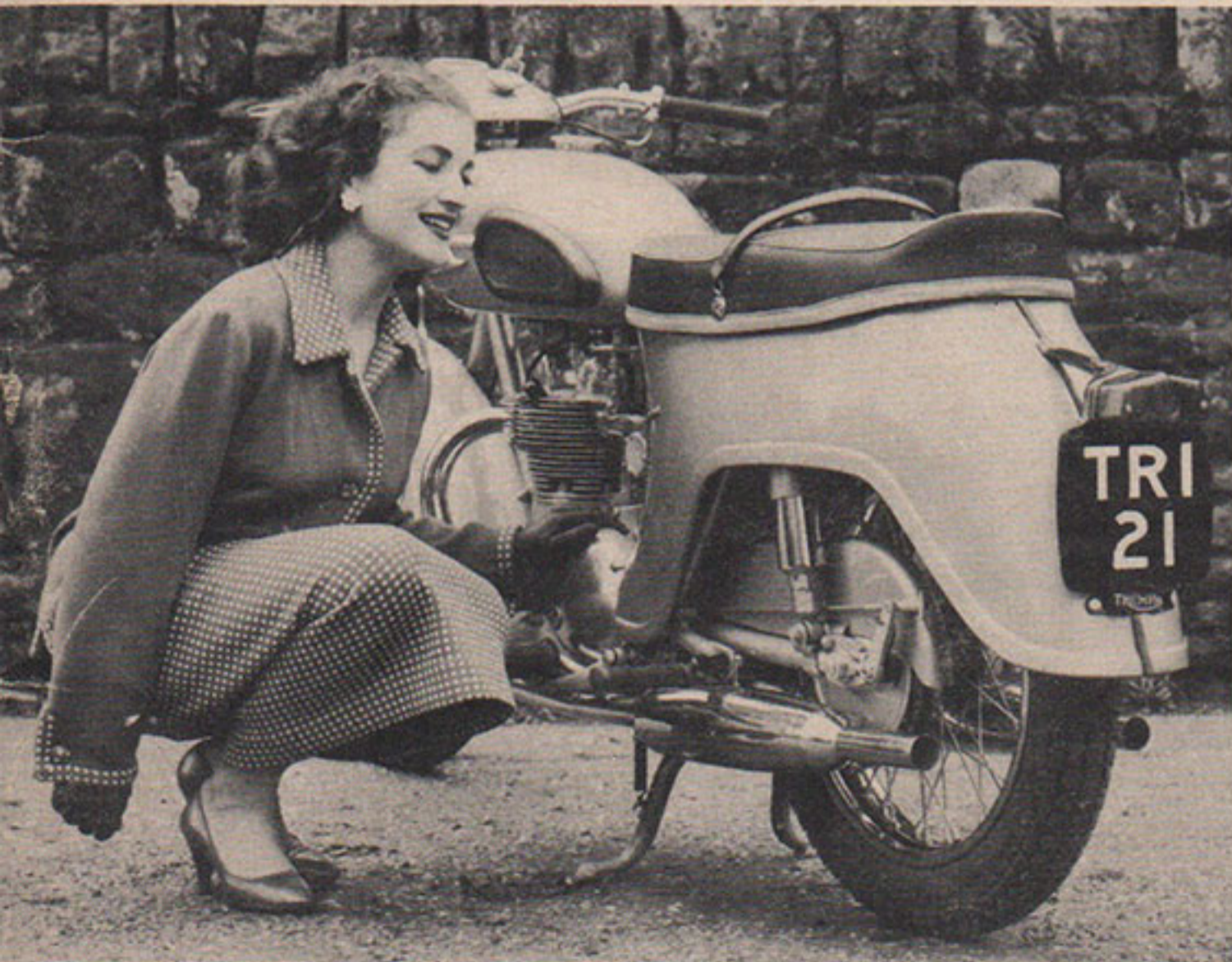
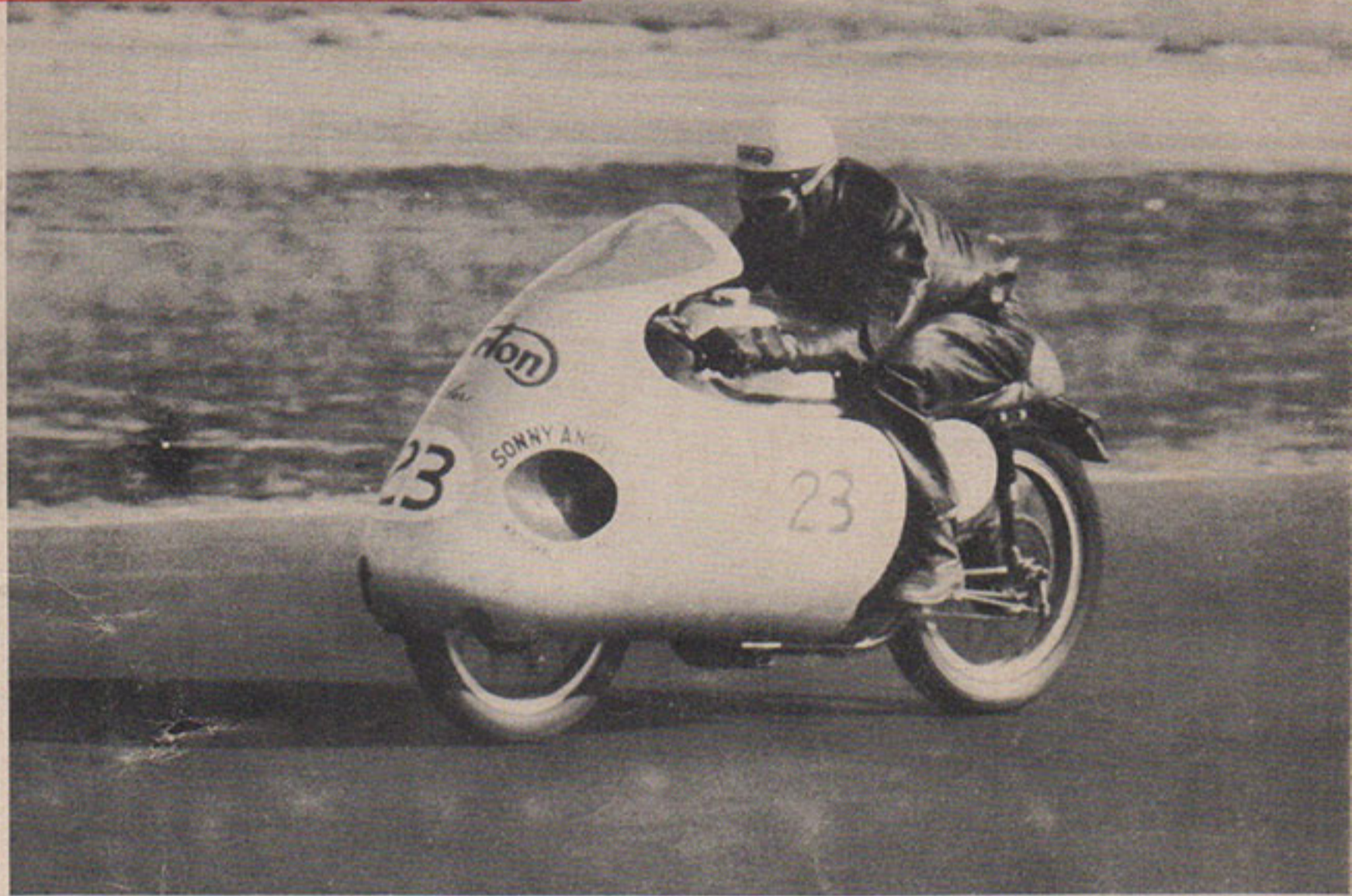


CYCLE

DECEMBER, 1957

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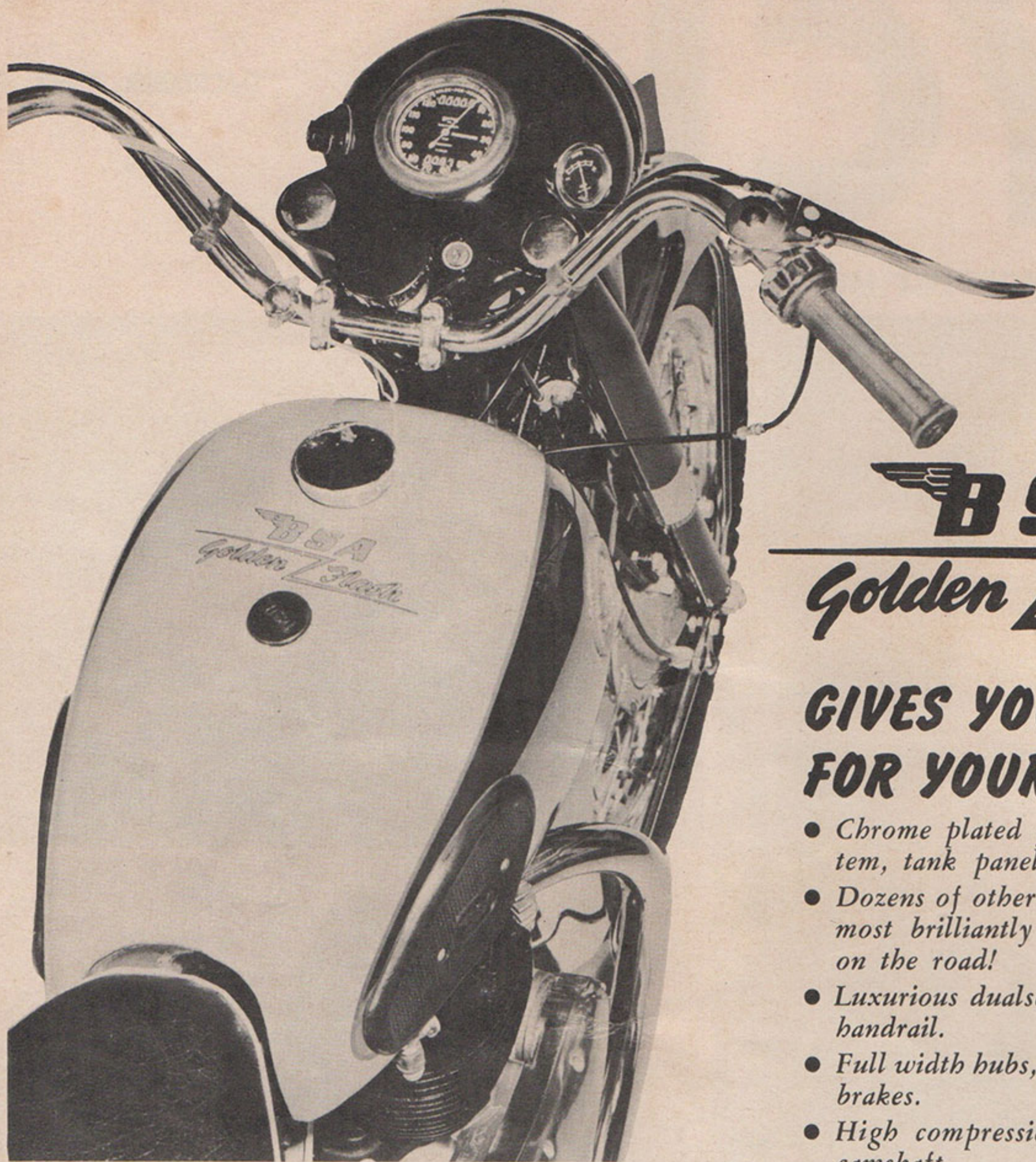


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CYCLE

A FLOYD CLYMER

PUBLICATION

DECEMBER, 1957

VOL. VIII, NO. 11

"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—Top left: Scene from the new movie "Motorcycle Gang," an American International Picture starring Steve Terrell and Anne Neyland with John Ashley. (Photo by Studio and Clyde Earl) Top right: George Pena, Norton, flying full chat at Riverside, Calif. International Raceway. Bottom left: Actress Janet Wall admires the new Triumph "Twenty-One." Bottom right: Don Coleman, Stockton, Calif., in action on his BSA Gold Star.

The Publisher's Column

(Publisher Floyd Clymer is touring Europe to gather material on European motorcycle and automotive trends. In his absence his column will be written by Editors Jack Snyder and Charles C. Clayton.)

MERRY CHRISTMAS—The staff of CYCLE Magazine wish to extend felicitations to all readers and motorcyclists in the world.

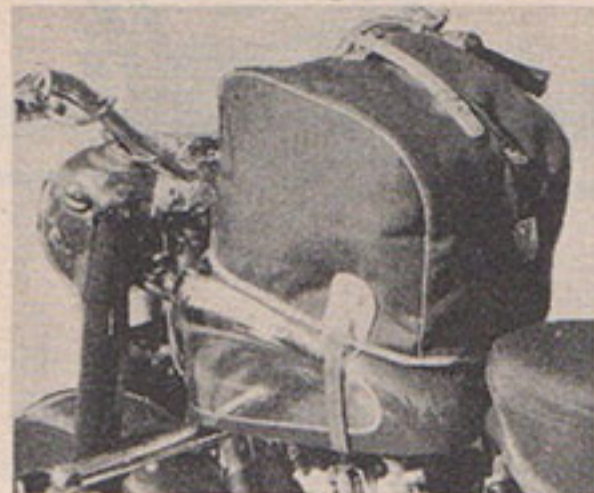
DEALERS BEWARE—It has been brought to our attention that a leather accessory firm is advertising by mail circulars that certain of its products are being advertised in CYCLE. This is very distressing to us, as the products in question are decals of skulls and crossbones which are intended to be affixed to the back of cyclists' leather jackets. On August 26 we advised the manufacturer, Leather Products Company, that we felt their product was not conducive to winning respect to the sport of motorcycling and so will not advertise it. Yet on September 29, to promote the sale of its products to dealers, the manufacturer mailed circulars stating that an ad for the decals would be in the November issue of CYCLE. As you can see, no such ad was printed. Be assured that CYCLE Magazine will never be a party to the promotion of any questionable products.

PARENT PERSUASION—With Christmas upon us, many young aspiring motorcyclists are intensifying their campaigns to persuade their parents to let them have motorcycles. Of course we wish them success. Come the morning of December 25th, probably a couple of hundred boys will find that their persuasion has had effect and there under the tree (or in the garage) will be a shining motorcycle awaiting the touch of its young master's hand. To these new motorcyclists we say congratulations—you are now members of the finest sport in America. To the parents we say well done. Your child will gain all the benefits of participation in a clean, manly sport; he will learn a great deal about machinery—which is certainly an American trait; and most especially, he will become a better driver than a non-motorcyclist when he takes to four wheels. One of the greatest advantages that an automobile driver who is also a motorcyclist has over one who is not is that he has an appreciation for road surfaces and hazards. The motorcyclist develops an automatic habit of carefully watching road conditions as he drives and, because of his vulnerability, of anticipating danger. It is no coincidence that the best and safest race car drivers (and highway drivers as well) are ex-motorcyclists. The skills and habits learned on a motorcycle are virtually unobtainable anywhere else and are never forgotten. Parents who encourage their children to ride motorcycles are to be commended for having their welfare at heart.

MORE NEW MOTORCYCLE BOOKS—Two new Clymer books are on the presses. One, called *How to Organize a Motorcycle Club*, gives detailed, step-by-step instructions on how to go about forming your own motorcycle club. This book also describes some of the more popular activities and tells how to run them. It contains information that club founders will find valuable.

The second book, *Manners for Motorcyclists*, is a handbook telling what motorcyclists can do to win the long-lost respect of the public. Without any preaching or blaming, *Manners* points out the offensive things that many motorcyclists do without realizing that they offend, and suggests ways of improving public relations.

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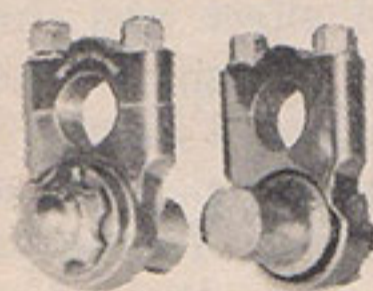
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W. L. THOMAS, P.O. Box 1873, Oakland 4, Calif.



Editor, CYCLE Magazine

Just finished reading your latest CYCLE Magazine and I would like to tell you that I find it very interesting. Before I joined the Marine Corps I was a rider myself. Now I'm trying to teach a friend to ride. I would appreciate it if you would send me a copy of "How to Teach a Rider."

Pfc. David R. Parker
FPO San Francisco

Editor, CYCLE Magazine

Please send me all the information you have on the next running of the Big Bear Run. I am interested in seeing an event of this calibre and would like to make arrangements in advance.

Donald Hannan
Dunsmuir, Calif.

The annual Big Bear Run is sponsored by the Orange County Motorcycle Club, Trask and Newhope, Garden Grove, Calif. If you write to them at that address they will be glad to give you all the latest data on the race, which will held January 12, 1958.

Editor, CYCLE Magazine—

I am in a fine club here in Japan, the Yokota Motorcycle Club, and we are working all out for safety. I hope that if you folks and us over here keep "hollering" we will get the service to recognize motorcycles as a fine type of transportation and a wonderful sport.

A/1c Richard E. Osborne
Yokota Air Base, Japan

Editor, CYCLE Magazine—

I am an avid fan of CYCLE, and would like to commend your publication on being an excellent magazine about the world's greatest sport. I've been riding nine years without an accident, and think motorcycling can't be equalled.

As a college grad, with a good job, home, and family, I'm personally interested in seeing occasional articles about unusual riders: doctors, businessmen, lawyers, etc. Unfortunately, here in the United States there has evolved a slight social stigma attached to motorcycles and their riders aided by the publicity the "goons" bring on when they start breaking things up. I think some emphasis on respected citizens who ride might get some more respected citizens to quit frowning so at our sport.

Your article on the L.A. Motor Squad was wonderful—and, by the way, is a good example of what I mean by articles about respected citizens.

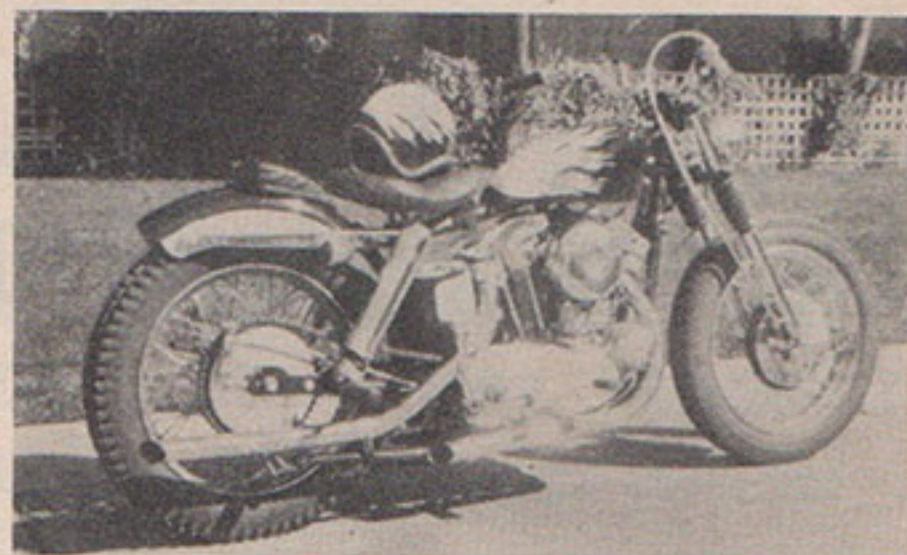
John Chick
Tulsa, Okla.

Mr. Chick himself is one of the "respected citizens" that he writes about. He is Master of Ceremonies of the "Tulsa Ballroom Show" over station KRMG in Tulsa.—Ed.

Editor, CYCLE Magazine—

Enclosed are a few snap shots of my Sportster. I guess it is a good example of the California school of chopping. The reason for the California plate is that I was stationed there while in the Navy.

The bike has KR gas and oil tanks, KR pipes cut to fit and chromed, Fairbanks-



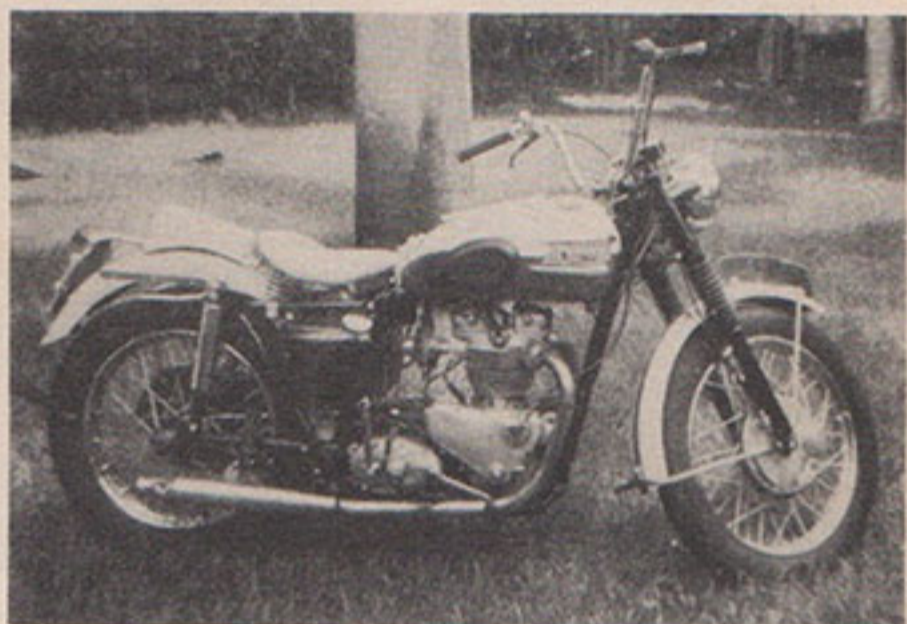
Morse magneto, lights run off generator. The cases were polished as were the valve covers, and all the bolts in the entire engine were chromed. Paint is black and white flames with red striping by Tommy the Greek of Oakland. The helmet is painted to match. Engine has 8.5 to 1 compression ratio, polished intake and exhaust ports and Sifton cams. Most of the work was done by Windy Lindstrom.

Al Yates
Scottsbluff, Nebraska

Editor, CYCLE Magazine—

Please renew my subscription for one more year. I have been a loyal CYCLE reader for quite some time now, even though I am only 17 years old.

Enclosed is a picture of my latest cycle, which attracts quite some attention though there are not too many modifications. It is a '57 TR6-A with western bars, a lot of



chrome, white solo seat and pillion, and has been striped.

In one of your earlier editions of CYCLE I noticed a page of custom motorcycles. This is just a suggestion, but I would really like to see this feature in the new issues of CYCLE.

Down here in Florida we have a lot of fast cycles, but not so many custom jobs. I have always wanted to take a trip to California to see all of the custom jobs, but can't make it at the present time.

I think it would be wonderful to see what the rest of the country has, in the way of custom jobs, by a page dedicated each month to this subject.

Stuart Clough
Delray Beach, Florida

A feature article on custom motorcycles is now in preparation. Look for it soon.—Ed.

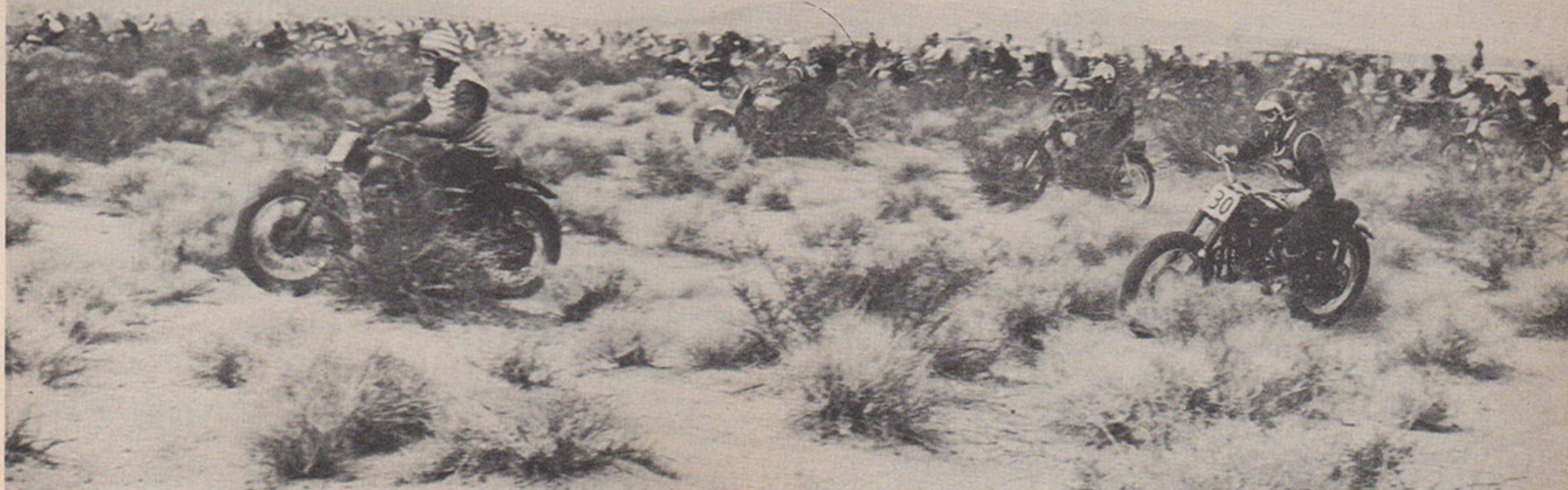
Editor, CYCLE Magazine—

I have just gotten back from a two week vacation out in California and you boys who live out there sure have got the right kind of weather for the sport. I saw several signs on the free (speed) ways forbidding motor driven cycles. Is this true? Why?

At present I am the proud owner of a powerful 50 c.c. Mo-Ped. Truly a connoisseur's machine. Actually though, I found that it opened a new world of friends and fun for me. As to the A.M.A. question I have my own opinion, and I am sure it is the same as that of many other

(Continued on page 7)

HARE & HOUND TIME



HOCKIE WINS CALIFORNIA STATE CHAMPIONSHIP

Three hundred and seven California riders lined up on the wide Mojave Desert recently, each intent on becoming the California State Hare 'n' Hound Champion. The event was sponsored by the San Gabriel Valley M/C as a benefit for Bill Holcomb, a member of the club, who was injured at the San Jose dirt track while practising for the 25-Mile National Championship. Rain fell on the dry, dusty desert right up to the starting time, then, as if the club had made some sort of arrangement with the weatherman, it suddenly shut off just as the riders were lining up for the start, leaving the terrain dust-free, slightly moist, and in excellent condition to provide traction for the six hundred and fourteen knobby tires that chewed through the sand when the starter's flag dropped.

When the dirt diggers thundered back through the starting area after making a thirty-five mile tour of the desert and the nearby mountain trails on the first leg of the race, Charlie Hockie, leading rider in Sports Committee points in So. Cal. for 1957, was first, preceding second place man Bud Ekins into the gas stop by over three

minutes. About thirty seconds behind Ekins came National Hare 'n' Hound Champ Buck Smith. The three leaders gassed their bikes quickly with the aid of well-practised pit crews and set out with redoubled effort to chase that elusive hare.

Bill Postel, the 1955 and '56 winner of the annual event came out of retirement to compete, but was forced out with mechanical failure in the first half of the race. Near the finish Bud Ekins, still running second and not having yet caught sight of Hockie in spite of his greatest efforts to catch up, overdid it and flopped, losing second place to Roger White. When White crossed the finish line he was a full eight minutes behind Hockie. The winner rode the 85 mile course in two hours and five minutes.

A transplanted easterner, Winkie Butz, who formerly made a name for himself as a Long Island rider, competed in the race as his introduction to H 'n' H riding. Butz, now a Hollywoodite, got lost several times, broke his throttle cable, and had to retire. Not to be daunted by an unsuccessful first
(Continued on page 6)



BET YOU'LL NEVER GUESS THE NAME OF THIS CLUB—The Checkers? Who told you?

FLYIN' HOME — Bud Ekins had to settle for third spot after unloading near the finish.



HOUNDS IN A HURRY—A brace of riders barrel into gas stop trying to make up lost time.





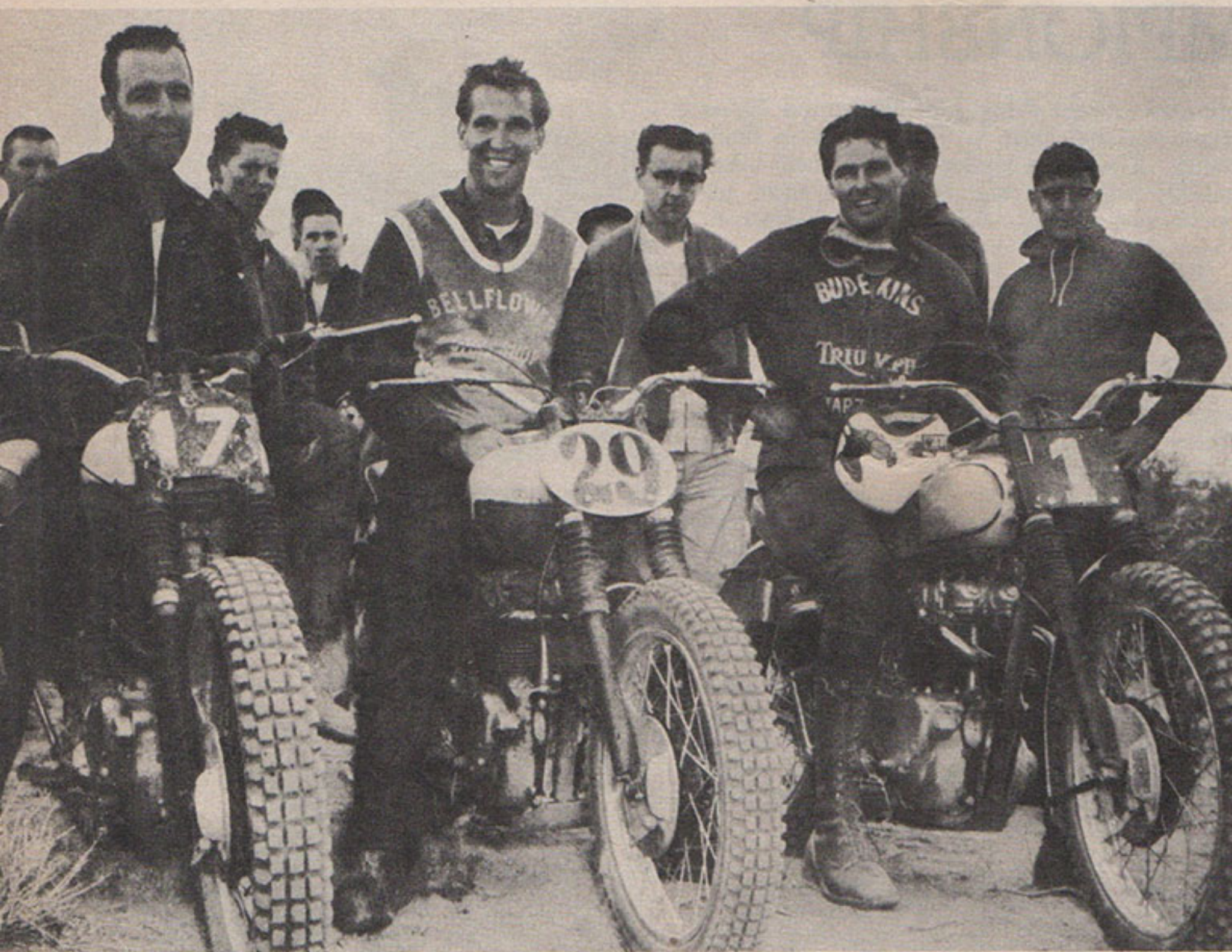
GLUG GLUG—Jack Fullwood of the Rams M.C. gets both tanks filled at the gas stop by the prettiest pit crew present.

HARE & HOUND CONTINUED

attempt, Winky vows he'll try again. Any comment on Southern California style motorcycling? "Sure is a lot of desert out here."

Results 160 FINISHERS OPEN

Charles Hockie.....	Triumph
Roger White.....	Triumph
Bud Ekins.....	Triumph
Bob Sandgren.....	Triumph
Bob Ewing.....	Triumph
Al Rogers.....	AJS
Gene Hirst.....	AJS
Dick Johnson.....	BSA
Rudy Drago.....	Triumph
Dave Ekins.....	Ariel
Bob King.....	Triumph
Jack Lapraik.....	Triumph
Wigg Carey.....	Triumph
Phil Troutman.....	Triumph
Charles Cumutt.....	Triumph
Fred Moxley.....	350cc BSA
Doug Gray.....	250cc James
Keith Meeker.....	200cc Triumph
Dave Richardson.....	DKW
Douglas Evans.....	Triumph
Don Alfred.....	125cc BSA
Bill Ham.....	61 in. and over H-D



TRIPLE TRIUMPH TRIUMPH—First hounds over the line rode Triumphs. Here they pose in finishing order, Charles Hockie, Roger White, Bud Ekins.

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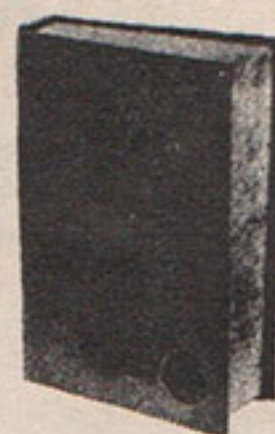
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MAILPOUCH

CONTINUED

riders, as I saw from the fine coverage you did a few issues ago. To sum it up I would say that the A.M.A. does a fine job in America. However it does seem a little unfair that motorcycles outnumbering H-D about ten to one should have to spot H-D fifteen cubes. As I see it, when certain laws become "old-fashioned, they should be changed to keep up with the modern trend, and the A.M.A. has not done this.

As for your magazine, keep up the good work, especially your excellent coverage of the many road races, showing such strange machines as the Guzzi V8, BMW "Renn Sports" and other such fabulous machinery. I dig pictures of those boys banking around those curves.

Edward Rode
Conception, Missouri

The signs on the Los Angeles freeways that you refer to apply only to motor-driven bicycles of less than five horsepower. They are not permitted to drive on the freeways because it is felt that they would not be able to keep up with traffic.—Ed.

Editor, CYCLE Magazine—

I received my October issue of CYCLE today and found your article on the Los Angeles "Motor Squad" very interesting. I also enjoyed the editorial, "What's Happened to the High Sign?"

I used to live in New York City and always give the "high sign" whenever I pass another motorcyclist, including a motorcycle cop. I have noticed, however, that The New York Police do not return the wave. It is, I believe, the courtesy of the Los Angeles Police, among other things, that has gained them the reputation of one of the best forces in the U.S.

John W. Coolidge
Fort Lee, N. J.

Editor, CYCLE Magazine—

I am very fond of motorcycling and so I was very pleased when I happened to receive your beautiful magazine, CYCLE.



I use this opportunity to ask if you would be so kind and let me know the addresses of Motor-Clubs (Cycle-Clubs) of America and Canada, as I should like to ask them if there were some of their club members who would like to exchange some sport and motorcycling pictures, photos, trifles, with me for Czechoslovak ones.

The popularity of motorcycling in Czechoslovakia is to great that a special stamp was issued commemorating the sport.

Viterslav Kozlik
Tyrsova 440
Prestice
Czechoslovakia
Europe

Editor, CYCLE Magazine—

I notice that my CYCLE subscription expired in July. I received my notice just prior to leaving for the Dodge City races, and somehow it was misplaced. I have just located it today. I certainly hope that I will not miss any issues of your fine publication as I have quite a library dating back several years. I have received all

issues up to the Dodge City issue, which I should get any day unless my renewal is too late.

I would like to congratulate you on the excellent promotion of the races at Dodge City. I especially noted the speed and efficiency with which the various events were run off.

J. E. Harney
Topeka, Kansas

Editor, CYCLE Magazine

Please keep up the fine work you are doing in CYCLE. Your magazine has given me the motorcycle bug as I know it has thousands of others, including my wife. So would you send me a copy of your "Teach-a-Rider" booklet, please.

• Ronald Weissman

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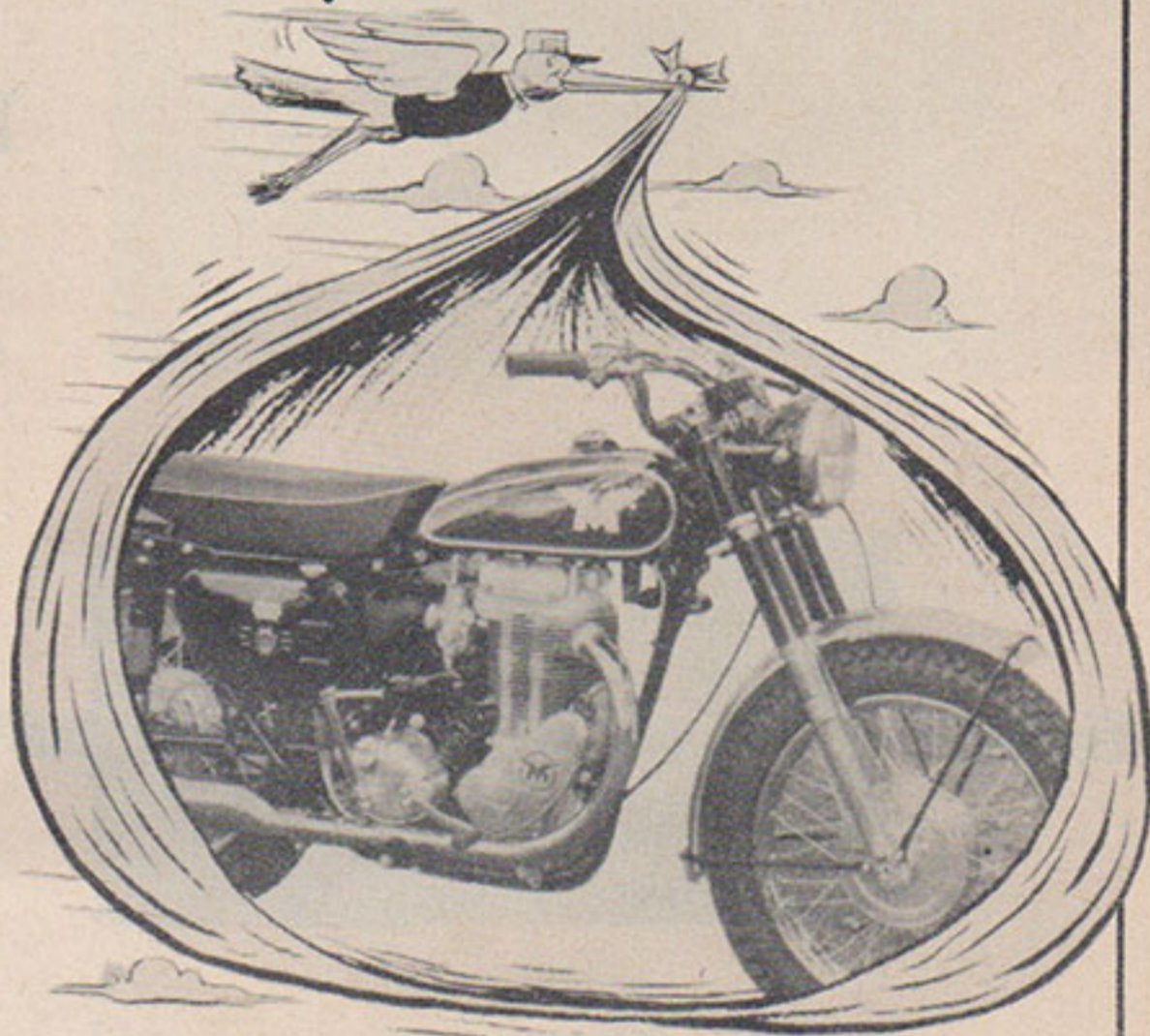
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Horsepower	2	6.2	9	12.5	18.2
Number of Cylinders	One	One	One	One	One
Cylinder Capacity	49 cc	147 cc	123 cc	175 cc	247 cc
Bore	1.57" (40 mm)	2.24" (57 mm)	2.05" (52 mm)	2.44" (62 mm)	2.72" (69 mm)
Stroke	1.53" (39 mm)	2.28" (58 mm)	2.28" (58 mm)	2.28" (58 mm)	2.60" (66 mm)
R.P.M.	5200	5000	6500	6500	7000
Compression Ratio	5.5:1	6.3:1	8.5:1	8:1	7.5:1
Electrical System	Flywheel Magdyno	Elec. Starter 12 V coil ign.	Battery Ign. 6 V/45W	Battery Ign. 6 V/45W	Battery Ign. 6 V/60W
Fuel Tank Capacity	1 ¼ gals.	1 ¾ gals.	2 ½ gals.	3 gals.	3 ¼ gals.
Fuel Consumption	150 m.p.gal.	100 m.p.gal.	95 m.p.gal.	80 m.p.gal.	75 m.p.gal.
Maximum Speed	25 m.p.h.	50 m.p.h.	60 m.p.h.	70 m.p.h.	80 m.p.h.
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FLANDERS

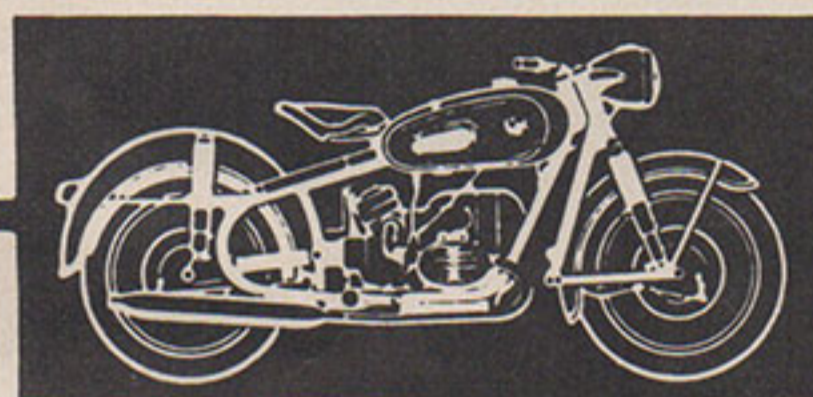
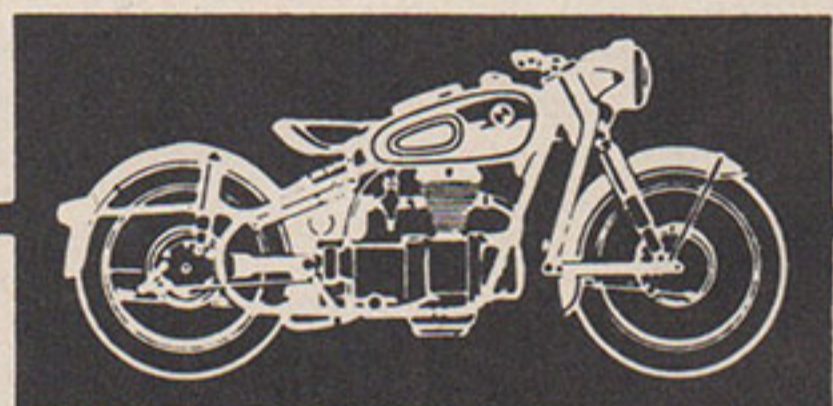
200 WEST WALNUT STREET

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.

SMITH, INC.

NEW YORK 24, N.Y.

COMPANY

PASADENA, CALIF.

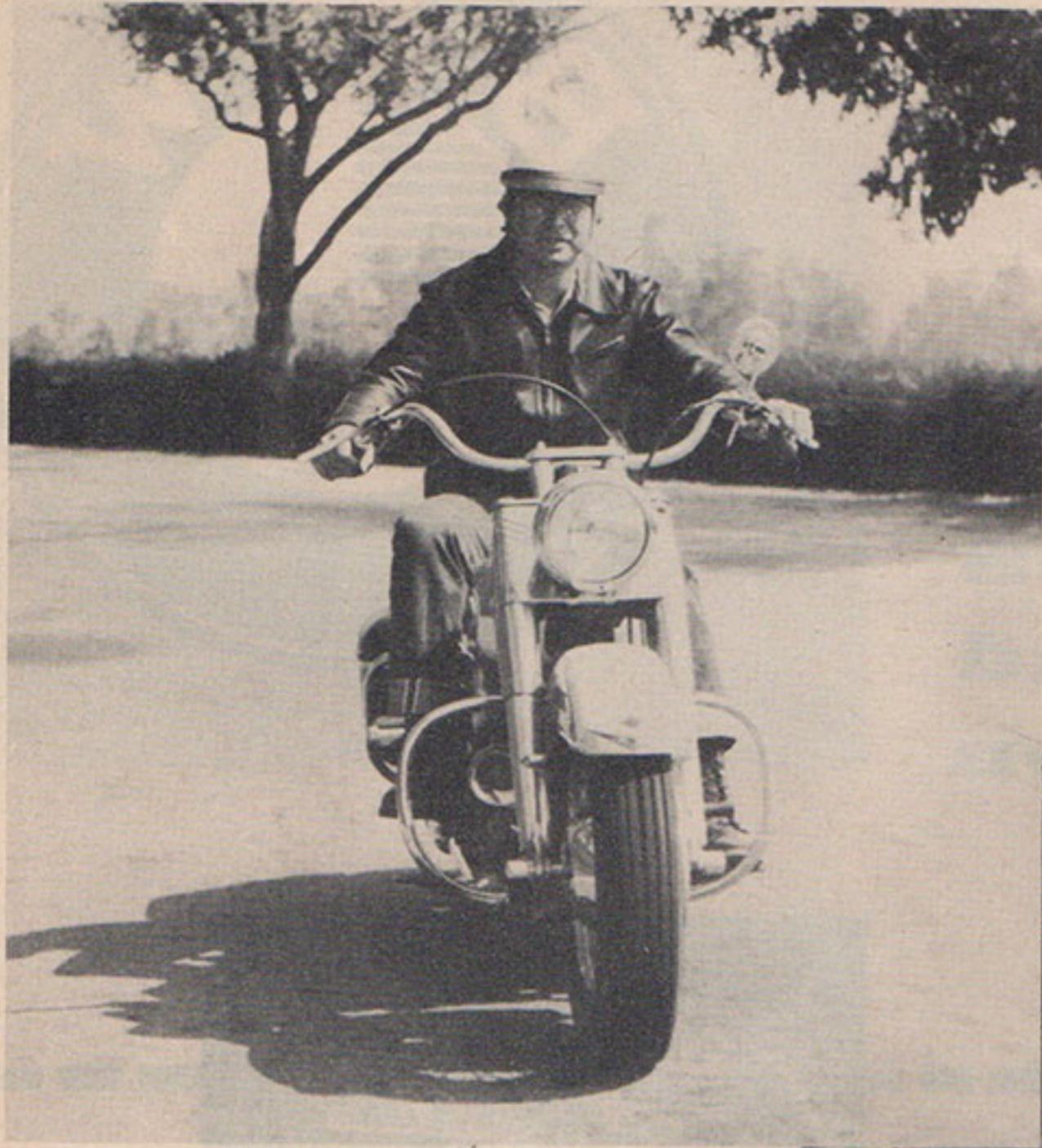
For NSU in Canada:

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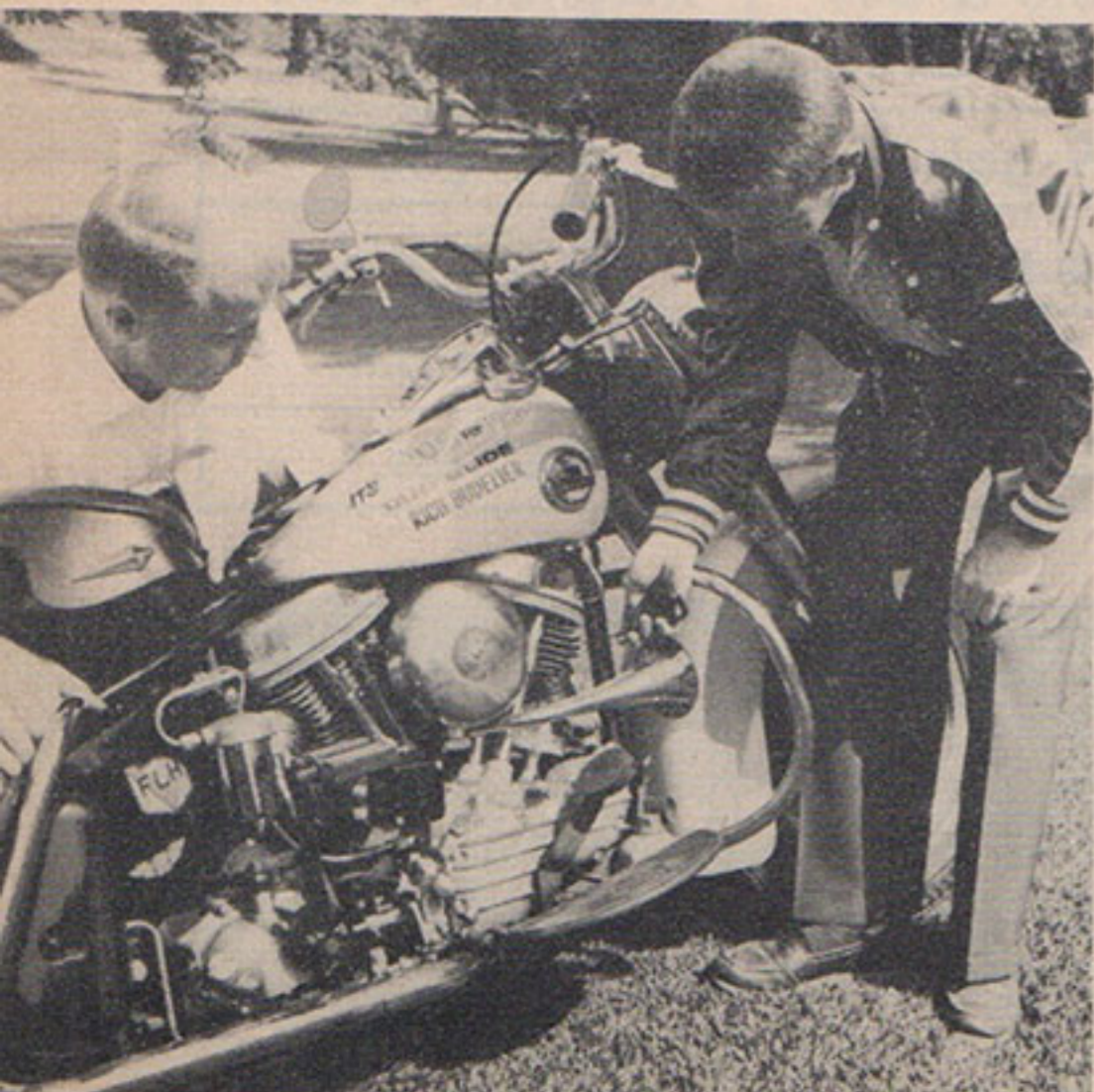


SMOOTH STOPPERS—No danger to the cameraman here. The Harley-Davidson brakes are being applied, will bring the Duo-Glide to a quick, safe halt.

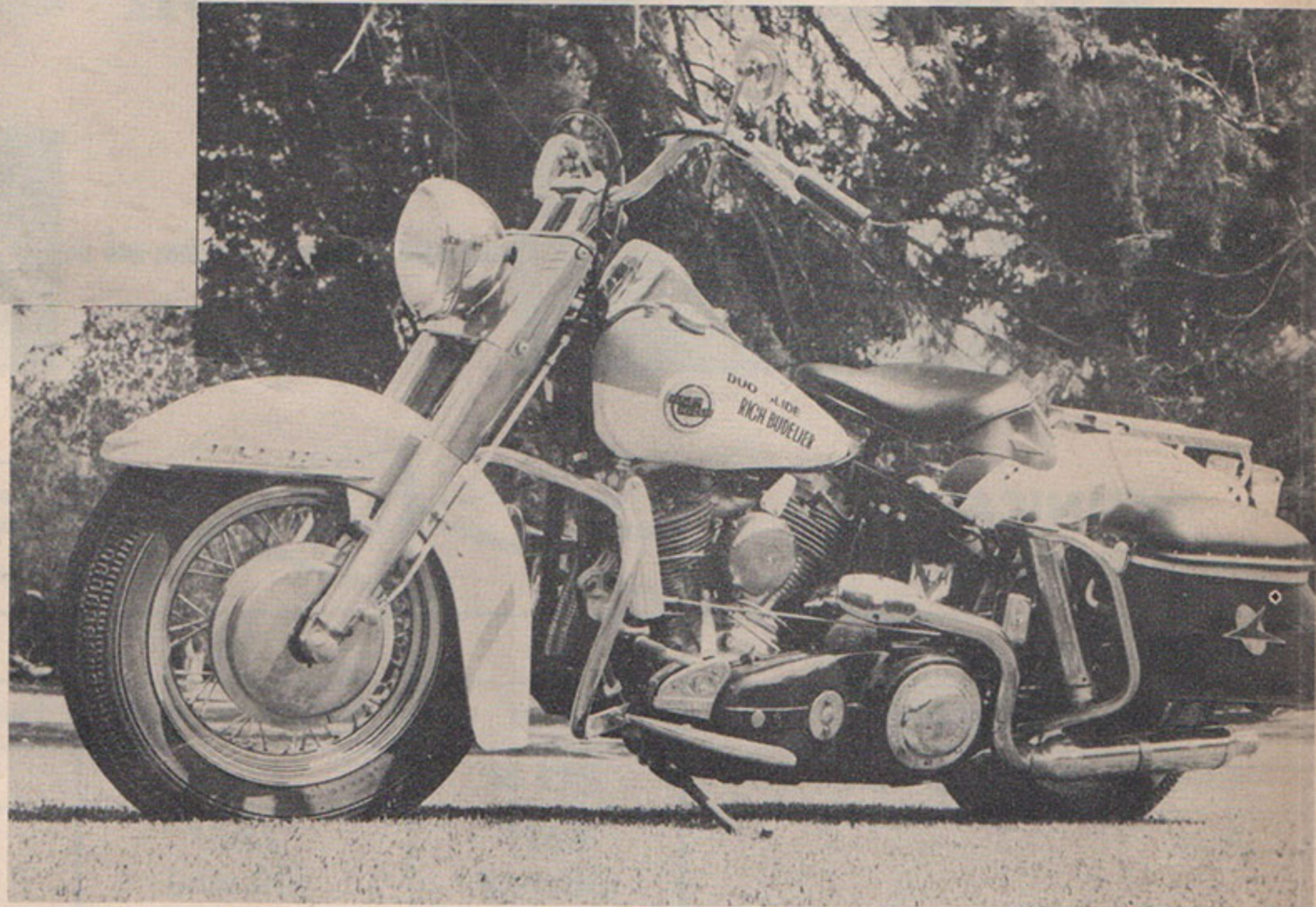
By the CYCLE Staff

From the time when we first saw the new Harley-Davidson models publicly premiered at the Dodge City Motorcycle Rally last September, the CYCLE testing staff was anxious to try out the big 74 which now had the swinging arm rear suspension. As soon as we returned to Los Angeles we made arrangements with H-D dealer Rich Budelier to borrow one of the new models for a road test. The machine was quickly provided, disappointing probably a goodly number of

COOL HEADS—Increased cylinder finning on heads is measured by Editor Jack Snyder as Assistant Ed. Chuck Clayton double checks. Deep fins dissipate heat efficiently.



Harley-Davidson SPRINGS its twin



Budelier customers, since this was his only demonstrator. A few more easy miles were rung up on the speedo to complete the breaking in process, and we were ready to go to work.

In the three days that we had the 74 OHV FLH which with its new rear suspension is designated Duo-Glide, we put nearly 500 miles on the clock under every type of riding condition that the bike was designed for except snow (which is pretty hard to come by in Southern California in the Fall). Since the Harley-Davidson 74 is not intended to be a cow-trailer, the closest we came to boondocking was testing the new suspension over a very rough dirt road. Otherwise, the test was carried out on pavement in traffic and on the open highway.

The 74 OHV engine stays basically unchanged for 1958 with a few finishing touches added to sharpen the already fine engineering edge. The head fins are broadened to a full inch in depth, providing increased radiation area which keeps the Big Twin's heads

—and consequently the riders legs—as cool as an iceman's shoulder. These wider fins also help out in the beauty department, giving the rather tall cylinders a pleasing tapered appearance. Improved bearings inside the powerful engine smooth out the rough spots and add a few more rpms at the top end. Throughout the test the engine was as smooth and vibration-free as if it had a 17-jewel movement, making the rider eager to tackle great distances without fear of fatigue. The Harley-Davidson really comes into its own when allowed to run happily for long distances on a wide-open highway with a relaxed speed limit. Every consideration has been provided by the factory to make the model safe, comfortable, and responsive under such conditions, and for cross-country touring, especially two-up and with a heavy load of luggage, it is in a class by itself.

This is where the new rear suspension proves itself. The H-D reputation for comfort has never been seri-

ously challenged, but with the addition of a swinging arm the new model 74s float down the highway like the Queen Mary in a becalmed sea. Prior to this improvement a spring-loaded seat post took up the shocks. This post has been retained on the new models, possibly with the philosophy of "the more the better", but instead of materially aiding the comfort of the ride, the seatpost becomes a liability. On bad bumps, such as crossing railroad tracks at high speed, the rear shocks soak up the blow nicely, but the seat post spring gives a little snap that pogos the rider right up in the air. The spring seat is not necessary with such a well-engineered swinging arm and should have been eliminated. However, it is only on sharp, sudden bumps that any discomfort is felt; on washboard roads the ride is utterly flawless.

The second big change in the big twin is the incorporation of a hydraulic rear brake, an advancement unique to Harley-Davidson. This feature was necessary with the switch to a swinging arm because of the need for flexibility in the rear brake linkage. Rather than redesign the brake pedal to pivot at a point near the swinging arm axis, the H-D engineers went one better and installed the juice brake, which solves all the problems with a flexible hydraulic tubing to the rear wheel. One factor that helps the very efficient hydraulic brake to do its job is the extra-wide tire, which combines with the machine's weight to give the Harley-Davidson rear wheel more bite than a lobster's handshake. A braking bugaboo of rigid frames which is eliminated by the swinging arm is the tendency for the rear wheel to skip when the brake is applied. This drawback is nonexistent in the new 74s. A small point but, we feel, an important one is the redesign of the brake pedal contour. The pedal has been bent at a more horizontal angle to allow the rider's foot to stomp on it fully—not an awfully important point, but one which might prevent an accident for someone sometime. Braking at all times was smooth and positive and the hydraulic boost was not at all overly sensitive.

If the big twin is excellent for highway travel, it is somewhat less well suited for short hauls in traffic and the push-pull type of maneuvering required when parking it in tight quarters. However, in spite of its weight (710 lb. as equipped for testing), there will be a great number of slightly built riders, not a few of them women, who will manhandle the huge machine as easily as a baby

buggy.

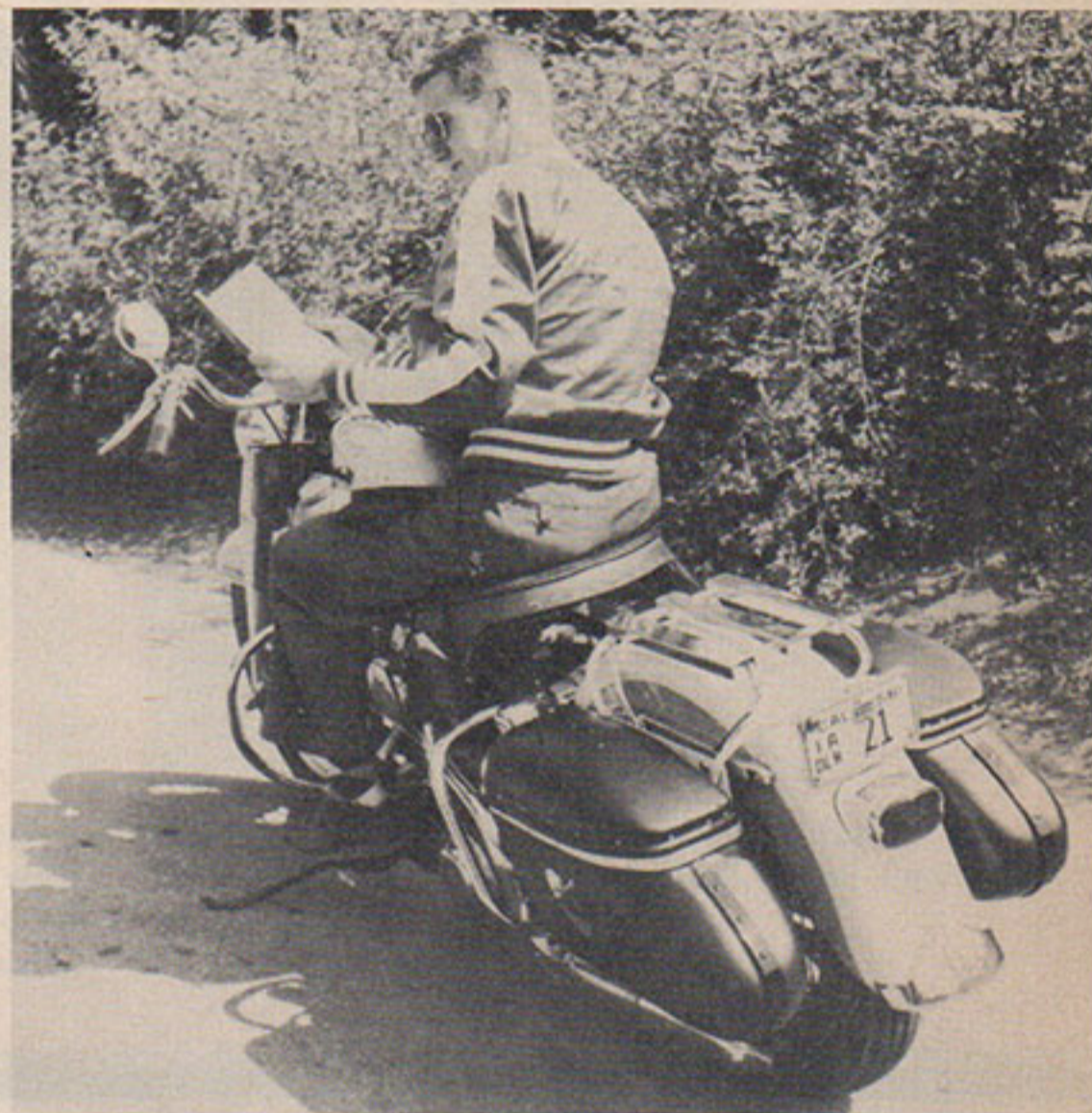
Riding 74 FLH Duo-Glide one finds that there is not a great deal of urge in the lower rpm range considering the size of the engine. But once the engine is wound up and the high performance cams come into play, those 74 cubic inches go to work to haul the Harley-Davidson along at its 70 mph cruising speed with about as little strain as a bulldozer plucking a daisy. Even at 70 there is plenty of passing power tucked under the tank, and the engine is as silent all the way to its over-100 mph top speed as a kid at communion. In traffic the bike could be throttled down to twenty mph in top gear without chain snatch, and then accelerated up again in the same gear without protest.

The clutch is the most rugged supplied on any motorcycle bar none. It could be slipped indefinitely without overheating or needing adjustment. Of course, it was a little tougher to disengage than its more fragile counterparts, but there is a Rube Goldbergish lever arrangement that boosts the handlebar control action so that the strain on the left hand is not excessive. Aiding the clutch in giving a smooth power transmission is a very effective engine shock absorber (standard equipment on the accessory groups) which soaked up excess power and gave a smooth getaway even on the most violent starts. This absorber prevents tire burning at the start, so if you're the kind of rider who judges a machine's performance by how much rubber it can lay in 3rd gear, omit this component and you can turn the concrete

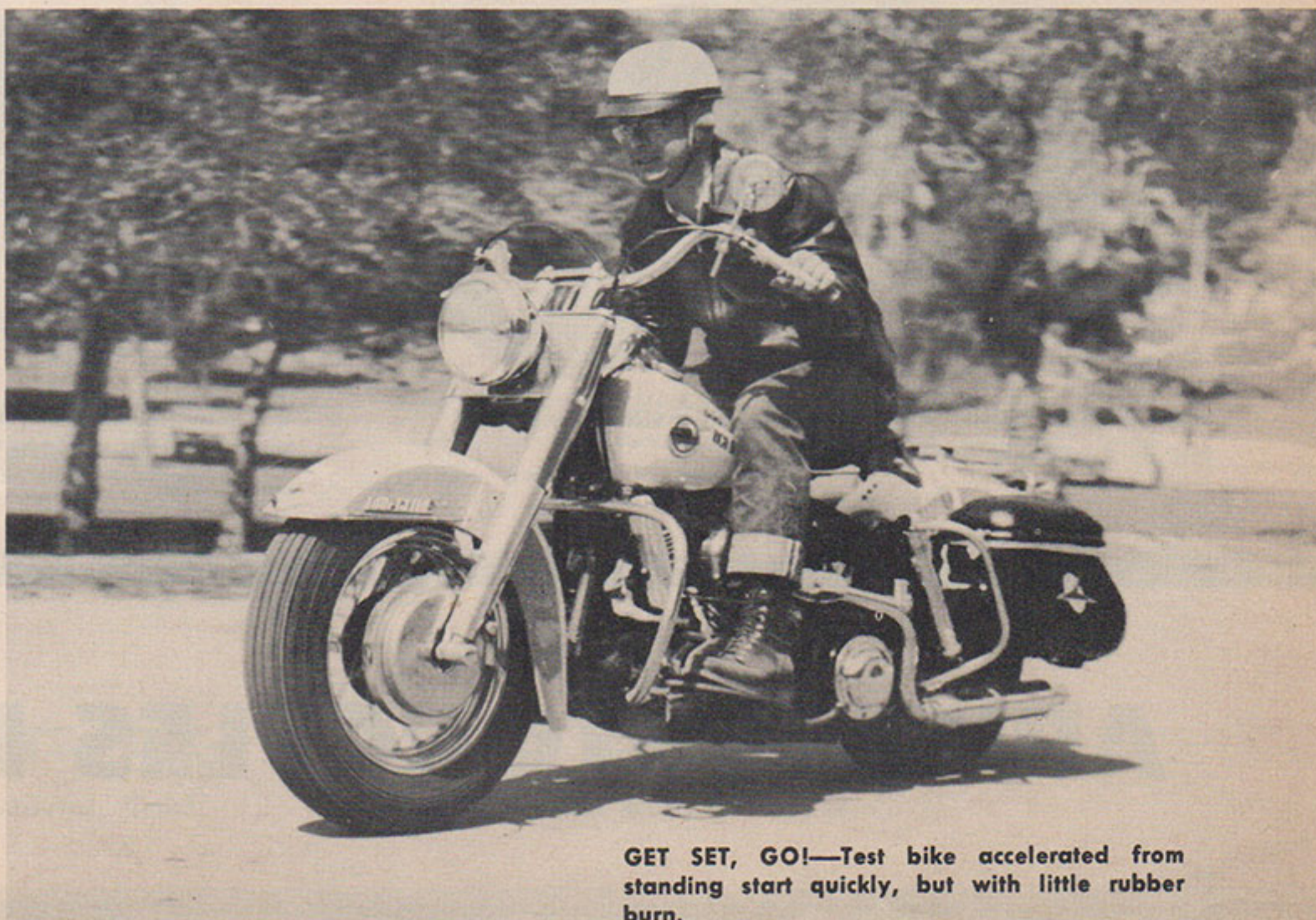
(Continued on page 14)



CRUISING WITHOUT BRUISING—The hydraulically-damped front and rear shocks made every road surface speedway-smooth, but forks rattled somewhat on rough trails.

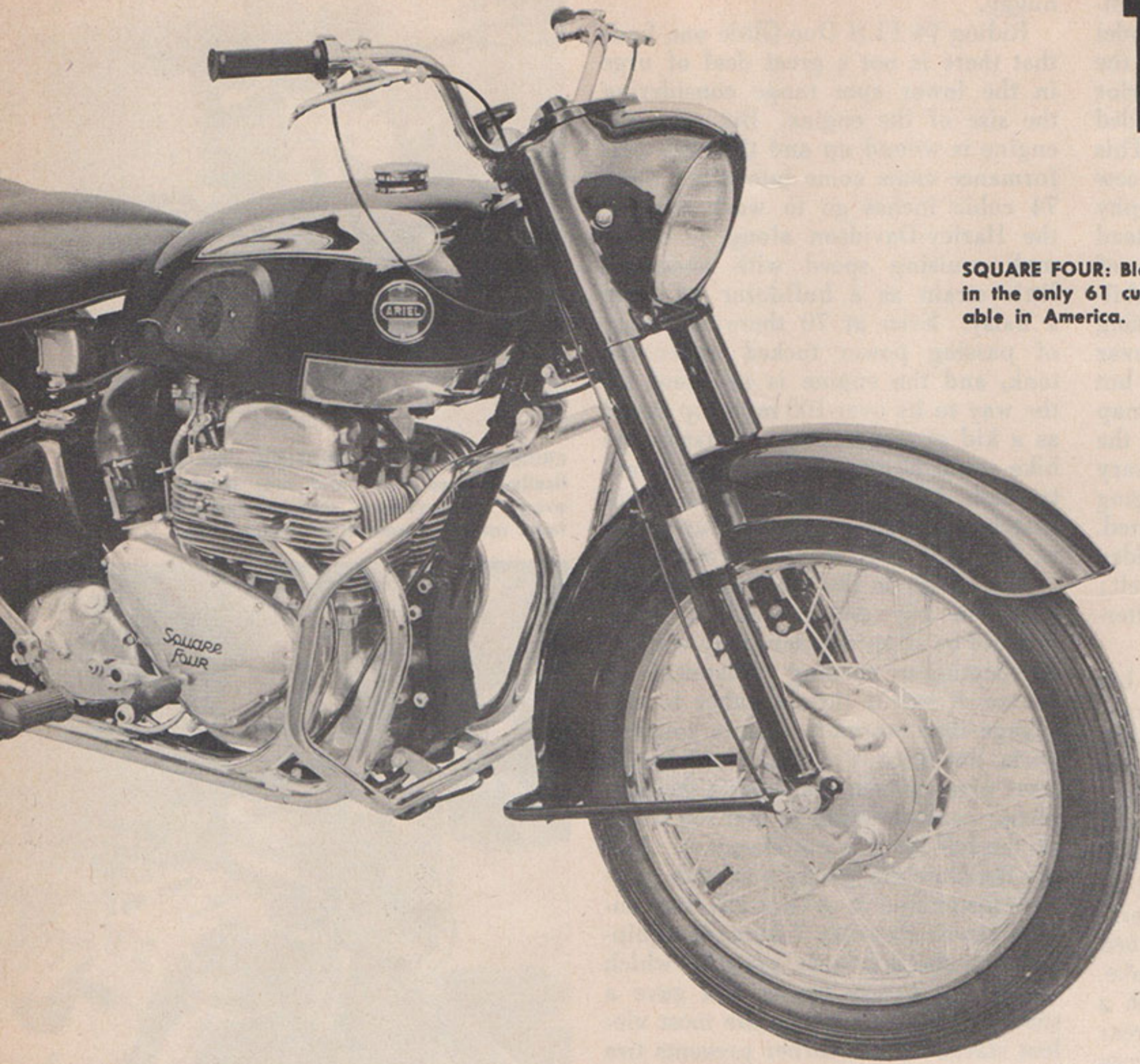


WHERE TO NOW?—Asks Jack Snyder, CYCLE's Editor. Wherever he decides to go, the Harley-Davidson will get him there and back quickly, dependably.



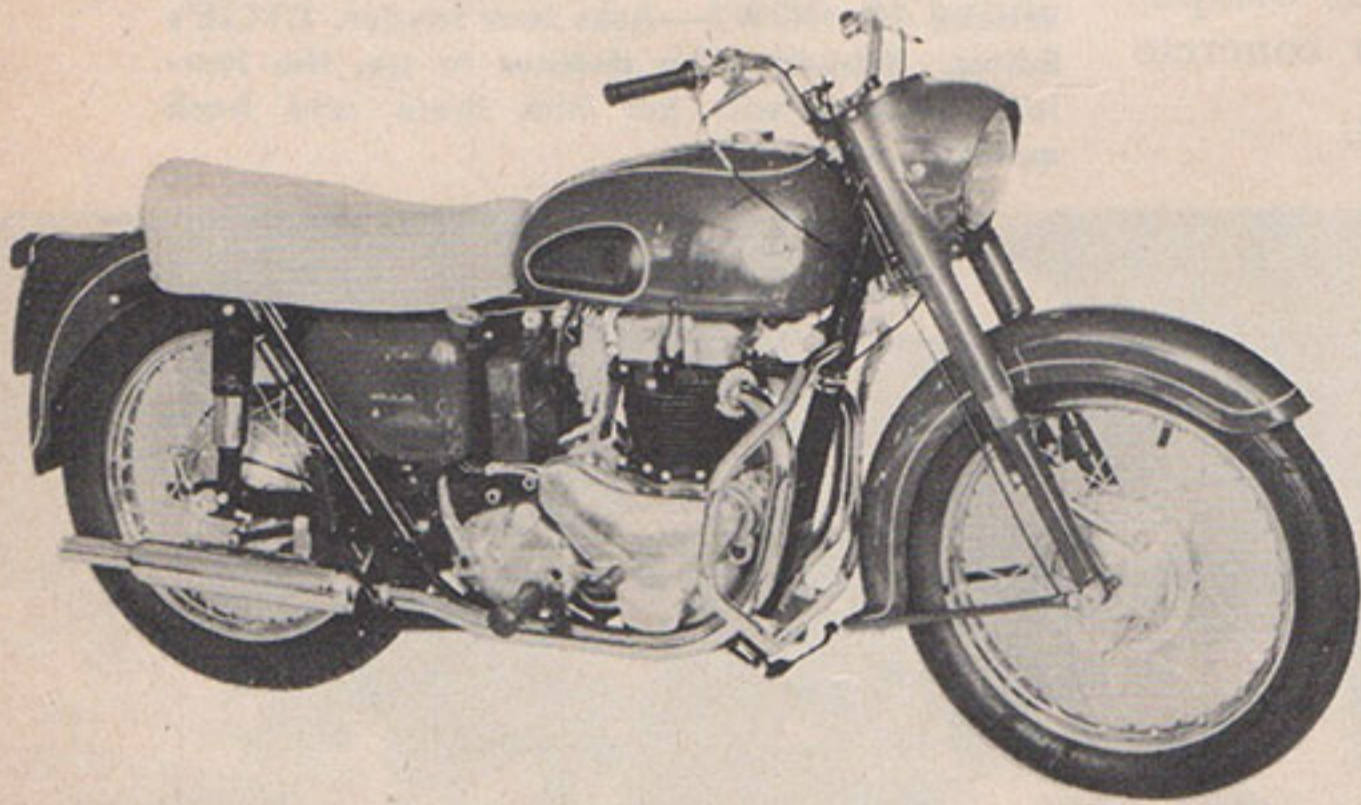
GET SET, GO!—Test bike accelerated from standing start quickly, but with little rubber burn.

1958

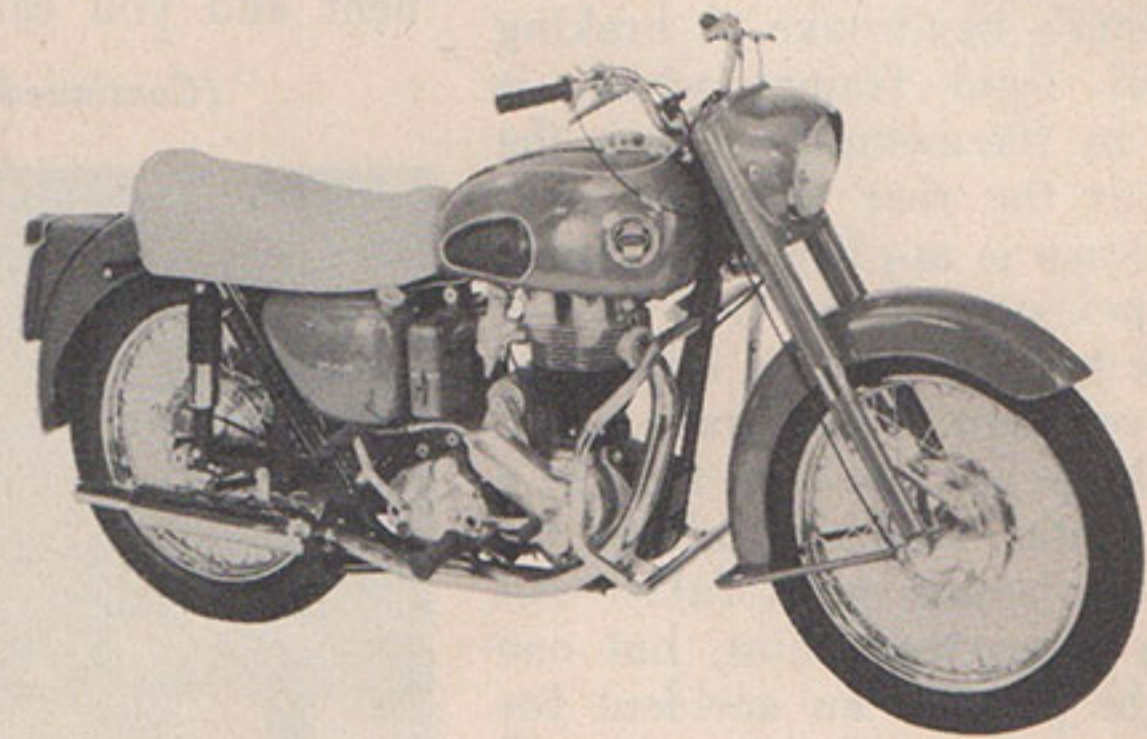


SQUARE FOUR: Blazing acceleration and brilliant speed in the only 61 cubic inch 4 cylinder motorcycle available in America.

NOW HERE



HUNTMASER TWIN: Fine performance, unexcelled riding comfort in Ariel's big brawny touring Twin.



RED HUNTER SINGLE: Famous Big Single—with rugged reliability built in. Superb appearance, sparkling performance, easy "ride."

ARIEL MOTORCYCLES DISTRIBUTED

ARIEL MODELS

For 1958, Ariel Motorcycles present an outstanding range of brilliantly finished road and sport type models. Long respected for top quality workmanship and fine appearance, the entire 1958 line—from the mighty 61 cubic inch "Square Four" to the smart 200 c.c. "Colt"—offers MORE in handsome good looks, MORE in rugged dependability, and MORE in thrill-packed performance!

1958 ARIEL FEATURES

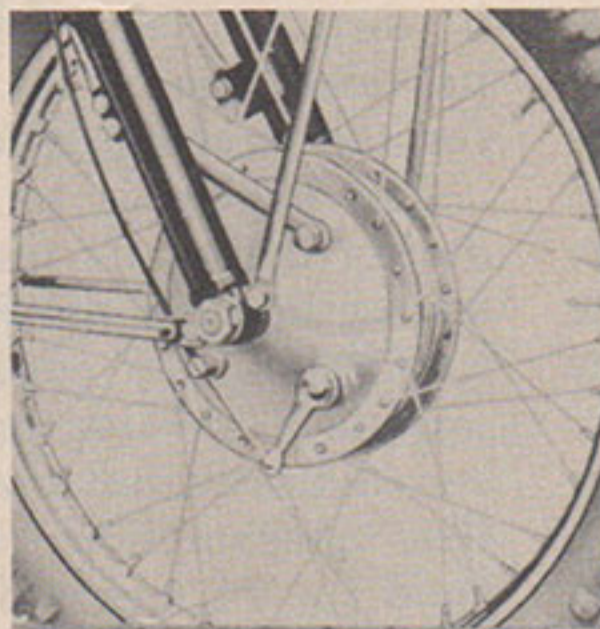
Ultra-modern styling, distinctive tank with chromium top panel and single bolt type mounting.

Bright Cherokee Red baked enamel, lots of brilliant chrome, white striping. (Square Four also available in brilliant Jet black.)

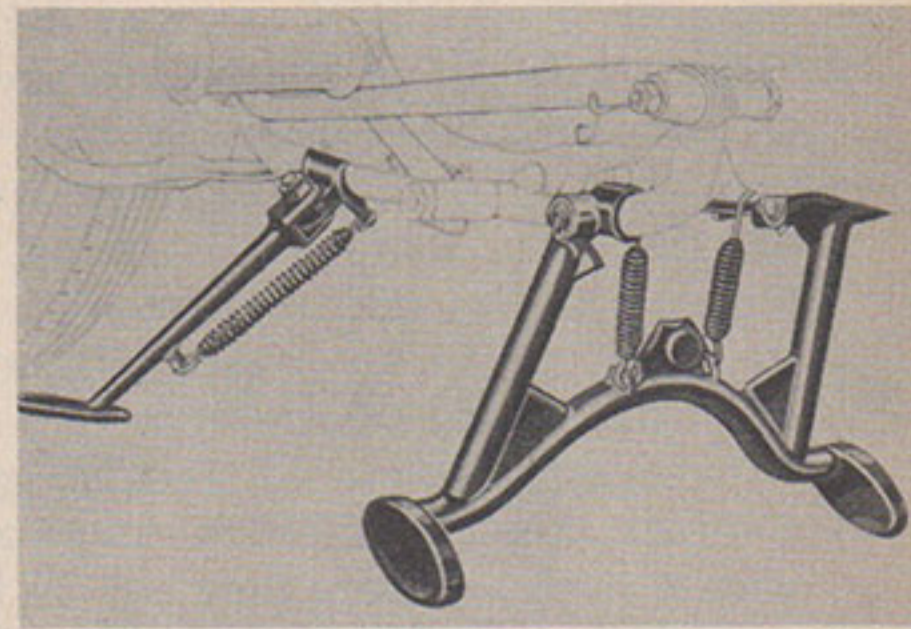
Strong, theft-resistant steering head lock. Dualseat, jiffy stand and center stand on larger models at no extra cost.

Totally enclosed rear chain with automatic oiling on Huntmaster and Red Hunter models only at slight extra cost.

Unsurpassed parts service backed by Factory Branch in East, large Distributor in West.



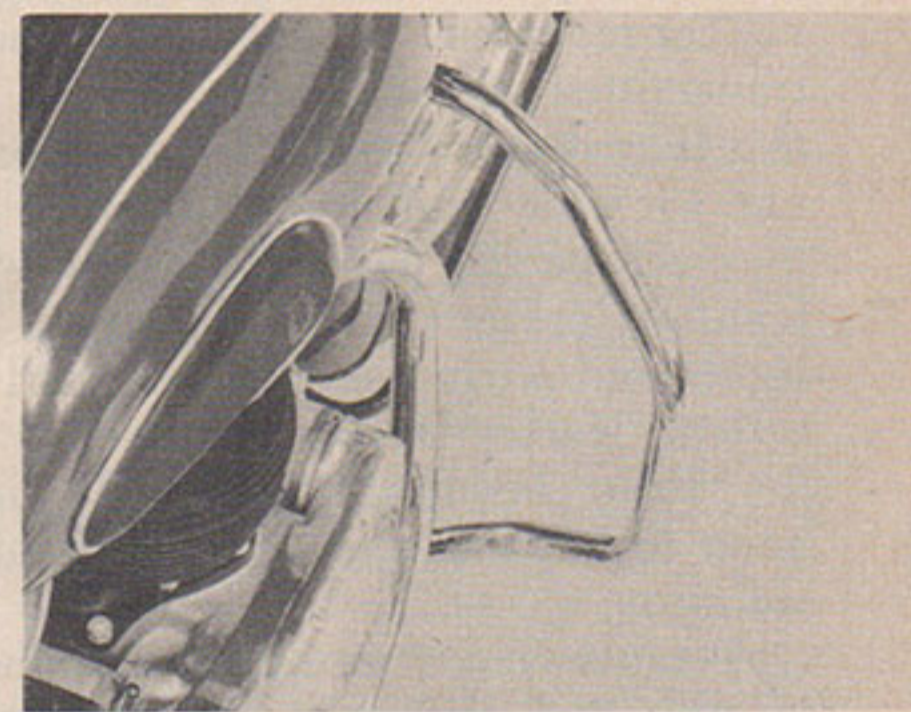
Polished Hubs: Larger Ariel models have beautifully polished full width hubs.



Roll-on center and jiffy stand: Standard on larger Ariels. Four has rear wheel stand.

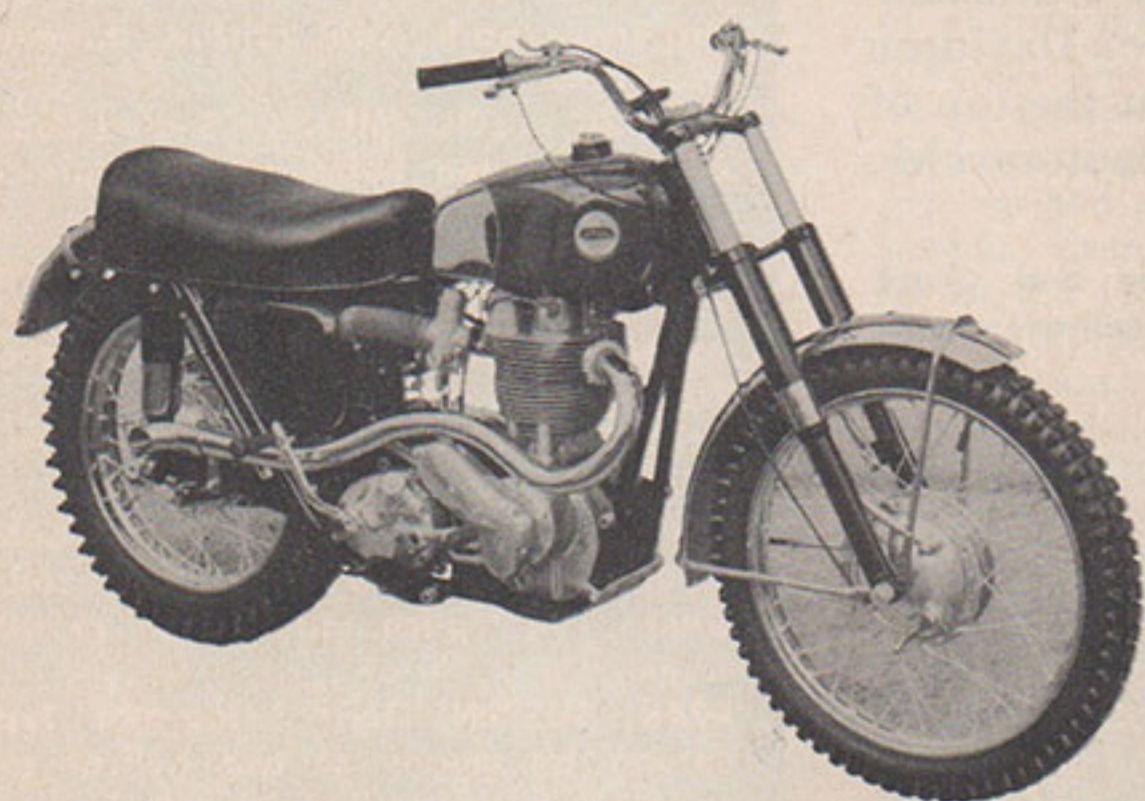


Enclosed Chain: Huntmaster and Red Hunter models with fully enclosed and lubricated rear chain. (Slight extra cost).

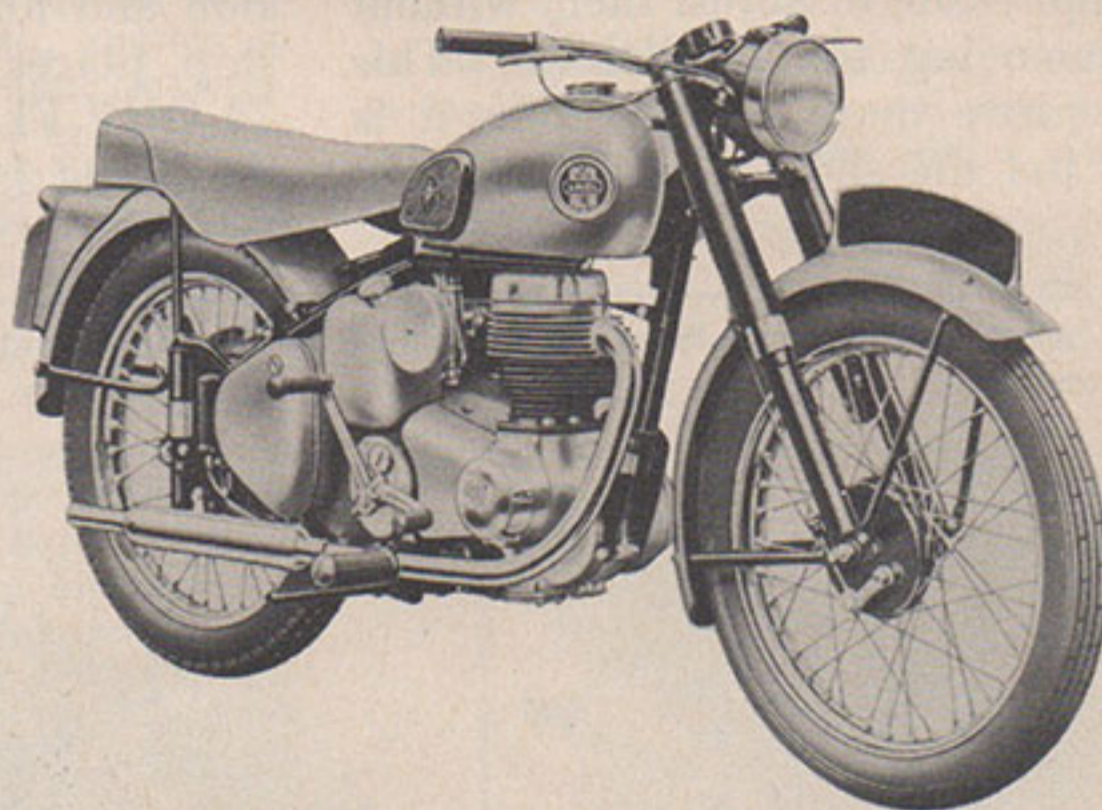


Chrome Safety Guard: Available for larger Ariel models. Strong alloy steel, Ariel Factory made.

See Your Ariel Dealer Now!



MARK 1 SCRAMBLER: Scrambles powerhouse! Stripped for action with super-cam, high compression engine, scrambles gearbox. Ready to GO! Mark III Scrambler with full lighting equipment also available.



COLT LIGHTWEIGHT: A fine value in a snappy 200 c.c. o.h.v. lightweight. Features include four speed gearbox, spring frame, dualseat. It's a real buy!

WESTERN STATES

BY

Johnson Motors, Inc.

267 W. Colorado St., Pasadena, Calif.

EASTERN STATES

BSA Incorporated

639 Passaic Ave., Nutley, N. J.

black for a hundred feet.

Starting any motorcycle with which one is unfamiliar is always difficult at first and the Harley-Davidson proved no exception. However, as the test progressed we got better and better at it and finally succeeded in starting with one kick. Because of the machine's weight and the interference to the starter's leg caused by the wide solo saddle, the H-D had to be leaned on the jiffy stand for starting, the Duo-Glide has no rear stand. The trick seemed to be in not letting the carburetor load up.

Everything is placed well for rider comfort, the handlebars sweeping widely back to where they can be held without fatigue for long periods, footboards placed well forward to give footstool-like comfort, and the seat low and plush. The handlebars are rubber-mounted to soak up shocks transmitted through the forks, and this they do very well. The footboards are so wide and low, however, that they scrape the pavement easily when leaning around fast corners. The lights and wiring are of the usual excellent Harley-Davidson quality, and the huge headlight especially is a boon to anyone who does much night riding.

A much more complete handbook is provided with the machine than is usual for Harley-Davidson. The toolkit is of standard quality and contains a spanner-like tool for adjusting the shocks for various loads. Because of the rear shocks' tucked-in position, it is impossible to adjust them without first removing the saddlebags. This might prove more trouble than it is worth, but the shocks don't really, in

our opinion, need adjusting for switching from solo to double riding loads. The toolbox is barely large enough for the tools, so additional wrenches and spares will have to be carried in the saddlebags. To make certain the bike will be where you left it when you come back two locks are provided, one on the ignition and one for the steering head.

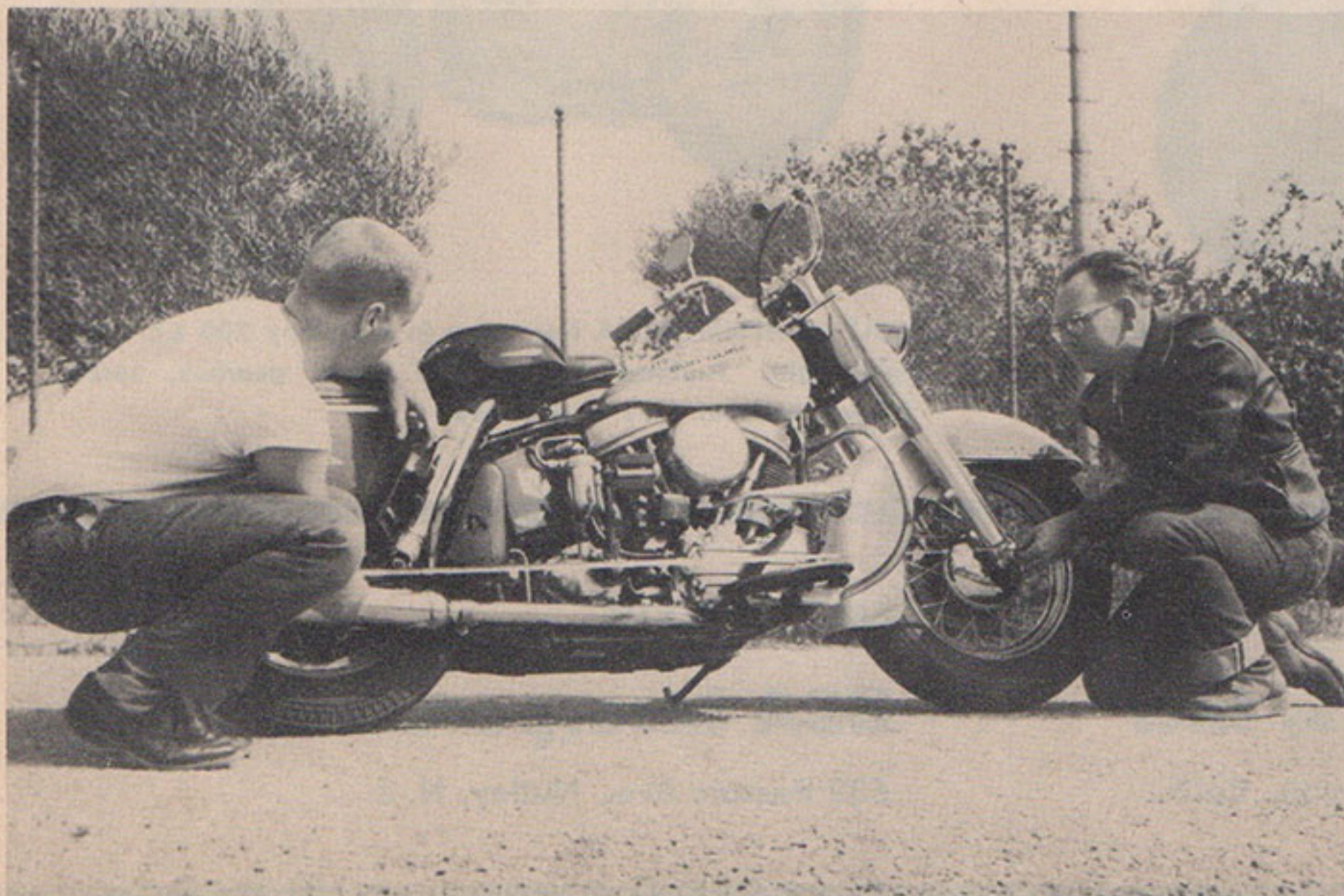
The engine is so well sealed that during the whole test not enough oil seeped through the joints to grease a wristwatch. Oil consumption was nil—quite a blessing on the pocketbook and indicative of a well-made engine. Gas consumption was surprisingly good for 74 inches displacement. We obtained just under 45 mpg throughout the test, which included plenty of heavy-handed throttle work.

The front brake is adequate and seems impossible to lock, a feature that aids control by helping to eliminate slewing. The throttle has a wide, vague action with a few dead spots where it can be moved without engine response. However, it is more quick in its action than previous Harley-Davidson throttles, which we feel to be an advantage.

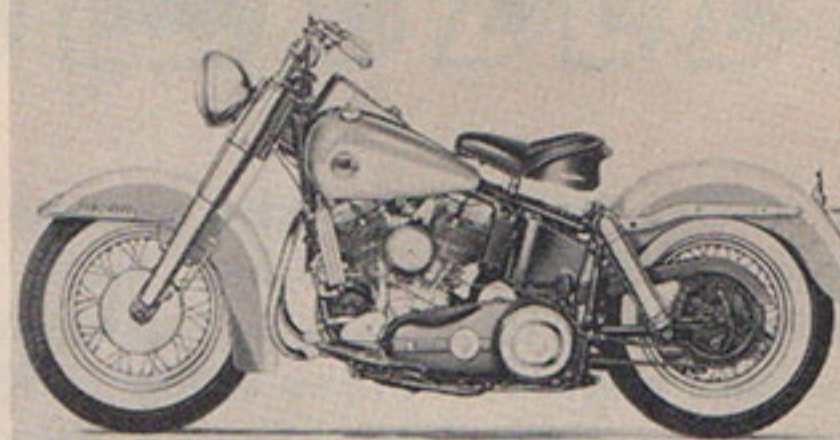
The finish on the bike is excellent—smooth, thick paint in bright, two-tone colors; however, the chrome plating doesn't appear to have had the same degree of care in its application.

A tried and true design which thousands of American motorcyclists swear by, enhanced by up-to-date improvements in braking and suspension and built with expert craftsmanship, places the 1958 Harley-Davidson 74 OHV FLH Duo-Glide at the top of the list of luxury touring motorcycles.

TWO AND FAR BETWEEN—Are the wheels on the 74 Duo-Glide. Asher Lee and Chuck Clayton measure the wheelbase and find it to be five feet even—long wheelbase helps riding comfort.



HARLEY-DAVIDSON 74 OHV FLH



Performance Summary

TOP SPEEDS:

Third Gear93.8 mph

Fourth Gear103.28 mph

ACCELERATION:

Tenth Mile7.03 sec.

Quarter Mile15.19 sec.

BRAKING DISTANCE:

(From 25 mph)

Front Brake22' 2"

Rear Brake26' 6"

Both Brakes17' 8"

WEIGHT:

As Shown in Photos.....710 lbs.

GASOLINE MILEAGE:

Average for test.....45 mpg

Specifications

ENGINE: 74 cu. in., air-cooled four-stroke, V-type twin cylinder. Overhead valves in aluminum cylinder heads. Hydraulic valve lifters. Cam-ground aluminum alloy pistons. 1 1/4" crank pin and 3/16" rollers. Timken bearing on sprocket shaft. Retained roller bearings on gear side. Bore, 3-7/16". Stroke, 3-31/32". High-lift "Victory" cams, polished intake ports—8.00 to 1 compression ratio, two chrome-plated compression rings .062" wide. Horsepower 58-60.

CARBURETOR: Linkert. Venturi opening 1-5/16".

TRANSMISSION: Four speed with constant mesh gears—foot shift.

IGNITION SYSTEM: Generator, storage battery, spark coil, circuit breaker. Waterproof.

ELECTRIC EQUIPMENT: Sealed-beam, rubber-mounted headlight with pre-focused 32-32 candlepower, double-filament bulb. Dual beam control. High output, 2-brush shunt generator with voltage regulator. Storage battery. Trumpet-type horn.

CLUTCH: Multiple dry disc, left hand operated.

DRIVE: Motor to transmission by automatically lubricated double-row roller chains. 5/8" pitch roller chain to rear wheel.

REAR SUSPENSION: Swing-arm type sprung by means of two helical coil springs and controlled by two hydraulic, automotive type shock absorbers, all enclosed in chrome covers. Pivot point of swinging arm is supported by pre-loaded Timken bearings.

FRONT FORK: Load is transmitted by long helical, oil-damped springs supported and contained in main tubes. Timken roller steering head bearings.

BRAKES: 8 inch diameter front and rear wheel brakes, fully enclosed, waterproof. Rear brake hydraulically operated from master cylinder.

TIRES: 4-ply, 5.00" x 16" tires.

FINISH: Harmonizing two-tone color styling on tank and fenders: Black, Calypso Red, Skyline Blue or Sabre Gray Metallic with Birch White tank and fender panels.

AROUND THE WORLD IN TEN YEARS

By ISSA and ABDULLAH OMMIDVAR

The Malayan jungle crowded around the narrow, rutted road as our motorcycles bounced and churned their way toward civilization. We had heard stories of the Malayan terrorists that hid in the jungle to shoot unwary travelers as they went by, then loot them of whatever they could find. In fact, before leaving the last stronghold of civilization, a British rubber plantation many miles back, my brother and I were warned that a person with white skin traveling on such an unprotected vehicle as a motorcycle was certain to be killed and robbed by the bloodthirsty, Communist-led bandits. Whenever the white plantation owners of Malaya, venture out into the jungle they drive at breakneck speeds in armored cars with their guns poking threateningly out of slits in the thick armor plate to discourage the bandits from trying to stop them. Even then, many go out into the jungle who never come back. But we had to get to Singapore, and to do so meant braving the terrorists. We dressed ourselves in Malayan costume—*Sukarno kef* and *Lungi* to try to look as much like natives as possible, bid farewell to our British hosts, and set out. The jungle sped past on either side of us mile after mile until after a while my eyes became tired from trying to squint into the dense forest of trees and vines ahead of us. We had been riding for a long way and nothing had happened even though we passed many spots which would have been perfect for an ambush. My tight nerves began to relax. I looked at my brother and grinned sheepishly, feeling very foolish in my native costume when I saw his face freeze into a mask of fright. Ahead in the road was a felled tree. A roadblock! We almost had to lay the machines down to stop, there was no way to ride around the obstacle. Immediately the bandits swarmed out of the jungle and sur-

We tested our machines 8,000 feet up on the mountain roads of Persia before we left home.

rounded us, their guns and machetes poised. I tried to speak but my throat was dry. Just then we heard the sound of motors and some cars appeared around the bend behind us. The bandits snatched one of our cameras and a Persian blanket from our machines and fled into the jungle. They had a healthy respect for the Britishers' guns. The cars pulled to a stop just as I was getting my voice back. It was our friends from the British plantation who were worried for our safety and had decided to follow us to provide an escort. They drove along with us to the end of the jungle where we said our thanks and farewells and journeyed on to Singapore.

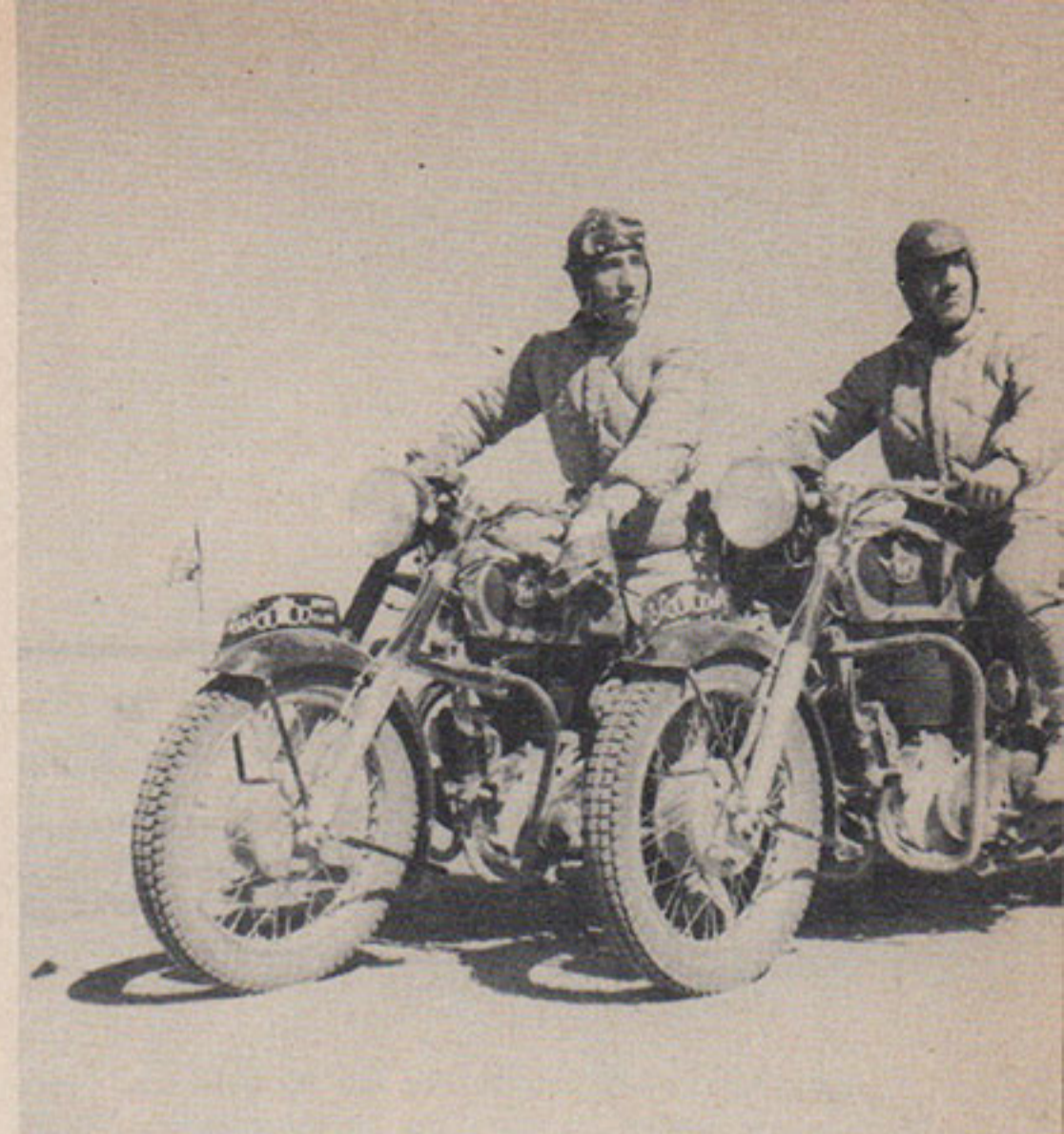
When my brother and I had first conceived of this trip several years ago we had no idea of what adventures would befall us. We were just 16 and 19 years old and the travelers coming through our native Iran on their way to Europe or Asia on their motorcycles or in cars told us such tales of their adventurous lives that we decided to plan to travel all the countries of the world. Since time was no object, we allowed ourselves ten years for our Odyssey. Once we had made up our minds to attempt the trip we could think of nothing else, so we set to work on the tremendous task of preparing for the journey.

We made a "five year plan" of preparation which included a bicycle trip around Iran to get more experience in traveling, a six-month course at the Institution of Technical Mountain Climbing of Teheran, study of engine operation and repair, courses in first-aid, and courses in foreign language. These language courses proved to cost more than we could afford, so we finally had to give up and rely on sign language like dumb people. Even with five years to prepare ourselves the job was too large, so my brother and I divided up the studies between us. Money was a big problem—The principal problem of this century. We knew we could count on little help from our father, who would be somewhat less than happy to have two of his youngest sons leave him perhaps forever. To make matters worse, our equipment would have to be of the best if it was to last us for ten years.

After some mutual correspondence the Dunlop rubber company promised to supply free tires and tubes and the Anglo-Iranian Oil Company furnished us with a letter to Shell companies throughout the world asking them to supply us with free gasoline. Thus two of the biggest expenses of our trip were taken care of.

Family Suspects

During all of these arrangements we did not mention a word of our plans to our family, but as time passed by and letters kept arriving from far-away places and the lamps burned late in our room while we pored over travelogues and geography books, they began to grow more and more suspicious. Finally, exactly three months before our trip was to start, we announced our decision clearly in a 3½ hour speech in a family meeting. When we finished they were



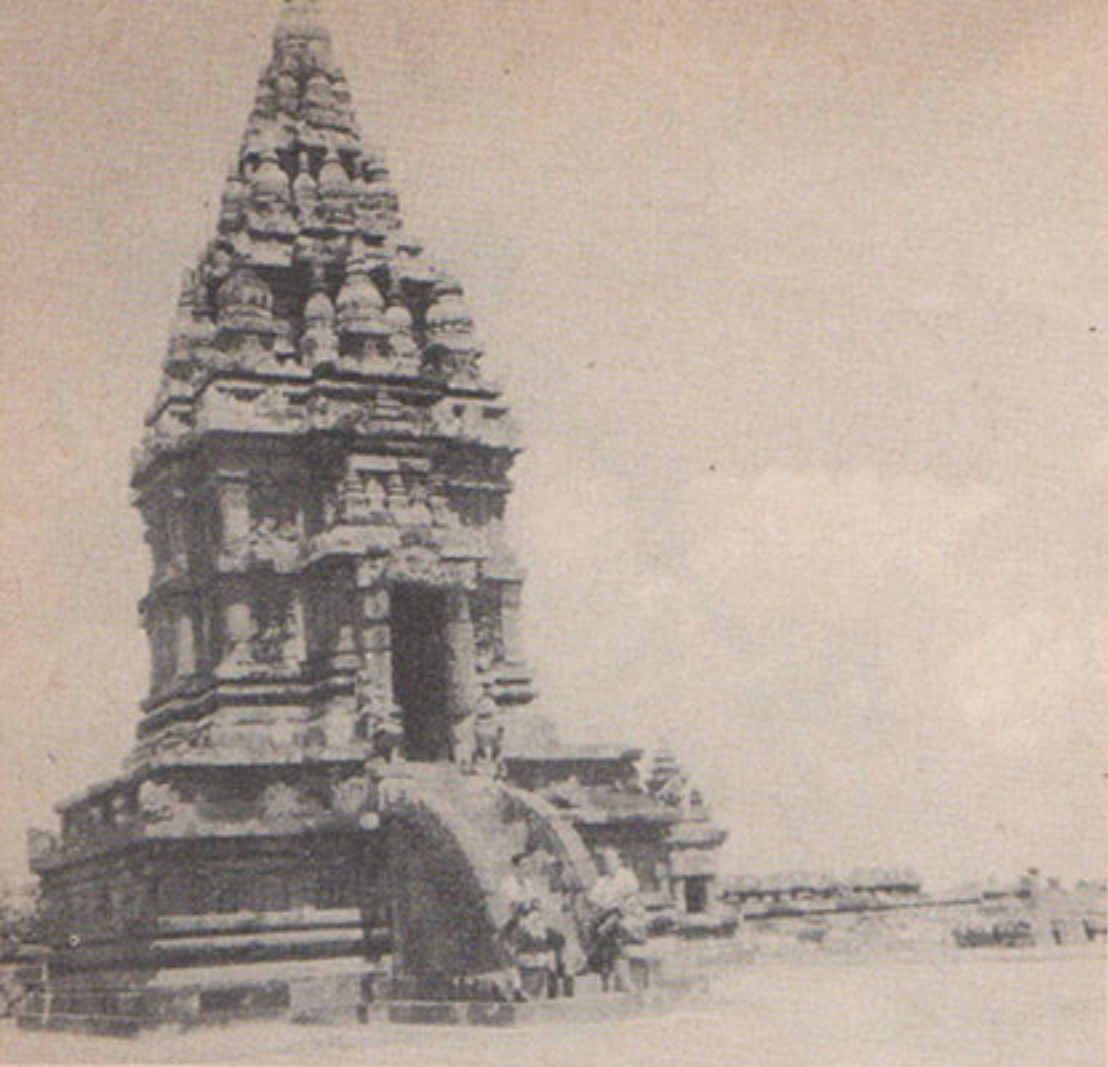
After five years of planning we set out on our motorcycles carrying Persian carpets, photos, paintings, and recordings to give exhibitions on the way.

in a very sad mood which can hardly be described.

Our intentions, as we explained to the family, were to make the trip cultural mission and educational tour to promote a better relationship among the people of the world. We hoped to do this by exchanging views and ideas and by giving exhibitions of Iranian arts and crafts to give the world a better understanding of our country. At the same time we are gathering cultural details and specimens of art from each country we pass through to take back to Iran. We hope to exhibit the articles we collect at a world art exhibit when we return to Iran in 1964. We are also making still and color films of each country's culture, all of which ties in with our studies of history and anthropology at the University of Teheran

At the top of the 22,000 foot Narsing Peak in the Himalayas we fly our flag and bury a book. Photo was taken with a self-timer.





India was very expensive for us because there are so many subjects to photograph. Whenever one turns there are great temples and pagodas like this one.



In Djakarta we arrived in time for the tenth anniversary of Republic Day. We have a book in which the heads of government of each country we pass through are asked to sign. Here Indonesian President Sukarno has just obliged. In return we gave him a volume of Omar Khayyam as an example of Persian art.



We got passage to Australia on an Italian ship that was carrying 900 Italian immigrants to settle permanently in Australia. The shipline charged us nothing for the trip on the condition that we show movies to the passengers.

where we were students.

Once we had let the family in on our plans, the projected trip received wide publicity. We met the Shah and the Iranian government gave us all the help we could use. Finally in April 1954 the long-awaited day arrived. We started our Matchless motorcycles, bid farewell to our family and friends and left Teheran and the thousands of people who, as a result of the publicity we had received, came to see us off.

We started our journey Eastward in order to cover all of Asia before proceeding to the United States. From Teheran to the border of Afghanistan is a distance of 1000 miles, but in Iran that is a very long distance because of the bad roads. We felt very proud to be at last embarking on our Grand Tour, and I must admit, the cheers of the crowd as they waved us off caused our heads to expand a little bit. Barely 150 miles from Teheran we had an accident and broke the forks of one of our brand new motorcycles. Rather than suffer the embarrassment of returning to Teheran for repairs, my brother stayed with his bike in the middle of the desert while I took the forks to be repaired at the second-nearest city where parts would be available—500 miles away.

Stoned in Afghanistan

In Afghanistan we passed through an area where giant people live. They are tall with big bodies and wear turbans round their heads. These giant people are trained from childhood in the use of guns. Once we were driving and saw a bridal procession, the women in their colorful dresses in front carrying the bride on their shoulders, the men following behind at a distance of 500 meters each carrying a gun and firing them regularly to show that they are happy. Immediately we thought, "What a wonderful subject for a photograph," but before we could adjust the camera a hundred stones were thrown at us and fortunately we were captured by the police and taken to the station. We were lucky the giants hadn't used their rifles instead of stones. We found that the people in this area are very suspicious of having their picture taken. The police wanted us to open our cameras to see whether we had taken their picture or not. We protested. They insisted. The challenges continued until we produced a photograph of ourselves standing side by side with Zahir Shah, the King of Afghanistan, and thus the matter was settled. The police brought us a goodly portion of "Afghan Plou" a native dish made of cooked rice and currants.

Through the Khyber Pass

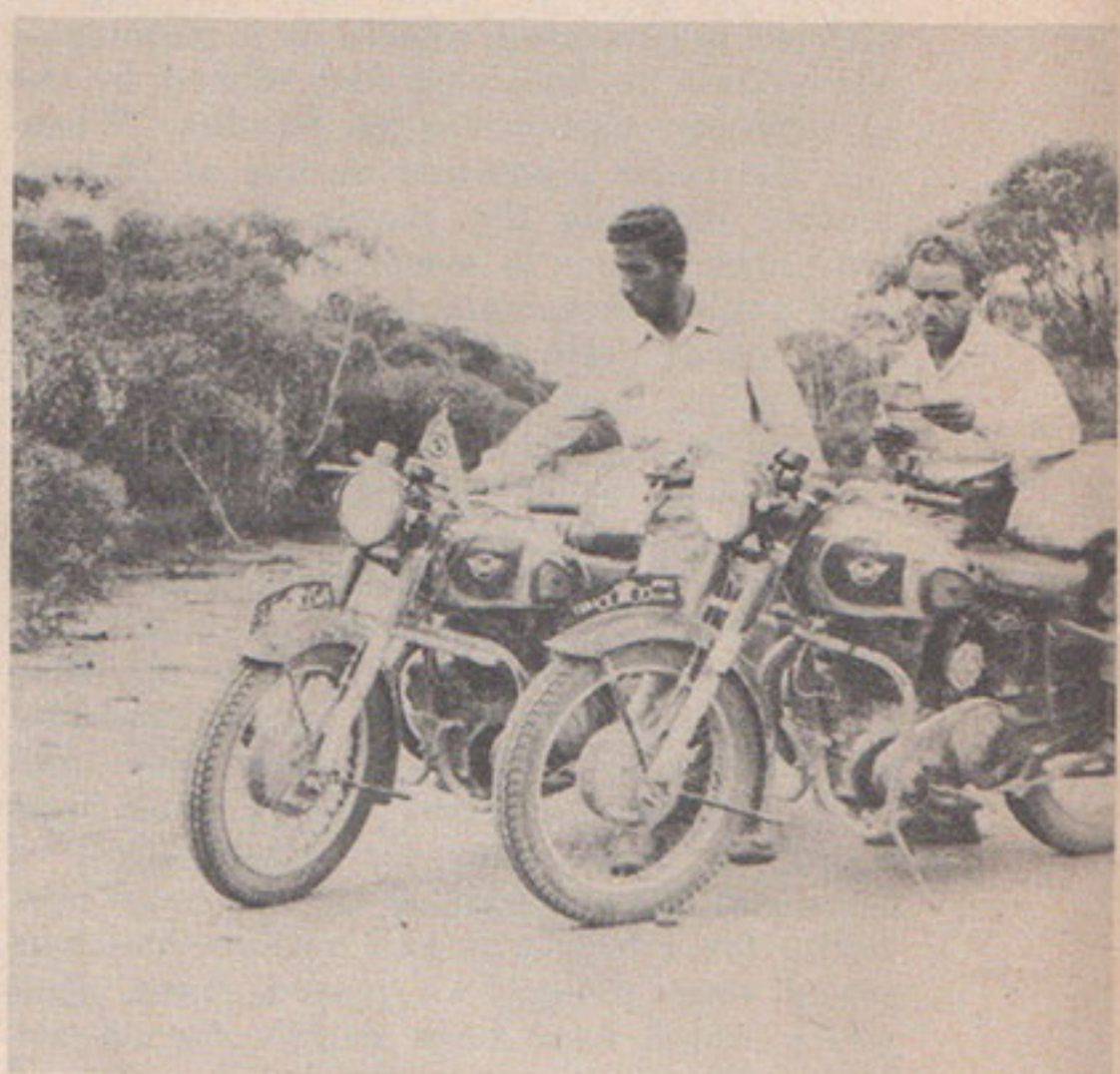
Leaving Afghanistan we rode through the Khyber Pass into Pakistan. Halfway through this country near Rawalpendi we were riding down a gorge-like valley, when at once a very heavy rain began to fall. Immediately the water raced down the steeply sloped hills forming creeks and rivulets, all of which channelled into the gorge we were riding in. In a matter of minutes we were swept along by a flood which was rising higher and higher. We were almost drowned when we managed to reach a hill protruding from the flood. There we had to wait for 48 hours until the flood went down far enough for us to ride again. We were not expecting to do any camping out, so we had neglected to pack food, and during that time we grew very hungry.

Mountain Climbing in Tibet

We spent six months next visiting most of the places of interest in India traveling from Ceylon to Tibet, at the top of India. In Delhi we had an audience with Pandit Nehru, who



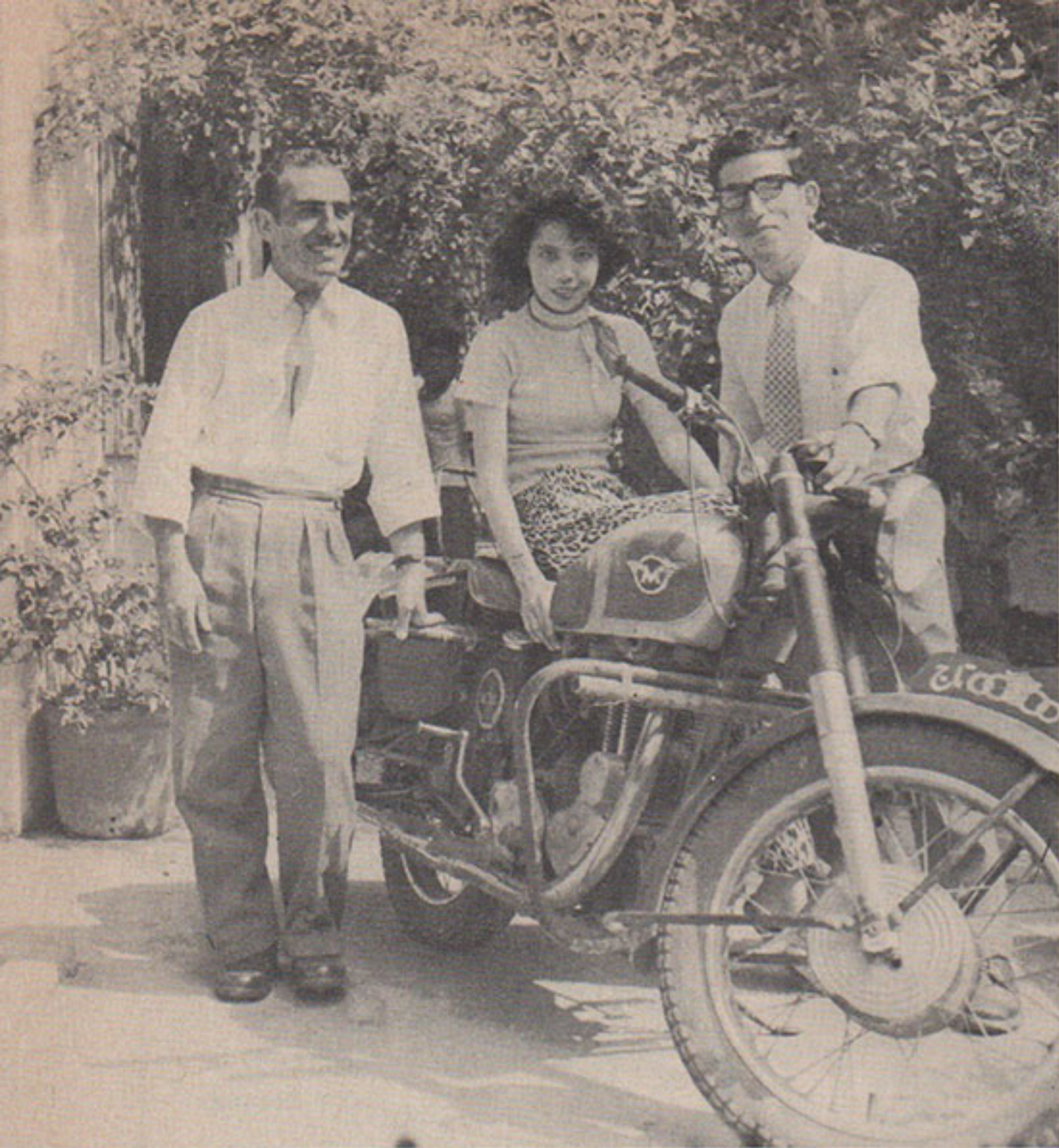
The entire country of Australia has only the population of New York City. The vacant land has one of these "catchman tanks" for water every 300 miles.



Sometimes we rode more than two days without ever seeing a sign of another human. We carried a seven gallon reserve petrol tank which gave us a range of 900 km.



Here we shake hands with Ramon Magsaysay, president of the Philippines.



Once when we stopped for hitchhikers in another country they were bandits, but this time in Bangkok she was a pretty young Siamese girl, and not a terrorist at all. She wanted us to leave the petrol can behind and take her instead. This was the only time that we wished we had a car, but the restricted space on the bikes probably saved us from a lot of risky hitch-hikers as well.

assisted us in getting into such strategic places as Sikkim and Buton. In order to reach Sikkim, a small Maharaja monarchy between India Nepal and Tibet, we had to follow a pass 14,000 feet high—a magnificent place. In Gangtok we left the motorcycles and hired a few *Gorkheh* at seventy cents a day for their food to carry the luggage. We also had to hire a man to interpret. The



Sampling Japanese food at a low table beside a charcoal brazier.

reason we had to leave the motorcycles behind, we were going to climb the 22,000 foot Narsing Peak. For days we had to walk through jungle on trails that only the guides could find. After a week of trekking through the jungle we began to climb and as we went higher the trees changed and grew sparser, then disappeared entirely. We climbed higher, camping on the snow at night. At 20,000 feet our porters and guide refused to accompany us any farther so we left them in a tent and climbed the final 2,000 feet by ourselves. When we returned we found that they had burned all our supplies to protect themselves from the sub-zero cold. In spite of having burned everything but the tent, their toes were nearly frost bitten. The climb had taken us 24 days and cost \$200 in expenses—very reasonable considering that if there was a 22,000 foot mountain in the U.S. it could not be climbed for less than \$2000.00 in the same length of time.

While in India we stayed in dormitories of various universities and ate the same food that the Indian students eat. Their food is bright red, which is not surprising because it is so highly seasoned with red pepper that my brother and I could not put it in our mouths at first. By the time our six months' stay was ended, however, we had become accustomed to that sort of food and found it quite tasty.

Collision With a Cow

India is a very colorful country for the tourist. If he is interested in languages, there are 300 of them including dialects; if architecture is what he fancies, there are hundreds of buildings and temples, to see; so too with religions, manners, customs, etc. For instance, in India there is the institution of the sacred cow. All cows are sacred to Allah, and must not be disturbed. Therefore the streets are filled with careless cattle which love to wander into the paths of speeding motorcycles. I discovered this bovine tendency the hard way shortly before we left India. Both the cow and I were injured, but fortunately there was no one around to arrest me.

We had a great deal of trouble getting in-



The Royal Palace of Bangkok where the motion picture "The King and I" was filmed.

to Burma from India because there are thousands of rivers and streams in the way caused by the melting snow in the Tibetan Plateau. These streams frequently change their routes and generally the only way to get across them is by means of ferries. But it was amazing to see the wonderful job being done in the building of dams, bridges, roads, and railways under the government's five-year-plan.

To School Via Canoe

On the way to Burma we passed through East Pakistan, which is a part of Bengal. The people around the large city of Daka



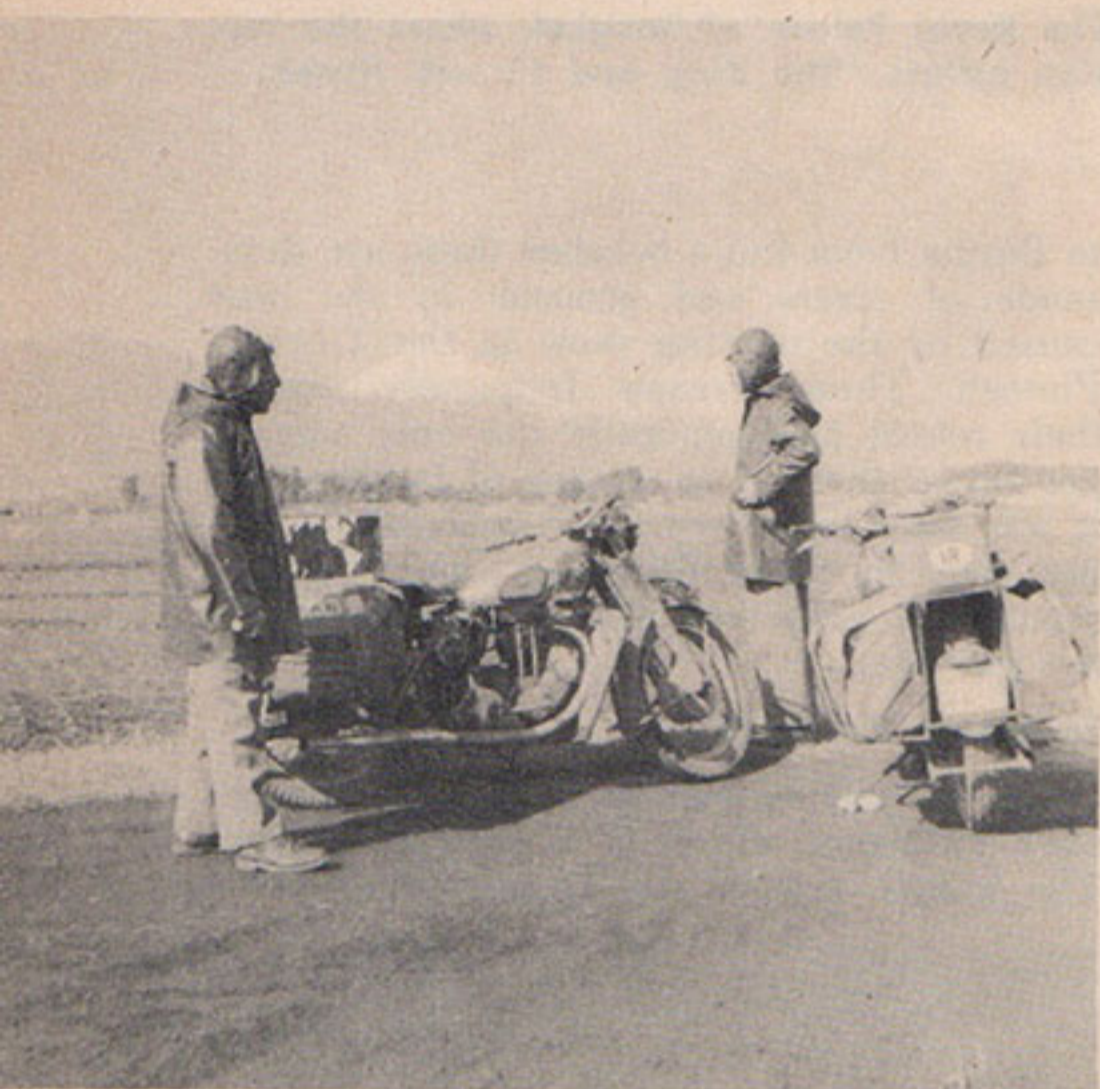
The large gutted building marks the "Mecca of Peace", center of Hiroshima's atomic blast.



Issa looks in on two Japanese shamisen players.



A newly-wedded Japanese couple. The groom wears the colorful traditional costume which, because of its high price, is usually rented. The bride's hair is worn in a geisha style.



Mt. Fuji (12,000 ft.) overlooks Tokyo. Streams from Fuji's melting snow made the road at the foot of the mountain treacherous.

live by fishing in the river on which the town is situated. The children of Daka go to school in logs carved into tiny canoes which turn over very easily. But this presents no hazard, since the children are trained to swim as a native tradition. I have seen canoes upset carrying children with heavy dresses on and watched them swim rather far distances with one hand, holding their books above the water with the other.

We rode down the peninsula of Burma and through Siam without incident and then through Malaya where we met the bandits. Fortunately we arrived in Singapore in time for the Chinese New Year, during which celebration, according to custom, they present bachelors with money. Luckily my brother and I are unmarried, and so by this strange and generous custom we collected enough cash to pay our expenses to Indonesia, our next destination, where we had an informal chat with Dr. Sukarno, the President of Indonesia, in Djakarta.

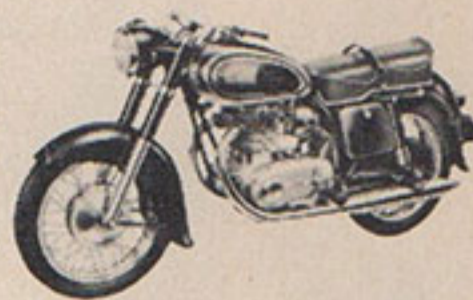
We are gradually making our way, trying to absorb the philosophies of the different peoples in the world as we go. When we return home in seven more years we plan to write a full account of our trip, which by that time should fill several volumes.



MAGIC 5

IMPERATOR

400cc OHC Twin
100 MPH - 28 HP
62 MPG - Earles
Type fork.



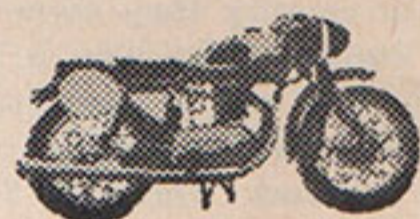
RESIDENT

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



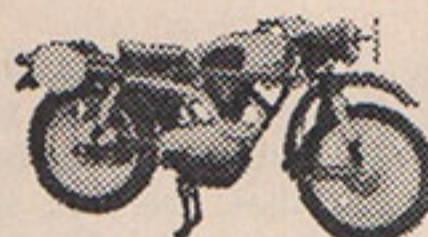
IMPERATOR RACER

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



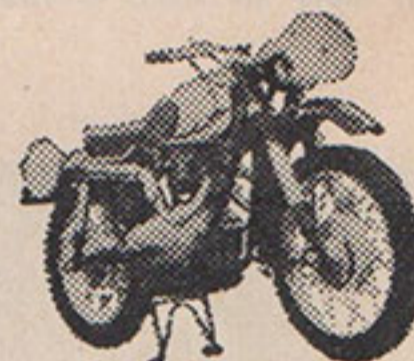
RESIDENT ENDURO 250 cc

20 HP -- 80 MPH
7200 RPM
Ideal for enduros
and scrambles.



RESIDENT ENDURO 350 cc

90 MPH -- 26 HP
6200 RPM
A speed demon in
the light weight
class.



Attention: 5 Special sprockets available for each model starting with 14 teeth at slight extra cost.

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1/8 to 9/16 W.\$3.20

Sockets, drop forged Chrome Alloy steel, hot

broached 12 point, 3/8" sq. dr., Chromium

plated. Set of 5, 1/8 to 3/8 whitworth.....\$4.66

Set of 5 Stabil End wrenches, drop forged Manganese-Silicon steel, Nickel plated, 6 x 7, 8 x 9,

10 x 11, 12 x 14, and 17 x 19 mm.\$3.20

11 sockets, all sizes 9 to 19 mm, 3/8" dr., \$9.98

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CHRISTMAS GIVING at its best...

CLYMER HELMETS



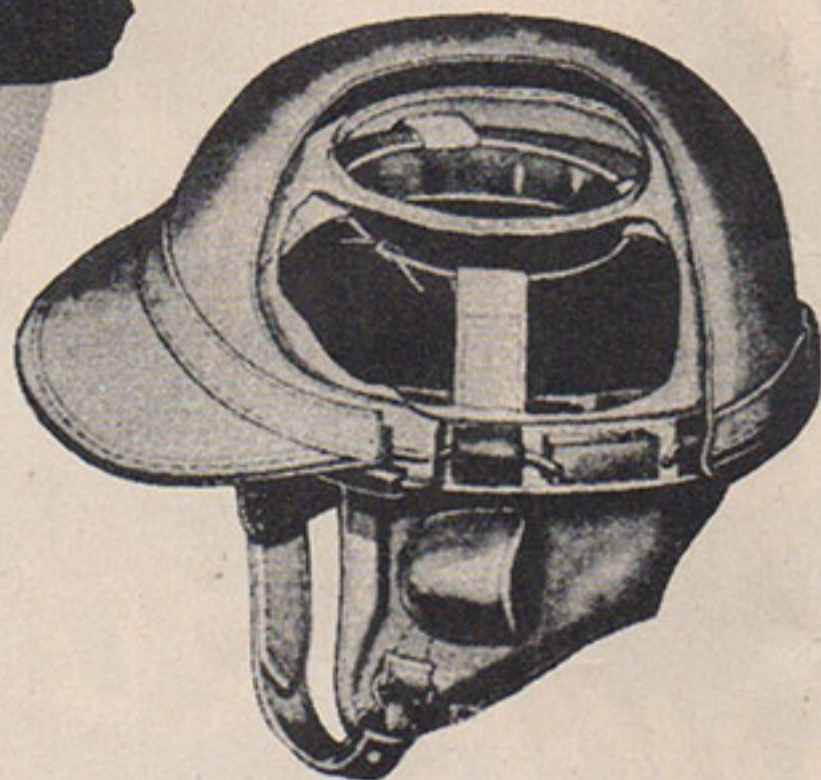
The New Clymer

"St. CHRISTOPHER"

"Safety for the Traveler"



\$16.50



PRICE \$16.50—Includes quickly detachable visor. Be sure to give hat size when ordering.

As pioneer crash helmet distributors in America, we proudly announce the new Clymer St. Christopher model Safety Helmet for motorcyclists. New transportation safety measures are now being advocated by the National Safety Council and all car manufacturers. This addition to the Clymer helmet line now enables the motorcyclist to enjoy using a light (yet strong), attractive, comfortable and safe helmet for every day use on city streets and highways.

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

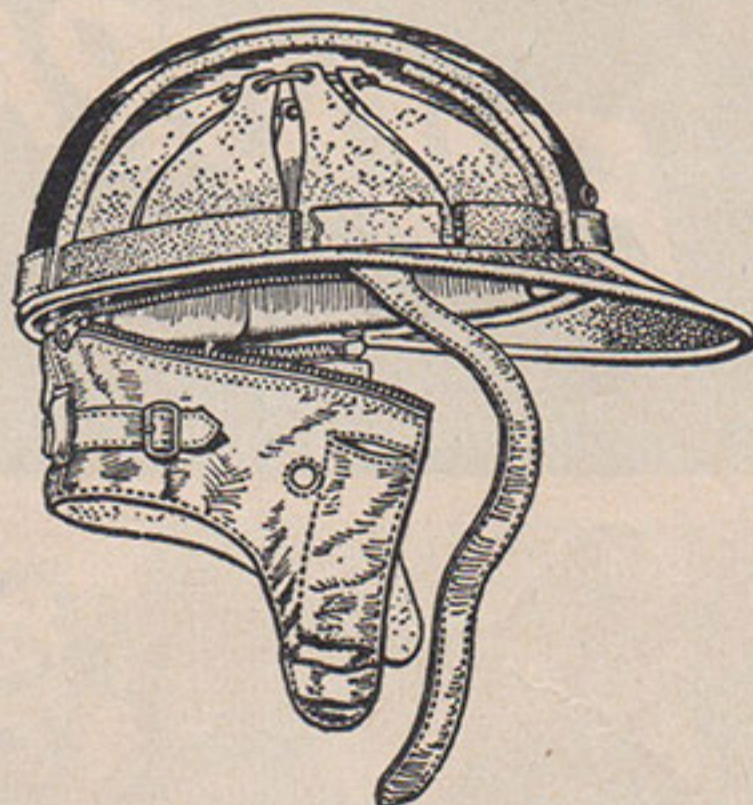
FEATURES THAT ARE UNEXCELLED

SAFEST! STRONGEST! SMARTEST! MOST COMFORTABLE!

- Shell of Molded fiberglass—the wonder material. Light .1 lb. 5 oz. resilient and abrasive-resistant.
- Waterproof and easily cleaned. White color—easily seen at night.
- Harness of finest chrome, natural sheepskin leather with strong webbing interior straps.
- Nylon cord and thread used—there is no cheap cotton stitching. Full leather neckband.
- Semi-floating headband and harness for comfort and shock absorption.
- Attractive—improves wearer's appearance
- For men, women, boys or girls.
- Easily detachable visor available.
- B. S. T. KITE mark approved—specification 2001. Passes severest British standard tests.
- Worn exclusively by R.A.C. patrols and by many police officers the world over.

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

The New Clymer "SPORTSMAN" Safety Helmet



Easily detachable neckpiece

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

PRICED LOW AT **\$18.00**

A NEW SAFETY HELMET

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

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

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

Give hat size when ordering

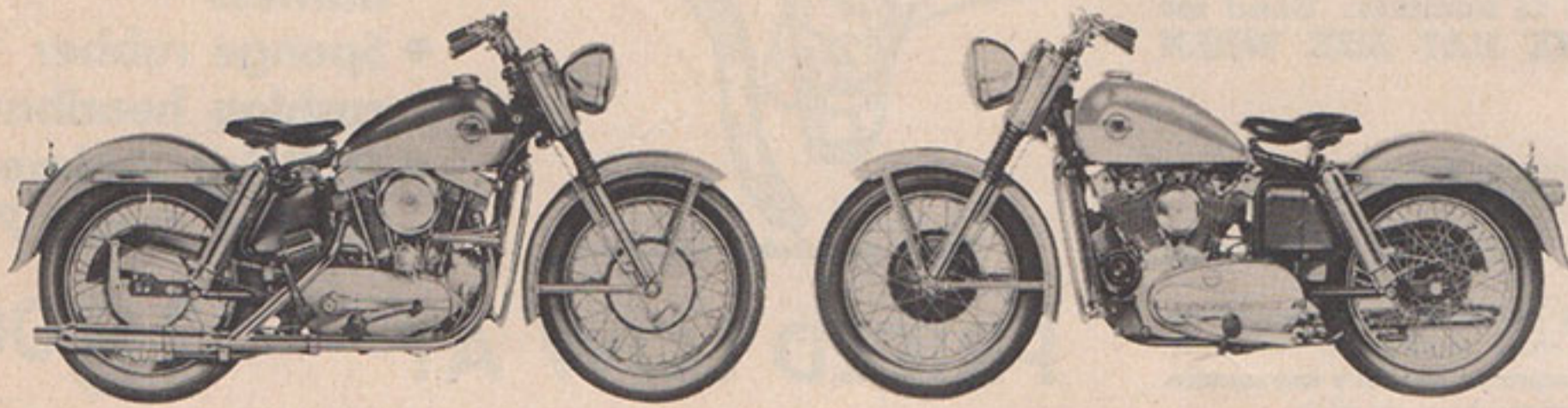
FLOYD CLYMER HELMETS

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

1268 SOUTH ALVARADO STREET

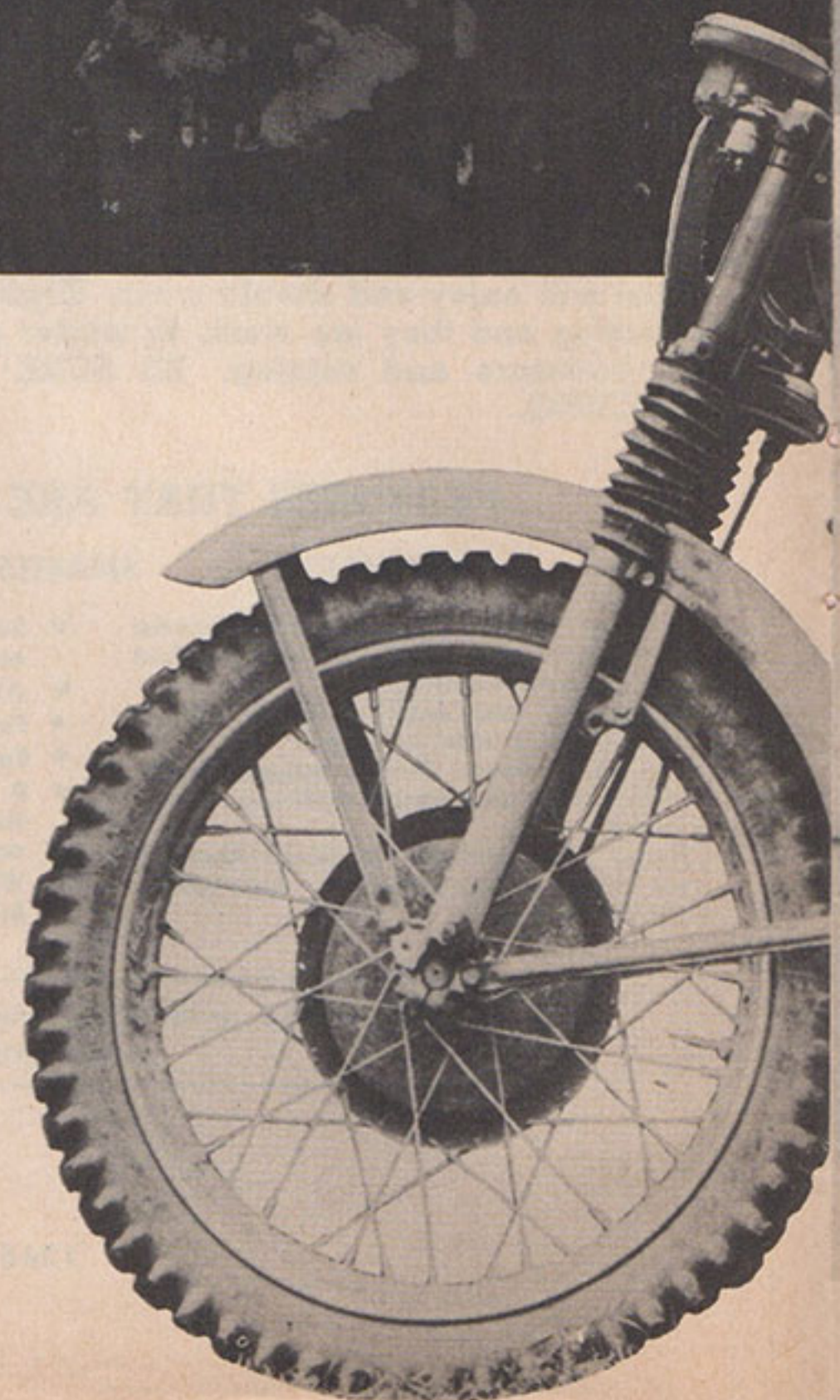
LOS ANGELES 6, CALIFORNIA

Gerald Mc Govern on
Harley-Davidson
SPORTSTER
JACK PINE
WINS 500-MILE
ENDURANCE RUN...



THE STAR PERFORMING SPORTSTER FOR '58

Here's a *proven* winner — *proven* in unrivaled performance through 500 miles of mud, sand and water. The SPORTSTER's mighty, 55 cubic inch OHV engine stands ready to *put you in the lead* — on-or-off the road. See and ride the new SPORTSTER at your Harley-Davidson dealer and get in on his *top-value trade-in deal, and new convenient terms.*





Cecil Lane, Heavyweight Champion, blasts his Harley-Davidson through the sand.



Harley-Davidson riders Robert Kircher and Ernest Kimball — new Sidecar Champions.



Leroy Winters, 1st place in Bantamweight Class A, on his Harley-Davidson HUMMER.

24th JACK PINE VICTORY FOR HARLEY-DAVIDSON

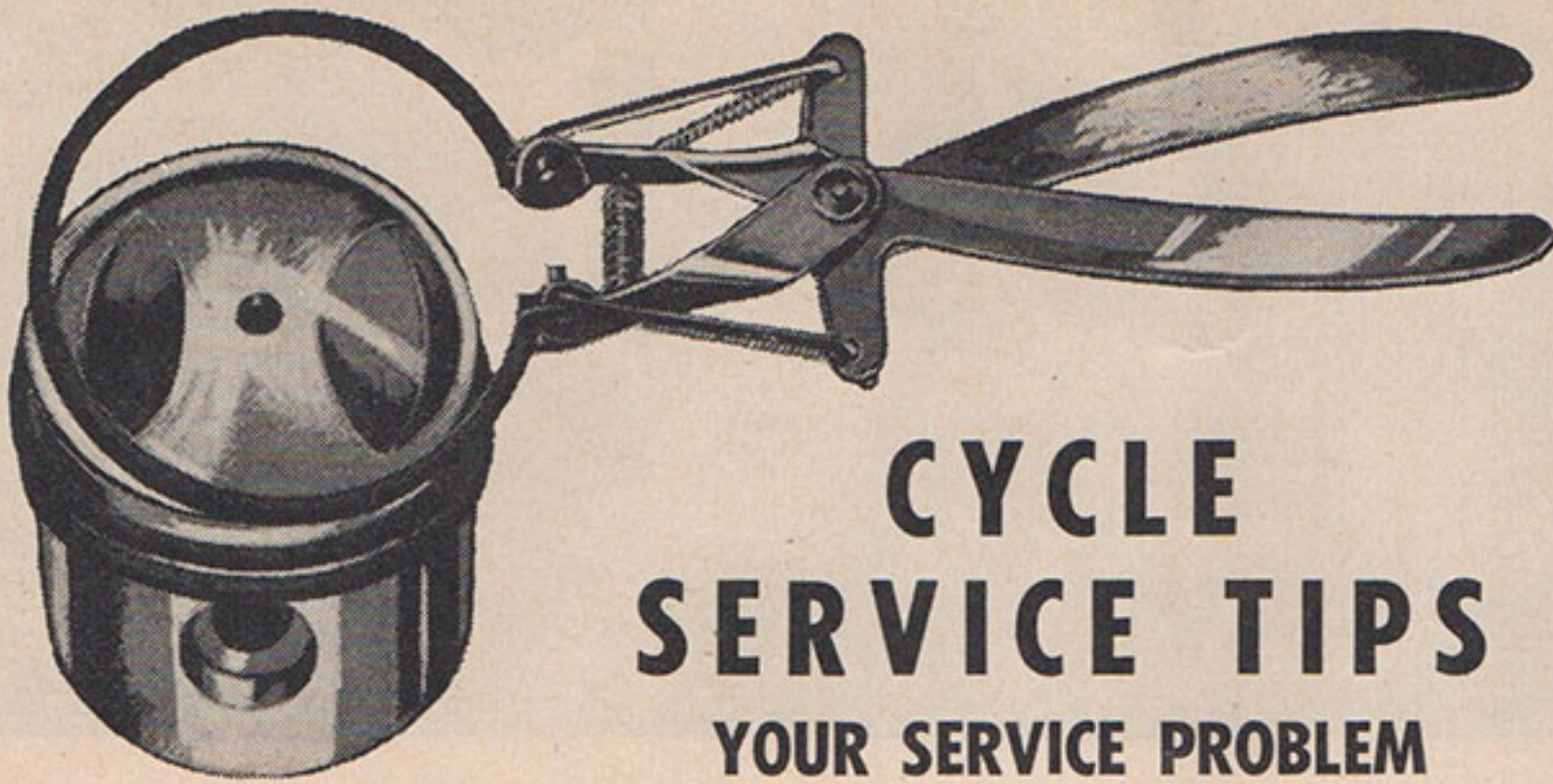
This year, Gerald McGovern of Grand Rapids, Michigan, put his new Harley-Davidson SPORTSTER through the paces in the '57 JACK PINE 500-MILE ENDURANCE RUN and *out-performed . . . out-pointed* all other makes! After the two days of torture were over, Gerald came through with a score of 959 to win the GRAND CHAMPION title.

This great 1957 victory makes it the twenty-fourth "top place" year for Harley-Davidson in the roughest, toughest, back-busting run of them all. Harley-Davidson's *winning history* speaks for itself — here's the brand that is *made to take it . . . here's the brand that is made to win!*

HARLEY-DAVIDSON MOTOR CO.
Milwaukee 1, Wisconsin

Grand Champion Gerald McGovern streaks through the brush on his Harley-Davidson SPORTSTER to win the event.





CYCLE SERVICE TIPS YOUR SERVICE PROBLEM

By J. B. Nicholson

J. B. Nicholson, who has so ably written the material that appears in CYCLE TIPS, will answer questions of general interest to owners of various makes of motorcycles. Nicholson is an expert in his field, having written the book "Modern Motorcycle Mechanics," and being engaged for many years in the sale and servicing of motorcycles with his brother.

Questions should be sent to J. B. Nicholson, C/O CYCLE, 1268 So. Alvarado, Los Angeles 6, Calif.

Q Where are pistons measured for size?

A Cam ground pistons are used in most motorcycle engines, and they should be measured at the top of the skirt across the front and rear. Pistons that are round must be measured just below the bottom compression ring and must be checked in both front and rear and side diameters for trueness.

Q I am replacing the valve guides on my 1949 Matchless 500 single. As there are no shoulders on these guides, how do I know when they are driven far enough into the head?

A The inlet valve guide should project $\frac{1}{2}$ " from the head; the exhaust guide $\frac{5}{8}$ ".

Q What is the best carburetor jet for a '50 T-Bird?

A This depends on the carburetor equipment and whether you are operating with or without air cleaner. On the original 1" bore carburetor with air cleaner, size No. 140 or 150 main jet is required; without air cleaner size 180 or 190. With the 1 $\frac{1}{16}$ " size regular pattern Amal carburetor the with-air-cleaner requirements are about the same, but without air cleaner size 190 - 200. It should be noted that these early-model air cleaners had a considerable amount of drag. On the 1952 and later models with the improved air cleaner and straight inlet passage through the frame seat tube, much less difference in jet size with and without air cleaner is required. The late model Birds with 1 $\frac{1}{6}$ " monobloc generally go best with a No. 250 - 270 with air cleaner, and something in the 270 - 300 range without.

Q What piston clearances should I allow when reboring my BSA Model B-33?

A This depends on the type of piston you are installing. Solid-skirt pistons are generally tapered about .002" and should be fitted with .005 bottom-of-skirt clearance, .007" top-of-skirt. If you are installing the current type of compensating skirt piston, which is a Hepolite SW pattern with two horizontal as well as the vertical skirt slots, .0025" bottom-of-skirt clearance should be

provided. This type of piston has a very slight taper providing just under .001 more clearance at the top end of skirt. Piston should be installed so vertical skirt split is to the front.

Q What's the best way to run in a new motor? What trouble is likely to be caused by not running in?

A Progressively. A piston seizure is the most likely consequence of failing to provide a reasonable running-in. The most suitable running-in speeds vary with different sizes of motors. It is advisable to keep speed down to the figures shown below for the first 200 miles:

125 - 150 models	- 25 m.p.h.
200 - 250 models	- 30 m.p.h.
350 - 500 models	- 35 m.p.h.
650 and larger	- 40 m.p.h.

Progressively increasing cruising speed five mph at 200-mile intervals is generally quite safe. Short frequent bursts of five to 10 mph higher speeds, followed by quickly snapping the throttle shut, will cause no harm and are useful. It is much better to frequently increase the loading on the engine in this way than to maintain an absolutely steady speed which accomplishes relatively little in the way of running in. Maintained maximum speed work should be avoided until after 2,000 miles have been covered.

In some instances during the running-in period, particularly where there is a lot of stop-and-start driving, it is desirable to use a slightly hotter running type of spark plug to avoid fouling up. Do not overlook changing back to the original plug or even a slightly cooler type when the running-in stage is well advanced and high cruising speeds are being maintained. Factors that lead to piston trouble in the advanced stages of running in are spark plug pre-ignition and overheating as a result of operating with too weak a carburetor mixture.

Lubrication should be given close attention during the running-in period. It is not necessary to use a lighter grade of oil than normally required. It is important, however, to make the first engine oil change at relatively low mileage, preferably within the first 250 miles. This, as other oil changes, should be made immediately after operation while hot when most harmful particles are in suspension in the oil.

If the motor is being overdriven for its run-

ning-in stage, there is usually some indication of impending piston seizure by a slight slowing down or failure to respond to further throttle opening in the normal manner. At the first sign of this the throttle should be quickly snapped shut and speed reduced. The practice of frequently snapping the throttle shut during the running-in period is a useful one as the resulting vacuum in the cylinder draws up additional oil, increasing cylinder and piston lubrication.

Q I use my 40" BSA '53 twin mostly on the road but would like to hop it up for some dragging and get more top speed as well as acceleration. What do you recommend?

A It is not difficult to boost the standard output on this motor from 35 to about 42 bhp. First of all, you should install the Road Rocket type camshaft. Replace the 7.25:1 pistons with 8:1 or 8.5:1 ratio. Higher ratios are not recommended. A 1 $\frac{1}{8}$ " bore monobloc carburetor operated without an air cleaner will give you plenty of capacity. A main jet size in the range of 300 - 320 will likely be most suitable but it is a good idea to try out sizes down to 270 and up to 350. K.L.G. F100 or Lodge 3HN plugs are good with this setup for dragging or very fast highway work.

While installing this equipment you should, of course, bring everything up to first-class mechanical condition. Do not overlook the rod big ends or the condition of the right crankshaft main bearing. These will probably benefit from replacement. New exhaust valves and a set of valve springs would be a good idea at this time. Some time can be well spent on polishing out the inlet ports. Also check the new carburetor against the cylinder head flange and remove any metal necessary to eliminate any step at this joint.

Q I can't figure out how to adjust the tappets on my AJS twin.

A This is done by rotating the eccentrically-mounted rocker shafts. Set piston on top of compression stroke in cylinder in which valves are to be adjusted. Slacken the locking nut on clamping bolt at least one-half turn. Rotate rocker shaft until .006 clearance is present between rocker and valve end. Retighten clamping bolt lock nut. After both valves on one cylinder have been adjusted, rotate motor one revolution to bring the other piston to top of compression stroke and adjust both valves in a similar manner. Adjustment should be made with motor cold.

Q I am taking apart my Royal Enfield 350 cc Model G. I cannot get the crankshaft pinion nut, which has the oil worm drive on it, off. What do you suggest?

A You may have overlooked that this is a left-hand thread and requires unscrewing in a clockwise manner. Use a good fitting wrench on this and strike a sharp blow with a hammer.

Q How can I get the engine sprocket loose from the crankshaft on my Harley WL 45?

A This is a plain taper fit that can be removed with either a gear or sprocket puller but generally is more simply removed by just placing a drift against the edge of sprocket but just inside from the teeth and striking a sharp blow with a hammer. Generally this will jar sprocket free from taper.

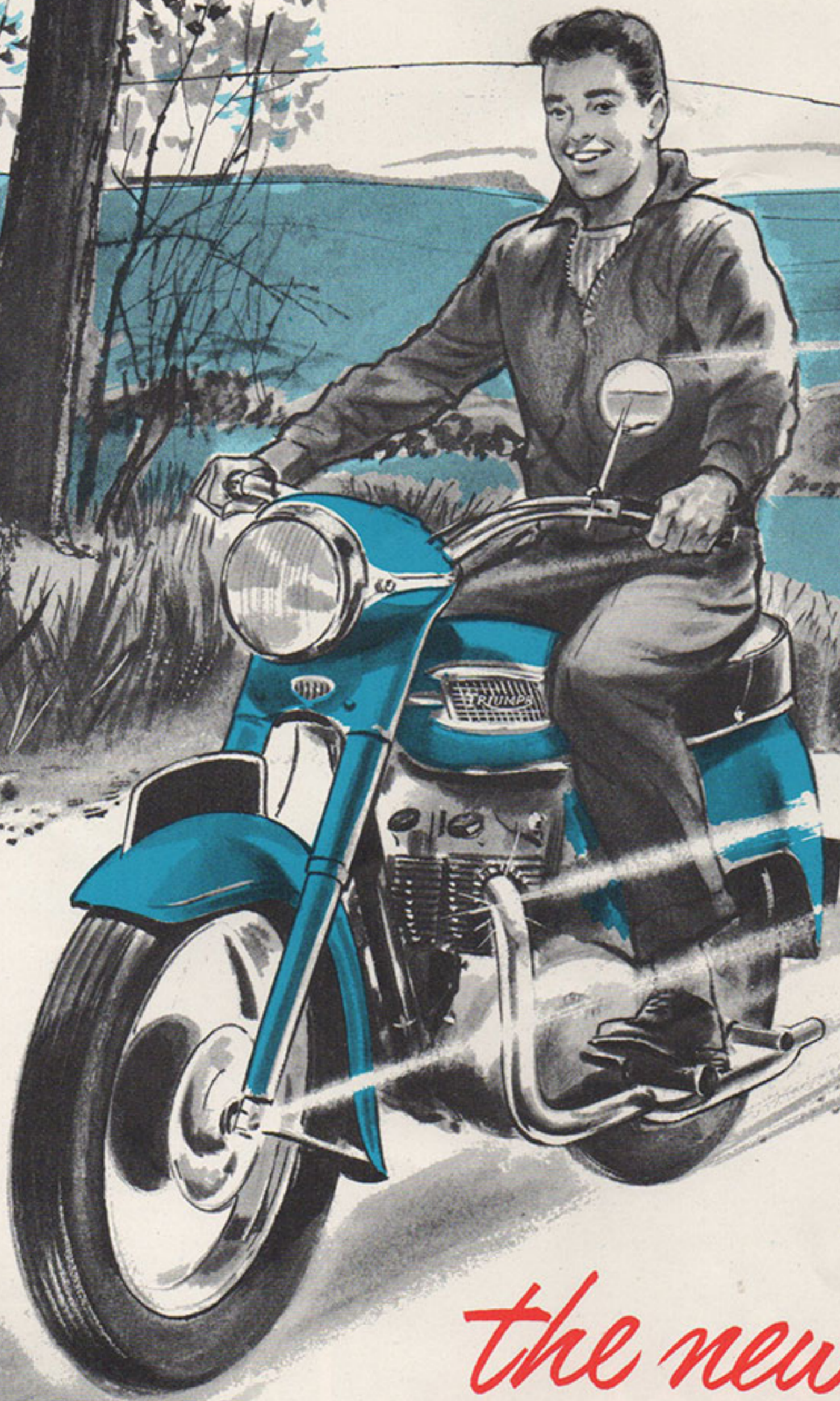
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1958

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LINE



featuring

*the new concept in
motorcycle design!*

THE HIGH PERFORMANCE LINE —
MOST IMITATED BUT NEVER SURPASSED

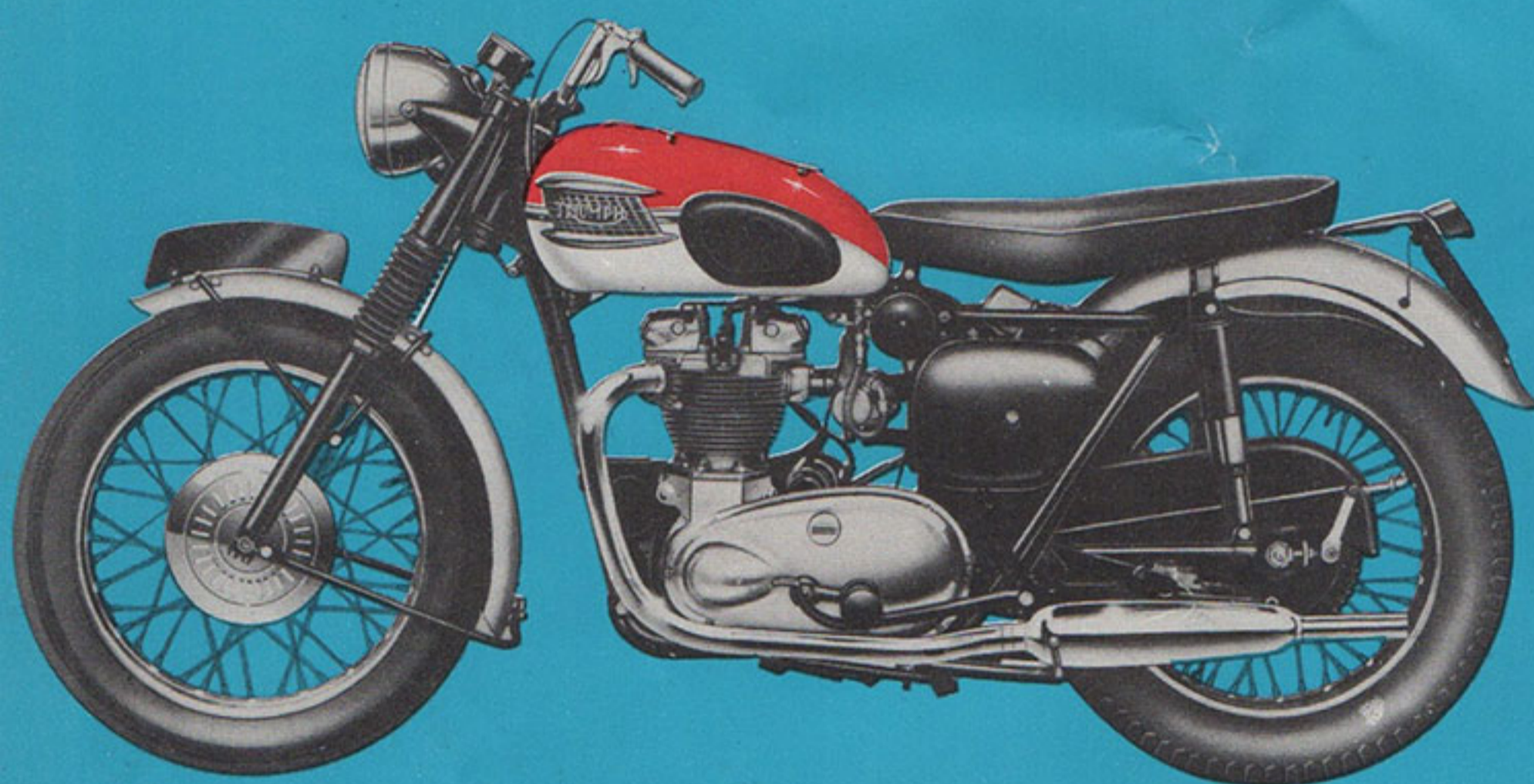
TRIUMPH[®]

New
"SLICK
SHIFT"

Sets the pace
for '58!

New Colors! Sparkling Chrome!

plus a host of design advances highlight the
new '58 Triumph range of OHV motorcycles

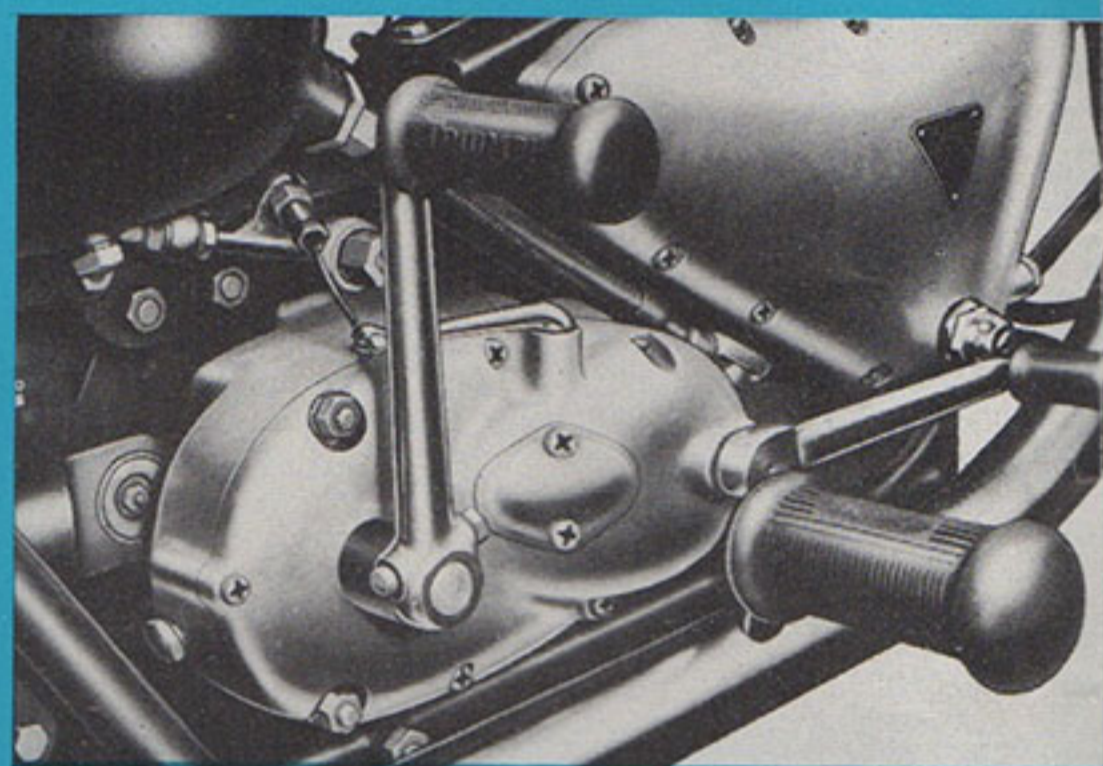
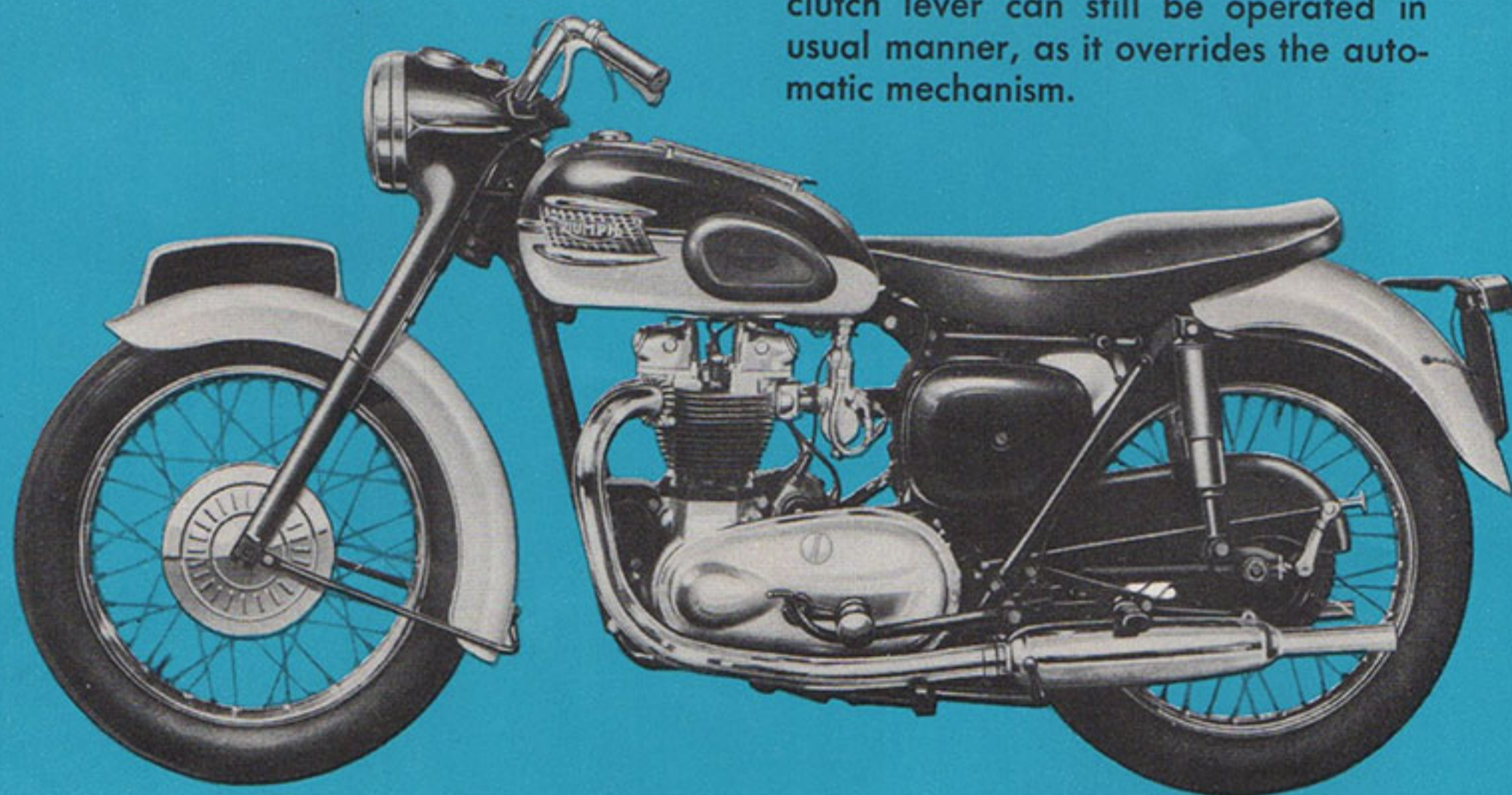


TROPHYBIRD ROAD SPORTS TR-6/A

For the sportsman who demands top performance on or off the road. Features chrome plated detachable headlamp. Has rubber mounted tachometer, speedometer. Quickly detachable head-lamp and D.C. lighting set. Trophy-type rear and light alloy front fenders. In exciting two-tone Ivory and Aztec Red with black frame.

TIGER SUPER SPORTS T-110

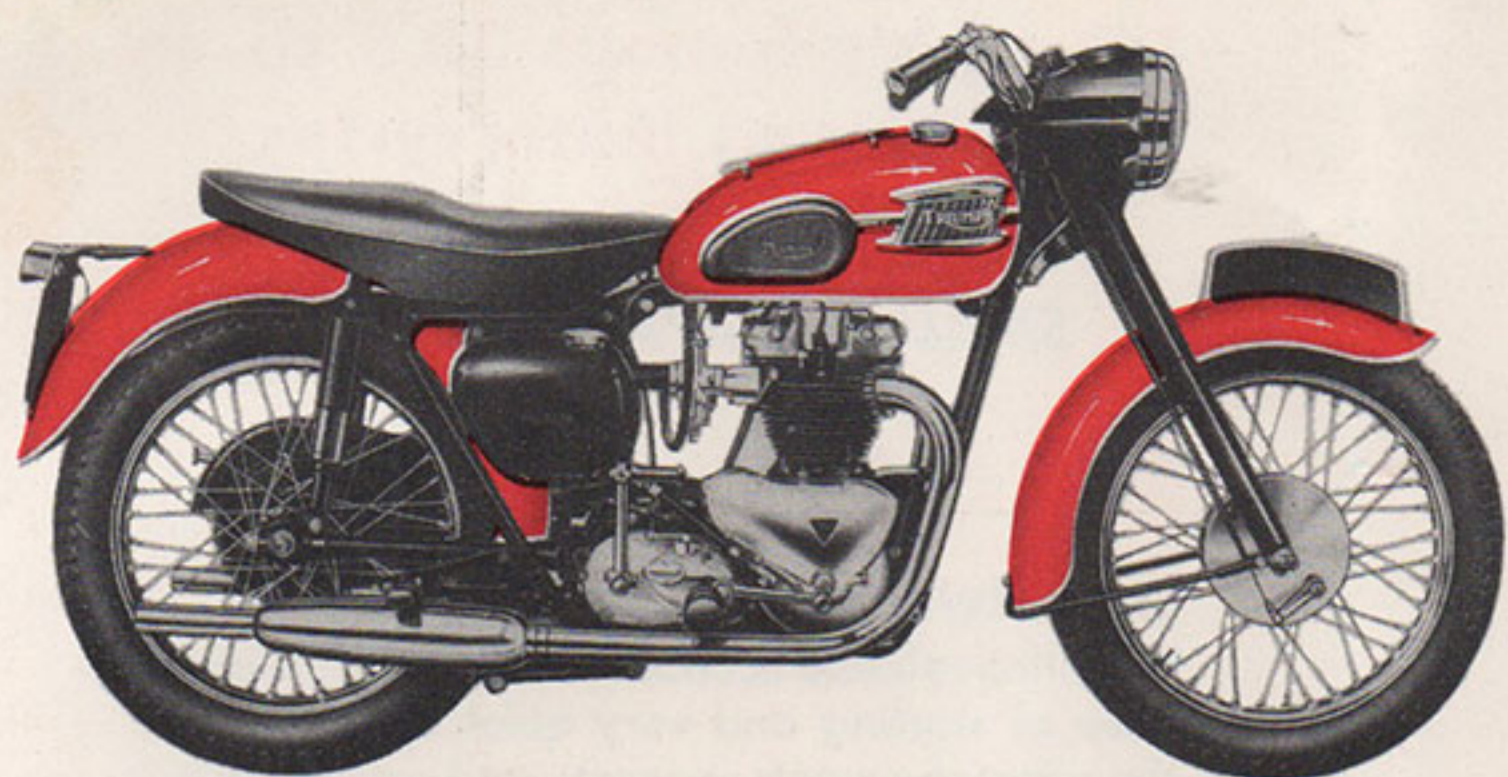
The top road performer in America today. Features the Triumph streamlined nacelle-instrument panel and deep fenders. In startling two-tone Jet Black over Ivory with black frame.



All '58 Triumph 500 and 650 c.c. models feature the amazing, new "slick-shift" Auto-clutch. Footchange lever disengages clutch either up or down, allows gears to change without operating handlebar lever. However, clutch lever can still be operated in usual manner, as it overrides the automatic mechanism.

New Features!

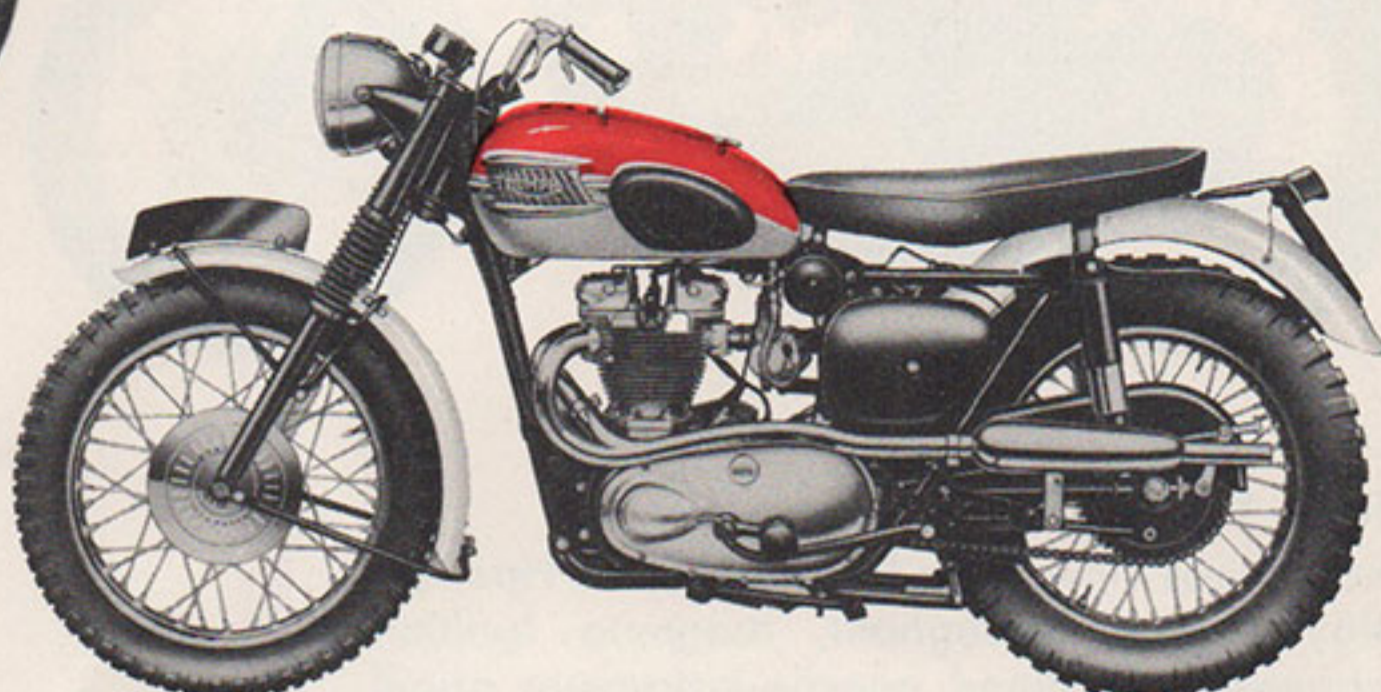
- ★ Full width hub front brake on all twins
- ★ New deeper fenders
- ★ Improved clutch design for longer life
- ★ Adjustable "while-in-motion" brake and clutch cables
- ★ New oil seals for cleanliness



THUNDERBIRD 6-T

Here's the famous full-powered standard road machine that offers most for most riders at the best possible value for money. Has streamlined nacelle-instrument panel. Offers great reliability, silence and ease of starting. In long-wearing Aztec Red with black frame.

TROPHYBIRD SCRAMBLER TR-6/B
 For the Club competitor and off-the-road rider. Has cross-over upswept exhaust pipes, sports tires. Two-tone Ivory and Aztec Red.

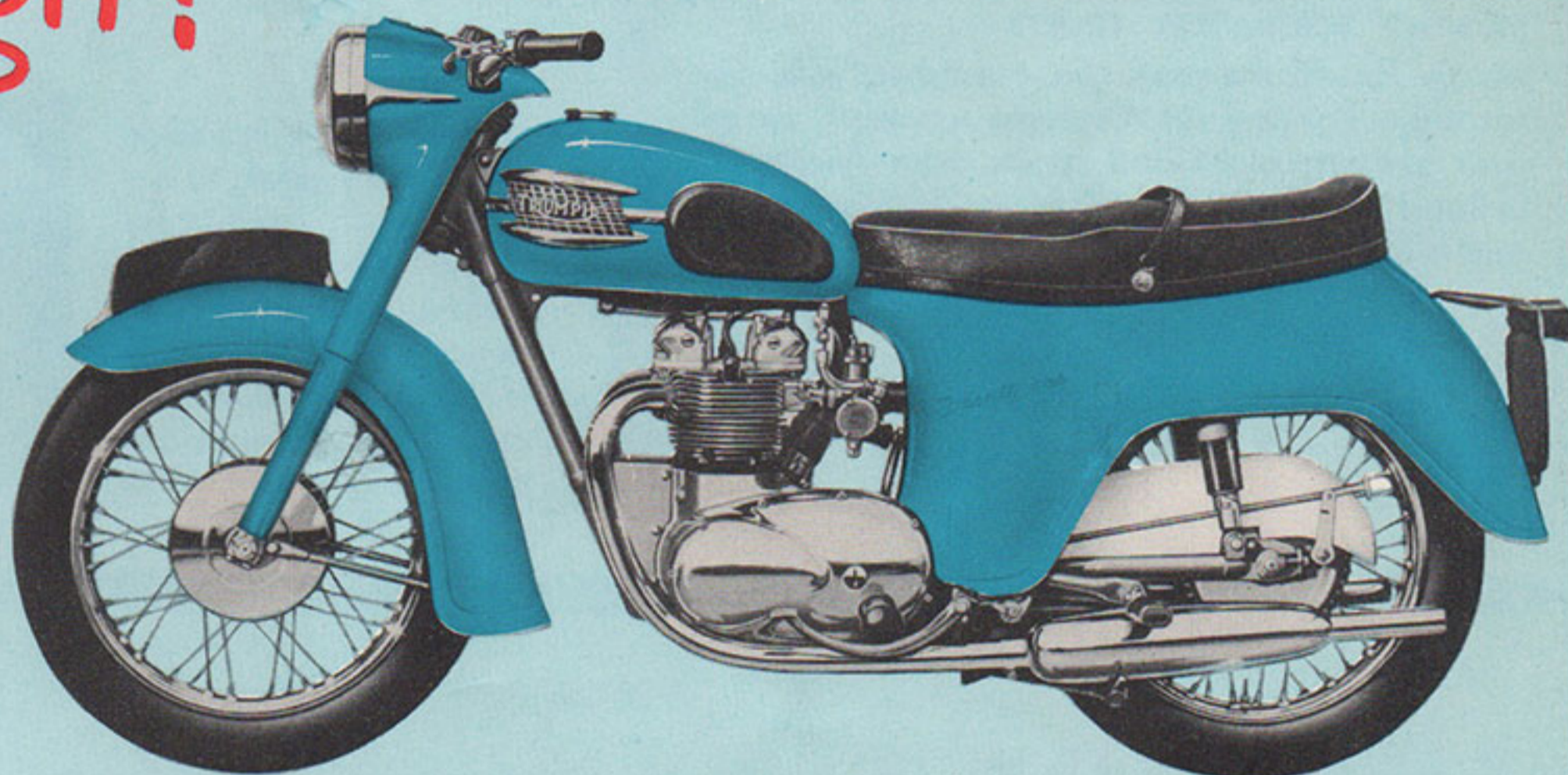


New Design!

Completely new
THE STREAMLINED TWENTY-ONE

Here's the newest addition to the family of Triumphs. Has a wonderful new Triumph engine of 21 cu. in. 350 c.c. Representing over 50 years of design leadership by Triumph, it gives turbine-like smoothness, extreme ease of starting, silent performance.

Enclosed streamlined rear sets new standard of cleanliness for both rider and passenger. Full width hub front brake, swinging arm hydraulic suspension — 100 new features. In Azure Blue with black frame.



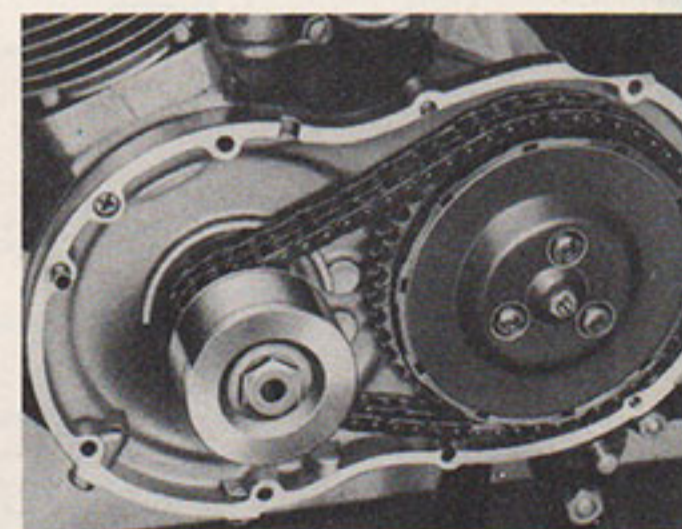
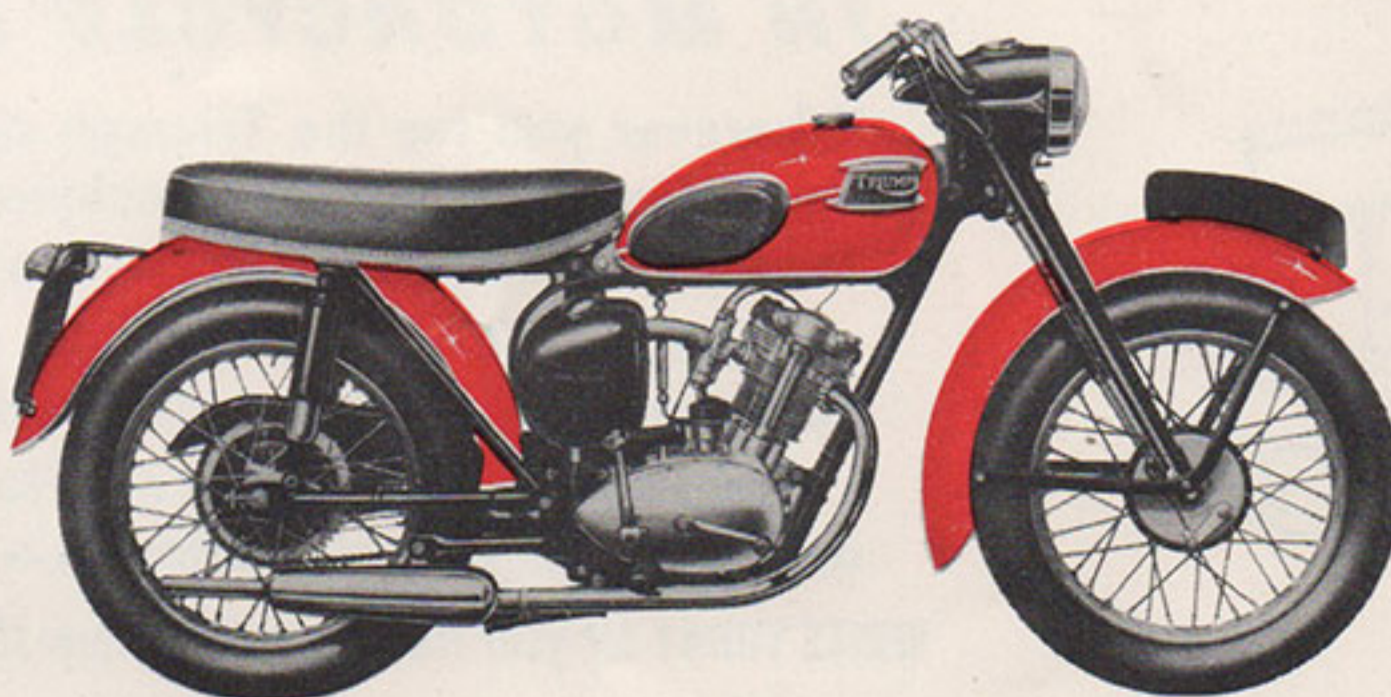
Years ahead in design

TIGER CUB ROAD SPORTS T-20/C-A

Four-cycle high-efficiency lightweight for the sportsman. Trophy-type fenders, rubber front fork covers, side stand, dual primary chain and improved clutch. **Tiger Cub Competition T-20/C** Similar to the T-20/C-A but with upswept exhaust pipe and Trophy-type muffler, sports tires.

TIGER CUB STANDARD ROAD T-20

Four-cycle OHV single for general use. Has low seating position, easy starting. Very reliable and economical. Has many improvements for '58. All Cub models in Aztec Red with black frame. **Tiger Cub Junior T-20/J** Special Tiger Cub model for the beginner or young rider. Certified to produce less than 5 BHP.



The new '58 Tiger Cub models are equipped with a new 3/8" Duplex primary chain and cast clutch housing for extra-smooth transmission characteristics, longer chain life and better clutch operation. Includes new inner and outer primary covers and final drive sprockets.

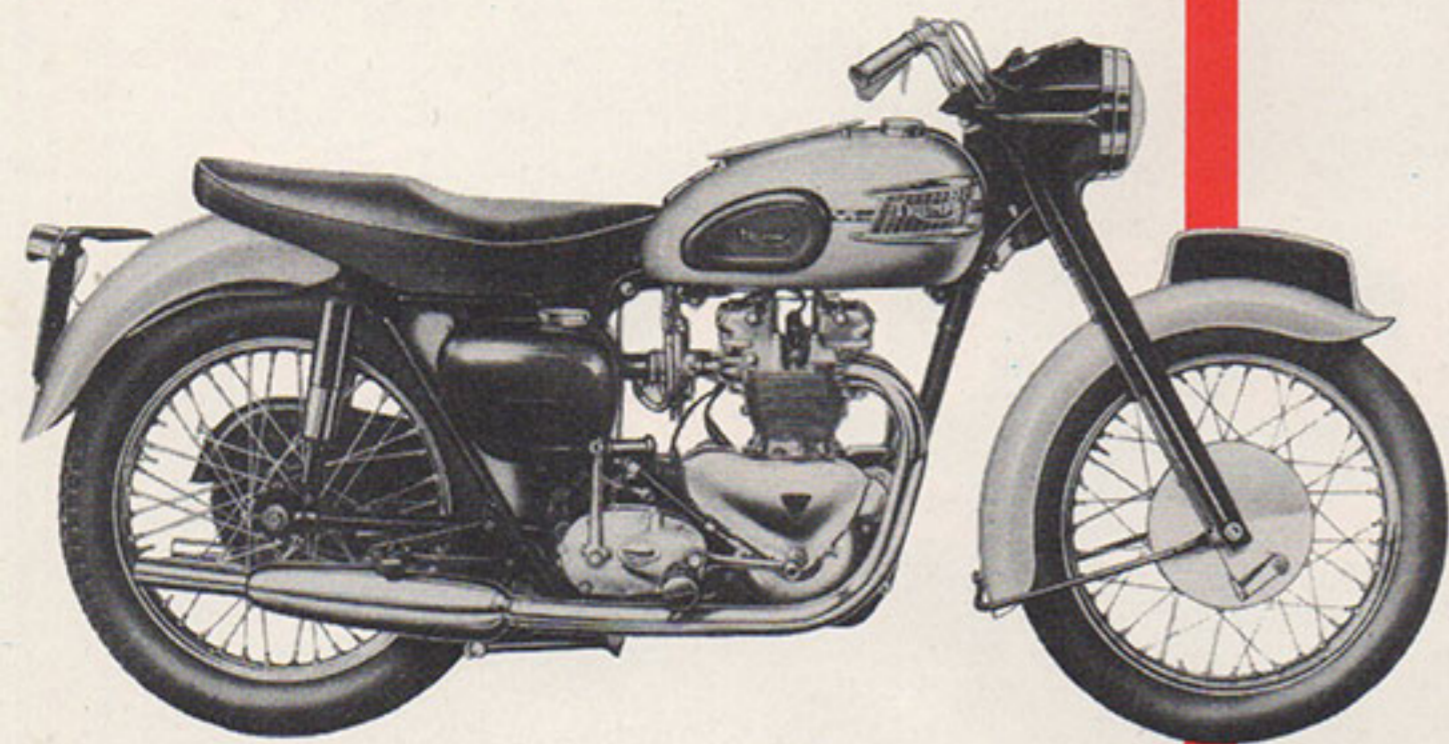
New Performance!

and Fastest

THE WORLD'S BEST MOTORCYCLE

**Triumph's famous 30.5 cu. in.
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**FOR RIDERS WHO WANT THE
SMALLER CAPACITY ENGINE**

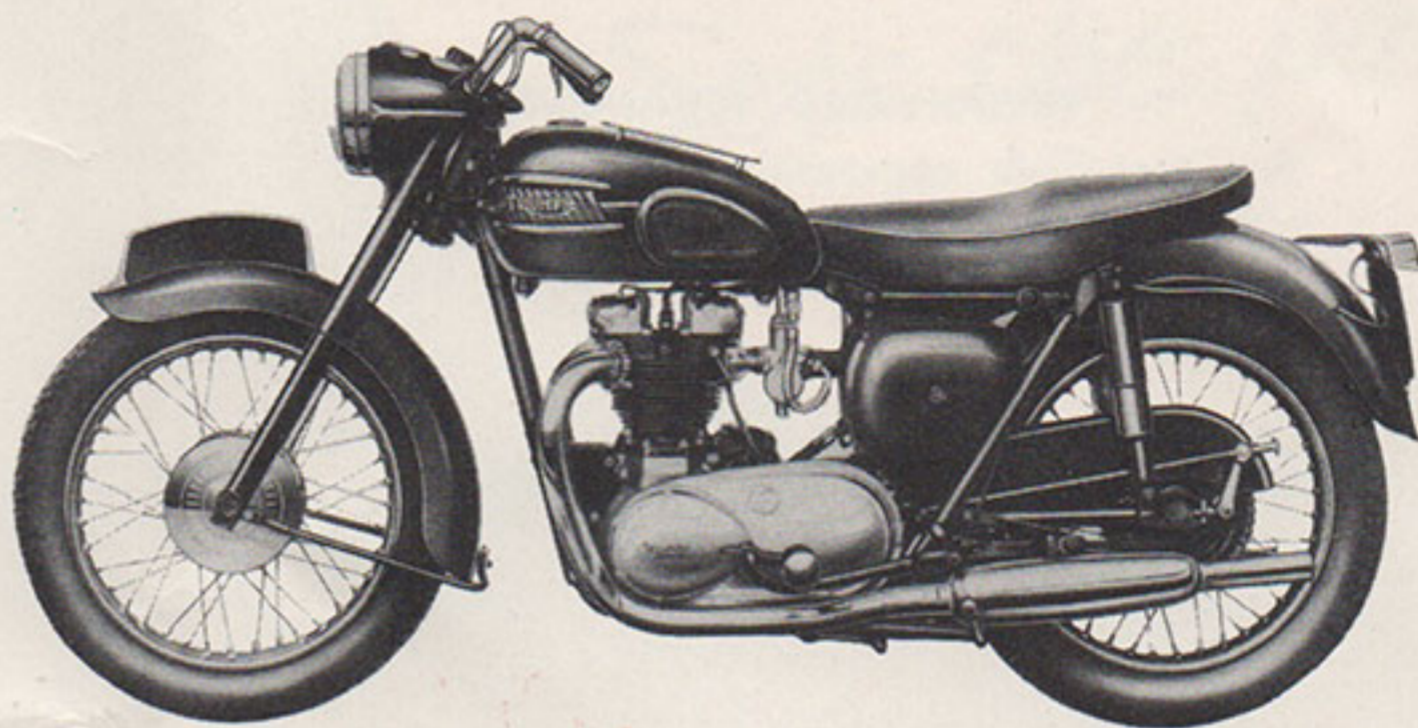


TIGER T-100

The famous Tiger in its fast road form. Has light alloy engine throughout, magneto ignition. Features streamlined nacelle-instrument panel, deep fenders and a 9:1 compression ratio. In modern Silver Gray with black frame.

TROPHY SCRAMBLER TR-5/B

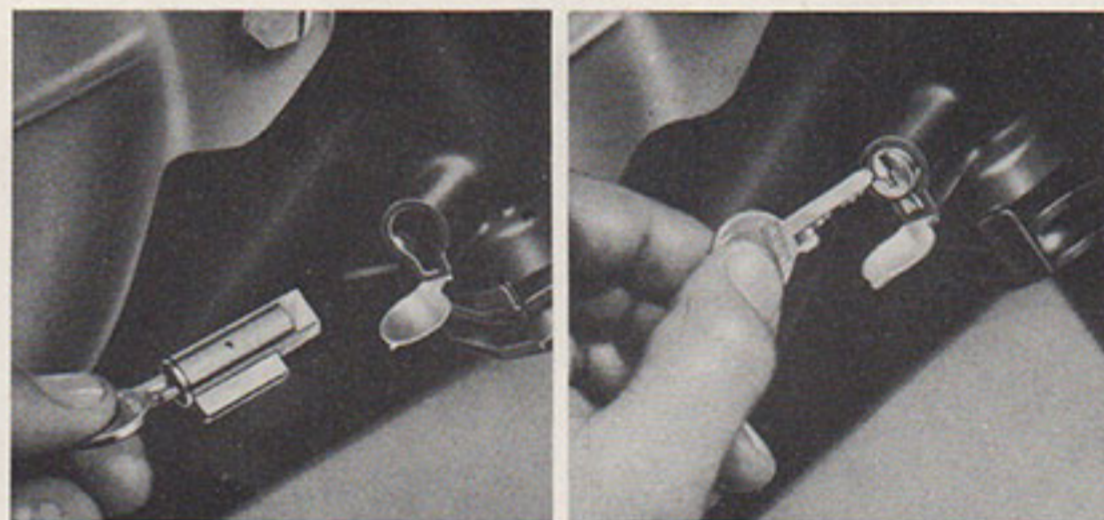
Mostly for off-the-road use. Furnished with detachable lighting set. Features upswept, cross-over exhaust pipes and sports tires. Available in Road Sports or Scrambler form. In Silver Gray and black.



SPEED TWIN 5-T

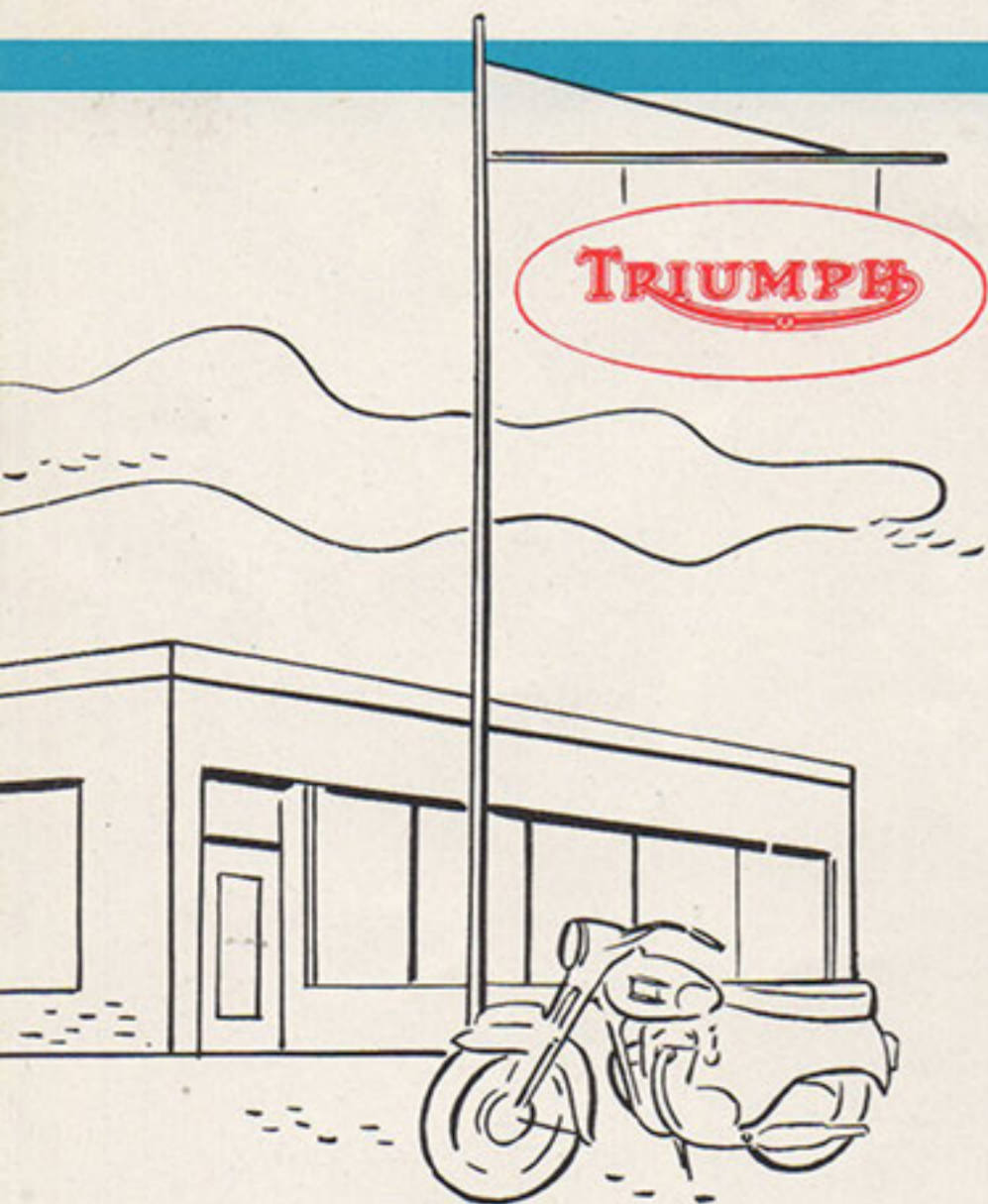
This ultra-reliable economy model offers extreme ease of starting and very quiet operation. For the rider who wants economy and comfort above all else. In Continental Red with black frame.

A head lug is provided on all '58 models to accommodate theft-proof lock. When key is turned, body of lock remains in position, key is withdrawn. Both key and lock are standard equipment.



Key and lock being inserted

Lock in position with key removed



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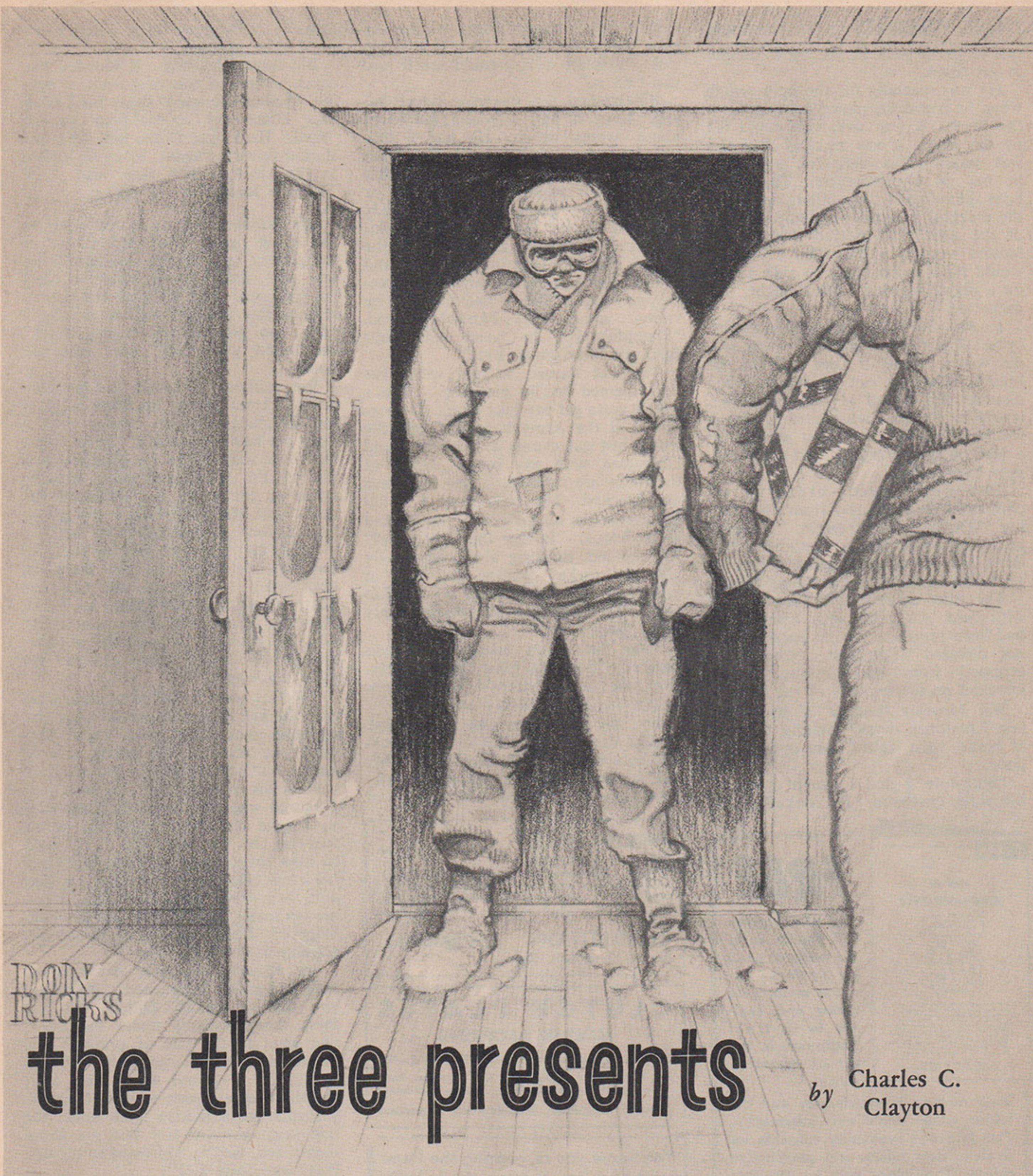
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The **TRIUMPH**
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the three presents

by Charles C. Clayton

Bill Moseley wiped the last of his wrenches and replaced them in the toolbox. Then pulling on his overcoat and gloves, he turned for a last look at his shop before switching off the light. It had taken him a long time to acquire all the tools and equipment that sat there gleaming cleanly on the floor and benches. But now the business was healthy, the mortgage was down where he didn't need to worry about it, and from the looks of the new models there was a good year ahead. The

wind whistled shrilly outside, blowing snow into drifts and plastering frost against the window. It was bad weather for Christmas Eve. A good night to be home with your family putting away a good turkey dinner like only Bill Moseley's wife could cook. And that was where he was going to be in just a few minutes. This was the first night he'd had to work so late in a long while, but it was better to get all the jobs caught up before Christmas so he wouldn't have to return from

the holidays to a stack of work. The clock on the wall at the front of the shop said 7 o'clock—he had to hurry home, Iris was waiting dinner and he'd have to kiss the kids goodnight early so they could be up to open their presents in the morning. The presents! He almost forgot. Bill went to the counter and pulled out from under it three large packages wrapped with gay holiday ribbons. Good thing he'd remembered the presents. It wouldn't be much

(Continued on page 28)

THREE PRESENTS CONTINUED

fun to drive back in the snow tonight to get them.

He was reaching for the light switch when he heard the motor coming down the street. It was sick, you could tell by the sound it was making. But this was certainly no night for anyone to be out on a motorcycle. The headlight illuminated the falling snow as the machine coughed to a stop in front of the door. Bill peered through the frosted window at the rider. "A man would have to be crazy to ride a bike on a night like this," Bill thought, "Or desperate."

It was no man riding this motorcycle. The figure hunched on the saddle was a statue of frost and ice, its breath billowing out in hoary white clouds. Bill stared at him perplexed, trying to imagine what earthly reason would persuade anyone to go out on a bike on such a night. And on Christmas Eve at that.

The rider stirred, breaking off chunks of ice and snow from his clothing. "Oh oh," Bill thought, "Whoever he is, he looks like a customer. If I don't get rid of him quick I'll never get home in time for Christmas dinner.

The rider came to the door shaking with cold. Only his eyes where they had been protected by the goggles were not covered with frost. More snow dropped from his clothing as he knocked on the window of the shop.

Bill Moseley thought of his wife's fine Christmas dinner waiting for him at home, then sighed, and opened the door.

"Sure-sure g-glad I caught you in," the rider chattered. He looked miser-

able in his frozen clothing wiping the rime from his face. "B-bike's kinda sick. 'Preciate it if y-you'd see if you can f-fix it."

Bill studied the shivering figure before him. It was a young kid, only about twenty or so. He had a thin beardless face that was ruddy from the cold. In his heavy clothing Bill couldn't tell whether he was fat or thin, but he guessed that the body shivering under the layers of mackinaw and sweaters was as thin as the face. The kid took off his cap and ran a skinny hand through his close-cropped hair. "Pretty bad night to be riding, son," Bill Moseley said. "Shouldn't you be home with your folks on Christmas Eve?"

The kid looked at him with eyes that seemed to be pleading. "That's why I gotta get my bike fixed. I'm stationed at the Army base in Castle ville and I just got a pass so I could spend Christmas with my mom. None of the buses are running, 'cause the roads are blocked. The only way I could get home was on my bike." He looked at the clock. "Is that the right time?" Bill nodded, thinking about his family and the turkey waiting for him at home. "I might still make it," the kid said. "My folks only live about twenty miles from here."

"But the Army base—" Bill was amazed, "that's at least thirty, thirty-five miles away. How'd you manage to get this far in such a storm?"

For the first time the kid smiled. "Oh, I used to do a lot of boondocking before I went in the Army. My old scrambler plows through pretty good, except that the last couple of

miles it's only been firing about every third time around."

Bill rubbed his chin. It sounded like condensation in the mag—not a very big job, but enough to delay his Christmas dinner by a half-hour or so. "Well," He looked at the kid, who had started shivering again. Then he looked at the clock, which now read 7:15. Then he looked at the phone.

Iris Moseley, dozing in the chair in the living room, heard the sound of the pickup as it turned into the driveway and rushed to the door to meet her husband. The clock on the mantle read a few minutes before midnight. "Did you get the boy home, Dear?" she asked when Bill came into the house.

Bill rubbed his hands and warmed them in front of the crackling blaze in the fireplace. "Yeah, honey, but I don't see how we made it. Some places the snow was drifted up almost to the top of the truck and more coming down all the time. But somehow the drifts just seemed to part enough to let us through. Kids gone to bed?"

"Yes, they tried to wait up for you, but they were all worn out from the excitement — trimming the tree and Santa Claus and everything, so I sent them on up to bed. They can hardly wait for morning to open the presents you got for them. What *did* you get them, anyway?"

"Well, I want to tell you about that. See, the kid only just got his pass this morning, and, well, you know they don't pay soldiers very much, and he had a kid brother and a kid sister as well as his mother, and . . . well . . . I figured what the heck, it's Christmas, so I gave him the present I'd gotten for you and the kids. He didn't want to take them, but I shoved them into his arms after we'd unloaded his bike and then drove away real fast. I can always make it up to you and the kids, I figured. I hope they won't be too disappointed in the morning."

Iris Moseley stared at her husband with a puzzled expression. "What are you talking about? Didn't you buy these three presents under the tree?" She went to the pile of presents and pulled out three large gaily wrapped packages. "I found them here after the children had gone to bed. I figured you must have hidden them under the tree yesterday and not told me about them. See, they're addressed to me and Betty and little Bill."

Bill Moseley examined the packages. "Well, I certainly didn't put them there. I gave your presents to the kid."

"But Bill, nobody else *could* have put them there." Besides, look at the tag. Who else but you would sign a present 'From Santa Claus'?"

Bill examined the tag and his brow furrowed. Just then the clock began to strike twelve. A smile of comprehension slowly crossed his face. Bill put down the present and threw his arms about his wife. "Merry Christmas, honey." He smiled. "Merry Christmas."

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HOW TO TEACH-A-NEW-RIDER



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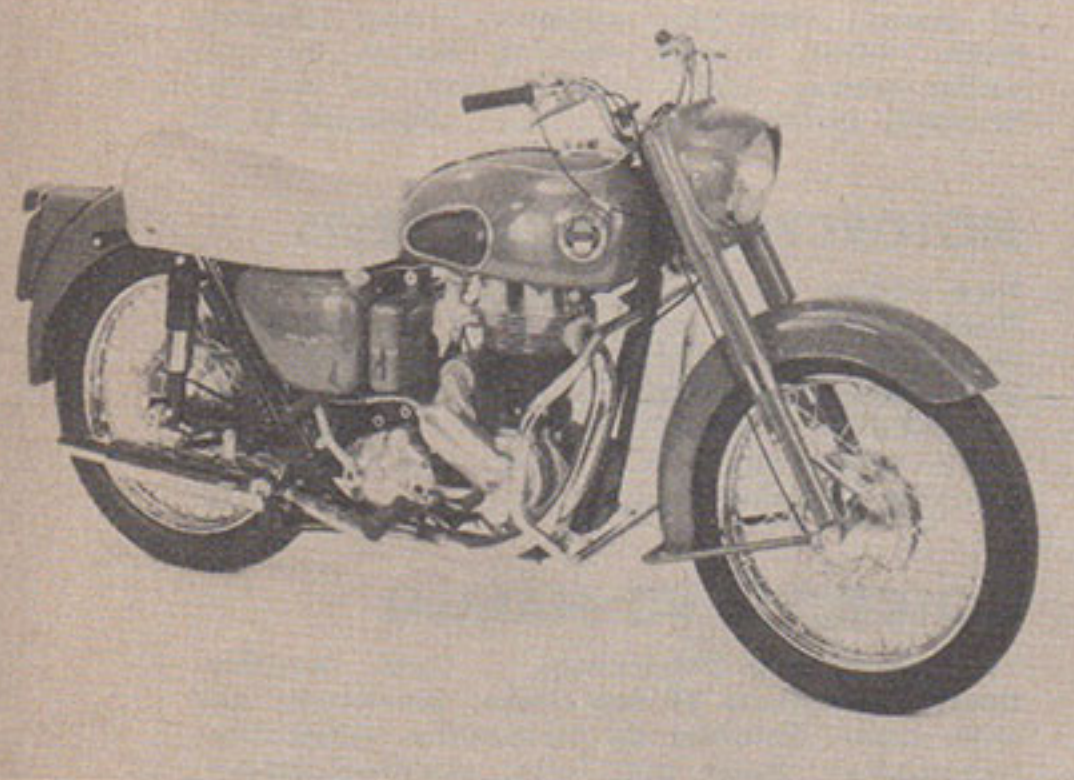
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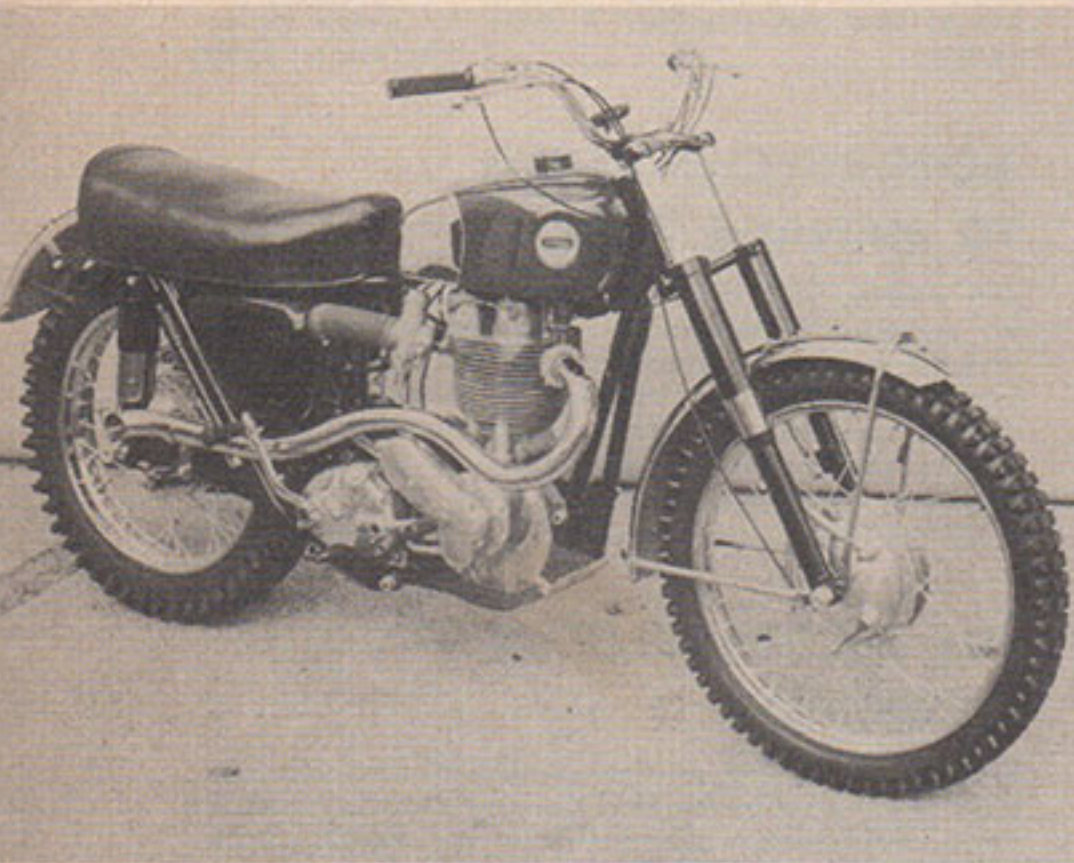
633 S. E. Morrison St., Portland 14, Ore.

★ ARIEL for 1958 ★

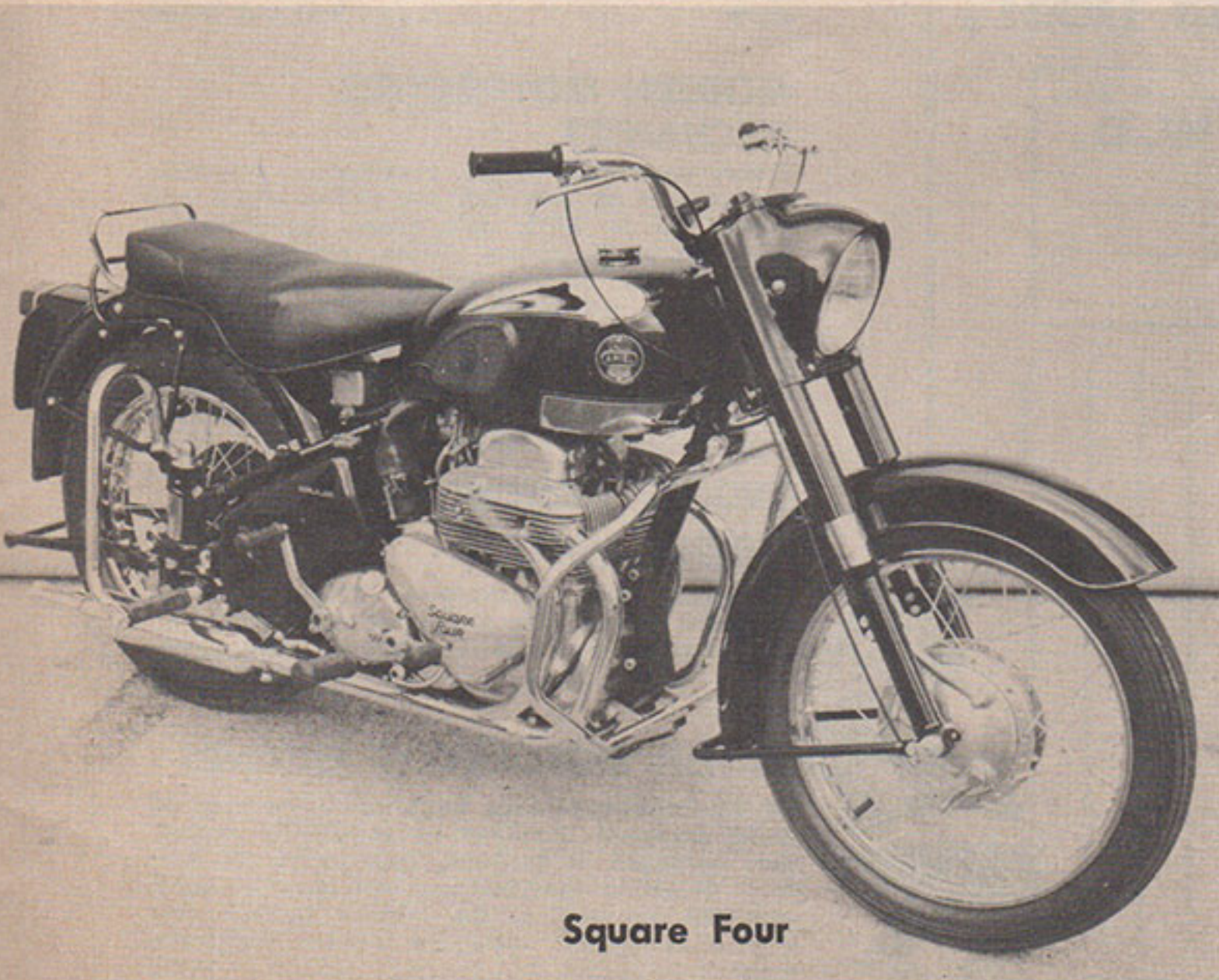
In 1957 the Ariel company brought out a new line of modified and improved motorcycles which won for them their best U.S. sales year in the British firm's long history. In view of this, the company has decided to keep the specifications on its motorcycles practically the same for 1958. Instead of sweeping changes, the Ariel engineers will concentrate on detail refinements to their machines.



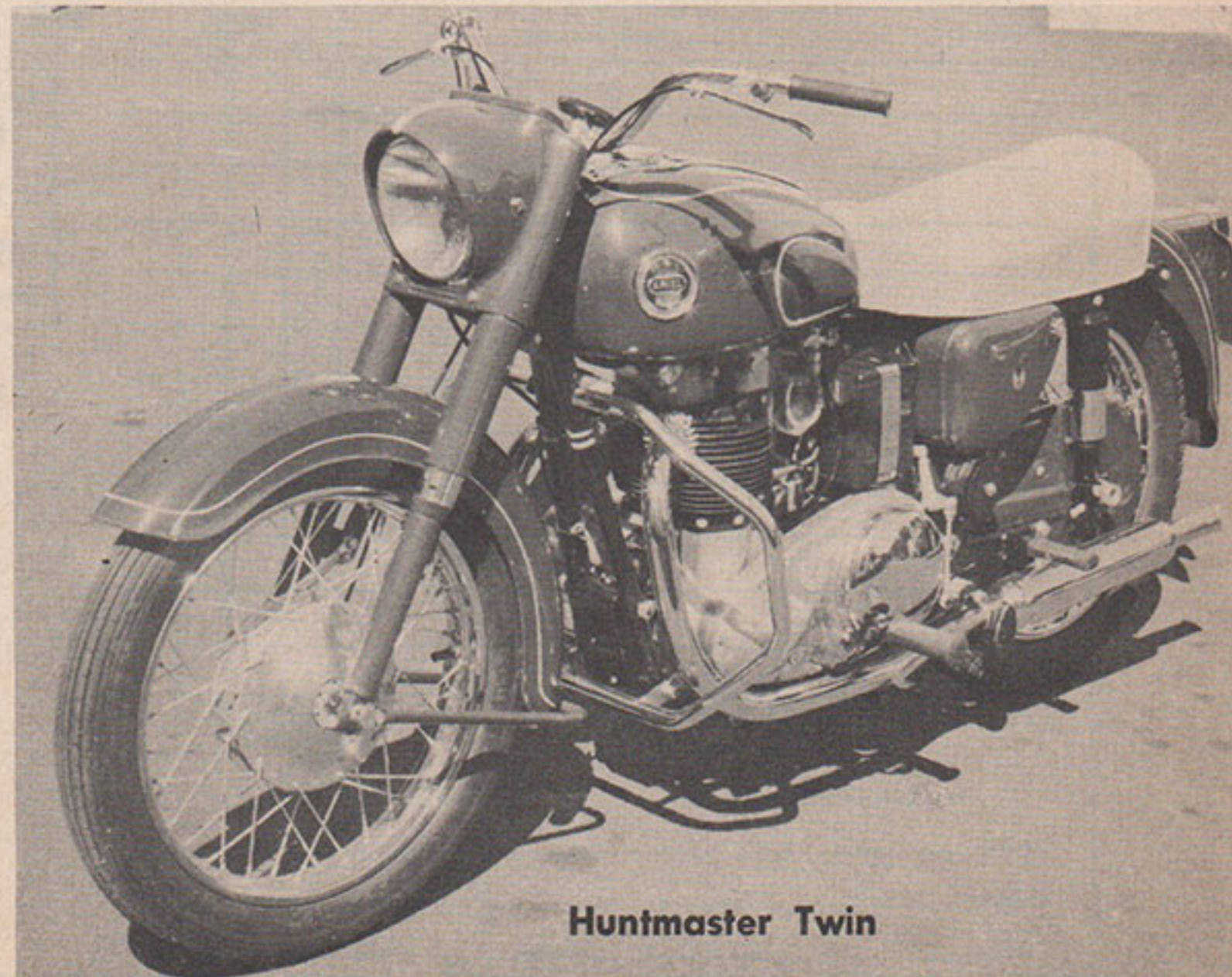
Red Hunter Single



Mark I Scrambler



Square Four



Huntmaster Twin

SQUARE FOUR

The Ariel Square Four is the only four cylinder motorcycle available in America. Powered with its unique 61 cubic inch ohv engine, it possesses fantastic acceleration and high top speed coupled with multi-cylinder smoothness throughout its performance range. For 1958, this big capacity model is continued with the special link controlled coil spring rear suspension that has proven reliable in service. Combined with a long-action hydraulically controlled front fork and deeply padded dualseat, this suspension gives a very comfortable ride. With its massive power plant in polished alloy, and its four separate exhaust pipes, the Square Four is certainly one of the best looking motorcycles on the road. Finish features include an unusually liberal use of chrome and polished alloy. Optional colors are cherokee red or jet black.

HUNTMASTER TWIN

Its big 650 cc ohv twin cylinder power plant makes the Ariel Huntmaster a powerful long distance tourer. Popular features of this model include full rear chain enclosure with automatic chain lubrication (optional at extra cost), full width hubs in polished alloy, centrally positioned brakes, steering head lock, and quickly detachable rear wheel. Riding comfort is insured by swinging arm rear suspension and a telescopic front fork, both hydraulically damped. The dualseat is covered with durable vynide in light tan. Finish is cherokee red baked enamel with extensive use of chrome and polished alloy.

RED HUNTER SINGLE

General specifications of the Red Hunter as applied to frame and cycle parts are the same as those of the Huntmaster Twin, and here again rear chain enclosure is an option at extra cost.

Plenty of high-stepping power is produced by the Red Hunter type ohv single cylinder engine which features alloy cylinder head, sports cams, and high compression piston. This dependable power unit is well known for its easy starting, smooth running, and economy of operation. As on the Huntmaster, the heavy duty Burman four speed gearbox and clutch are specified,

featuring light operating effort and smooth gear shifting. Finish of the Red Hunter is also cherokee red, chrome, and polished alloy.

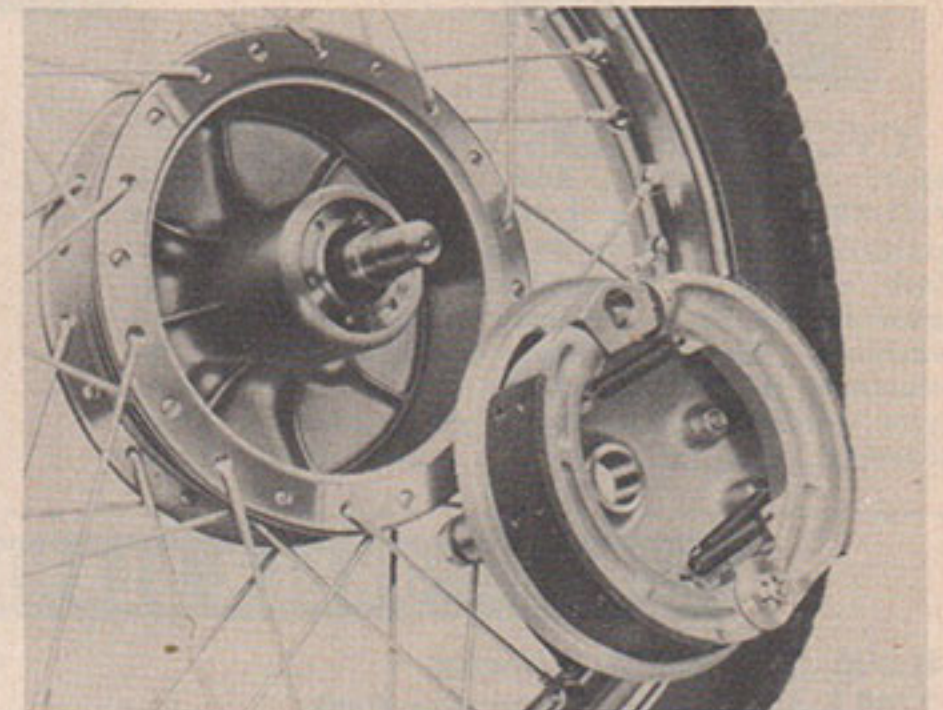
COLT

During the past two seasons, the Ariel Colt has been steadily improved, and in the 1958 model offers a fine value for the money. Features of this lightweight include a peppy 200 cc ohv engine with alloy cylinder head, four speed gearbox, hydraulically controlled telescopic fork, spring frame, and comfortable dualseat. In its bright cherokee red and chrome finish, this motorcycle is sure to appeal to any lightweight enthusiast.

THE SCRAMBLERS

For 1958, Ariel offers a choice of two 500 cc Scrambler models. For the rider who wants a dual purpose mount, the Mark III is equipped with full lighting set with quickly detachable headlight. This model is suitable for both on-the-road and off-the-highway riding. The engine is specially set up for high performance and features an alloy cylinder barrel, 9:1 compression ratio, and sports type cams.

The Mark I Ariel Scrambler is supplied without lighting and with a straight-thru exhaust system. Racing type cams and further modifications to the engine result in high horsepower. With its lightweight frame and healthy wallop this model is recommended for the Scrambles, T.T., and Cross Country racing enthusiast.



Centrally positional brakes are feature on Red Hunter, Scrambler, Huntmaster Twin, and front of Square Four.



The attractive display of Goodwin Motorcycle Center at the Nebraska State Fair. The picture shows Mr. Vernon W. Goodwin, Sr., old-time Lincoln, Neb. motorcycle dealer.



BSA dealer Willard Wolfe (left), Mrs. Wolfe and Mr. and Mrs. Warren Wolfe Jr., with daughter Debbie greeted many visitors at their booth at the Eastern States Exhibition in Springfield, Mass.



Albert Mengo (at right) staged this fine exhibit in connection with the Wisconsin State Fair. Al is an enthusiastic dealer who also takes part in Wisconsin motorcycle competition events.



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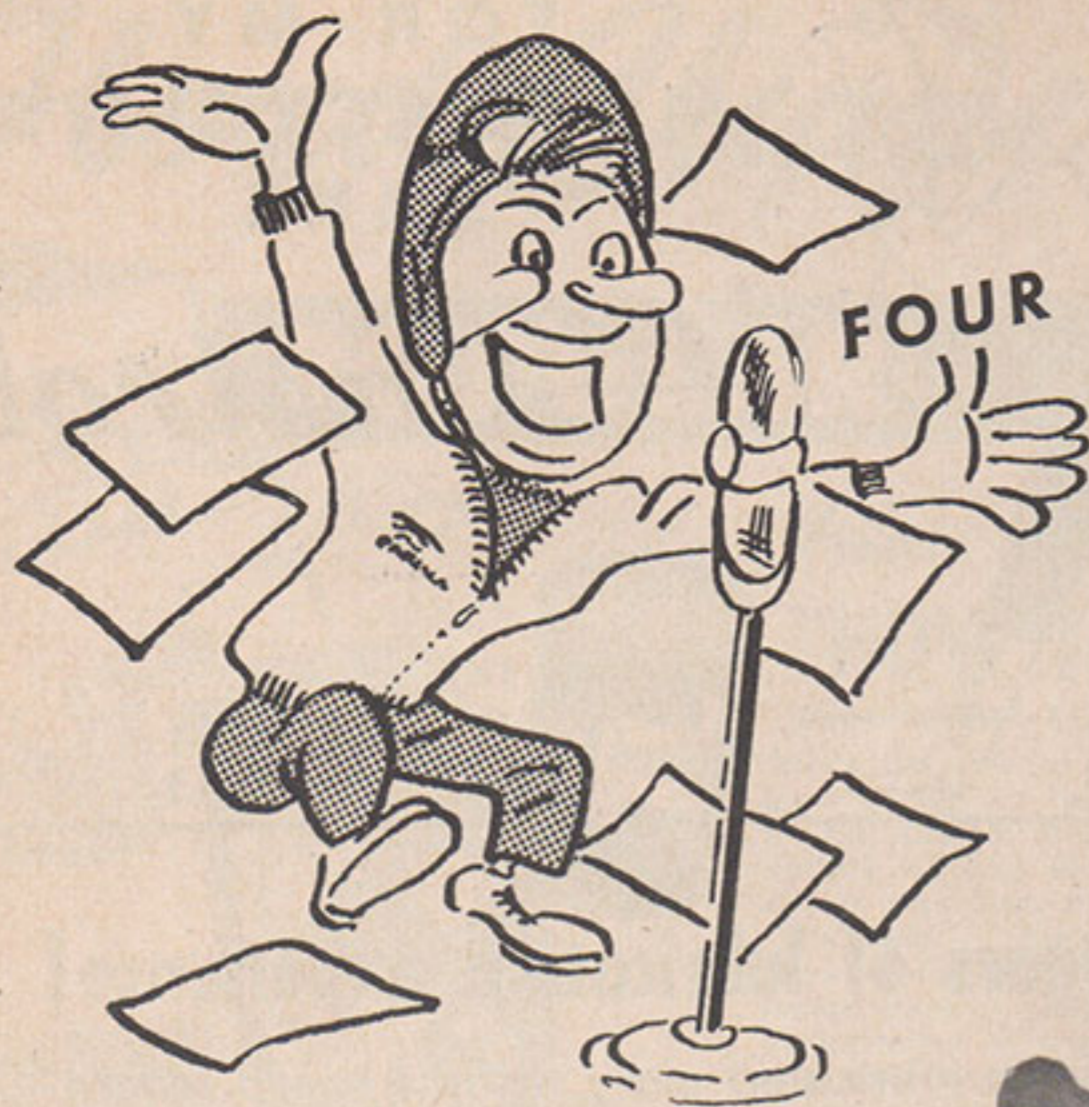
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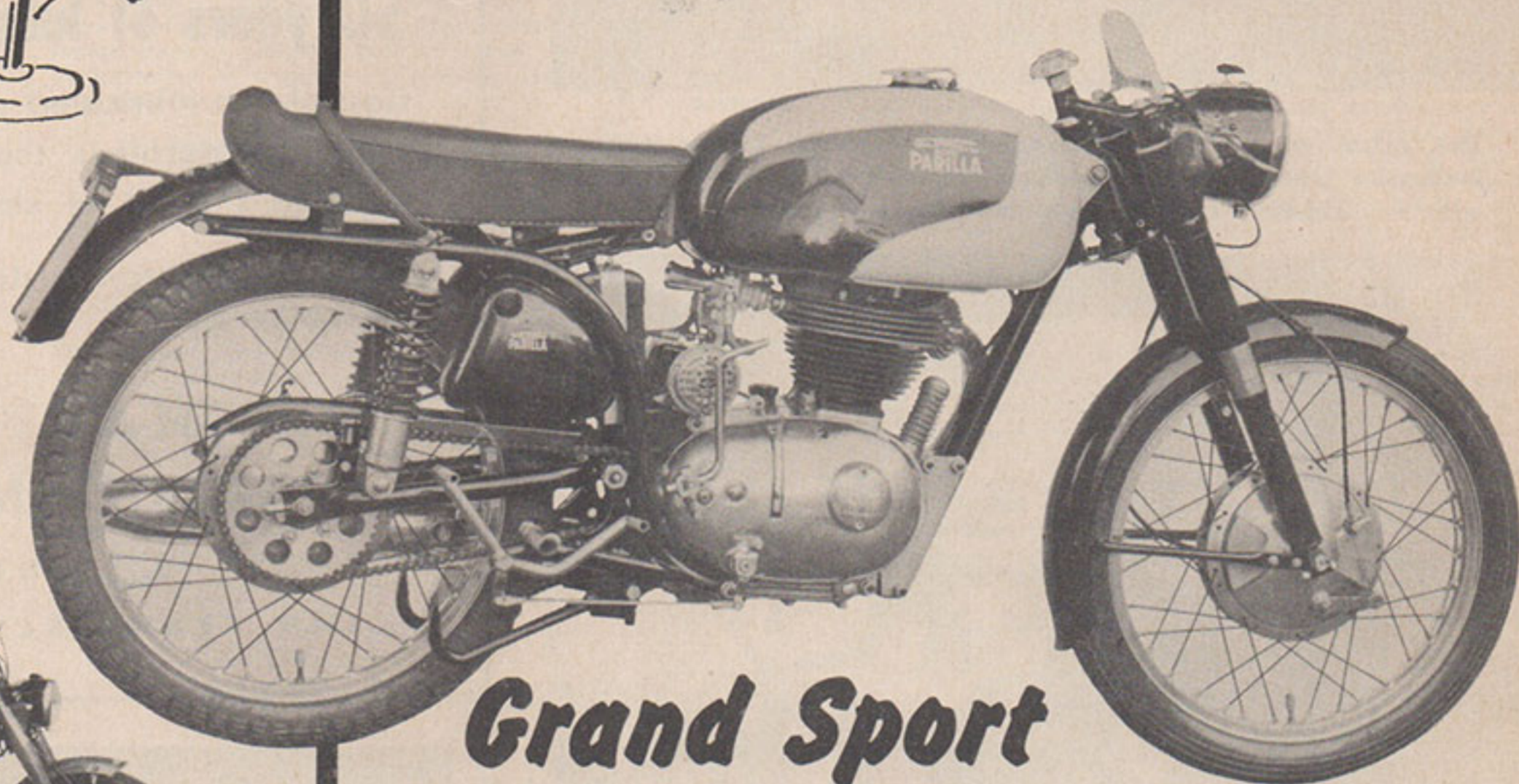
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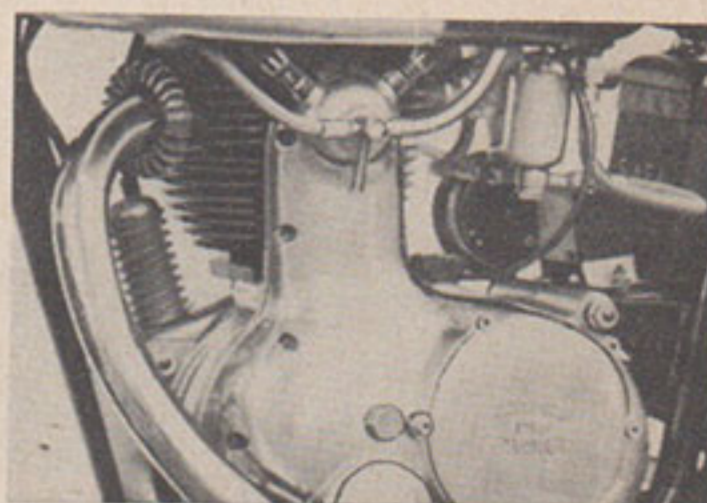
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175 cc., 4 stroke, O.H.V. high cam shaft, "Dell'orto" carburetor, 95 MPH, 4 speed, 1:8.4 compression, racing bars, 8" brakes, swing arm frame with hydraulic shock absorbers, anatomic tank, \$675.



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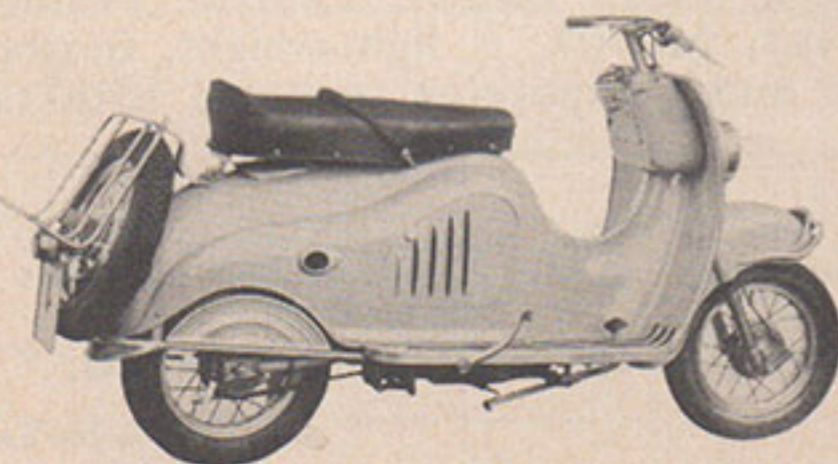
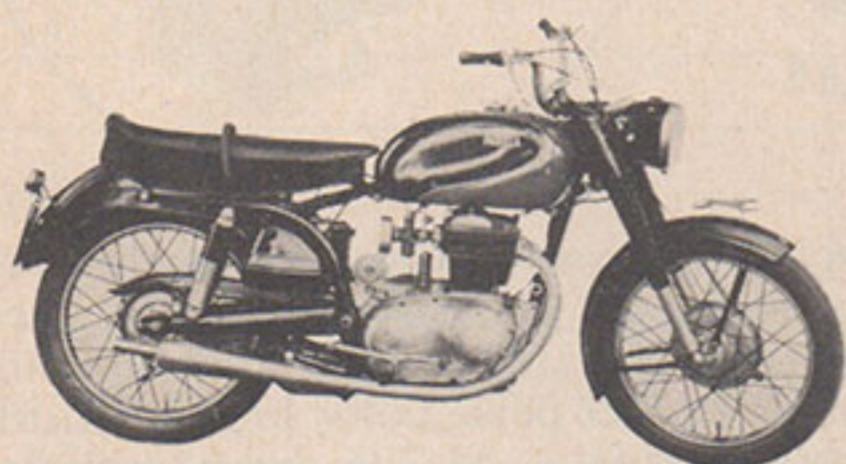
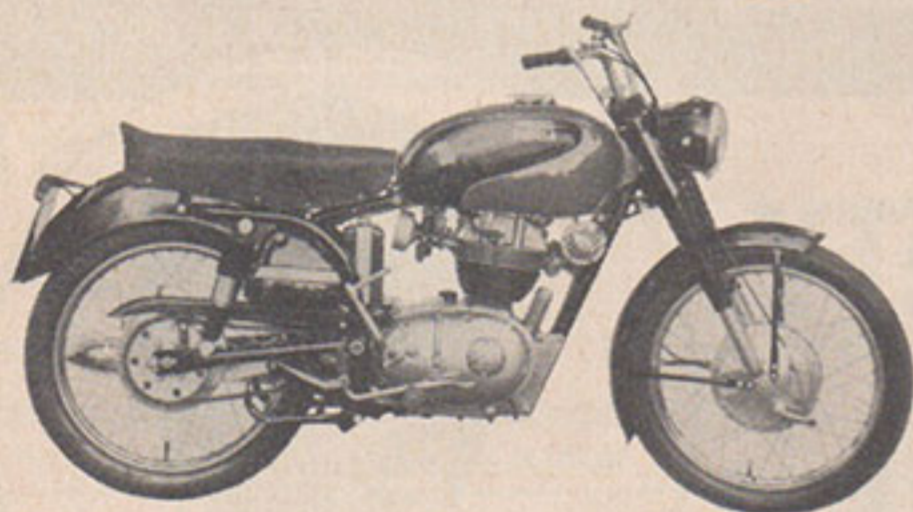
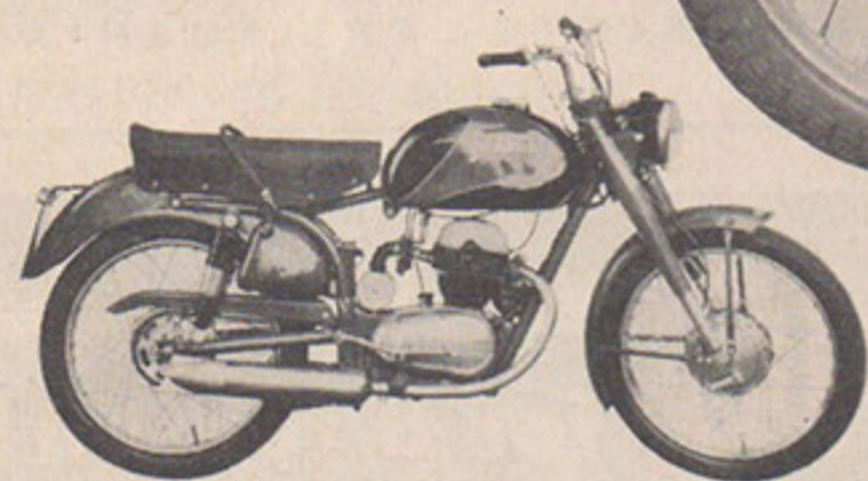
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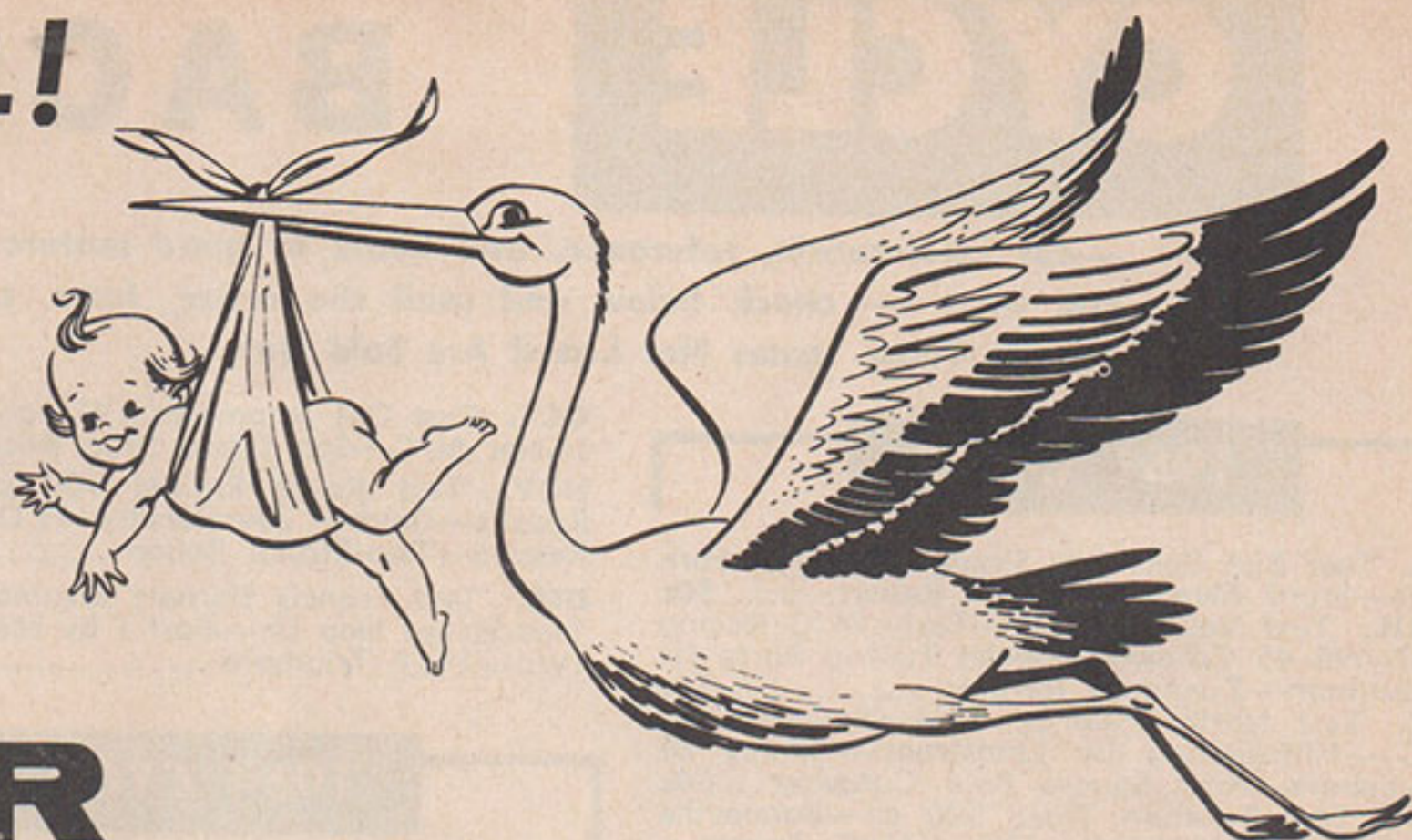
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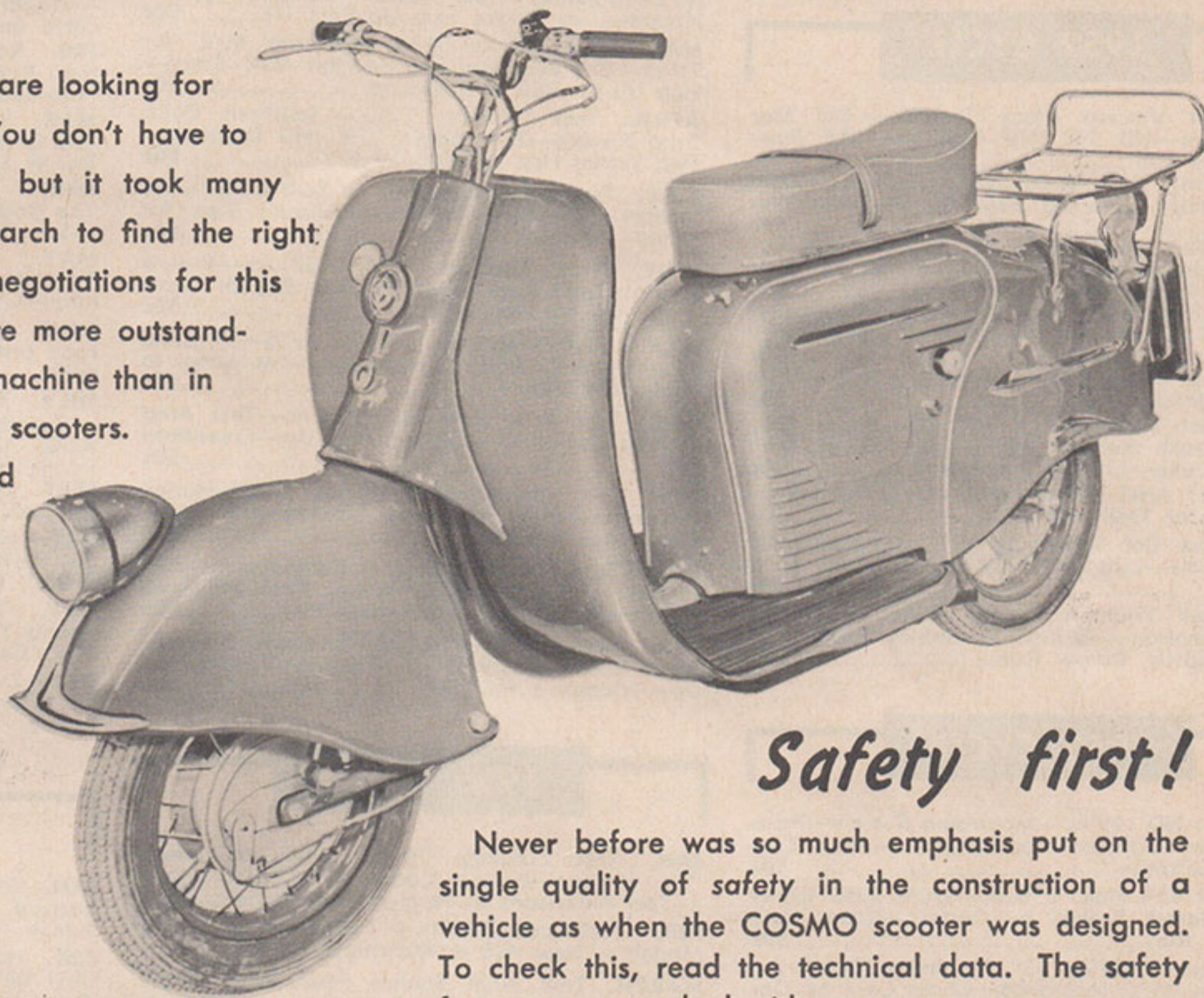


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NOV. Pikes Peak Hillclimb—Story B.S.A.—Peoria T.T. Races—Triumph Record Run—Jack Pine Enduro.....50c
DEC. Test Maico Typhoon 400 cc—Six Day Trials Story—New "56" Matchless and Triumph Models—Torrey Pines Road Race.....50c

1956 CYCLE

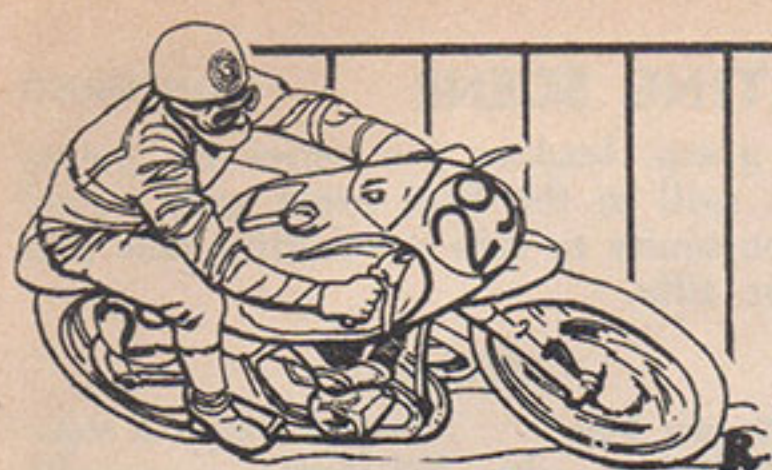
JAN. Road Test BMW R-69—Geoff Duke Story—Italian Grand Prix—New Norton and Velocette models—Service Tips.....35c
FEB. Road Test Simplex Automatic—Zimmerman Rotary Valve Engine—Teach-A-Rider winners—BSA, James, Panther new models.....35c
MAR. Big Bear Run—New BSA Single Racer—The Omega Engine Part I—New Ariel models—British Short Track Racing.....35c
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MAY. Daytona Race special issue—Indian Trailblazer Road Test—BSA Bantam top overhaul—CYCLE Tips.....35c
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JULY. Triumph TR6 and Cushman Eagle Tests—Catalina Grand Prix—Willow Springs.....35c
AUG. Laconia—Allstate and BSA Gold Star Road Tests—Oil and Used Bike articles.....35c
SEPT. Drag article—Norton 99, Horex Imperator tests.....35c
OCT. Harley-Davidson "Sportster" 1957 Models, Velocette Road Test, NSU World Record, Travel Time, Triumph Tiger Cub.....35c
NOV. Triumph Breaks Record, Bay Meadows Peoria TT, Jack Pine Enduro, Dodge City Grand Prix, Calif. Hiway Patrol.....35c
DEC. Zundapp Road Test, Triumph 1957 Models, Tame Cyclist Disown Terrors, Camiao del Diablo.....35c

1957 CYCLE

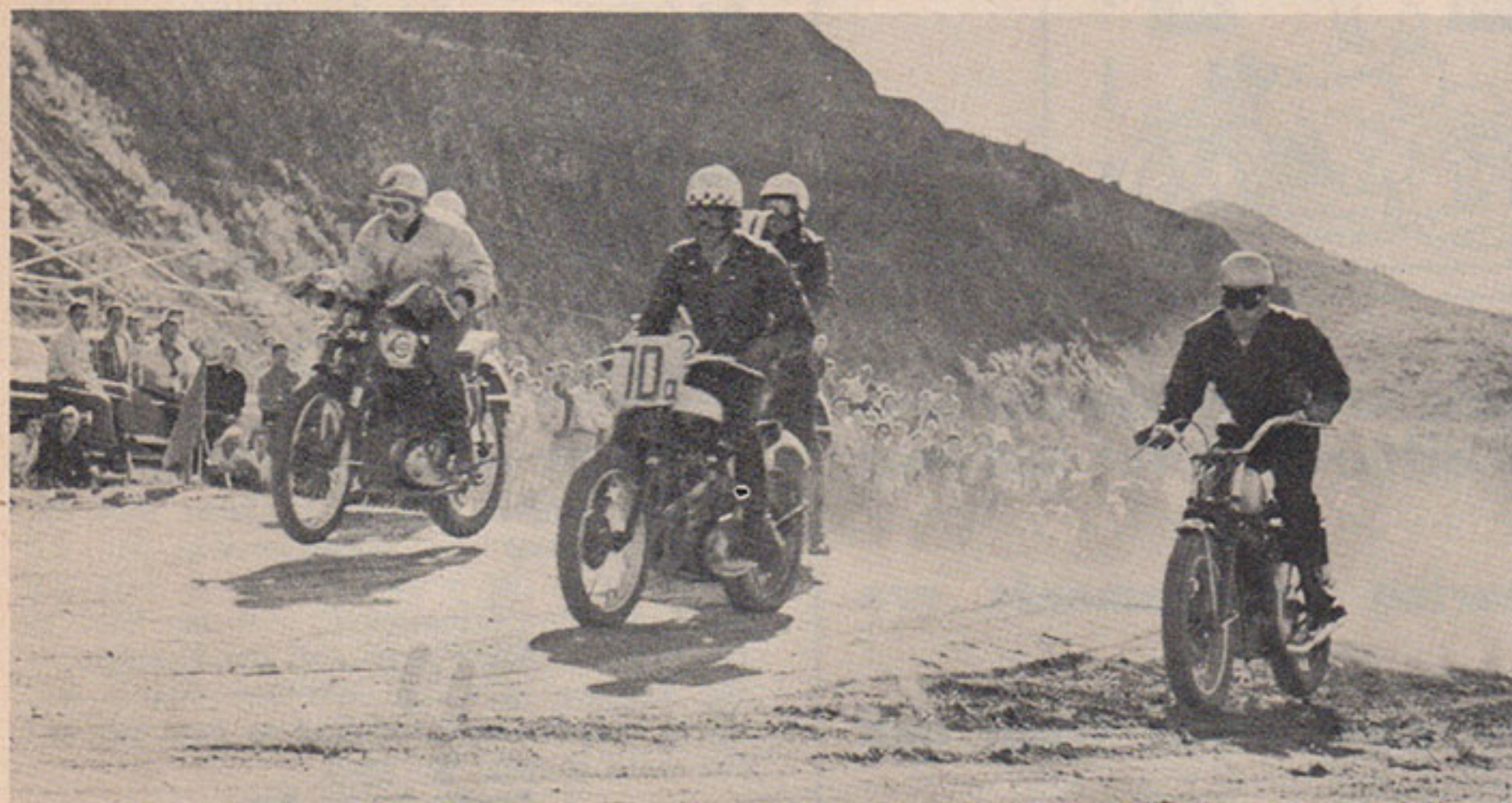
JAN. Greeves Enduro Road Test—Winter preparation for Summer Travel—Ariel for 1957—A.M.A. Competition Meeting.....35c
FEB. Horex Resident Test. BSA 1957 Models Civil Defense. 1957 Velocette. Tomahawk Enduro. Hawaii's Cycling Clan.....35c
MAR. H-D Sportster Test. Big Bear Run Laconia Memories. Milan Motorcycle show. Results of CYCLE POLL. James 1957 Program. Tommy McDermott Story.....35c
APR. Java 354 Test. Daytona Highlights & impressions. Bulldog Grip. European Trip with a Motorcycle. Best Daytona Ever.....35c
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JUNE. Catalina Grand Prix. Alcan Travel Story. San Gabriel Road Races.....35c
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SEPT. Laconia. Isle of Man T.T. San Jose Natl. Championship. BSA Super Rocket Road Test.....35c
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NOV. Harley-Davidson, Indian, James New Models. Dodge City Story. Jack Pine Story.....35c

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Sporting Scene



BUZZING ACROSS A SCRAMBLES JUMP, one of three at the Billings Motorcycle Club's track are Montana and Wyoming hot-heels getting underway at the beginning of a heat race at the Montana State Motorcycle Championship races held in Billings. A crowd of nearly 800 race fans enjoyed the program. (Dave Epperson Photo)

CROSS MONTANA CHAMP

► **BILLINGS, MONTANA**—Bryan Cross topped all competitors in the main event on the tricky 5/8 mile scrambles course after spilling at the starting line. Twenty-two riders competed in the event promoted by the Billings Motorcycle Club.

Results Trophy Dash

Don Devitt	BSA Gold Star
Bryan Cross	BSA Spitfire
Al Thorwaldson	Triumph TR-6

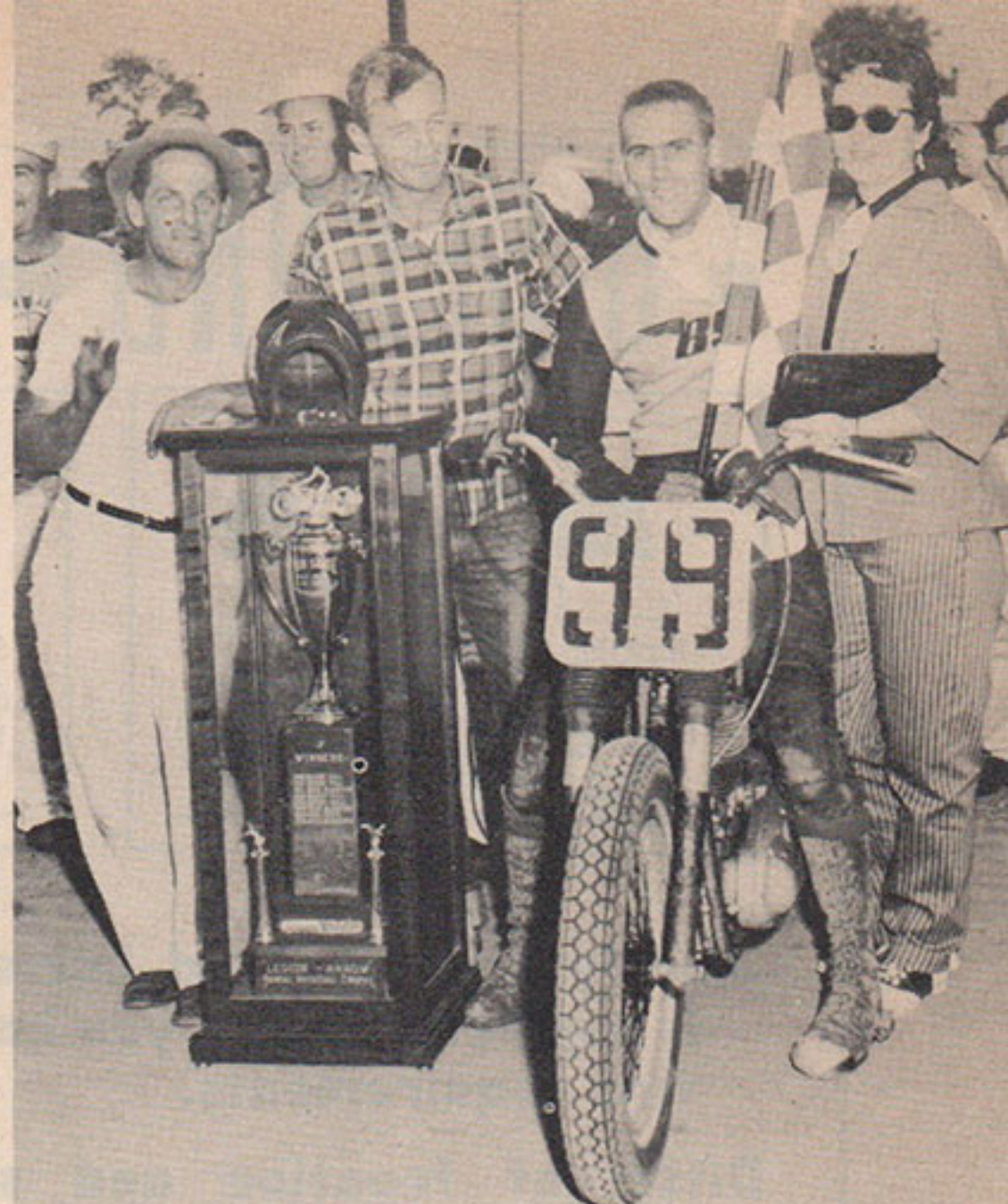
Expert Main

Bryan Cross	BSA Spitfire
Tom Schroeder	H-D
Dale Devitt	BSA Flash

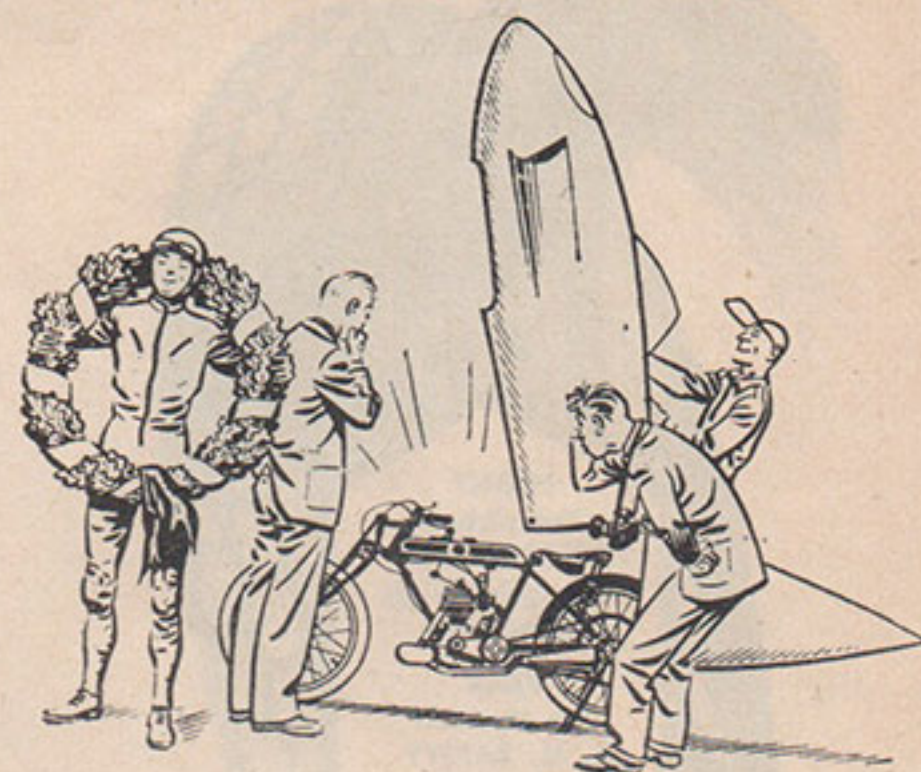
BELMONT TT SERIES TO GRISEL

► **BELMONT, CALIF.**—Triumph riders filled just about all the top finishing places at the famed Belmont Stadium 1957 TT Series Championship. Mel Grisel of Hayward, Calif., rode a TR6 into the Champion's berth with a total of 117 points. Grisel barely beat out runner-up Dick Dorresteyn, also a Triumph rider, who earned 116 points during the season. Dorresteyn had the Championship almost

(Continued on page 36)



SMILES OF VICTORY—Glenn Jordan (astride BSA) and the huge Ohio State Championship trophy that he won at the Legion Arrow 1/2 mile event in Columbus, Ohio. Others shown are left to right: Forrest Reeb, mechanic, Bill Tuman, BSA Field Man, and Mrs. Betty Tuman.



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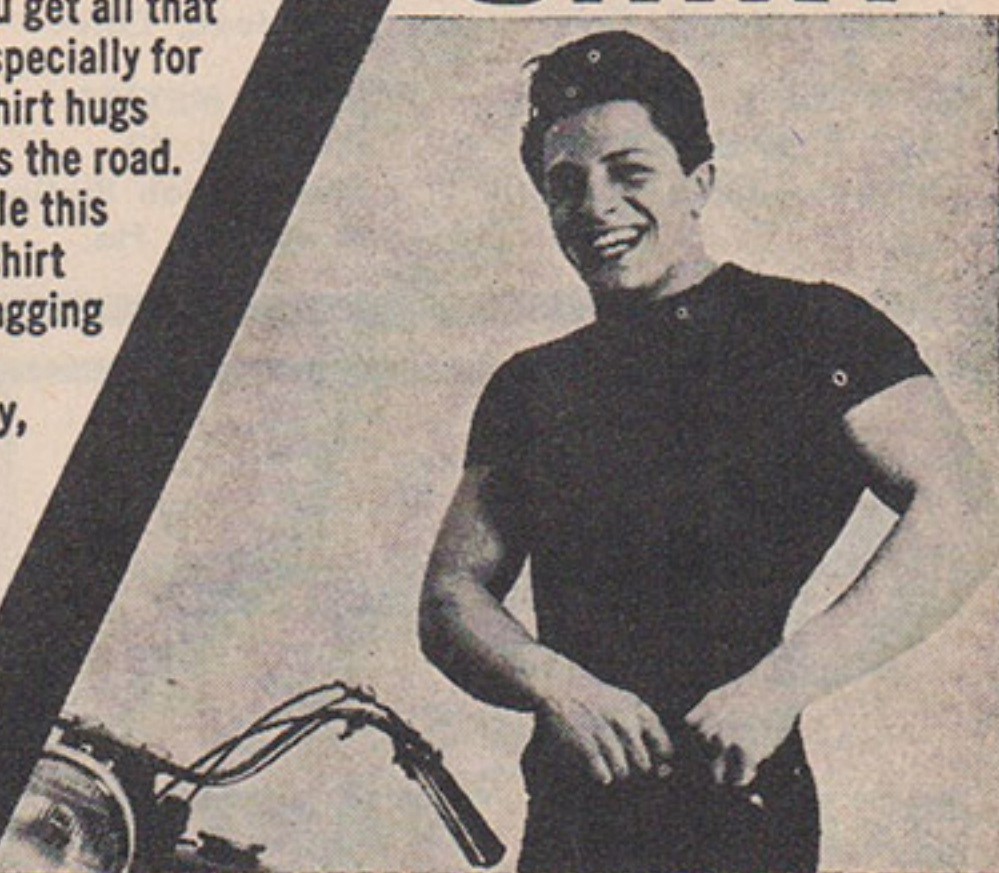
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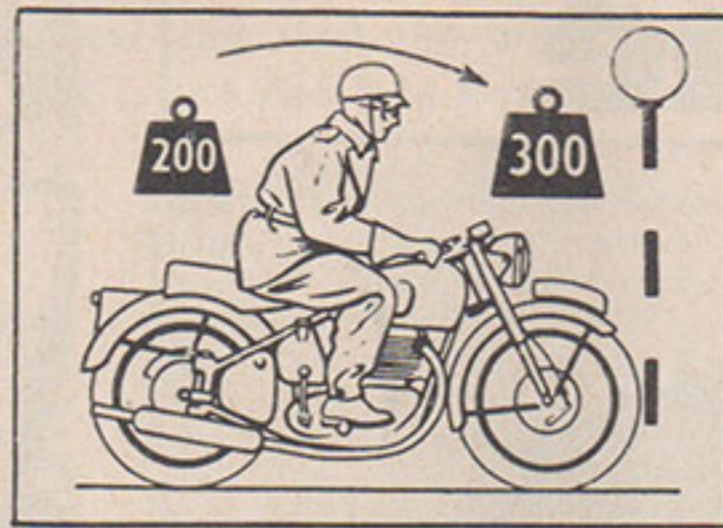
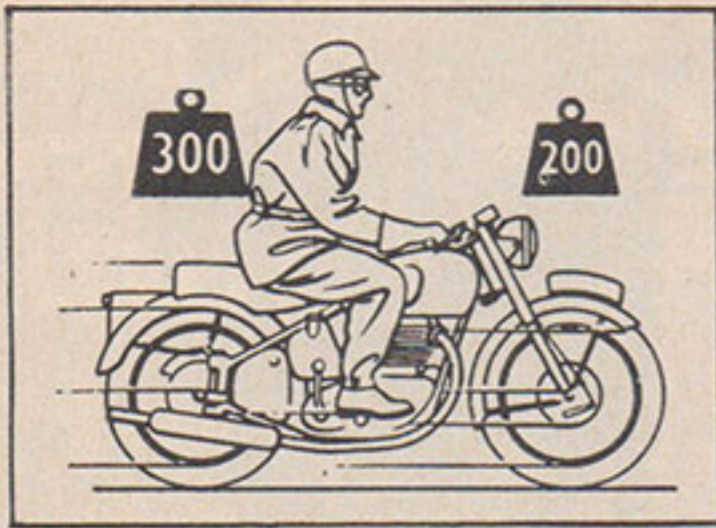
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GRIMACING Aubrey Isham of Oakland, Calif. breaks the tape with his H-D to win the 45 inch class at a hillclimb near Madrone, Calif. If Isham's bike hadn't stopped the clock in 8.61 seconds, the look on his face would have.

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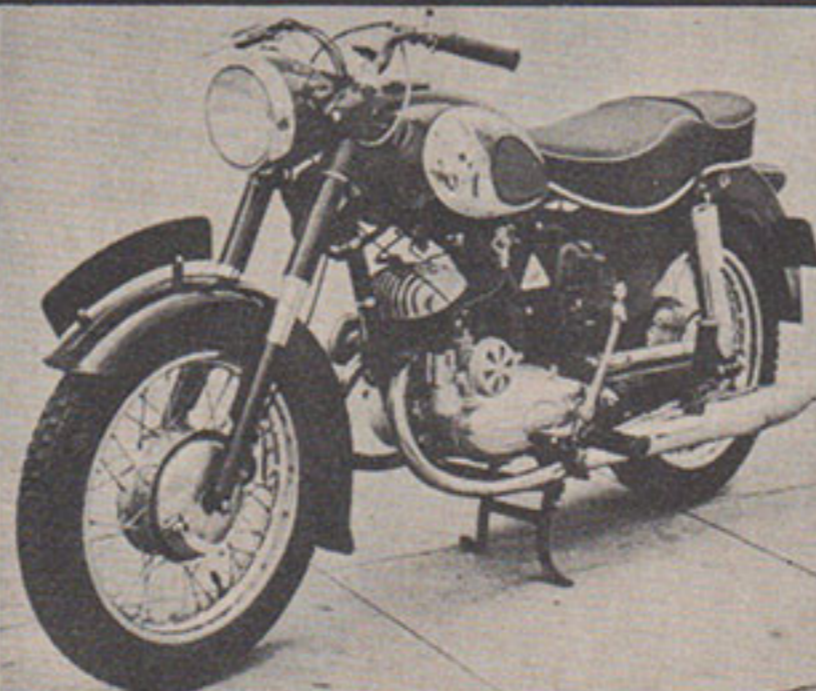
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SPORTING SCENE CONTINUED

in his grasp, leading the series on points when a spill in the final event gave Grisel the opportunity to ride a beautiful race and earn the title.

RESULTS

TT Trophy Dash
Dick DorresteynTri.
Red CadwellBSA
Mel GriselTri.

Flat Track Class A Main
Mel GriselTri.
Gene GorderBSA
Cal SimpsonTri.
Duane FranciscoTri.

Class A Main Event
Dick DorresteynTri.
Mel GriselTri.
Gary EmmickTri.

Class A Trophy Dash
Dick DorresteynTri.
Les WhitleyH-D

SATURDAY, AUG. 17
Scrambles Main
Mel GriselTri.
Gary EmmickVelo
Ernie MooreBSA
Johnny DobbsBSA
Duane FranciscoTri.

Class B Main Event
Harold KenyonTri.
Wayne SumnerBSA

Class B Trophy Dash
Harold KenyonTri.
Gary EmmickTri.

FISHER TAKES MISSOURI TT

► RIVERDALE, MO.—Bob Fisher won the Missouri State TT championship for the second year in a row, riding a Triumph T110. Fisher "Triumphed" over the field in the first and third heats and the Feature. In the Feature race, the two-time champ got off to a poor start and had to pass the entire field to win the race.

Results: Feature Race

77s FisherTri.
20k R. FreizeH-D Sportster
78 BeardsleyH-D Sportster

Missouri State Champion

77s FisherTri.
20k FreizeH-D
72 DomyanH-D

(Continued on page 39)

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NEW MODEL FROM COVENTRY

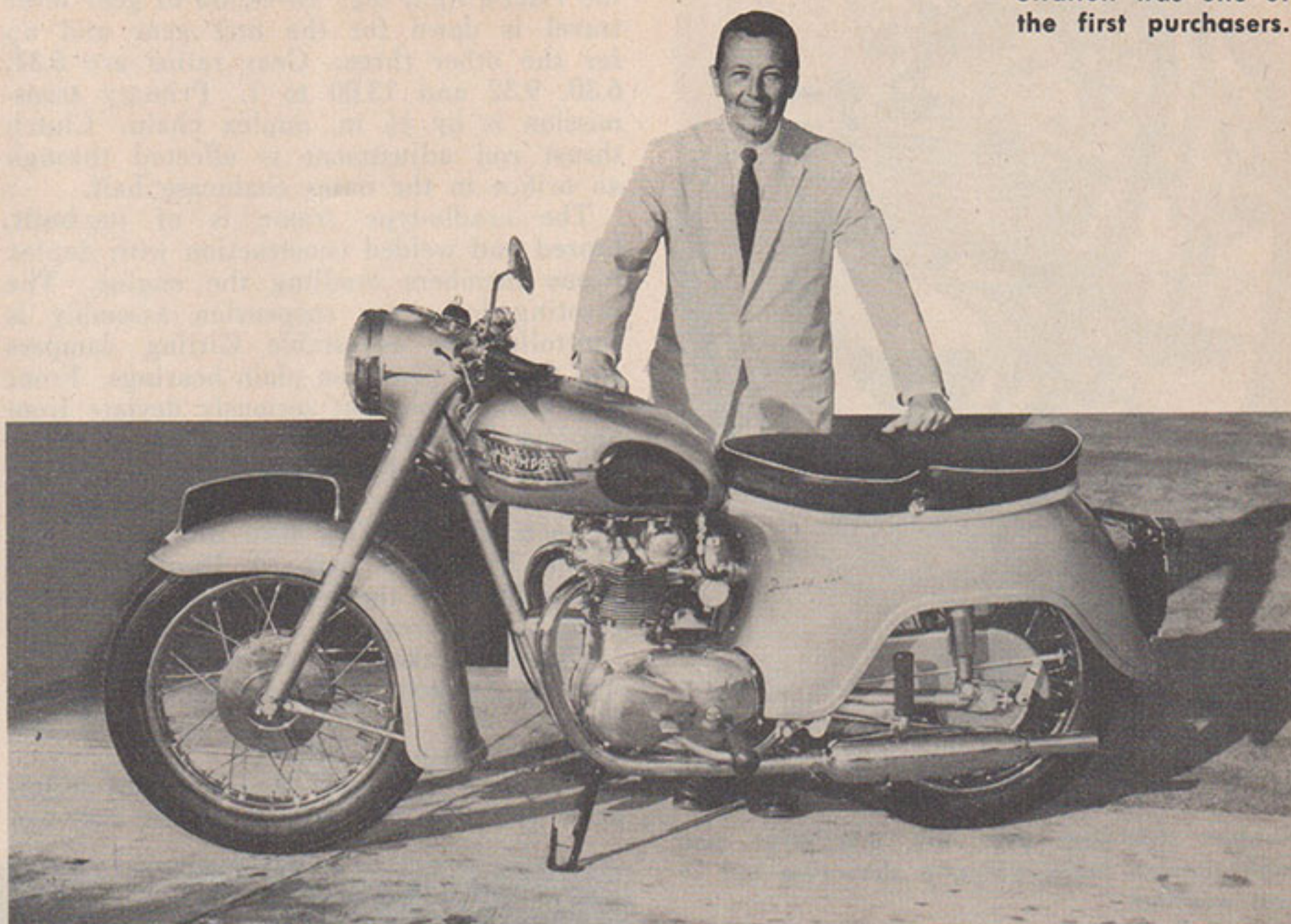
It was just twenty-one years ago that the Triumph company was taken over by its present management. To commemorate the occasion of its "coming of age", the Triumph Engineering Co., Ltd. is launching on the American market a completely new, ultra-modern 350cc motorcycle aptly named, for both the anniversary and its displacement, the "Twenty-One". Since the larger part of the Triumph line comprises machines of 500 and 650cc capacities, the new 80 mph middleweight will fill the gap between the 200 cc Tiger Cub and these larger models.

TRIUMPH *Twenty one*

Outstanding features of the new model are unit construction of the engine and gearbox, and comprehensive weather shielding in the form of a well-contoured pressed-steel enclosure on the rear half of the machine which supports a foam rubber twin-seat. The Twenty-One has an overhead valve, twin-cylinder four-stroke engine of 21 cu. in. (348 cc) capacity. Another attractive feature is the inclusion within the rear enclosure of such items as the oil tank (a dipstick is provided), tool tray, carburetor air filter, battery, and most of the electrical equipment. All these components are neatly and compactly stored beneath the twinseat. Both wheels are of 17 in. diameter, typifying the current trend toward smaller wheel sizes.

Embodied in the new 350 is the wealth

Goodies tucked neatly under locking dualseat include toolkit, coil, battery, air filter, oil tank.



Sports commentator and movie actor Gil Stratton was one of the first purchasers.

of experience in vertical twin design amassed by the Triumph firm.

Technically, most interest will center around the design of the unit construction power-unit. The crankcase is in two parts, split lengthways, and embraces both the crankshaft assembly and gearbox. The gear cluster is housed in its own compartment with separate lubrication in the normal manner. The whole engine/gear unit is remarkably clean; there are no awkward corners to make cleaning a hard task. There is a commendable lack of visible oil pipes and control cables, and the distributor mounted on the crankcase behind the timing side cylinder has its leads and cap enclosed by a rubber cover. Two slotted oil filler caps for the gearbox and primary chaincases are conveniently located on top of the engine casing. The engine/gear unit is fitted in the frame in such a way that removal is a simple and straightforward job. An interesting feature of the gearbox design is that the shafts and gears can be taken out without disturbing the selection mechanism or the engine in any way.

Bore and stroke dimensions of the Twenty-One are 58.25 mm. and 65.5 mm. The compression ratio is 7.5:1. A hall race supports the drive side crankshaft and a plain bearing of high duty material is employed for the timing side. Big-end bearings are of the micro-babbit thinwall type. An alloy cylinder head is fitted on a cast iron cylinder block which has an aluminized finish to match the head. Phillips screws secure the rocker boxes and are used for the primary chaincase outer casing. The valves are pushrod operated from two gear driven camshafts. Neatly tucked away beneath the gas tank is the oil feed pipe to the rocker gear—the only visible oil feed above the engine.

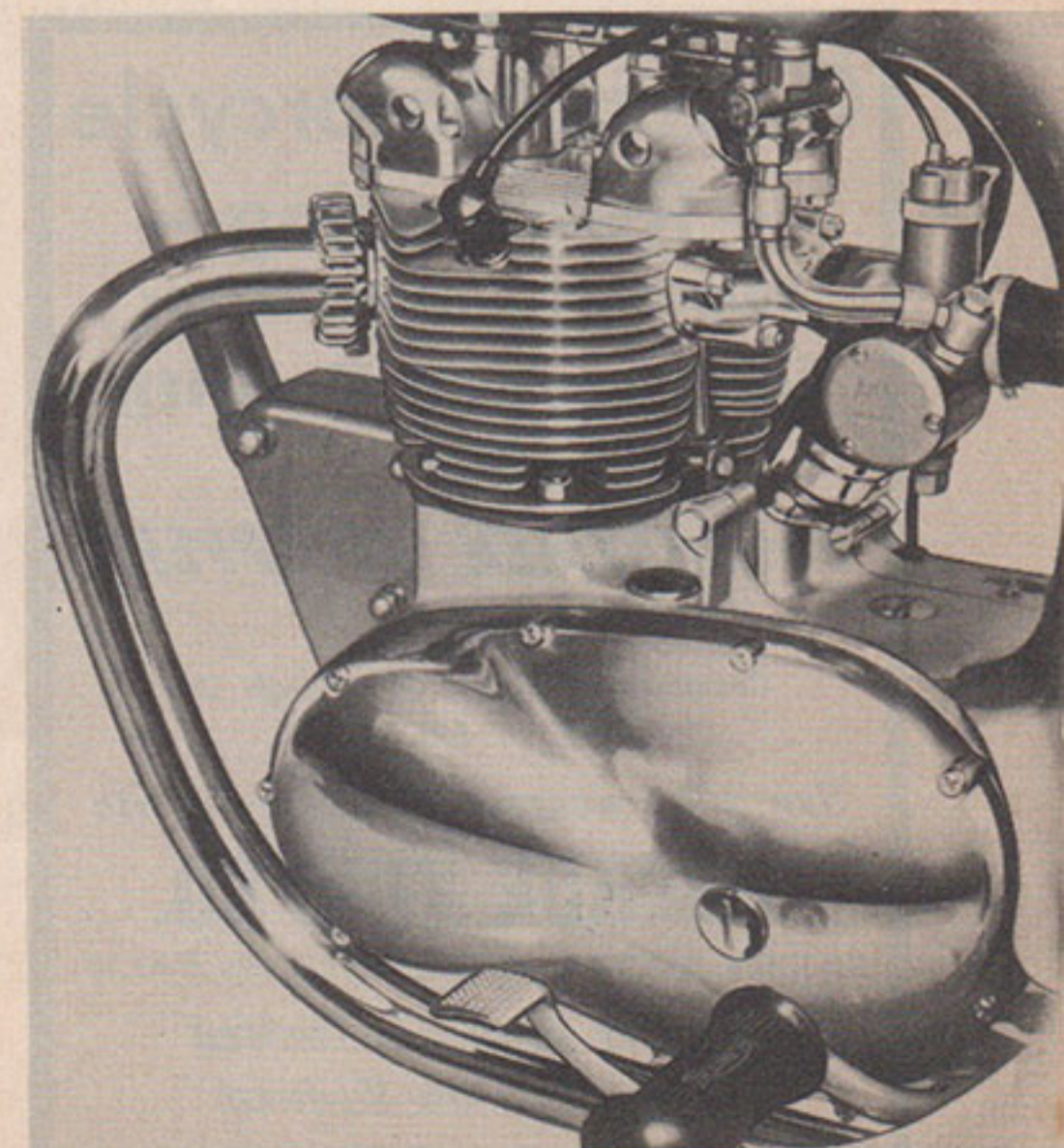
The extensive enclosure of the rear half of the new model together with a stylish front mudguard of very generous proportions gives excellent rider and machine protection from road dirt. That the oil tank is concealed inside the "bodywork" is an-

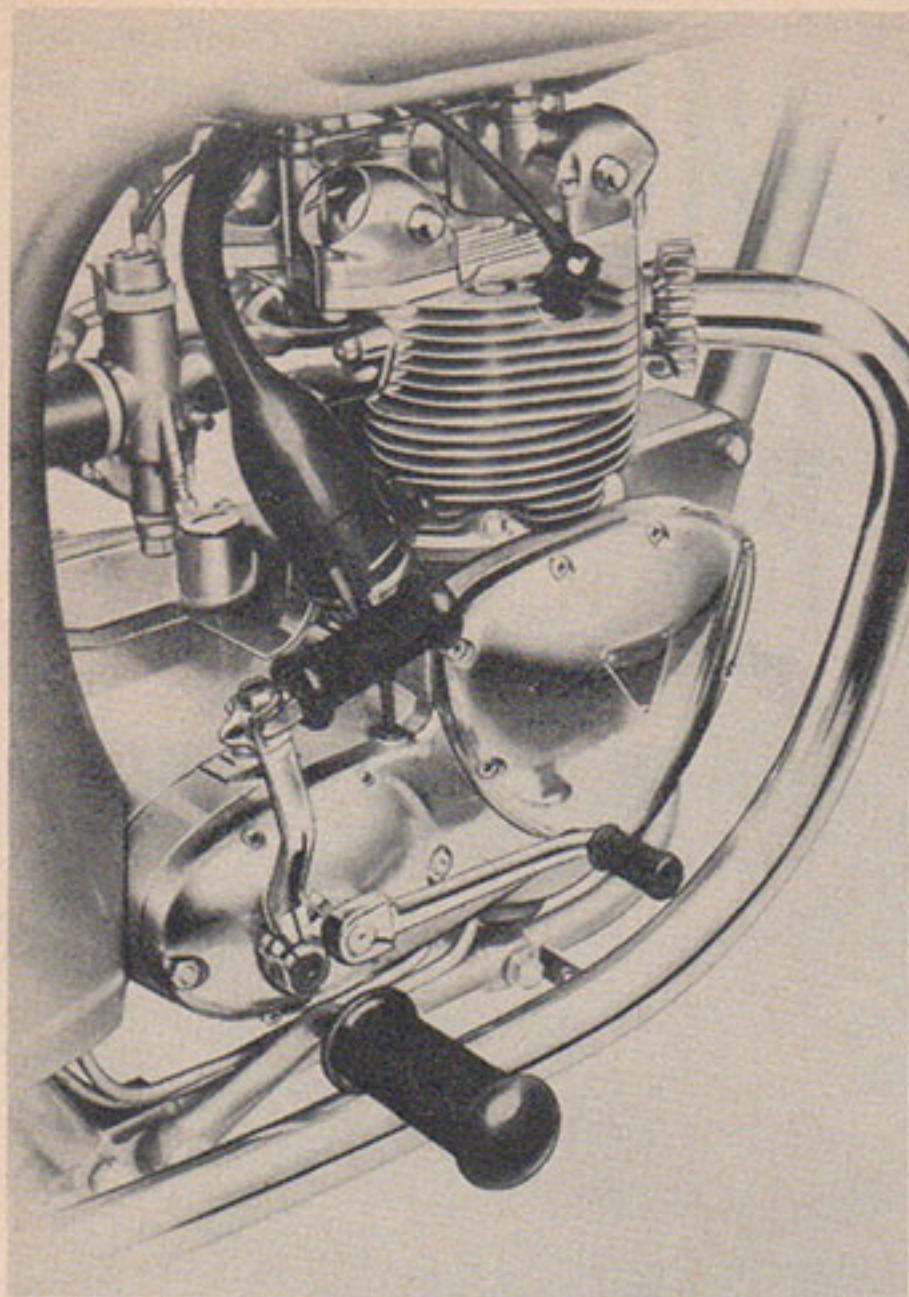
other good point in the machine's favour. Should any oil misting occur, none will soil the rider's clothing or machine exterior. The enclosure is a shapely affair made up of two 22 gauge steel pressings divided longitudinally. The rear edges of the pressings are turned inwards and bolted together, the center joint being sealed with a rubber strip. An inner mudguard serves both to prevent internal wheel splash and to provide support for the sponge rubber tool tray. A generous selection of tools is provided, these being carried in shaped recesses in the rubber tray; this method eliminates the possibility of the tools rattling when the machine is on the road. An Amal type 375 Monobloc carburetor is fitted with an oil-wetted air cleaner.

The filter, which is housed under the twinseat inside the enclosure, is attached to the carburetor by a rubber induction pipe.

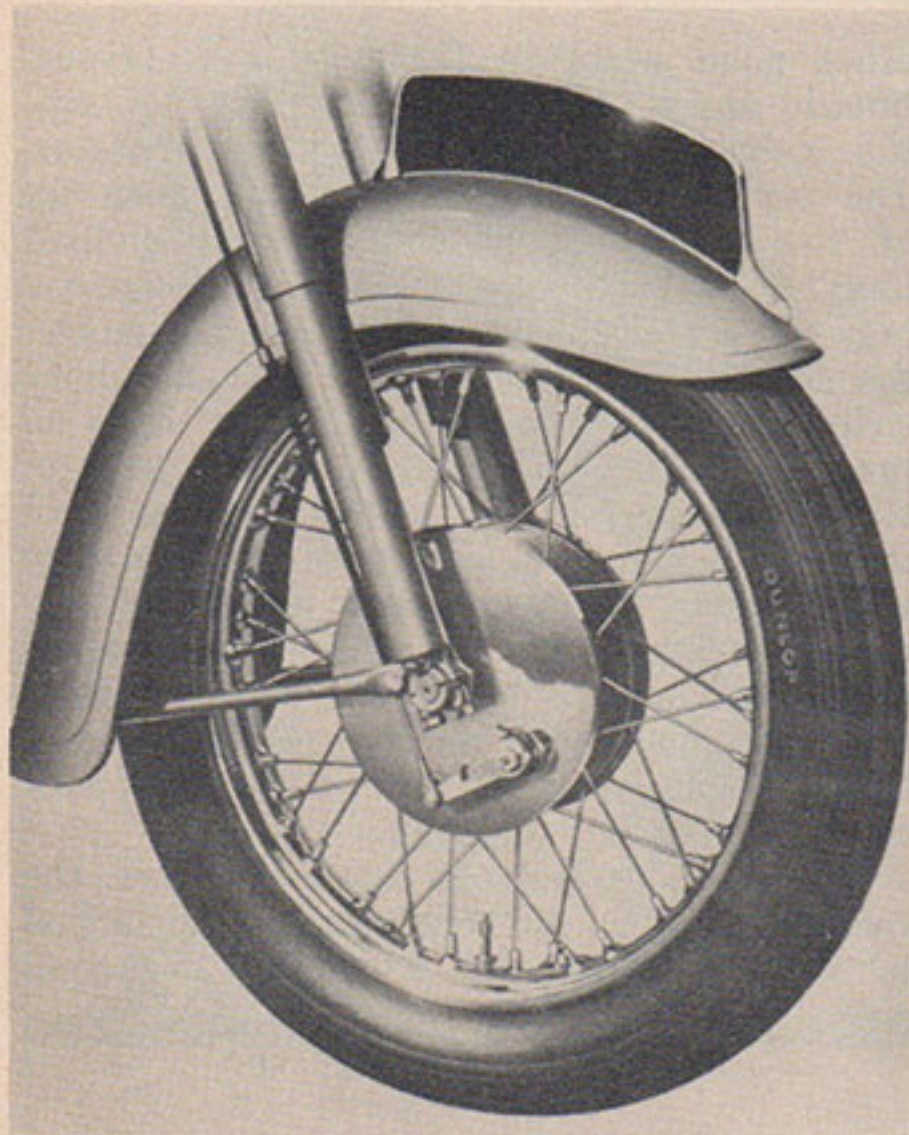
(Continued on page 38)

Engine features alloy head, unit construction, compact design. Cap in center of clutch cover allows adjustment of throw rod.





Rubber shielding over the distributor and high tension leads prevents drowning out in wet weather.



Seventeen-inch wheel, widely valenced fender, and full-width hub are front-end features.

The Twenty-One has a visual gear indicator situated on top of the gearbox near the rider's right leg. Direction of gear lever travel is down for the first gear and up for the other three. Gear ratios are 5.31, 6.30, 9.32 and 13.00 to 1. Primary transmission is by $\frac{3}{8}$ in. duplex chain. Clutch thrust rod adjustment is effected through an orifice in the outer chaincase half.

The cradle-type frame is of lug-built, brazed and welded construction with duplex frame members cradling the engine. The pivoting fork rear suspension assembly is controlled by adjustable Girling dampers and the fork pivots on plain bearings. Front fork design does not seriously deviate from previous Triumph practice except for detail changes in the hydraulic damping arrangements and shorter legs to accommodate the 17 inch wheels. Tire sizes are 3.25 in. by 17 in. front and rear. A Dunlop Ribbed tire is fitted to the front wheel and a Universal to the rear.

Efficient brakes are a prerequisite for a sporting roadster and those of the Twenty-One are of 7 in. diameter. The front hub is of the full-width variety.

This new Triumph is practically thief-proof too. An H.T. lead from the coil can

be quickly detached and the hinging twin-seat snapped shut. The spring-loaded knob which secures the twinseat is designed to unscrew and it can be kept by the owner in his pocket when he parks the machine. It is also possible to padlock the head lug to the frame thereby rendering the machine unrideable.

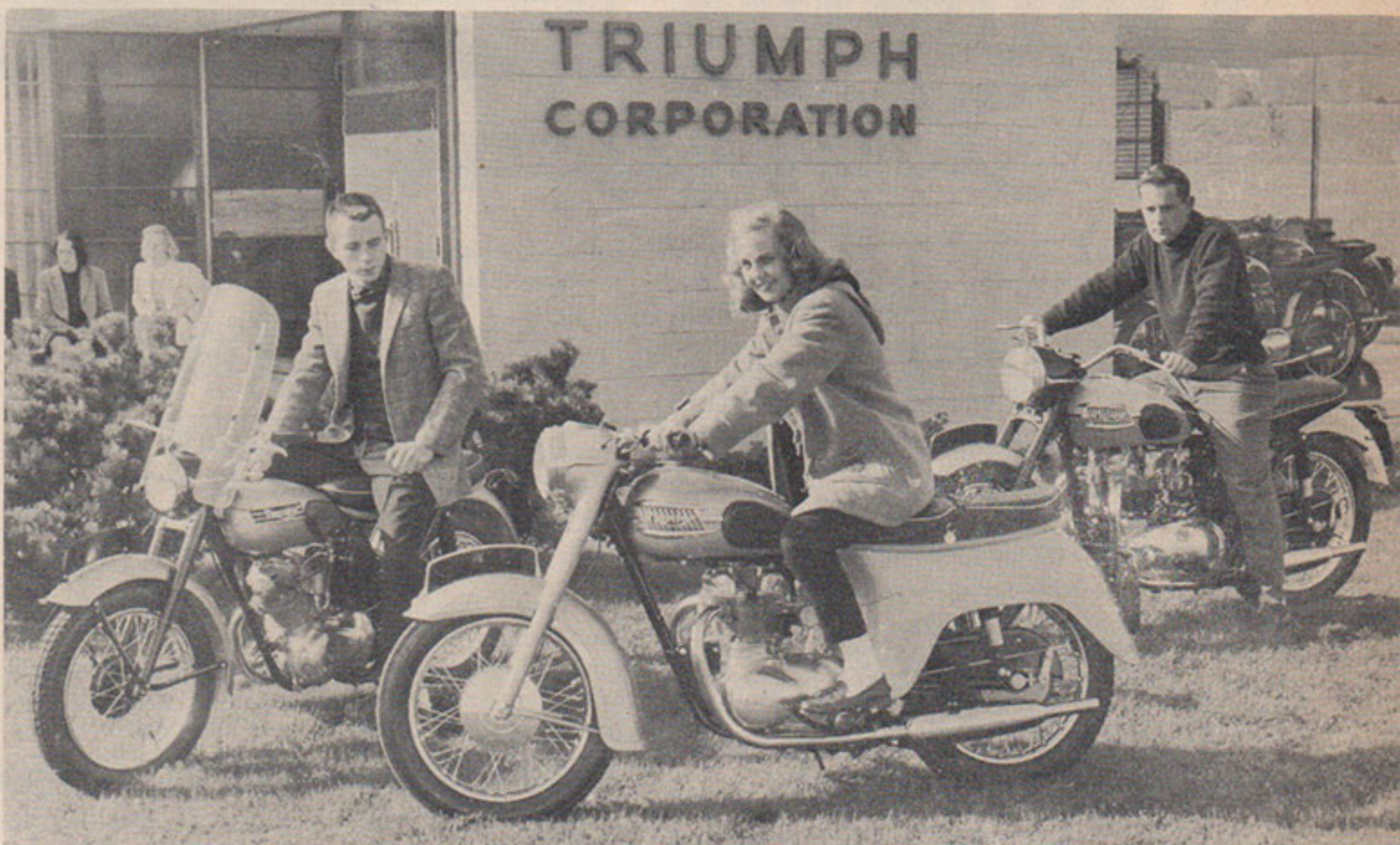
Instant cable adjustment for clutch and front brake is provided by built-in adjusters on the fulcrum pieces of the handlebar levers. The 120 mph trip speedometer, ammeter, ignition and lighting switch are mounted on top of the nacelle and the dimmer switch and horn button are on the left handlebar.

Current for lighting and ignition is supplied by a RM/13/15 alternator mounted on the drive side end of the crankshaft inside the primary chaincase.

Fuel tank capacity is over 3 U.S. gallons while the capacity of the oil tank is five pints.

Other virtues claimed for the Twenty-One are a high degree of silencing, mechanical quietness and zestful acceleration.

The new model is finished throughout in polychromatic Azure Blue and deliveries start shortly for the 1958 season.



In between the lightweight and heavy motorcycles, the new Twenty-One fills the gap as a mediumweight all-purpose machine.

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SPORTING SCENE CONTINUED
SACRAMENTO SPEEDWAY
SEASON SUCCESSFUL

► SACRAMENTO, CALIF.—The Fort Sutter Motorcycle Club has just finished a successful season of night speedway racing for machines limited to 200 cc displacement.



Roy Murray, popular Sacramento rider smiles after receiving the trophy for winning the evening's main event. Roy will wear No. 1 next year as high point winner of the 1957 season.

ment. Roy Murray, a localite, won the championship trophy for the 1957 season. He is a member of the Fort Sutter Club and rides a Triumph Tiger Cub. The events are staged with team and handicap races very similar to those witnessed during the class A era.

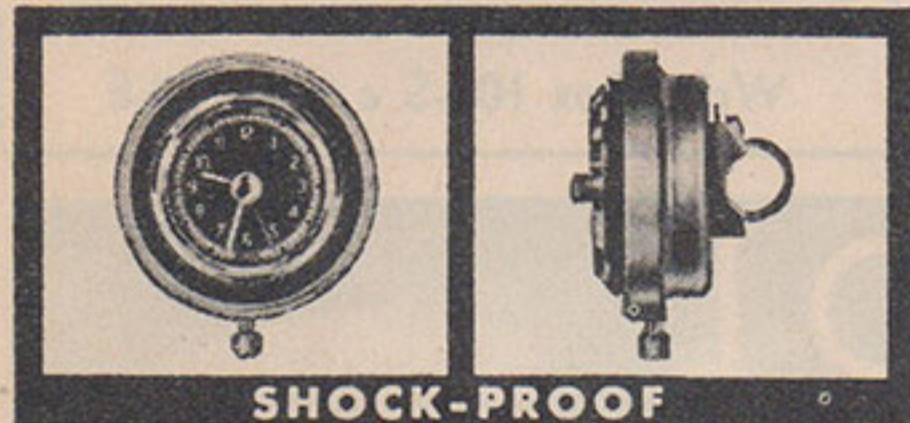
"LITTLE JACK PINE"

► MINNEAPOLIS, MINN.—What started out to be a fair weather run soon turned into a rain-sodden, but still enjoyable enduro for the thirty-seven riders who entered the Northern Eagles' "Little Jack Pine" Enduro.

(Continued on page 43)

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DEALER DOINGS

JOHN E. HARLEY PROMOTED

John E. Harley has recently been appointed manager of the Parts and Accessories department of the Harley-Davidson Motor Co. Harley, son of one of the company's original founders, Wm. S. Harley, joined the company in 1939. He served as a major in the Army Ordnance Corps during World War Two.



J. E. Harley

He held the positions of Project Engineer and Assistant manager of Parts and Accessories department prior to the recent appointment.

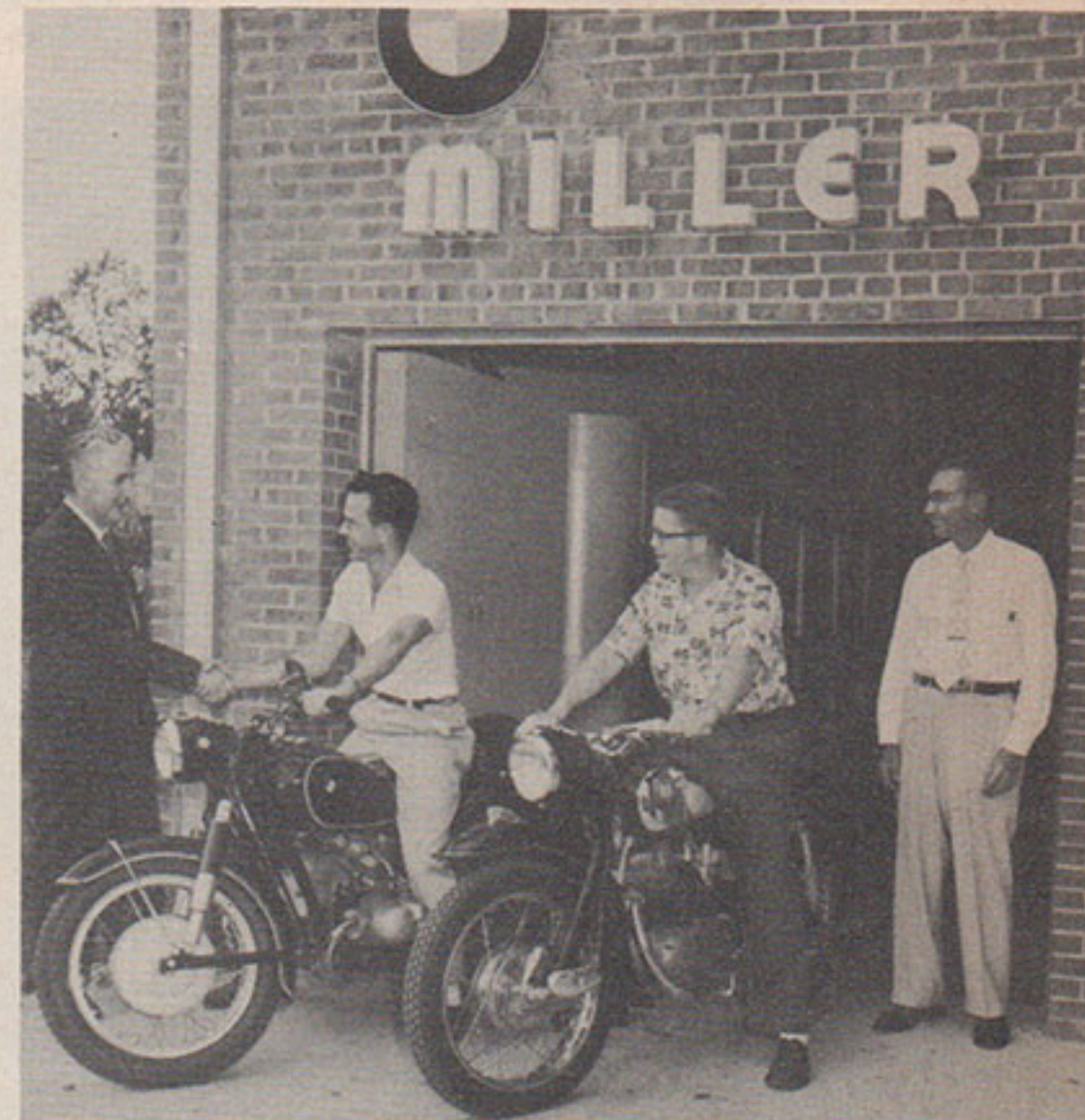
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strain on the dealer, Cosmopolitan Motors, United States distributors of Parilla and Cosmo motorcycles and motorscooters, made



At the opening of their new showroom and repair shop in Washington, D.C., one of the most modern in the Eastern U.S., owners Charles R. Miller (extreme left) and Robert B. Rudy, well-known AMA district referee (extreme right) greet two of their NSU-BMW customers.

available to their Cosmo scooter dealers two assorted parts kits, each packed in an attractive wooden cabinet with compartments and removable trays arranged so that its owner can check his inventory at a glance. The inside of the sliding lid contains a location index and a complete list of contents with prices. As soon as a part is sold or the inventory is low it can be replaced from the distributor's open stock. The parts kit has been compiled by factory experts, based on their many years of experience, of the most frequently required replacement parts. ★

For the first time since 1937, new Harley-Davidsons have been allowed to be imported to England for resale. Shown here are the first three of fifty machines which was the number of the original permit allotment.

The dealer in London is F. H. Warr, Ltd., 611 King's Road, Fulham, London, S.W.6. Including purchase tax, the 74 OHV model will sell for approximately \$1,680.00 in England. Even at this price, the demand exceeds the supply.

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George Pena.

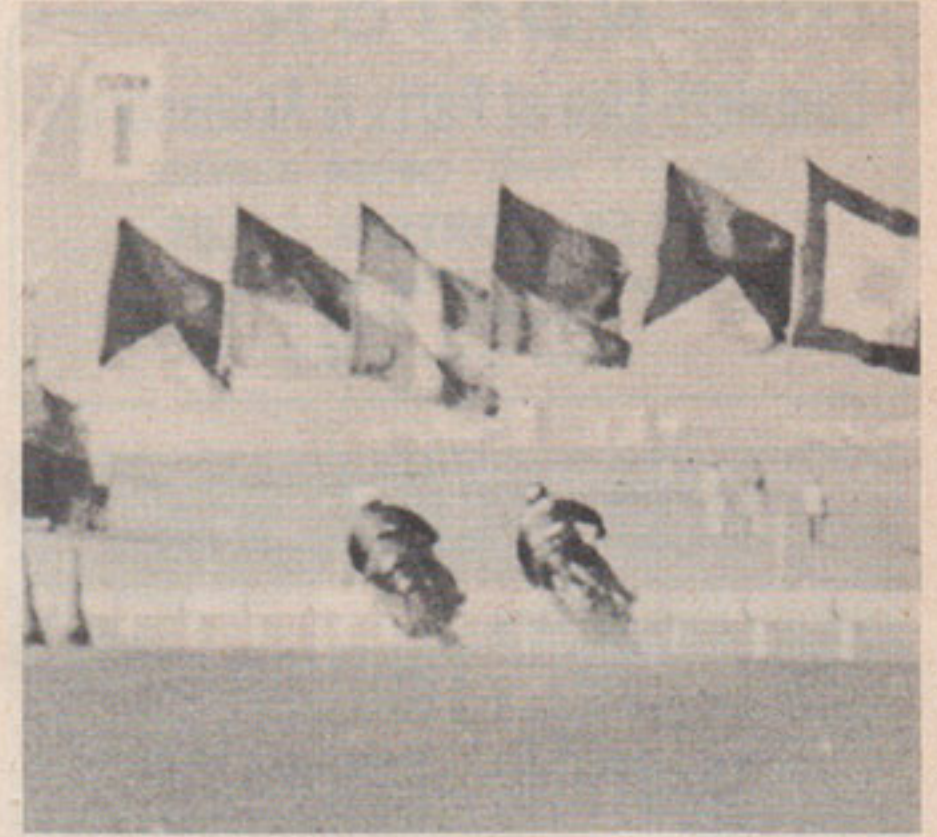


George Pena braked hard and leaned the streamlined Norton Manx into the high-banked South turn. He was leading Bud Parriott's Triumph by only a few lengths. No time to turn around for a look, but he knew that Parriott was hard on his fiberglass tail. Parriott held off on his brakes until the last possible moment, then dropped from 120 mph plus and roared past the almost horizontal Norton diving far down into the turn. Out of the long, sweeping bend and past the pits Parriott's gleaming black and chrome motorcycle led the silver Norton, then the streamliner bit into the wind and passed the unfaired Triumph inches before the start-finish line.

Thus ended a motorcycle contest the likes of which is seldom seen in the United States—Grand Prix motorcycles manned by excellent riders battling for position on a specially-built road racing course.

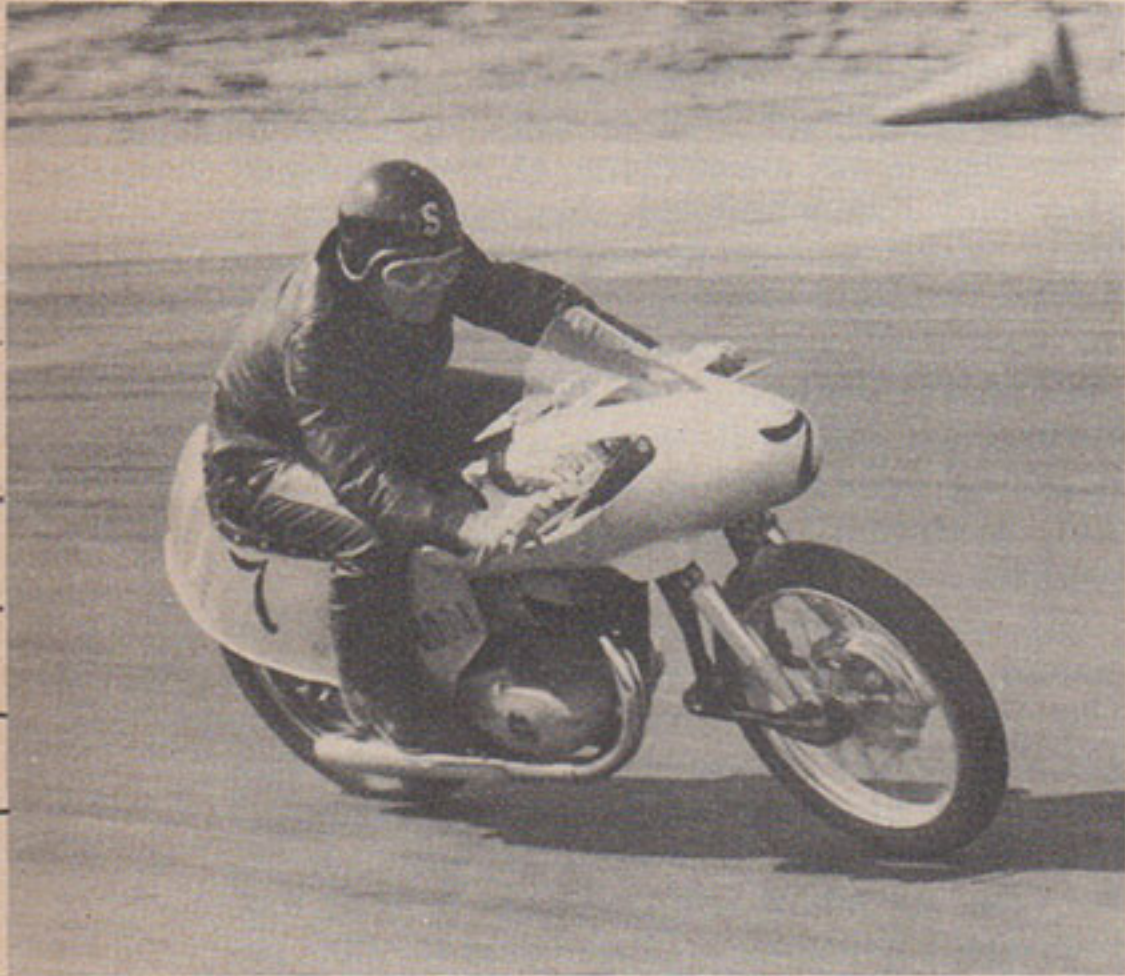
The occasion was the opening of the new Riverside International Motor Raceway, a much-ballyhooed 3¼ mile asphalt-paved, turn-studded course intended by its promoters to be the cradle of American Grand Prix racing. The motorcycles were sandwiched into the program by the sports car minded officials, but they provided the 28,000 fans with some unanticipated thrills.

The first shock was the start. In true European style the riders pushed their machines off the starting grid, then, bouncing onto the saddle and dumping the clutch at the same time, they started the engines and tore off down the course. One advantage of this kind of start is that the bikes are well spread out going into the first turn
(Continued on page 42)

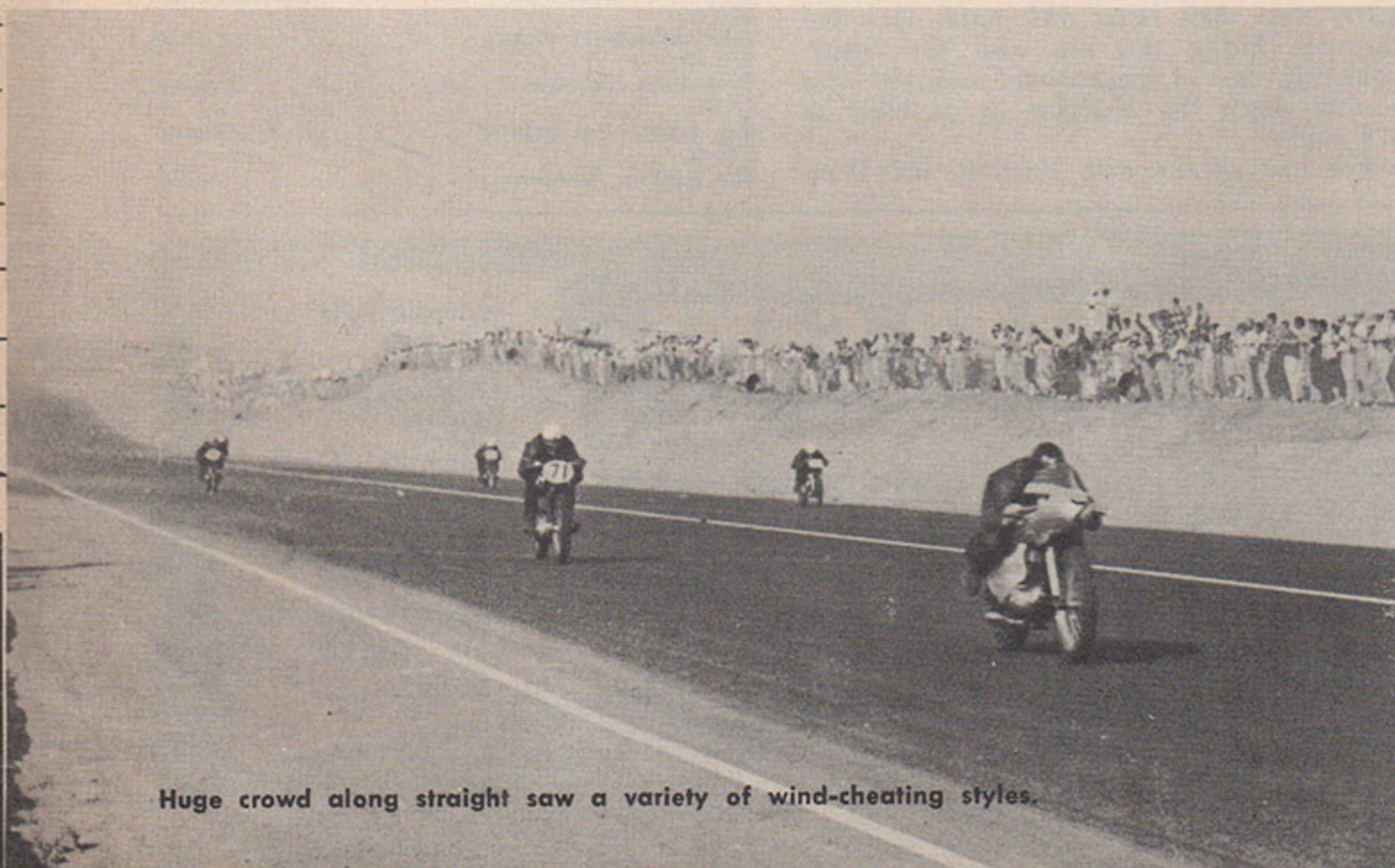


Two riders "wear out the sidewalls" going into the first turn.

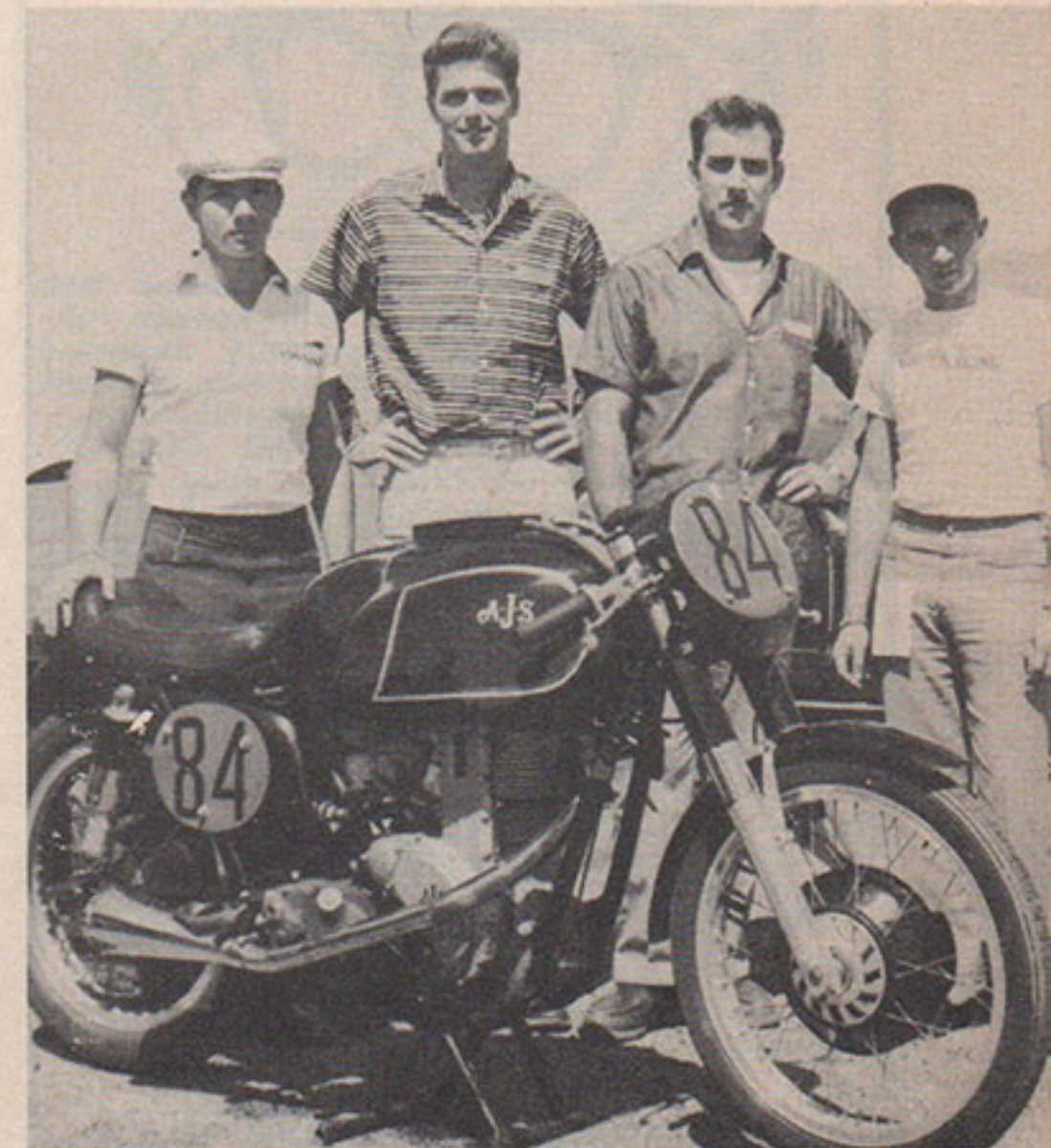
Four champions pose behind the 350 cc 7R AJS Boy racer. Left to right, Pedro Rodriguez, 1955 Mexican 500 cc Champion, 1957 National Scrambles Champion Bud Ekins, Marcel Meunier, 1950 Belgian Moto-cross Champion in this country to try his hand under Ekins' tutelage at American racing, and Ricardo Rodriguez, 1956 Unrestricted Motorcycle Champion of Mexico. Ricardo, brother of Pedro, drove his Porsche RS Spyder expertly to win the 1500 cc Modified Feature race against the toughest West Coast sports car competition shortly after this picture was taken. Pretty good when you consider Ricardo is only 15 years old!



The Riverside Grand Prix brought out some interesting machinery. Here is Gene Wise sizing up the south turn on his beautifully faired 250 cc Maico.



Huge crowd along straight saw a variety of wind-cheating styles.



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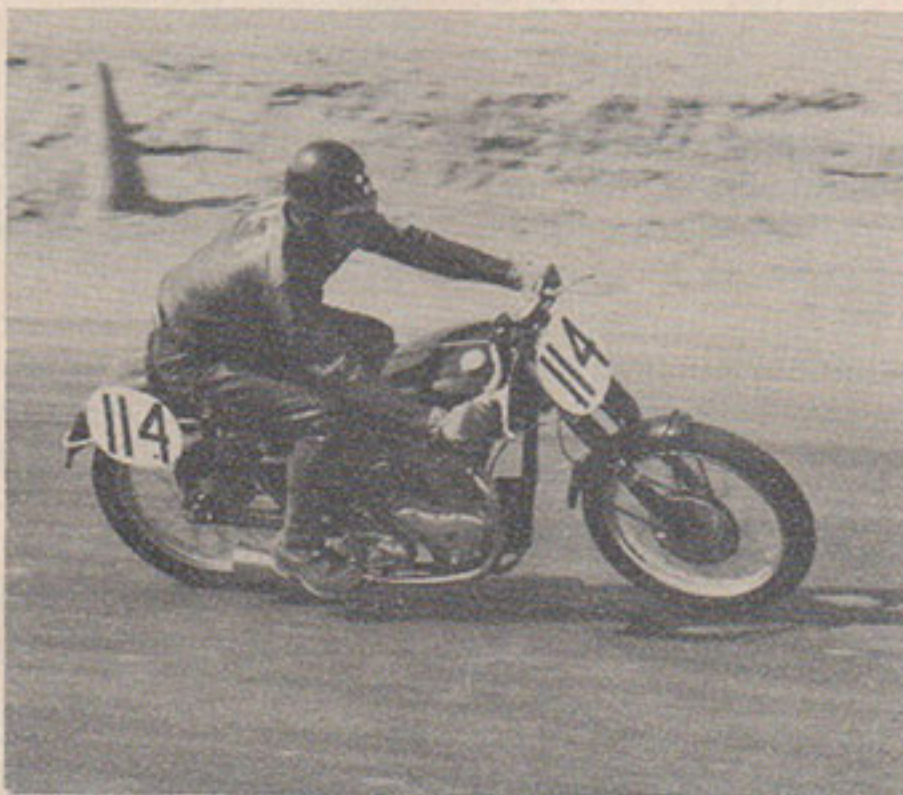
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GRAND PRIX CONTINUED
 and there is less of a chance for tangling. The bikes were started by classes thirty seconds apart, the small machines popping off smoothly, followed by the 350s, of which there were only three, and last the over 350cc machines, roaring away from the grid like hounds in pursuit of a bevy of streamlined hares. Some of the little motorcycles in the front line took a lot of catching before the bigger ones could get out in front. John Duquette's Puch, for example, held out for nearly half of the thirty minute race, and a 100cc Ducati was turning 71.31 mph on the straightaway.



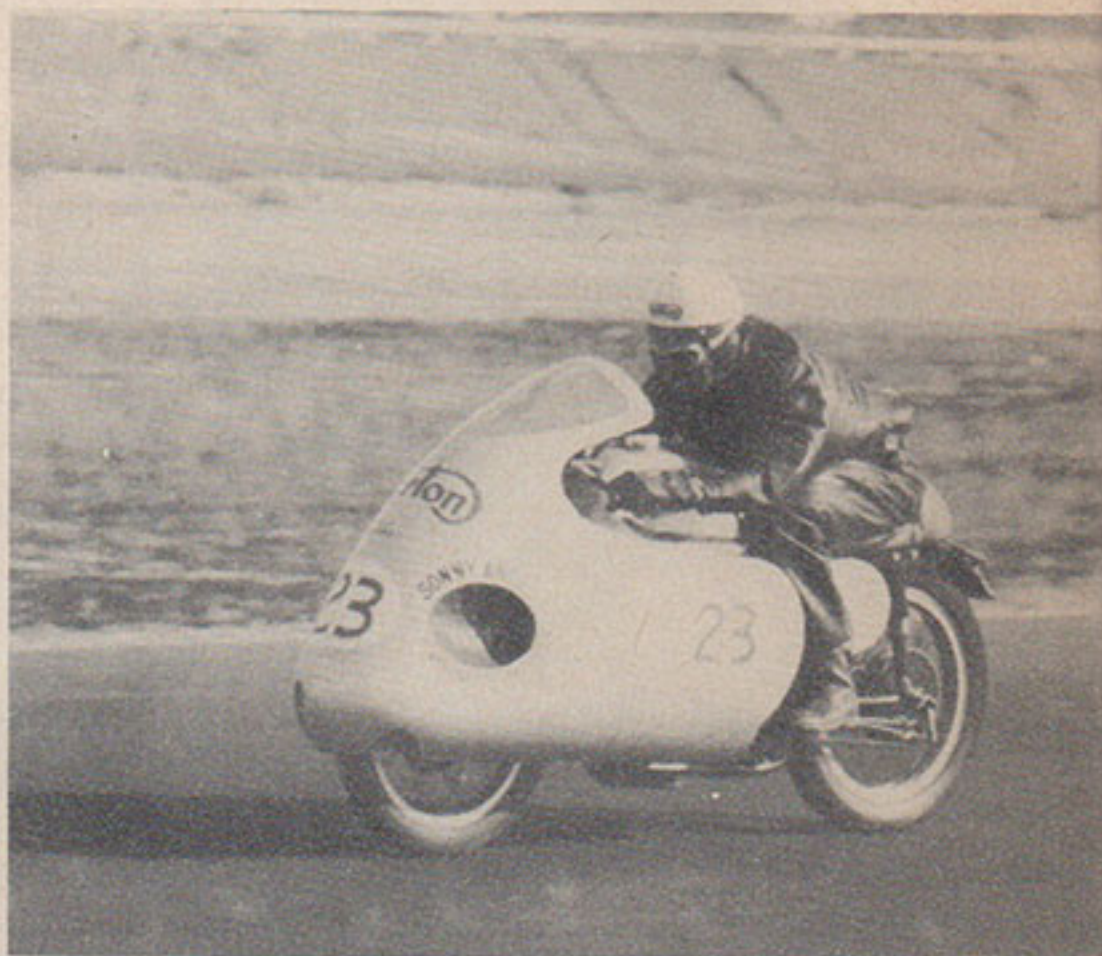
Second place Bud Parriott's unfaired bike braked into turns better than Pena's, but wind resistance slowed him on the straight.

But before long it became evident that George Pena and Bud Parriott were the men to watch. The streamlining on the Norton let Pena knife through the wind better than Parriott's naked Triumph, but Parriott gained back lost ground in the turns, passing Pena and then being re-passed on the straight. There were eight turns in the course, and the lead swapped hands just about eight times each lap.

Soon ivy-league clad sports car buffs who had left the edges of the course thinking the motorcycle races to be some sort of intermission heard the announcer's excited voice over the loudspeakers and returned to their vantage points to see what was going on. They saw the racers barrelling into tight hairpin turns that even the Porsche Spyderys crept around without removing their feet from the pegs, then flatten themselves onto their tanks and crank open the throttles filling the air with the heart-pounding roar of megaphoned exhausts and scream down the straights at as high as 124 mph.

For half of the race Parriott and Pena

chased each other around the course, never more than a few lengths apart. Finally it was only a question of who would be ahead at the particular part of the course where the finish line was. That honor went to George Pena by only one second.



Pena at speed on 1.1 mile back straight. Crosswind began blowing late in race, interfered with Norton's handling.

A great many spectators came away from the fences at the end of the race shaking their heads in amazement at the spectacle they had just witnessed. Certainly many of them were asking themselves "What have I been missing all these years?" It is safe to say that with motorcycles on the bill the second running of the Riverside International Motor Raceway will find a huge, cheering crowd lining the fences to watch the glittering motorcycles burn up the asphalt.

At the trophy presentation dinner following the Riverside Meet the Pacific Sports Car Sportsmanship Trophy was presented to the American Association of Grand Prix Riders, a organization formed to represent the motorcyclists interested in G.P. racing, for the excellent cooperation and sportsmanship displayed. The award was accepted for the group by Alan Tomkins. ★

Results

OVERALL	
George Pena, San Diego.....	Norton Manx
Buddy Parriott, La Puente.....	Triumph
Keith Lane, Los Angeles	Norton Manx
350 cc	
John McLaughlin, Duarte	AJS 7R
250 cc	
Gene Wise, Pacoima	Maico
175 cc	
Don Alpine, San Gabriel	MV Augusta
125 cc	
Bob Bakker, Pasadena	MV

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SPORTING SCENE CONTINUED

duro. Although the unkind weatherman caused the proposed 201 mile jaunt to be ended at 185, enough variety of roads and scenery had been covered to make the event a worthwhile one for the competitors. The terrain included abandoned stagecoach roads, lakeshore sand, paved roads, logging roads, a river crossing and caterpillar trails. The run was tough enough that only ten riders finished, but high point man Jack Snyder (no relation to CYCLE's editor) lost only 89 points, proving that it was not an impossible course.

Results	
Lightweight	
John Dickenson	Maico 250.....896 points
Virgil Dickenson	Maico 250.....895 points
Robert Torgerson	Zundapp846 points
Mediumweight	
Larry Lehman	Ariel Scrambler.....871 points
Fran Pumarlo	BSA B34 30:50.....868 points
Bob Haugh	Indian Woodsman.....814 points
Heavyweight	
Bob Hoffmeister	H-D 74.....140 miles
Jim Webster	H-D 74.....20.2 miles
Bob Serres	H-D 74.....20.2 miles
High Point Winner	
Jack Snyder	Triumph TR6.....911 points



NOTHIN' TO IT—Everett Brashear poses with another flag signifying that he was the first man past it on the Class A Final of the Ohio State 1/2 mile dirt program.

(Continued on page 44)

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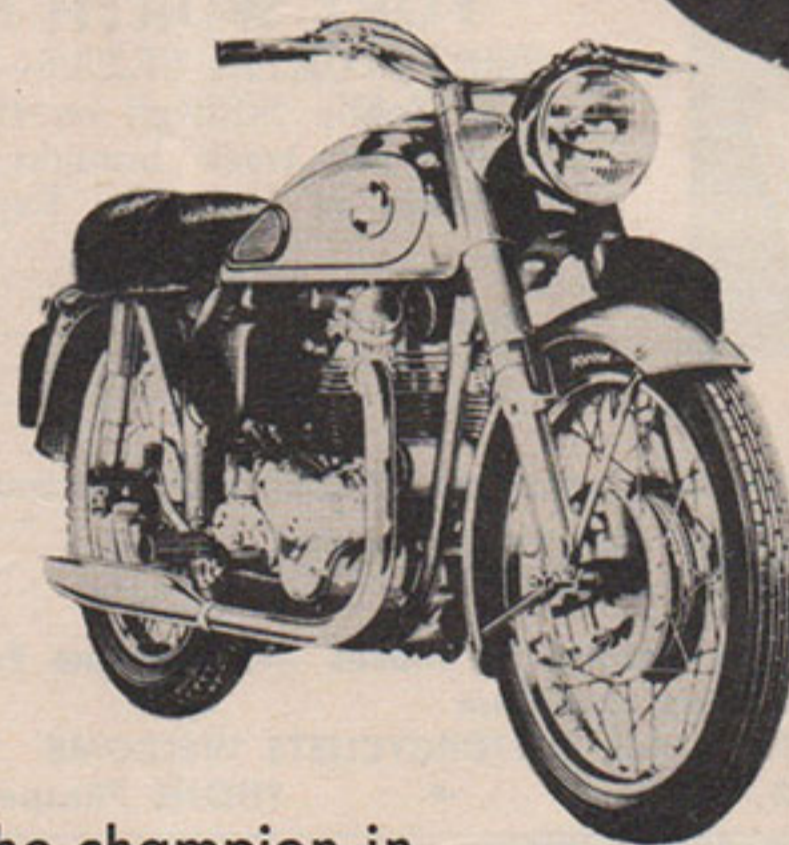
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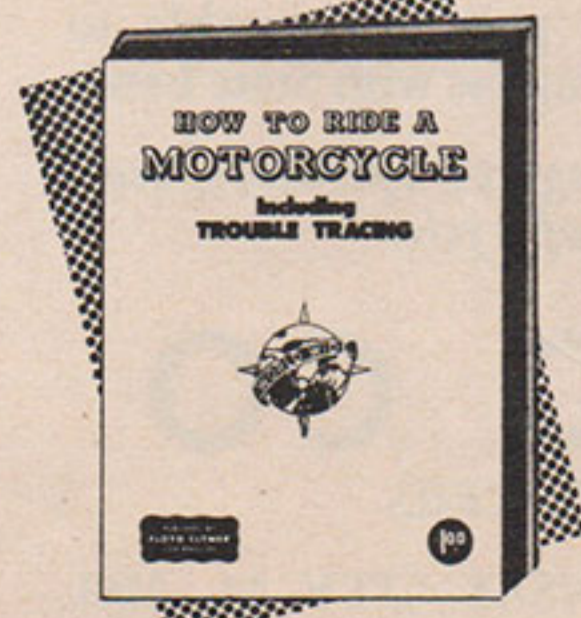
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SPORTING SCENE CONTINUED

LEONARD AGAIN NUMBER 1

► COLUMBUS, OHIO—Joe Leonard will wear the Number 1 competition plate again for 1958 as he finished the season six points ahead of Al Gunter. Gunter had been close to Leonard all season in the point battle and a first or second in the Peoria 80 inch Open event, with Joe not able to compete because of a broken ankle, would have given him the crown, but mechanical failure forced him out of the battle.

The following is a rundown of the riders who earned points in the 1957 National Championship events:

Joe Leonard, San Jose, Calif.	H-D	41
Al Gunter, Los Angeles, Calif.	BSA	35
Dick Klamfath, Groveport, Ohio	BSA	20
C. Resweber, Milwaukee, Wis.	H-D	18
E. Brashear, Beaumont, Tex.	H-D	17
Dick Mann, San Pablo, Calif.	BSA	14
Geo. Everett, Pasadena, Calif.	BSA & H-D	14
Roger Howk, Goshen, Ind.	BSA	10
Gene Thiessen, Eugene, Ore.	BSA	7
E. Kretz, Jr., Monterey Pk., Calif.	Tri.	7
C. Sherwood, Cornwall, N.Y.	BSA	5
Wayne Bias, San Jose, Calif.	H-D	5
Mike Dottley, Birmingham, Ala.	Tri.	3
Don Gore, W. Hartford, Conn.	BSA	3
John Gibson, Duarte, Calif.	H-D	3
Tom McDermott, Norfolk, Va.	BSA	2
G. Roeder, Monroeville, Ohio	H-D	2
Al Burke, Minneapolis, Minn.	H-D	2
Alex Domyan, E. St. Louis, Ill.	H-D	2
Jim Phillips, Temple City, Calif.	H-D	1
Bobby Hill, Grove City, Ohio	H-D	1
Don Hawley, Los Angeles, Calif.	Tri.	1
Glenn Jordan, Columbus, Ohio	BSA	1
Devon Wenger, Goshen, Ind.	BSA	1
B. Beardsley, E. St. Louis, Ill.	H-D	1

FORT WORTH FLASH

► FORT WORTH, TEXAS—The flashy riding of Bobby Stillwell on the Fort Worth 1/2 mile flat track brought him home in first place in both the Expert Heat and Final.

Expert Final	
Bobby Stillwell	BSA
Dave Gunter	Tri.
Don Breedlove	H-D

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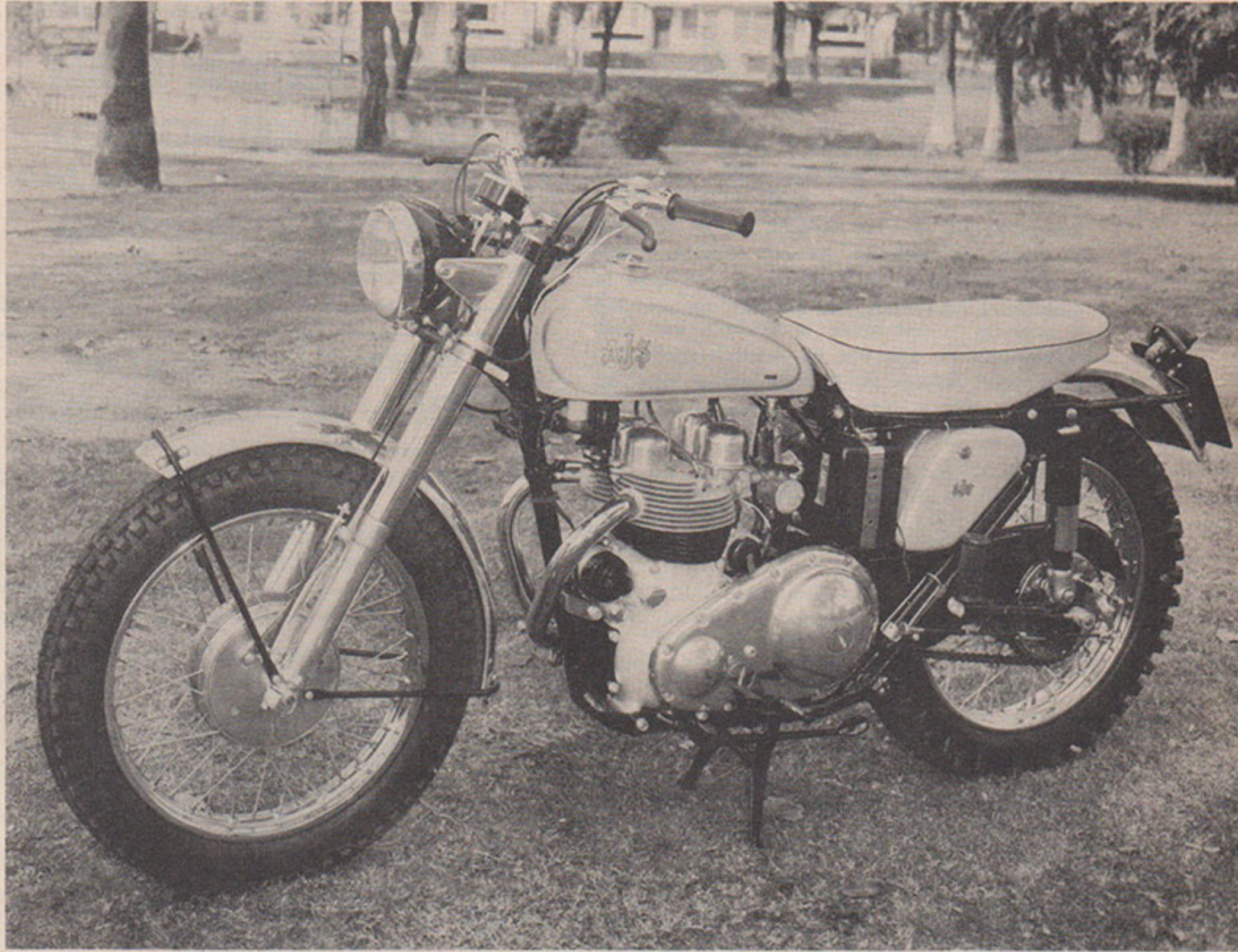
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NEW AJS & MATCHLESS SCRAMBLER TWINS

Frank Cooper, U.S. Distributor for AJS and Matchless motorcycles announces that the 1958 Scrambler twins will sport several major changes and a great number of minor ones calculated to make the popular models still more appealing to sports riders. The 592 cc parallel twin AJS 30CS and Matchless G11CS have new cast and polished aluminum primary covers secured by cheese-head screws replacing the stamped steel covers of previous years. The new alloy chain housing has two inspection plugs for checking chain tension, topping up the chaincase with oil, and for adjusting the clutch throw rod. These plugs are flush, with milled screwdriver slots, and lend themselves smoothly to the streamlined shape of the chaincase.

Other components have returned to the drawing boards of Associated Motorcycle Company engineers to be improved or restyled. Among these is the rear fender of the Scrambler twins which has been made wider, deeper, and longer to provide greater protection. The rear frame section has been modified to accommodate new heavier rear shocks with longer movement that now slant forward to give better shock absorbing action and consequently a smoother ride.

The seat covering has been changed from black to a heavier duty tan material and the control levers now have ball-end rubber covers. Introduced last year, an A.M.C. four-speed box is fitted. The gear change has been lightened by use of a lower-rate selector spring.



Aluminum alloy primary chaincase and 19-inch front wheel are features of the AJS Scrambler twin. Note full-chromed forks.

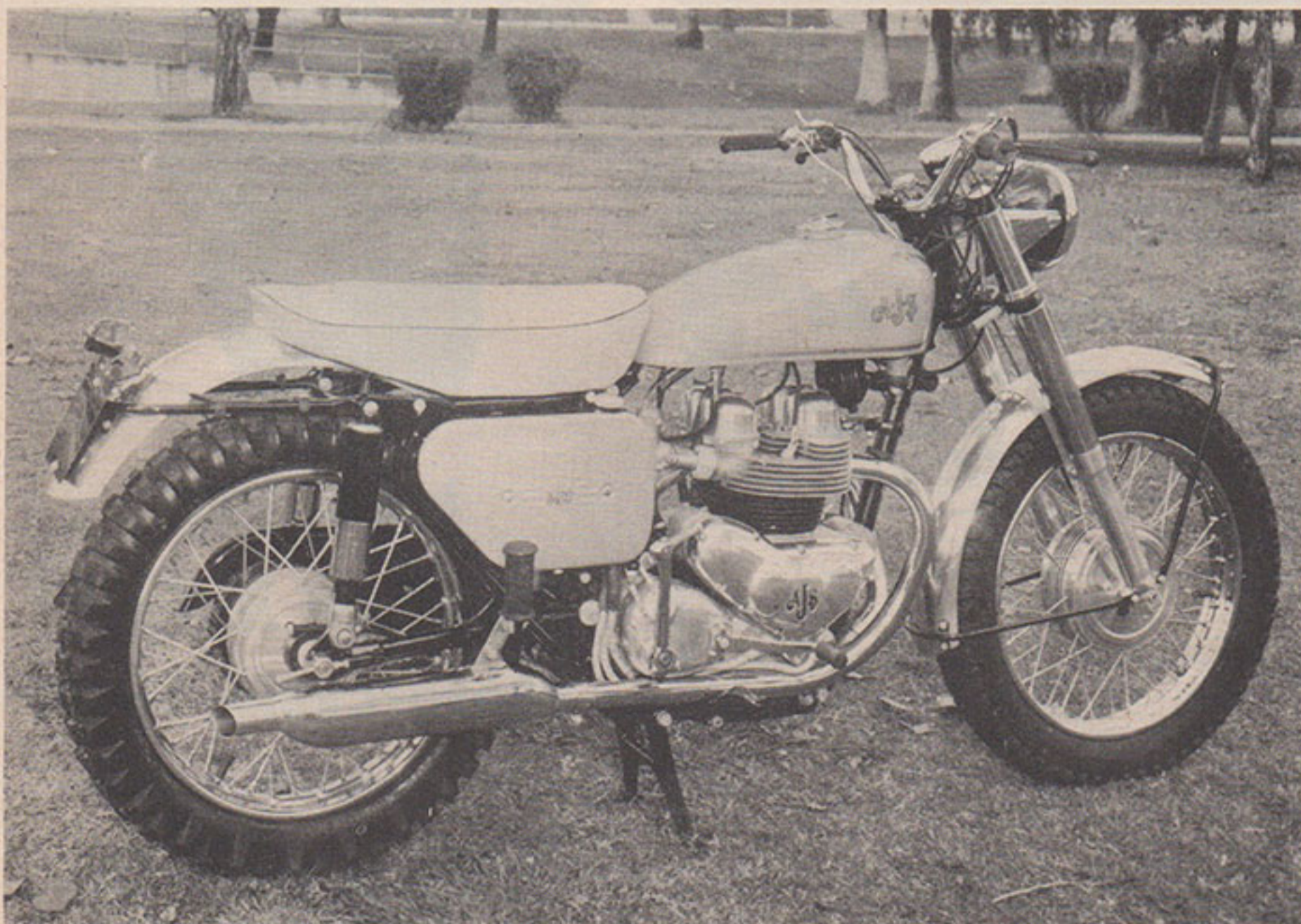
To give the Scramblers a narrower width and thus permit closer tucking in, the oil filler cap has been relocated on the top of the tank where it will not interfere with the rider's leg. The new models are also fitted with the 19-inch front wheels that have been proved to be so effective in competition, and the gas tanks, which retain their familiar contour, have

stronger, rubber-cushioned rear mounting bracket, and new barrel type petcocks.

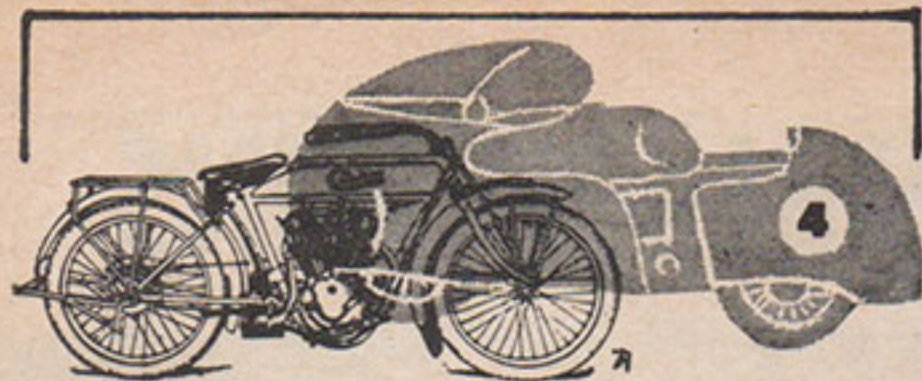
A distinctive feature of the twin cylinder engine is the use of a third bearing in the middle of the crankshaft; the bearing is plain and carried in a separate cast-aluminum plate. The big-end bearings are also plain and the connecting rods are light-alloy forgings.

The models are prettied up by completely chromed forks and rims, new light Mediterranean blue paint on the gas and oil tanks and tool box of the AJS, and a brighter red paint on the tanks and tool box of the Matchless. Pillion footrest lugs have been relocated and the crossover exhaust pipes and muffler have been raised to give more ground clearance.

Virtually "convertible" machines, the Scramblers can be purchased with full quickly-detachable lighting equipment, which has a new voltage regulator of the unitized type, and used as roadsters. Wherever they are used, on the road or in the rough, the AJS and Matchless Scrambler twins will perform with the same flawless precision that has earned them a high place in the regard of American motorcyclists. Other AJS and Matchless models will be announced in CYCLE as they are released.



Redesigned exhaust pipes and muffler are shown in this view of the 1958 AJS Scrambler.



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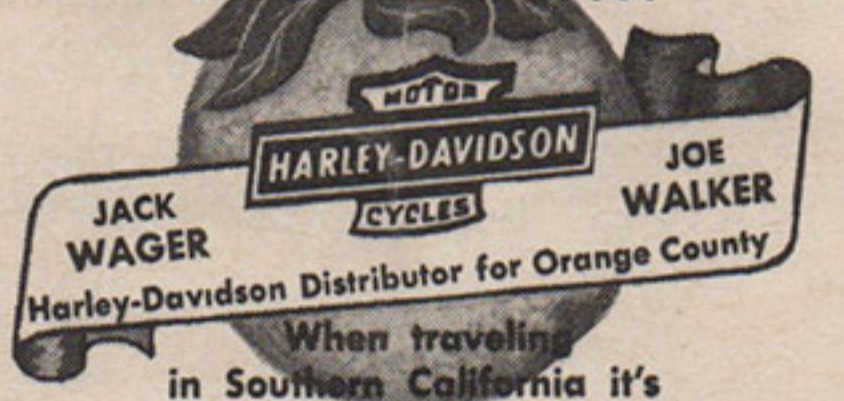
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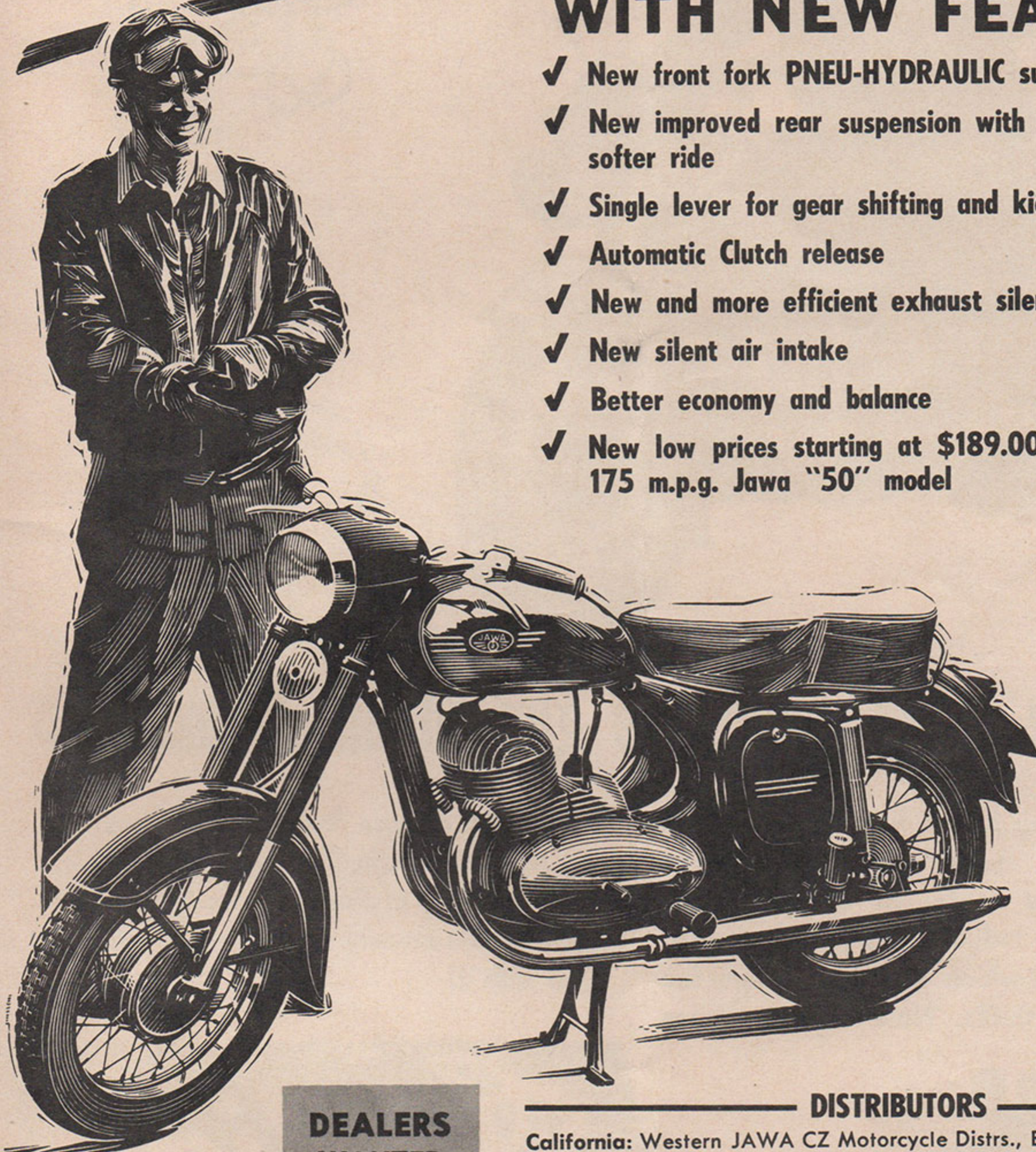
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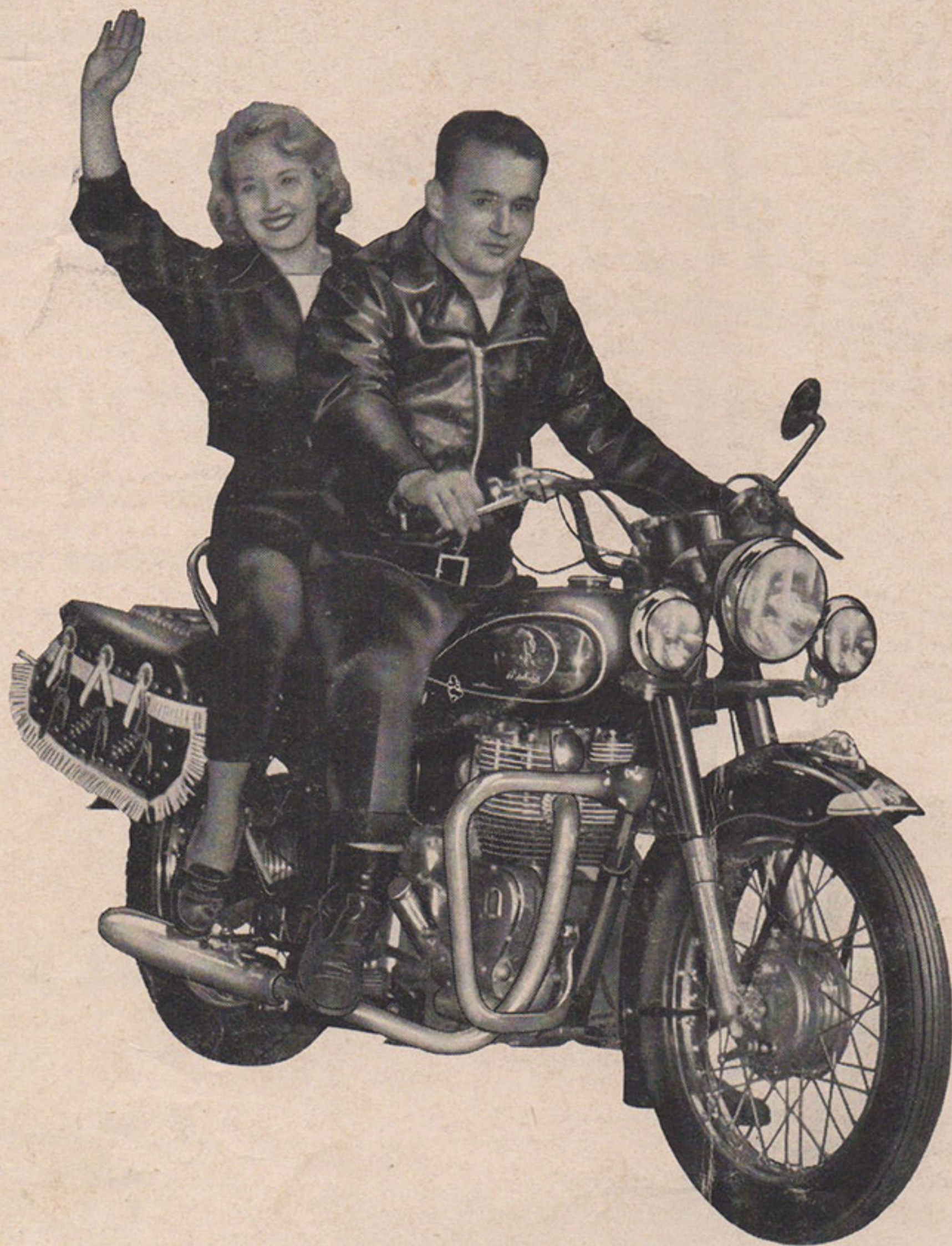
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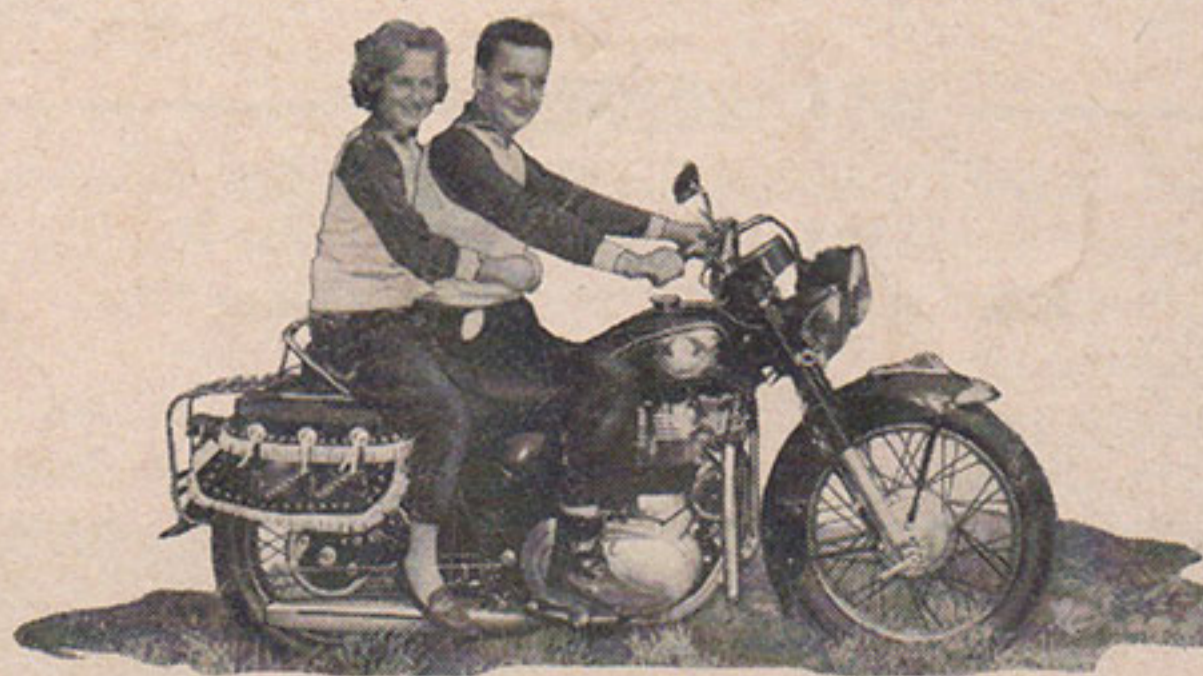
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