

# CYCLE

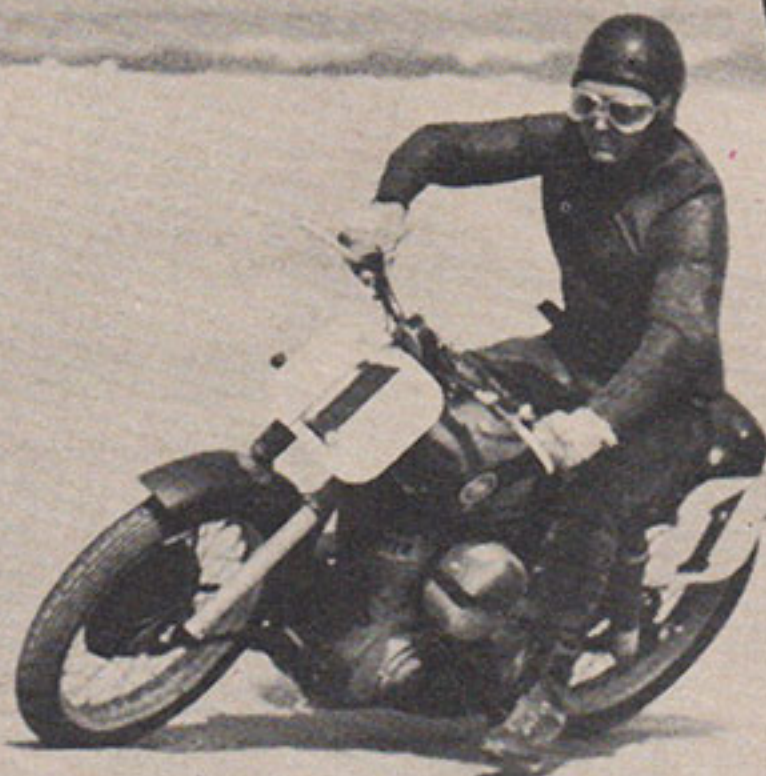
APRIL, 1957

35c

"WORLD'S LARGEST MONTHLY MOTORCYCLE CIRCULATION"

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169 ALTA AVENUE  
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8 MORE PAGES



OPENING LAP—Al Gunter leads Joe Leonard into the North Turn, setting a new speed for the lap.

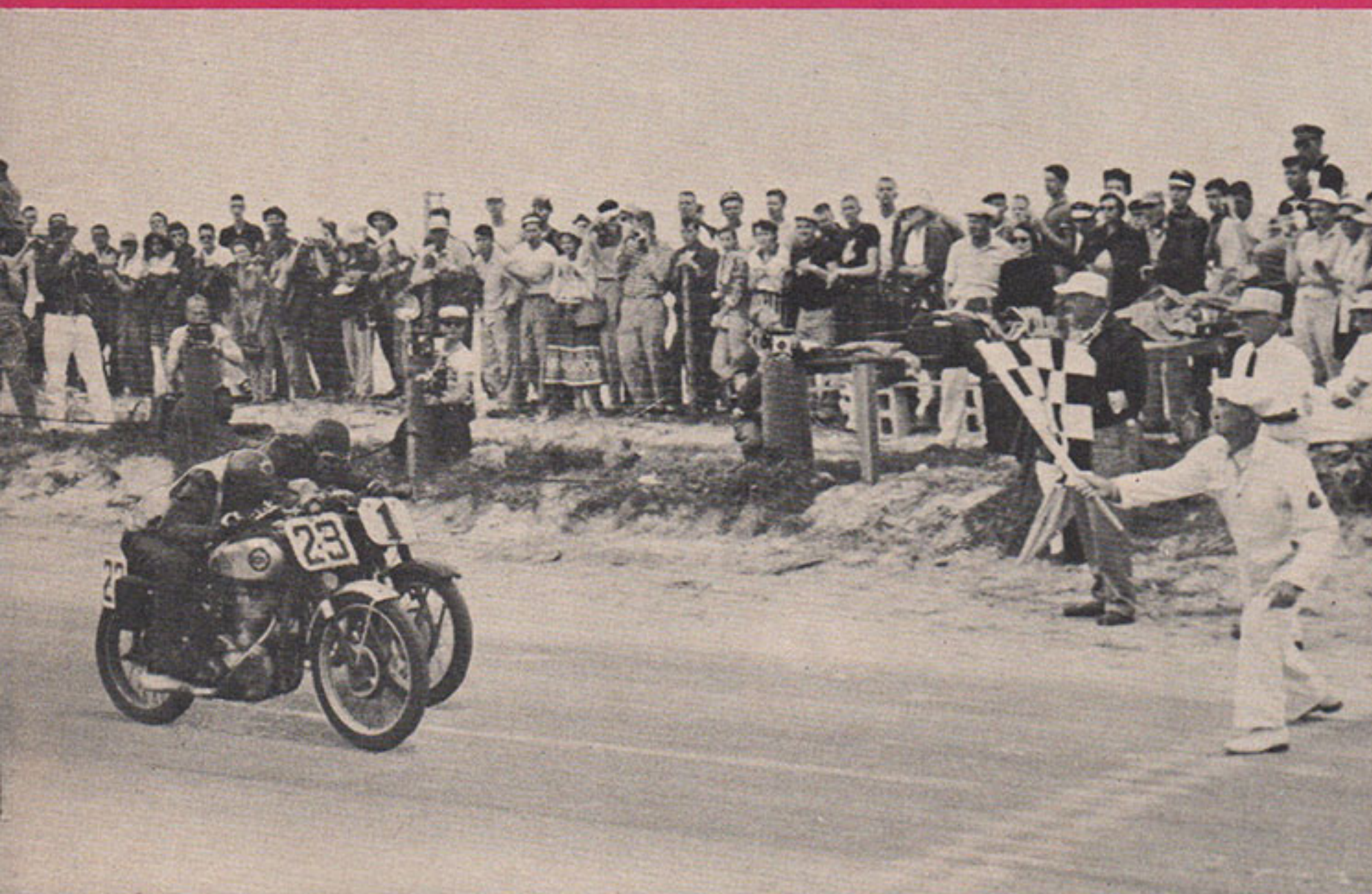
## DAYTONA RACES

"SPECIAL ISSUE"

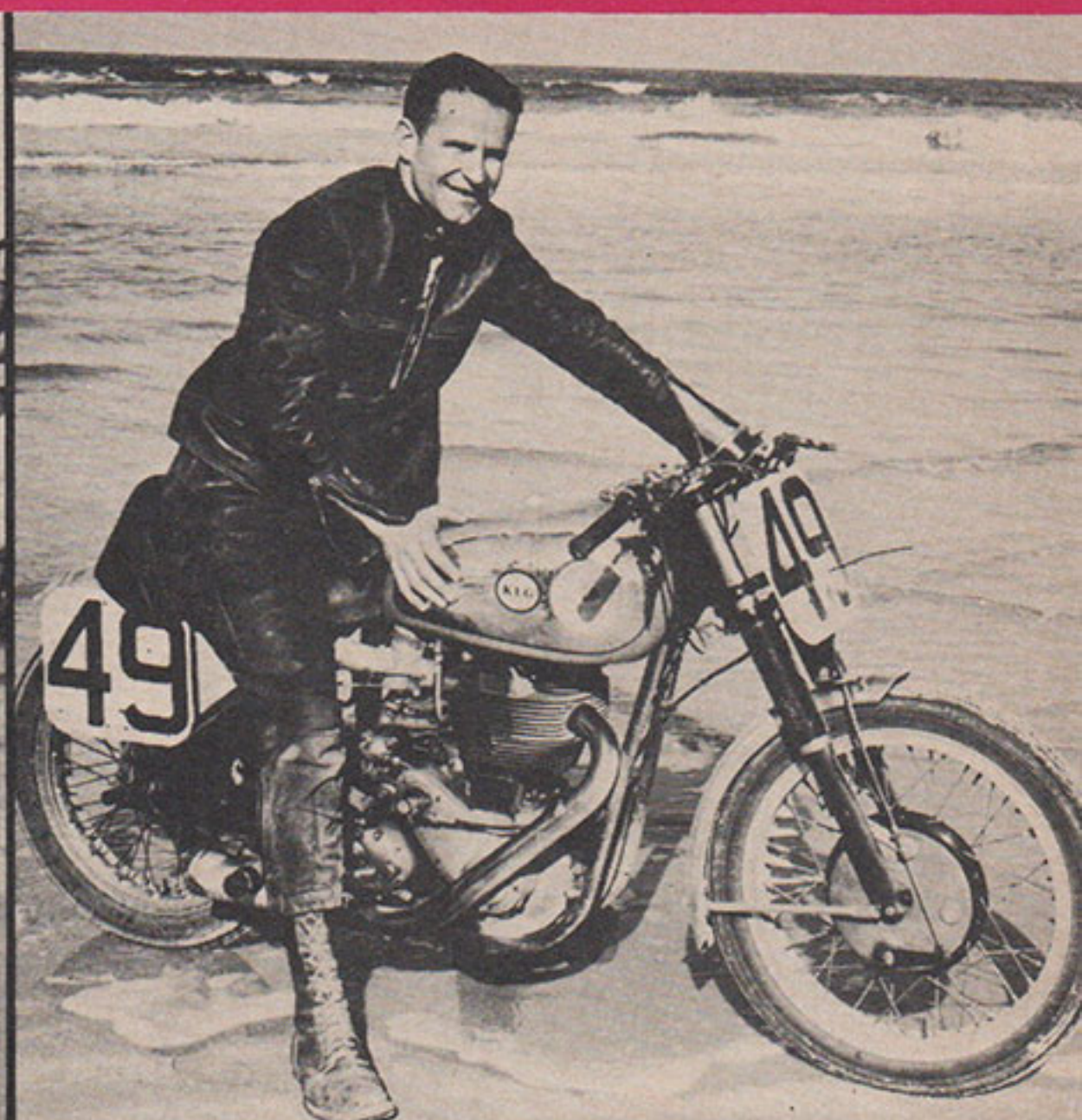
THE NEW DAYTONA CHAMP and HIS LITTLE BOSS — Joe Leonard was resting his tired eyes after his blistering win but agreed to pose with Mrs. Leonard.

SEE  
PAGES

11 TO 20



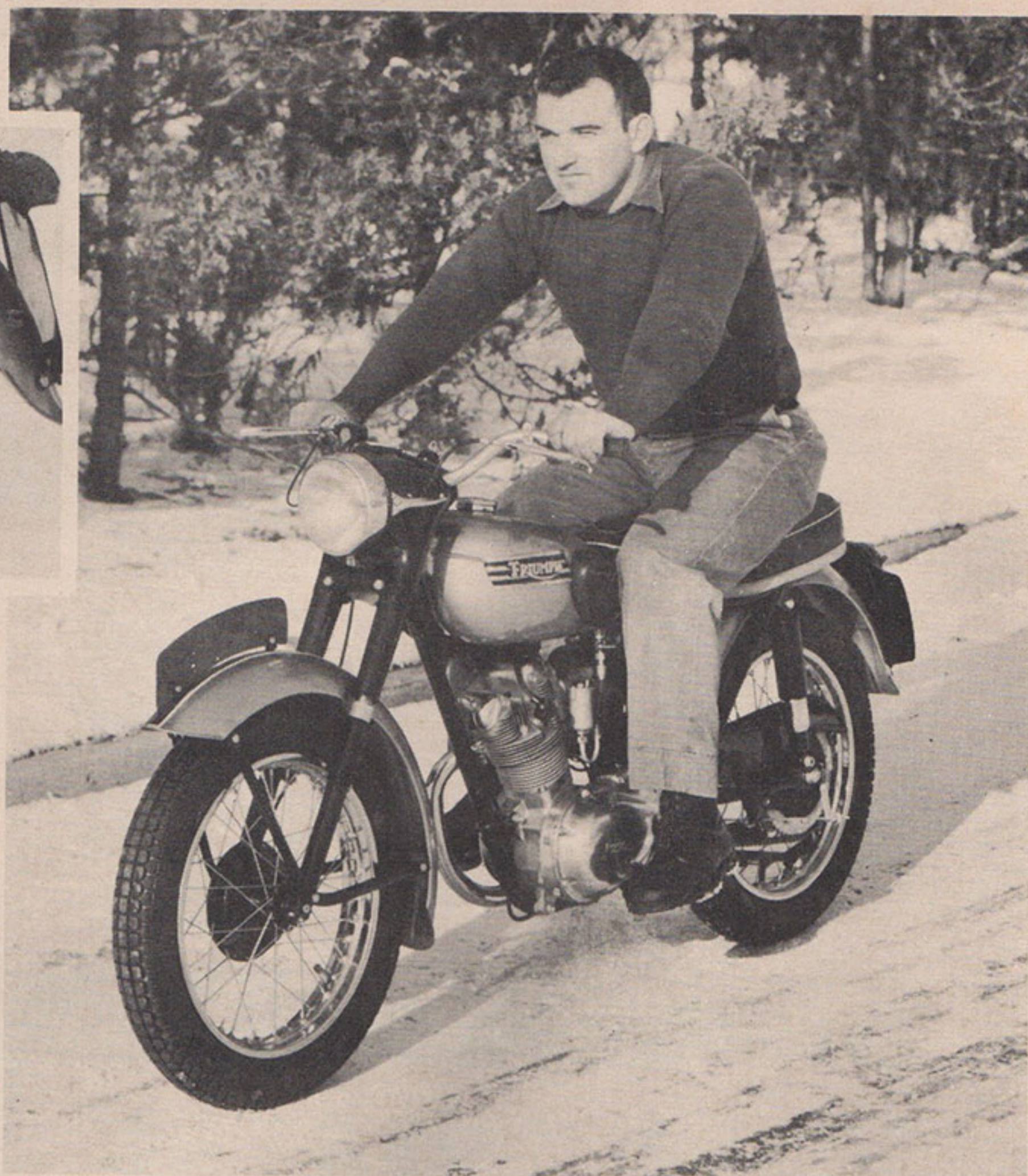
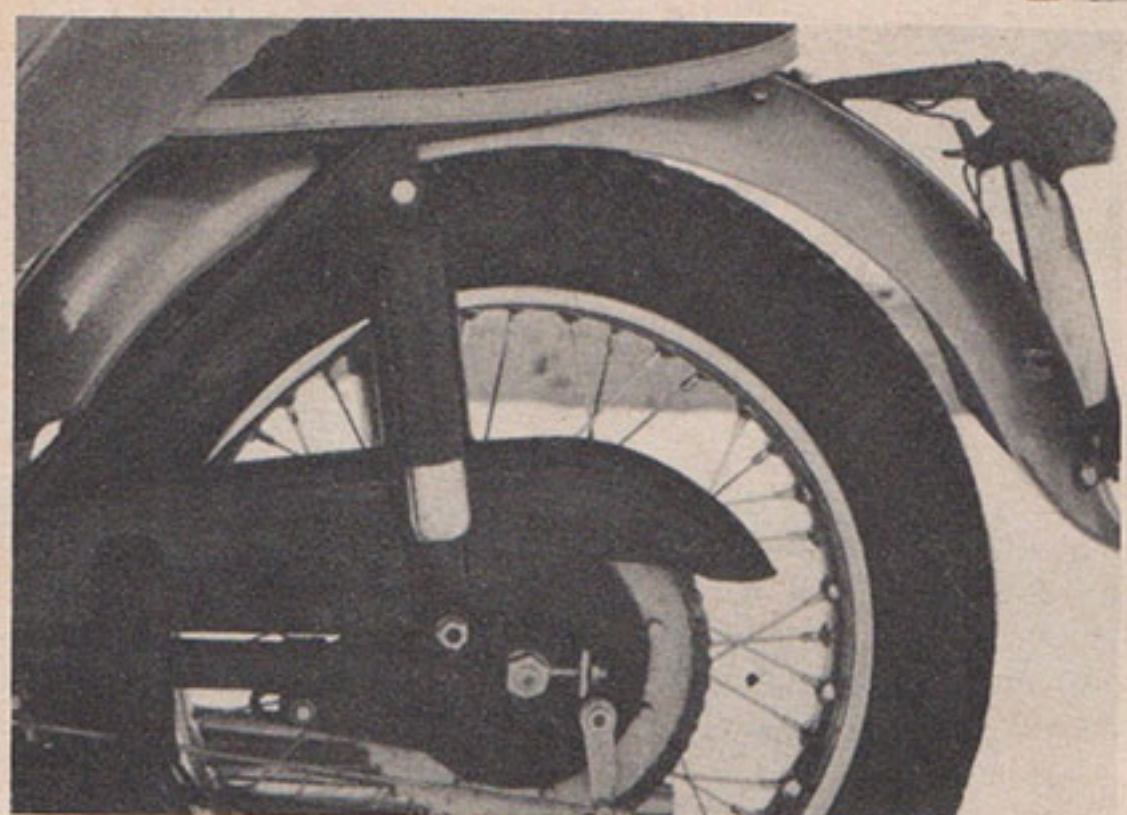
THE CHECKERED FLAG FOR JOE ONLY—Flagman Jim Davis throws the Finish Flag as Joe Leonard almost laps Warren Wolfe, BSA, #23, at the end of the fastest 200 miles ever run at Daytona.



KENNY BROWN WINNER 1st PLACE—100 MILE AMATEUR

ROAD TESTING THE JAWA "354"

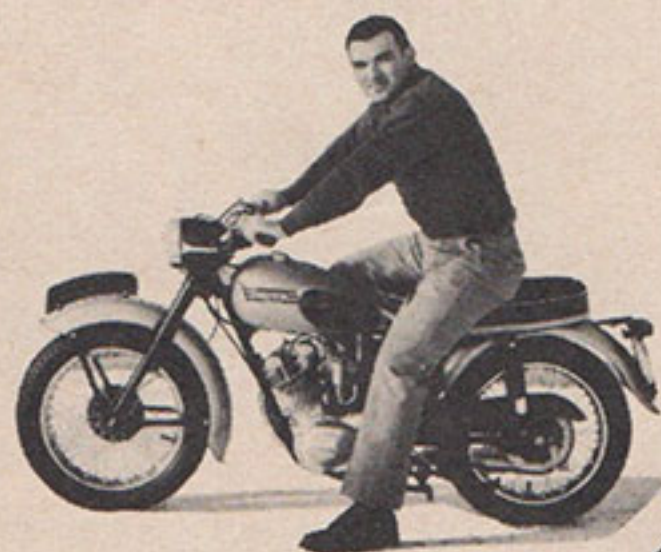




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Available in two modifications. T20 Road for sheer love of travel, and the T20/C Competition and Sports, for tackling lightweight events with ease. Both models are finished in new metallic Silver Gray, with sparkling chrome, polished aluminum areas and jet black frame. See your Triumph dealer for early delivery dates.

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The **TRIUMPH**

Corporation

Towson, Baltimore 4, Maryland



# CYCLE

A Floyd Clymer  
Publication

APRIL, 1957

VOL. VIII, NO. 4

"World's Largest Monthly Motorcycle Circulation"

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



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CYCLE, published monthly, U. S. A. copyright 1955 by Floyd Clymer Publications, 1268 So. Alvarado, Los Angeles 6, California. Phone DU. 3-6410. Entered as Second Class matter at the Post Office at Los Angeles, California.

SUBSCRIPTION RATE: \$4.00 per year, two years \$7.00 in U. S., its possessions, Canada, Mexico, South and Central American Countries. All other countries, \$4.50 per year, two years \$8.50. Single copy 35c. On sale at newsstands, tracks, motorcycle and speed shops across the country.

CHANGE OF ADDRESS: Three week notice is required. When requesting a change, please name magazine and either furnish an address imprint from a recent issue, or state exactly how label is addressed. Changes cannot be made without the old as well as the new address.

ADVERTISING: 1268 So. Alvarado St., Los Angeles 6, California. Closes 40 days preceding publication date. (See SRDC)

CONTRIBUTION: Manuscripts, photographs, and drawings not returned unless accompanied by self-addressed stamped envelope. No responsibility assumed for unsolicited materials. We suggest a copy of all material and photos be retained by the sender.

COVER PHOTOS—DAYTONA COVERAGE—"The Checkered Flag for Joe Leonard only, winner of the 200; Kenny Brown, winner of 100 mile amateur; Mr. & Mrs. Joe Leonard; First Lap Hassles, Al Gunter leads Joe Leonard into the North Turn, setting a new record for the lap.

## The Publisher's Column

**DAYTONA BEACH SUCCESS**—In my opinion, this year's Daytona Beach events were the most successful since the inception of the speed classic in the famous city on the Florida beach.

The events were exceptionally well handled and A.M.A. Secretary E. C. Smith and his helpers and officials deserve credit for conducting such a successful meet.

There are two things, however, that certainly should be corrected before the 1958 events are held. The A.M.A. should insist upon some arrangements being made for practice and trial runs by the riders. In previous years, although possibly without official county sanction, riders could try out on back-roads not too far from Daytona Beach. This year, practice was banned. As a result, some riders took chances to do what practicing they could and, as a result, some unfortunate incidents resulted.

Dick Mann and Al Gunter were picked up by traffic officers—other riders had been picked up previous to Saturday and were fined small sums and released. The Gunter incident, however, was more serious. An officer who actually did not see the boys in practice, but who heard their engines running on the highway, went to the spot where both Mann and Gunter were stopped for minor repairs. The officer immediately placed them under arrest and went so far as to say that they could not ride on Sunday and Gunter got on his cycle and sped away and of course the officer could not catch him. He was later picked up, arrested and the following day had to pay a very large fine.

Gunter of course made the mistake of running away from the officer. On the other hand, we feel that the officer was not within his rights by telling Gunter that he would not be able to ride on Sunday—certainly, this was a matter for the judge to determine, but even though a stiff fine was assessed, Gunter was able to ride and finish second in the 200-mile event.

Some prominent Daytona Beach businessmen went to the aid of Gunter and even went so far as to say that the city of Daytona Beach was as much to blame as the riders, inasmuch as they had failed to establish a specific course for practice, which is certainly most necessary.

Daytona Beach is famous the world over for speed trials and if they continue to cater to automobile and motorcycle speed events, certainly some provision should be made where suitable practice runs can be held.

After warning the boys through the Daytona Beach newspaper that anyone caught practicing would be arrested, E. C. Smith did come to the aid of Gunter and Mann when they got into this difficulty. This was an unfortunate situation and everyone who helped by getting the boys some consideration in their being allowed to ride in the race, deserves commendation and this includes E. C. Smith who did a good job in helping the boys out of this sad situation.

**POLL ON THE A.M.A. SITUATION**—We fully intended to reproduce letters in this issue both pro and con, on the A.M.A. situation, written by members and non-members of the A.M.A. These interesting letters, however, will have to wait another month because of the space required for the Daytona Beach events.

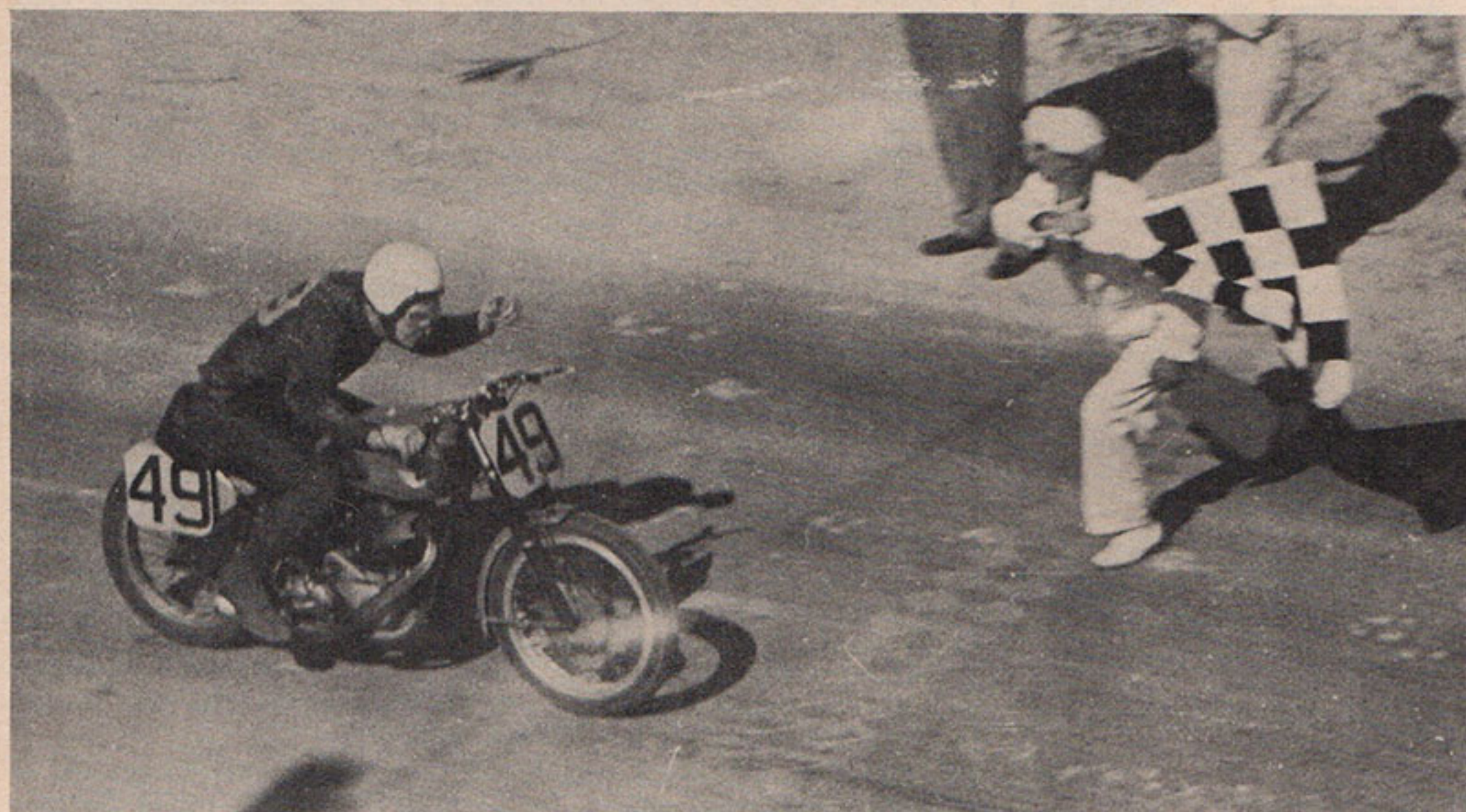
**MOTORCYCLE SHOW AT DAYTONA**—One of the interesting features of the annual Daytona Beach speed classic is the motorcycle show held in the Armory. This year it was larger and better than ever with a tremendous number of exhibitors. Actually, CYCLE does not have the space to include photos of the interesting exhibits, much as we should like to do so. The Harley-Davidson dealers held an exhibition of their own in downtown Daytona Beach, which was well attended, as was the Armory event. We believe that one large show, in which all makes would be displayed, would be more interesting, but Harley-Davidson Motor Company prefers holding a show of their own. Efforts have been made to combine the two shows but with apparently no success. Holding a show of their own has been Harley-Davidson's policy in recent years; however, many years ago when the National Motorcycle Shows were held in Chicago and in New York City in alternating years, Harley-Davidson was exhibited with all of the other makes of motorcycles displayed at that time.

Floyd Clymer



# **BSA GOLD STAR**

## **and 8 out of 12**



Kenny Brown, Covina, California, flashes his BSA Gold Star across the line, winning the 1957 Daytona 100 at the new record average speed of 93.87 m.p.h.

### **KENNY BROWN SETS NEW RECORD IN 100! FLYING GOLD STAR AVERAGES 93.87 M.P.H.**



Kenny Brown, Covina, Calif. who rode in determined style to win the 1957 Daytona 100 miler on his flying BSA Gold Star.

In winning the 1957 Daytona 100, Kenny Brown and his Gold Star broke the old A.M.A. record for the distance in the "B" class. He completed the 100 mile grind in 1 hr., 3 min., and 55 sc. and finished well in front of a starting field of 67 of the best Class B riders in the nation. In 4th, 5th, and 6th places were Bud Mayes, Springdale, Ark., Louis Kramer, Middletown, Ohio, and Dick Courtney, Friess Lake, Wis., all aboard fast and dependable Gold Stars to make it a smashing 4 out of the top 6 places for BSA!

*Specifications between Eastern and Western Models may vary.*

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**VISIT YOUR  
SEE AND RIDE**



# WINS DAYTONA 100

## top places in 200 Miler!

Albert Gunter, Los Angeles, Calif., Eugene Thiesson, Eugene, Ore., and Tommy McDermott, Norfolk, Va., rode their BSA Gold Stars to 2nd, 3rd, and 5th places respectively in the Daytona 200. With them in the picture are BSA executive and staff members and enthusiasts.



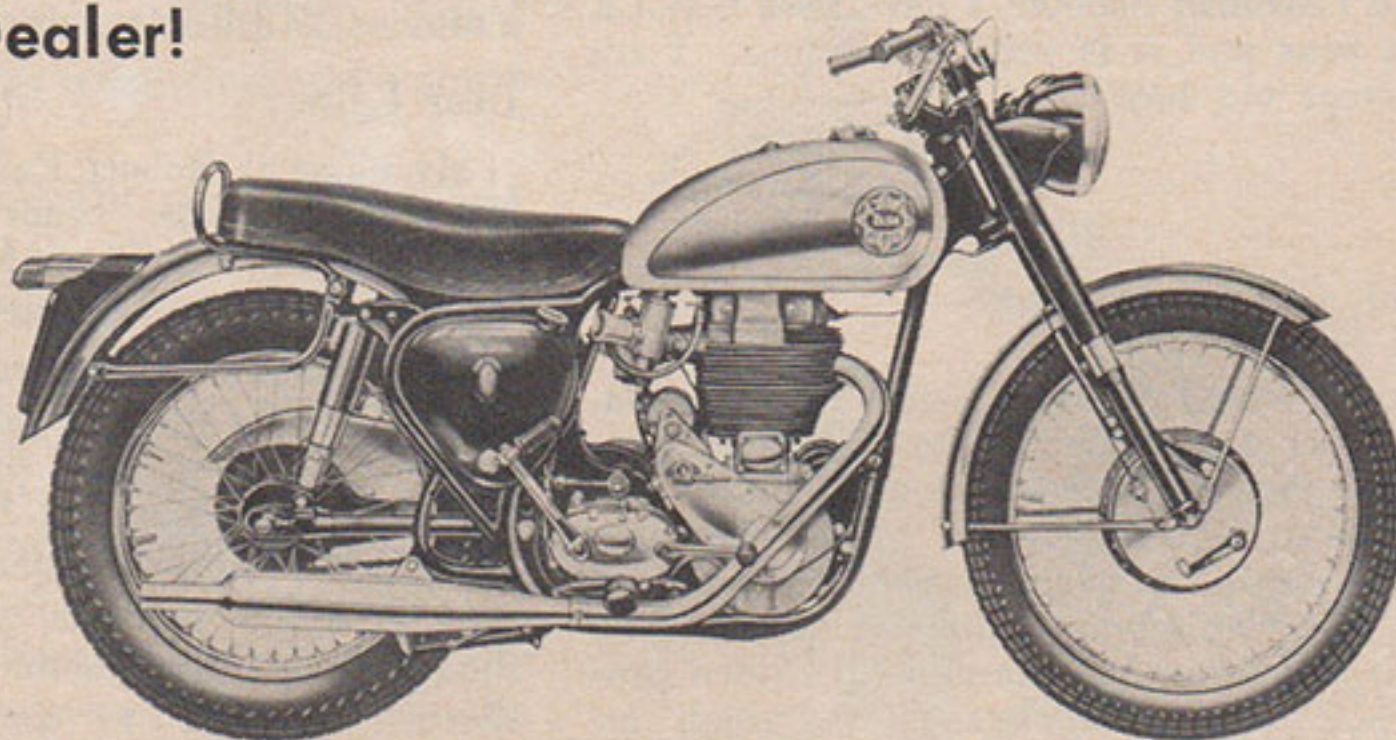
### AL GUNTER SETS FASTEST TIME TRIAL — 2ND IN 200 MILER! GOLD STARS ALSO 3 - 5 - 8 - 9 - 10 - 11 - 12 IN NATIONAL.

In the 200 Mile National, BSA Gold Stars again showed their superior high speed reliability by taking 8 out of 12 top places. Al Gunter who had set the fastest time trial at 116.80 m.p.h. was second, and Eugene Thiesson was third, both Gold Stars breaking the old record for the distance. Tommy McDermott was fifth, and a solid block of BSA Gold Stars occupied 8th through 12th positions.

This supreme performance was put up by strictly stock BSA Gold Stars—EXACTLY THE SAME as you can buy from your BSA Dealer!

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## BSA DEALER A GOLD STAR

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Editor, CYCLE Magazine—

Dear Sir:

Please send me one of your "New-Rider Bulletins." I read CYCLE every month in spite of the fact your magazine isn't sold on the newsstands over here in Germany. I make sure my Dad sends me a copy in the mail — especially the articles like "Cycle Service Tips."

Is it possible to subscribe to CYCLE having an overseas address or do you have to be within the continental limits of the U.S.? Thank you and keep up the fine work.

SP/3 William Leonard  
APO 305, New York City

**\$4.50 a year, \$7.00 for two years is rate to U.S. Servicemen wherever stationed. Some PX stores and newsstands in Germany do handle CYCLE.—Ed.**

Dear Mr. Clymer:

I want to congratulate you and your staff on the excellent work you do at putting out the CYCLE Magazine. I've been subscribing about 4 years now and it gets better all the while.

I'd like to put in my two cents worth on the motorcycle versus commanding officers. When I was at Norman, Oklahoma and Memphis, Tennessee, a sailor could have his machine on the base if he had liability insurance. I got insurance before I transferred here so what happens—here you can't have a machine on the base whether you have insurance or not. At the present time, I don't have a machine, but I'll get another one after I get out of the Navy which will be in about 4 months.

A couple of my buddies are real interested in cycles, so please send me one of the "Teach-A-Rider" folder.

Duane O. Powers  
Elizabeth City, No. Carolina

Dear Mr. Clymer:

Would you please send me a copy of "Teach-A-New Rider" folder? I would like to have one of the folders because I want to buy a motorcycle.

I have never owned a motorcycle but I do own a Cushman Scooter. I have read CYCLE for a year and it is very interesting. I am a 15-year old boy.

Francis Williams  
Glenwood, Florida

Editor, CYCLE Magazine—

Dear Sir:

I am a Naval Aviation Cadet at Pensacola, Fla. Prior upon entrance to the flight program, I rode motorcycles in competition and for pleasure, finding them to be the most sensible means of transportation in spite of what other opinions might be; they helped my co-ordination and therefore if ridden properly, I cannot understand why such an economical vehicle should be considered "ungentlemanly" by anyone in any branch of the service.

I think your magazine is a wonderful asset to the rider and has done a great deal for the sport. It also keeps me up to date with what is happening in my home town, Minneapolis, Minn. Keep up the wonderful work.

Naval Air Cadet David Ross  
Pensacola, Fla.

Editor, CYCLE Magazine—

Dear Mr. Clymer:

I had my first ride on a T-100 about six months ago. Boy, they sure do get in your blood. I've been reading CYCLE for a year now and I am yet to find anything to gripe about. You are doing a fine job. Keep up the good work.

In your December issue in "Mail Pouch", there was a letter from Jim Michels of Pittsburgh, Pa. Please if you print this letter, include my address with my name. I was born in Pittsburgh and would like for him to write me.

I had the same trouble he did. My father hated motors and wouldn't even let me get near one, so I showed him an article in CYCLE, July 1954, "You're Safer on a Bike" by Bill Stern. Then I took him for a ride and that did it. I'll be a proud owner in February. Thanks a lot. Keep them coming.

Robert Collier  
Route 4, Box 283-K  
Corpus Christi, Tex.

Editor, CYCLE Magazine—

I am greatly interested in building a practical camp trailer or trailer house to be pulled short distances behind my 52 Harley Davidson "74". Have you plans available for such a project? I have heard that trailer houses to sleep two on short camping trips are being manufactured in Germany. What do you now about these?

Please send me all the information you have as to where to acquire plans or the finished trailer. (Not interested in side trailers as per December issue.)

Certainly enjoy your magazine. Please go stronger on the touring articles. I believe the interest in touring as opposed to too darn many event reports is greater than you think.

Duane Pierce  
10905 Mill Plain  
Vancouver, Washington

**Can any of our readers help Duane with his trailer problem? We will continue to have touring articles as we realize thousands of our readers are not especially interested in competition.**

—Ed.

Editor, CYCLE Magazine—

Dear Editor:

My name is Robert Parizeau and I live in Montreal, Canada. I am a member of the Metropolitan Panthers M.C. and I enjoy your publication very much.

This summer I am planning a trip to Mexico with a few friends of mine. I ride a 56 B.S.A. 500 single, and my two friends have a B.S.A. Shooting Star and a Golden Flash. We were wondering if you could give us a few pointers on which roads we should take. We would like to take the shortest possible to go and come back through New Orleans.

I am sure that we will hear from you in the near future. Thanking you in advance, I remain,

R. Parizeau  
580 Chabanel St. #3,  
Montreal, Canada

**Can any reader help Mr. Parizeau?**  
—Ed.

Editor, CYCLE Magazine—

Dear Sir:

CYCLE Magazine is tops—especially in the cold, long winter months. It keeps me in contact with a little of your Western activity. However, for the past 2 months, I haven't received your mag. It's not your fault though! I moved from a rural address into town. Those open mail boxes a block from the house are revealing some of the unknown motorcycle enthusiasts in the community. I don't mind others reading CYCLE, but since I am footing the bill, I would at least like to read it first. As it is now, I don't even get to read it.

Here is to another good year ahead for you." Keep up the revs!" Speed Austin  
Granite City, Ill.

Editor, CYCLE Magazine—

Dear Sir:

I am trying to teach my buddy how to ride a motorcycle and would appreciate it very much if you would send me a copy of, "Teach-A-Rider" Bulletin.

I enjoy your book very much and I am interested in buying another cycle very soon. Please send me any dealer addresses around the Anchorage, Alaska area. They would help. Thanking you again, I am

P.F.C. Joseph Romano  
Seattle, Wash.

Editor, CYCLE Magazine—

While reading "Mail Pouch" of December CYCLE issue, I have come to realize there are other service men in the same boat I am. I am to believe that if we service men would only realize that bikes and service bases will only go so far together the better off we will all be.

You are doing a wonderful job of "road testing." More especially on "ring-dings." How's about the bigger machines like Ariel Square Four or/and Vincent Rapid and Black Shadows? The 1954 Ariel Square Four was road tested in March 1955 by CYCLE MAGAZINE, but there have been many major changes since then.

I enjoyed the story "Camino Del Diablo," by George E. Hays. Let's have more of these!

Sergeant Rod Baldwin  
Marine Corps Air Station  
Kaneone, Hawaii

**We can't tell all models of all makes —just too many! Vincents are out—no longer available. More tests on larger machines soon.—Ed.**

Editor, CYCLE Magazine—

Dear Sir:

I have been a reader of CYCLE for about four years and have all copies since September 1953. I think your magazine is the best in the motor field.

I am stationed in Tokyo; been here since 53, and riding motors all the time. I am Road Lieutenant for the All Japan Motorcycle Club and president of the Toyko Tigers Motor Club.

My CYCLE MAGAZINE takes a beating here. All my Japanese friends come and go through them over and over.

I am riding a 56 Triumph TR-6 and a Matchless 54, 500 cc. now.

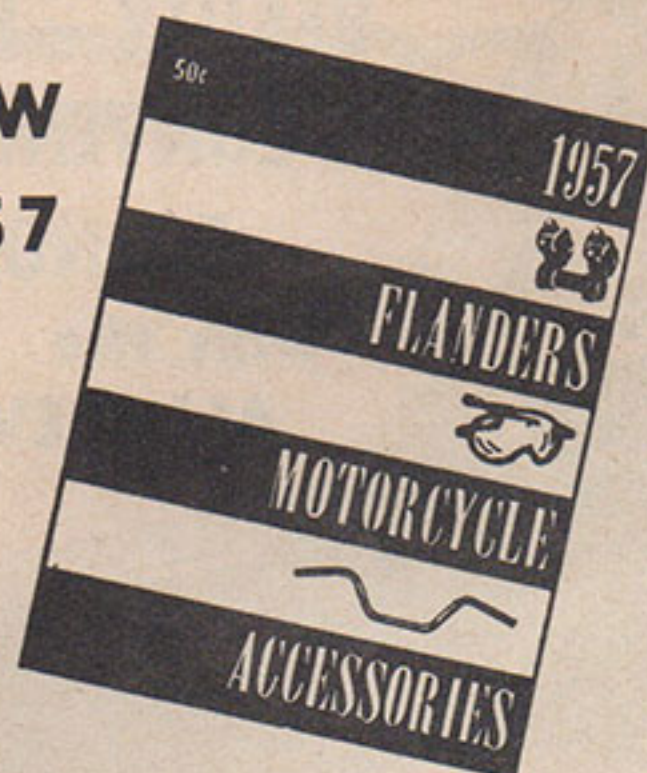
We have quite a few field meets and road runs in the all Japan Motor Club. Thank you so much for such a wonderful magazine.

SP-3 MARVIN D. HEATH  
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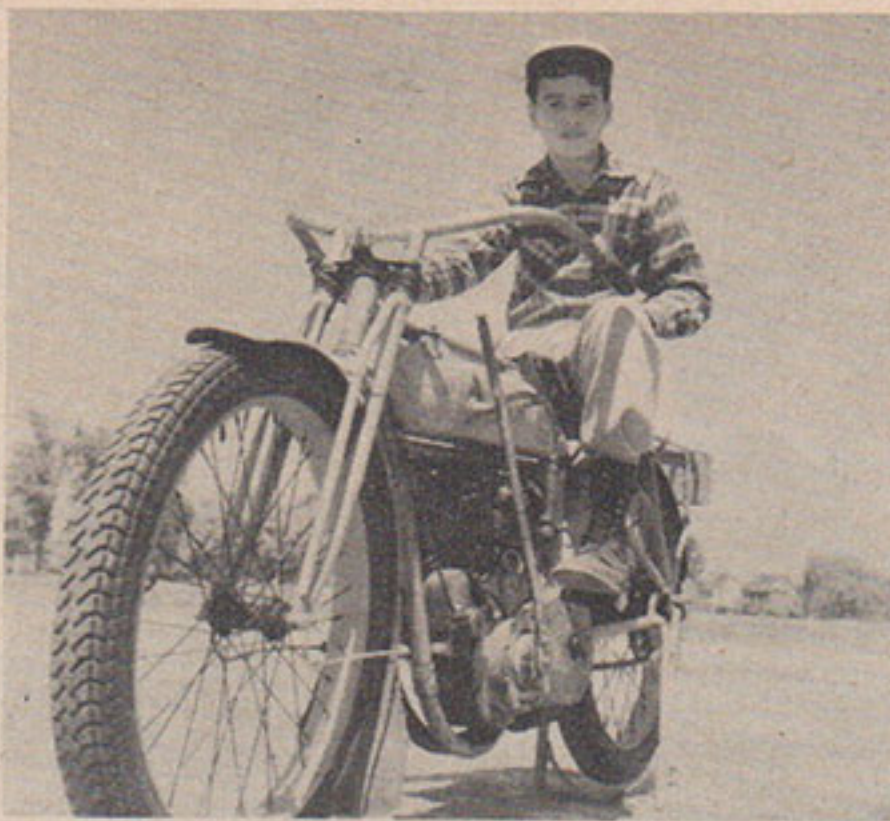
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## The "Flying Merkel" was once a famous name

The rider on the 1914 "Flying Merkel" is 14 year old Michael, son of Emmett Moore, Advertising Manager of BSA Incorporated of Nutley, N. J. Even at his young age Michael is an enthusiastic motorcyclist and he enjoys riding modern machines as well as old Merkel.

Merkel was once a famous name in motorcycle circles, first because it was considered one of the best of the early day makes, and also because it was one of the few motorcycles having a spring frame and ball bearings in the engine prior to 1915.

It also had telescopic forks, a Bosch magneto, and Merkel manufactured a 30.50 cu. in. 4 h.p. single, and a 61. cu. in. 7 h.p. twin.

The first Merkmels had a V-belt for transmission and for a time either chain or belt drive was offered. The last models manufactured were chain driven.

## Wink Butz Benefit Scrambles

The Long Island Sport Riders M. C. recently promoted a successful scrambles for the benefit of their fellow club member Wink Butz, who was injured while riding the Sept. 1956 Langhorne Races. Ninety entries were received and it looked almost like another "Northeastern States Championship Scrambles."

The sunshine and rather warm day for February thawed the ground and the track turned to Mud. Riders and track became a mass (mess) of that Oozie Brown Stuff. Nevertheless the riders' enthusiasm wasn't dampened and the spectators were treated to some fine racing.

The bantam weight class was easily won by Don Pink of Crotona M. C., who had a considerable lead the entire race. G. Burbacker of South Shore M. C. won the lite weight class. Woofie Furlong also of South Shore M. C. won the medium weight class. Don Gore of Hartford, Conn. won the lite heavy weight class and also won the Langhorne Speedway Trophy for the fastest time of the day.

The Long Island Sport Riders wish to thank the many riders and spectators who kindly donated the \$100. for Harold Wallman of the Jersey Sport Riders M.C. Harold unfortunately received a broken leg during practice and spent 2 days in the hospital.



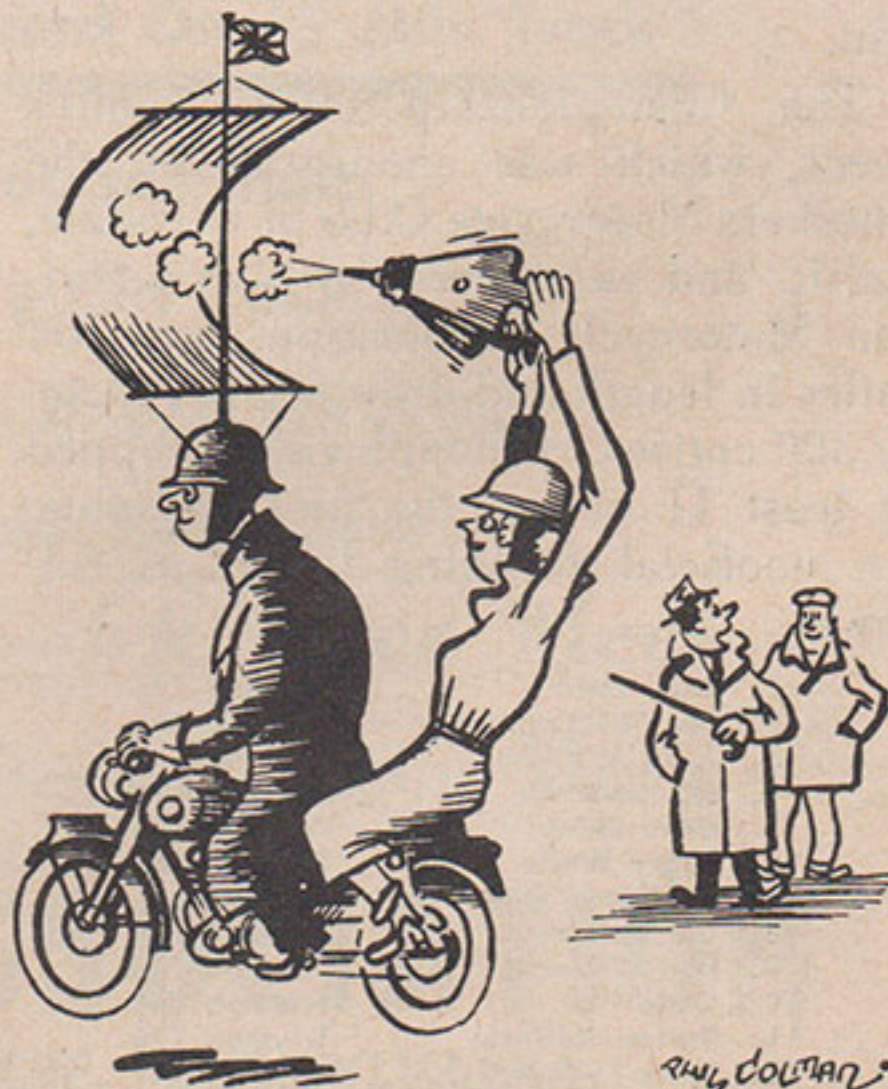
Secretary checking the Precision Conversion Factor Chart for her boss.

## FREE . . . Wall Chart of Conversion Factors

A reference Table for Engineers and other Executives in Wall Chart form has been published by Precision Equipment Co. This Conversion Chart is amazingly useful for engineers, shop men and other executives.

Included are common conversions such as inches to centimeters or watts to H.P. as well as many conversions that are difficult to locate in reference manuals. (Some such examples are atmospheres to Kgs/sq. cm, cm/sec to miles/hr, cu ft. to liters, microns to meters, quintal to lbs., etc., etc.)

For your free Wall Chart of Conversion Factors, write Precision Equipment Co., 3716 N. Milwaukee Ave., Chicago 41, Illinois. ★



"Claims he's getting 400 m.p.g. like that"





### JOE BERLINER GETS 20 YEAR ZUNDAPP FRANCHISE

Mr. Joe Berliner of New York City is a widely known personality at the Zundapp factory in Germany. He now heads the Berliner Motor Corp., successors to the International Motorcycle Co.

Shown above is Mr. Berliner (second from right) receiving the 20 year contract for U.S. Zundapp products distribution from General Manager Faulmuller. Witnesses are — Export Manager Hanns Mertin and Assistant for North American Export Heinrich Eichele.

## "Flash"

### Buck Smith Wins National Championship Cross Country on Triumph

Buck Smith, riding a 1957 Triumph TR6, was victorious in the National Championship Hare and Hound held in the desert near Mojave, California, March 24. Smith rode a well thought out race and managed the win despite the fact he became lost during one section and fell back as far as fifth spot.

Al Colley on an Ariel Single was in first spot going into the last section and shared the lead with Charles Hockie, Triumph TR6, from time to time. Both, however, had difficulties and Smith came on in for a much deserved win.

The Championship cross country event, which was sponsored by the Checkers Motorcycle Club of Glendale, Calif., and sanctioned by the American Motorcycle Association, was 164 miles in length and drew approximately 300 entries. Triumph riders copped at least 11 out of the first 13 spots. An unofficial finishing list is as follows:

1. Buck Smith	Triumph TR6
2. Lee Strickland	Triumph TR6
3. J. D. Williams	AJS
4. Jim Swatzel	Triumph TR6
5. Dave Ekins	Triumph TR6
6. Roger White	Triumph TR6
7. T. Wayne Harris Jr.	Matchless
8. Cal Bottom	Triumph TR6
9. Don Werman	Triumph TR6
10. Gene Fox	Triumph TR6
11. Dalton Holliday	Triumph TR6
12. Steve Lydecker	Triumph TR6
13. Gordon Simmons	Triumph TR6
14. H. W. Nickholson	Ariel
15. Cal Brown	Ariel



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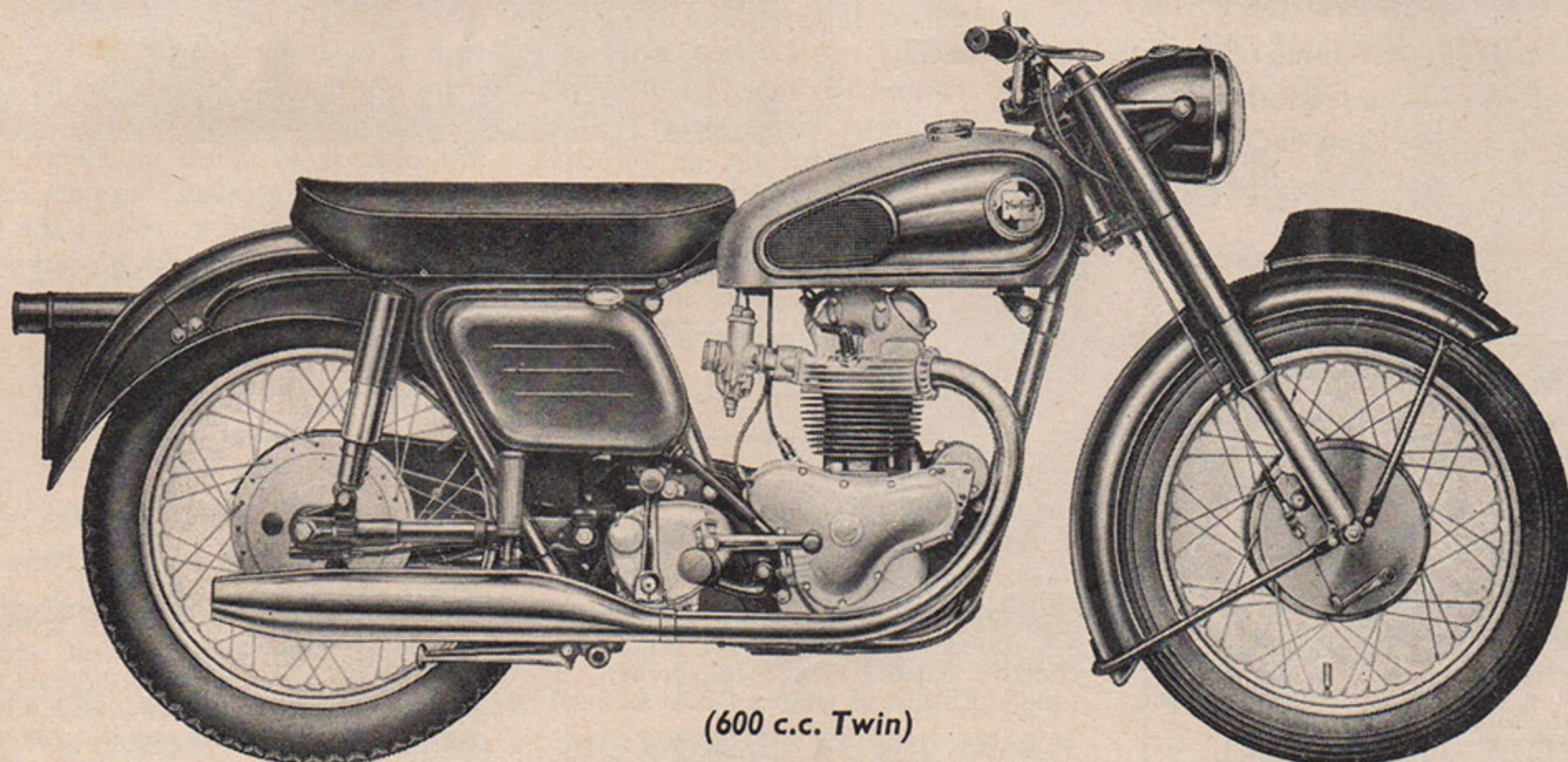
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## HINTS and TIPS from ENGLAND

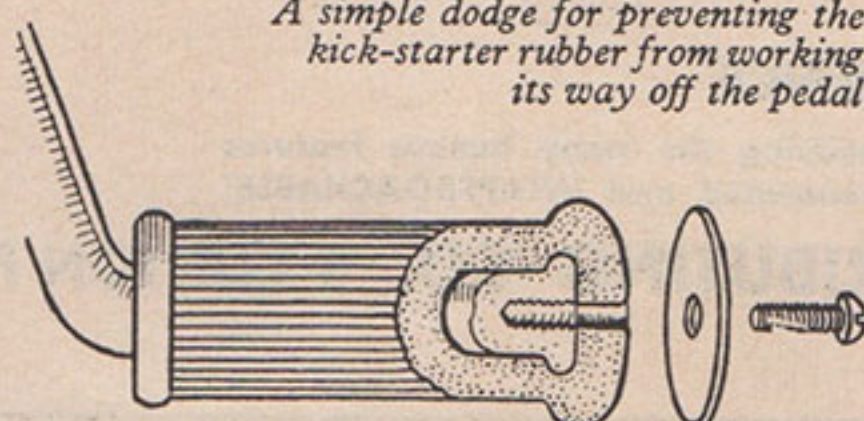
In a recent issue of The Motor Cycle we noted two interesting suggestions contributed by two British writers.

R. S. Marshall states that "After losing numerous kick-starter rubbers from my A10 I hit on an effective scheme to end the bother. I simply drilled and tapped 4 B.A. an axial hole in the end of the kick-starter pedal, placed a 1/2 in. washer on a 4 B.A. screw and screwed it home. There has been no further trouble.

### KICK-STARTER RUBBER

Securely Held by a Screw and Washer

AFTER losing numerous kick-starter rubbers from my A10 I hit on an effective scheme to end the bother. I simply drilled and tapped 4 B.A. an axial



*A simple dodge for preventing the kick-starter rubber from working its way off the pedal*

hole in the end of the kick-starter pedal, placed a 1/2 in washer on a 4 B.A. screw and screwed it home. There has been no further trouble.

R. S. MARSHALL.

Basingstoke, Hants.

### SOUTH AFRICA ACTIVITIES

The Pat Fairfield Races held at the Roy Hesketh Circuit, Pietermaritzburg, on January 20, 1957.

#### 250 c.c. Scratch Race

1st J. H. Stander.....250 c.c. Velocette  
2nd P. Driver.....250 c.c. Velocette

#### 500 c.c. Scratch Race

1st G. Duke.....493 c.c. Gilera  
2nd B. Castellani.....500 c.c. Norton  
3rd J. Edwards.....500 c.c. Norton

#### 350 c.c. Scratch Race

1st D. V. Chadwick..348 c.c. Norton  
2nd K. Robus.....350 c.c. A.J.S.  
3rd J. Redman.....348 c.c. A.J.S.

#### Sidecar Handicap

1st G. Humby.....500 c.c. Norton  
2nd P. de Vos.....500 c.c. Triumph  
3rd W. Hill.....500 c.c. A.J.S.

#### Centenary Handicap

1st G. Duke.....493 c.c. Gilera  
2nd B. Castellani.....500 c.c. Norton  
3rd G. Burgess.....250 c.c. B.S.A.

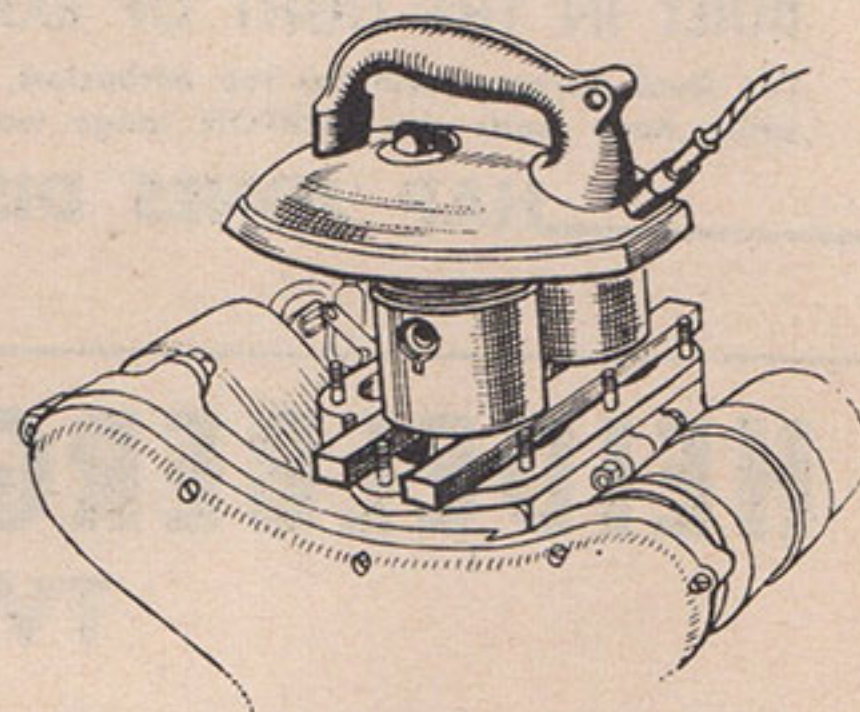
T. L. Davis offers a unique method of removing the piston pin (our British cousins call them gudgeon pins). His article with an illustration appears below:

"Gudgeon-pin withdrawal is sometimes difficult unless the piston is first expanded by being warmed. On my twin I have hit on an easier scheme than heating the pistons by swathing it with rags soaked in boiling water. My plan is to stand an electric iron on the piston crowns. Support for the pistons is obtained by resting the skirts on two pieces of wood placed across the crankcase mouth fore and aft of the connecting rods. ★

### GUDGEON-PIN REMOVAL

Easy Method of Warming the Pistons

GUDGEON-PIN withdrawal is sometimes difficult unless the piston is first expanded by being warmed. On my twin I have hit on an easier scheme than heating the piston by swathing it with rags soaked in boiling water. My plan



*Heating a piston with an electric iron to facilitate gudgeon-pin removal*

is to stand an electric iron on the piston crowns. Support for the pistons is obtained by resting the skirts on two pieces of wood placed across the crankcase mouth fore and aft of the connecting rods.

T. L. DAVIS.

Pontefract, Yorks.

### BSA RIDERS WIN AT SONORA

SONORA, CALIF.—Twenty riders competed in the recent Sonora Motorcycle Club Hare and Hound, and the course was over a 50 mile route consisting of snow, mud, and dirt. This event proved to be a real challenge for man and machine as fifteen miles of the course was run through snow and the balance over fire trails and mud. ★

#### Overall Results, All Sizes

Bill Tillery—BSA Gold Star.....1st  
Phil Erickson—BSA Catalina.....2nd  
Jorgie Jorgenson—BSA Catalina....3rd  
Bill Clausen—BSA Clipper.....5th



# BEST DAYTONA EVER!

JOE LEONARD ON H-D WINS 200  
TITLE AND KENNY BROWN ON  
BSA WINS 100 MILE CROWN

PHOTOS BY  
JACK MERCER & JOHN VON



## RECORD WEEK AT DAYTONA! BIG CROWDS — BIG SPEEDS — BIG DOINGS AT THE BEACH

Dear Floyd:

I'm writing this story in letter form for a change.

This year's Daytona will go on the books as one of the finest on record. While the weather could have been warmer--and a few showers fell through the week--both races were held, and that is the important thing.

Following "Cycle's" instructions, I tried to cover as many of the various clubmen events as possible, starting the week with the Drag Races at the abandoned Tomoka Airport a favorite plug-testing spot for many of the beach racers.

The drags sure "dragged," and there were many complaints from experienced men on the ragged conduct, but I guess the only suggestion to offer is that the critics join those trying to put these sporting events over and maybe things will improve. As usual, the "outlaw" drags, run on an adjoining airstrip without benefit of a timer, and the boys flying off at the toss of a T shirt, were the more interesting of the two divisions to watch. There was a slight misunderstanding between Jack Kulan's entry, Allen Bielling, being classified as an "alky burner" because of a tiny tank fitted, and Allen clocked 109.75 on what he and Jack swears was petrol. However, Allen did not get the award for his spin down the straightaway, and Kulan rushed around trying to get satisfaction--without any luck. A day later Kulan came back from his shop in Jacksonville with a big roll of greenbacks, hoping to flush the fastest Harley, the A.M.A., and whoever else wished to bet. In the excitement of the Riders Meeting, where Jack had gone for Justice, he dropped his wallet--and good bye to five hundred and some add bucks

"Press Pass, Press Pass, who's got the Press Passes," was played again this year, and some of the accredited writers and photographers had to beg their way into the race course because of the poor handling of this important task. Why the A.M.A. doesn't leave this matter to the Union sponsoring the race, and handle it as NASCAR use to (Passes ready with the Union Secy. only to those with proper credentials) remains a mystery, but somehow we all got our magical Press Passes before the races got under way.

With the Tuesday drags part of history, we rushed out to the sand dunes of the City Dump for Wednesday's Hillclimb. Got fooled by this event going off on time, and by the time we arrived the Scrambles were getting under way. We learned that Hillclimb Champ Everett Wright had been successful in defending his title, and were surprised to hear that over 100 riders had knocked themselves and their machines against the sand wall that is called a hillclimb at Daytona, and only two had gotten over the knee-deep thing!

The Scrambles were really something super and a large crowd got some kicks out of al-

(Continued on page 12)



most every heat and final. We were lucky to get a good photo of our old friend, Leroy Winters, winning the Bantamweight Final in the closing lap of the race, for Leroy also won the following day's Endurance Run, which time did not permit us to observe.

There were some real smoking Pucketthead Harley two strokes in these lightweight scrambles, and the fumes from their fuel would bring tears to the eyes of anyone behind the leader.

We got a laugh out of Bud Ekins taking a spill and failing to qualify, for Bud's practice time was faster than some of the big bikes. A long way to drive to take a broadie but Bud is a good sport and said he'd come back next year. We wonder how many Easterners intend riding the Big Bear with Bud?

Must not forget to mention what a good showing was made in the Scrambles by the Toledo Travelers members, with Frank (Jack Pine Winner a few years back) Piasecki taking the 500cc class on an Indian, and Jack Middaugh winning the Lightheavy with a Triumph.

As mentioned, we missed the Reliability Run, but understand Leroy Winters did a good job in coming out on top of 116 entrants, being closely pushed by the cream of country's enduro riders.

We also missed the social life of the Dressed Parade as well as the Field Meet and you can imagine that Daytona Week is a busy thing with all this variation! Friday dawned clear and bright, and we got to the North Turn just in time to see Breedlove get tossed from his Harley, but after a short rest on a stretcher, he got up and resumed practice, and was able to qualify.

The crowd who had paid 50c to watch Practice from the North Grandstand, missed the actual fun of the race through the timed trap on the Beach near the mid-point of the course, for the course was closed once the racers started making passes against Hank Miller's Clock. You can almost guess what handful will dominate the races from the speeds turned in but in the case of the 100 Mile, Winner, Kenny Brown, we all got fooled, for Kenny had to start way back in the crowd.

Each night we paid our respects to the International Motorcycle Show at Daytona's Armory, and enjoyed seeing such a novel array of new motors. It is too bad that Harley continues to boycott this show, holding a display of his own on The Peninsula, for there was plenty of room in the Armory. However, it is good to see Sears-Roebuck, Indian, Triumph BSA, Ariel, Zundapp, B.M.W., N.S.U., A.J.S.-Matchless and many other makes as well as accessory and helmet manufacturers willing to display co-operatively, for the riders really enjoy having everything under one roof for the purposes of comparing, as well as a central meeting place.

Harley-Davidson as in years past held an interesting show of their own in downtown (beach side) of the city. Cut-a-ways and latest models were shown.

#### 100 Mile Race

A perfect Florida Day and a perfect Daytona Start put the whole Class B field on the Beach with one simple wave of the flag! Into the North Turn came Bill Holcomb of California on his K Model Harley, and, by some magic, closely pursued by a neighboring Californian, Kenny Brown, BSA, the guy who got stuck in the back row at starting time

First rider to taste Daytona's sand was Vince Monastero of Burlington, N.J., but he got up and motored on.

Only one rider took a dive during the entire race through the South Turn, Kenneth Plain, Triumph, Richmond, Calif., and Ken was lucky enough to get off with just a dusting from the slippery corner. Less lucky was Don Keith of Lisle, Ill., who dove and rolled his Coventry Twin out near the water's edge, He, too, came out O.K. after a brief trip to the hospital.

The race settled down to a real give-and-take between the two leaders--Holcomb and Brown, and the bikes seemed matched for speed. However, it soon became yard-by-yard behind Kenny Brown's barking B.S.A. single.

The blistering pace, obviously faster than any B race before, was credited to a good beach and an improved back stretch, with neither corner presenting any puzzling problems to solve, although the exit from the South Turn quickly got cut up. At the mid-point it looked as if #19, Frank Buzzard of Texas should be among the top four, for Frank was making like Tex Luce on the corners, going down on one knee on several occasions. However, this sort of hard driving is murder on an engine, as it never gets

(Continued on page 13)



that few moments of relative slowness on the corners to cool off, and none of us were surprised when Frank's Tiger quit in the North Corner.

Only one or two more spills marred the race, and Bill Lane, BSA, Janesville, Wis., suffered some lacerations of his handsome face when he slipped on the blacktop. A new record for the B riders was made as Kenny Brown got the checkered flag, and probably no one in the audience was happier with the 93.87 M.P.H. pace than the K.L.G. Spark Plug Rep., Densmore Ross.

### 200 Mile Race

An overcast day...some cross winds and a smell of rain made this a real Tri-X day, but as race time approached the clouds shifted to let the sun take a peak at the Beach, and we all settled back for what would obviously be a race with new record speeds. Just before the gun went off, the U.S. Navy sent over their hot handful of jet fliers, "The Blue Angels," just to show us what real speed was like, and as these fly-boys flipped around the air at 600 M.P.H. or so, the spectators shot away half their film trying to catch a very difficult picture.

Promptly on time about 100 Experts took off in another beautiful start! The beach was narrow and a bit wet, and in some spots rolling mounds caused trouble to those who hugged the land-slide, but BSA's hope, Al Gunter, out on bail from a misunderstanding with the Law over practicing on a Public Road (Does anyone know where a "legal" spot exists in Daytona for practice?) took off like the Sheriff was still after him, and rounded the North Turn a machine's length ahead of Joe Leonard, Harley Davidson's fastest qualifier. Also pressing hard in the opening pack came Mike Dottley, Triumph, Everett Brashear, K, Eddie Kretz, Jr., and Jimmie Phillips.

Shortly after the Fast Ones had passed came a quick spill for one of the few Velocettes entered, when Emil Reinhard went over the bars, and eventually decided his bike was beyond quick repair, and so ended his two mile ride!

A report came that a bad-looking three-way spill on the Beach, at its mid-point, had taken the Canadian, Gerold Roberts out of the race, along with Harley rider Lloyd Mann and one other rider. According to various witnesses, both on the track and from the side-lines, it seemed that Roberts, riding the humps close to the high tide mark, had gotten a bad speed wobble and gone down in a spinning roll. Although at least six riders followed closely, only two spilled with the Canadian Ace,-- a boy who has ridden the Isle of Man and several other European classics. Of the fallen threesome, only Roberts was seriously injured and when "Cycle's" reporter left Daytona on the Tuesday after the race, Roberts was still in critical condition. Unfortunately, Roberts was wearing one of the old-style compressed fibre helmets, and he received head injuries. We understand that later, improved helmet designs will now make this fibre-type head protection illegal in future races.

The 200 seemed to follow the pattern of the B race, with two riders setting their own sizzling pace and running off from the field, with Gunter leading for 10 laps, then Joe seizing the reins to let Al know he was in for a real scrap, and so it went--the hot little BSA Popper against its much larger challenger.

Al's lead extended when Joe pulled in for the one refill permitted all riders of the 200, and the loud speaker roared out something about a "record making 17 second pit stop for Leonard." Gunter pulled in for his gas, and, while his pit stop was a slow average, his pit crew failed to follow up their push-off, and, as they turned back to the pits, Gunter's bike stalled! The lost 30 seconds will probably be the most expensive in Al Gunter's life, for, with the terrific pace being set by Joe, both on the straights and in the corners, it was virtually impossible for Gunter to close the gap. Gunter's cornering became a bit erratic as he tried to find an extra second or so per lap, but he gained nothing; in fact, Leonard's smooth riding began to stretch the already safe lead, and the end could almost be bet upon from Lap #25 to the finish.

While there were a number of hot Beezas up in the Top Ten, two Harleys held 3rd and 4th almost to Lap #40--Carroll Resweber and Jack Gholson, but both Ks tossed their cookies before the final ten laps, and Gene Thiessen, but Gene was almost 2 minutes behind the leaders.

And, finally the flag fell for Leonard and Gunter, and Mike Dottley squeezed by McDermott for 4th spot in the final turn...Bobby Stillwell ran out of motive power within sight of Jim Davis, and pushed to 14th place.

A new record was set, and the 1st three men home had surpassed Brad Andres' old record. Joe pushed the speed almost to the century mark at 98.52 M.P.H., an amazing performance.

--Jack Mercer



**SERIOUS CONTENDER.** Blaine Burchfield broadslides his very potent little Puckett-Harley Davidson into a well-earned third spot in the Bantam-Weight final.

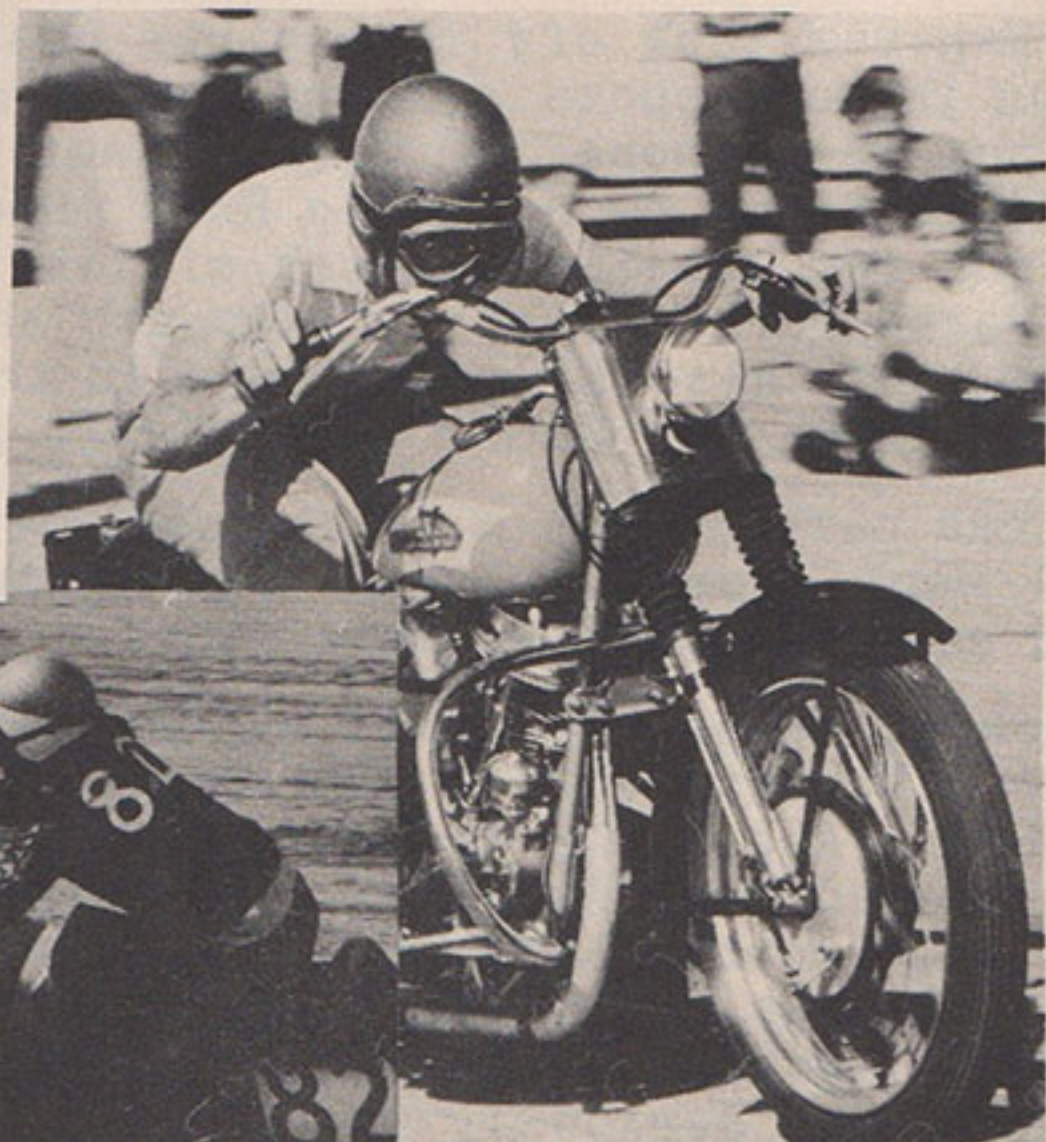


# DAYTONA HIGHLIGHTS

**JACK PINE STYLE.** Leroy Winters, first lightweight rider ever to win the 500 Mile Jack Pine, shows how he masters sand—Florida or Michigan variety—by winning the Bantamweight Final. Leroy also won the Reliability Run on the following day against 115 entrants!



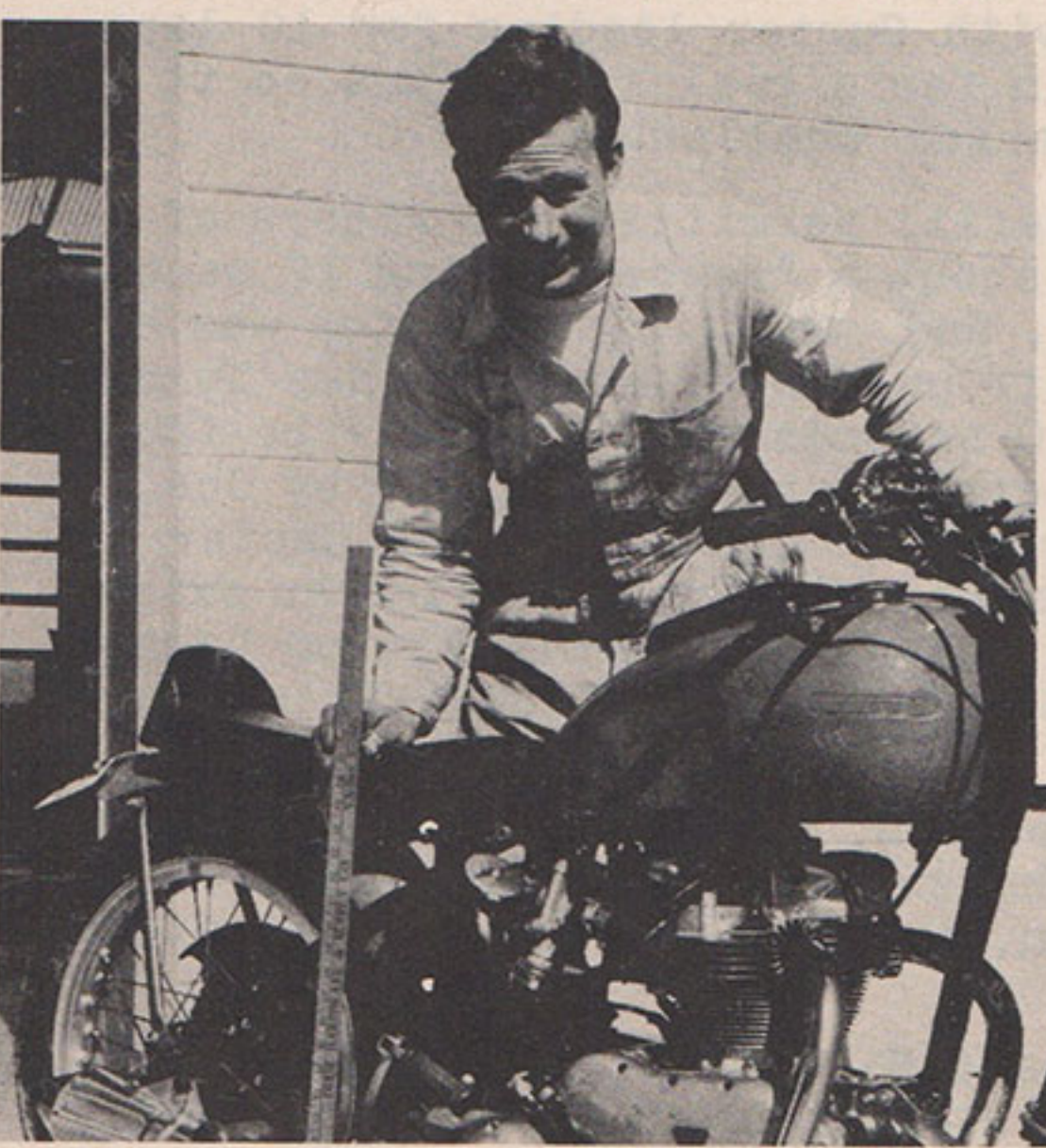
**WHO IS THIS RIDER?** Although "Cycle" has a supposedly-complete list of drag entrants at Daytona, we do not see #40, on this shiney Harley, listed.



**TRAVELING SALESMAN.** Dick McDougall, traveler for Triumph, makes like Liberace on the clutch as he takes off in Tuesday's drag races.



**CLOSE FRIENDS.** Walt Fulton, #14, doesn't know Eddie Fisher, #82, is nudging his rear wheel, but these Experts get used to this sort of crowded riding. Fisher had announced his retirement, but, playing with his kid brother's racer caused him to take one more ride at Daytona, hence his new No., from #42 to #82.



**LESSEN WIND RESISTANCE**—Cliff Guild holds the yardstick at the 27" mark on Mike Dottley's saddle. Cliff built the engines on the first two Triumphs home—Mike Dottley, who made it fourth, and Richard Clark, who came in 16th.



**SERIOUS GUY.** Jack Midgough of Toledo has reason to look serious, for right behind him are four hot Harley KHK models, all wanting to win the same cup which Jack eventually captured in the final Light Heavyweight Scrambles event.



**LIGHTWEIGHT SCRAP.** Jim White, Zundapp, leads Dick McDougall, Triumph, in the 3rd Heat of the big card in Wednesday's Scrambles. White won the Final.

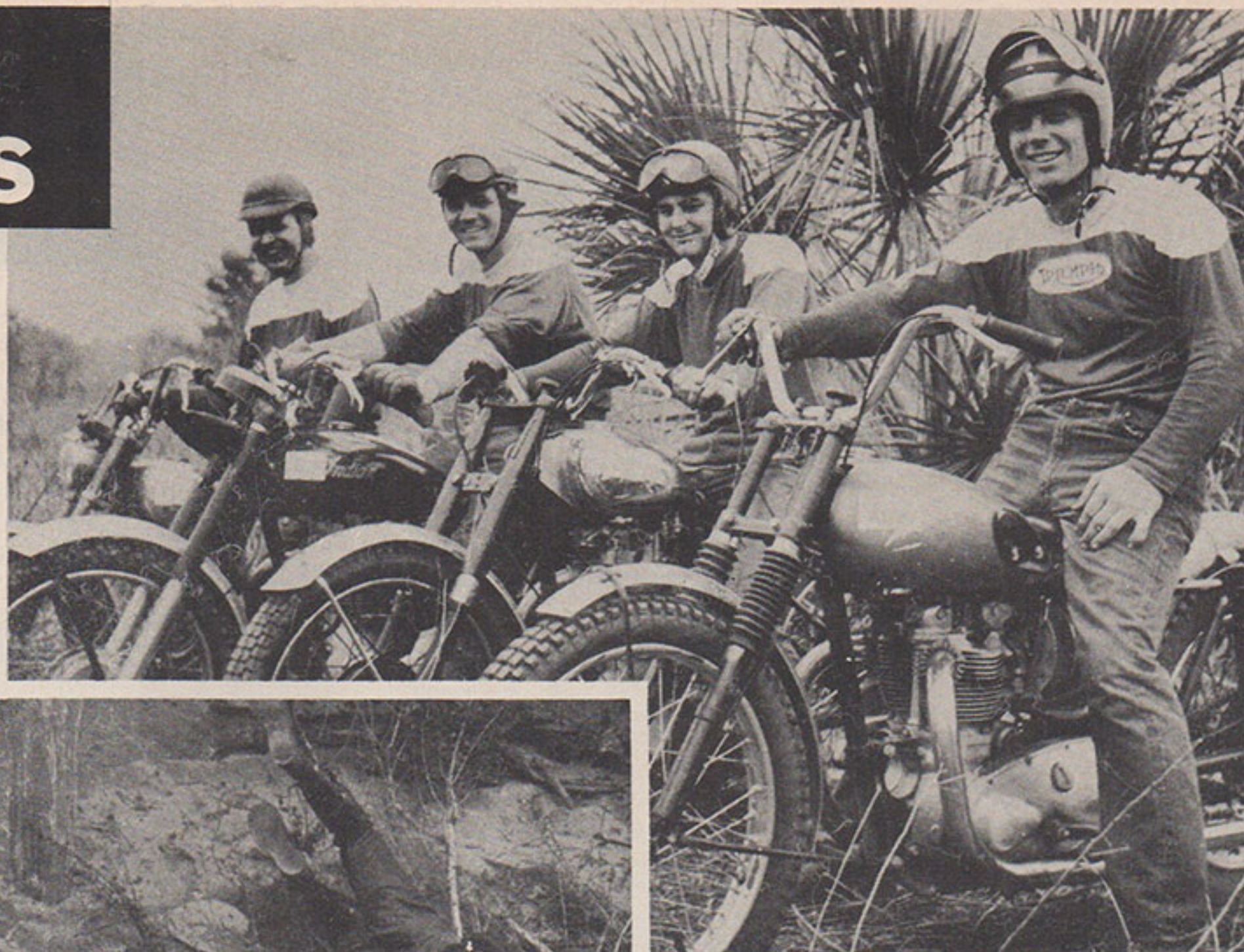
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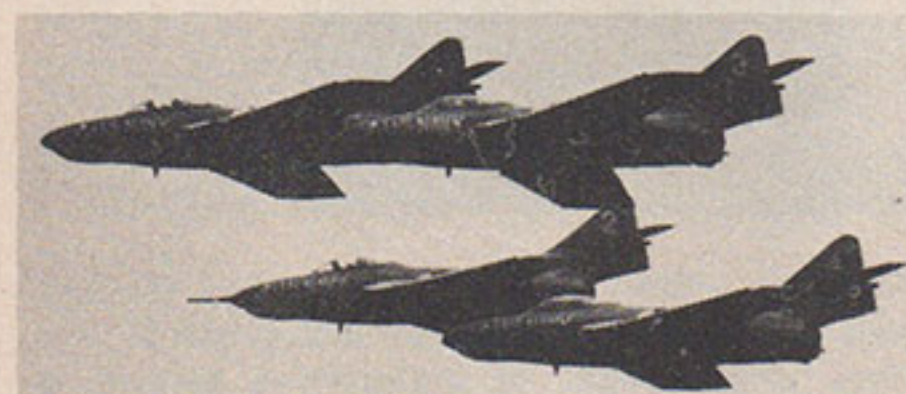
# DAYTONA HIGHLIGHTS

(Continued from page 14)

**SHOULDER ROLL.** John Weigold came all the way to Daytona from Old Greenwich, Conn., to participate in the Lightweight Scrambles. He took an early lead, and even headed Big Bear Winner "Bud" Ekins in the 1st lap, when he flipped his cookies in the Sand Trap, and was forced to retire. The Sears-Puch is a fine little motorcycle for this kind of work, and we can expect to see more of them in future club events of this sort.



**TOLEDO WRECKING CREW.** Four of the 20 Toledo club members who came to Daytona, almost all entering some form of club competition. Left to Right: L. Russell, Dot; Frank Piasecki, Indian, winner of Mediumweight Final; T. Moser, BSA; and Jack Middaugh, Triumph, winner of Light-heavy Final.



**HOT QUARTET.** Four "Blue Angels" speed up the beach.



**Mercer and the Streamliner.** This covering was brought back from England by Ser. Mgr. Rod Coates, and attracted a lot of favorable comment at Daytona. Mercer, snap-shooter for "Cycle," uses two Leica M-3s for all photos.



**REAL SPEED.** Preliminary to the 200 Miler was an exhibition of the Navy's "Blue Angels," six Grumman jets doing tricks at sea level at near-supersonic speeds. Here, Vern Gardner, Oakland, and his pit men take pix.



**CALIFORNIA BLACKSMITH.** "Bud" Ekins was a Daytona visitor, and participated in the Lightweight Scrambles, where an early spill kept him out of the finals. Here, Bud gets fitted with a new boot by another Californian, Ken Malley.



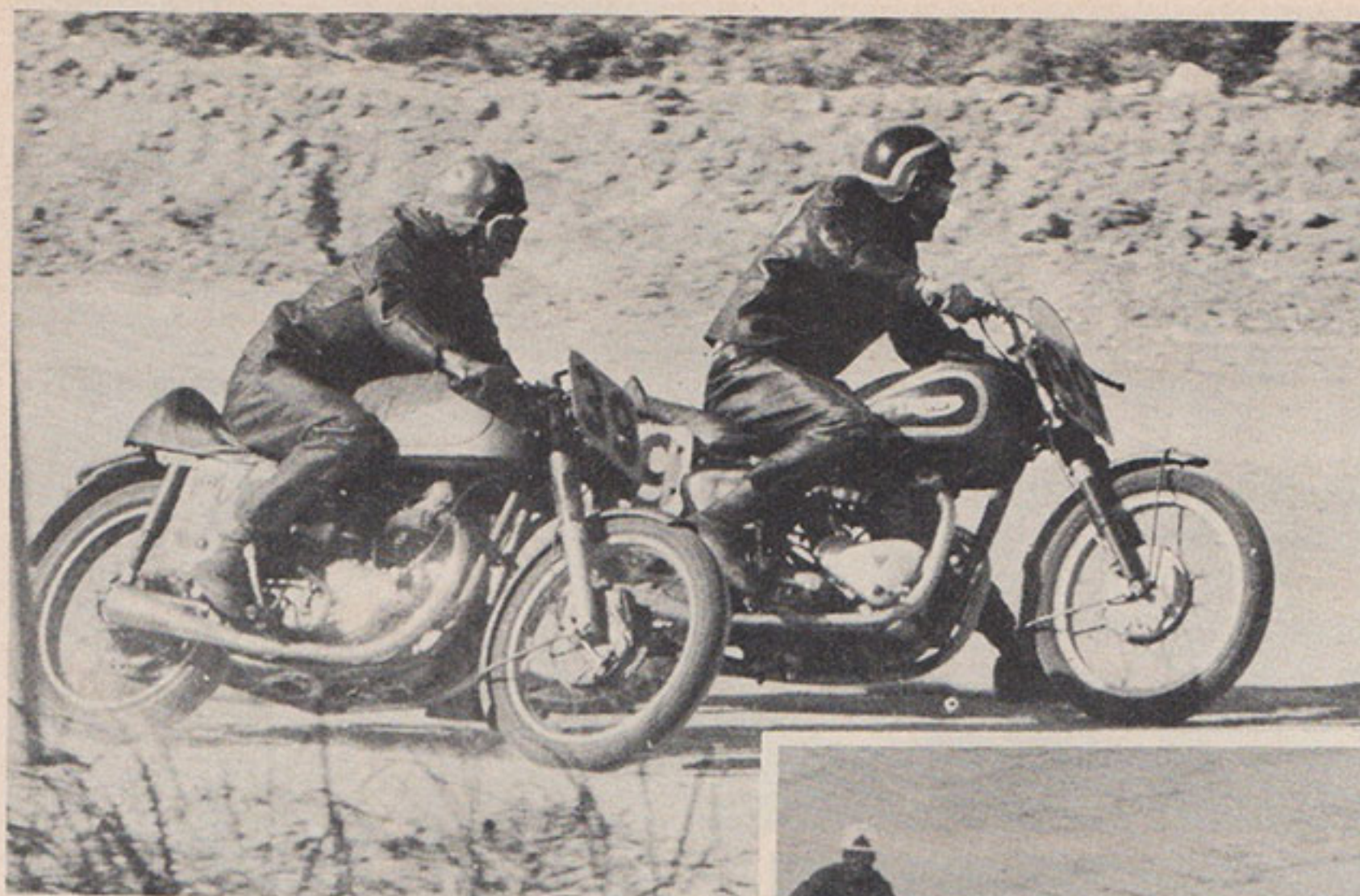
**CROWDED COMPANY.** Duane Worden, #37; Jerry Callen, #12; and Chuck Silverthorn, #62, and four other eager jockies come out of the North Turn, as a large crowd in the stand watches the action.

(Continued on page 16)



# DAYTONA HIGHLIGHTS

(Continued from page 15)



♦ **SOUTH TURN DUET.** Joe Longo, Redwood City, California, Norton Twin rider, races wheel-to-wheel with Mike Davis, Triumph, of Santa Monica, California, in the South Turn entry. These boys finished 12th and 13th, and ran this way most of the race — neighbors all the way.

♦ **BACK IN BUSINESS.** Bates Molyneux, who won last year's Daytona 100, then got smashed up in Springfield's 25 Miler, shows his reflexes are still fresh, as he leads Beckman, #55; Don Byers, #61; Langhorne's 25 Mile Winner Wolfe, Jr., #23, racing at Daytona for the first time; and Bobbie Hill, #77, in the foreground.



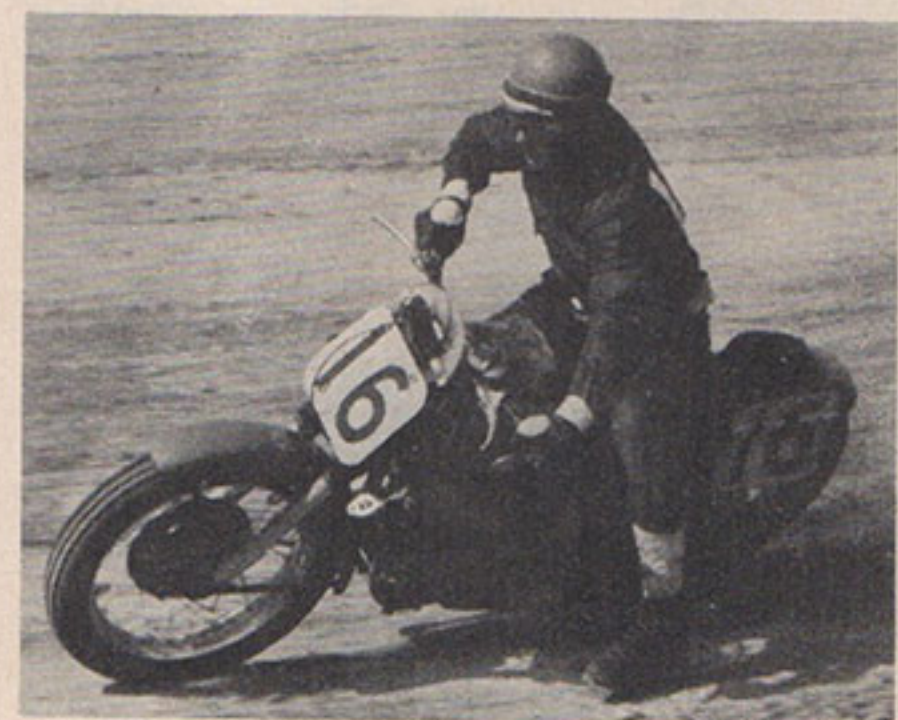
"Cycle's" official motorcycle with its streamlined shell may well be an indication of the future development of motorcycles toward a two-wheeled car shape, and the Baltimore group don't intend to be caught napping. Service Manager Rod Coates rode the machine the 1,000 miles home to Baltimore, and pronounced the job very satisfactory for road work, despite a loss of head lock for low speed work. The test job was spilled twice, accidentally, in Daytona's sand, with sufficient force to bend a foot spud, yet the fibre-glass shell was undamaged, having considerable pliancy.



♦ **THE CHECKERED FLAG FOR JOE ONLY.** Flagman Jim Davis throws the Finish Flag as Joe Leonard almost laps Warren Wolfe, BSA, #23, at the end of the fastest 200 Miles ever run at Daytona.



♦ **DEEP RUTTED SAND TRAP.** The exciting straight of Wednesday's Scrambles was this deep sand trap, full of bumps and grief for some of the riders. The Scrambles was the favorite club activity, eclipsing the Hill Climb for popularity.



♦ **FLYING IN THE CORNERS.** Tommy Morris, #16, did the fastest job of any rider in the corners, but his failure to let his engine cool cost him a sure place in the top half dozen, and he blew before the race had ended. It's too bad that some special award isn't available to fellows like Morris, for their wild cornering is what the crowd comes to see.

(Continued on page 18)



# DAYTONA IMPRESSIONS

By JOHN F. "RED" PHILLIPS

In the quiet surroundings of Ellinor Village, during the week immediately following the twentieth running of the American Motorcycle Association's 100 and 200-mile Class B and Class A motorcycle championships on Daytona's famous beach and road course, to me comes the mental review of having attended and reported the past ten consecutive events and the final thought that this one was the greatest.

It was the greatest because it was probably the finest equalizer of all that I have seen for it seemed to take off the terrific caste system of brand names and put it back on far more of an individual basis and at the same time left a great feeling of the success of combined individual effort from all angles.

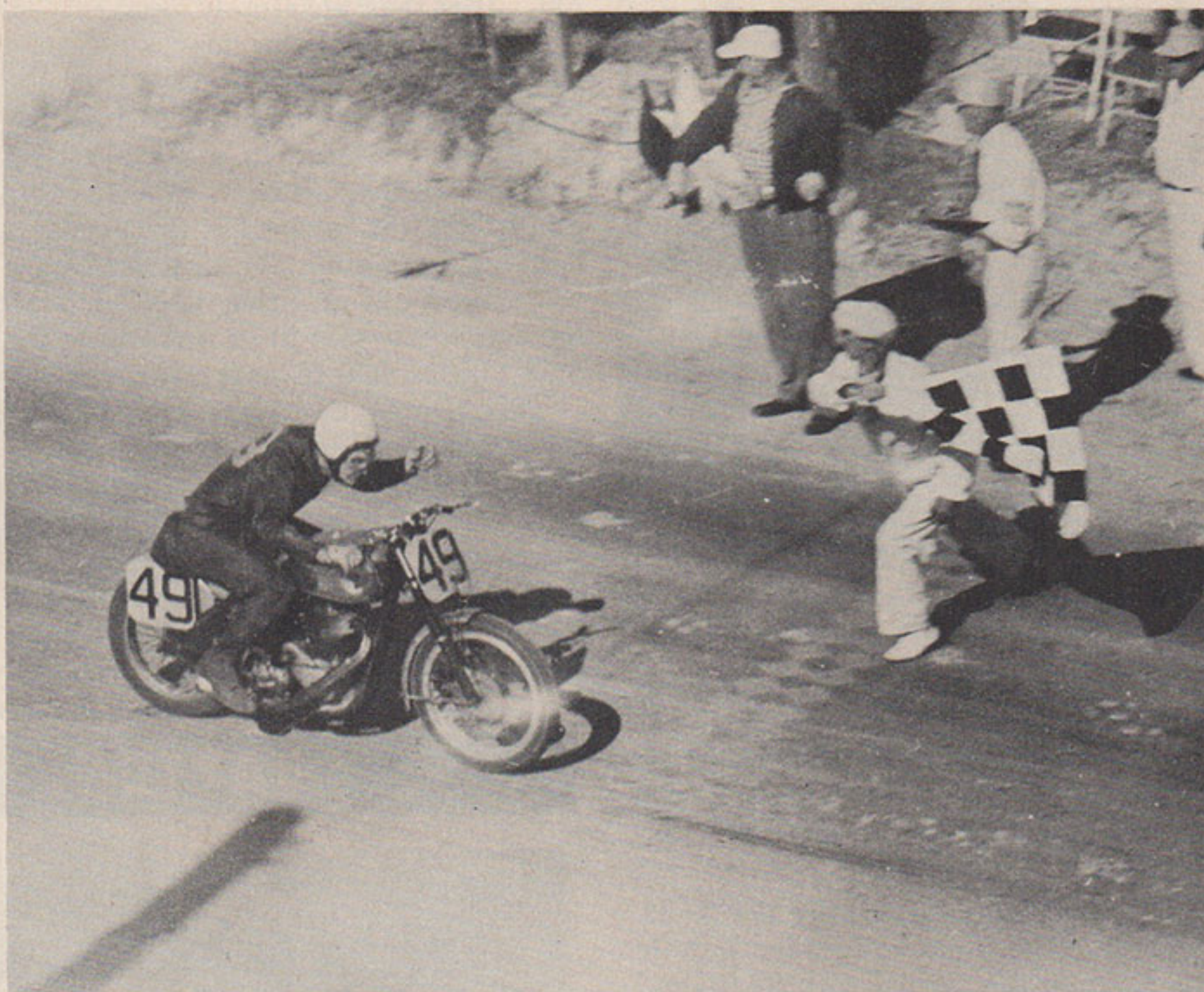
First of all the riders, all seemed to have a greater spirit of friendliness toward one another. It first showed at the completion of the 100-mile amateur event on Saturday when Kenny Brown, Bill Holcomb and Gene Arse-nealt, three California youths, on their way up the last step to the AMA's top class, stood and talked while their winning machines, a BSA, Harley-Davidson and Triumph, were being checked by the AMA technical committee.

Foremost in their conversation was the fact that they who had come up through the season together on the Pacific Coast, were up front together and in what order made no difference. They were together and that was what they wanted.

Then, on Sunday, you watched Joe Leonard, Al Gunter and Eugene Thiesen come in together and the spirit was the same. Here again the "make" strain was missing for the winning combination was the direct results of the combined individualism of Mechanic Leonard Andres and Rider Joe Leonard. He rode a Harley-Davidson and although the manufacturers of that machine were proud of it, the strong factory stamp was not on the win.

Here again was a friendly trio from California up front and to an ardent follower and reporter from Ohio, where they hold more motorcycle race meets than any other State in the union, I believe that the California influence is good for the game. In the past five years that the Pacific Coast riders have been coming to Eastern

*(Continued on page 18)*



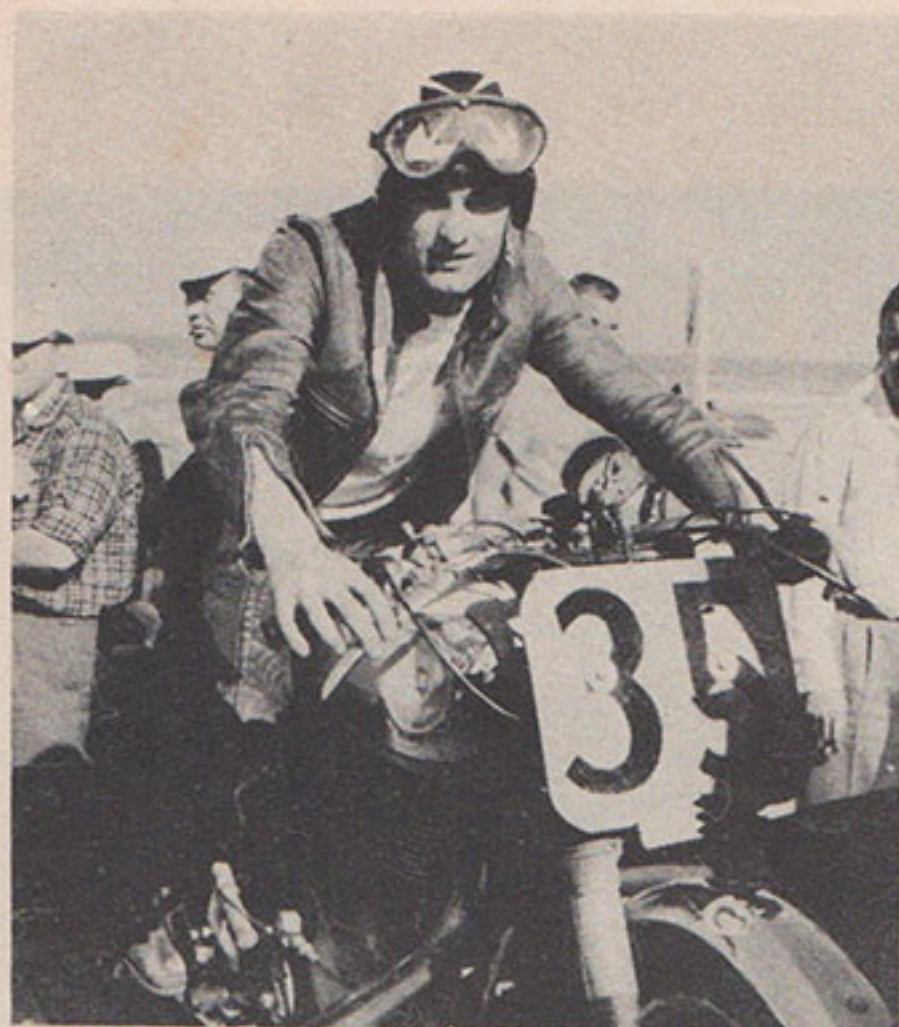
Kenny Brown—100 Mile Winner—gets finish flag from Jim Davis.



2nd, 3rd and 5th place men in the Daytona 200 Mile National Championship were Al Gunter, Los Angeles (BSA); Eugene Thiessen, Eugene, Ore. (BSA); and Tommy McDermott, Norfolk, Virginia (BSA). With them are T. A. Hodgdon, Pres. BSA Inc.; Johnny Knapp, tuner; Walt Brown, BSA Service Manager; Hap Alzina, Western BSA distributor; Bill Tuman (in cap), BSA Roadman; Herb Neas, BSA shop foreman (at McDermott's right), and Emmett Moore, BSA Advertising Manager (at McDermott's left).



## DAYTONA IMPRESSIONS (Continued from page 17)



Louis Kramer, Middletown, Ohio, 5th place man in the Daytona 100 Mile Championship.

events, they have, through their great spirit of friendliness and disregard for trade names, spread some of that atmosphere in the East where it has been too long an area of machine clan-nishness.

The speeds this year were the greatest ever. The amateurs added a mile per hour to the record with 93.87 and the experts clamped on nearly four more miles per hour to up their mark to 98.52 mph. I believe that the amateurs had by far the better beach to ride than the experts did and if the beach had been as good on Sunday as it was on Saturday, the average would have been close to the coveted 100-mile mark.

Officials of the American Motorcycle Association also seemed to have a finer spirit this year than in the past. Executive Secretary E. C. Smith will have to be given credit for the efforts he put forth to get riders out of trouble caused by their practicing in spots where they should not have been. Jules Horky did a fine job of checking final results and having them available earlier than ever before and Lyn Kuchler did a swell job of seeing that reporters got what they desired.

Right here is a good spot to take up the above remark concerning riders practicing. In the past, they have been able to go up above Daytona some ten miles and work on their machines and try them out on a three-mile stretch of good highway which was little used. This year traffic was heavier up there and farmers complained of the noise bothering their stock and the police officials had to stop it.

After giving notice, the police picked up several riders who had been used to working up there and who knew of no other place to go to practice. It

resulted in some embarrassing situations and pointed to the great need for an official spot for the riders to work out. This they absolutely need.

There is a more or less abandoned airport about twenty miles to the Northeast, near Bunnell, and I understand, after talking to a man at New Smyrna Beach, fifteen miles to the South, that that airport is not too busy and maybe a time for practice could be worked out at either spot. I hope the committee sees fit to investigate the possibilities before next year.

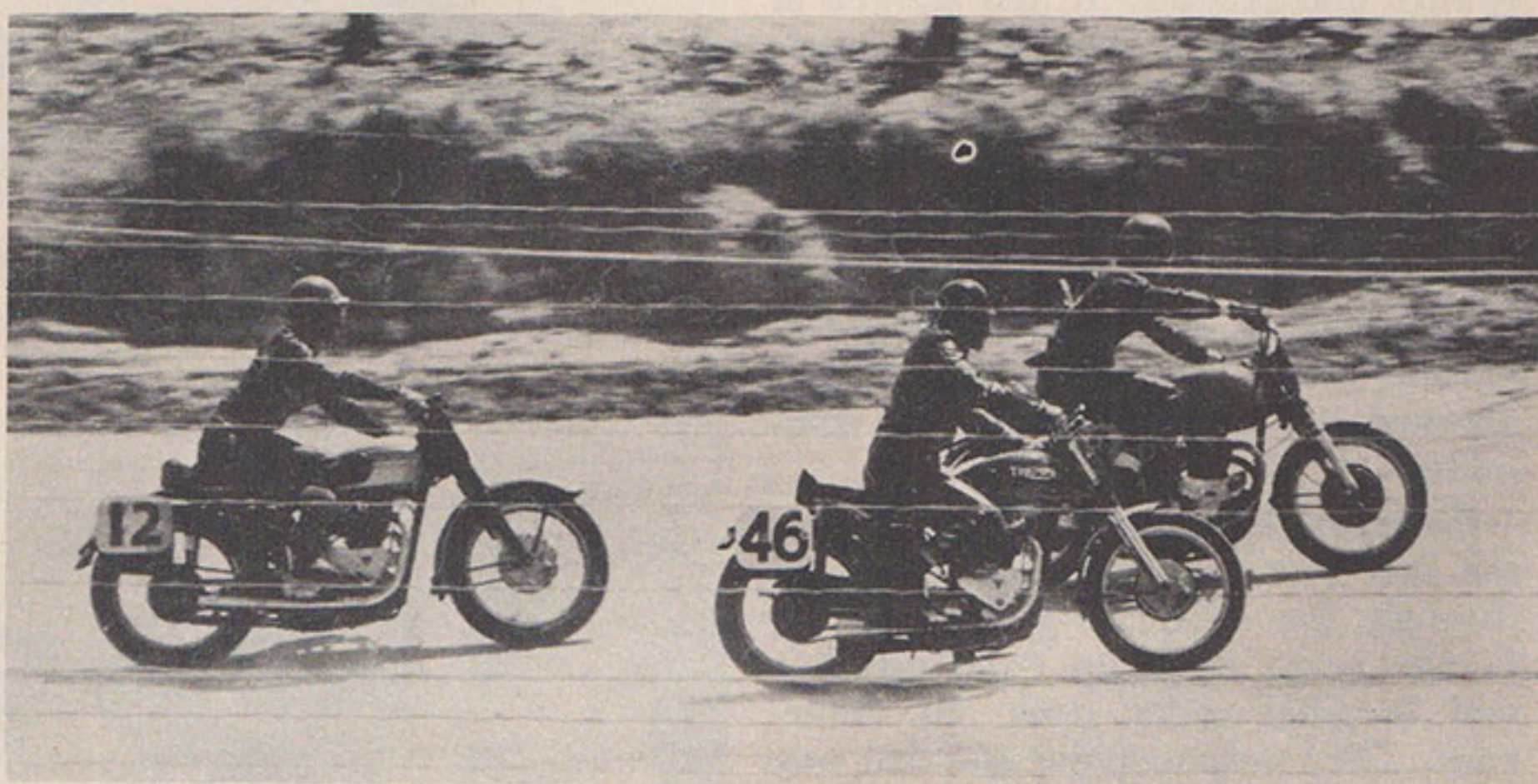
This brings us to the sponsors of the championship races, the Central Labor Union of Daytona Beach. They took the event over three years ago, stone cold, and no one can deny that they have done a terrific job. This year they did their greatest job. And, here again, it was the result of the com-

bined efforts of individuals from President Frank White on down along the line. Robert Palmer was the man at the top when they took over and he and his successors certainly have made the motorcyclists feel that they are really welcome in Daytona Beach. They had good publicity handled by Ted Rugg.

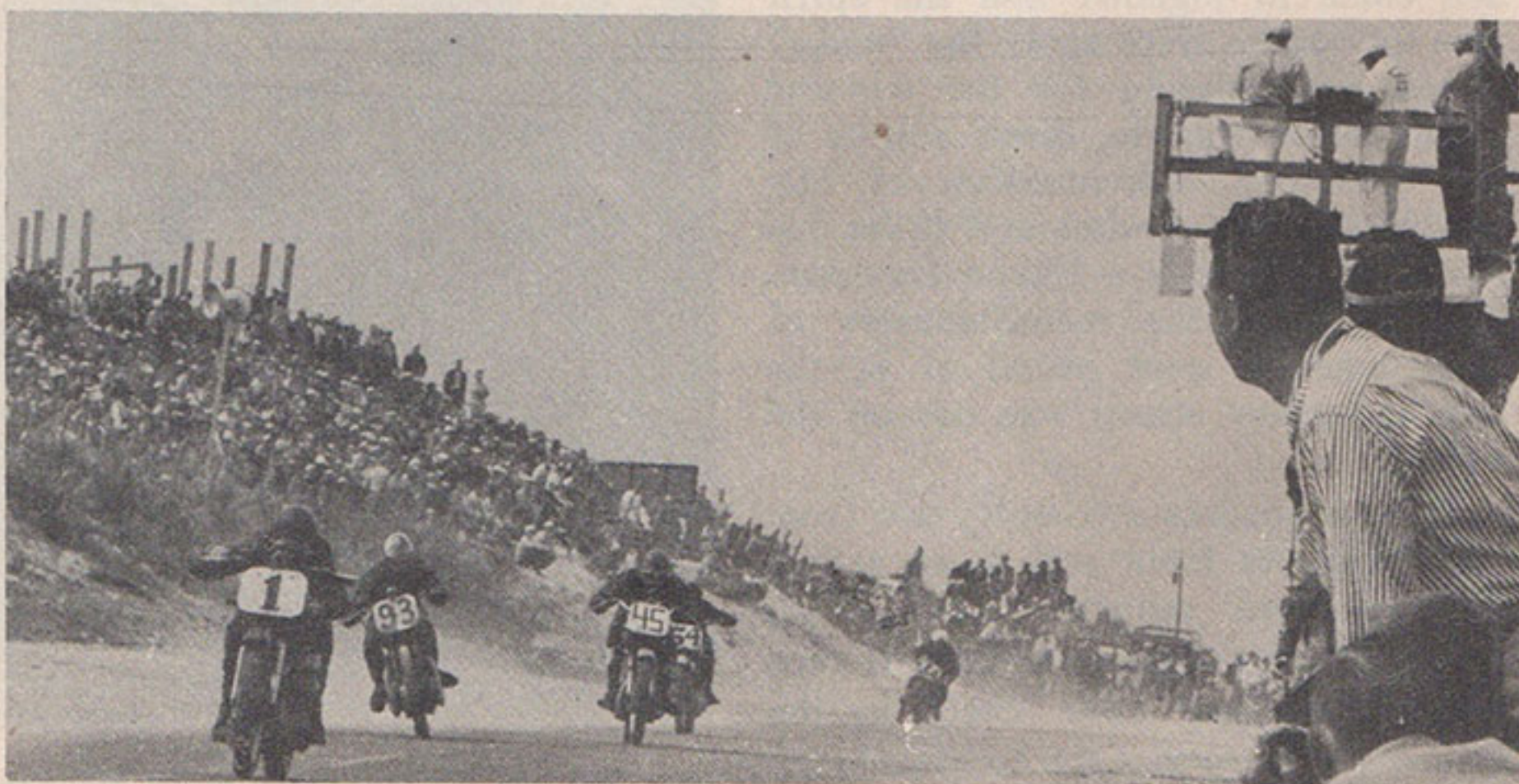
This year, the Central Labor Union had the cooperation of the Chamber of Commerce of both Daytona and Ormond, and the hotel and motel associations in a concerted labor-business civic move which cities over the United States could well look into and learn something that would benefit the entire country.

Yeah, there is no question in my mind, the 1957 running of the AMA's national motorcycle championships was the finest ever, from all angles.

## DAYTONA HIGHLIGHTS



SPEED EFFECTS are given by the fence guarding the North Stand. Young Jim Hayes, #12, chases Bob Wiese and Cordy Pieper riding a Norton Twin. The Amateur riders did an expert job on the corners, with only a few mild spills marring the entire 100 mile race.



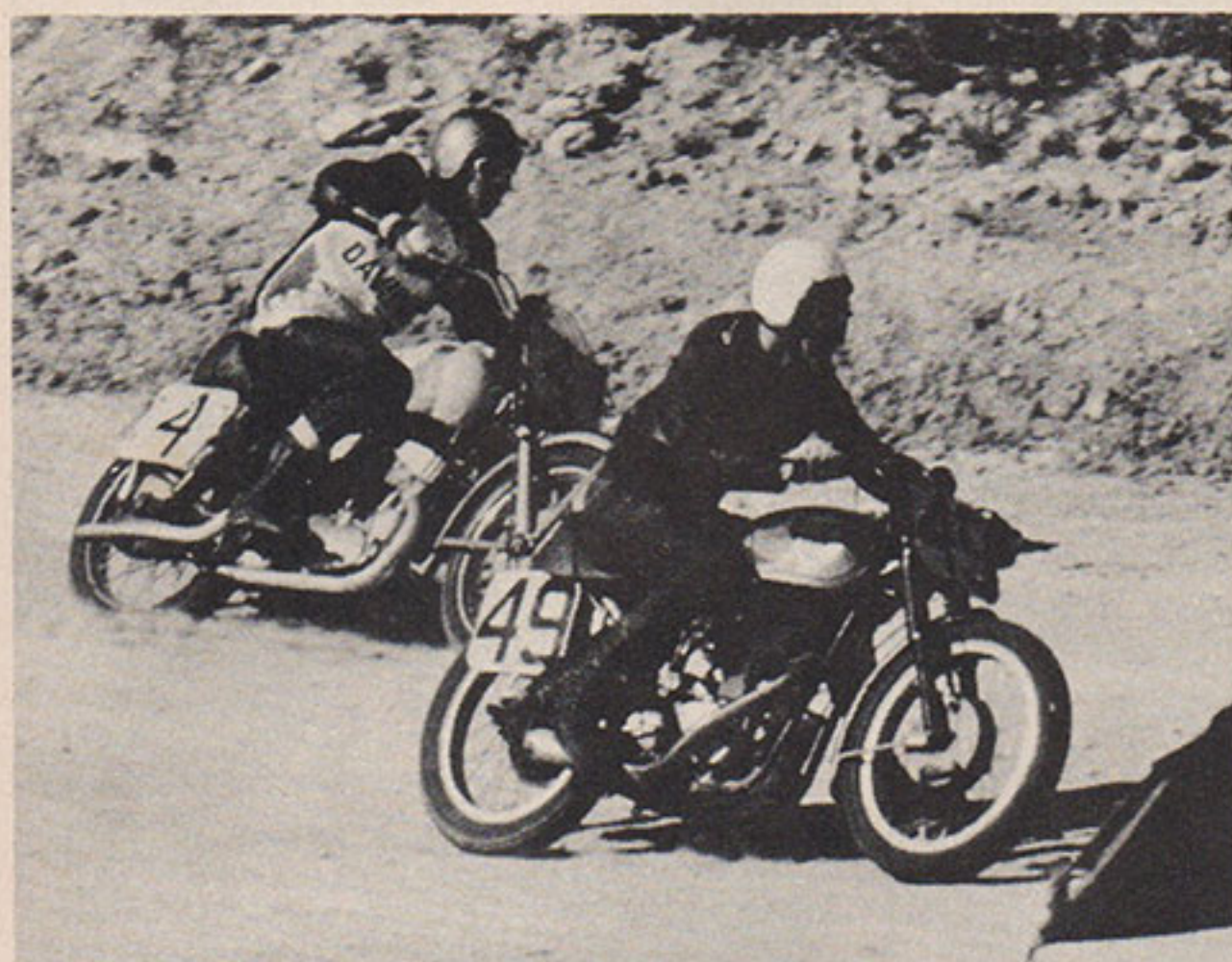
THE SCENE CHANGES. Joe Leonard seizes the lead in Lap #15 and Al Gunter, #54, is tied up in a temporary traffic jam set by Al Bergquist, #93, and Dale Breedlove, #45. Al Schaffer, 34, comes out of the turn. Breedlove took a hard spill in practice, but had no further trouble in the race.

*(Continued on page 19)*

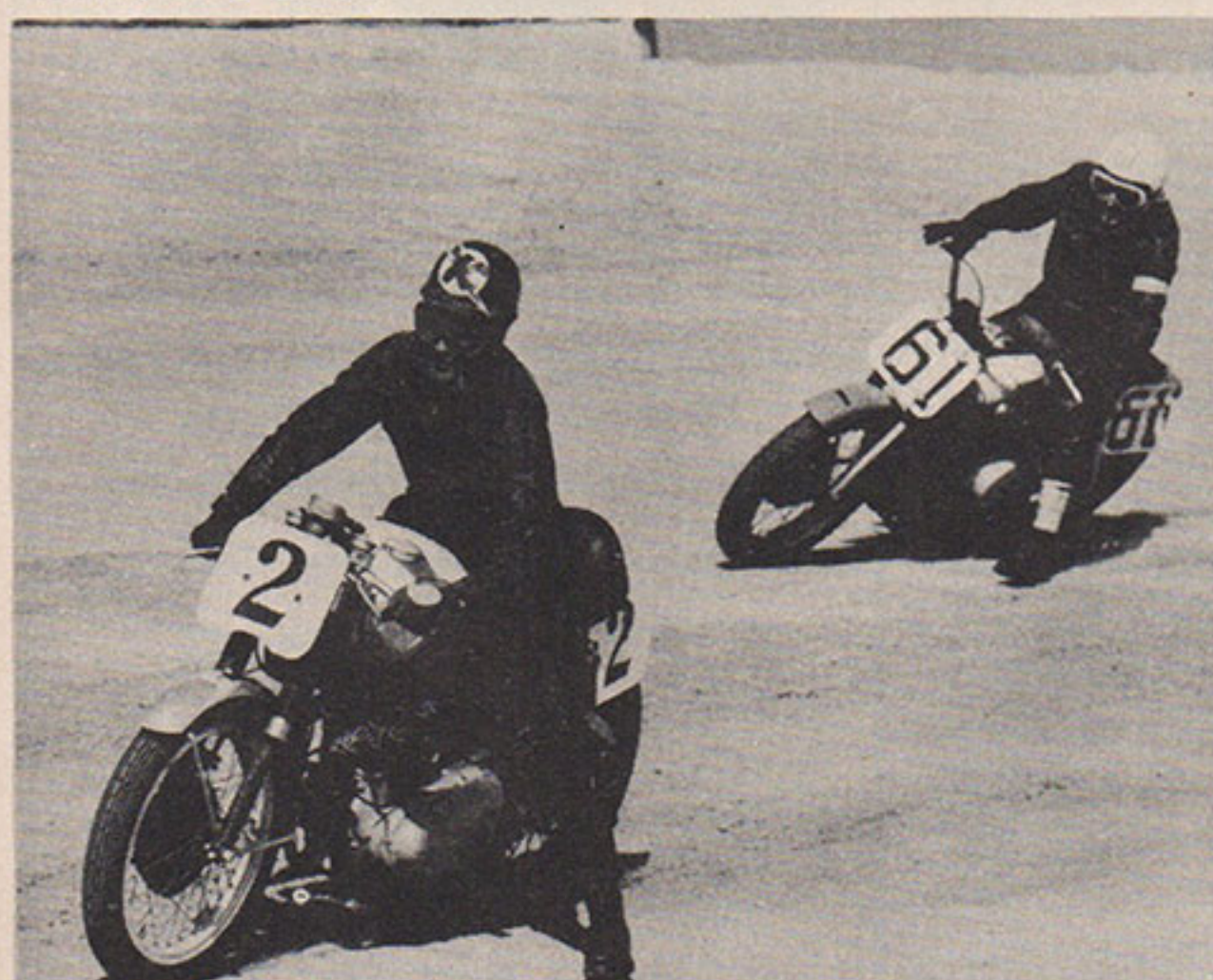


# DAYTONA HIGHLIGHTS

(Continued from page 18)



**CLOSE FINISH** in the 100 Miler, as winner Kenny Brown, B.S.A., leads hot contender, Bill Holcomb, Harley K, near the end of the century-long grind.



**TOUGH LUCK FOR DICK KLAMFORTH.** Klamforth is the only three time winner at Daytona, but his luck deserted him early this year when a shaft locked up in his bike's gearbox. Something took Tommy Byers, #61, out too, for his did not finish in the money either.



**LITTLE MAN—LITTLE WHEELS.** Duane Francisco, Fairfield, California, had his Triumph fitted with Tiger Cub 16" wheels. This, plus Duane's 97 pound weight, made him a pretty small target on the track. Duane would have finished in the 1st five, but for a handbar that broke off with only 10 laps or so to go.

## TIME TRIALS

**First 20 Riders in Daytona Beach Time Trials  
against 13 mph N.W. head wind**

No.	Rider	City & State	Mach.	Time MPH
54	Albert Gunter	Los Angeles, Calif.	BSA	116.12
1	Joe Leonard	San Jose, Calif.	H-D	115.38
51	Babe Demay	Rock Island, Ill.	BSA	113.20
66	Mike Bottley	Birmingham, Ala.	TRI	112.50
34	Alvin Shaffer	Columbus, Ohio	TRI	111.80
119	Gerald Roberts	Toronto, Ont.	H-D	110.42
25	Everett Brashear	Beaumont, Tex.	H-D	110.42
68	Lloyd Mann	Baumann, Pa.	H-D	109.75
85	Earl Jensen	Menasha, Wisc.	H-D	109.75
33	Ed Kretz, Jr.	Monterey Park, Calif.	TRI	109.75
67	Jack Gholson	Houston, Tex.	H-D	109.75
71	Bobby Hill	Grove City, Ohio	H-D	109.75
27	Dave Ball	Baltimore, Md.	TRI	109.75
17	Roland Hedgecock	Manassas, Va.	BSA	109.75
92	Duane Francisco	Fairfield, Calif.	TRI	109.75
64	Dick Mann	San Pablo, Calif.	BSA	109.09
113	Mel Grisel	Castro Valley, Calif.	TRI	109.09
116	Neal Keen	Los Angeles, Calif.	BSA	109.09
121	Carroll Resweber	Beaumont, Tex.	H-D	109.09
19	Warren Sherwood	Cornwall, N.Y.	BSA	109.09

## How They Finished

**200 Mile Grand National Beach-Road Race**

				2 Hrs. 0 Min 49.2 Sec.
No.	Name	Mach.		MPH
1	Joe Leonard	H-D		7378
54	Albert Gunter	BSA		7423
4	Eugene Thiessen	BSA		7642
66	Mike Bottley	TRI		7747
29	Tommy McDermott	BSA		7749
8	Jimmy Phillips	H-D		7769
77	Bates Molyneaux	H-D		7776
17	Roland Hedgecock	BSA		7777
99	Glenn Jordon	BSA		7782
19	Warren Sherwood	BSA		7856
23	Warren Wolfe	BSA		7874
116	Neil Keen	BSA		8031
43	Dallas Dominique	H-D	Laps	8153
39	Bobby Stillwell	BSA	48	7811
45	Dale Breedlove	H-D	48	7976
69	Richard Clark	TRI	48	7990
11	Earl Widman	H-D	48	8025
91	Al Burke	H-D	48	8091
34	Al Shaffer	TRI	47	7834
117	Bill Thomas	H-D	47	7839

Average Speed 98.52 mph.

**100 Mile Amateur Championship  
Daytona Beach, Mar. 2, 1957**

				1 Hr. 3 Min. 55.08 Sec.
No.	Name	City & State	Mach.	Time
49	Kenny Brown	Covina, Calif.	BSA	3835
4	Bill Holcomb	San Gabriel, Calif.	H-D	3853
64	Gene Arseneault	Santa Monica, Calif.	TRI.	3885
11	Bud Mayes	Springdale, Ark.	BSA	3901
35	Louis Kramer	Middletown, Ohio	BSA	3921
29	Dick Courtney	Friess Lake, Wisc.	BSA	3923
54	Russell Good	Long Beach, Calif.	H-D	3931
51	Alvin Fisher	Kinzer, Pa.	TRI.	3933
25	Malcolm Woods	Orlando, Fla.	H-D	3949
47	Charles Thibodeaux	New Orleans, La.	H-D	4032
24	James Cammack	Houston, Texas	H-D	4053
99	Michael Davis	Santa Clara, Calif.	TRI.	4055
39	Joe Longo	Redwood, Calif.	Nort.	4060
44	Wm. Schaefer	Ft. Lauderdale, Fla.	H-D	4076
77	Vincent Monastero	Burlington, N.J.	H-D	4083
32	Verse Brow	Flint, Mich.	H-D	4094
12	James Hayes	Johnson City, Tenn.	TRI.	4101
9	Jack Morrison	Miami, Fla.	BSA	4134
63	Kenneth Tipton	Borger, Tex.	H-D	4138
5	Bob Fritz	Lansing, Ill.	BSA	4165

Average Speed 93.87 mph.



## RICHMOND SCRAMBLES WON BY HARLEY-DAVIDSON

RICHMOND, VA.—At the recent Scrambles Races staged by the Richmond Motorcycle Club, three events were held which included classes for the following events—under 1255cc, 126-200cc, and an open event. The 126-200cc feature was won by Gordon Burcham, followed by Frank Layne and Cameron Daily—all Harley-Davidson mounted. In the Open Class, Paul Lassiter was first, Chuck Hunter second, and Skip Heiskell third, all on Harley-Davidsons. Tommy Griggs of Richmond won the first heat event in the 126-200cc class on an Excelsior.

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I am selling the following makes of Motorcycles. \_\_\_\_\_

## MARCH OF DIMES CHICO EVENT IS HUGE SUCCESS

CHICA, CALIF.—Chicago Motorcycle Club Scrambles held recently for the benefit of the March of Dimes was highly successful. This event opened with all riders on any size of machine and was one big scrambles with no heats or time trials. Official results show Bill Strange on a BSA in first place, followed by Denton Hill on a BSA Clubman. ★

## CYCLISTS RACE AT ST. PAUL WINTER CARNIVAL

ST. PAUL, MINNESOTA—Phalen Lake recently was the scene of frozen fantasy with Motorcycle Ice Racing highlighting the annual St. Paul Winter Carnival. Riders from Iowa, Illinois and Minnesota took part in the program. James Steger on a Harley-Davidson 165 won first place in the light weight final. John Egeberg, Harley-Davidson, was second. In the heavy weight class, Harley-Davidson riders placed 1, 2, 3—in both heats and in the Final. Dave Eglund won the first Heat followed by Vern Anderson and Bill Gray. Winner of the second Heat was Dick Anderson with Bob Hofmeister second and George Shallbetter third. Vern Anderson was the winner of the Heavyweight Final.

In the Open Event, Leo Hauck on an Indian was first, Dave Eglund, Harley-Davidson, second, and Ken Johnson, Triumph, third. In the Medium-weight Final Jerry Capesius, AJS, was first, followed by Ken Johnson on a Triumph and Jim Bos on Harley-Davidson third. The races were the last attraction on the Carnival program and gave the 10,000 spectators a real closing thrill. ★

## TAG TEAM 2-HOUR SCRAMBLE IN TEXAS

AMARILLO, TEXAS—The Amarillo Motorcycle Club recently staged a two hour Tag Team Scramble. Nine large motor teams entered with only four teams running at the end of the grueling event over a rough and slow course.

### Overall Results, All Sizes

Bill Parker—BSA Catalina....1st Team  
Don Macy—BSA Catalina....1st Team

Bill Canfield—  
BSA Road Rocket..2nd Team  
Merton Michel—  
BSA Gold Star.....2nd Team

Jim Atkins—  
BSA Gold Star.....3rd Team  
Ronnie Lujon—  
BSA Catalina.....3rd Team



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Motorcycle engine price list.....10c

Parts and accessory catalogue.....50c

Complete stock, Harley, Indian, Zundapp, Victoria, Maico, Horex, Adler motorcycles, scooters and parts.

## TRIANGLE

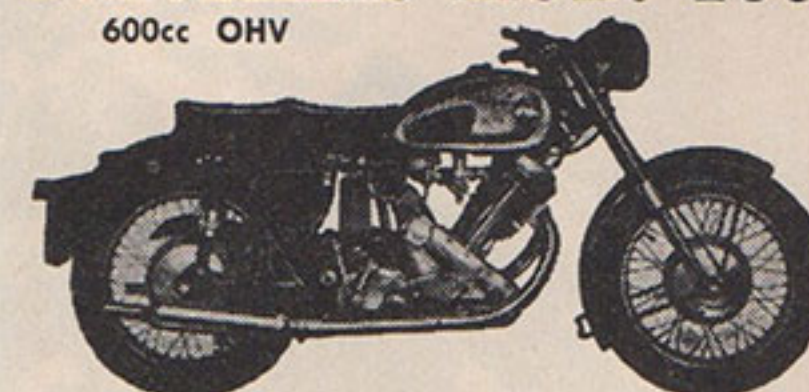
2157 W. Harrison, Chicago 12, Illinois

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For only \$12.60, you can reach Thousands of CYCLE readers. Why not use this space to sell your merchandise? Send your ad copy and check to CYCLE Magazine, 1268 So. Alvarado St., Los Angeles 6, Calif.

## PANTHER MOD. 100

600cc OHV



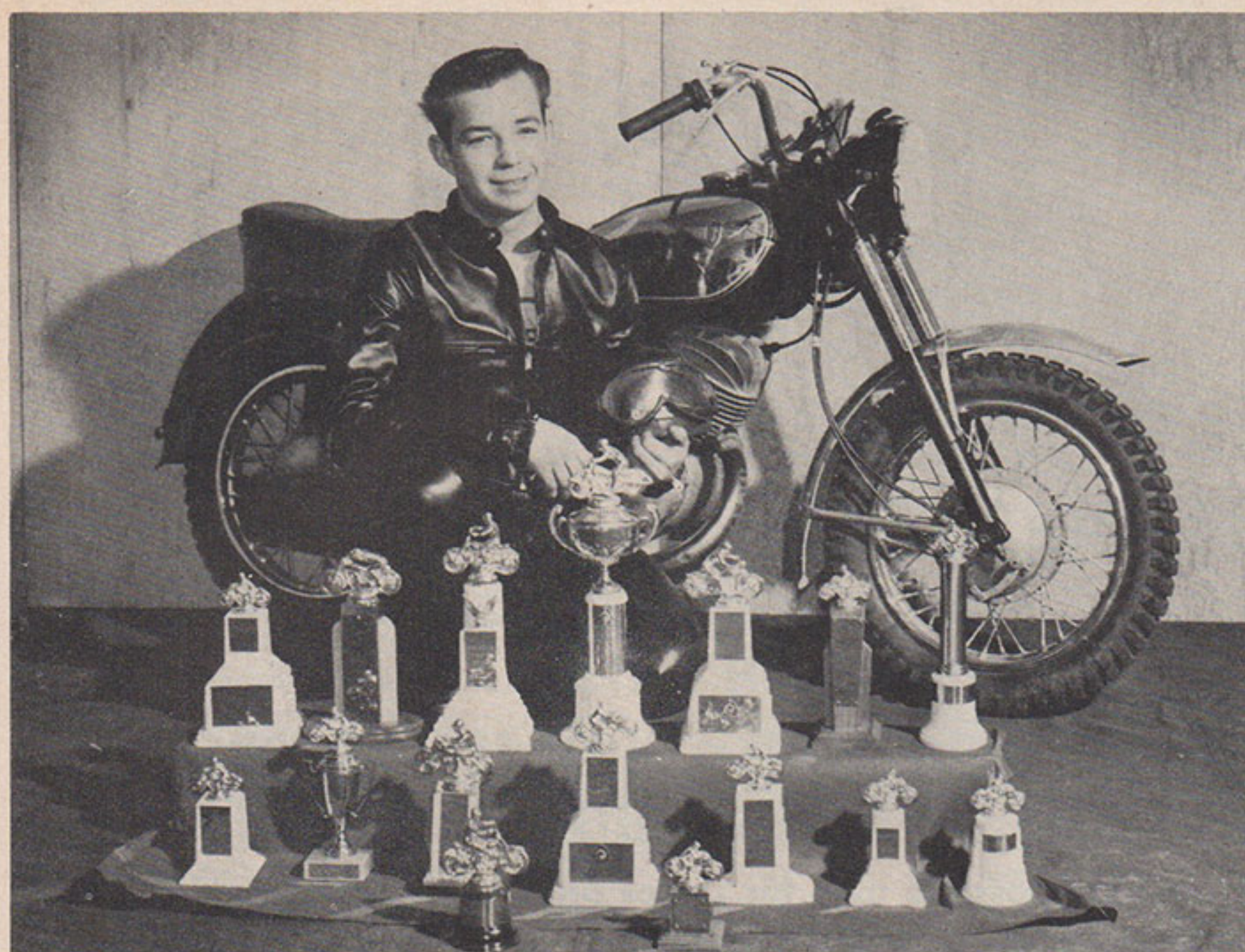
Wanted Dealers & Rider Agents to sell the 8 new Panther Models in the West.

### YORK MOTORS

Western States Distributor

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## YOUNGSTER WINS SIXTEEN TROPHIES ON ZUNDAPP

Tommy Glass of Flint, Michigan represents a typical young and red-blooded motorcyclist who is making a name for himself by competing in lightweight events.

Young Tommy has won no less than sixteen events during the year 1956, Tommy's excellent showing has resulted in his winning sixteen attractive trophies which he treasures and will find a worth-while reward for his efforts in the years to come.

Below is a listing of his remarkable performances:

### TOMMY GLASS—WINNER OF FOLLOWING PLACES IN 1956 AS FOLLOWS:

Date	Event	Place	Position
May 3rd-56	Scramble	250 cc Pontiac	3rd Place
June 9th	1/4 mile	250 cc Flint	1st "
" 17th	Grass Track	250 cc Pontiac	1st "
July 1st	Scramble	250 cc Midland	1st "
" 14th	"	250 cc West Branch	1st "
" 15th	Hillclimb	250 cc West Branch	1st "
" 22nd	Scramble	250 cc Detroit	1st "
Aug 12th	Endurance run	250 cc Rose City	1st "
Sept. 2-3	Jack Pine run	175 cc Lansing	1st "
" 9th	Scramble	250 cc Flint	2nd "
" 23rd	"	250 cc Pontiac	1st "
" 30th	"	250 cc Pontiac	3rd "
" 30th	"	250 cc Pontiac	1st State Champion 250c
Oct. 21st	"	250 cc Toledo	1st place
Nov. 4th	"	250 cc Detroit	1st "
Nov. 11th	"	250 cc Pontiac	1st "



Bob Budochat who rides a Triumph for Dewey's Cycle Shop at Seattle, Washington, has a lot of fun riding in many events in the back roads region near Seattle.

## MARTIN WHITE ON SPORTSTER WINS FIELD MEET

PANAMA CITY, FLORIDA—The Panama City Lions Club recently sponsored a Field Meet in their local ball park which was promoted by the Panama City Motorcycle Club. Excellent publicity for motorcycling resulted as the proceeds went to the March of Dimes campaign. The grandstand tickets were presented to spectators who donated 50c or more to the March of Dimes. The exciting events included the Broad Jump, Drag Race, Ride and Slide Race, Pursuit Race, Dig Dog Dig and even a small TT Race.

When all of these scores were tallied, Martin White, riding a Harley-Davidson Sportster, was high man of the day; Herman Seals was second on an AJS, and Wayne Rogers on a Triumph Thunderbird was third. ★



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400cc OHC Twin  
100 MPH - 28 HP  
62 MPG - Earles  
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350 cc  
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OHC Twin--37 HP  
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Earle's fork



### RESIDENT ENDURO 250 cc



20 HP -- 80 MPH  
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Ideal for enduros  
and scrambles.

### RESIDENT ENDURO 350 cc

90 MPH -- 26 HP  
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A speed demon in  
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**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.

**\$500.00  
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## \$500.00 IN PRIZES

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2nd — \$25.00 Cash and Trophy  
3rd — \$15.00 Cash and Trophy

### DIVISION 2

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) Address..... City..... State.....

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

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

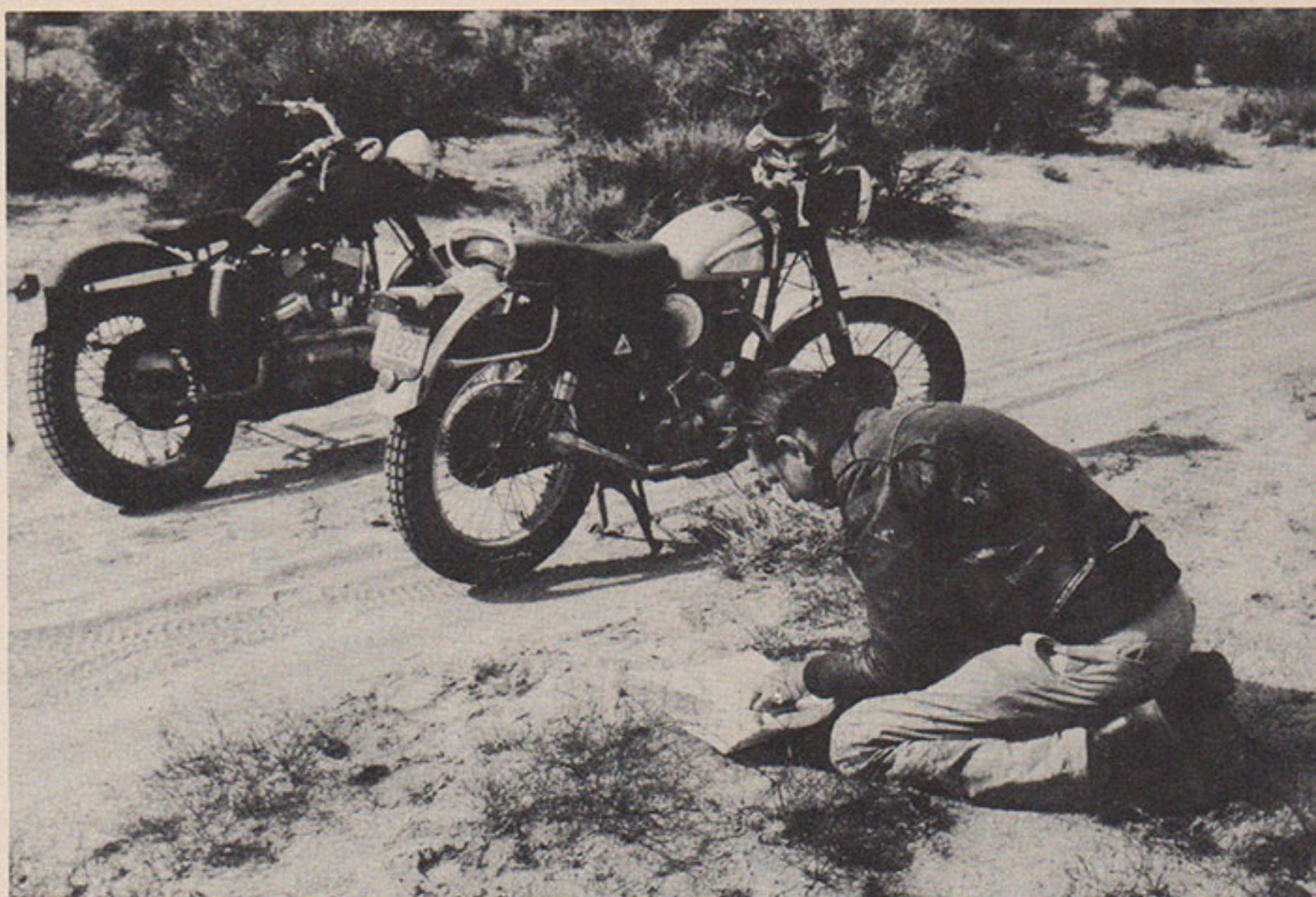


## GREENHORNS STAND BY 11th Annual 500-Miler Goes National

About the time you were opening your Christmas packages, scouting parties of the Pasadena M/C Greenhorn layout committee were already at work on the forthcoming National Endurance Run for 1957. The new course, 500 miles of desert cross-country, trails and mountain roads, is now very near completion and looks to be about the same intensity as that of last year.

Under the National banner this year, riders will be placed in either Class A or Class B classification according to AMA stipulation, with trophies awarded in both classes in addition to the regular displacement categories and many others. Significant of the occasion, these awards will consist mainly of beautiful wooden spirals on marble bases and be capped with gold-finished rider and machine—one of the most cherished designs in competition. In addition, souvenir pins will be given each rider.

Dates for the two-day enduro are June 1 and 2, starting and finishing at Johnson Motors Triumph-Ariel Distributors, 267 W. Colorado Street in Pasadena, California. While accommodations at Alta Sierra (in Sequoia National Forest, Kern County, Califor-



Walt Hartvickson checking map—finding course

nia) are available in advance of the run, it is doubtful that everyone will be able to establish lodging at this overnight stop and a word to the wise would include an adequate sleeping bag. Bags will be transported to the overnight stop if they are brought to the start of the run at Johnson Motors. However, the rider need make no pri-

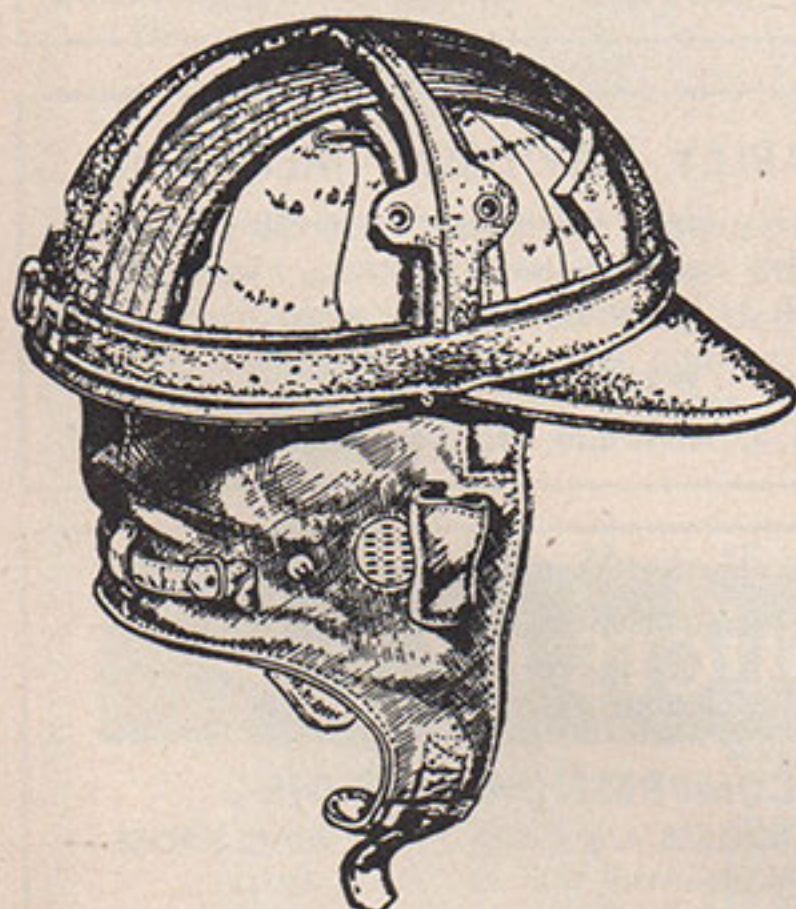
vate provisions for food or gas anywhere in the run for both will be available along the route and at the overnight stop. Machines should be able to cover at least 100 miles on a tank of gas to be on the safe side although this will be the exception rather than the rule. Adequate mufflers are a must, since the course includes several popu-

(Continued on page 31)

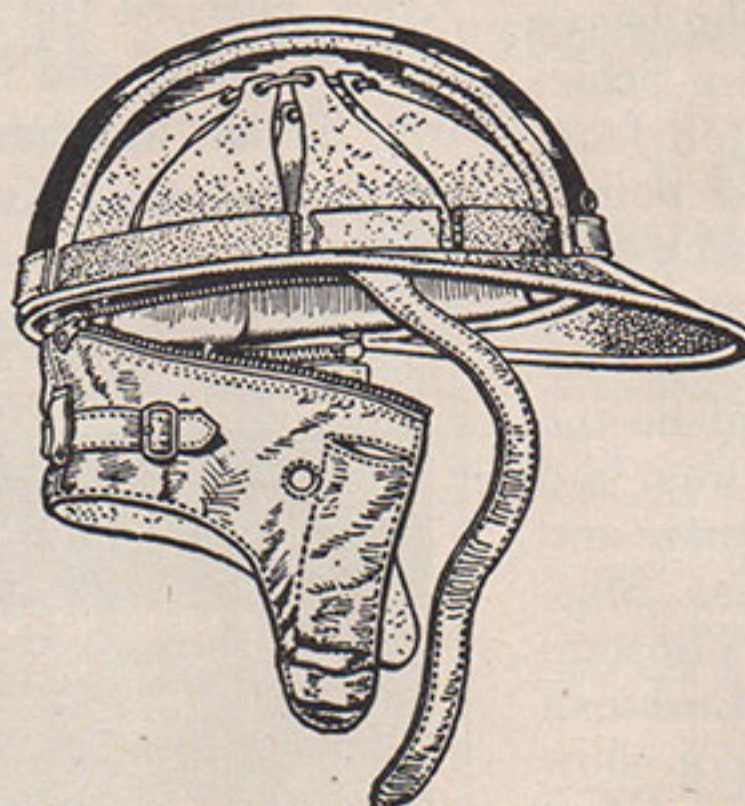
## ..... A New Safety Helmet .....

# THE CLYMER "SPORTSMAN"

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Give hat size when ordering



Easily detachable neckpiece

- Light yet strong — Attractive
- Adjustable neckpiece — easily detached
- Flexible visor — Ventilated top
- Soft inside leather harness
- Sponge rubber cushion headband
- 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!

PRICE \$18.00—Includes quickly detachable neckpiece. Be sure to give hat size when ordering.

### 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.

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Bob Hogan uses a little man power to get through a mud section on the Conn. Ramblers' Snow Trail Run held in Warehouse Point, Conn. It was the fourth annual contest held in mid-winter and drew 52 entries.

## SNOW TRAIL RUN

Warehouse Point, Conn.—Fifty-two riders entered the Fourth Annual Snow Trail Run sponsored by the Connecticut Ramblers' Motorcycle Club. Everett Wright, Somers, came through this little tuff of only 31.5 miles with a score of 990 points riding his Dot. Breathing down his neck, last years' winner, Joe Kastner, New York City 987 on his H-D and Larry Cook also Dot mounted third with 959. A tie developed for first place in the heavy weight class between Wolfgang Schiesel of Somers and Paul Walton from Woodbridge, each scoring 984 points. Resorting to the emergency check have Schiesel on his Triumph 1st and Walton second with his Ajay. George Hewitt took third 980 points and he too was riding Tri. The Trail was laid out by chairman Billy Cushman and his aides: Frank DeGray, Chas. MacIntyre, Ronnie Alliman, Bill Constantine, Pete and Jim Reader. Cushman established, what seems like a slow 13 m.p.h. schedule but it proved fast enough so that more than half of the entries were unable to make it a go. The contest was billed as a snow run, but, rain the day before melted most of it away. There was little evidence of snow in town but the woods' trails were treacherous with it and ice.

Mrs. Avery, Mrs. Reader, Mrs. Andrews with her daughter did a fine job in the concession stand and it was nec-

essary to display the "All Sold Out" just as the last of the gang were leaving for home after "Cushie" had awarded the trophies. Checking was handled by: Pete Reader, Butch Smith, Harold Vines, Ronnie Alliman, Charles Sutton, Bennie Andrews, Bob Trombley, Norm Morell, Charles Harrison and Charles MacIntyre. James Reader was official photographer and took movies to show at some future event. In addition to refereeing, Gene Avery checked the riders both out at the beginning and in again at the finish. Traffic was handled by our club member officers: Kurt Juttner and Ed McGann.

(Continued on page 25)

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FOR 56 MATCHLESS-AJS - 500 cc — MOTO CROSS SCRAMBLER—Avail Std. to .080 oversize

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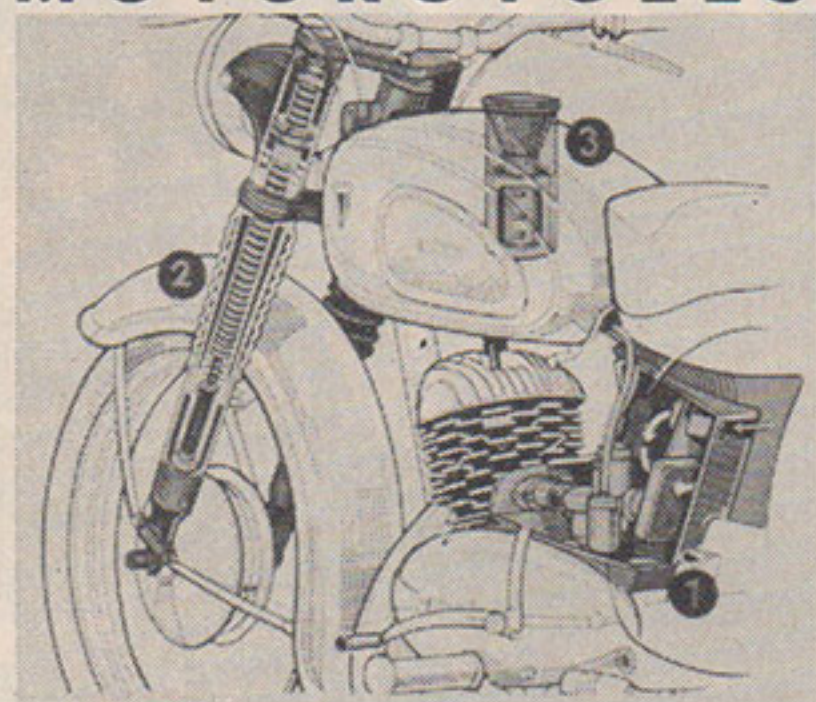
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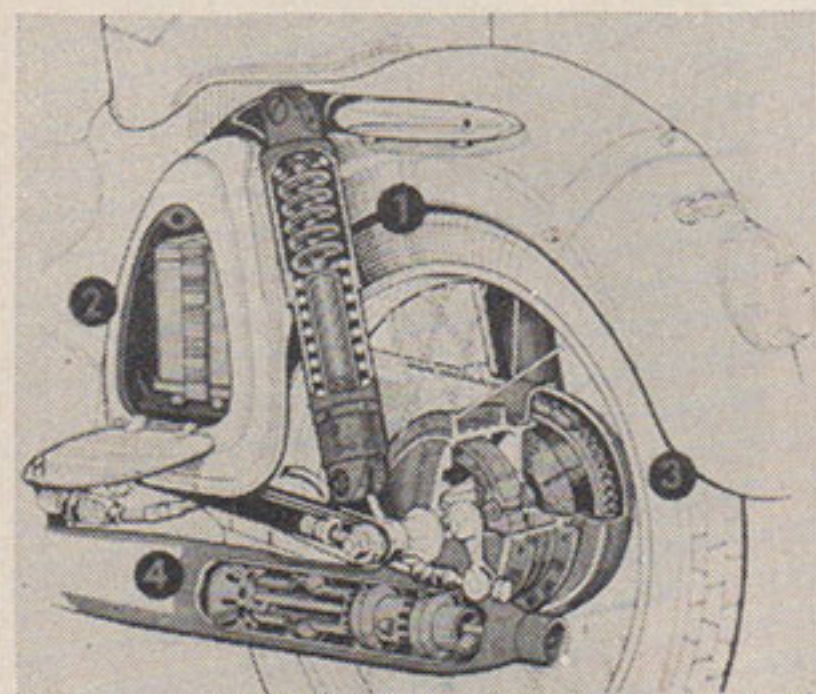
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L. E. Cook in the Conn. Ramblers' Snow Trail Run. Everett Wright won the lightweight class and Wolfgang Schiesel took the heavyweight honors.

SNOW TRAIL RUN (Continued from page 24)

**Results of Connecticut Ramblers' Snow Trail Run Feb. 10, 1957**

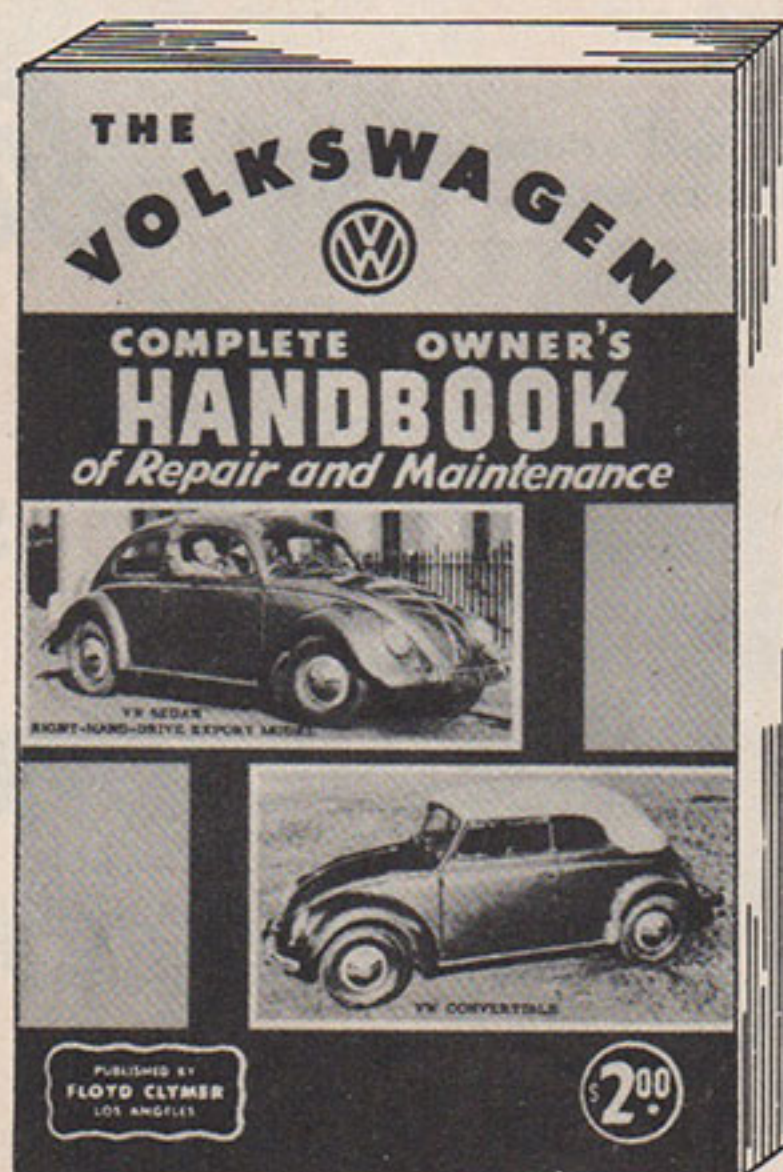
**Light Weight Class**

No.	Name, City & State	Pts.	Cycle
19	Wright, Everett, Somers, Conn.	990	Dot
23	Kastner, Joe, New York, N.Y.	987	H-D
4	Cook, Larry, Meriden, Conn.	959	Dot
31	Schilling, Bob, Bristol, Conn.	941	BSA
6	Kwaka, John Jr., Bridgeport, Conn.	924	BMW

**Heavy Weight Class**

No.	Name, City & State	Pts.	Cycle
18	Schiesel, W., Somers, Conn.	984	Tri
15	Walton, Paul, Woodbridge, Conn.	984	AJS
11	Hewitt, George, Uncasville, Conn.	980	Tri
20	Gore, Don, W. Hartford, Conn.	979	H-D
42	Scholar, Christie, Meriden, Conn.	970	BSA

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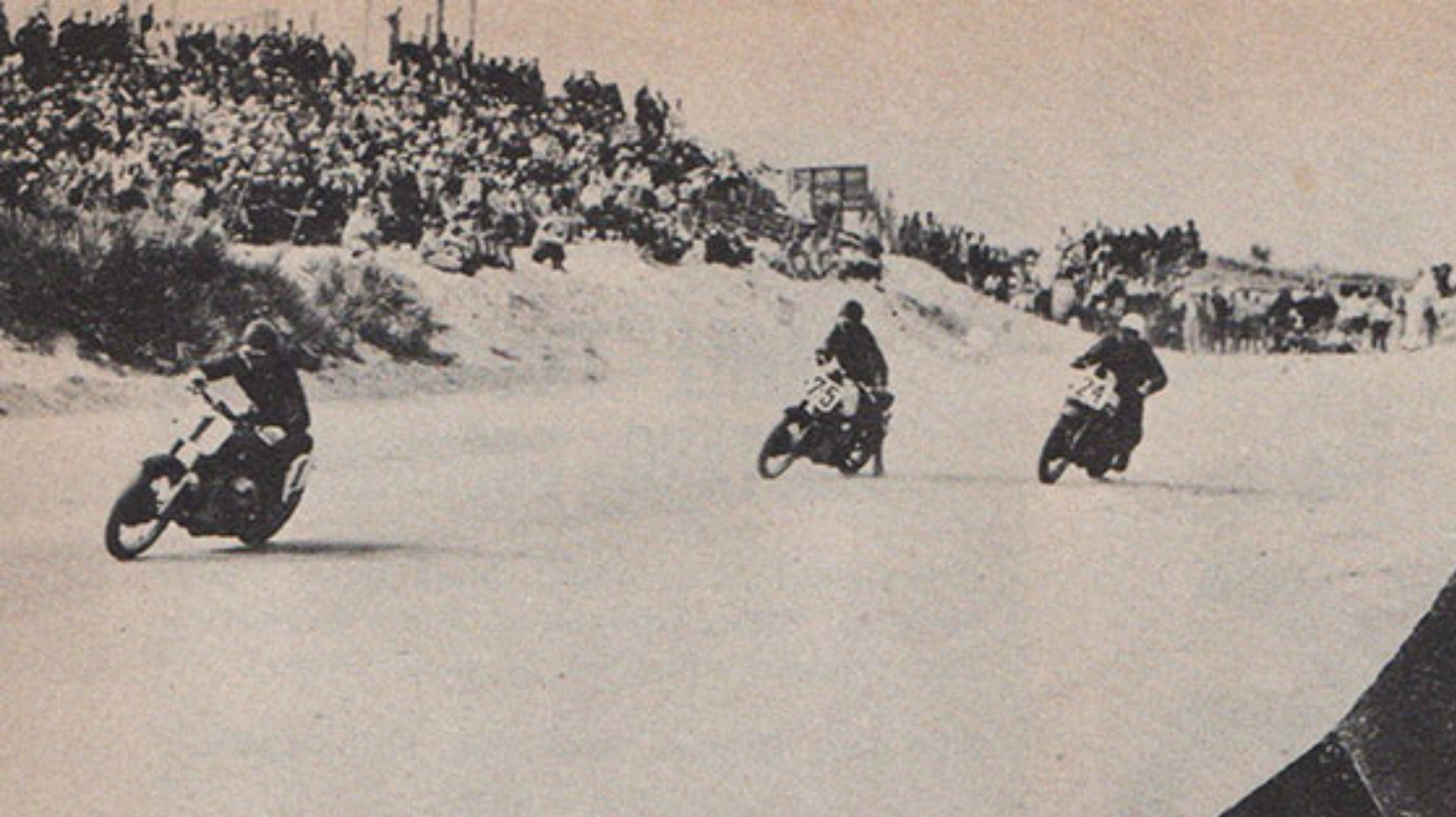
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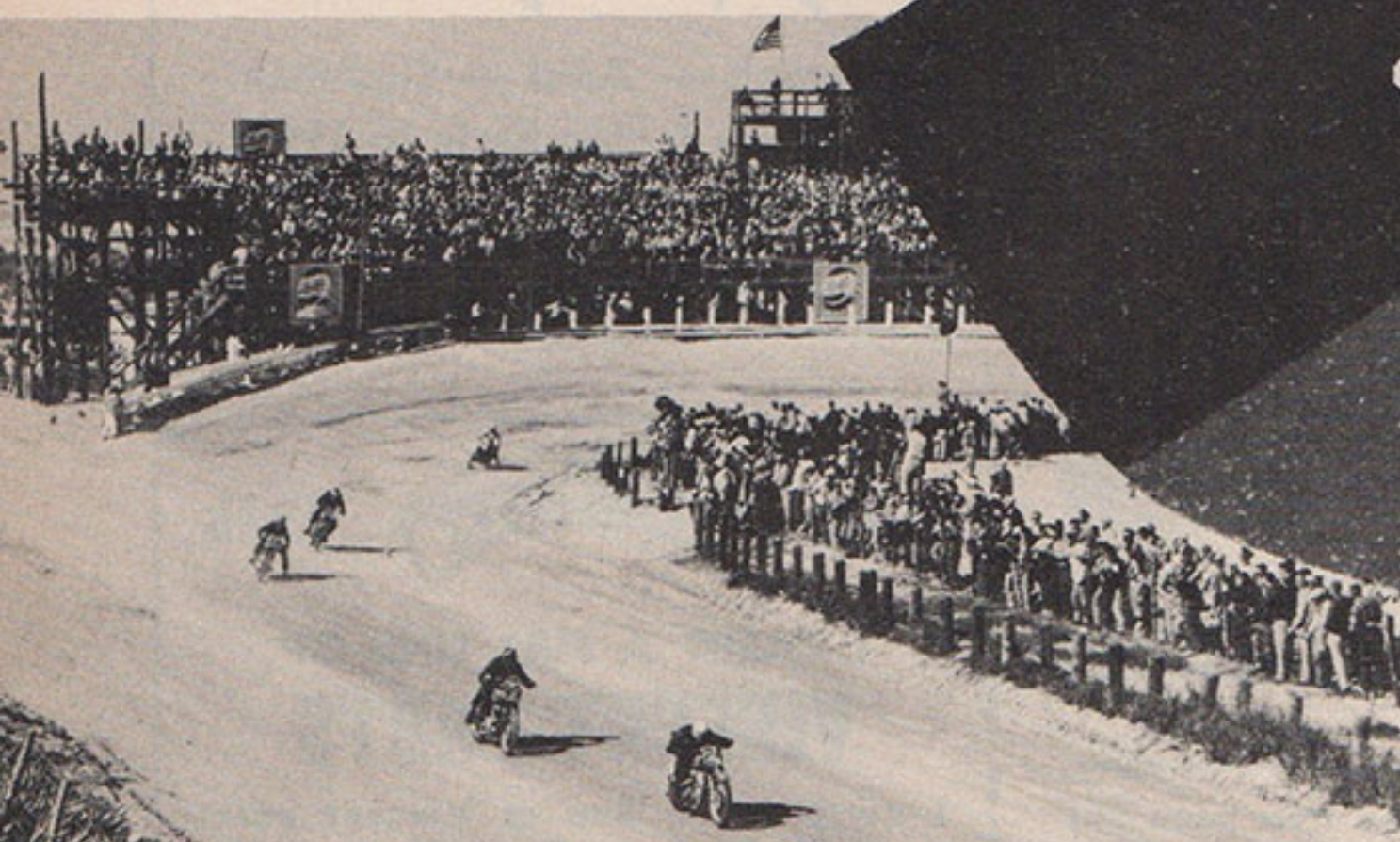
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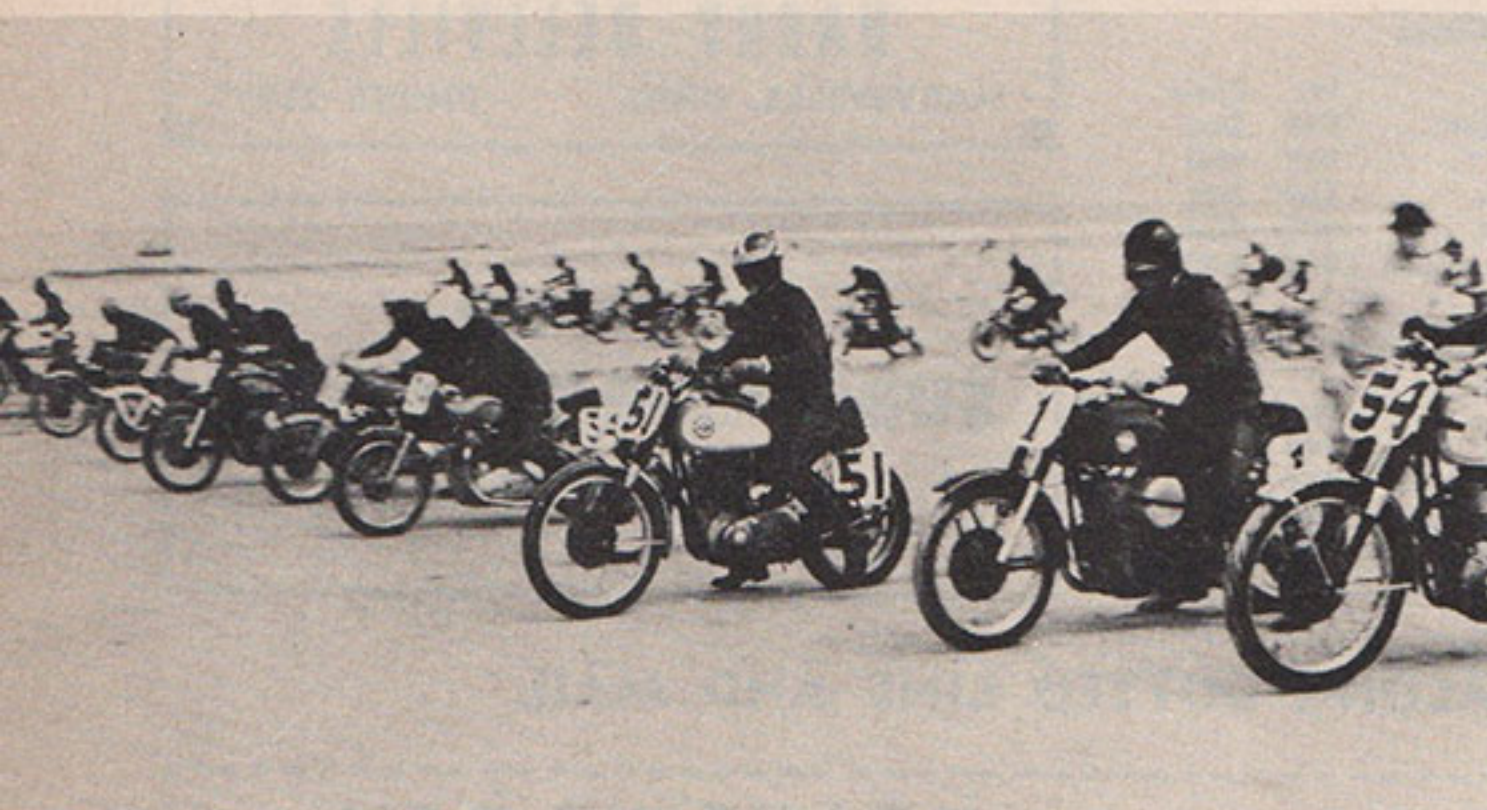




Second place man is nowhere in sight as Leonard laps two more riders near the end of the race.



Action in the north turn is viewed by throngs of racing fans.



Get ready, get set . . . the 200-Mile National is about to go!

Joe Leonard and his winning smile after victory in the Daytona 200-Miler. He is seen here with his pretty wife and Dealer Andres.

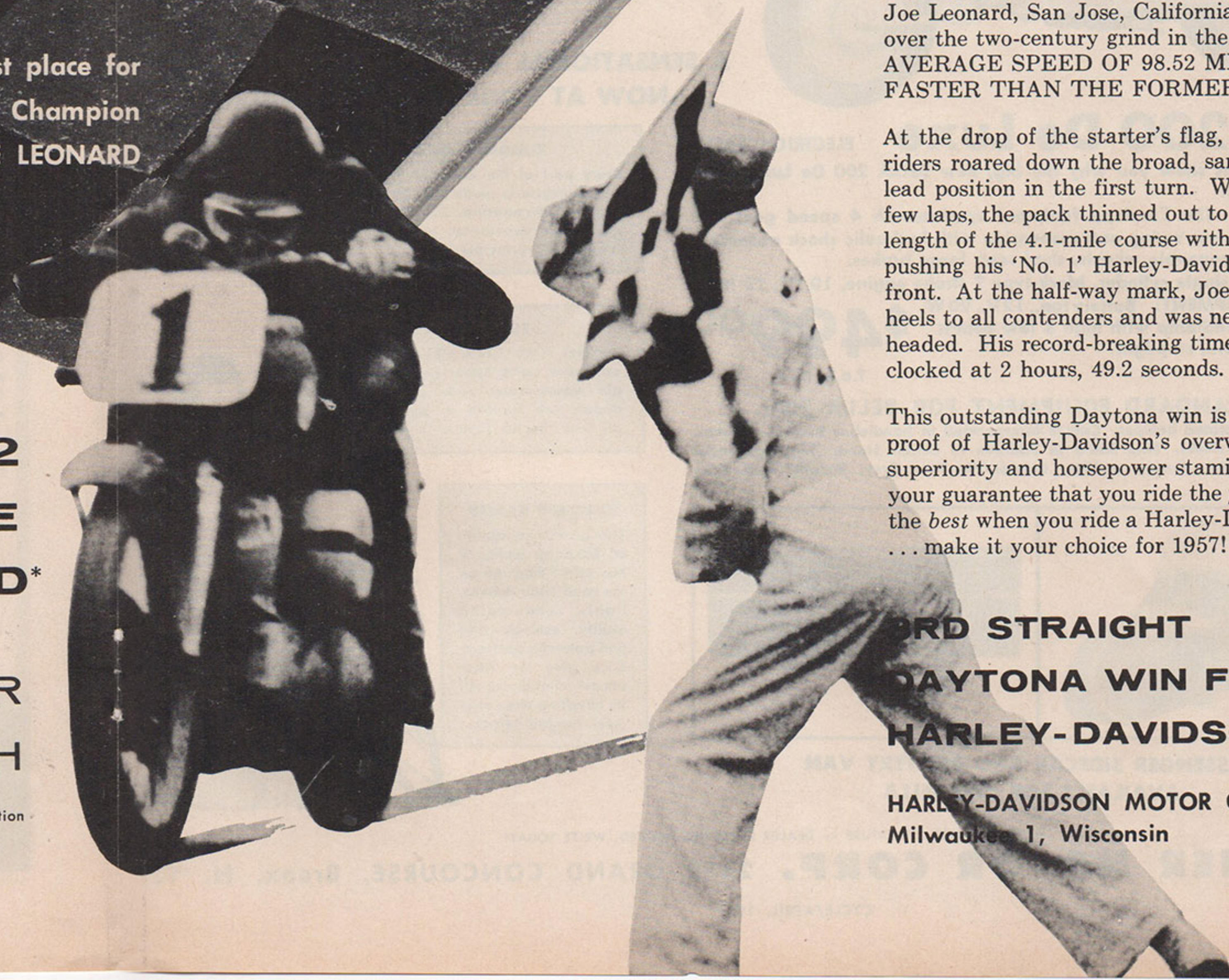


# Harley-Davidson Wins Daytona 200-MILE NATIONAL CHAMPIONSHIP

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**JOE LEONARD**

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**SPEED RECORD\***  
*Smashes* **FORMER**  
**RECORD BY 3.95 MPH**

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NATION'S 'NO. 1' RACE ON  
AMERICA'S 'NO. 1' MOTORCYCLE**

Again, Harley-Davidson made sensational motorcycling history for the third consecutive time in the famous 200-Mile Beach-Road Race at Daytona Beach, Florida, on March 3. Joe Leonard, San Jose, California, streaked over the two-century grind in the remarkable **AVERAGE SPEED OF 98.52 MPH — 3.95 MPH FASTER THAN THE FORMER RECORD!**

At the drop of the starter's flag, over 100 riders roared down the broad, sand beach for lead position in the first turn. Within a few laps, the pack thinned out to the full length of the 4.1-mile course with Joe Leonard pushing his 'No. 1' Harley-Davidson out front. At the half-way mark, Joe showed his heels to all contenders and was never again headed. His record-breaking time was clocked at 2 hours, 49.2 seconds.

This outstanding Daytona win is conclusive proof of Harley-Davidson's overwhelming superiority and horsepower stamina. Here is your guarantee that you ride the *finest* and the *best* when you ride a Harley-Davidson . . . make it your choice for 1957!

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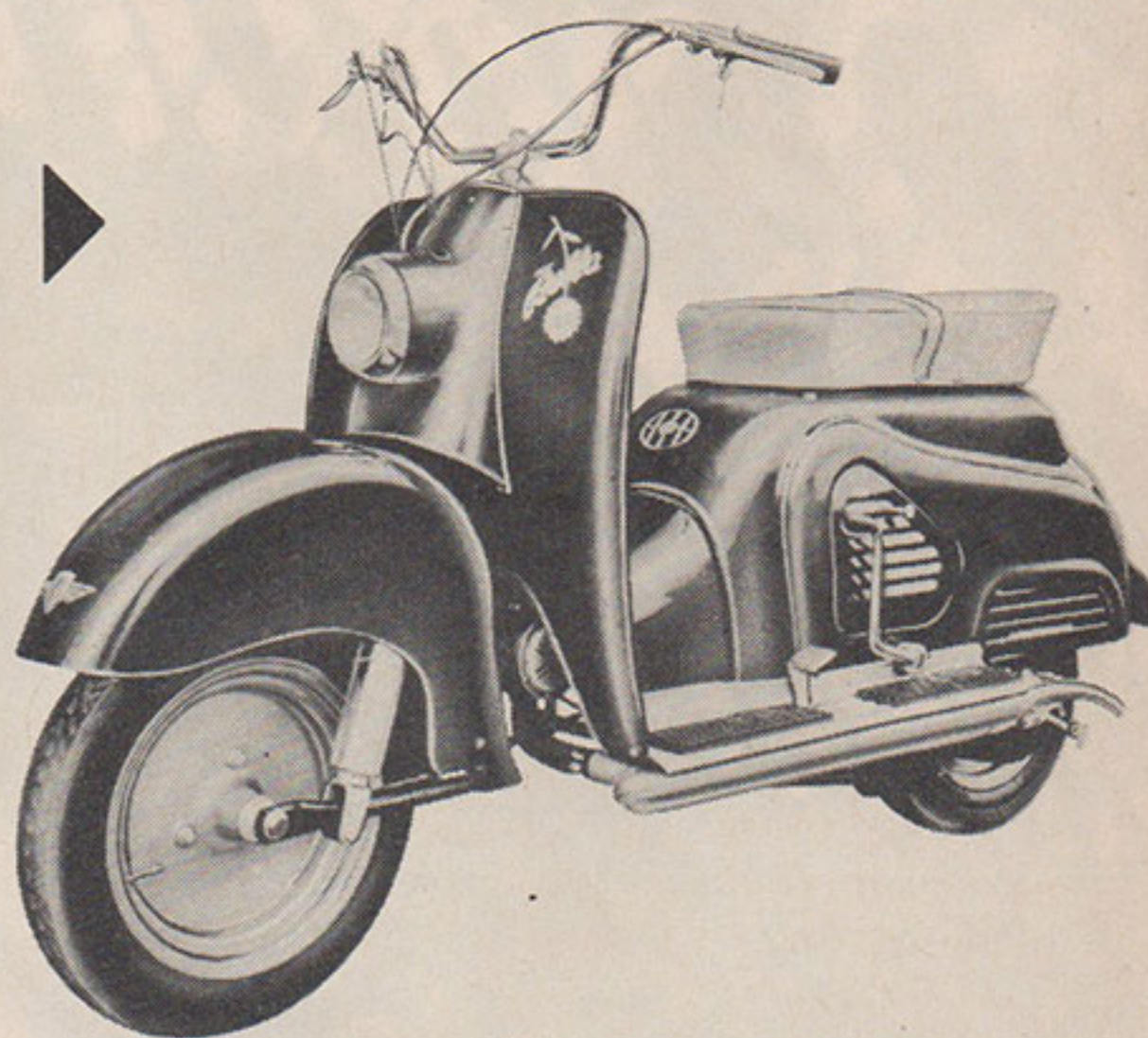
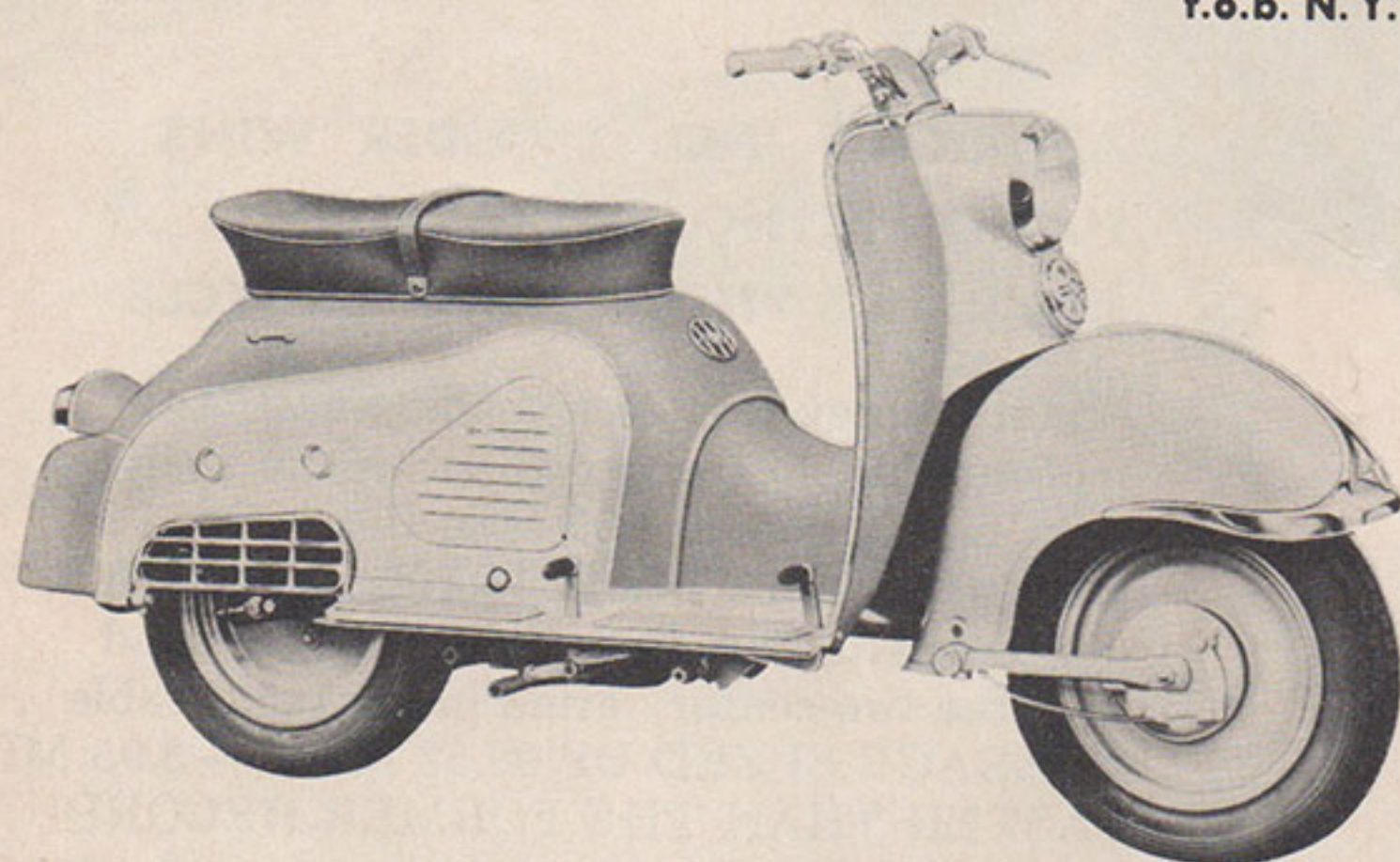
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**ENGINE:** 200cc, single cylinder, block-type 2 stroke engine, 10 HP, 75 MPH.

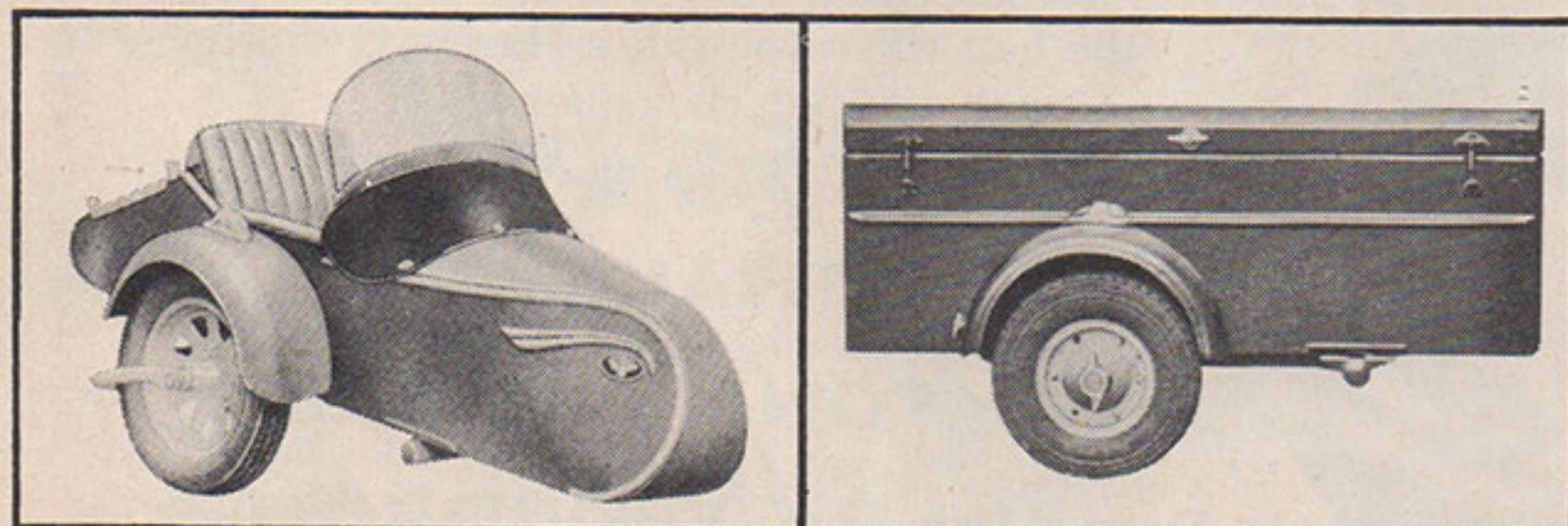
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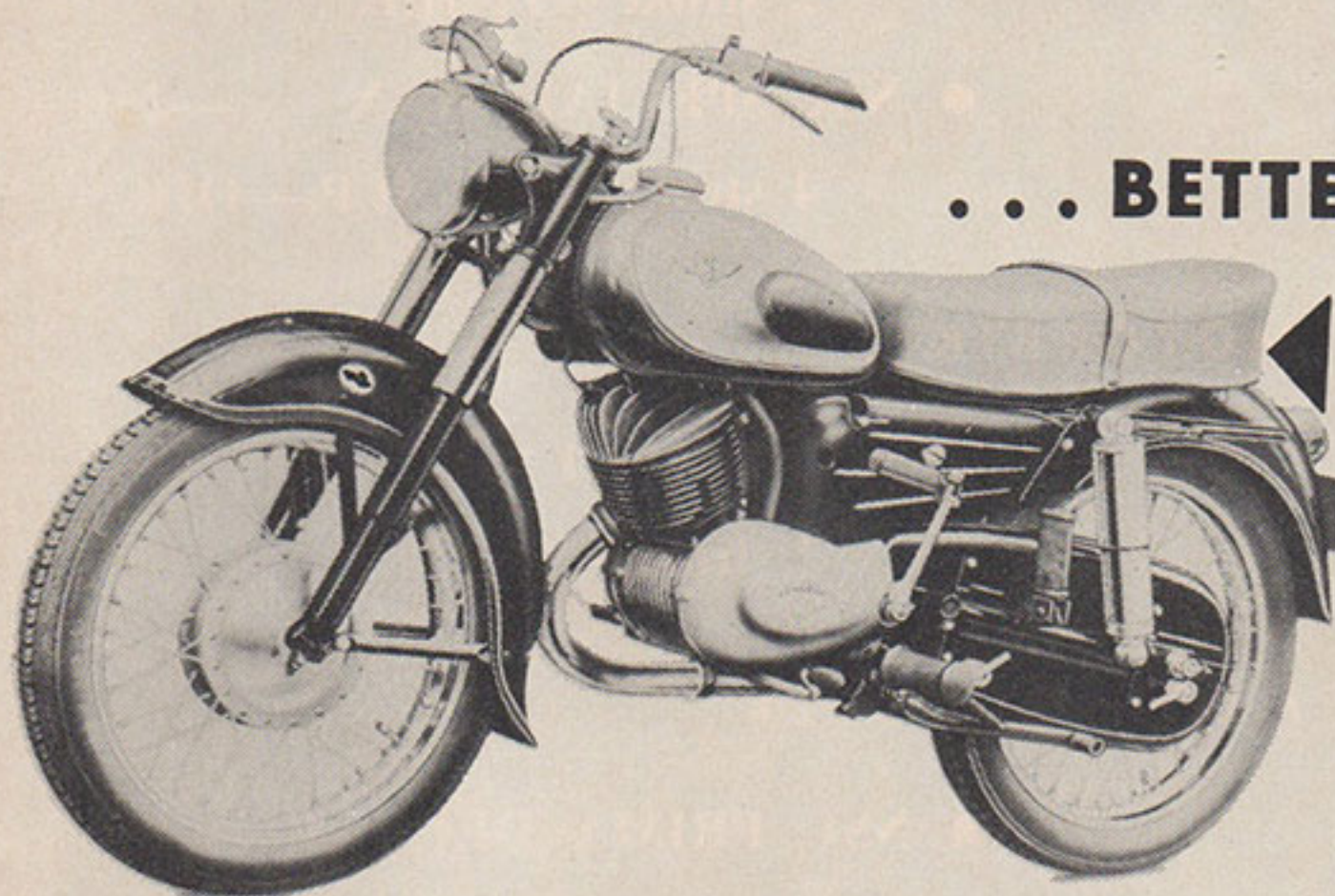
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**Engine:** 2-cylinder, 4-cycle Boxer type. Bore 2.95", stroke 2.66", capacity 597 cc, Compression ratio 8:1. Power output over 35 HP. Circulating lubrication. Light metal pistons. Sports camshaft.

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

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

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

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

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### ◀ SUPER SABRE 250cc

2-CYCLE

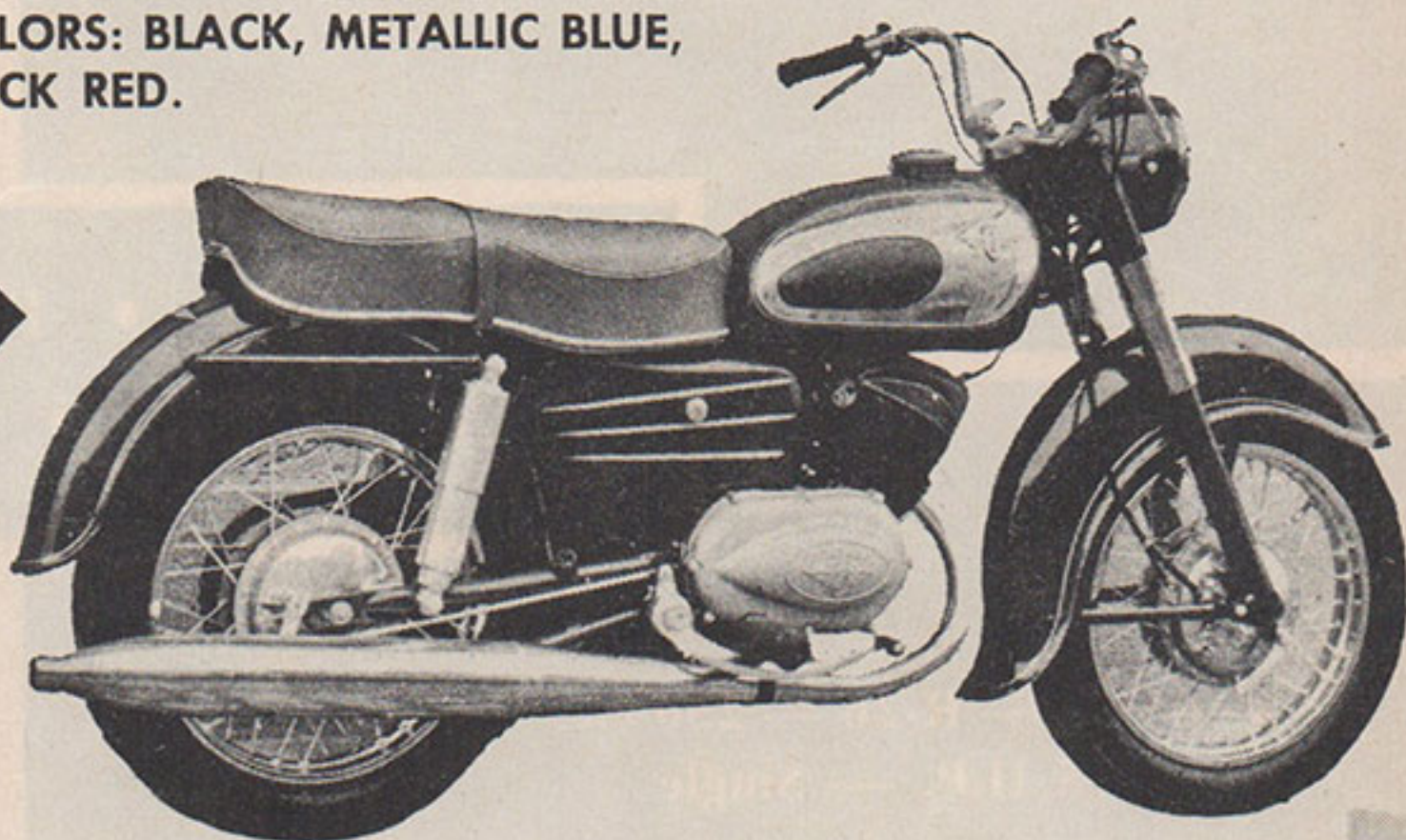
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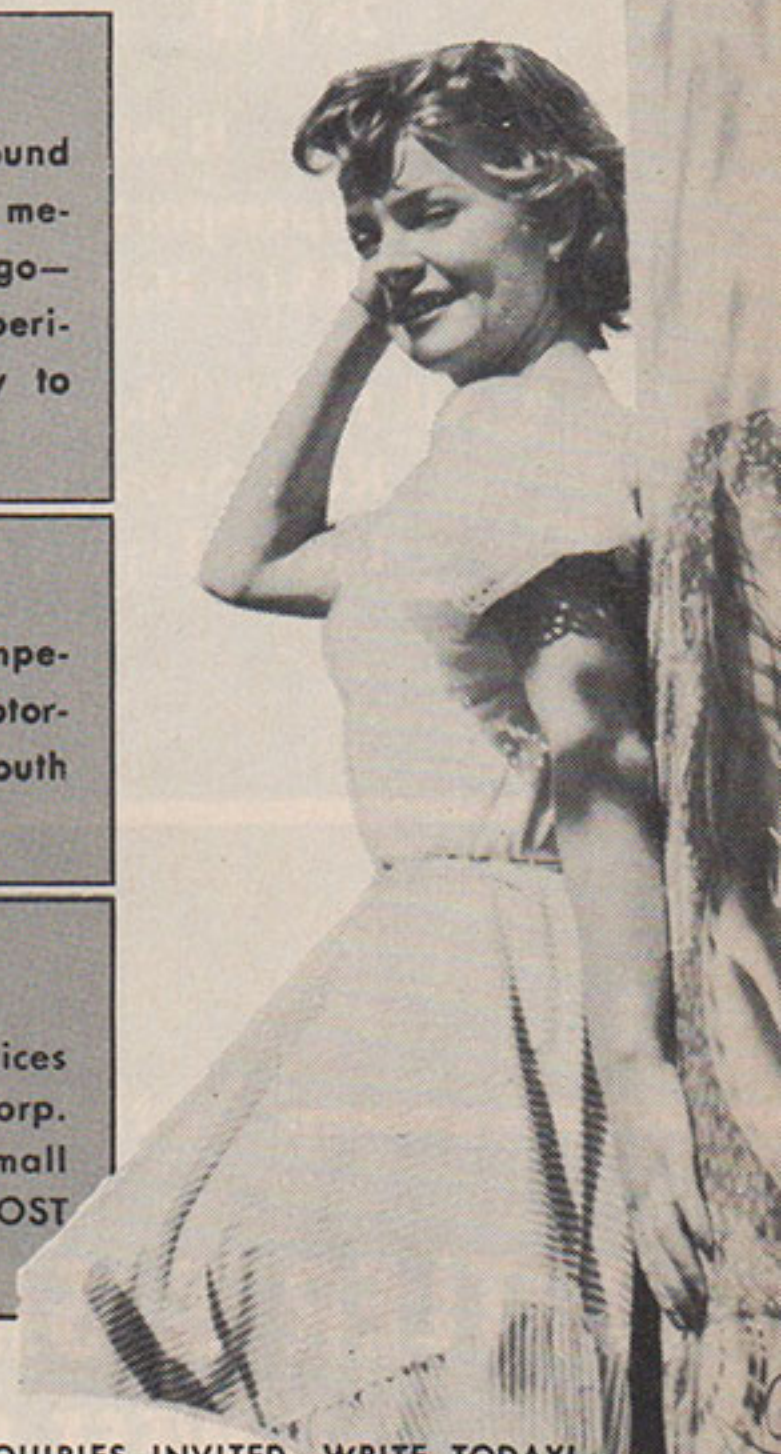
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## GREENHORNS STAND BY

(Continued from page 23)

lated towns. Those machines not running a headlight (they are advisable) will be asked to provide a blank number plate on the front of the forks for probable numbering at the starting line.

In regard to club teams, club members will be allowed to ride on the same number providing their entries are received through the mail in the same envelope and special mention is included stating which members are desirous of riding together. If more than one club team is entered, however, the teams will be split up so that no two teams from the same club will be riding closer than five minutes apart. Normally, there will be four riders leaving on each minute, and priority for numbers will be given according to order in which they are received. No entries postmarked prior to 8:00 A.M. of April 1st will be accepted.

For the riders' personal safety it is advised that each one carry a canteen of water since several extensive desert stretches are included in the course. The more dangerous areas of the trail will be marked with a regulation size route card imprinted with a large "X" and/or three lines of lime across the road just prior to the hazard. At this time, arrangements are being made to include a Jeep follow-up team to lend assistance to riders in trouble, although it will be impractical to retrieve all machines that fail to go the route.

Entry fees will be \$5.00 for entries received prior to May 15th and \$7.00 for post entries.

This much we can say . . . the rest, of course is a deep dark secret; one that we know you will enjoy untangling in your own inimitable way come this June 1st. Let's all take a whack at the National! ★

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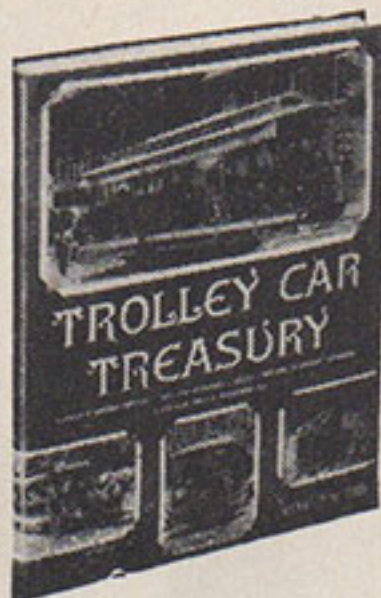
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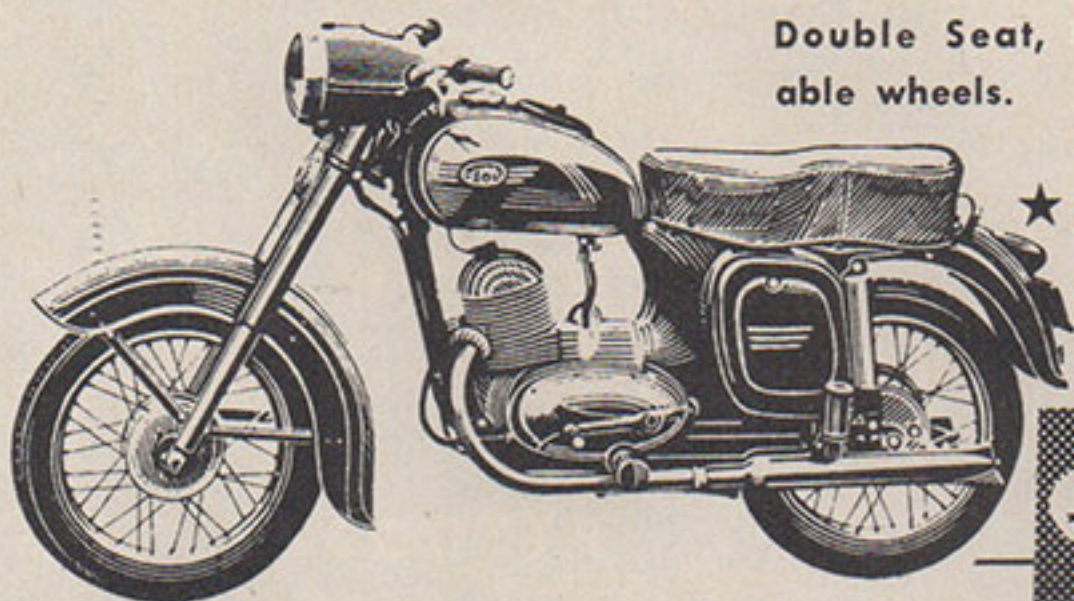
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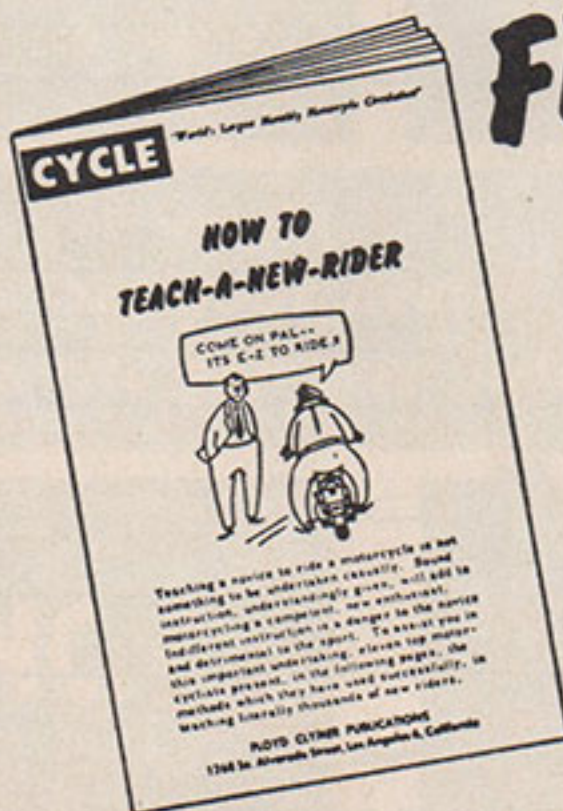
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We have a limited number of extra copies of the folder we used in our CYCLE Teach-A-Rider campaign. This folder gives full details as to the methods used by several famous motorcycle riders and dealers to instruct beginners in the art of motorcycling.

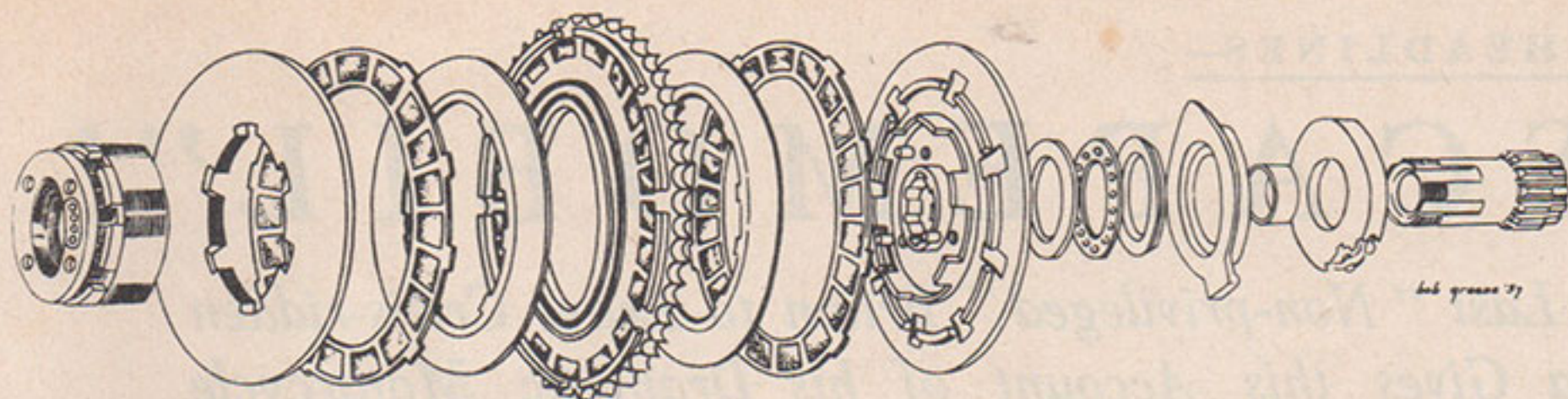
Each method is satisfactory and the folder gives excellent information. This folder is especially valuable for dealers, new riders, and prospective riders. The folder will be free but please enclose stamp for postage.

**CYCLE New Rider Bulletin**

1268 S. Alvarado, Los Angeles 6, Calif.



# THE BULLDOG GRIP



**VELOCETTE CLUTCH:** Many features and stout construction of race-bred Velocette clutch assembly are clearly shown in this exploded drawing. Fitted to all single-cylinder Velocette motorcycles, the Velo clutch was taken directly from the assembly perfected on the Isle of Man and other European race courses—as used in the world-famous KTT model overhead-cam Velocette factory racing machines. Note the even distribution of the friction plates on both sides of the centralized chainwheel. The clutch assembly is inside the countershaft sprocket, making for truly fast installation or removal of the sprocket.

SINCE most riders are of the opinion that a clutch is a clutch—that you see one and you've seen them all—it might come as a surprise to here that there is one among the pack that is a standout for strength and simplicity of design, in a downright "Tug of war".

Let's take a look at this compact power-transmitting unit that is truly built with the best interests of rider and mechanic alike in mind. The parts of which are piece for piece identical in workmanship and material to the famed Isle of Man KTT Velocette racing clutch. First let's examine the major highlights of the Velo clutch before going into more detail.

Strength and simplicity of operation are made possible by the fact that the Velo clutch assembly is inside the final drive sprocket where it rightfully belongs, carried up next to the gearbox main bearing, giving maximum rigidity, and is not operated by an actuating rod through a hollow mainshaft as is so often the case.

The second major feature will be noted in the total absence of a clutch hub; the entire clutch assembly being mounted on the sleeve gear which surrounds the transmission mainshaft and is contained in a large ball bearing supported in the outside wall of the gear case. Outstanding, too, is the centralized chain sprocket, with the clutch plates equally divided on each side of it to give maximum pressure and holding power on both sides.

No less than sixteen compression springs centrally located in the hefty, threaded adjustable spring holder on the outer clutch plate. As a result, the complete clutch unit can be made approximately  $\frac{7}{8}$  of an inch wide and still maintain a bulldog grip, even under the most severe or unreasonable punishment! Equally important from a maintenance standpoint is the fact that the single central spring containing hub automatically adjusts all of

the clutch springs evenly, in a single operation—no more tedious juggling of individual spring tensions to obtain even spring pressure on the plates.

As previously mentioned, the releasing operation of the plates is not carried out with a thrust rod through a hollow mainshaft, but by a large self-centering, three-piece throwout bearing. This insures an instantaneous, drag-free release of all plates, with a maximum of a mere  $\frac{3}{32}$ nds of an inch travel of the throwout mechanism. The thrust cup containing the self-centering bearing is fitted against the left outside of the gearbox; one end of it is formed into a fulcrum and hinges on the face of the gearbox, the other end is actuated by a thrust pin and bellcrank located inside the gearbox housing, as the result of a direct pull on the clutch cable at the handlebars. When the clutch lever is pulled, the thrust cup on the face of the gearbox housing is pushed out at an angle, the self-centering bearing within it pushes on the nearest of three equally spaced sliding pins located in the clutch back plate and extending through the center of the clutch proper to the spring holder in the outer plate which, in turn, forces the outside clutch plate out at an angle. As soon as the clutch has made one complete revolution, the aforementioned self-centering bearing in back of the clutch has squared itself off and, in the process, moved all three of the sliding pins an equal distance out and against the outer clutch plate. Thus, in one revolution, the plates are perfectly lined up and freed by the action of the spherical thrust bearing. This feature of the Velocette is responsible for the clutch freeing so easily when cold, preventing clashing when engaging the gears on starting because the front plate is literally "peeled" off the friction surfaces as it turns, and does not tilt or drag or make engagement difficult.

Starting at the back plate of the clutch and working out, let's examine the construction of the friction surfaces that make up the main body of the clutch. Against the steel-faced driven backplate is a fiber insert driving plate with twenty-two  $\frac{1}{2}$  by  $\frac{7}{16}$ -inch square inserts .170 thick. Outside of this is a stamped steel plate with tangs to engage the back plate, making this a driven plate. Next to this is the chain sprocket which also contains twenty-two inserts, followed by another pressed steel plate, another insert plate and, finally, the outer steel plate which is threaded to carry the previously mentioned adjustable spring holder. Imagine, all of this occupying a thickness of less than an inch!

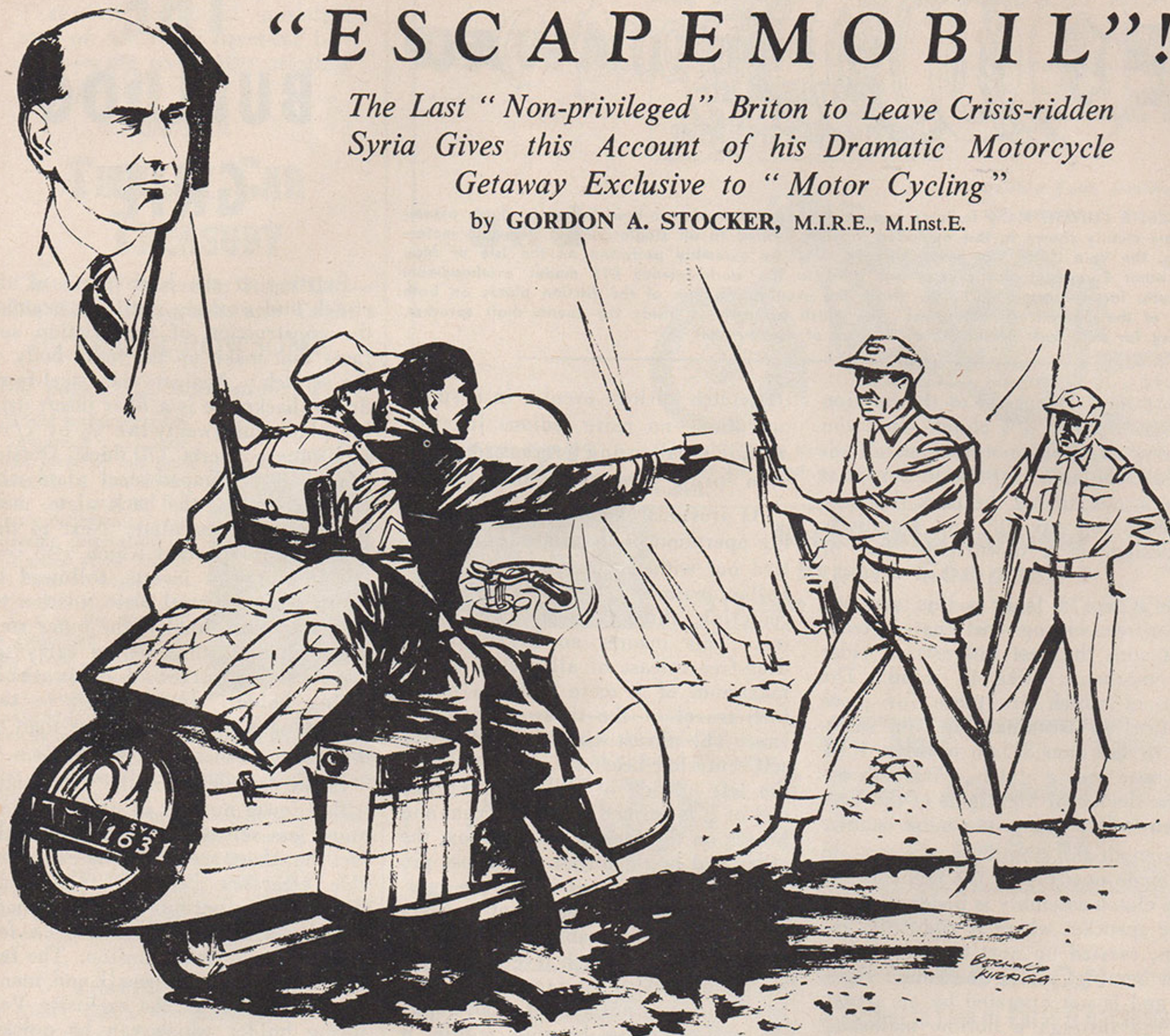
So we can see where the Velo clutch with a fewer number of plates will require less releasing throw due to the fact that there are fewer plates to provide clearance between. The much shorter throw permits the use of many short, stiff springs instead of a few big springs of lesser tension. The fact that the springs are small and many, permits the use of the exclusive Velo spring holder which can be quickly screwed in or out to provide an infinite adjustment and immediate take-up on the bedding down of new inserts. The process, too, is not one of trial and error, or a complicated one. Since the single adjustable spring holder is accessible from outside of the primary chain case, the common drill of removing the outer half of the primary case is dispensed with and clutch adjustment can be accomplished with a single small adjustment pin in a matter of seconds: With the insertion of the adjustment pin through the countershaft sprocket and into a notch in the spring holder, the rear wheel is rotated forward by hand for more spring pressure, or backward for less spring pressure. During the adjustment the transmission is placed in neutral gear position and the adjustment pin is revolved a quarter-turn at a time, checking clutch "feel" with the kick starter until proper adjustment is obtained. It's as simple as that! ★



# "ESCAPE MOBIL"!

*The Last "Non-privileged" Briton to Leave Crisis-ridden Syria Gives this Account of his Dramatic Motorcycle Getaway Exclusive to "Motor Cycling"*

by GORDON A. STOCKER, M.I.R.E., M.Inst.E.



TO MANY people, Damascus conjures up visions of mosques, minarets and native-built mud huts; yes, these *do* exist even today, but in the "old" quarter of the town only. Modern Damascus is a city of good roads, clean, up-to-date flats, parks, shops and boulevards, blessed with a delightful climate all the year round.

I had been there for nearly two years as a radio engineer employed by a British company on contract to the Syrian Government. My job, working with three other British colleagues, was an interesting one, and consisted of the installation of radio equipment for the defense of Syria, with the accent, of course, on the Syrian Air Force, which is a small one, having only come into being in 1948. It is still, however, under the jurisdiction of the Army, and even their "airmen" are called "soldiers." My work had taken me to such major Syrian towns, now prominent in the news, as Aleppo, Hama, Palmyra and Deir-*ez-zor*, but my major operations were centred on Damascus, at the airport at Mezze, about five miles out from the town. An interesting point to note here is that Mezze was an international civil air-

port as well as a military one, and the Army therefore still had a degree of control over it. Throughout my stay the relations between British and Syrian military and civil personnel were most cordial, and my work there was, in consequence, most congenial.

However, this state of affairs was soon to be altered by coming international events. In August of this year I purchased a Maico Mobil, as these unorthodox machines had just been imported into Syria; having previously owned one in Karachi, Pakistan, for two years. I decided that its successor was to be the mount for me. As events proved later, I consider that my choice was a wise one: being an engineer, I was able to do my own maintenance, thanks to the good supply of spares available in Syria. Another reason for my purchase was for my trips outside Damascus; for these the machine would prove most useful, apart from routine runs to and from the airport.

For the last few months, however, Damascus had been having practice air-raid warnings, for which all the lights and electric services of the town were "cut" from the power station itself, and nobody was allowed to be on the roads. For the "foreigners"

there, like myself, this proved no more than a nuisance and not to be taken too seriously—or so I thought! But later events proved that they *could* be more than a nuisance!

Towards the end of October I woke up to hear the news from the B.B.C. that the Israelis had attacked Egypt in the Gaza strip. Syria had strong Egyptian ties and photographs of Nasser were soon on display in every shop window. Nevertheless, we British technicians had a job to do and we continued to do it, although at times we felt that the relationships at Mezze between us and the Syrian Air Force personnel were a little strained, to put it mildly. The B.B.C. news broadcasts assumed an importance never before envisaged; an evacuation of American women and children, and later the British, got under way and the climax came with the announcement from the B.B.C. that Syria had broken off relations with England and France on November 1. . . .

To me it seemed obvious that we would have to think about getting out, too, but still no official directive came from the British Embassy in Damascus; I worked on as usual at the airport but felt that it would not be

(Continued on page 35)



## ESCAPEMOBIL (Continued from page 34)

for long. Next day, Friday, November 2, was our "week-end," as in a Muslim country Friday is equivalent to our Sunday, and I spent a quiet morning in town, but everywhere a silent hostility was in evidence; Damascus was under martial law, and the local radio station also had "taken over" from Cairo Radio, which had been silenced by the R.A.F.

For the past few days I had been making a recorded commentary of events on my tape recorder, which I felt might be of use later as there was a very distinct possibility that I might be interned, as being in possession of vital information on Syria's radio defense network.

However, at 5 p.m. local time I was having a noggin with my British colleague from the airport and was interrupted by our local manager, who had just received instructions from the British Consul for our departure within one hour . . . !

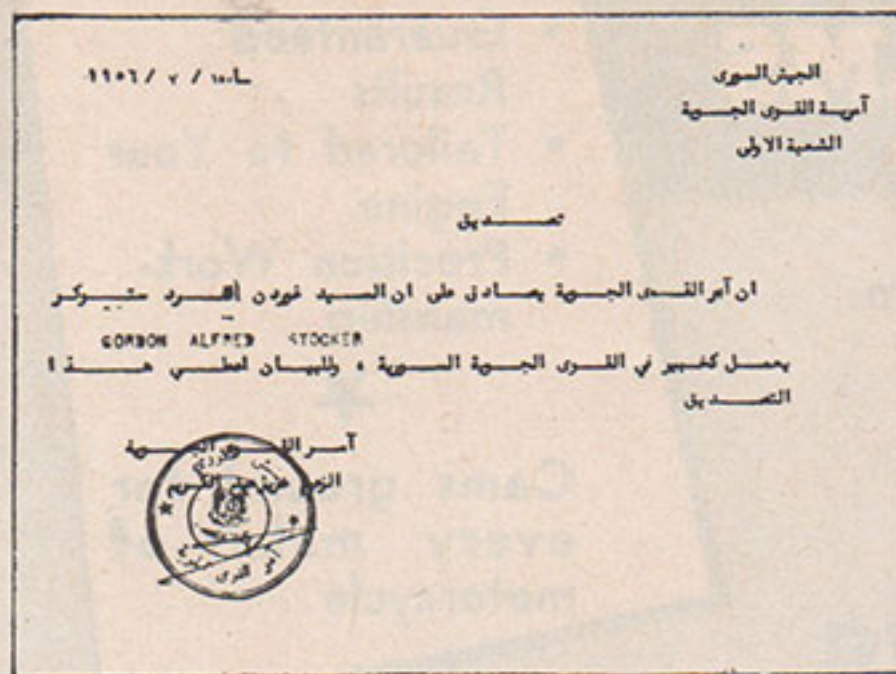
This was it!

"Scramble!"

I had expected something like this and had previously purchased for the Maico Mobil petrol and oil, which was now unobtainable due to the destruction of their oil pipelines by the Syrians. At this point I blessed the provision of the immense luggage compartment provided in the tail of the machine and packed this full of clothes, a few tools and my tape recorder for my hurried departure. What clothes I couldn't pack, I wore: two pairs of trousers, two shirts, three sweaters, a sports coat, a zipper jacket and a raincoat. I must have looked like the Michelin tyre man! Thus clad I had protection against the chill mountain air I would encounter on my dash to freedom; luckily, the Maico's shielding would give me adequate protection for my legs and face. (What a turn-up for "total enclosure"!)

Like the others, I was forced to leave all my home and personal effects, including my bank account, behind and could take only what I could carry. A blanket—and a flask of whiskey—completed my luggage. My friends preceded me in a car hired at an exorbitant price, and I was just about to start off when—hell!—another air-raid warning came at 6 p.m.! I cooled my heels for about 1½ hours in complete darkness and silence (no sound of bombs) until the "all clear" and within 20 sec. I was road-borne for, I hoped, safety and freedom at Beirut, in the Lebanon, and then England.

A good metalled road leading towards the frontier helped my average speed through a mountain gorge, where I encountered very few vehicles. Then I realized why. Nearly everyone who could go had gone already. I was late!



Printed in Arabic, this is the Syrian Government stamped temporary pass to enter military establishments which Gordon Stocker used to hoodwink the frontier guards in his thrilling escape to freedom.

The weather was mild, but getting colder, as I climbed the mountain road to the Syrian border, until, about a mile from the frontier post, I was stopped by a soldier fully equipped with a fearsome rifle and bayonet . . . ! This, I thought, means I've had it! But he only wanted a lift to the border for guard duty (!), and I was apparently the only person going the right way. In my halting Arabic I explained that if he could climb on top of the bags he'd be welcome! And so I arrived at the Syrian border complete with luggage and the local representative of Syria's military law and order! But the biggest snag was to come. I had no kind of exis permit whatever! Then I had a brainwave. As I had been working for their air force I had a previously issued pass to enter military camps, etc., so I waved this at the post guards, who couldn't read anyway, and augmented by my passenger it did the trick. I tried to look as nonchalant as possible—and I was across!

"Humdilallah" (thanks be to God), as they say in Arabic!

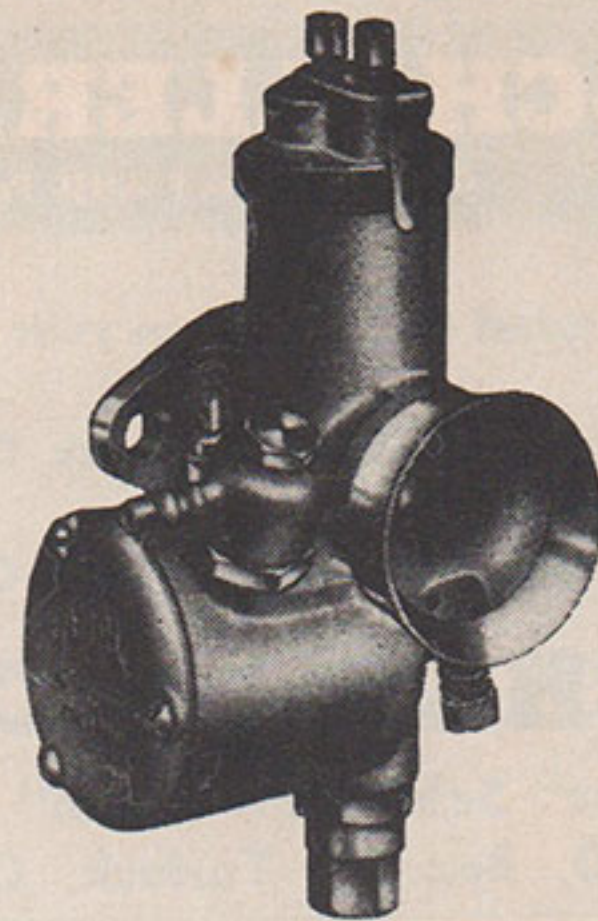
About a mile of no-man's-land lay in the deep valley between the borders and led up to the long, steep climb to some 5,000 ft. across the Lebanese mountain passes to Beirut and freedom.

The road was by now getting rapidly worse and I thanked the foresight of the Maico designers who included a spare wheel fixed to the back of the machine, for a tire repair would have been disastrous. A routine entry into Lebanon at her frontier, the usual peace-time Customs formalities, and I was through.

Just Made It!

I learnt later that the Syrian frontier was closed less than an hour after my exit, except for privileged C.D. staff who made their exit next day. I had been the last ordinary Briton to get out!

(Continued on page 36)



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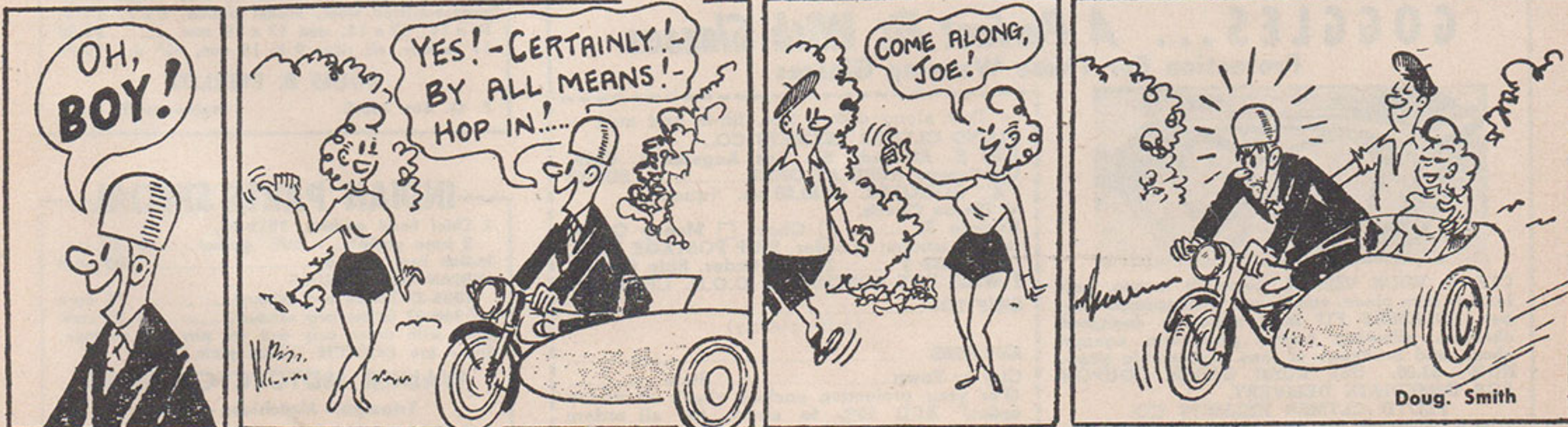
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## ESCAPEMOBIL (Cont. from page 35)

Now the hardest part of my journey lay ahead, a steep, winding climb up the mountains in order to reach Beirut; at times the gradient was 1 in 4 to 1 in 3, and I was forced into second, then first gear for the steep, winding ascent; as the height increased the temperature dropped and the atmosphere became rarer until it was necessary to decrease the air for effective carburetion. However, up and up went the willing little 200 c.c. two-stroke, but it naturally tended to get hot. A small village called Chtura on the Lebanese side looked inviting, but the need to press on was uppermost. Nevertheless I relaxed at the summit for two reasons: one to cool the engine off and secondly to warm my inner man with a spot of Scotland's "vin du pays" snatched at the last minute before leaving Damascus!

Then came my descent, all the way down, down, down to Beirut at sea level. By now, it was nearly midnight and no moon, but my dipped headlight was adequate, due to a battery well charged en route. My brakes "cooked up," but on the lesser gradients, a little bit of coasting in "bottom" against the engine helped to cool them off.

Finally, Beirut hove in sight, and after reporting to a much overworked British Embassy, I met my friends, who were anxiously awaiting me, and partook of a welcome meal and night cap before retiring to bed.

I was fortunate in getting my Maico Mobil on to a Greek ship leaving for Naples and England, and also in getting a seat on the Middle East Lines "Viscount" from Beirut to London via Athens, Rome and Paris.

My tape recorder, with its precious contents, was with me (and still is) and I await my "Old Faithful," due in London some time this week. The future? Who knows? I have left my home, my personal possessions, everything acquired in a lifetime of service in the East, in Damascus—but I still have my freedom.

An interesting anti-climax occurred on my first day in a London hotel, on November 7; a gentleman greeted me and asked after my health. He was a Syrian friend of mine, who was starting his studies at London University and hoped to stay here for three years!

It really is a small world, isn't it!

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# JAWA "354" ROAD TEST

NO. 86

BY CYCLE STAFF

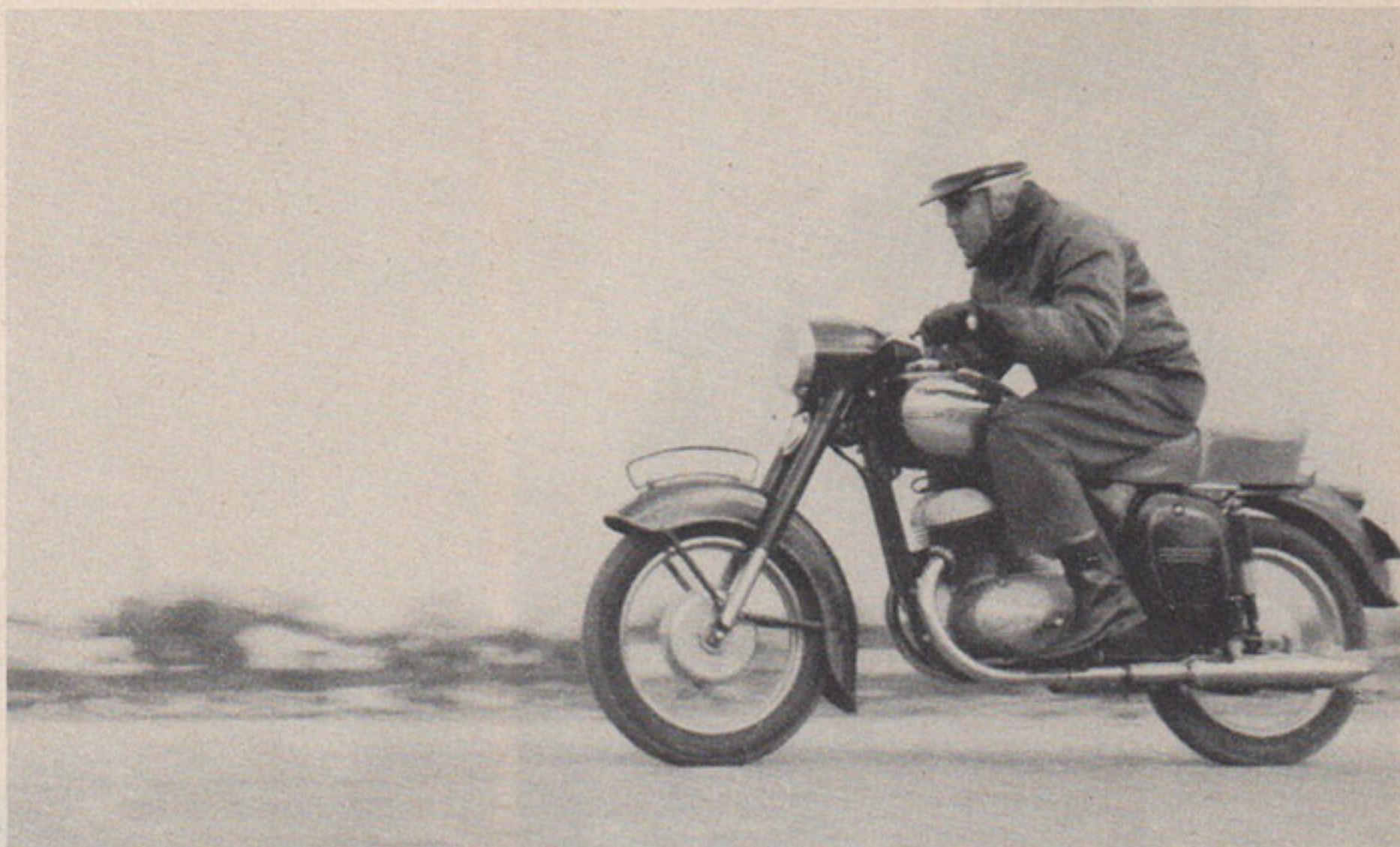
THE motorcycle tested this month is perhaps the most unique machine available in this country. A first glance at the Jawa 354 produces no unusual reaction, but closer examination reveals many interesting and unusual design features.

The sixteen inch wheels are probably the first thing that catches the eye. This gives the impression that something is missing between the headlight nacelle and the fender. However, a glance at the gearbox is even more startling, for apparently there is no kickstarter, or is it the gearshift pedal that is missing? It depends on how the lever is positioned, for one lever serves both functions. After the kickstarter is actuated the lever returns to the shift position. An excellent idea.

Another noteworthy feature is the automatic clutch. Altho a clutch release lever is provided on the left handlebar, the gears can be shifted without its use. Continuing with unusual features, let's consider the electrical system. It appears to be quite conventional battery-coil ignition, but upon inspection we find two coils located in the tank recess, making for neat routing of the high-tension cables. We also notice that the switch incorporates an emergency ignition position for use if the regular system fails. In the battery compartment we find that the electrical system is fused; rather unusual in motorcycle electrical system design.

Now that we have covered most of the more unique features, let's examine the Jawa 354 starting at the front wheel and working back. As previously mentioned the wheels are both sixteen inch and the front fender is rather deep for good weather protection. The front brake is full width, with wing nut adjustment. The headlight incorporates the speedometer and is adjustable by the employment of a knurled knob located on top of the nacelle. The nacelle is similar to that employed on a popular English motorcycle. The handlebars are conventional with clutch release lever, dimmer switch and horn on the left bar. Throttle twist grip and front brake lever are on the right bar.

The gasoline tank is finished with chrome side panels, and incorporates the ignition and light switch and neutral indicator light. A filter screen is located within the tank filler neck. The fuel tap has off-on positions and a reserve position, plus fuel filter. The foot-pegs are adjustable for position.



Cycle Tester Gib Black in acceleration test of Jawa "354."

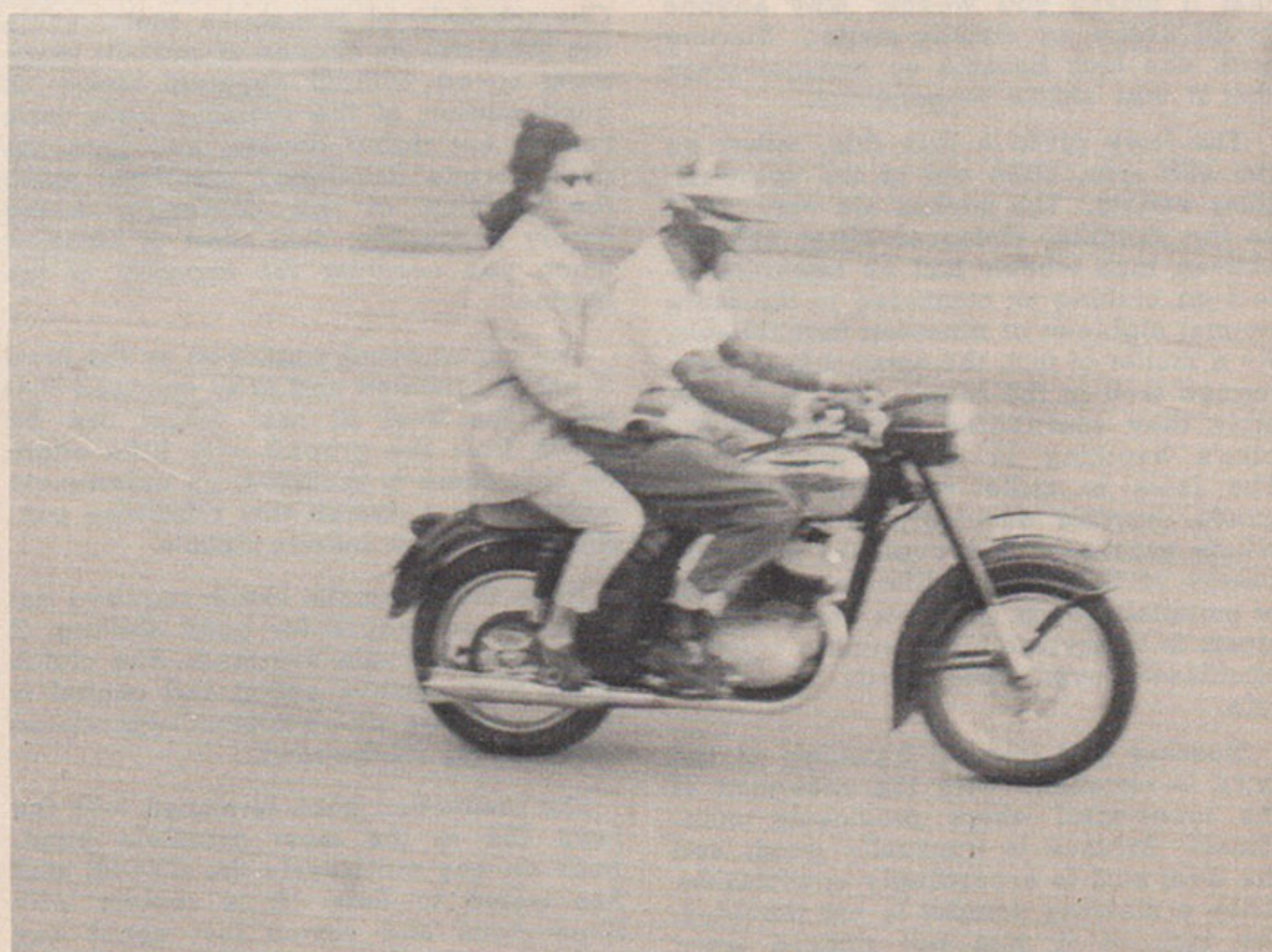
The power plant is a twin cylinder two-stroke 350 cc engine with dual exhausts and integral gearbox. The carburetor is fully enclosed, and is fitted with a mesh-type air cleaner. A center stand is employed. The cylinders are deeply finned and exhaust ports are also finned. The battery is housed in a compartment on the left side of the bike, which is fitted with a hinged cover, secured by a Dzus type fastener. A similar compartment on the right side is for additional tools, etc.

A dual seat is provided, under which is located the most complete set of tools to be found on any production motorcycle, along with tire pump, and even a polishing rag. The seat is detached by withdrawing one screw several turns, raising

the front of the seat forwards and upwards and presto! It is off. A word of warning here: be sure to carry a screwdriver in the auxiliary tool box with which to unfasten the seat to obtain the tools. Because of the deep cylinder finning, it is impossible to remove a spark plug with other than the special wrench provided.

The rear fender is also rather deep and incorporates the tail-stop light which is small by any standard. However, a large reflector is located below the tail light. Hand-holds are provided on the left side of the machine and at the rear of the dual seat. The mufflers are of fish-tail design. Rear suspension is swinging arm with hydraulic damping. The rear wheel has a full width hub and the chain is fully

*(Continued on page 38)*



RIDING DOUBLE — Cycle Tester Gib Black gives his wife, René, a ride on the Jawa "354."





Cycle Tester Asher Lee tests the Jawa "354" in the rough.

## JAWA "354" ROAD TEST No. 86

(Continued from page 37)

enclosed with access plates for inspection and adjustment. The rear brake has a knurled knob adjusting nut. Folding rear foot pegs are provided for use when carrying a passenger.

Now let's discuss the more important part of this test; the impressions we got from riding the Jawa 354. Like most two-strokes there was considerable four-stroking when not under load, but engine noise was muffled, and not objectionable at any speed. Idling was very reliable. The Jawa has a surprising amount of low-speed torque, and acceleration from a standstill is somewhat better than is to be expected from a 350 cc. machine. Starting is so easy, with engine warm or cold, that it makes you wonder why anyone could desire an electric starter. Starting with one kick became so common-place that it was almost monotonous.

The Jawa gives a firm ride, rather on the stiff side, altho not of the spine-rattling variety. The brakes are very good as the stopping distances attest and the sixteen inch wheels had no apparent effect on braking as compared to the more normal eighteen or nineteen inch wheels. As a matter of fact, the small wheels performed well in the rough also. It is possible they contributed somewhat to the bike's handling in strong cross-winds. The Jawa is quite sensitive to cross-winds, leaning decidedly in the strong winds encountered through the mountain passes of Southern California. Speaking of mountain roads, the Jawa has plenty of steam to transverse hilly country, cruising effortlessly over some pretty steep terrain.

Steering and general handling of the Jawa is excellent, with the exception of the cross-wind effect previously mentioned. Balance is unusually good, and the dual seat is exceedingly comfortable. Altho a steering damper is not provided, the lack of it was not noticed even during maximum speed runs. Handlebars are comfortable, but control levers are

not adjustable without adjusting the position of the handlebars. This is annoying when you consider that the handlebar position necessary to effect the desired position of the control levers may not suit individual taste.

Negligible vibration really describes the Jawa 354. There just isn't any noticeable vibration at any speed, making this one of the smoothest bikes on the market. Characteristic of two-stroke motorcycles, the Jawa can be cruised at near its maximum speed without apparent strain. A good portion of the cruising tests were carried out riding double, and here the good torque developed manifests itself; the addition of the passenger being hardly noticeable. Just short of amazing when you consider the capacity of the engine.

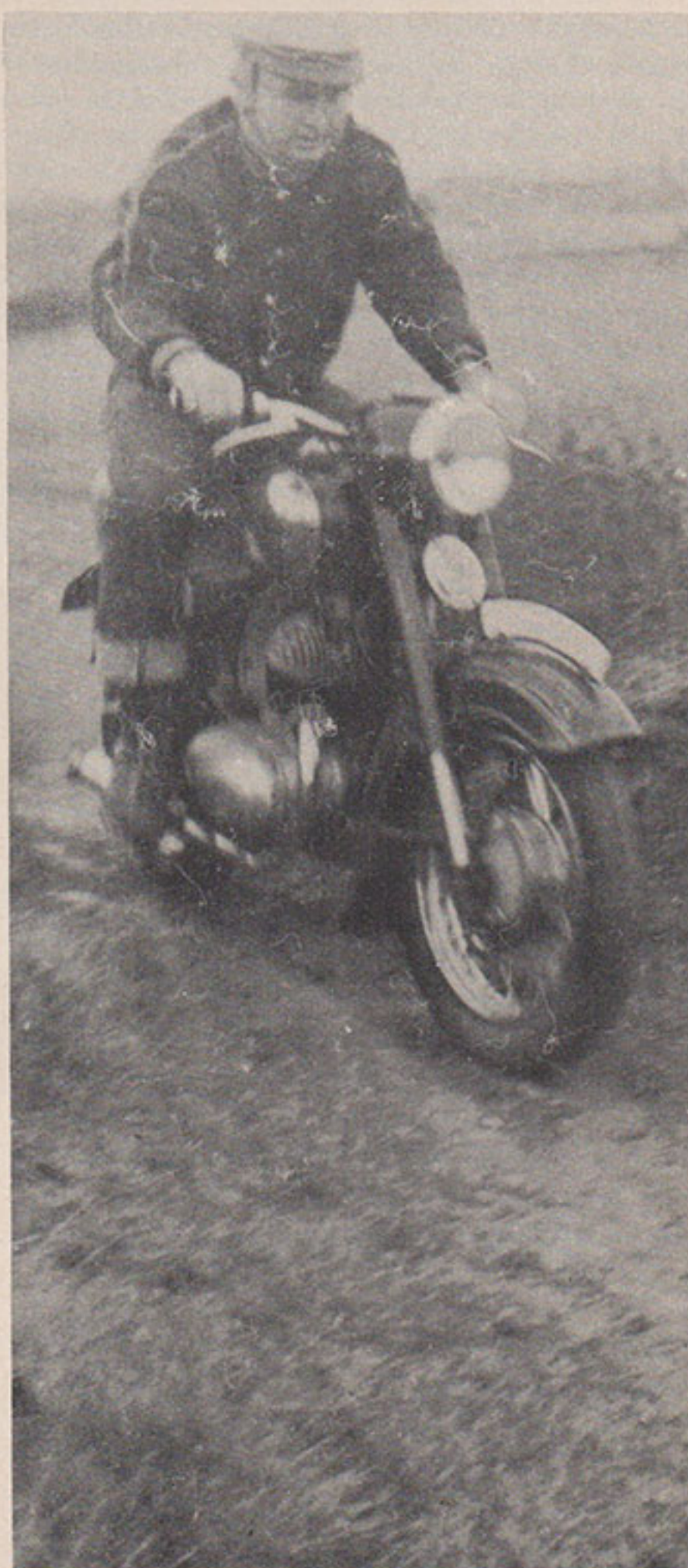
The center stand employed on the Jawa is easily operated and is so centered that either the front or rear wheel can be raised from the ground with little effort. No side stand is provided; an unfortunate omission in a design that otherwise considers the most infinite details.

Altho the automatic clutch required definite speed ranges for good shifting, it was a knack easily acquired. The clutch has a nice positive action and control is good, a feature which is most appreciated when riding off-the-road.

The instruction book furnished with the Jawa 354 is the most complete handbook on any motorcycle the CYCLE staff has tested to date. It is replete with illustrations and covers just about any maintenance ask.

(Continued on page 39)

Ease of handling in the rough is a Jawa feature, says Asher Lee.



Doing a little "cowtrailing" with Jawa "354."



# JAWA "354" ROAD TEST No. 86

(Continued from page 38)

Quite a few break-in mile were ridden at night, and the lighting was adequate, altho as previously mentioned the small tail-light gives the rider an uneasy feeling..

Security provisions are adequately cared for by a fork lock in addition to the regular ignition key.

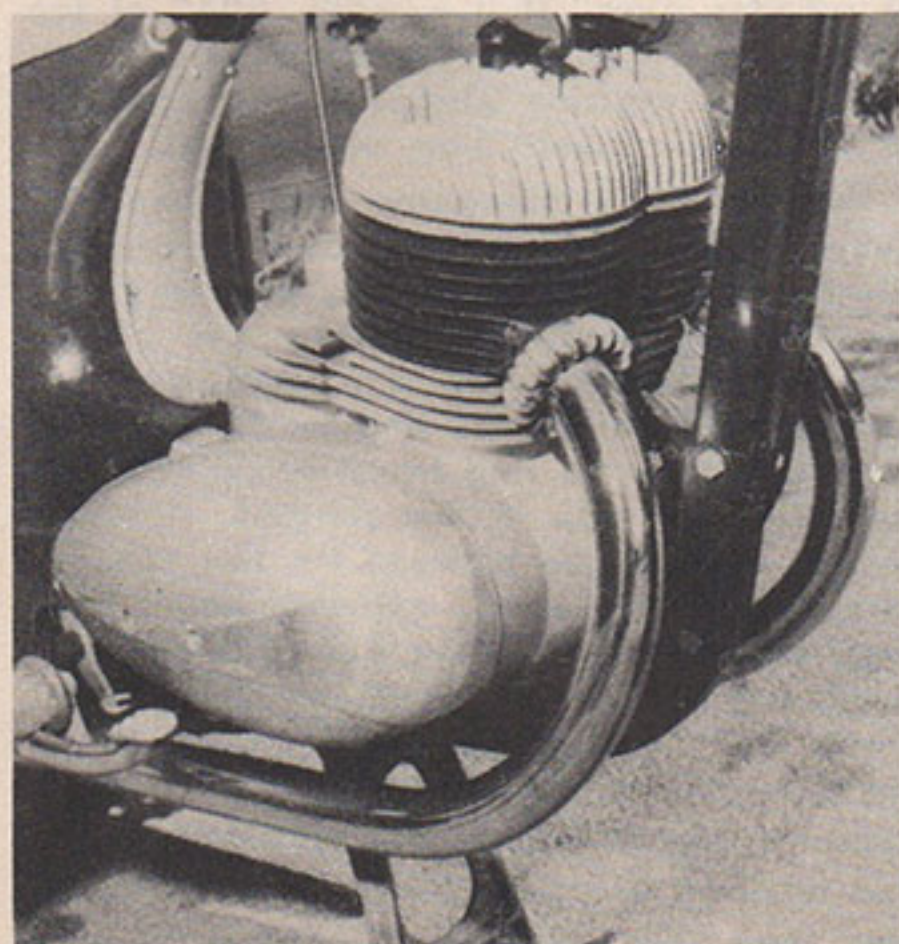


Tools provided with Jawa "354."

Summing up, the Jawa 354 is a well made motorcycle, with many interesting features. Acceleration is excellent, suspension good and detail finish outstanding. The bike handles well, starts easily, is simple to maintain and attractive in appearance. With its economy of operation, unusual features and spirited performance the Jawa has much to offer. The test machine was furnished by Jawa dealer, Eddie Sharron of 4620 Western Avenue, Los Angeles, Calif.

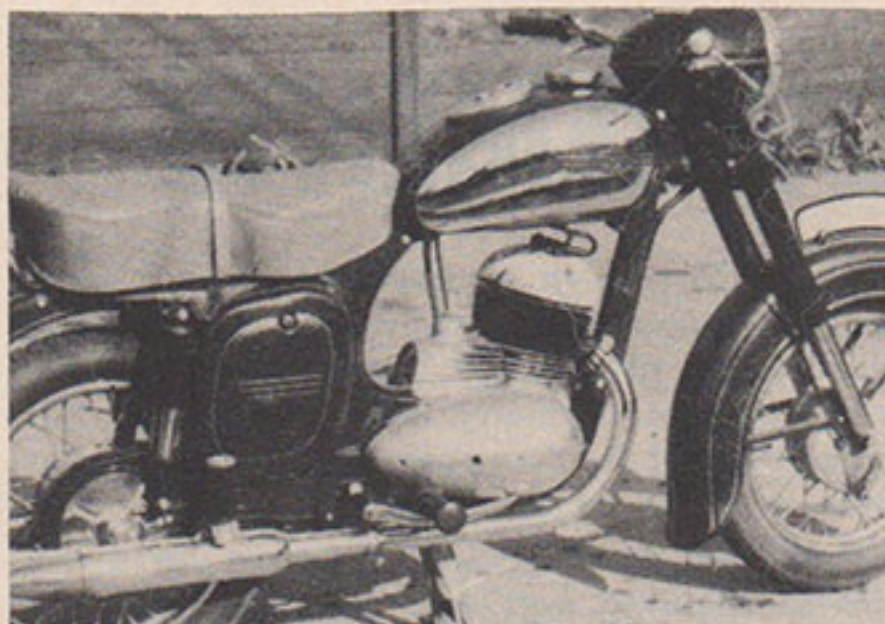
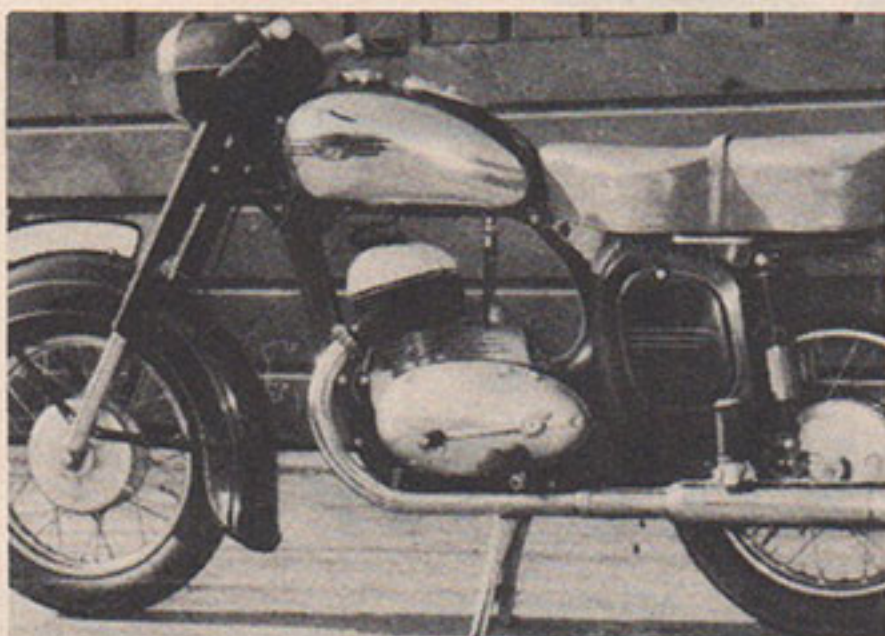


The fully enclosed chaincase of Jawa "354" is desirable feature.

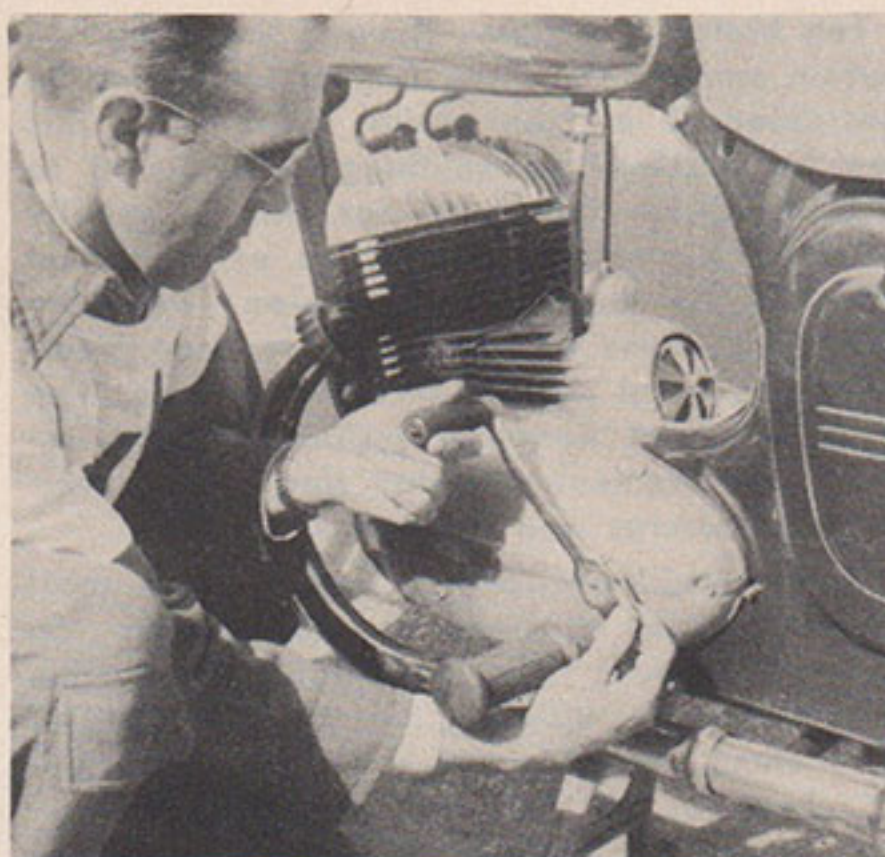


View of twin cylinder 350cc engine on Jawa "354." Note clean lines, deep cooling fins.

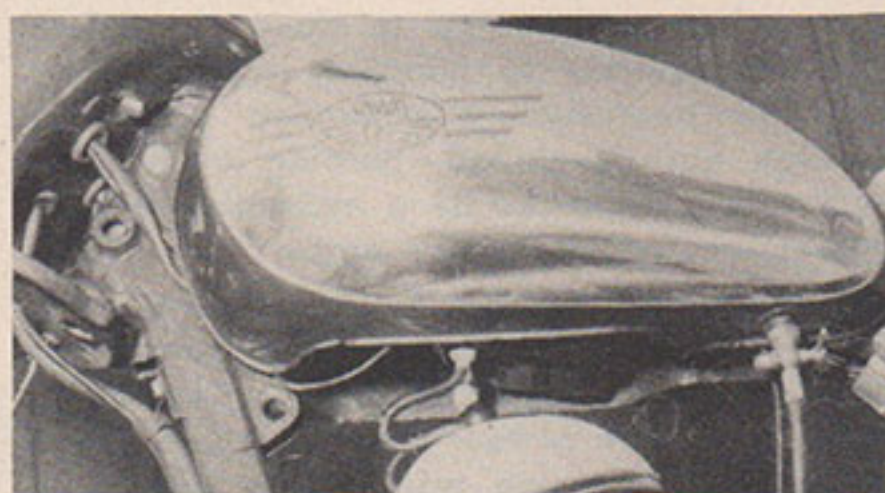
Left side view of Jawa "354" on center stand. A side stand should be furnished. Dual seat is large and comfortable.



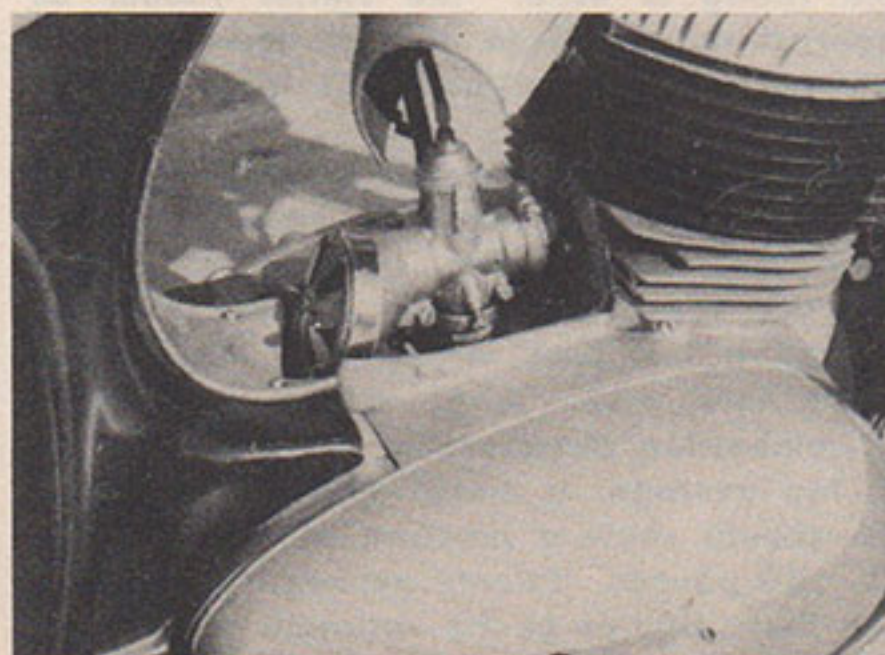
Right side view of the Jawa "354."



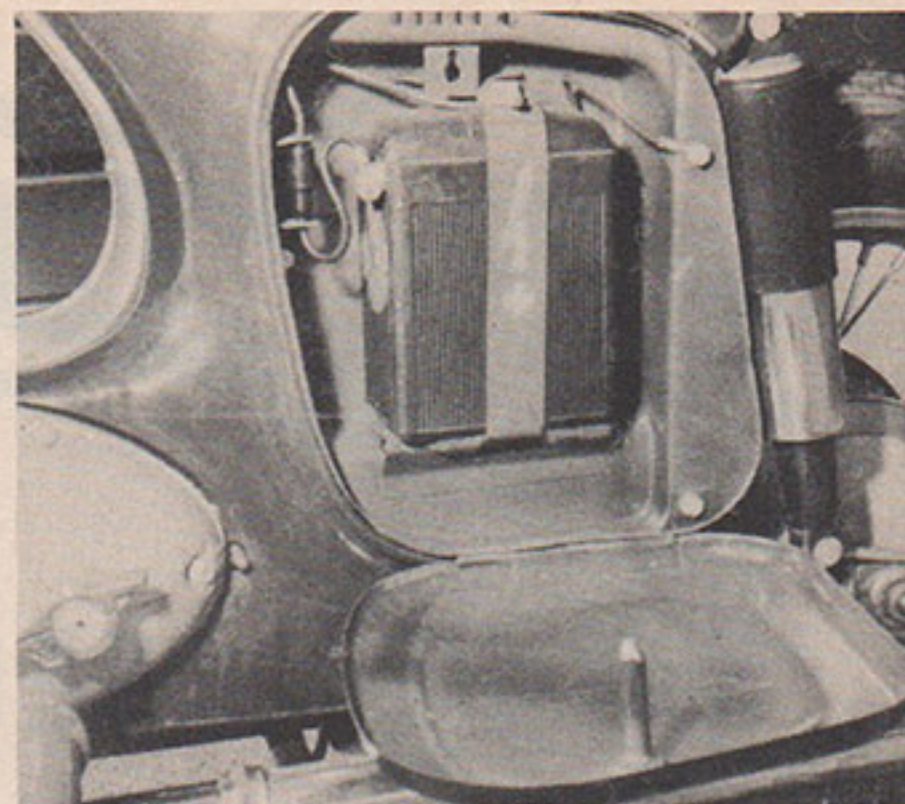
Gib Black examines unique combiner gearshift lever and kick starter on Jawa "354."



View of Jawa "354" showing two coils located under tank—a unique feature.



View of Jawa "354" engine showing carburetor enclosure—cover removed.



Easy-to-get-at battery compartment of Jawa "354"—note fuse.

## Performance Summary

### TOP SPEED:

Third Gear .....68.00 mph  
Fourth Gear .....83.00 mph

### ACCELERATION:

Quarter Mile .....17.5 seconds  
Tenth Mile ..... 9.4 seconds

### BRAKING DISTANCE:

(full stop from 20 mph)

Front Brake .....17 feet  
Rear Brake .....22 feet  
Both Brakes .....12 feet

### GASOLINE MILEAGE:

(average for test) .....70 mpg

## Specifications

**ENGINE:** Air-cooled, two-stroke, with unit construction gearbox and crankcase. Compression ratio, 6.8 to 1. Bore 58 mm, Stroke 65 mm. Twin cylinder with dual exhaust. Capacity—344 cc. Transmission: Four-speed, with positive speed foot-shift located on left side of machine. Power transmission—endless sheet roller primary chain in oil bath. Rear chain fully enclosed. Clutch—five plate, wet with automatic feature. Clutch hand lever fitted on left hand side of handlebars.

**ELECTRICAL EQUIPMENT:** Battery - coil ignition with auto advance. 45 Watt, 6 volt generator incorporating emergency ignition. 6 1/2 inch headlight, stop-tail light and neutral light.

**FRAME:** Square section welded tubes with pivoted rear fork. Telescopic front suspension with hydraulic dampers. Air Cleaner, Tire pump, complete set of tools, including spoke wrench. Center stand.

**WHEELS:** Alloy rims with full-width hubs. 6 1/2 inch brakes.

**TIRES:** Front and Rear 3.25 X 16 inches.

**WEIGHT:** 320 lbs.

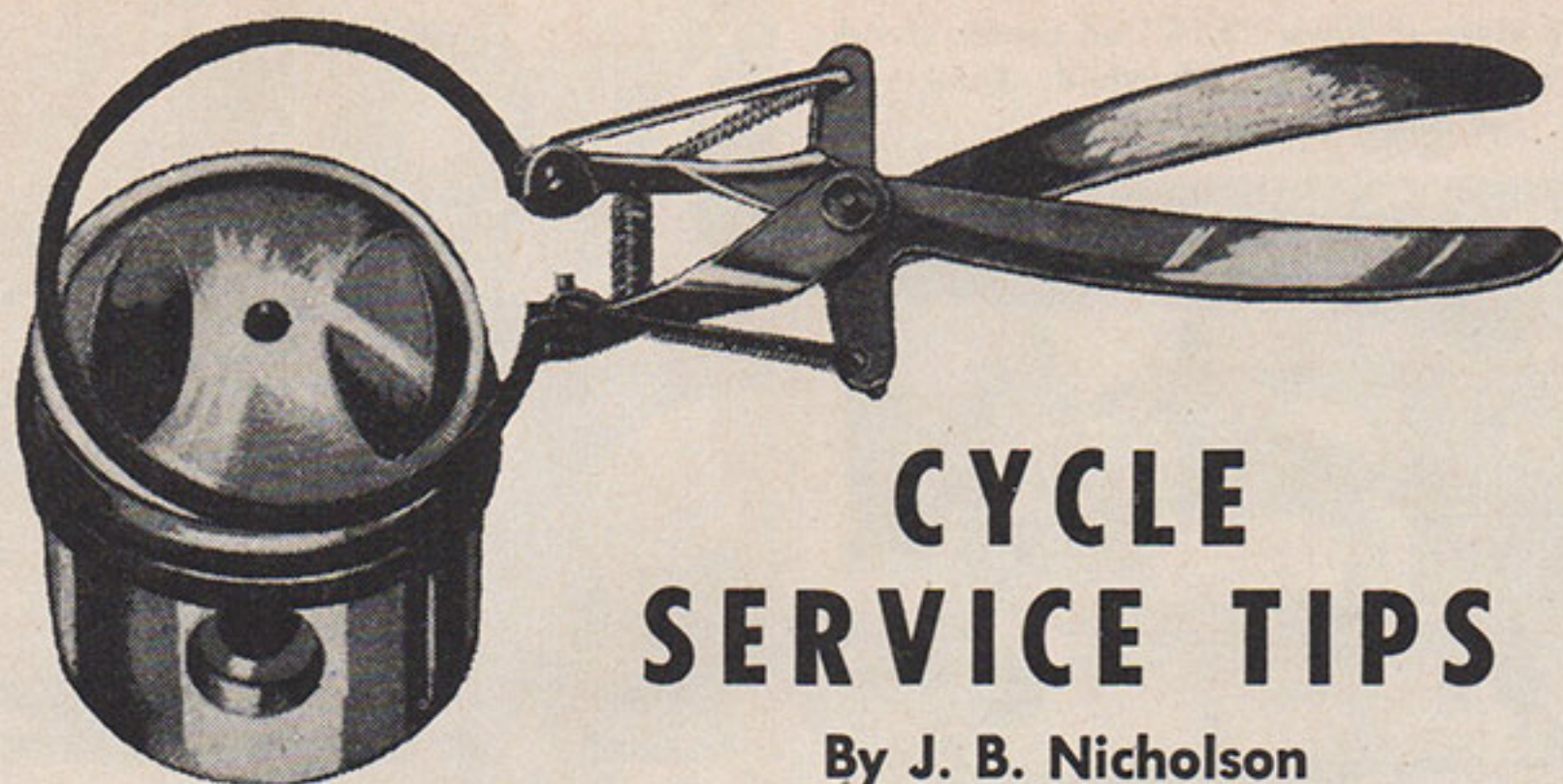
**DIMENSIONS:** Wheel Base — 54.5". Saddle Height—30 3/4". Ground Clearance 7 1/8". Handlebar width—25.4".

**FUEL TANK:** 3 1/2 gallons capacity. 1/2 gallon reserve.

**FINISH:** Red and Chrome.

**U. S. DISTRIBUTORS:** Benko International Export Company, 315 East 74th Street, New York City. Western Distributors are at Box 508, Needles, Calif.





## CYCLE SERVICE TIPS

By J. B. Nicholson

# SERVICING REQUIREMENTS

**What's Needed When?**—The problem of decision in the matter of servicing needs; whether or not to undertake a job or replace one or more parts, confronts most motorcyclists from time to time.

Motorcyclists generally, by necessity, choice or more opportunity in this matter, make these decisions independently and have need of more knowledge on this subject than the average auto driver. The objective of this article is to provide some information that will guide the average rider towards obtaining the most service with the least expenditure of time and material on maintenance, consistent with top performance.

### ROUTINE MAINTENANCE

**Lubrication**—Develop the habit of checking the engine oil supply and tire pressures at every gas stop. Under average conditions, no other maintenance should likely be necessary in between lubrication jobs at 1,000-2,000 mile intervals. It is a good policy to make these oil change occasions the time for doing other routine maintenance and getting it all done at once. Just how often the engine oil should be changed depends entirely on the operating conditions, running anywhere between 500 and 2,000 miles. Oil changing at 500 or lower mileage intervals is necessary when operating in freezing temperatures because of water that collects in the oil from condensation and consequent danger of it freezing and obstructing oil feed. When operating under dusty conditions without an efficient air cleaner, oil changes as frequent as every 500 miles may be necessary. Under favourable conditions, operating with an effective air cleaner, or in a relatively dust-free area, oil changing periods may be extended up to 2,000 miles. Remember to change oil when hot immediately after a run when most of the dirt is in suspension in the oil.

Due to oil losses from the gearbox and primary drive that are common on some machines, 2,000 miles is too far to go in between checking. These levels should be checked and topped up, if necessary, at 1,000 mile intervals. Draining and refilling here is generally only necessary at intervals of 5,000 miles or for seasonal change of grade.

At 1,000-2,000 mile intervals other lubrication details that should be taken care of include—oiling the exposed ends of control cables, nipples and control lever pivots, greasing nipples, (apply sparingly to nipples on brake camshafts and wheel hubs) and air cleaner element servicing. Note, most elements should be dipped in light oil before refitting, excepting 1950-53 B.S.A. Twin type, which is a dry element.

**General Adjustments**—At this same 1,000-2,000 mile interval controls should be checked

and slack taken up as necessary, spark plugs cleaned, battery serviced, chains checked and adjusted as necessary. Tappets and breaker points do not normally require servicing this frequently but for top performance it is worthwhile to check at this interval.

**General**—It is time well spent to use a few minutes checking nuts and bolts for tightness, working methodically from the front to the rear of the machine.

**Top Motor Overhaul**—Beyond the foregoing routine maintenance, the first major job to be considered is a "top motor overhaul". This may be required at anything from 5,000 to 15,000 miles. The need for this is usually indicated by such symptoms as excessive oil consumption, loss of compression, excessive mechanical noise and generally reduced maximum speed and performance capabilities. Top motor overhaul normally includes carbon removal, replacement of piston rings, valve servicing, carburetor and ignition tune-up.

**Valve Sticking**—This is one of the most common causes of need for undertaking top motor overhaul. This condition arises from carbon deposit building up on the exhaust valve stems, reducing the stem clearance. Initial clues to this condition are sluggish performance and a noticeable clicking noise developing at speed, after the motor is well warmed up. This results from exhaust valve stems binding in guides to the extent that the valve springs are unable to close the valves sufficiently quickly to maintain tappet clearances. If operation is continued after this condition has developed, burning of the exhaust valves, followed by a noticeable loss of compression, rapidly takes place.

**Compression Testing**—A compression pressure test gives an indication as to valve condition and is particularly useful for localizing trouble on a twin or four-cylinder motor. When making a compression test throttle should be open fully; gauge should be held firmly in spark plug hole, if a rubber cone-type plug hole fitting is used. The starter should be operated quickly three or four times and the maximum pressure obtained on each cylinder noted.

The compression pressure reading obtained will vary slightly on different motors with the same compression ratio because at starter kick-over speed a variable amount of compression is lost back through the late closing of the inlet valve. Also, carbon deposits in the combustion chamber are another variable. On the average, a motor with 7:1 compression should show a pressure of 125 pounds; 8:1, 140 pounds. Twenty pounds less pressure than these figures or the variation of as much as 10 pounds between cylinders indicates valve trouble.

A worn piston ring condition, of course, can

account for a lower compression pressure reading but substantial loss of compression via rings is usually also indicated by excessive oil consumption, notable pressure escape from crankcase breather and a tendency for oil leakage at joints. If a small quantity of oil is squirted through the spark plug hole and another compression reading taken with little improvement in the compression pressure, valve leakage is indicated, whereas a noticeable pressure increase indicates piston ring leakage fault.

**Complete Motor Reconditioning**—Requirements vary considerably. Cylinder reboring and oversize piston fitting, which often will be included in top overhaul jobs, are required at intervals varying from 10,000-25,000 miles. In the lower end, con-rod and mainshaft bearings generally require attention at 20,000-30,000 mile periods. Crankcase dismantling need not normally be undertaken until straight up-and-down play in the con-rod or mainshaft bearings of .004" or more has developed.

### PARTS EXAMINATIONS AND REPLACEMENTS

When dismantling is completed and parts have been cleaned up, the next step is to determine just what should be replaced. Here is some advice on making decisions on the main items that have to be considered for replacement from time to time:

**Piston Rings**—Remove the top ring from each piston, place squarely in the lower end of cylinder bore and check for gap. If in excess of .035", replacement should be made. If worn less than this, it can be refitted and there is no point in disturbing the lower rings which will have even less wear.

**Pistons**—Pistons should be checked with a Micrometer if available. If not, checking with a feeler gauge is advisable. To check accurately, piston rings should be removed and piston removed from rod. Check skirt clearance on thrust face in lower, unworn end of cylinder. Measure at right angles to piston pin. Most pistons are tapered with .001"-.002" greater clearance at top of skirt. (Average standard piston skirt clearances are .002"-.003" on slotted types and .004"-.006" on solid-skirt types.) Piston replacement is generally advisable when clearances are .003" or more in excess of standard. The ring grooves should be examined, checking the amount of ring side clearance in the top groove. Replace if .007" or more. Excessive top ring groove wear is common where machines are operated in dusty areas without air cleaner.

**Piston Replacement**—Where the piston is being replaced due to a worn skirt or ring groove condition, cylinder bore should, of course, be measured to determine the amount of cylinder wear. If it exceeds .004" at top end of ring travel, reboring or honing cylinders and fitting oversize pistons is recommended to obtain full benefit from new pistons.

**Cylinder Block Measuring and Reboring**—Cylinder wear can be fairly accurately determined without a micrometer by placing a piston ring in the lower, unworn end of the cylinder, measuring the gap with a feeler gauge, then shaving the ring by the piston to the top end of the ring travel in cylinder and measuring the gap in this position. The difference in joint gap between the two ring positions will represent approximately three times the cylinder diameter wear. For example, if the ring gap at the lower end of the cylinder is .010" and the top end measures .040", the difference of .030" circumference increase indicates approximately .010" diameter wear, and reboring is indicated. Generally, cylinder wear over .008" calls for reboring if the most satisfactory results are to be obtained.

(Continued in May issue)



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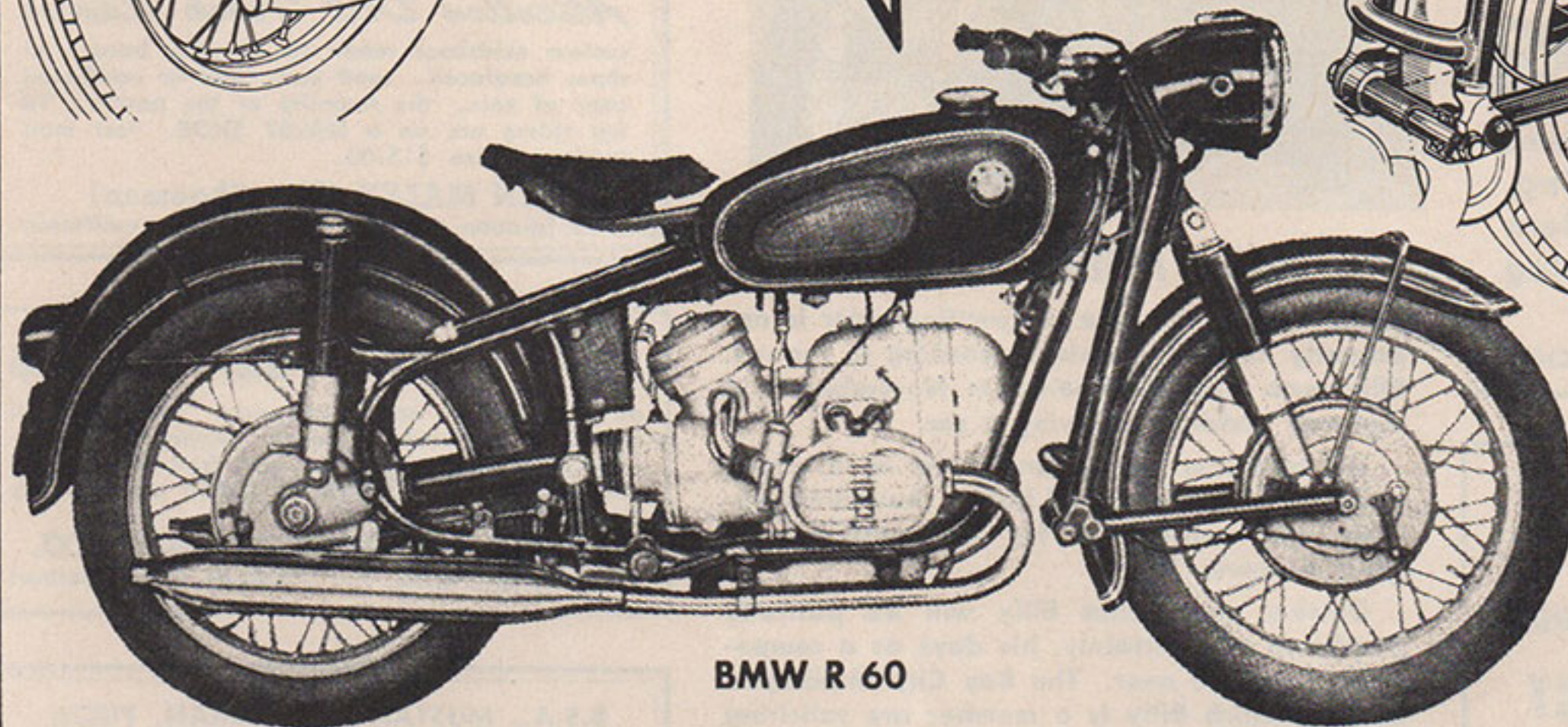
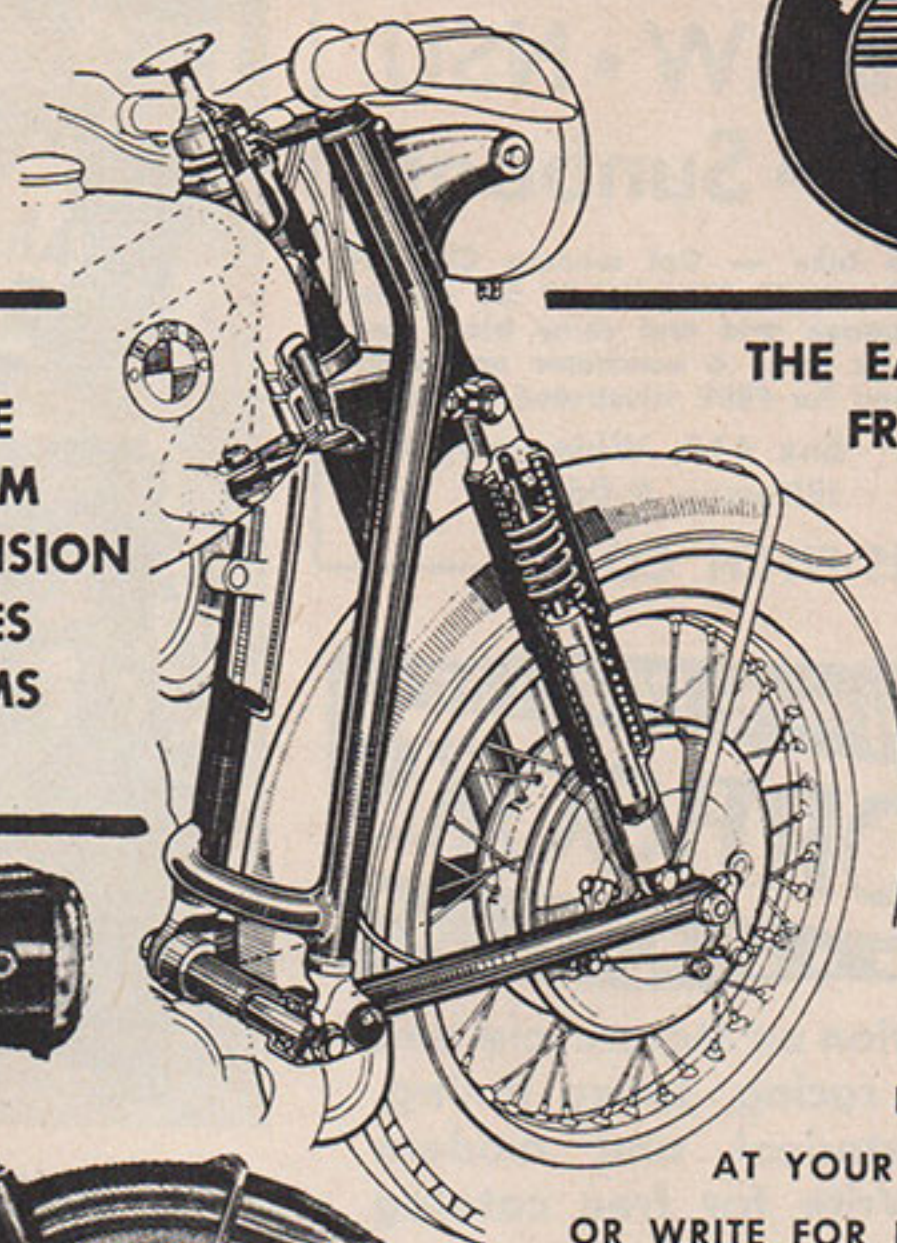
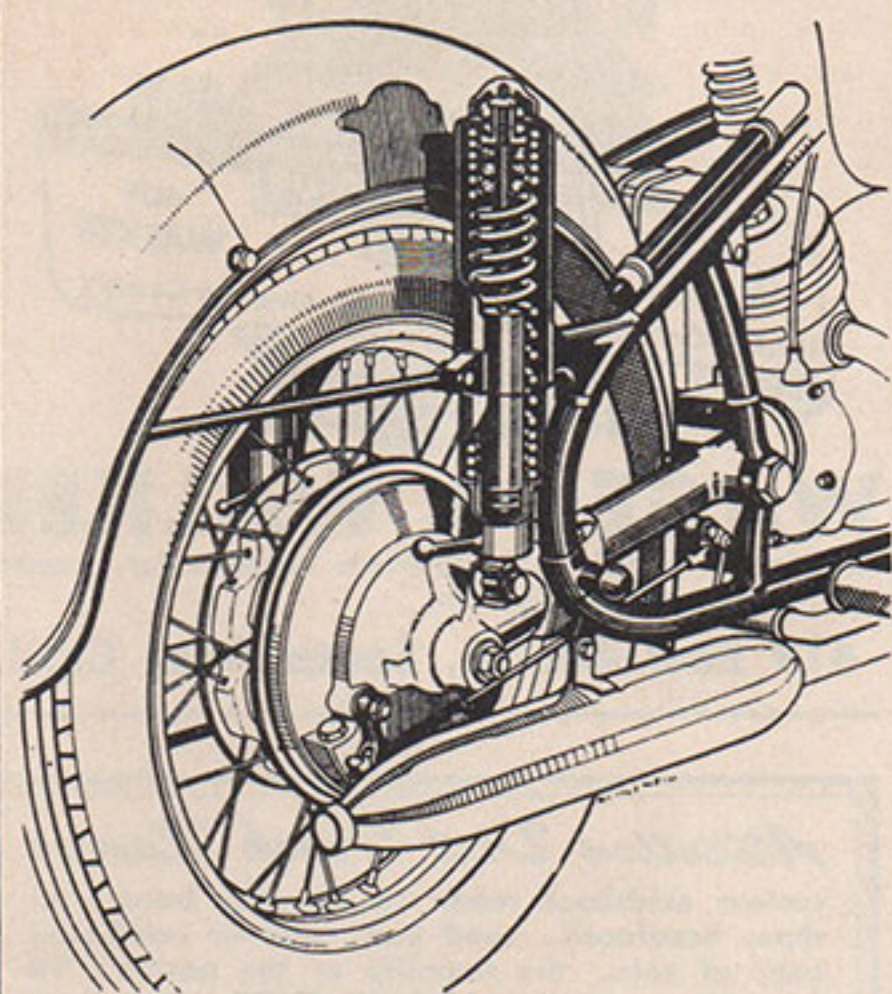
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### BILLY MEIER, NO. 14

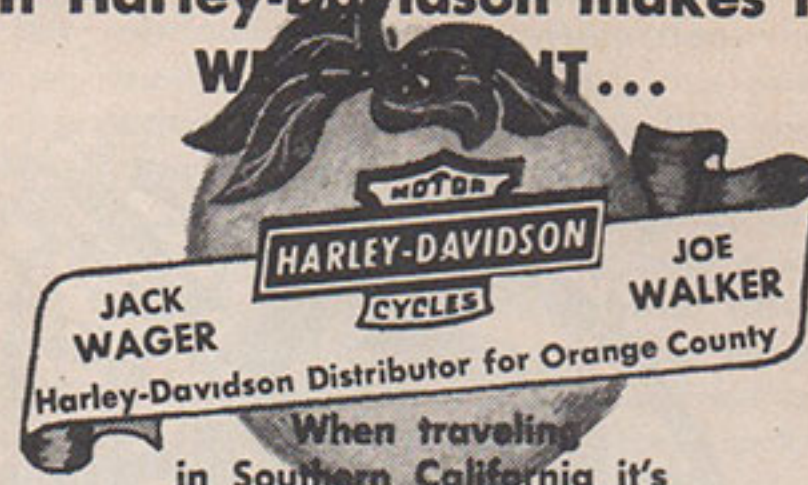
Billy Meier, the ace competition rider is apparently holding his own according to reports. Billy was seriously injured in November in a highway accident involving a car.

His countless friends know him as a young man with unfailing good humor, boundless energy and enthusiasm for motorcycling—the sport he loves best.

Doctors report that Billy will be partially paralyzed and certainly, his days as a competition rider are over. The Bay City Motorcycle Club of which Billy is a member are soliciting funds to assist in defraying hospital bills and medical care. Those wishing to contribute, should send check or money order made payable to the Billy Meier Hospital Fund and all remittances should be mailed to:

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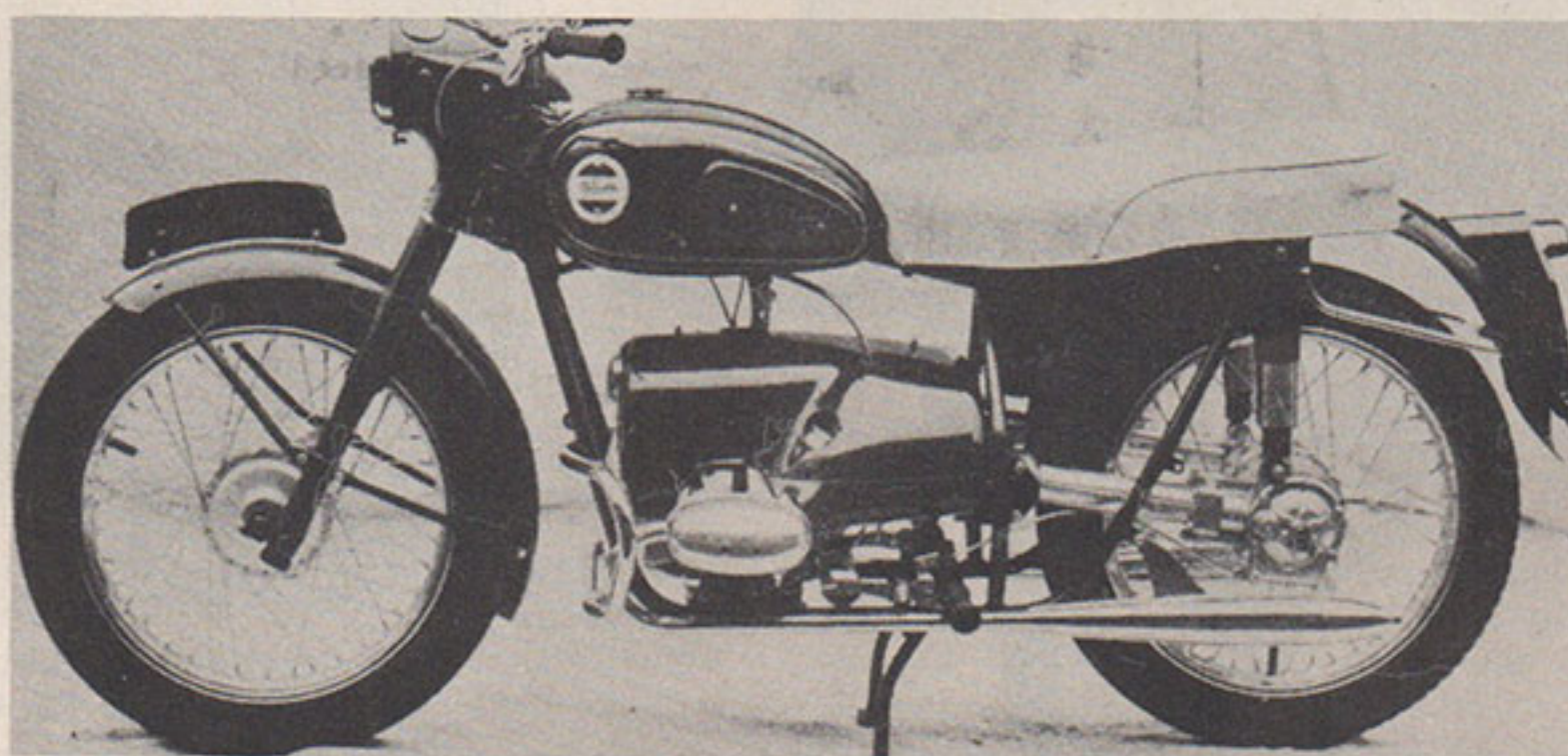
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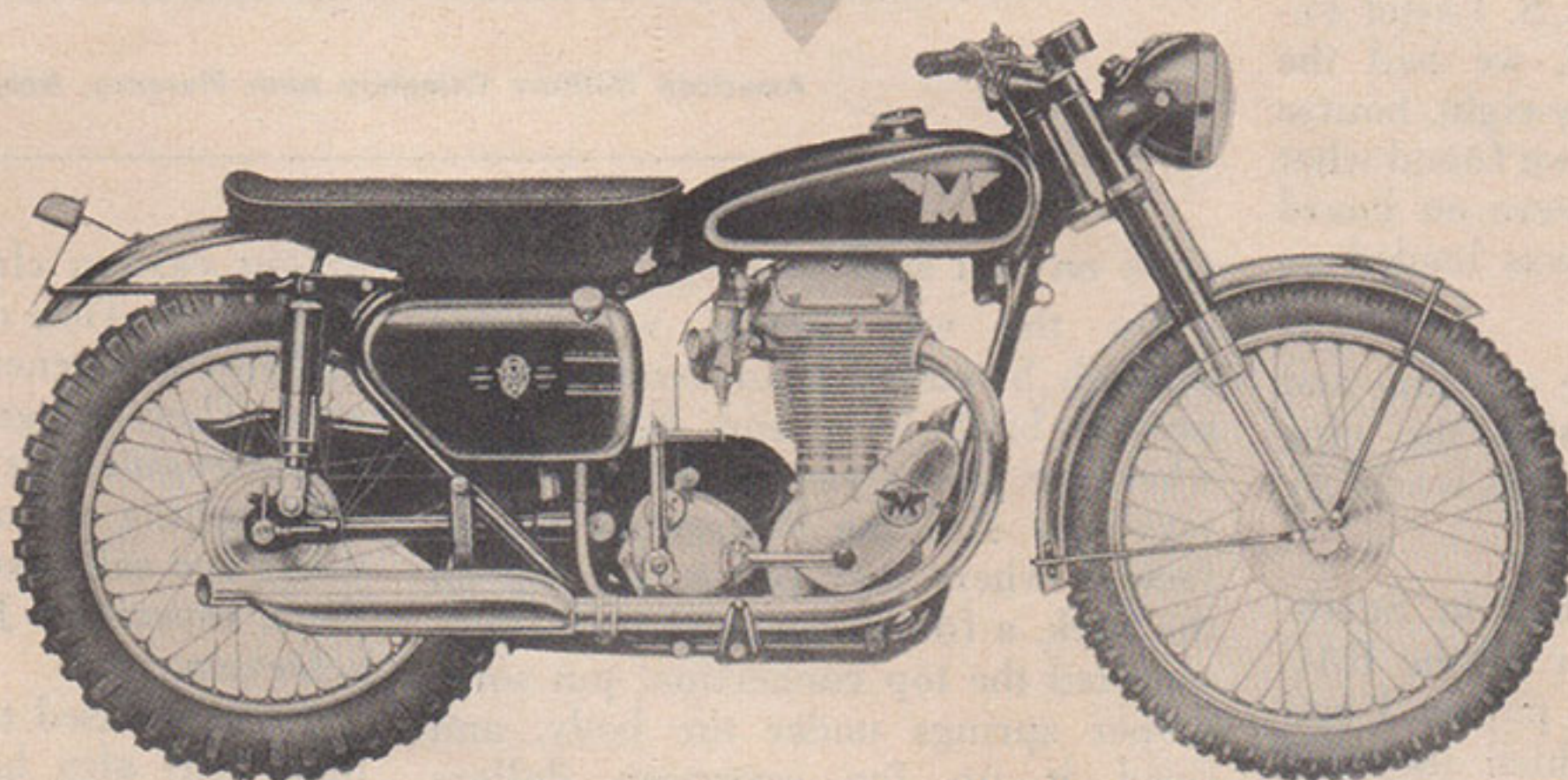
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# My European Trip with a Motorcycle

**By Robert G. Waineo**

FOR THE past eight years I talked going on a motorcycle tour of Europe and finally this year my dream came true.

During the winter I wrote for all the information I could about traveling in Europe and after joining the Royal Automobile Club of England they obtained all the papers I would need.

In May I pointed by 1953 Ariel square four and Watsonian Sidecar south from Detroit with Steve Letenyei, a companion of mine on many previous trips, in the sidecar.

We entered the new Ohio Turnpike near Toledo and after an overnight stop in Somerset, Pennsylvania, we made New York the next day.

We broke a tooth on the layshaft gear in the transmission during the day and we had it repaired at Clifton, New Jersey at the Clifton Marine and Cycle shop.

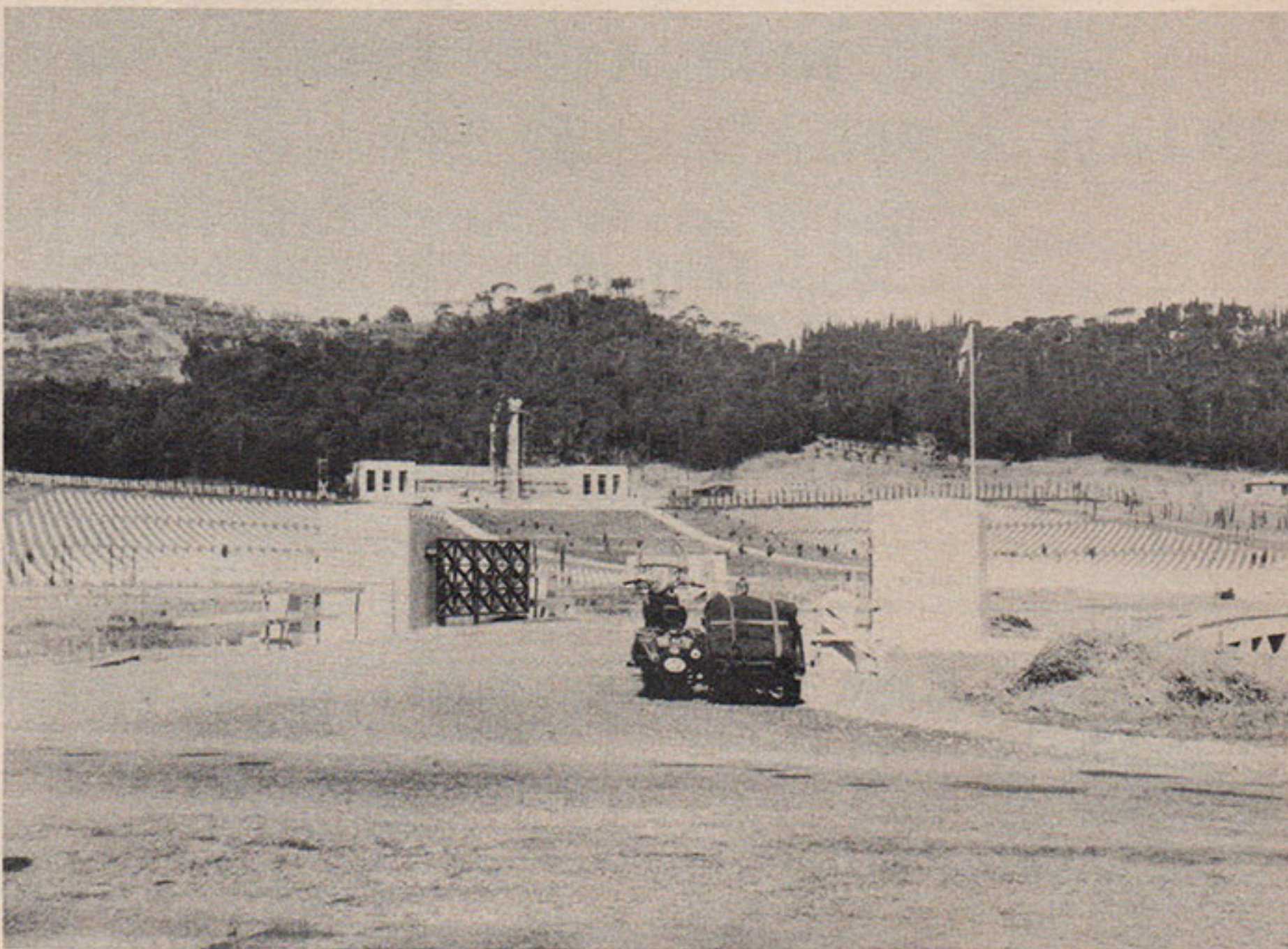
Soon we had our first look at our transatlantic ship, the S. S. Castel Felice. As they requested, we had the combo at the ship forty-eight hours before sailing, but later we found what a folly this is for we were on board before the bike, which was loaded an hour before departure!

We really enjoyed the crossing and I thought beforehand that the nine days we were to spend at sea would be the worst part of the trip!

The morning we docked in Southampton the Port Officer of the RAC came on board with the papers I had already applied for, which included my International driver's license, International registration, British driver's license, insurance, and Carnet de Douanes. Also the club purchased ship tickets from England to Norway and Sweden to Finland and return. They did a great job for a reasonable price and I strongly recommend anyone who takes a trip over there to join the RAC.

That morning we got our first taste of driving on the left and we found it wasn't as bad as crossing the street, for we invariably looked the wrong way and almost got clobbered a couple of times!

We stayed three days in London seeing such sights as the Big Ben, Houses of Parliament, Tower Bridge, Madame Tousseauds wax museum, and a cinder track speedway race! We really enjoyed this and they can really



American Military Cemetery near Florence, Italy

slide on that stuff.

On the way north, we passed through Stratford-upon-Avon, Shakespeare's birthplace, and Birmingham where we paid a visit to the Ariel factory and also the Watsonian sidecar factory where they put a new top on the hack, a fourth connection in front, repaired the top connection, put some helper springs under the body, and lined it up for seventeen dollars (prices are sure reasonable over there). In Billingham-on-Tees I met a good friend of mine, Charles Dean, that I met through the letter box in the pages of the British publication *The Motor Cycle*. I met him personally when he made a trip to the States in '49.

The next day we toured the coast near his home and also a ride over the moors to Scarborough and took a few laps on the famous road racing course there. What a course it was with its sharp turns and steep grades.

A visit to Charles' club, The Stockton and District Motor Club, will always be remembered for I met a fine bunch of enthusiasts and believe me we could have talked motorcycles all night. I showed them some slides of motorcycle events in the States and when they saw the uniforms of some

of our eastern clubs it really bowled them over. They commented that their uniform was generally a Barbour rain suit! They had great respect for some of our engine tuners. The speeds we've been getting out of their stock jobs at drags and salt lake meets really amaze them, especially Johnny Allen's great achievements.

I was pleased to hear that eight of them will also be going to the Isle Of Man as they generally do every year and they had accommodations all booked for me and Steve.

We left for the Island at 4:30 in the morning and we had a cold, wet ride over the Moors on the way to Fleetwood. Steve was surprised to learn we crossed this narrow section of England in 4½ hours.

I won't go over the facts on this year's Isle of Man race for this was well reported in "Cycle," but I will tell you of my impressions of this great race. Now I was going to see it with my own eyes and I wondered what it would be like after reading about it for 10 years in various books and magazines.

It didn't take long to find out for that evening they had practice on the Clypse course for lightweights and sidecars.

(Continued on page 45)



## MY EUROPEAN TRIP

(Continued from page 44)

I was in my glory as the first sidecar outfits tore around Williston corner. They were really moving, believe me! It was a sight to see the rear wheel of the BMW's sliding sideways as it spun trying to grip the pavement on the way out!

Solo jobs were next and Bob McIntyre on Joe Potts home brew Norton looked the best of the 250's. Ubialli on both the 125 and 250 MV Augustas looked terrific also. I could see what they mean when they mention style in the reports from the Island. The stars make it look so easy.

Monday morning found us on the bottom of Bray Hill waiting in the rain for the start of the Junior race. The rain stopped for the start but the roads were still wet. This didn't phase the riders as they started pouring down the hill at over 120 m.p.h.! You could hear their engines scream a second or so as the back wheel left the ground at the top of the next rise. After a few laps we took back roads over to the famous quarter bridge. The roads were drying now but over the loudspeakers they mentioned that some riders reported hail falling on the mountain section!

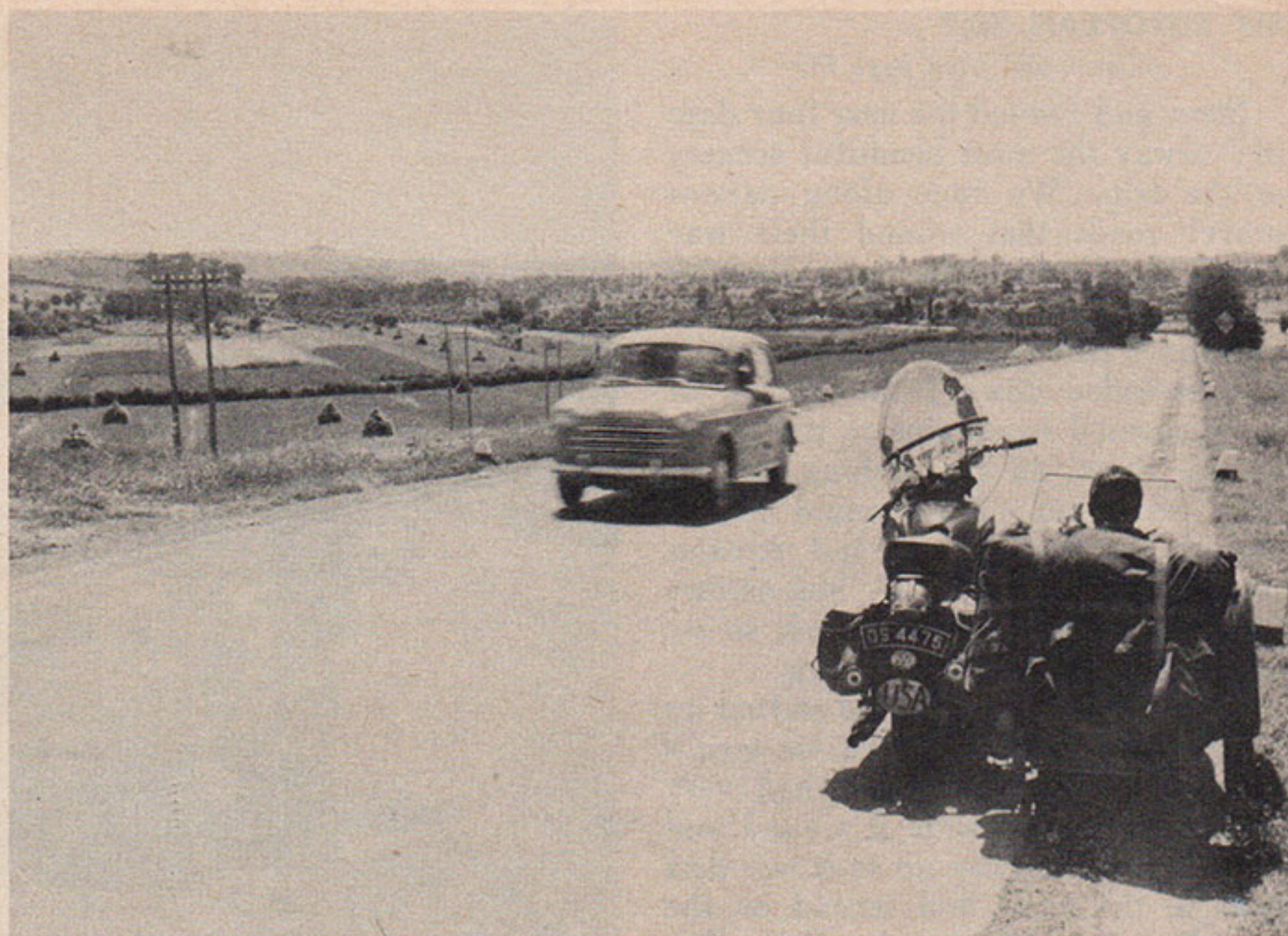
The scream of the MV four of Surtees' and Sandford's three cylinder DKW two stroke were easy to pick out of the rest of the machines. Surtees took a nice line through the corner and was very fast.

On the day prior to each race you can get a close look at the racing bikes and riders. I took this opportunity to take a lot of pictures of these beautifully prepared racing machines.

The group decided to go to the Hilberry Corner for Wednesday's program of 125, 250, and sidecar events. We paid a half-a-crown (35c) for a seat in the grandstand. Rain greeted the riders for the start of the 250 race. They start these in a group and they were still bunched up as they took the turn at 85 m.p.h. in the rain!

Ubialli who won both solo races that day looked very good here. He was about the only one that went through with his head right down on the tank!

The skies cleared for the 125 race and they averaged better than the 250's because of the dry roads. The 125's look a lot like the 250's and it's hard to tell them apart in shape, size, and speed.



On the Highway to Rome, Italy

Sidecars are always thrilling to watch and this one was no exception. On the way out of this town there is a brick wall and it seemed to me that the passengers, who were laying way out, just missed hitting it with their heads!

The BMW's were very fast and they could win as they pleased except that two dropped out with mechanical trouble and that left Hillebrand to keep the Nortons behind him.

Thursday we watched the senior weigh-in and a scrambles near Douglas. Although no factory riders were here we saw some good races. It was a hilly, bumpy course and the riders were putting the front wheel in the air often. They had a nice crowd of about 8,000 people. I wish we could draw them like that here in Michigan!

We tried to get grandstand seats at the starting line for Friday's big race but they were sold out so we went up on the mountain to the 33rd milestone for this one. It was cold and very windy up there. Most of us huddled behind a stone wall to keep out of it till the race started. I would like to know how hard it was blowing but I would guess at least 40 m.p.h.! First man through was Derek Ennett on the factory Matchless and he really looked good. We could see them coming a mile away and, like Monday, it was easy to tell when Surtees was coming by the beautiful howl of the MV4. He led every lap and had beautiful form through the turns near us.

What impressed me most on this trip to the island was the fine riding style of the top 10 or 15 riders. They used the whole road with their head right down on the tank. It was easy to notice the higher speed in the turns by these "aces." It made me feel that if we could send some more riders over there like Andres, Gunter, Meir, or Klamfoth and they showed they had the speed and style through the turn they would be offered a factory machine and maybe the USA would have a 500cc world champion!

As the ship pulled out of the dock at the Isle-of-Man I thought that here passed a week of motorcycle racing that any enthusiast would enjoy. It seemed to me like a seven day Gypsy tour! Reasonable, too, for lodging, three meals a day, and a lunch packed for me on race days cost me \$15 for the whole week!

Our ship for Norway didn't leave till Wednesday so we toured around England's beautiful lake district a few days. With its lakes nestled in the mountains, the British rate this the best in England for their Holidays and I agree with them.

It was a rough crossing to Norway and Steve and I got our first taste of seasickness. Rain was pouring down when our ship pulled into the beautiful harbor of Bergen. All the hotels were filled but the local tourist booth in town steered us to a boarding house where we stayed the night.

(Continued on page 46)



## MY EUROPEAN TRIP

(Continued from page 45)

Steve and I voted the next four days in Norway the most beautiful scenery of the trip. We rode along narrow gravel roads that wound their way along the fjords with the mountains rising thousands of feet above us. We must have passed a hundred waterfalls that cascaded down from the top of snow covered mountains to the fjords below. Steve, an avid fishing fan, almost went out of his mind as we passed beautiful rivers and streams that teemed with fish! We had neither tackle, license, or time to fish so we had to keep the Ariel moving.

Near Grothi, Norway, we started up a high pass that I thought we would never get over. The road had very sharp hairpin turns as it wound and switchbacked its way up so it was first gear in the turns and second on the straights for miles and miles. The climb got the Ariel so hot she stuck a valve but I was lucky for when I took the affected cylinder's spark lead off, the valve soon went back on its seat so we pressed on. We thought it was January in Northern Michigan at the top for we passed drifts of snow ten feet high, a lake still frozen over, and rode in a snowstorm, all in the 3rd week of June, in Norway! We made Trondheim that evening giving us 265 miles for the day which is good in this kind of going.

Our route took us through Northern Sweden and then we took a ship across the Gulf of Bothnia to Vaasa, Finland and then to my Uncle's place in Kuopio, Finland. Finland has beautiful forests with tall straight trees that are the lifeblood of this courageous country that has had to fight many wars to keep its proud independence.

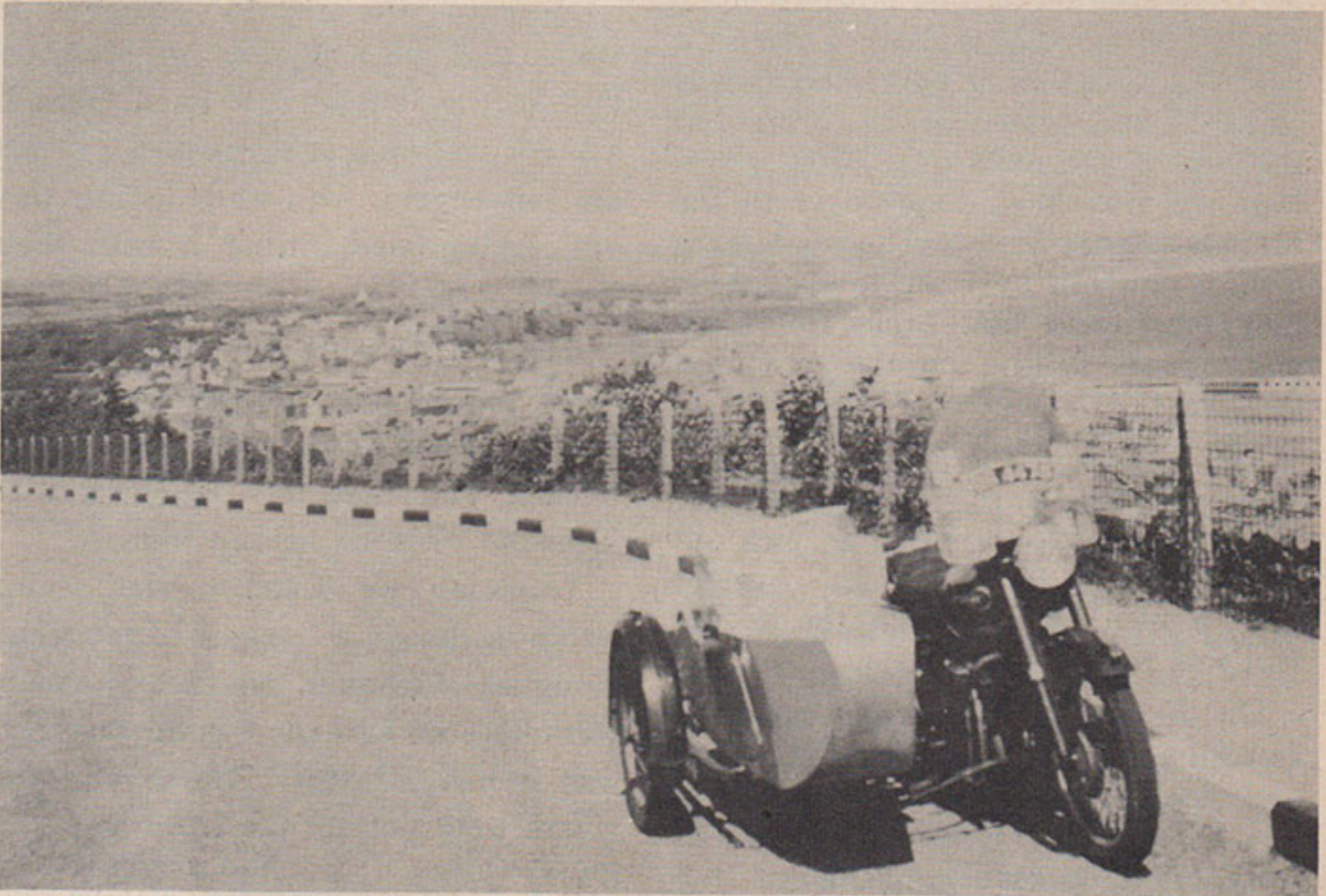
A memorable four days were spent at my uncle's place for I visited the home my mother was born and raised and also the school she went to.

Southward we passed through Finland's famous lake country, the industrial city of Tampere and then to Helsinki. Here I had the Ariel dealer fix the back brake. He worked on it three hours and didn't charge any labor, only the price of the parts. He said their policy was to be kind to tourists! They also showed me a 500cc double over-head cam, twin cylinder racing Jawa machine that had many successes in Finland.

Helsinki's beautiful Olympia Stadium, scene of the 1952 Olympics and many modern buildings impressed us most on our visit to Finland's capital city. An over-night ship ride took us from Turku, Finland to Stockholm, Sweden. We never realized that this



On the Autobahn at the Austrian Border near Salzburg. That's the author Bob, standing near the Ariel Four.



On the TT Course Looking Down on the Town of Ramsey, Isle-of-Man.

city had so many canals, rivers, and graceful bridges. Many people have their own boats and go out to the beautiful islands nearby for a week-end of swimming and fishing.

South from Stockholm we rode on the first paved highway, of some length on 1800 miles! The gravel roads of Scandinavia were treacherous when it rained and I was thankful I had taken a hack for I could keep it screwed on and forget about the potholes, ruts, and slippery going.

How the engine kept cool with the cylinder fins packed with mud I'll never know. Still another ferry ride took us to Denmark and I had a pleasant surprise when we found a freeway taking us to Copenhagen. We

enjoyed the sights here and sampled some of their famous food.

To reach Germany we took a ferry from Gedsen, Denmark. This made the 12th time we loaded the Ariel on a ship or a ferry!

We hit a downpour of rain on the Autobahn on the way into Hamburg. We had a lot of rain on the trip but my British rain suit did a terrific job in keeping me dry.

It took us a couple of hours to find a hotel here. Generally we didn't have too much trouble in finding accommodations in Europe, but we expected it to be much worse. War damage was severe in Hamburg but these German cities are putting up new build-

(Continued on page 47)



## MY EUROPEAN TRIP

(Continued from page 46)

ings everywhere.

The next day the Ariel started losing power and I knew it was valve trouble. We were directed to Krefeld but the distributor there no longer handled Ariels and he sent us to Venlo, Holland.

The dealer there didn't stock any valves but he used cut-down Italian auto valves which worked fine and it still has good compression.

In Cologne, Germany we visited the magnificent cathedral there. We took the circular staircase to the top of the tower and had a beautiful view of the Rhine river and this great industrial city.

The highway from Cologne to Frankfurt along the western side of the Rhine river is a must for any visitor to Germany. It offers splendid views of vineyards on the banks and medieval Castles on the top of the hills.

We enjoyed our stay in Heidelberg which has the oldest university in the world and toured the old castle there. The Germans must have liked wine as much as the French for we found wine casks here with a total capacity of 110,000 gallons of wine!

Another long ride on the Autobahn took us to Munich, and across the border to Salzburg, Austria where we visited Mozart's home. Western Austria found us in the mountains again. Seem like one never tires of traveling in the mountains.

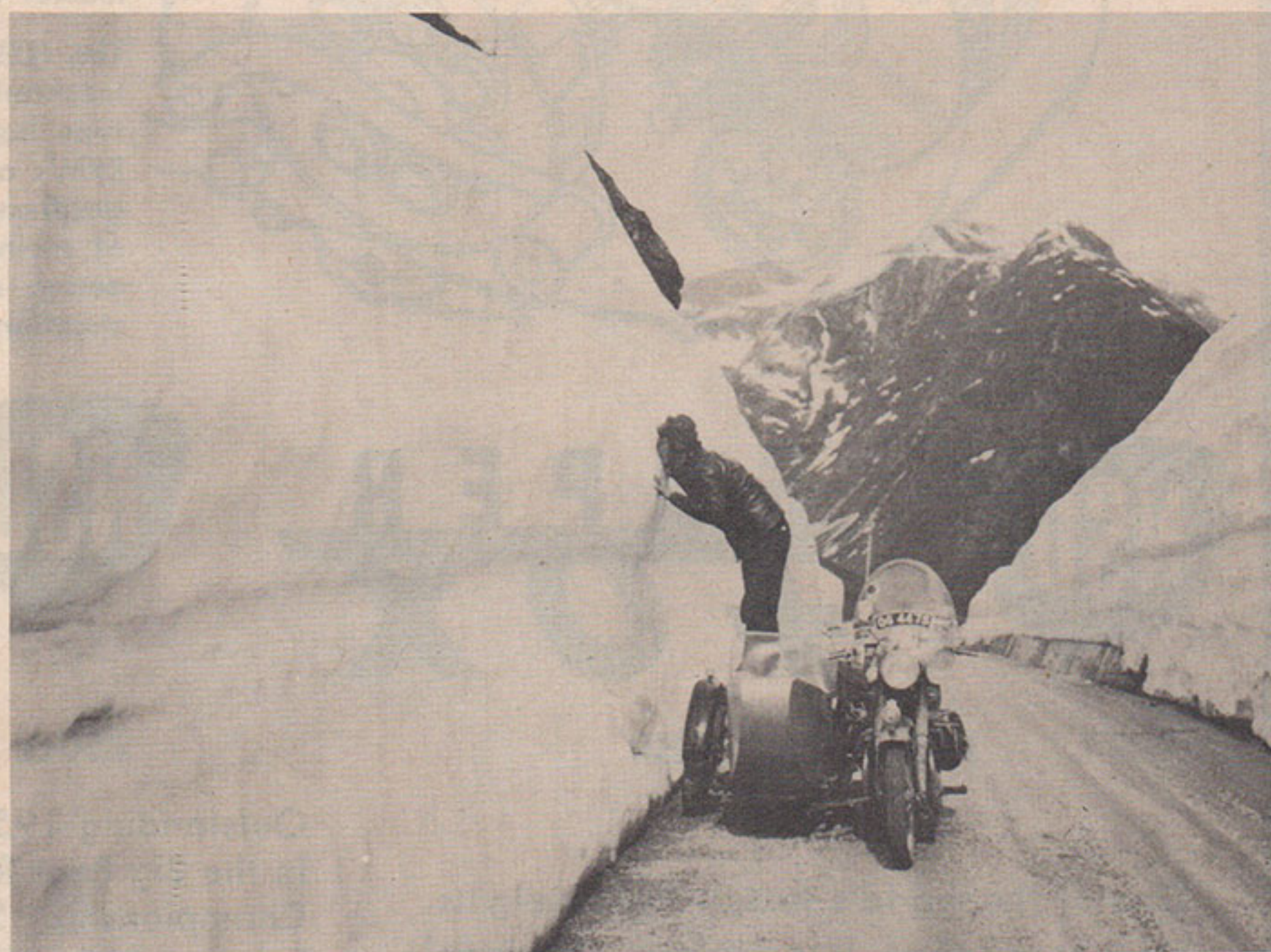
From Interlaken, Switzerland we took a rack railway trip up to Jungfrau mountain. The train station on top of the mountain is 11,233 feet above sea level. This trip is spectacular and well worth the day spent.

The 5 hour train ride to the top of the mountain takes you through some towns and superb Alpine scenery, with the last 3 miles cut through the mountain to avoid snow drifts. A hotel, Ice palace cut out of solid ice, skiing, and a restaurant are a few things that can be found on top, in a world of snow and ice!

In southern Switzerland the back wheel spokes gave out and soon we had nine broken and we could go no farther but we managed to limp into Como, Italy. Bad roads and the terrific weight we had on the back wheel must have been the cause. We left the bike at a local motorcycle shop where they pulled the wheel and tire off, put in the new spokes, lined up the wheel, and put it together again for 1000 lire which is about \$1.40. He did a good job, too. Sure wish I could send my overhauls here!



A Valley near Loen, Norway



Bob tasting snow in June near Balestrand, Norway

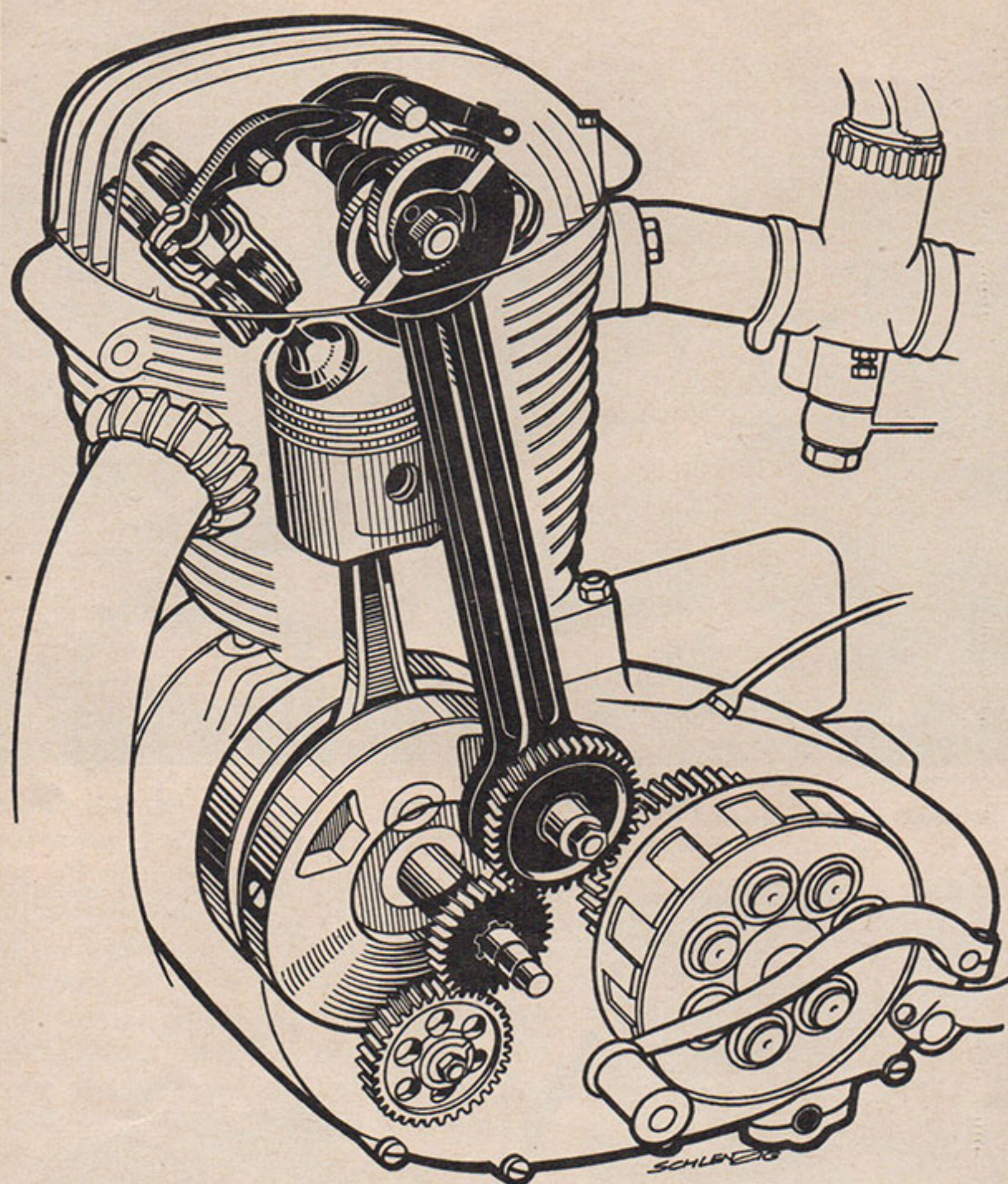
Venice, the most interesting and enjoyable city we visited on the whole trip was next on our tour. This city is also a must for any visitor to Europe if possible. We sat around for hours on St. Mark's Square looking at the palace and St. Mark's Cathedral, one of the great churches of the world. We also did some glassware shopping and took a gondola ride on the Grand Canal.

From Venice we took another trip on the Autostrada, Italy's Turnpike. They are not very wide but there are no stops or cross roads. After a day's stop in Florence, where we saw

another magnificent cathedral, we kept going south to Rome. This road is the same one that is used for the Mille Miglia road race. It is the twistiest road I have ever been on. It is an old Roman road and I was only averaging 25 m.p.h.! The eternal city is an appropriate name for Rome. When seeing such structures as the Roman Forum, Colosseum, Pantheon, and the Arch of Constantine, it makes you wish you could turn back the pages of times and see how people lived here about the time of Christ.

(Continued in May issue)





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### RACING DISC BRAKE

From Western Australia comes news of a disc brake that has been used in races fitted to a 350 B.S.A. Gold Star.

The brake fitted to the front wheel, is the result of over two years patient development work by Alf Wright who designed and manufactured it entirely on his own.

It consists of a twelve inch steel disc bolted to an alloy hub and a caliper which carries the friction material. The disc is treated after being ground, to a hard chrome process which helps to stop warping through the terrific heat generated. The caliper, which corresponds to the shoe of a normal brake, is machined from solid alloy and is hydraulically operated from a small master cylinder operated by the

normal hand control. Friction pads bear on both sides of the disc and are fully floating so that equal pressure bears on each side.

After teething troubles last season the brake has given no serious trouble and has been ridden to victory by Lloyd Chapman on various occasions this season. Braking figure, using front brake only, from 105 m.p.h. to standstill in 108 yards on non skid tar surface.

Rather surprisingly the wheel with the complete disc unit weigh less than the original Gold Star wheel with orthodox brake and the designer is confident that a further few pounds can be saved on later models.

A patent has been applied for and Alf Wright intends to go ahead with the manufacture of units for sale. ★

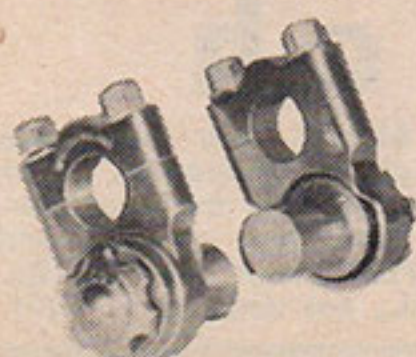
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**FOR SALE**—1955, 175cc, overhead cam, single, Bracco model Parilla. Less than 1,000 miles. Small racing type wind screen. \$275.00—Contact John J. Davies, Jr., Bus. phone: ELgin 1-2300, Ext. 156; Res. 10 Alpine Ave., Staten Island 1, New York.

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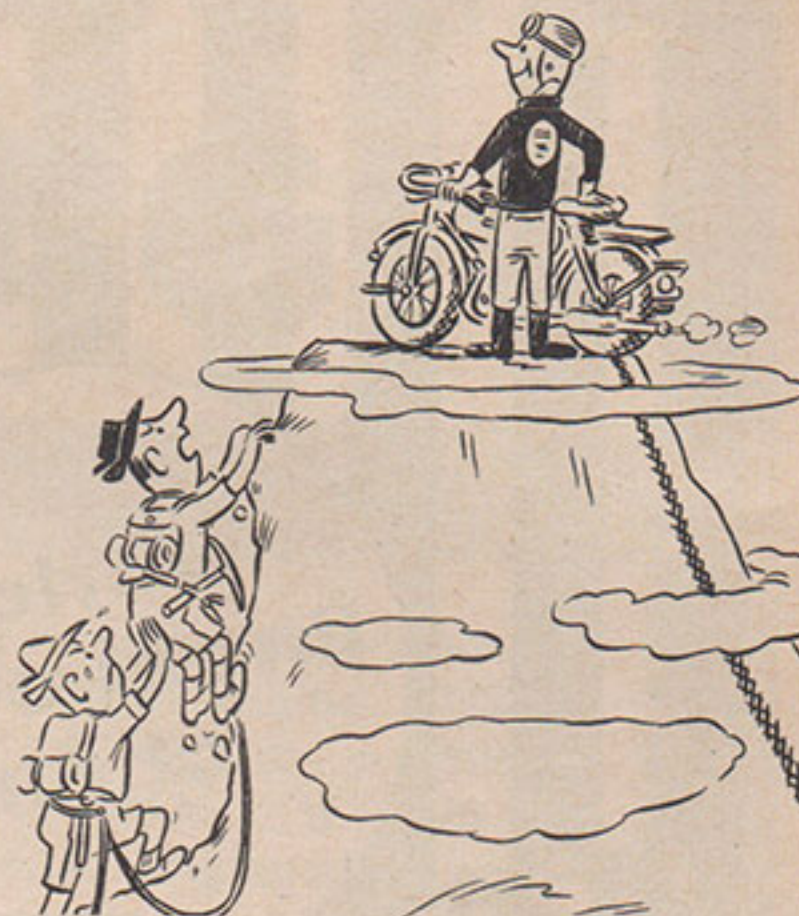
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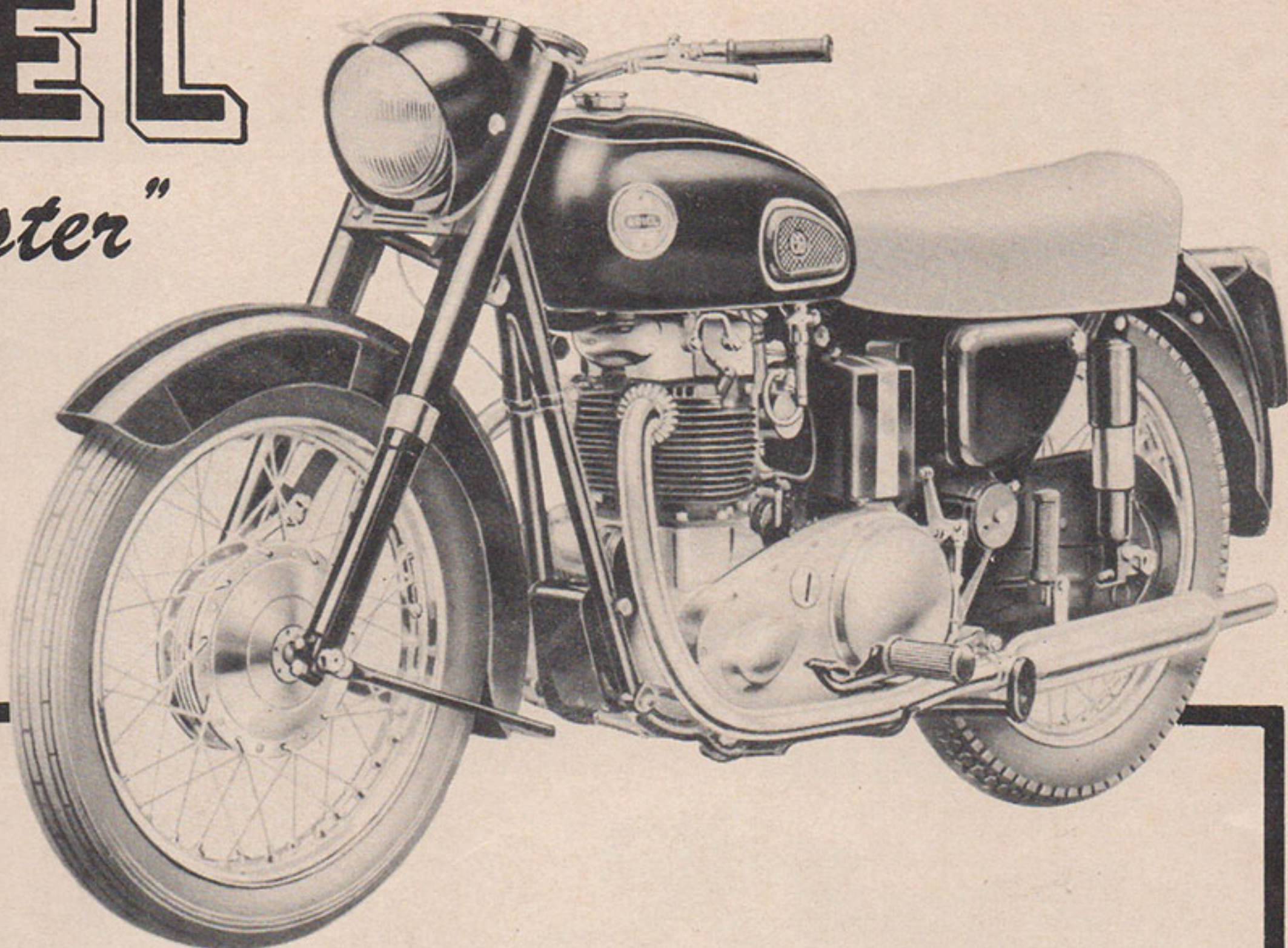


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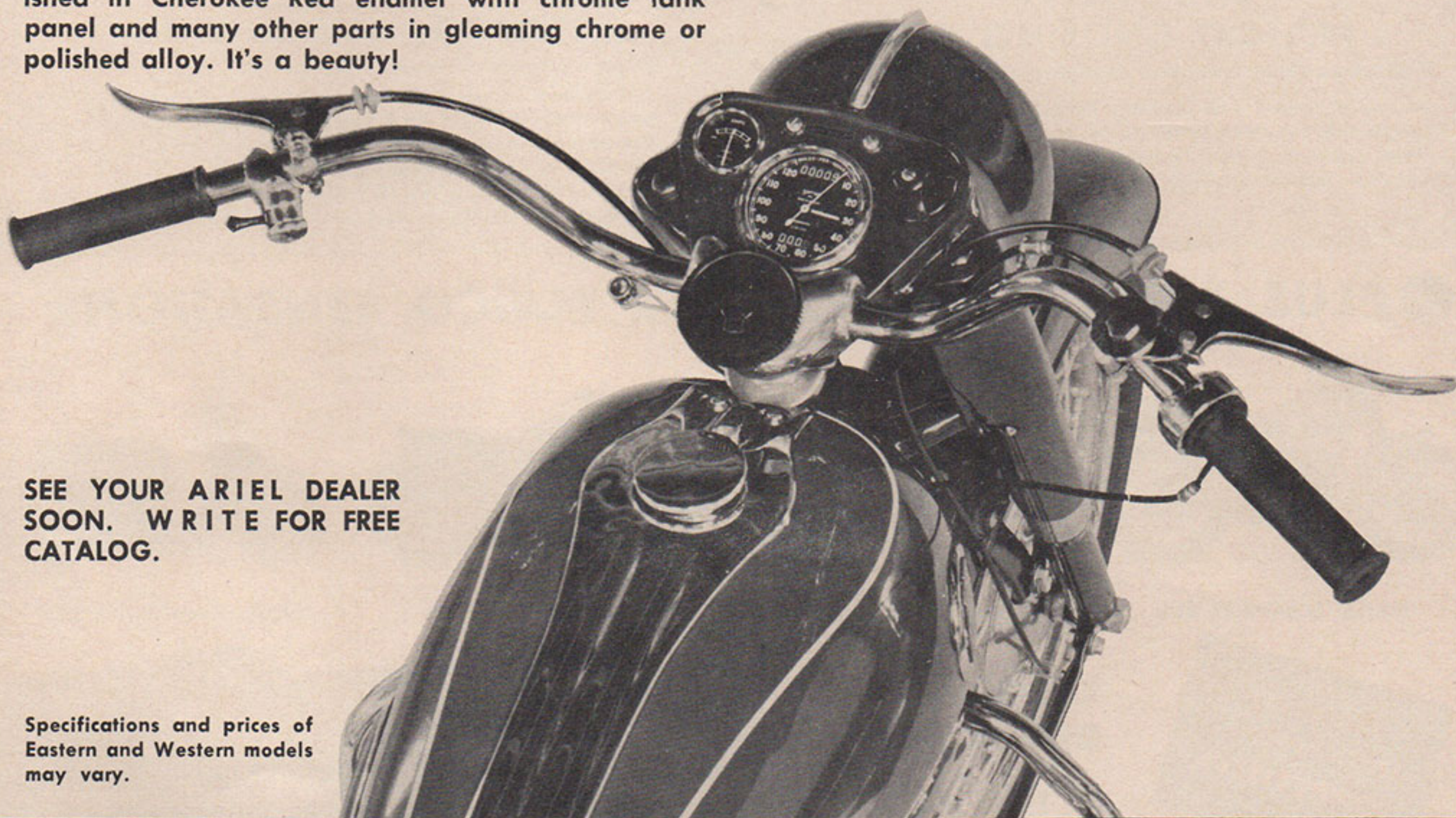
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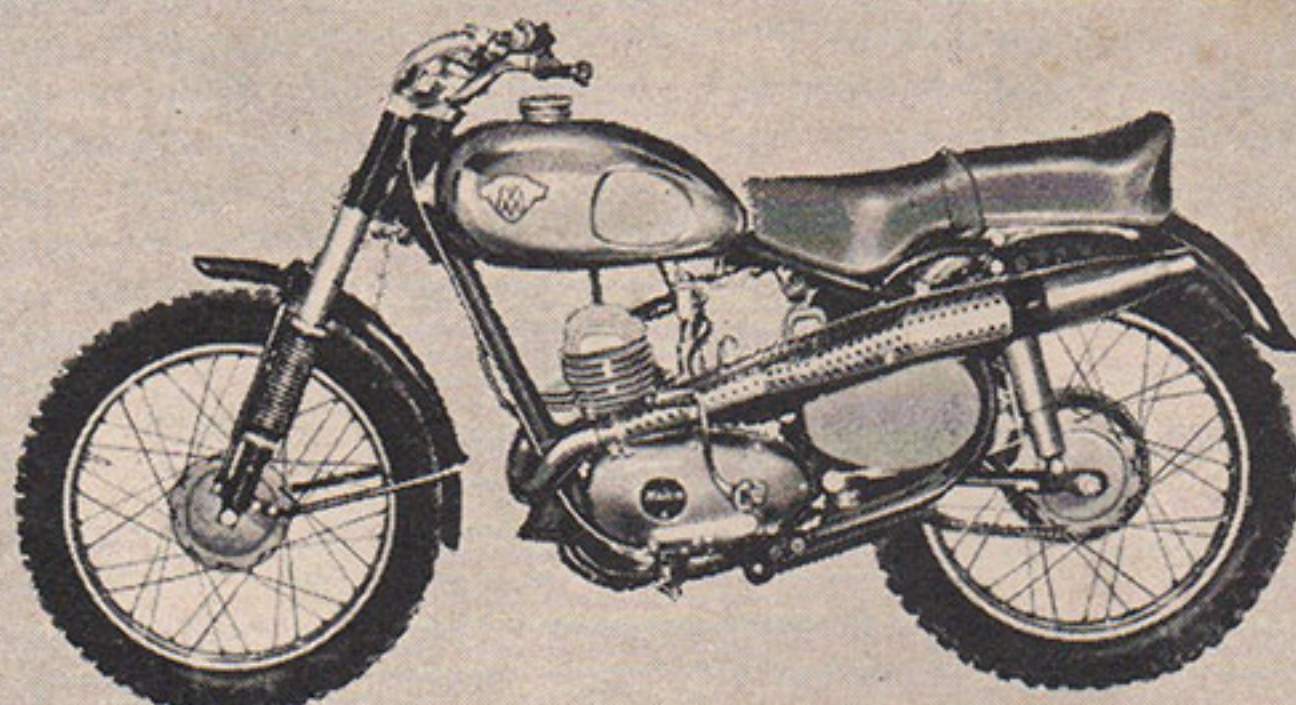
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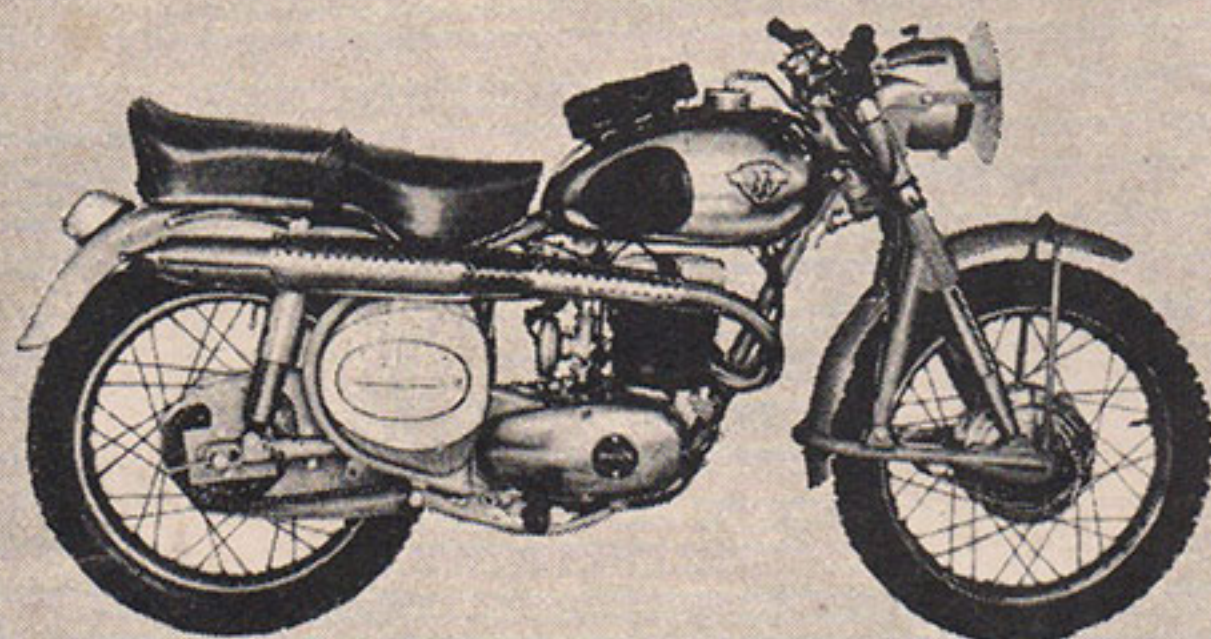


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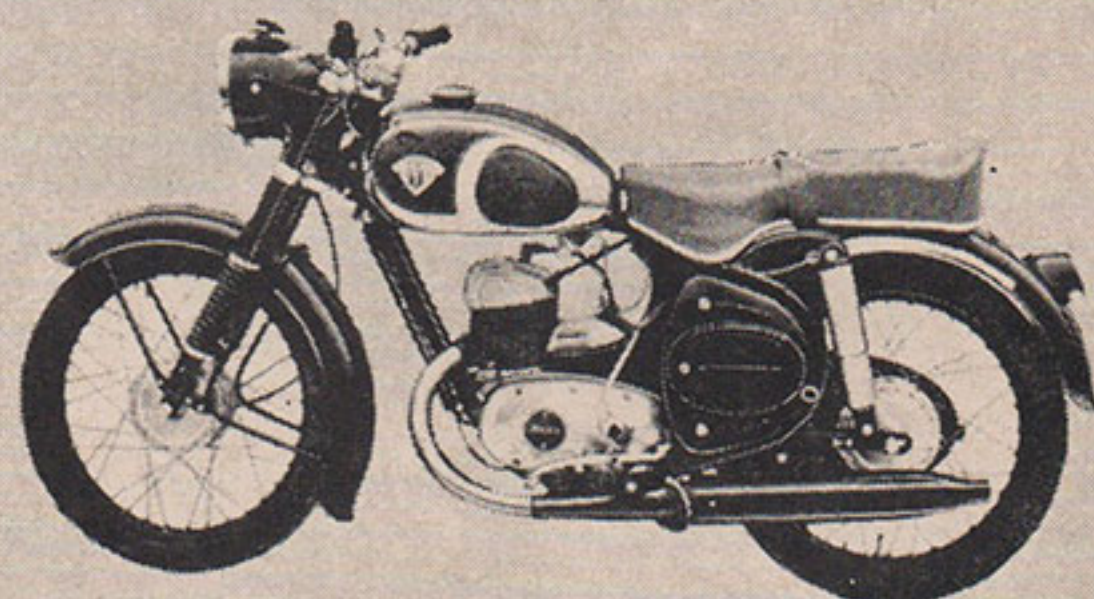
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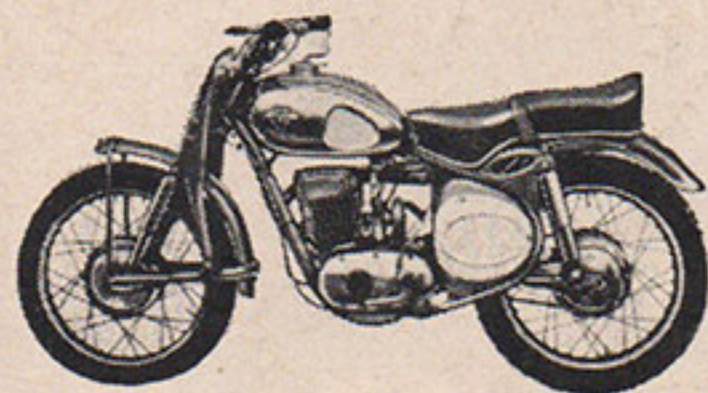


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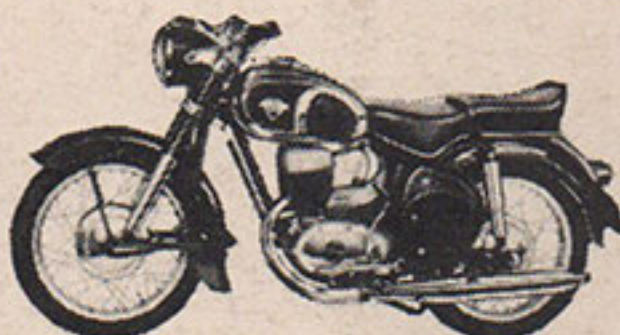
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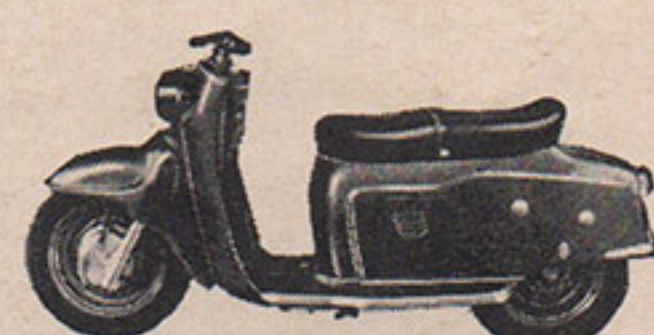
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