

ANC

CYCLE

MAY, 1957

35c

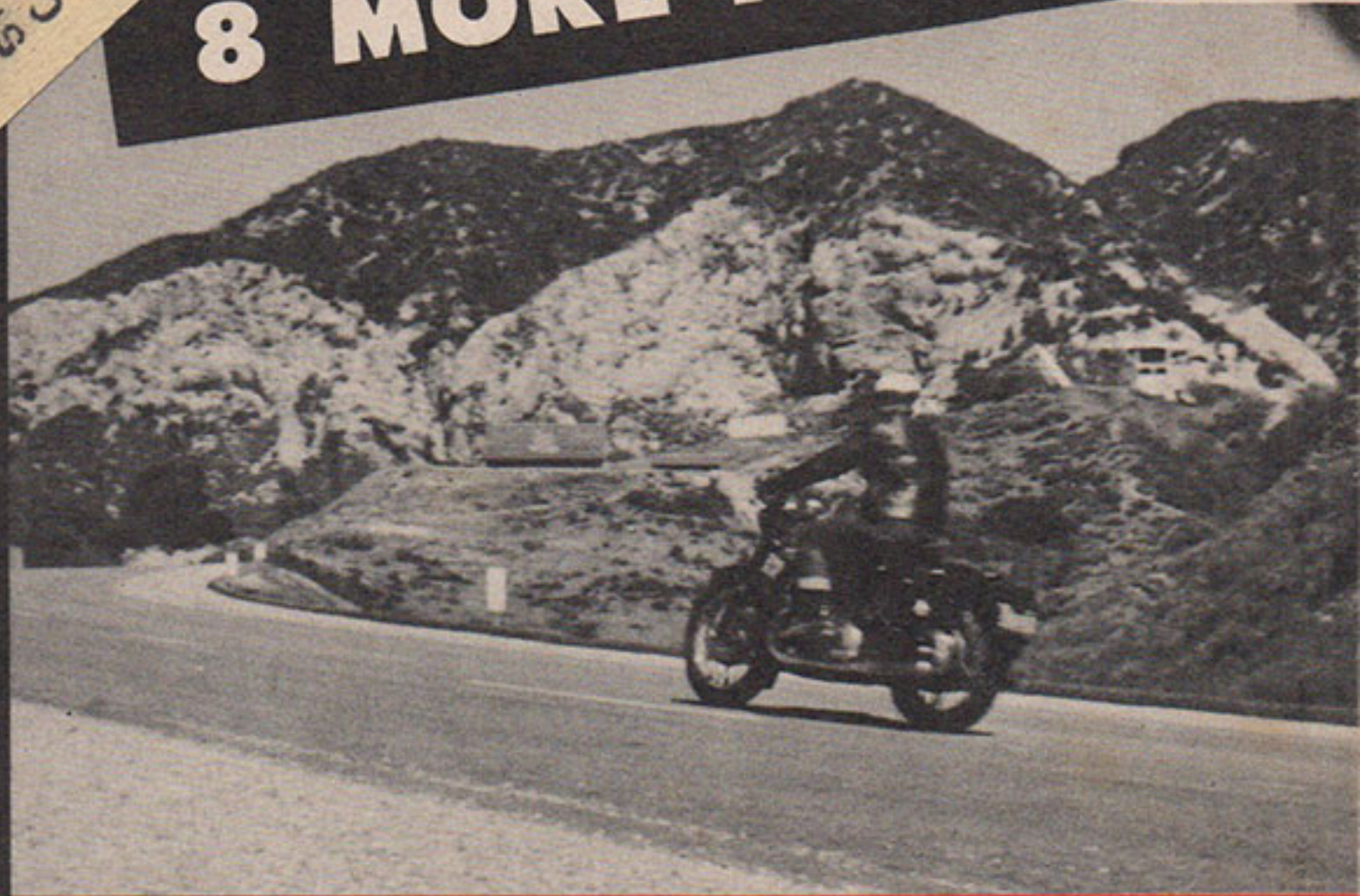
"WORLD'S LARGEST MONTHLY CIRCULATION"

DAVID MADDOX
169 ALTA AVENUE
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C-43828 828888 7-57

8 MORE PAGES



SOUTH OF THE BORDER



ROAD TEST NO. 87



**MODERN
MOTOR
SCOOTER**



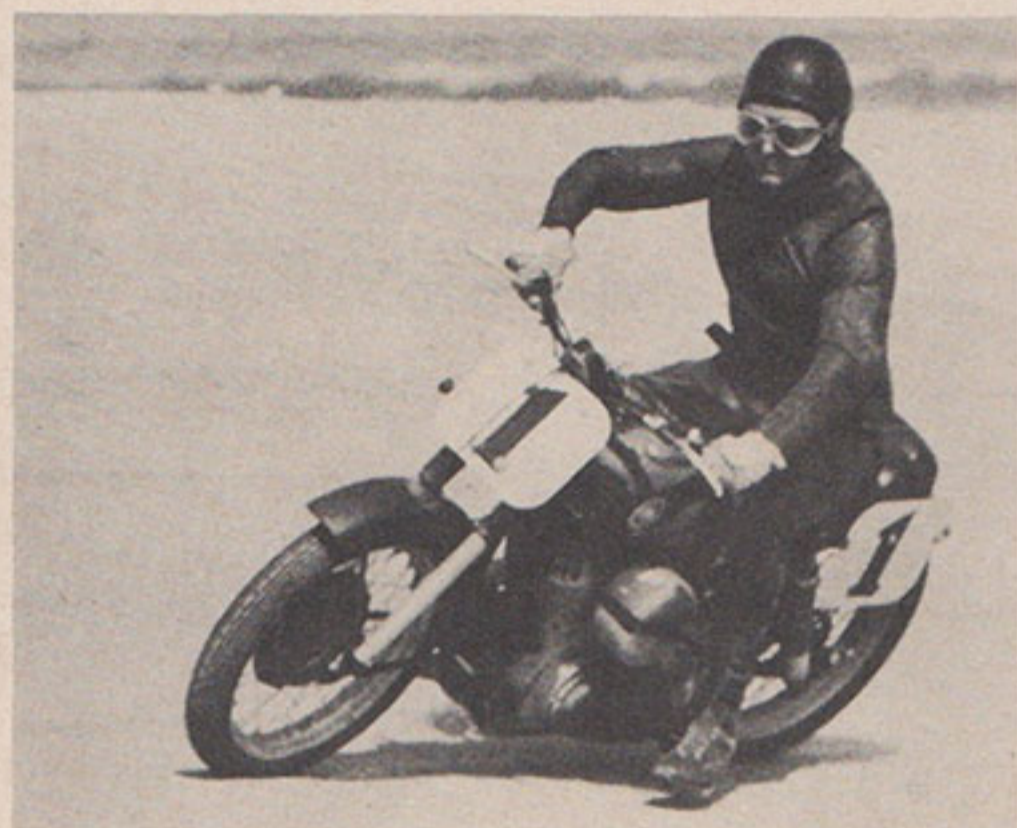
"ROCK HOP"

ROAD TESTING THE PANTHER "100"

AVON SWEEPS DAYTONA...AGAIN!

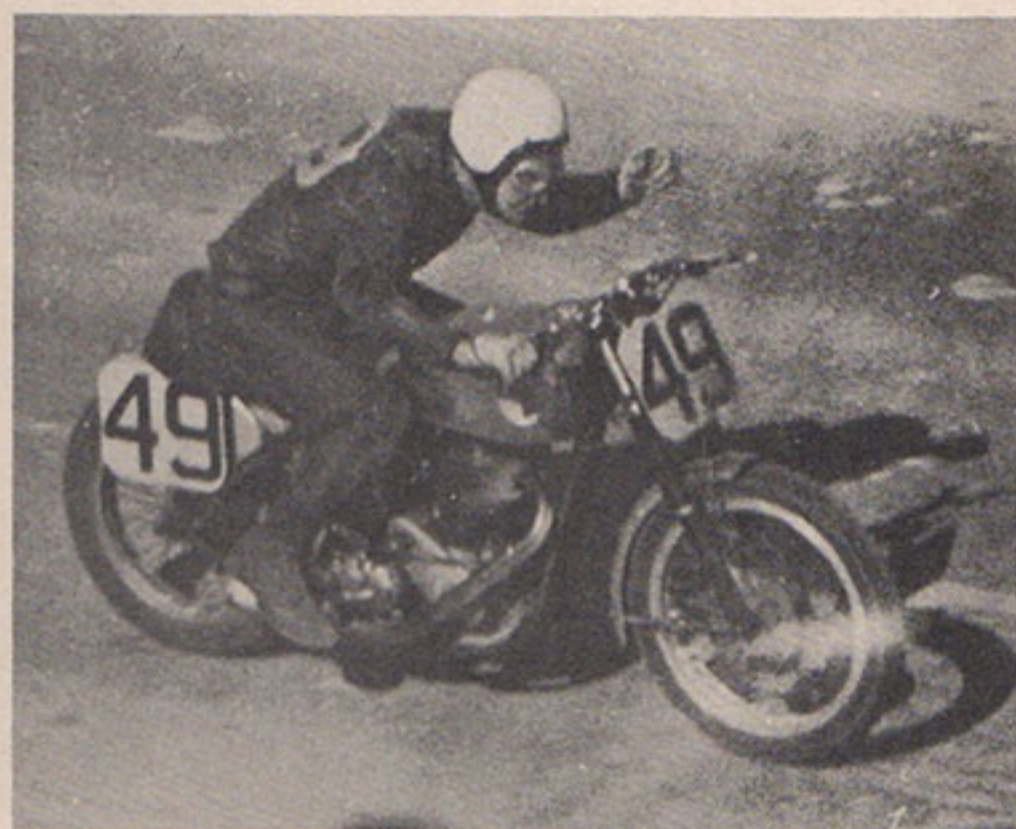
TIRE CHOICE OF THE CHAMPIONS FOR 3rd YEAR IN A ROW

JOE LEONARD
Harley-Davidson Mounted



200-miler Champion at 98.52 mph

KEN BROWN
BSA Mounted



100-miler Champion at 93.87 mph

**A
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What better proof that Avon, choice of champions, is the tire for your machine than National Champion Joe Leonard's 98.52 record speed in this year's Daytona classic? Or Avon's sweep by the first seven places in the 100-mile amateur? Superior braking . . . mileage . . . handling ease . . . safety—you get all four with Avon!

AVON-EQUIPPED DAYTONA WINNERS

1955

200-MILER

1st—Brad Andres, H-D

1956

200-MILER

1st—Johnny Gibson, H-D

1957

200-MILER

1st—Joe Leonard, H-D

100-MILER

1st —Kenny Brown, BSA

2nd—Bill Holcomb, H-D

3rd—Gene Arseneault, Tri.

4th—Bud Mayes, BSA

5th—Louis Kramer, BSA

6th—Dick Courtney, BSA

7th—Russell Good, H-D

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Pasadena, Calif.

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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Staff

PUBLISHER and EDITOR—*Floyd Clymer*
 TECHNICAL EDITOR—*Hank Elfrink*
 MAKE-UP EDITOR—*Juel J. Roth*
 ADVERTISING MANAGER—*Juel J. Roth*
 CIRCULATION MANAGER—*Robert Butcher*

Foreign Correspondents

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

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COVER PHOTOS—Entrance to Mexico at Calexico, South of the Border Story. Road Test No. 87 on Panther "100", California Mountains forming a background; New 1957 Cushman Road King Scooter (see June issue for complete coverage); "Rock Hopping" by Ed Fisher.

The Publisher's Column



RESULTS OF CYCLE POLL ON A.M.A.—In the March issue of CYCLE the results of our poll on the A.M.A. situation were published on page 10. We are constantly receiving requests from our readers asking questions about A.M.A. that we cannot answer such as the one "who is the A.M.A. President and who elects him?"

We stated that we wrote A.M.A. Secretary, E. C. Smith, on January 14, asking for the name of the new A.M.A. President for 1957, and we also asked for the names of the members belonging to the Motorcycle and Allied Trades Association. In justice to Mr. Smith we wish to state that we received a reply from him approximately thirty days after we wrote the letter however his reply had not arrived at the time our March issue went to press. Mr. Smith stated that he had been traveling, which resulted in the delay in answering. He advised us that Mr. A. A. Swensen is the A.M.A. President for 1957. This is the same Mr. Swensen who was President in 1956. We do not yet know who elects Mr. Swensen, but believe he is elected by the M. and A.T.A. directors, and E. C. Smith is also Secretary of that Association.

Mr. Swensen was present at the Daytona Beach Races this year and to our knowledge his only public appearance before motorcycle riders or dealers was during the Harley-Davidson Dealer Banquet where he gave an interesting talk. Mr. Swensen is a very affable and interesting chap. Apparently his only connection with the motorcycle industry is that his firm manufactures motorcycle leather equipment such as saddles and saddle bags used on motorcycles. We believe the Harley-Davidson Motor Company is the principal motorcycle customer of his company in Milwaukee. Certainly there is nothing wrong with Mr. Swensen's connection with the A.M.A. as President, but we do believe that the A.M.A. members should be advised as to the name or the address of their President, even though they have no vote in electing him. To our knowledge, Mr. Swensen's name or photograph has never appeared in the A.M.A. magazine or any minutes that have ever been published. If we are wrong we stand corrected.

In Mr. Smith's answer to me he stated that he had no authority to advise us the name of the members of the Motorcycle and Allied Trades Association. Therefore we do not know the names of the members. This organization was formed many years ago after the Federation of American Motorcyclists folded and it was organized in the mid-twenties to direct the activities of the newly formed American Motorcycle Association.

In earlier years all American motorcycle manufacturers such as Harley-Davidson, Indian, Excelsior, Henderson, Reading-Standard and other motorcycle makers then in business belonged to the M. and A.T.A. We do not believe that any of the present importers of foreign machines now belong to the M. and A.T.A., although we may be mistaken. We do believe that Cushman Motor Works, Mustang Motors Corporation and possibly Simplex Manufacturing Company are members.

In the A.M.A. Magazine no mention is ever made of the M. and A.T.A. and the average A.M.A. member and cyclist who are not members have no knowledge of the organization that controls the A.M.A. We cannot but repeat as we have many times before that there is too much secrecy in the affairs of the A.M.A. and the M. and A.T.A.

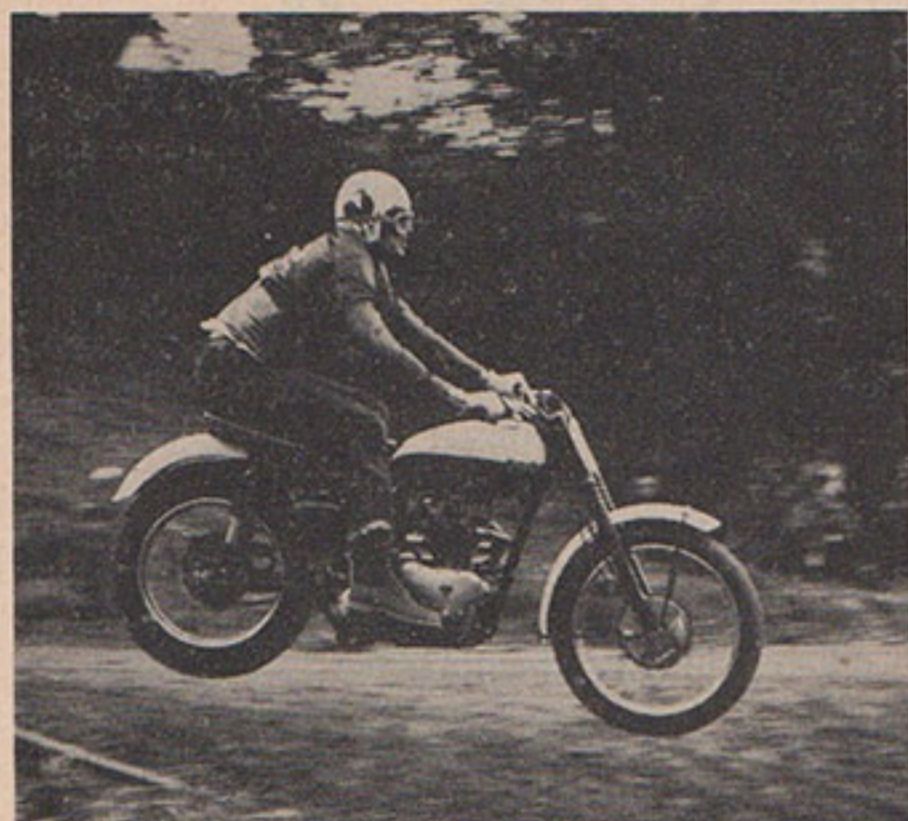
We have space to reproduce only a few of the hundreds of letters that we have received in answer to our questionnaire on the A.M.A. situation. We are sure that our readers, whether they belong to the A.M.A. or not, will find this discussion an interesting one. Surely there is something wrong with the public relations and the way A.M.A. affairs are handled, and the almost total lack of knowledge that A.M.A. members have about their organization in which they pay dues, when 81% of CYCLE's readers, (both A.M.A. members and non-members) believe that a new motorcycle association is needed in the United States.

MOTORCYCLE DEALERS—We hope you will urge many of your riders who use a motorcycle in their occupation to enter CYCLE's contest entitled "How I Earn Money with My Motorcycle or Scooter."

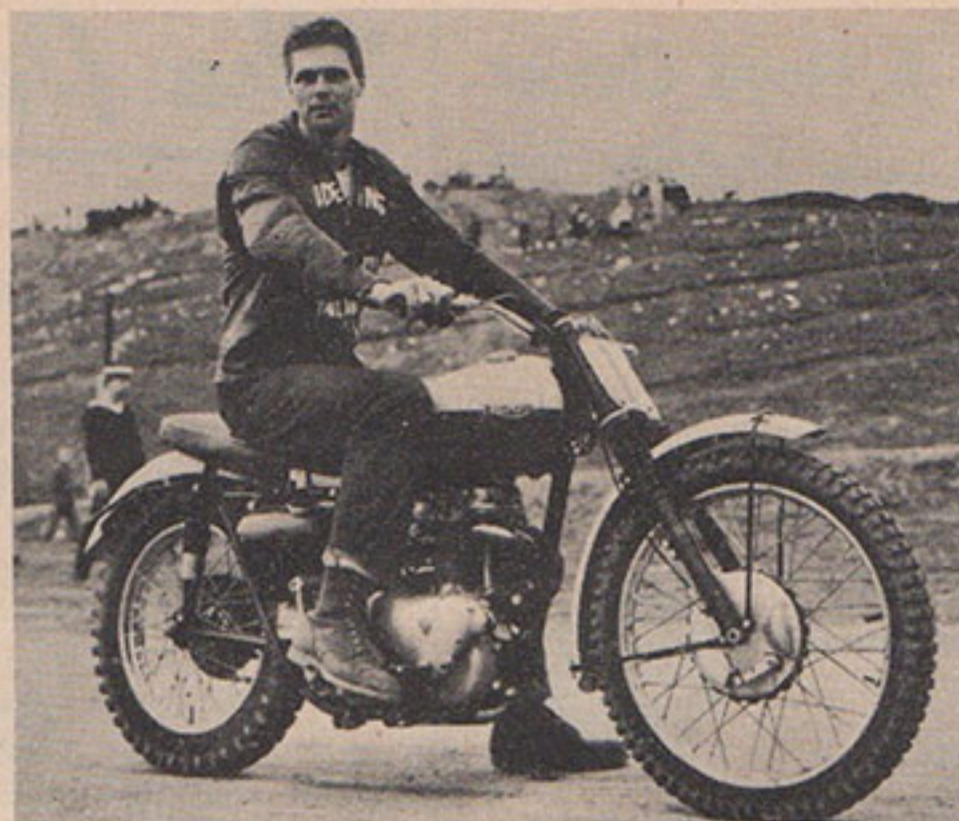
A total of \$500 in cash and merchandise trophies and prizes will be awarded the winner.

Motorcycles have many different uses and many riders are riding motorcycles in commercial use and various occupations that others should know about. Please urge your riders to send in the necessary information about any kind of work in which a motorcycle or scooter plays a part.

Floyd Clymer



Airborne Ekins "flies on" to victory and a national championship title on his Triumph TR6—same motorcycle that brought him home in front of "biggest ever" Big Bear Run.



Winner "Bud" Ekins, internationally known Scrambles Champion poses for pictures after his brilliant Crater Bowl performance.

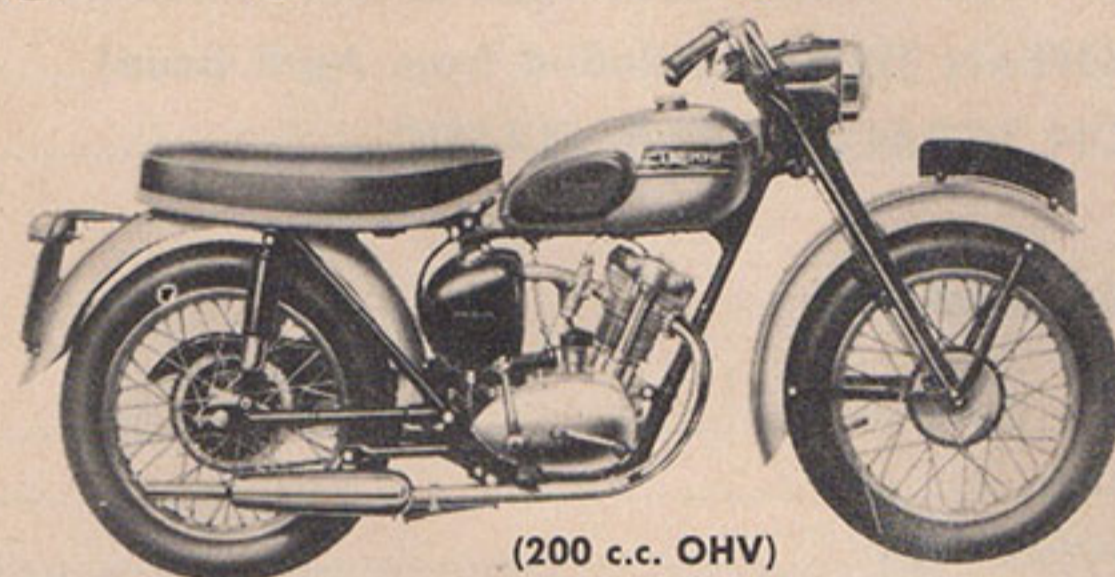


Ekins in winning form on his Tiger Cub, on his way to victory in 200 c.c. title race.

The Year's Outstanding Lightweight!

'57 TIGER CUB

LIGHTWEIGHT WINNER
OF BIG BEAR RUN



(200 c.c. OHV)

helps score

TRIUMPH

WHIPS LARGER 350 c.c. MACHINES

Over 3,500 spectators jammed Crater Bowl Hills in Southern California to witness America's first A.M.A. National championship scramble event.

Ekins thrilled everyone with his brilliant riding winning easily in the 200 c.c. class aboard a new Cub and then outriding a host of star competitors to capture first spot in the championship main event on his TR6.

In the 200 c.c. event, no other lightweight machine was even able to challenge the Cub riders as they surged to victory.

TIGER CUB TAKES FIRST AND THIRD PLACE IN 350 c.c. EVENT

Don Hawley, well known track rider, stunned the crowd by a sensational race, as he whipped a whole field of 350 c.c. machines, nearly twice the Cub's displacement. Ken Harryman, also Cub-mounted, won third.

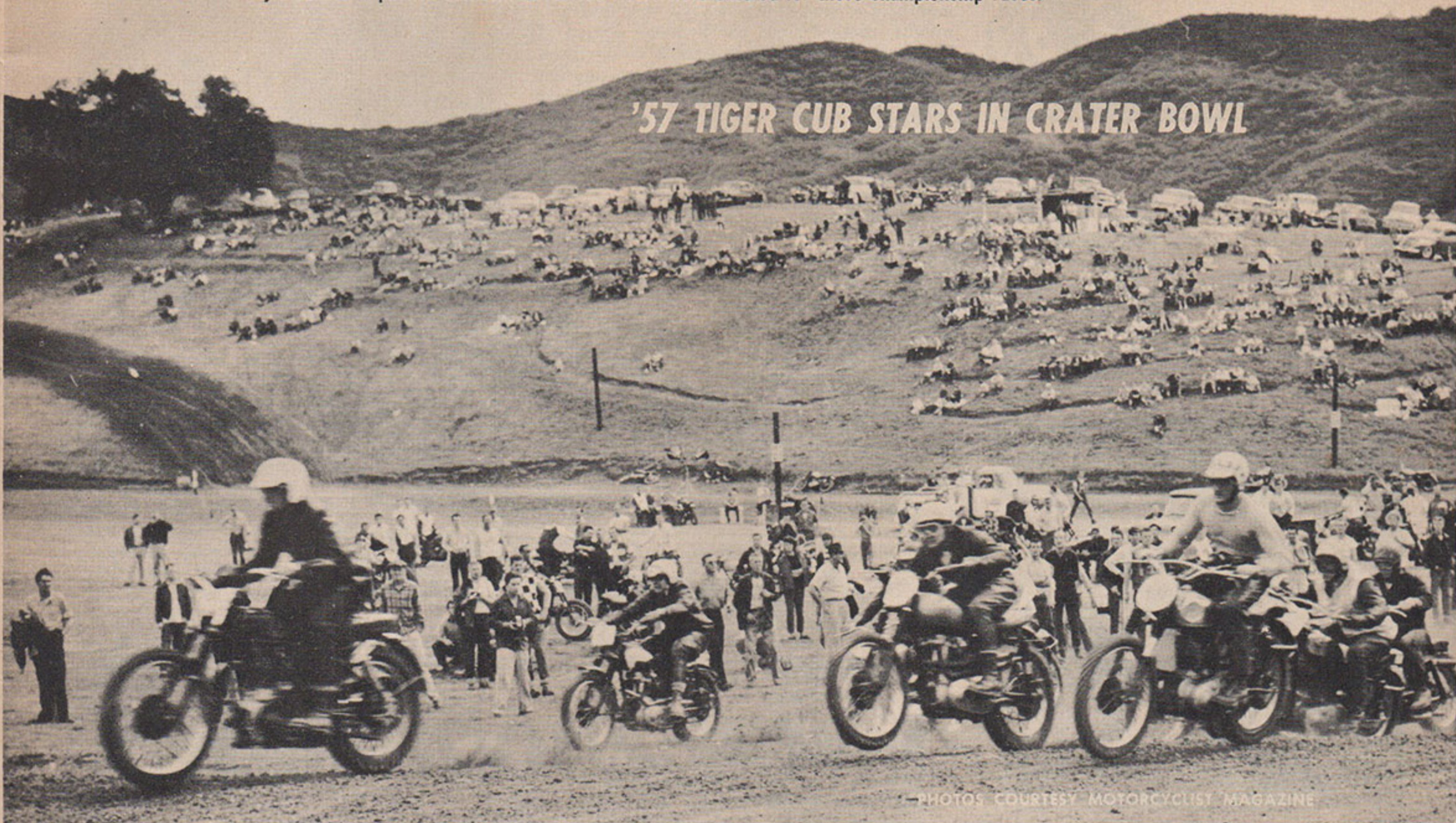
In the amateur event, Gary Emmick helped make it a "grand slam" for Triumph by blazing to victory.



A group of riders, being led by Triumph-mounted Red Ludford, tackle one of the many tricky sections of the one and 3/10th mile hilly circuit.

Start of one of the day's 36 action-packed events. Almost 400 riders were entered for these championship races.

'57 TIGER CUB STARS IN CRATER BOWL



PHOTOS COURTESY MOTORCYCLIST MAGAZINE

GRAND SLAM

14 TRIUMPH RIDERS TAKE TOP SPOTS.....EKINS BECOMES NATIONAL CLASS A SCRAMBLES CHAMP



Don Hawley capably brought out the performance features of his Tiger Cub, by whipping the field of 350 c.c. finalists. Ken Harryman, also on a Cub, took 3rd in same event.

200 c.c. CLASS EVENT

1. Bud Ekins Triumph Cub
2. Corky Pennington . Triumph Cub
3. Ken Harryman . . Triumph Cub
4. Ronald Emmick . . Triumph Cub
5. Don Makela Triumph Cub
6. Ralph Adams . . . Triumph Cub

OPEN CLASS CHAMPIONSHIP

1. Bud Ekins Triumph TR6
2. Charlie Cripps . . . BSA - 40"
3. Arvin Cox BSA - 40"

21 cu. in. CLASS EVENT

1. Don Hawley Triumph Cub
2. Bob Pierce Matchless
3. Ken Harryman . . . Triumph Cub

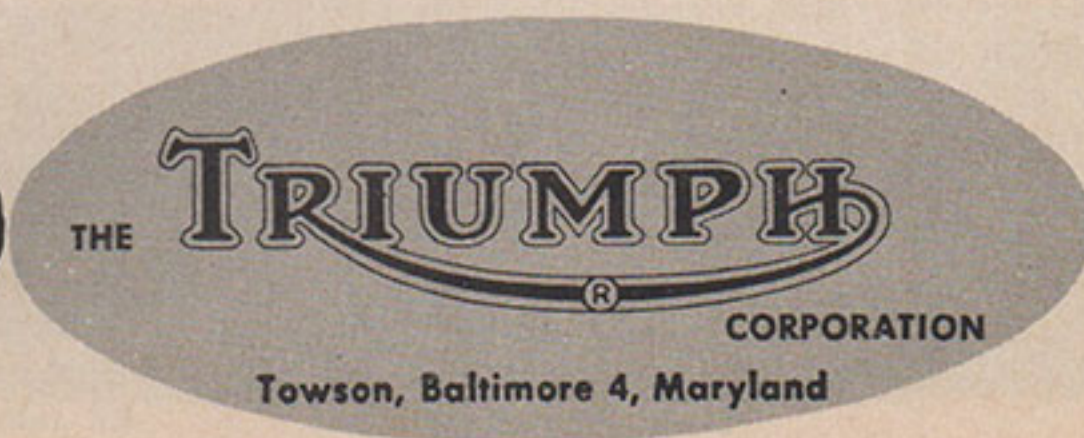
165 c.c. CLASS EVENT

1. Hazen Bair . . . Triumph Terrier
2. Bill Scully . . . Triumph Terrier
3. Bobby Skipstead Triumph Terrier
4. Henry Ramaris . Triumph Terrier

AMATEUR EVENT

1. Gary Emmick . . . Triumph TR6

Subject to official confirmation.



Mail Pouch



Editor, CYCLE Magazine—

Since taking delivery of a T-Bird last May, have traveled 12,000 miles from Kingston, Canada to Daytona Beach, Florida. I go to college here in the East, but I would like to see the West and perhaps Mexico with any number of riding companions.

All riders interested in making such a journey could write me, and I will answer all letters.



The cute blonde on my bike is Helen Wills who took her first solo ride when this picture was taken.

Dennis Huber
115 Melvin Drive
Pleasant Hills, Penn'a.

Editor, CYCLE Magazine—

Dear Sir:

In you December issue you offered the free pamphlet entitled "How to Teach A New Rider" to subscribers.

I would appreciate a copy of it if you still are available. I have been riding a cycle for 3 years but there is a difference between riding yourself and teaching a beginner how to ride. I would like to see the methods recommended in your booklet.

I've been subscribing to cycle for at least 3 years and have enjoyed every issue of it.

George Carr
802 Prospect Ave.
Ridgefield, N. J.

Editor, CYCLE Magazine—

Dear Editor:

I would like to take this opportunity to express my thanks to CYCLE MAGAZINE and all it many readers for all the kindness extended to me during my recent hospital stay and all the year I have been connected with motorcycling. It is a wonderful feeling to receive cards and letters from people all over the country whose only way of knowing I was injured and in the hospital was thru reading about it in CYCLE and AMERICAN MOTORCYCLING magazines. Many thanks again to everyone for everything.

Sincerely yours

P.S.: Let's help the Billy Meier #14 Fund.
Leon Applegate #99

Editor, CYCLE Magazine—

I read and enjoy your magazine every month. I especially enjoy road tests on lightweight motorcycles, as I have owned a Harley-Davidson 125 cc and a competition Zundapp 200. I am going to buy another lightweight soon, although I am not sure what make as there are so many good brands on the market. I think the magazine is tops, keep up the good work and thanks for giving us lightweight fans a break with your tests on lightweights.

Lester Larson
Compton, Calif.

Editor, Cycle Magazine,

Inclosed find a picture of Ronald Tree, President of the Stone Fort Ramblers M/C, presenting Mrs. Shepard Robinson, Chairman of the March of Dimes for Schoharie, with a check for \$86.88. The money was raised by a dance sponsored by the club.

The dance was a first for both the Club and the March of Dimes as neither had ever before held an event to raise money. This being a newly organized club and all I think we did fairly well,

Ron Tree, President
Stone Fort Ramblers M/C
Schoharie, N. Y.

Congratulations, Ron, to you and your Club officials for your activities in assisting such a worthwhile organization as the March of Times. Such efforts by clubs or individual motorcyclists do much to promote a beter understanding between the general public and motorcycle riders—Clymer.

Dear Mr. Clymer,

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

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

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

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

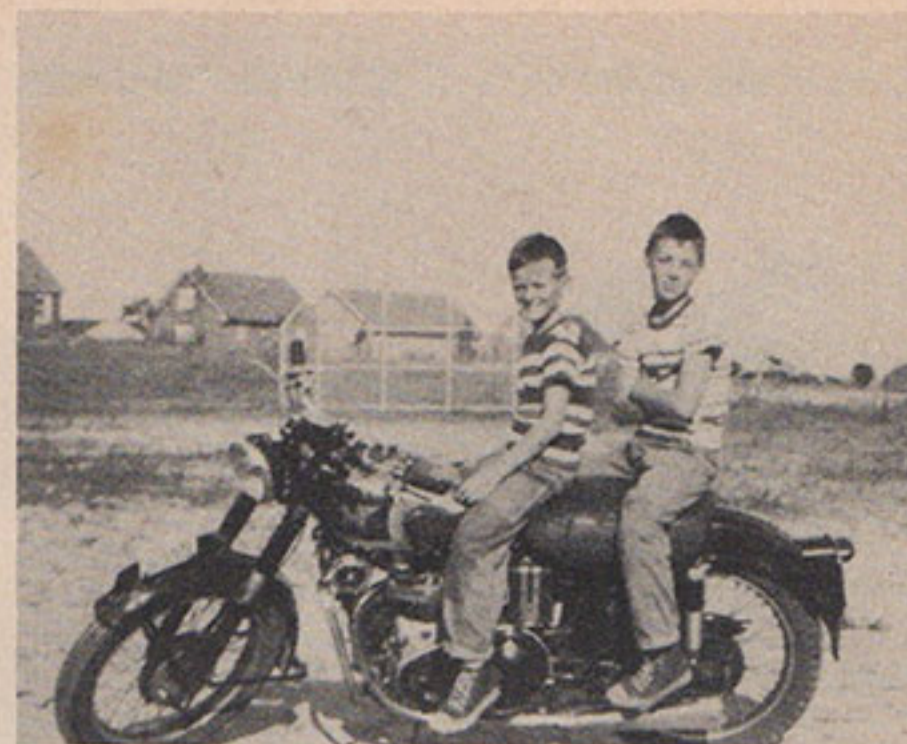
Some of our members have been riding almost as long as Mr. Krause and if he doesn't already know them, he should certainly come out and meet them.

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

Why doesn't Mr. Krause come out and join the rest of us (chickens??), who ride because we love it?

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

The following article appeared in the Santa Cruz Sentinel which shows that good newspaper publicity can be secured when properly presented. Articles such as this on do much to better public relations for all motorcyclists.—Ed.



Dear Editor:

I am writing this note for the "Mail Pouch." I have been riding for about one year now, and have been reading your magazine ever since and, boy, it's tops. I'm mostly interested in the road tests. My trusty mount at the moment is a 1950 Matchless 500 twin. This summer I'm going to get a new B.S.A. Golden Flash. My brothers are really motorcycle fans. They are reading my books all the time; although they're not old enough to ride now, they sure hope they will be able to ride in the future.

I am enclosing a picture of my two youngest brothers, Jack and Ted. I think they look pretty good, don't you? All I can say is as long as the Cycle magazine is published you have a full time customer.

Ron De Brusk
Waterloo, Ont., Canada

Editor, CYCLE Magazine:

I am a constant reader of your magazine and as a person interested in cycles of all types for quite a while, I must say that anyone who is interested in cycles can be thankful for a magazine such as yours.

As I am considering the purchase of a motorcycle in the near future, I am greatly appreciative of the last three issues of your magazine. Your coverage of the '57 line of cycles was great.

There is one thing I would like very much to suggest. It would be very useful to many of the new Cycle fans if you would publish the price list of as many cycles as possible.

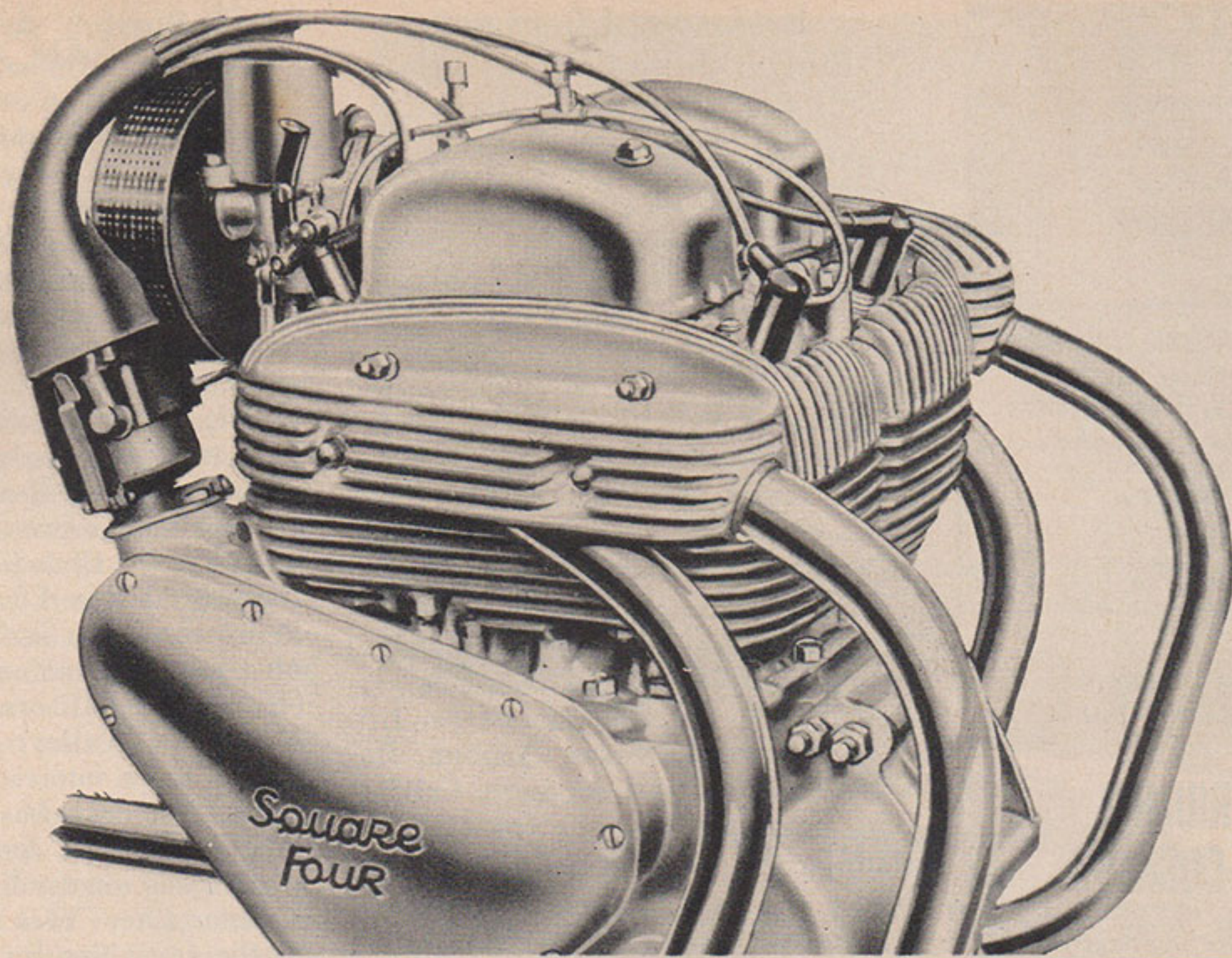
May I close in saying, "Keep up the good work."

Buford K. Stacey
Clarksville, Tenn.

Thanks for your comments. We never publish prices because they vary in different states and cities, and in some sections city and/or state sales taxes apply. A Harley-Davidson costs more in New York, Oregon or Florida than it does in Wisconsin or Illinois, because of the factory being in Milwaukee, Wisconsin. A foreign motorcycle costs more in Illinois or Missouri than it does in New York City or Los Angeles because of inland freight. Water freight from Europe on foreign motorcycles is almost as cheap to Los Angeles as it is to New York City inasmuch as the shipments come through the Panama Canal. It would be folly for CYCLE to try to list prices on all motorcycles for the above reasons—Clymer.

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(Continued on page 42)

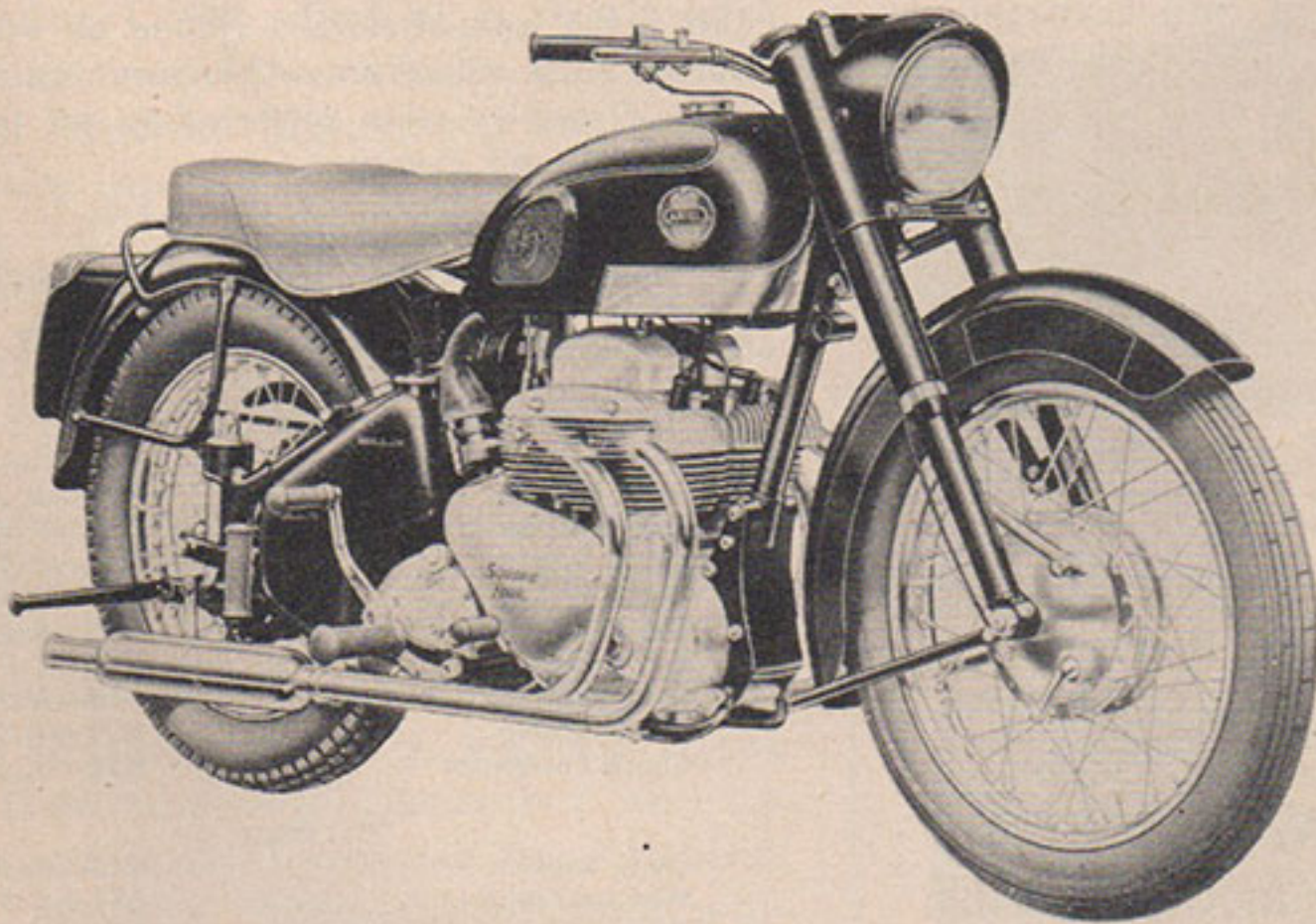


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Accelerate like a jet with this big 61 cubic inch o.h.v. four cylinder motorcycle—delight in its turbine-like smoothness and effortless high speed cruising—enjoy real pride of ownership with Ariel's outstanding beauty of finish.

Cycle Magazine Road Test says:
"1/4 Mile Drag in 12.9 seconds!"

Ariel's famous "Square Four" is the only 1000 c.c. o.h.v. four cylinder motorcycle in the world. Before you decide on your new 1957 model, be sure to see and ride this distinctively different high performing motorcycle. See your Ariel dealer soon.



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PANTHER MOD. 100
 600cc OHV



Wanted Dealers & Rider Agents to sell the
 8 new Panther Models in the West.
YORK MOTORS
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SUBSCRIBE TO
CYCLE

**Joe Leonard Captures
 Steeplechase Before Huge
 Crowd At Riverside**

RIVERSIDE, Calif., April 7.—Champion, Joe Leonard of San Jose, Calif., made a clean sweep of the field Sunday in Riverside's Motorcycle Steeplechase. Riding a Harley-Davidson, he won the 16 lap Expert Final with a time of 13' 24.45". He also copped the Expert Trophy Dash—3 laps—with a time of 2' 40.61" and set a new 1-lap track record of 51.40".

Leonard, recent winner of the national 200 miles at Daytona Beach, Florida, led one of the most illustrious groups of riders ever assembled at Riverside, with 4 national champions participating in the 130 riders from Illinois, Minnesota, Texas, Arizona, Hawaii, northern and southern California. Standing room in front of the stadium was sold out before the races began and crowds were turned away. Additional bleachers will be installed for the next race, May 19th.

The Expert Final saw Johnny Gibson, of Duarte, on a Harley-Davidson, take second place and Dick Chase, of San Francisco, come in third.

In the Expert Trophy Dash (won by Leonard) Ed Kretz, of Monterey Park, on a Triumph, placed second and Gibson third.

Howard Nicholson, of Riverside, also Triumph mounted, made an equally clean sweep of honors in the B category, turning in brilliant performances to win both the B Trophy Dash and the 12-lap B Final. His time for the latter event was 11' 03.11".

Bill Holcomb, of San Gabriel, on a new Harley Sportster, placed second and Los Angeles rider Gary Sewell, on a Triumph, placed third in the B Trophy Dash.

In the B Final, Nicholson was followed by Santa Ana's Jim Swatzel, on a Triumph, and Kenny Brown, of Covina, on a BSA, in third place.

The Riverside Junior Chamber of Commerce promoted the race. ★

**NEW SHOWROOM FOR
 GENERAL MERCHANDISE**

The General Merchandise Co., Inc., Distributors for TWN, MZ and AWO Motorcycles, announces the opening of a new Showroom located at 813 Second Avenue, New York City where their newest models of Motorcycles and Scooters will be displayed.

Trail Blazers' Annual Banquet

The 19th Annual Banquet of the Trail Blazers (an organization of pioneer motorcycle riders) was held at the Elks Club in Los Angeles on Saturday night, March 16.

Approximately 100 veterans attended this interesting banquet and old friends enjoyed an evening of swapping yarns and renewing acquaintances.

Former California Highway Patrol Inspector and early day motorcycle rider and dealer Ben Torres displayed an excellent restored 1908 Harley-Davidson in the Club lobby. Pioneer motorcycle dealer Eddie Ryan of San Pedro showed a series of color slides of a group of motorcyclists who traveled from California to Utah and Monument Valley. Never have we seen a more interesting series of pictures. Not only was the photography excellent but the scenic beauty of the region was outstanding.

Entertainer Vera Newcomb added to the festivities by singing old time songs and doing humorous skits. ★

**Winners of the 4th Annual
 Silver City Hare & Hound**

Las Vegas, Nev., April 14th

Open Class

1. Leon Hatton	Tri 40"	Phoenix, Ariz.
2. Max Melchert	Ind 21"	Hawthorne, Calif.
3. Gordon Nesser	Match 30.5	Canoga Park, Calif.
4. Don Hatton	Tri 40"	Phoenix, Arizona
5. Bill Long	Tri 40"	San Fernando, Calif.
6. Ronald Engman	Tri 40"	Los Angeles 43, Calif.
7. Vic Nelli	AJS 30.5	Pasadena, Calif.
8. Art Gumbert	Match 30.5	Long Beach, Calif.

200 Class

1. Bill Dehler	Dot	Los Angeles 45, Calif.
2. Ted Williams	Dot	Manhattan Beach, Calif.
3. Ed Fulbright	Dot	Los Angeles, Calif.
4. Dale Ivy	Sun	Long Beach, Calif.
5. Bill Fisher	Tri	Sun Valley, Calif.

This is the annual Hare & Hound be ridden by out of state riders only. No local riders compete. Trophies were awarded to all that finished with all checks. ★

**5th Annual Sawmill Derby
 Race Results—Held March 10th, 1957**

Santa Rosa, Calif.

'A' Class

John Nelson	963—A.J.S.
Don Shacker	953—Match.
Allen Scott	925—B.S.A.
Bob Keys	871—Match.
Charles Seaton	869—B.S.A.
Bill Casey	865—Tri.
Garve Nelson	846—Match.
Joe Simmons	838—H.D.
Chuck Trenthom	838—A.J.S.

'B' Class

Gene Rogers	873—A.J.S.
Wesley Parry	871—B.S.A.
Jim Sands	856—A.J.S.
Buel Campbell	843—B.S.A.
Jack Cooper	824—A.J.S.
Bill Austin	824—S.S.A.
Richard Davis	804—Tri.

The winning Team was entered by Hayward M. C. Club Riders were John Nelson, Jim Sands and Garve Nelson. There were 104 Entries. 82 Riders Started and 16 Finished. ★

HAREWOOD RACES IN CANADA MAY 18TH

Once again, the British Empire Motor Club prepares for the opening event of the year, the Kaye Don Trophy 100 miler. This year will be the 21st running of this classic, and will be on May 18th at Harewood, near Jarvis, Ontario.

The three mile long fully paved airport circuit calls for the highest riding skill and stamina, as the machines negotiate the eleven bends. Last year's winner was Edwin Fisher, the Triumph rider from Maryland. Previous winners have been mounted on Vincent, Harley, and Manx Norton. Of special interest to American spectators is the unlimited engine capacity race, and this year sidecars will be featured if there are sufficient entries to make an event for them.

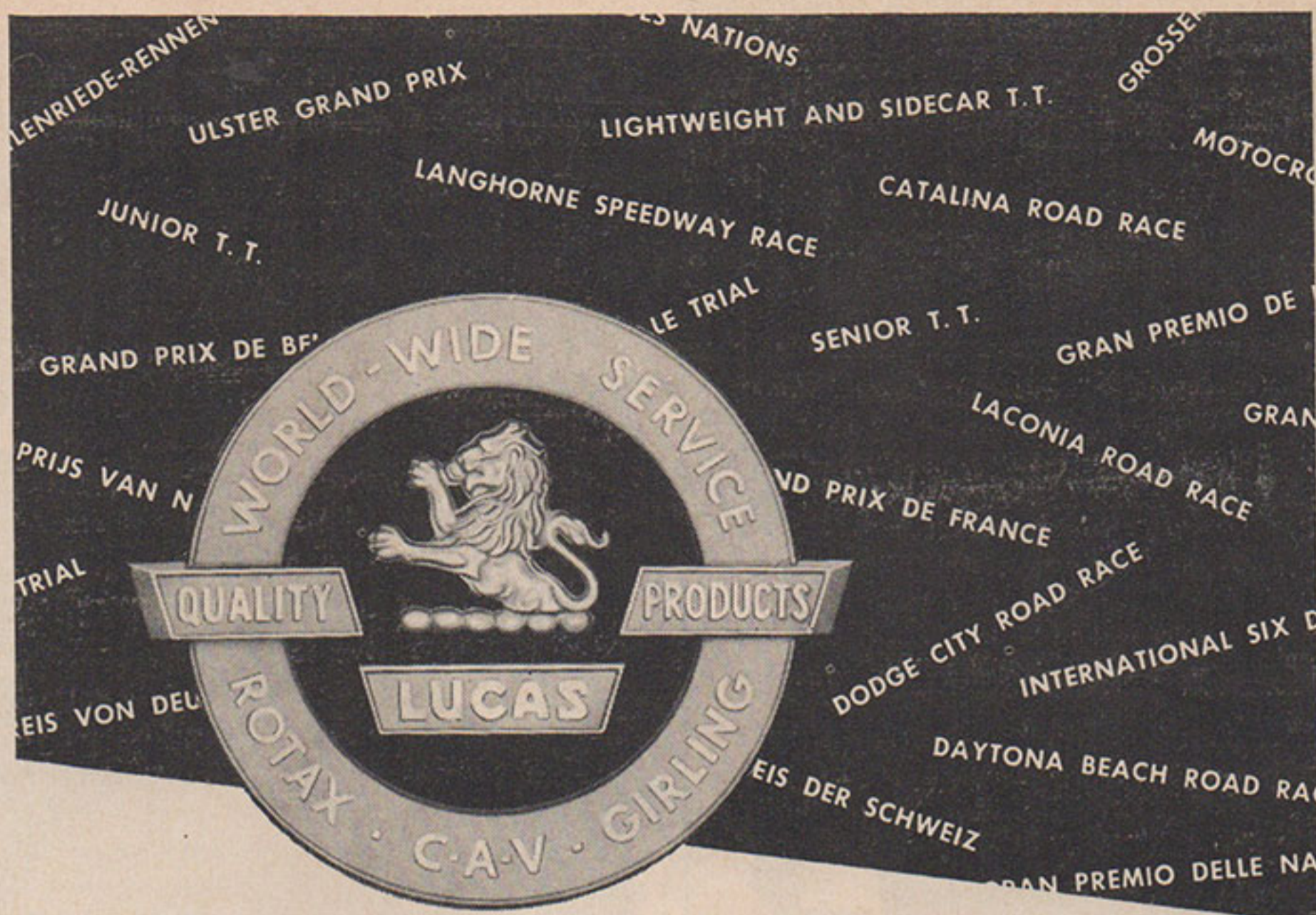
The Canadian Motorcycle Association rules allow all types of machines and Shortstroke Nortons, G 45 Matchless and an O.H.C.M.V. Augusta 125 c.c. added great variety to our racing scene last year, and even more racing machinery has been purchased for this year.

The British Empire Motor Club has done a great deal to improve the circuit during the winter months, adding bleacher type stands at important vantage points, and making better provision for pits and judges. Practice starts at 8 a.m., entries close on May 6th, so make your plans early and be sure to take in this Canadian event. May 18th, at Harewood, near Jarvis, Ontario. Racing starts at 12 noon. ★

Joe Craig Dead

One of the all time colorful personalities and world famous motorcycle men, Joe Craig, died as a result of a heart attack while recently driving his car in Austria. Mrs. Craig was herself severely injured in the resulting crash.

Mr. Craig devoted almost forty years to the sport of motorcycling and he is the man most responsible for the long series of Norton victories on the Isle of Man. Joe Craig was the man with the magic touch who did so much for Norton racing prestige throughout the world. He himself raced in the 1924 T.T. Senior and as a team manager he was probably without equal and thousands will remember him by the affectionate nickname the "Professor," and the "inscrutable" man who ruled the Norton pits for so many years. At the time of his death he was engaged in compiling a series of articles on the sport of motorcycle racing. He was 59 at the time of his death, and for several months had been living in Holland. The funeral was held at The Hague. ★



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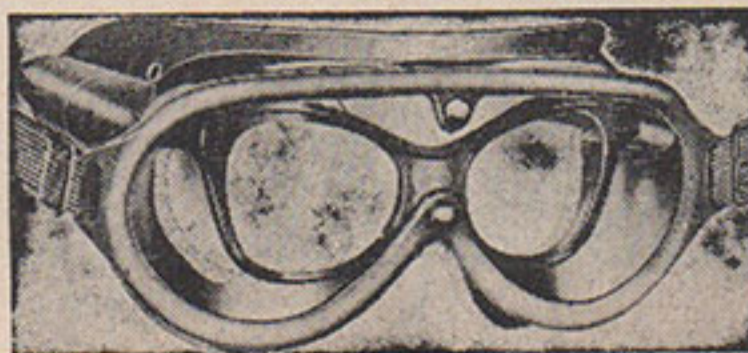
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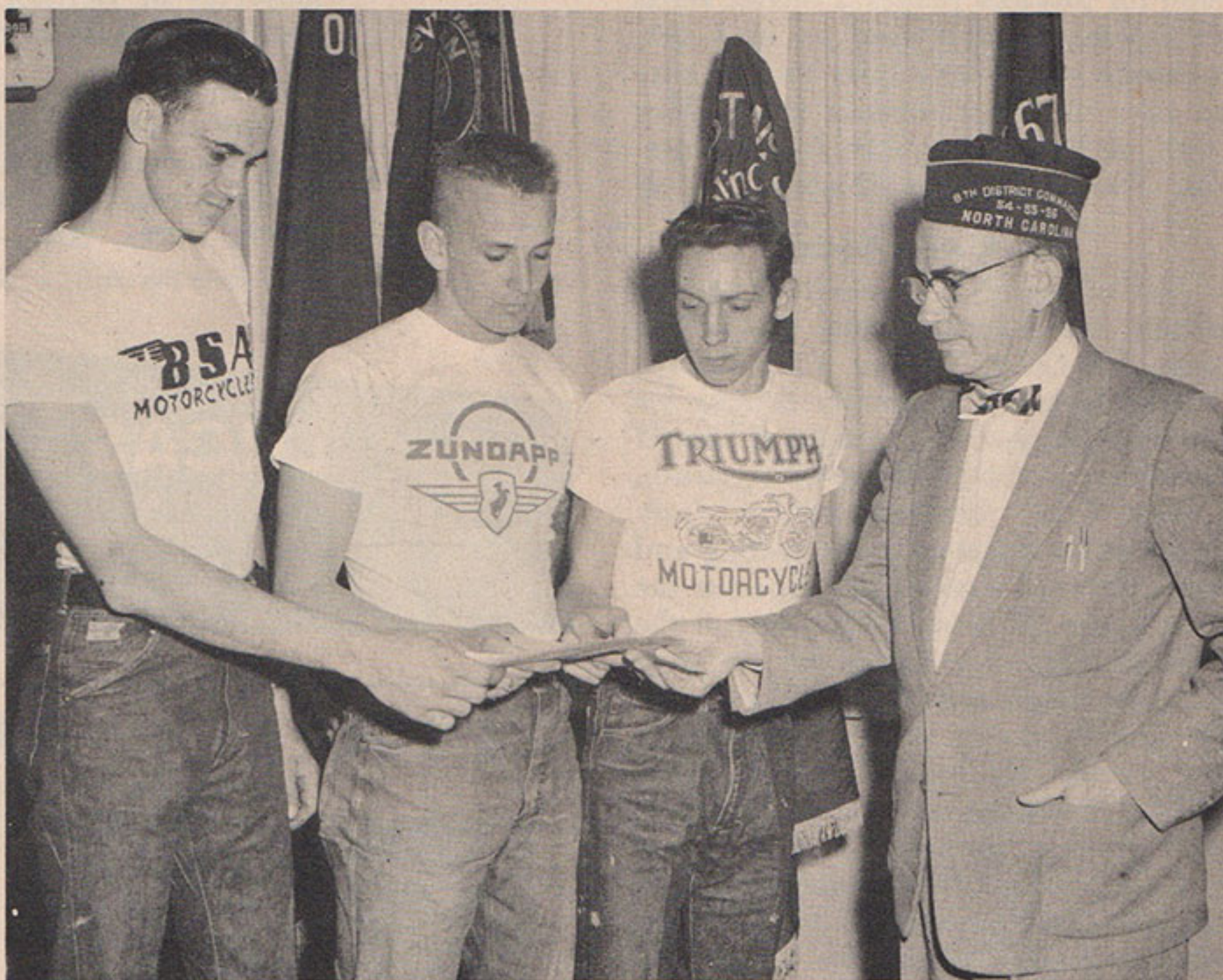
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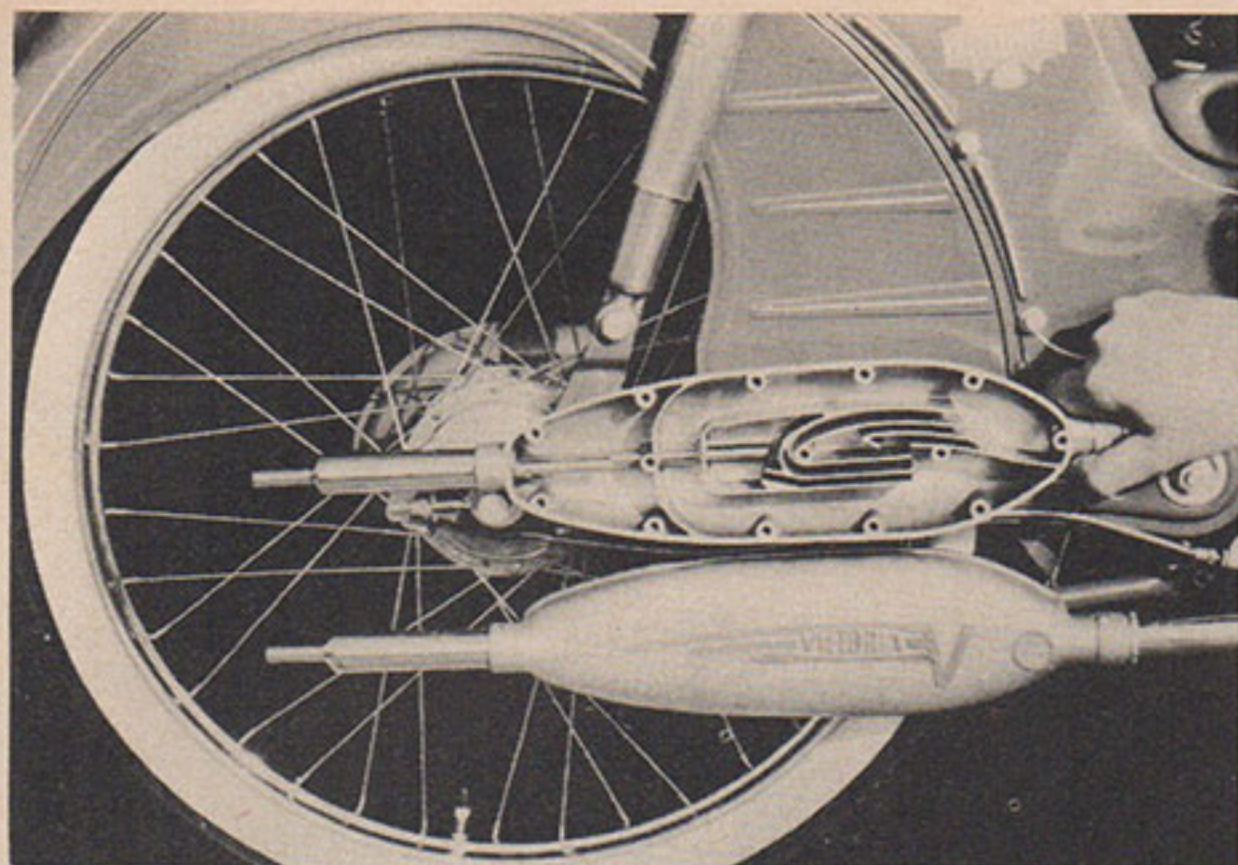


INSPECTION PARADE? No, this line of motor cyclists are members of the BSA Club of Indonesia on one of their outings, and the gentleman in the cowboy hat—well, we don't know. Perhaps he's looking for his horse! Although the Indonesian club has been in existence only a year, it is now a thriving organization with some 200 members. This picture was taken when a section of the club visited the Tjibodas Botanical Gardens, some 100 km. from Djakarta.



Good Things Come in Threes

D. M. Derek, Colonel retired is handing checks totaling \$300.00 to be added to the final accounting of the March of Dimes Drive, Cumberland County, Fayetteville, N. C. In the picture are: left to right: William F. Brackman, President of the Singing Wheels Club, which is sponsored by Meridian Motorcycle Company, BSA Dealers in Fayetteville, Norman D. Marcel, P. F. Balch, as they hand the checks to Col. Derek, Treasurer, of the Cumberland County March of Dimes Campaign, Fayetteville, N. C.



VICKY IV MOPED EXPORT HAS NEW TYPE MUFFLER

The new light alloy muffler shown in the illustration has been developed expressly for the Vicky Export in collaboration with designer Dr. Leistriz. The interior channels to be seen have been scientifically designed for a gradual expansion of the exhaust gases. The effect is that the gaspulsations are transformed into an even gasflow, escaping into the free air with a minimum of back-pressure and noise. According to the factory, the use of this new muffler increases power output 15% in the lower rpm ranges.

The new design permits easy cleaning and eliminates rusting or burning out of this component.

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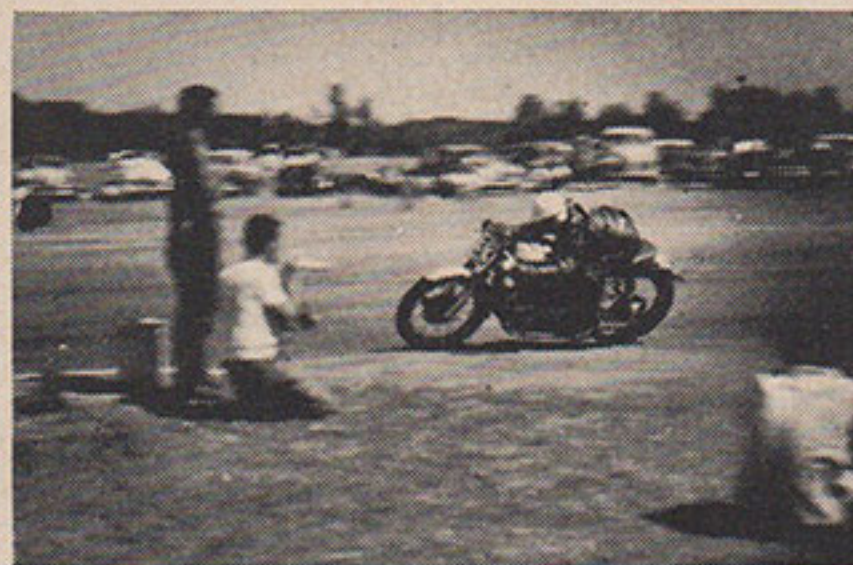
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2nd H-D Mechanics School For 1957

The second Harley-Davidson Mechanics School for 1957 was held in Milwaukee, Wisconsin. Here, twenty-two men took time-out to get concentrated training in mechanical repair, troubleshooting, work bench procedures and use of specialized equipment. Seated in the first row, left to right; are: John W. Miller, Saginaw, Michigan; Franklin Sponsel, Farmington, New Mexico; J. C. Furlow, Phoenix, Arizona; Arthur Decker, Madison, Wisconsin; Lloyd Garber, Fairbury, Nebraska. Second row, left to right: Bryant J. Baum, Decatur, Illinois; Joseph P. Lambert, Lumberton, North Carolina; Dave Kritner, Milwaukee, Wisconsin; Bobby W. Holt, Huntsville, Alabama; Robert D. Winslow, Panama City, Florida. Third row, left to right; Charles McKinzie, Corpus Christi, Texas; E. L. Kazabee, Seneca, Pennsylvania; Andrew D. Zonotti, Butler, Pennsylvania; Gilmore T. Gilliland, Butler, Pennsylvania; Victorien Paquette, Montreal, Quebec, Canada; Bates Molyneaux, Corpus Christi, Texas. Fourth row, left to right: Chas B. Whitcomb, Ashland, Ohio; Theodore M. Peck, Uhrichsville, Ohio; Edward R. Jaekel, Chicago, Illinois; J. R. Wrzesinske, Fond du lac, Wisconsin. Last row, left to right: James E. Steward, Coal Grove, Ironton, Ohio; Don Harrison, Tulsa, Oklahoma. Standing in the rear from left to right are Instructors George Beecher, George Klensendorf, Orin Lamb and John Nowak.

THE WESTERN PENNA. HARLEY-DAVIDSON DEALERS

Advise that again it's time to plan your vacations and include in it the annual 50 mile classis and motorcycle rally July 19, 20, 21, 1957, at the Altoona-Tyrone, Pa. Speedway. As in the past years there will be plenty of competition—contests, parade and trophies galore. There will be a 3 star track race Saturday night and open to all riders. The track will be improved and more parking and camping area provided as well as brand new shower rooms and rest rooms. Also improved drag strip. Now, you riders that are interested in a 25 mile "B" race. If you are interested in running kindly advise us at an early date for we cannot have this run unless there are sufficient riders. So, if you are interested let us have your name and address so we can make up the list and determine whether or not it is possible to hold the 25 mile race. We are hoping there will be enough entries to warrant the 25 milers. Write to us at 1275 Franks-town Road, Johnstown, Penna. ★



This station wagon was a familiar sight at the 1957 Daytona meeting. It was used by the Velocette racing team—the machine was owned and sponsored by Birchard Cycle Sales in Mt. Vernon, N. K. and ridden by Deacon Rienhart of Woodbridge, N. J.

In HOUSTON Texas

BSA SALES & SERVICE *Mustang*

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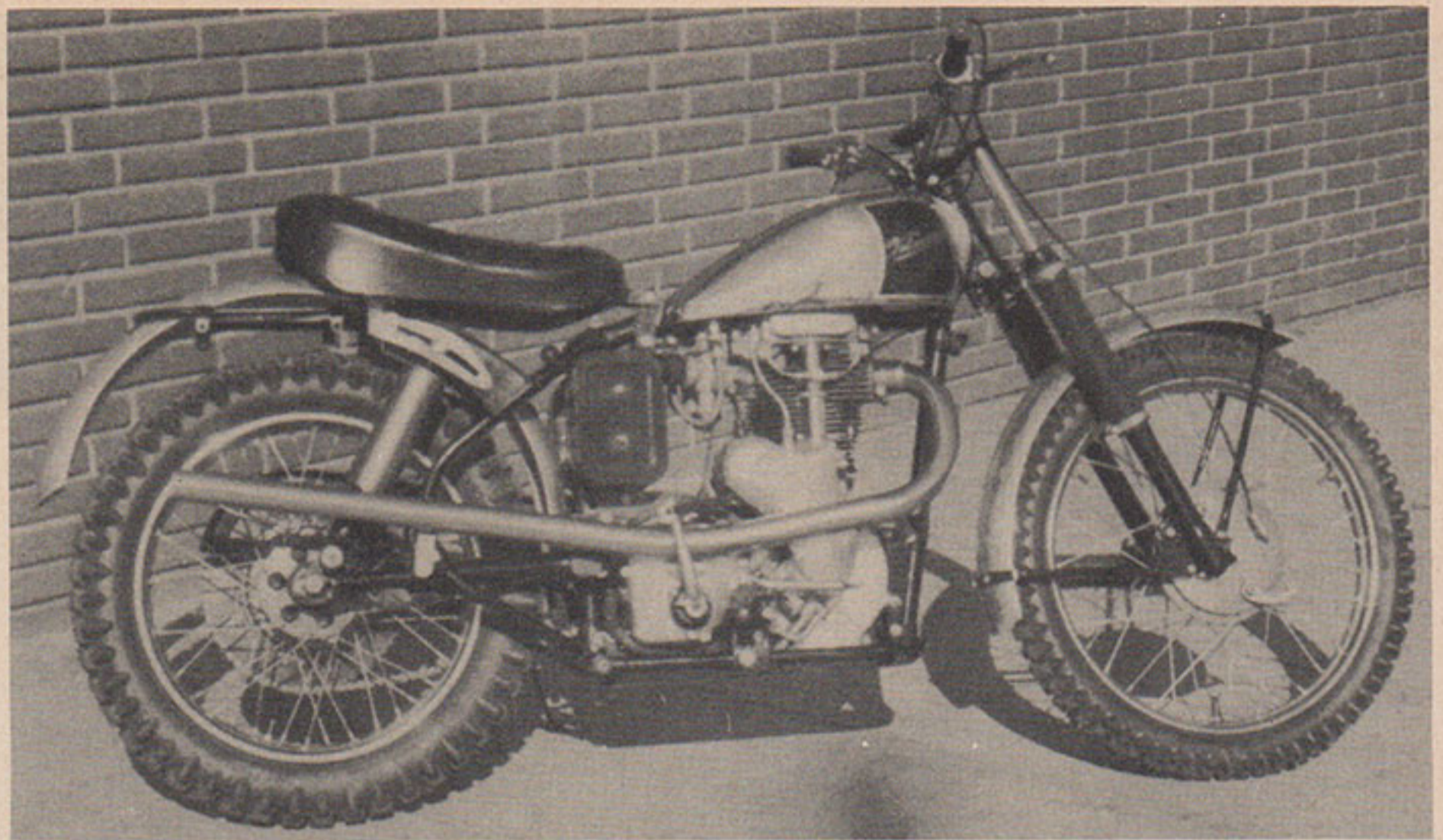
Seasonal Improvements for Velocette Scramblers

Further early-season improvements were recently announced by the Veloce, Ltd. racing engineers, to apply immediately on 1957, 21 and 30 cubic inch Velocette Scramblers. These improvements consist of an entirely new competition saddle and a modified oil tank.

The saddle is narrower and shorter than those previously fitted on Velocette Scramblers, and was designed especially for cross-country and scrambles competition. It is made by Feridax, Ltd. Southern California scrambles aces such as Bruce Jackson have pronounced it very comfortable and an ideal racing seat.

At the beginning of the '57 season, the Velocette Scramblers were fitted with left-side oil tanks and large-capacity air cleaners. A further modification has been carried out to the oil tank, however, in the form of a breather tower on the front of the tank. This eliminates any tendency for oil to blow out around the filler cap during hard running.

The 21 and 30-inch Velo Scramblers come standard with these improvements, plus 29 and 40-horsepower en-



The 500 cc Velocette Scrambler—a 40-horsepower motorcycle designed for dirt competition.

gines respectively and Scrambles gearing, tires and suspension. They are distributed by Branch Motorcycle Sales in Los Angeles, Calif. ★

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- Attractive—improves wearer's appearance
- For men, women, boys or girls.
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★ Ideal for cyclists, sports car and motor boat drivers, policemen, aviators, crop dusters and construction workers when head protection is desirable.

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Safety helmets now in use the world over add to the gear the motorcyclist will enjoy and should wear. Clymer helmets offer good weather protection and they are warm in winter and cool in summer. Send for free literature and catalog. BE SURE TO GIVE HAT SIZE WHEN ORDERING.

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An attractive exhibit was staged at the Chicago Sports Show, held recently in the windy city. This attractive Ariel and BSA display was staged by B.S.A. and Ariel dealers IMPORTED MOTORCYCLE INC., 2667 - 59 East 75th St., Chicago 49, Ill.

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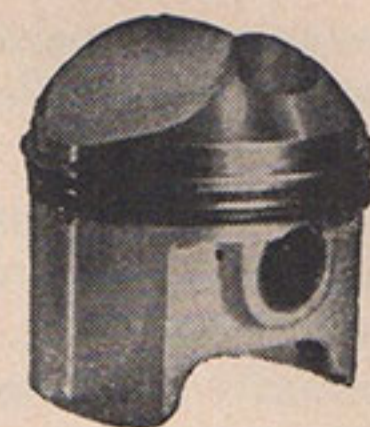
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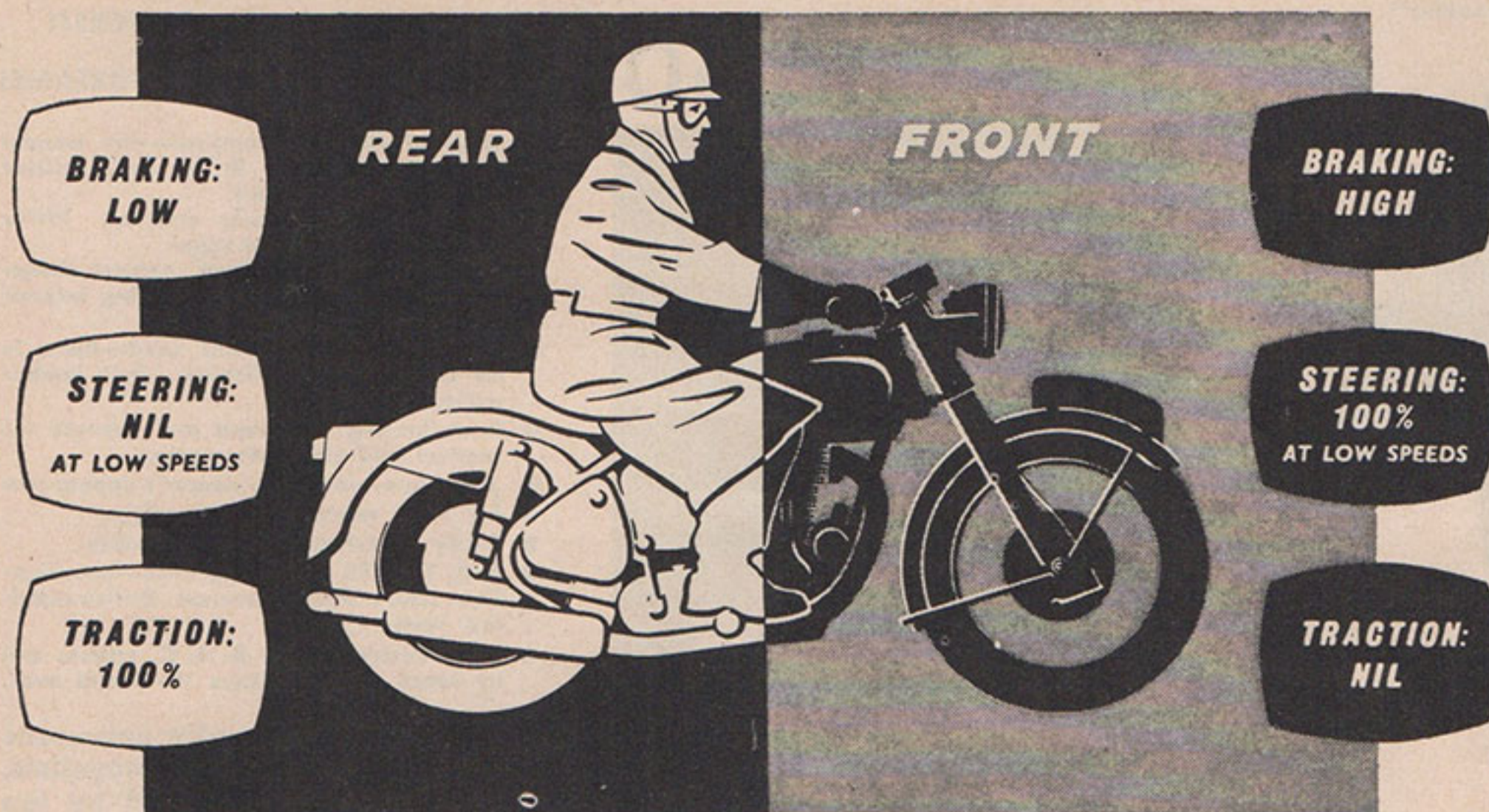
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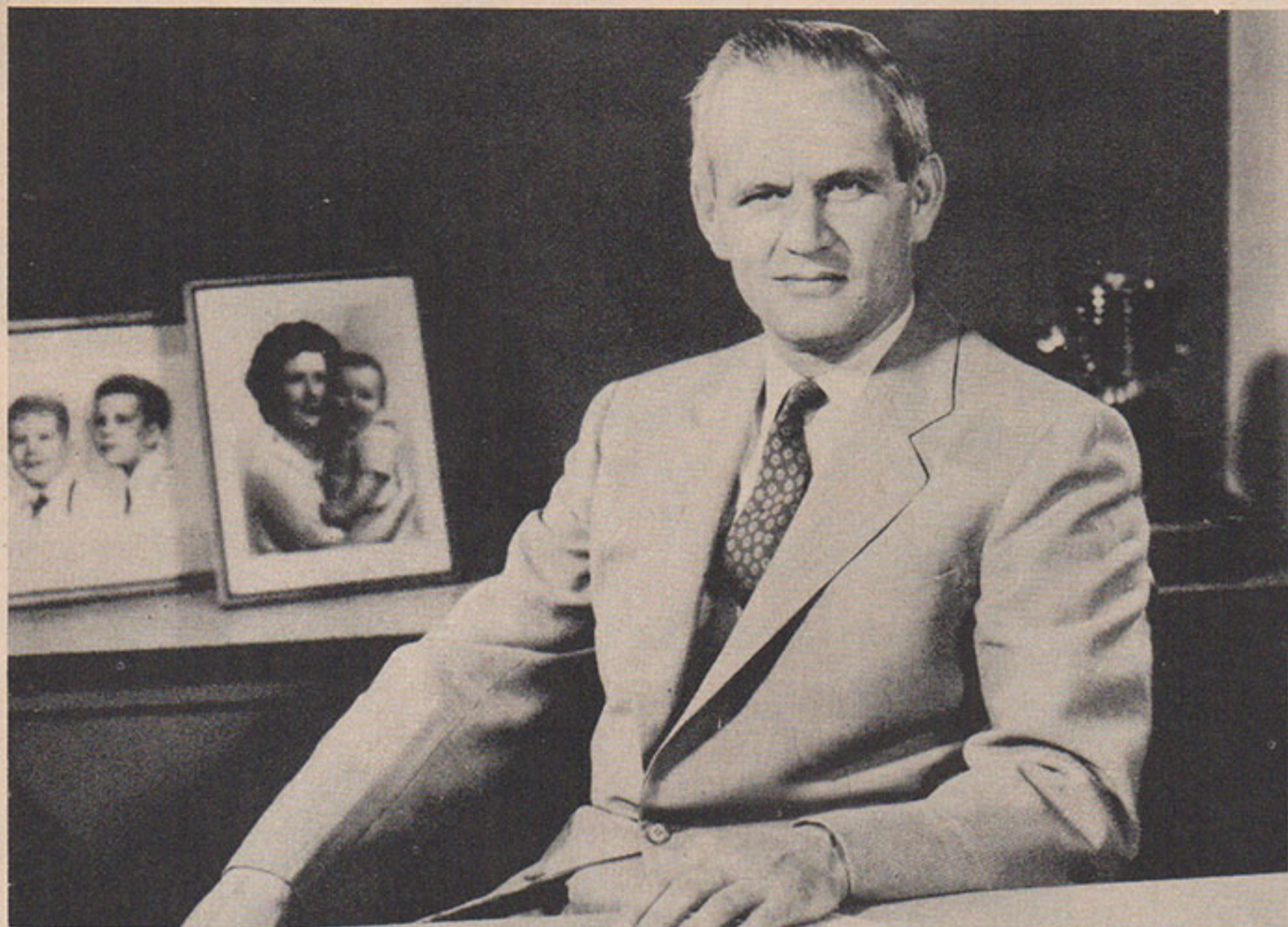
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John Harley to Parts and Accessory Department

John E. Harley has recently been appointed assistant manager of the Parts and Accessory Department of the Harley-Davidson Motor Co. in Milwaukee. John's interest and close association with Harley-Davidson motorcycles dates back to boyhood days when he was an enthusiastic rider. During his eighteen years of employment with the company he had experience and training in many departments. The past two years he has been sales engineer and previous to that was project engineer and had a hand in the development of many of the company's popular accessories. During World War II, he served four years in Army Ordnance being stationed much of the time at Fort Knox where he helped develop the Army Motorcycle School. John is a son of William S. Harley, one of the co-founders of the Harley-Davidson Motor Company.

HINTS and TIPS from ENGLAND

British Export of Motorcycles Up

London—Britain's exports of motorcycles continue to boom, the industry reported. Overseas sales in the first 10 months of this year were \$22,511,799, or \$656,905 more than in the corresponding period of 1955. ★

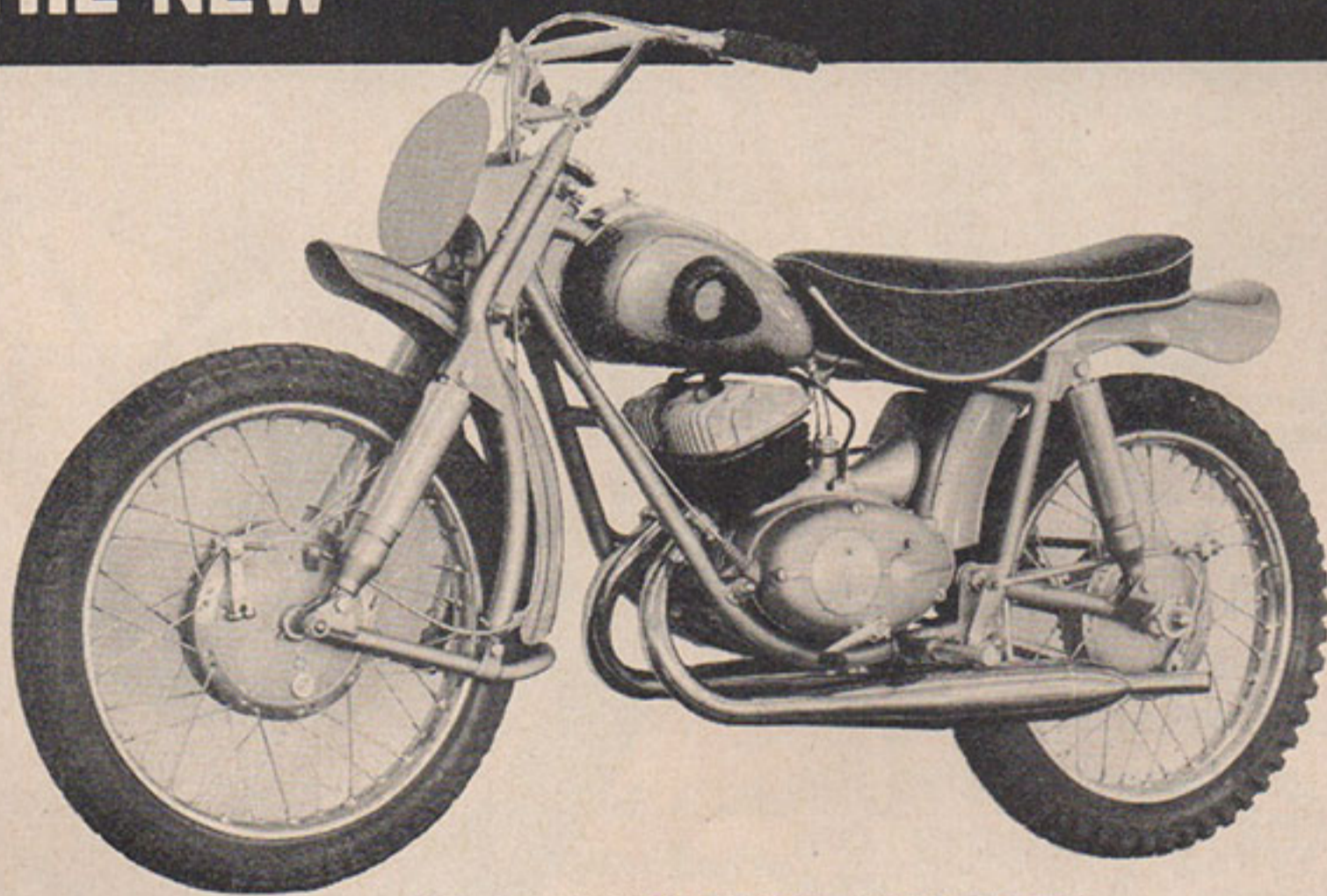
Motorcycle Registrations Gain on Cars in England

LONDON—There were fewer cars and commercial vehicles registered in Great Britain for the first time during February. However, new motorcycles and scooters showed a sharp recovery over last year.

Car registrations in February totalled 22,792, compared to 29,033 a year ago. However, the first two months of 1957 showed a total of 45,853, as against 65,807.

Motorcycle and scooter registrations jumped up to 18,948 in February, as compared with 9,207 last year. ★

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- Incredible Sturdiness.
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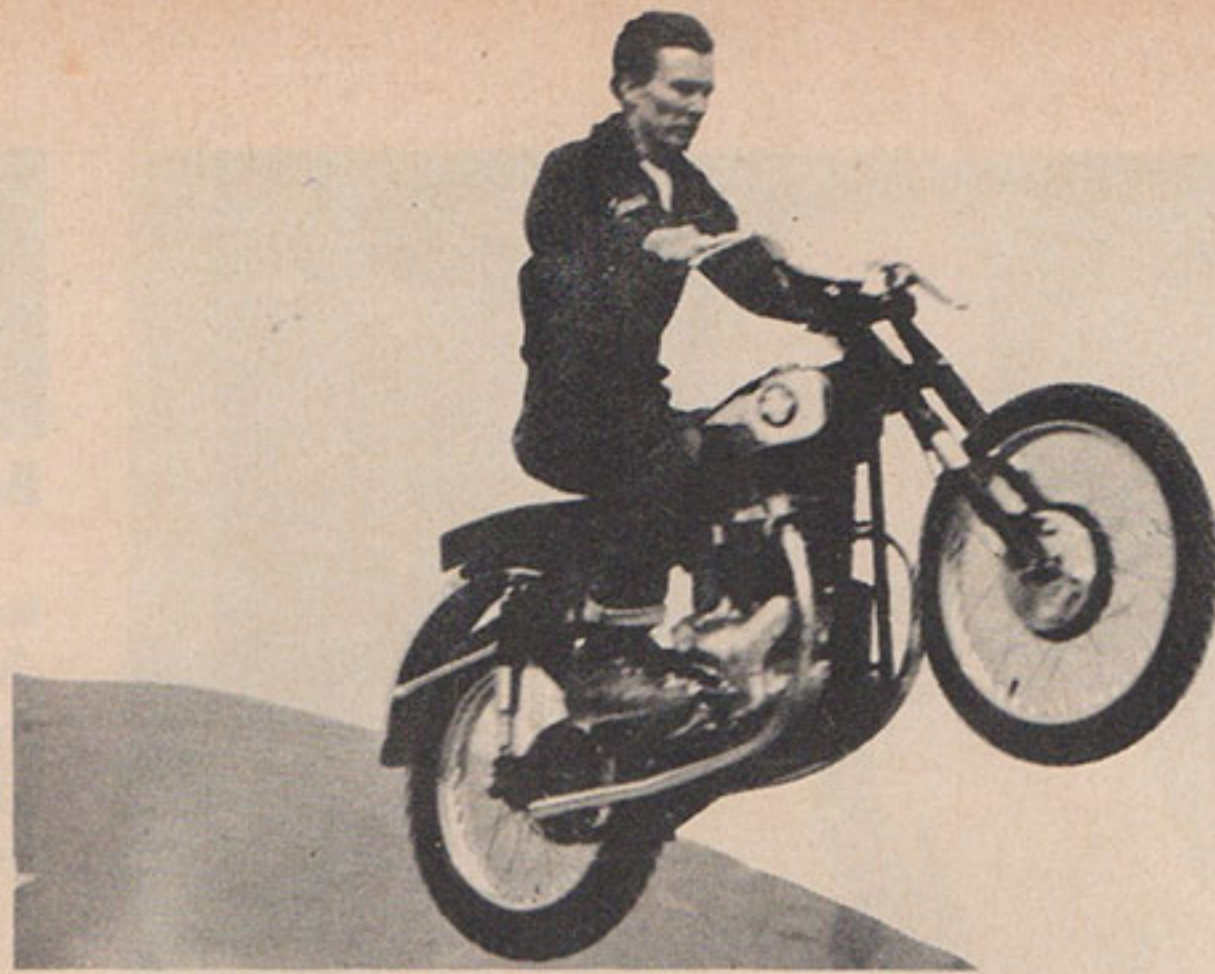
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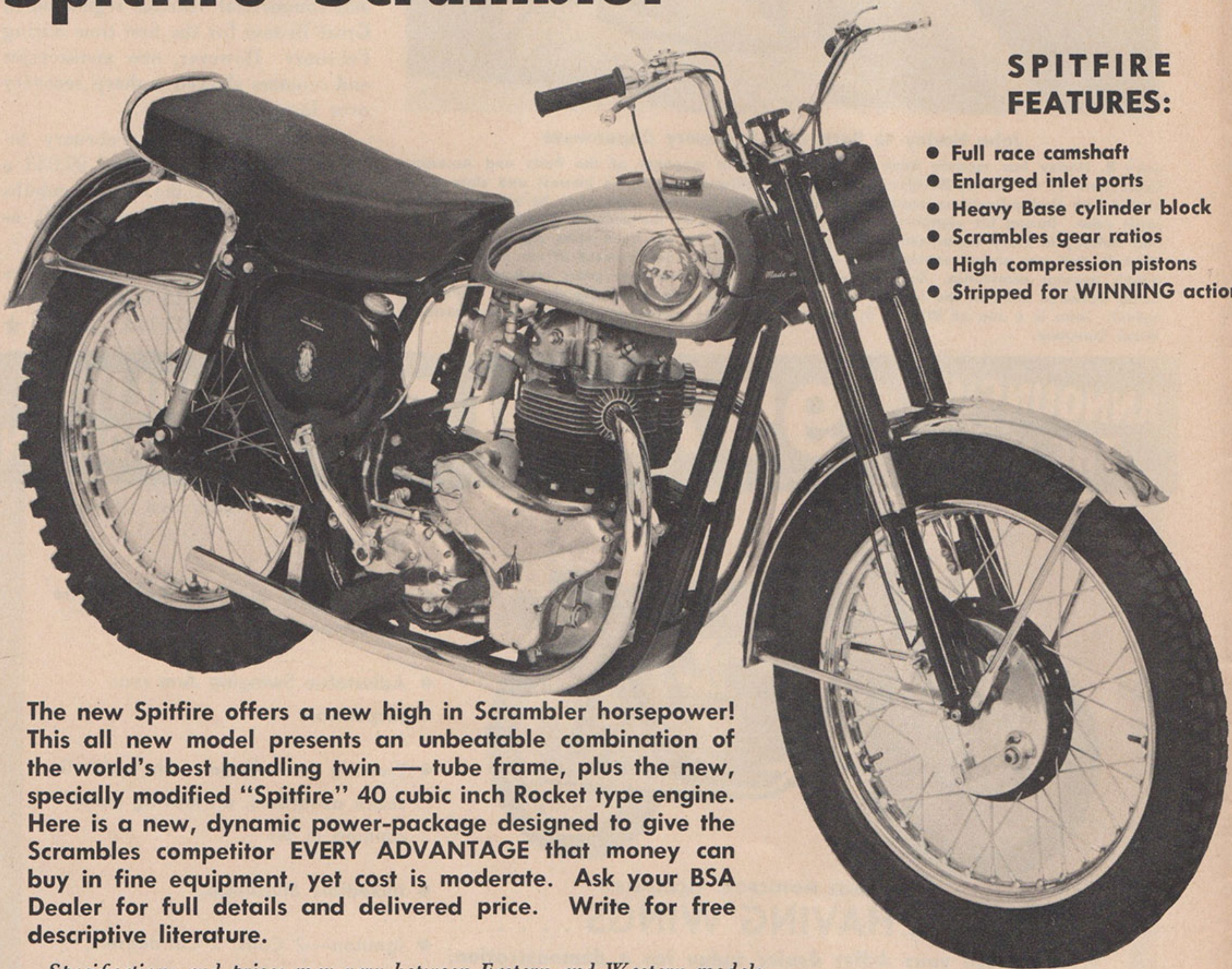
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SPITFIRE FEATURES:

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The new Spitfire offers a new high in Scrambler horsepower! This all new model presents an unbeatable combination of the world's best handling twin — tube frame, plus the new, specially modified "Spitfire" 40 cubic inch Rocket type engine. Here is a new, dynamic power-package designed to give the Scrambles competitor **EVERY ADVANTAGE** that money can buy in fine equipment, yet cost is moderate. Ask your BSA Dealer for full details and delivered price. Write for free descriptive literature.

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NEW! Super Rocket

Introducing the Super Rocket - - brilliant successor to the Road Rocket! Features include even better performance, better staying power, and fine reliability plus . . . NEW SPARKLING SAPPHIRE BLUE AND CHROME TANK FINISH! For the tops in blazing road action see and ride the new BSA Super Rocket!

(Super Rocket illustrated shows Eastern type dual-seat, 4 gallon tank. Western models feature Sports type dualseat, 2 gal. tank.)

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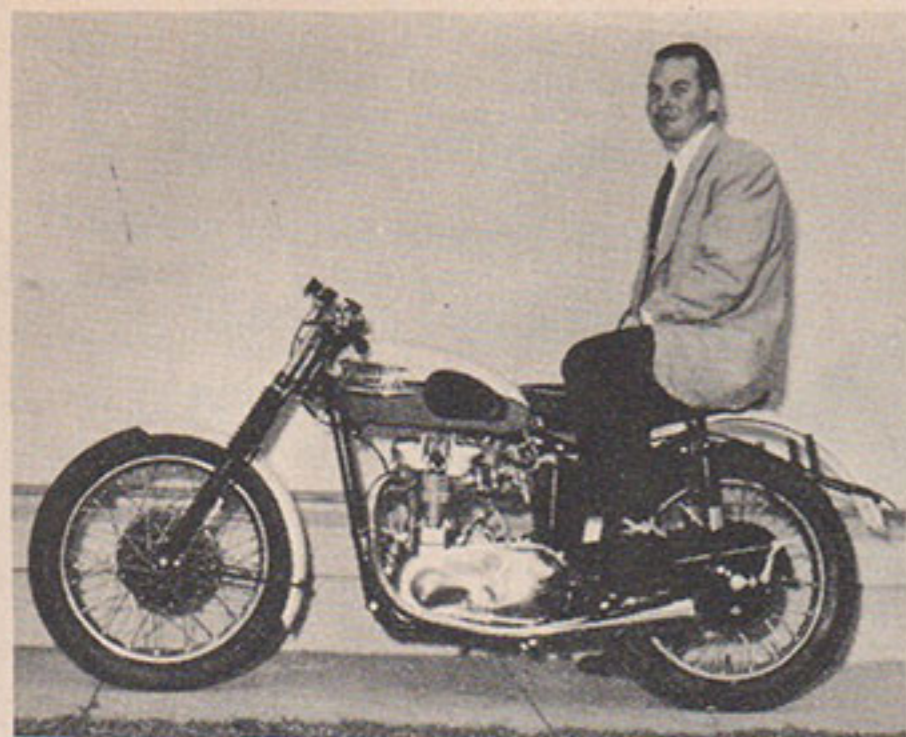
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Jack McCormack Joins Johnson Motors, Inc.

Jack McCormack has recently associated himself with Johnson Motors, Inc., distributors of Triumph and Ariel motorcycles in the Western States, in the capacity of sales representative.

Jack is 25 years old, married and has two children. He attended Valley Jr. College during 1954 and 1955, and put in a hitch in the Marine Corps prior to that.

He has raced as a novice at such places as Carrol Speedway and the famous old Box Springs TT course on his Triumph Tiger.

Jack's territory will include Arizona, New Mexico, Texas, Oklahoma, Kansas, Nebraska, and Colorado and dealers who meet him are certain to be impressed with his sincere enthusiasm for motorcycles and the people who ride and sell them.

"Jack has been added to our rank, to further cement dealer-distributor relations and to afford better representation," Don J. Brown, sales manager for the Johnson firm stated ★

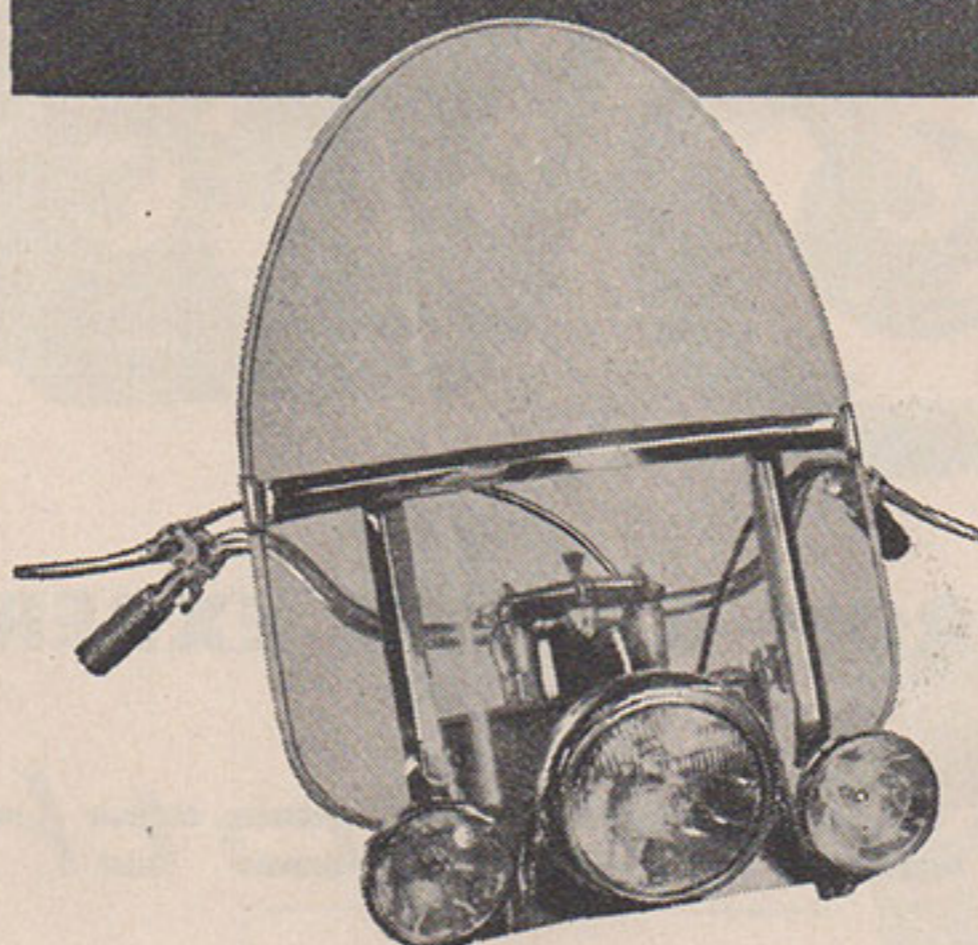
BILLY MATTHEWS VERY MUCH ALIVE

The Daytona Beach Morning Journal during race week published an article stating that former Daytona Beach winner Bill Matthews had died in Vancouver, Canada.

We are very happy to state that this report of Billy's death was, as Mark Twain once said, "greatly exaggerated." We do not know how this rumor got started but we heard it several times at Daytona and assumed of course when we saw it in the Daytona paper that it was true. Trevor Deeley, motorcycle dealer in Vancouver, writes that Bill is very much alive and is in perfect health. Bill has been working for Mr. Deeley for over four years and has only had one week off due to sickness. Naturally this is a correction that we are very happy to make and we wish Billy many more happy years of the good life. —Clymer ★

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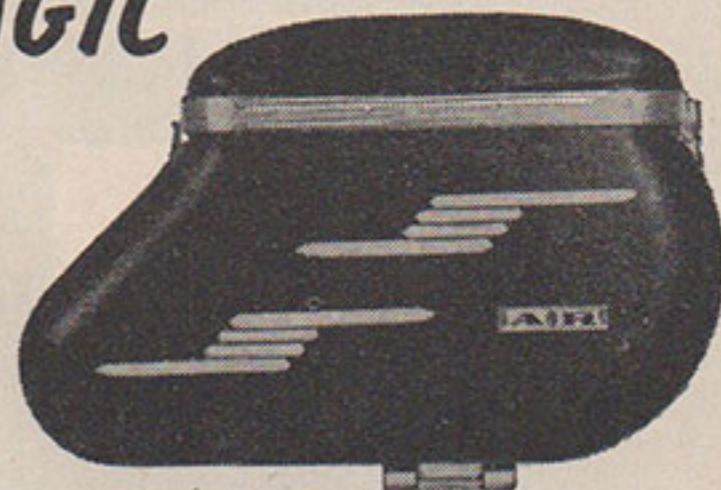


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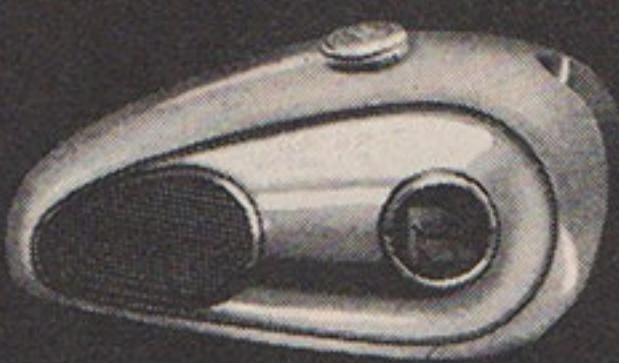
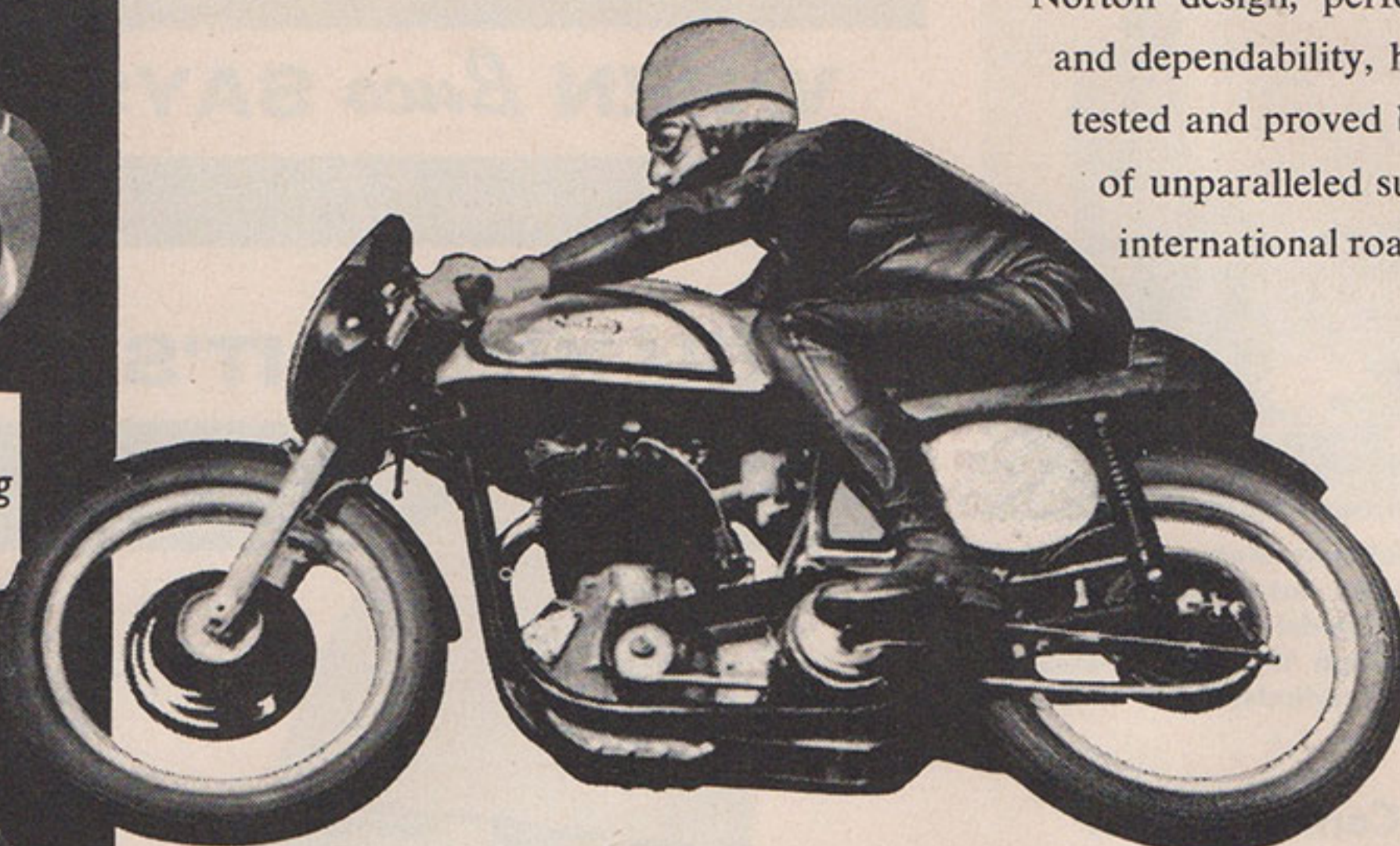
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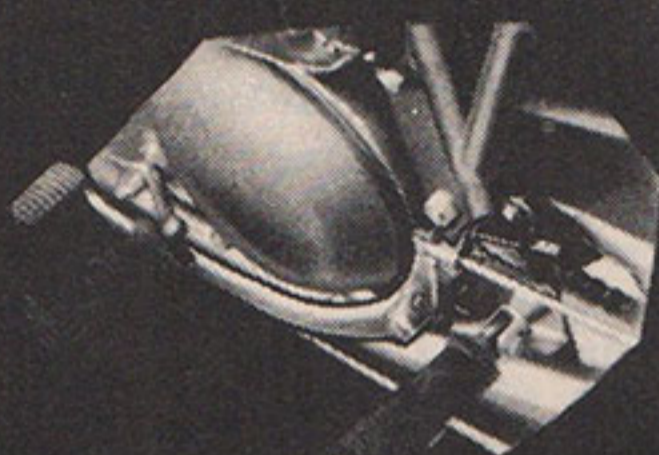
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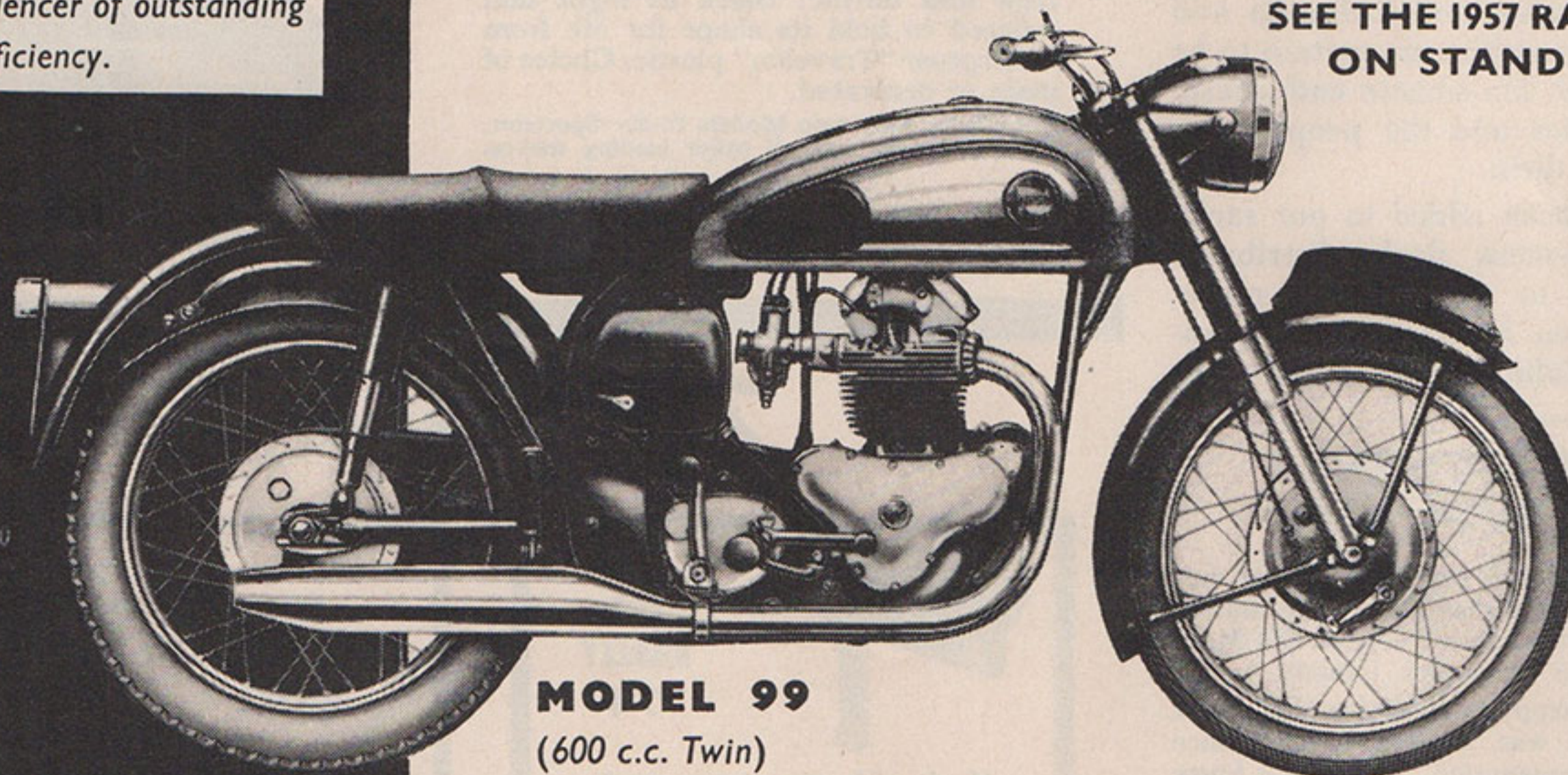
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Directors of the Harley-Davidson Motor Co., advanced three officers in a recent meeting. Wm. H. Davidson, president, announced the following changes in the company's top management.



Wm. J. Harley

Wm. J. Harley was advanced to vice president, engineering; Walter C. Davidson advances to vice president, sales; and O. P. Resech becomes the secretary and treasurer of the company.



Walter C. Davidson

Harley is a son of Wm. S. Harley, one of the original founders of the motor company. A graduate in mechanical engineering at the University of Wisconsin, Harley joined the firm in 1934, became a director in 1937 and treasurer in 1943. He is a member of the Society of Automotive Engineers.



Otto P. Resech

Davidson is also a son of an original founder, Walter Davidson.

He joined the firm in 1936, became a director in 1943 and secretary in 1951. As vice president, sales, Davidson will direct all the activities of the domestic sales, export sales, advertising, parts and accessories, traffic, and service departments of the firm.

Joining the company as an accountant in 1934, Resech became assistant secretary in 1950 and a director in 1952. He is a member of the National Office Managers Association.

Gordon M. Davidson continues as vice president, manufacturing and J. J. Balsom continues as the company's controller.



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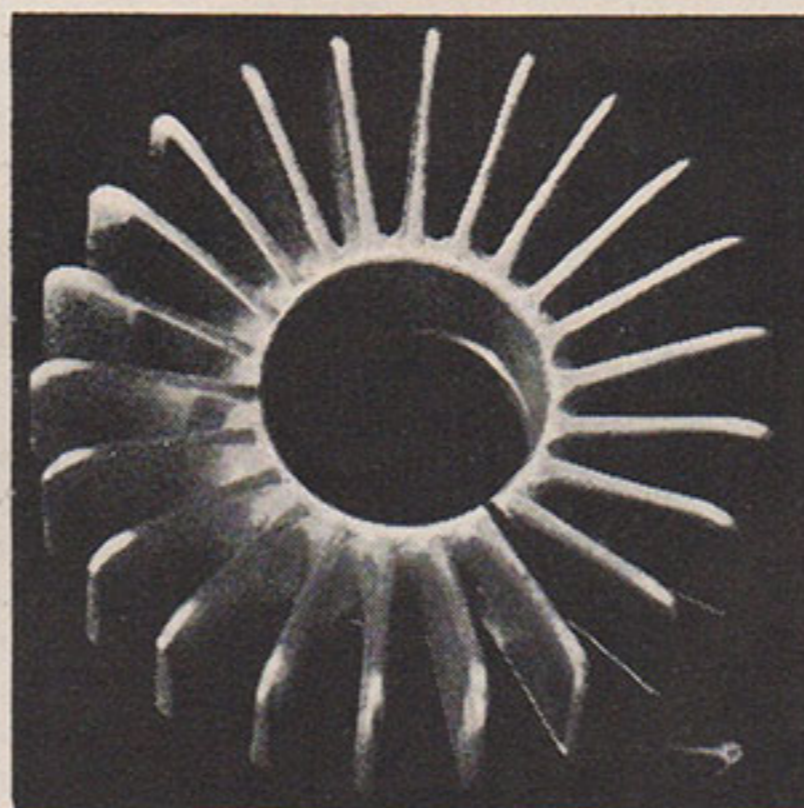
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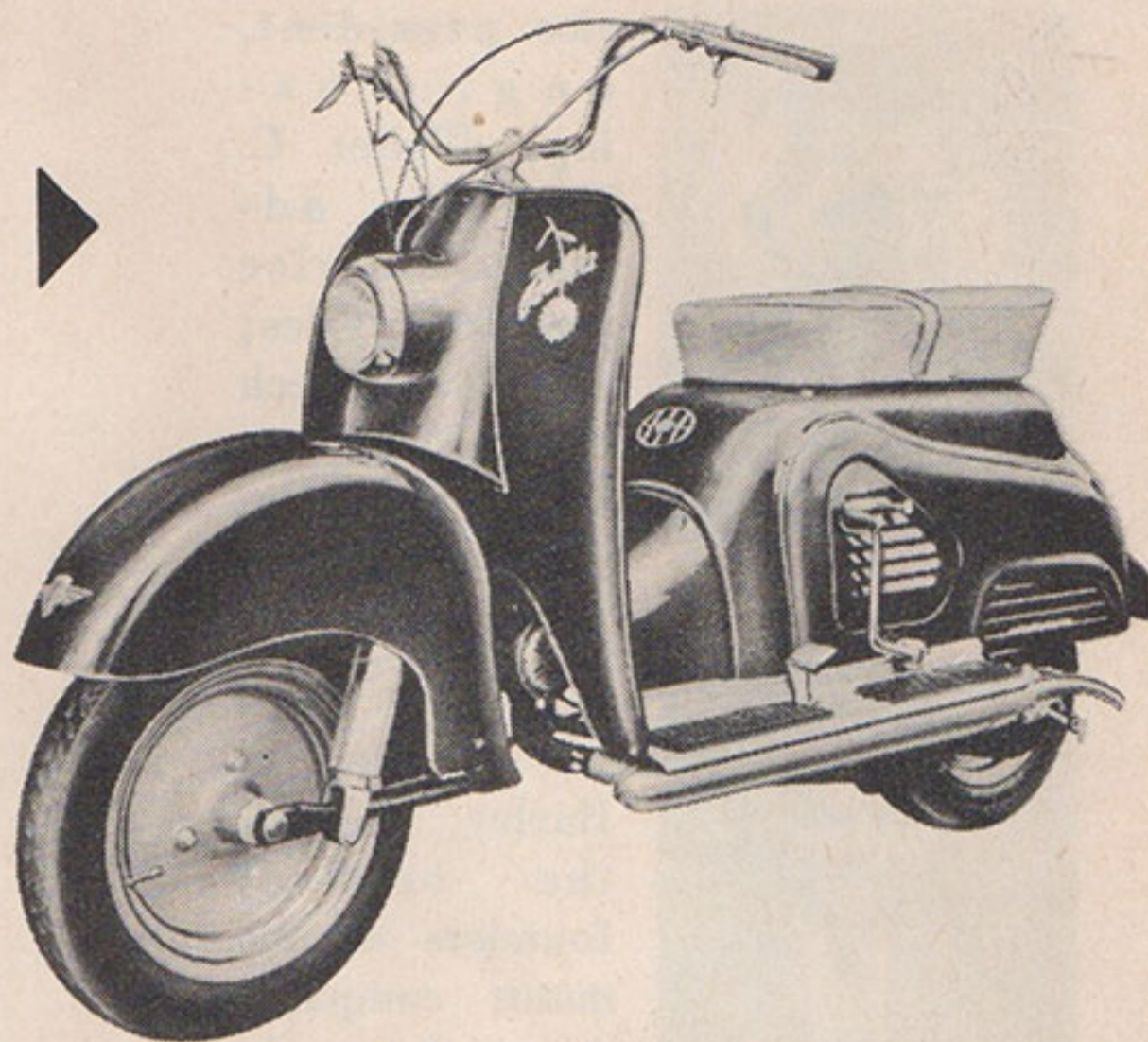
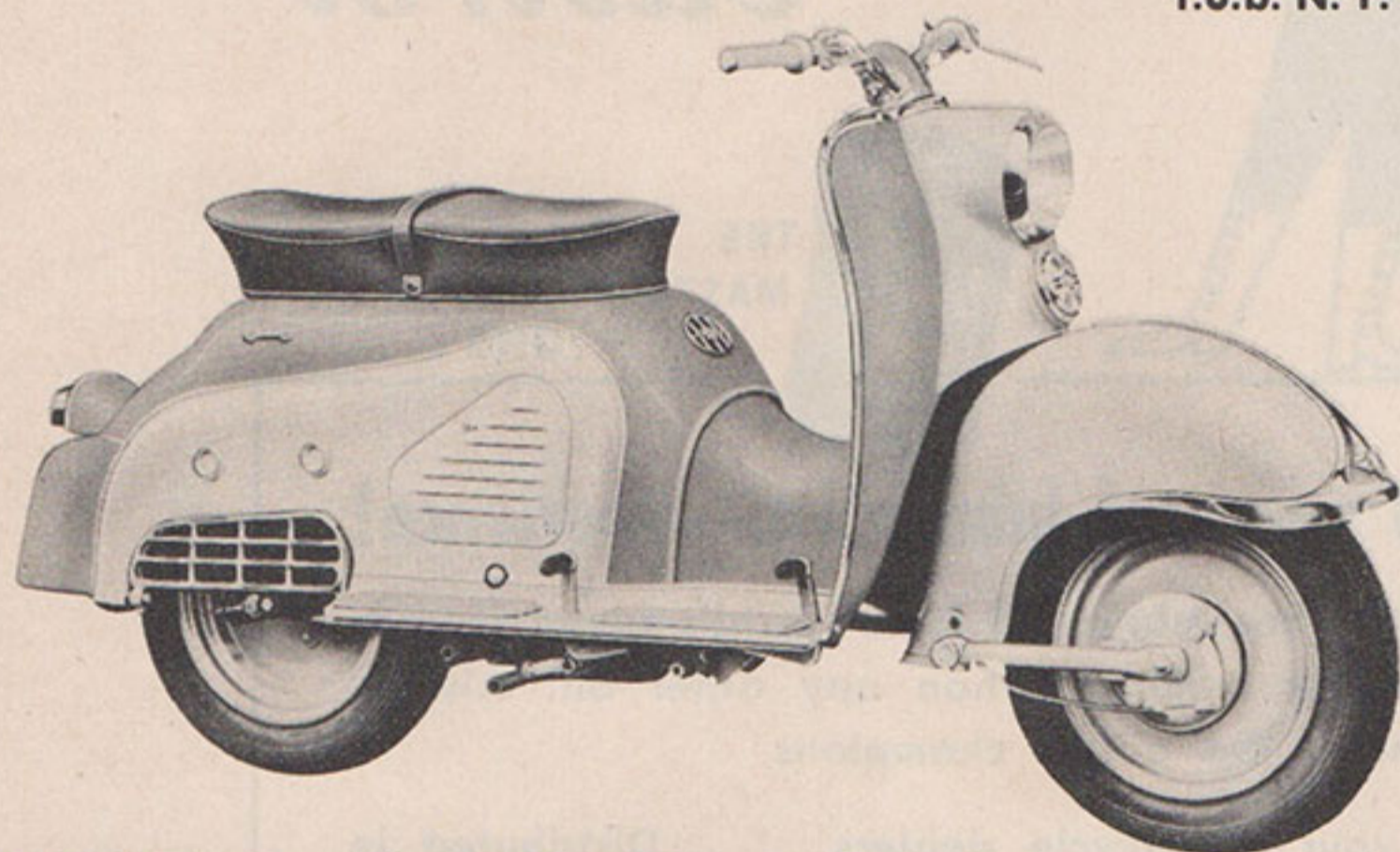
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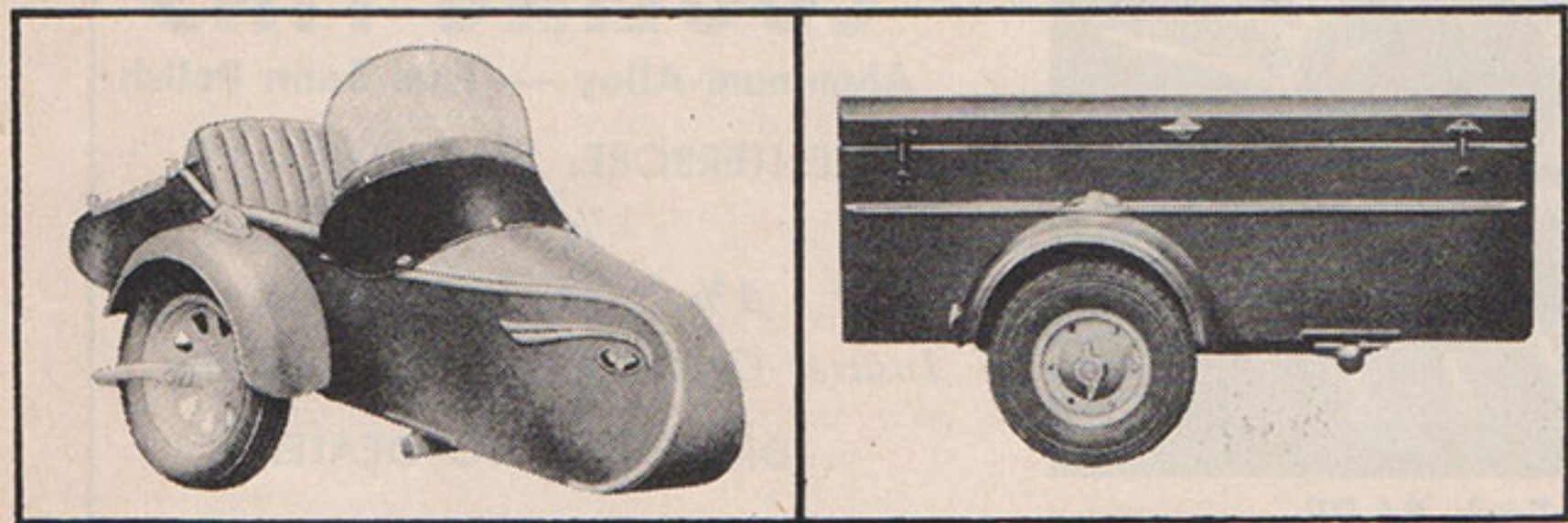
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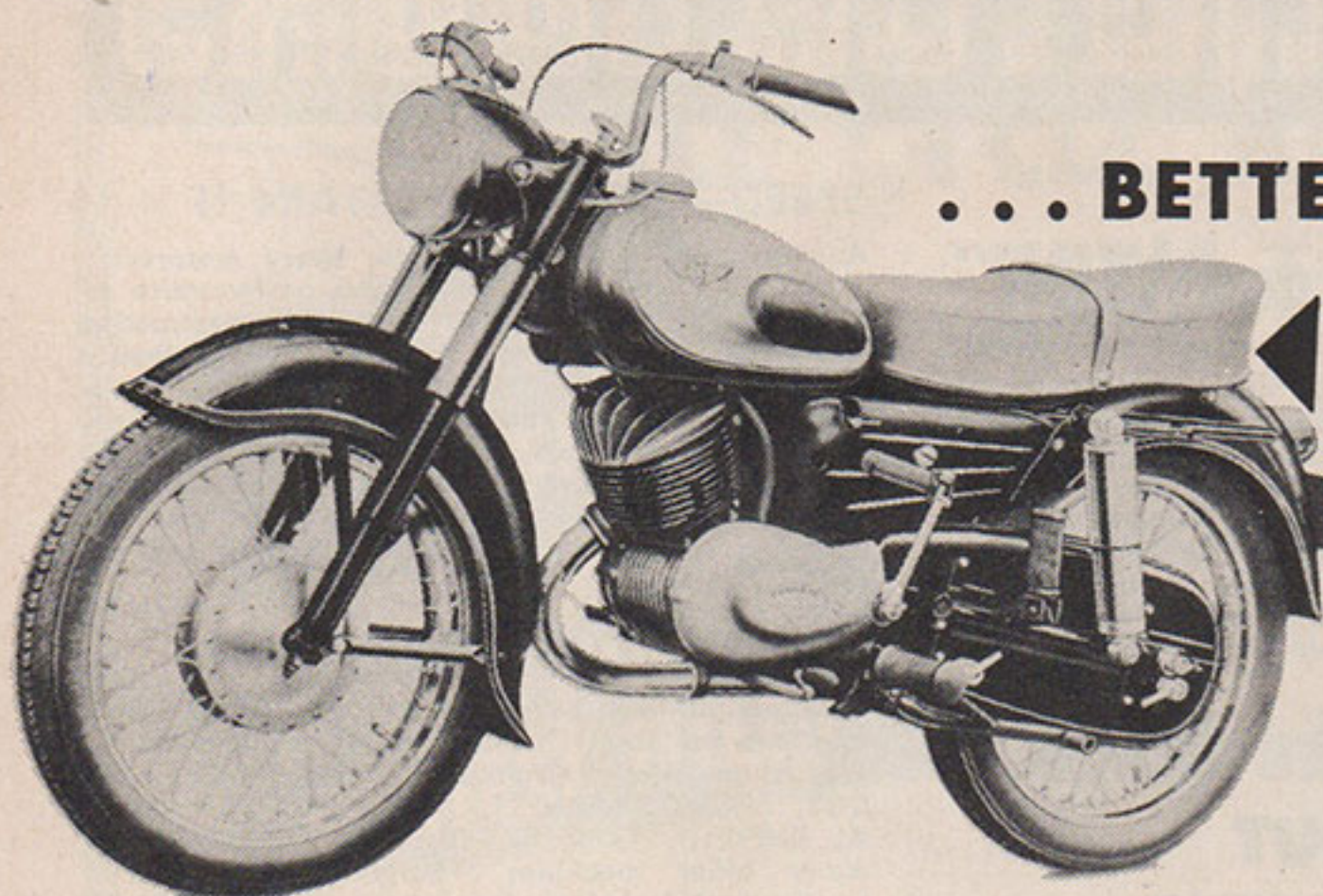
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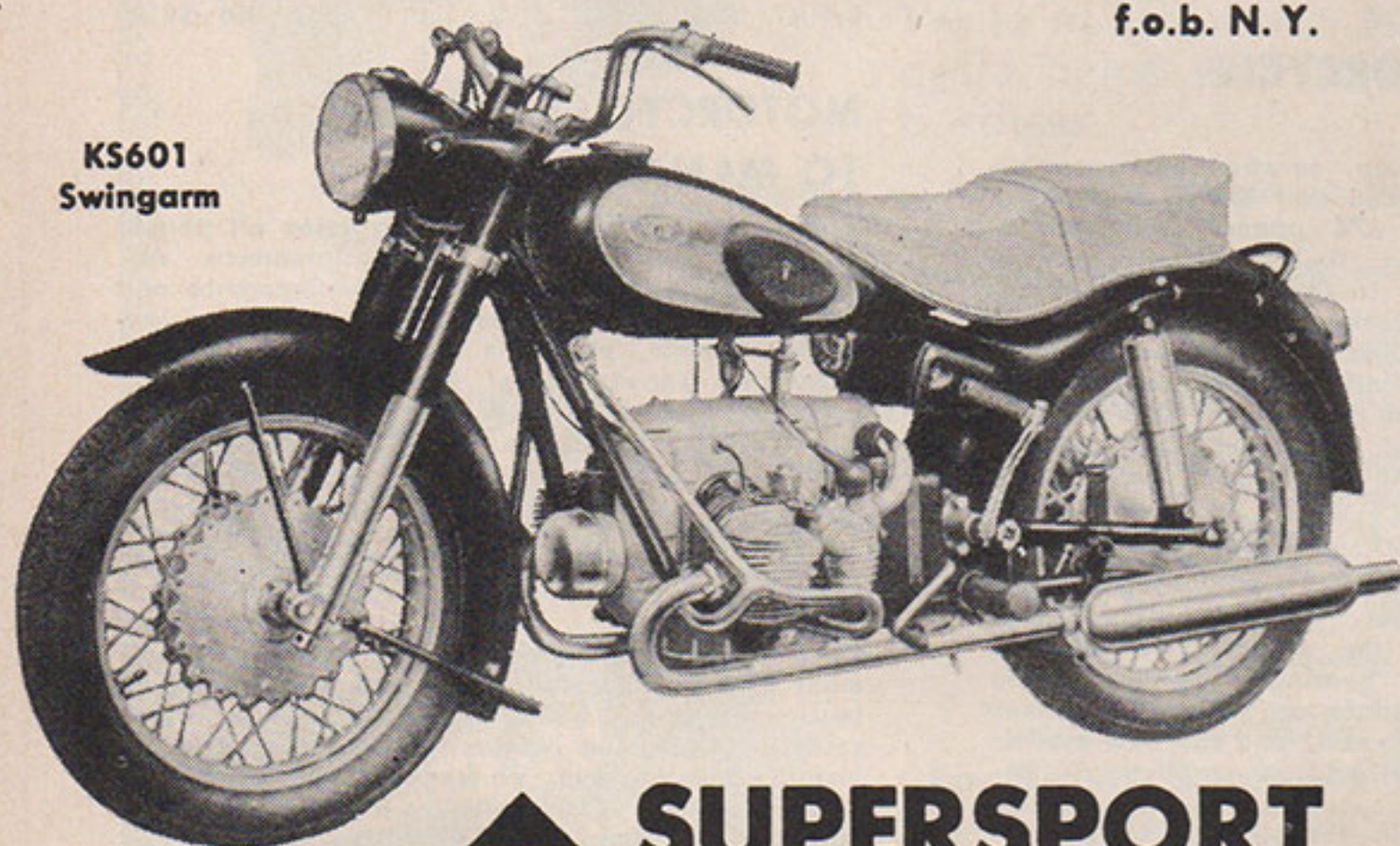
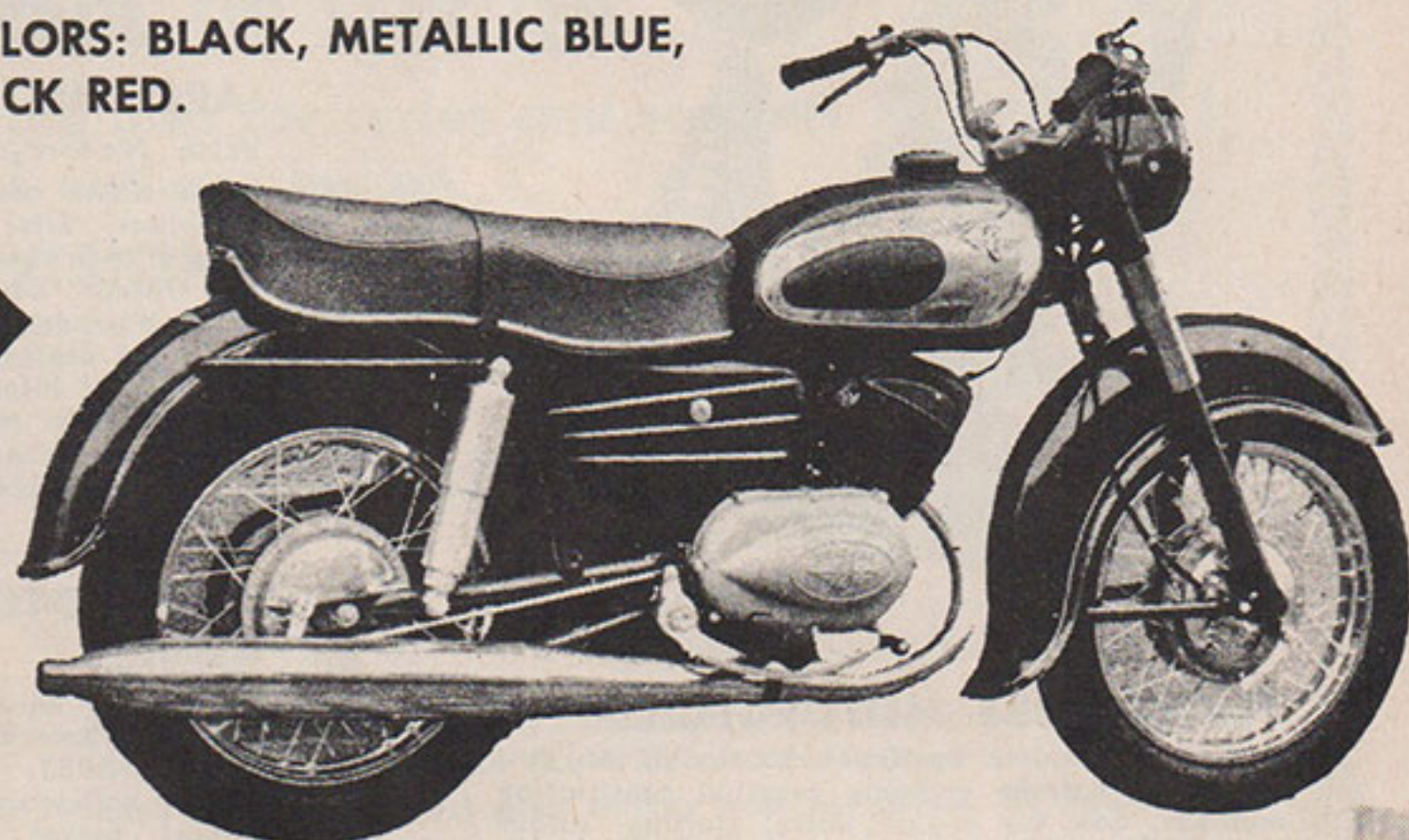
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\$500.00 IN CASH AND MERCHANDISE TROPHIES AND PRIZES FOR ALL CYCLE READER WINNERS



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**A NEW TYPE OF
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**EASY TO ENTER - ALL CYCLE READERS
ARE ELIGIBLE . . . FREE — NO COST TO
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**"HOW I EARN MONEY WITH MY MOTORCYCLE
OR SCOOTER"**

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

TWO DIVISIONS

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

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

RULES

The following rules must be complied with:

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

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

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

JUDGES

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

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\$500.00 IN PRIZES

DIVISION 1
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1st — \$50.00 Cash and Trophy
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.....

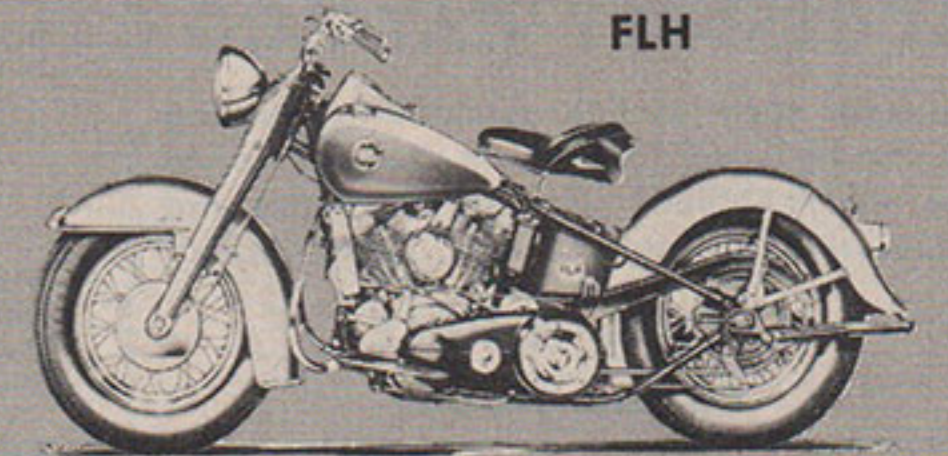
(3) Address..... City..... State.....

You
start out
where the
others leave
off...



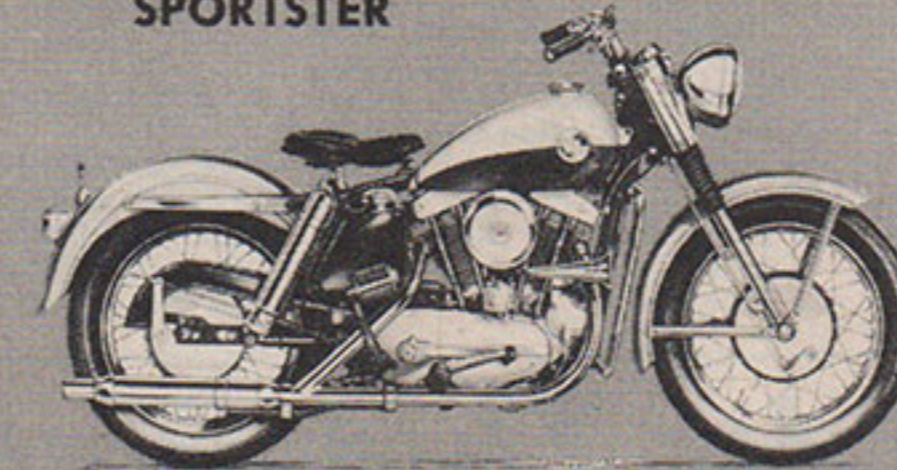
tops IN PERFORMANCE!
tops IN POWER!
tops IN TRADE-IN-VALUE!

THREE GREAT
OHV TWINS THAT
CAN'T BE BEAT!

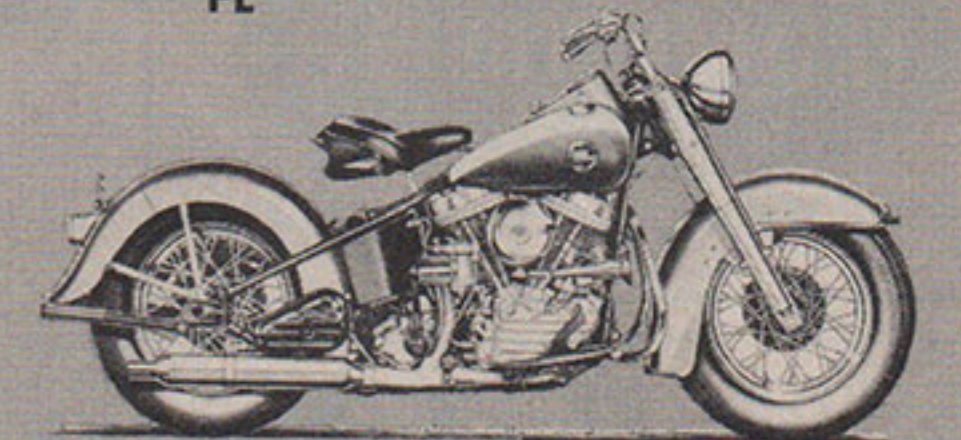


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No other motorcycle in the world offers you the *top-notch* qualities of a new Harley-Davidson TWIN. You're never left behind . . . you go places! They're *tops in power* . . . loaded with speed and acceleration. They're *tops in performance* — with easy handling . . . riding comfort . . . and all-out maneuverability. And, when the time comes to think of trading-up to a later model, you're sure to get *top dollars* every time!

Come on, lose those "stay at home blues!" This year get out and go with a super Harley-Davidson V-powered OHV TWIN. Get started where the others leave off. Go over to your Harley-Davidson dealer's store and let him show you how easy it is to own an exciting 1957 Harley-Davidson TWIN. No matter what make you now ride, he's got a terrific trade-in deal waiting for you . . . see him today!

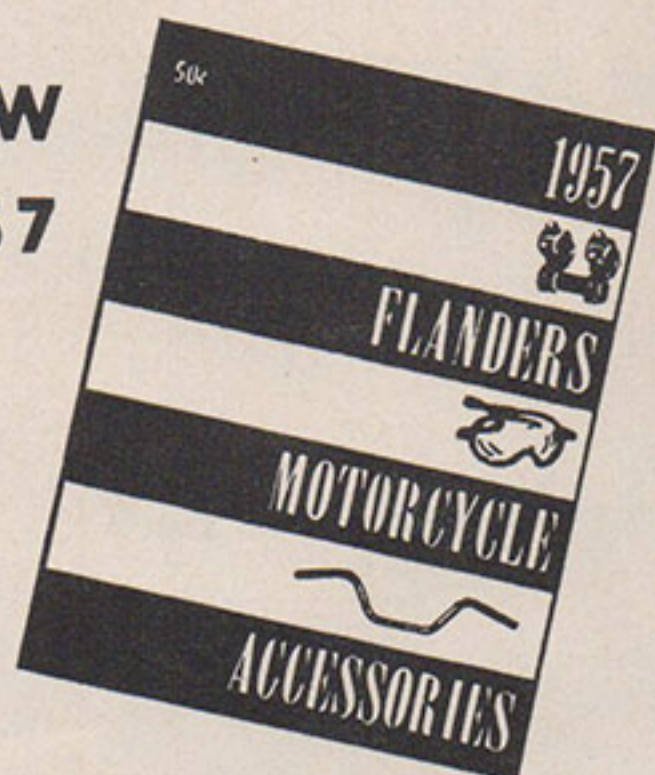
HARLEY-DAVIDSON MOTOR CO., MILWAUKEE 1, WISCONSIN

WITH A

HARLEY-DAVIDSON OHV TWIN

FLANDERS

NEW
1957



ACCESSORY CATALOG

Get your copy of this outstanding catalog illustrating and describing the complete line of FLANDERS Motorcycle Parts and Accessories. Catalog shows retail prices.

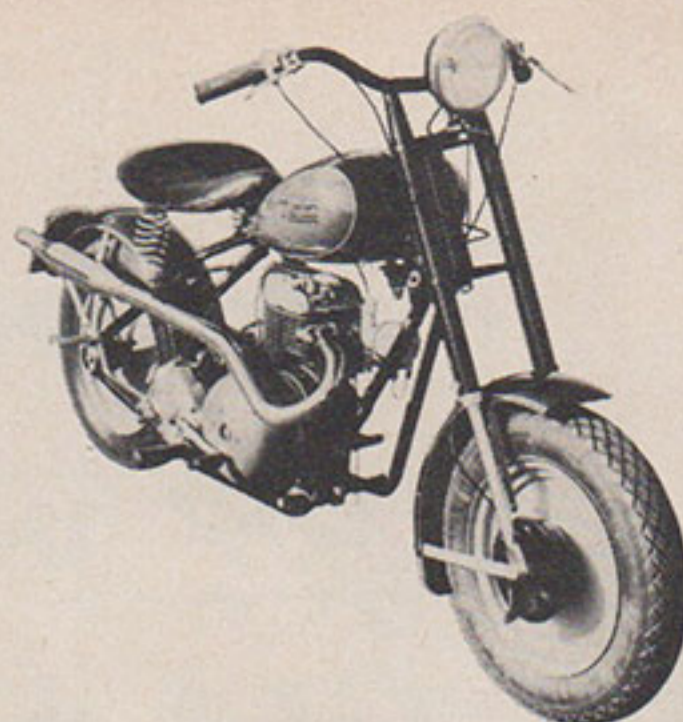
Catalog is **FREE**
to the trade

Retail Price . . . 50c

The Seal of Quality



204 W. Walnut St., Pasadena 3, Calif.



NEW MUSTANG NOW IN PRODUCTION

According to J. Wade Brunson, Sales Manager of the Mustang Motors Corporation, Glendale, Calif. the new Model 8 Mustang is now on the production line with steadily increasing production scheduled.

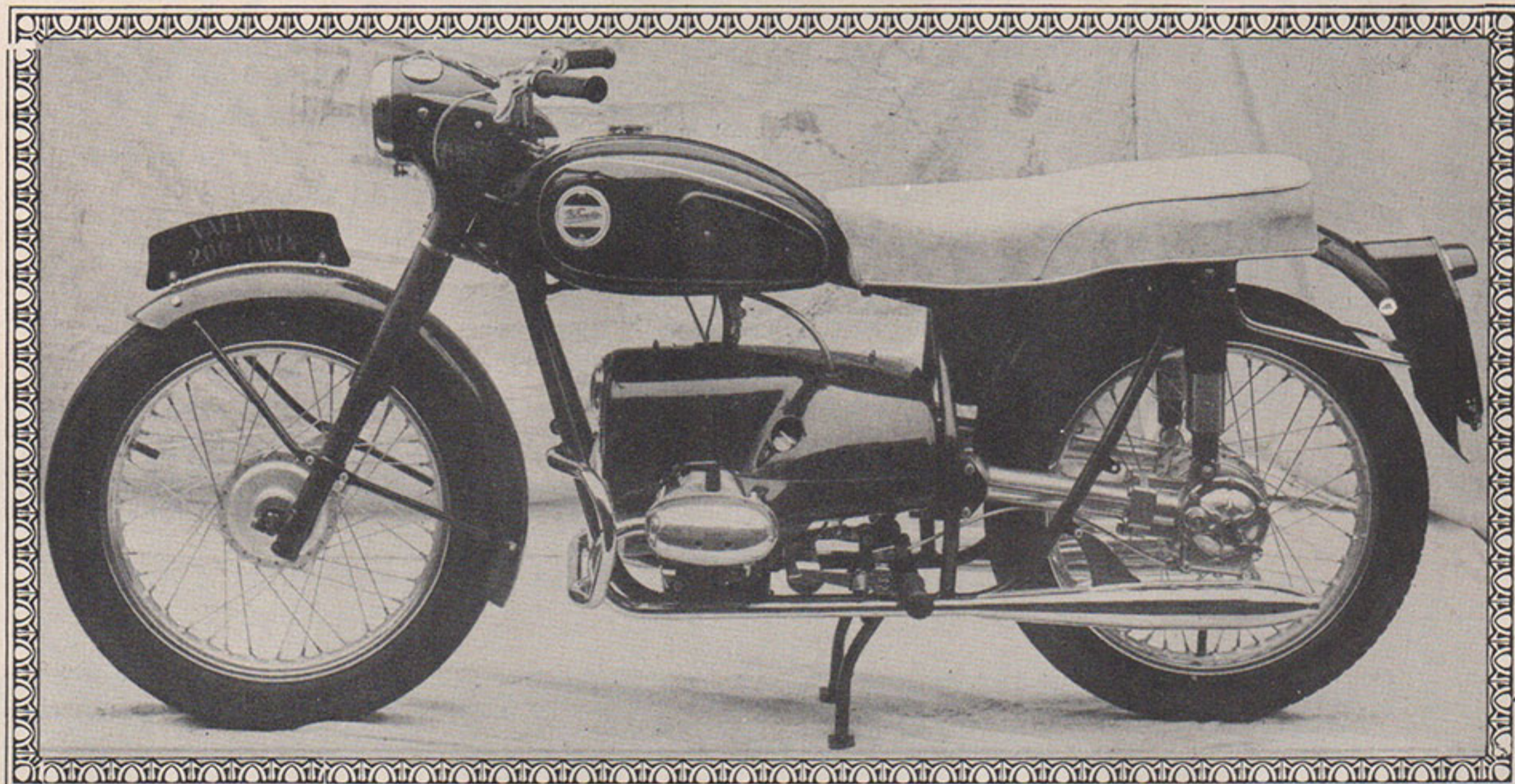
The new unit features a 4-speed Burman Gearbox. A new color scheme is used this year inasmuch as the entire machine is painted lustre black with the exception of the tank which has a red panel outlined with white striping and a new style decal.

Representatives Jack Gregg and Bob Blair are now in the territory calling on dealers. They are driving two new Ford Rancheros which carry two motorcycles each.

MUSTANG MODEL 8 GENERAL SPECIFICATIONS

WHEEL BASE:	50 inches	CLUTCH:	Multi-cork plate type, oil mist, enclosed in primary case, hand operated.
TIRE SIZE:	4:00 x 12	LENGTH OVERALL:	72-1/2 inches
SEAT HEIGHT:	27-1/2 inches	HEIGHT OVERALL:	41 inches
ENGINE:	Single cylinder, 4-cycle L head	WIDTH AT HANDLEBAR:	28 inches
BORE:	2-7/8 inches	BRAKES:	Rear wheel, internal expanding, foot operated. Front wheel, internal expanding, hand operated.
STROKE:	3 inches	FRONT FORKS:	Telescopic, with hard chrome plated and polished actuating tubes.
PISTON DISPLACEMENT:	19.4 cubic inches	POWER OUTPUT:	10.5 horsepower @ 5000 RPM
COMPRESSION RATIO:	7:1	MAXIMUM SPEED:	70 - 72 MPH
CARBURETOR:	Amal, 7/8 inch bore	GROUND CLEARANCE:	5-1/2 inches
IGNITION:	Flywheel, incased magneto	FUEL CAPACITY:	2.4 gallons
LIGHTING:	Flywheel, incased generator	OIL CAPACITY:	3 pints
TRANSMISSION:	Heavy duty 4-speed gear box, pivot mounted type, with posi-stop foot change and large diameter multi-plate clutch. Gear ratios: first gear 12.03:1, second gear 7.76:1, third gear 5.96:1 and high gear 4.56:1.	GAS MILEAGE:	70 miles per gallon

Put Yourself In This Picture!



\$589 — The Velocette Valiant Sports Twin — \$589

U. S. Importer & Distributor — Dealers Wanted

200 CC OPPOSED TWIN — SHAFT DRIVE
SWINGING ARM — TWIN CARBURETORS
FULL-WIDTH HUBS — DUAL SEAT — 12 BHP

Branch Motorcycle Sales

2019 West Pico Blvd.

Los Angeles 6, Calif.

SOUTH OF THE BORDER BY MOTORCYCLE

By CLIFF BOSWELL



Typical desert scenery near Altar. The tall cacti are saguaros.

A SINGLE ROAD beginning at Mexicali on the Mexico-California border and extending through a wild and primitive section of the Sonora Desert to the Nogales-Mazatlan highway at Santa Ana opens a vast area of untrampled wilderness to the traveler.

Some of the oldest of the early chain of Catholic Missions founded throughout northern Mexico, Baja California, and Southern Arizona are to be found in this country. Because of their remoteness few "Noramericanos" have viewed them.

The history of Mexico is intriguing; so it was only natural that when vacation from school came around I grabbed the opportunity to pay a visit to the south.

With me was George Hays on his Vincent. Regular readers of CYCLE may recall some of George's travel exploits via motorcycle (see January 1955 and December 1956 CYCLE issues). I consider him a real expert on how to get along in Mexico. He converses adequately enough in Spanish to acquire friends and to make his wishes known, and, besides being handy with the king's Spanish, is a fine companion and an invaluable man to have along in case of mechanical trouble.

I rode a '53 BSA Golden Flash loaned and readied for the trip by Art and Bob Mullaney of Mullaney's BSA Cycle Shop in Santa Barbara, California.

Leaving Mexicali the road parallels the border for 33 miles; then crosses the Colorado River on a pontoon bridge to the small town of San Luis. George and I ate breakfast here after spending the night in sleeping bags along the road a few miles back.

The principal source of income in this area appears to be cotton raising, although some foods are grown. Cotton is hauled from the fields to gins in Mexicali in open trucks, and as it blows off, children with large sacks walk along the roadway gathering it up.



The "Wanderer" jacket snugs in at the waist to prevent cold drafts from creeping up the back. Note reinforced elbows.



"Wanderer" pockets lap over to prevent water from blowing in. Breast pocket is set at a handy angle.



Riding suit is loose fitting in the right places. Trousers cuffs button snugly around the ankle.



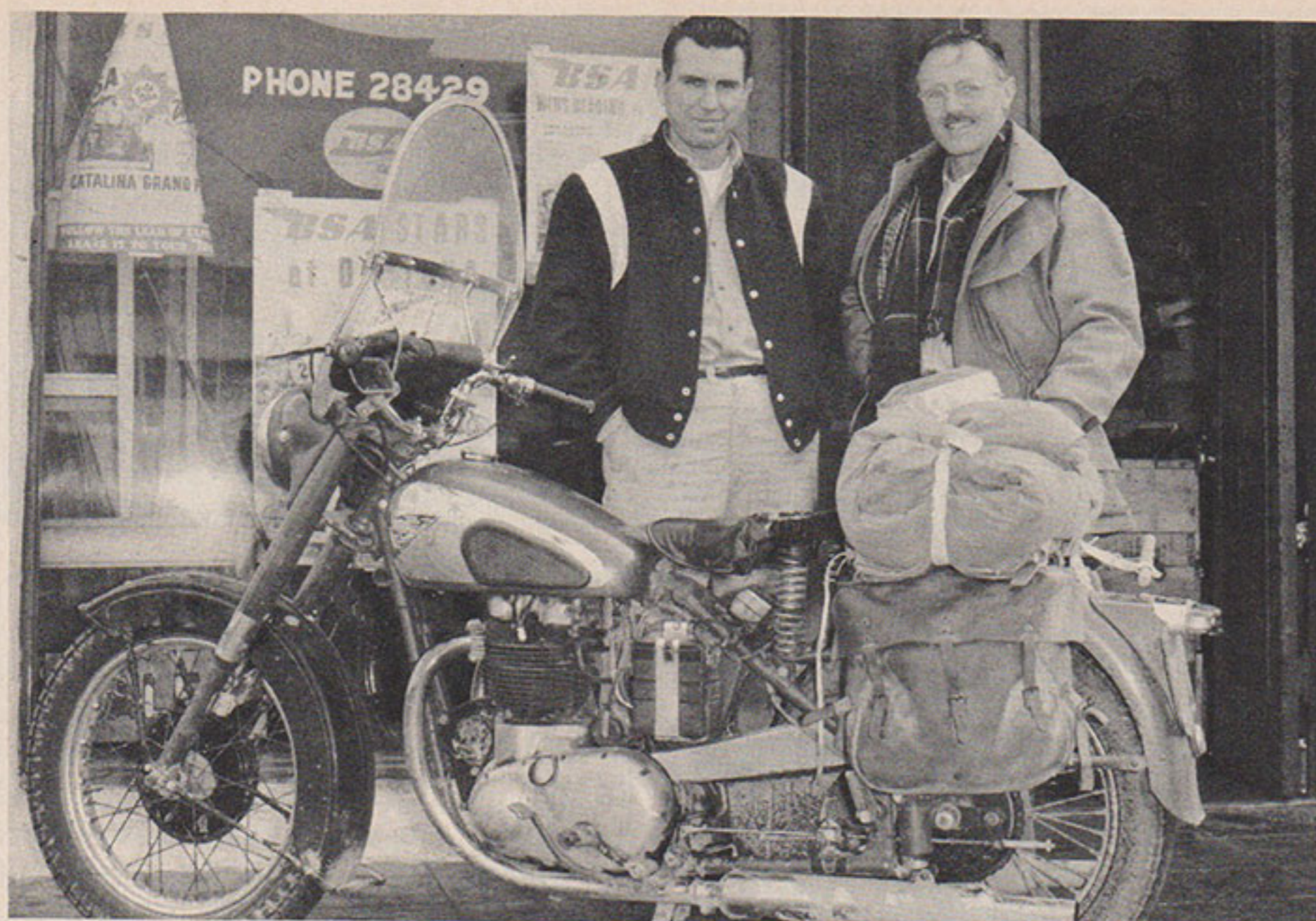
The whole atmosphere of the Mexicali area is depressing to anyone who is used to a fair amount of cleanliness and orderliness. A pall of dust hangs in the air churned up by vehicles and feet along side roads and the shoulders of the highway and a multitude of odoriferous scents assail the nostrils from cotton gins and fertilizer plants. Confusion is the order of the day with little regard for safety being shown by pedestrian and driver alike.

The caste line is very clearly drawn between the have and the have-nots in this part of Mexico with the latter by far in the majority. Their adobe shacks line the highway—strictly open-air jobs with few door or window enclosures, and in the evening small fires can be seen burning on their dirt floors with smoke exuding under and through the thatched roof. A few chickens and maybe a cow and horse or burro may constitute all the worldly possession of these people.

I forgot to mention dogs—always, there are dogs! Sometimes they run out and yap at your heels, but mostly they are just around. They appear well fed and healthy. One wonders what they find to eat.

Children, too, are very numerous here and elsewhere in Mexico. A moment's stop in a small village brings an assemblage of youngsters of both sexes. The kids are very curious and

(Continued on page 30)



Bob Mullaney, left, and the author look over the BSA after its 1700 mile trip to Mexico. Bob writes under a by-line for the Santa Barbara New Press, and has done much to present motorcycling in a favorable light to the public. He is a graduate of the U. of California at Santa Barbara.

SOUTH OF THE BORDER — (Cont. from page 29)

interested in motorcycles. They point and ask questions, and are ready to offer a hand in lifting the bike over a curb or to give information as to locations of gas pumps, rooms, restaurants.

At the old mission town of Altar a whole gang of children paced me out of town yelling "goo-bye, goo-bye" as they ran beside my machine—a very friendly, happy-go-lucky lot!

From San Luis, George and I headed our bikes for Sonoyta, 142 miles distant, where we were to obtain vehicle permits. All but the last thirty miles of this highway is well surfaced; the rest is detours and gravel.

With clear blue sky overhead and sun well below the zenith (as it is in midwinter) the atmosphere was just right for enjoyable cruising, and we revelled in it. No roadway signs to clutter the landscape, no "no-hunting" or "no-trespassing" notices or fences along here. Nothing but open country with the jagged silhouette of mountains to the east rising from the desert floor to resemble the backbone of a huge Dinosaur. Giant saguaro, ocotillo, hedgehog and prickly pear cacti, and the dreaded choya with its long spines made their appearance as the mountain slopes were reached. This area is not far from the Organ Pipe Cactus National Monument in southern Arizona.

At Sonoyta we ate lunch of carne-con-chile, coca-cola, tortillas and frijoles (beans). One forms a liking for the last two items, and they are served with every meal. As we were anxious to avoid any chance of acquiring a

case of dysentery we steered clear of native salads and drinking water unless we were sure of their source.

George carries dysentery tablets. They served him well on the last leg of his Baja trip. His two partners, however, became very sick from drinking polluted water earlier.

Antibiotic tablets which are claimed to be effective against this disease can be obtained in the USA on a doctor's prescription. Hays describes the affliction as beginning with gas pains followed by neusea, diarrhea and prostration—not a happy combination to experience when one may be a long distance from medical help.

A thorough description of dysentery in its various forms is given in the Encyclopaedia Britannica. It is nothing to be taken lightly.

Georfe carried a quart canteen of water, and I a two-quart. However, bottled pop and boiled coffee was available in most of the villages we

The entrance to Mexico at Calexico (Mexicali on the other side) is under a curved arch. We are double checking our credentials here, and preparing to go through the Mexican customs.



visited; so, very little of our own precious supply was consumed. Water taken from questionable sources can be purified by boiling for ten minutes. Halazone tablets dissolved in canteens of water are claimed to be effective, although boiling is probably the surest method.

Quite a hassel developed at the Sonoyta customs office regarding the granting of vehicle permits. It seems that Mexican officials had issued few if any permits previously due to the fact that few foreigners come through this way, and that we must have ownership certificates (pink slips) before permits would be granted. After much delay and hesitation and many arguments our registration slips were finally accepted as evidence sufficient to warrant issuance of the desired forms. We were told later that a few pesos layed on the table would have speeded up the proceedings considerably, although I feel that it was mostly a lack of familiarity with the new California registration form for motorcycles that caused the indecision.

Our second night was spent on the desert with the thermometer hovering at 34. My lights had given out because of faulty wiring or generator trouble; so, it was necessary to stop at dusk. We were in bed shortly after 6 P. M.

The following day was much as the afternoon of the previous one with a rough dusty road leading us across desert expanses. We lost a full day in this back country, and, as I had to meet a deadline in getting back to the job, it worried me no end.

Our visits to the several old Jesuit Missions along the route were rather hurried, therefore, with not enough time available to absorb much of the atmosphere of those historic relics. Suffice to say we saw and photographed the ones at Caborca, Pitiquito, Altar, and, on the Nogales-Mazatlan highway, the Magdalena Mission. Later, we saw Mission Tumacacori (a national monument) in Arizona.

(Continued on page 31)



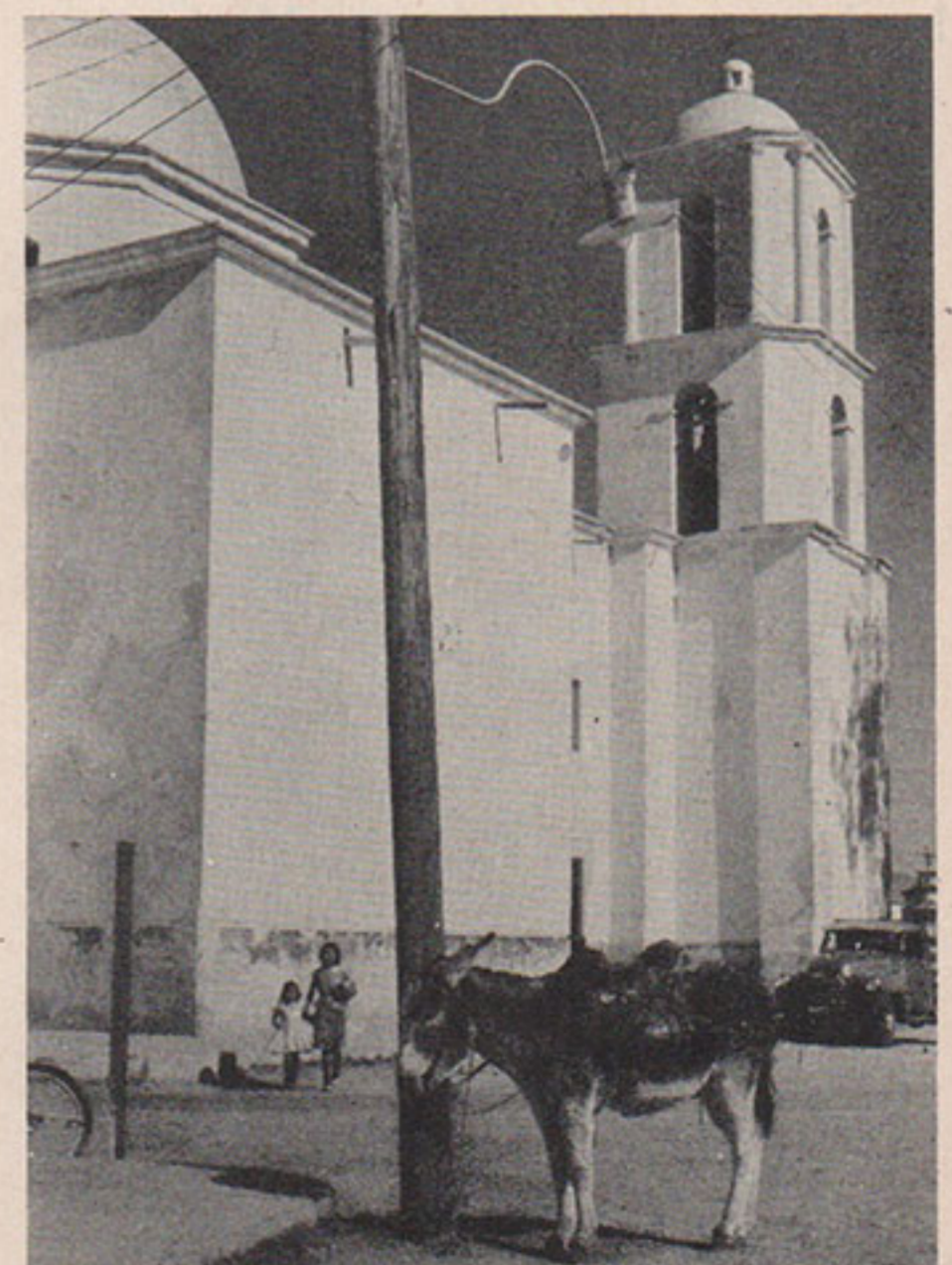
George Hays is replacing a fender bolt on his Vincent as Mr. Ruiz, proprietor of the America Hotel in Santa Ana stands ready to help.

Mexican people honor their dead by placing wreaths and bouquets of paper flowers on graves. Piles of stones are to keep animals from digging into the burial sites. The small cemetery is in a lonely spot a few miles south of Santa Ana.



George's Vincent is a real traveler which can effortlessly cruise at 75 when conditions permit. The Golden Flash loaned to me and tuned by Bob Mullaney of Santa Barbara, as mentioned earlier, held up to the pace nicely, and, considering the beating it took on back roads for two days, came out remarkably clean and trouble-free.

My rainproof-windproof riding suit "The Wanderer," furnished for this trip by Sledgers-Fitch, Inc., Box 413, Whippany, New Jersey, was a real asset to comfortable riding. Although no rain was encountered I used the jacket as an effective windbreak the entire way, and donned the pants for the last part of the journey which was very cold.



The church at Magdalena, the burro and the electric light pole typify the old and the new in this neat Mexican town.

(Continued on page 32)

George took a side trip into the Oquitoa and Tubutama Missions north of Altar. I was too bushed to make this jaunt; so, traveled ahead to Santa Ana to arrange for a room.

Thirty pesos, the equivalent of \$2.40, acquired a lodging for us at the America Hotel with two double beds, shower, toilet, hot-cold running water. Its proprietor, Mr. M. M. Ruiz, an American citizen, extended us every courtesy including an offer of supper and breakfast at a very reasonable figure which was gladly accepted.

American motorcycle travelers will find a ready welcome should they chance to stop at the America Hotel in Santa Ana.

In the evening we were speculating as to whether we might be the only cyclists to have come through from Sonoyta to Santa Ana. We were considerable amazed, therefore, when Mr. Ruiz informed us that one other rider made the journey this winter, and that six young American riders had come through on bicycles! How they made it on bicycles is a mystery—must have taken them a week. I would like very much to correspond with any of these young men if CYCLE readers can tell me who they are.



This photo shows all that is left of the beach house at a resort on the Salton Sea north of Brawley, California. This mysterious body of salt water below sea level, was formed by an overflow of the Colorado River, but is rising about six inches a year from underground seepage probably from the Pacific Ocean. The beach house has been moved three times in recent years.

A good surfaced road extends from the border town of Nogales to Mexico City. We joined it at Santa Ana at 10 A.M. on December 29, and arrived in Hermosillo at noon. Here we put up at the quiet little Washington Hotel in the center of town. With the help of some ever-present boys and a hotel guest we hoisted our bikes up the few steps to the foyer, and parked them in a small enclosed court.

Hermosillo, capital of Sonora, is more truly Mexican than the brawling boisterous border towns. One observes old Spanish customs, adobe buildings, walled courts supplanted to some extent by modern means of transportation, new structures of brick and concrete, and hillside homes with up-to-the-minute fixtures. But, the pulse of the city is to be found around the teeming markets, along the narrow sidewalks, in the poolhalls, bookstores, around the plaza in the evening, at the depot when the diesel-drawn train arrives.

A number of classy motels adorn the outskirts of the city laying in wait for the motorist with extra folding money. In our estimation they represented nothing more than a bit of the USA transplanted on foreign soil. Why travel so far when the same accommodations are available just around the corner from home?

Our stay in Hermosillo was very enjoyable, but far too short. Later on, in early spring I understand that long balmy evenings heavy with the scent of orange blossoms lend added enchantment to the old town, and that at such times the señoritas are not adverse to strolling in the plaza. Note: this item may appeal to some of CYCLE'S younger readers, particularly those live males under age eighty.

Our return trip through Nogales and Tucson, Arizona was without incident. We maintained a steady pace at 60 to 65 for the last 600 miles, and our bikes performed admirably.



A magnificent cathedral faces the plaza in Hermosillo.

SOUTH OF THE BORDER

(Cont. from page 31)

This suit is tailored to fit snugly around the waist and to fasten securely at the ankles for elimination of cold breezes to the body and legs. Yet, it is stylish in appearance, and provides plenty of room around elbows, shoulders and knees for unrestricted movement. All seams are taped, ventilation is taken care of through ports in the arm pits, and both garments are lined with light wool.

"The Wanderer" is a very fine riding outfit, and most satisfactory from the standpoints of styling and utility.

Now, before a lot of our cycling brethren go trapesing into Mexico in-



The old mission church at Altar. It was rebuilt in the late 1800's.

tent upon following our tire-prints here are a few words of sage advise.

Uno: A smooth solid line on a map does not necessarily indicate a surfaced road even though it is shown as such. We traveled 208 miles of so-called gravelled roads of which 81 miles were clearly indicated as surfaced. These roads were so rough that two full days were spent negotiating them when one day, only, had been planned. By roughness I mean loose large gravel, short sections of deep flour dust, steep narrow pitches and curves, very coarse washboarding, and detours ad-finitum.



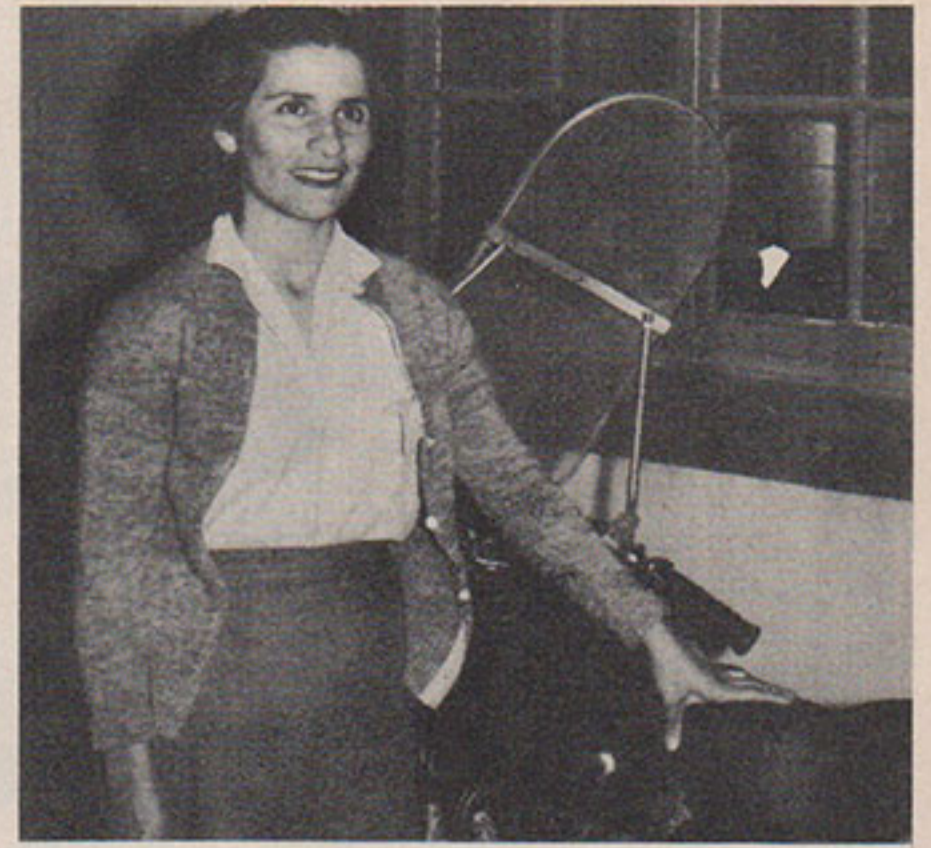
A group of barefoot Mexican boys greeted us at the old mission at Caborca. In early days a group of American freebooters sought refuge behind the walls of this structure, and attempted to repel an attack by Mexicans. They were finally overcome and killed.

Dos: Carry a small supply of water and some Halazone tablets. Even if you don't drink the water you will feel more at ease with some along—a psychological advantage, so to speak. Take along some dysentery tablets just in case.

Tres: Besides regular tools for tire and chain repair take a few small bolts and nuts for replacing lost fender brace bolts, etc. A small roll of wire may come in handy as well as a rope for towing the bike if necessary. General bolt tightening wrenches are important, and an extra spark plug or two may be needed.

Cuatro: Clutch, throttle and brake cables should be checked very carefully beforehand, and weakened or frayed ones replaced. If the trip is to be extensive I would replace the whole kaboodle and carry the old ones as spares.

Cinco: Gas and oil lines and shut-off valves could stand a close inspec-



Attractive Senorita Alicia Camacho poses besides George's motorcycle in the court of the Washington Hotel in Hermosillo.

tion, also. Any slight tendency to leak can be serious business.

Seis: If two or more riders go together, it is my belief that at least one member should carry some tank seal. The gas tank takes a terrific beating on a rough road.

Siete: Remember, if you break-down in a remote section of the country you will not only lose considerable time, but may lose some valuable possessions or the bike itself. If a pardner is along to lend a helping hand chances are much more favorable for getting out intact.

To travel in Mexico the following forms are necessary:

Tourist Permit. Send \$3.00 along with an application blank and birth certificate or voter's registration card to a Mexican Consulate, or this permit may be obtained at the port of entry. Applications can be secured from travel agencies and some automobile clubs. Two copies of the tourist permit are issued to each traveler. One copy is picked up at the port of entry; the second is released to authorities at the port of exit.

International Certificate of Inoculation and Vaccination. May be obtained from your doctor. The certificate must indicate that a smallpox vaccination has been acquired within the last three years. This card is used for getting back into the United States.

Vehicle Registration Card. If the registration card shows ownership other than yourself you must have an affidavit from the legal owner showing his permission has been given to ride the bike.

With these details taken care of and a few American dollars converted into pesos (12½ pesos per dollar) one should be ready for a worry-free trip into the old Missions areas of northern Sonora.

Buen viaje, amigos!

(Continued on page 33)





Shades of the past! Wells Fargo and Company still lives on in Hermosillo.

BUDSCHAT AND TR6 WIN NORTHWEST TT CHAMPIONSHIP

Bob Budschat continues to win in the Northwestern sporting and professional racing scene aboard his Triumph TR6.

On April 7, Budschat won the expert open class main event—a five-star TT championship held near Boise, Idaho. The event was sponsored by the Owyhee Motorcycle Club and sanctioned by the A.M.A. Eugene Thiessen on a BSA won the trophy dash after Budschat came from behind to place second in that event.

RESULTS NORTHWEST TT CHAMPIONSHIP TROPHY DASH:

1. Eugene Thiessen—BSA
2. Bob Budschat—Triumph TR6
3. Buzz Chaney—Triumph 6T
4. Joe Finley—BSA

A MAIN - 30 LAPS

1. Bob Budschat—Triumph TR6
2. Buzz Chaney—Triumph 6T
3. Jack Enderson—Harley-Davidson

B MAIN:

1. Wayne Wright—BSA
2. Jim Farnsworth—Triumph T100R
3. Gene Evans—Triumph 6T

NEW RECORDS IN ITALY

On the 26th of February, 1957, R. H. Dale and W. A. Lomas riding Moto Guzzi machines set up new World Records. Application has been made to the Federation International Motocycliste for ratification and providing no protests are received this will automatically be given. Any advertising, therefore, undertaken by the company must bear the words 'subject to official confirmation'.

The records were set up on a stretch of the Via Appia known as the Ferruccio di Terracian.

500 cc. V8 Machine using 10RL51 — Rider W. A. Lomas

10 Km. Standard Start — 151.35 m.p.h.

This record in the 500 cc. Class also applies to the 10 Km. Standing Start in the 750 cc. and 1000 cc. Class.

350 cc. Single Machine — Rider R. H. Dale
10 Km Standing Start — 131.89 m.p.h.

Moto Guzzi now holds 29 World Records as opposed to the 25 held by B.M.W. and 21 held by N.S.U.

QUESTIONS & ANSWERS—JUST OUT

New Edition of the Motorcycle Service Manual

The 1957 edition of this popular maintenance and repair manual is now available.

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

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Los Angeles 6, California

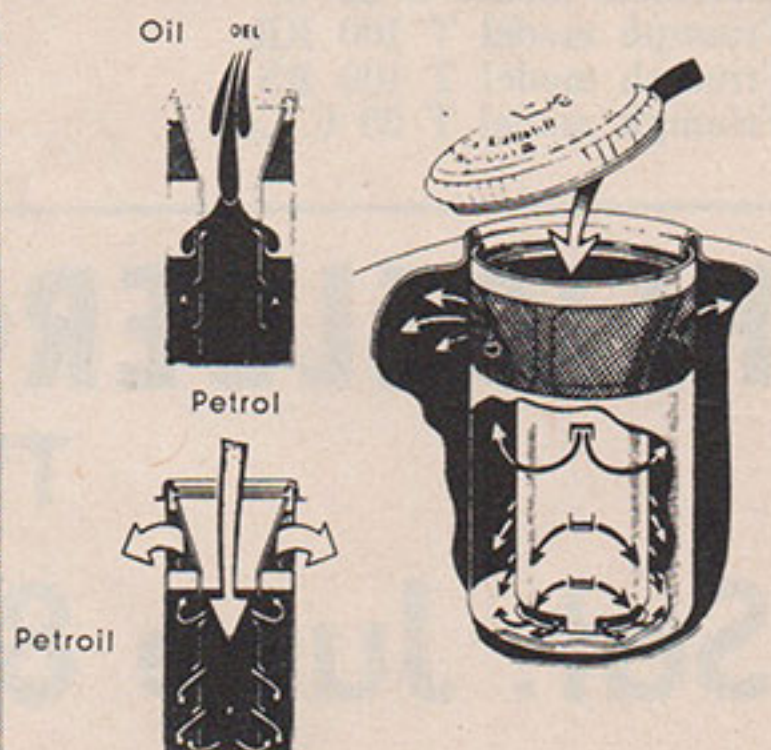


ONLY **DKW** MOTORCYCLES HAVE THE FUEL MIXER



DKW WINS AGAIN!

GRAND NATIONAL HARE & HOUND



All DKW motorcycles are now equipped with an automatic mixing device, the DKW-Shell-Mixer, which is incorporated in the fuel tank. First the oil is poured into the tank, and then the gasoline (mixing ratio 1:25 under all conditions). Refuelling is now a simple and quick matter, and special mixing cans are no longer necessary.

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COMPETITION COMMITTEE MEMBERS
DISTRICT REFEREES

Special Bulletin
American Motorcycle
Association

A special meeting of the National Technical committee and Safety committee was held in Columbus, Ohio, for the purpose of approving 1957 machines and classifying and reapproving all safety helmets on the AMA approved list.

The following 1957 machines were approved for Class "C" competition, retroactive to January 1, 1957:

APPROVED MODELS:

- AJS model 30 C
- AJS model 18 CS
- Ariel model HT
- BMW model R 50
- BSA model A-10 RR
- BSA model A-10 Rocket Scrambler
- BSA model B-32 Standard
- BSA mod. B-32 Alloy Clipper Scrambler
- BSA model B-34 Standard
- BSA model B-34 Alloy Clipper Competition
- BSA model B-34 Gold Star Clubsman
- Dot model THX 4
- Greeves model 20 S
- Greeves model 20 T
- Harley-Davidson Sportster
- Matchless model G 11 CS
- Matchless model G 80 CS
- Matchless model G 80 R
- Triumph model T 100 RR
- Triumph model T 100 RS
- Triumph model T 20 C Cub

STANDARD MODELS—Previously Approved

- AJS model 30
- AJS model 18
- Ariel model HS
- BMW model R 51
- Dot Model TDHX 197 Scrambler
- Matchless model G 11
- Matchless model G 80
- Matchless model G 80 S

Spark plug location on Matchless Model G 80 R is optional with choice of conventional position or vertical top center position.

- Triumph T 100
- Triumph model T 100
- Triumph model T 20

The Safety Committee and members of the Technical committee designated the following classifications of safety or crash helmets on the basis of protection, type of shell material, material and quality of neck band and chin straps.

Group #1 Best Protection — coverage over ears and base of skull, shell material such as Fibreglass or equivalent, quality and construction of strap. Helmets in this group are—McHal, Anderson Jet #103 and Bell 500.

Group #2 Satisfactory Protection — satisfactory neck band, shell material such as fibreglass or duro aluminum and quality of strap. Helmets in this group are—Shoc Shell, Anderson Racing #101, Geno 700, Roemer 1-E and Clymer model C.

Group #3 Unsatisfactory — unsatisfactory material—too easy to penetrate and unsatisfactory neck and head protection. Helmets in this group are Seagrave and Cromwell. The Safety Committee recommended that the use of these helmets by licensed competition riders be discontinued after January 1, 1958.

The Danfa and Drax helmets were also examined and rejected as unsuitable for use in Class "C" competition. They can be used in club events.

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Sept. 15 — 5★ Race Meet

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COMMENTS on the A.M.A. Both Pro and Con

The comments reproduced below, were sent in by but a small percentage of CYCLE readers after we requested their opinions in a questionnaire of the A.M.A. The comments are those of individuals, A.M.A. and non-A.M.A. members and do not necessarily reflect the opinions of CYCLE Magazine.—Ed.

"After spending a summer in Europe, as I did this year, and seeing what can be done for the sport of cycling, I can see how badly our present association has failed us."—A. R. HARM, Verona, Pa.

"The present organization has done a good job in a difficult situation. They have unified a sport containing many different factions with divergent interests. It is felt by many that the A.M.A. should affiliate with an international motorcycle association. It sounds like a good idea, and certainly can be worked within the framework of the present organization."—WILLIAM C. MICKLE, Phoenix, Ariz.

"The A.M.A. does not boost motorcycling events on the East Coast enough and does not help the Eastern riders in any way!"—THOMAS KALLAS, Port Jervis, N. Y.

"When abroad we must compete under foreign rules—they make no exceptions for us. The same should apply in our country. I've been told at English events, 'if you don't like the setup, don't ride.' So, okay, vice versa, if they don't like it, go back home!"—R. J. LOEFFLER, JR., Lancaster, Wis.

"The A.M.A. is only for racing and has no interest in general riding. It is controlled by one group and they seem almost dictatorial. I would like to see something like the C.T.C. or R.A.C."—JOHN CARTER, Brooklyn, N. Y.

"As far as competition is concerned, A.M.A. is doing a good job. What is needed is better public relations which an association concerned with competition cannot do. Why is it that the auto, which kills more in proportion, is accepted and the cycle condemned."—W. E. SATTERLEE, Mechanicville, N. Y.

"A new association is needed to stimulate competition. The race rider cannot run on an equal basis now—factory machines and money now dominate the race tracks. I've gone back to English trials and boon-docking for my kicks."—R. A. NESTER, Richmond, Va.

"The A.M.A. does a fine job of making motorcycling a fine sport and in competition."—DALE DINRI, Great Lakes, Ill.

"My objections to the A.M.A. are (1) no voting power for the members; (2) unfair rules for racing; (3) no affiliation with F.I.M.; and (4) undemocratic—no financial reports or statements."—JAMES L. GEBHART, Germantown, Ohio.

"We should have a new association only if American motorcycles are allowed to be sold in foreign countries; also to allow American motorcycles to enter in all types of competition in all foreign countries; and to allow a more equal number of first places to the foreign motorcycles in the races."—ERWIN R. VANDERKOOS, East Bethany, N. Y.

"If we started a new association some people would gripe just as much—you know it is impossible to please everyone."—BENJAMIN J. FULGHUM, Honolulu, T.H.

"It is like everyone says, we have absolutely no 'say so' in any of the decisions made by the A.M.A. and, besides, no voting, we don't even know who does or why or where our dollars go. I was a member of the A.M.A. for 7 years. The best thing that they do is have gypsy tours."—VAL JEAN CABLES, Pueblo, Colo.

"A.M.A. is getting lazy!"—CLAIR BRUBAKER, Mannheim, Pa.

"I do not believe a new association is needed (1) there are not enough cyclists for two associations (2) if another association were formed it too would some day split into two groups, etc., etc.; (3) Smith can't last many more years."—DAMON BEE, Cambridge, Ohio.

"I ride a Harley but I like all makes. All A.M.A. did for me was take my dollar. All I received was a cheap dime store pin and a piece of cardboard in return. When I go to the races I like to see some other makes win too instead of all Harleys. I think all bikes should have the same inches to make for better races."—LEE ROY ENSMINGER, Shelbyville, Ky.

"I want to be able to take part in the form of a vote as to who runs the show, etc. I have never belonged to a club or organization which kept secrets from its members such as the A.M.A. does."—JIM KAPSNER, St. Paul, Minn.

"I think we should have rules for different areas—what's good back East is not good for sparse towns as we have in the Pacific Northwest."—NOLAND A. TEAL, Richland, Wash.

"I believe a new association with some spark would certainly help the motorcycle game considerably."—CLARENCE T. HOOVER, W. Palm Beach, Fla.

"We need a new motorcycle association to better public relations, to set up uniform rules for drag racing and to give all competition riders an equal chance."—ROY N. GEORBES, Madera, Calif.

"I do not feel that the scrapping of the present association is the solution to the problem. But I believe that some reforms are certainly necessary, such as an end to policy of isolationism and participation in international motorcycling."—BURTON P. NOBLE, Grand Prairie, Tex.

"I only belong to the A.M.A. because they stop me from competing if I do not belong. I know nothing about them and only hear from them when it's time to rejoin."—RICHARD H. SCHEFFLER, Chicago, Ill.

"I believe that the A.M.A. is doing a very good all-over job the sport of cycling in these United States—and all this for only a dollar a year."—JIM KRUSE, Kenosha, Wis.

"I do not believe a new motorcycle association would be good as it would be too involved and a fight between the two would probably result in not having any. The present A.M.A. does need a 'shot in the arm' and a 'dose of salts!' I might vote 'yes' if someone like Clymer were behind a new association—or someone big enough to swing the job."—JAMES E. HARNEY, Topeka, Kans.

Thanks, Jim, for "them unkind words"—what have I ever done to you for such thoughts! I wouldn't have Smith's competition headaches at ten times his salary, even if I could get his job (which I couldn't) and even if they wanted me (which they don't), the answer would be the same. We are, however, interested in an organization that will do more for the ordinary rider and do more for better public relations for motorcycling in general—two things sadly neglected by the A.M.A.—Clymer.

"I want foreign competition. I want better public relations. I want an organization that is devoid of discrimination."—A. S. HEUSTON, Jacksonville, Ore.

"I am not an A.M.A. member because the A.M.A. is not in business to help those of us who ride foreign motors. I was a member, but quit for this reason. I will join any group which is fairly operated."—D. E. MURPHY, Denver, Colo.

"I believe that any needed reforms should be brought about within the framework of the existing organization. I believe that there would be no benefit and quite a bit of harm in forming a new organization in competition with the A.M.A."—JAMES BOONE, Connersville, Ind.

"The A.M.A. is doing a fine job, except we need more publicity. Much more!—such as T.V. programs. We do not need a new organization. All we need to do is be more fair with riders of foreign machines."—JOSEPH S. BUCK, ME 2/C, Stockton 5, Calif.

"The opposition to A.M.A. is too small—the country too big. Only alternative is to 'join and change' the A.M.A.—to insist on a vote through club membership—to join F.I.M. for a United Nations of motorcycle members—what is most needed of the A.M.A. is a sound, mature approach to various problems."—JACK MERCER, Baltimore, Md.

"A new motorcycle association is needed for better publicity for riders of all kinds, road and track. For a democratic governing body for racing rules."—DAVID GARRISON, Easley, S.C.

"One of the reasons for a new motorcycle association is that they couldn't be doing too good a public relations job if even I, a member, don't know what they are doing."—A/2C JOHN F. PARKS, Holoman A.F.B., N. Mex.

"We need an association which looks out for the needs and wishes of all motorcyclist and not just those of one factory. I would be happy to join such an association when it is formed."—FRANK MARKUS, Chicago, Ill.

"Any organization on a National scope should be F.I.M. affiliated. If A.M.A. will not comply, start Reading, Ohio.

"I believe the fault lies with the manufacturers, distributors and dealers. If they control the sport (i.e. the Association) therein lies the answer to a deteriorating situation. More voice should be given to the rider. Let's face it. He supports manufacture, distributor and dealer. A much revamped A.M.A. could be the answer."—NORMAN L. WHITE, Philadelphia, Pa.

"I believe a new motorcycle association is needed to further the understanding with non-riders. More public relationship is badly needed, as too much emphasis is put into speed and racing."—RAYMOND W. WATT, Sandy Hook, Conn.

"A.M.A. does nothing for road riders. An organization such as the A.A.A. is needed to protect road riders' interests."—DON K. STEVENS, Martinez, Calif.

"In March 1957 I will be an 8-year member, and my only regret is that I didn't join before. There are 1,000 reasons why we don't need a new motorcycle association."—JOHN H. HARRIS, Frackville, Pa.

"It's run like a union. Just one group of people run it."—WILLIAM E. THORPE, Alpine, N.Y.

"Have been a rider since 1925. Am now riding my 27th machine. Have been a member of the A.M.A. for many years, and it has done me no good as their activities all lean toward competition. They do nothing for the average pleasure rider."—DON MACCALL, West Islip, L.I., N.Y.

"After the dollar is received by A.M.A. that is all that happens if you don't ride competition. We can't vote. We can't have anything to say, about the way the Club is run. We surely do need another club, and quickly too!"—LEE BRADY, Muskogee, Okla.

"I think the A.M.A. is good enough, and you know why!! It's real, with good regulations, official rules and rules too."—DONNA MELCHIOR, Culver City, Calif.

"There would be too much conflict between the two associations. The A.M.A. should be improved upon. If this can not be accomplished, then I see no harm in having two if they can work toward better motorcycling and not against each other."—JOHN F. FLAVELL, Marshfield, Mass.

"The A.M.A. does nothing for the average rider toward getting reasonable insurance, does nothing toward better public relations, or any public relations, for that matter, and is ruining race competition as its rules favor one make machine. It stifles competition."—ROBERT A. BOSTETTER, Sturgis, Mich.

"I have been a member of the A.M.A. for 14 months and it hasn't been of any use to me yet. Also, my membership expired and I wasn't notified."—RAY A. RINKES, Columbus, Ohio.

"I agree whole heartedly with Mrs. D. S. Dytch. I also believe that, under the present M.C. exchange system, buying a foreign motorcycle is un-American."—DON P. HEREFORD, St. Albans, W. Va.

"I myself and many of my friends know the A.M.A. sets up their competition rules to advance the American made (H-D) motorcycles. I think it's about time my dollars bought someone else cigars besides E. C. Smith."—WAYNE VAN ALSTINE, Peoria, Ill.

"Where is the money coming from to support a new association? Few people realize that the M. & A.T.A. is paying the freight for the A.M.A. It would be better for the M. & A.T.A. to change their by-laws to include the importers. That way it would be possible to improve the A.M.A. This will not work at \$1.00 per year, or even \$5.00. Remember, the M. & A.T.A. only had some 5,000 members when Smith took over in 1928, at which time the A.M.A. was born."—RED WOLVERTON, Reading, Pa.
(Anyone know how many they have? That is another secret kept from members who should know—Ed.)

"You asked for comments concerning the A.M.A. vs F.I.M. I think we have an excellent organization in the A.M.A. Of course, there are many problems to be solved and the answers are not to be found in the F.I.M. I ride a BSA but realize that the supremacy of the 45K is not the result of any rule made by the A.M.A. but rather from the 'midnight oil' burned by men like Tom Sifton and others who make this horsepower possible. It is easy to sit back and criticize any organization but let the F.I.M. take over and the very same people who now

(Continued on page 36)

COMMENTS ON THE A.M.A.

(Continued from page 35)

grips about the A.M.A. would soon find much to gripe over concerning F.I.M. rules, etc. I'm not defending the A.M.A. but only urging that we think carefully before drawing conclusions without complete facts."—ALBERT ROLLER, Monta Vista, Calif.

"We should try to correct the faults that we think are wrong with the present A.M.A. It is possible with less money and effort than it would take to start a new organization. If the same group would organize and all be A.M.A. members of a corrective group and have the distributors 100% in back of you, then you would have another M. & A.T.A. with another name."—HORACE E. FRITZ, Reading, Pa.

"A.M.A. is far from 100%, but it would be better to reform the present organization that start from scratch with a new one. As the governing body for competition, A.M.A. does a pretty good job, but I would like to see more cooperation with F.I.M. and other foreign bodies, more international competition and a democratic organization with the members having a say in its affairs and periodic reports rendered to the membership on what its management is up to and why. I would like to see it organized like the S.A.E., to which I also belong. If such reforms are not possible, then I would say yes, let's have a new outfit."—G. STEVENSON, Waverley, Mass.

"The A.M.A. is primarily concerned with the competition rider. Public relations and benefit for the non-competitive are sadly neglected."—RICHARD M. HOGAN, Florence, Mass.

"Smith is the A.M.A., the boss and the dictator. He runs the show and the members have nothing to say. The only thing the members do is send in their dollar. Give 'em hell!"—H. J. & JERRY OTTOWAY, Wichita, Kans.

"I feel the A.M.A. is good for the 'comp' rider, but doesn't help the street rider much. About the only thing we receive for our 'buck' is the little pin each year. I think they should take more interest in the street rider and, at the same time, keep up the good work for the 'comp' rider."—WILLIAM R. BRYANT, Mulberry, Ohio.

"The A.M.A. is more interested in competition events and does not concern itself with common riders. We need better and more publicity."—BILL PATRICK, Avon Lake, Ohio.

"Public relations for motorcycling just do not exist. It's a shame that a national organization does not exist to do nothing else but boost motorcycling through the press, on radio and T.V."—A. R. JACOBS, Cleveland, Ohio.

"I don't know too much about the A.M.A. but I do know I pay my dollar every year so I can ride in sanctioned events. I don't know what happens to the dollar, all you get is a no-good card and a dime pin with your yearly membership on it. As big as the U.S. is, it looks like we could have a better organization than the A.M.A."—ROBERT OTTAWAY, Wichita, Kans.

"Yes, I think another motorcycle association is needed because it will increase activity and will give the club and people like me a better chance to get to know each other."—DAN ERNST, Grosse Pointe Woods, Mich.

"What A.M.A. needs is someone with diplomacy and knowledge of how the press operates. Then they could do something to help the regular rider, not only the competition bug."—AL GREGOR, New Orleans, La.

"The A.M.A. does not do as much for the average rider as they should. No one knows where the money paid into the A.M.A. goes, or what it is used for."—AL McDONALD, China Lake, Calif.

"I joined A.M.A. last January and all I got was a membership card. I never knew heads or tails on what was going on, except through Kress Harley-Davidson in Baltimore, Md."—A/3c RICHARD RUTH, Chanute A.F.B., Rantoul, Ill.

"As an engineer, I believe the A.M.A. has impeded the development of motorcycle engines in America by unfairly handicapping the O.H.V."—DONALD K. GONYOU, Detroit, Mich.

"I don't believe A.M.A. gives out with enough 'info' about meets, races and rules and regulations. I get their magazines every month and I still don't know anything."—S/SGt. ROGER D. THOMAS, APO 130, N.Y., N.Y.

"I don't believe we need a new association—I believe we need to clean up the one we have. Let's get a little more in tune with the F.I.M. and make our competition more fair to imported bikes. If we can't do this with E. C. Smith, let's do it without."—R. N. HUGHEY, Santa Cruz, Calif.

"The street and road rider is the 'forgotten man' in A.M.A.—too race minded for the good of the average Joe Doakes."—RAY BROOKES, Boston, Mass.

"The A.M.A. is doing as good a job as can be expected. Remember, they are up against a lot of opposition from anti-bike people. Although I do think we should be able to vote for the rules regarding racing and other matters pertaining to bikes.

I think we should join the F.I.M."—ROBERT BURTON, Santa Barbara, Calif.

"I'm satisfied."—JAMES J. MCGRATH, Bradenton, Fla.

"I want more events for lightweights and some decent rules for drags, lightweight events and some book on how to have fun with motorcycles with safety."—ROY SMITH, San Diego, Calif.

"We need an organization which will lead the motorcyclist. Something we are interested in and trust its judgment. We need a nationwide public relations program that will get to everyone."—LANCE PRESNALL, State College, N. Mex.

"We need an association to do for motorcycle competition what NASCAR has done for stock cars—better public relations and understanding would follow as a result of this. We need F.I.M. affiliation."—RHODERICK D. ICE, Columbus, Ohio.

"I don't like the idea of the M. & A.T.A. bossing the A.M.A.—sort of a Dr. Jekyll and Mr. Hyde stunt. Why don't importers join M. & A.T.A. so that all makes have representations? Does E. C. Smith draw salaries from both associations, as I understand he is secretary of both?"—BOB SLOAN, New York City.

"Would like to see an organization that would place some emphasis on street riders—establish a set of rules and have them enforced, that to carry the club emblem, riders must abide by rules of the Club."—GUS E. ROBERTSON, Bridgeton, N.C.

"An organization supported by dealers, not manufacturers, backed by a national magazine and F.I.M. affiliated would increase interest in the sport."—DICK BETTENCOURT, Brockton, Mass.

"The outgrowth of the SCCA was due to the inability of the A.A.A. to cope with the situation. It appears the A.M.A. has followed the same path."—K. C. MALLORY, Tallahassee, Fla.

"A new association is needed to increase the sport of motorcycling and to promote better and more equal competition. All officers of an association should be elected by the members."—KENNETH BEYER, Rogers, Ark.

"The association has done very good, since the old F.A.M. days. No change needed. They are for America, first, last and always." An old, old timer."—L. M. DENAUX, Charleston, S. C.

"I think the A.M.A. is in a past age run. I should know—I'm 47 years old. Let's compete inches for inches and use regular road machines, not special jobs and paid riders against ordinary Joes."—WM. A. HENZE, Pittsburgh, Pa.

"It would take too long to replace it, and some money and effort could make A.M.A. a wonderful organization."—H. GLEN FARNER, Ashland, Ohio.

"If I am going to pay dues to and obey rules of any organization I demand a voice in developing the rules and controlling the use of funds—by officers selected by VOTE."—SHELDON C. ROBINSON, Hinsdale, Ill.

"About the only thing I can see that my A.M.A. card is good for is the chance to enter events such as sportsman hillclimbs and enduros, which I couldn't do otherwise."—RICHARD BOWEN, Lithopolis, Ohio.

"A new association is needed (1) to eliminate unfairness in competition; (2) generate good will in the public opinion; (3) destroy fallacious myths and stereotypes of motorcycling now held by majority; and (4) divorce factory and association."—CHARLES J. CAMPO, JR., Hartford, Conn.

"No real benefits to Chartered Clubs. No benefits to individual members. Not affiliated or recognized by F.I.M.—Unfair to 'Limeys'. Pro-Harley. (500cc ohv vs 750 cc sv) Does not inform Chartered Clubs as to business (A.M.A. Bulletins, meeting minutes, etc.)."—RONALD B. LILLQUIST, APO, New York, N. Y.

"Competition in business, as well as in sports, has always been a key word in the U.S. and, seeing that the Association is a business, I think that a little competition will keep them on their toes and lean a little toward he average cyclist!"—G. F. MANLEY, Burbank, Calif.

"The present governing body is so biased that there is no hope that it could ever be straightened out. I know their methods from my experiences working for Smith."—BOB SCHANZ, Dayton, Ohio.

"I don't know if we need a new motorcycle association, but I do feel that the A.M.A. is doing a pretty bad job. If the A.M.A. were remodeled I think it wouldn't be necessary. How to bring that about I wouldn't know. I'm a non-rider but quite interested observer. Publicity? I'd never heard of the A.M.A. until 3 years ago and then because I became interested in motorcycles because my husband owns one, then I started taking their (Harley-Davidson) magazine. The American Medical Association is better known here than the American Motorcycle Association. Their auxiliary, the Motor Maids of America, in which I'm interested, just about isn't known in this section. And I feel that affiliation with F.I.M. is a 'must'. I guess I don't think a new organization is needed, but the A.M.A. sure needs re-organizing. However, if they won't wake up and

live, we do need a new one which is alive."—MRS. WILLIAM SULLIVAN, Broadwell, Ill.

"I believe a new association is needed so that the average rider has a little 'say so' in the competition rules, or any rules; and so that we get something besides a card and a pin for our dollar."—LLOYD K. MANSKE, LaCrosse, Wis.

"I qualify this vote by stating that a new organization should be formed if the A.M.A. will not change to meet the individual riders' demands. I hope there is a radical change for the better, either in the organization of a new group or a reformation in the present policies of the A.M.A. I realize that membership costs would have to be increased and I am in favor of this."—GENE STEWART, Lincoln, Nebr.

"I do not believe a new association is needed because if a person wanted to ride in other events, he would have to join the other association and extra dues would be necessary; also, a person belonging to the two associations would have to enter events sanctioned by both."—MIKE DUDZINSKI, Omaha, Nebra.

"It is my belief that the A.M.A. is greatly influenced by Harley-Davidson. Example—500 cc foreign makes in class with 750 cc H-Ds. Also, such things as lack of explanation for their banning the Norton from competition."—KEN MERTZ, Boulder, Colo.

"The A.M.A. is obsolete and should be abolished. The U.S. SHOULD be in the F.I.M. so that we will be able to compete in International events and, in order for U.S. records to be recognized world-wide. This would also bolster motorcycle prestige and trade tremendously."—A/C G. N. SELIGMAN, APO, S.F., Calif.

"I think the A.M.A. rules are okay and wouldn't change them for any manufacturers to get rich on. I think that the people that are doing so much kicking are living in the wrong country. I say this—if a fellow wants to race here, he should race under A.M.A. rules—or else go where the Harleys are barred and race under F.I.M."—B. C. AULENBACK, Millis, Mass.

"In our part of the state there is nothing A.M.A. sanctioned except one hillclimb. We tried to get flat track races sanctioned but there was no promoter here who could afford to sanction. We would have to build up a crowd to pay for the sanction, so we run 'outlaw' and then we probably couldn't get a sanction. We never tried them because we couldn't see how it could help us. I would like to know what happens to the money that is paid into the A.M.A. in dues and sanction fees. I think that the A.M.A. is run by a certain motorcycle manufacturer. I would like to see a new motorcycle association get started and give us something for our money."—CHAD SOUTHWORTH, Spokane, Wash.

"Bad habits are lasting, and A.M.A. has them. No effort whatsoever in good public relations, complete divorce from the small rider as far as benefits go. A.M.A. has tuned into a rules and regs organization, and has the power of a monarchy. It has turned stale."—ROBERT W. BISSELL, FPO, S.F., Calif.

"We need an organization in which each and every member has a vote. If this were the case we could elect our governing officials and all other things would take care of themselves."—GUSTAV A. PASS, Pittsfield, Mass.

"The riders of imported motorcycles are not getting a fair deal in competition."—THOMAS E. MESSER, Rochester, N. Y.

"Because the A.M.A. has allowed one of the finest of sports to become extremely one-sided, I think we need a new association. Competition is what makes a thrilling spectacle—why eliminate it?"—RONALD HOILAND, Aberdeen, Wash.

"I believe the members should have more voice in their association. Also, we should be connected to the rest of the world more than we are."—ROBERT GEE, Forrest, Ill.

"I think we need a new association to better promote motorcycling as a sport, allow all members to help choose their officials, affiliate with F.I.M., promote competition, and help insure development of American machines."—JERREL R. ARNOLD, Cleveland, Ohio.

"The A.M.A. never seems to take the lead. I believe they should have set up and sponsor drag meets in the U.S. Also they should look into the European racing picture and standardize our rules with theirs."—A. W. YATES, USN, Oakland, Calif.

"We need a new association for better public relations, world representation in competition via the F.I.M., motorcycle insurance through a club plan. Engine displacement should be more equal in racing (40 versus 45)."—ROBERT L. WOLFE, Lyndonville, N. Y.

"Each member should have a vote on all rules and regulations, also on all officials. Become affiliated with F.I.M."—JOSEPH L. GREEN, Selma, Ala.

"We need a new association that is not dominated by one make, as it is by Harley-Davidson."—C. E. PENNINGER, Anna, Ill.

(Continued on page 37)

COMMENTS ON THE A.M.A.

(Continued from page 36)

"We need not so much a new association as a re-vamping of the A.M.A. International recognition—rider, not dealer, representation. The A.M.A. is not keeping up with the sport. Better representation on club or local level."—DOUGLAS L. HARBEY, Berkeley, Calif.

"We need an association that will promote cycling and do something for the sport and not take the money and sit back and play the part."—Pfc ROSS E. AILSLIEGER, APO, S.F., Calif.

"A.M.A. helps back up the fine name and promotion of cycling. If there were no A.M.A. we would not have any fun or enjoyment. We need your help and we want you to continue."—ROYDEN PELLOW, F.P.O., S.F., Calif.

"The present U. S. association is prejudiced toward foreign makes. In my opinion each make should have an equal chance."—TONY HAMILTON, L.A., Calif.

"On a National scale more than one organization would only cause confusion and create weakness. Until such time when Cycle riders get together on a local and state level, I do not see how the National organization can do much. To be short, you have to crawl before you walk and help yourself before you can expect help."—O. L. HORTON, Miami, Fla.

"Why not an association to do something for the ordinary guy who isn't interested in competition? I'd like some rules on drags, economy runs and games. A.M.A. lacks imagination or ability to get national newspaper publicity."—ART SWANSON, Chicago, Ill.

"I don't think that America needs a new association, even though I will vote 'yes'. The reason that I don't think so is that there will arise a lot of conflict like there is in car competition with the IMCA and other organizations. The A.M.A. should be shaped up, but that it is impossible. The cotton picking A.M.A. is all messed up. Riders seem to only get to ride competition under their rules and they have no choice. Either ride and belong to the A.M.A. or don't belong and don't ride."—RICHARD H. KOSAR, now in Mexico.

"Too much worry about nothing and not enough about something. We live in the U.S.A., let's make the rules fair to all. Why can't U. S. motorcycles be sold in England, Australia or New Zealand? Until they can I'm for running our own show."—HERB SMYTHE, Los Angeles, Calif.

"There is evidently something sadly lacking in the field of motorcycle competition as it seems to be disappearing. Whether the A.M.A. is to blame or not I do not know, but I hate to see a wonderful sport fade away. CYCLE is doing much toward bettering motorcycling as a whole—Keep Up The Good Work!"—RALPH TYSOR, JR., Charlotte, N. C.

"Ever hear of F.I.M. ever letting a 750 cc or 1000 cc Harley in their events, all of which are 'set-ups' for foreign makes."—R. E. OLSON, Detroit, Mich.

"We need an impartial motorcycle organization for all riders & enthusiasts, regardless of what make they ride or prefer—an organization that does not keep every issue and incident a secret, a responsible group."—GEORGE CRACIUN, Indianapolis, Ind.

"There is no need for a new association. But there should be a revision of the competition committee."—L. E. MEEKS, Borger, Tex.

"We need to affiliate with the F.I.M., and competition riders should have the right to vote on racing rules."—DON MILLER, Ottawa, Ill.

"I have been a reader of Cycle Magazine since it first appeared on sale at the newsstands. I think it is great, and I am glad to see that someone is doing something about the A.M.A. You stated in the November issue of MAIL POUCH that it would definitely be a lot of trouble to have a rival group against the A.M.A., as they have a firm grip on the nation's competition riders and would bar anyone from A.M.A. race events who competed in an unsanctioned race. Well, if a new organization got started wouldn't they be sanctioning their own races, etc.? Also, I'm not familiar with the rules of competition riders, but if they were barred by the A.M.A., couldn't they wait until their membership expired and then race with the new organization? It's a shame that, with motorcycle competition slowly fading out in some parts of the country, some group couldn't get together and form a new organization something like NASCAR, only they could call it the 'National Motorcycle Racing Association' or something similar."—JOE NOWACKI, Camp Lejeune, N. C.

"What is wrong with two associations? Each would help the other and keep them both alert. We have two leagues in baseball, National and American, and dozens of good automobile associations, USAC, NASCAR and A.A.A. (No competition events now). I say, the more the merrier—the one that does most for the rider will win in the end."—BOB JACKSON, Boston, Mass.

ANTIQUE MOTORCYCLE ENTHUSIASTS

During the past few years an increased interest has been shown in the restoration of antique motorcycles throughout the U.S.A.

More and more of the grand old American manufactured motorcycles are being brought to light and restored to their original condition.

One of the problems that always arises is the provision of tires to fit these old bikes. From the period 1912 through 1922 or '23 many of these machines used the 28 x 3 high pressure clincher rim tire. Bsa Incorporated, 639 Passaic Ave., Nutley, N. J. has succeeded in obtaining a very limited number of these tires, and if anyone with an antique motorcycle is interested they are advised to get in touch with this company at once, because the supply will soon be gone and it is not at all certain that this size can ever be manufactured again. ★

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Rule 160. MIXED MEETINGS.
"No event other than a motorcycle competition shall take place . . ."

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PANTHER "100" ROAD TEST

NO. 87

By CYCLE STAFF

SINGLE cylinder enthusiasts, particularly those who appreciate the low speed torque of a 600 cc sloper, would certainly go for the Panther 100. With a bore of 87 mm and a stroke of 100 mm, the Panther develops its maximum torque at 3500 rpm. More important, maximum torque is produced with a minimum of fuss, and surprisingly little vibration. It has a low compression ratio of 6.5 to 1.

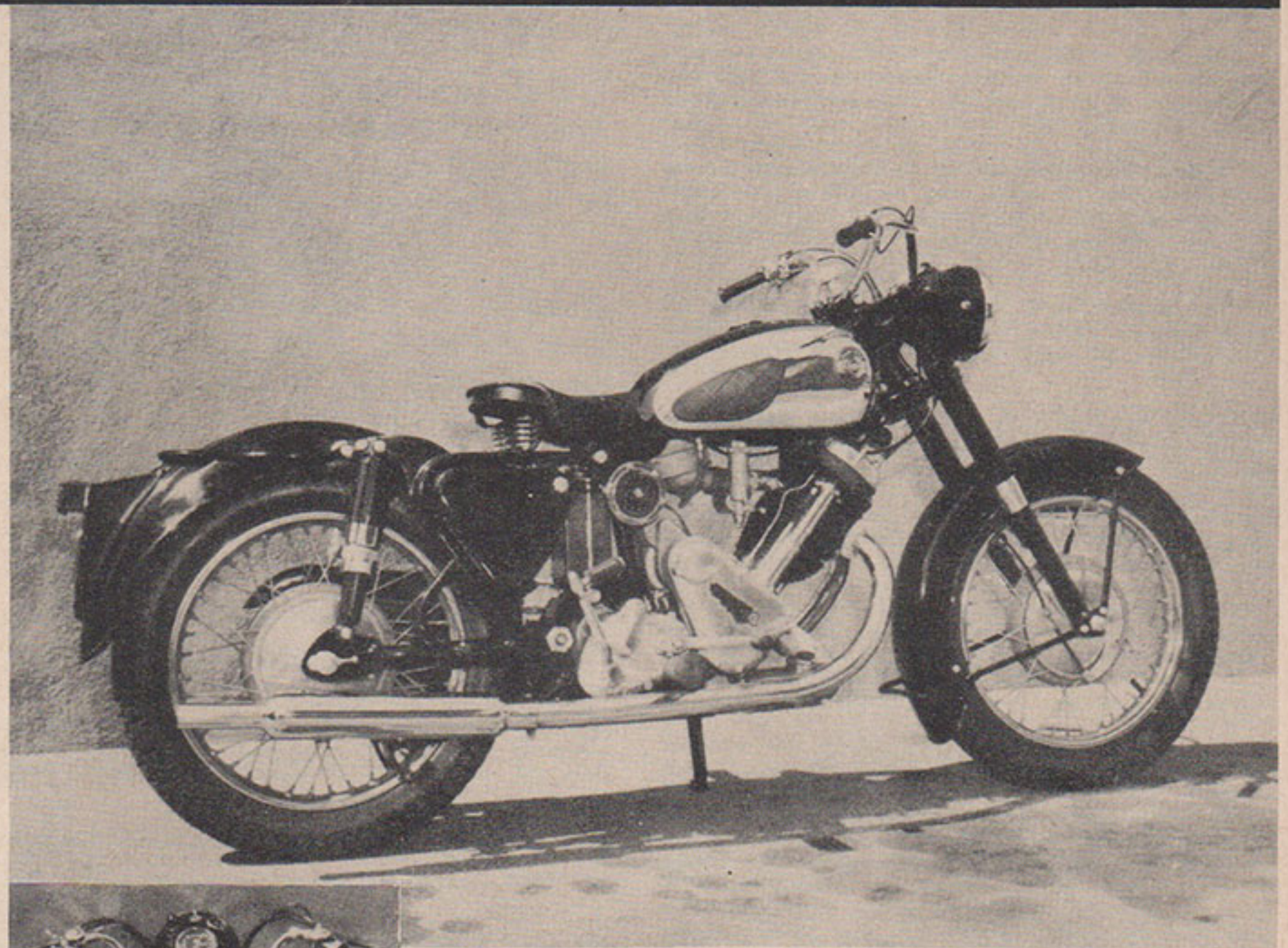
The engine of the 600 cc Panther 100 is basically similar to that originally designed about 25 years ago. Yet it holds a prominent place among modern engines, and is deservedly regarded as one of the finest in the medium-capacity class, particularly as a sidecar machine. It is the largest of all single cylinder engines now offered for motorcycle use.

The first impression the Panther gives is that this motorcycle, being a big single, requires some beef and not a little technique, if starting is to be reduced to a simple matter. Saddle height is unusually high, and a vigorous kick is required to force the piston past compression sufficiently to avoid kick-back. To a motorcyclist familiar with large-capacity singles, the Panther presents no particular problem in starting, but to one unfamiliar with this type, considerable kicking (and kick-backs) will be experienced before the technique is mastered. A half-compression release and an additional full release are provided and do much to ease the starting problem.

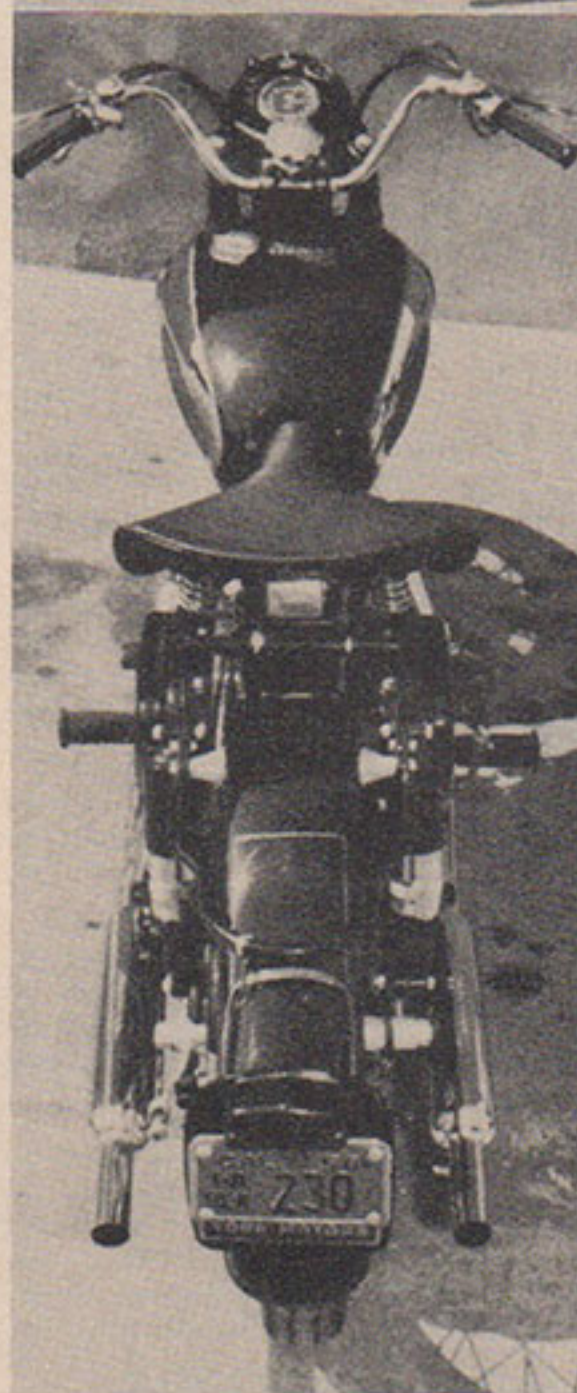
Once started, the Panther idles reliably with the familiar "plunk" of the big single. Ignition is by magneto and advance is manually controlled. The clutch is smooth and the machine handles beautifully, with excellent balance and steering. A solo seat is provided, which altho comfortable seemed out of place on a large capacity machine designed to lug huge loads. We understand that a dualseat is available, and we suggest that it should be standard equipment.

Since this test Panther was new, considerable riding was required before it was felt safe to utilize anywhere near the maximum power obtainable. The Panther is a good highway machine. Cruising effortlessly along at 60 mph the engine sounds as though it were loafing. As previously mentioned, the vibration is negligible, and the machine comfortable to ride.

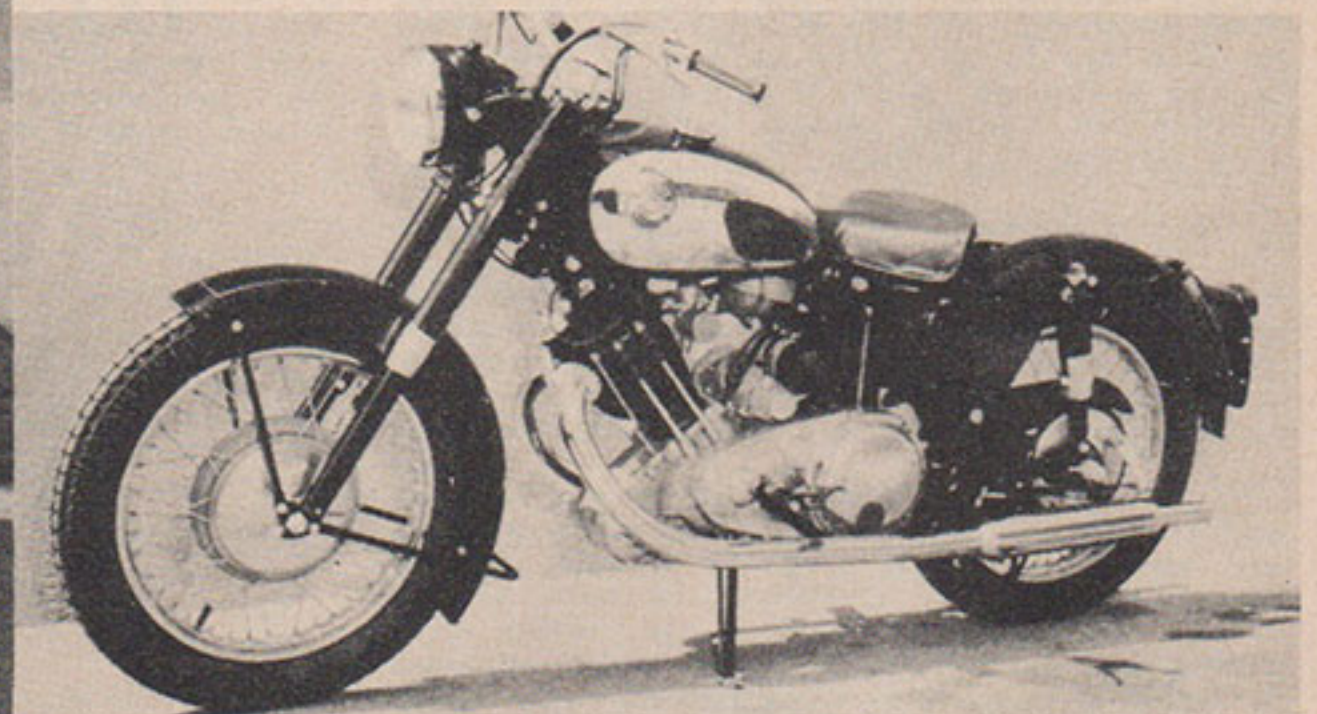
When you encounter a hill with the Panther you are in for a pleasant surprise. It isn't necessary to add power to any degree to top the hill at the same speed because the torque just pulls you up and over. It's a unique experience and one that has to be experienced to be appreciated. Similarly, strong winds have little effect on this powerful machine, a further dividend of the long stroke.



RIGHT SIDE OF PANTHER "100"



PANTHER "100" PRESENTS A SLIM FIGURE



LEFT SIDE OF PANTHER "100"

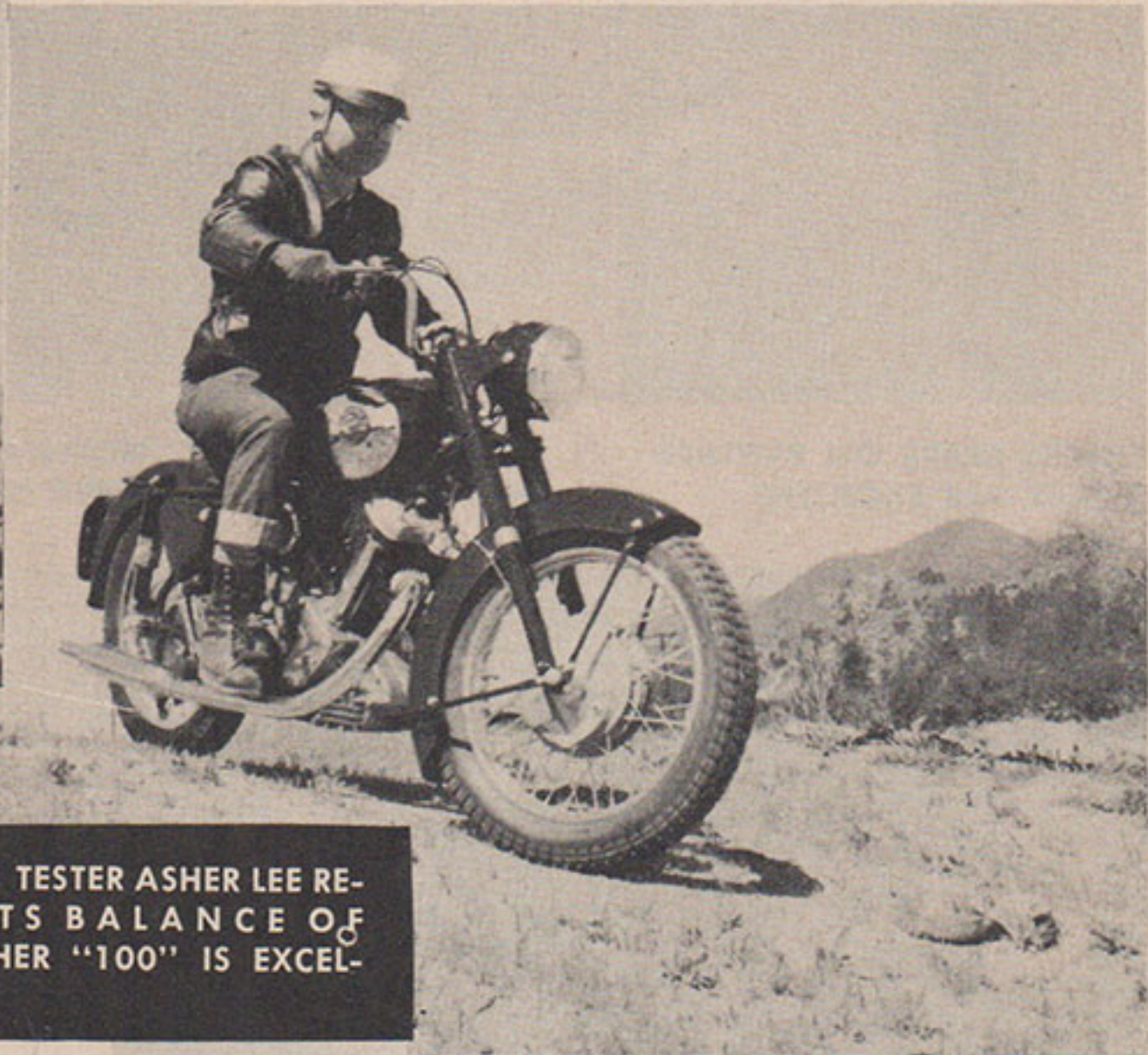
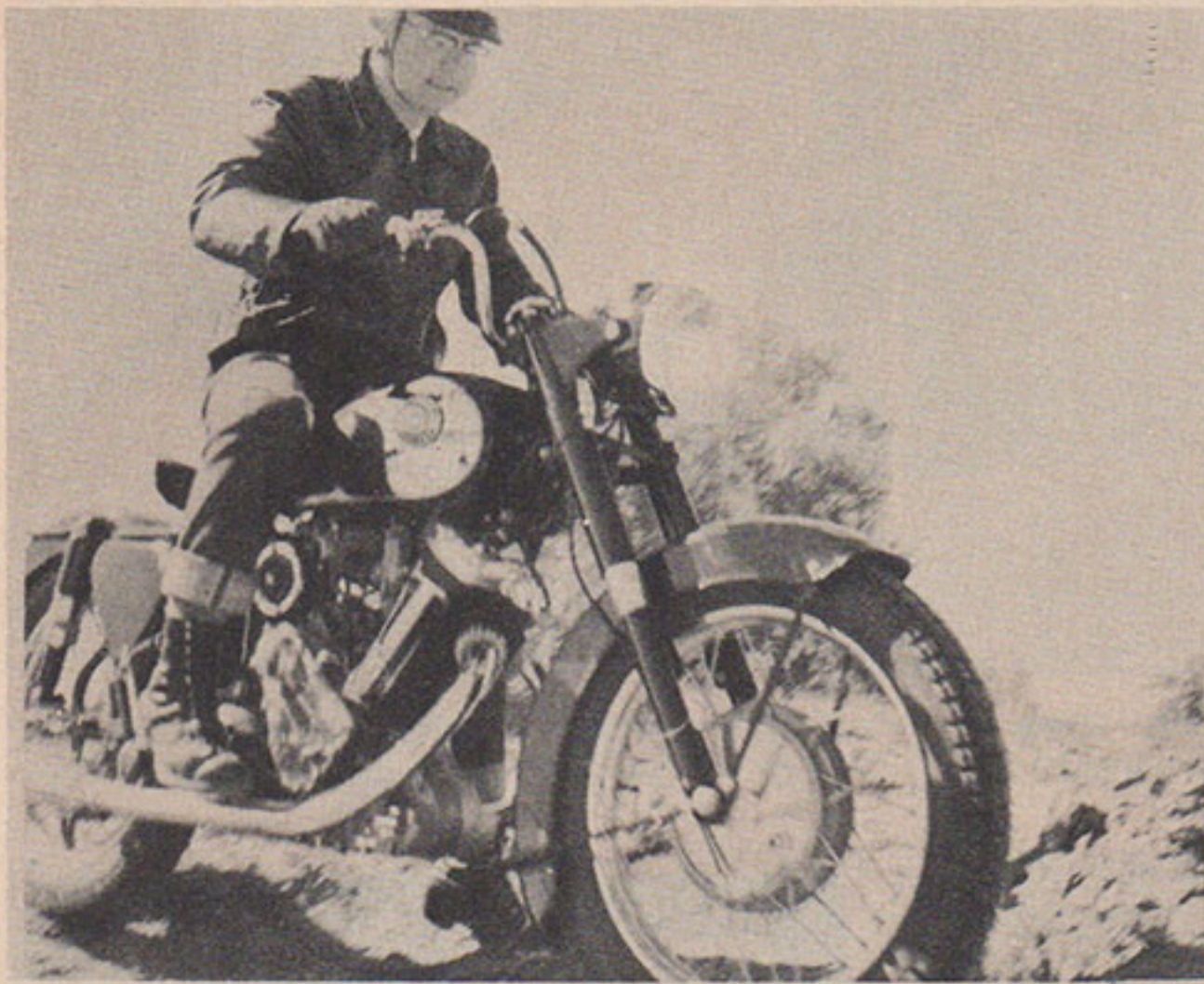
The bike handles well in the rough, although admittedly heavy for much off-the-road riding. We noted that the front forks failed to damp the rebound sufficiently, striking home on several occasions when encountering normal bumps. Otherwise the suspension was excellent.

The brakes on the Panther are outstanding, giving excellent retardation with no grabbing and minimum fade. Shifting was smooth and positive, either up or down. However, it is in fuel economy that the Panther really earns highest praise. 68 miles per gallon from a 600 cc machine weighing over 425 lbs is real economy, and the Panther will do it consistently.

Now let's examine the Panther for technical details. The wheels are interchangeable, and both have full-width hubs. The front fender is moderately deep and the front forks are ruggedly constructed. The single cylinder is inclined forward at 45 degrees and is dual-ported with attractive twin pipes. The air-cleaner, snuggled beneath the rear of the full tank is massive, and should do a very effective job. Extensive use of chrome plating and polished alloy combine to give the engine a striking appearance.

To the technical-minded some of the engine features are interesting. For smooth pulling at low engine speeds and an easy getaway, there is no substitute for heavy flywheels. The Panther flywheels are of cast iron, and weigh no less than 14 lbs each. The use of the engine as a frame member seems to have no appreciable effect on vibration; the rigid mounting of the engine at top and bottom resulting in direct absorption of the unbalanced forces by the frame mass.

(Continued on page 39)



CYCLE TESTER ASHER LEE REPORTS BALANCE OF PANTHER "100" IS EXCELLENT

PANTHER "100" ROAD TEST NO. 87

(Continued from page 38)

Three advantages are claimed for the Panther semi-dry sump system which has always been employed on this engine. First, being in a container, in direct contact with the engine, the oil warms up more quickly after starting than it does in a system with a separate tank. Second, though the sump receives heat from the engine, it is well-finned and is more favorably located in the air stream for cooling than is the normal tank under the saddle. Finally, since all return is by gravity, or is flung into the sump by the flywheels, the usual scavenge oil pump and piping are eliminated. Probably the most convincing answer of all to any criticism by the separate-tank advocates is that the system has been trouble-free for twenty-five years and more.

As previously mentioned, kicking over a 600 cc single can be heavy work. The Panther features a half-compression device that greatly facilitates spinning the engine. Alongside the exhaust cam is an auxiliary cam of low lift; operation of the small pedal on the timing cover interposes a slipper between this cam and a projection on the exhaust cam follower. The auxiliary cam is timed to lift the exhaust valve just clear of its seat for a brief period halfway up the compression stroke, thereby effectively reducing the compression pressure.

The battery is housed beneath the solo seat, as is the horn. A folding kickstarter is provided and the gearshift lever is mounted on the right side. Rear suspension is by swinging arm with hydraulic damping. Two tool boxes are provided, one on either side of the bike. A large hand-rail provided on the rear fender is handy for bringing the machine onto its center stand, which, incidentally is a man-sized job. This wouldn't be too much of a problem, but the side stand is none too robust for such a heavy machine.



ASHER LEE FINDS PANTHER "100" HANDLES WELL IN ROUGH COUNTRY.

Handlebars are western style with considerable upsweep and backward curl. Controls are adjustable and well-finished. The tail-light is ample in size, and considerable night-riding evoked no criticism of the lighting system. An item of interest here: a switch is provided to disconnect the generator from the charging circuit when undergoing long high-speed trips.

Adjustments and maintenance on the Panther appear to be about as simple as it is possible to achieve in modern motorcycle design. The fuel tank is of large capacity and is provided with a reserve. There is no ignition switch on the Panther; the engine is killed by depressing the compression release on the left handlebar.

(Continued on page 40)



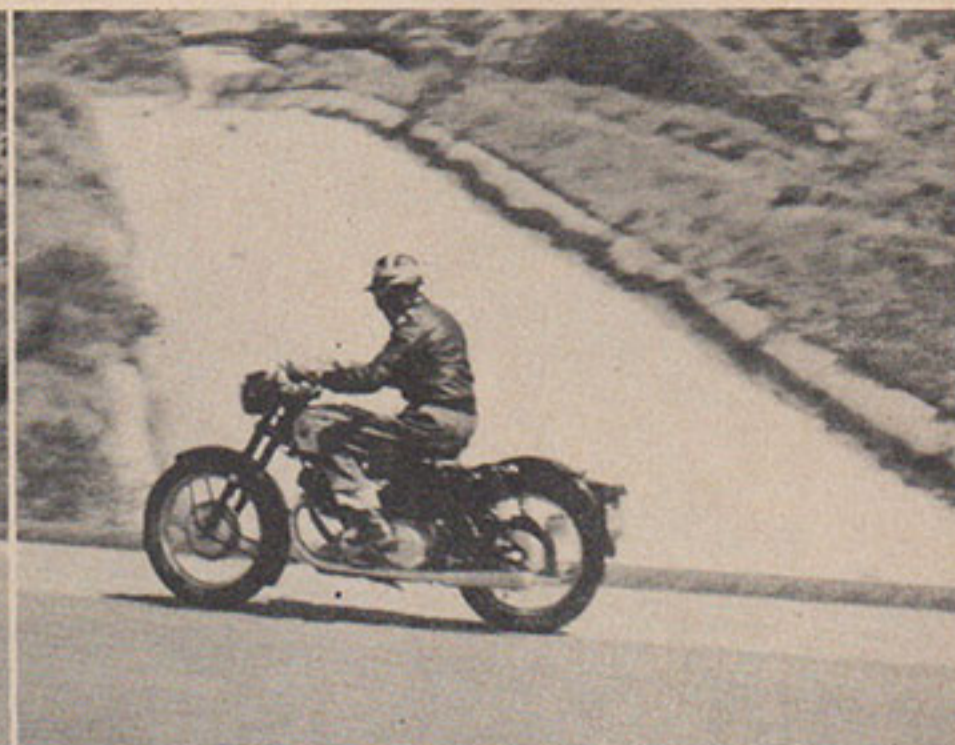
THROUGH SANDY SOIL, PANTHER "100" HANDLES WELL WITH AMPLE POWER.



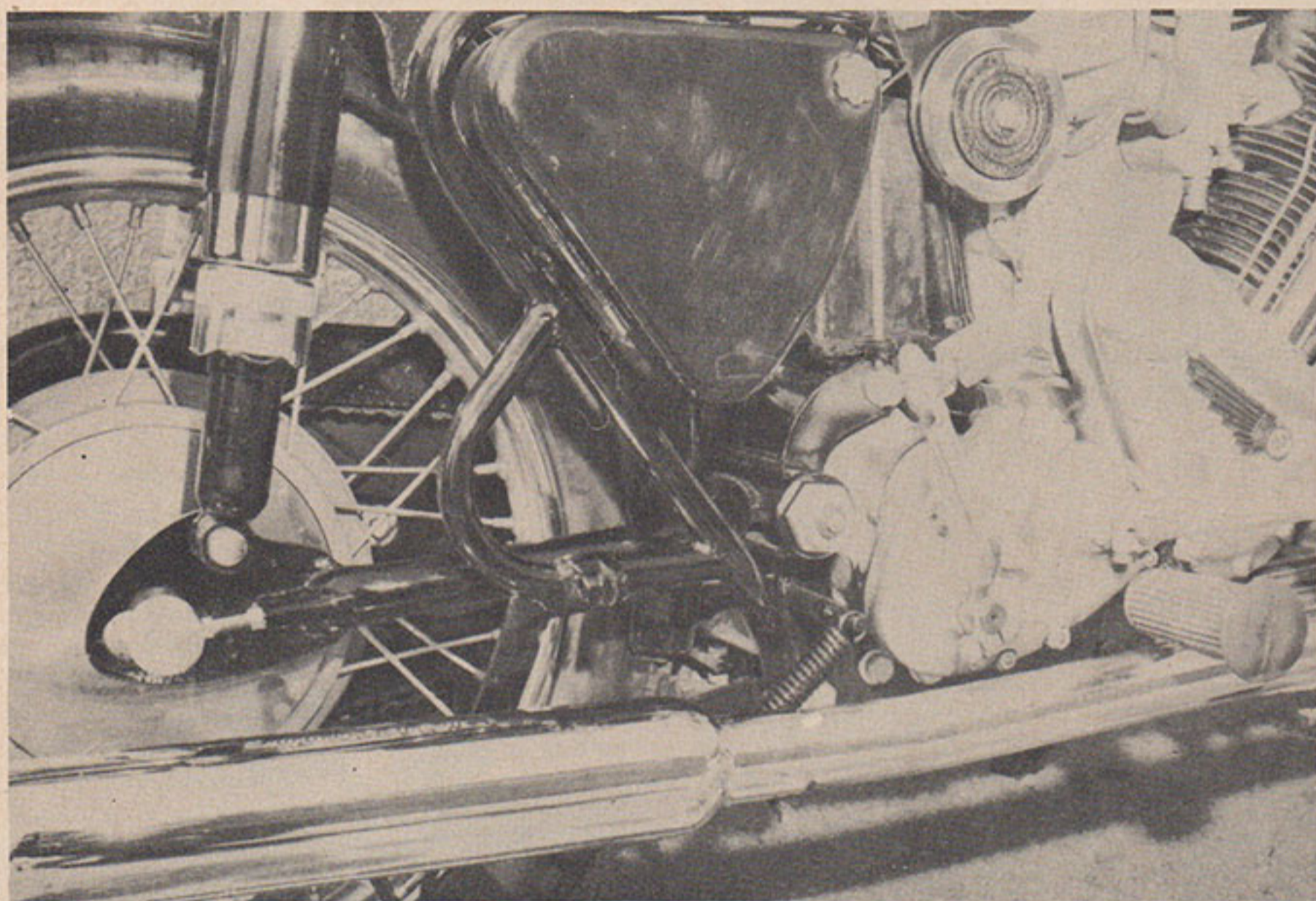
GIB BLACK CHECKS BRAKE ON PANTHER "100", SAYS THEY ARE EXCELLENT.



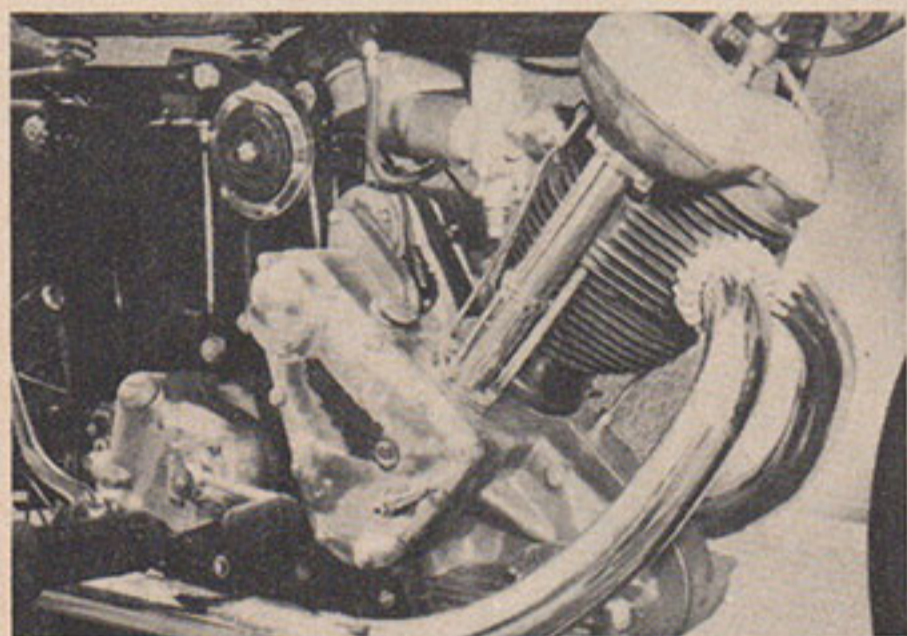
RUGGED CALIFORNIA MOUNTAINS FORM A BACKGROUND WHILE TESTING PANTHER "100"



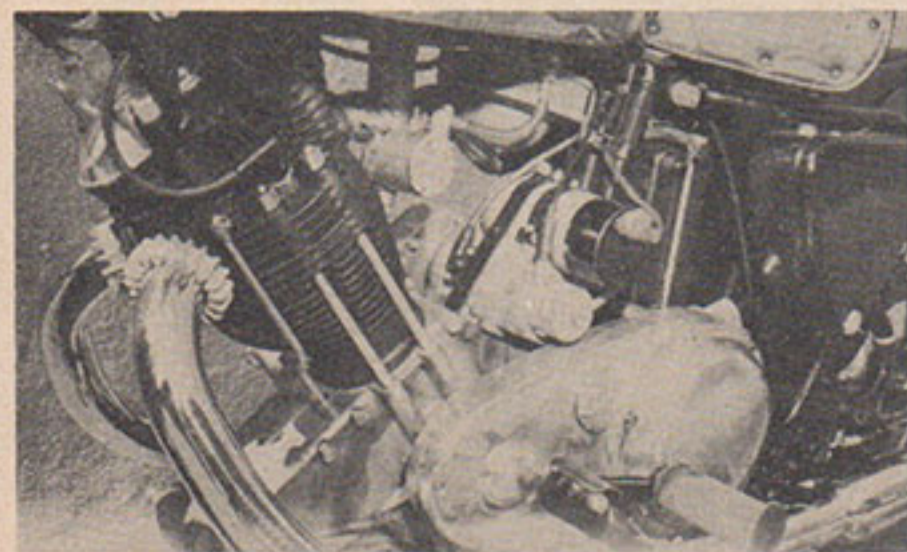
WATER SPILLWAY FORMS BACKGROUND FOR CYCLE TESTER GIB BLACK AND PANTHER "100"



REAR WHEEL OF PANTHER "100". NOTE FULL HUB AND ADJUSTABLE ARMSTRONG SHOCK ABSORBERS.

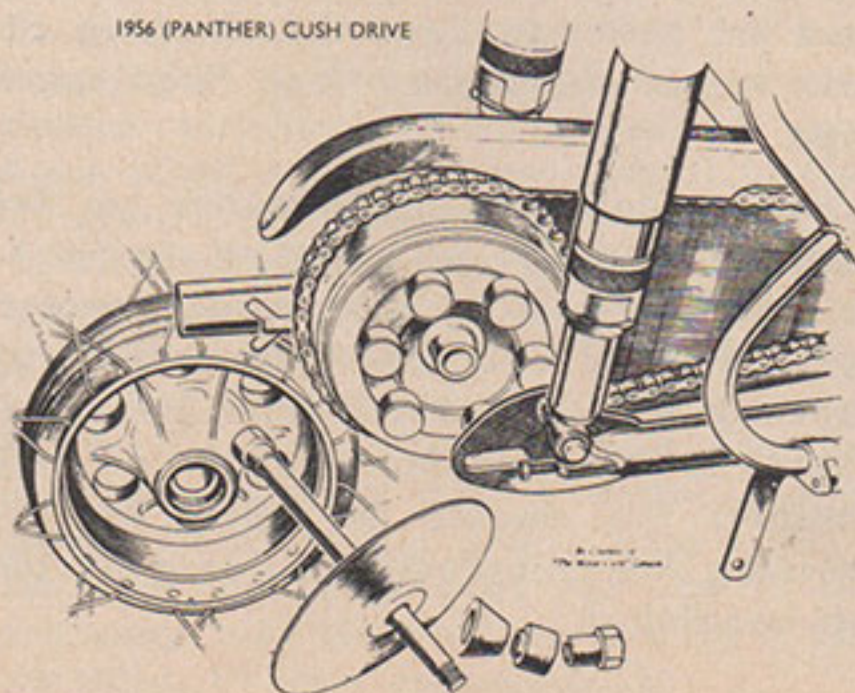


RIGHT SIDE OF PANTHER "100" ENGINE. NOTE WET OIL SUMP, CHROMED PUSH ROD COVER, HORN, BATTERY AND EASE OF ACCESS.



LEFT SIDE OF PANTHER "100" POWER PLANT. NOTE LARGE AIR CLEANER, FINNED EXHAUST PORTS AND POLISHED CASES.

All in all we found the Panther 100 to be a ruggedly constructed motorcycle of simple straight-forward design. Large capacity, ease of maintenance and outstanding low-speed torque combine to make this a machine that should give many miles of trouble-free service. It is particularly attractive for use as a sidecar machine. ★



1956 (PANTHER) CUSH DRIVE

PERFORMANCE SUMMARY

TOP SPEED:

Third Gear.....69.50
Fourth Gear.....87.00

ACCELERATION:

Quarter Mile.....16.9 seconds
Tenth Mile.....9.0 seconds

BRAKING DISTANCES:

(Full stop from 20 mph.)
Front Brake.....18 feet
Rear Brake.....24 feet
Both Brakes.....13 feet

GASOLINE MILEAGE:

Average for test.....68 mpg

SPECIFICATIONS

ENGINE: 600 cc ohv Single. Engine inclined forward forty-five degrees and forms down-member of frame. Bore 87 mm. Stroke 100 mm. Compression ratio—6.5 to 1. Two-port exhaust. Amal carburetion.

GEARBOX: Burman, four-speed with positive stop gear change. Multi-plate wet clutch.

FUEL TANK: Large capacity — 4.8 gallons, chrome panels.

FRAME: Heavy gauge with engine forming down tube, telescopic front forks, swinging arm rear suspension with hydraulic damping. Adjustable shock absorbers.

WHEELS: 19 inch plate spokes and rims. Full width hubs. 19 x 3.50 tires.

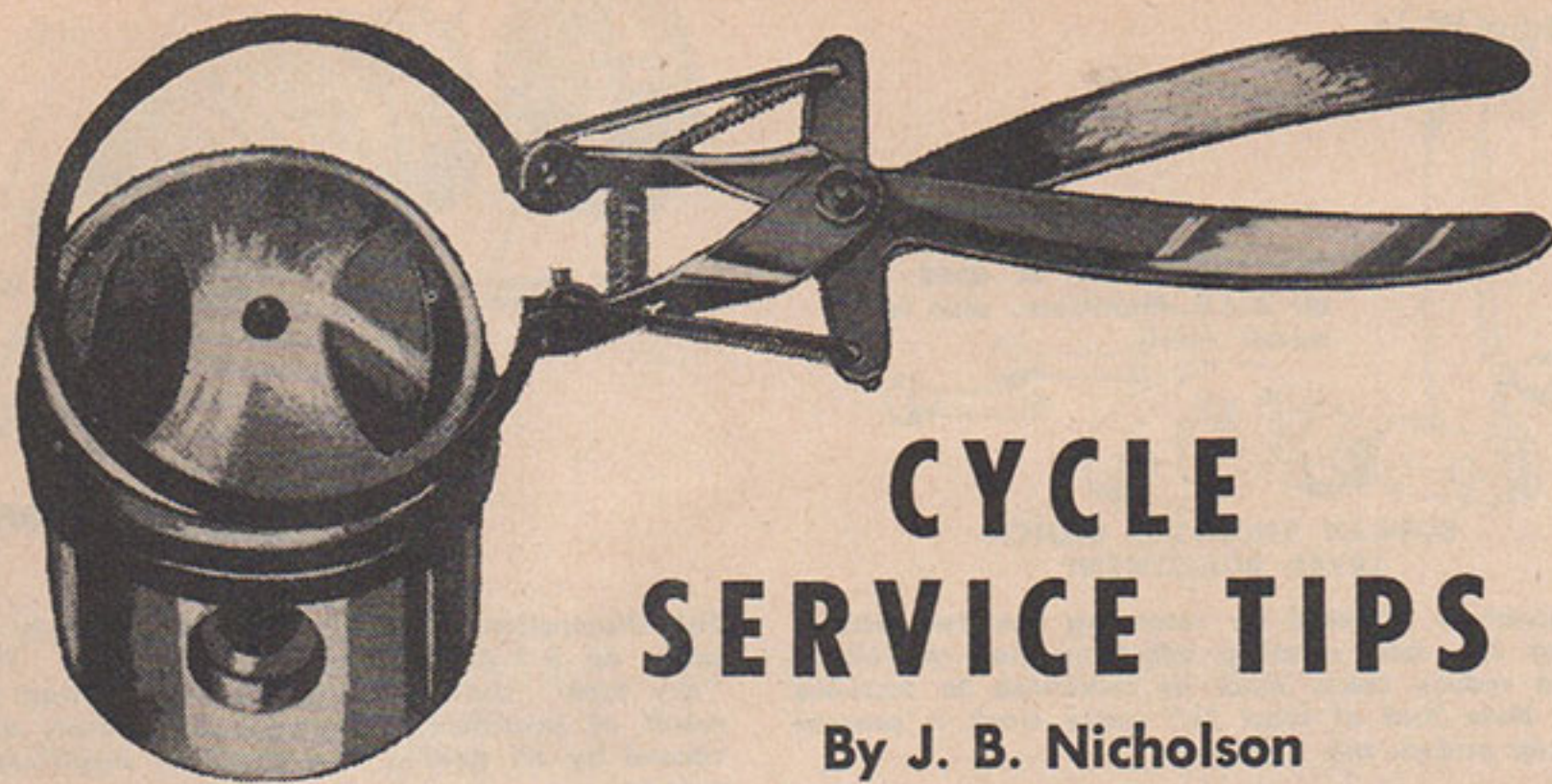
BRAKES: 8 inch diameter, finger adjustment front and nut adjustment to back brake.

ELECTRICAL EQUIPMENT: Magneto ignition, full lighting equipment.

WEIGHT: 426 lbs dry.

FINISH: Black, with chromed fuel tank panels. Engine cases polished alloy. Chromed pushrod tube cover. Polished aluminum hubs.

MANUFACTURERS: Phelon & Moore, Limited, Cleckheaton Yorks. England. Test machine furnished by York Motors, 4529 Shattuck Ave., Oakland 9, Calif.



CYCLE SERVICE TIPS

By J. B. Nicholson

SERVICING REQUIREMENTS

(Continued from April issue)

Valves—Refacing of valves and recutting of seats with electric valve seat grinder equipment should be done on all top motor overhaul jobs. When accurately done, no grinding in is necessary. It is of utmost importance that all carbon deposit on exhaust valve stems be thoroughly removed. This can be done on a wire buffing wheel or by using fine emery cloth on valve stem driven in a high-speed electric drill. Valves should be replaced when they reface out to a sharp edge, and stem wear, checked with a Micrometer, measures .004" or more.

Valve Guides—With a few rare exceptions guides have standard bore sizes of 5/16, 11/32 and 3/8. Valve guides are best measured for wear by checking with valve seat reconditioning pilots. If the .002" oversize pilot enters guide easily, indicating wear of possibly .003" or more, replacement is recommended.

Valve Springs—Compare length against new springs and replace if short 1/8" or more. Where maximum performance is required it is advisable to replace springs on every valve job.

Cam Followers—Rate of cam follower wear varies considerably. On motors known to suffer from cam follower wear, these parts should always be examined when overhauling. Badly worn cam followers cause very noticeable noise, often mistaken for piston slap. Continued operation with worn followers will cause cam wear, possibly necessitating cam replacement. Where cam followers are worn to a depth of .010" or more and where cams are worn as much as 1/32 off maximum lift, replacements are recommended.

Piston Pin Bushings—Standard pin clearance in rod bushings range from .0005-.001". Bushing replacement should be made when pin clearance is .0025" or more.

Mainshaft Bearings—Mainshaft bearing replacement is indicated when there is noticeable straight up-and-down play. Anything over .004" is excessive. On ball bearings, if there is a very noticeable roughness or evidence of rusting, replacement is advisable as rapid wear may develop. On plain bearings such as the right-side crankshaft bearing on Ariel Fours and B.S.A. Twins, replacement should be made when reconditioning, if clearance exceeds .002", in order to maintain satisfactory oil pressure.

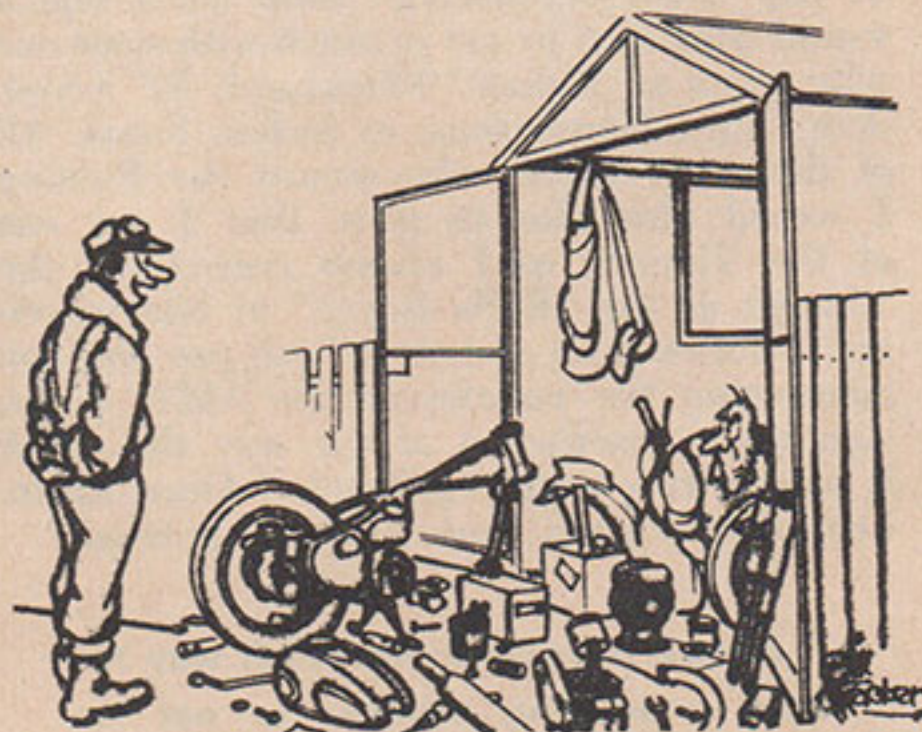
Con-rod Big End Bearings—Although operation can be continued sometimes for a few thousand miles after perceptible straight up-and-down con-rod big end clearance develops, if noticeable "shake" can be felt, replacement should be made. Clearance of .004" is considered the outside safe operating limit.

Chains—Chain life varies tremendously with operating conditions. Life of the average exposed rear chain runs between 5,000 and 10,000. Primary chains running in oil have a much longer life, if lubrication is maintained. The simplest method of determining wear is to grasp a link of chain with the thumb and forefinger, midway on sprocket, and note how far chain can be lifted away from sprocket. When chain can be lifted away one-half the height of the teeth or more, it should be replaced. If the chain is removed, it can be measured both extended fully and then closed up as much as possible. If variation is 3/16" per foot or more, it should be replaced. Running with a badly worn chain is false economy as the rate of sprocket wear is greatly increased.

Fork Bushing—Need for bushing replacement on telescopic type forks is indicated by noisy operation on rough roads and very noticeable movement of the bottom of the lower leg, rearwards, when the front brake is applied. If a block is placed under the engine to hold the front wheel clear of the ground, lower fork legs can be grasped and by pulling back and forward, the amount of bushing wear judged. When this is very perceptible, replacement should be made or steering will suffer.

Fork Steering Head Races—If steering is stiff after head bearings have been correctly adjusted and there is a tendency for the forks to stick in one position, pitted head races, most likely the lower, are probably the cause and the only cure is replacement.

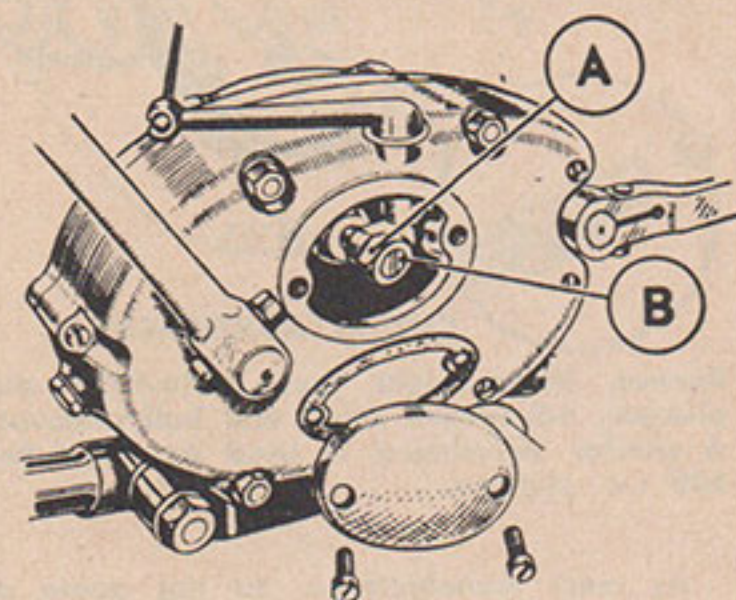
Determining your replacement needs along the line indicated here will ensure a good standard of mechanical reliability while avoiding unnecessary expenditures. ★



What are you planning to do this weekend, Joe?

CYCLE/MAY, 1957

CLUTCH CARE...



This set screw type clutch adjustment is common to B.S.A., Triumph and other imported models. To reduce control slack, slacken locknut "A" and turn screw "B" in. To increase slack turn screw out. Retighten locknut after adjusting.

Clutch trouble is something the majority of riders are unhappily familiar with. All will agree it is a frustrating experience to have a burned-out and slipping clutch, a racing engine and no power at the wheel, or the other fault of extreme drag, making gear changing and neutral selection difficult. Fortunately, this trouble is not too hard to avoid by suitable servicing and some measure of care in operation.

Some models, of course, are more susceptible to clutch trouble than others because clutch capacity is barely sufficient and there is no reserve to cope with prolonged maximum loading, slipping, or to allow appreciable latitude in spring pressure or control adjustments. On such machines maintenance of correct adjustment and reasonable care in operation is essential if repeated clutch grief is not to occur.

Although the clutches of most machines are adequate when properly maintained and carefully used under reasonable conditions, the lack of reserve capacity and the nature of some types of clutches result in great susceptibility to trouble if these conditions are not satisfied.

Here are some tips on clutch care:

Clutch Slip—The first signs of this trouble developing show up in crank slippage when starting engine from cold or motor speedup when throttle is opened on load, without corresponding road speed increase. Don't put off corrective action or you will end up putting in a complete set of plates.

Control Slack—The first essential is to maintain a minimum of 1/8 inch free control cable slack measured at the handlebar lever nipple or the clutch lever on gearbox. It is wise to get into the habit of frequently moving the clutch lever and noting the amount of free movement. It is wise to check this during or after any run that imposes a severe load on the clutch, such as a run through mud or hill climbing activity.

Control slack is generally provided for by both an outer control cable threaded adjuster and an adjustment screw on the gearbox clutch operating lever. Models without the operating lever adjustment generally have an adjustment screw located in the centre of the clutch pressure plate.

The cable adjustment should be first effected so that the gearbox operating lever operates through the most favourable angle. This means that when the control is operated the cable and lever should be approximately at right angles. Note that it is only necessary to make this adjustment when the lever operating angle is obviously unfavourable. Normally the adjustment should be taken up on the adjusting screw at the clutch lever or pressure plate and set to provide the minimum 1/8 inch slack in cable.

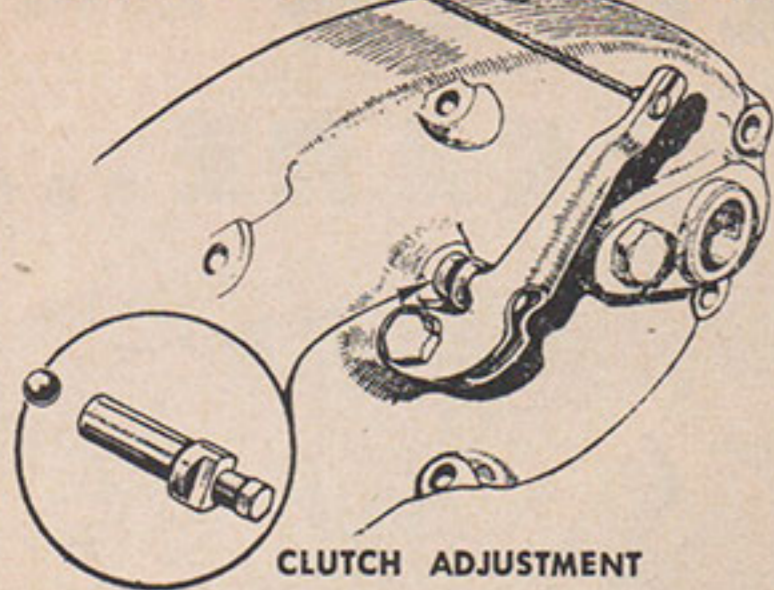
Spring Pressure Adjustment—Need for adjustment is indicated if there is either clutch slip after control adjustment has been made or, at the other extreme, clutch drag causing difficult neutral selection and notably noisy engagement of low gear.

If there is slip, spring should be tightened a turn or two and note that clutch still frees completely when disengaged. It should be observed that the outer plate throws off evenly when the lever is operated. If not, individual adjustment of the clutch springs should be made to achieve this.

On some models, such as Villiers and Royal Enfield, that do not have the normal type of clutch spring adjusting nuts, an even throw-off can be accomplished by placing shim washers under the weaker springs, that is, those on the side of the pressure plate that throws off the most. By some trial and error work it is generally possible to get a fairly even throw-off on the outer plate which vastly improves the clutch operation and gear changing. On these Villiers and Enfield types, the clutch spring cap screws are normally fully tightened, the outer spring plate butting directly against the spring stud ends.

(Continued on page 42)

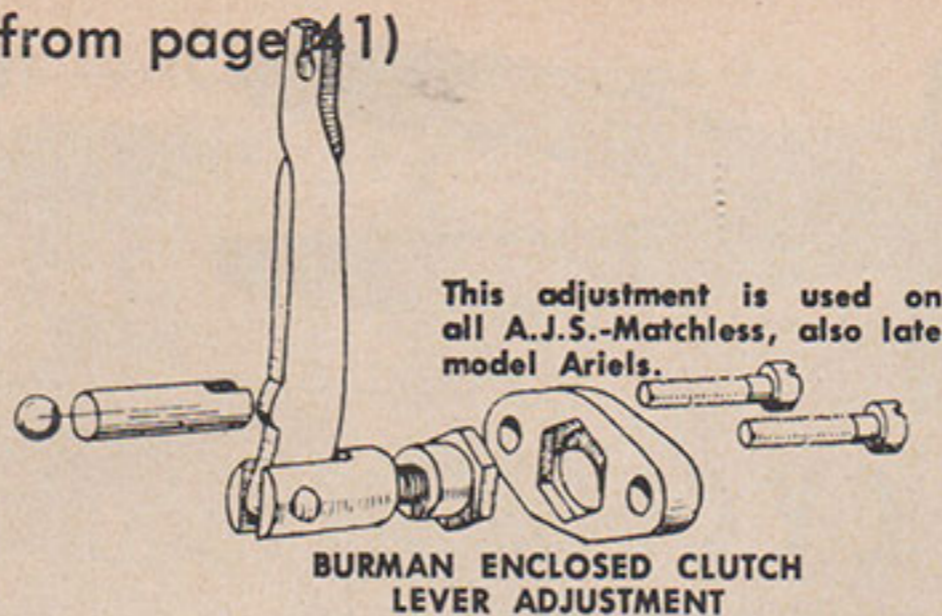
CLUTCH CARE — (Continued from page 41)



Burman Heavyweight type 1934-1952 showing the plunger, adjustment screw and ball removed in circle. A similar adjustment is used on Royal-Enfield 350-500 c.c. clutches.

As most manufacturers do not quote any spring pressure adjustment, determining this is up to the operator. The objective, of course, is to adjust to a pressure that will be sufficient to prevent any slip under maximum load conditions and yet not make the clutch undesirably stiff to operate. One method is to tighten the springs to the point that clutch slip on cranking disappears and then screw them up a couple of turns further, then make a slight individual adjustment to obtain an even throw-off of the outer plate. Another method is to tighten the springs considerably more than necessary to the point where the clutch is quite excessively stiff to operate and then slacken just sufficiently to obtain reasonably easy operation, followed with the individual adjustment for even throw-off. Generally, on single cylinder engines, if the clutch does not show any sign of slippage on cranking, the pressure is sufficient. On multi-cylinder jobs this is not always the case and the clutch may hold on cranking but not have sufficient grip to transmit the maximum torque developed.

Clutch Plates—There are various types of clutch plate frictional material in use. These include cork, asbestos fabric, Neoprene and Neolagnite. Cork plates provide good load capacity with light spring pressure but will not stand much prolonged slipping or abuse without burning out. They can be operated dry or in oil. The asbestos fabric type material is most generally used on dry type applications. More spring pressure is required for the same load capacity and clutch operation is comparatively stiffer. This material, however, has the advantage of being able to withstand a great deal of slipping without damage. The Neoprene and Neolagnite materials are more recent developments. They are unaffected by oil and the spring pressure requirements do not differ



This adjustment is used on all A.J.S.-Matchless, also late model Ariels.

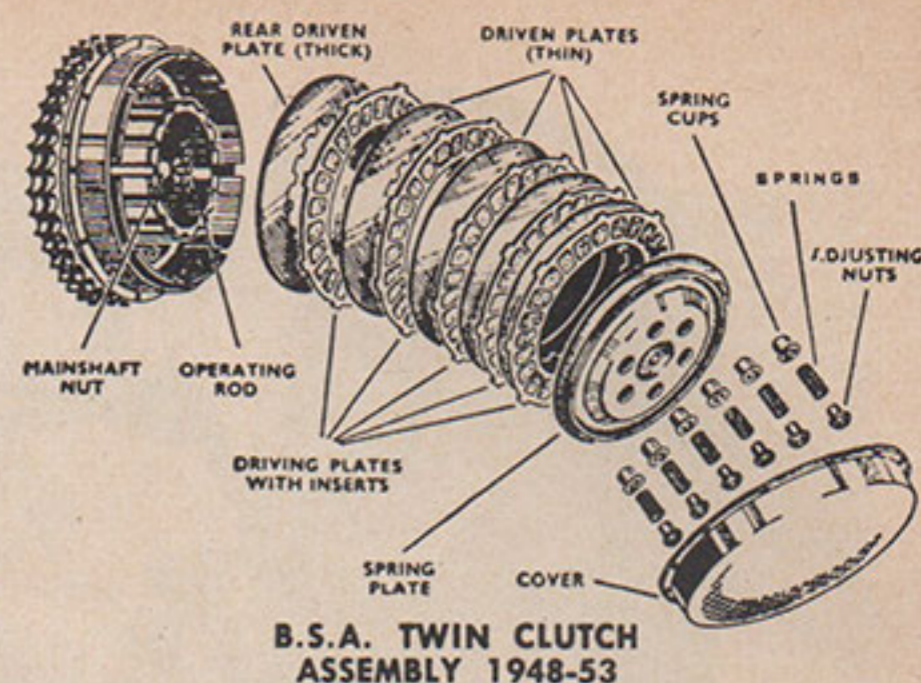
Adjustment is effected by removing the two screws securing cap and rotating adjusting nut anti-clockwise to reduce cable slack or clockwise to increase slack. Note that at least $\frac{1}{8}$ " cable slack is present after cap screws are tightened.

much from cork. They will withstand a considerable amount of slipping without damage. These plates are now available as replacements for the original cork type fitted on various makes and are highly recommended.

Steel Plates—The condition of the steel plates should not be overlooked when servicing. These may become badly warped as a consequence of severe overheating and in some instances these plates are not as flat as they should be when new. The result of the combined amount of warpage in five or six steel plates is often sufficient to cause very severe drag with the clutch lever fully disengaged. Steel plates should be checked on a flat surface before assembling. If warped more than $\frac{1}{32}$ inch, an effort should be made to straighten, which sometimes can be fairly easily done, or replacement should be made. New plates should likewise be checked for flatness. Many cases of persistent clutch drag and gear changing difficulty have been traced to warped steel plates. If the steel plates are scored as a result of operation with badly burnd-out inserted plates, new steel plates should, of course, be fitted. If not available, an effort should be made to smooth down with emery cloth, otherwise rapid wear of the new inserted plates will result.

Clutch Lubrication—S.A.E. No. 10 engine oil is the most suitable for oil bath primary chain cases with wet clutches. Notable exceptions are Ariels which have the clutch operating dry and located outside the chain case, and B.S.A. twin models 1953 and earlier which have a dry-type clutch within the primary case. Heavier oil, of course, can be used in the primary cases of these models.

The B.S.A. twin models with the dry-type clutch have presented problems as a result of oil working into the clutch. This can result from either overfill-



B.S.A. TWIN CLUTCH ASSEMBLY 1948-53

This illustration shows the order of assembly of clutch parts on B.S.A. Twin model gearboxes. This is a "dry type" clutch, and clutch "slip" that is not a result of insufficient slack in the control, usually is caused by oil getting into clutch or insufficient spring pressure.

ing the primary chain case or overfilling the gearbox, when oil will pass through the mainshaft centre into the clutch. Clutch slip quickly results and the only thing to do is to dismantle. Sometimes these fabric insert-type plates can be restored by cleaning in carbon tetrachloride or boiling in a detergent soap-and-water solution. Even when this is done some further oil may work out of the inserts in use, reducing clutch grip. Where the plates have been badly oil soaked replacement is advisable. Where repeated trouble may be experienced with oil working into this type of clutch a good policy is to replace with cork-inserted plates, which are available, and abandon the clutch dome cover and operate with a wet clutch. The 1954 and later model B.S.A. twin clutches are also sensitive to excessive primary chain case oil. These do not have the enclosed clutch but they have fabric inserts and care must be taken not to overfill the primary chain case, otherwise clutch slip will result. Here again, replacement with cork-inserted plates or one of the new types not affected by oil is worth considering.

Clutch Control—The clutch control itself should not be completely overlooked. Lubricate the nipples and exposed ends occasionally. Route cable so that it does not have unnecessarily sharp bends or suffer possibility of damage from abrasion or by getting pinched between the frame steering head and the fork stops. An easy operating clutch control adds much to riding pleasure. Whenever installing a cable nipple in the process of clutch inner cable replacement or repair, be sure to countersink the nipple adequately and spread over the wires fully into countersink before applying solder. Having a clutch control nipple pull off on the road can be very awkward and this will not happen if properly installed. ★

MAIL POUCH — (Continued from page 6)

Dear Mr. Clymer:

I've been reading CYCLE for about one year and I like it very much. It's helped me convince my parents that motorcycling is a clean, safe sport. Keep up the good work.

In closing, I would like you to send me the free booklet on how to Teach-A-New-Rider.

CHET TAYLOR
Fairborn, Ohio

Editor, CYCLE Magazine

Dear Sirs:

I've been riding for eleven months, and I've taught five friends to ride my motorcycle. One friend bought a bike like mine. I am going to teach many more and I now have six very close friends prepared to learn. I'm sure all six will buy motors before the summer. I would certainly appreciate it if you would send me a "How To Teach-A-New-Rider" manual.

FRANK ELSIK
Pasadena, Texas

Frank should have been in Cycle's Teach-A-Rider contest—he might have won.—Clymer.

Gentlemen:

Please send your free folder on how to ride a motorcycle, as I never rode one.

Since I became interested, I decided that I must get a motorcycle; and I have learned much from reading CYCLE Magazine.

Paul B. Moberg
5617 Rainier Avenue
Seattle 8, Washington

Seattle dealers—here is a prospect.

Editor, CYCLE Magazine—

Dear Mr. Clymer:

I would like to take this opportunity to congratulate you on your fine magazine, and on your unbiased policy toward all makes of motorcycles regardless of origin. When I read CYCLE each month, I know that it is not dominated by any certain factory, which is more than I can say about one other magazine. One of the main features which I enjoy reading most is your monthly road tests of the new cycles. I was highly impressed by your road test report on the new Indian Trailblazer. Incidentally, I am a Four Cylinder enthusiast, and I would like to correspond with any CYCLE readers whose hobby is "in-line" Fours, or whom own or ride of you "Four enthusiasts" drop me a line. I would also like to get in touch with some one who owns an Indian "Blackhawk 80" Chief. Ace Fours, Hendersons, or Indian Fours. All of the many riders who mourn the Passing I would also like to state that I am one of the Vincent, as I always considered the Vincent as the "Rolls Royce" of two wheelers. I notice a lot of letters both pro and con concerning the policies of the AMA. I can sum up a description of the way the AMA is run in two words: It Stinks! Once again, keep up the good work. CYCLE is tops.

Maybe it depends on which way the wind is blowing whether or not the A.M.A. "stinks" as you say. Some cyclists think it's fine—Clymer.

Editor CYCLE Magazine—

Dear Editor

This year, a few guys rode up the Alaskan Highway to Anchorage, Alaska and then back to the States. I was wondering how to get in touch with them so I can find out how they made the trip and how much it cost.

Larry Mickelsen
P. O. Box 1382,
Anchorage, Alaska

Perhaps some of our readers who have traveled the Alcan Highway will get in touch with Mr. Mickelsen.

Dear Mr. Clymer:

I hope you add this to your collection in "Mail Pouch". I have a very good Harley 125cc. I have outrun most 165's with it. I was reading Thomas Lyner's letter in Mail Pouch. I have the same trouble he has. I am the only boy in our school of 800 that rides a motorcycle. Some have motorbikes, but not motorcycles. I have ridden a lot of people and got them interested in riding. I ride a motorcycle and my dad has a Harley 74 OHV, but I don't consider us roughnecks. I know most of the time the boys from around the county that I ride with act like gentlemen. I know that most of us fellows who ride are gentlemen. I've never seen anything wrong with our group of motorcyclists. I think we all should try to promote motorcycling throughout the country. I think it's the greatest sport in the world. Your magazine is doing much for the sport. Good luck, riders.

Carl Hawthorne
Coshocton, Ohio

MY EUROPEAN TRIP

Concluded from April Issue

On the way north again we drove along the Italian Riviera on the Mediterranean coast. There are beautiful beaches along here and the weather was great.

Steve and I decided we had to see the leaning tower of Pisa so we took this in and we were told to be sure not to tip our cameras unintentionally to square it in the picture.

Hotels and restaurants in Monte Carlo were not as expensive as we expected so we stayed here a couple of days laying around in the sun.

We made Paris in three days from Monaco and here Steve and I had to separate for Steve could only get three months off work. He flew home to Detroit after we spent three days in Paris seeing all the sights we could in the short time we had. We managed to take in the more famous sights as the Eiffel Tower, Arch of Triumph, Notre Dame Cathedral and others.

We also saw the Fontainebleau and Versailles palaces with the latter seen at night with the fountain and the Palace itself illuminated.

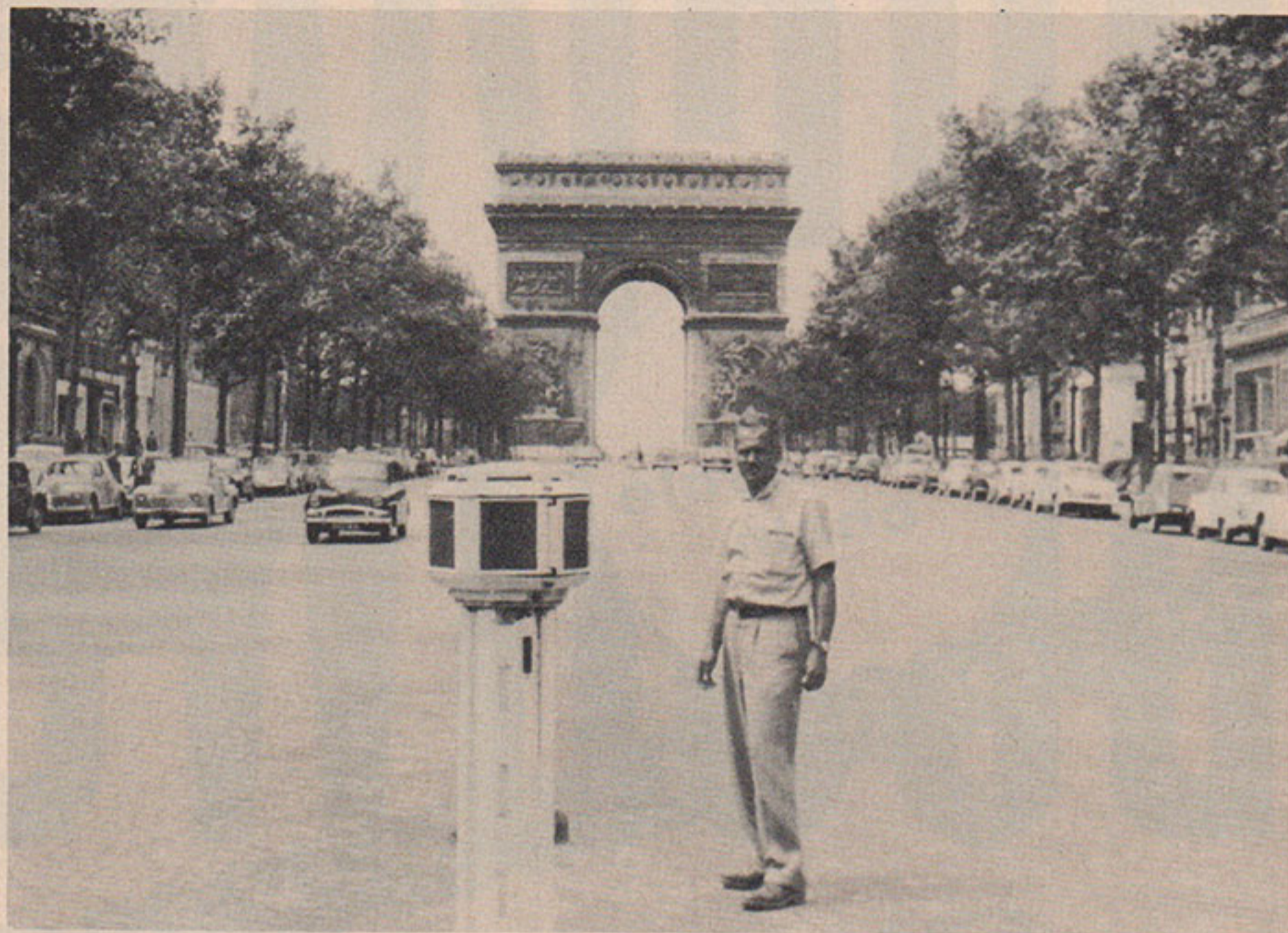
For eighteen dollars I flew my bike and myself back to England from northern France. This is sure a convenient way to cross the channel.

In England I drove north again to my friend's house and then we rode together to see the Clayton Trophy Trial. This trial had many sections with very loose rocks and stones in them and to see the stars go over these is something to be seen in order to be believed. Balancing artists is an appropriate name for them.

The next day we took in a scramble that I enjoyed very much.

I sailed from Southampton August 8th and enjoyed another fine Atlantic crossing.

The trip took in 11 countries and 9500 miles. We enjoyed the trip very much and recommend it to any readers who have been thinking of going. Once you're over there you can travel much cheaper than here. Generally small hotels are from \$2.00 to \$4.50 for a double room with a small breakfast.



Arch of Triumph, Paris. Traveling companion Steve in picture.



Roman Forum, Rome, Italy

I spent about \$1400 for the trip. This includes boat fare for myself and side-car outfit, insurance and papers, gas, repairs on the bike, food and lodging, and boat fares to Scandinavia and back. Steve spent about the same. This does not include some cameras, film,

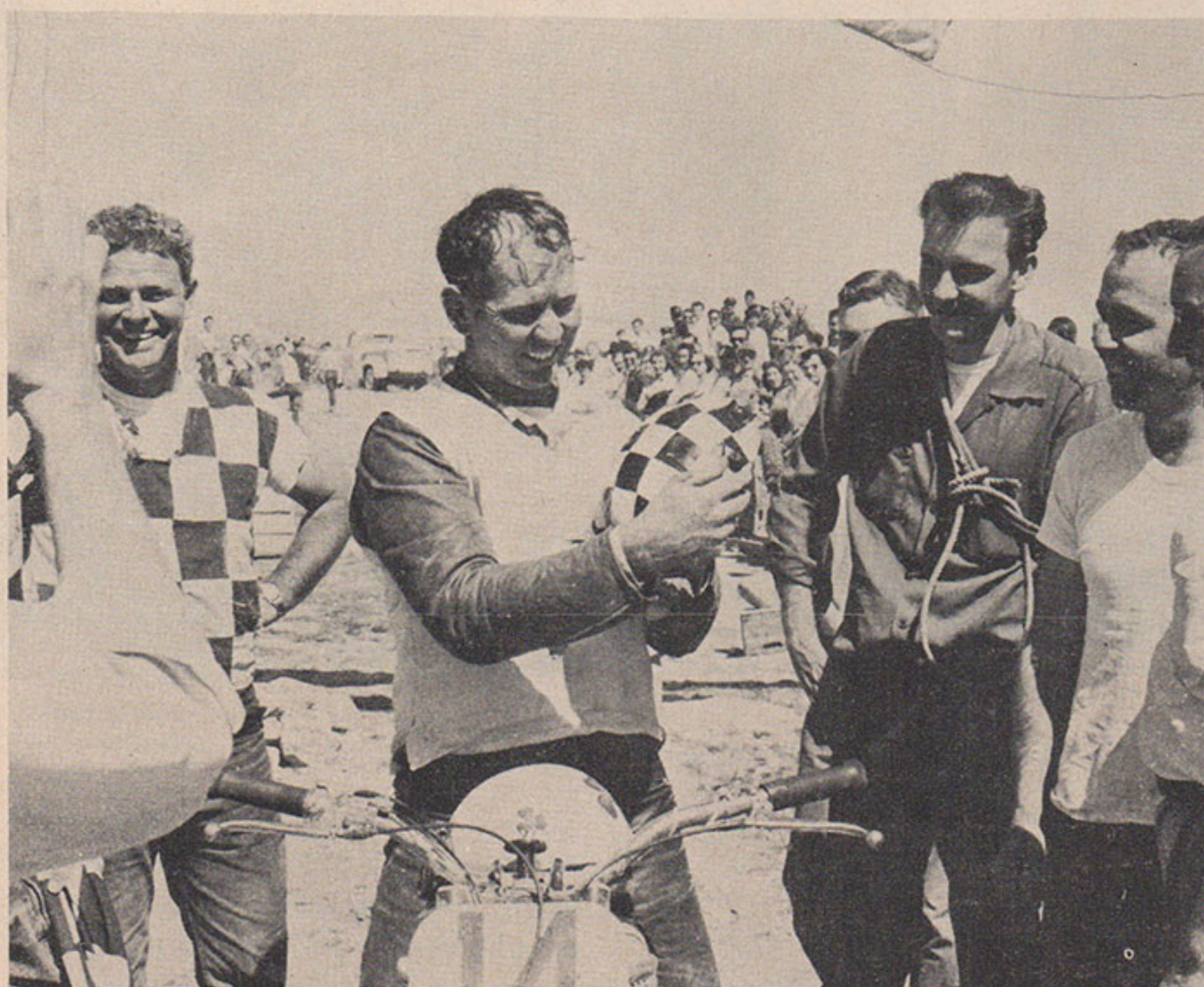
and gifts I bought. This isn't too bad when you consider I was gone 31½ months and stayed in hotels all the time. It could be done for much less. One thing for sure, I've never regretted taking the trip. ★

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1957 Cross Country Champion Buck Smith at the finish with Turtle "Checkers", the Club Mascot.

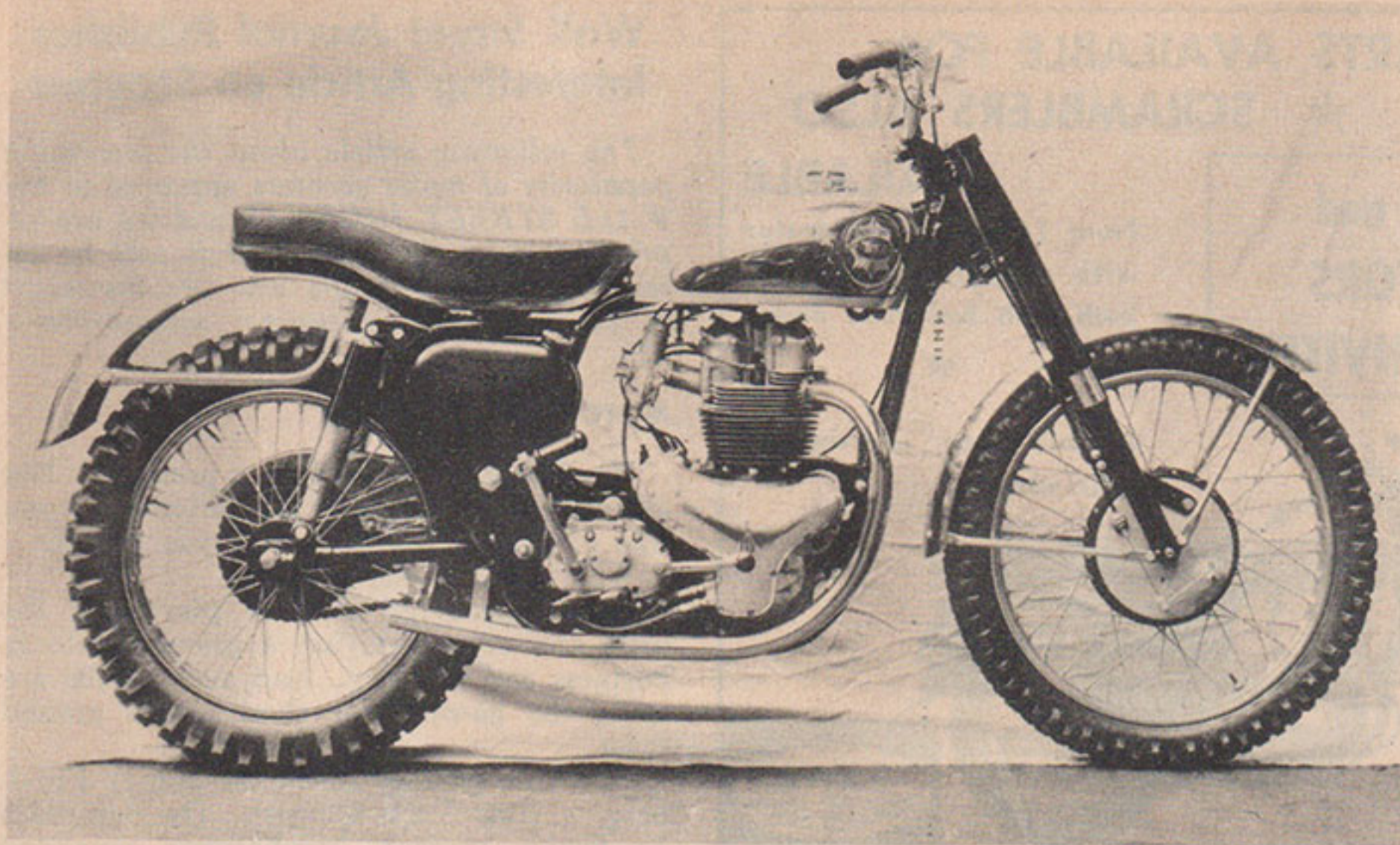
Motorcycling Receives Excellent Television Coverage

The National Championship Cross Country event recently staged by the Checkers Motorcycle Club received some excellent publicity and most of the 30-minute program of John Dagget, producer of the Open Road Show (Channel 9, KHJ-TV Los Angeles) featured a film of the Cross Country events.

Also, on the program live, was last year's National Champion, Bill Postel. Bill represented the Checkers Club and presented this year's winning trophy to Buck Smith, the 1957 National Cross Country Champion.

This type of publicity is certainly well worth-while and results in excellent public relations for the motorcycling fraternity.

Perhaps a request from some of the Western riders could induce producer Dagget to reproduce other motorcycling films in the future. If you agree, why not drop a line to—John Dagget, Producer The Open Road Show, KHJ—Television, 1313 No. Vine St., Hollywood, Calif. ★



BSA 40" SCRAMBLER

BSA Announces New 40" Scrambler Model

Taking note of a fast rising American interest in Scrambles and cross country competition, BSA now announces a new, and extremely potent 40 cubic inch twin cylinder Scrambler model. Designed to give the competition enthusiast the maximum in usable horsepower coupled with light weight and the best in handling, this new model is christened the "Spitfire Scrambler," and details of its set up are sure to interest every sports minded motorcyclist.

Basically, this latest addition to the wide BSA range is a 650 c.c. Rocket engine modified to Scrambles specifications and fitted to a lightweight swinging arm frame of the well known BSA double tube type.

The "Spitfire" power plant differs in several respects from the road type Rocket engine. Taking note of the fact that horsepower low down in the rev scale is a great asset to the Scrambles rider, BSA has fitted a modified alloy cylinder head to accommodate a 1-1/16" Amal Monobloc carburetor, 9-1 compression pistons, and the well known BSA racing "357" type camshaft, the combination resulting in plenty of horses where they are needed in scrambles type racing. Contribut-

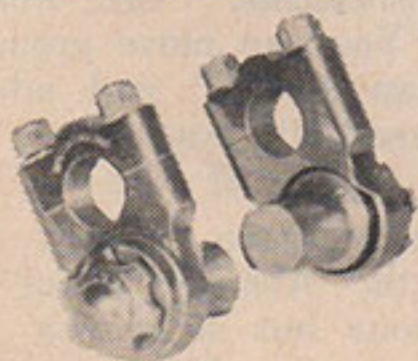
ing to exceptional power output through added rigidity are the heavy base cylinder block and heavy duty crankshaft employed in this new job. Intended for off-the-road racing, a straight through exhaust system is supplied on this model.

A BSA four speed gearbox with scrambles type ratios is fitted, and the lightweight frame is provided with a sturdy engine undershield. A 2 gallon sports type fuel tank and sports type dual seat are standard equipment as are Dunlop Sports type tires. Extra ground clearance for rough going is a feature of this frame, fork, wheel combination.

The Spitfire Scrambler is attractively finished with silver, chrome panelled tank, chrome fenders and black frame. No lighting equipment is supplied on this stripped-for-action model.

Full information and delivered price can be obtained from any BSA Dealer. Specification sheets are available from the dealer or through the nearest Distributor. Eastern riders should contact BSA Incorporated, 639 Passaic Ave., Nutley, N. J., Western Distributor is Hap Alzina, 3074 Broadway, Oakland, California. ★

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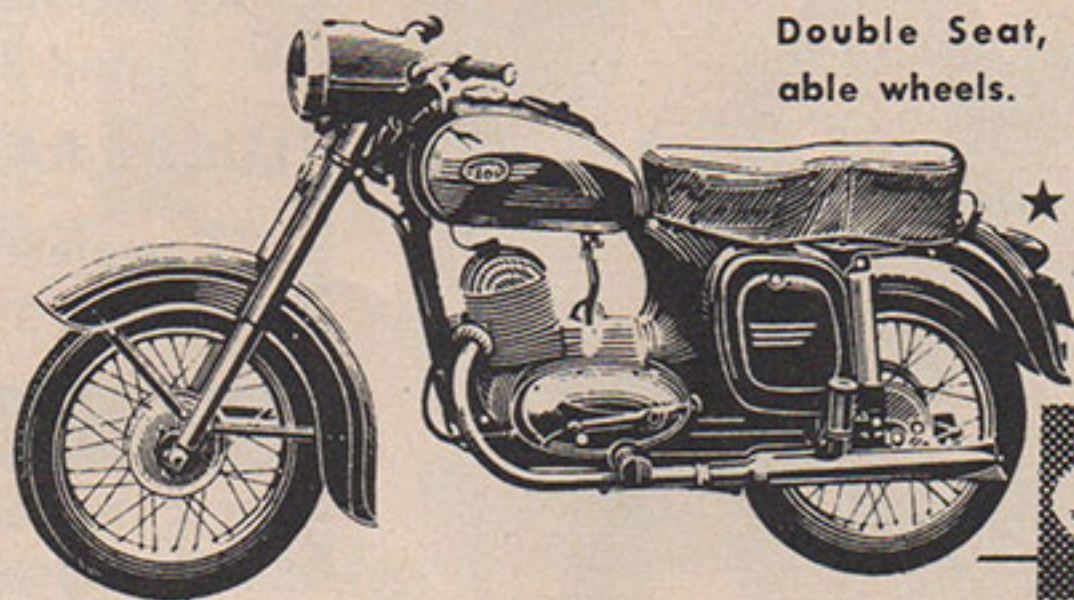
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Wall Street Journal Publishes Interesting Article on Scooters

The following article about the increasing popularity of motor scooters appeared in the *WALL STREET JOURNAL* and we are reprinting it in the belief that it will be interesting to our readers who are interested in scooters and lightweight motorcycles—*ED.*

MOTOR SCOOTERS SELL

Mr. Motorist: Is parking a problem? Not getting enough miles to the gallon? Do you like plenty of fresh air when you drive?

Well, try a motor scooter.

Once considered only a plaything, the little scooter is enjoying a growing role in business and industry. And more adults are using the go-carts for short jaunts around town.

Take the case of scooterist Sidney Freidberg, a New York attorney. On Saturdays he buzzes through Manhattan's congested streets on his two-wheeler making 15 to 20 calls about real estate matters. "I don't have to worry where to park it," Mr. Freidberg says. "I can always squeeze the scooter in somewhere."

UP AND DOWN THE AISLES

In Ford's huge Chicago aircraft engine plant, the supervisors and foremen go up and down the aisles on inspection tours in a fleet of 75 scooters. "It saves miles of walking," says a Ford man, "and cuts down on bunions."

As sales rise, scooter makers are enlarging their lines, adding more of the three-wheel delivery and industrial types. They're also beating the bushes for additional distributors.

Italy's Vespa was introduced to the American market last year. Phillip Theodoli, general manager of Vespa Distributing Corp. of New York, says Americans bought 11,500 Vespas in 1956—some 1,500 more than had been forecast for the year by the manufacturer, Piaggio & Co. of Genoa. That does not include sales of the Cruisaire, made by Piaggio and sold through Sears Roebuck & Co., a Vespa spokesman says.

Robert H. Ammon, president of Cushman Motor Works, Inc., of Lincoln, Nebr., the chief U. S. producer, reports 1956 sales were 20,000 scooters, up 25% from 1954. And Charles Pozzi, a New York executive of Innocenti Corp., Italian producer of the Lambretta, says "we doubled sales" last year over 1955. Though there are no overall figures, the best guess is the U. S. market absorbed from 40,000 to 50,000 scooters last year. Cushman says there are 250,000 scooter owners in the country.

SMALLER WHEELS, FEWER HORSES

Dan Tellman, scooter buyer in Chicago for Sears, believes the scooter is taking the place of the motorcycle as a pleasure vehicle for young people. "It's less of a safety hazard," he says. The scooter, of course, has smaller wheels and fewer horsepower. You sit in it, not astride it, as you do on the motorcycle.

Scooter officials plug their baby as the "answer to specific problems." Mr. Pozzi of Innocenti insists: "You can move around in it more easily than a car," and adds, "you certainly don't need 200 horsepower to go to a drugstore for a pack of cigarets."

Two-wheel scooters measure roughly 68 to 77 inches in length. Average speed is 20 to 25 miles an hour but some can go
(Continued on page 47)

CYCLE PUBLISHER SCHEDULES SPEAKING DATES FOR MAY

Floyd Clymer, publisher of CYCLE and AUTO TOPICS as well as two hundred books pertaining to automobiles and motorcycles, is to appear as speaker at the Huntington Park (Calif.) Kiwanis Club at noon on Friday, May 17.

On the evening of May 22 (Wednesday) Mr. Clymer will speak before members of the monthly meeting of the Engineering Society of Detroit, an organization of over 7000 members. His talk will take place in the Society's building at 100 Farnsworth (at Woodward) in Detroit. The auditorium where the meeting is to be held seats 1,000.

Clymer's subject for both meetings will be "THE AUTOMOBILE AND MOTORCYCLE INDUSTRY—PAST AND PRESENT." Clymer will relate his many experiences throughout the years, starting when he was the "World's Youngest Auto Dealer" at Berthoud, a small town at the foothills of the Colorado Rockies some 50 miles north of Denver. At the age of 11 Clymer was a dealer for Reo, Maxwell and Cadillac cars and Thomas Auto-Bi Motorcycles. At the age of 15 he and his 14-year-old brother started a cross-country test in a Studebaker Flanders "20" from Denver, Colo to Spokane, Wash. He later sold Ford, Studebaker and Dort cars and was Rocky Mountain distributor for Indian, Excelsior and Henderson Motorcycles. He also manufactured the ball-and-socket Clymer Spotlight, which operated through the car windshield, and it was a popular accessory in the early twenties.

Clymer will outline his many interesting and unusual experiences down to the present day, which will include comments on his long motorcycle experiences both as a competition rider and dealer. ★

WALL STREET JOURNAL PUBLISHES —(Cont. from page 46)

up to 65 m.p.h. Scooterists tell you they'll get 75 to 110 miles to the gallon, depending on the speed. In Detroit, Cushman's two-wheel scooters range from \$256 for the three-horsepower Highlander to \$418 for the five h.p. Eagle. Accessories are extra cost: A Lambretta, for example, including white wall tires, clock, speedometer, torsion bar for a "softer ride" and airplane shock absorbers, retails in Detroit for \$468.

Michigan Bell Telephone Co., using several three-wheelers in downtown Grand Rapids, says the scooters cost as little as \$5 a month to operate. Donald Ringold, a Bell repairman, has been putt-putting on one since last fall. Before he got the scooter, he had only his tool-bag to keep his equipment in; on occasion he would have to walk a half-mile back to the office for a spare part. "Now," he says, "I keep extra parts in the cargo space in back." Mr. Ringold couldn't use a car on the job, since parking space was at a premium.

John J. Jallovac, Jr., a Dodge-Plymouth dealer in Cleveland, uses a Cushman scooter to get from his showroom to his warehouse, a thousand feet away.

Three-wheelers, which are popular in plants and for delivery purposes, sell for \$650 to \$1,000, depending on the equipment. Lambretta offers one with an aluminum panel body and a rear door. Cushman and Vespa also brought out new three-wheelers recently.

There's one dark spot in the scooter picture. Police officials say some teen-age scooterists are a menace to highway safety. In Michigan, a ten-month-old law permits minors 14 and 15 years old to obtain scooter licenses without taking a road test.

Lt. Clay Stockton, in charge of the Operators and Chauffeurs License Bureau for the Detroit Police, says "it's too dangerous" to let such youngsters on the road. ★

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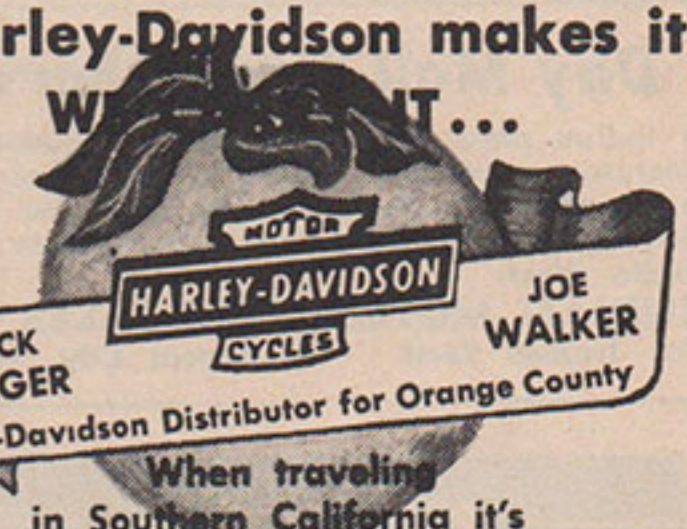
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We have a limited number of extra copies of the folder we used in our CYCLE Teach-A-Rider campaign. This folder gives full details as to the methods used by several famous motorcycle riders and dealers to instruct beginners in the art of motorcycling.

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
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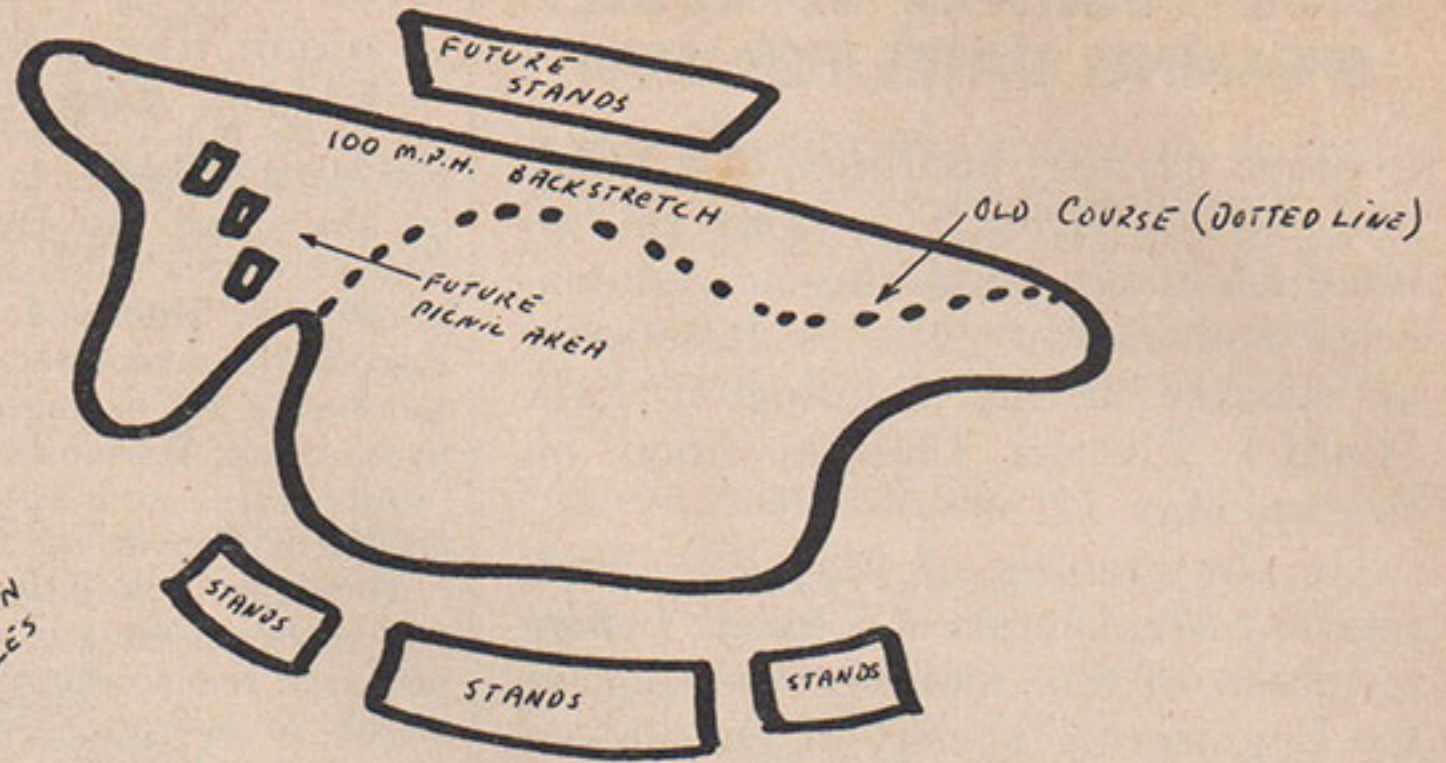
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WHAT MARLBORO WILL LOOK LIKE FOR THE TOBACCO CLASSIC

NEWS ON TOBACCO TRAIL CLASSIC

Of real interest to Eastern Riders is the news just released by The Washington, D.C. Ramblers M.C. (Red House's Gang in Washington) that a \$2,500 purse is being offered for the 75 Mile Motorcycle Road Race, on the new and improved 11½ Mile Marlboro Track, hereafter referred to as The Tobacco Trail Classic. The name may seem misleading, for it smacks of enduro riding, while actually it is a Super-Cycle Week in The Nation's Capital, starting Aug. 26th with conducted tours of the many points of interest in the Washington area, and culminating in the 75 Mile Road Race on Sunday, Sept. 1. Just to make sure that no class is overlooked, a Lightweight Road race—for motors up to 250 cc—will be run on Mon., Sept. 2nd.

The motorcycle calendar is loaded in the D.C. area this year and it is expected that the handful of so-called excommunicated "outlaw" A.M.A. rid-

ers will rejoin the True Faith and get in on all of the fun and some of the prize money in the 1957 season. Red House is to be commended for his efforts in this direction, for most of the treaty-breakers are riders of imported iron, and Red, of course, is one of the most influential Harley Punjabs in the East.

Cooperating with the plan to make the Tobacco Classic the hottest cycle go on the Atlantic coast, are the very active dealer members of The Middle Atlantic Motorcycle Dealers Assn., who need some big activity to keep them busy, now that their pet, Langhorne, has been shelved for possibly a final period.

Cam Dailey, genial flagman for most local A.M.A. events, and Race Chairman for the Tobacco Classic, told "Cycle's" reporter that the new Marlboro Course, with its "Draggin 100" back-stretch will be ready for the
(Continued on page 49)

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NEWS ON TOBACCO TRAIL CLASSIC — Cont. from page 48)

Sept. Race. This 100 M.P.M. straight has two purposes: it not only forms the hottest part of the new course but will also be used for straight car and cycle drags at other times of the year. On June 9th a 10 Star Road Race will warm up the tarmac at Marlboro, and all riders interested in beating the Marlboro Champ, Tommy McDermott (winner of his last 8 out of 10 starts!) are invited to join the crowd, flocking along U.S. Rt. #301 to Marlboro. The attached sketch of the proposed Marlboro Race Course is not intended to be an accurate one, but will serve to compare the old track with the new.

Just when it looked as if the D.C. motorcycle boys were growing too old to run anything good, they came back in 57 with all kinds of plans. Sports Hillclimbs, Drags, Road racing, and

Lightweight Scrambles seem to be the big interests, and even T.T. racing is enjoying a renewal. Winchester's roller coaster will run twice, and Hanover will be a steady thing. All readers of "Cycle" can get the complete picture by simply requesting a Schedule of Local Events from Reiber Cycle Sales, 45 H St., N.E., Wash., D.C.

As you might guess, the unsanctioned flat track running at Vista, Md., plans a busier year, and we understand still another outlaw track may open in this same problem area. Most of the free-thinkers are negro riders, and anything goes so far as equipment is concerned. We've yet to witness our first outlaw gathering but will look into one this Summer.

That's about all on Washington and its International Problems.

"ROCK HOP"



Al Riffard in the "Rock Hop"

Piston Poppers M.C. "Rock Hop," March 17: A bunch of Pennsylvania Dutchmen, headed by Dealers Ed Fisher and Edgar Kauffman, celebrated St. Patrick's Day with a parade of bikes in the club's annual "Rock Hop." The results were not final when we left but we'll ask Fisher to mail "Cycle" a copy. Here are two photos that illustrate the action:

#1: Ed Fisher Makes Like The Lone Ranger. Looking like "Cycle's" old Road-Tester, Officer Felker, Ed Fisher wrings the neck of his little Terrier for the photographer's sake. Ed, supposedly a retired racer, and one-time Laconia Champ, puts in a lot of saddle time with his clubmen pals, and even managed to enter Daytona this year.

#2: Signs of Spring in the East. Al Riffard, scaling in at close to 200, plunges up a slope with his Zunddy two stroke, while Zundapp Dealer

Kauffman, star painter in the area, watches from the side-lines. Hard to believe that there is so much of this lovely, empty enduro country back in the crowded East? Join us next year in the "Rock Hop," and we'll show you more of it! ★



Ed Fisher in the "Rock Hop"

ROCK HOP RESULTS

Parkesburg, Penna.—April 7th. The results of the Rock Hop held by the Eastern Penna. Piston Poppers are as follows:

	High Point		
Frank Dean	H-D	15 points,	lost
Class A Heavyweight			
Elmer Shillingford	Ind.	17 points,	lost
Kroeger	Tri.	44 points,	lost
Howard Triplett	AJS	143 points,	lost
Class B Heavyweight			
Bill Woodard	Tri.	57 miles	
Jay Shunk	Matchless	37.5 miles	
Joe McCamley	Ind.	12 miles	
Class A Lightweight			
Marion Cameron	BSA	35 points,	lost
Cliff Guild	Tri.	51 points,	lost
Al Riffard	Zundapp	89 points,	lost
Class B Lightweight			
James Varnes	Zundapp	55 points,	lost
Lester Davidson	Zundapp	57 miles, 103 points,	
Harry Lee Fisher	Tri.	57 miles, 103 points,	

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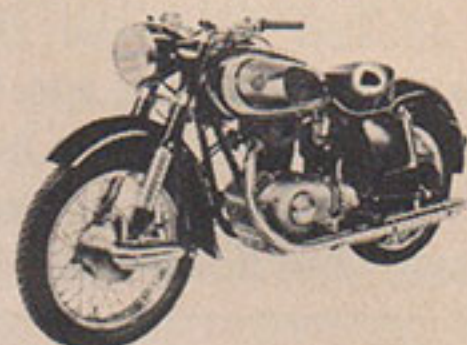
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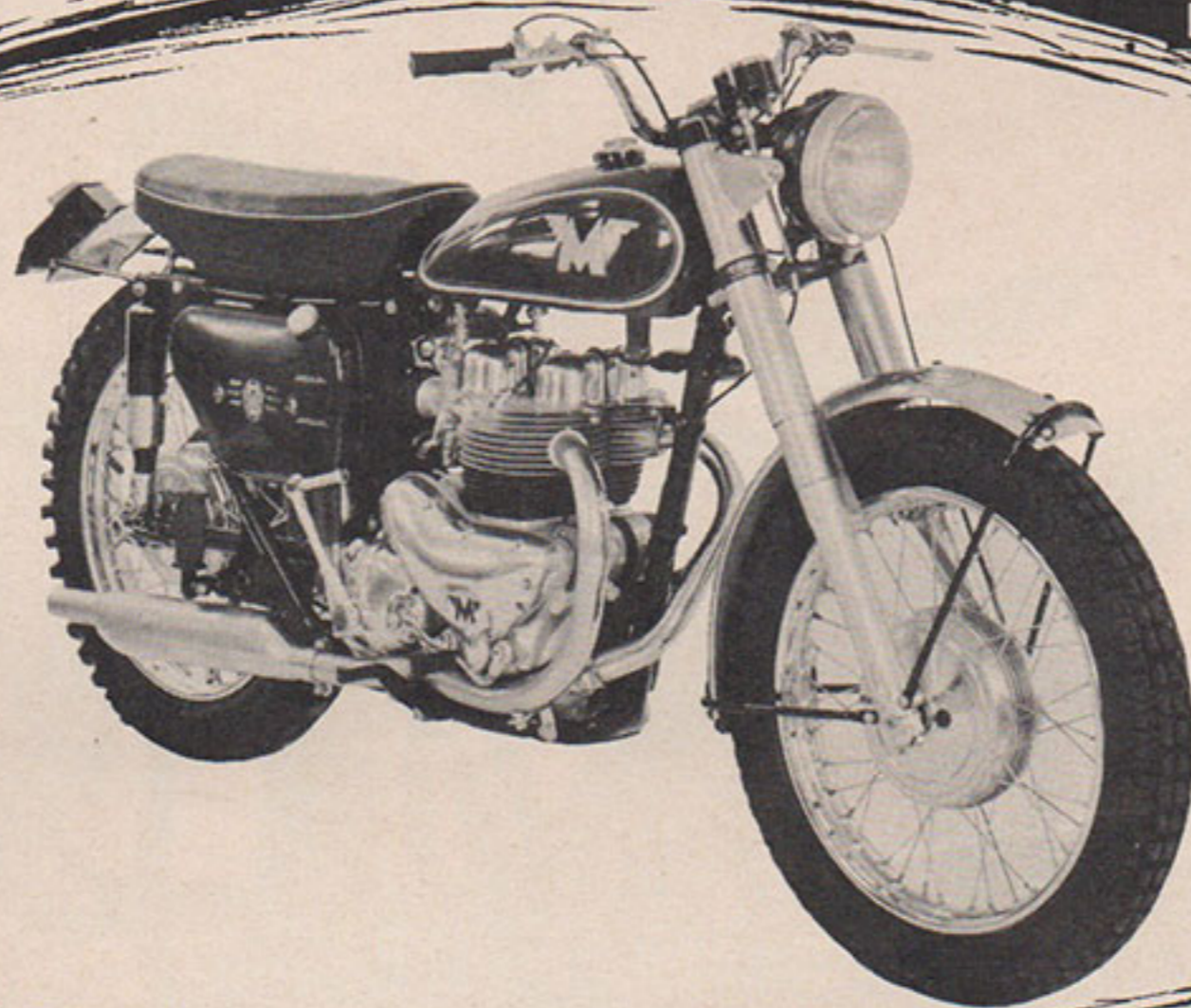
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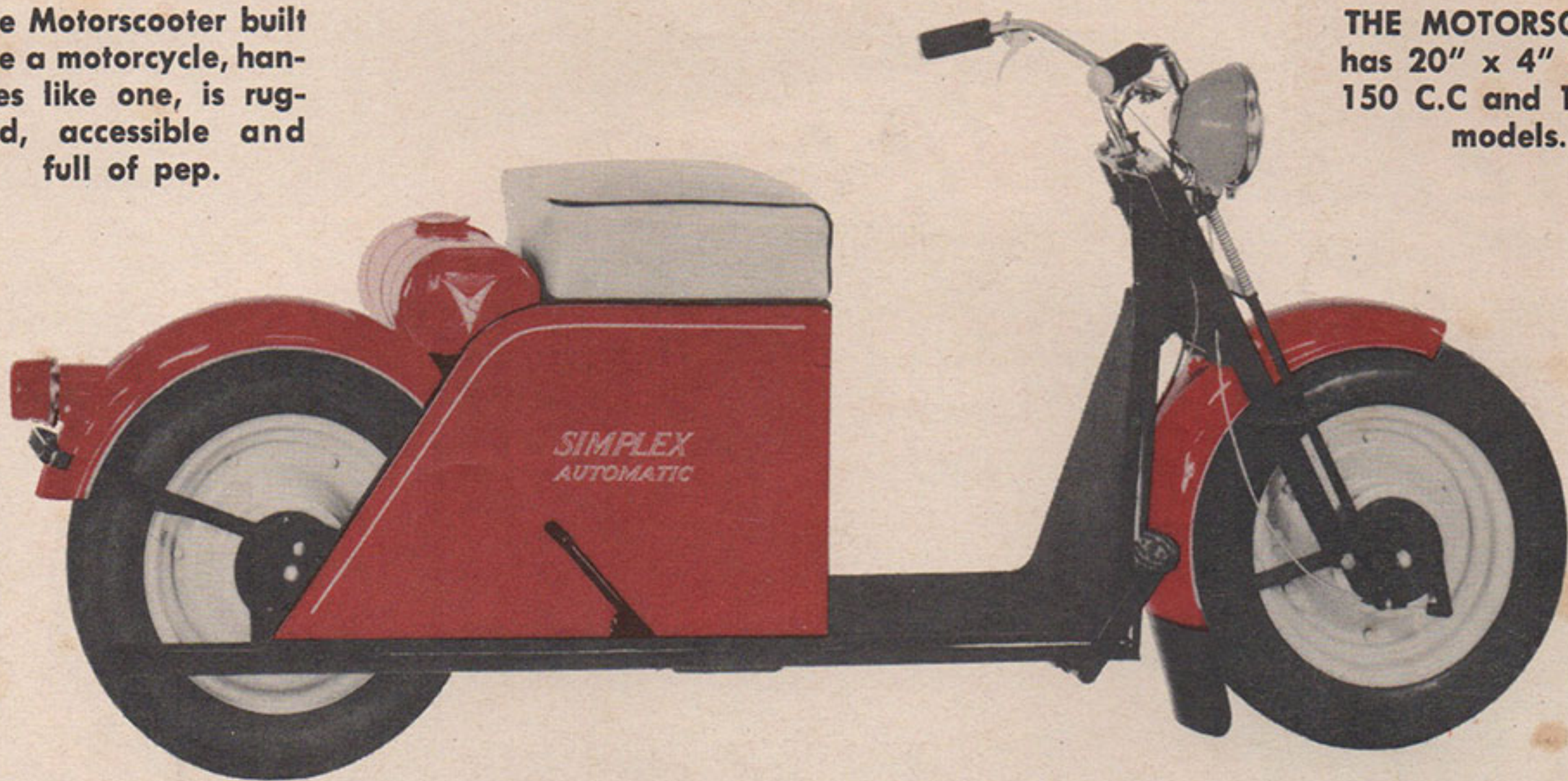
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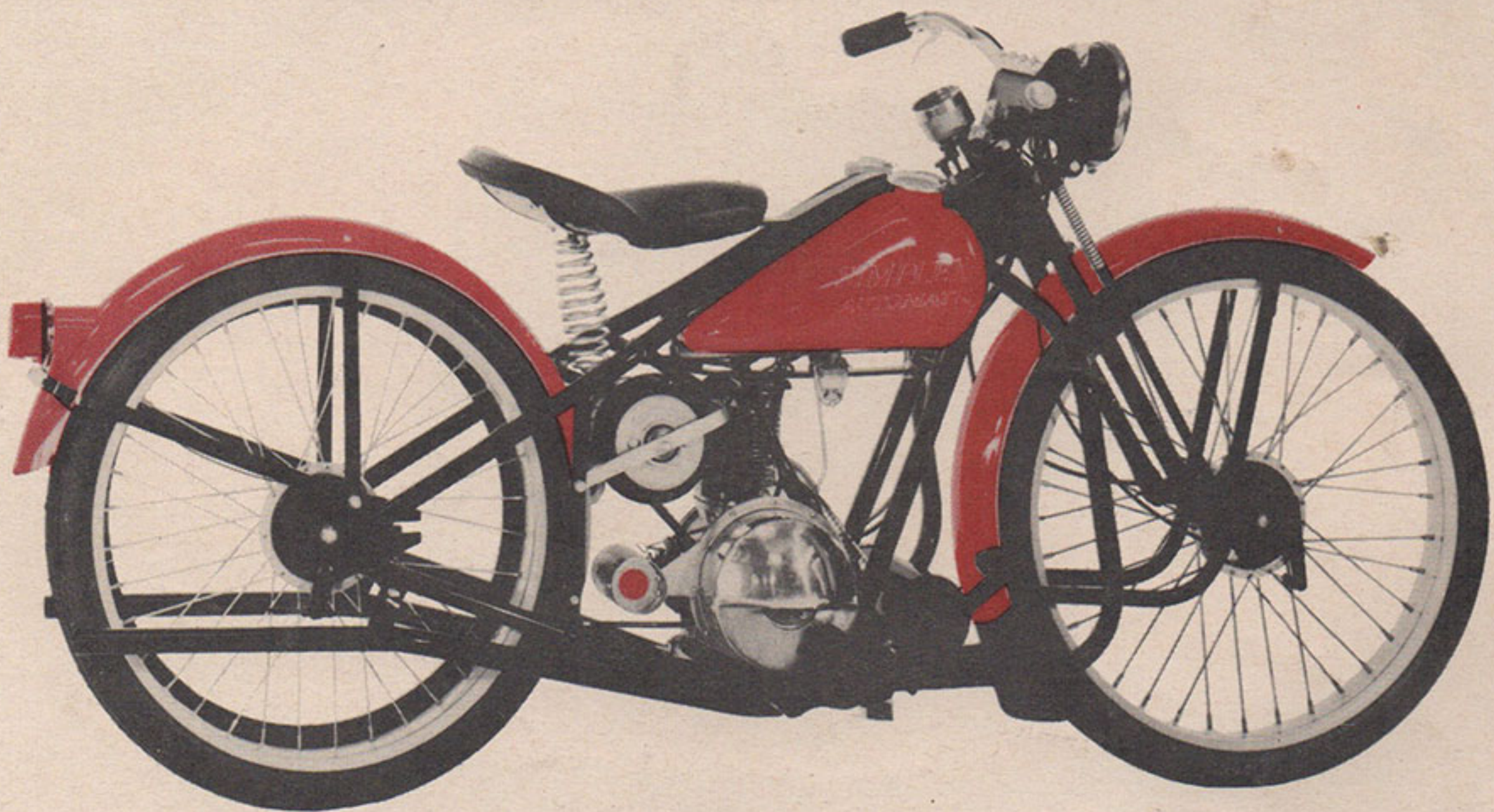
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