

CYCLE

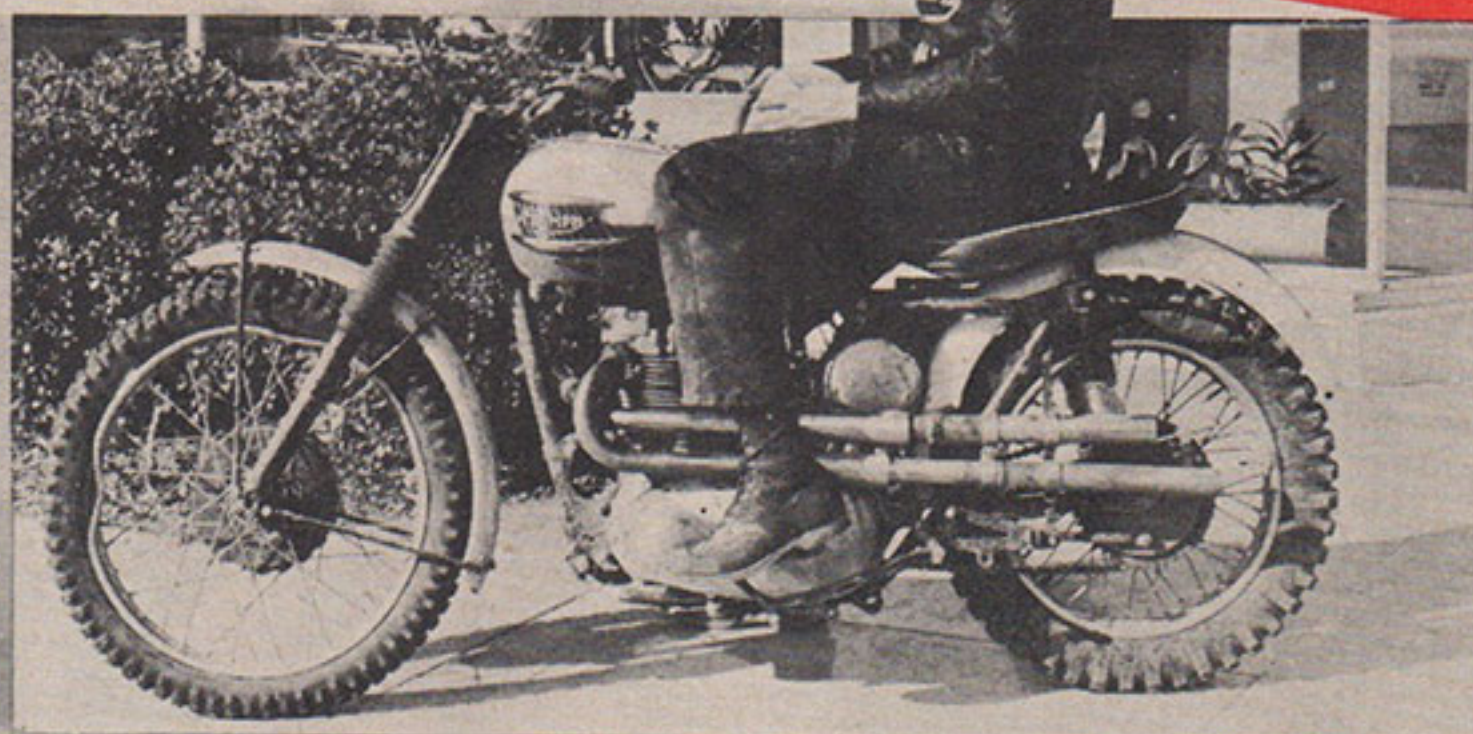
DAVID MADDOX
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MARCH, 1957

35c

"WORLD'S LARGEST MONTHLY MOTORCYCLE CIRCULATION"

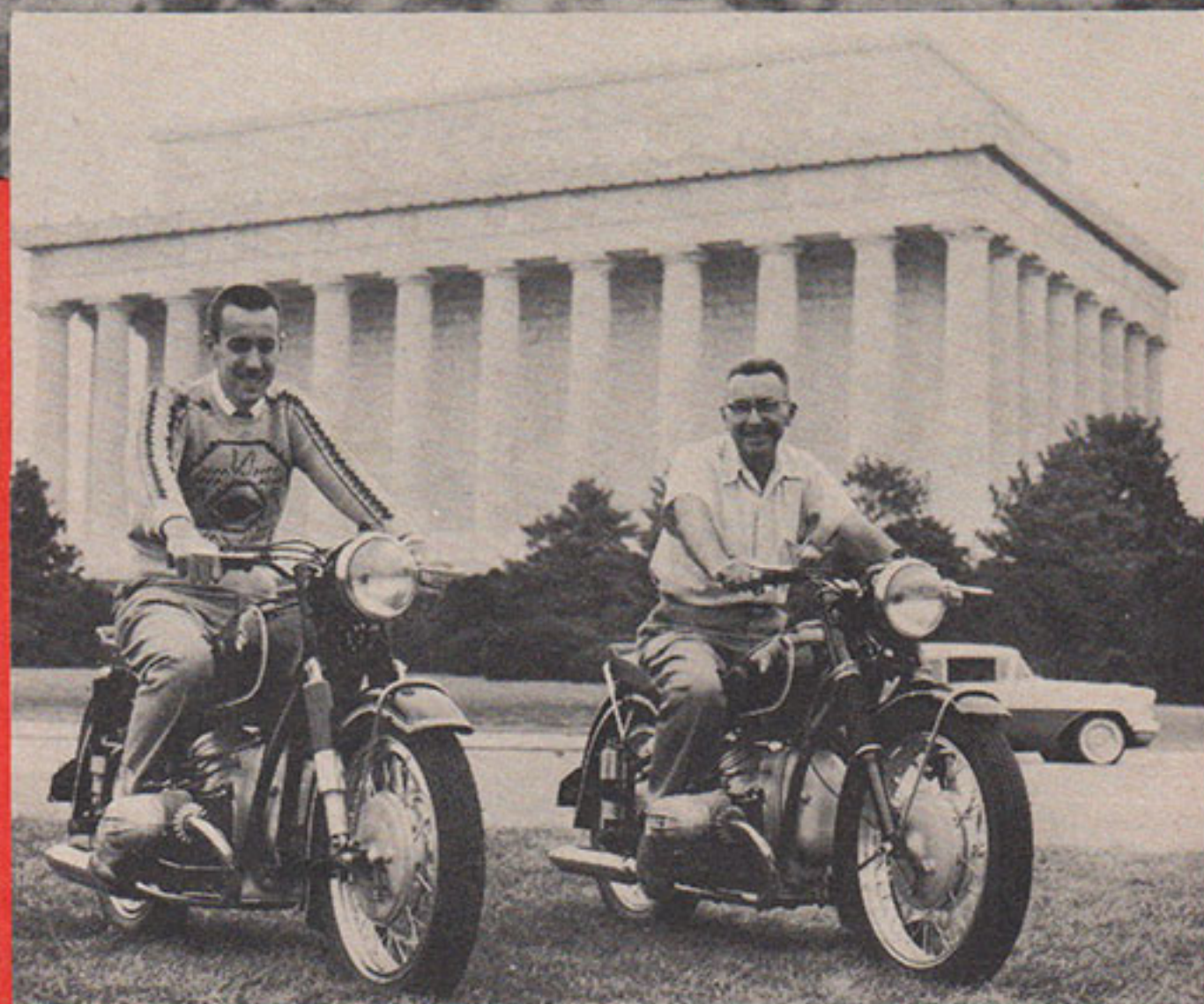
BIG BEAR ISSUE 8 MORE PAGES



BUD EKINS, BIG BEAR WINNER



KEN HARRYMAN, WINNER
IN 200cc CLASS



Father and son enjoy tour of Washington, D. C. on BMWs. They are, L. to R.: W. R. Rudy, Jr. and W. R. Rudy, Sr. Photo taken in front of Lincoln Memorial.

H-D SPORTSTER ROAD TEST

everyone admires the
'Smooth-Look'
1957 RANGE

Norton



DOMINATOR 99
600 C.C. TWIN

Just one of the outstanding new Norton
models now available through your
nearest distributor—

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THIS IS THE YEAR TO BE A NORTON DEALER—THE "SMOOTH-LOOK" LINE THAT'S SURE TO BE THE SALES HIT OF 1957! YOUR TERRITORY MAY STILL BE OPEN—CONTACT YOUR NEAREST DISTRIBUTOR TODAY FOR FULL DETAILS!

CYCLE

A Floyd Clymer
Publication

MARCH, 1957

VOL. VIII, NO. 3

"World's Largest Monthly Motorcycle Circulation"

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



Features

The "Frisco" Enduro.....	8
Results of CYCLE POLL.....	10
"BIG CYCLE CONTEST"—\$500.00 in Cash and Merchandise—for Rules & Entry Blank.....	13
Tommy McDermott, the story of a Motorcycle man.....	21
BIG BEAR RUN.....	22
James 1957 Six Model Program.....	31
Laconia Memories.....	32
Milan Motorcycle Show.....	36
Harley-Davidson Sportster Road Test No. 85.....	45

Departments

Publisher's Column.....	3
Mail Pouch.....	7
Cycle Service Tips.....	39
Swapping Post.....	50

Staff

PUBLISHER and EDITOR—Floyd Clymer

TECHNICAL EDITOR—Hank Elfrink

MAKE-UP EDITOR—Juel J. Roth

ADVERTISING MANAGER—Juel J. Roth

CIRCULATION MANAGER—Robert Butcher

Foreign Correspondents

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

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COVER PHOTOS—Big Bear winner, Bud Ekins, and 200cc Class winner, Ken Harryman, on Triumphs featured in this month's cover plug. W. R. Rudy Sr. & W. R. Rudy Jr. on BMW's.

The Publisher's Column

CONGRATS TO GRAND RAPIDS CLUB—The "Nite Hawk Riders" of Grand Rapids, Mich. are doing a real job of public relation for motorcycling. They are cooperating with the Civil Defense program and, as a result, the clipping which appears below recently appeared in the Grand Rapids Press.

Such activities can do much to impress the public as to the good that motorcyclists can do in assisting C. D. and law enforcement agencies. Many times in years gone by motorcycle riders have done outstanding work in cases of emergencies and trouble. The following article recognizes the value of motorcycles. The press and law enforcement authorities welcome such efforts and especially when these services are volunteered. Motorcyclists who belong to Clubs can do better work than many other groups because they are better organized to work together in event of disaster.

We hope that motor riders and clubs will offer their services to the C. D. offices, as well as to the Sheriff, City Police and the Red Cross if emergency needs arise in their communities. A list of the names of riders and the clubs neatly typed and delivered in person to the proper officials can not help but impress those in charge that motorcycle riders are ready, willing and able to perform many services promptly and efficiently.

Such work as the Grand Rapids and other clubs are doing in their respective communities will increase respect and admiration for motorcyclists and the sport of motorcycling. We hope to hear more about such activities.

Motorcyclists Offer CD Aid

The Grand Rapids Motorcycle club's 72 members voted over the week-end to organize into a civil defense unit, offering their motorized services to Grand Rapids and west Michigan in time of disaster.

The club offered its help free to Sheriff Arnold O. Pigorsh, deputy CD director, who accepted. He said the cyclists would be valuable in disaster areas where four-wheeled vehicles might be immobilized, aiding in messenger work, searching for missing children and performing escort duty.

The group will meet with local CD officials Feb. 16 to begin work in organizing the club into a CD motorized unit, Donald J. Armstrong, club president, said.

The motorcycle unit will be the first of its kind in Grand Rapids and west Michigan. Club members plan to take first-aid lessons and lessons in Red Cross disaster work, Armstrong said.

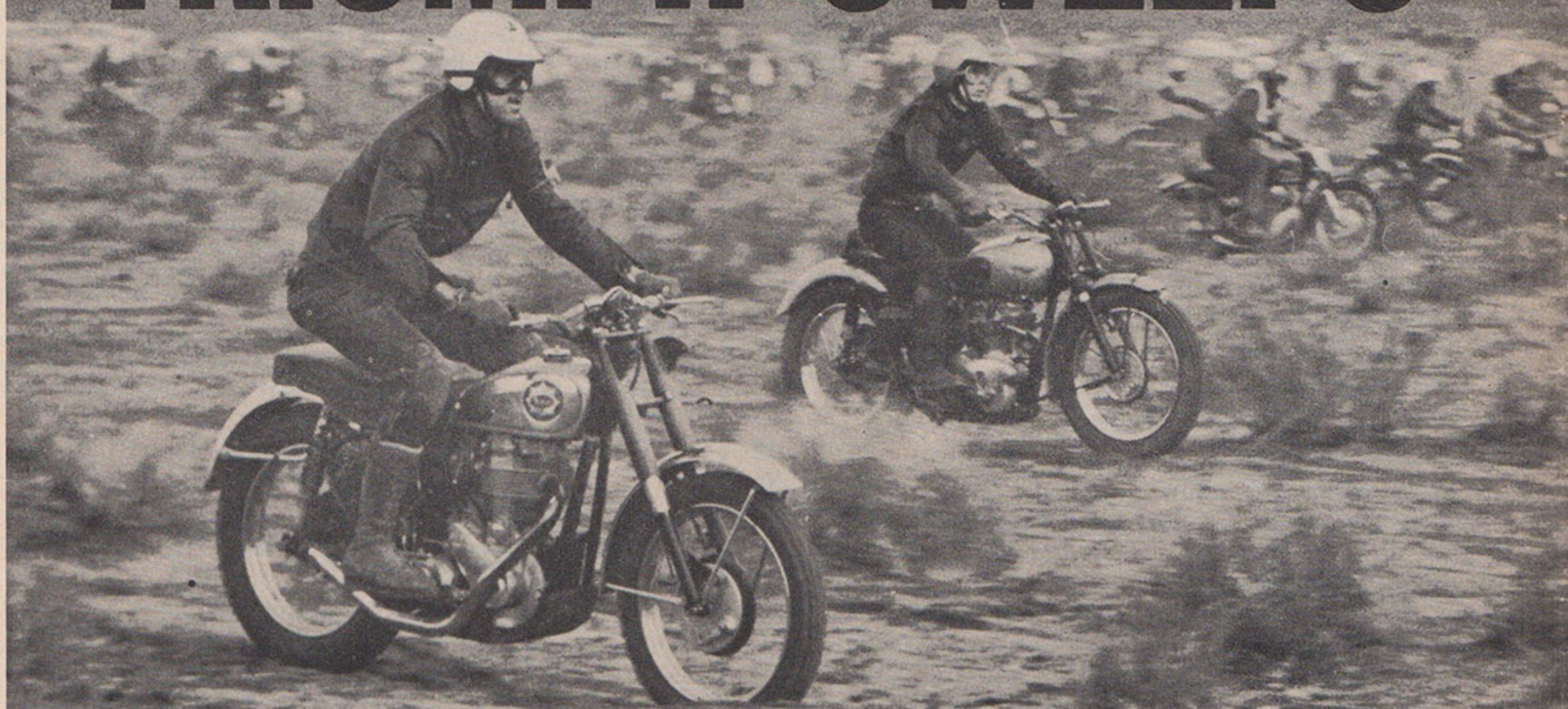
BIG BEAR RUN IS HISTORY—Probably in no other place in the world would 700 anxious cycle riders line up to face the starter for the grueling, cross-country race as did those who competed in the 1957 Big Bear event held in Southern California. This event, unusual and unique in motorcycle history, is one that continues to grow from year to year in popularity.

The mechanically-minded young chaps who battle every known hazard over sand, rocks, desert, sage brush and mountains are indeed a sturdy clan. In the event the U.S. should again become involved in war (and God forbid) these are the Americans who will be the leaders in the air and on the ground, for they are made of the stuff that really counts when the chips are down. Our enemies should never underestimate the will and determination of the young Americans when they set their minds to do what may appear to many as the impossible tasks.

Floyd Clymer

36th Annual Run — biggest ever — 720 Compete

TRIUMPH SWEEPS



TAKES FIRST NINE PLACES IN OPEN CLASS FIRST AND SECOND IN 200 c.c. CLASS

Bud Ekins runs wild — Makes 155 mile Cross Country Dash in 3 hours, 58 minutes.
Kenny Harryman wins 200 c.c. Class; "Lammy" Lamoreaux takes second.

129 RIDERS REACH FINISH LINE



Winner Ekins is "aimed" by his pit crew at first gas check in Big Bear Run.

Once again Bud Ekins has demonstrated his unparalleled skill as a scrambles rider. Mounted on a Triumph, he overcame every conceivable type of hazard and obstacle including the rugged, varied desert terrain, sand, winter mud, snow and bitter cold weather.

The entrants at the starting line spread across two miles of desert. Suddenly the explosive roar of 699 engines, audible for miles around, signaled the start of the toughest and most competitive cross-country racing event in the world.

A blue haze arose over the horizon as the machines, out of sight to the public, roared around the circuit.

Kenny Harryman and "Lammy" Lamoreaux put on a sensational show with their Cub scramblers, finished first and second in the 200 c.c. Class. They vanquished all competition in the 200 c.c. Class and the majority of entrants in the larger classes, finishing in 27th and 30th places in the whole field.

Triumph took 20 out of the first 25 places to chalk up one of the most decisive wins of recent years. Triumph TR6's demonstrated their marked superiority as they trounced other cross-country models.

BIG BEAR RUN*



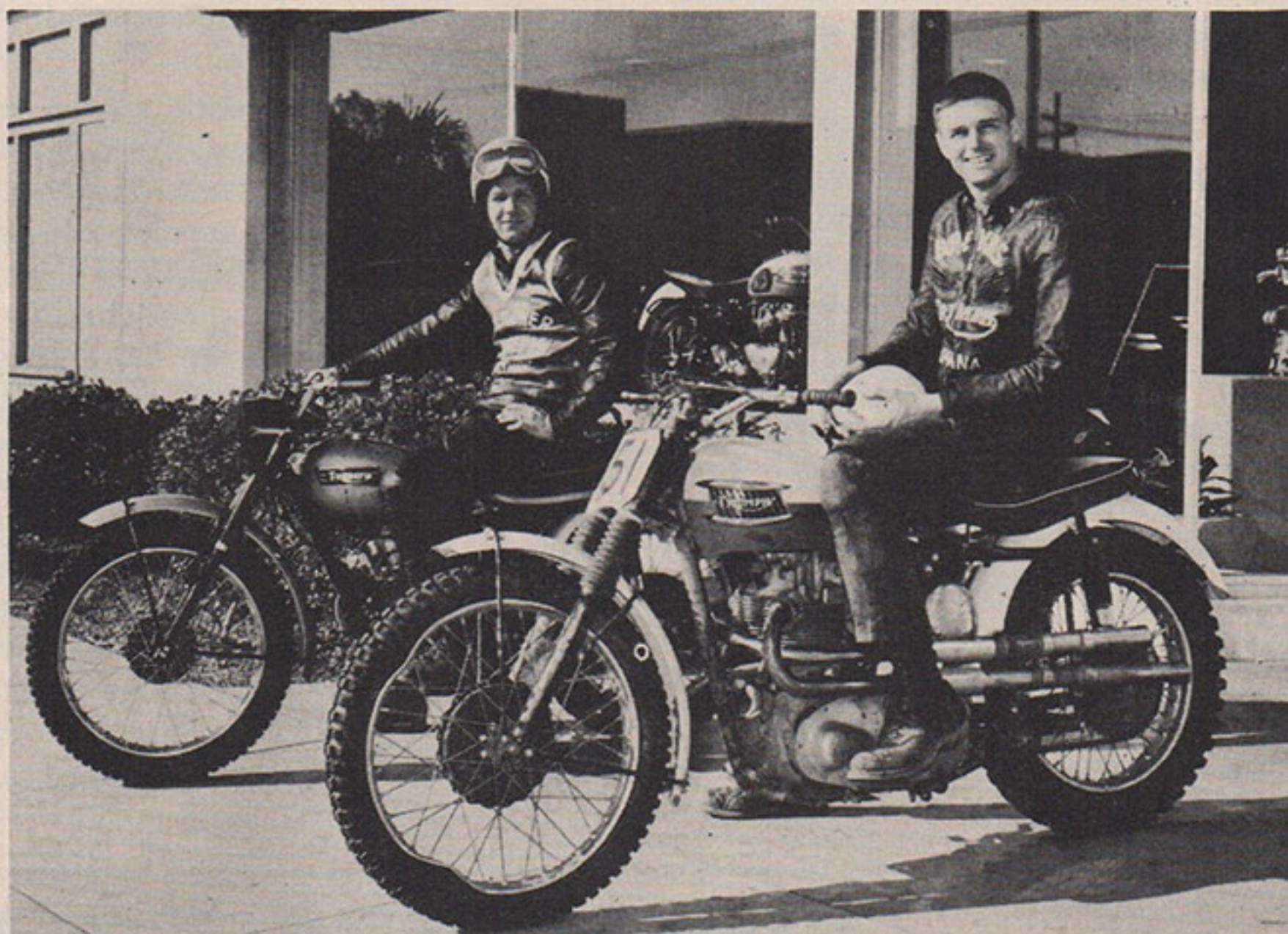
World's largest motorcycle race ever held. Big Bear Run, California, January 13th.

OPEN CLASS

1st	Bud Ekins	Triumph
2nd	Buck Smith	Triumph
3rd	Jack Simmons	Triumph
4th	Cal Bottum	Triumph
5th	Elmer Pond	Triumph
6th	Jim Gamble	Triumph
7th	Gene Hirst	Triumph
8th	Don Surplice	Triumph
9th	Don Wehrman	Triumph

200 c.c. CLASS

1st	Kenny Harryman.....	Triumph Tiger Cub
2nd	"Lammy" Lamoreaux..	Triumph Tiger Cub



Bud Ekins (right) winner of Big Bear Run poses with Kenny Harryman 200 c.c. class winner.

Johnson Motors, Inc.

The TRIUMPH Corporation

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1957 BSA—ARIEL Service School

A large and enthusiastic group of BSA and Ariel dealers attended the 1957 Service School at Nutley, N. J., January 14 through 18, 1957. Well over 100 dealers and mechanics participated in a week long series of intensive sessions on BSA and Ariel Service. A special session covered 1957 advertising and promotion plans and Sales methods.

Director of the Service School was BSA Service Manager, Walt Brown. Chief Instructor was Tom McDermott, Norfolk, Va. Mr. McDermott, who is Service Manager at Meridian Motorcycle Sales, Norfolk, Va., one of the largest BSA shops on the East Coast was responsible for many interesting and instructive hours devoted to BSA and Ariel overhaul procedures.

The Sales session was presided over by T. A. Hodgdon, President of BSA Incorporated who spoke on latest motorcycle sales methods and BSA-Ariel advertising plans for 1957. Emmett Moore, Advertising Manager covered advertising aids and promotional material as well as accessories. Fred Schafer, Parts Manager, outlined proper procedure in ordering parts and was proud to report his back order file at an all time low—practically non-existent.

Feature of the School was Walt Brown's "two Platoon" program in

which service procedures were broken down into separate elementary and advanced classes. While Tommy McDermott was conducting the "advanced" class New Dealer instruction on set up and initial service was handled by Herb Neas, BSA Shop Foreman.

Special instruction on Lucas electrical systems was given by Bill Owen, ad Jack Baugh from the Lucas distributors in New York City.

Among other trade personalities who spoke on their particular specialties were Denny Ross (KLG spark-plugs), Jim Smith (Lodge spark-plugs) and Floyd Ter. Bush, (BSA motorcycle oil). John Hostetter and Morgen Stern of Motorcycle Finance Co., Washington, D.C., spoke on retail motorcycle finance.

Highlight of the week was a talk by Mr. Edward Turner, New Managing Director of the BSA Automotive Group who made a special overseas flight to be at the BSA-Ariel Service School. Mr. Turner spoke briefly at the School and again at more length at the Banquet on Friday evening. His remarks met with enthusiastic reception from the BSA and Ariel dealers who were particularly impressed by his statement that he would continually strive to improve the BSA and Ariel lines—to give the dealers better and more exciting motorcycles to make their sales job easier—and to do everything in his power to keep BSA and

Ariel among the leaders in USA motorcycle sales.

A very enthusiastic reception was also tendered to Mr. E. C. Smith, of the A.M.A. who made a special trip from Columbus, Ohio to address the BSA-Ariel Dealers. Mr. Smith spoke on the 1957 A.M.A. program and on the importance of motorcycle clubs and on participation in civic activities by motorcyclists.

Civil Defence activity was explained by Jack Watson, A.M.A. District 5, Referee.

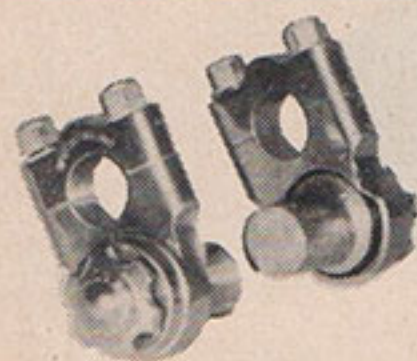
The Service School was climaxed by a report from the Sales Department that more new BSA's and Ariels had been hauled away by dealers attending the 1957 Service School than at any previous BSA School.

The Banquet was held on Friday evening and more than 150 guests enjoyed a hearty dinner and an evening of good fellowship.

Following the awarding of Service School Certificates, short after dinner talks were made by Mr. Turner and Mr. Hodgdon.

A special surprise was the awarding of a group of trophies and plaques to a list of BSA and Ariel Dealers who led in various Sales brackets. The dealers then turned the tables on the Nutley Staff by their own pleasant surprise—a handsome gift for every member of the headquarters staff. ★

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\$3.25 or two for \$6.00 Postpaid

COD Fee and 1/2 post added on COD'S.



Editor, CYCLE Magazine

Dear Sir:

Enclosed you will find a clipping from the Grand Rapids Press concerning the affiliation of our motorcycle club with the local Civil Defense Unit. Missing from the article is the name of our club, which is "Nite Hawk Riders". Officials of the C. D. Unit say they are pleased to have our club join their organization. They are planning to include us in all the practice events for various types of disaster work.

Our club is happy to be able to participate in a public service such as this. It should help to raise some respect for motorcyclists in this area. At present the reputation of riders is poor, due to the fact that we have a few "Wild One" type people in this city. We hope to pick up some of these riders for members so we can convert them into sane, useful motorcyclists.

I sympathize with the many potential riders who have a parent problem. This was never a hindrance to me as I purchased my first 'cycle after I was 21. My only hope is for these young people to retain their dream until it can become a reality. Motorcycling is a good clean sport, as is hunting and fishing, and should be considered as such by all.

Our club is planning to have five sanctioned events this summer. Nearly every Sunday finds a group from our club out enjoying the thrills our weather produces. Riding on snow and ice a rider can acquire skill that is valuable on the scramble courses and enduros during the summer months.

I want to express my thanks for your road test reports every month. It was the convincing story on the Triumph TR-6 that inspired me to purchase my "Trophybird" last October. I am well satisfied as this machine lives up to all my expectations. I ride to work every day on my 'cycle.

George Hankinson
3284 Richmond N.W.
Grand Rapids, Mich.

Excellent work, Gordon—see Publisher's Column—Ed.

Dear Mr. Clymer:

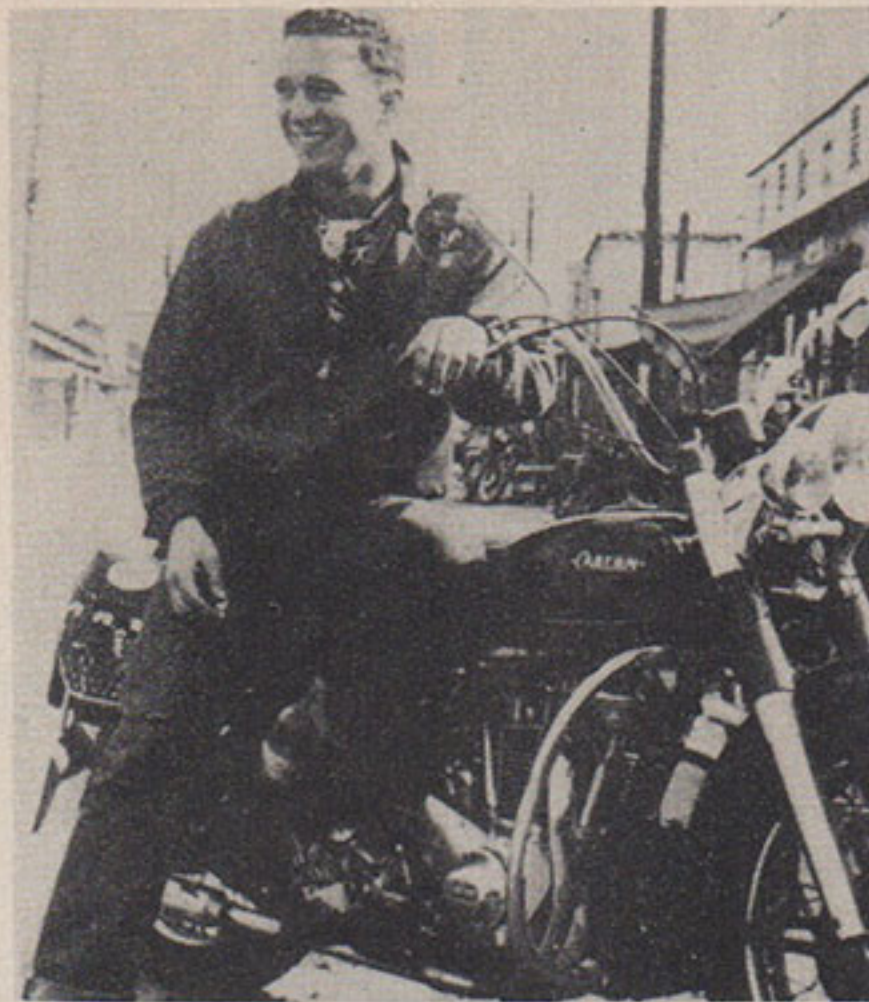
I have noticed many articles about motorcycles and parents in your late issues. I have wanted a motor for about two years. I am now 14 and have nearly convinced my parents that they are safe, I plan to buy a 1954 model Dot Scrambler that is in very good shape.

I can see my parents' side of view. Just give your parents time to think it over and to know and read about motors and they will finally come through and see your point of view.

I would also like to know what you think about a Dot.

Fred Enslin
Montgomery, Ala.

The CYCLE staff believes that most motorcycles are good. However, we do not recommend any one make over another as this has long been our policy.
—Ed.



Editor, CYCLE Magazine

Dear Sir:

Your article in the Publisher's Column was just the thing that should be read to every Commander everywhere—a real "chewing out"!! Keep it coming, and we'll convince them yet.

Motorcycling here in Japan is about the only way to get around the rough roads. They can be navigated safely by a careful and cautious motorcyclist.

Most men here prefer the Japanese-made "Cabton" motorcycle. It's a sturdy machine that takes a terrific beating on these roads. A good periodic check for looseness and malfunctions pays off for the fairly good mechanic.

The snapshot is of a '54 Cabton 500 cc ohv vertical twin. Do you have any information about the import of the "Cabton" (Mizuko Motors in the U.S.?)

Keep the fine magazine growing and the road tests coming. CYCLE is our only contact with U.S. motorcycling.

S/Sgt. Jerry N. Barnes
Itami Air Base, Japan

Very few Japanese motorcycles are ever seen in U. S. A.—Ed.

CYCLE Magazine—

Dear Mr. Elfrink:

While reading the November issue of CYCLE magazine I came across a slight mistake in your otherwise accurate and excellent event coverage you print each month.

This concerns the article on page 12 dealing with the Harley-Davidson streamliner of C. B. Clausen, that ran at the Bonneville National Speed Trials this last August. The Bonneville National Speed Trials are sponsored by the Southern California Timing Association only, not the National Hot Rod Association. This is no reflection on the National Hot Rod Association but rather a statement of who sponsors the yearly Bonneville National Speed Trials. At one time the Bonneville Nationals were co-sponsored by the Southern California Timing Association and Hot Rod magazine. But for the last two years the event has been solely sponsored by Southern California Timing Association.

If the opportunity presents itself the Southern California Timing Association would appreciate any recognition that CYCLE magazine could give us.

If at any time I could be of service to you or your excellent magazine please contact me personally.

Carl W. Borgh, Public Relations
Southern Calif. Timing Assoc.
25023 Belle Porte Ave.
Harbor City, Calif.

Editor, CYCLE Magazine—

Dear Sir:

Please send me a copy of "Teach a Ride" bulletin. I am 19 years old, have read CYCLE for about three years and think you have a good magazine. I do have a few things I would like to mention though. It may be a lot better for potential bike owners if you could give an approximate price on each tested or advertised.

Being a BMW fan I would like to see more about them in your issues if possible. Even though I have had a few complaints about your magazine on the whole it's very good because if it wasn't I never would have gotten each issue faithfully for so long.

Pvt. Nicholas Bolnarciah, Jr.
Edison, N. J.

Editor, CYCLE Magazine—

Dear Sir:

Please send me a copy of the "How-To-Teach-A-New-Rider" folder.

I haven't got a motorcycle as yet, but plan to get one soon. So, would appreciate all the helpful hints about one I can get.

I have just gotten my first copy of CYCLE and like it very much. I plan to keep on getting them. Keep up the good work.

Larry Miller
Route 4
Lewistown, Illinois

Editor, CYCLE Magazine—

Dear Mr. Clymer:

I was very interested and very pleased with George Rice's article "Tame Cyclists Disown 'Terrors'" which you reprinted from the *Minneapolis Star* in the December issue of *Cycle*.

I sincerely hope that many more clubs and individual riders will follow the Northern Eagles and shed their black leather jackets for something that will give the cynics less to grumble over.

Motorcycle equipment manufactures could do a lot for the sport if they would push products which would dress up the rider as well as be functional. I'm not talking about gaudiness either, but conservative, neat, gray, tans, and brown leather wear. Accessory companies are making a living off of the rider, consequently, it seems to me that they should make every effort to promote better public opinion if they are interested in keeping the sport and their business alive.

Many riders I feel buy the black leather jackets because nothing else in the way of good cycle jackets were offered. I was determined not to have a black jacket, I did feel, however, that I wanted a leather jacket designed for cycling. I visited every cycle shop I could get to in two of our countries largest cities, Chicago and Denver, but no brown leather motorcycle jackets. Finally I located a mail order company in New Jersey that handled them.

The Harley-Davidson Company has made a step forward with their Traveler and Sportster jackets. I have been studying leather jackets worn by people passing me on the street and I have come to the conclusion that although not designed primarily for motorcycling some of them might fill the bill very well.

Cyclists let's be smart, what we do and how we act is our own choice, but I think the sport the majority of the people participating in it are tops. Let's do our best to give ourselves and the sport a fair break.

Ken Mertz
Boulder, Colo.

THE "FRISCO" ENDURO

Sponsored by San Francisco Motorcycle Club

* Results

Hi Point man—FRANK MITCHELL
—960—(TRI) B. Class

Expert Class

- 1—Jim Kinner959....(TRI) *
- 2—Geo. Flagel958....(BSA) *
- 3—Sam Arena Sr.957....(H-D) *

Novice Class

- 1—Jack Vargas956....(TRI) *
- 2—Bob Digby955....(BSA) *
- 3—Marty Malchow952....(BSA) *

Ring Ding Class

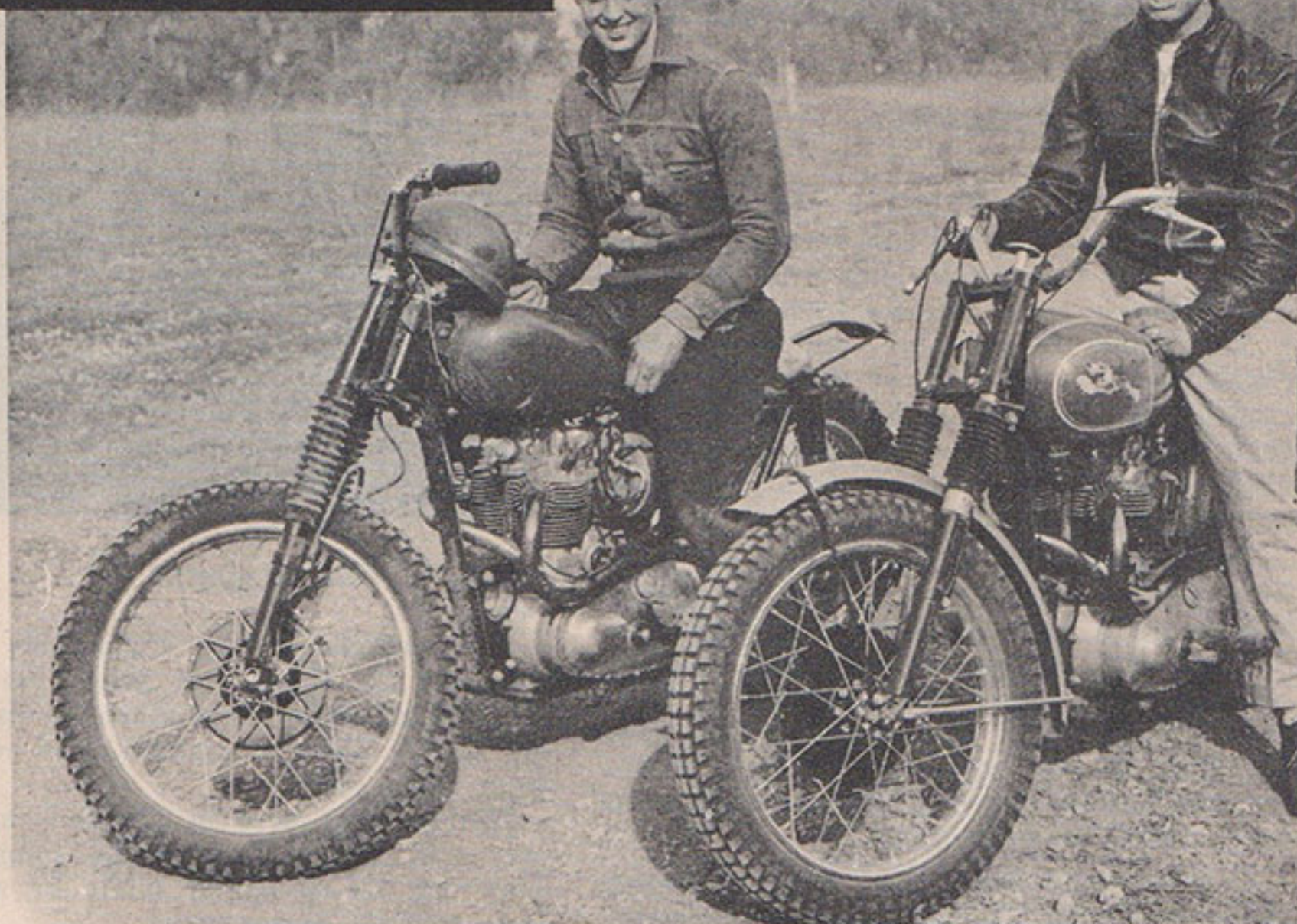
- Kenny Bowman943....(CUB) *

Club Team Winners—

Hayward Motorcycle Club

- Bob Digby 955
Curtis Sexton 939
John Nelson 947

2841 Points.



L to R—Jim Kinner of San Francisco, Winner—Class "A", 959 pts. —
Frank Mitchell of Menlo Park, Sweep Stake Winner, 960 pts. (Triumph)

Finishers—and eligible for the "FRISCO" ENDURO PEN

8—Klea Marsoe954....(BSA) .EX.	51—Ed Rood920....(MAX) .EX.
9—Herb Boesch953....(H-D) .EX.	52—Bill Botello920....(BSA) .B.
10—B. Bernhiesel952....(H-D) .EX.	53—M. Satava918....(TRI) .EX.
11—Geo. Hein952....(AJS) .B.	54—Joe Longo917....(BSA) .B.
12—R. Hall952....(ARL) .B.	55—Schneck917....(BSA) .B.
13—A. Shannon951....(BSA) .EX.	56—H. Dilliges916....(BSA) .B.
14—A. Harland951....(H-D) .B.	57—Ralph Grunert.....915....(BSA) .B.
15—C. Tranthum950....(AJS) .EX.	58—Ted Newby915....(TRI) .B.
16—Ken Jenkins950....(TRI) .B.	59—D. Turkeltop914....(MAT) .B.
17—John Nelson947....(AJS) .EX.	60—Bill Thomas914....(BSA) .B.
18—G. Hill947....(BSA) .B.	61—Jim Storm913....(BSA) .B.
19—L. Rhodes947....(VEL) .B.	62—B. Harden913....(IND) .B.
20—Bob Roskie947....(AJSS) .B.	63—Jim Ellis909....(MAT) .B.
21—Ed Bowman946....(BSA) .B.	64—Ray Jones903....(AJS) .B.
22—J. Buvid945....(BSA) .B.	65—H. Kenyon903....(BSA) .B.
23—O. B. Ray944....(BSA) .EX.	66—L. Lane902....(HRMPH) .B.
24—Ken Bowman943....(TRI) .B.	67—F. Machado902....(MAT) .B.
25—R. Bergess941....(BSA) .B.	68—J. Lambert901....(BSA) .B.
26—Curtis Sexton939....(AJS) .B.	69—R. Furguson899....(BSA) .B.
27—L. McReynolds938....(H-D) .B.	70—B. Verbiscio898....(BSA) .B.
28—Geo. Nielson938....(BSA) .B.	71—C. Crackbon890....(BSA) .B.
29—Dave Putman938....(VEL) .B.	72—J. Singleton889....(BSA) .B.
30—Ch. Miller937....(TRI) .EX.	73—Gil Brown887....(TRI) .B.
31—Ray Haney937....(TRI) .B.	74—M. Rinaldi886....(BSA) .B.
32—Cliff Peters936....(AJS) .B.	75—Joe Futado884....(H-D) .B.
33—Herb Corkish935....(BSA) .B.	76—Clark Cheney876....(ARL) .B.
34—Kenny Yarn935....(TRI) .EX.	77—J. Rennie873....(NOR) .B.
35—Jim Sands935....(MAT) .B.	78—Bob Walsh865....(MAT) .B.
36—B. Anderson935....(BSA) .B.	79—F. Allen860....(H-D) .B.
37—Ken Hansen934....(TRI) .B.	80—Dan Port860....(NOR) .B.
38—Limey Kay934....(TRI) .B.	81—B. Breslyn852....(BSA) .B.
39—Herb Silver933....(TRI) .EX.	82—E. Haering851....(H-D) .B.
40—D. Hatfield933....(H-D) .EX.	83—W. L. Osenga.....833....(TRI) .B.
41—Loma Garman930....(NOR) .B.	84—B. Dutra821....(TRI) .B.
42—J. Cooper927....(AJS) .B.	85—Bill Casey799....(TRI) .B.
43—Bob Keys926....(MAT) .B.	86—Tommy Greek788....(TRI) .EX.
44—K. Chaffin925....(BSA) .B.	87—Fred Towner737....(AMB) .B.
45—W. Mahan925....(TRI) .B.	88—Dick Mann665....(BSA) .EX.
46—Al Pringle923....(BSA) .B.	89—F. Robertson604....(BSA) .B.
47—Gene Schmale922....(BSA) .B.	90—R. Wilson554....(BSA) .B.
48—Jr. Kerswill922....(ARL) .B.	91—Milly Paulsen522....(BSA) .B.
49—Tony Pullin921....(NOR) .B.	92—J. Krause512....(BSA) .B.
50—B. Campbell921....(BSA) .B.	



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a friend in need.

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Charles Miller of Fairfield, 30th Class "A", 937 pts. (Triumph)



Marty Malchow, 3rd Place "B" Class, 952 pts. (BSA)

THE "FRISCO" ENDURO

On Sunday, Dec 16, 1956, 162 riders started from the Club rooms on the annual Frisco Enduro Run, all expectant and happy being this is one of the largest enduro runs of District 36.

The first two men started at 8:01 A.M. sharp. The other riders left following at one minute intervals after a good hot cup of coffee and do-nuts served by the refreshment committee.

It was rather a dry season and first year to ride in dry weather a different kind of experience for the riders the only kind of water being at the beach that you see in the pictures.

Rose Wells, Sec. & P.R., rode in a caravan a half hour before the

riders to place the known and secret checkers.

Bob Meadows, the head of the Frisco Enduro Run laid out a beautiful course. At Pescadero the riders had ridden half the course which was approximately 72 miles.

The riders were allowed half an hour for lunch which was provided for them by the Club; then on their way for another 74 miles of spills and thrills to end up at the Club Rooms for another feed, the meat donated by Harley-Davidson Dealers Assn. and served by our Club Members.

Out of 162 riders 92 finished, 91 being men and one woman. Each received a beautiful Frisco Enduro Pin.

The High Point man was a teenager, Frank Mitchell, at 960 points.

**YOU
CAN'T
BEAT**

AVON

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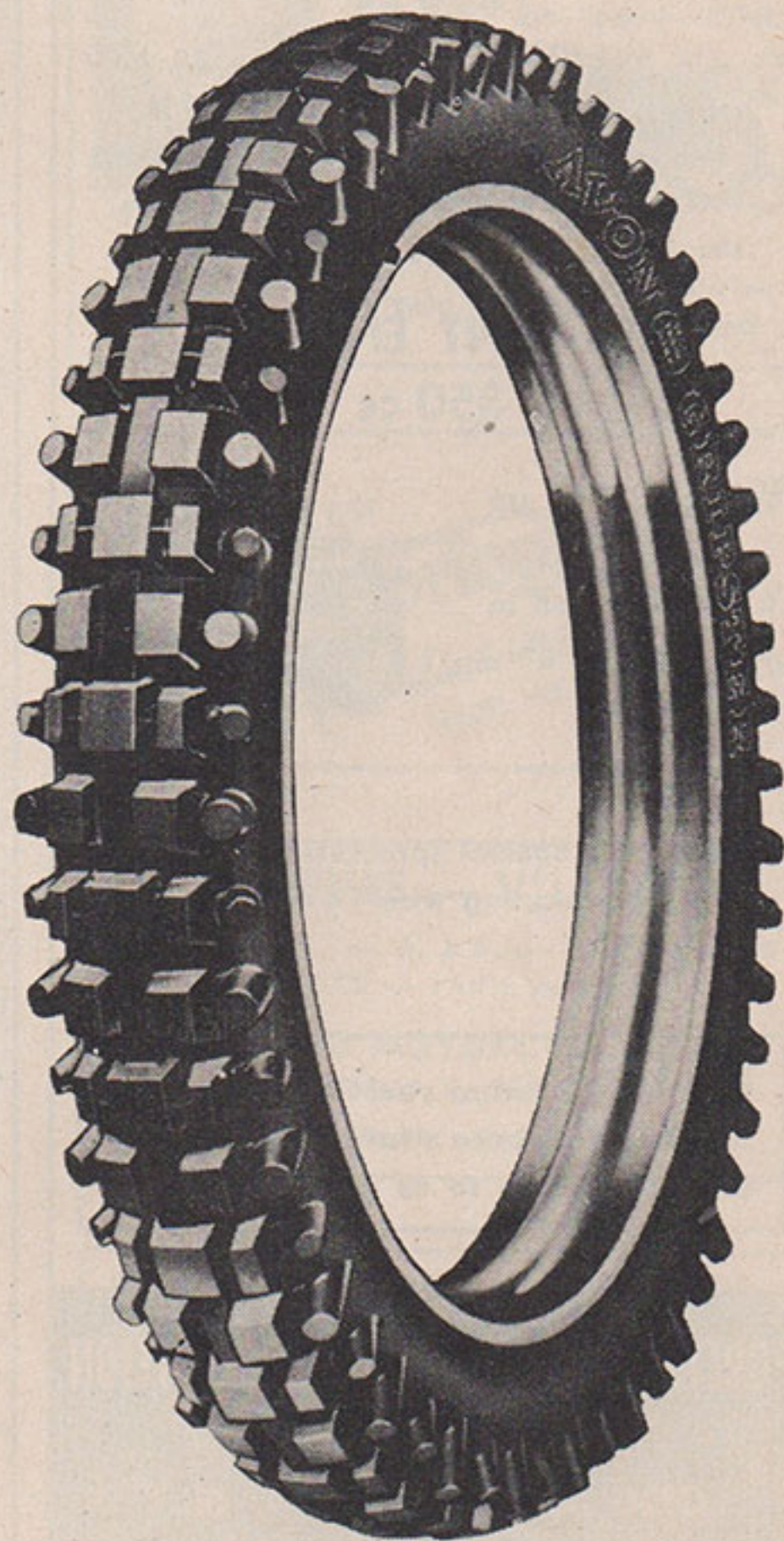
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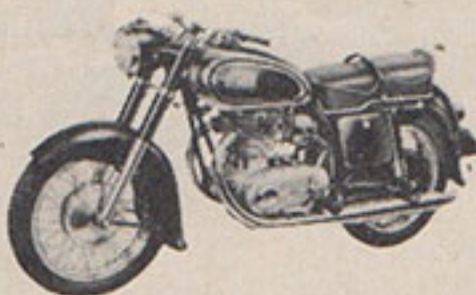




MAGIC 5

IMPERATOR

400cc OHC Twin
100 MPH - 28 HP
62 MPG - Earles
Type fork.



RESIDENT

350 cc
OHV Single
24 HP
(62 MPH in
10.5 Seconds)

IMPERATOR RACER

115 MPH -- 400cc
OHC Twin--37 HP
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Twin Carburetors
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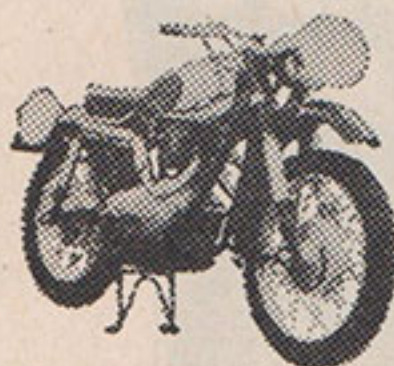
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20 HP -- 80 MPH
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Ideal for enduros
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90 MPH -- 26 HP
6200 RPM
A speed demon in
the light weight
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Attention: 5 Special sprockets available for
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Notice To Cycle Readers and A.M.A. Members

FIVE years ago, CYCLE Magazine was purchased by Floyd Clymer Publications. Since that time, we have received hundreds of letters dealing with the A.M.A. situation. A very high percentage of these letters received from our readers—both from members of the A.M.A. and non-members—were critical.

Many questions were asked of us regarding A.M.A. policies that we could not answer. We feel that these letters should not be ignored and that we have a duty to reply as best we can to the questions asked by such a large number of our readers.

In our opinion the A.M.A. office releases only the information that they feel their own members and members of the press should have. We wrote to Secretary E. C. Smith on January 14, 1957, asking for the names of the new A.M.A. President and the other officers for 1957. We also asked him, in his capacity of Secretary of the M. & A. T. A. (which initials stand for the Motorcycle & Allied Trades Association), the names of the members belonging to this association. Apparently, E. C. felt that this information is none of our business, or the business of the members of the A.M.A. This letter was written approximately one month ago and as yet we have received no reply. It is this secrecy concerning A.M.A. and M.&A.T.A. affairs that causes so many CYCLE readers to write us for information that they, apparently, can not secure (nor can we) from the A.M.A. office. Come on, E.C., and let your members and members of the press know who is President of the A.M.A. His name, and the names of M.&A.T.A. members, have not appeared in the A.M.A. magazine in recent years, to our knowledge. Why not let your members and us in on the secret?—Clymer.

RESULTS OF CYCLE POLL ON THE A.M.A. SITUATION

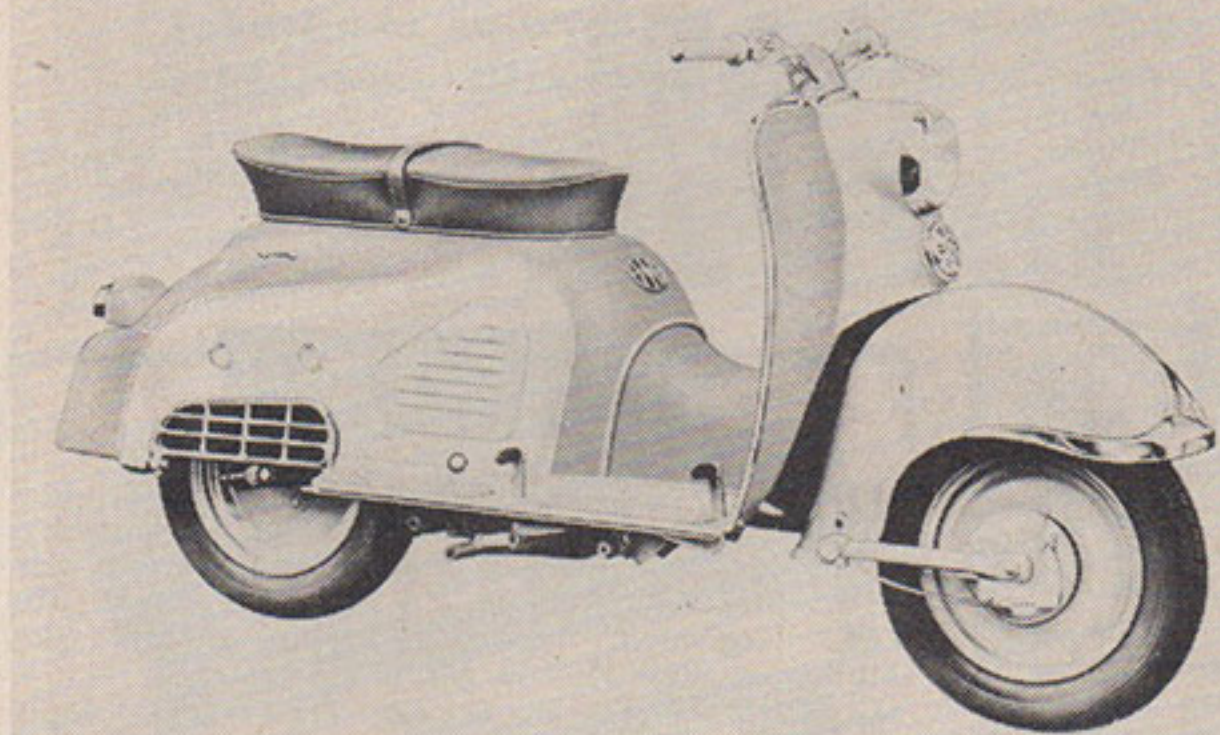
The following percentages indicate how CYCLE readers who answered our questionnaire feel about the A.M.A.

Percentages shown below are from tabulated replies.

1. A.M.A. Members who replied.....61 %
Non-A.M.A. Members (about 11 % of this group were members
at one time or another).....32 %
Ones who did not answer this question.....7 %
2. Have you (members only) ever been able to vote for A.M.A.
officials, rules or regulations?
Yes1 %
No92 %
Not answering7 %
3. Do you know who appoints the Secretary?
Yes2.1 %
No94 %
Not answering3.9 %
4. Do you know his salary or who authorizes it?
Not answering3 %
Yes2.3 %
No91.7 %
Not answering6 %
5. Do you feel A.M.A. does a good job of public relations
for motorcycling?
Yes6 %
No87 %
Qualifying with a yes & no.....4 %
6. Do you ride in competition?
Yes11 %
No84 %
Not answering5 %
7. Do you believe a new motorcycle Association is needed in
the United States?
Yes81 %
No8 %
No & yes (qualifications).....5 %
Not answering6 %

The above percentages include all returned questionnaires received up to February 10, 1957.
NEXT MONTH—Letters for and against a new Association will be published. These letters are extremely interesting and informative. See April CYCLE for full details and final conclusions on this controversial A.M.A. subject.

Zundapp Adds New Features As Standard Equipment for '57 Bella "200" Motorscooter



Sweeping new features as added standard equipment are intended to add more glamour than ever to the Zundapp BELLA 200 Motorscooter. The engine is 200cc and rated at 10 H.P. A new choice of colors will now include: Two-tone Grey, Metallic Blue, Brick Red, Black.

International Motorcycle Company, U.S. distributor of Zundapp Motorscooters and Motorcycles also announces the

following additions to the BELLA 200 as standard equipment: — Heavy-duty chrome plated bumper; Cables incorporated in handlebar bracket; Chrome guard around front shield; Side Stand in addition to Center Stand; Tool box under the new, larger tail & stop light and a new, quieter muffler.

The BELLA 200 carries the 200cc, 10 HP engine.

★ ★

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TO

CYCLE

TODAY

★ ★

A New Dealer in Kansas

Charles W. Davis of Towanda, Kansas has started in the motorcycle business under the name of Davis Zundapp Cycle Sales. Mr. Davis advises us that he expects to sell Zundapp and Triumph machines and that his wife, who is a Motor Maid, and his two teen age sons who have been riding in competition for the last year, will assist him in his new store.

We are always happy to learn of new firms starting in the motorcycle business and we wish the Davis family every success in their new venture. ★



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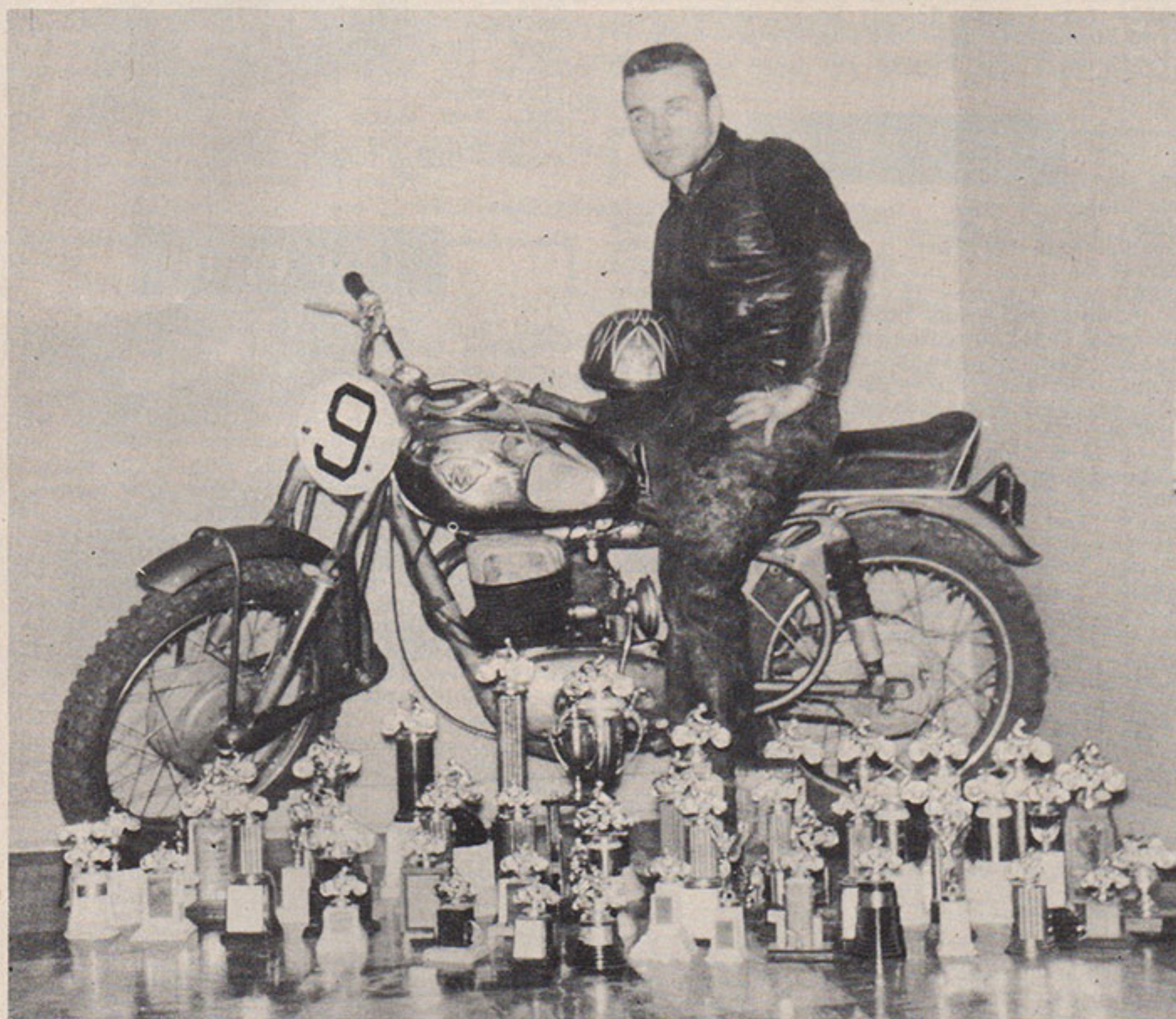
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LIGHTWEIGHT CHAMP OF NEBRASKA

Frosty Liderbrand, astride his powerful 250 cc Maico Scrambler, shows more than 45 of the trophies he won in 1956 competition.

Frosty and his lightweight Scrambler, competing in the 21 cu. in. class under AMA rules, combined to score many impressive wins in important Nebraska and other mid-western events.

By leading the field at the finish, Frosty captured top honors in the 1956 Nebraska State Championship Hill Climb, was high point man at the 1956 Gypsy Tour and won the 1955—21 cu. in. Nebraska State Championship Scrambles (held in 1956 due to a postponement).

The champ's Maico, distributed by Whizzer International of Pontiac, Michigan, was his mount throughout his most successful season of competition.

BACK ISSUES OF CYCLE

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

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OCT. Not available.
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OR SCOOTER"**

CYCLE is interested in determining all possible uses for cycles and scooters in any kind of work. Follow instructions and write us as outlined below.

TWO DIVISIONS

DIVISION NO. 1 is for riders who use their cycles doing work for persons, firms or municipalities.

DIVISION NO. 2 is for riders who use cycles in their own business or who have started a business in which one or more cycles are used.

RULES

The following rules must be complied with:

- | | |
|---|-----------------------------------|
| (1) Write in 100 words or less how a cycle helps you in your job or business. | (2) Average miles per gallon..... |
| | (3) Solo or 3-wheeler |
| | (4) Average weekly salary \$..... |

Your answer must be attached to this coupon, otherwise no tabulation will be made.
Contest closes June 1, 1957—all answers must be postmarked before this date.

Contest is open to any motorcycle or scooter rider, man or woman, boy or girl in the U.S. or other country.
Each contestant must give names and addresses of three other riders or prospective riders at the end of his or her letter.

JUDGES

JUDGES will be members of Clymer Publications staff. Their decisions shall be final. Each contestant agrees that his or her letter may be reproduced in whole or in part by Clymer Publications, either in CYCLE and/or in booklet form. Photos, if submitted (not necessary but desirable) may likewise be reproduced by Clymer Publications as desired.

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3rd — \$15.00 Cash and Trophy

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Self-Employed

- 1st — \$50.00 Cash and Trophy
2nd — \$25.00 Cash and Trophy
3rd — \$15.00 Cash and Trophy

Each of the next six winners in each division will receive \$10.00 cash and merchandise award.
Prizes will be awarded to those who submit the best letters stating WHY and HOW a motorcycle or scooter has helped them obtain employment or assisted them in their own business venture. 100 words or less!

ATTACH YOUR LETTER TO THIS PRINTED FORM AND MAIL TO.

Contest Editor, CYCLE
1268 S. Alvarado St.
Los Angeles 6, Calif.

Date....., 1957

Name..... Age.....

Address.....

City & State.....

Names and addresses of three other cyclists or prospective cyclists:

(1) City..... State.....

Address.....

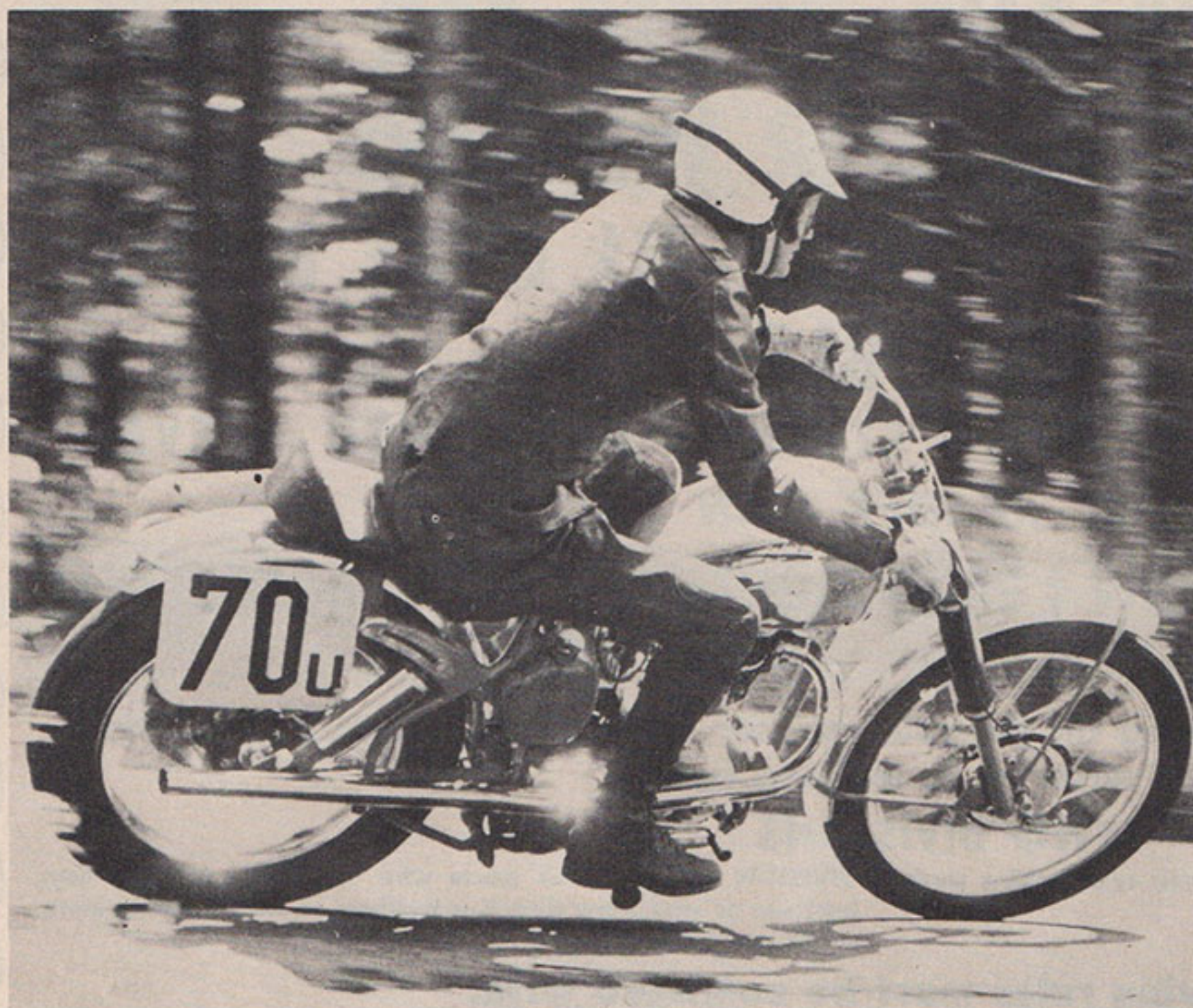
(2) City..... State.....

Address.....

(3) City..... State.....

Address.....

You Can't Match - - Or Catch It!



VELO AT LACONIA: Homer "Tex" Birchard, Mt. Vernon, N. Y. Velocette dealer, cornering at speed during the 1956 Laconia, N. H., race meet. Tex's versatile Velo Scrambler is right at home on Laconia's pavement.

Velocette

DESIGNED AND PERFECTED FOR COMPETITION!

The competition-engineered Velocette line has been developed directly from racing experience on the Isle of Man and other noted European race courses. Such Velo features as hairpin valve springs, extremely narrow and rigid engine design, rotating valves, and spring frame were placed in production by Velocette after proving themselves in the world-beating KTT 350 cc factory racer. Get Grand Prix features in every one of the nine great Velocette models for 1957. Whether you want your Velo for transportation or competition, you will get a motorcycle proven by many successes on the world's toughest racing courses. Velocette—the race-bred motorcycle.

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THE MOTORCYCLE TRAIL BLAZERS ANNUAL BANQUET

The annual banquet of the Motorcycle Trailblazers, an organization of owners of antique motorcycles and enthusiasts who have been riding motorcycles twenty years or more, will be held on Saturday night, March 16, at the Elks' Club, Park Avenue, between Wilshire and Sixth Street, opposite Westlake Park in Los Angeles. The Trailblazers was founded in 1937 by the late A. F. Van Order.

Many veteran motorcycle dealers and riders will attend from various sections of the country. Many personalities will be introduced. Sheriff Eugene Biscailuz, who has been Sheriff of Los Angeles County for the past twenty-five years, has been invited to be the speaker. Sheriff Biscailuz is an early motorcyclist, having ridden on the Los Angeles County Motorcycle Patrol, and was the organizer of the California State Highway Patrol, which now has the largest number of motorcycle officers of any highway patrol in the United States.

The price of the dinner, including entertainment, tax, and tip, is \$4.00. Every early-day motorcyclist is invited. Those planning to attend are urged to contact others who are eligible and invite them also to be present. It is important that reservations be made in advance.

Reservations should be sent to P. A. Bigsby, 8114 E. Phlox Street, Downey, California. \$4.00 should be included for each ticket desired and tickets must be purchased in advance—none sold at door. ★

RESULTS OF NORTH MEXICO CHAMPIONSHIP

Seven events were recently held by the Mexico Monterrey Motorcycle Club in Monterrey, Mexico. The 1956 champion was decided in each event with the following results:

- 1st Herman Gonzalez.....Triumph T110
- 2nd Jorge Gonzalez.....Triumph T110
- 3rd Sergio Escobar.....BMW-R-69

TURISMO

- 1st Jorge De la Garza.....HD-74
- 2nd Jose Martinez.....HD-74
- 3rd Ignacio Martinez.....Indian 74

250 CC CLASS

- 1st Harold Gabriel.....NSU 250
- 2nd Luis Plauchud.....Triumph 200
- 3rd Santiago Barba.....NSU 250

No New BMW Models Scheduled

There have been persistent rumors that a BMW 750cc or 700cc machine is in the offing. Butler & Smith, Inc., U.S. BMW importers, and their Western distributor, the Flanders Company, inform us that there is no chance in the foreseeable future of BMW machines of that capacity being available. The largest BMW twins are the 600cc Supersport, R-69 model with 35 h.p. and the 600cc R-60 model with 28 h.p. These models, as well as the 500cc and 250cc BMW are available for immediate delivery. ★

Johnston Police Force Motorcycle Patrol Receives Award

Fifteen district men and members of Johnstown Police Force Motorcycle Patrol received motorcycle safe-driving awards at a banquet Monday, January 14, 1957 at Forest Park Club. The contest was sponsored for the fourth consecutive year by Pete Zepka, Harley-Davidson Dealer. Top winners were James McCabe, first place with 14,502 accident free miles; Frank Fresch, second place with 12,977 miles and Neil P. Dorian third place with 10,616 miles. Other winners were: Raymond Vroble, Robert Trail, Walmer T. Gay, Jr., Reggie Smith and Ernest Custer, first year; Ralph Gutshall, James Cagle, Peter E. Zepka and Thomas W. Zepka, second year; Jack Murphy, third year; and Devon Mackel, George Cruickshank, Clarence Wolfe and Lester McDaniels, fourth year. Award winning members of the motorcycle patrol were Sgt. Murray Nanna and H. R. Berkebile, first year, and Capt. Peter Chiodo, Lt. Donald Coyle, Sgt. F. M. Smith, Stephen Garrity and Gerald Kurtz, second year. Dave Warren, representative of the Harley-Davidson Motor Company was toastmaster. The audience of approximately 50 persons was addressed by George Mosser, American Motorcycle Association representative. Ray Ben-shoff showed films of motorcycle races in Altoona and Windber, Pa.

Each award winner was personally congratulated by Pete and welcomed back to next year's event. ★

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2 Chief head gaskets, 1939-53,
2 base gaskets, 1 carb. gasket.....\$.50 set
Indian Four pistons..... 3.00 each
INDIAN FOUR VALVES
1936-37 intake and exhaust..... .75 each
1940-42 intake and exhaust..... 1.25 each
Cash with order only and we pay the postage.
These are GENUINE Indian parts.

WALKER MOTORCYCLES SALES

Triumph - Matchless - Indian
Springfield, Ill.



Laconia Region Accepts Check For Sponsoring National Hill Climb

Once again the city of Laconia and the Belknap Mountain Area are grateful to the motorcycling fraternity and the N.E.H.D.A. for their joint efforts in sponsoring the National Hillclimb for the benefit of the Lions and Kiwanis Clubs here in Laconia.

Thousands of dollars have been turned over to charities in Laconia which is greatly appreciated by the Laconia community as evidenced by the following letter to the N.E.M.C Dealers Association from Mayor Boutin.

Big plans are being made for Laconia in 1957 and the slogan for next year is "Seven in '57", as there will be seven days of activities for cyclists who attend the Gypsy Tour.

William Schietinger, Chairman
N. E. M/C Dealers' Association
2392 Main Street
Bridgeport, Connecticut
Dear Mr. Schietinger:

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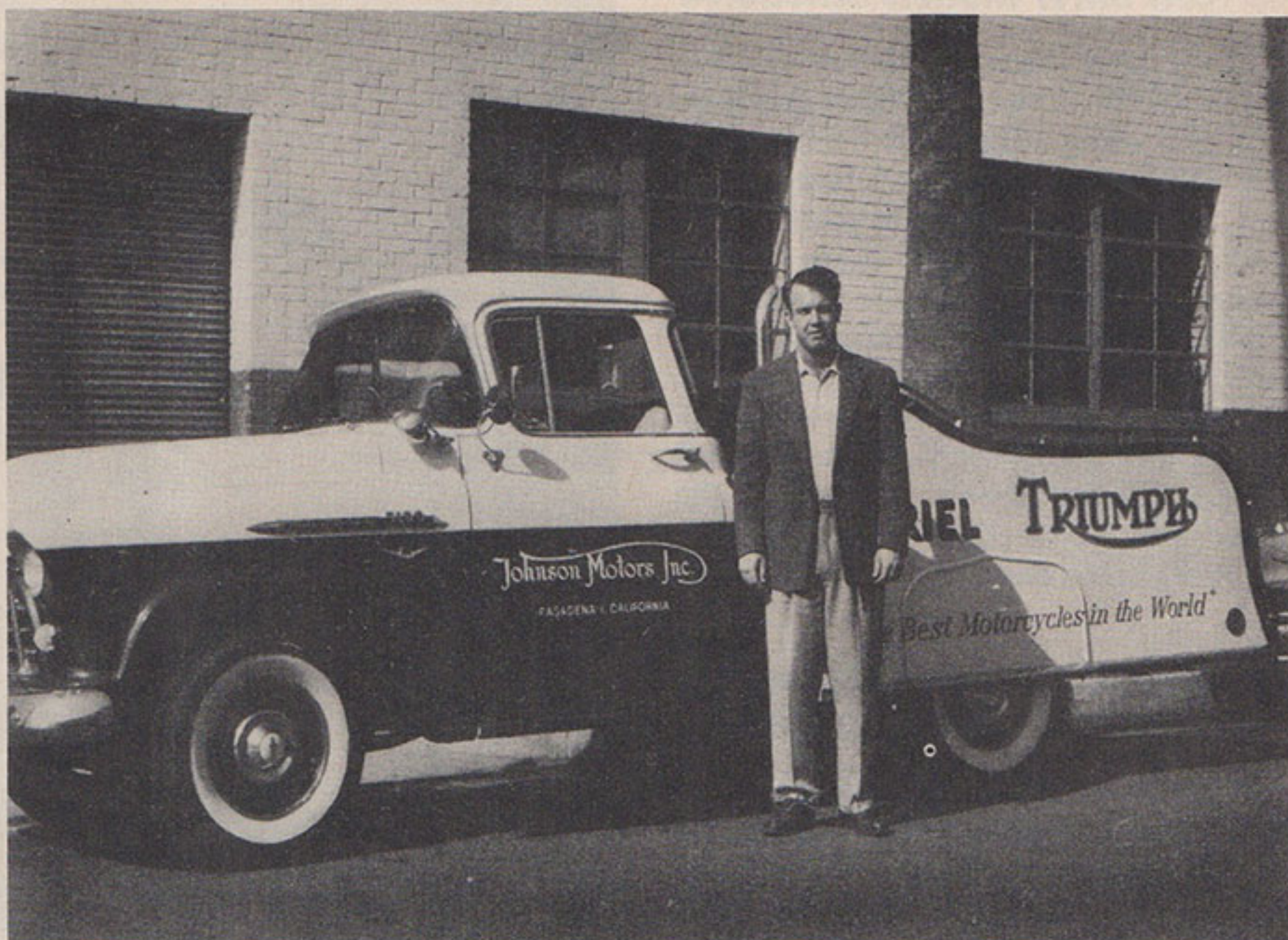
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ELDEN D. WRIGHT IS NEW TRIUMPH REPRESENTATIVE

Latest traveling representative to join Johnson Motors, Inc., Western distributors for Triumph and Ariel motorcycles is Elden D. Wright. Mr. Wright will travel throughout the Northwest and extended territories. Having had much success in competition events and recently winning the Northwestern TT championship, he carries with him a complete understanding of mechanics and riding knowledge gained through six years of successful competition. He is 27-years of age. George Grebe who has been associated with Johnson Motors for several years will continue to serve their dealers in the South and Midwest.



(L. to R.) Mr. Edward Turner (managing director, Triumph Engineering Co.); Mr. Robert B. Parke (First Secretary, U. S. Embassy, London); Mr. Ivor Davies (publicity manager, Triumph company); Johnny Allen and Jack Wilson.

JOHN ALLEN VISITS EARLS COURT

During his visit to London for the Earls Court Motor Cycle Show, Johnny Allen, the young man from Fort Worth, Texas, who set up a new world motor cycle speed record of 214 miles per hour with a streamlined Triumph Thunderbird at Bonneville Salt Flats on September 6, 1956, was guest of honor at a number of social functions. Mr. Robert B. Parke, First Secretary at the United States Embassy in London, presented to Allen and to his tuner, Jack Wilson, paintings of scenes at Bonneville during the record-breaking runs. "Stormy" Mangham, designer of the Thunderbird's shell, was unable to make the trip to London.

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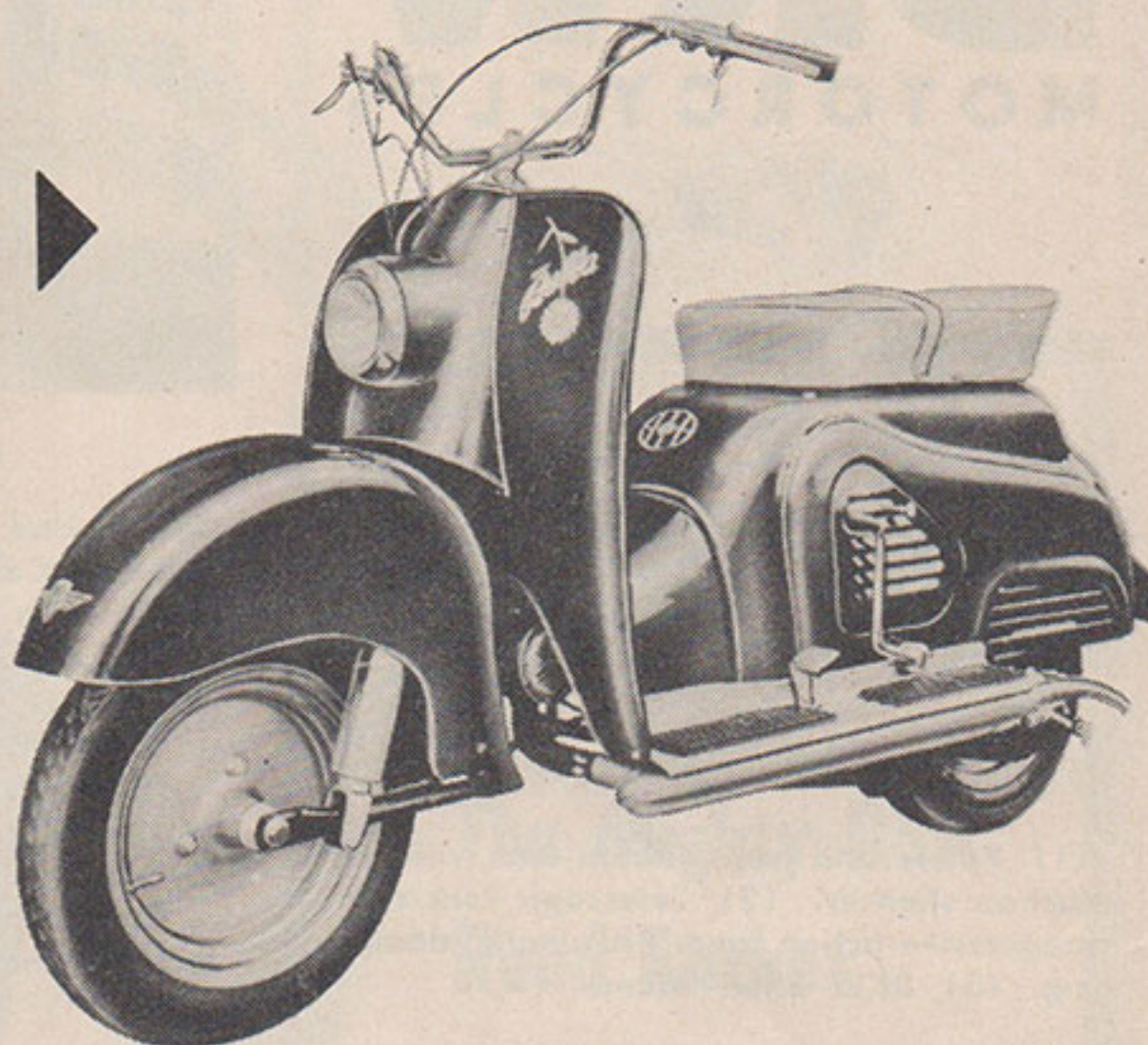
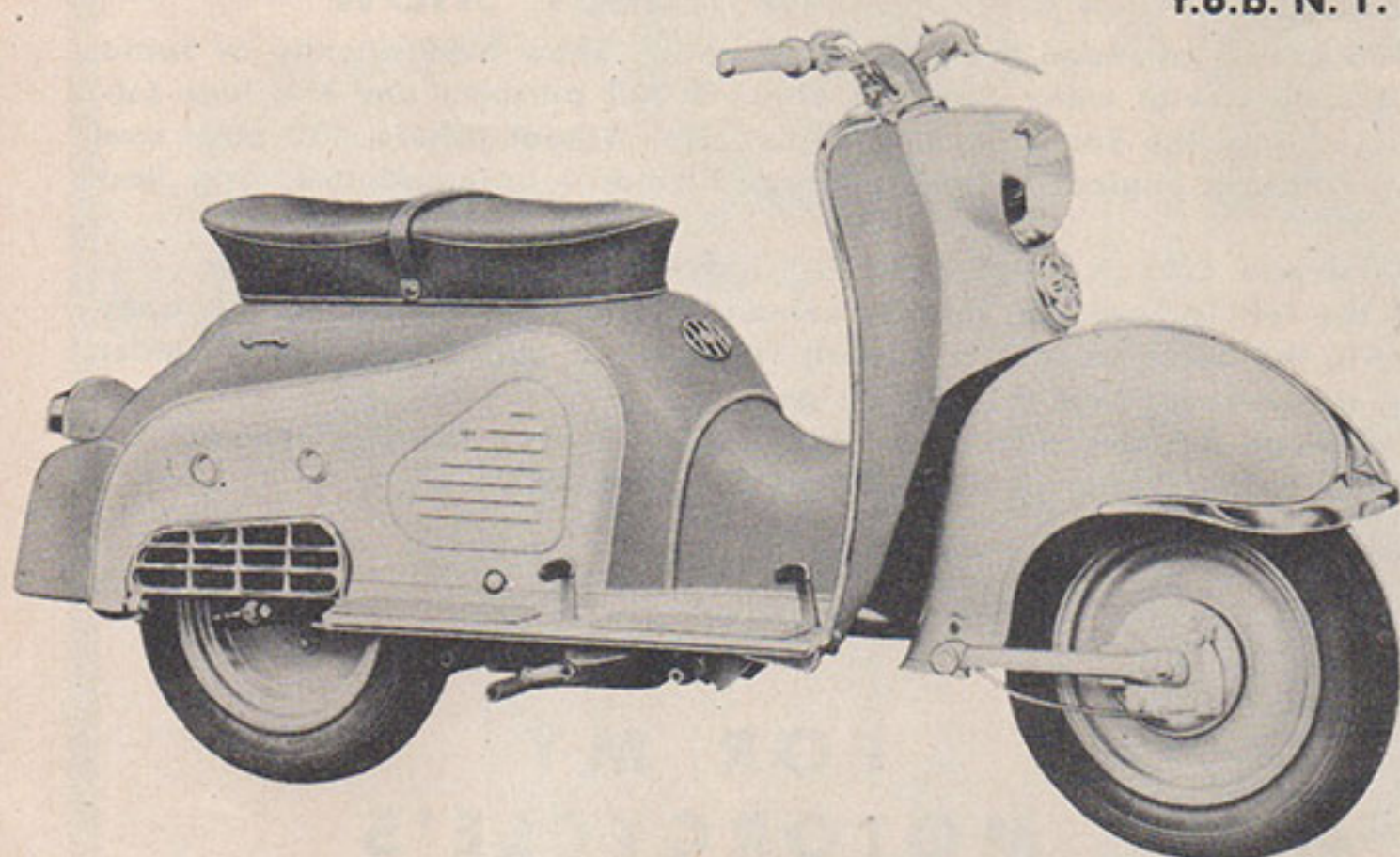
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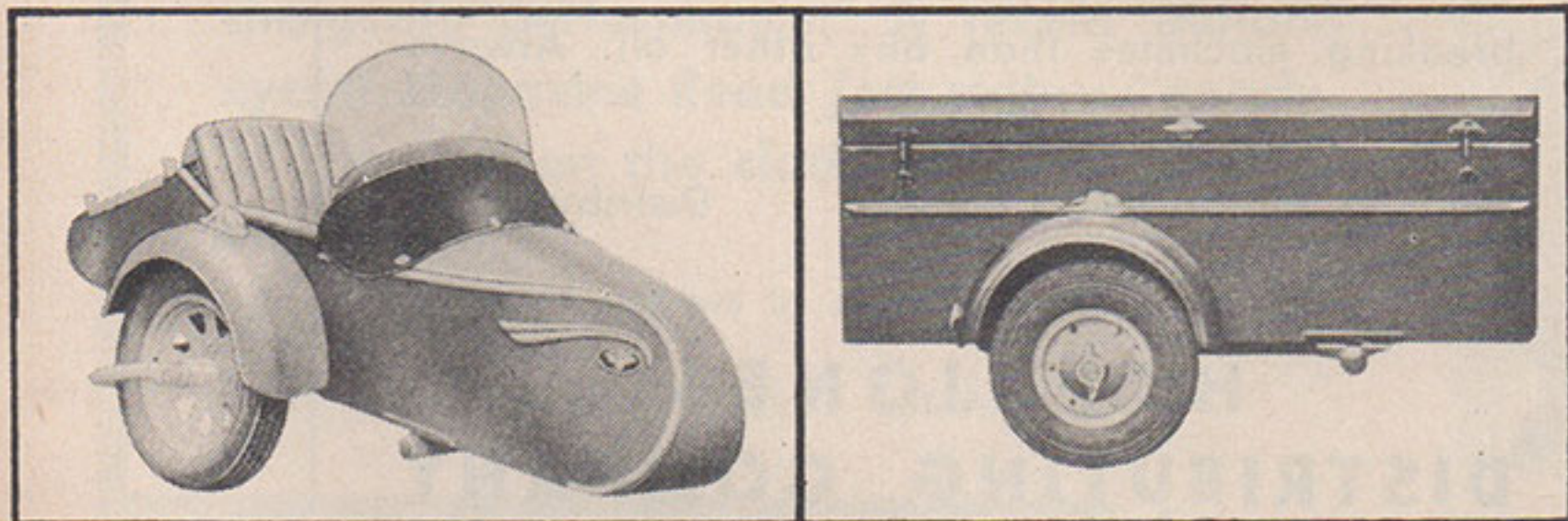
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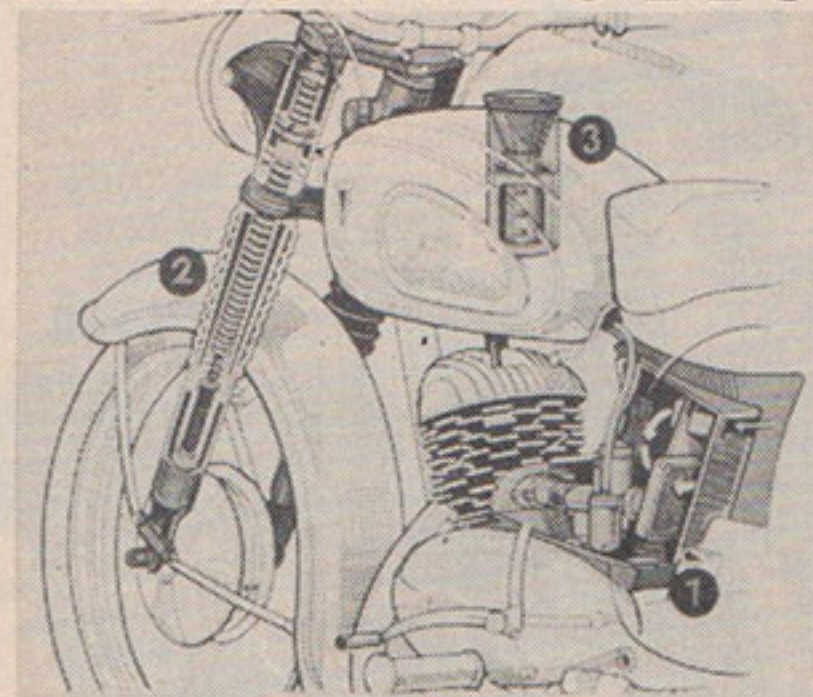
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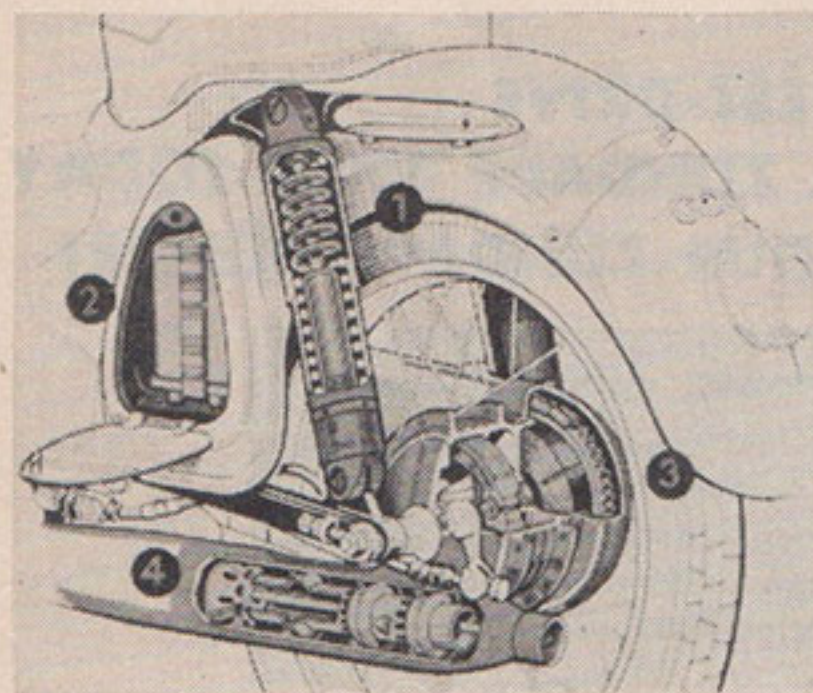
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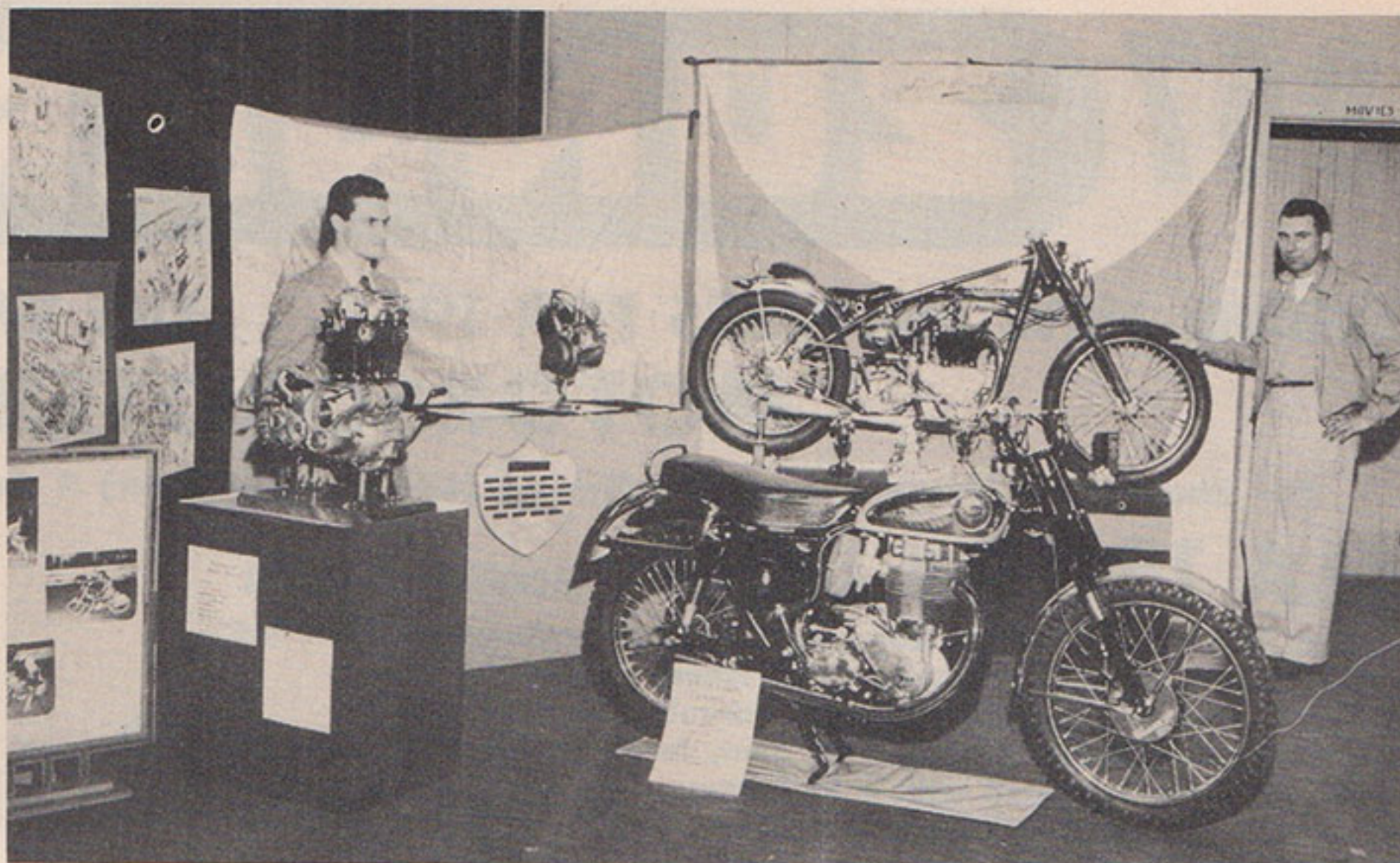
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SANTA BARBARA SPORTS AND HOBBY SHOW

Despite bad weather, 2,800 people attended the Sports and Hobby Show held recently at Santa Barbara, California. Motorcycle movies were shown to about 1,400 persons; and this was followed by a motorcycle assembly at the Santa Barbara Senior High School, where 700 boys saw movies and inspected five cutaway engines loaned by Hap Alzina, Johnson Motors, and Earl Flanders.

The Santa Barbara Motorcycle Club is celebrating its thirty-fourth birthday this year.

Shown in the photo at the left is President Stan Tucker and motorcycle dealer Bob Mullaney on the right. The machine in the background is a 40-inch Triumph gas burner and record holder for the Santa Maria drag strip—speed was 113.20 on gas.

CYCLE congratulates the Santa Barbara Motorcycle Club for a job well done to increase interest in motorcycling and to further better public relations for all cyclists.



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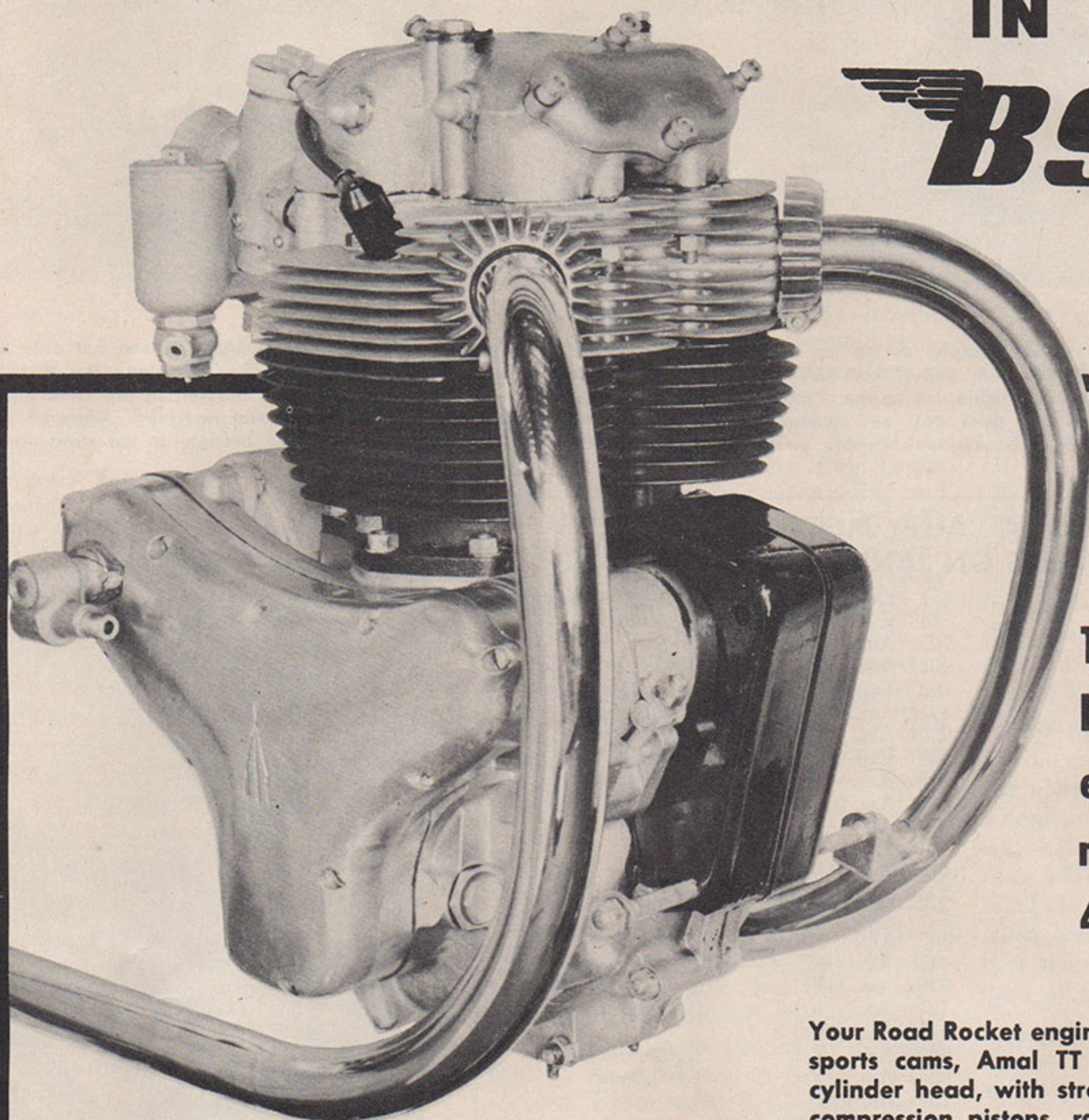
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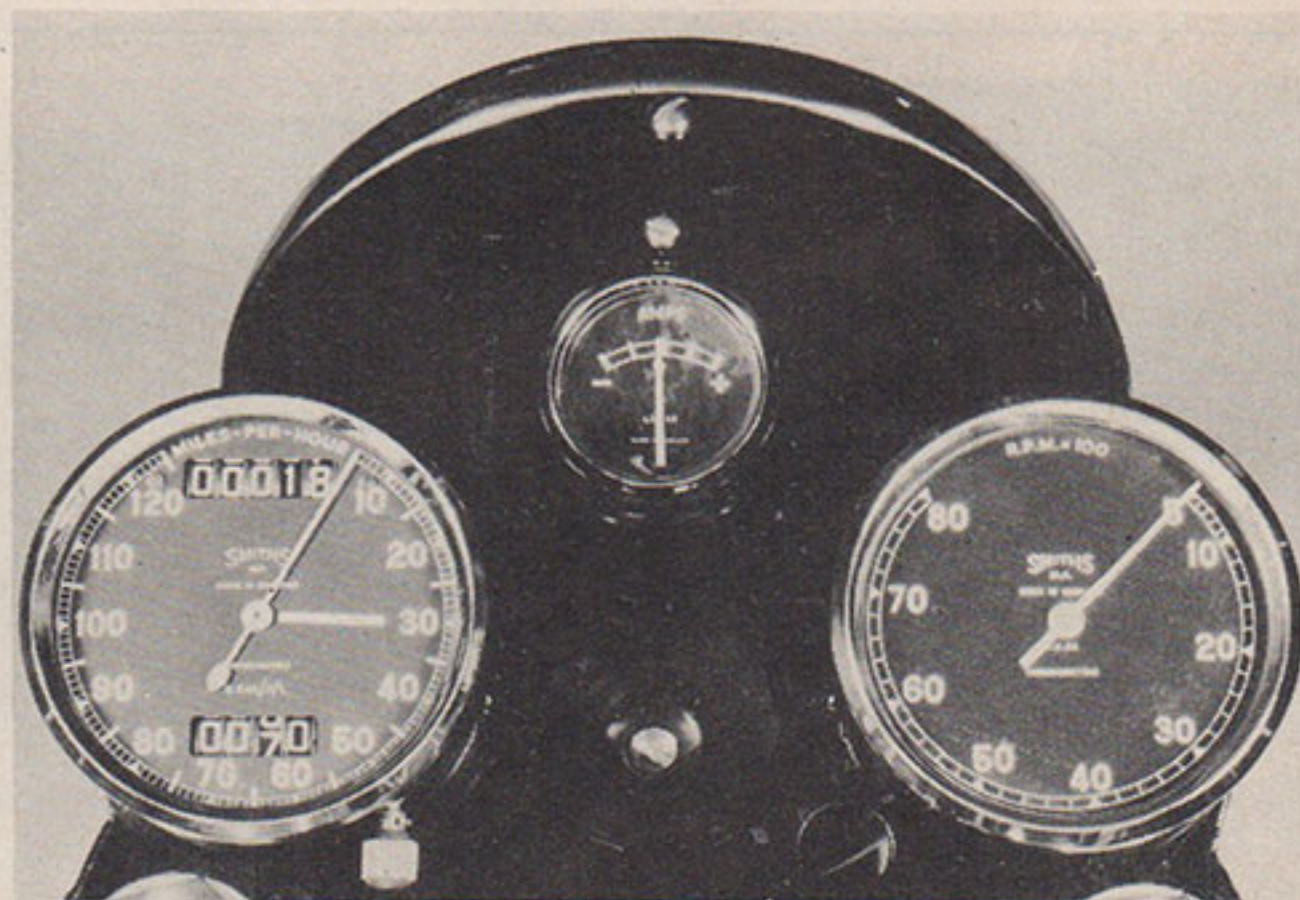


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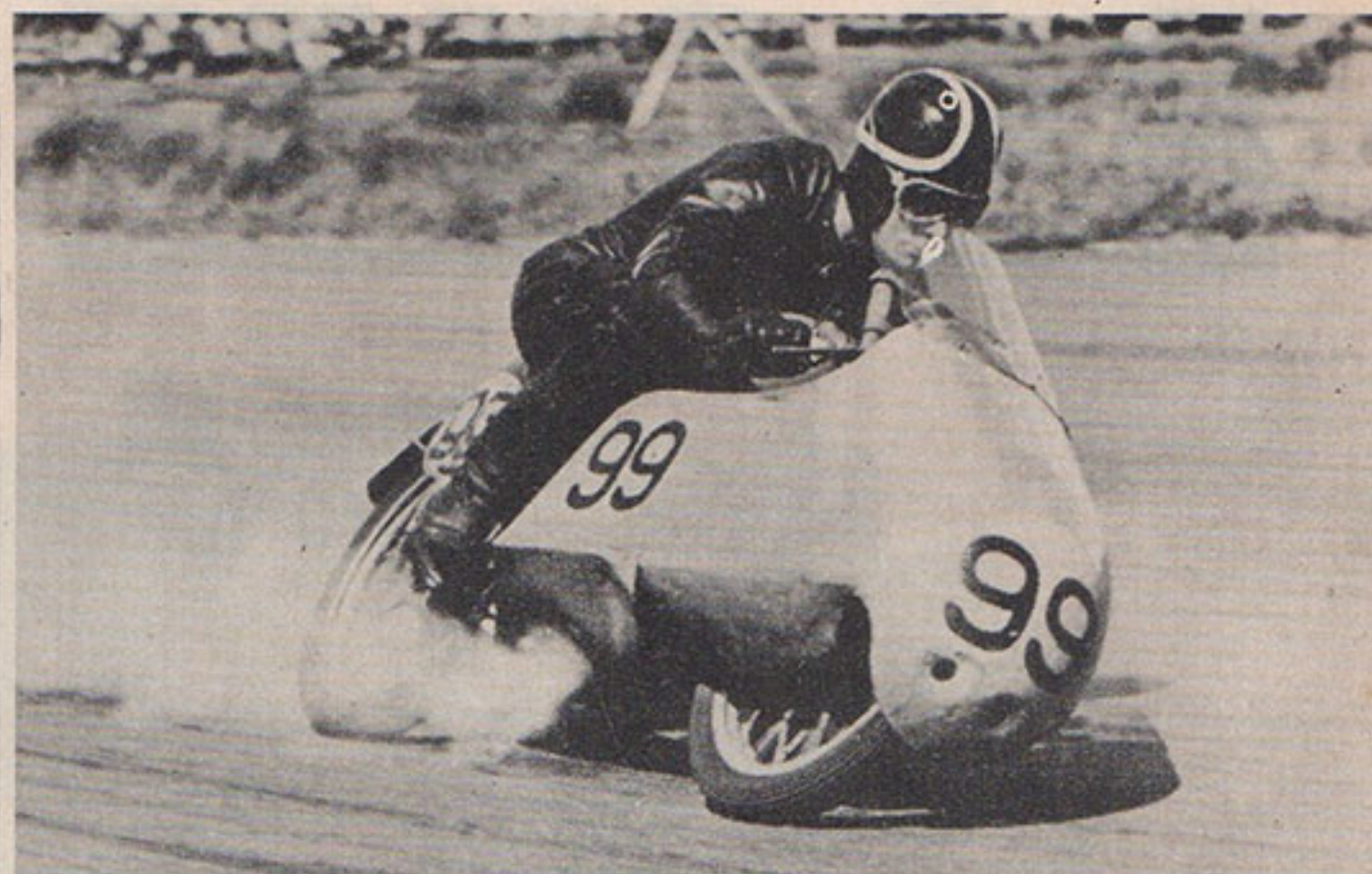
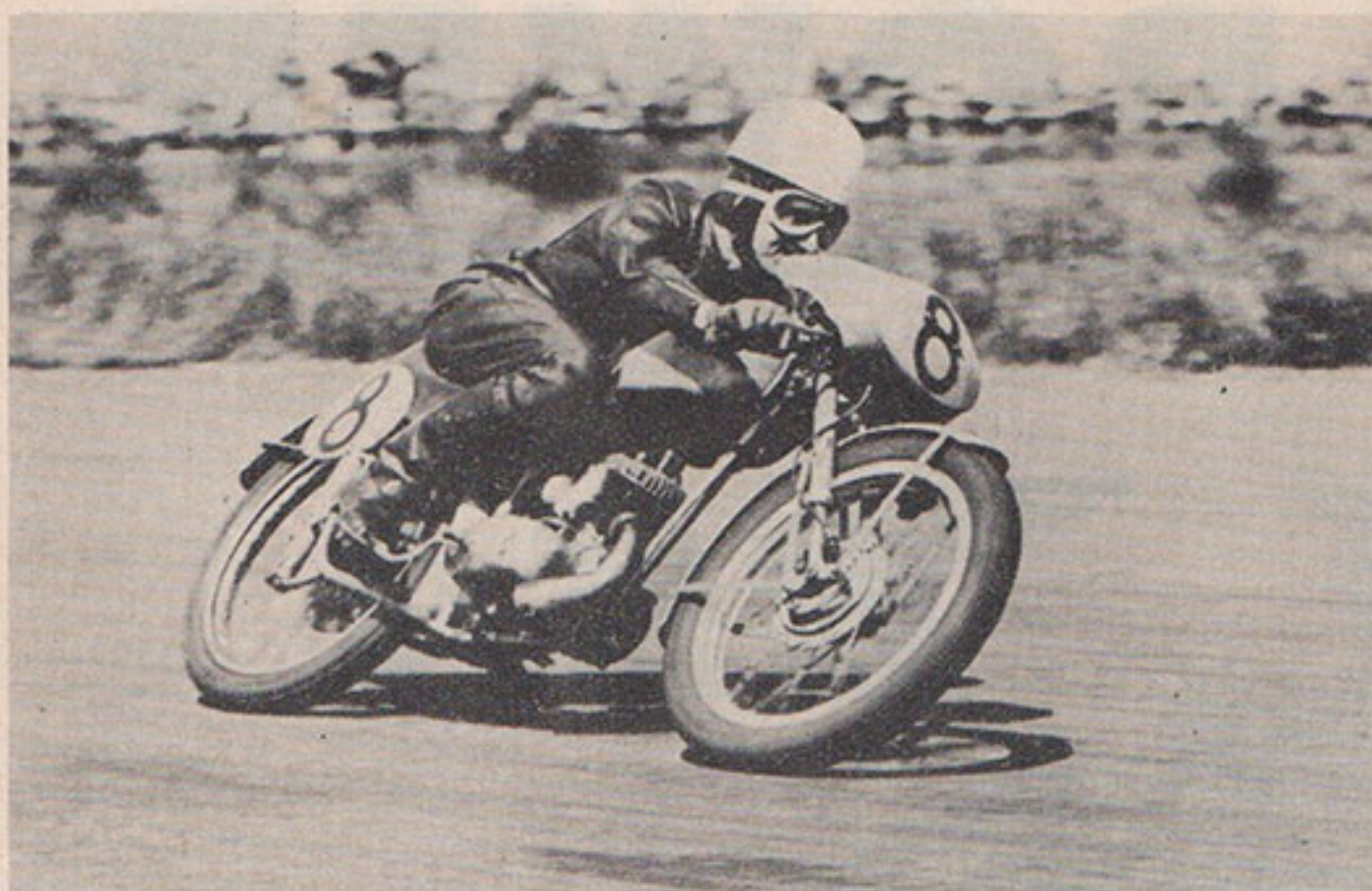
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BANTAMS BOTH

These two action pictures from Australia, snapped during the Victorian Olympic Year Road Races, offer an interesting comparison not only in riding styles but also in the machines. Both are 125 cc BSA Bantams tuned by the famous Eric Walsh; the streamlined version (No. 99) is ridden by that expert protagonist Ken Rumble, while the "naked" mside of a bend and went on to win. Rumble brought in the streamliner Ultra-lightweight Classic, Cameron had a poor start and Rumble swept into the lead, but this state of affairs did not last long. Cameron recovered well and rode a faultless race; he overtook Rumble on the inside of a bend and went on to win. Rumble brought in the streamliner close behind for second place.

RESULTS OF POMONA VALLEY MOTORCYCLE CLUB HARE SCRAMBLES ON JANUARY 20, 1957

1. *Charles Walters	457	Exp.	B.S.A.	Latrodectus Mactums
2. *Charles Hockie	14	Exp.	Tri.	Prospectors
3. *Armand La Bossure	903	Am.	Dot.	Floppers
4. *Bill Wilbur	903x	Am.	Tri.	S.B.M.C.
5. George Darnell	102	Exp.	Tri.	Shamrocks
6. *G. L. Alexander	391x	Am.		Scramblers
7. *R. F. Miller	930x	Am.	Tri.	Scramblers
8. Gene Lindly	158	Exp.	Tri.	Bombers
9. *Eddie Shannon	943x	Am.	Tri.	Bombers
10. *Jim Hood	441	Am.	Ariel	Bombers
11. Jim Morgan	225	Am.	Tri.	Scramblers
12. Bob Ewing	11	Exp.	Tri.	So. Cal.
13. Victor Nelli	417	Am.	A.J.S.	Magoos
14. Bill Holcomb	234x	Am.	H. D.	Knights
15. Bob Munnally	275	Am.	H. D.	S.G.V.M.C.
16. Dan H. Casson	882	Am.	Match.	Highlanders
17. Art Ramirez	415	Am.		Magoos
18. Roger Dietz	939x	Am.	Tri.	So. Cal.
19. Don Young	121	Am.	Ariel	Highlanders
20. Richard Holley	942x	Am.	B.S.A.	
21. R. J. Brown	880	Am.	Tri.	Highlanders
22. Thomas K. McGeachin	865	Am.	Tri.	Dirtiggers
23. *H. T. Moody	794	Am.	F. B.	Magoos
24. J. H. Biming	908x	Am.	Dot	
25. Robert Chavez	871	Am.	B.S.A.	Highlanders
26. Clarence Ruthier	910x	Am.	B.S.A.	Norwalk Drones

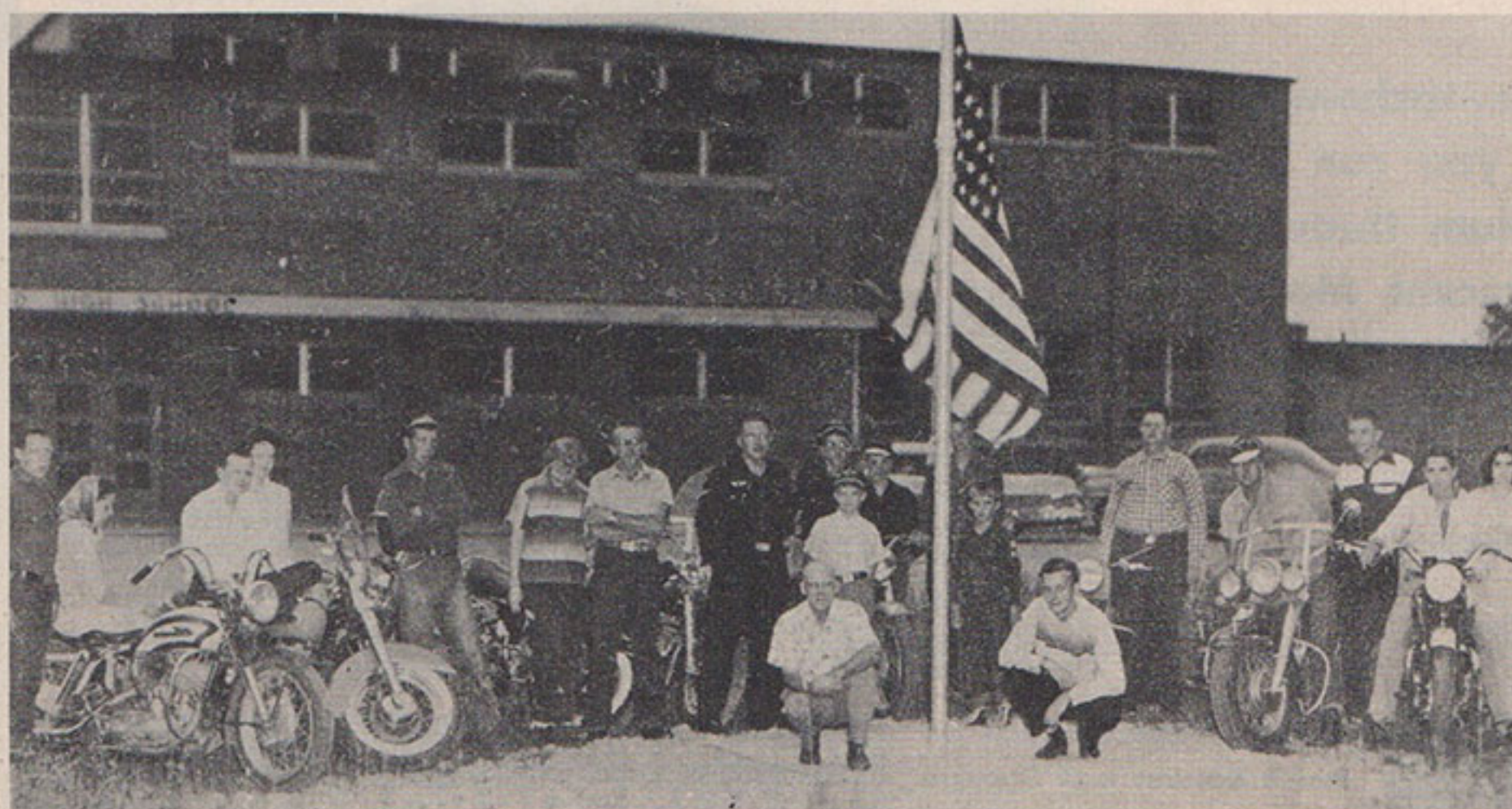
*Trophy Winners—81 Entries



Young Cyclist in Mexico City

An enthusiastic young motorcyclist is Roland Dresel of Mexico City. Roland's father, Rudy Dresel, is a petroleum engineer and has been active in motorcycle activities for many years. Rudy has owned many different makes of motorcycles and has made several trips to the United States which he considers as his second home as he is a graduate of the University of California.

Roland is not the only member of the Dresel family who is a cyclist—he has a brother and sister as well as a mother who are real motorcycle enthusiasts and with the help of their father, they do much to promote good will in and around Mexico City. Rudy is a former President of the Mexico City Motorcycle Club. ★



Representing the Anderson Motorcycle Club, Anderson Indiana, Dale Alexander, President of the club is shown presenting Mr. Owens principal of Highland High School with a flag pole, a gift from the club to the newly dedicated high school. Shown also in the picture is a group of the Anderson Motorcycle Club members at the dedication.



Tommy McDermott The Story Of A Motorcycle Man

Mention Tommy McDermott to a motorcycle sports devotee and instantly you conjure up a vision of a lean, determined figure crouched over the handlebars of a rapid-fire racing Single, for it is on this type of power that this likeable rider has enjoyed his greatest and most recent successes. Indeed, in a long and extraordinarily successful racing career, Tommy has ridden very few races on anything but a "Single." But let's go back to the beginning.

Tommy was born on April 8, 1931 on a farm near Glens Falls, N. Y. He attended grade school in a one room country school house and completed high school in Glens Falls in 1948.

First experience with things mechanical came early for Tommy when he worked around his father's farm and tinkered with farm machinery, but he quickly became aware that there were much more interesting kinds of motive power about when he found out about motorcycles! This happened when he was only 8 years old.

His first view of motorcycle competition was in 1938 when he tagged along to the "back entrance" of a TT

event which was promoted by the late Carl Crannel then a British motorcycle dealer in Glens Falls (and incidentally one of the first exclusively British motorcycle dealers in the U.S.A.) It was Carl who taught 11 year old Tommy to ride. First motorcycling was performed "off the road" in his father's cow pasture, when with enthusiastic cooperation of his cousin a "short track" was set up.

On this track the two young riders developed the ability to stay aboard under all kinds of conditions—training which has stood Tommy in good stead in later years.

According to Tommy, his parents never objected to his motorcycle activities (except that he was prone to rush off for a ride before the chores were done!)

About 1946, big brother Paul began to take an interest in motorcycling and soon began to participate in 1/2 mile track events in Canada. Young Tommy of course went along as chief mechanic and tuner! At one time about this period, Tommy recalls, there were no less than three sets of brothers riding in race competition out of Glen Falls—the McDermotts, Bob and the late Rick Fisher, and Sam and Morris Hooper. Quite a contingent from one very small upstate New York town!

Tommy himself began racing in 1947 at the age of 16. His first season was spent aboard a 350 c.c. Single—too small to give him an equal chance against the big 45's, but fast enough to give him a series of consistent 2nds and 3rds—enough points to advance him to Amateur status for the 1948 season. He succeeded in obtaining a 500 c.c. BSA for 1948 racing. With this machine he could win and did. A goodly number of winning points put him into the Expert Class for 1949.

With the first race in 1949—Day-

tona—Tommy began to make the National spotlight and reached one of the milestones of his career. At Daytona that year, he finished in 6th position in the 200 miler aboard a BSA Gold Star model, and his riding ability caught the attention of BSA Competition Manager, Bert Perrigo (Mr. Perrigo is now BSA Development Engineer) who was attending the race. Mr. Perrigo offered young McDermott an opportunity to train at the BSA Factory in Birmingham, England "He did not have to repeat the offer" recalls Tommy "I was on the first boat for England!"

In England in 1949 Tommy was given a thorough training course in the BSA Service Department at the Birmingham Factory. His weekends were spent in riding in all kinds of British competition, and he likes to recall his 2nd position to then reigning Scrambles Champion, Bill Nicholson, in the famous rough and tough Cotswolds Scramble. He also placed well in other top British Scrambles events that season, and indeed, did so well that he was made a member of the official BSA Factory team.

Not content with just one variation of the sport, Tommy also tried out for speedway racing and was offered a contract with the Birmingham Speedway Club. He also succeeded in winning a Gold Medal (no points lost) in the 1949 International Six Days Trial when he competed against the world's best riders in an extremely rugged six days of competition.

A great source of personal satisfaction to McDermott is the recollection of his personal friendship with champion riders Geoff Duke and Bill Nicholson with whom he shared the same boarding house in Birmingham that season.

Late in 1949, with the BSA Factory Service School diploma in his pocket, Tommy's thoughts again turned homeward, and he arrived back in New York just in time to compete in—and win!—the New England 1/2 Mile Championship for 1949.

(Continued on page 35)

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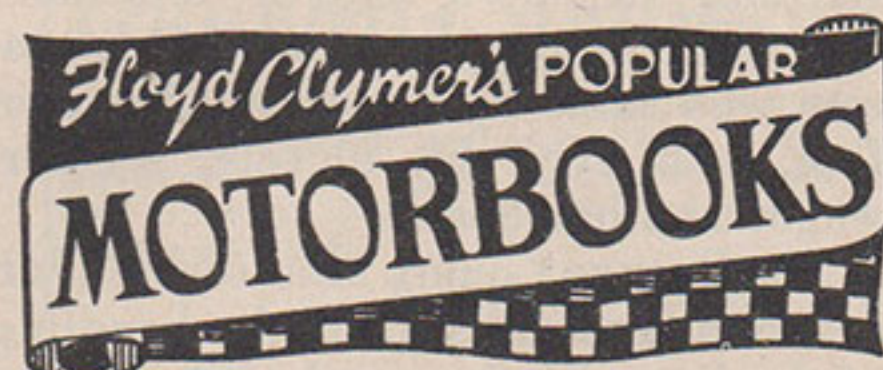
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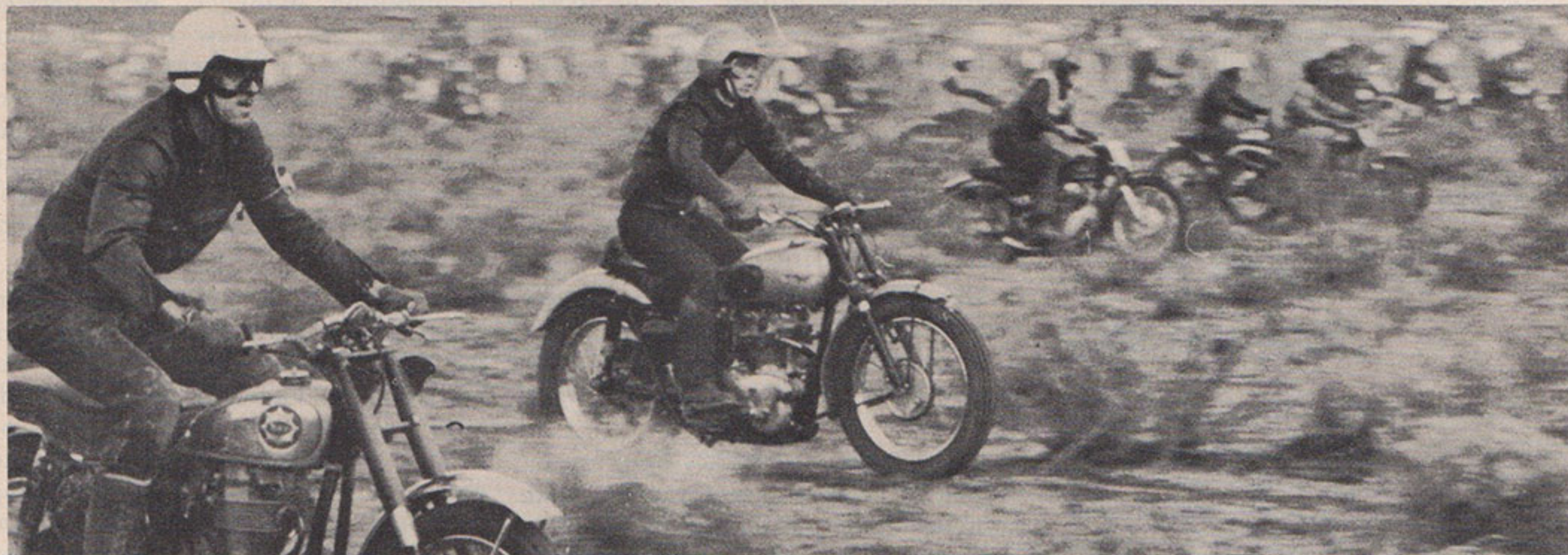
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TRIUMPH RIDERS WIN IMPRESSIVE BIG BEAR VICTORY



BUD EKINS TOPS THE LIST OF ENTRIES (699 ACTUAL STARTERS)

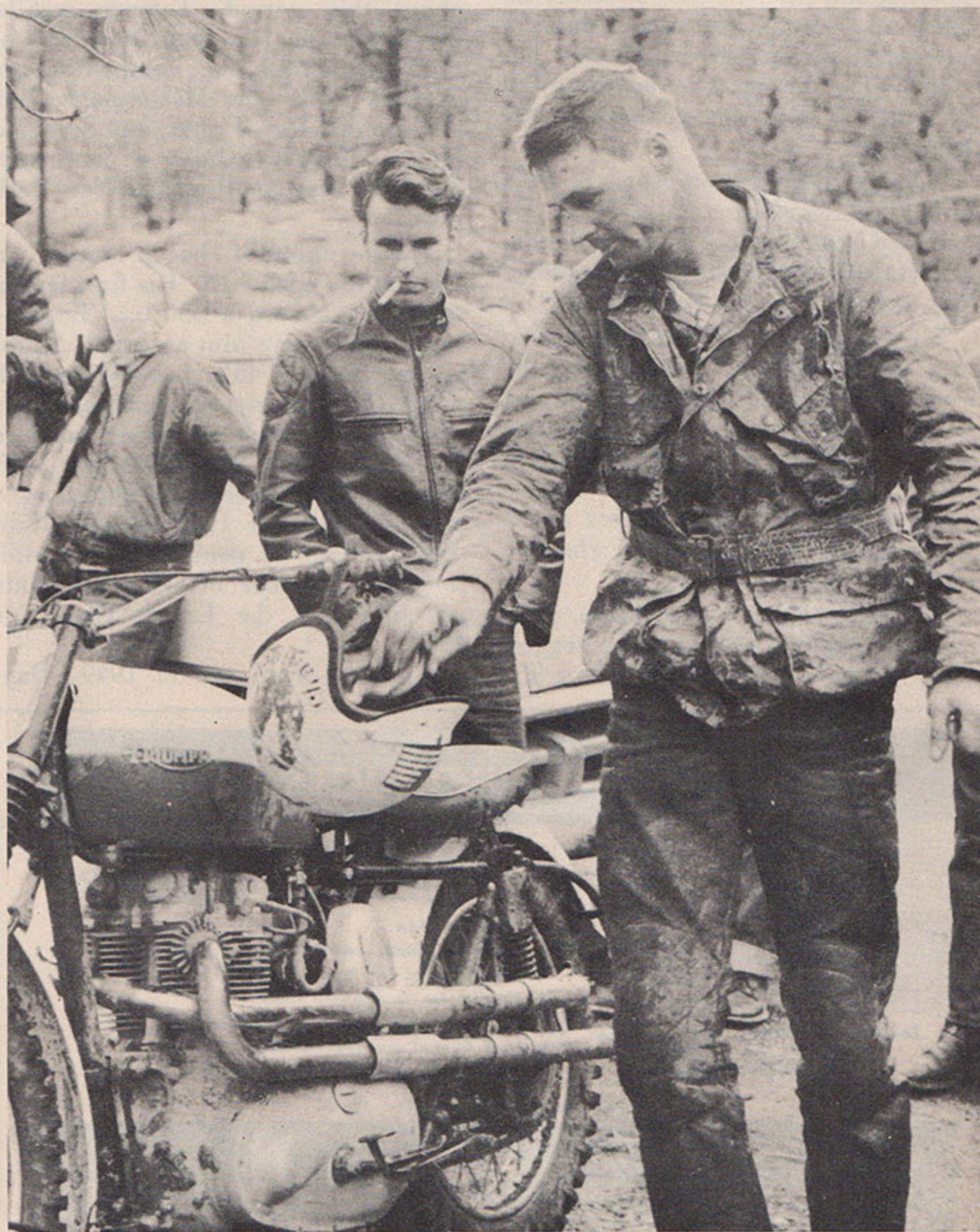
by Herb Jahns

Imagine, if you can, 699 enthusiastic, hell-bent-for-action motorcycle riders starting in a group across the wide open spaces of the Mojave Desert through sand and across rocks and sage brush in a race for 155 miles, and you have really mixed up a dish that became the 1957 Big Bear Run.

The event was the 33rd annual Big Bear Run (no races were held from 1943 to 1946 inc. due to the war) and the largest number ever to compete faced the starter 12 miles northeast of Cotton Wood Springs, California. Starting at 9:30 A.M. riders started the dash up the mountain to Fawnskin at the edge of Big Bear Lake. There was very little snow and mud this year and the course (if it could be called a course) was in better condition than usual. For approximately 150 miles, the finest riders in the entire West battled for supremacy across the tough, rugged and rough terrain and, as they dashed across country in this wild race, they appeared like hundreds of jack rabbits or jumping kangaroos. Certainly it was a sight to remember and to thrill the thousands of spectators who came by motorcycle, car, on foot, and even by bicycle, scooter, wagon and horseback.

The Orange County Motorcycle Club deserves much credit for the handling of the Run and the members in charge were Aub LeBard, Chuck Minert and Lloyd Bulmer. Certainly no motorcycle event in the history of the world ever required more hard work on the part of club members who handled this

(Continued on page 23)



"Iron Man" Bud Ekins at the end of "world's toughest" grind.

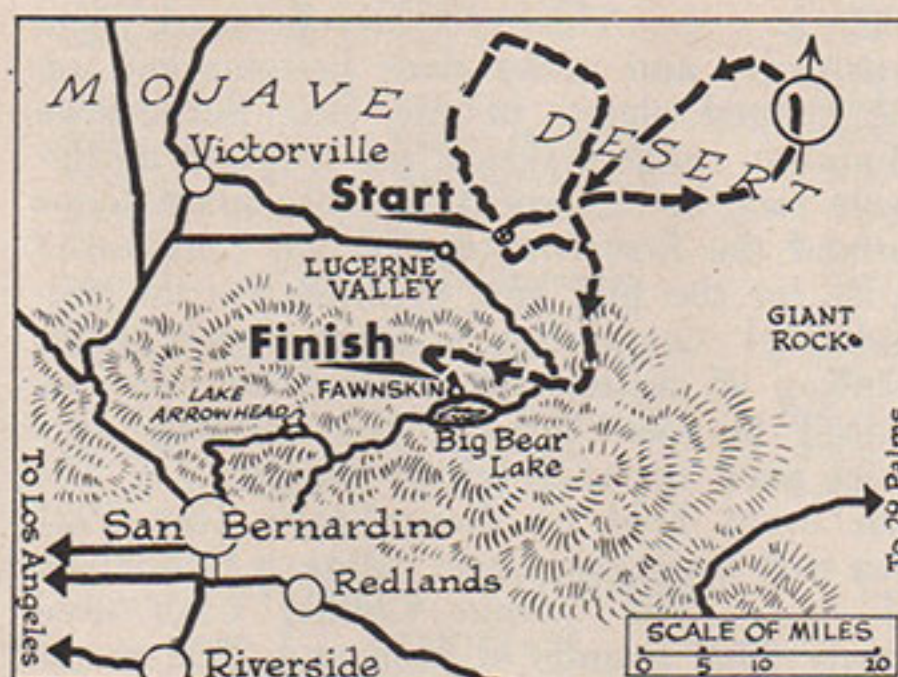
BIG BEAR VICTORY (Continued from page 22)

fantastic event. Colored balloons added to the occasion this year and they could be seen from some distance at the starting area.

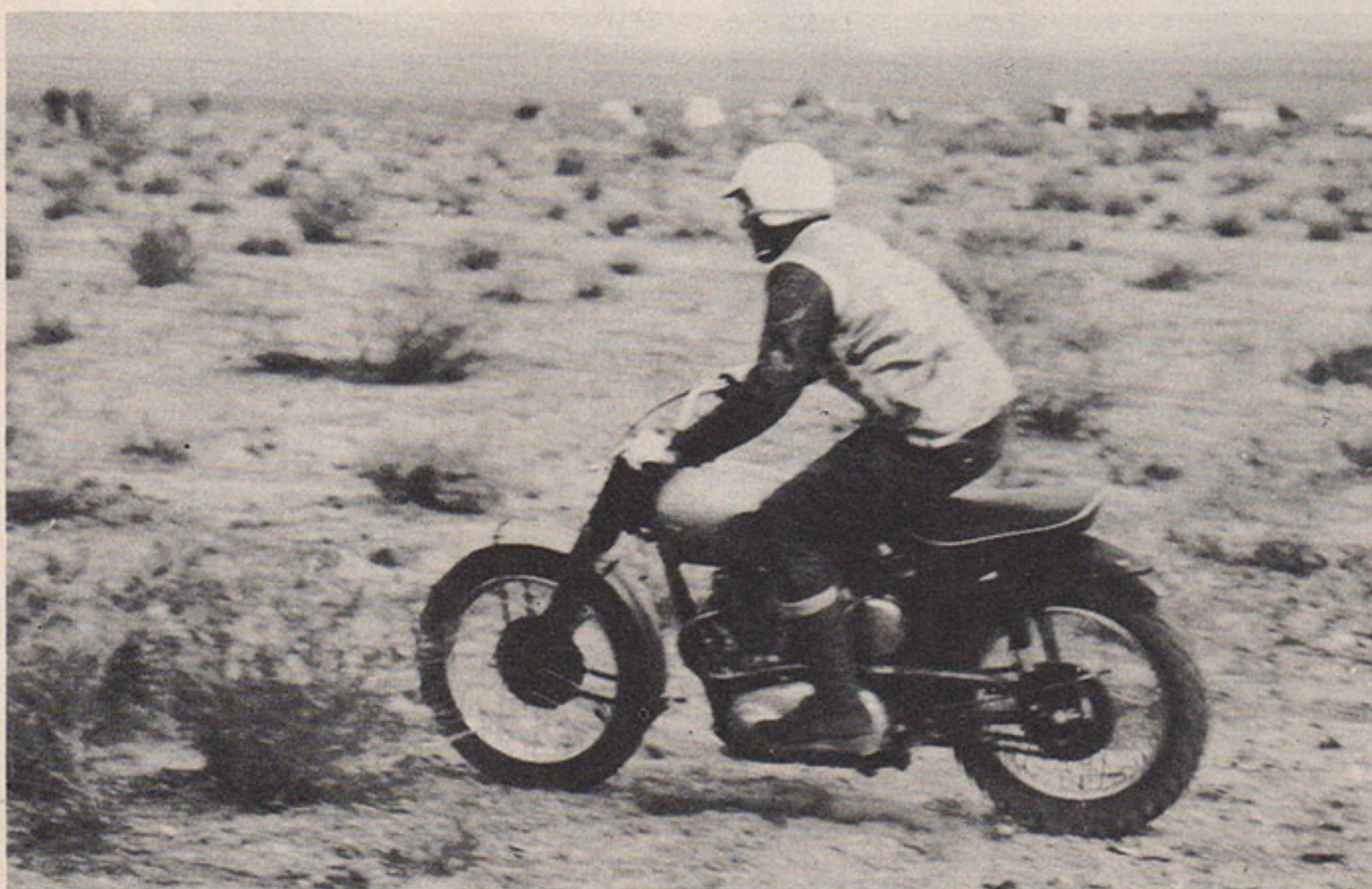
Bud Ekins, the old road race master, did himself proud when he made a wild dash to take the lead and was first into the gas checking station. His Triumph service pit members did excellent work. Winner Ekins covered the 155 miles in 3 hrs. 58 min., for an average of 39.11 m.p.h. He was followed by Jack Simmons; Cal Bottum; Elmer Pond; Jim Gamble; Gene Hirst; Don Sursplice and Don Werrman, all riding Triumph TR 6 models. First rider to break into the string of leading Triumph riders was Jerry Willingham on a Matchless. Next make, other than Triumph and Matchless, was BSA in 13th place ridden by Ken Guio.

The Orange County MC presented the Fullerton group with a trophy signifying the club's appreciation for a job well done.

Annually, the Orange County MC has trouble with a few individuals who wish to continue up the mountain after the last check closes. Many times these individuals become irate, stating they will continue anyway—or that they can not understand why they can not go on if they so desire. Aub LeBard, spokesman for the Orange County group, puts it this way: "Our Club, in



order to expedite 700 riders across desert roads, etc., must enlist the aid of the California Highway Patrol. We must furnish them with detailed plans as to the approximate time of road crossings, etc. Our entire race schedule is figured down to the last minute; our pickup crew leaves the last check in the desert just in time to reach the finish before dark. If someone were to go on after the pickup crew had gone he would be risking sub-zero weather in a vast and rugged terrain. Therefore it is absolutely necessary for the Big Bear Run to start precisely on time and for the last check before the climb to Lake Baldwin to close as scheduled. One of the most difficult races to plan, it is necessary to lay alternate courses in case of a change in weather." ★



A "rough and ready" rider tackles the wide open spaces.

HIGHLIGHTS OF THE BIG BEAR

"Lammy" Lamoreaux, the ageless man finished 2nd on a Triumph in the 200 cc class . . . Winner was Ken Harryman also Triumph mounted. . . . 17 riders were in the 125cc class and Bill Ashe riding an Italian Ceccato won 1st place finishing 124th over-all position. . . . Only 11 entrants competed in the 165cc class and Henry Ramirez was 1st on a Terrier. . . . Only 13 riders

competed in the large class (55" and over classification) and Harry Krugh who finished 85th over-all position was the winner. . . . One of the big surprises was the fact that Homer Drown won 3rd place on a 1929 JD Harley-Davidson. Homer's spectacular performance on his old model always amazes the spectators and the other contestants. . . . Bill Postel, the 1956 winner, fought a terrific battle with Bud Ekins for the first 25 miles—they alternated for first

(Continued on page 24)

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HIGHLIGHTS OF THE BIG BEAR (Continued from page 23)

and second until Postel spilled resulting in a broken shoulder. . . . Skip Fordyce Triumph, Ariel and Harley-Davidson dealer in Riverside, did his usual good job of announcing at the starting line and Bill Martin likewise did a good job of reporting at the finish line. . . . This run must not be confused with highway racing because such was not the case—actually, these riders compete across country where there are no roads. . . . Ekins who rode the entire race averaged 39.11 m.p.h. and with his new victory, Bud became the 5th man in the history of the Big Bear Classic to win the event more than once—he won his first event in 1954 on a Matchless. . . . Altitude

at Big Bear Lake, where the finish was, is 4000 ft. . . . This race across sand, sage brush, dry and rocky river bottoms and up the rugged slopes of the San Bernardino Mountain range makes it the toughest motorcycle race in the world. . . . two giant loops formed the first two legs of the course (47 miles for the first and 48 miles for the second leg) composing a large figure eight totaling 95 miles, the riders thus were required to pass through the starting area twice each instance taking on gas. . . . The first event held on New Year's Day 1921 was won by Frank Carle riding a Henderson "4". . . . The Orange County Club used nearly 3000 pounds of lime and 2500 mark-

ers to identify the course this year. . . . It was a big relief to the riders to have perfect weather—true it was chilly, but insofar as cold weather is concerned, it was a picnic in comparison to some previous events. . . . Spectators came from miles around and many were loaded down with hot coffee, lunch baskets, binoculars, stop-watches and everything else that a real motorcycle enthusiast likes to have along when any cycle event is on tap. . . . The riders who came the furthest distance to compete included the Hill Brothers from Freeland, Michigan; next in line were Charlie and Bill Fraas of Lincoln, Nebraska and other long distance chaps included Ken Guio of Big Piney, Wyoming and Kit Hollaway of Albuquerque, New Mexico. . . . Motorcycle dealers regardless of the make handled did a good job of co-operating to make the event a big success. . . . Roy Burke the B.S.A. "hot shot" from Portland, Ore. and 1955 champion broke an oil line and failed to finish this year. . . . Bud Ekin's brother Dave, did a nice job in winning the 250cc Event with his NSU MAX—he did a remarkable job in finishing 17th over-all. . . . Moe Griffin, 2nd place winner in the 250cc class who finished 64th over-all on a Zundapp also deserves a pat on the back. . . . Indian did a nice job of scalping in the 350cc class consisting of 36 riders when Max Melchert romped home in 1st place finishing 45th over-all. . . . one of the real "spark plugs" in the early days of the Big Bear classic was the veteran road rider P. A. Bigsby—P. A. did much to promote the early day Big Bear events and to further the interest in this unusual classic which now attract world-wide attention. . . . P. A. incidentally, is the Secretary of the Motorcycle Trailblazers and announces at the annual meeting of the Trailblazers which will be held at the Elk's Club (opposite Mac Arthur Park) Los Angeles, Calif., Saturday evening at 6:00 P.M., March 16th. Banquet tickets are \$4.00 and reservations should be made immediately, as no tickets will be sold at the door. . . . Those planning to attend, should make reservations immediately by writing P. A. Bigsby, 8114 E. Phlox St., Downey, Calif. . . . Until another year rolls around—Adios—see you again at Big Bear next year! ★

(Continued on page 25)

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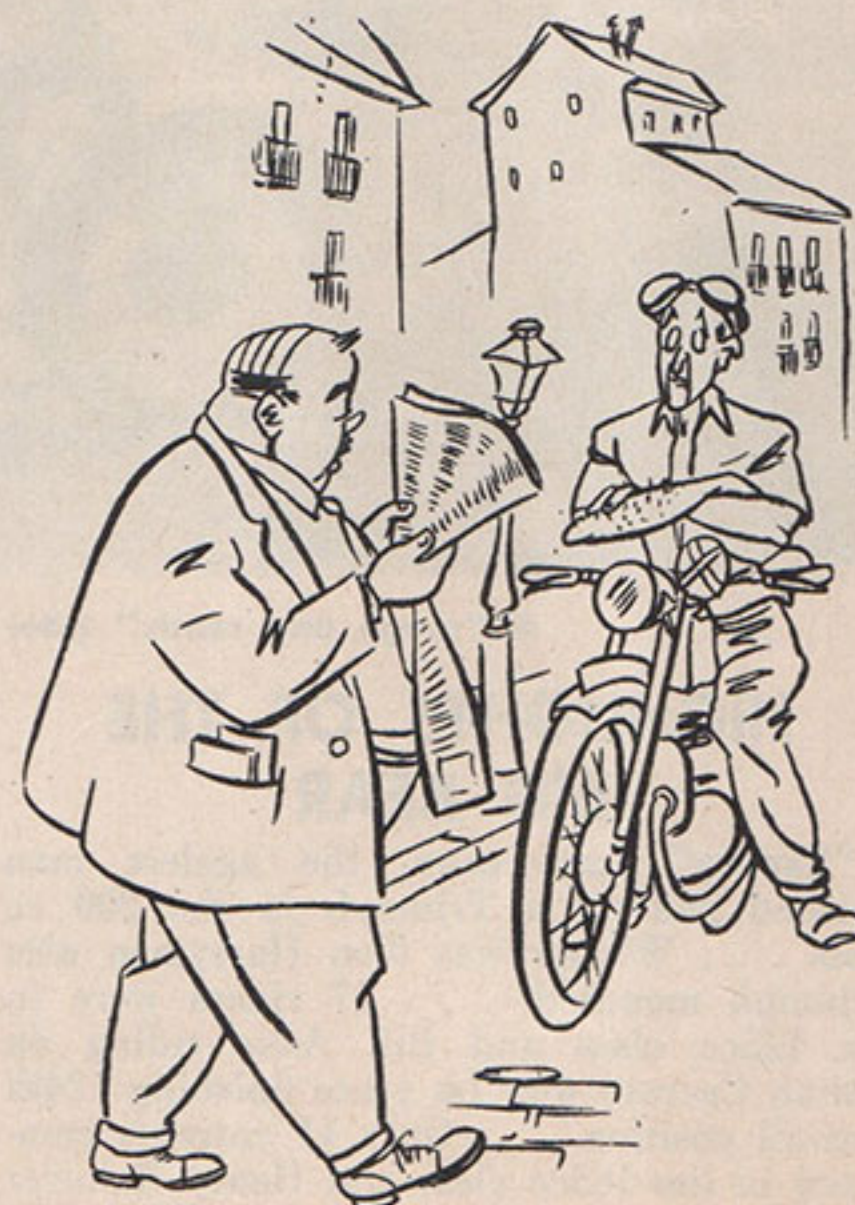
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BIG BEAR VICTORY

(Continued from page 24)

Official List of Finishers 1957 Big Bear Run

CLASS	PLACE	RIDER	MAKE
Open	1	Bud Ekins	Tri.
Open	2	Buck Smith	Tri.
Open	3	Jack Simons	Tri.
Open	4	Cal Bottum	Tri.
Open	5	Elmer Pond	Tri.
Open	6	Jim Gamble	Tri.
Open	7	Gene Hirst	Tri.
Open	8	Don Surplice	Tri.
Open	9	Don Wehrman	Tri.
Open	10	Jerry Willingham	Match.
Open	11	Bob Ewing	Tri.
Open	12	Kenny Yarn	Tri.
Open	13	Ken Guio	B.S.A.
Open	14	Red Ludford	Tri.
Open	15	Don Young	Ariel
Open	16	Wayne Harris	A.J.S.
250cc	17	Dave Ekins	NSU
Open	18	George Walker	Tri.
Open	19	Bob Sandgren	Tri.
Open	20	Dalton Holliday	Tri.
Open	21	Lyle Burnbaum	Tri.
Open	22	Bob James	Tri.
Open	23	Lee Strickland	Tri.
Open	24	Howard Lydecker	Tri.
Open	25	Steve Lydecker	Tri.
Open	26	Howard Nicholson	Tri.
200cc	27	Ken Harryman	Tri.
Open	28	Marvin Hall	B.S.A.
Open	29	Bob Green	Velo.
200cc	30	Wilber Lamereaux	Tri.
Open	31	Jack Lapraik	Tri.
Open	32	Gene Fox	Tri.
Open	33	George Darnell	Tri.
200cc	34	Don Reppand	Zund.
Open	35	Roger Myrrick	A.J.S.
Open	36	Leo Doering	B.S.A.
Open	37	Cordy Piper	B.S.A.
Open	38	John Sessler	Velo.
Open	39	Norman Endale	Tri.
200cc	40	Dan Shelly	James
Open	41	Don Briscoe	Velo.
Open	42	Bob King	Tri.
Open	43	Jerry Platt	Match.
Open	44	Dick Day	Velo.
350cc	45	Max Melchart	Ind.
Open	46	Bruce Ross	Tri.
350cc	47	Norm Reeves	Match.
Open	48	Bill Stieler	B.S.A.
Open	49	Don Gadberry	B.S.A.
Open	50	Rex Gardner	B.S.A.
Open	51	Johnny Smith	Tri.
Open	52	Glen McBride	Tri.
Open	53	Larry Burquist	B.S.A.
Open	54	Terry Tierman	Match.
Open	55	Mickey Arnold	Tri.
Open	56	Dick Smith	Tri.
200cc	57	L. E. Peters	DKW
Open	58	Chuck Kurtz	Tri.
Open	59	Edward Sharon	Tri.
200cc	60	Bert Harris	Sun
Open	61	John Lusto	Match.
Open	62	Douglas Harbey	B.S.A.
Open	63	Tony Farman	B.S.A.
250cc	64	Moe Griffin	Zund.
Open	65	Marshall Johnson	B.S.A.
Open	66	Robert Burnett	Ari.
Open	67	Hubert Kay	Tri.
Open	68	Rudy Drago	Tri.
Open	69	Jim LaPlant	A.J.S.
Open	70	Bill Biscoe	B.S.A.
250cc	71	Kit Hollaway	Zund.
Open	72	H. L. Sprink	B.S.A.
200cc	73	Frank Bruno	James
200cc	74	W. E. Beatler	James
Open	75	Eddie Day	Tri.
200cc	76	Bobby Skibsted	Tri.
200cc	77	Jack Norman	James
Open	78	Wayne Hudson	Velo.
Open	79	Cliff Poyorena	A.J.S.
Open	80	Billy Mulholland	Ariel
Open	81	Phillip Barstow	Ind.
200cc	82	Jack Fullwood	DKW
Open	83	Darrell Packard	Ariel
Over 55	84	Harry Krugh	H.D.
Open	85	Doug. Archibald	Tri.
Open	86	John Krisman	Match.
Open	87	Lloyd Larson	Tri.
Open	88	Ronnie White	A.J.S.
Open	89	John Collins	Match.
Open	90	Dick Owens	Match.
200cc	91	Al Alford	DKW
200cc	92	Murrell Lancaster	Tri.
250cc	93	Bob Hood	Maico
200cc	94	Buddy Goosen	Sun
Over 55	95	Earl Roeseler	H.D.
Open	96	Gilbert Dick	B.S.A.
Open	97	Jim Back	Match.
Open	98	Mike Carlson	B.S.A.
Open	99	Orville Walker	Tri.
Open	100	Richard Killian	Tri.
200cc	101	Max Switcher	DKW
350cc	102	Bruce Yoder	Velo
Open	103	Ed Porter	Match.
Open	104	Dave Werner	Match.
Open	105	Raymond Paradise	Tri.

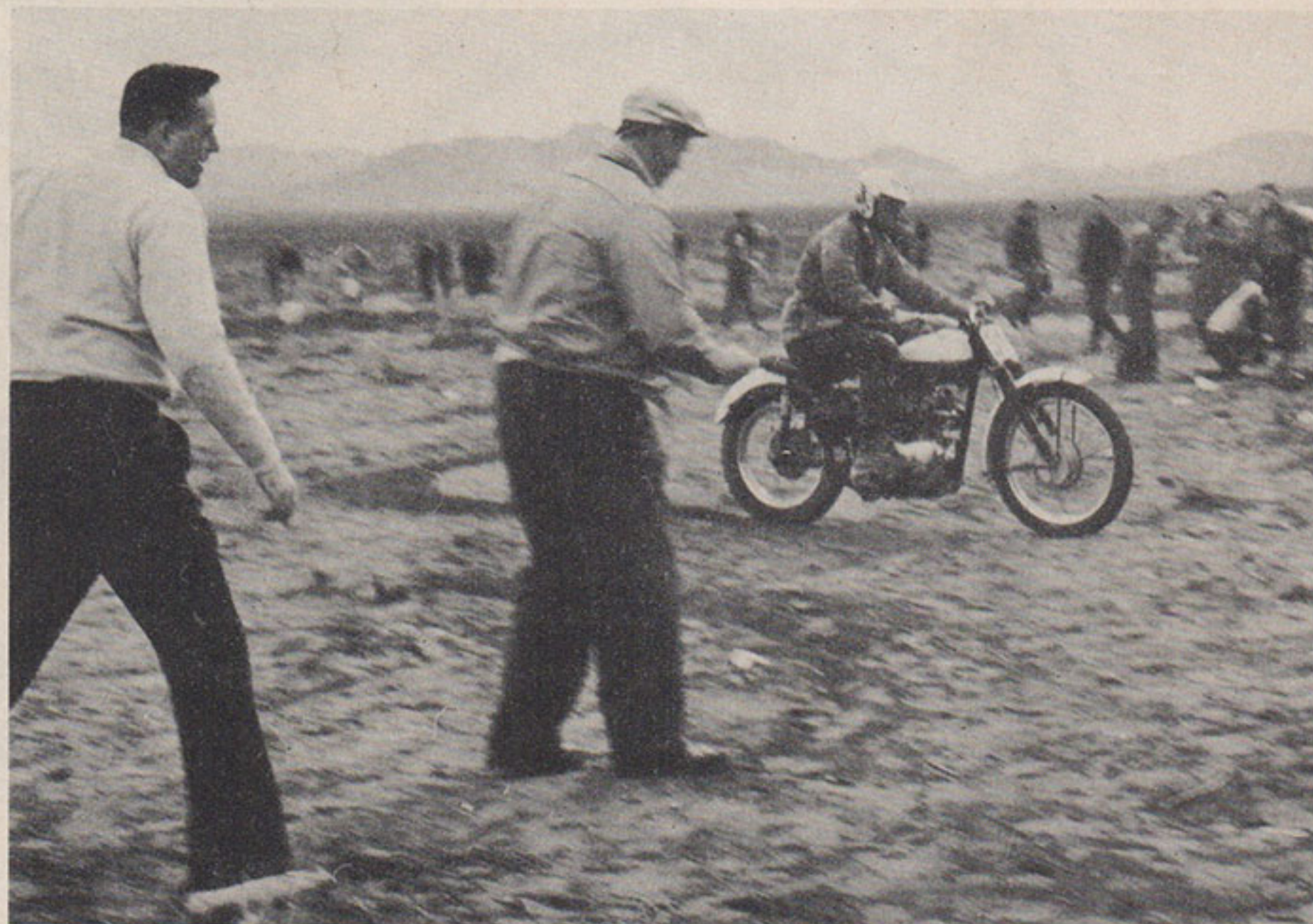
CLASS	PLACE	RIDER	MAKE
200cc	106	Jerry Manley	Sun
Open	107	Bob Glass	Match.
Open	108	Roger White	A.J.S.
Open	109	Don Frey	B.S.A.
Open	110	Ernie Graff	B.S.A.
Open	111	Bill Cox	Ariel
250cc	112	Robert Mosbacher	DKW
Open	113	Jim Haynes	B.S.A.
Open	114	R. A. Forrest	Tri.
Open	115	Fred Gurevick	B.S.A.
165cc	116	Henry Ramirez	Tri.
Open	117	Chuck MacMair	A.J.S.
125cc	118	Bill Ashe	Ceca.
200cc	119	Pete Bogarto	Dot
55 & over	120	Homer Drown Jr.	H-D-JD
250cc	121	G. Mattison	Zund.
Open	122	Tom Smith	B.S.A.

Trophy Winners

OPEN CLASS

1st Place	Bud Ekins	Tri.
2nd Place	Buck Smith	Tri.
3rd Place	Jack Simons	Tri.
4th Place	Cal Bottum	Tri.
5th Place	Elmer Pond	Tri.
6th Place	Jim Gamble	Tri.
7th Place	Gene Hirst	Tri.
8th Place	Don Surplice	Tri.
9th Place	Don Wehrman	Tri.
10th Place	Jerry Willingham	Match.
11th Place	Bob Ewing	Tri.
12th Place	Kenny Yarn	Tri.
13th Place	Ken Guio	B.S.A.
14th Place	Red Ludford	Tri.
15th Place	Don Young	Ariel
16th Place	Wayne Harris	A.J.S.
17th Place	Dave Ekins	NSU
18th Place	George Walker	Tri.
20th Place	Dalton Holliday	Tri.
19th Place	Bob Sandgren	Tri.

PLACE	RIDER	MAKE
21st Place	Lyle Burnbaum	Tri.
22nd Place	Bob James	Tri.
23rd Place	Lee Strickland	Tri.
24th Place	Howard Lydecker	Tri.
25th Place	Steve Lydecker	Tri.
26th Place	Howard Nicholson	Tri.
27th Place	Ken Harryman	Tri.
28th Place	Marvin Hall	B.S.A.
29th Place	Bob Green	Velo.
30th Place	Wilber Lamereaux	Tri.
OVER 55 INCH CLASS		
1st Place	Harry Krugh	H.D.
350 cc CLASS		
1st Place	Max Melchart	Ind.
2nd Place	Norm Reeves	Match.
3rd Place	Bruce Yoder	Velo.
250 cc CLASS		
1st Place	Dave Ekins	N S U
2nd Place	Moe Griffin	Zund.
3rd Place	Kit Hollaway	Zund.
4th Place	Bob Hood	Maico
200 cc CLASS		
1st Place	Ken Harryman	Tri.
2nd Place	"Lammy" Lamoreaux	Tri.
3rd Place	Don Rippand	Zund.
4th Place	Dan Shelly	James
5th Place	L. E. Peters	D K W
6th Place	Bert Harris	Sun
7th Place	Frank Bruno	James
8th Place	W. E. Beatler	James
9th Place	Bobby Skibsted	Tri.
10th Place	Jack Norman	James
11th Place	Jack Fullwood	D K W
12th Place	Al Alford	D K W
165 cc CLASS		
1st Place	Henry Ramirez	Tri.
125 cc CLASS		
1st Place	Bill Ashe	Ceca.
OUT OF STATE		
1st Place	Ken Guio (Big Piney, Wyo.)	B.S.A.
DIST. 36		
1st Place	Kenny Yarn	Tri.



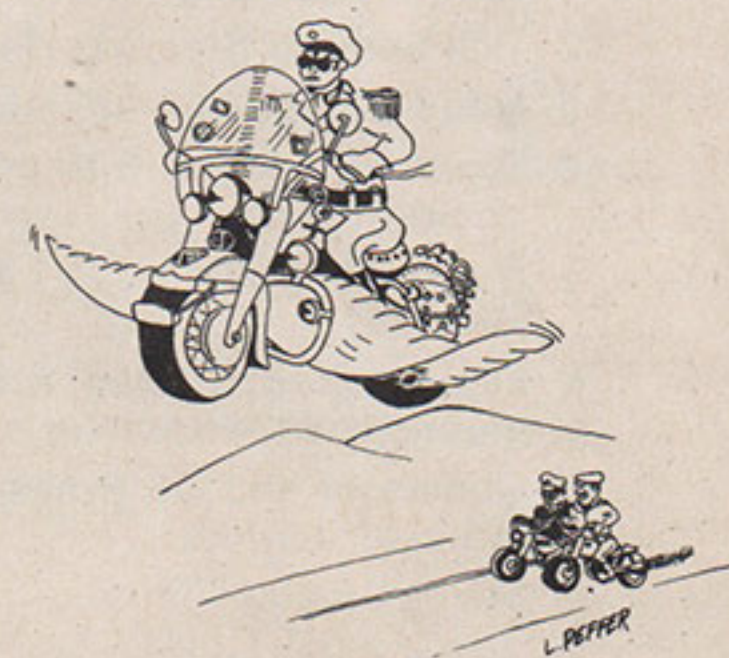
Ekins in action, through sand and sage brush., At left is Don Brown and journalist Wilson Springer.

Percentage of Finishers

MAKE	STARTED	FINISHED	PCT.
Triumph	174	50	29 %
B.S.A.	101	21	21 %
Matchless	81	12	15 %
A.J.S.	76	8	11 %
Zundapp	35	4	11 %
Indian	35	2	6 %
Ariel	32	5	16 %
Dot	29	1	3 %
Velocette	27	6	22 %
D.K.W.	21	4	19 %
Harley-Davidson	21	3	14 %
Maico	19	2	11 %
James	16	4	25 %
Francis Barnett	10	0	0 %
Sun	8	3	38 %
N.S.U.	6	1	17 %
Ceccato	5	1	20 %
All-State	2	0	0 %
M.V.	1	0	0 %

CLASS ENTRIES

Open	460	350cc	36
200cc	125	125cc	17
250cc	58	55" & over	13
165cc	11		

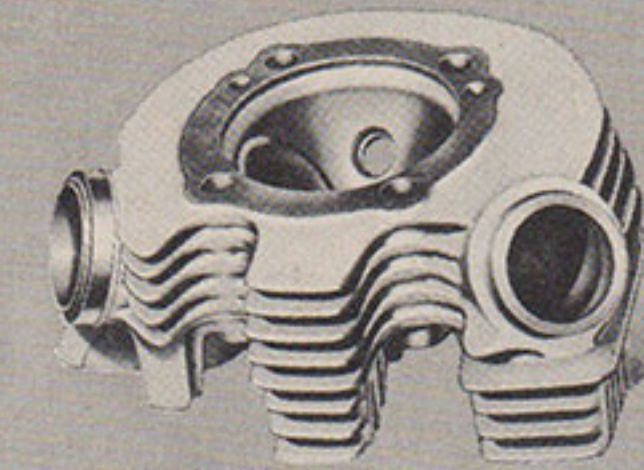


Now that's what I call a "Lone Wolf".

YOU NAME IT...

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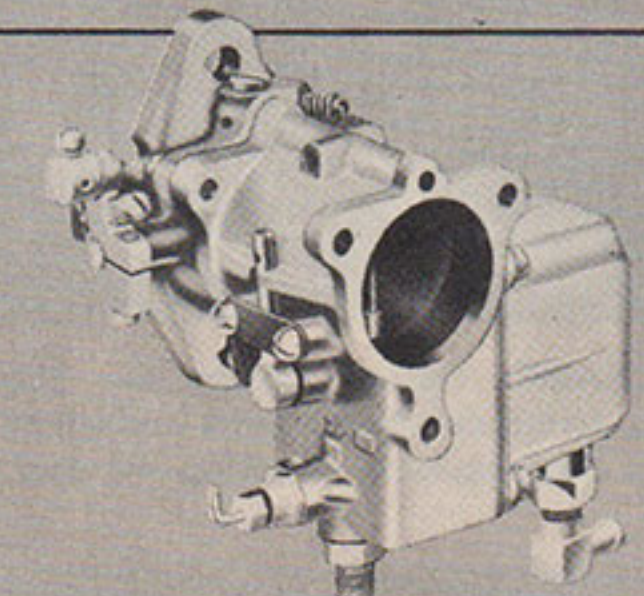
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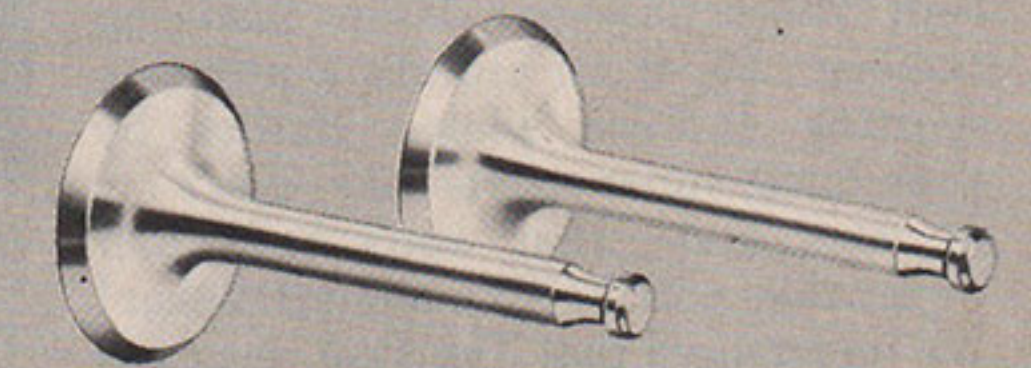
Hemispherical Combustion Chambers for an even, thorough, mixture of fuel.



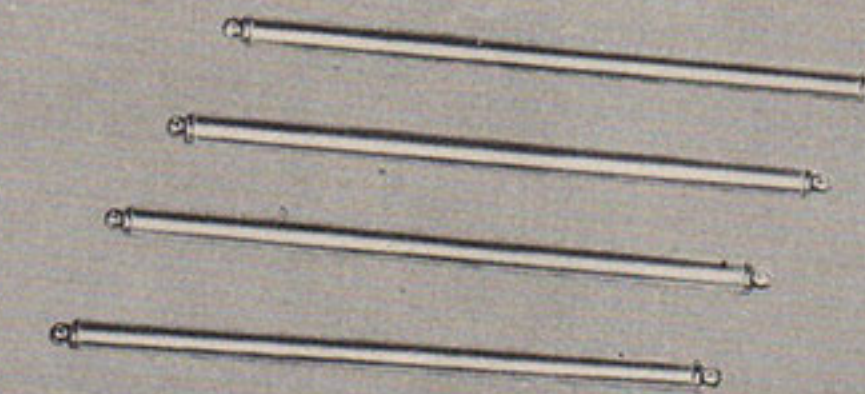
High-dome Pistons, chrome-plated Compression Rings and U-flex Oil Ring.



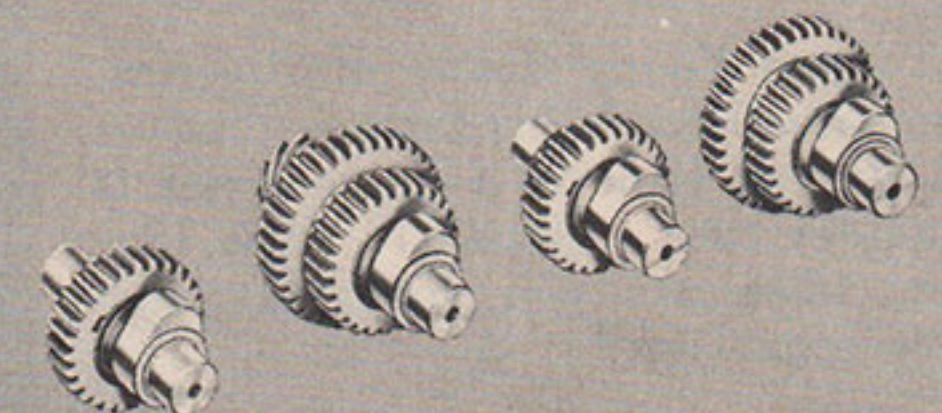
New, compact short-barrel Carburetor with long-wearing nylon Float Hinge.



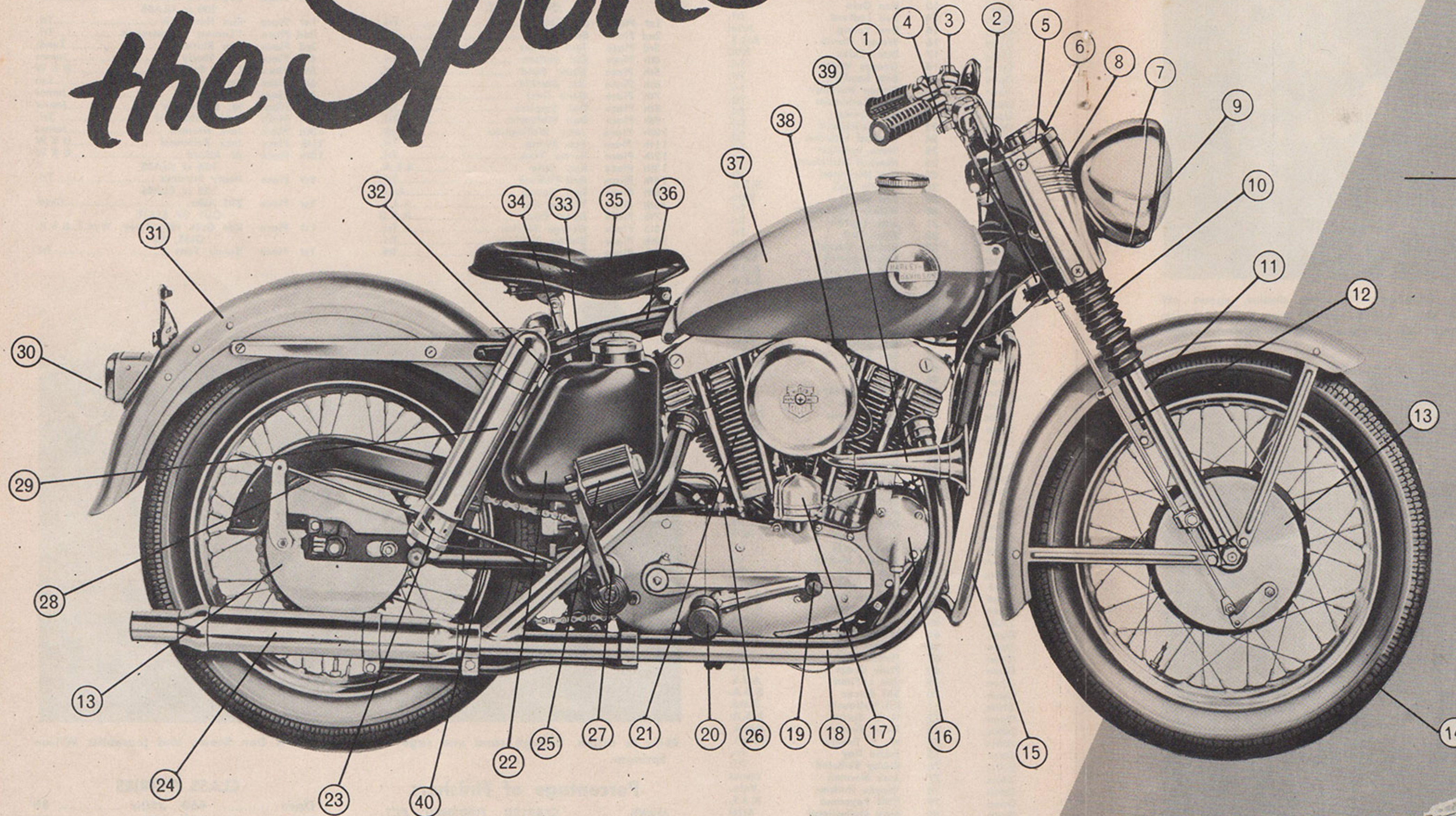
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Cams are ramped on both opening and closing sides for smooth operation.

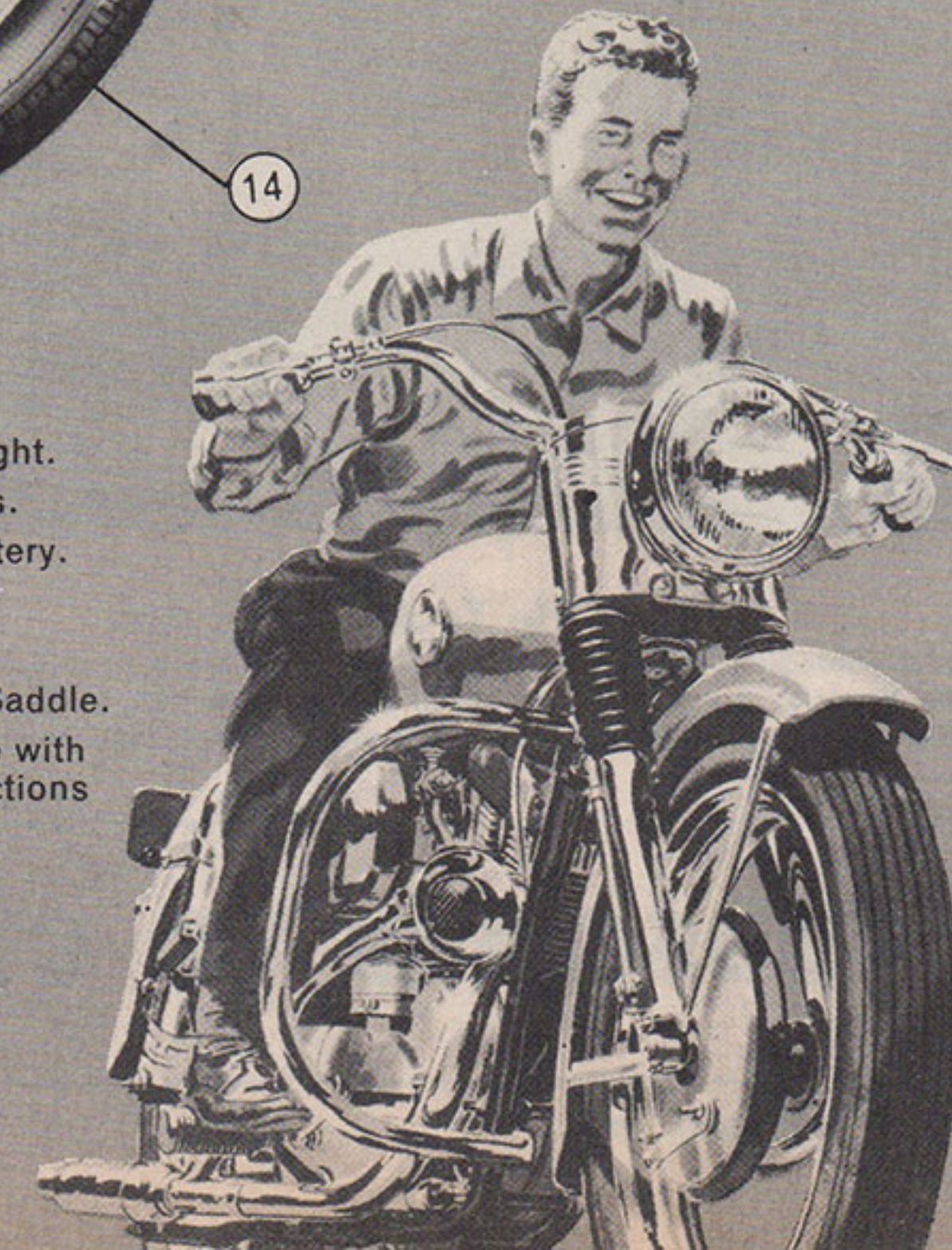


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- 7 Generator and Oil Pressure Indicator Lights.
- 8 Stainless steel Trim.
- 9 Large, safe, automotive-type Sealed-Beam Headlight.

- 10 Water and dirt-proof, Rubber Fork Boots.
- 11 Hydraulically-damped Telescopic Spring Forks.
- 12 Fully-guided Front Brake Cable.
- 13 Large 8-inch diameter, 1-inch wide, Front and Rear Brakes.
- 14 Wide, 4-ply, road cushioning Tires.
- 15 Sturdy, Front Safety Bar.
- 16 Power-plus Generator and Voltage Regulator.
- 17 Waterproof ignition Circuit Breaker.
- 18 High-velocity-flow Exhaust Pipes.
- 19 Foot Shift—engine can be started in any gear.

- 20 Tilt-back Foot Rests.
- 21 Modern, V-type OHV Engine.
- 22 Large-capacity Oil Tank with built-in filter.
- 23 Three-position, spring-load Cam.
- 24 Long, mellow-sounding Muffler.
- 25 Wide, non-slip Kick Starter Pedal.
- 26 Controlled lubrication to rear chain.
- 27 Timken Bearing Rear Fork Pivot.
- 28 Sturdy, one piece, adjustable steel Brake Rod.
- 29 Self-contained, hydraulically damped Rear Wheel Shock Absorber.

- 30 Large, safe Tail and Stoplight.
- 31 Heavy-gauge Steel Fenders.
- 32 Large, 10 ampere-hour Battery.
- 33 Heavy-duty Spark Coil.
- 34 Spring-loaded Seat Post.
- 35 Comfortable, bucket-type Saddle.
- 36 Seamless-steel-tube Frame with cast or forged steel connections at high stress points.
- 37 Large-capacity Gas Tank.
- 38 Leak-proof Gas Valve.
- 39 Loud, Trumpet Horn.
- 40 Swinging-arm Rear Wheel Suspension.



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Cannonball Baker Still Rolling Along

Top secret rumors are floating around that "CannonBall" Baker of Indianapolis, Ind. is planning to make still one more cross-country motorcycle run. Cannonball is working day and night on his weirdest contraption yet—a "Four stroke—two cycle—rotary valve single cylinder motorcycle!" The boys over at Ralph Moore's shop are kept hopping whenever Mr. Baker comes down to work on his Dream-cycle. He still bosses the gang like he was in charge of The Franklin Air-Cooled Automobile Company's Record Breakers. Cannonball got his start on internal combustion engines just about 50 years ago with The old Hendee Company (Indian) of Springfield, Mass. At one time Baker held the Three-Flag Records: California to New York, and Canada to Mexico—both transcontinental dashes made on Indians. So, if an elderly gentleman, sporting Indiana plates, flashes by your latest super-sports bike, *don't try* to catch him. That won't be Father Time, that will be Cannonball Baker! We understand that The Post, may tell Cannonball's story, on the eve of his 50 years as a racer, but "Cycle" will scoop both of the big weeklies by bringing this story first in a Spring issue, complete, of course, with photos.

To you Young Riders of America, Cannonball sends his famous Slogan: "A Winner is never a quitter—nor is a quitter ever a Winner!" Hey, Clymer, when are you going to make your come-back? ★

I've never been away!—Clymer

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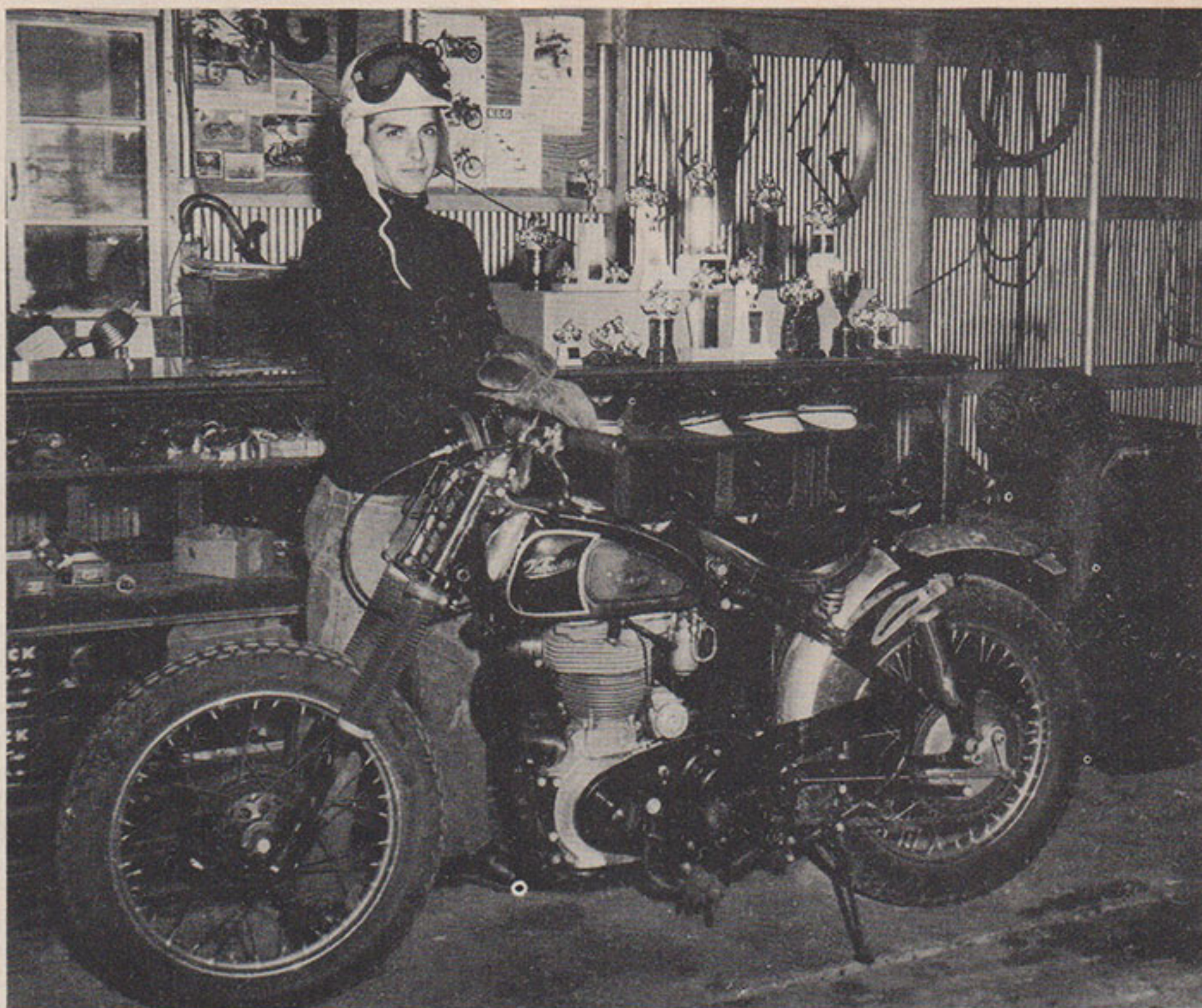
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OKLAHOMA CHAMP: Gerald Lumly, the Blackwell, Oklahoma Velocette dealer, shows off his potent Velo Scrambler and trophy collection at his shop. Lumly recently won the Oklahoma State scrambles championship, beating 40 and 55 cubic inch machines with his 30-inch single.



He Took To The Air

This unusual photograph of J. Van Weelden taking to the air on his BSA in a Scrambles event at Norfolk, Virginia, is certainly unique. It appears that "Van" has skimmed over a body of water while another rider, stalled and unidentified, either looks away in disgust or fear.

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H-D MECHANICS SCHOOL

Here they are, 26 men from all over America anxious to secure motorcycle repair knowledge. They are graduates of the first Harley-Davidson Mechanics School for 1957. The three-week course was held in Milwaukee from January 7 through 26. The subjects taught covered everyday service problems in work bench procedures, trouble-shooting and use of technical equipment. This is the 40th year that the school has been operating with a total of over 4,000 graduate mechanics. Seated in the first row, left to right, are: Wm. Stein, Celina, Ohio; Robert Eldridge, Terre Haute, Indiana; J. C. Schunck, Port Arthur, Texas; Orie Steele, Jr., Bloomfield, New Jersey; Robert Jerrahian, Philadelphia, Pennsylvania. Second row, left to right: Jack D. Stone, Lewiston, Idaho; Barnett Lynwood, Roanoke, Virginia; Monte Chadbourne, Livingston, Montana; Ersel Bee, Morgantown, West Virginia; Richard Knaack, Lakeland, Florida. Third row, left to right: Alfred Sutton, Phoenix, Arizona; Curley Cochran, Ann Arbor, Michigan; Richard Teman, Albion, Michigan; Everett R. Moore, Rockford, Illinois; Samuel Armstrong, Newburg, New York. Fourth row, left to right: Roger Reiman, Kewanee, Illinois; Don W. Henrick, Yankton, South Dakota; Daniel Nealeigh, Greenville, Ohio; James Pritt, Charleston, West Virginia; Monte C. Adams, West Palm Beach, Florida. Fifth row, left to right: James Wallace, Shreveport, Louisiana; Sam Satterly, Texarkana, Texas; Ralph Hancock, Paris, Illinois; E. F. Coffey, Odessa, Texas; Robert Keyes, Waterloo, Iowa and Ronald Ouimet, Adams, Massachusetts. Standing in the back row, left to right, are: Service Manager Joe Ryan and Instructors George Beecher, George Klenzendorf, Orin Lamb and John Novak.

IRVING JANKE, FAMOUS EARLY RIDER DIES

ST. PETERSBURG, Fla.—Irving Janke, 61 passed away here on January 24, 1957.

Prior to the twenties, Irv rode Harley-Davidsons in dirt track events throughout the Midwest. His most notable victory was the 300-Mile National Championship which he won at Dodge City, Kansas on July 4, 1916. He later became a test rider for Harley-Davidson Motor Company in Milwaukee and competed in many endurance runs and competition events.

Irv later became a Milwaukee County Deputy Sheriff and his law enforcement career came to a close in September of 1954 when he retired as Deputy Sheriff. He moved with his family to St. Petersburg.

Irv began riding motorcycles when he was 13 and entered his first professional event at the age of 18.

He is survived by his widow Marjorie and a son, Irving J. who still reside in St. Petersburg. If any of their old friends desire to get in touch with them, their address is—223 Lealman Trailer Court, St. Petersburg 4, Fla. Our deepest sympathy is extended to his widow Marjorie & son Irving J.

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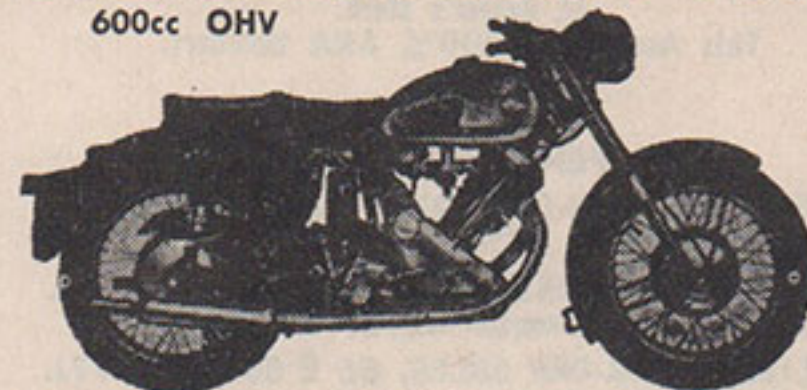


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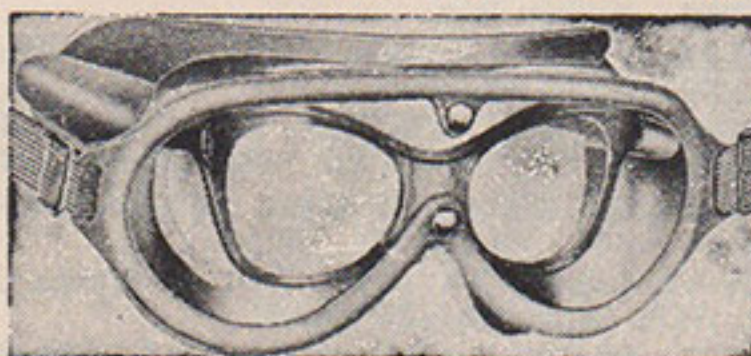


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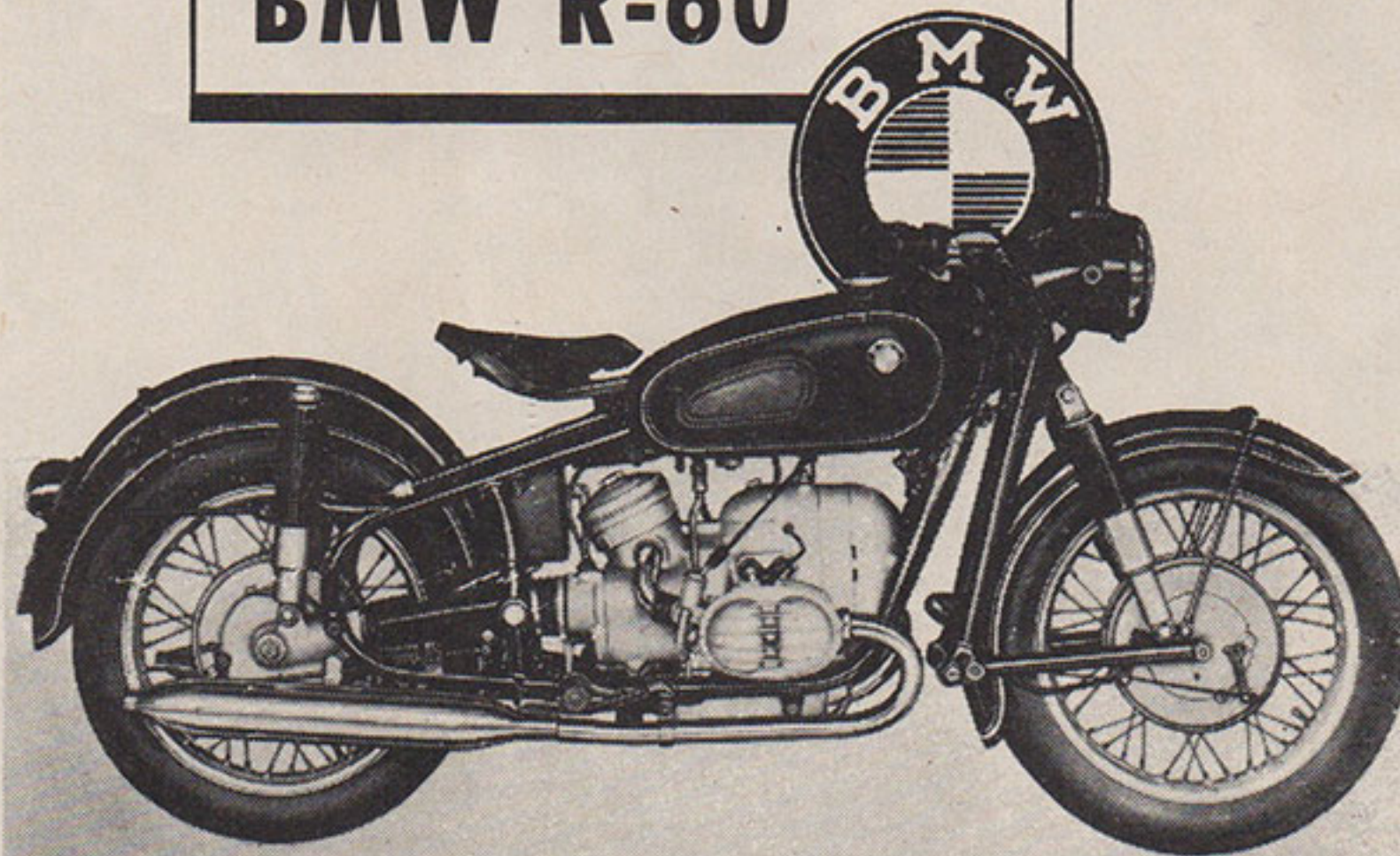
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New High Performance Two-Fifty — New Colors & Detail Improvements to Existing Range — Optional Foot Gear Change on 98 cc Two-Speeder — Competition Model to "Works" Specification.

A New Two-Fifty JAMES

Pride of the JAMES stand at the Motor Cycle Show was the new Commodore 250 cc, a sleek looking roadster of advanced design with an entirely new 250 cc power unit, which makes it the first "JAMES through-out" since the early 1930's.

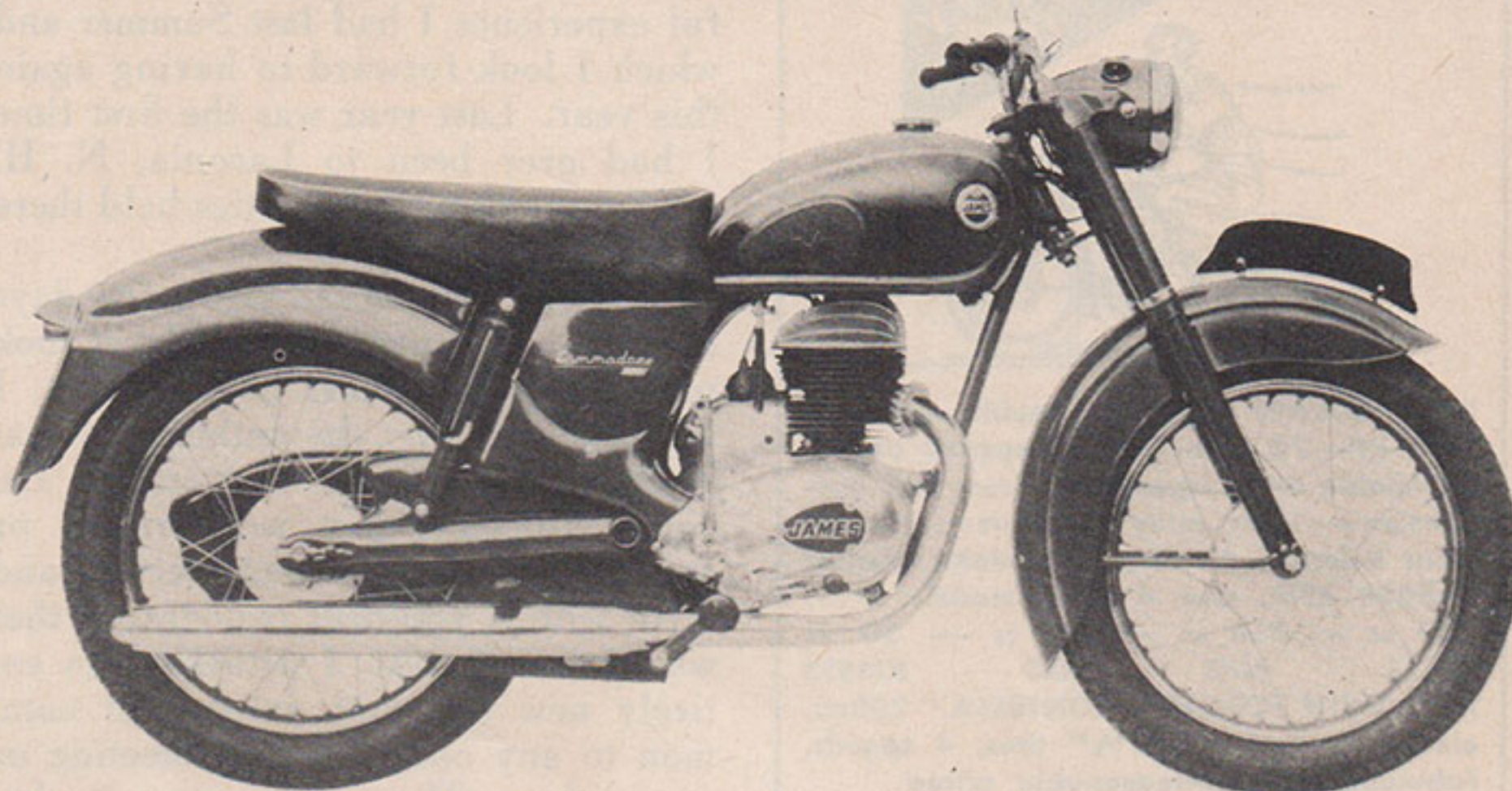
This 70 mph - 90 mpg two-seater will appeal to many touring enthusiasts who want a fast but economical mount. The new two-stroke motor employs a technique for getting maximum charge into the combustion chamber. A built-in four speed gearbox gives the unit a compact appearance. Styled in the contemporary manner, the frame is of composite construction; all the center frame components, rear swinging fork and rear fender are built of steel pressings—the top and engine cradle tubes being the only tubular members. Details refinements range from quickly detachable plugs for wiring cables in the headlamp to a streamlined rear chaincase. A long cigar-shaped muffler effectively cuts down the exhaust noise and hydraulically damped front and rear suspension insulate rider and passenger from road shocks. The Commodore 250 is finished in dark gray with royal blue tank panels or maroon with pastel gray panels plus a wealth of chrome plating.

Specification details of the Commodore 250

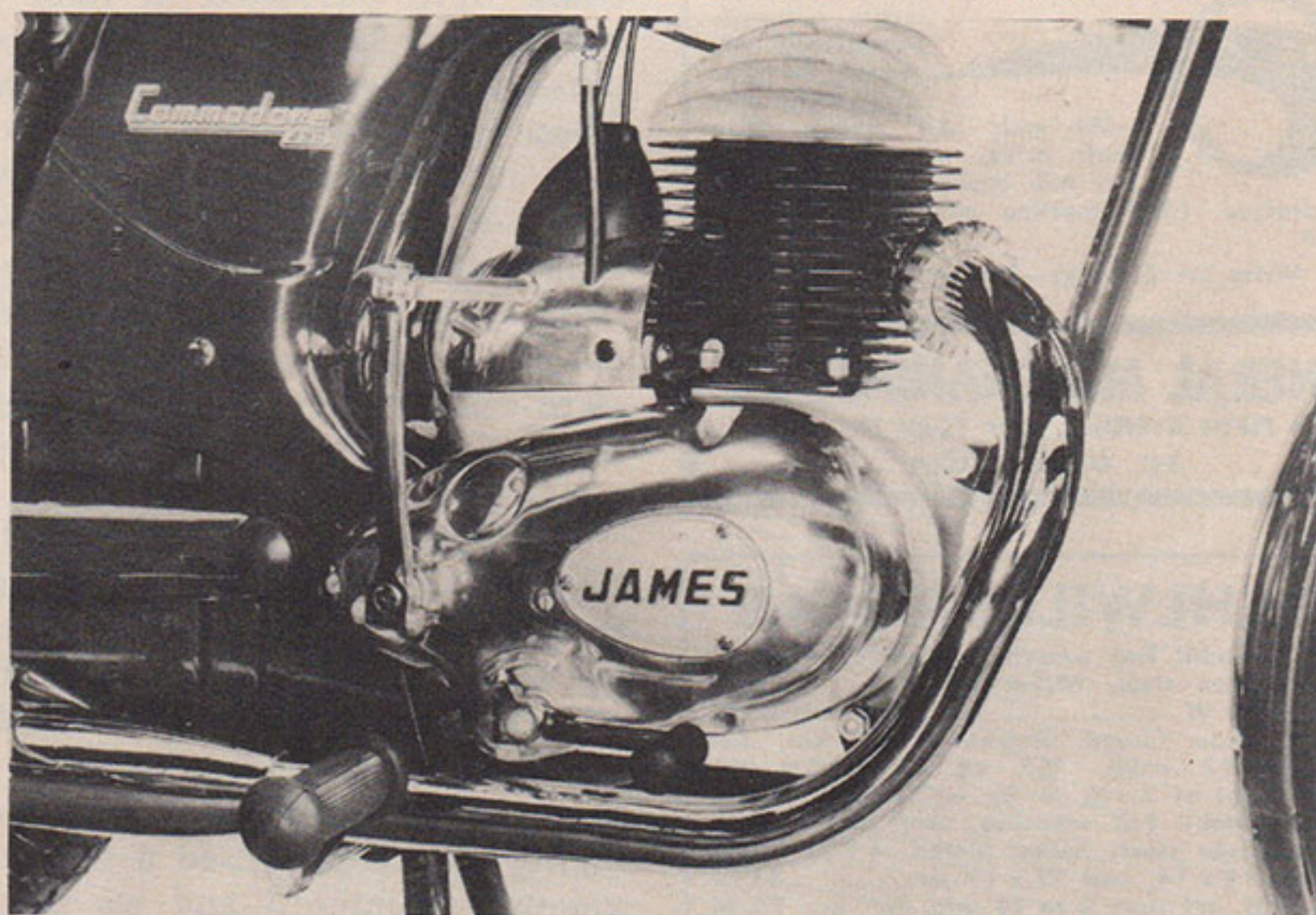
THE MOTOR. Unit construction single cylinder 249 cc two stroke engine and 4-speed gearbox with polished alloy casing. Bore and stroke 66 x 73 mm. Compression ratio 8.1 : 1. Petroil lubrication (24 to 1). Deeply finned cylinder and head for efficient cooling. Special "squish" combustion chamber has projections mating with cut-outs in the piston crown, allowing maximum charge and resulting in improved turbulence and combustion. Amal Monobloc carburetor in detachable alloy cover with filter and choke. Caged roller big end bearing positively lubricated through grooves in the crankcase to trap oil separated by swirl. Full disc balanced flywheels to 7/8 in. crankshaft supported by roller bearing on timing side and two ball races on drive side. Wico-Pacy generator for ignition and lighting current. Special ignition circuit with emergency position insures easy starting whether the battery is fully charged or dead. Multiplate clutch with inserts. Four speed gearbox with foot-change, gear indicator and folding kick starter pedal. Gear ratios—first 17.3—second 10.8—third 7.6—top 5.8 to 1.

Composite frame

The center frame is built up of two main box pressings bolted to the front tubular top tube and engine cradle assembly. Battery, coil, rectifier and cables are housed in the center section and a surrounding gallery accommodates the toolkit. Access is provided by two spring loaded covers. The deep rear fender pressing incorporates the rear number plate and is bolted to the rear-most center section box member. The pivoted fork is also built of welded up pressings and movement is controlled by Girling shock-absorbers. Total rear wheel movement is 4 1/2 in. The front hydraulically damped telescopic fork has a deflection of 5 in.



The James Commodore. Note clean lines and neat rear swing arm suspension.



The 250 cc two-stroke engine is built in unit with the four-speed gearbox. Amal Monobloc carburetor in detachable alloy cover with filter and choke. Wico-Pacy generator for ignition and lighting.

Luxurious details and finish

The rear transmission is totally enclosed in a pressed steel chaincase with a hinged tail piece for access to the rear brake (also enclosed) and for rear chain lubrication. The large baffle type muffler effectively reduces exhaust noise without affecting maximum power output. AC/DC 6 volt Wipac lighting equipment with pre-focus headlamp, quickly detachable plugs for wiring leads to lighting and ignition switches, special twin-bulb tail lamp with built-in reflector. Foam rubber twinseat, 2 3/4 gallon fuel tank with plastic fuel-tight filler cap and oil measure, 6 in. brakes in full width hubs. Chromed rims with 3.25 x 18 tires. Deeply valanced fenders, protective cover for inflator, electric horn, toolkit.

Five Villiers powered models continued with detail improvements

With new color schemes and general improvements, the remainder of the JAMES 1957 programme totals five models with Villiers engines. The new color schemes are

marital gray with gold lined royal blue tank panels for all models with the alternative of traditional JAMES maroon relieved by pastel gray tank panels on 150, 200, 225 models as on the new 250 cc Commodore.

JAMES roadsters are easily identified by the name transfers and the adoption of a dull hand polished instead of bright nickel underplating gives better rust resisting qualities to all chromed parts.

Top value lightweights

The Cadet 150 and Comet 100 are good looking and economical to run. The Cadet has a deeper front fender, a small cover now spans the gap between gearbox and center section where the chain was formerly exposed, and an electric horn is fitted in the center section.

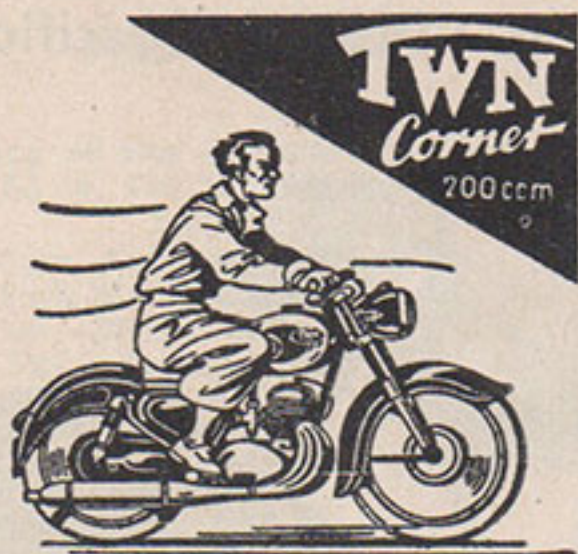
The latest Comet is offered with either the 2-speed Villiers Mk. 4F or the new M. 6F engine, giving riders the choice of hand or foot gear change operation. A larger pre-focused headlamp is fitted to this lowest priced model.

(Continued on page 50)

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LACONIA MEMORIES

by David M. Buegeleisen, Executive Vice President
 BUCO Products

Now that Spring is rolling around again, I am thinking about a wonderful experience I had last Summer and which I look forward to having again this year. Last year was the first time I had ever been to Laconia, N. H. for the motorcycle activities held there annually.

So much was packed into a few days that the entire meet seems like it took place in a few short hours. First, I was impressed by the enthusiasm that bubbled forth from everyone at Laconia, whether they were riders or spectators. The air was electric and alive with a youthful exuberance that was indescribable. I witnessed an entirely new sense of values not common to any other kind of meeting or convention. Those who came to Laconia were interested in their sport and hobby—motorcycling! It was a personal interest in which all shared. Those who came were there to take part in every event—as a spectator, where they really lived it up—or as a participant where they literally gave their all to win! Of course, since everyone could not be winners, the losers were noteworthy for their generosity in giving full credit to the successful ones.

The meet had its commercial side too and we had a wonderful time at the BUCO display. We had dreamed up the idea of stuffing one of our new BUCO chrome mufflers with dimes. The folks were to guess the total number of dimes with the lucky person taking all. This caused a tremendous amount of interest and we gained a gratifying degree of attention for our

BUCO products. As a manufacturer, I liked this interest because it meant that many visitors to Laconia would go away remembering BUCO. Looking back, however, I realized that this purely business interest of mine has been almost erased by my memory of the good time and the clean, wholesome fun I shared in the calendar of events . . . the contests, hill-climbing, the evenings in the Lodge, the stories told.

And not to be forgotten was the cooperation of the Belknap Recreation Area Staff headed by Fritzie Bear and by the whole New England Dealers Association especially Pete Forest and Archie Rudner both of whom went out of their way to be helpful. I would like to say a special thanks to the whole Schietinger Family who helped to make Laconia the motorcycling event of the year.

I can not end my recollections of Laconia without giving full recognition to the Motor Maids, a sterling organization of young women who are making their mark in the sport of motorcycling. I thought to myself that here is a sport in which men and women can participate without a feeling of superiority entering into the picture.

Yes, Laconia is gone for this year but for me the entire experience is one that I would like to share with those skeptics who are afraid of America's future. At Laconia I found all the adventure and the action and the common sense which has made America great. Take it from me—I'm ready for another Laconia! ★



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POLICE FROM MEXICO

Enid, Okla.—Two motorcycle policemen from Mexico attended a mobile motorcycle service school being held at the Pasby agency by the Indian company. About 30 mechanics and dealers from five states attended. Pictured are (left to right) Enrique Prado, Laredo, Mexico; Lazaro Olivarez, Mexico City; Sgt. L. C. Hopkins, Enid Police department; Roy Andrews and Johnny Gregory, from Laredo, Texas. Enid is one of five cities to have the mobile school. Los Angeles is the next stop for the school.

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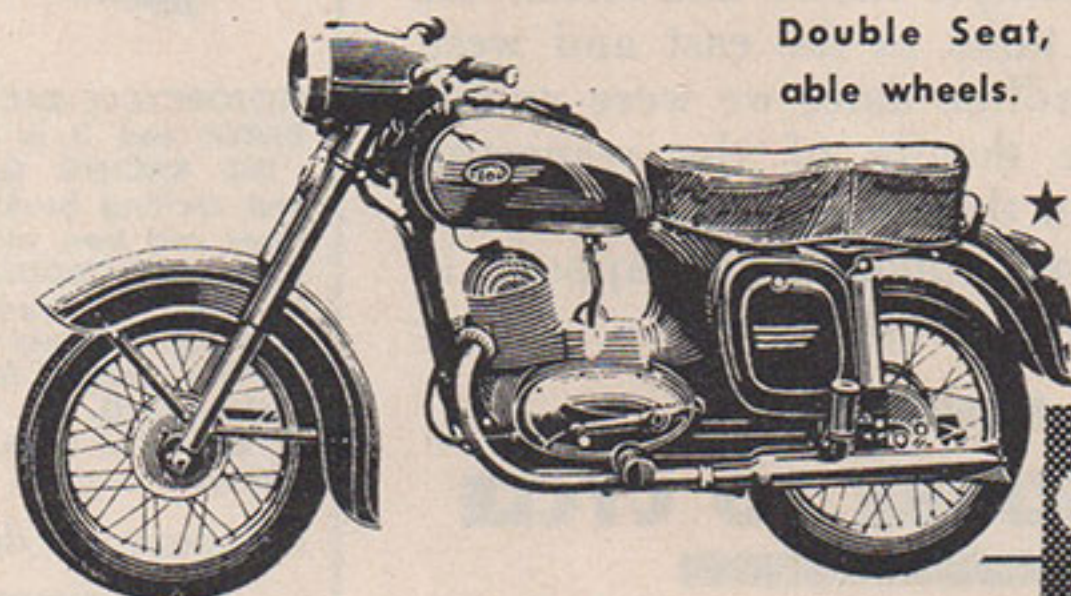
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SALES EXECUTIVE IS MODEL MAKER

Bob Bicknell, British Sales Manager of James Motor Cycles Ltd. is a keen model builder in his spare time. His latest creation is a miniature James Commodore 250, here shown alongside a piston for the new A.M.C. 250 c.c. two-stroke motor. The 7½" model took Bob about 200 hours to make and materials cost him ninepence.

Tires were made from lengths of rubber

covered cable; exhaust pipe and handlebars started life as knitting needles and pieces of homely elastic were used to finish the ribbed full width hubs. All enamelled parts were carefully stoved in the kitchen oven.

Making models of James motorcycles helps Bob to learn the sales features of the machines he sells and also provides him with an absorbing hobby for winter evenings.

The 38th R.A.I. Exposition Show of Two-Wheelers in Amsterdam

Eleven days after the first automobile show of the year will have been closed, the Dutch association "De Rijwielen Automobielen - Industrie" will open the gates of its Exhibition Building in Amsterdam for its 38th Exposition of motorcycles and tricycles, minicars, motor scooters and autocycles, parts and accessories. A full range of camping material will be on show. The exposition will take place from 28th of February till 10th of March. More than 150 manufacturers and importers will be shown.

The R.A.I. secretariat, 13, de Lairessestraat, Amsterdam, will be glad to send a free permanent admission ticket to industrials and merchants abroad who have the intention to visit the show. They will also receive a free official catalogue and all the service of the R.A.I. is at their disposal. ★

B.S.A. Automotive Group Head Tours U.S. for Dealer Meetings

Mr. Edward Turner of Coventry, England, has spent the past few weeks in the U.S. where he has visited dealers for Triumph, B.S.A. and Ariel. He has given talks in the east and west. Due to deadline dates we were unable to include details of the respective meetings in this issue. Reports of the meetings and photos will appear in CYCLE next month. ★

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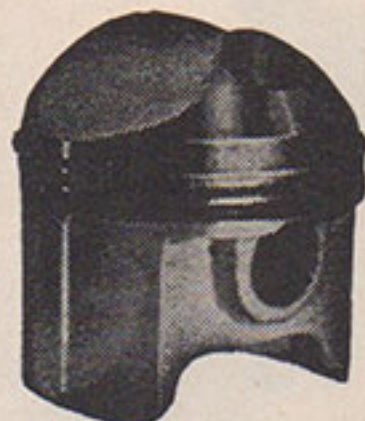
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TOMMY McDERMOTT (Cont. from page 21)

1950 . . . and Tommy became connected in a business way with the Rich-Child Co., then the U.S.A. importers of BSA motorcycles. At this time a very personal and lasting friendship was formed with Warren Sherwood of Cornwall, N.Y. Soon "Sherwood & McDermott" became almost "standard billing" in Eastern racing events and their names were frequently in the winning columns.

In 1950 Tommy was 3rd place man at Daytona, and 4th at Laconia. He also accounted for no less than 26 first places in 1/2 mile track competition in the 1950 season.

The next four years—1951 through 1954 are stamped "U.S.A." as Tommy enlisted in Uncle Sam's Air Force—"good experience and training but missed some fine motorcycling years!" During this time he spent 1 year in Korea and also deserted the ranks of the bachelors when he married his attractive wife Alma, a hometown Glens Falls girl—(There are more McDermotts now—Mary Elizabeth aged 21 1/2 and Martin William born August 1, 1956).

In 1954, still in the Air Force, Tommy took leave long enough to ride Daytona, where in the memorable 1-2-3-4-5 BSA Victory he was 3rd place man (on a Gold Star of course!) Upon receiving his discharge, he became employed at the BSA Dealership in Norfolk, Va., where nowadays he and partner Shorty Sadler, hold forth in one of the most energetic BSA dealerships in the country.

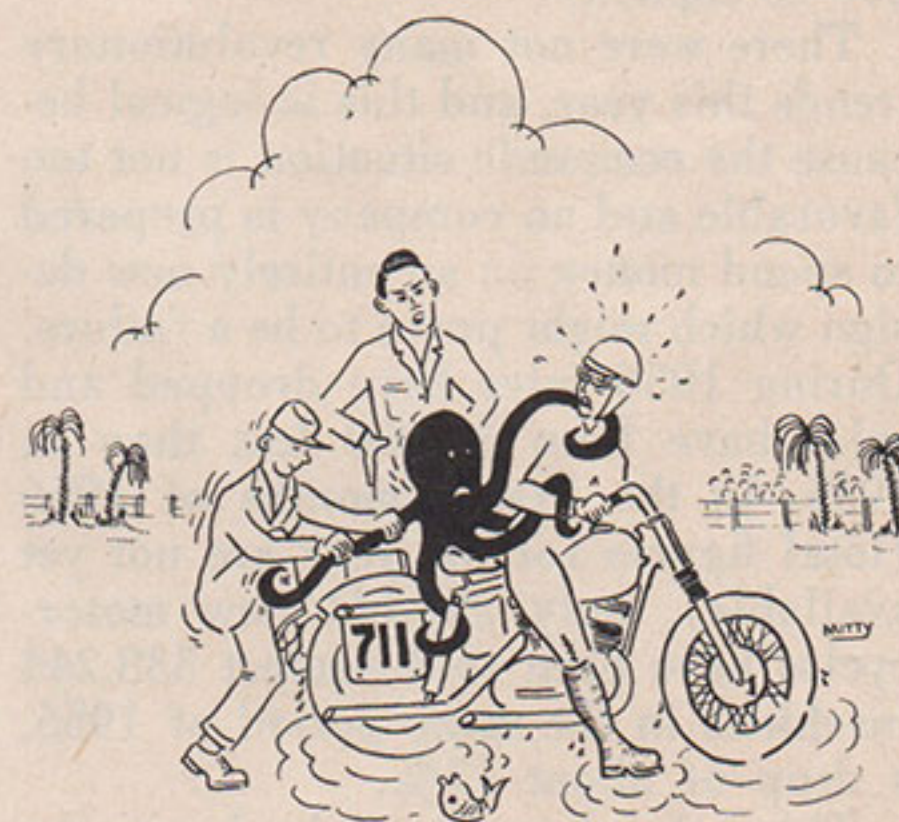
In 1955 Tommy continued his racing career with a considerable number of wins in dirt tracks and road racing competition including a smashing win in the very first race to be run on the now well known Marlboro, Md., road race circuit. In 1956, at Daytona, while riding in 2nd and 3rd position for many laps he suffered a jet block-

age which caused misfiring but even with this handicap took in 4th position in the 2-3-4-5 BSA finish.

During the '56 season he amassed a brilliant series of wins on dirt track with 29 firsts, 12 seconds, and 7 thirds. In the big events he placed 3rd at Laconia, 2nd at Altoona (where he made the fastest time trial) and 2nd at Langhorne. He also won both races run at Marlboro riding against the top racing men in the East. Tommy finished the '56 season in fourth place in National point standings.

This outstanding star is modest to the point where it is difficult to get him to talk about himself. He is likeable, and always willing to help the other fellow out. He does all of his own tuning and maintenance.

With most of his time now being devoted to his new partnership in Meridian Motorcycle Sales, Norfolk, Va., Tommy is embarking on a new "competition" career in another kind of competition. If determination, hard work, and skill mean anything we have every expectation that he will be a star in the business world as well. ★



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This latest edition covers all American-built motorcycles including the new Harley-Davidson KH Models and the new Mustang Colt as well as data on late model American made Indians. Valuable information on foreign makes is also included. This newly revised book is a must for rider, mechanic, and enthusiast—order your copy today. **Postpaid \$2.**

FLOYD CLYMER PUBLICATIONS

1268 South Alvarado Street

Los Angeles 6, California

milan motorcycle show . . .

by Giovanni Luraschi

MILAN, Italy—The 34th Milan Motorcycle Show is the last of the four big Shows held in Europe in countries with a large motorcycle industry and high sales potential. Held at the beginning of December it is the last but certainly not the least important: the French Show this year proved to be not too important, neither technically nor aesthetically; the German Show mainly exhibited a lot of autocycles (called mo-peds in Germany) following Italian lines. Actually the British Show can be considered the most important because it is the only Show where practically every capacity motorcycle is displayed, from the 50 cc jobs to the big 1000 cc cycles.

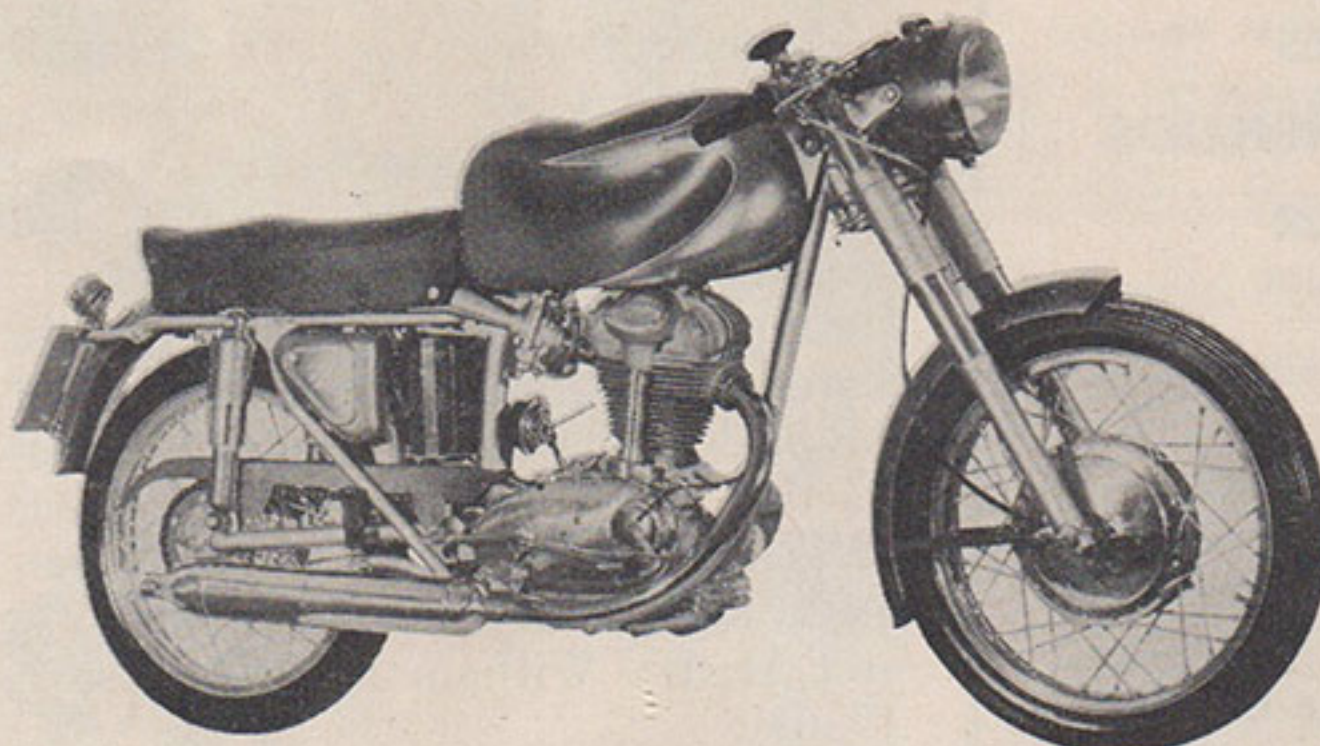
Here in Italy the heavy machine (by which we mean machines over 250 cc) has practically no sales appeal; the most popular classes being the autocycles (mo-peds) and machines under 200 cc capacity.

There were not many revolutionary trends this year, and this is logical because the economic situation is not too favorable and no company is prepared to spend money on an entirely new design which might prove to be a failure. During 1956 sales have dropped and sales have been 30,000 less than in 1955. In the first 8 months of 1956 (total figures for the year are not yet available), only 295,141 new motorcycles have been sold against 338,244 machines in the same period of 1955, a drop of about 13%.

This sales drop is partly due to the economic conditions of our country, but also a result of the strong campaign against motorcycles held by the daily press, the threat of new taxes, the imposition of a driver's license (up till now one could ride motorcycles without a license) and the compulsory insurance. To explain the complete picture would take up too much space.

The highest sales in the first 8 months of 1956 were recorded by Vespa with 67,487 scooters sold (22% of total sales in Italy), followed by Lambretta with 44,814 scooters (14.5%), Moto Guzzi with 29,359 light weight motorcycles and bigger cycles, Garelli with 15,426 autocycles (mo-peds), Motom with 14,035 mo-peds and light-weight cycles, MV-Augusta with 13,442 lightweights, Gilera with 12,046 lightweights and motorcycles and Ducato with 10,767 lightweights.

The 150 cc Vespa Gran Sport with a top speed of about 62 mph.



The Ducati 175 Sport! It features an overhead camshaft and has a top speed of about 84 mph

"Ciclomotore VIVI Turismo", a 48 cc mo-ped produced by Viberti



Ciclomotore VIVI Turismo 48 cc.

It is interesting to note that those nine companies have sold together the total of 219,461 motorcycles, leaving the small share of about 75,680 motorcycles to the remaining 90 or so motorcycle companies in Italy.

Most companies have introduced new mo-ped designs and loud cries of fear were raised by many industrial when Viberti (up till now big manufacturer of lorrie trailers) introduced an autocycle for a price about 20,000 lire (approx. \$325.) less than average. It is my opinion however that even if the product could be sold for that price (now that the price of raw materials is rising in Italy), it should not upset other companies, because experience has taught us that it is generally easier to sell de Luxe and Sports models than the economic austerity types.

An instant hit too was the "moto-furgone" (i.e. a commercial three wheeler which can carry about 660 pounds of goods), the most popular among these are the Ape of Piaggio and the Lambretta of Innocenti, followed by Gilera and Guzzi.

It is interesting to observe that the trend toward bigger capacities stopped at 175 cc with but few models of 200 cc and over. Over the past few years, Italian production which started with 98 cc machines, concentrated on 125 cc, then to 150 cc and 175 cc, and the manufacture of smaller capacities was abandoned. Now the 175 cc class remains the most important, but at the Milan Show we noticed a return to 98 cc class, the best example among them being produced by Morini and

(Continued on page 40)

MILAN MOTORCYCLE SHOW

(Continued from page 36)

named "Sbarazzino" (which means "rogue" or "rascal", but colloquially used with affection toward children), and to the 125 cc class with the best model producer by Gilera.

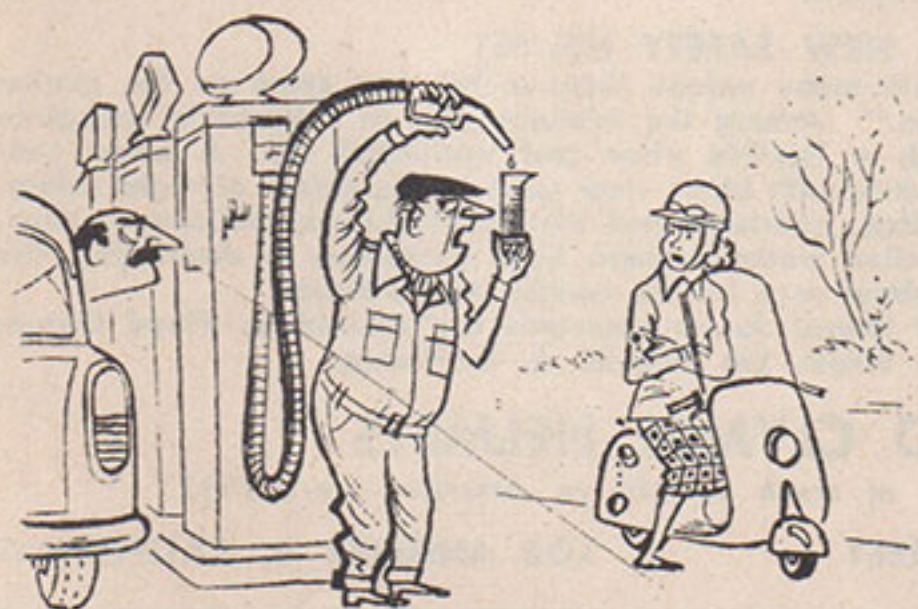
Entirely new and considered the most important models shown were the Aermacchi "Chimera" (which in Italian means a wishful dream without the frightful meaning of the English word), and the IMN Rocket-twin.

The Aermacchi has a horizontal four-stroke engine with a bore and stroke of 60 x 61 mm, giving a total capacity of 172.4 cc (10.5 cu. in.). With a compression ratio of 7 : 1, the power output is 10 hp at 6800 rpm. It has overhead valves with pushrods and rockers in an oil bath. Ignition is by coil and the gearbox is built in unit with the engine. There are four gears in constant mesh, foot-operated; clutch is a multi-plate wet design; primary drive by gears, secondary drive by chain. The frame consists of a tubular main member connected with pressed steel elements. The body is in pressed steel and light alloy with easily detachable panels for quick inspection. Front fork is telescopic and rear suspension is by swinging arm. Weight is approximately 265 pounds and top speed about 68 miles per hour. Generally speaking it seems a very good machine, the only criticism that could be made is that, although there is good protection against engine oil and such, there is no rider protection against the elements.

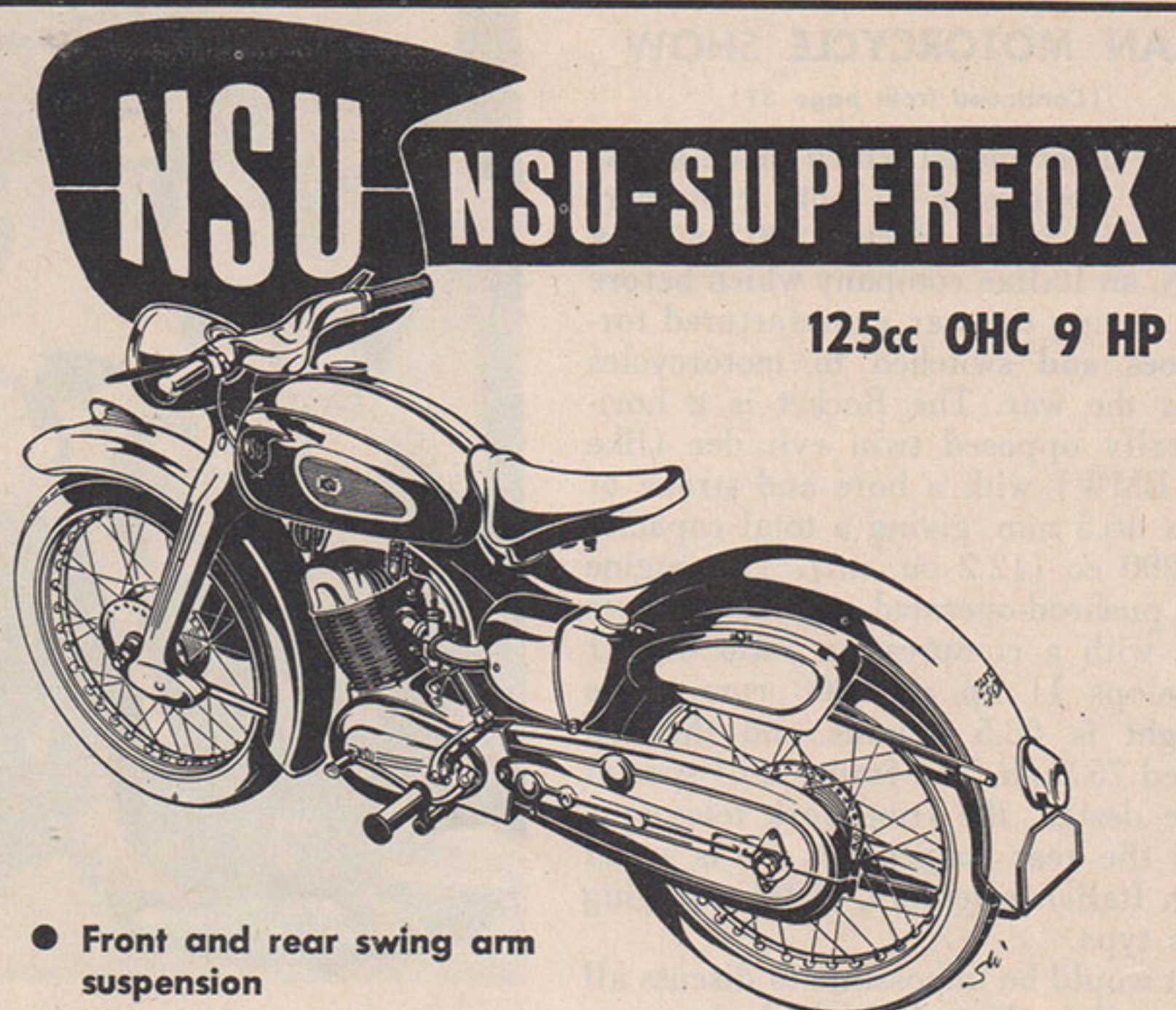
Equivalent engine sizes:

50 cc	=	3.05	cu. in.
75 cc	=	4.575	cu. in.
98 cc	=	5.98	cu. in.
125 cc	=	8.125	cu. in.
150 cc	=	9.150	cu. in.
175 cc	=	10.675	cu. in.
250 cc	=	15.25	cu. in.

(Continued on page 38)



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NSU SUPERFOX, 125 cc OHC, 9 h.p.

NSU SUPERLUX, 200 cc, 2-stroke, 11 h.p.

NSU SPECIAL MAX, 250 cc, OHC, 18.2 h.p.

NSU PRIMA DELUXE Motorscooter, 150 cc, 6.2 h.p., shaftdrive

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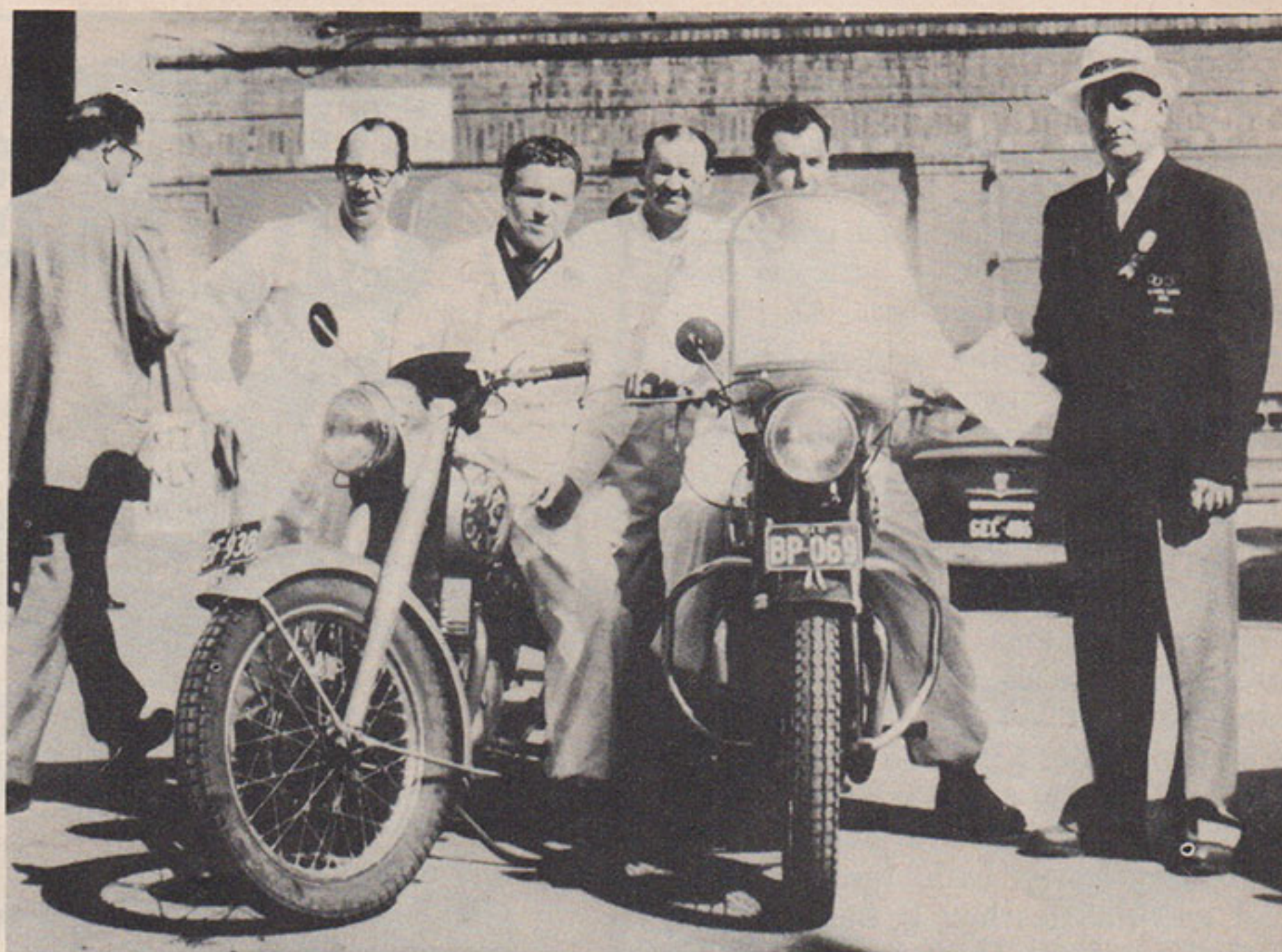
MILAN MOTORCYCLE SHOW

(Continued from page 37)

The other model which made a favorable impression to both customers and press is the Rocket 200 built by IMN, an Italian company which before and during the war manufactured torpedoes and switched to motorcycles after the war. The Rocket is a horizontally opposed twin cylinder (like the BMW) with a bore and stroke of 52 x 46.5 mm, giving a total capacity of 200 cc (12.2 cu. in.). The engine has pushrod-operated overhead valves and with a compression ratio of 7:1 develops 11 hp at 6,000 rpm. The weight is 68.5 pounds and the top speed 75 mph. The frame is of special tube design, the front fork telescopic and the rear suspension, as is usual with Italian machines, of the swinging arm type.

It would be impossible to discuss all the models shown, of which there are over two hundred, but the models illustrated should give a clear picture as to the general design of the present Italian trend. About this I can

(Continued on page 40)



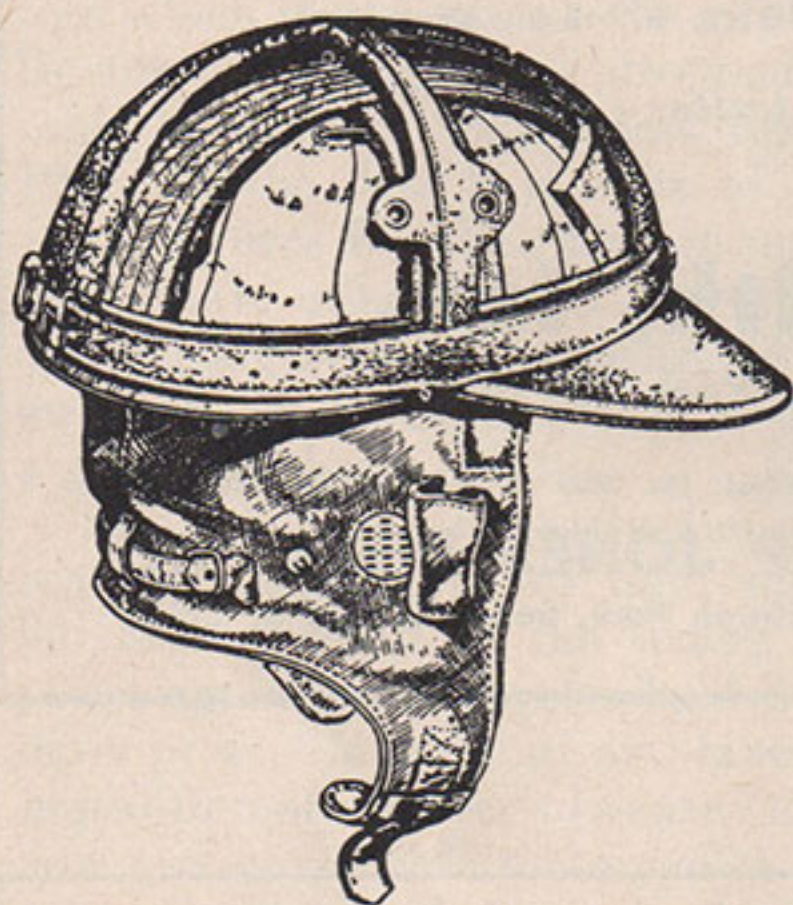
BSA Riders Assist in Olympic Games

The worldwide Press coverage of the Olympic Games set the organizers the problem of getting dispatches and films from the main stadium to Melbourne Airport, some eight miles away, with the greatest possible speed. These BSA-mounted "Don-Rs" provided the solution and did a first-rate job throughout the Games. The riders are all Victorian clubmen,—left to right, Don Barnes, Jimmy Guilfoyle, Ted McGan, and Bernie Mack. On the right is an Olympic official with a dispatch.

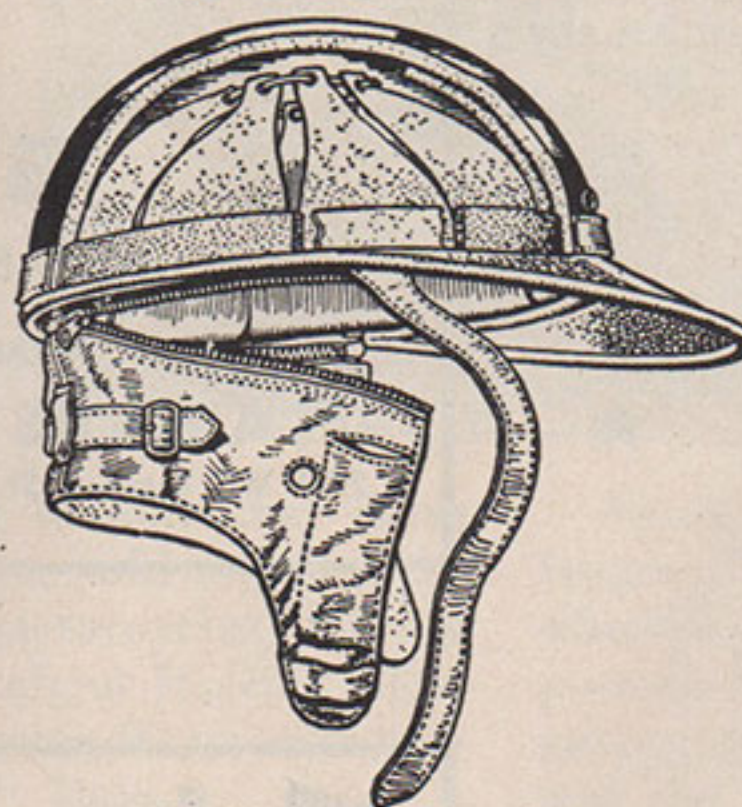
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Give hat size when ordering



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- Official helmet of London Motor Police

COLOR—White with black visor—a smart contrasting combination.

★ Ideal for cyclists, sports car and motor boat drivers, policemen, aviators, crop dusters and construction workers when head protection is desirable.

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

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A NEW SAFETY HELMET

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

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

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

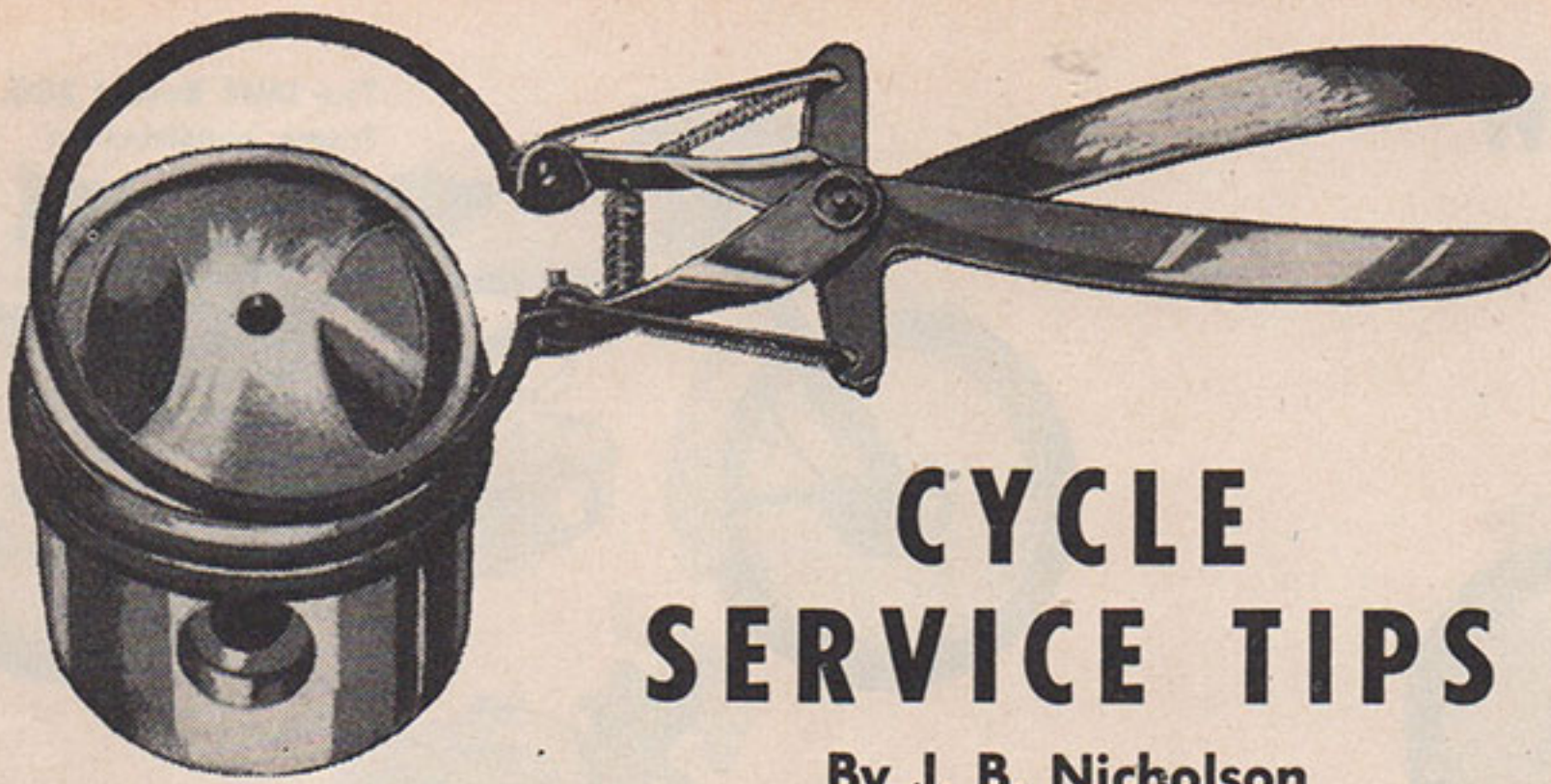
FLOYD CLYMER HELMETS

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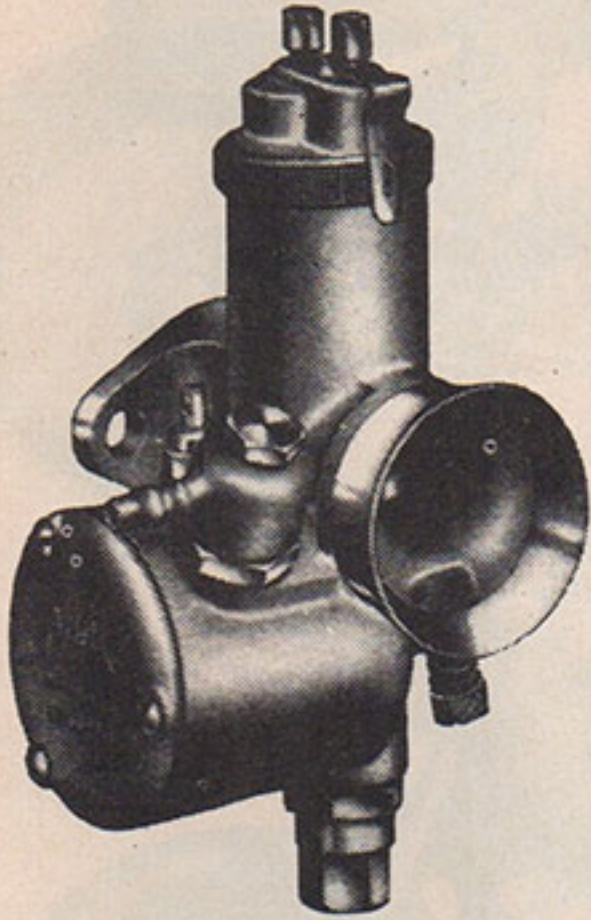
LOS ANGELES 6, CALIFORNIA

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CYCLE SERVICE TIPS

By J. B. Nicholson



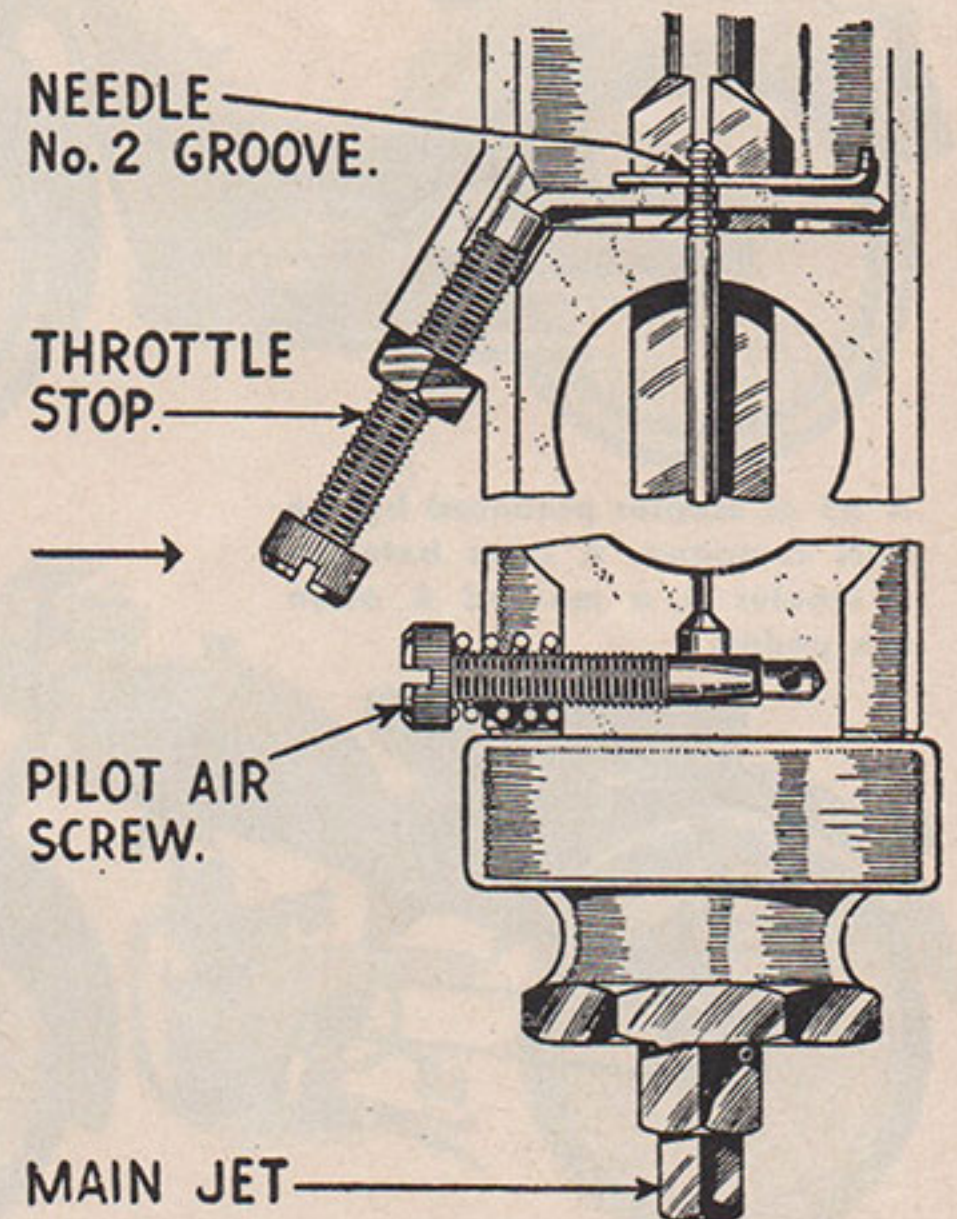
The AMAL Monobloc
The latest development in motorcycle carburetors.

AMAL CARBURETORS

Continued from February Issue

Jet Block Differences Standard Needle Jet Types—There are two patterns, depending on whether carburetors have the four external primary air holes drilled in base of carburetor or the single internal primary air inlet hole. The latter is the most common. There are also left-and right-hand types on each of these patterns, depending on whether the idling screws are on the right- or left-hand side of the carburetor. Besides making sure that the correct type of right- or left-hand jet block is obtained it is also essential that the bore size be correct to match the carburetor bore and this can be determined with an internal calliper or by checking the number stamped on top of block. Do not overlook installing the gasket washer under the jet block on either type.

Float Needle Valve Leakage—This is usually due to dirt on needle seating and cleaning normally rectifies this. Occasionally needle replacement is necessary. The monobloc type



This illustration shows the range of throttle opening through which each adjustment is effective. It should be noted that the main jet size normally does not influence carburetor mixture except at over $\frac{3}{4}$ open throttle.

AMAL CARBURETOR ADJUSTMENTS

Throttle Stop Screw—Regulates idling speed, screwing in (clockwise) increases idling speed.

Pilot Air Screw—Regulates idling and mixture adjustment up to $\frac{1}{8}$ throttle opening, screwing in (clockwise) richens mixture, screwing out weakens mixture.

Throttle Needle Groove Clip Position—Regulates mixture up to $\frac{3}{4}$ throttle opening, raising needle richens mixture, lowering needle weakens mixture.

Main Jet—Jet size regulates mixture from $\frac{3}{4}$ to full open throttle.

use a nylon needle. On other types needle seating can be improved by turning the float bowl upside down. Have float lid fitted to guide needle and give a light hammer tap on the bottom of needle using a short length of rod. Only rarely will a leaky float be encountered.

Air Cleaners

Operating conditions govern the servicing requirements. Under favorable conditions a 2,000-mile interval is suitable. Under very dusty conditions this interval should be reduced to 500 or 1,000 miles. The cleaning procedure on both fabric or copper mesh types is to wash in gasoline or solvent and drain. Copper mesh elements should be dipped in

4. Main Jet Size—This is best determined by testing the machine out on a clear stretch of road on full throttle with the air lever fully opened. One or two sizes smaller than standard should be tried out and possibly two or three sizes larger. The smallest jet that will give maximum speed is suitable for all-round use but if a considerable amount of high-speed driving is done, it is advisable to install one size larger as a very slightly rich mixture provides cooler running.

The appearance of the spark plugs, if removed immediately after full throttle work, can also indicate the suitability of mixture. A clean, cool type plug should be fitted for the test and examination made immediately after a fast run without any idling. A sooted plug nose indicates too rich a mixture; a whitish-gray color or blistered appearance indicates too weak.

Air Cleaner Effect on Main Jet Size—If the air cleaner is of adequate capacity, there will be very little difference in the size of main jet required. On the average one or two sizes smaller are required with air cleaner equipment. While three or more sizes smaller main jet are required with air cleaner, it indicates the cleaner is offering excessive restriction. An example of this was on the 1950-51 Triumph 650 c. c. which required a size 190 main jet on the average without air cleaner and size No. 140 or 150 with. Later model air cleaners offer much less restriction and it is inadvisable to disconnect for average use. When air cleaner is being disconnected for maximum performance an air horn should be fitted and a larger main jet installed before attempting maximum speed, otherwise motor damage from too weak a mixture may result. Operation with open exhaust generally calls for a main jet increase of one or two sizes.

Amal Servicing

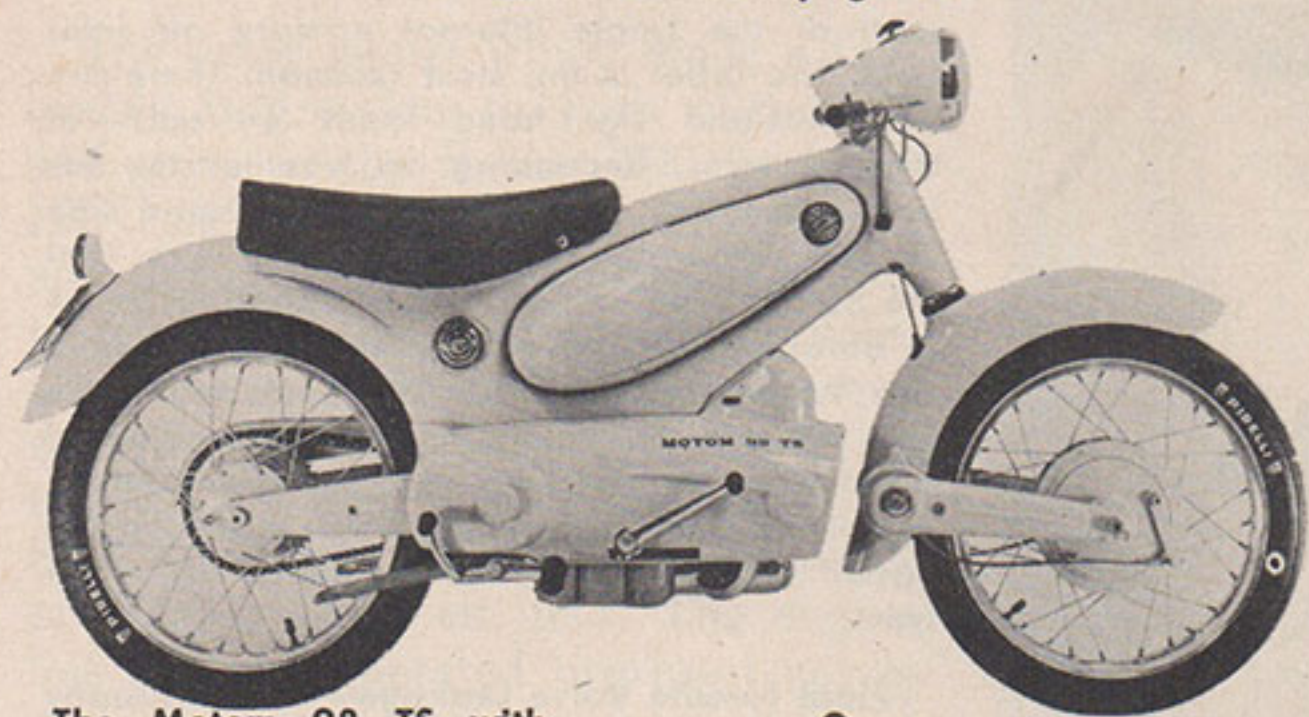
Replacements—at mileages of 15,000 and upwards, replacement of the throttle valve, throttle needle and clip, needle jet and float needle is usually beneficial.

Joint Flange Truing—There is a tendency for the flange to become 'bowed', especially if too thick a joint gasket has been used. To check, hold up to the light with a straight edge across the flange. True up, if necessary, by careful filing, alternating the filing from one side then the other. An alternative method is to lay a piece of emery cloth on a flat surface and move the carburetor back and forth, bearing down on the carburetor to exert an even pressure on the flange. A level flange surface is important to avoid air leakage at the joint and distortion of carburetor body when flange nuts are tightened. Some of the latest types of monobloc carburetors have a rubber ring recessed in the flange and do not require any gasket. On others, use a $\frac{1}{64}$ " thick gasket.

Cleaning—After removing the flange nuts, disconnecting gas line and unscrew the top ring nut, the carburetor can be drawn away from the throttle valve, leaving the throttle valve and controls with the machine, and taken to the bench for servicing. Gas passageways are best cleared out with air pressure if available. As an alternative, a good oil squirt can filled with gas or solvent is useful. On the standard needle jet type carburetors, float is easily withdrawn by squeezing the float clip which releases the needle. It is not essential to remove the jet block and for normal cleaning it is recommended that this be left in place. For removal of the jet block on the standard needle jet types it is sometimes necessary to warm the carburetor and the jet block pulls out from below. Do not use any force, tapping out from the top end, or it may be damaged. One method of withdrawal is to clamp the needle jet hexagon in a vice and pull the carburetor off the jet block. On the monobloc type the jet block comes out from above and it is just necessary to first remove the locating grub screw which is positioned between the idling speed adjustment and idling air screw on the outside of the body.

MILAN MOTORCYCLE SHOW

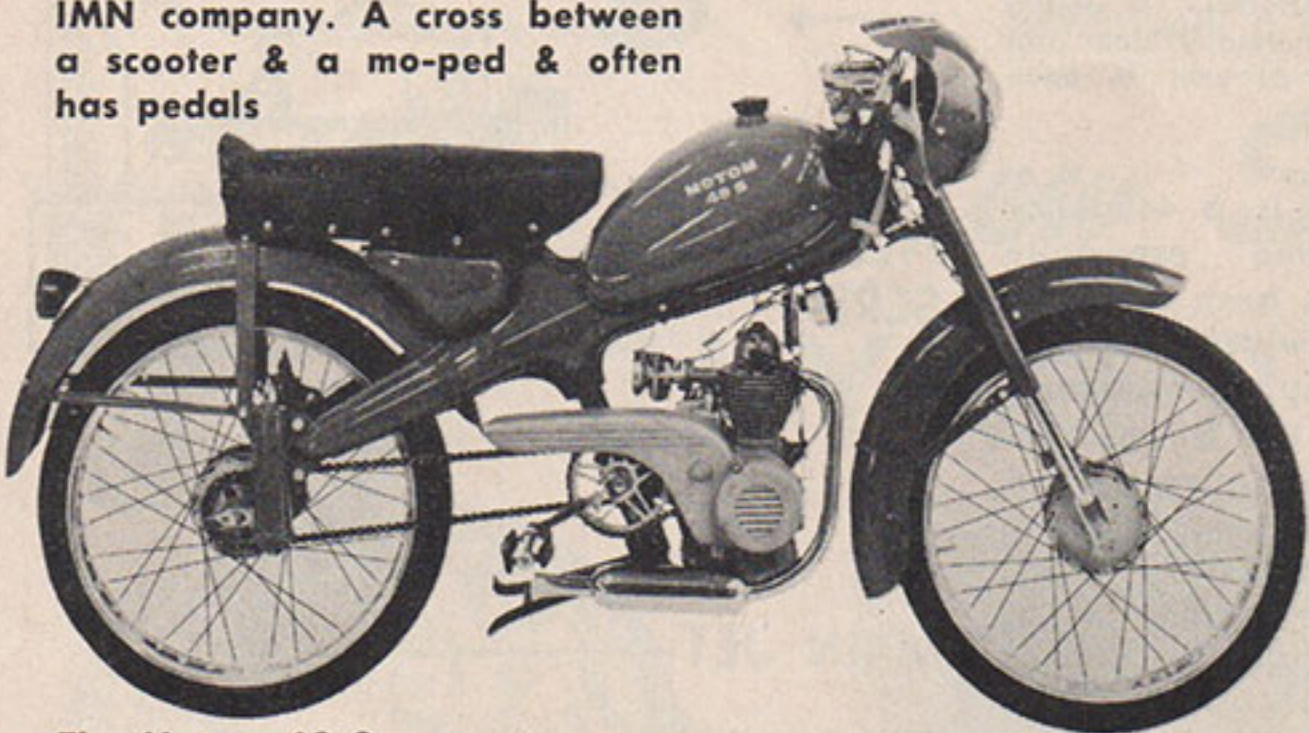
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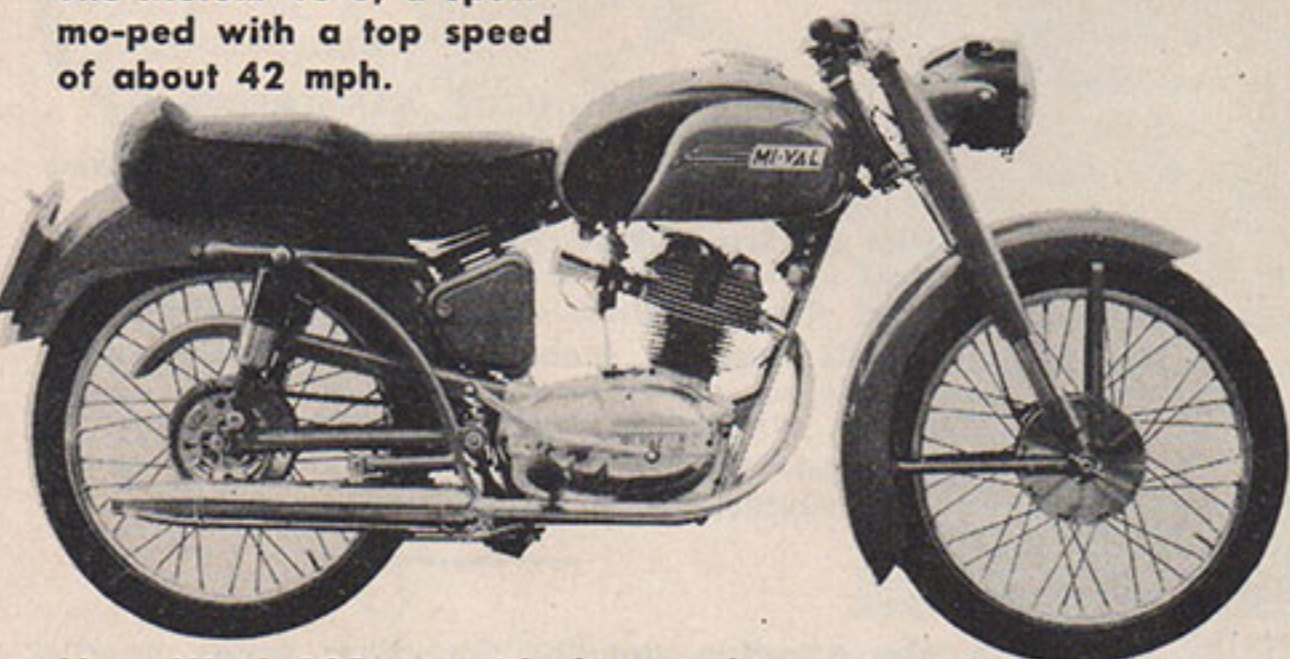
The Motom 98 TS with four-stroke overhead cam-shaft engine.



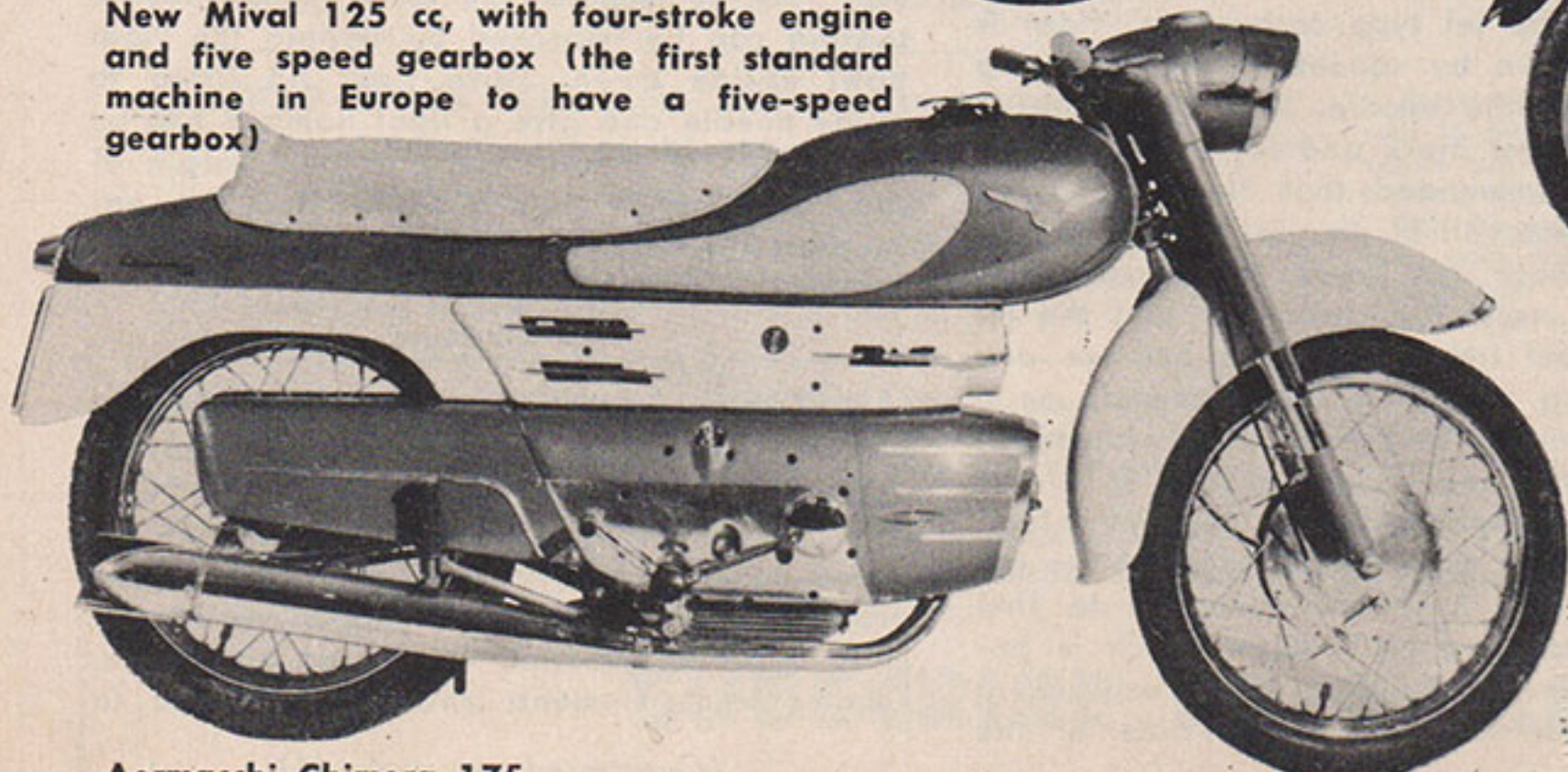
A 65 cc scooter produced by the IMN company. A cross between a scooter & a mo-ped & often has pedals



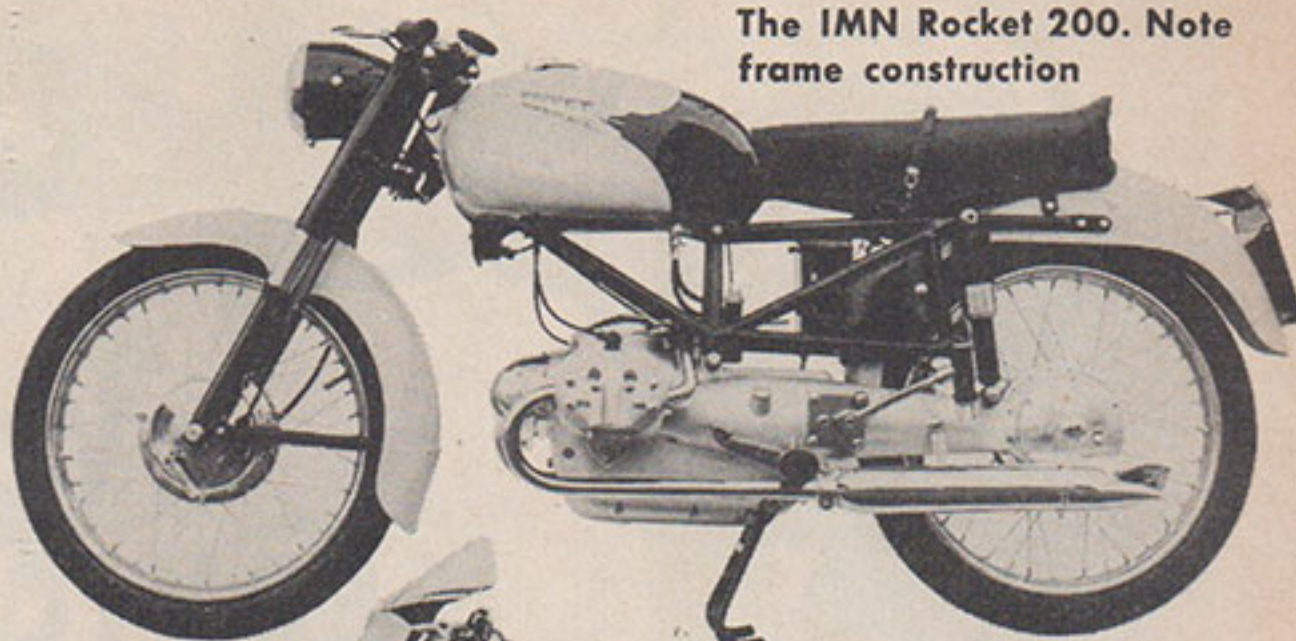
The Motom 48 S, a sport-mo-ped with a top speed of about 42 mph.



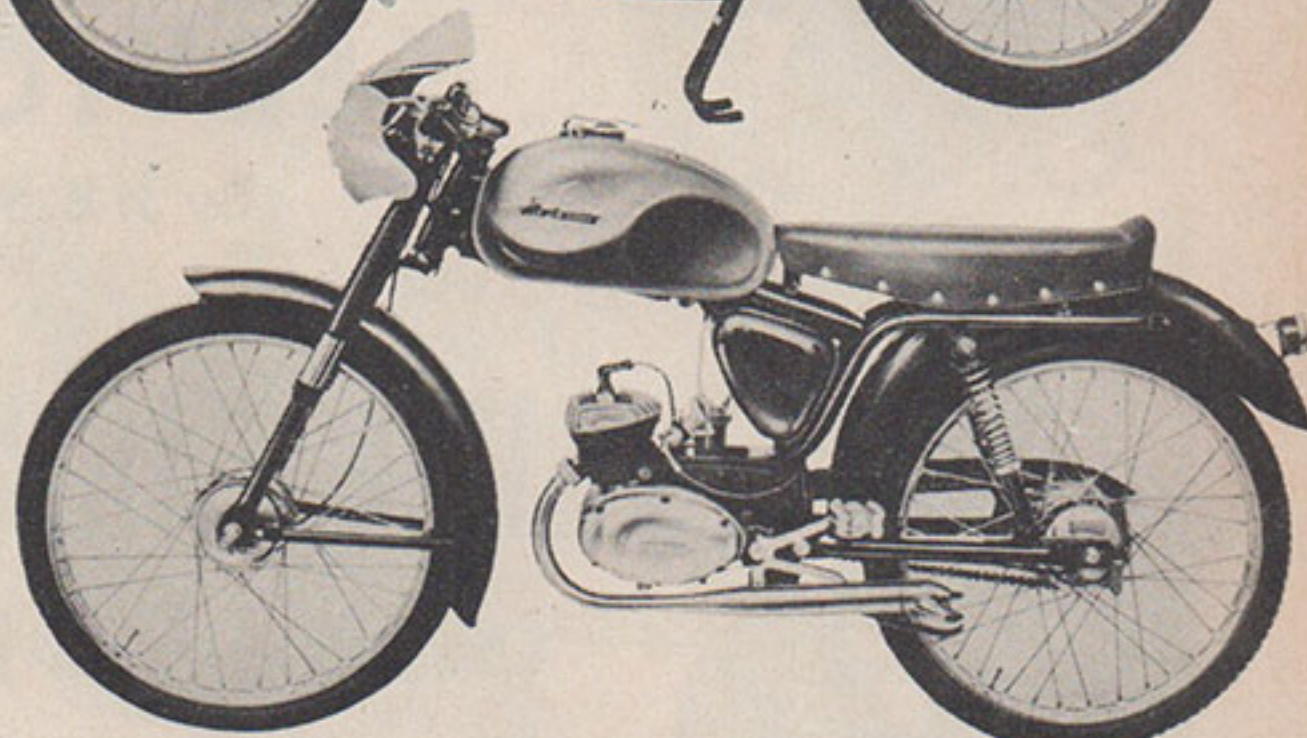
New Mival 125 cc, with four-stroke engine and five speed gearbox (the first standard machine in Europe to have a five-speed gearbox)



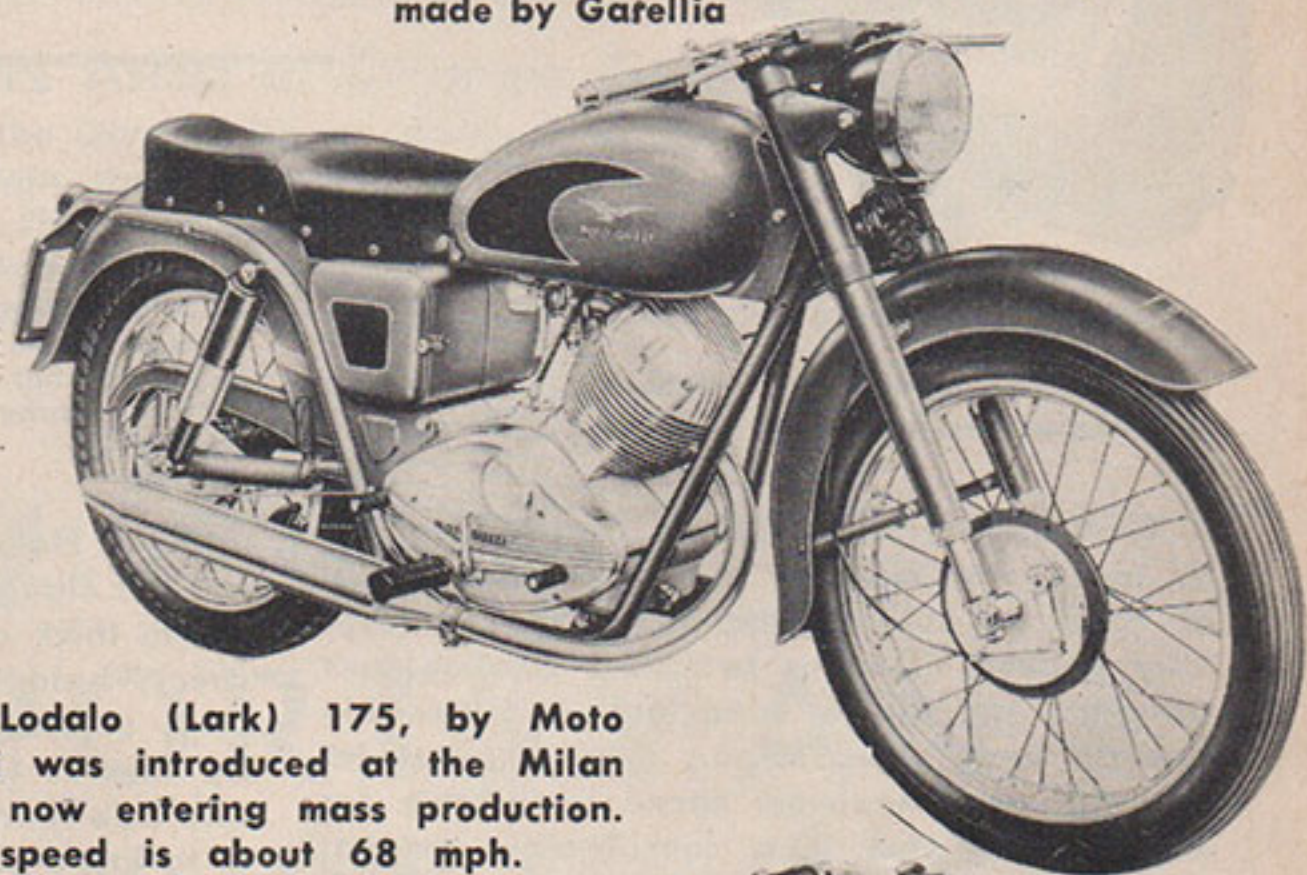
Aermacchi Chimera 175



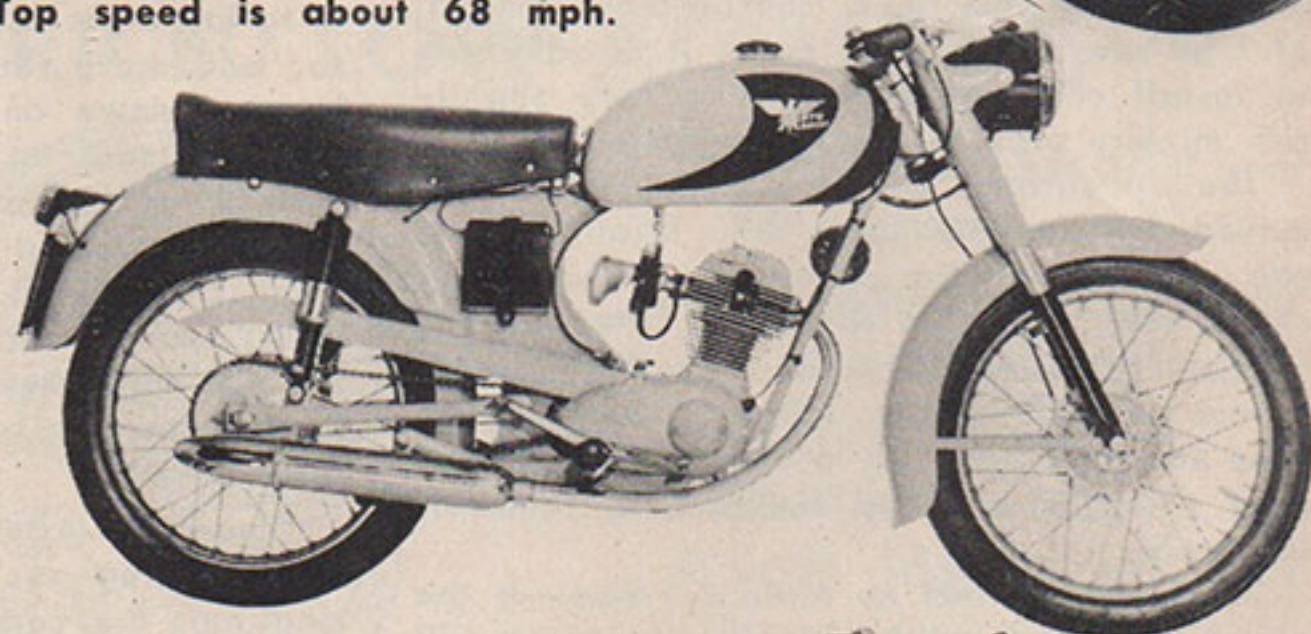
The IMN Rocket 200. Note frame construction



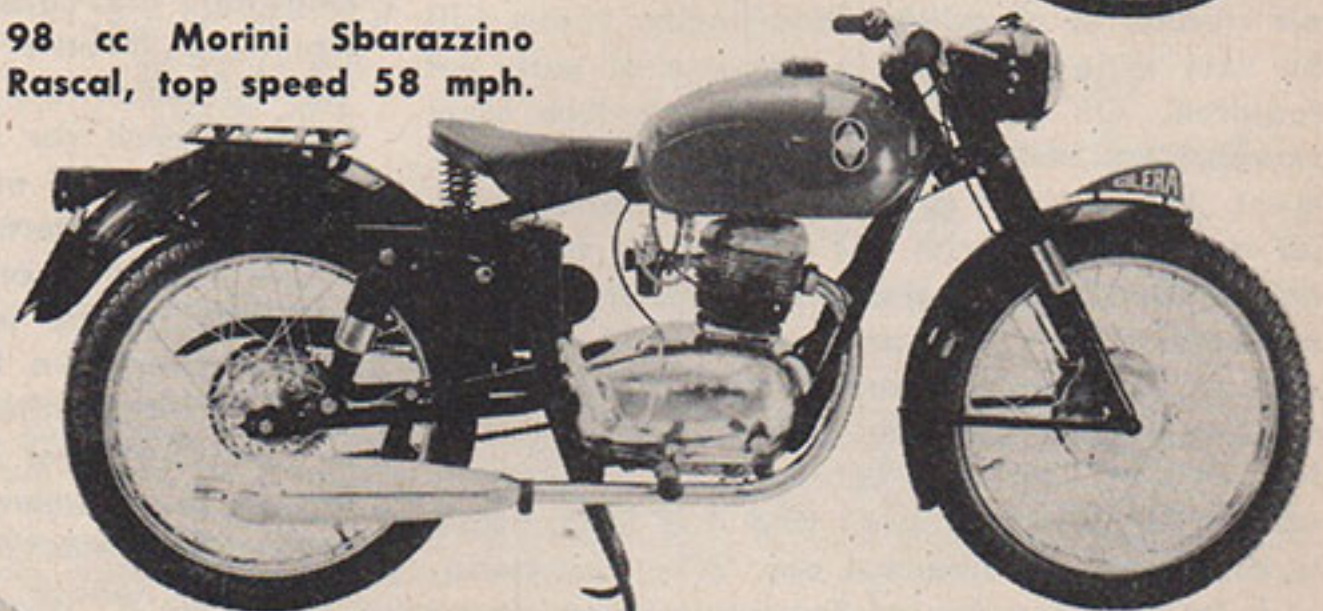
This 50 cc two-stroke Mosquito Sport is made by Garellia



The Lodalo (Lark) 175, by Moto Guzzi was introduced at the Milan Fair, now entering mass production. Top speed is about 68 mph.



98 cc Morini Sbarazzino Rascal, top speed 58 mph.



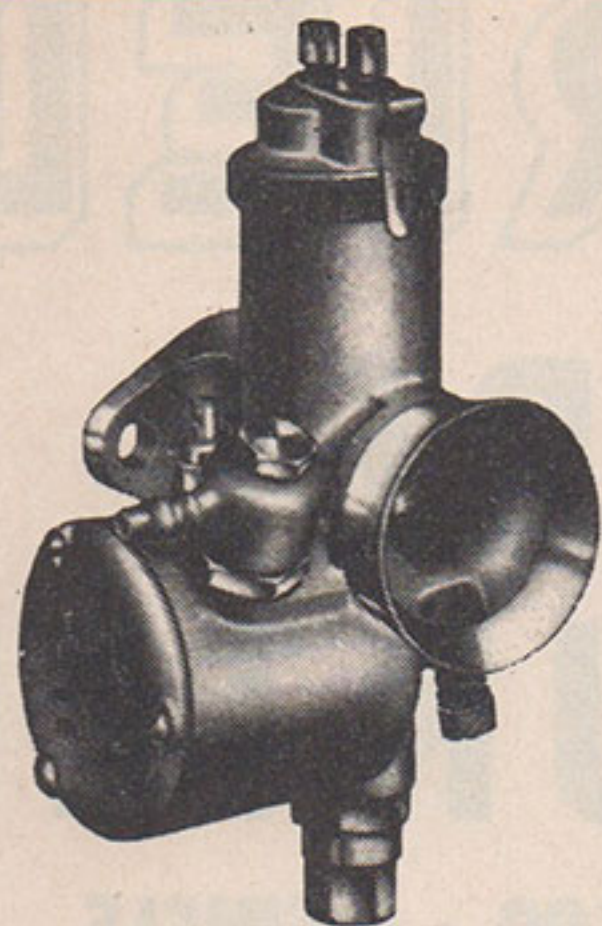
The new Gilera 125. Discontinued two years ago. Now there seems to be a demand again

MILAN MOTORCYCLE SHOW

(Continued from page 36)

say that our motorcyclists still prefer sports models, even in the mo-ped class, which to the American reader, used to sports machines of 650, 750 and 1000 cc may appear slightly ridiculous. I agree that it is ridiculous, but there is nothing we can do about it but to carry on with our 50 cc autocycles with top speeds of 37, 44 and in some cases even 47 miles per hour.

(Continued on page 43)



AMAL "Monobloc" CARBURETORS

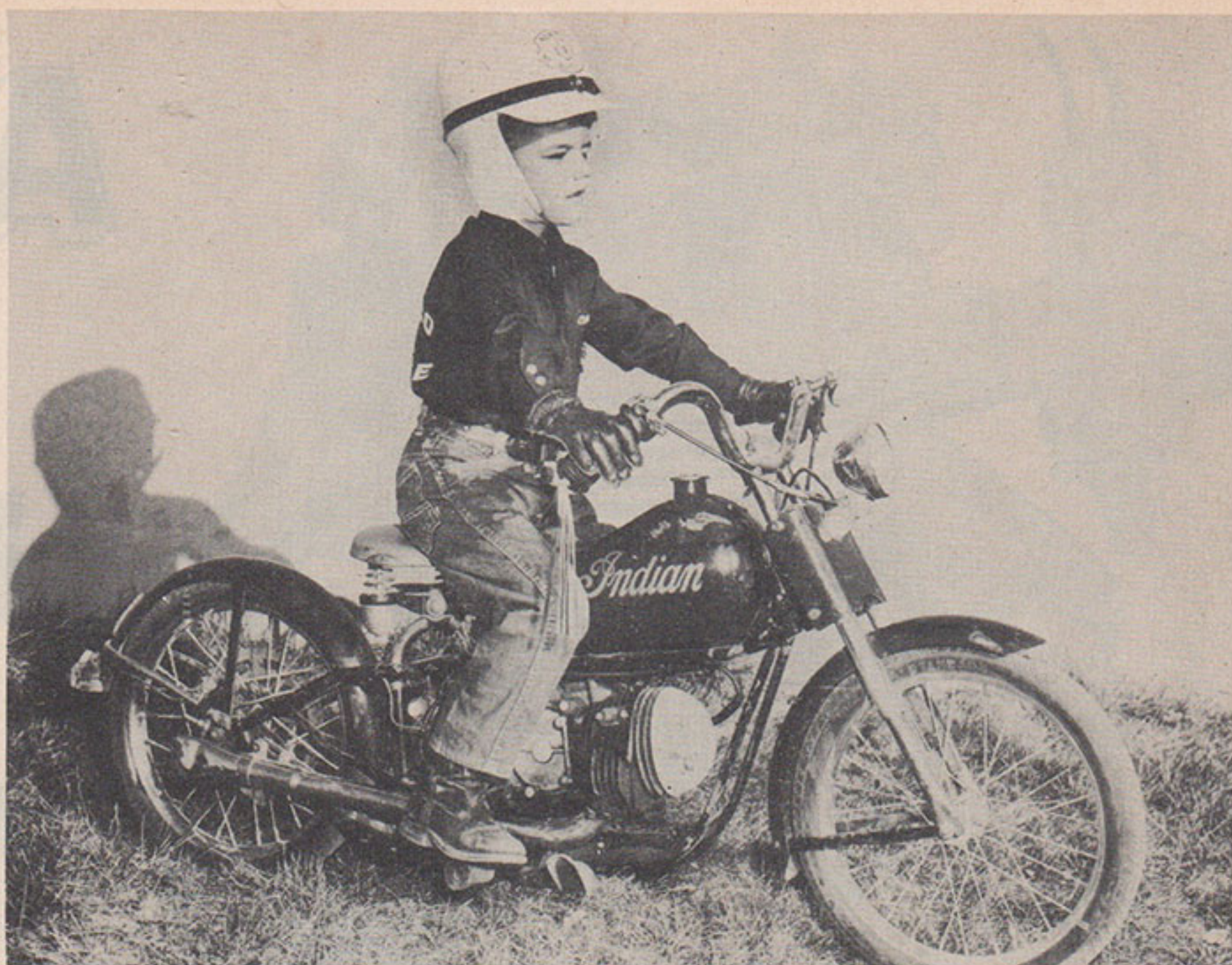
Fit this newest design carburetor and improve your gas mileage, acceleration and top speed.

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Parts for all English Motorcycles

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FOUR YEAR OLD CYCLIST

The little guy on this miniature Indian (Villiers) is Stanley Johnson, son of Mr. and Mrs. Robert Johnson of Albuquerque, New Mexico. Stanley took his first lesson when he was three years old and now he occasionally races some of the larger cycles around the practice field. His first public appearance was at the National Motorcycle Rally in Dodge City, Kansas over the Labor Day weekend when this four year old chap created a lot of interest when he rode a few laps at a slow speed around the Economy course in Wright Park. He practices constantly but because his dad is rather busy for long hours with his Indian agency, Stanley has not yet graduated to a larger motorcycle, which he hopes to do next summer. He received a trophy for his Dodge City exhibition. He calls it "my dophy." CYCLE was in error when Stanley was referred to as the brother of Raudy "Lou" Reynolds—we are sorry.

NEW ILLIANA M. C. OFFICERS

Hammond, Ind.—At the annual election of the Illiana Lucky Wheels M/C tally of votes showed the following results:

PRESIDENT—Wayne Stout
VICE-PRES.—Bill Berry
SECRETARY—Lois Stout
TREASURER—Pat Larimer
FINANCIAL SEC'Y.—Mary Berry
SOCIAL SEC'Y.—"Speed" Schwartz
ROAD CAPT.—Dick Price & Jim Moe
POINT CLERK—Mary Ann Price
BUSINESS AGENT—Truman C. Bell
CLUB REPORTER—Harry Molenaar
CLUB CUSTODIAN—Bob Bartholomew
CLUB REFEREE—"Boo-Boo" Schwartz
SGT. AT ARMS—Frank Kerstell
A.M.A. SEC'Y.—Marty Shewmaker
COMMITTEE—Wes Harms, Rich Armstrong, Max Burcham, Jack Ashcraft

Members are looking forward to a great season of activity and participation in events throughout the area. Several community "projects" are also on the agenda and all will be doing their best to increase the public's interest and respect in motorcycling. ★

NEW NAME FOR INTERNATIONAL MOTORCYCLE CO.

Ernest Wise and Joseph Berliner who have been doing business as a partnership for several years under the name of International Motorcycle Company have dissolved their partnership effective January 31, 1957. Hereafter the firm will be known as the Berliner Motor Corporation. They will be at the same address which is—2432 Grand Concourse, New York 58, New York. ★

MAICO IN DEALER EXPANSION

Mr. N. Gray, Sales Manager of Whizzer International of Pontiac, Michigan has recently completed a five week trip covering Western and Northwestern states in the interest of his company.

Whizzer International are distributors for Maico in the United States and Canada and Mr. Gray reports that business has been extremely good. In approximately one year since they took on the Maico distribution, they have appointed 170 Maico dealers who operate in 44 different states. On his recent tour, Mr. Gray stated that 7 new Maico dealers had been appointed. He is selecting dealers that he feels will give good representation and render good service to Maico owners which he considers important.

Mr. Gray recently returned from one of his many visits to Europe and during his most recent journey, plans for furthering Maico sales in the United States were discussed with officials of the Maico Company in Germany. ★

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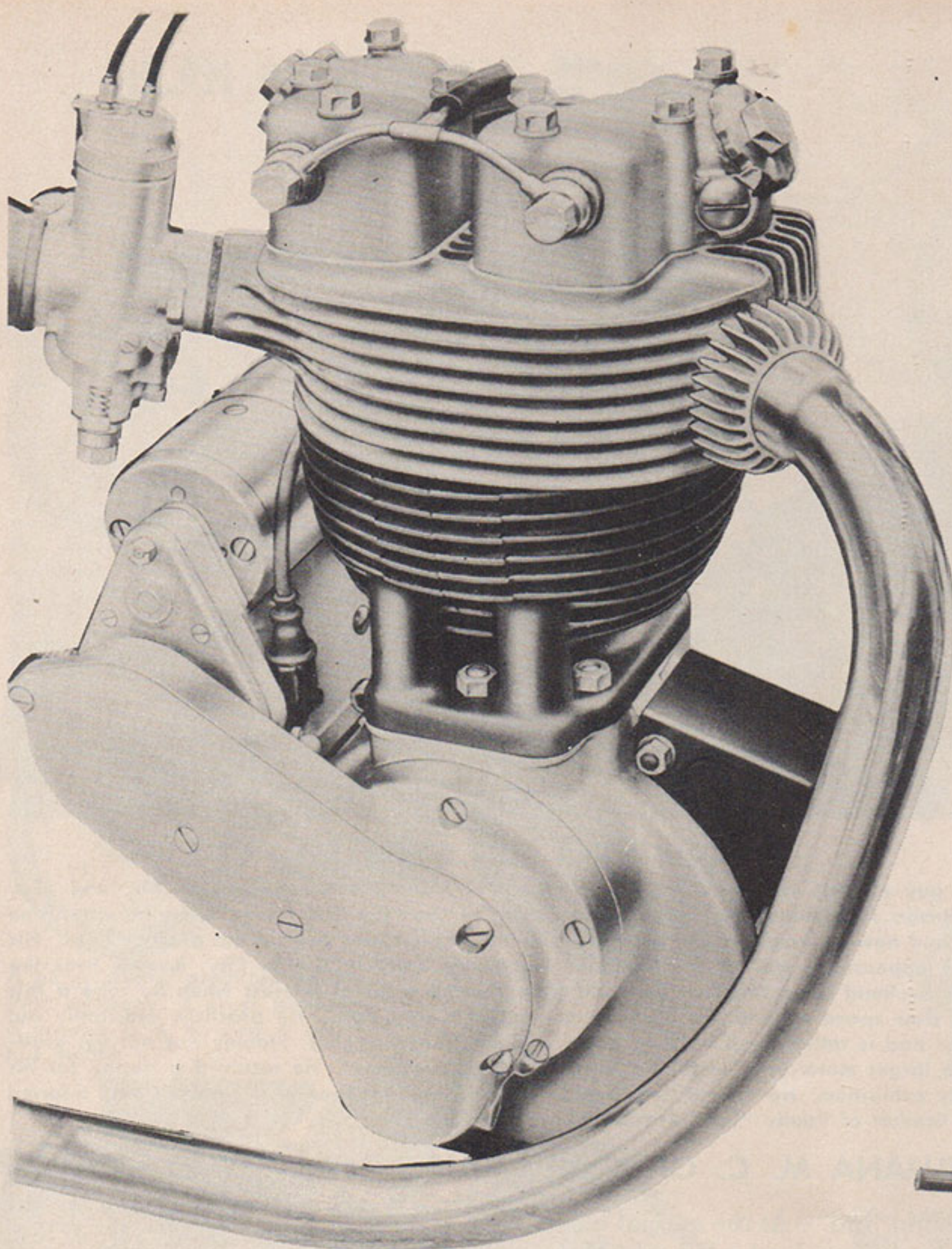
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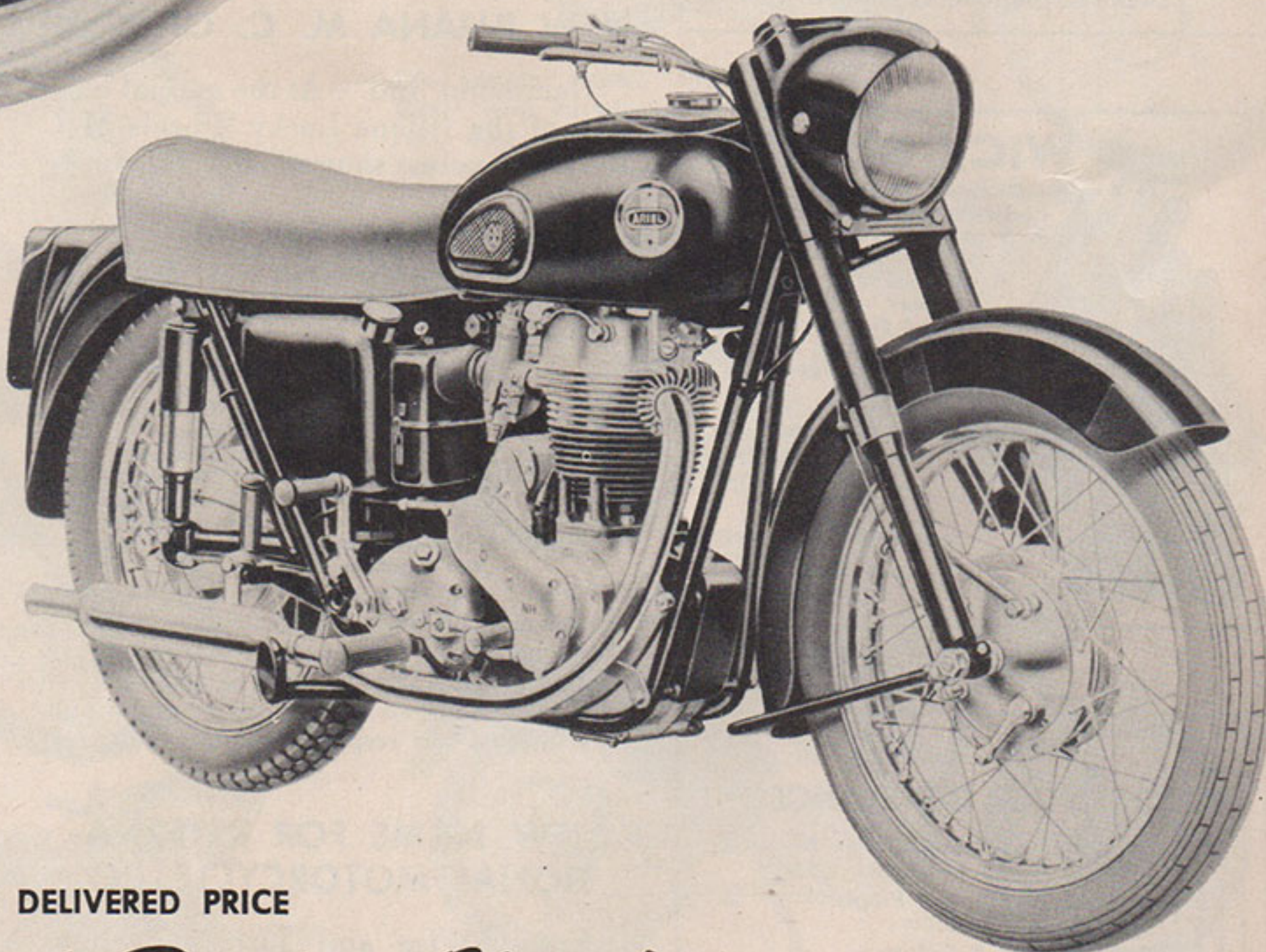
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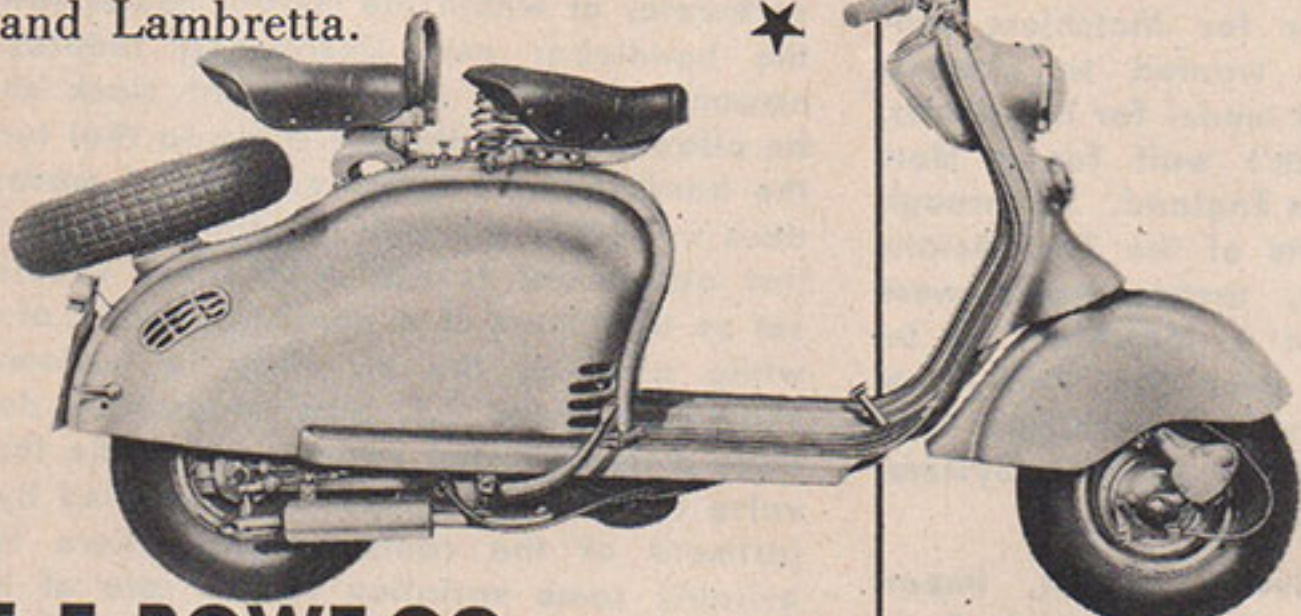
INCORPORATED

639 Passaic Ave., Nutley 10, N. J.

MILAN MOTORCYCLE SHOW

(Continued from page 40)

About the scooters, Vespa and Lambretta did not show any new models. They continue manufacturing the popular 125 and 150 cc models with two-stroke engines. There are a few other companies manufacturing scooters, but only in limited quantities because it is difficult to compete with the enormous production and sales facilities of Vespa and Lambretta. ★



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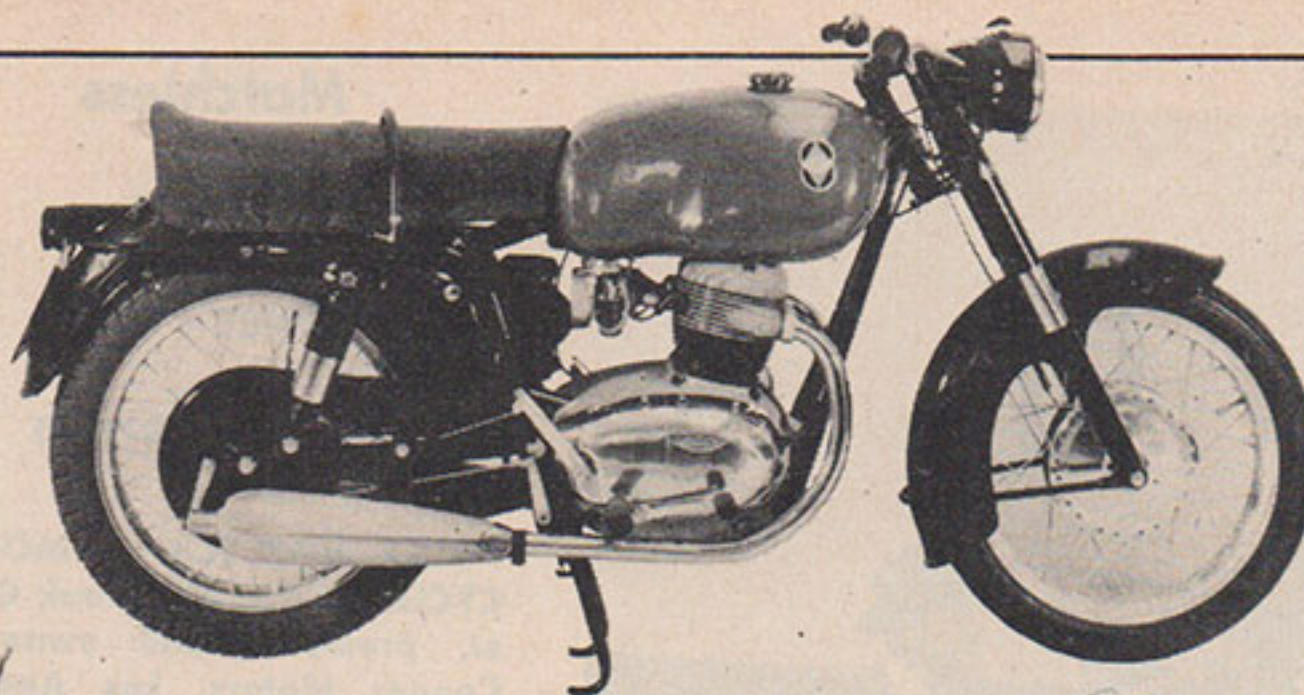
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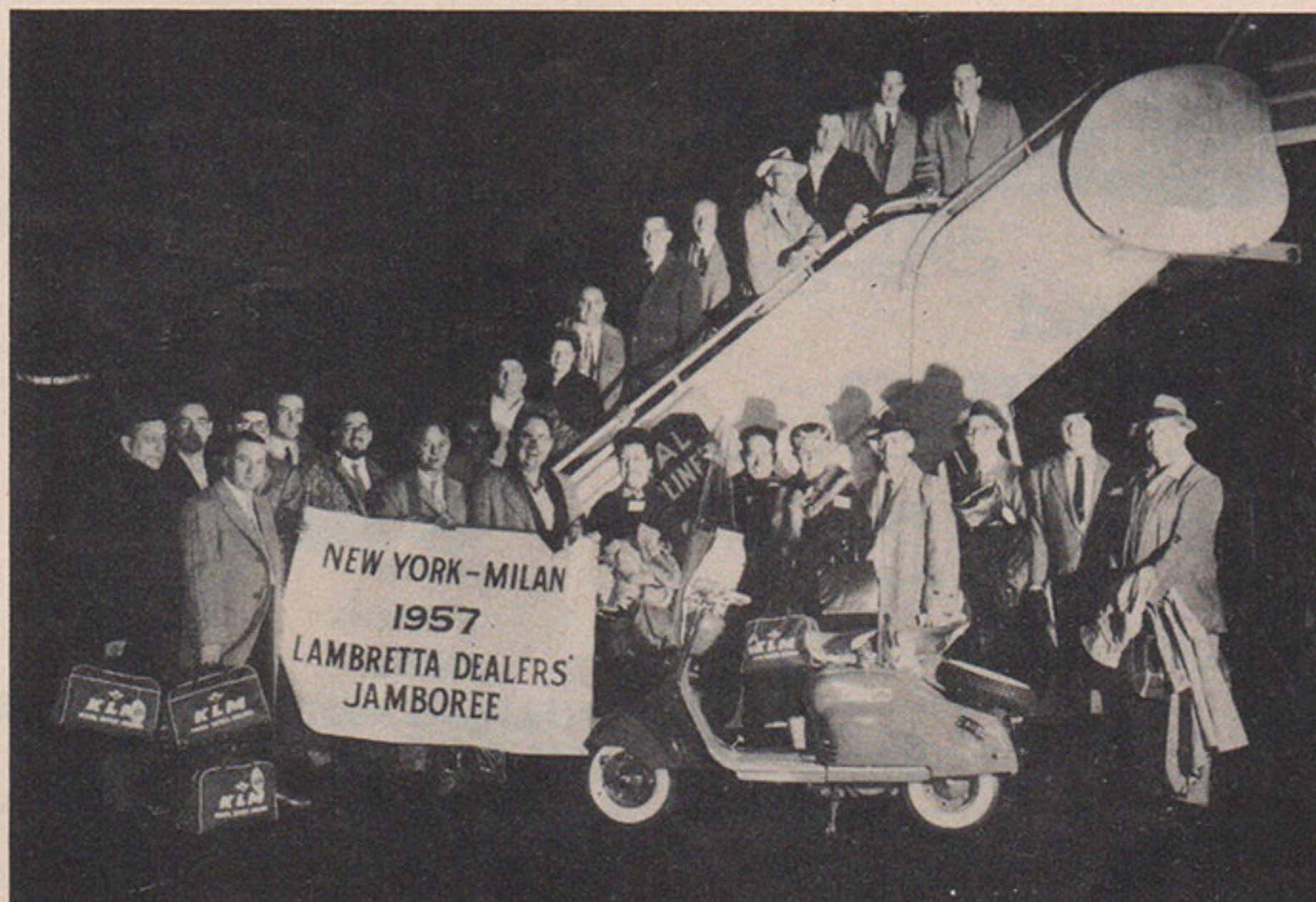
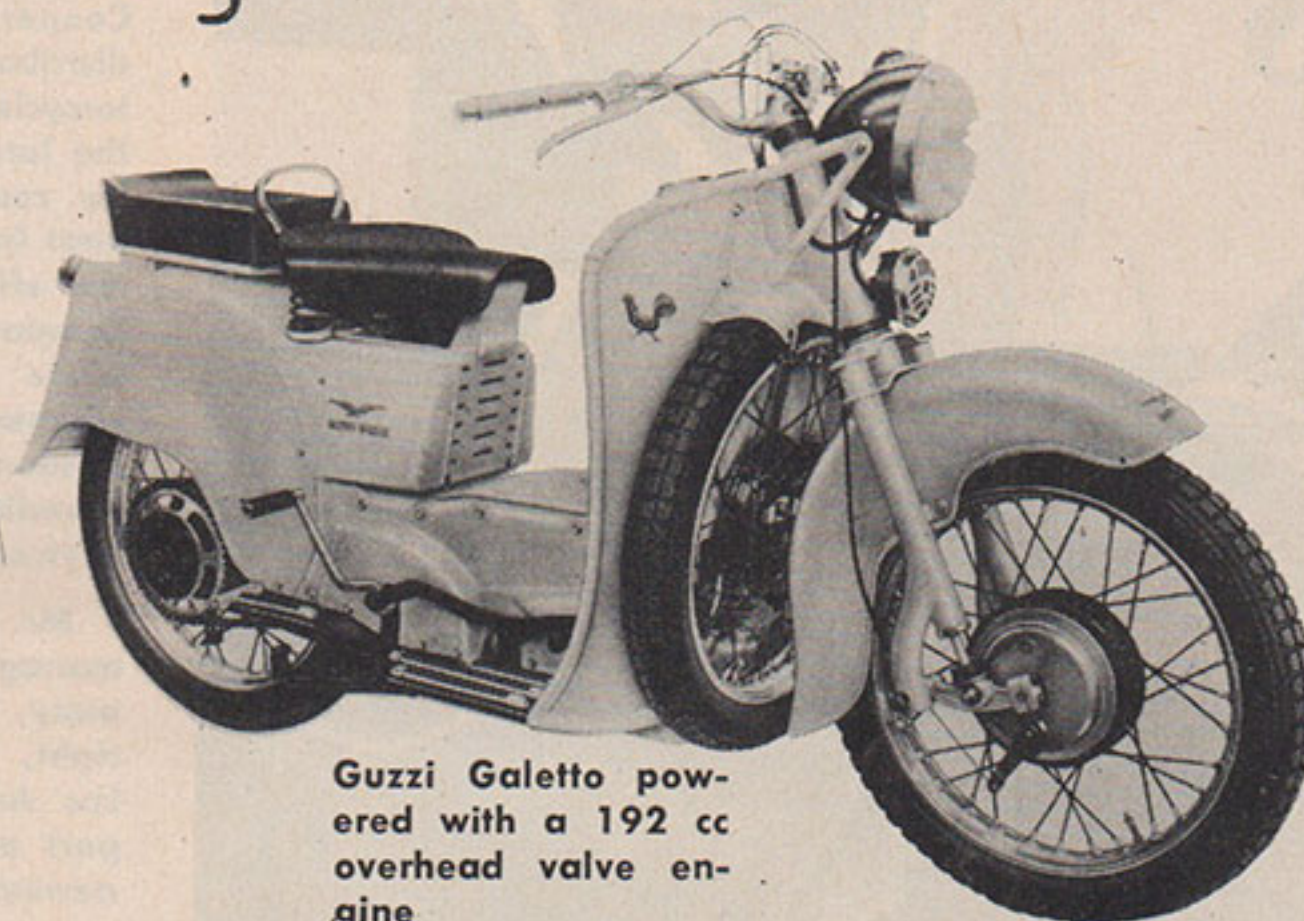
MILAN MOTORCYCLE SHOW

The Gilera 250
twin resembles
the famous 300
twin model



The fully streamlined
Lambretta 150 LD

Guzzi Galetto pow-
ered with a 192 cc
overhead valve en-
gine



Lambretta Dealers Attend School in Italy

Lambretta Motor Scooter dealers from all over the United States are currently spending two weeks studying the operation and mechanics of the Lambretta at their main factories in Milan, Italy. They departed today aboard a KLM Royal Dutch Airlines plane.

The group is headed by Peter M. Hilden, New York City, who is the United States sales manager for Lambretta. Accompanying them are Al Collins, popular disc jockey and motor scooter enthusiast, who will tour the plant and record interviews for his radio program on WRCA; and Richard H. Arbib, well-known product stylist.

The Lambretta Motor Scooter Division, an affiliate of the Innocenti, S.p.a., Milan, is the largest manufacturer of motor scooters in the world. The factory in Milan has 4,000 employees and produced well over two hun-

dred thousand units in 1956. Lambrettas were introduced in this country shortly after the war, and there are now over 200 Lambretta dealers throughout the United States.

The motor scooter, considered a necessity in Europe, is now recognized in the United States for its economy of operation and ease of parking. It is used as a substitute for a second car, for light trucking for manufacturers, retail stores, resorts, and for use on farms. Sales of the scooters have increased steadily, and a much larger increase is anticipated in 1957.

Lambrettas have become particularly popular in New York City where many well-known executives and television and stage personalities scoot about from appointment to appointment. Many people have traveled from coast to coast on these efficient little vehicles. ★



Matchless Flown Over Pole to California

POLAR HOP FOR A MOTORCYCLE. When Mr. Frank Cooper, president and owner of Cooper Motors, Los Angeles, distributor for Matchless Motorcycles, wanted to preview the latest model for his clients, he couldn't wait for a slow boat from England. So through the efforts of the East Asiatic Company, arrangements were made for a Matchless to be shipped over the Pole from London via Copenhagen with Scandinavian Airlines Systems Skytrader Service.

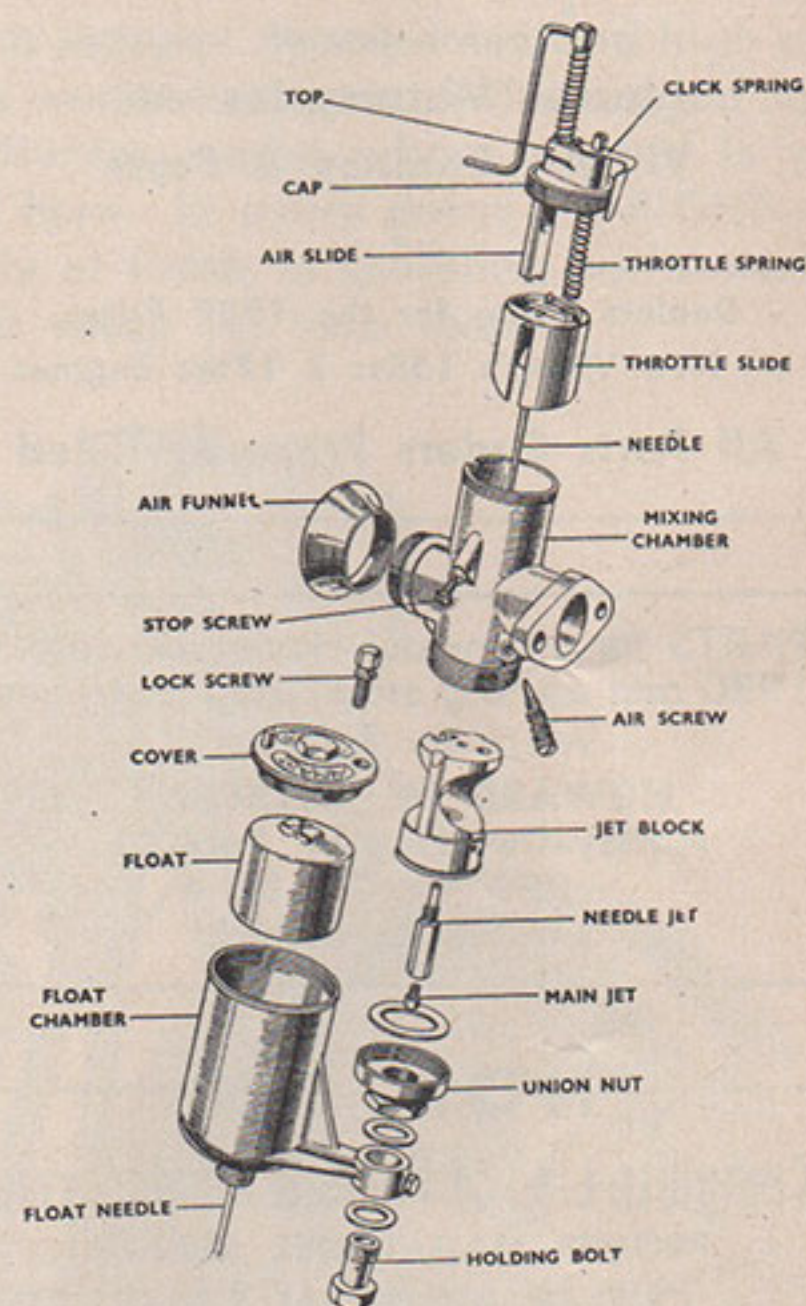
Mr. Svend Jensen, import manager of East Asiatic Company, left, and Mr. Cooper, right, were photographed at Los Angeles International Airport acceptance delivery of this newest model.

AMAL CARBURETORS

(Continued from page 39)

oil before refitting and this applies to some fabric types such as the Triumph, B.S.A. Singles and swinging-arm frame twin model cleaners. Note the B.S.A. Twin models with plunger spring frames use a different type of fabric element. This is a dry type and must not be oiled. On types that call for element oiling, No. 20 oil is the most suitable.

Throttle and Air Control Adjustments—Cable adjusters are located either at the top of the carburetor or within the control cables towards the handlebar end. Unscrewing reduces the amount of slack. Just sufficient slack should be allowed in the throttle cable so that turning the handlebars to either extreme of movement does not effect the rate of idling. The air control adjustment is not critical but should be set so that there is a minimum amount of slack while allowing the air slide to bottom. It should be noted T.T. type carburetors do not have a throttle stop adjustment on the throttle valve and the idling speed is controlled by adjustment of the control cable. There is inevitably some variation in the rate of idling on these units throughout the range of handlebar movement and it is just a matter of compromise in setting at a speed that will avoid stalling at one extreme of movement and excessive racing at the other.



THE AMAL NEEDLE JET TYPE CARBURETOR DISMANTLED

Monobloc Float Cover Leakage—It is advisable to replace the gasket on the float cover plate when reassembling. Coating with gasket cement is also sometimes necessary to avoid seepage.

T.T. & G.P. Types Idling Mixture Screw—This controls the gas flow instead of the air supply as on standard types and accordingly operates oppositely. Turning in weakens and turning out enriches idling mixture. ★



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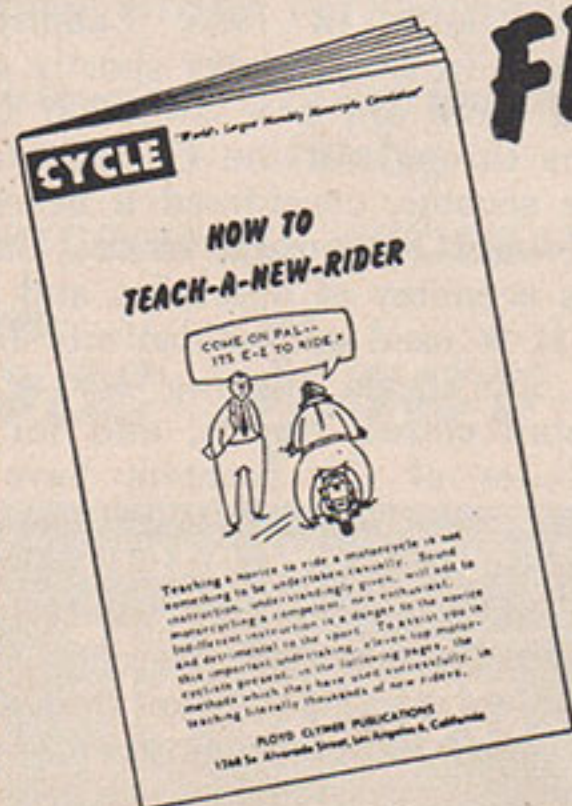
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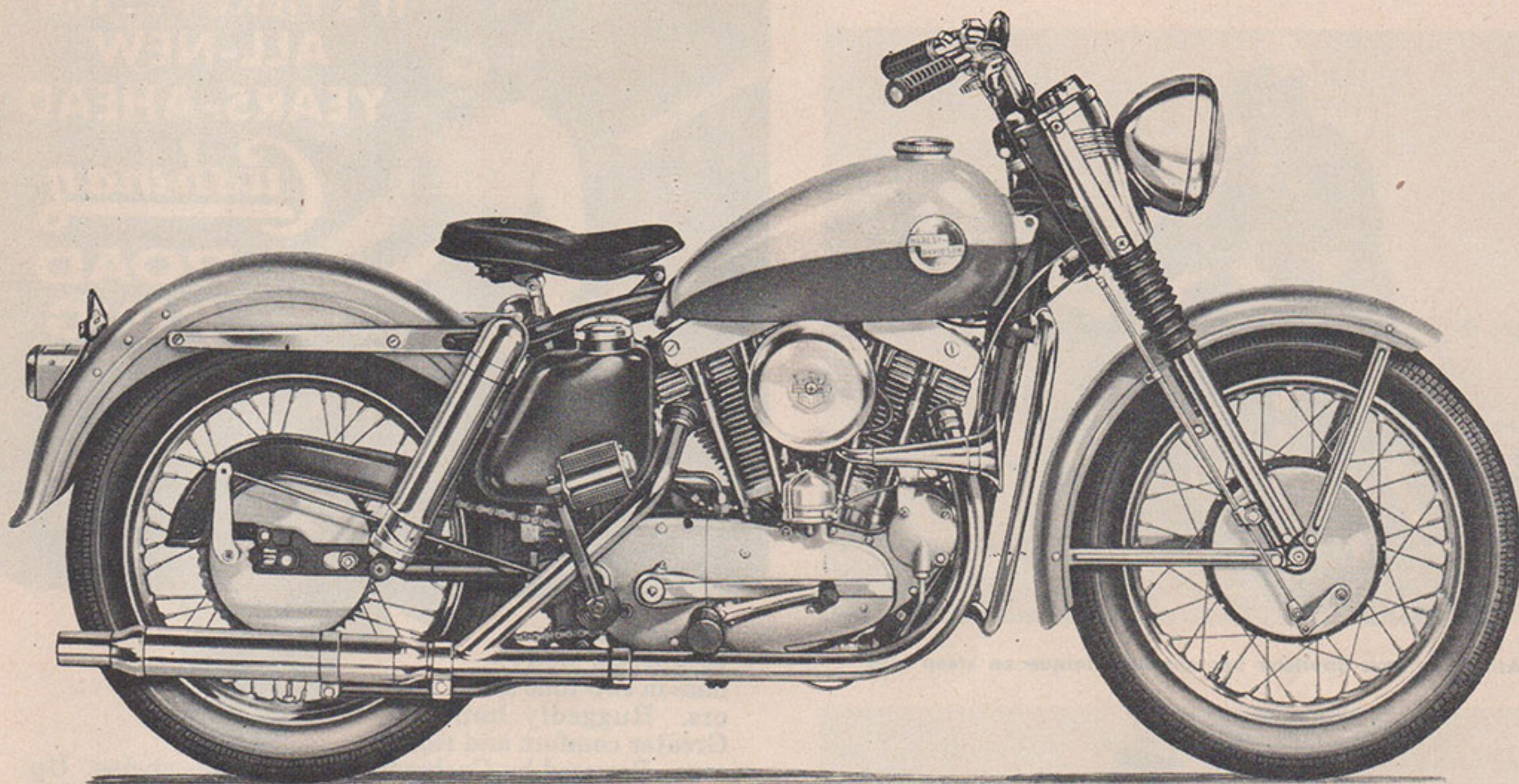
FREE TO CYCLE READERS



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.



HARLEY-DAVIDSON SPORTSTER ROAD TEST

NO. 85

BY CYCLE STAFF

MENTION motorcycling to the average American and he will undoubtedly think of Harley-Davidson. However, it is doubtful that he would be able to adequately describe their latest product, the Sportster. As a matter of fact, we are not sure that we can, even after conducting a road test that covered nearly one thousand miles and subjected the bike to every conceivable kind of tests.

The Sportster's new 55 cu. in. overhead valve engine provides terrific acceleration all through the speed range and is perhaps the most flexible motorcycle in production today. There isn't a flat spot anywhere; from start to top speed the power comes on instantly and smoothly. It is definitely a motorcycle that must be ridden before the power output can be fully appreciated.

Since the Sportster is designed primarily with an eye for the touring motorcyclist, we rode the bike on several trips, one being in excess of two hundred miles. High cruising speeds can be sustained indefinitely without effort from the ruggedly constructed engine. The Sportster gives a good ride, although the suspension is a little on the stiff side. Handling was equally good, particularly at ultra-low speeds, due partially to the low saddle height. The seating position is excellent and gives the rider a feeling of complete confidence. We found the throttle action to be a little erratic at low rpm, and the idle a little on the lumpy side, although completely reliable. Starting was a simple matter once the proper technique was learned. When cold, the



Asher Lee tests the Sportster in the rough

engine requires a specific amount of prime; adhere to this faithfully and one or two kicks produces a start. Attempt to start the engine haphazardly and you can kick yourself out of breath.

The brakes on the Sportster are designed to match the powerful engine and they really do the job, being positive in action without grab or shudder. They rate with the best braking on any motorcycle we have tested. The gear shift, operated with a foot pedal on the right side to the machine, functions well and neutral is easily located. We did feel

that lever movement is a little long for high speed shifting, a condition that was more noticeable during acceleration tests than during normal touring.

Now let's examine the Sportster for technical details. The first thing we notice is that the bike has a shorter wheelbase than previous models. Also readily noticeable is the low saddle height, a feature that will appeal especially to the shorter motorcyclist. The tires are 3.50 X 18, with 8 inch diameter brakes. The telescopic front fork incorporates hydraulic damping.

(Continued on page 46)

(Continued from page 45)



Asher Lee says Sportster has excellent torque on steep hills



Asher Lee reports Sportster's manners in the dirt are okay



Lee reports Sportster handles fine on gravel and rough side roads

The Sportster headlight shell has oil and generator warning lights. An attractive instrument panel houses the speedometer and the ignition and light switches. The speedometer on the test model was erratic, a trouble that seems to be prevalent with motorcycles. The clutch lever and manual spark control are located on the left handlebar. The spark control is operated through a twist grip. The right handlebar has front brake lever and throttle twist grip. The large gas tank holds approximately 4.1 gallons, of which 1/2 gallon is reserve. A very comfortable solo seat is standard equipment with a Buddy seat easily fitted.

The engine and gear box are construct-

ed as a unit on the Sportster, and the design has emphasized ease of maintenance. The cylinder heads are cast in alloy iron and have hemispherical combustion chambers. Pistons are high-domed with solid skirts. Aluminum-alloy pushrods and ramp-type cams are utilized. The exhaust valves are stellite faced. Carburetion is by Linkert and is new in design, featuring a nylon float hinge.

The clutch on the Sportster is of unusually robust design, having no less than seven pairs of driving and driven plates. The action is very smooth and hard usage had no apparent effect on its performance.

(Continued on page 47)



Designed-for-tomorrow body lines in two-tone colors. Ruggedly built. Greater comfort and riding ease. Powered by Cushman Husky 4-cycle engine. Up to 50 miles per hour, up to 100 miles per gallon. Ride it anywhere, everywhere for just 3/4 cent per mile.

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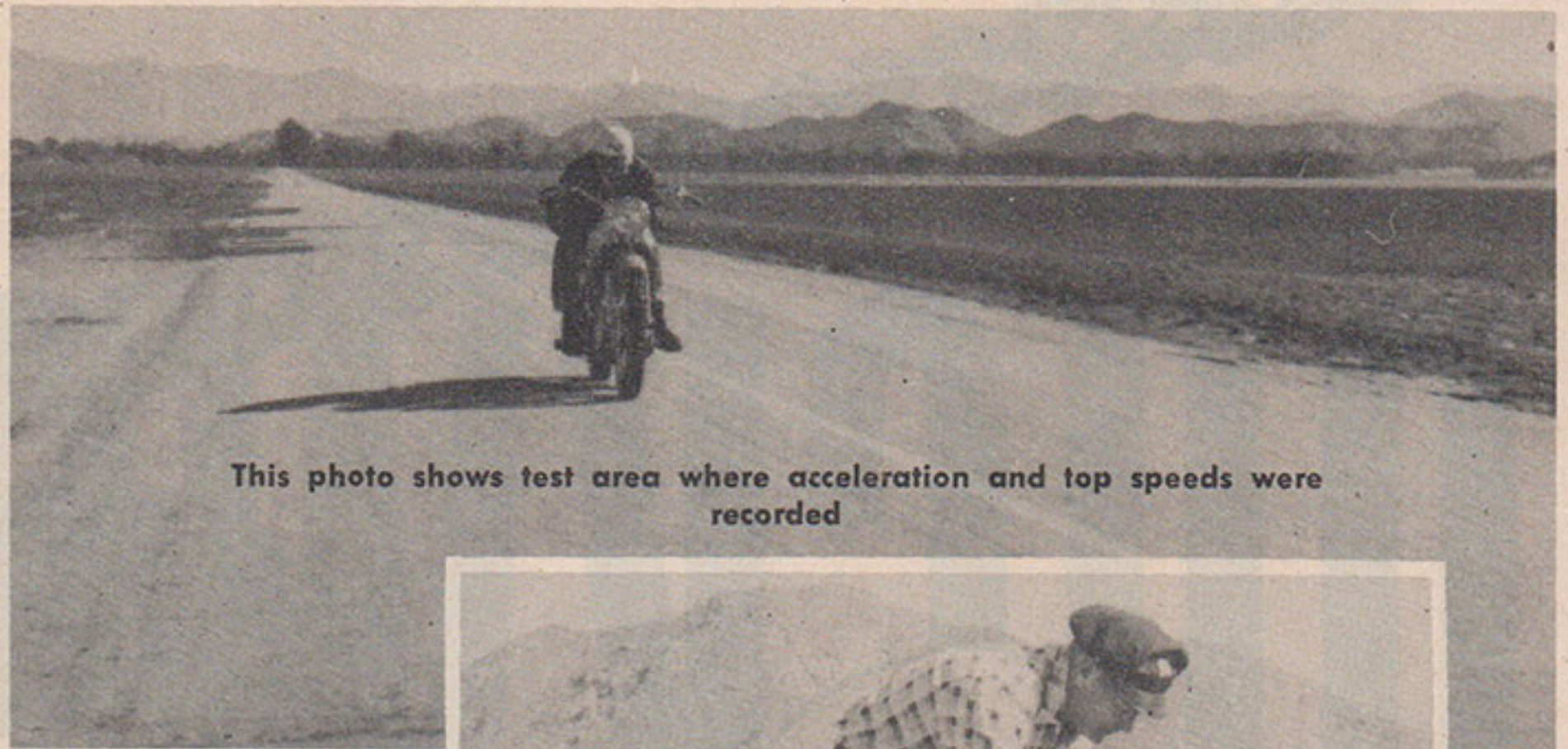
STANTON M. BRYAN

Motorcycle Supply

932 India Street, San Diego 1, California

The horn installed on the Sportster is undoubtedly the best on any motorcycle produced today. Of vacuum design, it emits a powerful note that commands attention—a good safety feature. Another unique and highly commendable feature of the Sportster is the oil cleaner, which utilizes a replaceable oil filter cartridge. We feel this should be standard equipment on all motorcycles. An air cleaner, also with a replaceable cartridge, is installed. The mounting of this item proved a source of minor annoyance during the tests as it prevents hugging the tank with the right knee. In addition to the cleaner a gasoline strainer is installed in the tank.

A good-sized tool box is mounted on the left side of the machine under the solo seat, and the battery occupies the same position on the right side. We noted that the battery hold-down wing
(Continued on page 49)



This photo shows test area where acceleration and top speeds were recorded



Cycle Tester Gib Black accelerates with Harley-Davidson Sportster



Cycle Timer Frank Christian checks electrical timing device used in Sportster and other cycle tests

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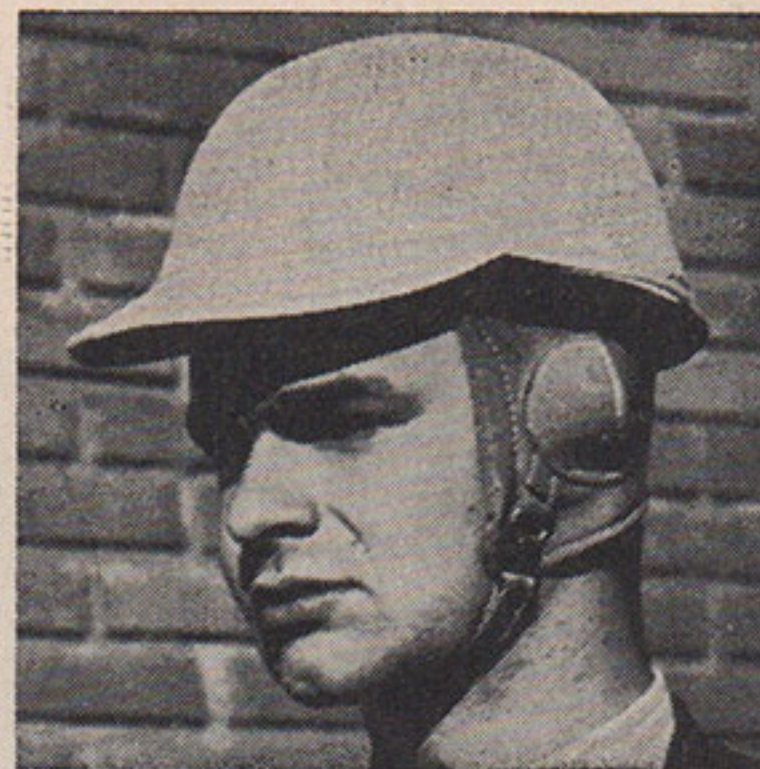
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COLOR—White with black visor—a smart contrasting combination.

★ Ideal for cyclists, sports car and motor boat drivers, policemen, aviators, crop dusters and construction workers when head protection is desirable.

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- Shell of Molded fiberglass—the wonder material. Light 1 lb. 5 oz. resilient and abrasive-resistant.
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H-D SPORTSTER ROAD TEST NO. 85 (Continued from page 47)

Gib Black reports Sportster handles well in cornering



The frame, of brazed tube and lug construction, is of duplex-cradle design and features pivoted-fork rear suspension. The fork pivots on taper-roller bearings and its action is controlled by coil springs and hydraulic damping in the fork legs. The shock absorbers can be easily and quickly adjusted to three positions, to suit the weight of the rider. A spanner wrench, one of a good set of tools furnished is used to adjust the shocks.

(Continued on page 49)



Brakes are excellent even on rough, hilly roads, reports Asher Lee

WANTED 2 MECHANICS

at least
5 years experience
on H.D. or British MC's

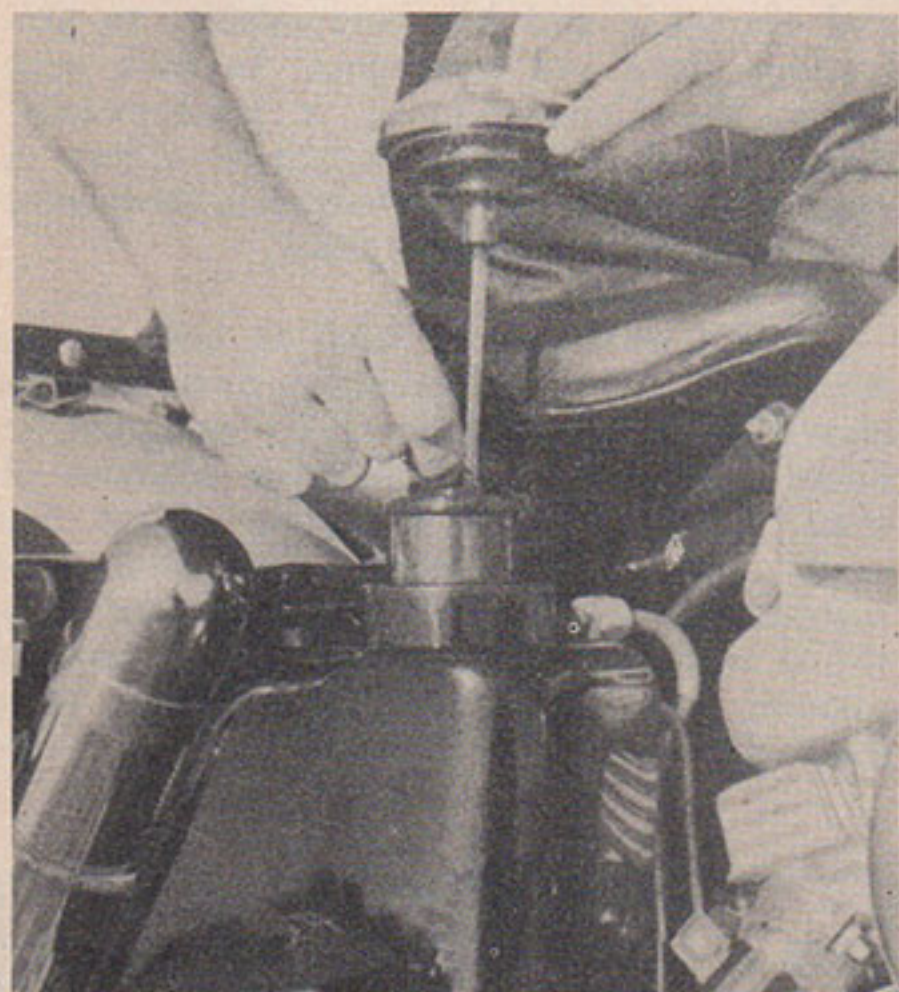
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nuts tended to loosen during operation and required periodic tightening.

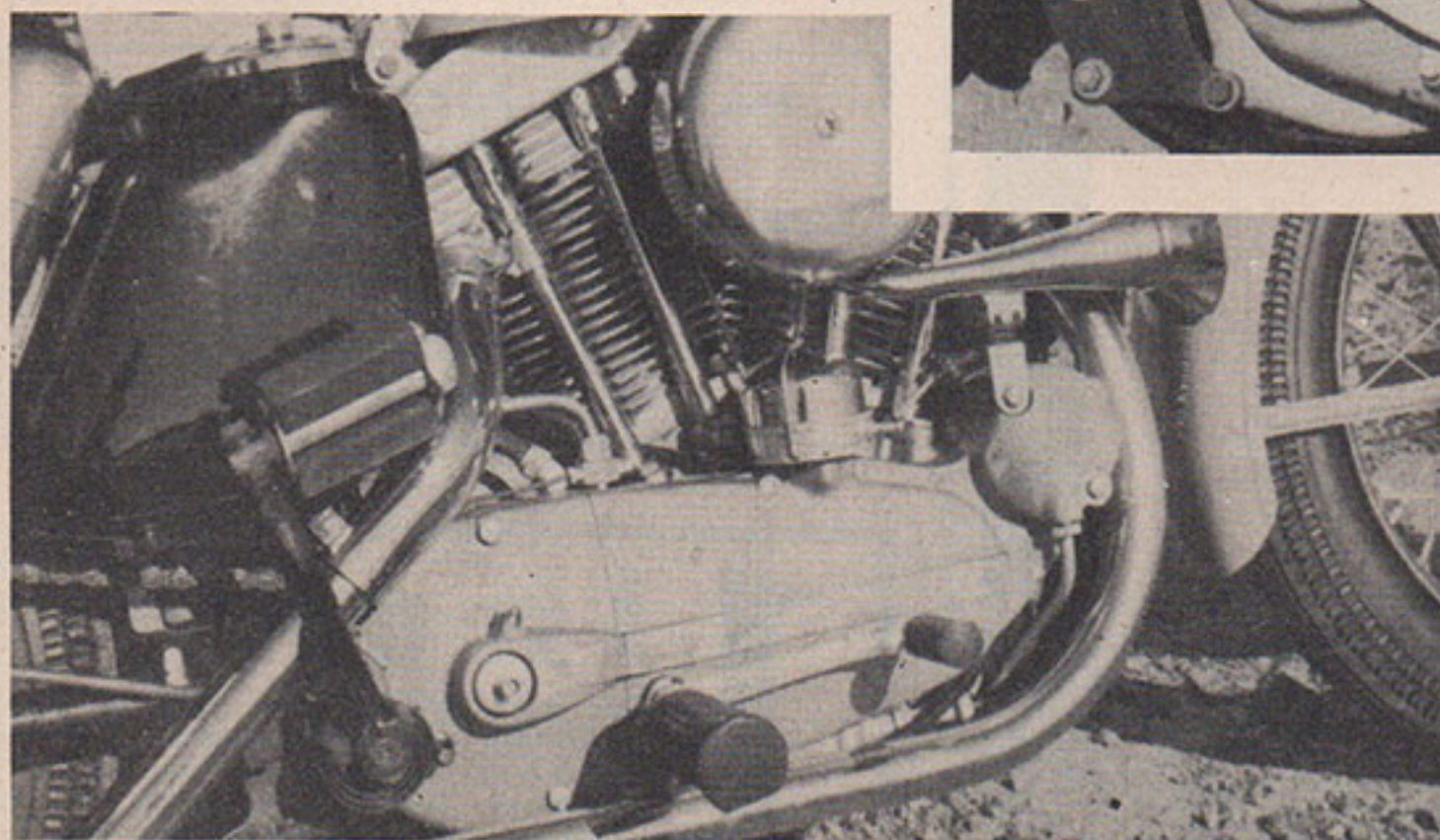
A feature of the ignition system which has been common to Harley-Davidson twins for some time is the double high tension wire coil which eliminates the need for an ignition distributor, as used on other multi-cylinder coil ignition machines. This is an excellent design, as a spark is provided to both plugs simultaneously. Timing is controlled by the breaker cam, similar to other designs, and while there is a waste spark on each exhaust stroke, this is of no consequence. It might be logically assumed that a powerful motorcycle such as the Sportster would require refueling at rather frequent intervals. Surprised was hardly the word for our reaction when the first test of fuel consumption was made. However, later rechecks verified our first figures. The Sportster will consistently average between 55 to 60 miles per gallon, and this includes city driving as well as high speed touring.



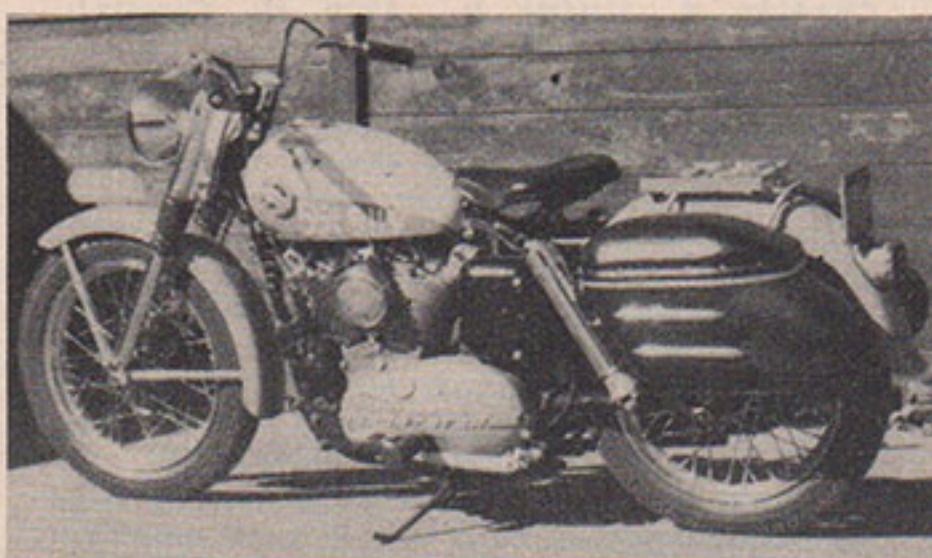
Oil tank cap and oil filter with replaceable filter cartridge

The Sportster is a rugged, powerful motorcycle that handles well, is economical, comfortable, and exhibits no temperamental characteristics.

The power is there, in any gear, throughout the speed range, without hesitation which provides riding thrills that have to be experienced to be appreciated with large capacity, and braking and comfort to match will like the Harley-Davidson Sportster. We did.



Prominent on right side are large horn bell and carburetor air cleaner cover.

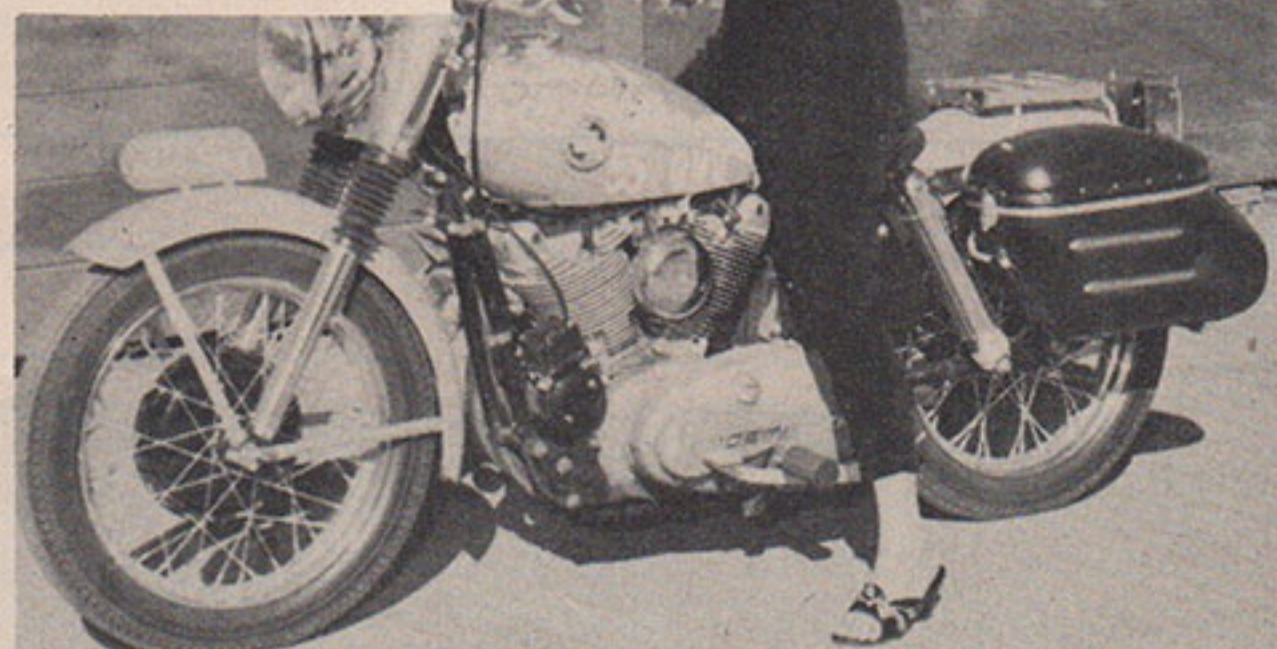
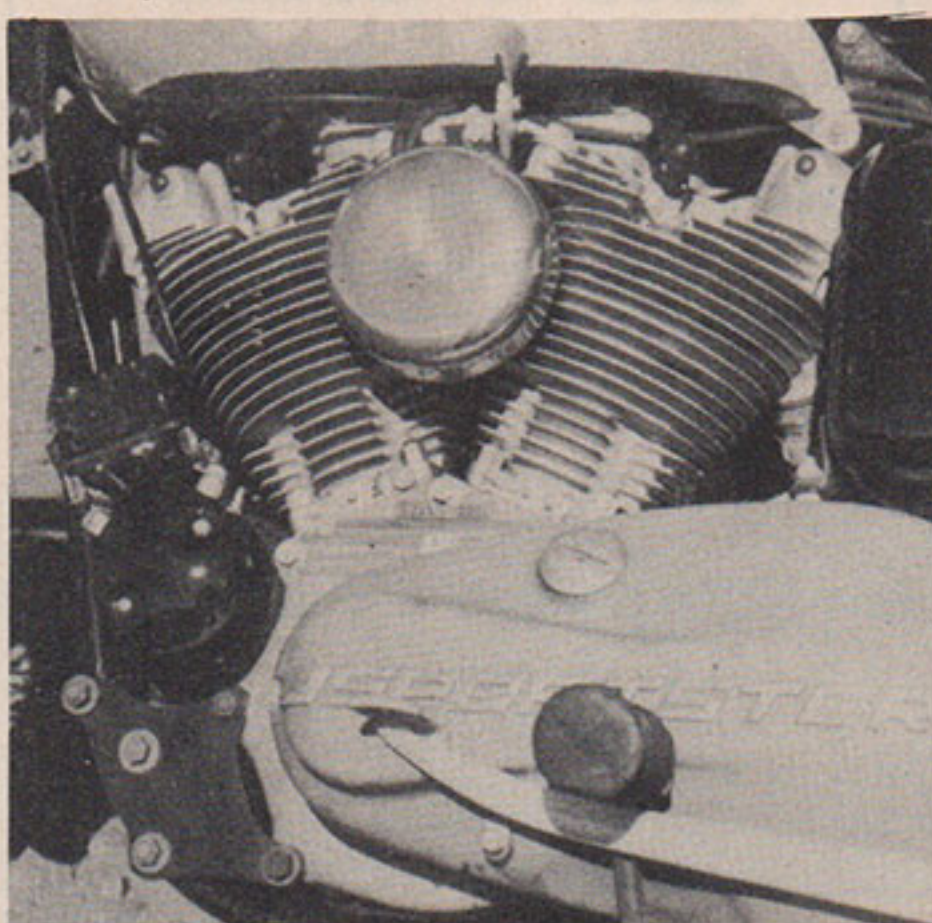


Before start of tests Sportster rests on side stand, which is a ruggedly constructed item.



Tester Asher Lee shows how rear suspension adjustment is made

Left side view of Sportster with horn vacuum mechanism voltage regulator



Mrs. Gib Black shows low saddle height on Sportster.

Performance Summary

Top Speed:

Third Gear..... 85.53
Fourth Gear..... 101.40

Acceleration:

Quarter Mile..... 15.03 seconds
Tenth Mile 8.01 seconds

Braking Distances:

Full Stop From 20 mph.
Front Brake 20 feet
Rear Brake 29 feet
Both Brakes..... 14 feet

Gasoline Mileage:

Average For Test..... 57 mpg

Specifications

ENGINE: 883 cc, 53.9 cubic inches. V-Twin, OHV. Bore 76.2 mm, 3.00 inches. Stroke 96.8 mm, 3.81 inches. Compression ratio—7.5 to 1. Hemispherical combustion chambers, aluminum alloy pushrods, ramp-type cams, Stellite-faced exhaust valves and high-domed solid skirt pistons.

GEARBOX: Integral with engine, four-speed foot change, constant mesh type. Multi-plate clutch with shock absorber.

FUEL TANK: Split panel, two tone design with reserve section. Fuel strainer incorporated in tank.

FRAME: Duplex cradle, with telescopic front forks, and pivoted fork rear suspension, adjustable rear shock absorbers.

BRAKES: 8 inch diameter, molded anti-score lining, 1 inch wide.

WHEELS: 18 inch plated spokes and rims with 18 x 3.50 tires.

ELECTRICAL EQUIPMENT: Generator, dual-coil ignition, stop-tail light, ignition warning and oil pressure warning lights on headlight shell.

FINISH: Choice of Pepper red with black tank panels—red fenders, Skyline blue with birch white tank panels—blue fenders. Birch white with black tank panels—white fenders and black with pepper red tank panels and black fenders.

WEIGHT: 495 lbs.

MANUFACTURERS: Harley-Davidson Motorcycle Company, Milwaukee, Wisc. Test machine furnished by Rich Budelier, 2531 So. Main street, Los Angeles 7, Calif.

THE SWAPPING POST

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FOR SALE—"47" Vincent Rapide with "49" engine, chrome forks & spring, titian red & white flame design on tank & headlight. In perfect condition. \$450. Also parts cheap. ROBERT PASQUALE, Box 44, 6 William St., Middlesex, New Jersey.

FOR SALE—\$800. 56 KRTT, like new less than 1,000 miles. Trans, close ratio. All sprockets. Ready to go for TT Scrambles or Flat Track. CHARLES E. SIMON Jr., 1219 N. Campbell, Springfield, Mo.

SELL—56KR-A-1 SHAPE TOP END REWORKED & POLISHED. 52 WR Good Shape. Just Rerung & Valved. New Chain, some chrome. HERB GOEDICKE, 508 Oak St., Marion, Ohio.

WANTED—Early 50's model BSA twin or single, or Triumph; or trade for '56, my Ariel Square 4 with 1,800 miles, or sell to best offer. DICK IŠAAK, Eureka, S. Dakota.

WANTED—New Crankshaft for 1941 Indian (4 Four) Cyl. Motorcycle. State price in first letter. WARD TAYLOR, 1764 Hemlock, Beloit, Wis.

WANTED—Pair used molded plastic saddle bags for Harley-Davidson 74 or KH, in good condition. State price and details. ED LAKJER, 407 19th, Paso Robles, Calif.

MUST SELL—1955 ZUNDAPP 200cc. Good Condition, under 6,000 miles. \$300 or Best Offer. Also Wizzer Motor and Accessories. Excellent Condition. \$50 or Best Offer. ALVIN WEBER, 112 N. Grant, Enterprise, Kans.

SELL—Harley-KHRTT 1954. \$700. Equipped for Street riding. Lights off of generator. 6000 miles on it. Just overhauled. Stored in Calif. Write—BEAN, WILLIAM E., 144 S. Garfield, Pocatello, Idaho.

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FOR SALE—Indian 4 '39. Needs some work. \$150. Not beat up. D. L. SAYLOR, Havelock, Iowa.

JAMES 1957 SIX MODEL

(Continued from page 28)

Popular touring middleweights

The basically sound design of the 197 cc Captain and 227 cc Colonel needed little improvement and the only 1957 modifications are deeper valances on the front fenders, greater rear chain protection and small fairings where the rear fork meets the fender on both models.

Main differences between the two models are in the engine and brake sizes (5 in. for 200 cc Captain, 6 in. on 225 cc Colonel). The Captain now has chromed rims and a 3.25 x 18 rear tire instead of 3.00 front and rear as hitherto. A touch of luxury is added by new 3D plastic tank badges.

A winner for sporting enthusiasts

Trials enthusiasts will welcome the 1957 "Works" style Commando 200. This functional mount should prove an excellent lightweight trials machine. Adjustable dampers are fitted to the swinging rear fork, the engine has an Amal monobloc carburetor and the front wheel is equipped with a 6 in. brake. The new cross-over exhaust system gives better access for rear chain and brake adjustment as well as providing more front end clearance and less vulnerability to protruding rocks and tree roots. In dark gray finish, the Commando is a 'go-anywhere' mount which will also appeal to riders in remote country areas whose travels frequently take them off the beaten track.

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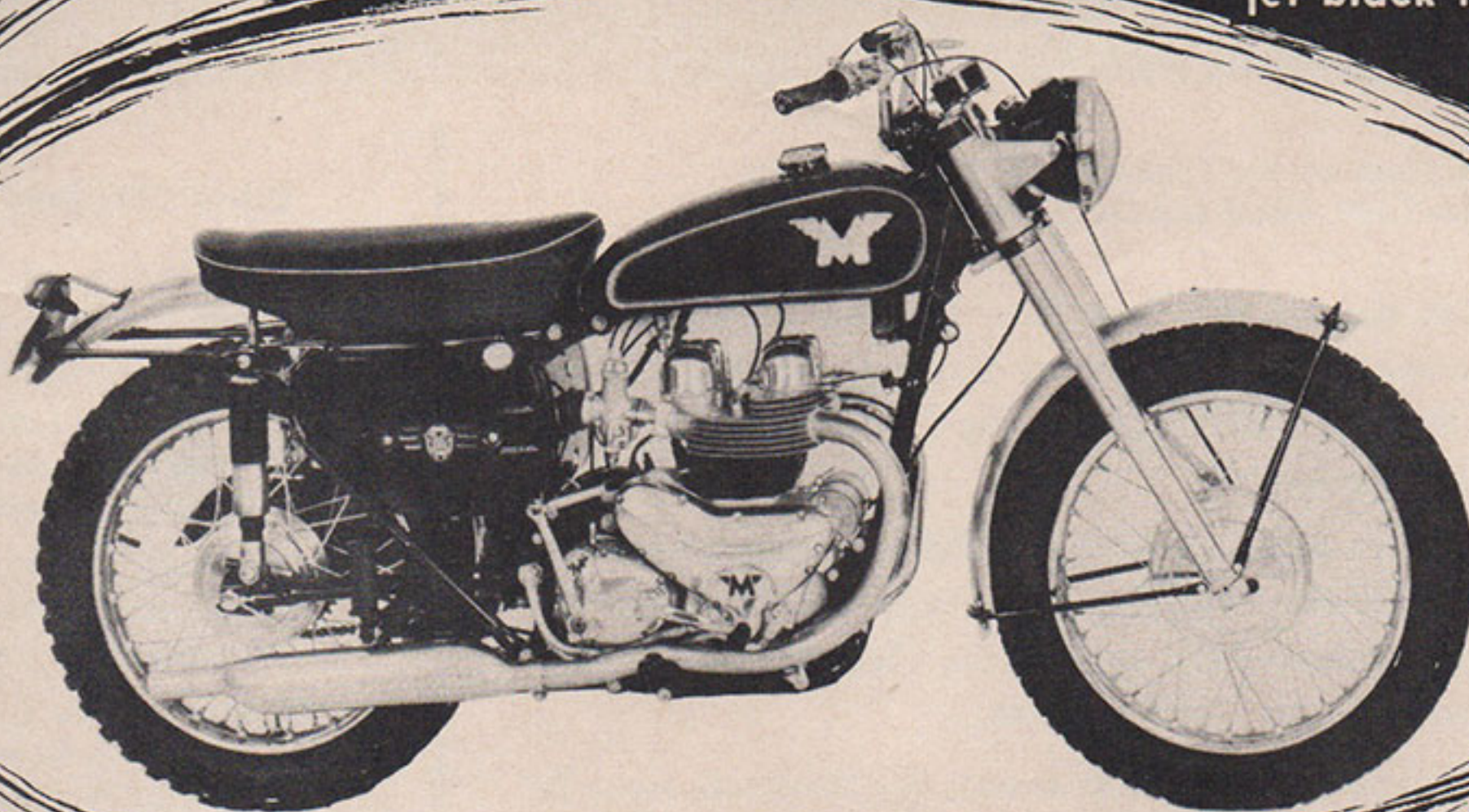
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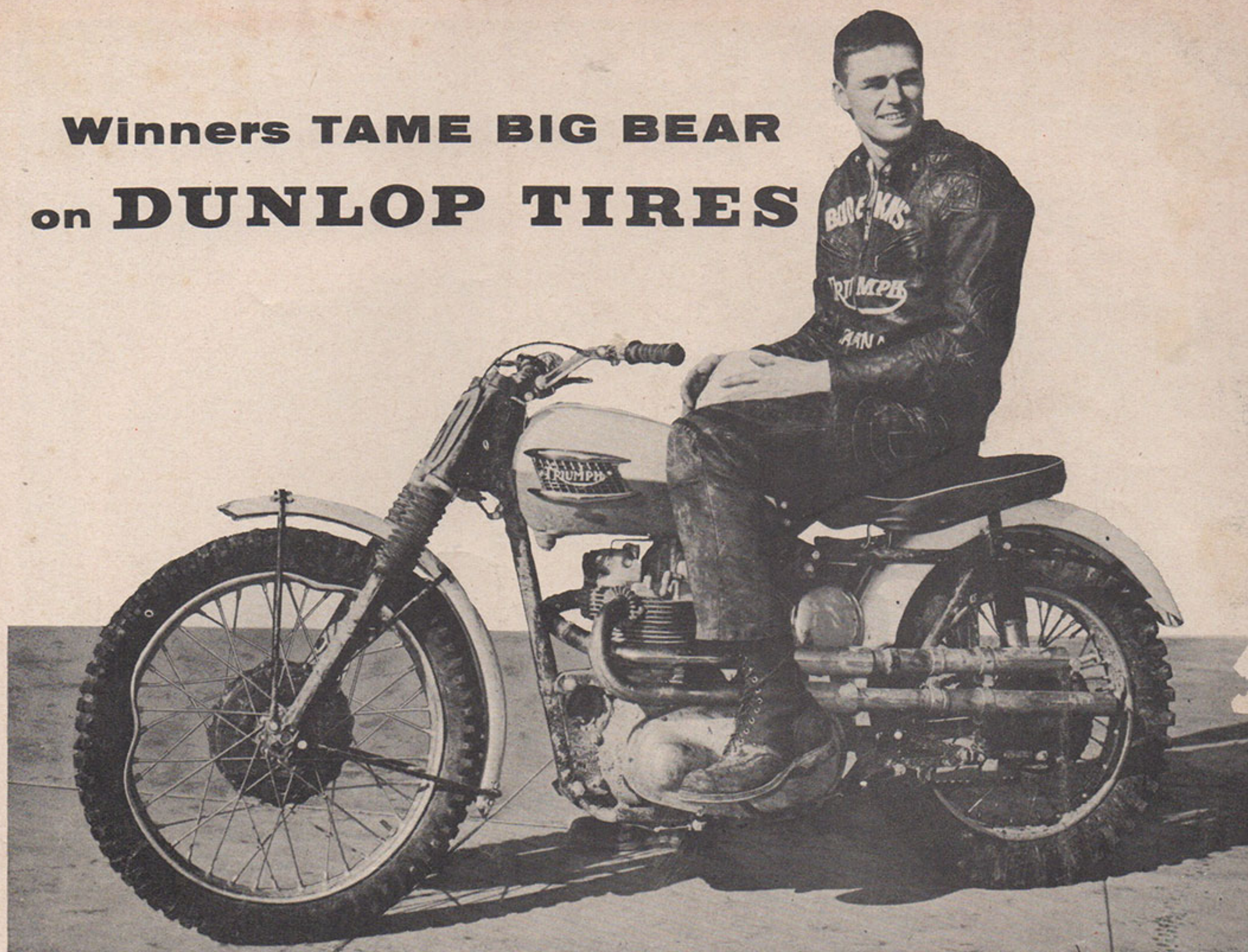
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