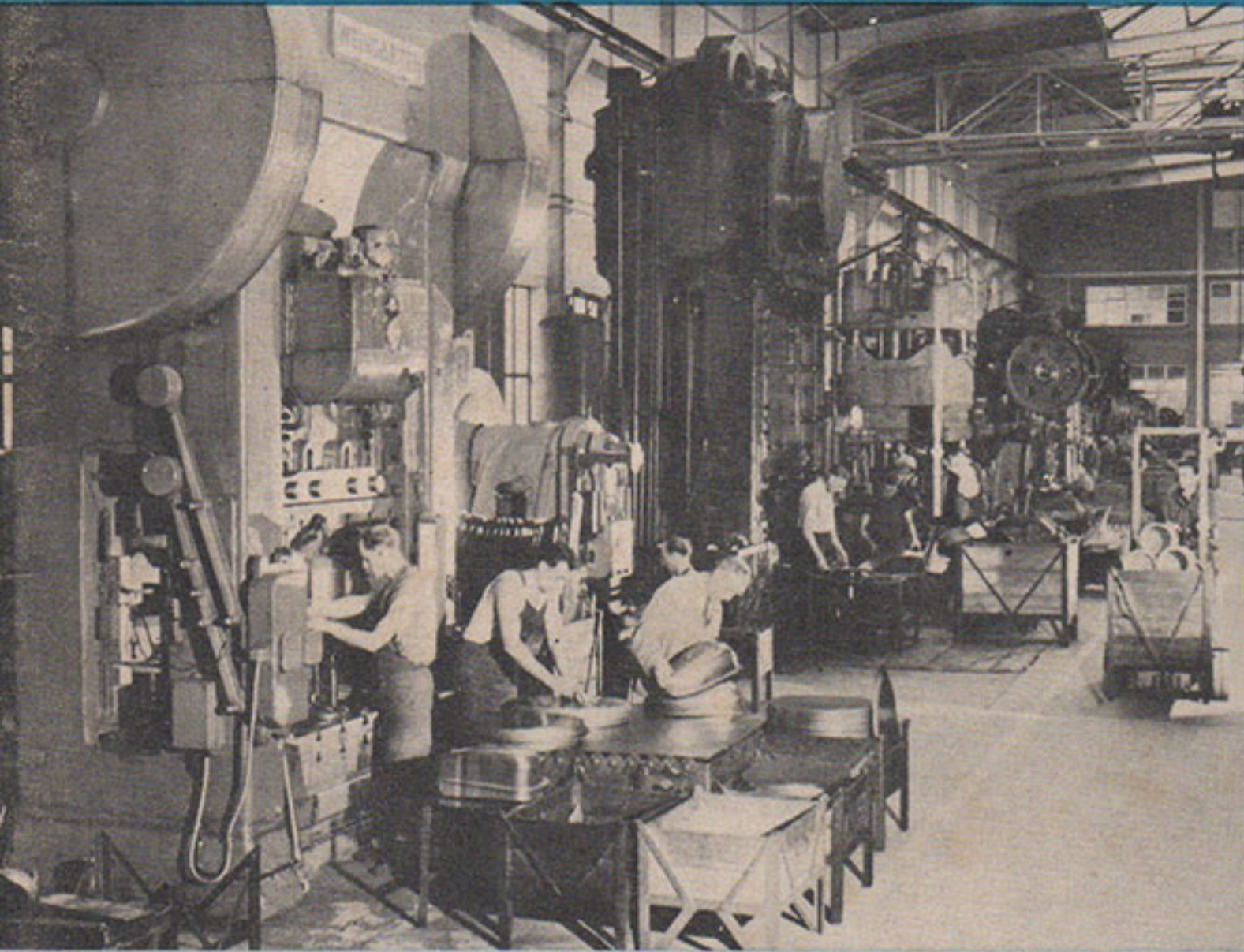


CYCLE

APRIL, 1958
35c

A FLOYD CLYMER PUBLICATION

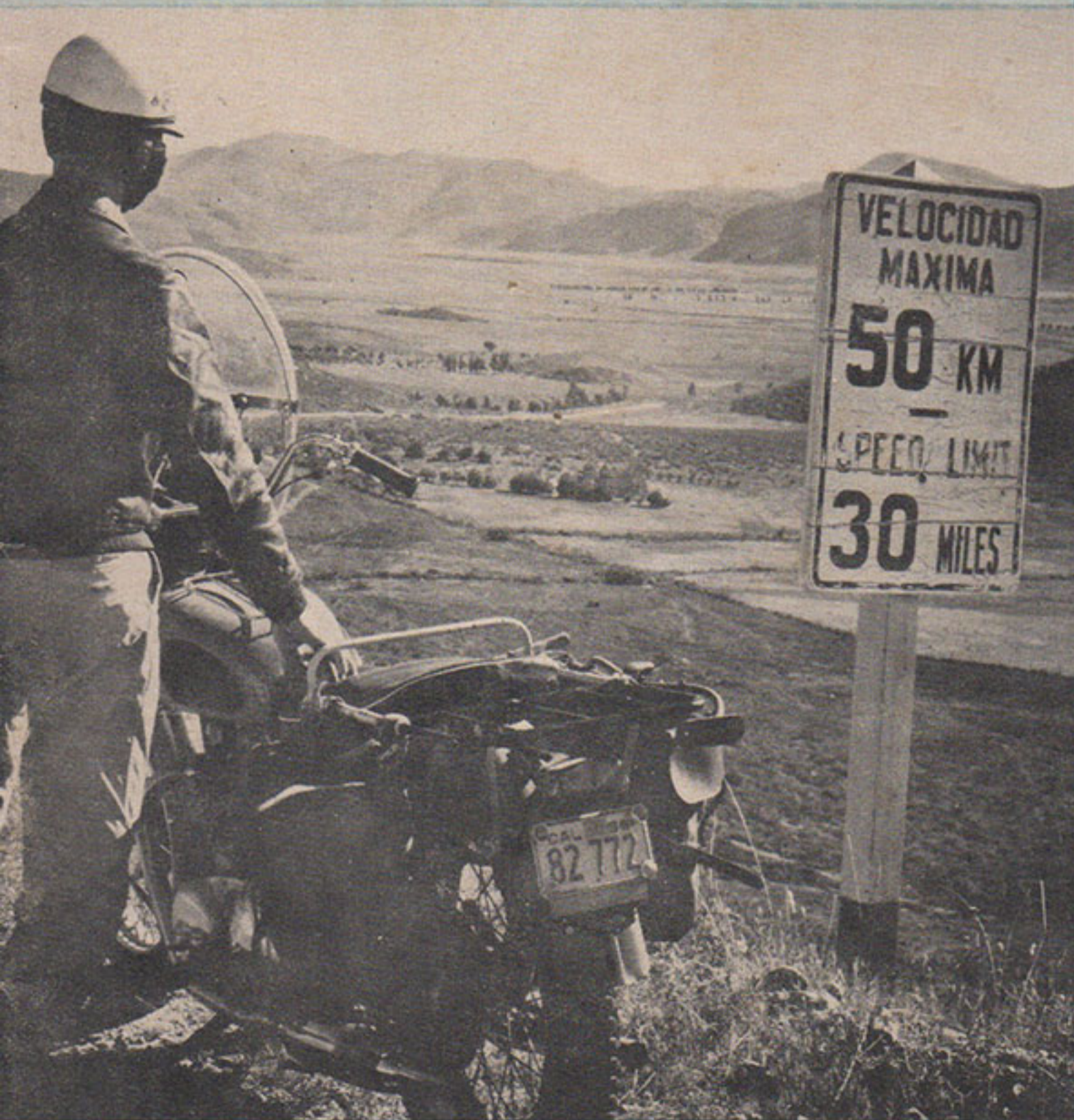
"WORLD'S LARGEST MONTHLY MOTORCYCLE CIRCULATION"



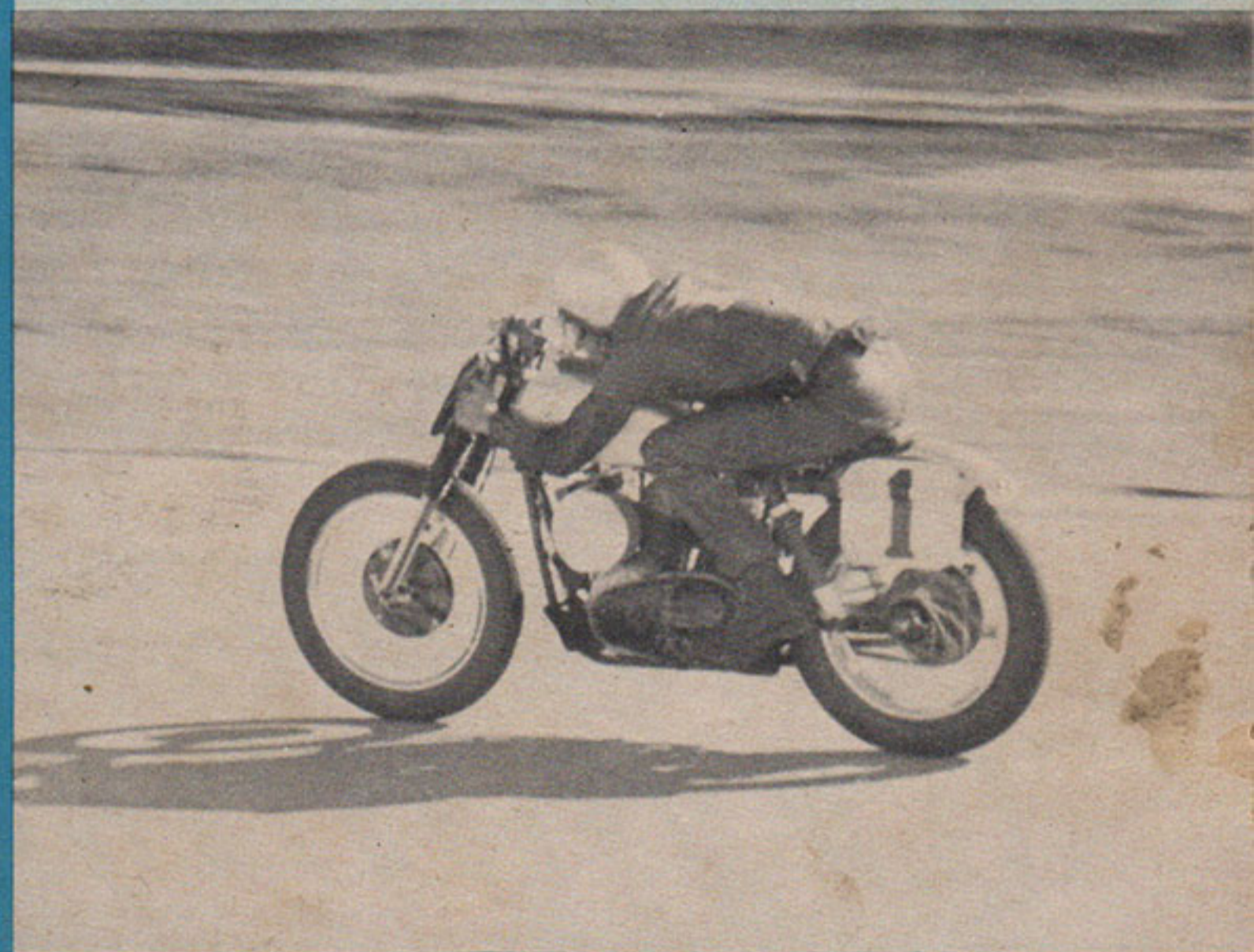
WORKERS FORM GAS TANKS DURING VISIT TO
EUROPEAN MOTORCYCLE FACTORIES



CYCLE TESTER LEE SHOWN DURING THIS MONTH'S
NORTON AMERICAN ROAD TEST



CLIFF BOSWELL VIEWS SANTO TOMAS VALLEY ON
TRIP TO ENSENADA



JOE LEONARD CONTINUES WINNING WAYS AT
RIVERSIDE ROAD RACE

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CYCLE

A FLOYD CLYMER

PUBLICATION

APRIL, 1958

VOL. IX, NO. 4

"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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The Publisher's Column

THE SCOOTER BOOM—During my recent trips to many large cities in the East and the Midwest, I found a constantly growing increase in popularity of scooters and in some instances of lightweight motorcycles.

In some regions special clubs are being formed for the powered two wheelers and this, of course, is good for manufacturers, importers, and dealers of scooters and lightweight motorcycles. In the end, dealers who feature and work the hardest to sell middleweight and heavyweight motorcycles will derive some additional sales.

The buyer of a scooter or a lightweight usually becomes proficient in the handling of his two wheeler and this, of course, is good, because when and if the rider desires a larger machine with more power and top speed he has already a good working knowledge and usually has the ability to properly handle a scooter or a lightweight. Of course, not all lightweight riders change over to heavier and more powerful equipment, but a certain percentage do. Many scooter and lightweight riders own and ride no other two wheelers during their lifetime and are entirely satisfied with the lightweights as a medium of economical and safe transportation.

The traffic problem, especially in the large cities, has become so bad that the rider of a two wheeler can really maneuver through heavy, slow moving traffic and arrive at his destination much earlier than he possibly could by any car—even a light foreign make.

The ever-increasing cost of gasoline and gasoline taxes is also in favor of the economical powered two wheeler. Dealers should never lose sight of this fact and should emphasize it in their sales talks. There is quite a difference in handing out 50 or 75 cents to refuel a light two wheeler as against \$3 to \$6 to refuel even a medium sized car.

I also found in my travels that, generally speaking, the motorcycle business is quite good, and certainly I heard less complaining among dealers than from dealers handling automobiles, appliances, farm machinery and other kinds of merchandise.

I am an optimist by nature but there is no use denying that there is a slump in most lines of business. Certainly in some localities this does affect the cycle dealer. If a man is out of work or working short hours he cannot purchase merchandise that he might want, and that includes scooters and motorcycles. On the other hand, there are many instances of workers on short hours or in some instances reduced wages who are figuring out ways and means of cutting down their transportation expenses. Although an unfortunate circumstance, it does present an excellent opportunity for cycle dealers to go after new sales and to secure a different kind of customer—one who is not joining the ranks of two wheel enthusiasts simply because he likes the two wheeler, but because from an economic standpoint he feels a reduction in his transportation costs is necessary.

The live wire cycle dealer who is on his toes should put forth extra efforts even if his business is not declining, as he can actually increase his business due to the present economic situation. The optimist who is a hard worker and who doesn't know the meaning of the word "can't" is

(Continued on page 13)

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* Reduced rates on contract basis.



Editor, CYCLE Magazine

Enclosed is a picture of our son Ronnie Holland, age 14 years, on his Zundapp Super-Sabre with his 1st place trophy, the



third he has won in his racing career of six months. Ronnie customized his own motor. We sincerely think more attention should be paid to our teenage riders, because we feel motorcycling is the world's cleanest and greatest sport.

Mr. & Mrs. Cecil Holland
Phenix City, Alabama

Editor, CYCLE Magazine,

I just finished reading your February issue of CYCLE, which I enjoyed very much. But I got real mad after reading in Mail Pouch, a letter by I. M. Genie of Evanston, Ill.

Who does this joker think he is, calling Mr. Clymer a fool? Someone ought to "clue" that guy in! Mr. Clymer has done much for Motorcycling and I am sure all riders know this by now.

Thomas Kallas
Port Jervis, N. Y.

Genies come and Genies go, meanwhile Clymer goes on forever.—Ed.

Editor, CYCLE Magazine:

Need some expert advice from anyone who has taken a cycle tour of Europe. I will be leaving about May 25th and would greatly appreciate any suggestions or comments from any person or persons that have been over. Will be gone about three months and hope to tour about ten countries.

Dean Purdie
Box 246
Faribault, Minn.

Editor, CYCLE Magazine

Just finished reading the February issue of your wonderful mag and it is getting better as time goes by. Could only read the main items, had a little snow storm and the lights were out, used three candles to read it with. Now that we have some light, intend to go from cover to cover as I usually do.

I really enjoyed the article on "Electric Check," only wish it had been about 6 months earlier. I have a '56 BSA Flash and since there are no dealers in this part of Japan, all work is left up to the rider. It is a well written article and should be of great help to the average rider.

We have quite a few races here in the summer, have a 3/10th of a mile dirt track and a fair scrambles course. The majority of bikes which run are Japanese bikes made by the Honda and Mizuho company. We

(Continued on page 6)

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SPONSORED BY THE MOTORCYCLE CLUBS OF THE SPORTS COMMITTEE OF SOUTHERN CALIFORNIA

DETROIT CLUBS ELECT PRESIDENT

Burton E. Hawn, popular motorcyclist of Detroit, Michigan, was again elected President of the Detroit Area Associated Motorcycle Clubs for 1958.

The DAAMC Harold J. Kopel Trophy, awarded each year to the Outstanding Motorcycle Rider of Wayne County, Michigan, was presented to Hank Bohnwagner for his excellent efforts on behalf of the sport during 1957.

The DAAMC is organized for the purpose of promoting good relations between motorcycling and the general public, to further the sport of motorcycling, and to coordinate events and dates of member clubs.

Twenty-one clubs belong to the DAAMC representing approximately one thousand motorcyclists of the Detroit area. Member clubs are: Black Panthers, Detroit Motorcycling Club, Detroit Rangers, Hell's Angels, Huron Valley Nighthawks, Iron Mustangs, Knights of the Road, Liberty Competition Riders, Meta-Cayuse, Michigan Ramblers, Nightmares, Pontiac, Red Wing, Riverside Ramblers, Royal Flush, Thunderbird, Vagabonds, Windsor, Liberty, Toledo Challengers and Port Huron Motorcycle Club.



Burton E. Hawn

NEW JERSEY CLUBS ORGANIZE SAFETY AND PUBLIC RELATIONS COMMITTEE

Several New Jersey motorcycle clubs and dealers have formed the New Jersey Cycle Safety and Public Relations Committee, a group whose title is self-explanatory. In their first meetings the group got some of the rules set up by the State Department of Motor Vehicles regarding racing clarified.

Plans are going ahead to promote motorcycling in New Jersey but the group cannot really progress without the support of a great many of the interested parties in the state. Those concerned can contact the N.J.C.S.P.R.C. secretary, J. Sherman Cooper, at R. D. #2, Young's Road, Trenton, N. J.

FOUR MEMBERS OF ONE FAMILY JOIN WCC

Some people have the idea that you can't get too much of a good thing. We refer to the Des Moines, Iowa family of Berthel P. Shank. Not only did he join, but Mrs. Ruth Shank joined as well, and both of their children, Merle and Clayton, are now full fledged members of the Worldwide Cycle Club.

NOW! Every feature you've ever wanted!

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The **FIRST** and **ONLY** Boot
DESIGNED FOR MOTORCYCLISTS
BY MOTORCYCLISTS!



Handsome WACOUTA Riderboots give you *more* protection, *more* safety, *more* style than any other boot.

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- Perfect height (11½") affords maximum protection without bulkiness.

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- New, synthetic, shock-absorbing bonded sole and heel resists gas and oil—outwears any other known materials.
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MAIL POUCH

CONTINUED

also have a 500 cc and over for the English bikes. Have run races for three years with no major accidents, which I think is pretty good. We have had Ground Safety on our side, helping us to get approval for races, getting an ambulance on stand-by, etc. The track is about the only place where you can hold a speed of 50 mph, due to the bad roads in this part of Japan. A normal Japanese road would make a good scrambles course.

Will be looking for your forthcoming issues in the PX, thanks for such a wonderful mag.

A/1c Eddie H. Parr
President, O'Misawa Dusters M.C.
Misawa Air Base, Japan

CYCLE by candlelight . . . What an enthusiast! — Ed.

Editor, CYCLE Magazine:

Here is a choice bit of comment I ran across the other day. How many of us does it fit?

"Why is it that so many people bear an undying and unholy hatred towards motorcycles? Many of the haters themselves cannot answer this question. I have come to the conclusion that one reason is the way the things are ridden, and not the vehicle itself. The greatest cause for complaint seems to be the infernal racket that the machines stir up. Then again, there is a good deal of complaint about the way the machines are navigated through traffic . . . The vehicle is one of the most useful of the day, and a little more consideration by riders will turn condemnation into tolerance."

This quote was taken from the Santa Barbara News-Press dated January 3, 1908—

fifty years ago, and the problem is still with us. About time such an organization as the WCC came along to do something about promoting a more desirable public reaction to our great sport of motorcycling.

Best of luck to WCC and Twistgrip.

Cliff Boswell
Arroyo Grande, Calif.

Editor, CYCLE Magazine—

The article on custom cycles in the Feb. 1958 issue states that the primary and other covers are chrome plated. On checking at the plating companies here, they say the metal is too porous in aluminum to be plated, but may be anodized. Could you clarify this matter for me and my friends, and if there is a method of chroming aluminum would you give me the address of the company that does it?

Allan W. Jones
Winnipeg, Manitoba

Aluminum can be successfully chrome plated, but the process involved in doing a good job of it takes special know-how. The bikes featured in the custom article had their chrome plating done through Modern Cycle Works of Los Angeles. See their ad in this issue.

Editor, CYCLE Magazine—

You may be interested to know that Cincinnati passed a law lowering the licensing age to 14 years for any vehicle under five horsepower. I am planning to buy a bike and would like to have your "Teach a Rider" folder.

Jim Beeber
Cincinnati, Ohio

Editor, CYCLE Magazine

I bought the January issue of your magazine and I think it is superb. However, I

would like to recommend more pictures of meets, hill climbs, stunts, etc. donated by readers. It could be operated as a department or section. Your magazine is interesting anyway and I intend as a New Year's resolution to subscribe.

Donald J. Jones
Columbus, Ohio

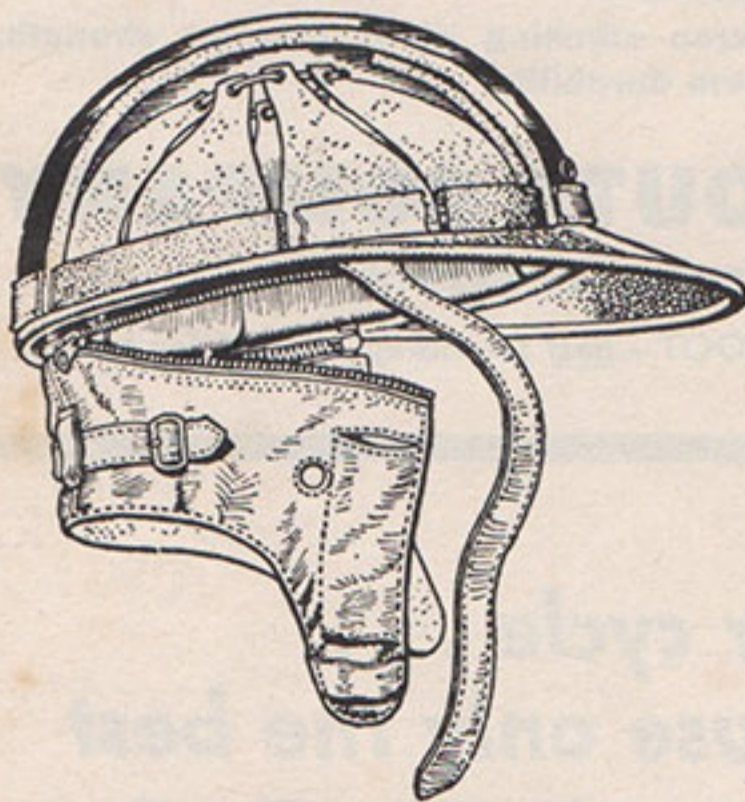
We are always ready to publish interesting photos and reports sent to us by readers, the better ones we even pay for. If anyone has any items you think may be of interest to CYCLE readers, shoot 'em in by all means. — Ed.



Prominent motorcyclists Bill Adams, left, and Roger White, motorcycle sales manager and 1958 Big Bear winner respectively, look over the first edition of the Worldwide Cycle Club's official publication. Titled "Twistgrip," the newsletter is sent monthly to club members.

The New Clymer

"SPORTSMAN"
PRICED LOW AT \$18⁰⁰



Easily detachable neckpiece

A NEW SAFETY HELMET

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

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

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

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A good paved road leads from the border town of Tijuana, a few miles south of San Diego, to Ensenada and 75 miles beyond. Many scenes like this one are encountered as it parallels the coast line. At this point, 35 miles south of the border, excellent surf and rock fishing and clamming is found.

A TRIP TO ENSENADA

WHERE OLD WORLD MEETS THE NEW

By Cliff Boswell

Sixty-five miles south of the U. S. border, and located on a beautiful little bay on the Pacific shoreline is the Mexican fishing village of Ensenada, now full blown into a thriving tourist center catering to the expensive whims of restless Americans.

But, even with its Americanized exterior an essence of old Mexico pervades Ensenada as the old gives way—but not all the way—to the new, and the carefree and friendly spirit of the Mexican people still asserts itself in many subtle ways. The siesta, the stores

open late in the evenings, the strolling musicians, street vendors, burros laden with firewood, basketweavers and leathercraftsmen plying their trades—all add touches of the old country so intriguing to the bustling and hustling gringo.

And, if one can close his eyes to the many showy and plush motels and restaurants for a moment a little searching will reveal reasonably priced lodgings and good clean Mexican food served in best native tradition. Or, for those who like to sleep under the heavens, the many beaches bordering the

The "Senador," a small cargo vessel, is anchored to the Ensenada dock while several fishing boats ride anchor further out in the bay. A part of Ensenada is visible along the distant shore.



A main intersection in Ensenada shows a street vendor's cart and Americans and Mexicans moving through the cross-walks.

highway are wide open for free occupancy.

Best time, pricewise, to visit Ensenada is during the winter season when summer rates do not apply. The climate is very enjoyable with cool, crisp, sunny days and sharp clear nights prevailing. The whole countryside at this time is green and lush.

Thirty miles south of Ensenada is the

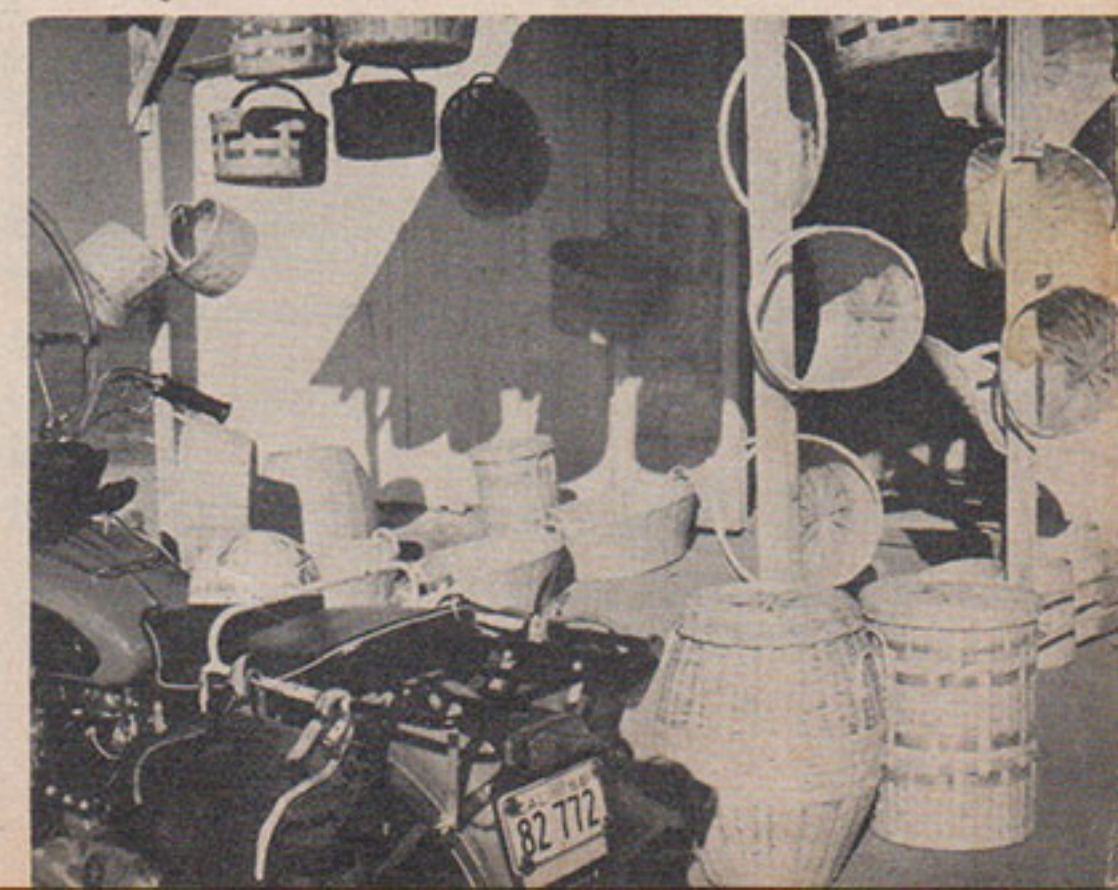


Typical of the many new and ultra-modern motels adorning the outskirts of Ensenada is the Cadillac Motel with its adjoining restaurant and inside court complete with swimming pool. Rates start at \$6.00 for a single and \$7.00 for a double.

ancient mission settlement of Santo Tomas. It is located in a lovely valley noted for its vintage grapes from which the famous Santo Tomas wines are made. A small clean restaurant caters to Americans, and offers well-cooked Mexican dishes. Wild quail dinners are featured as well as fish and other game. Better check the price before ordering

(Continued on page 8)

My bike is parked in front of an exhibit of the basket maker's products. All baskets are hand made with painstaking methods, and represent the finest in basketry.



Guy Urquhart

Triumph — Ariel — Cushman
and new Indian Parts to 1954

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ENSENADA

CONTINUED



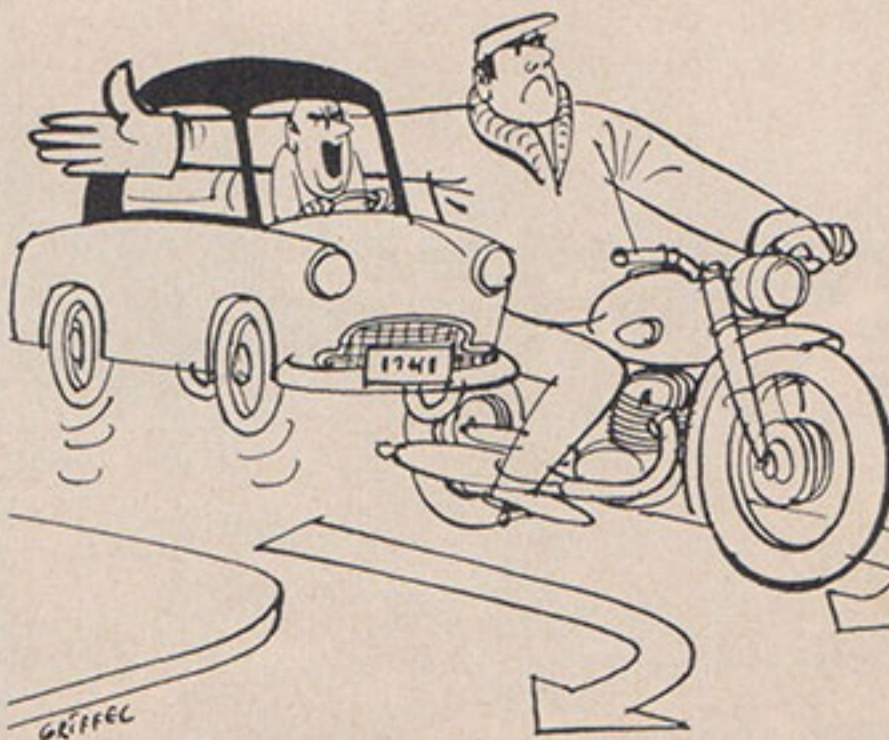
A section of intricate Spanish ironwork and tile sets off an inside court entrance to the castle-like Hotel Montemar. This is a very reasonably priced hotel with single rooms with shower going for \$3.00 and doubles for \$5.00 —winter rates. Summer rates are effective May 1 when a \$3 room will cost \$5, etc.

such exotic meals, however.

The maintained road ends about 75 miles south of Ensenada. According to George Hays and others who have continued from this point the remaining miles to Santa Rosalia and south are fit for scrambles-type riding only.

Ensenada is gaining increasing importance as a shipping port and fishing harbor, although large shipping vessels cannot enter because of the shallow water. Its beautiful little bay offers shelter to a prominent yacht club and to numerous fishing craft of all descriptions and many nationalities. The Mexican navy even maintains two rather rusty and toil-worn Corvettes (not the Chevrolet kind) at the dock. Fotografias are prohibito, however.

With its climate, its fishing, clamming, lobster and abalone gathering, its latent agricultural possibilities and its tourist attractions, Baja California and Ensenada are on their way toward realizing some of their tremendous possibilities. Better see them now! Not many years will elapse before much of the magic charm of the old world will disappear under the wheels of encroaching modern civilization—too late, then. ★



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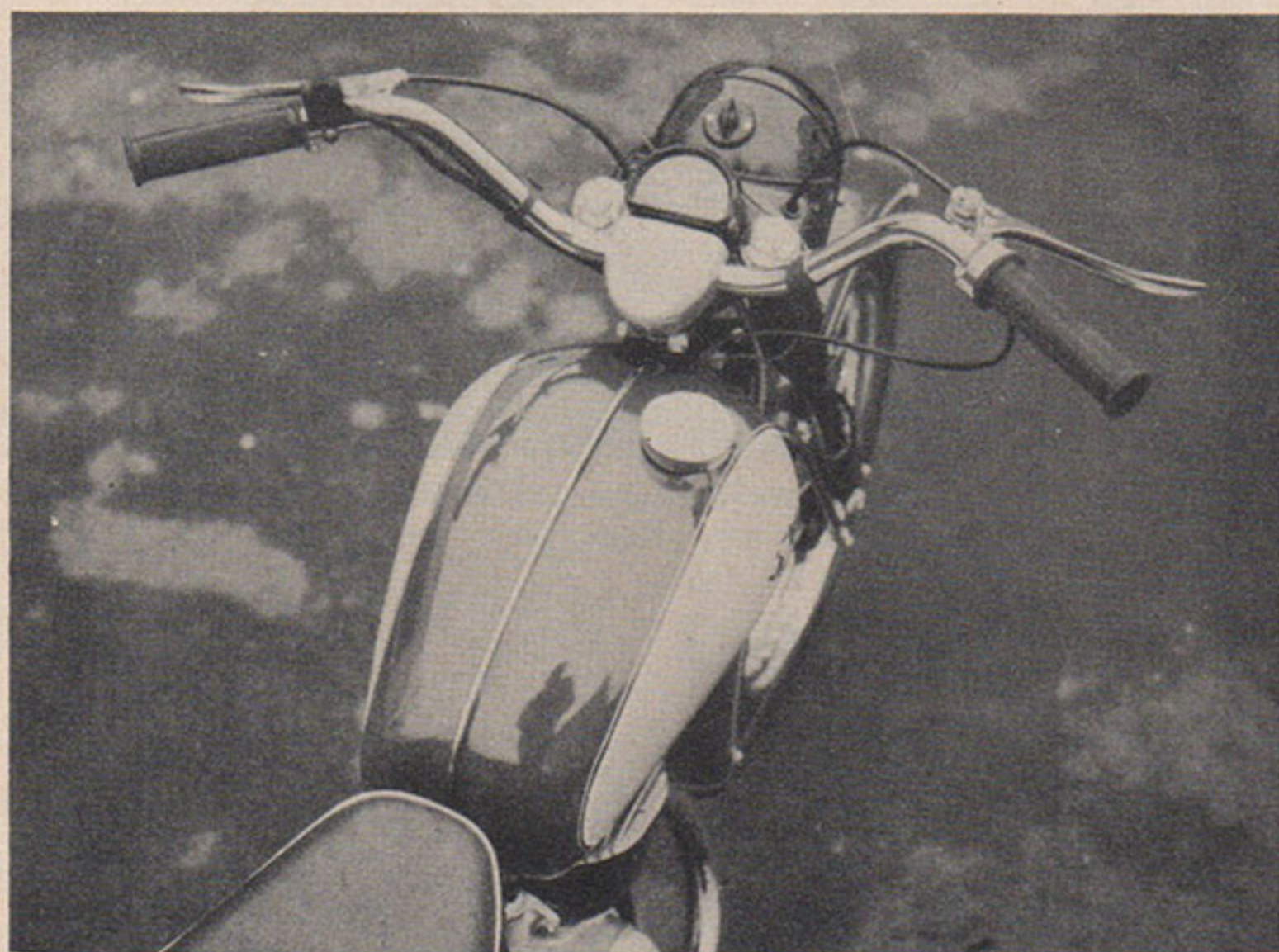
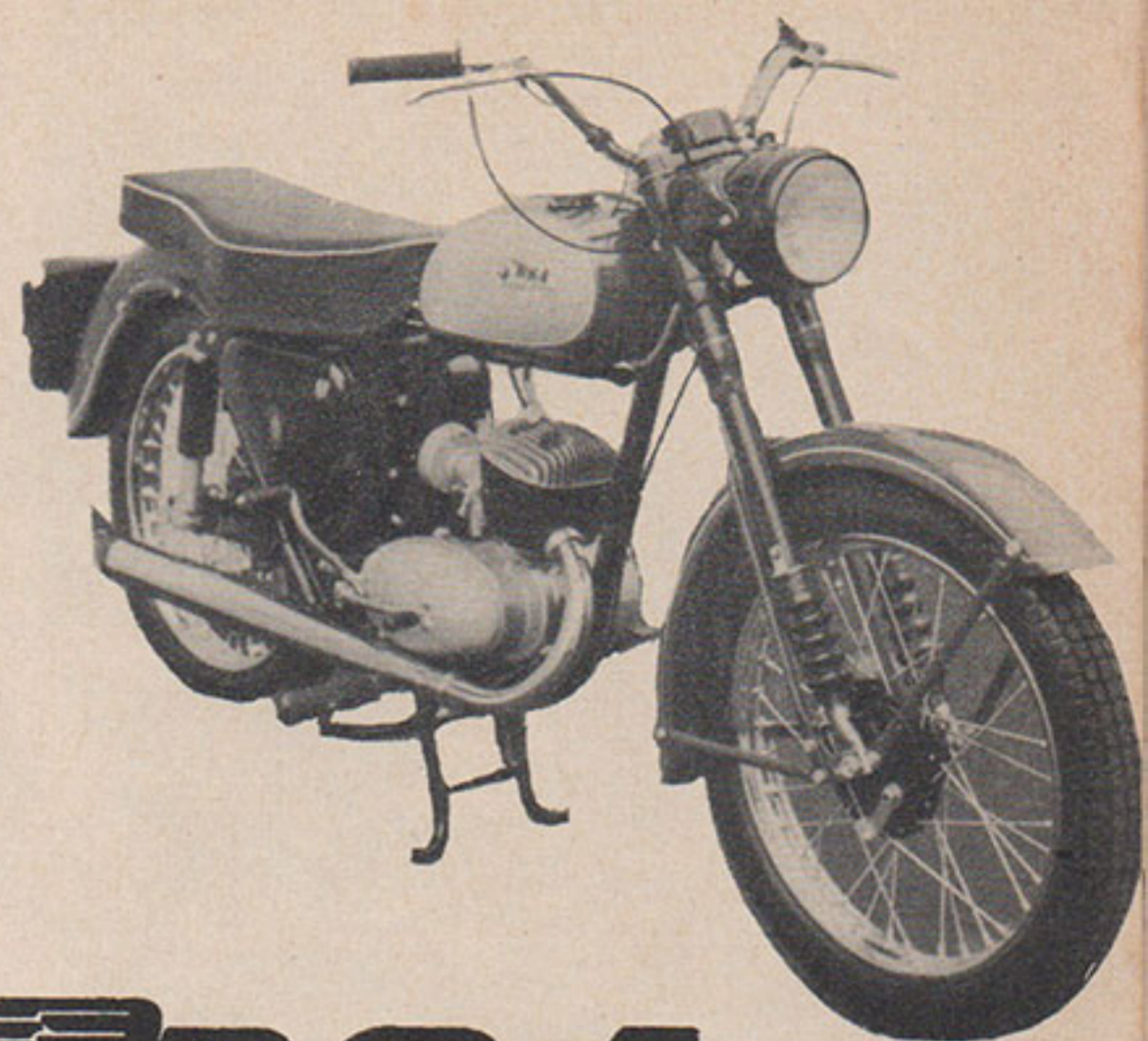
Right now a few very desirable dealer franchises are available for selling and servicing the world-famous Harley-Davidson pleasure, police and commercial motorcycles. These openings offer unusual opportunities to get into a stable, profitable and successful business.

If you are now in the motorcycle business, or if you want to get into the business, write and tell us all about yourself . . . including business background, previous motorcycle experience, age, and how much starting capital you have to invest. You will receive a prompt reply outlining our factory-dealer relationship and factory cooperation, including our extensive national advertising support.

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175 cc

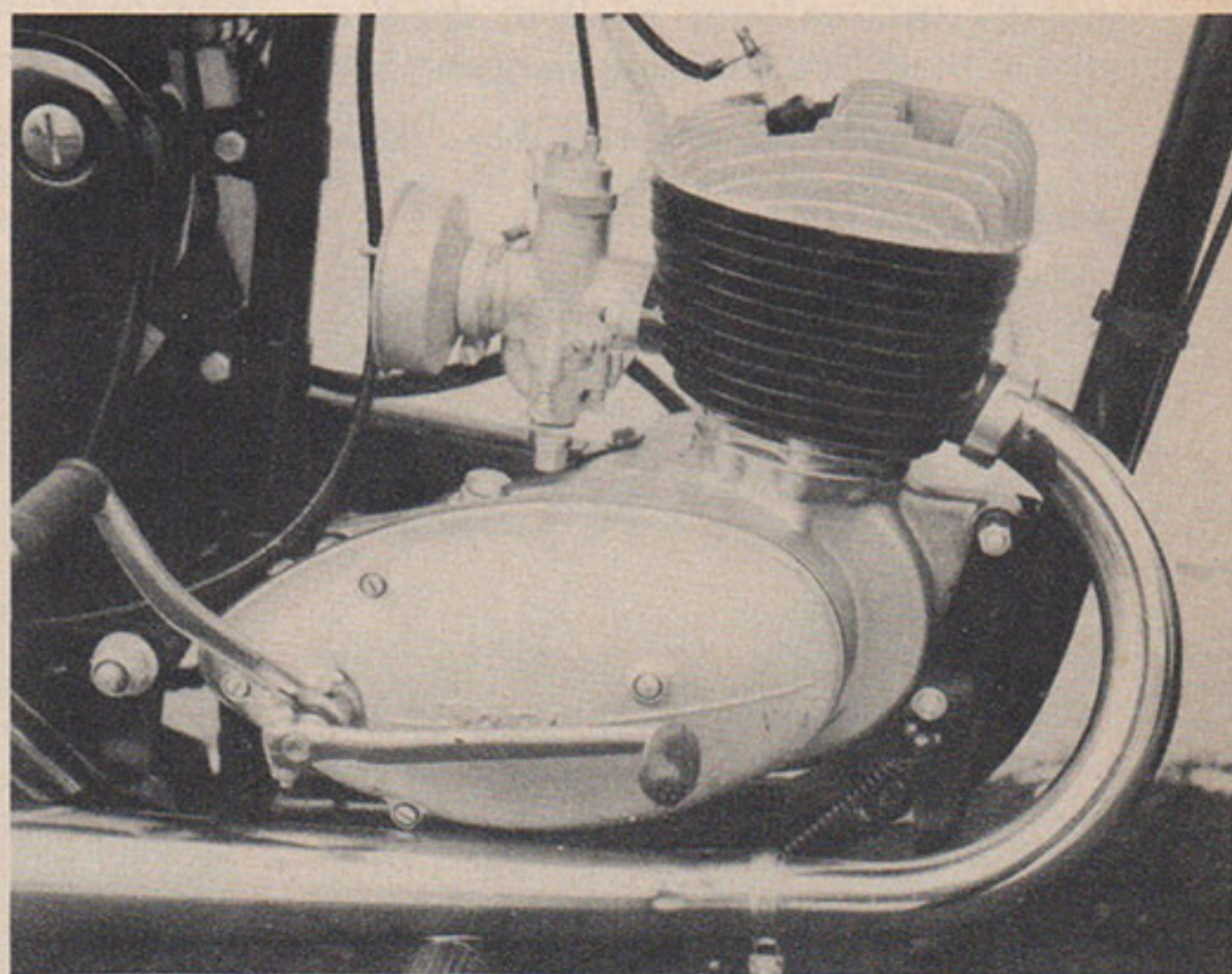
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Smart styling and colorful new bright-red-and-chrome finish give the Super Bantam outstanding good looks. Dualseat, jiffy stand, and western type handlebars are standard equipment.

COLOR CATALOG. New color catalog on BSA models now ready. Write nearest distributor for your free copy.



Entirely new is the powerful 175 cc two stroke Super Bantam power unit. Note larger bore Amal carburetor, heavier cylinder, alloy head, and taper-flow exhaust pipe.

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



GRIPPING THE GOO—Avon Gripster tires fitted to test bike dug in like scared panthers on such surfaces as this muddy trail.



SHOW-OFF—Tester Asher Lee crosses up for the photographer on downhill dirt run. Norton recovers quickly from such maneuvers.

CYCLE ROAD TEST No. 93

Norton

AMERICAN SCRAMBLER

By The CYCLE Staff

The Norton designers in Birmingham, England built their new Model 600 especially for American sports use knowing that the trend in our machinery is toward greater horsepower. When CYCLE tested the Norton 99 600 cc twin in 1956 we said that it was "Red Hot and Roadworthy."

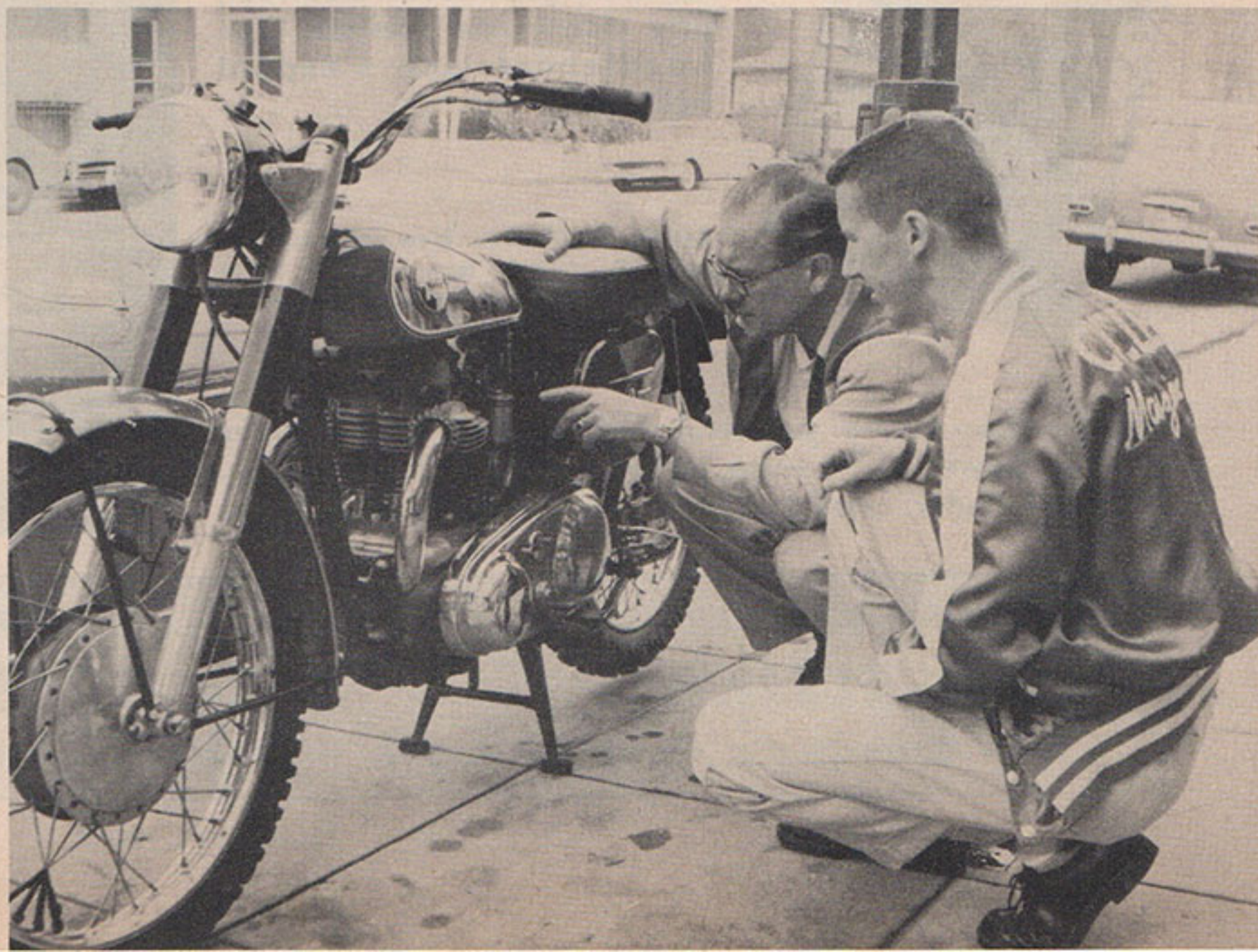
BIG BEAR BREAK-IN—This photo shows Charlie Cripps and this month's test bike on way to 8th place in 1958 Big Bear race.

Now, after completing the test of the new Norton American Scrambler we are forced to revive an over-used slogan and introduce it by announcing that "The Hot One Is Even Hotter!"

Arrangements were made to road test one of the first machines of this type to arrive in the United States, and after the test it was to have been en-

tered in the Big Bear Hare 'n' Hound race. Something got crossed up in the process of shipping it over, however, so the bike didn't arrive until just a few days before the event. With little time to spare, the mechanics at Dale Brown Motors in Long Beach, Calif. stripped the bike of its lights, muffler, and other road equipment and turned the untried machine over to veteran racer Charlie Cripps to ride in the world's largest race. The sporty red and chrome gas tank was also removed to keep it free from dents for the road test photos because it has been said that in a race like the Big Bear if you don't fall down now and then you are not going fast enough. Charlie went on to finish in *eighth place*

"THAT'S THE SECRET"—Technical Editor Hank Elfrink points out the features of the efficient cylinder head to Editor. Twin carburetors each have separate float bowls, gave good gas mileage during test. High horsepower output comes from efficient breathing, high volumetric efficiency.





FIRING UP—Hank Elfrink kickstarts the American scrambler. Hank liked the efficient engine design, excellent roadholding, handling.

against the 821 other starters. Needless to say, we were looking forward to testing this potent machine with more enthusiasm than a hound dog about to be turned loose in a sausage factory.

Before turning the bike over to us Dale Brown's mechanics replaced all the goodies that had been stripped for the race and except for a few prangs in the exhaust pipe and a little desert dust still clinging to the castings, the bike looked like it was just out of the crate—so that should answer a question that often comes up when a new motorcycle is being considered: what will it look like after some hard use? Some bikes lose that showroom sheen the first time they're exposed to rough ground, but the Norton American has a quality finish that sheds its workaday grime after a brief gunking and emerges as surprisingly transformed as a tomboy who has changed into a formal.

We accepted the bike eagerly and set out for our favorite off-the-road playgrounds, conscious of the stares of

MAN, DIG THAT CRAZY EXCAVATOR!—Norton's tires couldn't be blamed for not getting Asher Lee out of this spot. Sand hole was finally overcome by combination of power, brawn.



admiring citizenry as we flashed by.

The first evidence of the tremendous power in the American Scrambler shows up in its smooth and rapid acceleration. Seldom except on hopped-up, specialized dragsters have we felt such drop-kick pickup. When feeding the power to this baby we wish to impart one word of caution: Look out, it's loaded!

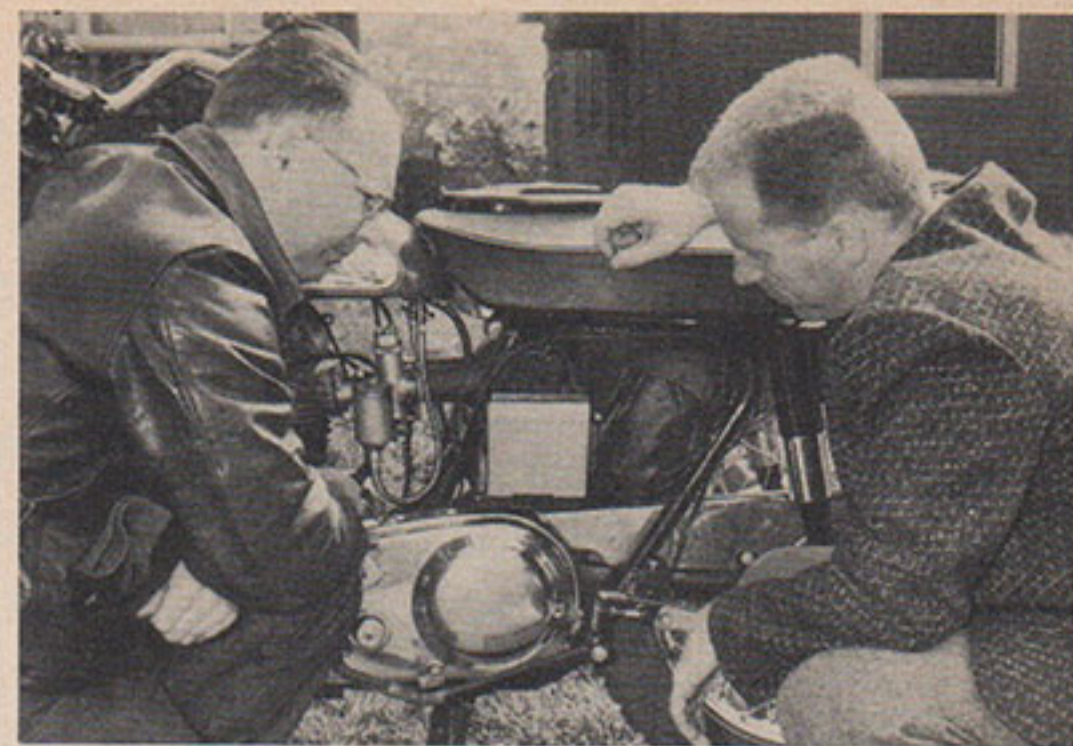
The Norton's 600 cc vertical twin engine has a 9 to 1 compression ratio, large intake valves, and a newly designed camshaft. On most high performance engines there is a definite flat spot at some point in the rpm range, but if this new twin has one we couldn't find it. Even from low speeds in fourth gear a twist of the throttle would cause the American scrambler to leap to life like a cat with its tail under a rocking chair. The test bike had twin carburetors operated by individual cables, so the amount of effort needed to turn the twist-grip was just about doubled. A hand used to softer throttles takes a little while to become toughened up to this one, but the twin carburetor head will accept the standard Norton manifold with a single carburetor if you don't like double jugs and the bike will suffer only a small loss in top end output. Dirt riders will appreciate the twin air cleaners fitted as standard equipment. The tool box, which also houses the battery, must be removed to get at them for cleaning.

Much of the bike's surprising power comes from the very sensible valve layout and combustion chamber design of the Norton twin cylinder head.

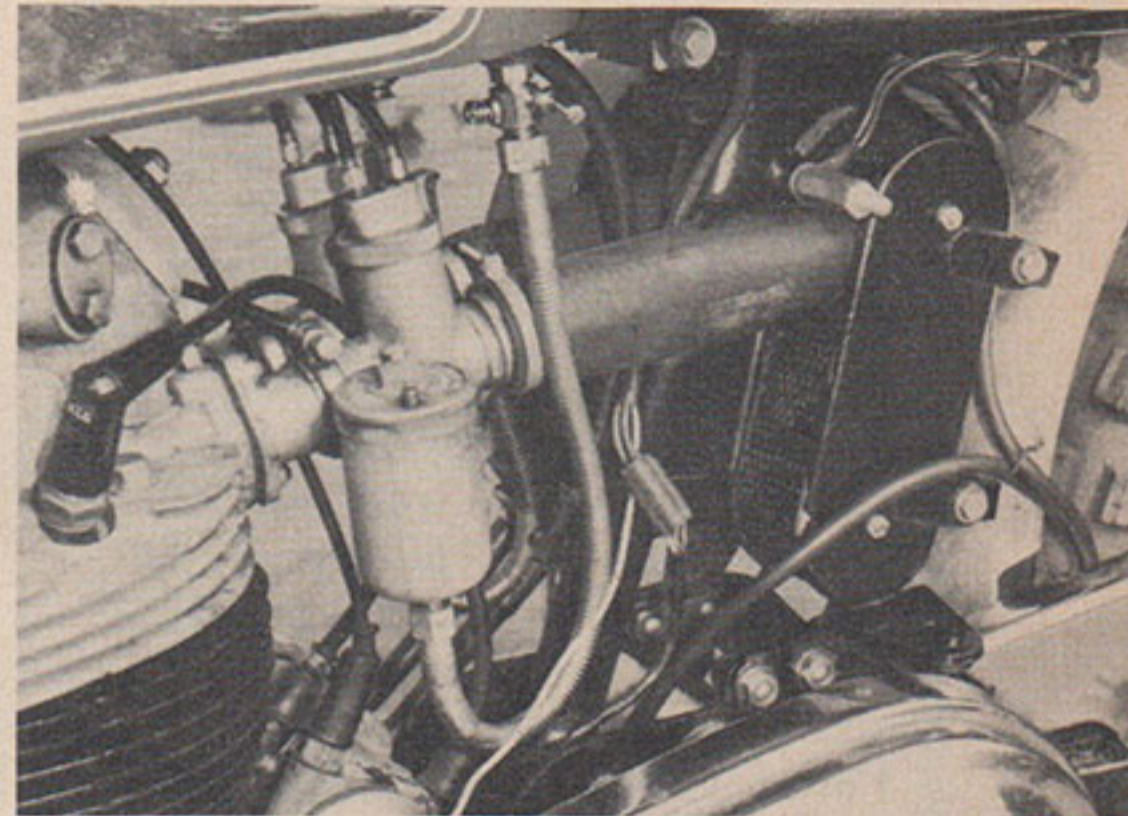
The intake valves are arranged close together to permit a smooth flow of gas into the cylinder, insuring high volumetric efficiency. Exhaust valves are widely spaced for better cooling. The valves are operated by enclosed push rods and lifters from a single camshaft. Rods are alloy with replaceable plain big end bearings and the crankshaft is built up of two throws bolted to a central flywheel running on a roller bearing on the drive side and a ball bearing on the timing side.

The Norton American is delivered with full road equipment including speedo, ammeter and lights powered by an A.C. alternator enclosed in the primary case and a new 6 volt, 12 A/H plastic battery. Fitted out with this equipment and with road tires substituted for the stock Avon Gripsters, the bike makes an excellent highway touring machine, although it wants to run about twenty miles an hour faster than most states will permit.

Norton products have always been famous for their handling qualities



THE JUICE BOX—Plastic battery case lets electrolyte level be seen without removing filler caps. Metal retaining flange had cut into case, however.

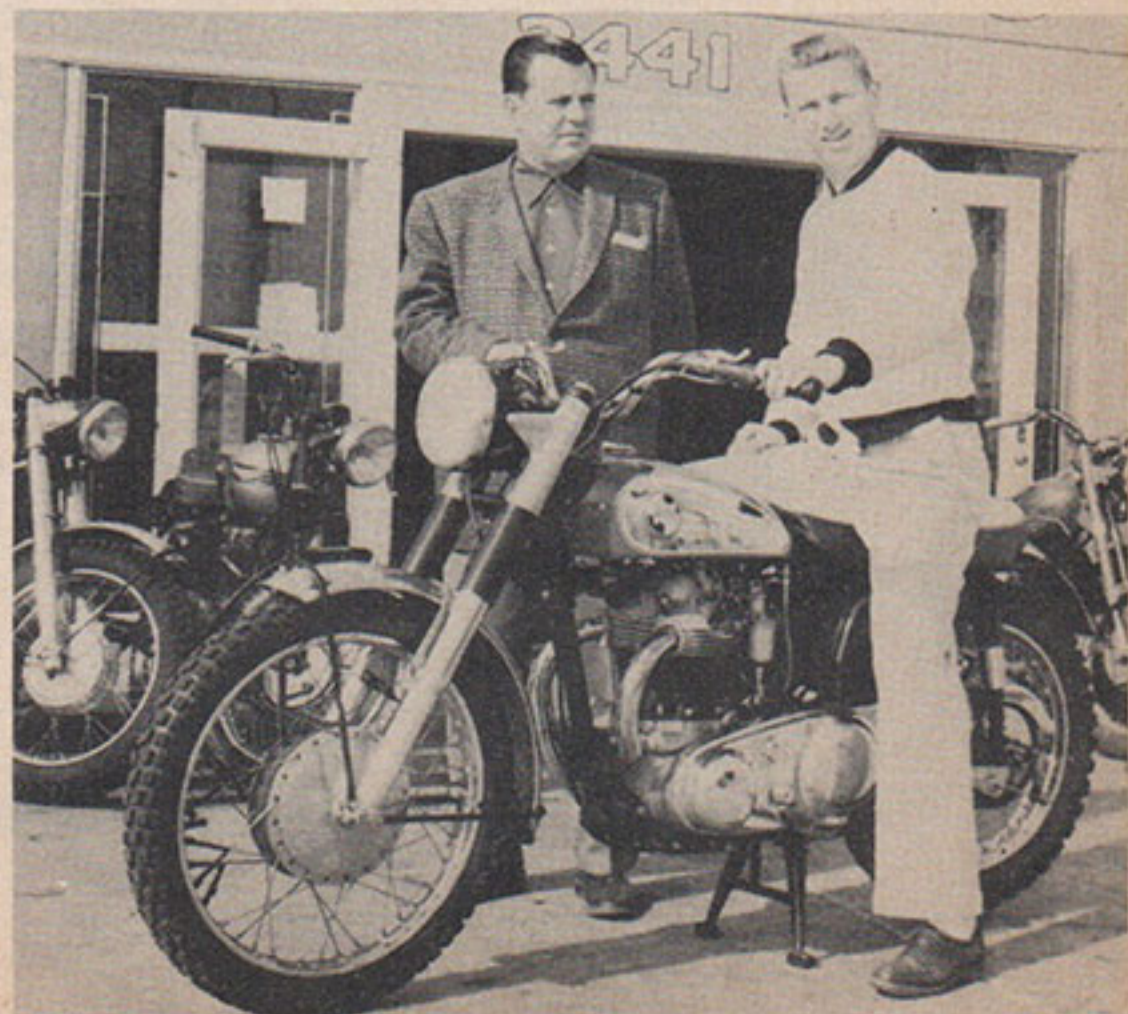


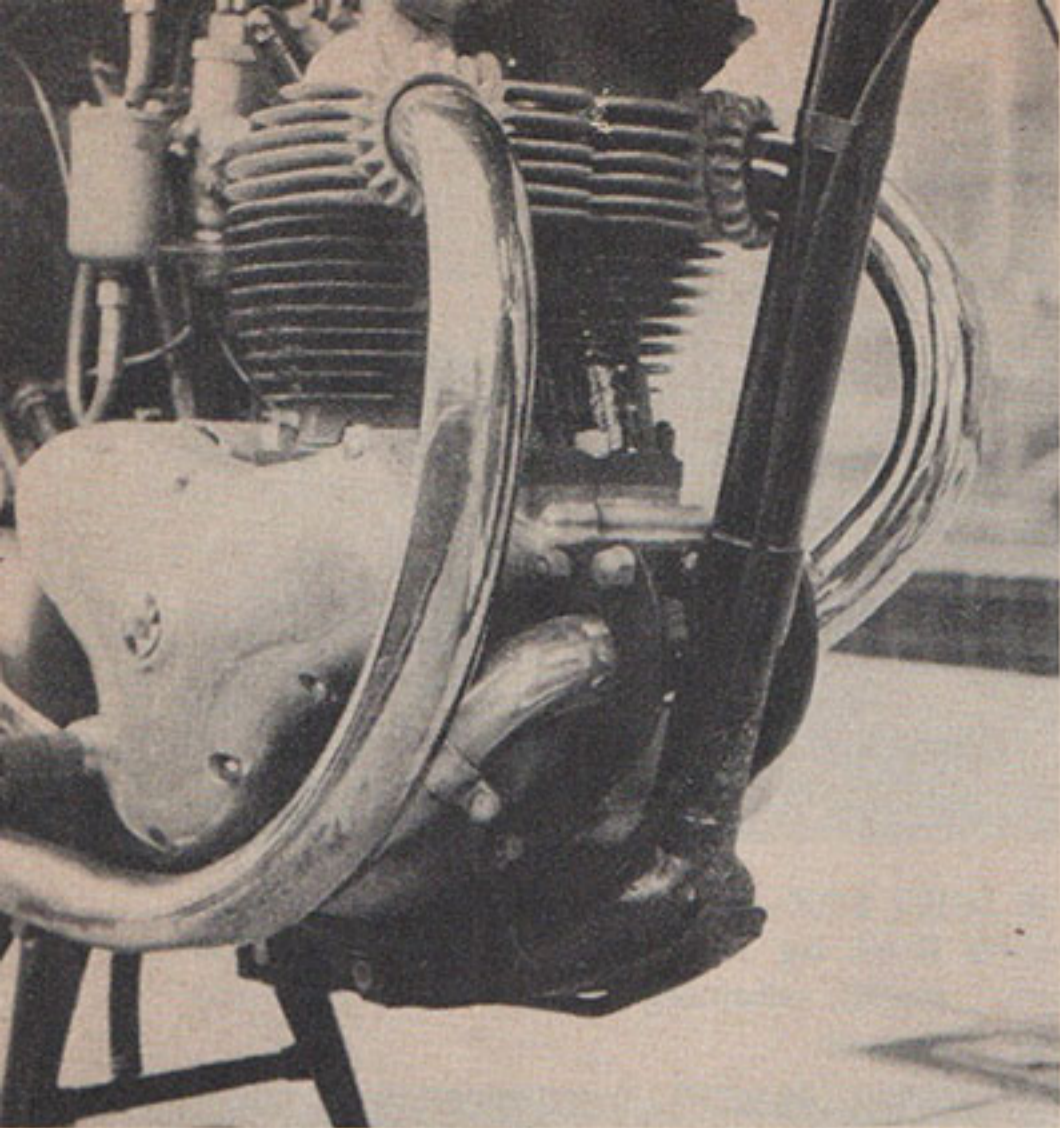
TWO CARBS—TWO CLEANERS—Double air cleaner setup is easily serviced after removing tool box, held by only three bolts.

and the test machine carried the factory reputation through with flying colors. The shocks were just stiff enough to keep from bottoming under the roughest treatment and still give a comfortable ride. The excellent forks had two-way oil damping and good roadholding characteristics. And as for brakes, well, if the 8" front and 7" rear binders aren't good enough to keep you from developing a kissing acquaintance with that tree beside the course, it won't be the factory's fault.

A single down tube frame gives high ground clearance for the rider who would rather go over the rocks than around them, and the exhaust

"DON'T BABY IT"—Says Dale Brown, left, as Snyder picks up the Norton scrambler at Brown's shop. We didn't.





PRETTY PLUMBING — Left-side pipe slips through engine mount before siamesing with mate. Note wide-spaced exhaust ports, better for cooling.

system is tucked in as well as possible, even to the point of running one of the crossover pipes through the front engine mount before it blends into the right side exhaust. The pipes channel into a heavy duty upswept muffler that is not quite capable of taming the engine's gutty exhaust note.

Power yields performance only insofar as it is not hampered by weight, so the poundage of the Norton has been trimmed to leave the engine as free as possible from encumbrance. Polished aluminum fenders are mounted with sturdy braces, and light metal is in evidence throughout the bike.

The machine is as pretty as it is potent, its black painted frame and paneling combining with the colorful tank and plenty of brightwork to make the American Scrambler a trim and attractive package. Although the engine remained clean and free from oil during the test the oil tank cap permitted small stream to drool down the side of the tank.

We found the center stand both easy to use and quickly detachable. A side stand is standard equipment but was

SODDEN CYCLIST — Asher Lee returns from river after testing mag to make sure it was waterproof. It was, boots weren't.



not installed on the test machine.

Firing up the bike was a one-kick proposition, and the tremendous compression that the engine has was very evident on the starting stroke. The up-for-low pattern gearbox operated under the worst conditions we could devise for it without even a hint of protest. Neutral was definite and easy to find, and the cogs engaged with the steady sureness of a rifle bolt.

Because the engine is so eager to run, second and third gears were employed nearly all the time to keep the rpms high enough so that the engine would not load up. If allowed to run for several minutes at low rpm unburned gas would accumulate and take the fine tuning edge off the performance. Then the gearbox would have to be nicked down a cog or two and the engine run up to five or six thousand to blow out the crud, after which it would behave very nicely until it loaded up again.

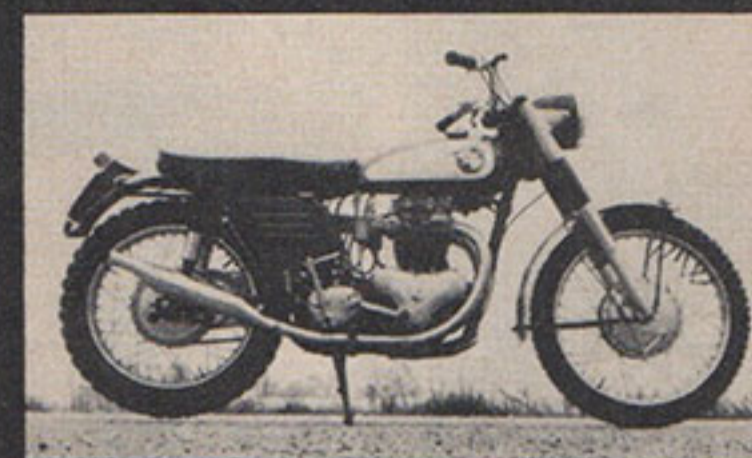
But as long as we blipped the throttle from time to time with the clutch disengaged the engine kept running cleanly at low speeds and slow, trials-like maneuvers could be executed in a manner that would have done credit to a two-stroke. Even though rpms several times dropped well below the safety level while slogging along in high gears, we never killed the engine.

Every component of the bike seems built to take whatever punishment nasty terrain or a demanding rider can dish out. The pegs are as rugged as anvils; brakes, engine, gearbox and frame are more than a match for any kind of abuse. At one time during the test the bike bogged down in a sand wash that somebody forgot to put a bottom in. We slipped the clutch enough to make a lesser bike's primary case turn to water, and yet as soon as its temperature returned to normal, the clutch regained its original adjustment and went on with its work as efficiently as ever. No adjustment was required during the entire test.

We rooted the eager twin up bike-breaking hills, across trackless wastes of sand, through slogging mud-pits—in short, we tested the Norton scrambler in every type of circumstance that *CYCLE*'s readers buy motorcycles for, and we're still impressed with it. One thought kept recurring over and over as the miles rolled under the claw-like knobby tires: this is a machine to be taken seriously. It represents the first large-scale attempt by a famous road-racing marque to invade the world of pavementless competition, and it is obvious that they know what it takes to make a winner. Holding the handlebars of a machine like this, even the rankest beginner can move

up several places in the results of any off-the-road competition. All he has to do is aim the Norton in the right direction and open the tap—the rest is built in.

NORTON AMERICAN SCRAMBLER



PERFORMANCE SUMMARY

ACCELERATION:

Tenth Mile 7.89
Quarter Mile 14.52
91.37 mph at end of 1/4 mi. drag strip

BRAKING DISTANCE:

(From 25 mph)

Rear only 32'
Both Brakes 15' 3"

WEIGHT:

As Shown in Photos 400 lbs.

GASOLINE MILEAGE:

Average During Test 52 mpg

SPECIFICATIONS

ENGINE: 600cc vertical twin, alloy head, 9:1 compression ratio, two Amal carburetors and two air filters.

IGNITION: Lucas K2F/C manual control magneto, cut out button on handlebar.

ELECTRIC EQUIPMENT: A.C. alternator with rectifier and 6V battery.

Headlight and stop tail light.

FRAME: High ground clearance with heavy duty swinging arm and competition type shock absorbers.

FRONT FORKS: Modified Roadholder forks with positive two-way oil damping and fitted with steering damper.

FRONT WHEEL: 300x21 Avon Gripster tire and 8" diameter brake in full width hub, chrome rim.

REAR WHEEL: 400x19 Avon Gripster tire and 7" diameter brake. Full width hub, chrome rim.

MUDGUARDS: Polished aluminum front and rear.

GEARBOX: Standard Norton with folding kickstarter. Ratios, 1, 1.33, 1.77, 2.67.

GAS TANK: Competition type, 2 1/4 gallons, red enamel with chrome side panels.

OIL TANK: Four pints working capacity with filter on "feed" line.

FOOTREST: Special heavy duty.

EXHAUST SYSTEM: Chrome tucked-in crossover pipes with small upswept silencer.

MANUFACTURER: Norton Motors Ltd., Birmingham 6, England.

U.S. DISTRIBUTORS: Hap Jones Dist. Co., San Francisco, Calif. Phillip Phillips, Inc., New York, N.Y. Woodie's Motorcycle Sales, Mansfield, Ohio. Jeary Meyers, Miami, Fla. Potts Motorcycle Co., Pueblo, Colo. Williams Motorcycle Sales, Chicago, Ill. Test bike supplied by Dale Brown Motors, Long Beach, Calif.

PUBLISHER'S COLUMN

CONTINUED

the one who will cash in. The drone or the one who wants to sit in his chair and moan fails to get even a normal share of the business.

- There is no substitute for hard work.
- There is no short cut to success — it requires patience and perseverance to attain success.
- There is no hope for the satisfied man.
- Ever hear the definition of an optimist? The optimist sees the doughnut, the pessimist sees the hole.
- Another definition of an optimist is the 90 year old man who married an attractive 21 year old miss. When looking for a house to live in he insisted on one close to a school — so the kids wouldn't have far to walk.

Floyd Clymer Publisher

During my visit to foreign countries I took this snap of two London motorcycle traffic officers named Finch and Cooper, mounted on Triumph Sport Twins. They're reading the Los Angeles police story in complimentary copies of CYCLE. —Clymer.



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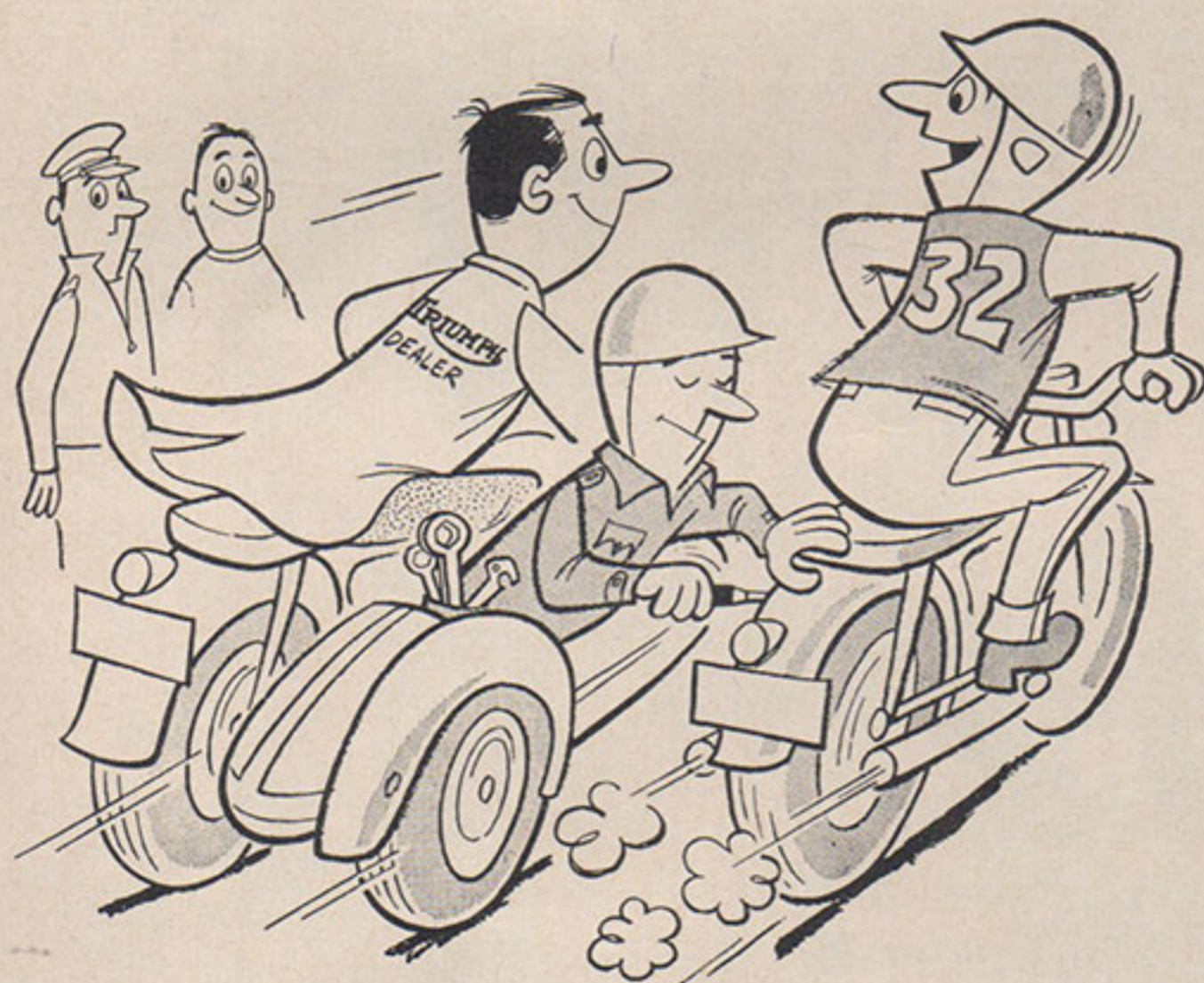
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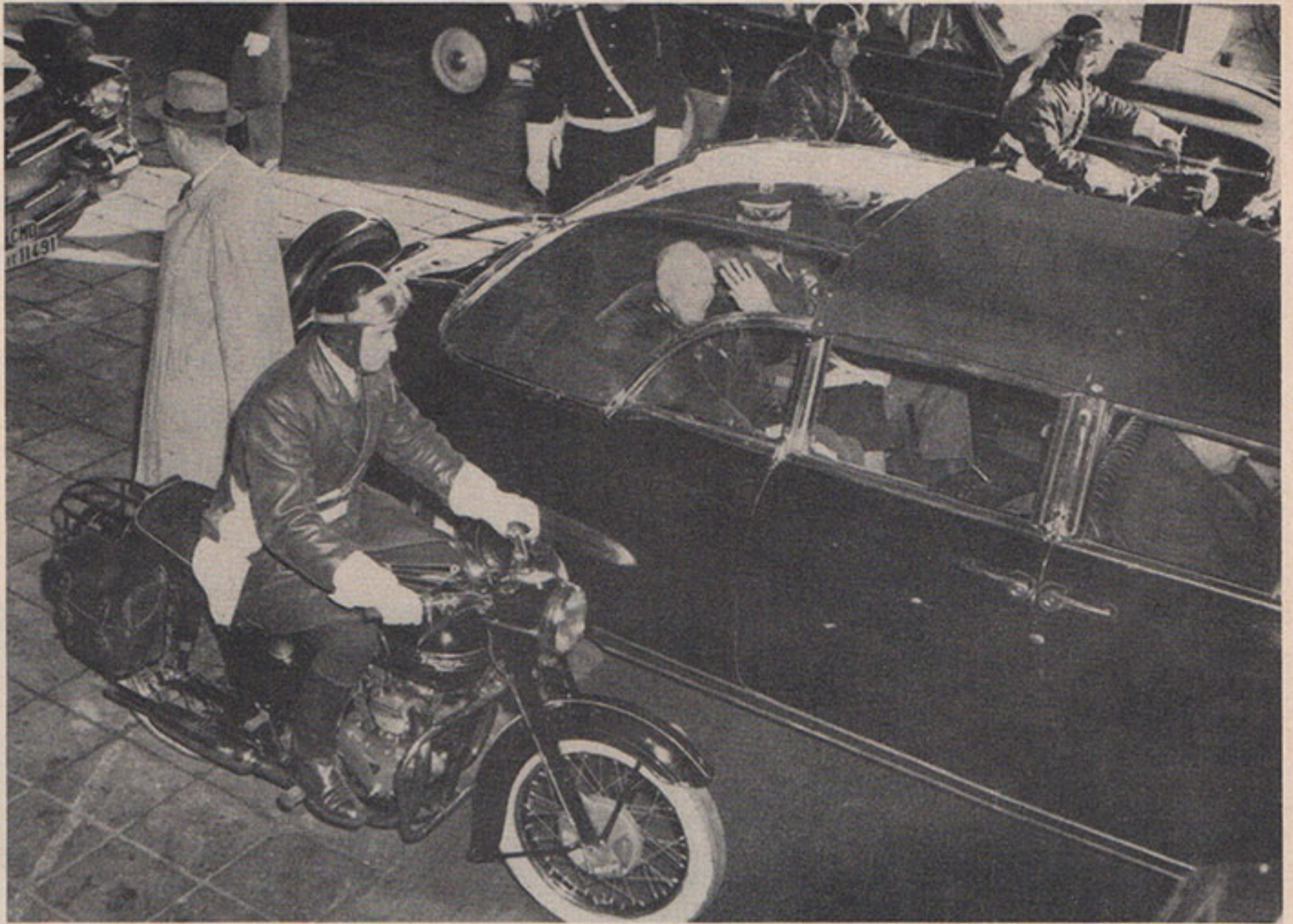
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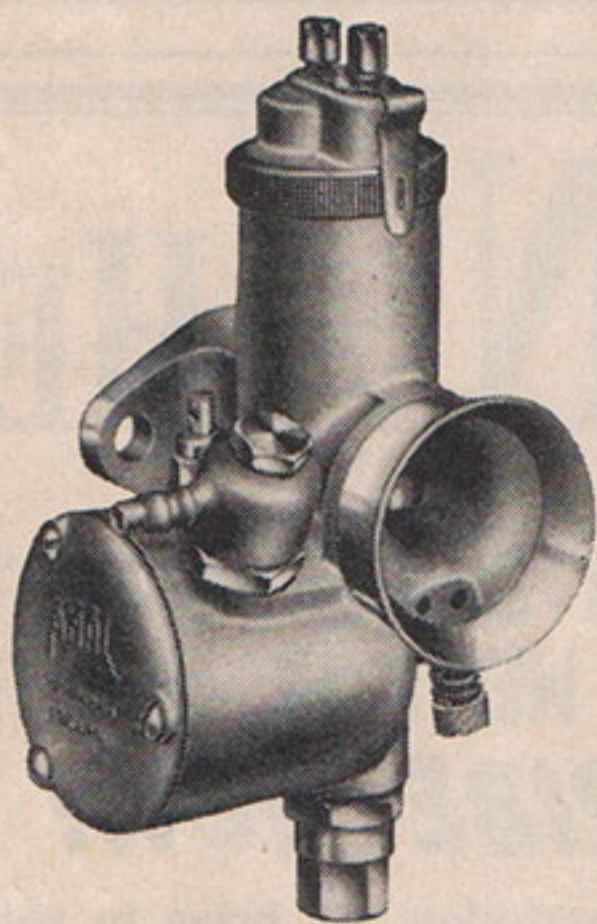
AT ALL
TRIUMPH
DEALERS

BIKES ESCORT IKE



During President Eisenhower's recent trip abroad to represent the United States at the NATO conferences in Paris the Presidential Party was constantly escorted and guarded by a detail of French motorcycle patrolmen, all riding their special police-model Triumphs. Here, Ike waves to the crowds as he sweeps by in his huge black limousine, flanked by a group of sharp-looking motorcycle policemen.

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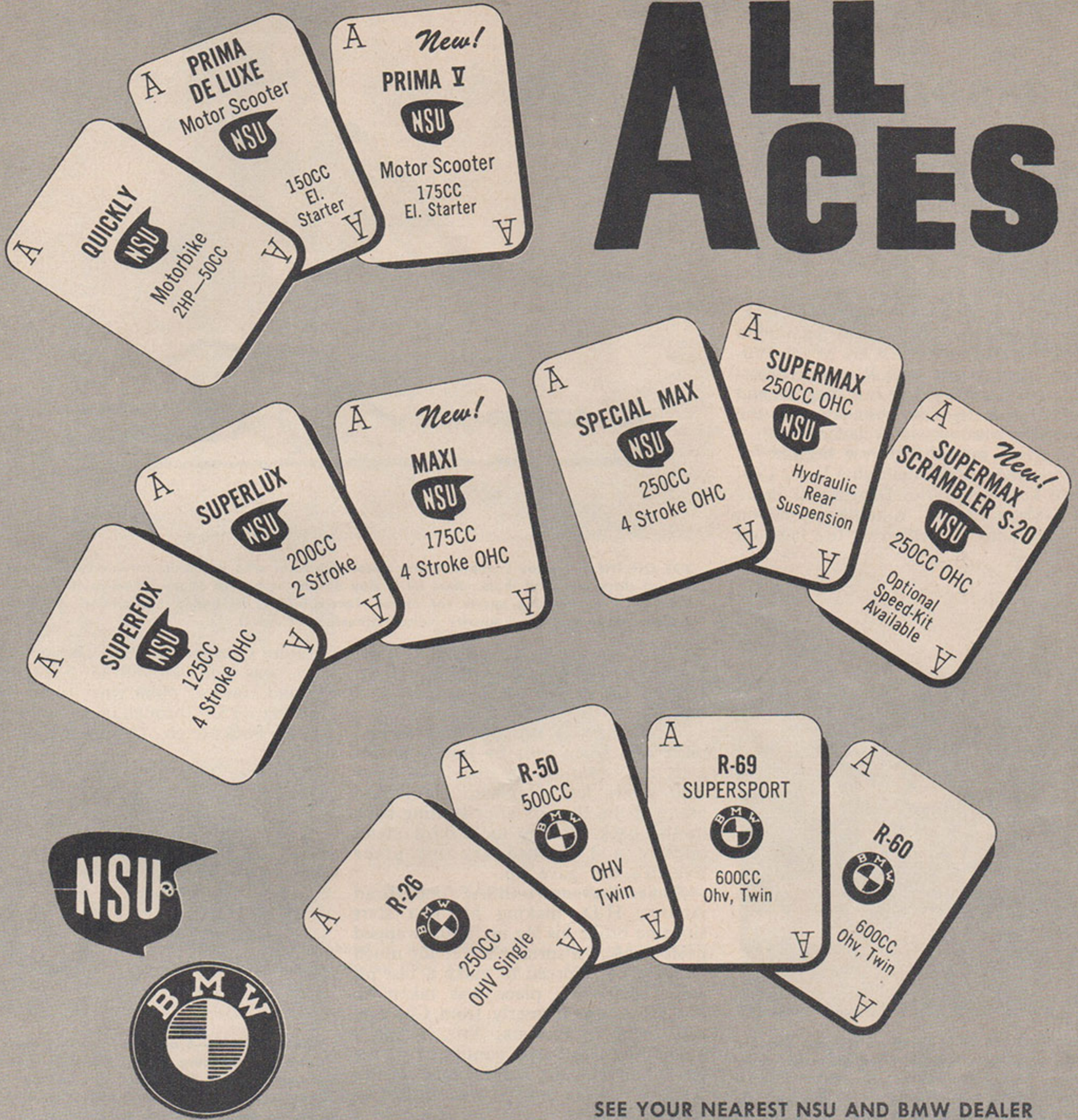


The D. C. Ramblers Motorcycle Club of Washington, D. C. joined forces with the Suitland High School authorities of Prince George County, Md. to promote safety in that county. The Ramblers put on a lightweight race on the playground of the Suitland high school with all the profits going to the school boy and girl patrols of the county. Here the club presents to officials of the Thomas Edison Elementary School twelve of the raincoats and rain hats purchased for the patrol from the profits of the race. Shown with the children at the presentation are, from left to right: Officer George Whitlow, asst. director of safety in Prince George Co.; Harvey Pyles, Ramblers Club president; Sgt. Thomas Rogta, Safety Officer for Prince George Co.; Walter McQueen, club member; Mrs. Amatt, principal of the Thomas Edison School.

Six more of the rain coats and rain hats were presented, to the Flintstone Elementary School. Miss Valois Mattley accepted the safety equipment for the school. She is the safety director of Flintstone.

The Ramblers Competition Club and the rest of the members of the D. C. Ramblers hope that this small token will help to prove that not all Motorcyclists are implements of destruction as shown in "Motorcycle Gang."

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Joe Leonard Wins Season's First At Riverside

National Champion Joe Leonard won the first big race of the 1958 season to continue his 1957 winning streak. The handsome 25-year-old champion took the lead in the first lap of the 100-mile event at the new Riverside International Raceway near Los Angeles and held it wire to wire, over some of the hottest griptwisters in cycledom.

Starting in the first row because of having the fastest qualifying time, Leonard kept his Harley-Davidson K ahead of George Everett, running second on a BSA, until Everett's rear tire blew on



JOE ON THE GO—Joe Leonard is one motorcycle racer who is seldom troubled by crowds—he just stays ahead of them. Here he is way out in the breeze at the Riverside International Raceway. The twisting sports car course (overprinted) demanded exceptional riding and mechanical competence. Arrows indicate direction of travel.



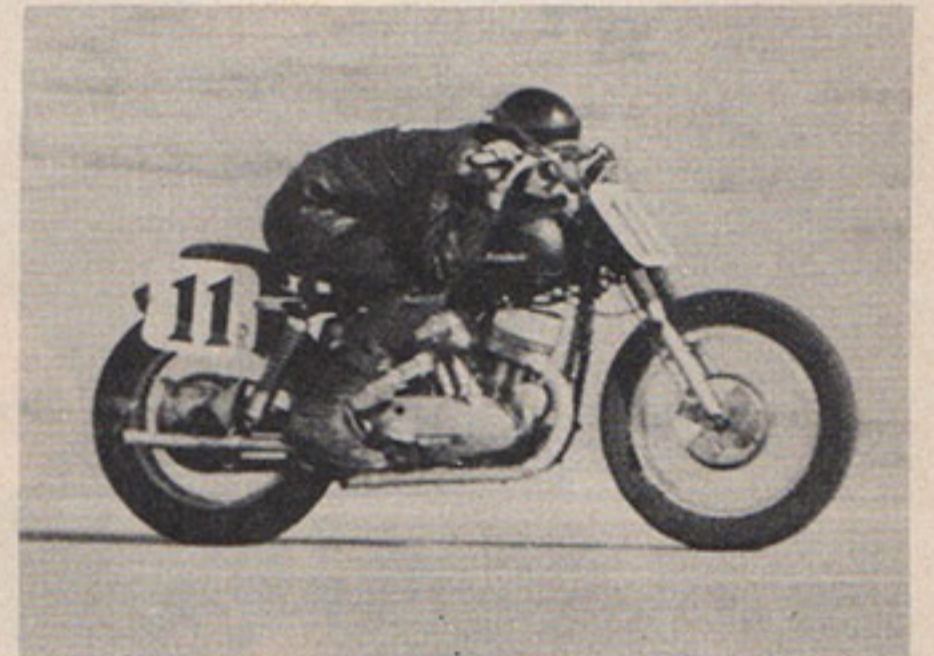
BURNING LEATHER—Bobby SirKegian shows a little habit interference from dirt-track days, drops foot unnecessarily on corner. Determined riding and abundant skill brought him in second behind Leonard.

the 25th lap of the 30 lap main. Leonard toured the twisting track in 1 hr. 13 min. 26.90 seconds averaging 81.3 mph.

When Everett dropped out second place was taken over by Bobby SirKegian, a 19-year-old amateur BSA rider who shows lots of class. He passed many of the Experts after starting back in the pack. Bobby took third about midway and finished second after Everett's tire gave up.

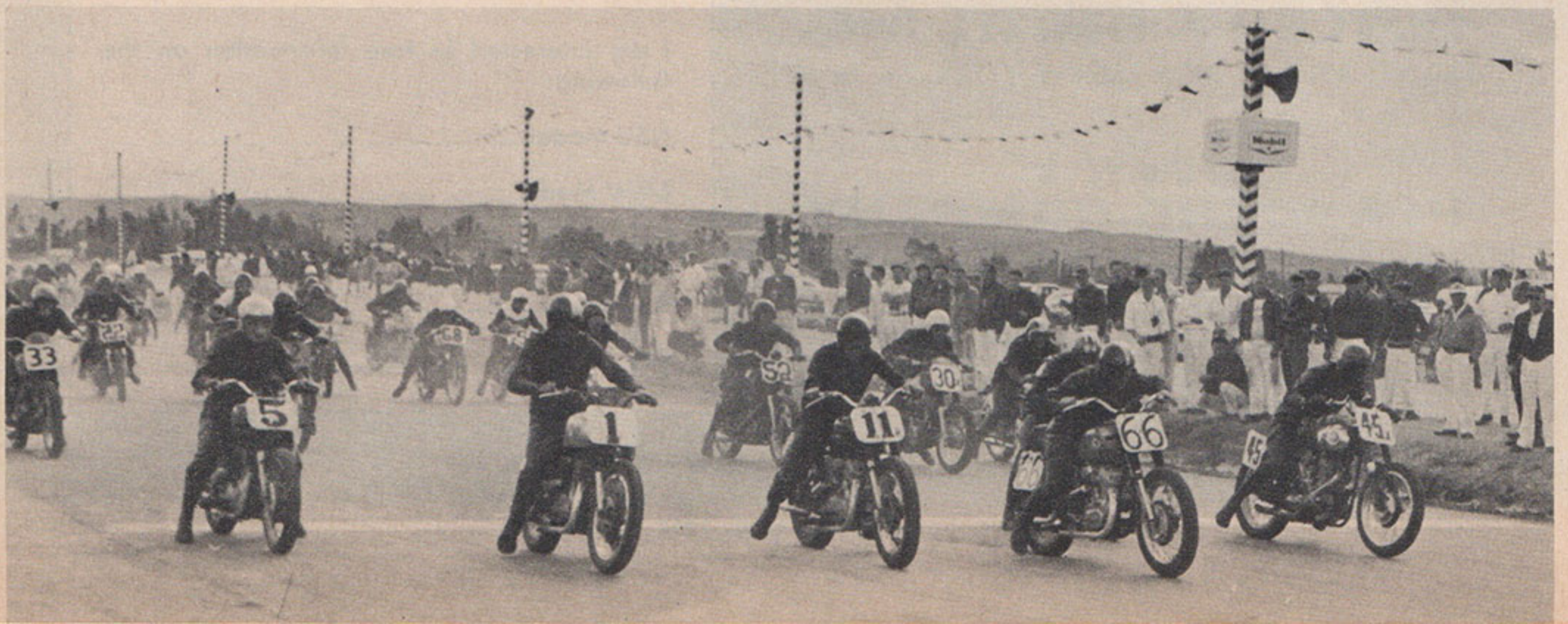
Ernie Stavenow (BSA) and Brad Andres, H-D, making his first start since he broke his leg in 1956, swapped positions like a sprinter's feet for much of the race. Forced to make a fast pit stop, Stavenow's place was taken by Pat McHenry, formerly from Chicago, now living in Phoenix, Ariz., riding a Triumph. The battle continued to the finish line with the judges alone able to tell who crossed first. It was Andres by **four inches!**

John Gibson, the 1956 Daytona winner, was tied with Brad Andres for second fastest qualifying time, both turning 115.7 through a ¼ mile trap on the backstretch. Gibson won his 10-



SMALL TARGET—Brad Andres tucks behind the clutch cable going down the back straight, dropping wind resistance and raising mph. The Riverside racers used 100 mile event to tune up their machinery for Daytona.

GREEN LIGHT—Winding out at the start of the Main Event are, Left to Right in front row, Johnny Gibson, Joe Leonard, Brad Andres, Don Hawley, George Everett (behind Hawley), and Ronnie Gould.





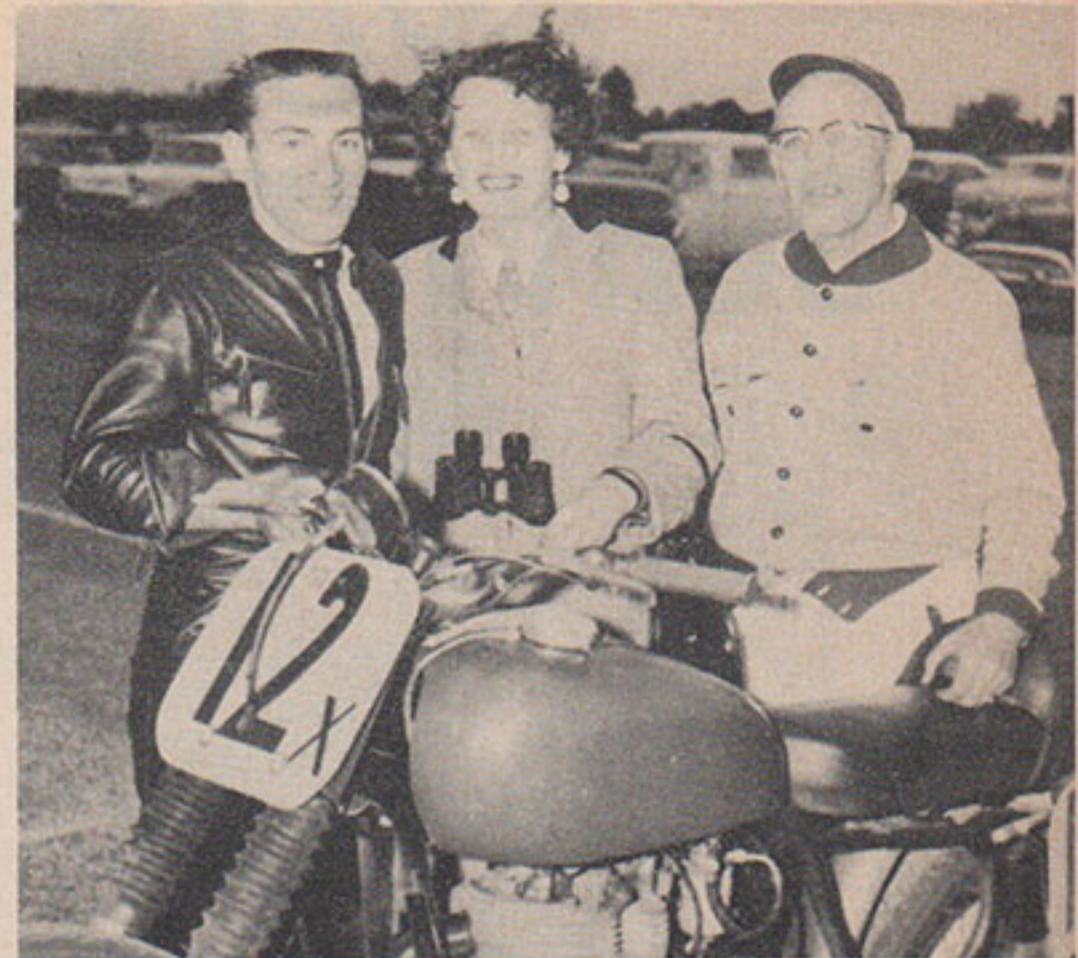
TROPHY GIRL—Rose Kavanaugh presents winner Joe Leonard with his hardware, a pair of trophy lamps. Track Director and Los Angeles restaurateur Rudy Cleye is at left, and Promoter J. C. Agajanian (right) adds his congratulations.

mile heat and was riding in a good position early in the main when he spilled in a turn and wedged his bike under the guard rail. He was uninjured but it took him and track attendants a full ten minutes to extricate the bike.

The event was ably organized by District 37's new AMA referee, former 1/2 mile star Bert Brundage. Cliff Onan, who retired as referee after six years, was on deck as co-announcer, sharing the mike with Jack Curnow, Los Angeles Times sports writer.

RESULTS

Joe Leonard.....	H-D
Bobby SirKegian.....	BSA
Brad Andres.....	H-D
Pat McHenry.....	Triumph
Ernie Stavenow.....	BSA
Charlie Cripps.....	BSA
Ronnie Gould.....	BSA
Don Hawley.....	H-D
Howard Barnes.....	Triumph
Harold Ball.....	BSA



"MOM'S MY TROPHY GIRL" — Says second-placer Bobby SirKegian. Rising young cycle ace greets his parents after placing second in 100 mile race. Before turning to track racing, Bobby won fame as a dragster.

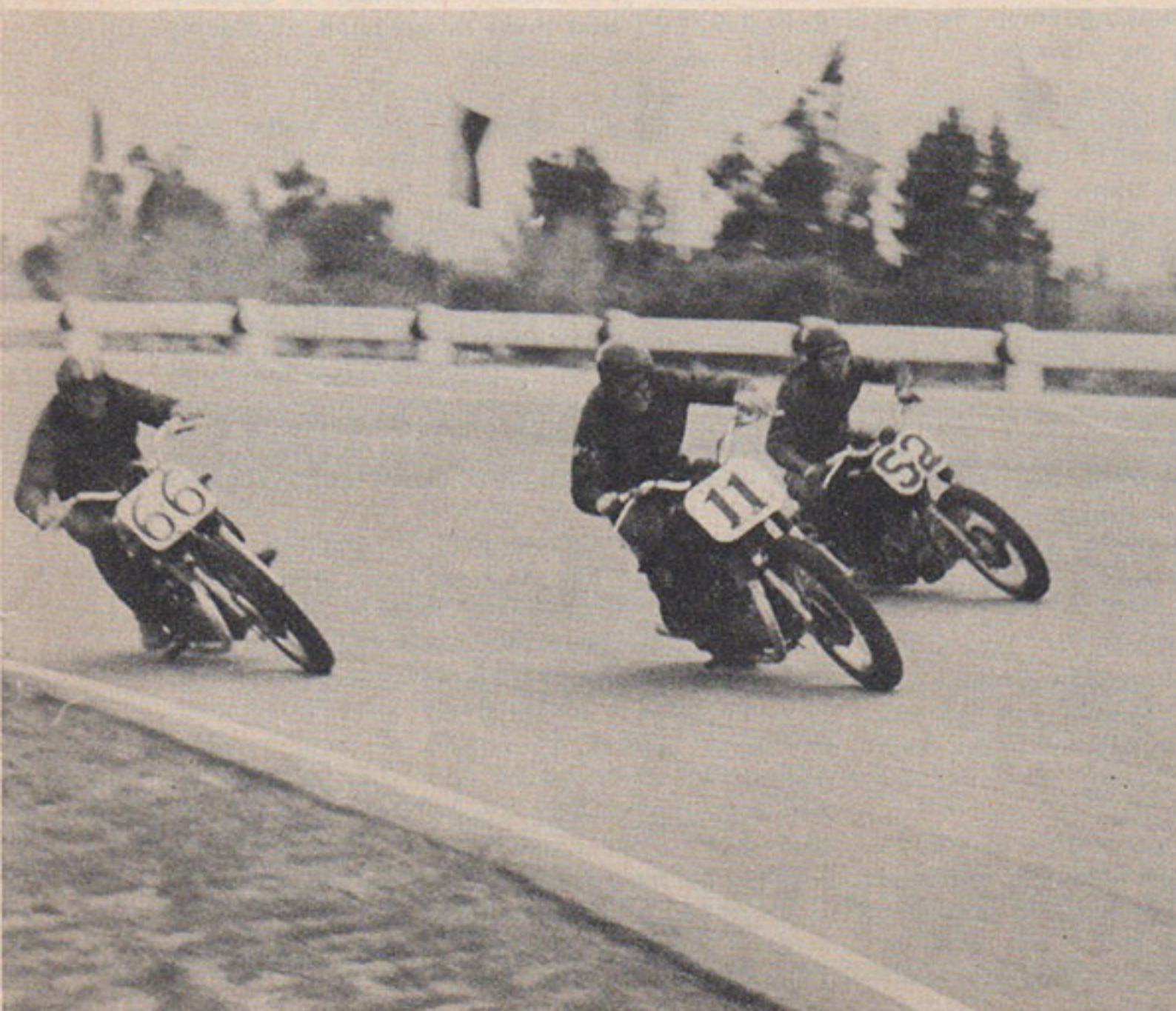


OFF AND ROLLING—Fifty riders bend for the first turn at the start of the 100 mile Main Event.

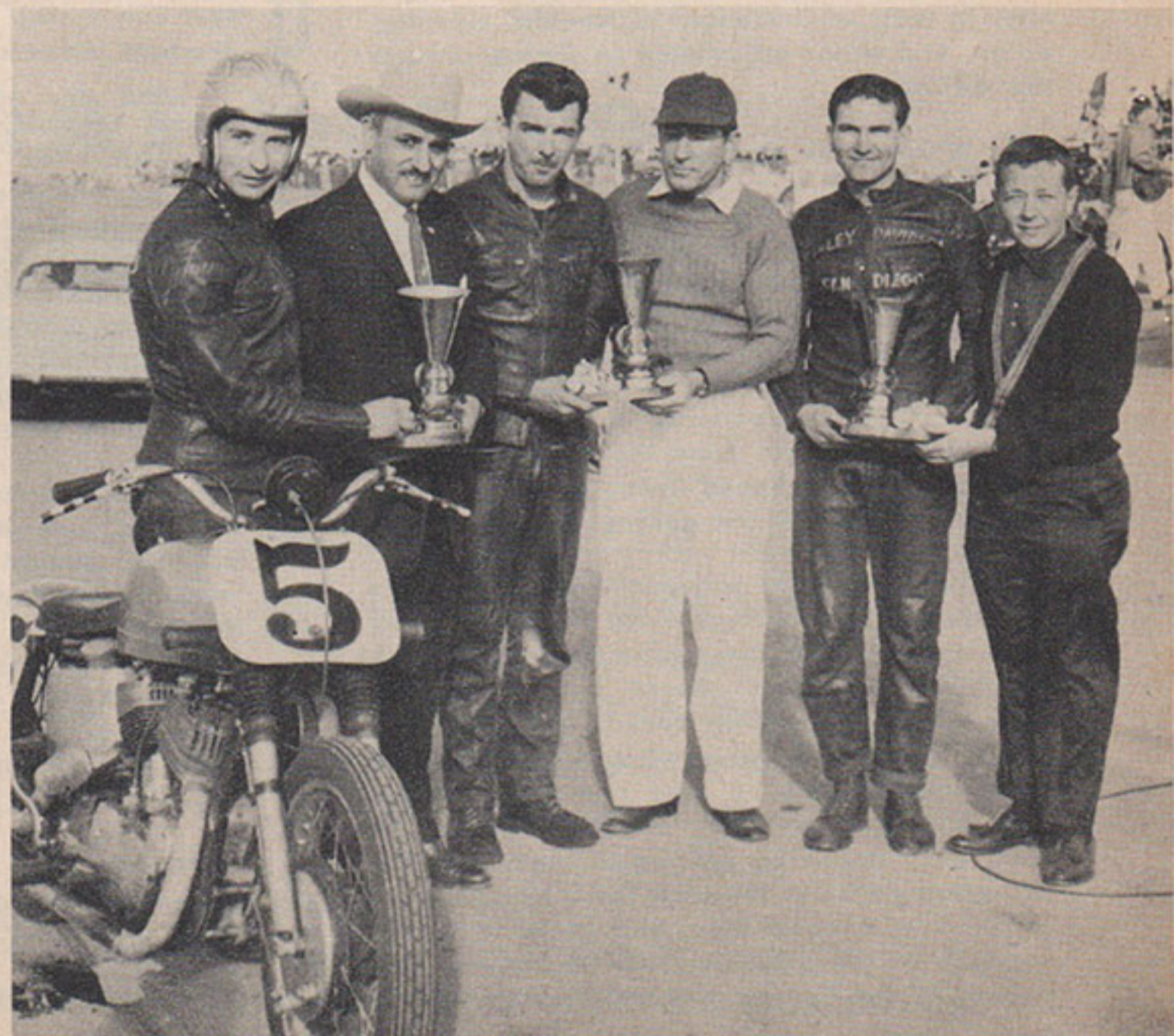


"GEEYAP!"—Starter Roxy Rockwood might be shouting as a brace of heat racers dig in spurs.

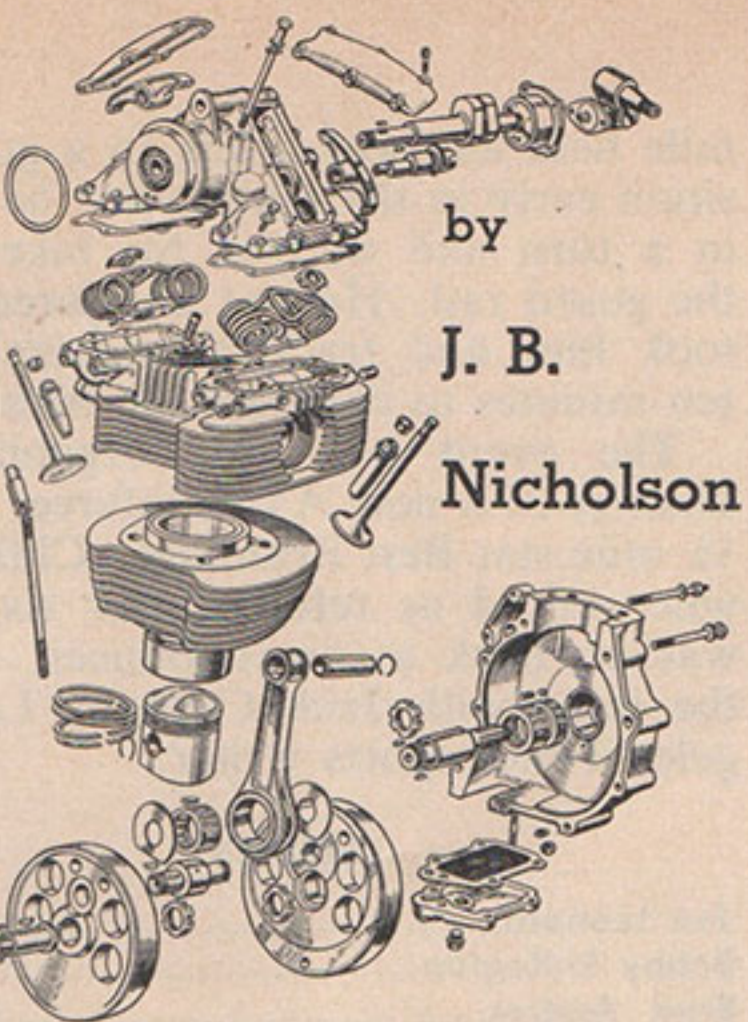
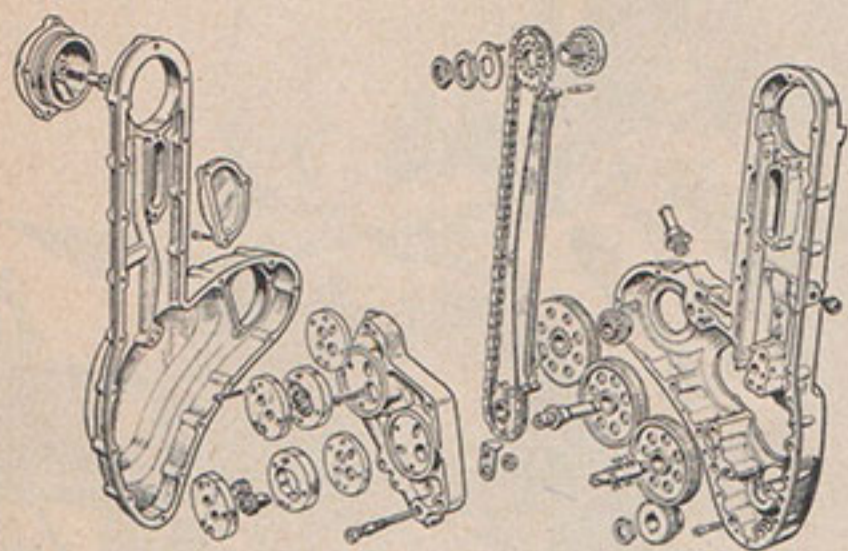
FEETS UP—Brad Andres (No. 11) slips it ahead of Ernie Stavenow (No. 52) in their nip and tuck battle. Don Hawley takes the inside groove.



HEAT RACE HOTTIES AND FRIENDS—Winners receive their trophies. Left to Right: Johnny Gibson, J. C. Agajanian, Leonard, movie stunt man Cary Loftin, Andres, and TV sports director Gil Stratton.



CYCLE SERVICE TIPS



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 My '57 T-Bird will not start in the "Emergency" switch position. However, it will run if started on regular ignition, then flipped over to Emergency while firing. What is the fault and remedy?

A The ignition timing has to be only very slightly off for this condition to develop. First of all, clean and set the breaker points to .014"-.016" gap fully open. Remove the spark plugs, engage high gear and revolve the rear wheel in running direction. Follow the movement of the pistons through the spark plug hole. Breaker points should just commence to separate when pistons are 1/32" (6°) before top of stroke. This setting, incidentally, applies to 1955 and later model machines and the 5T as well. On the 1954 6T the timing is at top dead center.

Timing is adjusted by slackening the distributor clamp bolt and rotating distributor as required, then retightening the clamp bolt when the correct setting is obtained. It is most important when timing that the wheel be rotated in running direction in order that backlash in the drive will be taken up and the correct setting obtained.

Exact timing is essential to the functioning of the emergency start position on this system. In most all instances of trouble, cleaning points and minor adjustment in timing corrects the difficulty.

Q What piston clearance should a BSA C11 have?

A .004" measured at the bottom of skirt at right angles to pin. Skirt is tapered to give .005-.006" clearance a top of skirt.

Q At times I experience a squeaking that seems to come from the rocker gear on my Triumph Speed Twin. How can I tell if the rockers are getting enough oil?

A Slacken off the rocker oil feed banjo nuts and pry the unions away from the rocker box. Start up the engine and observe the oil flow. There should be just a very slow oil drip at idling speeds but when the motor is speeded up oil should flow through quite readily. This oil feed comes off the return line and pressure can be increased to clear out the line by placing a finger over the oil return outlet in the tank for a few seconds. When this is done there should be a visible increase in the oil flow. After the dome nuts are retightened, repeat this procedure and if

there should be any obstruction in the rocker shaft oilways, this will clear out.

On machines that are operated mostly for very slow running there are some instances where barely sufficient pressure builds up in the return line to give sufficient lubrication and in such cases the oil return outlet can be closed off slightly in the tank to give a more positive rocker feed.

Q Can Indian 74 cylinders be sleeved satisfactorily?

A Yes. There are special sleeves made by replacement manufacturers. These generally have a 3 3/8" outside diameter, plus the required .002-.003" interference fit. To install, the cylinders should be finished out to 3.375" and then pressed into position. After installing, the sleeves require boring or honing to size. Generally there is a .015-.018 allowance on the inside of the sleeve for this purpose. Care must be taken when supporting the cylinder base during the pressing-in operation that pressure is not concentrated near the corners or base breakage may result.

Q How can I stop oil leaking from the oil pressure indicator on my Triumph?

A Replace the rubber oil seal on the indicator shaft. The indicator shaft may be bent so examine this when you have it dismantled and replace if there is any noticeable bend.

Q There seems to be excessive side play in the pivot bearing of my Triumph T110 swinging arm rear fork. Is there any adjustment to take up this play?

A Shim washers can be fitted between the swinging arm and the frame side member. This should be set up with a minimum of .001" and a maximum of .006" side clearance.

Q I have a stock 1951 Indian Brave. Its top speed is 53 mph. Could you tell me some way to hop it up for more top speed?

A With everything in a good state of standard adjustment you should be able to work up to about 60 mph under favorable conditions. You could try smoothing out the inlet port, machine about 1/16"

off the head joint, and try out two or three different main jets to determine which size will give the best performance under your conditions.

You are advised against attempting any modifications towards substantially increasing output on this machine. The transmission, for instance, has very little reserve of strength for even standard performance. This is not a good proposition for souping up.

Q Could you give me some information on how to hop up my 1954 BSA Road Rocket. I want to use my cycle for transportation to and from work but also want to use it for some dragging and get some more top speed as well as fast acceleration.

A You should stick fairly close to standard specifications for what you have in mind. You could go up to 8.5:1 ratio pistons. (9:1 can be used quite satisfactorily on the later models with alloy head.) The standard inlet ports will stand some further finishing out. You can get a substantial boost in maximum performance with open exhausts by fitting the special cam No. 67-357. Bear in mind that with this special cam the low-speed performance suffers.

For everyday street riding use a plug as the K.L.G. F70 or F80 or Lodge HN or 2HN. For dragging use F100 or 3HN. It is always worthwhile to make a few trial runs with different main jets going down one or two sizes smaller than standard and likewise larger than standard, to determine the jet size that will give best maximum performance under local conditions.

Q I own a 1946 Harley-Davidson 74 OHV. Would it be advisable to install a 1-5/16" Venturi in place of the 1-1/8" now in the carburetor? Would it help to drill out the gasoline inlet hole in the float valve seat with a 9/64" drill? What effect would each of these changes have on the performance? Would they increase acceleration?

A The 1-1/8" Venturi is best for road use in your machine. The larger Venturi would not improve acceleration. The larger Venturi will enable slightly higher maximum power output to be obtained, particularly when a special cam is used, but this advantage is limited to near peak revs.

Regarding drilling out the carburetor float needle seat, you should find this is already drilled 9/64" and there is no need to modify this for use with gasoline.

Q Would a T.T. carburetor give better performance on my standard BSA model A10?

A No. For road use a 1 1/6" monobloc type will give you the best results. If the motor is modified for increased performance, use a 1 1/8" monobloc.

Q How can I remove the crankshaft coupling gears on my Square Four engine?

A You will observe that there is a puller thread on the hub of each gear and if you can borrow the factory puller from an Ariel dealer who has this equipment, this would be the logical thing to do. If not, you can have a puller made up without much difficulty. Use a 4" length of pipe or steel tubing internally bored to 1 11/16" at one end and thread this 1 3/4 x 20 t.p.i. This will thread onto the gear hub. At the other end braze on a large nut, preferably 3/4" size and install a 3/4" bolt which will act as the puller screw. You will find these gears can be withdrawn quite easily with this tool.



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Dealers and mechanics at Triumph-Baltimore observe new service techniques.

BACK TO SCHOOL FOR MOTORCYCLE DEALERS



Above: W. L. Rawson, World Export Manager of BSA, addresses BSA dealers in Oakland, California. Below: Edward Turner and "Miss New Jersey" (Jeanne Lewis) pause in their admiration of the new Ariel Cyclone.

Once again January was the month when a great many motorcycle dealers met in sales and service schools to brush up on the latest developments in selling and maintaining their respective products.

The new year's kick-off of distributor-sponsored school activity started when 150 BSA and Ariel Dealers and their shop personnel attended the highly successful 1958 BSA & Ariel Service School held at Nutley, N. J. An intensive week of daily sessions

on latest service procedures was of prime interest to shop personnel while dealers devoted much time to boning up on 1958 BSA & Ariel sales features.

The Service School was under the capable direction of Walt Brown, BSA Service Manager ably assisted by Chief Service Instructor, Tommy McDermott, (who is now a BSA Dealer in Glens Falls, N. Y.) The sales discussions were presided over by T. A. Hodgdon, President of BSA, who outlined the many fine selling points of both BSA and Ariel lines.

The new BSA-Ariel Accessory Program and 1958 advertising plans were discussed by Emmett Moore, BSA Advertising Manager, who also announced that a new Accessory Catalog would be produced by BSA Incorporated. Fred Schafer, Parts Manager, covered parts ordering and stocking procedures.

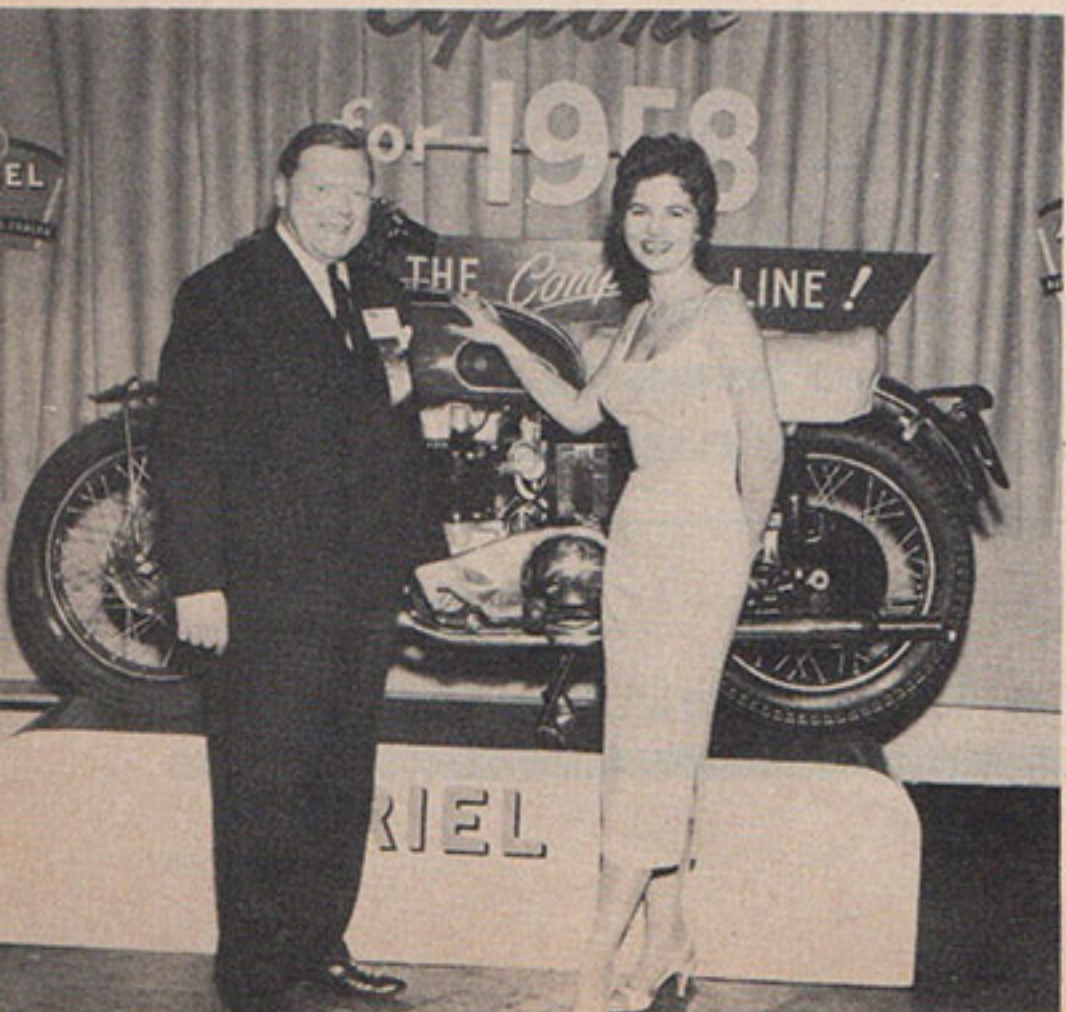
The long list of trade personalities present during the week was headed by Mr. Edward Turner, Managing Director of the BSA Automotive Group, who delivered a straight-from-the-shoulder address that was vastly encouraging to all dealers present. Mr. Turner also conducted a question and answer session with the dealers during which he delivered factual, straightforward answers to a barrage of queries on BSA and Ariel plans for the years to come. Without doubt this was one of the most popular parts of the program.

Climaxing of the week was the Banquet held at a nearby inn at which well over 150 people were present. Awards were given at the Banquet to leading dealers for sales progress during 1957, and the week ended on a note of high optimism for the coming season. The BSA Shipping Department reported the highest ever number of new motorcycles hauled away by dealers and the Parts and new Accessory Departments were kept busy filling the many orders placed.

On the other side of the continent at the
(Continued on page 24)



Above: BSA and Ariel dealers and mechanics attending the service school in Nutley, N.J. Below: The group of western states Triumph and Ariel dealers at their annual banquet meeting in Arcadia, California.



**ROGER WHITE ON TR-6
DEFEATS 850 OTHERS —
133 FINISH OUT OF
851 STARTERS**

RESULTS

1st	Roger White	Triumph
2nd	Charles Hockie	Triumph
3rd	Buck Smith	Triumph
4th	Bud Ekins	Triumph
5th	Cal Bottum	Triumph
6th	Gene Hirst	Matchless
7th	Joe Roberts	Triumph
8th	Charles Cripps	Norton
9th	Red Ludford	Triumph
10th	Marsh Meredith	Triumph

165 cc CLASS

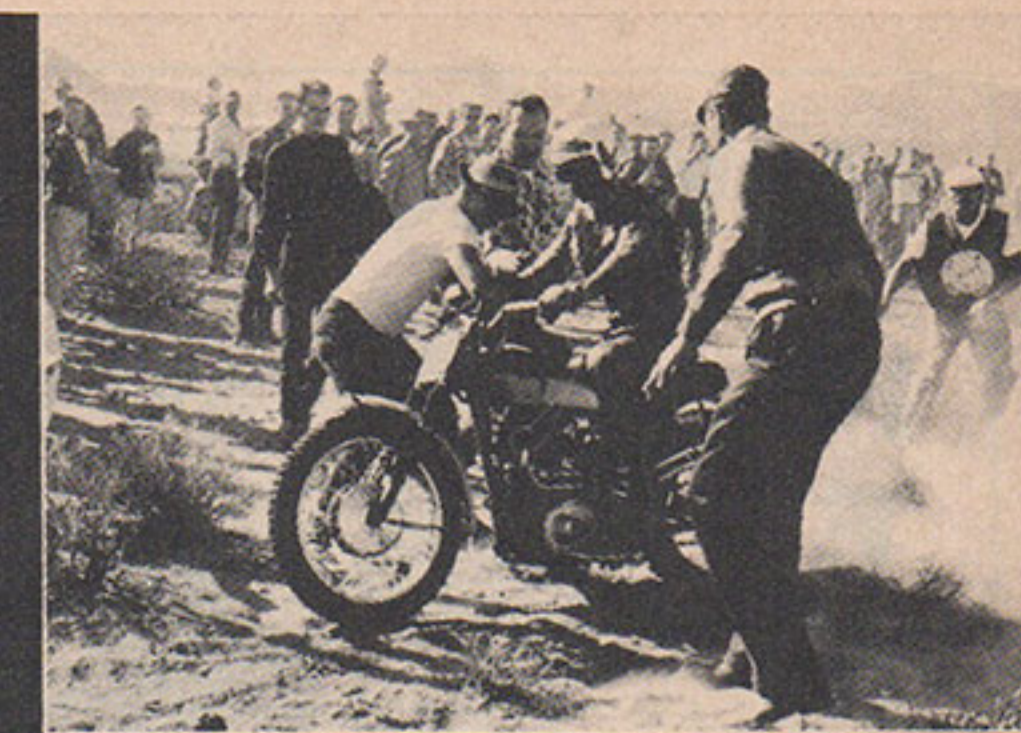
1st	Johnny Smith	Triumph Terrier
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Leader into the first gas check, Charles Hockie, in action on his Triumph TR6.



Buck Smith, third place finisher in the rugged 150 mile Big Bear Run, leaves a check point on his Triumph TR6.



Bud Ekins storms into a check point while leading the 150 mile Big Bear Run.

TRIUMPH SWEEPS

In Unprecedented Victory —

BIG BEAR RUN

Triumph Riders Take 8 out of First 10 Places



Only race in the world where 851 entries can start abreast. Here riders blast off the starting line.

Roger White, 23-year-old carpenter of Norwalk, California, on his winning Triumph TR6. White won the world's biggest race, the Big Bear Run in January, which started in the Mojave Desert of Southern California and ended high in the San Bernardino Mountains, 150 miles from the start.

The Big Bear Run, the most spectacular cross-country motorcycle event in the U.S.A., if not the world, this year saw 851 riders match skill and machines for the coveted 1st place honors. This mid-winter race — an annual affair — is dramatic proof of the growing popularity of the sport. All brands of motorcycles, both foreign and domestic, entered this grueling and dramatic event.

Triumph riders swept into the lead right from the start. In a matter of minutes Triumph had complete command of

the race. Starting from Southern California's famed Mojave Desert, the race progressed over 150 miles of sand, sage, ice, snow and winter mud ending in the rugged San Bernardino Mountains.

Charles Hockie on a TR-6 led at the quarter distance mark, gave way to Bud Ekins also mounted on a TR-6. Ekins, then in the lead, took a spill on a patch of ice and Roger White surged into the lead, an advantage he held right up to the finish line.

Photos courtesy Motorcyclist Magazine and Cycle Action.

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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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MOTORCYCLE DRAG RACING RULES

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

DEALERS' SCHOOLS CONTINUED

same time a three-day dealer meeting was being held by Johnson Motors, Inc., who played host to approximately 150 guests attending the 20th Annual Triumph and Ariel Sales and Service School. The two-day meeting was held at Eaton's Santa Anita Restaurant in Arcadia, California.

The Sales Clinic was conducted by Don J. Brown and highlighted by several guest speakers. David Riccard, Artesia, California, a high school mathematics teacher, gave a most informative talk along with showing some very professional color slides of an 8,000 mile trip he had taken on a 1957 Triumph Tiger Cub. Ed Morgan, General Sales Manager for the CeeBee Chemical Company, Downey, California, spark-plugged the sales portion of the meeting by giving a stimulating talk entitled, "Plan the Attack". Mr. Morgan outlined the importance of salesmanship and how it is one of the greatest single forces in today's economy. He also impressed everyone with his knowledge of the motorcycle industry and he pointed out several times during his talk how fortunate we were to have such a good product to sell and how healthy our business was in comparison to many others.

Ted Evans, Venice, California Triumph and Ariel Dealer, outlined a sales inventory record system which he uses in his business. At the time of his talk, Ted was not aware that he was to receive the first prize in "Jo-Mo's" Sales Contest.

After a very enjoyable meal W. J. Ceder of Johnson Motors announced the winners of the sales contest. Ted and Ruth Evans were presented with two round trip tickets to England for being the top western U.S. Triumph and Ariel dealer in the Johnson



Left to right: Bob Sawyer, S.A.S. Airlines; Bill Johnson, president of Johnson Motors, Inc.; Mr. and Mrs. Ted Evans. Bill Johnson is presenting Mr. and Mrs. Evans with a pair of round trip tickets to England via S.A.S. as first prize in sales contest.

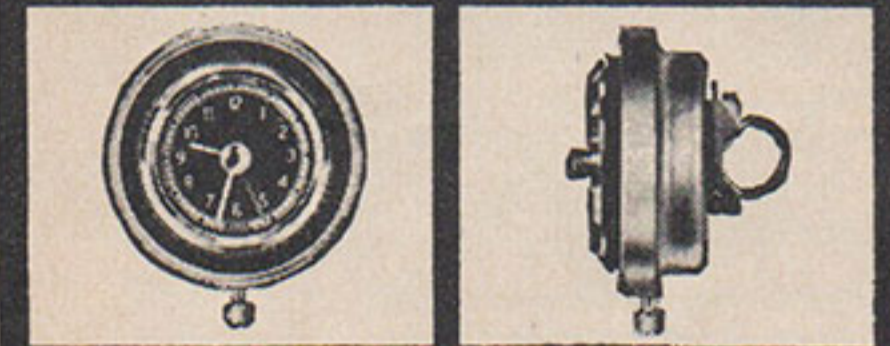
Motors contest. Wilbur Lamoreaux of Lamoreaux and Milne, Glendale, California, was awarded second prize—a beautiful 21-inch Motorola color television console. Special surprise awards were made to Charlie Hayden, Sales Manager for Ted Evans, and Kenny Peterson, Lamoreaux and Milne Salesman, of beautiful salt water fishing tackle rigs complete with spinning reels, tackle boxes, rods, etc.

Cal Makela ran a very informative Service School the following day, and gave individual instruction on service problems at Johnson Motors later. Highlight of the second day's meeting was an address by Jack Wickes of the Triumph Engineering Com-

(Continued on page 25)

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DEALERS' SCHOOLS

CONTINUED

Jack Wickes, Technical Liaison Officer for Triumph, addressed the western states Triumph and Ariel dealers' meeting in California.



pany Limited. Mr. Wickes outlined future plans by Triumph and pointed out the progress that was being made on the Triumph scooter. Upon completion of his address, Mr. Wickes was given a hearty round of applause.

Dealers' wives were treated to lunch at Knott's Berry Farm and an afternoon at famed Disneyland. Transportation was by chartered bus arranged for by Johnson Motors, Inc.

Also on the western edge of the United States, but farther north this time, Western BSA Distributor Hap Alzina held a highly condensed one-day dealer conference in Oakland, California on the 19th of January. Guest speaker to the 135 dealers was W. L. Rawson, World Export Manager of BSA. Also on hand from England was Bert Chinn, a Director of Lucas, who brought the dealers up to date on the latest in electricals. Dealers' wives who attended were treated to a full day of sightseeing, luncheon and shopping in and around San Francisco. It is interesting to note that it was Alzina who started this "Ladies' Day" business several years ago, and now other distributors have followed suit.

Then we race across the country again to Baltimore, Md., where the east coast distributors for the Triumph marque were having their annual sales and service meeting later in the month. Over 100 dealers, 50 mechanics, and about 25 Triumph Dealers' wives swelled attendance at the largest gathering in the history of Triumph-Baltimore.

Denis McCormack, President of The Triumph Corporation, kept his introduction

brief and to the point, then quickly tossed the reins to Service Manager Rod Coates, who was aided by his two able assistants, Cliff Guild and Dave Ball. To sustain high interest and to cover as many points as possible, Rod and his boys worked on a new 650 cc Tiger 110 and an early shop demo model 350 cc Twenty-One that had 7,000 hard "errand miles" on its odometer. The latter machine is just beginning to reach this market in quantity and received the most attention. The rest of the day was given over to technical discussions and instruction. The next day was "Lightweight Day," and the 1958 Triumph Tiger Cub was face lifted in great detail by the Triumph Technical Trio—Coates, Guild, and Ball—all enthusiastic Competition Cub riders. Rod Coates, by popular demand, brought forward his Marlboro lightweight winner, and had it stripped completely to prove what can be done with a "dead standard" Cub with proper attention to details and hair-splitting tuning. From the way the dealers crowded around Rod's gem during the two daily coffee breaks, we can expect to see many more Triumph 200 cc jobs whizzing around in all types of motorcycle competition this coming year.

To keep the class alert, bulletins accompanying all new special tools and job methods were distributed, along with notebooks and pencils to make sure the pupils would be ready for Tuesday's competitive "Quiz." Two large, beautifully-framed engine drawings were presented to the Quiz Champs, Bill Powell and Bill Carpenter—tie score winners! Seven Bonney wrench sets went to next place men Carle Johnson, Bob Haigh, Tommy Seymour, Herb Hitch, Wilbur Wagner, Sonny Kiss, and Bob Pazour. Many of the winners were brand-new dealers—indicating rapt attention on their part during the technical demonstrations.

"Sales Day" is always Wednesday, when the dealers join in the discussions with the Sales Department and guest speakers from fields related to selling, like Triumph's Advertising Advisor, Bob Herr, and John Hostetter of Motorcycle Finance. About an hour before lunch, the complete group was called together for an interesting talk by Mr. Edward Turner.

During his talk, Mr. Turner, Managing
(Continued on page 32)

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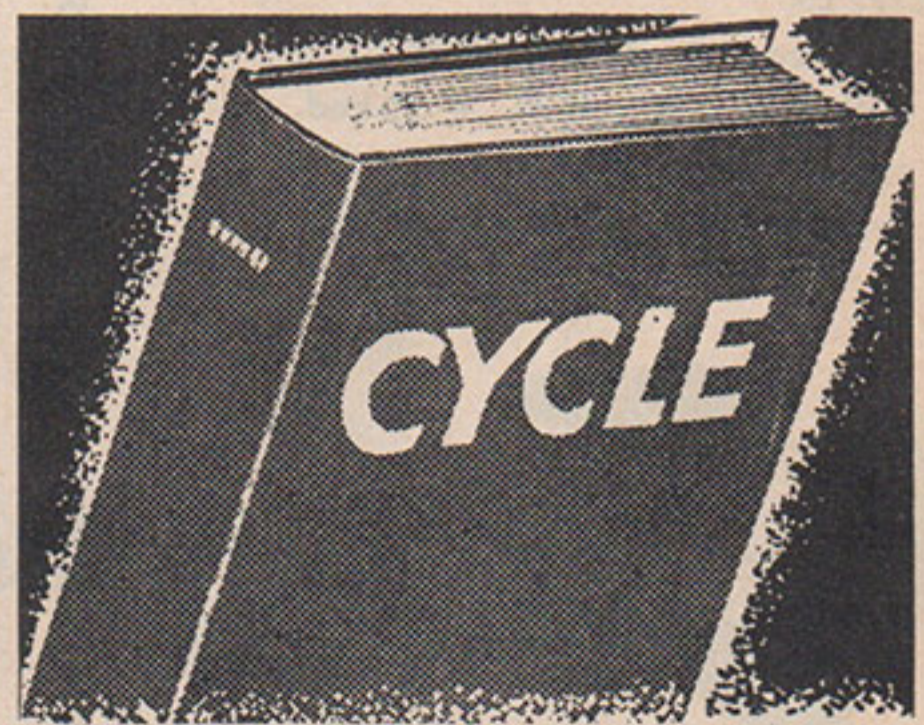
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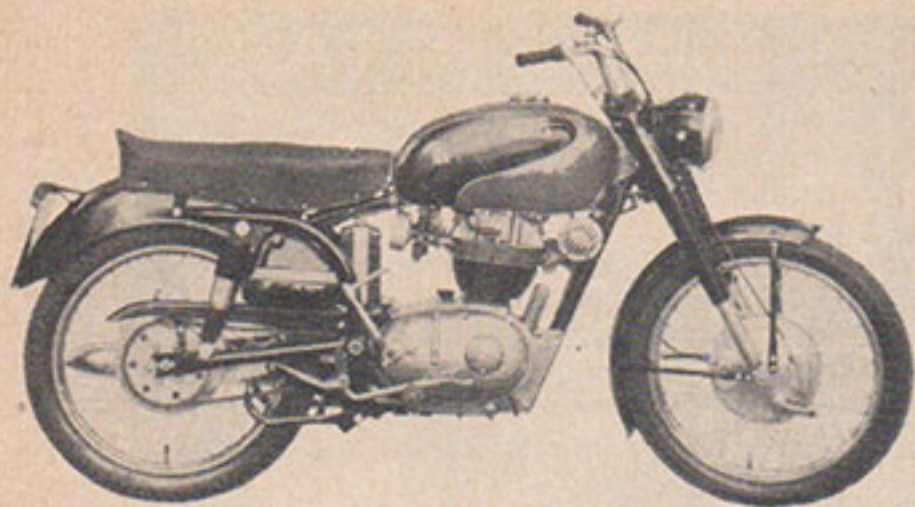
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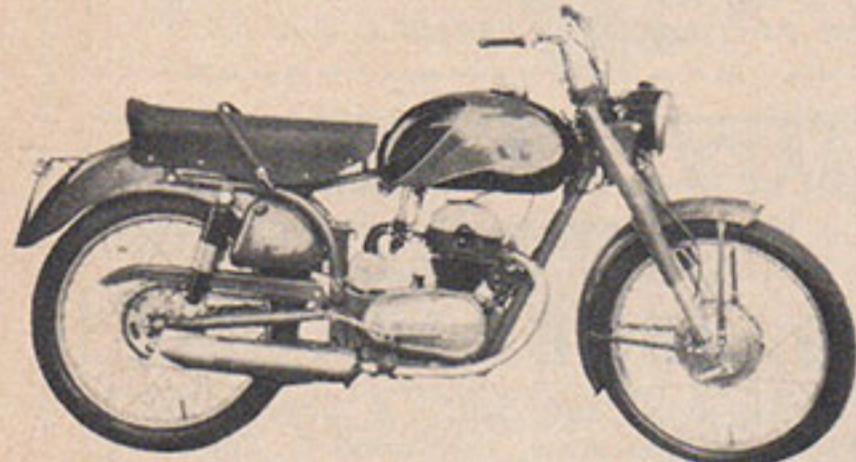


The 150 Triumph dealers and mechanics attending the Baltimore service school pose for their group portrait. The week-long meeting covered sales and servicing of Triumph motorcycles. Triumph-Baltimore personnel stand against the back wall.



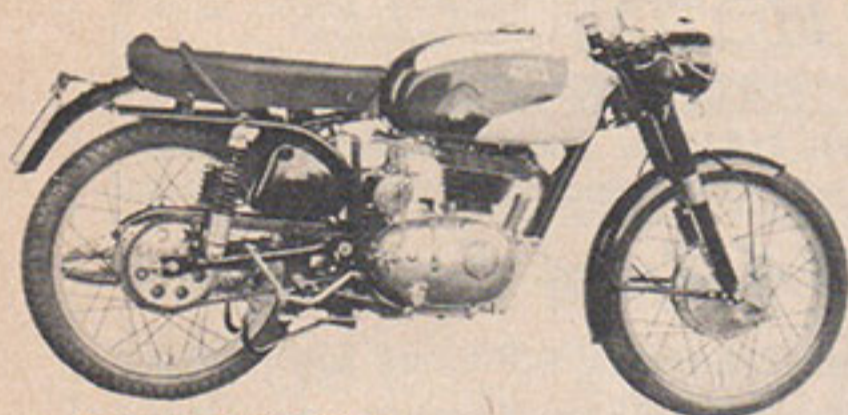
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175 cc., 4 stroke, 78 MPH, O.H.V. high cam shaft, generator ignition, 8" brakes, western handle bars, 4 speed, \$519.



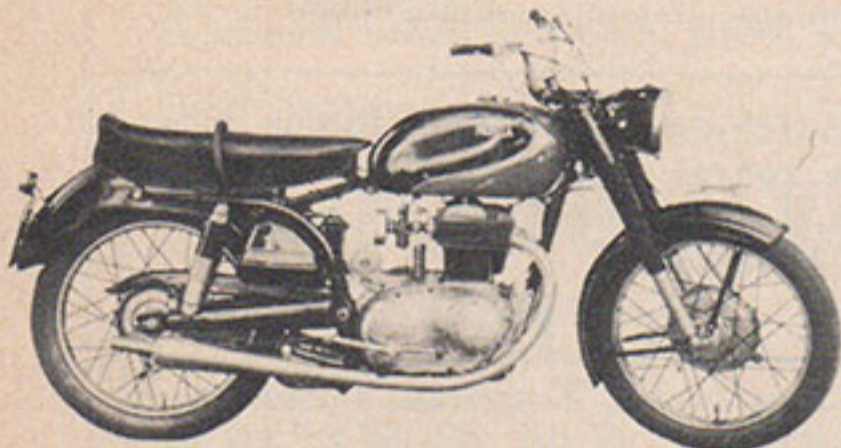
PHANTOM

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



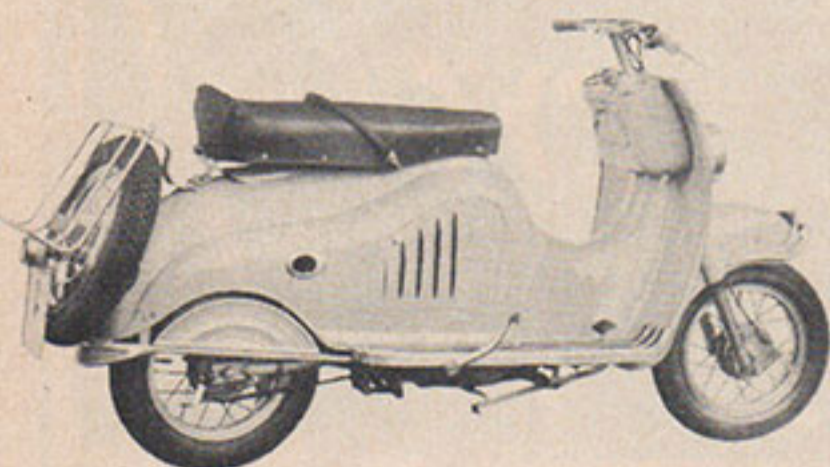
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All speedster features plus 1:8.4 compression, 95 MPH, racing bars, \$675.



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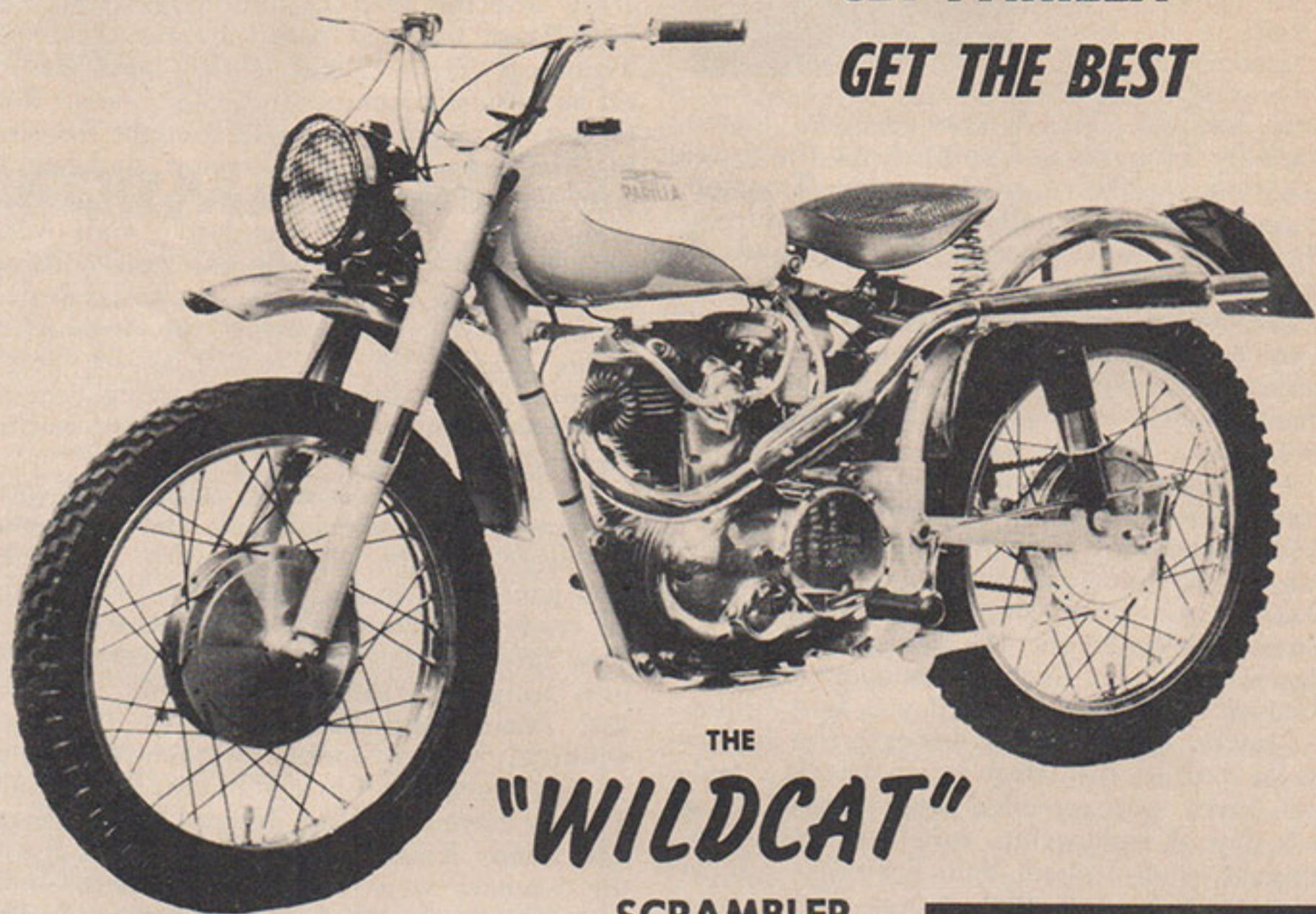
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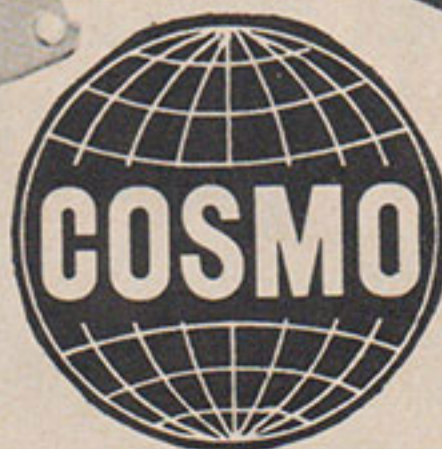


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LADIES' DAY OUT



LADIES AND THE BUS.—Part of the group of dealers' wives pose in front of Triumph-Baltimore at 9 A.M., preparing to take a spin to Washington, D. C. while their husbands keep busy with the service school.

For six straight years we Triumph dealers' wives have envied our husbands' annual trek to Baltimore for their so-called "Dealer Service School," so when at last, on this Lucky Seventh Meeting, we were invited to come along with The Boys—as guests of The Corporation, and at the same time learn a few new tricks in helping our men operate their motorcycle businesses to better advantage, 25 of us jumped at the chance. At least twice that number had planned to attend, but for various reasons—generally young kids with their usual winter running noses—our army was reduced by half.

We girls joined one another on opening day of the school and after a round of coffee and doughnuts had removed the Maryland chill we were given a quick Cook's Tour of the sparkling new Triumph headquarters. Needless to say we were surprised that a group of men could keep their working home so neat and clean, and we mentally resolved to get after Dad to spruce up our own shops.

Before we could say Joe Lucas we were whisked away in a big chromed bus, driven by a gay old charmer dressed like a DC-6 pilot. Ernie took a brotherly interest in our welfare, and described his beloved Baltimore to us as he wheeled the Silver Monster through busy traffic with manly ease. What a surprise for Mrs. Joyce Schmidt of Winter Park, Florida, when she saw snow for the first time! But what a double surprise for her to read that the lovely (?) white stuff had fallen for the first time in Winter Park—while she was visiting "Up No'th"!

Baltimore is not really considered a Southern city by folks like Mrs. Mary Powell, Mobile, Alabama, but when she saw the magnificent statue the thoughtful Baltimoreans had erected to Gen'l. Robt. E. Lee, she giggled, "The South will rise again!"


Our first call was The Maryland Historical Society where we had some difficulty in prying Mrs. Larry Bruce and Mrs. Frank Marmo—antique furniture lovers, both—away from the charming exhibits and back into the bus. Since no tour to this area is complete without a visit to Francis Scott

Key's Fort McHenry, the Home of The Star Spangled Banner, of course we made this our second stop. Mrs. Alice Hilliard and Mrs. Tom Rizzo almost ran out of film in Fort McHenry's ruins, but a toot from the bus' horn brought us all back to our chauffeur, and we drove to the famous Haussner's Restaurant, where it is hard to concentrate on delicious food when surrounded by a huge roomful of art-work and statues!

Following lunch we were whisked through the new Baltimore Harbor Tunnel—the first such voyage for all of us—and within minutes, it seemed, we were touring the beautiful homes of Annapolis. Our driver took us on a hike through the grounds of the Naval Academy, where a chance phone call on the part of Mrs. Carle Johnson, of Laconia, brought a quick visit from a local New Hampshire cadet, Midshipman R. B. Davis. Late that night we returned to Triumph-Baltimore to collect our husbands, who never seem to stop chattering about the mysteries of motorcycle engine behavior. Such gossips in this respect!

Tuesday greeted us damp and cold as we started off for Washington, where our first point of call was a tour of The White House. Mrs. Geo. Selby of Portsmouth, Ohio, was fascinated by the brocade wall coverings and drapes of some of the formal rooms, as was Mrs. Ewin Warmack of Nashville with the exquisite crystal chandeliers. Stop two was The Capitol Building, and we were fortunate in being assigned a well-informed lady guide. Mrs. Irene Haigh, Northboro, Mass., was amused by a story concerning a past Senator of her state who, it seemed, always knew what his opposition was planning. This gentleman also had a second strange habit: he used but one desk, which was never moved by his orders. Years later, quite by accident, it was found that the acoustics of The Senate Chamber are such that any whisper from where this Senator's opposition sat, could be heard quite clearly at his particular location! Our guide let us stand at this point while she ran to the other end of the chamber and uttered a low-spoken

(Continued on page 35)




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- 3 An "I LIKE MOTORCYLES" pin.
- 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.

AND . . . TWISTGRIP

the confidential monthly club newspaper
that scoops 'em all in the cycle field.



The WCC is for EVERY cyclist, regardless of the make he owns.

DETACH HERE AND MAIL YOUR APPLICATION NOW!

WORLDWIDE CYCLE CLUB
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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) _____

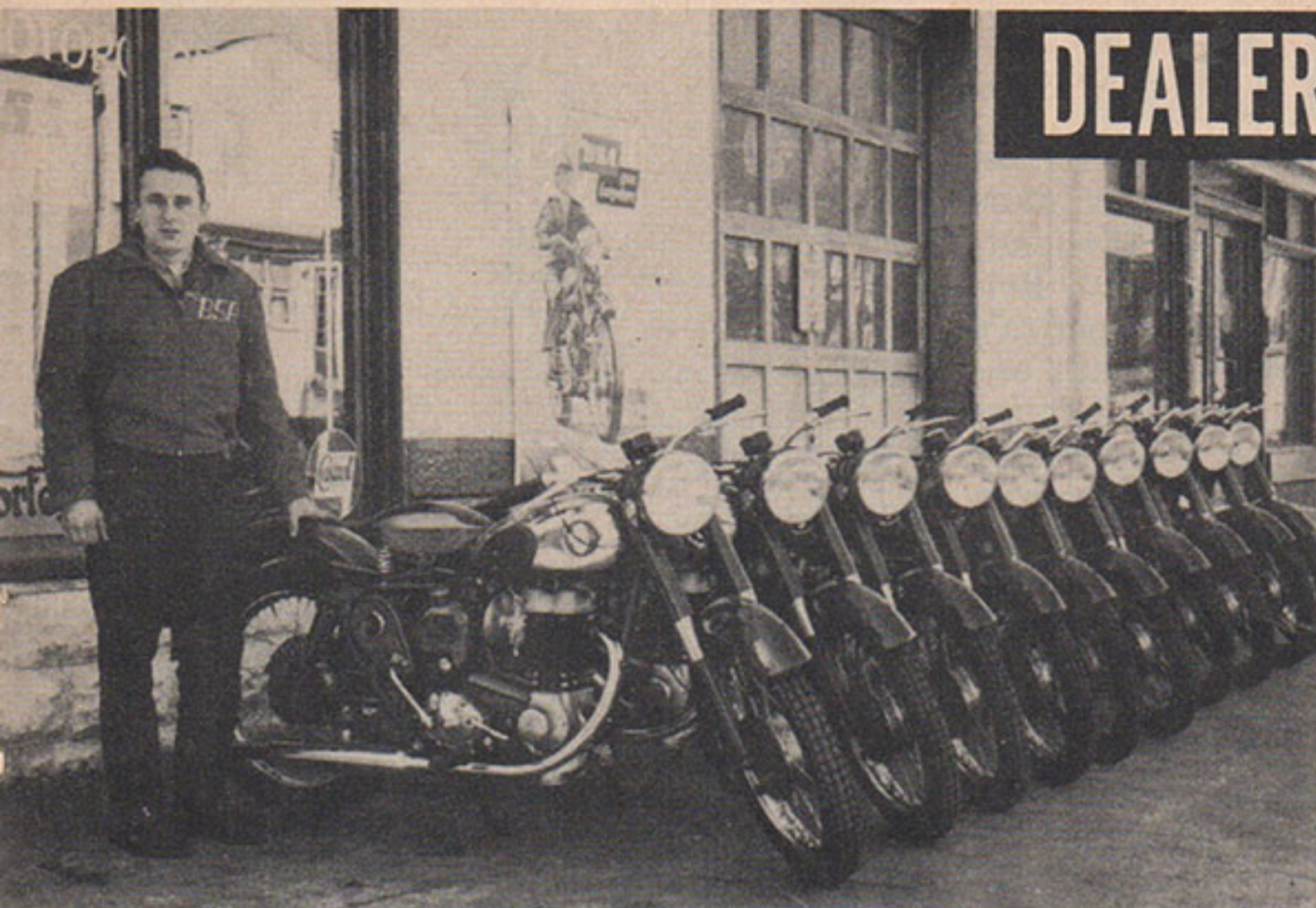
Motorcycle Scooter Moped _____ Model I do not own a motorcycle or scooter at present I am an enthusiast, Dealer, Salesman for Dealer, Cycle Mechanic.

Name _____
(please print)

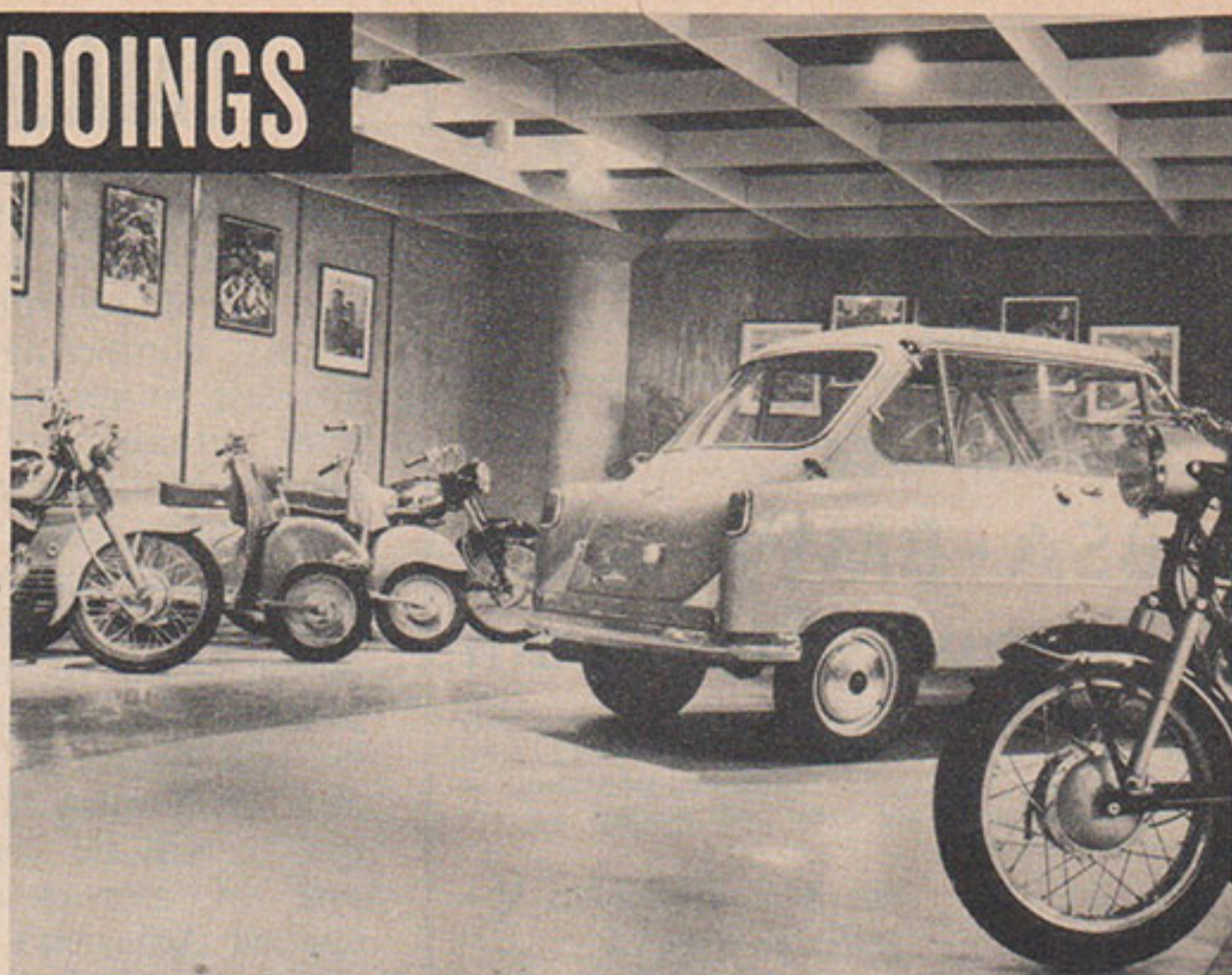
Address _____

City and zone _____ State _____

DEALER DOINGS



BSA dealer Joe DiSimone of Wayne, Pa., shows the fleet of ten BSA C12 models that has just been sold to Valley Forge Military Academy. They will supplement a fleet of Golden Flashes sold to the Academy last year by Joe.



A slick new showroom and an enlarged parts department are recently added features of the Berliner Motor Corporation's main office at 550 Fifth Ave. in New York. Berliner imports Zundapp motorcycles and Zundapp Janus cars.

BERLINER MAKES N.Y. INSURANCE EASIER

The Berliner Motor Corp. of New York has instituted a plan to make it easier for their dealers to sell motorcycles under New York State's compulsory insurance laws.

According to a release sent to their dealers, the Zundapp importer advises: "Coverage will be provided on all our units with limits of \$10,000/\$20,000 for bodily injury and \$5,000 property damage. This insurance will be placed with a reliable carrier that is accepted by the Insurance Department of the State of New York.

"Therefore, in the future, all units shipped by this company will be provided with an FS-1 that will bear the year, make and engine number so that the FS-1 will only apply to the particular item. The FS-1 will also be signed so that it may be available for immediate use. Your only responsibility is to fill in the name and address of the purchaser, the policy number, which in this case is unassigned, the date of coverage which is the date of purchase for a period of one

year and the date of certificate which is the same date. The FS-1 is now ready for acceptance by the license bureau for license plates.

"There will be no selectivity insofar as this insurance is concerned, such as age, marital status, previous experience, etc. The coverage is available to every purchaser."

BUCO CELEBRATES 25TH ANNIVERSARY

In a statement made to customers and dealers on the 25th anniversary of the founding of his company, Mr. Joseph Buegeleisen, president of the organization which manufactures BUCO motorcycle accessories, said:

"We are happy and proud to be celebrating this, our 25th anniversary. In 1933 I found a need for well designed, high quality motorcycle accessories. In the twenty-five years that we have been in business, you have favored us by making us the world's largest manufacturer of motorcycle accessories. It has been a privilege to be associated with the fine people who make up the great sport of motorcycling."



Pictured here is Indian dealer C. P. "Skinny" Pierce receiving his bonus check from Vic Cox, Indian's southwestern District Manager, for having been the "highest sales" Indian dealer in the state of Texas. Picture was taken in front of Mr. Pierce's store.



Portland, Oregon Cushman dealer Ray Garner was recently elected Potentate of the Portland Al Kader Shrine Temple. Garner is also president of his Rotary Club.

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★ We can handle your overseas requests for accessories, parts or information.

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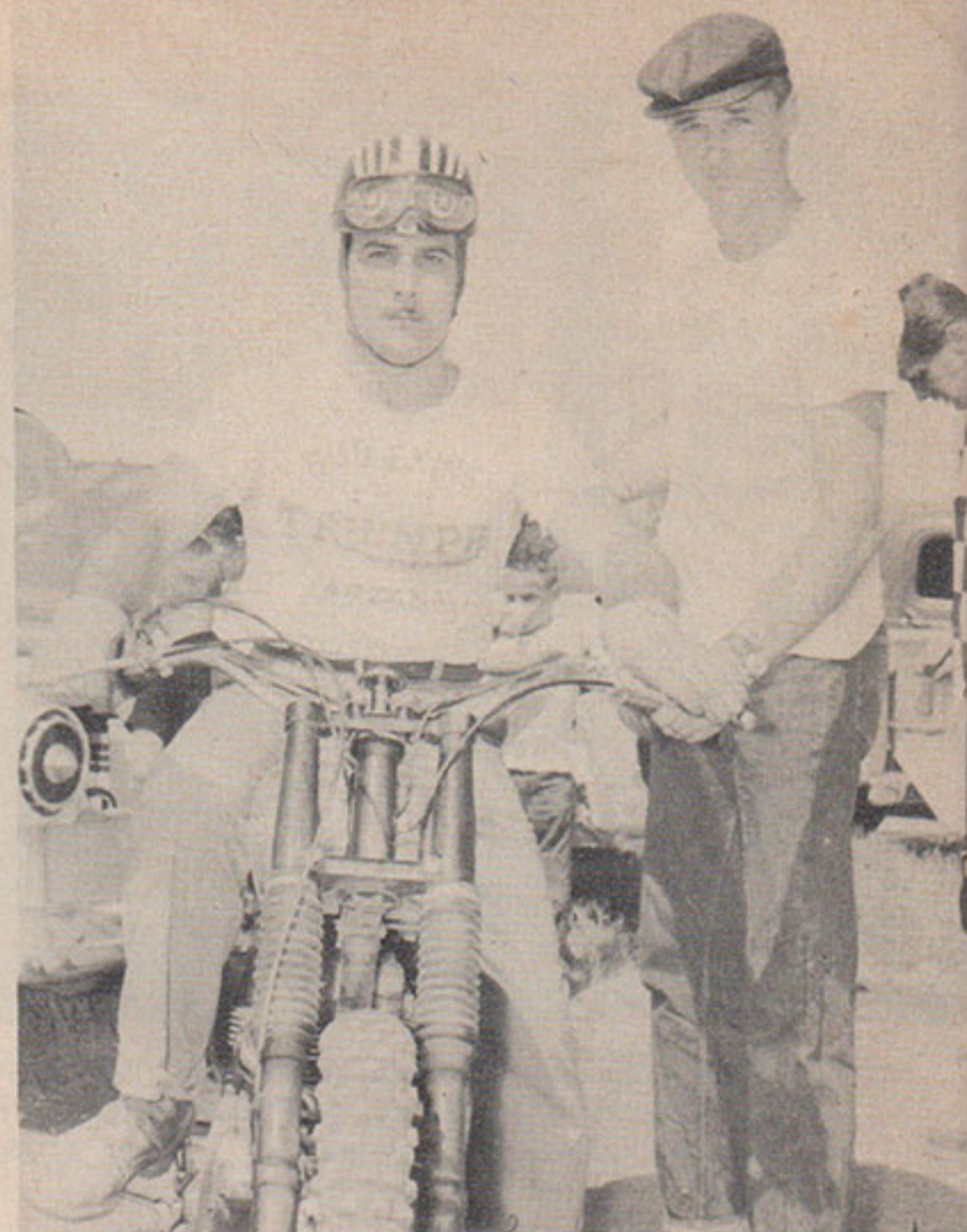
CATALINA CALLS

This year's Catalina Grand Prix on March 8th and 9th will have an international flavor with Marcel Meunier, the former scrambles champion of Belgium, competing against America's greatest rough riders in the eighth annual running of this world-famous event. Meunier came to this country recently to learn our brand of racing and in the several events that he has entered this season his unique continental style of riding was the focal point of the spectators' attention. How he will finish in the 100 mile Grand Prix on Sunday is still anybody's guess, but it will be interesting to see how one of Europe's best measures up against America's finest.

There will be plenty of out-of-state entries this year, too. These include Don Thomson of Casper, Wyoming; Roger C. Welch, Phoenix, Ariz.; Glen E. Wright, Portland, Ore.; Lou McGuire of Omaha, Nebraska; and Ken L. Dallas of Tucson, Arizona.

The lightweight race on Saturday will have 150 riders battling all the way for sixty miles. Trophies will be given in four classes: 125cc 175cc; 200cc, and 250cc. After the race there will be a dance at the Casino with Kay Riggs' orchestra providing the sounds.

Reservations should be made early



Marcel Meunier gets good wishes from Bud Ekins before setting out for scrambles spin on Bud's bike.

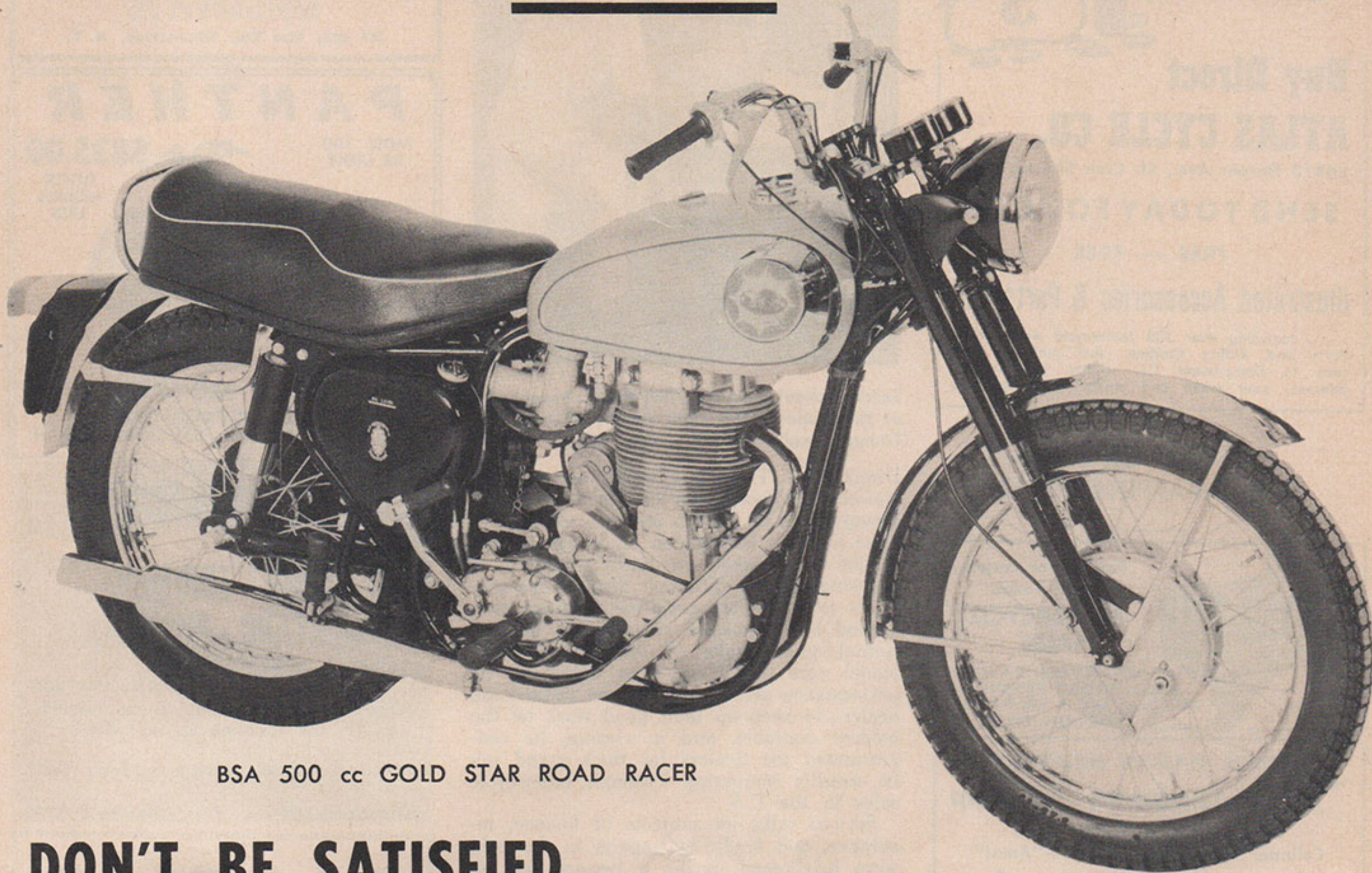
for accommodations on the island. A letter to Bill Krug, Box 41, Avalon, Calif., or the Avalon Travel Agency, Box 551, Avalon, will secure reservations and prevent hassles. This will be one Catalina that **nobody** should miss.

1958 HARLEY-DAVIDSON MECHANICS SCHOOL



Shown above are graduates of the first Harley-Davidson Mechanics School, Class of 1958 in Milwaukee, Wisconsin. The three weeks' course covered up-to-date repair techniques and trouble shooting. They are, first row, left to right: Donald E. Hoffman, Fla.; Lawrence Schafer, Fla.; David C. Grosser, N. Y.; Charles G. Westgate, Mich., and John D. Turner of Alabama. Second row: Edward Higgins, N. Y.; Billie M. Beardsley, Ill.; Edward T. Hoke, Ky.; C. J. Budris, Ill.; Herbert C. Henson, Fla. Third row: Donald L. Caves, Ill.; Gary F. Knott, Ill.; Joseph C. Williams, N. J.; Glenn T. Harville, Ohio; Raymond A. Decker Jr., Wisc. Fourth row: Darrell Lee Goldsmith, Ind.; Jerry T. Orr, Mich.; Frank A. Antonelli, Mass.; Richard E. Julian, Ohio; David G. Morton, Harley-Davidson Motor Co. Fifth row: Charles Whitaker, Ohio; Gary L. Stolzenburg, Ohio; Sam W. Greenway, N. C.; Captain Ali Reza Shakeri, Iran; Edwin H. Warren, Michigan. Standing in rear are instructors Orin Lamb, John Nowak, George Beecher and Service Manager Joe Ryan.

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BSA 500 cc GOLD STAR ROAD RACER

DON'T BE SATISFIED

with a motorcycle whose only connection with highly tuned track special is the name on the tank!

YOUR BSA GOLD STAR HAS exactly the same wonderful power unit that rockets the BSA GOLD STAR COMPETITION jobs to victory after victory!

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Fine handling twin tube frame

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THE REAL THING IN THE
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JUST A FEW OF THE MANY 1957
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- WON Peoria 45" National Championship
— Also 2nd Riders: Al Gunter
Dick Mann
- WON Top position A.M.A. Dirt Track Point Standings 1957
Rider: Al Gunter, Los Angeles, Calif. (CLASS A)
- WON Ohio State Championship September 15, 1957
Rider: Glenn Jordan, Columbus, Ohio
- WON Indiana T T Title, October 7, 1957
Rider: Roger Howk, Goshen, Indiana
- WON Florida State Championship, October 13, 1957
Short Track
Rider: Jim White, Miami, Fla.
- WON Southeastern Championship
Shreveport, La., October 27, 1957
Rider: Everett Brashear, Beaumont, Texas
- WON Iowa State Championship, June 30, 1957
Rider: Bob Pazour, Cedar Rapids, Iowa

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

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**HOW TO
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COME ON PALLY—
IT'S EASY TO RIDE!

Teaching a novice to ride a motorcycle is not something to be undertaken lightly. Sound instruction, under proper guidance, will add to the rider's confidence and safety. This folder is the most important and valuable of all. To receive your free copy, fill in the coupon on the following page. We'll mail you a copy immediately. No charge.

FREE

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

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

CYCLE New Rider Bulletin
1268 S. ALVARADO ST., LOS ANGELES 6

DEALERS' SCHOOLS CONTINUED



Service school instructor Cliff Guild shows some of his students the finer points of tuning a Triumph engine with a degree wheel.

Director of Triumph's world activity, reviewed the acceptance of the new Model Twenty-One in world markets, and gave some advance information on a new scooter design which, when eventually produced, is expected to give Triumph dealers opportunities for the most complete coverage ever offered the motorized two-wheeled market. Actual photographs of the smooth little model were shown and some details on its performance given. Mr. Turner advised the dealers to keep up their good work on the models available, and in closing, he congratulated the dealers for their grand job in steadily increasing Triumph motorcycle sales in the U.S.

Serious talks on subjects of finance, insurance, and credit by experts in the field were brightened up by a two-act skit on "How Not to Sell Triumphs" and "How To Sell Triumphs" presented by the "Two Bit Players," easily recognized as Mercer, Fulton, McDougall, and Sollenberger, the Triumph Field Representatives, and Bill McDowell. The message of "Sloppy Joe's Sickle Shop" versus the neat backdrop of "Honest John's Triumph Shop" was apparent to the laughing audience who applauded the amateur actors enthusiastically.

As a gesture of thanks on the part of Triumph Dealers and The Triumph Corporation, Mr. McCormack presented Mr. Turner with a surprise award for his 22 years of outstanding progress and leadership with Triumph motorcycles—a beautifully inscribed silver plate. A few cheerful stories from Mr. Turner, Bill Johnson, and Jack Wickes brought the evening to a pleasant closing, and those still with sufficient strength made some brief visits to Baltimore's famed night spots.

Thursday was termed "Suppliers' & Accessory Day." "Tri-Cor," Triumph's trade name for its own accessories, was introduced at the same time that the 1958 Accessory and Special Parts Catalog was distributed to the dealers. Representatives from Dunlop, Lucas, and Castrol Oil, as well as other specialists in allied fields, gave brief talks and asked for dealers' opinions or criticisms of their respective firms or products. Following the noon break, dealers loaded their new machines and made preparations for their long journeys home.

Thus the 1958 dealer service schools and sales meetings ended with all those concerned expressing their thanks for an informative month of activity and a solid good time, and all of them enthused about making 1958 a record year for motorcycle business.

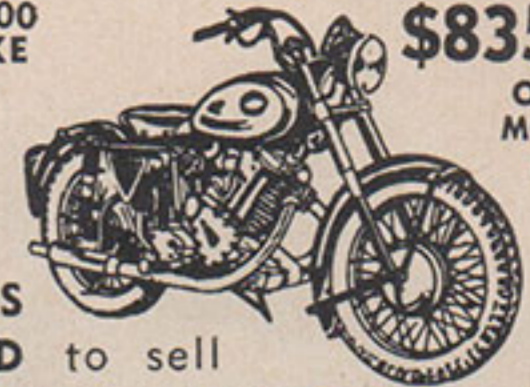
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IN THE WEST—

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H-D ADVERTISING HEAD RETIRES SUCCESSOR APPOINTED

Forty-six years with the sport of motorcycling at Harley-Davidson! That's the record that Walter E. Kleimenhagen leaves as he begins his well earned retirement. As of January 15, "Kleime", as he is better known by dealers and friends, retired as Advertising Manager of the Harley-Davidson Motor Co. Now 71, Kleime still bubbled with enthusiasm whenever he made a point, was "selling" a dealer on the value of advertising, or dictated a letter to a rider who wanted to travel cross-country on his Harley-Davidson.

He joined the factory in 1912, taking charge of sales west of the Mississippi. In 1920, he became the firm's Advertising Man-



W. E. Kleimenhagen



S. F. Greco

ager. Anyone who has had the pleasure of working or visiting with Walter Kleimenhagen will always remember his booming voice, his crisp observations and his straightforward manner. No one will ever be able to measure his many contributions to the sport and business of motorcycling, but this we know: he will always be remembered as one of the big men of motorcycling in the United States.

Succeeding Mr. Kleimenhagen as Advertising Manager is Sam F. Greco. Mr. Greco joined the firm in 1950 as Assistant Advertising Manager, and was later placed in charge of sales promotion material. Before coming to Harley-Davidson, Sam was affiliated with two Milwaukee advertising agencies. He is a 1942 graduate of the University of Wisconsin, where he majored in marketing and advertising journalism.

EXTRA WCC ITEMS

Because so many people have written asking us if they can buy extra Worldwide Cycle Club accessories for themselves or members of their families, the following items will be available separately at the prices listed:

Lapel Pin	\$1.00
Pocket Secretary	1.00
Decal	25c each, 5 for 1.00
Shoulder Patch.....	.35
Booster Pin10

SCOOTERS HOT ITEM IN CHILE

Motor scooters have become so popular in Chile that the capital city of Santiago has over 6000 of them on the streets daily. The Pan-American Union reports that the popularity of these vehicles began two years ago and that their number is increasing rapidly. Young riders in particular like the cheap transportation made possible by the scooters. In view of the great number of new riders flooding the streets on scooters Santiago's newspapers, police, and private automobile clubs have undertaken a program of traffic education for the benefit of the scooter drivers.

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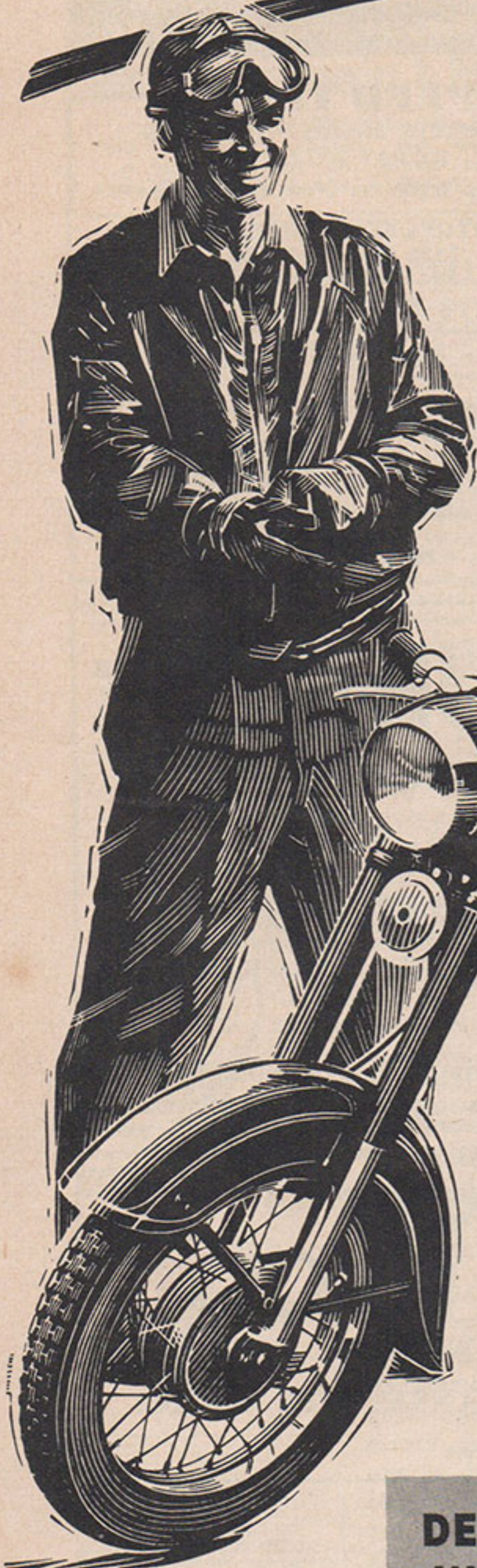




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- ✓ All models available include 50cc, 125cc, 175cc, 350cc and 500cc "overhead camshaft" model
- ✓ Also 125, 175, 250 and 350 Scramblers

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Minnesota & Iowa: Hiawatha Valley Motorcycle Co., Winona, Minn.
Midsouth: Midsouth Cycle Dists., 3619 Roosevelt Rd., Little Rock, Ark.

WORLD TRADE MOTORS, INC.

(Formerly Benko Overseas)

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Phone: Cypress 2-0337

New York 54, N. Y.

sentence. Sure enough, we could hear her clearly!

Due to an increase in the rainfall we ran to our bus in some disorder, and upon starting off, discovered two members unaccounted for! We circled the building and found Mrs. Dud Brattin and Mrs. Florence Nichols of Chicago about to board a strange bus! They looked so relieved to see us that we all had a good laugh over the incident!

Arrangements for lunch had been made for us by Mrs. Phylis Fansler of The Triumph Staff in The Executive Dining Room of The Pentagon Building—just us girls and all those generals! The story goes that any point in this sprawling building can be reached in 6½ minutes, but it took us quite a bit longer, plus the proffered help of a much-braided Army officer, before we were rescued by our appointed hostess, Mrs. Jaygo. This kind lady, sprightly for all her 70 years, is typical of many government workers who only "came to visit Washington," and ended up with long tenure on some U.S. job. Mrs. Jaygo told us she just took her job one day to help give a friend a day off—and that was 15 years ago! The Pentagon is practically a city in itself, with huge stores, its own post-office, and all kinds of little gift shops to keep its many thousands happy. "Every convenience for us girls but a beauty shop," said our guide, "And it is suspected that a beauty parlor would cost the Government millions in lost work hours if any were installed!" Lunch with the Army was grand, and since Triumph picked up the tab, we spent our money on some Pentagon shopping. Before saying a final goodbye to Ernie and his bus we presented him with a piggy-bank, well stuffed with cash, made from an empty Castrol oil can. We bet he'll never forget the brand!

On Wednesday we were expected to do a little work—at least Mr. Earl Miller, Secy.-Treasurer of Triumph's warned us about something to that effect. The day opened with us girls sitting in class with a complete group of dealers and mechanics—all gathered for Mr. Edward Turner's interesting talk. We learned a lot about Triumph—past and present—from the man who has managed the company all of the 22 years since its organization with Mr. Turner's design of the famous Speed Twin. Some shorter talks were given by Bob Herr, on advertising, plus a pleasant hello from Jack Wickes of the factory. Mr. Miller took us away from this meeting to show us the new automatic billing machines in the front office, then we were given a separate lecture on how we could improve our own book-keeping, and also how we might lend a hand in ordering or stocking spart parts. Some of the ladies, like Mrs. Lil Brusseau of Detroit, and Mrs. Hazel Seely of Columbus, Ohio, knew quite a bit about these subjects already, and many of us made a mental promise to try to improve our knowledge.

School was let out early for us so that we could get our hair done for the Awards Banquet that evening. Ah, the pure pleasure of letting someone else do the shampooing, without a worry in the world, miles away from home and work! So, when we swept in at cocktail time at the Hotel Emerson at 7 P.M., in downtown Baltimore, we all looked as nice and shiny as a new bike! The boys, completely engrossed for three days with Rod Coates and his Service Staff on repairs and maintenance problems, were relaxing now—talking motorcycles, of course! Well, if you can't change 'em, join 'em—so we did. The dinner was excellent and the speeches were short, and we were glad that a Husband and Wife Team Award was



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LUCAS original equipment for British motorcycles

British motorcycle owners and racing enthusiasts all over the world know the Lucas symbol . . . their *guarantee* of the finest possible quality in lighting and ignition equipment—and famous Girling shock absorbers! *Standard* for the majority of British made motorcycles, Lucas equipment demonstrates its unmatched dependability time after time.

So to maintain peak efficiency in your British motorcycle be sure to *replace Lucas with Lucas!* Your British motorcycle importer and hundreds of dealers throughout America have replacement parts in stock. Ask to see the *entire* line of Lucas "King of the Road" deluxe accessories.

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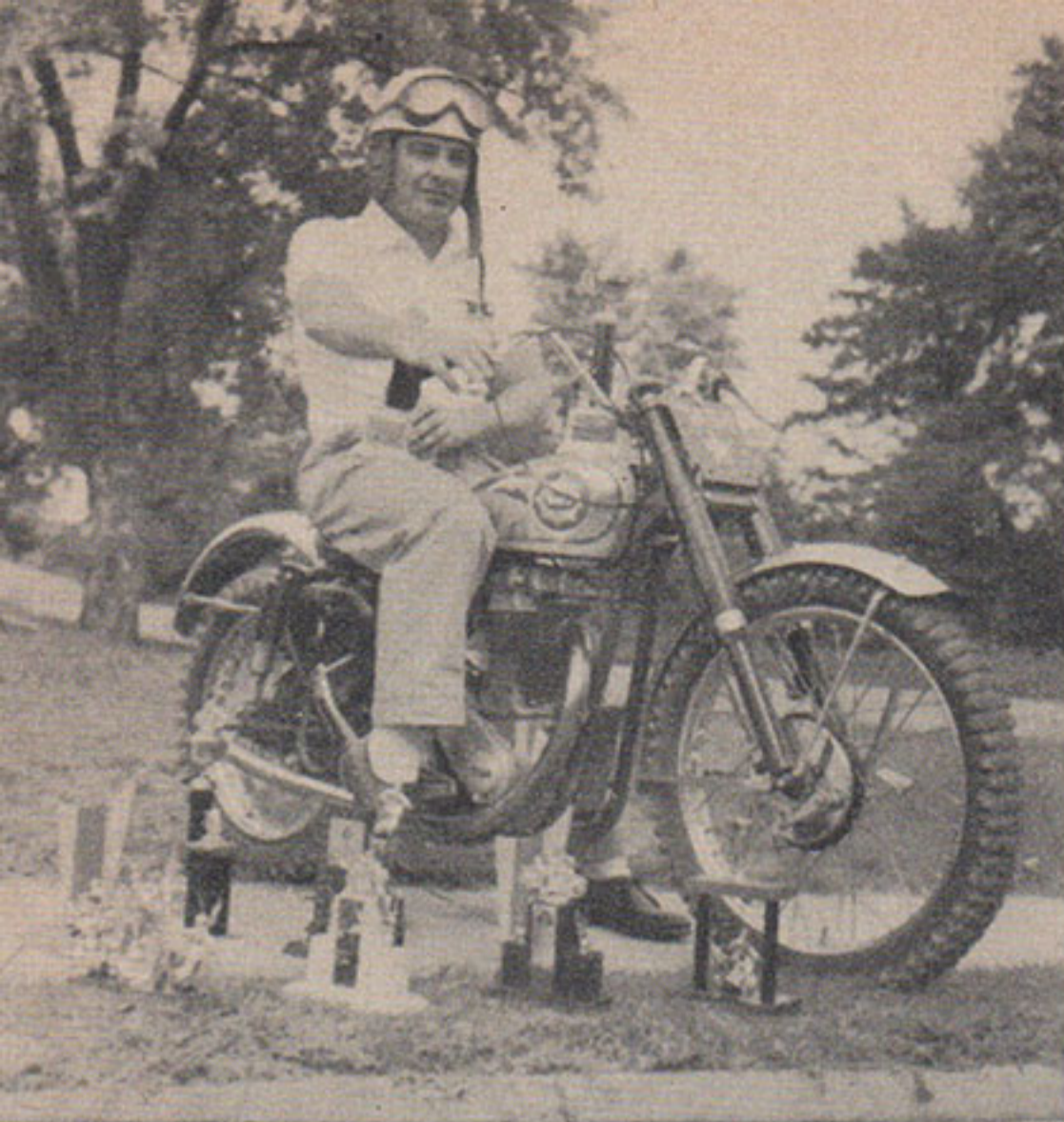
given to Larry and Ruby Bruce from Upstate New York. The shortage of dancing partners (we were outnumbered about six to one!) caused us to elect a visit to one of the nearby night-spots, where everybody relaxed in the very dim and smoky surroundings.

On Thursday, while the men listened to some closing talks at school and then loaded their trucks and trailers, the remaining lady visitors were guests for a wonderful home-cooked luncheon at "Poverty Enclosed," the mountain home of Rod and Margie Coates and their six energetic children—not to overlook a batch of pups, some sheep and a goat or two! Marge is as good a cook as her husband is a motorcycle tuner, and the menu finished off with two kinds of cake and home-made lemon-meringue pie. We needed a little rest before we toured the grounds to inspect Rod's new plastic skating

rink, located at the opposite end of the 35 acre hill-top refuge! Mrs. Merle Shepard of Lansing was delighted with the scenery, for it reminded her of the Jack Pine country. Your guide and Mary McNay of Quincy, Illinois, got involved with a hard-headed young lamb, who for no particular reason started to chase us! "Don't turn your back to him—or else you'll get butted!" shrieked the more-experienced ladies from the mid-western states, but we paid no heed to them—we just outran that silly lamb!

Near the end of the day we drove back to headquarters, gathering up our men, and prepared to say goodbye to our host, Dennis McCormick, president of the Triumph Corporation, and his staff.

"See you at Daytona . . . Laconia . . . or whatever cycle event comes up next," and with phrases of this sort ringing, a wonderful week ended. —Mrs. Jack Mercer ★



Herman Brown, BSA dealer in Greenville, S. C., displays some of the trophies he won last season including the one for the South Carolina Scrambles Championship with his BSA Catalina Scrambler.

▶ **NEW YORK**—Riding to a superbly calculated schedule, Bill Steele, son of Orie Steele of Class A hill-climbing fame, annexed the coveted "Regpink" trophy for the highest score in the Crotona Midnight Run. Bill Anthony pushed Steele all the way to win the second highest score and first place in the passenger class. Jim Ransom repeated his 1957 performance to win the Class A expert solo division. Jim Forbes topped the Class B novice solo class. A total of 45 enthusiasts ignored the dire weather predictions to compete over the 160 mile course, starting in a miserable drizzle of cold rain. The Metropolitan Harley-Davidson Dealers' Association team award was won by the Westchester Motorcycle Club team comprising Dick Hall, Eddie Kerr, and Ken Hovey.

OFFICIAL RESULTS

Highest Score: Bill Steele, Bloomfield, N.J. 996 Points		
Bill Sweeley, Caldwell, N.J.—Passenger		
Class A Expert Solo		
Jim Ransom	Riverside, Conn.	H-D
Ranny Bynoe	Amityville, N.Y.	Ariel
Jim Forbes	Peekskill, N.Y.	H-D
Class B Novice Solo		
Don Boyles	Chester, Pa.	H-D
Eddie Kerr	Irvington, N.Y.	H-D
Passenger Class		
William Anthony	West N.Y., N.J.	H-D
Louis Whitson, Jr.	Avenal, N.J.	
Al Bischoff	Wayne, N.J.	Indian
Edmund Gallagher	Clifton, N.J.	
Dick Hall	Bronx, N.Y.	Triumph
Barbara Howe	White Plains, N.Y.	

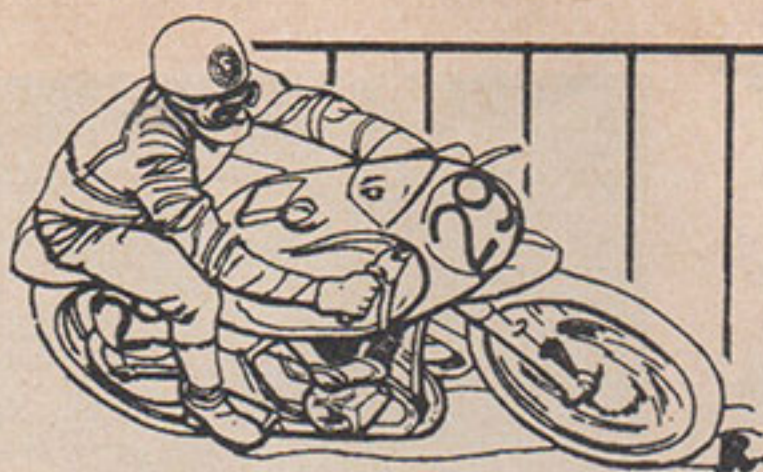
▶ **VANCOUVER, B.C.**—Thirty-four entrants and about 700 spectators enjoyed a nice day of racing at the scrambles held by the Greater Vancouver Motorcycle Club. Proceeds from the event were donated to the Children's Hospital.

RESULTS

A MAIN	Dayton McKenzie	BSA
	Wayne Greenman	BSA
	Alex Pittson	Matchless
	Dayton McKenzie	BSA
	(Winner of "B" moved to "A" Main)	
B MAIN	Dale Emson	BSA
	Bruce Frost	BSA

▶ **TUOLOMNE COUNTY, CALIF.**—Results of the Gustine M.C. second annual Enduro, an 85-mile mountainous event, are as follows:

Class A		
1. Bud Hicks, Fresno, Calif.	Matchless	
2. Garve Nelson, Oakland, Calif.	Matchless	
3. Chuck Trantham, Hayward, Calif.	AJS	
Class B		
1. Bob Keys, San Francisco, Calif.	Matchless	
2. Jim Sands, Hayward, California	AJS	
3. Leo Bloom, San Mateo, Calif.	Matchless	
Class 200cc		
1. Richard Davis, Martinez, Calif.	Dot	



Sporting Scene

▶ **WAREHOUSE POINT, CONN.**—Fifty-five contestants rode in the Connecticut Ramblers' Sno-Run Enduro for the benefit of the March of Dimes campaign fund. Don Burnett on his BSA won high honors in scoring 971 points, Frank Risley on Indian was tops in the class for cycles up to 250 cc with 934 points. Joe Kastner (H-D) was second, and Larry Cook (Tri.) 3rd. Don Gore won in the class for bikes of over 250 cc with his BSA; Coleman Mitchell was 2nd on Tri. with 924 points and Richard Land (Tri) 3rd, 893 points. Only 10 riders completed the event.

▶ **LUBBOCK, TEXAS**—At the Class A Scrambles held at the Teenage Park Track the following people won trophies:

SMALL MOTORS	
1st Teddy Black	Ducati
2nd Ray Ragsdale	Indian 250
21" MOTORS	
1st T. O. White	BSA 21
2nd Newt Clements	Indian 21
30.50 CLASS	
1st Teddy Black	Indian Woodsman
2nd Buddy Thurman	Triumph 30.50
40" AND OVER	
1st R. Robertson	Indian Apache
2nd Don Zahn	BSA
CONSOLATION	
Donnie McDole	H-D 74
GRAND PRIX	
1st Don Zahn	BSA
2nd Teddy Black	Indian
3rd R. Robertson	Indian

▶ **WILLOW SPRINGS, CALIF.**—The American Federation of Motorcyclists recently held a European-style road race meet at the famous Willow Springs course. A schedule of three races, 12 laps for all classes up to 250 cc, 15 laps for 350s and 500s and a twenty lap open main, began shortly after noon. Fifteen lightweights pushed off the starting grid . . . a varied assortment of machinery: NSU, Maico, Puch, MV, Moto-Parilla, and Triumph. Starter Dick Peters dropped the flag . . . a few hurried steps and the fifteen began to do battle. A bit more than two minutes later the first lap leader hove into view on the pit straight in the form of Don Alpine (175 MV), fiercely pursued by Jim Day (175 Moto-Parilla), with the remainder



A YANK AT THE ISLE OF MAN—John Marcotte, one of the best continental-style road racers in the U.S., will compete in the 1958 Isl of Man TT on a special AJS 7R provided him by Associated Motor Cycles, manufacturers of AJS. The TT machine will be similar to the one which John is riding in the above photo, taken at the San Gabriel, Calif. Grand Prix.

of the pack howling at their heels. Pre-race favorite S. E. Angel (250 NSU-Norton) was sadly in arrears on distance and appeared to be out of the running in the face of the pace being set by the leading Italian models. Scoffers at the lightweights will do well to remember that the lappery being done by these machines ranged down to 2:09. It hasn't been too long ago when this was considered a quite fair time for a 500!

After several laps it began to appear that the NSU-Norton might sneak into the top three after all as Angel picked up place after place. Finally, one lap from the finish the MV tired rapidly and Angel slipped into the lead which he held to the finish. A well

(Continued on page 37)



These eight Indianapolis, Ind. Harley-Davidson riders proudly display the trophies they won in trials, on the road and in track competition. Left to right: Tony Ford, Fred Radcliff, Bob Baughman, Norman McClintock, Lowell Rettinger, Don Phillips, Joe Folck and Bob Schulteti. Photo was taken in the showroom of Harley-Davidson Sales, Indianapolis, Indiana.

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SPORTING SCENE

CONTINUED

ridden race by all concerned, not the least of which was the show put up by a Moto-Parilla in essentially standard condition of tune.

The junior-senior race began shortly after the lightweights had finished and before the first lap was ended a recap of Riverside (CYCLE, Dec. 1957) began anew with Ron Ellis (Norton-Manx) having it out with Bud Parriot (500 Tri.) who, apparently, is not one to dwell at any great length on the supposed invincibility of the Bracebridge Street Bangers. This he demonstrated quite forcefully by responding to a 1:53.1 tour by Ron Ellis with a tour of his own in 1:53.0! George Pena (Norton-Manx) was vainly trying to keep his sights on the lead pair but to no avail; more revs failed to make up for undergearing and he was forced to let Ellis take the Triumph challenge. Parriot and Ellis scabbled together to the end with a near dead heat finish, Ellis, however, getting the nod.

At the beginning of the all-classes main event, the rains came. Although all hands pushed off at the drop of the flag, the race was called after four laps due to extremely slippery conditions, and the day's activities came to a close.

RESULTS

Lightweight 125-250 cc—(Classes run concurrently)

S. E. Angel 250 NSU-Norton
 J. Dey 175 Moto-Parilla
 R. Spear 250 NSU
 D. Alpine 175 MV Agusta
 F.T.D. Angel 2:09

Junior-Senior 350-500 cc (Classes run concurrently)

R. Ellis 500 Manx
 B. Parriot 500 Tri
 G. Pena, 500 Manx
 J. McLaughlin, 500 Nor-88
 F.T.D. Parriot, 1:53

Due to the rain, the open main event is considered no contest.

► SAN FRANCISCO, CALIF. The Annual Bay City Motorcycle Club's New Year's Day Race was won here by Dick Mann on his BSA Spitfire competing against the hottest competition in Northern California.

As in the past this annual event was a wide open race with no holds barred, in fact there are no restrictions as to size of engine, fuel, traction, etc. This year's course was in the rough, sandy hills above San Bruno for

(Continued on page 41)

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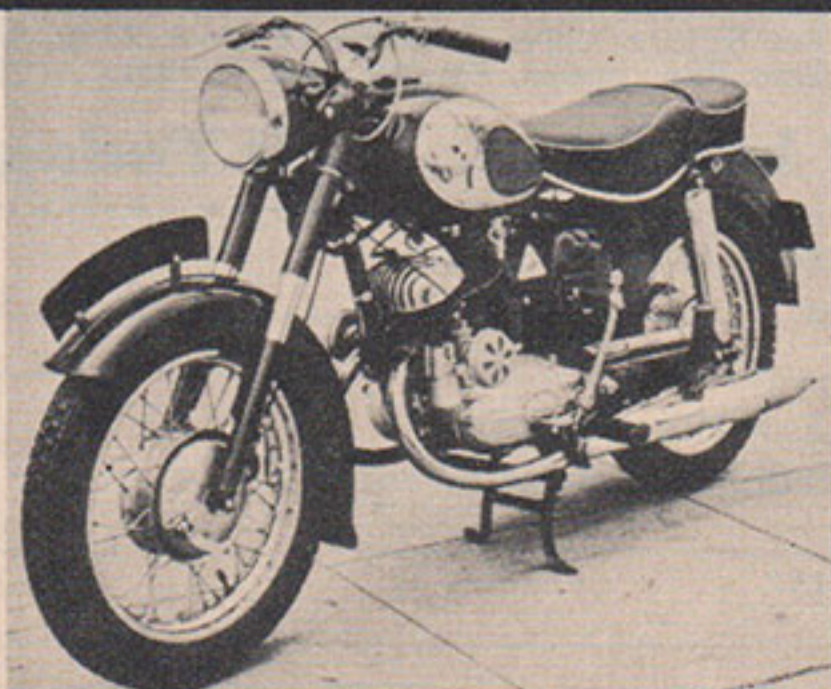
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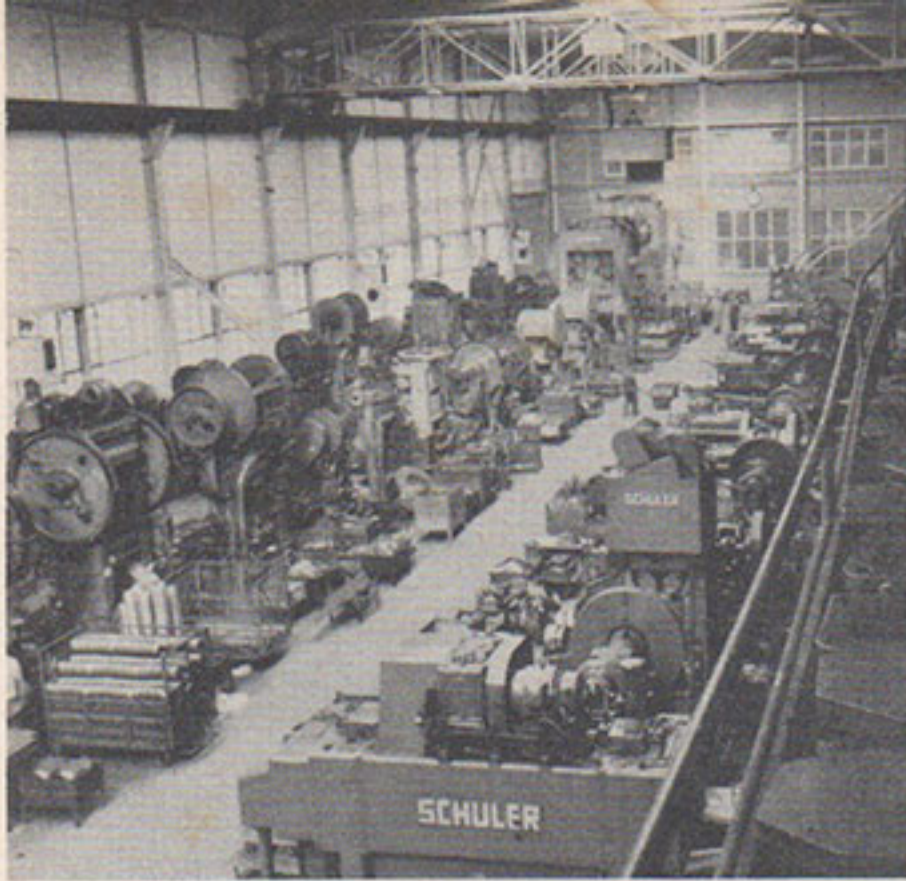
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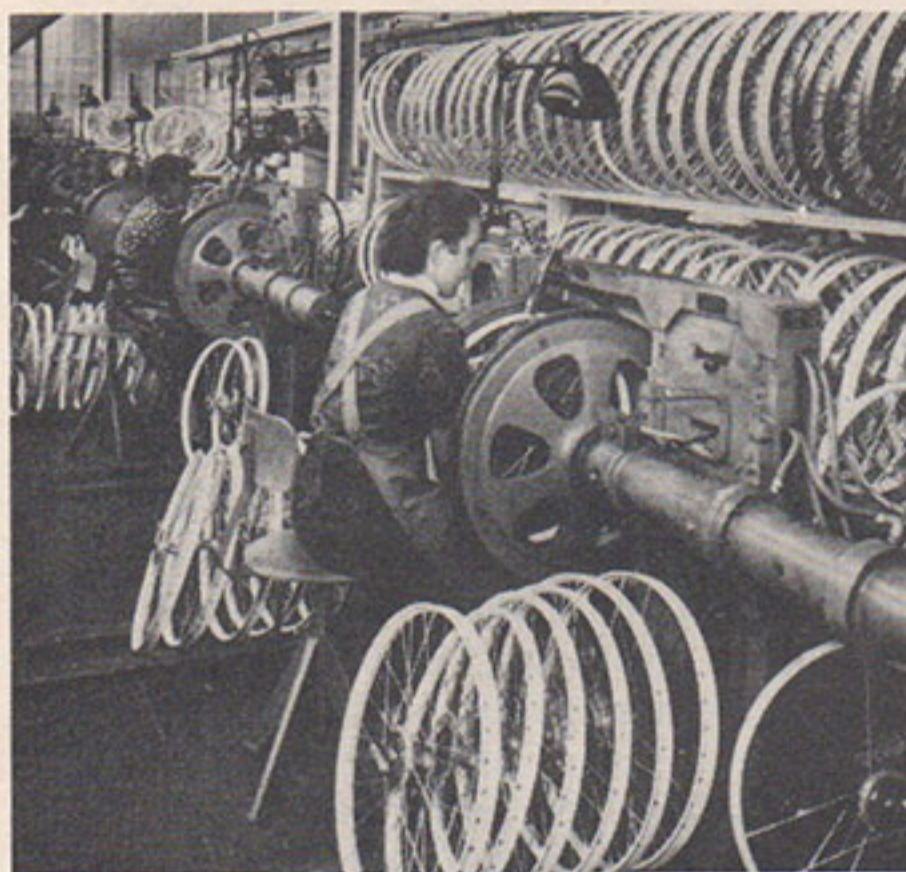
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Drawing presses stamp NSU parts.



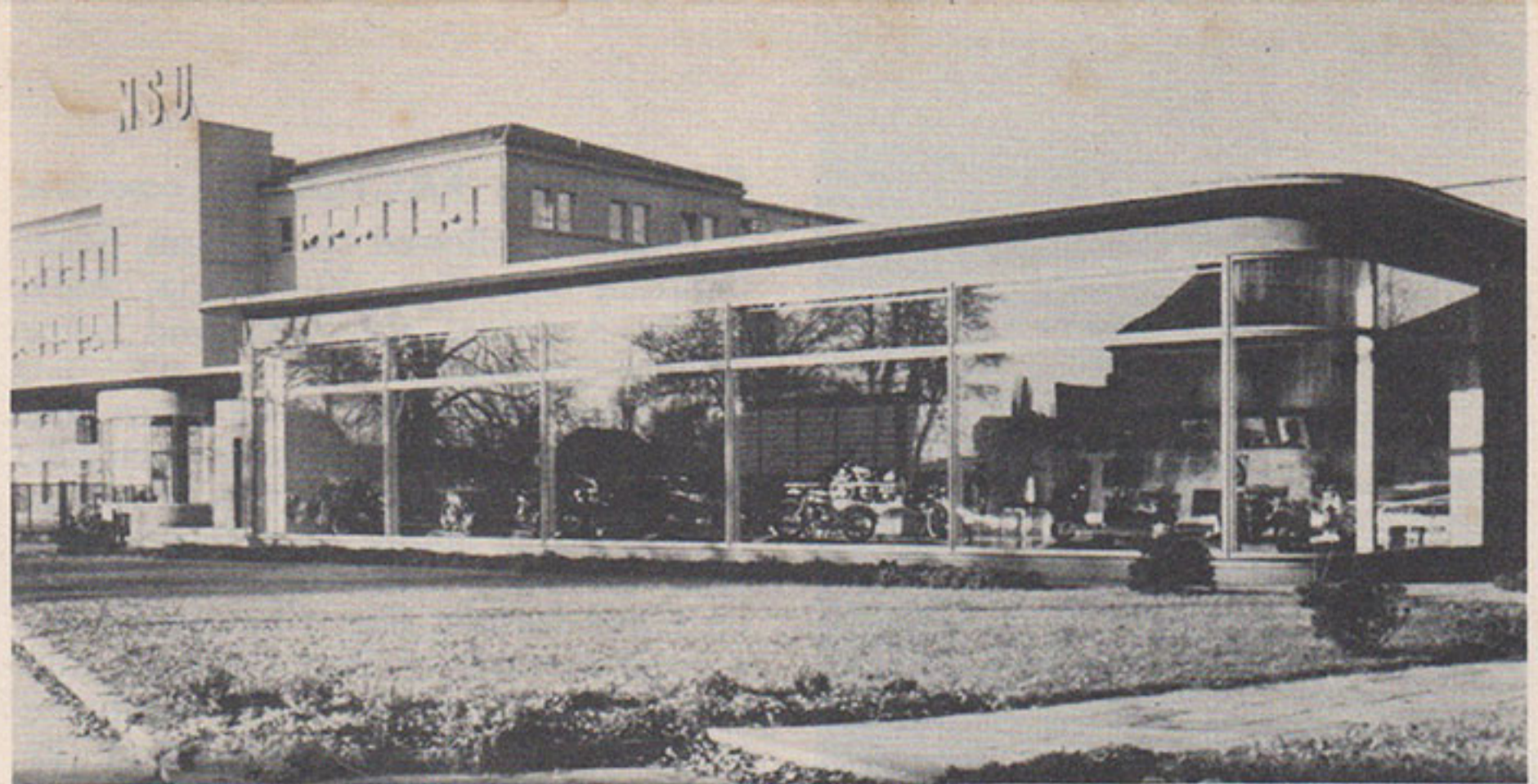
Fenders are made on these presses.



Women employees lace up wheels.



Cylinder heads are finished in one operation.



A showroom is adjacent to NSU factory's main entrance.

VISITING EUROPEAN MOTORCYCLE FACTORIES

with FLOYD GLYMER

NSU — GERMANY

In the little city of Neckarsulm, located in the colorful Neckar river valley some 50 miles from Stuttgart, is the extremely modern plant of NSU. During my visit there I was conducted on a tour of the plant by Public Relations Manager Arthur Westrup and I found not only an extremely modern factory, but some interesting information. Established in 1886, the NSU company first manufactured bicycles and later on motorcycles. Normally employees total 6000, although frankly there has been some reduction in sales of motorcycles in Germany due to the fact that the average German is now quite prosperous and in some instances purchases a small automobile instead of a cycle. Therefore, part of the NSU employees are working in the automotive division.

Approximately 30% of the employees are women. An expansion program is on and a new factory has been built for the production of the Prinz car, a small automobile bearing the NSU name and powered by an NSU cycle-type engine. Production started in Jan-

uary with an output of 250 cars a day. The car is built completely by the NSU factory, which has also manufactured 700,000 mopeds since they started making the small powered cycles. Production figures are as follows (not including automobiles):

35 per cent of production is scooters

50 per cent of production is mopeds

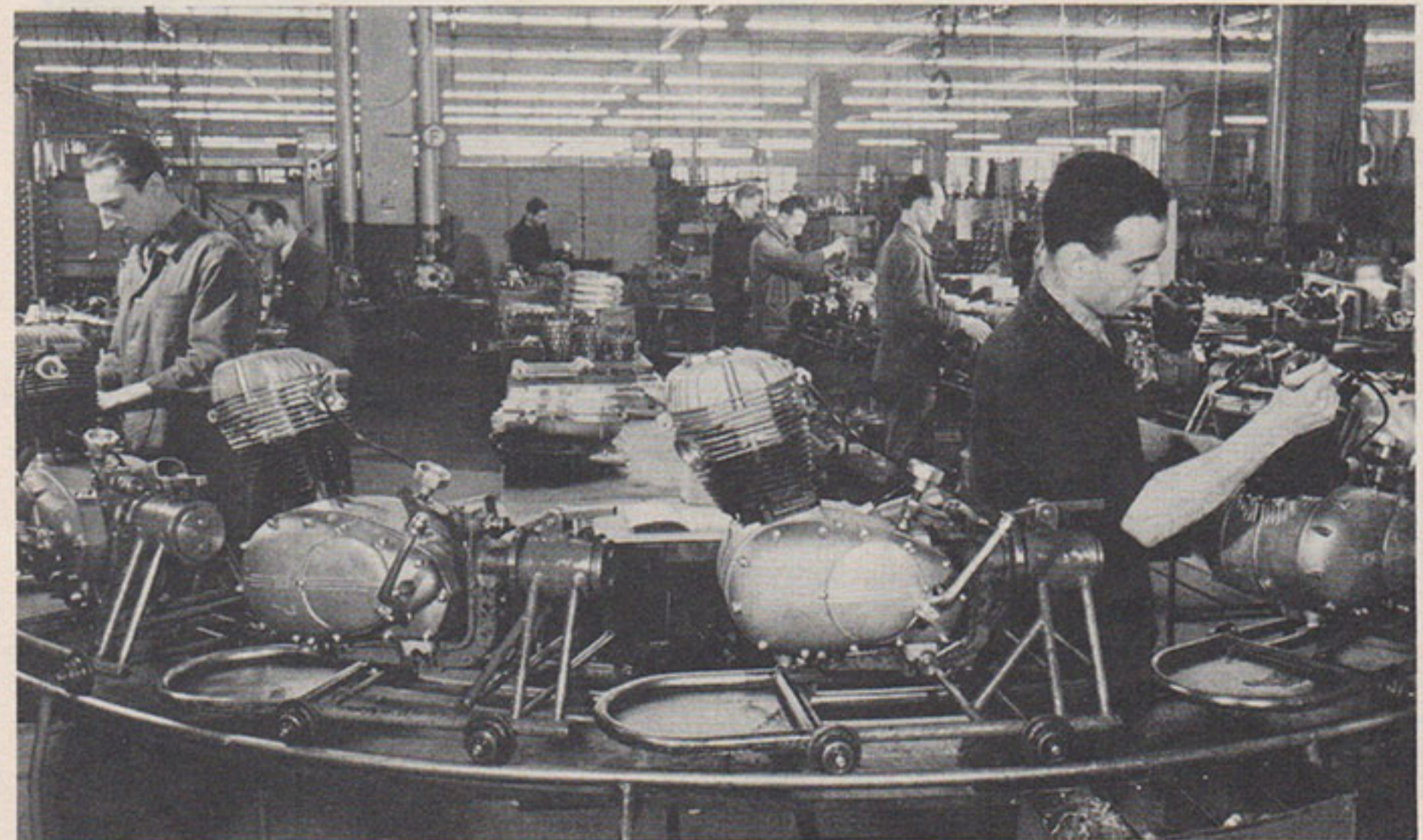
10 per cent of production is motorcycles, with

5 per cent bicycles, at the time of my visit.

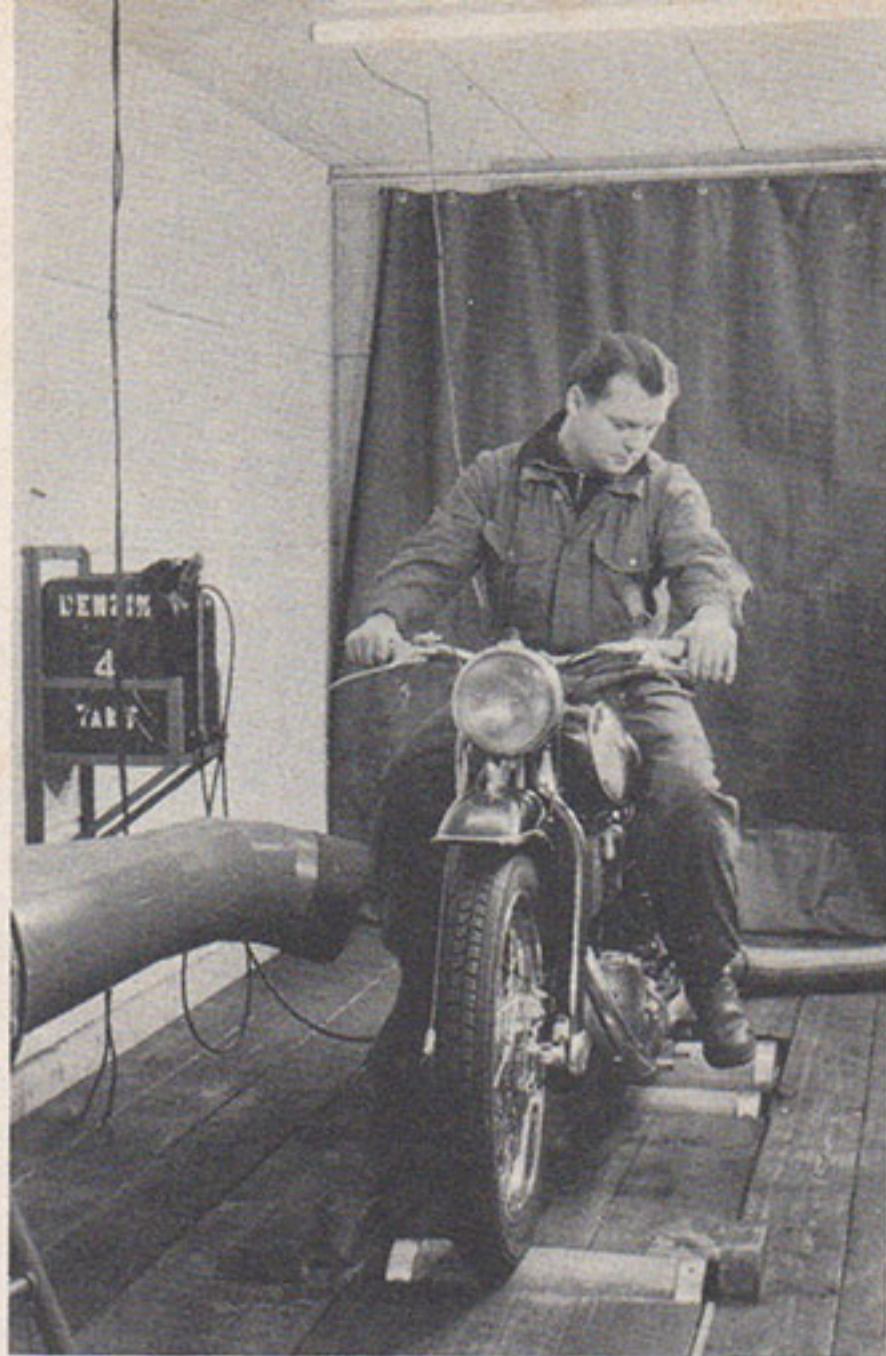
The factory has a capacity of 50,000 bicycles a year. Unlike most U.S. factories, most of the motorcycles or mopeds are not manufactured to special order, and a good stock of motorcycles and scooters and mopeds was stockpiled for spring delivery.

Forty-five per cent of NSU production is exported, which is actually quite a low percentage as compared with some motorcycle and scooter factories. Strange as it may seem, the best market

(Continued on page 40)



The NSU MAX engine assembly line.



All NSUs are broken in on rollers like these before they leave the factory.

EUROPEAN FACTORIES CONTINUED

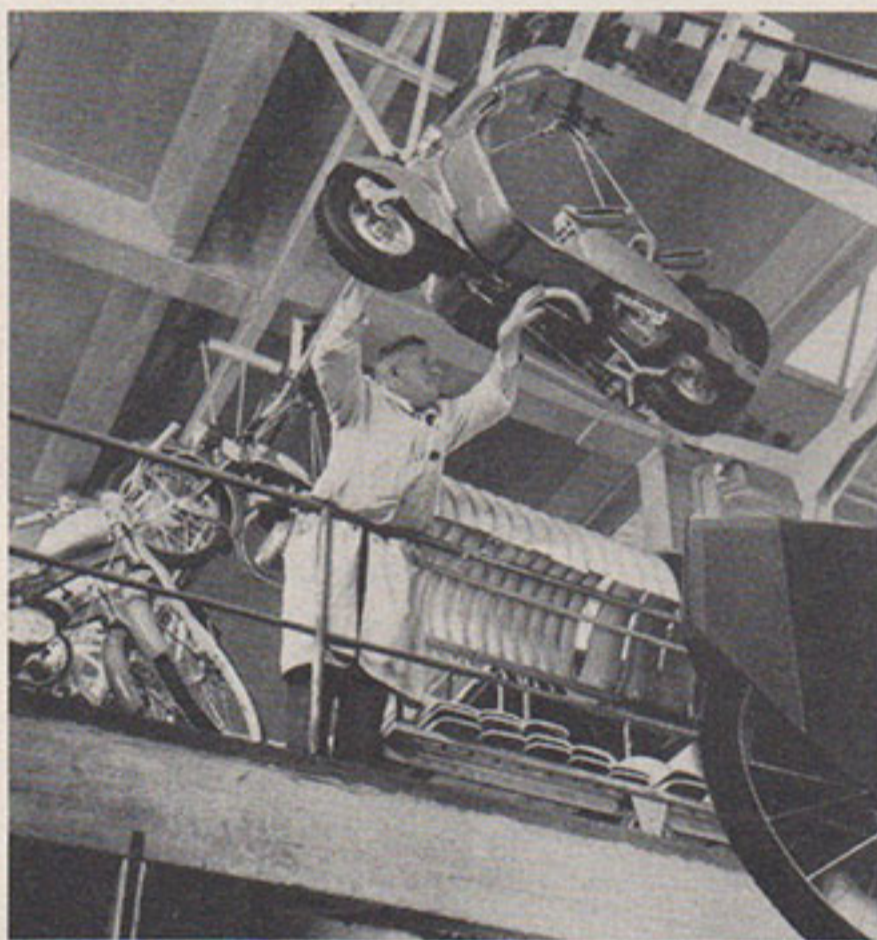
is England, followed by Belgium, Scandinavian countries, Yugoslavia, Italy, South America, the U.S. and some smaller countries.

Normal work week is 48 hours and as in many other German factories, whether building automobiles or motorcycles, a large number of refugees from East Germany are employed. Stalin once had the idea that if he could force a large number of East Germans into the western part, the result would be turmoil and possible revolution by force. The West Germans fooled him however. They put these refugees to work and their coming was in a way a blessing because of the shortage of labor in West Germany. These refugees, being Germans, naturally disliked living under Communist rule in the Eastern zone and they quickly became loyal and dependable employees for the factories in the West.

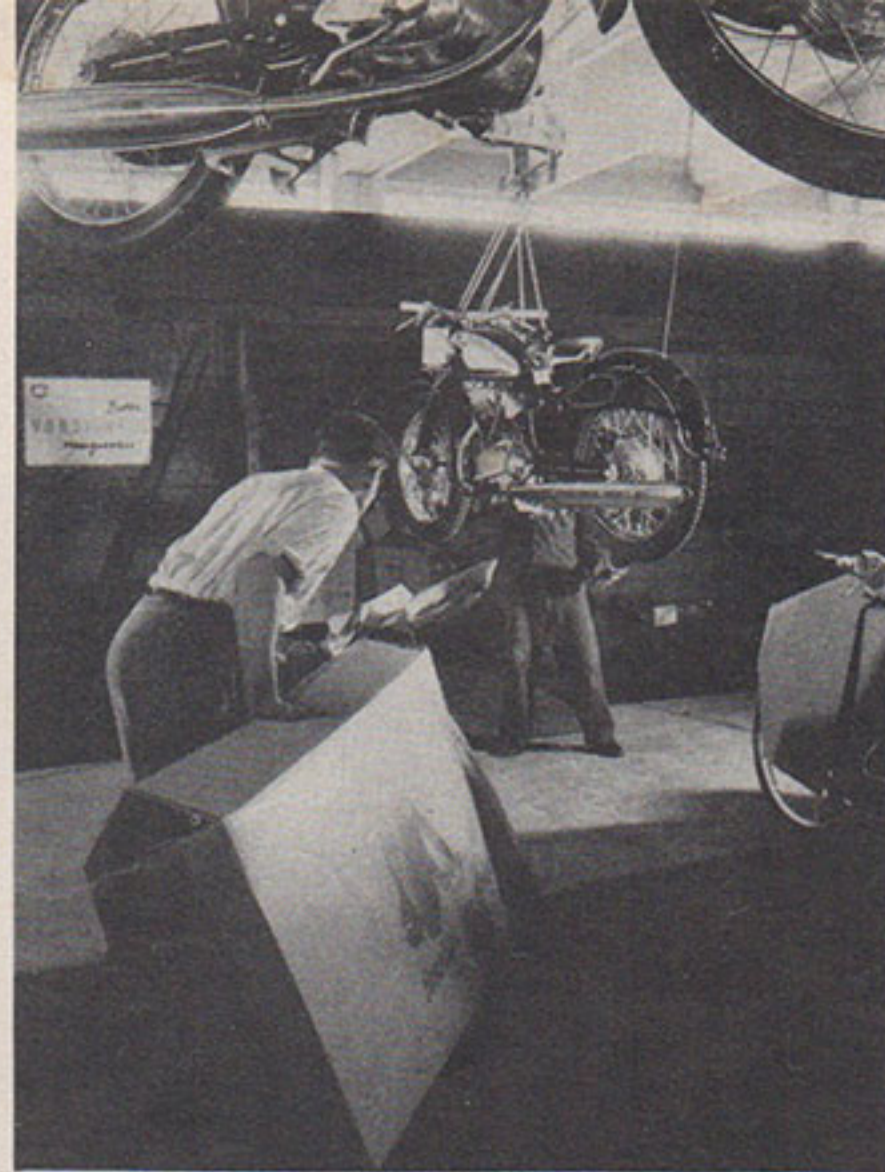
Anyone visiting West Germany who is interested in cycles should certainly visit the NSU plant. Also located within walking distance of the factory is



Not streamlined record-breakers, but NSUs wrapped for shipment.



Another NSU scooter reaches the end of the assembly line.



Overhead conveying chain brings finished NSUs to railroad cars.

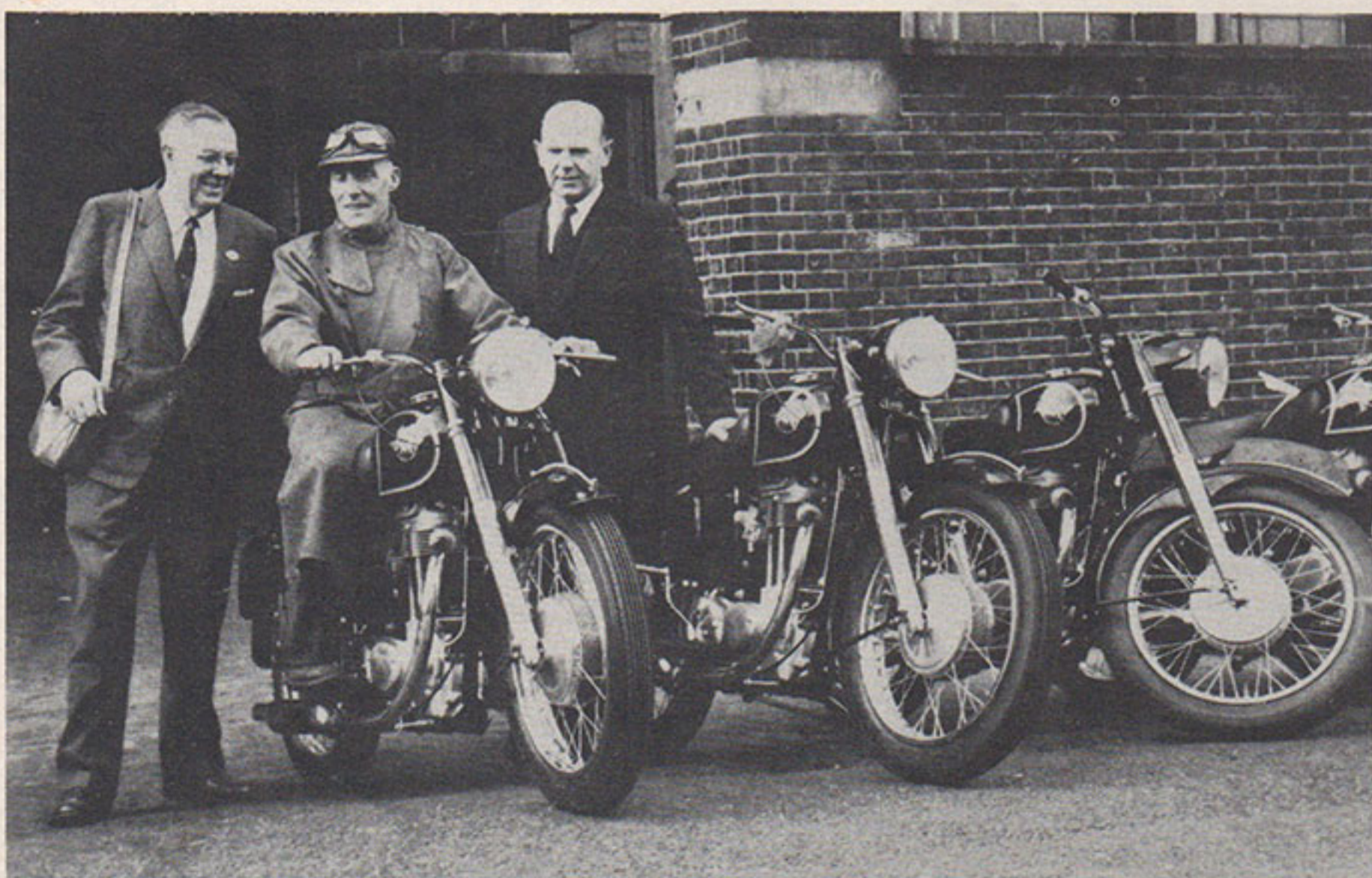
an excellent restaurant where we had lunch with Mr. Westrup and next door to this restaurant is one of the finest museums for cycles and motorcycles that I have ever seen, certainly not the largest, but one of the most interesting. Many of the famous early-day German vehicles are on display, including the record breaking NSU and the BMW ridden by Ernest Henne of Munich who held the world's speed record for so many years.

MATCHLESS and AJS ENGLAND

Unique is Associated Motor Cycles Limited, one of the few large car and motorcycle factories located within the city limits of London, and only a few blocks away from Dagenham where the Ford of England factory is located.

I spent considerable time with Jock West, Director of Sales and former competition man and I found AJS and Matchless motorcycles produced in a very efficient manner. This factory was one of the most efficient ones that I visited during my European tour. The directors of Associated are all engineers and long time motorcyclists and their knowledge is reflected in their manufacturing methods. It seemed to me that not a foot of space was wasted and unlike some factories that I visited, workers were not spending time running around a few hundred feet between departments that should have been located closer together for economical production.

All machines are road tested and modern equipment is used in the manufacture of Matchless and AJS cycles. They also manufacture two stroke engines that are used in James and Francis-Barnett motorcycles. Exports run about 60% of production, with the United States leading in sales. Production is about equally divided between single and twin models. NOTE: Unfortunately, a spoiled roll of film had our pictures taken of the AJS-Matchless factory on it. We regret this loss, hence fewer photos than we would have liked to have shown—Clymer.



Clymer (left) and A.M.C. Sales Manager Jock West (right) talk with factory road tester of his 20 years experience in testing out AJS and Matchless motorcycles.

SPORTING SCENE

CONTINUED

five laps over a mile and a half circuit with a massed start of some forty entries. Mann won with a six second lead over his nearest competitor, Dick Dorresteyn.

RESULTS

Dick Mann BSA Spitfire
 Dick Dorresteyn Triumph TR6
 Myron Hendrickson Triumph TR6

THREE MILLION SPECTATORS VIEW MOTORCYCLE SCRAMBLE

This is but a conservative estimate of the number of people who were 'looking in' when the North Devon Motor Cycle Club's scramble was televised by the British Broadcasting Corporation at its peak viewing period on a Saturday recently.

Fine weather after a rainy period provided extremely difficult conditions for the 22 expert riders who competed, but an exciting program for the millions of viewers, many of whom were receiving their introduction to a sport that has made spectacular progress during the postwar years.

The successful riders in the two qualifying heats participated in the final over 8 laps of an intricate one-mile circuit which included up and down hill sections, numerous corners and a water splash. Away to an excellent start Peter Taft, BSA, led for the first few laps to be passed at half distance by Derek Rickman, also BSA. Almost unnoticed, Dave Curtis had been making rapid progress through the field on his Matchless, after being badly balked at the fall of the starting flag.

With one lap to go, Curtis had worked his way up to second place and was rapidly closing the gap. His task seemed impossible but by taking the water splash at what appeared to be an impossible speed, he passed Rickman to win one of the most exciting cross country speed events ever run and certainly the one with the largest number of spectators to date.

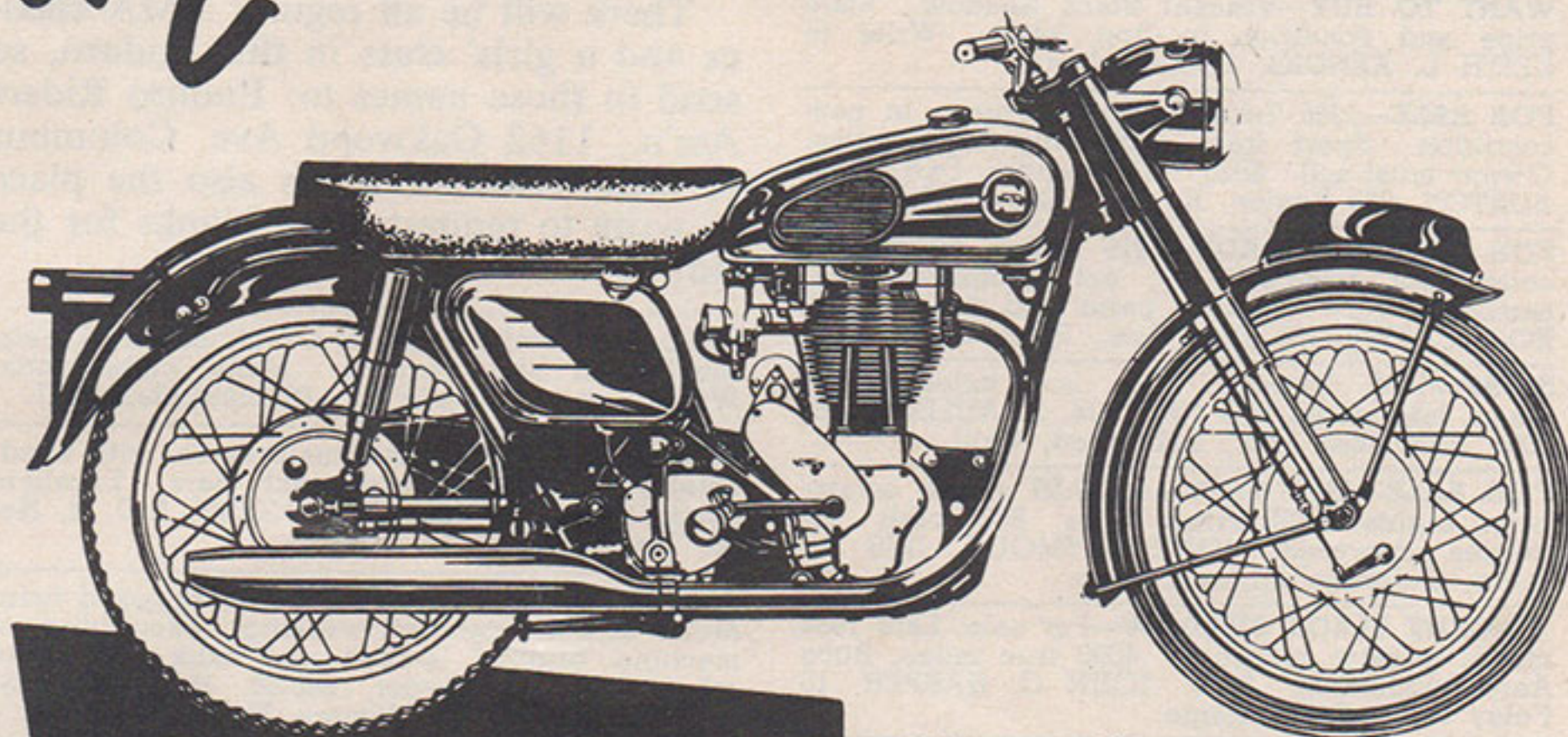
► BUENOS AIRES, ARGENTINA — Luis Soler and Oscar Ghisolfo, co-driving a 350 RS Horex Imperator Twin were overall winners in the gruelling 445 mile Buenos Aires Endurance Race, a 207 Lap Road Race, at an average speed of 68 miles per hour with the fastest lap of 75 mph.



Jack Snyder, CYCLE editor, and Robert Paul, factory representative for the Wacouta Company, examine the first boot in cycling history made expressly for motorcycling. Aptly named the Riderboot, the cyclist footwear incorporates safety features in the toe, heel and ankle, and also claims handsome appearance with finest quality materials and construction.

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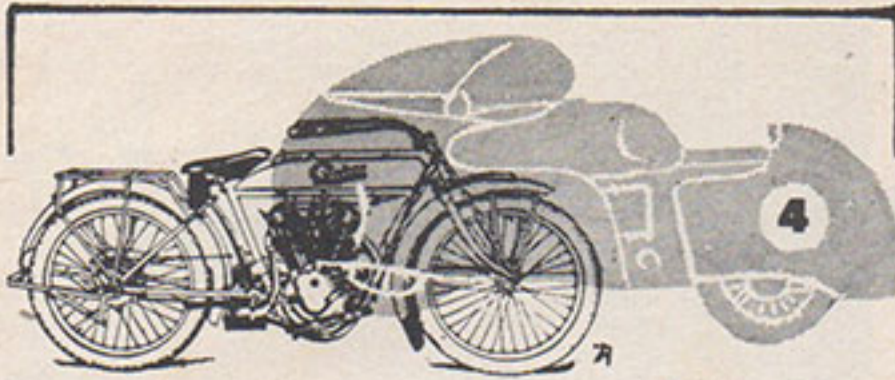
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WANTED—Ring gear and pinion or complete rear end housing assembly for military model 841 shaft drive Indian. HARRY W. CARTER, 1322 36th St., Orlando, Fla.

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.

WANT TO BUY—Vincent Black Shadow. State price and condition in first letter. Write to KEITH L. KENDIG, Elkhart, Iowa.

FOR SALE—1956 Triumph Thunderbird. In new condition. Sport front end, only 6,000 miles. Owner must sell. \$625. Will deliver. DOUGLAS BURTON, 909 Kenton, Bowling Green, Ky.

FOR SALE OR TRADE—1916 Indian motorcycle completely restored but not completely assembled. New chrome, paint and tires. \$250. BOB JENSEN, 453 Fifth Ave., River Edge, N. J.

SWAP—1956 Triumph TR-6, low mileage, for clean, late model H-D "74." M. C. AULDRIDGE, 5054 Adenmoor Ave., Lakewood, Calif.

FOR SALE—1957 Matchless 30.50 single scrambler. Lights, 1,500 actual miles. \$625 cash. Inquiries answered. JOHN SEYMOUR, 1819 W. Bijou, Colorado Springs, Colo.

VINCENT BLACK SHADOW—For sale. Late 1954 model in new condition. 4000 true miles. Buco Aero windshield. \$750. JOHN C. HARPER, 10 Foley Ave., Saco, Maine.

WANTED—Magneto for 61 or 74 OHV Harley-Davidson. Will also accept WL-45" magneto. Must work correctly. LEROY E. DIACON, RR 1, Box 18, Loma, Montana.

ANTIQUA—1918 H-D for sale. 17000 actual miles, runs perfect, everything original from horn to tail light. Best offer; all letters answered. CARL MIKULECKY JR., RR 1 Box 430, Racine, Wisc.

HOREX IMPERATOR FOR SALE—Beautiful black and chrome 1957 model. 1250 miles by careful adult. Absolutely immaculate, with sidestand and raised handlebars. \$695 cash. J. E. KINGSOLVING, 5610 N. Tenth Ave., Phoenix, Ariz.

OHIO GROUP SEEKS ENDURO NAME

The Enduro Riders Association, Inc. of Columbus, Ohio is promoting a 250 mile National Enduro to be run on May 31, 1958.

This is the first time ever for a 250 mile National, and the promoters would like to have the entire motorcycling fraternity of North America help them to select a suitable name for the event. So how about a little contest to liven things up for the next few weeks? The rules—just one:

"The name you suggest must not currently be in use by any other motorcycle club, either as their club name or the name of a run sponsored by any club." That is it. All contest entries must be postmarked no later than Tuesday, March 25. The Enduro Riders Ass'n. will select the most appropriate entry and the result will be published as soon as possible. The prize—a beautiful trophy engraved with the new name, and your entry fee paid for the 250 mile National.

There will be all regular AMA classes and a girls' class in this Enduro, so send in those names to: Enduro Riders Ass'n., 1162 Oakwood Ave. Columbus 6, Ohio. Note—This is also the place to write to request entry blanks for the run.

SELL—Bonneville cams for Chief. 80" flywheels, Amal carb and adaptor. Many other parts. Write: J. R., 107 Main St., Bloomingdale, N.J.

FOR SALE—1955 Whizzer motorcycle, with windshield, saddlebags, and crash bars. Excellent condition. MISS NANCY ROGERS, R.D. 3, No. 20, Troy, N.Y.

ANTIQUA FOR SALE—1920 Harley opposed twin. Motor and transmission working. Everything on machine original except gas tank and front wheel. No front fender. \$40.00. H. T. ADKINS, 606 Coleraine Rd., Baltimore 29, Md.

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.

WANTED—Leather pants, 31 or 32 waist, inseam 28 or more. Sell or trade jacket, 36 to 38 chest. Excellent condition. CHARLES KING, Box 474, Ashland, New Hampshire.

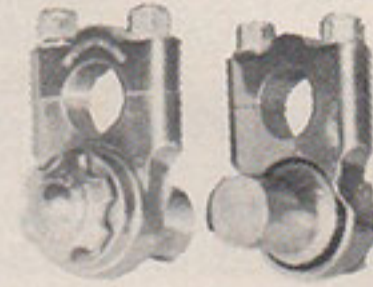
WANTED—Indian Ace 4-cylinder. Send picture and all details as to condition, year made, and price to B. R. ACKER, 8129-S Causeway Blvd., St. Petersburg, Fla.

JACK BRETT RACING GLOVES



Wear a glove designed exclusively for racing by Racing Star Jack Brett. Made of supple black cowhide, they have long cuffs zip-fastened up the back to fit closely over your jacket. Ventilated fingers—built-in chamois goggle wiper. Available in small, medium or large. \$6.00 Postpaid.

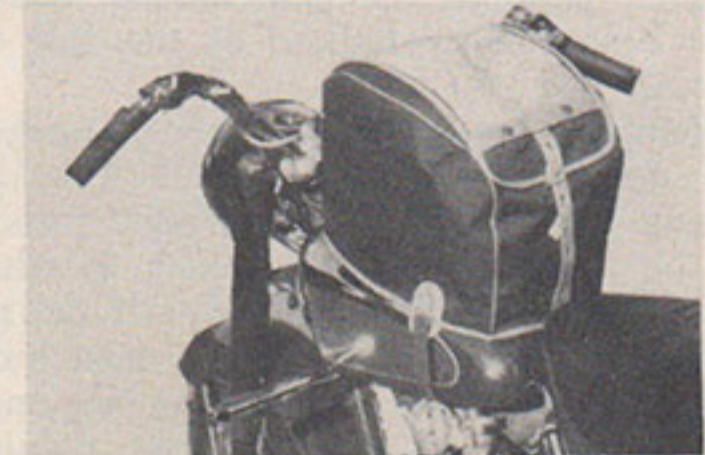
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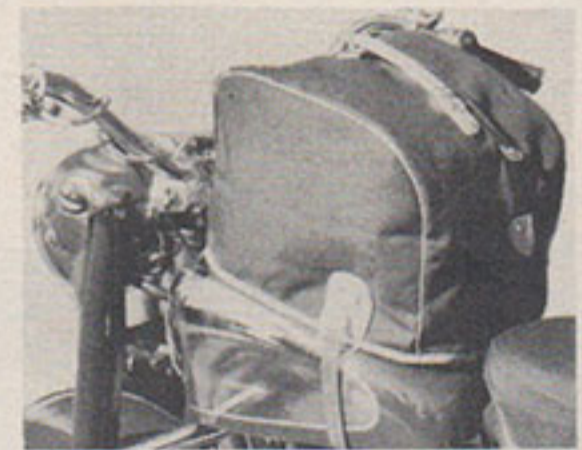
Fit snugly on tank—do not interfere with operation—give good weight distribution—carry a big load. Strong waterproof material—real leather fittings—sturdy zipper—tank protected by soft material—quick release rear strap for easy fueling.



Model 5/111, 15" x 11 1/8" x 9 1/2", map case, \$13.25, Postpaid.



Model 4/111, 15" x 11 1/8" x 7 1/2", map case, \$12.25, Postpaid.



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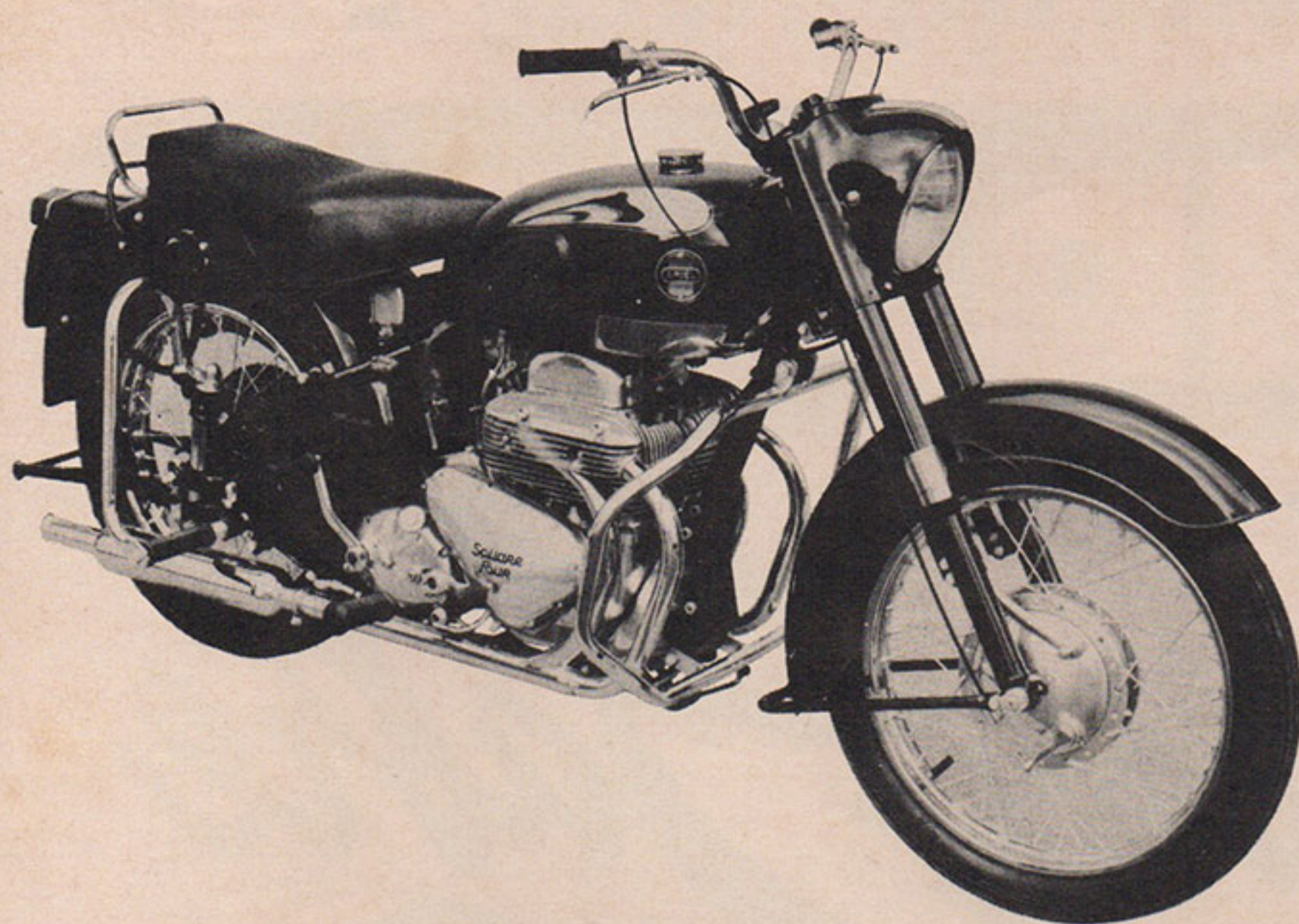
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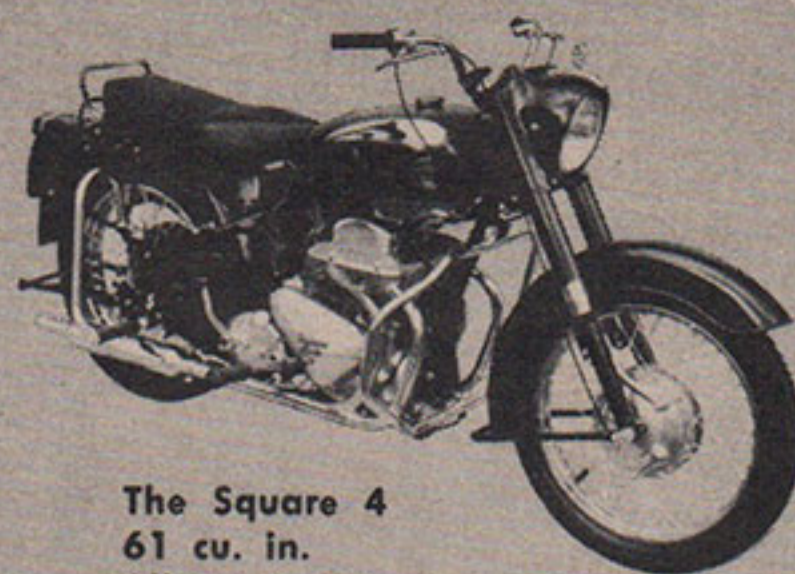
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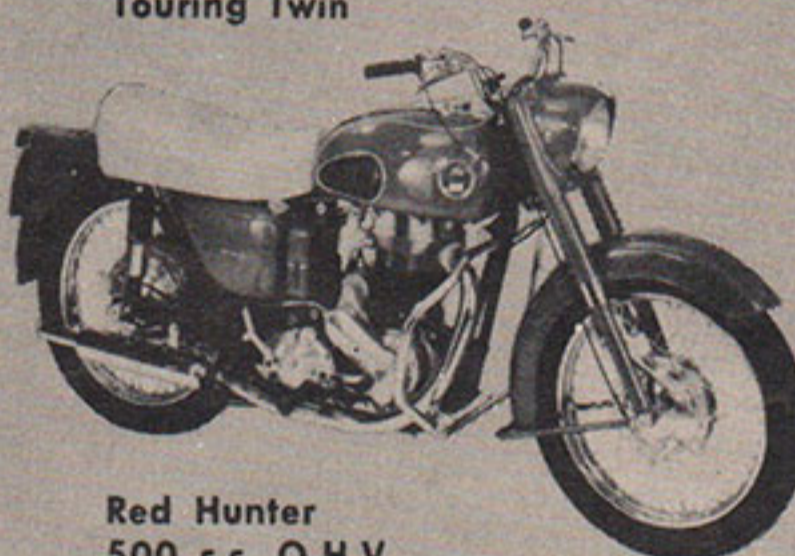
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