

CYCLE

SEPTEMBER - 1957

35c

"WORLD'S LARGEST MONTHLY MOTORCYCLE CIRCULATION"



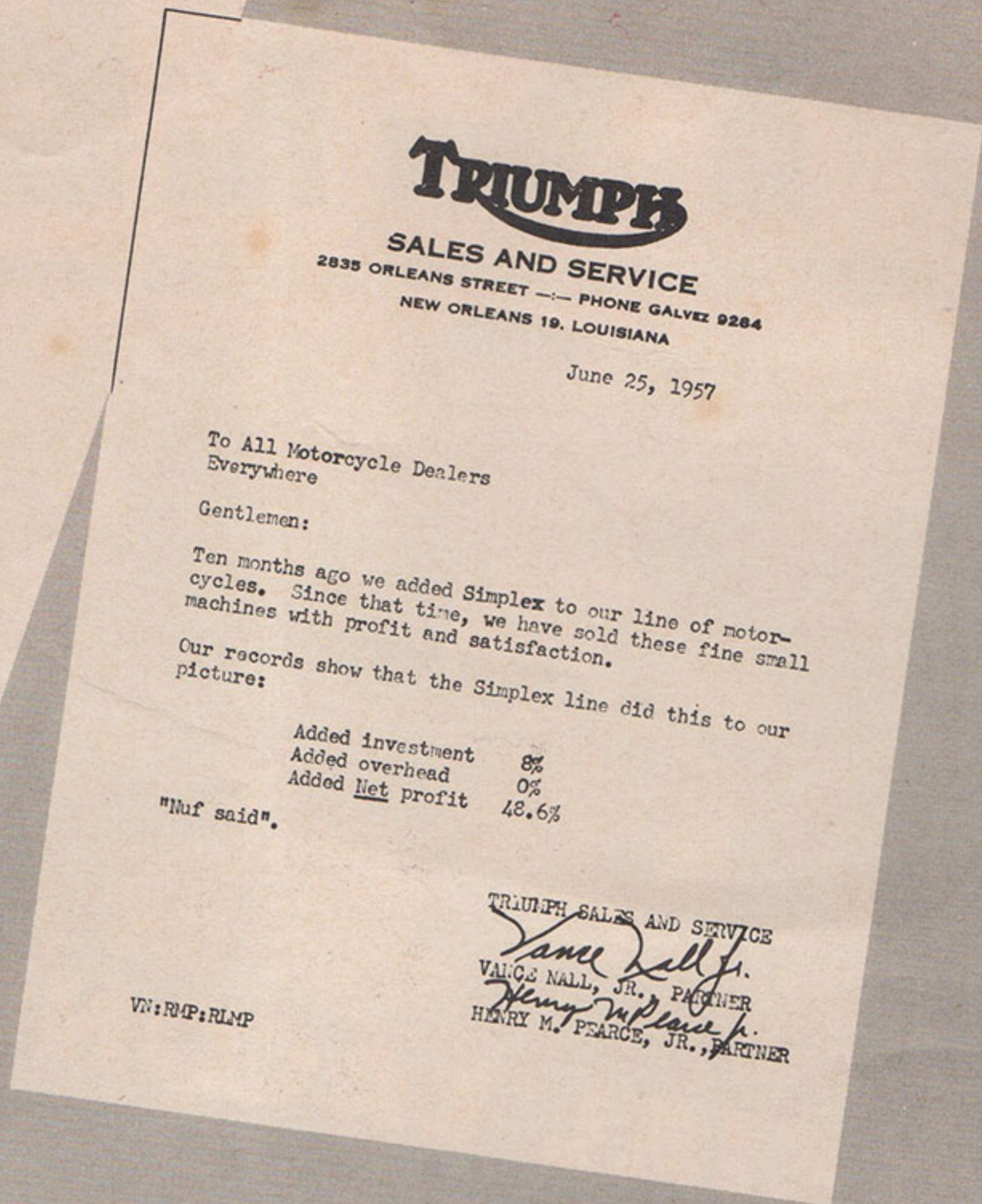
SPECIAL LACONIA ISSUE
 12 MORE PAGES IN CYCLE THIS MONTH 12

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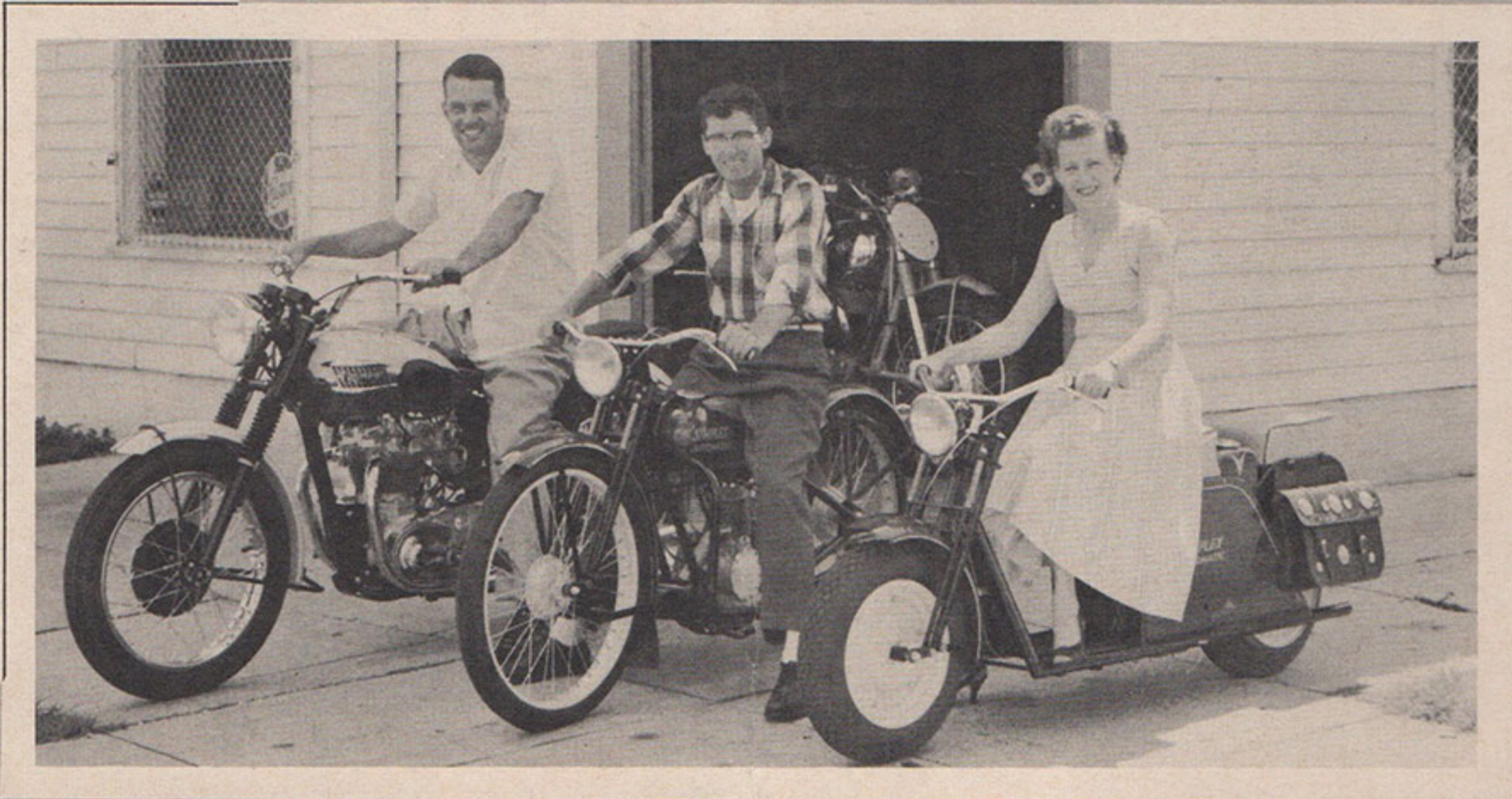
FINISH

**BSA SUPER ROCKET ROAD TEST • RACE EVENTS
 CONTEST RESULTS • DODGE CITY SCHEDULE**

Do you
 want to
 increase
 your
NET
?



left to right
 Mr. Pearce, Mr. Nall, and Mrs. Pearce



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CYCLE

A Floyd Clymer
Publication

SEPTEMBER, 1957

VOL. VIII, NO. 8

"World's Largest Monthly Motorcycle Circulation"

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



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COVER PHOTOS—LACONIA, Top, Eight o'clock practice at the Hair Pin Corner. Insert, Joe Leonard, winner of the 100 mile event. Below, Start of the 100 Mile Laconia National Championship Road Race.

The Publisher's Column

ANOTHER BLACK EYE FOR MOTORCYCLING—We are sorry to report that at Angels Camp, California, where a gypsy tour and competition events were held recently, the sport of motorcycling received bad newspaper publicity. A few irresponsible riders refused to obey police regulations and, as a result, several were locked up for disturbing the peace and inciting what newspapers called a riot.

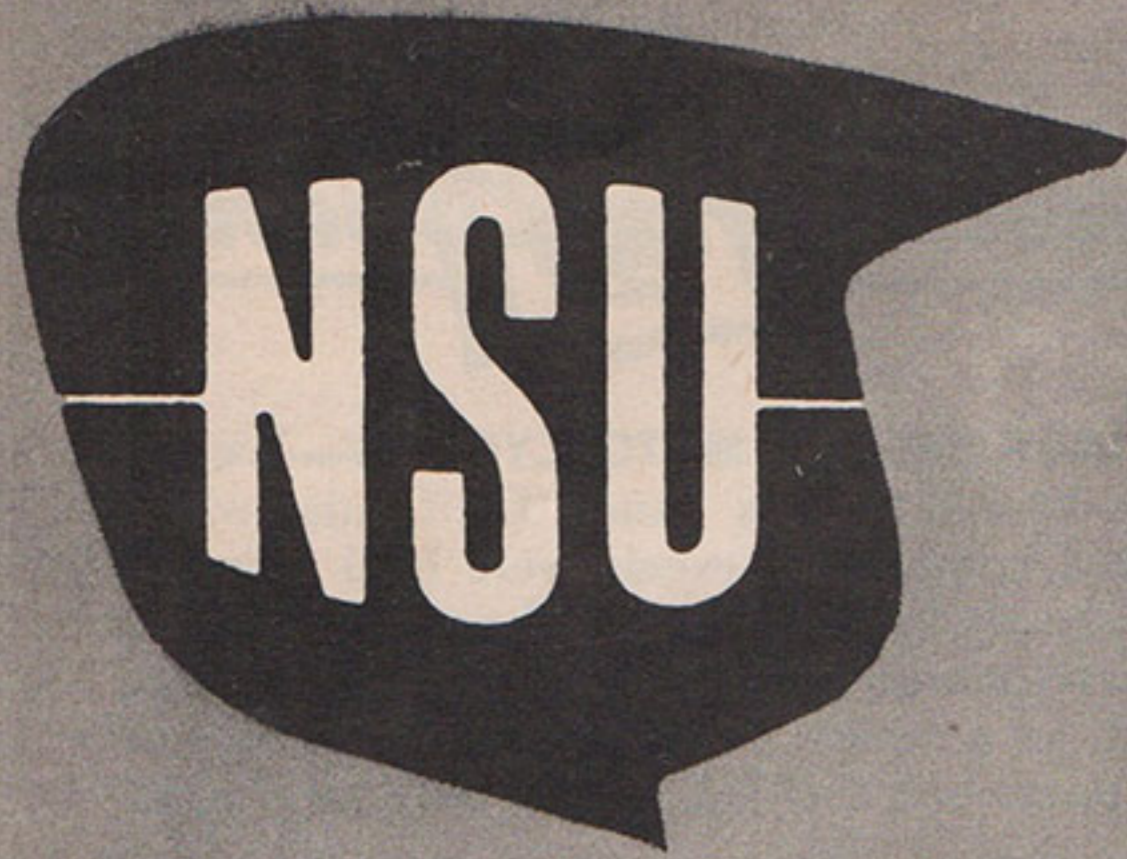
There are some elements in this motorcycle industry who feel that such incidents should be hushed up or forgotten. We can not agree with this policy, and the indignation of the citizens in localities where such things occur is seldom forgotten. It is better to bring such troubles to the attention of the only ones who have a chance to end these wild affairs—the responsible persons in the industry and the riders themselves who deplore such situations. It is too bad that in this wonderful sport, five or six percent bring discredit upon fine people who enjoy recreation and interesting events. Frankly, we don't know what the answer is and how it can be remedied. According to newspaper reports, most of the "wild ones" were not AMA members and belonged to no club—and, as a matter of fact, some of the AMA members helped the authorities a great deal in handling a sad situation. Anyone have any practical suggestions as to how these trouble-making "clowns" and "hooligans" can be handled? Ninety-five per cent of the cyclists themselves have no use for such riders, and will gladly do what they can to stop this unfavorable publicity, which occurs too often.

NEW APPOINTMENTS—As publisher of CYCLE I take pleasure in announcing appointments of two new men to the CYCLE staff.

With this issue, Jack Snyder becomes Editor. Jack's interest in motorcycles developed at an early age in his home town of Midland Park, N. J., where he lived until 1950, when he moved to Southern California. Jack has owned numerous makes of motorcycles, including one in Japan, where he was stationed while serving in the U. S. Army as a photographer. Before coming to California, he was manager of Speed Parts Inc. in Paterson, N. J., and he has served as parts manager of the Modern Cycle Works in Los Angeles for the past several years. Jack has been a regular contributor to CYCLE and to other publications in the motorcycle field for several years. He has been active as an official in the Southern California Sports Committee, and the annual Catalina Grand Prix. Jack not only is an enthusiastic motorcyclist, but having been connected with a dealership, he has a wide knowledge of the problems confronting both the rider and the dealer, and we believe this is a valuable asset.

We are also pleased to announce that Charles C. Clayton has become Assistant Editor and will assist in the advertising department. Chuck is a native Californian and has been riding motorcycles for the past six years; in fact, since he was 17 years old, he has owned eight machines, ranging from 98 cc. to 80 cu. in. displacement. At present he has a 125 cc., which he uses in Scrambles and Trials, and a 500 cc. twin which he uses for transportation. Chuck matriculated at L. A. State College and the University of California at Berkeley, where he studied English and Journalism. Being an enthusiast, he has taught many

(Continued on page 18)



Sooner or YOU'LL CHOOSE

**MOTORBIKES
MOTOR SCOOTERS
MOTORCYCLES**



TECHNICAL INFORMATION	NSU QUICKLY	NSU PRIMA DELUXE	NSU SUPER FOX	NSU SUPER LUX	NSU SPECIAL MAX SUPER * MAX
Horsepower	2	6.2	9	11	18.2
Number of Cylinders	One	One	One	One	One
Cylinder Capacity	49 cc	147 cc	123 cc	198 cc	247 cc
Bore	1.57" (40 mm)	2.24" (57 mm)	2.05" (52 mm)	2.44" (62 mm)	2.72" (69 mm)
Stroke	1.53" (39 mm)	2.28" (58 mm)	2.28" (58 mm)	2.60" (66 mm)	2.60" (66 mm)
R.P.M.	5200	5000	6500	5250	7000
Compression Ratio	5.5:1	6.3:1	8.5:1	6:1	7.5:1
Electrical System	Flywheel Magdyno	Elec. Starter 12 V coil ign.	Battery Ign. 6 V/45W	Battery Ign. 6 V/60W	Battery Ign. 6 V/60W
Fuel Tank Capacity	1 1/4 gals.	1 3/4 gals.	2 1/2 gals.	3 1/4 gals.	3 1/4 gals.
Fuel Consumption	150 m.p.gal.	100 m.p.gal.	95 m.p.gal.	85 m.p.gal.	88 m.p.gal.
Maximum Speed	25 m.p.h.	50 m.p.h.	60 m.p.h.	65 m.p.h.	80 m.p.h.
Weight	75 lbs.	200 lbs.	245 lbs.	300 lbs.	335 lbs.

* Equipped with adjustable external rear shock absorbers

SEE YOUR NSU AND BMW
DEALER OR WRITE
FOR INFORMATION

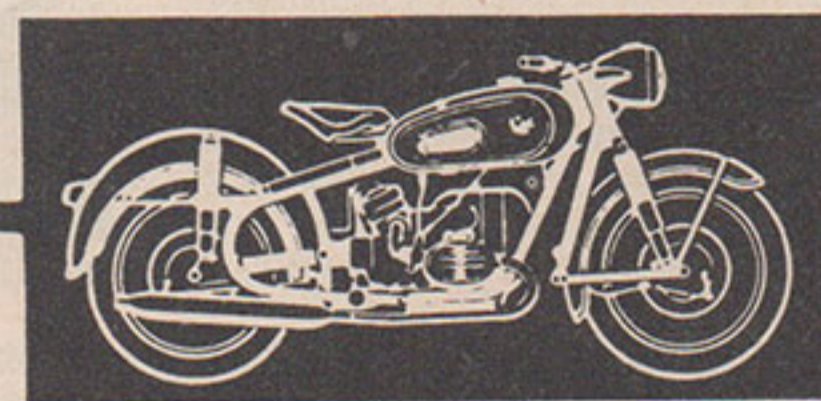
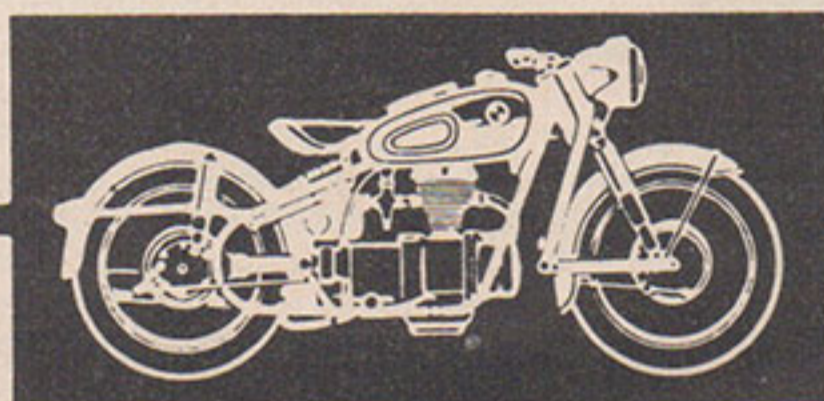
In the East **BUTLER &**
160 WEST 83RD STREET
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200 WEST WALNUT STREET

Later...

ONE OF THESE!



MOTORCYCLES with Shaftdrive and Swingarm Suspension



TECHNICAL INFORMATION

	BMW MODEL R-26	BMW MODEL R-50	BMW MODEL R-60	BMW MODEL R-69
Horsepower	15	26	28	35
Number of Cylinders	One	Two (opposed)	Two (opposed)	Two (opposed)
Cylinder Capacity	245 cc	490 cc	590 cc	590 cc
Bore	2.67" (68 mm)	2.67" (68 mm)	2.83" (72 mm)	2.83" (72 mm)
Stroke	2.67" (68 mm)	2.67" (68 mm)	2.87" (73 mm)	2.87" (73 mm)
R.P.M.	6400	5800	5600	6800
Compression Ratio	7.5:1	6.8:1	6.5:1	8.0:1
Electrical System	Battery Ign. 6 V/60W	Magneto & 6V/ 60-90W Gen.	Magneto & 6V/ 60-90W Gen.	Magneto & 6V/ 60-90W Gen.
Fuel Tank Capacity	4 gals.	4½ gals.	4½ gals.	4½ gals.
Fuel Consumption	70 m.p.gal.	60 m.p.gal.	58 m.p.gal.	60 m.p.gal.
Maximum Speed	80 m.p.h.	90 m.p.h.	95 m.p.h.	105 m.p.h.
Weight	345 lbs.	420 lbs.	430 lbs.	445 lbs.

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Editor, CYCLE Magazine—

During the Gypsy Tour at Laconia, N.H. my fiancée and I decided to be married. We would like, through CYCLE Magazine, to publicly thank the following dealers at Laconia who each contributed wedding presents to us: The Berliner Motor Corp., The Indian Co., Harley-Davidson Motor Co., Joseph Buegeleisen Co. (Buco), BSA, Inc., Sears, Roebuck and Co. (Allstate), Centurion Helmets, McHal Helmets, and Beck Distributing Corp. Also we would like to thank Mr. Bill Bagnall and others who took pictures of us.

Last, but not least, the four very wonderful people who helped all of this to come about—the couple we stopped on the street, strangers to us but fellow cyclists, who were our Matron of Honor and Best Man, and the two great guys who introduced us to the dealers from whom the gifts were received. To all of these fine people, a very sincere Thank You.

Eleanor and Clifton Hinman
Syracuse, N.Y.

Congratulations Cliff and Eleanor. CYCLE will come to you for the next year with our compliments. Many happy years!—Ed.

Editor, CYCLE Magazine

One of the most common complaints is the lack of Public Relations of the A.M.A. However, the cyclist should take in account that good or bad public relations start with the individual riders and local clubs. They have more influence in increasing the respect and support of their community than any one national association.

Let's support our A.M.A. by our individual decent conduct at all times.

David Tosney,
Fresno 5, Calif.

You are right David—most people judge all cyclists by their behavior. Fortunately these "trouble makers" constitute but a small minority of cycle riders—perhaps five percent, but even so the percentage is too high. Too many persons judge all cyclists by the behavior of a few "clowns" who bring discredit to a wonderful sport.—Clymer.

Editor, CYCLE Magazine,

As an American serviceman I would like to get my word in on the Armed Forces' attitude toward motorcycles.

At our base we don't have too much trouble. Motorcycles can come on the base as easily as automobiles if they can pass base inspection, which requires a horn, mirror, mufflers, and insurance. Some bigger bikes must have crash bars. Airmen and officers use their motorcycles for transportation to and from the base and flight line. There's even a colonel who rides a bike to work. We have all the facilities on base to service our machines—even a wash rack—so you see, we don't have it so bad.

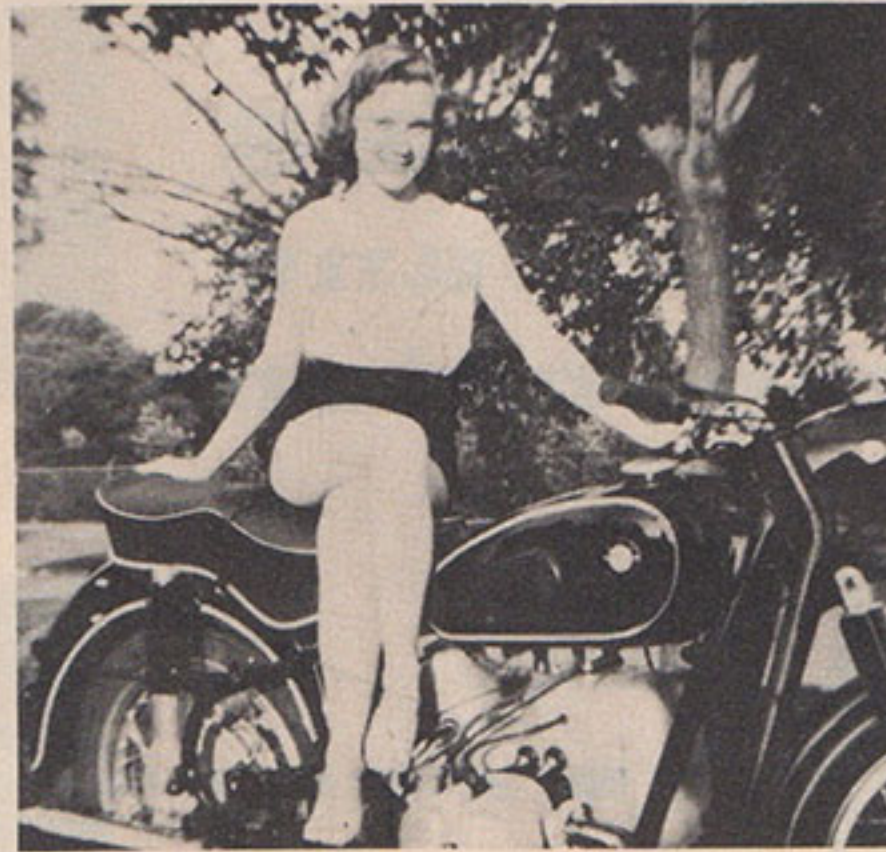
A/1c Robert Vlugt
Forbes AFB, Kansas

We are happy to hear that there are some Armed Forces installations that have a realistic policy toward motorcycles.—Ed.

Editor, CYCLE Magazine

Your coverage of the recent European-style road races in California was indeed welcome reading. I have seen this type of racing at Harewood, Canada and I believe that it is the most thrilling form of racing from a spectator's point of view. It is my hope that the A.M.A. will sanction and encourage this type of racing and that your excellent magazine will help support it.

With the thought in mind that a pretty girl is always pleasant to look at, I am



enclosing a photo of 19-year-old Vivian Troyer gracing my BMW R-69.

Bob Lardinai
Toledo, Ohio

The San Gabriel Road Races to which you refer were sanctioned by the A.M.A. on a trial basis. We hope that the matter of sanctions for sporting road races of this type will be considered at the next meeting of the A.M.A. Competition Committee to be held this Fall.—Ed.

Editor, CYCLE Magazine,

Here is a picture of my wife in the side-



car of our outfit. She will be seventy-one next birthday, and I am not far behind. Let us see some stories of older people riding motorcycles in CYCLE. That might help stop other senior riders' fears of being ridiculed if they are seen riding a cycle and would encourage older people to buy cycles to enjoy the thrill of riding in the open air and to places where no car would dare to go.

Ed Souders
La Grange, Ill.

A great number of motorcyclists in America and overseas are into their second half-century still astride their machines. There is certainly no reason to fear ridicule simply because they prefer to continue enjoying the world's greatest sport in their winter as well as their summer years.—Ed.

Editor, CYCLE Magazine

Either you are going to have to double your publications or send them all here to Guam and quit selling them in the states. The day your book comes in every copy of it is sold out. I am one of the first ones to buy it and have been for some time.

At the present time I am riding a B.S.A. Golden Star Clubman, although I plan on buying a Ariel when I get back to the states. I hail from Petaluma, California. During my "vacation" here, I have met a fellow Petaluman Jim Huntly who rides an N.S.U.

We are planning on taking a trip from Canada into Mexico when we get back, and have even talked about opening a "bike shop" handling British motorcycles.

Please send me a copy of your "How to Teach a Rider." Also, I would like to converse with any riders in the states or out who would be interested in making our trip with us or who would just like to exchange viewpoints on bikes and riding.

William D. Heath
APO 334
San Francisco, Calif.

Editor, CYCLE Magazine

I bought a subscription to your magazine as a birthday present for my husband, and I find I look forward to each issue as eagerly as he does!

He now rides a 250 cc Jawa and before he buys a larger bike I want to learn to ride. I'm tired of just being a passenger. Would you please send a copy of your "Teach-A-Rider" folder?

Mrs. Gerald Soufal,
Shawono, Wis., Rt. 1

Glad to, Mrs. Soufal. Thousands are sending for CYCLE's Teach-A-Rider folder. Sent no charge, include stamp.—Ed.

Editor, CYCLE Magazine—

Please send your Teach-a-Rider booklet to be used in driver's training school at Chitose Air Base, Japan.

Capt. M. W. Dickerson
4th Transportation Sqdn.
APO 181, San Francisco, Calif.

Your Teach-a-Rider folder is in the mail. Captain Dickerson's letter demonstrates that not all military bases are "down" on motorcycles.—Ed.

Editor, CYCLE Magazine—

I have a Zundapp 200 cc. Challenger, which I bought about four months ago. Although I have ridden many, this is the first true motorcycle I have owned. I am highly satisfied with it.

Recently, I made a trip to Texas and back, taking two weeks. I rode alone, taking with me all the clothes I'd be needing in a suitcase strapped to the rear of the twinseat. The southward trip took me about 36 hours continuous riding. Fellow cyclists in Austin, Tex., were amazed at the time and success of my jaunt. I experienced little trouble and loads of fun.

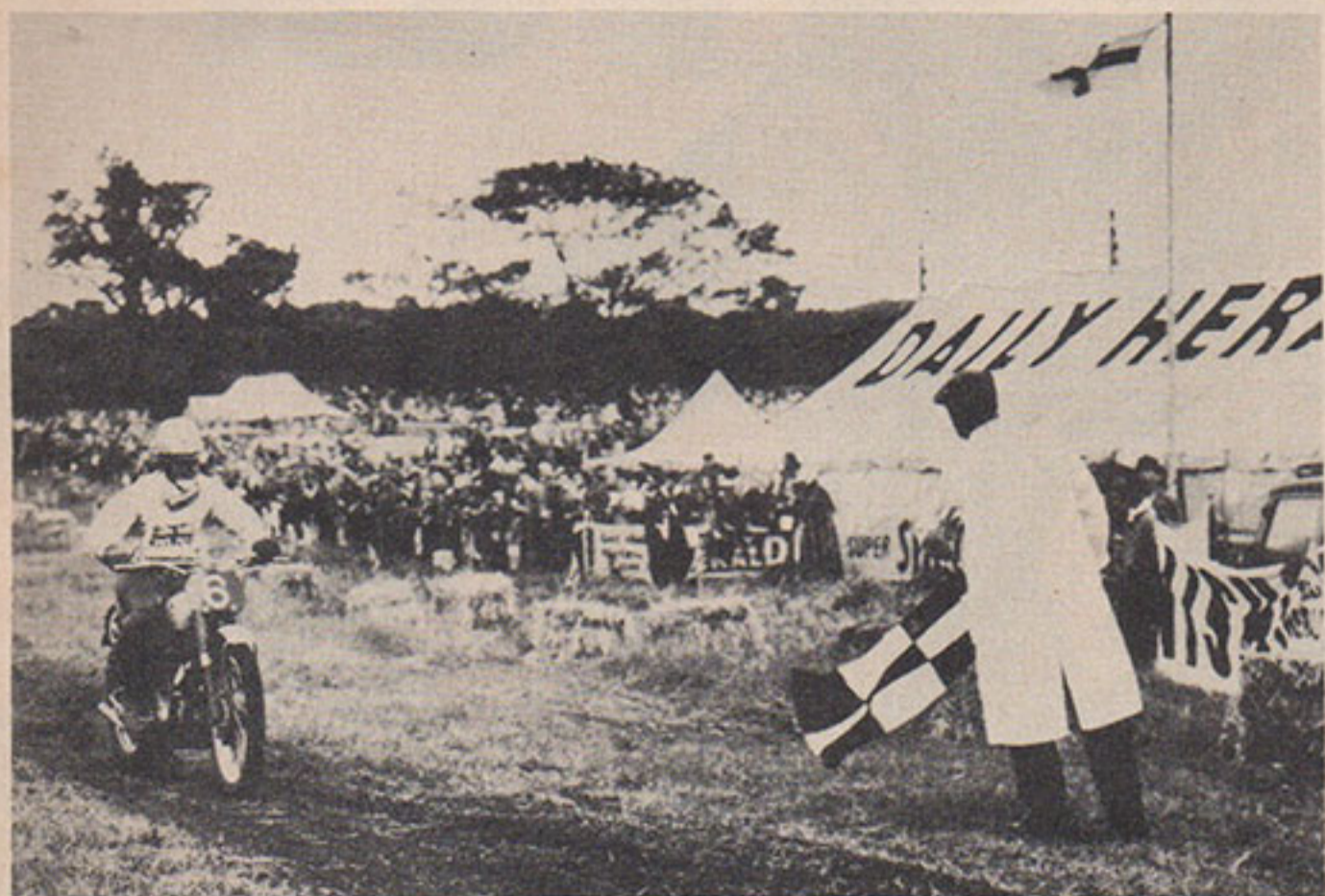
Although I originally purchased my motorcycle with only short trips in mind, this long one proved by far not too strenuous for the lightweight bike, though my cruising speed was about 55 to 60 mph.

In the three months I've been riding my motorcycle, I have piled up over 6,000 miles, and much of this was established merely by scrounging around the immediate area of my home town. I, too, agree with Cliff Boswell.

Keep up the good work on America's best motorcycling magazine!

Gil Frydell
Piqua, Ohio

SPORTING SCENE



HERE COMES THE GROOM . . . 22 year-old Jeff Smith (BSA) picks up a few more World Championship points by leading a pack of Europe's best Scrambles riders over the finish line the day after his wedding.

SCOTTS VALLEY HILLCLIMB

▶ The Arena family, Sam Sr. and Sam Jr., made a clean sweep of the 3 Star Class "C" Hillclimb held July 7th on the tricky 160 foot hill at Scotts Valley in Santa Cruz Calif. Sam Jr. won the "B" on his 45 H-D



OVER AND OUT Bernie Bernhiesel of Palo Alto, pauses halfway up to entertain the crowd with some gymnastics.

and was the only "B" rider to make the hill in the big motor events. His father went over the hill in the fast time of 3:68 to top all the "A" climbers on a H-D Sportster in the open and also won on his 45.

3 STAR—CLASS "C"—HILLCLIMB

SUNDAY — JULY 7, 1957 (Scotts Valley)
Santa Cruz, California—160 ft. hill

- 45 Cu. In. Class "B"
119y Sam Arena Jr., San Jose, Calif. (H-D) 130 ft.
99y Gary Lindstrom, Oakland, Calif. (H-D) 125 ft.
89z Don Turkletop, Oakland, Calif. (H-D) 110 ft.
- 80 Cu. In. Class "B"
119y Sam Arena Jr., San Jose, Calif. (H-D) 5:40
99z Gary Lindstrom, Oakland, Calif. (H-D) 153 ft.
89z Don Turkletop, Oakland, Calif. (H-D) 142 ft.
- 45 Cu. In. Class "A"
79z Sam Arena Sr., San Jose, Calif. (H-D) 143 ft.
120y Stan Schmidt, Santa Clara, Calif. (H-D) 142 ft.
62y Carl Habel, Hayward, Calif. (H-D) 141 ft.
- 80 Cu. In. Class "A"
79z Sam Arena Sr., San Jose, Calif. (H-D) 3:68
120y Stan Schmidt, Santa Clara, Calif. (H-D) 4:03
99y Mike Calabrese, Fresno, Calif. (H-D) 5:29



Oshawa, Ontario.—Dick Klamfoth (154) becomes Canadian National Expert Track Champion after hard ridden final. Following him is John Sergeant (24) of Toronto, former British Speedway Champion. Dick was riding a B.S.A. while John mounts a BSA-engined speedway machine.

BRITISH RIDER WINS MOTO-CROSS ON HONEYMOON

▶ Over 36,000 cheering fans watched young BSA star Jeff Smith take the visitor's honors at the Moto-Cross Grand Prix of Britain, the fifth event in the current World Championship series held recently near Shropshire, England. The day before the race Smith was married to the sister of his BSA team mate John Draper. His Grand Prix win was some compensation for the fact that he had to leave the wedding reception the day before the race to get in some practice. The new Mrs. Smith was not available for comment.

SCREAMING EAGLES T.T.

▶ TUSCALOOSA, ALA.—Dan Hopkins rode his H-D to his 3rd consecutive TT win in the Screaming Eagles M/C's 3-star TT race meet. This win gives Dan 9 firsts out of 9 starts in five weeks. That's what you'd call batting 1000.

GAS CYCLE OUTDRAGS HOT RODS

▶ DOTHAN, ALABAMA: Dwain Taylor, Albany, Georgia Triumph Dealer, reports: "We have built a quarter-mile gas Thunderbird that is really going places. We took the motorcycle class and top eliminator from a field of 6 motorcycles and about 50 cars at the drag strip at Dothan. Top eliminator trophy for this race was 34 inches high."

SPORT RIDERS SCRAMBLES

▶ The Long Island (New York) Sport Riders Motorcycle Club held a sporting scrambles on their fast dust-free course on July 14th. After a full day of action the class winners were Neil Gosman Jr. on a Tri. Terrier in the 175 cc Class, G. Burbacler in the 250 cc. on a D.K.W. and Ray Walker on a Matchless in the open.

RESULTS

Open Class		Matchless 500cc
Ray Walker	Larry DeSimone	Velocette 500cc
L Soprano		BSA 650cc
250cc Class		175cc Class
G. Burbacler	DKW 200cc	Neil Gosman Jr. Tri. 175cc
J. Furlong	Tri. 200cc	T. Svack H-D 165cc
J. Valenci	not reported	Don Pink H-D 165cc

LEONARD REPEATS AT VALLEJO

▶ Joe Leonard, the popular San Jose, Calif. National Champ, showed a field of top Calif.



Leonard leads the pack at Vallejo 1/2 mile.

riders the short way around the Vallejo 1/2 mile for the second time this season. Leonard made a clean sweep winning his heat, the Trophy Dash, and the Main.

RESULTS

Class A Main	Class B Main
Joe Leonard, H-D.	Bud Mayes, H-D
R. Dorresteyn, TRI.	John Stark, B.S.A.
Dick Manh, B.S.A.	Gary Emmick, TRI.

Gunter King at Los Angeles 1/2 Mile

▶ Al Gunter on his B.S.A. Gold Star is the man the Expert riders have to beat at the new Los Angeles Speedway. Al has won all five main events he has started against top southland competition and now holds the track records for one lap, four and five laps, as well as for the ten, twelve, and fifteen lap events. While Gunter was racing in the East, Don Hawley, Bob Shirey and George Everett each won one main event at the new racing plant.

(Continued on page 38)

**CHROME
TANK
PANELS**



**HIGH COMPRESSION PISTONS,
SPORTS CAMSHAFT**

FULL

ALL

SEE WHAT YOU GET ONLY IN THE BSA SUPER ROCKET!

Only in the BSA Super Rocket do you get this superb combination of **most wanted** motorcycle equipment and features! For highest **performance** you get the dynamometer-tested Super Rocket engine with high compression pistons, alloy cylinder head, Amal T.T. racing carburetor, enlarged inlet ports, heavy base cylinders, super-sports type camshaft and heavy duty crankshaft. For **riding comfort** you get the new Twin Solo Dualseat*, repositioned handlebars, long-action telescopic front forks with hydraulic control, adjustable-according-to-load rear

springing also with hydraulic shock absorbers. For finest appearance you get the new Sapphire Blue tank with chrome panels and gold striping, new Super Rocket insignia and three dimensional tank badges. Fenders are completely chrome plated. Also chromed are wheel rims, handlebars, twin mufflers and exhaust pipes, levers, and many small parts. Timing cover, primary chain cover, gear box cover are polished alloy. It is truly, the most highly finished motorcycle on the American highway!

Specifications and prices may vary between Eastern and Western models.

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

Sold by BSA Dealers

BSA

SUPER ROCKET

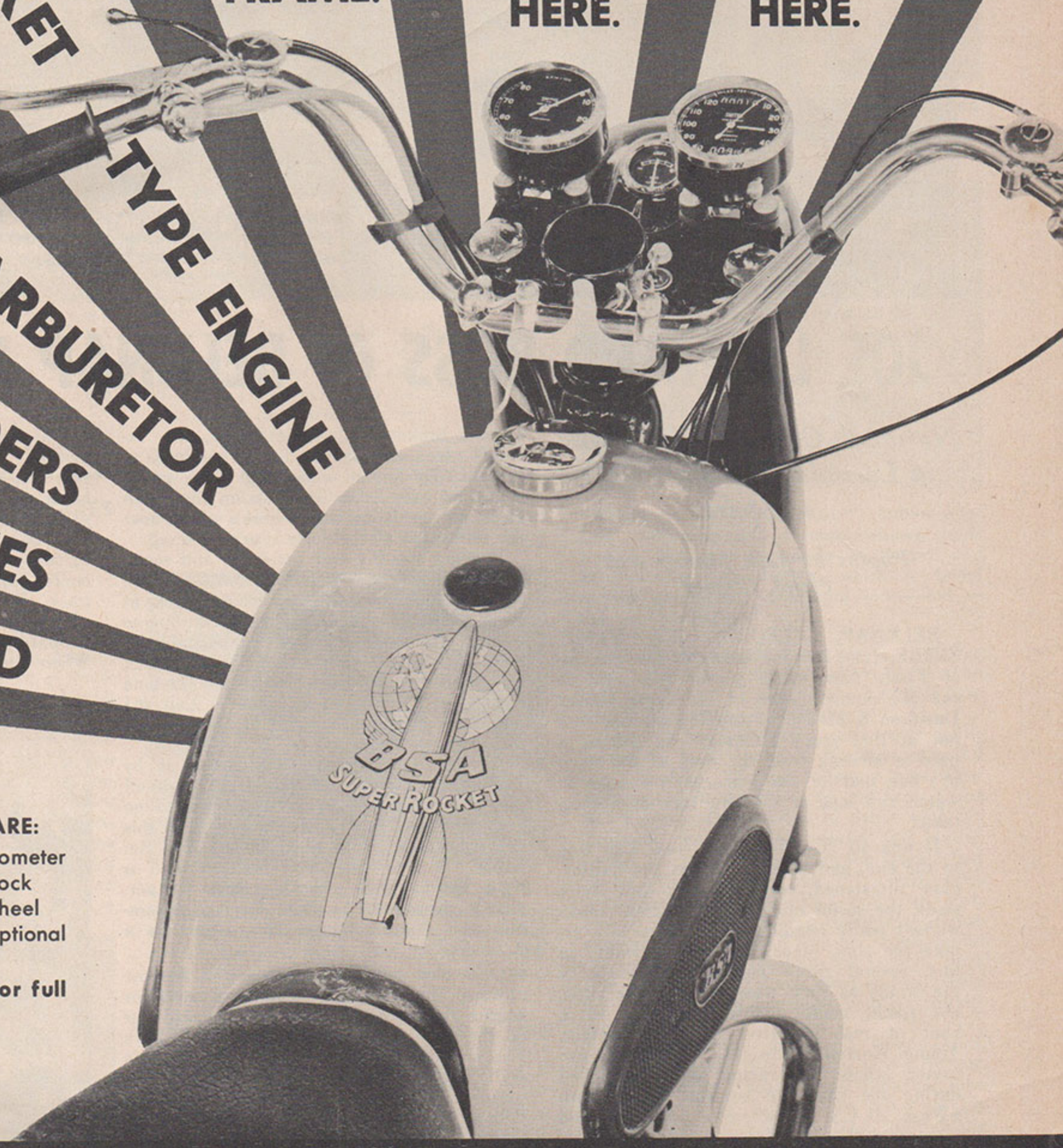
40 CUBIC INCH TWIN

**DOUBLE
TUBE
CRADLE
FRAME.**

**YOU
READ
THE
"REVS"
HERE.**

**YOU
READ
THE
SPEED
HERE.**

**RACING
ROCKET
TYPE ENGINE
CARBURETOR
CHROME FENDERS
WIDTH BRAKES
ROY H. C. HEAD**



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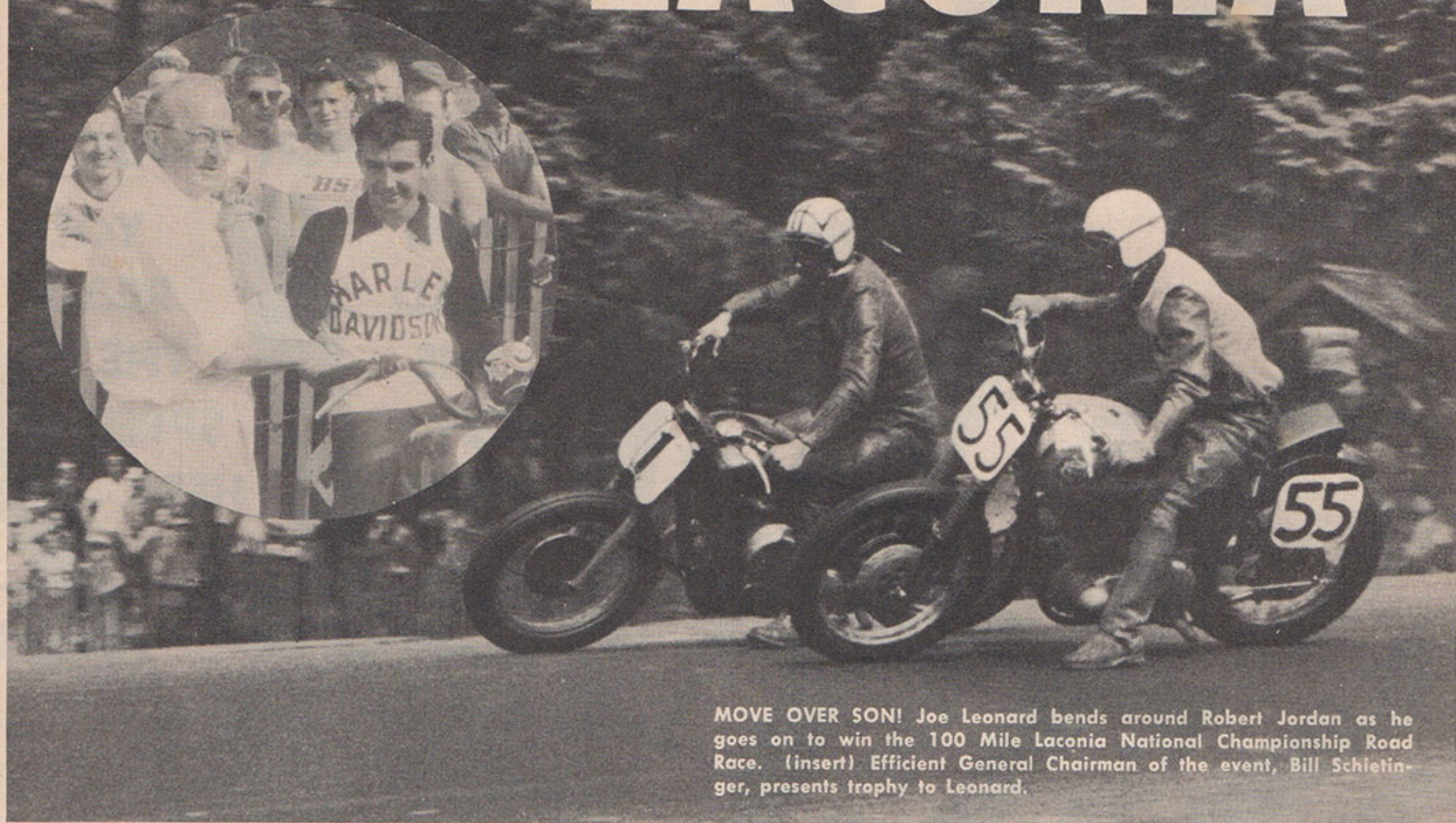
- 8000 r.p.m. precision tachometer
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LACONIA



MOVE OVER SON! Joe Leonard bends around Robert Jordan as he goes on to win the 100 Mile Laconia National Championship Road Race. (insert) Efficient General Chairman of the event, Bill Schietinger, presents trophy to Leonard.

JOE LEONARD BOSS OF BELKNAP MOUNTAIN

National Champ Home First at Laconia with Two Laps to Spare

Photos by Jack Mercer and Floyd Clymer

BELKNAP, GILFORD, NEW HAMPSHIRE, June 23—Joe Leonard, The San Jose Flash, once again proved his right to the #1 number plate on his flying Harley Davidson K Model, by copping the big cash pot at this year's Laconia, and setting a pace so sizzling from the drop of the starter's flag that he was home early enough to watch two laps of his own race as a spectator!

It was all "Go, Joe, Go," from Lap One to the end, and at no time was the Californian threatened very seriously—but don't think the social climbers in the rear ranks weren't really bending their spokes to overtake the slim, black-clad boy up front; in fact, several threw caution completely to the winds as they whistled over the slick, hot track, made doubly dangerous by a bout of real imported southern weather. Young Warren Wolfe, Jr., a brilliant newcomer, whose road-racing skills developed during the past two seasons at Marlboro (Wash., D. C.) and whatever Canadian road or airport circuits were available made him a surprise threat for the coveted second spot, came to grief in the 90th lap as he fought to keep from being lapped for the second time by Leonard. Warren spun into the outer fence on the Mountain Grade and suf-

fered a broken leg. Eddie Fisher, the "retired" racer who can be found regularly at the starting line of many big races, got a macadam burn when he took up too much slack on his front wheel brake cable near the mid-point of the forty machine scrap.

Pushing steadily and patiently, and seemingly unflustered when his B.S.A. would start to crab across the polished track at 90 m.p.h., came Dick Klamfoth, riding into a sure second place almost from the beginning of the 1¼ hour grind. Tough break for Al Gunter, second to Joe in the Daytona 200, when his rear chain broke in Lap #1—way up on the other end of the Belknep Mile!

Another tough break was sustained by Triumph rider Eddie Kretz, Jr. A dive off the course with about a dozen laps to go bent Eddie's forks—and hopes—for this year's Laconia. With Kretz down, "Old Reliable" Warren Sherwood waltzed into a tight third berth with his BSA Popper, closely threatened by New England scrambles and flat track star Don Gore, on a K model.

Once the race got under way it became obvious that nothing beyond a spill or engine failure could keep Joe Leonard out of the cash box, so everyone—even Joe's critics—settled down to observe The Master's skill, and watch the terrific swapping of positions to fill the top five brackets behind Leonard.

Granted Joe was riding the best K model ever produced—a job that seems to have 5-10 miles on the average factory job—no one can deny the guy's superlative skill in tooling his fabulous side-valver around almost any kind of circuit. Watching Leon-

ard at Laconia is like watching a seasoned football pro whipping through an aggressive field of tough opponents, but seemingly never in trouble, and always keeping the pressure on—right to the fall of the checkered flag. Just as the football hero weaves through the opposing line, so Leonard makes easy work of traffic on the crowded track. Where others allow a safe margin of several feet from the inside of the course, Leonard measures his safety gap in inches! When you've seen Joe come racing through



Dick Klamfoth, second place finisher in 100 miler.

a pack of competitors at the end of the mountain straight into The Box Corner, holding his braking until the others have started to weave in their efforts to stop and turn—then somehow, using the Magic Leonard Formula, Joe slips through the entire pack, makes his corner and tears away to overhaul the next batch, you've seen the best! And that's the way he did it—lap after lap.

Some future rider will dethrone The Champ—younger and hungrier, of course, but History will have to wait awhile, we think. Maybe it will be a kid like George Roeder, whose finishing position of 14th doesn't make him sound like much of a threat, but if George's speed ever catches up with his cornering, he might be that challenger. George bends so low on the Ohio flat tracks that he seems to require a skid-pan for his air-cleaner!

Joe probably would have broken the course record, set last year by stable mate Brad Andres—temporarily in retirement—but the race was slowed considerably by the various errands run by the ambulance. The crowd—largest yet, according to the sponsors—got its money's worth, record or not, regardless of what brand was being cheered toward victory.

OFFICIAL RESULTS OF THE 100-MILE NATIONAL CHAMPIONSHIP ROAD RACE - SUN., JUNE 23, 1957

TIME: 1 hr. 44 mins. 12.50 sec.

# 1	Joe Leonard, San Jose, Calif.	H-D
# 2	Dick Klamfoth, Groveport, Ohio	BSA
# 19	Warren Sherwood, Cornwall, N. Y.	BSA
# 47	Don Gore, West Hartford, Conn.	H-D
# 5	John Gibson, Duarte, Calif.	H-D
# 18	Don Hawley, Los Angeles, Calif.	Tri.
# 84	George Everett, Pasadena, Calif.	H-D
# 17	Rolland Hedgecock, Manassas, Va.	BSA
# 8	Jimmy Phillips, Temple City, Cal.	H-D
# 16	Tommy Morris, Jacksonville, Fla.	H-D
# 75	Sid Swan, Wellesley, Mass.	H-D
# 29	Tommy McDermott, Norfolk, Va.	BSA
# 12	Carroll Resweber, Milwaukee, Wis.	H-D
# 94	George Roeder, Jacksonville, O.	H-D
# 55	Robert Jordon, So. Portland, Me.	BSA
# 4	Ed Fisher, Parkesburg, Pa.	Tri.
# 77	Bates Molyneaux, Detroit, Mich.	H-D
# 27	Dick Bettencourt, Brockton, Mass.	Ind.
# 26	Jack Chester, Rockville, Md.	Tri.
# 59	Gay Van Overloop, Fairlawn, N. J.	Match.

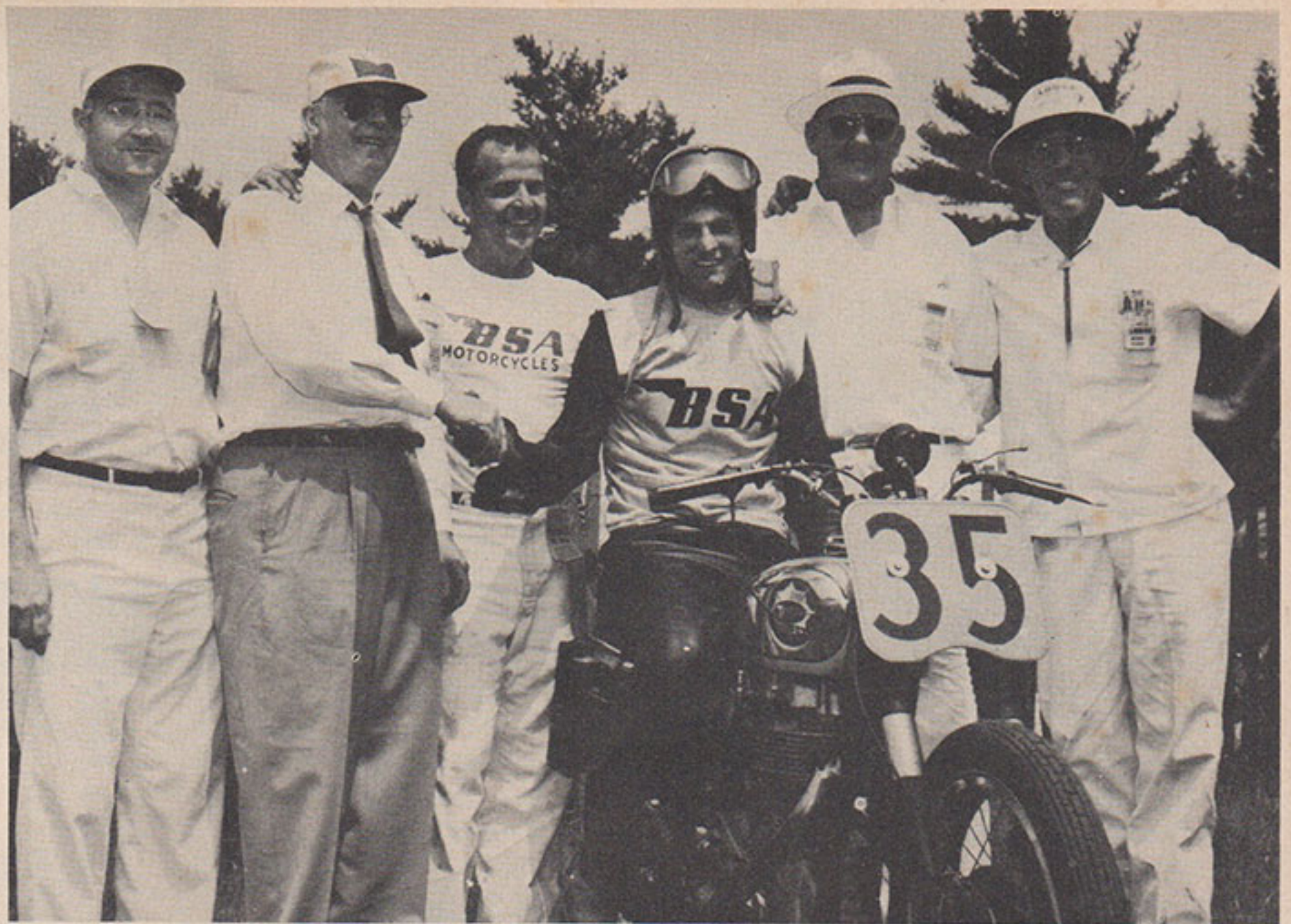
LOUIS KRAMER, OHIO BOY, TAKES CLASS B RACE

Good Three Way Scrap in Sunday's Opener

Sunday was a mighty busy day for all concerned in making Laconia's 37th Annual Gypsy Tour the best to date. A lot of work goes into preparing two big races—the 50 Mile B, followed by the 100 Mile National. All riders were requested to be on deck beneath the Ski Slope, at 6 A.M., to run through the A.M.A. Inspection Lane, get in a few laps of practice, then qualify for starting position against Hank Miller's expensive collection of hair-splitting time clocks. Believe it or not, everybody *did* show up, and almost 100 riders were timed in before 10 A.M.! There were even a



LINE-UP FOR THE 50 MILE RACE. Referee Bob Finn gives the word to the starters in the 50 mile event for listed B riders. Winner Louis Kramer, No. 35 is at his right.

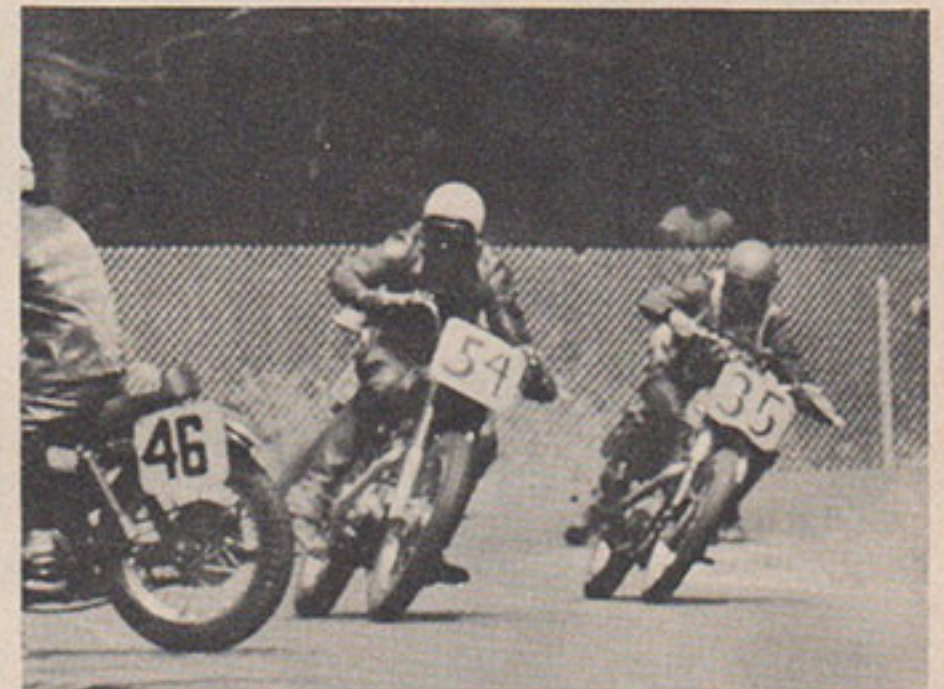


Winner of the Laconia 50 mile Class B Feature, Louis Kramer, Middletown, Ohio poses with BSA officials and trade personalities. Left to right: Emmett Moore, BSA Adv. Mgr., T. A. Hodgdon, President, BSA, Jesse Black, mechanic, Kramer, Walt Brown, BSA Service Mgr., and J. M. Smith, Lodge sparkplugs.

few thousand groggy-looking street riders on hand to offer their kibitzed-opinions; some merely crawled out from under their tent flaps parked along the edge of the one mile course, while others hadn't quite gotten ready to hit the sack!

Promptly at 1:30 P.M. on Sunday afternoon, Flagman Bill St. Marie, who had already put in an honest day's work, waved off the B riders in a very hot 50 Mile race over a very hot tarred surface.

Don Burnett, local Triumph rider from Danvers, Mass., promptly took the boys on a guided tour of his homeland's best road circuit, only to relinquish this prime position when his Ferodoes began to smoke! Rocketing up from the last row, came Alvin



"WHERE YOU GOING, PAUL?" Indian rider Carl Williamson and eventual winner, Louis Kramer, BSA, peer anxiously at the tail end of Paul Lassiter's Harley, which is being twisted around by centrifugal force—but in the wrong direction!



BODY ENGLISH ON A HARLEY. No. 34, Bill Holcomb, from S. San Gabriel, Calif., hauls his K around the Hairpin. Triumph riders Don Burnett, Danvers, Mass., No. 32 and No. 78, Hank Bohnwagner of Detroit corner in more conventional style.

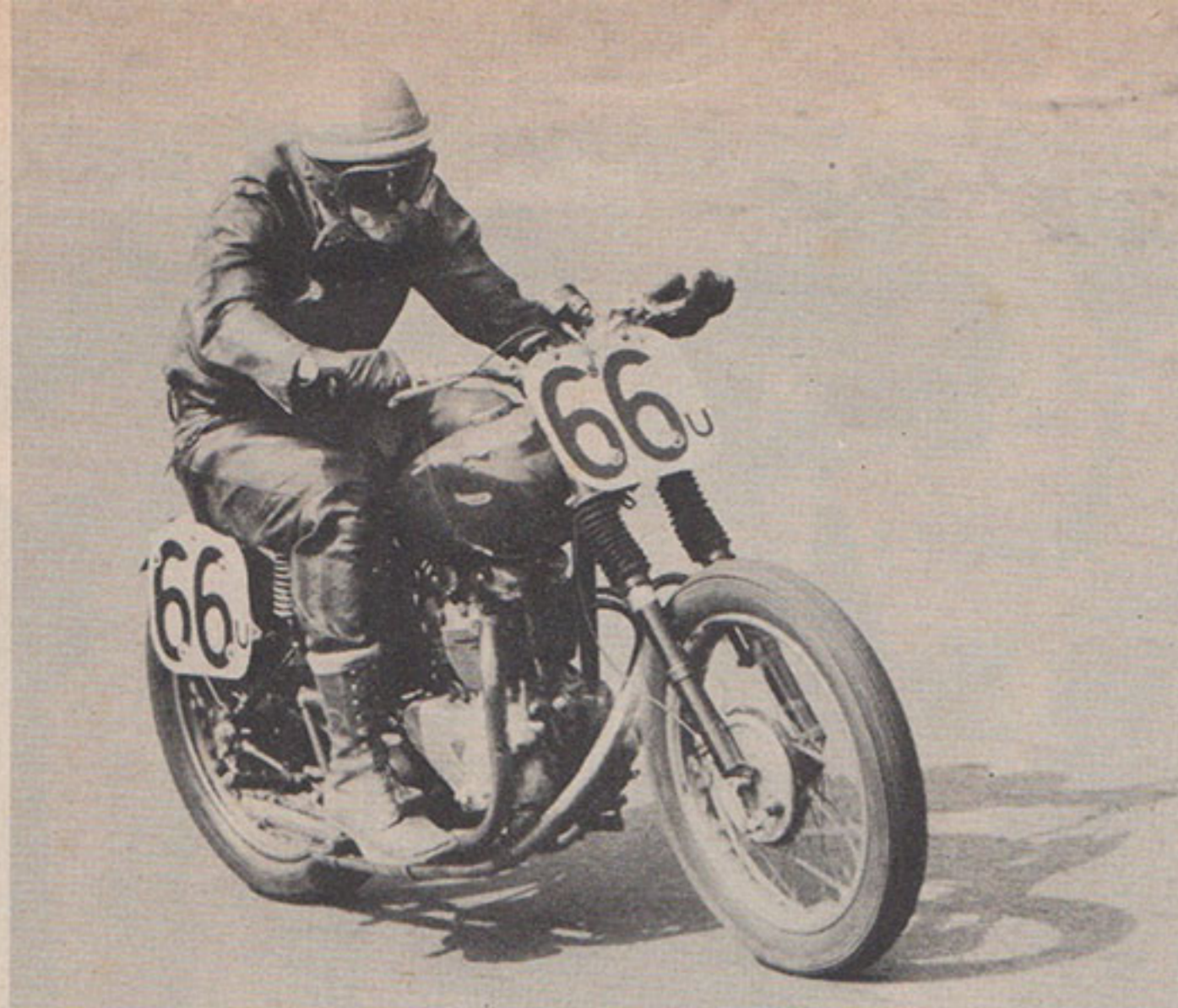
Fisher (Ed's kid brother), riding a Tiger that really smelled the victory bacon. With only about 10 laps to go it looked as if Alvin could begin to spend First Prize money, but then he too began to lose a commanding lead as Louis Kramer of Middletown, Ohio, moved up 25 feet one lap... 50 feet the next, and finally swept his Gold Star past Alvin, who looked ready to weep! "We forgot to fit a cable adjustor, and I ran out of brakes," said little Fisher later. How does that old story go? "...for want

of a nail, the Kingdom was lost..." Fisher tried again and again, but without brakes he had no chance of closing the valuable gap which Kramer kept widening.

There were some wild and woolly spills in the 50 Miler but Don Haddow came all the way from Toronto to set a new Slow Roll record in the tricky second turn of the Box Corner. Don started to dance with his Triumph, then skidded around and landed on his back on the edge of the track. Just as he picked up the job, Al Lewis, BSA scrambler from Erie, Pa., came up fast, and by dint of his enduro riding experience, manage to skid around Don and continue on the serious job of catching the leaders. Both Don and Al must have good optometrists: both wear glasses but find them no restriction to speed.

An extra cheer to Hank Bohnwagner, third man in the Big Pile Up at the Springfield B race last year. Hank rode his bike from Detroit to Belknap to tone up his muscles, then retraced the long journey the day after the race! Too bad they don't pay mileage, Hank! Which reminds us that a young man did this same trick on a Beezer single last year, driving from Florida, we believe.

So the race came to a final end, with



"CLUTCHING MIT DER GRAB" Don Kissinger, the Flying Pennsylvania Dutchman, grabs a mittful of clutch from the **UNDERSIDE** of the bar, a novel solution which he claims permits him to remain in a racing crouch.



THIS IS IT. Bill St. Marie lines up the qualifiers in the front row of the 15 Mile Final.



TAKING A BOW. Flagman Bill St. Marie bows to the Judges' Stand after a very hectic day's work of waving the flags.

Kramer the winner... Fisher & Burnett close by... Jack Morrison on a B.S.A. in fourth, Ed Van Overloop, Jr., pushing a Matchless Scrambler to 5th and Larry DiSimone bringing the only Velocette into a paying position—6th... Al Lewis took 7th, and Vince Monastero, riding the first Harley, made it 8th spot. With Carl Williamson squeezing a 13th on his Indian, we saw six different brands sharing the first 15 positions. Louis Kramer set a new speed for the distance: 56.689 m.p.h., just one knot slower than Leonard's time in the 100 Miler.

CLASS B 50-MILE EVENT - SUNDAY, JUNE 23

TIME: 52 min. 55.20 sec. New Record.

#35 Louis Kramer, Middletown, O.	BSA
#51 Alvin Fisher, Kinzer, Pa.	Tri.
#32 Donald Burnett, Danvers, Mass.	Tri.
#79 Jack Morrison, Orlando, Fla.	BSA
#11 Ed Van Overloop, Fairlawn, N. J.	Match
#72 Bart Scudieri, Paterson, N. J.	BSA
#17 Larry DiSimone, Devon, Pa.	Velo
#74 Al Lewis, Erie, Pa.	BSA
#77 Vincent Monastero, Burlington, N. J.	H-D
#24 Warner Richter, Bellaire, Md.	Tri.
#52 Richard Janson, Riverside, R. I.	Tri.
#62 Gerry Colliton, Albany, N. Y.	Tri.
#54 Carl Williamson, Lockhaven, Pa.	Ind.
#81 Donald Haddow, Toronto, Ont.	Tri.
#78 Hank Bohnwagner, Detroit, Mich.	Tri.

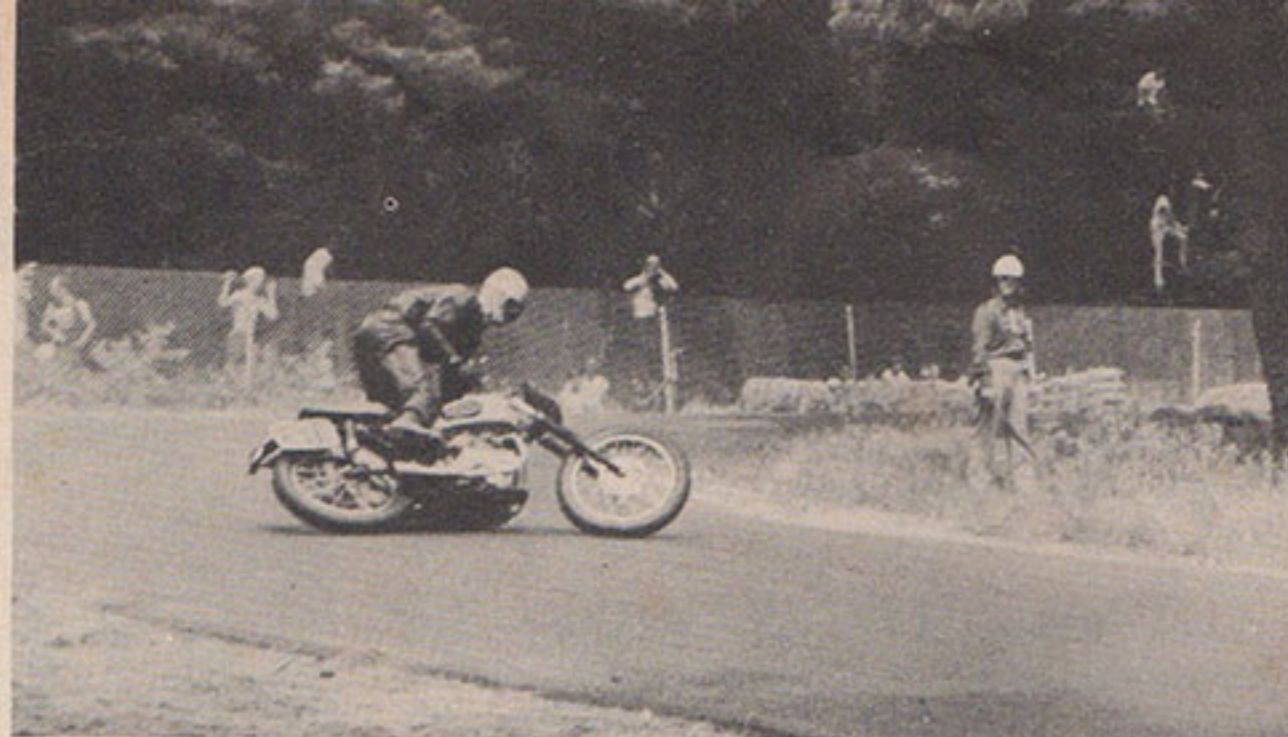
Saturday's Unclassified Events

FROM THE LAND OF LINCOLN TO COP SATURDAY'S RACE

Roger Reiman, Kewanee K Jockey, Does Good Job

BELKNAP, GILFORD, N. H., Sat., June 22—One of Abe Lincoln's Boys did it this year—won the 15 Lap Feature of the so called "Unclassified" Road Race. (Didn't we use to call it "Novice"?) Oh well, what's in a name, It was a grand race, full of the usual thrills and spills, and also producing a future Joe Leonard, Al Gunter, and an Eddie Kretz in the process.

Many of the fans prefer a series of short races—as are run on Saturday's "Free to Motorcyclists" program—to the 100 Miler itself, which, if one has lost track of positions, can be a very boring thing. According to that Old Rumor Monger Fritzie "Red Hat" Baer, ("Don't just quote me—tell 'em Fritzie said it!") the riding public seemed so jubilant with Saturday's stuff that next year the sponsors of the whole wonderful weekend—The New England Motorcycle Dealers Assn.—are thinking of working a similar



No. 1—THE POINT OF NO RETURN. Canadian rider Don Haddow, #81, prepares to abandon ship on his Triumph Tiger. Haddow, from Toronto, has ridden in quite a number of Canadian airport and road races.



No. 2—MOTHER EARTH, HERE I AM! Haddow picks the soft edge of the track to land on, and hopes his machine does not join him! Alert flagman sticks his red banner under Ed Van Overloop's nose.



No. 3—BACK FOR MORE. As Haddow prepares to remount, Al Lewis of Erie, Pa., takes to the rough stuff to avoid collision. The 50 Miler was a good action-packed race with many makes of bikes really mixing it up to the crowd's vast enthusiasm.

series of heats, semis, and a big final into the B Class, instead of running a 50 Miler just before the 100 National. ["CYCLE" votes 'Yes' on this—Clymer]. Anyhow, let's drop politics, and get back to our major obsession: motorcycle racing in general and Saturday's 15 Mile Feature in particular. But first, let us tell a little story that compares car racing—sports cars, that is, with our own type.

We prowled around the Box Corner, Leica in hand, in the company of a New York free-lancer who does occasional car snapping for one of the million-circulation sports weeklies. While this photo hound was not bored, he wondered whether the long trek to Laconia was justified. The first heat convinced him that motorcycle road racing is in a field by itself!

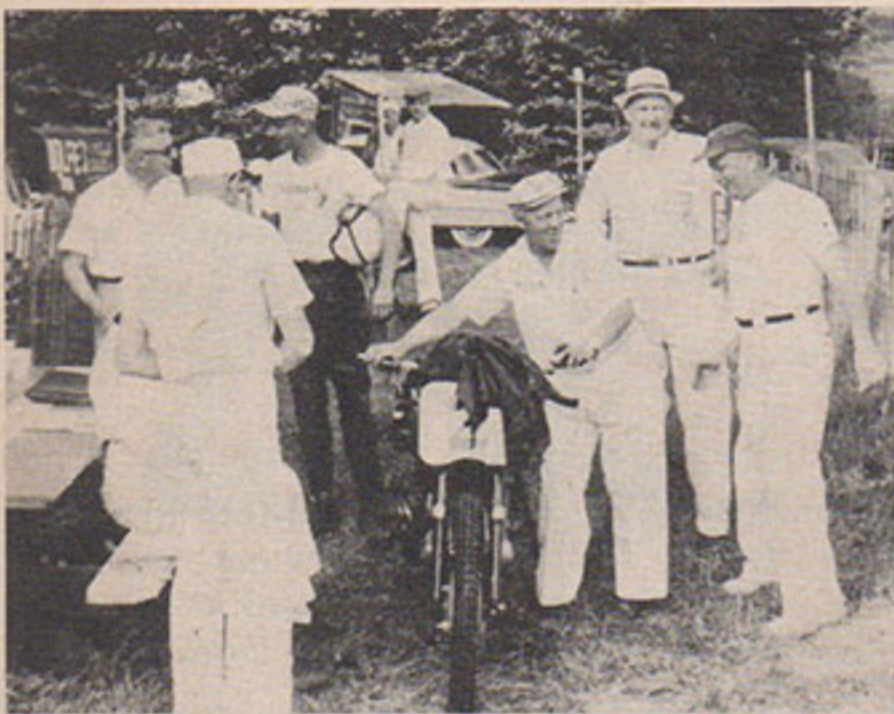
We could hear the pack cannon off, about half a mile from our safe perch behind a tree... and as the roar increased in volume we saw two B.S.A.s single-filing down toward us, without either rider remembering which side the brake pedal was on! The leader never tried to make the corner into The Box, but took straight off up the escape road! Second placer never bothered to take

(Continued on page 26)

LACONIA HIGHLIGHTS

BY
FLOYD CLYMER

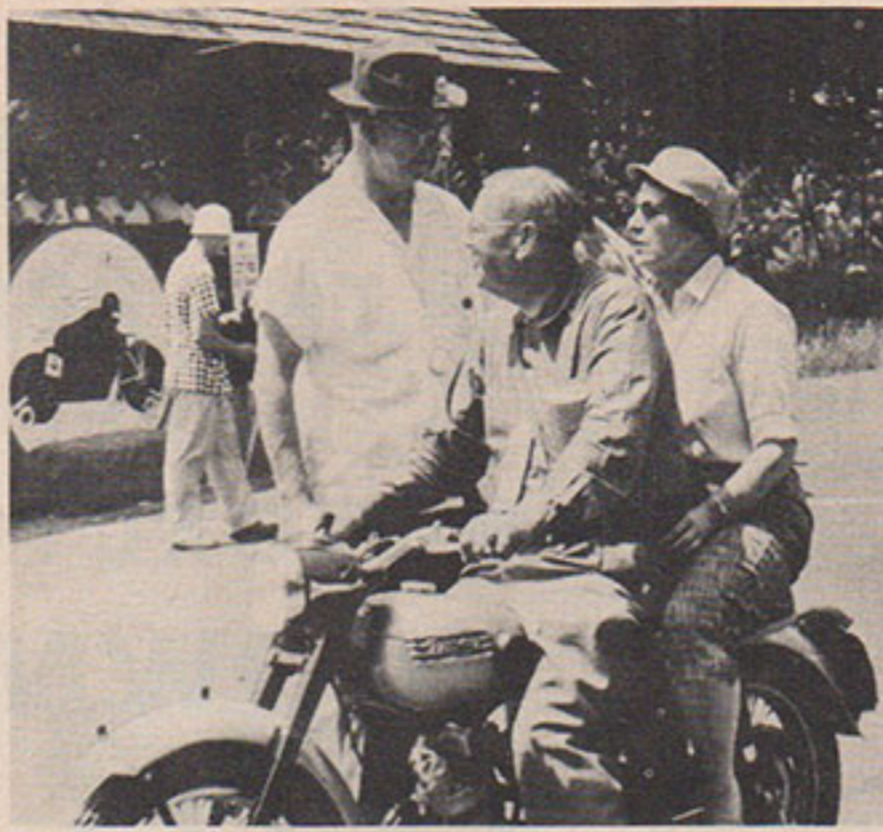
I have attended a lot of motorcycle competition events, but never have I been present when there was a better job of management and public relations done . . . General Chairman Bill Schietinger, that tireless worker from Bridgeport, Conn., did a remarkable job, assisted by many members of the New England Motorcycle Dealers Association . . . and, of course, "Red Hat Fritzie" Baer from the old Indian wigwam at Springfield, Mass., and founder of Fritzie's Roamers, was on hand to make everyone feel at home—and he certainly did. Fritzie is now Director for the Belknap Recreation Area, and that organization couldn't have secured a better man for the job—at least, that's the opinion of this writer and thousands of motorcyclists who attended this great Annual New England event . . . We might suggest to A.M.A. officials that Bill and Fritzie could be transplanted to some other locations to smooth out some of the rough spots—they really understand what public relations and assistance to the press means to the sport of motor-



Old timer "Woodsie" Castonguay holds Klamfoth's BSA at the inspection line as Earl Robinson, with back to camera, does the checking. Klamfoth chats with Hank Syversten while Walt Brown and Jimmie Hill stand by.



Ed Kretz hard at work shaving the rough edges off the front tire of his son's race job.



Mrs. Meryle Clymer and CYCLE Publisher, Floyd, enjoyed the Area on this Triumph Cub, which they filched from "Red Hat Fritzie" Baer, standing alongside.

cycling . . . Having been reared in the scenic Rocky Mountains of Colorado, I must admit that New Hampshire has some wonderful lakes and mountains, beautiful trees and is one of the fine recreation spots of this nation . . . The Motorcycle Show was an excellent one and the exhibitors all seemed to be enthusiastic—this year Harley-Davidsons were displayed with other makes and I heard many favorable comments on this arrangement. There were too many exhibitors for us to list them all here . . . Mrs. Clymer and I had a lot of fun riding a Triumph Cub (we borrowed it from Fritzie) around the course and the scenic winding roads of the Area . . . One of the highlights of the Tour was the appearance of Marlene Olson, the National Poster girl for the March of Dimes, who was the honored guest. She was extremely popular when taken around the course in a car and thousands cheered her as she passed by . . . We understand that over \$1,000 was contributed by the motorcycle riders and visitors to the March of Dimes fund. This certainly is a worthwhile effort and a credit to the motorcycle crowd and those who worked so hard to make it possible . . . I met three fine gentlemen who did much to make the affair a big success—they were County Commissioners Joe Smith, Bill Stafford and Maurice Sawyer—and incidentally, the Laconia Chamber of Commerce also deserves a big hand for their friendly attitude and the work they did . . . Bobby Baer worked night and day and was one of those responsible for the re-surfacing of the track, which cost about \$15,000 . . . Many cyclists missed 1955 and 1956 winner Brad Andres, who was absent, although his dad, Leonard, and his mother were much in evidence; Leonard Andres was the tuner of the bike Joe Leonard rode . . . Motor Maids President Dot Robinson, who has made every Tour since 1938, led the interesting parade of attractive Motor Maids . . . Referee Bob Finn did his usual good job, and Starter Bill St. Marie did a fine job of handling the flags . . . Hank Miller's electric timing system with its flop-over numerals in front of the checking stand, was unique and one of the best I have ever seen . . . It was a pleasure to meet some of my long time friends such as "Doc" Voichick of Philadelphia, in charge of the checkers in the stands. (Doc is really an old timer who once set a Coast

(Continued on page 51)



Al Arnold, Fritzie Baer, Hank Syvertsen, Al West and Walter Davidson.



Happy Harley-Davidson crowd; L. to R.—Young Bill Davidson and his bride, Walter Davidson, Mrs. Leonard Andres, Leonard Andres and John Harley.



I nearly got shot when this picture was taken and I remarked that here were about 300 years of combined motorcycling experience; Left to Right, E. C. Smith, Fritzie Baer, Orrie Steele and Reggie Pink.



Referee Finn in the striped shirt comments on the event to Al West and Lin Kuchler.



Popular Babe Tancrede, the 1940 Laconia winner, and Fritzie Baer.



MOTO

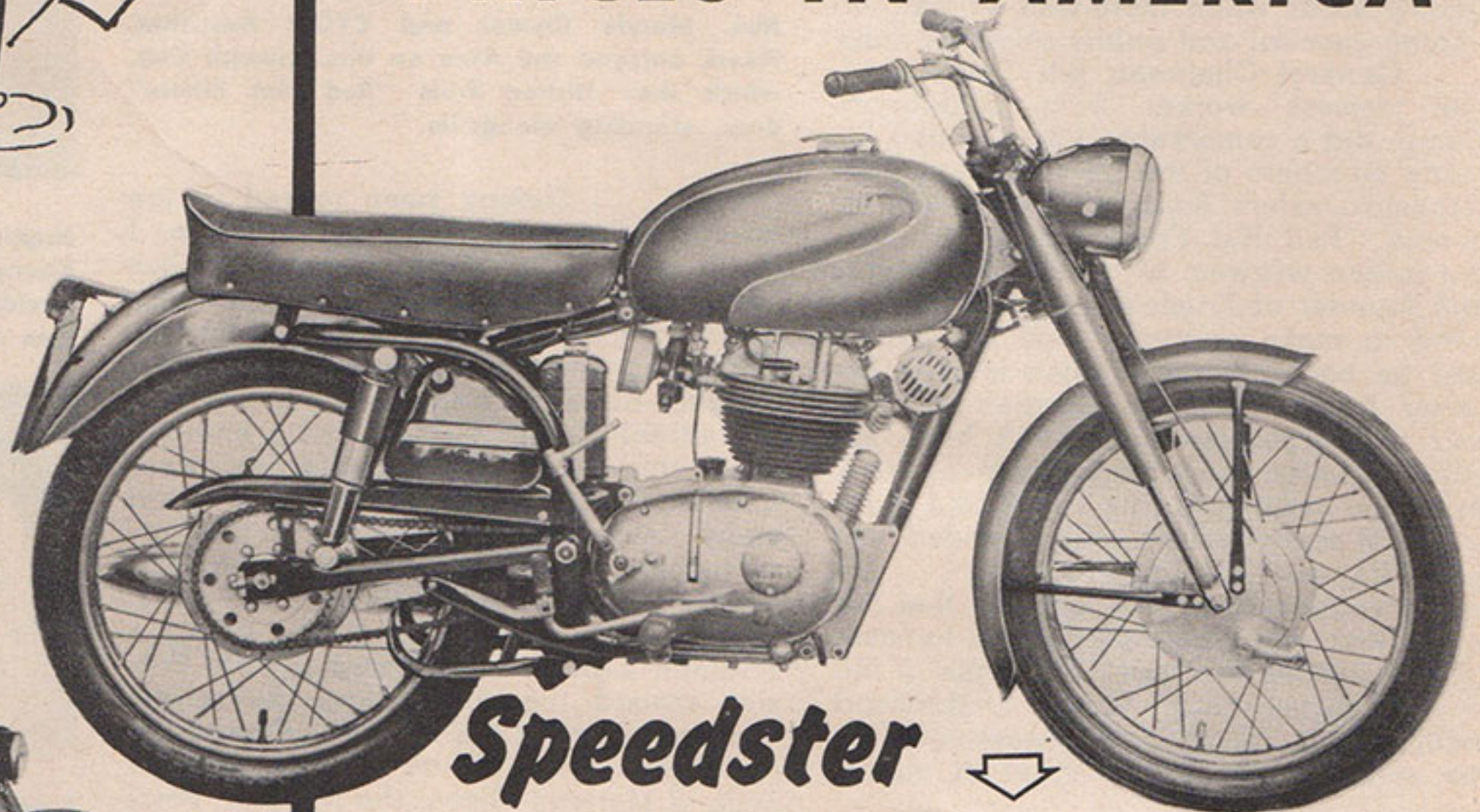
PARILLA

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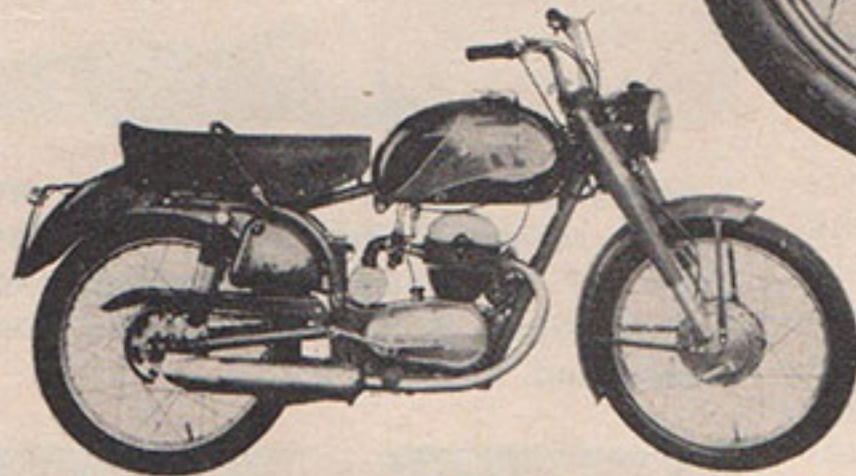


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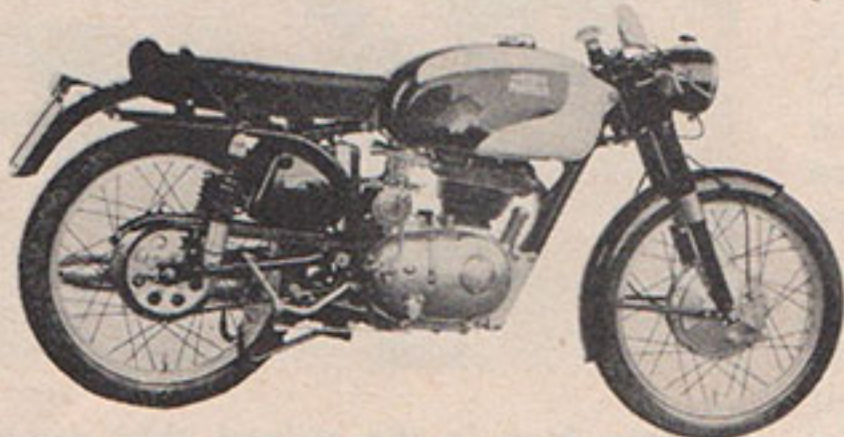


Speedster



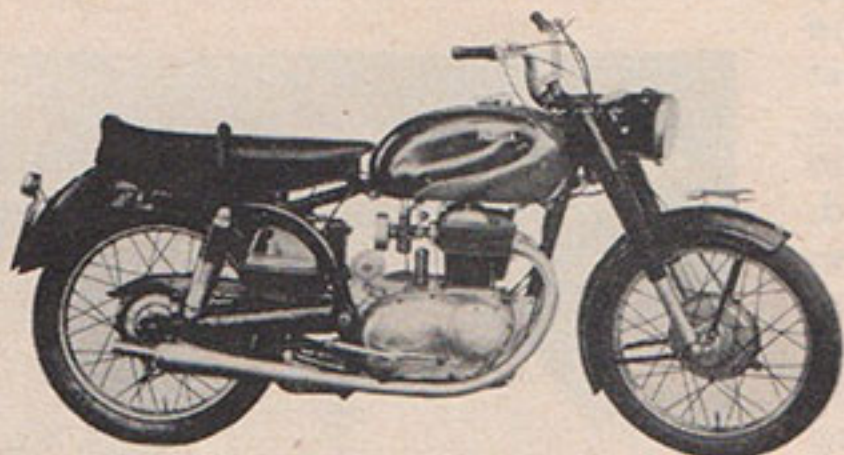
PHANTOM

98 cc., 4 stroke, 4 speed, 60 MPH, swing arm frame, western handle bars, twin seat, \$359.



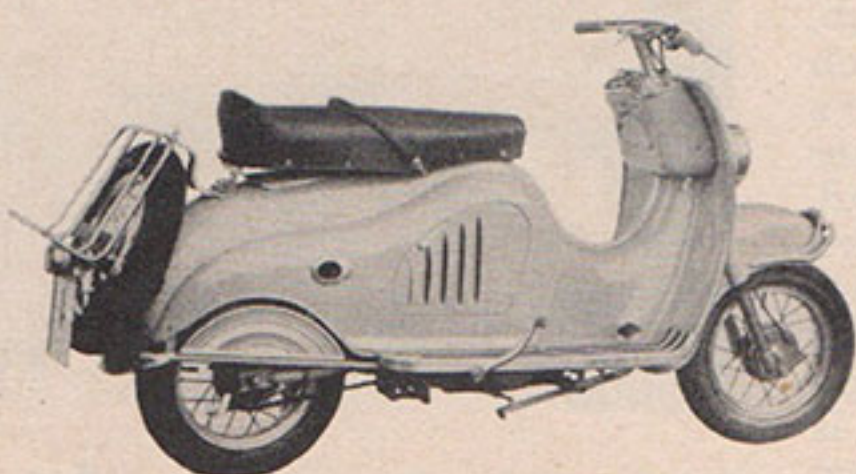
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CLIPPER

350 cc., 4 stroke, O.H.V., 2 cylinders, 90 MPH, 4 speed, swing arm frame with hydraulic shock absorbers, \$695.



GREYHOUND SCOOTER

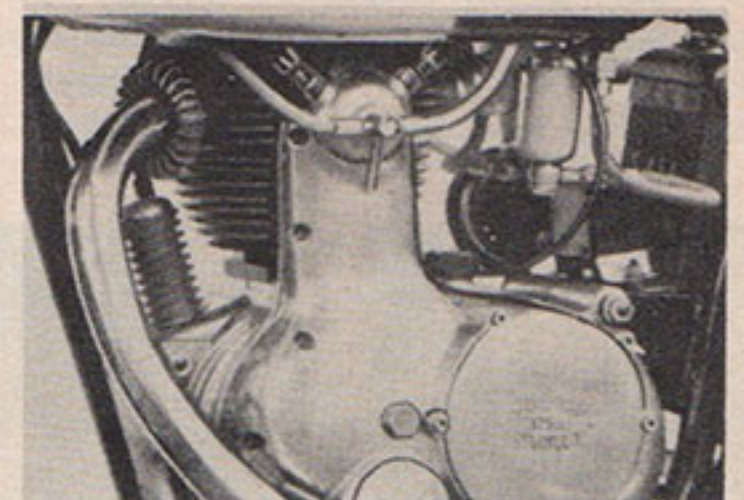
150 cc., 2 stroke, 63 MPH, 4 speed, glove compartment and storage space under seat, swing arm frame with hydraulic shock absorbers, \$389.

175 cc., 4 stroke, O.H.V. high cam shaft, "Dell'orto" carburetor, 78 MPH, 4 speed, generator ignition, swing arm frame with hydraulic shock absorbers, 8" brakes, anatomic tank, \$519.



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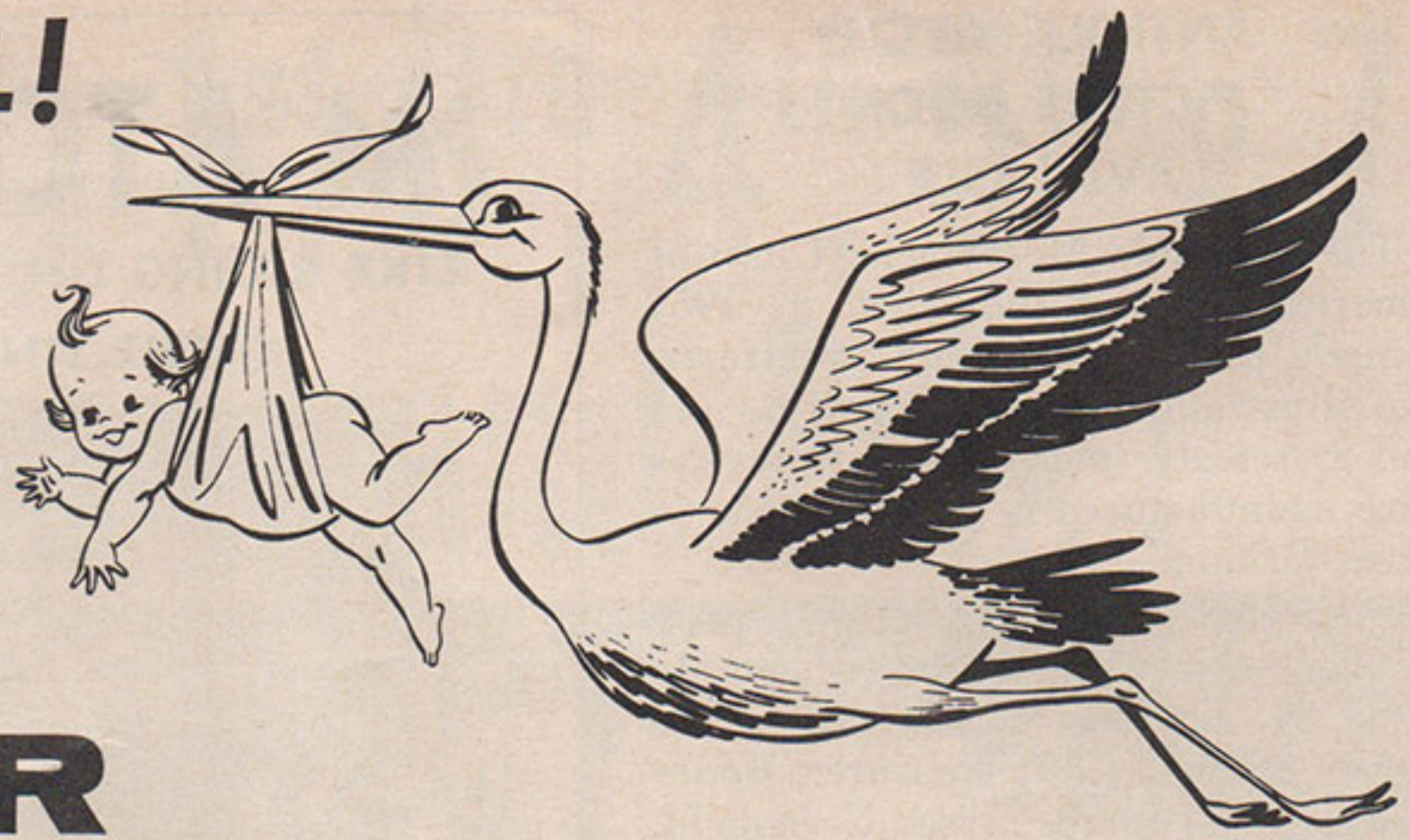
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NEWS FLASH

FIRST DODGE CITY ENTRIES

At press time Walt Fulton, Triumph Roadman and 1954 Dodge City Grand Prix winner, is the first rider to enter the 100 mile Grand Prix to be held as the main event in the National Rally at Dodge City, Kansas, Aug. 31, Sept. 1 and 2, the Labor Day weekend.

Another former Dodge City Champ, the "boy wonder of the drags" Bobby Sir Kegian is rarin' to go. Bobby, now 18 and from Monrovia, Calif., will forsake the drags this year to compete in the half-mile dirt track events and the 100 mile Grand Prix Road Race on the Airstrip. Bobby has been doing an excellent job of late on the dirt tracks in Calif. astride a BSA.

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

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

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

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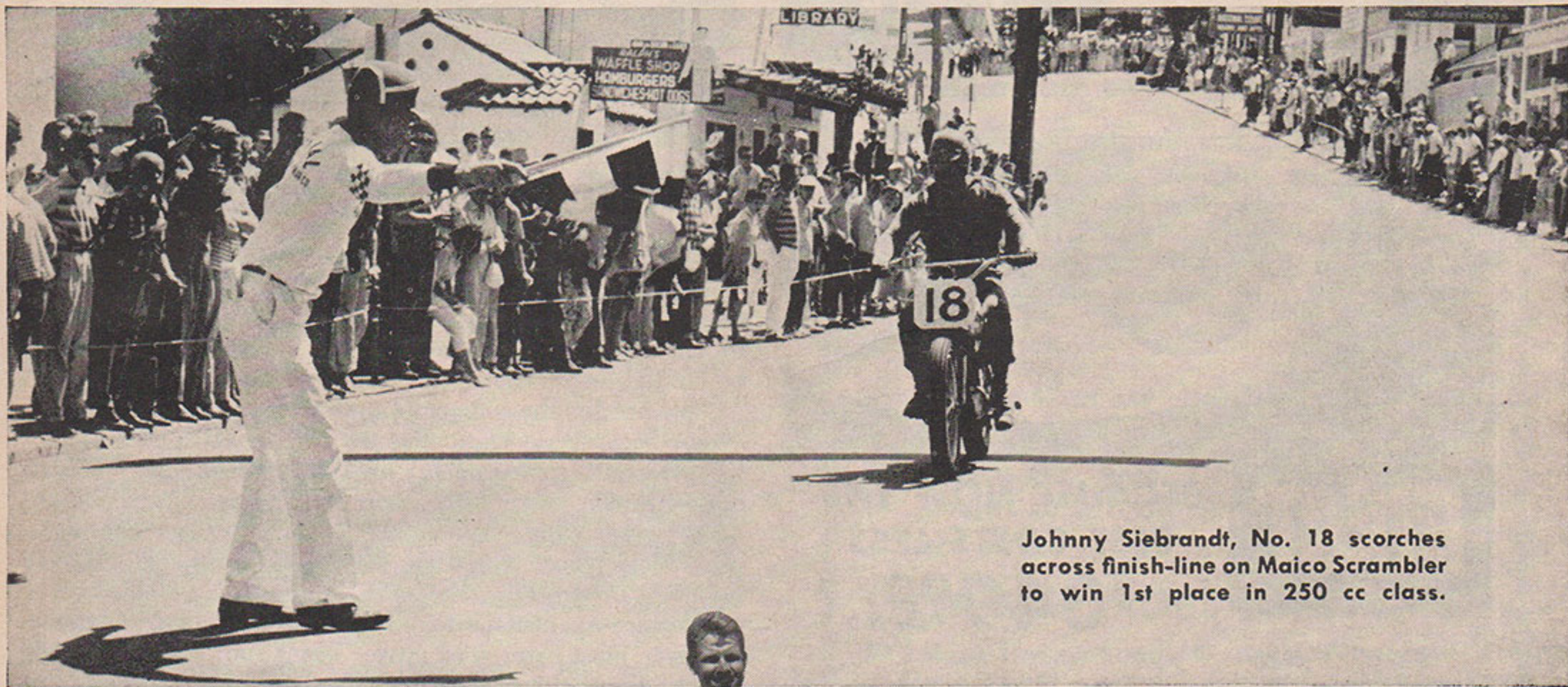
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Maicos Sweep 1st, 3rd, 4th, 5th & 7th In Catalina Grand Prix!



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

THE WINNING MAN

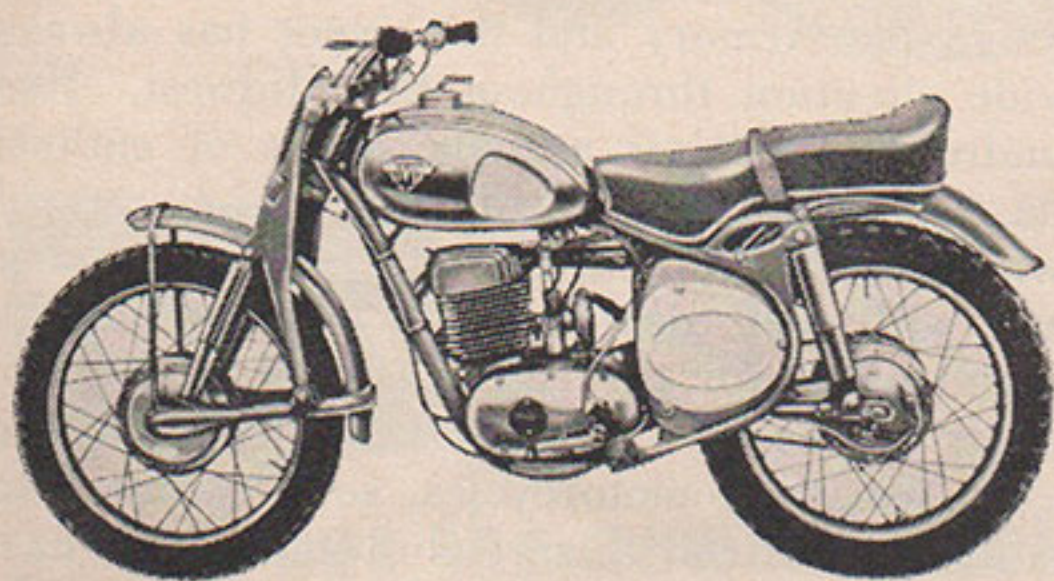
Johnny Siebrandt, tired, hot and dust-caked 1st place winner, sports a victory smile after leading the pack across the line.

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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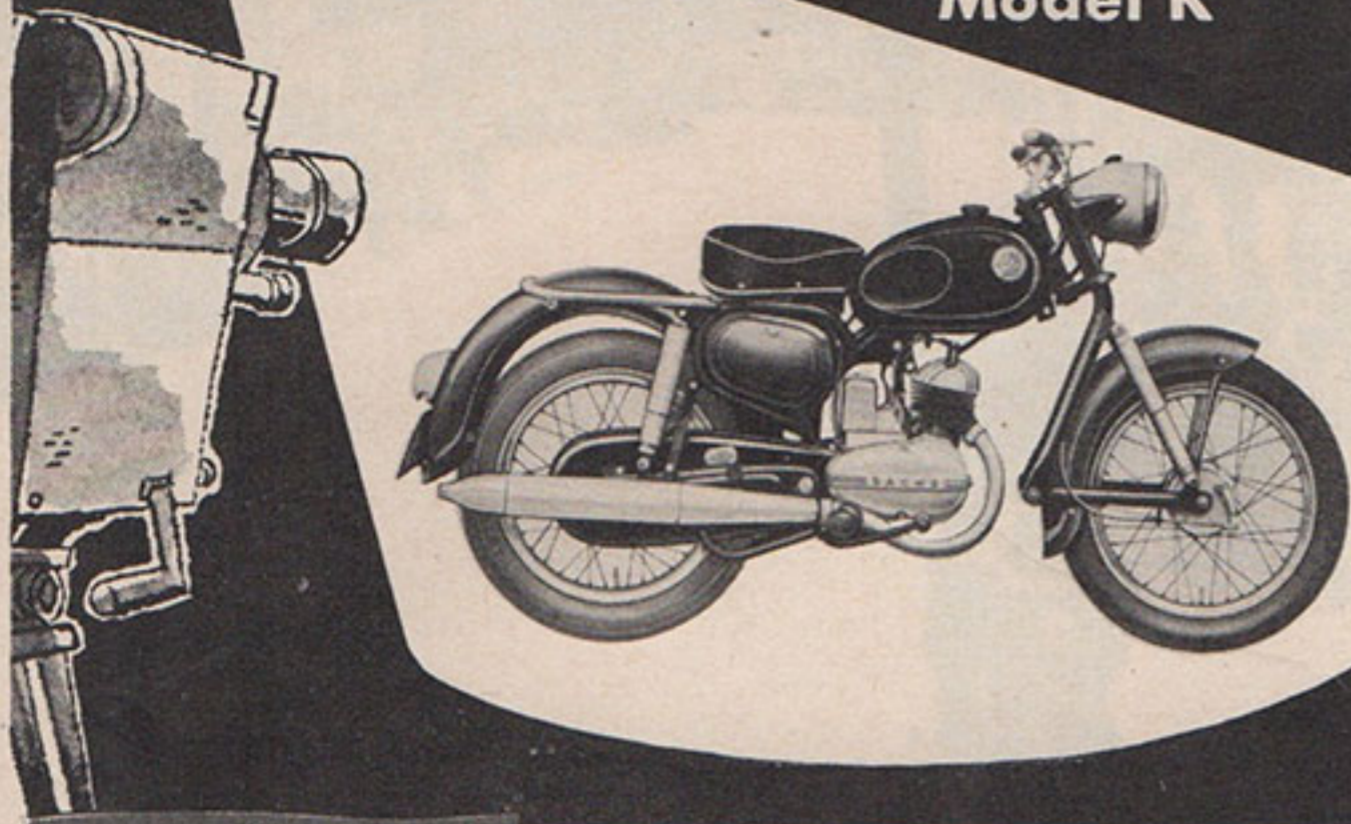
But, even more spectacular than the race itself was the impressive performance of the brilliant Maico 250 Scramblers and their hard-driving riders. In capturing 1st, 3rd, 4th, 5th and 7th places in the 250 cc class they proved that a Maico and a competent rider make a team that's hard to beat!

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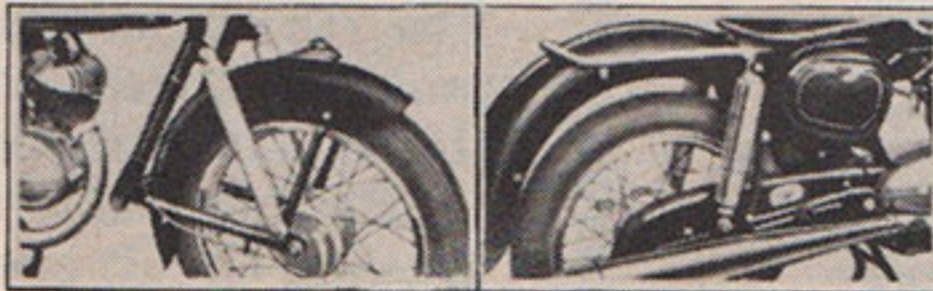


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Chromed Swingarm rear suspension with hydraulic shock absorbers. Earles-Type fork with hydraulic shock absorbers.

Color: Black with red tank, gold striped.

300 x 16" wheels with chrome plated alloy rims and true alloy hubs. Large brakes. Adjustable handlebars for real comfort. Equipped with Stop Light and Tail Light, Chrome Plated Muffler.

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THE PUBLISHER'S COLUMN (continued)

persons to ride motorcycles. He was formerly employed in the guided missiles division of North American Aviation.

As publisher of CYCLE I feel fortunate in securing the services of these two enthusiastic motorcyclists. Included in their instructions when they assumed their new duties were the same statements that we made when Clymer Publications acquired CYCLE some five years ago—and here, basically, is the position of CYCLE.

"Always remember that we have no friends to reward or enemies to punish. We are neutral, and we must remain so. We do not favor one make over another, and actually it makes no difference to us what make wins Laconia, Daytona, Catalina, Dodge City, Springfield, the Jack Pine, or any other competition event.

"We are dedicated to furthering interest in the sport of motorcycling, to help all riders and to do everything possible to assist the manufacturer, importer and dealer to increase the sale of motorcycles.

"We are against the hoodlums, hooligans and clowns who bring discredit upon the industry and the sport by their actions. Fortunately, they are but a small minority in our fraternity. We are for all safety campaigns and better public relations for motorcycling.

"We are for the importation of foreign makes of motorcycles because we know that the sale of all makes of motorcycles is responsible for an increased number of dealers, salesmen and mechanics in our industry, and all are boosting for motorcycling. We believe this increased competition has been good for sales and for the motorcycle industry as a whole.

"We are against the banning of the sale of U.S. motorcycles in most foreign countries which, unfortunately, still exists. We believe American-produced motorcycles and scooters should be sold in every country throughout the world."

NATIONAL RALLY AND RACES—A full page ad appears in this issue outlining the activities for the three-day motorcycle celebration to be held over the Labor Day weekend in Dodge City, Kansas, the oldest motorcycle racing center in America.

As in prior years, there will be a tremendous amount of activity and events that will interest every type of motorcycle enthusiast. The Economy Run is of interest to many, and certainly the half-mile dirt track events are as fine as can be seen on any track in the United States, if events held in prior years are any indication.

The Drag Races interest a large number, and here is where the boys can really do their stuff and either make good or lose out on the claims and predictions they have been making since last year. The 100-Mile Grand Prix on the airstrip has always been one of the most thrilling and interesting road races held in this country.

The International Motorcycle Show will be held for three days in the Armory and this event has always attracted wide attention throughout the Midwest. Here is where hundreds of dealers and thousands of enthusiasts congregate to discuss their favorite sport—motorcycling. Here is where the manufacturers and importers can meet and discuss with their dealers, both old and new, their problems and plans for the future.

All in all, the name of Dodge City is a name traditional in the world of motorcycles, so why not arrange your vacation and attend this celebration, which has the enthusiastic support of Dodge City businessmen, and city officials, as well as Kansas State and County officials.

Floyd Clymer Publisher

MOTOR MAIDS VISIT MILWAUKEE



Motor Maids of America visited Milwaukee and were luncheon guests of the Harley-Davidson Motor Company at its Butler Plant. This year the Motor Maids held their annual convention July 11, 12 and 13 at Elkhart Lake some 70 miles north of Milwaukee.

Open House



Part of the group of riders who turned out for the Open House recently staged by Bill Ellis (Bill's Cycle Shop) BSA-Sunbeam dealer, Advance, N. C.

Heidelberg Motorcycle Roundup

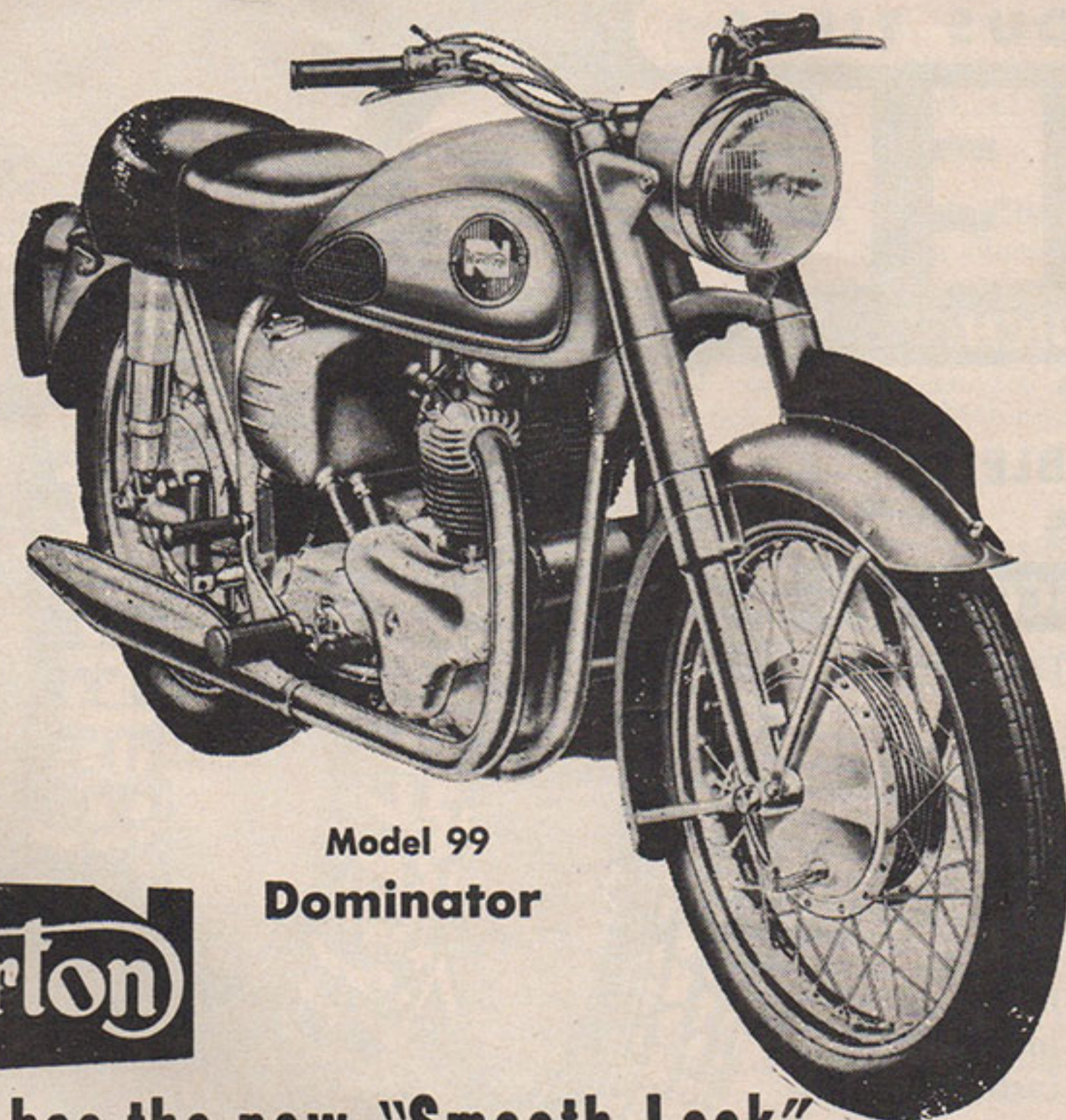
HEIDELBERG RACEWAY

Heidelberg, Penna.

- ★ 8 miles south of Pittsburgh on routes 28 & 519
- ★ Saturday, September 21, 8:30 P. M.—
4 Star Race on 1/4 mile track
- ★ Sunday, September 22, 2:30 P. M.—
7 Star Race on 1/2 mile track
- ★ See the world's fastest riders, who unofficially broke the five-mile record twice, on the world's fastest half-mile dirt track.
- ★ At this time we wish to thank all the motorcycle fans and competitors who made our June 8th and 9th racing events such a big success. See you in the Fall.

PITTSBURG RACING ASSOCIATION

718 Hope Hollow Road — Carnegie, Pennsylvania



Model 99
Dominator

Norton

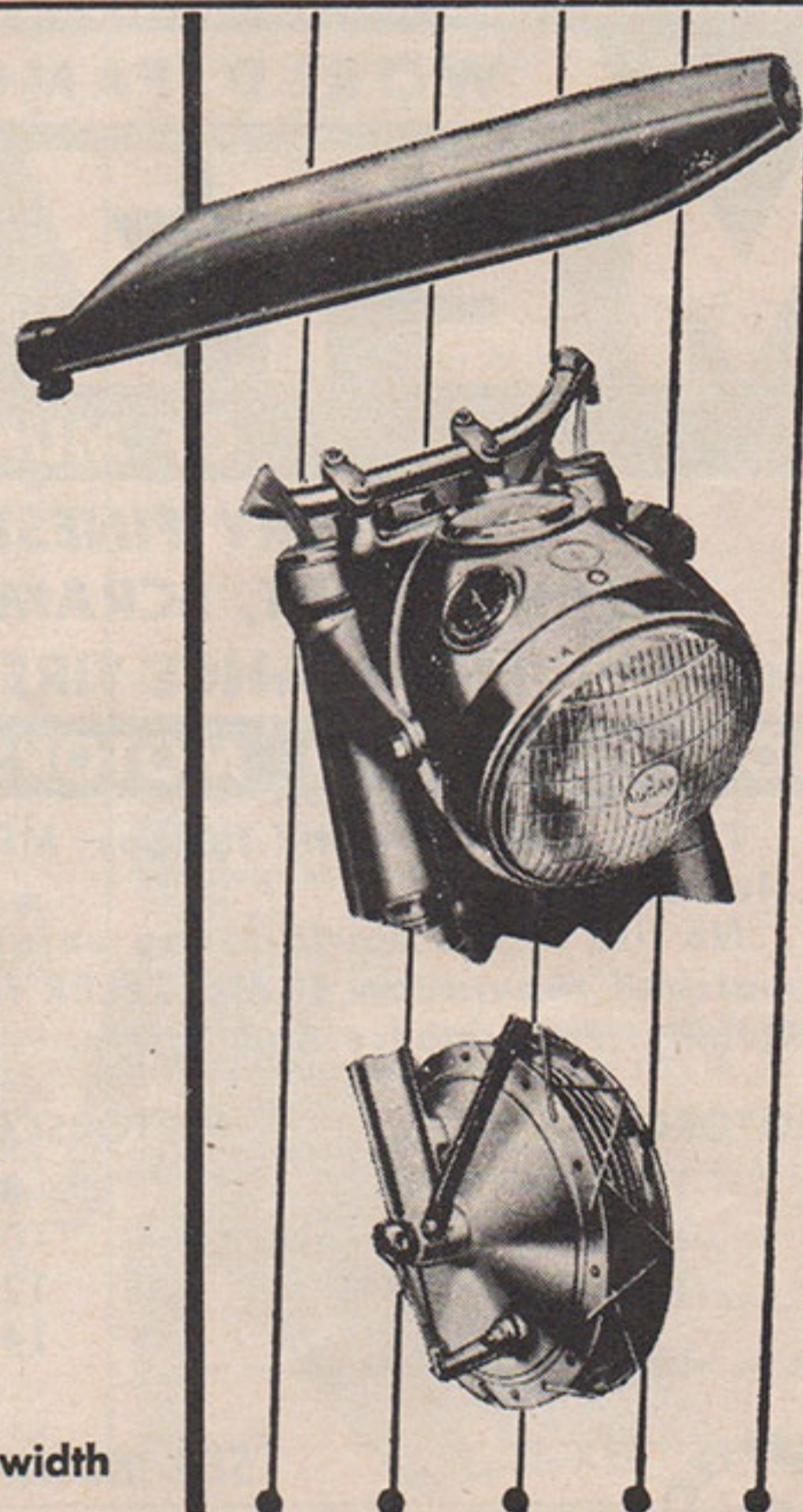
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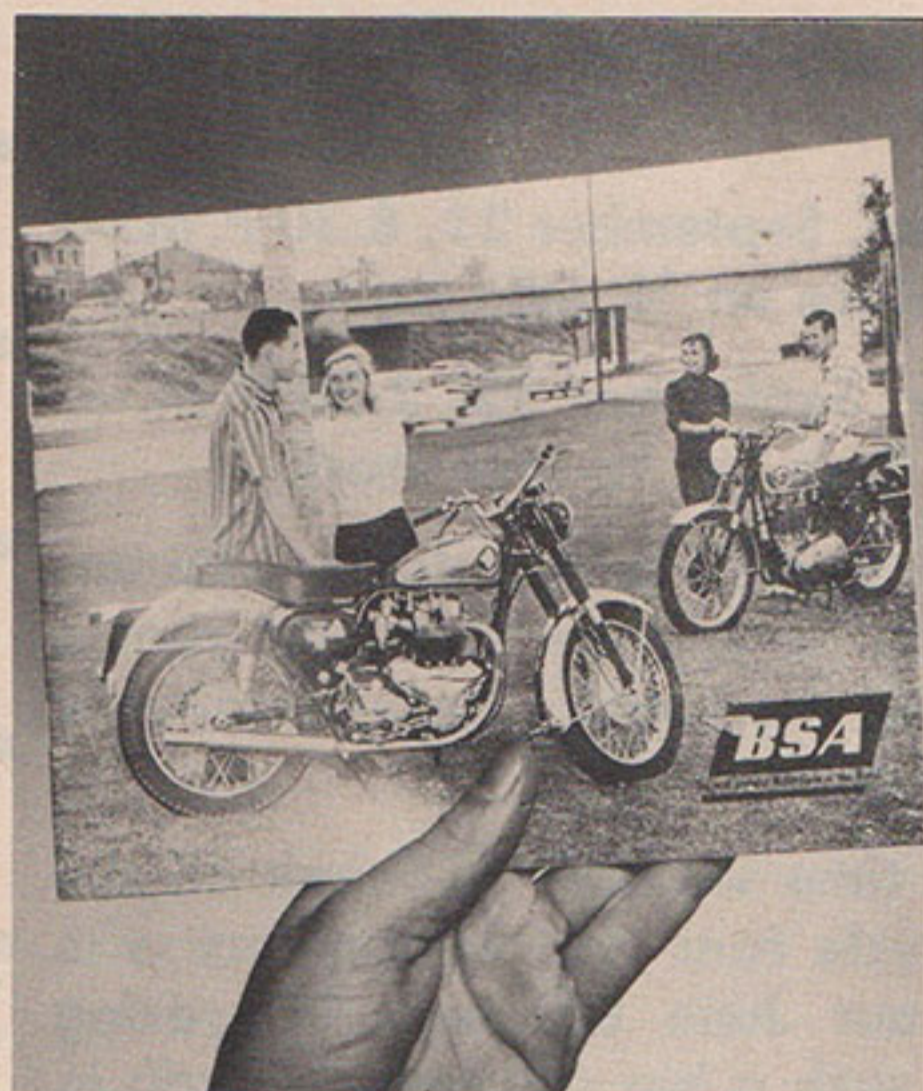
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BARNEY BARCLAY—BSA dealer for St. Petersburg and Tampa, Florida with his Golden Flash and some of the trophies recently won in drag races held at Brooksville, Florida. The largest trophy was won June 23rd at Kissimmee, Florida where he set a new record for that 1/4 mile track for 40 cu. in. motors running gas. The new record is 110 MPH in the quarter. Barney has been a dealer since 1946, coming to St. Petersburg, Florida from Bloomington, Ill. in 1950, and operates his two stores under the name "Barney's Motorcycle Sales".

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427 E. 3rd St., Dayton, Ohio

DEALER DOINGS

JOHNSON MOTORS' PETE COLMAN TAKES A LOOK AT TRIUMPH

Pete Colman, parts manager for Johnson Motors Incorporated, western distributors for Triumph and Ariel Motorcycles, recently toured the British Isles taking time out to visit several motorcycle manufacturers and, of course, to inspect the Triumph factory.

In a whirlwind 30 day visit to England, Colman met hundreds of officials representing various concerns and was able to witness the famed Isle-of-Man T.T. races.



PETE COLMAN dips the Triumph into the water hazard to see if it would keep running. It did.

Highlight of the entire trip was his visit and tour of the Triumph Engineering Company Limited in Coventry, producers of the famed vertical twin Triumphs and the Triumph Tiger Cub lightweight.

Mr. I. G. Davies, Publicity Director, for the Triumph Company, showed Pete around and he was able to try



Colman cranks the Triumph over at high speed coming out of a bend on the M.I.R.A. road circuit.

out a brand new Triumph T110 on the Motor Industry Research Proving Grounds. Pete was thoroughly impressed with the careful manufacturing techniques and testing facilities of



Colman looks happy after blowing the cobwebs out of the T110 with a few fast laps of the M.I.R.A. road circuit. Triumph executives Ivor Davies (Publicity) and Frank Baker (Experimental Development) listen to Pete's story of his Duke-like progress thru the curves.

the Triumph concern, and he had nothing but praise for the many expert "old hands" whose many years in the trade have helped to bring Triumph to the fore in a world-wide market.

Pete also was able to visit briefly with Mr. Edward Turner, managing director of the Triumph Company and designer of the Triumph vertical twin engine. ★

Motorcycles at Iowa Sports Show

The third annual Motor Sports Show will be held Saturday and Sunday, October 5th and 6th on both floors of the Veterans Memorial Auditorium in Des Moines, Iowa. The exhibit will contain between 200 and 300 privately-owned vehicles. Motorcycles will be featured. ★

Ekins Moves Shop

Bud Ekins, 1957 National Scrambles Champ and winner of many of Southern California's top events, has recently moved his Triumph and Ariel shop to larger quarters at 14803 Ventura Blvd., Sherman Oaks, Calif. ★

MUSTANG CORPORATION TO MOVE

An agreement has been reached between the Gabriel Company of Cleveland, Ohio, and Gladden Products Corporation; manufacturer of Mustang motorcycles whereby Gabriel is purchasing certain assets of the Gladden Corp.

The Mustang Division will be retained by Gladden Products Corporation and will move to its own plant where it will continue to manufacture the "Mustang" along with other allied lines. This move will give Mustang more freedom in its production and development of future products.

As soon as the move is made, CYCLE magazine will advise its readers of the new location of the Mustang Corporation. ★

(Continued on page 40)

NEW INDIAN AGENCIES OPEN IN L. A. AREA

Two new Indian agencies opened recently to serve the Los Angeles area. In July Al Bilava opened his doors for business at 2720 N. San Gabriel Blvd. in So. San Gabriel, Calif., and at about the same time Barney Tillman and Dell Vearrier held their grand opening at 6027 E. Whittier Blvd. in East L. A. Bilava calls his establishment Motorcycle Crossroads, and Tillman and Vearrier's business goes by the name of Indian Sport Center. ★

NEW SPORT KIT FOR ZUNDAPP

The Kingco company has announced that it will market a new sport kit for Zundapp Challenger-Sabre and Super Sabre motorcycles. The kit includes an upswept, chrome-plated hi-pipe, an Enduro muffler, a jiffy stand which clamps to the rear swinging arm, steel sport fenders, and a heavy-duty skid plate. Fitting these components should make the fine Zundapp motorcycle into an excellent competition machine. ★

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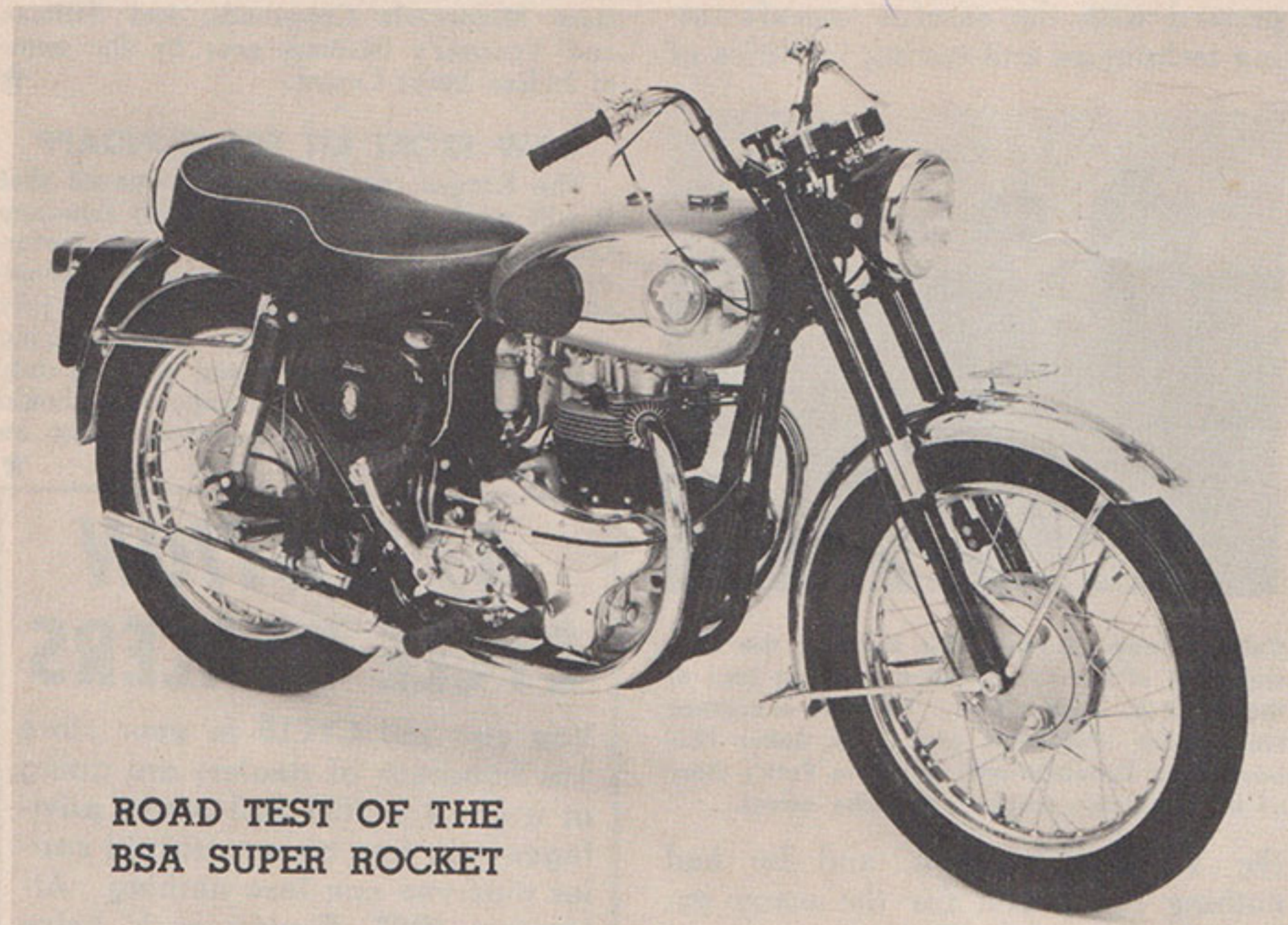
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ROAD TEST No. 88



ROAD TEST OF THE
BSA SUPER ROCKET

By the CYCLE Staff

The term "bomb" has been over-used of late, but its application to the new Super Road Rocket by BSA fits like a fuse in a blockbuster.

The standard Road Rocket introduced to the American market in 1954 was a pretty potent pack of power that caused a good many boys with supposedly "hot" machines to hustle back to the speed shop for more modifications after being bested in a drag race or high-speed run against the Rocket. When these same speed-riders come up against the new Super Rocket their cries should be heard all the way to Birmingham as the improved BSA bomb once again hustles past their quick machinery.

In designing the original Road Rocket the BSA engineers were instructed to develop a motorcycle that would appeal to the tastes of the American rider. That their efforts met with approval on this side of the Atlantic is evident by the quick acceptance that the Rocket enjoyed in this country. What was probably more surprising to the Rocket's designers was the fact that a great many of the machines were also sold in the British Isles, proving that Americans are not the only people who appreciate power, comfort, and good-looking motorcycles.

The Super Road Rocket combines its amazing power with good manners and is equally at home in congested traffic and wide-open spaces. Too often low end performance must be sacrificed in order to gain power like the Rocket's, but unlike many factory hop-ups, the Super Rocket is easy to start and stays flexible throughout its entire speed range—which reaches well over the century-mark. But don't think for a moment that the Super Rocket is all go and no show. As a look at the pictures will prove, it is a handsome motorcycle with excellent detail finish, appealing lines, and enough chromium to outshine a searchlight. This lavish use of chrome is expected to appeal to the American market, and undoubtedly it will—but one item leaves us a little cold. It is that Detroitish Rocket emblem on the front mudguard. This doodad will probably appeal to the Christmas-tree school of motorcycle design, but those of us who feel that a motorcycle should look like a motorcycle will whip out a suitable wrench and transfer that particular feature to an Oldsmobile, where it belongs.

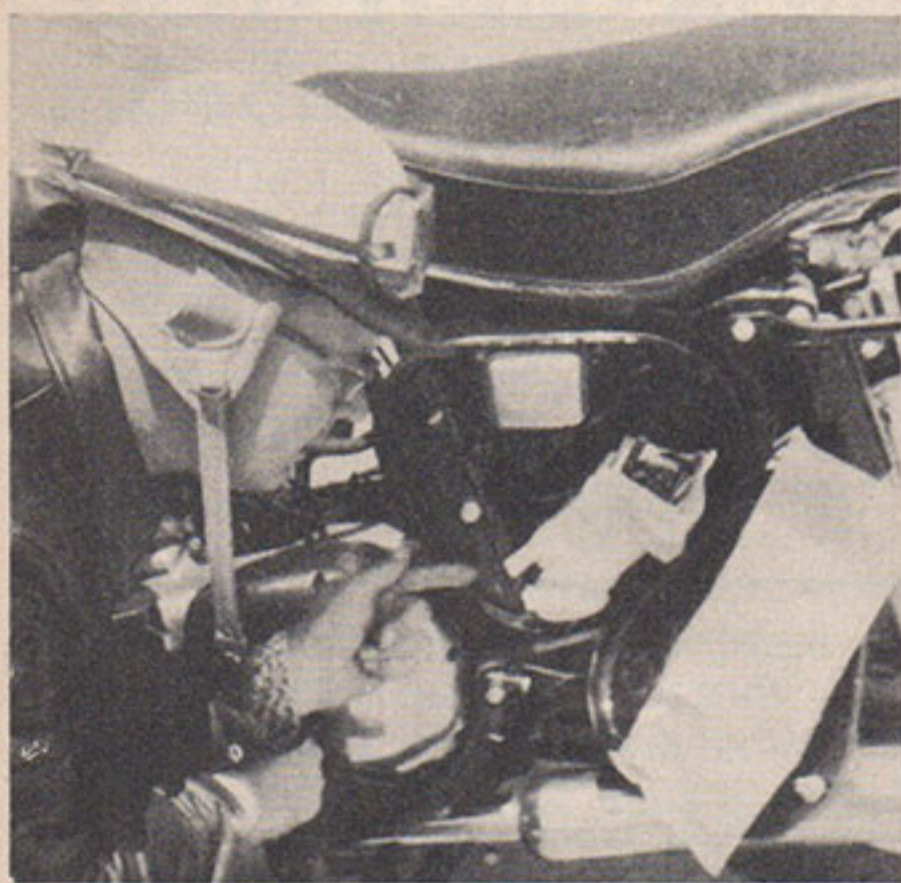
There is a type of motorcyclist who feels that his mount is well suited for short jaunts but a little too uncomfortable for cross-country

trips. To those riders we say just rest your rear on that cushy dual-seat, bounce the swinging-arm over a couple of chuck-holes and see how slight an edge the old arm-chair holds over the Super Rocket. You'll find that the front forks are too soft for much cow-trailing—they bottomed rather easily during our test—but otherwise the suspension on this cycle is good. A great many



CYCLE tester Asher Lee reports the Super Rocket scaled hills like this easily.

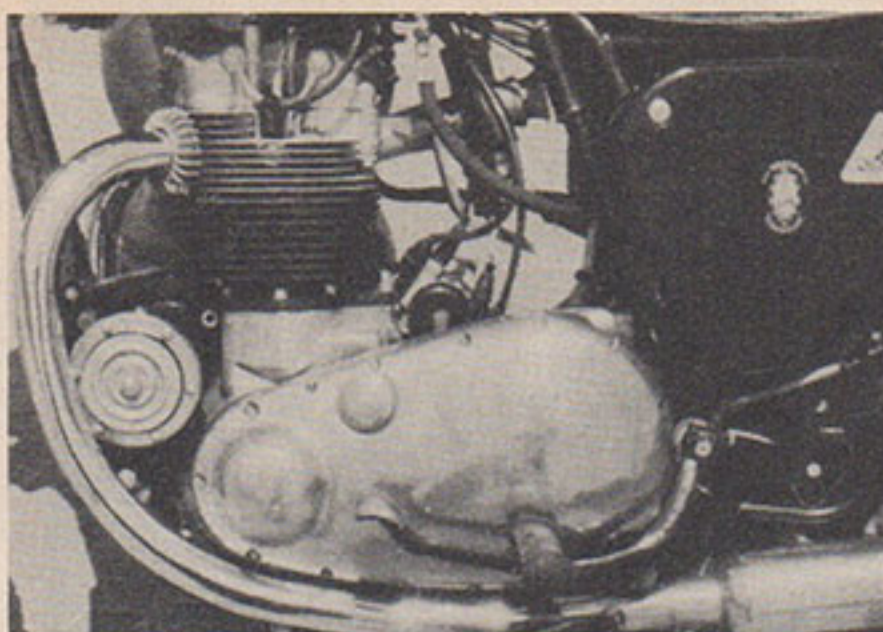
things combine to place the Super Rocket above the average on the comfort scale: the seating positions for rider and passenger are good, the controls are right where they can be most easily operated, and except for some excessive effort required to operate the clutch—which is otherwise smooth in its action—and a gearshift lever that could stand a little lengthening, the handling of this machine is second to none. The gearbox turned out to be an enthusiast's delight and in spite of the stubby lever it could be shifted up or down at any speed with as little clash of cogs as a politician changing his mind.



Voltage regulator and tools repose in this spacious jockey box. Object on box cover is owner's handbook.

The huge T.T. carburetor fitted to this machine responded instantly to the quick-acting twistgrip and under its urging the 40 cu. in. vertical twin displayed more snap than a gross of rubber bands. This outstanding performance was not without its price, however. The two-gallon fuel tank fitted to our test machine tended to empty of itself rather quickly, so if long trips are anticipated it would be advisable to fit the four-gallon tank which is standard equipment in the East and available as optional equipment on western models. This is the price that must be paid, since economy and high performance have never come in the same package. The less demanding rider may be able to lower his fuel consumption figures somewhat by reducing the power settings that were employed in the test.

One minor but embarrassing annoyance noticed during the test was that while the throttle action on the machine was smooth and the power response just as smooth, sharp right turns caused the throttle

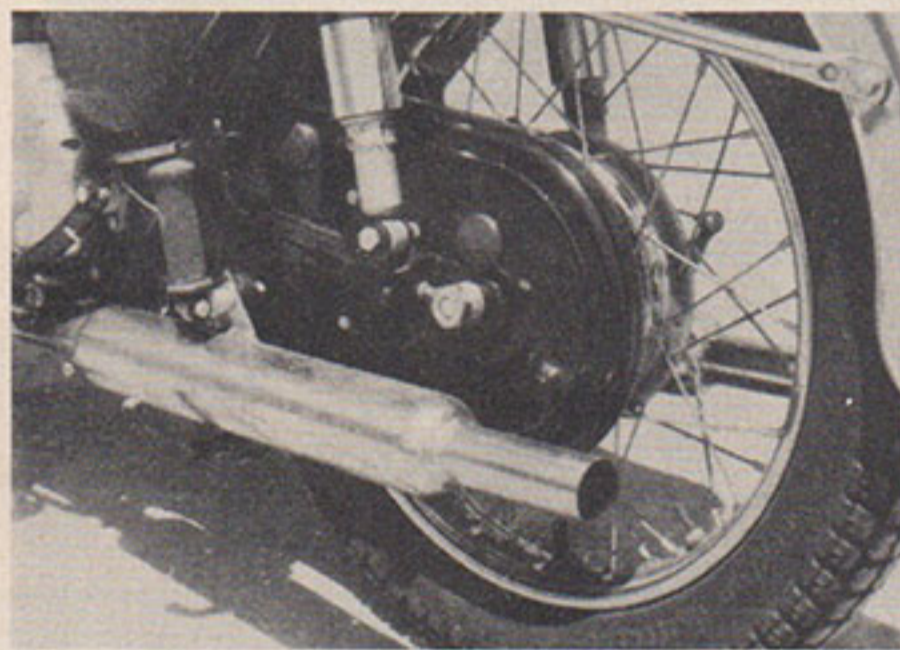


A trim and businesslike engine. Note heavy cylinder base flange and T. T. carburetor.

cable to bind and speed up the engine. Rerouting or lengthening the cable should eliminate this problem.

It is obvious that the tremendous power of the Super Rocket engine demands exceptional brakes, and the stoppers on this machine are just that. Whether applied singly or in unison they bring the moving missile to a safe stop without a hint of grab or shudder. A welcome combination of speed and safety.

Now let's check the Birmingham beauty for technical details. During the test many of the break-in miles were put on at night and the lighting proved to be excellent, although a light for the tachometer should be provided. The rear chain is totally enclosed and this admirable optional feature kept the rear of the machine as clean as a parson's conscience. Unfortunately, enough oil seeped from the primary chaincase and gearbox to spot up the garage floor, but the rest of the mechanical components remained oil-tight.



Completely enclosed chainguard is optional. Full-width hub houses powerful rear brake.

Heavy chromium plating protects and enhances the tank, fenders, fenderstays, exhaust pipes and mufflers, and a bevy of small parts. This machine should be a joy to keep clean with its high-quality chrome and enamel.

Looking into the specifications, the "Super" engine features enlarged inlet ports, heavy-base cylinder block and an extra-heavy crankshaft to withstand the jolt of 650 booming ccs. displacement.

Gear ratios are well spaced for road work, with a close ratio between 3rd and 4th.

To eliminate any doubt about what is going on in the engine room, a tachometer is fitted in addition to the usual speedo. Handlebars are high and wide, a design that pleases Californians and distresses Britishers and some U.S. riders. The dualseat features a hand-hold for the passenger which can also be used for pulling the Rocket onto its center-stand. The impressive and desirable T.T. carburetor should cause the connoisseur's mouth to water and the healthy exhaust note will delight his ear without offending any of the neighborhood gendarmes.



Forks are equal to dips like this, bottom on rougher stuff.

The BSA Super Road Rocket packs enough punch to hustle across the American continent and back in quick comfort yet it is pleasantly docile in going-to-work traffic. Its beauty spells pride of ownership and its performance will keep its owner happy for many years. The BSA firm's skillful wedding of utility with enjoyment is bound to please the most exacting motorcyclist.

With full equipment, top speed of the Super Rocket was 112.11 m.p.h.; and, without mufflers, when ridden by Neil Keen, top speed was 116.26 m.p.h. This test will be the last one CYCLE will conduct with mufflers removed from the test ma-

chine. Some readers have criticized the testing of road machines without mufflers, and/or with the rider lying in a prone position for top speed, which has been discontinued.

Only on Scrambles models will future tests be made without mufflers.

In each instance CYCLE will request that one representative of the manufacturer, dealer, or importer be present when the speed tests are made.—Clymer.



Standard equipment includes tachometer, steering head lock, steering dampner and manual spark advance.

Performance Summary

MAXIMUM SPEEDS:

3rd gear103:96
4th gear112:11
without mufflers.....116:26

ACCELERATION:

1/10 mile drag..... 8.3 seconds
1/4 mile drag.....14.1 seconds

BRAKING DISTANCE:

panic stop from 20 M.P.H.
front only24' 2"
rear only.....37' 5"
both13' 0"

SLOW RUNNING:

high gear without chain
snatch19.5 M.P.H.

GASOLINE MILEAGE:

average for test.....50 M.P.G.

Specifications

ENGINE: 650 c.c. (40 cubic inch) overhead valve Twin; alloy cylinder head with valve seat inserts, racing valves and springs; Amal T.T. racing carburetor; super-sports camshaft, heavy base cylinder block, high compression pistons. Engine has Rocket type heavy duty crankshaft and is tuned at the Factory for maximum horsepower output. A Smith's precision 8000 r.p.m. tachometer is provided to protect the engine.

TRANSMISSION: Engine shaft cushion drive; BSA four speed gearbox with foot operated positive stop change lever, multi-plate clutch, primary chain in oil bath, full rear chain enclosure optional at extra cost.

IGNITION: Lucas magneto with manual advance and retard for maximum efficiency.

LIGHTING: Lucas gear driven generator, Lucas 7" diameter headlight incorporating parking light, tail and stop light with reflector.

FRAME: Welded double tube frame, spring up center stand, jiffy stand and front wheel stand, key operated steering head lock, new "Twin-Solo" dual-seat with chrome handrail and passenger footrests. Telescopic front and swinging arm rear suspension are both hydraulically controlled. Rear springing is adjustable according to load. Full width alloy hubs with powerful center-line brakes.

FINISH: Sapphire Blue and Chrome tank with SUPER ROCKET insignia, heavy chrome plate on fenders, exhaust system, handlebars, wheel rims and many small parts. Polished alloy primary chain cover and gear box cover. Frame is lustrous black baked enamel. Note: Eastern models have 4 gallon tank and Twin Solo dualseat. Western models have 2 gallon tank and Sports type dualseat.

MANUFACTURERS: BSA Motorcycles Ltd., Birmingham, England.

U. S. DISTRIBUTORS: East—BSA Incorporated, Nutley, N. J. West—Hap Alzina, Oakland, Calif.

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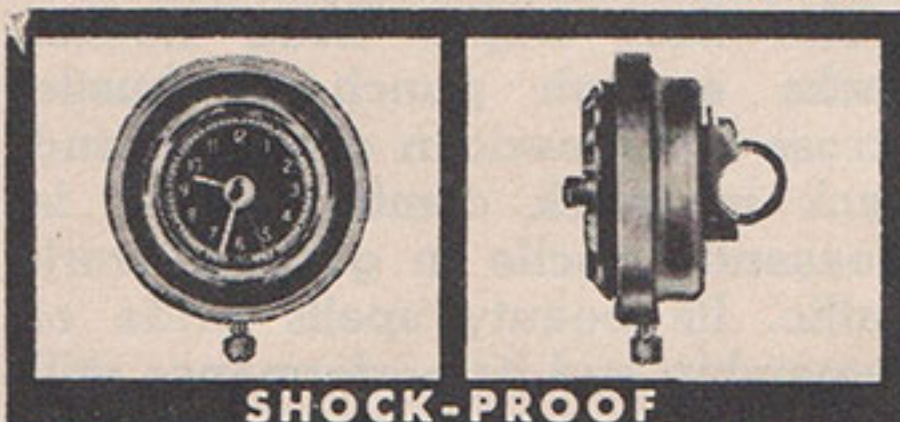
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BRITAN TO PERMIT U.S. MOTORCYCLE SALES

Mr. Denis McCormack, President of the Triumph Corporation, Baltimore, Md., recently sent us information that had been received from the British Embassy in Washington, D. C.

The British government will authorize the importation of 50 U. S. built motorcycles per year, and it is anticipated that shipments may commence shortly.

Mr. McCormack pointed out that U. S. distributors of British built motorcycles as well as British manufacturers themselves have been urging the British authorities to make this exception in the interest of motorcycle sporting enthusiasts of both nations. The position of the British is that they are still extremely short of U. S. Dollars and therefore must restrict dollar imports. This has been the reason that U. S. built motorcycles have not been sold in England.

Actually there has never been any ruling prohibiting the sale of U. S. built motorcycles in England, but such importation required a special British government permit and heretofore such permits were not granted.

While 50 U. S. motorcycles per year seems like a very small number, perhaps as Mr. McCormack brings out, it is at least a start.

Now if New Zealand and Australia will only follow suit, perhaps some U. S. makes can also be exported to these countries. In the early Twenties, as many as 1500 Indians were exported to Australia and as many as 700 to New Zealand each year.

In recent years both of these countries have banned the sale of U. S. built motorcycles, or perhaps the word banned is not proper, but in actual practice it is correct. There is no law against importing U. S. built motorcycles into Australia and New Zealand, but a government permit in each country is necessary and the permits are impossible to secure.

We hope that this gesture by the British is the beginning of a more normal flow of trade insofar as motorcycles are concerned between our two countries. It has been a one-sided affair for far too long. ★

ED KRETZ

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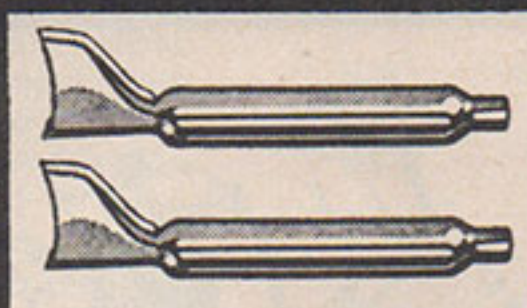
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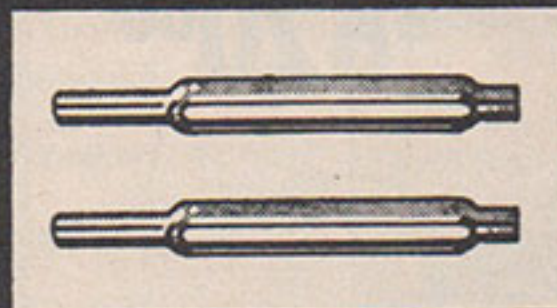
3 complete dual jet tone exhaust system combinations.



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.

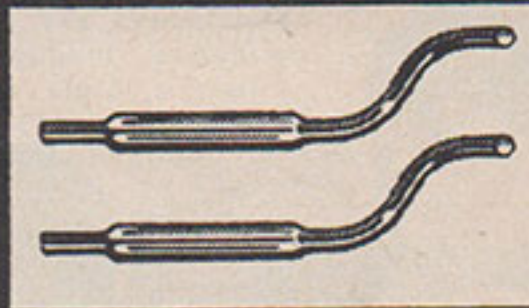
Combination Price **55.50**



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.

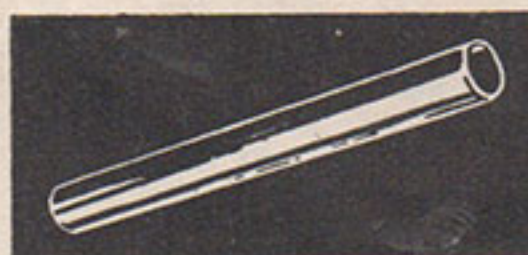
Special Combination Price **44.50**



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

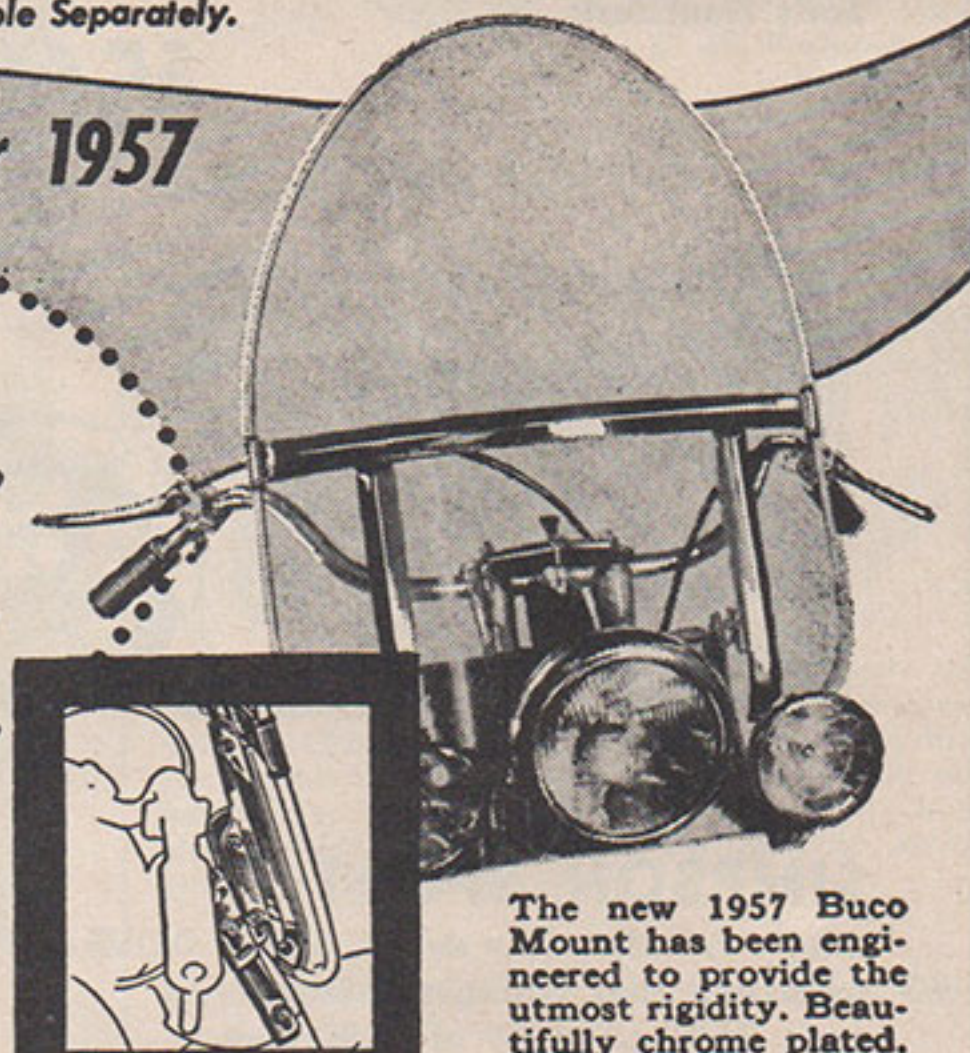


Mufflers—Straight and Cross-over Pipe Available Separately.

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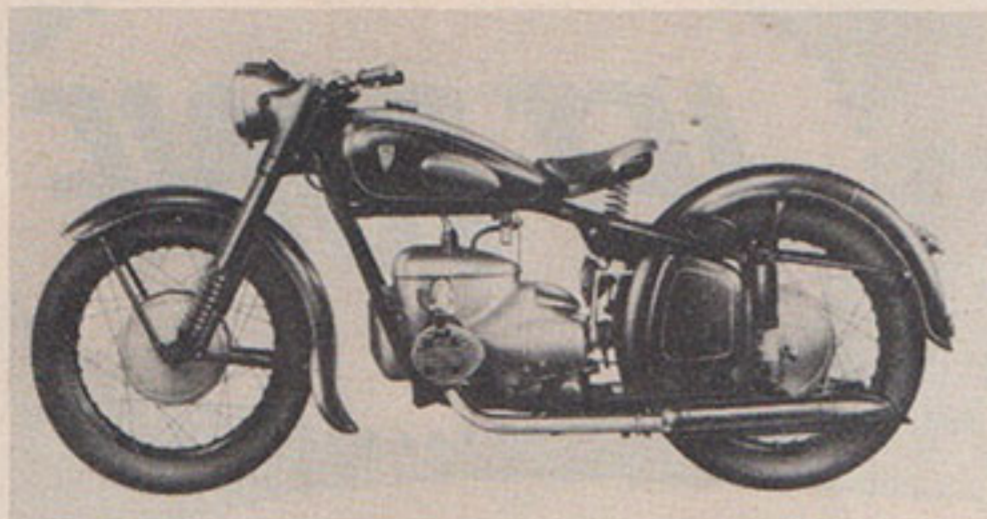
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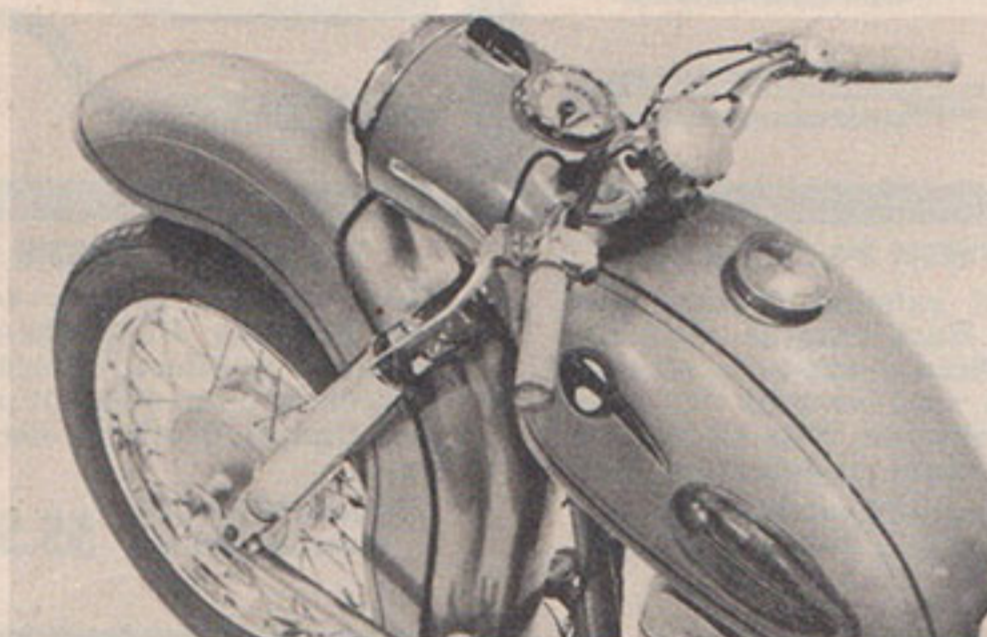
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MZ—BK 350 cc

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

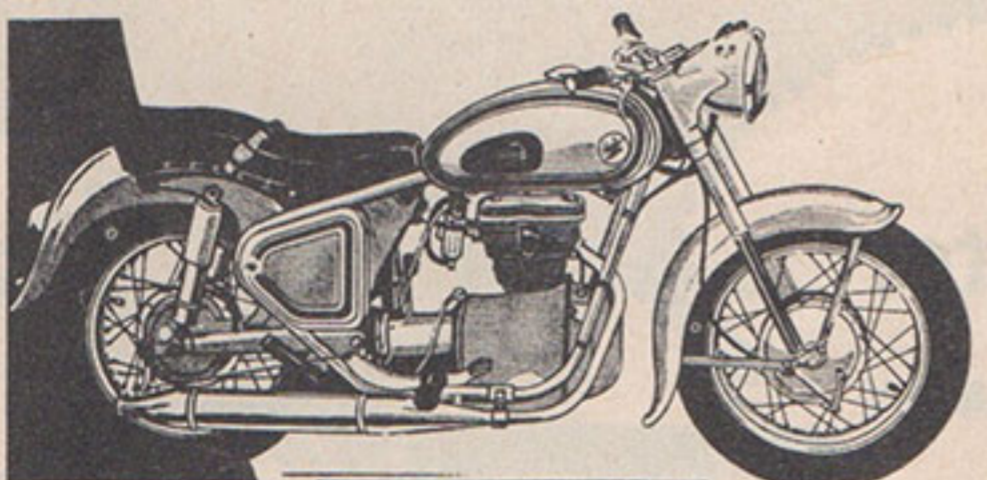
\$620⁰⁰



MZ—250 cc

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

\$560⁰⁰



SIMPSON SPORT

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

\$576⁰⁰



\$515⁰⁰

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

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



TWN tassy

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

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

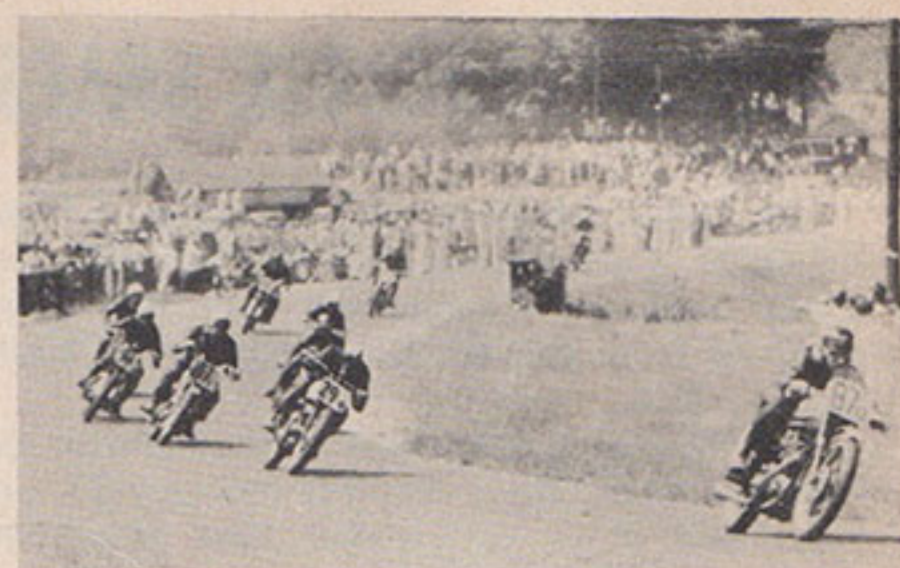
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LACONIA (Continued)



LOCAL BOY LEADS THE PACK. Dick LaPorte, of New Hampshire, whips up the mountain ahead of 8 out-of-state friends. Saturday's races are a gift from the New England Motorcycle Dealers Assn. to anyone arriving on a bike; all others must pay their way through the gate.

his eyes off the guy in front, so he had to follow as well! Third man, riding an odd-colored Triumph—whipped out of sight over the bank, ramming half way through the snow-fence without damage to anything but the rider's feelings! The fourth man in this mad scramble, on a Gold Star, got half way around the corner before he shot under the wire fence, pinning the rider until the field



LAW BREAKERS. Way over the posted speed limit comes a quintet of hot jockies in the big race. Note how well protected the course is from spectator interference.



CLASSY UNCLASSIFIED WINNER. Roger Reiman, of Kewanee, Illinois, made his mark at Daytona this year by winning or placing high in every sporting event entered with his Harley. It seemed natural for Roger to take the Laconia race for newcomers.

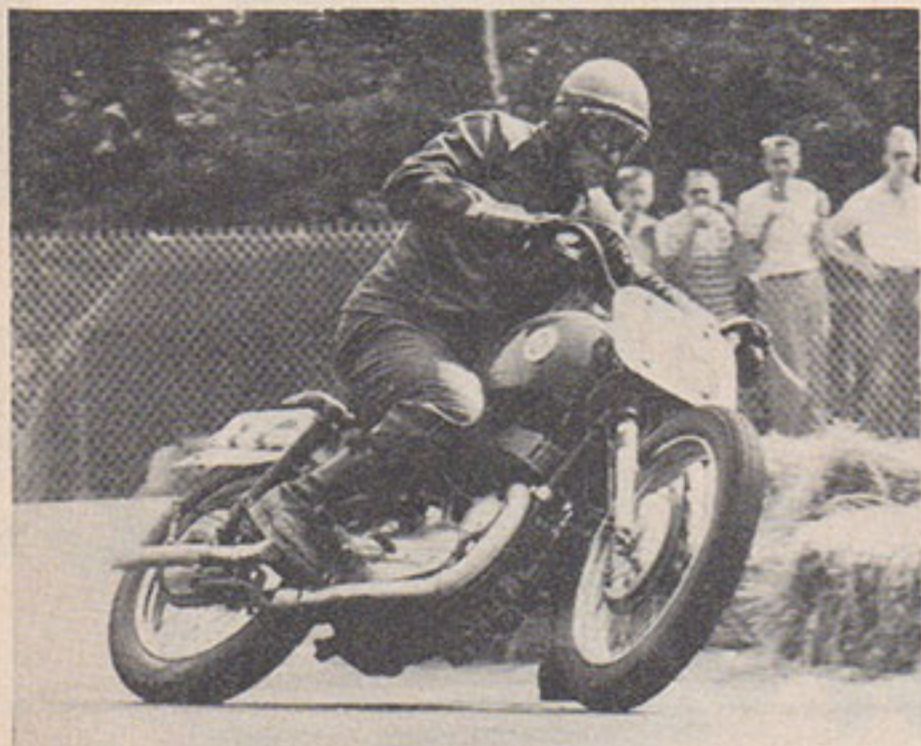
swept by, and later taking three men to pry the racing job loose! Four weird bits of packed action on one corner in the opening lap! The New Yorker with the three cameras strung around his neck, was so incredulous that he failed to get even ONE of the thrilling photographs! However, before the race was done our critic settled down and began to burn away film, but throughout the remaining 14 laps we could hear him murmuring, "Man, these guys are nuts but this is my kind of racing from now on!!"

Going away without strain was Triumph rider Don Kissinger, whose odd underhand clutch action caused some eye-rubbing from the Experts who had come down to the track to pick up a few tricks from this wild batch of unpolished racers. Two thirds of the way out, and while safely leading, Don's BTH stopped pumping sparks. Earl Martz, the dealer who had built the job, was sadly philosophical: "Same thing happened on the job I built for Jack Horn—leading the big one in the 1950 Daytona and the damned mag quits! Maybe I ought to switch to coil ignition?"

B. S. A. single jockey Charles Kuster took the lead when Kissinger retired, but Reiman proved just a bit stronger, and nosed his big K into the Winner's place.

FINAL: UNCLASSIFIED "B" - SATURDAY, JUNE 22

1035	Roger Rieman	Kewanee, Ill.	H-D	15 min. 59.33
45A	Charles Kuster	Westbury, N. Y.	BSA	
72A	Warren DeLong	Stratford, Pa.	Velo	
37B	George Hewitt	Uncassville, Conn	BSA	
85A	Wm. Massey	Troy, N. Y.	BSA	



SLIGHTLY CROSSED UP but keeping an eye on the flagman is Tommy Morris of Florida, one of the smoothest cornering artists in the business. Morris finished in 10th spot.



ON TO VICTORY. Louis Kramer, #35, leads Larry DiSimone and Alvin Fisher out of a corner near the finish. For half the distance, Kramer, Fisher and Don Burnett put on a real bang-up show, with the lead see-sawing back and forth several times, perfect elements for a good race.



ROLLER COASTER. Coming off Belknap Mountain is a real thrill to both rider and spectator, for at the foot of this fifth mile plunge is the reverse bend Hairpin!

RESULTS OF SPORTSMAN'S HILLCLIMB THURS. JUNE 20

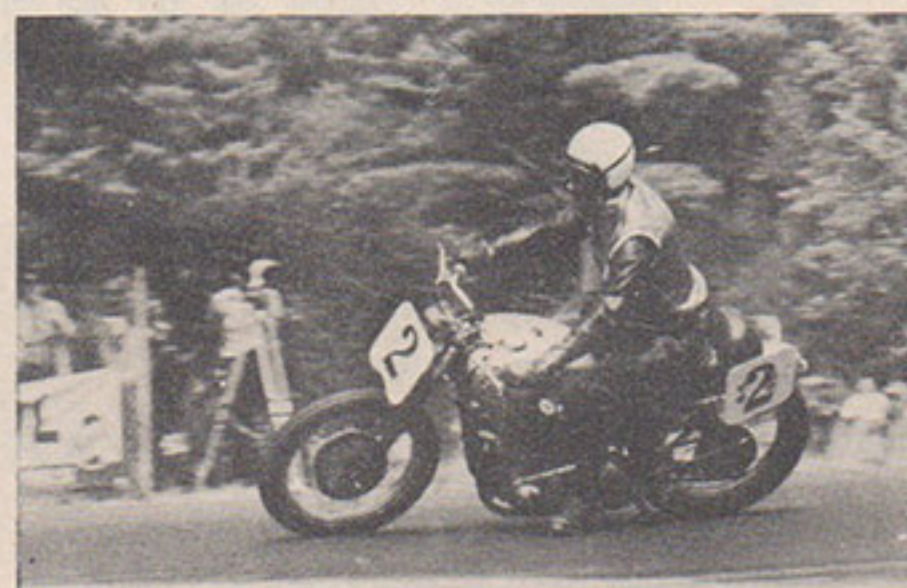
Class	Rider	Club	Seconds
125 cc. Class:			
	Harold LaRose, Cambridge, Mass.	H-D	11:44
250 cc Class:			
	John Weigold, Greenwich, Conn.	ALLSTATE	7:98
500 cc. Class:			
	Richard D. Zwitzer, Rochester, N. Y.	BSA	6:34
55 Cu. In. Class:			
	Edwin McIntyre, Somers, Conn.	Tri.	6:60
80 Cu. In. Class:			
	Richard Moher, Toronto, Ont.	H-D	9:26

RESULTS OF SCRAMBLES - FRIDAY, JUNE 21

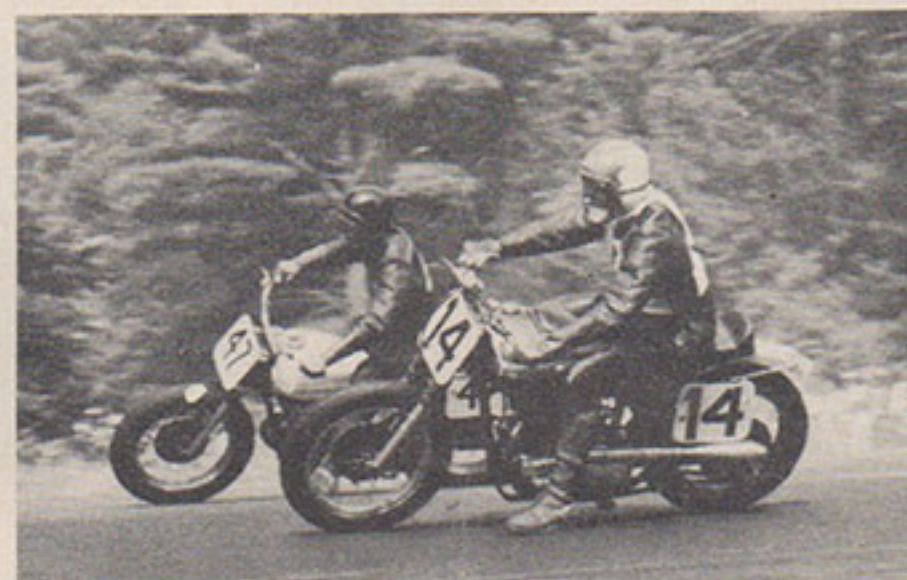
Class	Rider	Club
125 cc Class:		
	Richard Koivu	H-D West Townsend, Mass.
200 cc Class:		
	Tom Svack	H-D Yonkers, N. Y.
250 cc Class:		
	John Velencia	Maico Madison, N. J.
500 cc Class:		
	Ray O'Connor	BSA Rochester, N. Y.
55 Class		
	Don Gore	BSA West Hartford, Conn.

DRAG RACE RESULTS - FRIDAY, JUNE 21

Class	Rider	Club	M.P.H.
125 cc. Class			
	Harold LaRose, Cambridge, Mass	H-D	43.478
250 cc Class:			
	John Weigold, Greenwich, Conn.	ALLSTATE	58.064
500 cc Class:			
	Robert Barber, Devon, Conn.	BSA	67.164
55 cu. inch Class:			
	Richard Haumann, Cranston, R.I.	H-D	72.580
80 cu. in. Class:			
	Ronald R. Brothers, Lynn, Mass.	H-D	76.271



TWO-TIME LACONIA WINNER Dick Klamfoth at speed on the mountain side of the course.



DON GORE-WALT FULTON DUEL. Don finished in a hard-earned 4th spot; Walt watched the end of the race from the pits, but here they both are at about the 50th mile, whipping over the grade, wide open in high gear!

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It's in the bag with a quality Bütow Tank Rack sack. Fits snugly on your tank. Rear strap quickly unhooked for easy fueling. Waterproof—real leather fittings—sturdy zipper. Tank finish protected by soft material. Ideal for touring or just shopping. \$10.95 Postpaid. Sports Model with map case on top \$12.25.

"MONZA" GOGGLES



Unlimited vision in all directions. Body of plastic with soft foam rubber lining. Available in black, gray, beige, glass-clear, green, blue, or red . . . Lens colors available are clear, roseal, green, lemon, and orange. \$2.25 Postpaid. Extra lenses \$.35. Specify color of body and lens desired.

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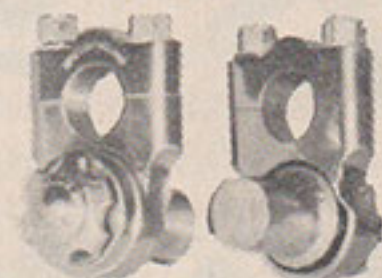
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Eliminate engine vibrations. Hand adjustment, noiseless, no lateral movement, self-lubricating, easily installed. Guaranteed 3 years. Specify 7/8" or 1" bars. \$7.45 Postpaid.

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Special German Racing Goggles of first-class workmanship. Soft moss-rubber rim reinforced with VILED A lining, and additionally padded with soft rubber material. Body of goggle is of air-penetrable, spring-supported trico-tissue, wide elastic head band, replaceable lens of safety glass. \$4.90 POSTPAID.

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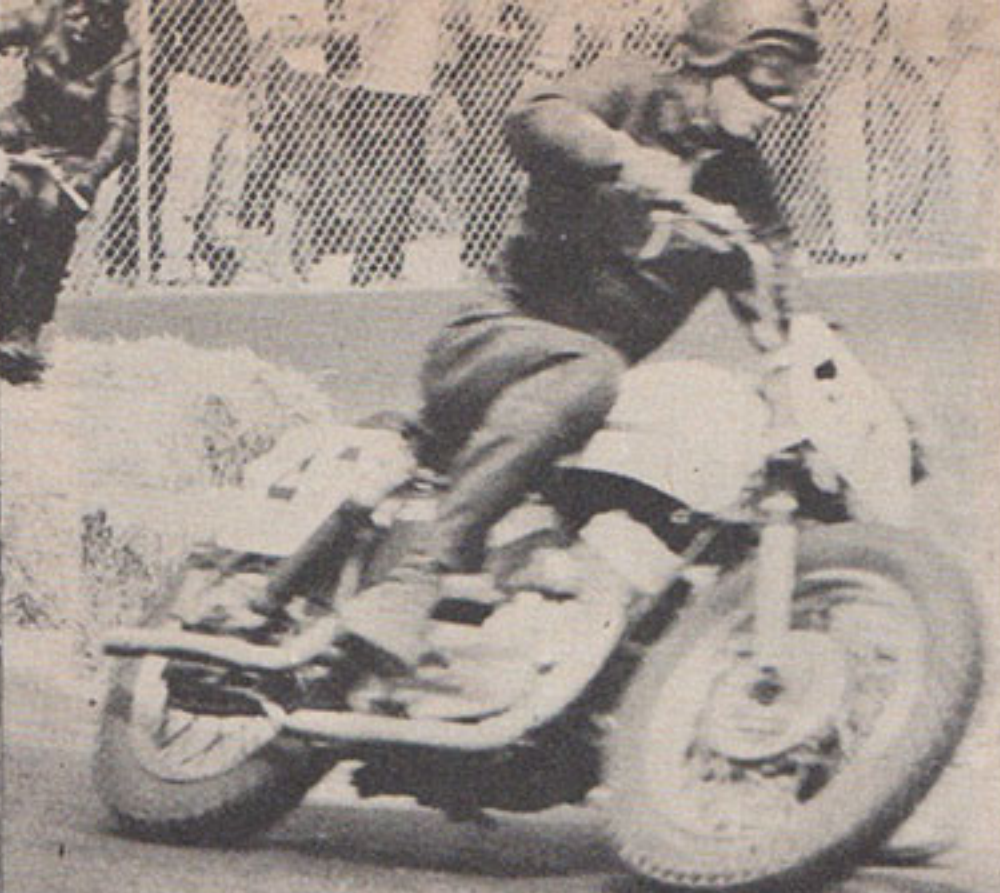
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Setting the pace, Joe Leonard takes the lead early in the 100-Mile Natl.



Fourth place winner, Don Gore, whips his Harley-Davidson 'round a hairpin turn in true road racing style.

LACONIA

100-MILE ROAD RACE CHAMPIONSHIP

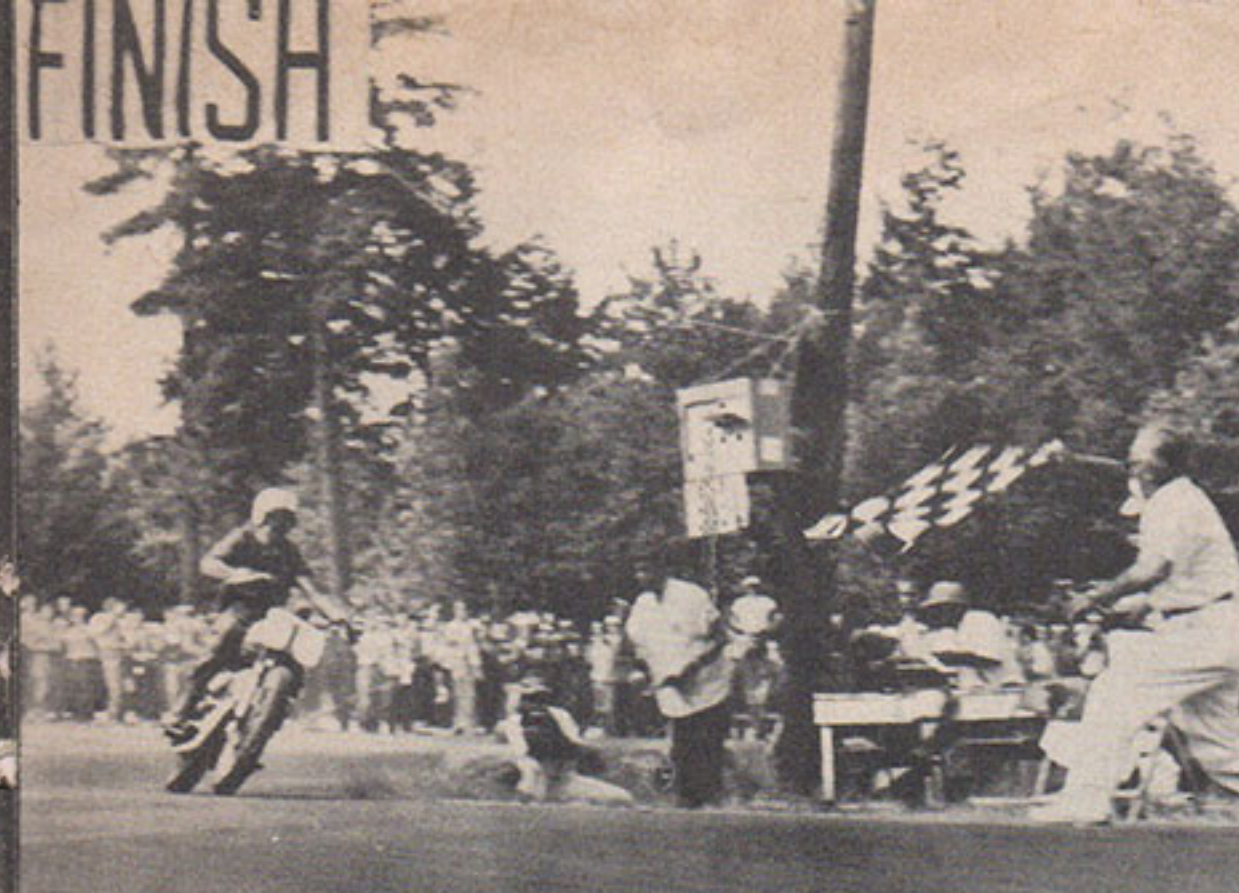


Joe Leonard
FIRST



Carroll Resweber
FIRST

Harley-Davidson wins two more National Championships



Left—Another winning flag for Joe Leonard. Above—Walter C. Davidson and Roger Reiman.



Towering trophy and victorious smile are displayed by Grand National Champion Joe Leonard after race.

4TH CONSECUTIVE LACONIA WIN FOR HARLEY-DAVIDSON HARLEY-DAVIDSON TAKES 6 OUT OF FIRST 10 PLACES ROGER REIMAN WINS UNCLASSIFIED "B" RACE ON HARLEY-DAVIDSON

LACONIA, NEW HAMPSHIRE — Joe Leonard of San Jose, California, riding a lightning-fast Harley-Davidson made a sensational, spectacular showing in winning the Laconia 100-MILE NATIONAL CHAMPIONSHIP ROAD RACE on June 23. Joe took over front position in the first lap and stretched it into a two-lap lead at the finish of the race. His time for the twisting, tortuous 100 miles was 1 hour, 44 minutes and 12.50 seconds. Joe also set the fastest Time Trial of the day. Five other Harley-Davidson riders placed within the first ten spots. They were: Don Gore, John Gibson, George Everett, Jim Phillips and Tom Morris. The unclassified "B" Race was also a Harley-Davidson victory with Roger Reiman of Kewanee, Illinois, winning the event.

5TH CONSECUTIVE COLUMBUS WIN FOR HARLEY-DAVIDSON HARLEY-DAVIDSON WINS 1-2-3-4 IN NATIONAL CARROLL RESWEBER FIRST . . . EVERETT BRASHEAR SECOND . . . JOE LEONARD THIRD

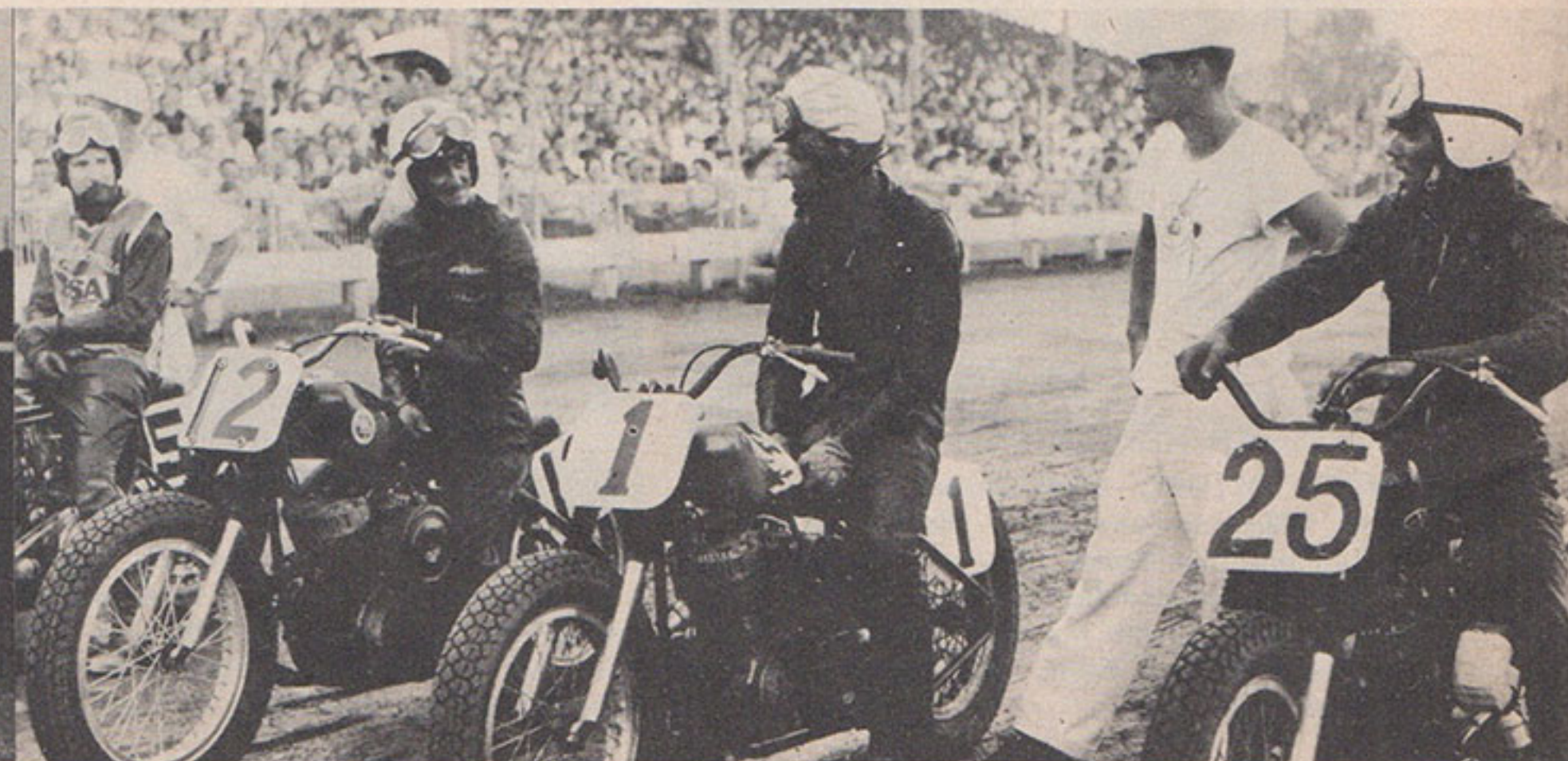
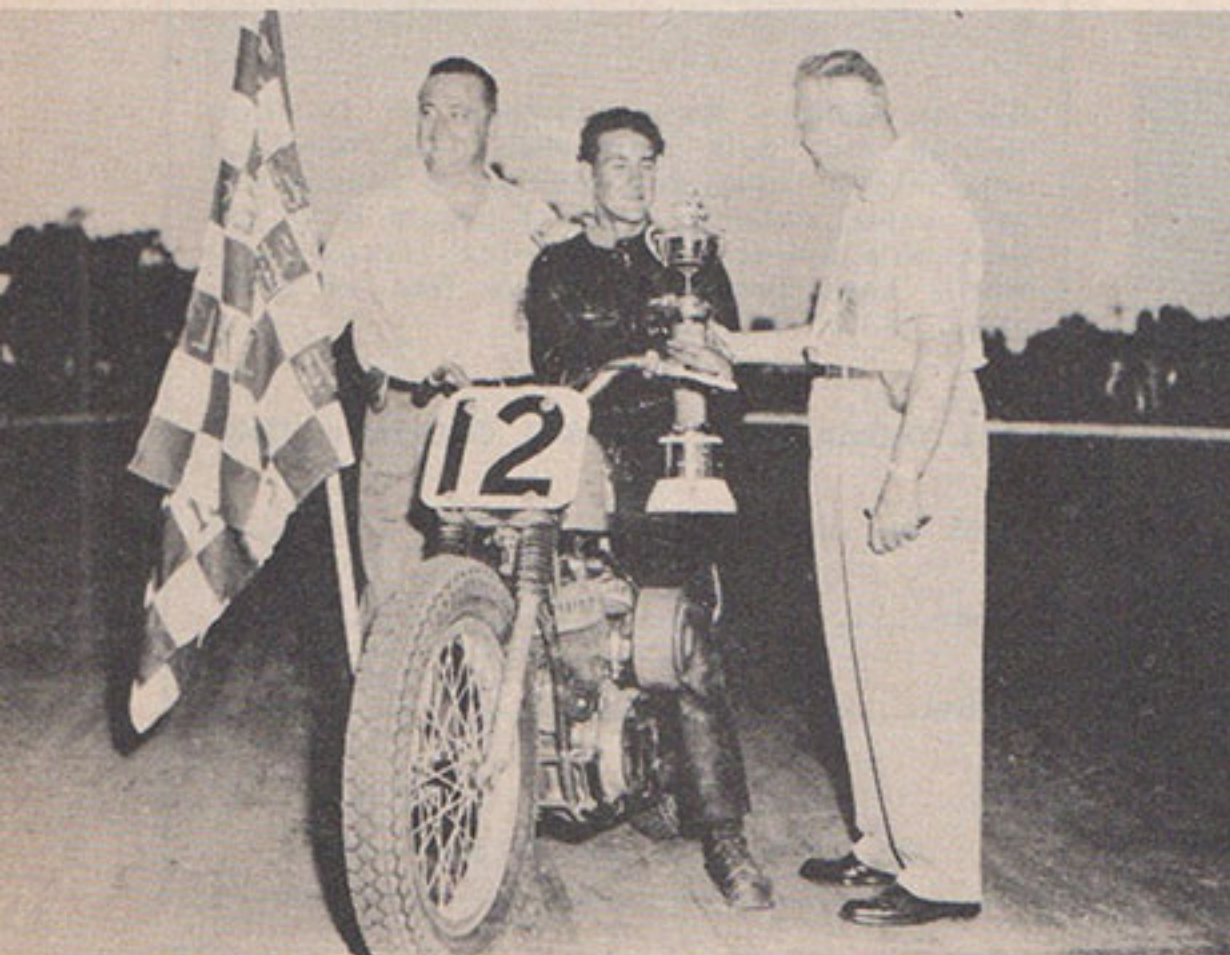
COLUMBUS, OHIO — This year's Charity Newsies 10-MILE NATIONAL CHAMPIONSHIP for 1/2-mile tracks on June 16 gave birth to a new champion who was born in a breath-taking burst of speed and power. He was the winning Carroll Resweber of Milwaukee, Wisconsin, riding his own home town brand — Harley-Davidson! Resweber was up against the best in the country . . . yet the young star met the challenge and set the pace for the entire 20-laps. When the checkered flag came down, Carroll had a full straight-away lead over the pack . . . time: 9 minutes, 31.50 seconds. Everett Brashear placed second and Joe Leonard third — giving Harley-Davidson a tremendous 1-2-3 WIN!

Both the Laconia and Columbus victories are further proof of the championship performance of Harley-Davidson motorcycles. It is your guarantee that you ride the finest when you buy Harley-Davidson. Make it your brand today!

HARLEY-DAVIDSON MOTOR CO., Milwaukee 1, Wisconsin

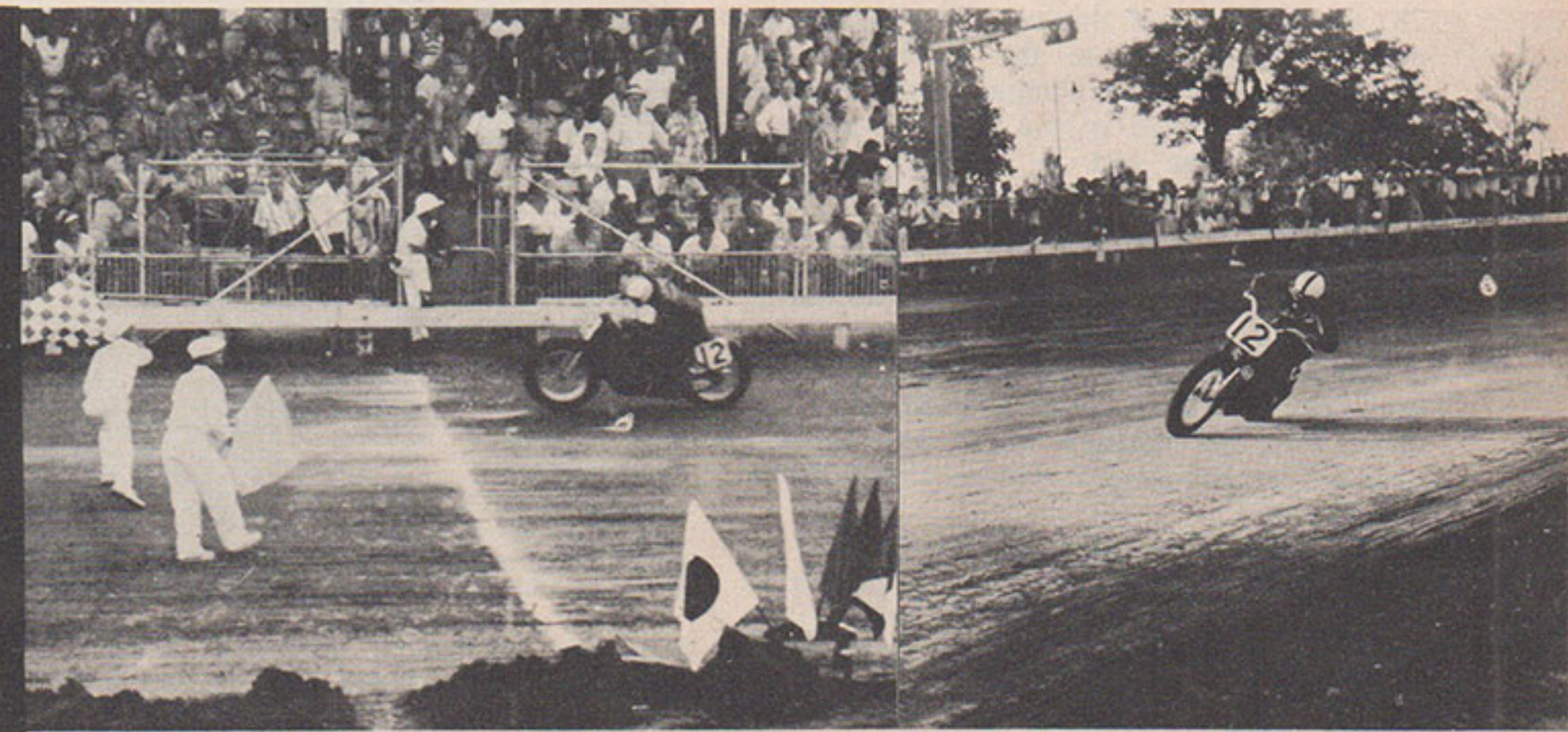
Resweber receives congratulations from Walter C. Davidson and Hank Syvertsen at Columbus, Ohio.

First three finishers chat at the starting line: 12 Resweber, 1 Leonard, 25 Brashear.



COLUMBUS

10-MILE NATIONAL CHAMPIONSHIP
(for 1/2-mile tracks)



Carroll Resweber gets the checkered flag for his first National Championship win.

Coming out of the turn, Carroll aims his rocketing Harley-Davidson home.

T. T. TIME

Bob McIntyre makes it a Double Scotch Victory in Golden Jubilee T.T. at Isle of Man

Photos and story by TOM BADGER

Two veterans of the original Isle of Man Tourist Trophy Race of 1907—Rem Fowler, winner on a Norton of the twin-cylinder class at a rousing 36.22 m.p.h.; and Jack Marshall, second on a Triumph in the single-cylinder class—were in the Isle of Man on Friday, June 7, to see the Golden Jubilee of the meeting celebrated with the first 100 m.p.h. laps. Four times Senior T.T. winner Bob McIntyre, a dour 28-year-old mechanic from Glasgow, clocked over the "ton" for a lap of the 37.733 mile mountain circuit, until on the fourth of the eight laps of this longest of all world championship races he lapped at 101.12 m.p.h.



Champion Bob McIntyre displays his winning form and 4 cylinder 500 cc. Gilera.

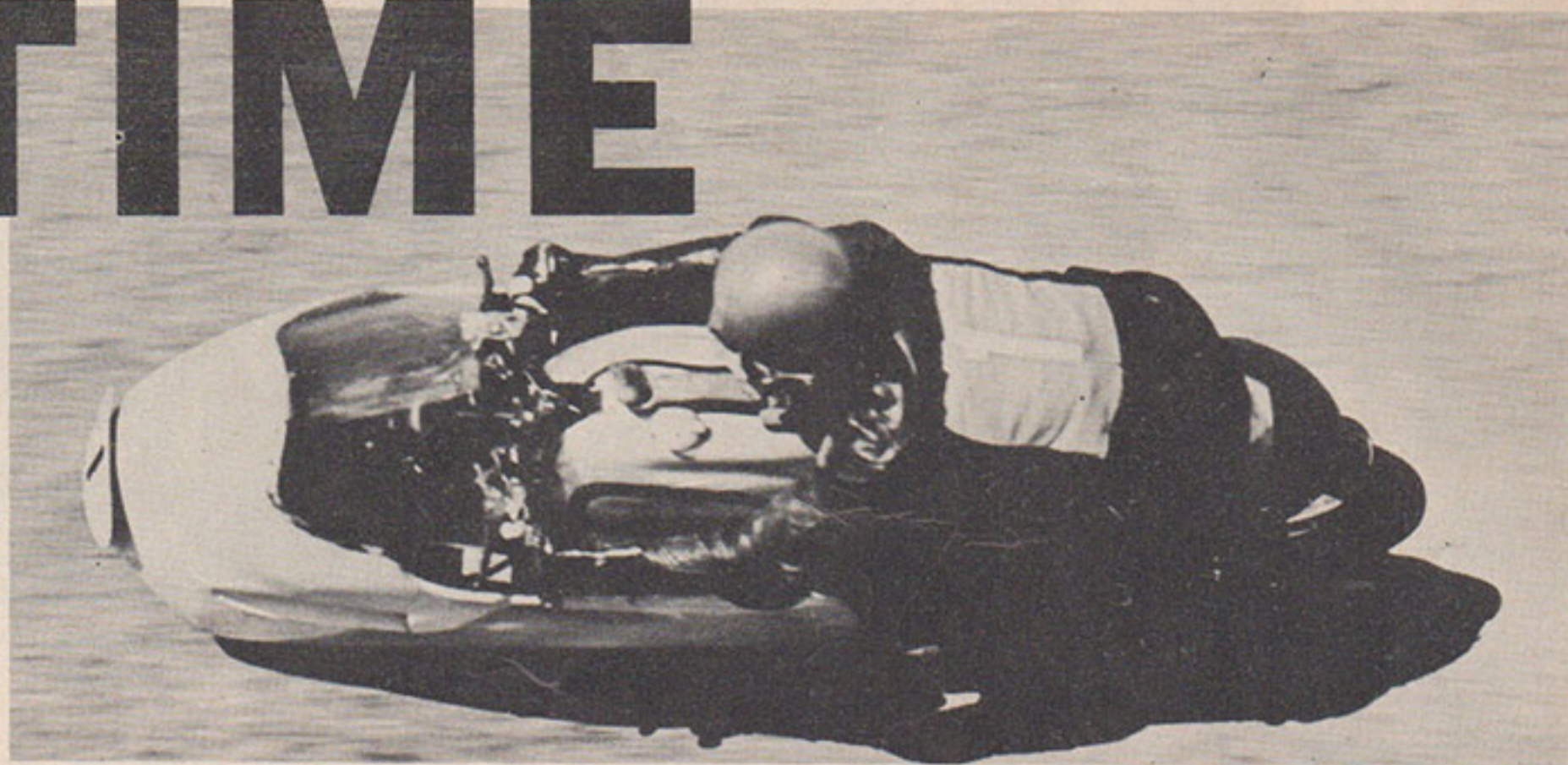
After that Bob almost free-wheeled on his four-cylinder Italian Gilera, to win at an average speed of 98.99 m.p.h., beating last year's victor and reigning world champion, Londoner John Surtees (M.V.-Augusta) by over 2 minutes.

With the 10-second interval starting order for this race it was not until the fifth lap, after both had refuelled, that McIntyre, No. 78, actually passed Surtees, No. 64, on the course. From then to the finish the two riders stayed in close company, with Surtees just pushing ahead in the last few miles.

The race was run in glorious weather, watched by a record crowd of at least 100,000 and with a field of 79. McIntyre set the pace from start to finish and Surtees, one of the few riders not using full streamlining, was second throughout.

Up to the fourth lap the one German competitor, Walter Zeller (B.M.W.) was third, then his ignition failed and he was stranded at Ramsey, at the northern tip of the course.

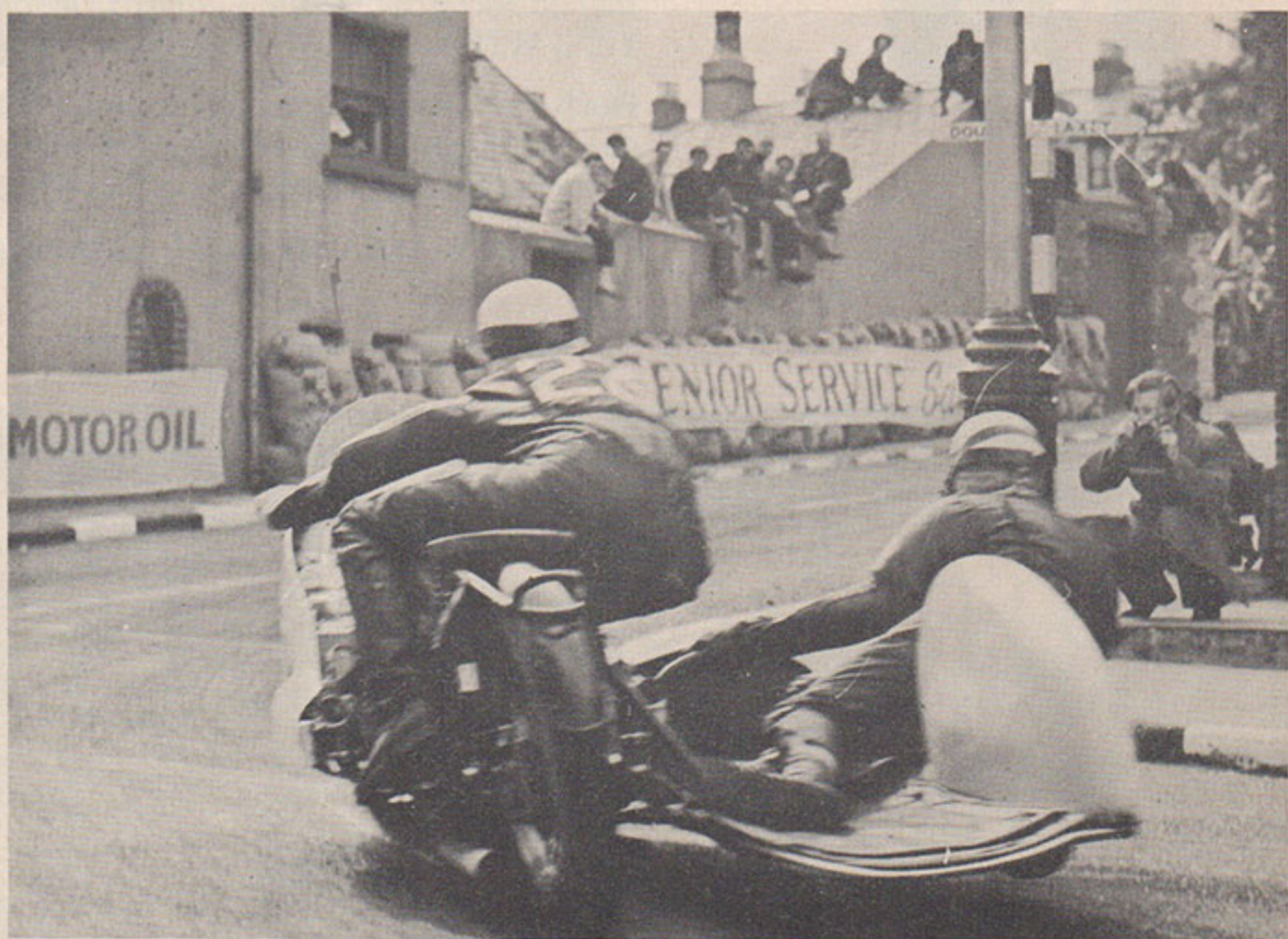
Australian Bob Brown, deputizing for Geoff Duke (injured the previous month in Italy) on the other Gilera "four," then moved into third position and held it to the end.



Eagle's eye view of Jack Brett and 500 cc. Norton at speed on the mountain road.

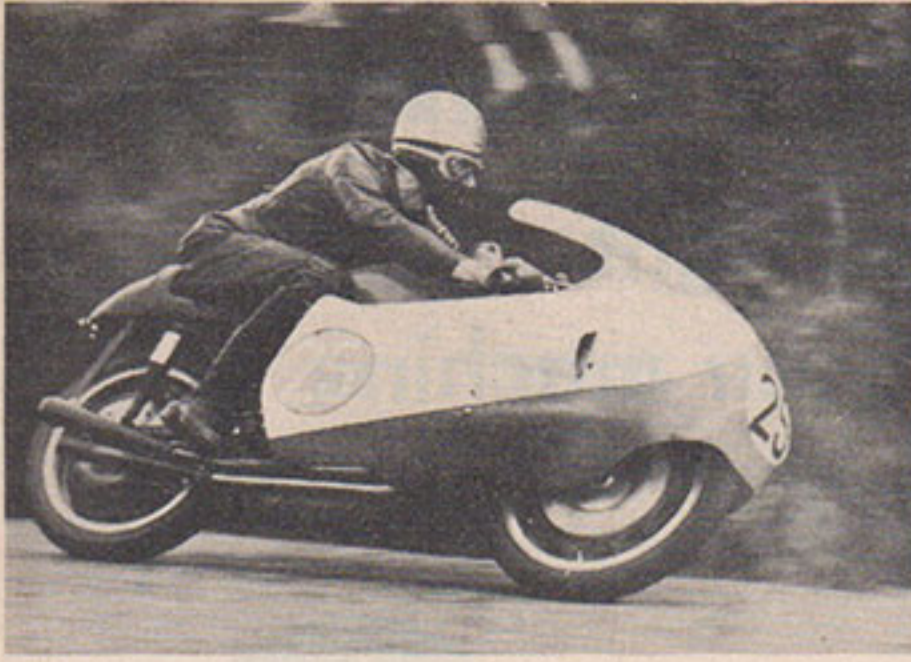


HERE THEY COME — THERE THEY GO



Top: Fritz Hillibrand, winner of Sidecar T.T. leans his 500 cc. BMW into Nursery Bend.

Bottom: Hillibrand passing thru Onchan Village, as fans take to the rooftops.



Bob Brown, the popular Australian on a 350 cc. Gilera, sizes up the next turn.

England's chief hope, John Hartle, was a non-starter after suffering severe friction burns when he slid off his Norton in Monday's Junior (350 c.c.) race, on oil split by another competitor; but 37-year-old Jack Brett from Leeds, another of the Norton riders, took up the challenge and thundered around in fourth place until he took a toss on the 90° turn at Sulby Bridge, with only 50 of the 300 miles still to be ridden.

That left two members of the Moto-Guzzi team, Australian Keith Campbell on a "single" and Dickie Dale on the "V8," and Londoner Geoff Tanner, on a Norton, all within seconds of each other, all with a chance of being fourth, as they started the last lap. Campbell sat down in the town square of Ramsey and lost two or three minutes before he collected his thoughts and his machine and got back in the saddle; and Tanner ran out of petrol near the top of the climb over the Snaefell mountain road, 1,300 feet above sea-level.

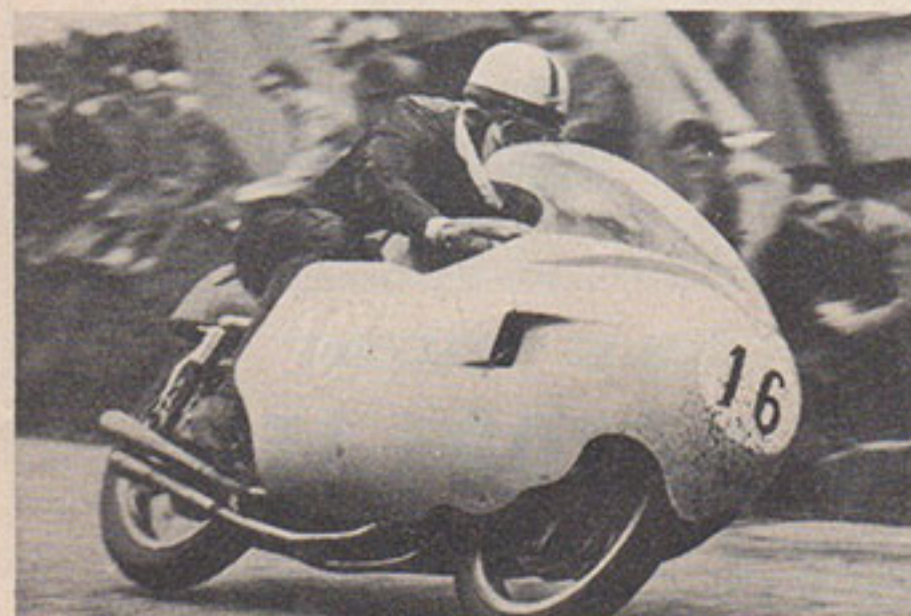
So Dale was fourth. Campbell still managed to get home in fifth place but the unlucky Tanner, after alternately coasting downhill and pushing uphill, struggled over the line to finish 28th. Alan Trow, another of the private Norton riders who made up half the entry, took sixth place; with Scotsman Alastair King (Norton) seventh and New Zealander Peter Murphy eighth on a Matchless.

The one American in the race, Andy Aharonian, lost several minutes at the start through being unable to get his B.S.A. to fire, eventually got away on a "soft" plug, but retired with engine trouble on the second lap. Only 38 riders completed the course.

On the final lap, 41-year-old Charlie Salt, a popular English rider, had his gearbox seize solid and crashed into a tree near Ballacraigne. He died from his injuries—the only fatality of the week.

The meeting had opened on the Monday with the Junior T. T., also on the Mountain course and also with an interval start, but covering seven instead of eight laps.

McIntyre (Gilera) led for the first lap; then Dale (Guzzi) and John Hartle (Nor-



Famous John Surtees lifts the rear wheel of his 4 cyl. Gilera at a fast bend in the 350 cc. race.

ton) got ahead of him. On the fourth lap, however, both Dale and Hartle were brought off by the oil spilt by Manxman Jackie Woods when the con-rod of his Norton poked through the bottom of the crankcase as he was weaving through the Quarry Bends; and from then on McIntyre, whose opening lap at 97.42 m.p.h. set a new record, became the leader, winning at an average speed of 94.99 m.p.h.

Aussie Keith Campbell (Guzzi) was second and his compatriot Bob Brown (Gilera) was third, with Surtees (M.V.) fourth; another Australian, Eric Hinton (Norton) fifth and Murphy of New Zealand, on an A.J.S., sixth.



Dickie Dale riding the 500 cc. V8 Moto Guzzi.

Midweek, on the Wednesday, there were three races on the "short" 10.79-mile Clype circuit, each with a normal massed start; the first for 250 c.c. machines, the second for 125 c.c. machines and the third, making a grand climax to the day, for sidecars. All were over 10 laps of the course, all took place with a very strong, cold wind blowing, and all saw race and lap records shattered.

In both the solo races there were a number of private owners, some with production machines (N.S.U.s in the 250 c.c. race which opened the day's programme, M.V.s in the 125 c.c.) and there were several home-made "specials," but the battle in each case was between the teams from the Italian Mondial and M.V. factories.



The checkered flag falls on McIntyre after setting a new record in the 1957 Senior T.T.

Mondial entered Italian Tarquinio Provini, Englishman Cecil Sandford and Irishman Sammy Miller; M.V. had double world champion Carlo Ubbiali, another Italian, Roberto Colombo, and Luigi Taveri from Switzerland.

The 250 c.c. race was a duel between Sandford and Miller, right up to the last half-mile, when Miller fell off at the Governor's Bridge hairpin, damaged his machine too badly to be able to restart and pushed home to finish fifth. Provini was slow to start, then pushed the lap record up to 78.00 m.p.h. (a jump of 5 m.p.h.) before an ignition fault stopped him: he was

third at the time. Ubbiali, the fastest of the M.V. riders, retired with engine trouble towards the end of the race; Taveri headed Colombo into second berth and fourth place was taken by one of the three Czechoslovak riders, Frantisek Bartos, on a single-cylinder C. Z.

Although Miller had injured a leg and an arm in his fall, he came straight out again to ride in the 125 c.c. race, duelling all the way with Sandford for fourth place and just beating him over the line. Provini waltzed away in the lead, twice putting in record laps at 74.44 m.p.h. and winning at 73.69 m.p.h., a higher speed than the previous lap record for 250 c.c. machines. Ubbiali was a good second and Taveri just managed to avoid being passed by Miller and Sandford in the last few miles.

In the sidecar race last year's winner, Fritz Hillebrand, an ex-Luftwaffe pilot, led all the way on his B.M.W., with Walter Schneider (B.M.W.) equally safe in second place. There was great tussle for third place, involving the Swiss, Florian Camathias (B.M.W.) and the two English drivers, "Pip" Harris and Cyril Smith, both with Nortons. When trying to overtake Camathias, Harris banged his machine into the bank and wrecked the streamlined shell, having to retire; and on the last lap Smith had his engine fail. The driver who would then have been fourth, Bill Boddice (Norton) ran off the road while trying to lap a slow South African competitor, and that left Jack Beeton (Norton) to bring the first British outfit across the line.

T. T. RESULTS

SENIOR (500 cc.) - RACE: 8 LAPS OF MOUNTAIN CIRCUIT — 301.864 MILES

NAME	COUNTRY	MAKE	TIME (mph)
Bob McIntyre	Scotland	Gilera	98.99*
John Surtees	England	M.V.	97.86
Bob Brown	Australia	Gilera	95.81
Dickie Dale	England	Guzzi V8	94.89
Keith Campbell	Australia	Guzzi	93.27
Alan Trow	England	Norton	92.74

* (Record)
RECORD LAP: McIntyre, 22 min. 23.2 sec.
101.12 mph.

JUNIOR (350 cc.) - RACE: 7 LAPS OF MOUNTAIN CIRCUIT — 264.131 MILES

NAME	COUNTRY	MAKE	TIME (mph)
Bob McIntyre	Scotland	Gilera	94.99*
Keith Campbell	Australia	Guzzi	92.95
Bob Brown	Australia	Gilera	92.34
John Surtees	England	M.V.	91.80
Eric Hinton	Australia	Norton	90.65
Peter Murphy	New Zealand	A.J.S.	90.49

* (Record)
RECORD LAP: McIntyre, 23 min. 14.2 sec. 97.42 mph.

LIGHTWEIGHT (250 cc.) - RACE: 10 LAPS OF CLYPE CIRCUIT—107.9 MILES

NAME	COUNTRY	MAKE	TIME (mph)
Cecil Sandford	England	Mondial	75.80*
Luigi Taveri	Switzerland	M.V.	74.24
Roberto Colombo	Italy	V.V.	74.14
Frantisek Bartos	Czechoslovakia	C.Z.	72.45
Sammy Miller	Ireland	Mondial	71.31
David Chadwick	England	M.V.	70.02

* (Record)
RECORD LAP: Tarquinio Provini, Italy (Mondial),
8 min. 8 sec. — 78.00 mph.

T. T. RESULTS

125 cc. RACE: 10 LAPS OF CLYPE CIRCUIT

NAME	COUNTRY	MAKE	TIME (mph)
Tarquinio Provini	Italy	Mondial	73.69*
Carlo Ubbiali	Italy	M.V.	73.32
Luigi Taveri	Switzerland	M.V.	71.44
Sammy Miller	Ireland	Mondial	71.43
Cecil Sanford	England	Mondial	71.42
Roberto Colombo	Italy	M.V.	71.24

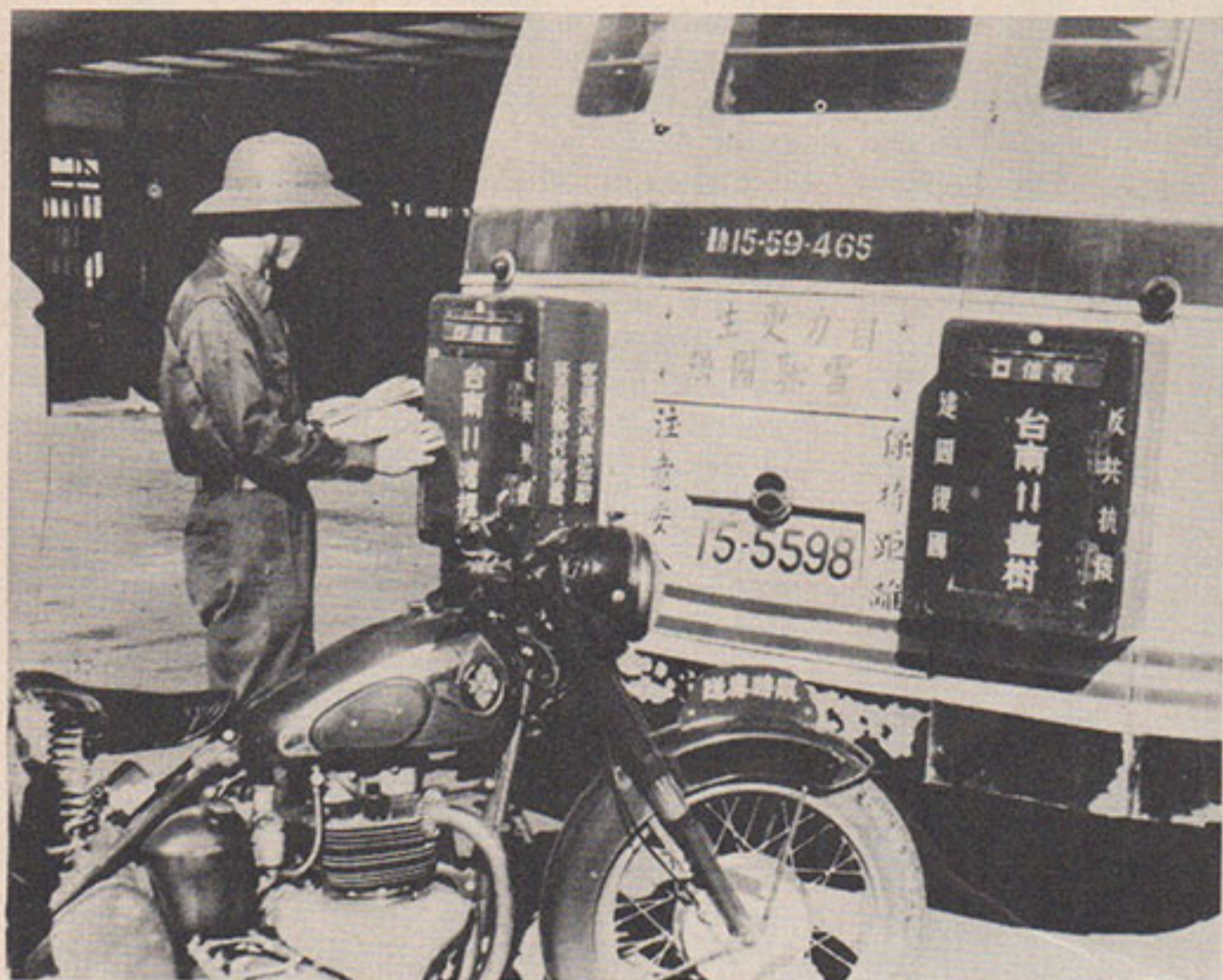
* (Record)
RECORD LAP: Provini, 8 min. 41.8 sec., 74.44 mph.

SIDECAR RACE (500 cc.): 10 LAPS OF CLYPE CIRCUIT

NAME	COUNTRY	MAKE	TIME (mph)
Fritz Hillibrand	Germany	B.M.W.	71.89*
Walter Schneider	Germany	B.M.W.	71.21
Florian Camathias	Switzerland	B.M.W.	70.14
Jack Beeton	England	Norton	66.97
Charles Freeman	England	Norton	64.82
Peter Woollett	England	Norton	63.58

* (Record)
RECORD LAP: Hillibrand, 8 min. 55.4 sec. 72.55 mph.

MOBILE MAIL-BOX



Fancy chasing a mail-box! It might happen in Formosa, for the Free China Post Office has special boxes on the backs of buses. The postmen use motorcycles for their collections, and here one of them is seen with his 500 cc BSA twin, removing letters from one of the "bus-boxes."

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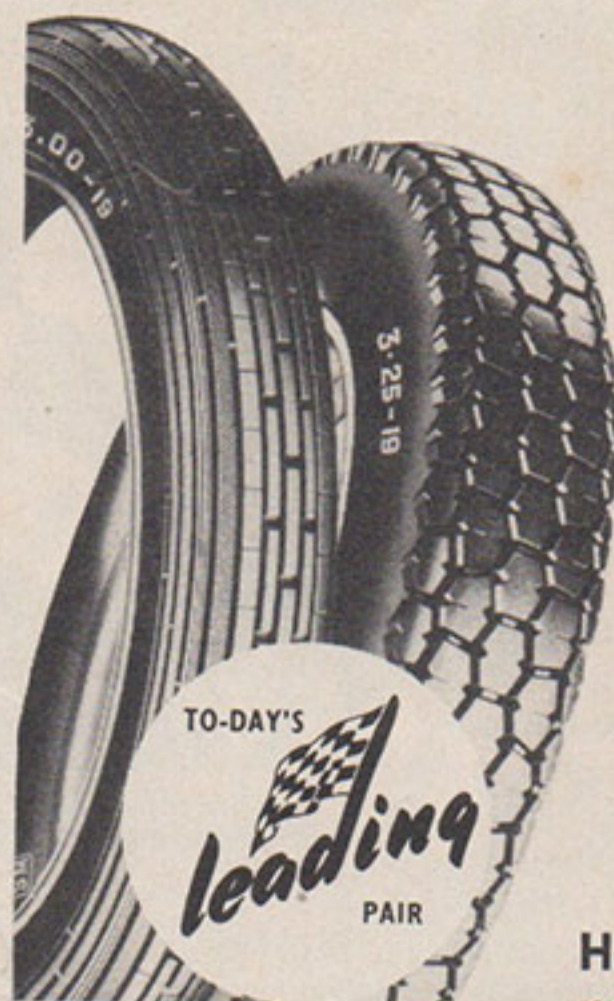
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choice of champions

... and right
for your machine
too!



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AVON

paired tires

FRONT: Speedmaster . . . the ribbed, high grip, high mileage tire.

REAR: S.M. Safety Mileage . . . rounded contour for full grip at all cornering angles.

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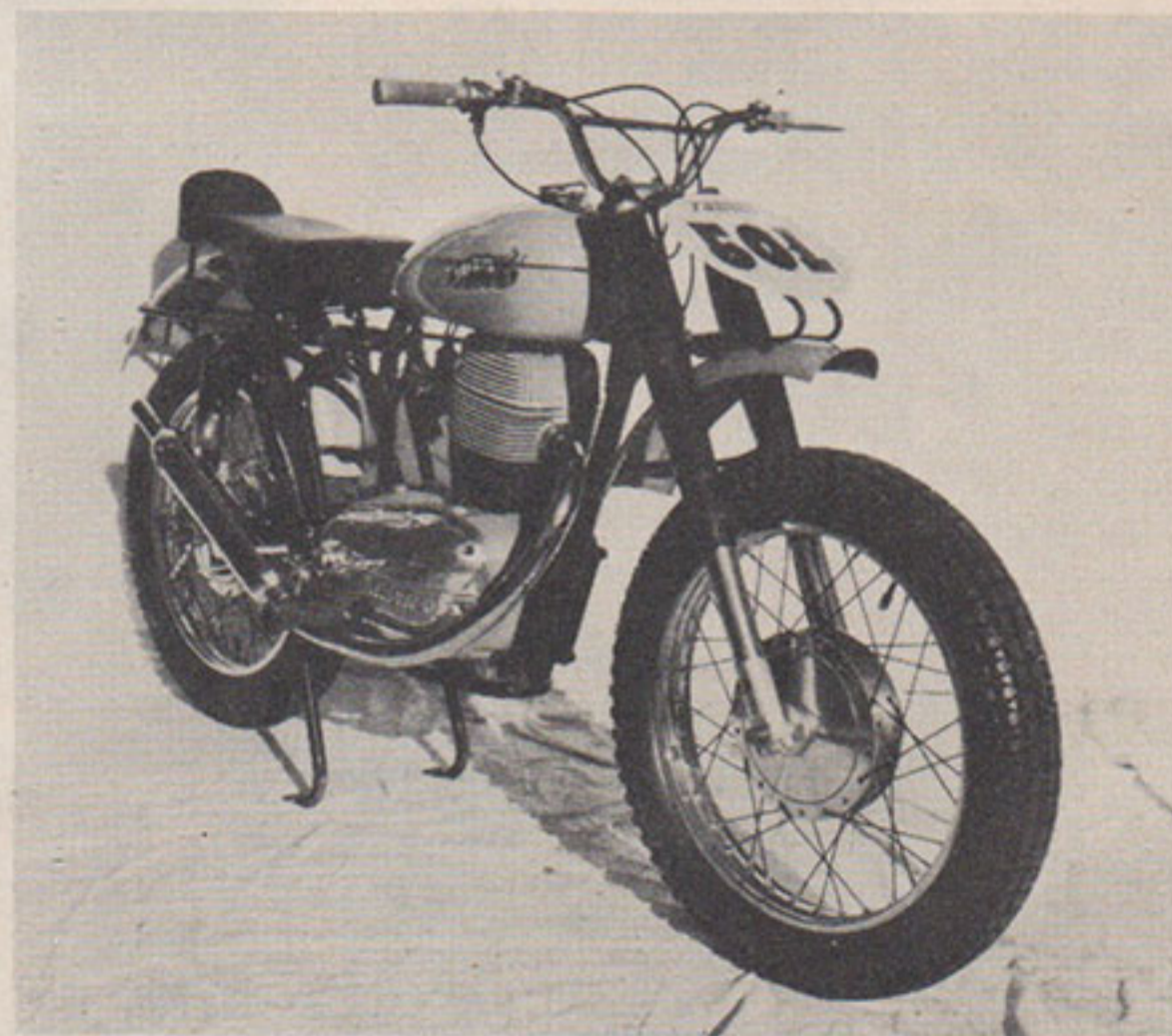
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RIDE WITH THE CHAMPIONS

SEE THE NEW TAURUS

250cc. O.H.V. Scrambler



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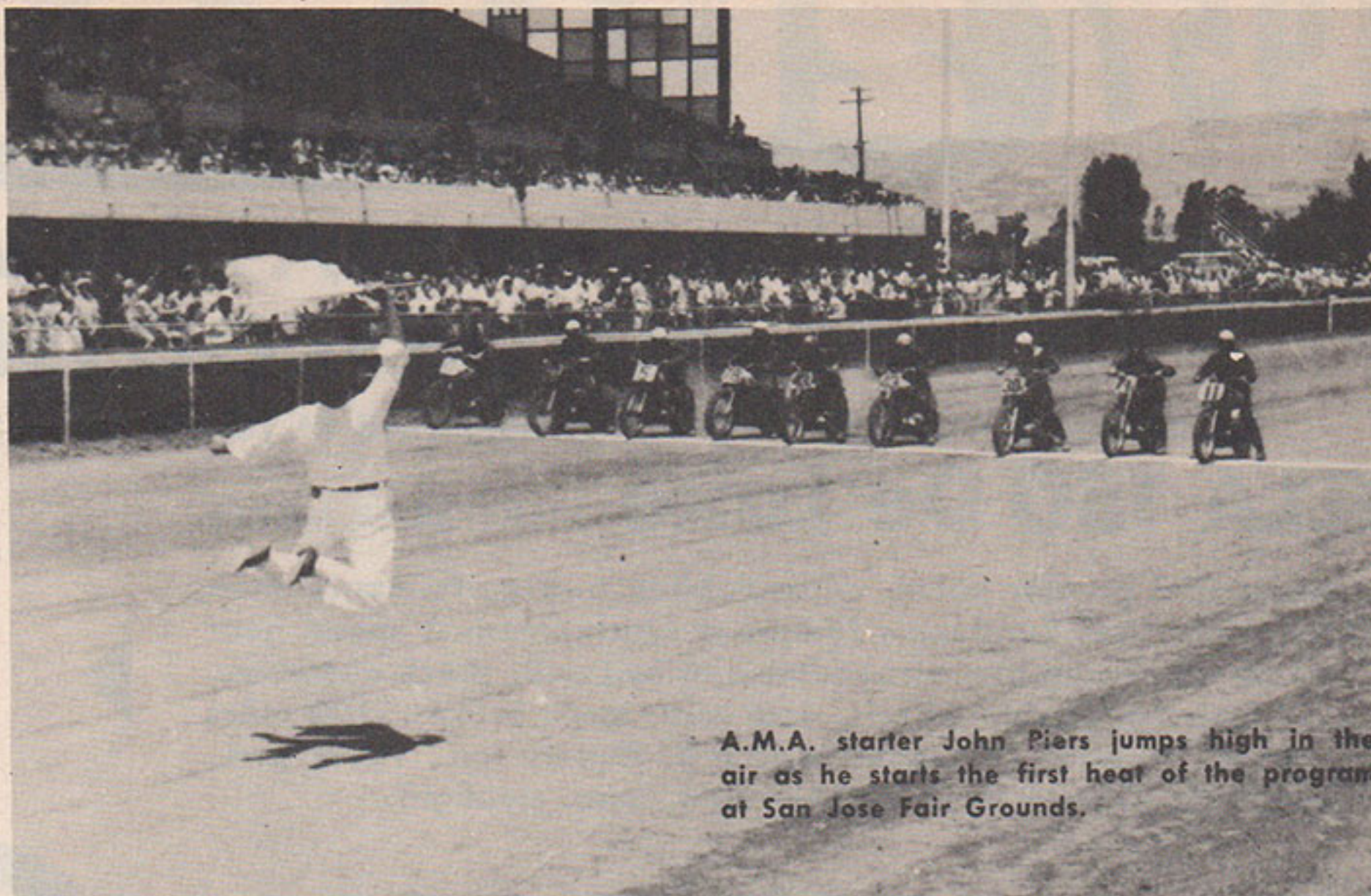
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3042 NO. SAN GABRIEL BLVD.
S. SAN GABRIEL, CALIF., AT. 0-2058

HARLEY-DAVIDSON WIN ANOTHER CHAMPIONSHIP

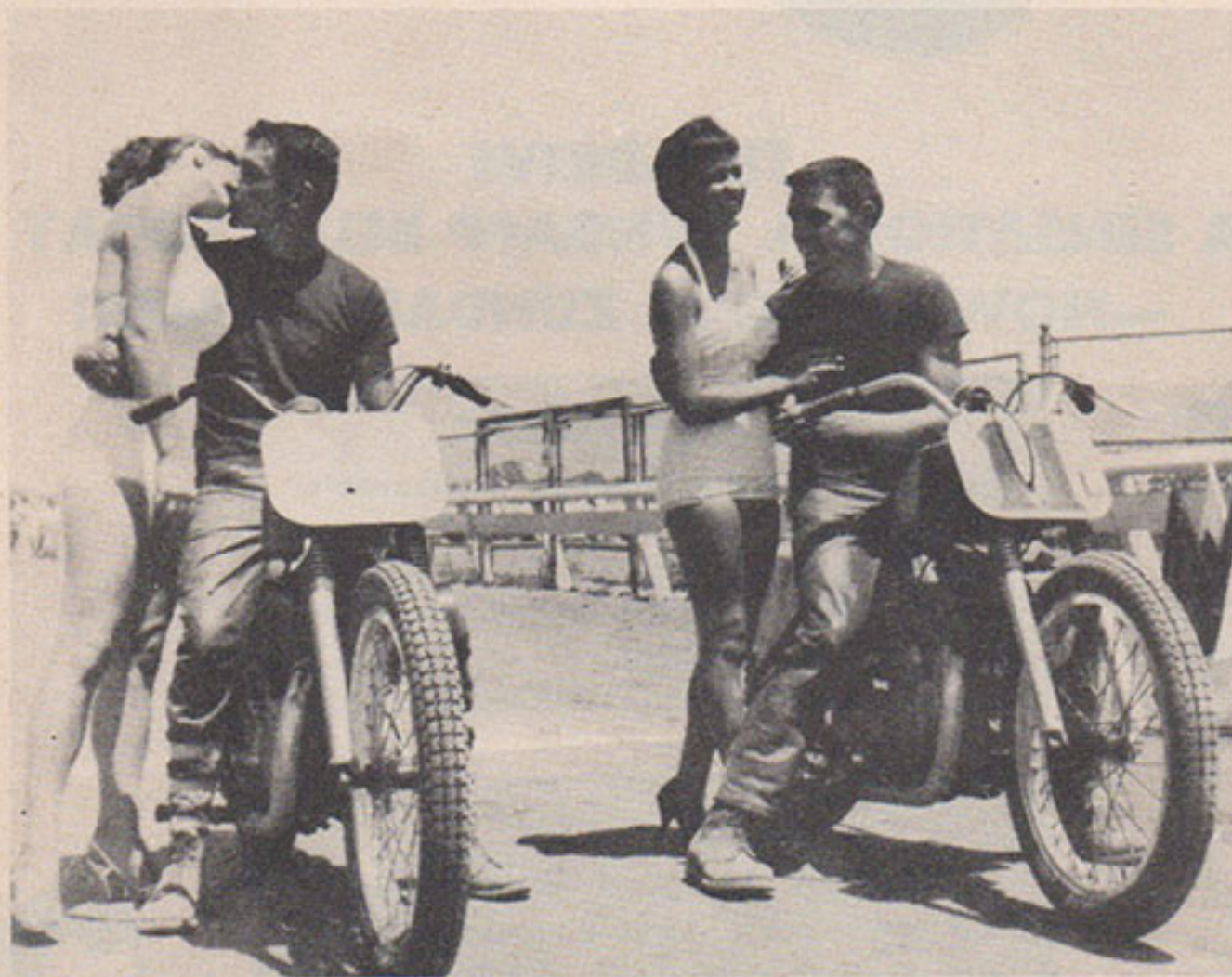
Joe Leonard, the San Jose flash and Grand National Champion for 1956, added more points toward his already strong hold on the 1957 crown by winning the 25 Mile National Championship at the San Jose Fairgrounds in a new record time of 18:29.19. It was another typical Leonard victory as he took the lead on the first lap and held it easily until the checkered flag fell on the flat-track wizard and his screaming cycle. Gallant Al Gunter held his BSA close on the Champion's tail through the whole distance and crossed the finish line a spare six seconds behind Leonard and a long way ahead of third-place Wayne Bias on a determined Harley-Davidson. Bias had pushed Gunter hard in the early laps, but then dropped back some distance as the pace set by the two battling leaders became hotter, and toward the end of the 25-mile grind was challenged strongly by the flying Texan, Everett Brashear. Bias held his H-D ahead of Brashear's to finish third by a few feet.

The San Jose event replaced Bay Meadows on the AMA National Championship calendar for 1957. The track was in good condi-



A.M.A. starter John Piers jumps high in the air as he starts the first heat of the program at San Jose Fair Grounds.

LEONARD WINS 25 MILE NATIONAL



SHOW ME JOE—After the time trials Bud Mays, No. 11, looks to Expert Joe Leonard for advice. Later Mays followed Joe's example both with Miss Janice Ornellis and on the track, winning the Class B Main Event.



TO THE VICTOR, THE SPOILS—Joe Leonard receives trophies from Miss San Jose, Nancy Jud, and Mr. Pat Kelley, local merchant. Charlie West, Joe's tuner, is at his side.

tion and the events were well conducted by Art Mattos, AMA Referee, and his excellent staff aided by AMA officials from Southern California.

Joe Leonard started rewriting the books early in the day with his record-breaking time trial of 43.85 seconds around the one mile oval. H-D mounted John Gibson was second with 43.97 seconds, and Wayne Bias, was third with 44.37.

After the time trials, the large, excited crowd had its appetite for close competition whetted by three hotly contested elimination races and the Expert non-qualifiers event, as well as the Class B events prior to the big race of the day.

Six Harley-Davidsons, three BSAs, and one Triumph lined up for the wave of starter John Piers' green flag, their engines rev-

(Continued on page 53)



GO MEN, GO! Eager Experts weave off the line at start of 25 Mile National Championship.

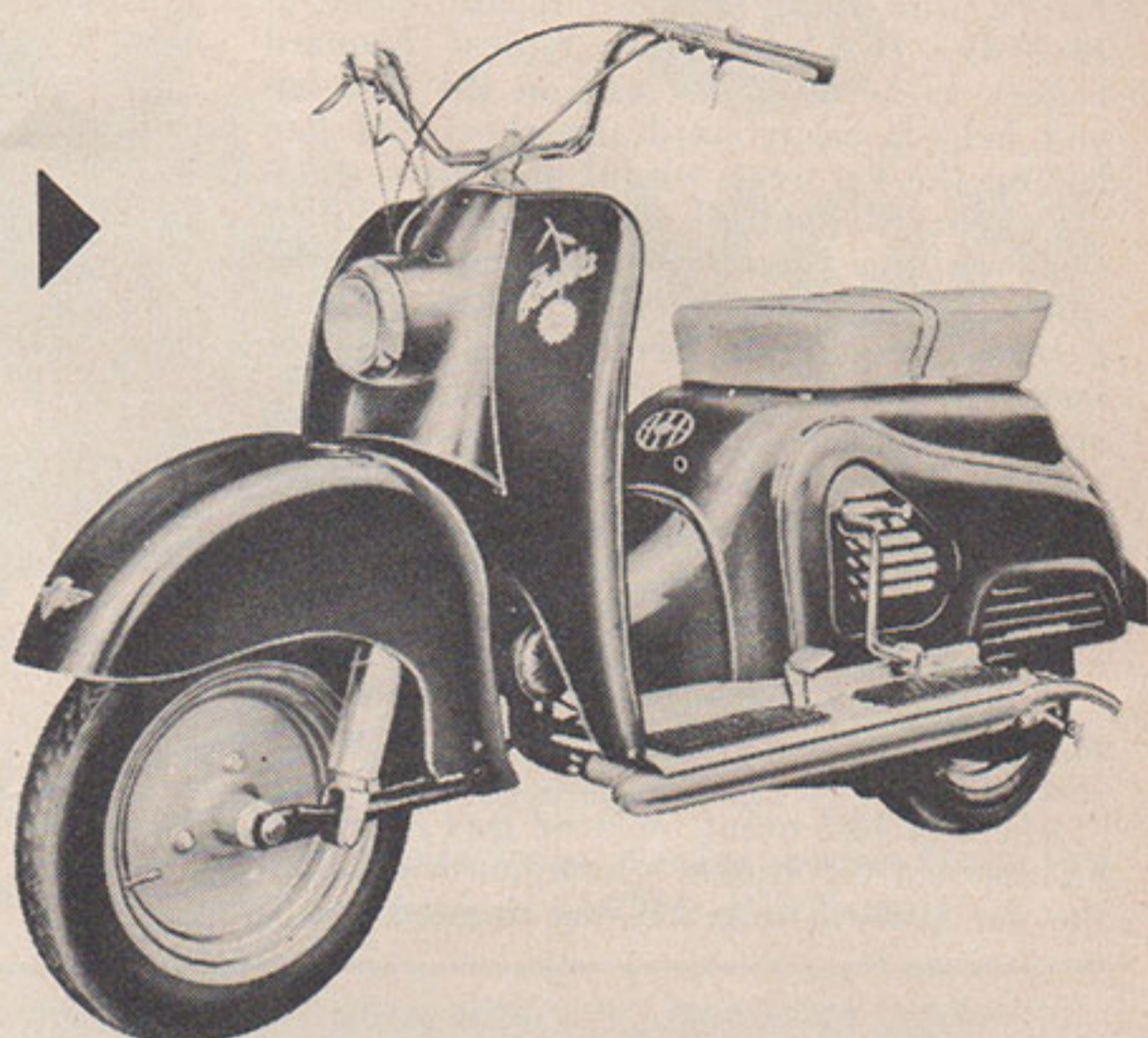
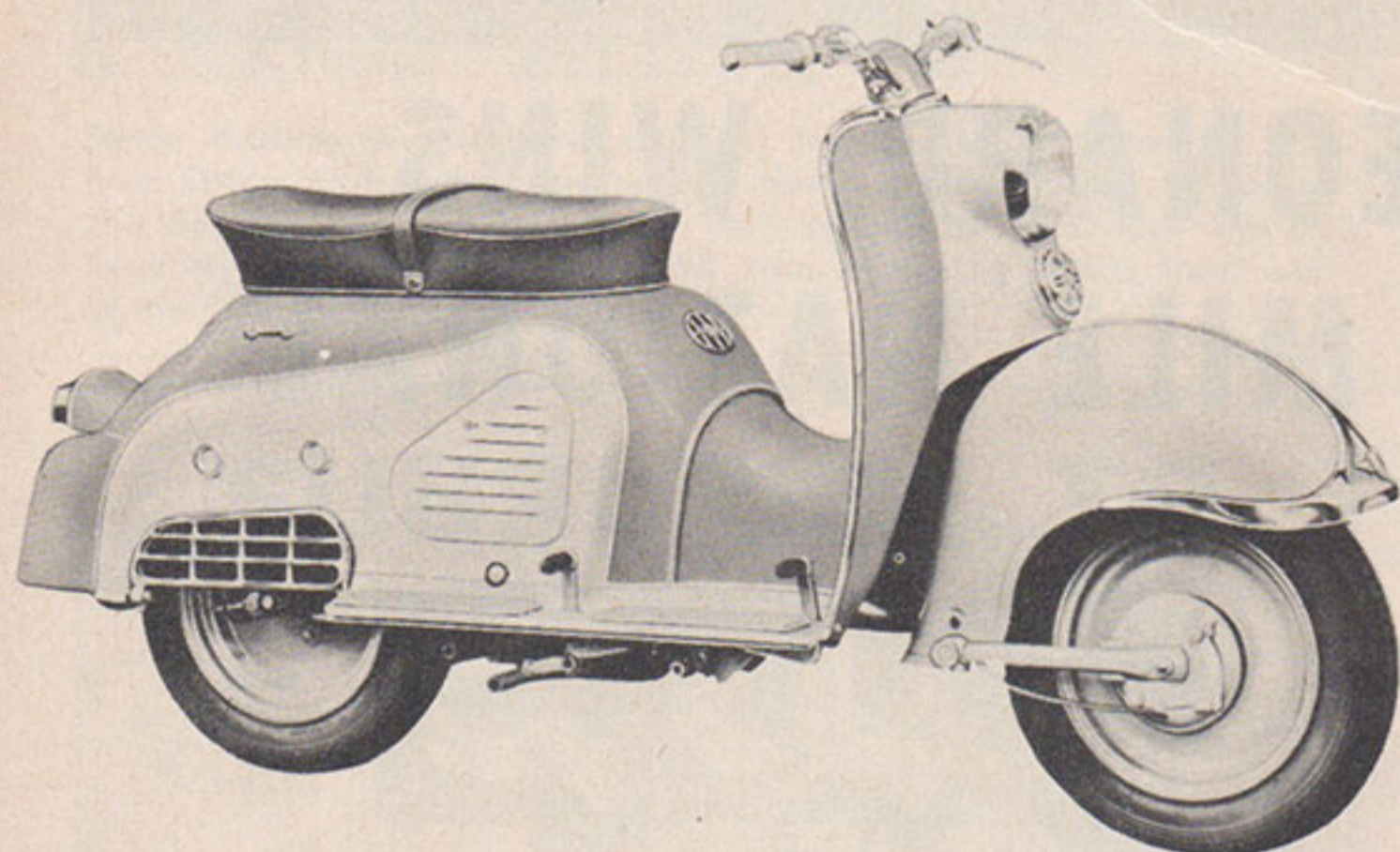
1957 ZUNDAPP 1957

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BELLA 150 De Luxe KICKSTARTER MODEL

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



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

BELLA 200 De Luxe ELECTRIC STARTER!

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

TRANSMISSION: The Zundapp foolproof synchromesh 4 speed gear box.

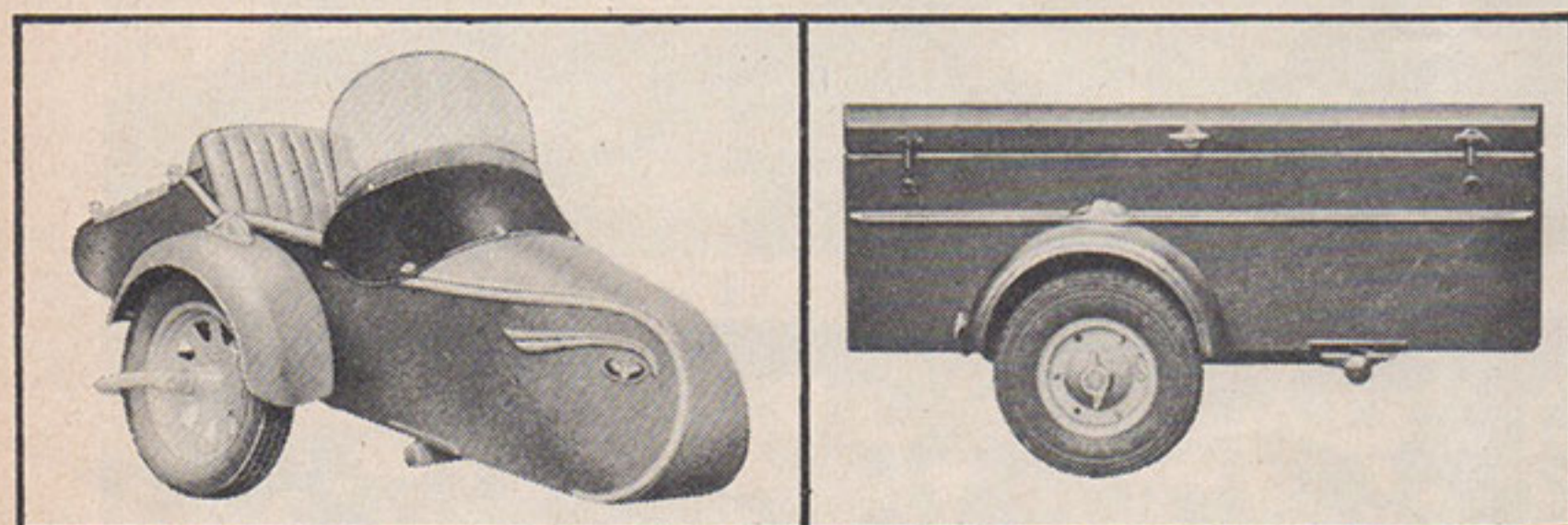
FRAME: Front & rear swing arm suspension with hydraulic shock absorbers, 3.50 x 12 interchangeable wheels, dual seat, large brakes.

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

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

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.



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

ZUNDAPP PARTS

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

ZUNDAPP SAFETY

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



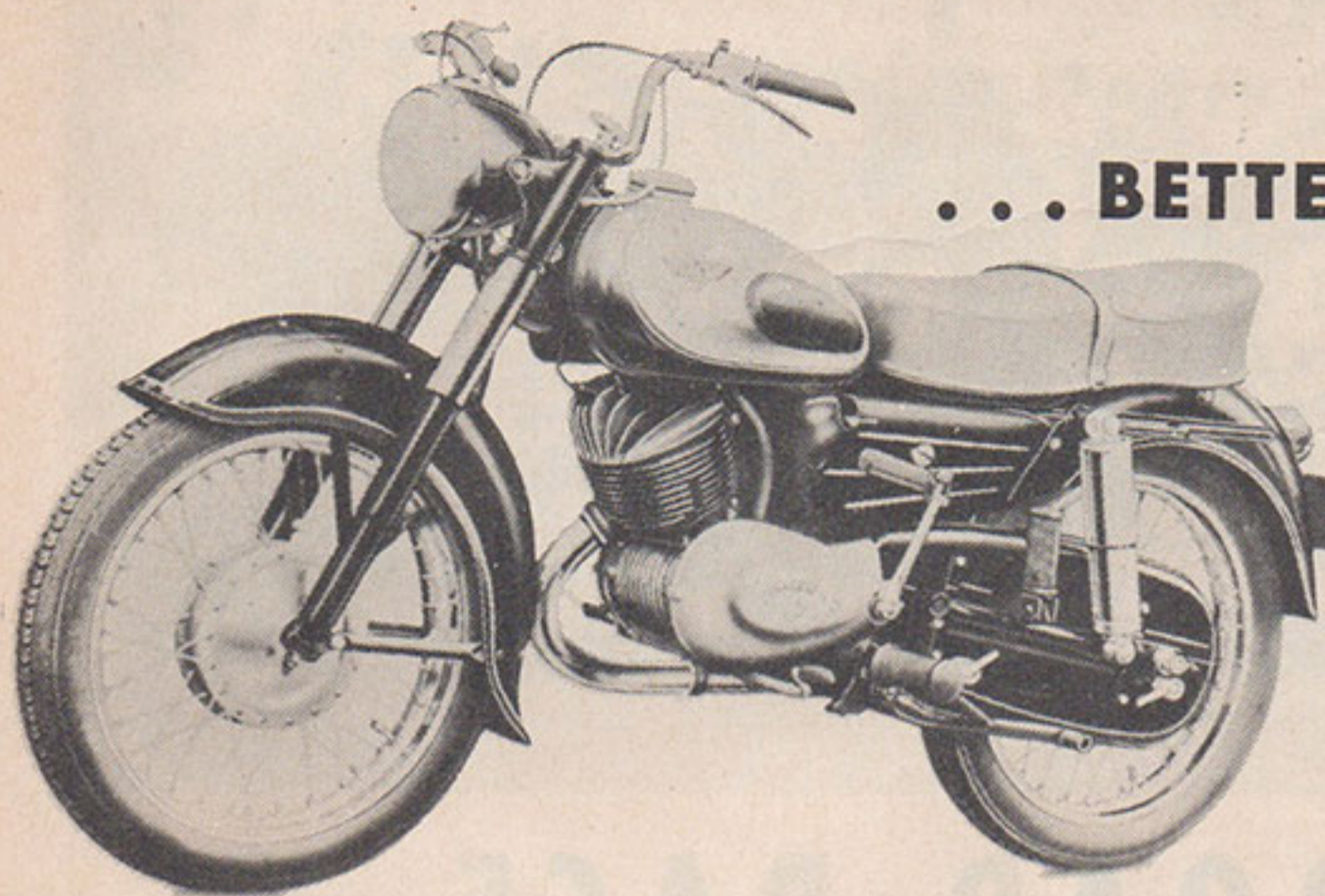
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BERLINER MOTOR CORP. 2432 GRAND CONCOURSE, Bronx, N. Y.

1957 ZUNDAPP 1957

MOTORCYCLES

... BETTER, MORE POWERFUL THAN EVER!



SUPER SABRE 250cc 2-CYCLE

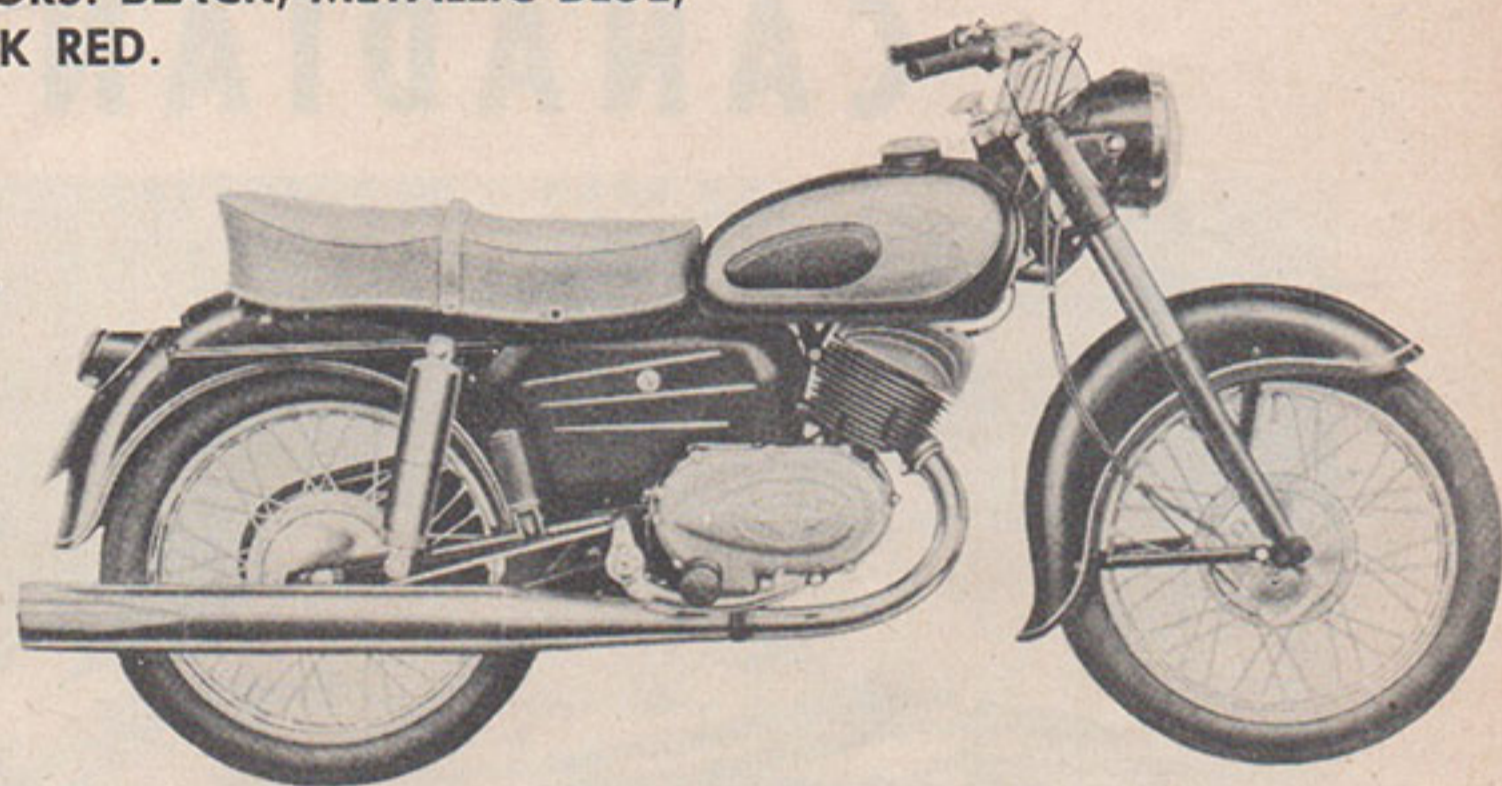
The world's fastest standard machine in its class; adjustable swingarm rear suspension; hydraulic shock absorbers; short stroke 6.5 to 1 comp. ratio; over 17 HP; approx. 80 MPH; 100 W gen.; 3.00 x 18 wheels; polished alloy hubs; large brakes; dual sponge seat; western handlebars; fast throttle.

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

COLORS: BLACK, METALLIC BLUE, BRICK RED.

CHALLENGER 200cc 2-CYCLE

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



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

KS601 Swingarm



▲ SUPERSPORT

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

ELECTRICAL EQUIPMENT: Battery-lighting-ignition set Noris 100 Watt, 6 Volt. Automatic ignition adjustment.

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

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

CHASSIS AND MEASURES: Berth type frame; telescopic front fork, 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.

ZUNDAPP SERVICE

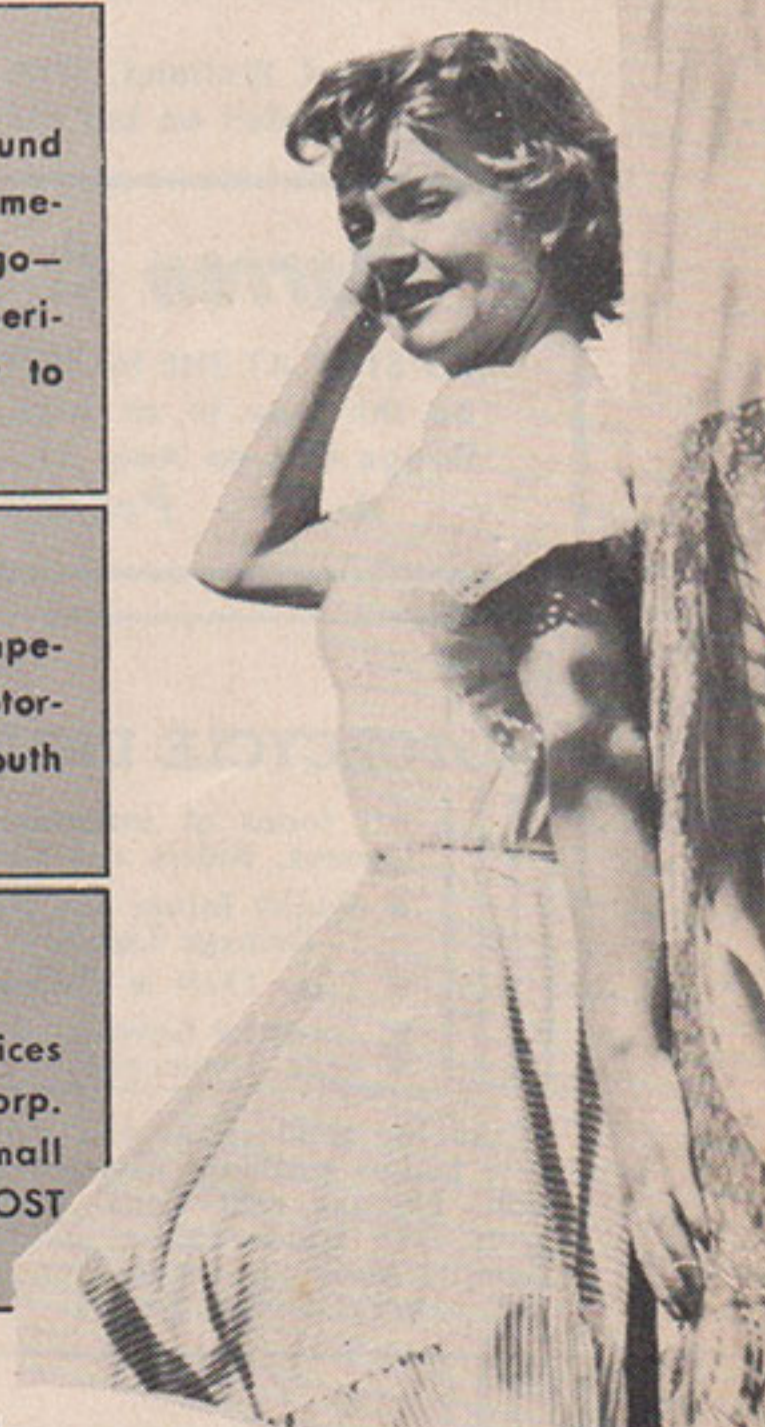
You can ride your ZUNDAPP all around the world and find factory-trained mechanics and dealers wherever you go—ZUNDAPP has a network of 3000 experienced men in almost every country to help you.

ZUNDAPP PERFORMANCE

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

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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.

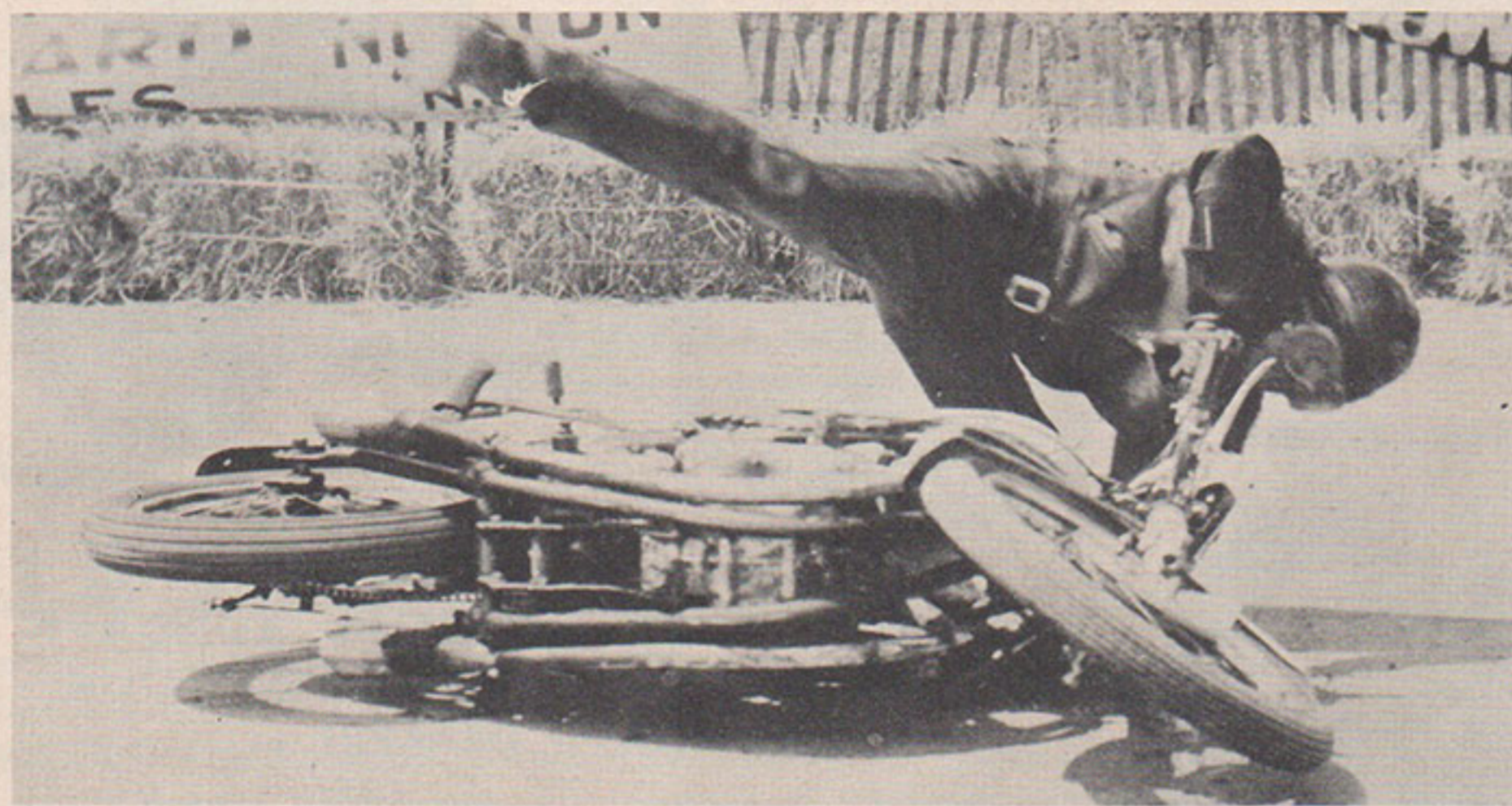


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BERLINER MOTOR CORP. 2432 GRAND CONCOURSE, Bronx, N. Y.



CANADIAN ROAD RACE



John Clare of Welland, Ont. takes a spill on the hairpin in the first Experts' race. He was unhurt and carried on but did not place.

Photo-Story
by Nick Yunge-Bateman

For the first time in nearly five years enthusiasts in Ontario, Canada were able to witness the thrills of motorcycle road racing when on June 15th the Kawartha Motorcycle Club staged an afternoon's program of races on a triangular circuit near Peterborough, Ontario.

The club worked hard to convince police and local authorities that spectator value would repay the trouble of closing off public roads for racing. The members persuaded them that 60% of the proceeds, to be donated to the Douro Township fire department, would compensate their efforts.

Fifty top-notch riders from Canada and the U.S. competed on the pavement and gravel course which offered concentration-demanding variety to competitors and spectators.

Wilf Schnarr, of Waterloo, Ont. led every lap of the 15 lap Grand Prix for an easy first-place trophy. He was followed across the finish line by Bud Koehler of Dundee, Ont. who took 2nd place, and Sheldon Smith of the sponsoring club, 3rd. Schnarr and Koehler rode BSA Gold Stars, and Smith was AJS-mounted.

Warren C. Heinkel Welcomes All Riders

TO STOP AT THE HARLEY-DAVIDSON CYCLE CO., 623 W. Douglas, Wichita 13, Kansas on the way to or from the National Motorcycle Rally and Championship Races at Dodge City on Aug. 31 - Sept. 1 - 2.

Prompt mail order parts and accessories

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All forms of insurance for Motorcycle Owners, Riders and Clubs

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The newest fun for Junior. His own personal motor vehicle. Safe, quiet. Simple as a sidewalk bike. A 7-year old can learn in minutes. The ideal birthday gift.

FOR ADULTS, TOO
Stows easily in plane or boat. Only 42 pounds. Ride it on the patio. A barrel of fun for your guests. The girls will simply love it.

Folder on Request **HAP ALZINA** \$119.95 f.o.b.
3074 BROADWAY OAKLAND, CALIF.
Dealer Inquiries Invited



G. P. winner Wilf Schnarr with starter Dave Clark after his big win.



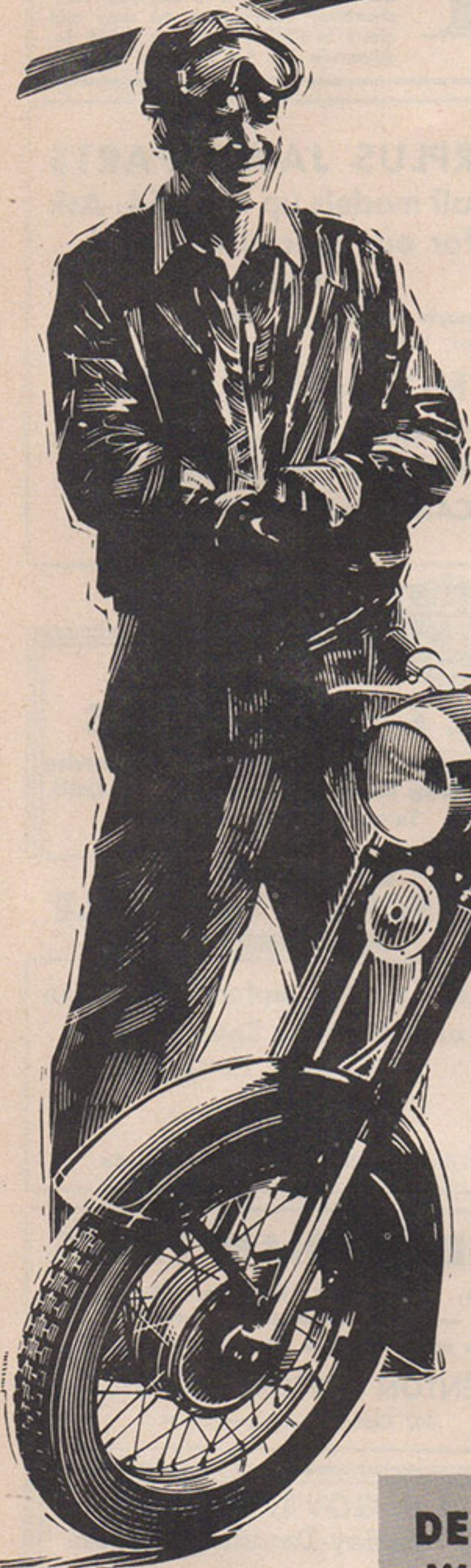
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improved again

WITH NEW FEATURES

- ✓ New front fork PNEU-HYDRAULIC suspension
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- ✓ Single lever for gear shifting and kick starter
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- ✓ All models available include 50cc, 125cc, 175cc, 350cc and 500cc "overhead camshaft" model
- ✓ Also 125, 175, 250 and 350 Scramblers

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Minnesota & Iowa: Hiawatha Valley Motorcycle Co., Winona, Minn.

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Road Tread **\$8.90** UP
Sports Knobby

GUARANTEED • PAY MORE? WHAT FOR?

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5232 Vineland Ave. No. Hollywood, Calif.

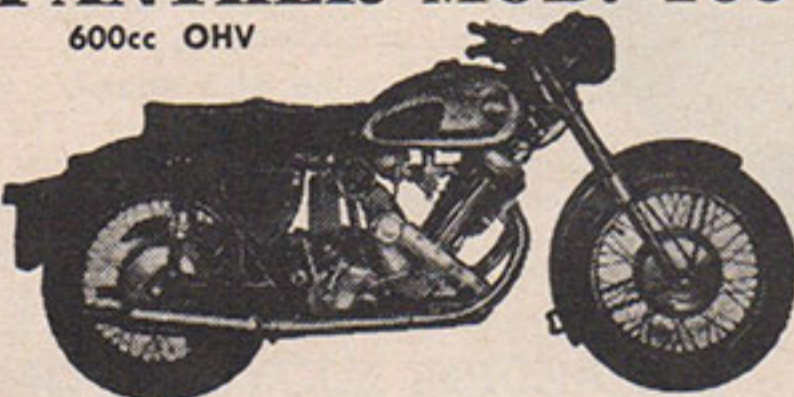
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600cc OHV



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**SPORTING SCENE—Cont.
GUNTER TOPS AT ANGELS CAMP**

► FROG TOWN, CALIF.—Al Gunter, traveling the track in record time, led the number one U. S. rider Joe Leonard by six seconds to win the 12 lap A Main Event at the featured half-mile race meet of the Northern California Gypsy Tour. Al also



Joe Leonard No. 1 and Al Gunter No. 54 battle for the lead early in the Main Event at Angels Camp 1/2 Mile.

won the Trophy Dash. Ray Beauchamp won out in the B Main over Gary Emmick, the B Dash winner.

RESULTS

CLASS A MAIN		CLASS B MAIN	
Al Gunter	B.S.A.	Ray Beauchamp	B.S.A.
Joe Leonard	H-D	Gary Emmick	TRI.
Dick Dorrestein	TRI.	Ed Bowman	B.S.A.

**UMSCHEID WINS THIRD TEXAS
GYPSY TOUR**

► For the third consecutive year and on the same motorcycle, Joe Umscheid won the Austin, Texas Annual Field Meet and Gypsy Tour. This year Joe outpointed 100 entries in a series of events requiring skill, stamina, and balance. In 1955 Joe won the same event on the same Triumph with a near perfect score—in 1956 he won nine first places and one fourth place, giving him 47 points out of a possible 50. This year he won 8 firsts and one 2nd place, giving him 44 points out of a possible 45.

**HARLEY-DAVIDSON DEALERS ASSOCIATION
FIELD MEET AND GYPSY TOUR, JUNE 30, 1957**

Results

Grand Champion	Joe Umscheid	Tri.
Bantam	Bill Amader	H-D
Lightweight	Jimmie Felps	Maico
Medium	Corky Evans & Geo. Stewart	Ind.
	(tie)	
Light Heavy	Robert Henderson	BSA

INDIANA SCRAMBLES



Harold Becker on a Triumph Tiger Cub leads a close packed field into the first turn on the opening lap of the Trophy Dash Final at a lightweight scrambles at Indianapolis, Ind. The final was a hotly-contested event as Becker beat out H-D mounted B. Schulteti and Ed Conley.

(Continued on page 43)

Parts Manager Wanted

To work in One of Southern California's Leading BSA Shops. Send Complete Resume of Experience.

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345 South Atlantic Blvd.
Los Angeles 22, Calif.

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.

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For all models up to 1954. Ask for our special lists and discounts.

Also parts for Whizzer, Indian, Servi-Cycle, Panther, Victoria.

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USED INDIAN PARTS

Frames, Transmissions, Cylinders, Wheels, Tires
Tubes — Almost all used part for Indian from
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**U. S. GOV'T. SURPLUS
"45" Harley-Davidson Motors**

Complete with Carburetor, Generator
\$79.50 f.o.b. Chicago

Motorcycle engine price list.....10c
Parts and accessory catalogue.....50c
Complete stock, Harley, Indian, Zundapp, Victoria, Maico, Horex, Adler motorcycles, scooters and parts.

TRIANGLE

2157 W. Harrison, Chicago 12, Illinois

CONTEST WINNERS

"HOW I EARN MONEY WITH MY MOTORCYCLE OR SCOOTER"

The winners of the contest, "How I Earn Money with My Motorcycle or Scooter," are listed below, and checks, trophies and merchandise prizes are being sent to them.

We are reproducing only a small percentage of the letters that came to us from motorcycle and scooter owners who through the use of their cycle or scooter have either increased their earnings or been able to secure an interesting and profitable position.

Many dealers have requested that we make reprints of this article and the letters available to them, and this will be done. Any dealer interested in securing these reprints for distribution should write us for prices. With these reprints the aggressive dealer will have additional ammunition to help him sell more cycles by convincing prospective buyers that ownership of a motorcycle or scooter is many times the determining factor in the securing of employment.

The winners are as follows:

DIVISION 1

For Riders Employed by Others

1st — \$50.00 Cash and Trophy

Contest Editor,

I am using my motor scooter with side car at a drive-in theatre, cruising up and down the ramps vending various items of refreshments. The fluorescent sign on the side car that read "SNACK SKOOTER" attracts patrons' attention and if they wish service they simply blink their parking lights. My salary is based on a percentage of sales and since I now have a decided advantage of fast service and low operational costs of 103 miles per gallon, my motor scooter has increased my earnings from \$15.00 per week when using a hand push cart, to the present figure of \$30. a week.

Kay Fox
4715 Orcas Street
Seattle, Washington



Kay and her scooter.

2nd — \$25.00 Cash and Trophy

Contest Editor,

I use my cycle for emergency service on the safety flashing lights used on road construction.

The motorcycle enables me to get to the area quickly and with ease. Getting to the area in quick time helps to prevent accidents and give the contractor the protection he needs.

The machine, a 1953 Harley 74 with foot shift, averages around 33 miles per gallon. It is a solo job with a buddy seat.

Donald L. Durante Sr.
Monmouth and Mantoloring Avenues
Cedarwood Park, N. J.
Laurelton Post Office

3rd — \$15.00 Cash and Trophy

Contest Editor,

I use my motorcycle as an economical means of transportation to and from work, and often on weekends I travel to the homes of friends of my family and wash or wax their cars.

I work for a bank and use my motorcycle on bank business. I am able to get to the various places I am sent in a short period of time due to the fact that a cycle is much easier to navigate through traffic and to park than a big monstrous automobile. I also get paid ten cents per mile, and since my Triumph T110 gets 45 to 50 mpg., I am able to make a profit on this also.

John F. Cushing
No. 1 King Ave.
Piedmont 11, Calif.

DIVISION 2

Self-Employed

1st — \$50.00 Cash and Trophy

Contest Editor,

Each fall and winter I run quite extensive farm land traplines and I use my motorcycle exclusively in this work.

For one man on a trapline there is no vehicle superior to a motorcycle; it takes you deep into inaccessible country; if you get mired down a man and a motorcycle can help themselves out of tremendously difficult situations.

A motorcycle is easy to hide, leaves little



A pair of coyotes.

sign of its passing, offers complete visibility, and unapproached economy.

With a little ingenuity I can pack tremendous loads of equipment and get through rough country faster than any means earth-bound.

Richard L. Masek
#2 Box 180
David City, Nebraska

2nd — \$25.00 Cash and Trophy

Contest Editor,

Being a partner in a large cherry orchard (160 acres), I use my solo motorcycle to survey the orchard for disease control, inspection of young trees, and general messenger service during the harvest. Hills, grass, and sod culture plots, wet or dry, are as easily navigated as road ways with my motorcycle.

Disease control inspection requires spot

checks before each of six sprays are applied to assure control, while the inspection of young trees requires coverage of each tree. Without a motorcycle it would take many hours and miles of walking to accomplish a simple task—for a motorcyclist. I average 45 to 50 m.p.g.

Joseph G. Peterson
521 North Hudson Ave.
Sturgeon Bay, Wisconsin

3rd — \$15.00 Cash and Trophy

Contest Editor,

Safe, no parking trouble, saves time, and less expensive, gas mileage 70 city, 80 on long trips.

Selling "Everything for the family," any items possible to deliver on cycle, solo only, collections, commissions 20%. Collect more than \$200.00 weekly, six days. Gross average workday \$50.00.

Car or Truck cost \$1860.00 approximately, cycle cost \$465.00. Car or Truck 15,000 miles, gas 1000 gallons. Cycle, same mileage 215 gallons.

Had to design carrier of packages, none like, or on market, stay on, not in way, loaded or unloaded. Improves looks of cycle.

Riding cycles eleven years. Never accident. Six days week. 65 years young. I am Mark Boyd Peepers, Sr.
123 Alexander Street
Charleston, S. C.

The following receive \$10.00 cash and merchandise awards:

Contest Editor:

I use my solo Triumph Twin on my dairy and wheat farm to get the cows from the pasture or other feed-lots for milking. It is very handy and fast for that kind of work. The time it saves is certainly worthwhile.

I also use it on my trap-line. I can cover it in about ten minutes by cycle, but it takes over one-half hour afoot. It is impossible to follow the line in a car. I average fifty m.p.g. which is three times the mileage a car gets.

Ralph Alberts
Nashville, Kansas

Contest Editor,

A motorcycle helps me in my business as a professional juggler by transporting me to see different agents in cities where I obtain bookings, and then carrying me to the job.

I have traveled many thousands of miles for several years throughout the country displaying my art. At the moment I am on the road working night clubs, and I have from time to time performed on motorcycles in auto thrill shows and as a motorcycle-riding clown at summer fairs. My cycle averages about 40 mpg in all kinds of weather and conditions carrying my props and equipment solo.

Studley Foster
1610 N. Cedar Lake Road
Round Lake Beach, Rt. #1, Ill.

Contest Editor:

I have used my BMW solo in all types of weather, in every one of the four seasons around New England and other parts of the U.S.A. In doing jobs on road construction in places where no other vehicle could maneuver satisfactorily, my BMW came in handy for relaying messages up and down the line and for quick delivery of small important equipment. Presently I'm going to school days and riding to a mechanic's job nights.

Charles A. Mead
28 Clarendon St.,
Boston 16, Mass.

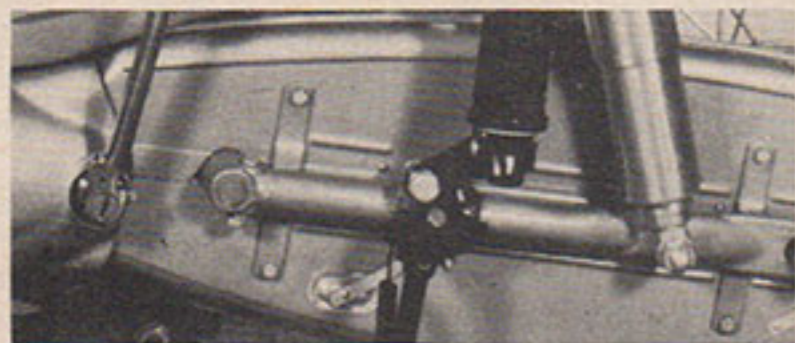
(Continued on page 44)

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DEALER DOINGS—Cont.

NICK NICHOLSON IN NEW LOCATION

Nick Nicholson, the famous competition rider, who now handles B.S.A. and James, recently held a grand opening at his new location at 11629 Van Owen St., North Hollywood, Calif. ★

NEW SALES MANAGER FOR COOPER MOTORS

Frank Cooper has announced the recent appointment of Bill Adams as Sales Manager for the Cooper firm, National distributor of AJS and Matchless motorcycles. Adams,



BILL ADAMS poses in Enduro Trim.

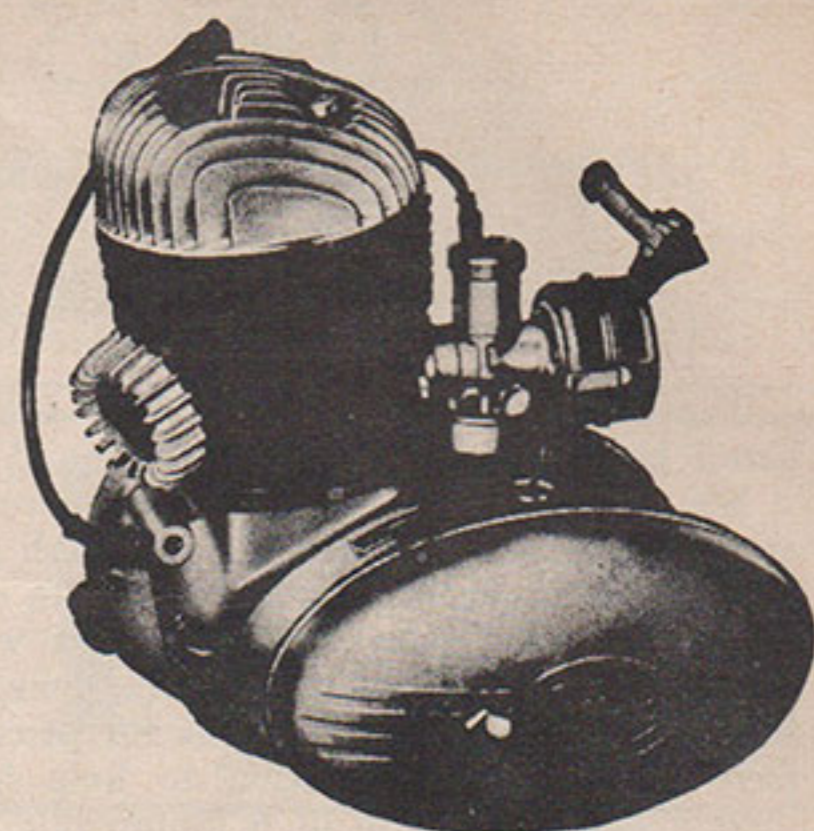
whose sportsmanship and enthusiasm is famous in Southern California partly because of the fact that the lack of a left hand has not prevented him from coming proficient at his favorite game of Enduro riding, has been president of the District 37 Sports Committee for two years, and chairman of the Catalina Grand Prix committee. Bill is married, has one child and has been active in motorcycling for the last 15 years. His principal claims to competition fame consist of placing 4th in the Sierra Trails at Fresno last year, and he was on the first place team in a recent Cactus Derby.

Bill will travel around the U.S. further cementing relations between Cooper Motors and AJS-Matchless dealers. ★

New Import to Serve U. S. Market

Ernest Wise, long engaged in motorcycle importing, has recently secured the distributorship for Parilla and Cosmo Motorcycles and scooters. The Parilla firm has amassed over 75 gold medals won in competition with world-famous makes, and was winner of this year's Italian 9 day Motogiro, a difficult, bike-breaking contest in which its 175cc. machine was first over many of that country's outstanding machines.

Many American riders, unhappy with the oiled plugs, fuel-mixing, and waah-pa-pa sound of the two-stroke engine, will welcome the announcement that the Parilla machines are primarily four-strokes, and yet the modern factory and business acumen of owner-manager Sgr. Giovanni Parilla permits these machines to be sold at prices competitive with, and in some cases lower than comparable two-strokes. The American rider will have his choice from the 98cc, the 175cc. Speedster—an 80 mph (Continued on page 41)



VILLIERS 200 cc. 4-Speed COMPETITION ENGINES

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This is the hottest 200 cc. motor you can get. Fits all makes originally equipped with Villiers and is also easily fitted to B.S.A. Bantam, Harley 125 and 165, etc.

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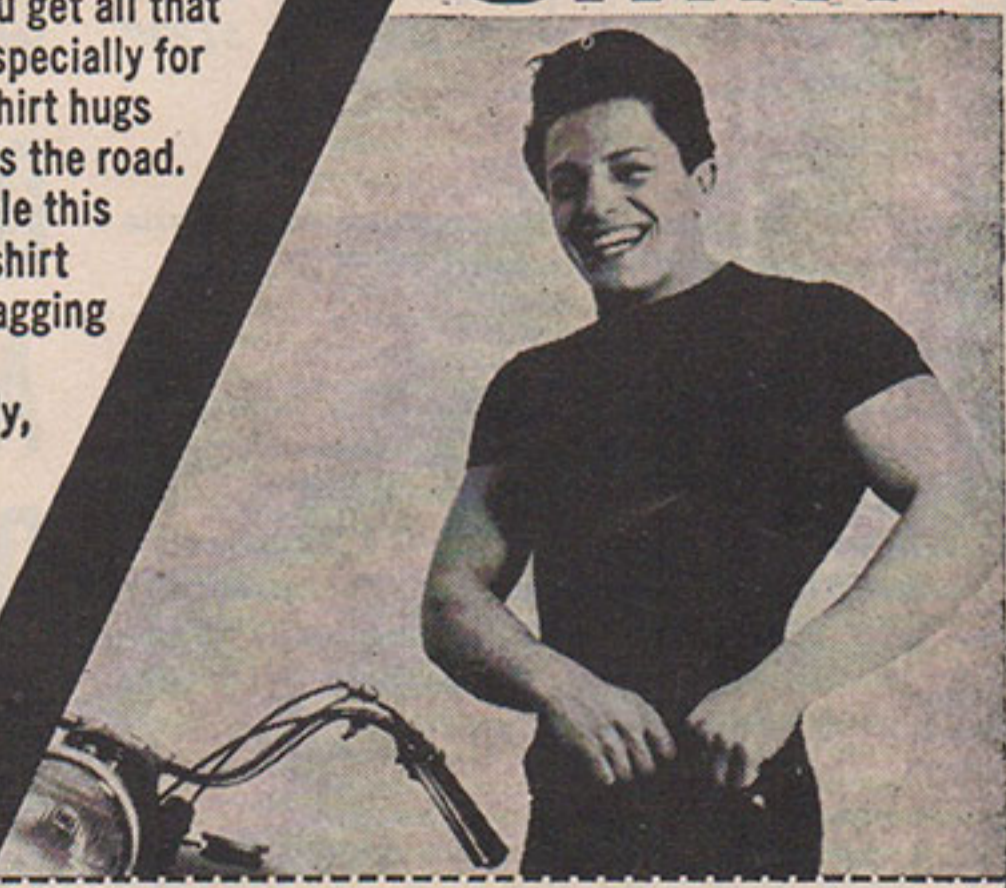
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DEALER DOINGS — Cont.

OHV, the high compression 175cc, 95mph Grand Sport, a 350cc twin called the Clipper, and Wise also offers the 63 mph, 8hp. two-stroke Greyhound scooter to completely fill out the Parilla line.

Wise has located the main distribution point for his organization, Cosmopolitan Motors, in Philadelphia, a point close to the Midwest and South and to the main transportation lines of America. This centralized location will speed delivery and cut costs to the dealer and consumer.

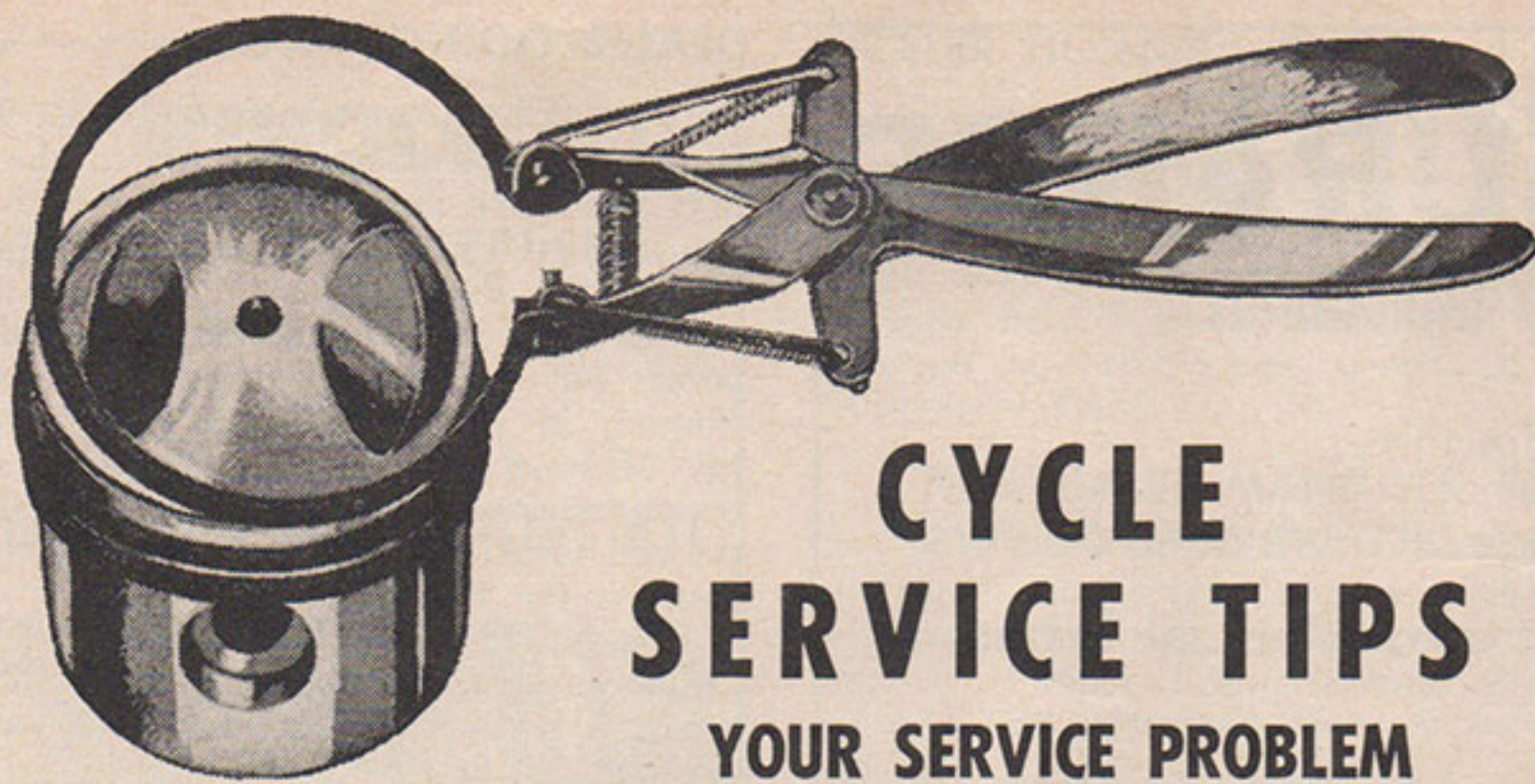
Also imported by Wise is the two-stroke Cosmo scooter, a 4.5 hp., 45 mph job that boasts a surprisingly great number of luxury features at a very low price. ★



Jack Mercer, Triumph roadman and frequent contributor to "CYCLE," gives veteran motorcycle sportsman and dealer Herb Reiber of Washington the usual posed handshake following Reiber's acceptance as a Triumph Dealer for Washington, D. C. Mrs. Reiber gives her attention to the cameraman.

MRS. WILLIAM MEYER PASSES ON

The many friends of Bill Meyer, Hap Alzina's Sales Manager, were saddened to learn of the death of Mrs. Meyer recently, following an operation. Mrs. Meyer was well known to the members of the motorcycle fraternity, having attended many motorcycle banquets, conventions, and competition events during their many years of married life. The CYCLE staff extends sympathy to Bill in his loss.



CYCLE SERVICE TIPS YOUR SERVICE PROBLEM

By J. B. Nicholson

(CONTINUED FROM JULY - AUGUST 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 My Harley 74 generator only charges when I turn on the lights. What might be wrong?

A There are two field coils in your generator. The "shunt" field coil (identified by a white paint mark) comes into operation when the lights are turned on, boosting generator output. The regulating field coil (identified by an orange paint mark) is in operation at all times. One terminal of this connects to the large positive brush and the other to the narrow regulating brush. If one or both of these brushes are not worn out, and if coil is properly connected, an open circuit in this field coil is likely the trouble. Unless you are familiar with this kind of work, take this to a dealer who is.

Q What is the point gap and timing on the B.S.A. Bantam?

A .015 gap on Wico-Pacy magneto, .012" on Lucas battery ignition. Points should just be breaking when piston is 5/32" before top of stroke.

Q What is the highest compression ratio you recommend for road use?

A A number of factors enter into this. Generally, 8:1 ratio with an iron head or 8.5:1 with an aluminum head are top figures for good results. On small cylinder engines such as 500 c.c. twins, with aluminum heads, 9:1 can be successfully used with the best grade of gasoline.

Q I got a set of new valve guides for my 1952 Harley 74 O.H.V. I can shove the exhaust guides in by hand. Is this tight enough?

A For valve guides that are oversize on the outside diameter. You will need at least .002 and possibly larger, oversize. These guides must be a drive fit. An interference fit of .003-.004" is desirable.

Q What is the purpose of the bolt that projects through my Triumph rear wheel rim? It looks like another valve stem, but isn't.

A This is a security bolt. The bolt you see is part of a shoe-shaped device fitted between the tire beads and the tube. Its purpose is to clamp the tire to the rim and prevent the wheel turning within the tire on rapid acceleration or heavy braking, avoiding valve stem being pulled out of the tube. The security bolt permits the use of reduced tire pressure where necessary for increased traction without danger of tire slippage and tube damage.

To remove the tire, the security bolt nut should be fully slackened off and the end of bolt pressed into rim, when the tire can be removed in the normal way. When refitting, care must be taken to see that the security bolt stays fitted within the tire and does not get caught between the tire and rim. As tire is being installed, a frequent check should be made, noting that the end of bolt can be pushed in readily. Verify this again before final inflation. Finally re-tighten security bolt nut.

Q What is the valve seat angle on the Indian 74?

A 35 degrees. This applies to all Indian V Twin motors.

Q The inlet valve seats on my Triumph T-Bird are deeply pocketed. Can I get inserts put in, or what should I do?

A Oversize inlet valves are your simplest and best solution. Standard T-Bird valve head diameter is 1 7/16". You can use the T110 valves (1 1/2") or special 1 9/16" head valves which are available. The valve seats, of course, should be recut or ground, using a cutter or stone between 1 5/8" and 1 3/4" diameter. For maximum efficiency, the port throat and inside of the valve seats should be opened out proportionately to the valve head size increase. This is not essential unless you are anxious to get those last few top miles per hour.

Q What spark plugs do you recommend for the Ariel Square Four?

A Two-port models use a 1/2" reach. For average service K.L.G. F50 or Lodge CN. For hard driving K.L.G. F70 or Lodge HN.

Four-port MK II engines use 3/4" reach. FE50 or CLN for normal service. FE70 or HLN for hard driving only. These cooler running plugs will foul up on city driving unless it is possible to frequently take a fast blast on the open highway.

Q What is the best gasoline-oil mix for two-cycle engines?

A Most manufacturers now recommend an oil-gas ratio of between 1:16 and 1:24, which in effect is between 1/2 and 1/3 pint per gallon. For very hard driving, the 1:16 mix should be favoured, whereas for moderate service conditions there will be less carbon formation with, say, 1:20 or 1:24 mix. This mixture will provide adequate lubrication.

Q I have a 1950 Harley 74. Can you tell me the correct breaker point gap, also what kind of oil should I use in the transmission?

A Breaker gap is .022". Regular engine oil is recommended for transmission, No. 40 or 50 grade for average summer use.

Q I got a new right crankcase bush for my B.S.A. twin. The bush bore is too small for the crankshaft. How should this be cut out?

A If there is a dealer in your area who has the factory line reaming tool for this job, you should get him to do this for you. The procedure is to install the bush (heat crankcase) and line ream to size after in position. This reamer is not adjustable and in cases where crankshaft is worn, say, .002 or .003", it is useless. In such cases, and where reamer is not available, the best procedure is to bore the bushing to approximately .002-.0025" over crankshaft size before installing. The contraction on installation will generally close up bushing .0015", giving the desired fit of .0005-.001". It is essential that this boring operation be very carefully done and the bushing accurately centred. It should be possible to get a suitable bushing boring job done at an automotive engine rebuild shop or wholesale automotive supply.

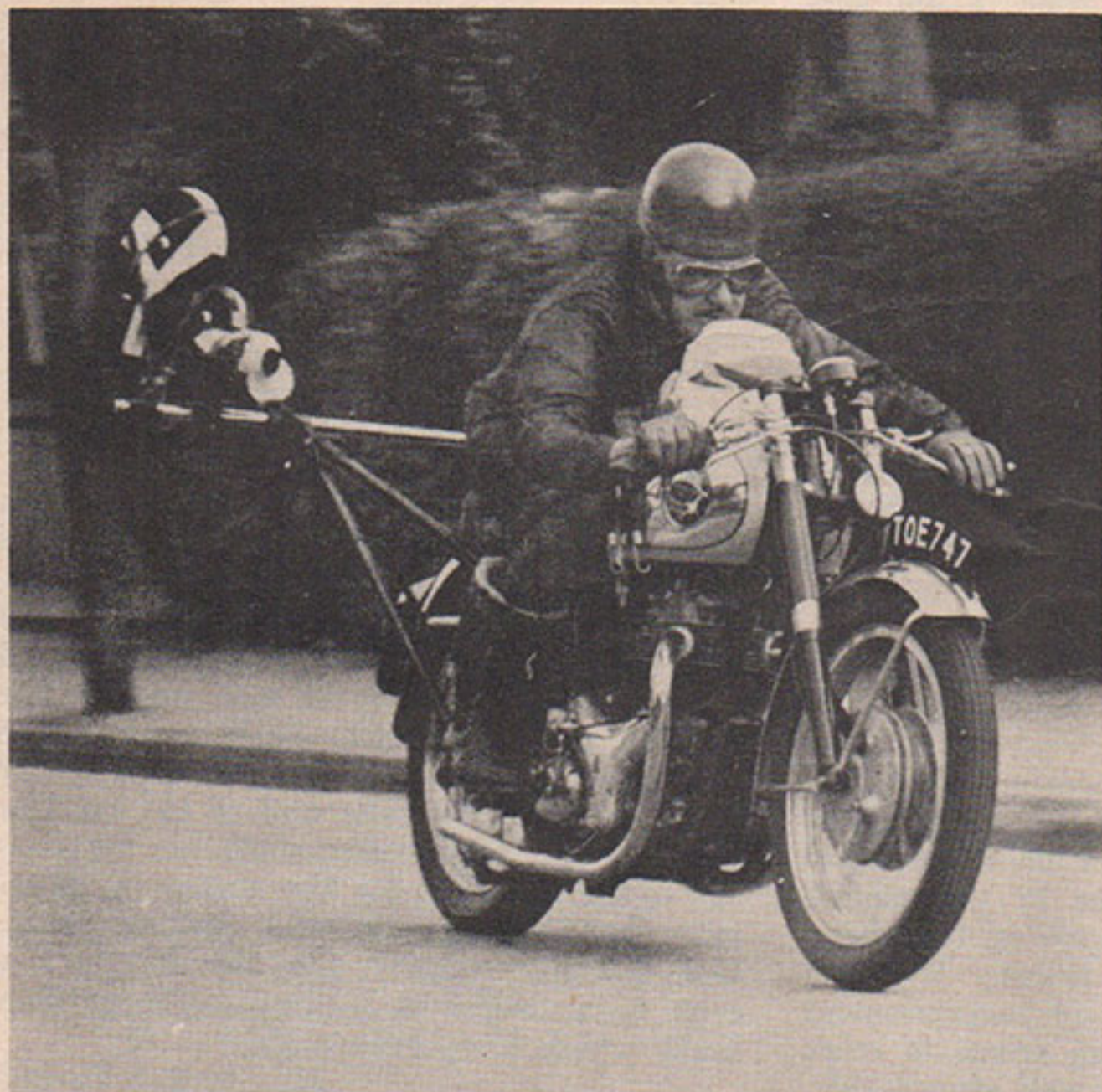
Q How do I take the flywheel off my Villiers 200 8E model?

A The flywheel nut has a withdrawal shoulder. Simply unwind the nut. After it has been unwound a turn or so the withdrawal shoulder will come into operation and additional resistance will be felt. Flywheel should be held and a good fitting box wrench used on the nut. Strike the wrench a few sharp blows with a hammer. Once the flywheel is freed from taper, nut can be unscrewed easily and flywheel withdrawn.

Q What are the comparative advantages of overhead valve and side valve cylinder designs?

A Briefly, ease of servicing, simplicity, and excellent low r.p.m. torque are outstanding advantages of the side valve design. The overhead valve design permits higher volumetric and thermal efficiency, deriving the maximum power and speed, engine size to engine size, from modern fuels.

TV AT THE T.T.



British television viewers were recently taken on a fast trip around the famous Mountain Course in the Isle of Man as a prelude to the Jubilee T.T. races. In this picture former world sidcar champion Eric Oliver—who is also an accomplished solo rider—rides a specially prepared BSA twin around the circuit with a \$3,600.00 camera mounted on struts on the rear of the bike. At high speed vibration became a problem, and an on-the-spot remedy had to be found—surgical tape and rubber bands, which can be seen round the camera in the picture.

SPORTING SCENE (Cont.)

COTSWOLD SCRAMBLE WON BY MATCHLESS WORKS RIDER

▶ In a rare English heat wave which caused many riders to retire from exhaustion, works rider Dave Curtis on a 348 cc. Matchless won the Junior race at the trade-supported Cotswold Open Scrambles. Then Curtis switched to a 500 cc. machine of the same make to win the Senior race for the third year in a row. Curtis' double victory was witnessed by 35,000 spectators.

EKINS WINS AGAIN

▶ Bud Ekins on a Triumph added another win to his long list by defeating the top Southern Calif. scramblers at the Rusty Nails Flats scrambles area in San Pedro, Calif. Second was Charlie Hockie on a Velo and third, Arvin Cox, BSA Super Rocket. The amateur main went to Tony Farman on his BSA over Dick Mills, BSA, and Fred Borgeson, AJS mounted.

THEISSEN WINS SECOND B. C. CHAMPIONSHIP

▶ Fans attending the British Columbia Championship Races recently at Chilliwack, B. C. saw last year's winner Eugene Theissen sweep around the 1/2 mile track ahead of competitors to retain his championship. Theissen made a clean sweep—fastest time trial, trophy dash, heat race, and Main Event—on a BSA Gold Star.

RESULTS

A MAIN EVENT		B MAIN	
Eugene Theissen	BSA	Gene Wilson	AJS
Dick Miller	AJS	Jim Farnsworth	TRI.
Bob Kerns	BSA	Jack Taylor	AJS

(Continued on page 47)

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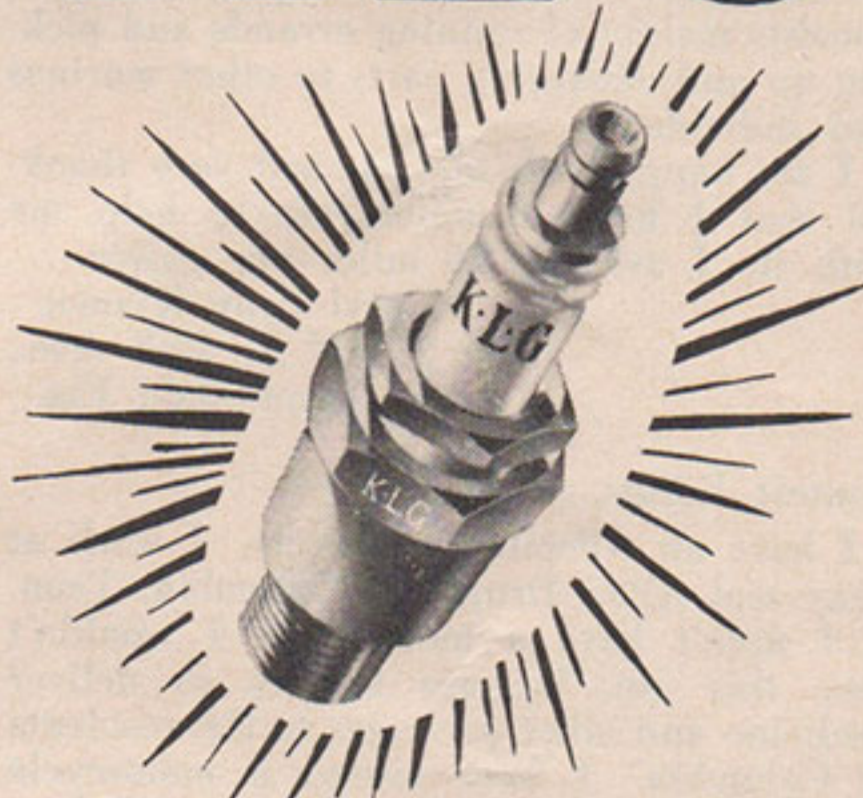
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CONTEST—Cont.

Contest Editor,

As a top-level salesman with almost impossible demands on my time, I am subjected to business pressures that can be combatted successfully only with complete relaxation. I have found this relaxation with my motorcycle.

Astride a motorcycle it is impossible to be bothered about last week or concerned with tomorrow. Here I find healthy, complete relaxation which by its very nature keeps me mentally sharp and physically conditioned.

Since "discovering" the secret of relaxation through motorcycling my earnings have increased. My potential job longevity has been lengthened. Motorcycling means big money to me.

W. C. Stober

2700 Wisconsin Ave., N. W.
Washington 7, D. C.

Contest Editor,

I have two B.S.A. 650 cc. twin motor cycles, a 1952 and a 1956. I am 40 years old and have a son 18. I am in the roofing business and we use the cycles for cheap transportation to nearby towns. We also have many relaxing hours of entertainment from cycling. I find cycling seems to relax the nerves and I sleep very well after a ride. We average around 75 miles to the gallon.

Alvin Chapin

494 Grove St.,
Oshkosh, Wisc.

Contest Editor,

There must be thousands of ways to earn money with the aid of a motorcycle. I have taken advantage of one of them.

I'm an average girl, 14 years of age. I live in Fort Lauderdale, Florida, and I own a solo 200 c.c. Maico motorcycle that helps me to earn money, and also serves as transportation.

My father is employed at a marina, therefore, the door of opportunity is opened wide to me. My work, involving the motor, consists mainly of running errands and picking up and delivering parts to other marinas and individuals.

I am happy with my job and very thankful that I have a motorcycle to help me with it. I average 86 miles per gallon.

Caryl Lynn Kramer
218 N. E. 15th Ave.,
Ft. Lauderdale, Fla.

Contest Editor,

I have an Allstate motorcycle. I work at Gray and Allen Drug Co., Columbia, Tenn. If I didn't have a motorcycle, I wouldn't have this job, because I have to deliver medicine and other packages to the residents of Columbia. I have owned a motorcycle for two years and I really enjoy riding and working with them.

Billy Martin
1504 Whatley Street
Columbia, Tenn.

Contest Editor,

A year ago I bought a 1948 solo 125 Harley Davidson motorcycle. It is one of the best investments that I ever made. I needed a part time job that wouldn't interfere with my present job, so I went around to all the drug stores in my neighborhood. I now have 5 drug stores that I make deliveries for, also one auto parts store. The upkeep on my motorcycle is low.

Earl W. Schmidt
19801 E. 8 Mile Road
St. Clair Shores, Michigan

Contest Editor,

I am 19 years old and use my motorcycle in work for the Western Union Telegraph Company.

In my work, as well as for pleasure, I use a 1954 Triumph T110. I ride this motorcycle one hundred twenty miles a day and get fifty or more miles to the gallon of gas from it.

Although the pay is not very high I love my job, because I can enjoy my favorite sport and hobby—motorcycling.

Al Wilkenfield
2443 Lee Street
Hollywood, Florida

Contest Editor,

I have two cycles, a '47 Harley-Davidson 74 with sidecar, and a 1945 Cushman model 54 scooter. At present I do tree surgery, blasting, housepainting, well digging, and odd jobs. I also sell fire extinguishers and fruit trees, and I have six men working for me. In my door-to-door sales work I use both the Cushman and the Harley side car outfit to make my calls and to bid on tree surgery jobs. I quite frequently use the sidecar to haul ladders for housepainting, dynamite for blasting and well digging work, tools for tree surgery, and the Harley has even been useful in pulling on large tree limbs which hang unfavorably.

Mr. Arthur Parlow
P. O. Box 73
Bellevue, Ohio

Contest Editor,

I own a 1949 Harley-Davidson 125 that I use for transportation to my job six days a week at about five miles from my home.

It is a sort of necessary item from my standpoint. I save gas and a lot of costly repairs that my dad has on his car. Besides going to work with my cycle I use it to buzz around in my spare time and I even herd cattle with it.

My cycle is a stock 125 two-wheeler and I get a little better than 100 miles to the gallon in stop-and-go driving.

Barry Kolbe
Rt. 1, Box 116,
Portland 9, Oregon

Contest Editor,

I am helping my brother run his store because he is crippled. I make very little but I only do a little. I was making a small amount just cleaning the store but since I've gotten a 1954 Harley-Davidson 165 I now make more money delivering.

Gerald Sewell
2003 Highway 11
Oxford, Ala.



DODGE CITY

GRAND PRIX MOTORCYCLE RACES

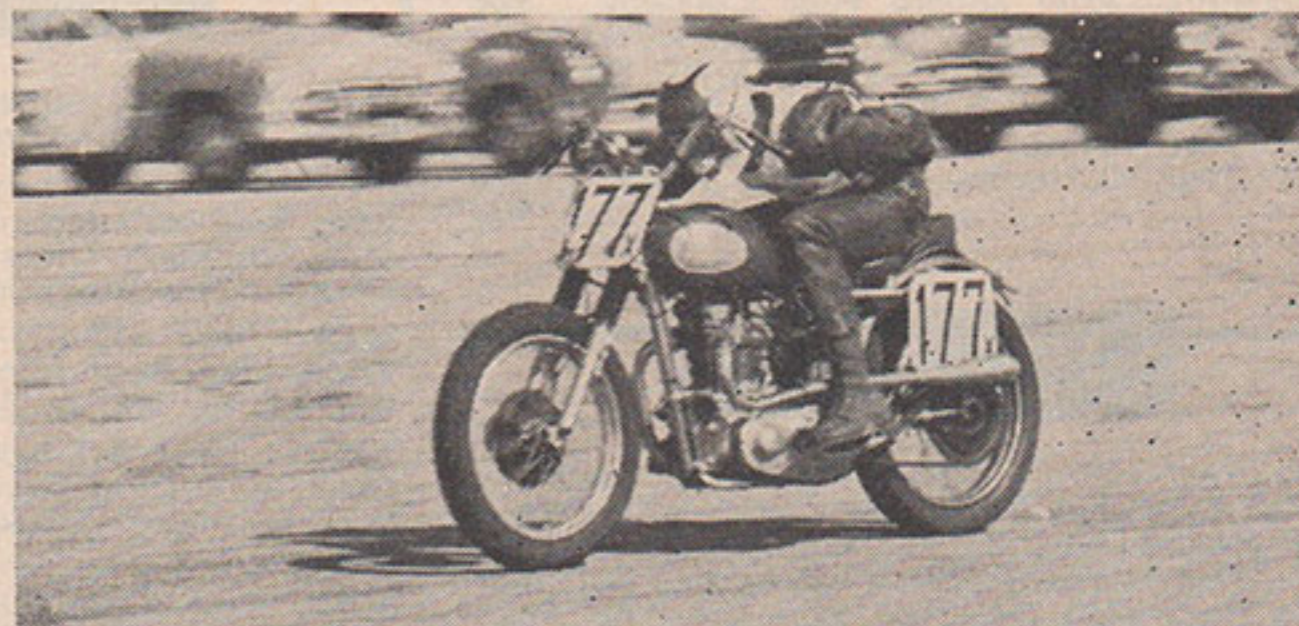
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 - ★ HALF-MILE DIRT TRACK MEET (SUN.)
 - ★ NATIONAL ECONOMY TRIALS (SUN.)
 - ★ DRAG RACES— $\frac{1}{4}$ -mile acceleration trials (MON.)
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5. Rider & passenger who come longest distance in sidecar combination to attend Rally.
6. Best appearing motorcycle to be ridden to Dodge City.
7. Neatest man rider.
8. Neatest girl rider
9. Person who rides oldest motorcycle to Dodge City.
10. Best looking club group.

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TICKET INFORMATION

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| HOTELS | Boot Hill Hotel—315 $\frac{1}{2}$ Walnut |
| Lora-Locke Hotel—Central & Walnut Sts. | Central Hotel—317 $\frac{1}{2}$ Walnut |
| O'Neal Hotel—510 Central | Harvey Hotel—Central & Front |
| Ernest Hotel—101 W. Chestnut | Pioneer Hotel—107 Military |
| Lawrence Hotel—210 E. Chestnut | Trail Inn Hotel—200 E. Chestnut |
| MOTELS | |
| 100th Meridian Motel—2300 W. Chestnut | Bud Hampton Motel—108 South 2nd |
| Shangri La Motel—1210 W. Chestnut | Holt's Greenwood Courts—1504 W. Chestnut |
| Royal Motel—2500 W. Chestnut | Parkview Motel—76—2 |
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SPORTING SCENE (Cont.)

TEXAS SCRAMBLES WON BY WILSON

▶ Roland Wilson riding a Triumph TR 6 won the Texas State Championship Scrambles in Austin, Texas. The event was sponsored



Roland Wilson, new Texas State Scrambles Champion.

by the Kapital Katz Motorcycle Club and there were over 60 entries.

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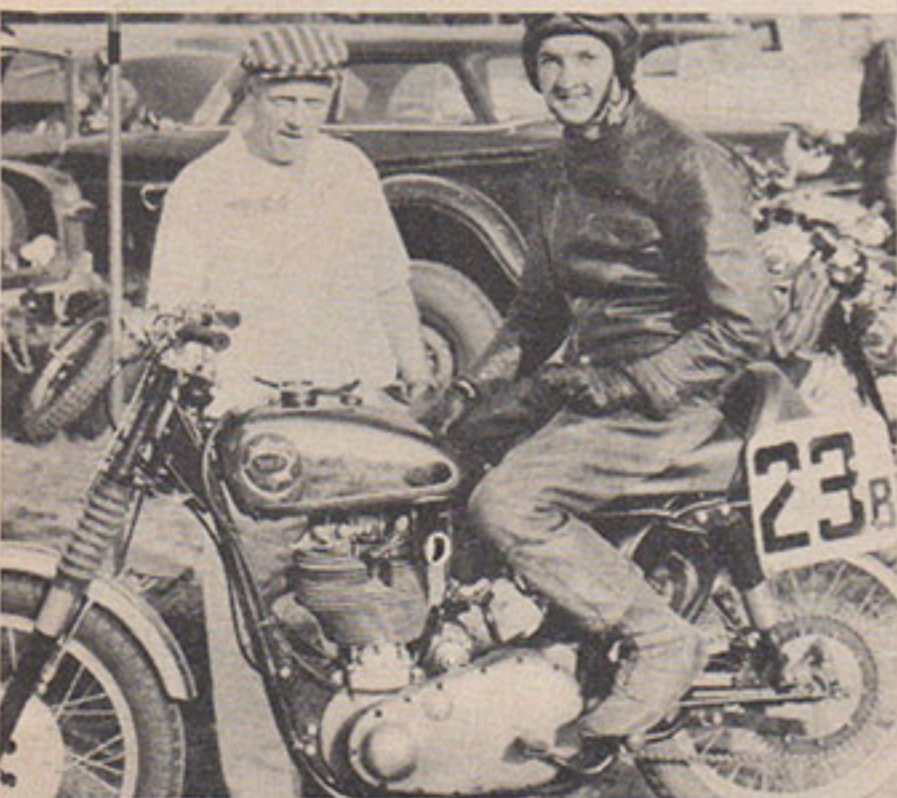
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Jimmie Finger, TRI.
Jess Thomas, TR.

125-175 cc. class

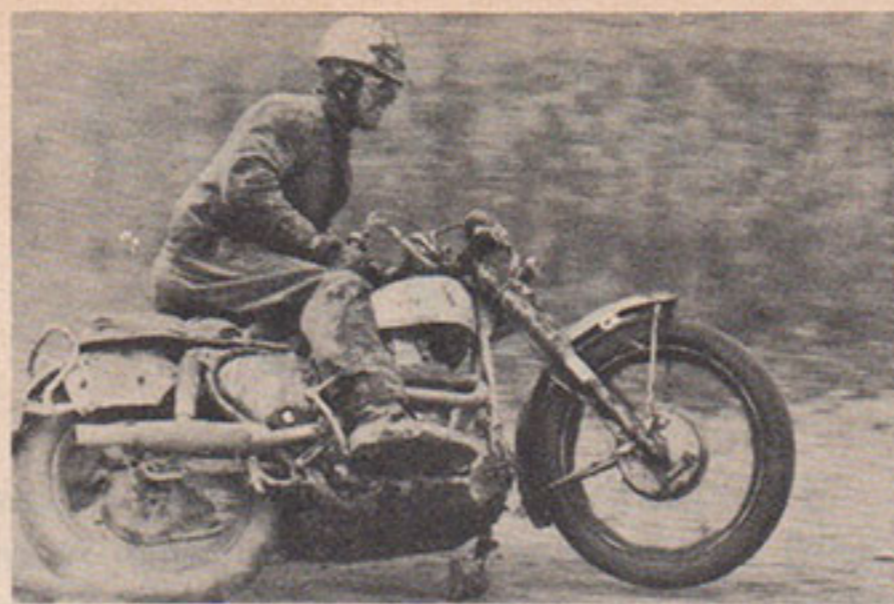
Geo. Huff, N.S.U.
Dan James, H-D
Wayne Schultz, James



Bud Ekins, the National Scrambles champ, passes Don Wehrman, no. 42, to take over the lead in a recent scrambles event at So. Cal. Bowl near Los Angeles. Both riders are Triumph mounted.



Warren Wolfe Jr., winner of the first event on the new Marlboro, Md. road circuit shown here with his mechanic, old time dirt-track racer Frenchy Castonguay.



Al Lewis, Erie, Pa. rider, looks quite pleased as he crosses up in a beautifully executed bit of cornering during recent scrambles at St. Mary's, Pa.

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HAREWOOD RACES



RESERVE SEAT. M. Duff, Ontario Norton enthusiast, painted this stool "Norton Tuners Only." New York Dealer Joe Billig makes like a sign painter on the 88 Norton Twin.

The weather at the Harewood Races held recently at the Jarvis Airport in Ontario, Canada was disappointingly bad, but the crowd, composed mainly of Yanks, had come this far, so they could not turn back. In spite of the weather, the races turned out to be worth the trip, as these pictures prove. The Empire Motor Club, a group of ex-motorcyclists now interested in promoting sports-car racing on the smooth pavement of Jarvis, work along with the Canadian Motorcycle Assn. in promoting this annual event.



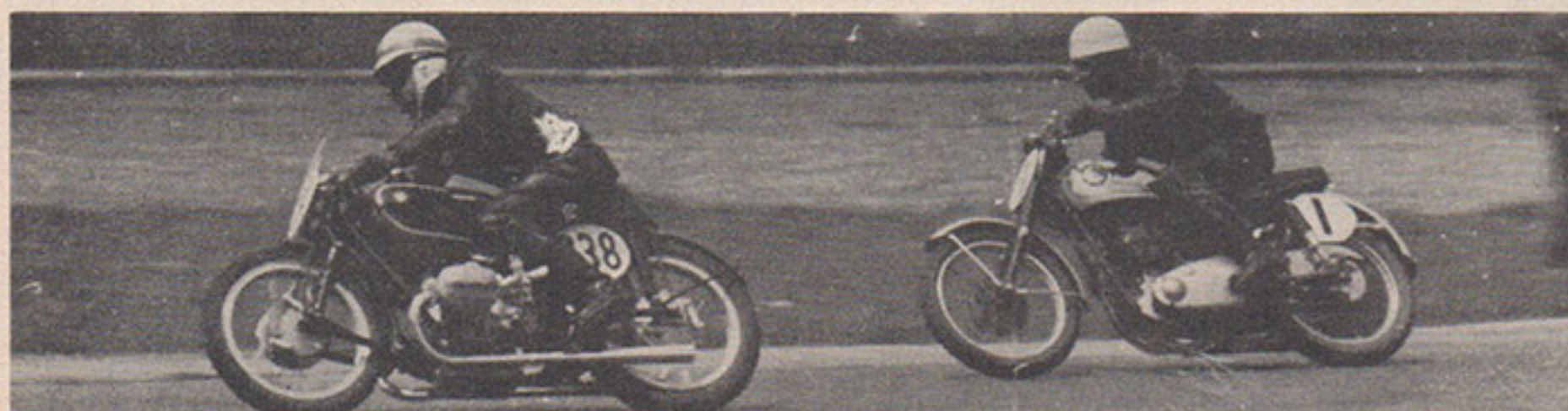
"WHAT DO WE DO NOW?" A grim scene indeed, but somehow these two do-it-yourself men got the job ready in time to race!



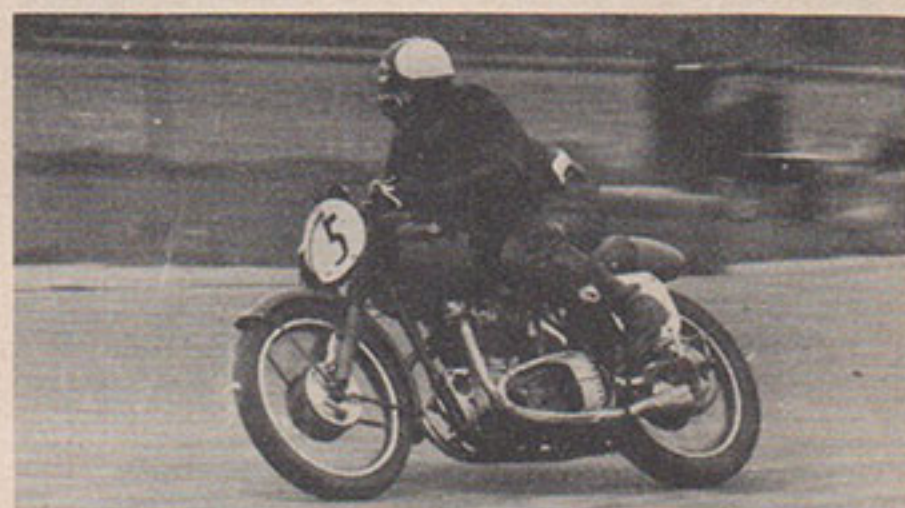
JUNIOR LINE UP. The Jarvis races are run under F. I. M. rules. The cement blocks in the background will be pits for sports car use when the Empire Motor Club of Toronto complete things.



"AND, THEY'RE OFF!" John Semple of Cleveland digs in with his Dunlops and his Indian single takes the lead in the Junior heat.



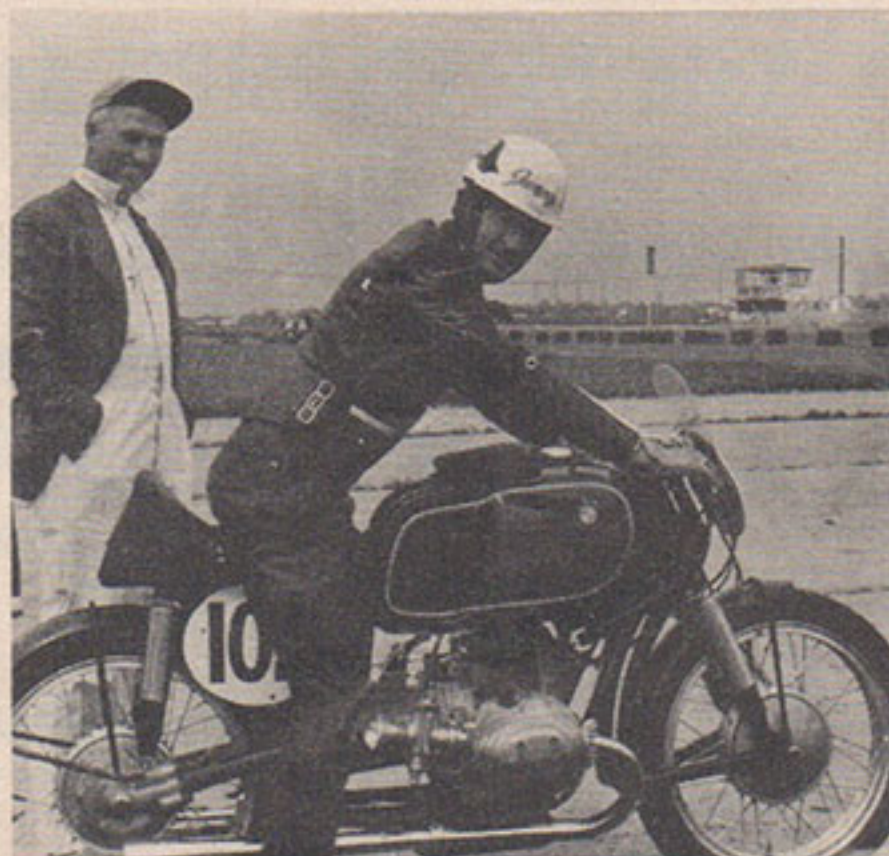
Stan Myers, riding one of the two BMW "Renn Sports" factory racers leads the 1956 Canadian top point man by a few feet.



DRY CLUTCH on this Triumph, makes it look like an expensive blow-up in the primary case!



LIGHTWEIGHT ENTHUSIAST. Rod Coates, Service Mgr. of Triumph-Baltimore, won the Lightweight Final hands down with his special Cub bomb. Finishing 3rd, and first in the Bantamweight, came Cliff Guild on a personally-prepared Terrier. Cliff is Rod's right hand man at Baltimore; both practice what they preach!



INDIAN MEDICINE MAN. Art Hafer and Jerry Callen, from far-off Kalamazoo, pose with the BMW "Renn Sports," owned by Amol of New York. This machine is not legal in U. S. competition, but permissible under the F. I. M. rulings. Jerry got tossed off, while laying 2nd in the 50 Mile Final, but remounted and finished in the money. Note that steering stabilizer bar, just above the shock.



FRAMED. Ron White, Secy. of the Canadian Motorcycle Assn., poses with an old frame. "Come back again, Yanks," were his parting words. . .

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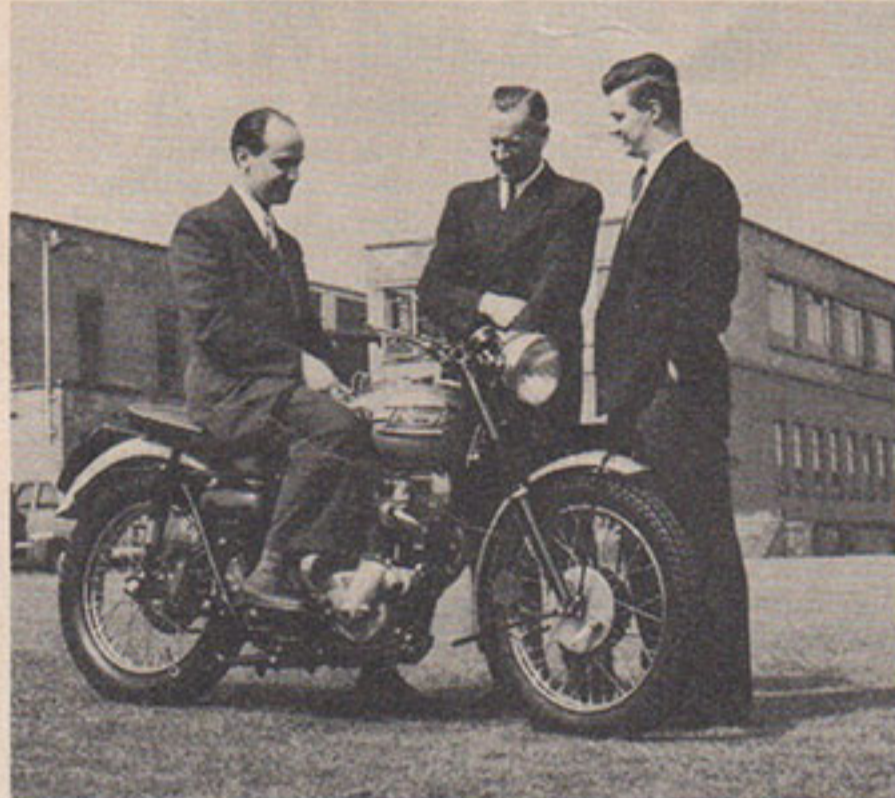
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DEALER DOINGS—Cont.

BELLVILLE ACQUIRES VINCENT PARTS STOCK

Harry Bellville of R. D. #1, Marysville, Ohio, writes us that he has purchased all of the Vincent parts formerly owned by the Indian Company of Springfield, Mass. He further advises that Mr. Philip Vincent has awarded him the franchise for the sale of Vincent parts in the United States. He will be importing parts from England, so that Vincent owners will be able to secure good service directly from him. ★

VISIT TO COVENTRY



Left to right, Jack Fitch, one of Triumph-Baltimore's U. S. Dealers (representing Slegers-Fitch, Whippany, New Jersey) discusses the fine points of Triumph's 500 c.c. Trophy model with Jack Wickes, Project Engineer, center, and John Nelson, Triumph's Technical Liaison Engineer. Behind is a portion of Triumph's Coventry, England Factory.

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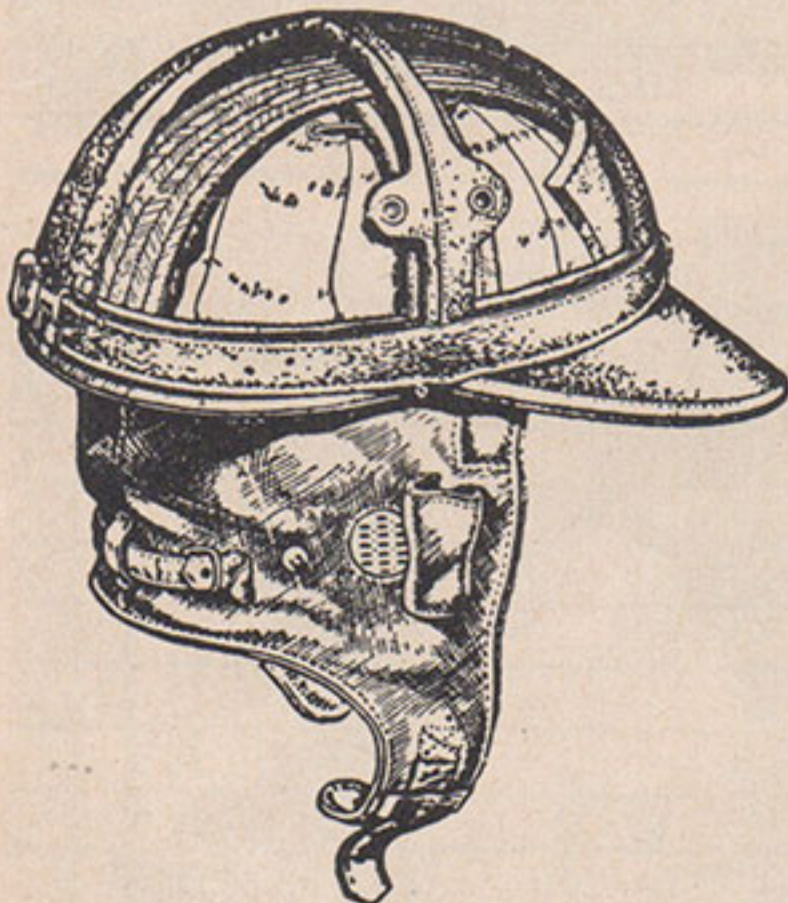
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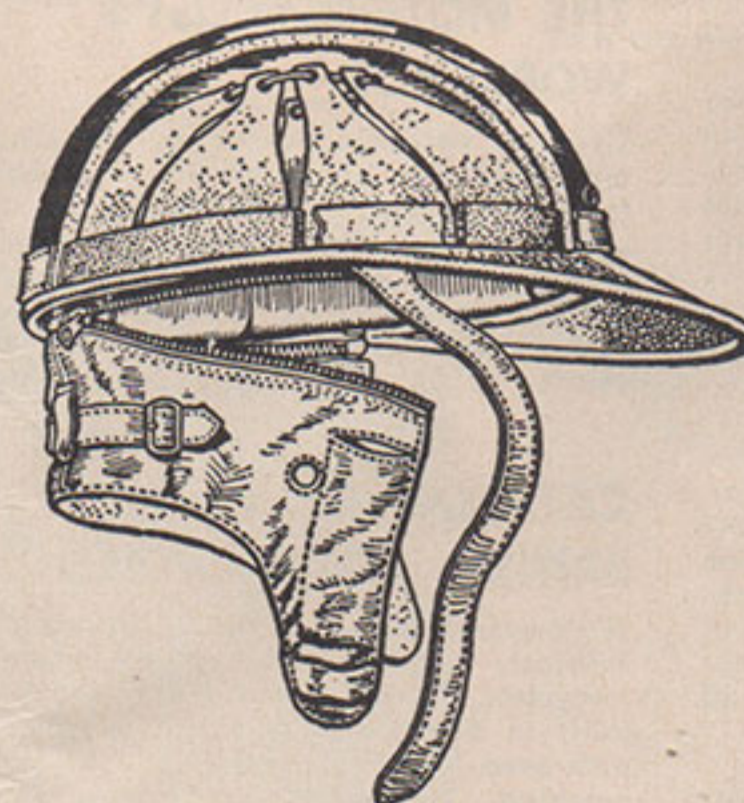
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A new type road helmet with many unique features has just come on the market—it is the Clymer "Sportsman." Among the features are an adjustable neckpiece which can easily be detached; a flexible visor and ventilated top. A smart contrasting color combination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

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

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LACONIA HIGHLIGHTS

(Continued)

to Coast record with an Indian and sidecar, and was once connected with the six Stern Brothers Indian agency in New York City); Orrie Steele, the famous Indian hill-climbing champion (two of Orrie's sons are now Harley-Davidson dealers in Bloomfield, New Jersey, having purchased the former Carl Bush agency); another top hill-climber Reggie Pink, now Harley-Davidson dealer in the Bronx; Al West, Indian Sales Manager; Babe Tancredi, the 1940 winner; Al Arnold, the Providence Harley-Davidson dealer who was in charge of the checkers on the course . . . It was good to see that "iron man", Ed Kretz Sr., carefully checking Ed Jr.'s Triumph. Ed showed the boys the "shortest way 'round" in 1938 and 1946. I always get a thrill out of Ed's victories for he worked for me for several years and, as Indian dealer in Los Angeles, I was the one who started him on the championship trail astride the old Springfield-built Indians . . . Dud Perkins flew from the Coast and, while I see him often, it is always good to see my old Capistrano competitor still giving advice to those Harley-Davidson riders . . . Many felt that a full week was too long for the events this year—and I agree . . . I have seen Joe Leonard ride in many races, but never have I witnessed better control than was displayed at Laconia this year by that cool and collected individual—actually, Joe makes the toughest competition appear as though it was a Sunday afternoon ride. After a lot of study and watching Joe in the corners, I have about decided that he gets the jump on most of the riders by his terrific acceleration and gear shifting as he leaves the sharp curves . . . Newlyweds, young Bill Davidson and his bride, were delighted—as was Racing Manager Walter Davidson and the Harley-Davidson dealers and riders when Joe slipped over the line first . . . Popular Lin Kuchler of the A.M.A. was a busy man; and, of course, E.C. was all over the place and still chewing that cigar. I had a nice chat with the old boy and even though we don't see eye to eye on many things, my talk with him was an enjoyable one . . . Ralph Strong, Clerk of the course, was another busy man—and I hope I haven't overlooked any of the other hard workers who were responsible for such an excellent show . . . Al Gunter on his BSA had tough luck in the first lap, when his chain jumped the sprocket, but Al is a fighter and never gives up . . . There were other former Laconia winners present but, unfortunately, I didn't get to meet all of them . . . Incidentally, when I talked to Elmo Joseph in Detroit, he offered the loan of a 1957 Chrysler Imperial, which Mrs. Clymer and I drove from New York City to Laconia and back. Elmo is a big man in the automotive industry, as he is the Imperial Sales Manager for Chrysler, and he is now and has been for many years an enthusiastic motorcycle rider. And what an enjoyable journey we had—thanks to Elmo! . . . Enroute to Laconia we stopped at Springfield a short time and had a look at the old Indian factory, now used as a warehouse. Many a carload of Indians were shipped from that old plant to me when



GAS STATION ATTENDANTS. Leonard Andres is famed for his rapid refills, and it took his pit gang just 7 seconds to toss a gallon of fuel into Joe's tank in the closing laps of the race.

I was an Indian distributor in Denver, and I couldn't help but regret the passing of the famous old U.S.-built Indian and the many happy hours I had spent in that old factory on State Street . . . Also stopped to pay our respects to our friend, Mrs. Marian Duryea, who unfortunately lost her husband suddenly a short time ago, due to a heart attack. He was Jerry Duryea, a good friend and a great man in the antique car and motorcycle movement . . . On our way home we stopped at Greenfield, Mass., for a short visit with Henry Wing, Jr. Henry took us to his father's country home, where we inspected one of the nicest collections of antique motorcycles (and several antique cars) that we had ever seen. Among Henry's collection was a 4-cylinder Pierce, a 1903 Columbia, a 1909 Indian, two experimental model Indians, a shaft-driven Army V-twin Indian, the record-breaking Ace that Red Wolverton went so fast on years ago, and a large number of Ace parts, including engines, that were the remains of the old Ace factory . . . And those, ladies and gentlemen, in brief, are my comments on my first trip to Laconia—and you may be sure it will not be my last!



Champion Joe Leonard gulps a drink of water as Leonard Andres unfastens his helmet.



Here's a shot of Fritzie, "the Red Hat," in a relaxed position, which proves that maybe he doesn't always work as hard as some people think he does.



Numerals used in connection with Miller's excellent checking and timing system.



Each flagman at Belknap had a field telephone man as an assistant with direct connections to the ambulance station at the pits.



Miss Ann Peters, the young lady rider injured in a street accident at last year's Laconia, and free lance photographer and contributor to Sports Illustrated, Tom Burnside at trackside.



The increased use of helmets by road riders was very apparent at Laconia this year. Harley agent Bob Blais of Salem, Mass. and family are typical.



END OF THE RACE. The largest crowd in Laconia's history surges out on the track at race's end, and this is only a portion of the crowd, for the entire mile was lined with spectators on both sides of the course.

H-D 25 YEAR CLUB



Left: William J. Harley, center, inducting Chief Engineer Chris Spexarth into the Harley-Davidson Motor Company 25-Year Club. Looking on, left, Walter Davidson, Gordon Davidson and on the right, William C. Davidson.



Some of the members of the Harley-Davidson Motor Company 25-Year Club, who met recently for their annual get-together. There are now 456 living members in the Club with 96 retired and 360 employed.

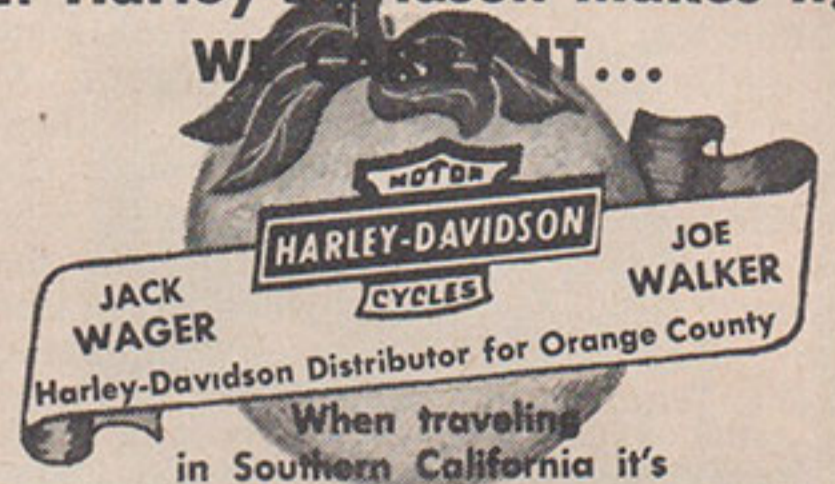
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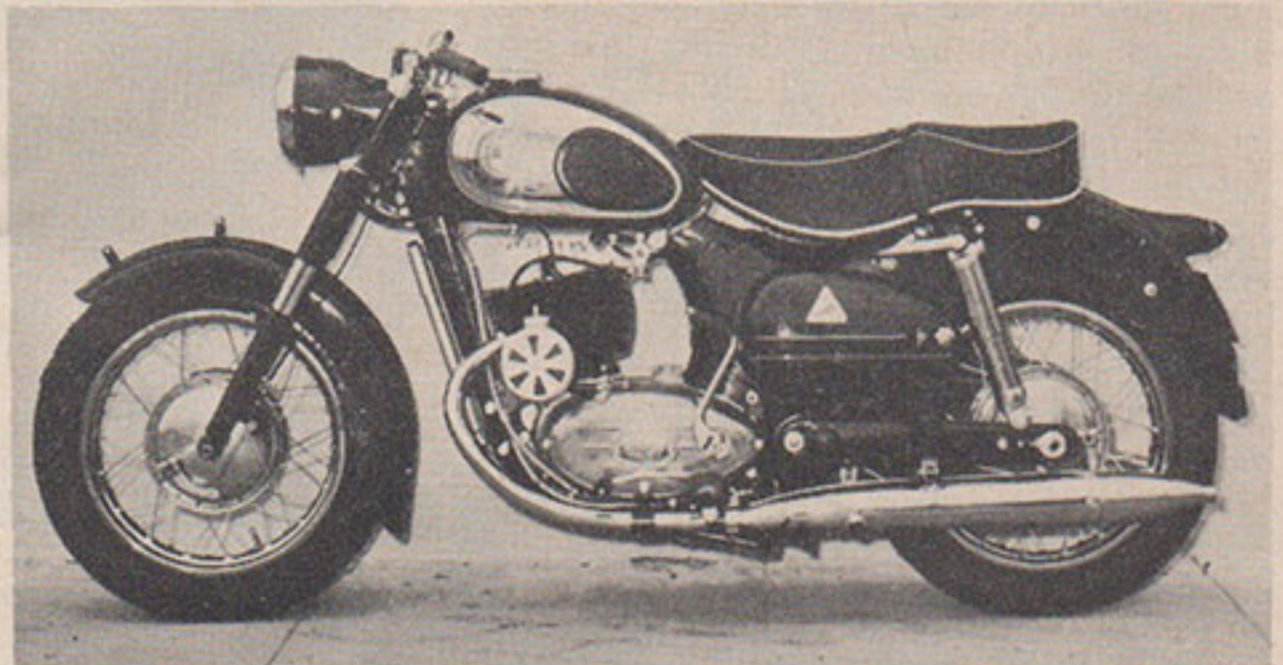
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SAN JOSE

continued

ving expectantly. Joe Leonard, winner of the Daytona 200 and Laconia 100 Mile Nationals already this year, was the favorite and from the drop of the flag he set out to demonstrate to his home-town admirers that they had reason to be proud of him as he wasted little time getting into the lead. Al Gunter and Dick Mann, both on BSA singles battled for second with Harley mounted Wayne Bias. At the end of four laps it was Leonard, Gunter, Bias and Mann. Brashear followed in fifth and Gibson sixth with Gene Theissen on a BSA following them and looking for an opening. Jimmy Phillips, H-D, Dick Dorresteyn, Triumph, and Dick Chase, H-D brought up the rear. Phillips was the first to drop out when his Harley-Davidson quit on the 12th lap, then Mann spilled coming onto the front straightaway. He was not injured but could not continue. The gap between Leonard and Gunter changed every lap, but it was always there. By the 15th lap the powering pair had lapped Dick Chase. Back in the pack Theissen and Gibson battled around and around the course, but after the 19th lap it was Leonard by six seconds over Gunter, then Bias, Brashear, Theissen, Gibson, and Dorresteyn, and they held those positions over the finish line.

HARLEY-DAVIDSON FINISHES CLEAN SWEEP

Bud Mays of Beaumont, Texas proved that a H-D K model motorcycle and a tuner named Charlie West make an unbeatable combination on a one-mile flat track. Mays



Bud Mays receives the Class B National Championship Trophy from Nancy Jud, the Miss San Jose entrant in the Santa Clara County Fair Beauty Contest.

helped Harley-Davidson to a clean sweep by taking the 10 Mile Class B Main on a machine tuned by the same mechanic as the one which Joe Leonard later rode to first place in the 25 Mile event. Mays also, as did Leonard later, set a new record in the Main Event, and turned the top B time in the qualifying trials on Saturday. Tiny Sammy Tanner, one of Houston, Texas' few diminutive exports, moved up through the Class B pack on a Vern Gardner Triumph after a poor start and was closing the gap on Mays when he spilled and broke his

handlebar, ending his racing for the day. Gary Emmick tooled his Triumph over the finish line after Mays, and behind him was Wayne Sumner on a BSA.

RESULTS

10 Mile Class B Final — 7:36.27 (record)		
11 L	Bud Mays	H-D
22 Z	Gary Emmick	Tri.
61 Z	Wayne Sumner	BSA
4 X	Garry Sowell	Tri.
11 X	Lowell Becker	Ind.
43 Z	Dave Arechiga	H-D
25 Mile Class A Final - 18:29.19 (record)		
1	Joe Leonard	H-D
54	Al Gunter	BSA
79	Wayne Bias	H-D
25	Everett Brashear	H-D
4	Eugene Thiessen	BSA
5	John Gibson	H-D
76 Z	Dick Dorresteyn	Tri.
70 X	Dick Chase	H-D



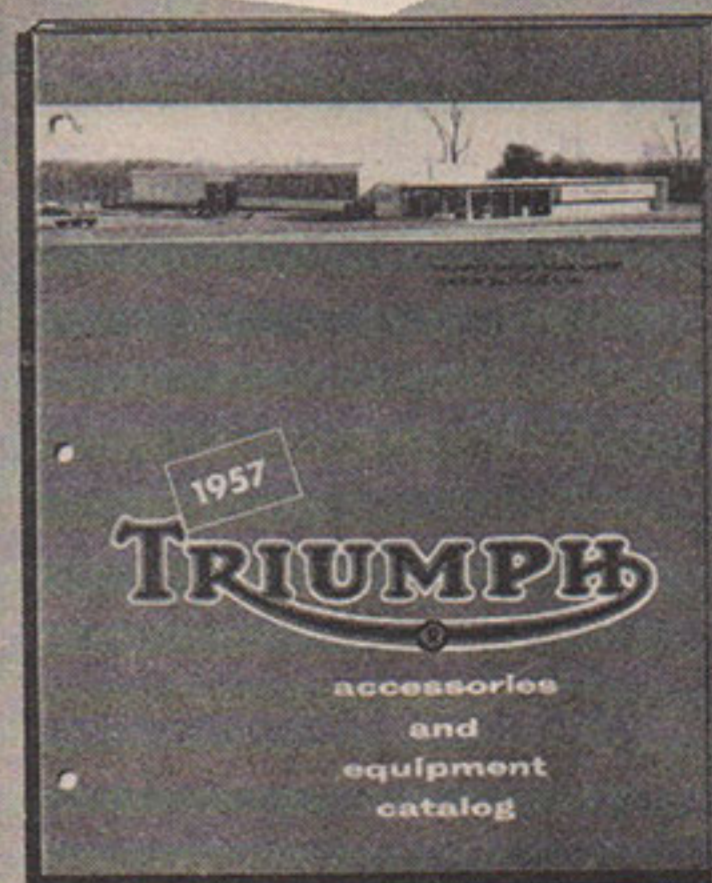
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FOR SALE—1956 AJS Scrambler, 2200 miles. All original: \$600. Also 1955 BMW R68—\$895. 120 mph. stock. Both bikes ridden by senior adult, never beat. Write—LEONARD E. NOWACKI, 101 Hauxhurst Ave., Weehawken, N. J.

SELL—Triumph T 110. 6 months old. 3800 miles, immaculate. \$675. '54 AJS Sport twin. Low mileage with new tires, saddlebags, windshield, and full lighting. \$400. JERRY RYERSON, 211 11th St., Santa Monica, Calif. EX 5-1769.

FOR SALE—841 Indian shaftdrive. Thoroughly rebuilt and refinished exactly like new with all original equipment. \$250 cash crated, less battery. Pictures on request. WALTER E. HAWES, 3301 Villa Rosa, Tampa 11, Florida.

SELL—Gearing for Harley K Models—18, 19, & 20 tooth transmission sprockets. The three for \$10. 65-tooth bolt-on rear sprocket—\$20. GEORGE B. WEISENSEL, RR. #1, Sun Prairie, Wisc.

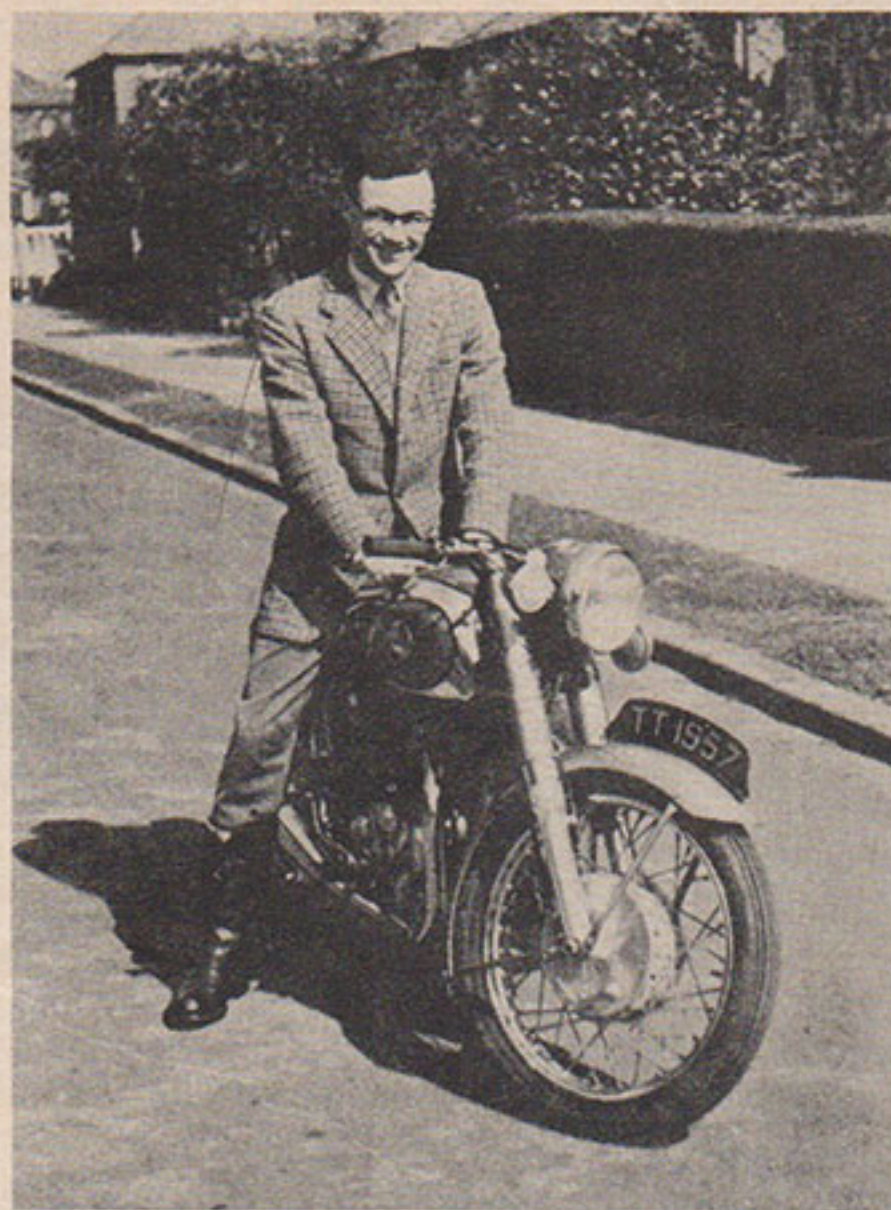
SELL—1957 Horex Imperator. Black and chrome beauty ridden carefully only 1100 miles. Barely broken in and absolutely spotless. Dual seat. Must be sold \$750. WRITE—J. E. KINSOLVING, 5610 N. 10th Ave., Phoenix, Ariz.

TRADE—1956 Royal Enfield 500 "Bullet" scrambler. Lights, high pipe, extra sprocket. Looks and runs like new. 11,000 miles. Want road bike. Prefer German. S/SGT ROBERT R. EDWARDS, BOX 5048, 4502 Suppron, Shaw AFB, So. Carolina.

WANTED—Magneto parts for a Powell P81 1949 Model. Need rotor and mag cover. KENNETH L. DAVIS, 3103 Albee, Eureka, Calif.

SELL—1953 Triumph Trophy. Spring hub, full lighting, wheels and many other parts chromed. New 10-coat red laquer job on frame, tank, rear fender. Immaculate. \$550. Will consider foreign trade-in. CHARLES C. CLAYTON, 6617 S. Western Ave., Whittier, Calif.

BY THE NUMBERS



Englishman Norman Clarke was lucky enough to reserve the license number TT 1957 for his new Norton Dominator. Clarke was the proudest man at this year's Isle of Man races. It is appropriate that this registration is borne by a Norton, since it was a machine of this make that won the first Isle of Man TT fifty years ago.

EFFECTIVENESS OF CRASH HELMETS PROVED

LONDON—A study has been made by the Road Research Laboratory of records of 7,010 accidents in the Metropolitan Police area in 1954-5, in which motorcyclists were injured. It was found that the risk of death was reduced by 30 percent for those wearing helmets in speed restricted areas and by 50 percent elsewhere. ★

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400cc OHC Twin
100 MPH - 28 HP
62 MPG - Earles
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RESIDENT

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



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8200 RPM
Twin Carburetors
Earle's fork



RESIDENT ENDURO 250 cc

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Ideal for enduros
and scrambles.



RESIDENT ENDURO 350 cc

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A speed demon in
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JAMES NELSON . . .
Triumph TR-6

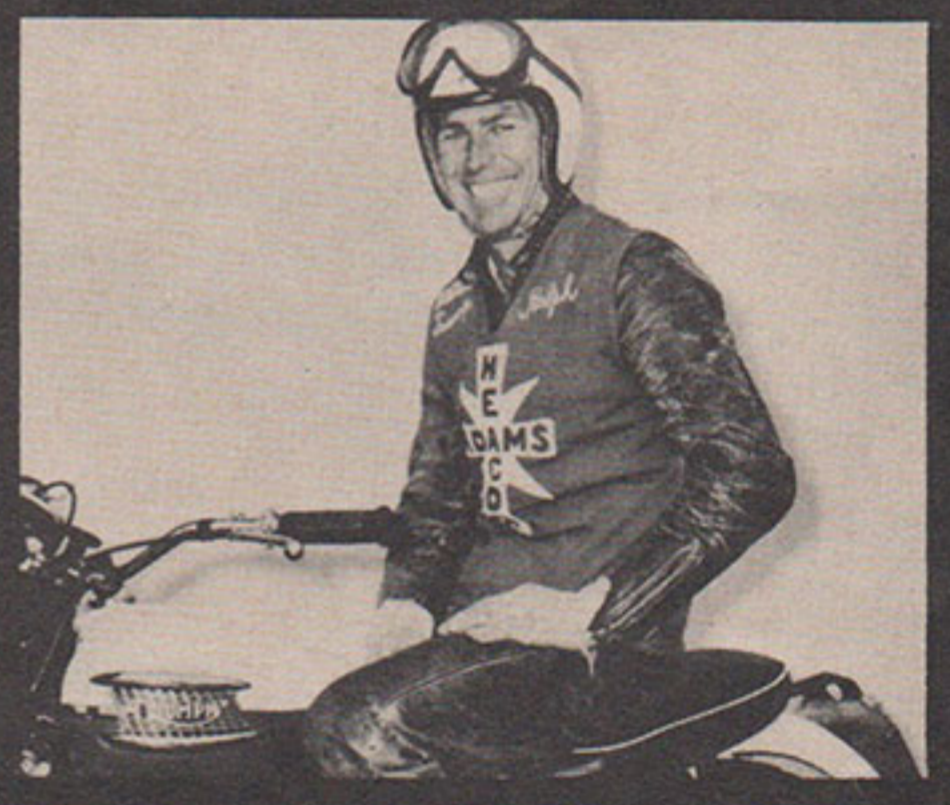


**SWEEPSTAKES
WINNER
EDDIE DAY**

outpointed a host of the country's top Enduro experts with his Triumph TR-6. Proves you don't have to be a "pro" to win races with a Triumph!



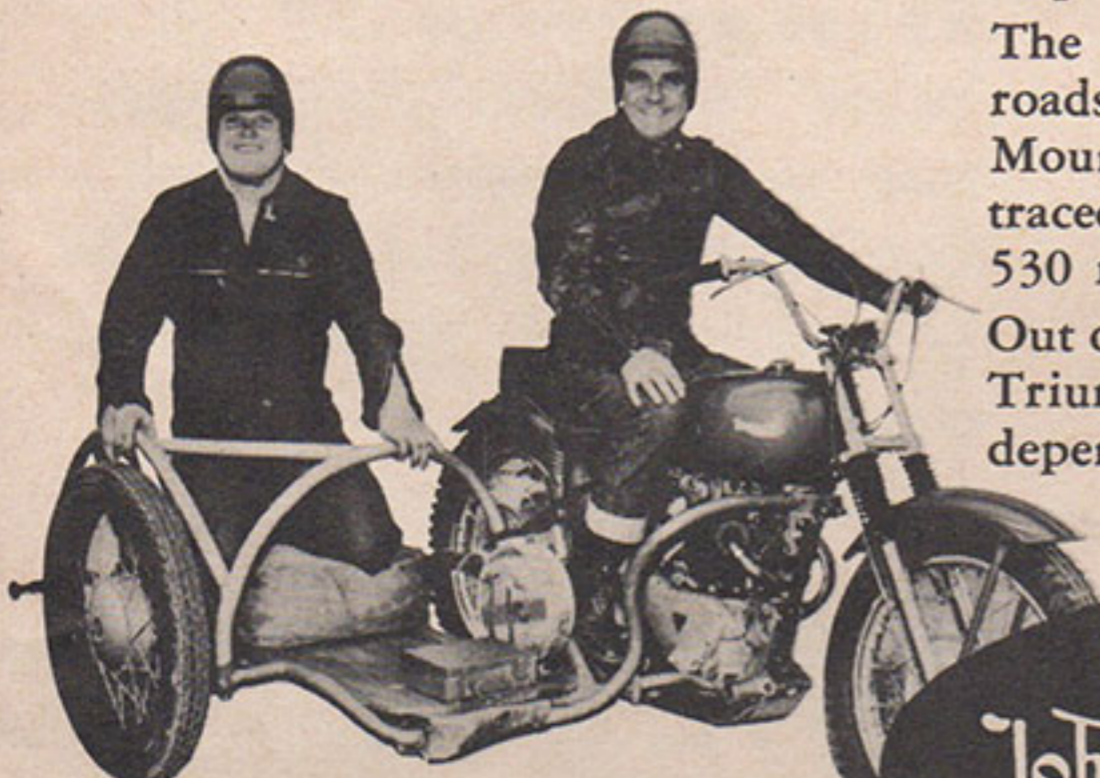
Frank Heacox can afford to grin. He won the 200 c.c. Class trophy on his Triumph Tiger Cub. This event included many machines up to 250 c.c. capacity. Frank won 9th spot overall.



Ralph Adams poses on his Triumph TR-6 after winning the Open Class trophy. Ralph flew a P-51 Mustang during World War II . . . says Triumph gives him a much smoother ride!

Triumph riders breezed right through the Greenhorn National Championship Enduro, winning four class trophies and 10 out of the first 15 places. The race started at Pasadena, California . . . headed over highways, dirt roads, through desert lands and along river bottoms to the Greenhorn Mountains. After an overnight stop, the race resumed and the riders retraced their route back to Pasadena. The two-day event measured some 530 rugged motorcycling miles.

Out of a field of 250 riders, only 55 finished the event — 26 of whom were Triumph-mounted — powerful proof of Triumph's superiority in stamina, dependability and ease of handling.



The rugged team of Lance Tidwell and partner James Nelson pose on their TR-6 sidecar rig. Winners of the sidecar class, they completed more miles than any other sidecar unit in the race.

Johnson Motors, Inc.

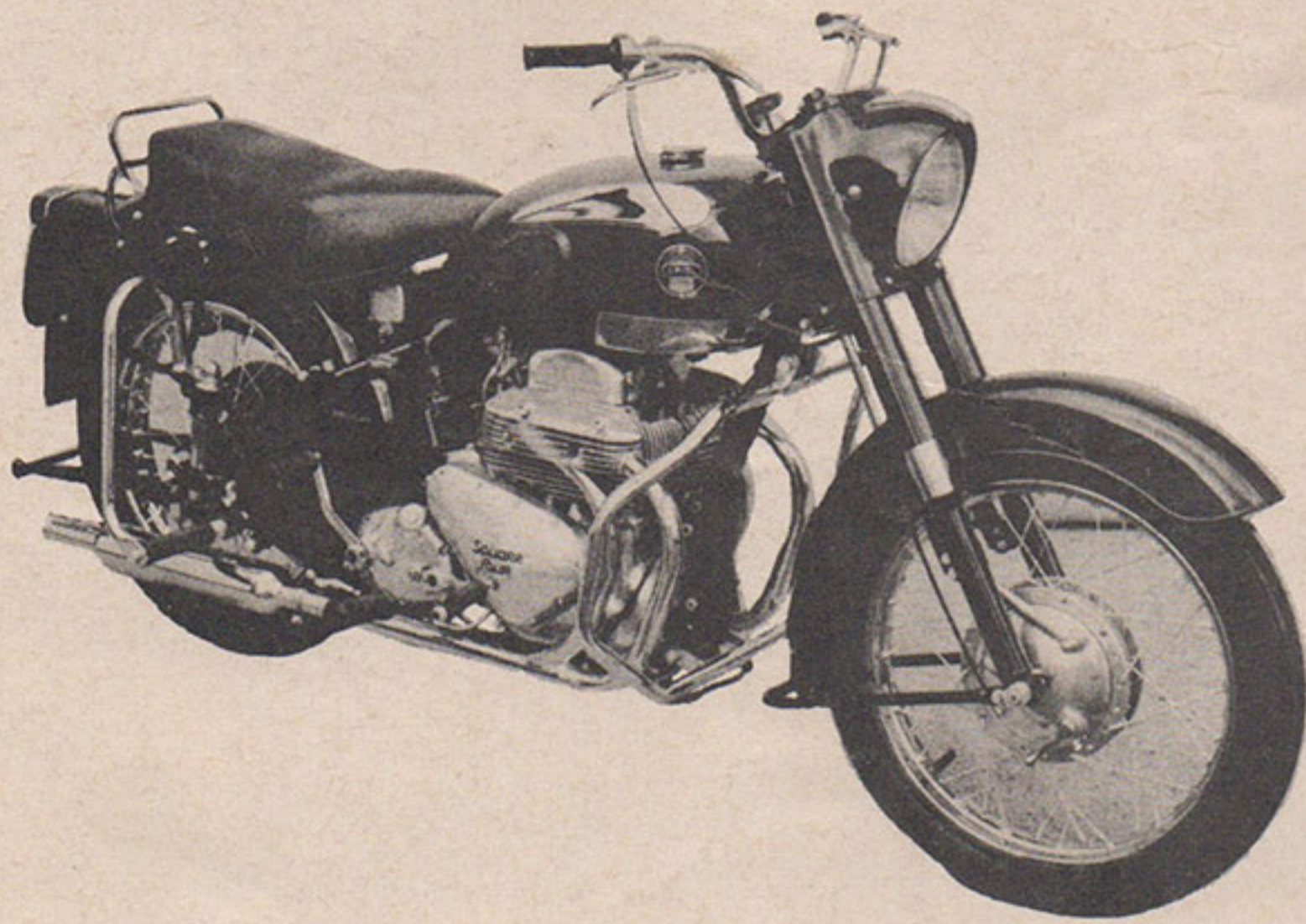
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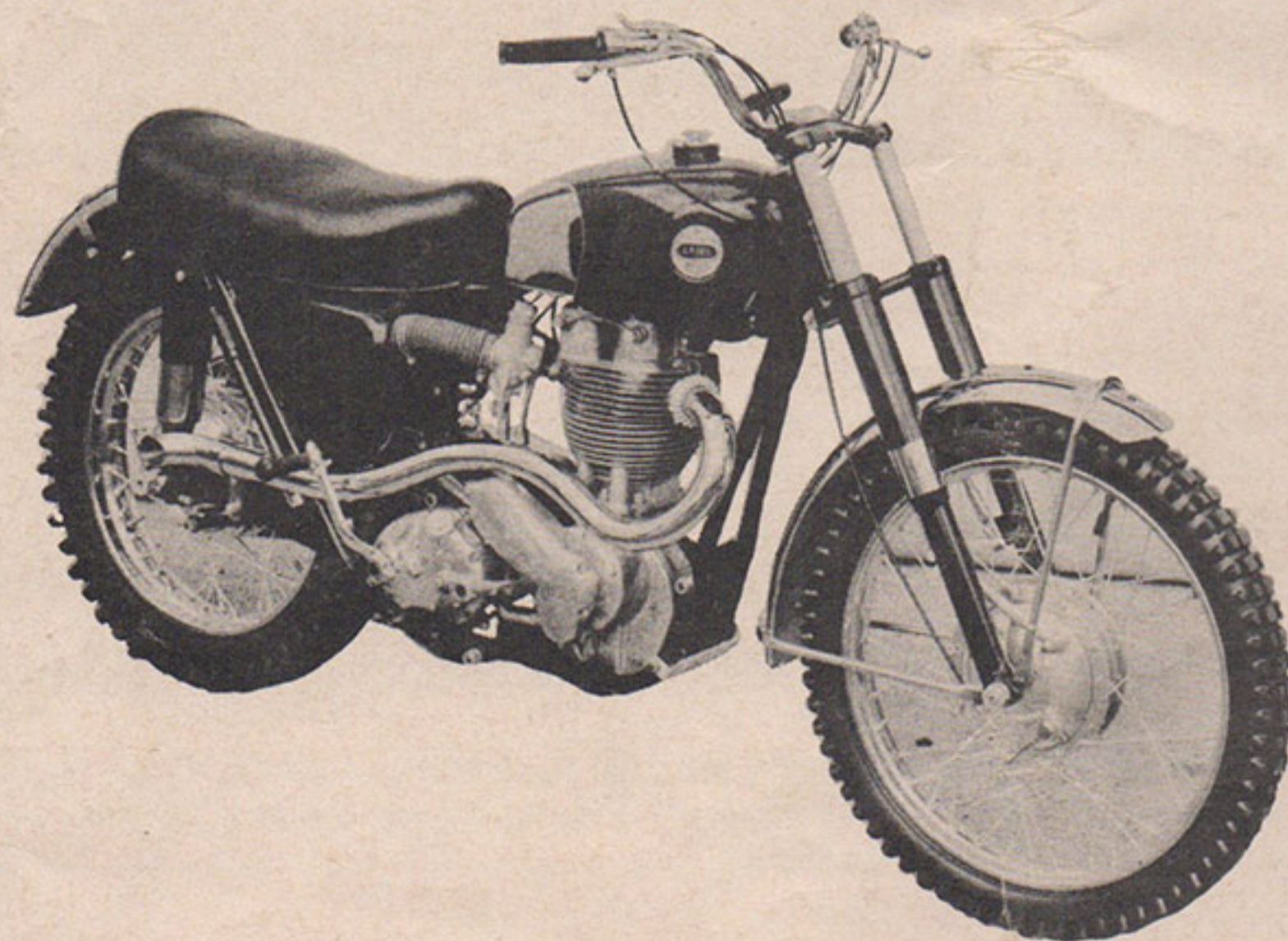
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