

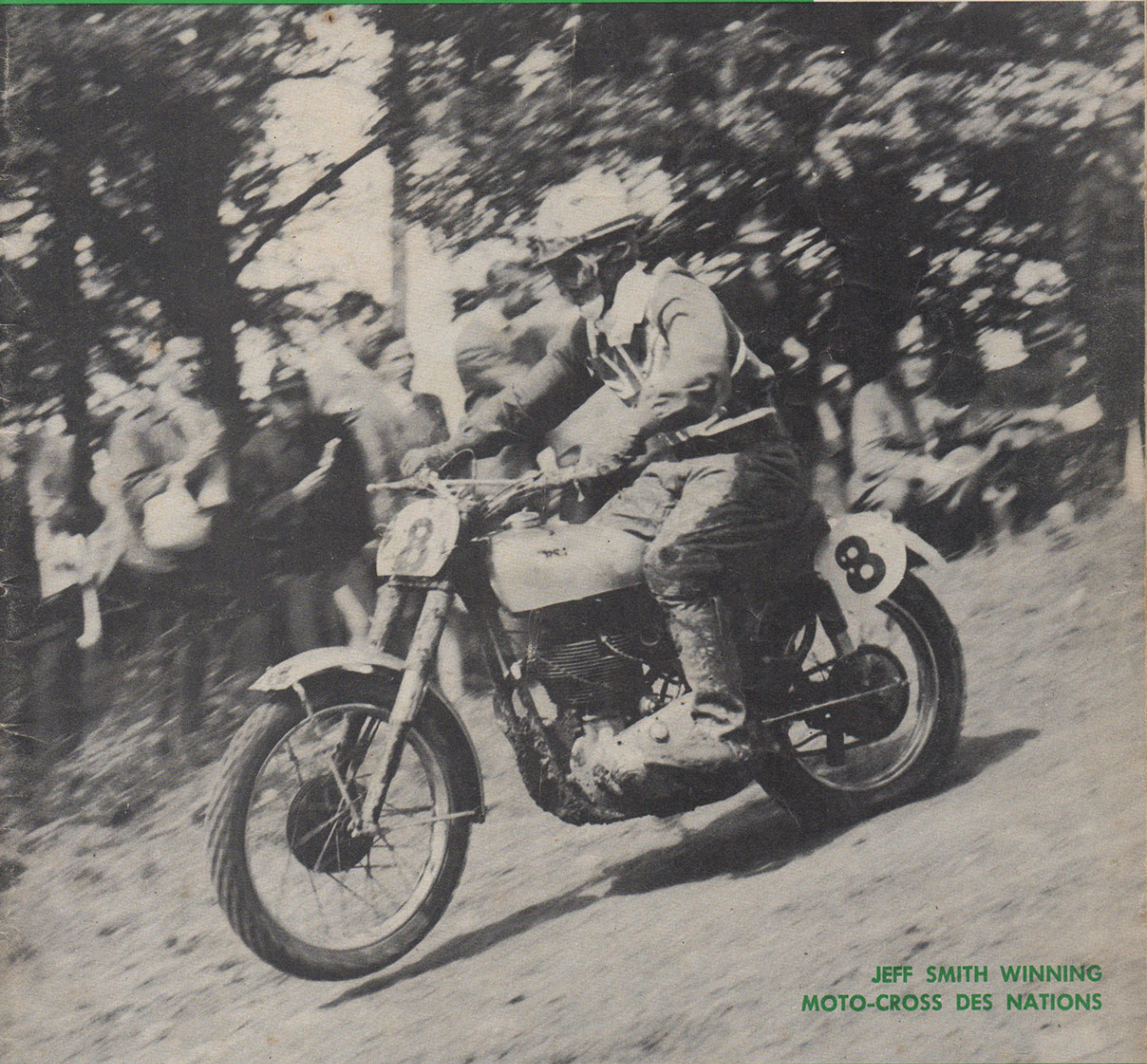
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CYCLE

A FLOYD CLYMER PUBLICATION

"WORLD'S LARGEST MONTHLY MOTORCYCLE CIRCULATION"

FEBRUARY, 1958
35c



JEFF SMITH WINNING
MOTO-CROSS DES NATIONS



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For Your Demonstration Ride*

Indian

SPRINGFIELD, MASS.

CYCLE

A FLOYD CLYMER

PUBLICATION

FEBRUARY, 1958

VOL. IX, NO. 2

"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: In a thrill-packed race on the Citadel Circuit at Namur, Belgium, Britain regained the European Moto-Cross team title from Sweden, which last year broke a run of British successes. The victorious British team was composed of the three BSA riders: Jeff Smith, Geoff Ward, and John Draper, all Gold Star mounted, as were the three Swedes who gained second place. The individual winner of the event was 21-year-old Jeff Smith, shown on the cover on a downhill stretch of the tricky and well-wooded circuit.

The Publisher's Column

NEW CLUB ATTRACTING MEMBERS FROM FAR AND WIDE—Within a few days after the announcement of the founding of the WORLD-WIDE CYCLE CLUB, memberships started pouring in at a rapid rate. The Club membership roster already looks like a "Who's Who" of past and present motorcycling. Names of the first two hundred members will be published in the next issue of CYCLE. Naturally we cannot publish all of them, but among the first to send in applications were:

Jack and Cordy Milne, Gene Rhyne, Dud Perkins, Cliff Boswell, Aub Le Bard, Jim Underwood, Bill Bagnall, Hap Alzina, Bill Meyer, Boots Curtis, Paul Treen, Ed Kretz Sr., Ed Kretz, Jr., Jack Mercer, Warren Heinkel, Ray Koch, Jack Kulan, Gerald Chance, Sam Arnholz, Ray Garner, Don Ramer, Gib Black, Mac Stauffer, Rudy Dressel (Mexico), Frank Kuncze, J. J. O'Connor, Vic Cox, Al Fergoda, Nicholson Bros. (Canada), Nils Tenberg (Sweden), Skip Fordyce, P. A. Bigsby, Herman Mallow (Germany), Ralph Moore, Ray Stearns, Gene Davis, Jacques Rousseau (France), Jack Horn, G. Hockley (New Zealand), Bobby and Bob Sir Kegian, Red Phillips, John Fitch, G. Prendes (Spain), J. M. 'Lodge' Smith, C. Timmerman, Art Herrington, Jess Denious, Wendell Elliott, Piero Taruffi of Italy, Al Gunter, Alex Domyan, Bud Ekins, Warren S. Wolfe, and Fritzie Baer.

The first kits of books, pins, membership card and certificate, decal, shoulder patch, and aid cards have all been mailed to the new members.

The purposes of the new association are to assist the ordinary rider to further enjoy the sport of motorcycling, to do our best to improve public relations, and help the public gain a better understanding of motorcyclists. To do this we must forget about makes of machines and all motorcycle riders must pull together for the common good of the sport in general, and not just for a single individual. WCC is for ALL riders of motorcycles and scooters, regardless of who builds them and where they are built.

WORLD'S RECORD FIASCO—We were shocked and disappointed to hear that the F.I.M. has ruled against accepting the world's speed records made by Johnny Allen on his streamlined Triumph at Bonneville Salt Flats in 1956.

The reason given for the rejection (which also included New Zealand's Bob Burns' Vincent sidecar record) was that the F.I.M. questioned the accuracy of the electronic timing equipment used.

The timer was checked by the unimpeachable staff of the California Institute of Technology and found to be more than accurate enough to time an international record attempt. The F.I.M. then claimed that the timer was affected by weather conditions at the time of the actual record attempt, though what they base this assumption on we do not know.

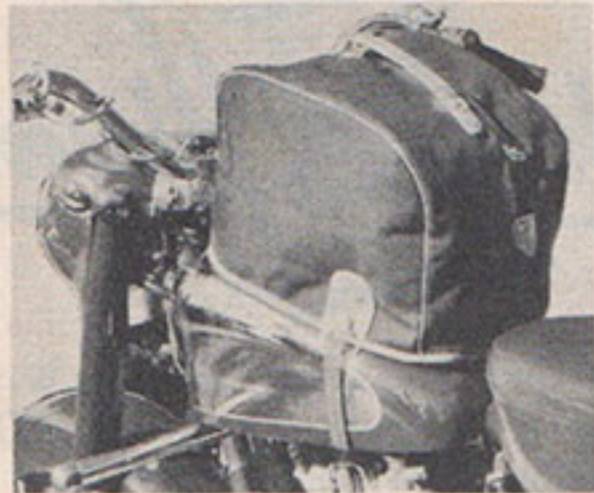
This leaves the "official" solo and sidecar record holders (NSU and BMW respectively) in a ticklish position and makes them appear at fault along with the F.I.M. But NSU and BMW are not to blame. Since the "unofficial" breaking of their records they have not tried to capitalize on their recognized and remarkable marks. They are showing admirable sportsmanship.

The clocks and recorder used in the Allen-Burns record tries were under the supervision of Art Pillsbury, whom I've known since I came to California from Colorado in 1931. At that time he was in charge of the West Coast automobile racing program for the AAA, and though he was a little on the tough side he has always been fair, impartial, and one to stick by his decisions. He has handled thousands of races for the AAA and in later years for USAC. He manages the annual Mobilgas Economy Run (where there are plenty of chances for errors to be made), and in the many Bonneville Record attempts that he has been in charge of in the past years he has handled everything from the fastest runs made by George Eyston and John Cobb to the slowest failures. This is the first time that his results have ever been questioned.

NSU and BMW made a remarkable performance in their own record runs, but to us and to most Americans Triumph and Vincent are the holders of the World's top speed records, F.I.M. to the contrary. As he has probably timed more speed records than anyone else in the world, Art Pillsbury's word is good enough for us.

Floyd Clymer Publisher

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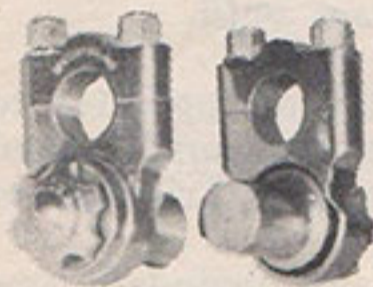
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W. L. THOMAS,
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Editor, CYCLE Magazine—

I have just finished reading the December issue of CYCLE and I think it is one of the best yet. I especially liked the article "Grand Prix American Style" on page 41. I think that Grand Prix racing in the United States is a very good idea. I am 16 years old and have been reading CYCLE since December 1953. I am saving my money so that I can get a used motorcycle this summer. I have read at different times in CYCLE about young boys having trouble with their parents when they mention the desire to get a motorcycle of their own. I have always told my parents about the safety of cycles and how much they can be enjoyed if they are used in the right way. I read them Bill Stern's broadcast about motorcycles and they couldn't believe the statistics on the safety of motorcycles. I don't think that I will have any trouble getting my cycle unless I bother my parents for the money to pay for it. I think that CYCLE is getting better by the issue and I will always be a CYCLE booster.

C. E. Penninger
Anna, Ill.

Editor, CYCLE Magazine—

How about a road test of the 1958 Triumph TR-5 A-D Trophy?

Clymer is a bigoted fool. Britzke was the best editor CYCLE ever had, and Clymer is Harley's and Indian's best friend. Clymer's stupidity really shines thru his moronic support of the A.M.A. & Harley-Davidson, both of which are doing their best to ruin U.S. motorcycle competition.

I. M. Genie
Evanston, Ill.

One nice thing about the U.S., anyone can speak his mind. Usually we don't print letters which come in without street addresses, Genie did sign his name, that's all. Every editor CYCLE has had, even before we bought CYCLE, has his followers.—Clymer.

Editor, CYCLE Magazine—

Speaking of Editors—best one you ever had was Bob Schanz. What ever happened to him?

Herb Sandow,
Seattle, Wash.

Bob was indeed a good editor. He resigned to return to his home state of Ohio, where his girl (now his wife) also lived. He now works for Kelley Motorcycle Sales in Dayton, Ohio—Clymer.

Editor, CYCLE Magazine—

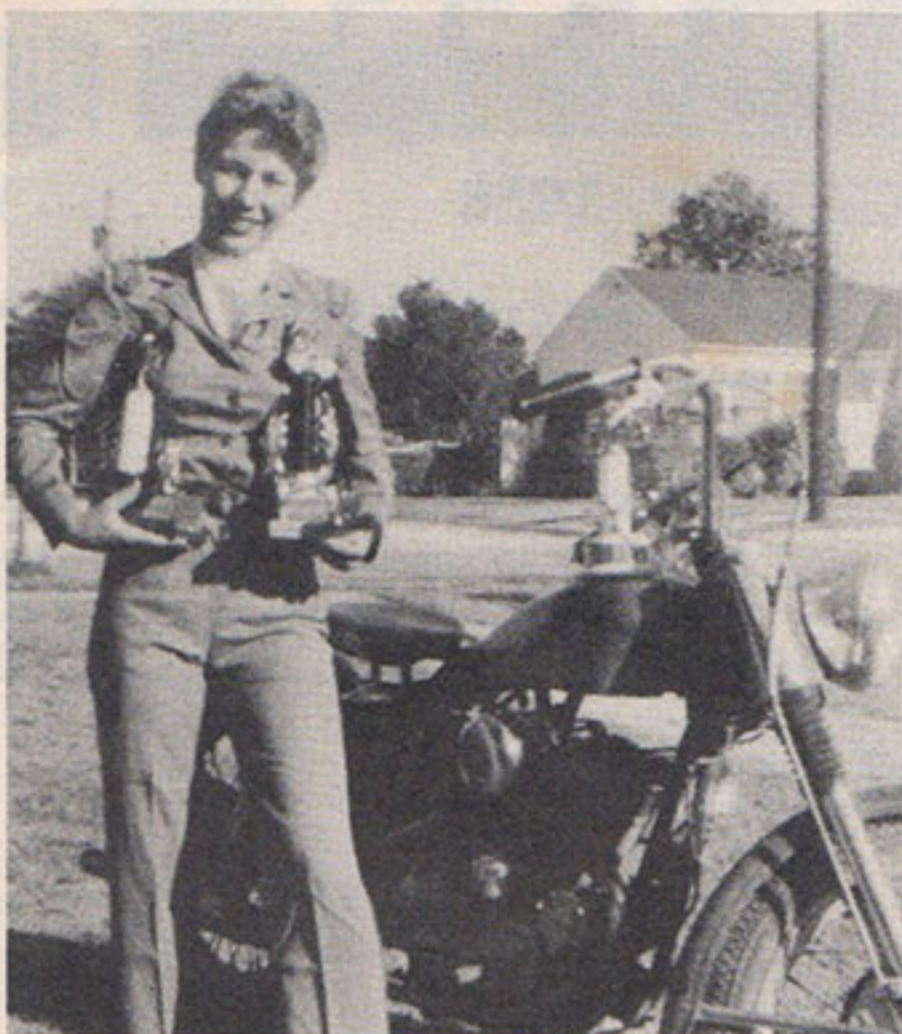
What ever happened to Bob Green. He was CYCLE'S finest editor and road tester—you lost a good man in Bob.

Ed Nelson,
Detroit, Mich.

Actually, Bob never worked for us. Under our agreement with Trend, Inc. when we bought CYCLE, Bob put the first two issues together for us while still working for Trend. Bob was not included (nor were his services) when we bought CYCLE. We are happy to report that he is doing fine in his position as Managing Editor for Hot Rod Magazine. He still is an ardent motorcyclist and a real enthusiast—Clymer.

Editor, CYCLE Magazine

Enclosed is a picture of my daughter Carolyn Henry with her motorcycle and the trophies she won in 1957. She is 16 years



old and a Motor Maid and Texas Girl Rider. She is a good sport and loves to ride her motor. I wish more teenagers would join the sport of motorcycling.

Mrs. J. B. Henry
Temple, Texas

And we wish that more parents shared your healthy attitude toward our sport.—Ed.

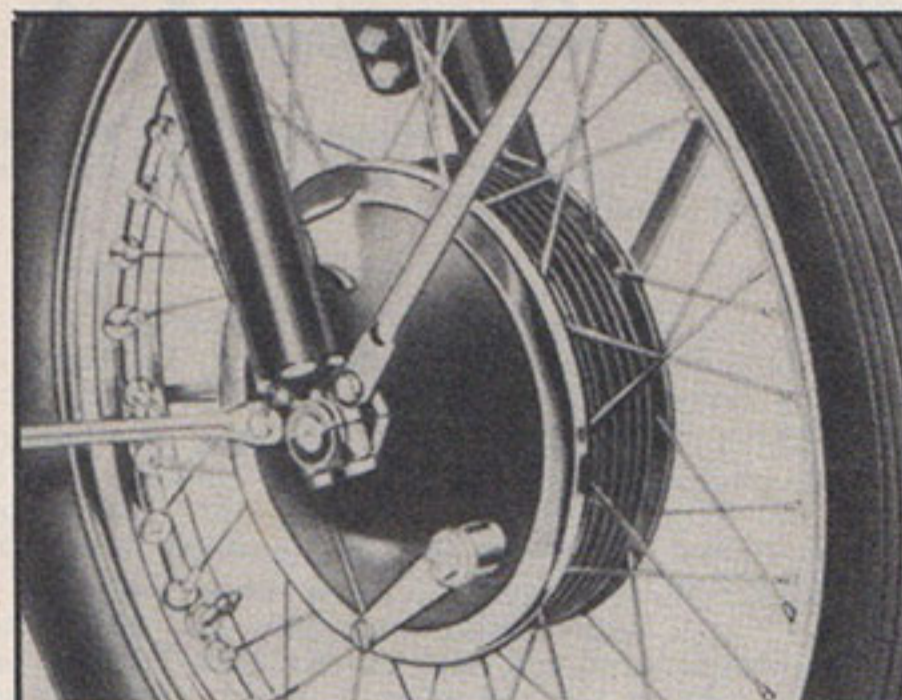
Editor, CYCLE Magazine—

I have only recently had the long-awaited opportunity of visiting your country and was very favorably impressed, but could spend but a short time ashore. It is hoped to remedy this at a later date.

As a keen motor cyclist in the U.K. and an active club member with some racing experience at the Brand's Hatch and Thruxton circuits, etc., I was naturally interested in seeing your machines first hand, and to have the opportunity of riding one.

I found the 74 cubic inch Harley a fine machine with plenty of power on tap, but rather too heavy for my peace of mind. The riding position seemed very strange, having hitherto been used to sitting with the ma-

(Continued on page 7)



DID YOU KNOW . . .

that 1958 BSA Twins are equipped with new hubs, new powerful brakes, and new straight-line spokes finished in brilliant chrome?

VISITING EUROPEAN MOTORCYCLE FACTORIES WITH FLOYD CLYMER



Above: Aerial view of the Enfield Cycle Company's Redditch Works shows huge size of the factory: Below: Sales Manager Mountford appears amused as Clymer comments on the U.S. style handlebars on this new Indian Trailblazer 700 at the Enfield Factory.

ROYAL ENFIELD - INDIAN

A short distance from Birmingham in a scenic part of England is the city of Redditch, famous for the manufacture of needles, motorcycles and other merchandise. It is here that Enfield Motor Works is located.

The Enfield Company has long had a reputation for being builders of quality vehicles and although their slogan is "Made Like a Gun", they actually do not manufacture guns. In this factory the Indian is manufactured for sale in the U.S. and some other countries. While the factory is not the largest, it is far from the smallest of the factories that I visited during my foreign tour. Much of the machinery is quite modern and it is one of the cleanest factories that I visited anywhere.

The general sales manager, Major Mountford, took me through every nook and corner of the plant and I was greatly impressed with many of their methods of testing. They employ about 700 workmen. R-E pride themselves on quality workmanship and the fact that many of their skilled workmen have been in their employ for a long number of years.

Export business amounts to approximately 70% of production with the U.S. leading in sales, due of course to Indian. I saw hundreds of Indians be-

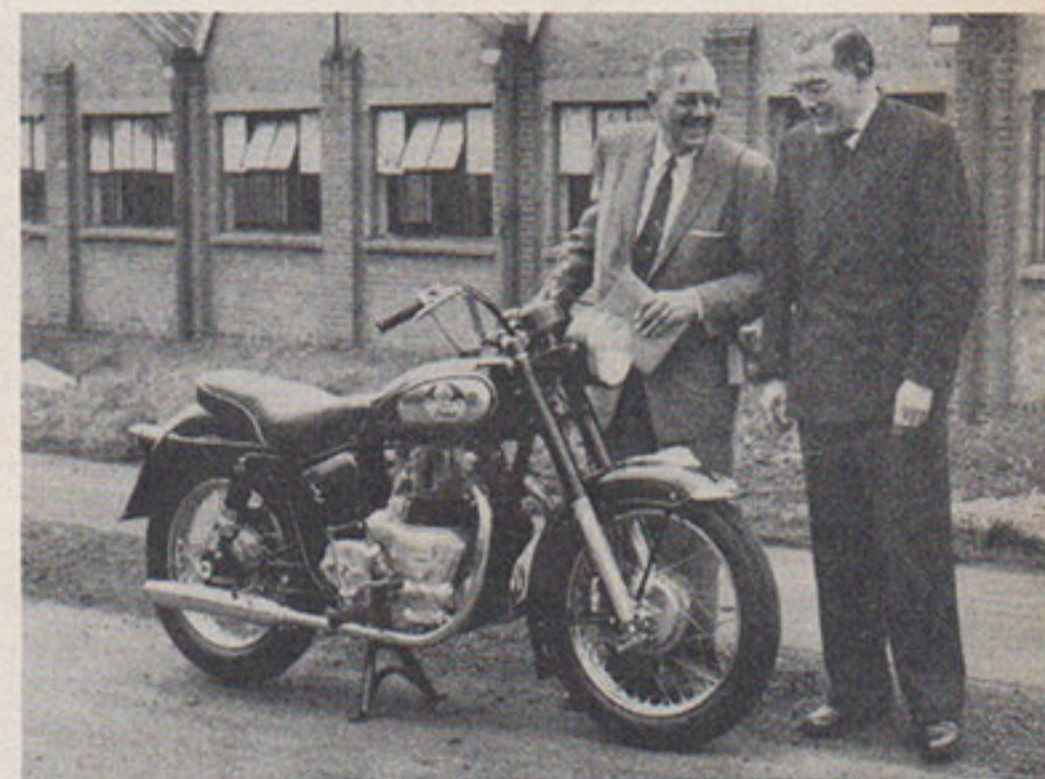
ing processed and earmarked for sale in the U.S. It is always easy to quickly spot machines in any foreign factory destined for the U.S. if only for one reason—the fact that they have high handle bars instead of the low ones preferred by the foreigners. Every machine is given a road test by skilled testers who a few years ago when R-E started manufacturing Indians startled the townspeople by appearing on the sideroads with an unfamiliar name on the tank. However, Indian in Redditch is now commonplace.

A considerable number of the machines in production were the new small Lance model, whose bright yellow color quickly attracted the eye.

All machines for export are crated in solid wooden boxes and I saw many marked for shipment to almost every country throughout the world.

It appears that times have changed in this motorcycle field the same as they have in the car field. No longer do Yankees raise eyebrows at vehicles manufactured outside the U.S. for sale in our country under either the same or a different trademark. Volkswagen started the interest in small cars and soon our own Ford Motor Company started importing Fords built in Dagenham, England. General Motors are now importing Opels from Germany

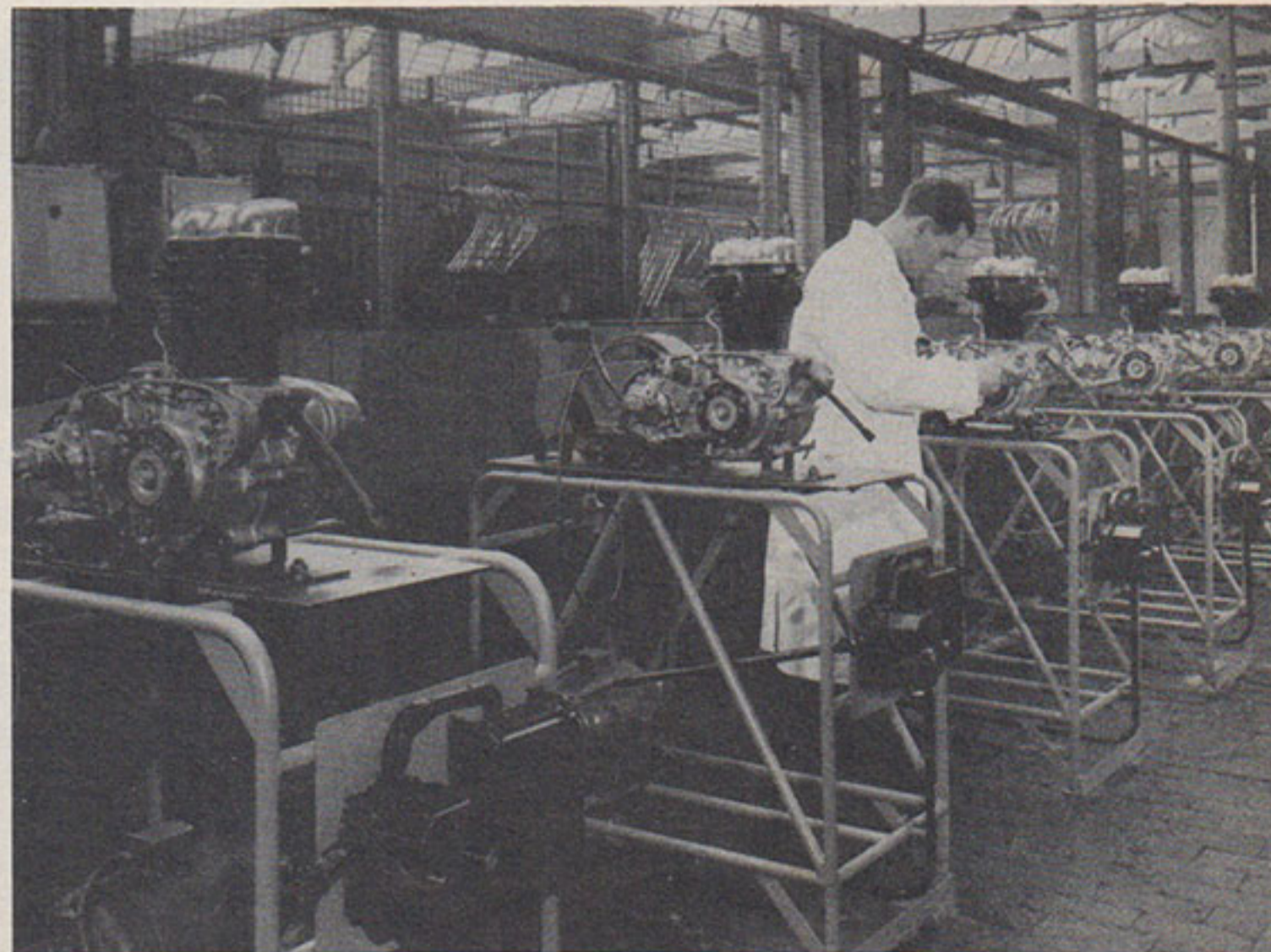
(Continued on page 6)



The heat-treating department at Royal-Enfield.



The assembly line for Indian and Royal Enfield engines. Neatness of plant and employees was impressive.



Indian engines are run in by driving them with electric motors on these test stands. This helps insure long life.



Clymer is welcomed to the Horex factory by Fritz Kleeman, son of the factory owner.

CLYMER'S TRIP

CONTINUED

and Vauxhalls from England. Chrysler is now scouting around for some foreign built small car to be sold in the U.S. through their dealer organization.

In the event there may be some confusion in the minds of our readers, the Brave once marketed by Indian in the U.S. is not and never was manufactured by Enfield.

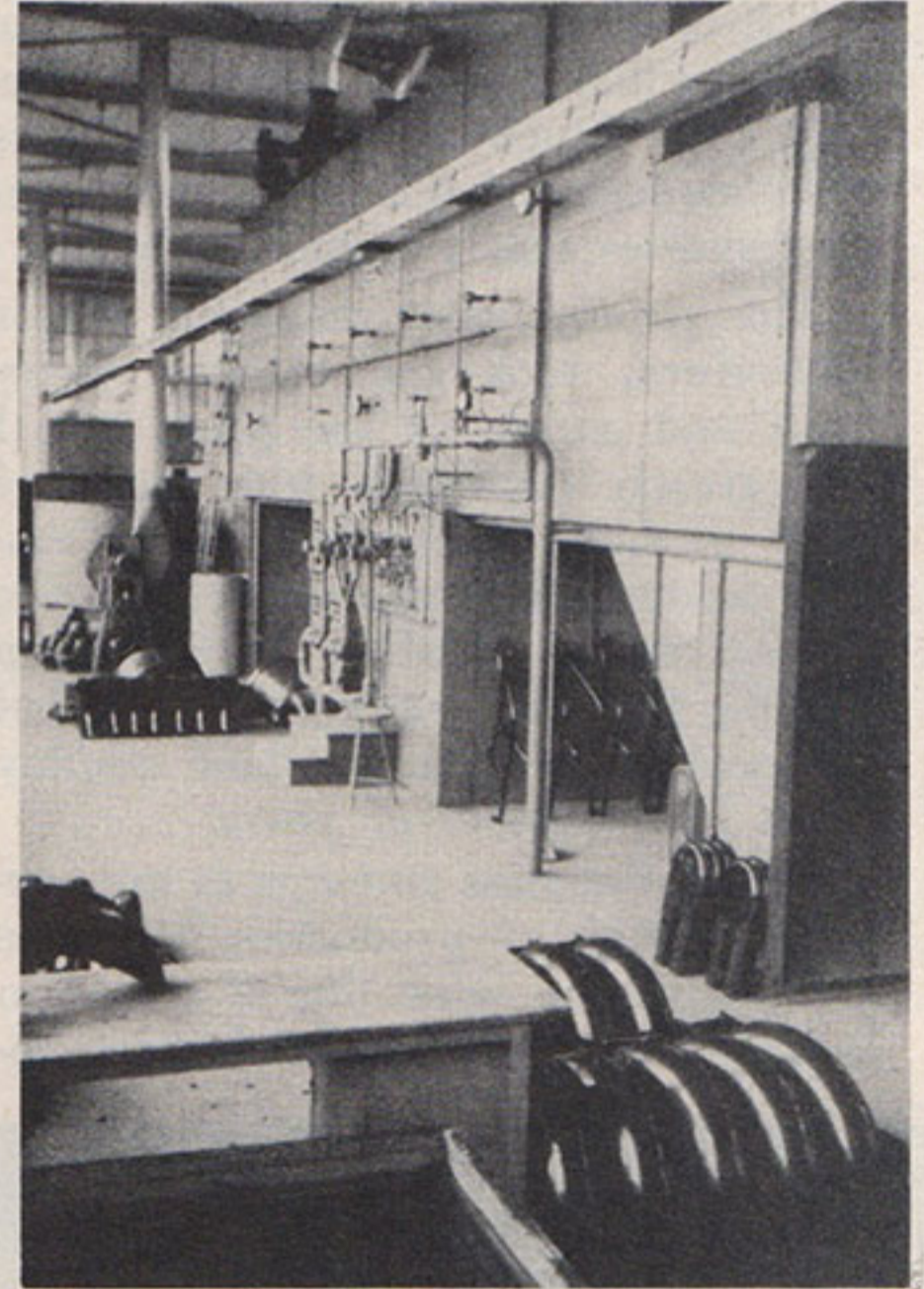
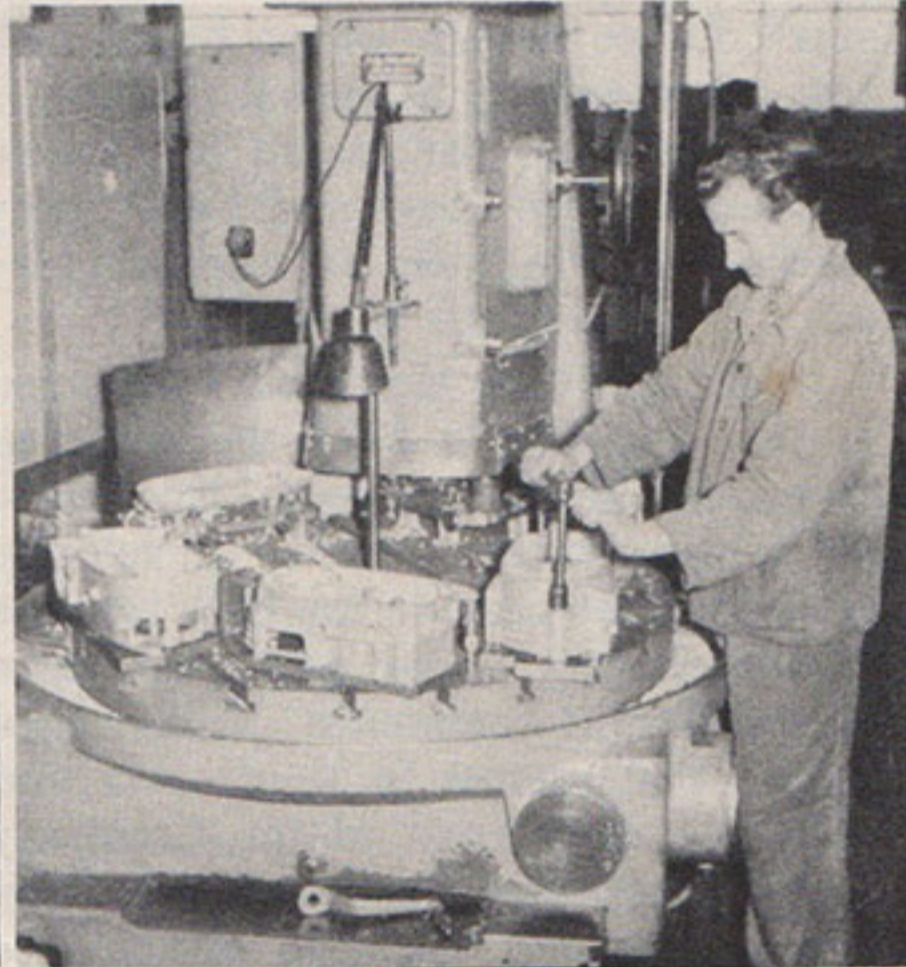
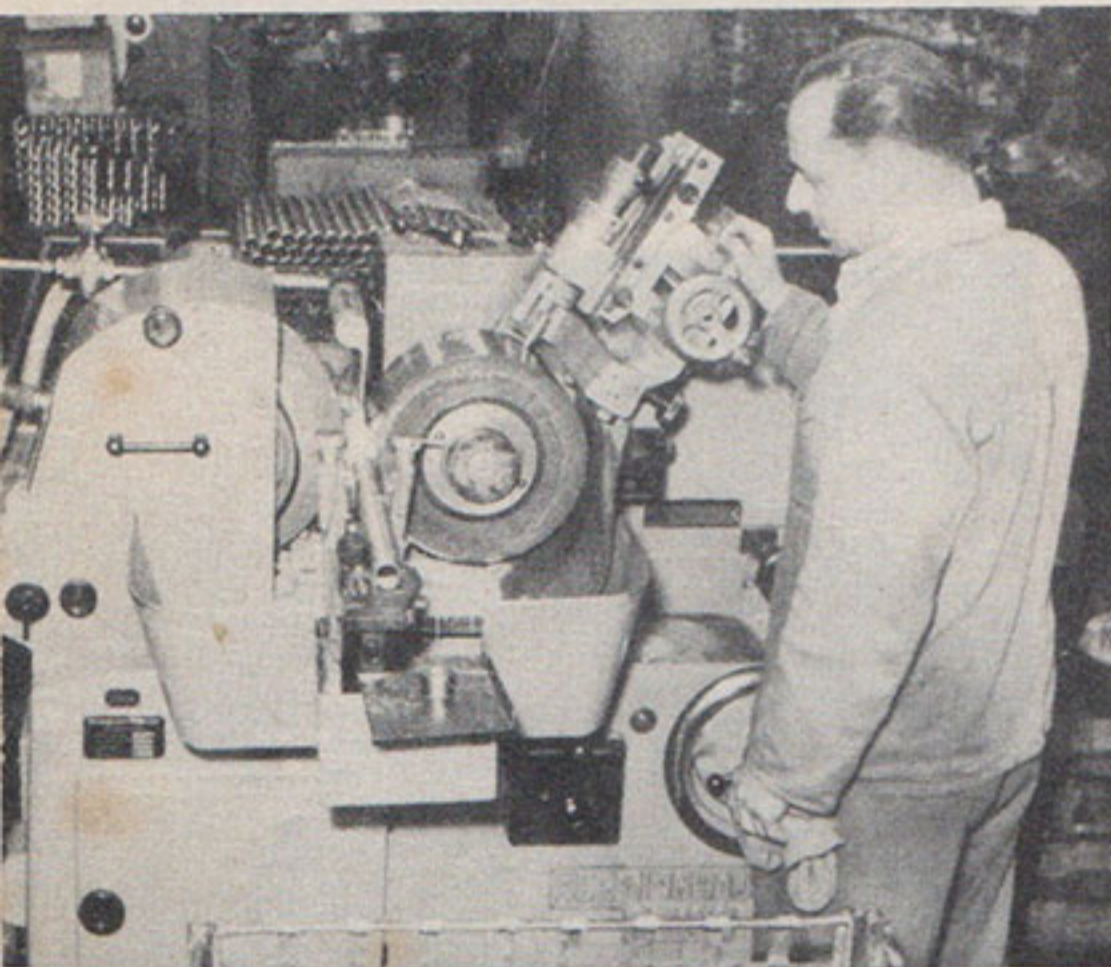
HOREX OF GERMANY

Just 20 miles from Frankfurt at the resort city of Bad Homburg is located the factory where Horex motorcycles, mopeds and extremely small bicycles are manufactured. Here I was welcomed by General Manager Fischer-Jenne, son-in-law of the owner Fritz Kleeman, and Mr. Kleeman's son. I found a great contrast here between my first visit in 1948 and the present-day factory. In 1948 reconstruction was still going on as the factory was badly bombed during World War II. The plant had been practically stripped

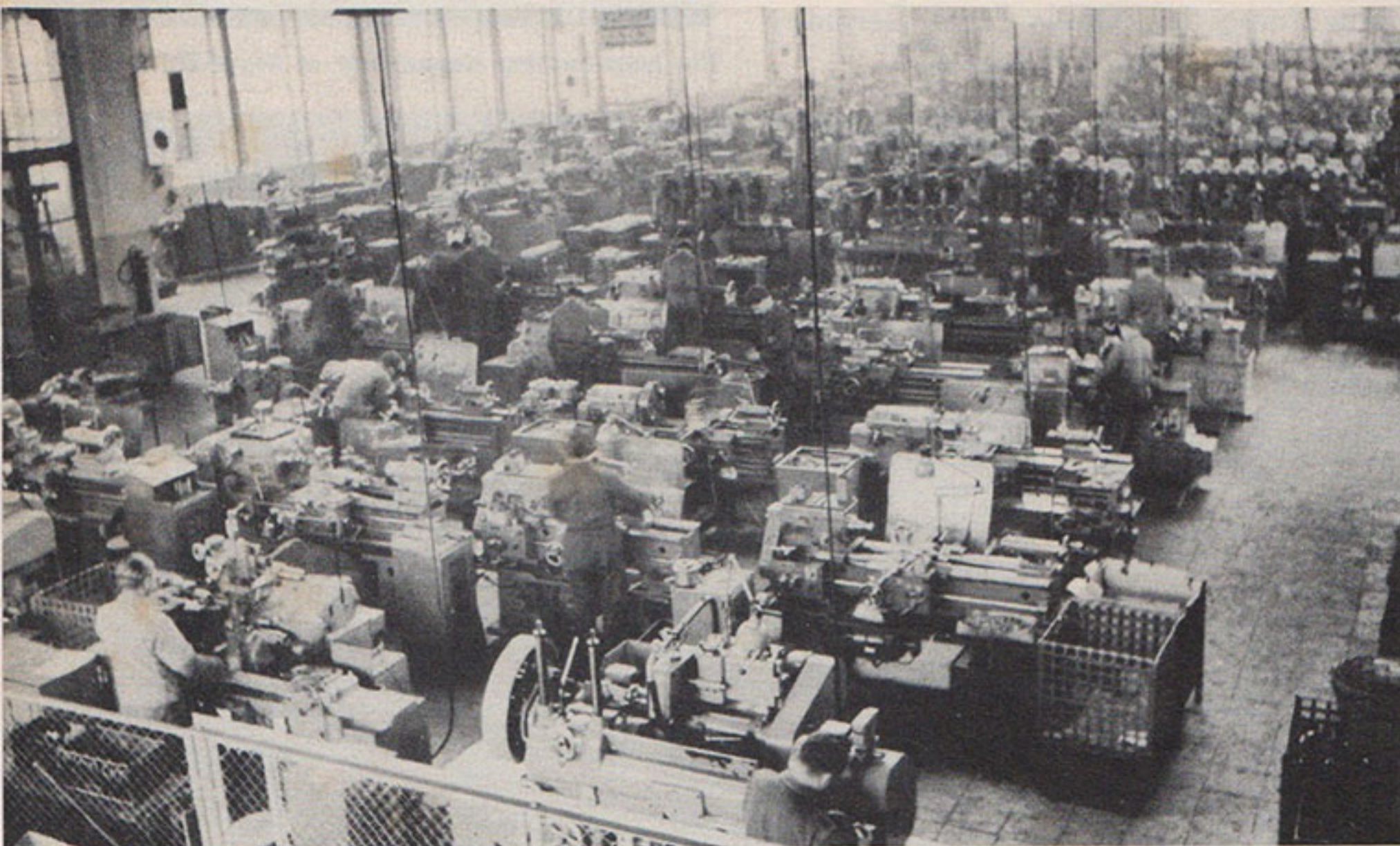
of machinery. New machinery was being moved in and only a handful of Germans were working at that time. Due to the bombing the new equipment probably gave Horex some of the most modern manufacturing tools that I saw in any of the factories. The plant is small in comparison to some of the larger ones that I visited but precision workmanship was in evidence from the foundry through all of the metal working departments down to the excellent paint and assembly departments and the crated finished product.

Horex, like most German factories, has suffered some by the influx of the Minicar now being manufactured by many factories in Germany, but nevertheless production was running along at a fair rate with Horex machines being exported to nearly all countries.

An overhead camshaft engine was mounted in one small test car with the possibility that it could be used as a power plant for some high-performance light German car manufactured by some firm other than Horex.



The modern enameling department at Horex.



Excellent new machinery used in Horex manufacture includes precision centerless grinder (above, left) shown finishing fork stanchion, surface mill (above, right) truing joining surfaces. Bottom: view of the main shop with abundance of new machinery installed after WW II.



Horex General Manager Fischer-Jenne explains to Clymer the extent of Horex testing.

chine rather than on it. Not for me your cow-horn bars and saddle. Surely such a riding position must induce a lot of drag at speeds above 80 mph? And do you really use such bars for racing?

I notice that many of your riders use their feet on corners. Is this the general practice? This is done only on the "dirt" in England and the Continent, and on road circuits only when wet — and then only rarely. Peter Ferbracle of South Africa who came in 2nd in the '56 Clubman's T.T. in the Isle of Man was the only exponent whom I have seen do it when the course was dry, except perhaps the late Ray Amm.

I think your roads are superior to ours generally, which I fear were made to accommodate the horse and cart only! Oh for a Manx Norton on California Highway No. 1!

It was sheer hard luck for A. Aharonian who came to England last year for the T.T. with his impeccable Gold Star. He certainly had what it takes—better luck to him in the future.

In the same category must come your intrepid Johnnie Allen, who surely has had his patience tried enough. We mostly share the opinion over here that the F.I.M. are mostly a bunch of old fogeys who are hopelessly out of touch with the sport. On this side of the "Pond" we all extend our sympathies to Allen and our most sincere wishes for a bright future to CYCLE and its readers. Here's an appreciative Limey!

Kenneth J. Upsdale
London, England

We agree that Allen got a raw deal from the F.I.M. Yes we do use "cow-horn" handlebars for some types of racing and do very well. The added leverage of wide bars increases control over the bike. As for footing on corners, much of this is a holdover from dirt track experience, although to foot or not to foot is still a matter for debate in America. Some riders claim, "It's not how you go into a corner, it's how you come out of it," and they find that using their feet helps them position better for accelerating out of the bend.

—Ed.

Editor, CYCLE Magazine—

I have never said much about the AMA situation previously but became disgusted last evening when I thought I had better renew my membership. I had waited considerable time hoping that the organization would send out a notification that my dues had run out. Now time has gone by and I can not even remember when I did join. Last night I decided to write to the association and have them check on my membership and advise me how much back dues I owed. Big deal, I looked for two hours

(Continued on page 42)

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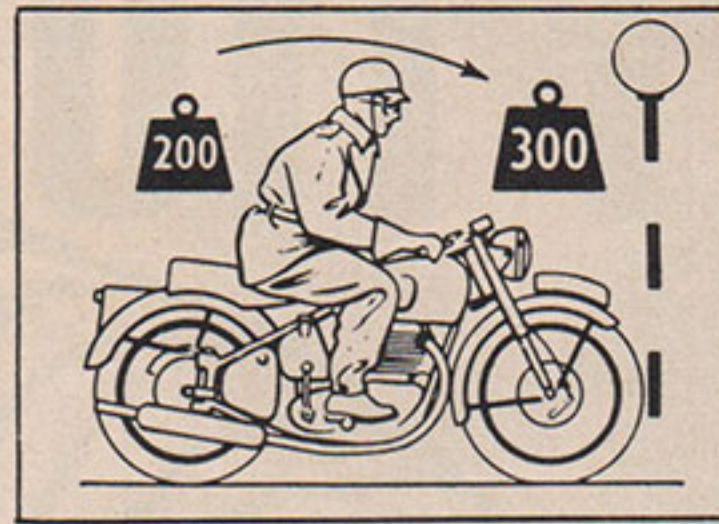
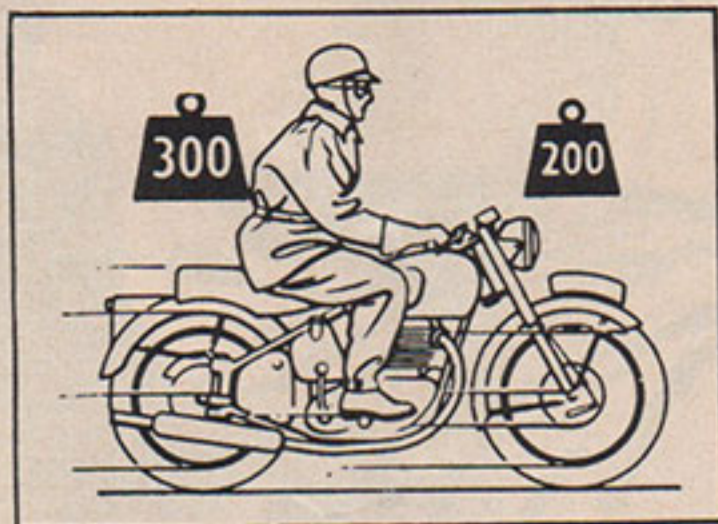
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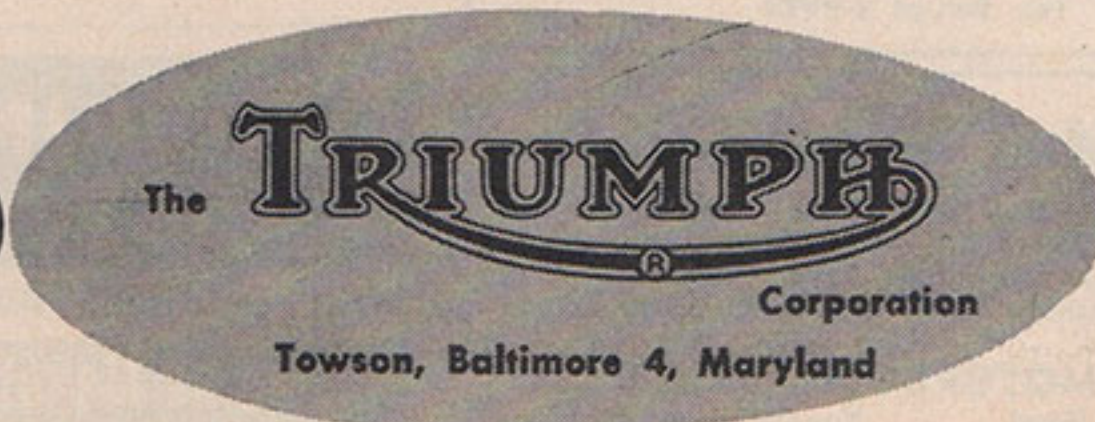
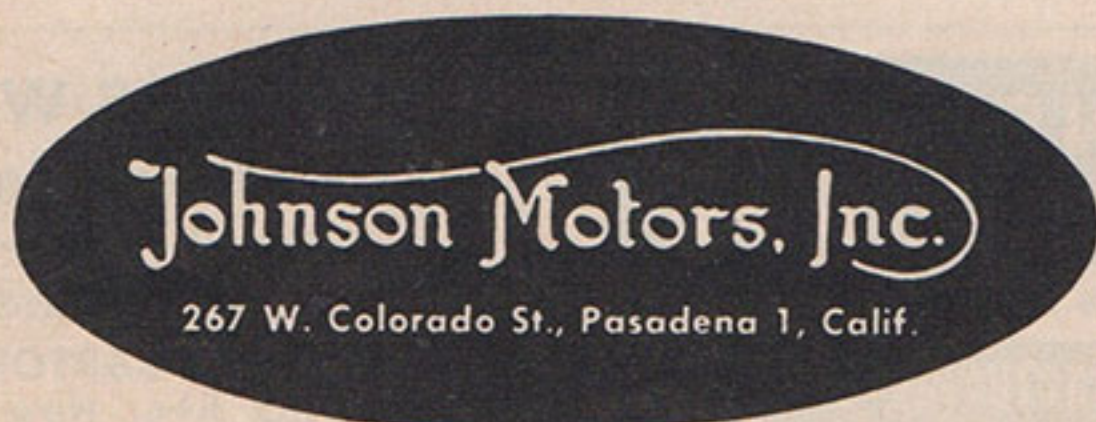
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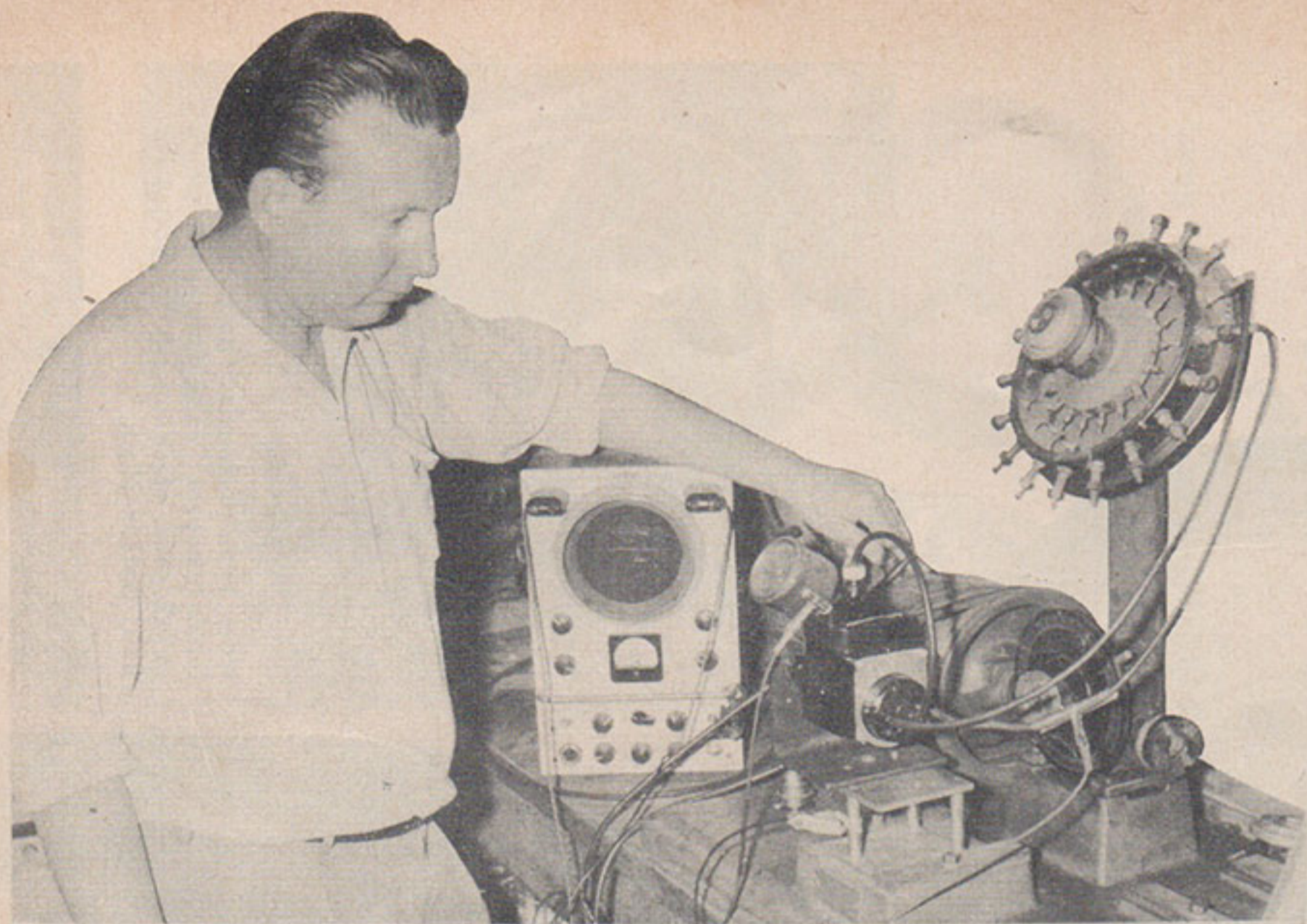
You're headed for the ride of your life when you mount this tiger. It's a rare combination of beauty with OHV high performance.

Triumph's Tiger T-110 for '58 features a host of exciting new extras and improvements that make it an even greater buy. New exclusive "Slick-Shift" provides automatic clutch operation. Packed with features that give you top-flight performance.

Again in '58, Triumph's Tiger T-110 (650 c. c.) sets a pace that other cycles can't begin to match. See and test-ride the fierce, fast and powerful Triumph T-110 at your Triumph dealer today. In handsome two-tone Black and Ivory.

Free: New 1958 full-color Triumph catalog showing the complete range from lightweights to high performance twins. Write Dept. Y.





JOE HUNT-THE SULTAN OF SPARK

To the average motorcyclist, the workings of the little gadget called the magneto is taken for granted. As long as it kicks out enough fire to keep the bike running most of us feel that it is better left alone, or at the most, maybe give a little attention to the breaker points. If trouble develops inside the mysterious box that houses the magneto and the armature with its complicated, delicate windings, we look for an expert to put it back in shape.

Such an expert is Joe Hunt of Los Angeles, magneto man extraordinaire. Joe has a long and well deserved reputation as the man to see for any magneto repair problems. Though still a young man, he has become the ranking authority on ignitions in the racing circles where quality counts. For the last six years the winners of the Indianapolis Memorial Day Classic all relied on Joe's mags to help them win the most grueling automobile race in the U.S. Joe's record at the speedway has been so good that last year 29 out of the 33 starters used Joe Hunt Magnetos, as did 11 out of the 13 record breakers at Bonneville, and most of the speedboat record holders.

Recently CYCLE learned that Joe had developed a new racing magneto for vertical twins. We already knew how well his Triumph Cub and Terrier mags worked in competition so we were anxious to get a look at this new development. So, with camera and notepad in hand, we paid a visit to Joe Hunt Magnetos.

The shop where Joe and his employees turn out record breaking magnetos is small but packed to the roof with the best quality manufacturing and testing equipment and stockpiles of high grade material. We stepped around Joe's Offie-powered track racer and shook hands with the boss. Joe is a friendly, unassuming guy in his thirties who works for TWA as a Flight Engineer in addition to running his own business.

He showed us the new vertical twin mag, which is a precise, rugged-looking piece of machinery. When we asked about its weight as compared to a stock Lucas or BTH unit Joe trotted out a scale and we found that his mag weighed only 1/2 pound more than the BTH and the same as the Lucas. Then he hooked the unit up on the test bench to an oscilloscope and revved the mag to 10,000 engine rpm, much higher than any racing situation would call for, and left it

there while he went on telling us the magneto's features: to keep costs down Joe assembles his units as much as possible out of parts already on the market but he is careful to use only the best components available. Parts which can't be gotten good enough to suit him he makes himself in addition to the shafts, adaptors, etc. needed to make the special mags interchangeable with the stock unit without a lot of alteration. That is one of the features that help make Joe Hunt magnetos popular among motorcyclists.

The mag was still revving at 10,000 rpm and no sign on the oscilloscope screen of its missing a beat.

We asked Joe why the unit was running so smoothly, with no vibration and the only noise coming from the crackling sparks jumping 1/2 inch gaps on the test apparatus. He explained that the rotor runs on all ball bearings and that it is concentric within .0002". Linear dimension on the mag is held to .0005", making it the most precision piece of equipment on the bike.

Still the same steady spark jumping the gap and the same pattern on the oscilloscope.

Joe explained that he uses a rotating alnico magnet in his mags because alnico is the best magnet stock yet devised and the rotation helps to cool the magnet and prevent the common high speed magneto problem, heat failure.

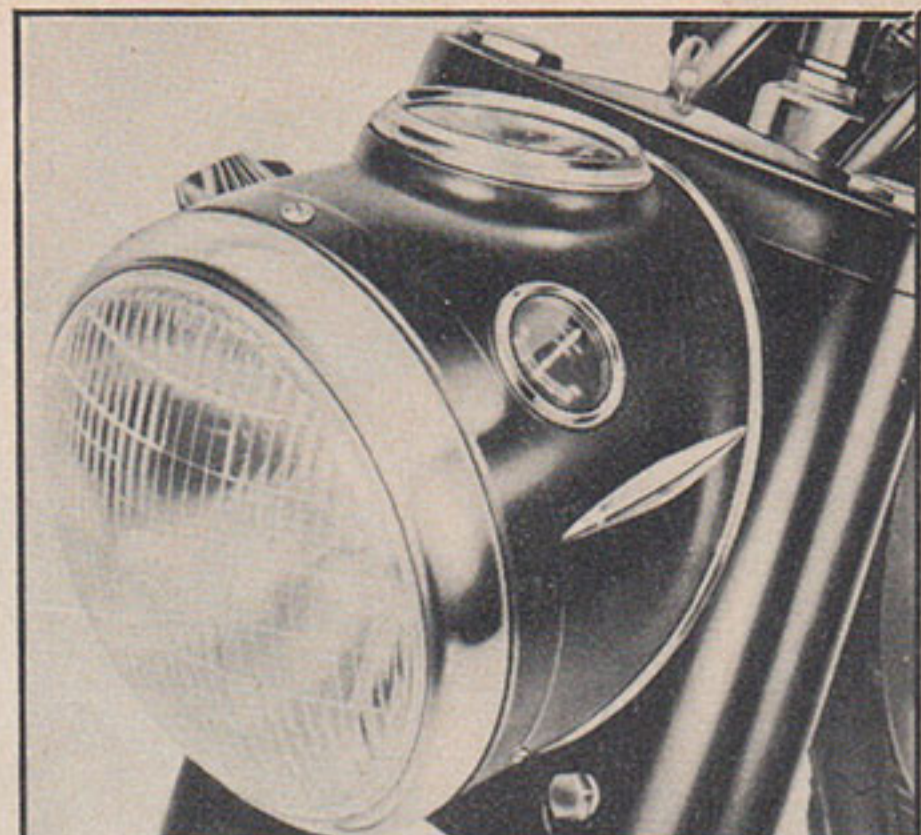
He uses platinum points as well and can prove that his unit gives better than a 30% higher voltage output than a standard magneto.

We left the mag still turning 10,000 rpm and examined another Hunt development, this time a magneto made for NSU Superfox and Max motorcycles. This unit is a magneto in its simplest form using mostly commercial components to keep the cost down. It is supplied with an adaptor which

(Continued on page 17)

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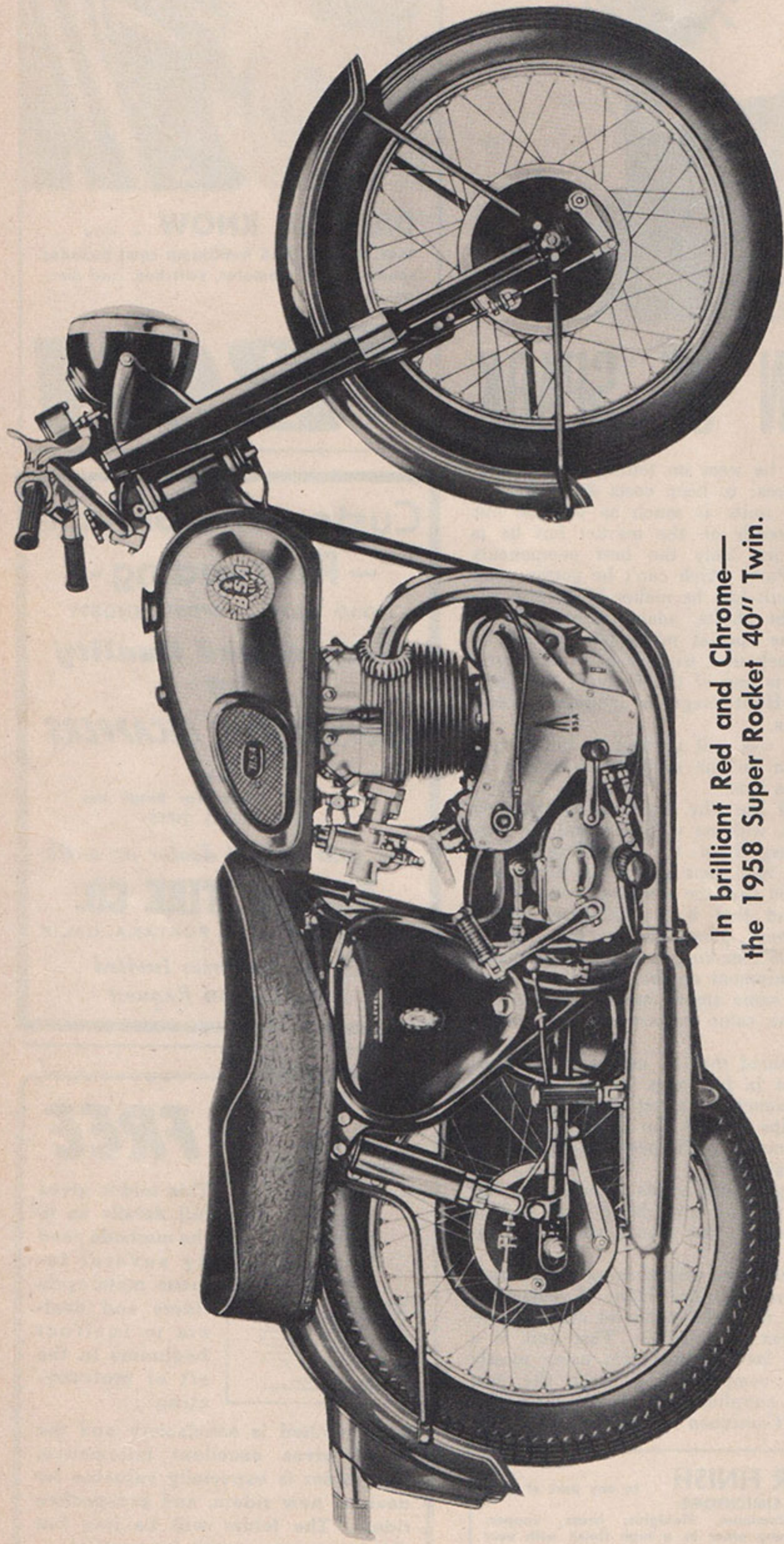
FREE

This folder gives full details as to the methods used by several famous motorcycle riders and dealers to instruct beginners in the art of motorcycling.

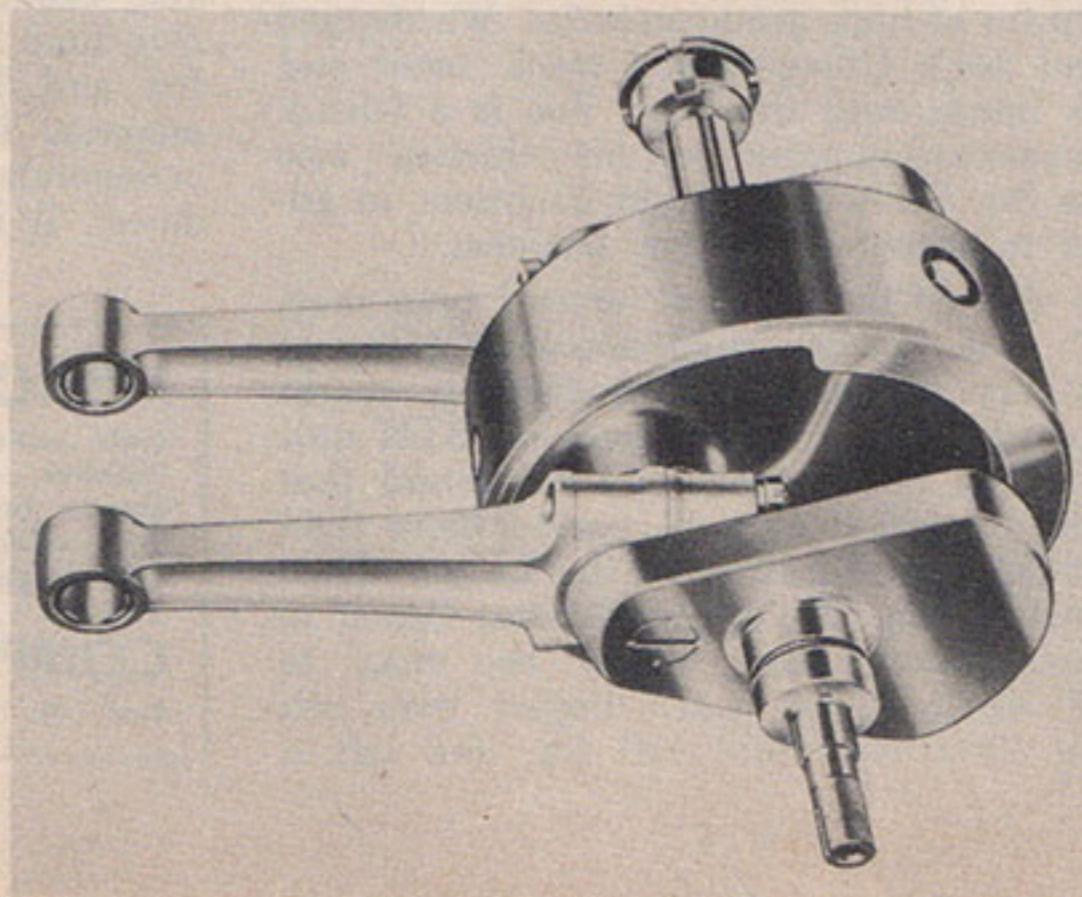
Each method is satisfactory and the folder gives excellent information. This folder is especially valuable for dealers, new riders, and prospective riders. The folder will be free but please enclose stamp for postage.

CYCLE New Rider Bulletin

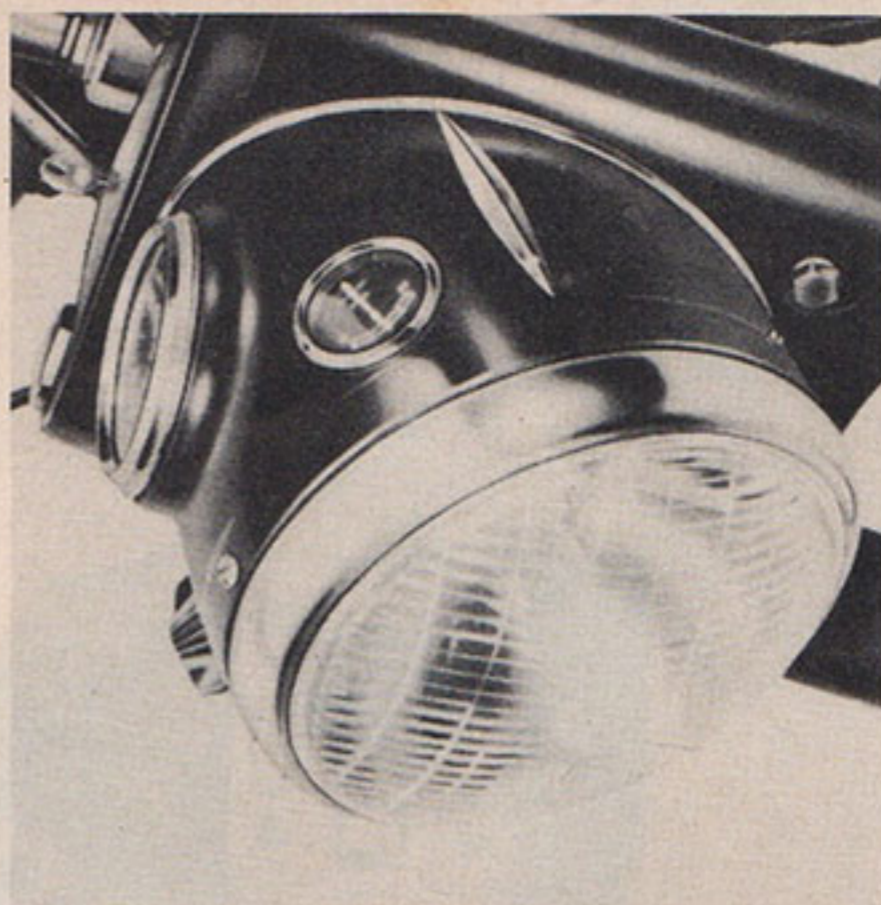
1268 S. ALVARADO ST., LOS ANGELES 6



In brilliant Red and Chrome—
the 1958 Super Rocket 40" Twin.



New heavy duty crankshaft is machined
from a manganese-molybdenum forging
on 650 Twins.



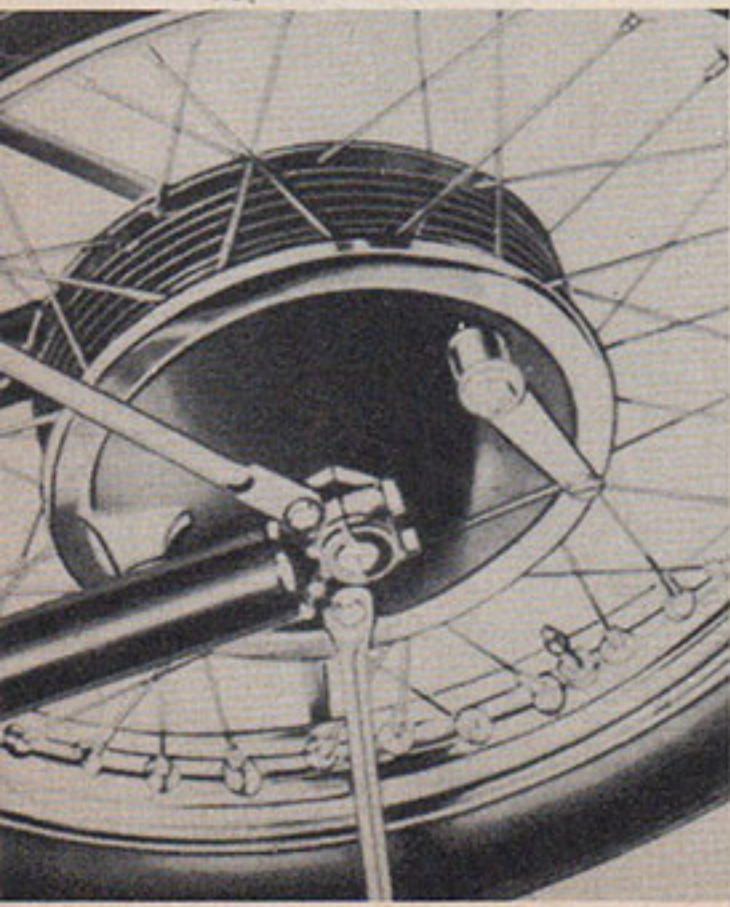
New headlamp cowl adds sleek good
looks, houses speedometer, ammeter,
switch, and electric horn on 500 Twins,
B33, Golden Flash.



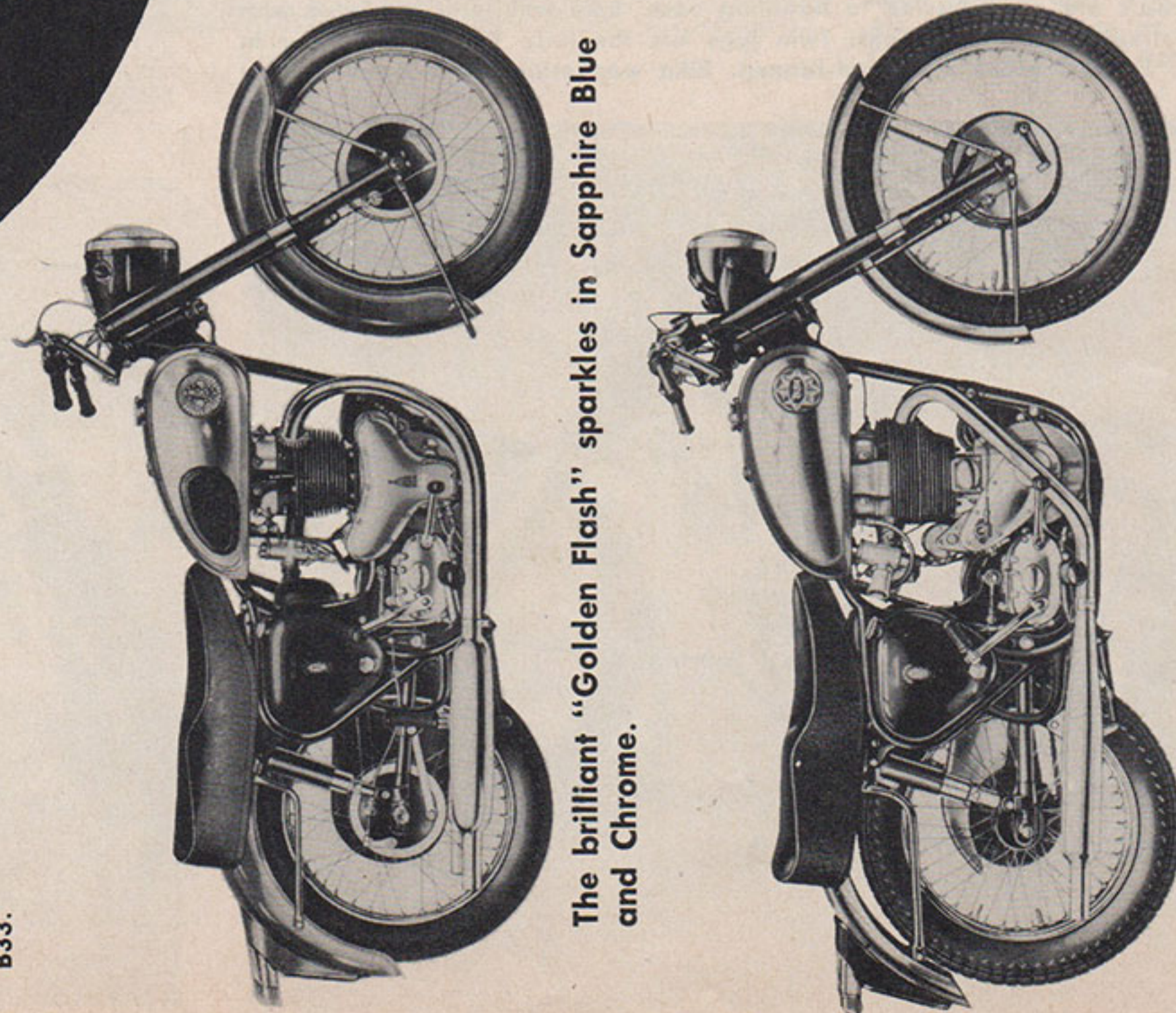
21 NEW FEATURES IN THE 1958

BSA'S

**DON'T BUY ANY MOTORCYCLE
UNTIL YOU SEE AND TRY
A 1958 BSA!**



New hubs and brakes add strength and safety, improve appearance on Twins and B33.

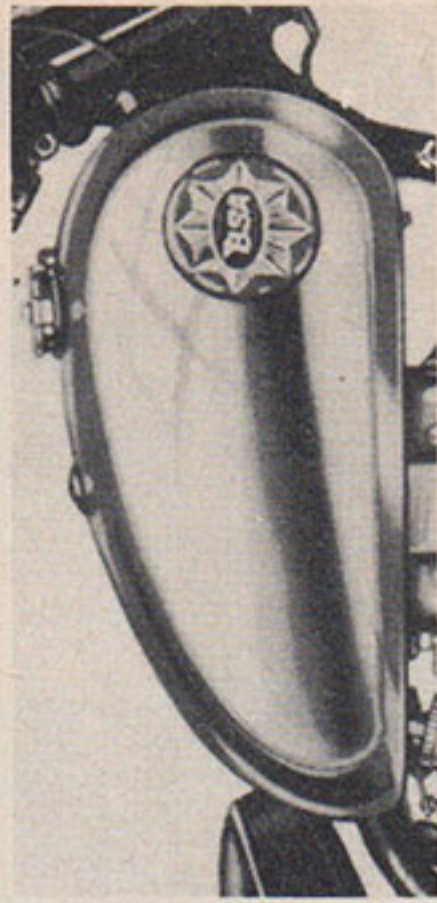


The brilliant "Golden Flash" sparkles in Sapphire Blue and Chrome.

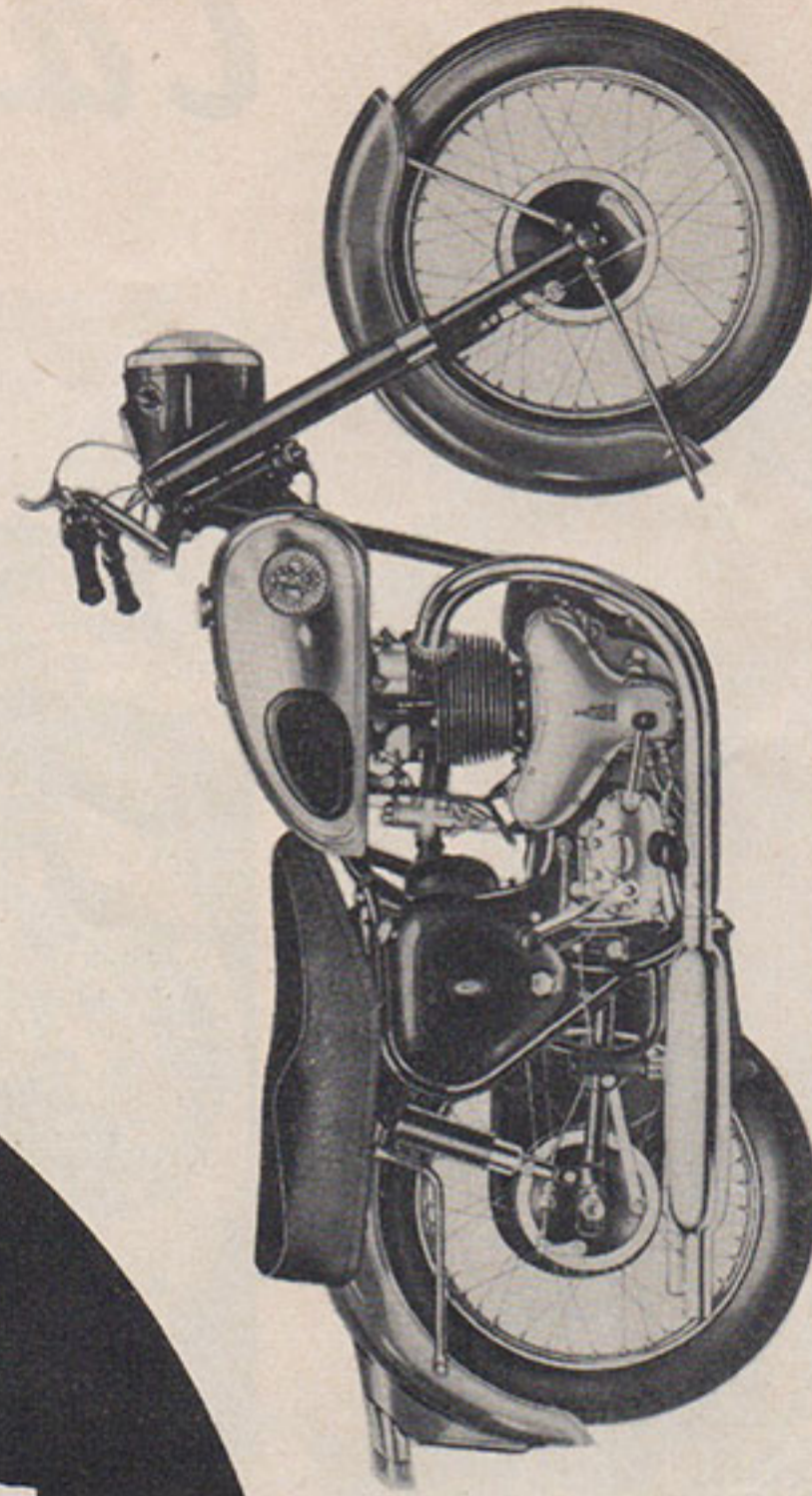
The great Gold Star Road Racer is bright in Silver, Chrome and polished alloy.

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

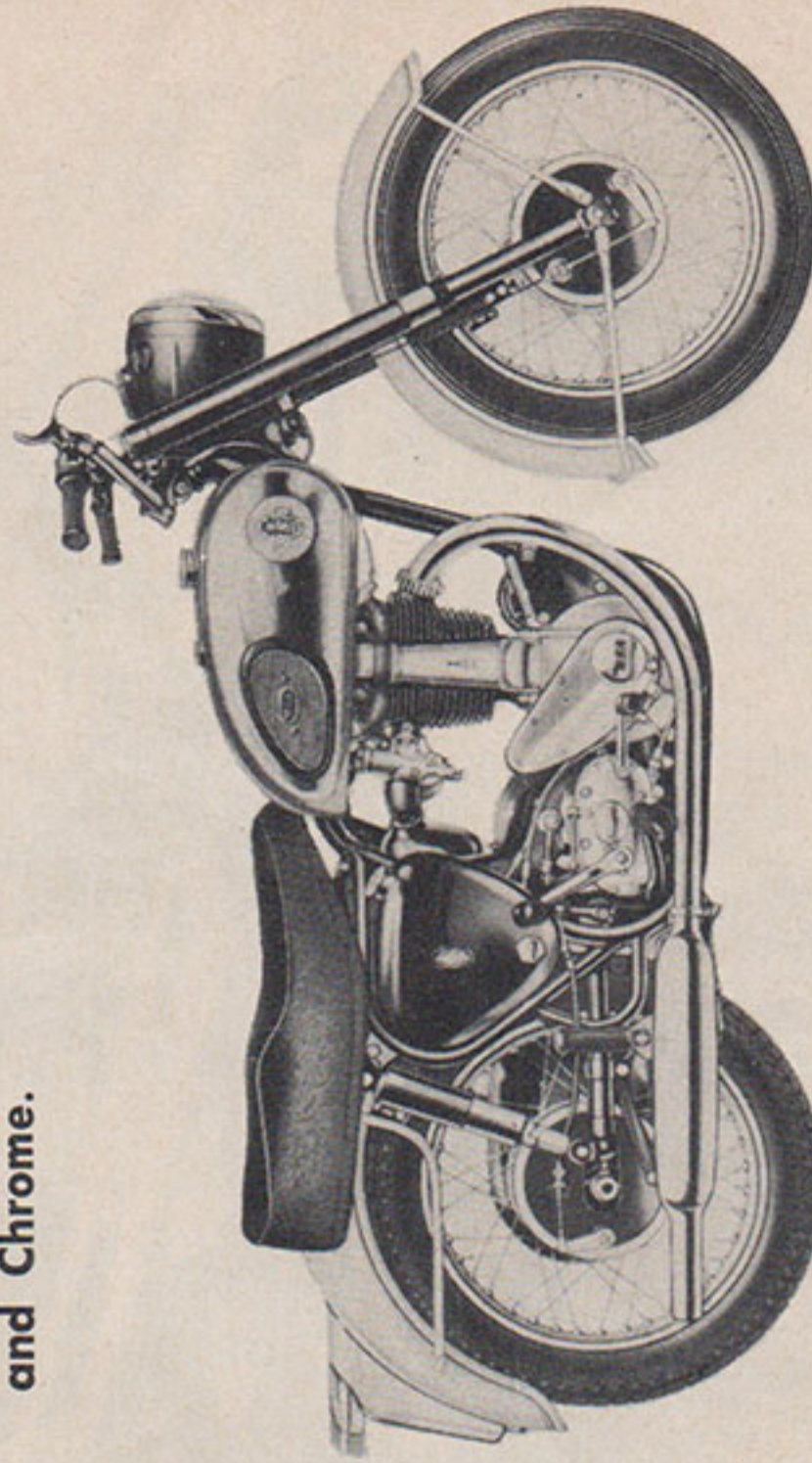
New Burgess type mufflers increase efficiency, reduce exhaust noise on Twins and B33.



New, enlarged chrome tank panels on Twins and "B" Singles.



The attractive "500 Flash" is finished in Sapphire Blue and Chrome.



The improved "B33" is brightly finished in Sapphire Blue, Ivory, and Chrome.

**Distributed in the East by
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Why be satisfied with the same old thing? Go BSA in 1958—get the latest in styling, the newest in engineering advances, and the best in quality!

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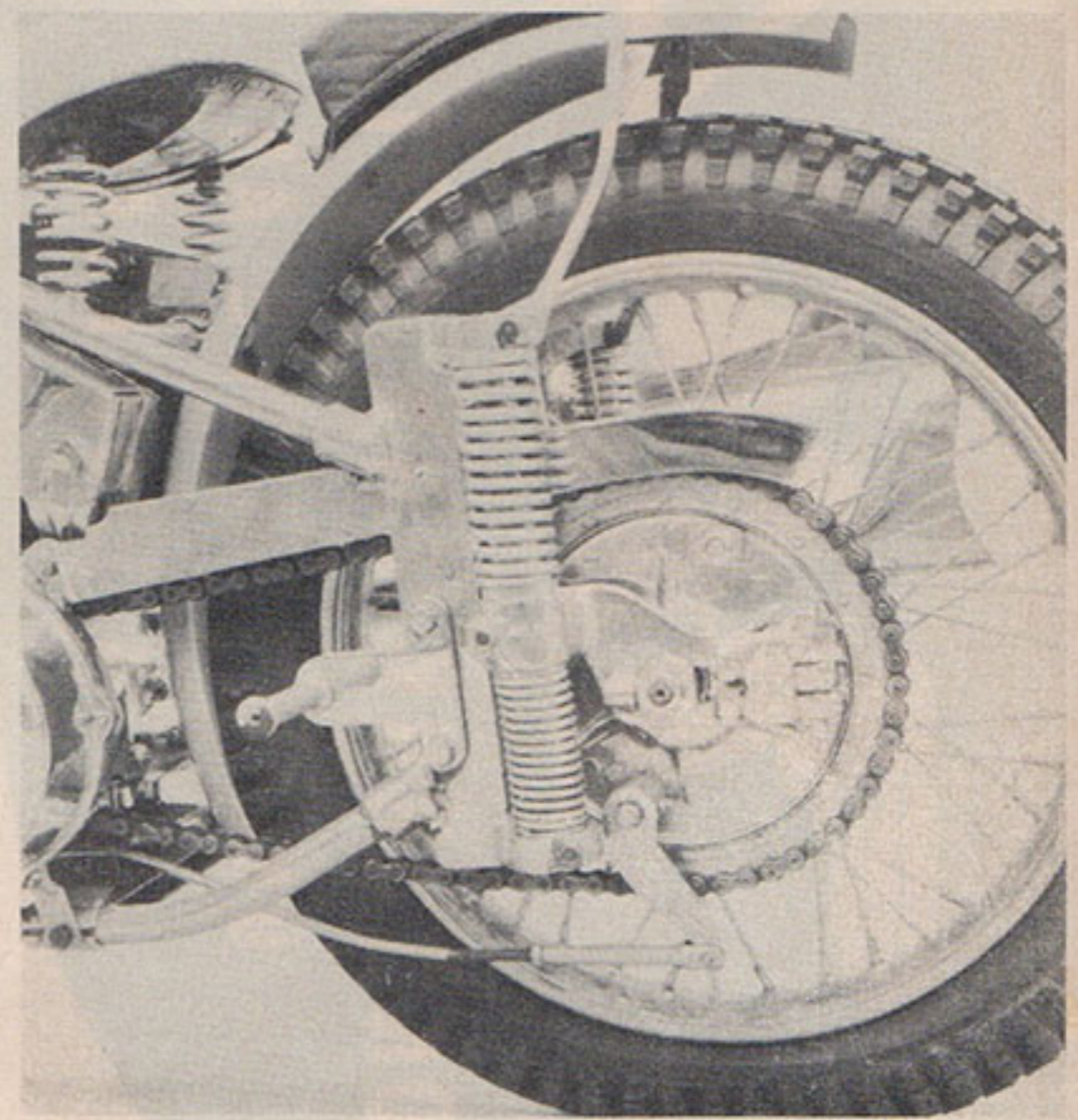
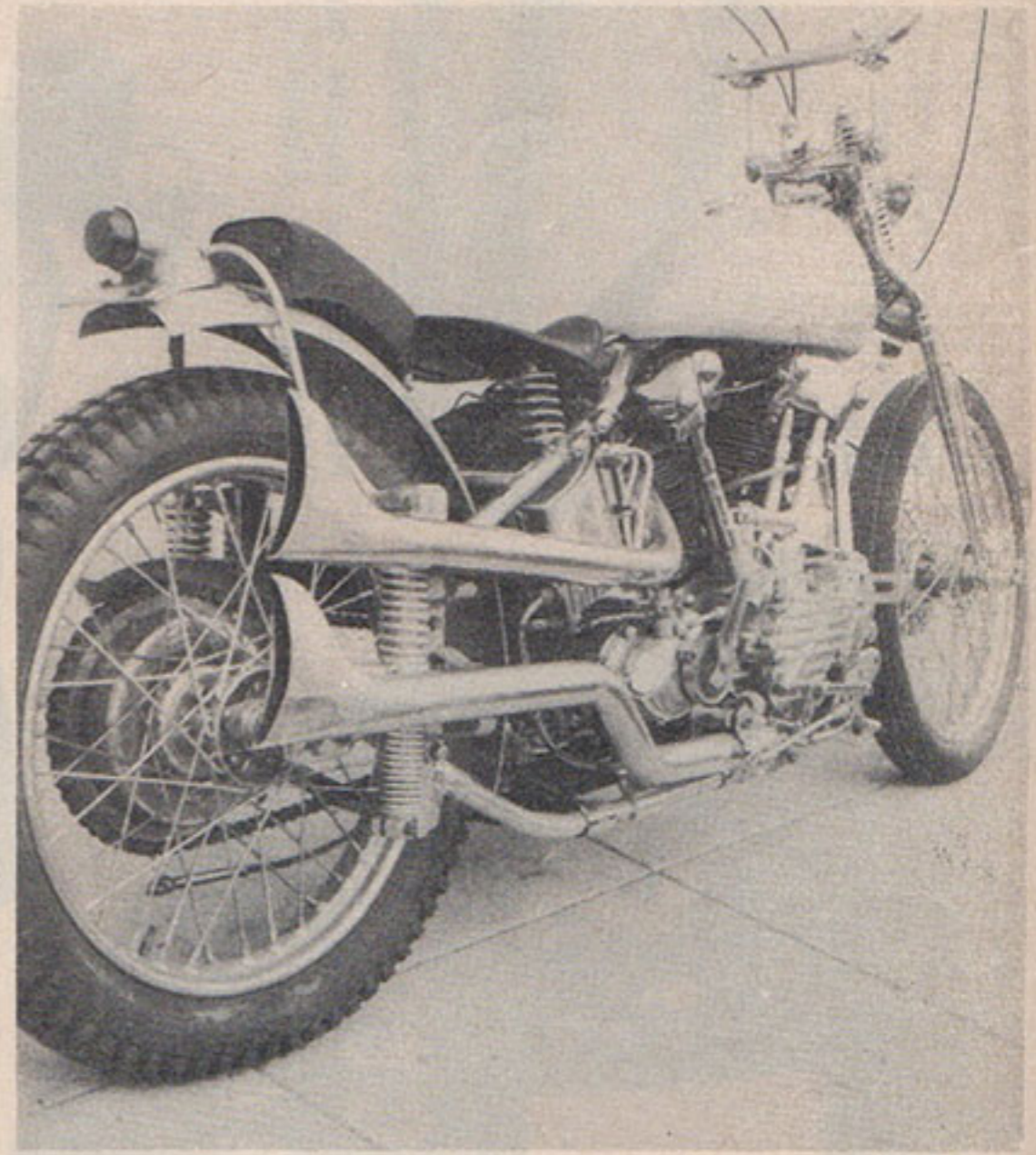
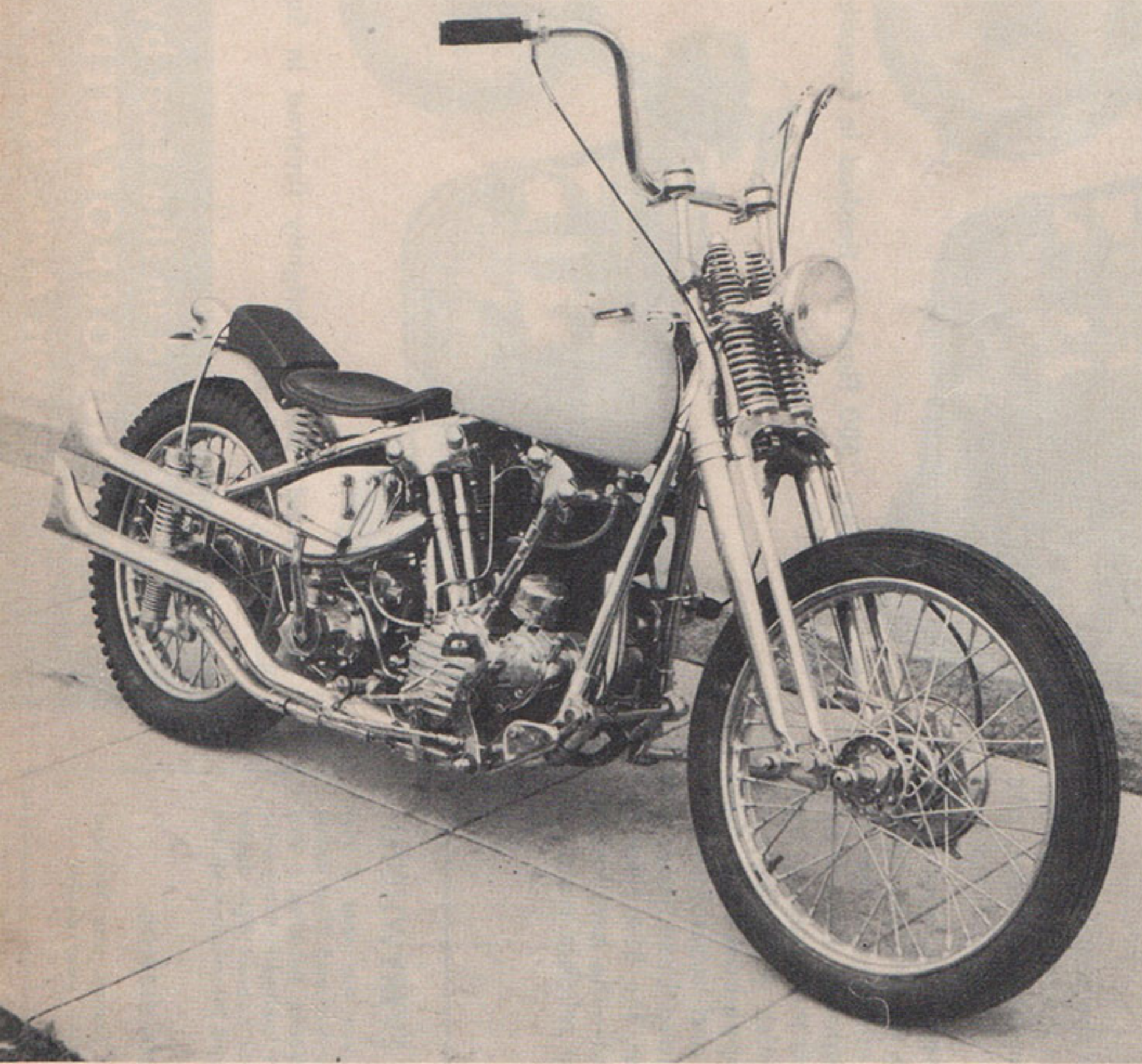
BSA DEALERS EVERYWHERE!

Wherever you travel you are near a BSA dealer! Distributors on East and West coasts maintain huge parts stocks, servicing a vast network of BSA dealers located in every state in the U.S.A. See your nearest BSA dealer for approved service and information on the 1958 models!

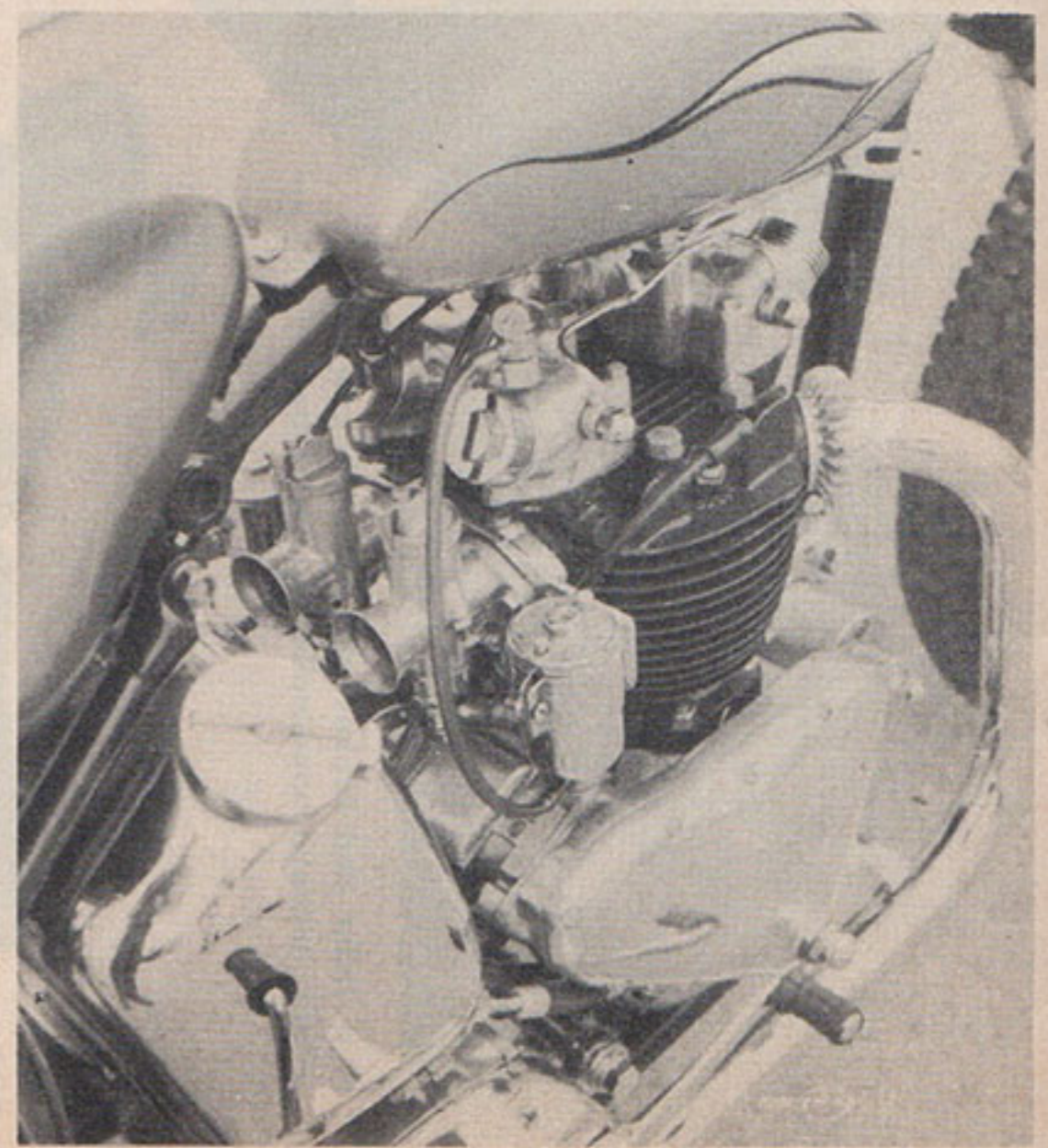
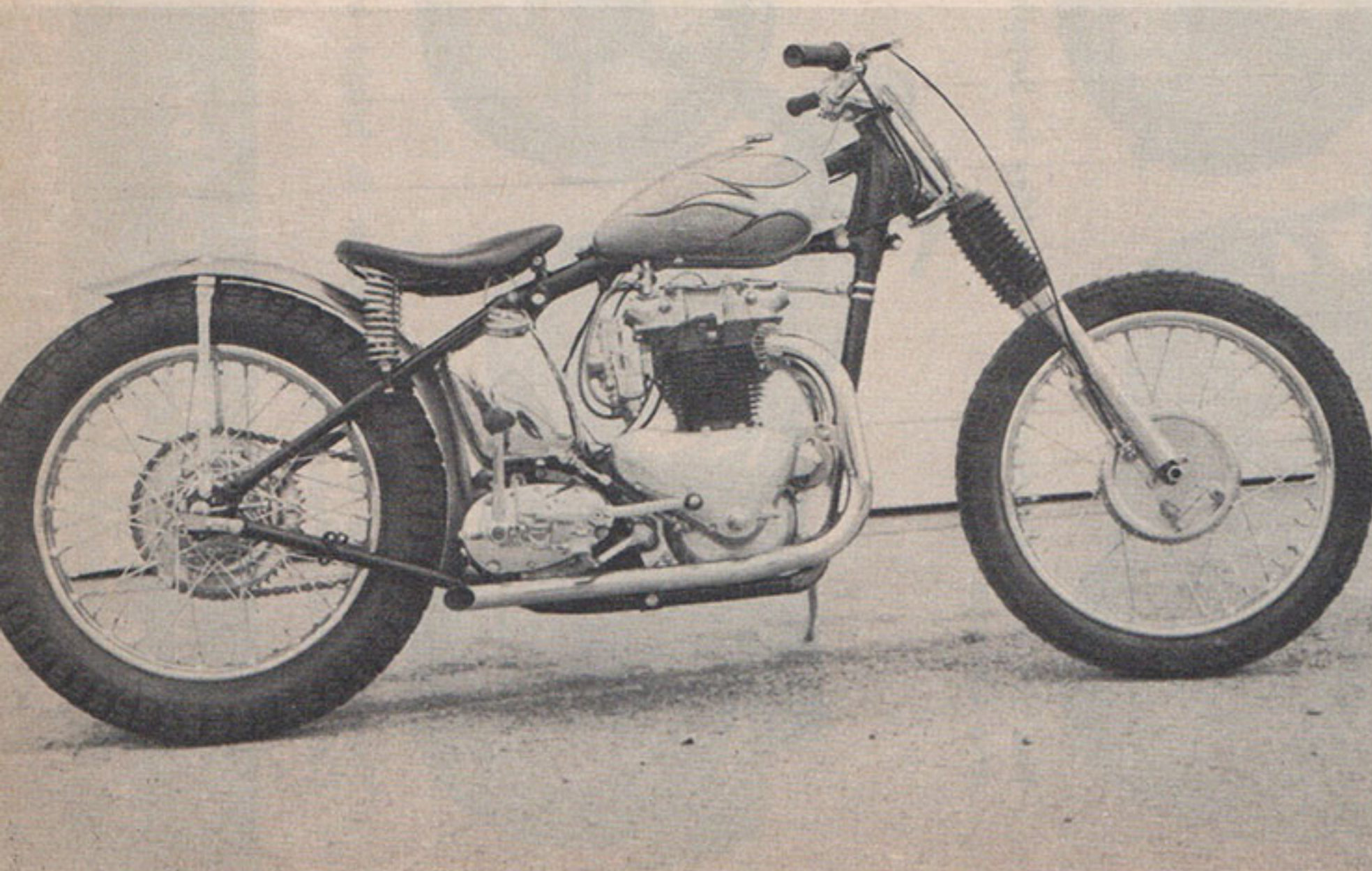
WRITE FOR FREE CATALOG.

Specifications between Eastern and Western models may vary. Consult your dealer.

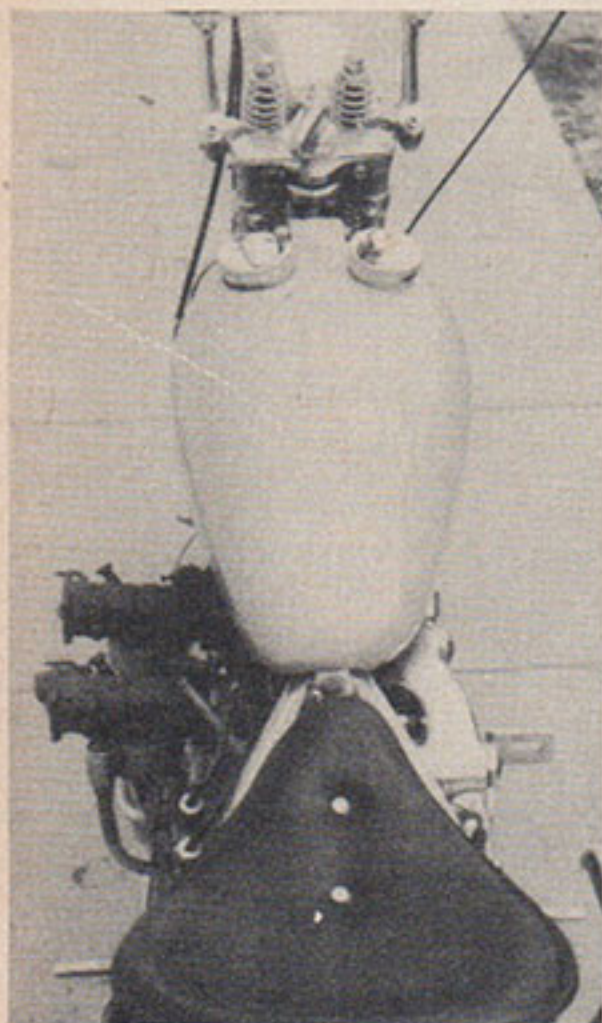
California



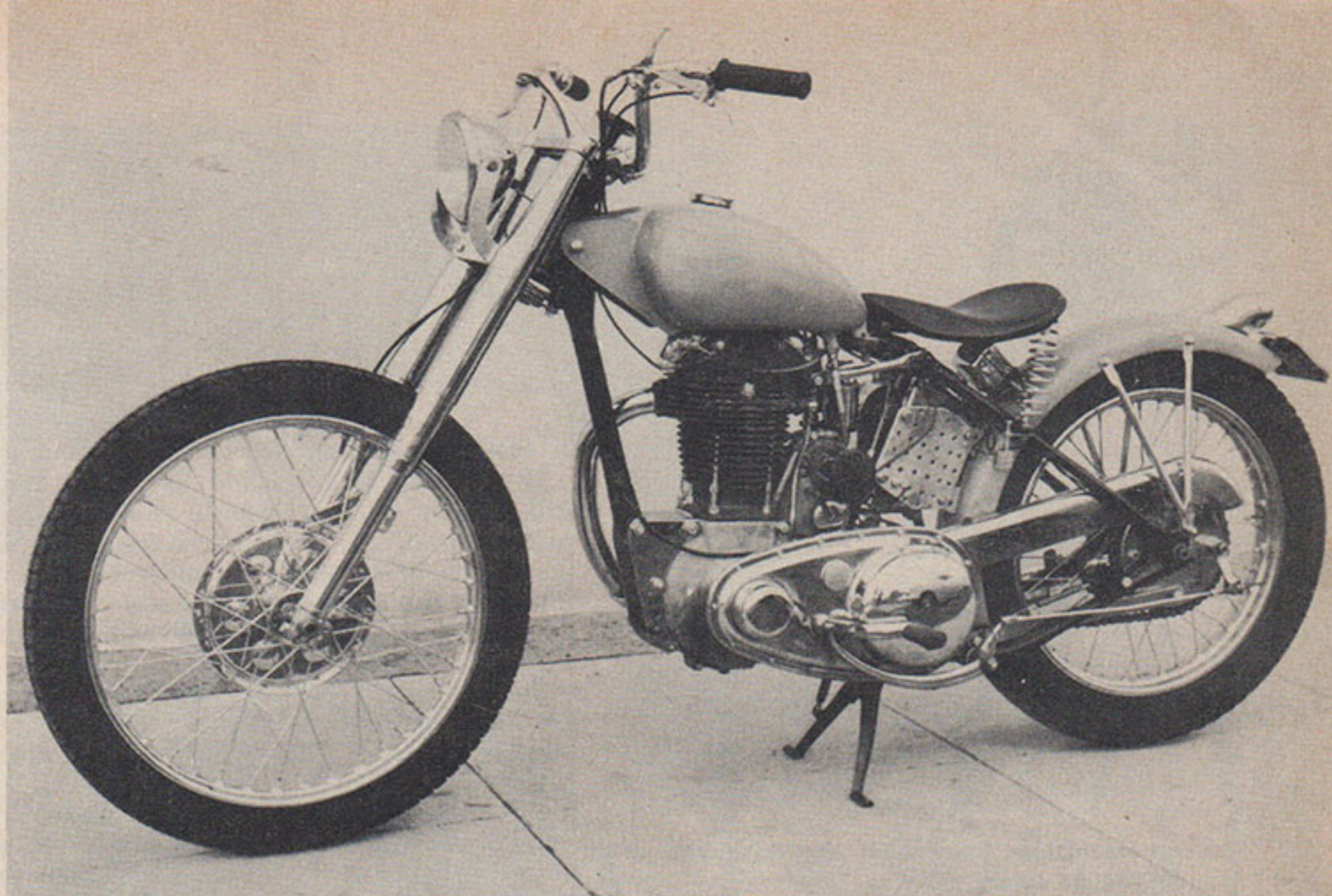
The radically customized 1941 Harley-Davidson above is typical of the chopped H-Ds seen around Southern California. To make this graceful custom for its owner Nick Lopez, Louie Thomas' Modern Cycle Works in Los Angeles stripped bike completely, chromed everything except cylinder barrels, carburetors, fender, and tank. High handlebar risers are more for appearance than handling ease. Bike has chopped tank, Triumph rims laced onto H-D hubs, speedy-shift. High risers and chopped seat make long arms a riding necessity. Above right: graceful exhaust pipes are welded into one piece, then rechromed. Note abbreviated fender, chromed frame. Gearbox is repositioned for better ground clearance. At Right: View of home-made plunger rear suspension on Lopez's H-D. Note dog-legged brake rod made necessary by repositioning of the backing plate. Bottom Left: Tom Bruno, of Whittier, Calif. is the owner of this rigid Triumph custom-dragster. Brown and white flame job on tank is a common sight on customs, but low handlebars are a concession to handling ease. Bike will later be fitted with mufflers and lights for street use. Bottom Right: Twin jugs mix the juice for Bruno's Tiger in a spotless engine room. Exhaust pipes are hand-formed. Bike was originally bought in very rough condition.



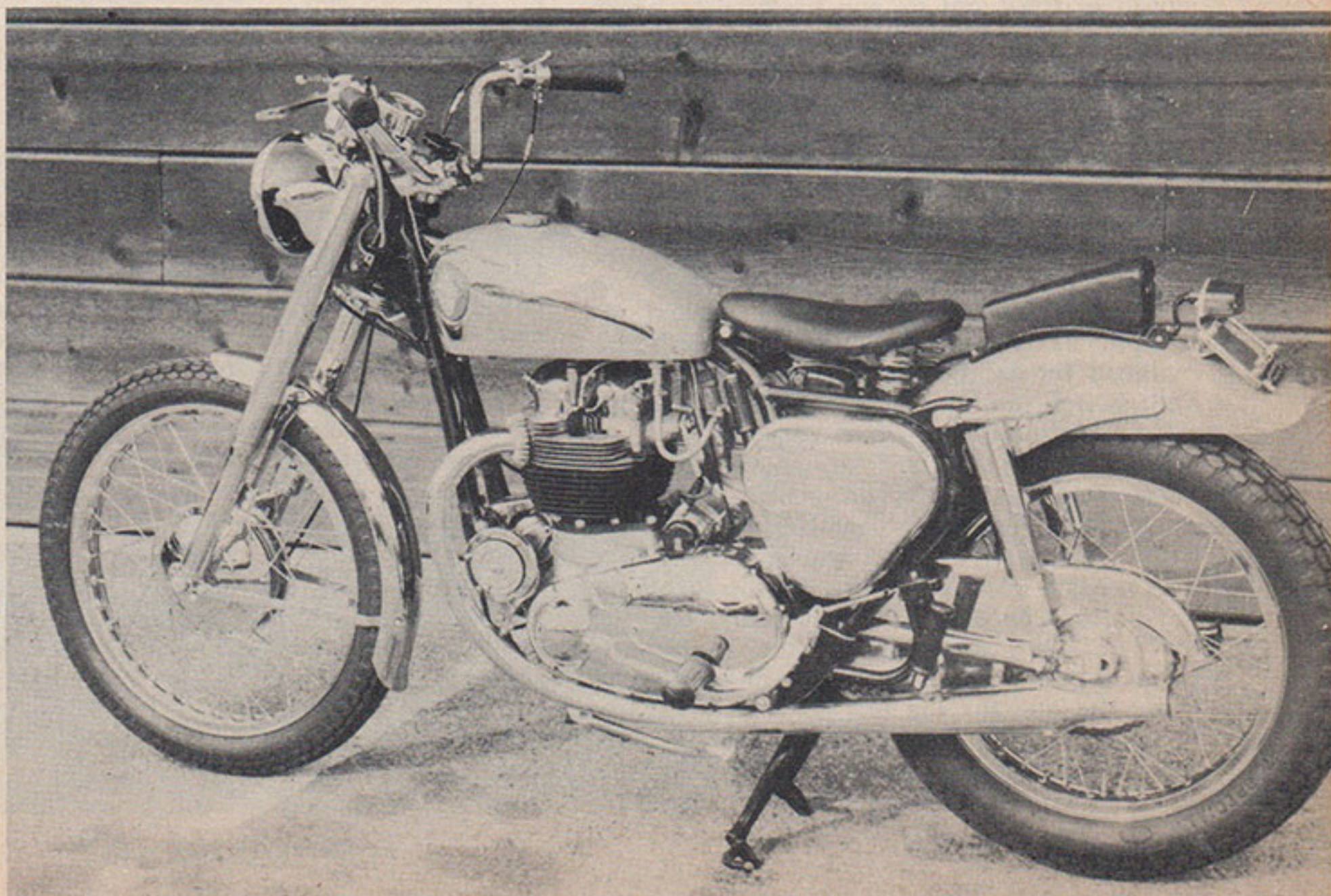
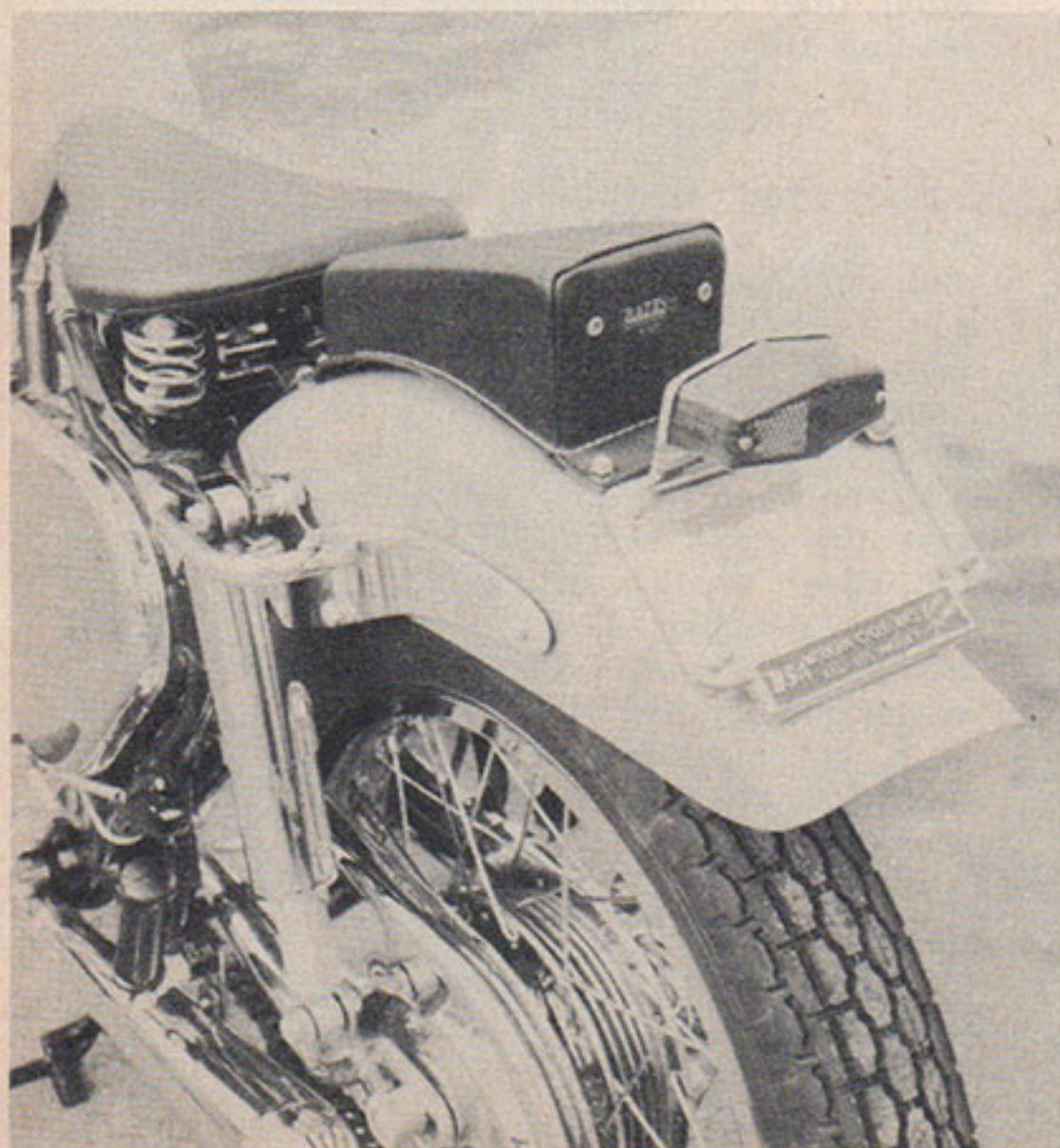
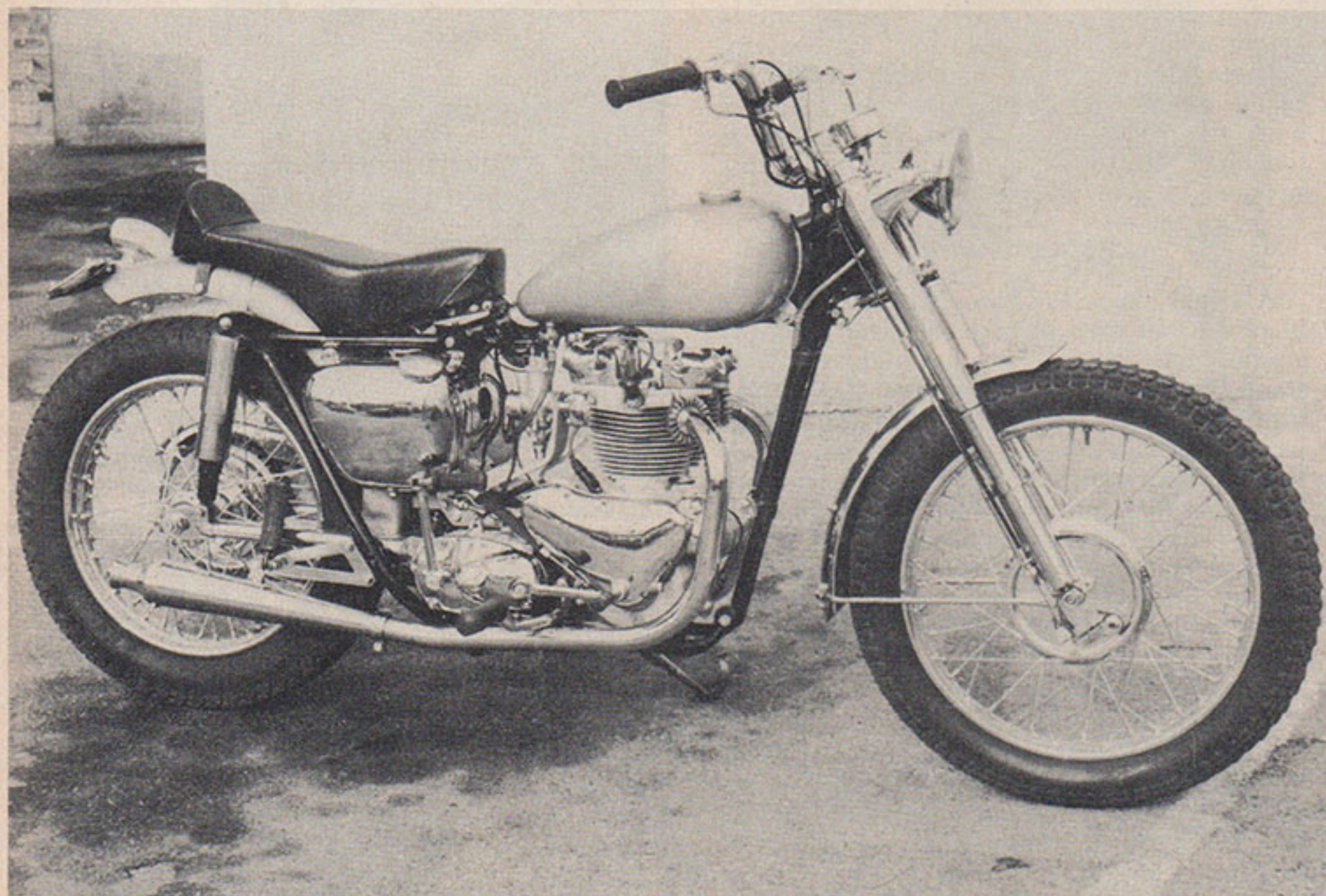
Customs



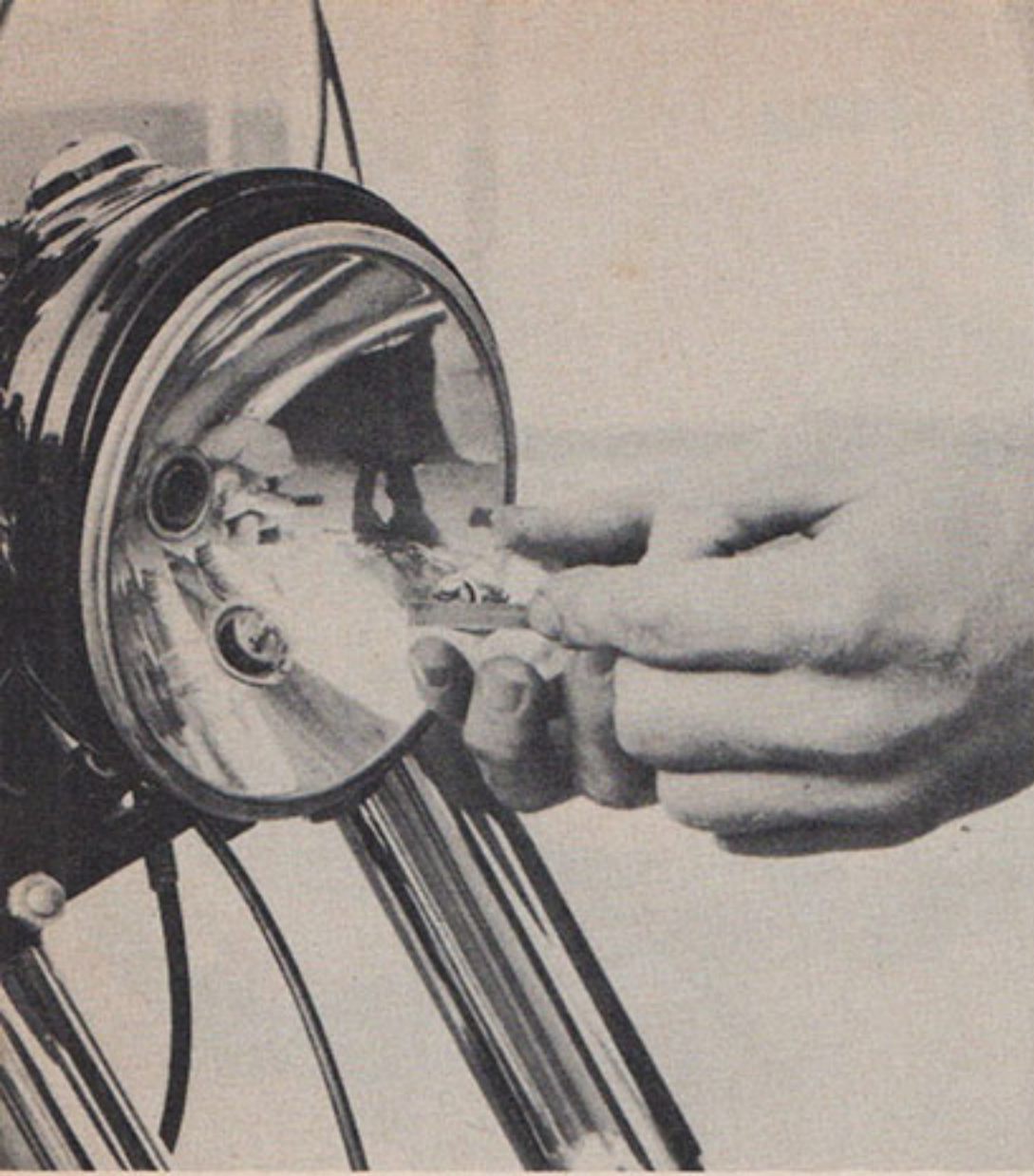
Left: Rider's eye view of Nick Lopez's H-D shows narrow one piece tank, twin 1 1/4" Linkert carbs fitted to 80" stroker engine. Throttle opens fully in only 1/4 turn, making careful riding a must. Tank and fender are yellow.



Tastefully trimmed 1951 BSA B33 single above shows influence of the "strip-and-chrome" school. Battery has been removed and lighting rewired to operate from generator. Large BSA front hub is laced into 21" wheel, minor parts and wheels are chromed. Machine's appearance gives no hint of fact that it was originally bought in a basket. Below right is a BSA Super Rocket owned by Charlie Costello of Los Angeles. This immaculate machine's appearance has been altered with, among other things, a custom fiberglass rear fender, Bates seat and pillion, and chrome plated extruded alloy rims. What few parts are not chromed are painted black or orange. The bike is 100% legal with quiet custom mufflers, stop light, and horn. Note the small custom front fender, chrome plated aluminum primary, rocker covers. 1956 Triumph at left sports minor custom modifications. Rear fender is chopped, custom taillight fitted, competition-type dual seat adds to bike's rugged lines. The tiny chromed front fender effectively stops waterspray without detracting from trim appearance of the bike. As is usual on customs, much expensive chrome plating has been done, including every nut and bolt on engine and gearbox. Below left: Rear view of Costello's BSA shows hand formed, chrome plated license plate and taillight bracket. K-Model type fender bracket is hand formed also. Engine is mildly modified. All work was done at Louie Thomas' Modern Cycle Works in East Los Angeles.



IT'S TIME FOR AN ELECTRIC CHECK



Clean corrosion from bulb contacts with a small file or emery cloth.

Most riders take pride in the appearance of their machines and keep them in good mechanical tune, but too many neglect one of the most important items on their motorcycles—the electrical system. Others, conscious of their neglect, excuse themselves by saying that they know nothing about electricity and had better not mess with things they don't understand.

There is no need for feeling this way. Routine maintenance of a motorcycle's "electrics" can be carried out with a minimum of technical knowledge. The main thing to remember is to avoid ham-handedness when checking the electrical system. Electrical parts must always be handled carefully, especially the lamp unit, switches, and small screws.

To start, disconnect the ground lead of the battery. This would be the short wire leading from the battery and connected to the frame. Of course if later you want to check the circuit you will have to reconnect the lead, but this precaution will prevent accidental short circuits.

LIGHT INSPECTION

Start your inspection with the headlight. Carefully remove the headlight rim and lens and check the main bulb. Even if it is still working, it is a good idea to replace it if it has been in service over a year. This may seem like a waste of money, but the tiny filament will have weakened in that length of time and on the pre-focus type of bulb may have sagged enough to throw the headlight out of adjustment. At any rate, the old bulb can be carried as a spare so replacement will not be money wasted. Whether a new bulb is fitted or not, clean away corrosion on the bulb and holder contacts with emery cloth to insure a good connection. Clean stop light, tail light, and pilot light contacts the same way.

The tail light should receive especial attention. It is another bulb that should be replaced for safety's sake. Check the brake light switch to make sure it is working properly. This is an important component often overlooked by riders. Adjust the part of the switch that pulls or pushes with the brake pedal so that it will light the stop lamp with even a slight movement. If the brake light does not work at all, examine the bulb. There are two filaments, one for the tail light, and one for the stop light. Often the stop light filament will be broken while the one for the tail light will still be in good working order. When this happens the bulb must be replaced. The old one can be carried as a spare to get you home

in case the tail light filament burns out.

If the bulb is good and the brake light still doesn't work, dismantle the stop light switch and clean the contacts inside. Wash the switch in gasoline to remove oil thrown into it by the chain and reassemble. Be sure all the connections are tight and that the wires are not frayed and shorting out.

Sometimes the headlight or taillight will not light even though the wiring, switch, and bulb is in good order. In this case check to see that they are properly grounded. In the long days of summer, when lights are seldom used, rust can form unnoticed at places where the lamps connect to the motorcycle. Check where the headlight shell joins the ears of the headlight bracket to see if there is good contact. If there is rust here, remove it with emery paper down to bright metal on both the shell and the ear. Tighten all the screws holding the taillight to the fender and be sure that the metal of both the light bracket and the fender is touching. Remove the paint on the joining surfaces to give good contact here.

CHECK THE WIRES

A visual check for frayed or broken wires is an obvious step to take. Inspect carefully around the steering head where the constant bending back and forth often cracks insulation. When frayed wires are discovered, wrap them carefully with rubber electrician's tape. If too many strands of inner wire are broken, splice in a new section using the small cylindrical fittings available for a few cents at most hardware stores. These can be simple pinched into place with a pair of pliers and then wrapped with tape for insulation. Or, the wires can be twisted together lengthways and wrapped with tape.

On machines with swinging arm rear suspensions, oftentime the wires to the tail light are routed under the rear fender where they can be stripped of insulation by the rear tire when the suspension is in full deflection. Check these wires and tape them up or replace them if necessary. If fraying and shorting continues to occur try rerouting the wires along the edge of the fender securing them there by spring clips which can be gotten at most cycle shops.

EXAMINE THE BATTERY

Perhaps the most neglected of all motorcycle components is the battery. In winter time, when the motorcycle gets little use, the battery is often not exercised enough to keep it healthy. The short days and early twilights of winter cause the lights to be used a great deal when the machine is ridden, working a further strain on the battery. Right now, why don't you go out and check the water level in your battery. Chances are it is a little below what it is supposed to be. The modern battery will give long service if it is given a little periodic attention in return.

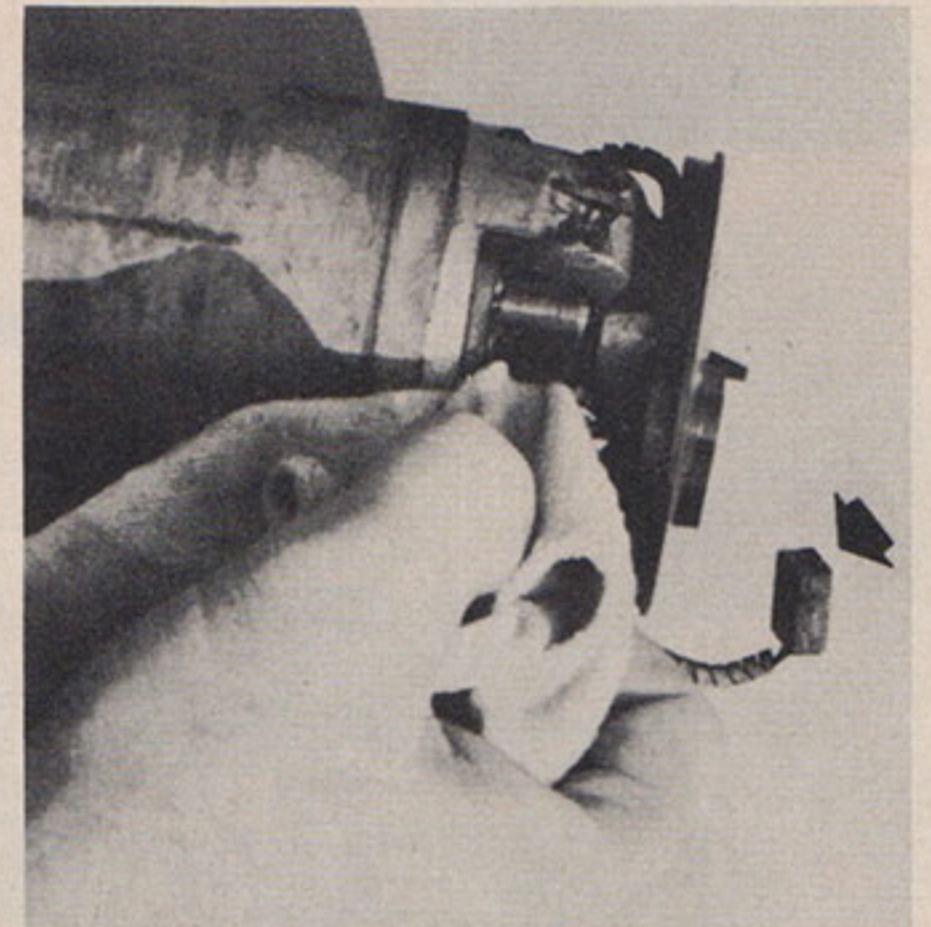
Incidentally, Lucas service engineers inform us that *overfilling* can cause trouble also. The old recommendation was that the electrolyte be filled to $\frac{1}{8}$ inch over the top of the battery plates. Now it is recommended that it only be filled level with the top of the plates and checked regularly.

Let us mention a little point here: in

winter, always take the bike on a little run after topping up the battery to fully mix the water and electrolyte. Otherwise the water will stay on the top and may freeze, resulting in a cracked casing.

GENERATOR NEEDS ATTENTION

Is your generator charging correctly? Check to see whether the carbon brushes are free to slide in their holders. These brushes can be gotten at simply by removing the cover band of the generator and pulling



Gas-soaked rag wrapped around a stick will clean the commutator. Clean brushes (arrow) too.

on the wires connected to the brushes. If they do not slide up and down freely, remove them and wipe clean with a gasoline-soaked rag. Clean the commutator of carbon dust by wrapping a gasoline-soaked rag around a flat-ended stick and pressing it against the commutator while turning the generator.

VOLTAGE REGULATOR

The voltage regulator needs little attention other than checking to see that the wires leading from it are not cracked or frayed.

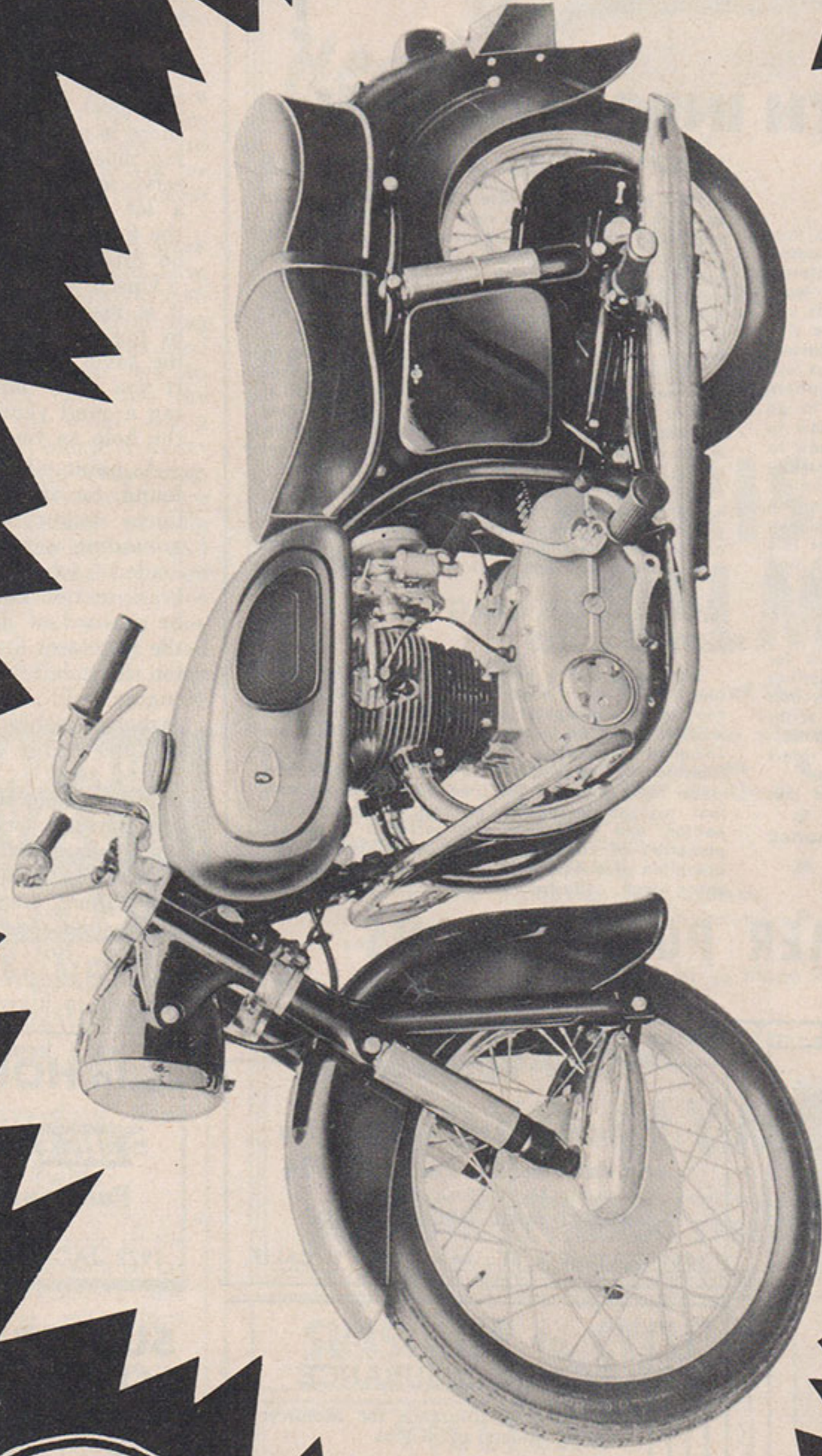
DON'T FORGET THE DIMMER

Have you ever been cruising along at night with a steady beam lighting your way and then been plunged into darkness when you flipped the dimmer switch? It can be a nerve-wracking experience—or worse. Sometimes the dimmer switch becomes corroded inside so that it will make connection with only one beam. To avoid this, now that the rainy season is at hand, remove the cover of the switch and operate the toggle to make sure that it is working freely, then smear the working parts and contacts liberally with vaseline. This will keep out moisture and at the same time lubricate the parts. Do not use regular grease, which can cause corrosion.

A. C. SYSTEM CHECKING

Most recently built motorcycles are equipped with alternators. Although a few die-hard motorcyclists who remember the
(Continued on page 16)

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MOTORCYCLE DRAG RACING RULES

With drag racing growing in the U.S. by leaps and bounds, every motorcyclist will want to have a copy of this pamphlet so that he can understand what is going on in this exciting sport. There are complete instructions on starting a drag strip and rules for running motorcycles are listed. There is a useful table for converting times into miles per hour that will be invaluable to the spectator, competitor, and promoter. Also included is an explanation of classes, tips on administration and operation of a drag strip, and a sample drag race entry blank. Illustrated. . . . Postpaid .50c

ELECTRIC CHECK

CONTINUED

fragile coil ignition setups of bygone days still regard the new systems with deep suspicion, they are remarkably unsusceptible to damage. Still there are one or two features which will bear attention to prevent their getting out of whack.

Most A.C. stators are contained in the primary chaincase where they are exposed to oil. Although the oil has no effect on the windings, metallic particles in the oil can work their way into the stator and cause a short circuit. For this reason, as well as to insure proper primary chain lubrication, it is wise to change the primary case oil at several thousand mile intervals.

IGNITION CHECKUP

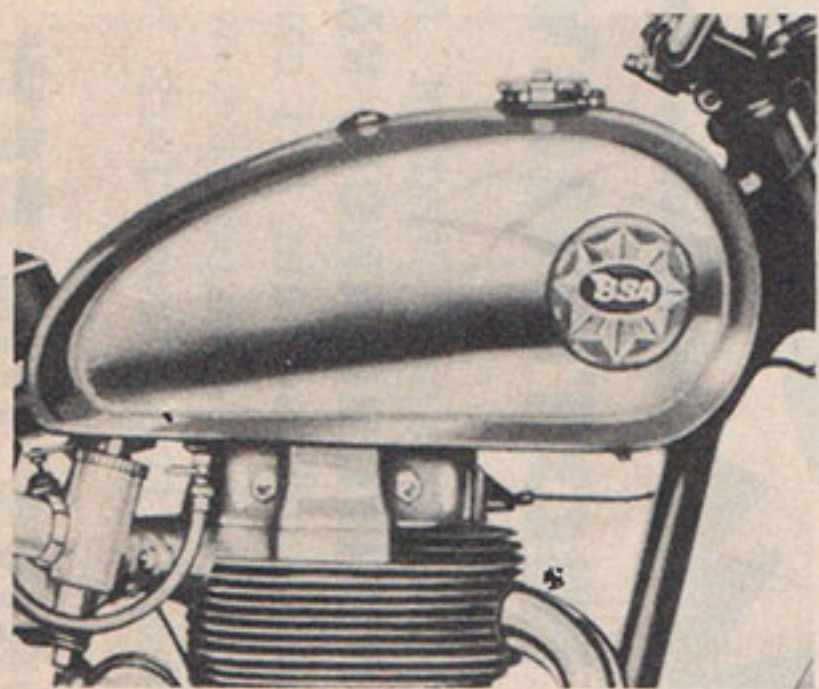
Inspect the high-tension cables to be sure there is no sign of cracking or fraying. Even the most minute crack in a H.T. lead can serve as a short cut for current and cause a lot of trouble when least expected. At the first sign of cracking, new cables should be fitted.

Unscrewing the H.T. lead holder where it is inserted into the magneto gives access to the slip ring, which should be cleaned the same way as the generator commutator. If you don't mind a mild shock, wrap the rag around your finger and poke it through the hole as you turn the mag.

A point often overlooked is the screw found on the upper drive-side surface of Lucas twin-cylinder magnetos. This is a grounding screw. It consists of a spring-loaded carbon brush which bears on the brass section of the armature and it should be cleaned of dust and grease the same as the generator brushes or else the cut-out button may fail to ground the mag and the engine will continue to fire. Clean the carbon brushes on the ends of the H.T. pickups in the same way, using a gasoline-wetted rag.

If your bike is equipped with coil ignition, examine the connections to be sure there are no breaks or burned spots indicating current leaks.

So there you have it. Not much to it really, just a simple hour's chore some chilly evening. But if summer catches you unprepared, as the song says, "You'll have only yourself to blame." ★



DID YOU KNOW . . .

that the 1958 BSAs have enlarged chrome tank panels with new double gold striping and new badges?



Guy Urquhart

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JOE HUNT

CONTINUED

makes its installation simply a bolt-on project.

While we were at it Joe showed us a magneto that he was developing for Harley-Davidson twins using what amounted to two magnetos in one case. He had a pile of correspondence from H-D competition riders inquiring about what he could do to solve their ignition problems and, when it is completed, this siamesed mag will be the answer.

The vertical twin racing mag was still turning 10,000 and still no sign of its missing a beat. We were convinced. Joe assured us that all his mags are tested on the oscilloscope before they are sent out.

After witnessing this demonstration we were convinced that any racer who fits a Joe Hunt magneto to his machine had better either clear a shelf for some new hardware or else start inventing some new excuses for not winning races—he'll no longer be able to blame it on magneto failure.

Joe also does experimental ignition work and has solved a lot of problems that have left him with more grateful customers than Dale Carnegie. He fabricated a special mag for an Indian Warrior engine that was used to power a Formula III sports car, put an enormous amount of racing cars into the winners' circle, and just the other day a farmer brought in an ancient single cylinder Rototiller of Swiss manufacture whose magneto had sparked its last. His tomatoes were ripe and he needed the machine to help harvest them. Time was running out and there was danger that they might rot on the vine. Could Joe make it run? Joe could, and though the mag was a long time obsolete and in pretty bad shape, he fixed it and the grateful farmer got his crop picked just in time. ★

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Los Angeles 8, Calif. C-7



USE YOUR HEAD

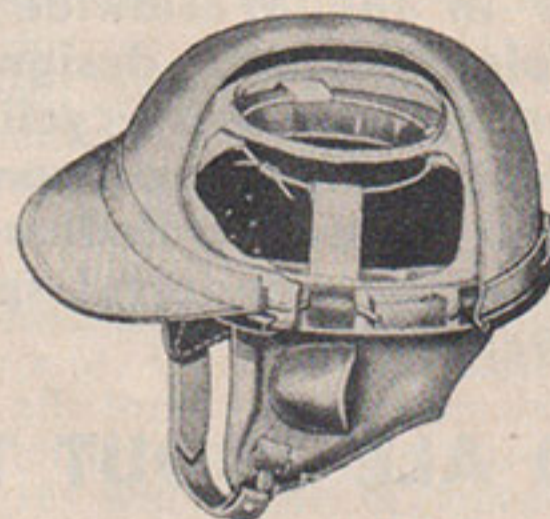
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Your
Head
with
the
Clymer



YOUR
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When Ordering



ST. CHRISTOPHER HELMET

"Safety for the Traveler"

Color: White with Black Visor

- Shell of moulded fiberglass—the wonder material. STRONG, LIGHT, RESILIENT and ABRASIVE-RESISTANT.
- Waterproof and easily cleaned.
- Flexible visor—REMOVABLE.
- Semi-floating headband and harness absorbs shocks and insures maximum ventilation for cool comfort.
- Nylon cord and thread—no cotton stitching.
- Chrome sheepskin leather neckpiece, chin strap, and headband—natural color.
- Smooth white shell deflects blows, reflects heat and is easily seen at night.
- Red Scotchlite reflector for added safety at night.

Available in 1/8 sizes from 6 1/2 to 7 5/8

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

FLOYD CLYMER HELMETS

Pioneer distributors of crash helmets in America—since 1932
1268 SOUTH ALVARADO STREET LOS ANGELES 6, CALIF.

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VILLIERS

Mark 2T 250 cc Twin, \$237.00
and
Mark 2H 250 cc Single, \$189.00

New and all enclosed. 4-speed

F. E. ROWE CO.

THE MART — MUSKEGON, MICH.

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QUICK PARTS SERVICE

BSA - Lambretta - Zundapp

New and Used Indian Parts
Cylinder Reboring—"Lucas"—"Amal"
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IT'S THE MOST!

Genuine Sterling Silver Ring with official A.M.A. emblem. Baked enamel in A.M.A. colors. Send ring size or string measurement.
\$6.95 includes Fed. Tax. We pay postage.
C. O. D. \$7.50. MONEY BACK GUARANTEE. SOLD ONLY BY MAIL.

CYCLE CRAFT CO.

Rt. 2, Box 105, Battle Ground, Wash. (Dept. 14)

Now...

CYCLISTS CAN JOIN

a **NEW!** and **DIFFERENT!**

ASSOCIATION



Here is an opportunity for cyclists the world over to join up with one another in the Worldwide Cycle Club, planned and designed to help the average motorcyclist and enthusiast to enjoy new comradeship in a fraternity dedicated to furthering the wonderful sport of motorcycling.

We believe motorcyclists will pay a reasonable membership fee in return for worthwhile benefits from a progressive organization that has the interests of every motorcyclist in mind and that cares nothing about makes. We believe most motorcyclists have a genuine desire to secure

better public relations and a more favorable public attitude toward the sport.

We believe cyclists will appreciate monthly bulletins with news of their favorite sport and the dozens of other valuable helps every member will receive.

READ ALL ABOUT THE NEW WORLDWIDE CYCLE CLUB AND MAIL YOUR APPLICATION NOW!

WCC is for EVERY cyclist, regardless of the make of motorcycle or scooter he owns

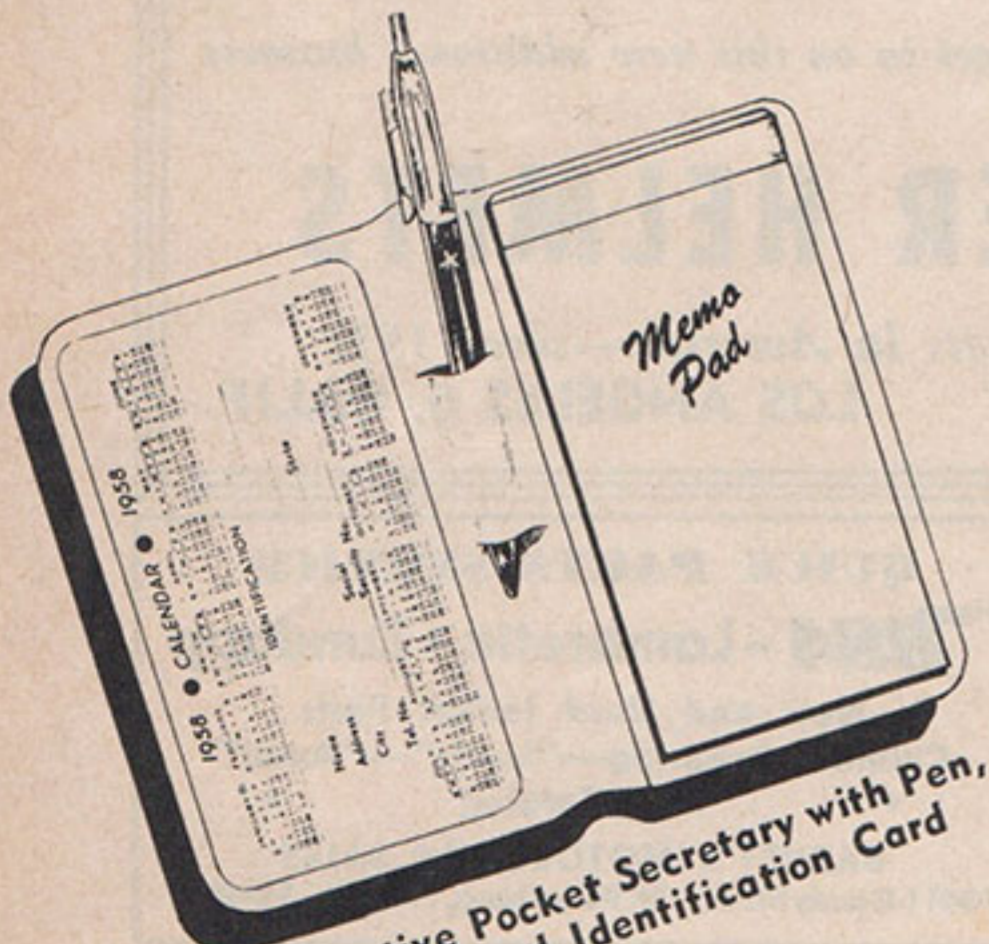
What every WCC member will receive—

BIG FEATURES

The biggest bargain ever offered any motorcyclist.

Here is what every member will receive postpaid in his initial kit after \$5.00 one-year membership fee is received—

- 1 Membership card.
- 2 Serial numbered membership certificate suitable for framing for room, office, or den.
- 3 Monthly bulletin with late and interesting news of motorcycling.
- 4 Pocket secretary with note book, ball-point pen, calendar, and card holder with attractive club emblem on front cover.
- 5 Beautiful 20k gold two-color pin with screw-on post lock for lapel or cap.
- 6 Attractive two-color club decal for fender, tank, or helmet.
- 7 Two-color club insignia shoulder patch.
- 8 Valuable books for cyclists—Retail value \$3.50.
 - A. How to Ride a Motorcycle. (With Service Tips)\$1.00
 - B. How to Form a Motorcycle Club..... 1.50
 - C. Manners for Motorcyclists..... .50
 - D. Drag Race Rules for Motorcycles..... .50
- 9 20% Discount to club members on any other Floyd Clymer books. (Just give membership number when ordering and deduct 20% from retail price).
- 10 20% Discount to members on motorcycle trophies and plaques.
- 11 One dozen cards to be given out by members when helping anyone in distress—to give the public a better understanding of motorcyclists.
- 12 An "I LIKE MOTORCYCLES" pin



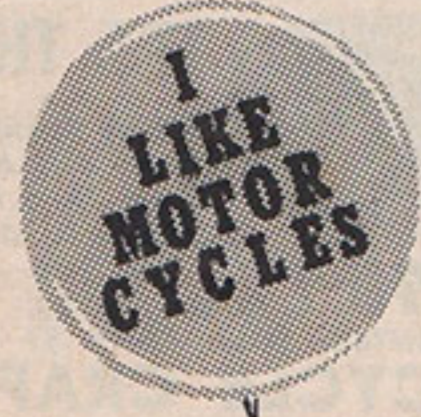
Attractive Pocket Secretary with Pen, Calendar, and Identification Card



Two-Color 20k Gold Lapel Pin—Shown Actual Size



Decal and Insignia in Blue and Gold Colors Suitable for attaching to Coat or Shirt



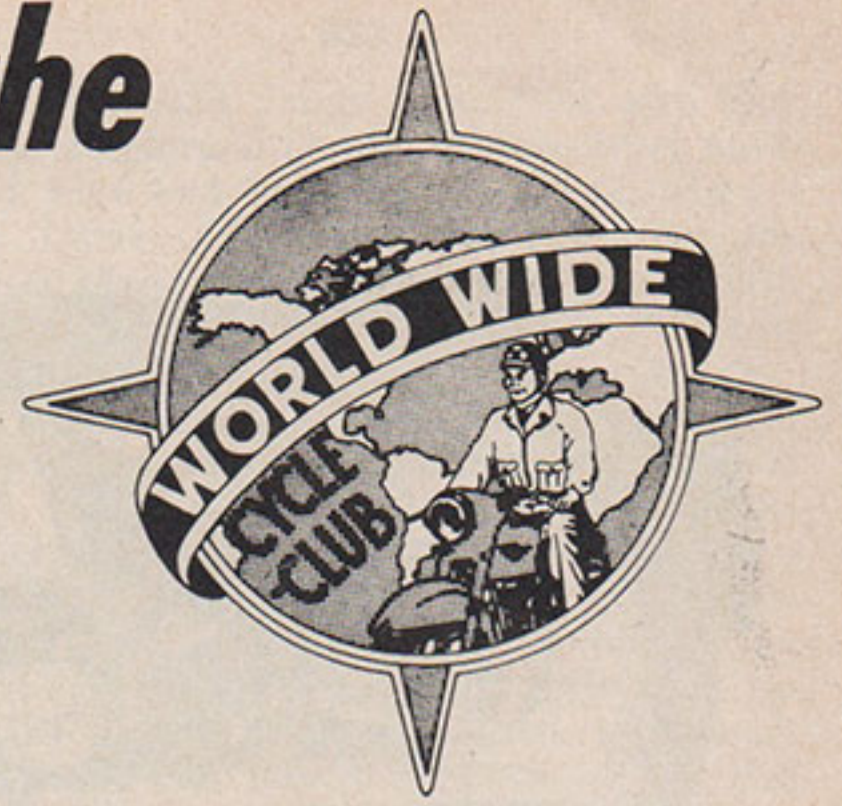
Motorcycle Booster Pin



Assortment of books — retail value \$3.50

ALL of the above items are included in the original kit each member will receive—SIGN UP TODAY

Questions & Answers About the **NEW** WORLDWIDE CYCLE CLUB



Q—What is the purpose of the WCC?

A—To provide an association which will work for the average rider and motorcycling in general. To promote motorcycling by improving public relations.

Q—Who may join?

A—Any motorcycle rider or enthusiast—men, women, boys and girls.

Q—Must I own a motorcycle or scooter to join?

A—No. We realize that there are many motorcycle enthusiasts in this country who for one reason or another do not own a motorcycle.

Q—Is the WCC a non-profit organization?

A—No. We hope by giving the motorcyclist much more in the way of benefits than he pays for, to be able to enlist enough members to make a reasonable profit for our efforts, just as we do in the publishing of our books and magazines. WCC is sponsored by Floyd Clymer Publications.

Q—Isn't \$5.00 a year a high price for membership?

A—Certainly not when the benefits are considered. We believe too many people connected with the motorcycle fraternity have the mistaken idea that motorcyclists have low purchasing power. We feel that this is not true. The cyclist who pays from \$300 to \$1500 for a motorcycle will not object to a \$5.00 membership charge—but he must get value for his money. **This he will and much more** than any organization has ever before offered the motorcyclist.

Q—Is the WCC connected with the A.M.A.?

A—No. In no way whatsoever.

Q—Was the WCC formed to compete with the A.M.A.?

A—Absolutely not. It will do many things the A.M.A. has not done; it will be a more aggressive, streamlined organization than the A.M.A. Thousands feel the A.M.A. should do more to further public relations and more for the average Joe Doakes type of rider. We hope to contribute a great deal toward this needed improvement by this new motorcycle organization.

Q—Was the WCC formed as a protest against the policies of A.M.A. secretary E. C. Smith?

A—Absolutely not. Mr. Smith is a likeable man in a difficult job. We have disagreed with many of his policies and actions, yet in our country we can disagree and still be friends.

The WCC can and will, if permitted, help the A.M.A. in many ways. We motorcyclists need to pull together—enough others are pulling against us.

Q—Can members of the A.M.A. join the WCC?

A—Certainly. The WCC would not bar any A.M.A. member even if it could. We couldn't legally even if we wanted to, as the U. S. government protects free enterprise. Fortunately no one in this country can tell anyone else what organization he may join as long as he meets the requirements. There is no law that prohibits an Elk from joining the Masons, or a Moose from joining the Modern Woodman, and millions of Americans belong to many organizations.

Q—Can a WCC member belong to the A.M.A.?

A—He certainly can. The Fair Trade Practices Act of the U. S. Government assures anyone the right to join whatever organization he wishes.

Q—Is it desirable to have two motorcycle organizations in the U.S.?

A—Why not? We have two national baseball associations, many football groups, USAC, AAA, and NASCAR—all three are automobile associations, and there are plenty of other cases where two organizations exist because one can't do the job as well. The two-party system is the foundation of the American way of life.

Q—What will be the methods of governing the WCC?

A—As soon as the organization is well under way the membership will elect by secret ballot directors from each state or country to represent them. Depending on the size of membership in the state, one or two directors will be elected. These directors will act in an advisory capacity and assist in formulating plans and operating procedure to achieve the club's aims.

Q—What is necessary to join the WCC?

A—Just fill in the application blank, enclose a \$5.00 check or money order, mail it to Worldwide Cycle Club, Box 20749 Pico Heights Stn., Los Angeles 6, Calif., and await arrival of your membership kit with all of the merchandise you as a member will receive. You will enjoy the monthly "News Flash" Bulletins that you will receive too. You will then be a member of an organization you can be proud to belong to.

DETACH HERE AND MAIL YOUR APPLICATION NOW!

WORLDWIDE CYCLE CLUB
Box 20749, Pico Heights Station
Los Angeles 6, Calif.

Date _____

Enclosed find \$5.00 (check Money order) as payment for membership for one year in the

WORLDWIDE CYCLE CLUB

I am to receive all benefits and merchandise listed in this advertisement. As long as I am a member I agree to abide by the rules and regulations of the WCC and to do whatever I can to further the sport of motorcycling. If for any reason my membership application is not approved my money is to be refunded.

Male or female? _____ Age _____ I own a (make) _____

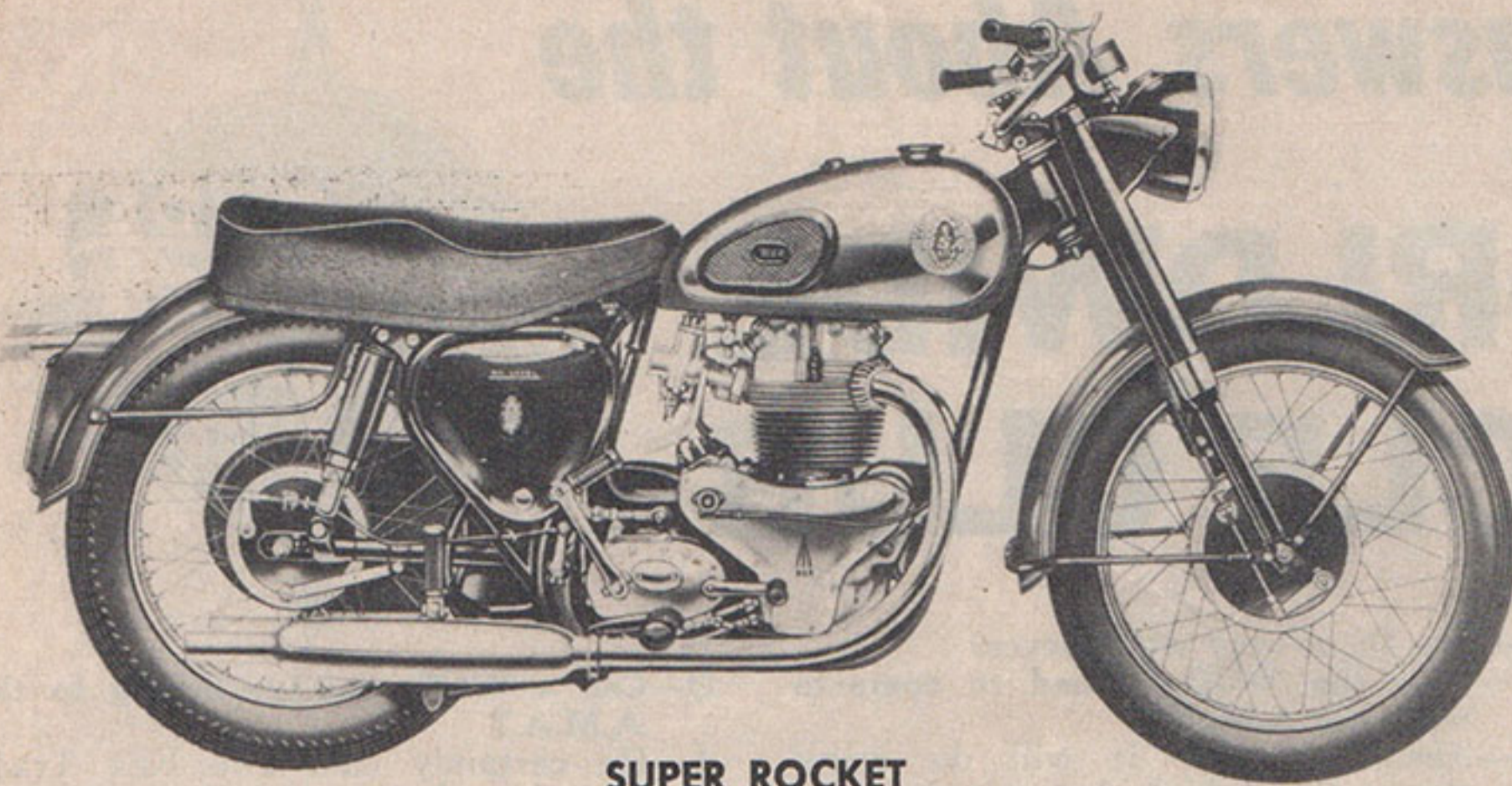
Motorcycle Scooter Moped _____ Model I do not own a motorcycle or scooter at present I am an enthusiast, Dealer, Salesman for Dealer, Cycle Mechanic.

Name _____

(please print)

Address _____

City and zone _____ State _____



SUPER ROCKET

In the forty-nine years that the Birmingham Small Arms Company has been manufacturing motorcycles its products have come to be the largest selling and among the highest regarded in the industry. With its motorcycle career almost at the half-century mark, BSA is introducing in 1958 a line of models with rather extensive detail refinements that range from tiny two strokes through almost every kind of intermediate engine type and displacement all the way up to a super-performance 40 inch vertical twin.



1958 Advances

Looking over the 1958 model BSA twins, we notice that the basic specifications are similar for the entire group. Briefly, all BSA twins have a very strong double tube welded frame. BSA vertical twin engine design incorporates two unit electrical system with separate magneto and generator, single camshaft, and gear type oil pump. Four-speed gearboxes are independently mounted and rear chain enclosures are optional at slight extra cost. For 1958 these already

highly refined twins incorporate the following advances:

New Headlamp Cowl

The two 500 cc twins, the 650 cc Golden Flash (and the 500 cc B33) will be equipped with a handsome new headlamp cowl which includes speedometer, ammeter and lighting switch. Moved to the front end position and included in this cowl is the electric horn. Neater than the previous design, this new cowl contributes to the general improvements in appearance for 1958.

Heavy Duty Crankshaft

For 1958 both Super Rocket and Golden Flash models will be equipped with the massive BSA heavy-duty crankshaft. This very

1958 MODELS BOW

strong shaft is machined from a solid manganese-molybdenum steel forging, and easily handles the extra power developed by these high performance twins. A sludge trap is built into the crank journal of this shaft.

Improved Clutch

All 650 twins will be fitted with a strengthened 5 plate clutch. A heavier center, improved type inserts, and special oil slinger and reinforcing ring are features of this improved clutch.

New Main Bearing

Also featured on the 650 twins is an entirely new timing side main bearing. Originally designed for duty in high output air-

craft engines, this bearing has been successfully adapted to the BSA twin cylinder engine. Extensive and severe tests including many hours at high speed on the famous MIRA British Motor Industries test track have proven the worth of this new component.

New Full Width Hubs

New full width hubs of specially selected iron alloy are used on 1958 A model twins and B33. These new hubs are extremely rigid and, with the use of straight spokes, freedom from distortion and fade is assured. Chrome rings on brake plates add to appearance. The rear wheel is fitted with a new steel sprocket, and the popular rear chain enclosure is continued as an option.

New Roll-On Center Stand

All A and B models will be equipped with a newly designed roll-on type center stand. Correct geometric design allows the machine to be placed on this stand with very little effort. Front wheel and jiffy stands will also be standard equipment.

New Muffler Design

New stream-styled Burgess type mufflers are used on 1958 A series road models. Employing the well known absorption principle, these new mufflers effectively subdue the exhaust note and add to the machine's fine appearance.

Improved Cylinder Head

The alloy cylinder head fitted to Rocket models is further improved by alterations to the valve porting, resulting in even more performance from this zestful sports twin.

Detail Improvements

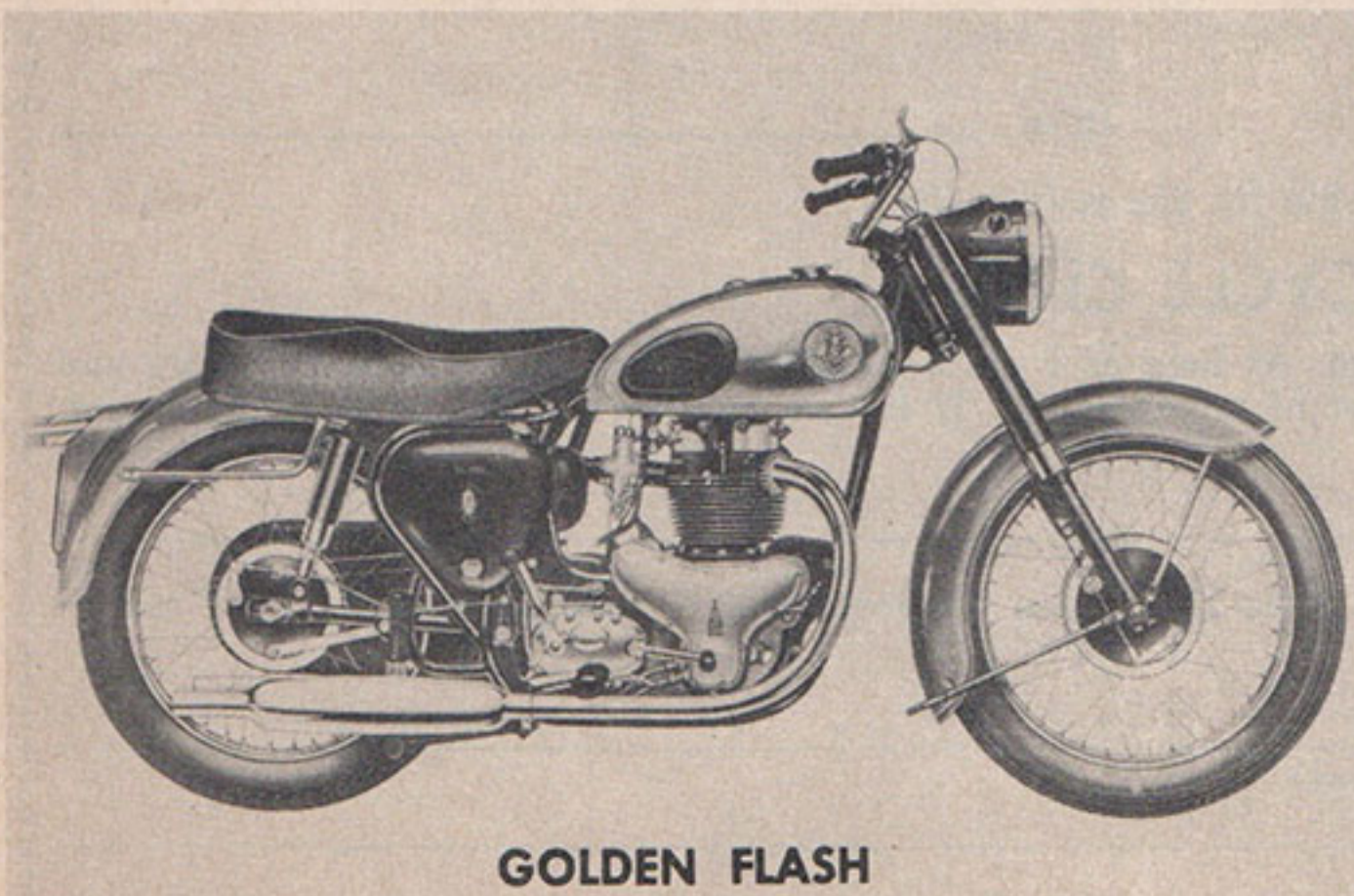
Helping to achieve a new, brighter appearance are chrome plated spokes, enamelled cylinder barrels, new three color tank badges, and on Super Rocket and Shooting Star models, polished cylinder fin edges.

Super Rocket

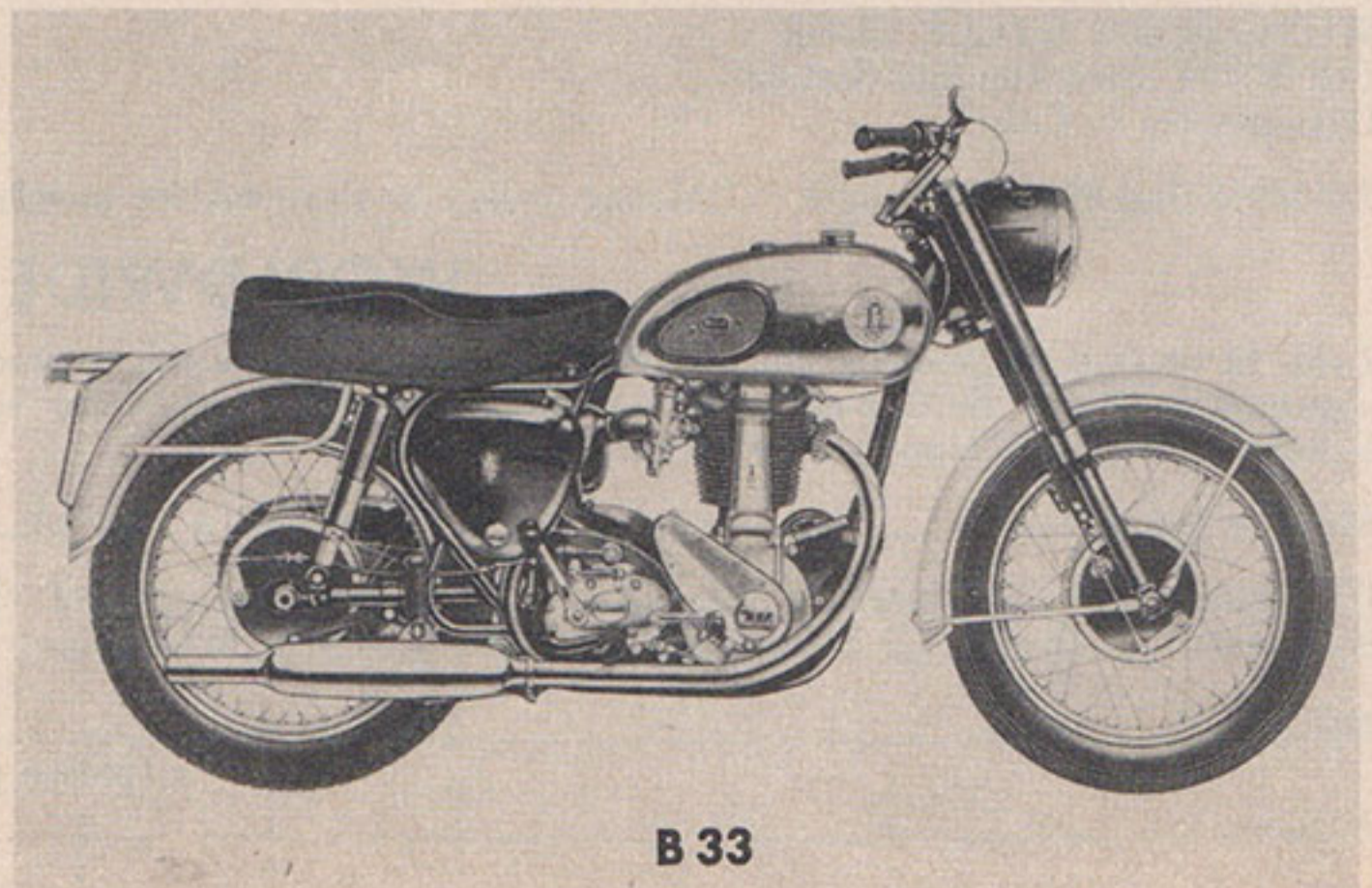
The popular, high-performance Super Rocket superseded the Road Rocket model during the 1957 season.

Engine is a 650 cc overhead valve twin, with alloy cylinder head, racing valves and springs, super sports camshaft, high compression pistons, and heavy duty crankshaft.

Transmission is BSA four speed gearbox with fully enclosed rear drive chain (option-

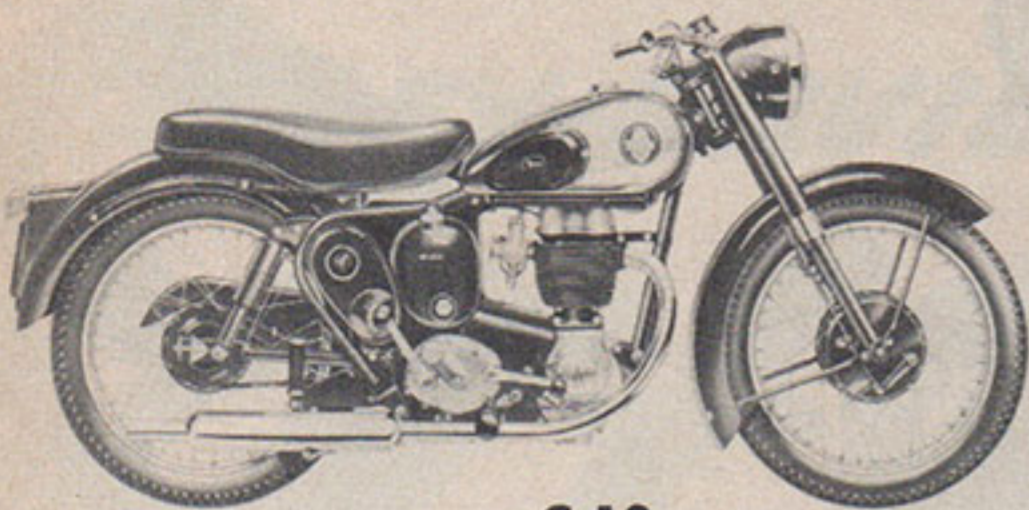


GOLDEN FLASH



B 33

al at slight extra cost). Finish for 1958 is new Rocket Red tank with enlarged chrome panel, Rocket Red fenders with double gold striping, chrome handlebars, chrome exhaust pipes and mufflers, and chrome wheel rims, and many other parts finished in this sparkling metal. Primary chain cover, timing case cover and gearbox end cover are finished in highly polished alloy. Equipment



C-12

includes tachometer and speedometer on twin mount, Western type handlebars, BSA dualseat with passenger footrest, improved jiffy stand, roll-on center stand and utility front wheel stand.

Golden Flash

In high demand is this fast and reliable road cruiser, the famous 650 cc Golden Flash. Engine is basically the same as the Super Rocket, but with iron cylinder head, Amal Monobloc carburetor and automatic spark advance. For 1958, the heavy duty crankshaft as developed for the Super Rocket is fitted to this model.

Transmission is BSA four-speed gearbox, with fully enclosed rear drive chain (optional at slight extra cost). Finish for 1958 is sapphire blue tank with enlarged chrome panel, blue fenders with double gold striping, jet black frame and many items in brilliant chrome plate as specified for Super Rocket above. Equipment includes precision speedometer in new type cowl, steering head lock, western type handlebars, BSA dualseat with passenger footrests, jiffy stand, roll-on centerstand and front wheel stand.

500 Twins

With regard to frame, wheel and all "cycle" components, the 500 Twins are very similar to the 650 models. The popularly priced 500 Flash remains as one of the lowest priced fully equipped twins on the market and shares many of the 1958 advances as specified above. Finish is exactly the same

as on the Golden Flash model.

Engine is 500 cc overhead valve with high compression pistons and sports camshaft.

Transmission is the same as used on the 650 models including optional rear chain enclosure. Shooting Star models are basically the same as the 500 Flash but with alloy cylinder head, high compression pistons, super camshaft and other modifications for increased performance. Finish is Jet black tank and fenders, chrome tank panels and double gold lines, many parts in chrome or polished alloy.

Spitfire Scrambler

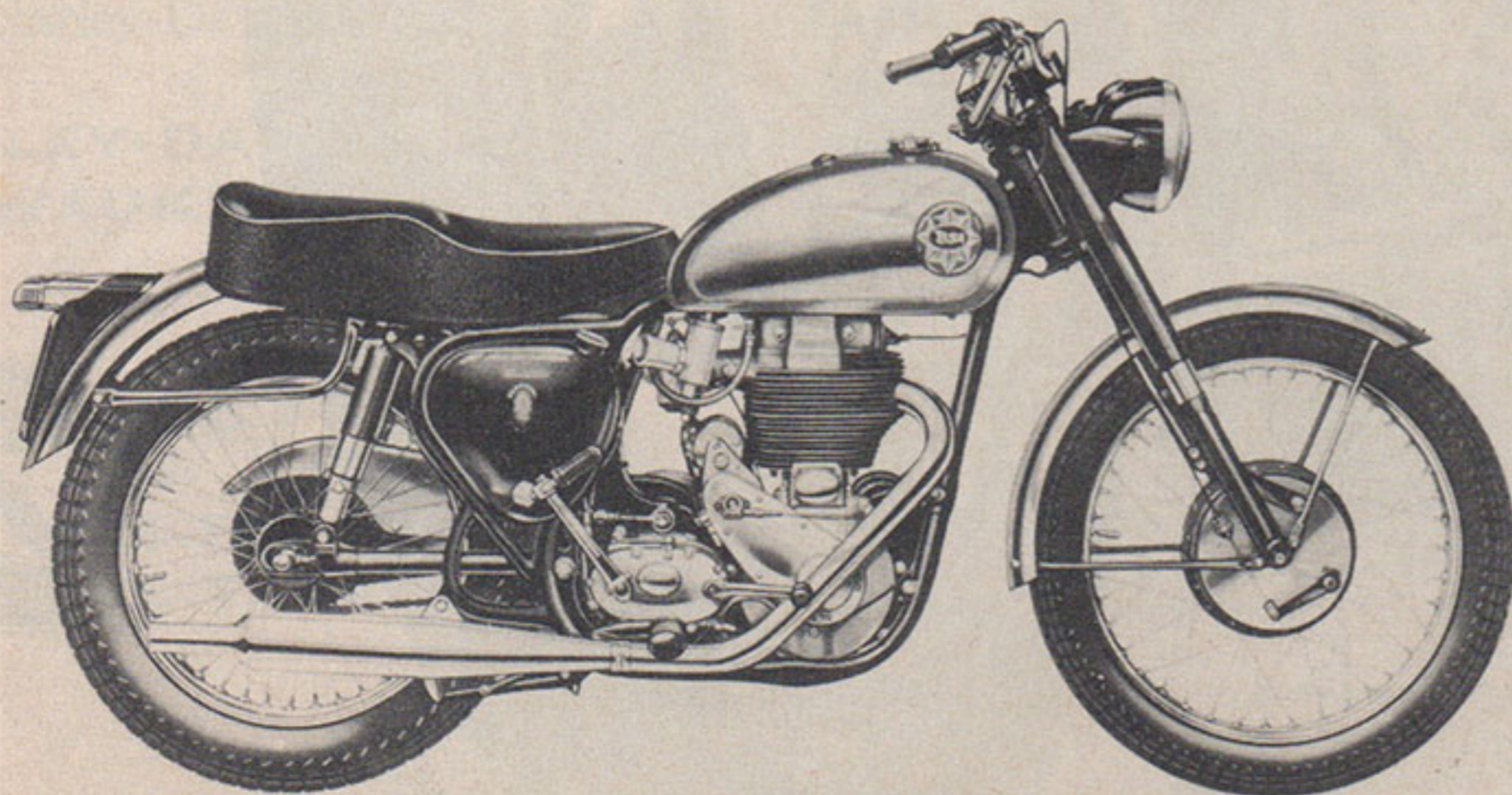
The Spitfire Scrambler will be continued exactly as introduced in the 1957 season. This model features the modified Super Rocket engine with carburetor, valve timing and camshaft set up for maximum horsepower output for racing use. Standard equipment includes scrambles gear ratios, standard BSA brakes, and machine is furnished without lighting equipment. Finish is silver and chrome tank, chrome fenders, black frame.

BSA Singles

Again leading the BSA parade in the sports-competition class is the famous Gold Star. Three models will be available in 1958, the Gold Star Road Racer, the Catalina Scrambler, and the potent Dirt Tracker.

Specifications of the Gold Star models will remain the same. As sports-competition models, these machines have for the past season been equipped with excellent racing equipment items such as racing carburetors, racing brakes, etc. and BSA spokesmen see no particular reason for making changes at this time.

Center of interest in Gold Star models remains the ultra-high performance alloy engine. This powerful unit is a 500 cc OHV single with alloy cylinder barrel and iron liner, alloy cylinder head with valve seat inserts, racing valves and springs, and lightened valve gear. An Amal 1½ GP racing carburetor is employed—the largest carburetor used on any production motorcycle. Internal engine parts are polished, and each Gold Star engine is hand tuned and dynamometer tested to insure maximum horsepower output. The Road-Racing model is equipped with an 8" diameter racing front brake with positive vane type cooling and ventilated, finned type racing rear brake. Finish on 1958 models will be dark blue tank, chrome fenders, and jet black frame. Gold Stars will also be available with the traditional silver and chrome tank.



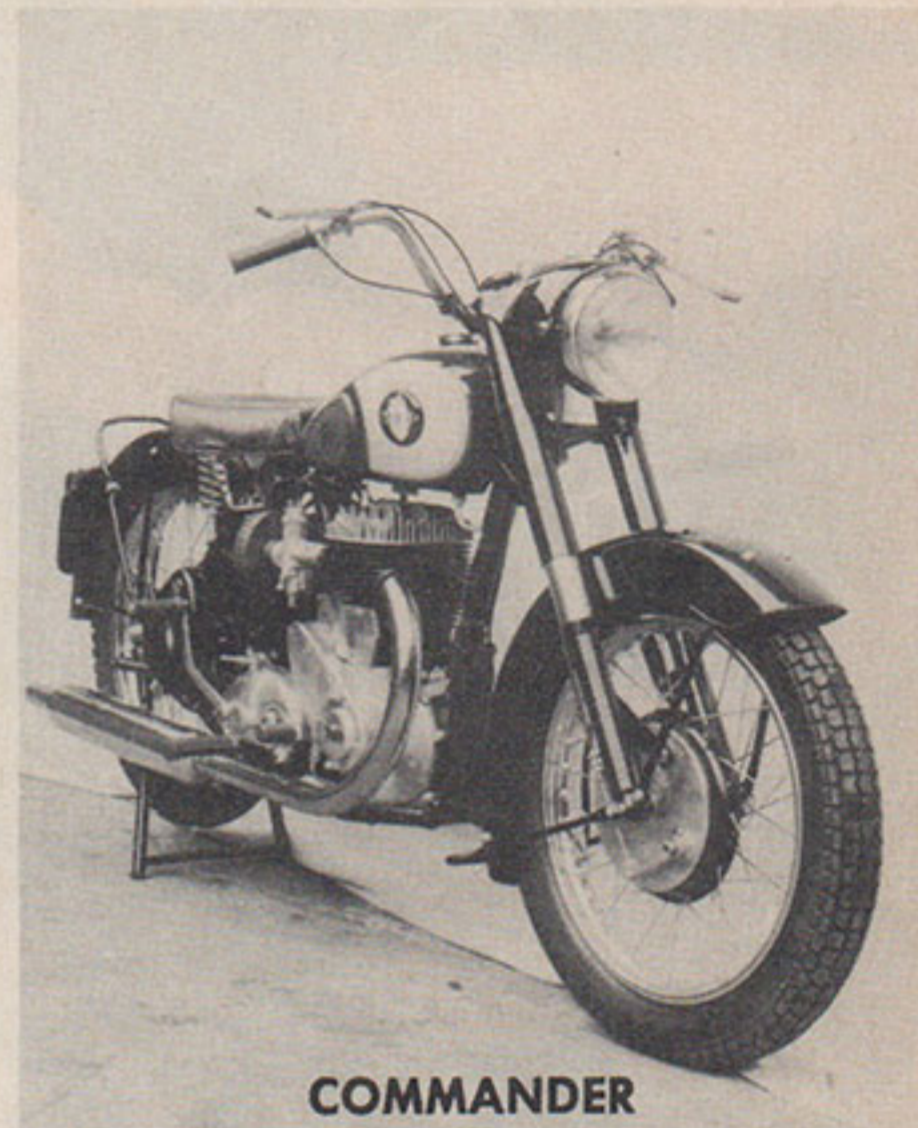
GOLD STAR ROAD RACER

B33

The 1958 B33 Single is finished with blue tank and enlarged chrome panels, ivory mud-guard, blue and red double striping, and jet black frame. Chrome plated items are the same as those specified for the Golden Flash and the Super Rocket models. For 1958 this model is equipped with the Lucas A.C. electrical system, with engine shaft generator and coil ignition. Automatic spark advance is also used. With this sparkling new enamel and chrome finish and high-stepping performance, this popular BSA Single is a motorcycle with an appeal all its own. The B33 shares with the A Twins such new features as the roll-on center stand, new headlamp cowl, and new brake setup. The B33 has 7" front and rear brakes.

Commander 600

A tried and trusty member of the BSA family of motorcycles is the big 600 cc side-valve Commander 600 model. Newly introduced to the U.S. market last season, this



COMMANDER

model was surprisingly well received. It is a fine utility model, ideal for sidecar and commercial use and also makes a smooth-running, dependable solo mount. Finish will continue to be maroon tank with cream panels, and jet black fenders and frame.

C12

An ideal lightweight mount, the 1958 C12 continues with its fine 250 cc OHV engine, four speed gearbox, swinging arm frame, dualseat and the many other features that have made it such a favorite in world markets. U.S. models will be finished in jet black with chrome tank panels, chrome rims, exhaust system and many other chrome plated parts.

D1 Bantam Model

As an economy model and a lively, dependable lightweight the Bantam 125 is hard to beat. The price of this fine power-cycle is highly competitive and the specifications include spring frame, speedometer, jiffy stand, and luggage carrier.

Eastern and Western BSA Models

BSA motorcycles are distributed in the U.S.A. by two separate sales organizations. Western states are handled by Hap Alzina, Oakland, California, and Eastern states by BSA Incorporated, Nutley, New Jersey. There may be some difference in specification with regard to colors and equipment on otherwise identical BSA models imported through these distributors. Local BSA dealers can advise on detailed specifications.

Here comes — the super-powered, thrilling



HARLEY-DAVIDSON Sportster **H** MODEL

If you're looking for that extra measure of riding pleasure — if you've got the urge to feel the surge of blast-off speed and acceleration — if you want a big plus in your power — *you want a Sportster **H**!*

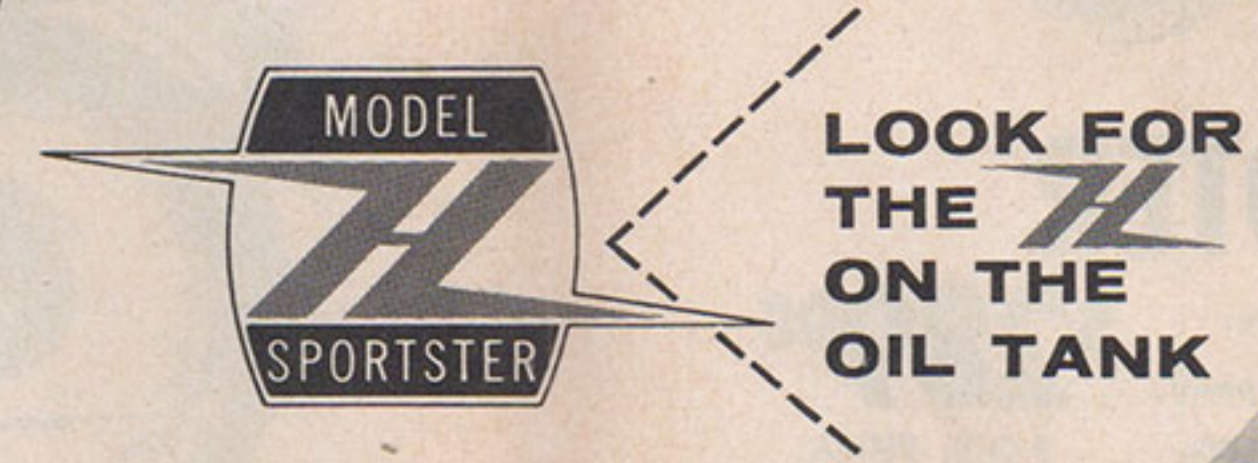
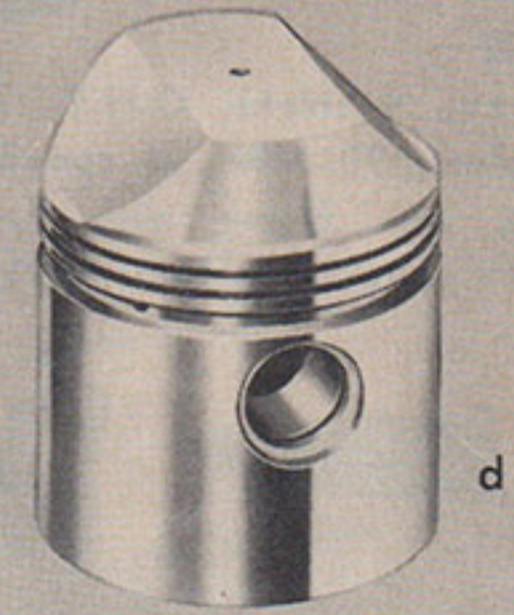
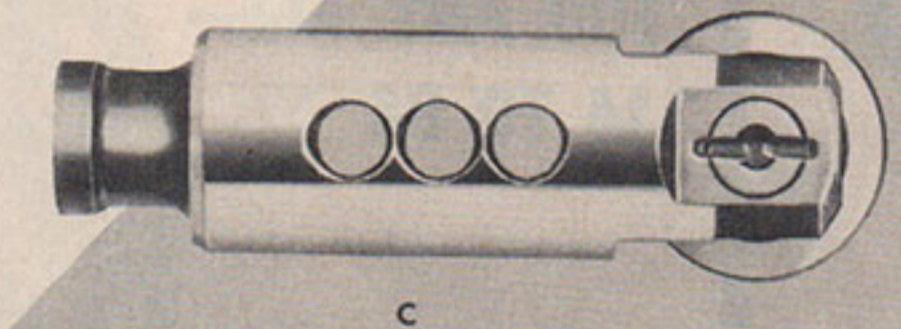
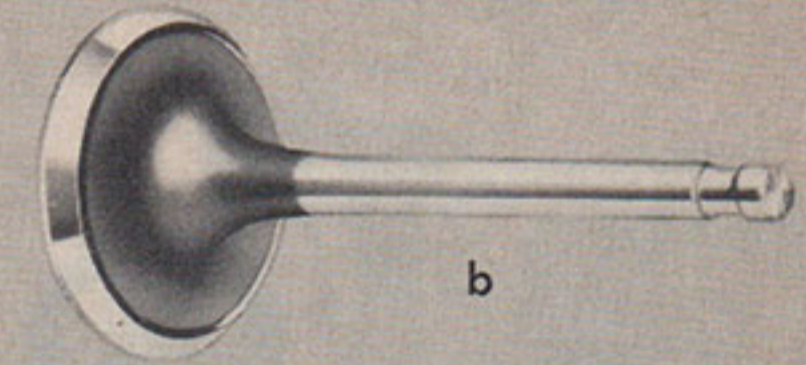
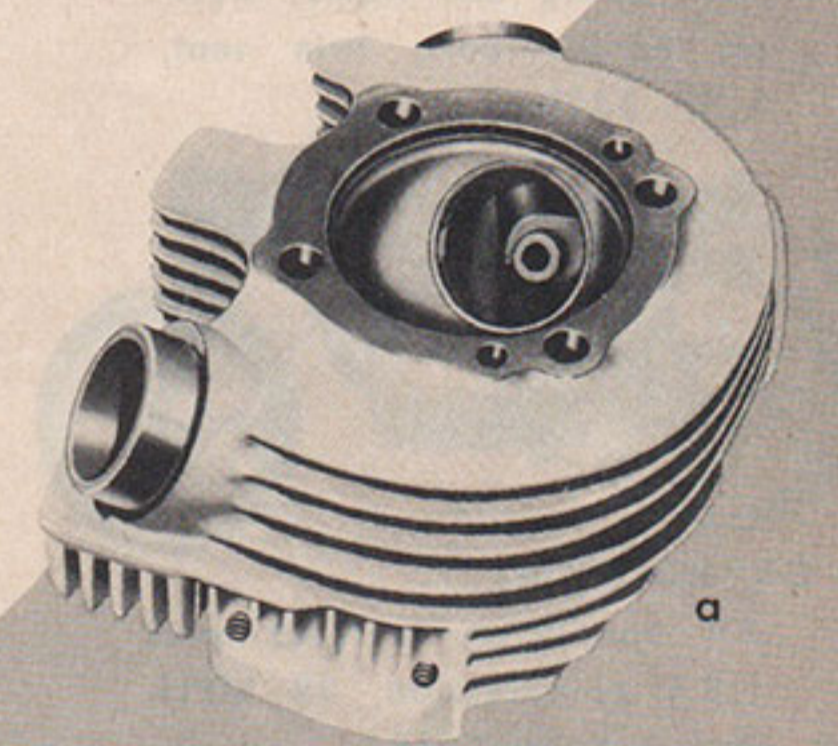
The Sportster **H** will give you the most of everything you've ever enjoyed in motorcycling — performance, speed, power!

12% more horsepower! That's right — the Sportster will deliver 12% more brake horsepower with its 9 to 1 maximum compression ratio. The perfect combination of special high dome pistons, larger intake ports and valves, and racing-type tappets make the difference . . .

. . . ride a Sportster **H** and *you* will feel the difference immediately — most exciting ride you've ever experienced!

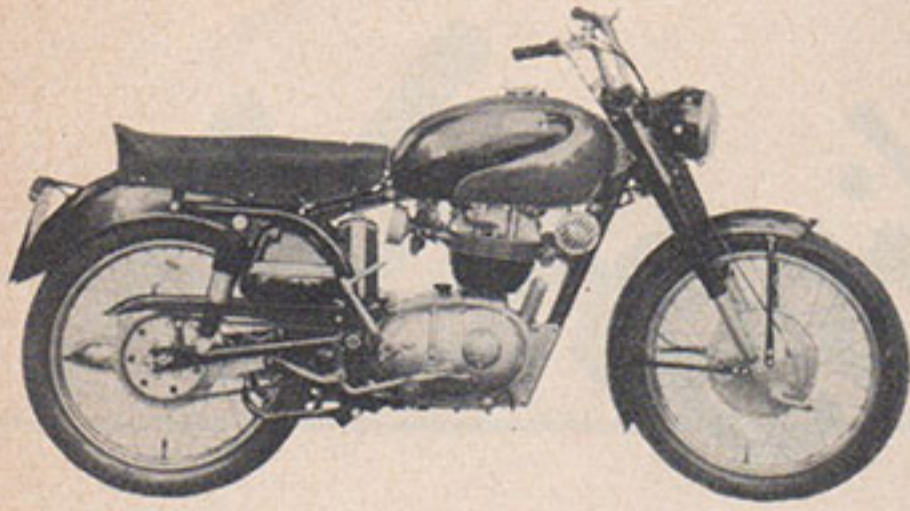
See the super-powered **H** today at your Harley-Davidson dealer.

**HARLEY-DAVIDSON MOTOR CO.
MILWAUKEE, WISCONSIN**



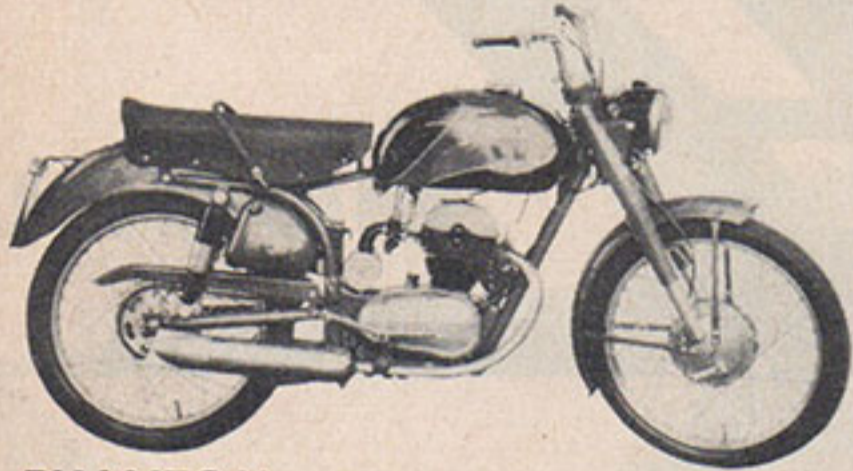
THE *features* THAT MAKE THE DIFFERENCE!

- a/ CYLINDER HEADS** — The intake valve port openings have been enlarged over 16% in throat area to allow the use of larger valves for freer breathing.
- b/ INTAKE VALVES** — Increased in size for better filling of combustion chamber, resulting in more horsepower.
- c/ TAPPETS** — Lightweight racing-type. Have less inertia and thus allow the valves to follow the cams at higher speeds.
- d/ PISTONS** — High turbulence, high "squish" piston with 9-to-1 ratio makes for greater controlled combustion and increased horsepower.



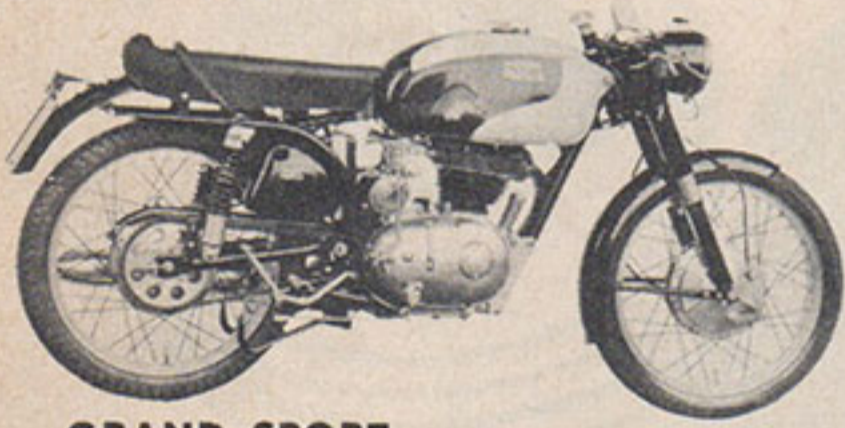
SPEEDSTER

175 cc., 4 stroke, 78 MPH, O.H.V. high cam shaft, generator ignition, 8" brakes, western handle bars, 4 speed, \$519.



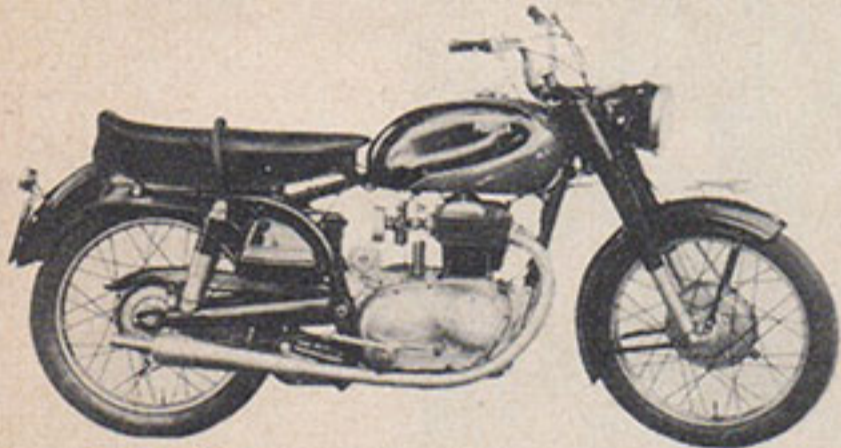
PHANTOM

98 cc., 4 stroke, 4 speed, 50 MPH, swing arm frame, western handle bars, twin seat, 5 HP, \$359.



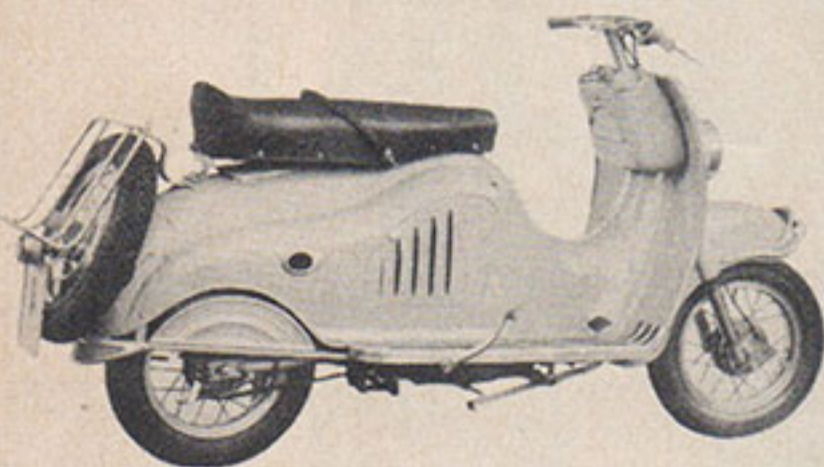
GRAND SPORT

All speedster features plus 1:8.4 compression, 95 MPH, racing bars, \$675.



CLIPPER

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



GREYHOUND SCOOTER

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



MOTO
PARILLA

If tired of
two stroke performance—
Tired of mixing
oil with gas—

**GET A FOUR STROKE
GET PARILLA
GET THE BEST**



THE
"WILDCAT"
SCRAMBLER

PARILLA'S LATEST ACHIEVEMENT

DIFFERENT SPROCKETS
AVAILABLE

**RECOMMENDED
FOR ANY AGE—
14 TO 84**



SCOOTER

4.5 HP; 2 stroke;
fan cooled; 2 speed;
45 MPH; 130 MPG.

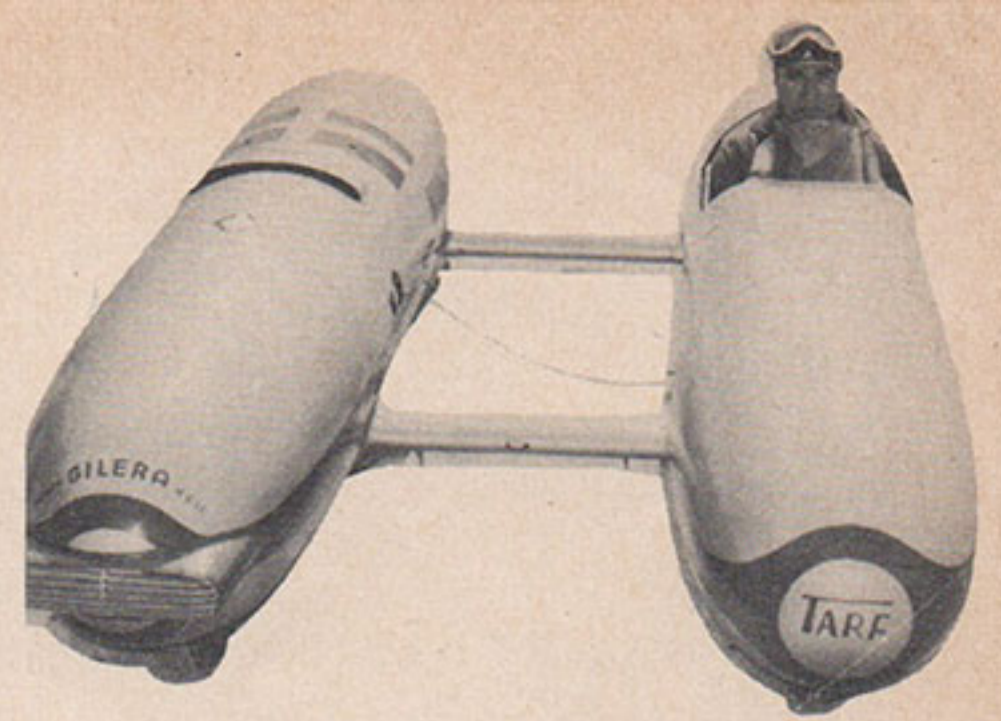
\$289⁰⁰
F.O.B. PHILA.

**COSMOPOLITAN
MOTORS**

3500 GERMANTOWN AVE., PHILA. 40, PA.
Telephone BALDWIN 9-3500, Cable "COSMOTOR"



Sporting Scene



World famous automobile and motorcycle racer Piero Taruffi, who won the recent Mille Miglia sports car race, is shown above in his 350 cc Gilera powered 'Tarf.' The twin bodied twenty-one incher sped to the following international Class J automobile speed records on the famous Monza track recently.

1 Km stdng. start	30:81 Av.Km. per hr	116.845
50 Km stdng. start	30:81 Av.Km. per hr	116.845
50 Mile stdng. start	16:01 Av.Km. per hr	187.149
100 Km stdng. start	25:33 Av.Km. per hr	188.365
100 Mile stdng. start	31:40 Av.Km. per hr	189.453
200 Km stdng. start	50:48 Av.Km. per hr	190.041
1 Hour stdng. start	1:03:09 Av.Km. per hr	190.023

One Kilometer is approximately .62 miles.

AFRICANS HOLD BIKE-CAR EVENT

► NAKURU PARK, KENYA, AFRICA—At the motor race meet held in Kenya recently, motorcycle races were run in conjunction with sports cars. Following are the results:

10 lap Scratch Race	
W. Young.....	Norton Manx
Clubman	
G. Bathgate.....	BSA Gold Star
Modified Clubman	
H. Ayub.....	BSA Gold Star
15 lap Handicap Race	
T. Margach.....	BSA Gold Star
G. Bathgate.....	BSA Gold Star
W. Young.....	Norton Manx

GERMAN MOTO-CROSS CHAMPIONSHIP

► GERMANY—With the completion of the 1957 moto-cross season in Germany, the National Championship has been won by Udo
(Continued on page 36)

MINNESOTA HILLCLIMB

► MINNEAPOLIS, MINN.—Although the day dawned bleak and dreary with a chill wind blowing, the competition was hot as contestants vied against one another at the Northern Eagles hillclimb. The hill, measuring about 80 feet, sported a new obstacle in the form of a ridge, which was translated to it since the last climbs. This was in addition to the two ditches already on the hill.

Feature climb of the day was Fran Pumarlo, who set a new record of 4.4 seconds. His climb was straight as an arrow as he bounded up the hill to claim his prize.

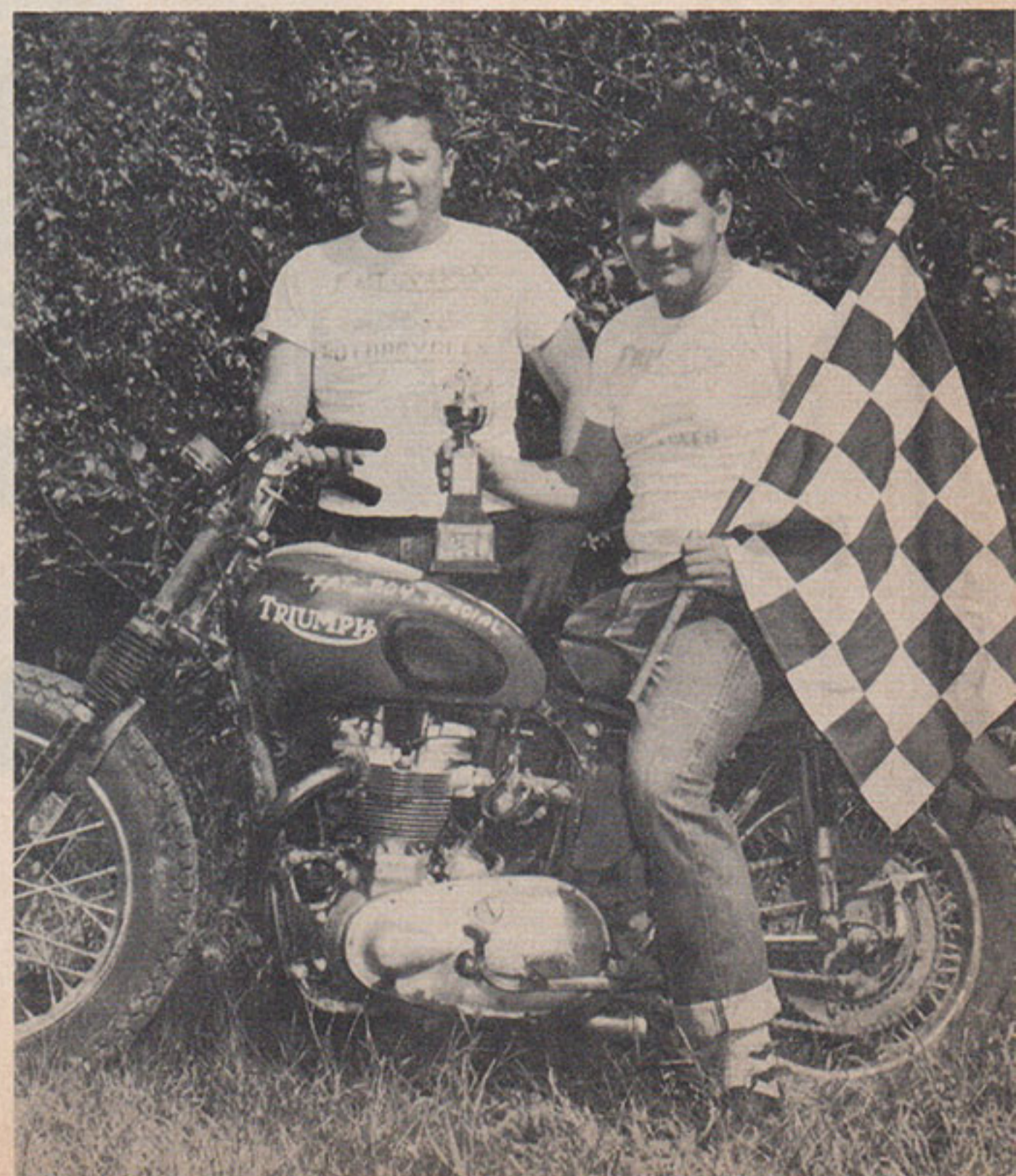
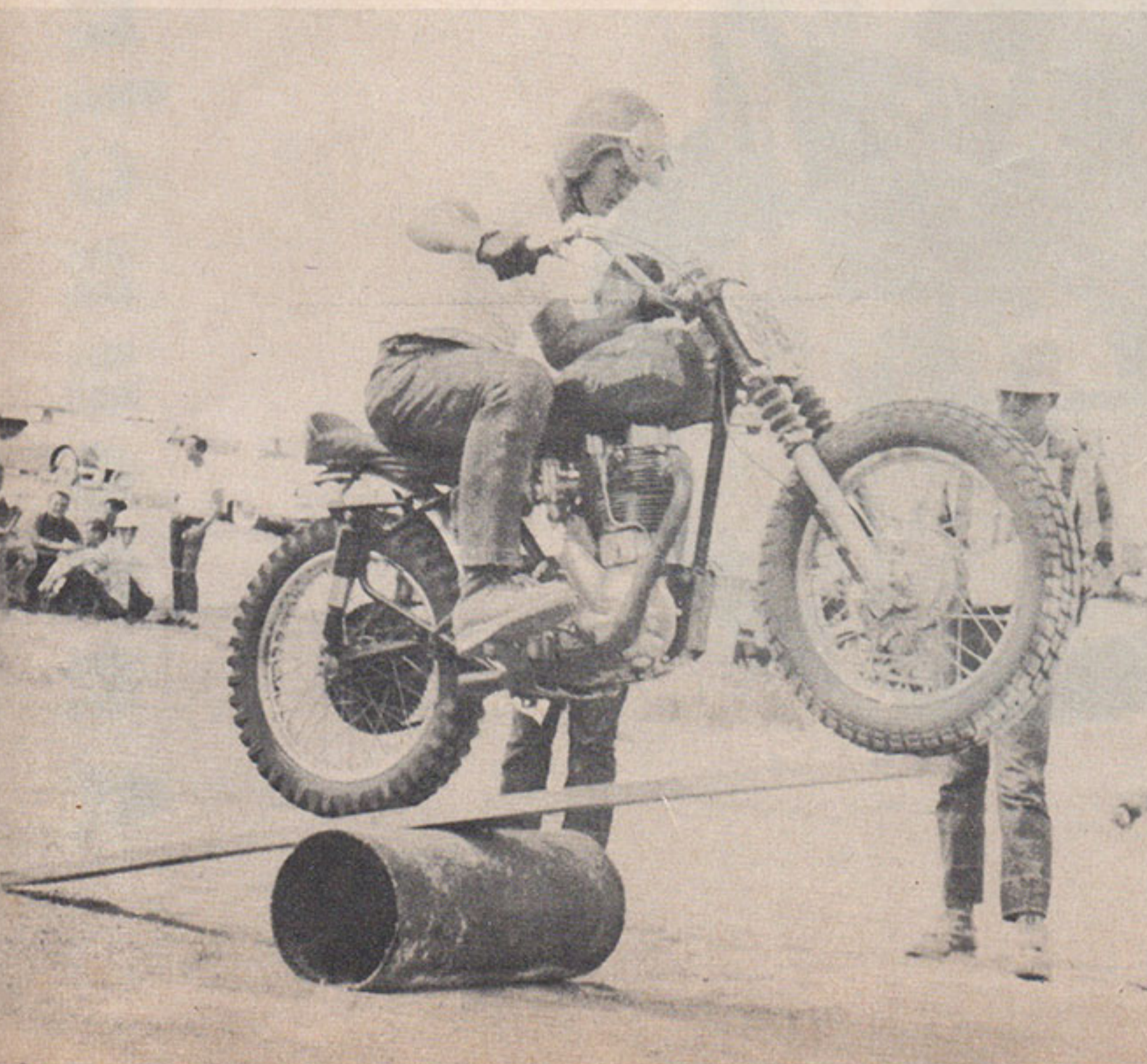
Another example of fine riding technique was shown by Earl Roessler. With his body well back, standing on the pegs as he hurdled the bumps, he showed delicate balance in negotiating the hill.

RESULTS

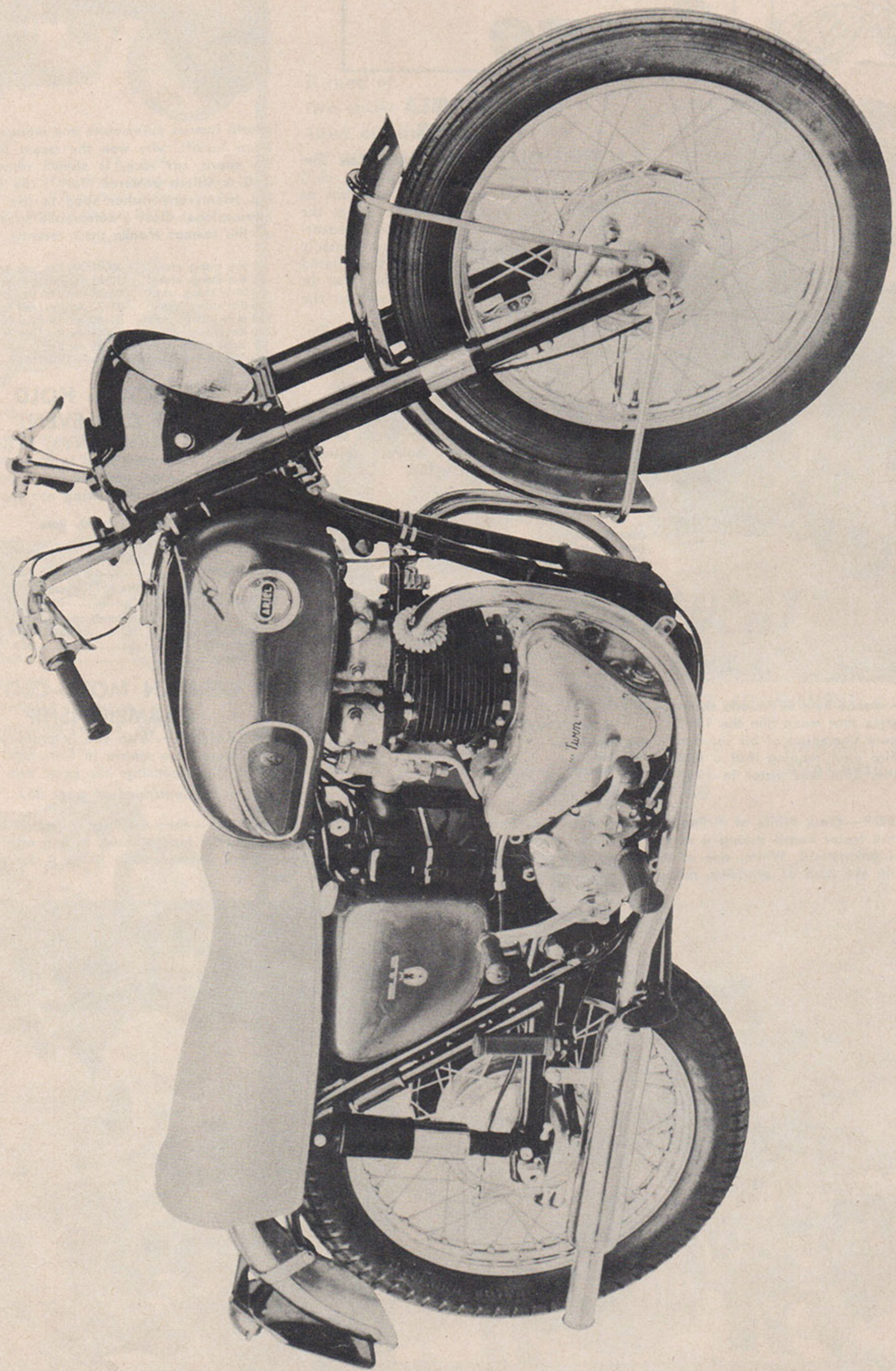
LIGHTWEIGHT		Seconds
John Dickenson	Maico	5.94
Gary Scott	Triumph	6.24
Virgil Dickenson	Maico	7.05
MEDIUMWEIGHT		Seconds
Fran Pumarlo	BSA	4.40
Bruce Brown	Matchless	6.07
Bernard Larson	Indian	7.59
LIGHT-HEAVYWEIGHT		Seconds
Steve Swanson	Triumph	4.63
Roy Egeberg	H-D KH	5.25
Earl Roessler	H-D KH	5.38
HEAVYWEIGHT		Seconds
Bob Hoffmeister	H-D	6.05
John Lenertz	H-D	8.64
Jim Webster	H-D	63 ft.

WINNING FINN—Raimo Rein of Finland shows the hard riding style that made him the 1957 National Moto-Cross Champion of his country. 1957 was the third year running that a BSA has taken the title, Rein was victor in 1955 also.

TOTTERING TEETERER—Clark White of McFarland, Calif. poises his Indian precariously on the teeter board during a recent field meet held by the Reveliers M.C. of Bakersfield. White, one of the area's top riders, won the meet by using the kind of precision riding shown in photo below



HAULING HOOSIERS—Here are Forrest Dizotell of Evansville, Indiana and his tuner Charles Seibert after winning the Indiana State Championship Class A Scrambles at Muncie, Ind.

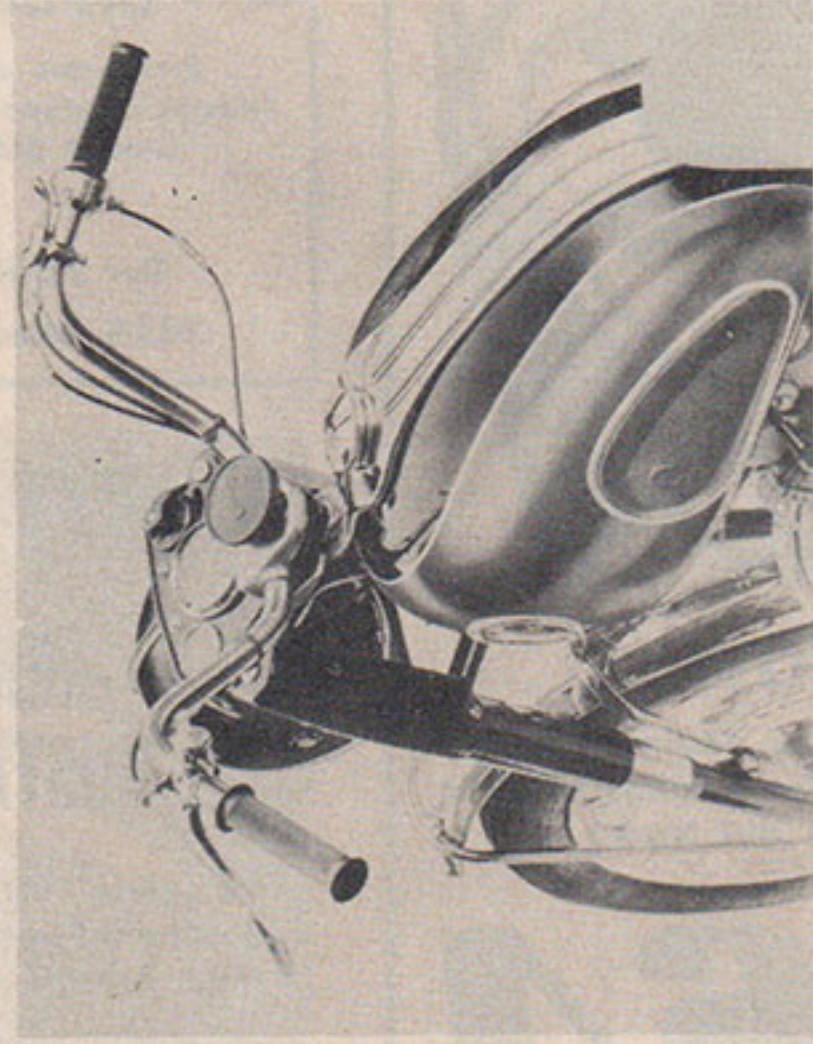


Announcing The

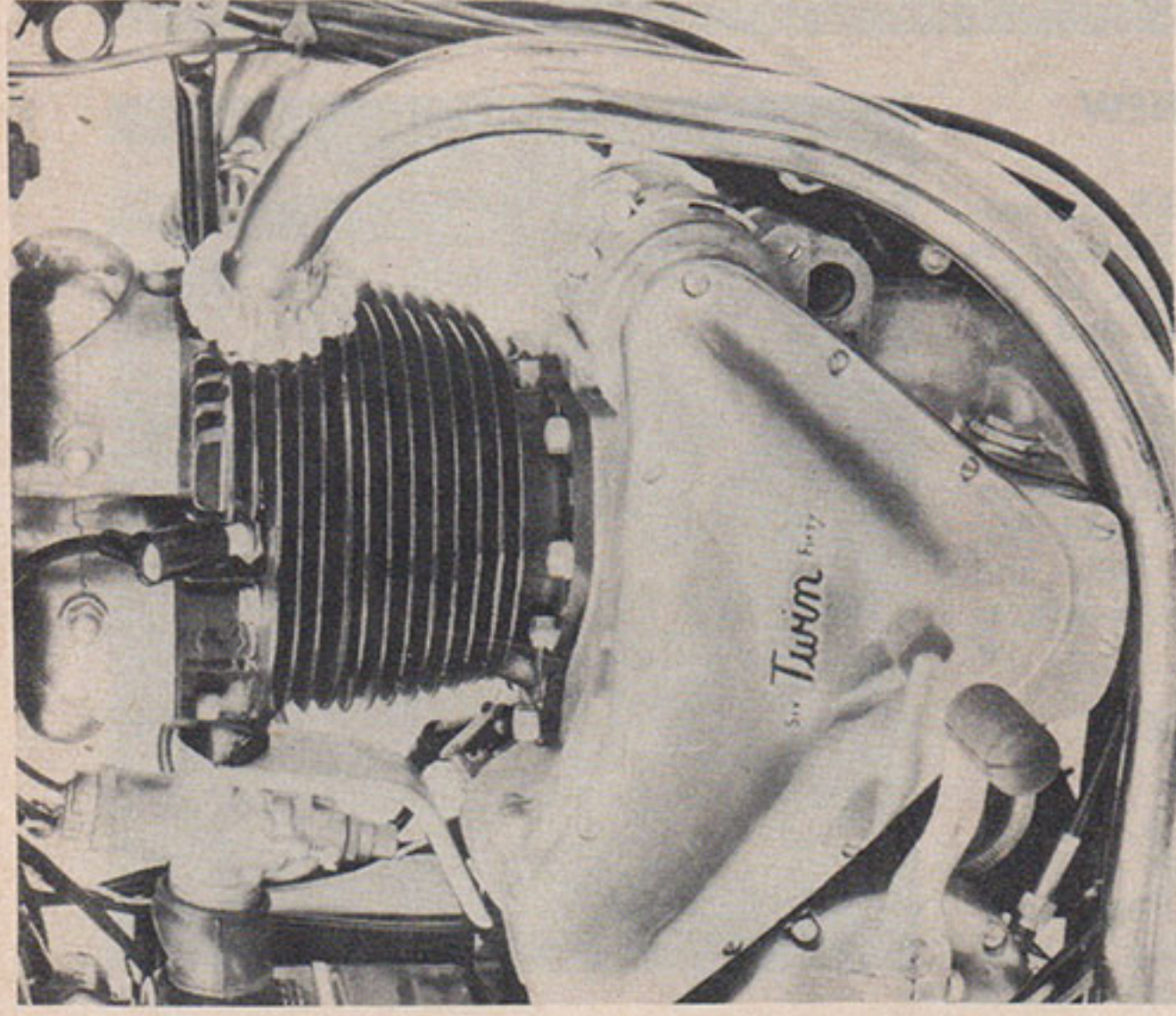
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GREAT — Great buy for any motorcycle enthusiast!

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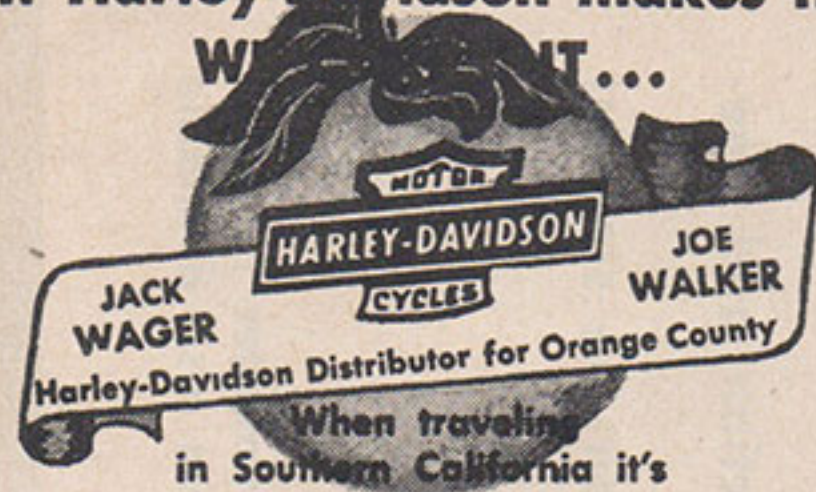
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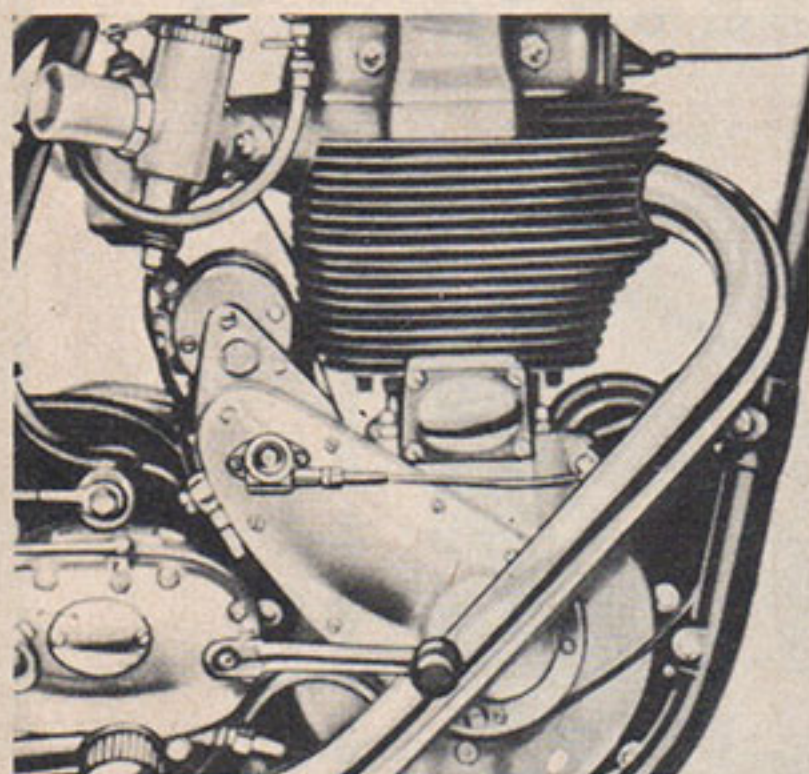
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DEALER DOINGS

EDWARD TURNER IS NEW B.S.A. DIRECTOR

Changes in the board of the B.S.A. Company of which Mr. John Y. Sangster is chairman, result in the retirement of Sir Patrick Hannon, Sir Frank Smith and Mr. James Leek. New appointments are: Mr. Edward Turner, managing director of the B.S.A. Automotive Division (which includes Daimler), who becomes an executive director, as does Mr. R. P. Wallace; and Mr. G. Godfrey Phillius, Mr. A. J. Quig and Sir James Reid Young, all of whom join as non-executive directors. ★

CHAMPION BUILDS NEW RESEARCH CENTER

Construction has begun on a million-dollar engineering and research building program for Champion Spark Plug Company. Two new structures, having a total floor space of 35,000 square feet, will be erected adjacent to the company's present Toledo, Ohio plant. The facilities will be the largest and most modern in the world for developing and testing spark plugs, it was announced by R. A. Stranahan, Jr., President, and will be available in July of 1958.

The larger building, of two-story brick construction, will house the 29 engineering and research office, two drafting rooms, and six laboratories for research and experimental work in electronics, chemistry, metallurgy, and mechanics. The second building will contain the engine laboratory, where engines are operated in test cells, to test the performance of spark plugs and determine the spark plug requirements of any given engine. Offices and laboratories will be air-conditioned. ★

WESTERN BSA DEALER MEETING SCHEDULED FOR JANUARY

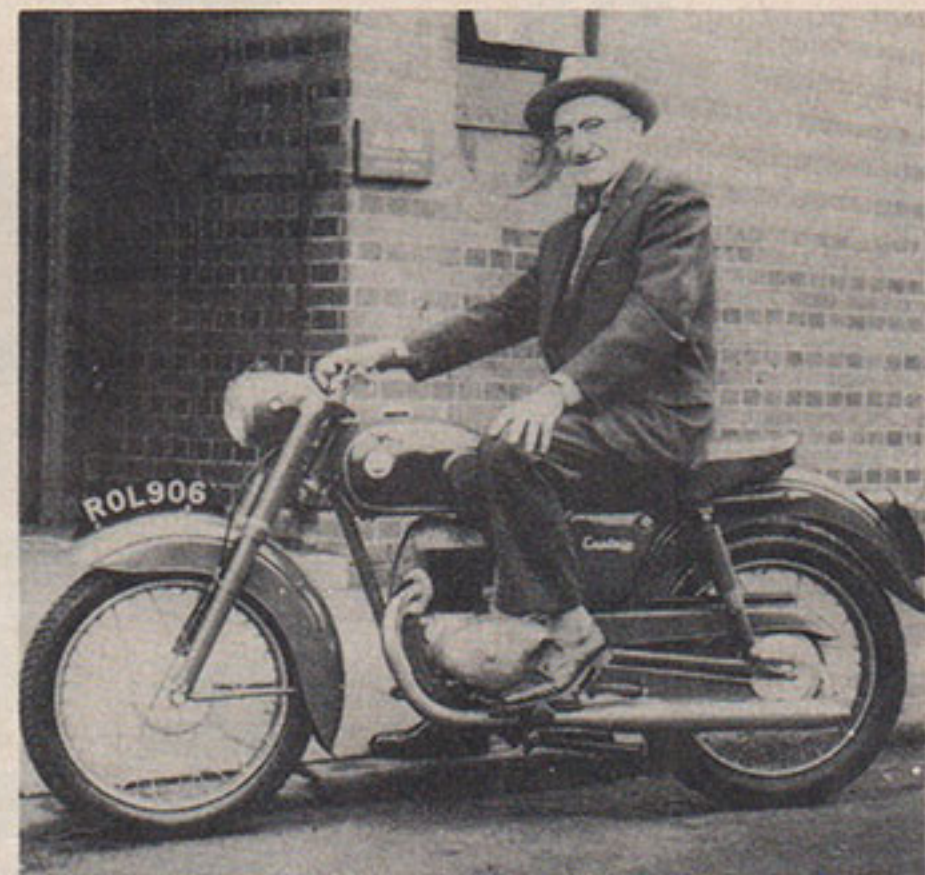
Hap Alzina, Western States Distributor for BSA, will hold his annual meeting for BSA dealers in Oakland, Calif., on Sunday, Jan. 19th. The 1958 models will be shown.

Mr. W. L. Rawson, world Sales Manager for BSA of Birmingham, England will attend and address the dealers on future plans for BSA. ★

(Continued on page 32)



TWO MILLION—Here Ernst W. Sachs, left, grandson of the founder of Fichtel & Sachs A.-G. receives the 2,000,000th Sachs engine from the foreman of the assembly department. Chief Designer and managing director Mr. Steinlein, center, beams with pride.



Above is F. E. Rowe of Muskegon, Mich., U.S. Importer of James motorcycles, perched comfortably on a new James Captain at the English James factory during recent visit there.

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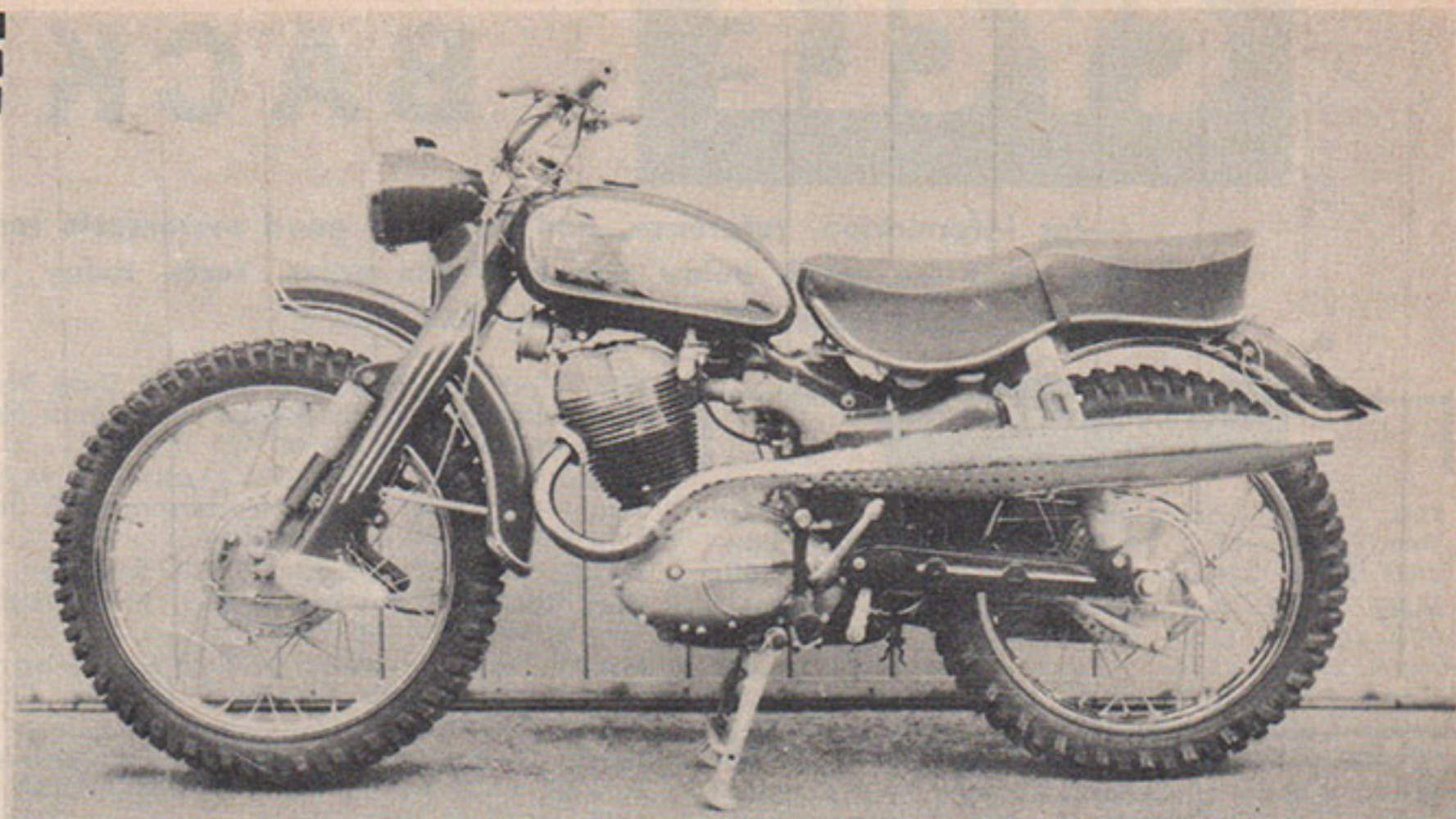
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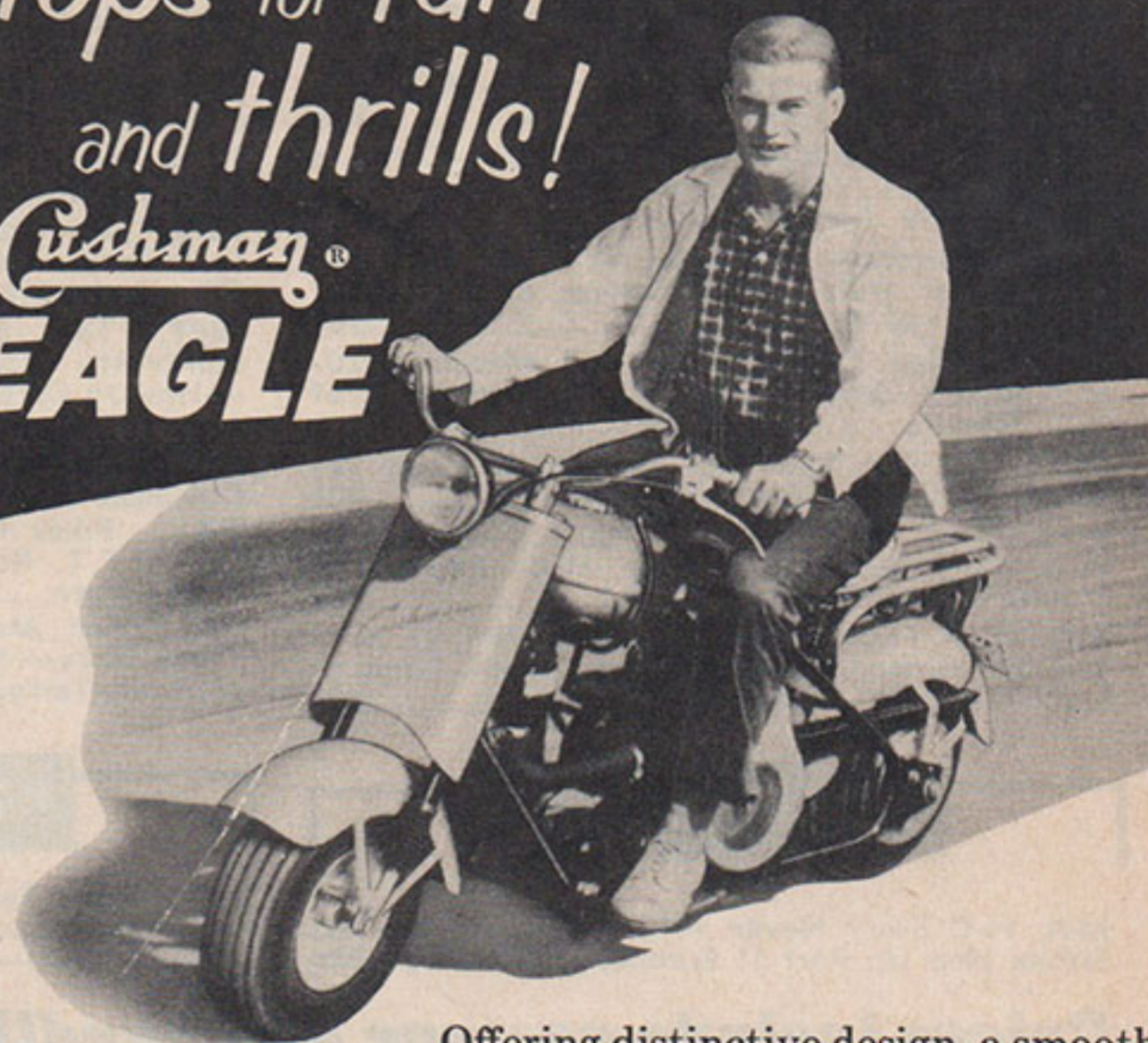
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NEW VEHICLE LEGISLATION CONCERNS CALIFORNIA M-C DEALERS

In the latest session of the California State Legislature a large batch of additions were made to the State Vehicle Code concerning the licensing of motor vehicle dealers. While these laws are not only desirable, but necessary in a state whose auto dealers are too often discovered wheelin', dealin', and stealin', the legislators made the disappointing mistake of imposing their licensing requirements for automobile and truck dealers on motorcycle dealers without taking into consideration the fact that the two fields of operation are very different.

The main beef that California dealers have with the new code is that it requires them to post a \$5,000.00 bond with the State before a dealer license will be issued. The amount of this bond is reasonable for an automobile dealer, whose yearly gross would be many times that of a cycle dealer, but since many motorcycle dealerships in the state are operated either on a side-line basis or on a very small scale, and because the comparatively small price of a motorcycle limits the amount of injury that a customer could suffer at the hands of an unscrupulous dealer, CYCLE Magazine feels that the amount of bond is about twice as high as it needs to be, or should be.

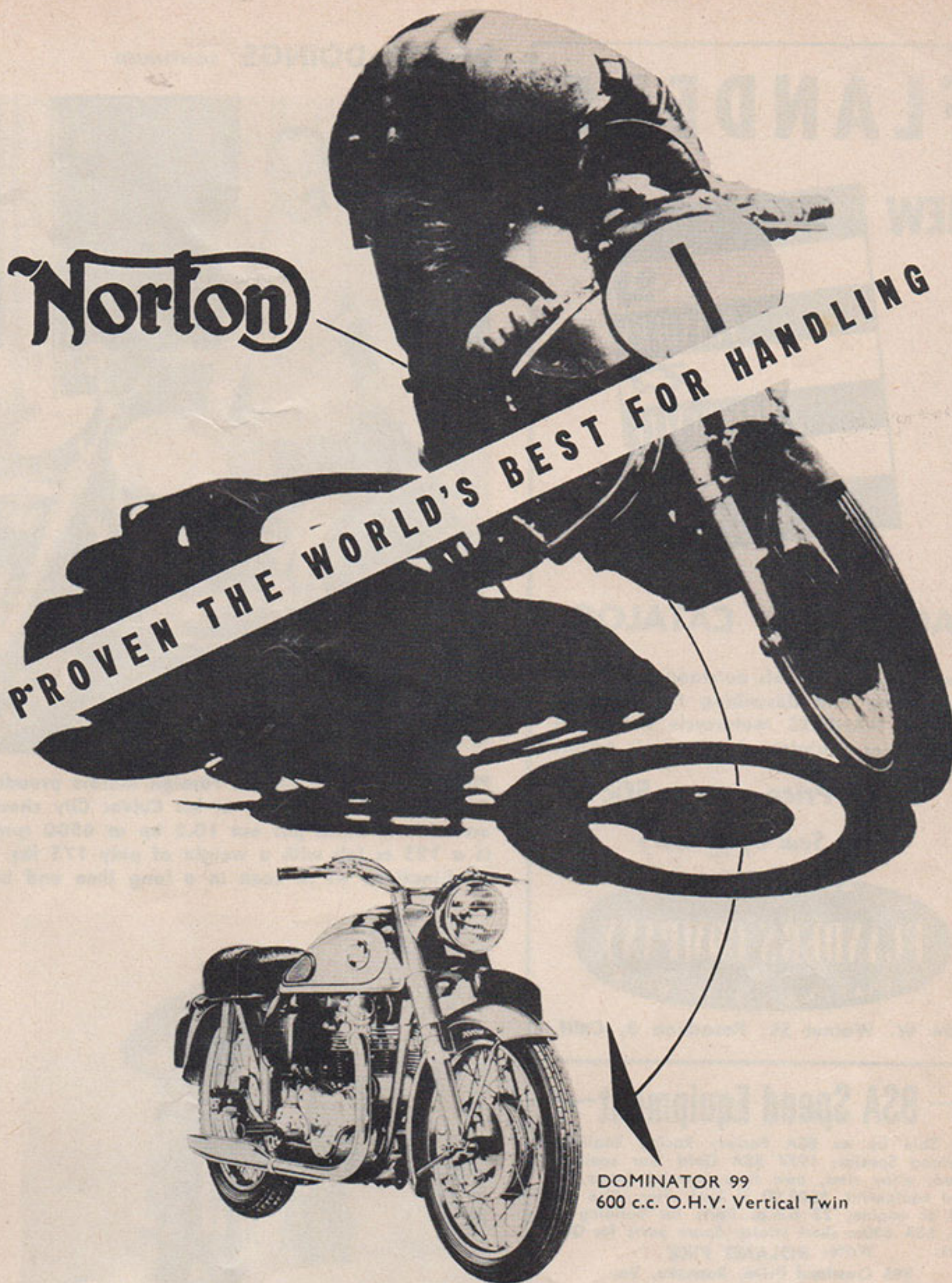
We don't know how many California dealers will be unable to secure this bond. We hope that none will have to give up their motorcycle business. We especially dislike seeing the small businessman placed at the mercy of a bonding company. This legislation calls for some additional measures to ensure that the bonding companies don't abuse all this extra business thrown in their laps.

Motorcycle dealers do not ask that the State coddle them, but they do feel that it is asking too much to demand that they measure up to the same financial standards as their four-wheeled competitors. ★

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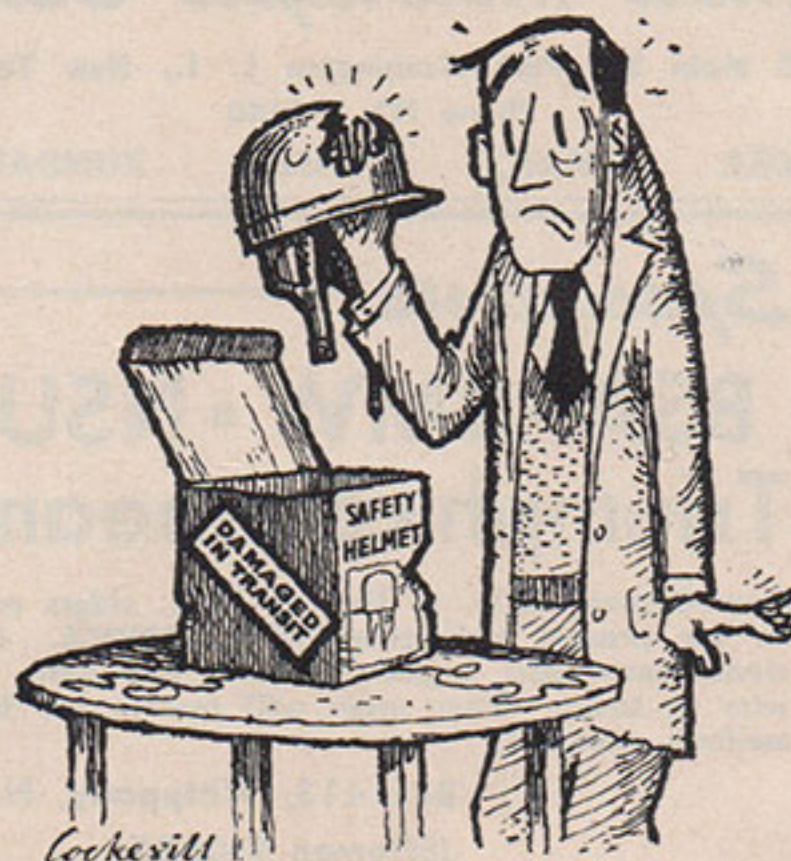
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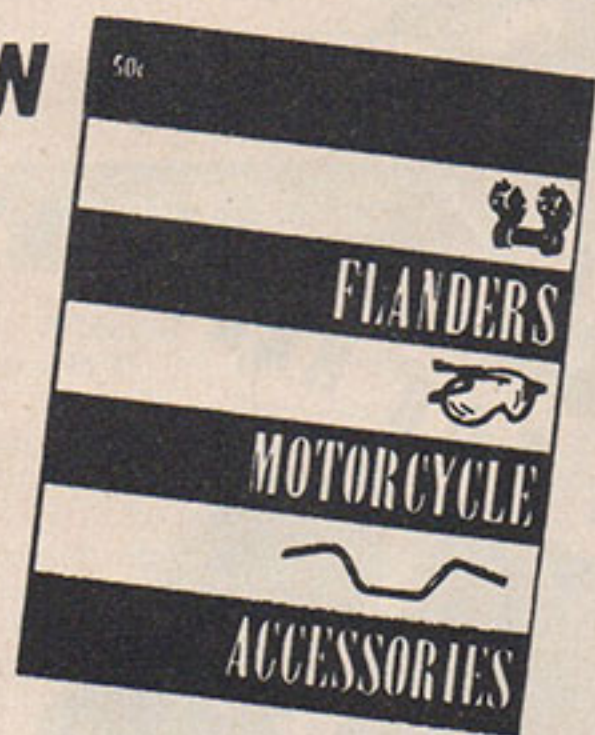
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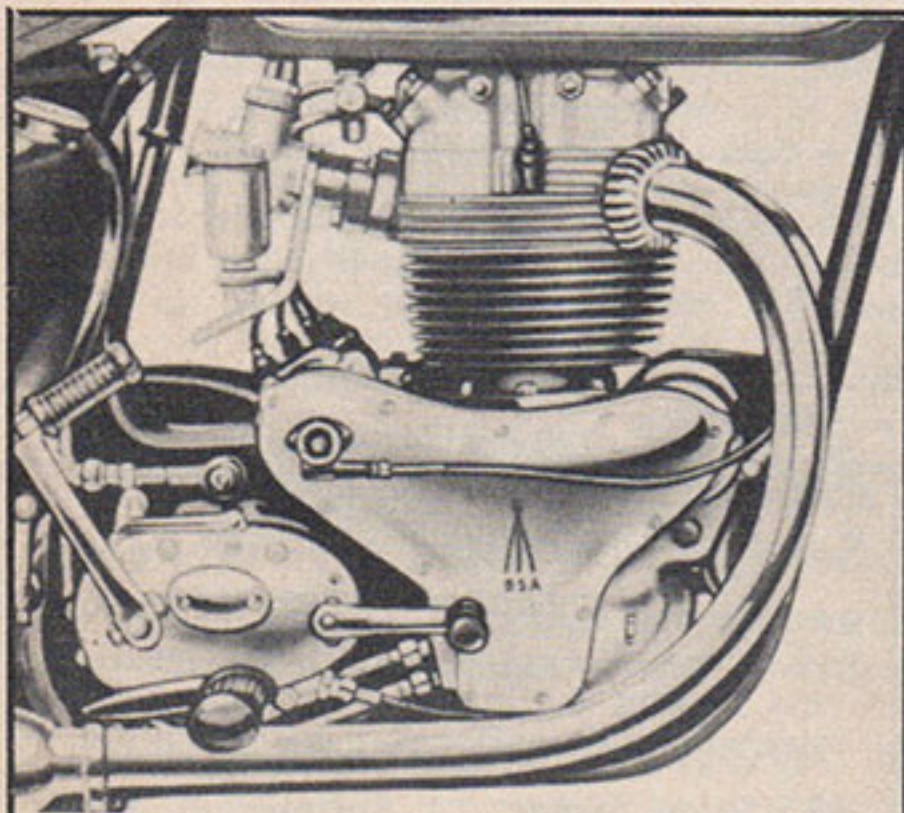
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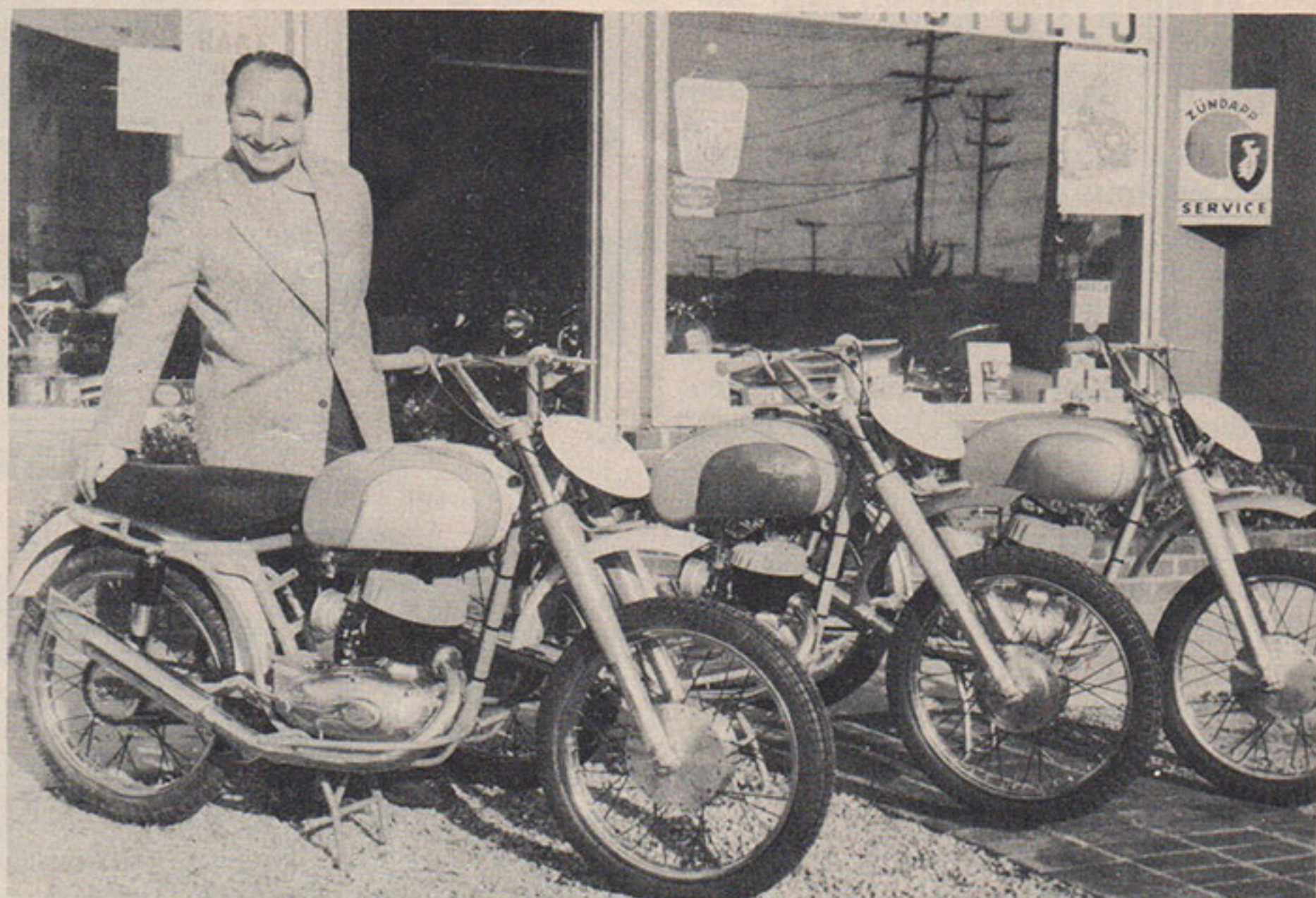
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DEALER DOINGS CONTINUED



PIERRE MARTY of Marty's Foreign Motors proudly shows off part of a new shipment of Italian Gino Bartali motorcycles at his Culver City showroom. The two bikes on the ends are 175 cc scramblers, which put out 10.2 hp at 6500 rpm and weigh only 195 lbs. The center machine is a 125 cc job with a weight of only 175 lbs. Both models are painted in the brightest color combinations we've seen in a long time and have done well in overseas competition.



DIGGING UP THE DESERT on his recent visit to this country, Associated Motor Cycles Sales Manager Jock West tries his experienced hand at the kind of riding that his machines are widely employed for here. Discussing his ride (at right) with Distributor Frank Cooper and Matchless Ace Vern Hancock, West said, "You're lucky to have so many miles of desert to compete on. There is nothing like it in England."

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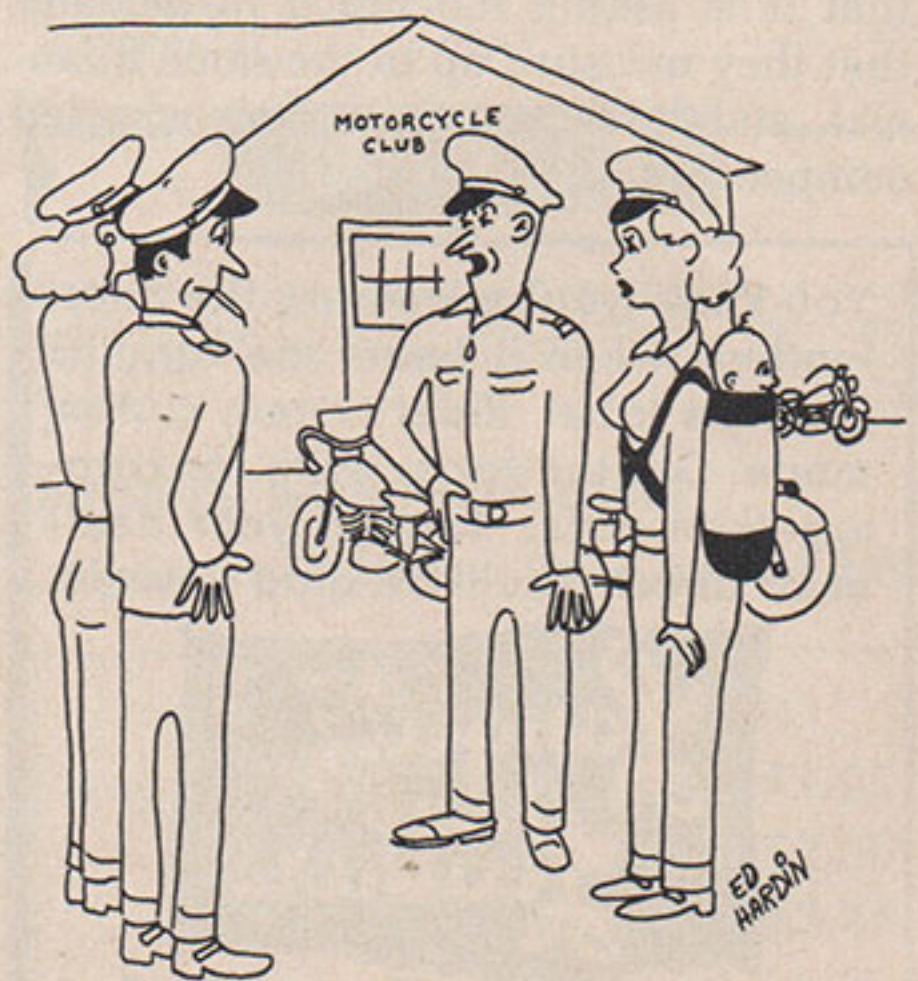
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**SCOOTERS GET A BOOST
IN THE
SAN FRANCISCO CHRONICLE**

*The following article appeared under
PINK'S AUTO PICKUPS—Dec. 8, 1957*

MMOTOR SCOOTERS are fast becoming more and more popular in traffic-choked cities throughout the United States and California. Here in this State, the leader in all types of motor vehicle ownership, there has been a very definite increase in the use of scooters in the past few years. The popularity of the scooter is attributable to its maneuverability in passing long lines of slow-moving motor vehicles, reports the California State Automobile Association, and will place new demands on motorists' alertness.

Indications are that California motorists will have to watch out for increasing numbers of scooters threading through the narrow aisles between lines of cars. Because of the increasing demand for these vehicles, it is only natural that enterprising automobile dealers are finding the scooter market a profitable business for them.

The scooter industry expanded after the war as a means of using surplus airplane wheels and small, single-cylinder motors and has now mushroomed into a big industry in Europe and Japan.

Not only has California adopted the scooter, New Yorkers have taken to the little "bugs" as a means of getting around traffic-throttled Manhattan. Elizabeth Taylor has been seen frequently, nonchalantly buzzing down Broadway astride a motor scooter. Gorgeous models find them handy for getting to appointments on time. Young married couples use the tiny vehicles for transportation to and from commuter trains.

Scooter enthusiasts point out that scooters can solve a knotty parking problem in midtown Manhattan. Where it costs up to \$50 a month to park an automobile, a scooter can be stowed in the corner of a garage for \$7 a month.

ELMER CLYMER PASSES ON

Elmer "Bill" Clymer, age 60, died in his sleep Dec. 17, in Long Beach, Calif. He had been bed-ridden for the past six years suffering from a South Pacific illness contracted during the time he served as a naval Commander during World War II. He was an Ensign in the Navy during World War I.

Bill was associated in the motorcycle business with his brother Floyd when they moved to Los Angeles from Colorado in 1931. He operated the Motorcycle Exchange in Los Angeles, and was the first Crocker motorcycle and scooter distributor. With his brother he imported several foreign makes including Rudge, Excelsior and JAP Speedway machines. He also brought in the first six Triumph singles and one of the very first Speed Twins before Triumph actually got started in U.S. sales.

He is survived by his widow Bertha, a daughter, Mrs. Betty Canfield of So. Pasadena, Calif., a sister, Mrs. Ethel Moran of Long Beach, a son Lee and a brother Floyd, both of Los Angeles. He was born in Bluford, Ill.

Burial was in Long Beach, his home for the past several years.



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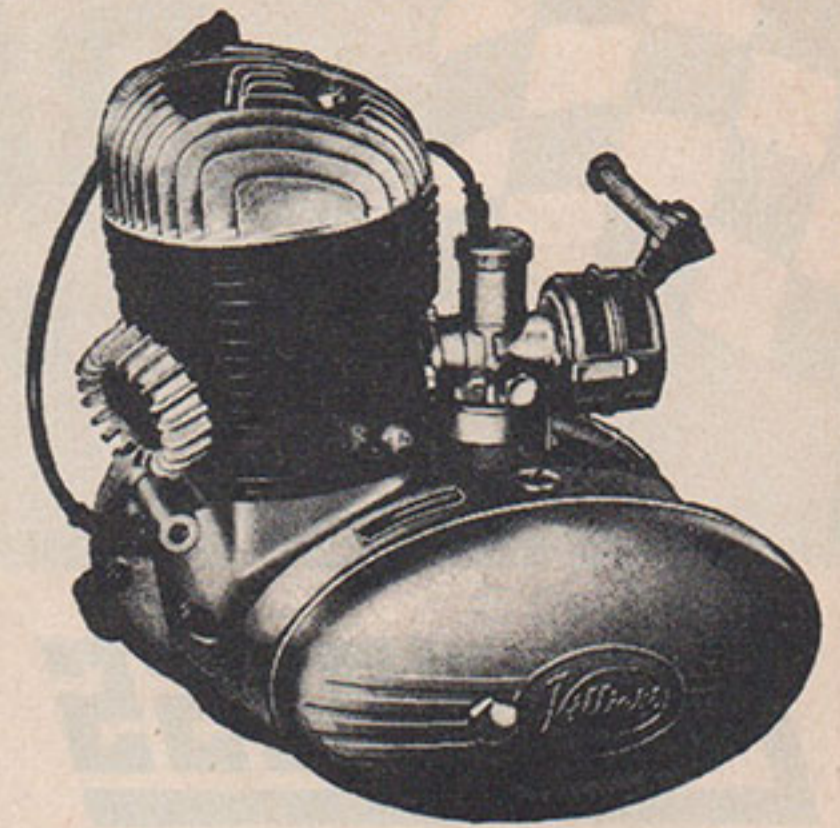


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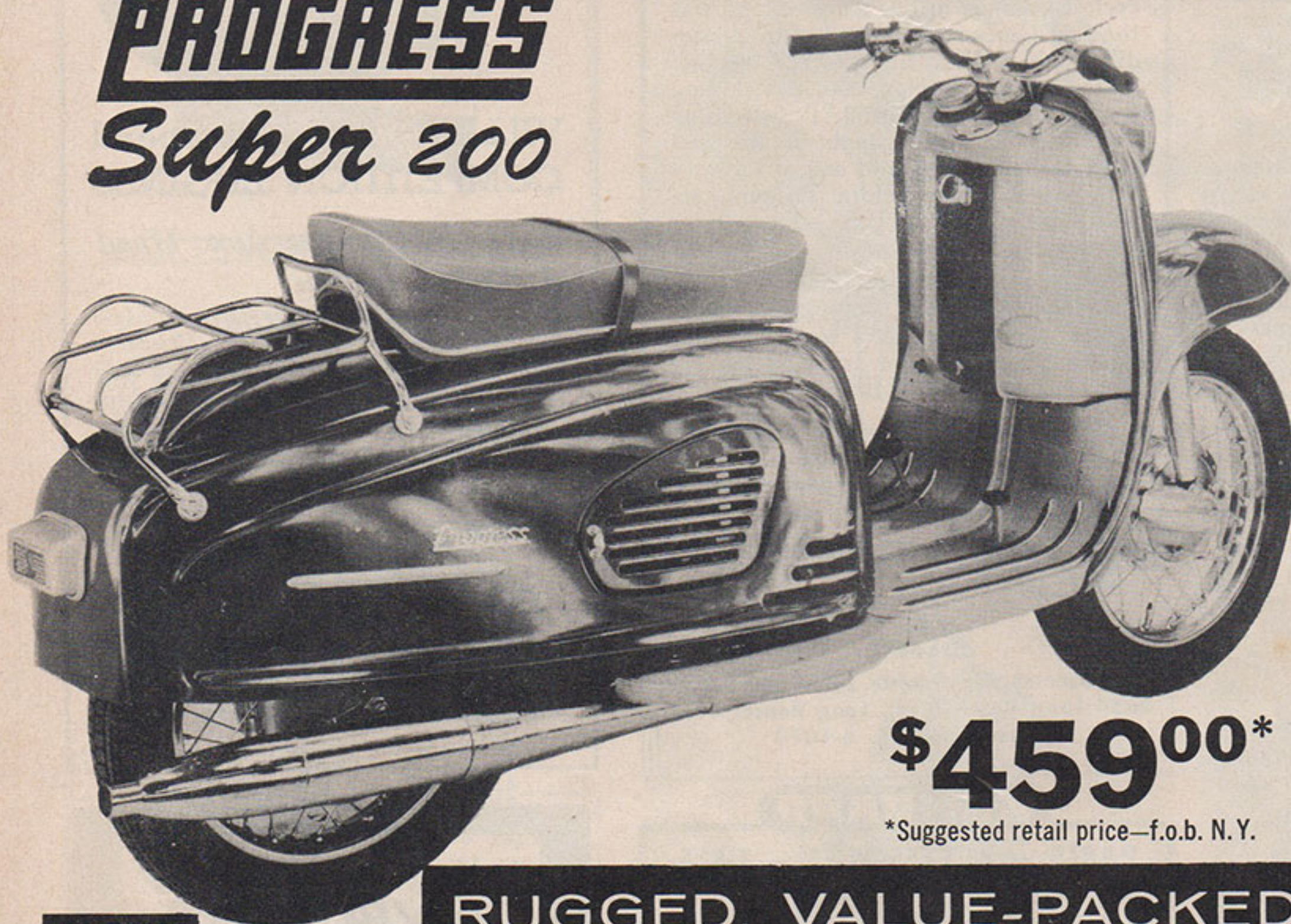
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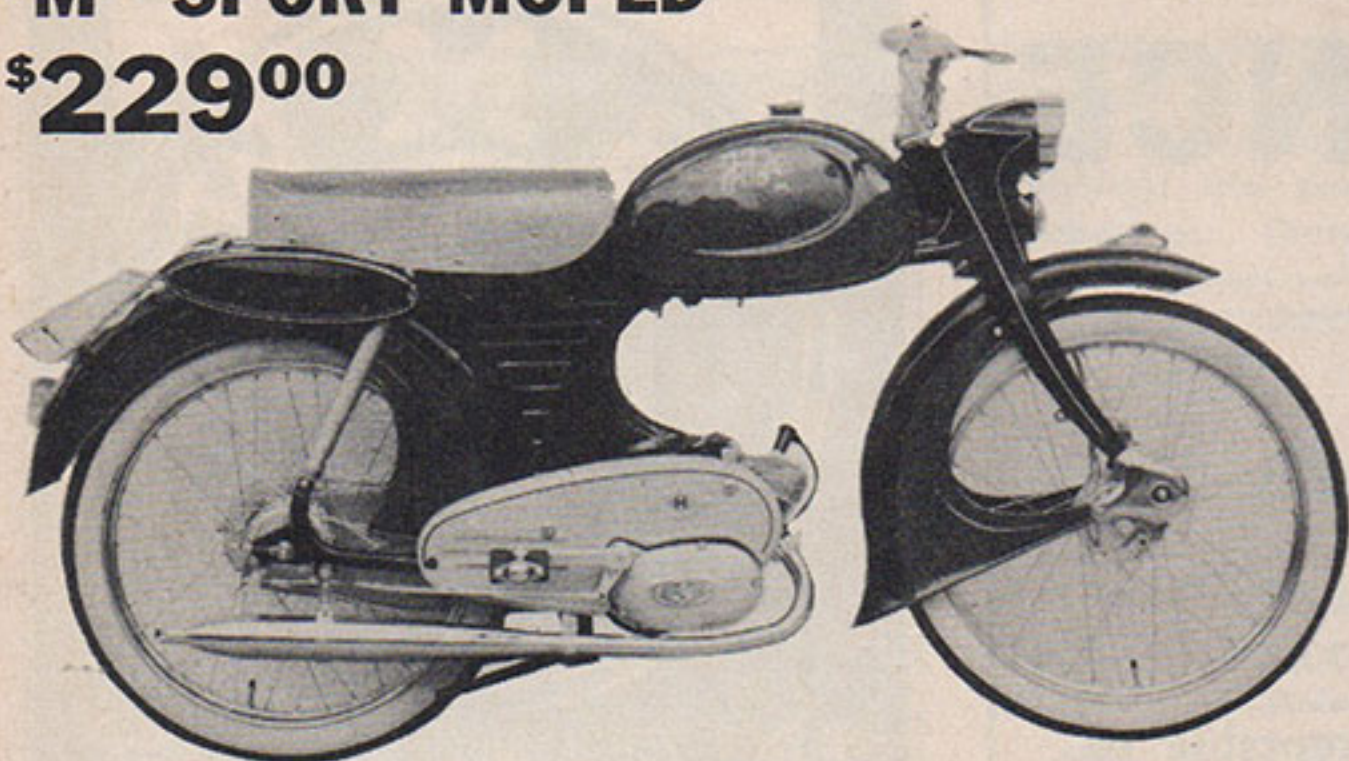
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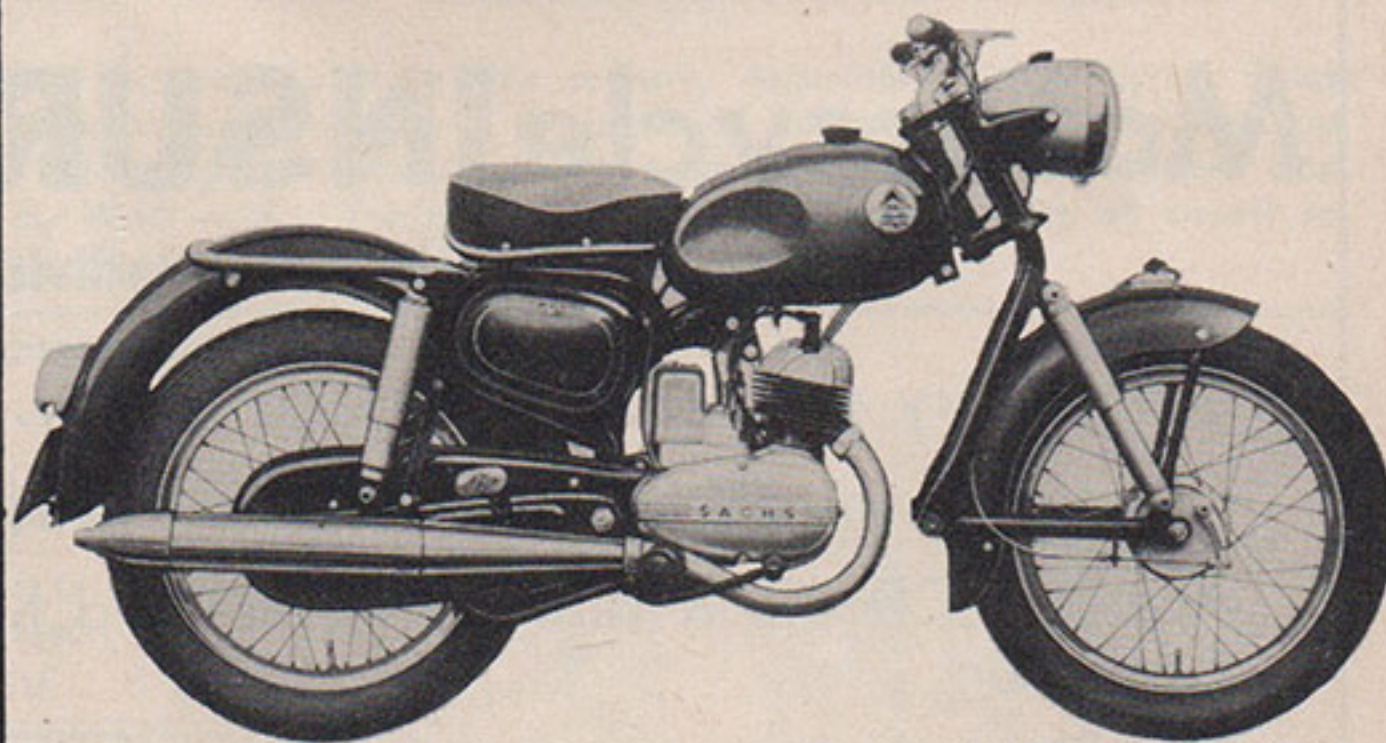
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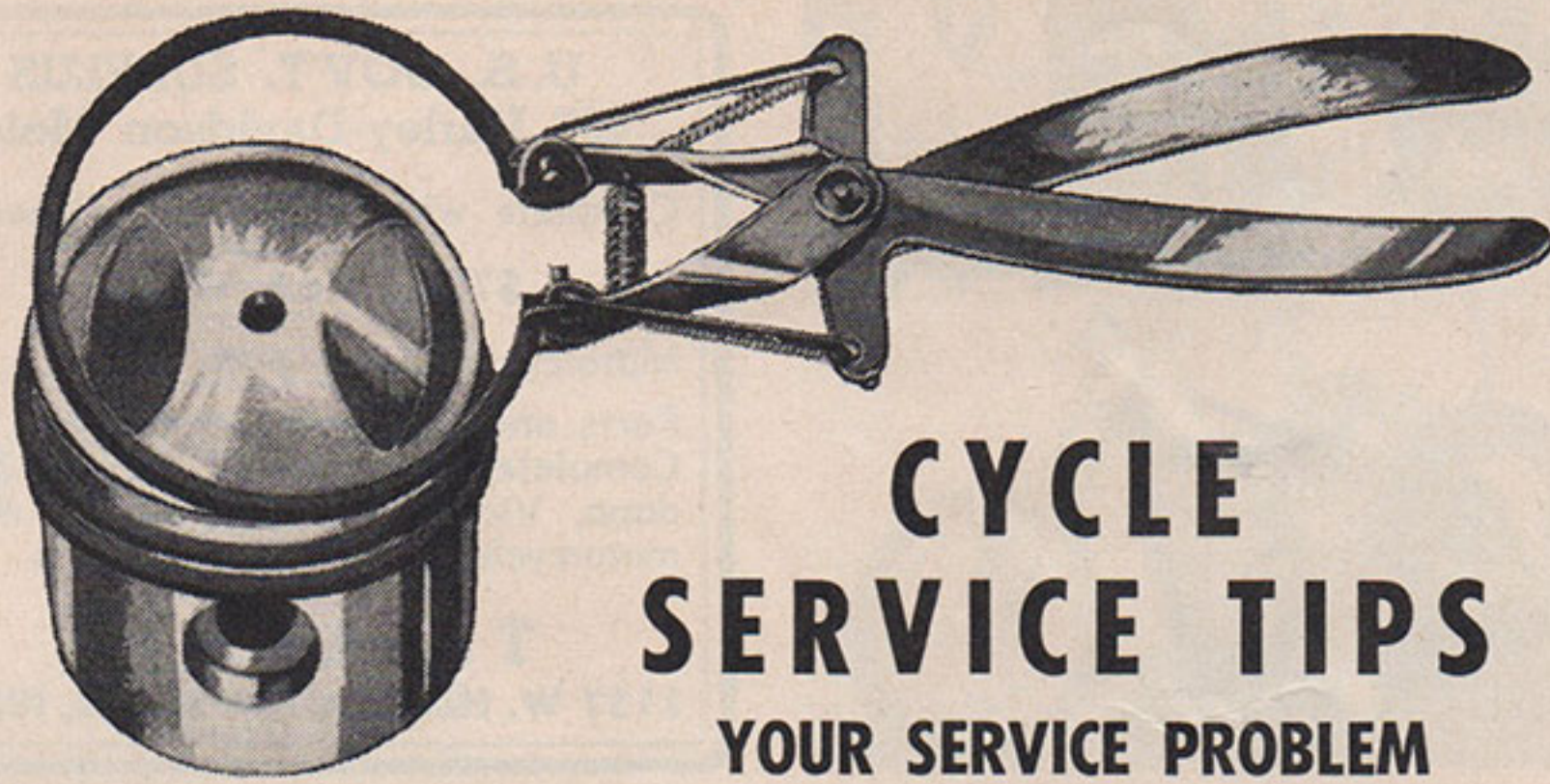
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CYCLE SERVICE TIPS YOUR SERVICE PROBLEM

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 I got a new crankpin for my Villiers 200. It is drilled from end to end. The old pin appears to have plugs in the ends. Should this new pin have end plugs?

A Tapered end plugs, Villiers part No. E 5593, should be pressed into the pin ends after assembly and alignment of crankshaft is completed. The function of these plugs is to swell pin ends slightly to further tighten pin in crankshaft halves after assembly.

If you cannot get new pin end plugs, grind through the hardening of old pin, then cut in half and punch out the end plugs and use these again.

Q I own an Indian 741B Military model with a 30" side valve motor. What can I do to soup it up?

A There is a lot that can be done to increase the output of this engine. The standard bore size is 2 1/2". The cylinders are very thick and can be bored out safely to 2 3/4", giving a 37" displacement. This is the most effective single modification you can make. If you use pistons of approximately the same compression length as previously, you will, by virtue of the displacement increase, obtain a substantial boost in the compression ratio and it will not be necessary to mill the heads.

The original carburetor Venturi should be replaced with a 7/8" size. Other standard tuning procedure can be adopted, such as improving the ports.

You will be able to pull a higher gear and one or two teeth more on the countershaft sprocket will be about right for road work.

Q I have a 1946 Harley WL45. This cycle was in storage for a few years. I put new rings in it and ground the valves. When I started it up it ran about two minutes and the motor locked. When I had it down I checked the con-rod big end bearing. There was no up-and-down play but there was a lot of side play. Would that cause the motor to lock? If so, how can I correct it?

A There is little doubt that you should dismantle. Once you have the cylinders removed you should be able to judge fairly readily where the seizure has taken place.

On motors that have been in storage for a great length of time there is often severe pitting of the cylinder walls and in some cases

shafts and rollers as well, the extent of this damage depending on the moisture condition in the engine and what, if any, pre-storage servicing was undertaken. In some instances it will be found that in the area of ring contact in the cylinder there is an appreciable depression as a result of rusting away and corrosion. Your motor may be stuck as a result of a ring jamming in such a cylinder wall depression. Whether this is likely to be the cause or not, you will probably be able to judge by the condition of the cylinders when you recently replaced the rings.

For the purpose of freeing the pistons in the course of dismantling, you may find it an advantage to rock the engine back and forth, the simplest method being to engage high gear and roll the machine back and forth; applying some penetrating oil to the piston tops may also help.

Whether your trouble is found to be in the cylinders or not, it may be worthwhile to dismantle the complete engine because if there has been appreciable rust damage on any of the bearings rapid failure may occur and it may not be long before you are tearing the engine down again. The only treatment for the badly pitted cylinders referred to, of course, is a rebore and oversize pistons.

Regarding the side play you mention in the con-rod bearings, a maximum side play of as much as .035" measured at the crankpin is not harmful and if the "rock" measured at the top end of rods does not exceed 1/8" on the plain rod and 3/32" on the forked rod, there would not normally be any cause to service the big end bearing in the absence of up-and-down play. It is most unlikely that the rod side play you mention would have anything to do with the seizure experienced.

Do not, of course, overlook testing the functioning of the oiling system.

Q What is the best way to drive out a tight fitting piston pin without damaging the piston?

A The piston should be heated. Where the piston is on the rod in the engine, this is most conveniently done by a small torch or wrapping a rag saturated with boiling water around the piston for a minute or so. It will be found that the pin can then be pushed out very easily.

In some rare cases where a piston pin may have seized in the con-rod bushing, this procedure will be of little help and the pin does have to be driven out. In such an instance the piston must be well supported by someone on the opposite side to that which it is being

driven out from, otherwise there is danger of bending the connecting rod. A drift of slightly smaller diameter than the piston should be used. Needless to say, lock rings should first be removed.

Q What can I do to make my Triumph jiffy stand work better? The machine leans over too far.

A It is a good thing to bear in mind that these stands are not quite up to the job of supporting the machine while cranking. First of all, examine the lug on the frame. In a few rare cases the brazing comes undone and the lug shifts its position. If this has occurred, the lug should be tapped down a few degrees to give the desired angle of lean and then rebrazed.

Examine also the front corner of the lug against which the stand leg makes contact. This is subject to a lot of pressure and wears rapidly. Build up the corner of the lug with welding or brazing so that the stand will swing just a few degrees ahead of a right angle with the frame. In most cases the fault found will be that the stand is swinging as much as 30 or 40 degrees ahead.

Other possible causes are a worn pivot bolt or pivot hole in the frame lug, and the cure, of course, is replacement of the bolt with a standard or oversize as may be necessary. A more obvious trouble is a bent leg. This is easily straightened and if the trouble recurs, braze on alongside a length of say, 3/8" rod as a stiffener.

Q I have a '47 Indian 74 with milled heads and oversize pistons. I get 105 mph now. What can I do to hop it up to about 120 mph? Could I put an Amal T.T. carburetor on?

A Your model can be made to go faster for a short length of time but it should be realized that this motor is not nearly as stiff as it needs to be in the lower end, for even standard maximum performance. The crankpin diameter is only 1" and the drive shaft only 7/8". The con-rods have little reserve strength. The more power you extract from this engine the more you overload these already critically loaded parts.

The two best modifications that you could undertake would be to install some "Bonneville" type cams that you might be able to pick up from some Indian dealer, and you could possibly get one of the later type inlet manifolds that accommodate the Amal pattern carburetor. It would not be desirable to fit a T.T. type. A 1-3/16" standard Amal would be quite satisfactory.

If you want this motor to stay together, don't hold it at maximum power too long and avoid over-revving. Anything over 4,800 rpm is asking for trouble.

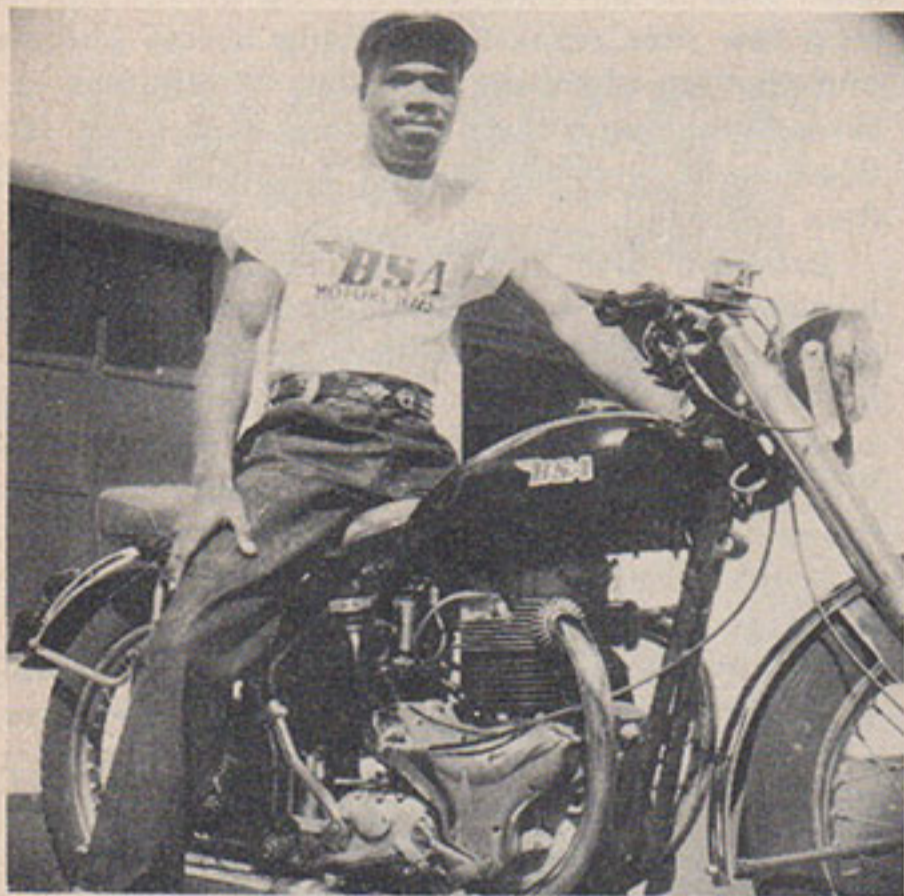
Q How can I take up the slack on a Villiers 8E front chain?

A All Villiers units have non-adjustable front chains. When free up-and-down slack exceeds 1", chain should be replaced or adjustment attempted by placing additional gaskets between the gearbox and crankcase. It is generally possible to add gaskets up to a maximum thickness of .030-.040". The amount of adjustment that can be effected in this way is limited by the spacing of the holes in the inner chain case. In instances where chain slack is still excessive after the maximum spacing off of gearbox has been effected, chain replacement is indicated. Factors that also contribute to chain slack are crankshaft and gearbox mainshaft bearing wear, as well as sprocket wear. The minimum desirable slack when setting up new parts is 1/4".

SPORTING SCENE

CONTINUED

Radermacher of Heeren, near Unna. The championship was based on ten events in which Radermacher, riding a BSA Gold Star, had eight firsts, one second and one third. His points total was 75 compared with the 34 gained by the runner-up. Rademacher, an employee of a firm of bicycle accessory manufacturers, was the 500 cc class champion in 1956 and the 350 cc champion in 1955.



EASTERN DRAG CHAMP. Here's Danny Rhodes, New York, N. Y., and his famous street dragster "Gungha Din" with which he recently scored 7 consecutive wins in meets at Westhampton, N. Y. Danny's pride is a Modified Class gas burner.



MR. MOTORCYCLE — Each year the state of South Dakota selects a motorcyclist on the basis of points won in competition events in the state to be awarded the title of "Mr. Motorcycle of South Dakota." Winner this year was Jim Arnold, an Indian rider from Rapid City. Don Rice, also of Rapid City, who rides a BSA, placed second in the contest. Arnold poses above with the trophy that went with the title and the Indian Woodsman that helped him earn it.

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Tiny Gene Minton riding a Triumph dragster built and tuned by Albany, Georgia Triumph dealer Dwain Taylor has won an impressive array of trophies and titles in the past few months.



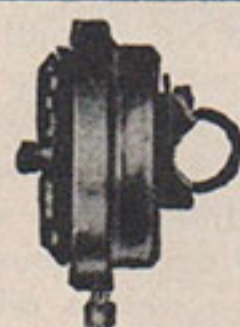
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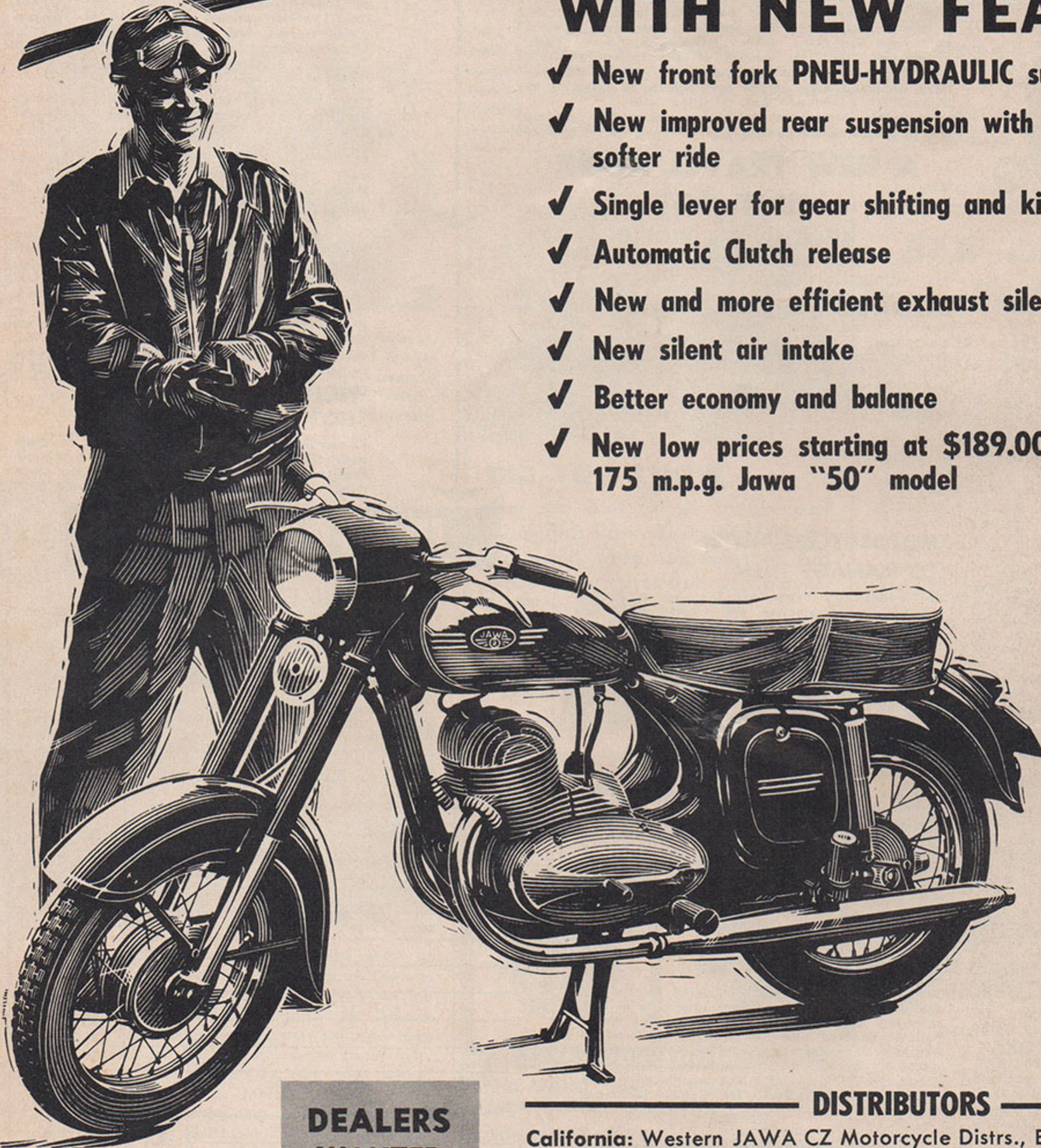
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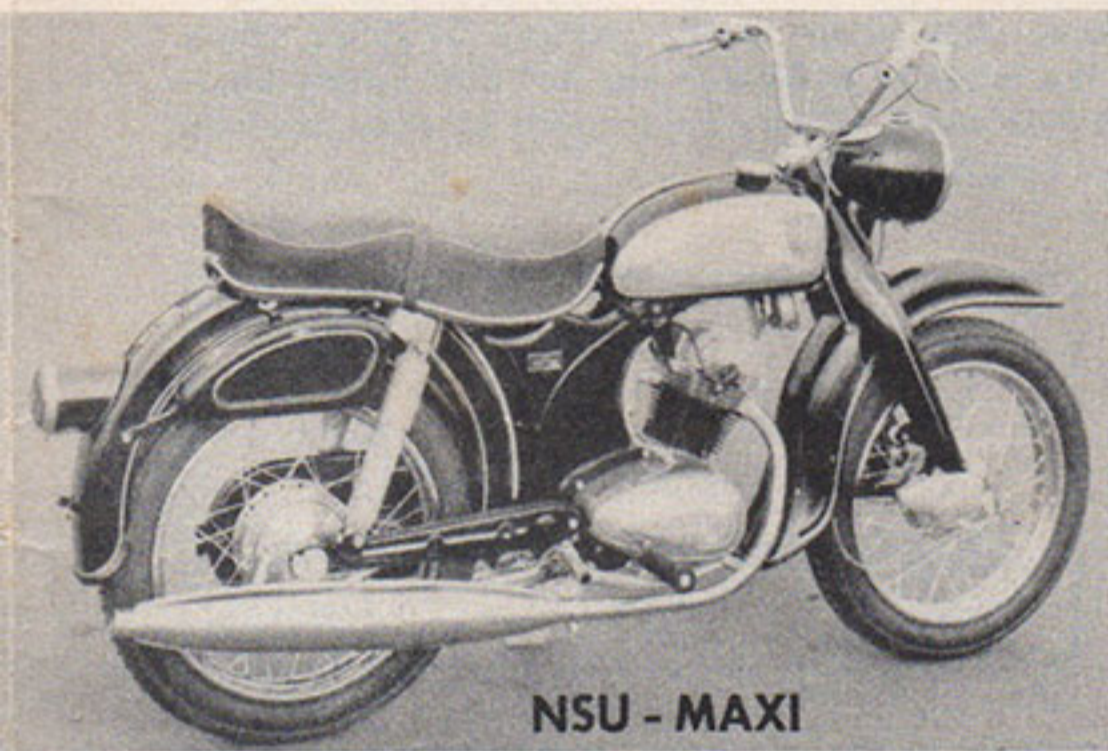
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NEW MODELS FROM AROUND THE WORLD

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The first NSU Maxis have made their appearance in dealers' showrooms and on the road. This new lightweight combines the best features of the well known NSU Supermax with an all new "Americanized" appearance. Typically NSU are the 4-stroke overhead cam engine and the strong backbone frame. The 175 cc engine with 8:1 compression ratio and the famous "Ultra-max" valve steering mechanism delivers 12.5 hp. Engine oil is filtered twice through disposable micro oil-filters. The swingarm suspension is supported by hydraulic shock absorbers in the front fork and large, adjustable outside shock absorbers for the rear



NSU - MAXI

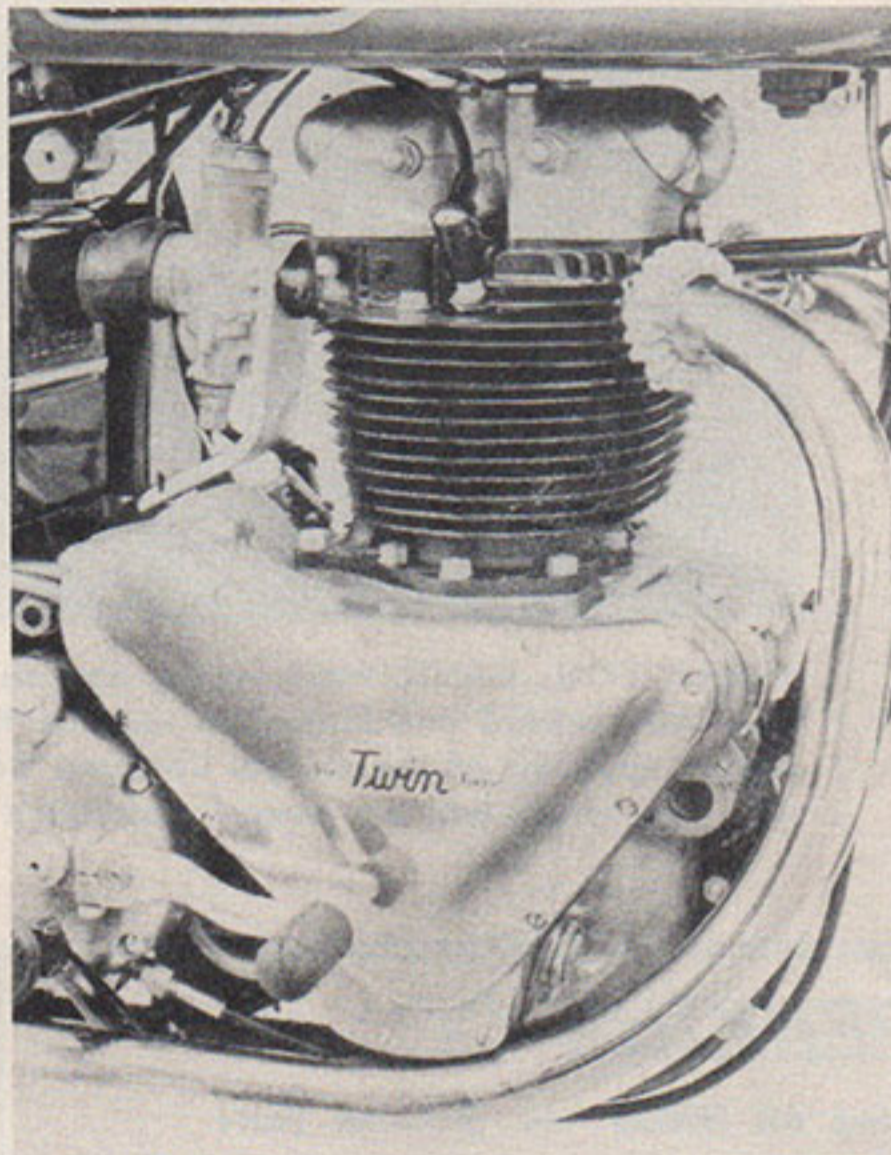
swinging arm. The headlight, horn and the new king-sized tail-stop light are fed by a 45 watt generator. Four-speed footshift and racing-type, full hub brakes are featured.

The new NSU Maxi is equipped with high handlebars and a fast sports throttle specifically for American riders. It is available with solo seat or dual seat.

ARIEL-ENGLAND

Long famous in American motorcycling, the name "Cyclone" was chosen by the Ariel factory in Birmingham, England to be borne by its new sports model aimed at the American rider's taste for high performance. The new Ariel Cyclone is a beautiful motorcycle resplendent in chrome and red and black paint. Cradled in its double-tube frame is the highest compression engine that Ariel has ever put out. The forty-inch twin has a

super-sports camshaft, alloy con rods, a big Amal carburetor, and a heavy duty crankshaft machined from a manganese molyb-



ARIEL CYCLONE POWERPLANT

denum steel forging that sounds plenty rugged enough to handle the added strain that the high-compression engine will put on it.

PARILLA-ITALY

A new 175 cc Scrambler has bowed on the U.S. competition scene, it was announced by Cosmopolitan Motors recently. The 175 cc Parilla Wildcat Scrambler shown here is an ohv four-stroke boasting, in addition to the usual scrambler features such as beefed up components and high ground clearance, a Q.D. headlight protected by a metal rim and screen for enduro events, large air filter, chromed fenders, varied sprockets for different gear ratios, high handlebars with welded cross-bar, clip-on controls, and a special sport engine.

The machine is eye-catching in its yellow and white paint, and besides the features shown in the photo, it has a stoplight, speedo
(Continued on page 41)

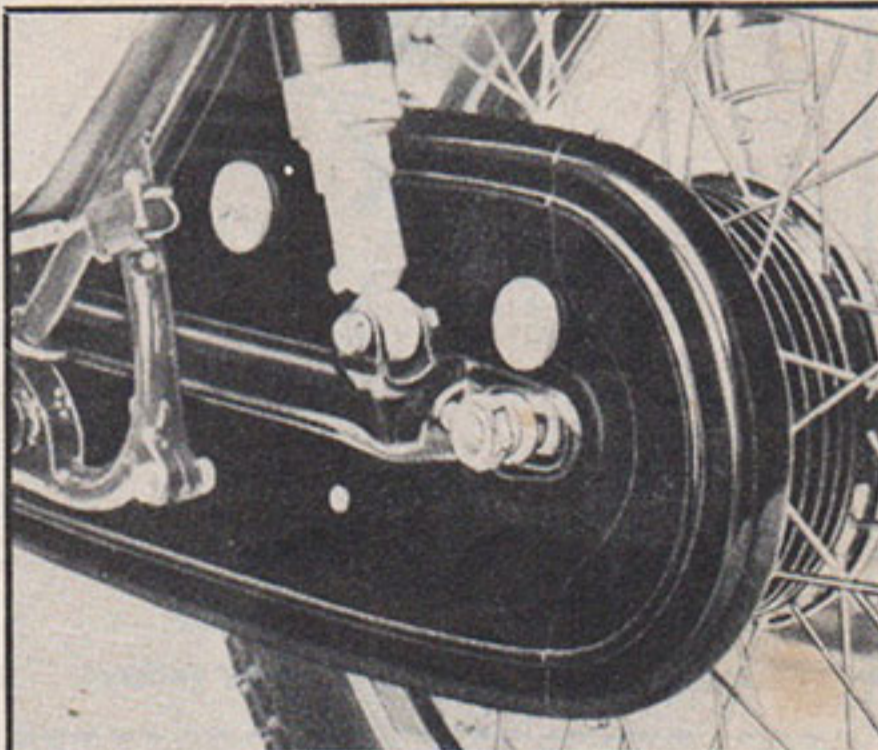
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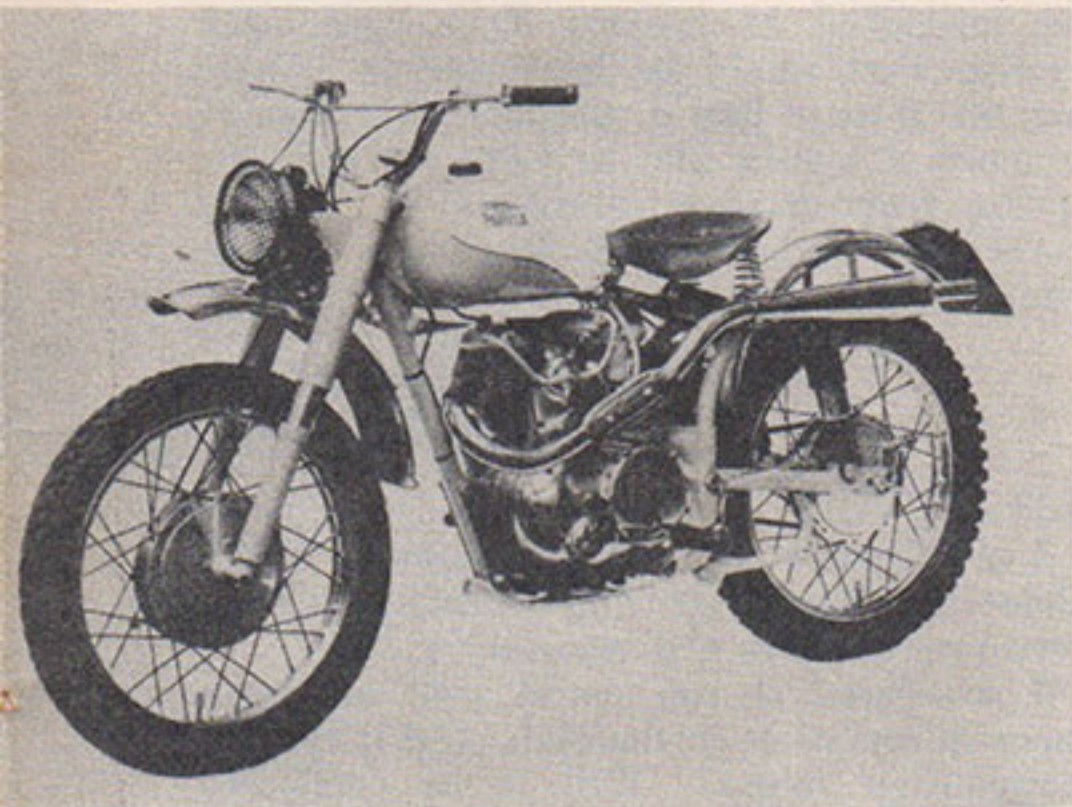
NEWS FLASH FROM THE A.M.A. COMPETITION COMMITTEE MEETING

It has been decided to return to three classes for Formula C racing: Novice, Amateur, and Expert . . . Payoff will remain 40% for Novice and Amateur combined, and 60% for Experts . . . Novice riders will not be permitted to compete in National Championship Events.

Many new rules were inaugurated for Scrambles, English Hill-climbs, and Sporting Road Races (see future issues of CYCLE for complete details). Briefly, Scrambles courses must not be less than 1 mile in length and must be wide enough (10') to permit passing on 75% of the course . . . No part of a regular ¼ or ½ mile speedway may be used as part of a Scrambles course (crossing excepted) . . . Sections of a TT course may be used. Exceptions to these rules must be approved by A. M. A. office in Columbus . . . Maximum entry fee for riders has been set at \$1.00 including admission (exceptions must be approved by Columbus office) . . . Not over \$1.00 donation or admission may be charged spectators . . . There will be two Scrambles Divisions: Lightweight (250 cc and under) and Heavyweight . . . Bikes in one division cannot compete in the other . . . Stroke of all cycles must be as catalogued by manufacturer . . . Bore must not be more than .080 over standard . . . GASOLINE ONLY MAY BE USED IN ALL CLASSES . . . Bike must enter class as catalogued by manufacturer if such class is provided by sponsoring club . . . Six or more entries must constitute a class . . . Lightweight class may be divided either of two ways by the sponsoring club: Inch-for-inch (125, 175, 200, 250 cc), or by Handicap System (125 cc 2-stroke and 100 cc OHV/175 cc 2-stroke and 150 cc OHV/175 cc OHV, 200 cc 2-stroke, and 125 cc OHC/200 cc OHV, 250 cc 2-stroke and 175 cc OHC/250 cc OHV . . . Heavyweight Class is divided into: 350 cc/500 cc OHV and 750 cc flathead/open . . . Sporting riders may be separated into Amateur and Expert.—Details on all these rules and the rest of the meeting will be in a future issue of CYCLE.

NEW MODELS

CONTINUED

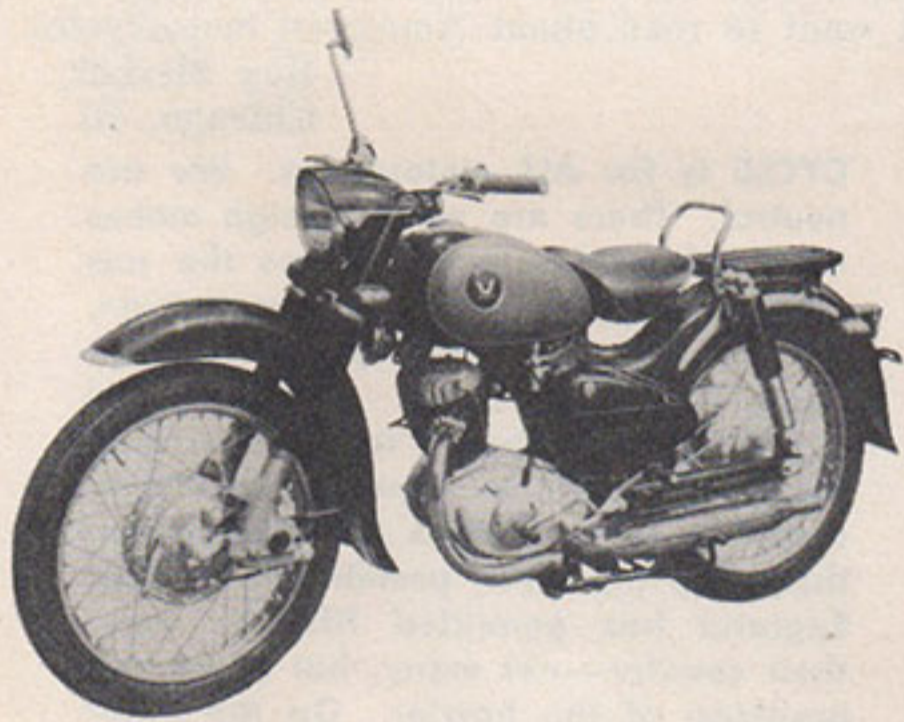


PARILLA "WILDCAT"

with tenths of a mile, and a twin seat like the Parilla Grand Sport.

HONDA - JAPAN

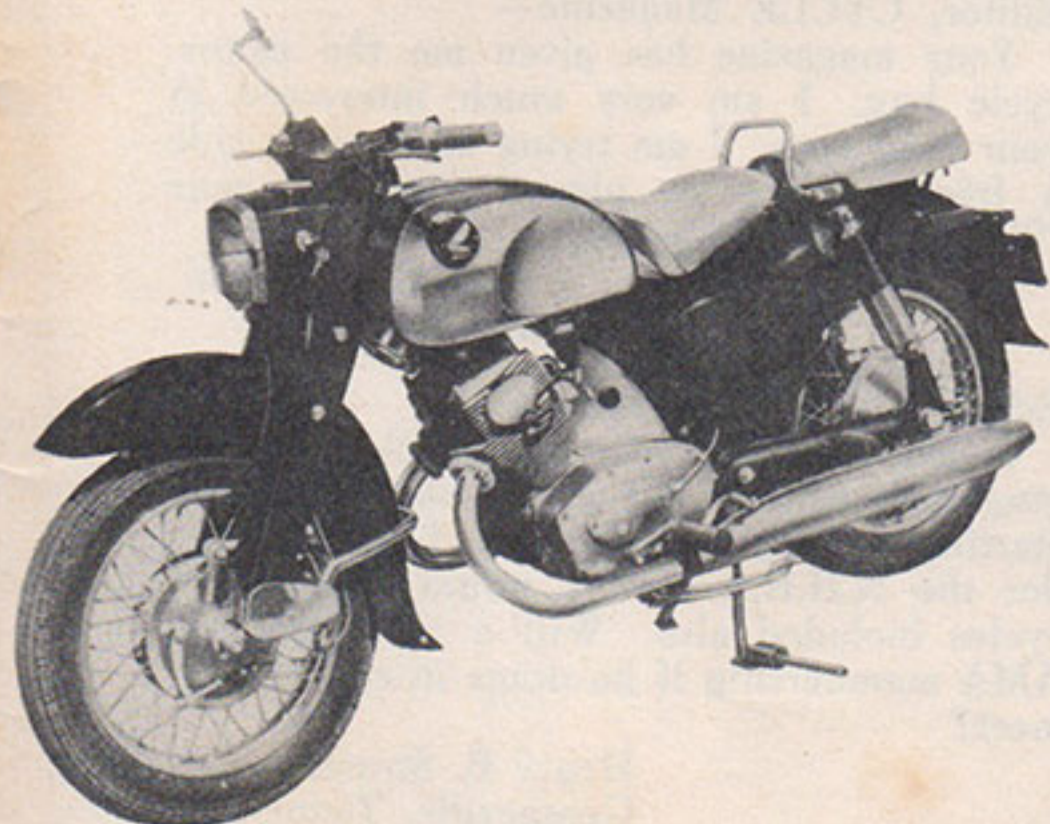
The Honda Motor Company of Tokyo, Japan has announced that in the near future two of their 1958 models, the 125 cc Benly and the 250 cc Dream will be placed



The Benly JC-125 reflects European influence. Note massive leading-link fork, headlamp cowl.

on the American market. Last year Honda manufactured 22% of Japan's motorcycle output, or 66,528 machines out of a total of 300,754.

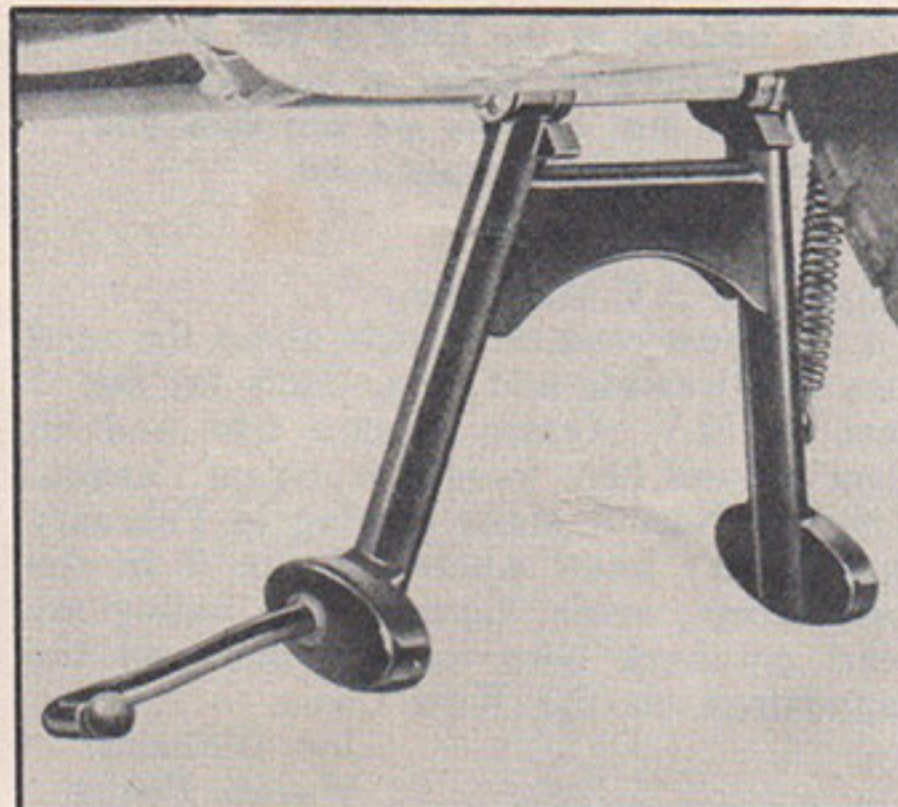
The Dream's engine is an ohc parallel twin with an output of 18 hp. The engine and gearbox are one unit and the machine shows a great deal of Continental influence. The engine is lubricated by a dry-sump sys-



Soon to be seen in the U.S. is the Honda "Dream" C-70. Model has squarish headlamp, pressed steel handlebars.

tem, gearbox has four speeds syncromeshed and the carburetor is enclosed in the pressed-steel frame. One uncommon feature of this machine is that its clutch doubles as a fly-wheel. The rear suspension is swinging-arm, and the forks are of leading-link type.

The 125 cc Benly is a lightweight with the same type of suspension as the Dream and an ohv engine rated at 9.5 hp. It too has a unit-constructed engine and full-width hubs. The Benly has a 6.8:1 compression ratio and reaches its peak horsepower at 7500 rpm. Its ignition is by flywheel magneto.



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that the new BSA roll-on center stand raises the motorcycle with extremely light effort?



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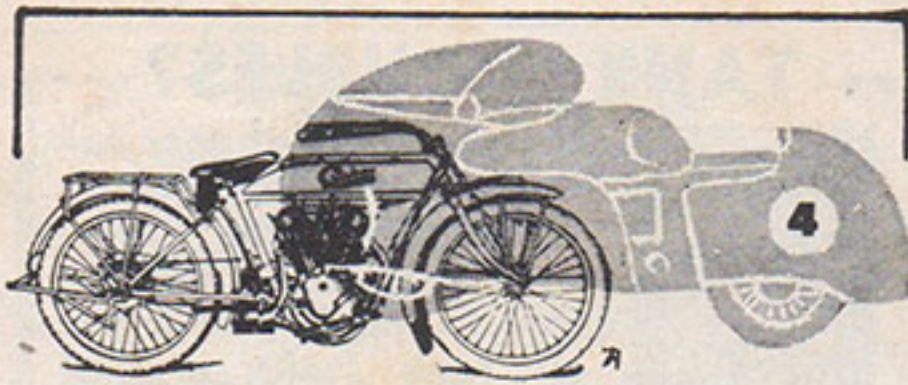
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SELL—McCulloch Supercharger, never used or installed, with complete installation kit for 1949 Ford. \$195 or best offer. Consider trade for Indian Four, Ace, Henderson. Write: E. C. MINNER, 3812 Niles St., Bakersfield, Calif.

FOR SALE—1955 Triumph Trophy TR-5. \$525. 2 extra tires, Bates saddle, 6000 miles. In new condition. A. MAZMANIAN, 483 Main St., Hudson, Mass.

SELL—1953 H-D 165 cc with Wright spring frame and pucket head and barrel, comp. tires. Used for runs and scrambles. High pipe chrome. A-1 shape, large gas tank. WILLIAM B. MURRAY, 141 West 26th St., Erie, Pa. Tel: 44-742.

FOR SALE—1955 Ariel Square 4 with 2000 miles. \$775 Delivered anywhere. Write: J. G. HARRISS, 144 Grove St., Waterbury, Conn.

FOR SALE—Vincent Black Shadow, late 1955. Only 2,100 miles, like new, \$750. Write: FRANCIS NICOLI, 331 Prospect St., Framingham, Mass.

SWAP—H-D Servi-Car, very good condition. For sidecar to fit Zundapp Model 601. ROBERTSON, P. O. Box 203, Bridgeton, N. C.

INDIAN FOUR—1939 model. New rings, pins, gaskets, cylinder honed, pistons neurlized less than 100 miles back. Needs clutch work. Complete cycle \$200.00 or best offer. WARREN WALTIRE, 503 S. 8th, Fredonia, Kans.

WANTED—Cylinder for 1947-48 BSA Sports Single, Model J.M-23, 500-525cc. Will consider complete motor, accessories, and other parts. Write me what you have and price. BOB ACQUISTAPACE, 533 Acquistapace Rd., Hollister, Calif.

1948 MATCHLESS 30.50 Single for sale. Just overhauled, new lower end, full race engine, cams, carb, valves, etc. Bike in perfect condition. \$195.00. Write: GEORGE MACK, 3555 N. Normandy, Chicago 34, Illinois.

FOR SALE—Cheap parts. Junked 8 big 1930-1948 Harleys. Antique Harley parts. Want cheap incomplete antique cycles. Any type old car and motorcycle literature. JOHN KOBS, 616 North 10th St., Milwaukee 3, Wisc.

MAIL POUCH

CONTINUED

through all my junk and I could not even find the address of our esteemed organization. I am an ardent motorcycle fan and participator and have ridden for years. What good is an organization if you can not even find their address in any of the leading publications. I feel that your magazine is the best on the market and that you would gladly give the AMA a good rate for an ad here and there. Please send me their whereabouts.

J. Griffiths
Moro, Oregon

The address of the AMA is 106 Buttles Ave., Columbus, Ohio. If you write to them at that address we are sure you will get a prompt reply.—Ed.

Editor, CYCLE Magazine—

I have just read the article about the road race at Riverside and man, that's for me. I have an M.V. Agusta in race trim and no place around here to race it except Canada. I have a Norton Manx coming in February and I don't know where I'd run it in the East except, again, Canada. I'm eating my heart out back here reading about all the happenings on the West Coast.

Joe DiSimone
Wayne, Penna.

Editor, CYCLE Magazine—

I am a regular reader and subscriber to CYCLE and enjoy the many interesting articles. I own a new Norton 99 and a Maico Blizzard.

I am a teacher and therefore will have the summer free for travel. I am considering a trip out to California and Hawaii or to Alaska via the Alcan highway. I may arrange a tour to include both if time permits. I plan to do this by motorcycle, of course.

GOGGLES—Sheet plastic colored or clear. Light weight and safe. GUARANTEED twelve months. For four pair send one dollar to MOTORCYCLE GOGGLES, Box 125, Main P.O., Union City, N.J.

BUY-SELL-SWAP—Leather levis, boots, jackets, belts, straps, helmets, and other accessory items. VINCENT ZURICH, Box 623, Hempstead, N. Y.

FOR SALE—1940 Indian Jr. Scout 30.50. Absolutely perfect. Original condition. 2976 actual miles. \$250.00. Pictures on request of this museum piece. STAN SYKES, 620 No. "G" Livingston, Mont.

SELL—Two used 2 gal. BSA alloy racing gas tanks. Small dents patched with fiberglass. \$25.00 Each. CHARLES JORDAN, 1340 N. 26 St., Lincoln, Nebraska.

I am writing to ask if you would put this letter in your column soon because I would be interested in hearing from any other cyclists that would be interested in joining me on a trip like I propose this coming summer. I would like to hear early in the spring from anyone interested so I could make plans to be ready to leave here in mid-June.

John W. Funk
6215 Winnebago Rd.
Washington 16, D. C.

Editor, CYCLE Magazine—

I saw the ad in the January issue of CYCLE about the Worldwide Cycle Club and I am very interested in the association.

I wondered if you could give me some more information on the club: will it sponsor competition meets? Will it be connected with the F.I.M.?

Dick Shead
Albuquerque, N. M.

The WCC has no plans to sponsor competition or connect with the F.I.M., which could be of no help in the U.S. for the average rider that the WCC is trying to help to further enjoy the sport of motorcycling.—Jack Snyder, Secretary.

Editor, CYCLE Magazine—

Why is CYCLE so much for foreign motorcycles? Is Clymer paid by the foreigners? I want to read about American motorcycles.

Roy Merkel,
Chicago, Ill

CYCLE is for ALL motorcycles. We are neutral. There are more foreign makes than U.S. makes and perhaps the ads make it appear we are pro-foreign, which is not true. We try to report the news that comes to us. We have had a consistent campaign to try and help Harley-Davidson to export U.S. motorcycles to some foreign countries where their sale has been prohibited. At last England has permitted fifty to enter their country—not many, but at least a breaking of the barrier. On the other hand we feel that the sale of foreign motorcycles in the U.S. has added many new dealers and all of them are boosting motorcycles, which helps increase interest in the sport. Read the letter below and see how another reader feels about us—Clymer.

Editor, CYCLE Magazine—

I look forward each month to your magazine to tell me what is happening outside of the Harley propaganda that we cycle riders get shoved down our throats.

Richard Levy II
Dayton, Ohio

Editor, CYCLE Magazine—

Your magazine has given me the motorcycle bug. I am very much interested in your road tests. I am trying to learn to ride a friend's bike so please send me your "Teach-a-Rider" booklet.

Pete Christensen
Lawton, Iowa

Editor, CYCLE Magazine—

Please send me your new book on drag-racing motorcycles. We are in the process of starting a drag strip in East Tennessee under the N.H.R.A. and I would like to see cycles included also. Will a rider lose his AMA membership if he drags in a N.H.R.A. meet?

Henry B. Strasser
Greeneville, Tennessee

Your copy of "Drag Racing Rules and Procedure" is in the mail. As for your question, you'd better write the AMA direct on that one.—Ed.

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Enclosed please find \$2.00 cash check M.O. as payment for the following ad to appear in the next issue of CYCLE.

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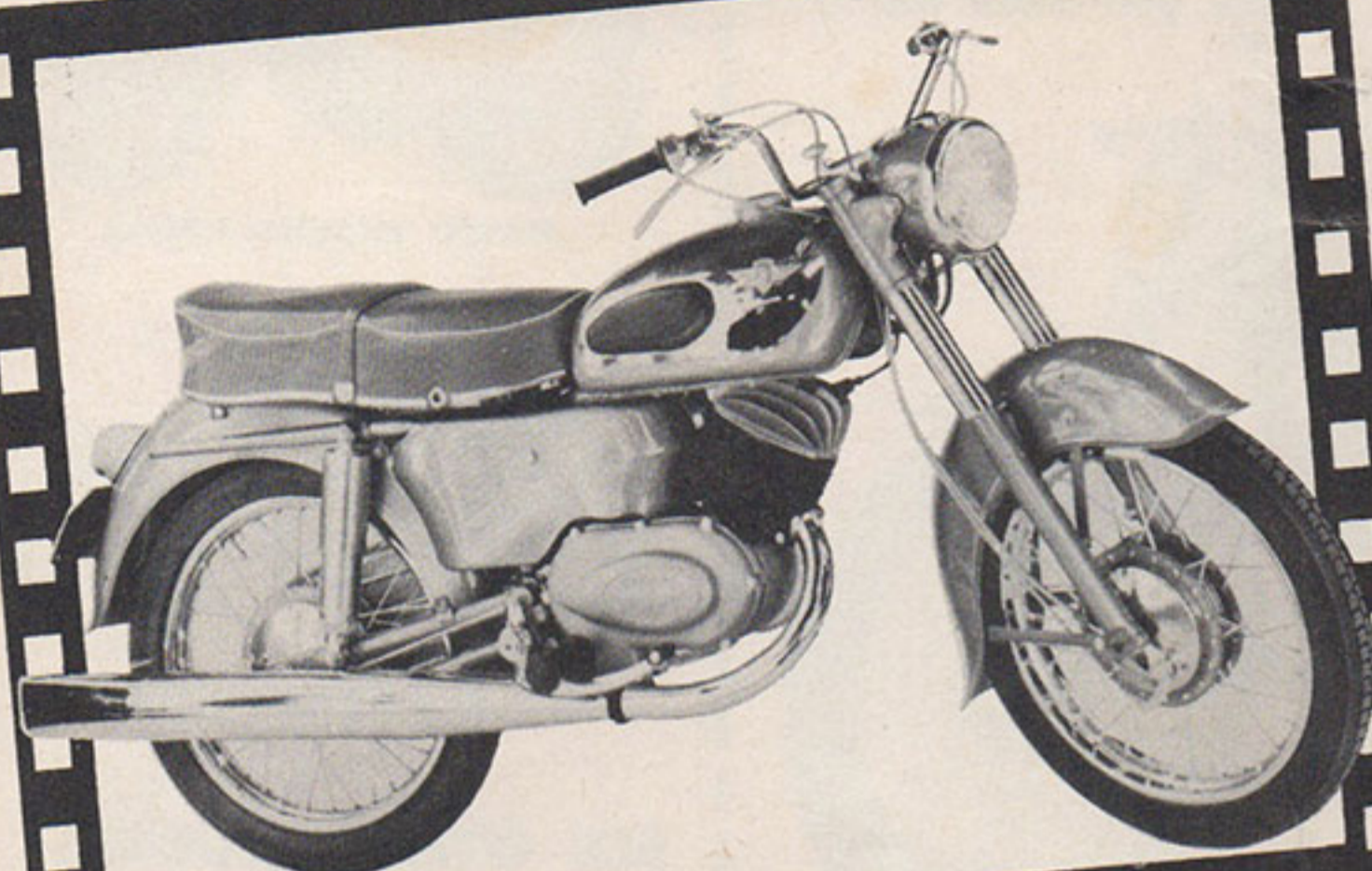
ZUNDAPP SELLS BEST... BECAUSE IT IS THE BEST!

QUALITY • SAFETY
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1958 SUPER SABRE 250 cc

Here is the world's fastest standard machine in the 250cc class. Adjustable swingarm rear suspension, hydraulic shock absorbers, short stroke 6.5 to 1 comp. ratio, Over 17 Horsepower, 80 MPH, 100 Watt generator, 3:00 x 18 Wheels, polished alloy hubs, large brakes, dial sponge-rubber saddle, Western type bars, fast throttle. SCRAMBLER KIT AVAILABLE with 16" wheels, knobby tire, skid plate, short exhaust muffler.

All machines available in Black, Metallic Blue and Brick Red. The most popular 250cc motorcycle sold in the U.S.A.



1958 BELLA 200 DeLuxe

The motorscooter with the electric starter, famous Zundapp foolproof sybchromesh 4-speed gearbox, front and rear swingarm suspension with hydraulic shock absorbers, 3:50 by 12" interchangeable wheels, Comfortable Dualseat, large, safe brakes, 10 Horsepower single cylinder two-stroke engine that will do 75 MPH. Battery ignition, 12 Volt, 90 Watt Generator, Powerful headlight with hi-lo beam, parking lights, horn and stoplight. Side stand—chrome trim—quiet Nair cleaner—silent muffler.

1958 BELLA 150 DeLuxe

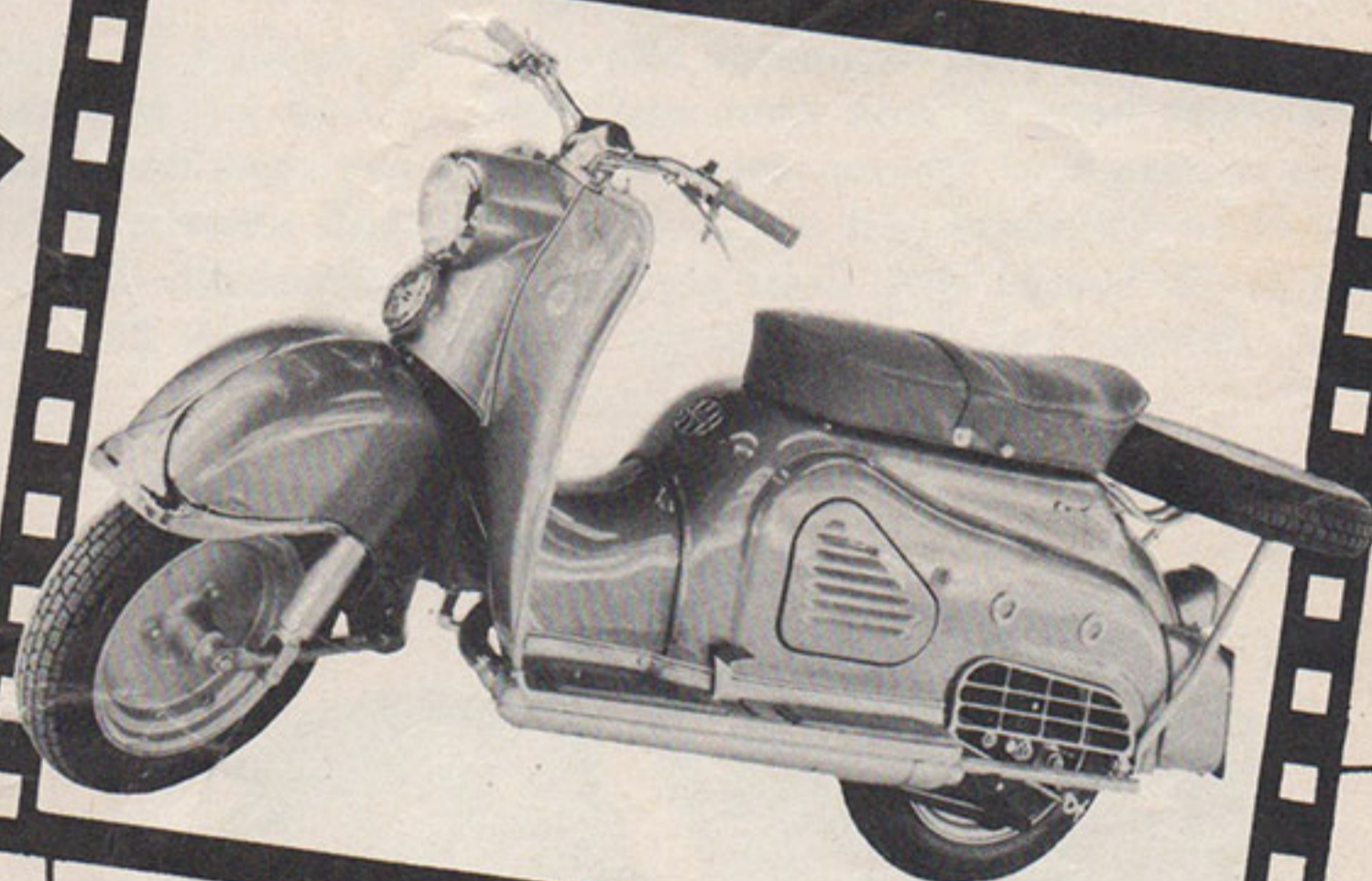
Here's really a great motorscooter, this kickstarter model will give you years and thousands of miles of thrills, dependability and adventure. Differs from the Bella 200 only in respect to piston displacement, electrical gen. Has 8 Horsepower, will do over 100 MPG and cruise comfortably at 60 MPH. Chrome trim—silent muffler, quiet air cleaner. Available in metallic blue and brick red.

1958 CHALLENGER 200 cc

The most sensational 200cc motorcycle on the road today. Swingarm suspension, hydraulic shock absorbers, short stroke 6.5 to 1 comp. ratio, over 13 Horsepower, 65-70 MPH, 100 Watt generator, polished alloy hubs, 3:25 x 16 wheels, large brakes, dual sponge-rubber saddle, Western type bars, fast throttle. Available in metallic blue and jet black.

1958 ZUNDAPP FALCONETTE

Features a Bosch magneto-ignition system. 3 HP. Engine has chrome-plated cylinder liner. 150 MPG. Double rear shock absorbers fully adjustable for one or two passengers, has dual-seat. Motorcycle type wheels with 2:50 x 23" tires, full hub wheels with large brakes. 17 watt lighting system with hi-lo beam headlamp. Tail light.



1958 CITATION 500

Vertical twin, overhead cam, dual carburetor, swingarm suspension with adjustable shock absorbers, earles type fork with hydraulic shock absorbers, optional teleglide fork, 18" wheels, 34 HP @ 6600 RPM, guaranteed speed over 100 MPH, color: deep metallic blue, Price: \$899.00 FOB N.Y., incl. setup charge.

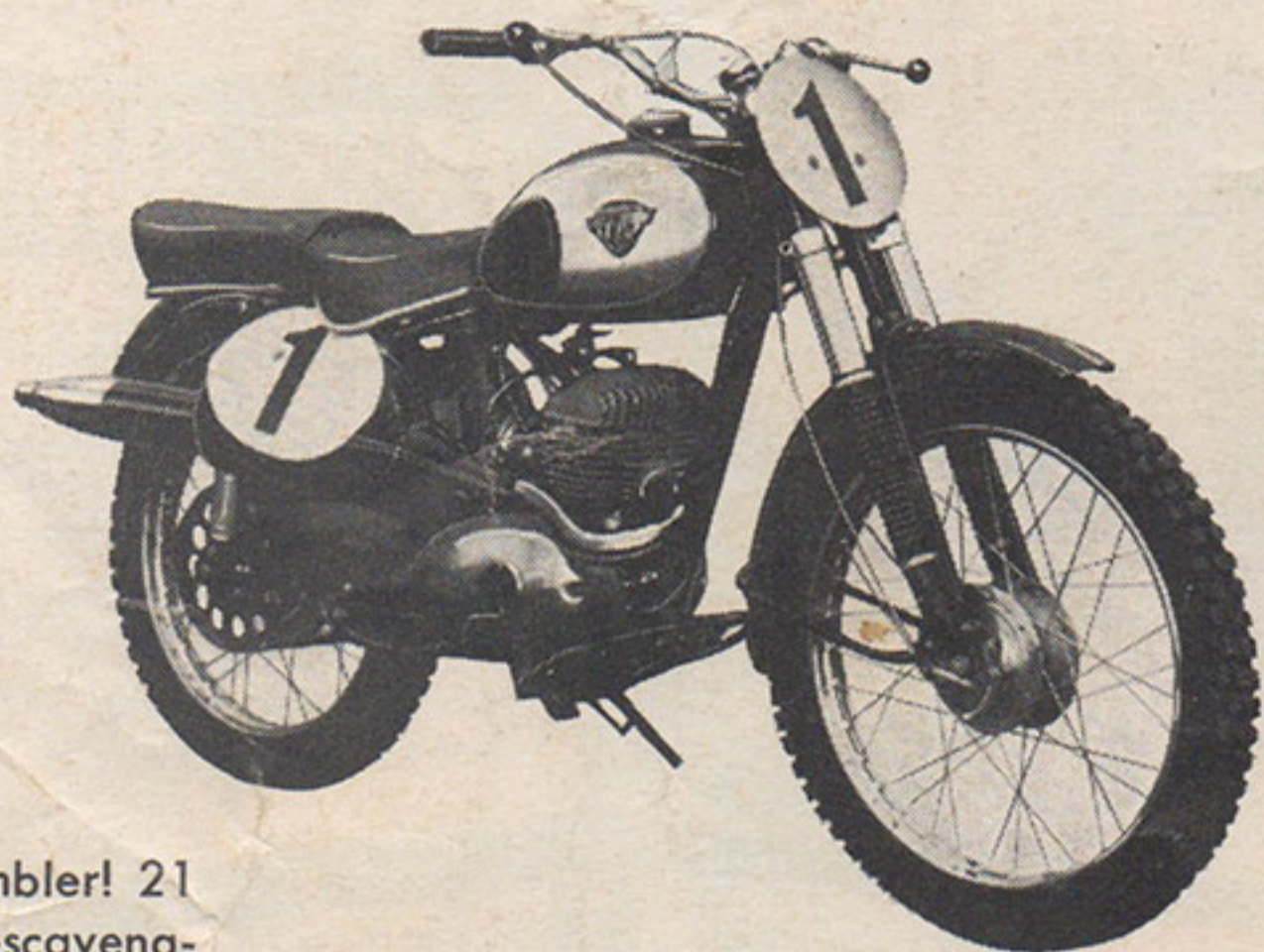
U. S. DISTRIBUTOR
BERLINER MOTOR CORP.

2432 Grand Concourse
New York 58, N. Y. CY 8 - 3700

Maico Introduces Two New Sensational 175s for 1958!

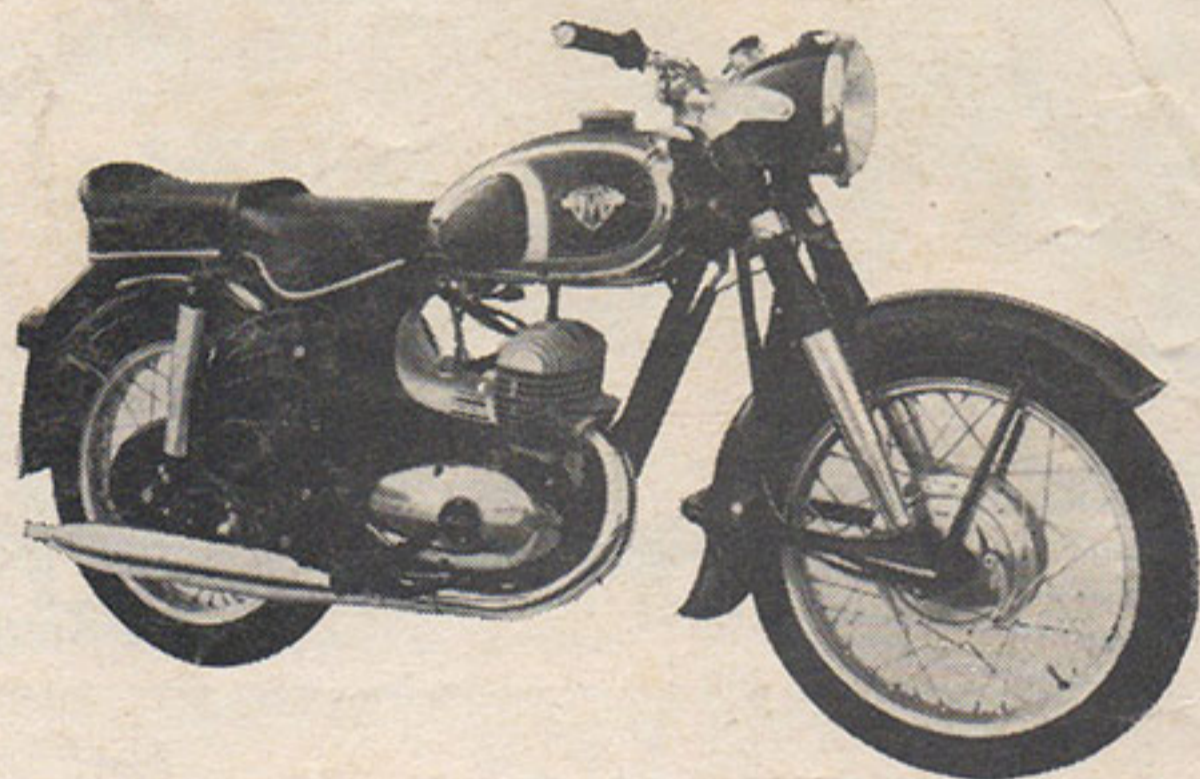
Even more brilliant than before, the remarkable Maico 175 is now yours in two spectacular performers—**Scrambler** and **Super Sport** . . . Completely designed and equipped with the winning rider in mind, these new Maicos guarantee the greatest thrill in motorcycling.

175 cc
15½ hp
Scrambler



Exactly what you want in a Scrambler! 21 inch front wheel! Two-stroke, loop-scavenging air-cooled engine. **Aluminum alloy cylinder with hard chrome liner and extra large cooling fins!** Tubular frame with front bow of oval diameter and reinforced at all vital points. Special Moto Cross profile tires. Clash driving gear with jaws run in oil,

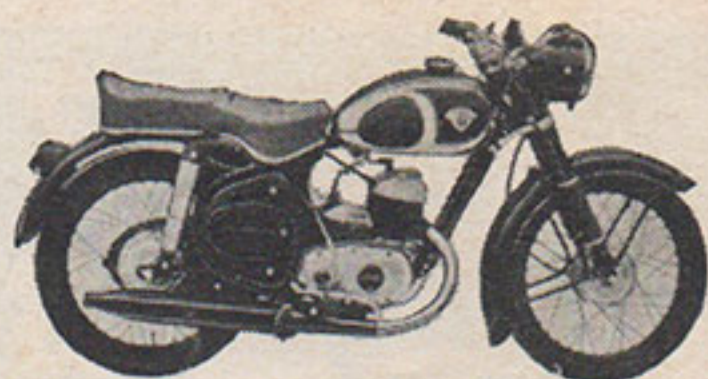
four-speed, foot-operated. Close gear ratios 1:2.42-1:1. Multiple clutch, plates run in oil. Telescopic front fork with external hydraulic shock absorbers. Pivoted rear forks with two hydraulically-damped suspension units. Total weight only 235 lbs.



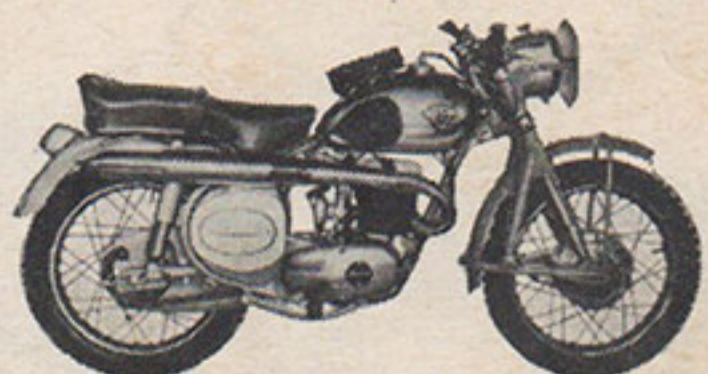
175 cc
15½ hp
Super Sport

Absolutely nothing like it for the sports rider! Competition type two-stroke, loop-scavenging air-cooled engine. **Aluminum alloy cylinder with hard chrome liner and extra large cooling fins.** Complete 6 volt electrical system including horn and all lights. Clash driving gear with jaws, run in oil four-

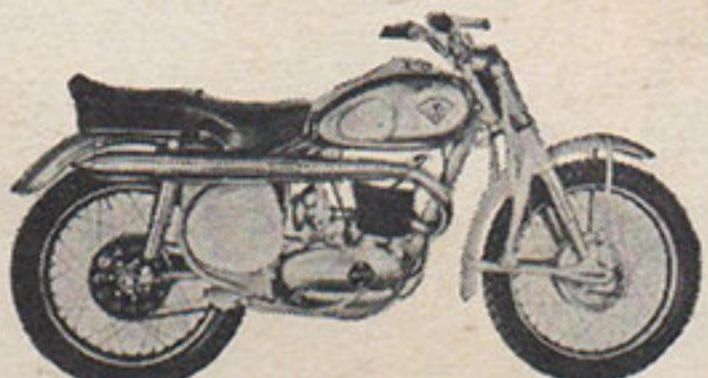
speed foot-operated. Multiple clutch, plates run in oil. Front springing Earls type fork specially designed with two hydraulically damped suspension units. Pivoted rear forks of special design with two hydraulically-damped suspension units. Total weight only 270 lbs.



MAICO MODEL 200 cc

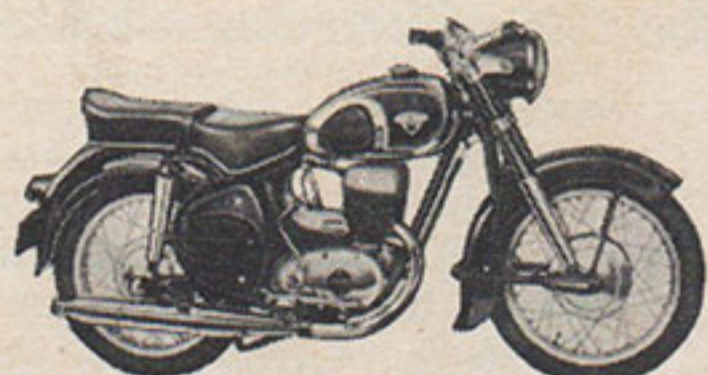


MAICO ENDURO 250 cc

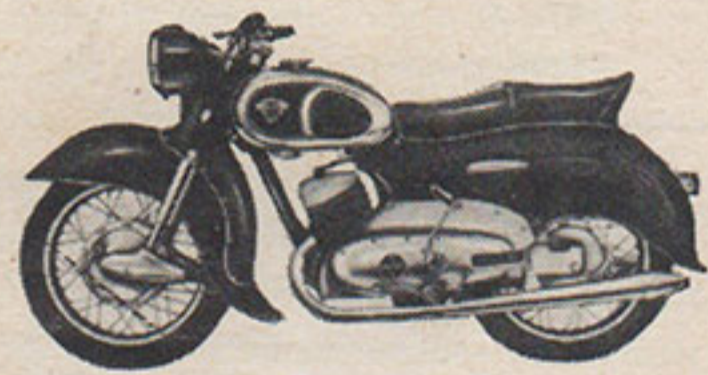


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MAICO BLIZZARD 250 cc



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MAICO MAICOLLETTE 250 cc

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