

CYCLE

JULY-AUGUST, 1957

35c

"WORLD'S LARGEST MOTORCYCLE CONVENTION"

DAVID MADDOX
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LET'S DANCE!

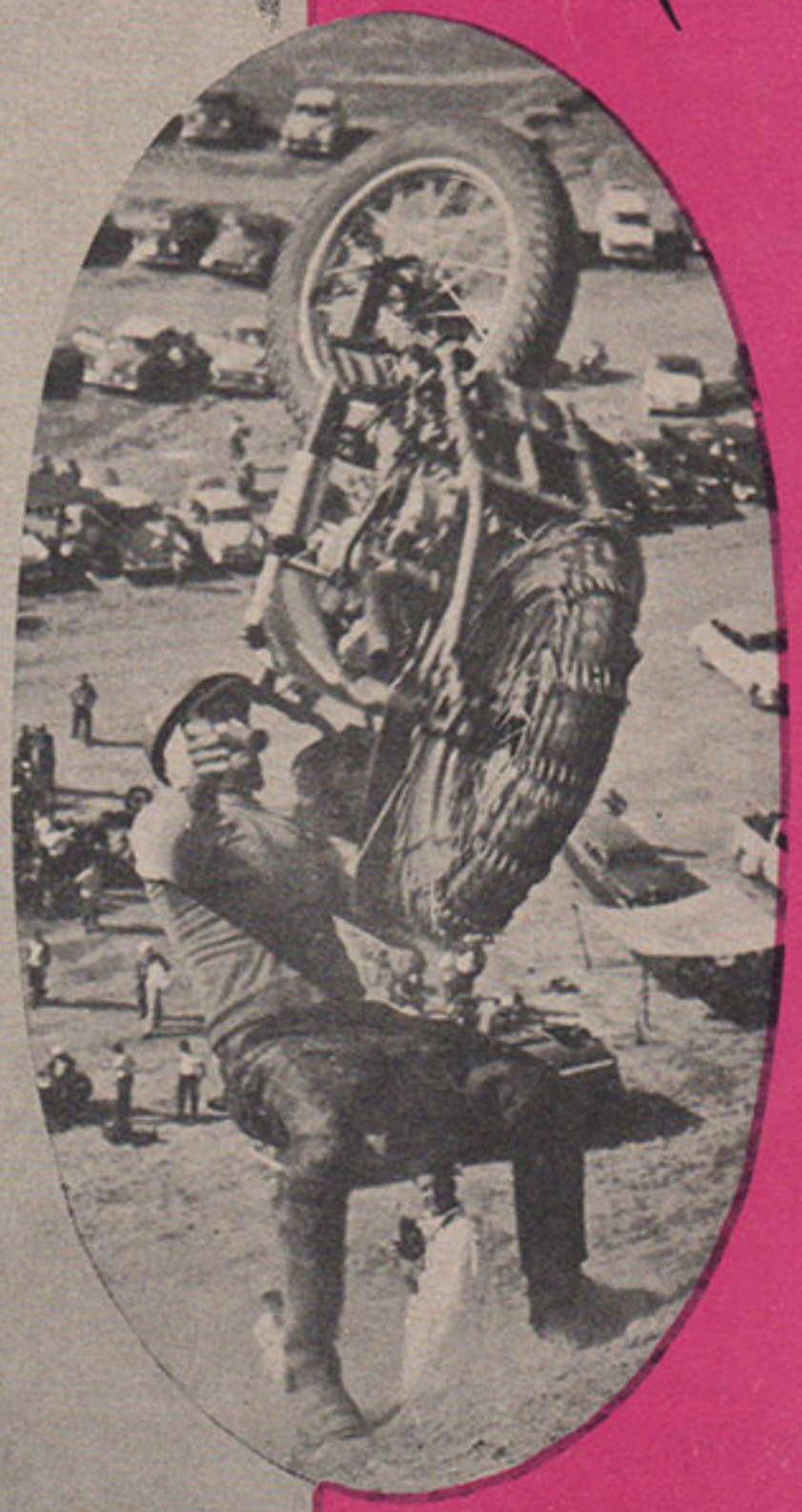
**LACONIA
"FLASH"**

100-Mile Championship

1st, JOE LEONARD, H-D
2nd, DICK KLAMFOTH, BSA
3rd, WARREN SHERWOOD, BSA

CLASS "B" 50-MILE RACE

1st — KRAMER — BSA
2nd — FISHER — TRI
3rd — BURNETT — TRI



DODGE CITY DATES
AUG. 31st — SEPT. 1st — SEPT. 2nd
Labor Day Weekend

"WHOOPS—ALMOST GOT AWAY"

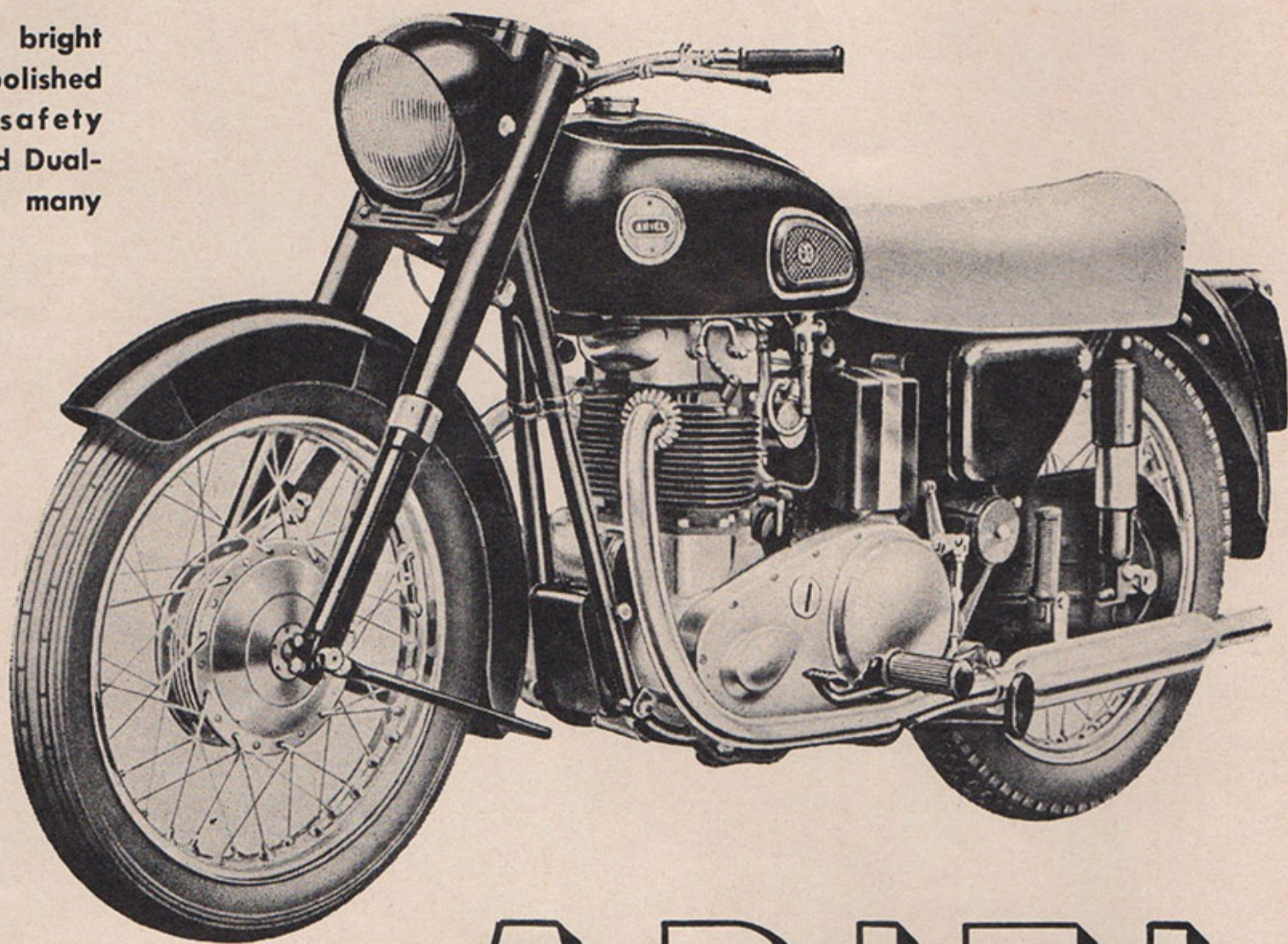
High Performance



Distinctive Appearance

Wonderful Value!

Standard equipment includes bright Cherokee Red enamel finish, polished alloy hubs, chrome plated safety guards, light tan vynide covered Dual-seat, cowled headlight, and many other fine appearance features.



Solid design, high quality materials, and expert workmanship are expressed in every gleaming line of this world famous motorcycle. See it now at your Ariel Dealers!

ARIEL

Huntmaster Twin

Specifications and prices of Eastern and Western models may vary.

In the West

Johnson Motors, Inc.

267 W. COLORADO ST., PASADENA 1, CALIF.

In the East

BSA

INCORPORATED

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

CYCLE

A Floyd Clymer
Publication

JULY-AUGUST 1957 (COMBINED ISSUE) VOL. VIII, NO. 7

"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 PHOTO: LET'S DANCE—#88Y Carl Vincent of Fresno, Calif., Modesto 14th Annual Hillclimb, WHOOPS-ALMOST GOT AWAY—4Z Nick Infantino of Dennair, Calif. "old man of the mountain."

The Publisher's Column

COMBINED ISSUES—In order to advance our publishing date and to better serve our readers and advertisers, this issue is a combination of July and August. The next issue will be September, and we will then be back on a proper schedule for the benefit of everyone. Every subscription will be advanced one month so that every subscriber will receive the full number of issues paid for.

LACONIA RESULTS—Our deadline was at hand when the Laconia events were held, so the next issue of CYCLE will be the Laconia Special Issue, with the largest and most complete coverage possible and with dozens of fine photos by Jack Mercer and Floyd Clymer, who were there for on-the-spot coverage.

We do have space to add the names of the first three place winners in the 100-Mile and 50-Mile events. They are as follows:

100-MILE NATIONAL

1st	Joe Leonard	H-D
2nd	Klamfoth	BSA
3rd	Sherwood	BSA

In the 50-Mile Class B, Kramer on BSA was first, Fisher on Triumph was second, and Burnett on Triumph was third.

THE LACONIA NEWS FLASH—Due to the fact that our deadline for this issue fell exactly at Laconia time, we were unable to give full details in this issue. We have, therefore, and at considerable extra expense, published a CYCLE NEWSFLASH which was mailed to all CYCLE SUBSCRIBERS. Naturally, we could not send the "Flash" to those who purchase CYCLE on newsstands, not having their names. Therefore, we suggest that those who are not subscribers send in \$4.00 for one year or \$7.00 for two years so that, in the future, they too will receive the NEWSFLASHES which we usually publish two or three times a year, when our deadlines hit us at the wrong time, for quick, complete coverage of certain events.

CONTEST HAS ENDED—The interesting contest conducted by CYCLE titled "How I Earn Money with My Motorcycle or Scooter" is ended. Names of the winners will appear in the next issue of CYCLE, together with many interesting letters, as some of these contestants use motorcycles or scooters in positions that are certainly unique.

DODGE CITY LABOR DAY WEEKEND—The annual National Motorcycle Rally and International Motorcycle Show will again be held at Dodge City, Kansas, over the Labor Day week-end—Sat. Aug. 31, Sun. Sept. 1, and Mon. Sept. 2. Events will include the 100-Mile Road Race, four Sporting Road Races, and Drag Races on the airstrip. There will also be a Four-Star dirt track meet on the half-mile track, the Economy Run and the International Motorcycle Show in the Armory in cool, shady Wright Park. Full details in next issue.

Floyd Clymer

**Tobacco Trail Classic
75 Mile Motor Cycle Road Race
\$2,500.00 Purse**

The tobacco trail classic is being sponsored by the D. C. Ramblers M/C and the Middle Atlantic Dealers Association. The Ramblers have been organized since 1938 and have promoted races at Piney Grove, Md. for 10 years. They also have been sponsoring race meets at the Marlboro speedway for the past three years.

Due to the fact that there will no longer be a meet at Langhorne, Pa., the D.C. Ramblers in cooperation with the Middle Atlantic Dealers Association, are planning an entirely new and different program in the field of motorcycle road racing, due to the fact that most of the course is in view from the grandstand and bleachers.

Starting on Aug. 26th through the 29th there will be two tours each day beginning at the local Harley-Davidson dealer to the various points of interest in and around the nation's capitol, such as the Capitol, Mt. Vernon, Smithsonian Institute, Arlington Cemetery, Washington Monument, Lincoln Memorial and many other places.

On Friday, the 30th, there will be a Field Meet with the usual run of events, all held at the speedway at Upper Marlboro.

The Tobacco Trial Classic will begin on Saturday, August 31 with the unclassified events and time trials on the new 1 1/2 mile road course. It's a layout designed to delight both the riders and fans. The riders will like the long straightaway, chicane and three hairpin turns which test handling skill. Fans will enjoy it as most of the course can be seen from any point on the track. On Sunday will be held the 50 mile race for classified B riders and the 75 mile race for experts. The final event on Monday, September 2, will be a race for sports lightweights, motors up to 200 cc OHV or 250 cc flat head or two cycle.

There will be a variety of trophies awarded for best uniform club, oldest motorcycle ridden to event, longest distance traveled by a couple, motor maid, etc.

Start planning now to spend your vacation at the nation's capitol August 26th through September 2nd for a full week of sightseeing, racing and sports events, with the D. C. Ramblers as your hosts.

For reservations at hotels, write the Burlington Hotel, 1120 Vermont Ave. N.W., Washington, D. C.

For further information contact C. L. Dailey, race chairman, 1065 31st Street N.W., Washington, D. C. ★

**Kingco Offers Sport Kit
For Zundapp Models**

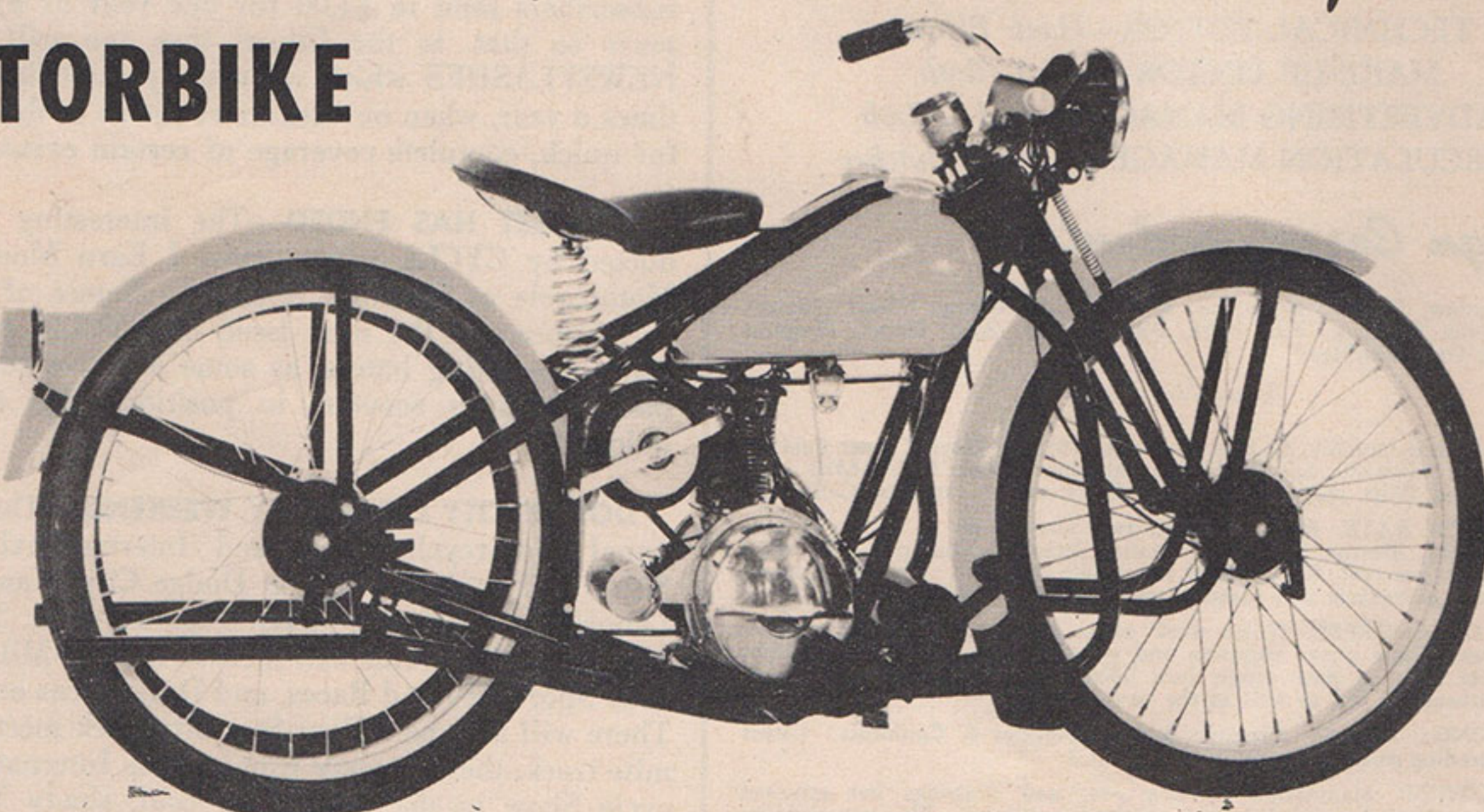
Florida Cycle Supply Company, 4227 Clinton Avenue, Jacksonville 7, Florida, are now offering a sports kit to fit Zundapp Challenger, Sabre, and Super Sabre models. They are offering Upsweep Chrome Enduro Hi Pipe, Chrome Enduro Muffler, a special Jiffie Stand, a heavy duty skid plate and special front and rear bumpers. They report that all of these products are now in production. ★

**Cooper Motors Appointed
Simplex Distributor**

Paul Treen, President of Simplex Manufacturing Corporation, New Orleans 19, advised that Cooper Motors, 5832 Broadway, Los Angeles, California, have been appointed distributor for Simplex products in the states of California, Oregon, Washington, Nevada, Idaho, Montana, Wyoming, Utah, and Arizona. ★

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.

**SIMPLEX America's Most Popular
MOTORBIKE**



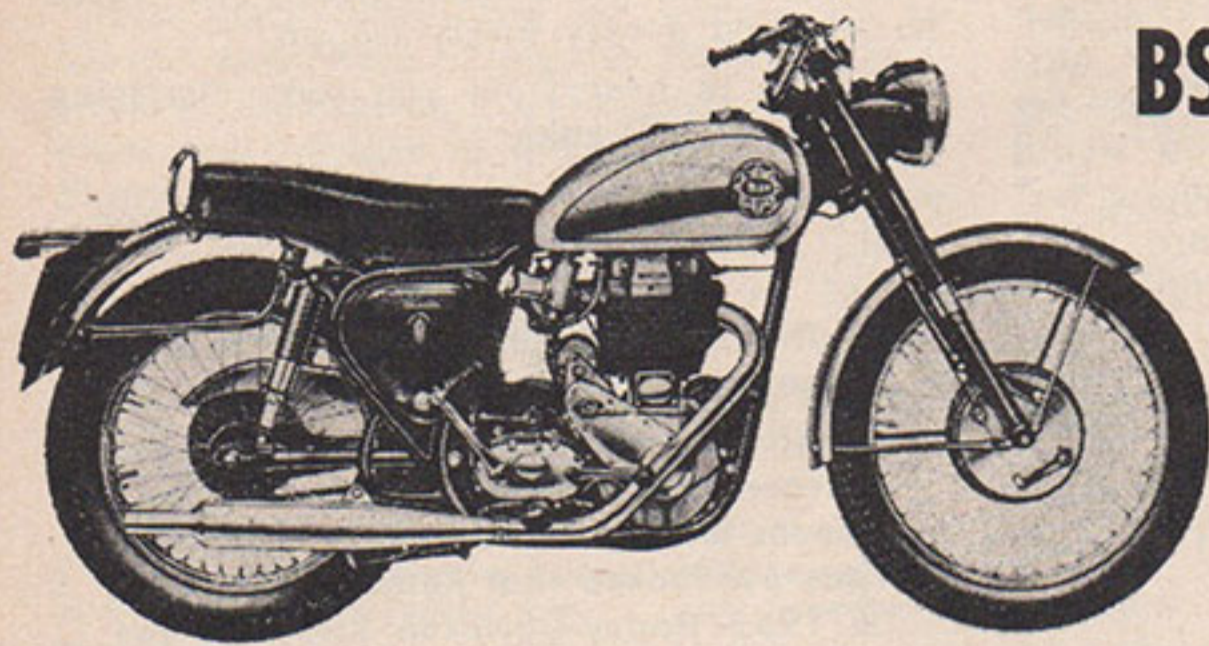
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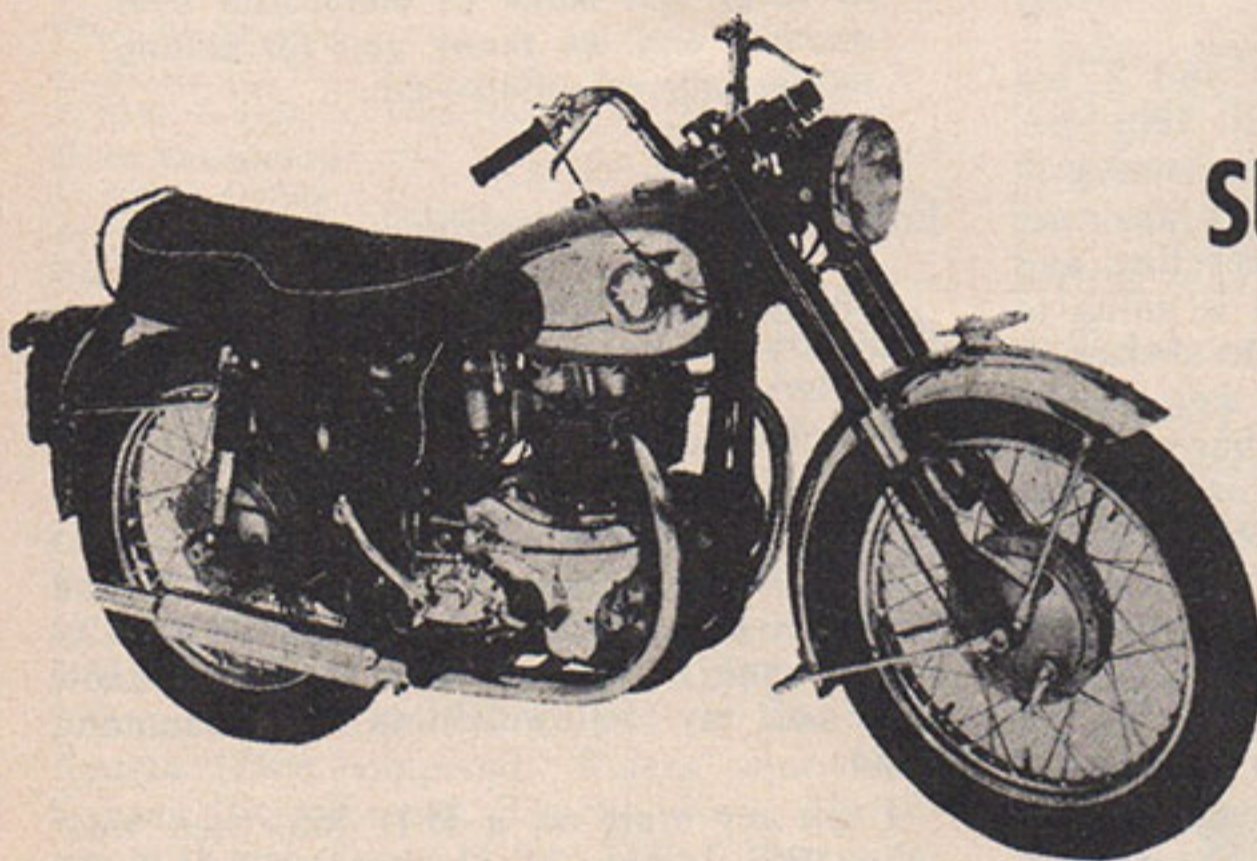
BSA offers SUPER PERFORMANCE on the Road and in COMPETITION

BSA matches each of its famous racing and competition models with a road motorcycle of closely similar design



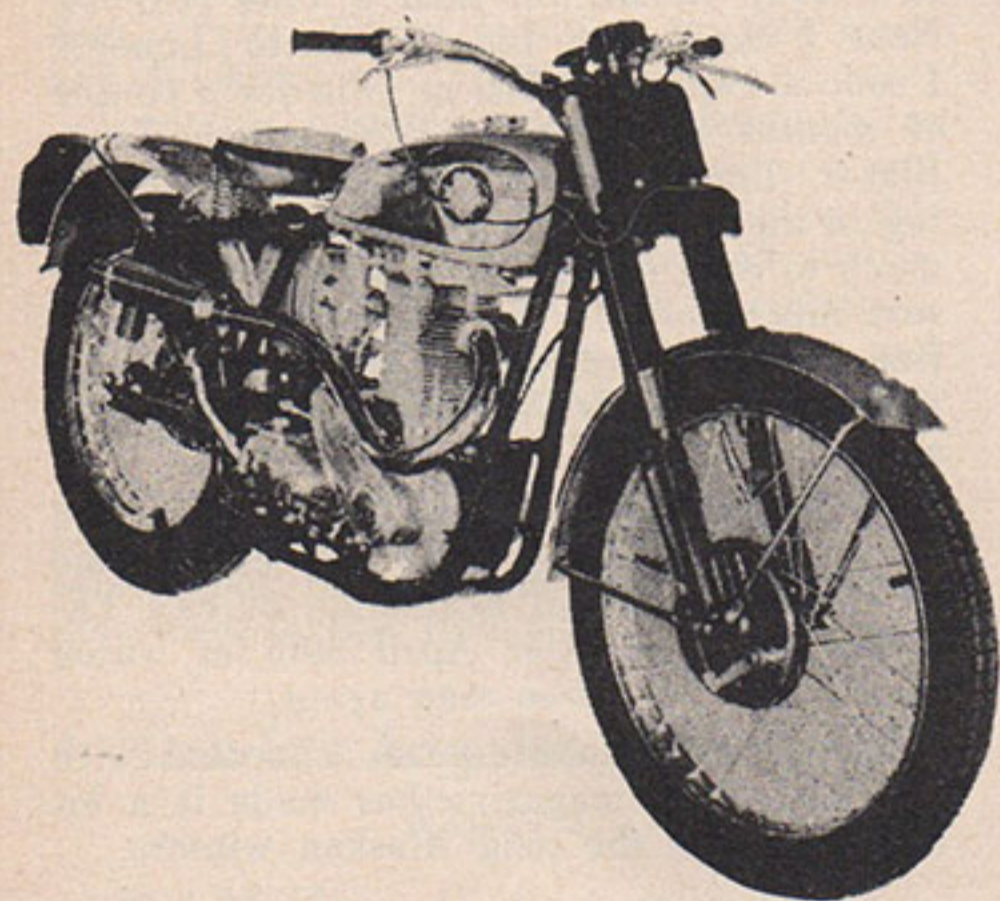
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World's most sensational super-sports road motorcycle, with brilliant acceleration, high cruising speed. Quickly converted to road racing trim. It's the top in motorcycle sport thrills!



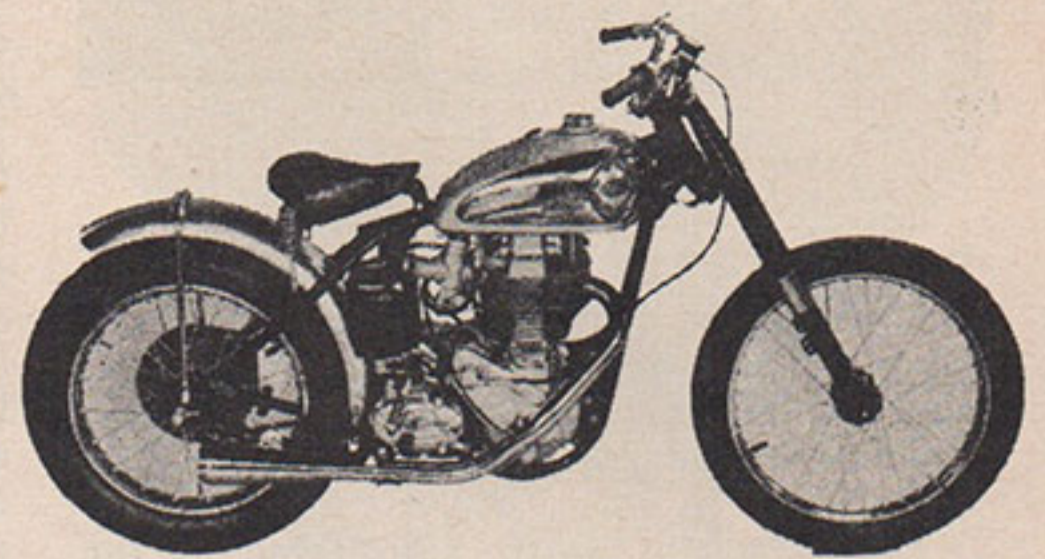
SUPER ROCKET

BSA's big, powerful Sports Twin with built-in speed kit. Equipment includes tuned engine with super cam, racing carburetor, tachometer. Be King of the Highway on a Super Rocket!



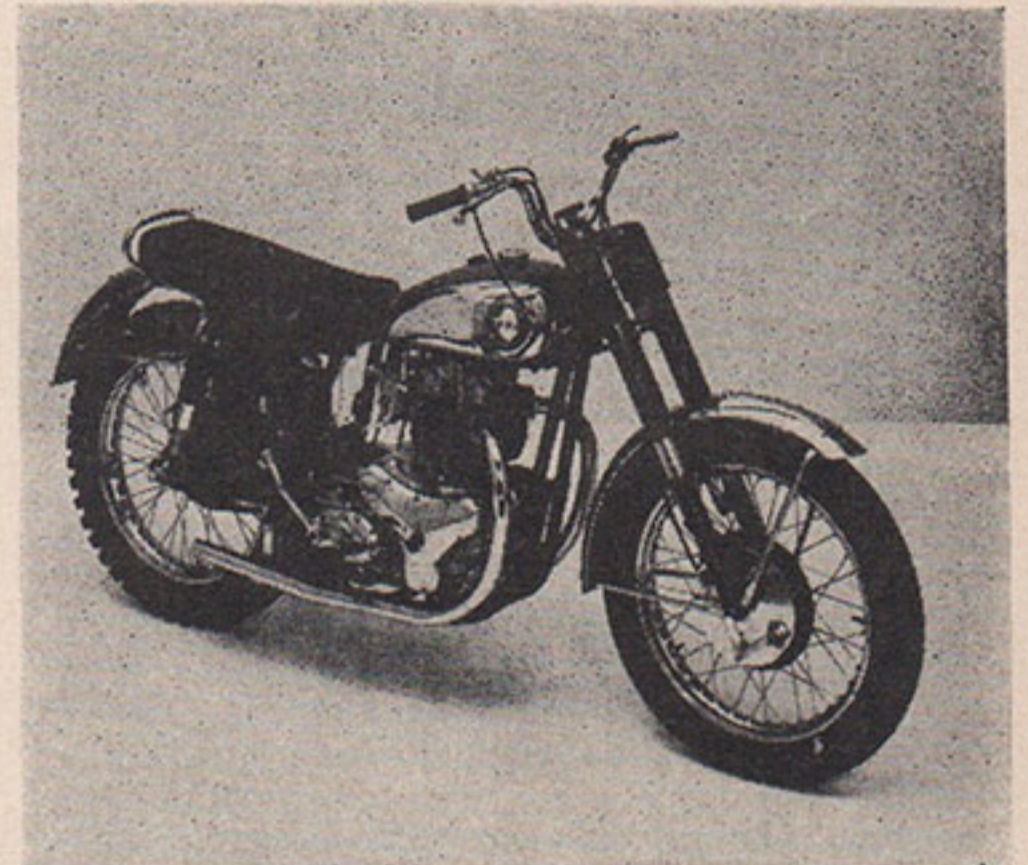
ALLOY CLIPPER

A fine off-the-road competition motorcycle with alloy cylinder barrel. Light, easy handling, powerful.



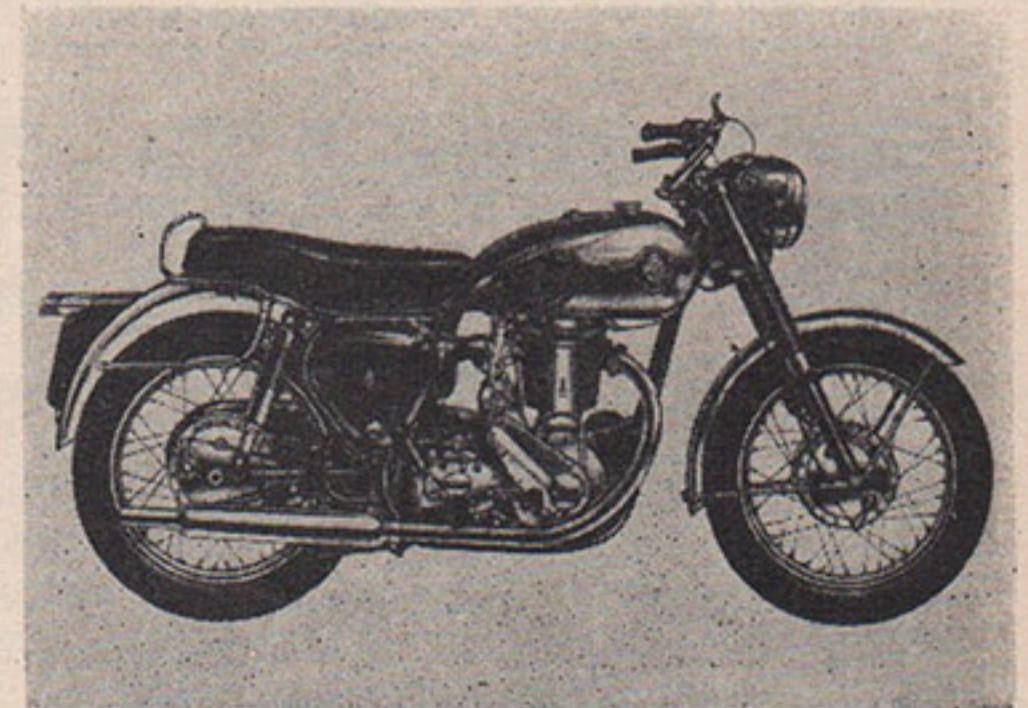
GOLD STAR DIRT TRACKER

America's leading track machine—powered with exactly the same engine as the Gold Star road model!



SPITFIRE SCRAMBLER

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And—many more fine BSA models including the Golden Flash, 500 c.c. Twins, 250 c.c. and 150 c.c. lightweights.

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



Editor, CYCLE Magazine—

Dear Sir:

I am hoping that this will be one of the many letters submitted to you for reader circulation on the ridiculous accommodations received at the 7th annual Catalina Grand Prix Race.

The breach of contract displayed by the steamship lines was enough to keep me and six of my friends away from any and all races ever held on the island. Many of us were left on the dock with 4:30 p.m. reservations for May 5, still in our hands. We waited for the 9:00 p.m. boat by lining up at 7:00 p.m. Three of my riders were parted from me forcing them to wait five hours or provide their own transportation.

Fortunately, we made the 9:00 p.m. boat, but only after experiencing a panic crowd fighting to get on the boat and nearly getting stomped to death. Thanks to the L. A. County Sheriff's Department and the Avalon Police Department—and their job not well done, this condition remained until the boat was full, still leaving many people waiting on the dock for the next boat.

If it wasn't for the splendid job the riders turned in, the whole weekend would have turned into a bigger folly than it was. I only hope that this will not hinder next year's races, but I know for sure seven of us will not see them.

H. C. Durfee, Jr.
San Diego, Calif.

This is the first report that we have received of any dissatisfaction over the way the boats between the mainland and Catalina were operated. If difficulties and delays did occur this year, we hope that things will be straightened out for next year.—ED.

Editor, CYCLE Magazine—

Dear Sir:

We are writing this letter on behalf of a group of American riders stationed here in Hanau, Germany. As you realize, Germany is one of the most cycle-minded countries in the world. Therefore, we are eagerly looking forward to a full summer of motorcycle events, both as participants and spectators. In an attempt to arouse further interest among other potential and former competition riders, we would appreciate it if you would make available to us the names and addresses of individuals and firms supplying 16 mm films of Laconia, Daytona, Big Bear and similar events. The film need not be of recent date. Here in our company, we have excellent facilities for the showing of these films to large groups by an experienced projectionist. It is our belief, that with the aid of these movies, we can do much to encourage American entrants in German competition.

Since CYCLE is virtually our only contact with Stateside motorcycling, we would appreciate any assistance you can give us in this matter.

Roy Reid
ER 16 540 092
587th Engr. Co.
APO 165; NY, NY

Perhaps someone can help our servicemen stationed in Germany.—ED.

Editor, CYCLE Magazine—

Dear Editor:

This is the first letter I have ever written a magazine. I have just got in the cycle sport, with this sport hot in my veins handed down from my father who was a very good cycle rider in the 30's.

I have read your magazine for some time and have enjoyed it, but one thing I think it lacks is a section for young riders. I'm sure that my other young comrades would agree. One thing that might help is races for boys that are too young to get in the big time races. At least, I know of no such events in my part of the country. There are drags but none that a boy with a small income can get into with standard machines. Are there any such races or anything of that nature that you could pass my way? I would appreciate it if you would print this letter since I believe others feel like I. We all here think you are doing a good job and hope you keep it up.

Jan L. Hedges
5182-48th Avenue North
St. Petersburg, Fla.

Can anybody help Jan?—Ed.

Editor, CYCLE Magazine—

Dear Sir:

I am faced with a problem and I am writing to you hoping you can help me. I have recently purchased a new motorcycle and I am learning to drive it. I am very interested in the sport of motorcycling and so are my friends. One of them is going to buy a bike but he has no place to shelter it. He cannot keep it in his house nor can he find a garage to keep it in. We have written to an aluminum company for information but no one seems to be interested with our problem, so I knew you could help us as you have helped other riders with your experience. The question is—Do you know of a place which puts out modified garages for motorcycles? The kind we want is made of a durable material that will keep out snow and water. Please try and help us.

Thomas Kavanaugh
360 Chestnut Street,
Springfield 4, Mass.

Anyone have any suggestions for Mr. Kavanaugh? If so please write him.—Ed.

Editor CYCLE Magazine—

Dear Sir:

I was reading the February 1957 issue of CYCLE, and saw your advertisement for the New Rider Bulletin. I would appreciate very much your sending me a copy.

Also, sir, there is a very important question I would like to ask you. Can I, all by myself from your folder, teach myself how to ride a cycle without instruction from an experienced driver? It is a 1954 Zundapp I will be driving, and I want very much to learn.

Eileen Menist,
North Bellmore, N. Y.

Sure, you can get out on a side road with no traffic to bother you. FREE Teach-a-Rider folders are still available. Send stamp for your copy to Cycle, 1268 So. Alvarado St., Los Angeles 6, Calif.—Ed.

Editor, CYCLE Magazine—

Dear Mr. Clymer:

In the March '57 issue of Cycle, you show a picture of Gerald Lumly, stating that he —“recently won the Oklahoma State scrambles Championship, beating 40 and 55 cubic inch machines—”

This may be in regard to some other event, in which case I would appreciate it if you would advise me, so that I may relate the information to others who also question this item. But if the above quotation refers to the scrambles held in Lawton, Oklahoma on September 30, 1956, I feel sure that if you could check the records you will find that this event was won by Kenneth Tipton of Borger, Texas on a 1955 KHR, for which he received a very lovely trophy.

I hope to hear from you soon clarifying this matter. Thanks.

Mrs. Kenneth Tipton
Borger, Texas

Thanks for calling attention to what apparently was an error.

Actually this was a dealer publicity release and apparently boosting only for his make of motorcycle and the fact was overlooked that Kenneth Tipton on a 1955 Harley-Davidson KHB was the winner of the event in question.

Rest assured it is not our intention to favor one make of motorcycle over another and we thank you for calling this to our attention.—Ed.

Editor, CYCLE Magazine—

While reading the MAIL POUCH in your February issue, I got the idea that I might be able to contact some bike riders or some cycle club in my home town. I didn't start riding bikes until I came into the service almost three years ago, so I don't know of any clubs or riders in my home town. I plan to buy a 1957 Indian Trail-Blazer as soon as I get home and would like to get to know some of my fellow riders in Beaumont, Texas.

I got my start on a H-D 165, then went to a 1947 Indian 74, then a 1954 H-D 74. Next I made the big switch to Limey's. I rode a 1956 Ariel 500 cc twin for a couple of months and then a 1956 Indian Trail-Blazer. I'm not much when it comes to riding in the dirt or contesting, but stick pretty much to road riding. I do enjoy cow-trailing very much though. Even though I prefer to ride on the hard-top I favor the English motorcycle for its lightness and maneuverability.

I would appreciate hearing from any riders in Beaumont, Texas. They can contact me at 1725 Magnolia in Beaumont, or call TE-31908 any time after April 30th at which time I will be a free man again.

Many thanks to everyone connected with CYCLE. Your magazine has made it a lot easier to take the long Alaskan winters.

Sgt. Jay P. Grimes
Seward, Alaska

Editor, CYCLE Magazine—

Dear Sir:

I'd be very happy if you'd please send me your free folder, "How To Teach a New Rider." I'm going to be sixteen in January, so I want to be a good cyclist instead of a menace.

John J. Erenz,
St. Francis, Wisconsin

Wichita Steps Ahead With Gala Event—Light Weight Flat Track Race Sponsored by the Famous Wichita Jeeps Motorcycle Club

1/10-mile track located on the club grounds southwest of Wichita.

This race meet was the first of several to be staged this summer, meeting with considerable success. With the increase in number of small motorcycles in this area, many of club members thought a regular flat-track race would be an interesting experiment. The rules are few, and are in agreement in general with AMA regulations for professional track racing.

The class limits are for motors up to 175cc, and from 176cc to 250cc. Two-strokes, side-valves, OHVs and OHC engines run together in their capacity classes. Pump gasoline only is used. Machines are ridden without brakes, have number plates and all in all conform much with racing machines of 500cc and 750cc.

The results of this race meet are as follows:

175cc Final:

- | | | |
|-----------------------|---------------|----------------|
| 1. George Leiderbrand | Wichita, Kan. | NSU Superfox |
| 2. Danny Graves | Wichita, Kan. | NSU Fox (98cc) |
| 3. Gary Richardson | Topeka, Kan. | NSU Superfox |

250cc Final:

- | | | |
|--------------------|---------------|-------------|
| 1. Bill Dusenberry | Wichita, Kan. | Zundapp |
| 2. Bob Struth | Wichita, Kan. | Maico |
| 3. Robert Davis | Towanda, Kan. | Triumph Cub |

175cc Consolation:

- | | | |
|----------------|-------------------|-----------|
| 1. Robert Lee | Kansas City, Kan. | H-D 125cc |
| 2. John Graves | Tyler, Texas | BSA 125cc |

250cc Consolation:

- | | | |
|------------------|------------------|-------------|
| 1. Robert Guffey | Hutchinson, Kan. | Triumph Cub |
| 2. Billy Wise | | |

Trophy Dash:

- | | | |
|-----------------------|---------------|--------------------|
| 1. Bill Dusenberry | Wichita, Kan. | Zundapp 250cc |
| 2. Bob McCorkle | Wichita, Kan. | BSA C12 250cc |
| 3. George Leiderbrand | Wichita, Kan. | NSU Superfox 125cc |

Thirty motors were on hand for time trials, and such makes as Zundapp Sabre, Triumph Terrier and Cub, BSA Bantam 125cc, Harley-Davidson 125cc and 165cc, NSU Fox 98cc and Superfox 125cc, Maico 250cc, BSA C12 250cc and a lone Mv Augusta 175cc competed. Riders came from Kansas City, Kansas, Topeka, Kan., Hutchinson, Kan., Ponca City, Okla., Towanda, Kan., Tyler, Texas (visiting in this city) and Wichita.

Spectator response was very favorable to this small-motor racing, and prospects are good for more and better races later on this season. This race meet was run off just as in regular big-motor dirt-track competition, with time trials, heat races, consolation and finals. This race was AMA-sanctioned, and only trophies were awarded.

Motorcycle activity is increasing in Kansas, and almost every weekend there is some kind of scramble, enduro or track race meet in this vicinity. ★

New Los Angeles Speedway Opens

Bill McKay who has promoted motorcycle racing in Los Angeles for some years past has opened his new Los Angeles Speedway at 18200 South Vermont Avenue.

Bill advises that motorcycle events will be held every Friday night during the summer season. No doubt visiting cyclists will be glad to know of this new racing plant in the Los Angeles area. ★

Belgians Line Bicycle Tires With Flax

Belgian flax, an extraordinarily pliable and durable plant fiber, is used by Belgian bicycle tire makers to create a superior product. Flax treated otherwise by the ingenious Belgians, produces linen, another high quality product famous for its durability and good looks.

Leading Belgian bicycle tire makers such as Englebert, Carideng and Jenatzy, make the flax-lined tire in lightweight, middleweight and balloon sizes. All of these makes are imported into the United States.

Gerard "Gerry" Debaets, former Belgian bicycle champion racer and winner of the first Madison Square Garden Six Day Bicycle Race back in 1926, states that in his experience, the Belgian flax lining has proved far superior to other natural or synthetic fabrics which are used elsewhere in bicycle tire-making. Mr. Debaets, who has been operating a large bicycle shop in Paterson, N. J. for many years, and has taught hundreds of children and adults to ride bicycles emphasizes the safety factor and the longevity of the Belgian tires as compared with other makes.

Tires made with less resistant linings may be ripped by accidental rough contact with sharp objects or even rough curbstone edgings. Belgian made tires lined with flax, however, frequently last twice as long as other makes. ★

in every size
for every purpose
THERE'S ONE JUST RIGHT



New 1957

DUNLOP Motorcycle Tires

See them now at your

TRIUMPH

DEALERS

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CYCLE**

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DESIGNED FOR COMFORT FOR MEN OF DARING

SHIRT

When choosing your cycle you look for performance, reliability, comfort and beauty... you get all that in the new "V" shirt. Designed especially for men of action this new type polo shirt hugs your body just as your bike holds the road.

Through the roughest scramble this close-fitting figure-flattering shirt will hold its shape, never bagging at the waist. Cut to fit the cyclists figure perfectly, the "V" shirt comes in ten vivid masculine colors. At \$1.75 prepaid this shirt is sold only by mail order. Fill in the coupon now!

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Navy
Coral
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Please send me _____ "V" Shirts @ \$1.75 each prepaid.

size _____ color _____ Small 35-37 Med. 38-40
size _____ color _____ Large 41-43 XLarge 44-46

Name _____

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BACK ISSUES OF CYCLE

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

1951 CYCLE

FEB. Test BSA Gold Star Single—Frame & Fork Facts—Stunt Men—Motorama Report.....50c
MAR. Not Available.
APRIL. Test Velocette 21"—Early M/C Racing—HD-WR-45 Cutaway—Speed Tuning Parts III by Witham—Zundapps Return.....50c
OCT. Test Norton 500 cc Twin—Buying Used M/C—Hillclimbing by Lindstrom—Story of Handlebars—Ariel Square Four Cutaway.....50c
NOV. Test Triumph Tiger 500 cc—Bonneville Speed Trials—Hydraulic Valve M/C Engine—Mustang Cutaway—Speed Tuning by Sifton 50c
DEC. Test Velocette Alloy 21"—NSU Story—BMW Twin Cutaway—Bonneville Record Runs.....50c

1952 CYCLE

JAN. Test HD 74 OHV—Motorama Review—HD K Cutaway—Tools for Cycle Workshop—NSU Record Run.....50c
FEB. Test Vincent Black Shadow—Del Mar Road Race—HD 74 OHV Hop Up—JAP Powered Race Car.....50c
MAR. Test AJS Scrambles 500cc—Triumph 650 cc Hop Up—Big Bear Run—Cycle War Scout.....50c
APRIL. Test Ambassador 197 cc—Daytona Results—Cutaway and Hop Up of HD 74 OHV "Brute"—Torrey Pines Road Race.....50c
MAY. I Built a Rocket—Wizard in the Basket—New S.U. Carburetor—Show Piece—Penney Pincher.....50c
JUNE. Not available.
AUG. Test HD-K-45"—Greenhorn Run—Life of Don Johns.....50c
SEPT. Test Velocette LE 192 CC—Dodge City Races—Crash Helmet Test—Ride Isle of Man with G. Duke—Life of Joe Petralli.....50c
OCT. Test Ariel 500 cc VHA—M/C Road Racing—Life of Fred Ham.....50c
NOV. Test Dot Scrambles 197 cc—Bonneville Speed Trials—Life of Jimmy Chann—Early M/C Racing.....50c
DEC. Test Triumph Trophy 500cc—Life of Nick Nicholson—British Scrambles Ridden by Ekins—Catus Derby Run.....50c

1953 CYCLE

JAN. Test HD 165 cc—Motorama Review—Paris M/C Show—Different Springframes—Amal Carburetor Cutaway.....50c
FEB. Test BSA Flash 650 cc—Stunt Rider Carey Loftin—Better Brakes by Onslow—Rams Hare & Hound Run.....50c
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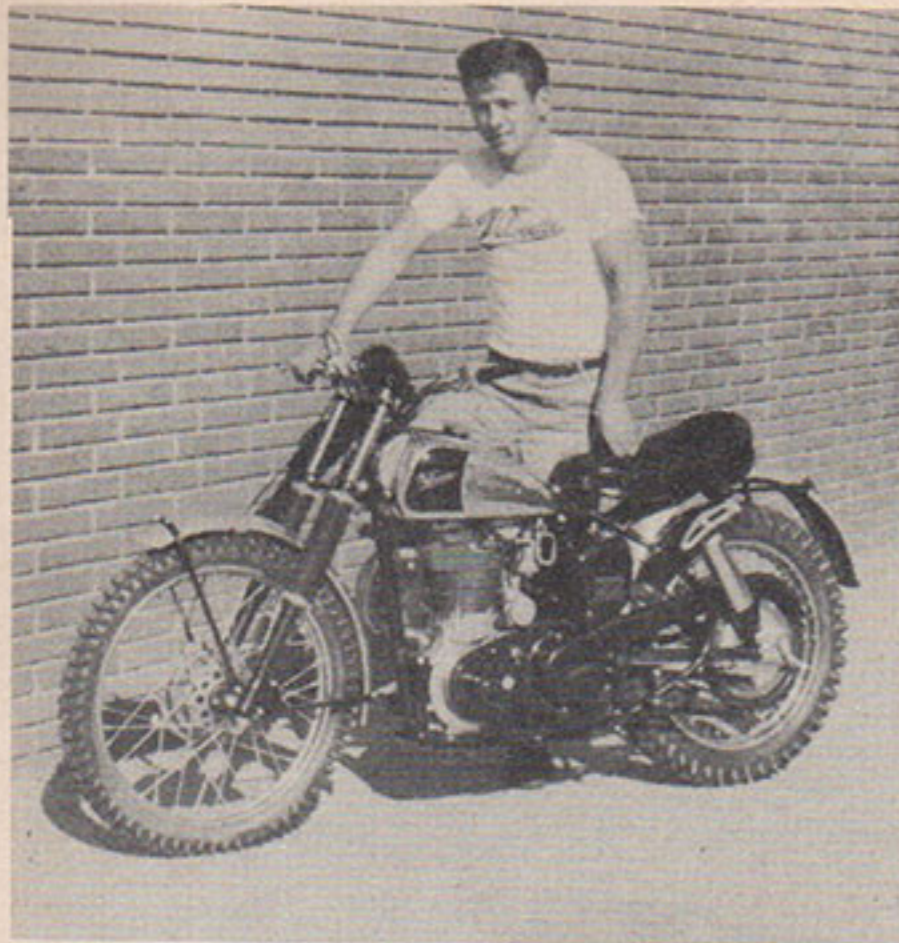
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Bruce Jackson and his Velocette Scrambler

Chalking up his second Crater Bowl win in a row, Velocette-mounted Bruce Jackson ran away from a star-studded field at the Riverside Bombers' Scrambles May 19th. Four weeks earlier, Jackson cleaned house at the Rams' Scrambles, on the same Crater Bowl course, scene of the recent National Scrambles event in Southern California.

Jackson, who recently finished a stint with the Army, faced the toughest opposition at the Bowl that the So.-Cal area could produce. In the lineup for the Expert main event were such names as Bud Ekins, the National Scrambles champ; flat-tracker Gary Sowell, Harry Pelton, Jr., Arvin Cox, who finished fourth at Catalina; Jerry Willingham, and '56 Catalina Winner Chuck Minert.

Bruce booted his 30-inch Velocette off the line into second spot, then overhauled Cox early in the race and won going away. His torrid pace eliminated most of his competitors, with Sowell finishing second by 100 yards.

The last event at Crater Bowl before the Bombers' Scrambles was sponsored by the Rams. A pouring rain that day created nightmarish conditions, but Jackson proved equal to the occasion and subdued a large field with his Velo Scrambler. These victories stamp him as the guy to watch in So.-Cal Scrambles events. Bruce is sponsored by Branch Motorcycle Sales, United States distributor & importer for Velocette in Los Angeles. ★

Rob Slack - Triumph - in Double Hill Climb Victory

Rob Slack, Triumph Dealer of Great Falls, Montana, recently won the Montana Championship Hill Climb—both the 45 and 80 inch events on his Triumph T100 and Triumph TR6 respectively.

Some three thousand spectators were on hand to witness the two-star class C event which was sponsored by the Great Falls Motorcycle Club and held near Cascade, Montana.

Results

45 cu. in. Event:

1. Rob Slack—Triumph T100
2. Tom Wrobel—BSA
3. Rex Turple—Triumph T100
4. Al Thorwaldson—AJS

80 cu. in. Event:

1. Rob Slack—Triumph TR6
2. Harvey Malesku—Triumph T110
3. Tom Wrobel—BSA
4. Tom Sanford—Triumph T110

San Jose Replaces Bay Meadows For 20 Mile National

The 8th Annual 20 Mile National Championship which has been run for the past seven years at Bay Meadows, near San Francisco, California, has been changed to a new locale.

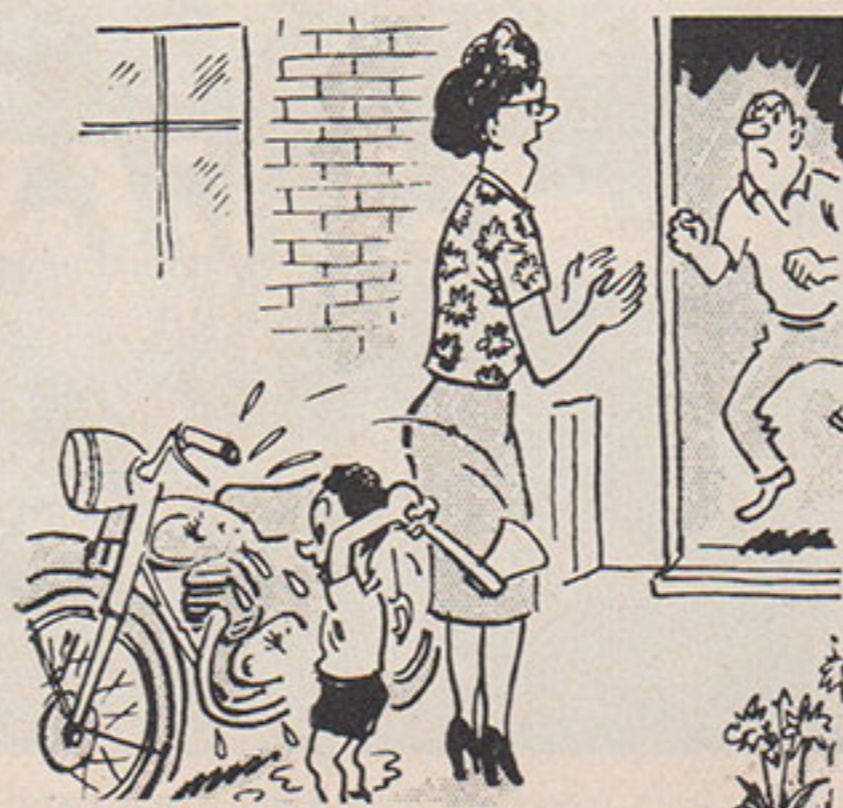
This annual event, which will be the 8th, is to be held on July 21 at the San Jose County Fair Grounds.

Inasmuch as this event has long been an outstanding attraction for race fans in the West, the management is anxious to advise CYCLE readers of this change. ★

How I Earn Money Contest Winners Next Month

So many riders took part in CYCLE'S contest for riders who use either a motorcycle or a Scooter in their work that tabulations are not yet finished.

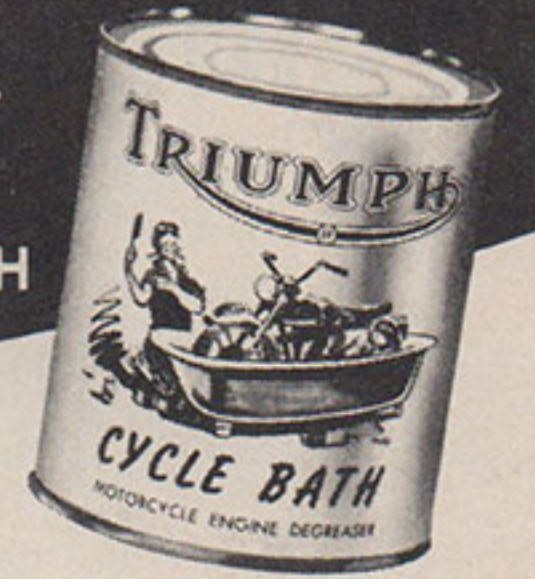
The names of the winners and their story of how a cycle has helped them in their work will appear in CYCLE next month. ★



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SAN JUAN BAUTISTA and the TRIUMPH TR6

By Cliff Boswell

THE LONG week-end in Southern California this year was blessed with uncommonly good weather—much too good, in fact, for a lover of the outdoors to remain inside or to resist the urge to get out on the open road.

Friday morning, therefore, found me camped on the doorstep of Elmore Reynold's cycle shop in San Luis Obispo with a saddle bag full of turkey sandwiches and an itch to board the TR6 promised me for a week-end cruise. I had brought along a minimum amount of duffel—just enough to take the edge off any cold snap that might be encountered, but not enough to throw an extra burden on the machine. Even decided to forgo the pleasure of the protection of a windshield in order to get the full thrill of riding this powerful little bike with no encumbrances holding it back.

In case some readers question my occasional reference to windshields in my travel yarns I might point out that there are three main reasons for being sold on their merits. First of all, a windshield serves as protection against cold and rain on inclement days, and helps prevent badly wind-burned faces in hot weather. Then, too, it permits one to ride without goggles much of the time, and eliminates wind noise to a large extent. Last but not least, a shield stops innumerable fat and juicy bugs that otherwise can plaster against one's jacket, goggles or face. As it was, I tangled with a highly irritated bee on this trip and came home with a swollen and very tender throat.

But let's get back to the Triumph TR6.

The sparkling beauty with its shell blue tank and fenders, chromed rims and bright alloy engine was soon wheeled out, and my one saddlebag quickly strapped from a fender rail. Shortly thereafter I was being effortlessly whisked over the Cuesta Grade northward bound for the historic village of San Juan Bautista, 150 miles distant.

The purr of the motor was sweet music, and the scenery flashed past in a blur as a slight twist on the throt-



San Juan Bautista, picturesque and historical town of 1500 population, lies at the edge of foothills overlooking the fertile San Juan Valley. It was the home of Maria Antonio Castro immortalized by David Belasco's play 'Rose of the Rancho.'

tle brought the full power of this alloy engine to life. Or, at one's convenience, a simple slacking off on the twist grip would bring the landscape's full autumn scenic splendor into focus. This was living!

San Juan Bautista still flourishes in cattle raising area. It was once the junction point for three principal stage coach lines, and its interesting old Franciscan Mission, used today as a parish church and museum, remains in a good state of preservation as do numerous other antique structures located nearby. It was in this town that

"Rose of the Rancho" was born, and her birthplace, Casa Juan de Anza, remains much as it stood in 1799.

An area of considerable interest to tourists is a public quadrangle faced on one side by the mission and on two sides by historical buildings maintained by the State Division of Beaches and Parks as a State Historical Monument. The quad itself is famous for its bull and bear fights in pioneer days and as a gathering place for Mexican forces rallying under General

(Continued)



Mission San Juan Bautista was founded June 24, 1797, and is the largest of the 21 Franciscan Mission Churches in California.

SAN JUAN BAUTISTA

Castro in 1846 to drive Colonel Fremont and his band from nearby Gavilan Peak upon which the American flag was raised. This mountain, later named Fremont Peak, is visited by many people. Fremont State Park is located near its summit where camping may be enjoyed at the usual state park fee of one dollar per night per vehicles.

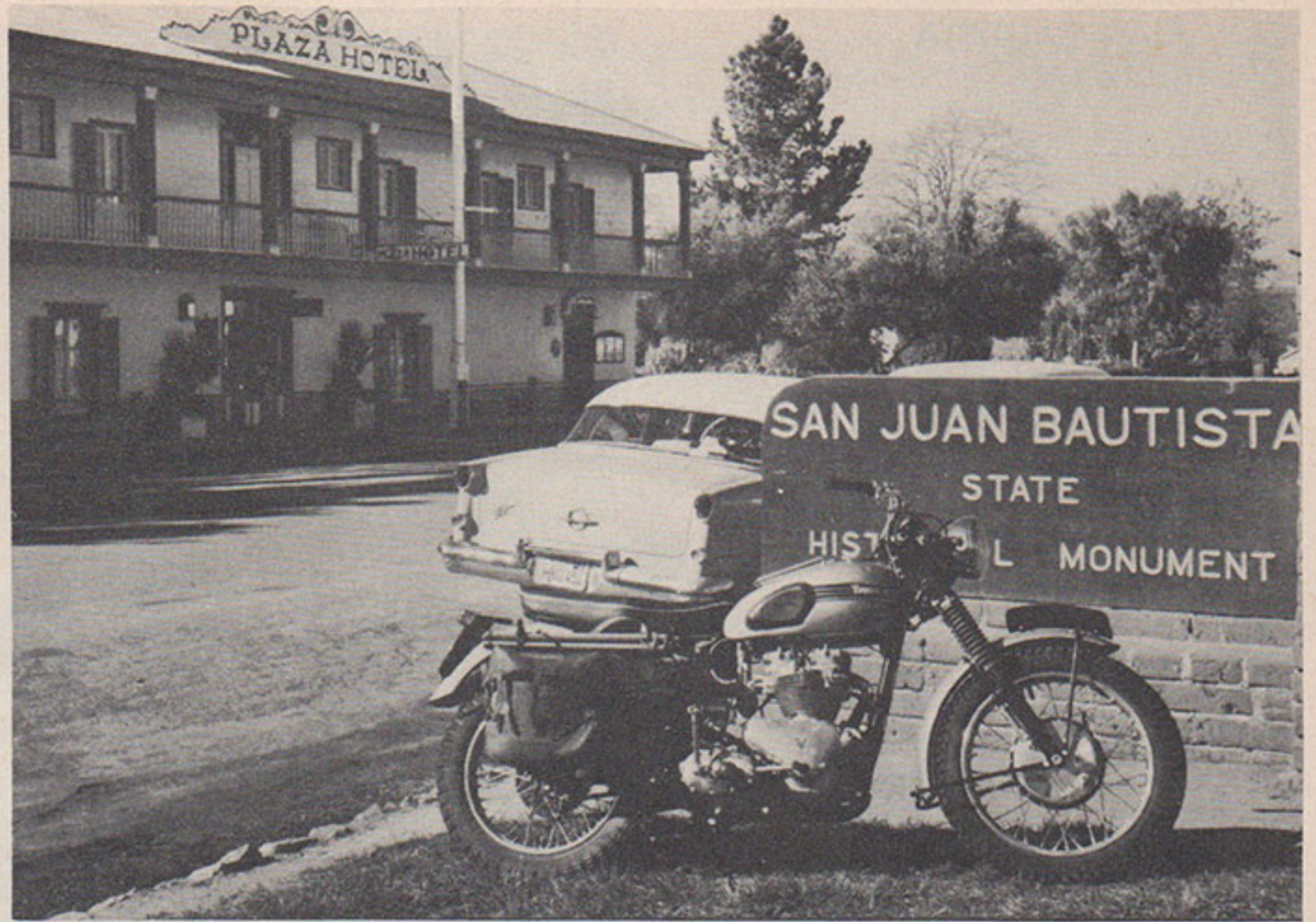
All buildings comprising the San Juan Bautista Historical Monument are fully restore, and contain authentic furnishings. The Plaza Hotel, for example, sports a complete saloon and billiard room decked out in full Gay 90's attire. A livery stable is loaded with early day carriages, wagons and harness. Behind the stable is found a complete blacksmith shop with tools and forges and illustrative



The evolution of the wheel from wooden spokes and iron tires to present day efficiency of ball or roller bearings and pneumatic tires is an interesting study. This reproduced blacksmith shop shows original tools used to make and mount iron wagon wheel tires.

posters showing, among other things, how wagon wheel tires were rolled and shrunk.

Needless to say, a visitor can spend several hours even a couple of days around this place and never find time dragging. Two previous visits of mine were hurried, and I was determined to make this one pay off in a leisurely picture-taking expedition with plenty of time allowed for soaking up some



The Plaza Hotel including old-time bar and authentic hotel furniture was a noted stopping place in olden days. Its cuisine, specializing in foods of several nations (notably French and Italian) was also famous for its steaks in mushroom sauce.

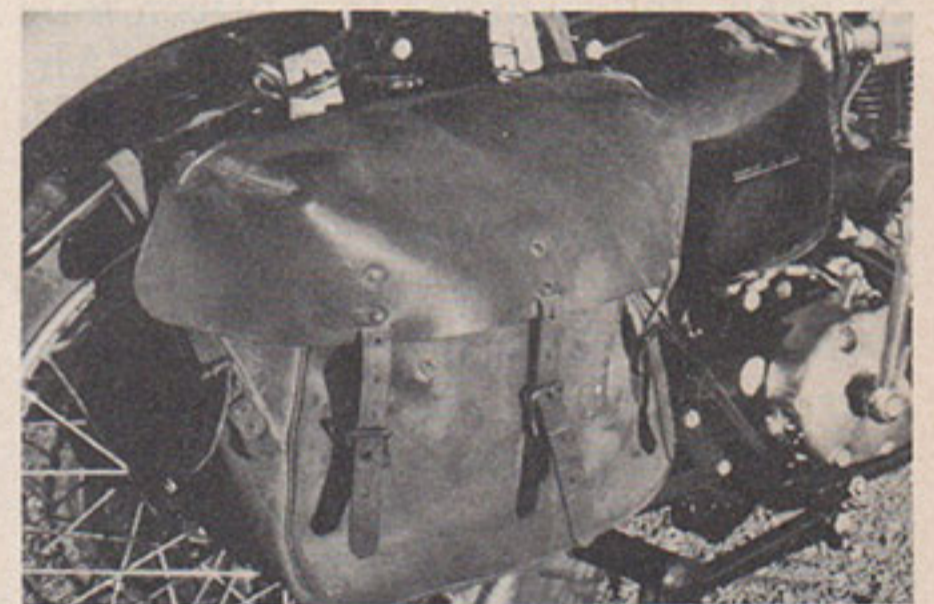
of the old-time atmosphere so much in evidence.

So it was that a portion of two enjoyable days were consumed in roaming around the mission grounds and monument while cogitating upon the ingenuity and perseverance of our forefathers in hueing an existence from this land in the face of formidable obstacles.

The highway to and from San Juan Bautista is well surfaced with a large section of it following U. S. 101 from my take-off point. There was plenty of room and a sufficiency of miles to give the Triumph a real workout.

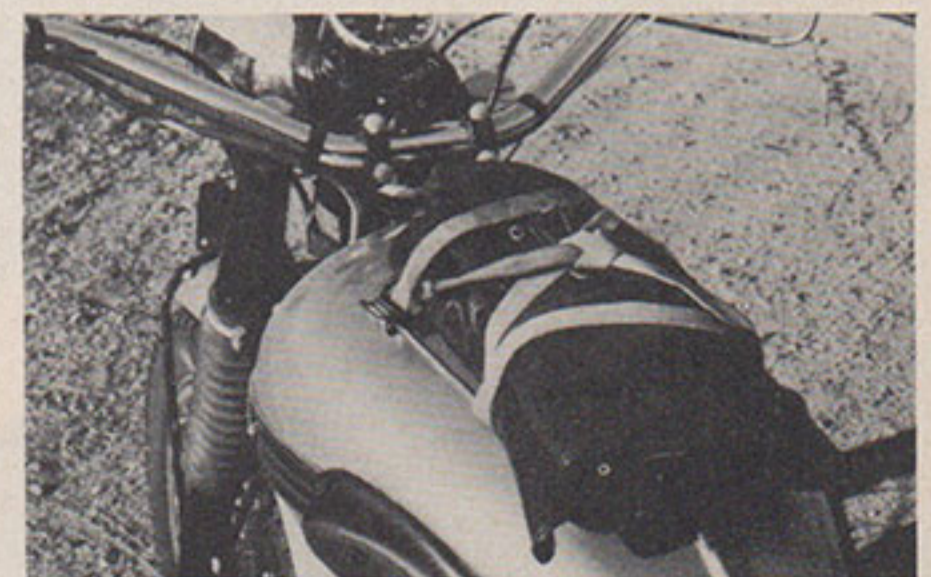
The ride on this machine was very smooth with telescopic front forks and swinging arm rear springing leveling off any rough spots in a highly efficient manner. Then, its eager response to the throttle, particularly noticeable at speeds upwards from 50 mph, continually amazes and delights one. There were no pronounced vibration points at any speed.

Although I was not out to do a road test I did open the TR6 up for a short stretch, and found it still accelerating at 90. I don't know how others feel about traveling at high speeds, but for me about 60 is a fair one for cruising on a good highway. It's nice to know that a road machine is capable of 90 to 100 if needed in an emergency, but otherwise I just like to keep this extra power in reserve.



This saddlebag was suspended from a fender rail and a section of the bike's frame. Worked very well and did not clutter the cycle's appearance too much. The bag is a very handy one salvaged from an army motorcycle at end of War II.

Gear ratios impressed me as being perfect for riding highways. However, to a rider who likes to vary his scenery by leaving main arterials and traveling little used byways, at times, a lower first gear would be exceedingly useful. The fast first gear appears to be standard equipment on all large twins
(Continued on page 12)



What could be more useful or handier than the little rack a-top the tank on a Triumph. I strapped my heavy gloves to it. Could be used for holding camera case, small traveling bag, etc.

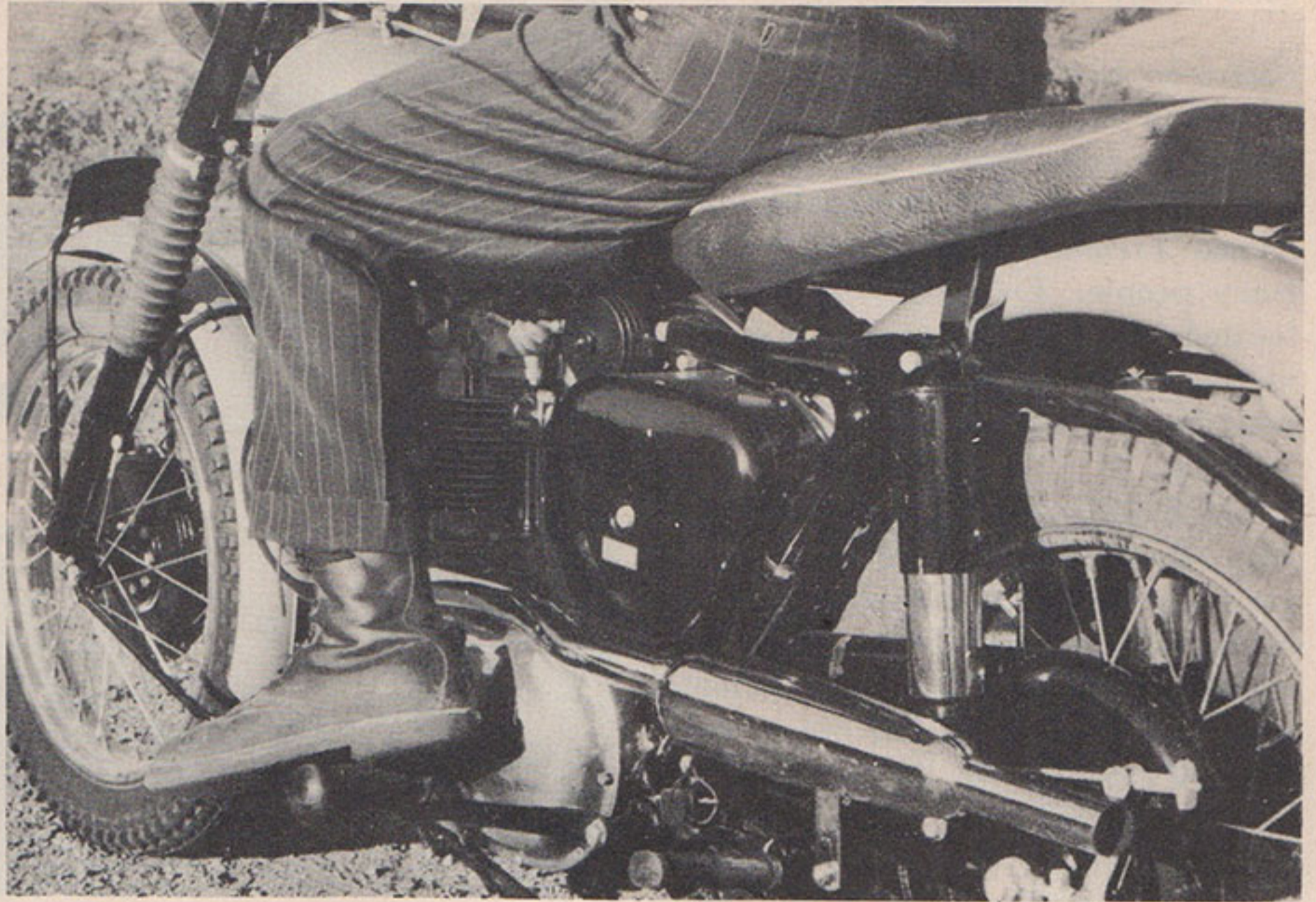
SAN JUAN BAUTISTA

(Cont. from page 11)

I have used, and the combination of this gearing with a loaded bike and rough, steep twisting mountain roads has caused some anxious moments if not downright concern and a few grey hairs on several occasions.

There is a possibility, of course, of installing sidecar gearing or of carrying a slip-over sprocket for the rear wheel and a chain extension. But, I feel that in either case nothing more than a temporary expediency would be achieved; for, upon reaching normal highway conditions again, a change-back would be desirable if cruising speeds were to be maintained and over-revving prevented. My recommendation would be that manufacturers offer an optional transmission with a fifth cog added at the lower end of a standard four-speed gearbox.

In order to simulate travel conditions normal to a motorcyclist who likes to leave the beaten path occasionally I left the highway north of Soledad, and switched to a fifteen mile dirt road connecting 101 to the "Air-line Highway" about forty miles south of San Juan Bautista. This side-road climbs a rather steep and narrow grade; the levels off across picturesque plateau populated by range cattle and deer. Finally, it descends through a wide canyon to meet the surfaced road mentioned above. It is generally



The single pipe on this model is much in demand for competition uses. It has advantages over twin pipes in rough going; however, because of its proximity to the left foot the heat from it may become uncomfortable on a long trip in hot weather. Twin pipes may be preferable in this case.

smooth and in good condition, but contains some stretches of washboarding, and features the usual mound of loose sand and gravel heaped in the center.

The Triumph TR6 comes into its own on a road of such nature. Its handling qualities are tops; it possesses a steering sensitivity that is conspicuously lacking in some motorcycles I

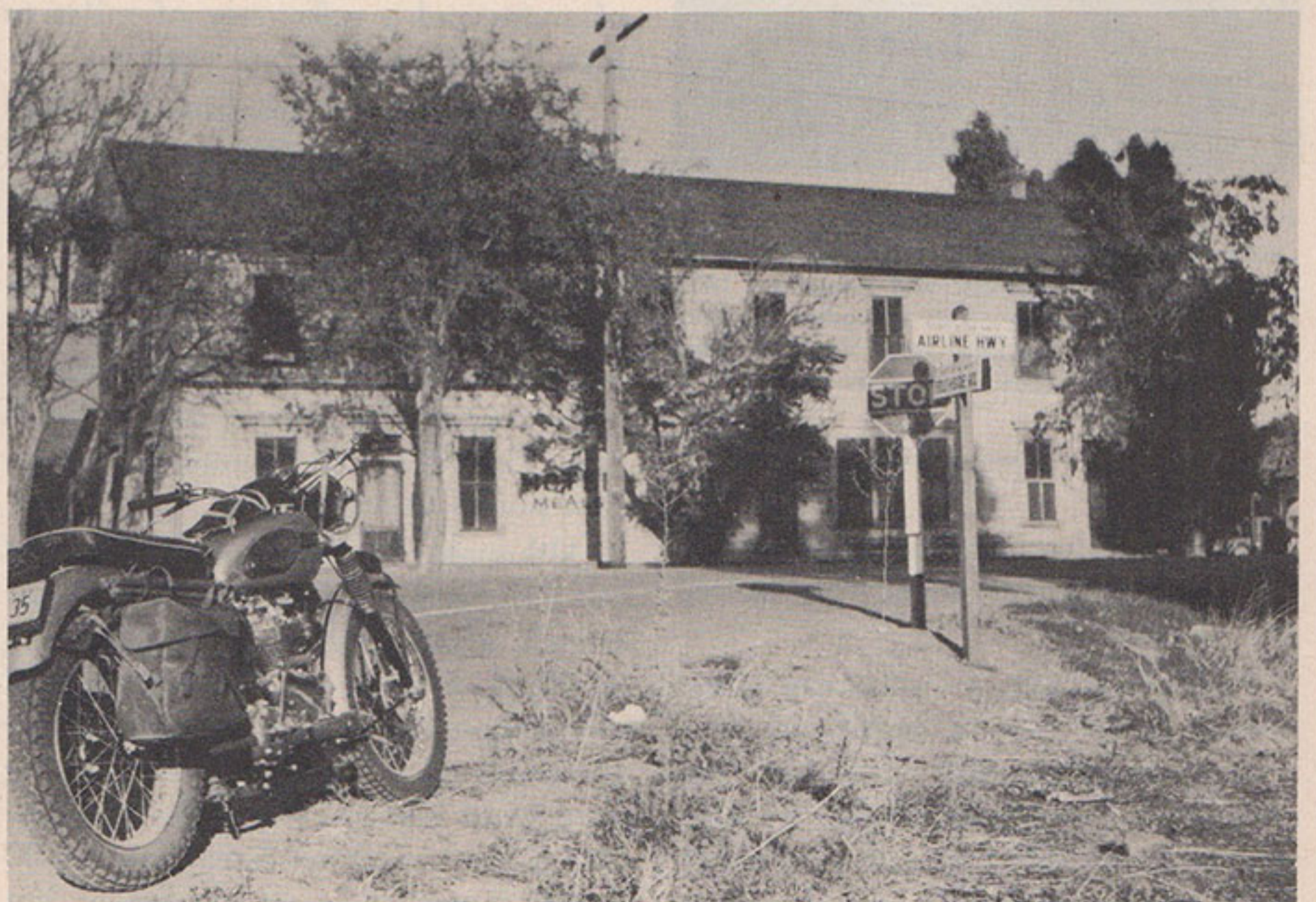
have ridden. The designers of the TR6 have come up with a formula of weight, balance and power that makes for superb maneuverability and control in dirt as well as on macadam.

My week-end trip covered 341 miles most of which was accumulated on hard surfaced roads at speeds usually

(Continued)



The upper story of the Zanetta House is called the Plaza Hall. This building faces the mission located across the plaza or quad.



The old hotel at Tres Pinos, no longer in use, was a stop-over place for travelers enroute from San Juan Bautista to the New Adrian mines or points south. Tres Pinos is an interesting village of many ancient buildings located seven miles south of Hollister.

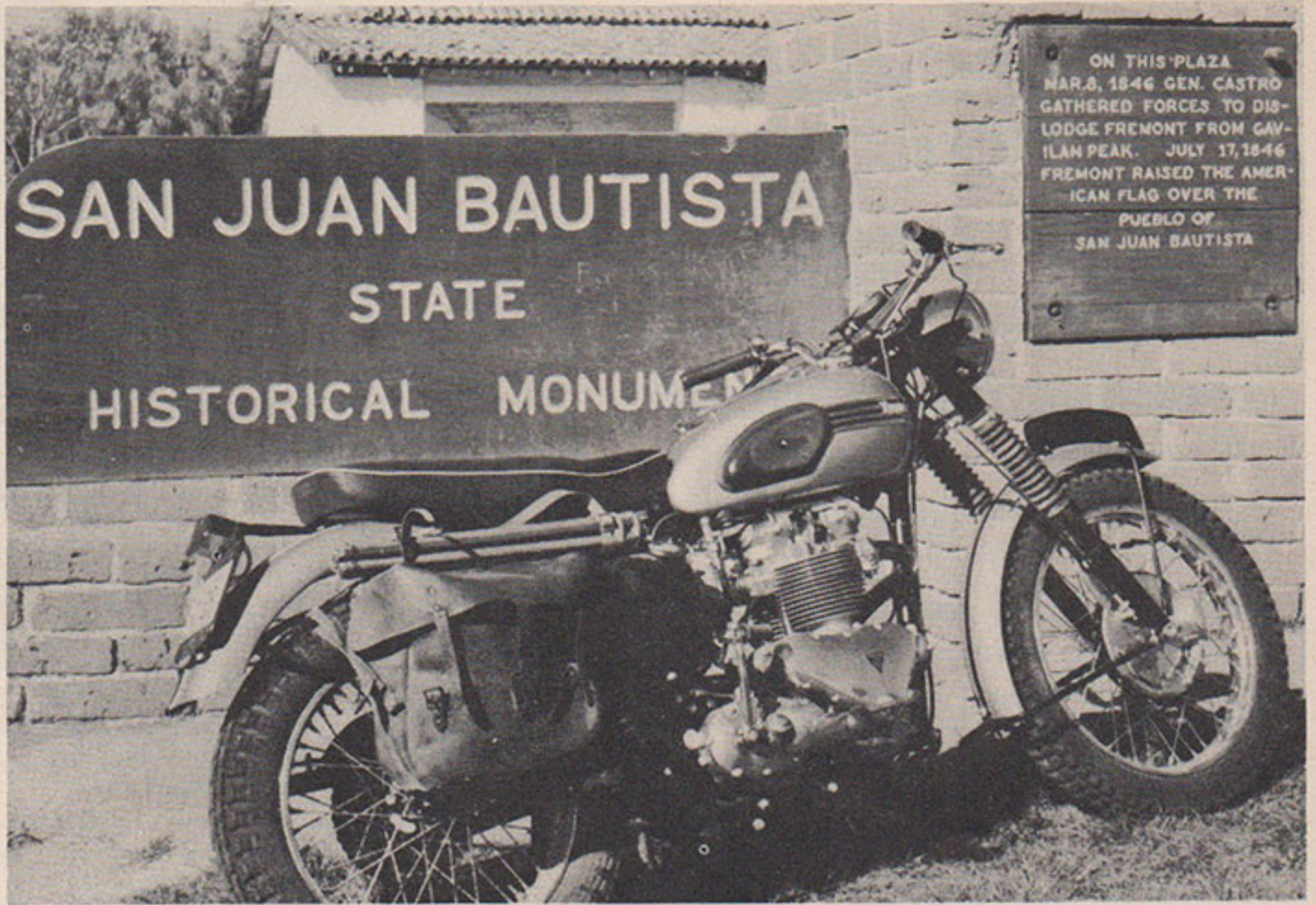
SAN JUAN BAUTISTA

(Continued from page 12)

of 60 mph but reaching 90 on one occasion and 80 on several. Some of it was on dirt roads and some around town. The fact most astounding to me, however, was that a cool 70.2 mile-per-gallon was averaged throughout. Mileage and gasoline consumption were checked and double checked to be dead certain of this figure's accuracy, but the answer came out the same each time.

In my estimation this is super economy of operation in a road machine of 650 cc capacity.

All in all the week-end was a memorable one to me. A great machine to ride, beautiful fall weather, the open highway—a hard combination to beat for refreshing relaxation and downright pure enjoyment. ★



The TR6 in front of plaque designating the area from which General Castro's forces departed to attempt to dislodge Fremont from Gavilan Peak in 1846.

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Bobby Hill Wins Billy Huber Memorial at Reading, Pennsylvania

A capacity crowd witnessed the running of the annual Billy Huber Memorial Race at Reading, Pennsylvania on Sunday, April 28.

Time trials started promptly at 1:00 p.m., and the main event got under way at 2:30 p.m. Winner of the feature event was the old 1/2-mile track master Bobby Hill of Columbus, Ohio riding a Harley-Davidson. ★

Motorcycle Racing at Hourglass Field

The American Association of Grand Prix Riders will combine with the San Diego Junior Chamber of Commerce and the 500cc Car Club of America to offer motorcycle and Formula III car racing at Hourglass Field June 30. The announcement was made by Bob Wood, chairman for the Jaycees, who pointed out that this would be the second race slated for Hourglass field this year.

The Grand Prix riders are a group of motorcycle enthusiasts who are interested in bringing motorcycle racing up to the European standards which means a better type of equipment and safer racing for both rider and public alike. Sonny Angel, spokesman for the local Grand Prix club said, "The United States is the only country in the world that manufactures motorcycles and is not a member of the International Federation of Motorcyclists (F.I.M. with headquarters in Paris).

The racing at Hourglass will also feature the small Formula III cars which are built explicitly for racing and use a motorcycle engine to develop speeds of over 90 miles per hour during competition. The events will consist of the five general motorcycle classifications which will include the Ultra-lightweight (0-125cc), Lightweight (125-250cc), Junior (250-350cc), Senior (350-500cc), unlimited division, plus the Formula III, 500cc cars.

The new course is located about 1 1/2 miles north of Miramar Naval Air Station and features a 1.85 mile track of smooth macadam surface. "The course is ideal for the spectator as almost all of the turns are in full view at any one point and the sweeping and tight left and right turns constantly test the skill of rider and driver," said Bob Wood.

A total of 70 entrants are expected for the race with about 50 of these being Grand Prix riders. The two clubs have combined twice before at San Gabriel for successful events. ★

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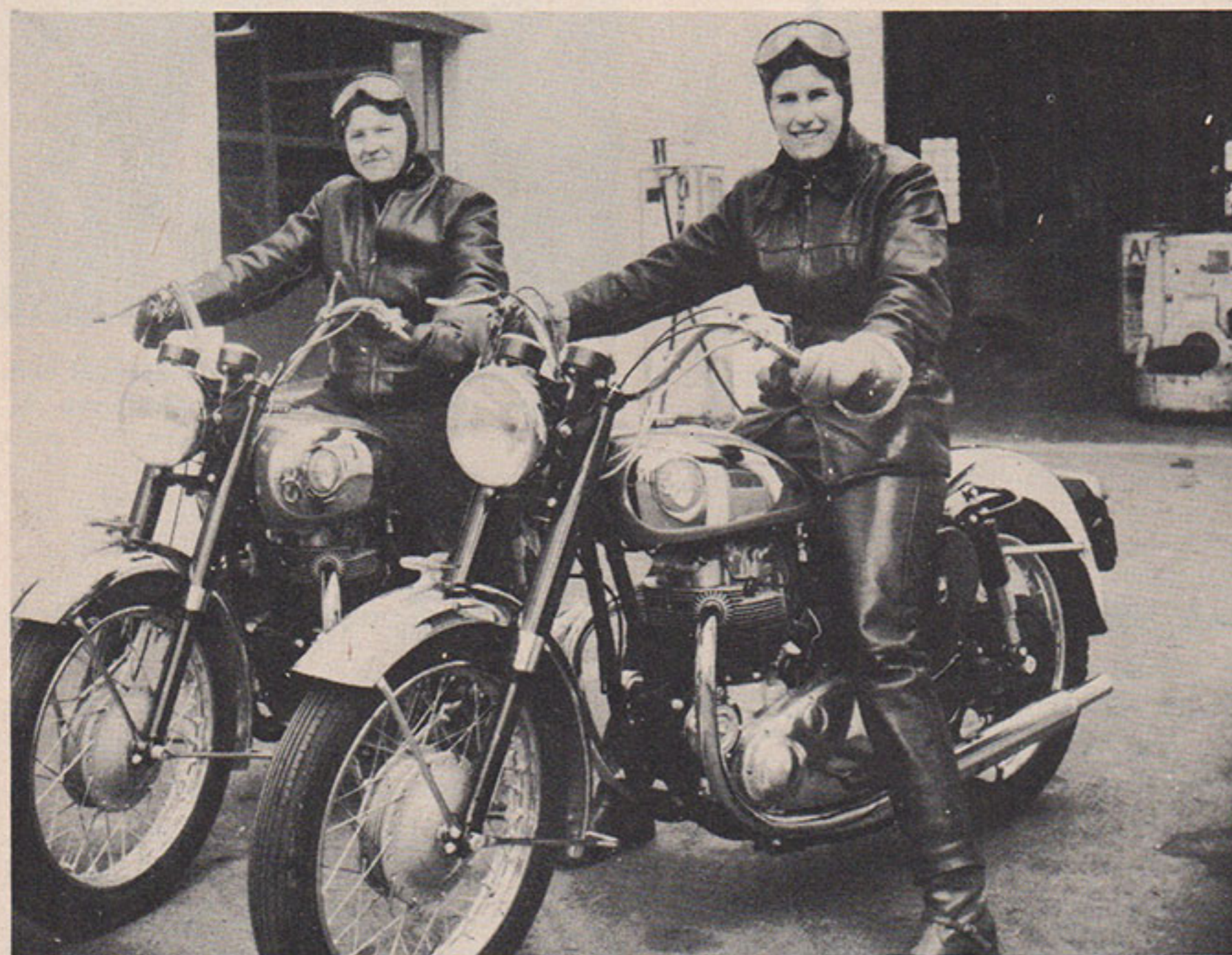
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BSA-Ariel Display at the Iowa Sportsmen's Show Waterloo, Iowa. Exhibit was put on and manned by Jim Hook, BSA-Ariel Dealer in Waterloo assisted by Bill Tuman BSA Field Man.



Well known in North Jersey Motorcycle Circles are Margaret Betzold (left) and Mimi Thygeson of Scotch Plains. Included in their travels are trips into Canada and New England and longer jaunts to Florida.

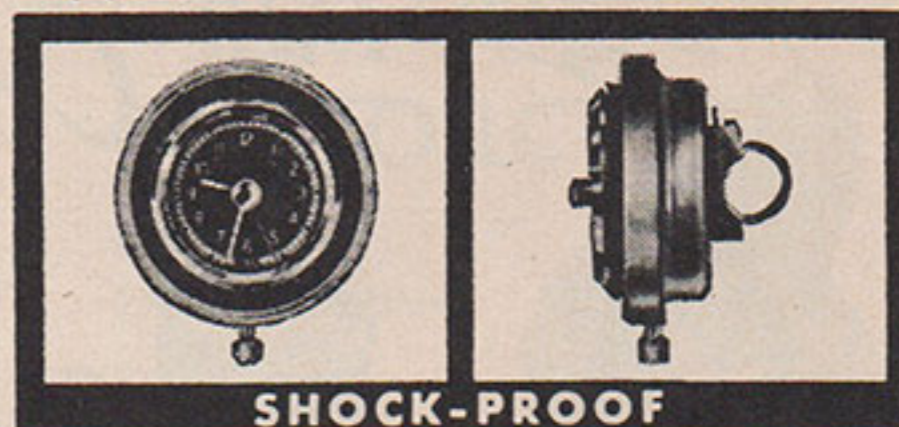
Both girls report trouble free enjoyable riding. In this recent photo they are seen at Nutley, N. J., BSA headquarters on their new 1957 Road Rocket models.



#1 Joe Leonard coming up strong to win the 1/2 miler at Vallejo, Calif. (See page 17 for race results)

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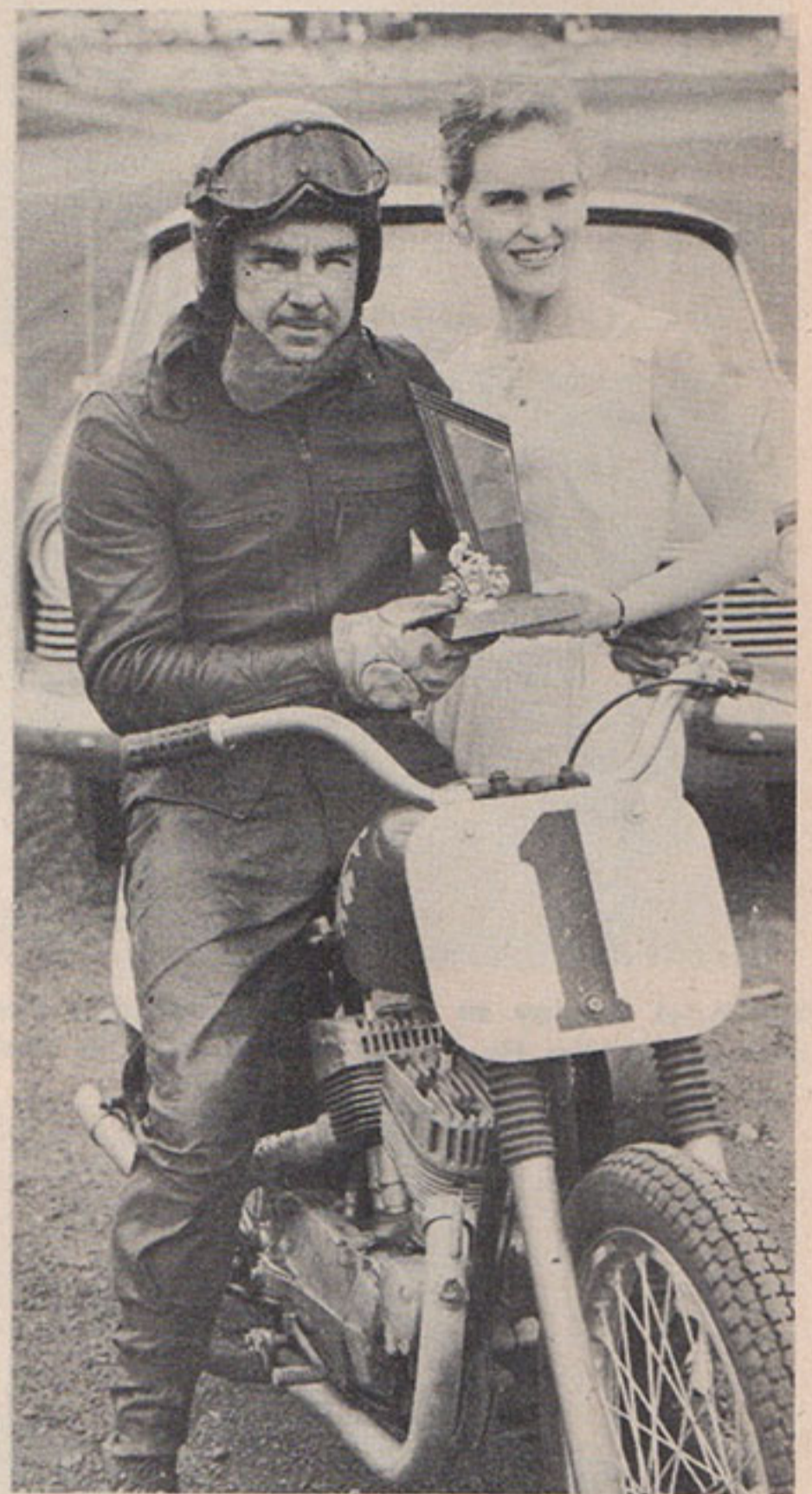
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Joe Leonard of San Jose being presented with a Trophy. Winner of Vallejo, California 1/2 Miler.

(See page 17 for race results)

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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custom skidshoes made to fit your boot. all shoes hardfaced. send your boot or cardboard copy of sole. the majority of the nation's 10 top riders are on a MALEY SHOE. fast mail service. price \$15.00.

KEN MALEY (The Shoeman)

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Bosch Spark Plugs Key Element in Breaking Speed Record in Utah

When on Utah's Bonneville Salt Flats the 200-mile-per-hour "speed barrier" for motor cycles was recently broken for the first time by German racing driver Wihlem Herz, the hero of the feat was a "spark-plug technician" not known to the public, but the "guardian angel" of the world's foremost names among racing drivers. That, at least, was Herz' own feeling, for as soon as his NSU machine came to a stop, he quickly went to the sidelines, shook hands with a weather-beaten man in white overalls with the lettering "Bosch Spark Plugs" on it and in German told the man: "Without your confidence and endurance, this would not have been possible."

To the man, A. Bamminger, this was not a new experience. For, as research engineer for spark plugs of Robert Bosch, he has been applying his know-how and experiences with spark plugs at many a race during the more than thirty years that spark plugs have been Mr. Bamminger's specialty. The Robert Bosch GmbH of Stuttgart, Germany, has been able to provide racing drivers with such extensive specialized

know-how because it believes that under racing conditions spark plugs for everyday use can be fully evaluated.

Prior to the race, Herz stated that in this hazardous experience he would have to depend on his equipment and, in particular, on the ignition and spark plugs, since any misfiring would present a grave threat to his life. The record achievement became an outstanding technical as well as human performance.

Bamminger's job was not only to balance out the precise carburetor setting but also to choose the Bosch spark plugs with correct thermal value corresponding to the different climatic conditions on the Salt Flats at different speeds.

To Robert Bosch—whose spark plugs are sold in the United States—this was just a routine experience. Just as it has supplied equipment and technical know-how to the world's fastest racing and sports car drivers, Robert Bosch also had its share in being first to break the 200-mile-per-hour motorcycle "speed barrier." ★



Round the Turn with #71Y Ray Beauchamp in the lead for the Vallejo Miler.

Navy City M/C 4 - star Half-Mile Race Meet

Sunday, May 12, 1957

Fastest in time trials.

Class "B"—71y Ray Beauchamp of Martinez, Calif.26:62 (BSA)
 Class "A"—1—Joe Leonard of San Jose, Calif.26:10 (H-D)
 Leonard with a new and all time record for the Vallejo track.

Class "B" trophy dash

71y Ray Beauchamp of Martinez, Calif.(BSA) time: 1:26:81
 22z Gary Emmick of Menlo Park, Calif.(TRI) second
 16y Ray Haney of San Francisco, Calif.(TRI) third
 33y Bob Switzer of Richmond, Calif.(BSA) fourth

Class "A" trophy Dash

1 Joe Leonard of San Jose, Calif.(H-D) time: 1:23:19
 43y George Sepulvado of Redwood City, Calif.(H-D) second
 54 Albert Gunter of Los Angeles, Calif.(BSA) third
 32y Mel Grisel of Hayward, Calif.(TRI) fourth

Class "B" heat (A new record)

71y Ray Beauchamp of Martinez, Calif.(BSA) time: 2:42:71
 16y Ray Haney of San Francisco, Calif.(TRI) second
 44z John Stark of Lemond Cove, Calif.(BSA)
 51z Roy Moore Jr. of Sacramento, Calif.(BSA)
 43z David Arechiga of Oakland, Calif.(TRI)
 127y LeRoy West of Belmont, Calif.(BSA)
 95z Bill Dorresteyn of Richmond, Calif.(Ind)
 30y Bill Jones of San Pablo, Calif.(TRI)

Class "B" heat

98y Wally Talbot of San Bruno, Calif.(Ind) time: 2:47:49
 22z Gary Emmick of Menlo Park, Calif.(TRI) second
 90z Michael Davis of San Jose, Calif.(TRI)
 35y Ed Bowman Jr. of San Jose, Calif.(BSA)
 46n Los Angeles, Calif.(BSA)
 46z George Sierck of Martinez, Calif.(Ind)
 97z Harry Moore of Menlo Park.(BSA)

Class "B" heat

69z Cisco Gonzalz of Richmond, Calif.(BSA) time: 2:48:75
 33y Bob Switzer of Richmond, Calif.(BSA)
 45z Harold Kenyon of Palo Alto, Calif.(BSA)
 28z Vern Furman of Martinez, Calif.(BSA)
 125y Lenord Burke of Modesto, Calif.(TRI)
 78y Harold Silva of Alameda, Calif.(H-D)
 71y Milo Hubbard of Chico, Calif.(BSA)
 124y Jerry Paradise of Modesto, Calif.(TRI)

Class "A" heat (new and all time Record)

1* Joe Leonard of San Jose, Calif.(H-D) time: 2:39:84
 37z Ed Raanes of San Francisco, Calif.(H-D) second
 32y Mel Grisel of Hayward, Calif.(TRI)
 2z Carl Kiesow of San Francisco, Calif.(H-D)
 29y Bill Verbisco of Richmond, Calif.(BSA)
 8 Jimmy Philips of Los Angeles, Calif.(H-D)
 12y Les Whiteley of Redwood City, Calif.(H-D)
 31y Bill Lee of San Francisco, Calif.(IND)

Class "A" heat

43y George Sepulvado of Redwood City, Calif.(H-D) time: 2:43:00
 64 Dicky Mann of Richmond, Calif.(BSA) second
 76z Richard Dooresteyn of Richmond, Calif.(TRI)
 20y Leland McReynolds of San Jose, Calif.(H-D)
 52y Donny Smith of Richmond, Calif.(BSA)
 4z Johnny Hall of Richmond, Calif.(BSA)
 77y Cal Simpson of Stenson Beach, Calif.(TRI)
 5y Don Redley of San Rafael, Calif.(H-D)

Class "A" heat

54 Albert Gunter of Los Angeles, Calif.(BSA) time: 2:42:37
 94z Duane Francisco of Fairfield, Calif.(TRI) second
 22x Bill Keen of Los Angeles, Calif.(BSA)
 5 John Gibson of Los Angeles, Calif.(H-D)
 74y George Dever of Richmond, Calif.(BSA)
 70y Richard Chase of San Francisco, Calif.(H-D)
 73z Stan Johnson of Selma, Calif.(TRI)

Class "B" training heat

118y Bill Strange of Sacramento, Calif.(BSA) time: 2:94:00
 64z Gail Cadwell of North Sacramento, Calif.(BSA) second
 69y Wendel Graves of Woodside, Calif.(H-D)
 60z Bill O'Brein of Redwood City, Calif.(NORT)
 85z Clarence Dever of Richmond, Calif.(BSA)
 63y Terry Hill of San Francisco, Calif.(TRI)
 106y Ken Jenkins of Dixon, Calif.(BSA)

(Continued on page 19)



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 Enclose \$..... Check Money Order:
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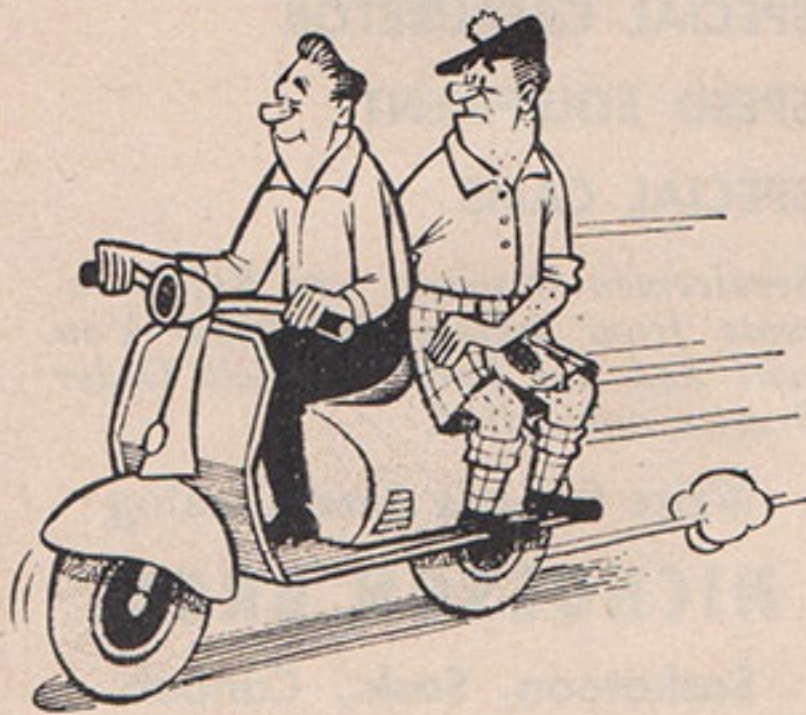
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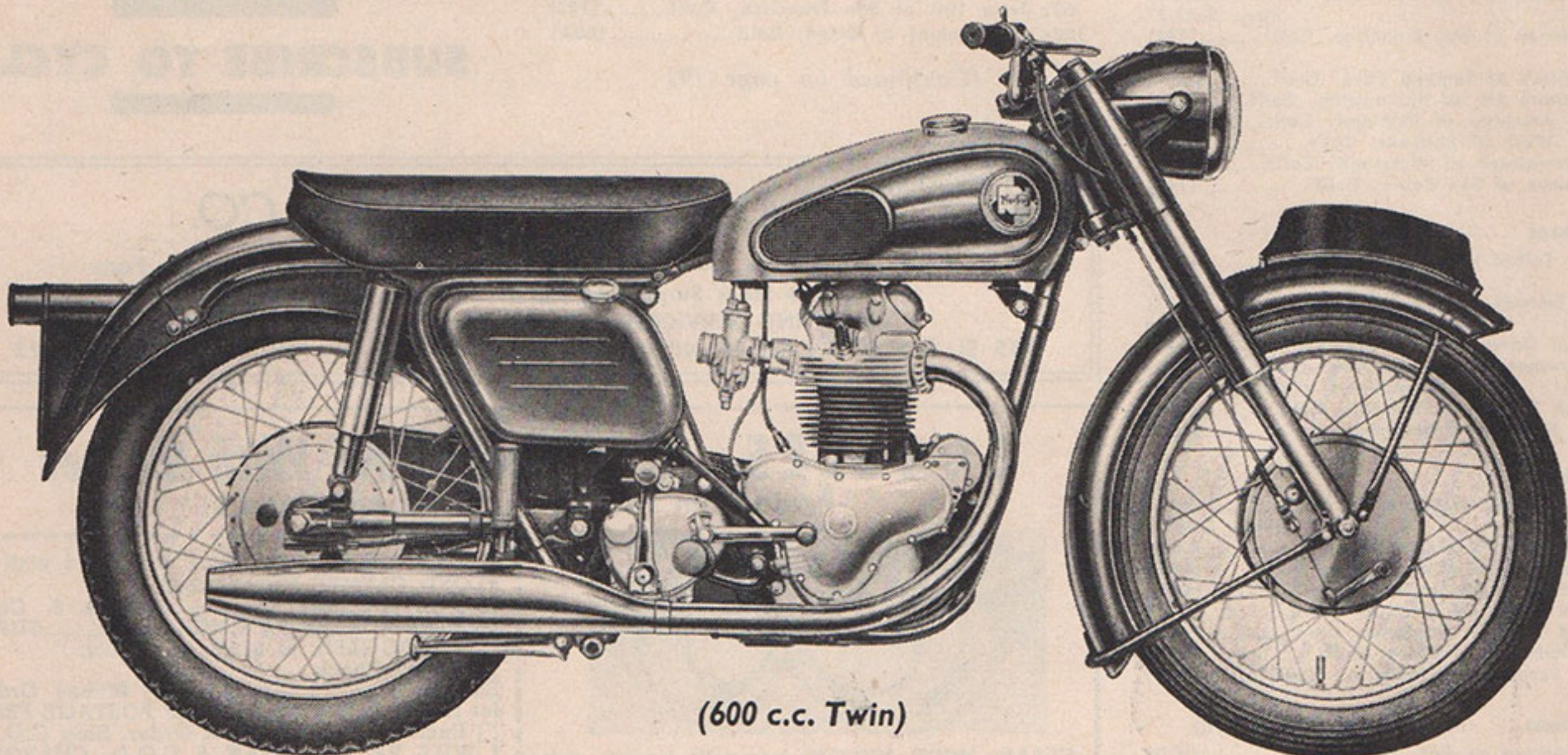


A NEW SPRING OUTFIT is the dream of many fashion-conscious women—and of A.A. men, too! These patrolmen from all over England are seen just after they had collected new machines from the BSA works in Birmingham.

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(600 c.c. Twin)

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FOR FULL
DETAILS

HAP JONES DISTRIBUTING CO. 2 CLINTON PARK • SAN FRANCISCO 3, CALIF.

4 - star Half-mile Race Meet Vallejo, Calif.

(Continued from page 17)

Class "B" main Event

22z Gary Emmick of Menlo Park, Calif.....(TRI)
time: 5:26:16
71y Ray Beauchamp of Martinez, Calif.....(BSA)
second
90z Machael Davis of San Jose, Calif.....(TRI)
33y Bob Switzer of Richmond, Calif.....(BSA)
98y Wally Talbot of San Bruno, Calif.....(IND)
69z Cisco Gonzalz of Richmond, Calif.....(BSA)
44z John Stark of Lemond Cove, Calif.....(BSA)
45z Harold Kenyon of Palo Alto, Calif.....(BSA)

Class "A" Main Event

1 Joe Leonard of San Jose, Calif.....(H-D)
time: 6:26:67
54 Albert Gunter of Los Angeles, Calif.....(BSA)
second
43y George Sepulvado of Redwood City, Calif.
(H-D)
76z Richard Dorresteyn of Richmond, Calif.....(TRI)
94z Duane Francisco of Fairfield, Calif.....(TRI)
64 Dicky Mann of Richmond, Calif.....(BSA)
37z Ed Raanes of San Francisco, Calif.....(H-D)
32y Mel Grisel of Hayward, Calif.....(TRI)
22x Bill Keen of Los Angeles, Calif.....(BSA)



Ray Beauchamp of Martinez, Calif. Winner of Class "B" Trophy Dash in Vallejo, Calif. 1-Miler.



#5 John Gibson, Los Angeles, leading the pack for the moment in the 1-mile event.

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YOU KNOW IT'S NEW!



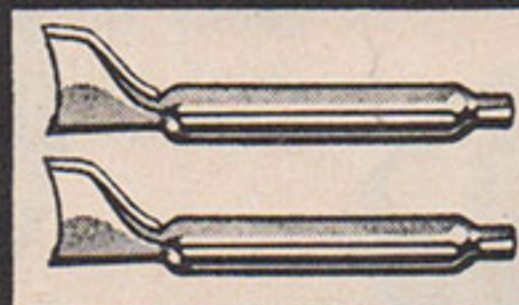
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Jet Tone gives mufflers that super sonic sound of sheer power on the loose.

Buco as always leads the way with the most complete combination on the market today. Buco's dual system permits the use of twin mufflers—so easy to install you can do it yourself. And how that famous Buco chrome sparkles!

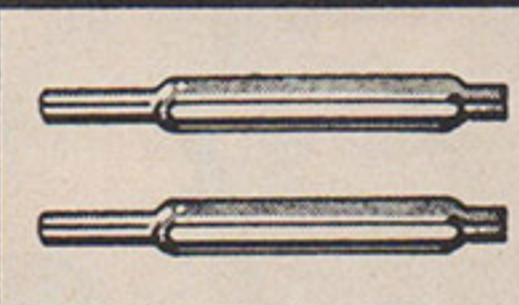
3 complete dual jet-tone exhaust system combinations.



TWIN FISHTAILS

Dual exhaust system that includes two sparkling Buco chrome finished fishtail mufflers, cross-over, straight pipe and clamps. Fits all Harley-Davidson models from 1948.

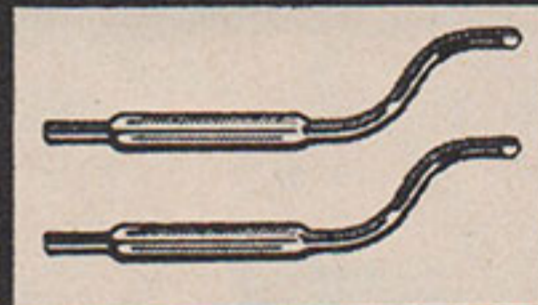
Combination Price **55.50**



TWIN PLAIN ENDS

Dual exhaust system with two Buco chrome plain end mufflers, cross-over, straight pipe and clamps for easy installation. Fits all Harley-Davidson models from 1948.

Special Combination Price **44.50**



TWIN UPSWEEPS

Dual exhaust system with two dazzling Buco chrome upsweep mufflers, complete with cross-over, straight pipe and clamps. Nothing else to buy.

Special Combination Price **55.50**



Straight exhaust pipe 4P2

Cross-over pipe 4P3



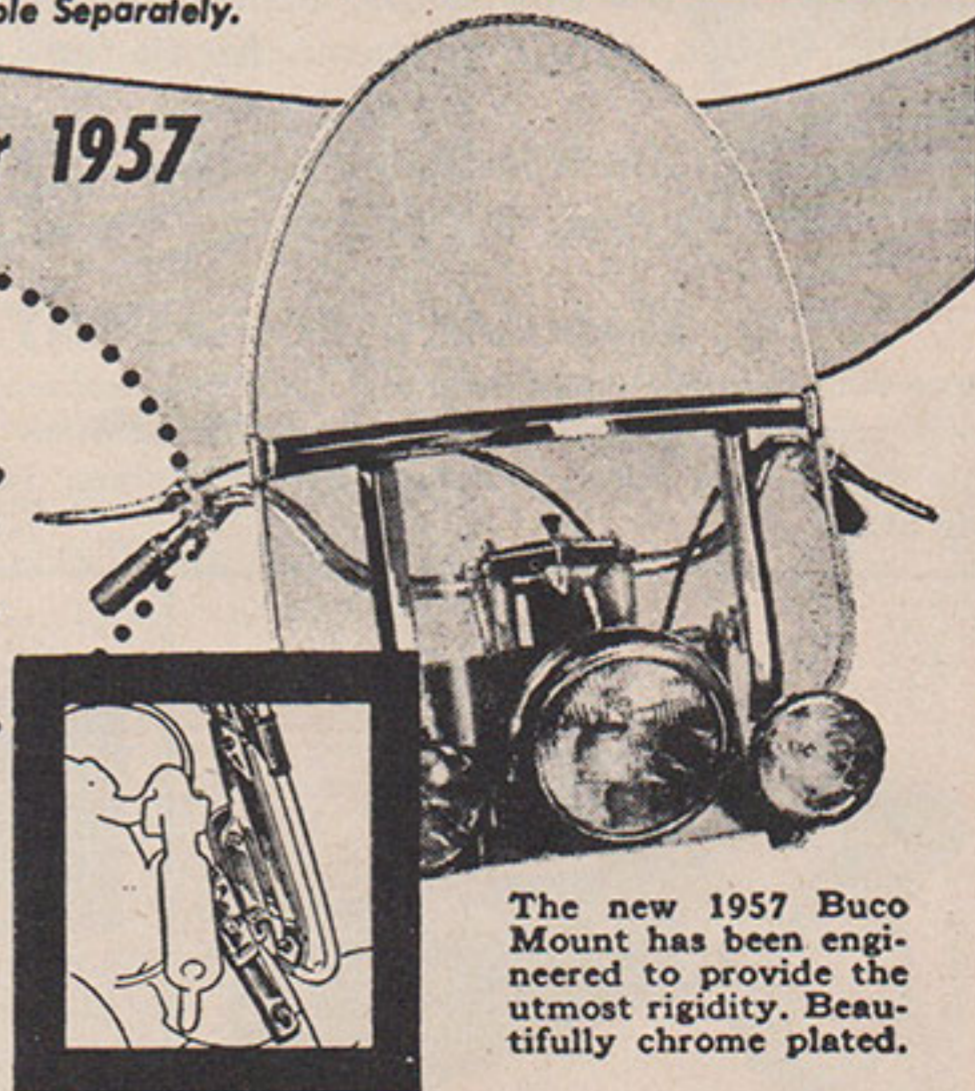
Mufflers—Straight and Cross-over Pipe Available Separately.

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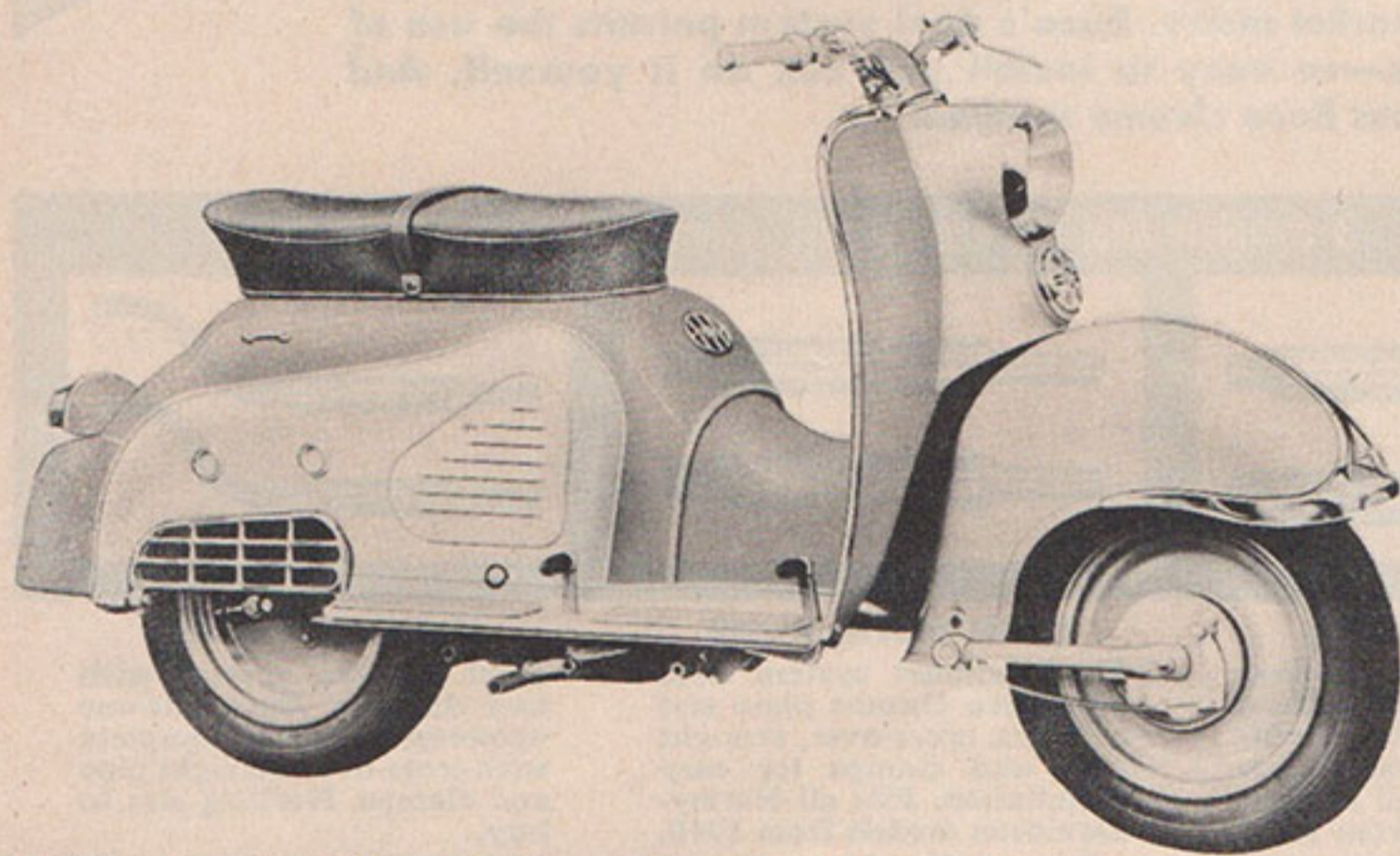
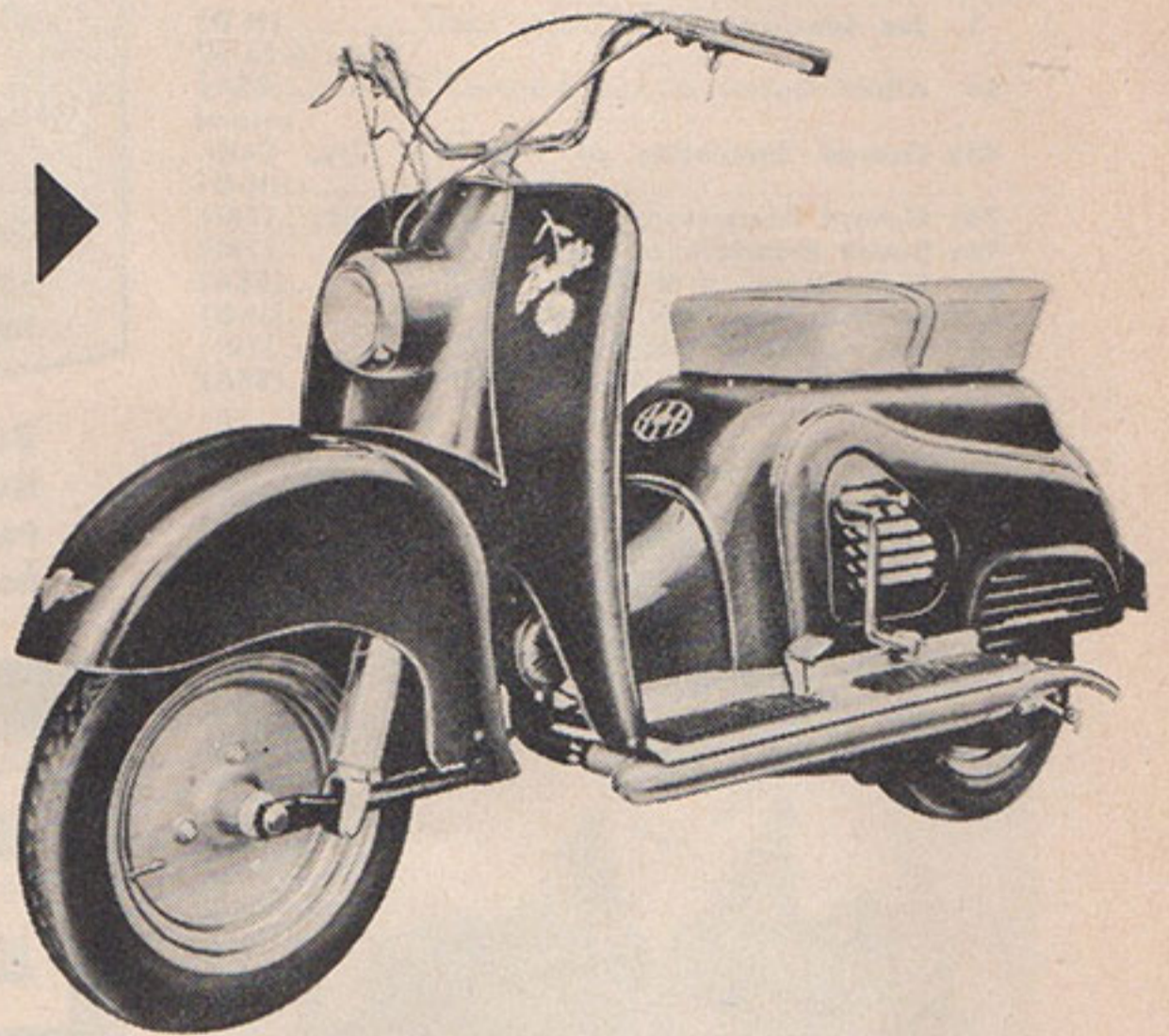
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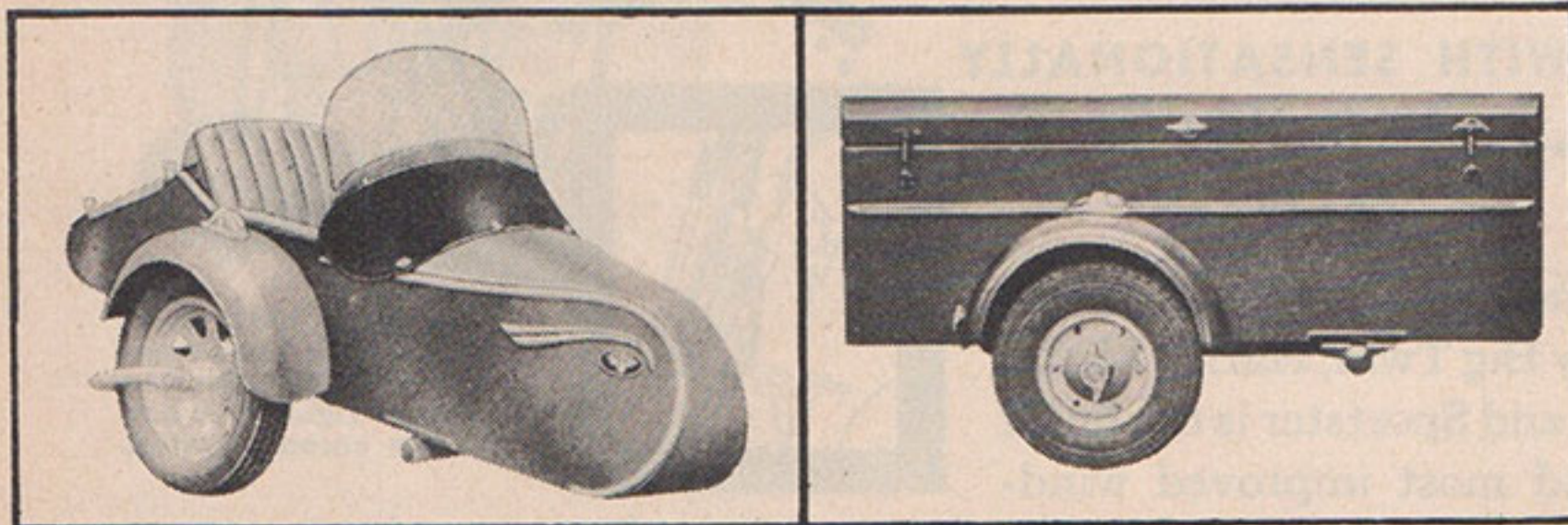
FRAME: Front & rear swing arm suspension with hydraulic shock absorbers, 3.50 x 12 interchangeable wheels, dual seat, large brakes.

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.

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.



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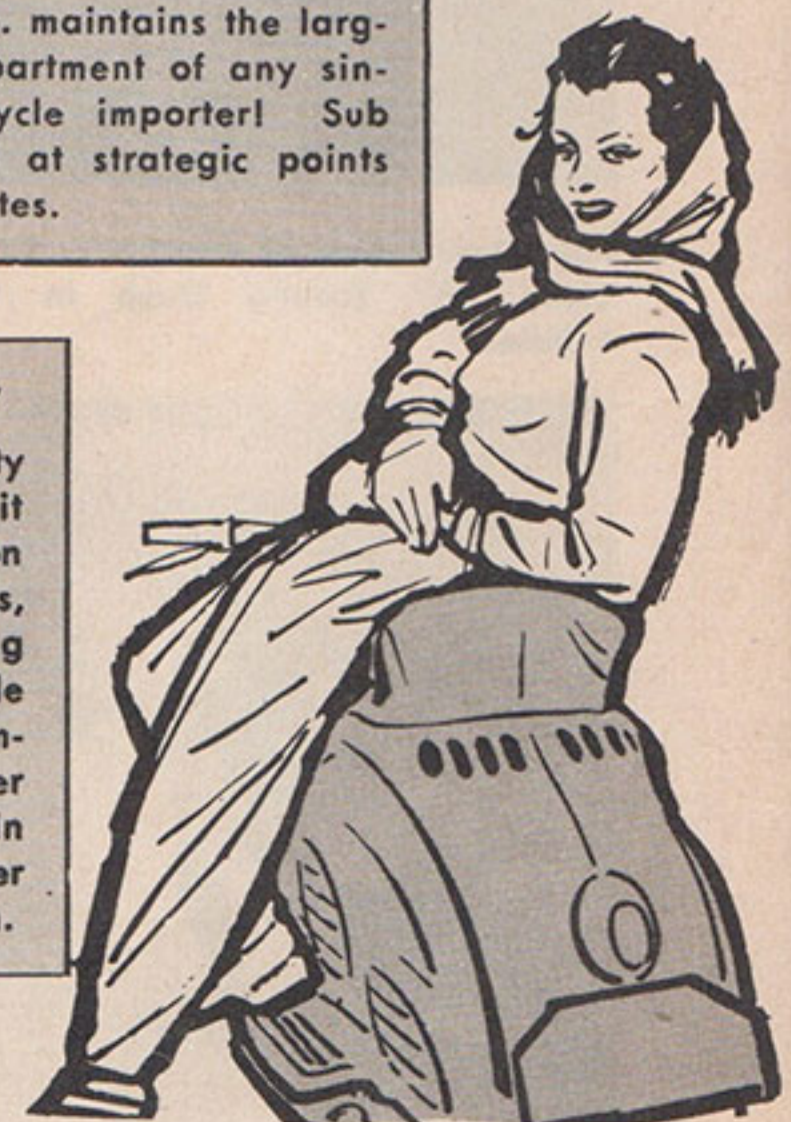
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Berliner Motor Corp. maintains the largest spare parts department of any single motorscooter-cycle importer! Sub depots are located at strategic points all over the 48 States.

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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.



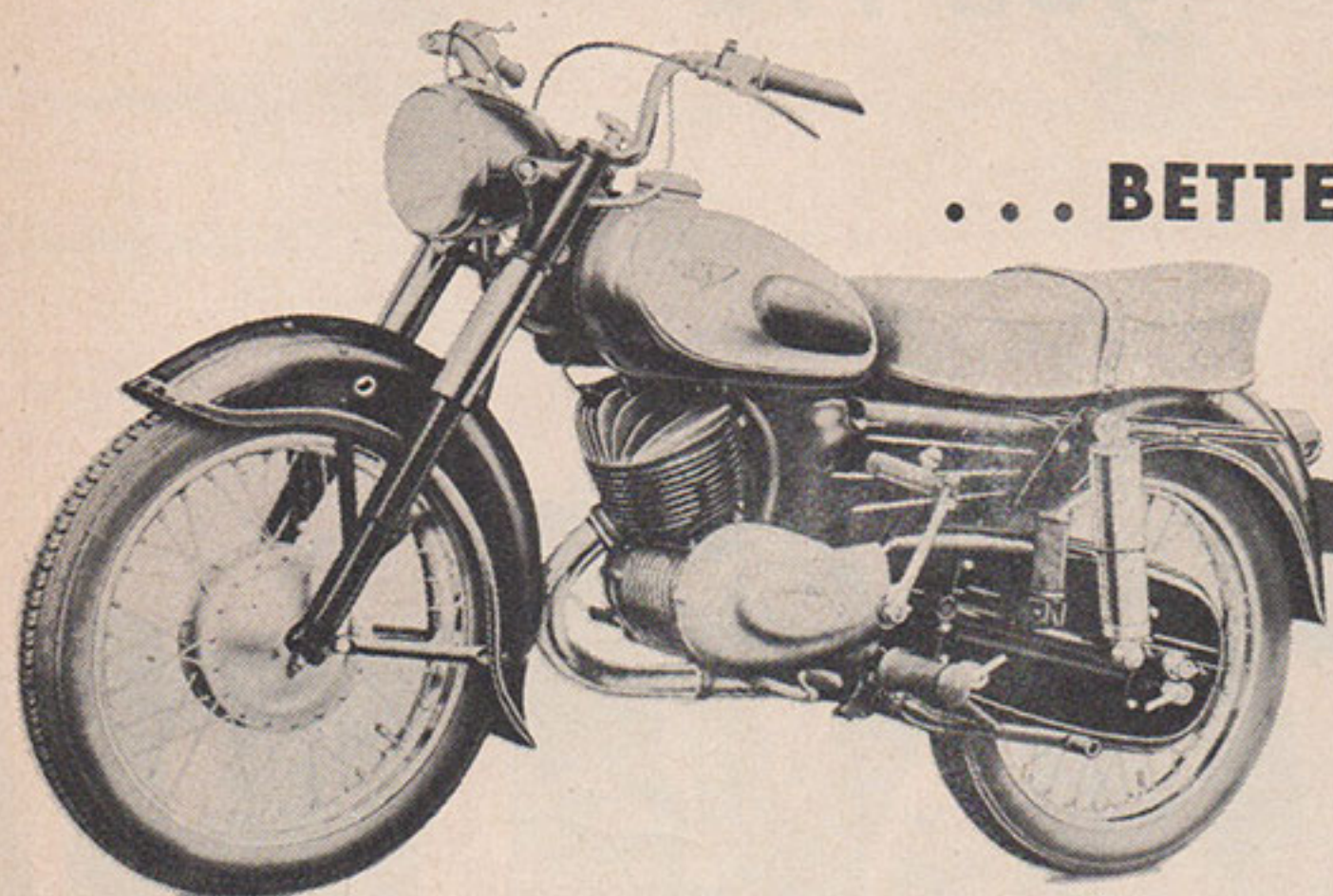
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1957 ZUNDAPP 1957

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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.

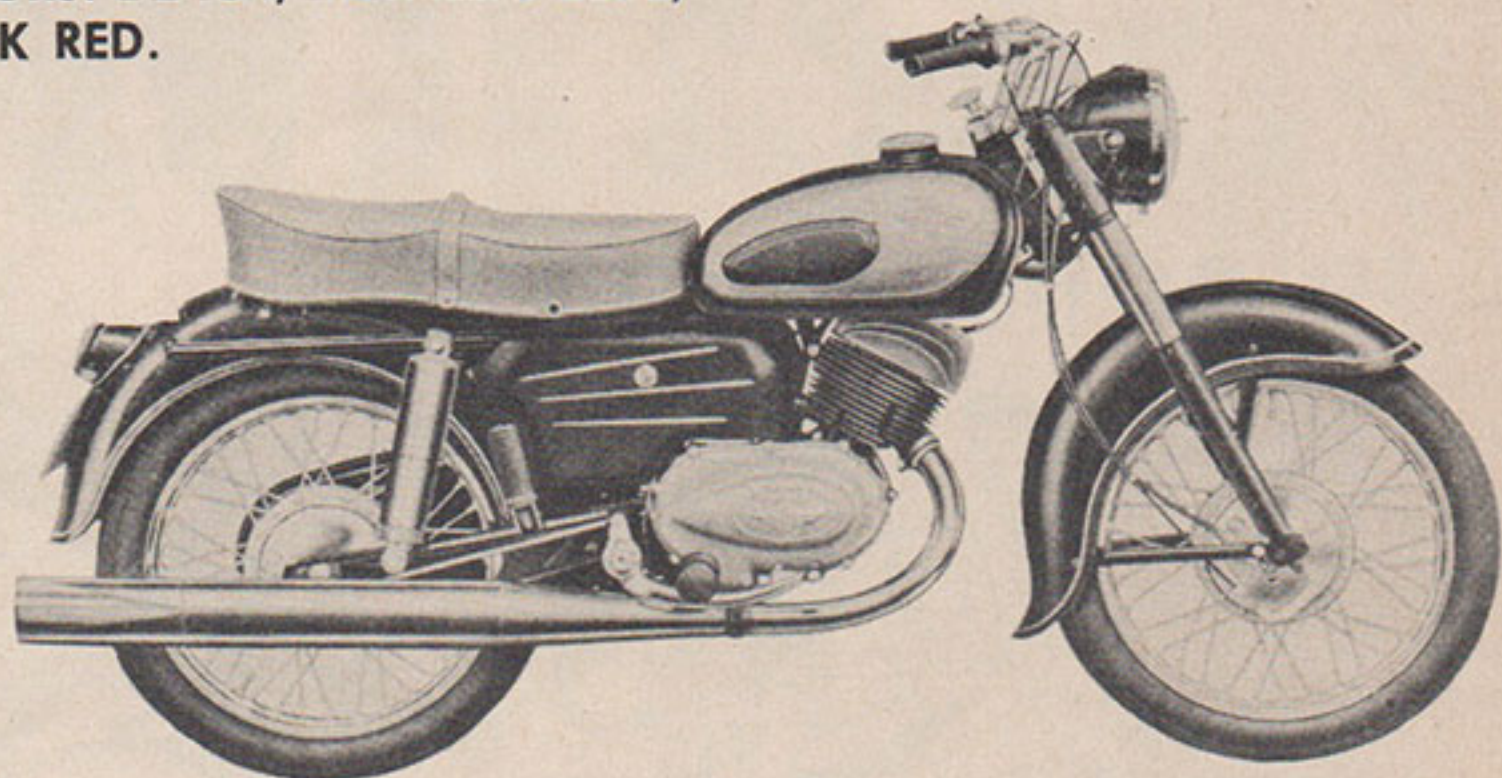
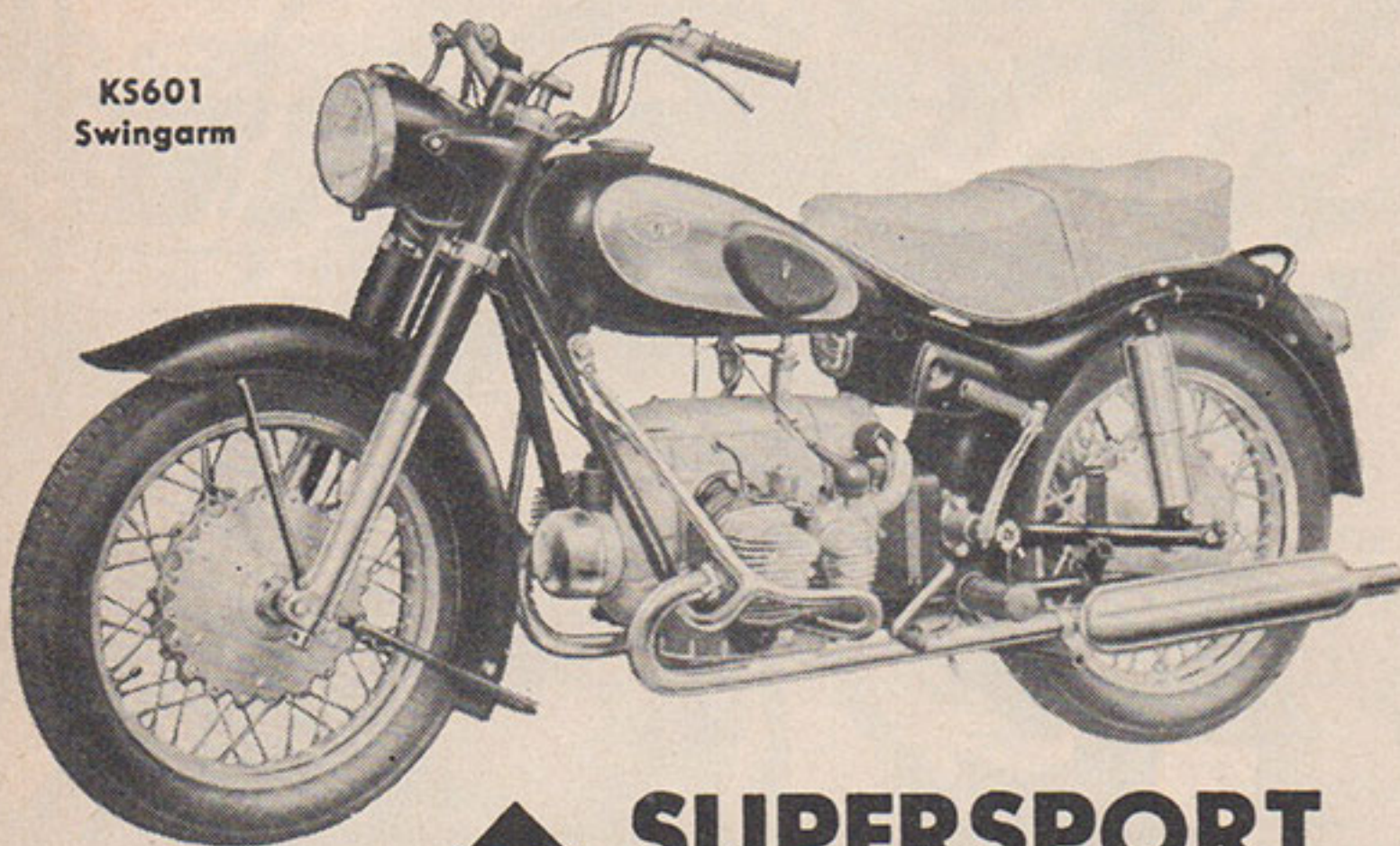
COLORS: BLACK, METALLIC BLUE, BRICK RED.

CHALLENGER 200cc

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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.

KS601
Swingarm



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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.

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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.

▲ 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.

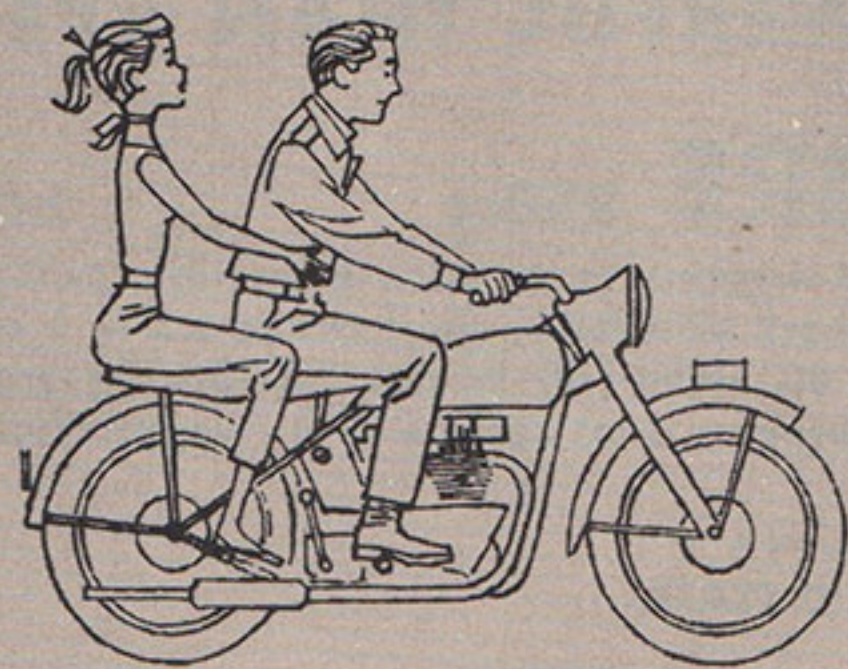
GEAR AND TRANSMISSION: Zundapp four speed Duplex-chain box; shifting possible without running engine. Gear-Rear Axle ratio 1:4.88. Torsion shaft drive.

CHASSIS AND MEASURES: Berth type frame; telescopic front fork, hydraulically damped; plunger rear suspension, with 5" front and rear spring movement; steering damper. 6.3". Light alloy brake drums, 9" brake shoes. Light metal well base rims 2.15B x 18; wired on balloon tires 3.50 x 18. Wheelbase 56.7"; overall length 85.3"; total width 33"; total height = height of handlebar 42.6"; height of dual seat 31.5"; ground clearance 5.12"; turning circle 13 ft. 2"; weight (with fuel) 477 lbs., tank capacity appr. 3.8 U.S. gal.; oil in crankcase appr. 0.66 U.S. gal.

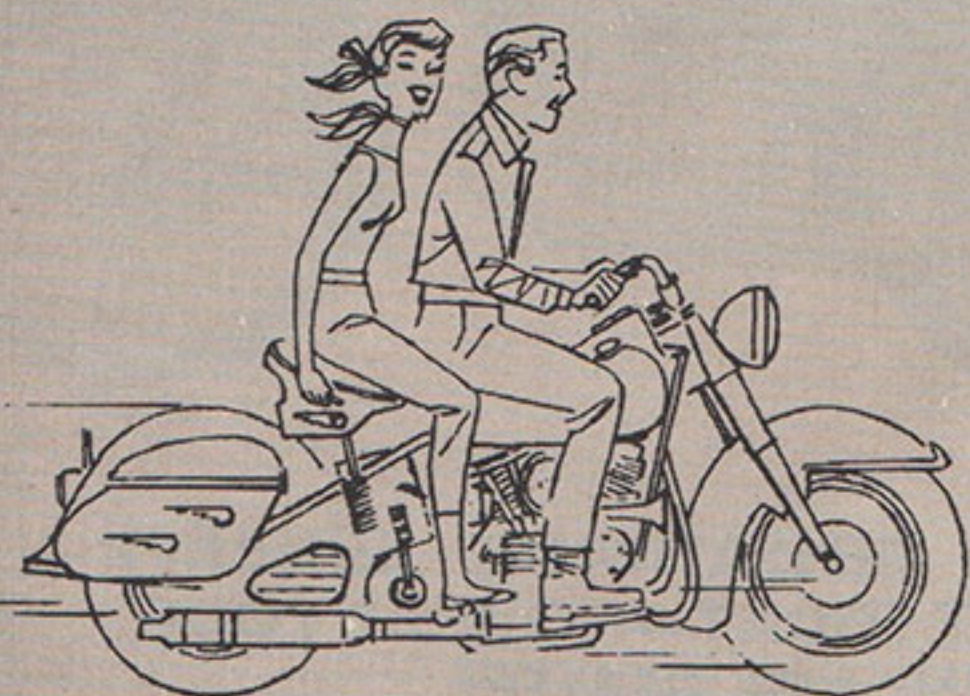
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to solid comfort



get rid of those riding-over-the-rear-fender-blues



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There is only *one* motorcycle in the world for you when you take along a buddy or a gal. That is the super-sensational Harley-Davidson HYDRA-GLIDE . . . the only motorcycle *built for two!*

This year, get rid of those "*riding-over-the-rear-fender-blues!*" Do your gal a favor and *double* the pleasures of motorcycling. Give her a smooth ride . . . a glide ride — get her off the rear fender and move her up to the *center of comfort* on the custom Buddy Seat of a Harley-Davidson HYDRA-GLIDE.

Stop in at your Harley-Davidson dealer. Let him show you how easy it is to become a *perfect pair* with room to spare on a sleek, 1957 HYDRA-GLIDE. No matter what make you now ride, he's got a terrific trade-in deal waiting for you. Take a *test ride for two*, today!

HARLEY-DAVIDSON MOTOR CO.
Milwaukee 1, Wisconsin

THIRD CYCLIST SPECTACLE APPROACHING

The Riverside Steeplechase Motorcycle Race of Sunday, June 16, drew racers from 14 western states plus Illinois, Minnesota, and Hawaii, according to Cliff Onan, referee of the American Motorcycle Association western district.

"The Riverside Fairgrounds—with its complex twisting course and its exciting ski-jump in front of the grandstands—has emerged as one of the most popular tracks from the cyclists' point of view, anywhere in the nation, says Onan."

"This track is unique in its combination of difficult tests of cycling skills, direct audience participation—in that the grandstand is in full view of every part of the race—and because the course is laid out with escape hatches, so to speak, thus reducing dangerous accidents to a minimum."

The A.M.A. referee, who also announces the event, went on to say that another factor in the surprisingly large turnout of racers at the Riverside Fairgrounds Stadium has been the huge crowds with the resultant increase in winnings for the victors of the final events and the trophy dashes.

The balance of the proceeds goes to boys' clubs and civic activities sponsored by the Riverside Jr. Chamber of Commerce, which operates the Steeplechase Motorcycle Races.

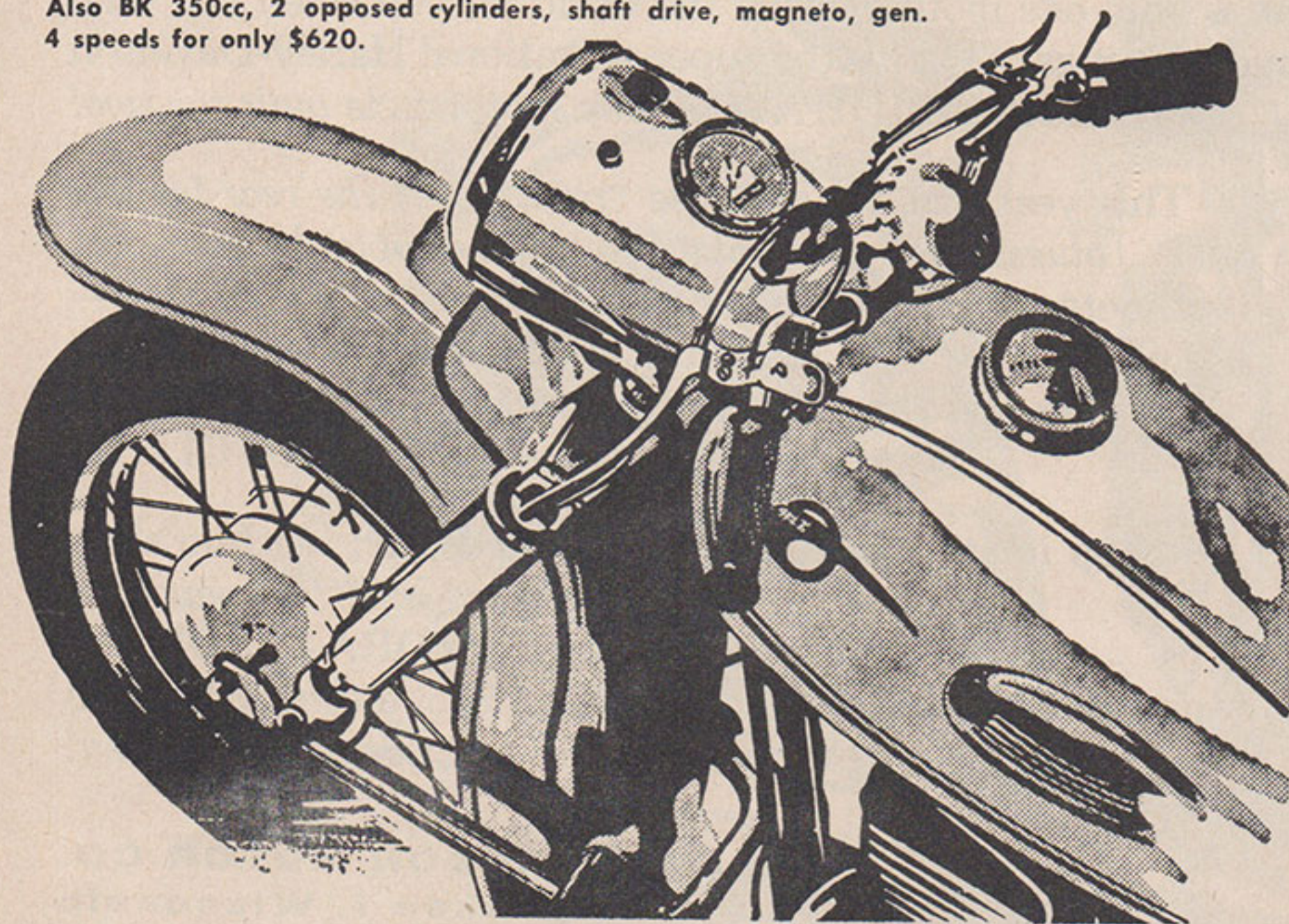
The track opened at 10:00 a.m., trials began soon thereafter. Main events started around 1:00 p.m. Tickets were \$1.50. Hot and cold refreshments were served all day. Plenty of free parking.

Cycle magazine closed before we could get the race results and photos. ★

GOLDEN YEARS OF RIDING AHEAD WITH THE ES 250

Two cycle, reverse scavenging, robust 250cc engine, 4 speeds. Earles front fork and rear swing arm suspension. Chain drive fully enclosed. Adjustable springing. Compression 7:1. Maximum torque: MT-2.06 mkg at 3250 rpm. 75 mph at 5000 rpm. Pannier bags as standard equipment.

Also BK 350cc, 2 opposed cylinders, shaft drive, magneto, gen. 4 speeds for only \$620.



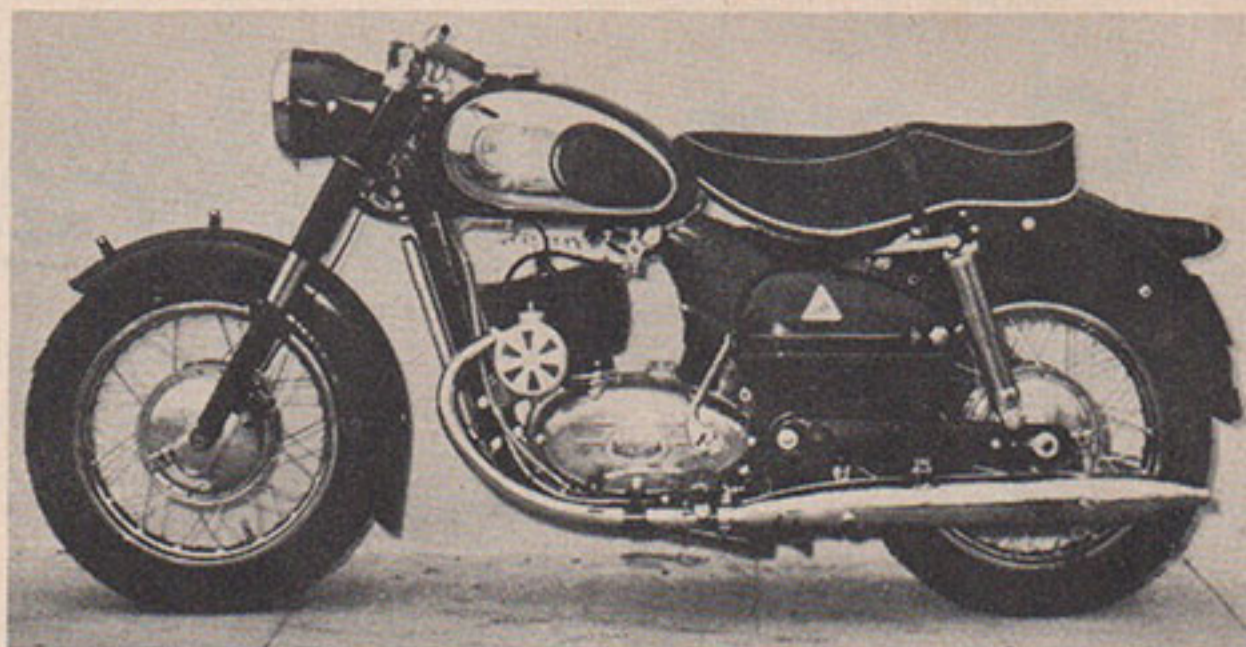
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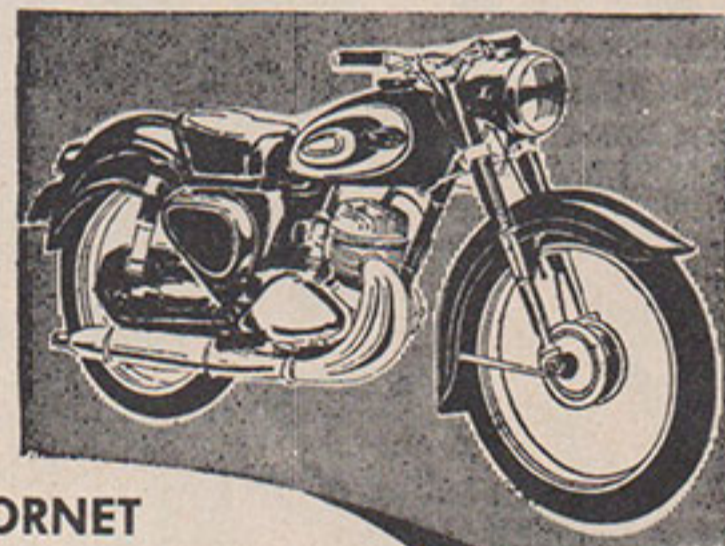
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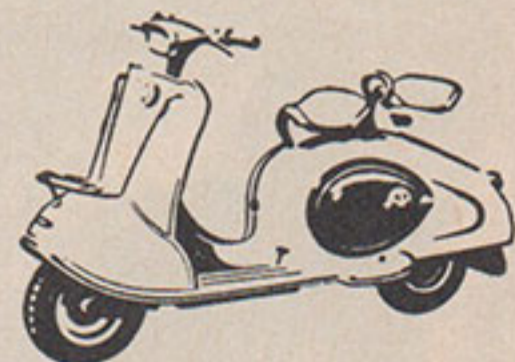


CORNET

200cc double piston engine. 10.5 HP—70 mph—5000 rpm. Front and rear swing arm suspension, neutral selector—light alloy cylinder, airfilter and intake silencer. Also 4 other models in the TWN line: BOSS, 350cc; BDG, 250cc; BDG, 125cc, and FIPS, 50cc.

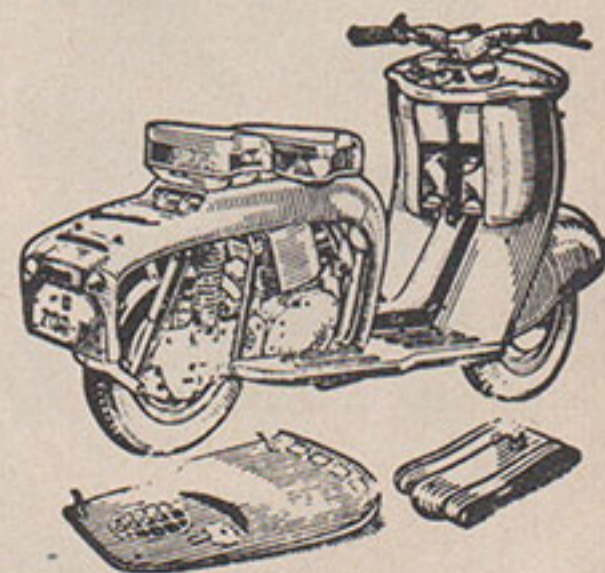
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125cc—7.5 HP, or 150cc—8.5 HP scooters with double suspension, lightweight alloy cylinder. 56 mph.—108 mpg. Elegant line, special cooling system.



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Springfield, Ill.—Cyclists from all parts of the nation will be converging on the Illinois State Fair this year to take part in the first 50-mile National Championship Motorcycle Race in the history of dirt track racing. Prize money has been boosted to a record \$10,000.

J. Ralph Peak, State Fair general manager, said this year's motorcycle events will draw far more entries from both the east and west coast racing groups because of the added "points" gained in this big race as well as the additional prize money.

Only riders with at least 50 points, gained through placing in other races throughout the country, will be eligible for the 50-miler. Preliminary races at the state fair will also be good for points. The 25-mile event will be eliminated.

In addition to the winning prize of approximately \$2,500 the entrants have opportunity for lap prizes of \$20 a lap. A rider who leads the field all the way can expect to receive an added \$1,000.

In addition to the 50-mile event there will be two five-mile amateur heats and a 10-mile amateur final; two expert 5-mile races and three five-mile consolation races in both amateur and expert classes. A prize is also given for the best time-trial in the expert class.

Among the top names in motorcycle racing who are expected to be on hand for the State Fair classic are:

Everett Brashear, Beaumont, Texas, who was last year's national champion and a former winner of the 25-mile race at Springfield.

Brad Andres, San Diego, Calif.; Paul Goldsmith, St. Clair Shores, Mich.; Dick Klamfoth, Groves Court, O.; and Joe Leonard, San Jose, Calif.

Bobby Hill, Columbus, O., a two-time state fair winner is also expected.

Fair officials believe the entries will far exceed the 113 who took part in the time trials last year.

To insure a large field the entrants are required to post an appearance bond with their entry. This is returned when they appear at the State Fair.

The motorcycle races are held on the last Sunday of the fair. Fair dates this year are August 9 - 18. ★

Harley-Davidson Lightweights Win At Sumter

Lightweight competition is increasing in popularity throughout the nation and, in a Sportsman-type Race sponsored by the Cane-Savannah Motorcycle Club, held at Sumter, South Carolina on May 26th, Harley-Davidson lightweights stole the show.

Results were as follows:

125 Heat and Final.....	1st Gene Nettles.....	Hartsville, S.C.....	H-D
165 Heat.....	1st Billy Franklin.....	Columbia, S.C.....	H-D
165 Trophy Dash.....	1st Tommy Jordon.....	Hartsville, S.C.....	H-D
165 Final.....	1st Kelly Newsome.....	Hartsville, S.C.....	H-D

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HARLEY MECHANIC WANTED

Eddie Day Wins Greenhorn National Championship Enduro

Eddie Day, riding a Triumph TR6, out-pointed a host of this country's top enduro experts to win the two-day rugged Greenhorn National Championship Enduro of June 1st and 2nd. Day, who was classified as an amateur for the event, proved to be class "A" material by winning the National Championship title with a loss of only 47 points. Eddie is 27 years old, rode as a partner with last year's Greenhorn winner Cal Brown, and Don Wehrman. Cal rode his Ariel Scrambler and Wehrman was Triumph mounted. The trio entered as a team and won the first club team trophy for the San Gabriel Motorcycle Club.

Ralph Adams on a Triumph TR6 finished with a total of 949 points, just four points off the pace to win the first place Open Class trophy. The 200cc. class trophy was taken by Frank Heacox, who brought his Triumph Tiger Cub in for a first place win over machines of from 176cc. to 250cc. capacity. Heacox placed ninth overall.

In the Sidecar Class, Lance Tidwell and his partner James Nelson rode their Triumph TR6 sidehack outfit to victory, completing more miles than any other sidecar.

The second-day-only trophy was won by the expert girl rider Dottie Ellison, Trophy-mounted, who reentered after missing a check-point on the first day.

The Greenhorn Championship Enduro started in Pasadena, headed over the Angeles Crest Highway for about thirty miles, then dropped down to some dirt roads and finally wound to the rugged desert lands. Once in the desert the riders followed river bottoms and deep sand to the bottom of the Piute Mountains which they skirted and then finally climbed to Greenhorn Mountain for the over-night stop. The following day's route returned along about the same course to Pasa-

dena and the two-day event entailed some 530 rugged motorcycling miles.

The Pasadena Motorcycle Club, sponsors of the Greenhorn event, stated that there were about 250 entries and 55 of them finished. Triumph distributor Johnson Motors, Inc. played host to the entire group of riders and spectators by having open house and furnishing free coffee and doughnuts on the morning of June first, and refreshments and hot dogs on the afternoon of June second. ★

Results—June 1 and 2, 1957

SWEEPSTAKES WINNER: Eddie Day*

	Points	Make
1. Ralph Adams*	953	Triumph TR6
2. Norman Reeves	949	Triumph TR6
3. Don Wehrman	944	AJS
4. John Quick	943	Triumph TR6
5. Cal Brown*	941	Triumph TR6
6. Jim Swatzel	941	Ariel
7. Jack Lockett	939	Triumph TR6
8. Jack Lockett	934	Matchless
9. Max Beubeck	931	Indian
10. Frank Heacox*	926	Triumph Tiger Cub
11. Bob Tondro	926	AJS
12. Bob Curnutt	921	Triumph
13. Earl Freeland	919	Triumph
14. Harold Hallstead	919	BSA
15. Charles Curnutt	915	Triumph
16. George Walker	904	Triumph

SIDECAR CLASS WINNER: Lance Tidwell and James Nelson-Triumph TR6

(* indicates those who are winners of certain class trophies)

Burke Wins 49ers Motorcycle Club Hare and Hound

Leonard Burke of Modesto, Calif., mounted on a Triumph TR6, won the Senora 49ers motorcycle club Hare and Hound on June ninth. Ira Shaw of Stockton, Calif. came in second. The rugged course started at Toulumne City, Calif., taking the riders along fire trails and paths through some of Northern California's most beautiful forest and mountain areas around that city.

THE TOURIST TROPHY RACE

R. McIntyre, riding an Italian Gile-
ra, won first place in the Senior TT,
with an average speed of 98.99 m.p.h.,
and a record lap of 101.12 m.p.h. Mc-
Intyre likewise finished first on a Gile-
ra in the Junior class at an average
of 94.99 m.p.h., and a record lap of
97.42 m.p.h.

In the sidecar event first place went
to F. Hillebrand on a German BMW,
with an average speed of 71.89 m.p.h.
and a record lap of 72.55 m.p.h.

In each classification a new record
was set. Full details, with photos, in
the next issue of CYCLE.

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A Notice From Detroit

We are writing to you for help in publicizing a new event being sponsored by the Detroit Area Associated Motorcycle Clubs, Sanctioned by the American Motorcycle Association, which will be held on August 4, 1957. We are calling the event The Detroit Civil Defense Road Run. It is to be run under simulated emergency disaster conditions and will be approximately 75 miles long. All posted speed limits will be observed, therefore, making timing, not speed, essential in this event. Checkers will be posted in spots unknown to the participants for determining points, under a system suggested by the American Motorcycle Association, in order to have an accurate way of determining the winner of the event.

There will be no entry fees and there will be nine trophies awarded. These trophies are to be donated by local dealers and merchants. Three trophies will be for solo riders and six for rider and passenger, to be presented to the first three places of these two classes. All engine capacity motorcycles will be in the same class. An added feature will be that automobiles will be included in this run, either solo or with passengers. The automobiles will be given the same chance as motorcycles and will give those riders, who may have their motorcycles laid up at the time, a chance to get in on this event, which concerns all motorcyclists.

Particulars are as follows:

DATE: 8-4-57 (Rain or Shine)

STARTING: Office of Civil Defense Headquarters

PLACE: 900 Merrill Plaisance, Detroit, Michigan

SIGN UP TIME: 1:30 P.M. STARTING TIME: 2:01 P.M.

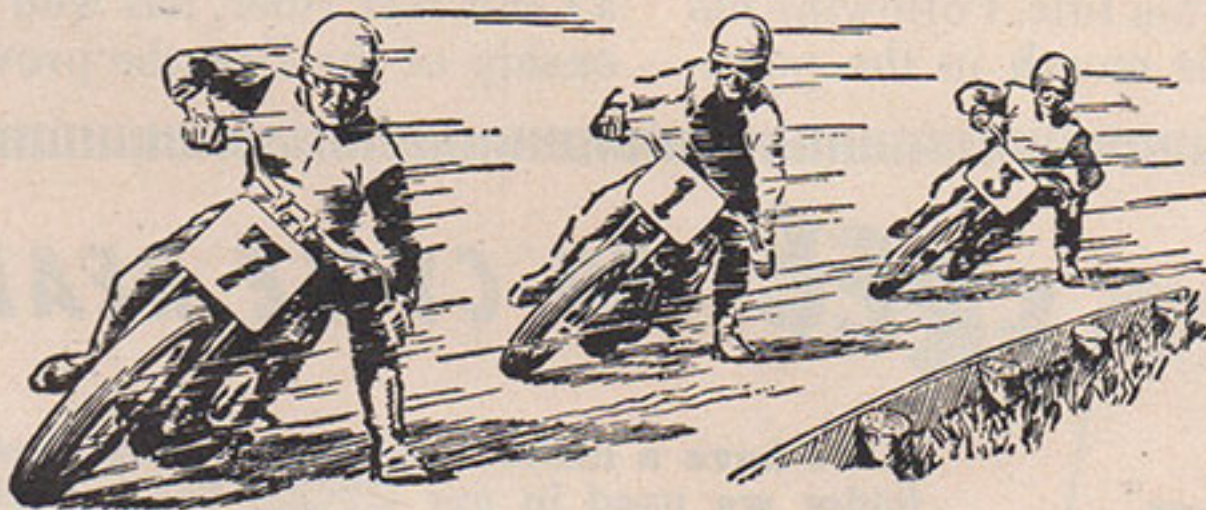
Instruction sheets for this run will be issued when participants sign up.

Picnic facilities will be available at the destination of the run for those who wish to bring their suppers, so the riders and their families may conclude the afternoon with an evening of fun and fellowship.

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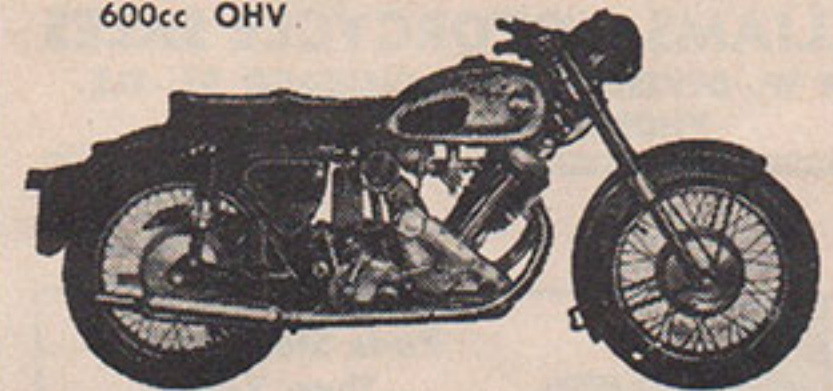
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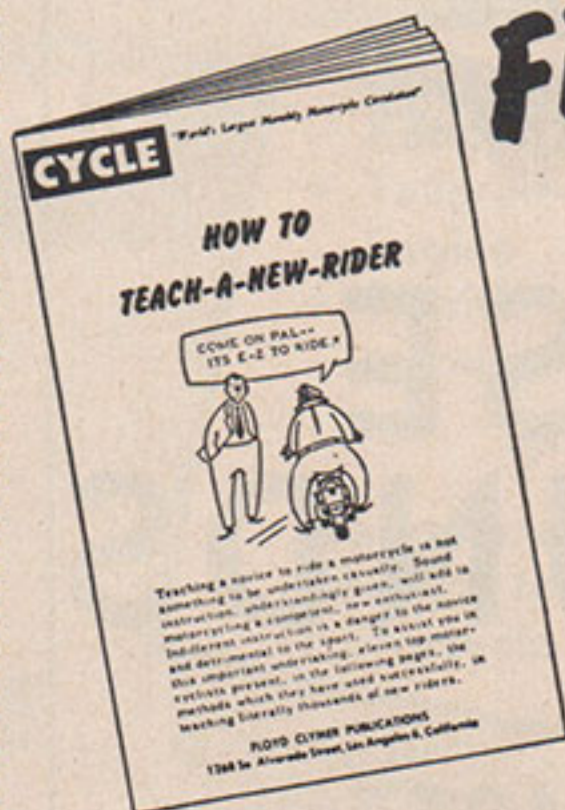


THE DIRKS BROTHERS STAR IN DUTCH MOTO-CROSS

Holland's Moto-Cross Champion of 1956, Albert Dirks, seems well set this season to regain his title. Following his success early this month in the popu-

lar international meeting at Norg, he has now carried off the provincial championship of Utrecht, on a BSA.

Meanwhile his brother Broer, also a Gold Star rider, has won the championship of the Drenthe province. ★

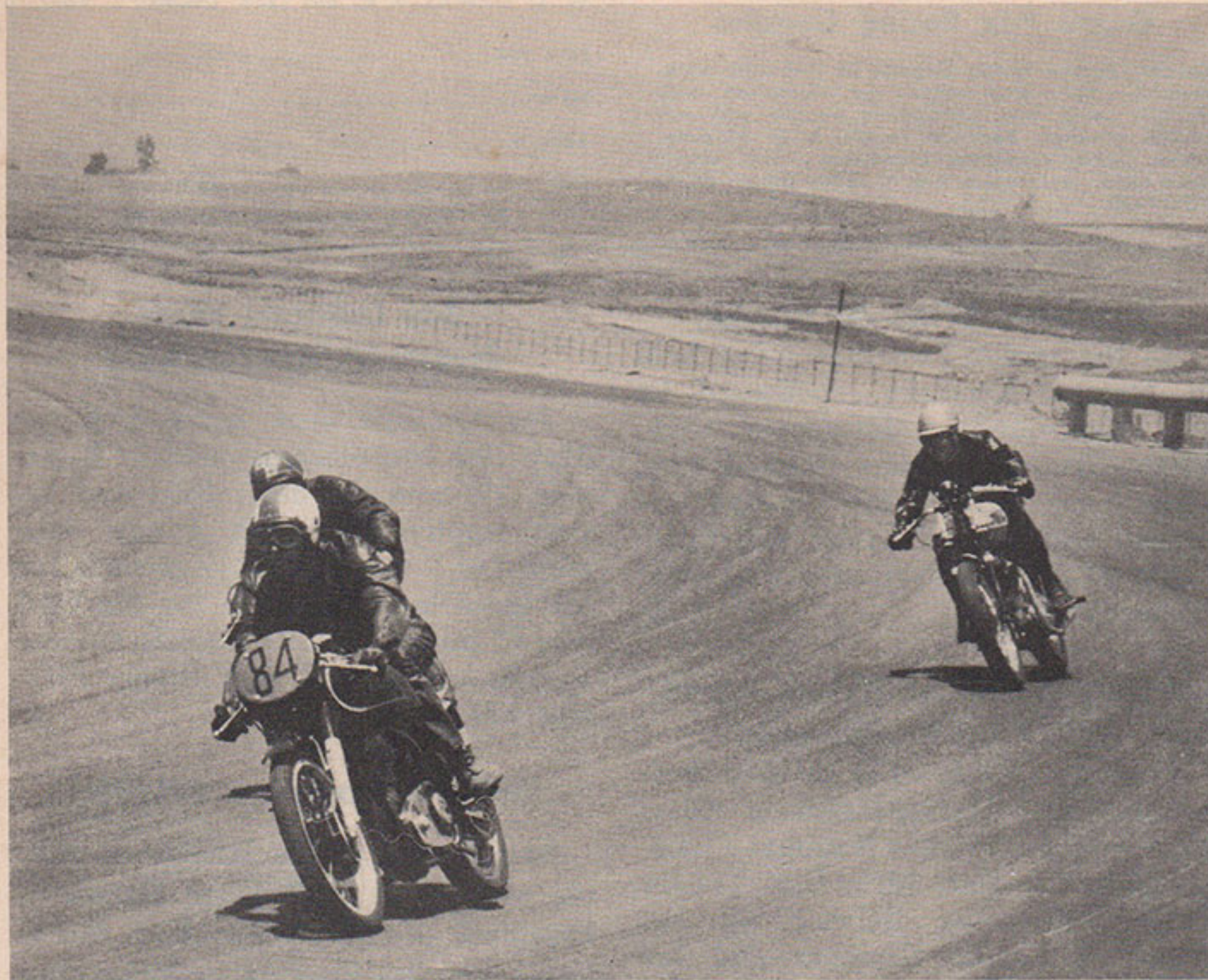


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We have a limited number of extra copies of the folder we used in our CYCLE Teach-A-Rider campaign. This folder gives full details as to the methods used by several famous motorcycle riders and dealers to instruct beginners in the art of motorcycling.

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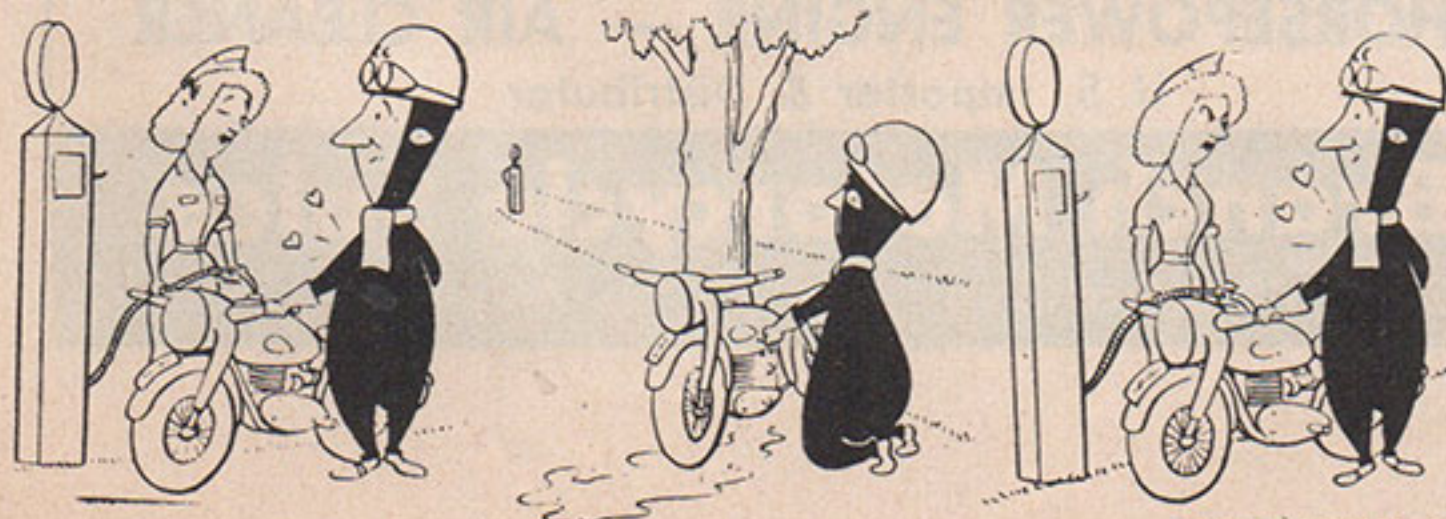
Riverside, Calif: The startling and sensational speed of 153.58 mph was hung up here today in a race testing preview of the soon to be famous Riverside International Motor Raceway.

Under the supervision of Rudy W. Cleye, of Los Angeles, one of the originators of this track, the preview was a success in that experts in every line of sports and other types of car racing saw the time tests judged for safety and speed.

More than 20 leading race drivers participated in the event which produced the startling trial lap of 96.77 mph.

Three motorcycle racers, under supervision of Johnny McLaughlin, took part in the trials, in addition to two sprint cars which showed their paces.

Ken Miles, in Johnny Von Neumann's Porsche Spyder, soon set up a good speed target of 145 mph through the timing trap on the main straightaway and set up a lap speed of 94.14 mph. Then Pete Woods topped them all in his D-type Jaguar with 153.58 mph in the trap with a lap of 96.77 mph. So once the surface gets some use and some rubber laid on the corners, then 100 mph laps will be the order of the day. The timing equipment was by Chron-dex under the supervision of Bud Coons of the National Hot Rod Association. ★



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Resweber Is Rising Star

Carroll Resweber, young and daring Harley-Davidson rider, has astounded many veterans due to the fact that he has been trimming some of the best-known riders in the United States recently. In the Milwaukee Motorcycle Club's famous Annual Memorial Day event, he not only won his Expert Heat but won by a wide margin in the Five Mile Final and set a new track record. On May 5 he also cleaned up at Jerseyville, Illinois, and repeated his performance at Pecatonica, Illinois on May 26. ★

Kathcart Wins At Sturgis

In the recent Two Star event held at Sturgis, Kentucky, sponsored by the Madisonville Motorcycle Club, Harley-Davidson riders finished first, second and third. Alex Domyan was second and Russell Frieze was third. Kathcart and Domyan also won their respective Heats. ★

Harley-Davidson Riders Again Win Charity Newsies

Columbus, Ohio—For the fifth consecutive year Harley-Davidson riders have won the 10-mile National Championship for Half Mile Dirt Tracks. Carroll Resweber finished 1/4 lap ahead of Everett Brashear and Joe Leonard, which was somewhat of a surprise. Resweber's time (and he led from the start) was 9 minutes 31.50 seconds. All three riders rode K models. ★

Joe Leonard Wins Riverside Steeplechase

Joe Leonard once again won the May 19th Steeplechase held in Riverside. He won the main final and expert trophy dash with a new dash record of 2 minutes, 38.17 seconds for the three laps. His time for the final was 13 minutes, 19.40 seconds. George Everett was second, and Jimmy Phillips was third. ★

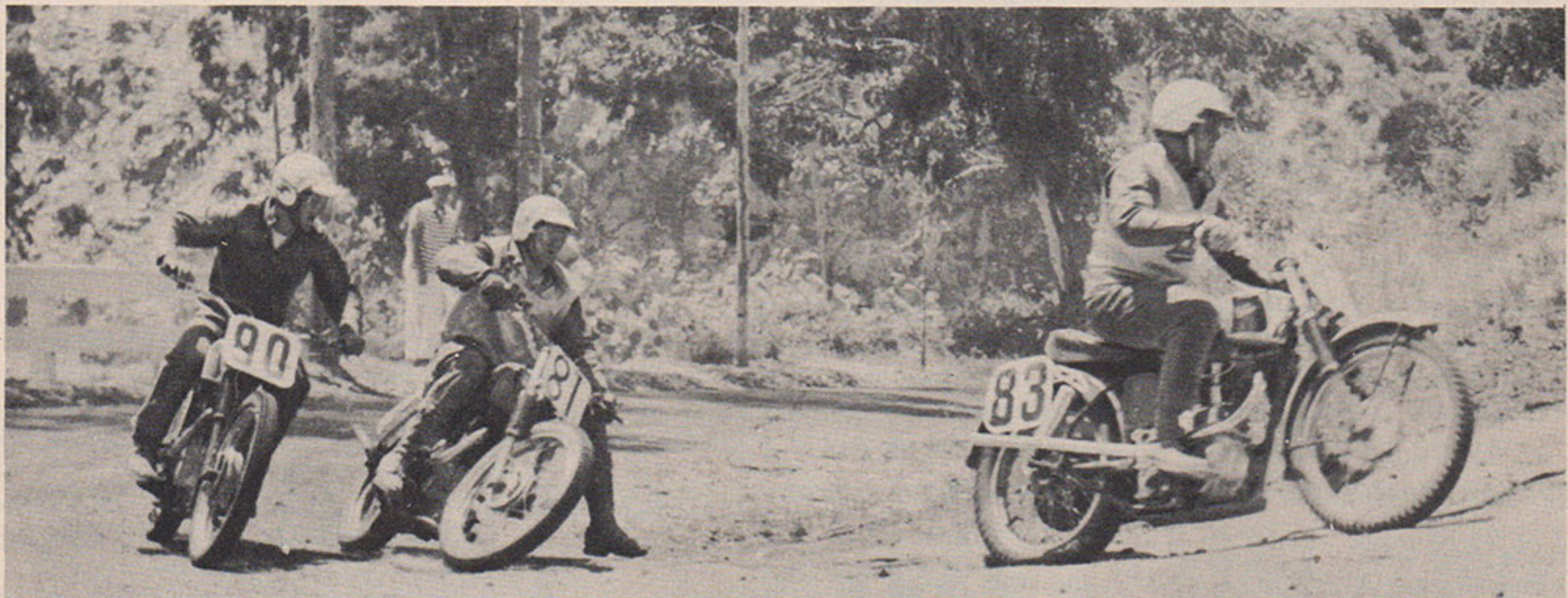
William Davidson Married

Best known to his friends as Bill, the oldest son of William Davidson, President of Harley-Davidson Motor Company, was married in Milwaukee on June 15th to Nancy Ann Schewe. His thousands of friends in the motorcycle fraternity extend best wishes to "young Bill" and his new bride. ★

1 inch

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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!

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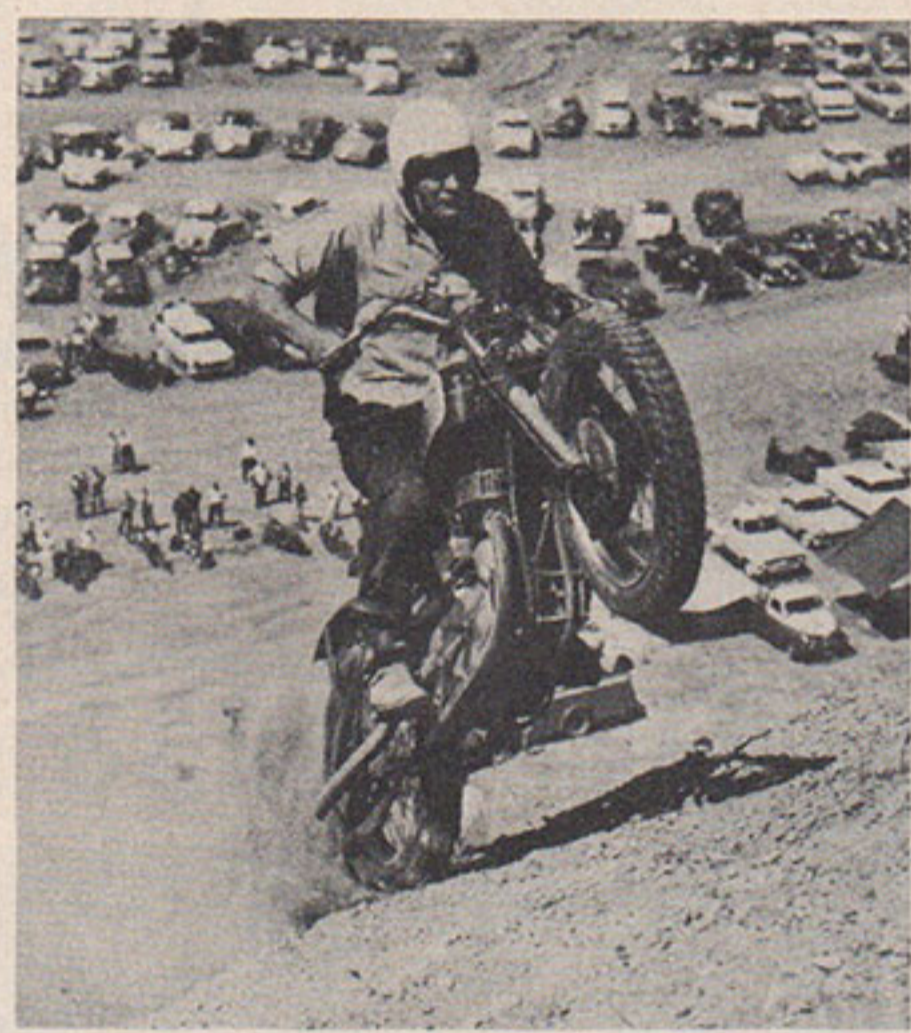
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Modesto 14th Annual Hill Climb



41Z Nick Infantino of Dennair, Calif.—known as "Old Man of the Mountain"



79X Sam Arena Sr. of San Jose., Calif. riding a "Sportster"

(Continued on page 34)

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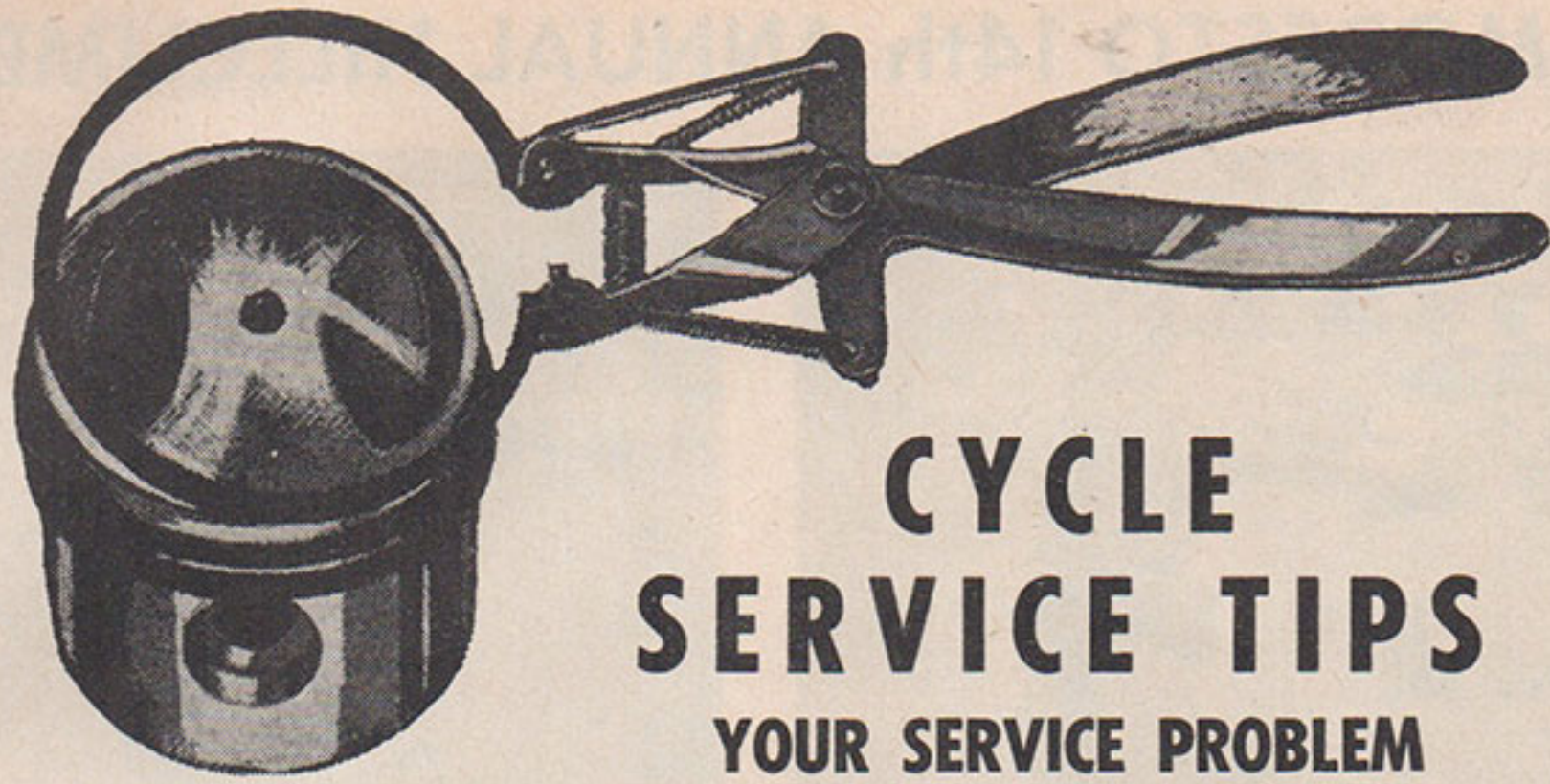
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CYCLE SERVICE TIPS YOUR SERVICE PROBLEM

By J. B. Nicholson

(CONTINUED FROM JUNE ISSUE OF CYCLE)

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 makes 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 Since I had the generator off my Harley 61 for overhaul and put it back on there has been an unusual howling noise. I took the generator off and started the engine up and the noise disappeared. Can you tell me what might be wrong?

A On all Harley twin models, paper shims are used under the generator to adjust the gear mesh. It seems you may have overlooked these. It is generally satisfactory to refit the original shims. However, I would suggest you now remove the timing cover and to start with try three or four shims made from ordinary brown wrapping paper (each approximately 5/1000" thick). Note that an oil drain hole is cut in these shims to match the generator and crankcase drain holes. Tighten down the generator and observe mesh between the generator gear and its drive gear. Remove or add shims as necessary so that these gears mesh perfectly freely with just the barest trace of back lash.

When doing a motor job on Harley twins it is always wise to install the generator and check the mesh in this manner before fitting the timing cover.

Q I've just put my cycle back into service after being laid up for seven months. It runs erratically and won't idle. Can you suggest what might be wrong?

A If you left gas in the tank, most probably there is gum formation in the carburetor as a result of the gas slowly seeping past the tap and evaporating within the carburetor, causing an obstruction in the idling gas passageways.

Remove the carburetor, completely dismantle and thoroughly clean in alcohol or special carburetor cleaning fluid. Blow out all the passageways with air pressure.

In the line of other tune-up you should clean the breaker points, as some oxidation takes place during storage and clean the plugs as well.

Q I think I seized the motor on my 500 twin. The back wheel skidded suddenly after running wide open for 10 miles. I pulled in the clutch and the motor was free after coasting to a stop. Since then there is a very noticeable knock, especially

when accelerating. What harm do you think has been done and what do you recommend.

A You undoubtedly seized at least one piston. Remove the head and block, have piston skirts measured at top and bottom with a micrometer. You will probably find at least one of the pistons is .005" or more smaller than what it should be towards the top end of skirt.

You do not state the make of your machine but if it has solid skirt pistons, the standard clearances are likely .004" bottom of skirt, .006" top. If clearances measure .002" or more beyond these figures, replacement is advisable. If just replacing the pistons and not reboring or honing, be sure to polish off any aluminum that may be stuck to the cylinder bores with emery cloth.

If you are doing a complete dismantling job on the engine, have the rods checked for alignment as seizure sometimes causes a slight bend or twist in a rod.

To avoid this type of thing happening again give your motor about 2,000 miles of progressive running in before running all out. Fit a grade cooler plugs for this full throttle work and make sure carburetor main jet size is sufficient. One size larger than standard, or one or two sizes larger jet than the smallest size which gives maximum speed, is advisable for this full throttle work.

Q I got a set of new handlegrip rubbers for my A.J.S. but can only shove them on about half way. What's the trick in installing these?

A Soak them in gasoline and then install them quickly. You will find they can then be shoved on without difficulty. Have a rag handy to wrap around the grip for shoving on, otherwise the grip is too slippery to push on.

Q I'm doing an overhaul on a 1948 Indian 74. Can you give me the clearances on pistons, rings, tappets, etc.

A Here are some specifications on this engine: Piston clearance, .004"; ring gaps, .015 - .018"; pin clearance in rod, .001"; inlet valve tappets, .005"; exhaust, .008" valve seat angle, 35 degrees; breaker point gap, .020"; ignition advance on pistons, 1/2".

Q How can I be sure I don't have the battery in my Harley in backwards? I understand that if a battery is installed wrong, the ammeter will read "charge" instead of discharge when you turn on the switch. As there is no ammeter on this machine, how can I tell?

A All Harleys are negative ground.

Q Is a head gasket necessary in a Villiers 200 c.c.?

A No. Early models were made without a head gasket. Joint leakage was seldom experienced. Later models were turned out with a head gasket. If it is desired to dispense with this, the head should be carefully surfaced, rubbing down on a sheet of medium-fine emery cloth laid on a level surface such as a plate of glass or a machined metal surface.

Q How is the headlight beam adjusted on the Triumph Nacelle type?

A There are three screws locating the headlight mounting ring to the front of the Nacelle. Slacken these and the light can be moved as required within the range allowed by the mounting ring holes. In some cases it is found that a slight enlargement of the top hole may be necessary to give sufficient movement for proper adjustment. This is easily taken care of with a small round file.

Q I have had some trouble with blowing out head gaskets on my B.S.A. 250 c.c. S.V. model C10. How might this be overcome?

A There is a susceptibility to this trouble on this particular model. You should first of all level up the head surface. If you have blown out a few gaskets, this may be considerably warped. If so, true up initially with filing. Use a 10" or 12" file and file from three or four different directions. Note, when filing aluminum on jobs such as this the trouble with the file plugging is easily avoided by starting off with a clean file and loading the file with ordinary blackboard chalk. After filing sufficiently so that there are no noticeable low spots, finish off rubbing down on medium-fine emery cloth spread on an absolutely level surface. Tighten the head, working from the inside bolts outwards. Note, these are just 5/16" bolts and 30 to 35 foot pounds torque is the limit. The important point is to retighten the head after, say, 100 miles operation when the initial shrinkage of the gasket has taken place. Note, the three shorter bolts are fitted on the left side.

Q How can I tell when my rear chain is worn out?

A Simply grasp the chain on the rear sprocket level with the axle and try lifting it away. If it can be lifted away more than one-half the height of the sprocket teeth, replacement is indicated.

Another but more troublesome method is to remove the chain and compare the length closed up and stretched out. Three-sixteenths incl: or more stretch per foot is the outside limit. On the average a rear chain that measures an inch longer stretched out than it does closed up is done for. Continued operation with such a chain will cause rapid sprocket wear.

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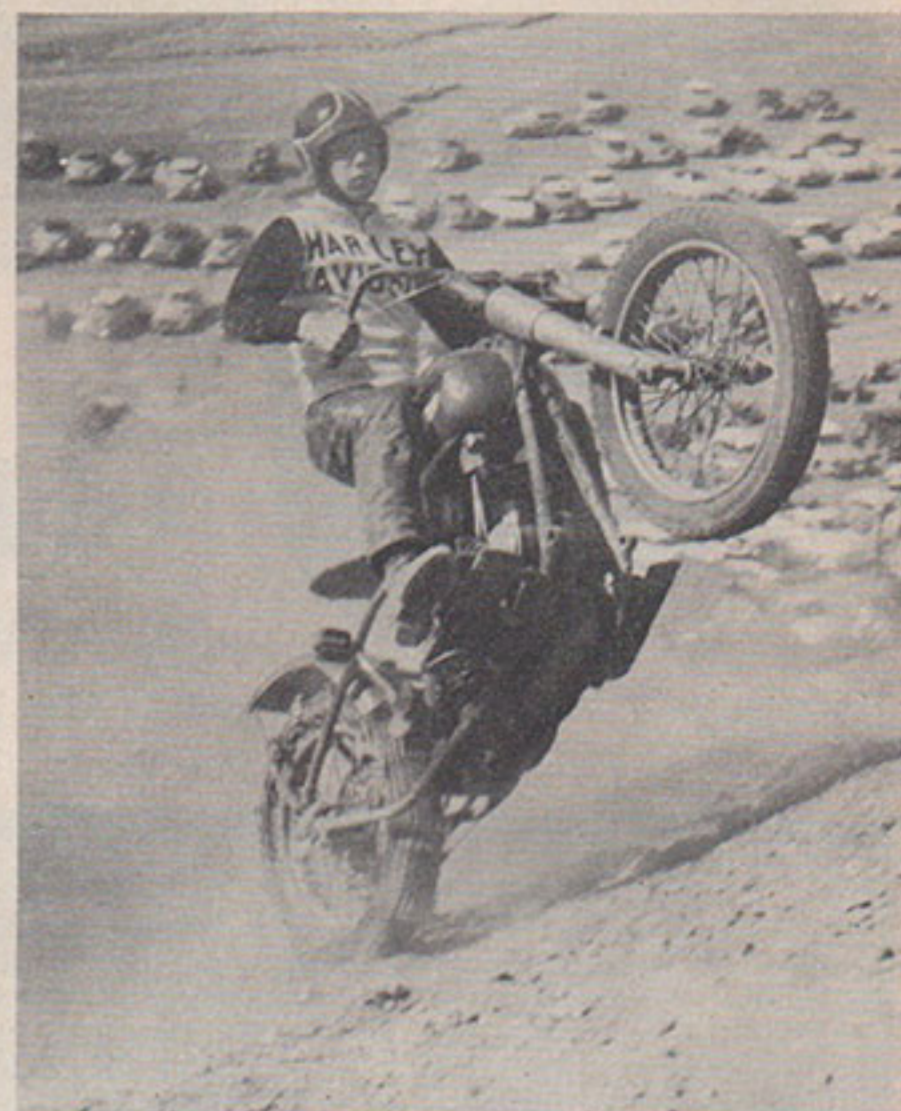
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62Y Carl Habel of Castrol Valley, Calif. lets his "cycle take off"



99Z Gary Lindstrom of Oakland, Calif. following in his dad's footsteps "Rides 'Em"

(Continued on page 37)

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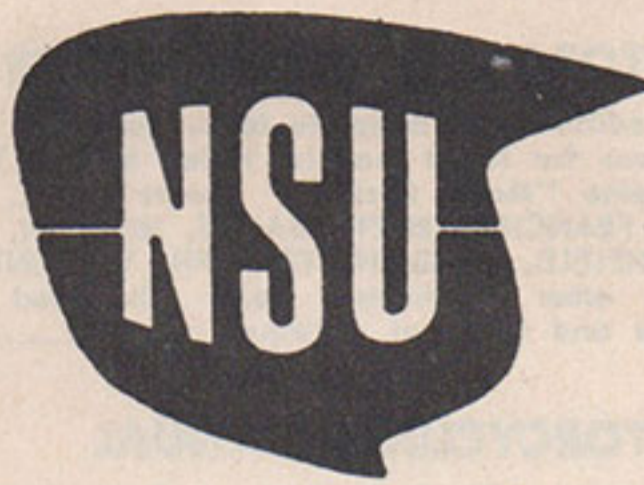
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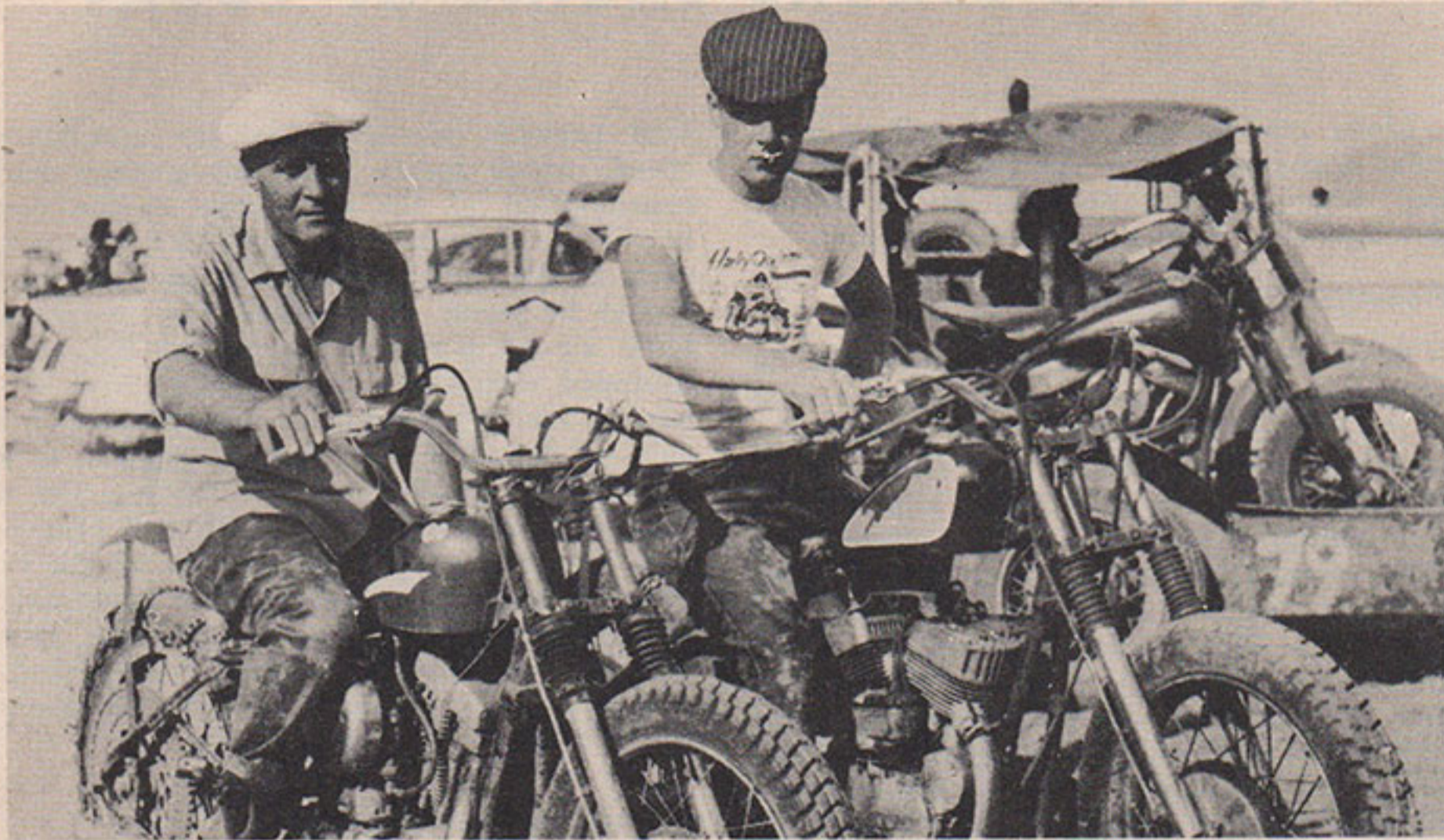
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20Y Leland McReynolds of San Jose, Calif. with that determined look.



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Class "B" 45 cu. in. event

99z Garry Lindstrom of Oakland..... (H-D)	6:75
89z Don Turkletop of Oakland..... (H-D)	190 ft.
88y Carl Vincent of Fresno..... (H-D)	169 ft.
49y Albert Garoppo of Fresno..... (H-D)	165 ft.
119y Sam Arena Jr. of San Jose..... (H-D)	155 ft.
70y Richard Chase of San Francisco..... (H-D)	150 ft.
74y George Dever of Richmond..... (TRI)	145 ft.
87z Robert Hamilton of San Francisco.. (H-D)	142 ft.

Class "B" 80 cu. in. event

119y Sam Arena Jr. of San Jose..... (H-D)	5:22
89z Don Turkletop of Oakland..... (H-D)	5:90
99z Gary Lindstrom of Oakland..... (H-D)	6:09
88y Carl Vincent of Fresno..... (H-D)	7:56
8z Carl Kiesow of San Francisco..... (H-D)	170 ft.
74y George Dever of Richmond..... (BSA)	168 ft.
49y Albert Garoppo of Fresno..... (H-D)	160 ft.
93x Al Griffith of Bakersfield..... (H-D)	145 ft.
87z Robert Hamilton of San Francisco.. (H-D)	135 ft.

Class "A" 45 cu. in. event

79z Sam Arena Sr. of San Jose..... (H-D)	6:16
99y Mike Calabrese of Fresno..... (H-D)	183 ft.
80y Hank Gendusa of Fresno..... (H-D)	178 ft.
34r Harold Mathews of Merced..... (H-D)	180 ft.
98z Aubrey Isham of Oakland..... (H-D)	176 ft.
120y Stan Schmidt of San Jose..... (H-D)	167 ft.
13z Bernie Bernhiesel of Palo Alto..... (H-D)	163 ft.
20y Leland McReynolds of San Jose.... (H-D)	150 ft.
62y Carl Habel of Castro Valley..... (H-D)	145 ft.
41z Nick Infantino of Dannair..... (H-D)	148 ft.

Class "A" 80 cu. in. event

79z Sam Arena Sr. of San Jose..... (H-D)	5:55
20y Leland McReynolds of San Jose.... (H-D)	5:75
98z Aubrey Isham of Oakland..... (H-D)	5:81
120y Stan Schmidt of San Jose..... (H-D)	6:32
41z Nick Infantino of Dannair..... (H-D)	6:52
99y Mike Calabrese of Fresno..... (H-D)	7:40
80y Hank Gendusa of Fresno..... (H-D)	189 ft.
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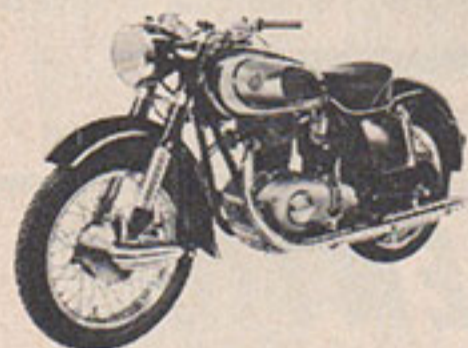
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THE TWO-STROKE ENGINE OF TODAY

Many readers may be interested to learn what is the position of the two-stroke engine and what are the possibilities for future development. Here are the main items:

Production and Registration

Road registrations in 1953 showed that in Germany the two-stroke motor led the field of the smallest units, the auxiliary motors for bicycles, by a hundred percent. No less than 84% of all German motorcycles and scooters were equipped with this type of engine and light commercial vehicles (up to 1,000 kg payload) reached 35% and passenger cars early 20%. Merely the large passenger cars and heavy transport vehicles have up to now not made use of the two-stroke power unit. From a total of approximately 777,000 new motor vehicles (passenger cars, commercial vehicles and motorcycles) the two-stroke engine leads clearly with 65.9% ahead of the four-stroke engine. However, the large majority of motorcycles and bicycles with auxiliary motors is responsible for these figures.

Are the possibilities for further development of the two-stroke engine at an end?

This question repeatedly arises from time to time. Actually the two-stroke is even still in its development stage—if not to say at the beginning. Ten valuable years were lost for AUTO UNION, the pioneers of this engine type, during and after the war. Today the many technical possibilities in this sphere are more clearly visible. It is known that the two-stroke engine, famed for its simplicity of design, will in future attain even still better results than hitherto.

Here are its main advantages:

- (1.) Simple general design.
- (2.) No additional parts for the gas exchange.
- (3.) No lubrication pump, but "petrol" lubrication.

The performance ratio of a modern series production two-stroke motor of 2.5 kg per HP can be said to be superior to the best comparative figures of the four-stroke engine. The air-cooled performance type of the two-stroke power unit (which works on exactly the same principle) even reaches a ratio of 0.7/HP. (These figures illustrate the technical layout in comparison with the obtained performance.)

Crankcase-scavenging and gas exchange create a complicated system of fluctuations. A disturbance of this system will immediately interrupt the three fluctuating operations

Inlet — Overflow — Outlet

to an astonishingly high extent. Alone the air cleaner and the exhaust system can influence the average pressure and consumption features on one and the same engine quite decisively. Fluctuations in performance and fuel consumption up to 25% are by no means seldom. Research and experiment are the main factors for the development of the two-stroke engine. This is the price that has to be paid by the two-stroke for its unrivalled mechanical simplicity.

The question of fuel consumption

When judging the fuel consumption of a motor, it is important to consider the following points: The most favorable specific consumption of a four-stroke motor is attained. The two-stroke engine on the other hand reaches its best fuel consumption figures at about 1/3 or even 1/2 load. This range of

load prevails mostly below the maximum speed, which means that the average fuel consumption of the two-stroke engine can hardly be beaten by a four-stroke motor, even if the fuel consumption at full load should be lower. A passenger car weighing 1,200 kg (4 passengers and luggage) equipped with a two-stroke engine with carburetor fuel supply will for instance consume only 4.8 ltrs/100 km (app. 62 m.p.g.) at a speed of 60 km/hr (app. 37 m.p.h.) and a medium-weight motorcycle with two passengers 1.9 km (app. 155 m.p.g.) at 40 km/hr (app. 25 m.p.h.). These are most favorable figures especially when one considers that they were attained with petrol mixture 1:25 so that actually 4% must be deducted to obtain the exact fuel consumption.

A word on fuel injection

An increase of performance from a certain cubic capacity cannot in the long run, — except in certain specific cases — create any special incentive either for the engineer or for the manufacturer to prefer the much more expensive injection unit instead of the simple carburetor. Today we have more economic means—besides increasing the cubic capacity — to step up the power output. The only incentive for the use of the fuel injection pump could be the better specific fuel consumption and the better operating features of the engine.

Providing the fuel injection pump needs no repair, the owner of a motorcar with an injection pump and an average fuel consumption of 8 ltrs/100 km (app. 36 m.p.g.) would have to drive approximately 125,000 miles for a 5% saving of fuel or approximately 62,000 miles for a 10% having of fuel, before he made good the extra expense for the injection equipment and before he would be able to enjoy the advantages of better economy.

The simplicity of design on the two-stroke engine

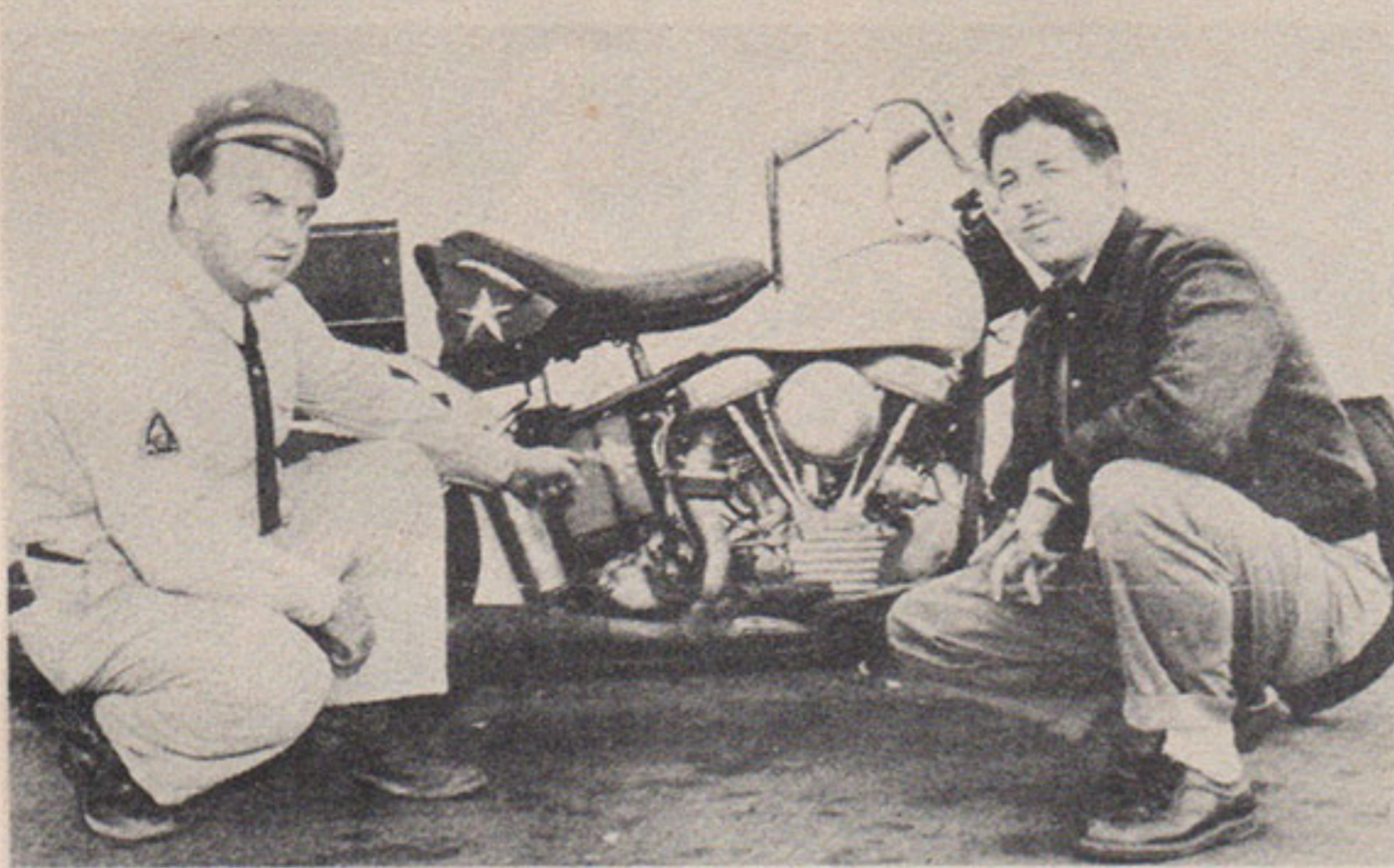
It is the aim of every engineer to avoid as far as possible unused power in an engine. The basic design decidedly puts the two-stroke engine ahead of the four-stroke motor. For instance, a single-cylinder motor working on the four-stroke principle consists of 29 parts, 15 of these being moving parts, whereas the two-stroke system has only 9 parts, three of these being moving parts. The proportion of 15 to 3 moving parts is easily explained by the fact that the two-stroke engine does not require the additional parts for the gas exchange (valves, tappets, camshafts, etc.) as does the four-stroke motor. The crankshaft of the two-stroke running in roller bearings further increases the mechanical efficiency of the unit.

The pulling power of an engine (with closed throttle) corresponds approximately with its mechanical losses. An increase in engine parts tends to "eat up" performance. A comparison of the mechanical losses is shown below:

	4-stroke losses	2-stroke losses
r.p.m = 2,000	22—23%	6—10%
r.p.m = 3,500	37—38%	8—12%

These figures show that the mechanical losses on a two-stroke engine are considerably lower than on a four-stroke motor. ★

Mobil Cyclist Visits Every State



One day a motorcyclist filled up at the Harold Sydenstricker station and went on his way.

Thirty thousand miles, two months, and 179 Mobil dealers later, Emmett Langeston had completed a motorcycle tour through the 48 states, Canada and Mexico, and had this to say, "At all but one of the stations I received outstanding service and that one was so far out in the woods, I don't think he'd ever seen a motorcycle before."

The start and stop point of the long trek was Sydenstricker's station in Inglewood, Calif.

Langeston earned quite a reputation on the trip for being a good samaritan.

Near Auburn, Neb., he stopped to investigate a car pulled up alongside the road with the driver obviously ill. He discovered that Walter Reimers, an Auburn resident, was apparently unable to breathe and was gradually strangling. With the aid of a passing motorist, Langeston rushed Reimers to the nearest hospital, seven or eight miles away. Reimers was so far gone, he had to be kept lying in the parking lot for nearly 45 minutes after arrival at the hospital, while intravenous injections of adrenalin and other medication were given. The cause of the Auburn man's attack proved to be the administration of a medicine to which he was acutely allergic. Fifteen or 20 motorists had passed the stricken man's car before Langeston stopped.

In Washington, Emmett assisted the driver of a stranded semi-trailer whose radiator was bone-dry. The trucker had waited over five hours for someone to lend assistance. Langeston put the man on the back of his motorcycle and sped back several miles to a service station where they picked up a five-gallon can of water, enough to get the rig started again.

In Kansas, Emmett figured in the rescue of a cow that was trapped up to its neck in a mud puddle. Montana he remembers as the spot he grabbed his fire extinguisher and put out the flames of a car that was burning. On top of "Old Smoky" in Tennessee, he stopped to let two bears amble across the road (whether it was the bears' safety or his own skin he was concerned about, he refuses to say).

(Continued on page 41)

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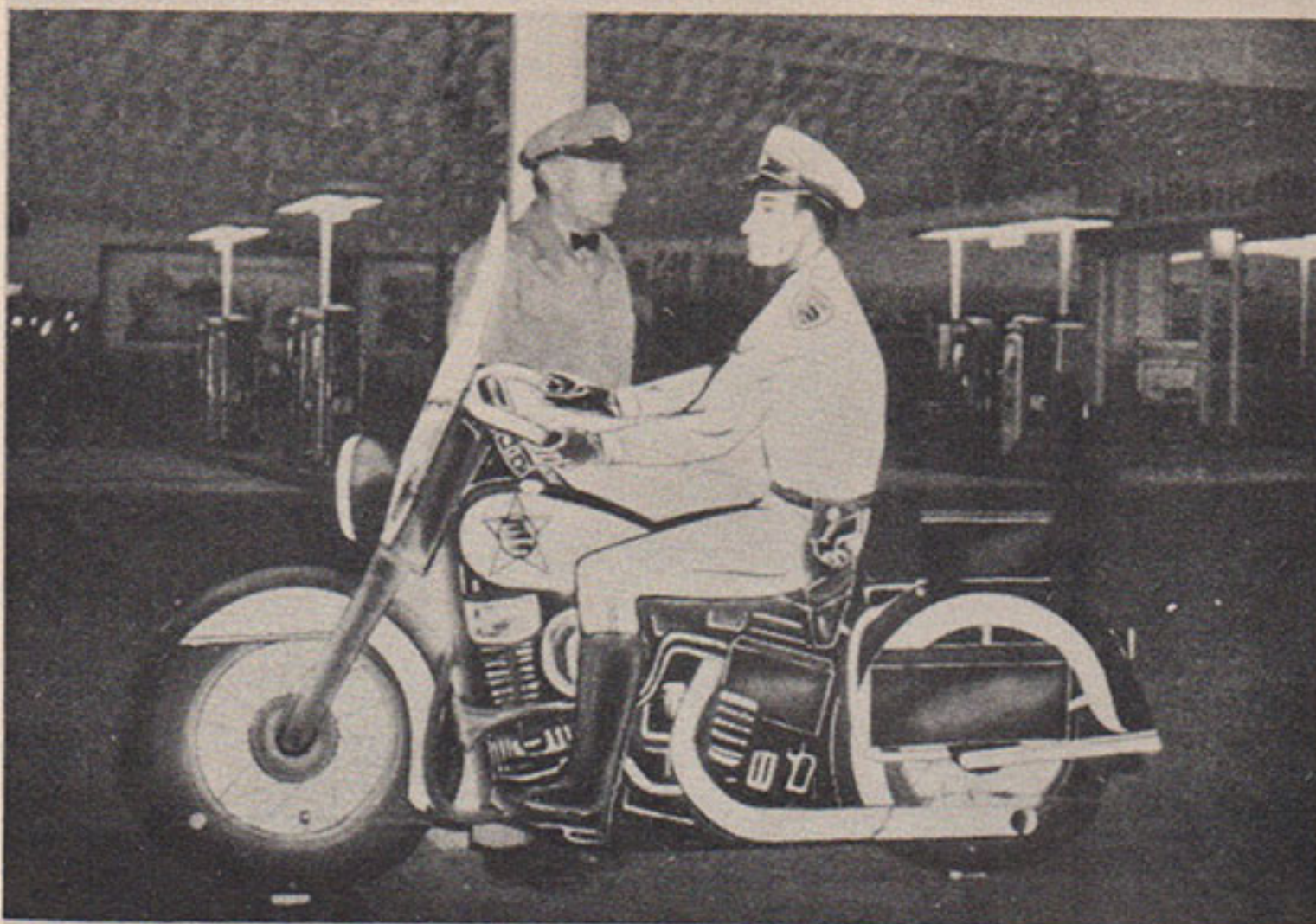
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Pseudo Cop Becomes A Landmark



Dealer Maury Beach and "Officer MacDougal."

Motorists coming to a main intersection in Garden Grove, Calif., have been slowing up abruptly in deference to the watchful eye of Motorcycle Officer MacDougal when they spy him sitting astride his machine.

Then they grin sheepishly as they discover that the patient policeman is actually a life-sized cutout mounted at the corner of his lot by Mobil dealer

Maury Beach. In putting him up, Beach remarked "there you are, Officer MacDougal", and he's been known by that name ever since.

Painted in black and white on masonite, MacDougal looms up in a particularly startling way at night when headlights strike him. "Scared the hell out of me when I went by last night," more than one motorist has told Beach.

Dealer Beach started with a film of a state highway patrol officer seated on a motorcycle. He projected the figure onto the piece of masonite and then traced it. Final step was to cut along the outline with a band saw and then paint. The entire operation required a week of night work.

Beach erected the figure, a matter of slipping posts on the back of the board into sockets in the pavement, as a novelty to attract attention. Soon people began to use Officer MacDougal as a landmark, giving such directions as "across the street from the policeman," or "turn at the station where the policeman stands on the corner."

The presence of MacDougal has provoked a number of amusing incidents. One foggy morning a lost stranger pulled up to Mac to ask directions. Neighbors of the station are still chuckling over the time that two of the local motorcycle officers pulled in and parked in formation with the cut-out, much to the amazement of passing motorists. ★

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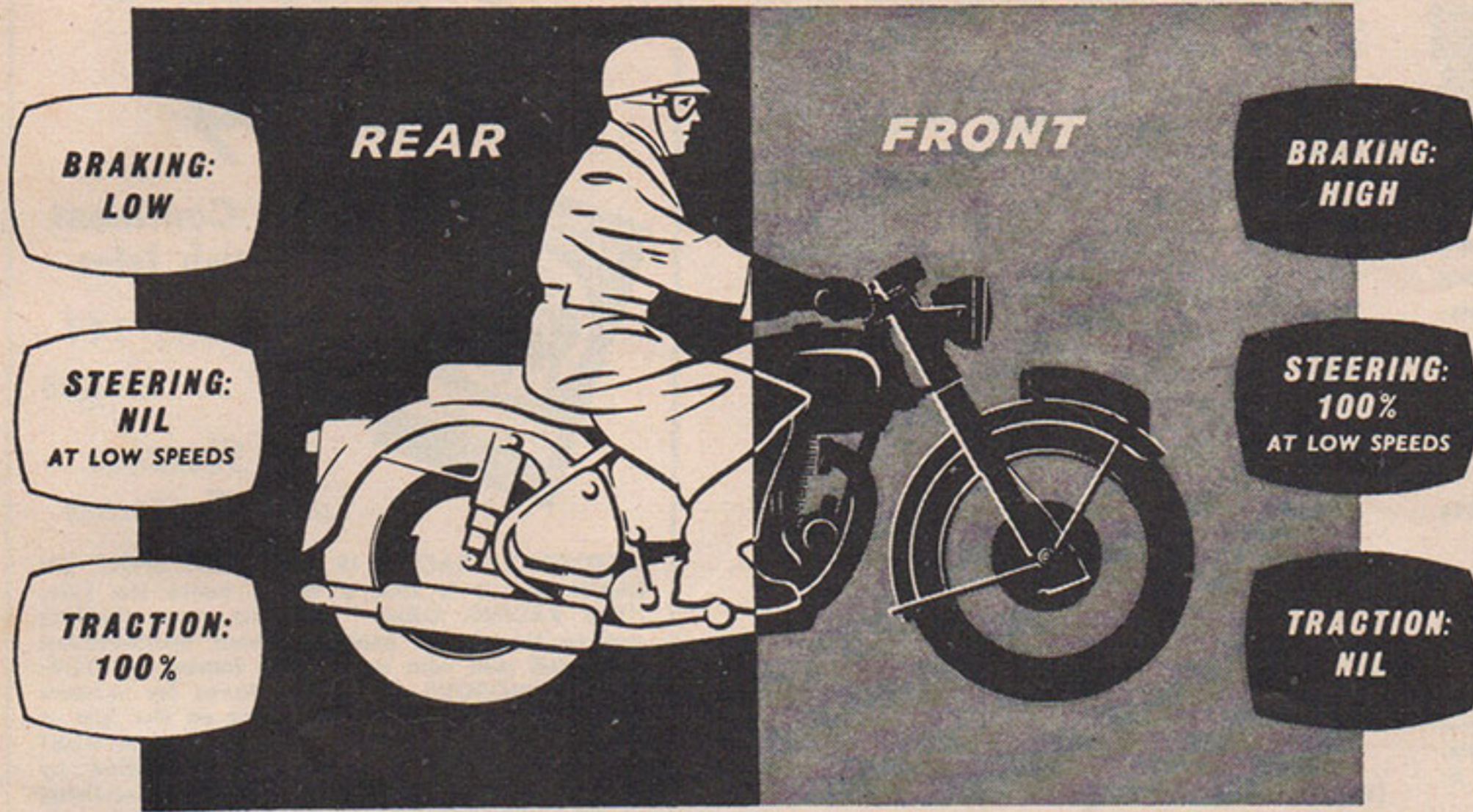
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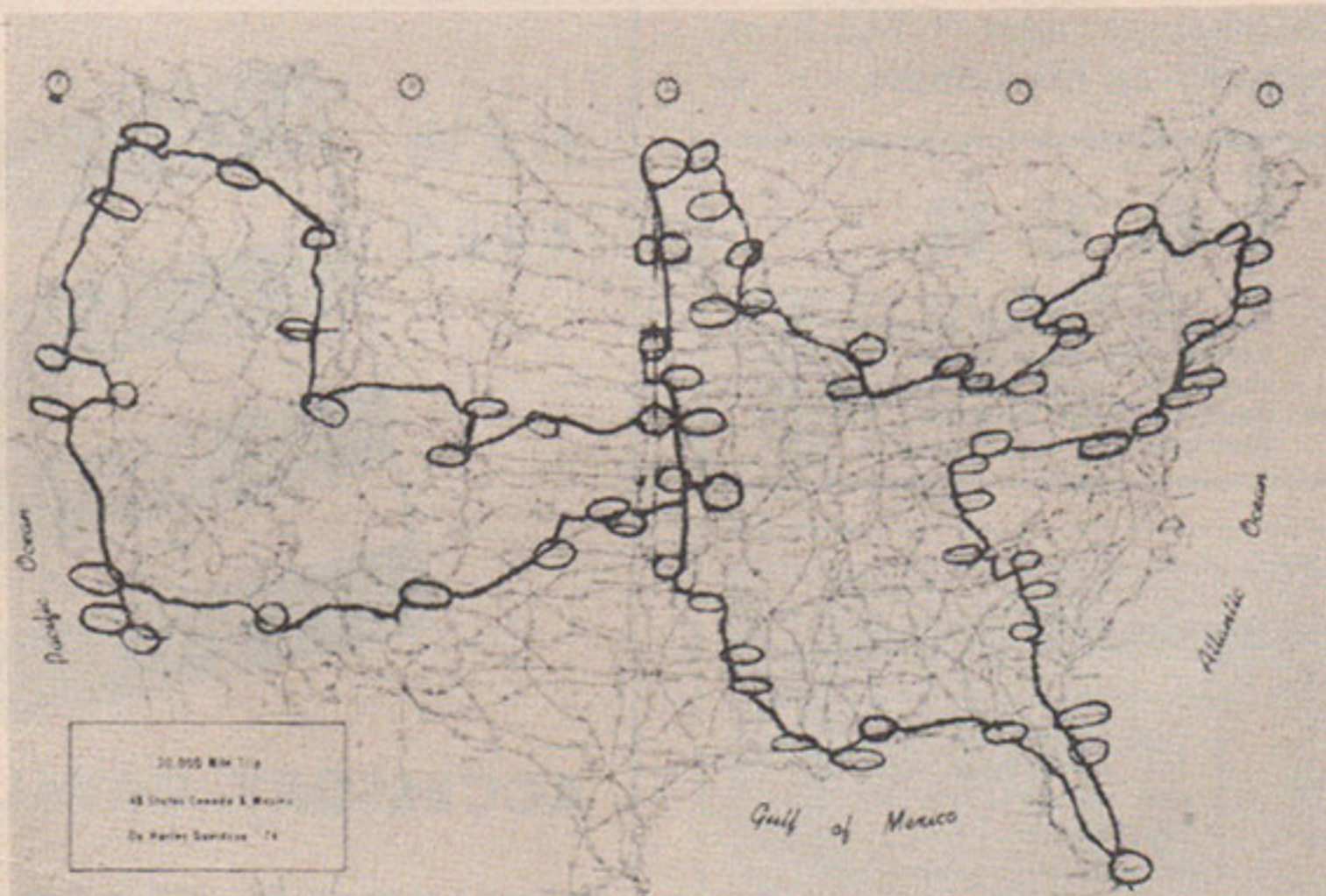
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MOTOR SALES
1310 Franklin Ave.
Houston, Texas

CYCLE TOUR—(Continued from page 39)



Route of Langeston's motorcycle tour.

Langeston made the long trip on a five-year-old Harley-Davidson Model 74, the durable two-wheeler which is the mainstay of many police forces.

Mobilgas and Mobiloil were used exclusively on the two-month-long safari, which found the motorcycle operating under temperature conditions ranging from near freezing to the high 90's.

Langeston's motorcycle experienced no mechanical failures and needed only three routine chain adjustments. The entire 30,000 miles was made on one set of spark plugs. According to Emmett, "She runs quieter and smoother than before I left. Compression on the kick-starter feels as good as ever." Bob Walker, Inglewood Harley dealer who checked out the motor on its re-

turn, believes that Langeston could turn right around and duplicate his trip without putting in any repair work on the machine.

A former stunt flyer, Langeston has ridden motorcycles off and on since he was 18. He made the trip to prove that a motorcycle can be safe and enjoyable even on long trips. He was high in his praise of the Mobil dealers he met along the route.

"Traveling all over the states and not knowing anyone, the Flying Red Horse sign became sort of a friendly symbol for a spot where I could expect to find truly good friends—fellows sincerely interested in helping me in every way," he says. "To paraphrase Bob Hope, I felt I'd never left home when I pulled into a Mobil station. ★

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SELL—'55 BSA Road Rocket—5,000 miles, perfect condition. '56 BSA Gold Star Clubman—2,000 miles, perfect condition, extra sprockets, etc. Best offers will take. **WRITE**—R. S. ISAAK, Eureka, S. Dak.

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FOR SALE—Jawa 250cc 1951, less than 10,000 mi. 2-stroke, 4 speeds forward, guards and rear-seat and pegs. Like new. \$225.00. **WRITE**—T. LEWGARD, Box 322, Ingleside, Illinois.

FOR SALE—1953 Velco Scrambler in A-1 Racing condition, with extra equipment, helmet, leathers & high quality leather dress jacket. All for \$450.00. **CALL:** KARL CHRISTIAN, Orchard 7-6049; 7709 Anise Ave., Los Angeles 45, Calif.

FOR SALE—1953 BMW, 600cc, Excellent Condition. \$600. **WRITE:** GEO. J. HANDSCHIN, 402 Anderson Ave., Cliffside Pk., N. J. or call Whitney 5-9534 after 6 P.M.

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WANTED—Motorcycles, Harleys and Indians in any condition for parts 1936 to 1956. Will pay cash and pick up in So. Calif. **PHONE:** Moreno 6845, WM. ARVIN Jr., USAF, 320 FLO. Maint. Box 120, March Air Force Base, Riverside, Calif.

FOR SALE—1955 AJS 500cc Single, 2500 miles, perfect condition. Windshield crashbars, saddle bags, direction signals. Original owner leaving country. \$495.00. **WRITE**—J. B. DUNCAN, 468 So. Arnaz Drive, Los Angeles 48, Calif.

SELL—1955, 250cc BMW, like new, only 13,000 miles: Fully equipped—custom fibreglass windshield, saddle bags, dual seats, side stand. **WRITE**—ROBERT L. NESBIT, 2230 Tanglewood, Lakeland, Fla.

FOR SALE—1957 600cc Supersport Zundapp, shaft drive, swing arm, dual seat, crash bars, luggage rack. Red, 2500 miles. \$895. **WRITE**—JOHN D. PFAFFLE, 22 Ruby Lane, Plainview, N.Y.

MUST SELL—Going in service—1956 Joe Hunt Mag. for Tiger club or Terrier, \$29.00; cost \$52. **IN TOP SHAPE.** Only used 4 times. **WRITE**—BUTCH MANSKE, 1728 Jackson, LaCrosse, Wis.

FOR SALE—NORTON MANX 1955, first place Winner Willow Springs; won 9 trophies in drags; excellent condition; \$995. Ben McKell, 2 Clinton Park, San Francisco, 3, Calif.

IVAN J. STRETTON DIES

One of the real veterans of the motorcycle fraternity, Ivan J. Stretton of Detroit, Michigan, recently passed away due to a heart attack.

In the early days of the motorcycle industry Ivan was commissioner and referee. For several years he had been employed by Earl and Dot Robinson, in their Harley-Davidson agency in Detroit, as their Parts and Accessories Manager.

Ivan also published some books on motorcycling and contributed articles to motorcycle magazines for years.

His thousands of cycling friends will miss him, for he was a popular and well-informed man. **CYCLE** extends sympathy to his family. ★

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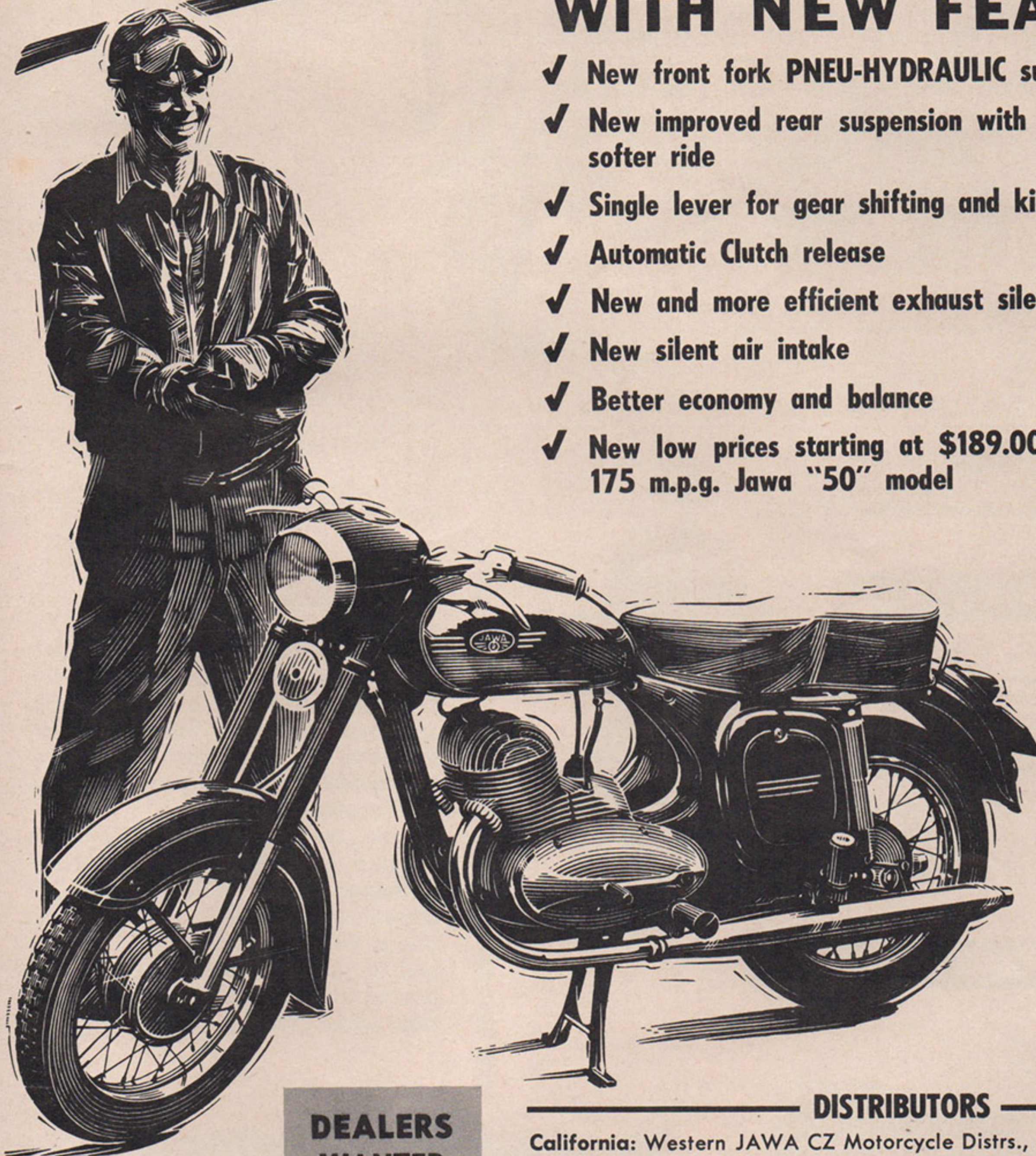
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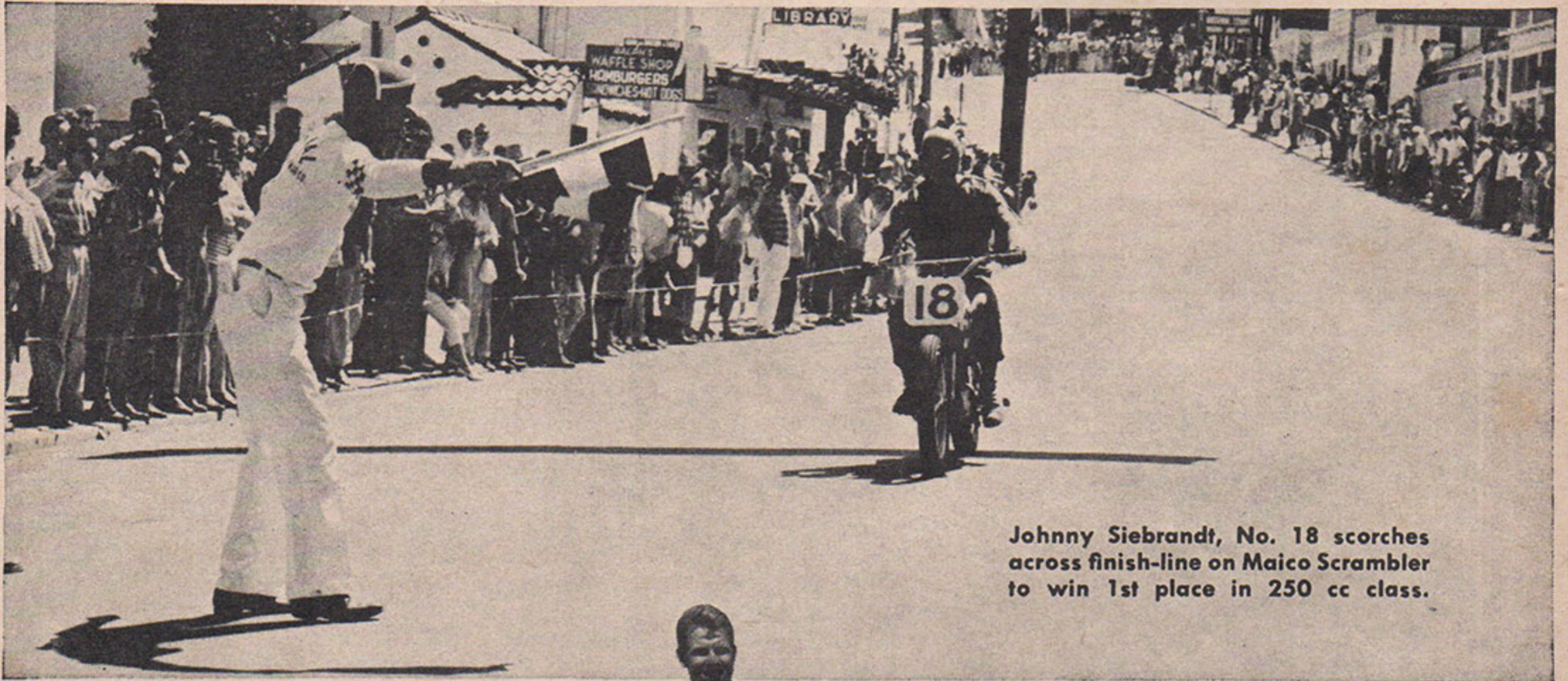
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Johnny Siebrandt, No. 18 scorches across finish-line on Maico Scrambler to win 1st place in 250 cc class.

THE WINNING MAN

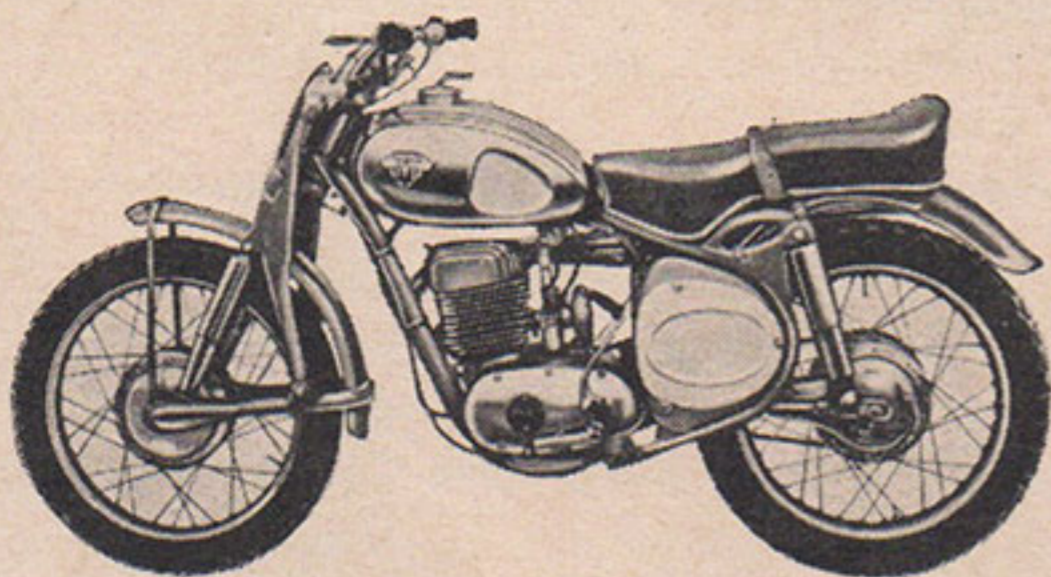
Johnny Siebrandt, tired, hot and dust-caked 1st place winner, sports a victory smile after leading the pack across the line.

and Maico 250s took 3rd, 4th, 5th & 7th too!

3rd.....R. Papenguth
4th.....Bob Hood
5th.....Gene Lane
7th.....D. Urbanowski



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