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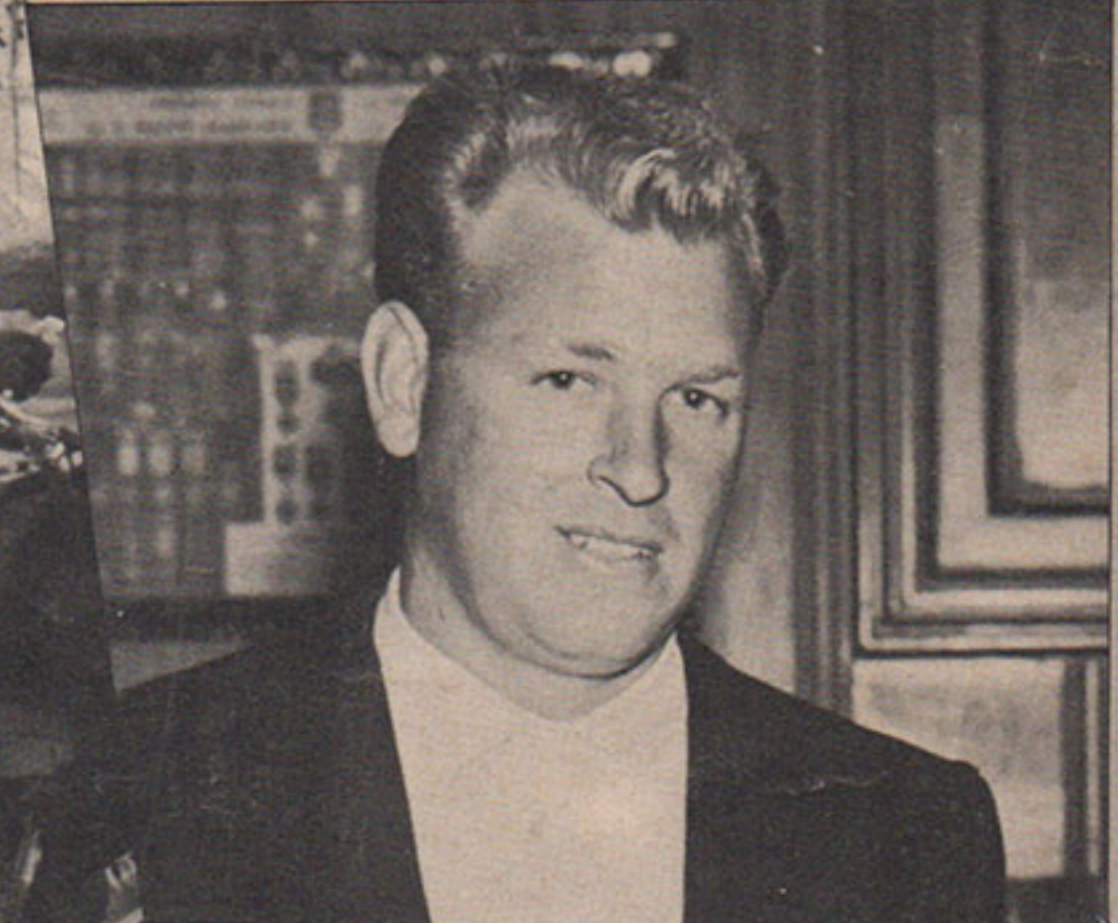
JUNE, 1957

35c

"WORLD'S LARGEST MONTHLY MOTORCYCLE MAGAZINE"

DAVID MADDOX
169 ALTA CRUZ AVENUE
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SPECIAL CATALINA ISSUE



BOB SANDGREN
Winner, Open Event

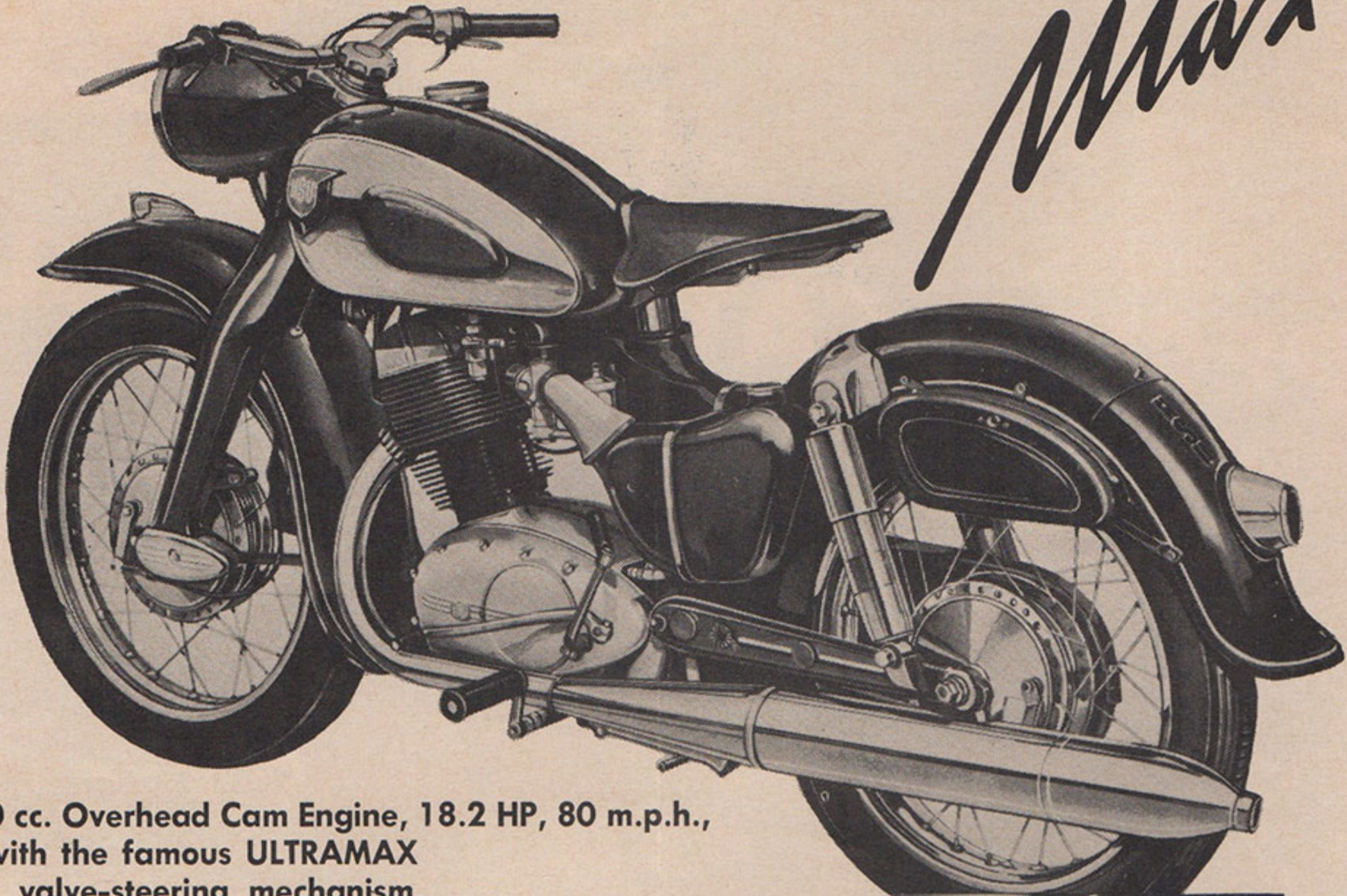
• CATALINA GRAND PRIX • SERVICE TIPS • ON THE ALCAN
• CUSHMAN AND NEW SIMPLEX MODELS

**INTRODUCING
THE NEW**



SUPER

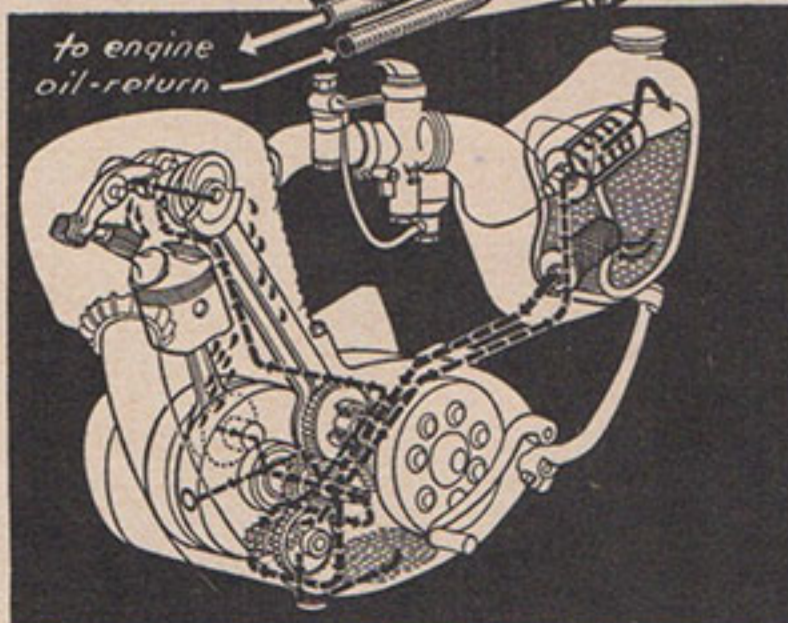
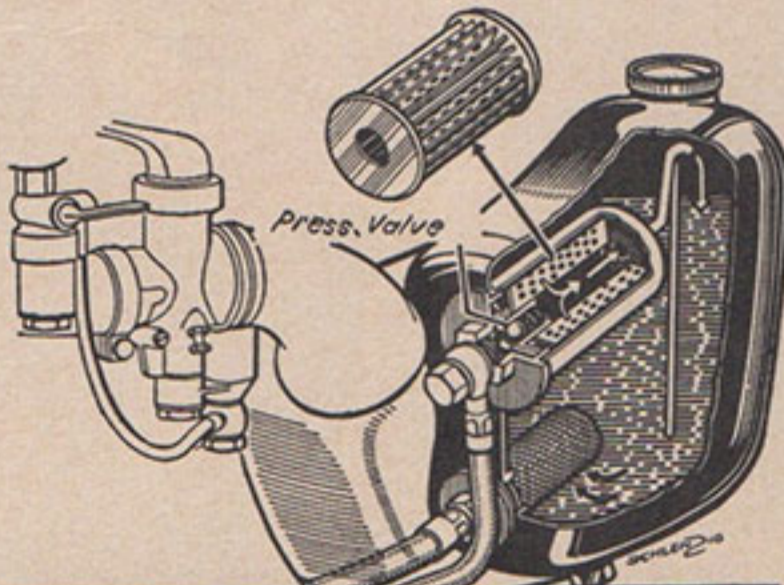
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**250 cc. Overhead Cam Engine, 18.2 HP, 80 m.p.h.,
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valve-steering mechanism.**

The NSU-SUPERMAX features new fully adjustable telescopic rear suspension units, a special air-intake system, an entirely new lubricating system fitted with a Micro oil-filter, and a new type quick action twist grip.

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IN THE EAST:

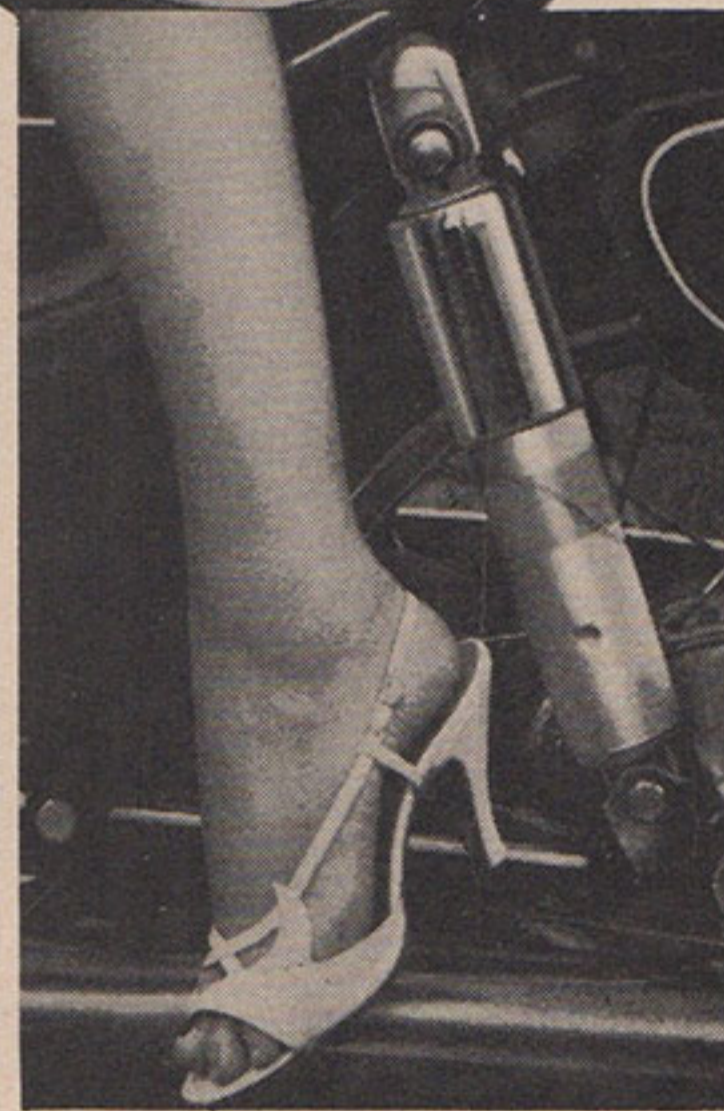
**Butler & Smith,
Inc.**

120 W. 83rd Street
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IN THE WEST:

Flanders Co.

200 West Walnut Street
Pasadena 3, Calif.



The construction of the new telescopic rear suspension units is based on years of experience in endurance runs and trials. They allow highly flexible adjustment of the rear swingarm action.

CYCLE

A Floyd Clymer
Publication

JUNE, 1957

VOL. VIII, NO. 6

"World's Largest Monthly Motorcycle Circulation"

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



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COVER PHOTOS—CATALINA ACTION SHOT with #10 Lance R. Biscoe, BSA 30.50, L.A.; #16 Bob Beasley, Velocette, 30.50, Takoma Park, Md.; #20 Roger White, Tri 40", Norwalk. Shaking hands, #101 Ralph Adams 1st in 200cc and #18 John L. Siebrandt, 1st in 250cc. Bob Sandgren, winner of open event.

The Publisher's Column

QUESTION AND ANSWER COLUMN—This month CYCLE is offering a new service to its readers. Riders who have questions to ask regarding the servicing of any make machine, are invited to write to us and the answers will be handled by Bernie Nicholson who is one of the best informed men on the servicing of motorcycles to be found anywhere.

Naturally, we cannot publish each and every letter and reply due to the lack of space; however, we will answer as many as space and time permits.

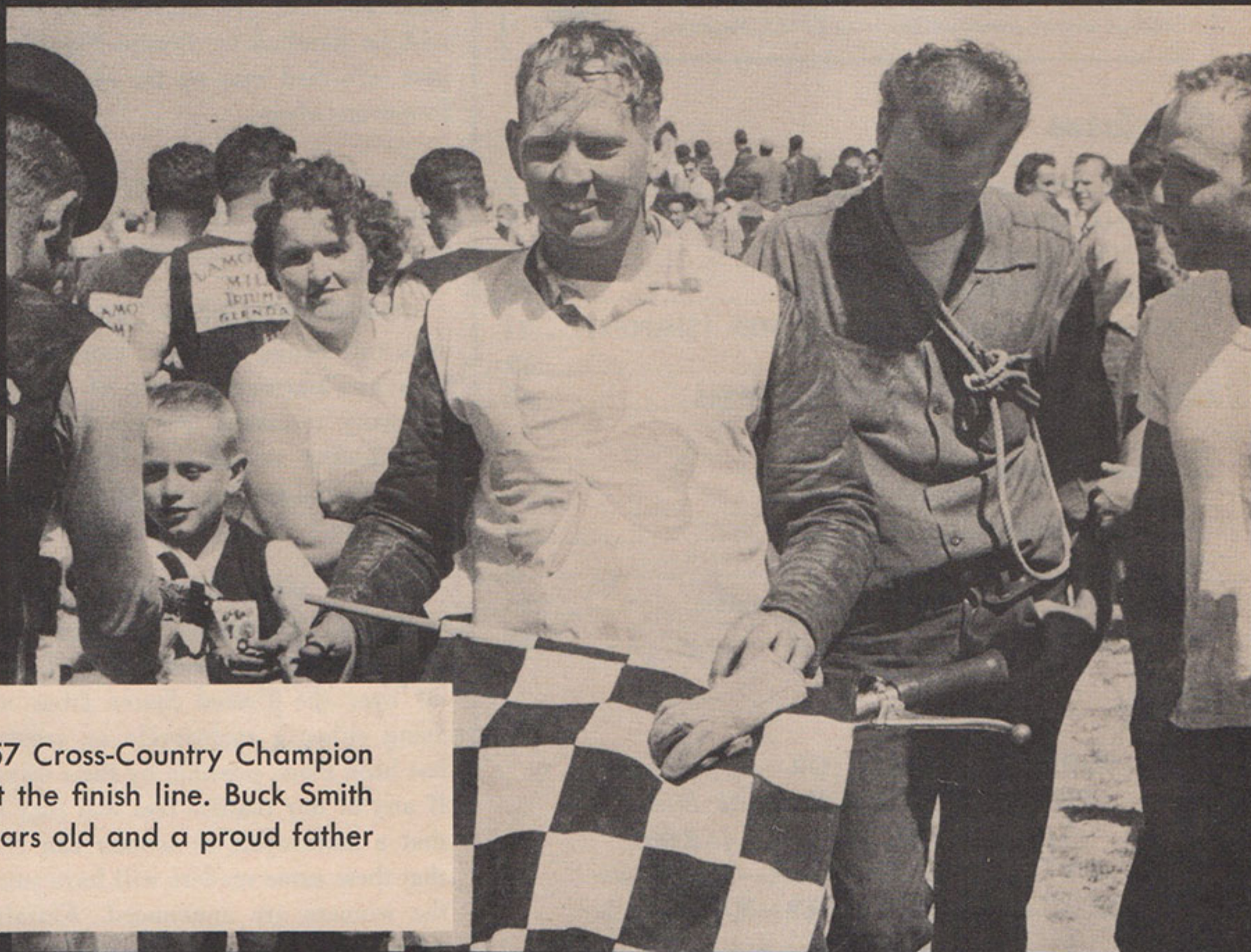
COMPETITION ACTIVITIES—Now that the racing season is in full swing, more and more competition-minded young men are learning the art of skillful motorcycle riding. In many instances, dealers handling various makes are contributing valuable assistance in sponsoring some of these up-and-coming riders who may well be the stars of the future.

HOW I MAKE MONEY WITH MY MOTORCYCLE OR SCOOTER CONTEST—This contest has created a tremendous amount of interest and we have received letters from all over the United States from many riders who are using either a motorcycle or scooter in a position that has been made possible by their ownership of a 2-wheeler. If any of our readers feel that they know about every use that a motorcycle or scooter can be put to, we feel sure that these same readers will have some real surprises when the winners are announced. Certainly many of the entrants in this contest are making money by using their cycles in a unique and unusual manner.

CYCLE SALES INCREASE—In recent weeks, our dealers all over the United States and Canada are again increasing their monthly supply of CYCLE Magazine for resale. In the past thirty days, we have added 175 new dealers to our list of those already handling CYCLE. Not only does a dealer make a profit in selling CYCLE, but many times it is the one reason for a rider to drop in at a dealers store. We supply a beautiful display rack at no charge to assist our dealers in selling CYCLE. If there are any dealers not handling CYCLE, we urge them to write Bob Butcher, Circulation Manager for full details and without obligation.

Floyd Clymer

BUCK SMITH AND NATIONAL CHAMPIONSHIP

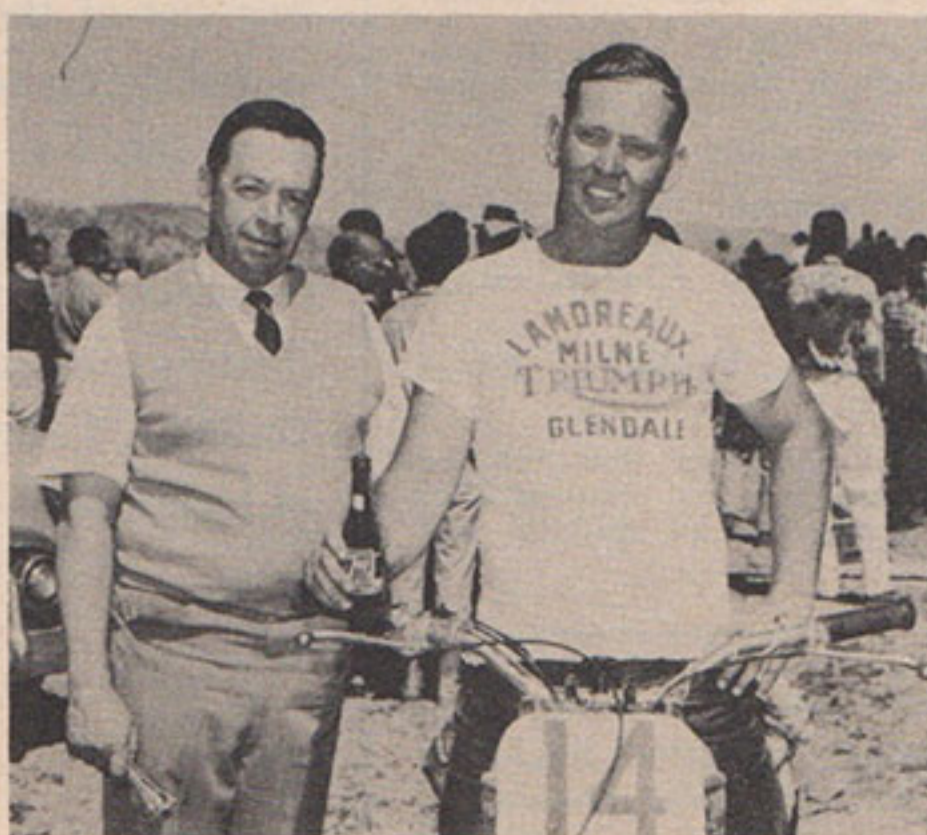


The 1957 Cross-Country Champion poses at the finish line. Buck Smith is 28 years old and a proud father of two.

TRIUMPH TR6's CAPTURE



Lee Strickland, number 10, comes in fast at the finish line to win second place on his TR-6.



Bill Johnson, (left) President of Johnson Motors Inc. has a few words of praise for the new 1957 Cross-Country Champion, Buck Smith.



Buck Smith, with the Cloverleaf on his helmet, probably didn't know he would soon be national champion. Here Buck and his TR-6 get some attention at the second gas stop.

TRIUMPH WIN HARE AND HOUND

NATIONAL CHAMPIONSHIP HARE and HOUND RESULTS

| | | |
|----|-----------------|-------------|
| 1 | Buck Smith | Triumph TR6 |
| 2 | Lee Strickland | Triumph TR6 |
| 3 | J. D. Williams | Matchless |
| 4 | Jim Swatzel | Triumph TR6 |
| 5 | David Ekins | Triumph TR6 |
| 6 | Roger White | Triumph TR6 |
| 7 | T. W. Harris | Matchless |
| 8 | Cal Bottum | Triumph TR6 |
| 9 | Don Wehrman | Triumph TR6 |
| 10 | Gene Fox | Triumph TR6 |
| 11 | Dalton Holliday | Triumph TR6 |
| 12 | Steve Lydecker | Triumph TR6 |
| 13 | Gordy Simmons | Triumph TR6 |



On lucky fourteen, Buck Smith guides his Triumph TR-6 to the finish line and a national championship.



Tim Swatzel on number 12 smiles as he comes in to win 4th place.



Lee Strickland who finished 2nd comes into the second gas stop. Active crew is off and running.

Photos: Courtesy Southern California Cycle Action

11 PLACES OUT OF 13

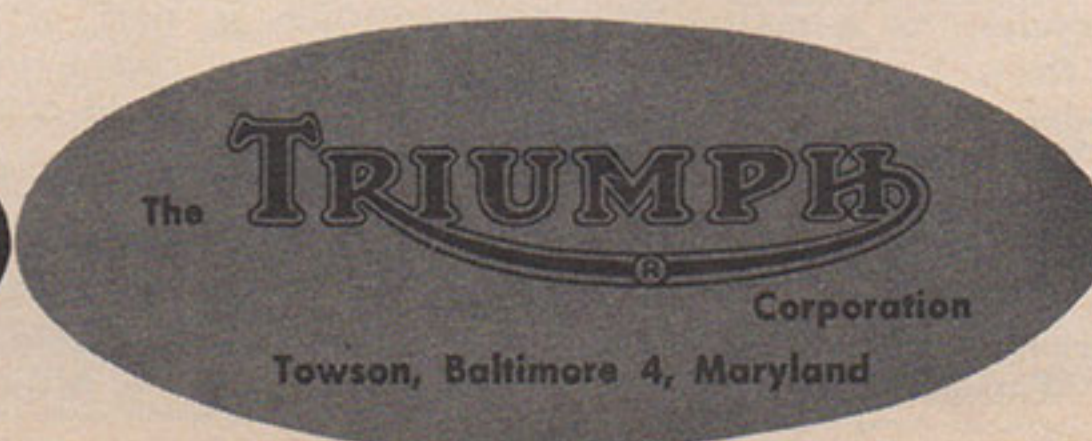
Nearly 300 riders roared over the 160 mile Hare and Hound course in the rugged desert near Mojave, California. Triumph riders dominated the race and desert-wise Buck Smith had things pretty much his own way from the start.

On his TR-6 Buck Smith showed the spectators the skill and stamina required to win a national

championship. In all, 11 out of the first 13 places were won by Triumph riders.

* * *

The Hare and Hound National Championship was sponsored by the Checkers Motorcycle Club of Glendale, California and was sanctioned by the American Motorcycle Association.





Editor, CYCLE Magazine—

Dear Sir:

I have a subscription to your magazine, "Cycle," and was wondering if you had any inside dope on Motorcycle Repair Schools.

At the present time I am in the Marine Corps stationed at Marine Corps Cold Weather Training Center, Bridgeport, California. My expiration of enlistment is in June of 1959, upon which I am planning on a career of Motorcycle Mechanics.

I want to make a thorough study of this subject so that I may be more proficient in my job.

I have written the Harley-Davidson Motor Co. concerning this subject, but they were of no sufficient help on this matter. I have also checked with the Education Officer here on the base, but the two correspondence courses that the Marine Corps has to offer on the subject does not cover the material that I want to learn.

Any material you could send would be greatly appreciated.

Thanking you in advance,
Jerald H. Clayman

Mr. Clayman's letter is similar to hundreds we have received in recent years pertaining to proper training in the field of motorcycle servicing. While it is true that factories and importers do conduct schools, these of course are usually limited to dealers or repair employees of dealers. There is certainly a need for more well trained motorcycle mechanics as there is definitely a shortage of good mechanics in our industry.

We believe that one or two well qualified persons, with a good knowledge of all makes of motorcycles could start and build a good business conducting motorcycle servicing schools. Possibly they could move to different sections of the country and invite mechanics and prospective mechanics to attend these schools. Such a venture would of course to be impartial and deal with general instructions on the repairing of all makes of motorcycles. We are not sure just how such an arrangement could be worked out, but someone with foresight, imagination, and a good knowledge of the subject could start a school that could well grow into a profitable and well worthwhile undertaking—Clymer.

Dear Mr. Clymer:

In answer to the rider from Canada, the best route to the interior of Mexico is through Laredo, Texas. I live here on the border and I think this is the best route to the interior.

Jim Smith
Del Rio, Texas

Editor, CYCLE Magazine—

Yesterday, I picked up my first copy of CYCLE. Up until then, I had no interest whatsoever in motorcycles. As a matter of fact, I was afraid of them. I got the motorcycle "bug" and today I bought a used Whizzer motormike. I am 14-years old and I hope some day to get something bigger. Would you please send me a copy of CYCLE—"Teach-A-Rider"?

Glen Witmer
Watsonville, Calif.



John Whelan

Editor, CYCLE Magazine—

Dear Editor:

I read the letter by Mr. Theo. Kraus. Cheer up Mr. Kraus and keep riding. No living person except yourself, knows how old or how young you are. You alone are the judge. I've been riding and tinkering 33 years and the only doctor ever I had has 2 wheels and an engine. Turned 60 and I was accepted 11 months ago by the firm of Ingenito here as a Motorcycle Funeral Escort Rider. I have confidence in myself and evidently, my boss has also. To blazes with the press—educated critics. Mr. Kraus, keep riding and best of luck.

John Whelan
Philadelphia 24

Editor, CYCLE Magazine—

Dear Sirs:

I have just read your magazine, Cycle, for exactly the third year. I am now at the point where I will soon be getting a motorcycle and since I have never ridden one prior to this letter I would very much like to receive your "New Rider Bulletins."

Your magazine certainly gives fine coverage and interesting data on one of America's growing sports. I can't wait for the next issue! Thank you.

Michael J. Davey,
511 W. Henley Street
Olean, New York

Editor, CYCLE Magazine—

Dear Mr. Clymer:

Until I picked up a copy of your Magazine a couple of years ago, I had no idea of the nationwide popularity of the sport of motorcycling. Although economy and cheap transportation is part of its popularity, I believe that most riders ride cycles for pure enjoyment, and would continue to do so, economy or not.

Please send me a copy of your "Teach a Rider Bulletin." Thanks for an excellent magazine.

Ronald A. Knorr,
S. Milwaukee, Wisconsin

Editor, CYCLE Magazine—

Dear Sir:

I have gathered a group of men here on my base who are interested in starting a motorcycle club. There are several in our vicinity but they were all informally organized, and do not meet very often except to race.

We have conferred with the Special Services Officer on our base and he suggested that I write you a letter and explain our situation and ask your help.

After a little thought, we decided that if we could organize as a member of the AMA, we would have better luck in attracting members. I was wondering if you could send me information on a good constitution, by-laws and so on. We would very much appreciate any information that you could give us on the organization of a good club.

On this base we face the usual situation of being banned from the base as a menace to traffic because of a few careless and reckless riders.

Travis J. Dunlap

Congratulations on your efforts and we wish you every success! We have no connection with the AMA. The address is 106 Buttles Avenue, Columbus, Ohio, and they can no doubt advise you regarding their club charter—Clymer.

Editor, CYCLE Magazine—

Please send me a copy of "How to Teach a New Rider".

My husband and I are President and Secretary of the aSints Motorcycle Club and are owners of a NSU Super Max and I am anxious to learn to ride.

Our copy of Cycle is much thumbed and re-read but I would like to express a wish for more articles about trips taken on motorcycles.

Mrs. J. Bruce Barker
Lebanon, Oregon

ENGLAND AIR FORCE BASE ORGANIZES MOTORCYCLE CLUB

Dear Sir:

We would like to inform you that we have organized a motorcycle club named, THE ENGLAND ROAD RUNNERS. The purpose of this club is to stress Safety of all motorcycle riders stationed at this base. We were very fortunate in that the base furnished us with a building for our club house and a small workshop.

The club is planning activities throughout the year.

Recently we elected officers as follows:

President—A/1C Mike Haynes
Vice President—A/2C Norman Mallet
Treasurer—S/SGT Richard Dzienkowski
Secretary—A/2C Leo Sprankle
Road Captain—A/1C Chuck Gaiser
Road Lieutenant—A/1C Gordon Humes

Our club at the present time has twenty-seven active members.

We would like for you to publish this article in Cycle Magazine in hopes that other Air Force Bases would follow our example.

Sincerely,
Leo Sprankle
A/2C Leo Sprankle,
Secretary

Editor, CYCLE Magazine—

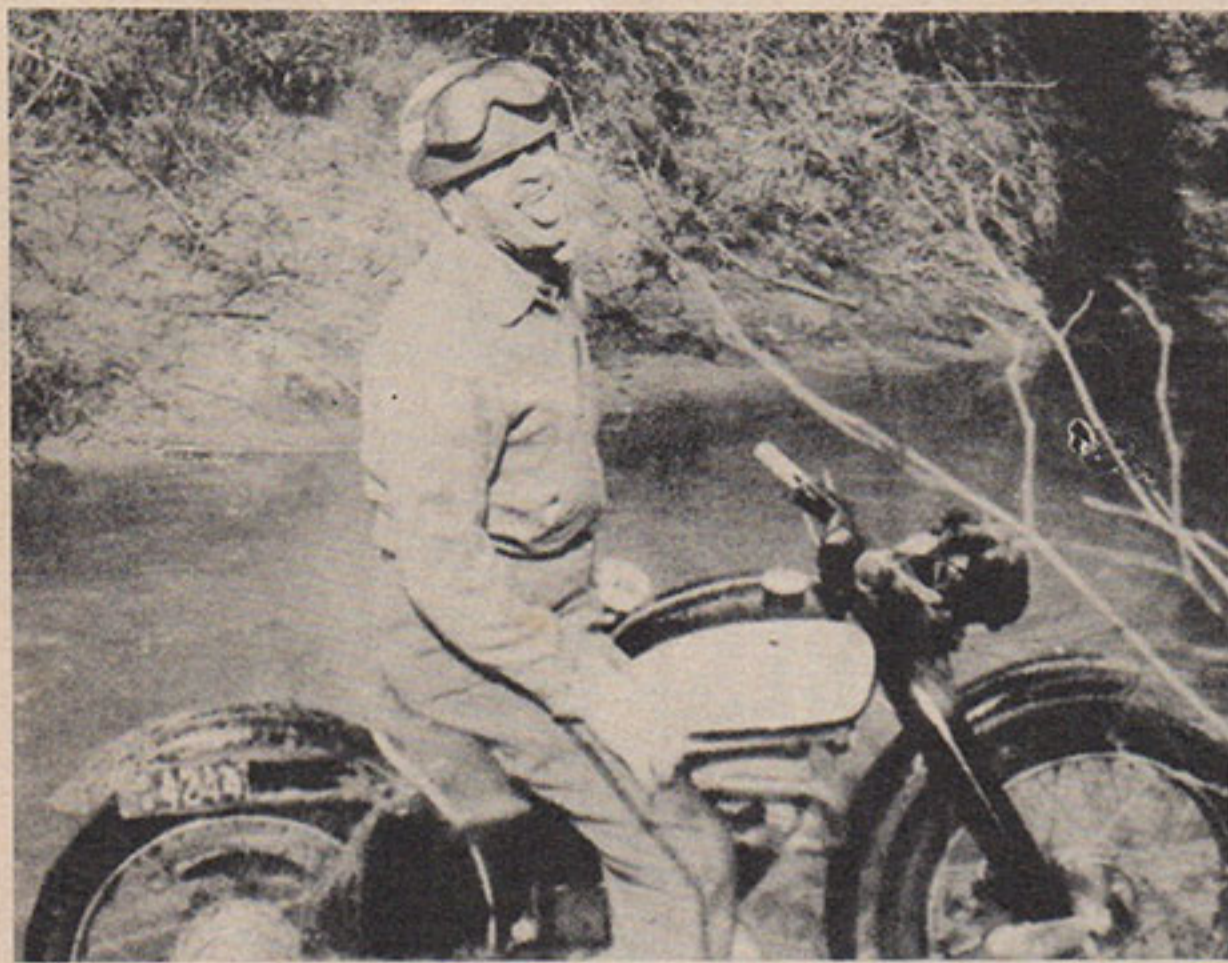
Dear Sir:

I have been reading your magazine for over two years, and I think it is the best. I especially like Cycle Service Tips, by J. B. Nicholson.

As my wife caught the bug from me and wants to ride also, I would appreciate it if you would send me your Teach-A-Rider folder.

A/2c M. Jaffe
Warrenburg, Missouri

THE SOUTH'S ANNUAL STONE MOUNTAIN ENDURO



Maurice Rainwater (NSU Fox, Atlanta) takes a breather (notice the steam rising).



A tired but happy group fondles their "hardware" after another successful "Stone Mountain Enduro."



The Georgia Crackers Motorcycle Club and the Atlanta Motorcycle Club recently again sponsored the Annual Stone Mountain Enduro, held on February 24. Many out of state riders competed and were amazed at the thought of climbing two miles up the sides of a solid granite mountain, although motorcycles have been going to the top of the mountain since 1914 and hill climbs were held in the 20's and in 1951 an Endurance Run was held, and since that time the annual Enduro has become a tradition.

Riders from Michigan, Illinois, Pennsylvania, Maryland and other South-Eastern district riders competed. Tentative plans are now under way to schedule a run on Sunday before the Daytona Race week next year and all riders are invited.

Final Results Of The Stone Mountain Run Of 1957

High Point Man — Leroy Taylor — Triumph — Atlanta, Ga. — 975 ●

Lightweight:

| | | | |
|--------------------|---------|------------------|-------|
| 1st Tom Moody | Zundapp | Pittsburgh, Pa. | 953 ● |
| 2nd Verlon Estes | Triumph | Montgomery, Ala. | 951 ● |
| 3rd Lester Peckham | Triumph | Pittsburgh, Pa. | 950 ● |
| 4th Dewitt Todd | H-D | Anderson, S. C. | 942 ● |
| 5th Charles Tims | H-D | Anderson, S. C. | 947 ● |

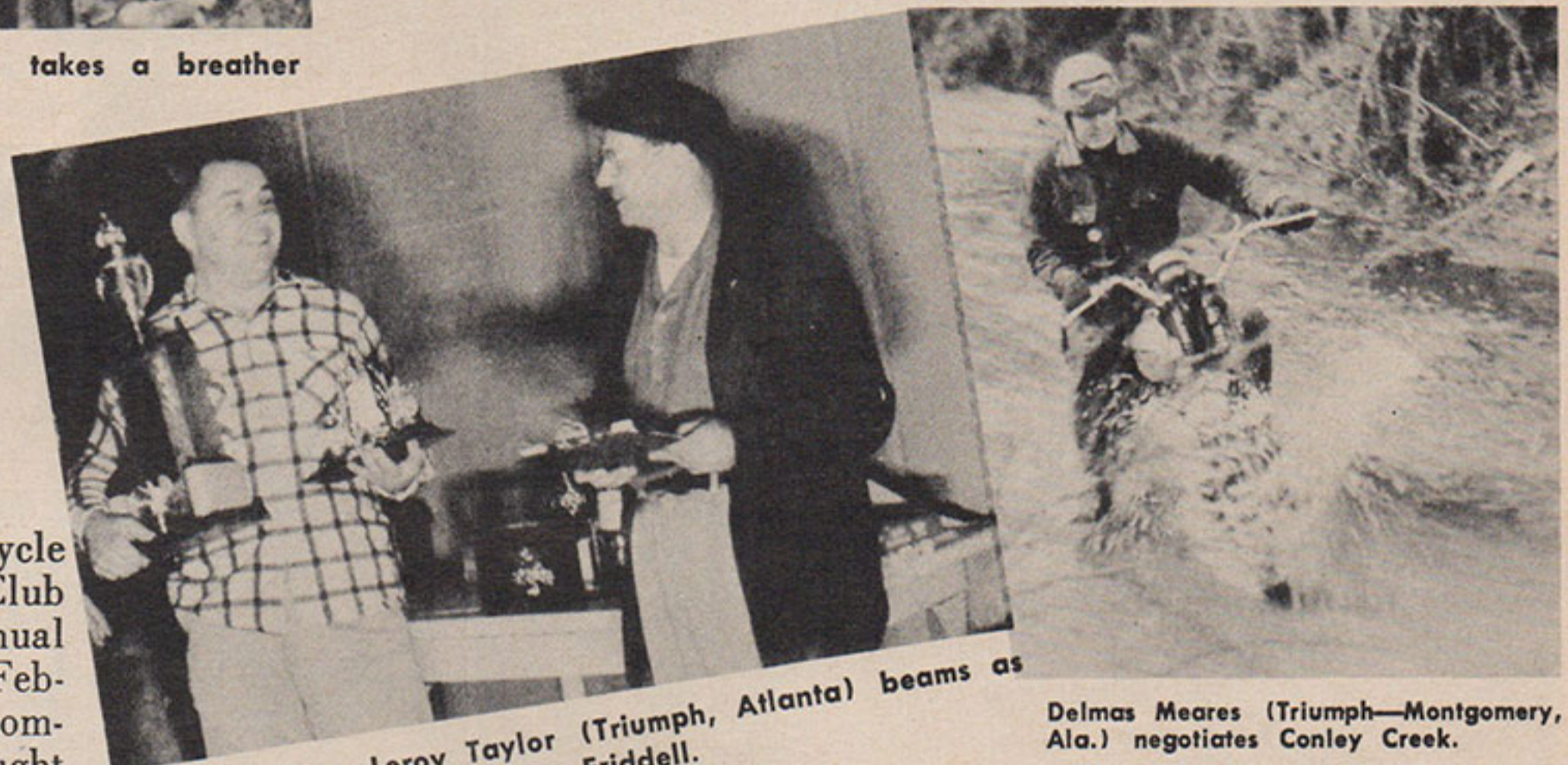
Mediumweight:

| | | | |
|-------------------|-----------|------------------|-----------|
| 1st Lenoid Davis | AJS | Macon, Ga. | 974 ● |
| 2nd Delmas Meares | Triumph | Montgomery, Ala. | 969 ● |
| 3rd Johnny Comer | Indian | Atlanta, Ga. | 968 1/2 ● |
| 4th Rex Miller | Matchless | Atlanta, Ga. | 965 ● |
| 5th Robert Smith | Indian | Atlanta, Ga. | 959 ● |

Heavyweight:

| | | | |
|----------------------|---------|-------------------|-------|
| 1st James Williams | H-D | Selma, Ala. | 961 ● |
| 2nd Clarence Gray | H-D | Montgomery, Ala. | 960 ● |
| 3rd Mark Cutler | Norton | Dearborn, Mich. | 959 ● |
| 4th Russell Stanley | Triumph | Atlanta, Ga. | 954 ● |
| 5th Millard Reynolds | H-D | Maplesville, Ala. | 953 ● |

● Trophy



High Point Man Leroy Taylor (Triumph, Atlanta) beams as he's awarded trophy by Henry Friddell.



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MARYSVILLE, OHIO. PHONE 21217

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CATALINA GRAND PRIX



★
**BEST and CLOSEST
RACES EVER!**

★
◀ **2 Minutes to Go!
Waiting for the Start**

By Jack Snyder

THE Seventh Annual Catalina Grand Prix will go down in history as the biggest and finest to date. Every year more and more spectators from all over the country visit beautiful sunny Catalina Island, some 20 miles off the coast of Southern California, for two days of the best sporting motorcycle events in the country. On Saturday, May 4th, 150 motorcycles from 250 cc and under raced 10 laps over a six mile course of paved streets, fire roads, twisting horse trails and across a golf course. Sundays 100 mile event covers much of the same course with 4 more miles of dirt roads and trails added to make a 10 mile circuit, for the 199 starters. Triumph mounted riders won a triple victory—Open Class in the 100 miler and the 200 cc and 165 cc classes in the 60 mile event. B.S.A. won first 350 cc in the 100 miler and a 250 cc Maico and a 125 cc N.S.U. were class winners in the lightweight event.

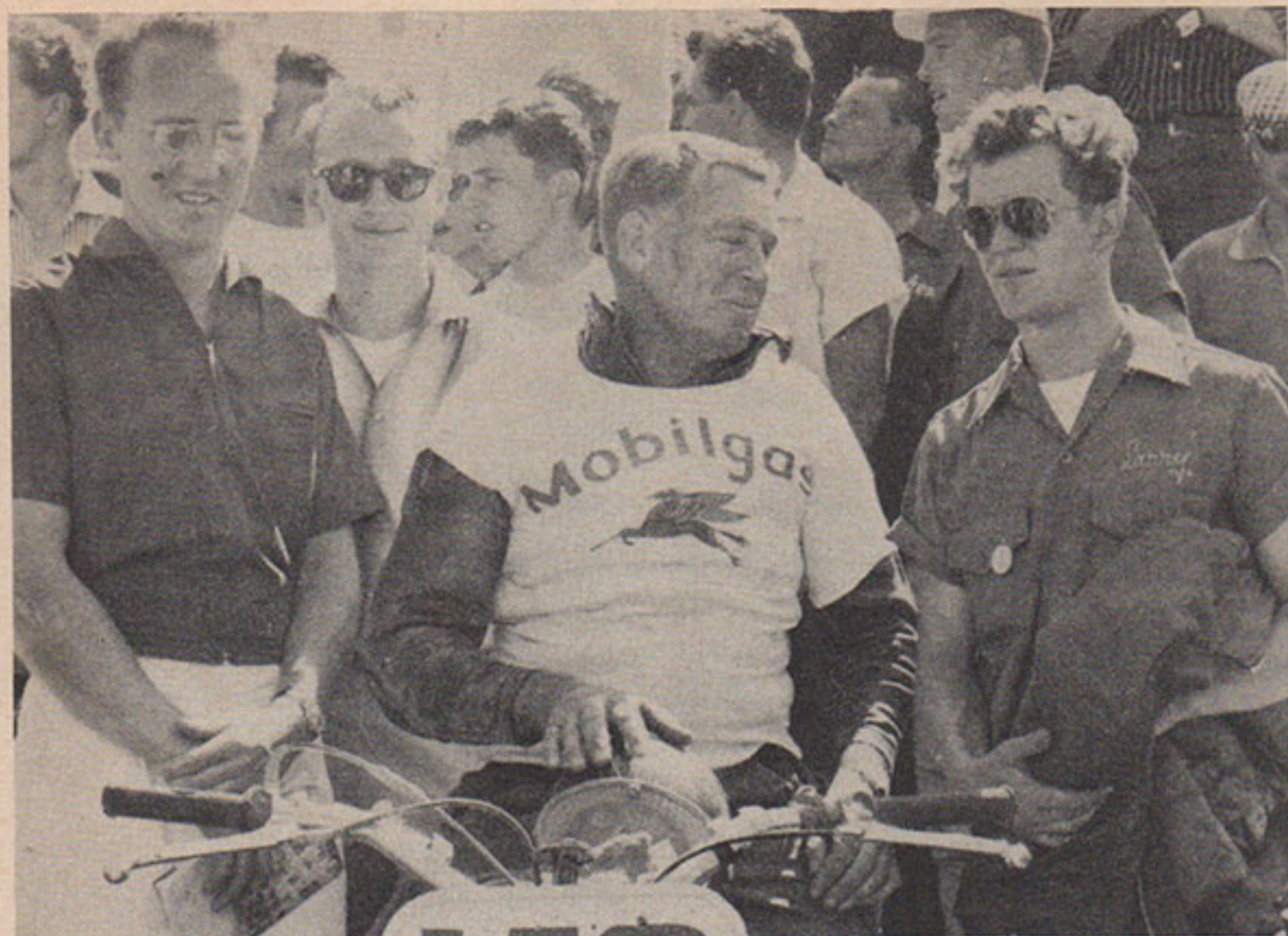
Bob Sandgren, No. 149 from Long Beach, California, on a 40" Triumph, rode the 100 miles in 3 hours, 14 minutes and 28.45 seconds to beat out Jack Thurman, #71 (A.J.S.) by 32 seconds. It was Sandgren's first major win in Southern California sports competition. Third was H. W. Nicholson on a Triumph TR6 and fourth, 30 seconds behind Nicholson was Arvin Cox on a B.S.A. Road Rocket. Fifth went to Bob Ewing on a Triumph TR6 and sixth to Charlie Hockie on a Velo. Only 4 minutes separated the



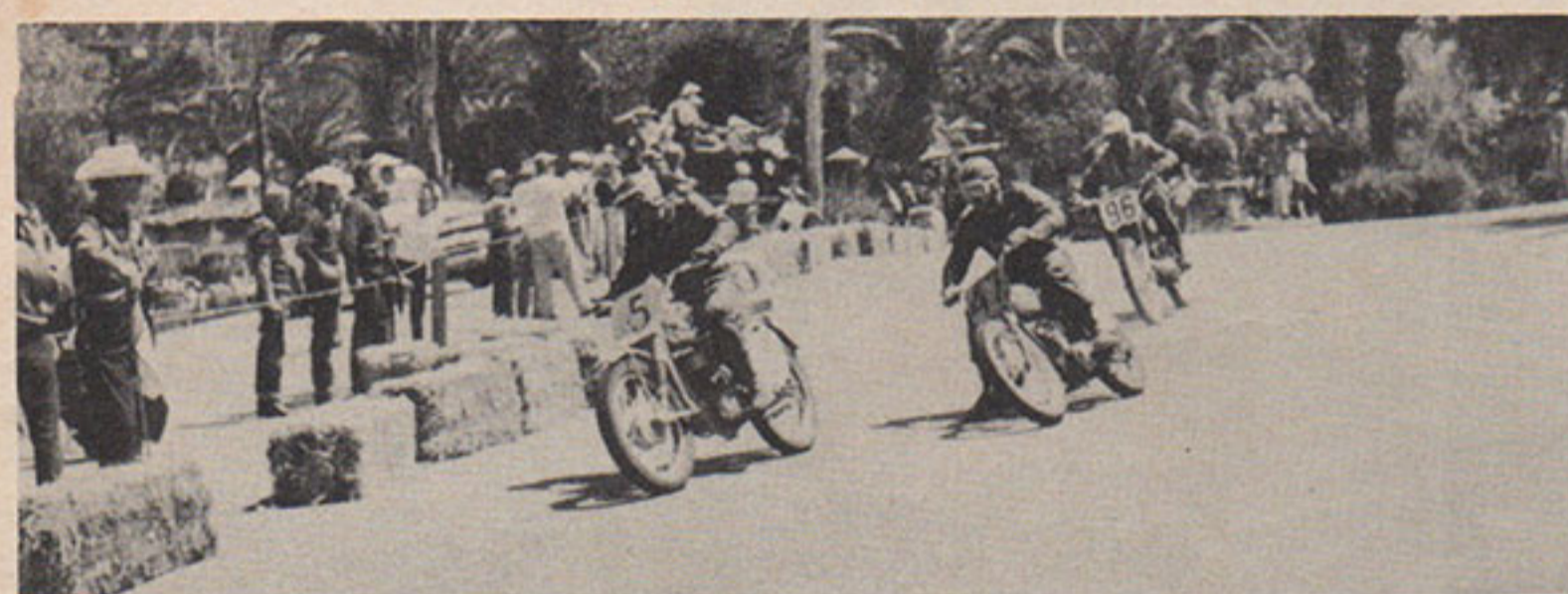
"They're Off!"

top six riders and only 12 minutes separated the first 25 finishers. Saturday's 150 bike field was topped by John L. Siebrandt on a Maico. Second across the finish line and 200 cc class winner was Ralph Adams on a Triumph Cub. Johnny Smith was the 165 cc class on a Triumph Terrier and N.S.U. mounted Leon Evans topped all the 125 cc and under entries. Starting positions for Sunday's race are determined at a drawing several weeks prior to the event. The first row of four riders were flagged off at 12:20 sharp and every 30 seconds after, a group of 5 leave the line. Hard riding Cal Bottum, (Triumph), 11th place finisher in 1956 and 6th

place in 1955, started in the front row and had completed his first lap before the last rows of riders had gotten underway. Gary Sowell also Triumph mounted was the second man to finish one lap. He started in the second row. Gary's machine suffered a flat tire to take him out early in the race. Cal stayed up front and was one of the top contenders until a broken rear chain put him out on the last lap. As yet, no past Catalina Grand Prix winner has been able to repeat. Chuck Minert, 1956 winner, was retired when he spilled from a flat tire on his B.S.A. early in the event. 1955 champ, Bud Ekins, was leading by over one
(Continued on page 9)



Bob Sandgren, Winner Open Event



#5 Floyd Burk, Maico, L.A.; #47 Bill Brownell, Tri Club, Chico; #96 James Camaret, DKW, Van Nuys — Sat. Event

CATALINA GRAND PRIX — Continued

minute after 8 laps on a 30:50 Triumph and looked like a sure winner when he spilled from a blown tire. Bud returned to the pits for almost 10 minutes and another rear wheel, without a cheater sprocket—installed. Bud returned to the race to finish in 8th place. John McLaughlin, winner of the open class on a 21" Velocette in 1953, went out early with mechanical failure on his 21" Triumph. Nick Nicholson, North Hollywood B.S.A. and James dealer and winner of the 1952 Grand Prix continued his record of finishing every event he started at Catalina by winning the 350 cc class on his B.S.A. with a 30th overall. Nick also was 21st on his James in the 200cc class in the 60 miler. 1954 and '51 winners, Jim Johnson and Walt Fulton were not entered.

Ray Tanner, who came close to winning several previous Catalina Grand Prix did a fine job on his big Harley Davidson, 74" OHV and was a favorite of the crowd as he broadslided around the tricky course to a 13th overall. Southern California riders made a clean sweep of the trophies in Sunday's event. Larry Palmgren, formerly from Denver, Colorado, now from Arlington, California, finished 38th. Johnny Smith of Sacramento was first Northern Cali-



#28 Don E. Hawley, Tri Club, early leader of Saturday Event.

fornia finisher in 51st place. Bob Beasley of Takoma Park, Maryland came in 64th overall and James L. Riley of Phoenix, Arizona and Warren DeLong of Strafford, Pa. finished back in the field of over 100 finishers. Chicago, Illinois entry, John Blandin and Ed McGoohan of San Antonio, Texas failed to finish as did Larry DeSimone of Devon, Pa.

Of the 199 starters, 66 were Triumph mounted. 48 riders were on B.S.A.'s, 25 on Matchless, 24 on A.J. S's 16 on Velocette's, 9 on Ariel's, 2 on Harley-Davidsons and 1 on a N.S.U.



#64 Jerry Ballard, AJS, Santa Monica; #113 Cal Brown, Ariel 30½, L.A.; #115 Jim Swatzel, Tri 40", Santa Anna; #113 Charles W. Cripps, BSA 40", N. Long Beach



#6 Gary Sawell, Tri 40", L.A.; #9 Jack Hateley, Ariel 30½, Van Nuys



#30 Larry Palmgren, Tri 40", Arlington; #32 David Ekins, Ariel 500cc, San Fernando; #34 Vernon Forsyth, Tri 40", Santa Monica.



#65 Bob Ewing, Tri 40", Reseda; #68 Gene Fox, Tri 40", Van Nuys



SATURDAY'S RACE

At 1:30 P.M. Saturday, a mixture of 32 two-cycle and four-cycle, 250 cc lightweights were flagged off in one group up one of Catalina's main streets, 2 minutes later some 80—200 cc cycles roared away in a mass start. About a dozen of the entries tangled but none were injured and all were on the way in a few moments. As the

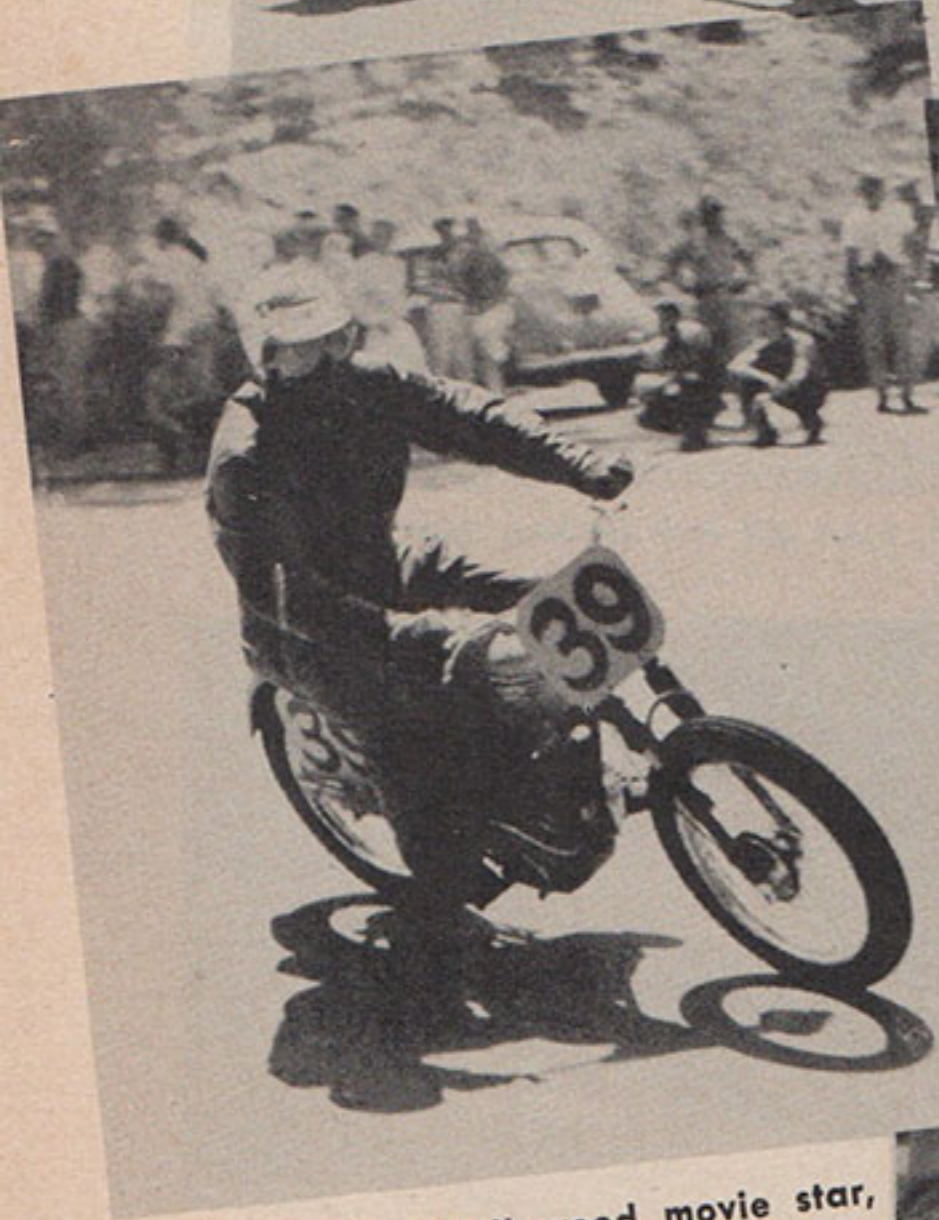
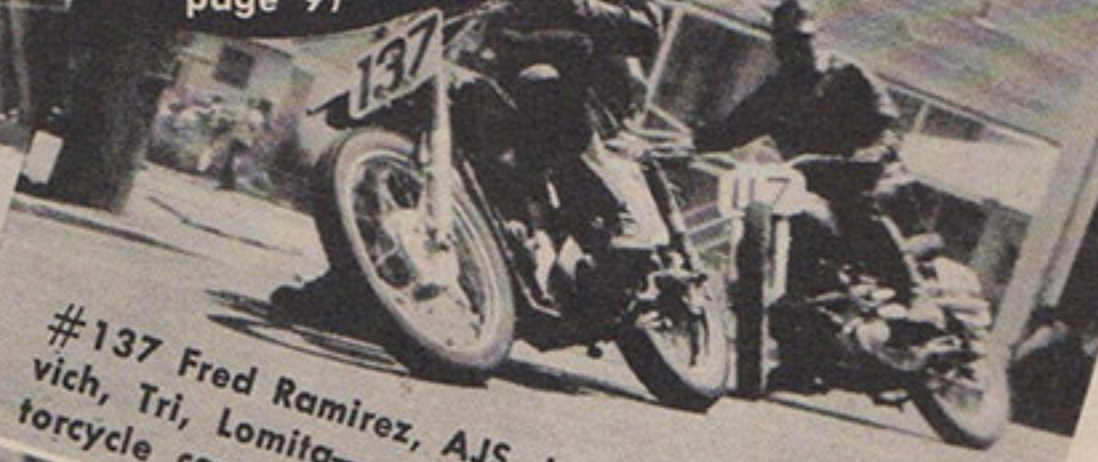
(Continued on page 10)

HIGHLIGHTS CATALINA GRAND PRIX

(Cont. from
page 9)



#137 Fred Ramirez, AJS, L.A.; #117 Don Draskovich, Tri, Lomita—winner of the best looking motorcycle contest.



#39 Kennan Wynn, Hollywood movie star, on Tri Cub. Retired from the race with mechanical failure.



Ralph Adams, winner of 200cc, pictured with wife.



Lining up before the start of the "BIG RACE," Catalina Boat in background.



#11 Bruce Jackson on Velocette, winner 2nd place in 250cc.



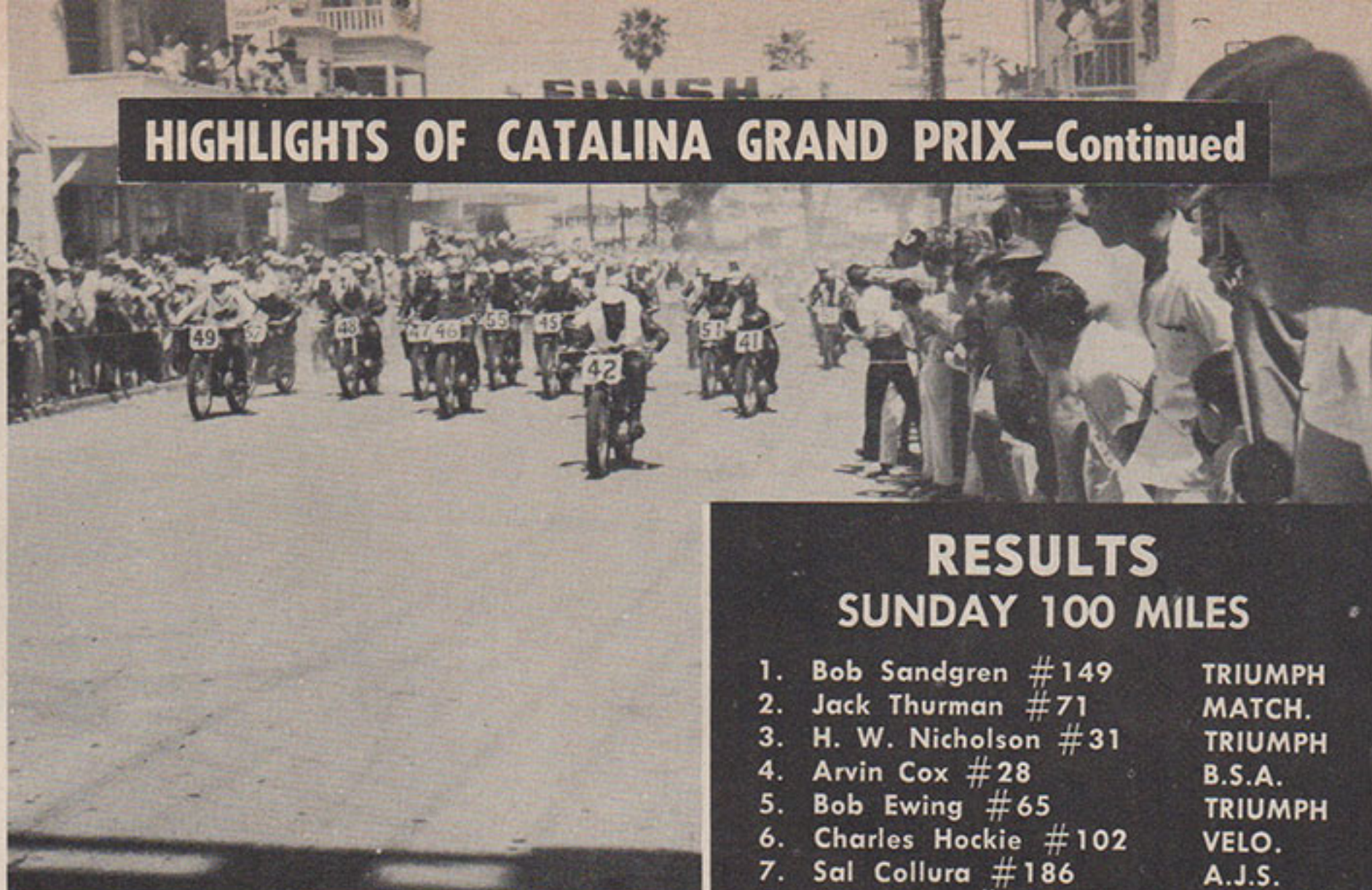
Before the start of the 60 mile event—Saturday, the line-up.

smoke clears, the 165 cc and the 125 cc classes leave the starting line. At the start Walt Axthelm, last year's 250 cc winner, on a B.S.A. and Don Hawley, the Expert Flat Tracker, on a bored out Triumph Cub battled for the lead. On the second lap Hawley's Cub which had been in the lead, ran into mechanical failure and Axthelm took a good lead on the field only to be forced into the pits after 6 laps. Siebrandt took over the lead and was never headed.

Back in the pack Lyle Ottele on a M.V. Augusta was leading the 200 cc class followed by Corky Pennington and Ralph Adams on Triumph Cubs. Lyle retired to the pits and for several laps Ralph and Corky stayed a nip and tuck battle. By the 5th trip through town Ralph had pulled into the lead and was never headed.



Frank Cooper & #33 Norm Reeves after 200cc Mile Event.



Start of 200c Race — 60 Mile Event.



#28 Arvin Cox first to receive checkered flag in Sunday Event; a handicap start gave Arvin 4th overall.



#101 Ralph Adams, Tri Cub and wife—1st in 200cc event; #18 John L. Siebrandt, Maico and wife—1st in 200cc event.

HIGHLIGHTS OF CATALINA GRAND PRIX—Continued

RESULTS SUNDAY 100 MILES

- | | | |
|-----|---------------------|---------|
| 1. | Bob Sandgren #149 | TRIUMPH |
| 2. | Jack Thurman #71 | MATCH. |
| 3. | H. W. Nicholson #31 | TRIUMPH |
| 4. | Arvin Cox #28 | B.S.A. |
| 5. | Bob Ewing #65 | TRIUMPH |
| 6. | Charles Hockie #102 | VELO. |
| 7. | Sal Collura #186 | A.J.S. |
| 8. | Bud Ekins #150 | TRIUMPH |
| 9. | Vern Hancock #163 | MATCH. |
| 10. | Howard Jackson #129 | TRIUMPH |
| 11. | John Rich #40 | TRIUMPH |
| 12. | Charlie Cripps #123 | B.S.A. |
| 13. | Ray Tanner #128 | H.D. |
| 14. | John Marcotte #174 | A.J.S. |
| 15. | Al Colley #130 | ARIEL |
| 16. | Dick Mills #145 | B.S.A. |
| 17. | Jim Goldsmith #153 | TRIUMPH |
| 18. | Roger White #20 | TRIUMPH |
| 19. | Bruce Jackson #90 | VELO. |
| 20. | John Penner #168 | A.J.S. |
| 21. | Don Wehrman #87 | TRIUMPH |
| 22. | John Lewis, Jr. #73 | TRIUMPH |
| 23. | Bill Staats #155 | TRIUMPH |
| 24. | Al Rogers #98 | A.J.S. |
| 25. | Ed Kretz, Jr. #196 | TRIUMPH |

- 21" 350 cc CLASS WINNERS
1st—Nick Nicholson #58 B.S.A.
2nd—Max Melchert #144 IND.

SATURDAY'S RESULTS

250 cc Class

- | | | |
|-----|---------------------|---------|
| 1. | John Siebrandt #18 | MAICO |
| 2. | Bruce Jackson #11 | VELO |
| 3. | Dick Papenguth #4 | MAICO |
| 4. | Al Titus #12 | ZUNDAPP |
| 5. | Robert Hood #10 | MAICO |
| 6. | Gene Lane #9 | MAICO |
| 7. | Glen Clinton #33 | ZUNDAPP |
| 8. | David Urbaniski #15 | MAICO |
| 9. | Bruce Yoder #1 | VELO |
| 10. | Joe Maness #6 | IND. |

200 cc Class

- | | | |
|-----|-----------------------|---------|
| 1. | Ralph Adams #101 | TRIUMPH |
| 2. | Corky Pennington #106 | TRIUMPH |
| 3. | Jack Norman #109 | JAMES |
| 4. | Doug Evans #73 | TRIUMPH |
| 5. | Bob Rasmussen #42 | TRIUMPH |
| 6. | Wayne Sumner #84 | MAICO |
| 7. | Ron Bonner #62 | TRIUMPH |
| 8. | Keith Meeker #51 | TRIUMPH |
| 9. | L. E. Peters #72 | D.K.W. |
| 10. | Don Reppond #53 | ZUNDAPP |
| 11. | Don Makela #102 | TRIUMPH |
| 12. | Bill Brownell #47 | TRIUMPH |
| 13. | Ron Harshman #41 | TRIUMPH |
| 14. | Bob McLaughlin #98 | D.K.W. |
| 15. | James Camaret #96 | D.K.W. |
| 16. | Dave Tapp #117 | DOT |
| 17. | Elmer Bogardus #81 | DOT |
| 18. | Ronald Adams #97 | TRIUMPH |
| 19. | James Brumon #49 | JAMES |
| 20. | Max Switzer #56 | D.K.W. |

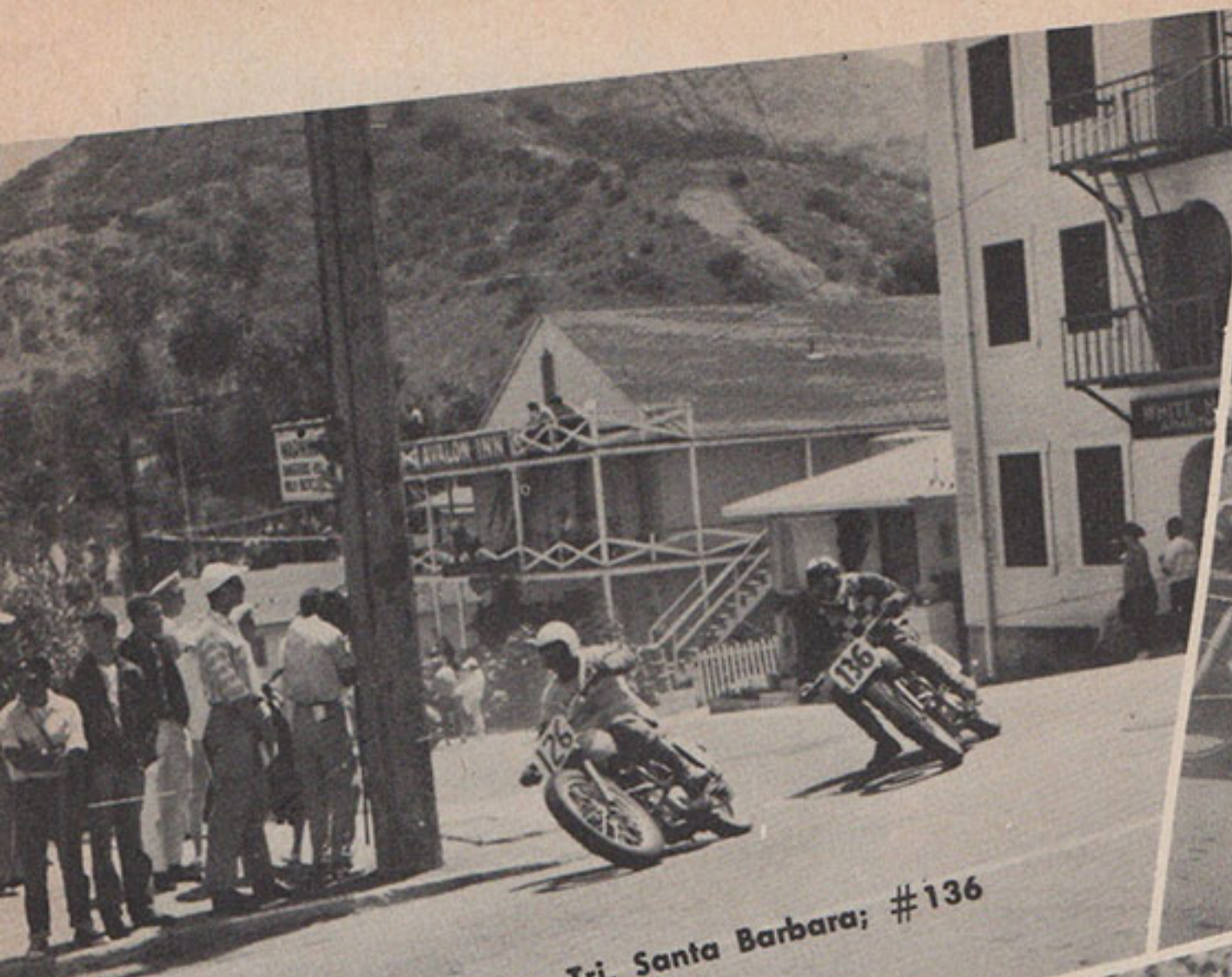
165 cc

- | | | |
|----|--------------------|---------|
| 1. | Johnny Smith #131 | TRIUMPH |
| 2. | Cordy Pieper #124 | B.S.A. |
| 3. | Don Watkins #130 | CECCATO |
| 4. | Bill Schully #132 | TRIUMPH |
| 5. | Henry Ramirez #125 | TRIUMPH |

125 cc

- | | | |
|----|--------------------|---------|
| 1. | Leon Evans #161 | N.S.U. |
| 2. | Dan Green #144 | N.S.U. |
| 3. | Don Alfred #162 | B.S.A. |
| 4. | Garve Nelson #158 | N.S.U. |
| 5. | Don Broussard #149 | CECCATO |

(Continued on page 12)



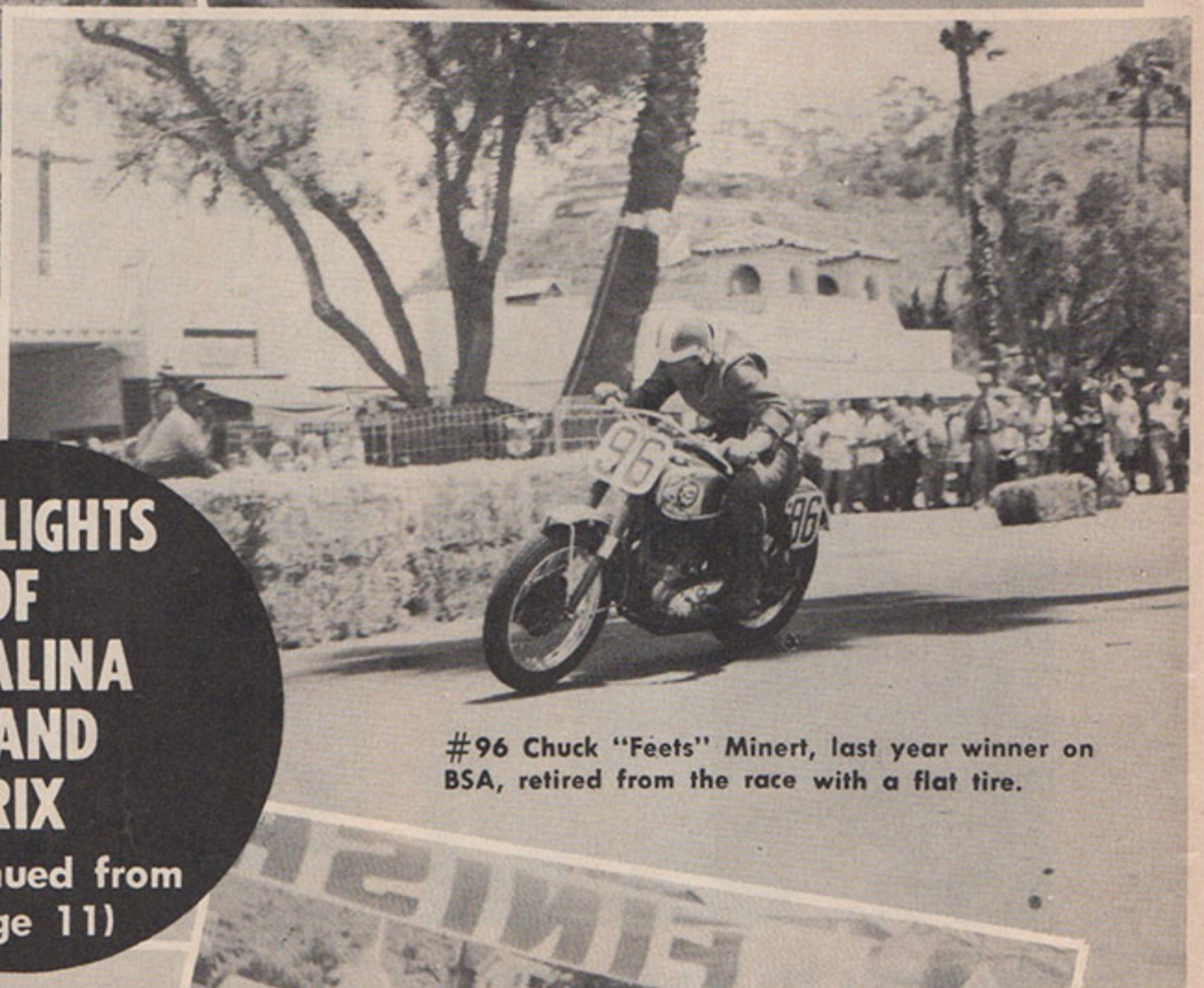
#126 George Walker, Tri, Santa Barbara; #136 Tom Brunton, Burbank



Pile-up at start of 200cc Event Saturday

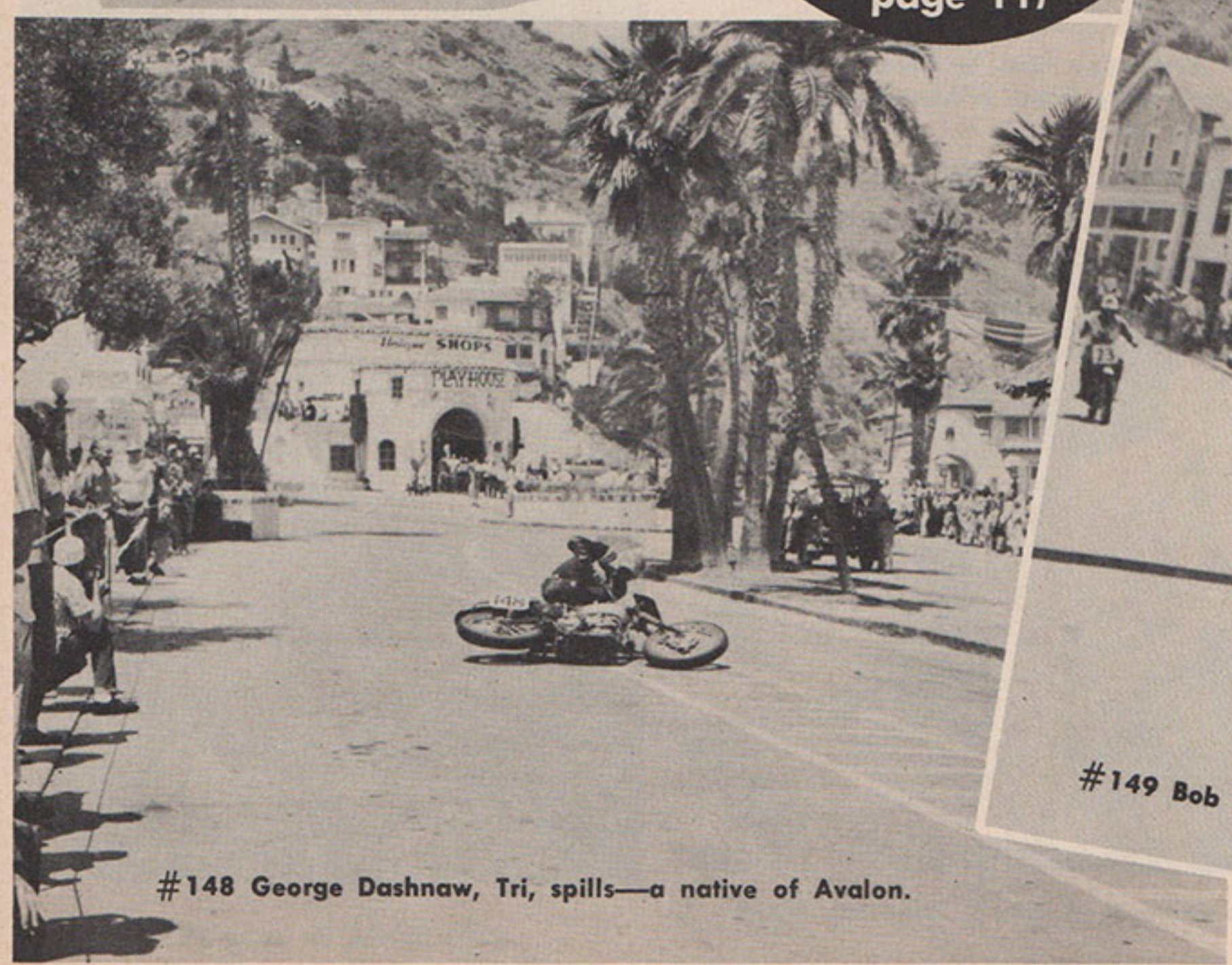


#2 Cal Bottum, Tri, Pasadena

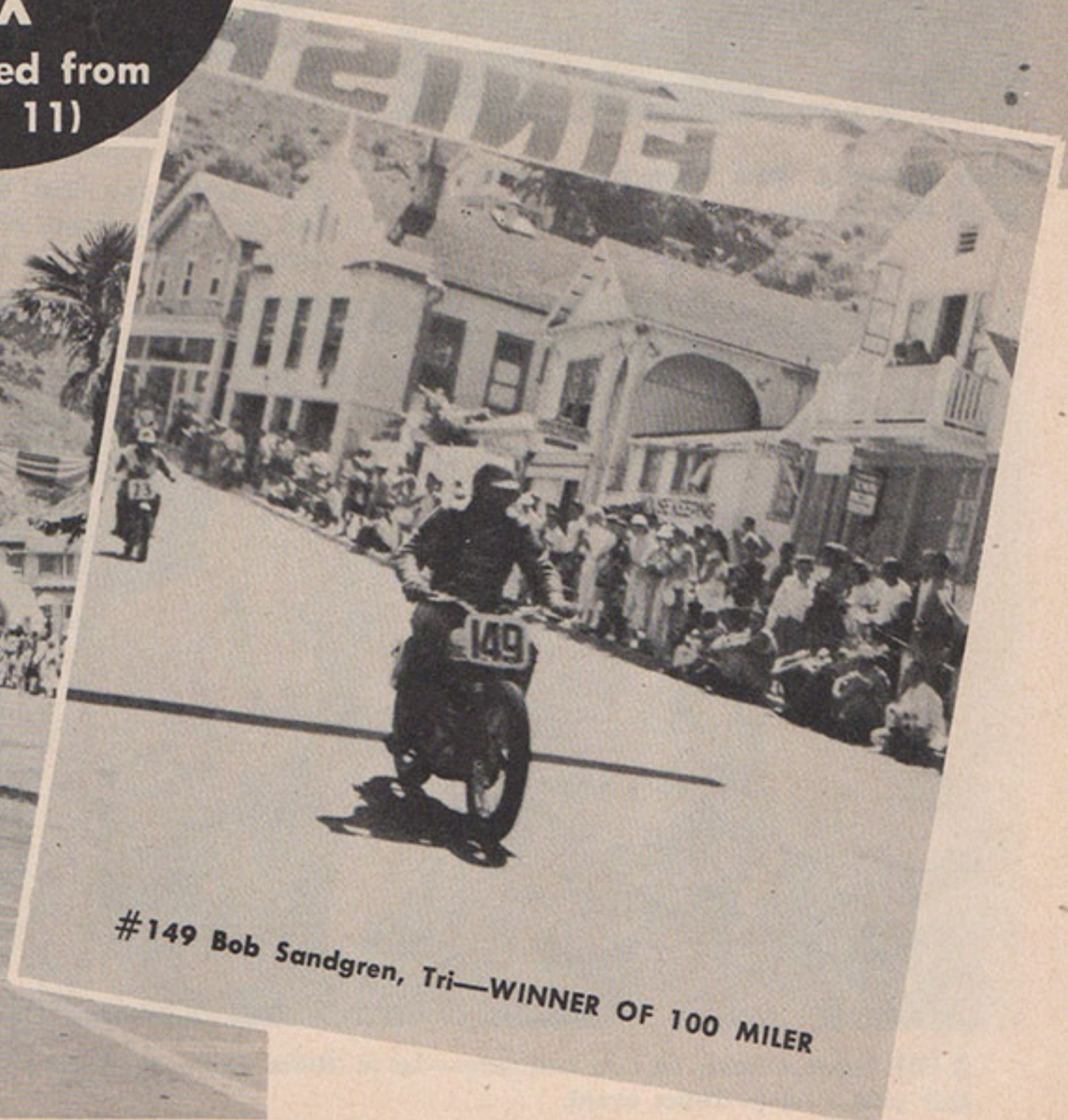


#96 Chuck "Feets" Minert, last year winner on BSA, retired from the race with a flat tire.

HIGHLIGHTS OF CATALINA GRAND PRIX
(Continued from page 11)



#148 George Dashnaw, Tri, spills—a native of Avalon.



#149 Bob Sandgren, Tri—WINNER OF 100 MILER



Al Morsani of Rogers, Ark. starts them young on a wheeler. Al uses his new 1957 Triumph T110 as daily transportation to and from his home to his job as Lines Agent with the Frisco Railway Co. of Seligman, Mo.



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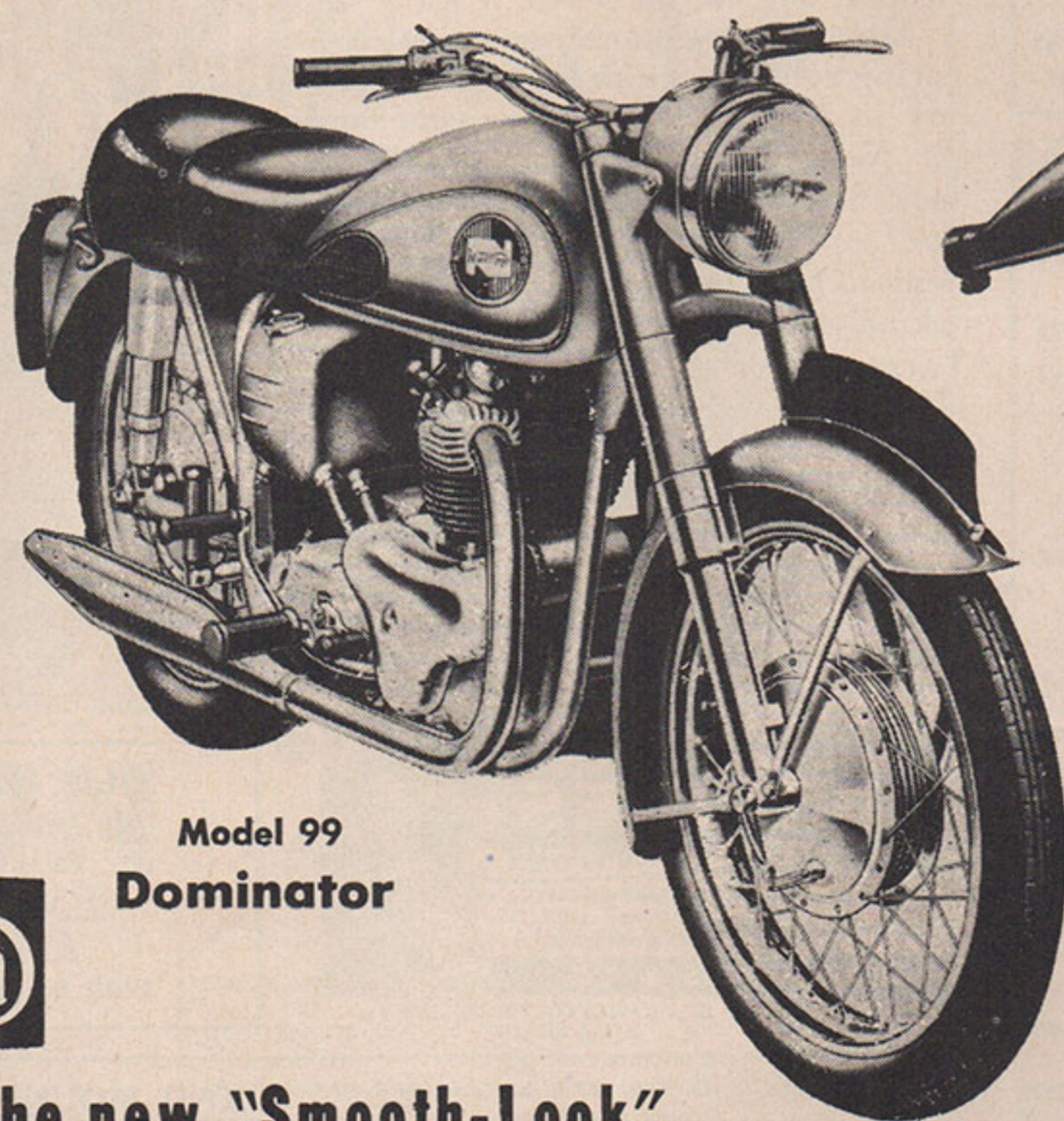
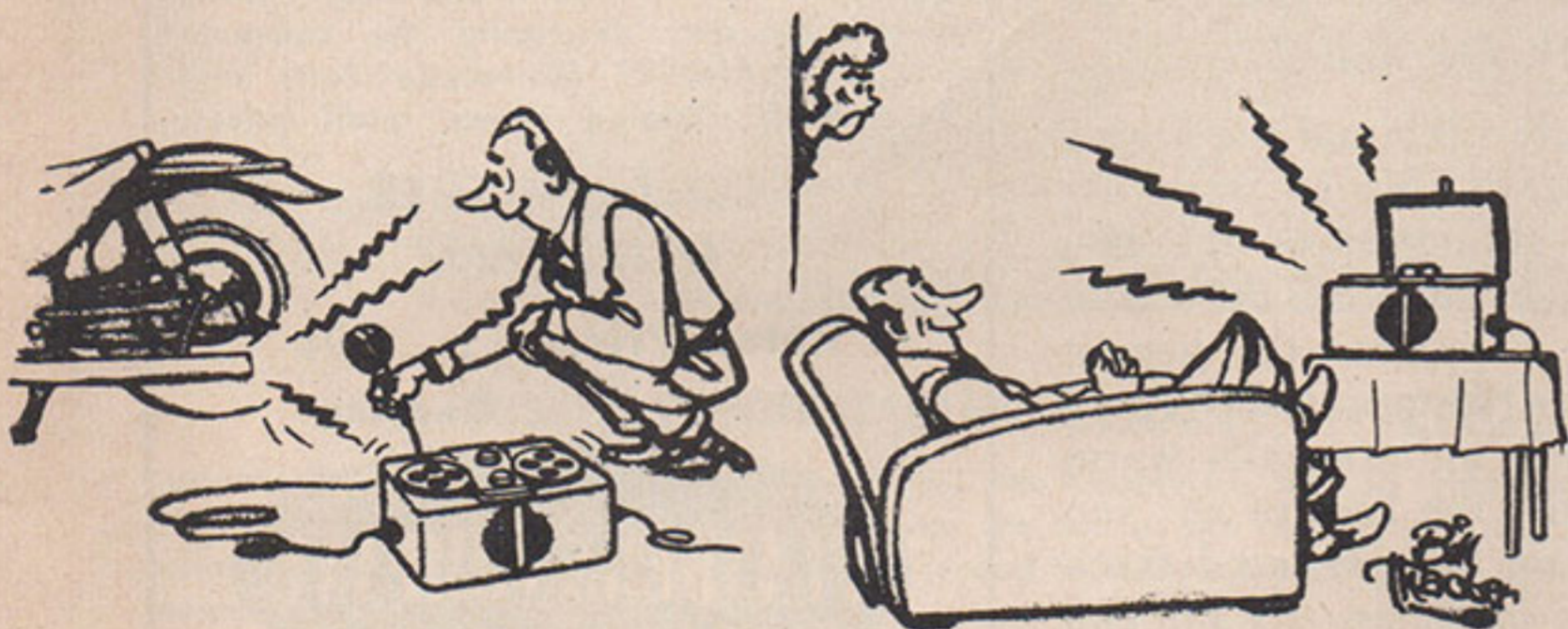
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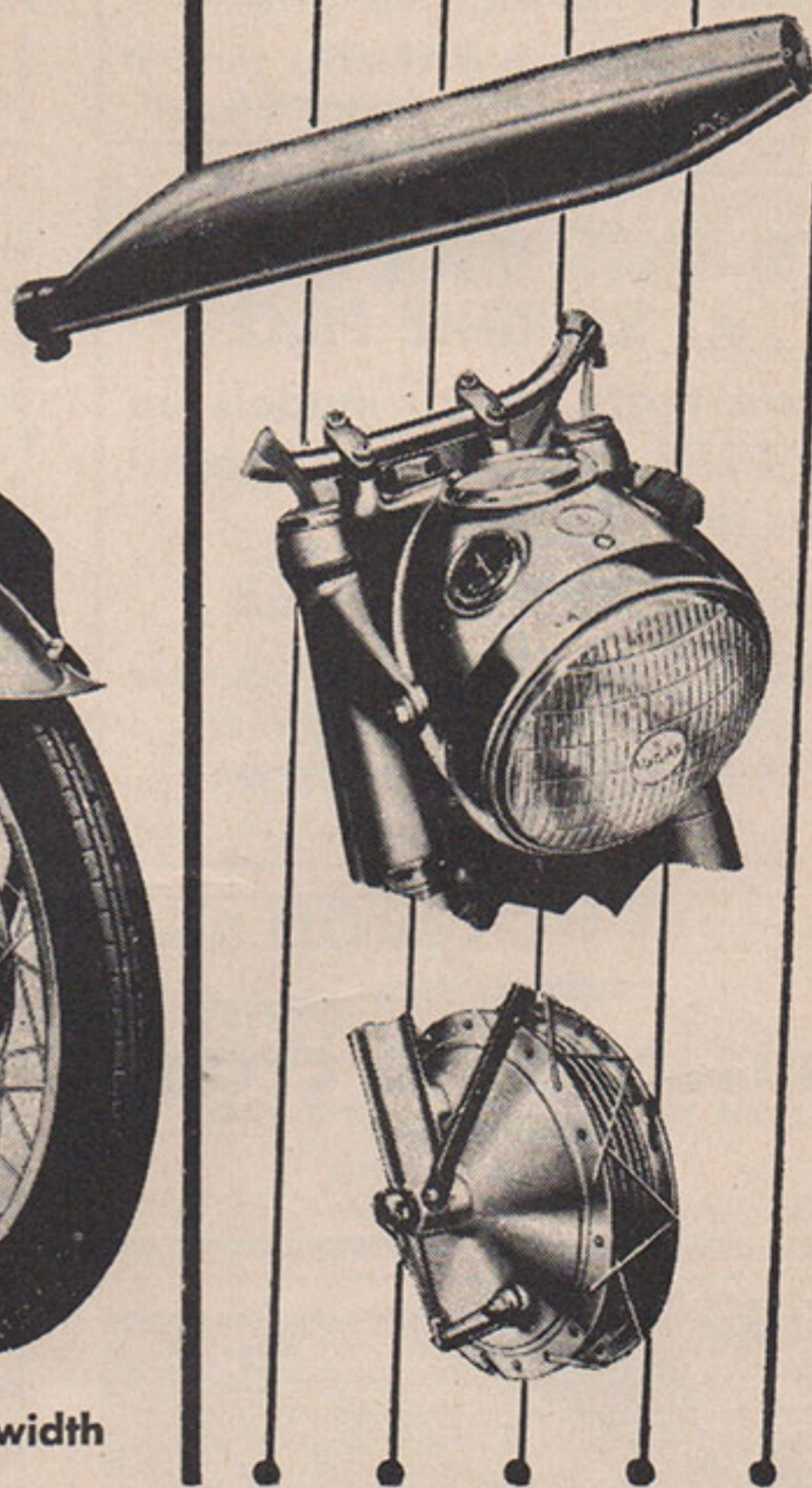
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Some of the participating riders.

**KATO RACES FOR BENEFIT OF
MARCH OF DIMES**

The Kato Cycle Club and the Moose Lodge of Mankato, Minn. were co-sponsors again this year of the motorcycle ice races held on the north shore of Eagle Lake, for the benefit of the March of Dimes polio fund. It turned out to be an unusually warm day, so warm that the heat of the sun melted the ice on the prepared track into four inches of water. By the end of the third Heat, it was impossible to continue racing on that track, and the riders voted to delay the race a few minutes while they made a new track further out on the ice.

After the new track was completed, racing continued with Gary Scott coming in first in the Lightweights, and Al Neusenhofer second. Jim Hautt took first place in the Medium class, and top honors in the Heavyweight went to Ken Evans, with Leslie Uglund taking second. In the Sidecar class Larry Capesius brought his three-wheeler in first, and Dick Anderson took second place. After the races, all riders were invited to the Moose Lodge for awarding of the trophies, and a lunch of hot dogs and good hot coffee, served by members of the lodge. ★

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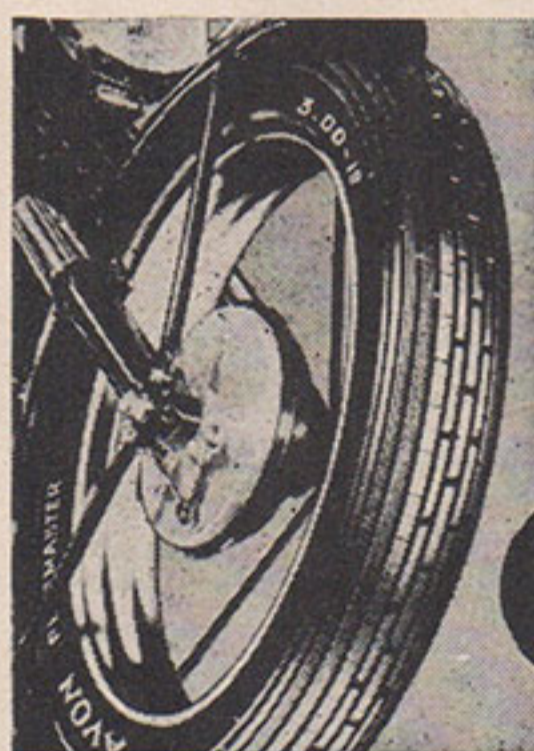
Postpaid



A TYPICAL SCRAMBLES COURSE IN ENGLAND

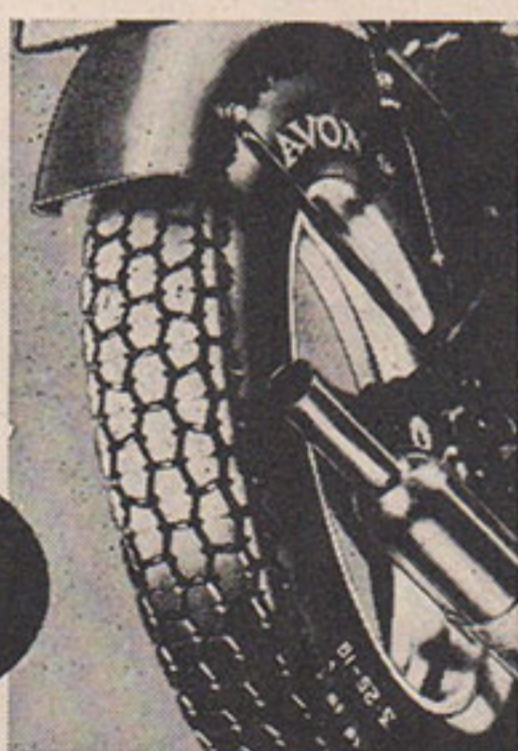
Johnny Draper, the former European Moto-Cross Champion, was in winning form again at the Hawkstone Park, Shropshire. Seen here near the top of the famous hill, Johnny won the Championship race on his 500 cc BSA and was second to team-mate Jeff Smith in the Senior (500 cc) event.

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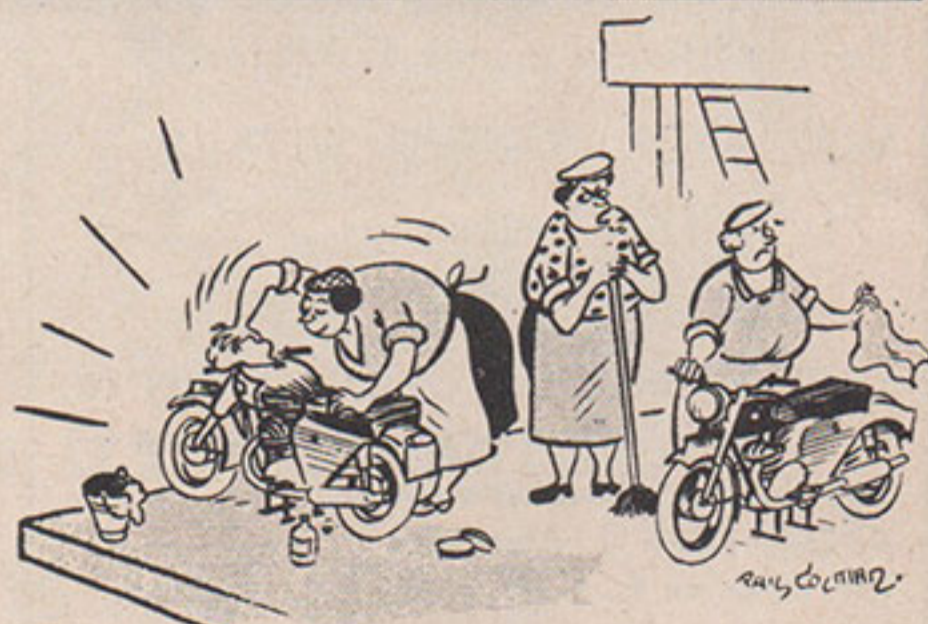
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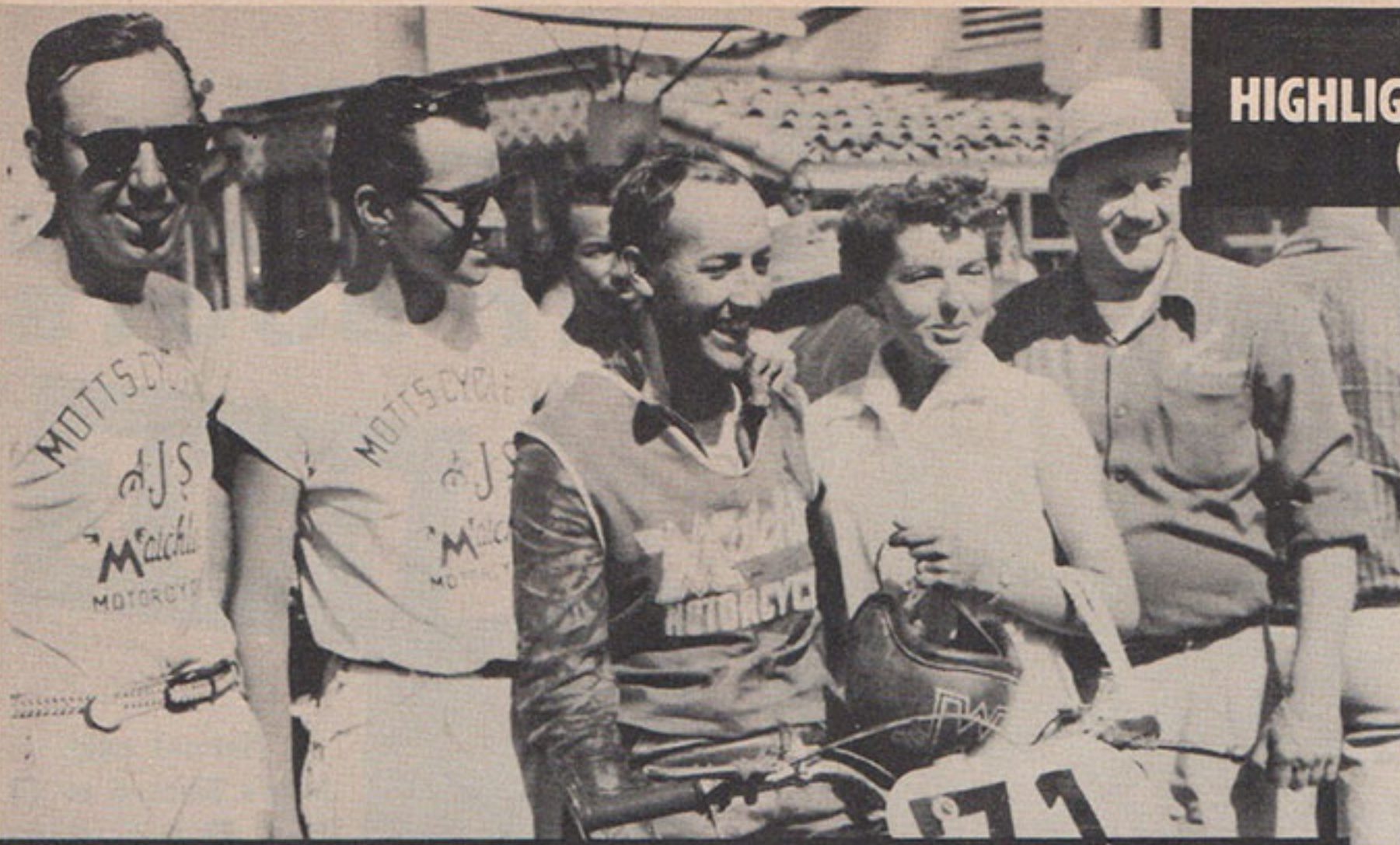
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HIGHLIGHTS OF CATALINA GRAND PRIX (continued from page 12)



Jack Thurman with wife and Frank Cooper A.J.S. distributor. Thurman won 2nd place in the 100 mile event and was winner of Cooper Motors award for his first 500cc.



#102 Chuck Hockie, Velocette, Redondo Beach, finished 6th in 200cc.

(Continued on page 17)

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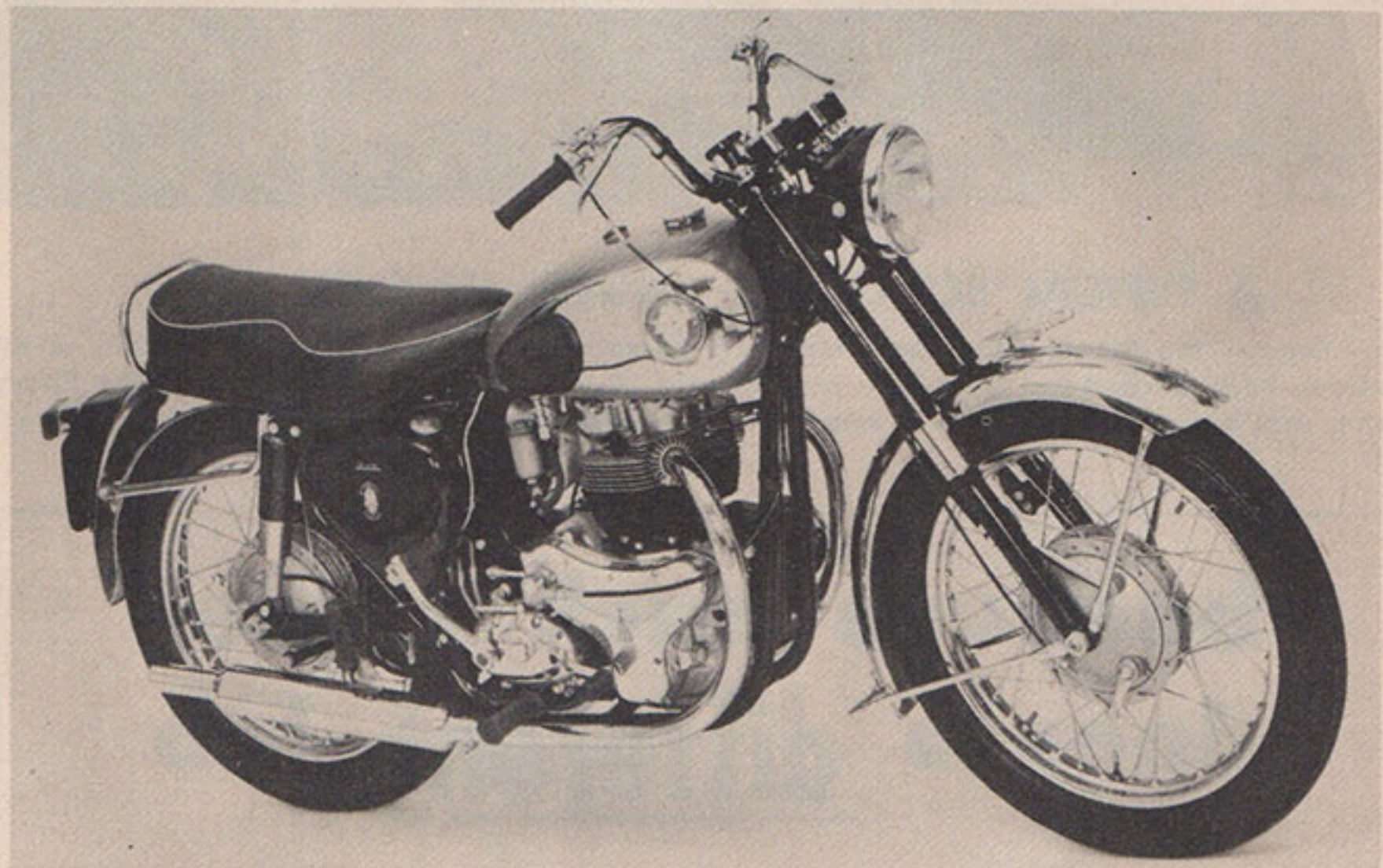
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Improved Performance

Performance of the Super Rocket has been improved by opening up the inlet passages, by the specification of a cylinder block casting with an extra heavy base, heavy crankshaft, and by certain tuning operations carried out during the dynamometer test which is given to each engine. It may not be generally appreciated that BSA gives an individual dynamometer test to every engine in the Rocket (and Gold Star) series. In addition, every Super Rocket engine also benefits from the personal attention of an experienced BSA factory tuner.

Other Features:

The new Super Rocket also continues such well known Rocket features as an alloy cylinder head with valve seat inserts Amal TT racing carburetor, full width alloy hubs with center-line brakes, twin-tube all welded frame, optional (extra cost) full rear chain enclosures, new "Twin-Solo" Dualseat with chrome handrail, adjustable rear shock absorbers and steering head lock. (Western models have sports type dualseat.)

Color Change

The Super Rocket will be easily distinguished from the previous model, by the new bright Sapphire Blue tank with chrome panels, and new, Super Rocket insignia. Fenders are full chrome plated as are the wheel rims, exhaust system and many other parts.

B.S.A. dealers will soon be displaying
this new Super. ★

HIGHLIGHTS OF CATALINA GRAND PRIX—

(continued from page 16)



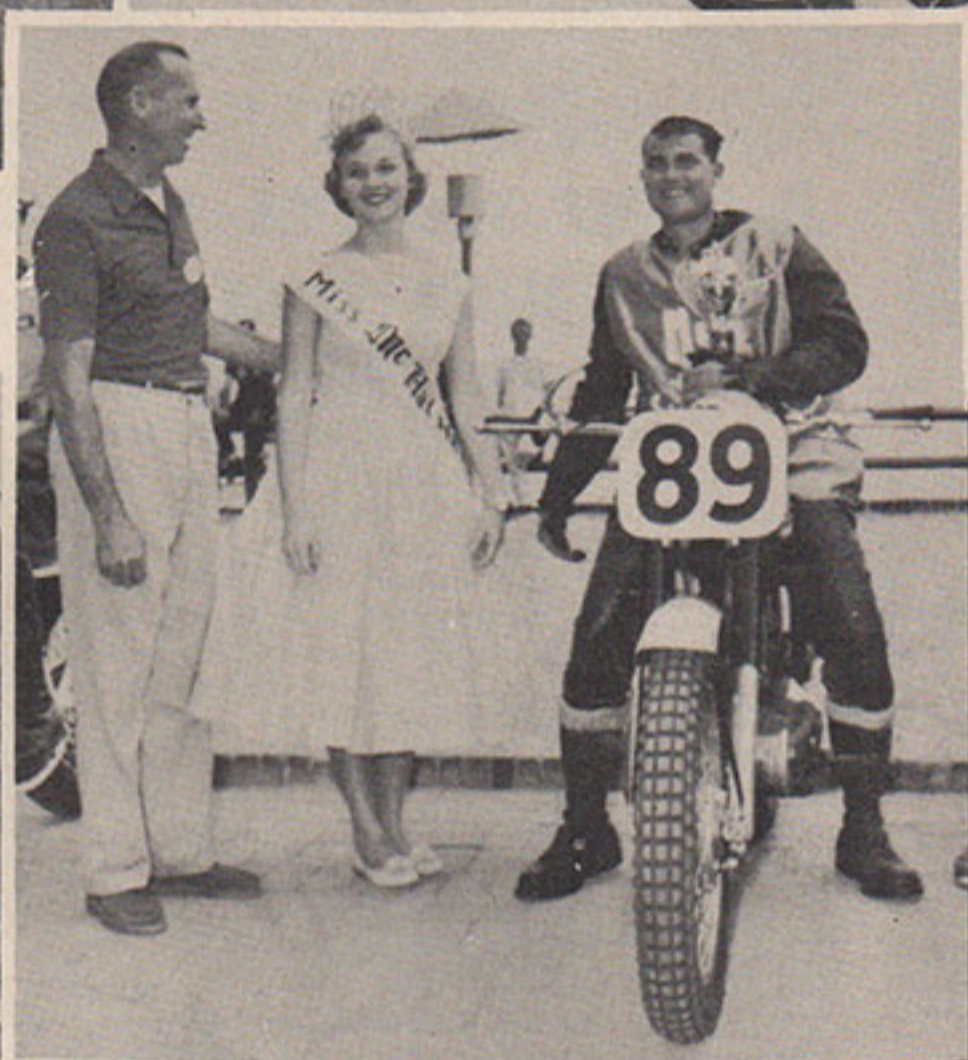
"ACTION ON THE GOLF COURSE"



LINE UP FOR BEAUTY CONTEST



#103 Erlescot Sader, BSA, Canoga Park; #137 Fred Ramirez, AJS, L.A.; #20 Roger White, Tri, Norwalk

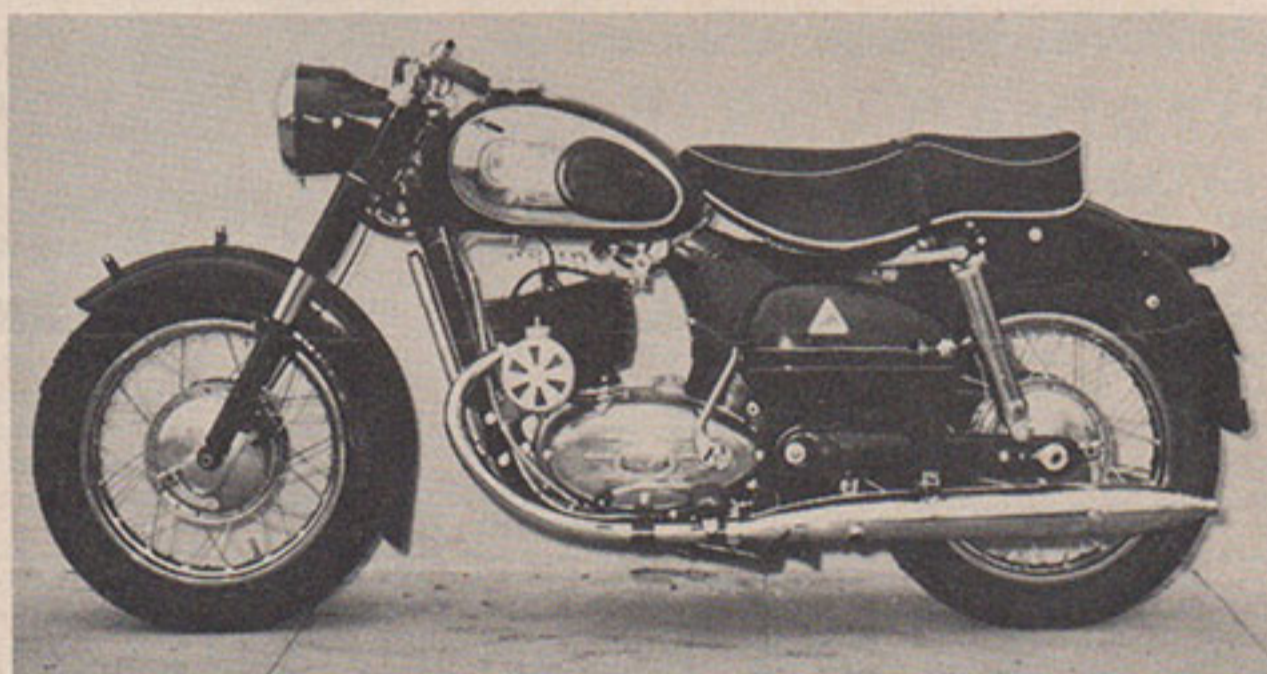


"THE WINNER" — #89 Ronald B. Benghofer, Indian, Wilmington, winner of best looking bike and rider award.



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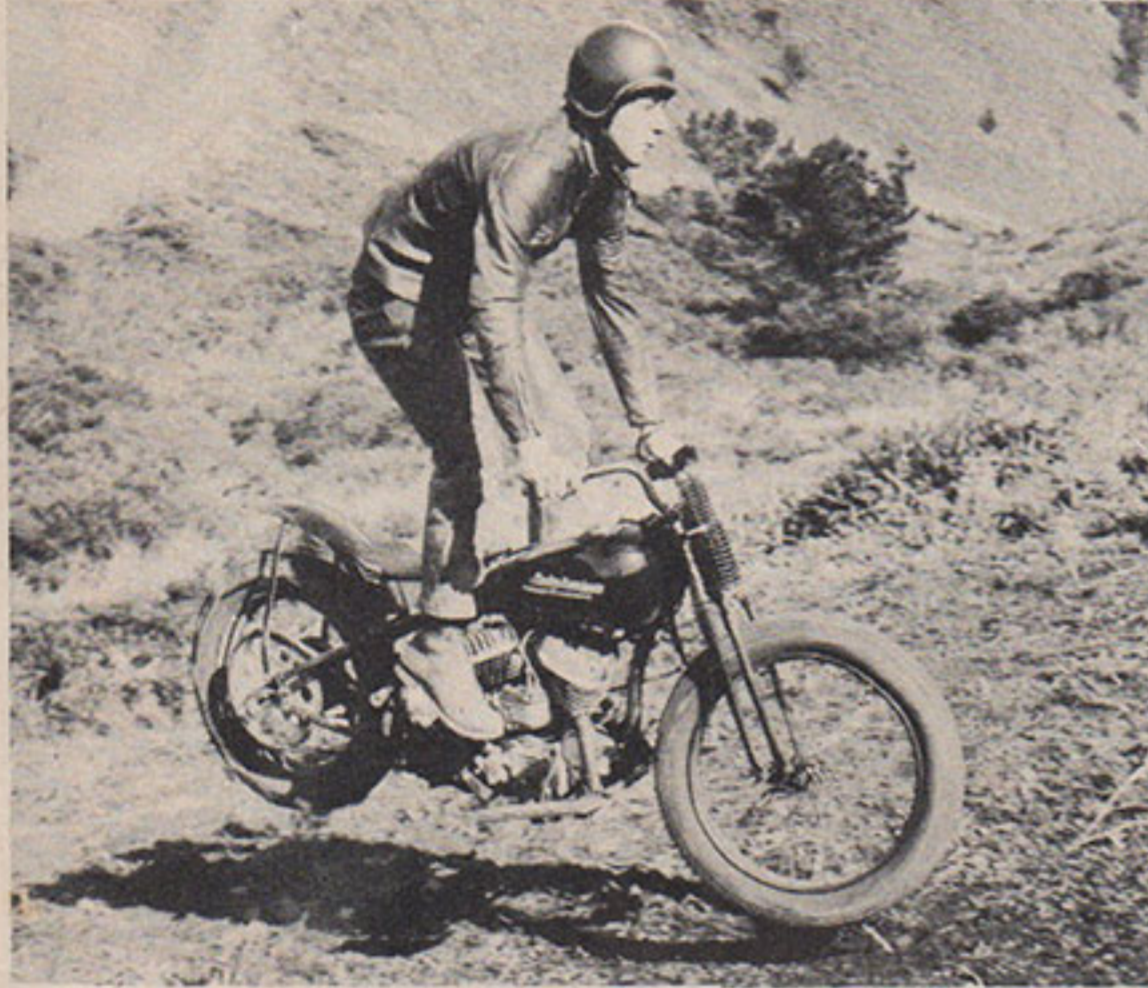
PASADENA

CALIFORNIA

Bay City (California) Hillclimb

The first annual two-star Hillclimb was held on April 14th, with the following results:

The crowd was thrilled by the spectacular riding, and apparently Sam Arena and Windy Lindstrom have youngsters who are following in the footsteps of their famous hillclimbing fathers.



Sam Arena, Jr., of San Jose, looks disinterested in a spectacular jump.



Gary Lindstrom does a somersault.



Harold Mathews of Merced, an old time star, handles his bucking bike like a veteran.

April 14, 1957
Bay City M/C Hillclimb
1st. Annual—2 star

Class B—45 Cu. In. Event

| | | | |
|-----------------------------------|---------|--------------|-------|
| 89z Don Turkletop—Oakland | 210 ft. | First Place | (H-D) |
| 74y George Dever—Richmond | 185 ft. | Second Place | (BSA) |
| 87z Robert Hamilton—San Francisco | 170 ft. | Third Place | (H-D) |
| 99z Gary Lindstrom—Oakland | 128 ft. | Fourth Place | (H-D) |
| 70y Richard Chase—San Francisco | 125 ft. | Fifth Place | (H-D) |
| 119y Sam Arena Jr.—San Jose | 125 ft. | Sixth Place | (H-D) |

Class B—80 Cu. In. Event

| | | | |
|------------------------------------|-------------|---------------|-------|
| 64 Dick Mann, Richmond | 185 210 ft. | First Place | (BSA) |
| 2z Carl Kiesow, San Francisco | 180 ft. | Second Place | (H-D) |
| 87z Robert Hamilton, San Francisco | 170 ft. | Third Place | (H-D) |
| 59y Dick Barry, Richmond | 165 ft. | Fourth Place | (H-D) |
| 119y Sam Arena Jr. San Jose | 150 ft. | Fifth Place | (H-D) |
| 99z Gary Lindstrom, Oakland | 120 ft. | Sixth Place | (H-D) |
| 119y Sam Arena Jr. San Jose | 120 ft. | Seventh Place | (H-D) |

Class A—45 Cu. In. Event

| | | | |
|------------------------------|---------|---------------|-------|
| 120y Stan Schmidt, San Jose | 10:57 | First Place | (H-D) |
| 99y Mike Calabrese, Fresno | 240 ft. | Second Place | (H-D) |
| 62y Carl Habel, Hayward | 210 ft. | Third Place | (H-D) |
| 98z Aubrey Isham, Oakland | 165 ft. | Fourth Place | (H-D) |
| 13z B. Bernhiesel, Palo Alto | 165 ft. | Fifth Place | (H-D) |
| 20y Lee McReynolds, San Jose | 125 ft. | Sixth Place | (H-D) |
| 34r Harold Mathews, Merced | 115 ft. | Seventh Place | (H-D) |
| 78z Sam Arena, San Jose | 110 ft. | Eighth Place | (H-D) |

Class A—80 Cu. In. Event

| | | | |
|------------------------------|---------|---------------|-------|
| 98z Aubrey Isham, Oakland | 10:06 | First Place | (H-D) |
| 34r Harold Mathews, Merced | 1302 | Second Place | (H-D) |
| 20y Lee McReynolds, San Jose | 235 ft. | Third Place | (H-D) |
| 62y Carl Habel, Hayward | 220 ft. | Fourth Place | (BSA) |
| 99y Mike Calabrese, Fresno | 215 ft. | Fifth Place | (H-D) |
| 120y Stan Schmidt, San Jose | 205 ft. | Sixth Place | (H-D) |
| 13z B. Bernhiesel, Palo Alto | 190 ft. | Seventh Place | (H-D) |
| 79z Sam Arena, San Jose | 125 ft. | Eighth Place | (H-D) |

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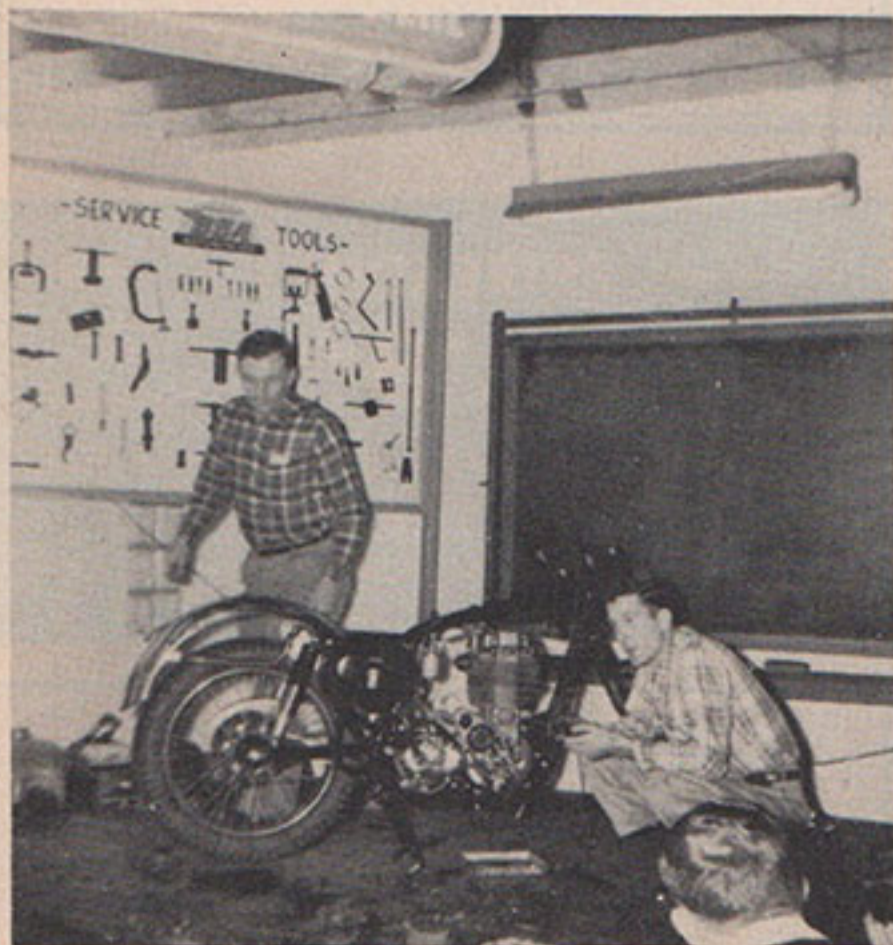
**MOTORCYCLE CLUB AND
MOTORCYCLE DISTRIBUTORS
JOIN FORCES IN MILE
OF DIMES DRIVE**

By Vicky Nabors

When the 1957 Fayetteville, N. C. March of Dimes Campaign came to a successful close, an interesting story was brought to light. Among the contributions was a check for \$300.00 tendered to the Campaign in the name of the Singing Wheels Motorcycle Club of Fayetteville. This check represented the combined efforts of the Club and of three highly competitive motorcycle distributors.

Originally, the Singing Wheels MC. had planned a scrambles race benefit program for the March of Dimes, but due to circumstances beyond their control this program was cancelled at the last moment. Much work had been done on the track by the Club, and naturally all concerned were bitterly disappointed. In these circumstances, the three motorcycle distributors came to the rescue with substantial contributions to the good cause. The three "forces who united" were: BSA Incorporated, Nutley, N. J. (BSA & Ariel Motorcycles), The Triumph Corporation, Baltimore, Md. (Triumph Motorcycles) and the Berliner Motorcycle Corporation, New York City (Zundapp Motorcycles).

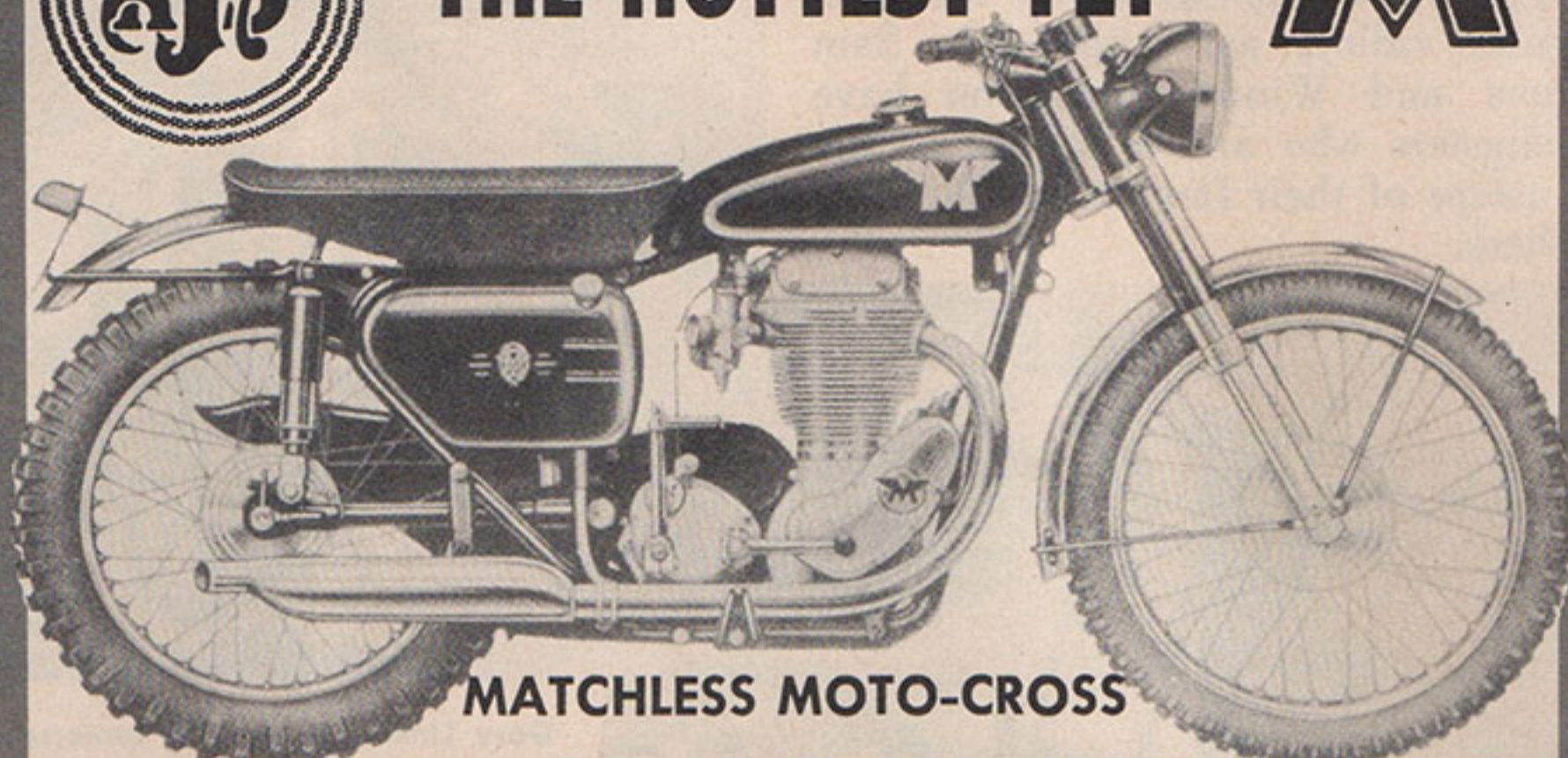
When world famous corporations such as these show such a warm hearted interest in the affairs of the "little guy" down the line who rides their motorcycles, it make you think that these same "little guys" must be a wonderful bunch of people—and don't forget that the little guy thinks the Distributorships are comprised of a pretty grand group of people too! ★



Service School instructor Tommy McDermott clears up a point



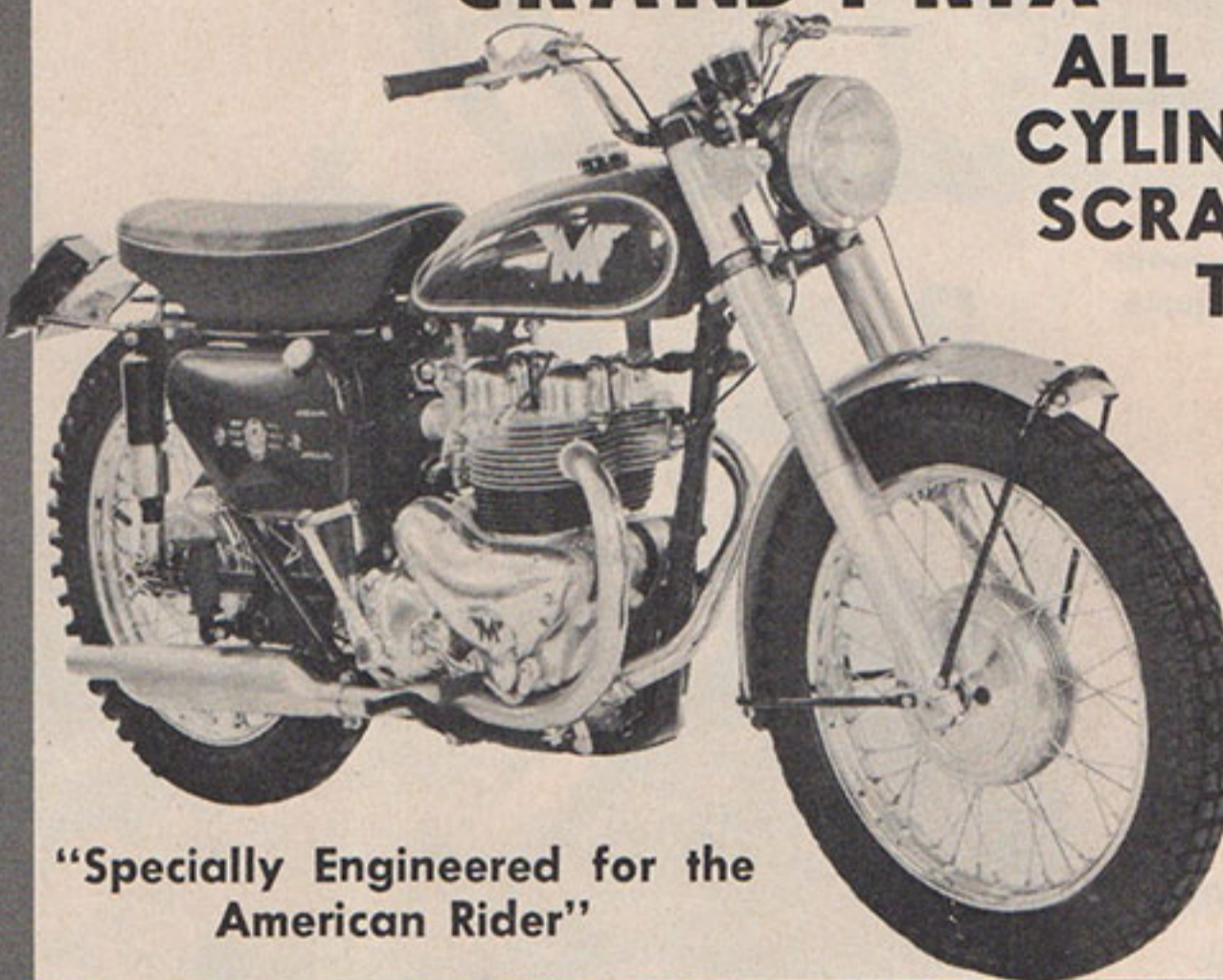
**1957
THE HOTTEST YET**



MATCHLESS MOTO-CROSS

**WINNER OF 1957 CATALINA
GRAND PRIX** 500 c.c. Class

**ALL NEW TWIN
CYLINDER 600 c.c.
SCRAMBLES with
The Hi Power
Hurricane
Engine**



"Specially Engineered for the
American Rider"

**BIGGEST BORE OF
ALL VERTICAL TWINS**
Racing cams, new head
design, high velocity
porting, 1/8" larger in-
let valves, 8 1/2 to 1
compression, and big
carburetor.
Only vertical twin with
3 main bearing crankshaft

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FRANK COOPER, President**

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Oil for your motorcycle

high performance . . .

longer engine life

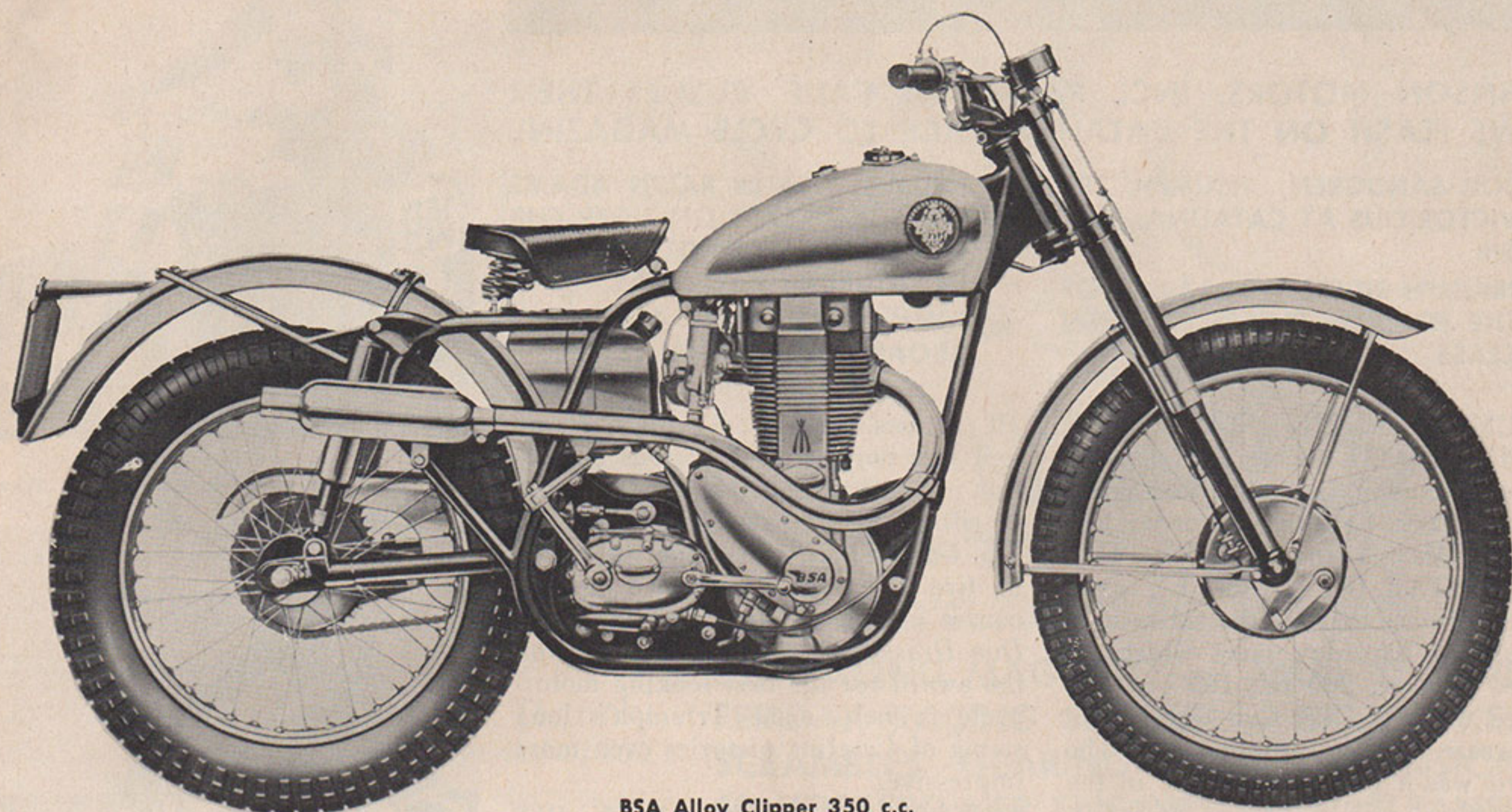
Sold by TRIUMPH dealers

Distributed by

The Triumph Corp., Towson, Baltimore 4, Md.



Get Into The Winners Circle!

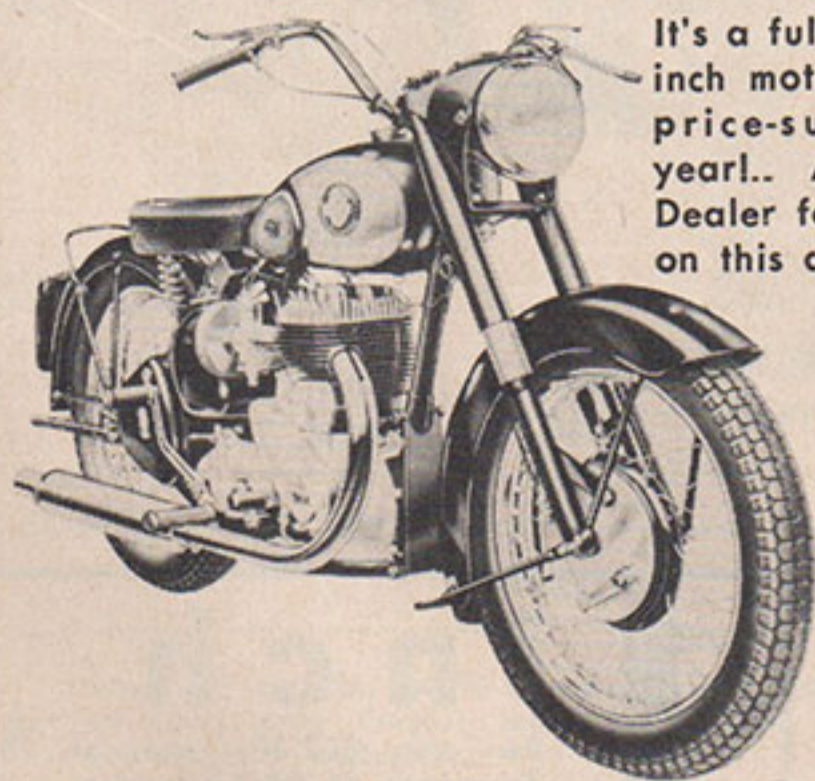


BSA Alloy Clipper 350 c.c.
& 500 c.c. Single

BSA "ALLOY CLIPPER"

If you're interested in motorcycle sports events, here is a man-sized BSA Sports Single at an attractive price! Easy to handle, highly reliable, and powered with the rugged BSA B34 alloy engine, this sure-footed mount will get you into the winner's circle at event after event this season!

Have you seen the BSA "Commander 600"?



It's a full sized 37 cubic inch motorcycle with the price-surprise of the year!.. Ask your BSA Dealer for the full story on this attractive model!

FEATURES

ENGINE: 350 c.c. or 500 c.c. o.h.v. single alloy; cylinder barrel and head; high compression piston, Amal carburetor, Lucas KMC-1 magneto.

TRANSMISSION: Scrambles gear ratios; multi-plate clutch; oil bath primary chain; rear chain with chrome guard.

FRAME: Lightweight swinging arm frame; 2 gallon sports tank; competition-type oil tank; high level exhaust system; trials type handlebars; speedometer, and solo saddle. No lighting equipment.

See your BSA Dealer for full details and delivered price.

Write for free literature.

Distributed in the West by
HAP ALZINA
3074 Broadway, Oakland, Calif.

Prices and specifications between Eastern and Western models may vary. Consult your dealer.

Distributed in the East by
BSA INCORPORATED
639 Passaic Ave., Nutley 10, N. J.

"SPECIAL NEWS FLASHES"

JOHNSON MOTORS, INC., PASADENA CALIF. RUSHES THEIR NEWS FLASH ON THE CATALINA RACE TO CYCLE MAGAZINE

- ★ BOB SANDGREN, TRIUMPH TR6 VICTORIOUS AT CATALINA, MAY 5th
- ★ TRIUMPH RIDERS WIN 13 OUT OF THE FIRST 26 PLACES IN OPEN CLASS

TRIUMPH RIDERS SWEEP THE ENTIRE FIELD during two days of rugged Grand Prix racing on the Island of Santa Catalina, Saturday and Sunday, May 4 and 5, 1957. TRIUMPH STAR DON HAWLEY set a blistering pace that led the entire field during the Saturday races which included 250 cc., 200 cc., 165 cc., and 125 cc. machines. His Cub kept him in the breeze until he dropped out. The culprit was a broken electrode in the spark plug! WHITTIER, CALIFORNIA, TRIUMPH DEALER RALPH ADAMS showed the consistency that makes him one of the island's most successful competitors to win first place in the 200 class on his Triumph Cub—he finished second over-all! Cub riders won 9 out of the first 13 places in the 200 cc. class! This is especially phenomenal considering the fact that there were 165 entries in the various classes running together on May 4, 81 of these entries being 200 cc. machines. JOHN SMITH OF SACRAMENTO, CALIFORNIA, won the 165 cc. class, again proving the outstanding capabilities of the Triumph lightweights. THERE WERE MANY TRIUMPH STARS during the big race on Sunday, but in particular Triumph dealer Bud Ekins of Tarzana, California, and Bob Sandgren of Long Beach, California, were the ones to watch as the race progressed. On about the 4th lap these boys were running consistently within one minute of each other. By the start of the 8th lap Ekins was nearly one minute ahead on his Triumph TR5 when he momentarily forced out with rear wheel trouble. He went on to finish 8th after spending almost 10 minutes in the pits!

BOB SANDGREN ON HIS 1957 TRIUMPH TR6 THEN DID BATTLE with Matchless mounted Jack Thurman and Triumph mounted Howard Nicholson for the lead with Sandgren winning the race after a very close finish. CAL BOTTUM ON A TRIUMPH TR6 thrilled spectators with a blistering first lap that was reported to be under

- ★ TRIUMPH DEALER RALPH ADAMS WINS 200 CLASS ON TIGER CUB —FINISHES SECOND OVER - ALL IN SATURDAY RACE, MAY 4th
- ★ JOHN SMITH WINS 165 CLASS ABOARD HIS TRIUMPH TERRIER

19 minutes. He stayed right up front and was never out of serious contention until a broken chain severed further efforts on his part on the very last lap. Gary Sowell's machine suffered a flat tire after he too burned up the course with a startling first lap time. Don Draskovich's Triumph T110 won the award for the best looking motorcycle to help make Triumph's long string of Catalina victories even more impressive.

THE TRIUMPH AND ARIEL PIT CREWS which were manned by Triumph and Ariel dealers in co-operation with Johnson Motors, Inc., were congratulated after the event by the pit steward for their co-operation during the race and for their efficient handling of rigorous pit duties.

A RECORD CROWD WAS ON HAND to witness the big event which saw some 199 riders start in the open class on Sunday, May 5, approximately 100 of which finished the long grind. While no official word has been received concerning the number of spectators present, it is believed some 10,000 enthusiasts and new-to-motorcycling individuals jammed the streets of Avalon during both days. ★

Results 1957 CATALINA GRAND PRIX OPEN CLASS

| | |
|----------------------------------|-----------------|
| 1. Bob Sandgren | Triumph |
| 2. Jack Thurman | Matchless |
| 3. Howard Nicholson | Triumph |
| 4. Arvin Cox | BSA |
| 5. Bob Ewing | Triumph |
| 6. Charles Hockie | Velocette |
| 7. Sal Collura | AJS |
| 8. Bud Ekins | Triumph |
| 9. Vern Hancock | Matchless |
| 10. Howard Jackson | Triumph |
| 11. John Rich | Triumph |
| 12. Charles Cripps | BSA |
| 13. Ray Tanner | H-D |
| 14. John Marcotte | AJS |
| 15. Al Colley | Ariel |
| 16. Dick Mills | BSA |
| 17. J. Goldsmith | Triumph |
| 18. Roger White | Triumph |
| 19. Bruce Jackson | Velocette |
| 20. John Penner | AJS |
| 21. Don Wehrman | Triumph |
| 22. John C. Lewis Jr. | Triumph |
| 23. Bill Staats | Triumph |
| 24. Al Rogers | AJS |
| 25. Ed Kretz Jr. | Triumph |
| 26. Lee Strickland | Triumph |
| 200 cc. Class Winner—Ralph Adams | Triumph T20 Cub |
| 165 cc. Class Winner—John Smith | Triumph Terrier |



Bob Sandgren, Catalina Open Class Winner



Ralph Adams, 200 cc Catalina Winner

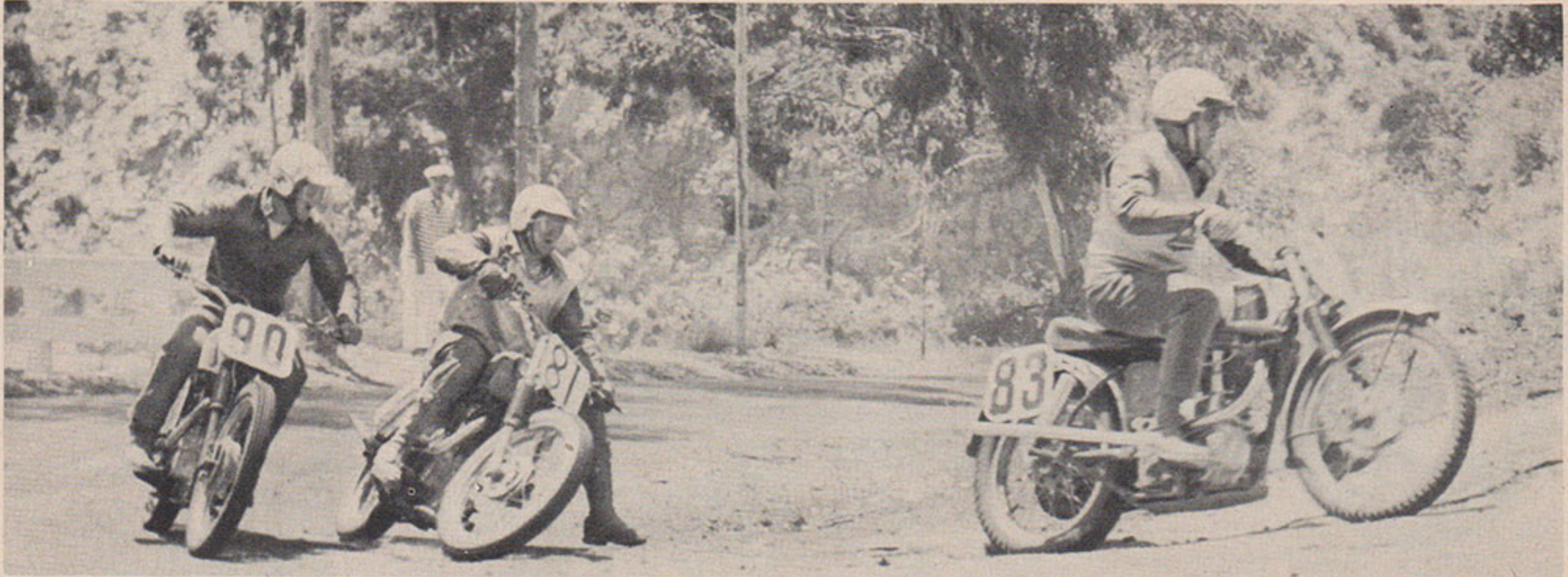


148—George Dashnaw, Tri. 40"
150—Bud Ekins, Tri. 30.50

1 inch

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

THE VELOCETTE SCRAMBLER — IT SCREAMS



EAST MEETS WEST AT CATALINA—Sandwiched between Californians Bruce Jackson (90) and Bob Greene (83), Philadelphia Velocette dealer Larry DeSimone (81) corners during 1957 Catalina Grand Prix. All three are riding 30-inch Velocette Scramblers.

Quality and staying power are bonus features built into all Velocette motorcycles. The recent Catalina Grand Prix was further proof of this fact—and even 80 percent of the Velocettes entered in both events finished the rugged weekend of racing! With Velocette, it's the build—not the build-up!

**BTH RACING MAGNETO — AMAL TT CARB
FERIDAX RACING SADDLE — BIG BRAKES
SCRAMBLES GEARING AND SUSPENSION
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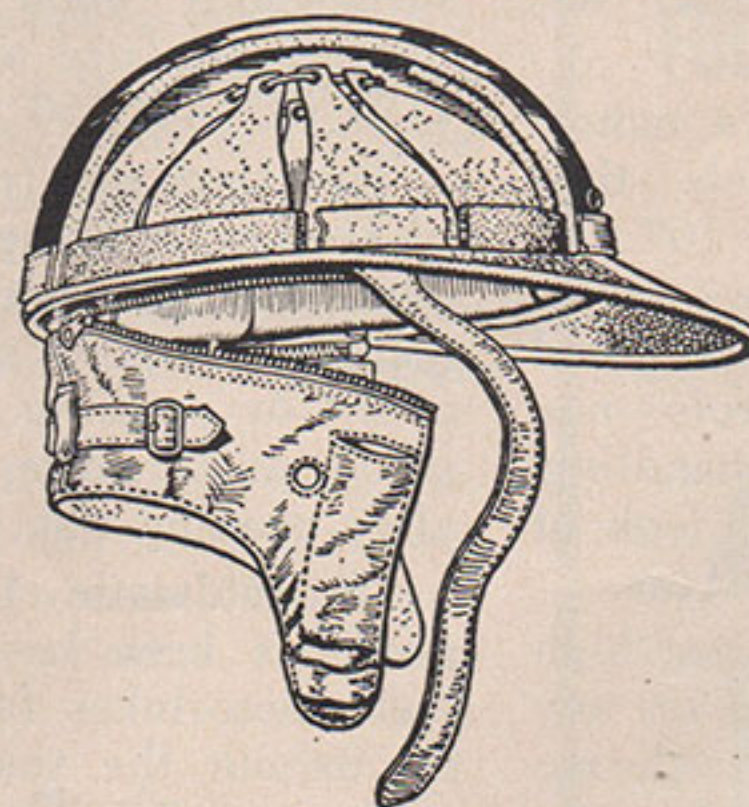
A New Safety Helmet

THE CLYMER "SPORTSMAN"

PRICED LOW AT **\$18.00**



Give hat size when ordering



Easily detachable neckpiece

- Light yet strong — Attractive
- Adjustable neckpiece — easily detached
- Flexible visor — Ventilated top
- Soft inside leather harness
- Sponge rubber cushion headband
- Official helmet of London Motor Police

A NEW SAFETY HELMET

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

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

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

FLOYD CLYMER HELMETS

"Pioneer distributors of crash helmets in America—since 1932"

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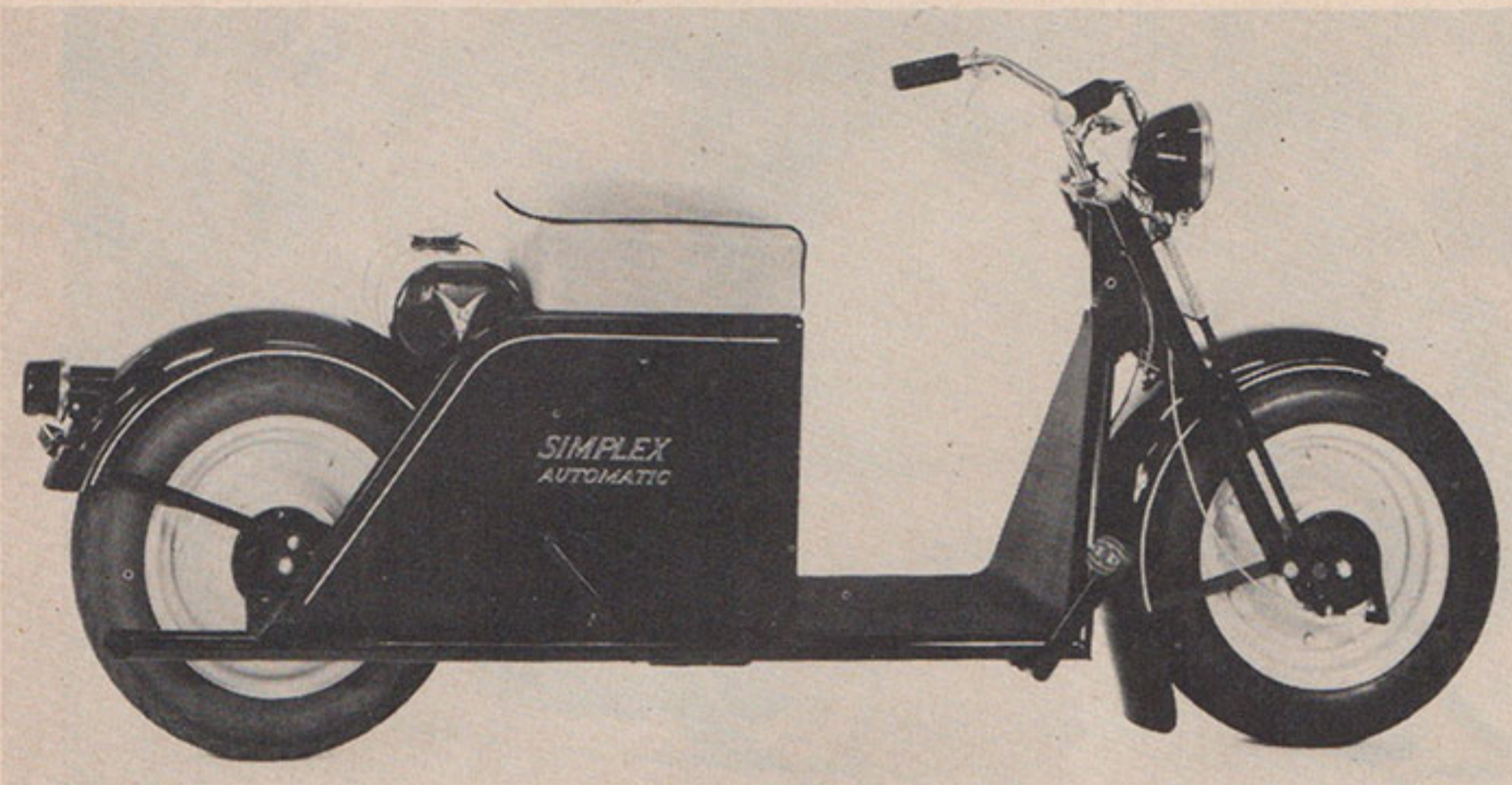
COLOR—White with black visor—a smart contrasting combination.

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

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

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

A NEW AMERICAN MOTOR SCOOTER



THE NEW SIMPLEX SCOOTER

By Paul Treen

Paul Treen has had years of experience in selling and manufacturing two-wheel vehicles and below is a resume of his career.

- ▶ Entered MC business as a dealer 38 years ago, during which time he has handled every leading American make MC.
- ▶ Was a partner in a successful distributorship with three motorcycle stores. During the worst years of the depression (1931-32-33) sold three times as many new machines as ever sold before in his territory.
- ▶ In the motorcycle manufacturing field has held these positions successively: Design Engineer, Chief Engineer, Production Manager, Salesmanager.
- ▶ President of Simplex Manufacturing Corporation for 22 years. Has 3 sons, Paul Jr., 32, John 30, David 28, all officers and directors and active in the management of Simplex.

PROMPTED by the rapidly increasing popularity of motorscooters in this country, (as well as world wide) America's oldest maker of motorbikes (lightweights) has now entered this field.

Here is a motorcycle man's motor-scooter—large, heavy wheels—tires 20" x 4"—(most scooters use 16" x 4" tires)—husky tubular frame—motorcycle type forks accessible exposed rear wheel—motorcycle controls—motorcycle balance, feel and handling. It has the sturdy, functional look of the motorcycle and the sport car.

A feature found on the latest high price cars but not yet found on any other motorscooter or motorcycle except SIMPLEX is the completely automatic clutch and automatic gear shift.

The clutch is the automatic centrifugal type with twin shoes fitted with Raybestos molded lining, operating in a 5 inch steel drum, engaging at 1200 RPM of the motor.

The husky automatic transmission is centrifugally actuated by a pair of hardened rollers operating in hardened steel tracks. The transmission

automatically selects the best gear ratio, depending on speed, weight of load and gradient. The result is silken smooth operation at all speeds and surprisingly good acceleration considering the size of the power plant (125 CC and 150 CC).

The clutch and transmission runs on SKF or other highest grade ball bearings with lifetime lubrication, and therefore require no periodic adding of oil or greasing. There are no adjustments to make initially or thereafter, making this unit attention free.

The automatic clutch and transmission has been used by Simplex on their motorbikes for four years with throughout the years.

This automatic system also has the tremendous advantage that almost anyone can ride these machines (motor-scooter or motorbike) with no previous riding experience, as the only controls are the twistgrip throttle and the brakes—it is impossible to stall the motor and take off and stopping is smooth and requires no skill by the operator.

Another outstanding advantage of

the automatic clutch and transmission is that it is impossible to race the motor in neutral, dump in the clutch or operate in improper gear ratio. The result is greatly increased trouble free life of the engine, transmission and tires.

The automatic clutch and transmission was designed and developed by Paul Treen, Junior, son of the president, who is Vice President and Design Engineer of Simplex, and who is responsible for so many of the improvements enjoyed by Simplex in recent years.

The Simplex motorscooter has the "feel" of a motorcycle. When you get aboard you immediately sense the comfort of the large deep cushion, the soft springing, the solid rubber floor covering and the correct relationship of seat, handlebars and footboard. At the same time there is the feeling of solidity and stability.

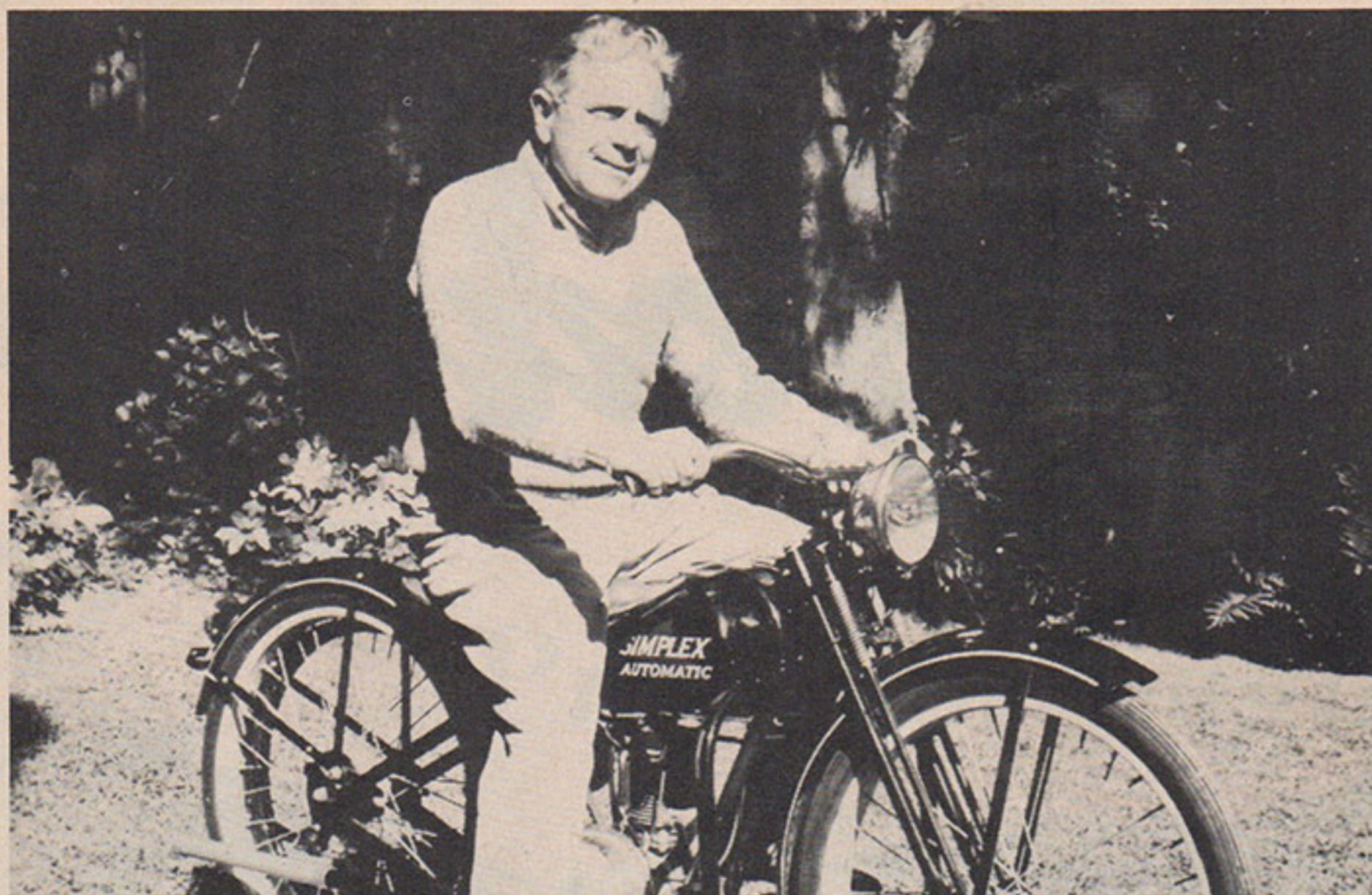
One kick of the starter, handily located on the right side, and accessible while sitting on the machine, and the Simplex engine comes to life. A twist of the throttle and you are away. At once you appreciate the machine's stability and balance. If you turn loose the handlebars the machine continues in a steady straight line or responds to your body movements as easily and naturally as riding a fine motorcycle or even walking.

The motor maintains a steady hum, mellowed by the heavy ($\frac{1}{8}$ " wall) twin muffler system, and you notice that the motor revolutions remain constant although the machine is accelerating rapidly—automatic shifting at its best.

The husky rear brake operated by a rubber covered brake pedal, conveniently located on the right side, forward, brings the machine to a smooth sure stop. For an even faster stop the hand lever on the left handlebar brings the equally husky front wheel brake into action. The large tires, measuring 20 inches outside by 4 inches cross section (largest on any motorscooter) with their diamond block tread coupled with the oversize brakes, provide adequate and safe stopping.

The lighting system approved in all states, consists of a standard 5 inch headlamp, and an extra large taillight, which provides a brilliant red signal to rear and to either side. A stoplight is standard equipment at no extra

(Continued on page 25)



Samuel F. Pryor, vice president of Pan American Airways, and assistant to President Juan Trippe. Mr. Pryor is an ardent motorcyclist and is shown astride his Simplex Automatic.

charge on all Simplex machines this year. Current source is the flywheel magneto which this year has 3 separate light coils; one supplying current to the headlight, one to the taillight, one to the stoplight. This is an important advance in magneto lighting as the failure of one bulb does not cause all other bulbs to burn out as is the case where all bulbs are fed from one coil, or coils in parallel.

A switch handily located on the dash controls both the ignition and lights. Removing the key immobilizes the machine, providing protection against theft or unauthorized use. The choke control is also located on the dash providing handy and clean method of choking.

Accessibility for adjustment or repairs is unequalled. Brakes are extremely easy to adjust and are in the open, in plain view. Raising the hinged cushion provides handy access to spark plugs. An opening is provided in the motor cover through which the carburetor is quickly adjusted, all adjustments being made by a screwdriver, and all adjustments are located on the left side of the carburetor.

For more extensive repairs the two side panels come off by removing two screws and lifting panels out of their slots—a job taking less than a minute. Six bolts only are removed to take the engine out. One bolt only removes the transmission.

Every Simplex vehicle is run for fifteen minutes on a complete machine tester which includes a dynamometer which records power and speed delivered by the rear wheel, check lights, shifting, brakes, carburetor setting, starting characteristics, engine and other noises, and operating temperatures. Rigid standards must be equalled or exceeded by every machine, and its performance recorded before it is approved for shipment.

Consequently, when a Simplex machine is received it is completely adjusted and ready to operate. Only the front wheel is removed for shipping, which can be installed and tightened in less than 2 minutes. Uncrating time and installing front wheel requires about 15 minutes.

A most attractive appearance results from the clean lines, lustrous three color baked enamel finish and gleaming chrome. Frame and forks

are high luster black; the wheels seat cushion and striping is cream; the fenders, tank and side panels are finished in glossy rich red or optionally in Air Force blue or jet black. Handlebars are chrome. A strikingly handsome motorscooter with the motorcycle and sport car look.

The Chicago Daily Tribune of March 6, 1957, reported that "West Germany produced more motorscooters than motorcycles for the first time in 1956," provisional figures issued here show that 130,034 motorscooters and 101,214 motorcycles were made during the year.

The Wall Street Journal in a recent issue stated that the sale of motorscooters in the United States last year was between 40,000 and 50,000 machines, and that there were 250,000 motorscooter owners in this country. The sales last year of motorscooters, therefore, equalled or exceeded the sale of motorcycles.

In view of these facts motorcycle dealers may well give serious consideration to rounding out their line of 2-wheel vehicles by adding a motorscooter, thereby not only adding appreciably to their net profits now but insuring the future growth and prosperity of their business. ★

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CENTURION
Safety
HELMET
FIBER GLASS SHELL
FULLY LINED WITH CORK

at the LOW LOW Price of

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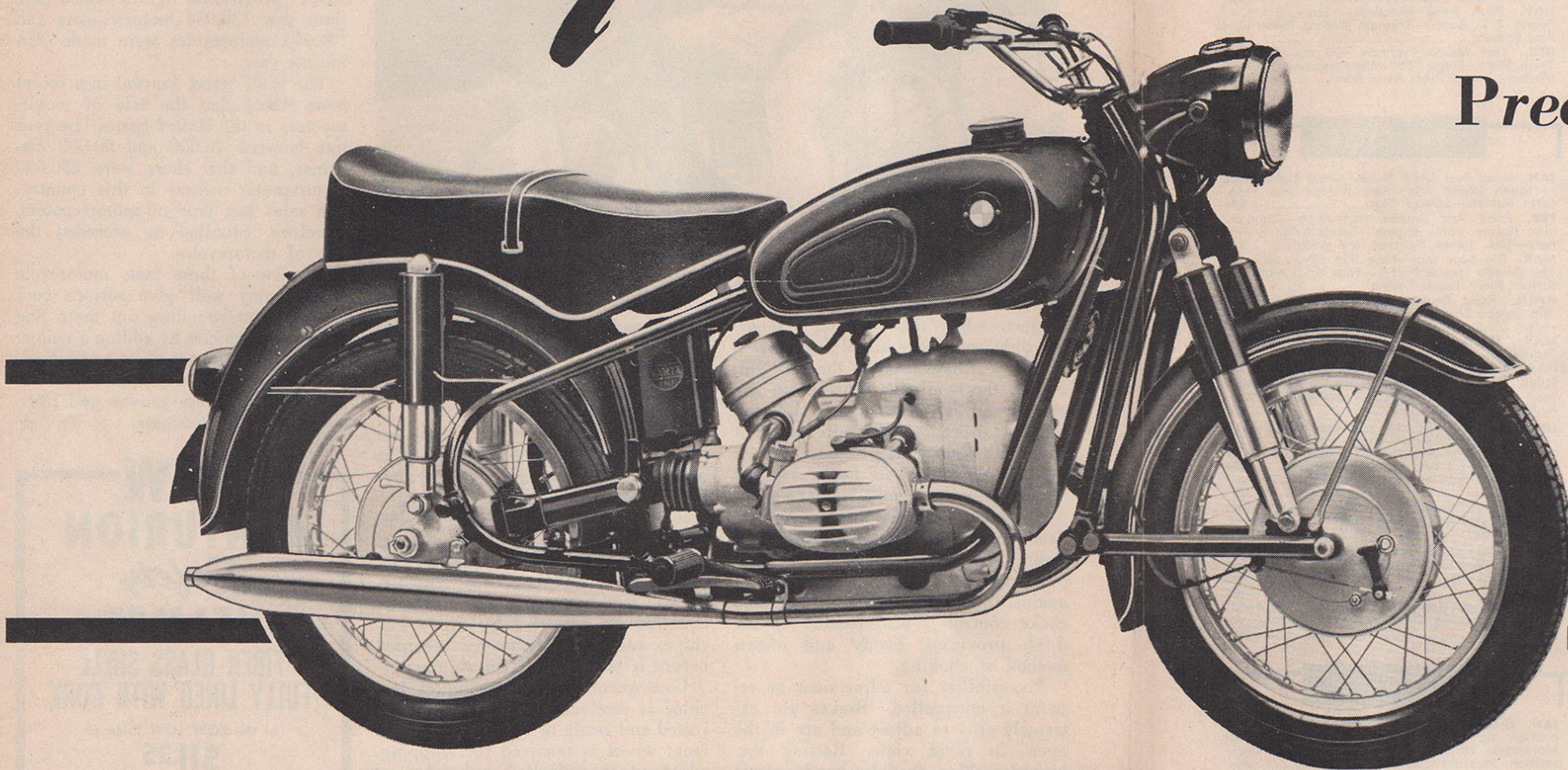
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SIDE CARS

Order from your TRIUMPH dealer

You can **RELY on BMW**



*Precision Engineered ...
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6000 MILE GUARANTEE**

THREE BMW TWINS

NOW AVAILABLE WITH DUAL SEAT AND HIGH, REINFORCED HANDLEBARS, SHAFT DRIVE, MAGNETO IGNITION, LIGHT ALLOY RIMS, 100% OIL-TIGHT Earles-type Front Fork, Rear Swingarm Suspension

THE FAMOUS BMW SINGLE, MODEL R26
15 HP, 250 cc, OHV, SHAFT DRIVE, SINGLE PLATE CLUTCH, 4-SPEED TRANSMISSION, 80 M.P.H., AVAILABLE WITH DUAL SEAT.

TECHNICAL INFORMATION:

Horsepower
Number of cylinders
Cylinder Capacity
Bore
Stroke
R. P. M.
Compression ratio
Electrical System

Fuel Tank Capacity
Fuel consumption
Maximum speed
Weight

| | R50 | R60 | R69 |
|---------------------|------------------------------|------------------------------|------------------------------|
| Horsepower | 26 | 28 | 35 |
| Number of cylinders | two (opposed) | two (opposed) | two (opposed) |
| Cylinder Capacity | 490 cc | 590 cc | 590 cc |
| Bore | 2.67 in. (68 mm) | 2.83 in. (72 mm) | 2.83 in. (72 mm) |
| Stroke | 2.67 in. (68 mm) | 2.87 in. (73 mm) | 2.87 in. (73 mm) |
| R. P. M. | 5800 | 5600 | 6800 |
| Compression ratio | 6.8:1 | 6.5:1 | 8.0:1 |
| Electrical System | Magneto and 6V/60-90W Gener. | Magneto and 6V/60-90W Gener. | Magneto and 6V/60-90W Gener. |
| Fuel Tank Capacity | 4½ gals. | 4½ gals. | 4½ gals. |
| Fuel consumption | 60 m. p. gal. | 58 m. p. gal. | 60 m. p. gal. |
| Maximum speed | 90 m.p.h. | 95 m. p. h. | 105 m. p. h. |
| Weight | 420 lbs. | 430 lbs. | 445 lbs. |

CYCLE/JUNE, 1957

See your BMW dealer, or write for information

IN THE EAST:

BUTLER & SMITH, INC.

160 WEST 83rd STREET, NEW YORK 24, N. Y.

IN THE WEST:

FLANDERS COMPANY

200 WEST WALNUT STREET, PASADENA 3, CALIF.

CYCLE/JUNE, 1957



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1953 CYCLE

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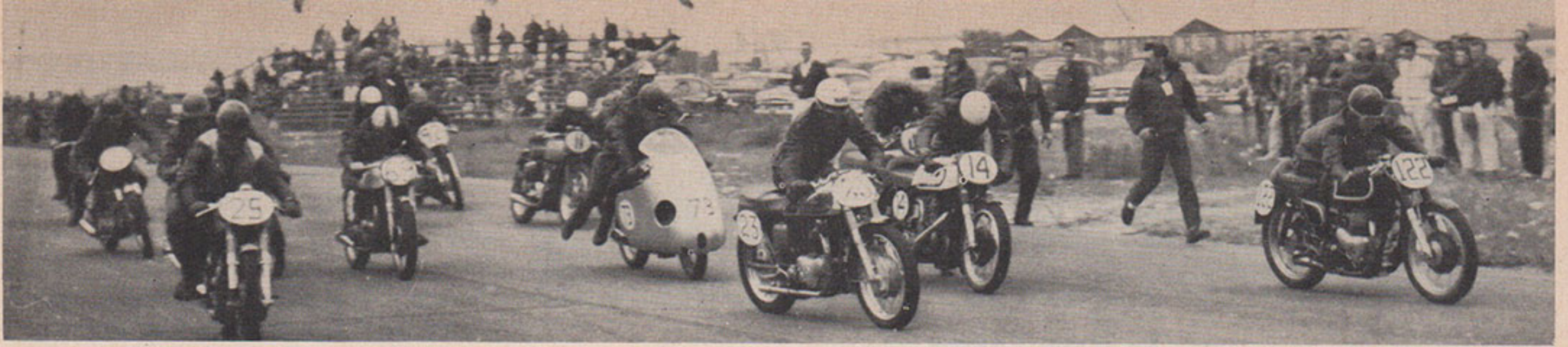
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START OF 30 LAP GRAND PRIX ROAD RACE

GRAND PRIX ROAD RACES AT SAN GABRIEL, CALIF.

Bro Smith on Norton Manx winner of 15 lap senior event, John McLaughlin on Norton 88 winner of 30 lap open event, Roger Thompson on BSA takes 2nd place in 30 lap Grand Prix.



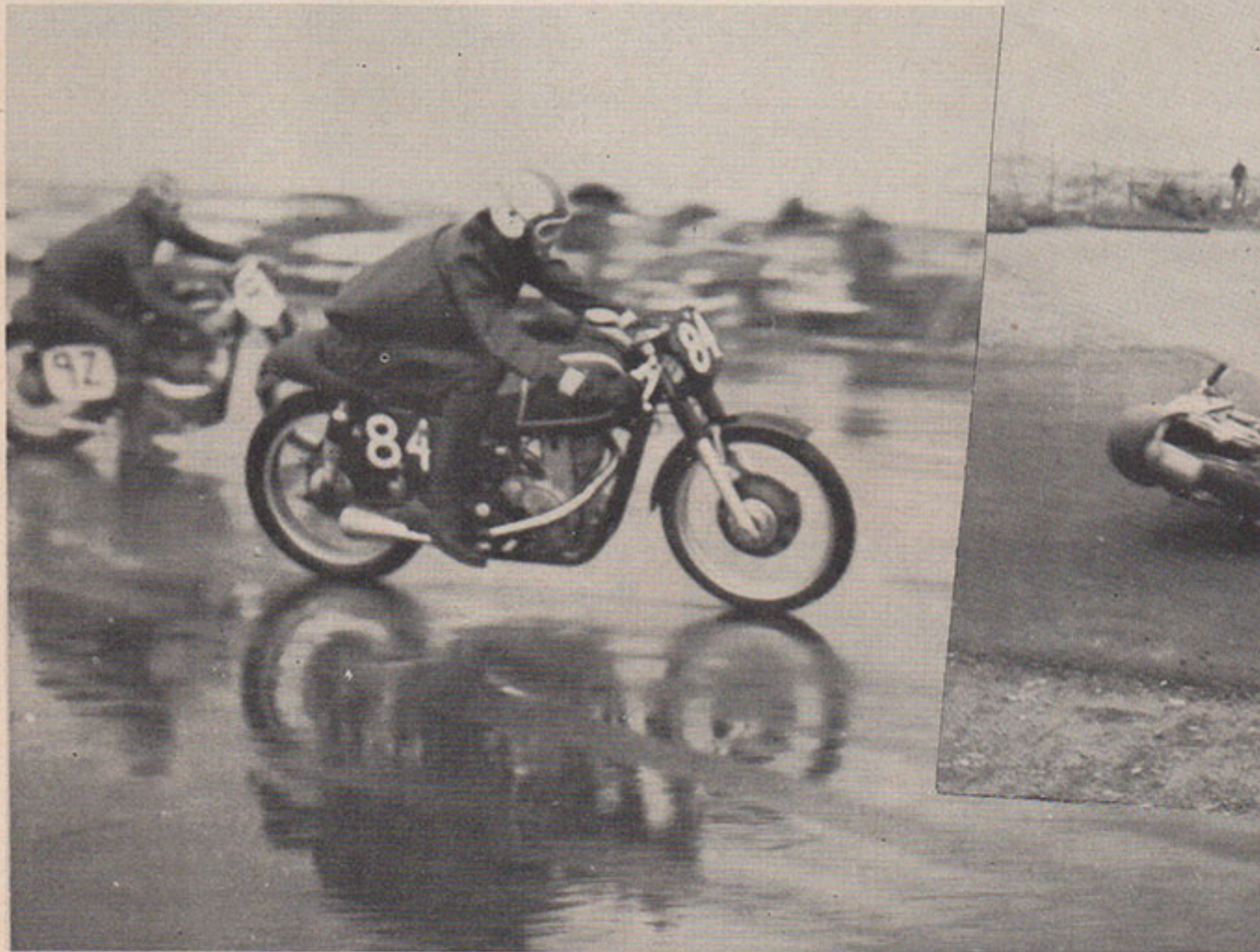
Motorcycle Racing here at San Gabriel is quiet different than the usual type of competition one sees at events like Catalina, Daytona, and many others. This type of Racing seen at the Grand Prix Road Races is an attempt to change the standards of racing in the United States in order that we may be qualified to enter Grand Prix Races in other parts of the world.

As one watches these Grand Prix Races, they will note the difference in the general conception of motorcycle racing.

Riders do not broadside corners, using one foot as support, but that both feet remain on the foot pegs. There is an overabundance of brakes on this type of machinery, allowing it to accelerate far into the corners. Note the unusual position held by the riders, the low positioning of the handlebars, the rear positioning of the foot rests or pegs. These are all a part of an attempt to allow the rider to become a part of the machine.



#73 BRO SMITH on Norton Manx, of San Diego, winner of the 15 lap Senior Event



#84 JOHN MARCOTTE on A.J.S. 7 R



JOHN McLAUGHLIN spills in 15 lap senior event—finished 3rd after spill and returned to win 30 lap main

(Continued on page 32)

MY TRIP ON THE ALCAN

By IRVIN CARRIN



The author and his cycle

about a half-block down the street. After that I paid attention to what I was doing and Stan was on his own.

Well, about three days later we hit the road for Alaska. We went up route #395 through Reno to Spokane, Washington. From there we cut through Idaho on route #2 and crossed over into Canada at Bonners Ferry. From there we went on up to Dawson Creek, which is the official beginning of the Alcan Hi-Way. At Dawson Creek is what is known as, Milepost "Zero", which is the beginning of the Alcan. After Milepost "Zero" there is twenty one hundred miles of unpaved road, mostly gravel. Before you reach Dawson Creek there is 454 miles between Edmonton and there, which is also unpaved. In Edmonton you will find the last motorcycle shop available for about three thousand miles. Edmonton is located in Alberta. Dawson Creek can now be approached via the John Hart Hi-way, through Seattle and Vancouver, B.C., over pretty good road.

The Alcan is 1527 miles long and the places along the way are what is known as Milepost. A Milepost can consist of almost anything. Some are small towns such as Milepost 49—Fort St. John, and Milepost 300—Fort Nelson. The only one of any size is Milepost 918, which is Whitehorse... in the Yukon Territory. Some Milepost are nothing but gas-stations with little or no facilities for repairing autos and none for repairing motorcycles. Most cars carried extra tires, filters, fan-belts, etc. We carried a prayer-book.

One thing I can say. You'll never find friendlier people than you will in Canada and along the Alcan Hi-way. We were in trouble many times along the way, but were never long without a helping hand. That works both ways. You just don't pass someone, stranded in the middle of nowhere on the Hi-way.

Our troubles started as soon as we left Los Angeles. It started raining and I think it rained at least half the trip. After the first day we got a couple of days of real nice weather and made it on in to Reno. My buddy had turned his motor over twice getting that far. We stayed around Reno for several days, seeing the sights. We didn't do much gambling and we slept in sleeping bags the whole trip so it wasn't costing us much to live, so if we wanted to spend some time in



Between Edmonton and Dawson Creek



A Hi-way of "Gumbo"

different places along the way, we could. While in Reno, we slept in the grave-yard. It was the only place we could find with grass and trees that wasn't to public.

From Reno we headed on up toward Spokane, Wash. In the mountains this side of Spokane I was acting as lead-man. I pulled over to one side of the road to stop and take a few pictures. I motioned for Stan to pull up and stop. He did... right on top of me. He ran right over me. With ten miles of road in front and back and thirty feet wide, he ran right over me and my cycle, tearing up my gas tank, hurting my leg, and smashing his

THIS TRIP to Anchorage from Los Angeles was unusual in many respects. A friend of mine, Stan Hoarty, and myself felt that we were in a rut on our jobs and decided to do something about it. We quit our jobs, sold our cars and bought two motorcycles... Harley 74's. We'd selected Fairbanks Alaska as our destination but as you'll see we wound up in Anchorage instead.

I knew there was going to be complications from the beginning. My buddy Stan had never ridden a motorcycle before. The Harley sales-people being the kind and understanding souls they are, gave him lessons. At first he couldn't get it started. Once he did, he couldn't stop it. He'd ride through the down-town traffic, come up to a light, and push the gas peddle down or give it spark instead of turning off the gas. He'd scare the devil out of everybody around and almost both of us heart failure, to boot. I was so busy watching him one night that I rode up and hooked my leg-guard on the rear bumper of a car which was making a left turn. The guy drug me

wind-shield all to pieces. He also busted his chain and we had no spare links. There was a service station and restaurant further down the road so we went over to have a beer and think things over.

We were sitting there drinking our beer and eyeing the owner. He'd been acting funny ever since we'd come in. He'd look outside at our motors and then at us. We asked him if he liked motorcycles.

"No," he said, "I don't like motorcycles."

"Why don't you?" I asked.

He went on to tell us a story about a fellow who came in his place on a motorcycle one day. This place was on top of a mountain, and after the fellow had torn up the front drive way several times he proceeded to get pretty well oiled up on beer. After a while he jumped on his motor, let out a wild yell, and took off down the mountain road doing about eighty miles an hour. Sometime later the state road patrol was picking up the pieces of him and the motor. It seems he'd been taking the curves wide, at a high speed, and had met a log truck coming up the other way . . . head on.

We took it easy going down the mountain. It was down hill most of the way and with a tow job with a rope for a few miles we got in to the next town, fixed Stan's motor and headed out for Spokane.

We arrived in Spokane on a Sunday and since the cycle shop was closed we went around to the police station. There we got hold of an officer who located the owner of the shop. He came down and opened the shop to give us what we needed. I was amazed that everyone was so helpful.

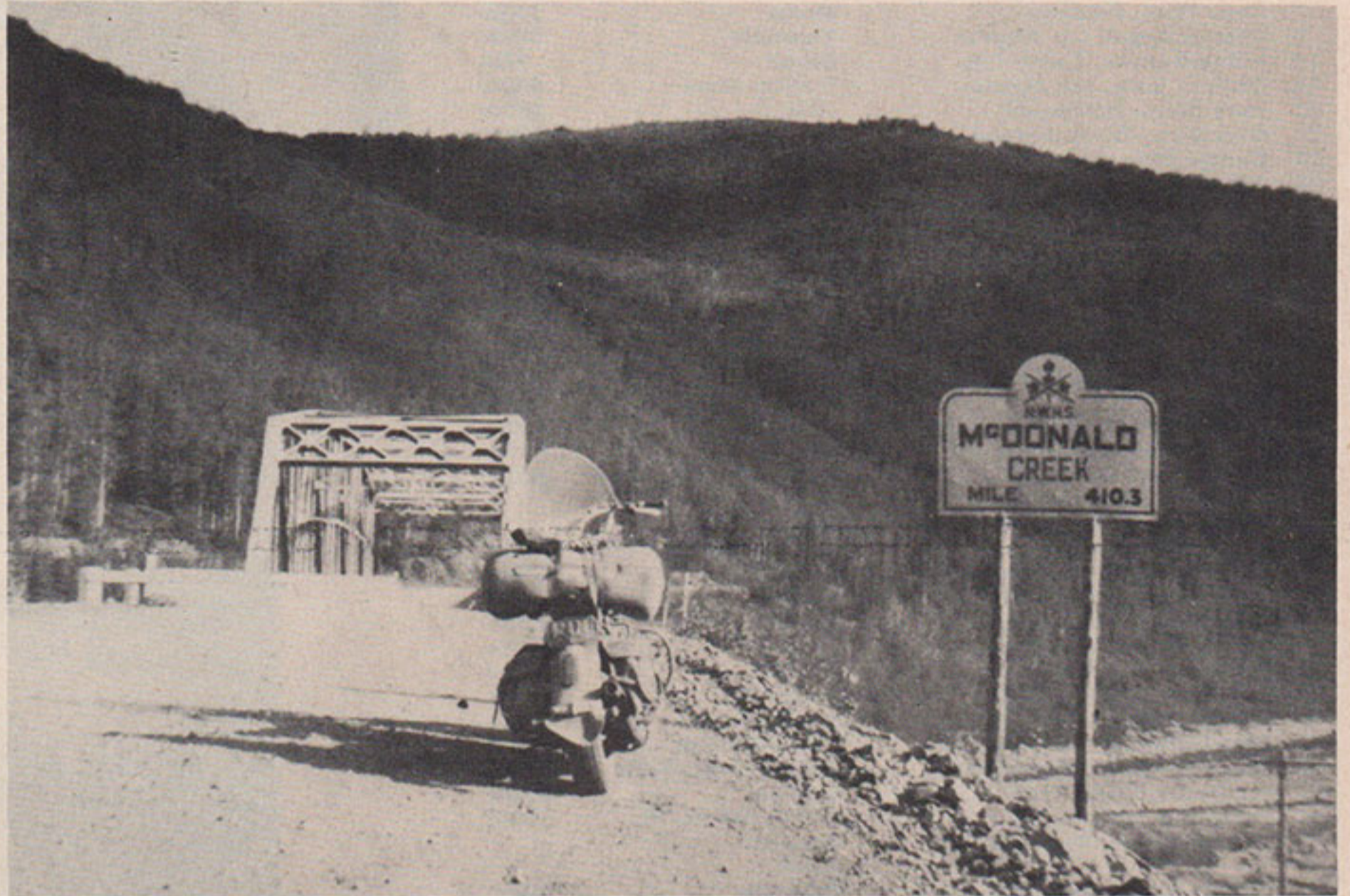
From Spokane we made the run on up to Bonners Ferry. At the border, officials checked us, in order to seal up any fire-arms and to make sure we had at least a hundred dollars each. That's to make sure you don't get stuck in Canada without means of support.

After Bonners Ferry it was a beautiful ride through British Columbia and Alberta, all the way to Edmonton. There we checked in to the cycle-shop, made sure the motors were in good shape, bought a few spare parts, and headed for Dawson Creek, "Mile Zero." Edmonton was the last cycle-shop and the last of the paved Hi-way until the Alaskan border.

A half a day out of Edmonton we ran into rain, and the rain turned the road into what the Canadians call "GUMBO". Just before the rains it is very dusty and dry. The rains form



Dawson Creek



When the Hi-way was Good

a thin coating of mud, or "GUMBO", on top of the road. If you walk on it the top layers sticks to the bottom of your shoes, and soon you have several inches of it clinging to your shoe soles. With a car or motor it does the same thing on the tires. It was so bad at times that we had to remove the front fenders and clean off the accumulated muck in order to continue riding.

As we rode on we soon discovered that after a truck had gone by, their wheels picked up the top layer and left tracks a few inches wide that were bone dry, so we would get behind a Semi-truck and try to ride the dry ribbons he left behind. It worked pretty good, providing you could find a truck to follow.

So far, on the trip, Stan had fallen

six times. The "GUMBO" really fixed his wagon. He turned over two more times and I told him that if he was anything like a cat, he had one more to go . . . many a true word is spoken in jest. Just this side of Grand Prairie, B.C. we were riding along with Stan acting as lead-man. Stan had rounded a bend up ahead. When I rounded the bend he was nowhere in sight. I looked around and saw him going through the woods on the left side of the road, doing about sixty miles an hour, then suddenly he vanished. Because of the "GUMBO" he hadn't been able to turn his motor and had gone off the road, through the wood, and had fell into a twenty foot hole with the motor landing on

(Continued on page 34)

GRAND PRIX ROAD RACES

(Continued from page 29)

Today, without question for the first time in the United States, a race featuring machines never before allowed to enter into competition in the United States — the Matchless G45, the Norton Featherbed Manx, the AJS 7R, and many others. Pay particular attention to the sound of these machines—the deep-throated booming of the Featherbed Manx as compared with the ear-shattering scream of the Grand Prix Puch—the little Ducati 98cc revving to 10,500 rpm against the 1000cc Vincent's 5000 rpm.

Many machines seen are touring machines that have been modified by so-called backyard mechanics in order to compete in road racing events, and often you will find these machines thumping their way across the finish line well ahead of production racers. But this is what adds to the sport and the interest and makes racing what it is and should be—a challenge."

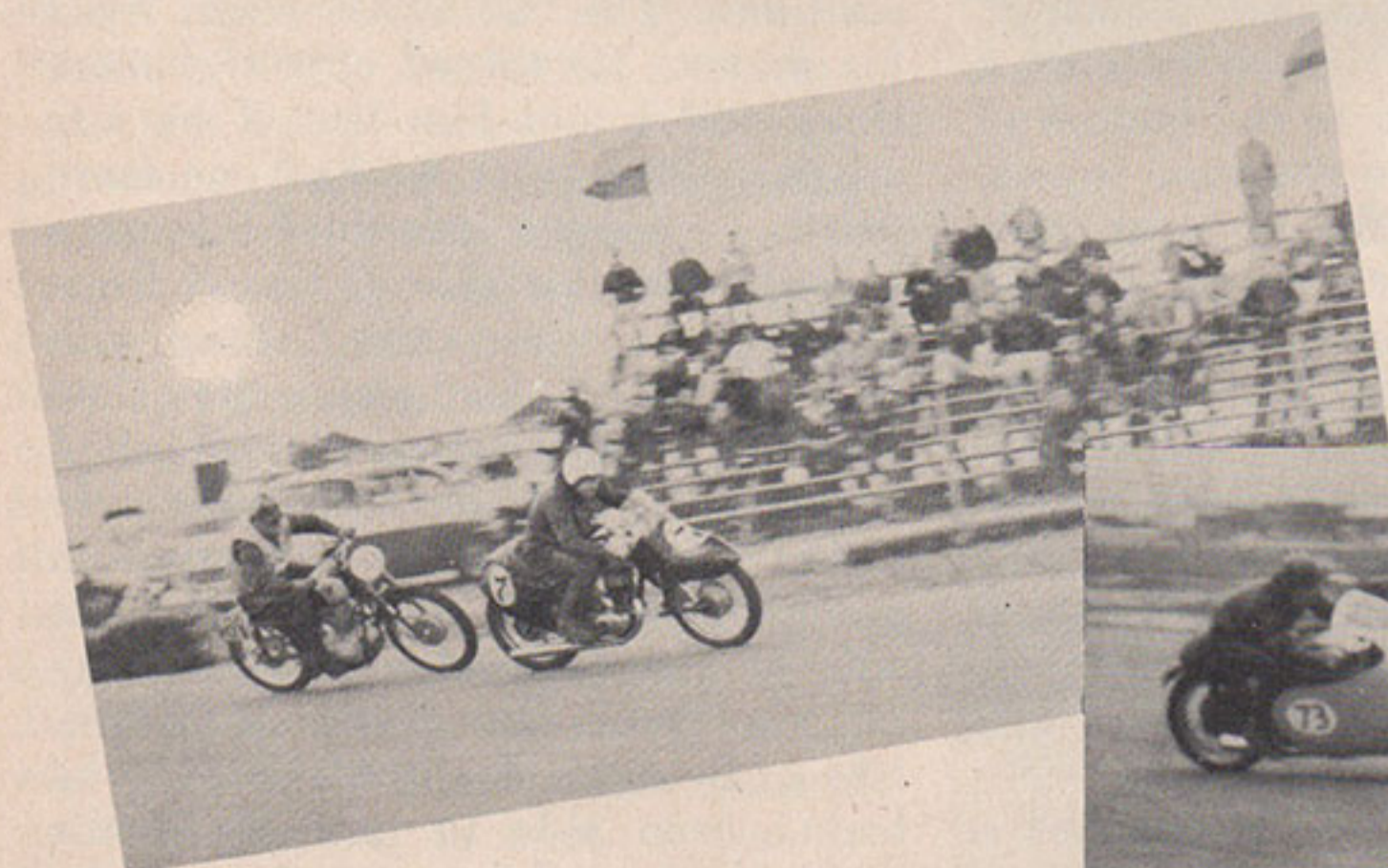
MOTORCYCLE ENTRY LIST

| NO. | RIDER | MACHINE | DISPL. |
|-----|----------------------------------|---------------------|--------|
| 1 | John Van Frey, W. Los Angeles | MV Augusta | 175cc |
| 5 | Sonny Angel, National City | NSU | 250cc |
| 6 | John Iannucci, National City | Matchless G45 | 500cc |
| 7 | Gene Wise, Pacoima | Maico | 250cc |
| 8 | Charles Appel, Los Angeles | Velocette | 500cc |
| 10 | Leonard Leyhe, Culver City | Ducati | 98cc |
| 14 | Keith C. Lane, Los Angeles | Norton Manx | 500cc |
| 20 | Jerry Bases, Hollywood | NSU | 500cc |
| 22 | Gary Bray, W. Hollywood | Matchless | 500cc |
| 23 | George Pena, San Diego | Norton 99 | 600cc |
| 25 | John McLaughlin, Duarte | Norton 88 (Daytona) | 500cc |
| 34 | Frank A. Baker, National City | Triumph | 650cc |
| 42 | Kenneth Webster, San Diego | Velocette | 500cc |
| 44 | Jim Culleton, Covina | Puch Grand Prix | 175cc |
| 45 | Jerry Simpson, San Diego | Vincent | 1000cc |
| 50 | Ray E. Cooper, Los Angeles | BMW | 500cc |
| 59 | George C. Barber, San Diego | Triumph | 500cc |
| | | Triumph | 200cc |
| 61 | Robert E. Edwards, Spring Valley | Triumph | 500cc |
| | | Triumph | 200cc |
| 63 | Anthony Zitnik, National City | Matchless | 500cc |
| 64 | Dave Carroll, San Diego | MV Agusta | 175cc |
| 69 | Bob DeGray, San Diego | Norton 88 (Daytona) | 500cc |
| 71 | Rick Spear, National City | NSU | |
| 72 | Frederic R. Chase, Los Angeles | Allstate Puch | |
| 73 | Bro Smith, San Diego | Norton Manx | 500cc |
| 81 | Michael Juneau, National City | Triumph | 500cc |
| 83 | Dave Owens, Los Angeles | Vincent | |
| 84 | John Marcotte, Los Angeles | AJS 7R | 350cc |
| 126 | Dwight Miller, Los Angeles | Triumph | 500cc |
| 128 | Pat Casad, San Diego | Triumph | 200cc |
| 129 | Ray Bennett, National City | Norton 88 | 500cc |
| 130 | Frank Hubbard, San Diego | Norton Manx | 500cc |
| 131 | Rene Leonhard, National City | BSA Gold Star | 500cc |
| 133 | Marty Dickerson, Hawthorne | Vincent Grey Flash | 500cc |
| 136 | Les Troyer, Chula Vista | Triumph | 200cc |
| 147 | James Dey, San Diego | Norton Model 30 | 500cc |
| 157 | Don Middleton, Riverside | Velocette | |
| | | Ducati | |
| 161 | George Fair, Los Angeles | Velocette | 500cc |
| 164 | William Doyle, Chula Vista | AJS | 500cc |
| 166 | Barney Ragen, Los Angeles | Velocette | 250cc |
| | | Velocette | 500cc |

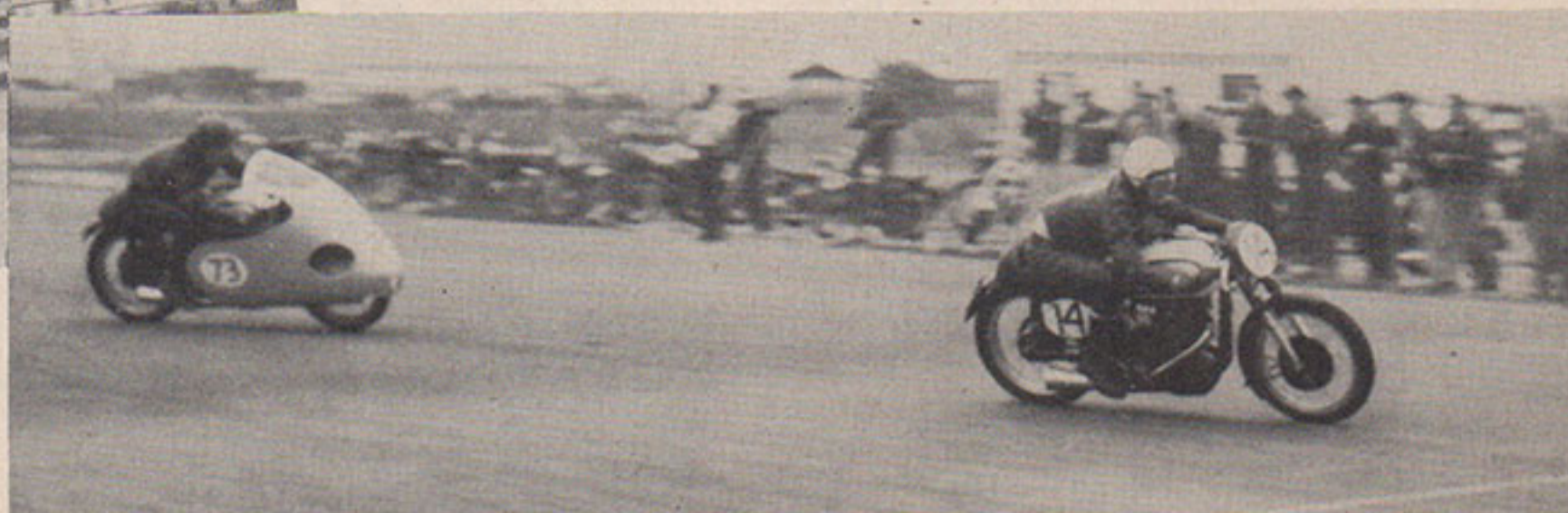
#25 JOHN McLAUGHLIN
Winner of 30
Lap Open
Event



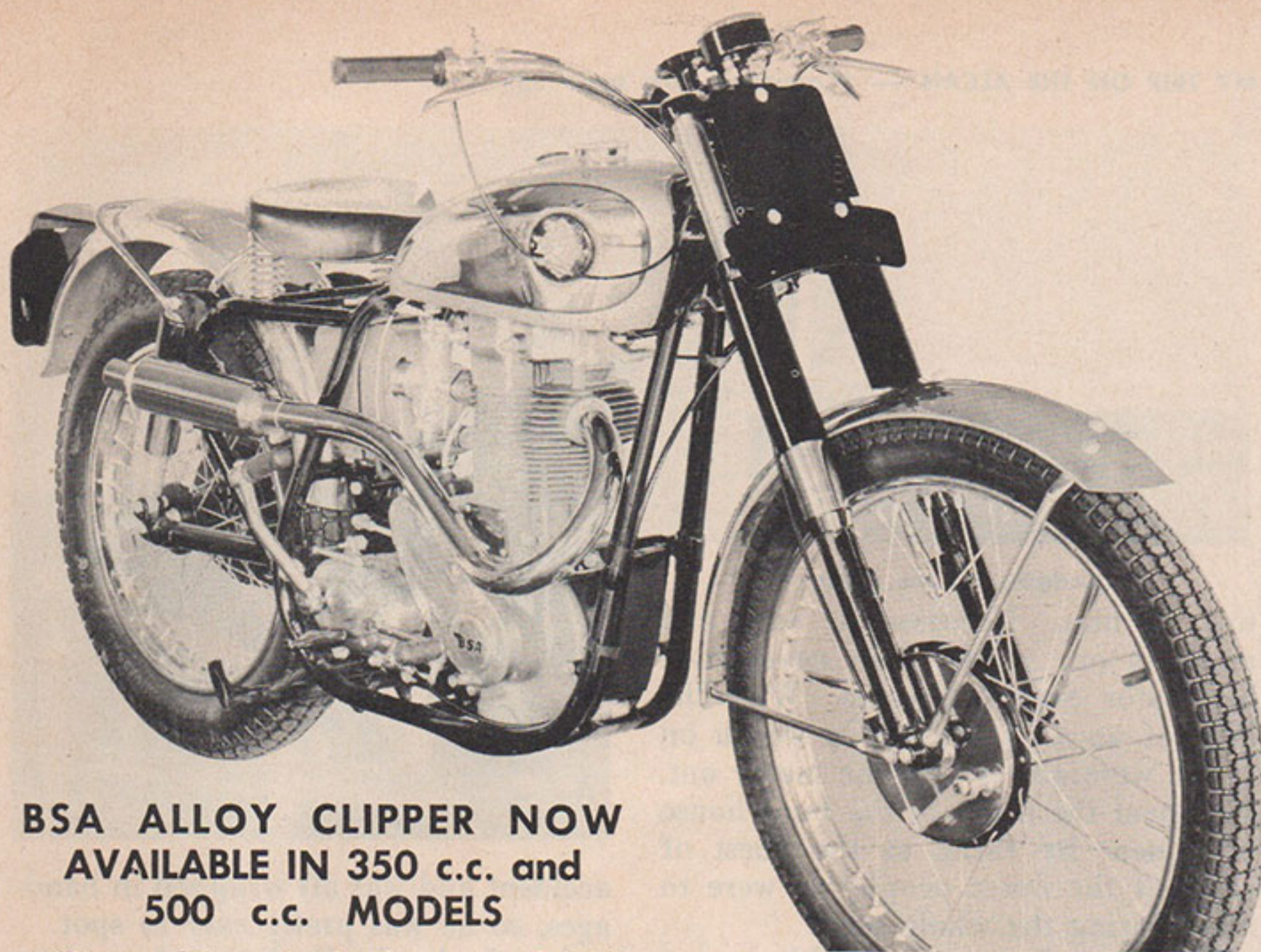
#82 ROGER THOMPSON of San Diego on BSA takes 2nd place in 30 lap Grand Prix—note stock street handle-bars



#7 GENE WISE on Maico leads with #89 John McLaughlin MM in 250 cc event following



#14 KEITH LANE on Norton Manx leads #73 Bro Smith on Norton Manx in 30 lap final



BSA ALLOY CLIPPER NOW AVAILABLE IN 350 c.c. and 500 c.c. MODELS

Pictured here is the latest model of the BSA "Alloy Clipper" which is now available in 350 c.c. (21 cubic inch) and 500 c.c. (30½ cubic inches). This model has been available in the U.S.A., for the past few months and was announced rather quietly in connection with the General 1957 BSA Announcement. However, it is a very interesting little motorcycle that deserves special attention from riders who are interested in off the road competitive events, such as cross-country events, wood runs, trials and cow curling, and just general having fun with a motorcycle in rough going, or off the road.

The highly competitive price of this machine will make it extremely interesting for any motorcyclist who desires a machine for such usage.

Among the interesting equipment specifications are the BSA B34 Alloy cylinder and head engine. The Alloy cylinder of course is equipped with an iron liner, and the head is equipped with valve seat inserts. The gearbox is a standard BSA four speed gearbox, with scrambles type gear ratios, and the machine is equipped with an up-swept exhaust system with sports type muffler. Standard BSA hydraulically controlled telescopic forks and swinging arm rear suspension are used in conjunction with a sprung competition type solo saddle. Handlebars are of the short "Trials" pattern.

The Lucas competition magneto is employed, and no lighting equipment is specified on this competition type mount. Fenders are light Alloy. ★

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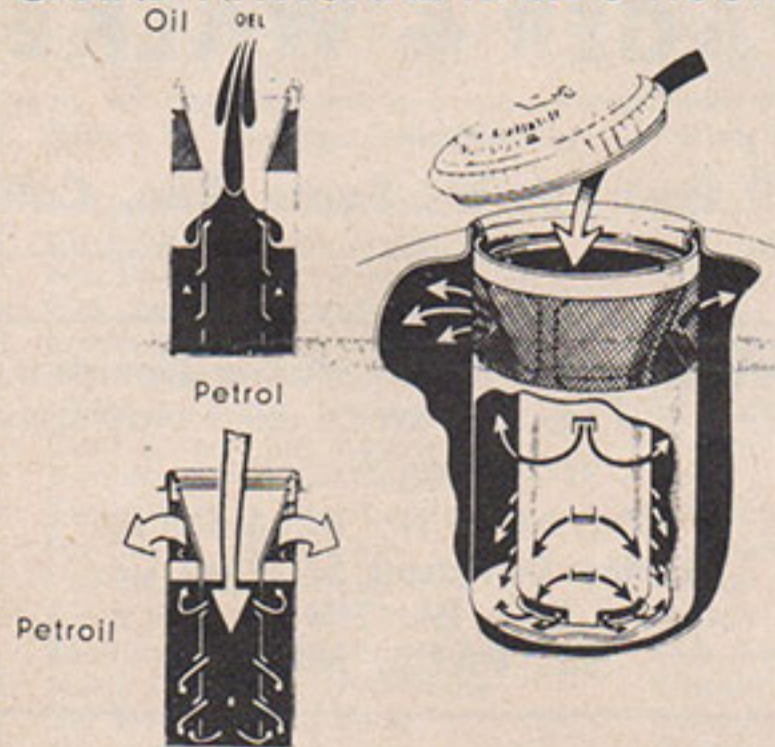
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Lodging for the night

top of him. Needless to say, and much to our regret, Stan never rode his motor over the Alcan. With the help of an oil truck and a wench on it, we were able to get the motor out. We spent the night in the bunk-house of a near by farm, as the guest of some of the finest people we were to meet during the whole trip.

The next day we were able to get Stan and the motor on in to town. After talking it over we decided the only thing to do was for me to continue on, and leave Stan to hitch-hike over the Alcan. Fearing that he would have a hard time getting there I left most of the money we had with him. As it turned out, he got a ride all the way in a nice warm car and beat me in by almost five days.

I barreled on to Dawson Creek, hit the Alcan, and since I was traveling alone I really rode the gas peddle. I made it to Ft. St. John, spent the night out of the rain in a vacated shack, and was up early and away the next morning. I kept pouring on the gas and keeping a look-out for Stan, in case he were to come along in a car. When I finally stopped for fuel and food they must have passed while I was inside because the next place I stopped the owner said there had been a fellow like I described in a car that had stopped for gas just a short time before. His leg had been hurt in the

accident and was all wrapped in bandages, so he was pretty easy to spot.

I rode hard all day and on into the night. About ten o'clock that night I arrived at the lodge on top of Steamboat Mountain. It's a fourteen mile grade from this side to top. By then, I had it. I'd ridden for ten straight hours, some of it in the dark. People don't travel the Alcan at night. I pulled up to the lodge tired, dirty, and half frozen. Parking the motor I walked inside and there was Stan, sitting in front of the fire drinking coffee. I almost wished it had been me that had the busted leg. I didn't see him again until Alaska.

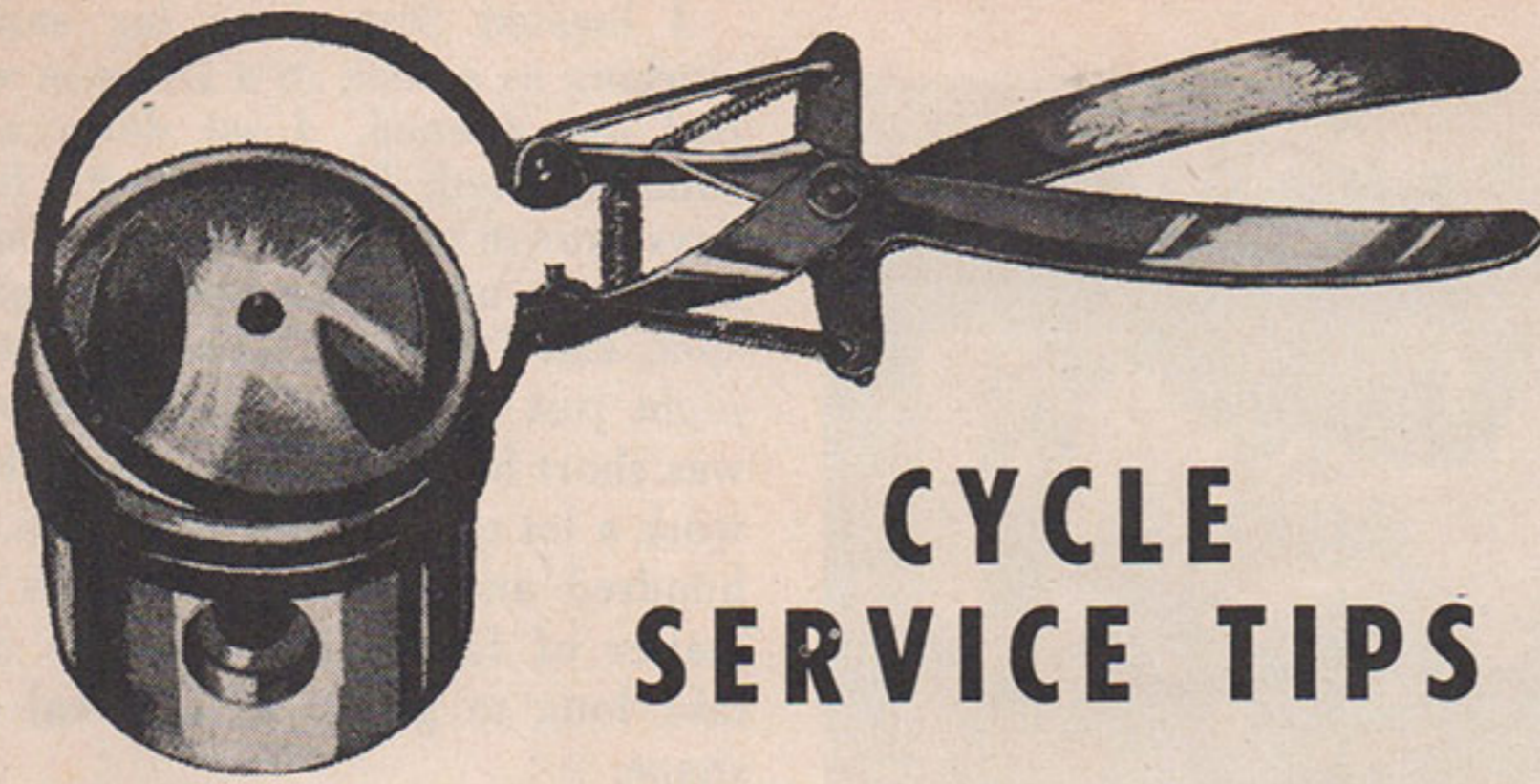
The fellows Stan was riding with were going to Anchorage so we decided that since he could make it all the way with one ride, we would meet there.

As I was riding along the next day I realized, as far as I was concerned, it was going to be a race against time. I was getting short of money, my tires were being eaten away by the gravel road, and my clutch had gone out,

(Continued on page 36)



He Almost Got Me!



CYCLE SERVICE TIPS

YOUR SERVICE PROBLEM

By J. B. Nicholson

In the next two issues of CYCLE we will have a "Question Box" column instead of "CYCLE Tips."

Our readers should understand that we can not possibly reply to all letters, due to lack of space. We will, insofar as space permits, answer the questions of most general interest to owners of various make of machines. J. B. Nicholson, who has so ably written the material that appears in "CYCLE Tips" each month, will handle the questions submitted insofar as possible.

Certainly Bernie knows his business for, with his brother, he has been engaged in the sale and servicing of motorcycles for many years.

Questions should be sent to J. B. Nicholson, c/o CYCLE, 1268 So. Alvarado, Los Angeles 6, Calif.
—Clymer

Q I can't engage low gear on my Triumph Twin without grinding. Other gears can be engaged reasonably quietly. I also have trouble engaging neutral with motor running. I can change from low to second or second to low but cannot get neutral unless I stop the engine. What's wrong?

A You have a clear-cut case of clutch drag. First check for excessive control slack. If there is more than $\frac{1}{8}$ " free cable movement measured at handlebar lever nipple or gear box operating lever end, adjust to $\frac{1}{8}$ " slack. Adjustment is located under inspection cap. Slacken adjusting screw lock nut and turn inwards to reduce slack or outwards to increase. Make sure the chain case is not overfilled or too heavy oil used. Bottom run of chain should just dip in oil, No. 10 or 20 grade.

If the trouble is not relieved, remove outer chain case, operate clutch lever, and observe outer plate throw-off. Adjust clutch springs individually to provide even throw-off. Operate starter with clutch lever fully disengaged. If clutch is not perfectly free, unwind spring nuts and withdraw plates. Steel clutch plates may be warped. Check on a level surface. Replace any steel plates that are "wowed" more than $\frac{1}{64}$ ". Examine cork-inserted plates; if charred from overheating, they should be replaced. The new type plates with bonded-on friction material are interchangeable and will stand much more abuse than the original cork plates.

When reassembling before fitting the chain case make a final check on the clutch plate throw-off and adjust springs individually to get this as even as possible. Readjust the control slack and always maintain $\frac{1}{8}$ " free cable movement.

Q I have 7,000 miles on my Villiers 200 c.c. motor. Although compression is still good and I have carefully checked the carburetor and ignition timing, power has fallen off considerably. Can you suggest a cause of this?

A Heavy carbon deposit in the exhaust port or exhaust system, choking off the outlet of exhaust, is a common cause of this trouble on two-stroke engines. At this mileage it is worthwhile to remove the cylinder block as rings will probably benefit from replacement. Exhaust port in block should then be scraped clean of carbon. Exhaust system should also be examined. If muffler is not of the type that can be conveniently dismantled for cleaning, mix a pound of caustic soda in a couple of quarts of water, stop up one end and pour this in. Allow to soak an hour or so, then flush out with hose. If you get any of this solution on aluminum or chrome parts or your hands, wash off quickly.

Q I just did a complete motor overhaul on my Harley 45 model WL. I am now troubled with very heavy oil consumption and exhaust smoking. Can you suggest something?

A It seems most likely that you overlooked the need for timing the crankcase breather valve when you reassembled. To check and retime this you will have to remove the timing cover. Revolve motor until the flywheel timing mark registers with the timing hole. Note that when the spring loaded crankshaft pinion is pushed onto its running position, which is $\frac{5}{16}$ from the timing cover joint face, the round hole in the breather gear sleeve should register with the slot in the sleeve housing. To reset this withdraw the crankshaft pinion and the driving worm gear and try remeshing in various positions until the desired register is obtained.

A possible but less probable cause is a return pump fault or obstruction in oil entry passageway to return pump.

Q I have trouble with pulling off my brake control nipples at the handlebar end. Is there any way these can be put on so they will not pull off?

A Yes. It is unfortunate that many manufacturers still fail to do an adequate job of securing these nipples. The trouble is simply overcome by drilling an adequate countersink in the nipple. Use a $\frac{1}{4}$ " drill, entering the point at least $\frac{3}{16}$ ". Clean the cable well with alcohol or gasoline and, most important, spread the wire ends over well into this countersink before soldering. Apply the heat to the nipple. Do not direct a torch onto the cable. Apply a few drops of acid core solder. Do not disturb while cooling. Finally, wash off and oil.

Q I have had a lot of trouble with the clutch on my '52 B.S.A. Flash. Oil seems to get in and clutch slip occurs when accelerating. What do you suggest?

A This is not an uncommon trouble on this model of machine. It usually results from overfilling of the primary chain case or the gearbox. If care is taken not to exceed the proper levels, oil should not get into the clutch.

Once the plates have become oil soaked it is not always possible to restore them satisfactorily. There are various methods of degreasing. They can be washed in gasoline, Carbon Tetrachloride, or boiled for half an hour or so in a strong detergent soap and water solution, after which they should be well dried out before assembling. This treatment is not always fully effective in removing all oil and sometimes replacement is the only solution.

The gasket on the dome cover of this "dry clutch," of course must be in sound condition and it is a good idea to coat this with jointing compound.

Where repeated trouble occurs with clutch slip, it is recommended that the original fabric-inserted plates be discarded and cork- or Neoprene-inserted plates installed. With this arrangement it is best to leave off the clutch dome cover and operate with a wet clutch. This deal will give better load capacity and a more liberal front chain oil supply can be used.

Q I can't get the generator on my Lucas equipped machine to show a charge unless I touch the cut-out points on the regulator together. Then it will charge until I idle the motor but the points won't close again on their own. Do I need a new regulator?

A Not likely. Check the wire from the "E" terminal on the regulator. Make sure it is making a good contact in its socket on the regulator and also that it is well grounded. The "E" or "Earth" terminal has to make a good ground otherwise the coil that affects the point closing will not be energized.

Q The forks on my Triumph T-Bird are very noisy when on a rough road. When I apply the front brake the wheel noticeably moves back in relation to the upper part of the forks. Mileage is 24,000. What do you think is the trouble?

A There is little doubt that your fork bushings are worn and you should get a fork bushing kit which includes the necessary upper and lower bushings, seals, etc.

It is not impossible for the average owner who is mechanically inclined to do a satisfactory job on installing these parts, but if you have a competent dealer in your area, you might be best advised to have him handle it.

(Continued in July Cycle Issue)



A Mile Post that wasn't there any more

leaving me with only high-gear. Eggs were selling for fifty cents apiece, lodging was almost impossible to find and up there, even in August, it's almost freezing at night. Gasoline was going for seventy five cents a gallon and even with the mileage you get on a motor that adds up. I was carrying a gasoline credit card which was the only thing that saved me. I even reached the point where I would have something to eat and have them write it up as gas and put it on my account.

All in all it would have been a very pleasant trip any time except the rainy season, and with about two hundred dollars.

After reaching Tok Junction, Alaska I took the road leading to Anchorage. From Tok Junction to Anchorage was sheer misery. They were building a new road and it was torn up for mile after mile. Sometimes I had to push the motor by myself for an hour or more until I would find road suitable to ride on.

With luck and the grace of God I arrived in Anchorage. The treads on the rear tire were showing and I had two cents in my pocket.

I located Stan, bum leg and all, working as a cook in a Drive-in which had just opened. I sat down at the counter, tired, beat, and with fifteen days growth of beard. Stan introduced me to the owner, he hired me on the spot, and I worked sixteen hours that night just the way I was. The owner was short handed and we were able to work a lot of over-time that week. Two hundred and ten dollars worth as a matter of fact, after taxes. It didn't take long to get back into real good shape.

It's a wonderful trip, but pick a good time of the year and take enough money and spare parts. And by all means, learn to ride a motorcycle first. ★



Kootney National Park, B. C.



You run into some strange things on the Alcan

MOTORCYCLE INSURANCE

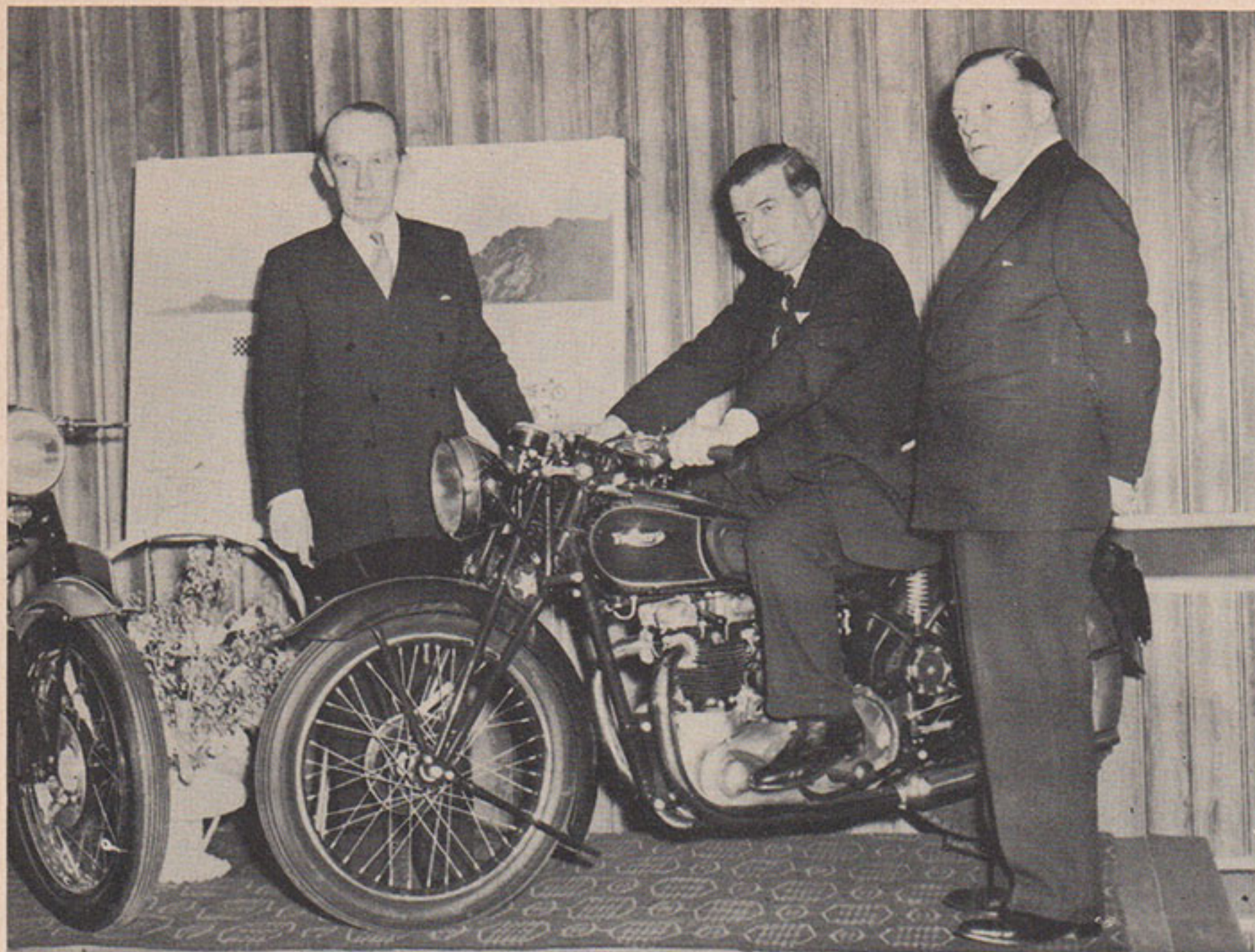
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The original Triumph Speed Twin, first of a famous line, had an honored place when the 21st anniversary of the present Triumph Engineering Co., Ltd., was celebrated in Coventry. In this picture the Lord Mayor of Coventry (Alderman W. I. Thomson) is astride the Speed Twin introduced in 1937. On the left is Mr. J. Y. Sangster, chairman of the Triumph company, and on the right Mr. Edward Turner, managing director and chief designer.



New Dealer

Here's Lee Woodruff owner of Ariel Motor Sales, Columbus, Ohio, who recently staged a gala Grand Opening party at his attractive new shop in the Ohio Capitol. Lee is concentrating on Sales & Service for Ariel and Sunbeam motorcycles. Forest Reeb, well known racing tuner is chief mechanic in this new enterprise.

TRIUMPHS FOR PAKISTAN ARMY

The Pakistan Government has ordered 500 motorcycles from the Triumph Engineering Co., Ltd., of Coventry, England.

The machines are Triumph TRW 500 c.c. side valve models, designed specially for Army use, and will go into service with nearly 700 Triumphs already being used by the Pakistan Army.

Other recent substantial Triumph export orders include 90 TRW's and 25, 500 c.c. Speed Twins, with two-way radio, for Cyprus Police; 95, 650 c.c. Thunderbirds for the South Australian Police, Adelaide; and 22 Speed Twins (in addition to 40 similar machines already in service) for the Northern Rhodesia Police. ★

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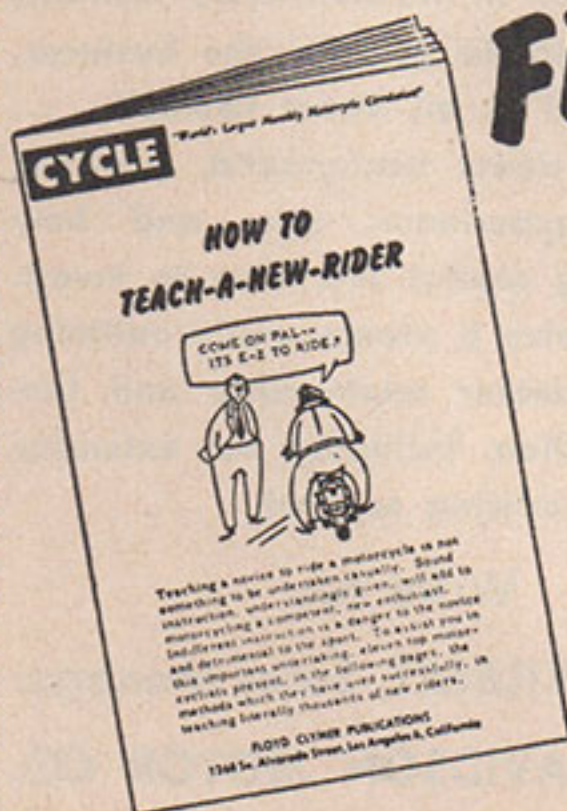
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FREE TO CYCLE READERS



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

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

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

STORE IT in a cycle vault in your own back yard. Know it's safe from weather, accessory borrowers, etc. Made of 24 gauge galvanize, 4' x 8' x 6 1/2' high. \$95.00 plus freight, \$20.00 extra for basic color, \$25.00 for special 1/3 deposit with order,



balance C O D. Delivery within 15 days. Comes crated and knocked down.

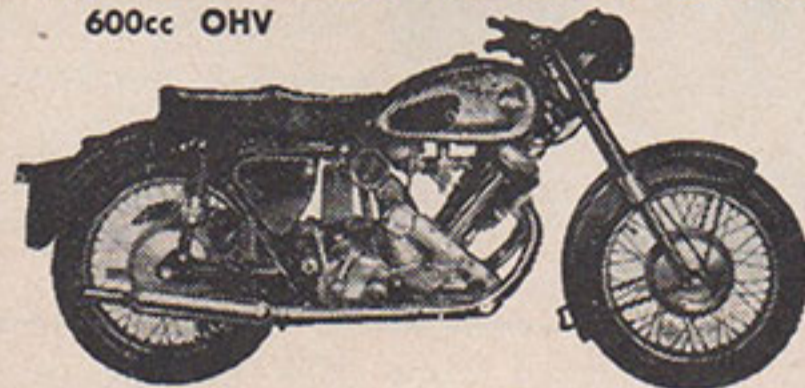
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P.O. Box 66 - Culver City 8, Calif.



The Christman Brothers operates BSA Dealerships in Gloversville and Nelliston, N. Y. Here they are at their recent Exhibit in the Sports Show, Gloversville, N. Y.

Left to right in photo are: Gerald Mills, Gloversville, Brian and Harlow Christman, Gloversville, Harmon Perkins, Gloversville and Owen Christman, Nelliston.

Flopper's Harescrambles

The Flopper's Club of Inglewood, California recently held their Harescrambles with a total of 96 entries and 44 finishes. The first ten places are shown below:

| Place | Name | Class | Machine | Club |
|-------|--------------------------------|----------|---------|-------------|
| 1 | Charles Hockie ^o | Open Ex. | Tri | Prospectors |
| 2 | Buck Smith ^o | Open Ex. | Tri | Shamrocks |
| 3 | Bob Ewing ^o | Open Ex. | Tri | So. Calif. |
| 4 | Gene Hirst | Open | A.J.S. | Checkers |
| 5 | Marsh Meredith ^o | Open Am. | Tri | Checkers |
| 6 | Phil Troutman | Open Ex. | Tri | Downey |
| 7 | James Mac Pearson ^o | Open Am. | Tri | Checkers |
| 8 | T. Wayne Harris, Jr. | Open Ex. | Match | |
| 9 | Roger Dietz ^o | Open Am. | Tri | So. Calif. |
| 10 | Bob King ^o | Open Am. | Tri | Checkers |

^o Denotes Trophy Winners

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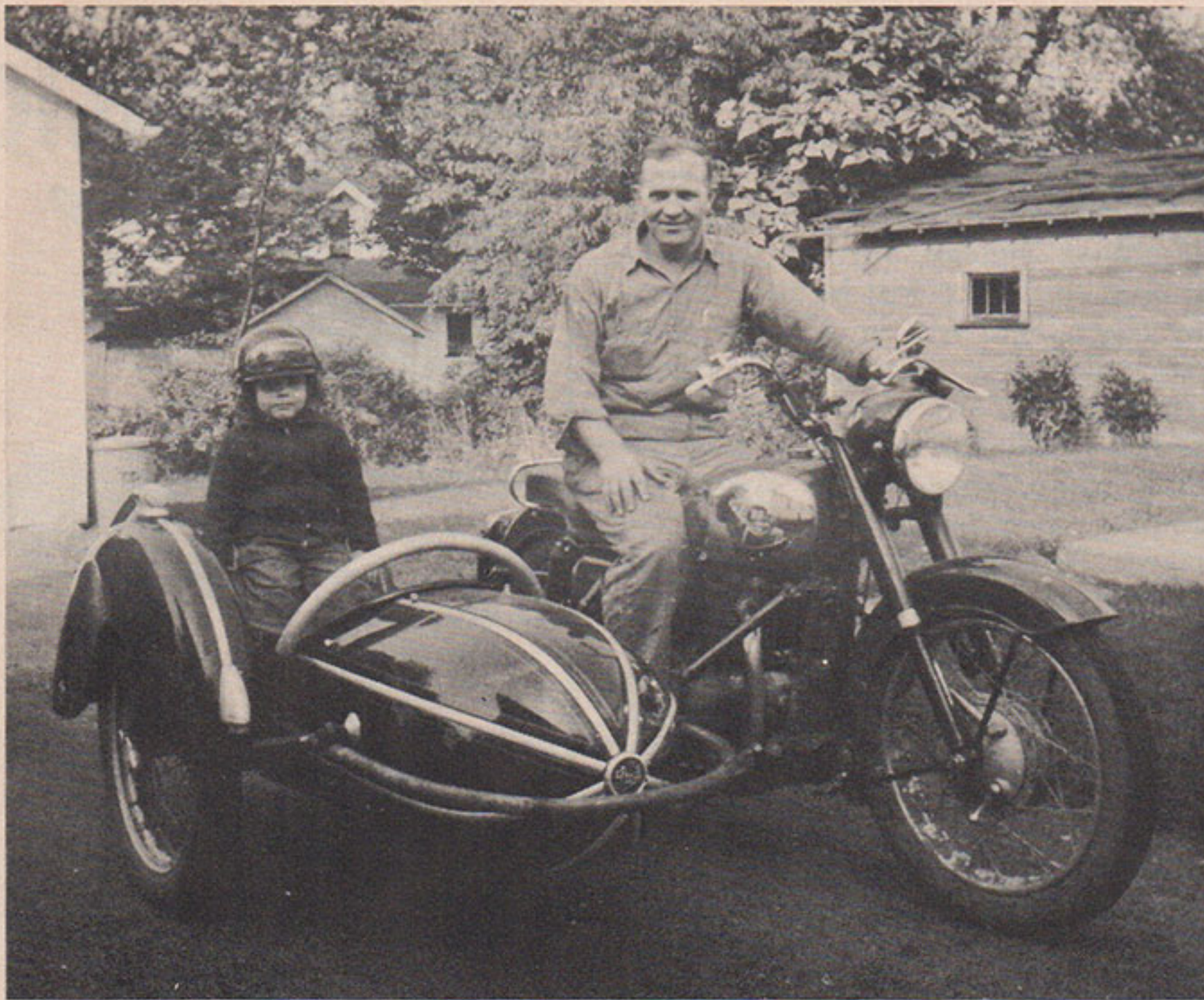
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Johnny Roman, BSA dealer in Youngstown, Ohio, says his young son enjoys riding in his Golden Flash with Steib sidecar.

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- ★ See all the world's best motorcycle
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ALTOONA-TYRONE SPEEDWAY ANNUAL RALLY

On July 19, 20 and 21, 1957 the annual motorcycle rally will be held at the Altoona-Tyrone Speedway with the climax Sunday, July 21 when the 50 mile road race will be run. Saturday night there will be a 3 star short track race and open to all riders. Arrangements are progressing nicely for this event. The Speedway is undergoing improvements and space for camping and parking is being enlarged. New rest rooms and showers for men and women are being built. The Tyrone Speedway is the site of the old board track where race history was made. Tours are being planned. There will be a parade Saturday night. Awards will be made to the winners of the various competition. There is plenty of space for the clubs to set up campsite. Drag strip improved. Don't forget, you fellows who are interested in a 25 mile race. Get in touch with the sponsor—Let us know if you are interested—Cannot schedule this event unless there are sufficient entries. You may make your inquiry to: Western Pa. Harley Davidson Dealers Assn., 1275 Frankstown Road, Johnstown, Pa. Altoona and surrounding area is known for its scenic beauty with its spacious mountains. A tour worth seeing is the trip through the Indian Caverns—very interesting. And those of you who have not yet seen the Horse Shoe Curve will not want to miss that for it is something you will long remember. There will be competition from all over the country and we know you will want to come and cheer your favorite rider to the finish. There are many twists and turns in this track and there will be spills and thrills. ★

CALIFORNIA BY COUNTIES

Number of Motorcycles Registered

from January 1 through December 31, 1956

| Counties | Motorcycles | Counties | Motorcycles |
|--------------|-------------|-----------------|-------------|
| Alameda | 2,238 | Placer | 177 |
| Alpine | 1 | Plumas | 27 |
| Amador | 37 | Riverside | 1,493 |
| Butte | 332 | Sacramento | 1,575 |
| Calaveras | 34 | San Benito | 36 |
| Colusa | 33 | San Bernardino | 2,706 |
| Contra Costa | 1,057 | San Diego | 3,316 |
| Del Norte | 39 | San Francisco | 1,937 |
| El Dorado | 57 | San Joaquin | 1,010 |
| Fresno | 1,551 | San Luis Obispo | 317 |
| Glenn | 92 | San Mateo | 1,138 |
| Humboldt | 242 | Santa Barbara | 397 |
| Imperial | 277 | Santa Clara | 1,681 |
| Inyo | 42 | Santa Cruz | 264 |
| Kern | 1,620 | Shasta | 145 |
| Kings | 217 | Sierra | 1 |
| Lake | 39 | Siskiyou | 62 |
| Lassen | 38 | Solano | 477 |
| Los Angeles | 22,093 | Sonoma | 380 |
| Madera | 122 | Stanislaus | 679 |
| Marin | 290 | Sutter | 107 |
| Mariposa | 14 | Tehama | 81 |
| Mendocino | 124 | Trinity | 23 |
| Merced | 614 | Tulare | 745 |
| Modoc | 33 | Tuolumne | 57 |
| Mono | 4 | Ventura | 593 |
| Monterey | 473 | Yolo | 182 |
| Napa | 180 | Yuba | 105 |
| Nevada | 51 | Interstate | 379 |
| Orange | 2,067 | Total | 54,101 |

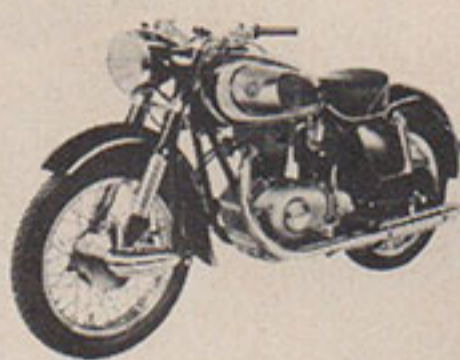


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400cc OHC Twin
100 MPH - 28 HP
62 MPG - Earles
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350 cc
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24 HP
(62 MPH in
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IMPERATOR RACER

115 MPH -- 400cc
OHC Twin--37 HP
8200 RPM
Twin Carburetors
Earle's fork



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20 HP -- 80 MPH
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Ideal for enduros
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LONG ISLAND CITY 4, N. Y.
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Leonard Again Victor At Steeplechase

Joe Leonard, the number one national cycle racer, again appeared at the difficult Riverside Steeplechase Motorcycle track last Sunday to win both the Main Final Event and the Expert Trophy Dash, repeating his performance of one month ago, when he won both these events. In the process, Leonard, riding a Harley Davidson, set a new track record for the 3-lap Expert Trophy Dash of 2' 38.17". The previous record in the Dash had been held by George Everett, of Pasadena, who followed Leonard on Sunday for a close second place. Everett rode a Vertical Twin BSA. Third place in the Expert Trophy Dash was won by Jimmy Phillips, of Santa Ana, another nationally prominent racer, on a Harley Davidson.

Leonard's time in the grueling fifteen-lap Final was 13' 19.40". Second place was taken here again by Everett, with Dick Chase, of San Francisco, coming in third. Chase rode a Harley Davidson. ★

New Crop of Winners In "B" Category

Jack Simmons, of Long Beach, on a BSA, won the "B" Final (10 laps) with a time of 9' 05.80". Gary Sowell, of Los Angeles, on a Triumph, took second, and Bill Holcomb of San Gabriel, on a Harley Davidson, placed third.

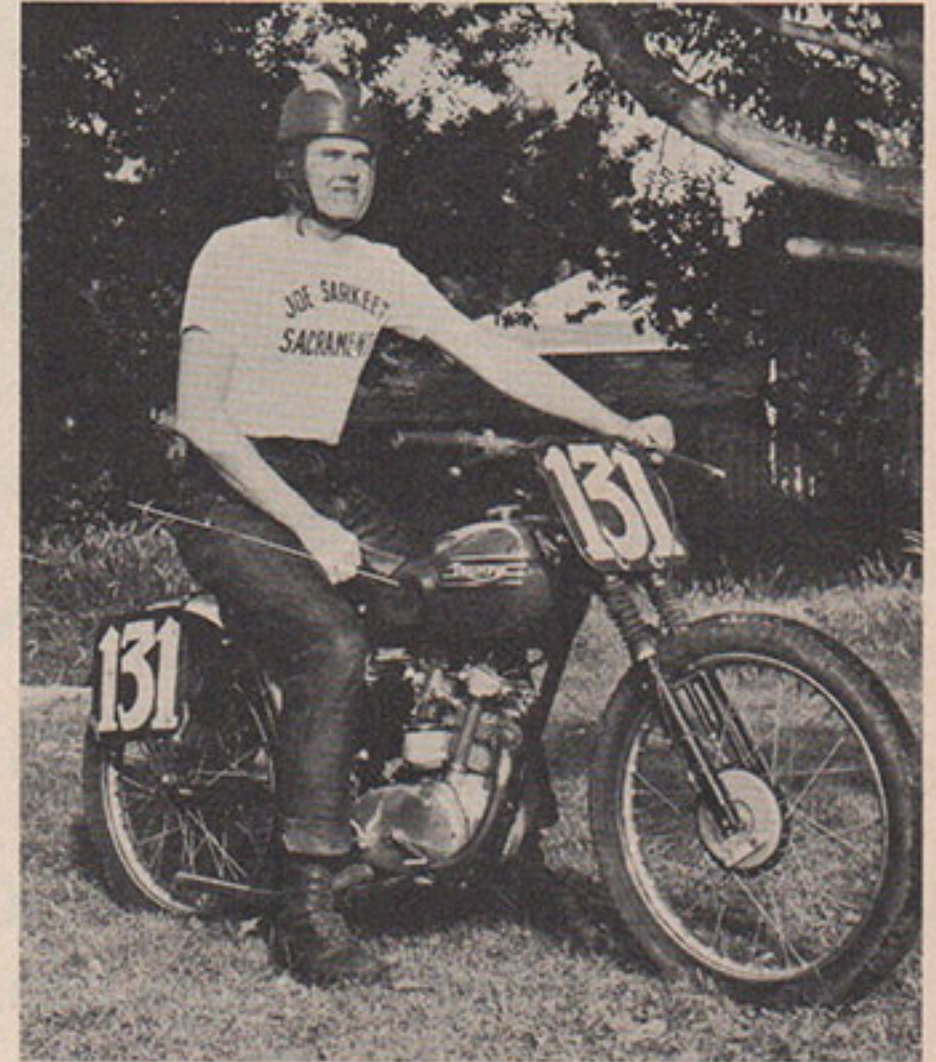
In the exciting "B" Trophy Dash, also three laps, Jim Swatzel, riding a Triumph out of Santa Ana, came in first. Swatzel also set a new "B" class record for five laps. His time of 4' 33.20" nosed out the previous record held by Harry Krugh, of Taft.

Second place in the "B" Trophy Dash was secured by Jack Simmons and Buddy Parriott, of Puente, riding a Triumph, placed third.

Accidents removed several other fine riders from potential scoring positions, including Howard Nicholson, Jack Schlaman, Dick Mann, Eddy Kretz and Carl Kiesow—who returned to the aid of a fellow racer who'd been hurt in a heart-warming demonstration of sportsmanship.

The races are run by the Riverside Junior Chamber of Commerce, under the guidance of Clare Markey, Motorcycle Chairman, and Allen Anderson, Jaycee Director for Motorcycle Racing. The American Motorcycle Association,

Cliff Onan, Referee and Announcer, conducts the races according to a strict national code, with the maximum efficiency, so that the long series of events follow each other in quick order for a fast-paced afternoon of colorful action. The next race—and final one for the spring season—will take place on Sunday, June 16th. ★



Johnny Smith, 1249 32nd Street, Sacramento, California, winner 165cc Class — Catalina Grand Prix — riding Triumph Terrier.

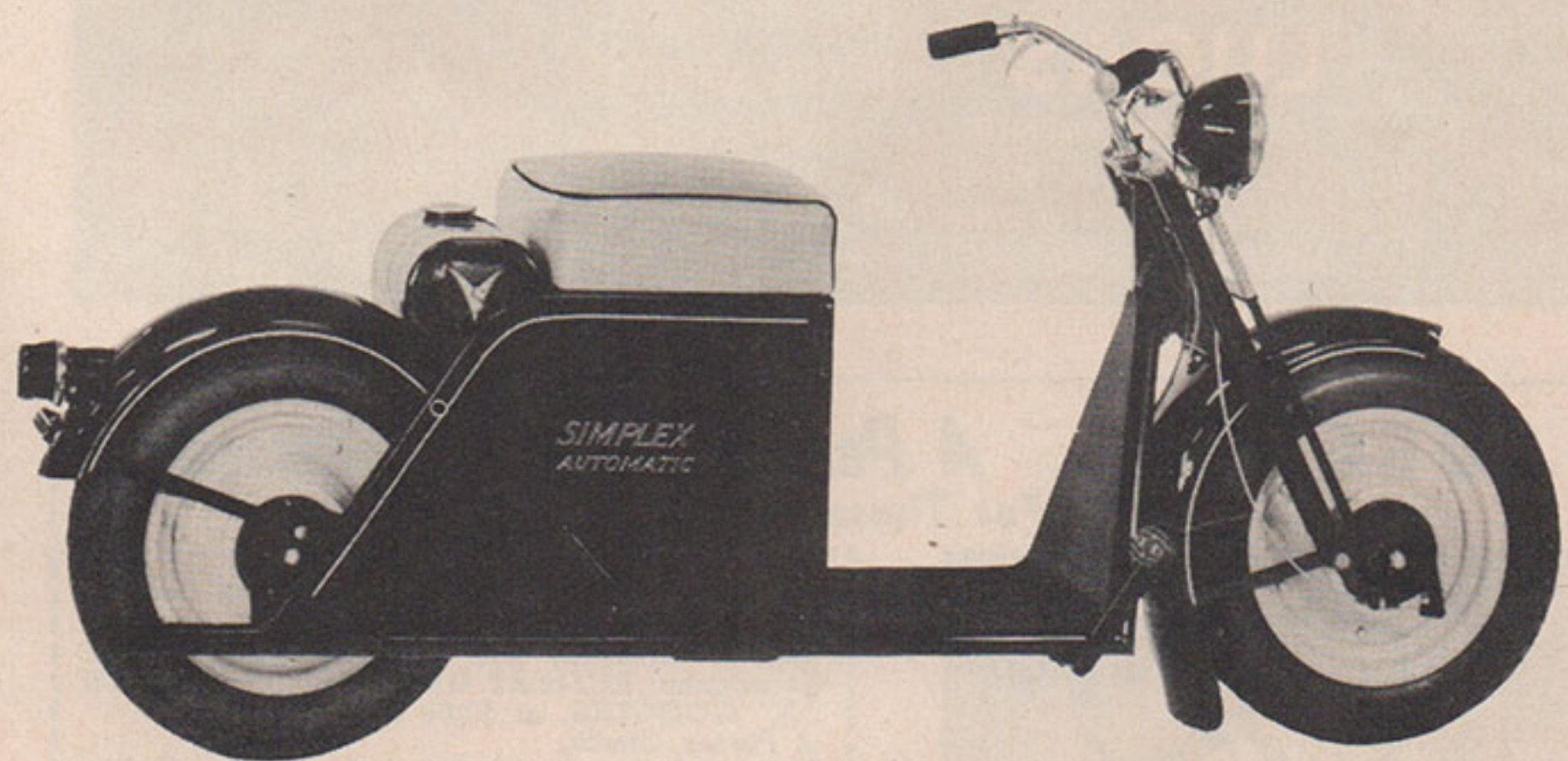
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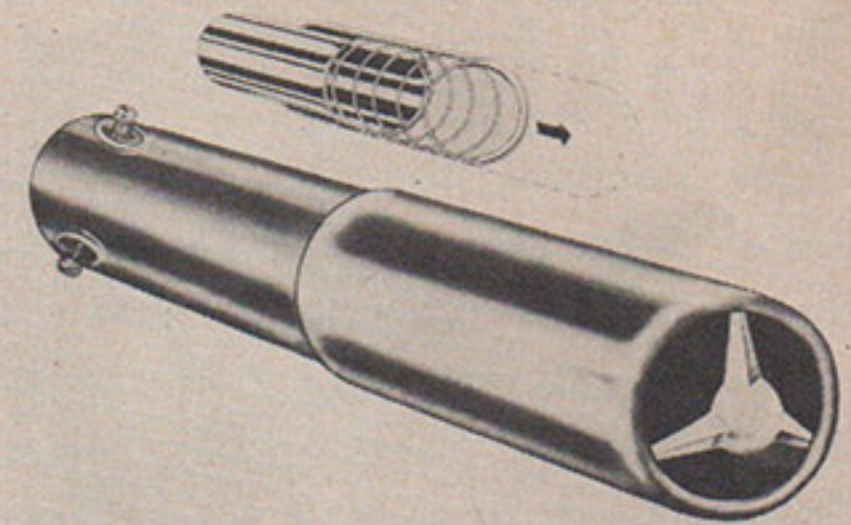
So to maintain peak efficiency in your British motorcycle be sure to *replace Lucas with Lucas!* Your British motorcycle importer and hundreds of dealers throughout America have replacement parts in stock. Ask to see the *entire* line of Lucas "King of the Road" deluxe accessories.

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WILCO Spring-Back Exhaust Extension. Diagrammatic sketch shows two section construction with powerful built in coil spring for "recoil action".

New Idea In Exhaust Extensions

A new type exhaust extension has just been introduced by The Wilson Company of Boston, Mass. It prevents damage to the tail pipe to which it is attached as well as to itself. Known as the WILCO Spring-Back Exhaust Extension it incorporates a powerful built-in coil spring in one of its two telescopic sections. Whenever the exhaust extension is struck, the powerful coil spring absorbs the shock by permitting one section to telescope into the other section . . . and then snap back into its original position instantly. One model fits all cars. It is simply installed by tightening three set screws.

This is a new type exhaust extension whose design goes one step beyond anything else on the market. Like other high quality extensions it is chromium plated for beauty and durability and is installed to extend beyond the rear bumper for safety in disposing exhaust fumes and also preventing discoloration of the rear bumper. Unlike any other exhaust extension on the market today, its built-in coil action prevents the usual tailpipe and exhaust extension damage associated with backing into obstacles, riding off steep driveways and being struck from the rear.

For further information, write to Mr. Bill Sandler, The Wilson Company, 959 Commonwealth Avenue, Boston 15, Massachusetts. ★

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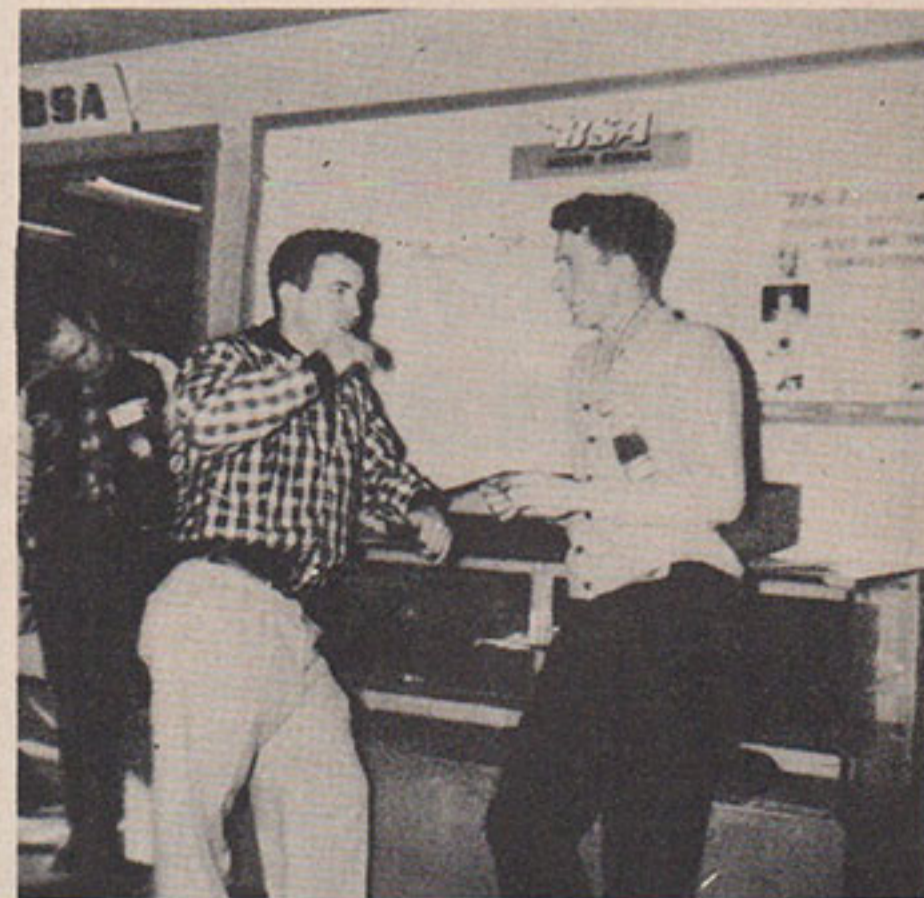
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Racing Stars Don Rees and Tommy McDermott chat at BSA Service School

CUSHMAN...FOR 1957

Cushman Restyles The New 1957 Cushman Motor Scooter Line

Lincoln, Neb.—Completely restyled inside and out, the new 1957 Cushman Road King and Pacemaker motor scooters represent the most sweeping model changes in the company's history, according to Robert H. Ammon, president, Cushman Motor Works, Inc.

Production of the new two-wheel Road King and Pacemaker models is now underway at the Lincoln plant, Ammon said. The new vehicles are shown in the showrooms of more than 650 Cushman dealers from coast-to-coast.

"The sleek new Road King and its lower priced running mate, the Pacemaker, are entirely new from front fender to rear bumper", Ammon declared. "In modern styling and advanced engineering, these are the scooters which set the standard for 1957. We believe the new models will boost Cushman sales sharply in the medium and medium-low price scooter market."

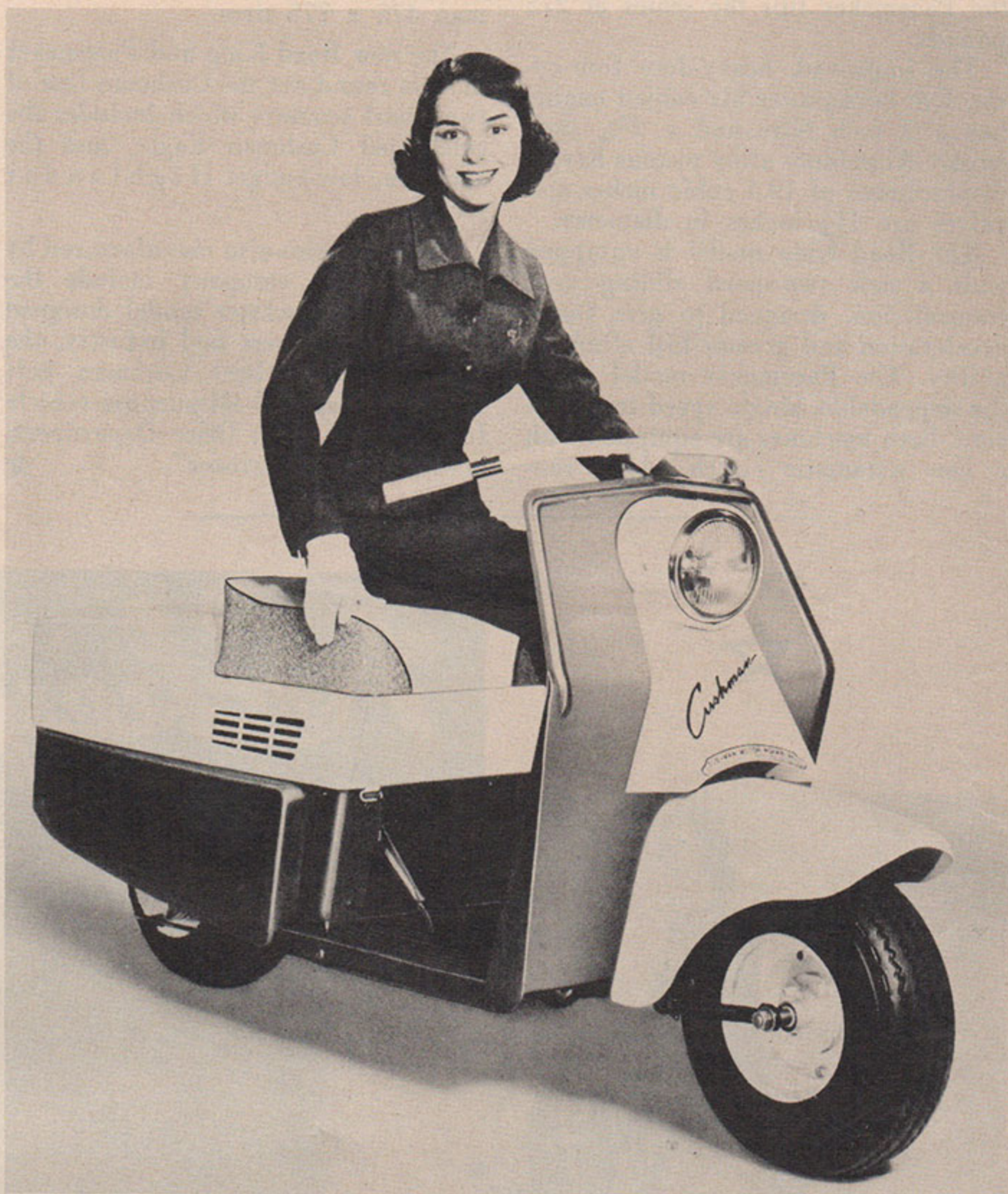
Ammon, whose company manufactures 90 percent of all scooters produced in the U. S., said the new models demonstrate superior handling and riding characteristics over all types of terrain, and are exceptionally easy to control in areas of heavy traffic.

Ultra-modern in their appearance, the new scooters exhibit a continental influence in styling. The distinctively different design is further enhanced by virtue of a two-tone paint treatment which is offered in a broad range of color combinations and lends a smart new beauty to these light vehicles.

Both models are powered by an improved version of the Cushman Husky engine, described by company engineers as the most economical and noise-free engine ever offered for this popular type of transportation. Factory tests indicate the new machines travel up to 100 miles on a single gallon of regular gasoline.

The front end of the new Road King and Pacemaker models features a modern and functional curved, one-piece safety shield which extends from slightly below the new handle bars to the machine's floorboards. The shield also serves to protect the rider in bad weather.

A new, fully enclosed front head-



Cushman's Modern Motor Scooter—"The Road King"

Parking problems and high fuel consumption costs are of little importance to America's 250,000 motor scooter owners. Shown above is the all-new 1957 Cushman Road King model, latest entry in this expanding field of personalized transportation. The new scooter which is said to travel up to 100 miles on a single gallon of gasoline features streamlined automotive-type styling, two-tone paint treatment and a five horsepower air-cooled motor.

light assembly is mounted at the top of the machine's protective front shield, well above the new and larger one-piece front fender. The cover plate enclosing the scooter's front fork is emblazoned with the Cushman name in chrome script.

The scooter's streamlined rear deck, upon which the operator's seat is mounted, completely encases the upper portion of the engine compartment and extends well to the rear to form a cover for the two-gallon gas tank, and generous package compartment. This deck is of the lift-up type offering ready accessibility to the vehicle's interior. A two-piece rear fender skirt

covers the lower section of the scooter and acts as a partial shroud for the rear wheel.

Both deck and skirt join at the rear of the vehicle to form a V-shaped fin, which embodies a combined tail and stoplight assembly, easily visible from the side and rear.

A new, well padded operator's seat, offered in two-tone Vinyl upholstery is contoured for cradle-like comfort and features a double set of soft springs that cushions the ride.

Both models are built on a 54-inch wheel base and measure 77 inches in overall length. The vehicles are 28

(Continued on page 44)

CUSHMAN . . . For 1957

(Continued from page 43)

inches in width at the handlebars and stand 38½ inches high. Total weight of the Road King is 310 pounds and the Pacemaker tips the scales at 275 pounds.

The improved, heavy-duty four-cycle, five-horsepower air-cooled engine has a 3 inch bore and a 2¾ inch stroke. Aluminum alloy pistons have a displacement of 19.4 cubic inches and valves are 1¼ inches in diameter.

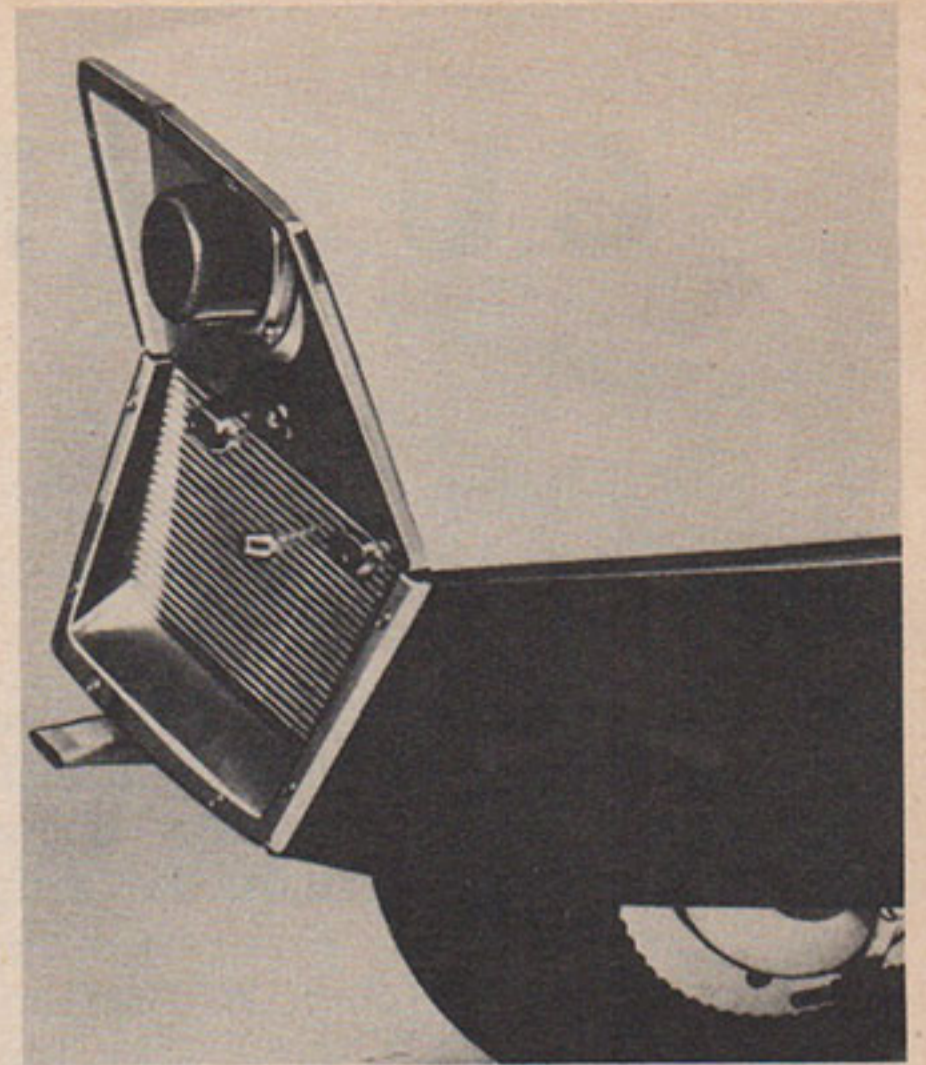
The Road King model is equipped with a new two-speed sliding gear transmission, designed to give faster acceleration and greater hill climbing ability. The Pacemaker model offers the dependable, single speed transmission. Both machines are equipped with a new automatic clutch which con-

tributes to the ease of handling in traffic.

Other features of the new vehicles include a new front fork and suspension system, one-piece, all steel chassis, heavy-duty brakes and the new Cushman 475 x 775 tires.

The new Road King and Pacemaker models round out the Cushman line of two-wheel scooters which includes the celebrated Cushman Eagle, and the versatile, low-budget Highlander model.

Other vehicles also manufactured by the Nebraska company include the three-wheel Truckster model designed for use in business and industry, the popular three-wheel Cushman golf cars, and a special all-purpose vehicle for the U. S. Post Office Department, known as the "Mailster". ★



Not the tail-fin of one of today's modern automobiles, but the streamlined rear section of the new 1957 Cushman Road King motor scooter. The new vehicles, which have been completely restyled from stem to stern are on display at 650 Cushman dealers from coast-to-coast.



Modern Motor Scooter

Parking problems and high fuel consumption costs are of little importance to America's 250,000 motor scooter owners. Shown above is the all-new 1957 Cushman Road King model, latest entry in this expanding field of personalized transportation. The new scooter which is said to travel up to 100 miles on a single gallon of gasoline features streamlined automotive-type styling, two-tone paint treatment and a five-horsepower air-cooled motor.



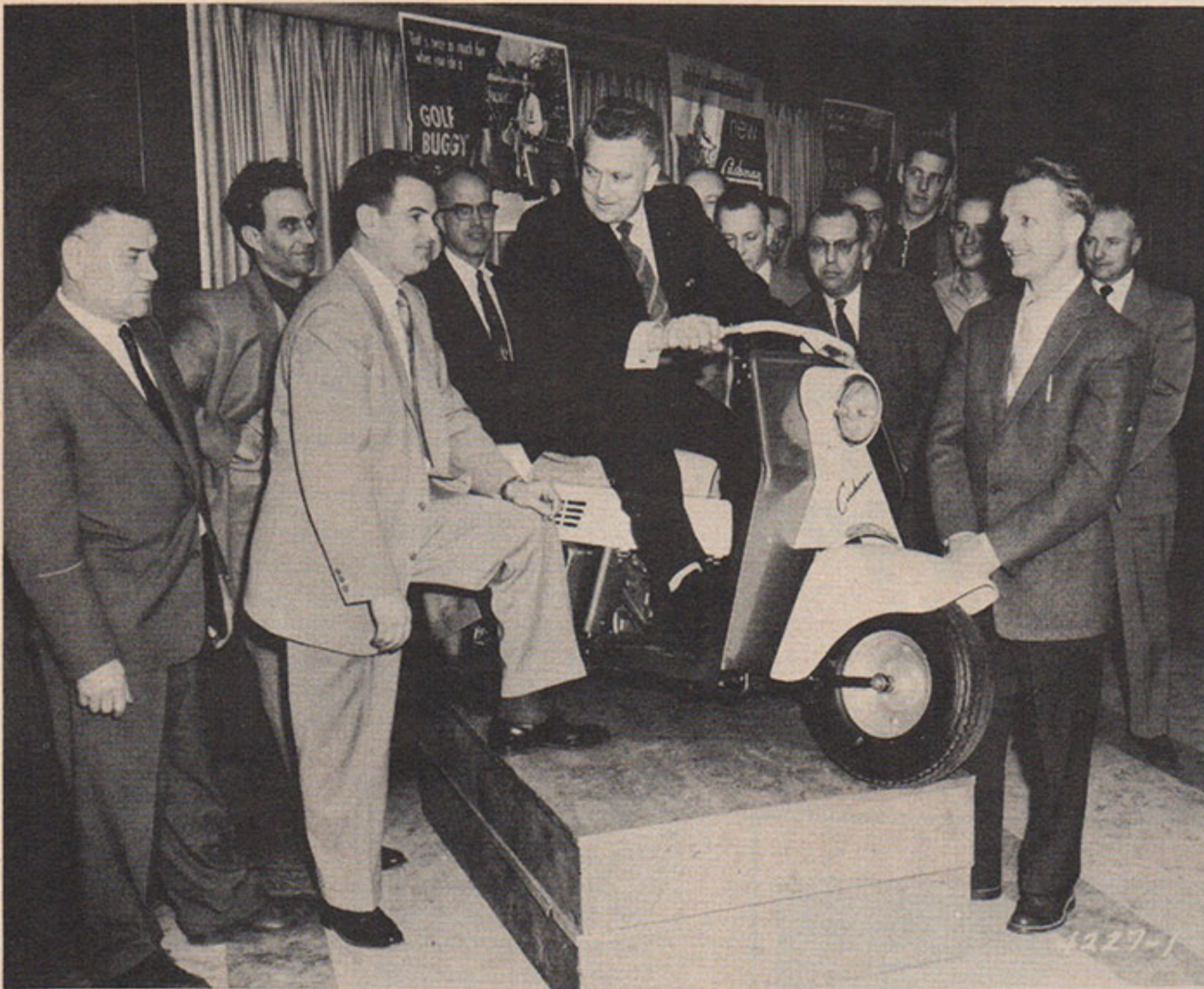
LEFT TO RIGHT: Hap Jones at helm of new 1957 Cushman Scooter Dealers, with Robert Von Seggern, Cushman Assistant Chief Engineer and Walter Mitchell, Cushman Field Sales Supervisor shown at the Cushman dealers' special new 1957 model announcement meeting held in San Francisco. (Continued on page 45)

1 inch

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



Cushman dealers from Michigan, Northern Indiana and Ohio learn details of the new 1957 Cushman Road King from Atlee Stephan, Jr., Cushman field sales supervisor, shown above pointing to the vehicles streamlined tail-fin. This particular meeting held in Lansing, Mich., was one of 12 sessions conducted by Cushman officials in key scooter market areas.



Poised atop the all-new 1957 "Road King" Motor Scooter, Adrian Matthews, Flint scooter dealer and president of the Cushman Dealers Association of Michigan, learns complete details of the new vehicle from Atlee Stephan, Jr., Cushman field sales supervisor at left.

The occasion was a recent new model announcement meeting held in Lansing, which was attended by more than 50 dealers from Michigan, Ohio and Indiana.

SUBSCRIBE TO CYCLE

CUSHMAN . . . FOR 1957 (Continued from page 44)

Specifications

CUSHMAN MOTOR SCOOTERS (Model 722, Pacemaker) (Model 725, Road King) (Model 765, Eagle)

ENGINE

CUSHMAN "HUSKY"—4-cycle 5 HP air cooled engine.
CAMSHAFT—Drop forged steel; gear driven. All cam and bearing surfaces hardened and ground.
VALVES—1¼ inch diameter; silichrome steel; valve seat inserts; intake and exhaust.
LUBRICATION—Oil capacity one quart. Positive action piston pump; centrifugal pressure to connecting rod bearing.
CARBURETOR—Tillotson; horizontal type, adjustable.
COOLING—Extra large flywheel fan forces air over cylinder and oil sump.
AIR CLEANER—Large capacity; dry type.—Oil Bath Cleaner available as optional equipment, standard on Model 765.
IGNITION—Permlite flywheel magnet; lifetime Alnico magnets.
STARTER—Foot type, conveniently located.
GASOLINE TANK—Two gallon capacity.
CYLINDER AND CRANKCASE—Cast as an integral unit from selected materials.
CYLINDER HEAD—Aluminum, large cooling fin area.
BORE AND STROKE—3 x 2¾.
PISTON—Aluminum alloy; cam ground, heat treated; super-fine finish.
PISTON DISPLACEMENT—19.4 cu. in.
MAIN BEARINGS—Adjustable, tapered roller.
CONNECTING ROD—Heat treated, drop forged steel.
CONNECTING ROD BEARING—Precision type, steel backed—babbit lined inserts.
CRANKSHAFT—Drop forged steel; fully counter-weighted; all bearing surfaces precision ground.
GASOLINE MILEAGE up to 100 miles per gal.

LIGHTING

GENERATOR—Full power Cushman Permalite. Built as an integral part of the engine.
HEADLIGHT—One tilt beam with 32-32 candle power, conveniently located foot dimmer switch.
TAIL LIGHT—21—21-3 candle power—visible from side and rear.
STOP LIGHT—Standard equipment.

TIRES, WHEELS AND BRAKES

BRAKES—Heavy duty brakes on rear wheel; front wheel brake standard on Model 765 and accessory equipment on 720 Series. Braking mechanism shielded from sand, dirt, and water on all models.
DRUM—Diameter 6⅞ inches.
LINING—Heavy duty 1⅞ x 5/32.
WHEELS—Split rims, heavy duty pressed steel automotive type—adjustable tapered roller by rear ball bearings front.
TIRES—Genuine Cushman 100. The only tire specifically designed for proper easy steering and long life on two wheel vehicles.
FORK—(720 Series) Forged side arms, leading link type, bronze bushing pivot, steering shaft turns in ball bearings.
FORK—(Model 765) Suspension type, telescopic.

DRIVE

SPROCKETS—Accurate machine cut steel; case hardened. Extra long life.
CHAIN—Top quality; ½ inch pitch; 5/16 inch wide; roller type.

CLUTCH

TYPE—Automatic engagement. Centrifugally activated single disc.
BEARINGS—Model 722, bronze. Models 725 and 765, needle bearings.

TRANSMISSION (Models 725 and 765)

TYPE—Two speeds forward sliding gear.
GEARS AND SHAFTS—Extra heavy; precision machined from alloy steel.
MAIN & COUNTER SHAFTS—Mounted on the best grade anti-friction bronze and ball bearings.

DIMENSIONAL DATA

720 SERIES—Wheel base 54"; overall length 77"; overall width at handlebars 28"; overall height 38½"; weight (model 722) 275 pounds; (model 725) 310 pounds.
MODEL 765—Wheel base 54"; overall length 73"; overall width at handlebars 33"; overall height 39"; weight 272 pounds.

1957 ZUNDAPP 1957

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

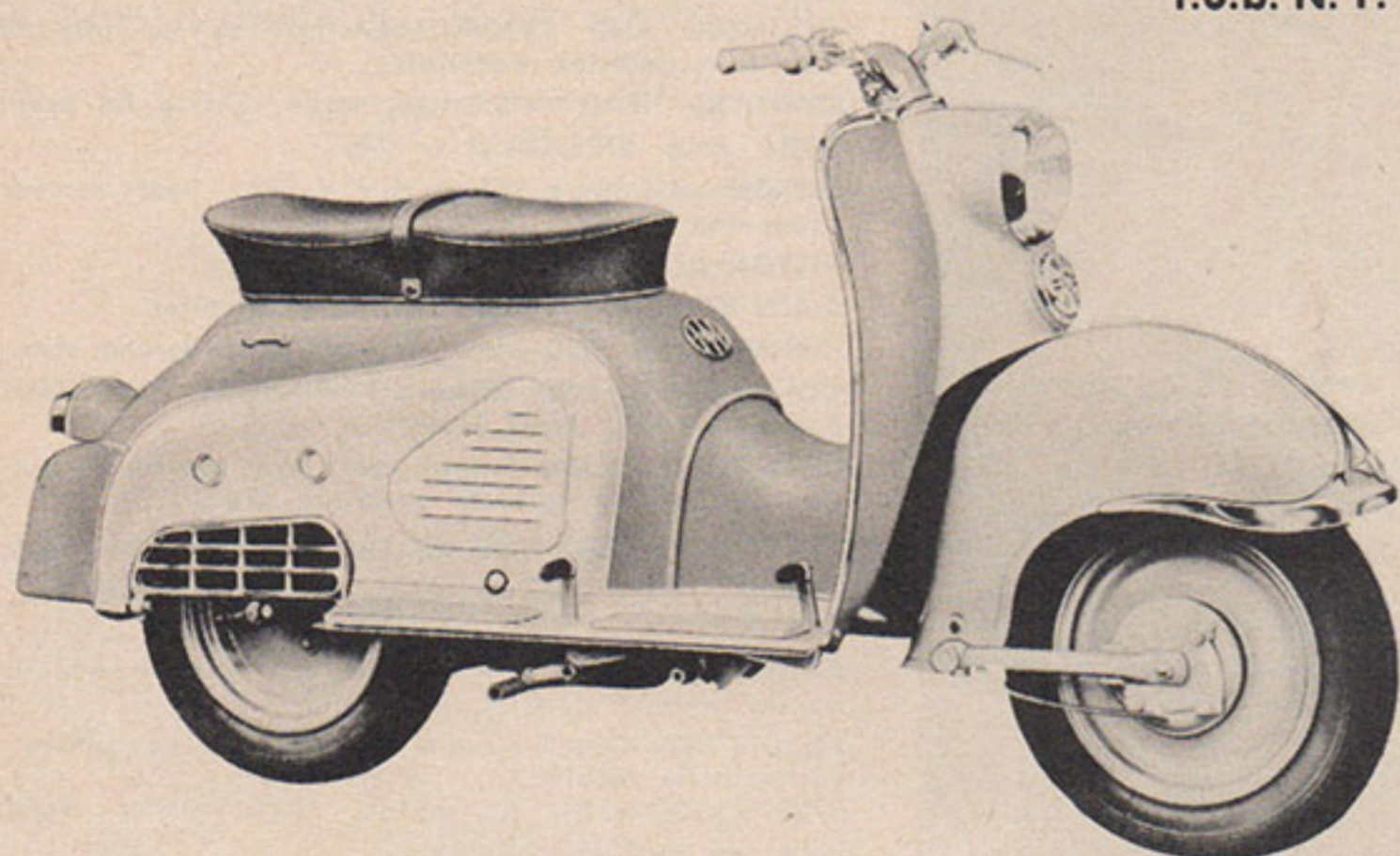
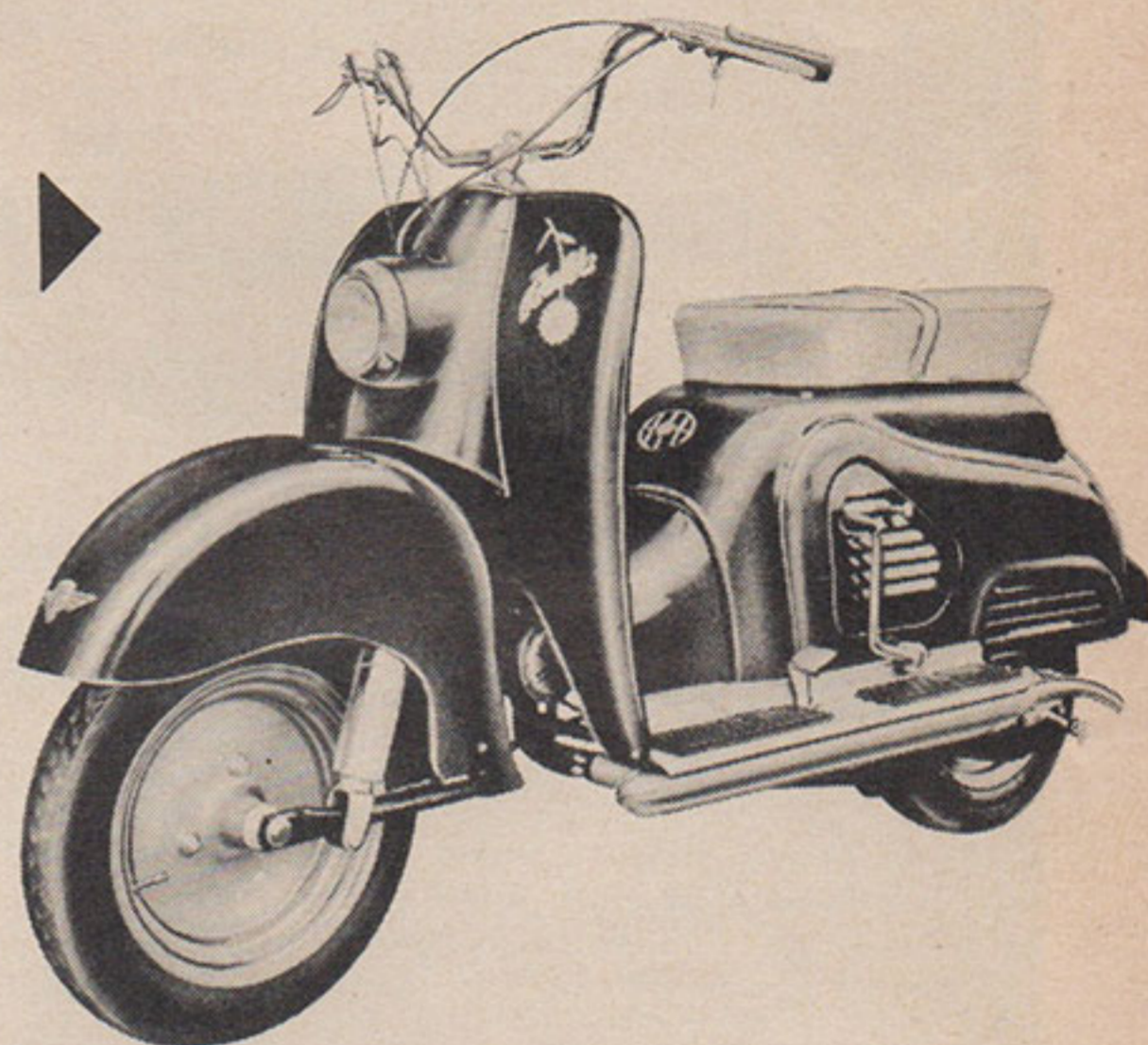
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BELLA 150 De Luxe KICKSTARTER MODEL

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

\$389⁰⁰

f.o.b. N.Y.



**TEST-DRIVE
A SENSATIONAL ZUNDAPP BELLA TODAY
—NOW AT YOUR ZUNDAPP DEALER!**

BELLA 200 De Luxe ELECTRIC STARTER!

These specifications show you why the big, new BELLA 200 De Luxe is unmatched for value:

TRANSMISSION: The Zundapp foolproof synchromesh 4 speed gear box.

FRAME: Front & rear swing arm suspension with hydraulic shock absorbers, 3.50 x 12 interchangeable wheels, dual seat, large brakes.

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

ELECTRICAL EQUIPMENT: Battery ign., 12 V., 90 W gen., 35/35 W Headlamp with high & low beams & parking light, horn, stoplight.

\$499⁰⁰

f.o.b. N.Y.

NEW STANDARD EQUIPMENT FOR BELLA 200!

Heavy-duty chrome plated bumper. Cables incorporated in handlebar bracket. Chrome guard around front shield. Side Stand in addition to Center Stand. Tool box under large tail & stop light. Quieter muffler. Colors: Two-Tone Grey; Metallic Blue; Brick Red; Black.

ZUNDAPP QUALITY

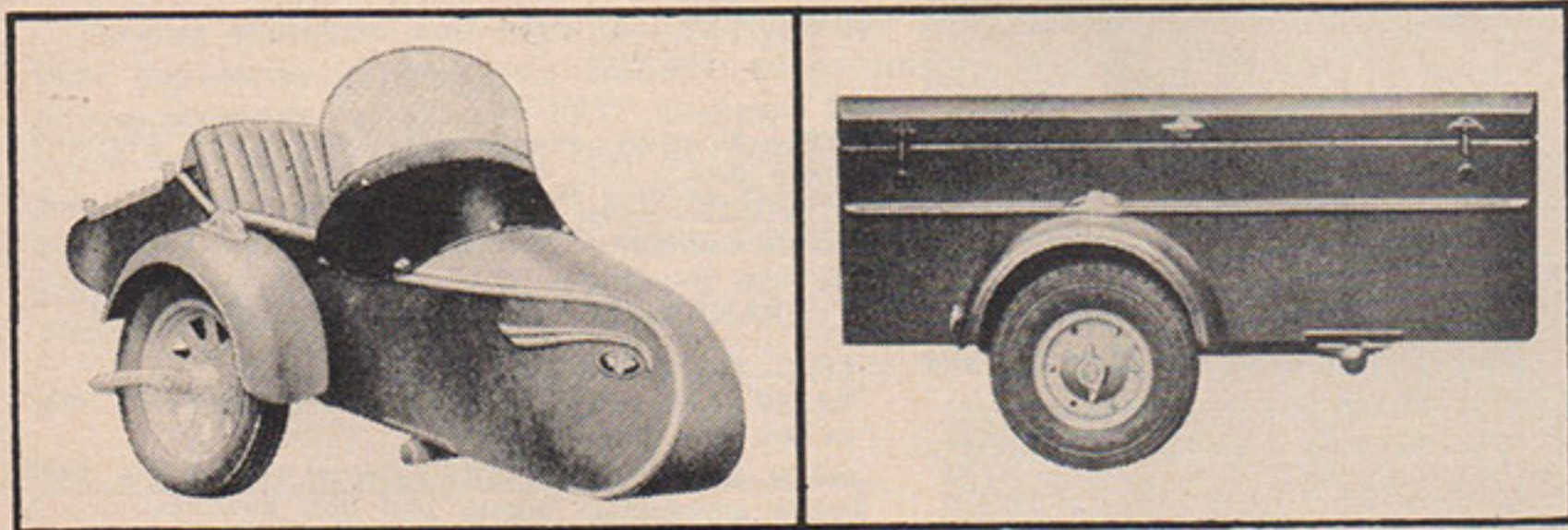
Every part of the Zundapp Motorscooter or Motorcycle is made with precision and expert craftsmanship. Zundapp enjoys a world-wide reputation based on sound engineering principles.

ZUNDAPP PARTS

Berliner Motor Corp. maintains the largest spare parts department of any single motorscooter-cycle importer! Sub depots are located at strategic points all over the 48 States.

ZUNDAPP SAFETY

The proven reliability of Zundapp makes it the safest machine on the road. Their brakes, lights, roadholding ability, cushion-ride and powerful performance give the rider utmost confidence in its handling even over most rugged terrain.



**PASSENGER SIDECAR AND DELIVERY VAN
AVAILABLE FOR 200 BELLA**



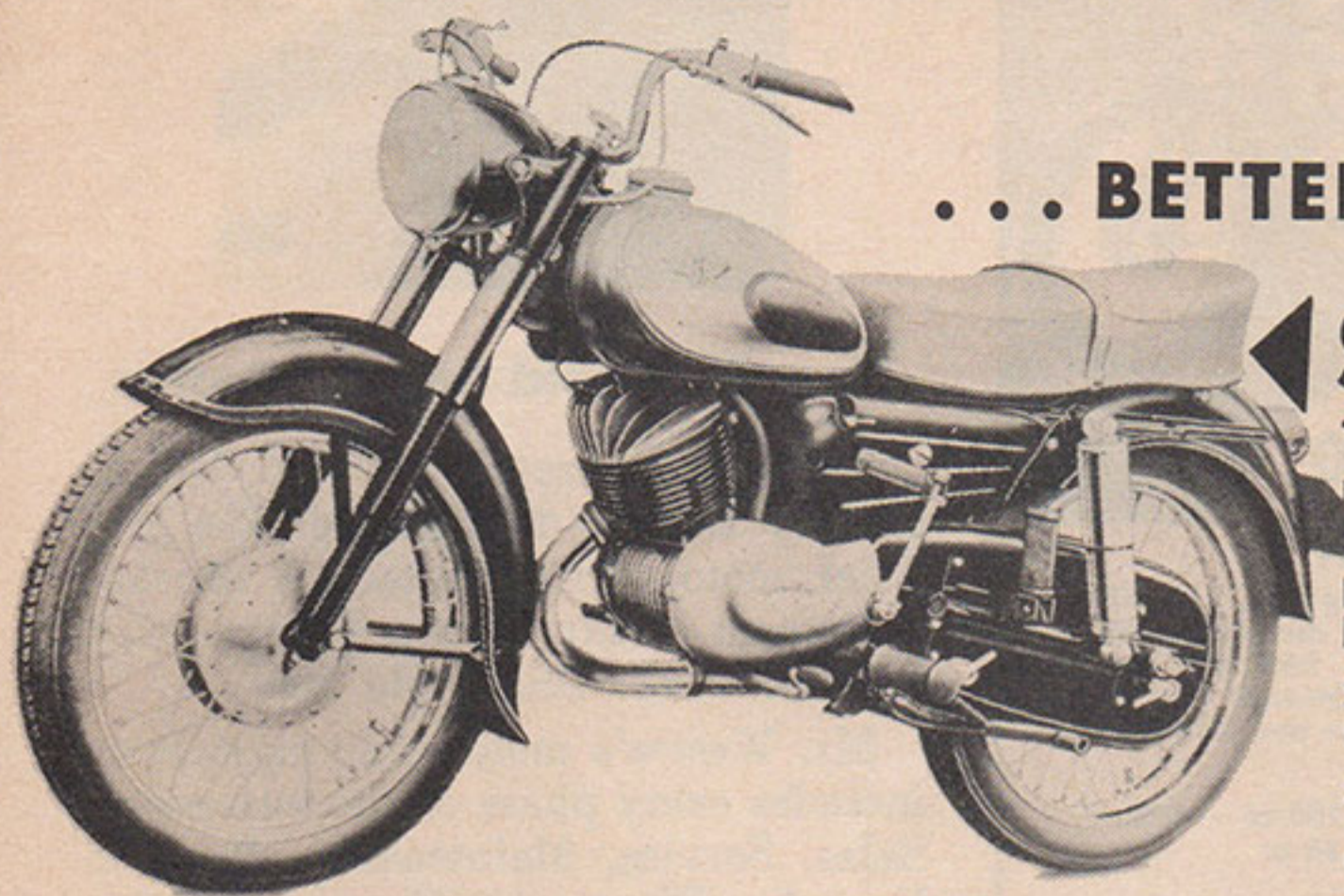
WRITE FOR FREE LITERATURE — DEALER INQUIRIES INVITED, WRITE TODAY!

BERLINER MOTOR CORP. 2432 GRAND CONCOURSE, Bronx, N. Y.

1957 ZUNDAPP 1957

MOTORCYCLES

... BETTER, MORE POWERFUL THAN EVER!



← SUPER SABRE 250cc

2-CYCLE

The world's fastest standard machine in its class; adjustable swingarm rear suspension; hydraulic shock absorbers; short stroke 6.5 to 1 comp. ratio; over 17 HP; approx. 80 MPH; 100 W gen.; 3.00 x 18 wheels; polished alloy hubs; large brakes; dual sponge seat; western handlebars; fast throttle.

SCRAMBLERS KIT AVAILABLE: 16" WHEEL, KNOBBY TIRE, SKID PLATE, SHORT EXHAUST MUFFLER.

COLORS: BLACK, METALLIC BLUE, BRICK RED.

\$489⁰⁰

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CHALLENGER 200cc

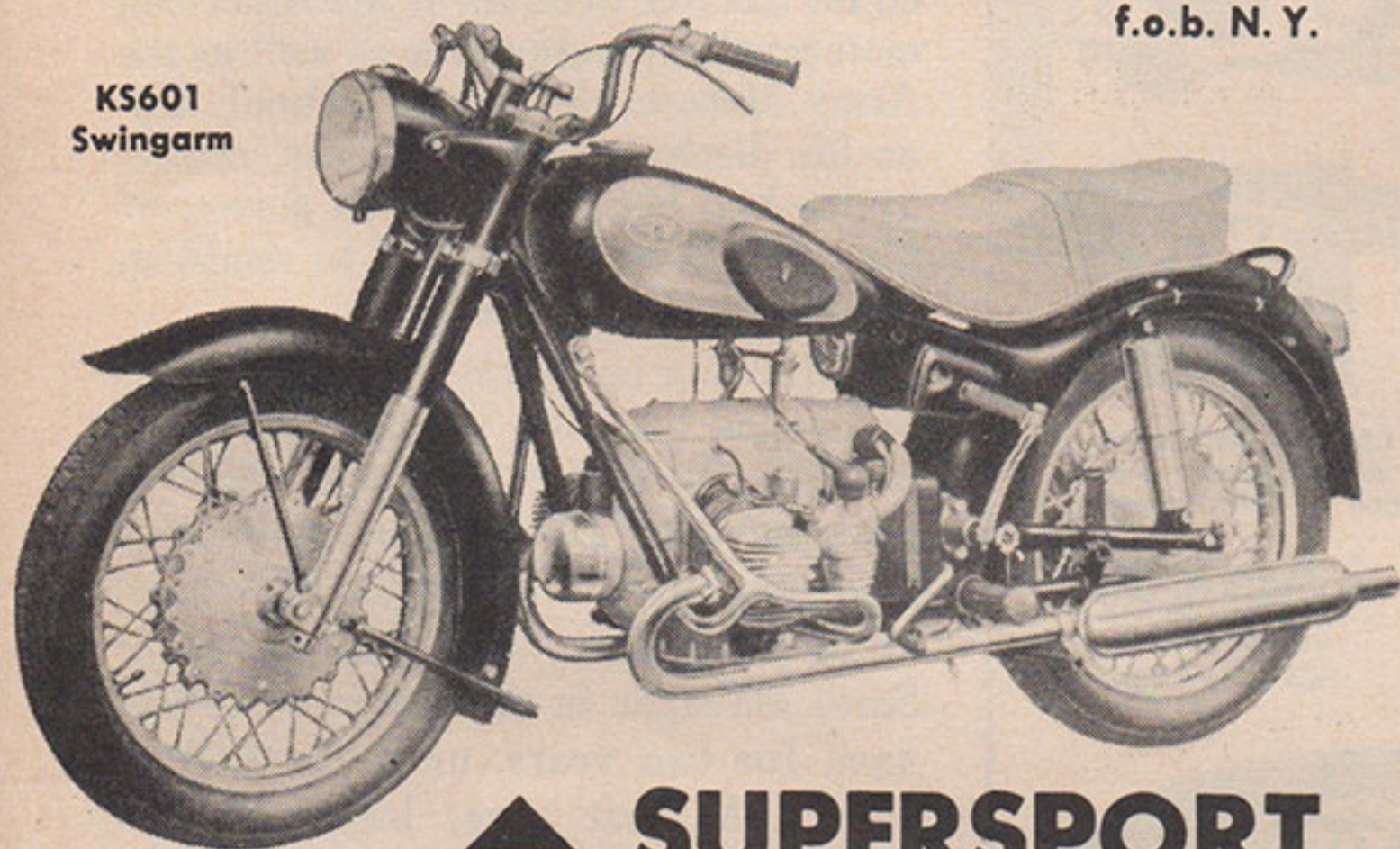
2-CYCLE

The most sensational 200cc. Swing arm rear suspension; hydraulic shock absorbers; short stroke 6.5 to 1 comp. ratio; over 13 HP; 65-70 MPH; 100 W gen.; polished alloy hubs; 3.25 x 16 wheels; large brakes; dual sponge seat; western handlebars; fast throttle.

\$449⁰⁰

f.o.b. N.Y.

KS601
Swingarm



▲ SUPERSPORT

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

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

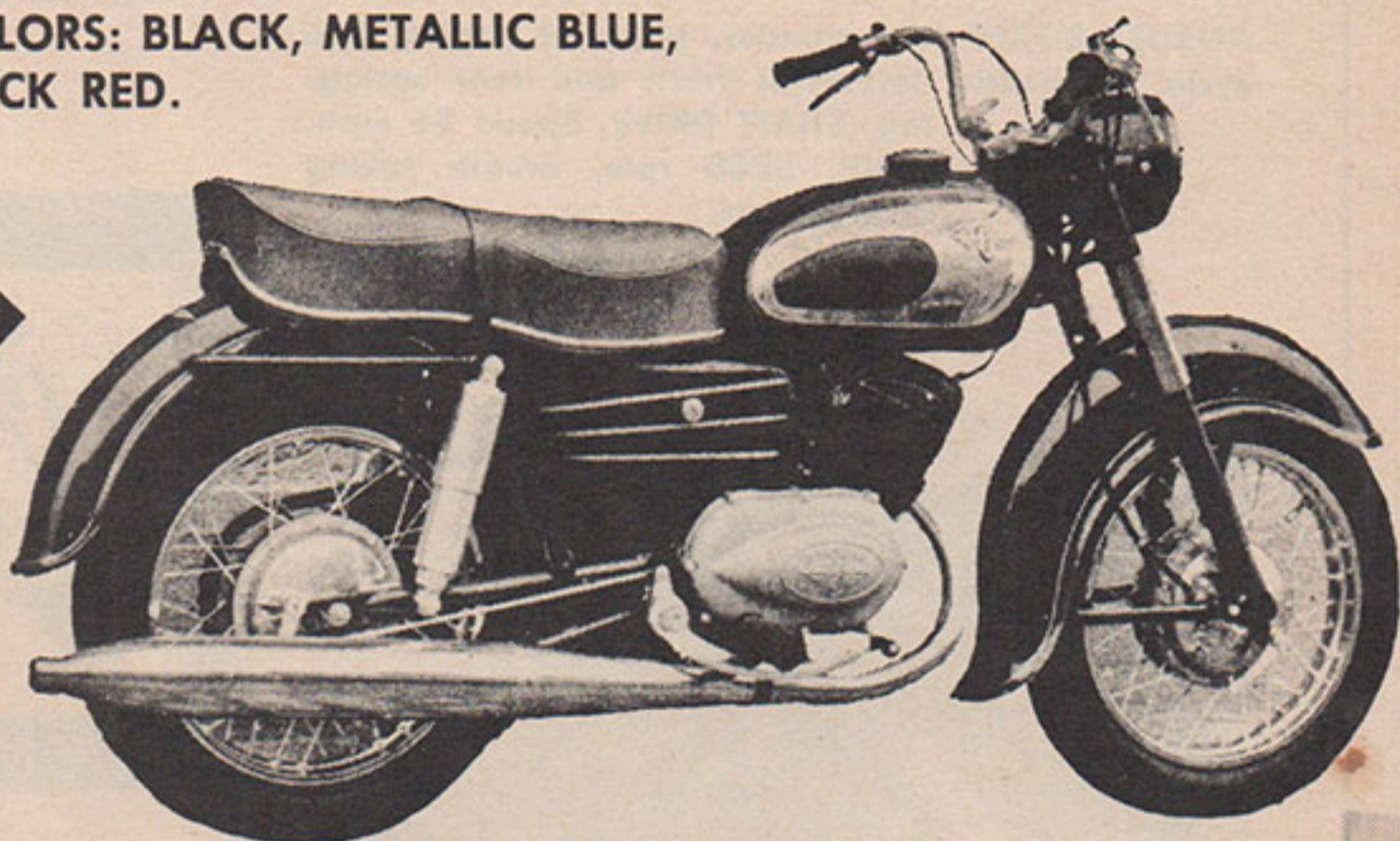
Carburetor: 2 inclined down draft carburetors; automatic air adjustment.

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

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

\$1095 f.o.b. N.Y.

KS601 with plunger springing 400x18 wheels, 5" movement on front and rear springing, color metallic blue F.O.B. N.Y. **\$919**



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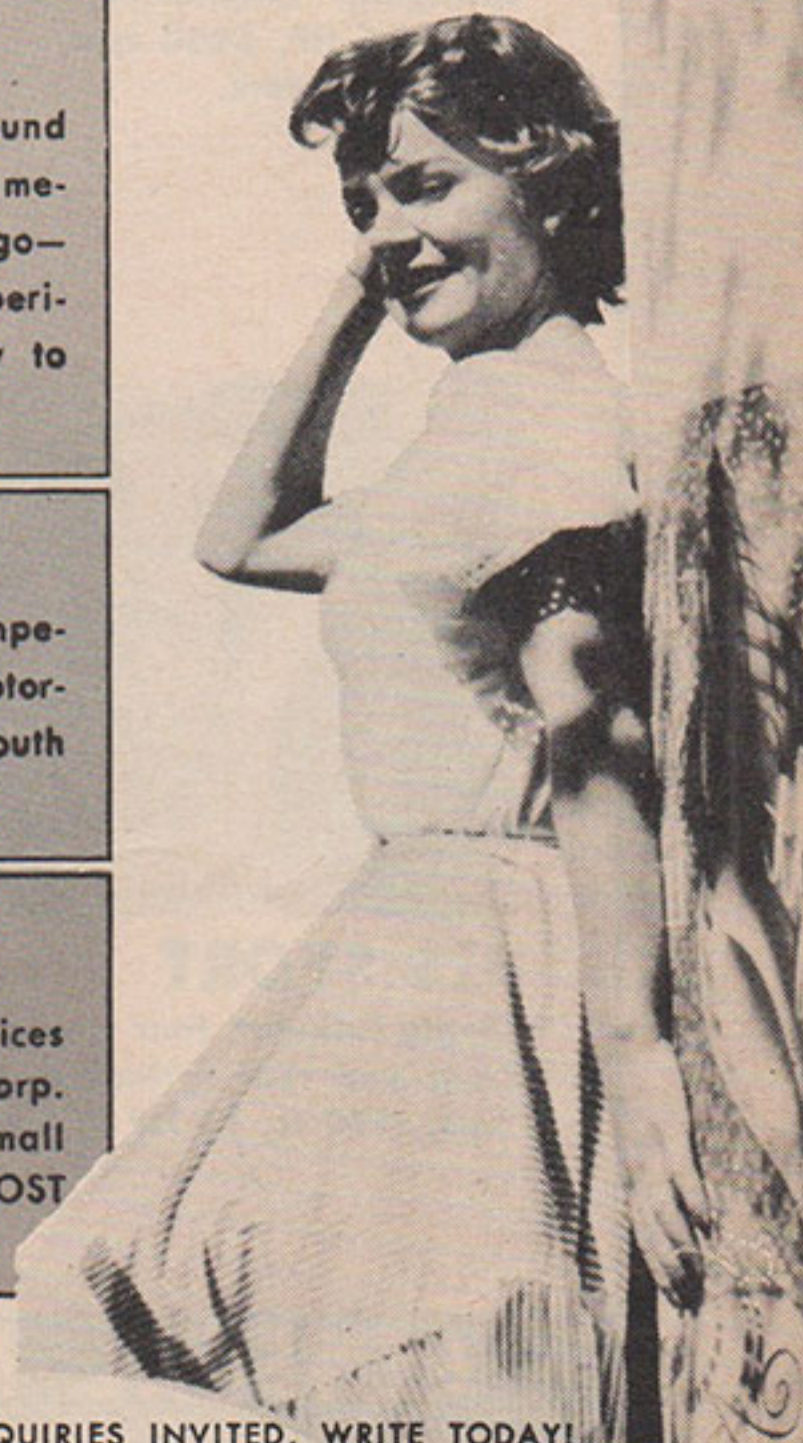
You can ride your ZUNDAPP all around the world and find factory-trained mechanics and dealers wherever you go—ZUNDAPP has a network of 3000 experienced men in almost every country to help you.

ZUNDAPP PERFORMANCE

Victories in all types of sporting competition have highlighted ZUNDAPP Motorcycles in the U.S., Europe and South America.

ZUNDAPP PRICES

There's no secret about ZUNDAPP prices—the policy of the Berliner Motor Corp. is to sell in large volume at a small profit—assuring the rider the MOST VALUE for his money.

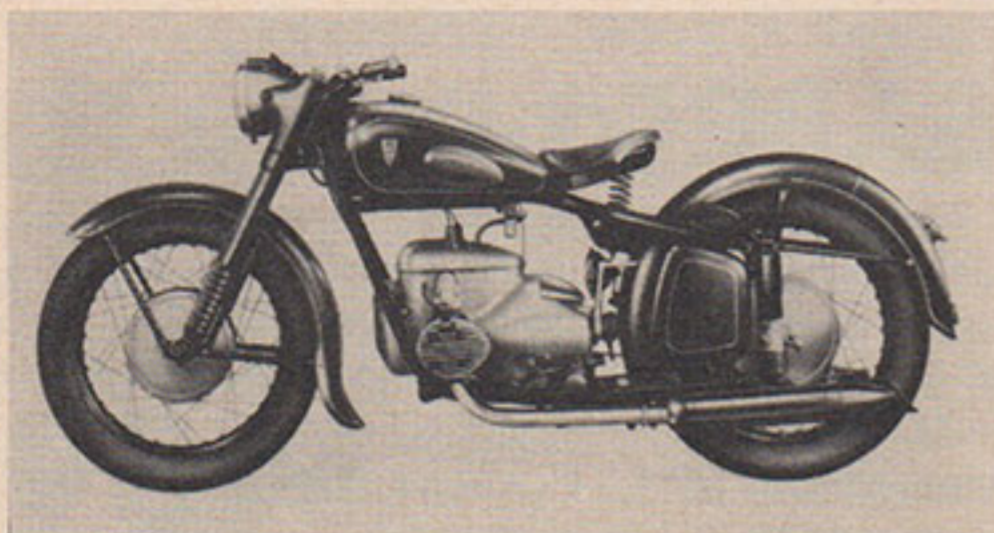


BERLINER MOTOR CORP. 2432 GRAND CONCOURSE, Bronx, N. Y.

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Three Superior Motorcycles

at an unbelievably low price designed to bring you maximum riding pleasure in the years ahead



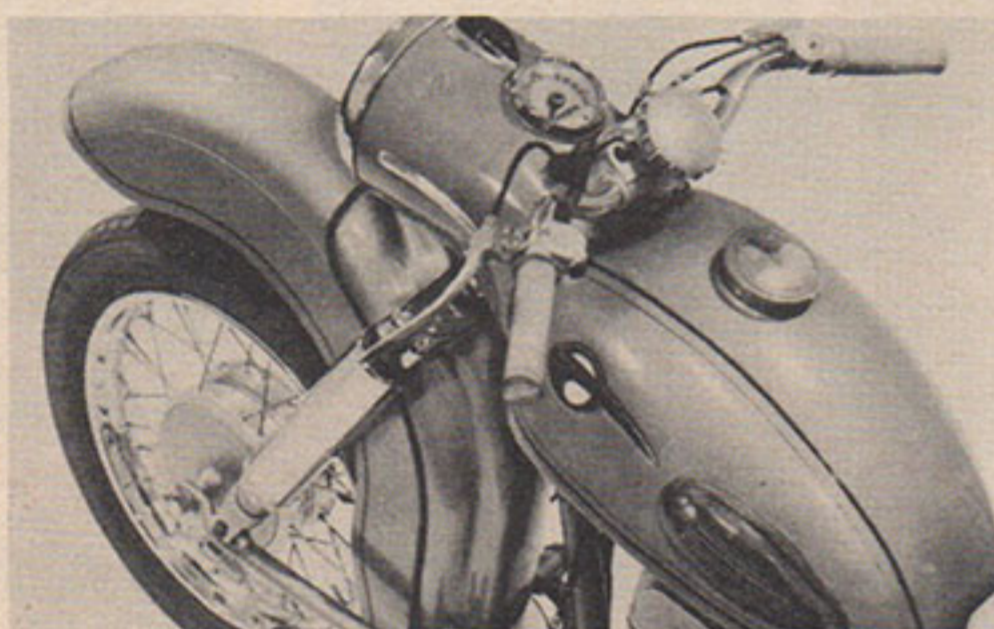
BK 350 cc

ROBUST BOXER two cylinder, opposed engine, two cycle, 4 speeds, telescopic front and rear springing, SHAFT DRIVE. Speed 86 mph, 17HP, 5000 rpm, breath taking acceleration.



\$620⁰⁰

FOB New York

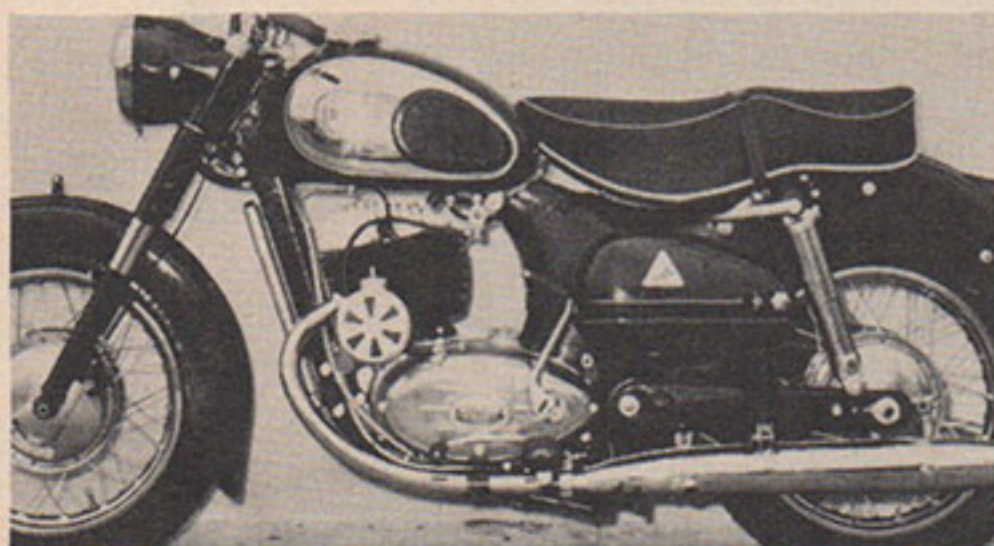


ES 250 cc

Two cycle, 4 speeds, telescopic front and rear springing; Chaindrive, fully enclosed. Speed: 75 mph, 15 HP, 5000 rpm. Earls front fork.

\$560⁰⁰

FOB New York



425 SPORT

Single cylinder, four stroke, SHAFT DRIVE, Telescopic front and rear springing. Speed: 75 mph,, 250 cc, 14 HP at 6300 rpm.

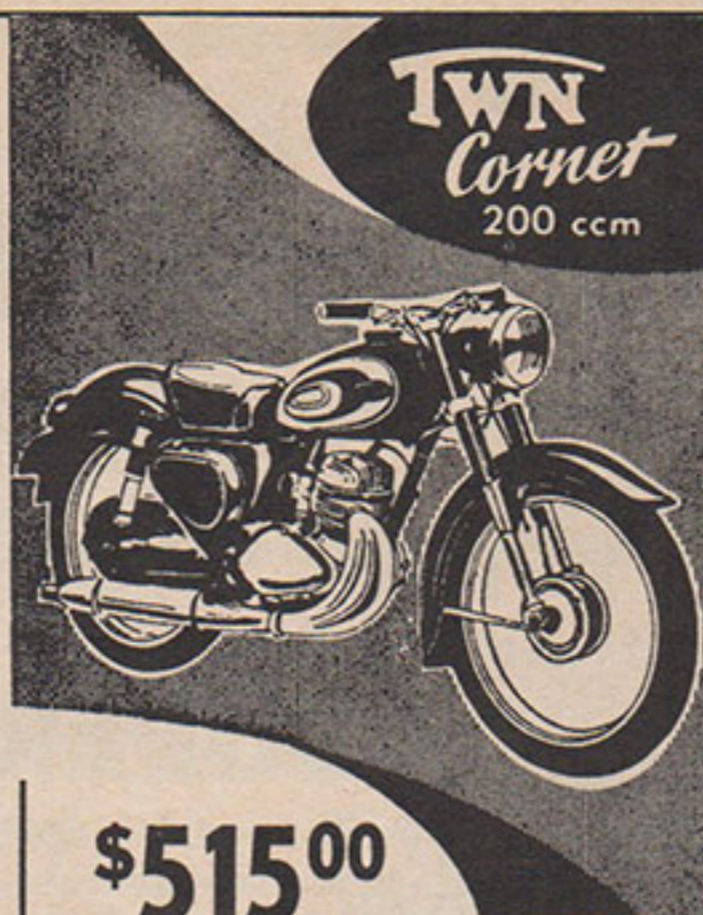
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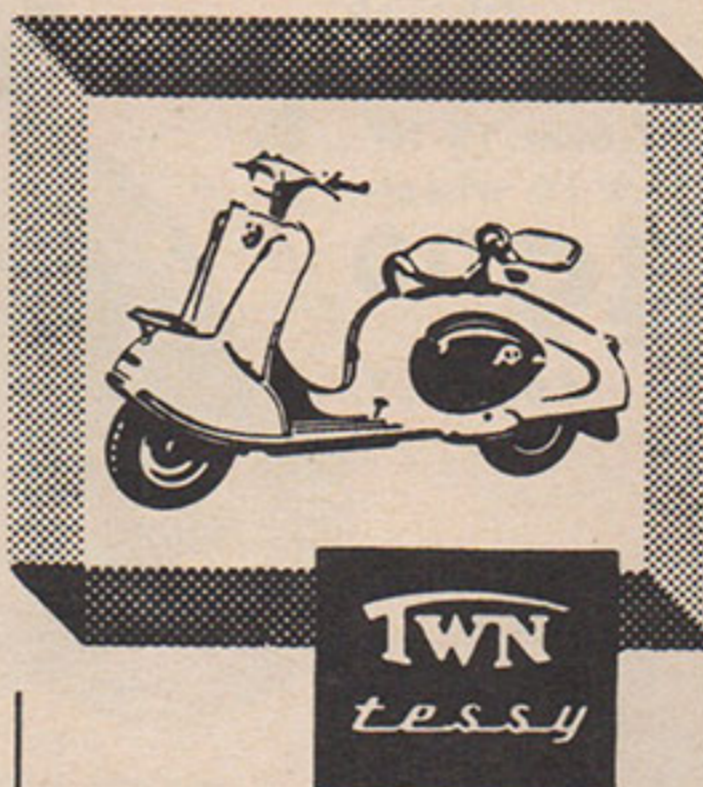


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200 cc—Double piston, 10.5 HP, 70 mph — Oil damped swing arm suspension, 500 rpm light alloy cylinder. Neutral gear selector. Air filter and intake silencer.

Also 350 cc - 250 cc - 125 cc and 50 cc



7.5 HP - 150 cc - double suspension 1 cooling system blower - 50 mph - well balanced 8" tires.

\$395⁰⁰

FOB New York



Electric starter scooter - 200 cc - 11 HP - 4800 rpm - 4 speed transmission - 10" wheels - 65 mph - available in beautiful colors.

\$495⁰⁰

FOB New York



New BSA Field Representative

BSA Incorporated, Eastern U.S.A. Factory Branch distributing BSA and Ariel motorcycles announces the appointment of Mr. Henry Westra as an addition to the BSA Field Staff.

Mr. Westra's motorcycle experience includes every phase of the business—Sales, Service, Maintenance. Born in Kenosha, Wisconsin, Henry early became attracted to the two wheeler and at the age of 15 was riding his own motorcycle. During World War II, Mr. Westra was in charge of maintenance of motorcycle equipment at Ft. Sheridan, Ill., where over 150 motorcycles were in service. At that time he attended the Service Schools of the American motorcycle manufacturer as well as the Army Motorcycle Service School. Upon his discharge after the war, motorcycles had become so much a part of his life that he determined to establish his own shop and salesroom.

Following up this resolve, Mr. Westra opened his shop in Madison, Wis., in 1948. He successfully operated this business until 1954, when he became associated with Vic Panetti, BSA dealer in Milwaukee, Wis. He served as Sales Manager in that large establishment for two years, until the Fall of 1956. At that time, bitten by the "Florida" fever, the Westra's moved to Oakland Park, Fla., where Henry became associated with a major construction firm. But the lure of motorcycling still remained.

When, in the course of events, the opportunity to become a BSA Field Representative presented itself, Henry was glad to re-enter the business which had become second nature to him. Mr. Westra, wife Kathryn, LeRoy age 7, baby Sandra will take up residence at a point central to his new territory. ★

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NEW MODELS

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AFTER JUNE 10th

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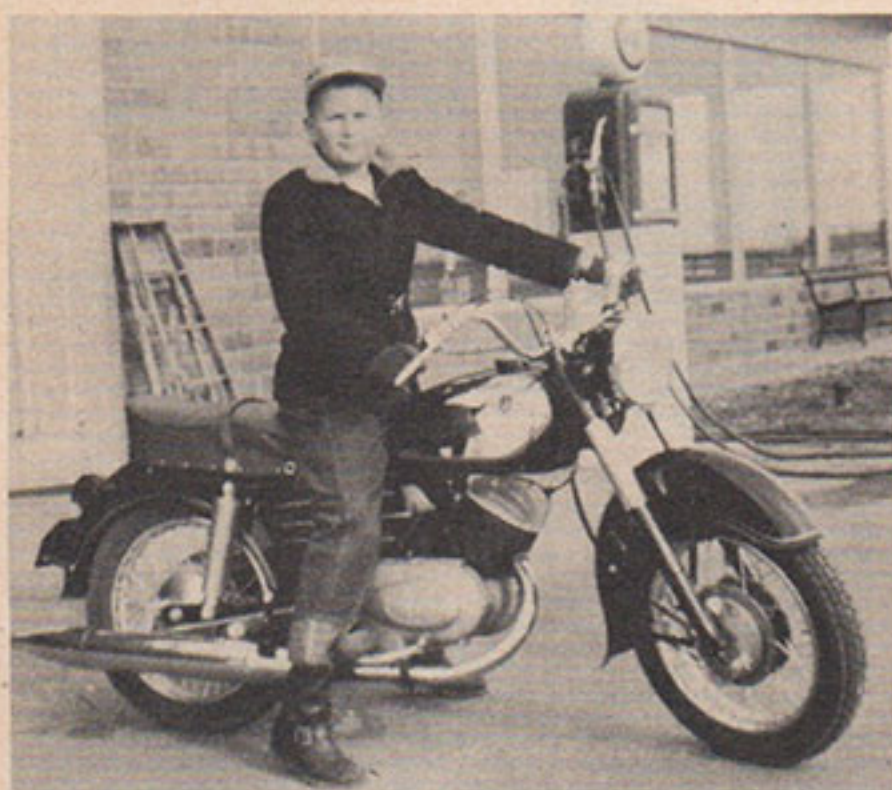


Adler Distributor Visits Germany

Adler distributor George E. Taylor of Revere, Pennsylvania is shown in the above center during his recent visit to the Adler factory in Frankfurt, Germany.

At the left is Phillip Habdank, Assistant Export Manager. At the right is J. Mueller, head of the Service Department.

Adler have for many years produced high quality two-stroke motorcycles and Mr. Taylor reports an ever increasing interest in the United States market for Adler products.



Youngster Celebrates Birthday With Zundapp

Ten year old Steven Westrum is shown in this photo taking a birthday ride on his new Zundapp Challenger. Steven is almost a veteran with one year's experience on four different makes. His father sells Zundapps in New Ulm, Minnesota. ★

VILLIER'S MARK 9E/4 "COMPETITION" 200 cc. ENGINE

All enclosed. 4-speed wide ratio gears \$191.50; Std. 3-spd. \$154.50

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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.

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THE SWAPPING POST

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WANTED—Triumph Trophy TR5 with wide ratio gears and full electrics or similar machine of other make. Give price, weight, and condition in first letter. Write ROBERT L. JACKSON, P. O. Box 37, 25 South St., New York.

MUST SELL—1954 Zundapp Motorcycle, clean, 4000 actual miles, many spare parts, sacrifice \$250, or best offer, if interested contact—ROBERT HUNDLEY Jr., Harrodsburg Road, Danville, Kentucky. (All letters answered) Phone 128.

FOR SALE—1957 Daytona—88 Norton. Write—Marsh-POTTORFF, R 1, Box 437-C. Pueblo, Colorado.

FOR SALE—1954 Harley-Davidson KH. 12,000 mi. 1 owner. Harley Shield and molded plastic saddle bags. \$495. Call SH 30400 or write PAUL DE-MAIO, 2516 E. 14th St., Brooklyn 35, N.Y.

SELL OR TRADE—WP for MG or VW—1954 BMW R67, 8,000 miles—high bars, windshield-dualseat-trip speedo saddlebags. \$600. Write—JOHN PASCUCCI, 38 Glen Road, Yonkers 4, N.Y.

SELL—1952 BMW Sidecar. Very clean. (small one) \$100. will crate. WRITE—JOHN PASCUCCI, 38 Glen Road, Yonkers 4, N.Y.

FOR SALE—1952 Vincent Shadow. 1,333 actual mileage. Cannot be told from factory new. \$725. Cash. WRITE—EDWIN RATZBURG, 4040 -39th St., San Diego 5, Calif.

FOR SALE—1919 Harley-Davidson with two passenger sidecar, restored, painted, striped and nickel plated as original, running, \$395.00 or best offer. WRITE—DORR B. CARPENTER, 20 Westleigh Road, Lake Forest, Ill.

A TOUGH SPRING ENDURANCE RUN

On March 24 the Black Aces M. C. of Benton Harbor, Michigan, spring endurance run and the 14 trophies that were awarded attracted a large number of riders to this area. Not only did it attract state wide competition but also many riders from Indiana and Illinois.

Most of the run was in the sand dunes area near Lake Michigan. Hundreds of spectators swarmed to the area to watch the riders struggle with their machines through the nearly unbeatable combination of deep sand, creek crossings, hills, mechanical failures and just plain being "pooped out."

Due to these conditions, of the 80 riders that started the 65 mile grind only 33 completed the run.

No serious mishaps or injuries were reported. Michigan state police of the South Haven Post helped by patrolling the area.

Results of the run are as follows:

High Point: Robert Lewis, Laporte, Indiana, Class A.

Lightweight: 1st Charles G. Calkins, Grass Lake, Michigan; 2nd John Tenney, Battle Creek, Michigan

Mediumweight: 1st Richard Martin, South Bend, Indiana; 2nd Don Yoder, Goshen, Indiana

Heavyweight: 1st Lloyd Peterson, Laporte, Indiana; 2nd Vern Gaw, Laporte, Indiana

Lightweight: 1st Bud Hall, Mishawaka, Indiana; 2nd Charles Anderson, Holt, Michigan

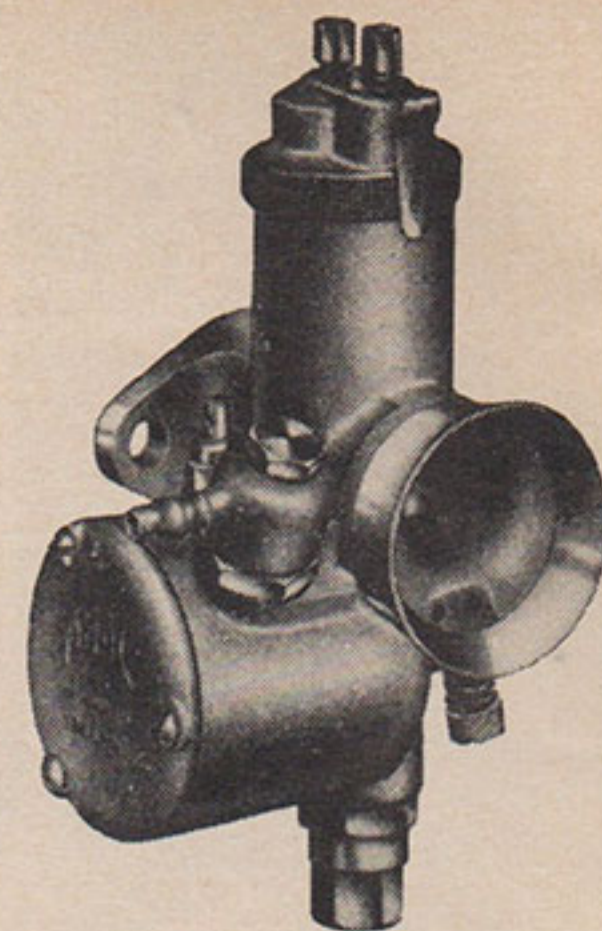
Mediumweight: 1st Owen Flucky, Plymouth, Indiana; 2nd William Martin, Kalamazoo, Michigan

Heavyweight: 1st Eric Snider, Conklin, Michigan; 2nd William Klimas, Grand Rapids, Michigan

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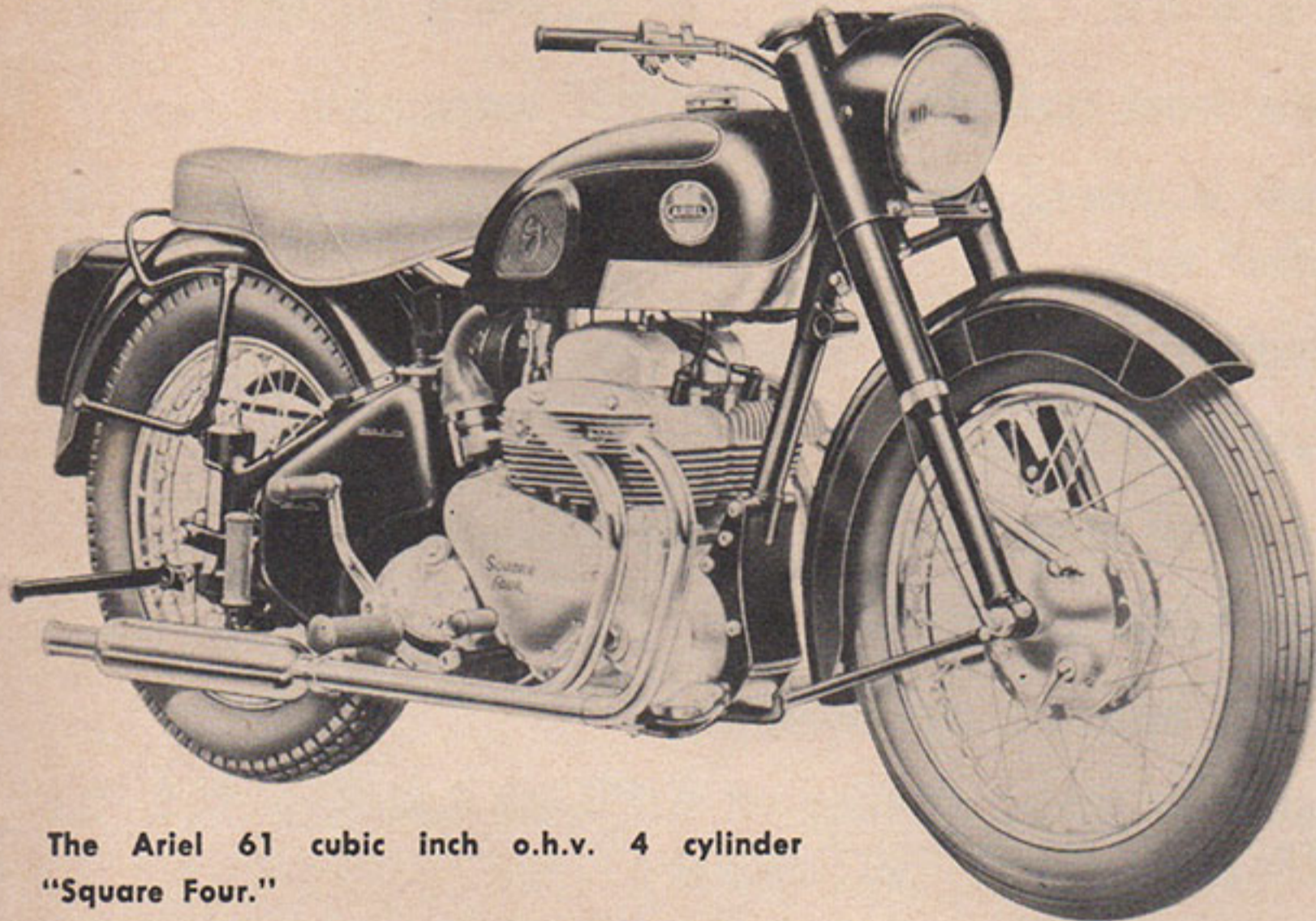
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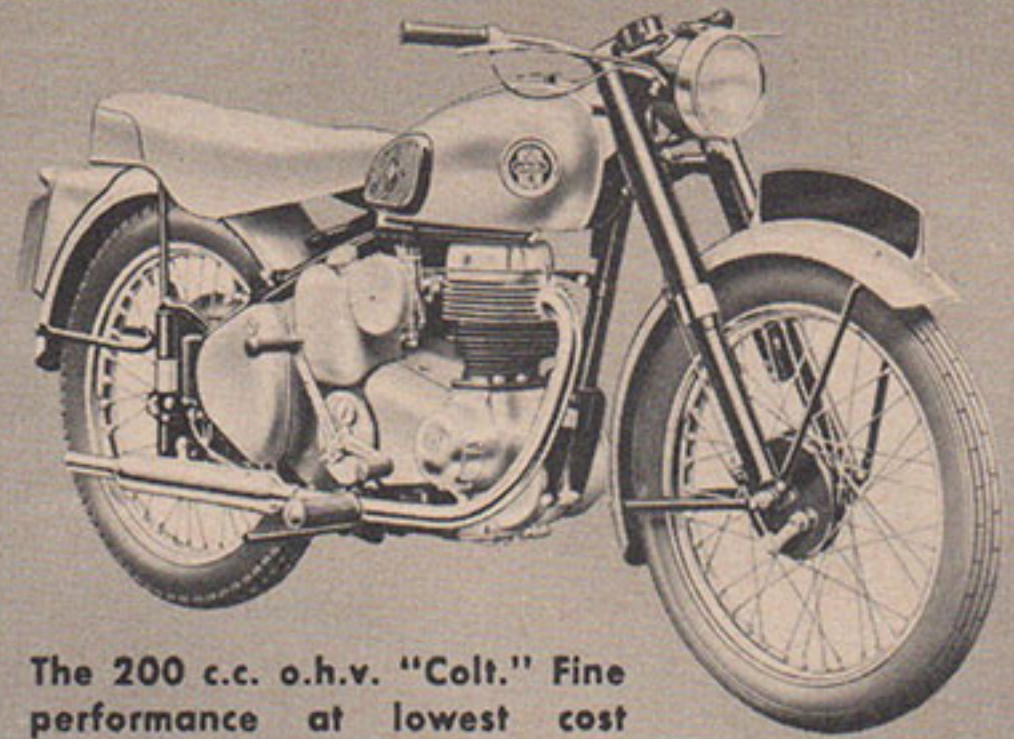
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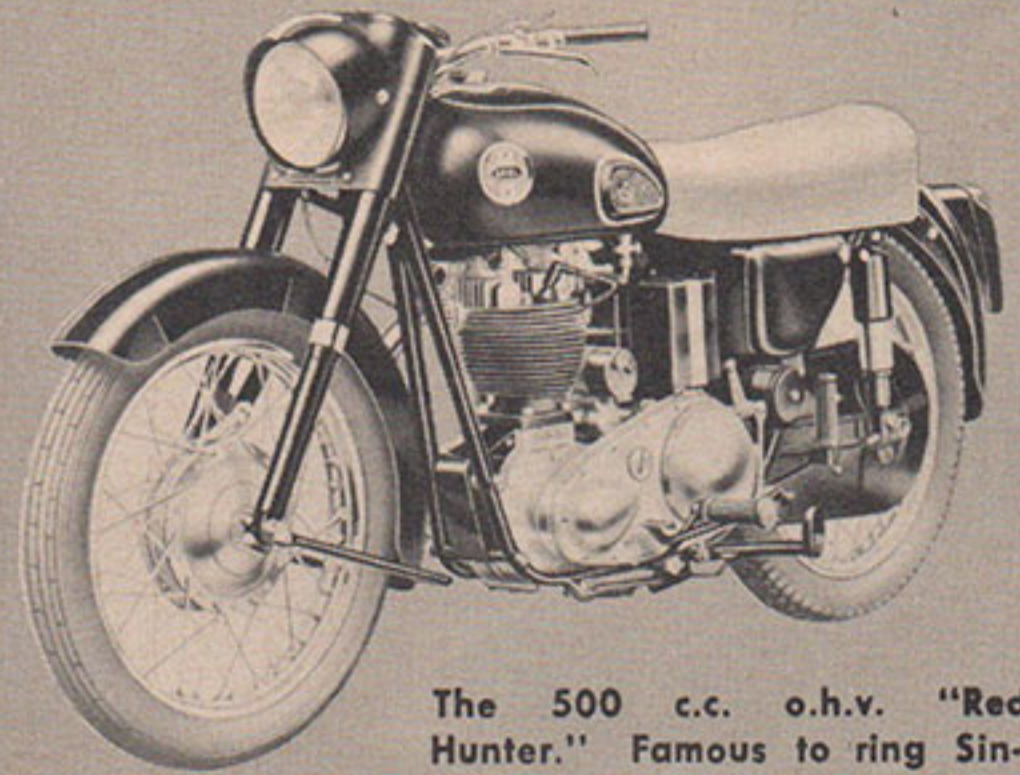
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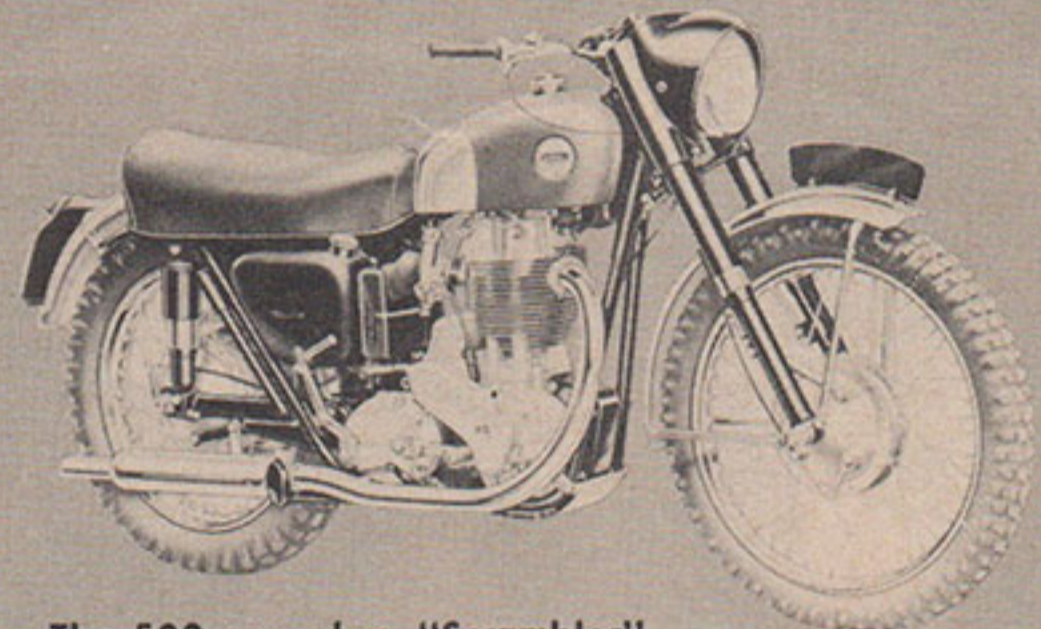
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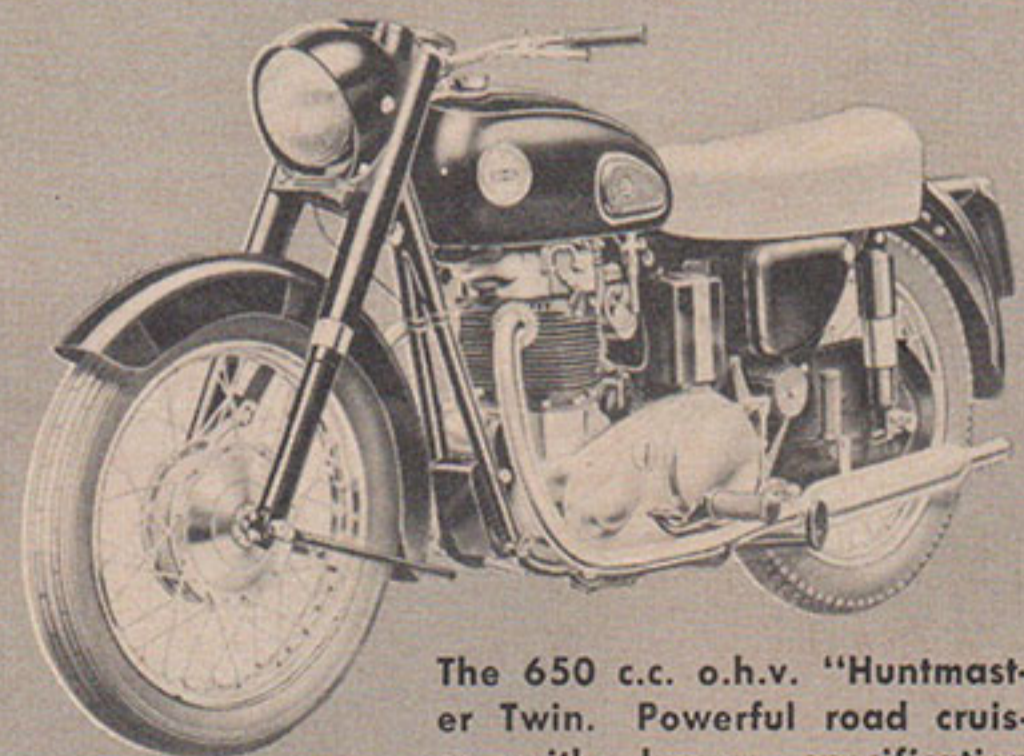
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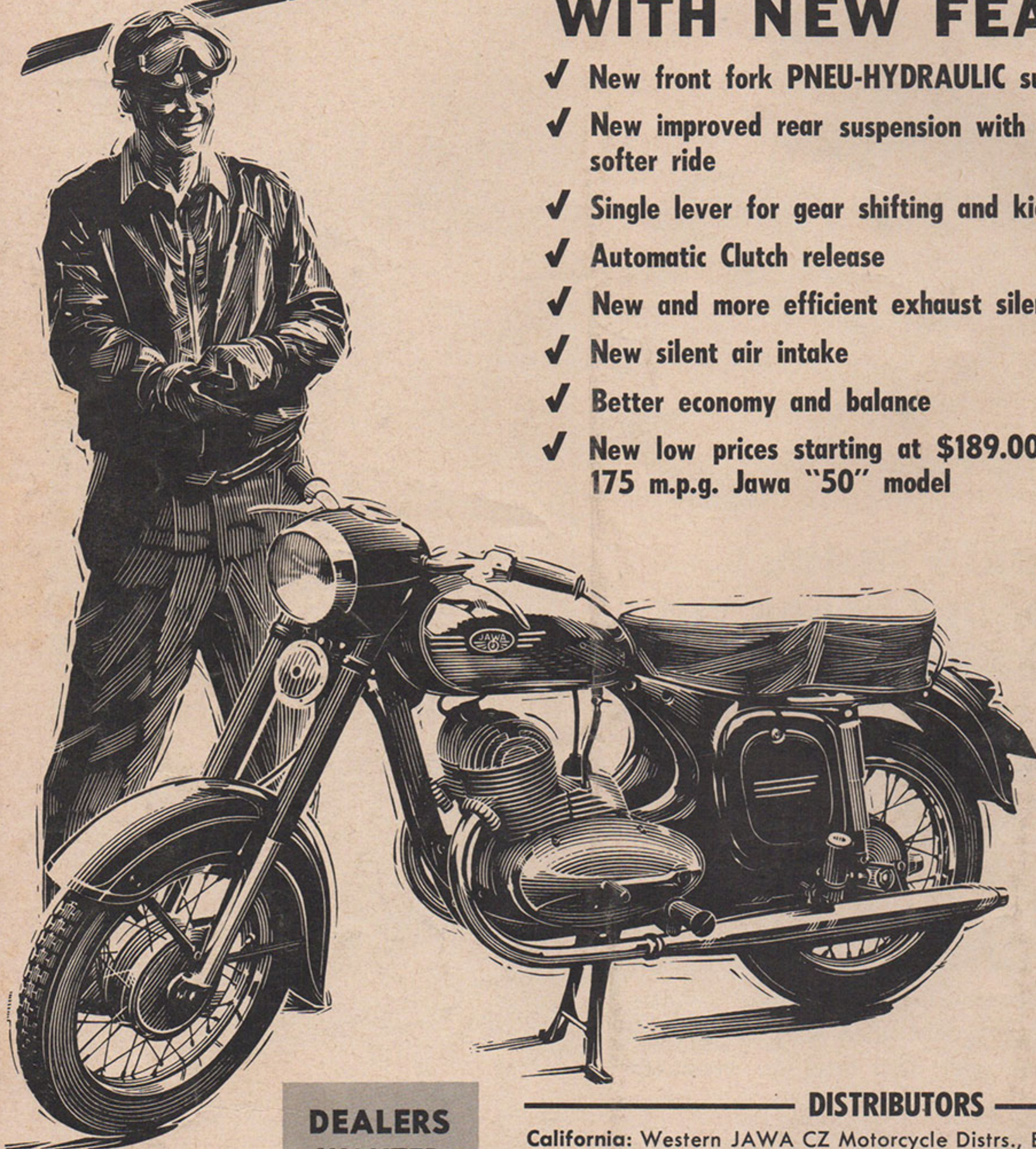
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