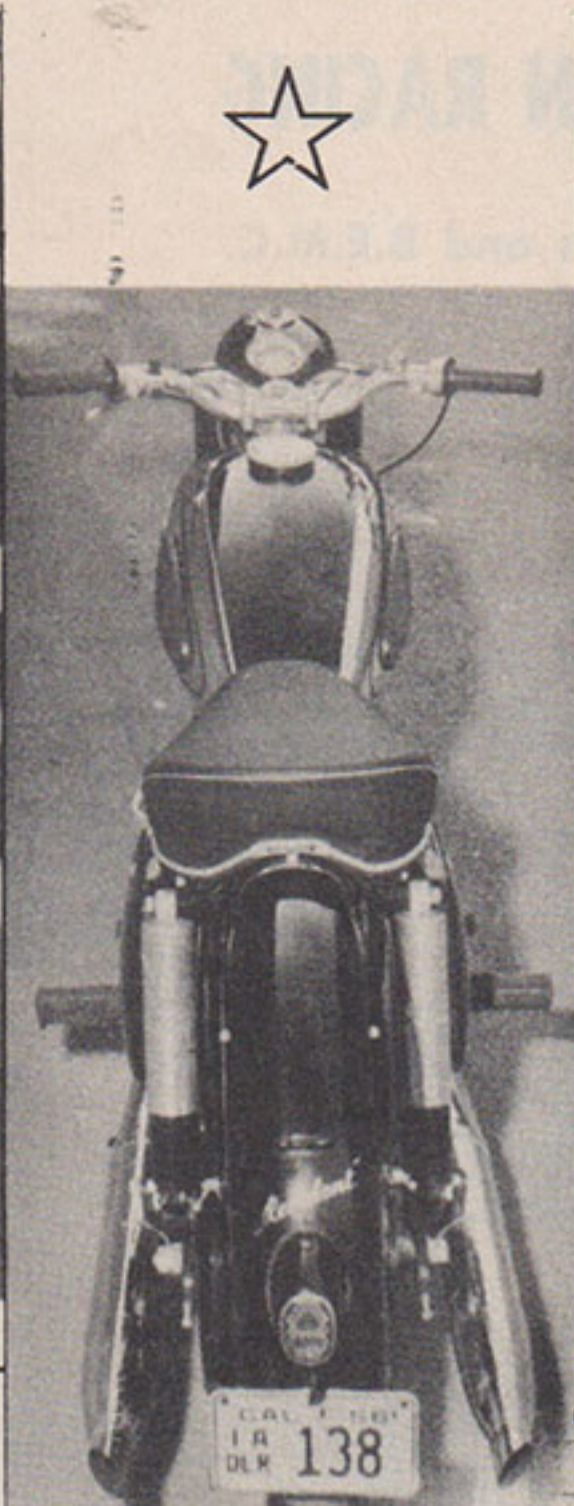
The solo seat which is standard on the Resident came in for its share of commendation, being one of the most comfortable the CYCLE staff has experienced. Suspension of the bike is firm without being stiff, and the riding position, and access to controls is excellent. Braking was positive without grabbing, although rear brake pedal pressure requirements are higher than is considered normal.

A front to rear analysis of the Horex Resident reveals some interesting design features. The front wheel is aluminum alloy with full width hub. The front fender is very deep for above average weather protection. Incidentally, this fender is anchored to the forks in the most secure fashion we have noted on any motorcycle, thus preventing any flexing of the deep skirt. Front forks are of Earles type design and very rugged. As

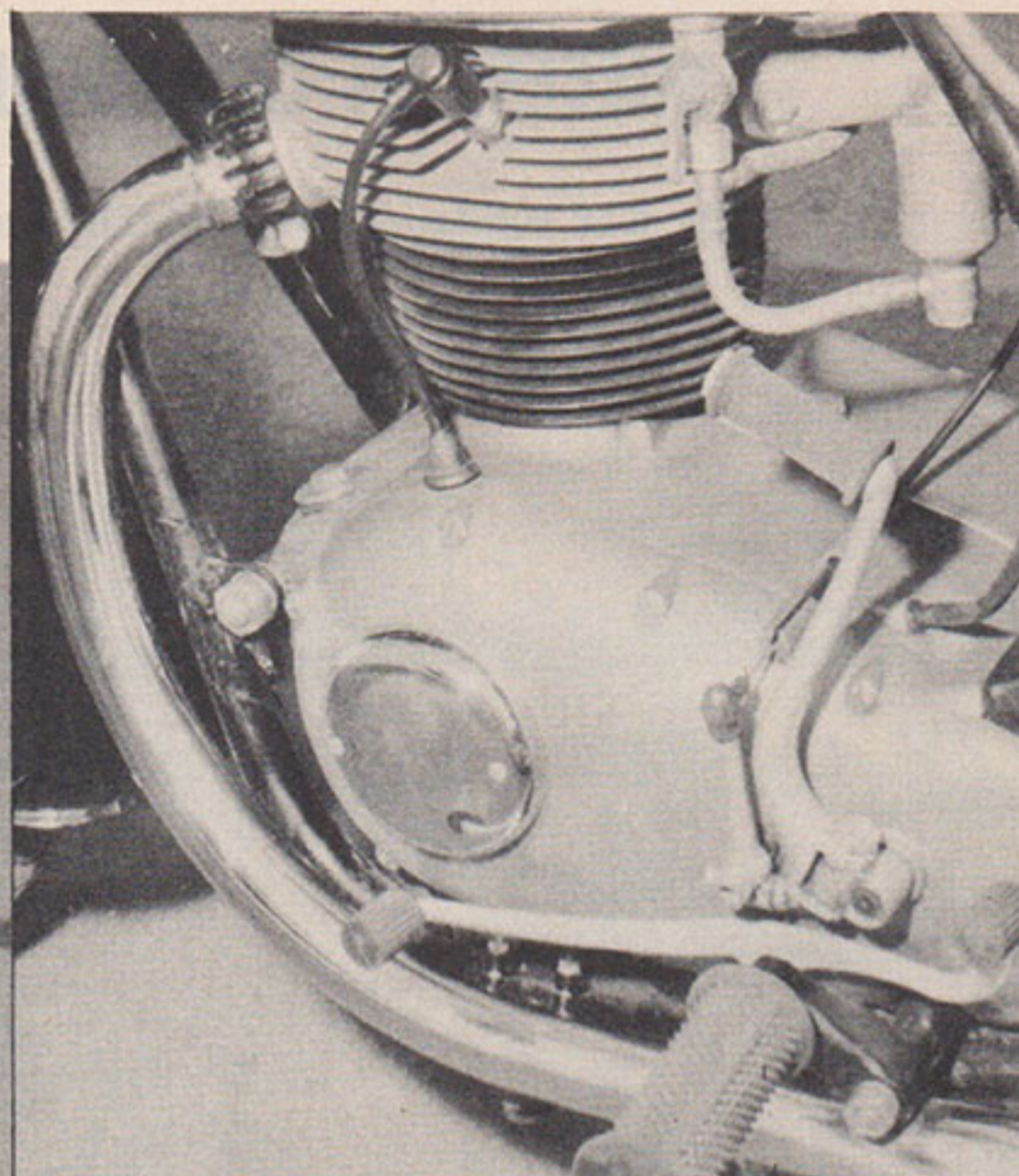
*(Continued on page 29)*



Horex Resident rear wheel—note full width hub, adjustable shock absorber, brake and chain adjustments.



Rear View of Horex Resident—note trim lines, large mufflers, short handlebars



Horex Resident power plant—note clean design, deep cooling fins.

a matter of fact, the whole motorcycle has the appearance of being exceptionally sturdy, looking more like a 500cc or 650cc machine than a 350cc single. The frame is of tubular duplex design with swinging arm rear suspension and pivoted fork front suspension. The gasoline tank is beautifully designed and the generous use of chrome makes it something to see.

Handlebars of the Horex are short and flat with only slight rearward sweep assuring extreme comfort with good control. The left handlebar has horn, dip-switch and compression release in addition to the standard clutch lever. The right handlebar houses the air lever, front brake lever and twist grip, all attractive and well made.

The aluminum cylinder head is deeply finned, as is the oil sump, giving the engine the appearance of being larger than its actual capacity. Typical of the German motorcycle industry, the castings and machining are a thing of beauty. The exhaust of the single cylinder is ported through two pipes into large, well-baffled mufflers, resulting in quiet operation. The carburetor is snuggled under the rear of the gas tank, and the air cleaner is under the seat porting forward into the carburetor. Below and at the rear of the crankcase is the battery which

has a transparent case for easy inspection of electrolyte level. There are two tool boxes, one on either side of the machine. Both are provided with locks, and together with the fork lock and ignition lock, better than average security is offered.

The Resident is provided with two stands, a center type and a side stand, both easily operated. Ignition is battery-coil and includes generator warning and neutral gear lights in the headlight nacelle. Starting, particularly when employing the compression release was child's play, presenting no problem with engine hot or cold. Idle was a trifle erratic at first, but improved as the engine became broken in.

The rear chain is enclosed in a neat case and does much to solve the ever present problem of keeping a motorcycle clean. Rear suspension is swinging arm and the hydraulic shock absorbers are adjustable for load. The rear fender hinge bolts are provided with small tee handles so that the fender can be loosened and raised upwards for wheel removal without the use of a wrench. The rear wheel is of aluminum alloy with full-width hub.

A rugged motorcycle with good looks, excellent handling, powerful performance and excellent fuel economy, the Horex Resident is an outstanding example of motorcycle craftsmanship and should do much to enhance the Horex name.



Cowtrailing with the Horex Resident



Rounding corners with Horex Resident—note ground clearance

## PERFORMANCE SUMMARY

### TOP SPEED:

Third Gear.....68.50 mph  
Fourth Gear.....86.75 mph

### ACCELERATION:

Quarter Mile.....17.9 seconds  
Tenth Mile.....9.5 seconds

### BRAKING DISTANCE:

(Full stop from 20 mph)  
Front Brake.....19 feet  
Rear Brake.....27 feet  
Both Brakes.....15 feet

### GASOLINE MILEAGE

Average for test.....74 mpg

## SPECIFICATIONS

**ENGINE:** Short-stroke, single cylinder, ohv with unit construction gearbox and crankcase. Compression ratio, 7.1:1. Bore—77 mm. Stroke—75 mm.

**TRANSMISSION:** Gear-claw type with positive stop, four speed foot operated shift lever on left side of machine. Power transmission—endless sheet roller double row chain in oil bath. Clutch—wet, multiple disc. Rear chain—enclosed chaincase with single row chain.

**ELECTRICAL EQUIPMENT:** Battery-coil ignition with automatic advance. Generator—Noris 60/6/1600/3R. 6½ inch headlight, stop-tail light. Generator warning and neutral gear position lights.

**FRAME:** Tubular duplex cradle, with Earles type fork, and swinging arm rear suspension. Adjustable rear shock absorbers. Air cleaner, battery and tire pump. Two tool boxes. Center stand, and side stand.

**WHEELS:** Alloy rims with full-width hubs. Six-inch brakes.

**TIRES:** Front—3.25 x 18. Rear—3.50 x 18.

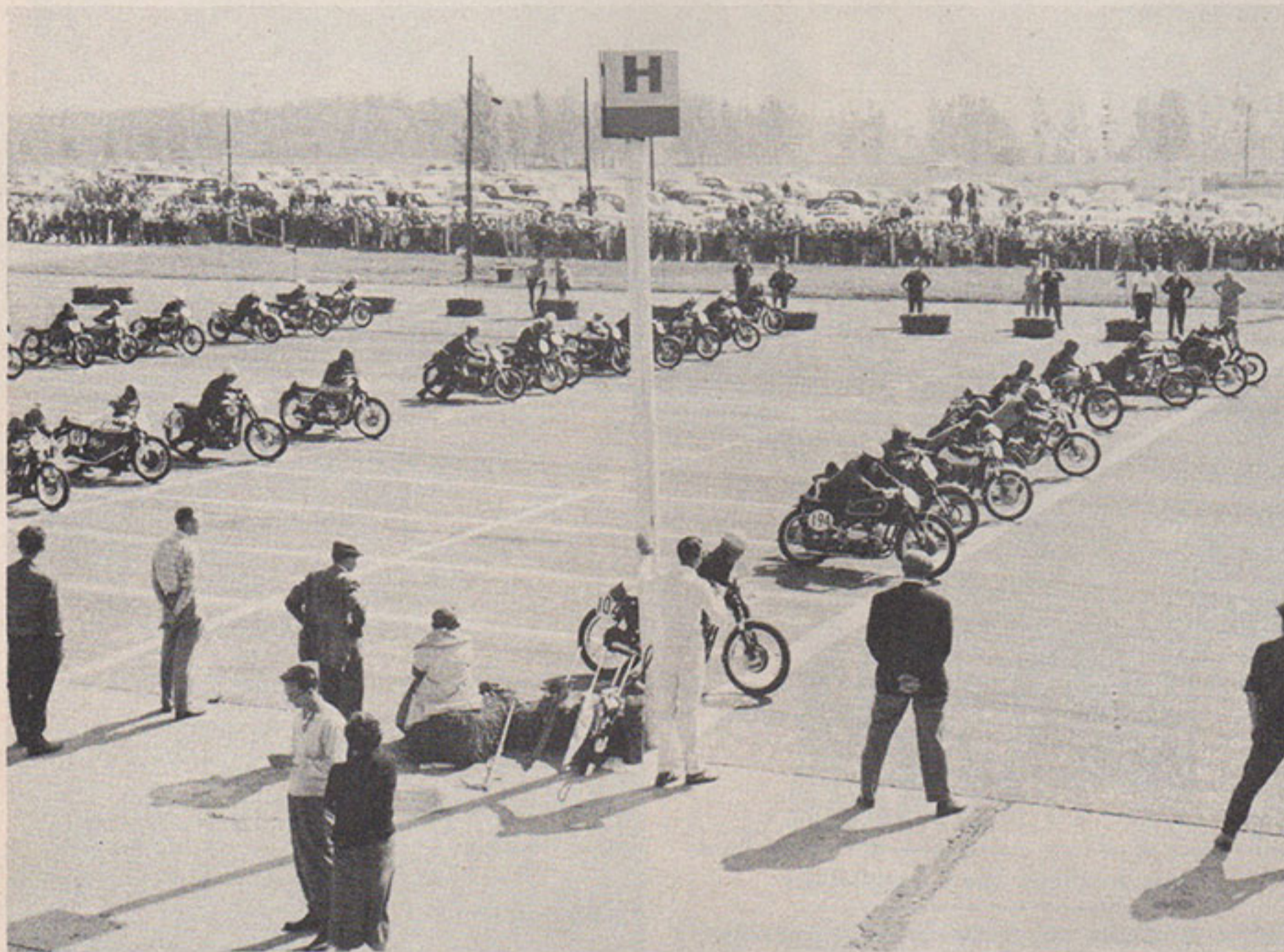
**WEIGHT:** 370 lbs.  
**DIMENSIONS:** Wheel base—53½". Saddle height—31⅝". Ground clearance—7⅞". Handlebar width—26"

**FUEL TANK:** 3½ gallons capacity. 0.44 gallons reserve.

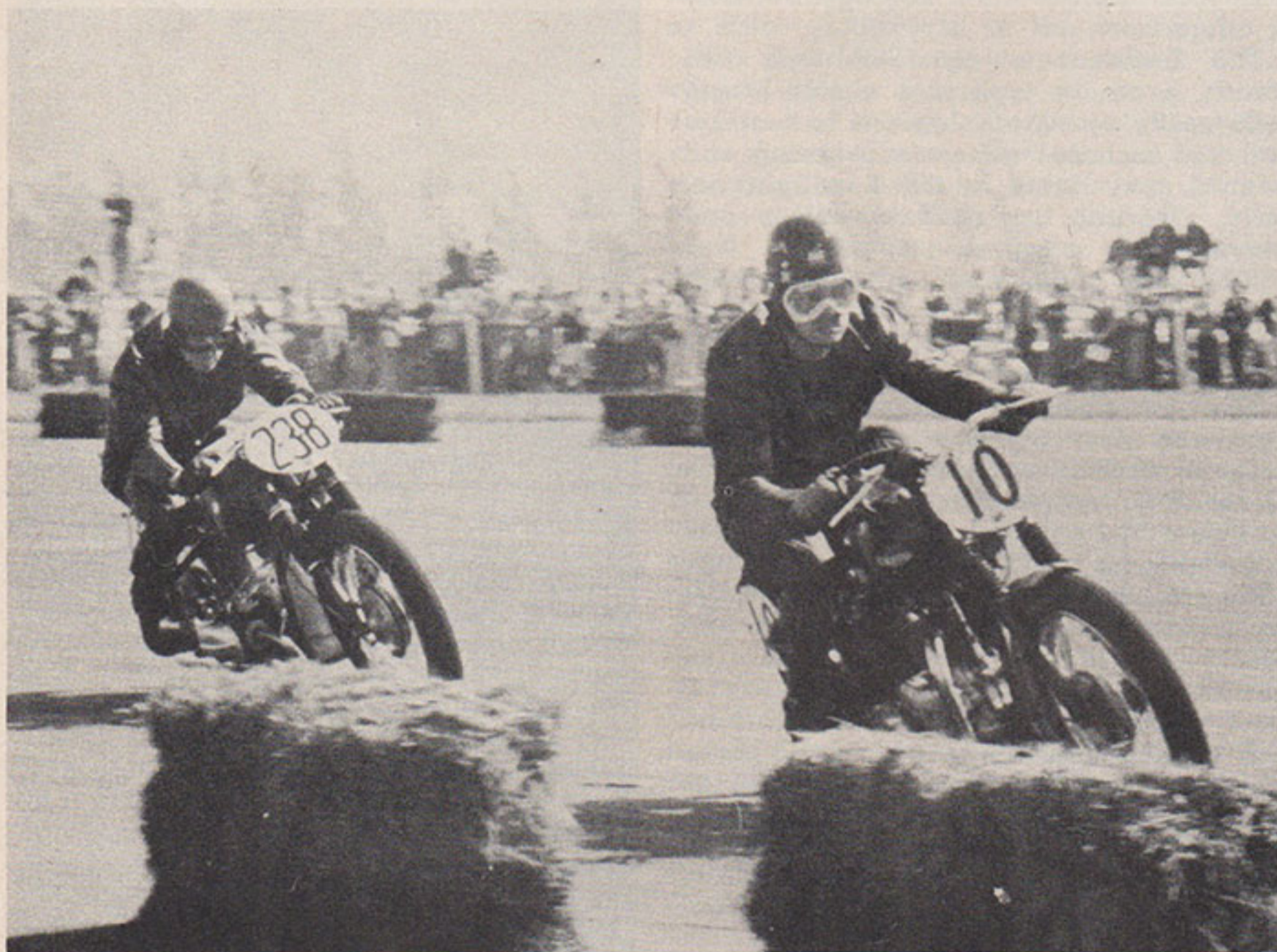
**FINISH:** Black and Chrome.  
**U. S. DISTRIBUTORS:** Foreign Motorcycle Corporation, 48-22 43rd Ave., Long Island City, 4, N. Y.

# AMERICAN RIDERS SHOW CONSIDERABLE SUCCESS IN CANADIAN RACING

By Eve White—Photos By Silvera and B.E.M.C.



The Flag Falls, Harewood.



Tom Clark with 500 c.c. Triumph, followed by David DeLong 500 c.c. B-M-W. at Harewood.

## CANADIAN MOTORCYCLE ASSOCIATION NEWS

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During 1956 many of the classic Canadian events have fallen to the challenge of the U. S. riders who compete in the Canadian Motorcycle Association events. The C.M.A. is affiliated with the F.I.M., and so racing is not confined to class "C" equipment.

When the season started in May with the British Empire Motor Club's Kaye Don Trophy race, a new airport had been added to the competition circuit. Situated at Harewood near Jarvis, Ontario, it offers a wide variety of course on the paved runways, varying from the full 3 mile circuit to an oval  $\frac{3}{4}$  mile course.

To a large contingent of U.S. riders went all the honors in May, as Cliff Guild of Maryland captured the 200 c.c. trophy with his Triumph 150 c.c., Joe di Simone of Pennsylvania rode his BSA to first place in the Unlimited class and Ed. Fisher of Pennsylvania quashed all opposition in the one hundred mile Kaye Don Trophy Race, which had Ed La Belle (BSA) of Pennsylvania in second place.

The Ontario Centre Races on August 6th., were almost a U.S. benefit, as Rod Coates of Maryland took the 200 c.c. honors on a Triumph 150 c.c., but in the Unlimited event the highest placed U.S. rider was Don Lawson, Mass., riding Triumph into third place behind Lloyd Plaser (Shortstroke Norton) and Buddy Koehler (BSA) both of Ontario. In pouring rain Sherman Cooper of New Jersey rode his Triumph as if it were lovely weather, and although Don Haddow of Toronto also Triumph mounted was making little of the slippery pavement, he ran out of road and lost valuable time regaining the course and could pull up only to second place.

In the Eastern Canadian Championships at Three Rivers, Quebec, the U.S. riders were again in force, Larry di Simone (Velocette) of Pennsylvania became Junior class champion, Warren deLong of Pennsylvania on another Velocette was Senior class champion and in the Expert class Sid Swan of Massachusetts brought his Harley K into first place.

Don WcHugh of Ontario was helping to keep up Canadian spirits by placing first in the Ontario and National Championship  $\frac{1}{2}$  mile track events, his Harley K seemingly going round on rails.

The National Championship Road Races held at Abbotsford in B.C. were

*(Continued on page 31)*

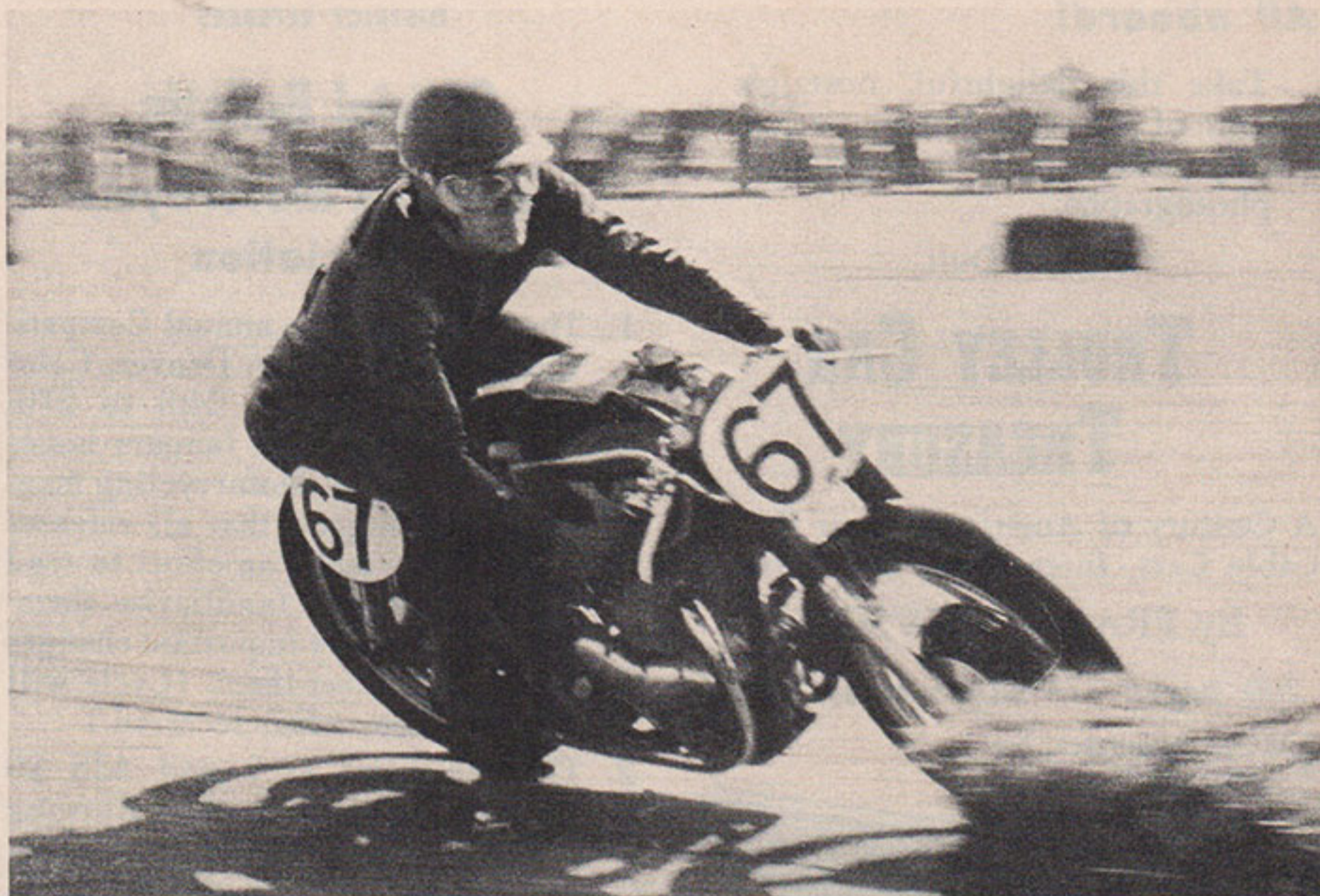
## AMERICAN RIDERS

(Continued from page 30)

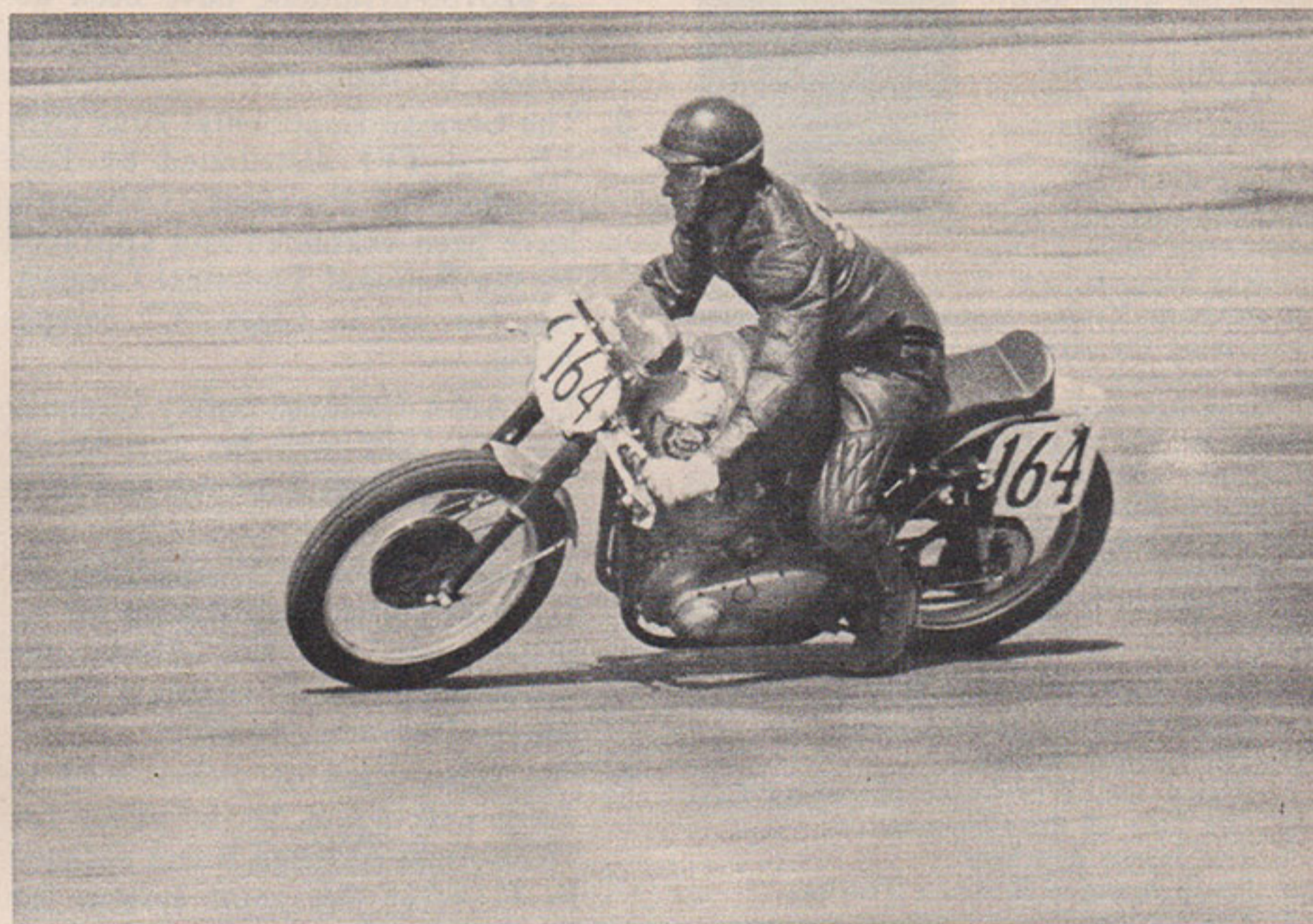
all taken by Canadian riders, the Junior being Larry Davidson (Norton), Senior Geoffrey Clayton (AJS) and Expert Ian McGuffie (Gold Star BSA) all three from Vancouver, British Columbia.

The final race of the 1956 season promised fair to be the best of them all. The Indian Summer Trophy Races of the British Empire Motor Club at Harewood in October featured a 100 mile race for trophies only. A strong U.S. group was on hand, Jerry Callen (Rennsport BMW entered by Amol Precision) Joe Di Simone, and Andy Aharonian, both BSA mounted from Pennsylvania, Ed La Belle (BMW), David DeLong (BMW), were arrayed against Gerald Roberts (G45 Matchless) Jack Kirk (Shortstroke Norton), Bob Webster (BSA Gold Star) all from Toronto, Doug Cameron and Ron Watkins both Triumph mounted from Montreal and Lloyd Palser (Shortstroke Norton) from Hamilton and Buddy Koehler (BSA) from Kitchener. In all forty-two riders came to the line and one of the most thrilling massed push starts was witnessed by a large crowd. Jerry Callen dropped the BMW as he was pushing, and a broken carb stopped him from continuing. Other U.S. riders were plagued by mechanical trouble, and Gerald Roberts, lately back from his European racing, showed very excellent form and was never headed during the whole 100 miles. The highest U.S. rider at the finish was David DeLong in ninth spot.

We, in Canada, have appreciated and enjoyed the competition from across the border. Especially we would like to thank the group which has come up regularly to our races, whether for prize money or for trophies. Their excellent riding and sportsmanship have added color & interest to our events. ★



Gerald Roberts G-45 Matchless, Winner at Harewood.



Joe di Simone, Pa., 500 c.c. BSA at Harewood.

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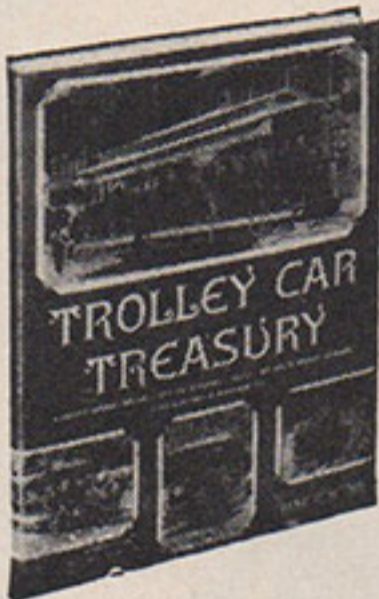
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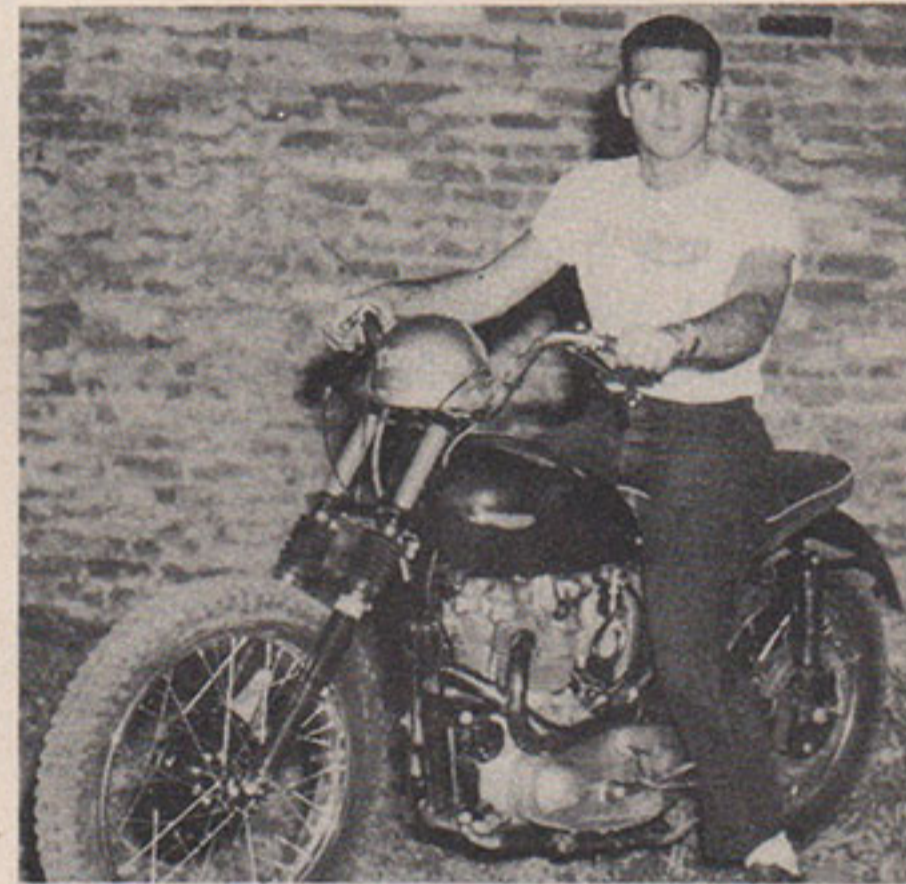
### DISTRICT REFEREES

# Official Bulletin

## American Motorcycle Association

1. The minutes of the annual Competition meeting held in Denver, Colorado on November 24th to 27th will be published in January issues of the American Motorcycling magazine. We suggest that all referees and officials make an effort to read these minutes to familiarize themselves with many important changes that might affect them. (Cycle will publish them when received.)
2. The Matchless G 9 and AJS 20 Twin machines with the following parts (heads and cylinder Factory installed) Parts # 023750, #023752-heads, #023754 and #023756-cylinders, have been accepted and approved for use in Class "C" competition.
3. The German Continental tires (RB, LB and TT) distributed by Earl Flanders of Pasadena, California have been examined and approved by the National Technical Committee, for use in Class "C" competition.
4. The AMA National Safety Committee for 1957 will be Jim Davis, John Esler, Earl Robinson and Jules Horky.
5. Alfred J. Green of Washington, D. C., made formal application for reinstatement into the AMA; the committee voted to reinstate Green effective December 1, 1956.
6. The same class of riders used in 1956 will again be in effect for 1957, Class A, listed B and unlisted B. However the point system for advancing riders has been changed. The accumulative point system will be used, unlisted riders who have scored at least 20 points will be advanced to listed B, and listed B riders who have scored 40 points will be advanced to Class A. 1955 and 1956 points will be used to advance riders, plus ability and performance. Some of our "old" amateurs or listed B riders will be advanced even though they haven't scored to required 40 points. Riders are never advanced during the year.

7. Daytona Beach, Florida road races will be held March 2nd and 3rd, limited to listed B riders in the 100 miler and A riders in the 200 mile National.
8. On November 8th, the AMA office mailed 60 ballots with 15 Q & A listed, to referees and their assistants. By November 22nd, 29 ballots had been returned to AMA and were taken to the competition committee meeting. Our thoughts were perhaps these ballots could be of some use by the committee when discussions for 1957 rules were presented. We would like to thank those referees and assistants who cooperated and returned their ballots. At this date over half our referees have not found time yet to return their ballots.
9. The National Technical committee again reviewed the interchanging of KR and WR cylinders on these machines and again voted against this practice. KR cylinders CANNOT be used on WR machines. ★



### Ray Rice Tops in Chico Meet

Ray Rice mounted on a Triumph TR6 won the featured 15 lap main event at the recently held Bidwell Park Scrambles in Chico, California.

Ray won the event after placing first in his heat race and second in the trophy-dash. Following Rice to the checkered flag were: Bart Leeman, BSA; Jorges Jorgensen, BSA; and Bill Tillery, also BSA mounted.

The event was sponsored by the Chico Motorcycle Club and the VFW of the same city. Over 60 entrants vied for top honors during the day.

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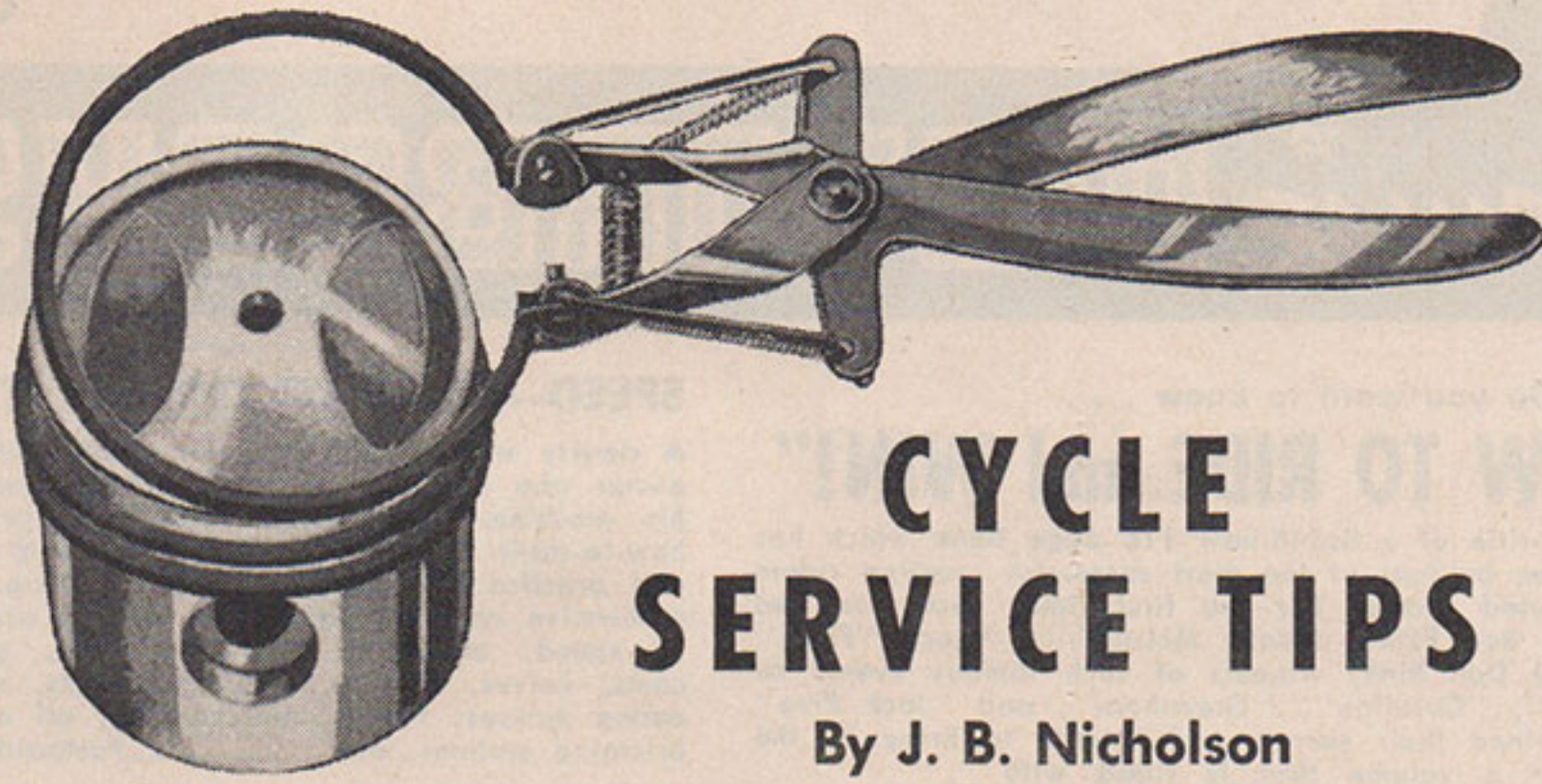
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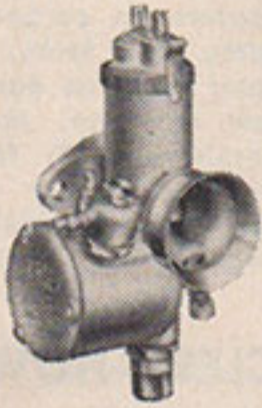
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## CYCLE SERVICE TIPS

By J. B. Nicholson

# AMAL CARBURETORS



With just a few exceptions, Amal carburetors have been standard equipment on all English motorcycles for over twenty-five years. Carburetors of similar design to the standard Amal needle jet type are also common to most Continental European machines.

**Types of Amal Carburetors**—The five main types of Amal carburetors in the order of their extent of use are:

- The Monobloc
- The Standard Needle Jet Type
- The Lightweight Needle Jet Type
- T.T. Racing Type
- G.P. Racing Type

Of the above, the first listed monobloc type is standard equipment on practically all 250 c.c. and larger current production English models. Advantages of this newly developed monobloc design, additional to the cleaner one-piece construction, are a float design that is unaffected by variations of mounting angle and improved acceleration. Some of the competition B.S.A. and Norton machines use either the T.T. or G.P. types.

**Monobloc Sizes**—There are three types of monobloc carburetors produced. Each type is available in a range of three or four different bore sizes as detailed below:

- Type No. 375— $2\frac{3}{32}$ ,  $2\frac{5}{32}$ ,  $1\frac{3}{16}$  and  $\frac{7}{8}$ " bore
- Type No. 376— $1\frac{5}{16}$ ,  $1$ ,  $1\frac{1}{16}$ " bore
- Type No. 389— $1\frac{3}{32}$ ,  $1\frac{1}{8}$ ,  $1\frac{5}{32}$ ,  $1\frac{3}{16}$ " bore

**Standard Needle Jet Carburetors**—There are four basic types available in the range of bore sizes as detailed below:

- Type 274— $2\frac{5}{32}$ " bore
- Type 275— $\frac{7}{8}$ " bore
- Type 276— $1\frac{5}{16}$ ,  $1$ ,  $1\frac{1}{16}$ " bore
- Type 289— $1\frac{3}{32}$ ,  $1\frac{1}{8}$ " bore

**Amal Parts Interchangeability**—There is a great degree of interchangeability in Amal carburetor parts. In the monobloc range the parts on all 375 type carburetors, for instance, are the same excepting the body and jet block. These, of course, differ according to bore size. The same applies to the 376 and 389 types. Throttle valves vary according to

the cutaway specifications. The same type of main jet is used throughout the range of monobloc units. Although of different pattern, the main jet is likewise an interchangeable item throughout the range of standard needle jet carburetors.

**Needle Identification**—On the monobloc types these are stamped "B", "C", and "D", suitable for 375, 376 and 389 types respectively. On the standard needle jet type, these are stamped "4", "5", "6", and "29", suitable for carburetor types 274, 275, 276 and 289 respectively.

**Needle Jet Sizes**—One pattern of needle jet is used throughout the monobloc range, size being .105 or .106 according to the engine requirements. In the standard needle jet carburetor range there are two patterns of needle jets. The smaller size has a length of hexagon section of  $1\frac{5}{16}$ " and is used in types 274, 275 and 276. The longer needle jet with a  $1\frac{3}{16}$ " length of hexagon section is used in the 289 types. On both of these the standard needle jet bore size is .1065 inches. On some models, notably, B.S.A., Triumph and Norton Twins, .107 or .1075 needle jets are required. Size .109 is used with the dual carburetor setup on Triumph and

is generally the size used for racing. These sizes apply to gasoline only. Need for a larger size needle jet is indicated by weakness of mixture between  $\frac{1}{4}$  and  $\frac{3}{4}$  throttle opening with the throttle needle fully raised. On the T.T. types standard needle jets are .107, or .109 for gasoline, and .113 or .120 for alcohol fuel. On the G.P. types alcohol size is .125.

**Servicing Requirements**—Attention in the line of running maintenance is normally confined to occasional idling speed and idling mixture adjustments, draining the float bowl and blowing out the main jet and idling jet passageways. Substantial change in atmospheric conditions or altitude may call for a change in throttle needle setting and main jet size. The lack of gas line sediment bowl equipment causes more jet and idling passageway cleaning than should be necessary and the need is largely dependent on the internal condition of the gas tank. If in a rusty condition and shedding particles, more frequent cleaning will be required.

Unless performance irregularity indicates need for carburetor servicing it is best left undisturbed and just serviced during tap motor overhauls.

**Before Adjusting Carburetor**—Other maintenance work such as breaker point and plug cleaning and setting, also tappet adjustment should be effected. If not completely cleaning carburetor, float bowl should at least be drained to get rid of any water. At the same time main jet should be blown out and if an air line is available, it is a good idea to remove the idling air screw and blow out the idling passages as well. Carburetor flange gasket should be replaced if air leakage at this point is suspected. Carburetor flange nuts, of course, should be checked for tightness.

Symptoms indicating need for carburetor attention include erratic idling, hesitation on acceleration, reduced maximum speed and poor gas mileage. The appearance of the spark plug insulator nose also indicates suitability of carburetor setting. Assuming the plug is of correct heat range, a sooted insulator nose indicates too rich a mixture and a white or blistered appearance too weak a mixture.

*(Continued on page 38)*

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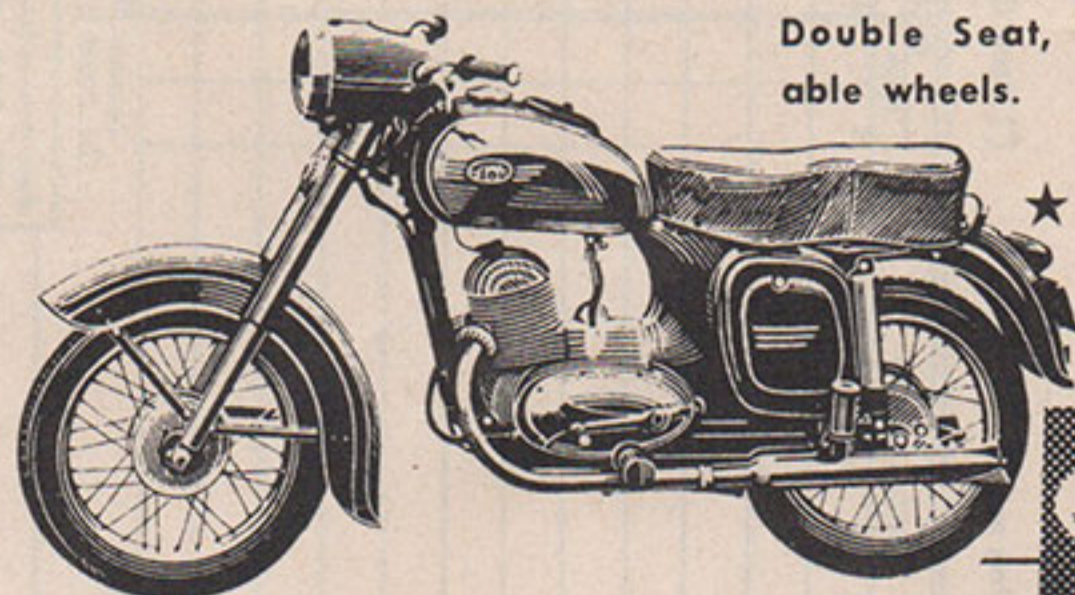
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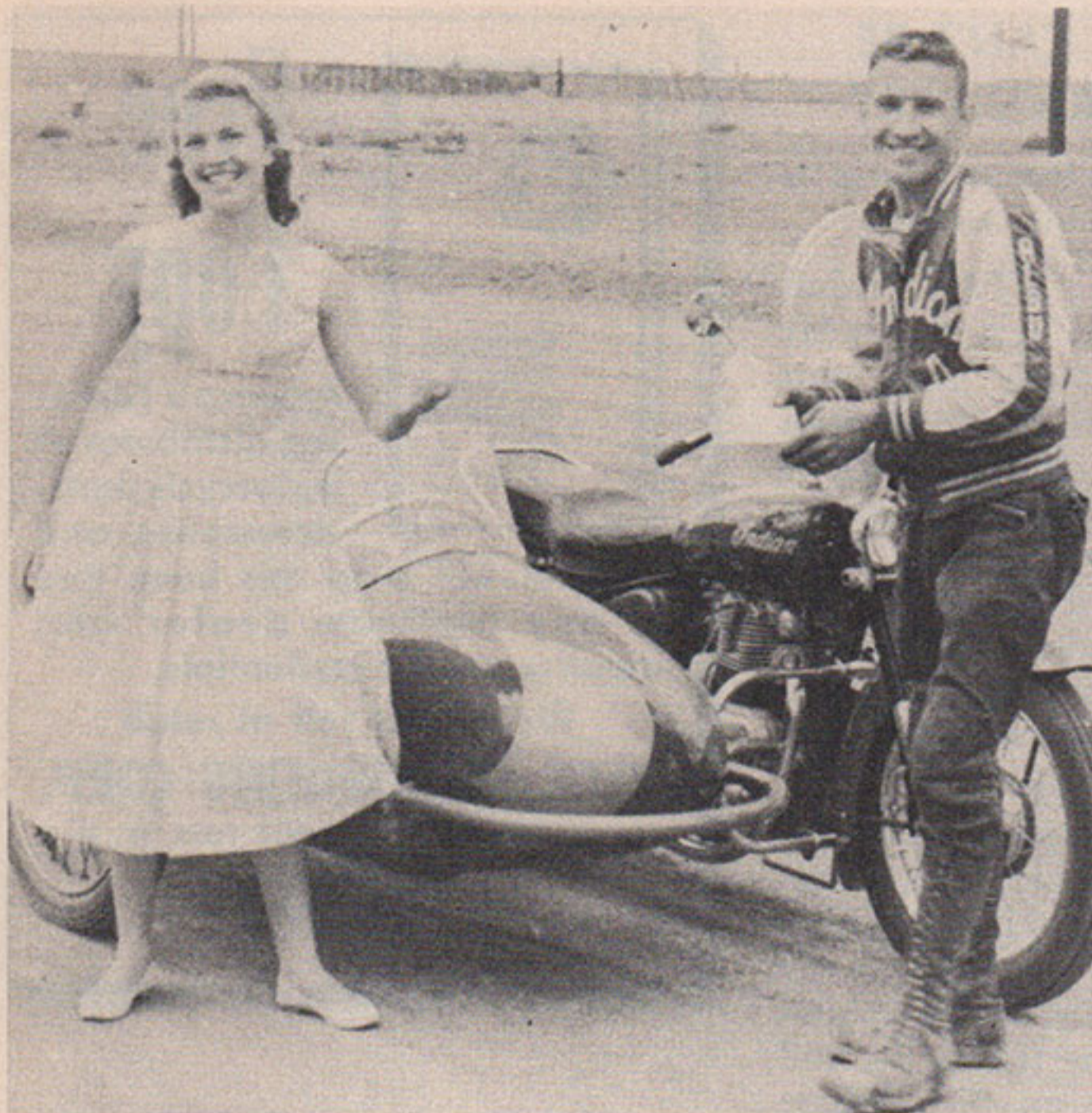
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## RADAR TRAPS CAN'T BE BEATEN BUT DRIVERS TRY

Speeders Use Ingenious Methods Trying to  
Avoid Arrest, Utah Patrol Chief Says

SALT LAKE CITY, UTAH: Adult drivers keep trying to beat the radar "speed Traps", although none ever wins. But the drivers come up with some ingenious methods for trying to avoid being arrested for speeding. Superintendent Lyle Hyatt of the Utah Highway Patrol said one motorist tried to "beat" the radar units by filling his hubcaps with uranium in an attempt to ward off the radar beam.


### Tinfoil Streamers

Another motorist, apparently trying to dazzle the radar device into error, tied tinfoil streamers to his car. Other drivers have put ball bearings in the hubcaps, dragged static chains behind their cars like gasoline trucks do, and put luminous paint on the chrome stripping of their automobiles.

### Attach Mirrors

Some have even attached mirrors to the sides of their cars on the theory that the radar beam would bounce back without registering when they exceeded the speed limit.

(Continued on page 37)




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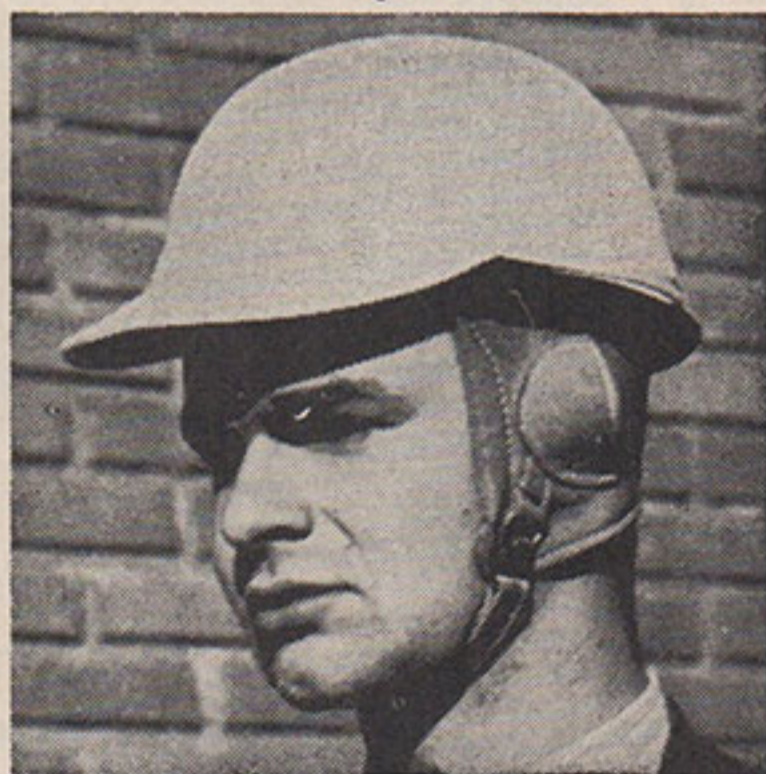
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**RADAR TRAPS (Cont. from page 36)**

**Likened to Delinquents**

One quixotic soul went so far as to fasten to his car a life-size drawing of an automobile—heading in the other direction. This was to confuse which way the car was actually going. None of these things worked. Hyatt likened adult drivers who try to "beat" the radar units to the ten-agers who play "chicken" with their hot-roads. Two drivers playing "chicken" drive their cars head on toward each other at full speed. The driver who swerves aside to avoid a collision is "chicken"—that is, supposedly lacking in courage. Hyatt maintains that what the players of "chicken" and "beat the radar unit" actually lack is brains. Both are heading for death or serious injury, he said.

**Two Ways to Win**

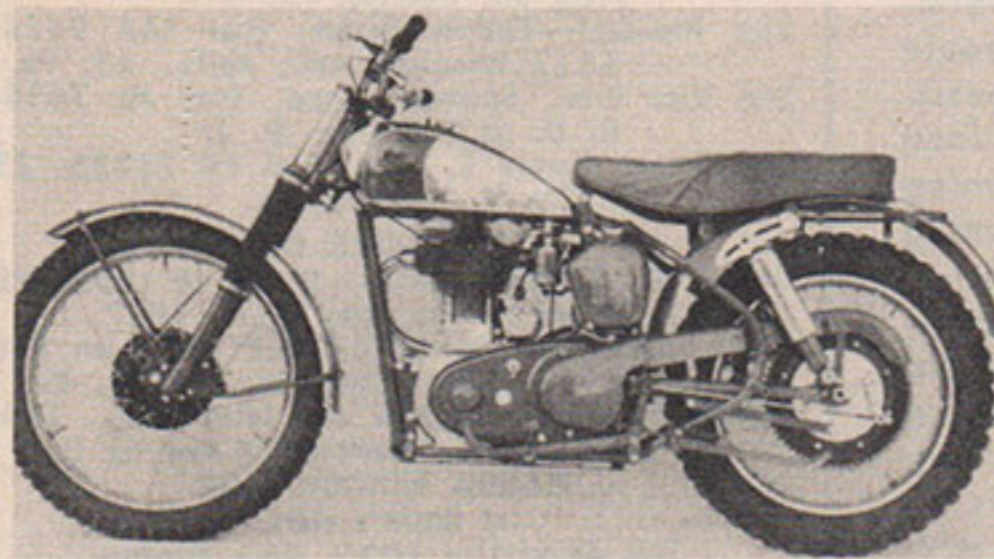
The superintendent pointed out that there are only two ways to "beat" the radar units. One way is to have a radar unit in your car operating on the same frequency as the Highway Patrol's unit. This would jam the reception on the Highway Patrol unit.

"But radar units cost \$1400 apiece, and it's illegal to operate one in a private car anyway," Hyatt said.

The other way to beat the radar units—a method that Hyatt advocates for all motorists—is to drive within the posted speed limit.

And the mere existence of radar units has forced many drivers to do just that.

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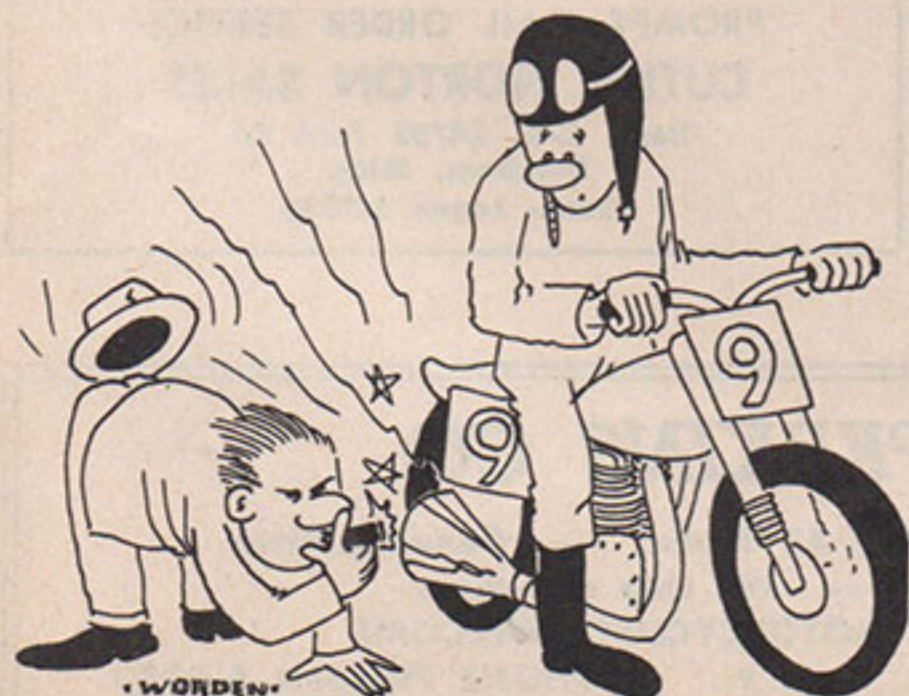
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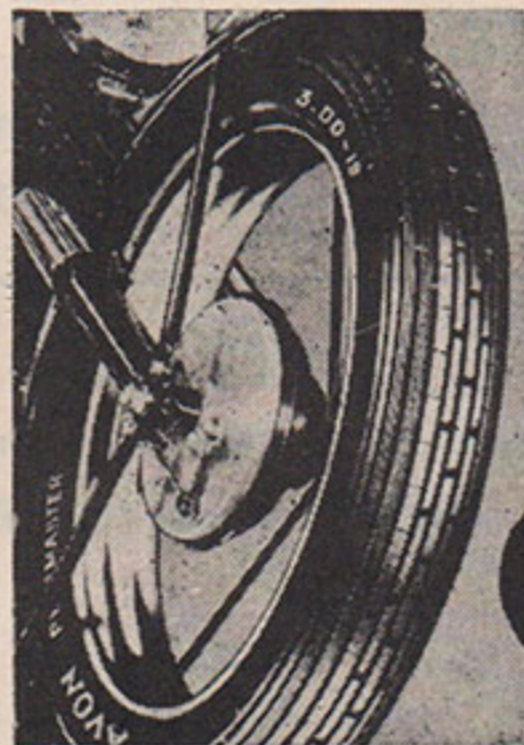
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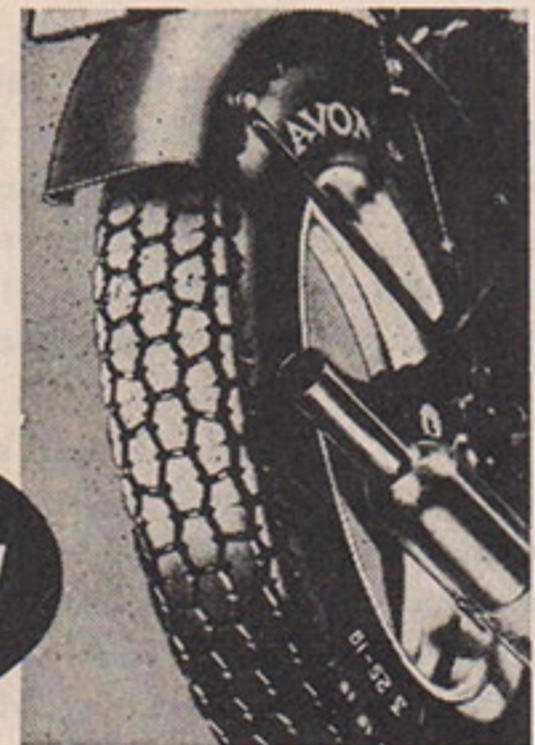
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## CYCLE SERVICE TIPS

(Continued from page 33)

### Sequence of Adjustment, Standard Needle Jet & Monobloc Types

1. **Idling Speed and Mixture**—After warming up motor, set idling speed, which should be just slightly faster than the slowest possible speed. This is regulated by the inclined screw in the side of carburetor body; turning screw in the side of carburetor body; turning in gives a faster idle and turning out, slower. The idling mixture is controlled by the spring-loaded screw located horizontally, close to the flange. This is an air screw and turning in gives a richer idling mixture and turning out weakens. Start off by screwing this in fully, which will give an excessively rich mixture, and unscrew gradually until some hesitation is noticed, which indicates mixture is too weak. From this position, turn back in about one turn. If turning air screw has no effect on idling, idling jet passageways in carburetor body or jet block may be obstructed. On some models unscrewing the air screw will not weaken mixture sufficiently to cause cutting out or hesitation. In such cases do not unscrew more than four or five full turns or spring tension will be insufficient and air screw may vibrate out. An alternative method is to gradually turn the screw in from the unscrewed position until idling is noticeably slowed from over-richness and then unscrew about one turn from this position. After correcting the idling mixture, slight readjustment of the idling speed may be necessary. The idling mixture setting is important to easy starting and good gas mileage, especially when considerable travelling is done at low speeds.

2. **Throttle Valve Cutaway**—The standard idling to about 1/4 throttle. Throttle valves throttle valve cutaway is invariably best for all normal service. This influences the mixture strength when the throttle is opened up from are made with 3/16, 4/16 and 5/16 cutaway. All throttle valves are number stamped. The first number indicates the carburetor type and the suffix indicates the amount of cutaway in 16th's. For example, a 6/3 valve fits all six type carburetors and has a 3/16 cutaway. It should be borne in mind that the needle position also influences the mixture in this range and a different size throttle valve should not be tried until the correct needle setting has been obtained. It is very seldom that a change in throttle valve cutaway is necessary.

3. **The Throttle Needle**—There are five grooves in the top end of the needle and the mixture between 1/4 and 3/4 throttle opening is regulated by the position that the needle is clipped in. The needle should be set as low as possible consistent with good acceleration. Generally the midway position is most suitable. If there is no noticeable hesitation on accelerating fairly quickly, try lowering the needle a notch. If there is hesitation and spitting back through the carburetor when the throttle is opened suddenly, try raising the needle a notch. After considerable mileage has been covered wear in the needle jet may require lowering the needle a notch to maintain correct mixture. For best performance the needle should be set high enough to overcome any hesitation when accelerating but for the best gas mileage it can be set a notch or two lower where there is a slight hesitation when throttle is opened fairly quickly.

(Continued in March issue)

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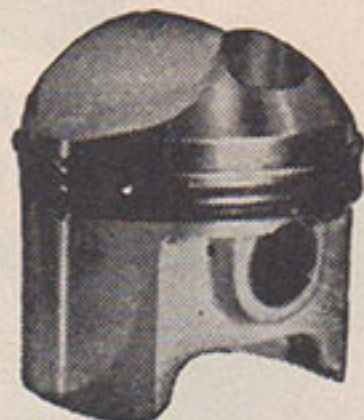
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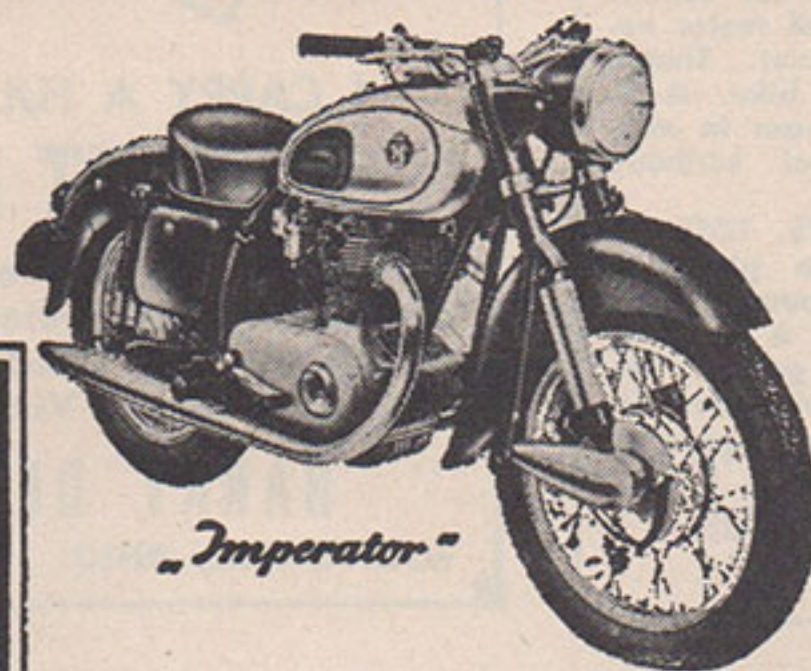
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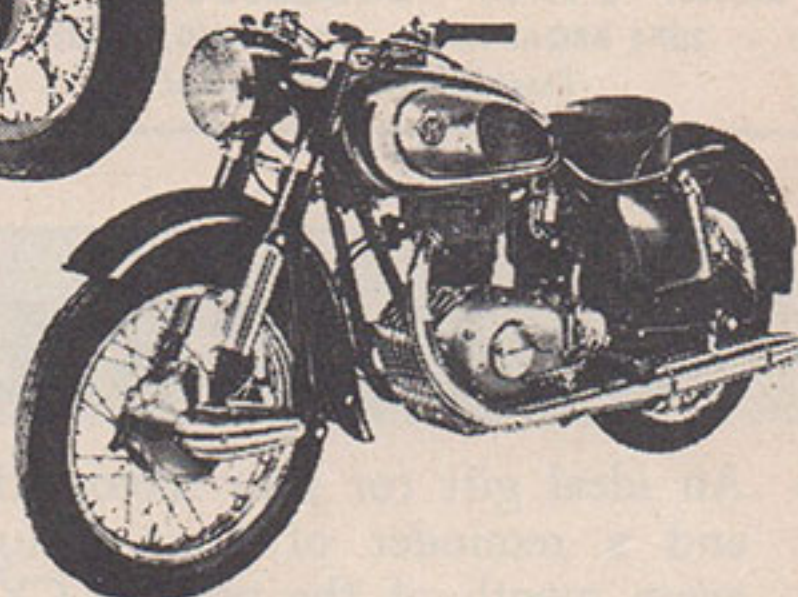
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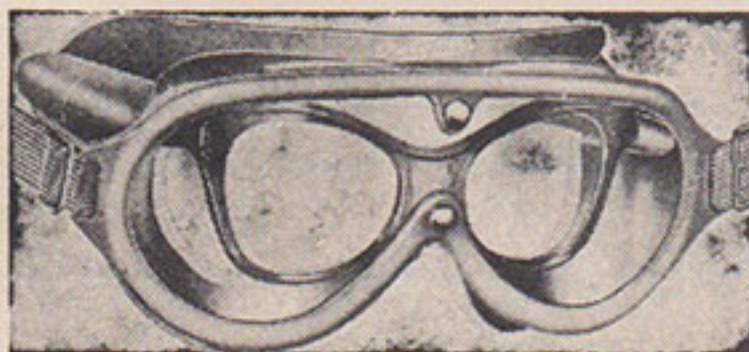
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By J. Horne

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The course ran 33 miles up stream in the Canadian River bottom, out of the river for gas and a check station at this point and then back down into the river and back downstream for 33 miles to the finish line. The handicap times were as follows: motors thru 175 cc started at 12:12 p.m.; motors from 175 thru 18 cu. in. started at 12:22; motors from 19 thru 45 cu. in. started at 12:32 and all motors above 45 cu. in. started at 12:36. This proved to be a fairly accurate guess as the first three finishers crossed the finish line within three minutes of each other, representing three different classes.

The Panhandle Amateur Radio League furnished mobile units to help make this type of run more interesting for the spectators and pit crews. They let everyone at the starting line know just who was ahead at the 1/4, 1/2 and 3/4 marks.

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Albuquerque, N. M. .... 1 hr. 26 min.  
THRU 175cc  
J. R. Horne—H.D. 165  
Amarillo, Texas ..... 1 hr. 49 min.  
Bobby Copeland—H.D. 165  
Lubbock, Texas ..... 22 miles  
175 THRU 18 cu. in.  
1st—Pete McAnally—Indian 13  
Amarillo, Texas ..... 2 hr. 1/2 min.  
2nd—Roger Hockey—Indian 15  
Roswell, New Mex. .... 2 hr. 8 min.  
18 THRU 45 cu. in.  
1st—James Williams—Triumph  
Lubbock, Texas ..... 1 hr. 47 1/2 min.  
2nd—Don Zahn—Triumph  
Lubbock, Texas ..... 1 hr. 55 min.  
45 THRU 80 cu. in.  
1st—Bobby Johnson—H.D. 74  
Amarillo, Texas ..... 1 hr. 24 1/2 min.  
(This was the best elapsed time of the day but Parkers 4 Minute Handicap proved to be more than "Ole Dad" Johnson could overcome)  
2nd—Bobby Pinckard—H.D. 74  
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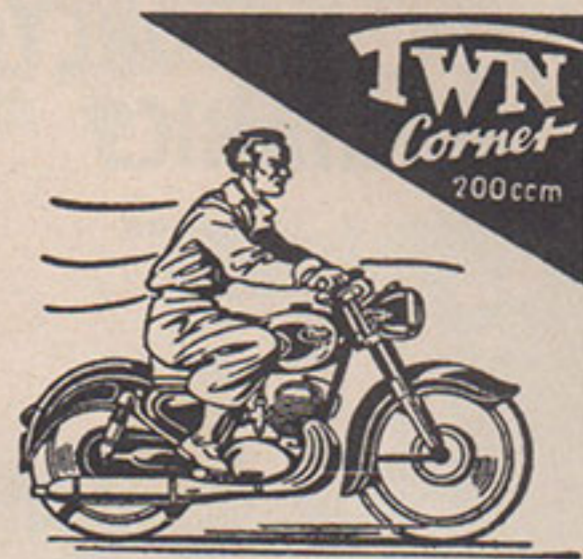
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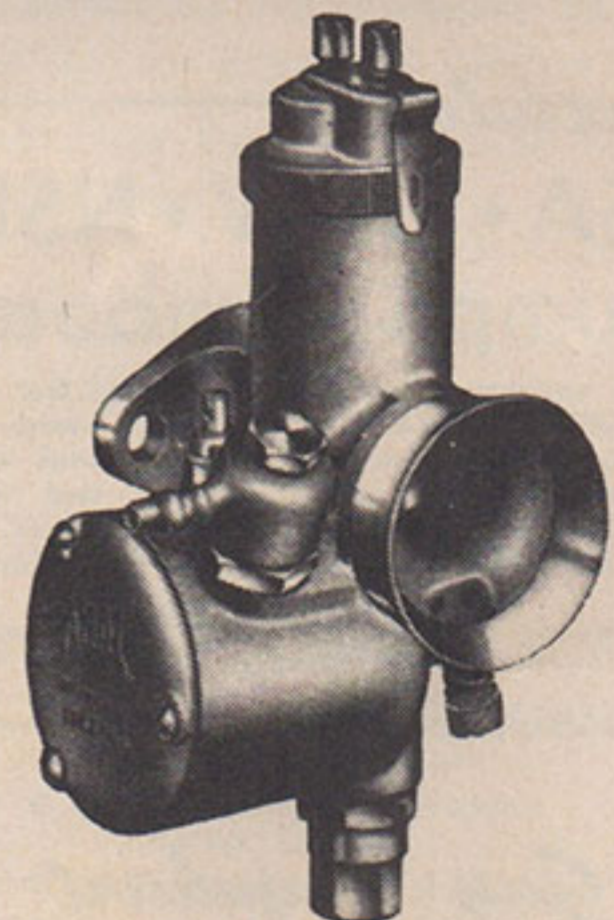
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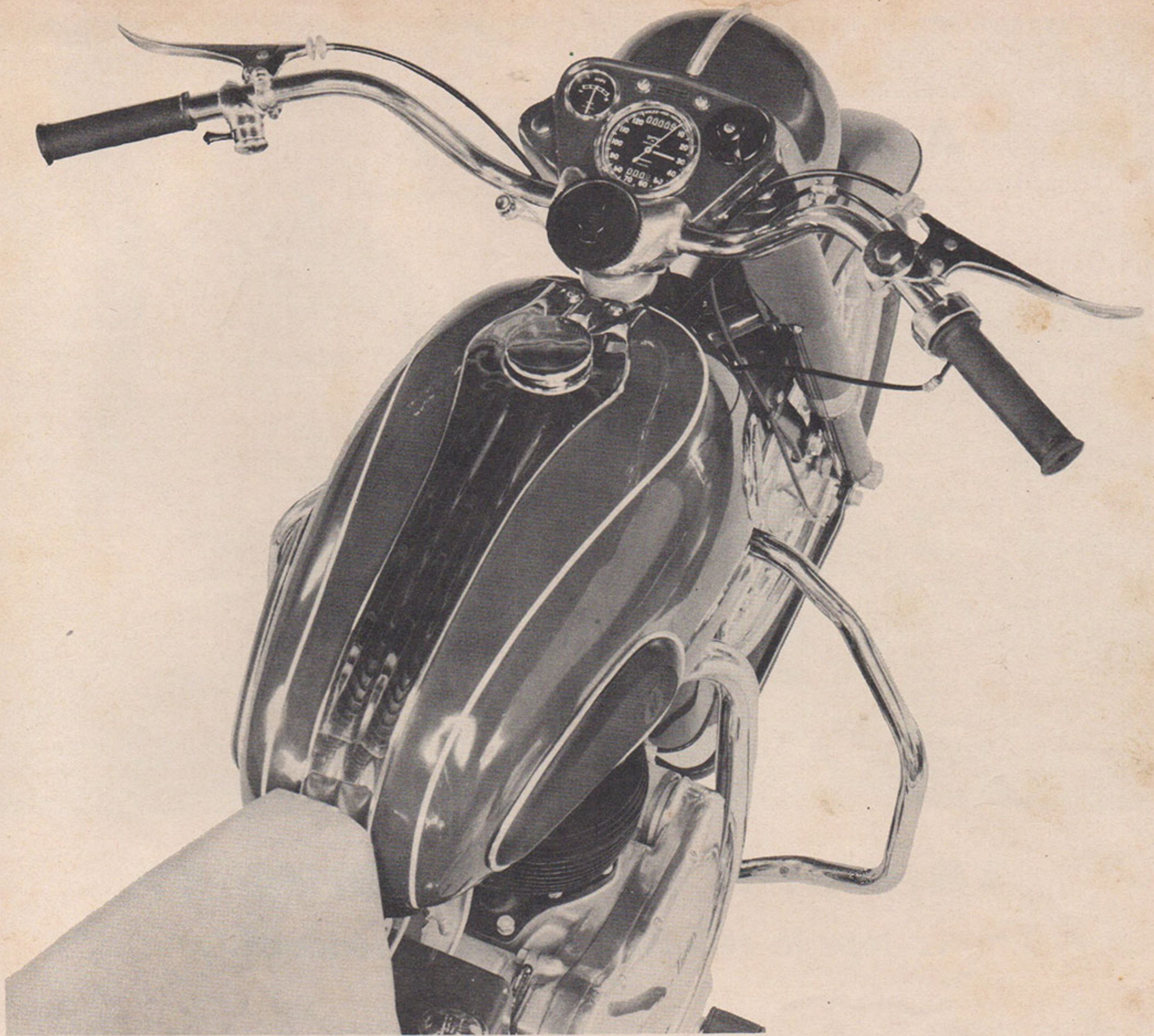
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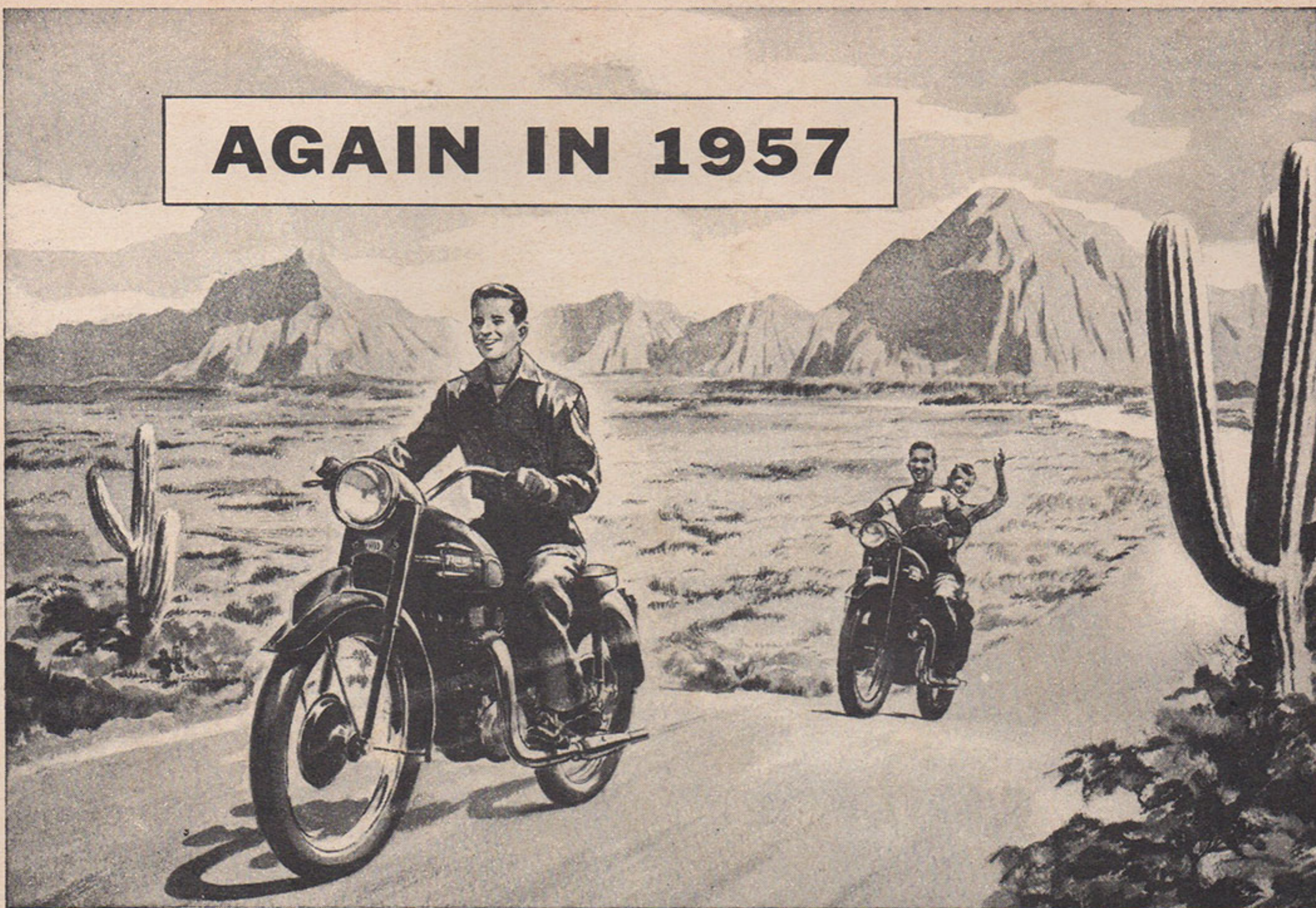
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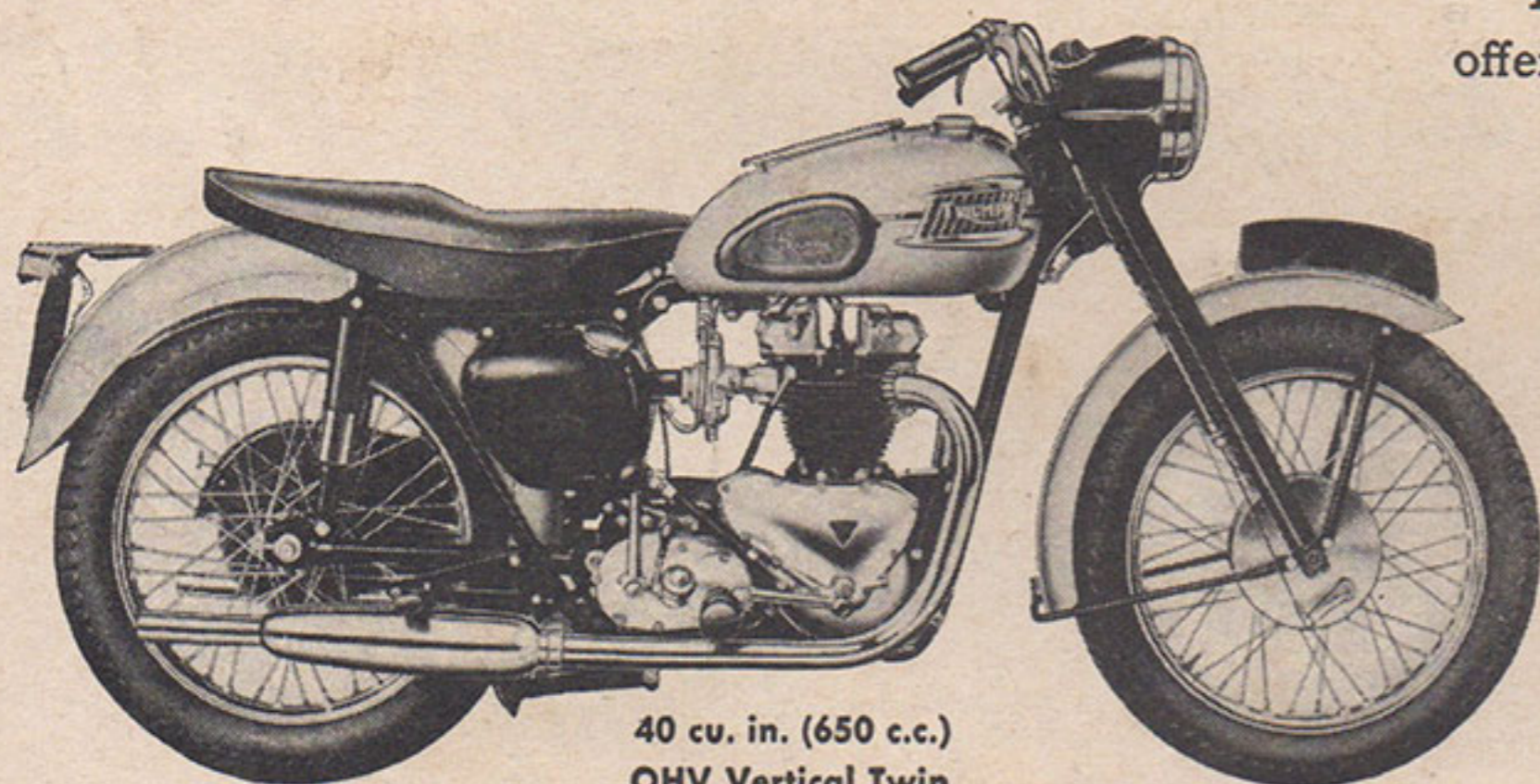
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