

CYCLE

A FLOYD CLYMER PUBLICATION

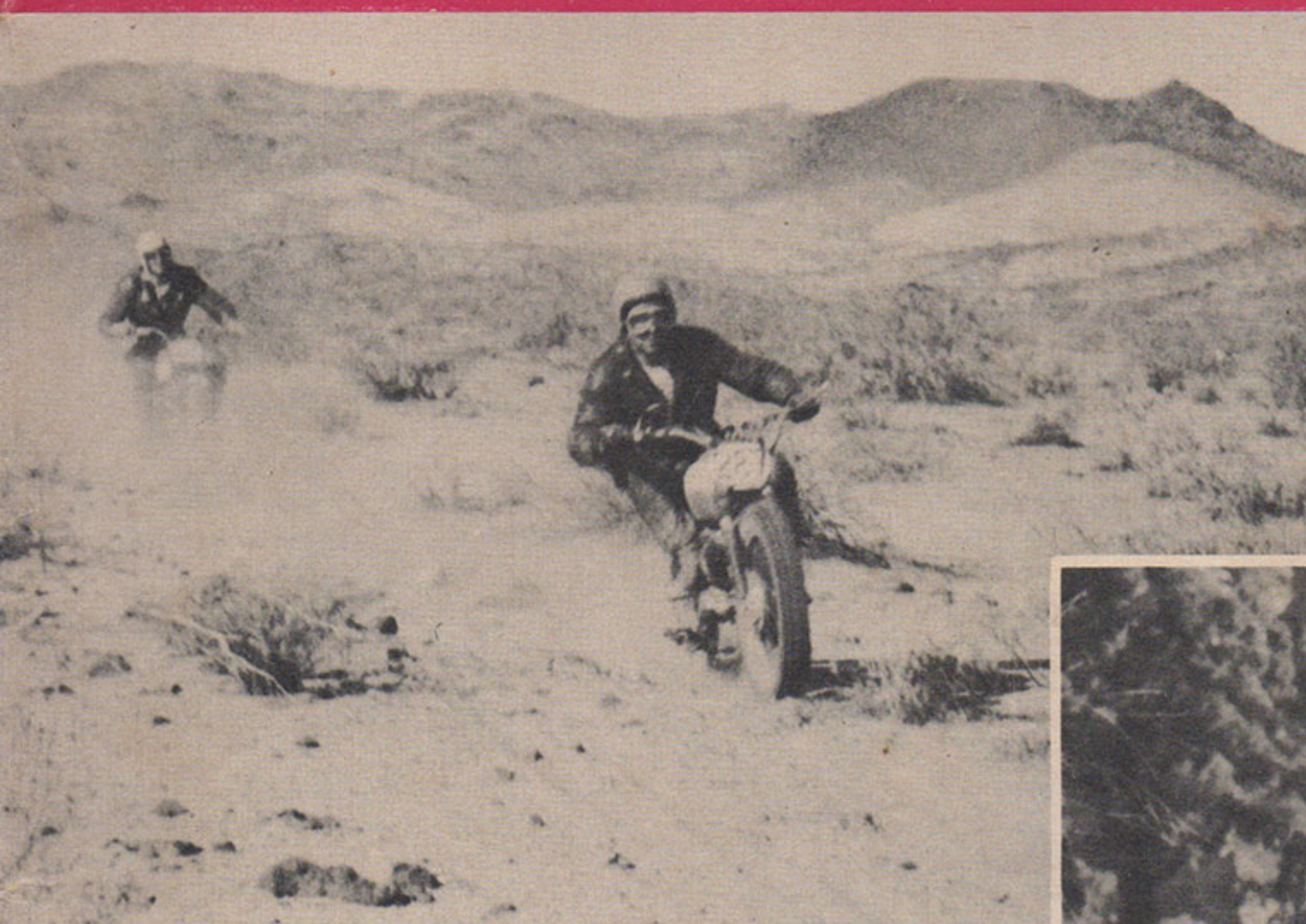
"WORLD'S LARGEST MONTHLY MOTORCYCLE CIRCULATION"

MARCH, 1958

35c

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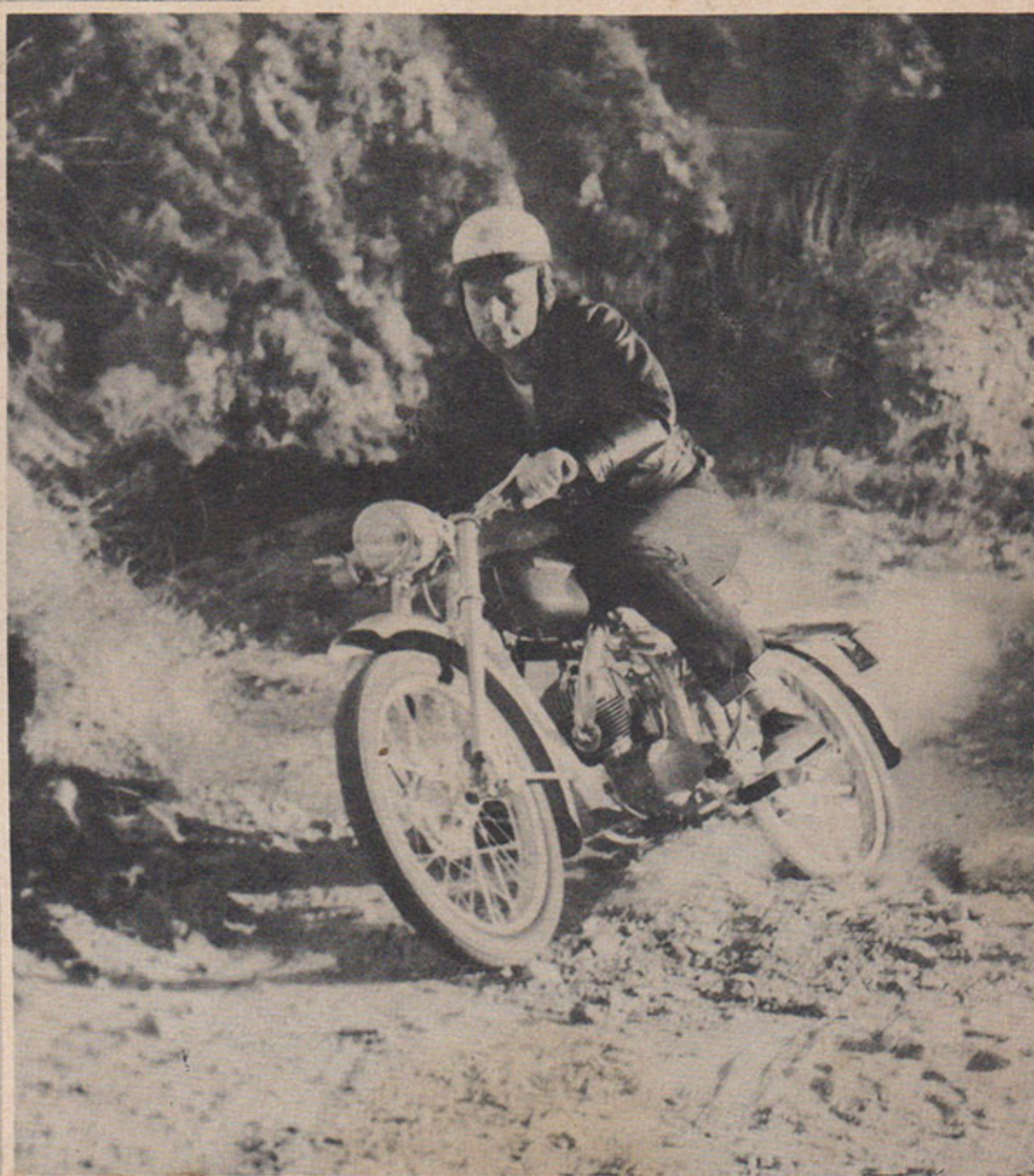
MORE PAGES
IN CYCLE
THIS MONTH



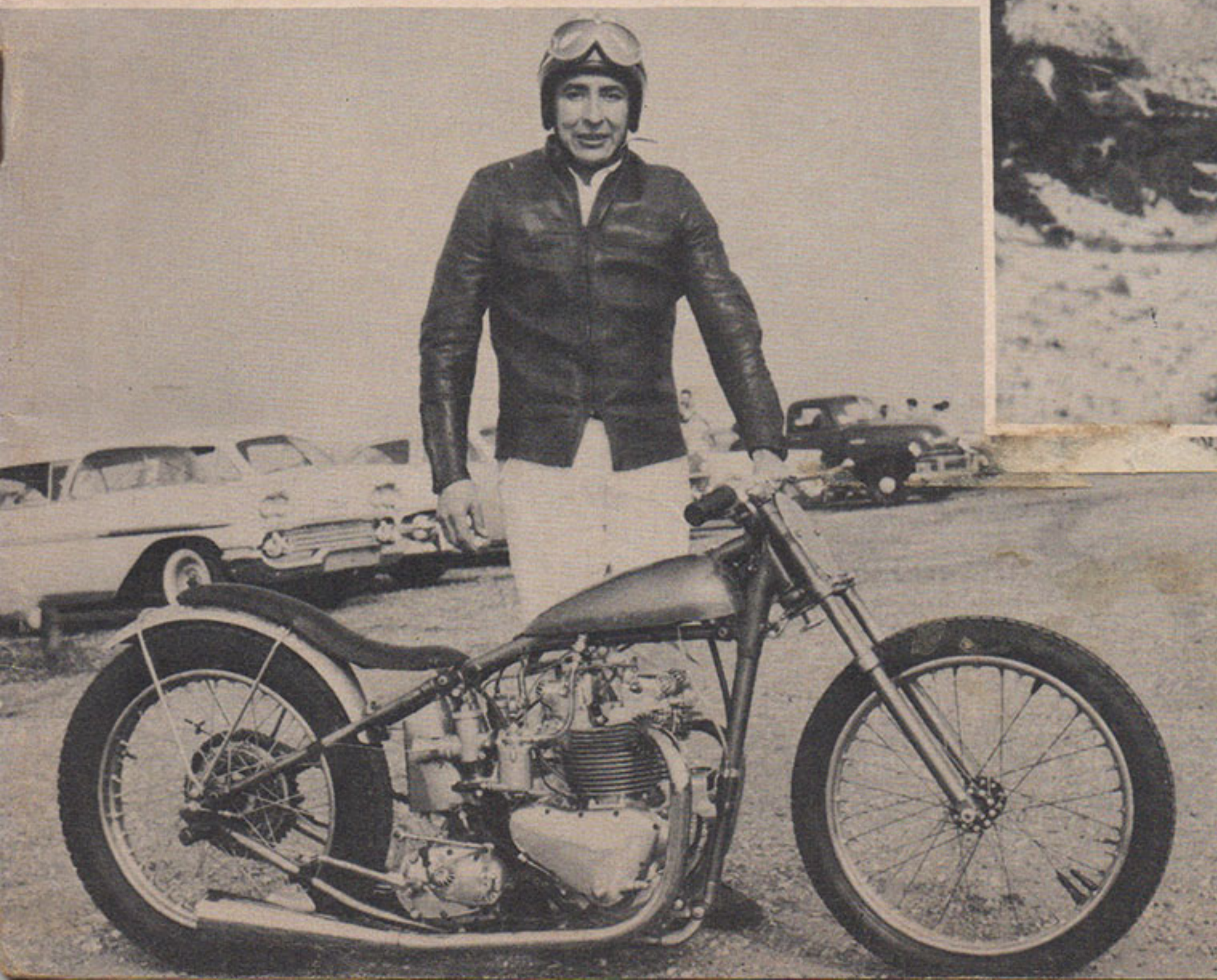
Service Tips

← 37th ANNUAL
BIG BEAR

Touring Hints



HUSQVARNA
SILVER ARROW →
ROAD TEST



Scrambles Rules

← SAN GABRIEL
DRAG RACES

A M A Minutes



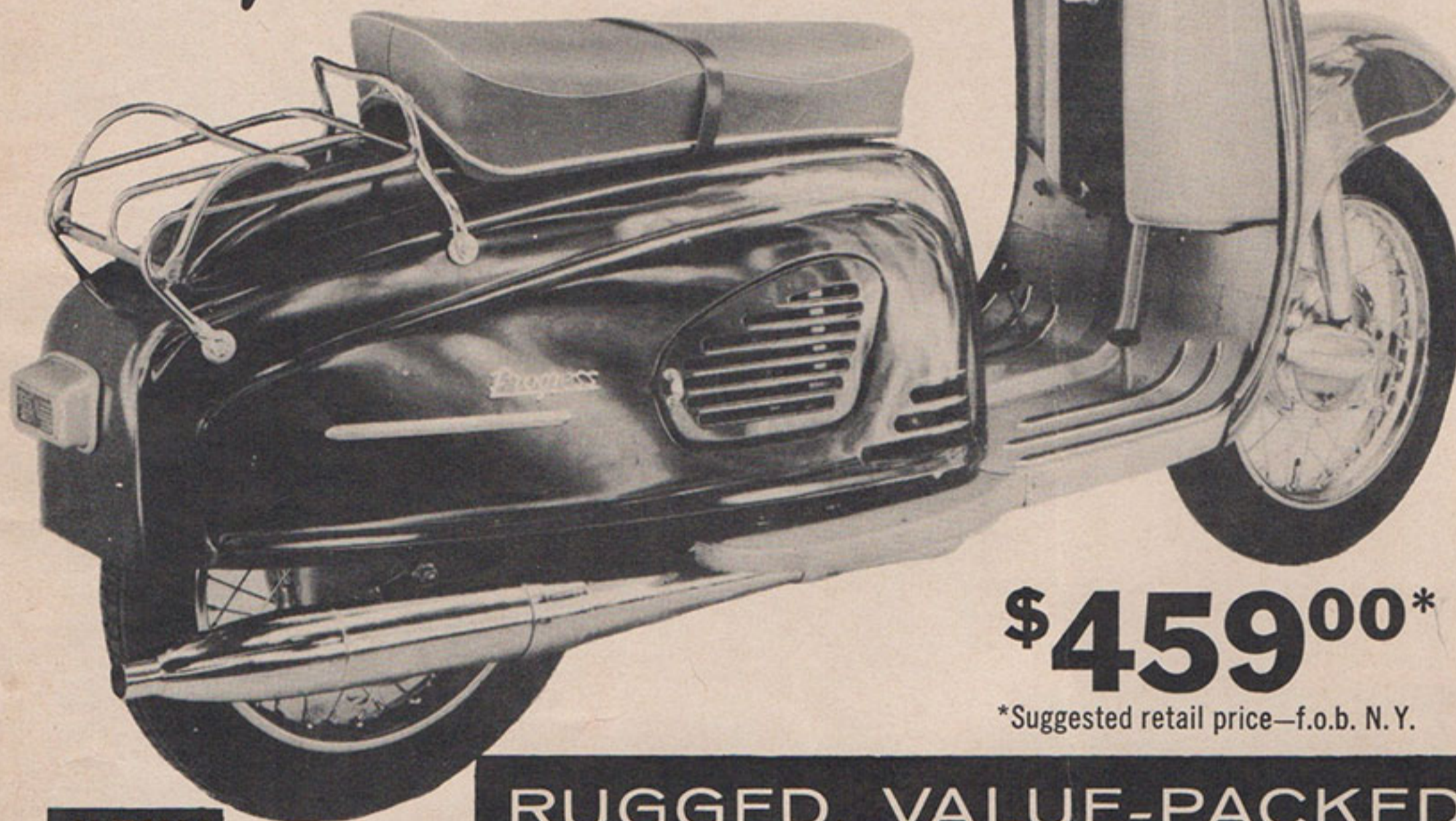
BIG WINNERS!

...ALL WITH SACHS ENGINES—1958 SENSATIONS



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PROGRESS *Super 200*



**THE TOP-QUALITY
MOTORSCOOTER
WITH 16 INCH
MOTORCYCLE
WHEELS**

PROGRESS Super 200 FEATURES...
Hand and Foot brakes... Big 16" wheels... Sensational road-hugging qualities... full-hub front and rear brakes... Hand throttle and foot shift.

**FINGER-TIP NEUTRAL RELEASE
FROM ANY OF 4 GEARS**

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TERRIFIC PERFORMANCE—Top speed 70 miles per hour... Flattens hills... purrs on the highways. Earls type suspension front and rear... Cruising radius 300 miles.

FAMOUS FICHEL & SACHS ENGINE—Single cylinder two-stroke fan-cooled, 200cc develops 12 HP.

\$459⁰⁰*

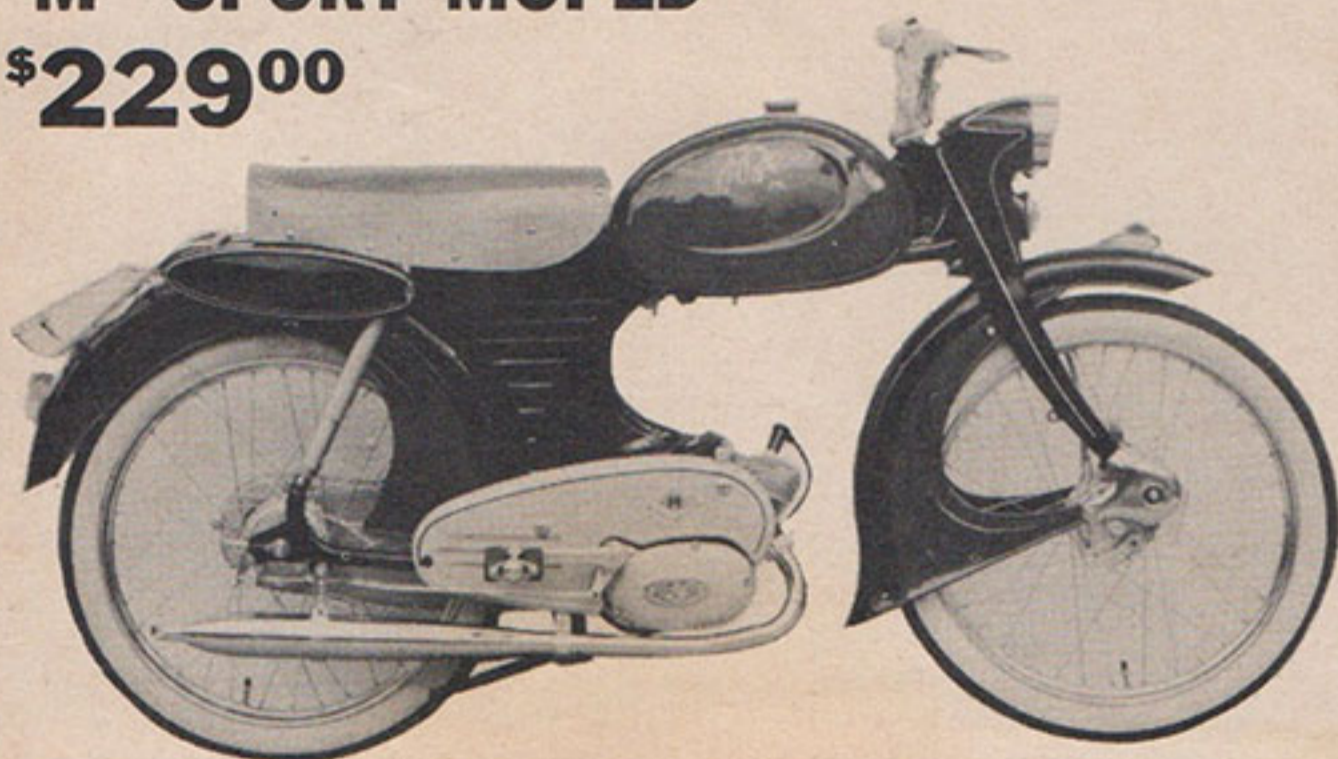
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NEW!

1958 J-Be MODEL

"M" SPORT MOPED

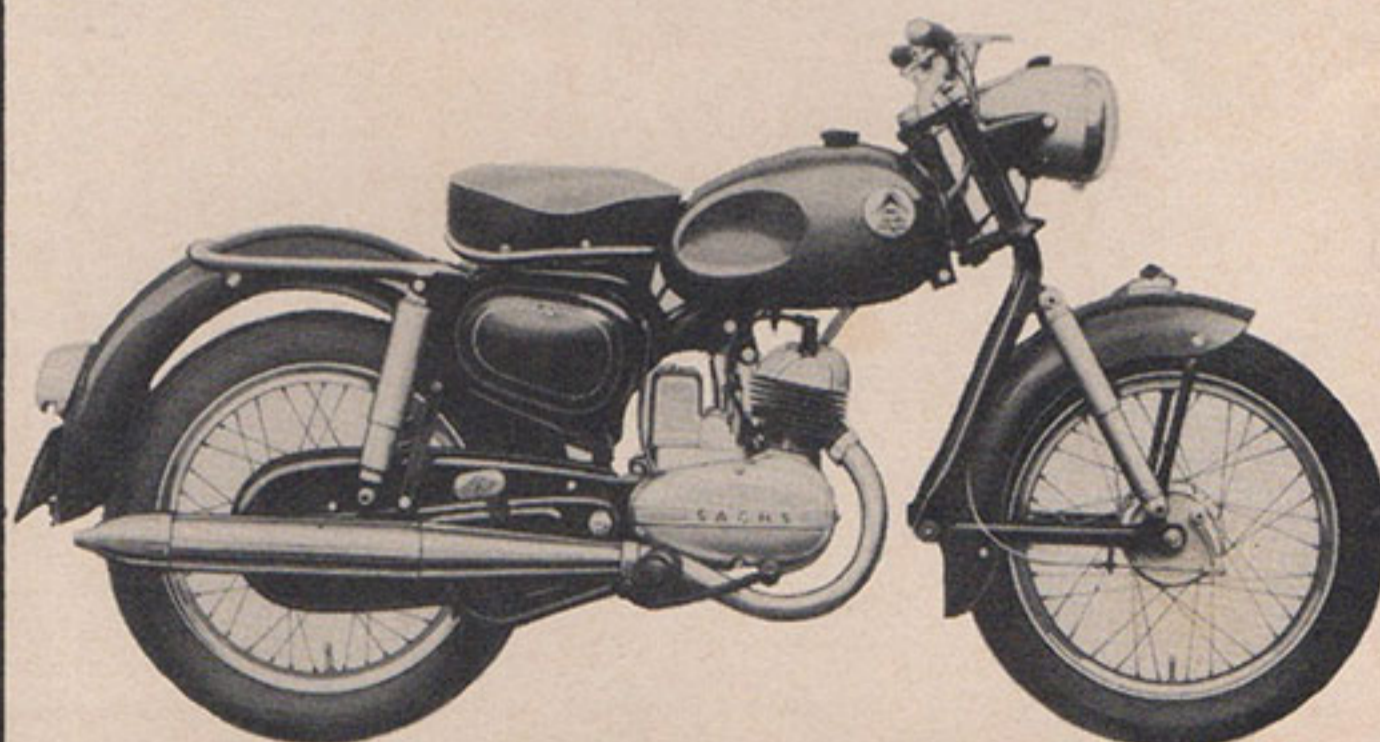
\$229⁰⁰



3 HP Pedalstarter Sachs Engine, 3 Speeds, 23x2.25 wheels, whitewalls, alloy hubs, large brakes, adjustable handlebar, swingarm front & rear suspension hydraulic shocks, dual seat, sport tank, 17W headlight w/dimmer, stoplight, tool box, chrome plated luggage carrier, electric horn, mileage speedometer, speed 35-40MPH, 150 mpg. Color: black w/red seat, red tank, chrome, gold striped.

RUGGED, VALUE-PACKED J-Be LIGHTWEIGHTS

**THE BEST
COST LESS!**



1958 J-Be MODEL "K" \$349⁰⁰

WITH ALL THE FEATURES OF THE BEST LARGE MACHINES—5 HP famous Sachs Engine, 3 speeds, 300 x 16" wheels. Cruising speed 50-55 MPH. Earles type fork with hydraulic shock absorbers. Chromed swingarm rear suspension with hydraulic shocks. 6-Volt Magnetic Ignition. 35 watt lighting system.

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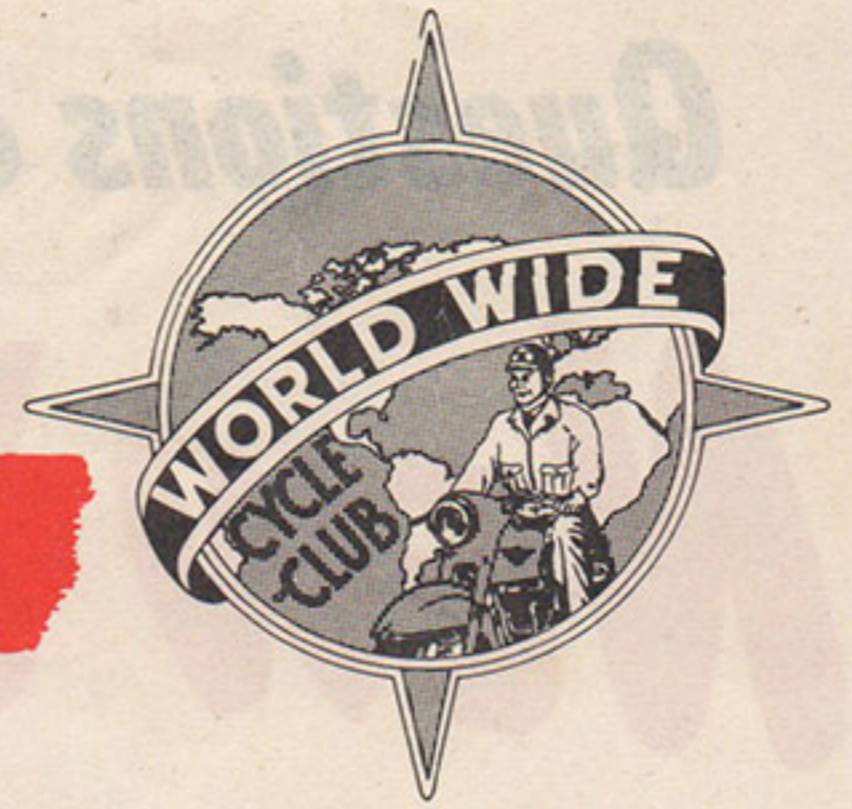
CYCLISTS CAN JOIN

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

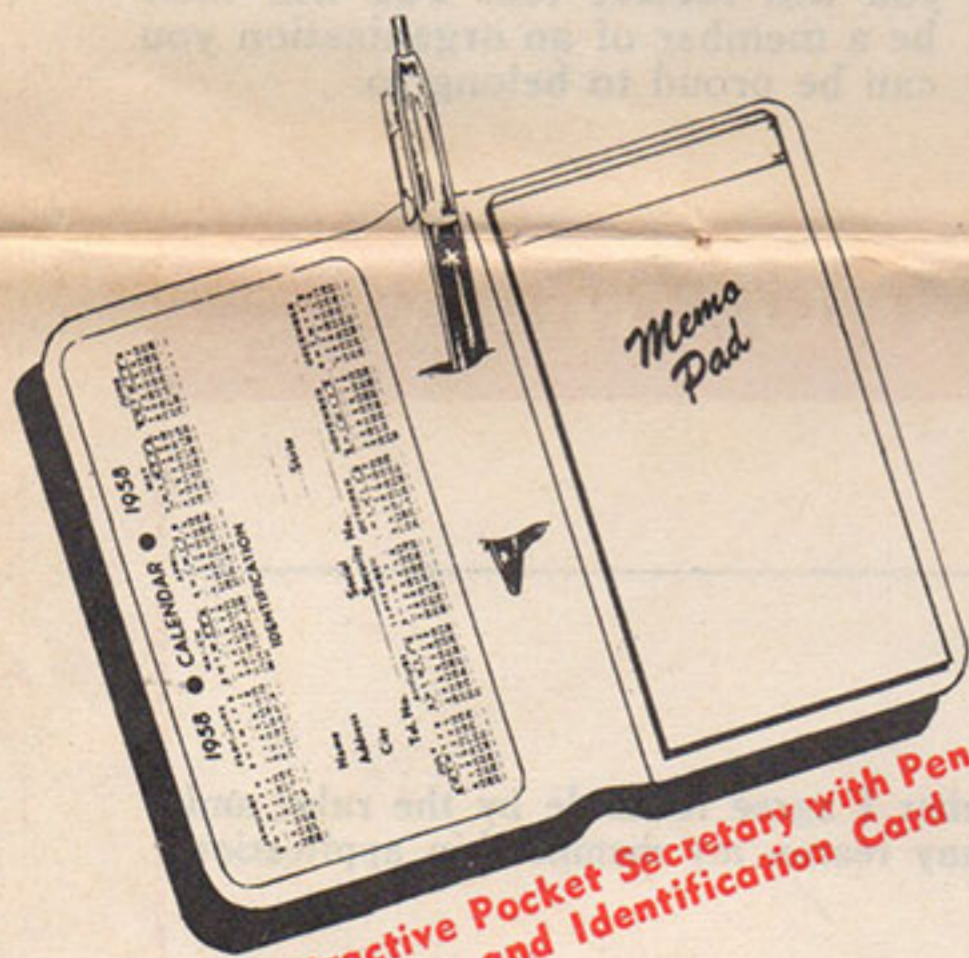
What every WCC member will receive—

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 _____

"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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Staff

PUBLISHER.....	Floyd Clymer
EDITOR.....	Jack Snyder
ASSISTANT EDITOR.....	Charles C. Clayton
TECHNICAL EDITOR.....	Hank Elfrink
CIRCULATION MANAGER.....	Robert Butcher

Foreign Correspondents

William Onslow, Rodolfo Mailander, Kurt Worner, George Glaser, Jacques Rousseau, Nils Tengberg, Paul Frere, Peter Nortier, Rudy Dresel, Gregario Prendes and Geoff Hockley.

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CHANGE OF ADDRESS: Three week notice is required. When requesting a change, please name magazine and either furnish an address imprint from a recent issue, or state exactly how label is addressed. Changes cannot be made without the old as well as the new address.

ADVERTISING: 1268 So. Alvarado St., Los Angeles 6, California. Closes 40 days preceding publication date. (See SRDS)

CONTRIBUTION: Manuscripts, photographs, and drawings not returned unless accompanied by self-addressed stamped envelope. No responsibility assumed for unsolicited materials. We suggest a copy of all material and photos be retained by the sender.

COVER PHOTOS—Upper Left: Bud Ekins gains on Charlie Hockie, leading the Big Bear in the earlier stages of the race. Terrain is typical of the Southern Calif. Hare 'n' Hound courses.

At Right: Assistant Editor Chuck Clayton powers around a mountain dirt curve as part of this month's road test.

Lower Left: Danny Macias shows his latest creation, a highly modified Triumph dragster. Bike has stretched frame, Cub forks, twin G.P. carbs. Note inverted steering damper.

The Publisher's Column

ORDER NEW MOTORCYCLES EARLY—Apparently all of the new models have now been announced. There is already evidence that deliveries on some makes and some models may be delayed, as the spring rush of orders to manufacturers and importers seems to be larger than last year. The rider who intends buying a new machine should place his order with his dealer as early as possible to insure the model, color and equipment he wants. Dealers certainly should send their orders to their factory as early as possible so as not to be caught short when the spring rush gets under way. Too many new sales are lost each year by dealers' failure to anticipate demand.

WORLDWIDE CYCLE CLUB—Over 500 members joined the new WCC during the first month of the announcement, including motorcyclists and enthusiasts from all walks of life. The monthly bulletin has been named "TWIST-GRIP" and this informative news flash has already been mailed to WCC members on record as of February 1st. These monthly bulletins will give a quick digest of important events in motorcycle history and are only one of the benefits a WCC member will receive.

CHANGE OF ADDRESS—Bob Butcher, our circulation manager, tells me that many of our subscribers who have moved have not notified him of their change of address. CYCLE or other magazines *can not be forwarded* by the post office even if the subscriber files a change of address—this is because of postal regulations. Only first class mail is forwarded. Our circulation department must have a change of address three weeks in advance of the mailing date of the magazine—this is required so that your mailing plate may be changed.

SPOTLIGHT AGAIN SHINES ON LACK OF PUBLIC RELATIONS EFFORT—At the end of the year most large, and some small, newspapers and many magazines carry a summary of all amateur and professional championships in all U.S. sports during the year. This year, as usual, there was not mention of motorcycle activities or of any motorcycle championship winners.

Many sports having only a limited following, such as fencing, billiards, rowing, gymnastics and harness racing, were prominently mentioned and winners listed—in addition, of course, to the much more popular sports such as football, bowling, golf and track.

The lack of motorcycle public relations on the part of the AMA is inexcusable. For over thirty years they have collected money from hundreds of thousands of motorcyclists. Either they will not spend the money or they do not know how to properly secure publicity for motorcycling—or they have so little interest that this negligence would be humorous if it were not so serious.

The expense of sanctioning and officiating at motorcycle competition events certainly can't be charged against AMA money paid in by regular members for the reasons that promoters are required to pay sanction fees and officials are paid by promoters and, in many instances, clubs who promote competitive events. The competition rider

(Continued on page 35)

NEW - AMAZING MOTORCYCLE H.P. INCREASE

with HUNT MAGNETOS

NSU Super Fox and NSU Max
Triumph Terrier and Cub
\$52.50

Special racing & heavy-duty, pre-
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Triumph Vertical Twins
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the
World's
Finest
Ignition

OUR magnetos once again for the sixth consecutive year were on the winning car at Indianapolis, also the Chrysler, Ford, and Mercury prototypes at Daytona, world record holding boats, virtually all the Bonneville and drag strip record holders. More competition records and victories than all other makes combined. Men look under the hood or ask the winners.

Frankly, we're tired of reading phoney claims for alleged "world beating" ignitions. These promoters come and go. We're still preferred by champions. Why compromise?

Write for free literature.



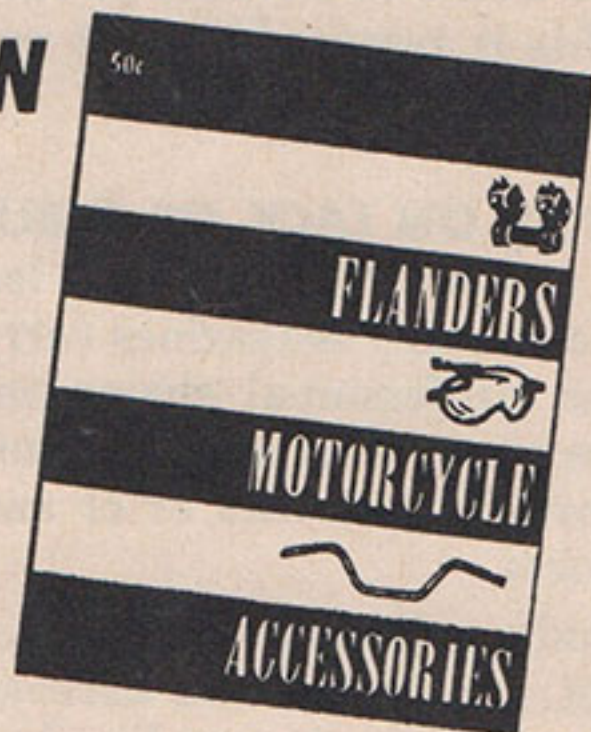
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Get your copy of this outstanding catalog illustrating and describing the complete line of FLANDERS Motorcycle Parts and Accessories. Catalog shows retail prices.

Retail Price.....50c

The Seal of Quality



204 W. Walnut St., Pasadena 3, Calif.



Editor, CYCLE Magazine:

This was the first time that I have seen the annual Big Bear Hare 'n' Hound, and I feel that this letter may do a small part to give congratulations and credit where they are most certainly earned, but probably seldom received.

I have spent two days and three nights here in Victorville, Calif. after traveling over 1600 miles for the purpose of witnessing the Big Bear, bringing one of our South Dakota boys, Jim Arnold, to compete in the event and to meet the California motorcycle riders personally.

I can honestly say that no finer group of sportsmen, ladies and gentlemen can be found. I neither saw nor heard any report of any misconduct on the part of the hundreds of motorcyclists who were here. I made it a special point to ask the hotel manager and several of the businessmen here in Victorville if any of them had seen any "Wild Ones" and without exception they informed me that they had seen absolutely nothing but gentlemanly conduct among the motorcycle riders.

Although our lone South Dakota entry had to retire from the chase at the first gas check we both leave here with the feeling that we are greatly indebted to the Californians for the swell treatment we received. We particularly want to thank Marlon Lawndale of Los Angeles for taking us into his pit and giving us the fine services of his pit crew.

J. C. Hoel
Sturgis, S. Dak.

Dear Floyd:

I receive CYCLE regularly and don't know of any magazine which I read with greater interest. I enjoy it thoroughly and await each issue. I think it is the kind of magazine real motorcycle enthusiasts want. It is always in good taste and a genuine credit to the sport.

E. L. Joseph
Imperial Sales Manager
Chrysler Motors Corporation
Detroit, Mich.

Thanks, Elmo—it's nice to have a man in your position say kind words about CYCLE and to be such an enthusiastic motorcyclist.—Clymer.

Dear Mr. Clymer,

If I joined another organization, would I be considered an "outlaw"?

Harry Ferguson
Dallas, Texas

The word "outlaw" is a nasty word. The only "outlaws" we know of or recognize are the ones in such shoot-'em-up TV series as Gun Smoke, Dodge City's Wyatt Earp, Wagon Train, and Annie Oakley. No one has the right to brand anyone an "outlaw" unless he is proved a "gun totin' badman"—why don't you sue the next guy who calls you an "outlaw"? At least it might shut his big, bad, loud mouth.—Clymer

Dear Mr. Clymer,

It appears that the Worldwide Cycle Club is not interested in the compression ratio, OHV vs side-valve controversy.

I am glad to see this as it should stimulate interest in motorcycling and eliminate some

of the hard feelings that have been so evident over those controversial subjects.

More horsepower to WCC—an organization to further public relations and good will for the ordinary motorcyclist like myself. Actually I'm not much interested in competition.

Herb Nichols
Chicago, Illinois

Editor, CYCLE Magazine

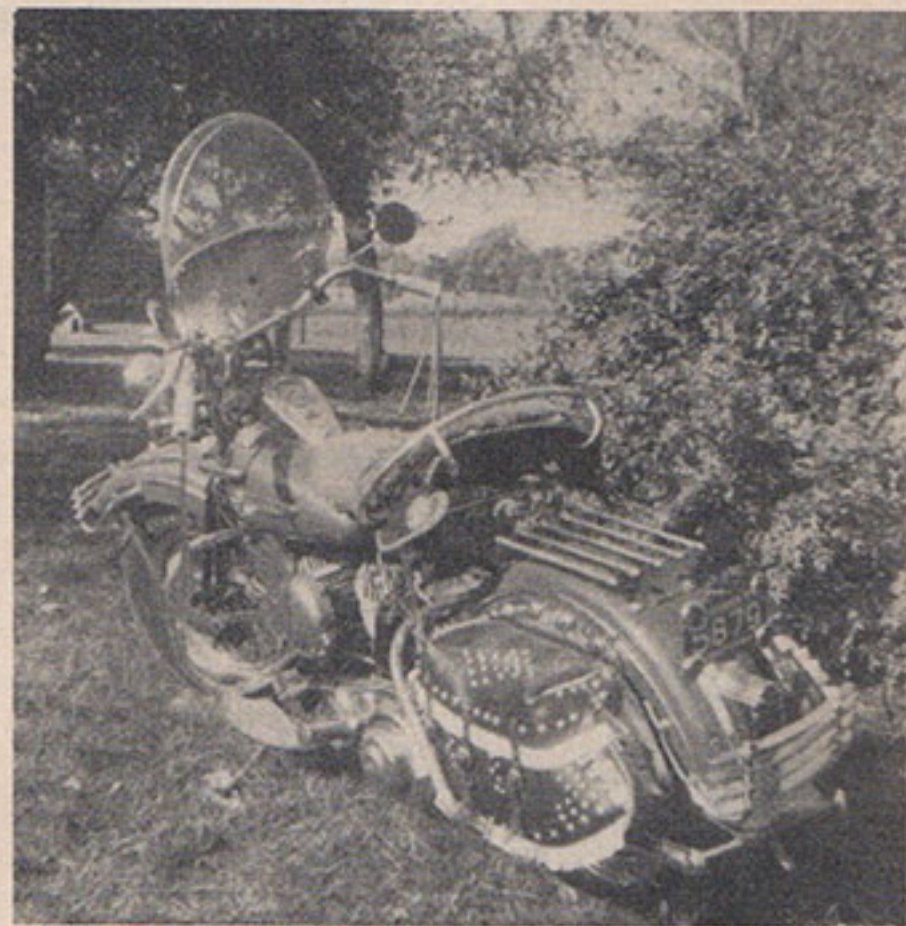
Just thought I'd take this opportunity to write and give you my appreciation to you for a wonderful magazine on the world's greatest sport. You are to be congratulated on the excellent coverage of all events and particularly on the neutral attitude that you maintain on the present controversy of American vs British. I have owned both types and liked them all.

Richard C. Corey
Montesano, Wash.

Editor, CYCLE Magazine:

I was just reading your wonderful magazine, and thought that you might print a picture of my full dress Harley 74.

I am almost 16 years old and I like motorcycling very much. Some kids say that motor-



cycling isn't safe, but since I got my 74 I never had so much fun—or safety.

Most kids that I know have smaller Harley-Davidsons, and thought that I was nuts because I got a heavyweight (500 lbs.) but I figure why should I pay for a smaller cycle when I could get a bigger second hand one (1950) with 200 hundred dollars worth of chrome on it.

Keep up your good work with your magazine.

Jim Gorge
Berkeley, Ill.

Editor, CYCLE Magazine

I've been hearing about fellows who have trouble getting their first motorcycle because their parents think bikes are dangerous. Mine felt that way at first, but they gave in because I saved my money and didn't give up until they realized I'd get one sooner or later and gave their consent. After many wonderful miles aboard a Czech 125 and a Cushman Eagle I finally got a full-sized bike, a Triumph T110, which is what I have now. I'm proud to say that, due to my parents' open mindedness and fair evaluation the entire family have enjoyed the thrills of motorcycling. My Mom tried it once and went right down to get some slacks so she could take a long ride. The fact that they consider motorcycles entirely safe when properly used is quite evident by the fact that my six-year-old brother has traveled more miles on the buddy-seat of a motorcycle than

(Continued on page 5)

MAIL POUCH

CONTINUED

most boys his age have traveled in a car. I'm proud to say that we (my father and I) have yet to even scare my little brother, much less hurt him.

Why can't more parents be broadminded



enough to give their sons a chance to prove that a motorcycle isn't a "murder" cycle? I'm enclosing a picture of Dad and my brother Louis on my Triumph down in Ft. Worth, Texas.

A/2c John R. Perkins
APO, Seattle, Wash.

Editor, CYCLE Magazine—

Like your road tests fine, but commenting on your H-D test in the December issue: "The second big change in the big twin is the incorporation of a hydraulic rear brake, an advancement unique to Harley-Davidson."

It sure is unique to Harley-Davidson, but it ain't unique with H-D. TWN (one of your sometime advertisers) has had this doubtful feature for a couple of years. Personally I think Vincent had the right angle—a good stout cable for the rear brake (a pair of 'em).

Hal Speer
East Elmhurst, N. Y.

That's what we said: Unique TO Harley-Davidson.—Ed.

Dear Floyd:

Forming the WCC is the best thing you have ever done. Enclosed, find my application.

Jack Kulan
Jacksonville, Florida

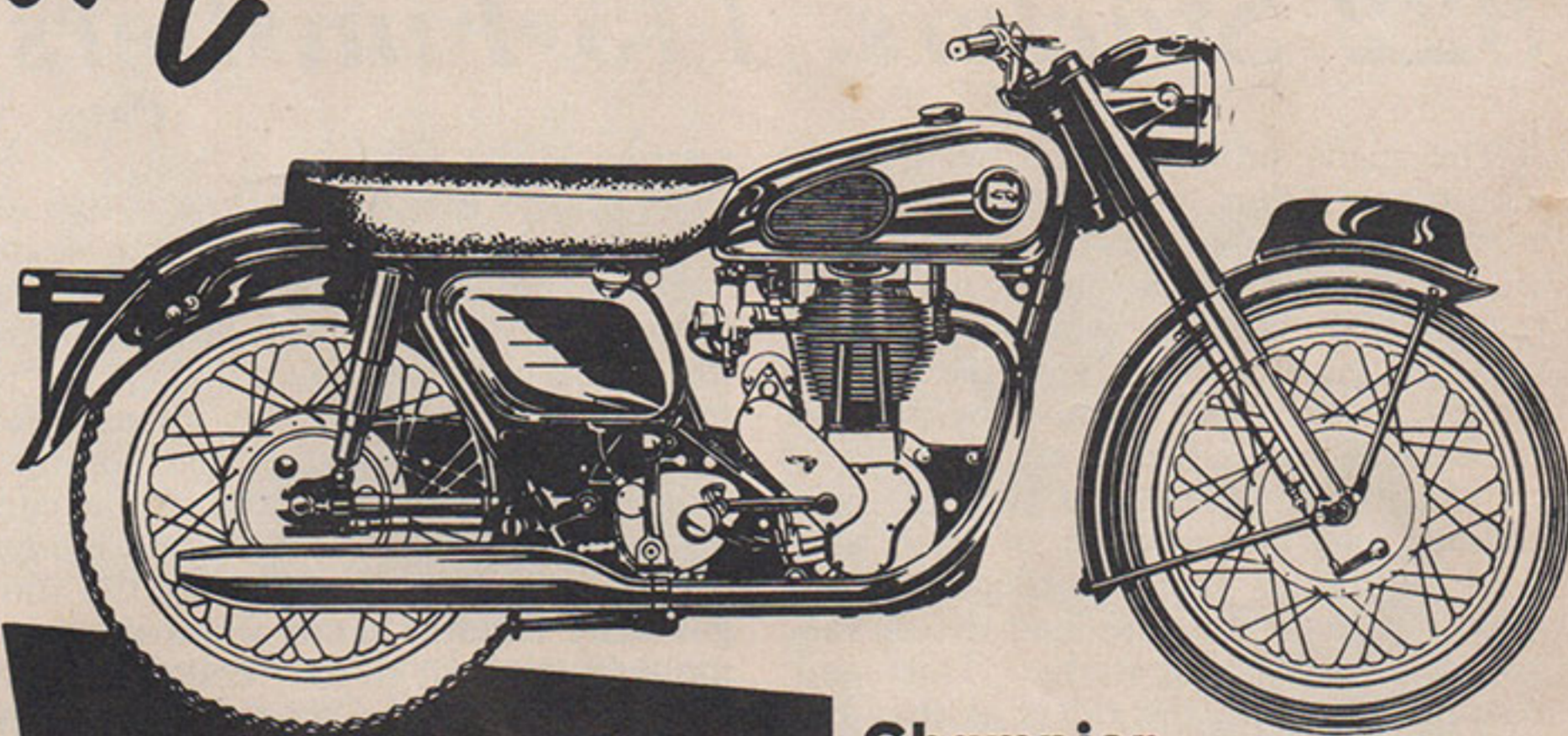
Editor, CYCLE Magazine

A few months ago I discovered CYCLE. I am sorry that I didn't sooner. Now I wouldn't miss a single issue. Before this I was slightly interested in motorcycles, but thanks to CYCLE I am a total convert to motorcycling and next spring or summer, when I am 16, I hope to buy one. My purpose in writing you is to ask you to send me a copy of your "Teach-a-Rider" folder. Also I would like to know if there is any additional charge for Floyd Clymer's Motorbooks sent to Canada.

All the articles in CYCLE are interesting, but I especially like the road tests, because they provide a basis for comparing various motorcycles and for comparing motorcycles with cars so I can prove to my hot-rod friends why motorcycles are better than most

✓ Double your enjoyment
✓ Double your mileage
on the world's best
Roadholder

the 'Smooth-Look'



Norton

**Champion
in performance
and styling!**

For more riding pleasure—ride Norton
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Bx. 33, Shenandoah Sta.
Miami 45, Florida

Potts Motorcycle Co.
152 Hobson St.
Pueblo, Colorado

Williams Motorcycle Sales
3614 West Division St.
Chicago 51, Illinois

cars as far as performance goes. The race results show which makes are the fastest and toughest.

Another point in CYCLE's favor is the absence of liquor and cigarette advertisements.

Ralph Newson
Brockville, Ontario

Glad to send a "Teach-a-Rider" folder. Thanks for your comments. Clymer book prices include postage to Canada as well as to U.S. points.—Ed.

Editor, CYCLE Magazine

The latest issue of CYCLE has just reached my hands and practically every word has been devoured with interest. I was pleased to learn more about our wonderful sport in another part of the world.

One of the things that interested me most

was your booklet "Teach-a-new-Rider," which is obviously designed to encourage safety on the highway and to assist the novice who is dubious of entering our game. Here in England we have a Royal Automobile Club sponsored training scheme, organized by individual clubs in the various parts of England. Ordinary clubmen with considerable experience act in their spare time as unpaid instructors.

My reason for writing is to ask you if you can send me a copy of your folder "Teach-a-new-Rider" to enable my friends and me to compare our ideas with yours as to teaching the novice.

I am a "Cop", member of three motorcycle clubs, have been riding nine years, have owned several makes of machine, own

(Continued on page 10)

BIG BEAR - 1958

Just before the bomb goes off riders form a starting line that stretches beyond the right margin of this photo.



Roger White Wins Over 822 Starters, 145 Finishers

The eight hundred and twenty-two motorcycle riders who lined up in the barren desert outside Lucerne, Calif. on January 12, 1958 looked nervously toward the horizon waiting for the smoke bomb that would start the world's biggest motor race. Almost before the smoke was visible the desert silence was broken by the cackle and bark of their engines and like a wave of flesh and iron the racers fanned out across the sagebrush and dune studded desert valley in a thundering wedge. Dust and distance obscured the riders as they began the first leg of the race, but observers at the mountain pass they headed toward saw that the point of the wedge was held by Walt Axthelm, Bud Ekins, and Jack Simmons. Now the pit crews settled down to wait for the racers' return when they would sweep through the starting area, pick up gas and encouragement, and then set out on another wide loop before starting the long climb to Big Bear Lake in the San Ber-

nardino Mountains.

As always, the Big Bear start was an awe-inspiring sight. More than eight hundred motorcycles starting at once cannot be adequately described in words. Language would fail trying to convey to the reader the intensity of the sound, the color, the vast, limitless reaches of the desert, and the excitement of the whole event. Three motorcyclists in the crowd watching the start got itchy throttle hands when they saw the field take off, so they collared someone in the Orange County M.C., sponsors of the race, and signed up as post-post entries, then promptly set out across the desert trying to catch the pack. We even heard of one fellow who was running around trying to buy a 30.50 dirt model so that he could enter. We don't know if he ever did. That's the kind of a race the Big Bear is.

While the crews and spectators waited and watched the desert with binocu-

lars for the first sign of the leaders, Skip Fordyce filled the crowd in on the Big Bear's history and highlights over his public address truck. When the riders began to come into the check after a loop around a desert mountain, Skip and his spotters identified them for the crowd and pits. First into check #1 was Charlie Hockie, closely followed by Bud Ekins and then Bill Postell and Buck Smith, all on forty inch triumphs. The leaders gassed and were on their way in a choking cloud of dust. Riders continued to roar or limp into the check for hours, while in the meantime the faster hounds were completing a great circle in the desert and coming back through for the second gas check. As the riders finished the second leg their pit crews folded up shop and set out for the finish line. The second time through Ekins was leading, followed by Buck Smith, Roger White, Bob Sandgren, and Red Ludford, all Triumph mounted.

Nearly 200 riders failed to make it to the first check and as the tricky course took its toll, more dropped out along the way, until finally only 145 of the original number finished the 165 mile race.

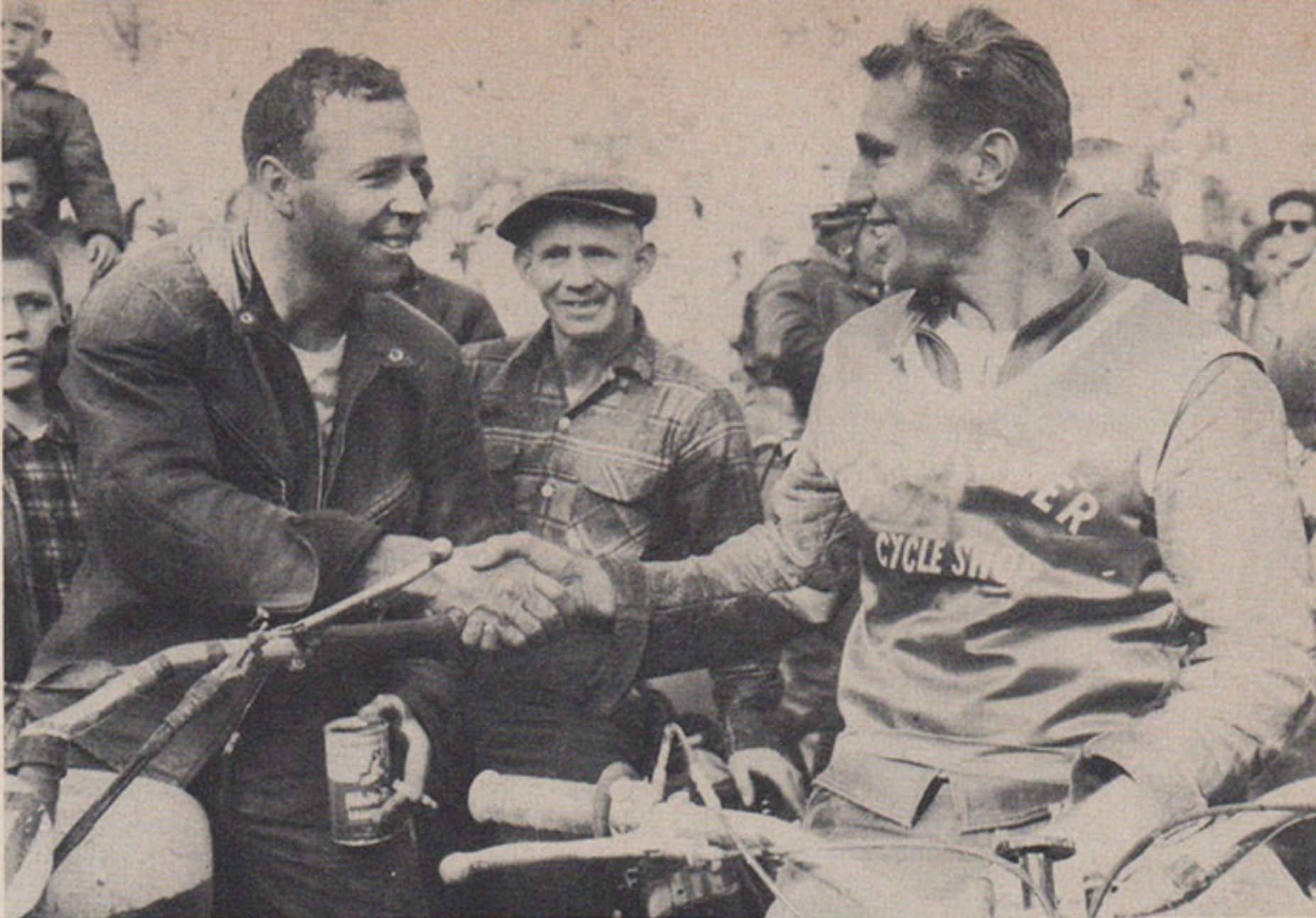
The large crowd that gathered around the finish line in Fawnskin, a mountain

The pack gets under way and churning knobbies begin to kick up a thin haze of dust.



resort town on the northwest shore of Big Bear Lake, heard Bill Martin's sound truck announce that Bud Ekins was leading coming out of the next to last check at Baldwin Lake, only 18 miles away via fire trails. Fire trails are Ekins' specialty, so the crowd waited expectantly in the chilly air for the first sight of the National Scrambles Champion's "Chanticleer" crash helmet coming over the rise.

"Here comes Bud Ekins now," Bill Martin shouted, "No, wait a minute, it's Roger White! Roger White is the winner of Big Bear!" And indeed he was. Roger was even more surprised than Martin and the rest of the spectators when he realized that he was the winner. He knew that he was behind Bud at Baldwin Lake, and he didn't recall passing him between there and the finish. It wasn't until several minutes later that the story came out when Bud limped to the finish line in fourth place. He had hit some hidden ice just after



Second placer Charlie Hockie, at left, congratulates Roger White on winning the Big Bear.



Several hounds entertained spectators with unscheduled trick riding exhibitions.

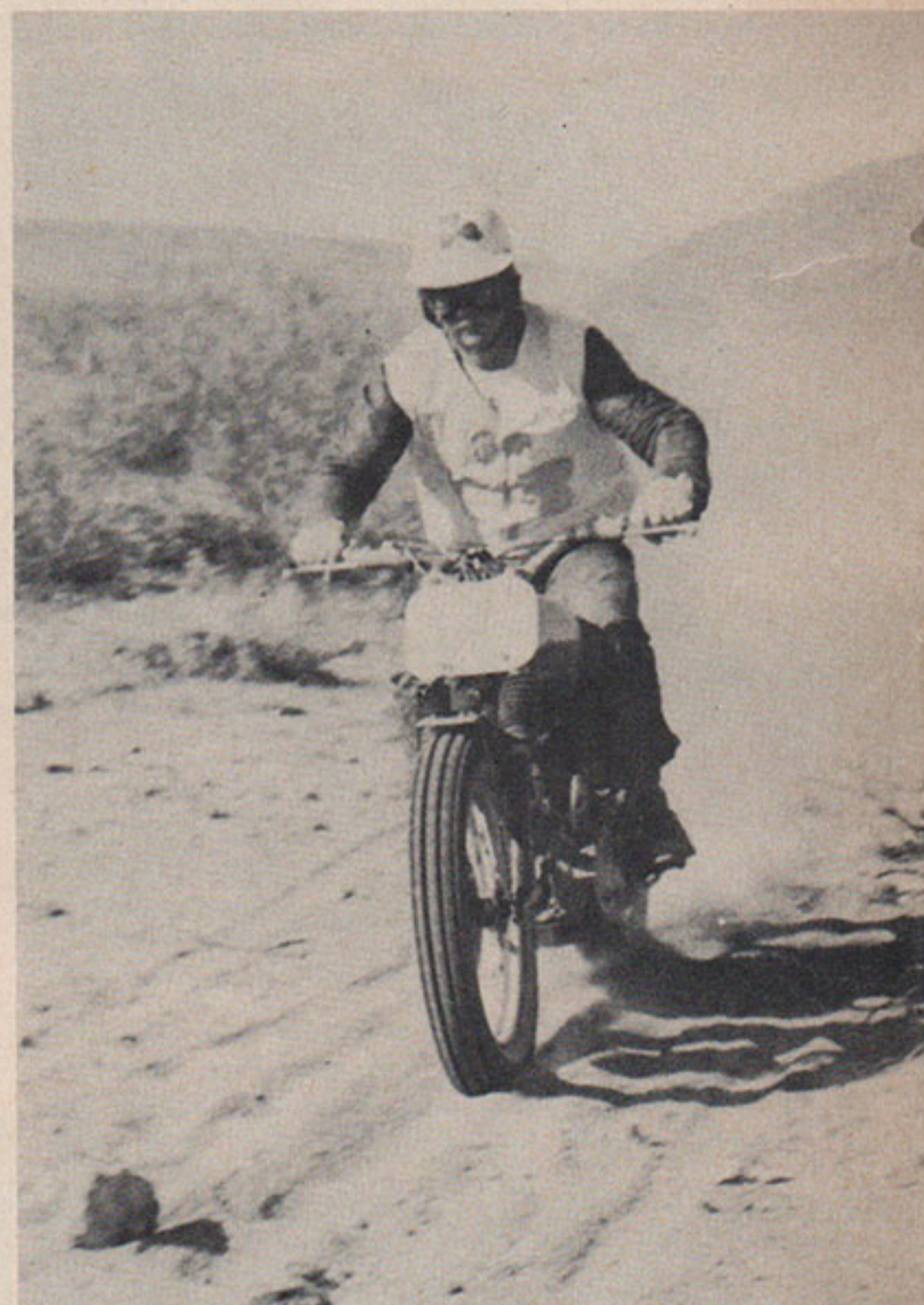
leaving Baldwin Lake and unloaded, falling down a cliff with his bike in the process. Evidently White passed him while he was still at the bottom of the thirty-foot cliff. Bud came out of his mishap with a broken finger, but still



Fred Moxley, 21" winner on a BSA pulls into Fawnskin where checker Aub LeBard (in cap), former "three in a row" Big Bear winner, collects tank card.

managed to get under way again in fourth place. He had passed two riders and was gaining on White when the famous Ekins jinx that has aced him out of other big wins cropped up again. His throttle cable snapped. While he was limping along with a broken finger and throttle cable Charlie Hockie, and Buck Smith passed Ekins, putting him in fourth place.

Fred Moxley rode an excellent race to finish 17th overall on a 21" BSA, and Bill Brokaw pulled in right behind



Third place finisher Buck Smith approaches a check point.



Dust gets thicker as more hounds plow past until finally . . .



Where is everybody?



CYCLE Editor Snyder points out some action to journalist Wilson Springer from the bed of the Land Rover press car donated by Rootes Motors.



Solid pavement was a welcome relief to riders who made it to the last mile into Fawnskin. Here Nick Nicholson (leading) wends his weary way.



Another rider comes to the finish. Last quarter mile or so was lined with well-wishers.

BIG BEAR

CONTINUED

him on his AJS to take first in the 30.50" class despite a broken steering head.

Millionaire playboy Kenny Guio from Big Piney, Wyo., rode the Bear Chase for the fifth time on his BSA and placed in the thirties, making him the first out-of-state rider to finish. No heavyweight bikes finished the sandy run, but Don Smith on a Harley-Davidson won the over 55" class by going farther than anyone else.

Roger White's winning time was 4 hours and 31 minutes, which was slower than Bud Ekins' winning time last year, but the course was a lot slower with many rocky sections. This was White's first Expert win, quite an accomplishment for the 23-year-old Norwalk, Calif. rider.

The rider who came the farthest to compete, Jim Arnold of Rapid City, South Dakota, stripped low gear out of his Indian Woodsman and had to retire at the first gas check.

Once again the San Bernardino County Sheriffs Dept. and the California State Highway Patrol lent a hand in keeping order and directing traffic, and no incidents occurred.

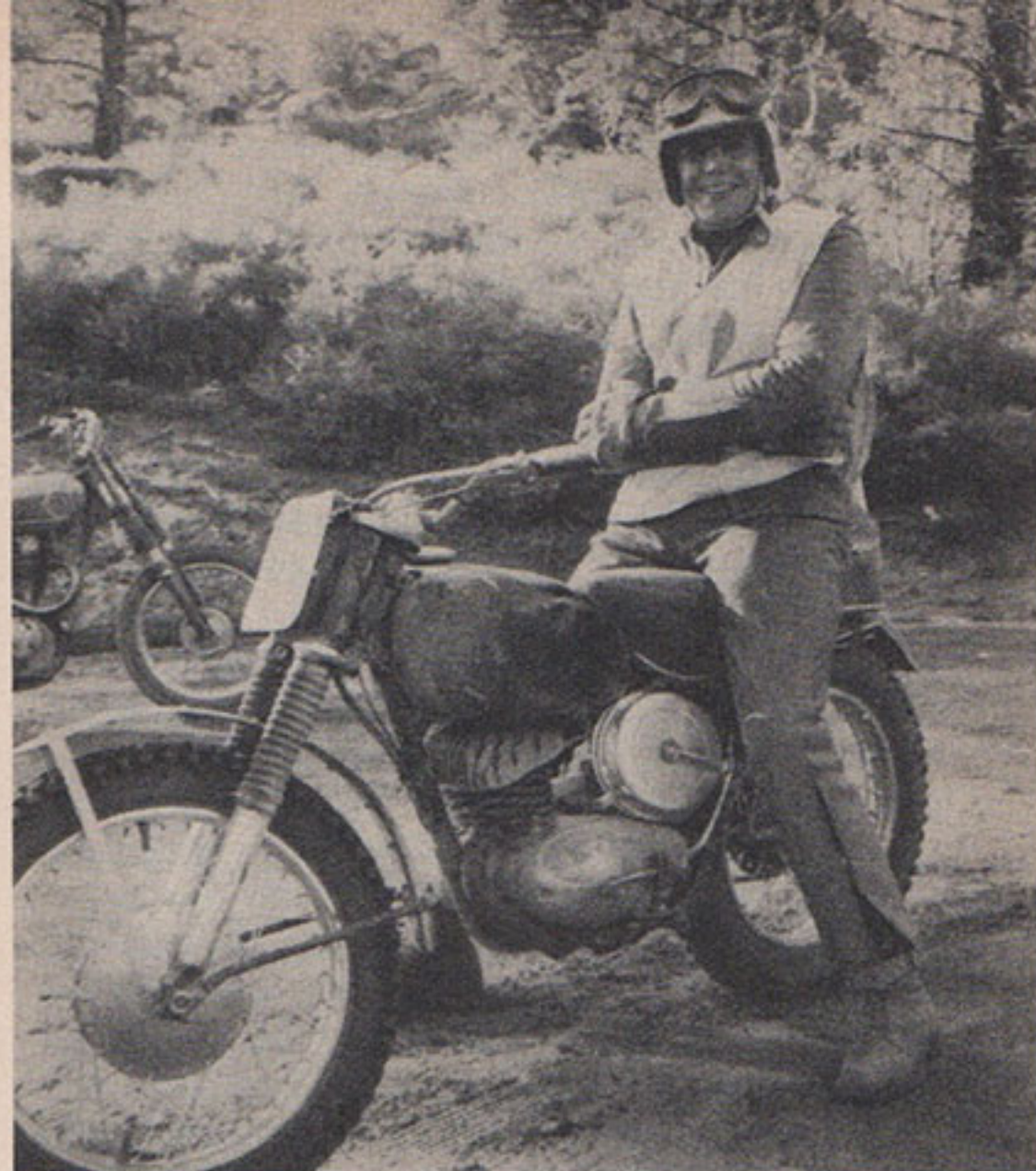
Ages of riders entered in the Big Bear this year spanned the years from age 59 (Lloyd Larson of Pasadena, Calif.) to 11-years-old (Larry Tiller of Lancaster, Calif.)

With the Big Bear Hare 'n' Hound growing in size and popularity every time it is held, it is pretty safe to assume that next year will see an entry of over 1,000 riders lining up on the Lucerne desert. And since next year's Big Bear, which will be held on January 11, 1959, will be a National Cross-Country Championship event, riders should start planning right now to enter or at least be on hand to watch this thrilling motorcycle classic.

RESULTS

Roger White	Tri.	
Chas. Hockie	Tri.	
Buck Smith	Tri.	
Bud Ekins	Tri.	
Cal Bottum	Tri.	
Gene Hirst	Match.	
Joe Roberts	Tri.	
Chas. Cripps	Norton	
Red Ludford	Tri.	
Marsh Meredith	Tri.	
Arvin Cox	BSA	
Jack Lapraik	Tri.	
Dalton Holladay	Tri.	
Dave Ekins	Tri.	
Vernon Forsyth	Tri.	
Fred Moxley	Tri.	
Bob Ewing	BSA	21"
Bill Brokaw	AJS	30.50
Bud Dorton	Tri.	
George Darnell	Tri.	
Mike King	Tri.	
Phil Troutman	BSA	
Babe Jay	BSA	21"
Chas. Cornutt	Tri.	
Lance Briscoe	BSA	30.50
Al Rogers	AJS	
Don Young	Tri.	
Paul Miller	AJS	
Howard Lydecker	Tri.	
Robert Ruffner	Tri.	

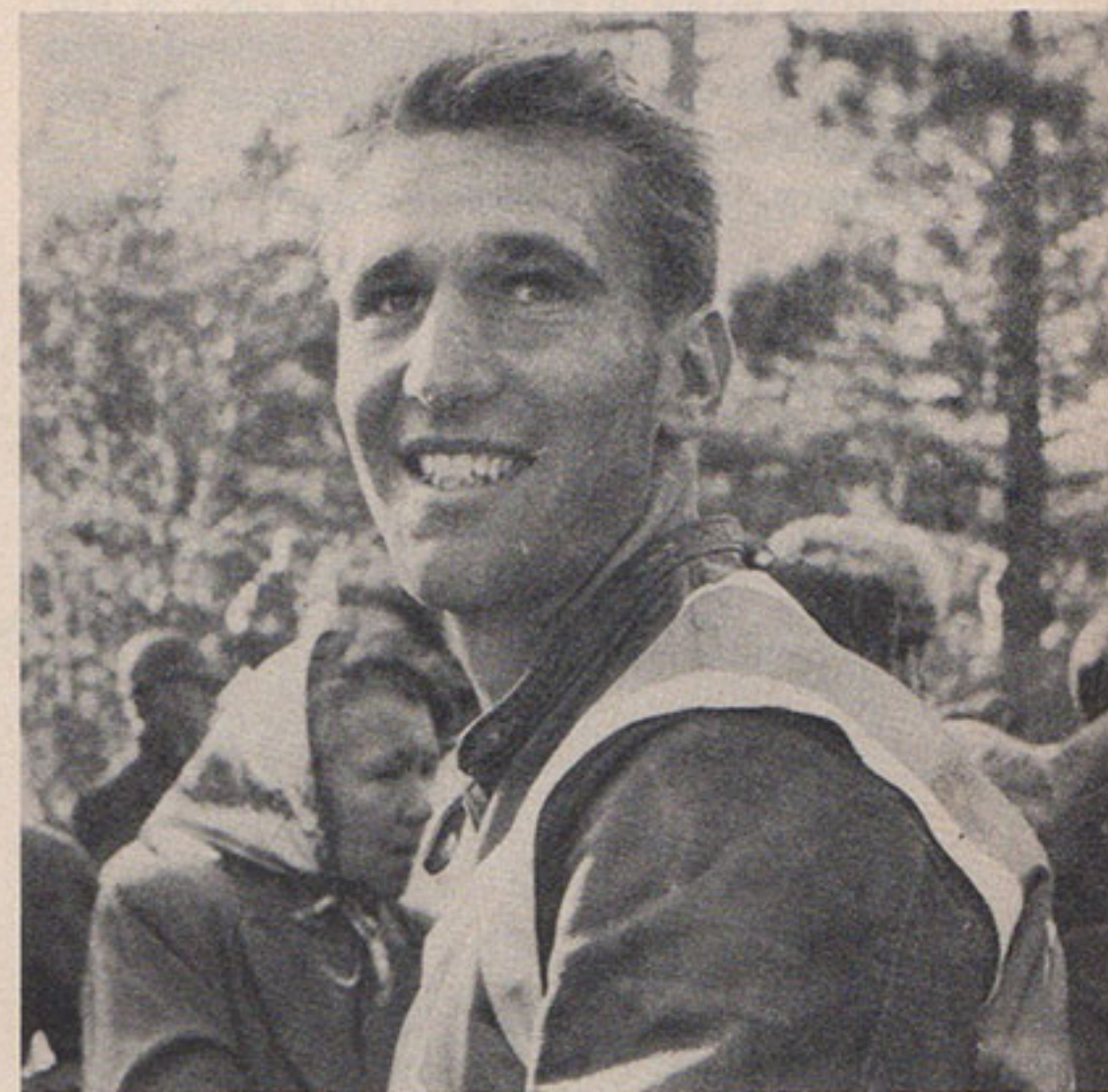
1st 200 Jack Krizman, DKW
Henry Ramirez, Tri.
1st 165 Johnny Smith, Tri.
1st 125 Don Alfred, BSA, DNF
1st 250 Moe Griffin, Zundapp
1st over 55" Don Smith, H-D, DNF, Missed check 4
1st dist 36 Bob Chaves, San Jose
851 entries, 145 finishers, 29 no start



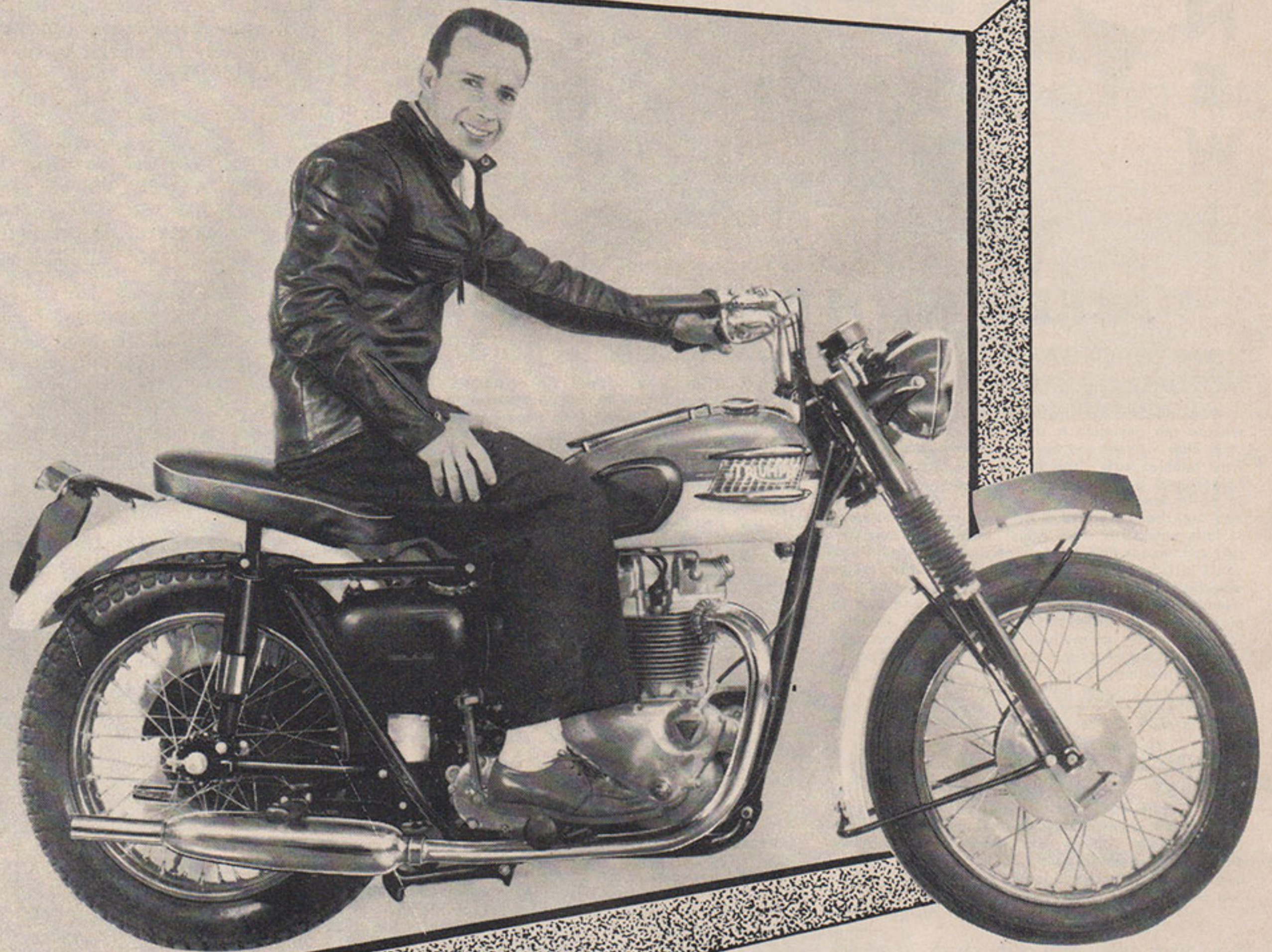
Jack Krizman doesn't look at all tired after winning the 200 cc class on his DKW.

MAKES	ENTERED	FINISHED
AJS	81	8
Ariel	27	5
Bartali	3	0
BSA	138	29
Ceccato	6	0
DKW	14	5
DMW	1	0
Dot	32	3
Ducati	1	0
Francis Barnett	5	0
Gilera	1	0
H-D	22	2
Indian	51	2
James	8	0
Jawa	2	0
Maico	24	2
Matchless	80	12
MM	1	0
Mondial	1	0
Moto Guzzi	1	0
Mustang	1	0
MV Agusta	2	0
Norton	4	2
NSU	6	0
Parilla	3	0
Puch	1	0
Sun	6	0
Triumph	267	57
Velocette	15	6
Villiers	1	0
Zundapp	30	1

CLASS	START	FINISH
125 cc	18	0
165 cc	7	1
200 cc	134	11
250 cc	61	3
350 cc	53	12
500 cc	275	34
Open	295	72
Over 55"	8	1



The face of victory, Roger White after his Big Bear win.



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Subtitled "A Motorcycle Code of Conduct for Better Public Relations" this pamphlet describes the problem of public disapproval that motorcyclists face and tells what cyclists can do about it. Without preaching or blaming, "Manners for Motorcyclists" discusses a number of ways that riders can win the respect of the public. Illustrated. Postpaid .50c

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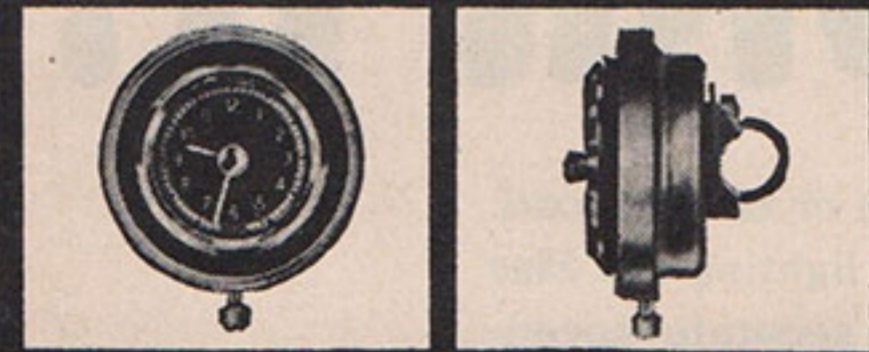
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MAIL POUCH

CONTINUED

at present a TR 5, supporting and competing in trials over here. We call our bikes bogwheels and the trials "mudplugs", with such expressions as "flat in 2" and "dropping the plot" as all parts of the jargon.

Anyone who wishes can write to me on any matters of interest to the "Grand Sport of Motorcycling".

Alec E. Smith
12 Lewin Rd., East Sheen
London S.W. 14, England

Glad to know an Englishman likes CYCLE so well. We are sending some TEACH-A-RIDER folders and WORLD-WIDE CYCLE CLUB membership blanks. —Ed.

Dear Mr. Clymer,

First off I'd like to say I admire you and your work. You have probably done more than you know for our wonderful sport of cycling.

I am in the Air Force stationed in sunny Georgia. At present I have a '57 H-D Sportster, and I am satisfied with it.

I like to soak up all I can about our sport. Please send me your free book catalog.

A/1c Donald D. Juska
Moody AFB, Georgia

Floyd Clymer,

I notice the emblem for the Worldwide Cycle Club looks like Sputnik. How come?

A. A. Kincheloe
St. Louis, Mo.

The Worldwide Cycle Club emblem was designed by Vaughn Oswalt, a former Clymer Publications employee now with the Chrysler Corporation in Detroit. Vaughn drew this design more than a year ago. The first decals using the design were made by Palm Bros. of Cincinnati in September 1957, and the pocket secretary booklets were purchased in July 1957 from Amsterdam Co. in Amsterdam, N.Y. Therefore, WCC design and production was from two months to a year ahead of sputnik. If anything, the Russians copied us.—Clymer.

Dear Mr. Clymer,

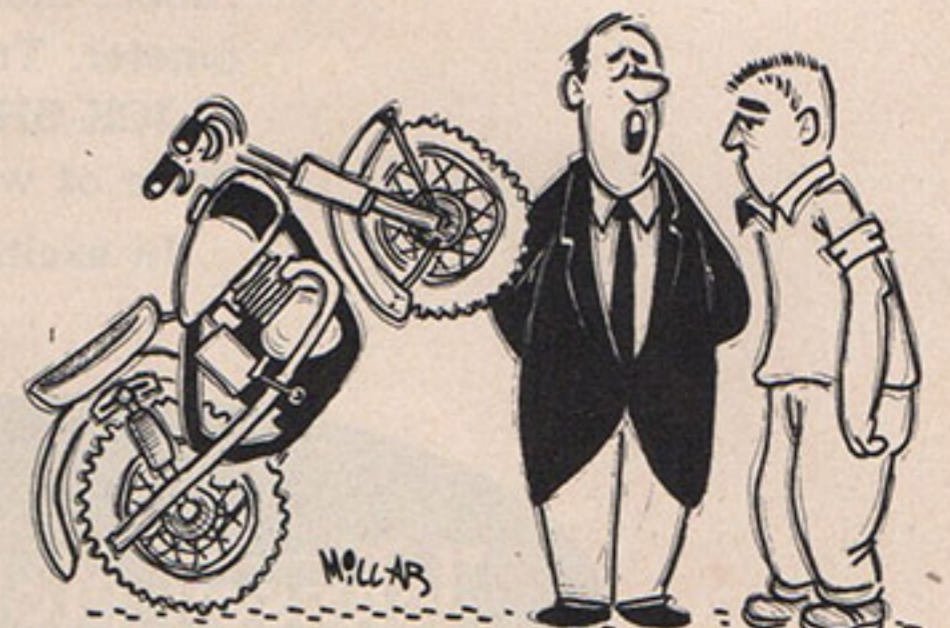
The WCC is the best thing that ever happened for the motorcycle and scooter owner.

If it does anything at all to better public relations for the sport, it will be an improvement over what we have had in the past.

B. E. Smithers
New York City

Editor, CYCLE Magazine—

It wasn't until a couple of months ago that I started to admire motorcycles. Now I am going to purchase a new one. Lots of guys here have motorcycles that I have admired, and that was probably the thing that
(Continued on page 11)



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MAIL POUCH

started me liking motorcycles. It wasn't long ago that I learned about your magazine. I have been a regular reader ever since.

Enclosed find my money order for a subscription to CYCLE and for a copy of your new booklet "How to Ride a Motorcycle". As a new but interested beginner in cycling I feel that your booklet will help me a lot.

Kenneth W. Hanssek
 Guam, M.I.

Dear Floyd,

I am enclosing the five bucks for the membership in the Worldwide Cycle Club. As you probably know, I have Life-Membership #1A in the AMA. I was the first one in the country to get an AMA Life Membership. At the time I received this Life Membership you may recall there was no AMA. It was then the M. & A. T. A.

Ray E. Garner,
 Portland, Oregon

Due to your long association with the motorcycle industry, we are flattered to have such a distinguished member so early after the formation of WCC. We can't quite match your Life Membership number in the AMA, but you do have No. 6 in WCC.

I certainly do recall the days before AMA when Motorcycle and Allied Trades Association took over after the old F.A.M. (Federation of American Motorcyclists) disbanded—Clymer.

Editor, CYCLE Magazine

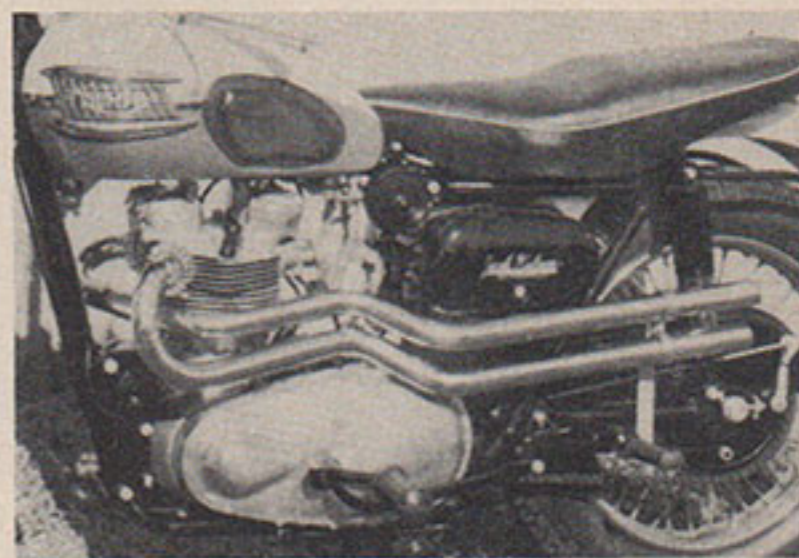
I've been readying your mag for a long time now, and comparing CYCLE to the "bike books" I get here in Europe, yours comes out on top. I am the proud owner of

(Continued on page 18)

CONTINUED



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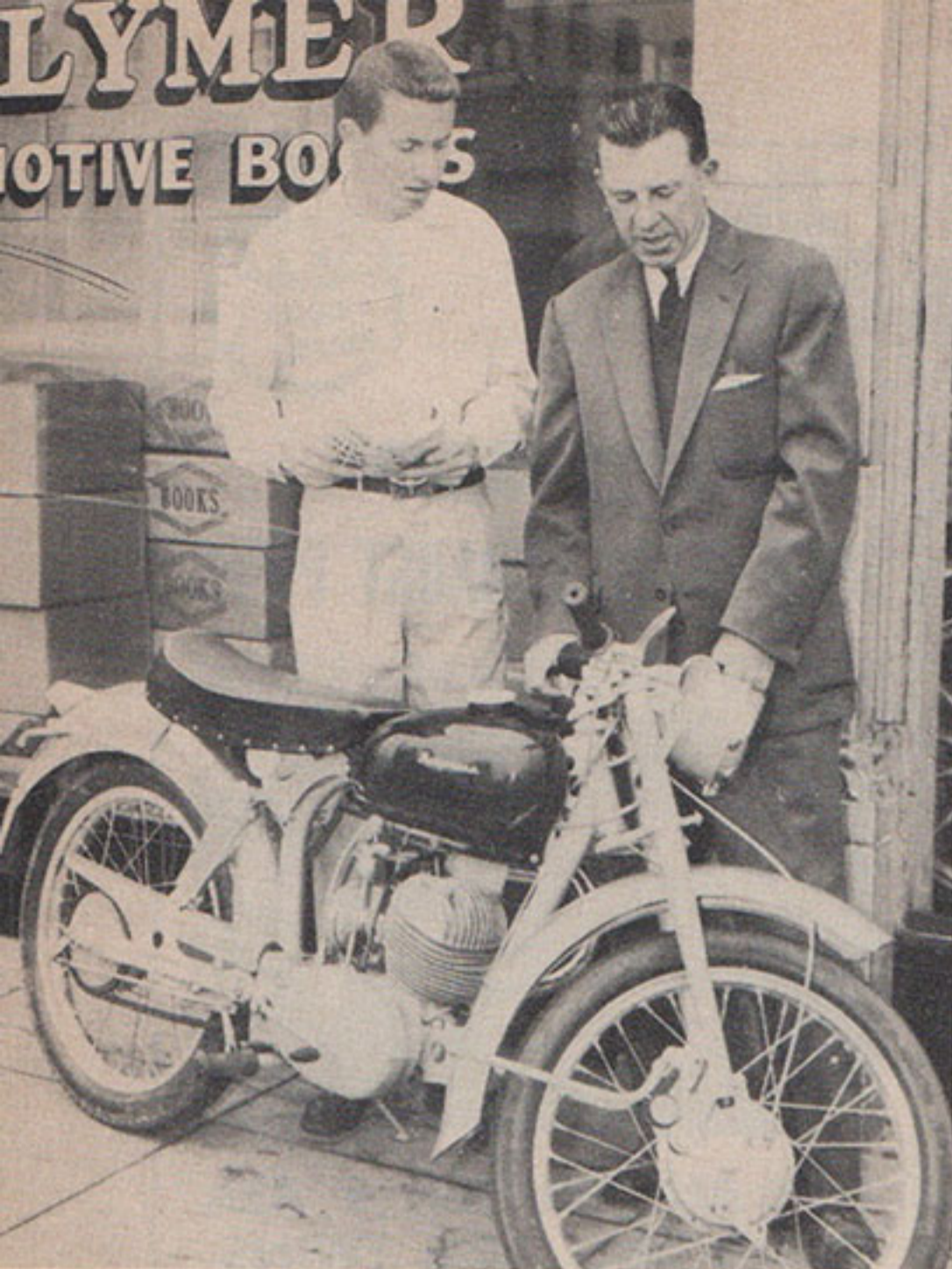
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C-10



Leonard R. Bergdahl, right, brother of Husqvarna Sales Coordinator H. O. Bergdahl, looks over the Silver Arrow along with CYCLE Editor Jack Snyder.



Above: Snyder wrings out the Silver Arrow's throttle as he puts it through the acceleration tests. Below: Assistant Editor Chuck Clayton soaks his tootsies in a water crossing. Test bike took several dunkings, never drowned out.



Swedish Star...

Testers find Silver Arrow Light and Lively

Latest in list of Swedish imports that has included Greta Garbo, Ingrid Bergman, and Anita Ekberg is a 175 cc two-stroke called the Husqvarna Silver Arrow that is as much a star as those lovely ladies, though in a somewhat different way. While the Husqvarna was performing before our CYCLE cameras we had the chance to observe the way it acts, and we found it, just like any other star, trim, talented, . . . and a bit temperamental.

Assessing these prima donna qualities one by one, we first must deal with the most outstanding of the Husqvarna's qualities: its trimness. This lightweight's Swedish builders spared no effort to make it just that—a lightweight. Light alloy or thin, strong steel has been used in just about every part of the bike. Pounds of metal have been trimmed off wherever possible to do so without sacrificing strength. Even the tools are made of light alloy.

It is easy to see that Husqvarna engineers set high power-to-weight ratio as their primary goal in designing this machine, and they have succeeded admirably well, chaining their 9 hp two-stroke power plant to a 163 lb. cycle. This gives them a favorable (for a small bike) ratio of 18 lbs. per hp. And, with the removal of such extraneous equipment as tools, lights, horn, front fender, and small items the weight can be pared down still more.

If lightness is the keynote in the Silver Arrow, then simplicity is the secondary theme, and the area where simplicity of design shows itself best on this machine is in the front suspension. At first glance one might think that the suspension is held together by rubber bands, but the fact is, the suspension is the rubber bands. Thick strips of rubber form the springing medium for the leading-link fork. The factory is convinced that this system is the best performing shock absorber on the market requiring the least attention. They claim that it performs satisfactorily under the severest conditions. As our tests later proved, this lash-up was more simple than sturdy, but more about that later.

All the parts that usually jut out on other motorcycles are nipped in close to the centerline on the Silver Arrow, making it as slim and smooth as its namesake. The upswept exhaust is tucked under the tank well out of the way of the rider's leg, and the shift and brake pedals are close to the frame. The handlebars on the test machine contribute to this slim appearance, but to nothing else. The bars on the test machine were low, narrow, and virtually

non-adjustable. Your testers were divided in opinion as to whether the bars were uncomfortable. One of us liked them fine, but the other spend much of the test massaging the small of his back and cursing continental riding positions. It all depends on how you are proportioned. American riders prefer higher and longer bars even though Europeans do not.

Ground clearance is high enough to make it over all but the biggest logs and boulders without scraping bottom. Only one item needs a little attention to diminish the dangle, and that is the kickstand. It is a long, ponderous affair with a spring that is supposed to pull it up tightly to the swinging arm, but doesn't. Crashing over the countryside the jiffystand bounced and bobbed like grandpappy's pipe when he's riding the tailgate of the buckboard. It didn't get hung up on anything, but it worried us nevertheless.

This is one star that lacks nothing in the talent department. By that we mean the little beauty performed exceptionally well in most of the roles that we assigned her to.

Cast as a hot contender in lightweight scrambles the Silver Arrow played her role to the hilt, bounding over rough knolls and down rutted gulleys with the unconcerned aplomb of a born master. Only the rubber sprung forks showed up lacking in the rough. They bottomed much too easily for our taste, slamming against the rubber snubbers that had been provided for the purpose and bringing the bike down with a shuddering thud. Handling did not suffer noticeably, though, and even when the forks bashed against their snubbers with all the force of a toppling Sequoia the Silver Arrow held its course straight and true.

The engine put out enough power to cope with any situation on or off the road and it always sounded like it was working away smoothly and completely trouble-free. The exhaust note that comes out of the efficient, attractive muffler is a healthy purr, which changes to a ring-ding putt-putt when allowed to four-stroke at low speeds, and then rises in a gutty roar when the throttle is opened far enough to bring the second slide of the two-stage Bing carburetor into action. This is easily the hottest accelerating 175 two-stroke that we have come in contact with.

The designers thought of everything when they made this engine. The alloy barrel is plated with hard chrome, insuring an extra-long mileage before a rebore is needed. It has a roller bearing big end and double ball bearings

support the crankshaft. The bike fired up every time on only one stab at the left-hand kickstarter, no matter whether the engine was hot or cold. Even on chilly mornings after the oil in the fuel mixture had had plenty of time to settle out in the carburetor, one determined kick brought the engine crackling to life.

Maintenance is a simple task on the Husqvarna engine, and one that should be seldom necessary. The primary is driven by gears instead of a chain, making transmission simultaneous with a change in engine speed and eliminating the hassle of a primary chain. Only one drawback here. There seems to be no

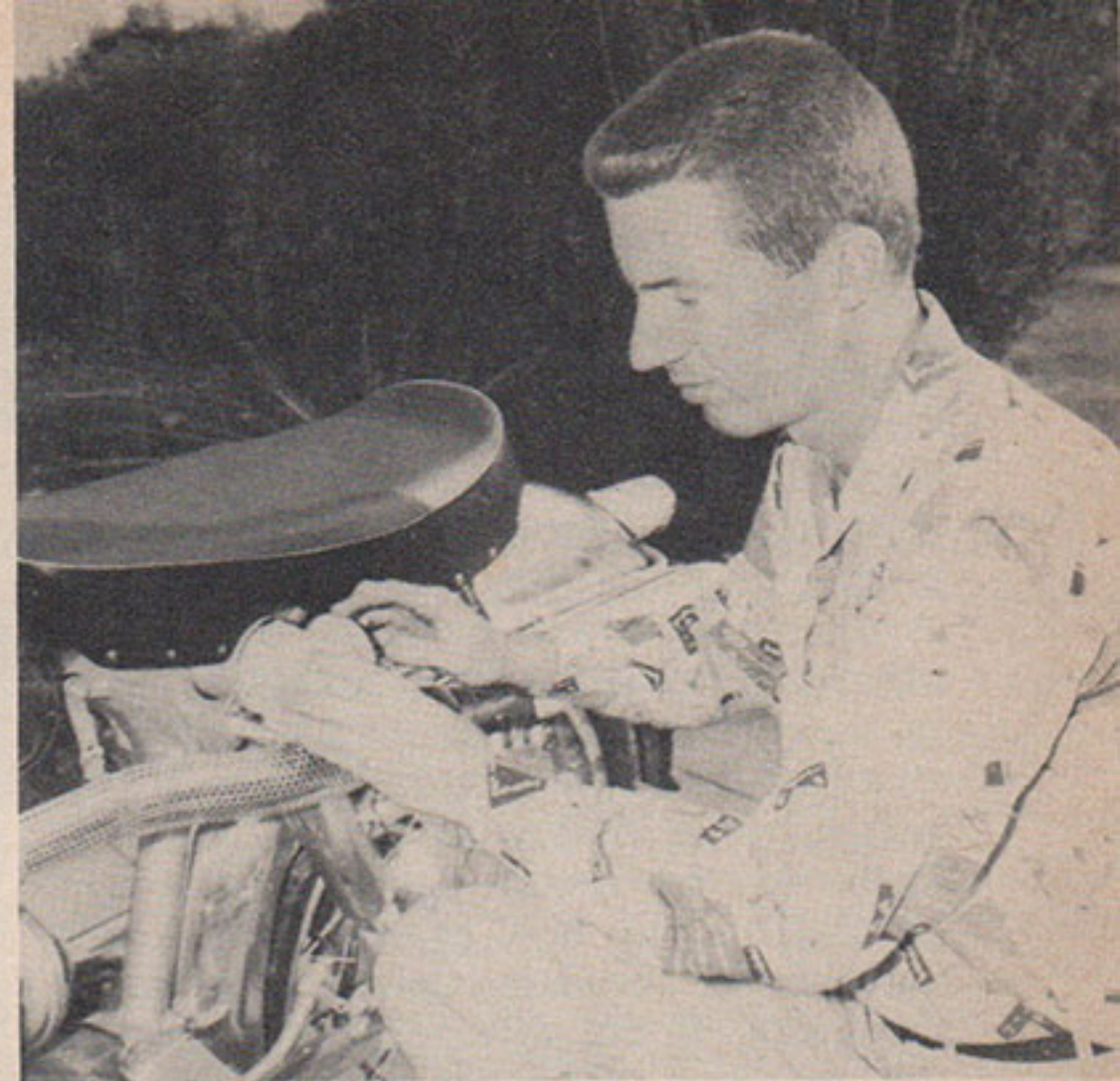
provision for soaking up the shock of the engine when it is running erratically, as two-strokes are prone to do at low rpm, so the bike jerks along just as sputteringly as the engine. This brings us to the third of the Swedish star's traits—its temperament.

In off the road competition where we only wanted to go faster and so we kept the engine wound tight all the way the Silver Arrow behaved like a champ. The engine purred smoothly without missing a beat and all we had to do was hang on for dear life and listen to the forks bottom. The same held true on high-speed freeway travel. The Silver Arrow ran quite comfortably in the fastest lane and could hold speeds of 55-60 mph for hours.

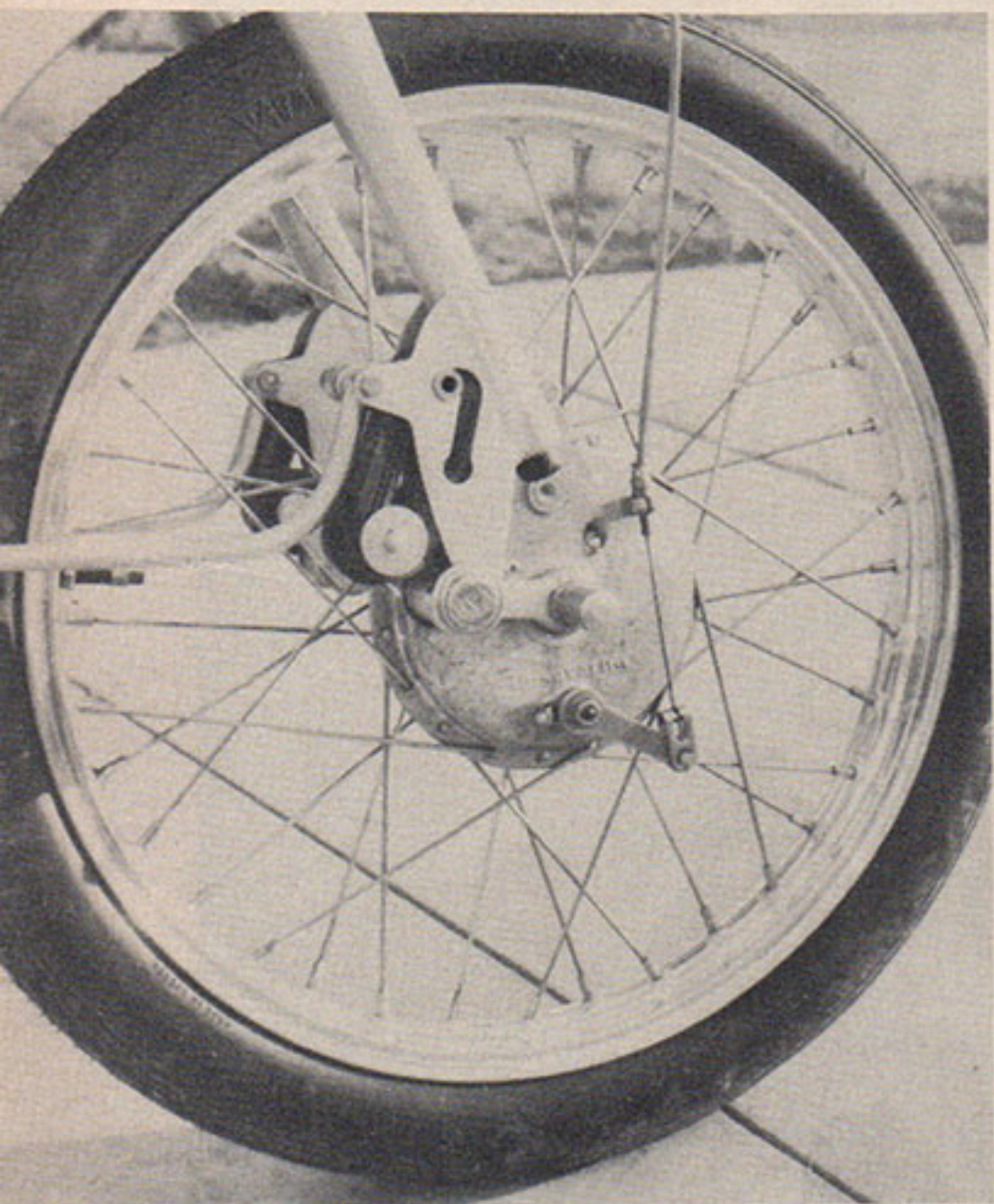
But in slow traffic it was quadruped of a different hue. The engine seemed to want to run only at its own speed and, like any prima donna, would not be made to do as its master wanted. Like all two-strokes, unless the engine was constantly under load or running at high rpm, which required much playing with the wide ratio gearbox, the bike would stutter and buck like a spirited thoroughbred rebelling at having to pull a beer wagon.

The gearbox is a three speed affair, although the engine could pull a higher gear, and it worked very smoothly. Direction of shift is down for low, up for the rest. Neutral was definite and as easy to engage as an ugly old maid. There is an easy to read indicator mounted over the shift lever on the right side. The lever itself was in an uncomfortable position as far as one tester was concerned, and is virtually non-adjustable. To change its height would have entailed prying the indicator arrow from its shaft (where it had been installed and then the shaft hammered into a mushroom shape to retain it), adjusting the lever, and then hammer-

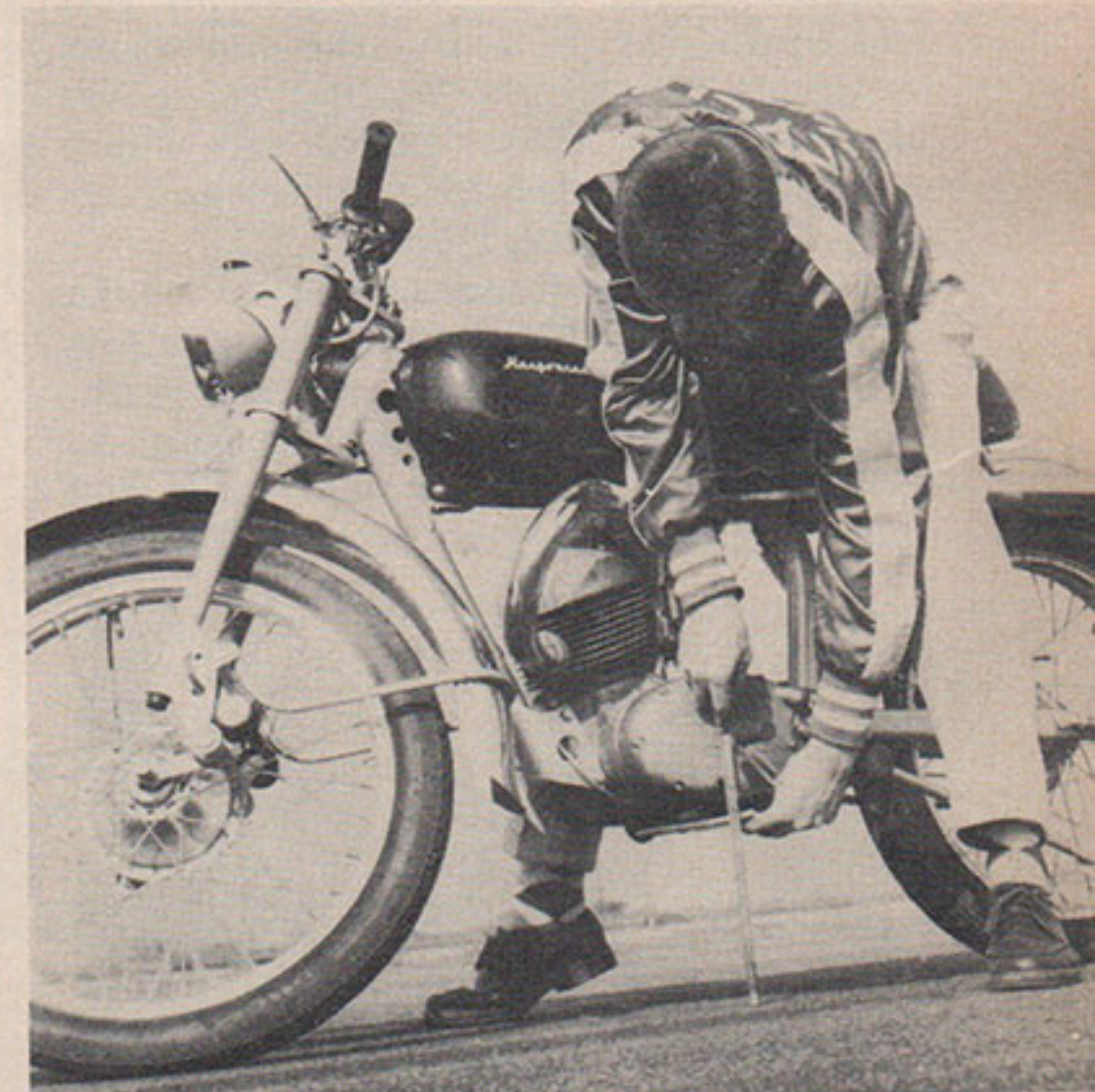
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TUCKAWAY TOOL KIT—Silver Arrow's toolbox is located under dual seat. Here Snyder replaces the tools.



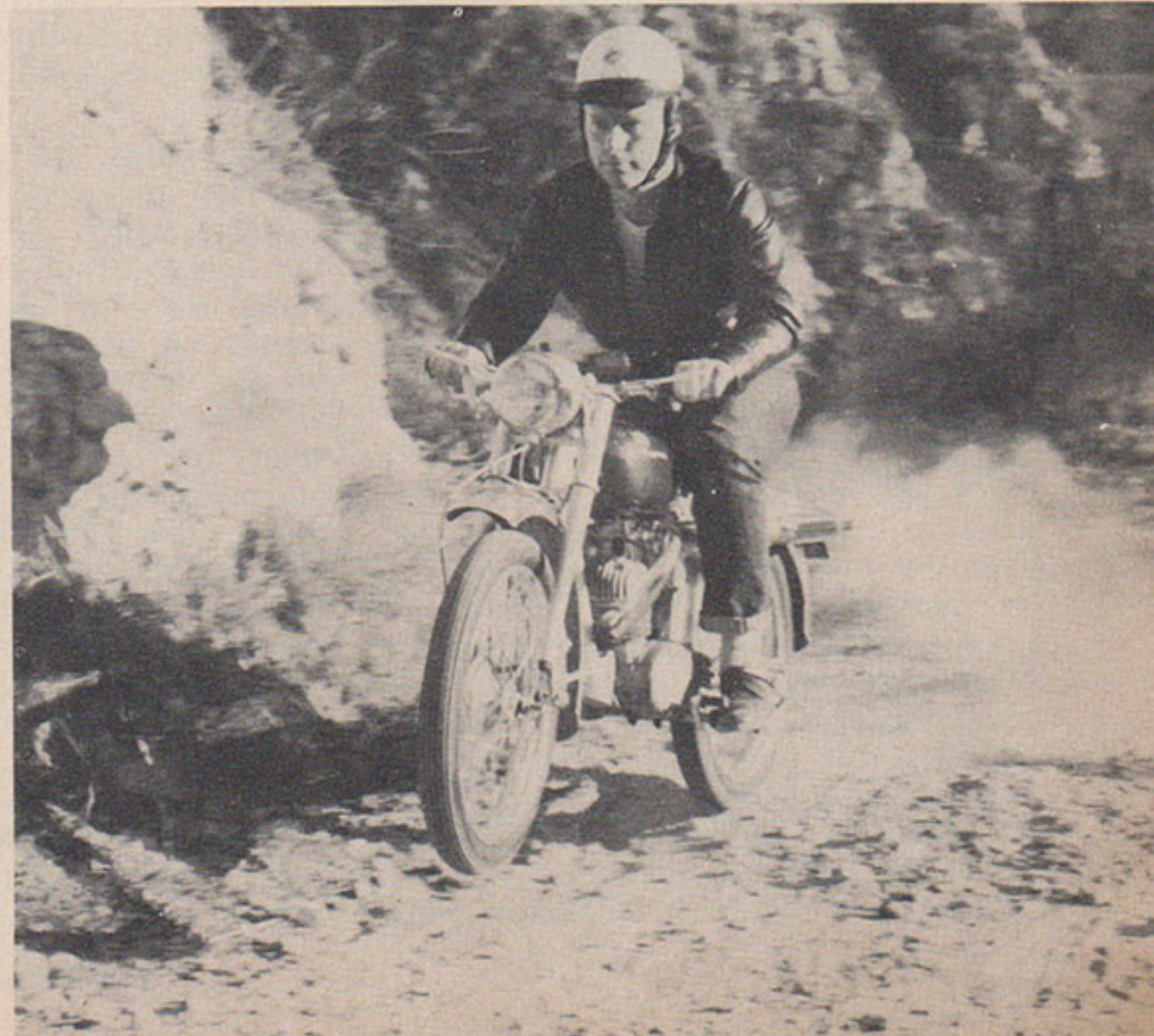
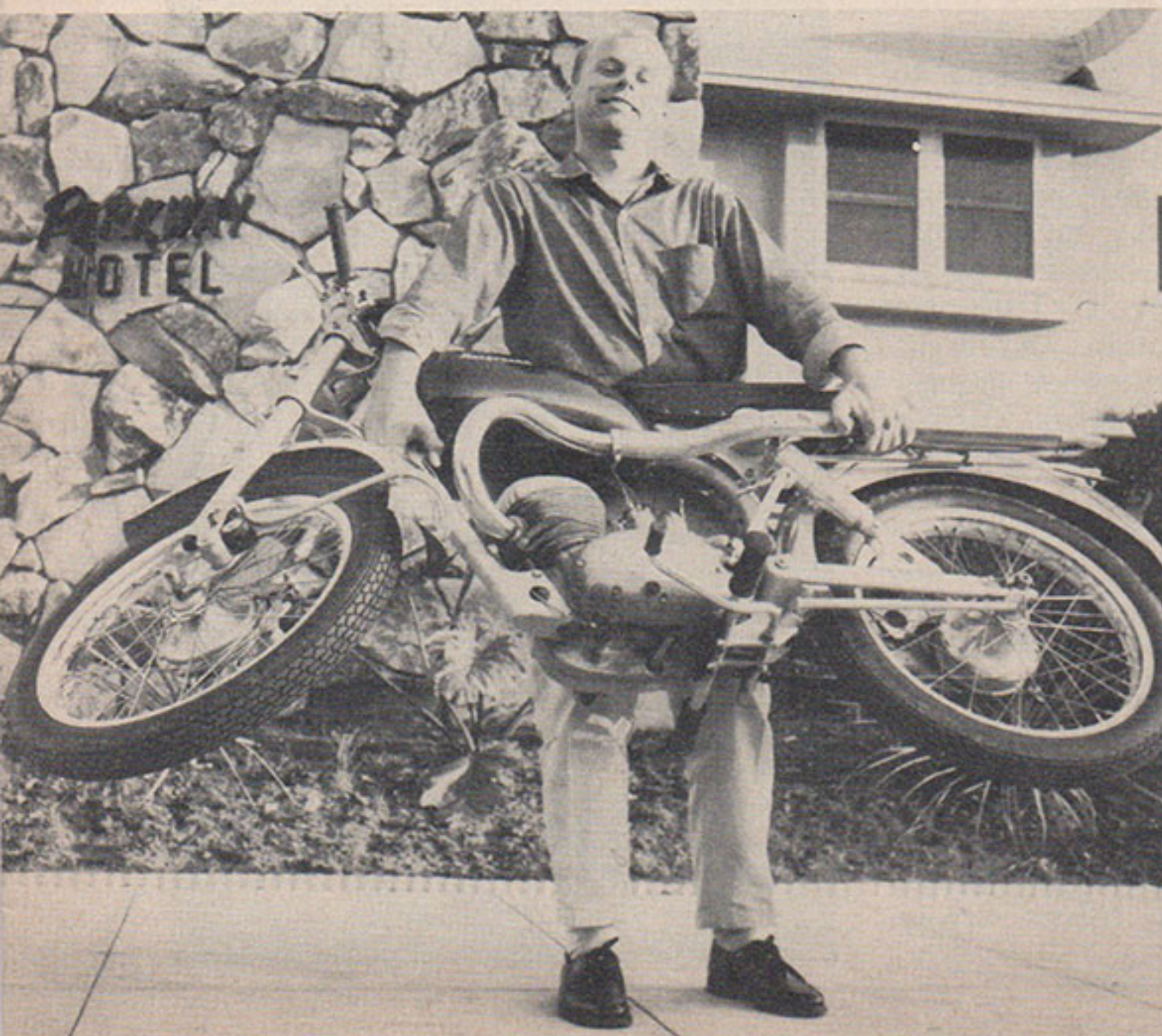
SNAPPY SUSPENSION—Silver Arrow's rubber band forks present no maintenance problem, ride well on smooth surfaces. Front brake worked well in test.



HIGH AND TIDY—Husqvarna's ground clearance, being measured here, is just under 9". Tidy underside of bike has nothing to snag on obstacles.

I GAMBLER A STAMP—Once a 97 pound weakling (at the age of eight), Clayton shows how he impresses people with feats of strength. Really nothing to it when the bike is as light as the Husqvarna.

ROUGH RIDER—Clayton navigates the Silver Arrow up a rough road to test handling, suspension. Handling rated top marks, but the forks showed up lacking in rougher stuff.



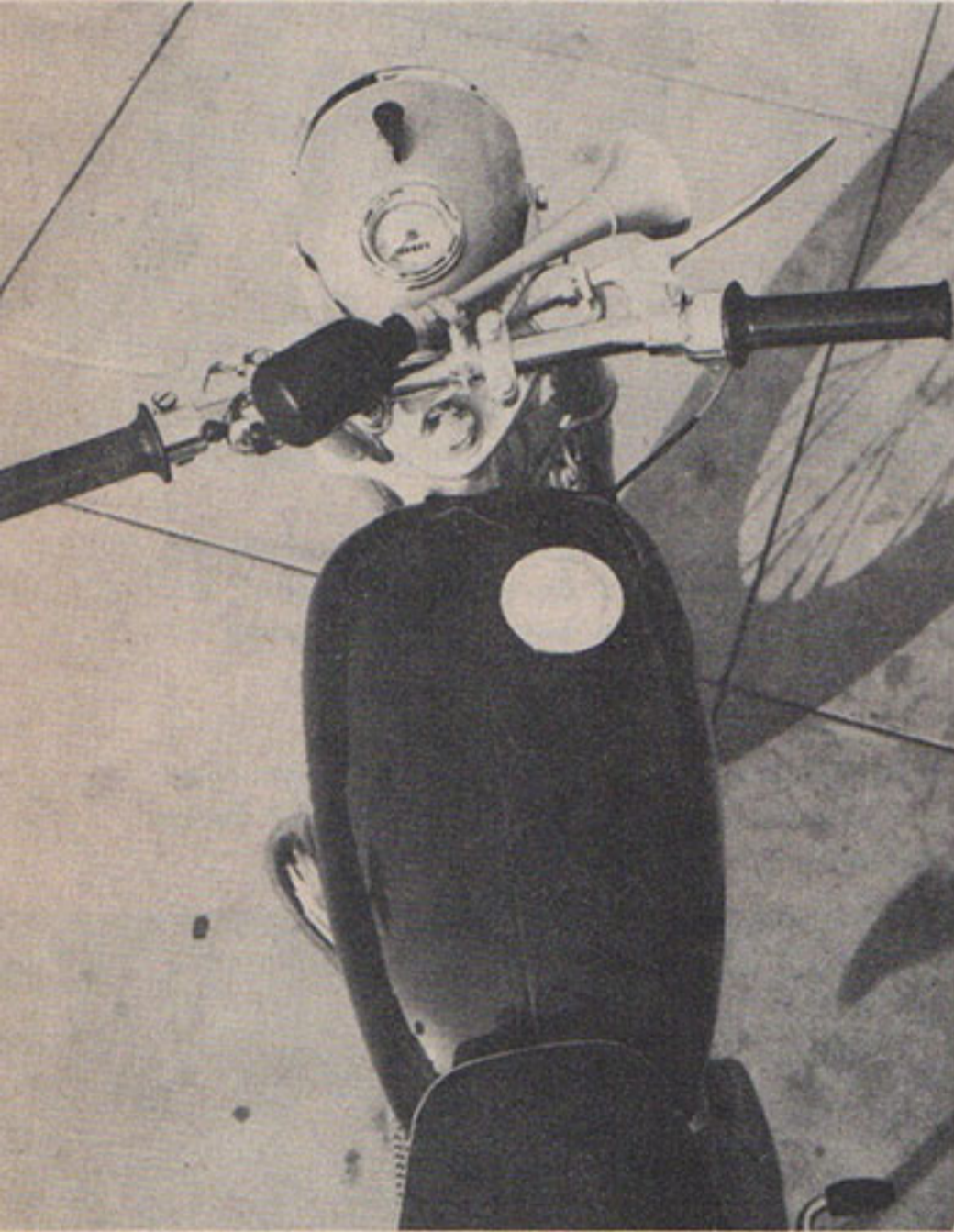
ROAD TEST

CONTINUED

ing the shaft again to hold the indicator. It wasn't worth it. We felt that the indicator would have been much better installed with a screw instead of the un-Swedishlike sledge-hammer assembly.

If this detail bothered us, there were plenty of other features on the Silver Arrow that showed evidence of careful, practical thought. The magnetic plug in the primary case is an example. Instead of a simple drain-plug the Husqvarna has a magnetic one which collects all the metal particles that get ground off any new gearbox and keeps them from abrading the moving parts, thus wear is cut down considerably on this machine. The gas cap is a plastic stopper like a thermos bottle that fits snugly into a rubber grommet in the tank. We unscrewed for about fifteen minutes before we found that all you had to do was pull. But the cap seems to do its job well. Another thing we liked was the robust petrol tap which was leak-free, easy to operate, and included a sediment trap.

The dualseat fitted to the test bike was beautifully fabricated out of alloy, foam rubber and black and red leatherette. It was much more pleasant to look at than to sit on, however. It had about the same degree of comfort as a



VIEW FROM THE BRIDGE—The stubby handlebars fitted to the test bike made the cable adjusters on the clip-on control levers come to a stop against the fork crown when we tried to adjust them. Wider bars will probably be fitted to import models.

bus stop bench. But the excellent ride given by the rear swinging arm and, yes, even the rubber front forks on all but the roughest ground, will keep the Silver Arrow riders from all becoming "dead-end kids."

Under this dualseat is a cylindrical container about the size of a piggybank that serves as a toolbox. The tools and instruction book are adequate.

Tires fitted to the Silver Arrow were

of a narrow road pattern and in the U. S. would have to be swapped for knobbies if any serious rough racing were contemplated. The wheels have no security lugs to keep the tube from creeping, but they are not necessary unless low tire pressures are used.

The machine is equipped with a steering-head lock to discourage thieves, but only the punier ones will be thwarted by this device. The motorcycle is so light that anyone who has had his Wheaties that morning can easily put it under his arm, steering lock and all, and trot off with it.

The Silver Arrow stayed quite oil-free throughout the test, which lasted for several weeks.

The machine's brakes are very good, and are aided by the fact that on such a light motorcycle there is less inertia to overcome before it can be brought to a stop. The brakes are housed in very attractive polished alloy hubs, which are tapered in an eye-pleasing manner. With the entire wheel made of light metal, the bike's unsprung weight (weight not supported by the suspension) is very low, a contributing factor to the Husqvarna's fine handling.

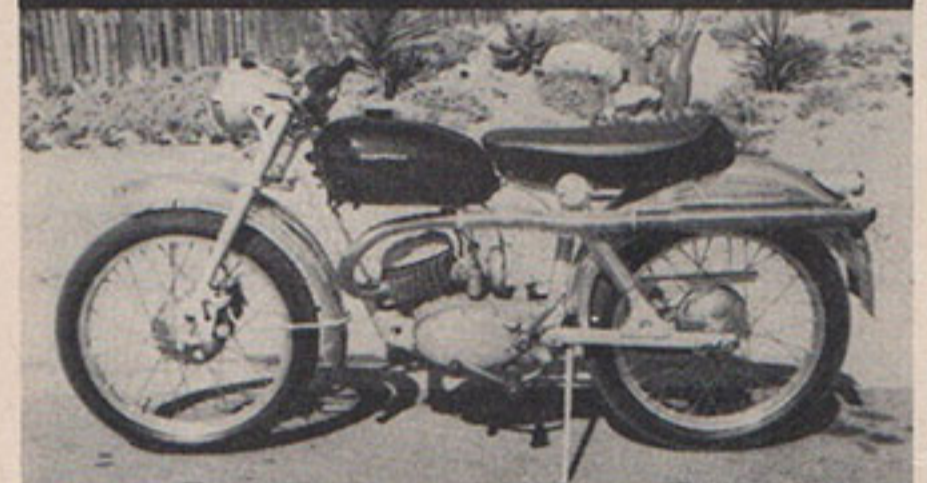
The Silver Arrow could be thrown into turns in a true Isle-of-Manner and it would scoot around holding the road as steadily as a white line. One of the pleasantest feelings connected with a small, light machine such as this one is the feeling that the bike is an extension of yourself, and never have we experienced this feeling more than with the Husqvarna. Riding down the road the hands could be removed from the bars and the bike steered by the slightest movement of the rider's body. You only had to wish it around a curve and it would obey. In fact, handling in turns was so good that there was no warning until the limit of adhesion had been reached, then the wheels would scudd out from under and we found ourselves with a handful of motorcycle trying its best to drop us on the pavement. We always managed to right ourselves before this happened, so it is not only a very road-worthy motorcycle, it is a forgiving one and fascinating to ride.

The lights are run directly off the flywheel magneto with no intervening battery, which of course means that the lights do not burn when the motor slows down to idling speed. This presented no problem, though. At night we merely held the throttle open slightly at stop signs and the lights burned safely on. There is no brake light and no provision for installing one, even though this is required by law in many states. Since the machine tested was the first one in the United States, we are assured by Husqvarna's American Sales Coordinator, H. O. Bergdahl that all of these technicalities like legal equipment, handlebars, speedo calibration and riding position will be modified to suit American tastes and needs.

It didn't take us many miles to become convinced that the Silver Arrow

was a unique motorcycle that was well-suited for 175 cc competition, and the more miles that passed under its alloy wheels the more we were convinced of this fact. Its strong points are that it is light, powerful, uncomplicated, and just plain fun to ride. Its weak points are its soft forks, neglect of certain details and its temperamental inflexibility. But as we have said, the Silver Arrow is a prima donna, and like all prima donnas, she is entitled to her eccentricities as long as she gives a good performance where it counts. And on that score, we think the Silver Arrow stands a good chance of being the "leading lady" in whatever role she is assigned.

HUSQVARNA SILVER ARROW



PERFORMANCE SUMMARY

TOP SPEED:

Third Gear.....65.88

ACCELERATION:

Tenth Mile..... 9.42

Quarter Mile..... 21.5

BRAKING DISTANCE:

(From 25 mph)

Both Brakes.....13' 9"

WEIGHT:

As Shown in Photos.....163 lbs.

GASOLINE MILEAGE:

Average68 mpg

SPECIFICATIONS

ENGINE: Husqvarna 175 cc 2-stroke with loop scavenging. Nine hp at 6,000 rpm. Aluminum alloy cylinder barrel with hard chromeplated bore. Removable aluminum alloy head. Double oil-lubricated ball bearings on crankshaft, roller bearing on con-rod. Double Bing carburetor. Flywheel magneto ignition.

GEARBOX: Integral with engine. Three speeds plus neutral. Ratios: 1:18.3; 1:10.2; 1:7.

FRAME: Chrome-moly steel tubular cradle-type. Redesigned Husqvarna link-action, rubber-sprung forks. Lock built into steering head. Swinging arm rear suspension with teledraulic damping.

HUBS: Aluminum alloy TT design. Concave taper on outside. SKF ball bearings. 5½" by ¾" brakes front and rear.

WHEELS: Polished aluminum alloy rims fitted with Trelleborg 2.75 x 19" front, 3.00 x 19" rear, both 2-ply.

FINISH: Red metallic tank and silver enamel frame, forks and small parts. Polished alloy fenders, hubs. Chromed exhaust pipe, handlebars.

MANUFACTURER: Husqvarna Vapenfabriks Aktiebolag, Husqvarna, Sweden. Test machine supplied by H. O. Bergdahl. Chrysler Bldg., 405 Lexington Ave., New York City.

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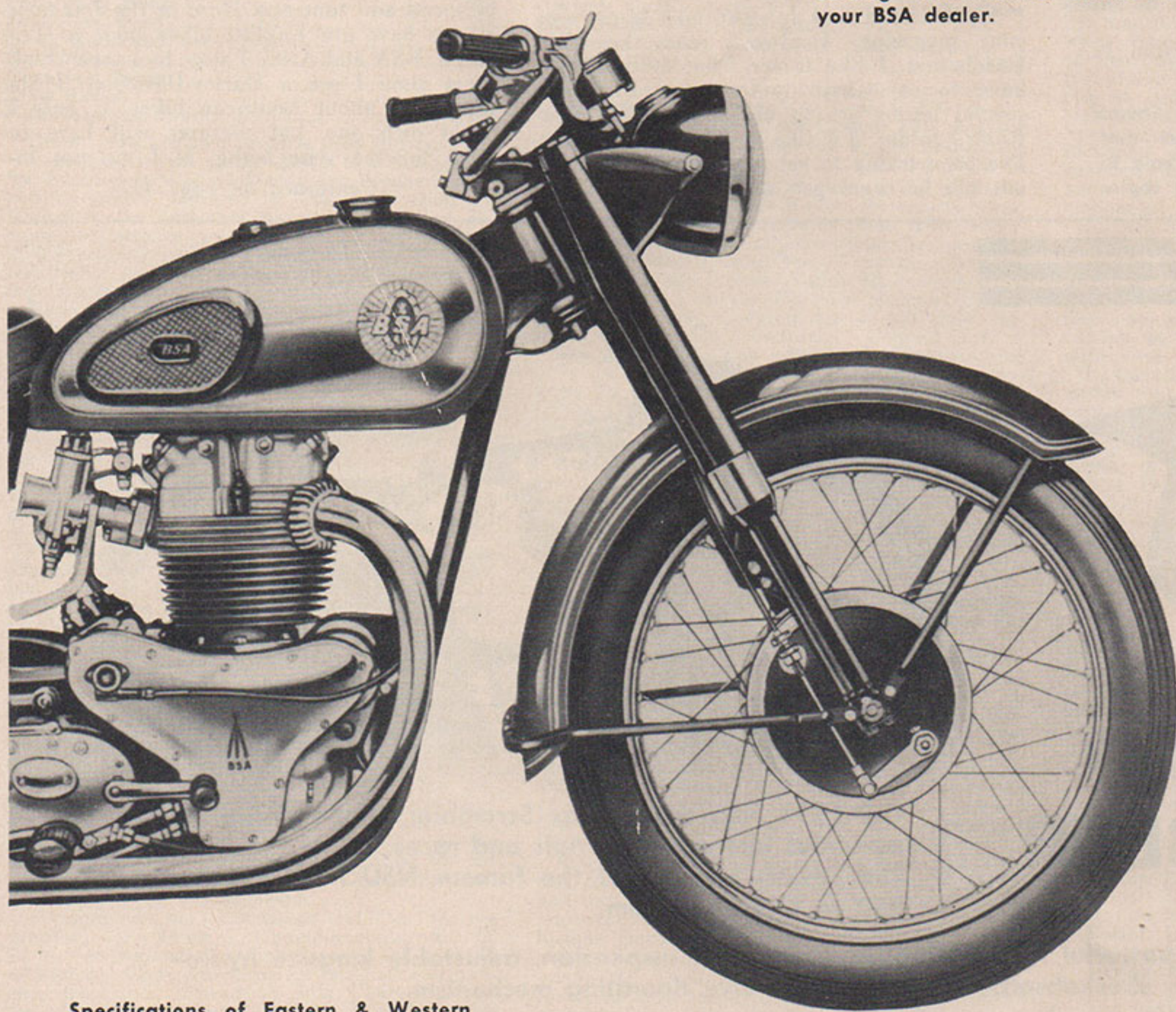
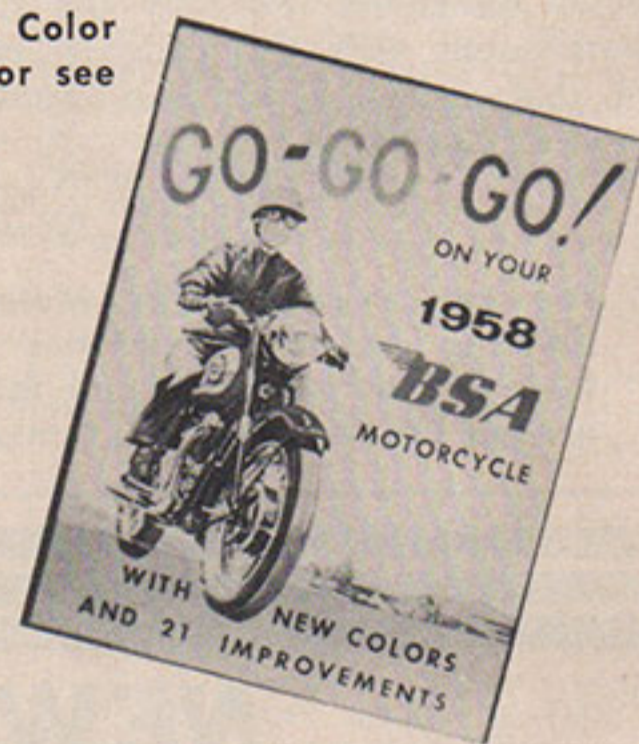
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MAIL POUCH

CONTINUED

an R-69 BMW at present. When I get back across the pond I want to buy a hot scrambler. I didn't know for sure what I wanted until I got the January issue of CYCLE. Tell you what made up my mind: 40 inchers. What beautiful work . . . I read the road test of the Matchless scrambler three or four times, and I am really set on this. Either a Matchless or an AJay is what I've got to have. Please send me price list, catalogues, and/or addresses of dealers in Michigan. Is it possible to obtain a competition license as a member of the Worldwide Cycle Club?

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Michigan dealers, please write Cpl. White. Sorry, the WCC has no competition licenses.—Ed.

Editor, CYCLE Magazine

Please renew my subscription. I have been reading your excellent magazine for over seven years and have copies of all issues back to its inception in April, 1950.

Your folder "How to Teach a New Rider" certainly fills a need of the beginning rider. I think an article elaborating on the training methods shown in your article on the Los Angeles Motorcycle Police in the Oct. 1957 issue would be of interest to more experienced riders. Possibly the L. A. Police Department sells the training manual used for this course. I, for one, would be interested in purchasing one.

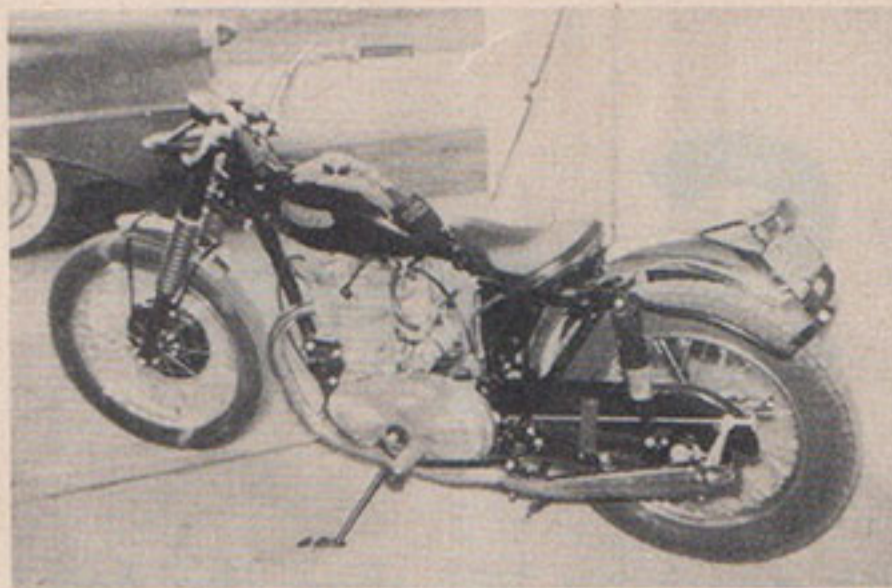
Mike McNaughton Jr.
DePere, Wisc.

The Los Angeles Police Motor Squad training department informs us that their official manual is not for sale to private parties. They do furnish copies

to similar enforcement agencies for use in their training programs, however.—Ed.

Editor, CYCLE Magazine

Enclosed is a snapshot of my Triumph TR-6. I customized it with chrome fenders,



a sports tank, and dual carburetors. I have ridden motorcycles for the past ten years and this is the fifteenth bike I have owned.

I have also been a reader of CYCLE for many years and think it is the best magazine of its kind.

Cisco Ciardi
Sayre, Penn.

Secretary, WCC

Congratulations and good luck. It's about time.

Frank Chaputa
Middletown, Ohio

Editor, CYCLE Magazine

My husband and I never miss a copy of your magazine. I always read the Mail Pouch first. I like to see what other people have to say about motorcycles. I've seen several letters asking about your "Teach-a-Rider" folder. I'd like to have one myself. I've been trying to get my husband to teach me, but he never gets around to it.

Right now my husband rides a Triumph TR 6, but it's too heavy for me, I'd like a Tiger Cub.

I've been criticized very much by my friends and relatives for wanting to ride a bike, but I feel that it's a sport for both sexes and all ages.

Mrs. Vernon Williams
Gardena, Calif.

Dear Sirs:

I believe this Worldwide Cycle Club idea is the best thing that has happened to our motorcycle fraternity. I wish you and all concerned every success.

I am the owner of Meridian Motorcycle Company and also President of the Dixie Motorcycle Dealers, Inc., and by talking to the riders and dealers I find that there is a lot of interest in this venture. Enclosed is my check and application for membership, and if there is any help or any work I can do to help make this a success please do not hesitate to call on me.

Also, if there are any application forms available please send some as soon as possible, so I can enlist new members.

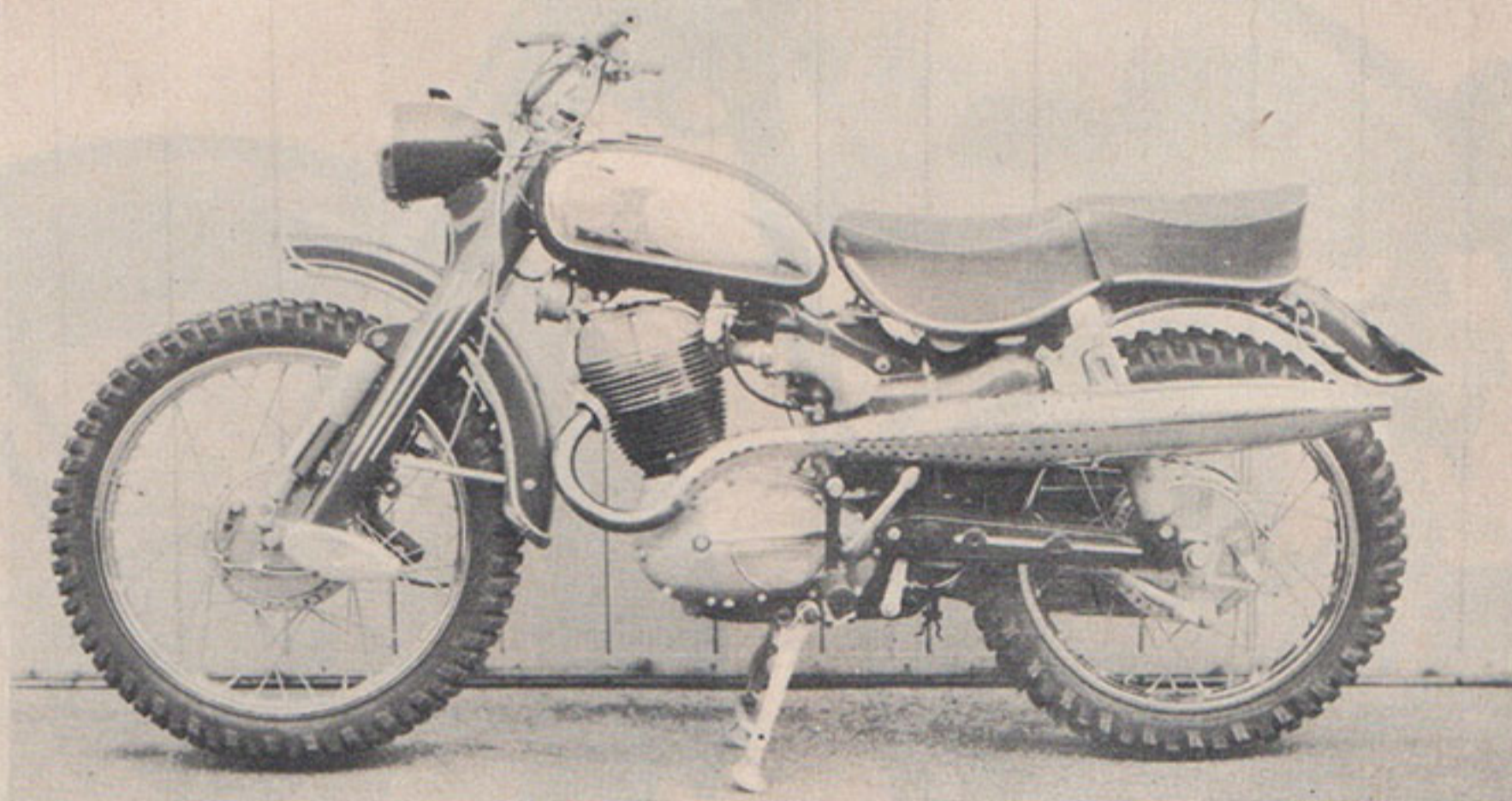
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Editor, CYCLE Magazine

Since ordering the *Modern Motorcycle Mechanics* book a few years back, I did not even write to say I got it. I have been a motorcycle sport fan for years and believe in speed and tune-ups. Here in the Bahamas all we have are English bikes such as Triumph, BSA and Ariel. I stop, look, and think every time I see a Harley-Davidson. I am just crazy about American bikes. If only I could own one, but pictures will have to serve for the time being. If I am not in-

(Continued on page 46)

NEW NSU S-20 SUPER MAX SCRAMBLER



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Excerpts From The AMA Competition Committee Meeting Minutes

On roll call the following members were present:

E. C. Smith	William J. Harley
Jim Davis	Oscar C. Lenz
Leonard Andres	Dudley Perkins
Al Arnold	Reggie Pink
Walt Brown	Earl Robinson
Wayne Browning	James Tagaris
Rabun Chambliss	Billy Temple
John Ciccarelli	Bruce Walters
Frank Cooper	John Esler
Walter Davidson	Trevor Deeley, proxy
Roy Egeberg	Vernon House, proxy
Earl Flanders	Robert Finn, proxy
Walter Fulton	Aub Lebard, proxy
Horace Fritz	James Parker, proxy

Technical Committee members present:
Jim Davis
H. M. Syvertsen
Reggie Pink

Also present from the AMA Central Office:
Jules Horky
Lin Kuchler

Under the first order of business, E. C. Smith was elected Chairman, and Lin Kuchler, Deputy Chairman of the Committee.

Chairman E. C. Smith reported that 3,594 sanctions had been issued for 1957, of which 885 were Scrambles events. Sanction breakdown by events was:

Scrambles	885
Race Meets	177
Short Track "C"	115
Short Track L/W	85
Road Runs	62
Reliability Trials	12
T. T. Races	72
Hill Climbs—A and C	45
Hill Climbs—Sportsman	130
Endurance Runs	312
Reliability Runs	598
C. C. Runs and Races	120
Field Meets	406
Observed Trials	130
Drag Races	160
Miscellaneous Events	285

There were just two protests filed during 1957.

A general report of the A.M.R.M.B.A. showed the number of fatal accidents, for licensed competition riders, reduced to four, but called attention to the fact that an otherwise good accident experience was clouded by an increase in the number of limit case accidents. A financial report will be mailed to each member of the Committee.

Since the average club report does not include any accident report, there is not any accident experience or record of fatalities available for the Sportsmen events.

The Committee was advised that the AMA had been presented with a National Polio Foundation Award of Merit in recognition of the outstanding support of the March of Dimes by the American Motorcycle Association and its members during the 1957 Polio Campaign. Mr. Smith stated that the Association had again pledged to give full support to the 1958 March of Dimes.

The Competition Committee nominated the following A.M.R.M.B.A. Trustees: Dud Perkins, James Parker, Oscar Lenz and Walter Davidson, and they were elected by the Competition Committee.

The Trustees nominated the following officers:
President Jim Davis
Consulting Physician Dr. Frank W. Watson
Secretary D. M. Jenkins
Treasurer E. C. Smith

Their selection was approved by the entire Committee.

H. M. Syvertsen, senior member of the National Technical Committee, announced his plans to retire from the Technical Committee, and was given a standing vote of thanks from the members of the Competition Committee for his many years of service to the Committee and to the sport of motorcycling.

In opening the discussion relative to the granting of National Championships, E. C. Smith recommended an increase in the number of National Championships for one-half and one-mile tracks, 5, 10 and 15 mile Championships for one-half mile tracks, and 20, 25 and 50 mile Championships for one mile tracks. The Committee then discussed the advisability of running a 15 mile race on a one-half mile track, and agreed that the type track and previous track experience must be given thorough consideration when granting a 15 mile National Championships for any one-half mile track.

Dud Perkins MM/Walter Davidson SM, to increase the number of National Championships to three each for one-half mile and 1-mile dirt tracks.

Carried 27 to 0.

The following National Championships were

granted for 1958:

5 MILE DIRT TRACK—1/2 Mile	
Minnesota State Fair, St. Paul, Minnesota	
August 30	\$3,500.00
10 MILE DIRT TRACK—1/2 Mile	
Charity Newsies, Columbus, Ohio	
June 29	\$3,750.00
15 MILE DIRT TRACK—1/2 Mile	
Pittsburgh Racing Assn., Heidelberg, Pa.	
June 15	\$4,000.00
20 MILE DIRT TRACK—Mile Track	
Greater St. Louis Harley-Davidson Dealers	
DuQuoin, Illinois, August 24	\$5,000.00
25 MILE DIRT TRACK—Mile Track	
Ted Smythe, San Jose, California	
July 20	\$6,500.00
50 MILE DIRT TRACK—Mile Track	
Illinois State Fair, Springfield, Ill.	
August 17	\$10,000.00
100 MILE ROAD RACE	
New England Motorcycle Dealers' Assn.	
Laconia, N.H., June 22	\$5,000.00
200 MILE ROAD RACE	
Central Labor Union, Daytona Beach, Fla.	
March 8-9	\$10,000.00
"C" HILL CLIMB	
Modesto Motorcycle Club, Modesto, Calif.	
Sept. 28	\$2,000.00
TOURIST TROPHY RACE	
Peoria Motorcycle Club, Peoria, Illinois	
Sept. 7	\$4,000.00
250 MILE ENDURANCE RUN	
Enduro Riders Association, Columbus, Ohio	
	Trophies
500 MILE ENDURANCE RUN	
Lansing Motorcycle Club, Lansing, Mich.	
Aug. 31 - Sept. 1	Trophies
1958 CROSS COUNTRY RACE	
Four Aces Motorcycle Club, North Hollywood, Calif., March 9	Trophies
1959 CROSS COUNTRY RACE	
Orange County Motorcycle Club, Garden Grove, Calif.	Trophies

There were not any applications received for the National Championship Class A Hill climb. Bruce Walters MM/Frank Cooper SM, to grant a National Championship for a 250 Endurance Run. Carried 27 to 0.

Al Arnold MM/Wayne Browning SM, that the AMA notify the Pioneer Valley Motorcycle Club of Southwick, Massachusetts, that their application for a National Championship Enduro had been considered and the Committee recommended that the Pioneer Valley Motorcycle Club build toward a future 250 mile National Championship before applying for a 500 mile National Championship Enduro. Carried 27 to 0.

The Committee was advised that many clubs have failed to send prompt and complete reports on sanctioned events to the AMA Central Office. Possible means of getting early reports on all events, and especially National Championships, was discussed.

Horace Fritz MM/Al Arnold SM, that the National Championship Cross Country Race be granted to the Four Aces Motorcycle Club of Hollywood, subject to their furnishing complete reports to the AMA Central Office within two weeks after the event has been run. Carried 27 to 0.

Applications for a National Championship Scrambles were tabled until the Committee has established new Scrambles rules.

Minutes of the National Technical Committee meeting held on December 13, 1957, were read at this time.

The report of the National Technical Committee in regard to applications for the approval of motorcycles to be used for Formula "C" Competition, was submitted for consideration, and after a general discussion, the Committee voted to approve all recommendations except the recommendation to reject the application for the approval of the Norton Manx Model 30.

Since the Technical Committee's recommendation for rejection of the Norton Manx Model 30 had not been unanimous, the application for approval of the Norton Manx Model 30 was further discussed.

James Tagaris MM/Leonard Andres SM, to invite Mr. Daru, representing Phillip Phillips, Inc. and Hap Jones, distributors of the Norton motorcycle, to appear before the Competition Committee to present his opinion of the basis on which the Competition Committee should consider the applications of Phillip Phillips, Inc. and Hap Jones for approval of the Norton Manx Model 30 for Formula "C" competition.

After Mr. Daru had finished his presentation and had left the committee meeting room, the Committee reviewed the Technical Committee report and their reasons for rejecting the Norton Manx Model 30 application for approval. That report was read and is as follows: The Model 30 Manx Norton was presented to the Technical Committee for approval. It was rejected by a

vote of five to two, on the basis that there had not been any change in the specifications of this machine since it was presented to the Technical and Competition Committees in 1955, at which time it was not approved because it did not comply with AMA rules under Article III, Section 3-(c).

The Technical Committee offers the following explanation as to why the 1958 Model 30 Manx Norton does not comply with AMA rules governing Formula "C" Competition:

The 1957 AMA Rule Book, Article III, Section 3-(c) states: "The motorcycle to be approved by the National Technical Committee, must be basically the counterpart of a standard production model, fitted with generator and lights, regularly sold for every day use.

The Technical Committee interprets this rule to mean that at the time a model is approved, there must exist a counterpart of this model which is basically the same design (same bore and stroke) and which is currently being built in production quantities and offered for sale to the general public as a standard road machine, fully equipped with generator and lights.

When the Manx Norton model was originally approved for Class C racing (before 1949) it was basically the same as the Norton "International" model then being produced as a road machine, fully equipped with generator and lights and regularly sold for every day use. At that time both the Manx and its counterpart, the "International" model, had single overhead cam engines and the same bore and stroke, 79mm x 100mm.

In 1949 the Model Manx Norton became a "double-knocker" when the overhead valve arrangement was redesigned to incorporate two overhead camshafts instead of the original single overhead cam with rocker arms. This model was entered in the 1950 Daytona Beach race. It was allowed to run because Norton owners stated that it was still "basically the same as the International model", although the 1950 Manx model had double overhead cam valve gear, whereas the "International" road model still retained the single overhead cam design.

In 1955 the Model 30 Manx Norton was presented to the Technical Committee for approval. By that time, however, its basic specifications were quite different from the specifications of the original "International" road model or the Model 30 Manx racer that was allowed to run at Daytona, in 1950. The 1955 Model 30 Manx Norton specifications included a new "over-square" bore and stroke of 86mm x 85.62mm. Also the cylinder and cylinder head castings differed greatly from the equivalent parts of the "International" or 1950 Manx models.

In 1955 the Committees decided that the Manx Model 30 Norton could not be approved for Formula C racing, as Norton has never produced a standard production model, fitted with generator and lights, regularly sold for every day use and built to the same basic specifications as the current Manx Model 30 Norton with bore and stroke of 86mm x 85.62mm.

It was the opinion of the Competition Committee that the Manx Model 30 was in the same category as the BMW RS-500 and the Matchless G-45 and neither one of these motorcycles had ever been approved by the Technical Committee or by the Competition Committee.

Dud Perkins MM/Reggie Pink SM, that the Competition Committee reject the application for approval of the Norton Manx Model 30 on the basis of information included in the recommendation of the Technical Committee to reject the Norton Manx Model 30.

Vote by secret ballot: Motion carried 19 to 8.

After the Committee voted to reject the Norton Manx Model 30 application for approval, Earl Flanders asked: "Has Harley-Davidson a regularly catalogued production model K-750cc side valve for 1957-1958?" William Harley replied: "Yes, Harley-Davidson does have a regularly sold catalogued production model K-750cc side valve for 1957-58."

The Committee asked what Norton models were on the AMA approved list for Formula C racing at the present time, and were advised that the following Norton models have been approved:

- Norton ES-2
- Norton 7 Dominator
- Norton International "30"
- Norton International "40"
- Norton Big 4
- Norton 500 T
- Norton Featherbed 88

The next order of business was the consideration of applications for reinstatement into the AMA.

Reginald Mull application for reinstatement into the AMA. Rejected 27 to 0.

Gene Gardner application for reinstatement into the AMA. Rejected 27 to 0.

John P. Lovengreen application for reinstatement approved, subject to payment of \$25.00 fine and one year probation, effective December 14, 1957.

Raymond Milbourn application for reinstatement into the AMA approved, under special

(Continued on page 22)

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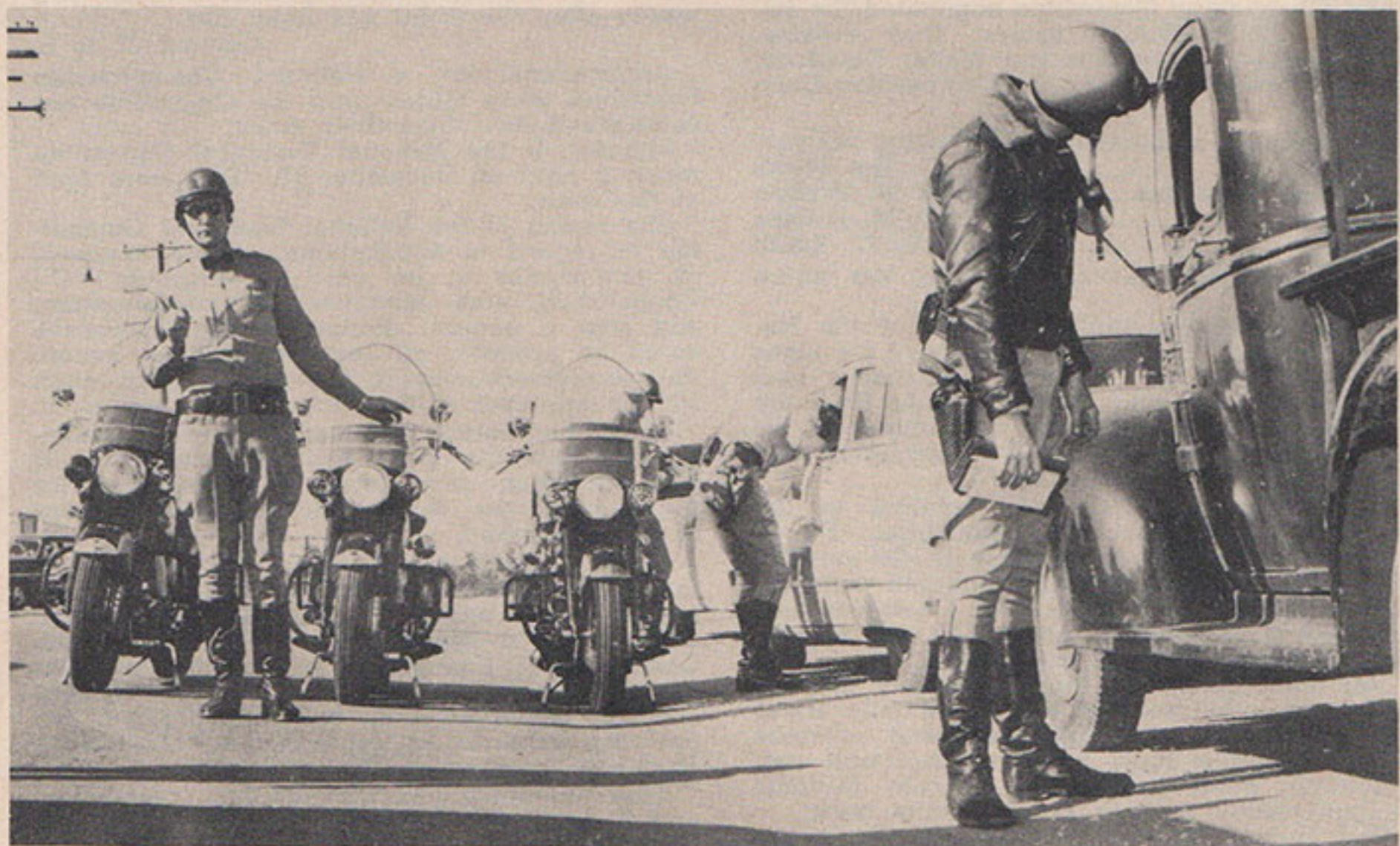
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 136. JACK FITCH, Motorcycle dealer, BROOKSIDE, N. J.
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 138. MEL ALSBURY JR., Winner 1957 Mobilgas Economy Run, Auto dealer, HOLLYWOOD, CALIF.
 139. S. J. MILLER, Wife of Motorcycle dealer PALMERTON, PENN.
 140. WILLARD MILLER, Motorcycle dealer, PALMERTON, PENN.
 141. GARLAN HINMAN JR., Motorcycle enthusiast, BAY CITY, TEXAS
 142. RICHARD L. ROUBAL, Motorcycle enthusiast, MADISON, WISC.
 143. GERALD G. GIVENS, Motorcycle dealer, NORFOLK, VA.
 144. NORRIS WOLFE, Motorcycle enthusiast, SAN FERNANDO, CALIF.
 145. HARRY TRAUTMAN, Motorcycle enthusiast, IMPERIAL, NEB.
 146. J. R. CURTIS, Motorcycle Field Representative, RICHMOND, CALIF.
 147. FRANK B. DAVIS, Motorcycle dealer, PONCA CITY, OKLAHOMA
 148. BRUCE BRISTOL, Motorcycle dealer, HOUSTON, TEXAS
 149. G. C. COFFEE, Old car collector, LAFAYETTE, CALIF.
 150. JOSEPH CARNES, Motorcycle dealer, SUNLAND, CALIF.
 151. VIC COX, Motorcycle Field Representative, DALLAS, TEXAS
 152. J. M. SMITH, Motorcycle accessory dealer, GROVEPORT, OHIO
 153. PETER JAMES FOREST, Motorcycle enthusiast, MANCHESTER, N. H.
 154. LIM SIK TJIN, Motorcycle enthusiast, SOURABAYA, INDONESIA
 155. CHARLEY TIMMERMAN, Motorcycle dealer, ROCK ISLAND, ILL.
 156. ISAAC CARLGREN, Motorcycle enthusiast, EAST ELY, NEVADA
 157. JOHN E. N. HEDIN, Motorcycle enthusiast, LOS ANGELES, CALIF.
 158. WILLIAM SHERMAN, Competition rider, FALLS CHURCH, VA.
 159. HERSCHEL M. BENKERT, Motorcycle enthusiast, CINCINNATI, OHIO
 160. JACK M. DUNPHY, Motorcycle dealer, CINCINNATI, OHIO
 161. ROBERT G. JOHNSON, Motorcycle dealer, ALBUQUERQUE, N. M.
 162. RAY E. GREEN, Motorcycle enthusiast, VICTORVILLE, CALIF.
 163. FRANCIS V. SHACKELFORD, Motorcycle enthusiast, JANESVILLE, WISC.
 164. LLOYD MOWRER, Motorcycle enthusiast, PHOENIXVILLE, PENN.
 165. GENE LINDLEY, Competition rider, RIVERSIDE, CALIF.
 166. THOMAS ALTMAN, Motorcycle enthusiast, HIGHLAND, CALIF.

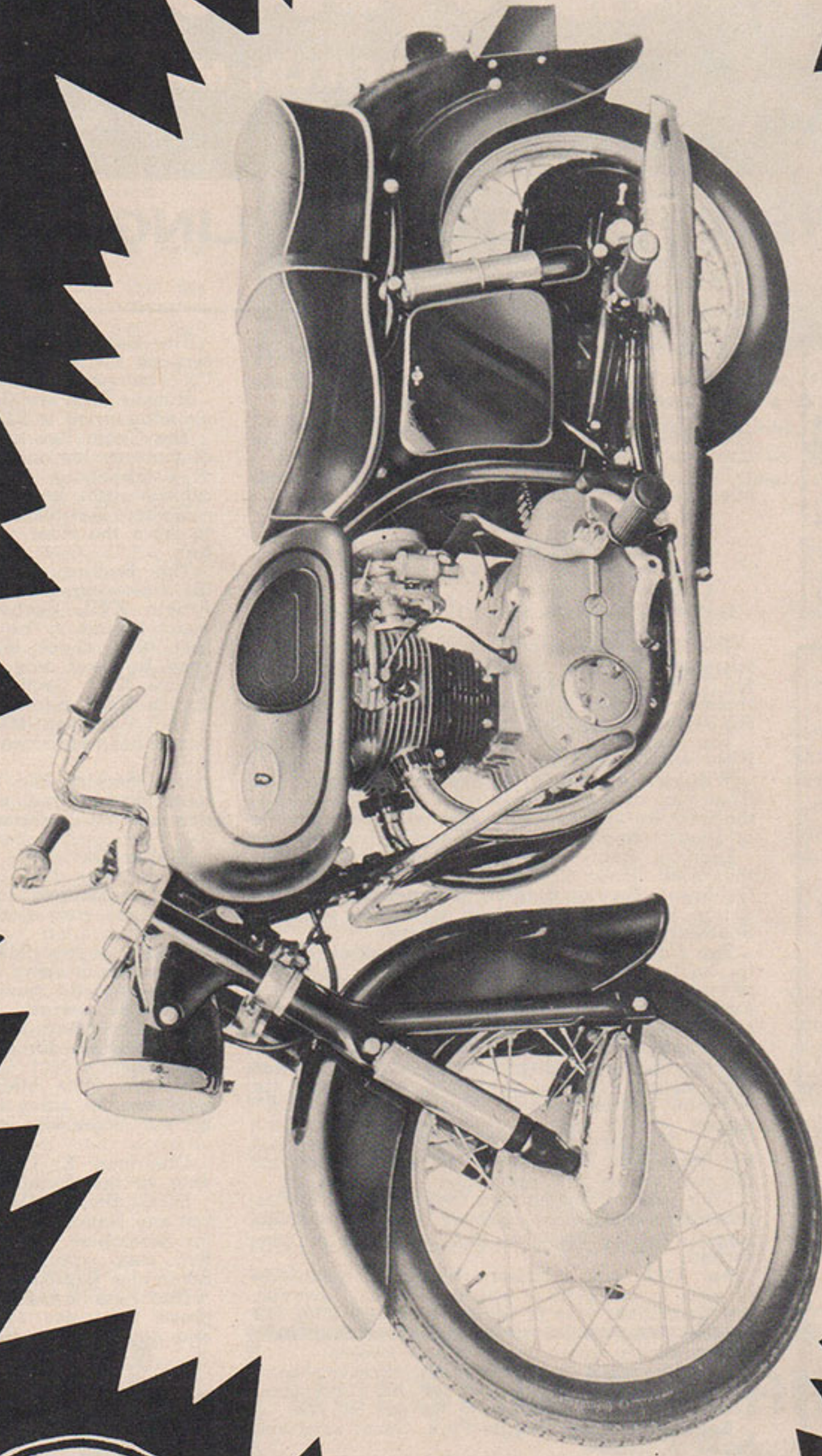
167. BOBBY GROSJEAN, Motorcycle enthusiast, HOUSTON, TEXAS
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170. VINCE R. POTMAN, Motorcycle enthusiast, PATUXENT RIVER, MD.
171. WARREN S. WOLFE, Motorcycle dealer, NORTHAMPTON, PENN.
172. ROBERT K. GILMOUR, Motorcycle enthusiast, QUEBEC, CANADA
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196. EDGAR KAUFFMAN, Motorcycle dealer, CHRISTIANA, PENN.
197. DUDLEY BRATTIN, Motorcycle enthusiast, CHICAGO, ILL.
198. FAY MYERS, Motorcycle dealer, DENVER, COLO.
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200. FRANCIS THOMAS HURD, Motorcycle enthusiast, FELTON, DELAWARE

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AMA MINUTES

CONTINUED

consideration and subject to \$25.00 fine and one year probation.

Eugene Smith application for reinstatement approved, subject to payment of \$25.00 fine and one year probation.

The following AMA members were reinstated, effective immediately:

- Hal Richard Scott
- C. E. Earnhardt
- M. D. Lucchese
- Al Rodgers
- Charles H. Kilgore
- James F. Brown
- Joe Delgado

The Committee approved the reinstatement of fourteen California Road riders who have paid \$10.00 fines with \$40.00 fines suspended. Also, reinstated Blair Burnbaum after having paid \$25.00 fine with \$25.00 fine suspended.

The committee had a general discussion about Road racing program for Southern California.

William Harley MM/Horace Fritz SM, that the Chairman of the Competition Committee be authorized to approve any and all appointments of District Referees. Carried 27 to 0.

Leonard Andres MM/Earl Flanders SM, that the AMA give Cliff Onan, retiring Southern California District Referee, a letter of commendation for an excellent job while he was the Southern California District Referee.

The Committee discussed the possible means for having competition riders notify a promoter of their intention to attend a race. Horace Fritz recommended a closing date for track races over a specific star classification. Reggie Pink suggested that an advance deadline be set for the availability of entry blanks. It was John Esler's opinion that any regulations for advance entries should apply only to "A" riders.

Earl Flanders MM/William Harley SM, that the promoters set the entry requirements for the event they are promoting.

John Esler recommended that the AMA advise promoters how to improve their advertising insofar as the location of the event is concerned.

An AMA girl member requested admission of girls to competitive speed events. However, the Committee was in accord with retaining the present rule which prohibits girl riders from competing in motorcycle speed events.

The Chairman appointed the following committees to formulate rules for the Sportsman events:

Endurance Runs: Reggie Pink, Oscar Lenz and Bruce Walters.

Scrambles: Earl Robinson, Frank Cooper, Walt Fulton and Walt Brown.

Hillclimbs: Roy Egeberg, Al Arnold and Earl Flanders.

Drag Races: Wayne Browning, John Esler and James Tagaris.

William Harley directed attention to the confusing repetition of "A" and "B" classifications which appears on one page of the Rule Book. A general discussion about rider classifications and the two class program resulted in some suggested changes in rider designations.

Walt Brown MM/Frank Cooper SM, that rider classifications be changed to Novice, Amateur and Expert, with the present two class program being retained. Carried 27 to 0.

Reggie Pink MM/Dud Perkins SM, to print separate pamphlets for the rules covering: Drag Races, Scrambles, Sportsman Hillclimbs and Endurance Runs. Carried 27 to 0.

The Committee engaged in a general discussion on the \$1500.00 claiming price for Formula "C" competition motorcycles.

Horace Fritz MM/John Esler SM, to reduce the claiming price to \$1000.00. Defeated 13 to 11.

The Committee discussed the relative weights of motorcycles and riders and the practicability of establishing motorcycle weight limits and rider weight handicaps.

Walter Davidson MM/Wayne Browning SM, to table the rider weight and motorcycle question. Carried 24 to 0.

The Enduro rules Committee recommended the following rule changes:

Article XVII, Section 42—Add: Any checker's watch found to be 20 seconds or more incorrect, that check shall be declared void and shall be used only as an observation check.

Article XVII, Section 36—Delete.

Article XVII, Section 58—Rewrite to clarify.

Earl Robinson MM/Horace Fritz SM, to approve the recommendations of the Enduro Committee. Carried 15 to 0.

Dud Perkins MM/William Harley SM, to eliminate three wheel motorcycles with two wheel drives from Endurance Run competition. Carried 15 to 0.

Walter Davidson MM/Horace Fritz SM, that the effective date for the elimination of three wheel motorcycles with two wheel drives from Endurance runs shall be March 1, 1958. Carried 13 to 4.

Frank Cooper MM/Walter Davidson SM, to set maximum entry fee of \$1.00, including rider admission, and maximum admission of \$1.00 for Scrambles events. If a hardship case, special permission may be requested from the AMA Central Office for additional entry or admission fee. Carried 27 to 0.

Horace Fritz MM/Wayne Browning SM, to approve the rules for Scrambles as submitted by the Scrambles rules committee. Carried 27 to 0.

Chairman E. C. Smith turned the meeting over to the Deputy Chairman.

E. C. Smith MM/Wayne Browning SM, that not any National Championship shall be granted for Scrambles. However, the AMA Central Office may grant Sectional Championships for Scrambles events. Carried 27 to 0.

Dud Perkins MM/Wayne Browning SM, to approve the rules committee suggested changes and additions for the Hare Scrambles rules. Carried 27 to 0.

Rabun Chambless MM/Dud Perkins SM, to approve the sportsman Hillclimb rules committee report and recommendations.

Rabun Chambless MM/Frank Cooper SM, to approve the recommendations made by the Drag Race rules committee. Carried 27 to 0.

Horace Fritz MM/Frank Cooper SM, that the Competition Committee authorize the AMA Central Office to grant a limited number of sanctions for Sportsman Lightweight dirt track races up to and including 1/2 mile tracks. Further stipulate that brakes must be rendered inoperative for this type of event. Carried 27 to 0.

Discussion was opened on the engine classifications to be set up for Lightweight Sportsman events. Because of the variation in the classes being used in different sections of the country, it was deemed advisable to set up two different Lightweight engine classifications so that each sections of the country could select the classification most adaptable to that section of the country.

(Continued on page 23)

AMA MINUTES

CONTINUED

(See Scrambles Rules)

Earl Robinson MM/Wayne Browning SM, to approve the Enduro committee's request for permission to re-edit the Endurance Run section of the Rule Book.

Carried 27 to 0.

James Tagaris MM/Horace Fritz SM, to delete Section 77 of Article XVII.

Carried 21 to 0.

The Competition Committee recommended that rules for Lightweight Road racing be patterned after the approved Scrambles rules, with the events to be scheduled on the basis of the type of equipment and riders entered for the event. In order to set up a Road Race program, it is necessary to have an advance entry closing date. Road race rules should limit the tires used to Road Pattern treads.

Rabun Chambless MM/Al Arnold SM, to approve the recommendations which had been made for the Lightweight Road Race rules.

Carried 21 to 0.

Earl Flanders, reporting on the activities of the Southern California Sports Riders Committee, explained how officers and delegates are elected for the committee. The Sports committee already has plans for an enlarged schedule for 1958, with 81 sanctions already applied for. Earl also stated that there is considerable interest in having a Bonneville Motorcycle Speed week and he asked what steps can be taken to encourage the event.

Reggie Pink MM/Bruce Walters SM, that the Competition Committee appoint a committee consisting of: Earl Flanders, Frank Cooper, Aub LeBard, Leonard Andres and Dud Perkins to investigate the possibilities of having a Bonneville motorcycle speed week. Carried 21 to 0.

Earl Flanders submitted a program for reporting event results to the AMA Central Office and the Committee recommended that report forms be designed to list a contestant's full name, AMA number, make of motorcycle and motor size on all result sheets. The result sheets are to show not less than the first four place winners in an event.

Leonard Andres MM/Bruce Walters SM, to change Article IX, Section 32 to read: Once a rider shifts into a high gear, he cannot shift gears except under a hold position flag.

Wayne Browning MM/Walt Fulton SM, that all safety rules pertaining to track racing should be consolidated for listing under one heading in the Rule Book.

Bruce Walters MM/Reggie Pink SM, to approve the Marathon rules as submitted by Earl Robinson for distribution from the AMA Central Office upon request.

Carried 21 to 0.

Wayne Browning recommended that all first time sanctions for speed events must be accompanied by a recommendation from the District Referee or a member of the Competition Committee.

James Tagaris presented petitions from seven South Dakota motorcycle dealers requesting appointment of an AMA District Referee for the South Dakota district. The Chairman advised Mr. Tagaris that a District Referee would be appointed if an application was received from a qualified person.

Frank Cooper requested that Publicity for, and Promotion of, the Sport of Motorcycling be set upon the agenda for the 1958 Competition Committee meeting.

The Chairman complimented the Competition Committee members on the volume of work that had been completed through their cooperative efforts.

Motion to adjourn was made, seconded and carried to meet at the call of the Chairman.

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Veteran Motorcyclists Join Worldwide Cycle Club



Left to right seated—WCC Secretary Jack Snyder signs up National AMA Referee Jim Davis (center) and Fred Ludlow as members of the Worldwide Cycle Club. Davis and Ludlow, both national racing Champions of the twenties, seem pleased as CYCLE Publisher Clymer (standing) looks on. Snyder delivered the WCC kits including pins, membership certificate, books, decal, and notebook at the same time.

CATALINA ENTRIES CLOSE MARCH 3RD

Entry blanks for the 8th Annual Catalina Grand Prix, to be held on May 3rd and 4th, have been mailed to motorcycle dealers all over the United States. However, riders who want to enter this year's race whose dealers do not have the applications can write to Earl Flanders, 200 W. Walnut, Pasadena, Calif., or call him at RYan 16451. Positively no post entries can be accepted and only entries postmarked prior to midnight, March 3rd will be considered by the acceptance committee. As a record number of entries are expected, all riders are requested to fill out as completely as possible their record of past events that they have competed in on the entry blank so that the committee will be able to accept the riders most qualified to compete in the two events.

For reservations for either air or sea transportation to the island and hotel reservations, contact your local travel agency.

Scooterist Rests After 35,000 Miles

According to a news bulletin from Reuters, Hans Kriegelstein has decided to "rest" in Johannesburg, South Africa for a few months after travelling 35,000 miles by motor scooter during the last three years. Kriegelstein, a 35-year-old Austrian, decided to leave on the trip in August, 1954, "To see Africa while I was still young enough." He passed through Italy, Greece, Syria, Lebanon, Egypt, Somaliland, Kenya and Nyasaland. On his return to Germany, he will marry the girl he left behind.

MIKE CAFFARELLO DIES

One of the great motorcycle racing men of board track days has passed on. Mike A. Caffarello, age 63, died in Chicago on December 26. Prior to World War II he competed in many races. He had a lifelong interest in flying and held commercial license #932, issued in 1921. He also conducted a flying service and established one of the first flying schools in Chicago.

He was the owner of Caffarello Restaurant and Motel across from the Midway Airport in Chicago.

He is survived by his widow, Martha, and ten brothers and sisters.

QUESTIONS & ANSWERS BOOK

New Edition of the

American Motorcycle Service Manual

The 1957 edition of this popular maintenance and repair manual is now available.

This latest edition covers all American-built motorcycles including the new Harley-Davidson KH Models and the new Mustang Colt as well as data on late model American made Indians. This newly revised book is a must for rider, mechanic, and enthusiast—order your copy today.

Postpaid \$2.

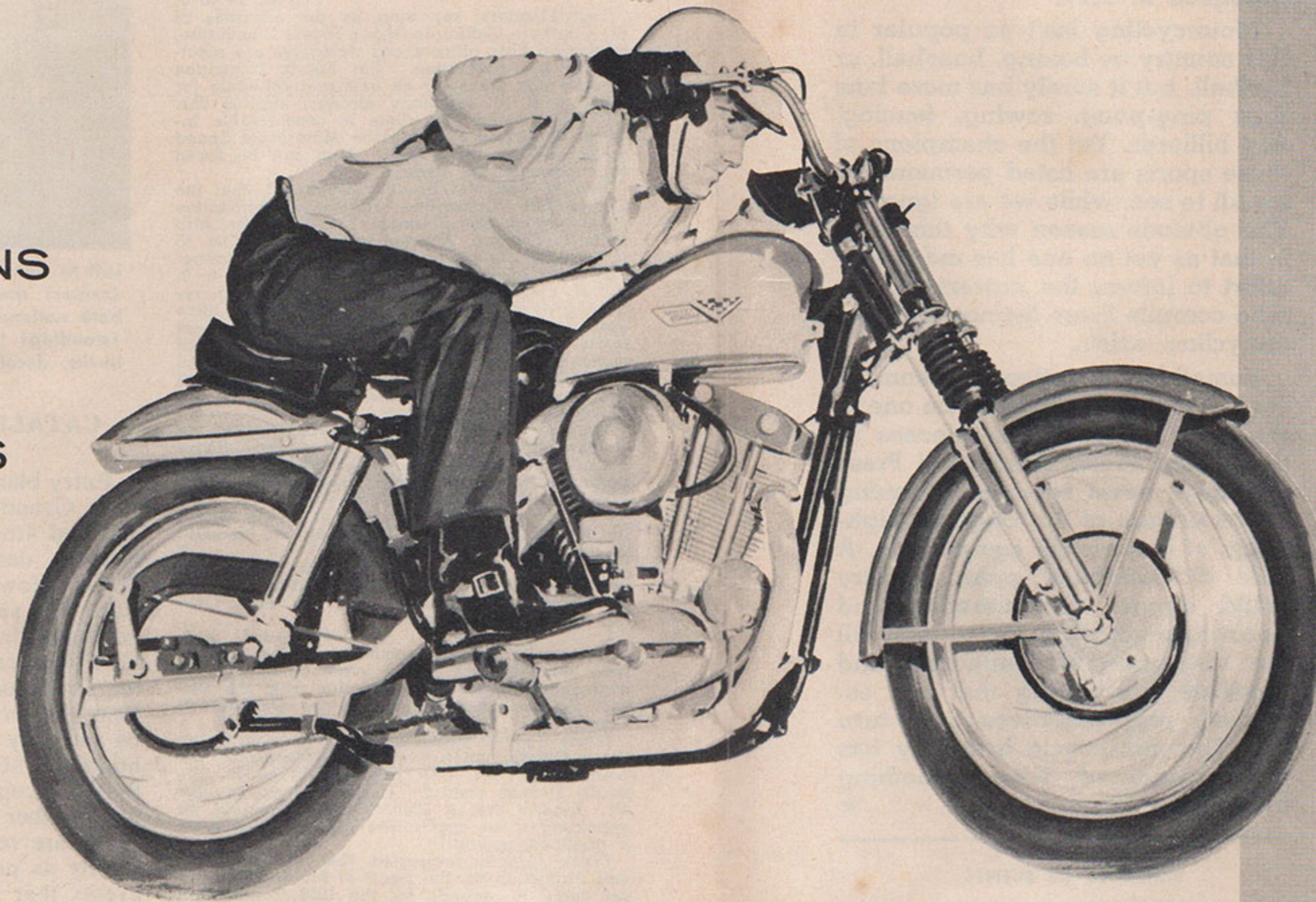
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1268 South Alvarado Street

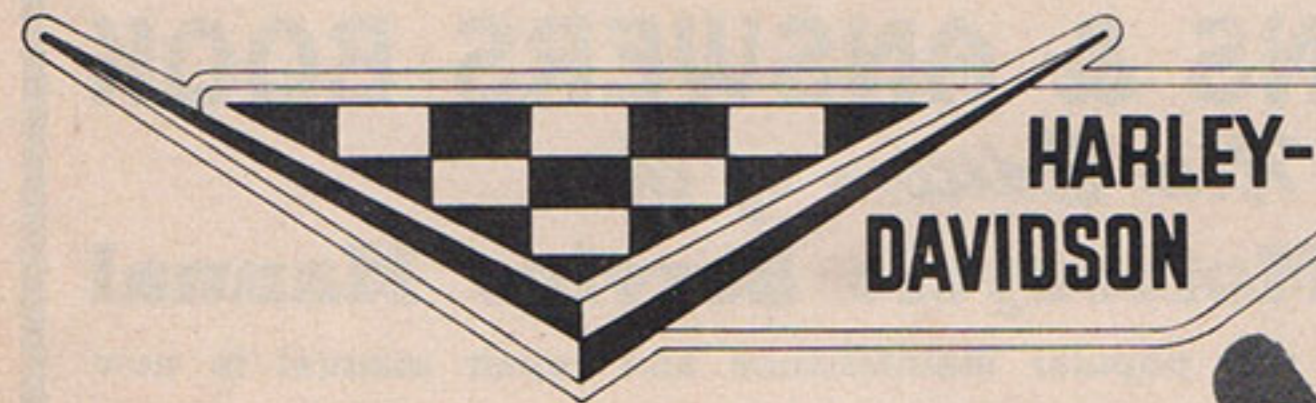
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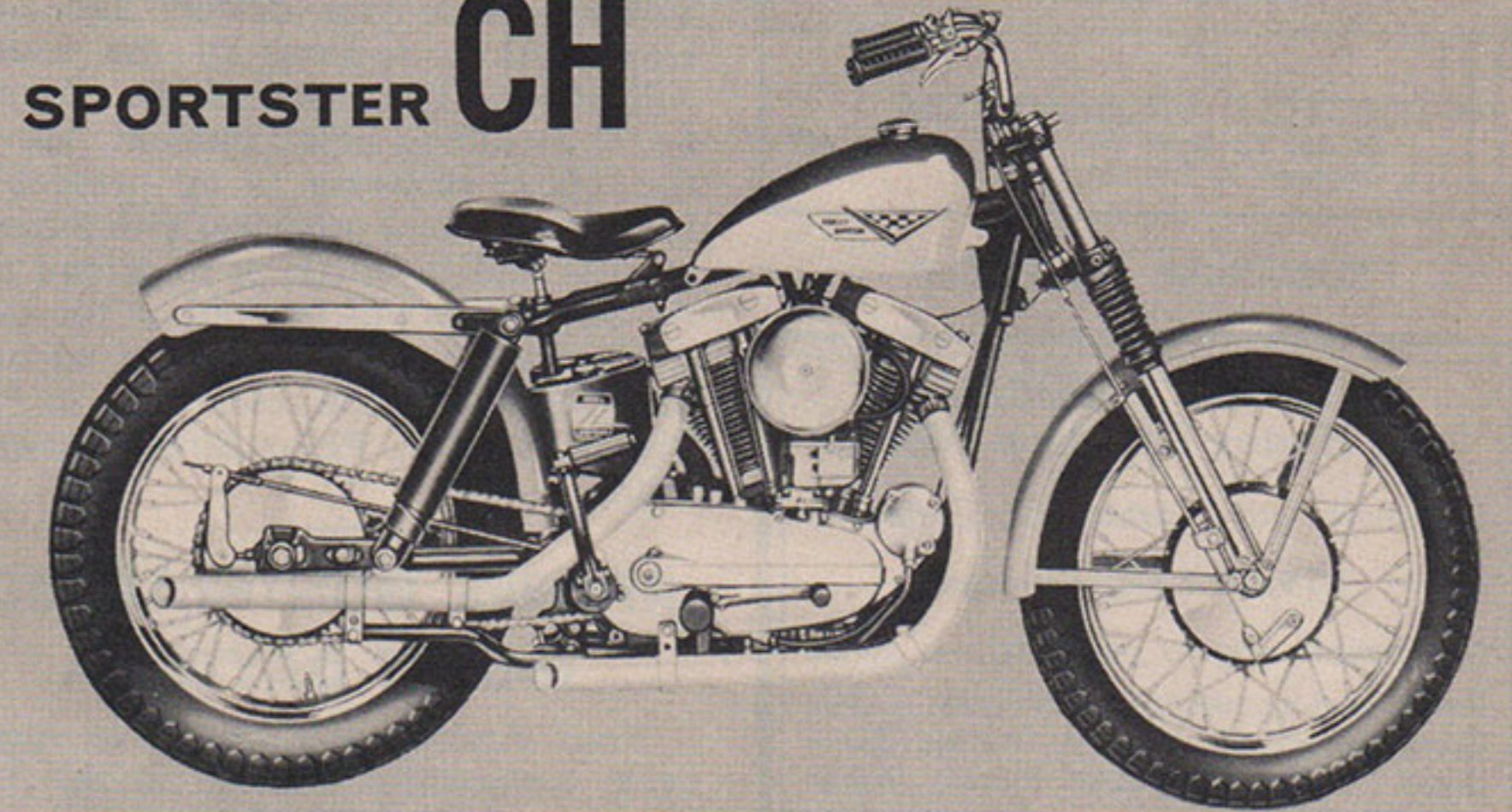


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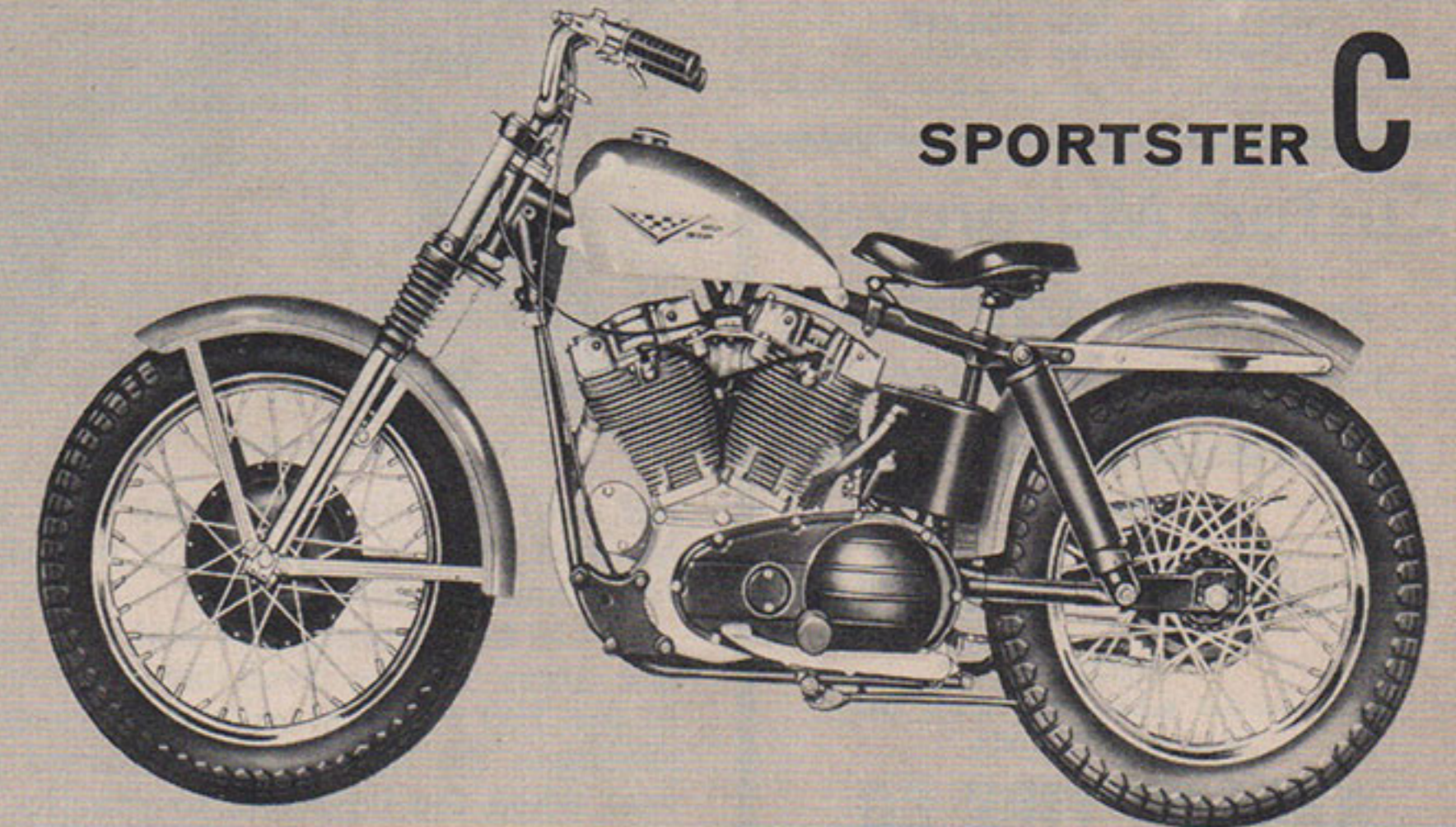
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TRAILBLAZERS BANQUET

MARCH 15TH

The annual banquet of the Motorcycle Trailblazers, an organization founded in 1937 by the late A. F. Van Order for owners of antique motorcycles and enthusiasts who have been riding motorcycles twenty years or more, will be held at the Elk's Club on Park Avenue between Wilshire and Sixth opposite MacArthur Park in Los Angeles on Saturday night, March 15th. Many veteran motorcycle dealers and riders from various sections of the country will attend. The price of the dinner is \$4.00 including entertainment, tax and tip. Those planning to be present are urged to contact other early-day motorcyclists and invite them to attend also. As no tickets will be sold at the door, reservations must be made in advance. Send \$4.00 for each reservation to P. A. Bigsby, 8114 E. Phlox Street, Downey, Calif.

ANDRES, GUNTER TO RIDE H-D AT DAYTONA

Brad Andres will return to motorcycle competition to ride in the 1958 Daytona 200 miler March 9th. Al Gunter, recovered from his injuries sustained at Tulare several months ago will also be on the famous Daytona sand where he gave Joe Leonard such a hot bit of competition last year. The main difference will be that Gunter, once BSA's brightest road race ace, will switch from his familiar Gold Star to a Harley-Davidson for the Daytona classic. Andres, the 1955 Expert win-



Brad Andres

ner, will be riding the same bike that he won with that year and on which Joe Leonard won in 1957.

It has been announced that two practice areas will be available for entries in the 100 and 200 mile road races to eliminate the hassle that occurred last year when the boys had to practice on public highways in violation of the law. Riders must check into AMA headquarters at 260 N. Ridgewood Ave. in Daytona Beach for credentials enabling them to get into these practice areas. Other roads will be rigidly policed, it was warned.

SNUBBED AGAIN!

At the first of every new year the nation's newspapers and many of its magazines publish a list of the professional champions in all types of sporting events. As usual, they listed the athletes who had distinguished themselves in every form of sporting endeavor from acrobatics to skeet-shooting, but nowhere to our knowledge was there a mention of the champions that our own sport, Motorcycling, produced in 1957.

Motorcycling isn't as popular in this country as boxing, baseball, or football, but it surely has more fans than ping-pong, rowing, fencing, and billiards. Yet the champions of those sports are listed permanently for all to see, while we are ignored. The obvious reason why this is so is that as yet no one has made any effort to inform the powers-that-be who compile these listings that motorcycling exists.

Something is rotten in Denmark (or is it Columbus?) when no one in the sport issues news releases to the United Press, Associated Press and local news services informing sports editors of the frequent highlights of motorcycle competition. A little old-fashioned press agency could correct this situation and boost motorcycling more than all the displacement limitations and lopsided rule-writing that our esteemed representatives can turn out. The motorcycle fraternity has long wondered why something hasn't been done. ★

SCHEDULE OF EVENTS

"HANDLEBAR DERBY"

DAYTONA BEACH, FLA.

TUESDAY, MARCH 4TH

Morning—DRAG RACES
Afternoon—LIGHTWEIGHT ROAD RACE
Evening 8:00 P.M.—OPENING OF INTERNATIONAL MOTORCYCLE SHOW—Armory

WEDNESDAY, MARCH 5TH

Morning—SPORTSMAN HILL CLIMB
Afternoon—SCRAMBLES
Evening—ONE STAR SHORT TRACK RACE—Municipal Stadium

THURSDAY, MARCH 6TH

ENDURANCE RUN — WOODED COURSE
Evening—MOTORCYCLE PARADE
FIELD MEET AND CLUB UNIFORM CONTEST—Municipal Stadium

FRIDAY, MARCH 7TH

TIME TRIALS — MEASURED MILE BEACH COURSE
Awards Night—PEABODY AUDITORIUM

SATURDAY, MARCH 8th

DAYTONA "100"—WORLD FAMOUS BEACH AND ROAD COURSE
Evening—FOUR STAR SHORT TRACK RACE—Municipal Stadium

SUNDAY, MARCH 9th

National Championship
DAYTONA "200" — WORLD FAMOUS BEACH AND ROAD COURSE

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260 N. RIDGEWOOD, DAYTONA BEACH, FLA.

DRAG RACES

San Gabriel, Calif.

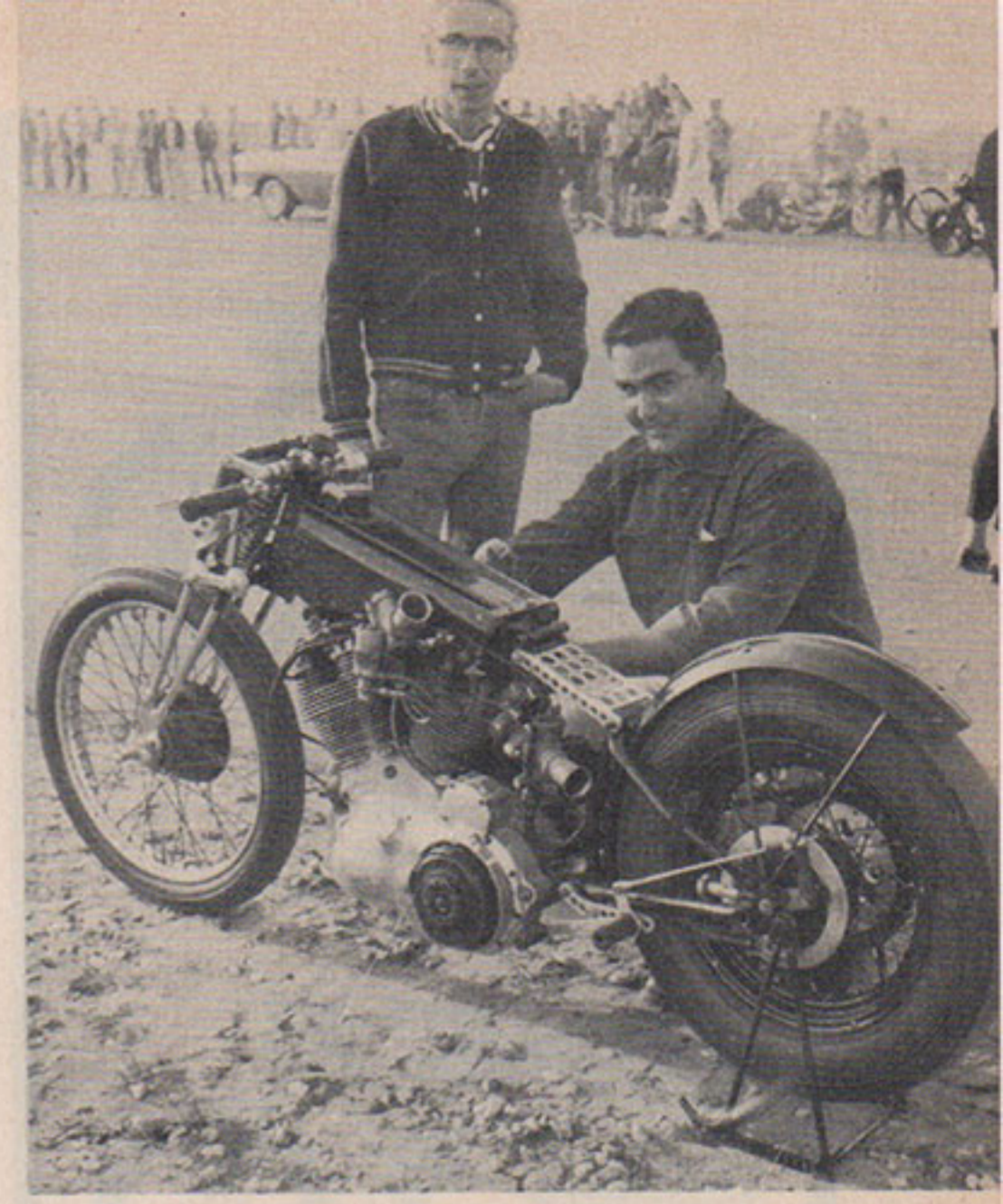
Drag racers have a saying, "The first quarter-mile is the hardest". Yet the followers of this sport have so effectively conquered the quarter with brains, money, and skill that speeds reached at the end of that diminutive distance come close to rivaling the highest speeds attained at such long-run, high-gear proving grounds as Bonneville and Daytona. The fastest dragster car set a new record recently of 176.40 mph in an elapsed time of only 8.79 seconds from standstill.

The dragging bikes don't turn such high top speeds because among other things, they have only one rear tire and thus their pavement bite is not strong enough to yank them down to the clocks with the cannonball acceleration of the cars. But even if their speeds are lower, the excitement and fun is there in just as great quantity as it is with the cars—and some will say that it's greater.

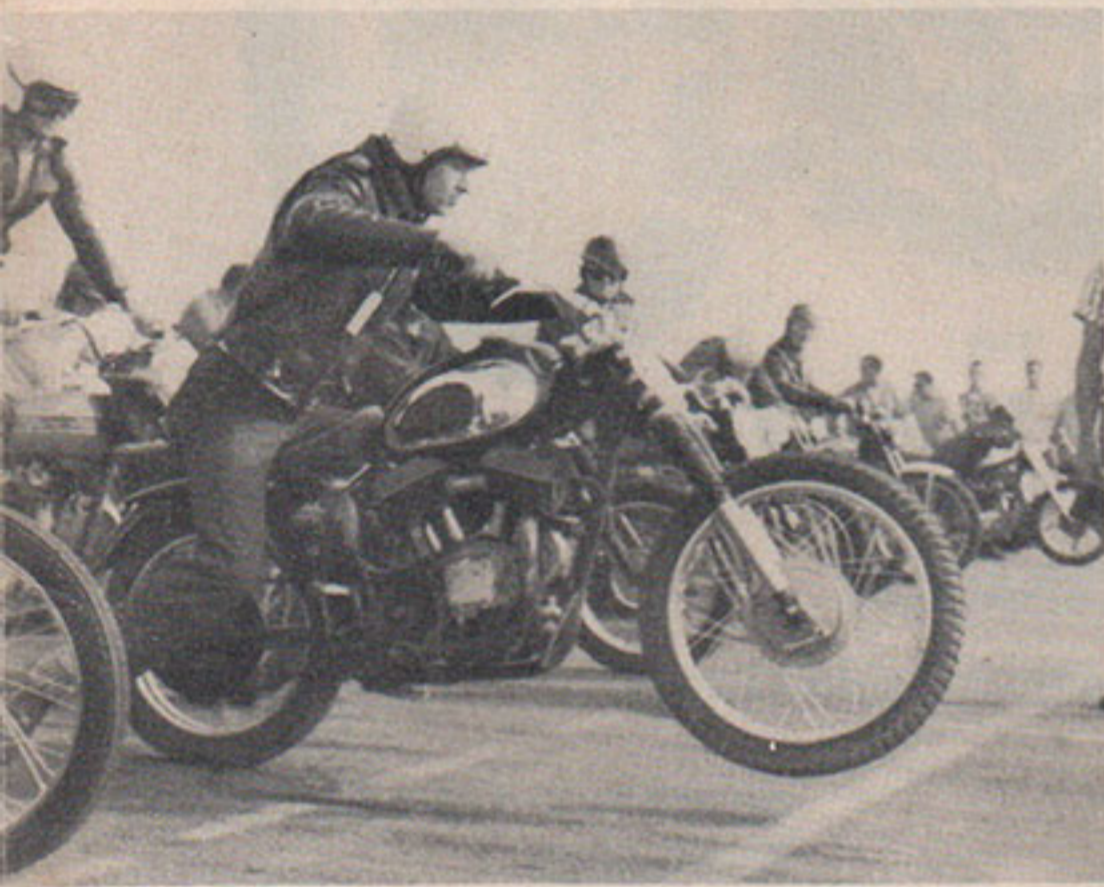
In late December the administration of the San Gabriel Drag Strip in California



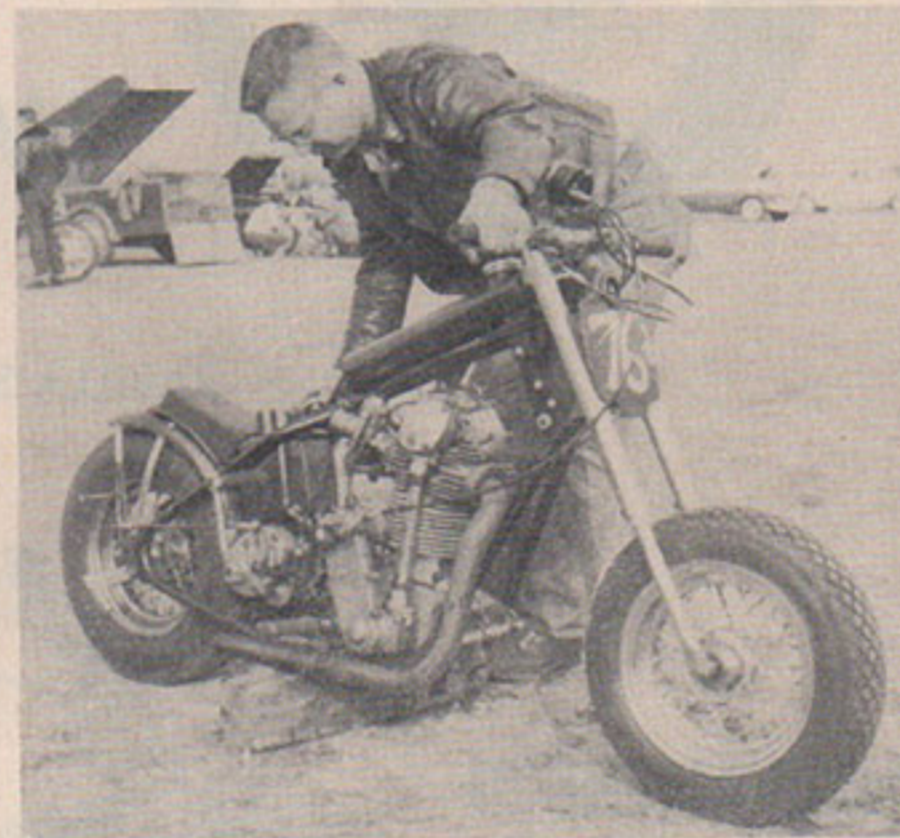
BEWARE OF FLYING PAVEMENT — Tommy Auger, top Southern California drag cycle pilot, blasts off on rapid Vincent Rapide built by Bill Martz.



NO PEEKING—Looking like a mad scientist, Bill Martz (kneeling) makes an adjustment on super-hot Vincent. Tommy Auger kibitzes.



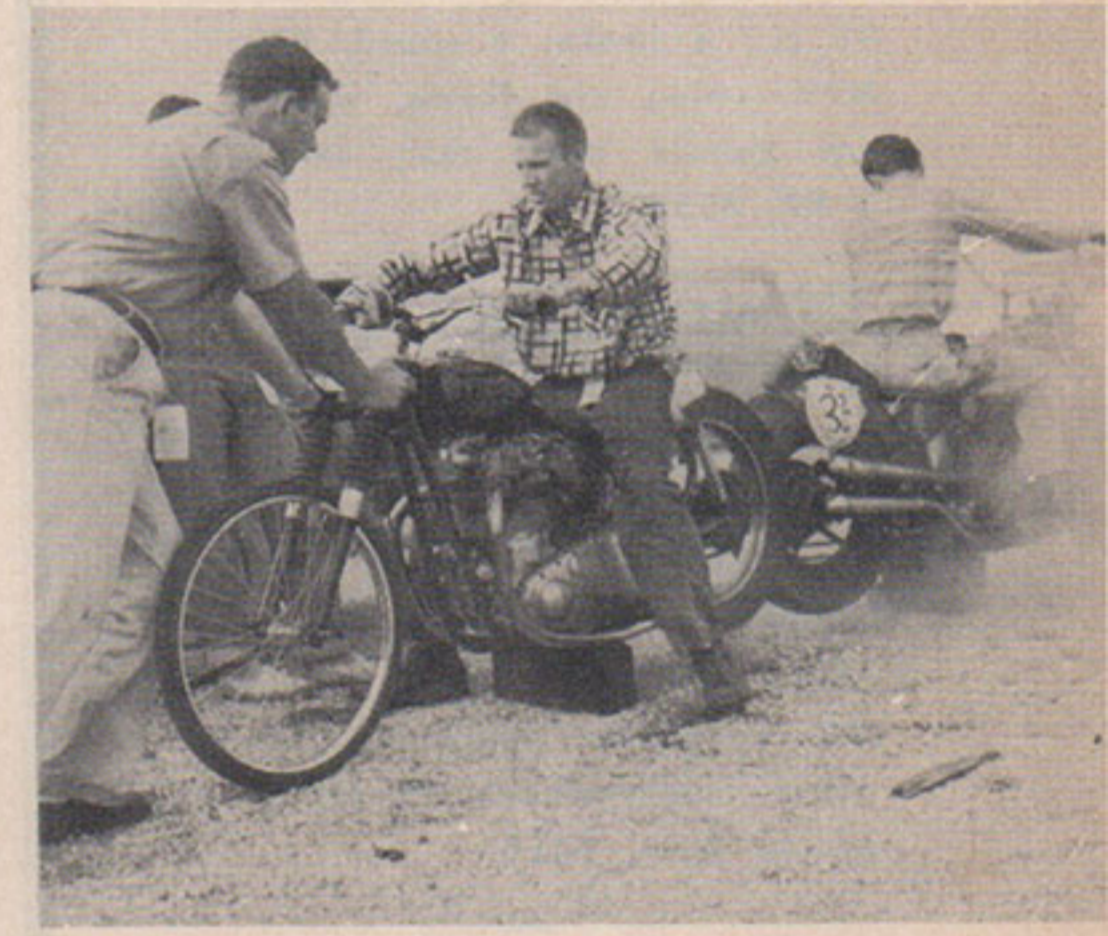
TOO MANY HORSES—Eddie Kretz Jr. plays Roy Rogers coming off the line on DKW fitted with his father's old Indian 74 TT engine. Weird combination was built by Art Phillips.



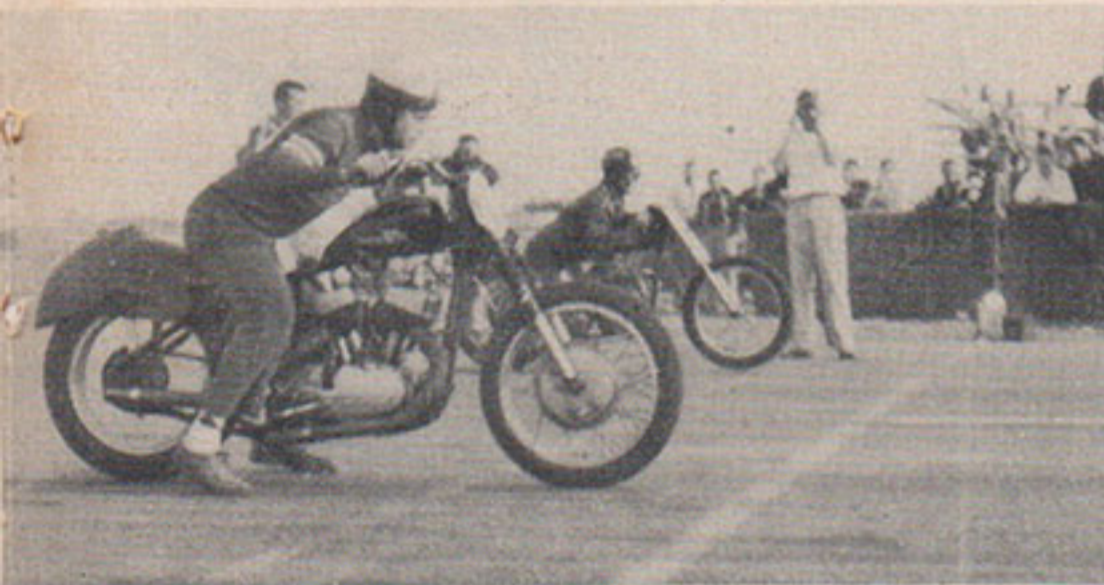
MUSTOCETTE, OR VELOTANG?—This 1948 KSS Velocette engine makes a snug unit with Mustang frame. Owner Don Stevens fitted custom spoke wheels, has won over 20 trophies with the OHC thumper.

staged a special motorcycle drag meet which drew most of the finest quarter-mile machinery in Southern California and a great crowd of spectators. As the photos show, some of the motorcycles that competed were engineering masterpieces, some were mechanics' nightmares, some were showroom stocks—but all were fun to watch.

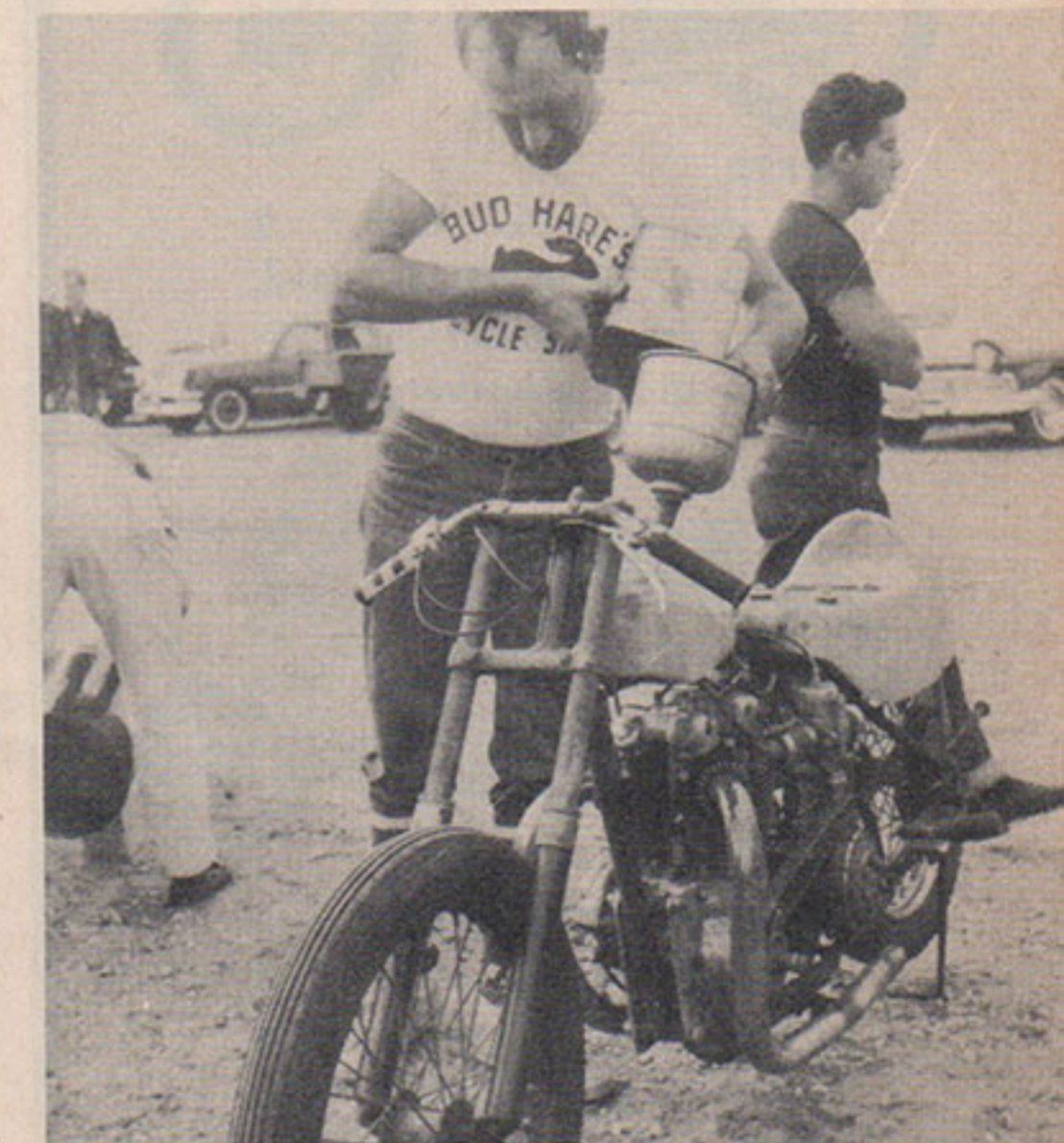
The morning hours were given over to in-
(Continued on page 44)



BALKY BEEZER—Bob Ryan (right) uses his H-D to start Jim Leinweber's BSA. Leinweber, a Chicagoite recently transplanted to So. Cal., uses sulky rim and tire for front hoop.



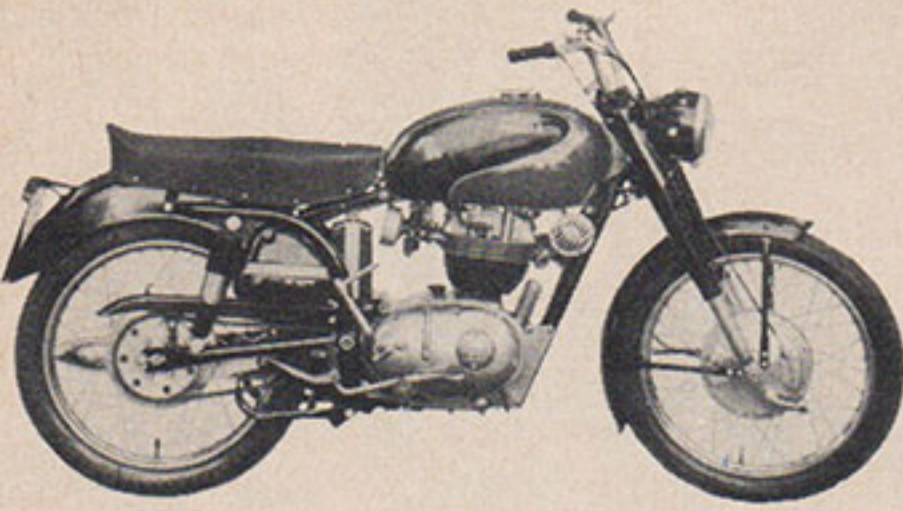
AND AWA-A-Y WE GO — Jimmy Phillips takes off on his Daytona racer, tuning up for the Handlebar Derby. Note streamlining on tail.



CRUDDY BUT QUICK—Bud Hare doesn't let little things like appearance of cycle worry him, concentrates on innards. Fast T-Bird got blown off by Joe Smith's stroker H-D in final elimination. Here Bud gasses for final go.

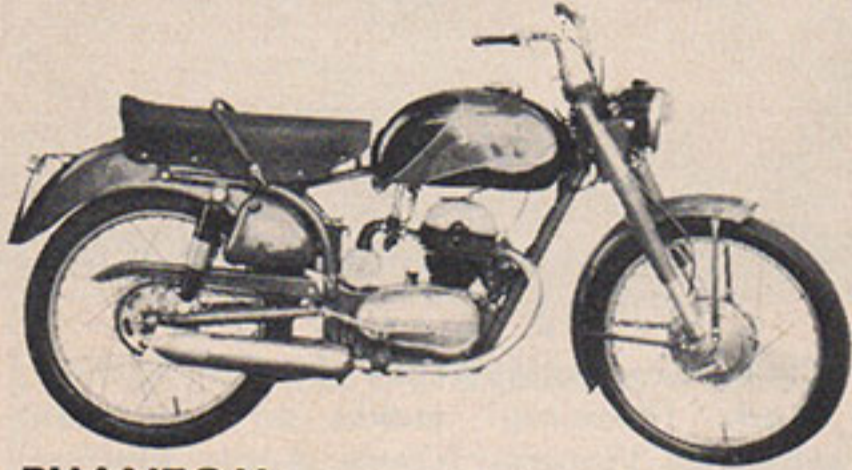
RESULTS

CLASS	NAME	MAKE	BEST TIME
500 cc Single	Foster and Crowell, Los Angeles	Matchless	89.78 mph
350 cc	Don Stevens, Monterey Park	Velo-Mustang	88.58 mph
500 cc	Bill Graves & Willie Johnson, Pasadena	Triumph	102.97 mph
650 cc	Dickie Newell, Alhambra	BSA	109.93 mph
Open	Kirk, Auger & Martz, Los Angeles.....	Vincent	115.38 mph
500 cc Street	Bud Clark, San Gabriel.....	Triumph	88.00 mph
650 cc Street	"Hunters"—Nunes, San Gabriel	Triumph	88.00 mph
Open Street	Joe Pechart, Santa Ana	H-D	98.90 mph
	Top Eliminator: Joe Smith, Los Angeles	H-D	115.23 mph



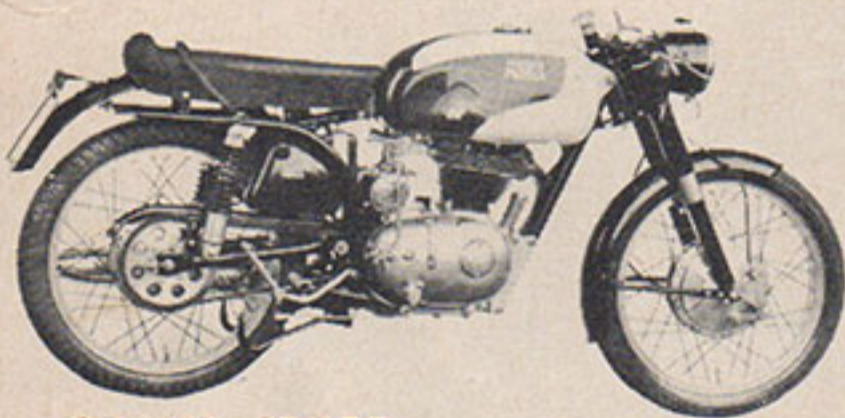
SPEEDSTER

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



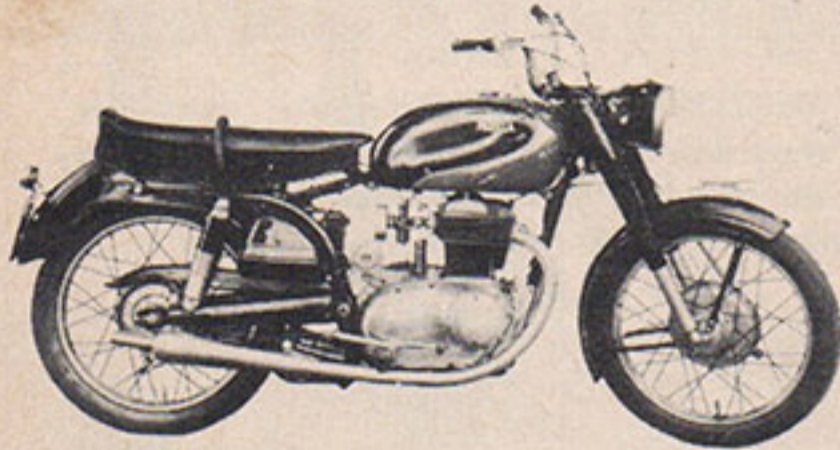
PHANTOM

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



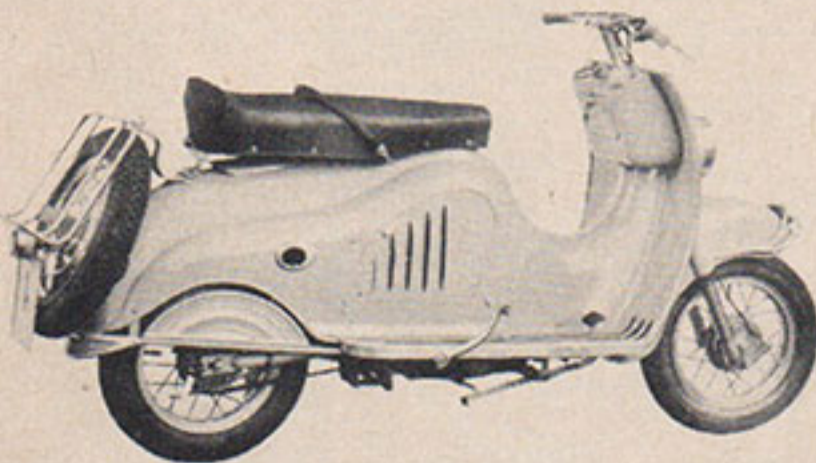
GRAND SPORT

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

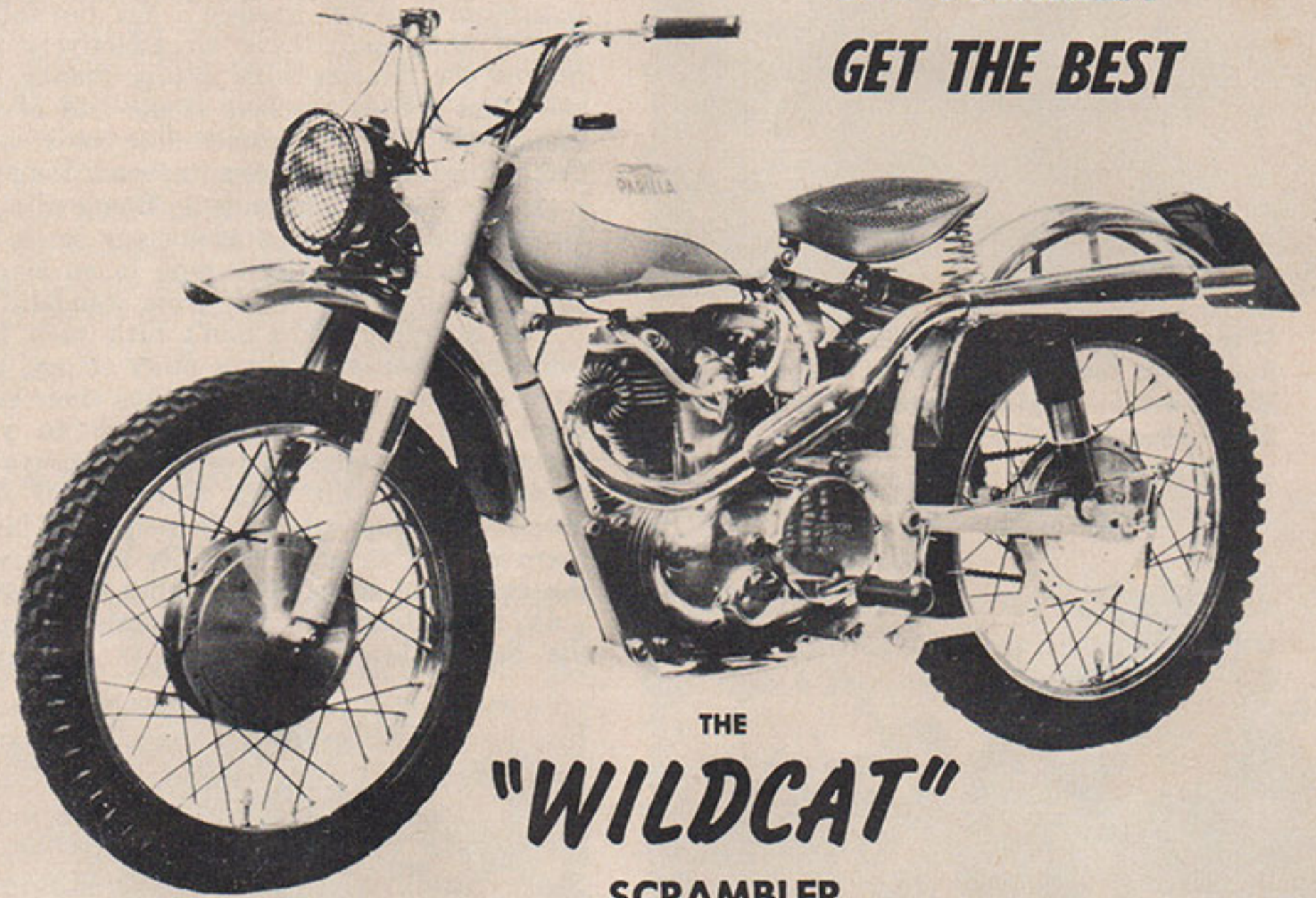
150 cc., 2 stroke, 63 MPH, 4 speed, glove compartment and storage space under seat, swing arm frame with hydraulic shock absorbers, \$389.



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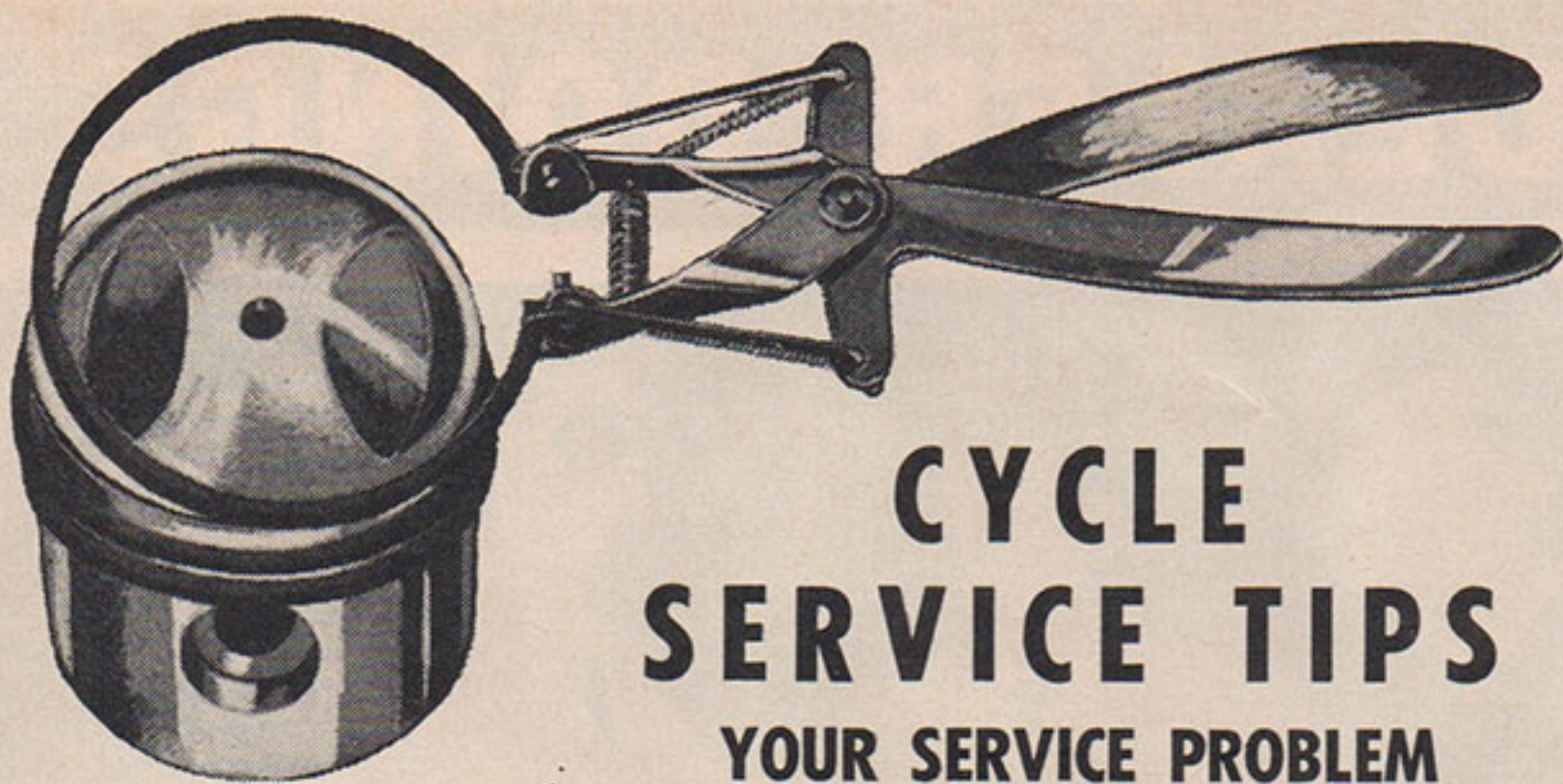
4.5 HP; 2 stroke;
fan cooled; 2 speed;
45 MPH; 130 MPG.

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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 The bearings in my Lucas magneto are loose. Can these be replaced without any special tools?

A The chances are these bearings just require adjusting. It is seldom that they actually wear out.

Try removing shims from the end plate, which is easily done when the breaker assembly is withdrawn. There should be just barely perceptible end play in the armature shaft and no up-and-down play. If the play cannot be taken up in this manner, the magneto should be removed and dismantled. Note, the high-tension pick-ups and safety gap ground screws should first of all be removed before attempting to withdraw the armature, otherwise the collector ring may be broken. The drive side outer bearing race should be checked for being secure in the housing. If this is loosened up, it should be refitted with a new insul cup. The magneto should be warmed to boiling water temperature for installing. If the new insul cup does not provide a snug fit, obtain an insul cup .002" thicker, or if not available, make up a .002" shim to match insul cup. It is seldom that more than one shim of this thickness will be required.

The oil seal, where fitted, should be replaced at the same time if there is not perceptible drag on the armature shaft.

Lubricate the bearings with magneto bearing grease before assembling.

Q The gearbox on my Triumph 6T leaks oil. I am not running the oil level too high and as far as I can judge the oil seems to be coming from the end of the lower shaft on the left side. How should I go about correcting this?

A It is likely that your trouble is due to a missing or loose plug at the end of the layshaft bush. Before going at this you should secure manufacturer's part No. T981 layshaft bush disc. You will need to remove the primary outer cover, then dismantle the clutch assembly and remove the clutch hub when the inner chaincase can be withdrawn and you can then clean off the gearbox and have a close look.

It will be observed that the new disc plug is convex. After installing, apply a drift to the center and strike one or two blows with a hammer to expand it and make a tight fit in the case. To eliminate possibility of this disc coming loose, punch over the aluminum

at four or five places near the edge of disc. As a final precaution against oil leakage, the disc can be shellaced over.

Q Which con-rod goes to the front cylinder on Harley and Indian V motors?

A Although these motors will function with the rods installed either way, the correct assembly for Harley motors is fork con-rod to the front on 1938 and earlier SV models, and on 1939 and earlier OHV models. The plain rod is fitted to the front on 1939 and later SV models and 1940 and later OHV models. All Indian motors were originally assembled with the forked con-rod to the front.

Q My 1951 BSA Bantam big end is shot. Can I fit the new type wider big end assembly?

A This could only be done by counterboring the inside flywheel faces at the crankpin hole to accommodate the wider rod big end. This is a rather tricky operation and unless you have the facilities you would be better advised to get the complete new type flywheel assembly that incorporates this wider big end. Manufacturer's part number for the assembly is 90-595. It is interchangeable as a unit with the original assembly.

Q Can you give me some advice on hopping up an Ariel Four motor?

A You neglect to state the model of your machine. However, there are three series as detailed below:

Iron motors up to 1948
MK1 alloy motors, 1949-52
MK2 alloy four-port motors, 1953 on

Dealing with the iron motors first, these were equipped with Lucas magneto ignition with a rotating coil running at engine speed. This magneto did not provide reliable ignition at high rpm and a changeover to the later type distributor with coil ignition is advisable. Minor crankcase modifications and also the making up of a special generator base is necessary for this conversion.

3/32" oversize head inlet valves are available and these are recommended, providing the inlet ports are polished out and the port

throats opened out proportionately. The combustion chambers can also be smoothed up to advantage. 7.2:1 ratio pistons can be fitted. Stronger valve springs and a 15/16" bore Amal carburetor are recommended.

The MK1 alloy motors are not a very good hop-up proposition because the cast-in exhaust ports result in a high cylinder head and inlet manifold temperature, despite the fact the head is alloy. The '49-50 models with 5/16" head studs are prone to head gasket trouble. The '51-52 models are generally okay because of the 3/8" studs and improved head castings.

The ports on these models will stand a lot of cleaning up. The 15/16" Amal carburetor is recommended. 3/32" oversize inlet valves can be used but the hard valve seat inserts have to be ground out internally this amount to open up the port throat. 7.2:1 ratio pistons can be used. Here again stronger valve springs are an advantage.

The MK2 four-port motor is a much better deal for hopping up than either of the earlier motors. The S.U. carburetor provides plenty of capacity but it is a good idea to get two or three assorted needles for test purposes. The ports will benefit from some cleaning out and 3/32" oversize inlet valves can be installed but there is the same problem of grinding out the inlet valve seats this amount to enlarge the port throats, as on the MK1 motors. Stronger valve springs are desirable. As an alternative to the S.U. carburetor a 1" bore Amal can be used. Most of these motors have been turned out with 7.2:1 ratio pistons, which are the highest presently available. The factory does not supply a special cam for Square Four motors. The latest type con-rod which is beefed up at the big end is worthwhile installing if the motor is to be run at over 5500 rpm.

Q I have a James 98 cc with a Villiers engine. How is the carburetor mixture adjusted?

A The throttle needle is spring loaded and mixture is adjusted by a screw located in the center of the carburetor throttle. This is accessible when the carburetor top ring nut is unscrewed. Turning screw in weakens mixture and turning out richens.

An indication of too weak a mixture is fading out when the throttle is opened. If the mixture is too rich, there will be uneven running and four-stroking at low speeds.

Q Since doing a top overhaul on my Harley 74 OHV the front cylinder is over oiling. Besides exhaust smoking, which is just coming from the front stack, there is some push-rod tube oil leakage which I did not have before, although new cork seals were installed. The cylinders and pistons were in good shape and new rings were installed with the correct gap. What do you think is causing this trouble?

A It sounds like an obstruction in the oil drain holes through one or both tappet guide blocks, located in the crankcase. Lift up the push-rod tubes and try running a piece of wire through these holes. Quite possibly one or more holes are obstructed with a piece of old push-rod cork gasket, preventing oil from the overhead rockers returning to the crankcase. The fact that the trouble is just on one cylinder points to this trouble.

Where over-oiling occurs on both cylinders and after a complete overhaul where the crankcase breather has been dismantled, the trouble usually results from overlooking timing the crankcase breather.

DEALER DOINGS



Pictured above is the new showroom of Cosmopolitan Motors in Philadelphia who have recently started importing Parilla motorcycles and Cosmo scooters.



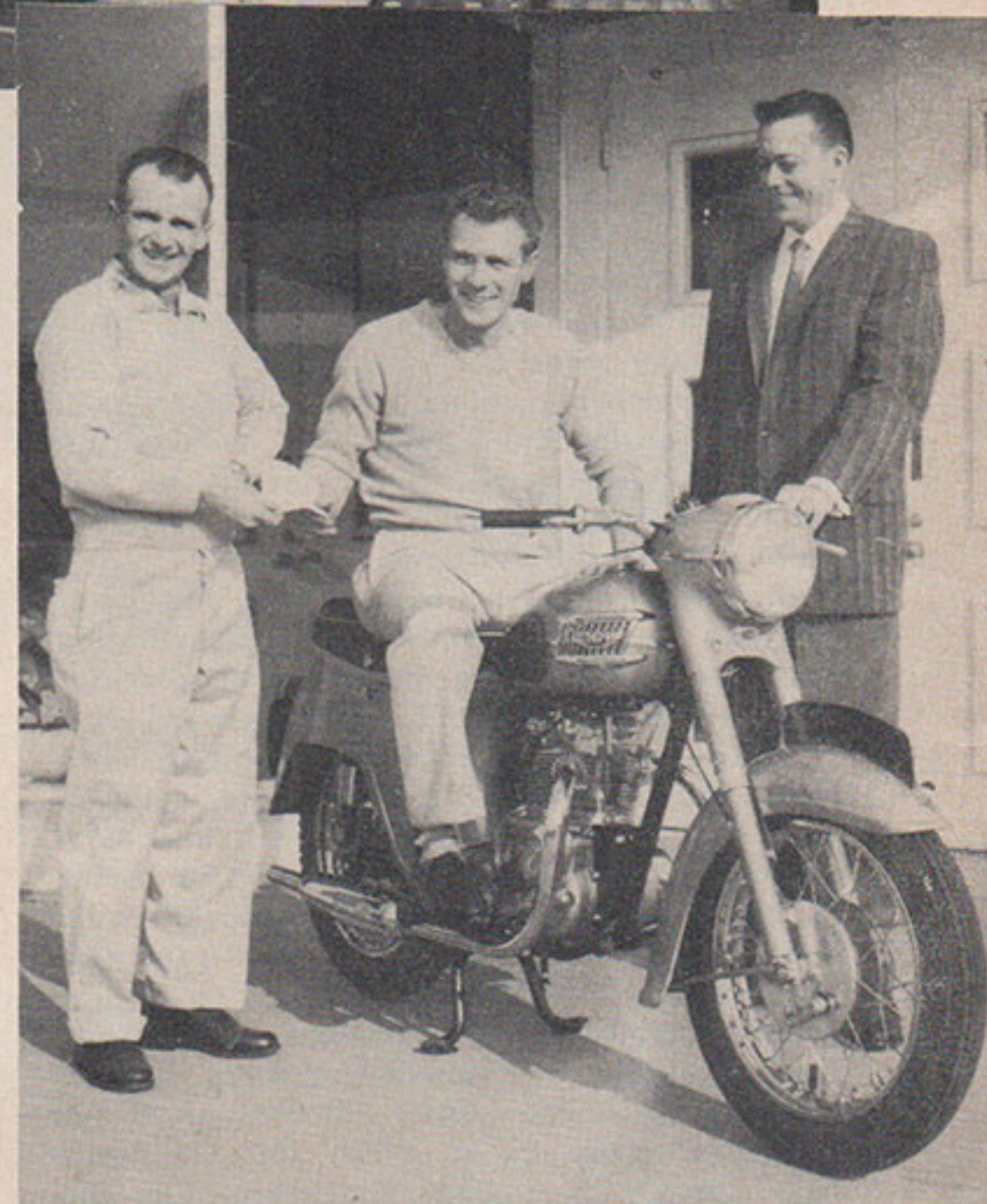
Blindfolded **CYCLE** Editor Jack Snyder picks the winning name in Triumph contest as (left to right) W. J. Ceder, W. E. Johnson Jr., and Don Brown, Secretary-Treasurer, President, and Sales Manager respectively of Johnson Motors, wait to announce the winner.

TRIUMPH AND ARIEL DAY

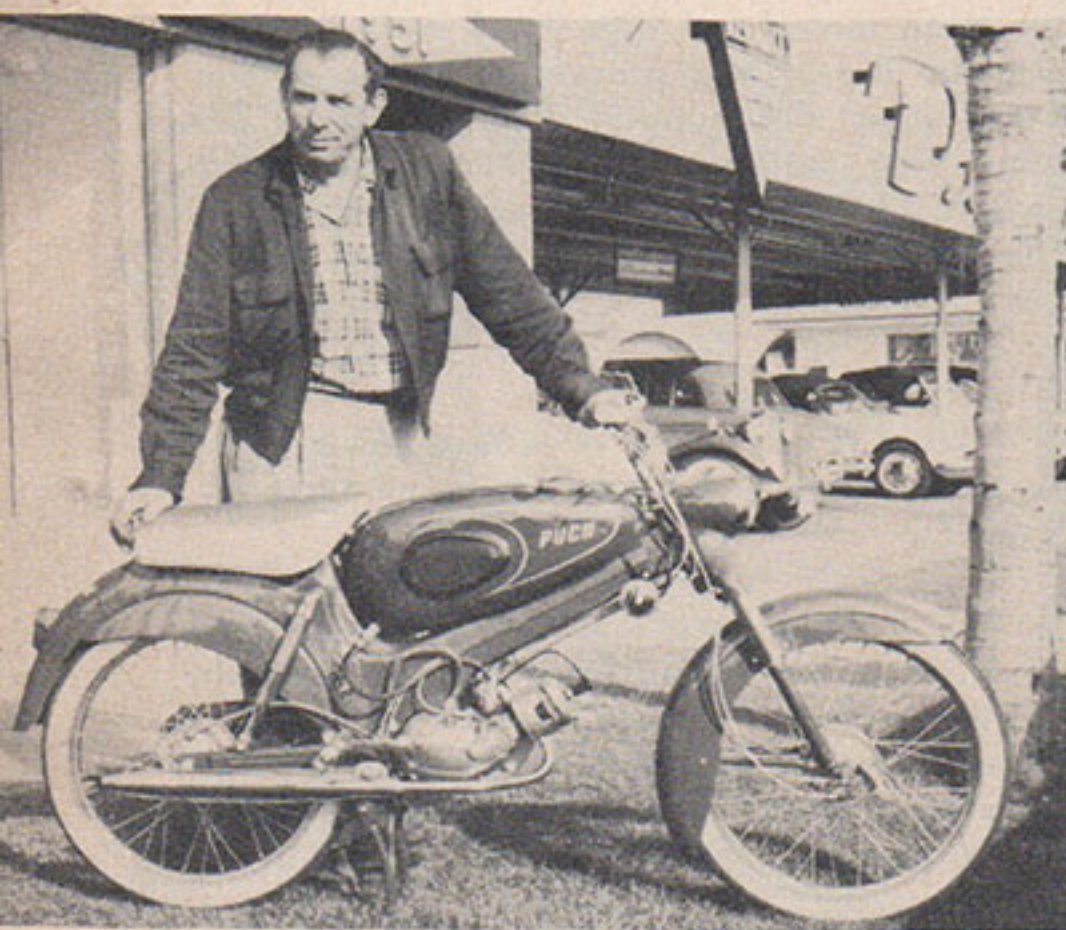
"I'm calling from the top of a telephone pole—did I really win a new Triumph 'Twenty-One'?" Thus did Toni Gottardi confirm the fact that he was the winner of the new motorcycle given away by the Los Angeles area Triumph dealers and Johnson Motors. Toni, a telephone company employee, heard about his good fortune from friends at work who had been present at the drawing. Unable to wait, he called the dealer where his name was entered and almost fell off his pole when he was told that his new motorcycle would be delivered the following Saturday.

The occasion for the contest was "Triumph and Ariel Day," a promotional stunt planned to take place on the same day that Triumph and Ariel dealers throughout the seventeen western states began a simultaneous showing of their new models. Dealers had open house at their shops, and many served refreshments. Some showed movies of motorcycle events.

The happiest man in the world the following morning was young Gottardi. All he could say was, "It's wonderful. I've never won a thing before in my whole life."



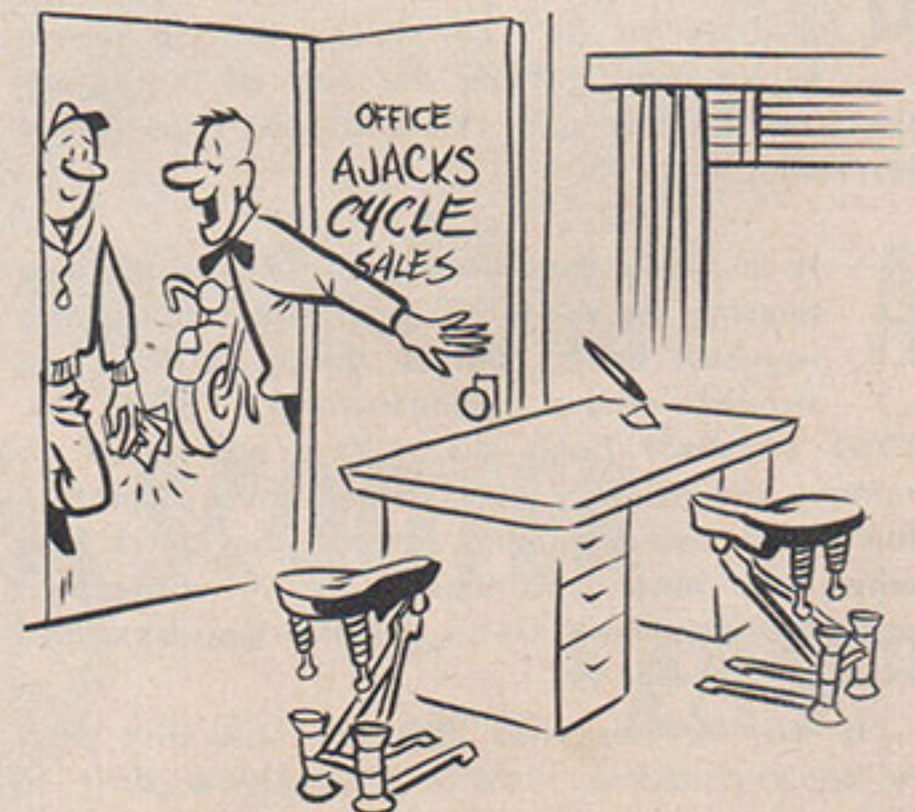
Lucky Toni Gottardi accepts the new Triumph Twenty-One that he won in Johnson Motors' annual Triumph Day contest. Wilbur Lamoreaux, the dealer at whose shop Gottardi registered for the contest, hands him his registration papers while Johnson Motors Sales Manager Don Brown smiles his approval.



NEW MOPED—Puch Distributor Jack Milne, Pasadena, Calif., shows the striking new Puch moped, a 49 cc machine with such big-bike features as swinging arm rear suspension, full width hubs and a large gas tank. The little attention-getter is painted in Italian racing red.



Bob King's Florida Cycle Supply, manufacturer and distributor of Kingco motorcycle parts and accessories, is housed in this building in Jacksonville, Fla. Bob started his business in 1945 and grew with the motorcycle boom after the war. The business has been completely wholesale since 1953.



MAN'S FELT

WE LIKE TO MAKE OUR CUSTOMERS FEEL AT EASE

--an entirely different kind of motorcycle!



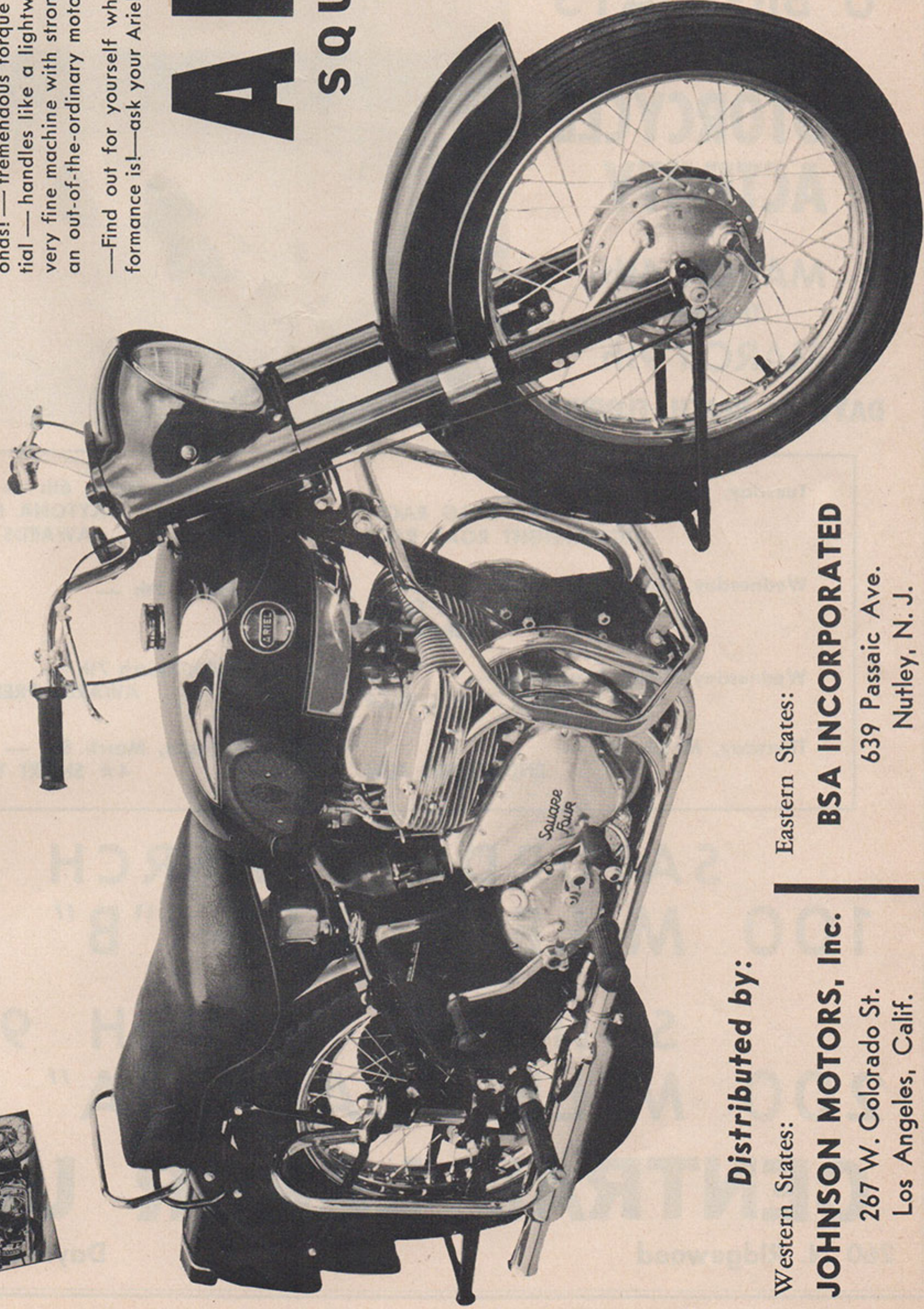
FREE New 1958 Ariel Color Catalog now available.
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Read what "Cycle" Magazine says about the Square Four!

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Through
MARCH 9th

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Tuesday, March 4th —
DRAG RACES
LIGHTWEIGHT ROAD RACE

Wednesday, March 5th —
SPORTSMAN HILL CLIMB
SCRAMBLES

Wednesday Night, March 5th —
1★ SHORT TRACK RACE

Thursday, March 6th —
ENDURANCE RUN

Thursday Night, March 6th —
DAYTONA MERCHANTS'
AWARDS FIELD MEET

Friday, March 7th —
TIME TRIALS

Friday Night, March 7th —
AWARDS PRESENTATIONS

Saturday Night, March 8th —
4★ SHORT TRACK RACE

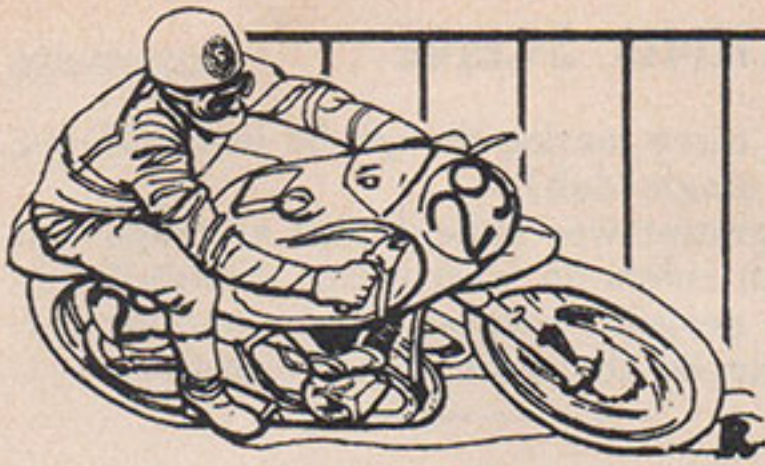
SATURDAY, MARCH 8
100 MILE CLASS "B" RACE

SUNDAY, MARCH 9
200 MILE CLASS "A" RACE

CENTRAL LABOR UNION

260 N. Ridgewood

Daytona Beach, Florida



Sporting Scene

DUKE TO RACE FOR BMW

It has just been announced by the BMW factory that Geoff Duke, the world's most famous motorcycle racer, will represent BMW for this year's racing season. This means nothing less than a revival of racing competition between Italy and Germany, and the entry of Geoff Duke on the BMW will, undoubtedly, be greeted with enthusiasm by everyone interested in motorcycling racing.

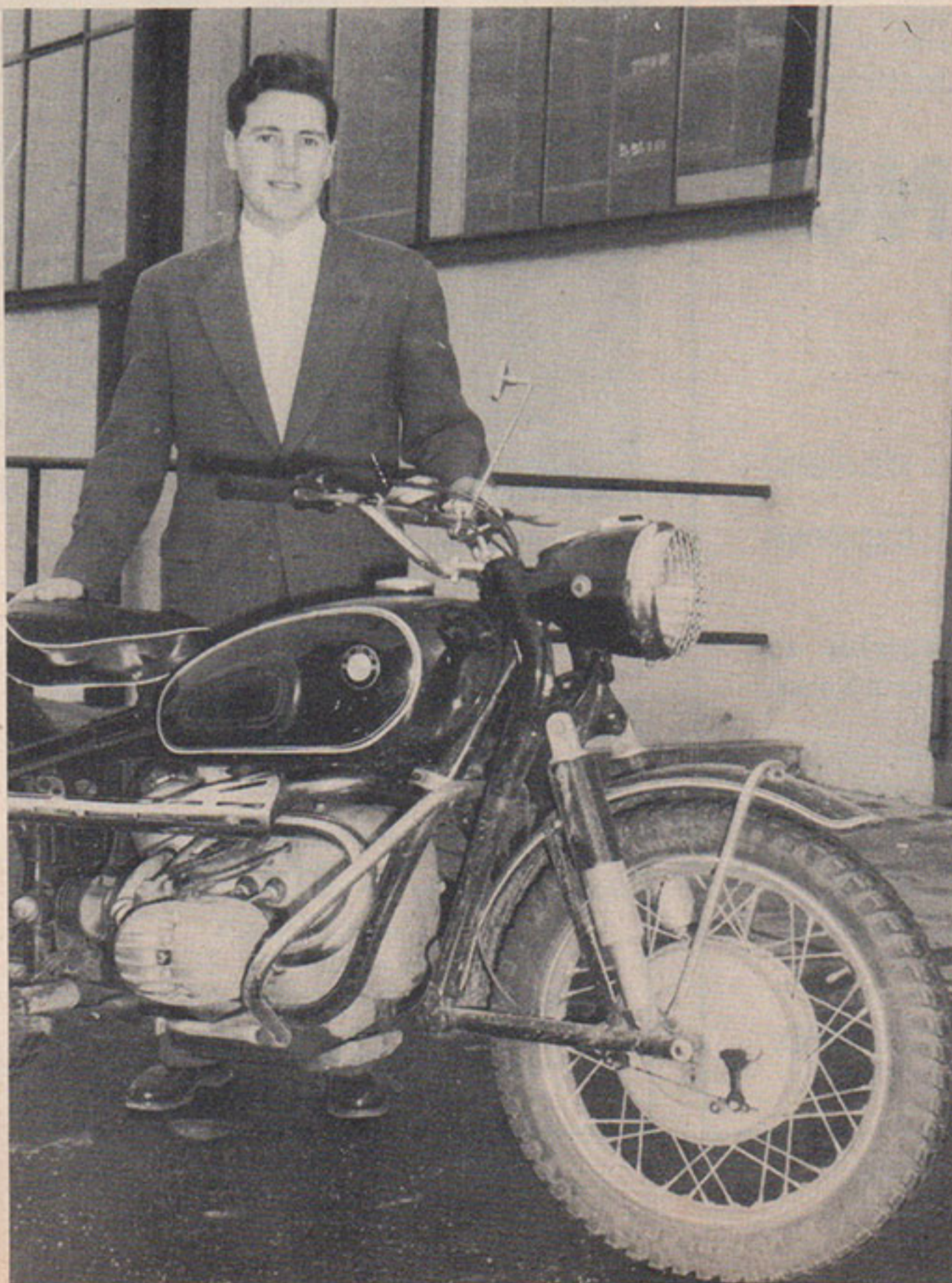
After the retirement of Walter Zeller, BMW could not have made a better choice than the six-time world champion, who has won the Isle of Man T.T. no less than five times with record performances.

The 34-year-old champion, Geoff Duke, was prevented from participating in last year's T.T. due to a slight accident. However, in the final event of the 1957 season at Monza, Italy, he again showed the championship form which the whole world has admired for years.

The new BMW hope resides in the Isle of Man, and a fast BMW standard twin has already been made available to Mr. Duke for training purposes. During a visit to the factory in Munich, Duke tried out a 500cc racing BMW and expressed his delight over the easy handling of the machine. He has every confidence that the chances for success are great and does not believe that his transition from Norton and Gilera to BMW will present any difficulties.

Duke is scheduled to participate in all races counting for the 1958 world's championship, such as the German, Dutch, Swedish, Belgian, Italian and Ulster Grand Prix's.

Geoff Duke and his new mount.



Gordon Hankinson tops the 130 foot hill to win first in class at the Black Aces Motorcycle Club hillclimb.

► NILES, MICHIGAN—The Black Aces Motorcycle Club held its second Sportsman Hillclimb of the summer at the farm of Sam Whelon. Twenty-seven riders from Indiana and Michigan attempted to top the

130 foot hill but only fifteen succeeded.

An added attraction of the day was a foot race up the hill for children under the age of 12 years. The winner was Ronny Bailey from Lansing, Michigan, who made the fast time of 18.25 seconds.

Glenn Kyle of Goshen, Indiana holds the hill record at 3.60 seconds. His best effort at this event was 3.67 seconds to win first overall.

Results

0 to 175 CLASS		
Kenneth Scheffler—36'6"	.....	BSA
Robert Hill—36'	.....	BSA
Carl Lambrecht—26'	.....	BSA
176 to 250 CLASS		
Lowell Yoder—5.96 Sec.	.....	Ind.
Don Yoder—6.20 Sec.	.....	Ind.
Art Antio—8.70 Sec.	.....	Tri.
30:50 CLASS		
Don Yoder—4.64 Sec.	.....	BSA
Art Antio—4.87 Sec.	.....	Ind.
Willard Woods—5.06 Sec.	.....	Ind.
40 CU. IN. CLASS		
Gordon Hankinson—5.13 Sec.	.....	Tri.
Jerry Elkins—5.41 Sec.	.....	Tri.
Dwain Curry—9.51 Sec.	.....	Tri.
80 CU. IN. CLASS		
Glenn Kyle—3.67 Sec.	.....	Vin.
Claude Tobey—98 Feet	.....	H-D
Herbert Bensinger—87 Feet	.....	H-D

► SWEDEN—By winning the Moto-Cross (Scrambles) held at Vetianda recently, Bill Nilsson (AJS) won the Swedish Moto-Cross Championship. Second in this event was G. Johansson (BSA), and S. Lundin (Monark) was third.

"HAT TRICK" WINNER

Twenty-one year old Jeff Smith has become the first man to complete a "hat-trick" (three wins) of successes in the annual British Expert Trials.

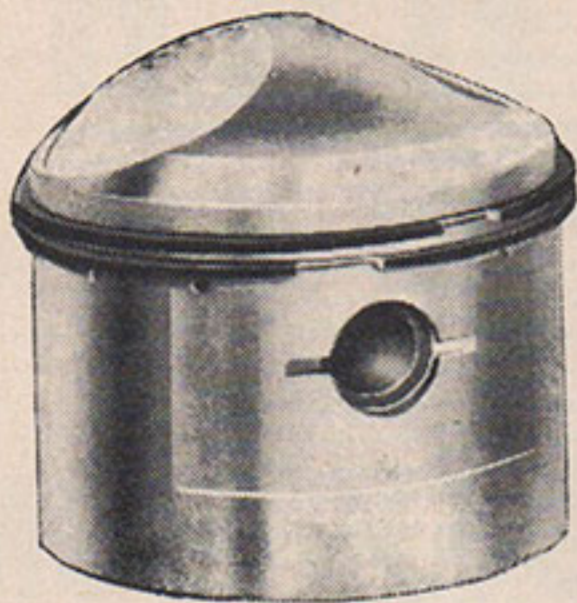
Winning the title in 1955 and 1956, Jeff was pronounced this year's victor following a protest. Originally, Gordon Jackson on an AJS was thought to be the winner, finishing two points lower than Smith, but the young rider claimed that on the fifth section he was

(Continued on page 34)

Jeff Smith in action in the British Expert Trials.



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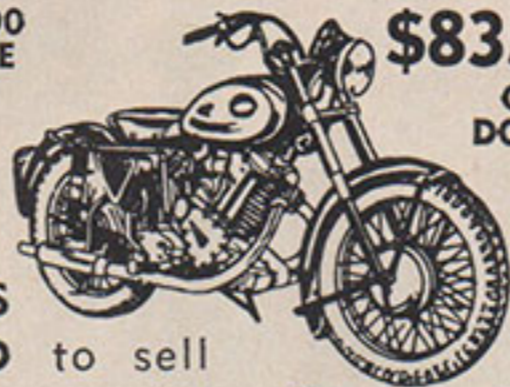
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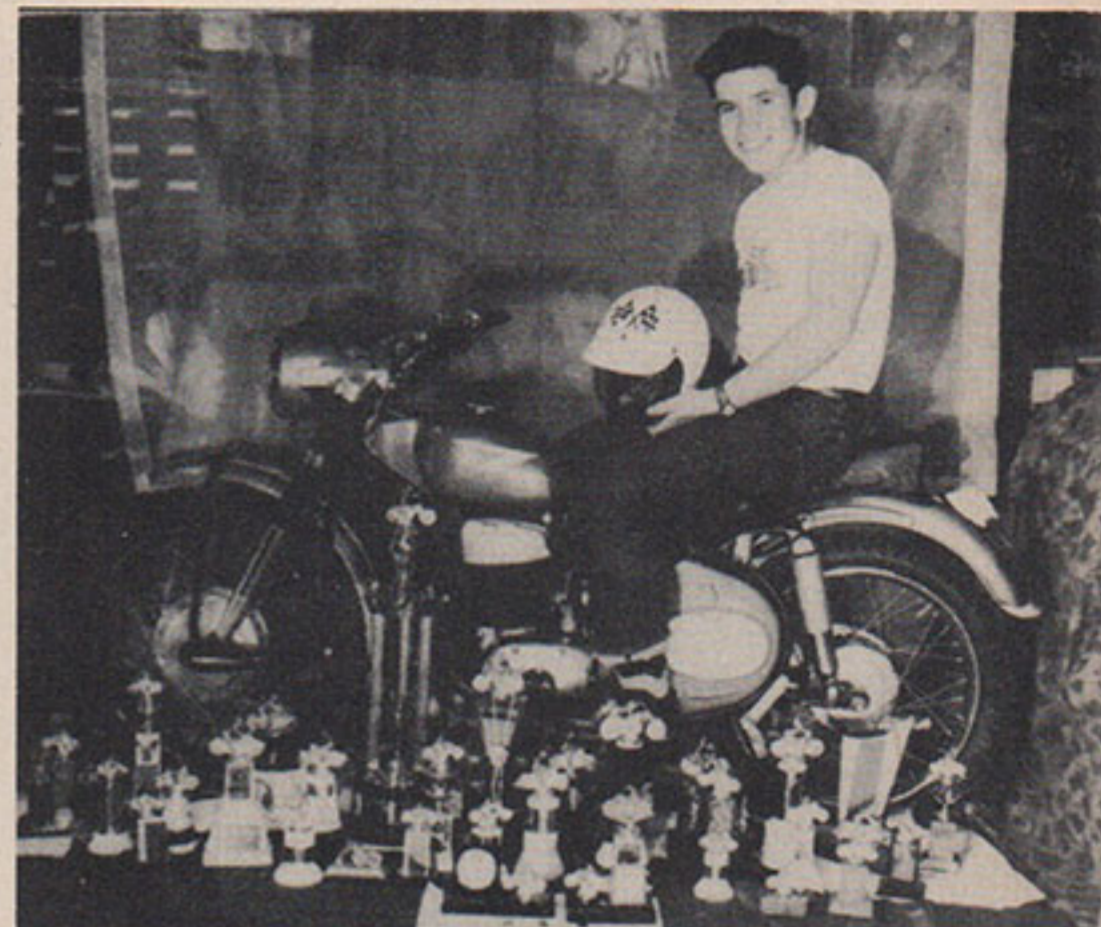
*Insurance not written in New York.

SPORTING SCENE

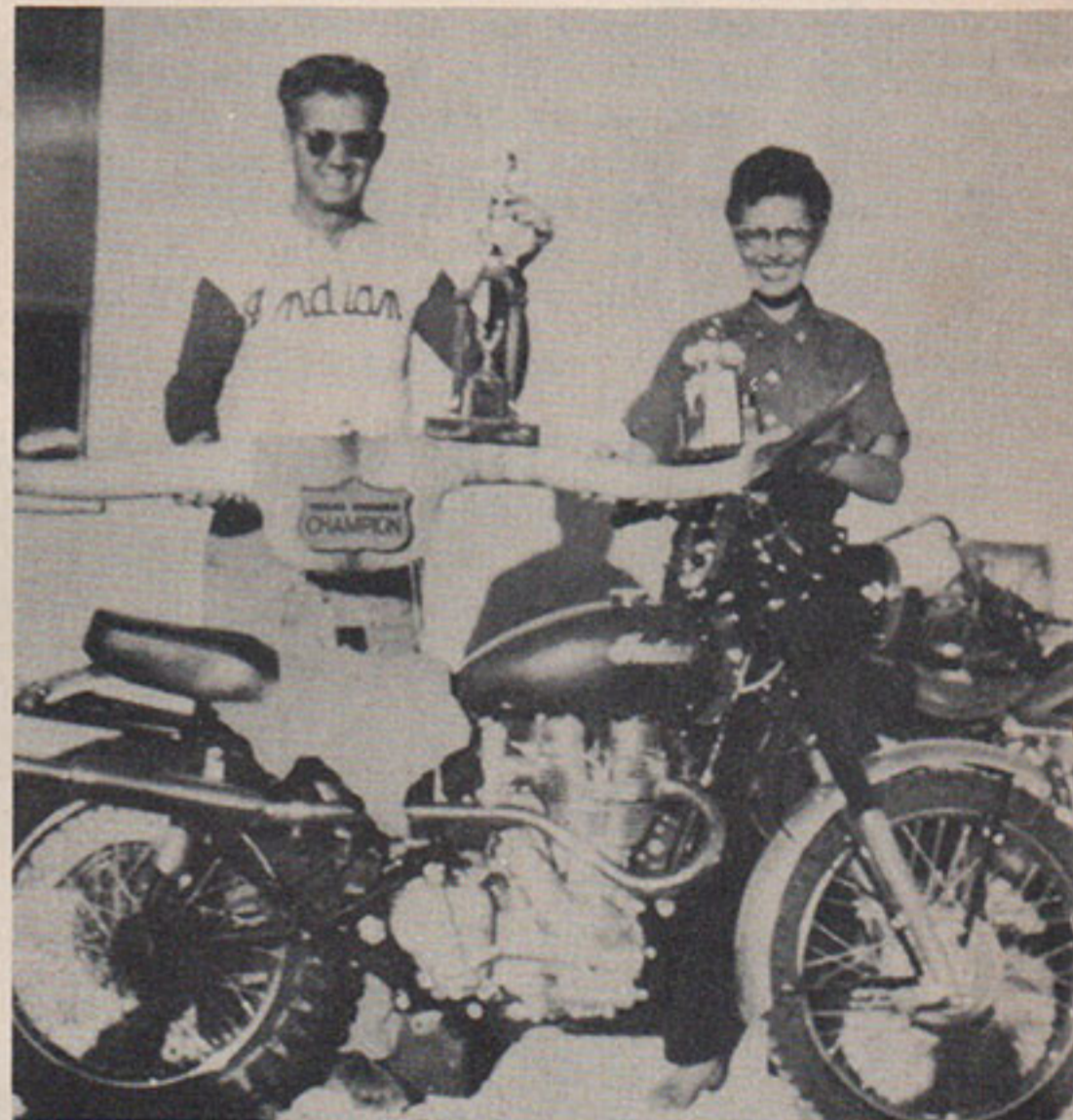
CONTINUED

docked three marks, though he lost only one (for a single dab).

His protest was upheld, and although this put both riders on level points, Smith finally got the decision because of his superior performance on the more difficult sections.



Donnell Shiflett, sixteen years old of Brookfield, Mo., is the youngest rider in the Lucky Ramblers Motorcycle Club, and also the winningest. Now the Club's Secretary and Treasurer, Donnell shows the trophies he has won in the last three years. He started winning on a H-D 125, then switched to a Royal Enfield 125, back to H-D for a 165, and now he rides the 250 cc Maico that he straddles in the photo above.



Proudly displaying their trophies above are Jack O'Leary and Doris Goodwin, both of Austin, Texas. O'Leary won the Texas Championship Enduro on his Indian Woodsman and Doris, also on an Indian, was the high point girl rider in the same event. That longhorn trophy would make a fine pair of Texas handlebars, Champ.

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GREAT NAMES IN TOOLS
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Whitworth and Metric
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himself must pay for a competition card for the privilege of competing.

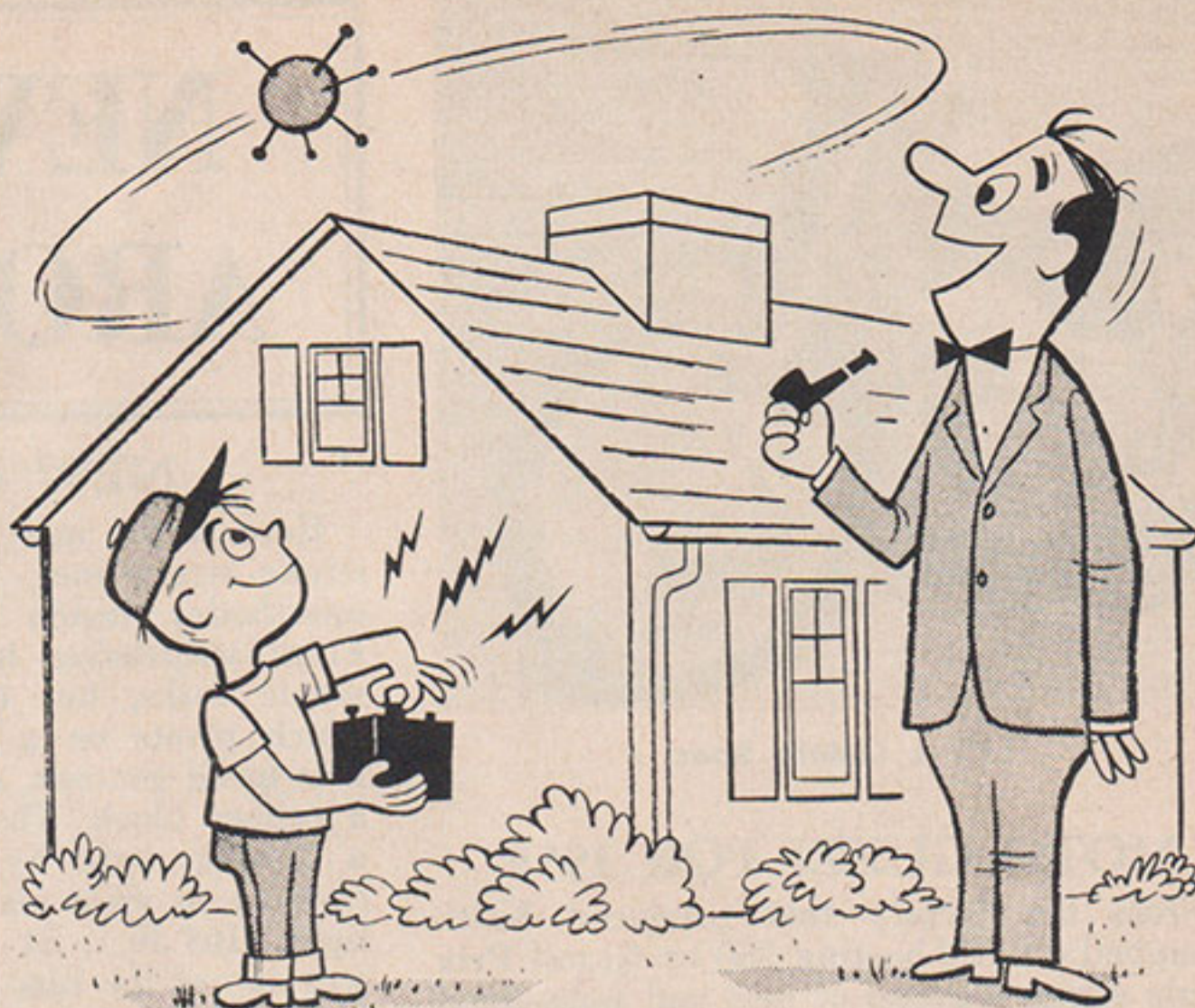
The March of Dimes co-operative policy and the Safety Campaign are two very fine and worthwhile projects of the AMA. However, even these benefits are lost when publicized to a limited circulation of a few thousand AMA magazine readers who are already motorcyclists. Why aren't such efforts recognized by leading newspapers and magazines? The answer is short and simple—a lack of "know-how" at Columbus.

We suggest that the AMA either "get on the ball" and hire a full-time professional public relations manager or press agent who has a working knowledge of how to get publicity through the Associated Press, United Press and other news services, or admit that they are not capable.

The motorcycle industry in this country should and can be much larger if there were a national organization sanctioning events who knew the first thing about building good public relations and maintaining them. It would be a different story if the AMA had no money. We suggest that they start spending for the benefit of motorcycling in general.

NO FACTORY VISIT THIS ISSUE—Owing to space limitations in this issue we are omitting this month's installment of the Visit to European Factories series. Look for more visits to the motorcycle factories of Europe in CYCLE next month.

Floyd Clymer Publisher



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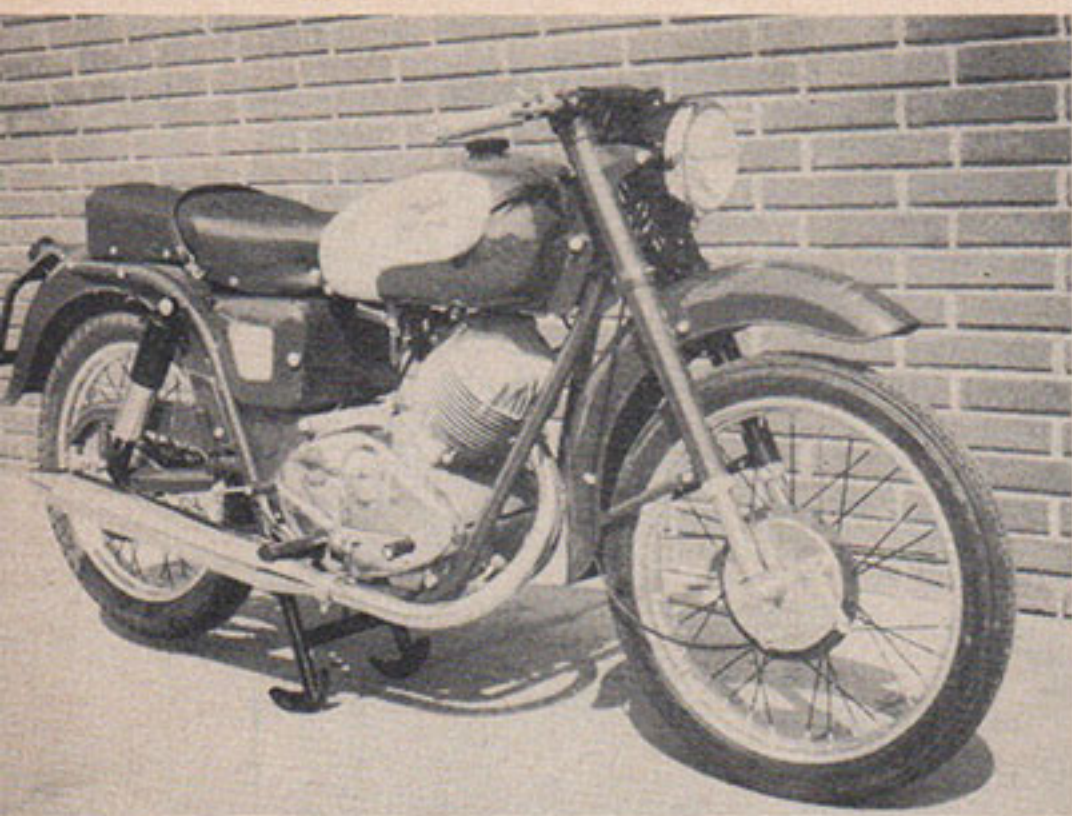
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175 cc Lodola Sport

MOTO GUZZI FOR 1958

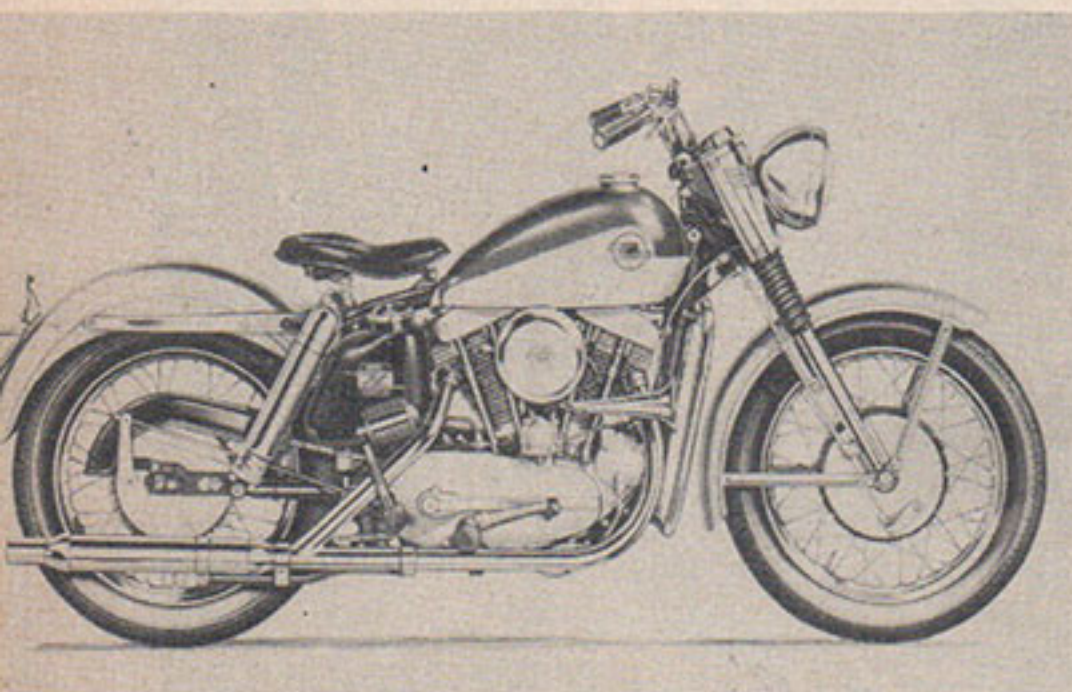
From the factory that produced Keith Campbell's world-beating 350 cc Grand Prix single comes a group of new and redesigned Moto Guzzi motorcycles. The 175 cc Lodola (lark) shown here has an extremely clean engine gearbox unit using extensive alloy construction and is finished in Italian racing red and cream. The engine is an overhead cam design with a top speed of about 70 mph. Quiet running, passenger facilities and outstanding handling characteristics are some of the Lodola's attributes.

Moto Guzzi's line also includes its famous flat single 500 and 250 cc OHV machines with exposed flywheels. The engine runs backward from conventional practice in these machines, assuring thorough lubrication of the internals.

Also offered are a standard and sport 73 cc Cardellino and 98 cc Zigolo lightweights. All three of these high-stepping little jobs have under-five-horsepower ratings and therefore are suitable for sale in states with legislation allowing youngsters to ride motorcycles with ratings of five BHP or less. United States distributor for Moto Guzzi is Branch Motorcycle Sales, Los Angeles, Calif.

H-D SPORTSTER SPECIAL

For the rider who wants just a little more urge than the other guy, Harley-Davidson is marketing the super-hot Sportster H model. This is a hopped-up version of the popular Sportster model. The new machine boasts a 12% higher hp output achieved by using 9:1 compression pistons, big intake valves and ports, and lightened tappets. What this amounts to is a mild hop-up of the standard model, but since the job is done by the factory, the buyer can be sure that



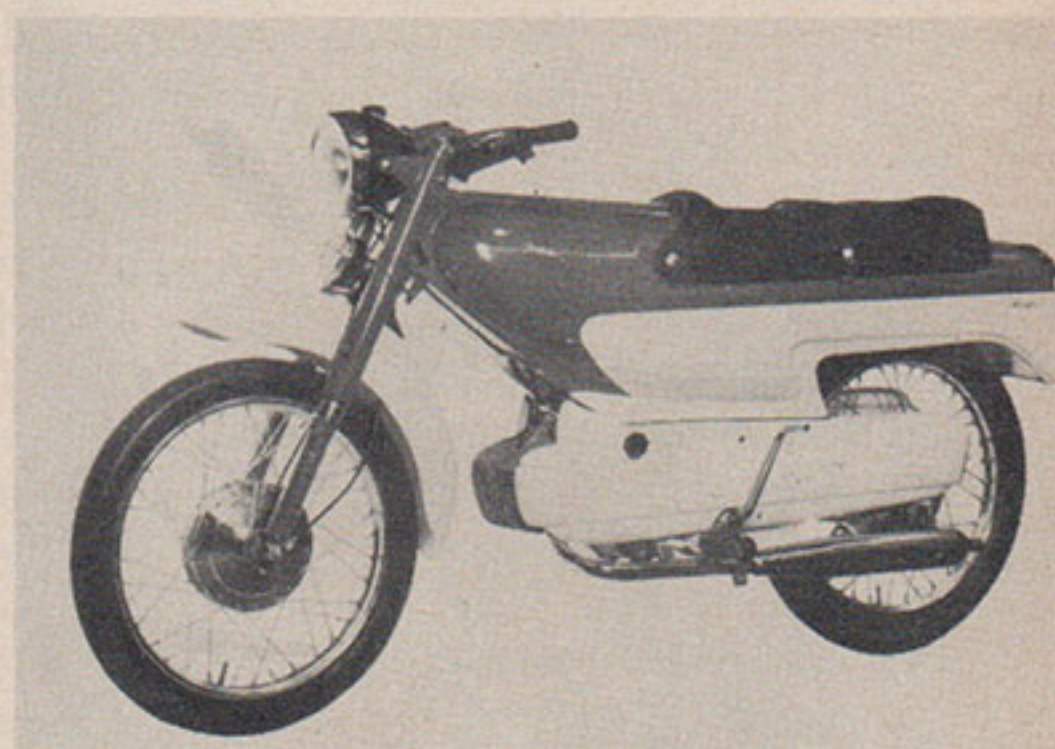
Sportster H

it is the right speed combination for his particular bike. The twelve percent hotter engine powers a cycle that is the same as the standard Sportster, a machine that is very well suited for the road. Riders who want to identify the hot model H can tell it by its special decal on the oil tank.

NEW MODELS FROM AROUND THE WORLD

NEW PARILLA

Here is the new Parilla 98 cc ohv four-stroke streamliner. The machine is just as unorthodox inside as it looks outwardly. Front suspension is by conventional telescopic forks, but the rear swinging arm, which pivots on a bearing in the integral four-speed gearbox, soaks up the shocks with a rubber block. The power plant will have a 52 mm bore by 46 mm stroke and is claimed to yield six horsepower plus. The light (163 lb.), 54 mph. futuristic machine was one of the hits of the Milan Motorcycle Show where it was first shown. U.S. Distributor, Cosmopolitan Motors at 3500 Germantown Ave., Philadelphia, expects to have some of the machines in the near future.



98 cc Parilla

BRUMMI TO BE IMPORTED

A new motorbike, capable of 200 miles to the gallon, is being introduced in this country by the Bell Portable Sewing Machine Corp. of Jersey City, N. J.

The German-made Brummi features streamlined construction, comes in duotone colors and is light enough to carry by an easy-to-



New Brummi motorbike resembles moped, but has no pedals.

reach lifting handle, according to spokesmen for the importer.

Maintenance is no problem since its air-cooled, single cylinder Sachs engine and chain drive are enclosed for protection from dirt and grit, yet easily accessible. The bike has a two-speed gear (three-speed supplied to order) with handlebar twist-grip control, two-plate disc clutch and exhaust silencer. Standard equipment includes chromium-plated steel rims and whitewall tires.

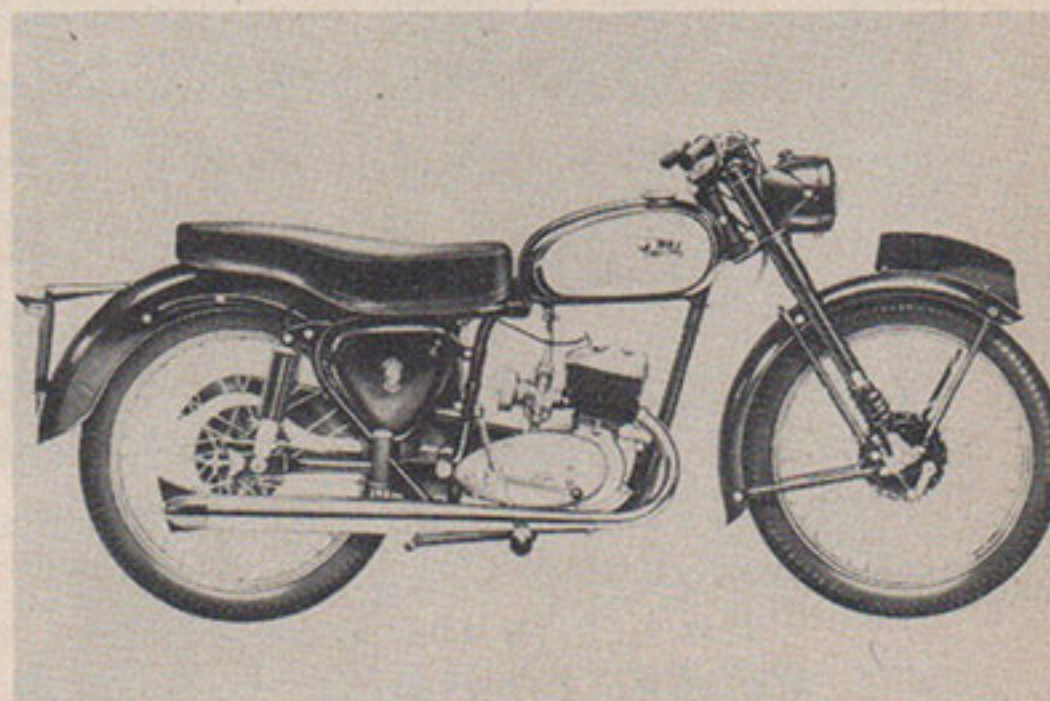
ZUNDAPP ADDS MODEL TO EXPORT LINE

According to a letter sent us by Joe Berliner, U.S. Zundapp importer, the Zundapp and Horex companies are cooperating in adding to the Zundapp line a 500 cc vertical twin ohc motorcycle under the name "Citation 500." The machine has a four-speed gearbox in unit with the engine, dual carburetors, 8:1 compression ratio and develops 34 hp at 6600 rpm. The top speed is guaranteed to be over 100 mph. Suspension is swinging arm in the rear and earles front forks, both hydraulically damped. It has 18" wheels, large brakes, dual seat, high handlebars, and is painted deep metallic blue with plenty of chrome and polished alloy to handle the sparkle department.

BSA ANNOUNCES 175 cc "SUPER BANTAM"

Not just a modified model, but an entirely new motorcycle is the BSA 175 cc "Super Bantam" just announced by the BSA factory in Birmingham, England. General layout is similar to that of the popular 150 Bantam, but almost every major component is new or redesigned to cope with the increased power and performance of the new engine. A new finish of red and chrome has been adopted for U.S. models.

The new Super Bantam engine is a two stroke with a bore of 61.5 mm and 58 mm stroke, making this engine "over square" in accordance with latest automotive practice. The lubrication system includes provision for positive oil feed to the main bearings, and a new big end with caged roller bearings is employed. An Amal Monobloc carburetor is fitted. A high efficiency exhaust sys-



Super Bantam

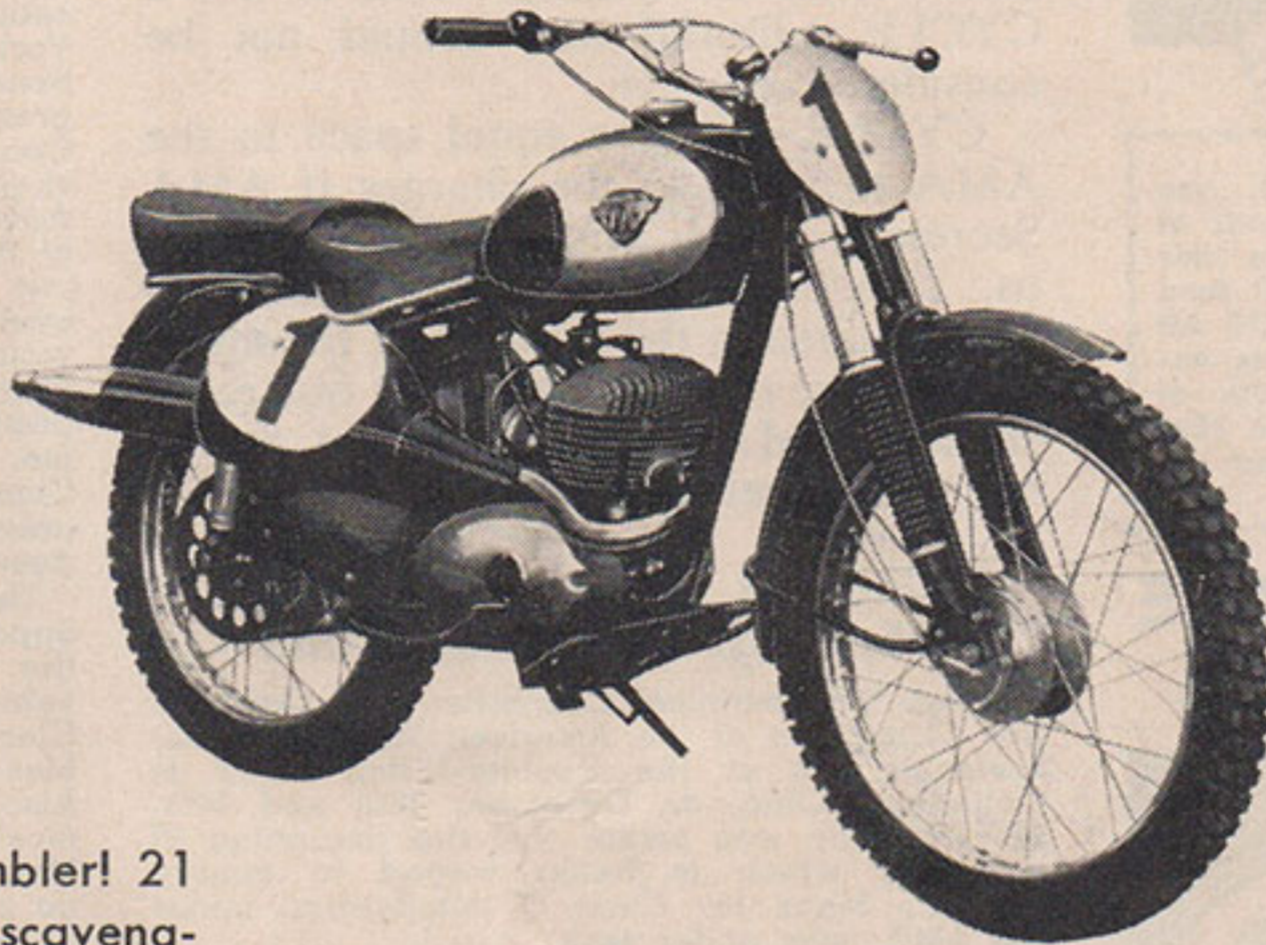
tem combining minimum back-pressure with pleasing exhaust note is employed, and as in best two stroke design, this has been "tailored" to suit the engine, actually increasing the delivered horsepower. The Super Bantam is fitted with A. C. generator and either direct or battery lighting.

An improved clutch has been designed for this model employing bonded neolangite linings, and wheels are fitted with 3.00 x 18 tires. New hubs are fitted with wider 5" diameter x 7/8 brakes of internal expanding type. The frame of the Super Bantam is new, and improved telescopic forks are fitted. BSA dealers will soon be showing this smart lightweight and deliveries will begin shortly.

Maico Introduces Two New Sensational 175s for 1958!

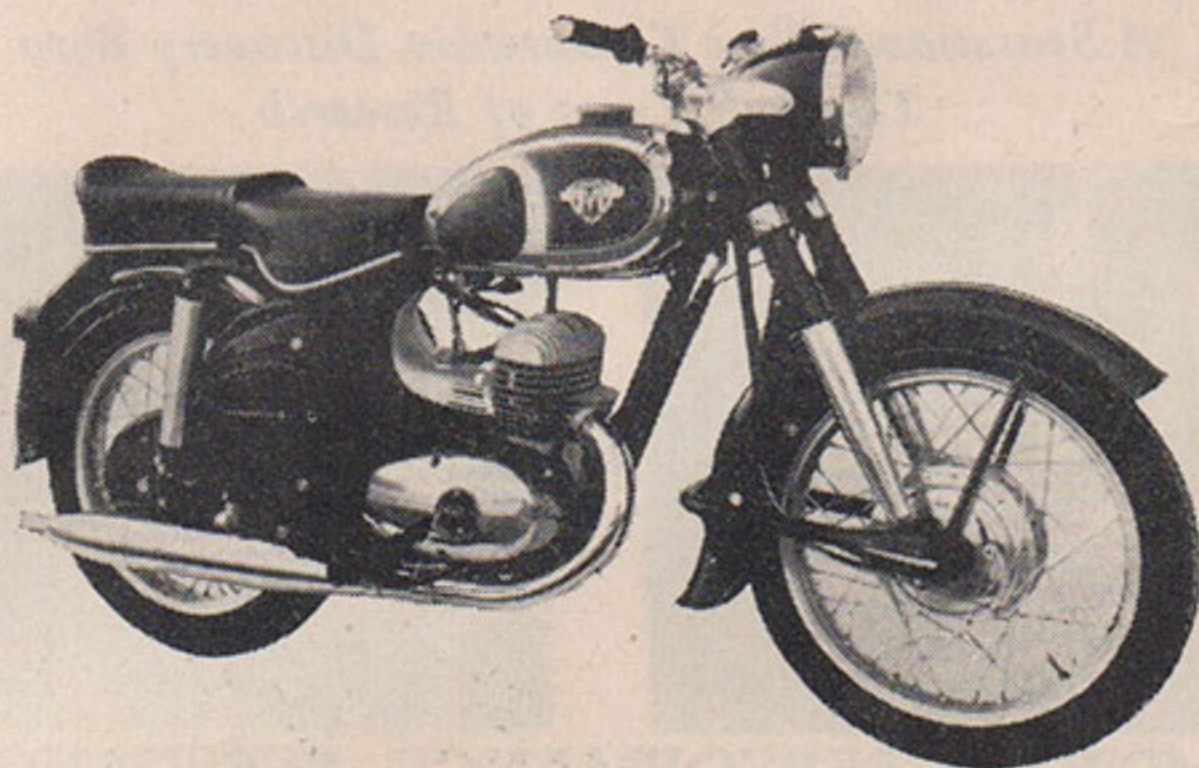
Even more brilliant than before, the remarkable Maico 175 is now yours in two spectacular performers—**Scrambler** and **Super Sport** . . . Completely designed and equipped with the winning rider in mind, these new Maicos guarantee the greatest thrill in motorcycling.

**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.

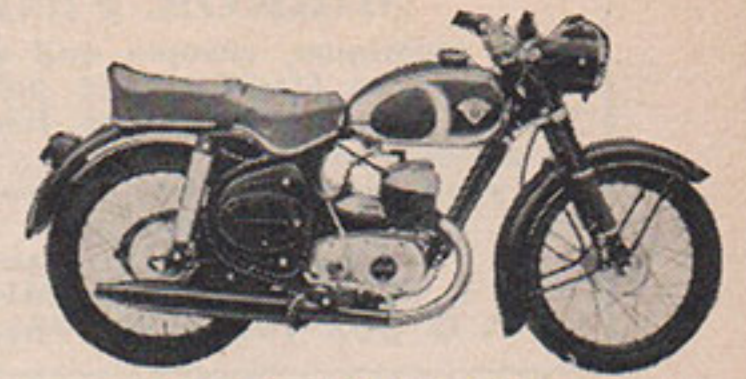


**175 cc
15½ hp
Super Sport**

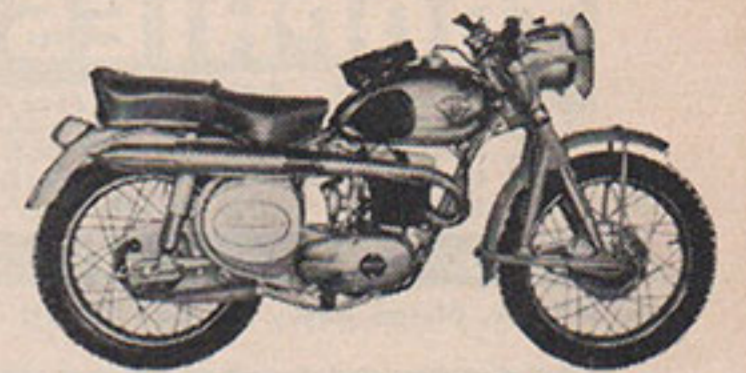
Absolutely nothing like it for the sports rider! Competition type two-stroke, loop-scavenging air-cooled engine. **Aluminum alloy cylinder with hard chrome liner and extra large cooling fins.** Complete 6 volt electrical system including horn and all lights. Clash driving gear with jaws, run in oil four-

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.

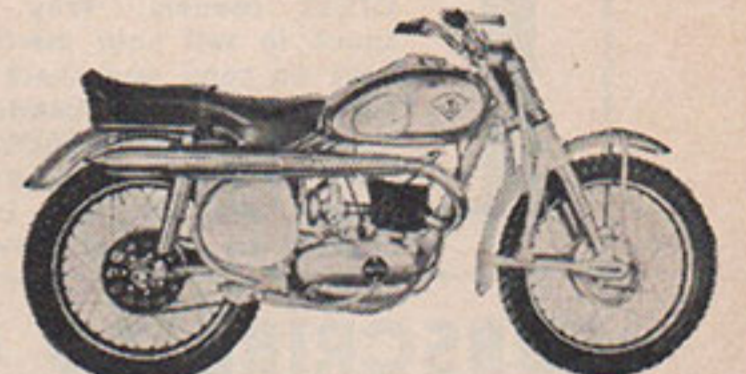
See the complete Maico line at the Daytona Beach Exposition in the Armory — Stand 20-21



MAICO MODEL 200 cc

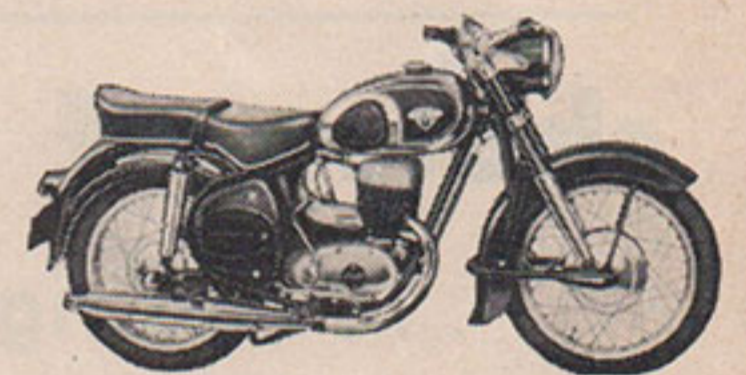


MAICO ENDURO 250 cc

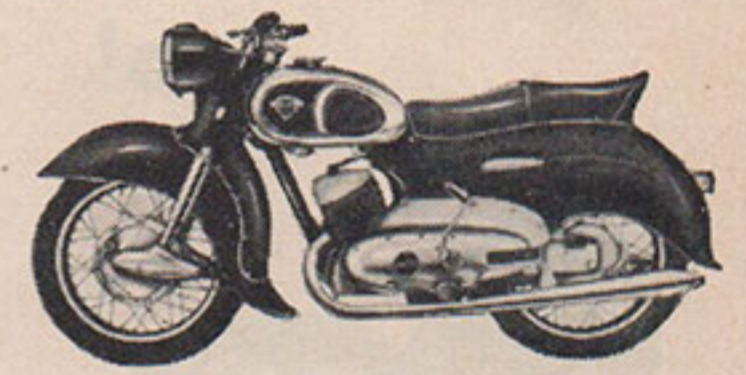


MAICO SCRAMBLER 250 cc

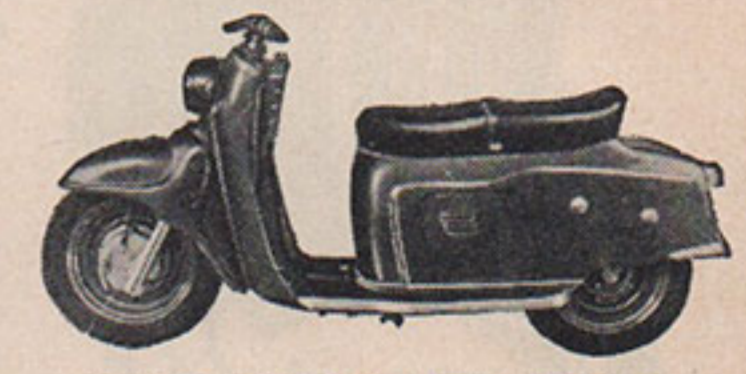
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MAICO TYPHOON 400 cc



MAICO MAICOLLETTE 250 cc

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ATTORNEY FOR NORTON DISTRIBUTORS CLAIMS AMERICAN MOTORCYCLE ASSOCIATION IS UNAMERICAN, UNFAIR

The following is an article sent to us by the Public Relations Representative of Phillip Phillips, Inc. of New York. CYCLE prints this article as news for its readers. We take no sides in this controversial matter. There are two sides to every story. Our job is to print the news and this matter definitely is news.

Note: This is printed exactly as received with no editing. This is not a CYCLE editorial and should not be considered as such.

CYCLE will give equal space to the AMA to reply to the charges if AMA Secretary E. C. Smith will send it to us. It is evident that a full report was not included in the minutes of the meeting—hence our feeling is that our readers and AMA members should decide for themselves who is right.—Ed.

Details of Argument at AMA Meeting, Columbus, Ohio

When the Technical Committee and Competition Committee of the American Motorcycle Association met at the Deshler-Hilton Hotel at Columbus, Ohio, on December 13th and 14th, 1957, nobody was aware that the beginning of a battle, which is being waged to qualify Norton's Manx for Class C competition under the AMA, was under way.

After much routine business was disposed of, the Technical Committee took up the application of Phillip Phillips, Inc., eastern representatives of Norton motorcycles, to qualify the Manx model for Class C competition, under the Rules of the AMA. An identical application made by

Hap Jones of San Francisco, western Norton representative, was placed on the agenda simultaneously and the battle was on.

The "Manx", according to the brochure of the manufacturer, Norton Motors Ltd., Bracebridge Street, Birmingham 6, England, is "accepted as the most successful standard production racing machine in the world". The Model 30M—Bore 86 mm., stroke 85.62 mm., capacity 499 cc and the Model 40M—Bore 76 mm., stroke 76.7 mm., capacity 348 cc. In 1952 it was approved by the AMA and won most of the important races.

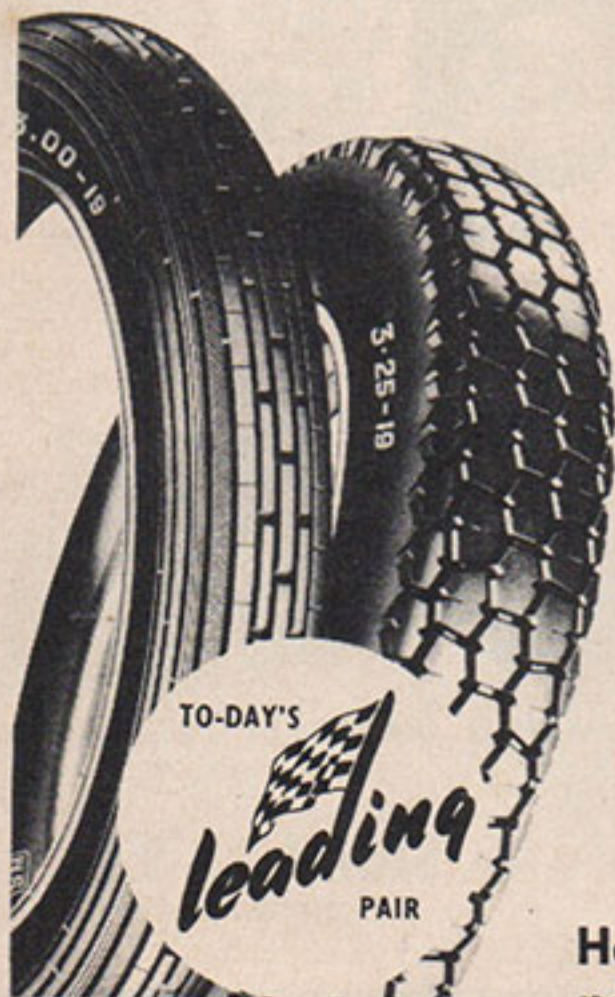
Robert Daru of the New York law firm of Daru, Fenton, Schorr, Lipsky, Ash & Winter, 292 Madison Avenue, appeared for the application. Mr. Daru, a former prosecutor of New York County, was counsel to the United States Senate Commerce Committee and recently was president of the New York Civil and Criminal Courts Bar Association. Daru has also been chairman of the Public Affairs Committee of the Advertising Club of New York, and president of the Real Property Council of New York. No one appeared in opposition. It soon became evident that no opposition counsel, if present, would have found occasion to say anything because of the firm opposition and preconceived position of members of the Technical Committee, which resulted in the Chairman of the Committee informing Daru that under the Rules, unless the decision is unanimous, the matter goes to the Competition Committee.

The members of the Technical Committee, in opposition with several dissenting, stated that the Manx was not a regularly manufactured vehicle under the technical language covering Class C competition; especially in that the Manx did not have a generator and lights. Also, the principal ground was that the Technical Committee had previously barred the Manx; to which Daru commented that there is no point to building mistake upon mistake and perpetuating and pyramiding the error, but that the non-unanimous attitude of the Committee was evident and therefore he would save his breath and make his presentation the following day before the entire Competition Committee.

When Mr. Daru appeared before the Com-
(Continued on page 39)

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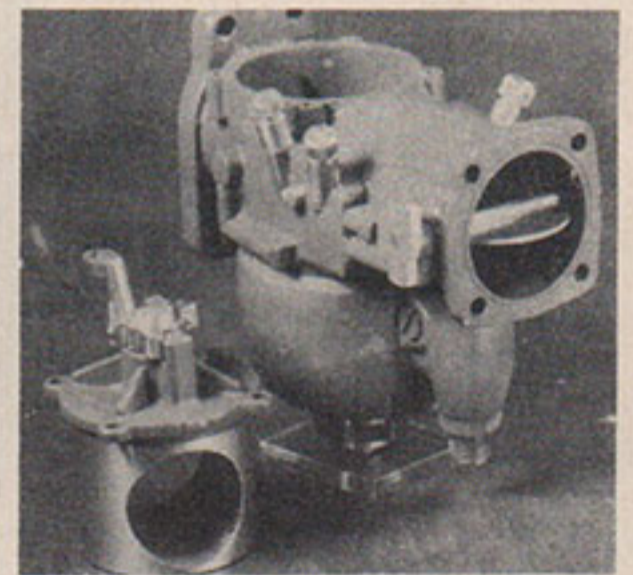
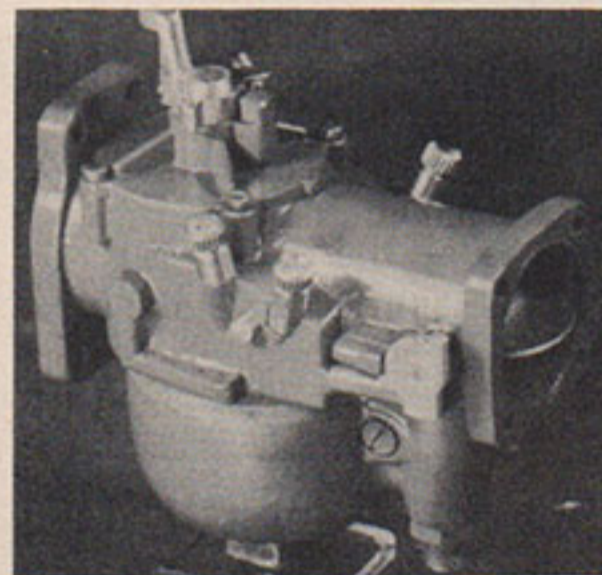
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NORTON CLAIMS CONTINUED

petition Committee, he first pointed out two unusual features of the proceedings. First, that in the nature of an appeal from the Technical Committee's divided ruling, he found sitting as members of the Competition Committee the very members of the Technical Committee, whose opposition brought the matter to the Competition Committee. This, Daru said, seems to a lawyer like finding the jurors who are against you, sitting with the Court of Appeals. Daru then pointed out that under the AMA Rules, the Competition Committee and each one of them, possessed the wholly extreme, extraordinary and unprecedented power to both administer and legislate. "Each one of you has the power," Daru said, "to change the Rules to do the right thing or to change the Rules to do the wrong thing. Such extraordinary power carries with it extraordinary responsibility because undemocratic procedures like these do not set well on the stomach of the American public and you are using the name of America for your Association. Tell me, gentlemen, if I do not like what you do, how do we go about putting a slate of candidates in the field to replace you? Better give some thought whence you came, which only you, but the public does not know, and whither are you going . . . perhaps into the Courts, but if I say that, it will be called a threat and if I don't say anything and you wind up with an injunction against some of your races, you will charge me with not being frank and candid. You have the power, if you wanted to, to say that a stock machine must have a turned-up fender of mustache curvature. This you could claim to be reduction of wind resistance. It makes as much sense as telling us that our Manx must have in the brochure, which is here, lights and generator. We are the ones to decide how to sell our stock models and to describe them and how to build them. You can fool nobody. The motorcycle sport world knows that you did not kick the Manx out until after it won the races. The public relations of the motorcycle industry is bad enough without burdening it with these kind of unfair practices. You are fortunate that you have not been legislated out of business. Your representatives, seeking favorable legislation, possess all the popularity of pest-like lobbyists plus a lobbyist bearing fleas of ancient, musty, lobby carpets."

Other points made by Mr. Daru, were as follows:

"The sales of motorcycles are directly geared to the publicity connected with competitive motorcycle events. Therefore, the Committee is subject to all the control and legal restraint which applies to monopolistic and unfair practices of an economic, as well as sporting nature.

The public believes that the AMA is an American association of sportsmen. Therefore, the absolute absence by the membership of any voice in the Association with respect to officers, committees and the funds thereof, makes the procedures of the Association especially obnoxious.

Those interested in the Manx and others interested in the sport, will not long tolerate holding the Manx out of the running. It will have to be beaten in open competition and not, to use a phrase, familiar in Ohio especially, "behind closed doors in smoke filled hotel rooms."

During the meeting of the Technical Committee, one of the members indicated a sort of sympathetic understanding of what he thought was Daru's lack of technical knowledge concerning motorcycles, resulting in a legalistic rather than a "motoristic"—to coin a word—approach. Whereupon Daru, to the surprise of the Committee, said, "Ask your Bronx expert [meaning committee member Reggie Pink. Ed.], sitting here, whether the motorcycle on which I have often rolled up to his door is usually hitting on one or both cylinders". This seemed to result in a feeling that Daru was in dead earnest in his apparent resentment of the low standing of motorcycle riders in the esteem of the general public, which Daru attributed to bad public relations of the industry, and at the same time, it became clear that the Committee could not and would not attempt to "kid" Daru as to whether or not all other motorcycles which have been permitted to run, have conformed to the so-called technical specifications down to the last word.

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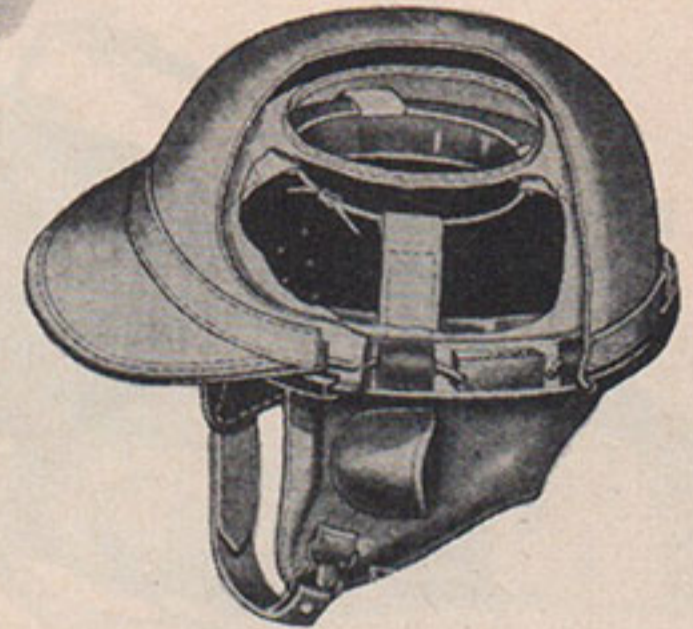
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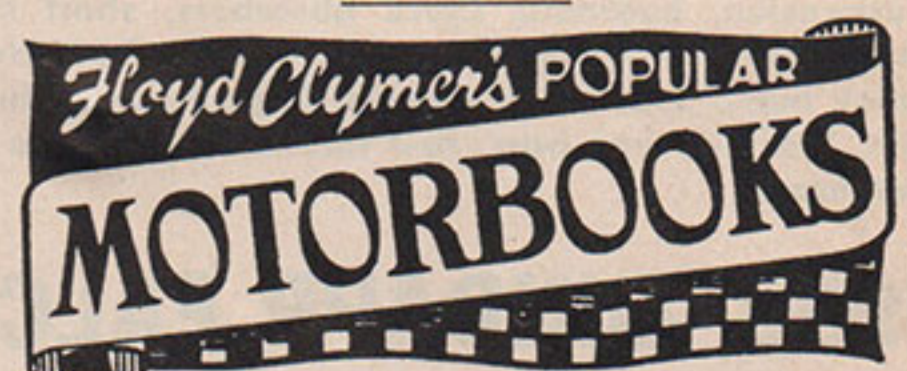
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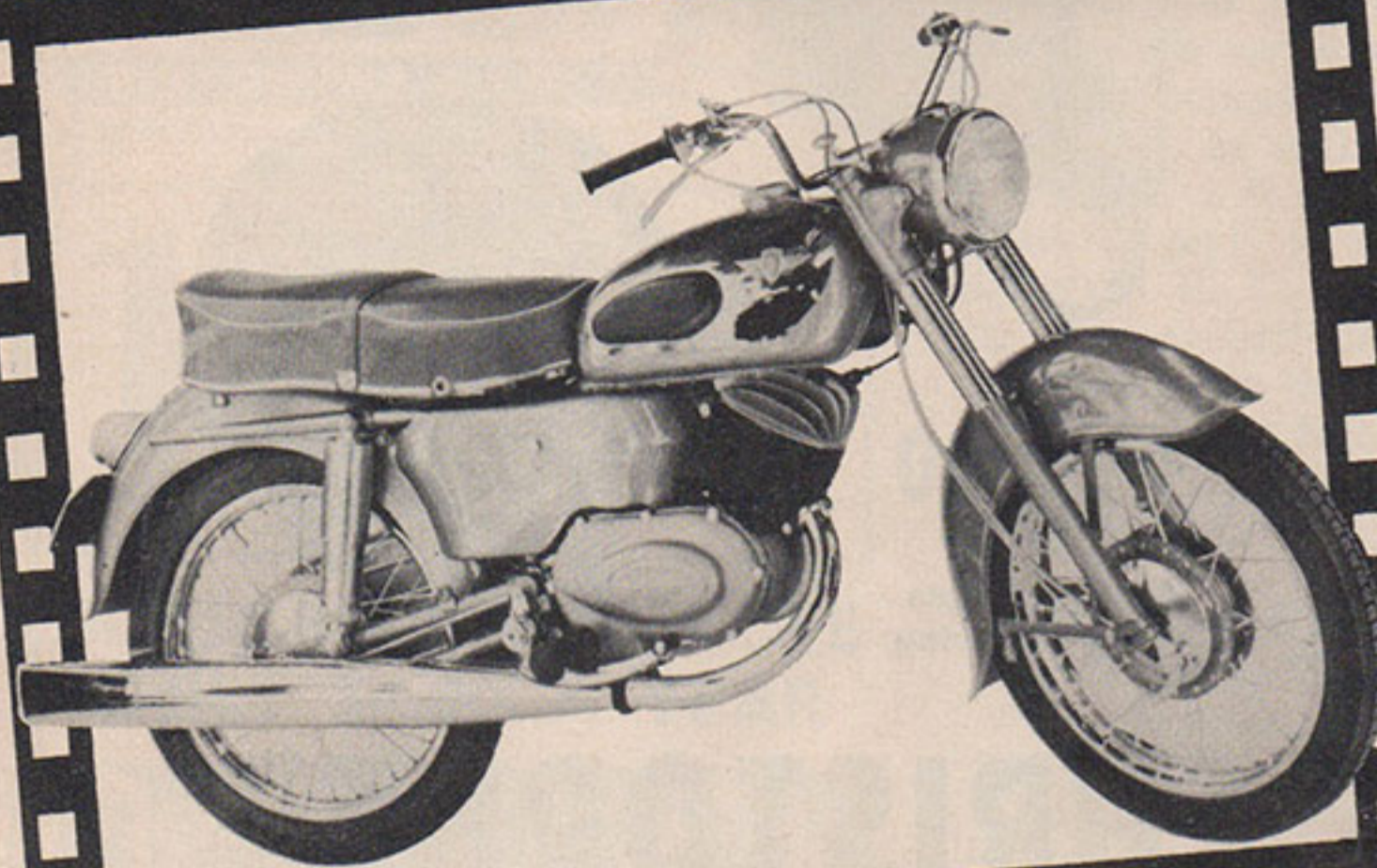
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1958 BELLA 150 DeLuxe

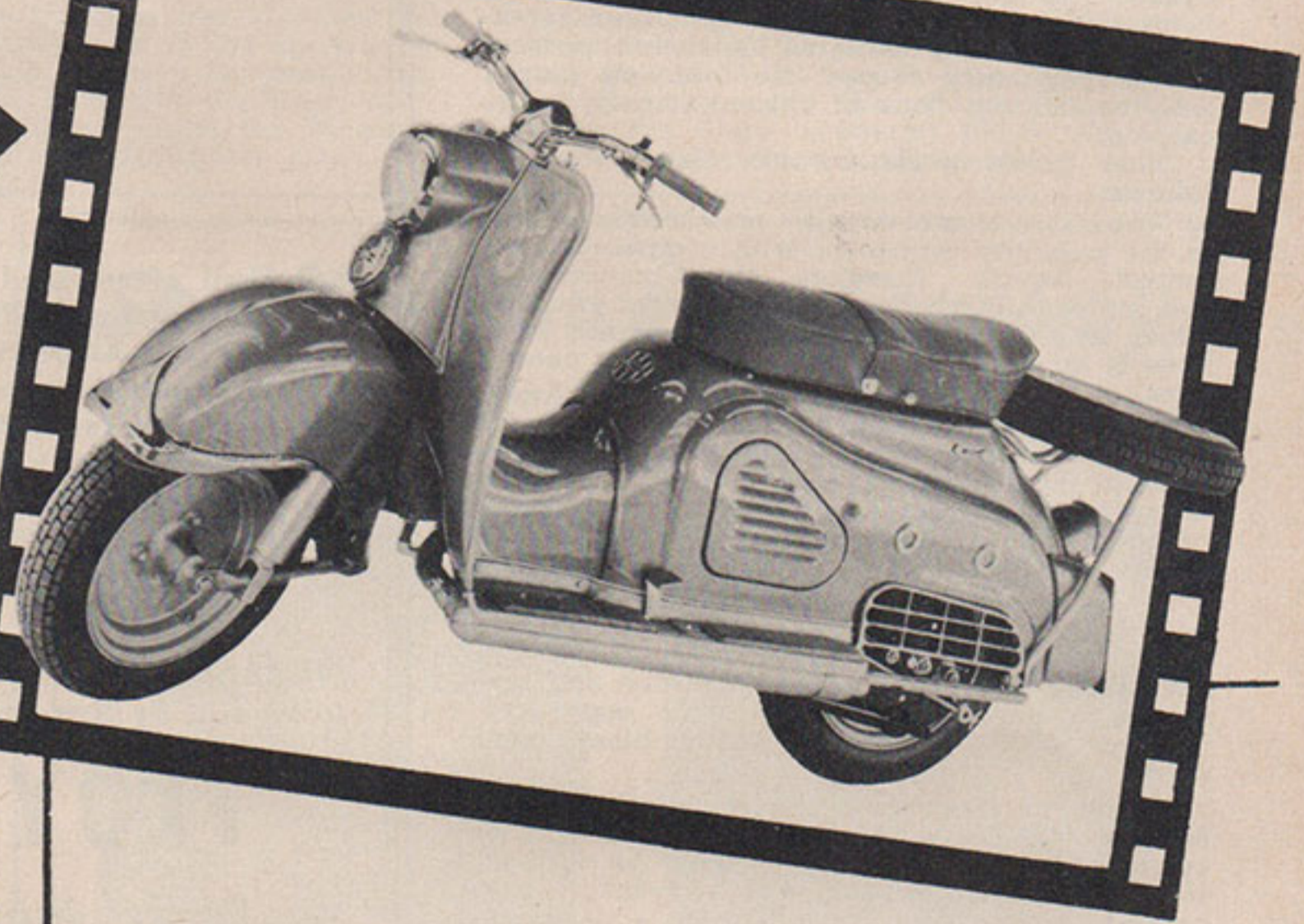
Here's really a great motorscooter, this kickstarter model will give you years and thousands of miles of thrills, dependability and adventure. Differs from the Bella 200 only in respect to piston displacement, electrical gen. Has 8 Horsepower, will do over 100 MPG and cruise comfortably at 60 MPH. Chrome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

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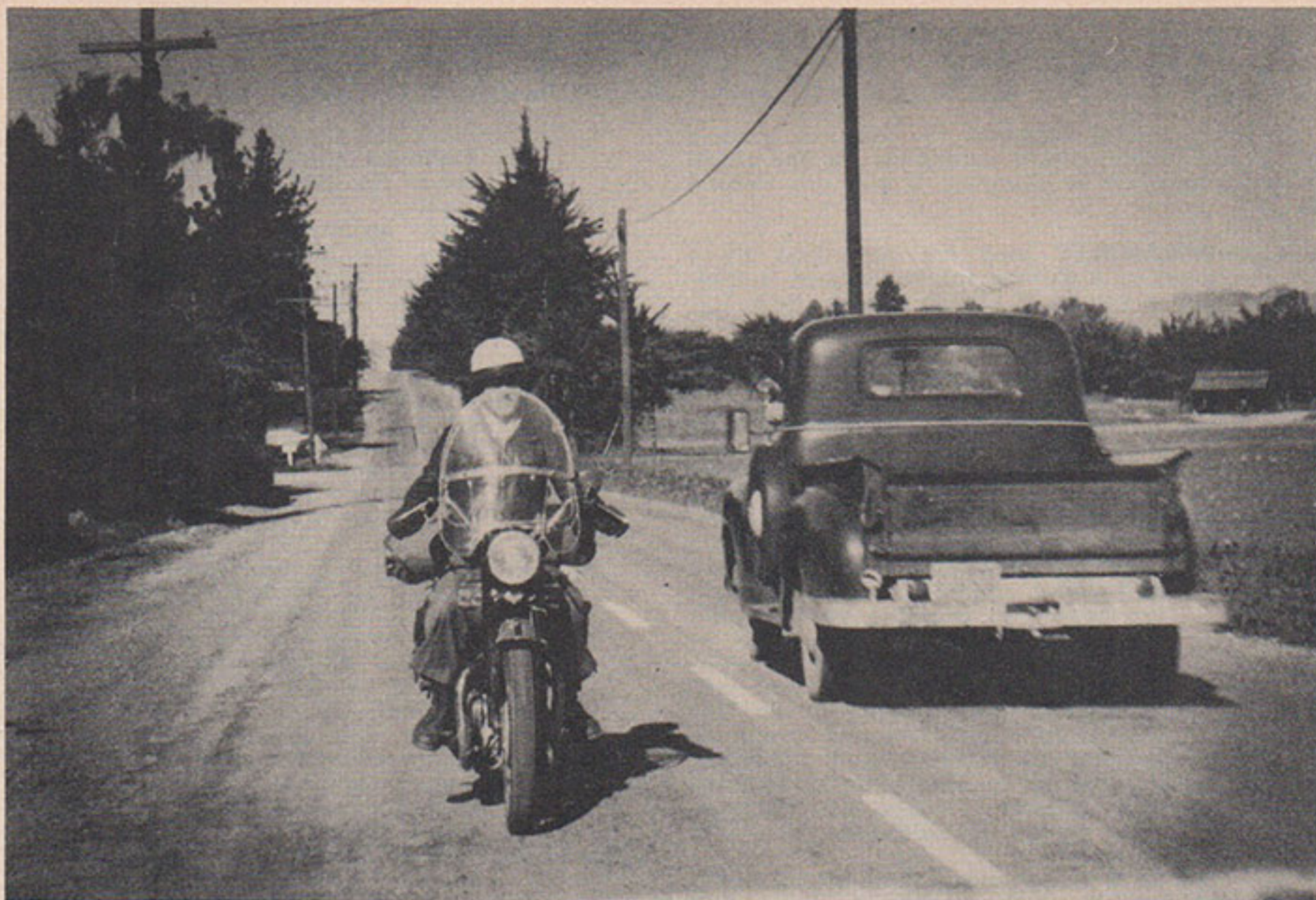
1958 CITATION 500

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.

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TOURING HINTS

By CLIFF BOSWELL

Without a doubt the greatest hazard to a touring motorcyclist is the automobile with its impatient driver. Ride near the outside edge of the pavement, and you will be crowded into the ditch; keep to the center-line, and they will pass you on the right.

Either experience is enough to raise the hair on a safety-conscious rider and make him wonder whether next time he should take the train.

Actually, after many thousands of miles of travel, it is my contention that the safest place to steer a motorcycle on the highway is smack in the center of the right lane and to stay there come hell or high water.

A motorcyclist needs not lack in opportunities to demonstrate good sportsmanship, and many are the chances for pulling aside while waving an anxious automobile driver forward. However, if we are to survive in modern traffic we must cut a respectable swatch worthy of a person with enough fortitude to pit his two-wheeler against the multitudes of throttle, horn and tail-light combos encountered along present-day thoroughfares.

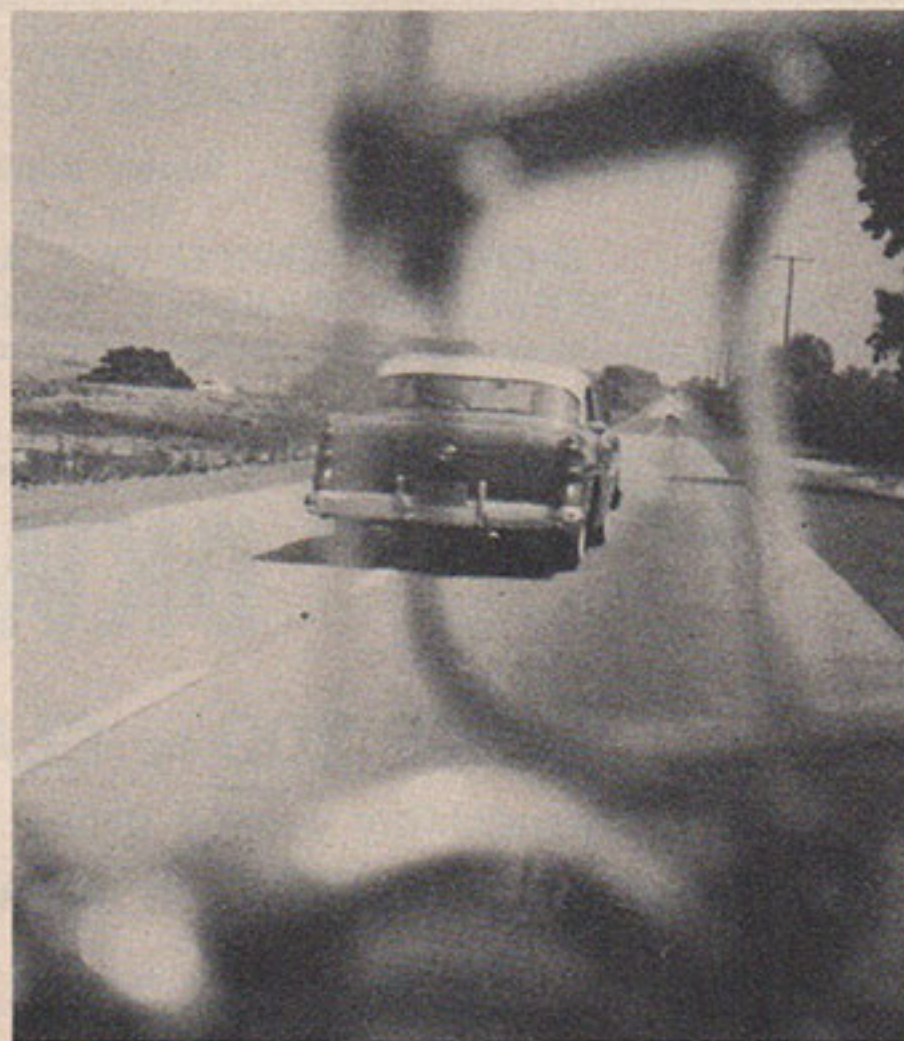
To remain in the center of the right-hand lane, therefore, not only reflects determination to claim a portion of the road, but, in addition, assures a cyclist of an escape route right or left should his position be unexpectedly challenged.

This is to assume, of course, that a rider's motorcycle is capable of maintaining a sufficiently rapid pace to avoid creating a traffic hazard. Slower machines must of necessity hold a position on the extreme outside edge of fast moving traffic, or, on open highways, remain alert to guard against being run

down or crowded off.

Road conditions, aside from traffic, sometimes dictate where and how fast to ride. It is well, therefore, to make a few practice runs ahead of time to become familiar with situations that could develop on a long trip. Several miles over gravel, loose dirt and rocky, rutted and steep roads with a couple of mud-holes and creek crossings thrown in will present valuable lessons in control and balance, not to mention the confidence to be gained from such tactics.

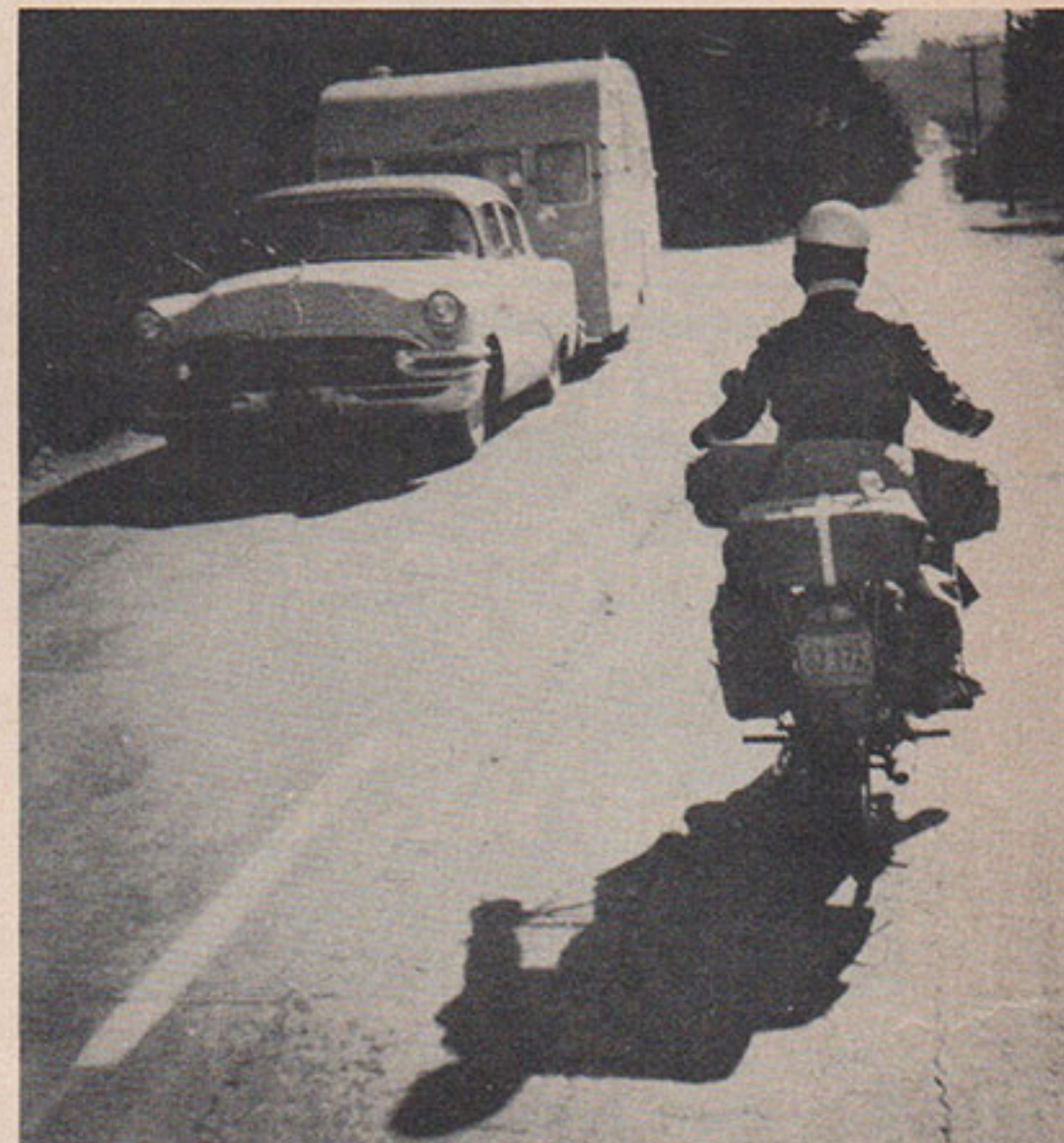
Practice runs should be made with the same machine and equipment to be used on the proposed trip. It is one



Motorcyclist who maintains a steady pace and keeps to the center of the right hand lane gains respect of automobile drivers. Always pull aside and wave impatient car drivers forward when traffic conditions warrant.

thing to ride over rough country with a stripped down job, but an entirely different one to do likewise on a bike loaded with gear. Windshield, saddlebags and bed-roll would normally be carried. Dry runs with the bike packed for touring not only gives practice in riding, but shakes down the equipment as well, and locates weak spots that could cause trouble later.

Riding in heavy city traffic brings



Cruising in the center of the right hand lane assures the rider of an escape route should his position be challenged.

problems of its own. I am sure there are others who can write with more authority on this subject, and it would be interesting to hear from them. Perhaps a separate story should be done later.

In the meantime the call of the open road is strong. Better at the first opportunity to exchange the sickening odor of concentrated exhaust fumes of congested city traffic for the heady balm of sage, pine or alfalfa of the countryside. Healthier, too, in more ways than one.



Preparation for a trip should include a few water crossings with full touring gear. Crossings are best made slowly in first gear with the feet on the pegs. Apply power slightly just before the deepest part is reached.

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AMA SCRAMBLES RULES

If entry fee is charged, it can not exceed \$1.00 and must include admission for the rider. When admission is charged, it can not exceed \$1.00.

Sec. 1—SCRAMBLES may be described as a meet on a private course or field, including a series of events similar to a T.T. race meet.

(a) Scrambles must be classed as Sportsman events. Awards are limited to TROPHIES.

(b) Scrambles can not be advertised as a motorcycle race, but may be advertised as a motorcycle Scrambles race.

Sec. 2—COURSE: The course should be a minimum of one mile in length where possible. A maximum length of two miles. The course should be irregular insofar as possible so that both right and left hand turns have to be negotiated. It is advisable to include, if possible, a hill that will necessitate gear changing, so that the entire motorcycle is made to perform its regular road functions. Natural terrain should be used whenever possible. Jumps are permissible. Dangerous obstacles should be removed.

(a) As a safety precaution, approximately 75% of the course must be wide enough to safely pass and this portion of the course should be a minimum of ten feet in width. The course should have wide turns or escape routes at the end of any long or fast straightaway.

(b) No paved surface, flat track, or portion of a flat track, can be used. It is permissible to use a portion of a T.T. course.

Sec. 3—STARTS: Conditions of course and terrain shall determine method of starting. If congestion exists, a dead engine start with the rider sitting on the motorcycle is suggested. If desirable, starts may be made off the course.

Sec. 4—CLASSIFICATION OF RIDERS: Riders will be EXPERT and AMATEUR.

(a) A point system can be established to advance amateur riders to the expert class.

(b) Enduro riders in "A" class and any rider who holds, or has held in the past, a Competition License as a Listed "B" or Class "A" rider and/or "Amateur" or "Expert" will be classified as an EXPERT SCRAMBLES rider. All other riders will be classified as AMATEUR SCRAMBLES riders.

Sec. 5—EQUIPMENT: Limited to manufacturer's standard models as cataloged, with standard bore and stroke for that model, but allowing reboring up to plus .080 oversize.

(a) Any type of tire may be used. (Tires not restricted to Formula 'C'

approved tires).

(b) Standard pump gasoline must be used. No power additives can be used.

(c) AMA approved helmets must be worn by all riders. It is recommended that protective leathers be worn at all times.

Sec. 6—PROGRAM: If there are six or more entries for a class, that class must be run.

(a) If there are less than six entries for any class, those entries will be advanced to the next higher class, except that no entries from the Lightweight Division can advance to the Heavyweight Division. See Sec. 7)

(b) If there are less than six of either Expert or Amateur riders in any one motorcycle class, they may be run together for the same trophies, but the Experts must be handicapped at the starting line.

(c) If there are six or more of both Expert and Amateur riders in the same motorcycle class, the two rider classes may be run concurrently with separate trophies for each rider classification.

Sec. 7—MOTORCYCLE CLASSES: Either of the following classifications MUST be used for Lightweight Sportsman events. (Scrambles)

Lightweight Division—First Classification "Inch for Inch"

1. Motors up to and including 125cc
2. Motors 126cc to 175cc inclusive
3. Motors 176cc to 200cc inclusive
4. Motors 201cc to 250cc inclusive

Lightweight Division—Second Classification "By Type"

1. OHV motors up to and including 100cc
Two cycle motors up to and including 125cc
2. OHV motors 101cc to 125cc inclusive
Two cycle motors 126cc to 175cc inclusive
3. OHV motors 126cc to 150cc inclusive
Two cycle motors 176cc to 200cc inclusive
Overhead cam motors up to 125cc inclusive
4. OHV motors 151cc to 200cc inclusive
Two cycle motors 201cc to 250cc inclusive
Side Valve motors 201cc to 250cc inclusive
Overhead cam motors 126cc to 175cc inclusive
5. OHV motors from 201cc to 250cc inclusive
Overhead cam motors from 176cc to 250cc inclusive

HEAVYWEIGHT DIVISION:

1. Motors 251cc to 350cc inclusive
2. Motors 351cc-OHV to 500cc-OHV inclusive
3. Open Class — All motors over 501cc-OHV

(Continued on page 45)



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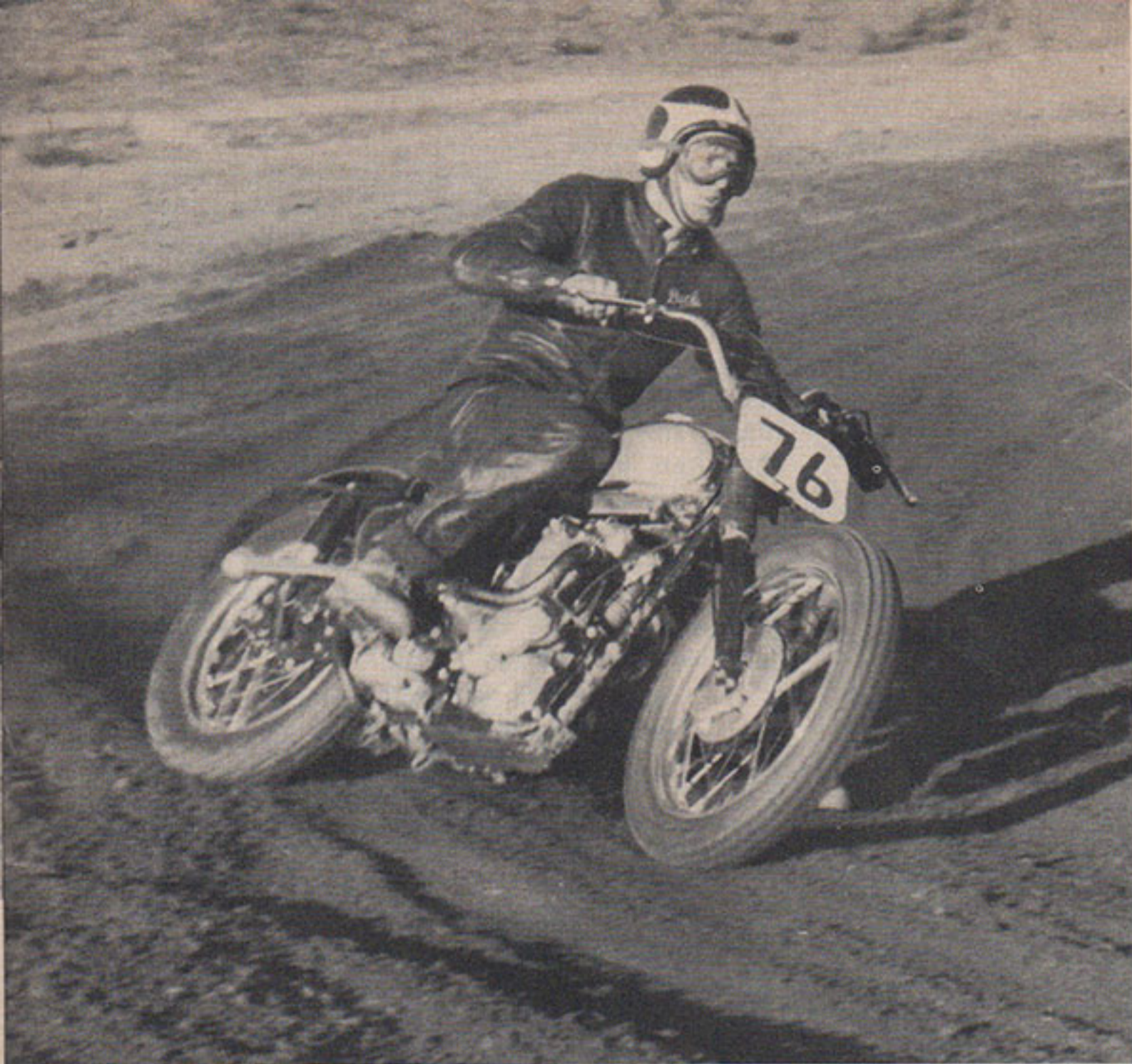
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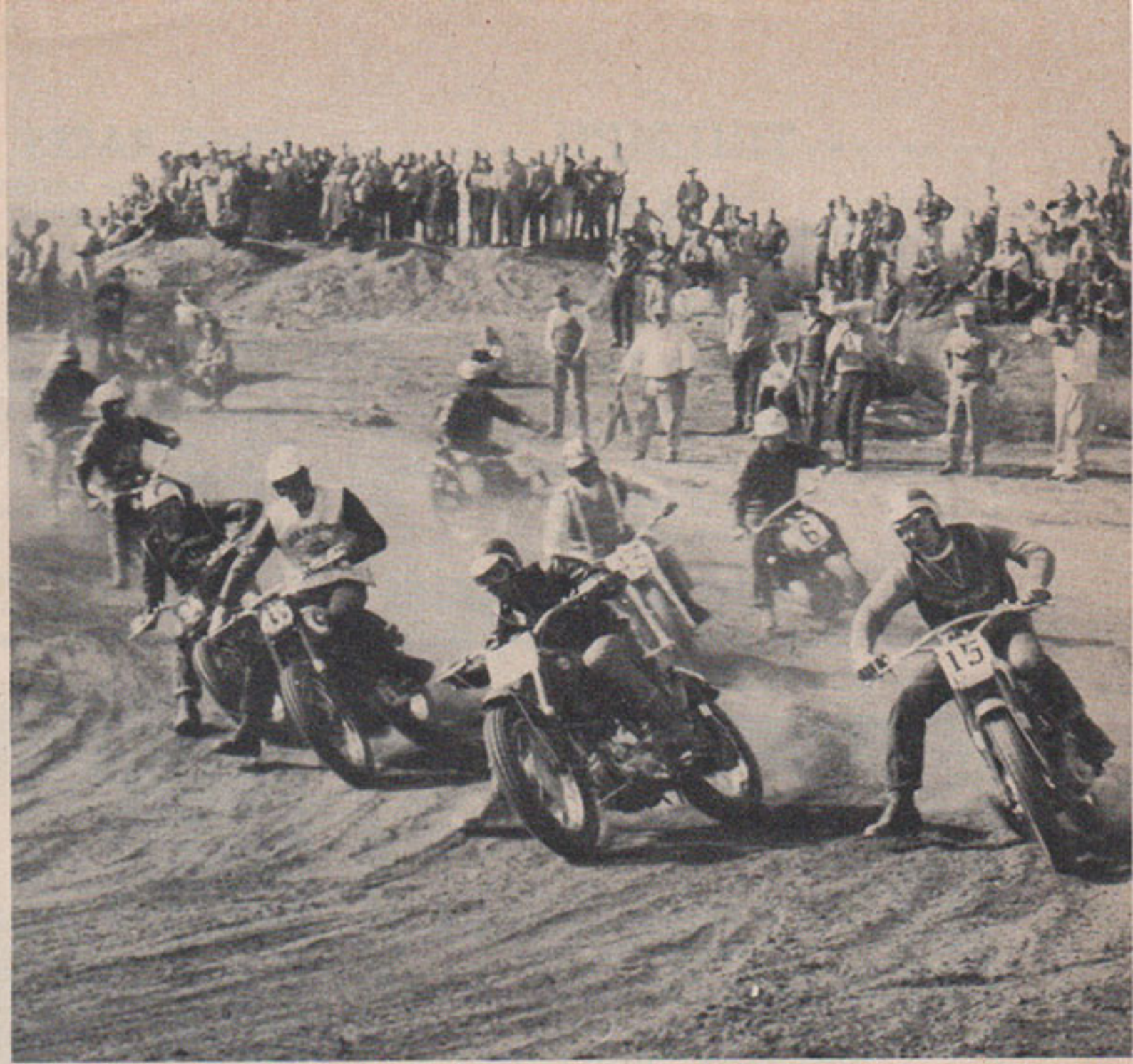
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Dick Dorresteyn rode most of the race sideways.



Traffic gets thick in start of one of the Expert Semi-finals.

California State Championship Scrambles

Northern California's Dick Dorresteyn turned in the most spectacular ride of his career to win the California State Scrambles Championship in the meet held on the twisting, .8 mile Perris course. Dorresteyn rode the twenty-lap Open Class Main laid over so far in the sharp right and left turns that it looked like he was always about to unload. As it happened, he did unload several times in the meet, once after working his way from fifth to first place in the Big One, passing such hot shoes as Jack Simmons, Chuck Minert, Johnny Rich, and Arvin Cox. One of his characteristic controlled slides went out of control on a particularly tricky turn and he found himself flat on the turf with a bent right handlebar. The lead was immediately taken by Jack Simmons on his BSA. But Dorresteyn was not down for long and before Simmons had a chance to cinch his lead, the dirt-digging Dorresteyn slid

Early in the 200 Expert Main.

past him and held the first spot before an electrified crowd right to the checkered flag. All who witnessed this performance agreed that they had just seen a real motorcycle artist in action.

The Championship event was a two day affair which saw 99 lightweight bikes and 279 twenty-one inch and open entries charge out of the electric starting gate to race around the excellent course, which had no long straights, just turns and a jump. On Sunday alone, 44 events were run through with clock-like precision by the promoting Dyna-Mites M.C., and there were no delays.

RESULTS EXPERT OPEN

Dick DorresteynTriumph
 Chuck MinertBSA
 Charlie HockieVelocette
 Dick MillsBSA
 Jerry SchusterBSA

AMATEUR OPEN

John LomanteTriumph
 Dave LorenzTriumph
 Fred PetersTriumph

21"

Ron EmmickTriumph
 Max MelchertIndian
 John H. Rice.....BSA

15"

Don HawleyTriumph
 Eugene PerkinsZundapp
 Robert HoodMaico

200 cc EXPERT

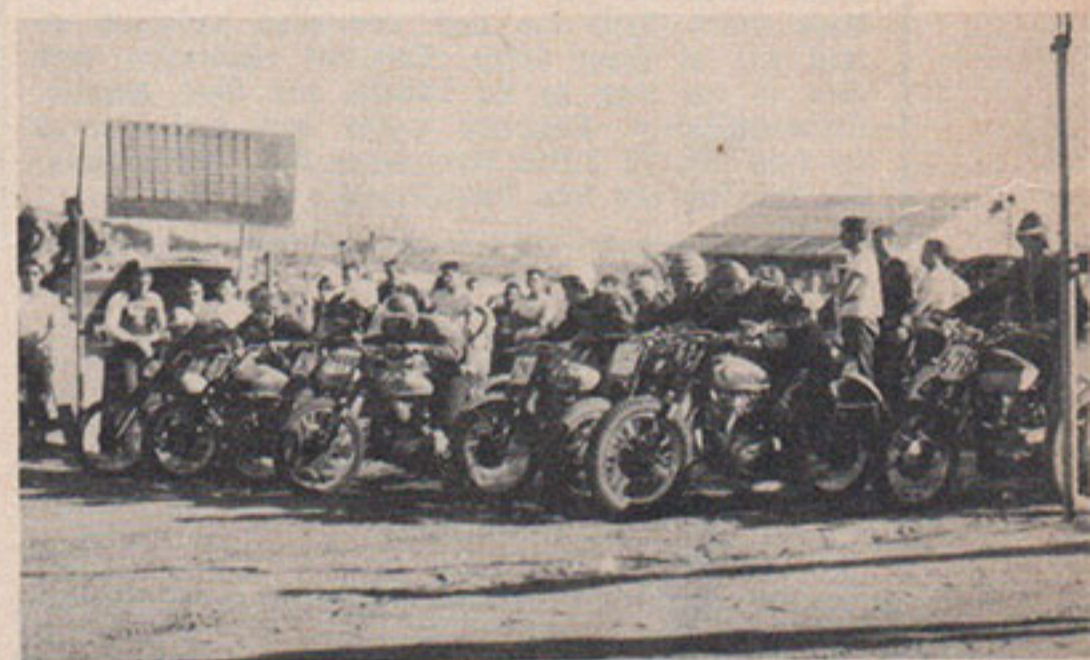
Bill MesserBartali
 Bob SkibstedTriumph
 Don BuolTriumph

200 cc AMATEUR

David HamDKW
 Carl CrouchTriumph
 Roger KessingerTriumph

125 cc

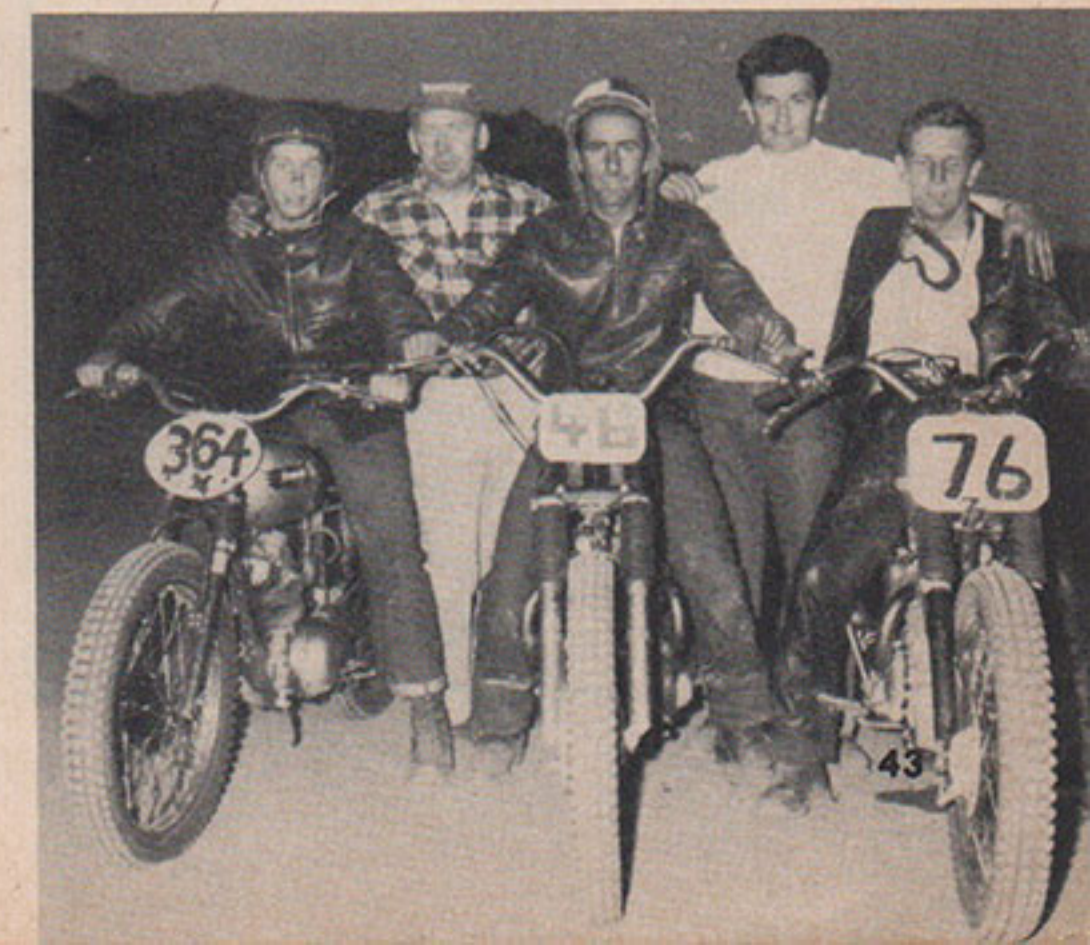
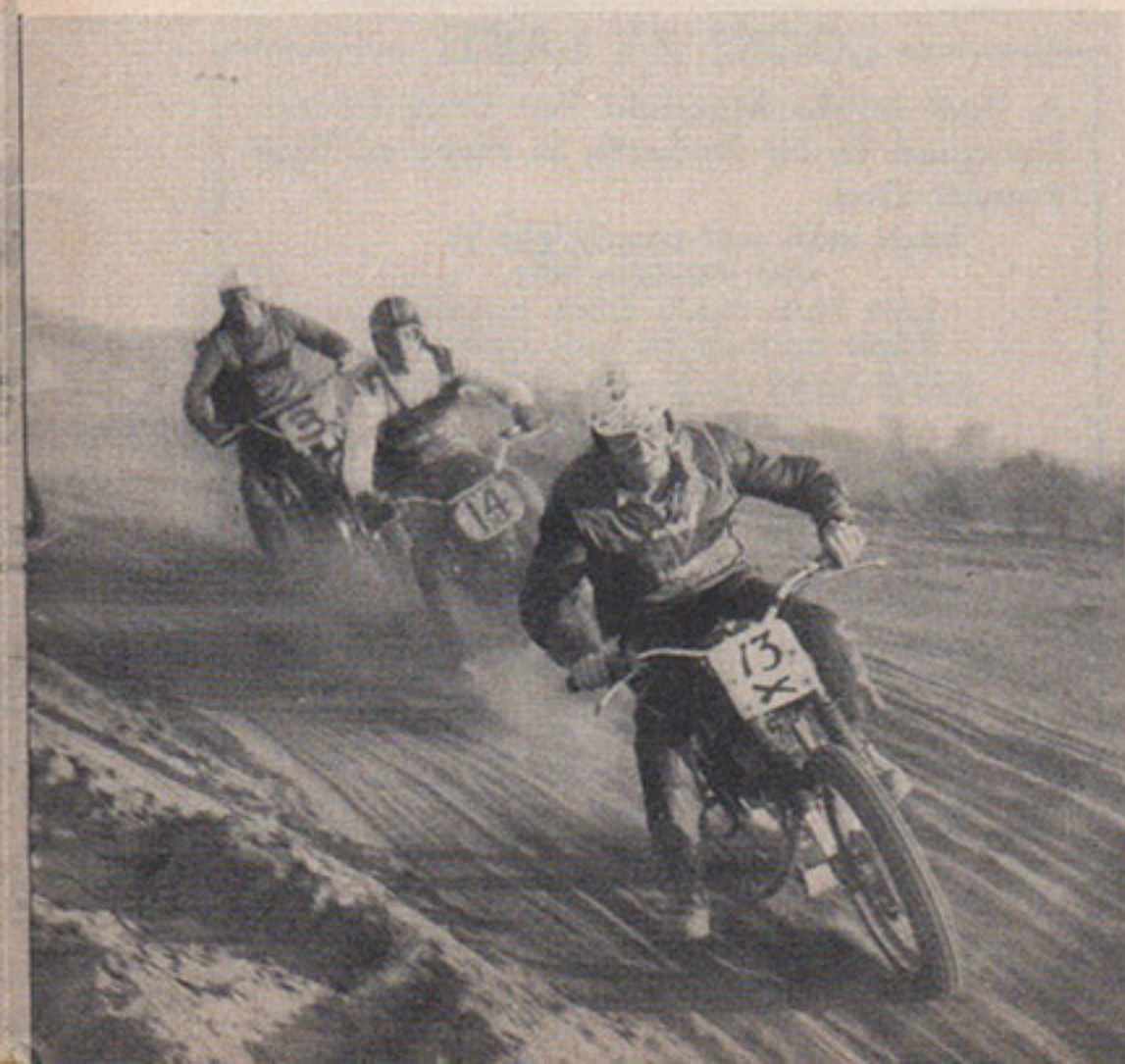
Preston PettyNSU
 Harlan BastNSU
 Jim EvansMV



Electric solenoid-operated starting gate goes up, and another brace of scramblers goes off.



Above: Bill Messer (Bartali) leads second placer Bob Skibsted (Cub) into finish of 200 cc Main. Below from Left: Ron Emmick, his father Harold Emmick, John Lomante, Triumph dealer Phil Cancilla and Dick Dorresteyn.



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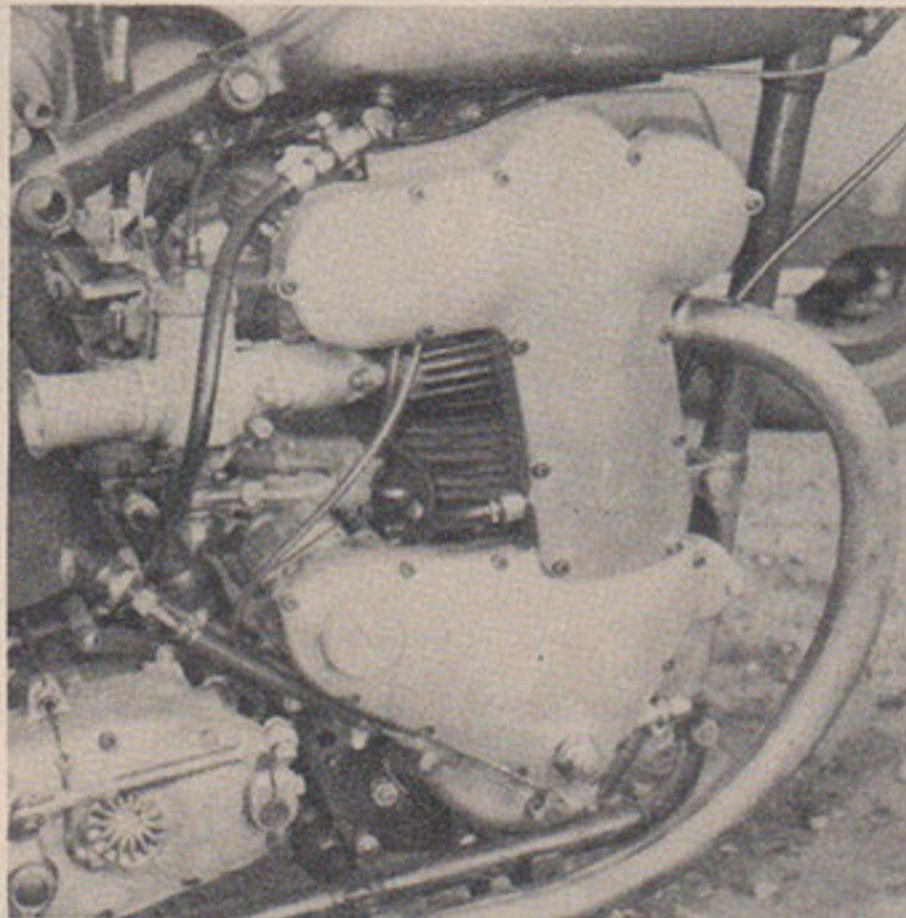
DRAG RACES

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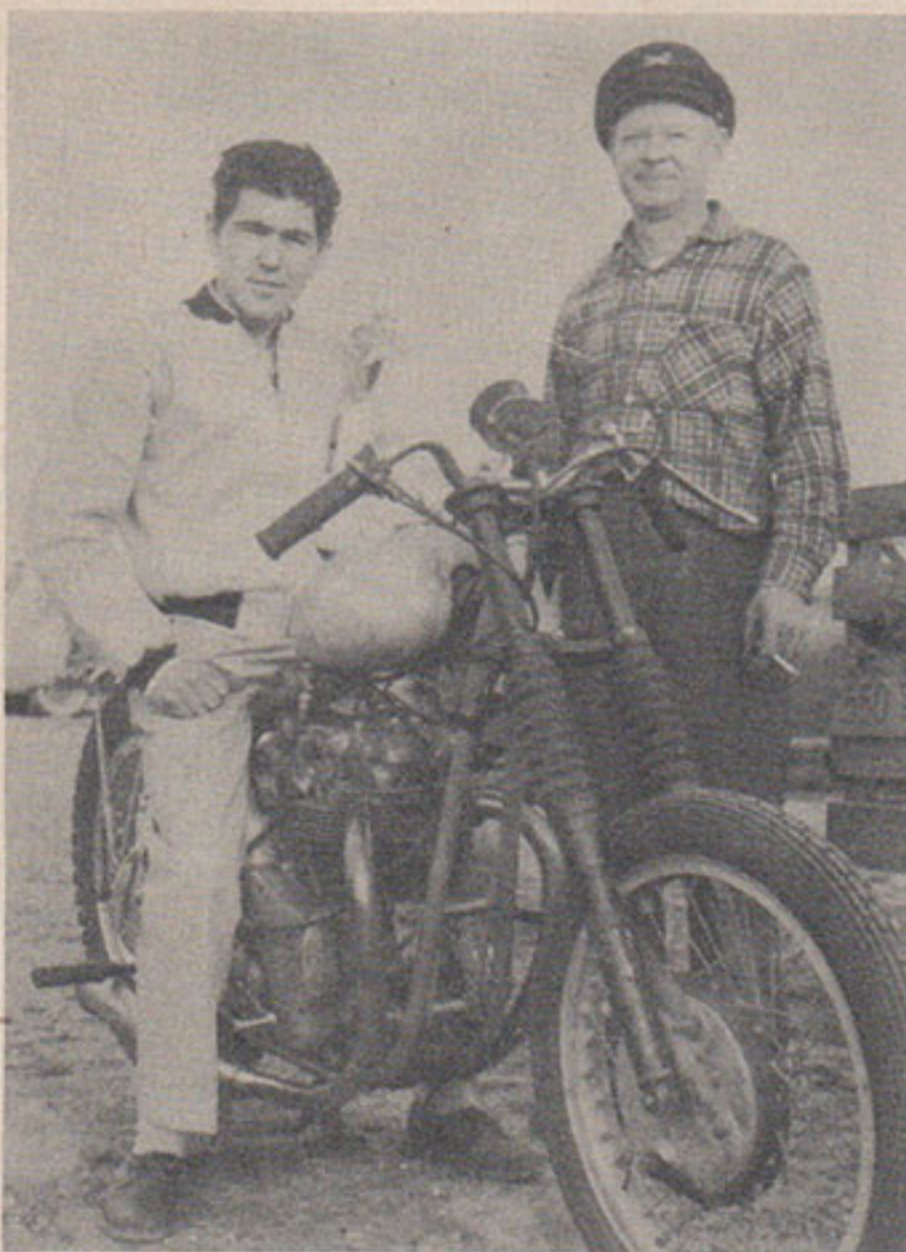
dividual runs against the clocks for tuning
and practice. Then, after a lunch intermis-
sion, competition got down to business and
class eliminations were run.

In the special eliminations for top elimi-
nator cycle, the first run-off was between
Joe Smith and Bill Butler. Smith's potent
Harley-Davidson stroker blew off Butler with
a top speed of 114.94 mph and an E.T. of
11.70 sec.

In the second run-off Drag-Race Ace Tom-
my Auger, who had the fastest time in regu-
lar eliminations, lined up against the Old
Master Bud Hare, maker of much magni-
ficent machinery. Hare won the elimination



Double overhead cam conversion on a 650 cc
Triumph. Builder Ralph Gaebel designed all the
castings for the gear-driven unit himself. First-
time-out bugs hampered performance.



Dick Newell (on bike) and Frank Christian
pose with trophy won at drag meet. Experi-
mental bike runs George Everett's TT BSA
engine.

at 106.38 mph in 12.71 seconds when
Auger got his primary chain tangled around
the sprocket coming off the line. The wheel
locked up tight at about forty or fifty mph,
causing the crowd to catch its breath, but
Auger stayed aboard and rode the fishtailing
black Vincent to a stop—a magnificent job
of cool control.

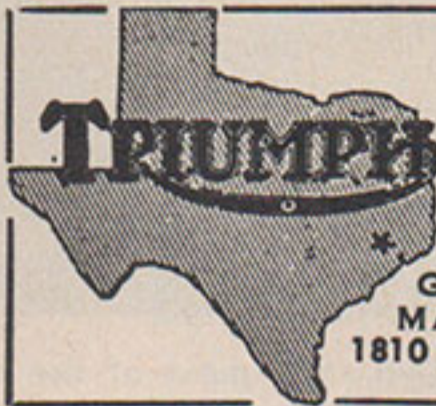
Then Bud Hare and Joe Smith faced one
another at the starting line. The flag dropped
and 11.54 seconds later Smith was the top
bike eliminator, having tripped the clocks

at 115.23 mph.

Then to top the day off for the cycle fans,
the fastest car (cars had been running a few
at a time between the bikes) and the fastest
cycle went off against each other and once
again Joe Smith proved that two wheels can
beat four when the Rheinhardt Bros. "A"
dragster, which had turned an earlier time of
133.97, blew its gear box and lost Top Elim-
inator trophy to the bike. Because of a re-
cent ban on fuel at most California drag
strips, all racing was done on gasoline.

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SCRAMBLES RULES CONTINUED

All motors over
751cc-SV

Sec. 8—There **MUST** be First Aid equipment and a qualified attendant with the ambulance or station wagon properly equipped to transport any injured rider to a hospital.

Sec. 9—AMA Chartered clubs only, can apply for a Scrambles sanction.

Sec. 10—**SAFETY RULES FOR MOTORCYCLES:**

(a) Footpegs must be rubber covered or have **BLUNT** ends. Pegs may be folding or rigid, but must not extend more than four inches beyond the cases.

(b) Brake and clutch levers should be equipped with ball ends or rubber covers.

(c) There must not be less than six inches of exhaust pipe running parallel to the ground. The rear end may be elevated previous to the point of discharge, but not to extend beyond the edge of the rear wheel rim.

HARE SCRAMBLES

Sec. 1—A Hare Scrambles is similar to a Cross Country Run and shall be conducted under the same rules, except paragraph (c), (g) and (h). The course should be a marked unknown course using a mass start. It differs from the Cross Country Run in that it is run on a closed course of approximately 5 to 10 miles. The number of laps to be determined by the promoting club. Lightweight motorcycles may be run concurrently with the larger motors, except that they must be started in mass shortly after the start of the larger motors.

Sec. 2—Checks should be arranged to make any course cutting impossible.

Sec. 3—The finish line should be a checking point for each lap.

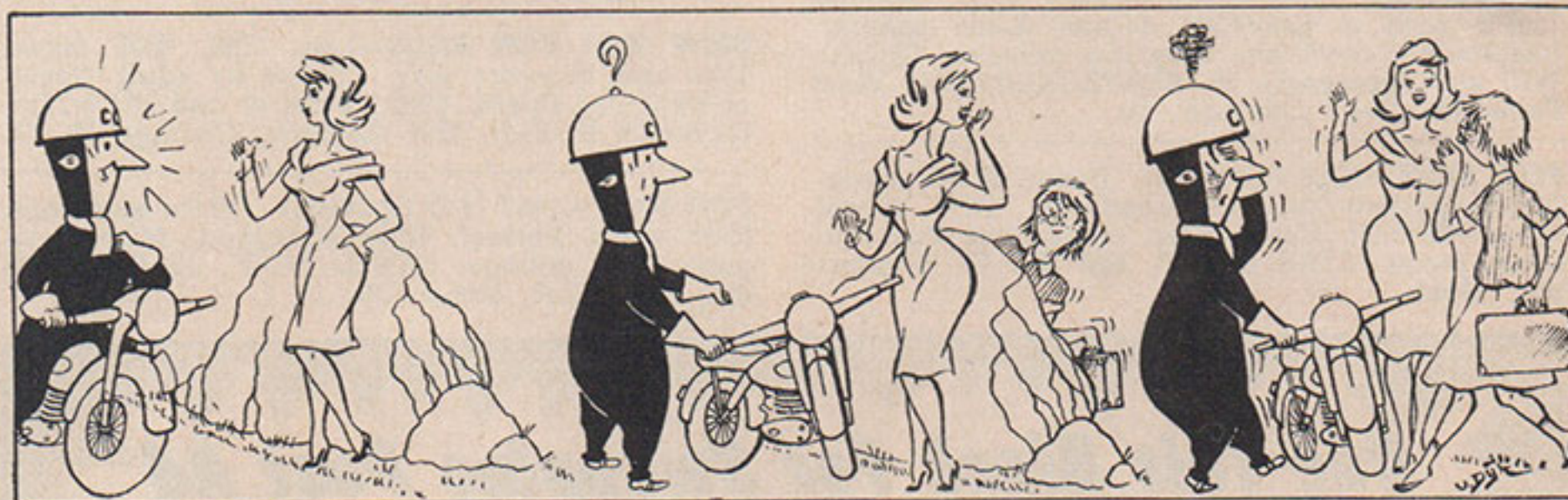
(a) This check must be a STOP check.

Sec. 4—Other checks, excluding the finish line check, on the course may be of the written chain type.

New BSA Catalogue

A brand new 1958 color catalogue on BSA motorcycles is now available to motorcyclists. This new catalogue covers the complete 1958 BSA range of motorcycles and a free copy may be secured by writing the nearest distributor. In the West, write Hap Alzina, 3074 Broadway, Oakland, Calif., and in the East, BSA Inc., 639 Passaic Ave., Nutley, N.J.

C. C. RYDER



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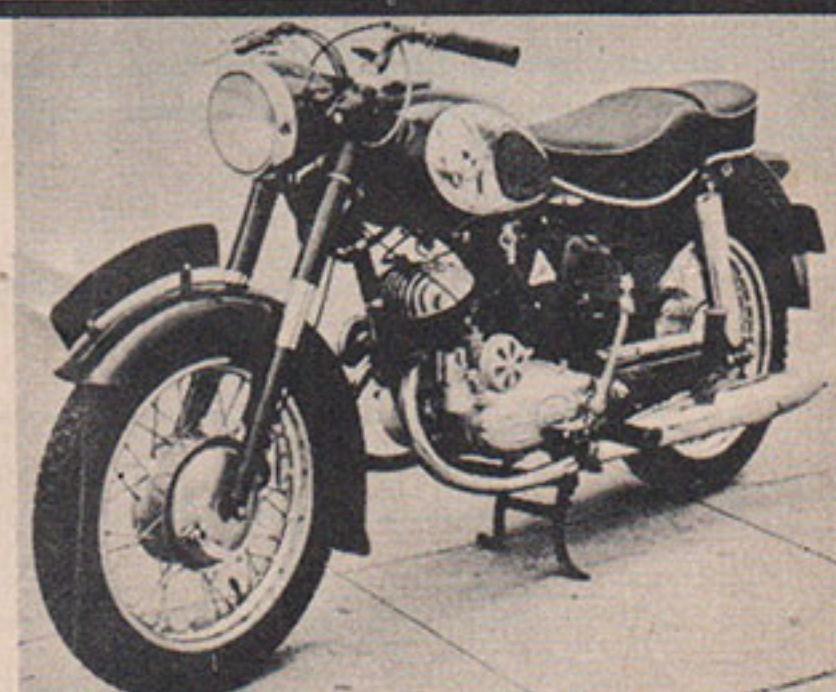
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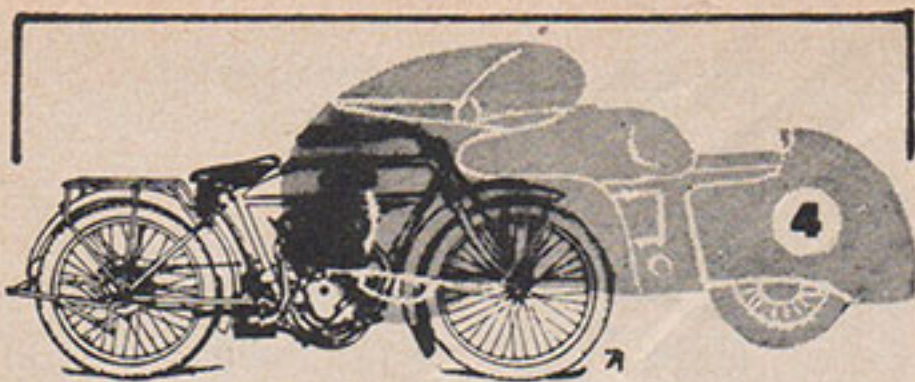
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WANTED—For experimental work. Partially wrecked Vincent Lightning or Shadow—What have you? Also need good 1951 or newer Vincent Rapide or Shadow. Write: RICHARD ZIESMER, Unit #1, Box 1986, McChord AFB, Wash.

FOR SALE—'56 BSA Clubman Gold Star. Absolutely perfect mechanically and in appearance. Very low mileage—extra sprockets and cams, etc. First \$495 takes it. R. S. ISAAK, Eureka, S. Dak.

WANTED—Correspondence with cycle riders who work or ride wearing tight-legged breeches with 18" high-top work or riding boots. I would like complacency that this uniform is not yet extinct. ED MOYER, Colmar, Penna.

HARLEY-DAVIDSON FOR SALE—1953 165 cc completely rebuilt. 400 miles. New paint, tires, windshield, saddlebags. \$300.00 or will trade for 61, 74, what have you? JIM WENDT, Dodge Court, Lake Mills, Wisc.

USED MACHINES—Have several interesting used machines for sale. Guzzi, International Nortons and others. G. SCHIFER, 2710 Island Road, Philadelphia, Penna.

WANTED—Two Warrior engines complete with carburetors, not blown up. State condition and price. BOB'S CYCLE CENTER, 1711 W. Whitner St., Anderson, S. C.

FOR SALE—1952 500 cc Matchless Scrambler. Engine recently rebuilt using wirewound piston. \$250.00. One each late type 10TT carb and remote needle carbs. Both \$35.00. R. BURTSCHER, 6001 West Patterson Ave., Chicago, Ill.

TROPHYBIRD FOR SALE—Late 1957 Triumph TR6-B with a beautiful deluxe Steib sidecar. Immaculate condition, very low mileage. \$850.00. Will sell separately. R. BURTSCHER, 6001 West Patterson Ave., Chicago, Ill.

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.

EDITOR OF HARLEY-DAVIDSON ENTHUSIAST DIES

James P. McCloskey, editor for 22 years of the Harley-Davidson *Enthusiast* magazine passed away on December 29 at the age of 53 years. Death came as a result of pneumonia and other complications.



J. P. McCloskey

"Mac" as he was familiarly known, enjoyed a wide acquaintance with motorcycle riders and dealers. Under his guidance, *The Enthusiast* carried many interesting portrayals of motorcycle doings and Harley-Davidson activities in general.

Born in Winona, Minnesota, July 25, 1904, he came to Milwaukee in 1926. He attended St. Norbert College in Green Bay, Wisconsin, and graduated from the school of Journalism of Marquette University in Milwaukee. He was a member of the Knights of Columbus, Holy Name and St. Vincent de Paul societies of St. Augustine Catholic Church. Surviving are his wife Marian, two daughters, Mary Ann and Jeanine, and his mother.

SELL—1957 BMW Special sidecar. Attachments for BMW. 300 miles. Excellent condition. \$275.00 Will crate. DEAN R. PURDIE, Box 246, Fairbault, Minn.

WANTED—Crankshaft, 1950-54 650 cc BSA. Will consider entire wrecked or tired machine if in Washington area. Send prices and particulars. FRED JENNINGS, 3408 13th Place, S. E., Washington 20, D.C.

WANTED—Engine unit from late BMW R26 250 cc cycle. Must be in excellent condition. Also factory racing parts for BMW. CALVIN LIEB JR., 25 W. 9th St., Shoemakersville, Pa.

FOR SALE—Van Norman boring bar and plate. \$200.00. L. WOODS, 433 Euclid Ave., Compton, Calif.

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.

BMW R-69 FOR SALE—Late 1956, 3000 miles. Like new in every way. Owned by adult. Special bars and shield. \$995. Write or call HU 8-1718. HORACE NOBLE, 7221 Calumet, Chicago 19, Ill.

FOR SALE—1957 H-D Sportster. White and blue, 6500 miles. Perfect, fully equipped. Must have money for college. JAMES DOW, 10 Brookside Ave., Apt. 2 A, Somerville, N. J.

MAIL POUCH

CONTINUED

truding too much, I would like to have a catalog of the American Harley in colour, if not black and white. When you can't own something, at least you can picture yourself on one.

Brenville Ferguson
Box 1360
Nassau Bahamas

We do not have a catalog to spare, so we sent your request to the Harley-Davidson Motor Co. at Milwaukee.—Ed.

Gentlemen:

As an old-timer could we get membership number 100? Have missed very few days in last 41 years of riding from a little to a lot. One of the oldest MC dealers. Thirty-two years same ownership, same Harley-Davidson franchise.

Les Myers
Wichita Falls, Texas

As a very early member, Les, we were happy to give No. 100 to a veteran rider and dealer—WCC

Editor, CYCLE Magazine

Say! No wonder we motorcyclists are such a healthy group. There has been invented an electric vibrator chair to massage the body and jiggle the circulation along while the patient sits and stares at the wall. All for health's sake.

For years we cycle riders have been using our little gasoline vibrators, enjoying the fresh air and scenery, and unknowingly all the while developing a superb degree of physical attainment.

How about that?

My first motorcycle was a used Flying Merkel back in 1925 so you know I'm just a young sprout. Now riding an Indian, my 16-year-old daughter has a 125 H-D. We enjoy your magazine very much and often lend it out to others. It always peps up the day when the new issue comes in.

Eric J. Grant
Porterville, Calif.

Editor, CYCLE Magazine

I am thinking of riding the 1958 Green Horn Enduro. Will you supply me with, or tell me who to contact, as to rules of the run, starting dates, accommodations, and the address of the promoting club.

As encouragement to fellows who are thinking of riding enduro but don't wish to modify their road machines for this purpose, I say go ahead. I rode a 1957 stock Triumph Thunderbird with full muffler equipment 486 miles in the 1957 Jack Pine Run. I didn't finish due to my oil pump plugging up with sand as a result of not changing my oil at night check.

Dale Watson
Lansing, Michigan

The address of the sponsoring club is: Pasadena M.C., 21 E. Howard St., Pasadena, Calif. The next Greenhorn Enduro is scheduled for May 31st and June 1st.

Dear Floyd:

Enclosed is my check for \$5.00 for my membership in your club. I want you to know that I am very enthusiastic about this and you can depend on me for full patronage and help in any way possible. I have been a member of the AMA for twenty-eight years and have no criticism, but as you say, there is much to be done, especially in the public relations category, and your organization is in a position to "get it done"—more power to all of us. Thank you for the privilege.

Bruce Baldwin
Kansas City, Kans.

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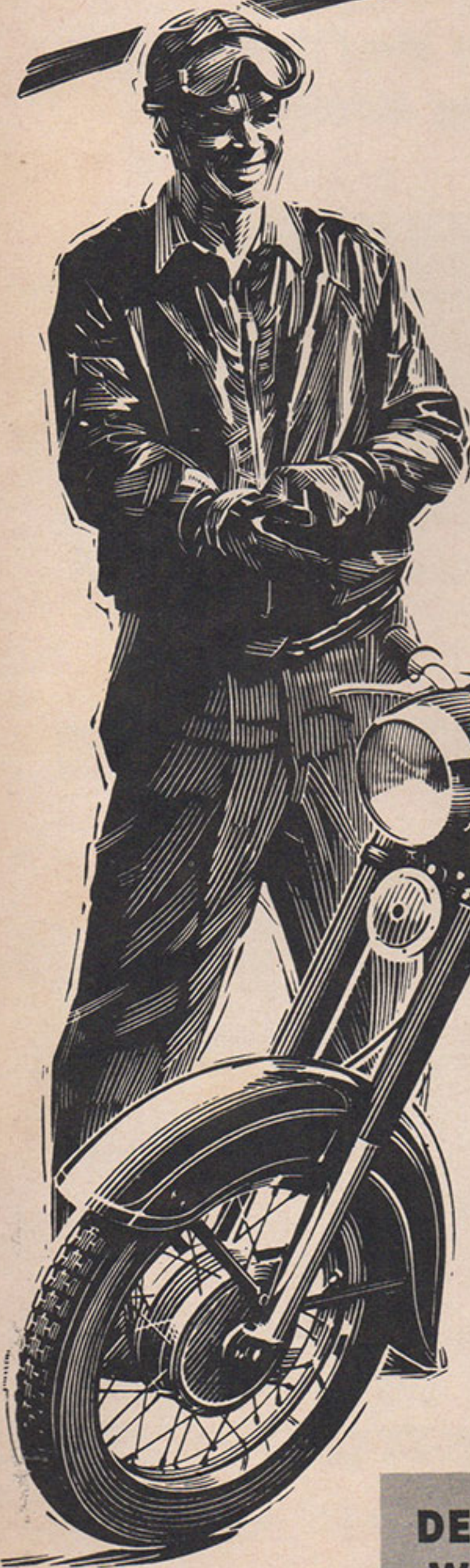
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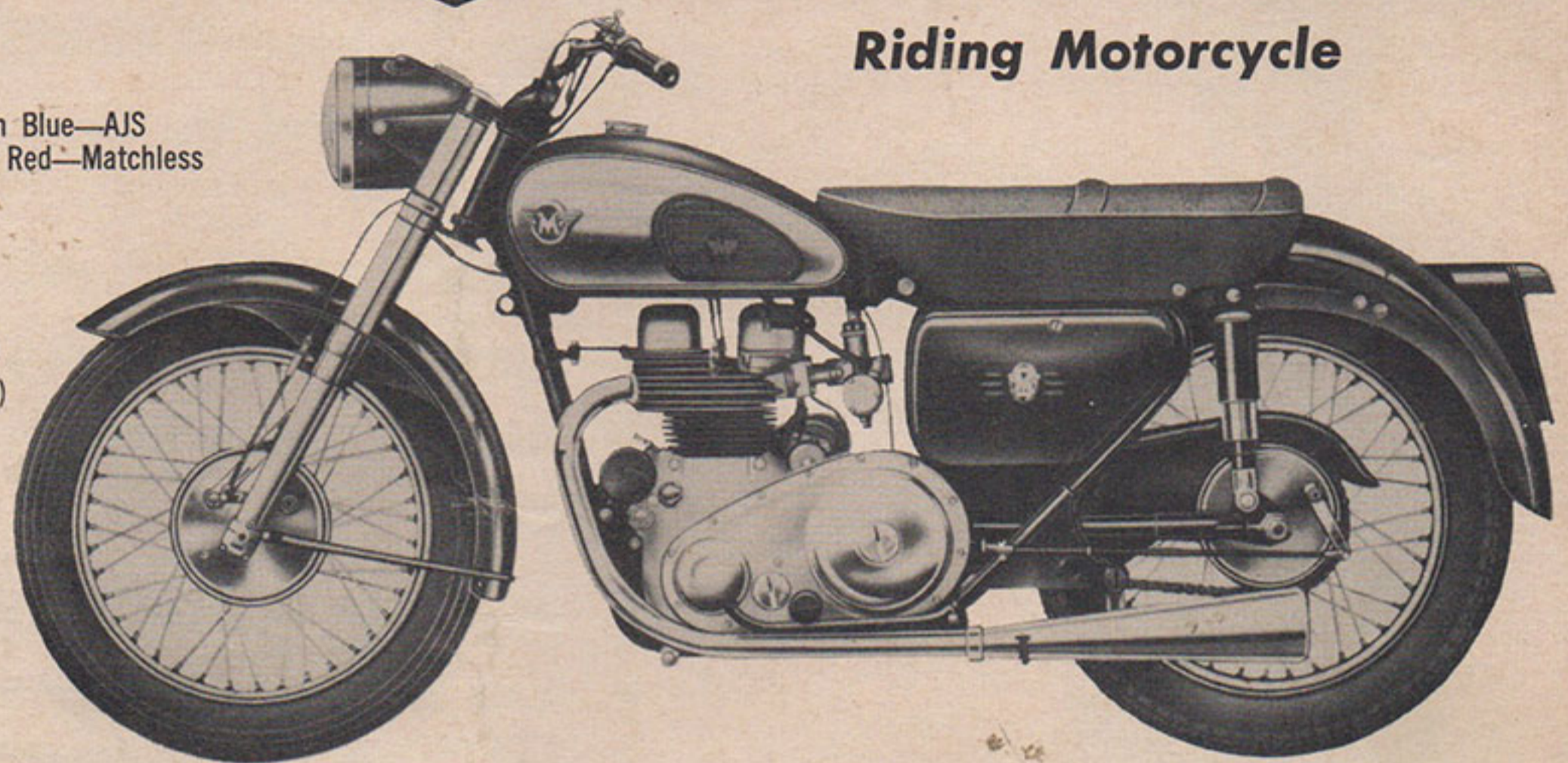
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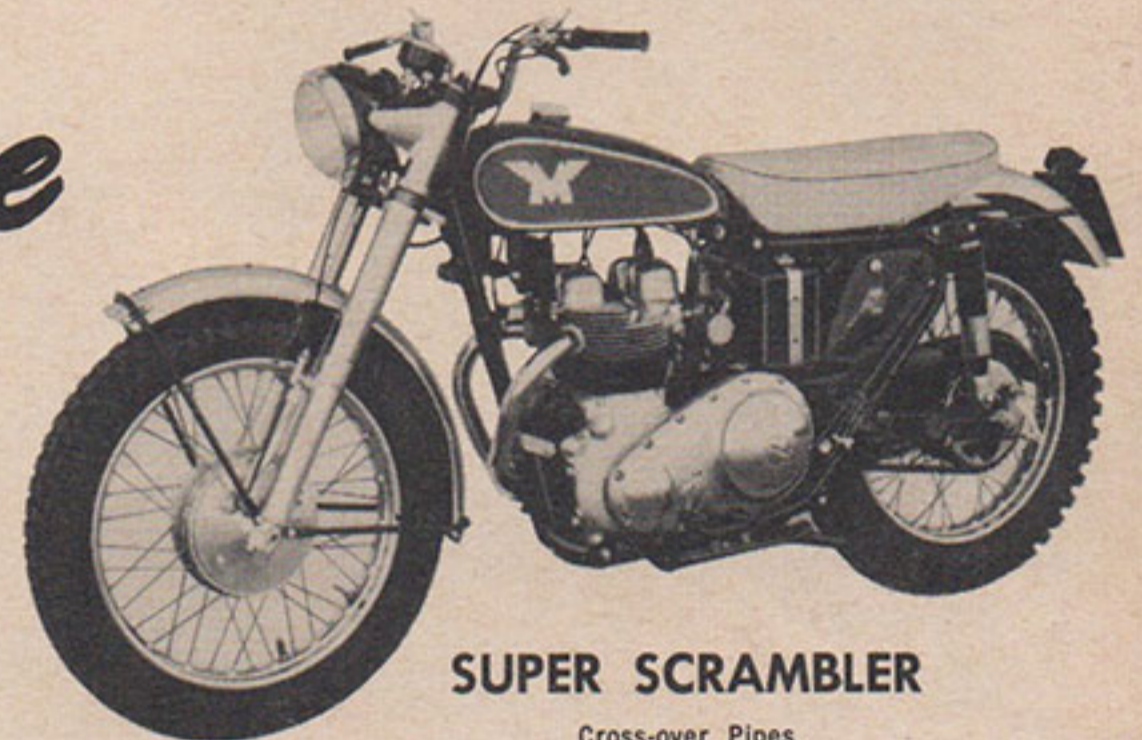
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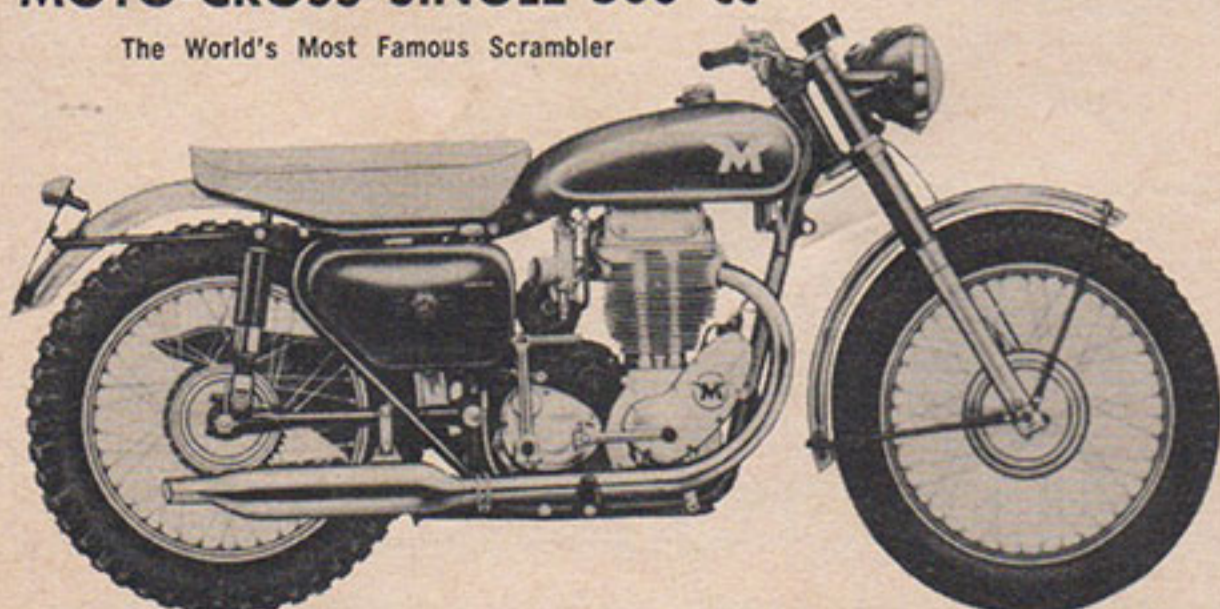


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