

CYCLE

SEPTEMBER, 1958

35c

"WORLD'S LARGEST MONTHLY MOTORCYCLE CIRCULATION"

A FLOYD CLYMER PUBLICATION



THIS WAY TO **LACONIA** ➔

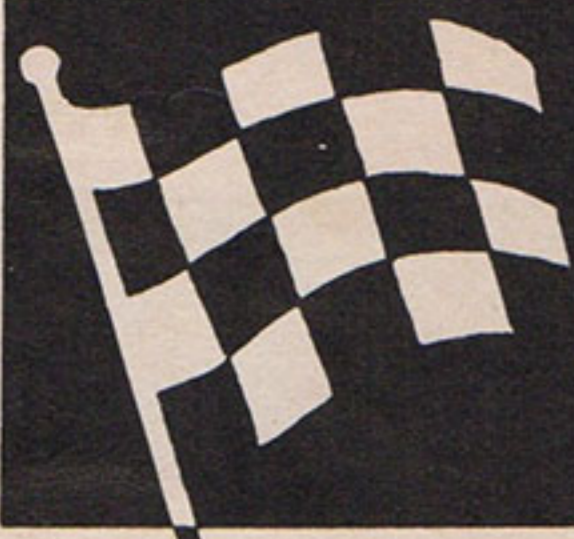
ALSO IN THIS ISSUE:

CUSHMAN
ROAD TEST



THE NORTON
STORY

SAN JOSE 25-MILE NATIONAL RESULTS



1958 BIG WINNERS!

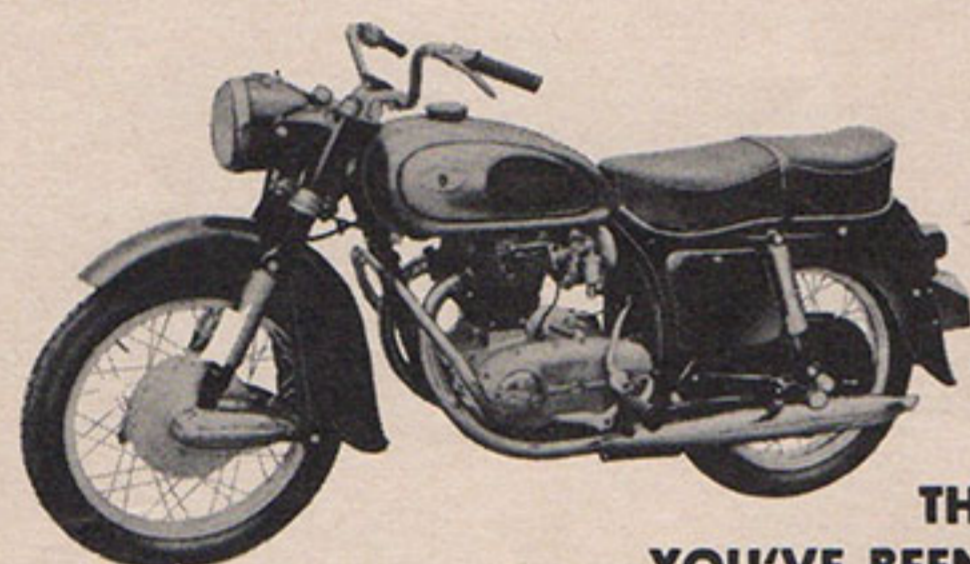
THE BEST IN EVERY CLASS

FROM **Berliner Motor Corp.**



... 1958 WINNER OF THE
BIG BEAR RUN
250 cc CLASS

"Citation 500" O.H.C.



***\$899⁰⁰**
FOB NY

**THE MOTORCYCLE
YOU'VE BEEN WAITING FOR**

The new, 1958 Zundapp "Citation 500" has everything — POWER, PERFORMANCE, VALUE! VERTICAL TWIN 500, overhead cam, 8:1 compression ratio, dual carburetor, swingarm suspension with adjustable shock absorbers. Earls type front fork with hydraulic shock absorbers, optional teleglide fork, 18" wheels. Powerful engine: 34 HP's @ 6600 RPM, guaranteed speed over 100 MPH! Color, deep metallic blue — Price including setup charges. *



MOE GRIFFIN of Long Beach, Calif. on his ZUNDAPP Super Sabre wins 1st PLACE 250cc Class in California's 1958 Biggest "BIG BEAR RUN." Griffin topped 61 entries in the 250cc Class ... Defeated a total of 759 riders in the great cross-country classic.

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FOB NY

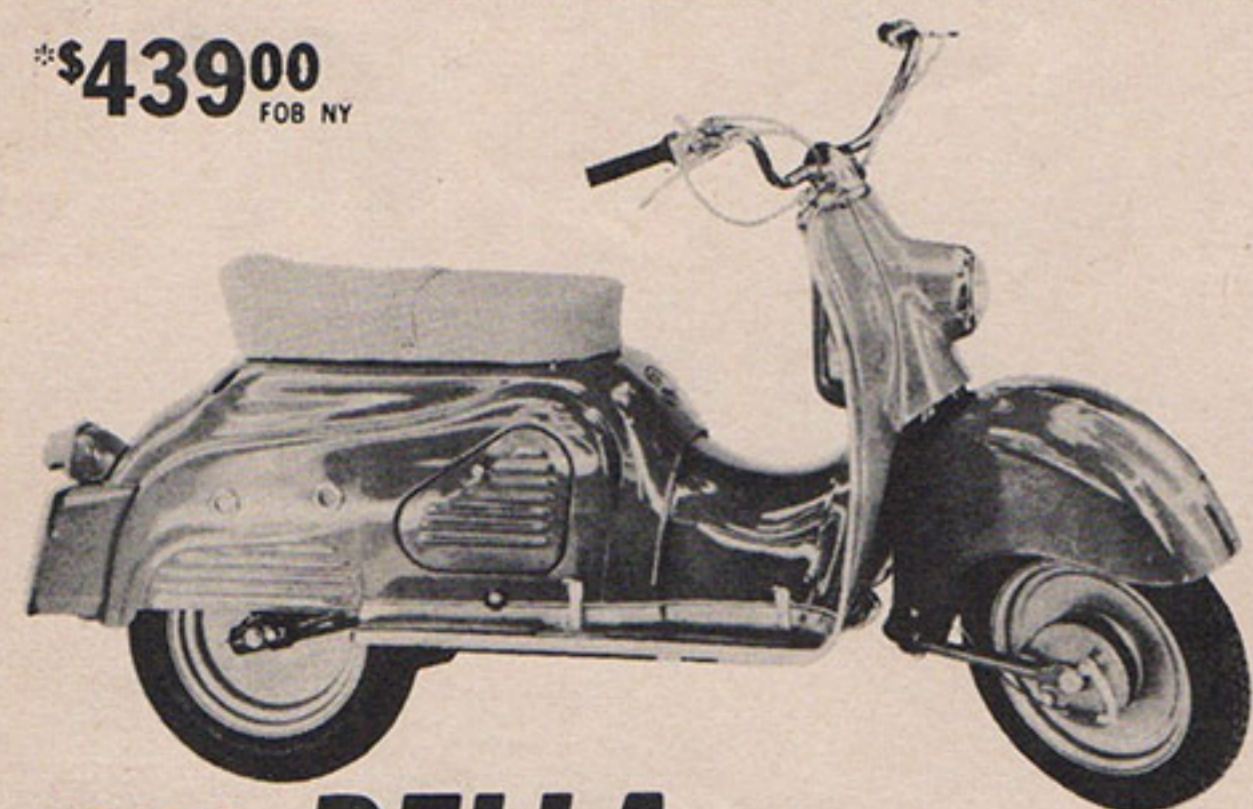
1958 SUPER SABRE 250 CC

If you are looking for thrilling Performance, expert Craftsmanship, precision Engineering coupled with maximum Comfort and Safety in a true "sports" machine, then you'll choose the Zundapp Super Sabre — over 17 H.P. — 80 MPH — 3:00 x 18" wheels — polished alloy hubs — dual-seat — large brakes — western bars (New "scrambler" kit available).

1958 CHALLENGER 200 cc ***\$469⁰⁰**

The most sensational 200cc motorcycle on the road today. Swingarm suspension, hydraulic shock absorbers, short stroke 6.5 to 1 comp. ratio, over 13 Horsepower, 65-70 MPH, 100 Watt generator, polished alloy hubs, 3:25 x 16 wheels.

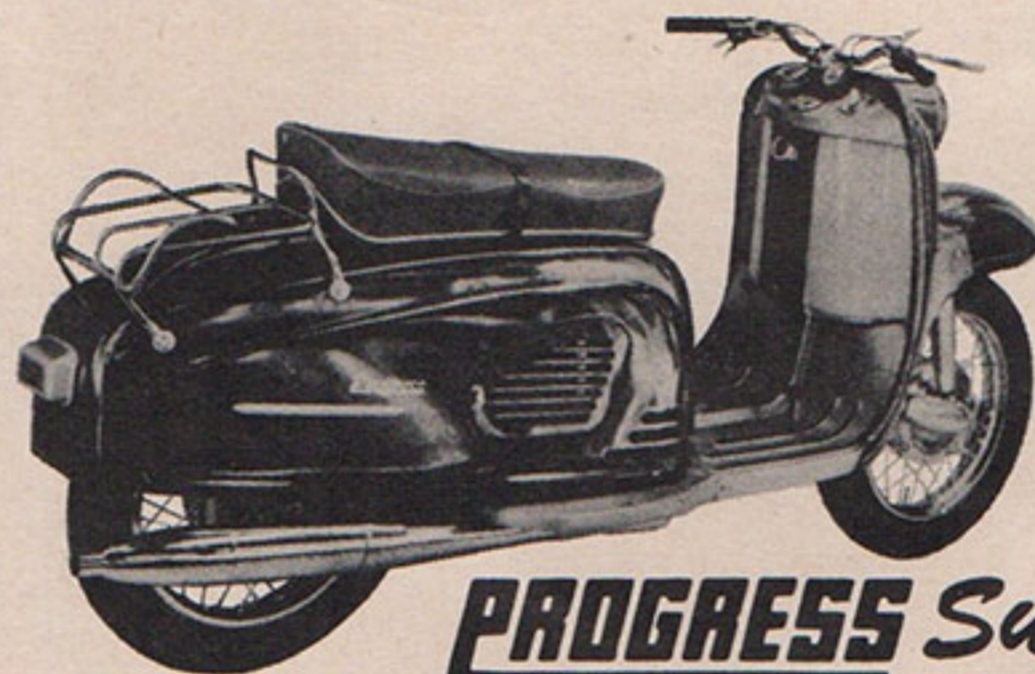
***\$439⁰⁰**
FOB NY



1958 BELLA 150CC DE LUXE

Rated by experts everywhere as the safest, most comfortable and reliable motorscooter on the road today! 100 miles per gallon means real economy ... Cruising speed of 60 miles per hour. Easy to Own — Ride and Insure.

1958 200cc BELLA 12 H.P. 70 MPH. LUXURY MODEL \$509⁰⁰ FOB NY



\$479⁰⁰
FOB NY

PROGRESS Super 200

THE TOP-QUALITY MOTORSCOOTER WITH 16 INCH MOTORCYCLE WHEELS. The PROGRESS Super 200 Features ... Hand and Foot brakes ... Sensational road-hugging qualities ... full-hub front and rear brakes ... Hand throttle and foot shift. FINGER-TIP NEUTRAL RELEASE FROM ANY OF FOUR GEARS ... TERRIFIC PERFORMANCE — Top speed 70 MPH. Flattens hills ... purrs on the highways. Earls type suspension front and rear ... Cruising radius 300 miles. FAMOUS FICHEL & SACHS ENGINE — Single cylinder two-stroke fan-cooled, 200cc develops 12 HP.

NOW! THE BEST COST LESS! RUGGED, VALUE-PACKED J-Be LIGHTWEIGHTS

1958 J-Be MODEL "M" ***\$229⁰⁰** SPORT MOPED

3 HP kickstarter Sachs Engine, 3 Speeds, 23 x 2.25 wheels, whitewalls, alloy hubs, large brakes, adjustable handlebar, swingarm suspension hydraulic shocks, dual seat, sport tank, 17W headlight w/dimmer, stoplight, tool box, chrome plated luggage carrier, speed 35-40 MPH, 150 mpg.

1958 J-Be MODEL "K" **\$349.00**

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

"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.



SEPTEMBER, 1958 • VOL. IX, NO. 9

Features

Laconia Week of Cycle Happenings	8
Clymer's Laconia Highlights	10
San Jose 25-Mile National	12
Buying a Used Motorcycle	17
Klamfoth Scores at Heidelberg	21
The Norton Story	35

Departments

Publisher's Column	5
Mail Pouch	6
Road (King) Test	18
Sporting Scene	25
CYCLE Service Tips	29
Dealer Doings	38
Swapping Post	42

Staff

EDITOR AND PUBLISHER	Floyd Clymer
ASSISTANT EDITOR	Carol Anderson
TECHNICAL EDITOR	Americo Castro
PHOTOGRAPHER	Walt Mahony
CIRCULATION MANAGER	Robert Butcher

Foreign Correspondents

Tom Badger, George Glaser, Jacques Rousseau, Nils Tengberg, Paul Frere, Peter Nortier, Rudy Dresel, Gregario Prendes and Geoff Hockley.

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GRAND PRIX MOTORCYCLE RACES AND NATIONAL RALLY—

"Oldest Motorcycle Racing Center in U.S.A."

Dodge City, Kansas A.M.A. Sanction

LABOR DAY WEEKEND — Sat. - Sun. & Mon.
AUG. 30 THRU SEPT. 1st

THREE FULL DAYS OF SPORT, FUN AND GOOD FELLOWSHIP

PROGRAM INCLUDES:

- ★ 200 MILES OF ROAD RACING (MON.)
on gigantic dust free airport, includes the ★ 100 MILE GRAND PRIX and four 25-mile lightweight sporting road races
- ★ HALF-MILE TRACK MEET (SUN.)
- ★ NATIONAL ECONOMY TRIALS (SUN.)
- ★ DRAG RACES (1/4-mile acceleration trials) (MON.)
- ★ FREE MOVIES of Motorcycle Events

FREE: Campgrounds for Cyclists in Shady and Cool WRIGHT PARK.
SWIMMING POOL — ZOO — PLAYGROUNDS FOR THE KIDS

FREE INTERNATIONAL MOTORCYCLE SHOW

Now Motorcycles of all Nations on display, also antique and record breaking speed cycles and accessories. SATURDAY, SUNDAY, MONDAY - AUG. 30 TO SEPT. 1 - DOWNTOWN - DODGE CITY.

— ALSO —
**LIGHT-WEIGHT
RACES**
up to 250 cc
for
**Sportsmen
(Trophies)**
on Airstrip
1/2 MILE DRIT TRACK
and DRAGS

SPECIAL AWARDS

TROPHIES AND MERCHANDISE TO EACH WINNERS AS FOLLOWS:

1. Man who rides a motorcycle greatest distance to attend.
2. Girl who rides a motorcycle greatest distance to attend.
3. Youngest rider with motorcycle in attendance (must ride to Dodge City).
4. Oldest rider with motorcycle in attendance (must ride to Dodge City).
5. Rider & passenger who came longest distance in sidecar combination to attend Rally.
6. Best appearing motorcycle to be ridden to Dodge City.
7. Neatest man rider.
9. Person who rides oldest motorcycle to Dodge City.
10. Best looking club group.

TICKET INFORMATION

RESERVATIONS — If tickets are bought in advance. \$5.00 includes entry to all events, (at Air Strip and Wright Park). If ticket is ordered in advance, tax is included in \$5.00 price.

If tickets are purchased on Race Days, prices are as follows:
\$2.20 (includes tax) for all Sun., Aug. 31st, events.
\$3.30 (includes tax) for all Mon., Sept. 1st events.

Above prices include FREE PARKING for cars or motorcycles.

SAVE MONEY — ORDER YOUR TICKETS NOW!

LAP PRIZE AWARDS

OPEN TO PUBLIC PARTICIPATION

Many dealers, business firms, cycle enthusiasts and others would like to show appreciation for extra efforts put forth by riders in the 100-Mile Grand Prix at Dodge City. Therefore, the management has decided to accept LAP PRIZE AWARDS from outsiders who wish to participate. This lap prize idea originated at the Indianapolis Speedway where it is offered annually as an extra incentive for the drivers.

Any person or firm who wishes to offer lap prizes on the 100-Mile Grand Prix, may become a lap award donor on the following basis:

\$15.00 PER LAP

MAIL TO . . . DODGE CITY MOTOR ASSN. Inc.
Dodge City, Kansas

YES SIR—I want in on those lap prizes for the Dodge City GRAND PRIX.

Enclosed find my check or money order for \$.....

PUT ME DOWN FOR
LAPS AT \$15.00 EACH

I'd prefer lap (or laps) No., but if already taken any lap number will be agreeable with me.

NAME OF DONOR.....

Business or occupation.....

ADDRESS

CITY..... ZONE..... STATE.....

NOTE—Each donor's name will be listed in a program sheet showing the lap number or numbers his awards covers. The donor of each lap award will be listed on the check given the winning rider, so he will know the name and address of the donor. Make check payable to—

DODGE CITY MOTOR ASS'N, Dodge City Kans.

\$6,000.00 TOTAL PRIZES FOR RIDERS AND SPECTATORS

FOR FURTHER DETAILS, ENTRY BLANKS AND TICKETS, WRITE TO
DODGE CITY ASSOCIATION, INC.

c/o LORA LOCKE HOTEL, DODGE CITY, KANSAS

PROTECT YOUR HEAD!



WITH
Geno
SAFETY HELMETS

SAFE • SMART
LIGHTWEIGHT from \$14⁸⁵ up

A.M.A. approved! (Group II) Lightweight yet rugged. Will give years of service. Made of aluminum alloy and genuine leather for maximum protection and durability.

On sale at your **TRIUMPH** Dealers

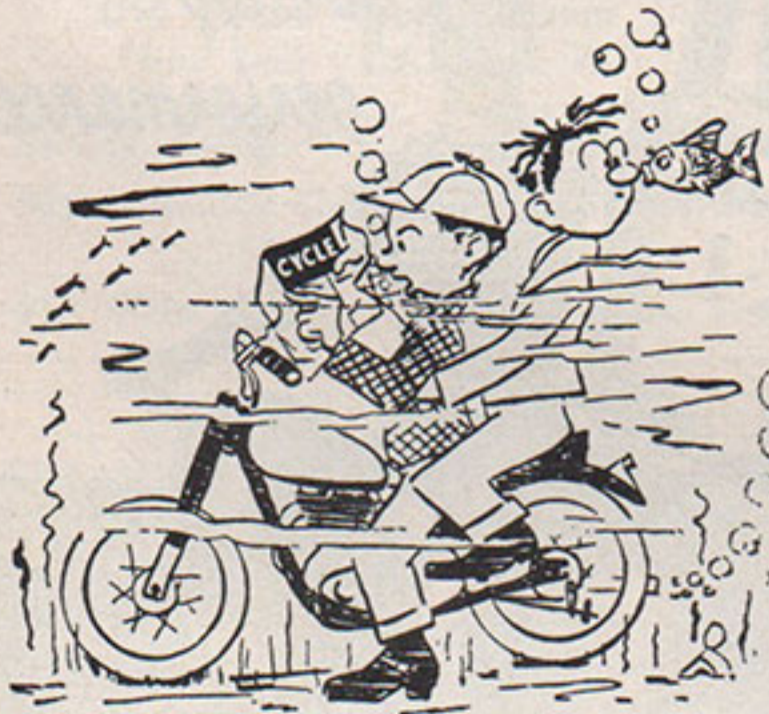
or order by mail (Shipped C.O.D. Include hat size.)

Sizes Available: 6½-6¾-6¾-6¾-7-7¼-7¼-7¾-7½

In the West:
JOHNSON MOTORS, INC.
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Towson, Baltimore 4, Maryland

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C-11

The Publisher's Column



TIME FOR CROWING—In a recent edition of the Dallas News, Vice President Richard Nixon gave some sound advice to businessmen when he told them to do more advertising. A business dip is no time to stick one's head in the ground. A period when customers are spending a bit more cautiously is one of the best for telling them about superior quality and lower prices.

The business leader who has confidence in the nation's future growth and prosperity is the one who will inspire confidence in himself and his wares or services. People need food, clothes and household goods on about the same level as a year ago. They are most likely to buy from those who let them know what they have to sell.

The most successful merchandisers of motorcycles and scooters are those who are consistent advertisers. Actually, the results of advertising cannot be immediately traced. The most successful business firms in America have continued advertising throughout the years for their products. Even in boom times when merchandise was in short supply, makers of most merchandise continued to keep the public informed.

For many years after the war, Cadillac dealers were from six to eighteen months behind in deliveries. Yet, the Cadillac division of General Motors never let down on Cadillac advertising. During the war when chewing gum was almost impossible to buy in the stores, Wrigley, the largest maker of chewing gum in the world consistently carried on their aggressive advertising campaign.

Banks and financial institutions who actually have no merchandise but only services to sell continually advertise to keep their name before the public.

CYCLE advertisers of course are the leaders in their field and many local dealers in certain vicinities are consistent advertisers in CYCLE. Even dealers in restricted districts have told us that they have secured extra business and in some instances, sales of new motorcycles to returning servicemen who read their advertisement in CYCLE.

Vacationists and cross-country tourists who use motorcycles or scooters in their travels likewise are most apt to patronize the advertiser in CYCLE.

An ad in CYCLE costs far less money per thousand readers than in any other medium and the wise advertiser knows it for he is constantly checking on results and the source of his prospects and customers.

Advertising in CYCLE is like putting your car or motorcycle in high gear, because CYCLE is unapproachable in its field.

WHY NOT SELL MOTORCYCLES—There are thousands of openings in good territories throughout the United States for motorcycle enthusiasts to get started in profitable motorcycle and/or scooter businesses. CYCLE advertisers will be pleased to send full details to interested parties regarding their dealer proposition in open territory.

Throughout the years, thousands of motorcycle enthusiasts have become motorcycle dealers. Many of these dealers were inexperienced insofar as business was concerned, however, they had great enthusiasm for motorcycling. After all, enthusiasm is contagious—it is important to the success of any business. The enthused motorcycle rider frequently makes the best motorcycle dealer.

The motorcycle business is probably less affected by business recession than many other types of business. In a recent survey and during my travels throughout the country, I've found that most motorcycle dealers are doing quite well under present conditions. Many dealers even report that their business is booming. I've found very few complaints from dealers that business is really bad.

In times of slow business in many lines, the motorcycle and scooter business seems to improve. Possibly, this is because many persons wish to reduce their transportation expenses. Others prefer motorcycling or scootering, not because it is less expensive than car driving these days, but because of the fun and health aspects of cycling.

Many of our readers may be surprised to know that they can get into the motorcycle business with a very moderate investment. We suggest that anyone interested in a new business venture get in touch with any and all of the CYCLE advertisers to secure more information about the possibilities of entering the interesting and usually profitable business of selling motorcycles and scooters.

Floyd Clymer Publisher

ED KRETZ

ARIEL - TRIUMPH
MUSTANG-CUSHMAN

Complete line of above Motorcycles and Scooters. Speed Equipment, Motor Rebuilding. Prompt attention to Mail Orders.

FRAME & FORK REPAIRS
Discount to Dealers

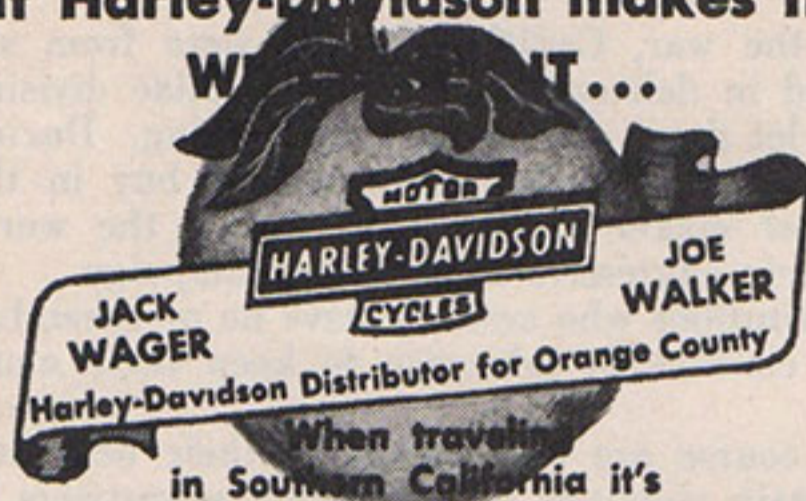
417 East Garvey, Monterey Park, Calif.
Atlantic 0-8244 • Atlantic 0-9379

Grant MOTORCYCLE RINGS

U. S. Distributor—Dealers Inquire
M-C SUPPLY

1715 E. Florence, L. A. 1, Calif.

If Harley-Davidson makes it,
We can't...



WAGER & WALKER

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

419 East 4th St., Santa Ana, Calif.

INSURANCE

Motorcycle • Motorscooter

- Bodily injury and property damage liability
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Written by A rated stock company with assets in excess of \$14,000,000 and licensed in 45 States—Alaska and Hawaii.

**Bodily Injury & Property Damage
PREMIUMS**

Motorcycles as low as \$30.00 per year. Motorscooters as low as \$25.00 per year.

Write for rates and minimum premiums. State age of operators, marital status, business, use, value and description of cycle.

MILLER-REED CO.

Cycle Insurance Underwriters
4028 Broadway
Kansas City 11, Mo.

*Insurance not written in Massachusetts



Dear Mr. Clymer:

Thank you for this opportunity to write about one of my favorite subjects—motorcycle riding and what it has done for me.

I'm 52 years old. Three years ago I had few athletic interests. I felt that at 49 I had passed the age of physical sport, and I truly believed that men my age should be dignified, studious and sedentary in habits. I belonged to a businessmen's club, played chess a great deal, read a lot. I was about the color of a mackerel steak, and my muscle tone was that of a boiled noodle.

Then came one of those odd twists of fate so many of us never appreciate until too late. My son bought his first cycle, a Harley 125 about four years old.

He was 24, just out of three years service as a tank driver and tester in the Army and, I'm afraid, somewhat impatient with my staid and colorless life.

Of course I objected strenuously to the motorcycle. Everyone knew, I argued, that cycles were dangerous; that only hare-brained young drugstore cowboys rode them, and . . . well, you've heard all the silly talk a hundred times.

However, with commendable singleness of purpose my son went ahead and learned to ride, while I stood by, quaking and fuming and grumbling.

We lived in a rooming house, so we rented a small garage in which to store the little popper. On week ends and after work I took to dropping in at the garage to watch the boy tinkering with the somewhat worn machine. It was only a few weeks until I had to get into the act, wielding a screwdriver here, a wrench there.

Some way or other the notion struck me one evening that perhaps—*just perhaps*—I could straddle the thing for a wee ride up and down the alley . . .

No doubt you can guess what happened. That ride brought on another—and another. First think I knew I was hooked—but good! "Gee whillikers!" I thought. "Maybe the boy's got something! Maybe I'm not too old to ride!"

In rapid but exhilarating succession there were other cycles; larger, faster, later models; a Harley 74, an Indian, a couple of Triumphs and a BSA. I was so busy learning about this grand new sport and meeting a host of new friends, that I forgot to take stock of what was happening to me physically, until one day I noticed with amazement that there was once more a spring in my step, color in my face and traces of honest-to-goodness muscle beneath my tanned skin. I slept better, I felt better, and I looked forward to each day like I did in those days I had thought were gone forever.

To make this short and to the point: There is no doubt in my mind that cycle riding has opened to me a whole new life, a brighter, healthier life in which I am no longer a tired spectator but a very active participant. I have literally come alive again.

This month my son and I made a 5,000-mile vacation trip on our two beautiful BSA Gold Star singles, and it was a wonderful and enjoyable experience for both of us.

I'll always be thankful that my son bought that first H-D, and that he encouraged and assisted me in learning to ride it.

A. O. Reed,
3062 N. 1st Ave.
Tucson, Ariz.

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ROAD TREAD — SPORTS KNOBBY

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JOURNEYMEN RECAPPERS**

SPECIAL

Compounded Rubber For Rough Use
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ARCADE TIRE CO.

9073 1/2 SIERRA AVE. FONTANA, CALIF.

INDIVIDUAL & DEALER
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CLUTCH PLATES MOLDED NEOPRENE

Use The Genuine Gold Bond "Rosie" Clutch
Ask Your Dealer **Rco** 3729 Sonoma Road
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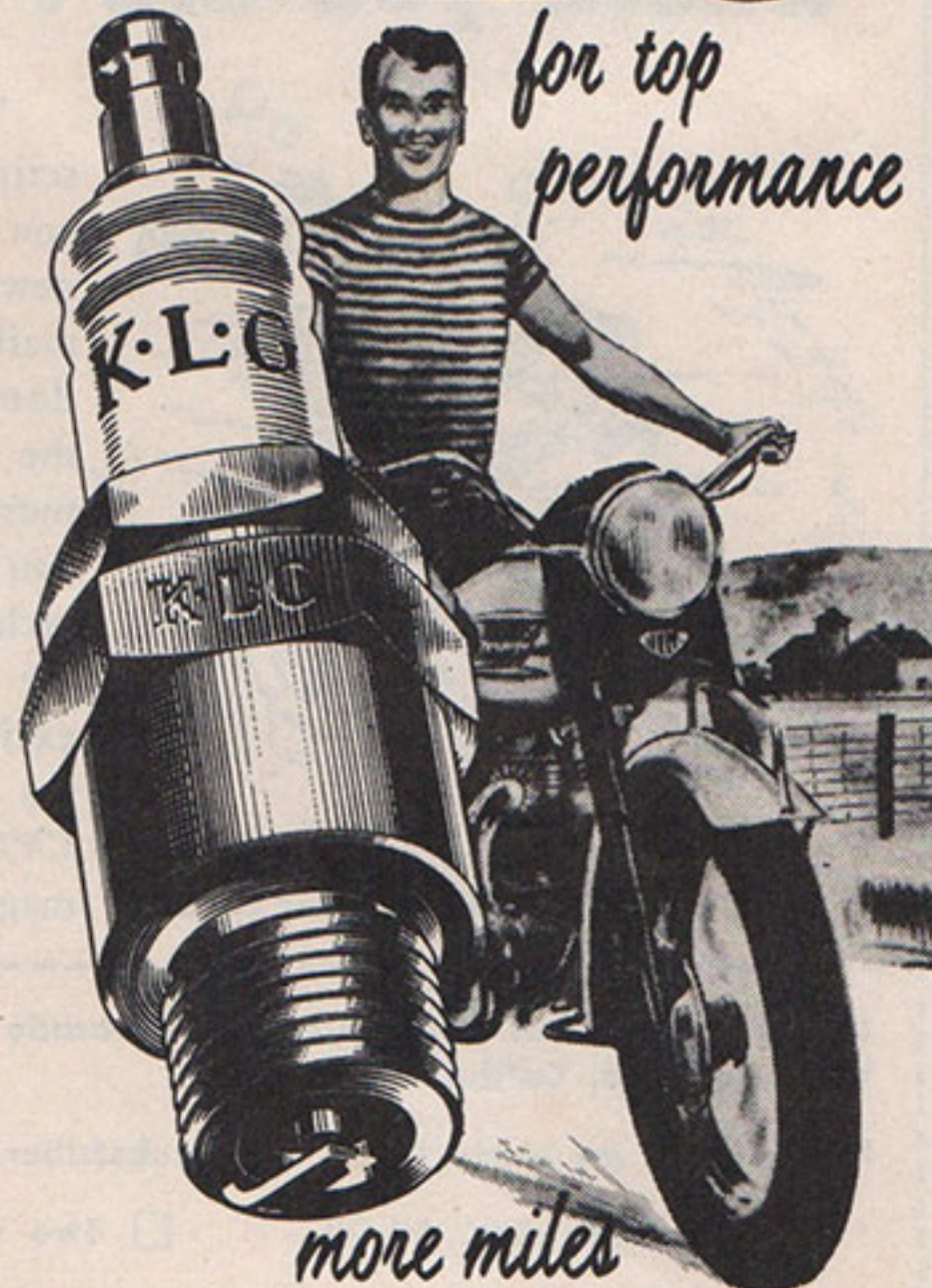
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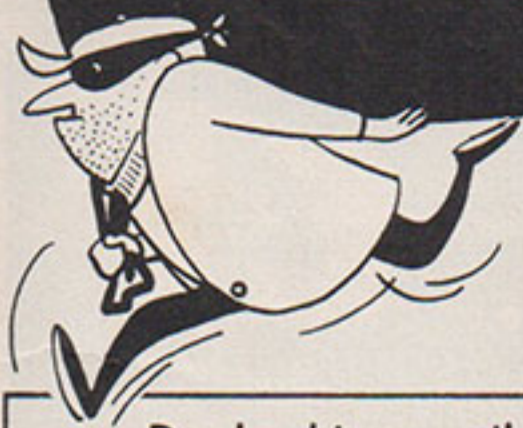
for top
performance

more miles
on less gas!

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NOW . . .

AT ALL
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DEALERS

who wouldn't steal
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with so many
big machine features
... **Ambassador,**



* Only **\$419.00**
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HAP JONES CO.

2 CLINTON PARK
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WANTED: Part time and
full time dealers

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QUALITY MOTORCYCLES
FAST PARTS SERVICE

9 GREAT MODELS! 9

Rider Inquiries Invited

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Los Angeles, Calif.

Old Cycle Racers Never Die,
they just "DRAG-A-WAY"

Tell us your needs, prompt Mail Order
Service. Custom Engine & cycle redesigning.

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STRAIGHT LIFT ALUMINUM ALLOY
• PUSH RODS •
COMPLETE CONVERSION KITS

Steel Inserted Ends
1948 to 1952
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\$19.50

Light Weight
Aluminum Bodies
for Maximum RPMs
(1/2 stock rod wt.)

Send Check or
Money Order.

For 1953 to 1958
Harley 74s
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Easy to Install,
No Modifications
Necessary.

Adjusting Unit

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S & S CYCLE EQUIPMENT
13008A WESTERN AVE. • BLUE ISLAND, ILL.

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Auto racing's Weekly News letter.
Inside information by America's top
racing writers. Sold by subscription
only.

1 year \$12.00 Airmail \$14.00
Special Trial sub. 10 wks. only \$2.00

NATIONAL PIT PASS

P.O. Box 66 - Culver City 8, Calif.

Editor, CYCLE Magazine—

Even though I am only 14 years old I
am quite a motorcycle enthusiast. Anything
with two tires and a motor is okay with me.

Since I was twelve I've wanted a motor
bike. Finally (two years later) by parents
bought me a 1957 moped. It isn't very
fast, but I'm happy with it.

My mother and father both are against
my getting a motorcycle, so I doubt if I'll
have one at sixteen. I'll be lucky if I have
one when I'm twenty. But I'll try my hard-
est.

Since I've had the bike I haven't fallen
off or gotten hurt. I haven't been in trou-
ble with the cops either. I'm going to try
to keep my record clean and maybe by the
time I'm sixteen my mom and dad will trust
me to have a motorcycle.

If I am ever that lucky, I'd like to have
either a Harley-Davidson 74 or an Indian
Trailblazer.

My girl friend is also a motorcycle en-
thusiast. I wish her luck in getting a mo-
tor scooter.

Bob Russel
Maple Heights, Ohio

It sounds like you're going about con-
vincing your parents that you deserve
a motorcycle in the right way. Don't
forget about that clean record you've
established after you get your larger
machine. We'd say your parents are
pretty understanding if they've given
you a moped—and your girl friend is
already an enthusiast? Man, you're
livin'!—Ed.

Editor, CYCLE Magazine—

This is my son Stuart on his Corgi scoot-
er. Stuart is five years old and has been



riding for a year. Already he is making
plans to snatch my Maico scrambler.

Seymour M. Hutchinson, DDS
Brooklyn, N. Y.

Editor, CYCLE Magazine—

I have just had an idea, doubtless an old
one for you, but a new one for me.

When a prospect comes into my shop I
give him the information he asks for and
the attention he deserves. Before he leaves,
whether he seems interested or not, I tell
him that we have a late issue of CYCLE
Magazine which always has some very in-
teresting articles on motorcycling, pictures,
and other items that he might enjoy. Then
I present him with a copy to take home
and read at his leisure.

If this is done properly, it should leave
a favorable impression of the shop, and
might have the effect of bringing him back
as a customer.

The story of the new Worldwide Cycle
Club might interest him too.

So I would like to have you send me 25
copies of CYCLE and a small sales rack.
Check will be mailed on receipt, then you

(Continued on page 41)



SPEED EQUIPMENT

SPECIAL PISTONS

(All compression ratios)

LARGE VALVES

SPECIAL CAMS

RACING VALVE SPRINGS

LARGE BORE CARBURETORS.

TACHOMETERS

Servicemen Overseas and Riders re-
mote from motorcycle shops—You
will find our Personal Mail Order
Service unexcelled.

Write for our Free Catalog

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**NEW - AMAZING
MOTORCYCLE
H.P. INCREASE**

with HUNT MAGNETOS
DKW, Parilla, Puch, NSU Super
Fox and Max, Maico and Zundapp,
Triumph Terrier and Cub
\$52.50

Special racing and heavy-duty
precision Magnetos for BSA and
Triumph Vertical Twins—**\$79.50**

the
World's
Finest
Ignition

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

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

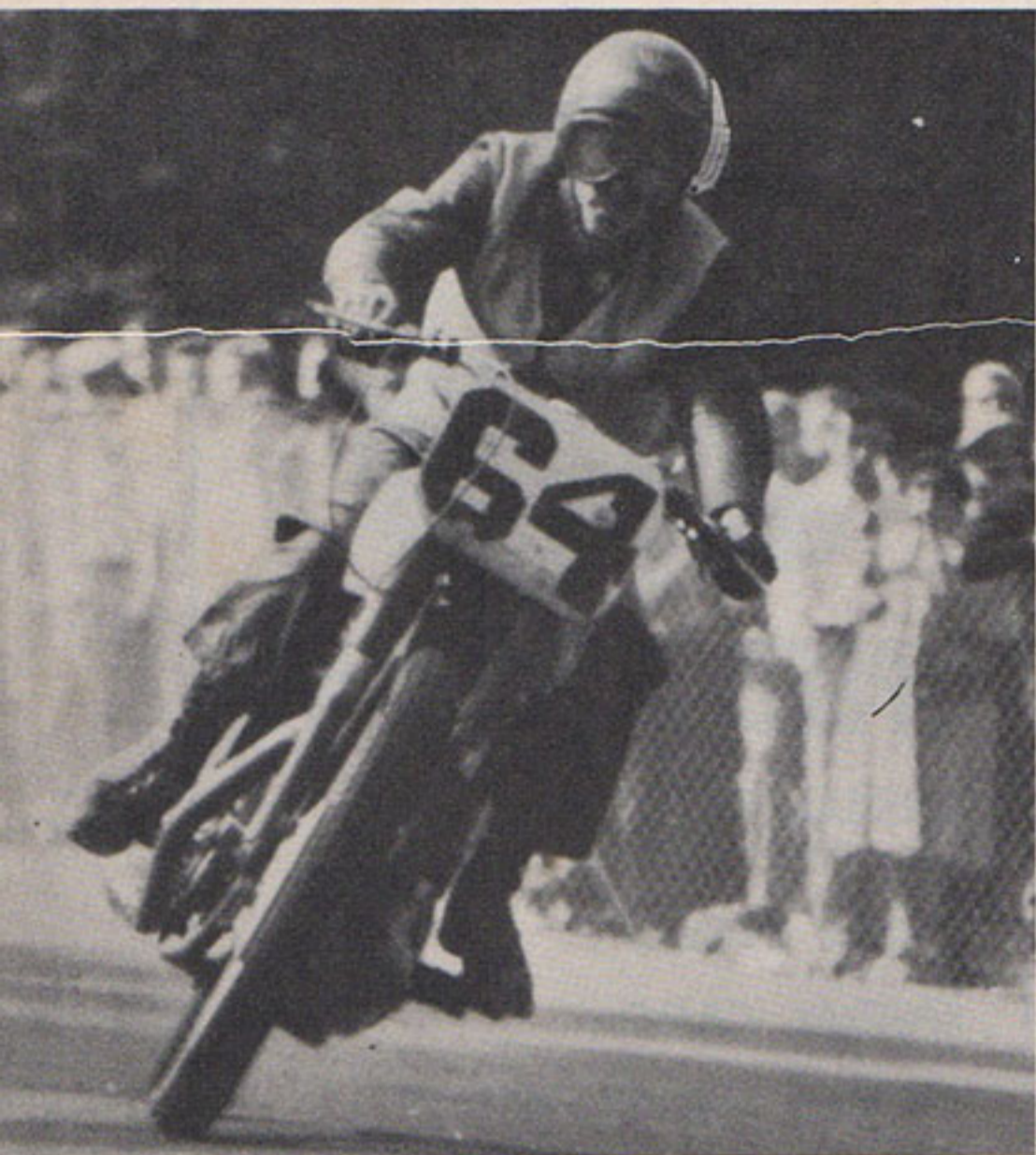
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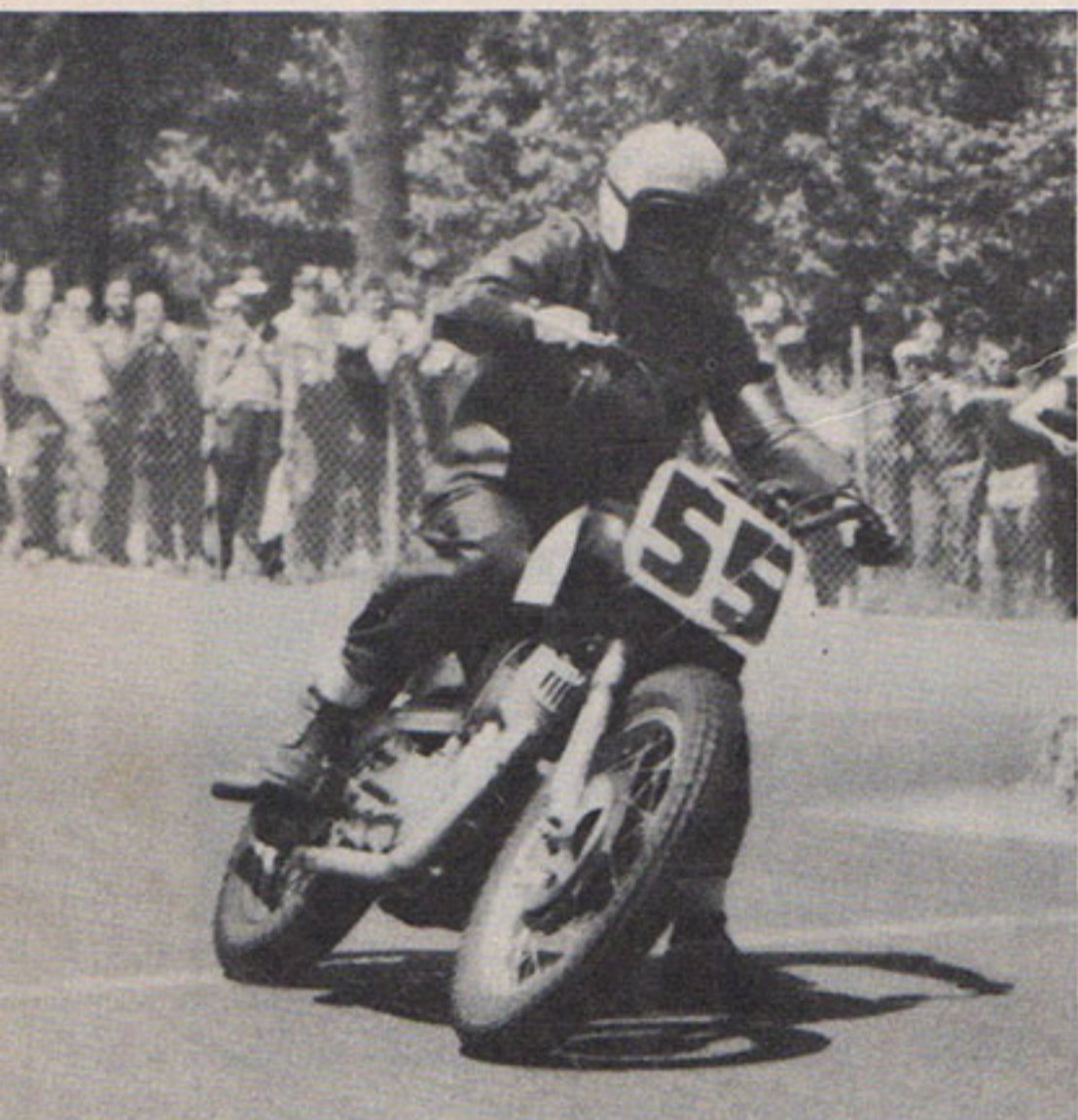
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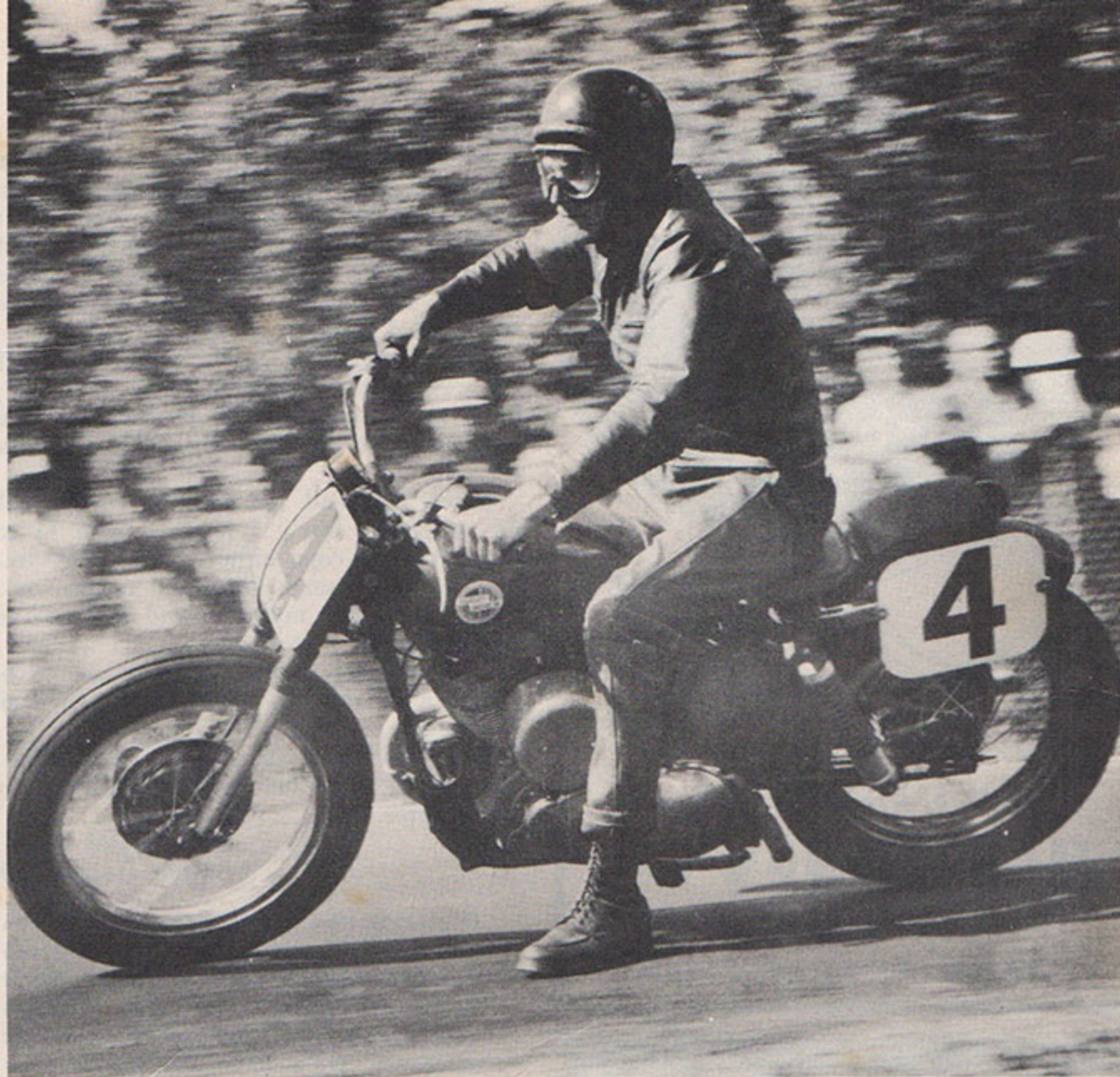
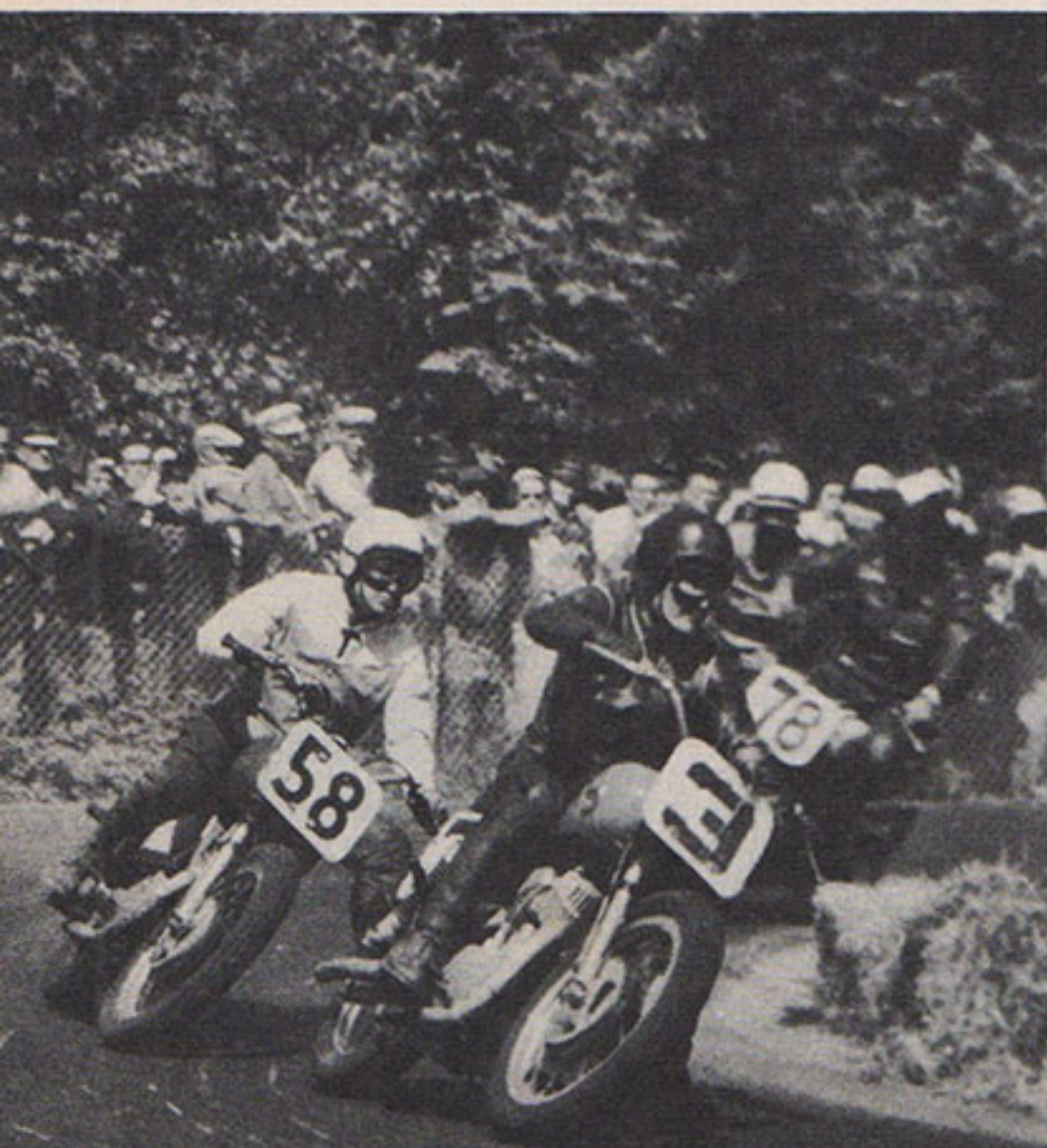
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Los Angeles 8, Calif.



THE MANN—Dick that is, rode BSA single to 2nd place in the 100-Miler.



Above: Roger Reiman found little competition in his 50-mile Amateur winning ride. Below: Al Gunter leads #58 Harvey Smith (both H-D) through the hairpin. Gunter finished sixth in Big One.



WYNN TROPHY WINNER—With his eyes on the next turn California's Brad Andres heels his H-D through Laconia's hairpin. Andres is the first rider to win the 100-Miler three times.

LACONIA

By Chuck Clayton

Brad Andres put the cap on a big full bottle of motorcycle festivities when he won the 100 Mile National Championship Road Race at Laconia for the third time. But leading up to that climatic event were six days of the 38th annual New England Gypsy tour that were filled with activities ranging from talent contests to drag races.

Things got off to a leisurely start on the Monday before the Big Race when motorcycle enthusiasts from all over New England and points beyond started to roll into the New Hampshire resort area of Belknap, whose wooded hills and lakes surround the destination town, Laconia. For two days they were treated to free rides on the aerial tramway to the top of Rowe mountain, and various diversions were provided by the Laconia and Wiers (a nearby town) chambers of commerce.

On Wednesday late sleepers woke to an insistent roar of engines—the tests of skill and machinery were beginning with the hillclimbs, which drew an interested crowd. Back in town the motorcycle and accessory show was opening and riders were taking their first interested looks at that.

HILLCLIMB RESULTS

Expert 126 to 250cc

Hal Burton	Jawa
J. C. Bussell	Triumph
John Weigold	Allstate

Expert 250 cc and up

Lewis McDaniel	Triumph
Donald Lawson	Triumph
Donald Burnett	Triumph

Novice 126 to 250 cc

Gerald Torrence	Triumph
Edgar Kauffman	Zundapp
Jack Flora	Triumph

Novice over 250 cc

Darwin Torrence	Triumph
Wilfred Chabot	Triumph
Jerry Spottow	BSA

Then the drag races began, and for a lot of people they were the focal point of the week. The lightweight sportsman road races were shaping up too, and soon the weekend began to rise in excitement that built up all the way to the last lap of the 100-miler . . .

1/10 MILE DRAG RACE RESULTS

Open Class		MPH
Tommy Grazias	Tri.	84.92
Bill Atwood	H-D	84.90
Paul Lareau	H-D	80.35
Over 55" B Modified		
Richard Hauman	H-D	78.26
Frank Oreto	H-D	76.92
Louis Micehi	H-D	75.63
Over 55 A Class Road		
Glen Cabage	H-D	75.63
Dominick Mihel	H-D	75.00
Frank Oreto	H-D	73.77
Class 650 A Road		
David Newman	Tri.	72.00
Robert Rolson	Tri.	69.23
Robert Bouford	Tri.	68.70
Class 650 B Modified		
Richard Forest	BSA	75.00
Herbert Peterson	Tri.	74.38
Paul Vernes	BSA	72.58
Class 500 cc Road	*Time clock broke down—No mph	
Terry Barber	BSA	
James Varnes	Zund.	
Harry Gagner	BSA	
Class 500 cc Modified		
Jack Flora	BSA	
George Hewitt	Ind.	
Christy Scholar	Velo.	

This is the first year lightweights have been run at Laconia and variety of machinery was the rule with the little bikes.

Some close name-plate competition gave all the spectators somebody to root for and nowhere was close racing more plentiful and exciting than in the fourth race, where three heats were necessary to thin down the 75 entries for that class, which consisted of 151-200 cc OHV, 201-250 cc two-cycle and side valve, and 125-175 cc OHC machines.

Cliff Guild on a much modified Triumph and Giuseppe Rottigni on an equally impressive Parilla had both won their heats in record times, so the fireworks really started when they met in the final. Cliff quickly took the lead, but overshot the Hairpin and Giuseppe took over, then he too spilled and Cliff again led . . . and the duel got hotter every lap, with the crowd cheering both for the leader and the gallant challenger. In a desperate bid for the lead Rottigni got too close to the limit of adhesion and spilled. Guild thought he could ease his pace now, but with two laps to go, there was the ace Parilla pilot right on his tail again! It was a hectic finish, but the young Triumph stormer staved his rival and Rottigni finished third, behind Jawa rider Harold Burton, who had been in there adding to Guild's worries.

SPORTSMAN LIGHTWEIGHT RESULTS

Class 1	William Osborne	Montessa
	Charles Pistorio	CZ
	James Evans	H-D

Class 2
Francis Chromczak
Raymond Palin
Harold Martin

Maico
Maico
Maico

Class 3
William Burkholder
Rod Coates
Williams Varnes

Triumph
Triumph
Zundapp

Class 4
Cliff Guild
Harold Burton
Giuseppe Rottigni

Triumph
Jawa
Parilla

Class 5
Frank Dilman
Rollo Morton
Fred De Santis

NSU
NSU
NSU

The next day, Saturday, a parade and other gypsy tour activities consumed the morning, and in the afternoon the fans assembled back at the road race course to watch the Novices ride.

Spills weren't exactly few and far between in the lightweight races, but a combination of imperfect track conditions and under-skilled exuberance turned the Novice heats into a pretty dismal affair. After watching 18 riders spill in four heats in one corner, referee Bob Finn cancelled the final and a credit to him for doing so. Spills may have been plentiful in the little bike races, but a shove of the foot avoided bringing a second victim down, and bruises and abrasions were usually the worst injuries.

Laconia's hard-working Co-Chairmen Bill Schietinger and Bill Gregson had intended to hold the 50-mile Amateur Gold Trophy Race after the Novice races to showcase

(Continued on page 27)

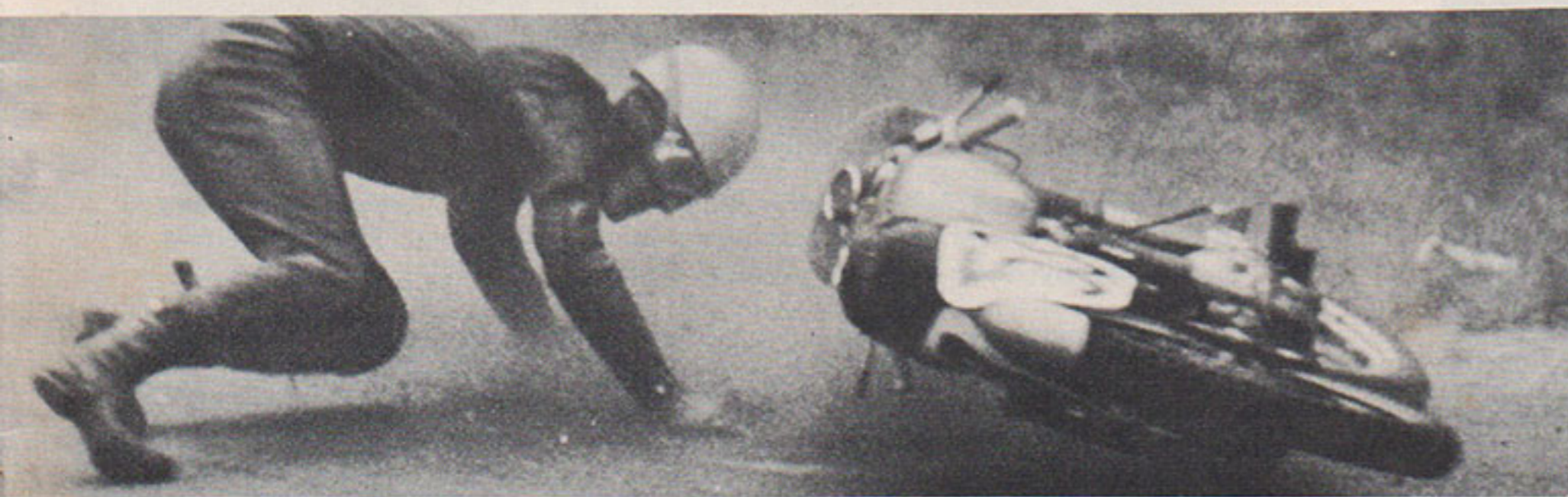


HARD ON IT—Cliff Guild leads Rottigni's Parilla by a Cub-length here in thrilling lightweight race. Below: Albert Garcia wiped out a haybale, trails some of the stuffing from his NSU.



HOT QUARTET—#165 Robert Brown (NSU), #48 Norman Morell (Ind.), #169 R. Kellogg (Ind.), and Joe Bolger (Horex) fight it out in Class #5 lightweight race.

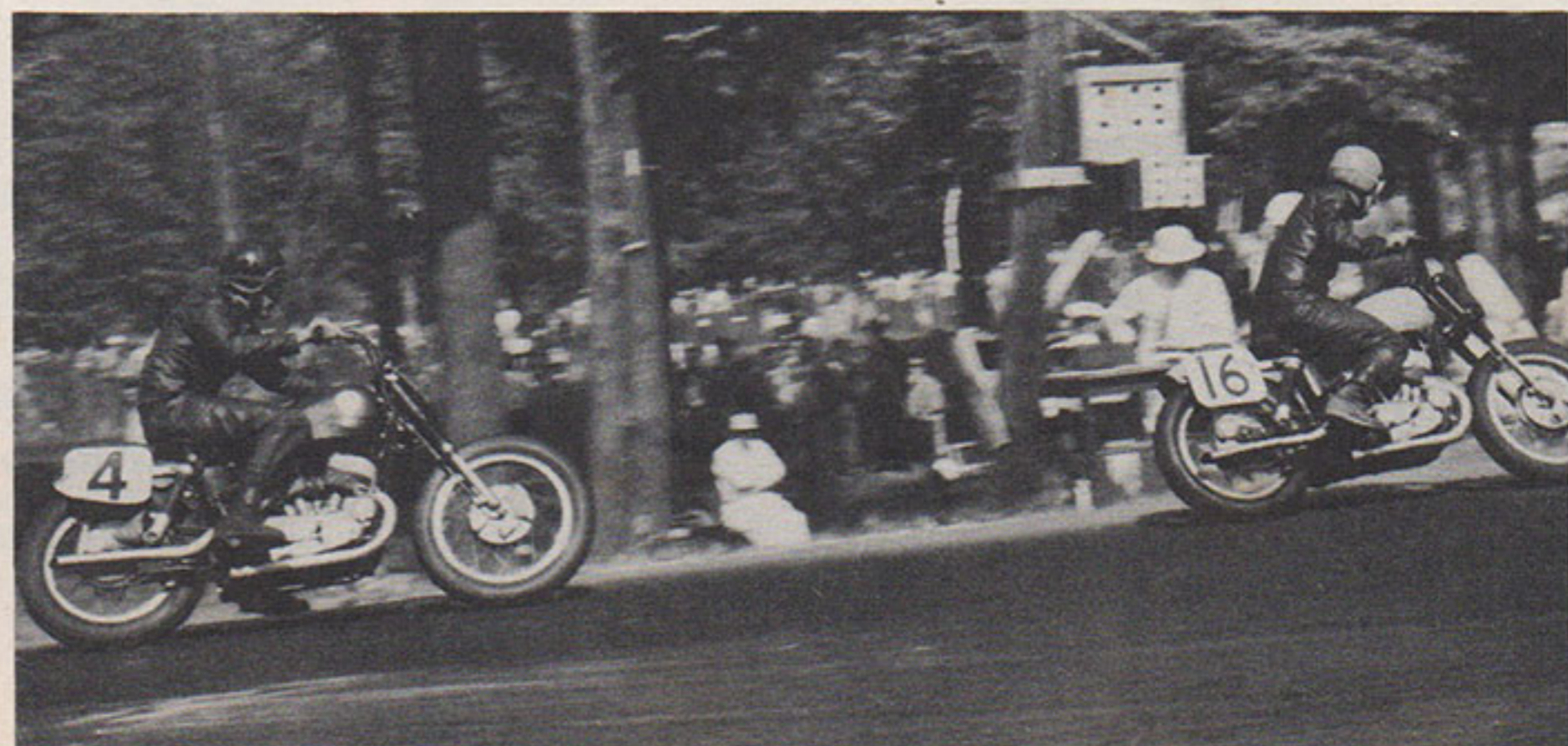
NEW ENGLAND FANS GET FULL WEEK OF CYCLE HAPPENINGS



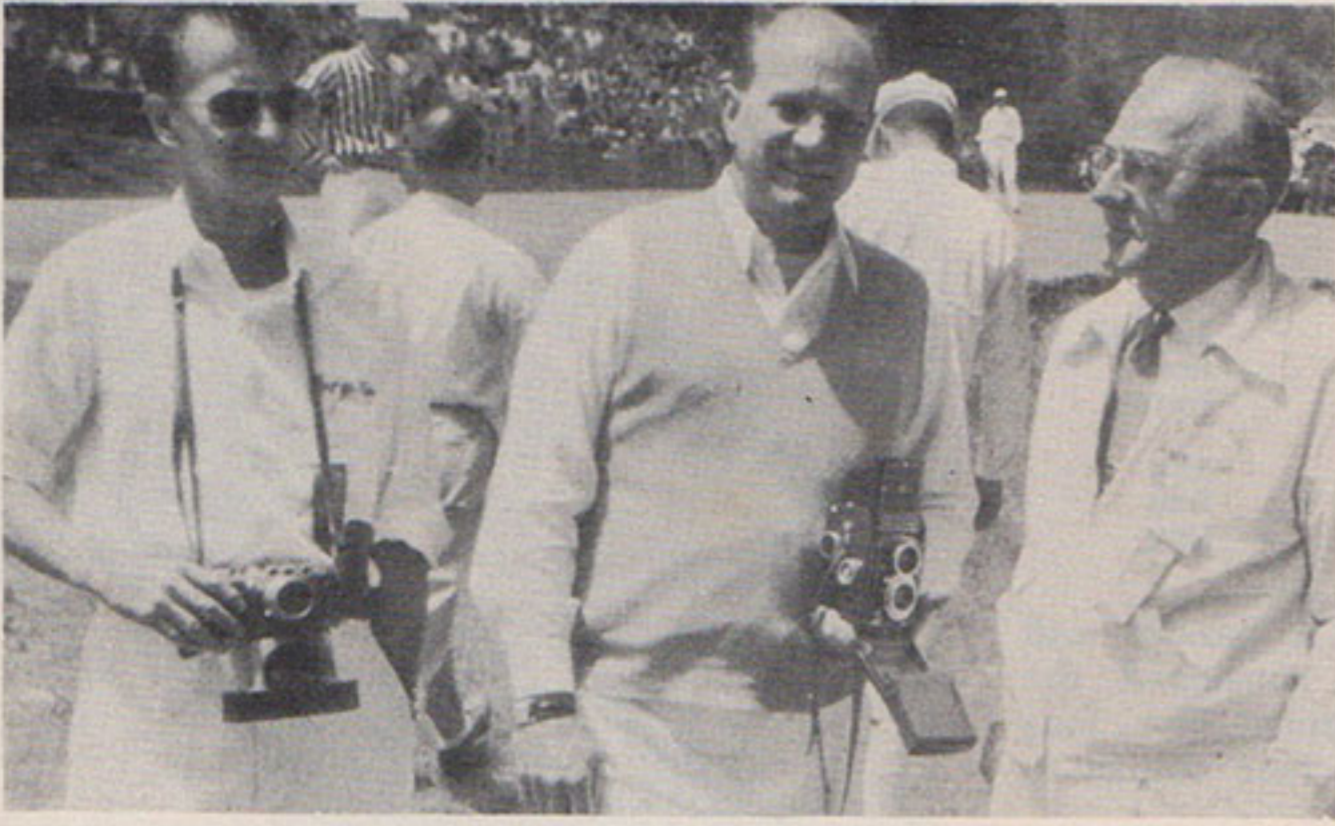
DOWN, BUT NOT OUT—Skidkid G. Rottigni bent his road racing Parilla a couple of times in spills like this, but continued on to finish third in his race. Rottigni raced in Italy.

MARSHMALLOWS ANYONE?—Harvey Smith's H-D lies afire from leak in fuel line. Smith was not hurt.

BRAD AFTER TOMMY—Eventual winner Andres gets set to scoop Tommy Morris early in the 100-Miler.



LA CONIA HIGHLIGHTS



Cooper Motors traveller Geo. Caswell, Frank Cooper and Bill Schietinger.



Walter Davidson appears happy at the end of the 50-miler as he shakes hands with Reiman.



Referee Bob Finn gives the low-down to a couple of enthusiasts John Hogan and Commissioner Bill Stafford.

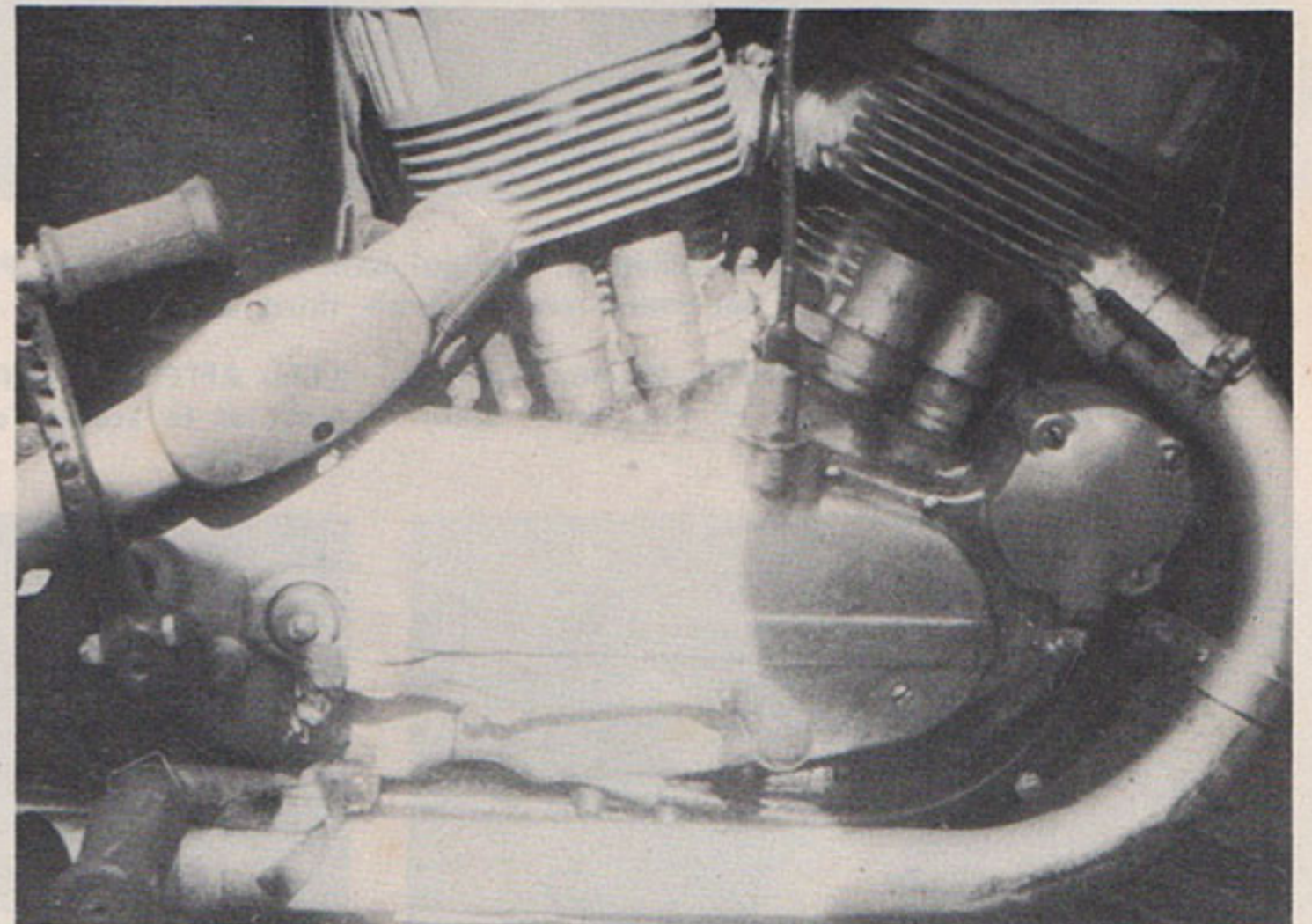


Even though Brad Andres hangs his head, it isn't in shame, as he showed a clean rear wheel to his competitors in the 100-miler. Holding trophy is Brad's happy dad, Leonard. Walter Davidson at left.



When Harvey Smith's machine caught fire the fire fighters were busy within a matter of seconds and quickly extinguished the blaze.

Fritzie Baer got out of his hospital bed long enough to congratulate 50-mile winner, Roger Reiman.



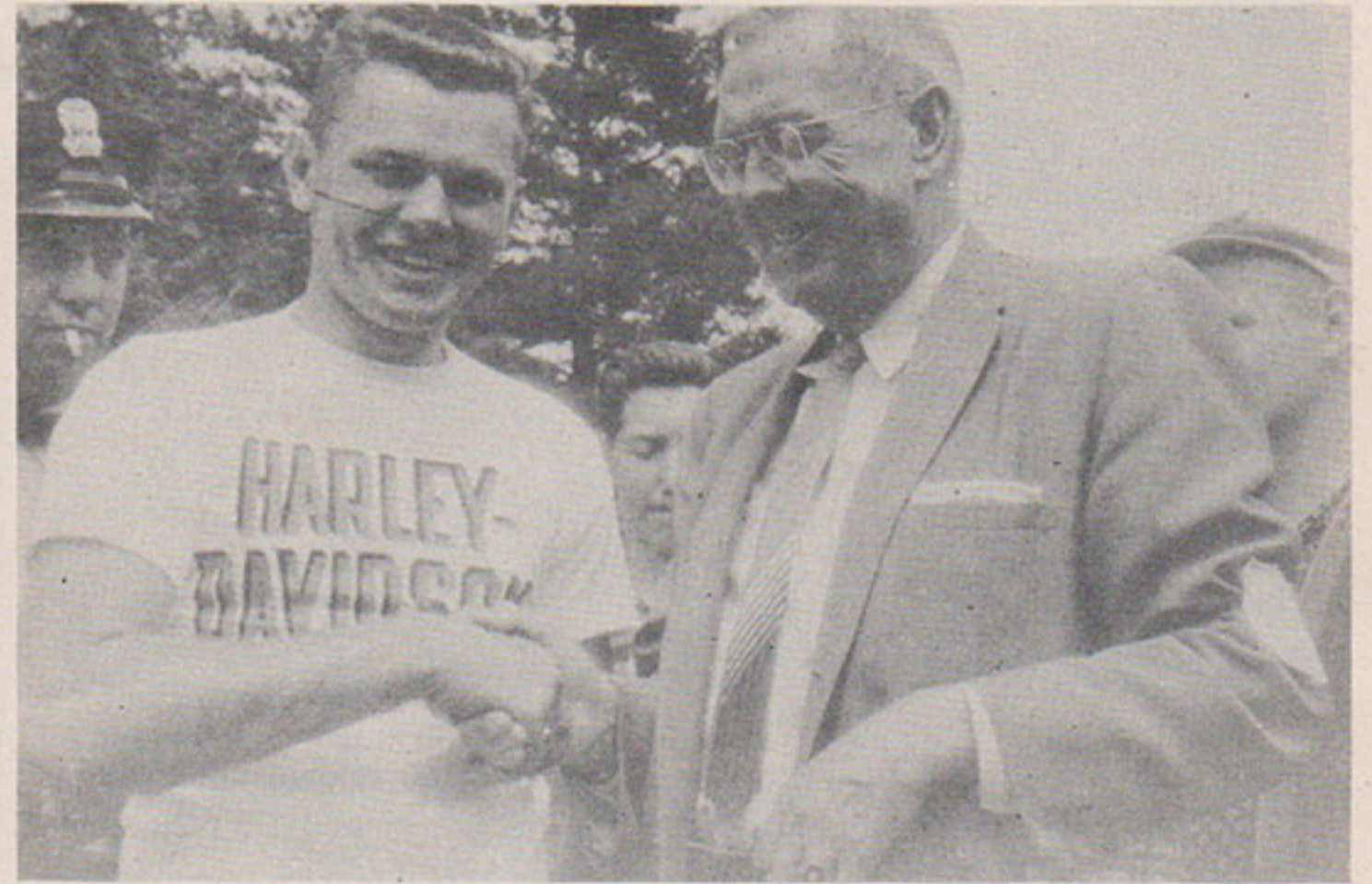
Brad Andres' Harley-Davidson engine was especially clean at the end of the event. There is no truth to the rumor that the Competition Committee will insist Andres fill the drilled kick starter lever holes with lead for next year.

... *By Floyd Clymer*

Not only is the Laconia region of New Hampshire a favored vacation spot but annually it is a wonderful time to renew acquaintances with old friends. Sad note this year was the illness of Fritzie Baer, manager of the Recreation Area—Fritzie is the spark plug that really keeps the wheels turning. This year his sons, Buddy and Bobby, and daughter-in-law Brenda did a good job of handling all matters, both large and small. Fritzie did get out of the hospital long enough to witness the 100-mile championship event—I am not sure but what all the hand shaking and comments of the well-wishers didn't actually wear him down more than the race . . . General Chairman Bill Schietinger, as usual, did a wonderful job—as did the many other officials, such as Clerk of the Course Ralph Strong, Referee Bob Finn, Starter Ste. Marie, Timer Miller (excellent timing device), and Committeeman Bruce Walters of Peoria . . . It was good to see the large number of old timers and many famous personalities who can always be found at Laconia, such as "Cannonball" Baker, Reggie Pink, Orie Steele, "Doc" Voichick, Willard Wolfe, N. F. Shelton, Al West, Al Arnold, Walter Davidson, Burton Ives, Ted Hodgdon, Walt Brown, Emmett Moore, Earl Robinson, Wendell Phillips, Stuart Schietinger (President N.E.M.D.A.), A. F. Ralston, Bill Gregson, Jr., Pit Steward Lawrence Moneghan (who really enforces that white uniform order), Frank Cooper, Razee from Providence, the Castonguay Brothers, Steve Chann, the Phillips Brothers, Joe Berliner, Ernie Wise, Jack Tracy, and that retired old warrior, E. C. Smith and Mrs. Smith (who received beautiful gifts presented by representative Bill Schietinger of N.E.D.A.) . . . press and cameramen such as Jack Mercer, Duke Pennell, Tom Burnside, F. C. Huntley, Bill Bagnall, Eric Sanford, Boyd Reynolds, and many many others . . . new A.M.A. Secretary Lin Kuchler was a busy man supervising A.M.A. affairs and accepting congratulations on his new appointment. He did a good job . . . City, County and State officials were efficient and courteous . . . The Motorcycle Exhibit was interesting and a fine meeting place for all who attended . . . Lots of W.C.C. members were in attendance . . . Dot Robinson leading her group of attractive Motor Maids, a surprising majority of whom this year were mounted on silent BMW's . . . the small category riders who, many felt, thrilled the crowd more than those on the larger machines . . . never have I seen a cleaner engine at the finish of a long race than Andres' H-D engine—actually, you could almost go over the engine with a clean handkerchief without it being very soiled from oil leaks . . . Brad used Lodge Plugs, and a combination of Diamond and Duckworth chain, Goodyear rear and Dunlop front. Brad failed by about two minutes to break his old record . . . the day was nice and warm with a pleasing light wind . . . although there were several accidents none were serious . . . due to a light rain Saturday morning both the 50 and 100 mile events were held on Sunday . . . Harley-Davidson racing engineer Dick O'Brien wore a big smile after the finish . . . it was good to see old timers and previous winners "Babe" Tancrede, Bill Miller, Dick Klamfoth, and Al Gunter (who had tough luck this year) . . . the riders in the lightweight races took things just as seriously and tried every bit as hard as the top-notch hundred-mile riders . . . happy Miss New England Rally Queen, Marlene Wolfe . . . the interesting field meet really held the attention of the crowd . . . The fire fighters did a good job of extinguishing Harvey Smith's flaming bike . . . Laconia wouldn't have been Laconia without the presence of Jim Davis, who flew up and who had a few landing thrills on a foggy morning . . . I expected to fly from Boston but the flight was cancelled due to fog at Laconia, so I rented a Ford and thoroughly enjoyed the drive through scenic New England—Ray Hendershott of Kansas City rode back with me, catching his plane for Kansas City. I left for Europe to attend the World's Fair, the Monza Race and the French Grand Prix via New York . . . it was a sight to behold to see the cyclists line up for their barbecued chicken dinner . . . the motels and hotels are thick as flies around the Laconia area—they always welcome the cyclists because of good business . . . another happy girl was National Rally Queen, Betty Meshok . . . J. M. and "Peggy" Smith were on the job selling Clymer books and representing WCC—they secured 35 new members . . . many former competitors were absent this year, including popular Jimmy Phillips who, unfortunately, met his death at Gardena (Calif.) Stadium Friday night, June 28th—Jimmy was popular with competitors and riders everywhere. His thousands of friends and fellow contestants extend sincere sympathy to his wife, Barbara, and two children . . . the new California TT Champion, Eddie Kretz, Jr., did not seem up to his usual top form at Laconia; although he rode consistently, he could have used a little more steam . . . Dick Mann deserves much credit for his consistent performance that landed him in second spot . . . capable and hard-riding Roger Reiman, who won the 50-mile Amateur, was popular with the crowd . . . our apologies to any of the important personalities whom we might have, unintentionally, overlooked in these highlights (and there are many, no doubt) . . . See you again at Laconia next year.



Something less than 200 years of motorcycling enthusiasm is represented here. L. to R.—E. C. Smith, "Doc" Voichick, Jim Davis, Reggie Pink.



CYCLE Publisher Clymer congratulates Roger Reiman, winner of the 50-mile Amateur.



Frank Cooper, Bill Ste. Marie, Earl Robinson and Al West.



Ted Hodgdon, Walt Brown, Walter von Schonfeld, and new A.M.A. Secretary Lin Kuchler.



Everett Brashear poses happily with Championship trophy and equally lovely trophy girl Bonnie Grisel after winning 25-mile National Championship and setting new track record.

BRASHEAR WINS 25-MILE NATIONAL

Thrilling San Jose Results

By CLIFF BOSWELL



Sixty riders, Class A and Class B, line up in front of grandstand to take crowd's plaudits prior to start of elimination heats.

Texas boys wrapped it up one-two at the Santa Clara County Fairgrounds, San Jose, California, one-mile track July 20 when sensational Everett Brashear from Beaumont set a new 25-mile national championship course record of 18 min. 18.39 sec. on his flying BSA Gold Star.

But no less sensational was Sammy Tanner of Houston, BSA mounted, a newcomer to expert ranks this year, who pulled out from the pack on the last lap to finish twenty yards behind Brashear.

The race was a crowd-pleaser from start to finish and had the 4500 paid grandstanders off their seats so much they should demand a refund. Track records in the 25-mile national and the 10-mile Class B events fell like leaves in autumn.

In the final 25-mile event Don Hawley set a man-killing pace from the beginning with his H-D. Hot on his trail came Brashear, Resweber, Gunter, Gibson and Tanner in a tight pack. At lap six Resweber of Milwaukee pulled ahead and held his Harley Davidson racer there for four laps. Lap eleven saw Brashear take over followed by Resweber, Hawley, Gunter, Tanner and Gibson.

The lead switched again from Brashear to Resweber in the 13th. Laps 15 and 16 it was Brashear, lap 17, Resweber, 18, Hawley, 19 and 20 Resweber, 21 and 22, Hawley, 23, Resweber and 24 and 25 Brashear.

Gibson dropped out at lap 20 due to his motor freezing. His place was taken by Brad Andres who finished ahead of a tight group of Smith, Emick and Bebb. Kathcart followed by a few seconds and Thiessen of Eugene, Oregon, finished eleventh. Thiessen's gearing or rear-tire size—he was running a 21-inch wheel—appeared unsuited to the pace set by the leaders on this mile track, although he placed second in his qualifying 10-mile heat.

Sammy Tanner, running fourth at lap 24, pulled up to finish second by dint of body English and split second timing on the corners.

Qualifying heats were won by Tanner, Resweber and Brashear.

Time trials on Sunday morning saw Joe Leonard's 1957 record of 43.85 seconds lowered three times. Brashear set the stage with a new record of 43.49 on his first trial only to have it shattered a few minutes later by Carroll Resweber at 43.34. Resweber, in

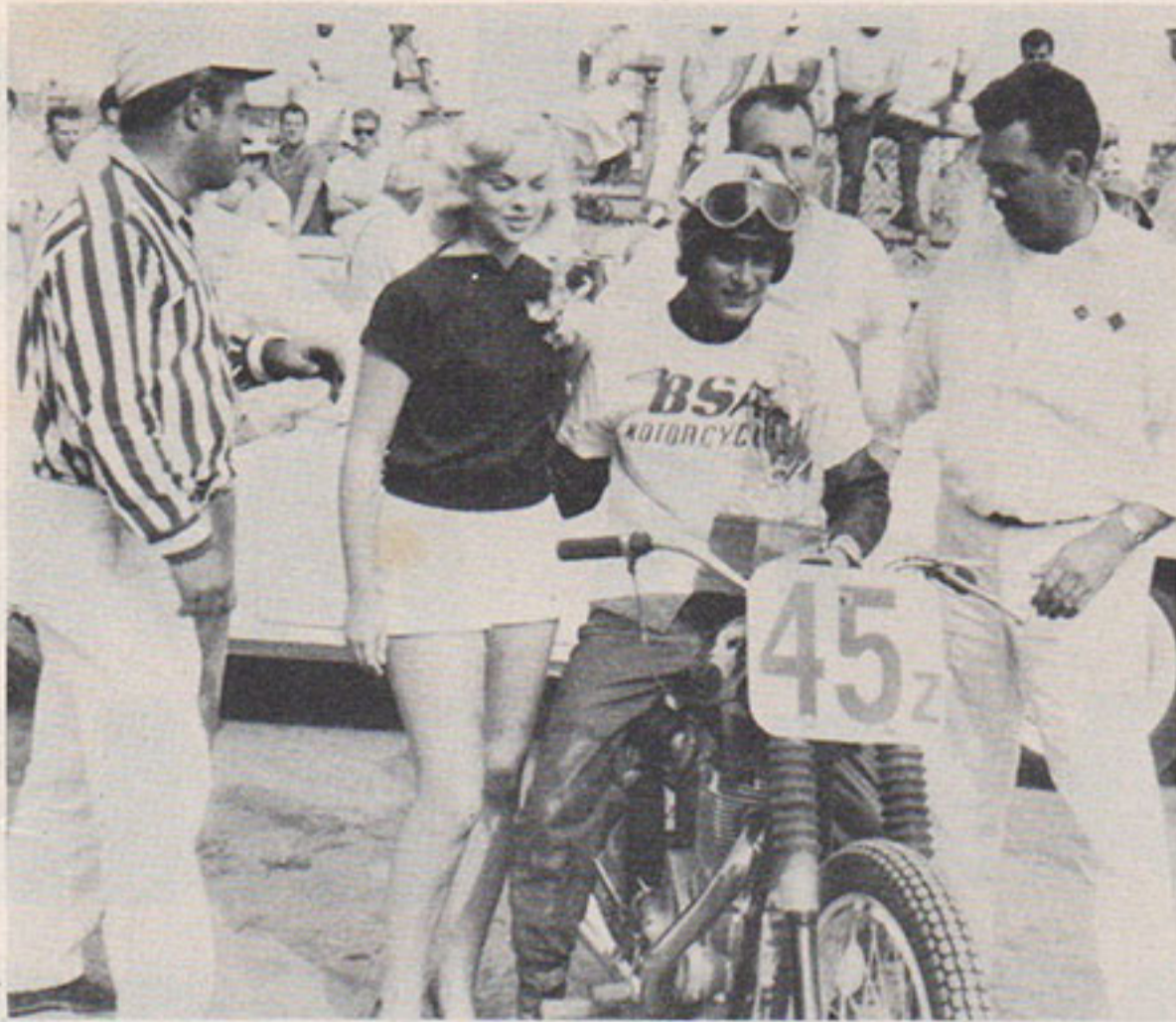
turn, saw his own mark smashed by John Gibson at 43.31. Resweber went on to set a new course mark of 7 min. 17.77 seconds in a 10-mile class A heat in the afternoon.

The Class B 10-mile final was won by Harold Kenyon of San Jose, Calif. on a BSA at 7 min. 27.78 sec. Kenyon grabbed the lead at the beginning and was never seriously challenged although young Bob SirKegian of Temple City, who had trouble getting started, pulled through the crowd to finish a strong second.

Kenyon, holder of last year's time trials record of 44.64 bested his own mark this year to set a new one at 44.51 only to have it bested by SirKegian on a H-D at 44.41.

Qualifying heats in Class B were won by SirKegian, Kenyon and Boardman, Triumph, from Suisun City, California.

Much credit for continuance of the 25-mile national goes to Ted Smyth of Belmont Speedway who picked up the chips when the Bay Meadows racetrack owner turned that track back to the horses and guaranteed its present existence by scheduling and promoting the event at San Jose. Expert officiating, efficient crowd-handling and the fine



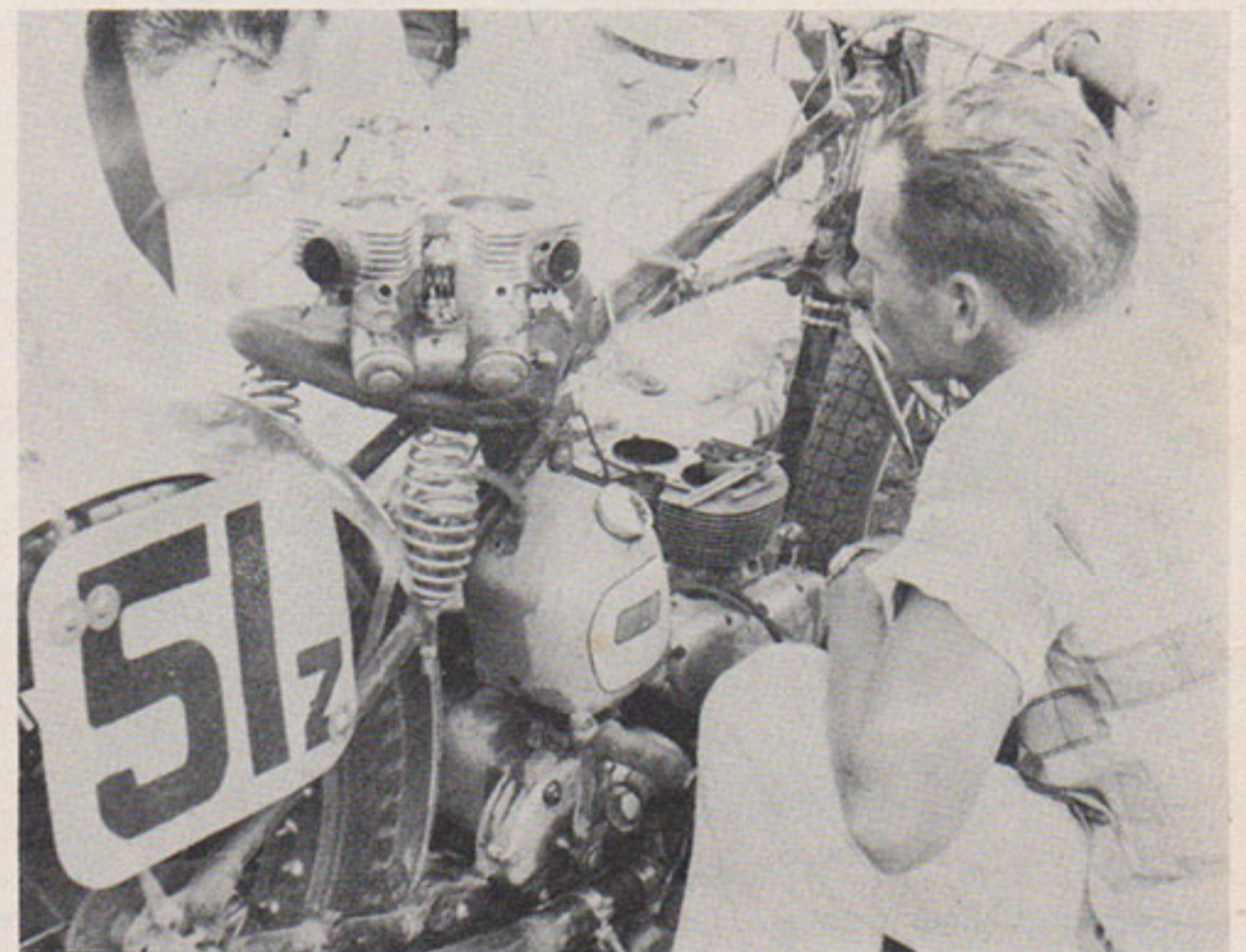
Class B Final winner Harold Kenyon receives award from trophy girl, Valerie Hollingsworth, who represents Miss Alum Rock at the Santa Clara County Fair.



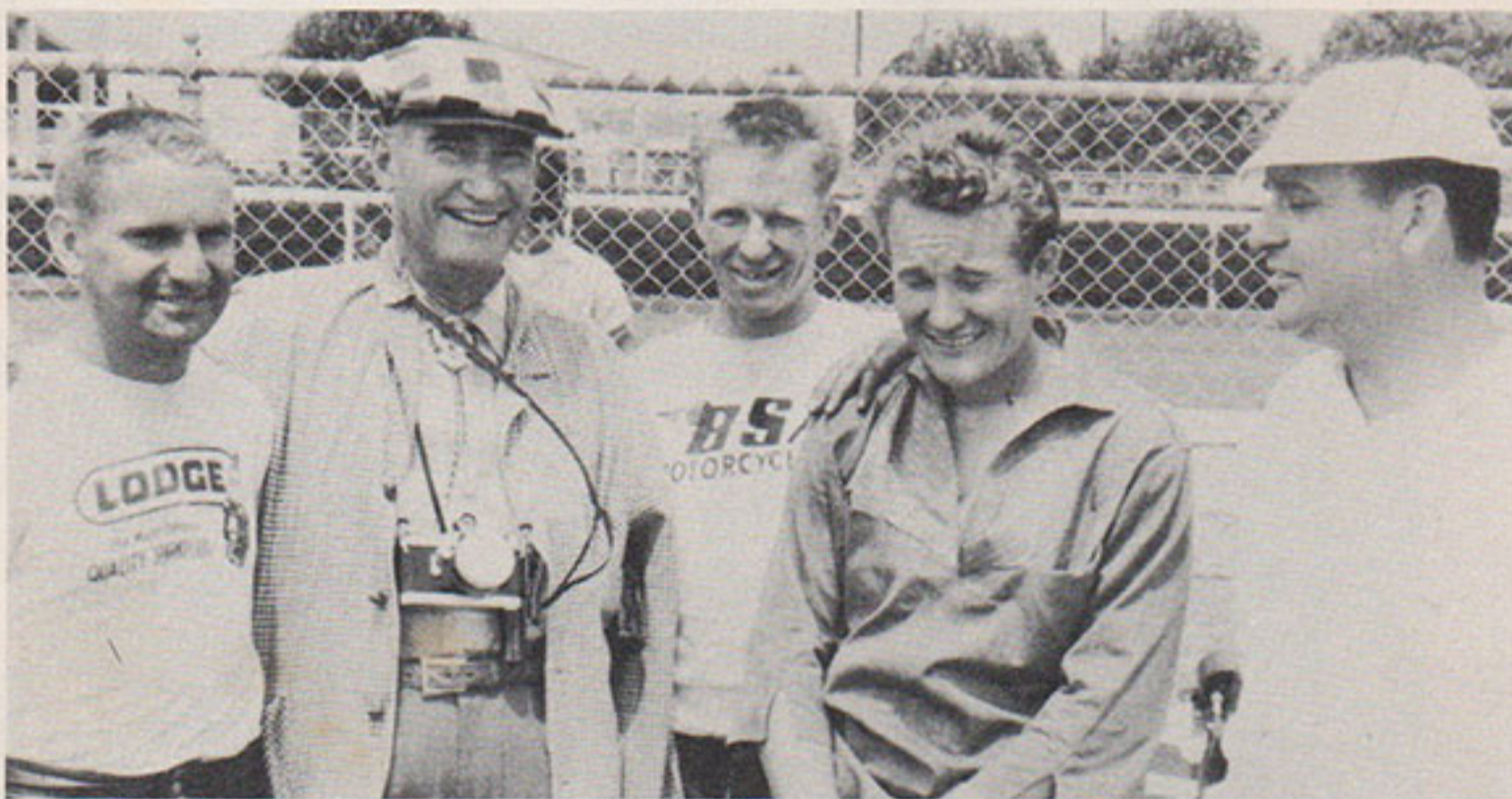
One, two, three winners. Left, Tanner, second place winner, shakes hands with "champ" Brashear. On right is Resweber, "Boots" Curtis, BSA road man, and Lin Kuchler. Man with dark glasses back of Resweber is Hap Alzina. Brashear's machine tuner, Tom Sifton, is shown directly above Brashear's head.



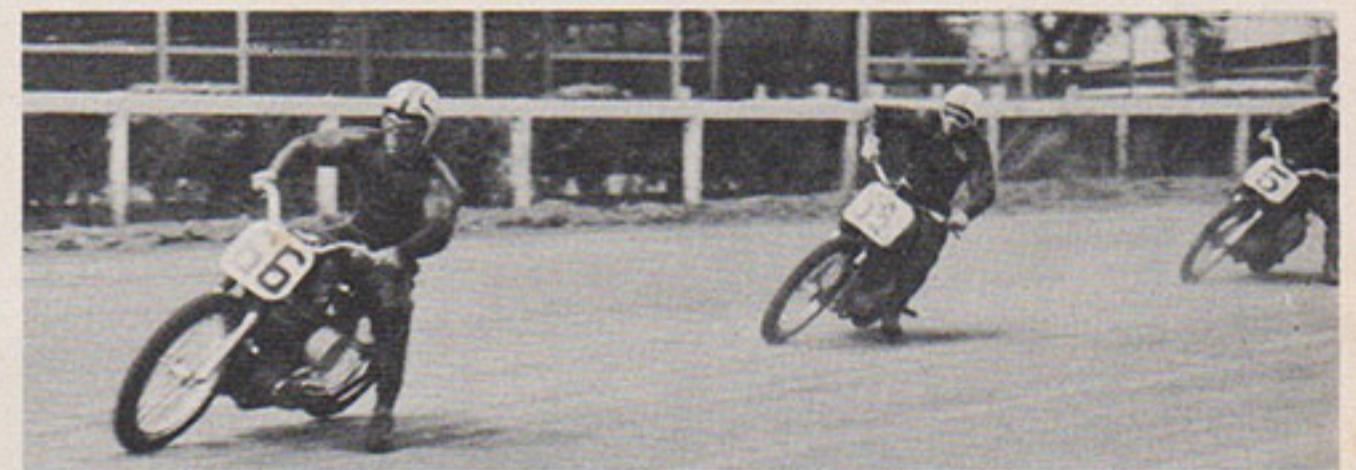
Start of an Expert heat gets underway with Kathcart, #68, leading. On far right is final winner Brashear, #25.



Officials measure Ray Moore's Triumph at the end of the race.



L. to R., Gene Thiessen, Alf Child (former BSA distributor), Dick Mann, Al Gunter and Lin Kuchler.



Don Hawley, H-D, leads BSA-mounted Sammy Tanner and Harley-Davidson rider John Gibson at start of an expert heat. Tanner was eventual victor.

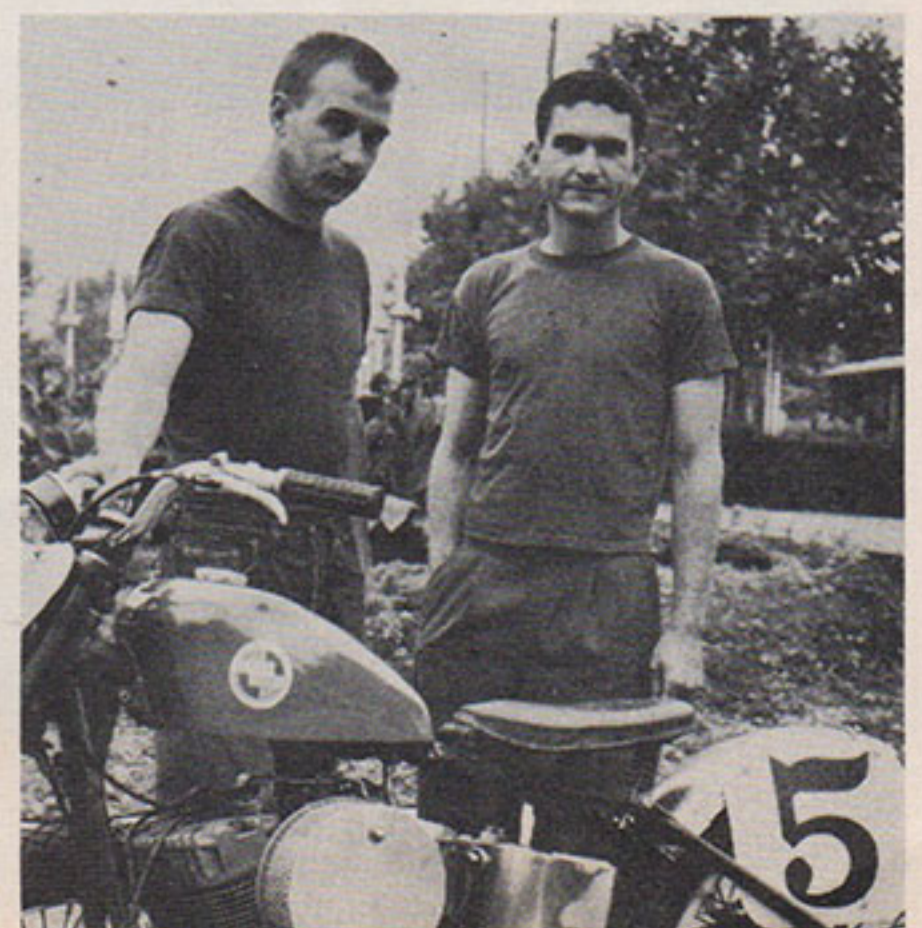
cooperation and help extended by the San Jose Dons M/C also had a hand in making the July 20th race one long to be remembered.

The drop-off in spectators who ride motorcycles to this event was noticeable, since the move from Bay Meadows took place two years ago. If the spacious areas of the Santa Clara Fairgrounds were available for rolling out sleeping bags and for evening contests suited to those who ride street machines it is conceivable that this racing week-end could be built up to one of the greatest motorcyclist gatherings in the west.

Walter Davidson congratulates Hap Alzina after Brashear wins 25-mile title.



John Gibson, left, and Brad Andres await check-in formalities at San Jose track.

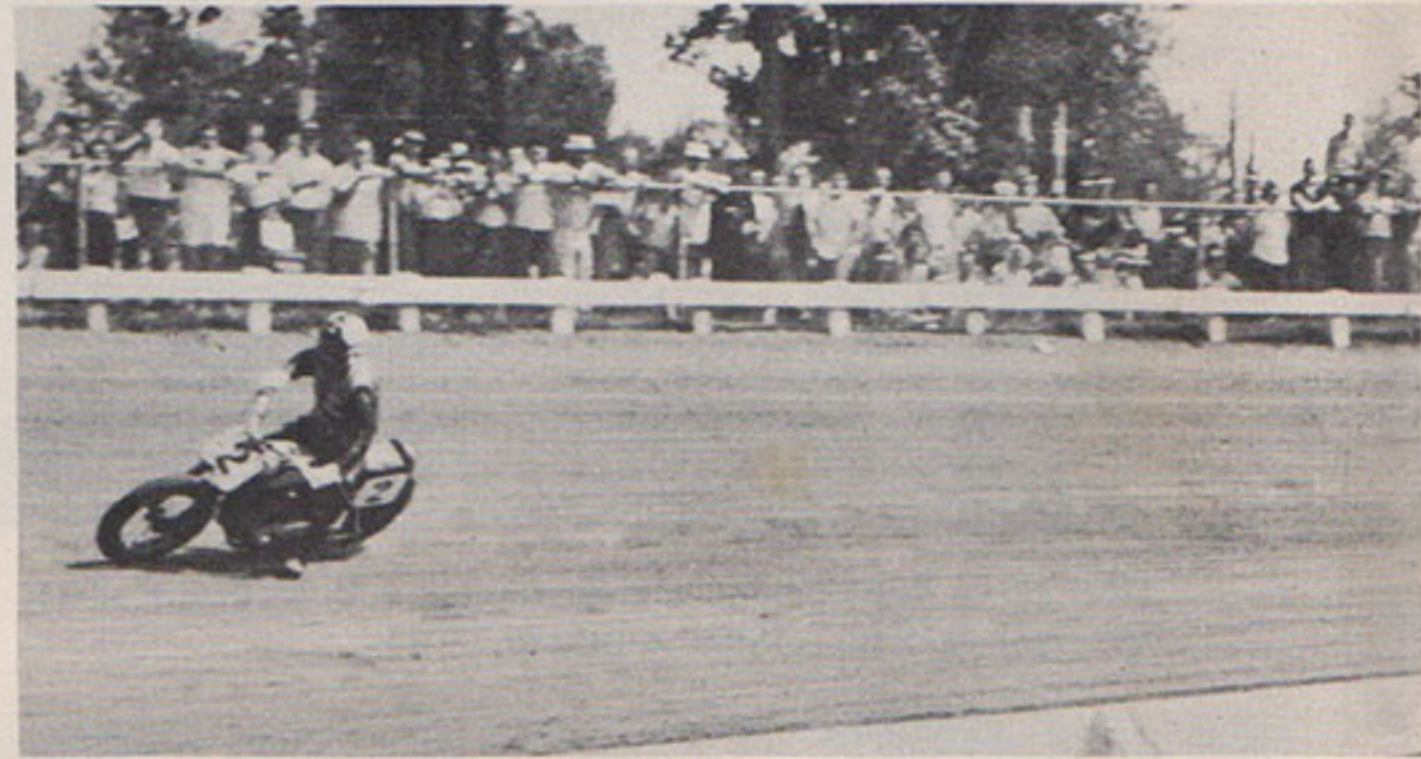


BSA WINS

15 MILE 10 MILE CHAMP



Dick Klamfoth, Groveport, Ohio, who won both the 15 and 10 Mile National Championships. Here he is with his 15 miler trophy at Heidelberg, Pa., June 15.



Klamfoth in action, leading in the 10 Mile National at Colum-



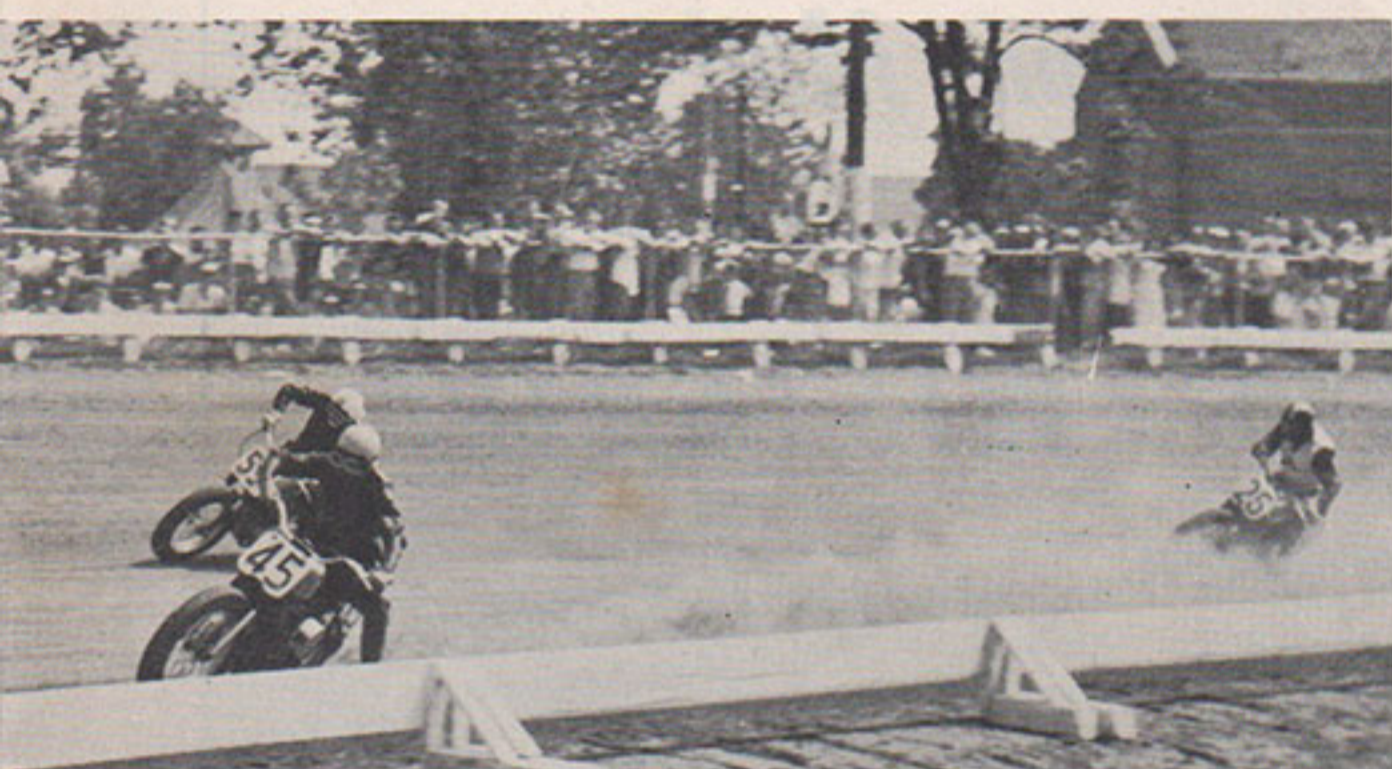
At Heidelberg. Everett Brashear, No. 25, who finished 2nd., and Dick Klamfoth, the winner. That's Herb Neas and Walt Brown of BSA in background.



1-2-3 in the B Feature at Heidelberg. Riders are Lowell Moore No. 98, (3rd), Myron Hendrickson No. 73 (2nd), and Bart Markel No. 82, the winner. Bart also won the B Feature at Columbus.

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and NATIONAL CHAMPIONSHIPS!



bus, Ohio, June 29. Dick also made fastest time trial in 27.87.



BSA men all! At Columbus, Ohio: Left to right, Willard Bryan, BSA Dealer, Columbus; Everett Brashear, E. Norman Millar, BSA Fieldman; Sammy Tanner, Ray Hendershott, BSA Dealer, Kansas City; Dick Klamfoth, and Walt Brown, BSA Service Manager.

15 MILE NATIONAL CHAMPIONSHIP

Heidelberg, Pa., June 15: Dick Klamfoth, Groveport, Ohio, riding a stock BSA motorcycle outran a field of top-ranking expert riders to win the 15 Mile National Championship in convincing style. Dick also made fastest time trial in 23.83 and established a track record for the distance.

- | | |
|--------------------------------------|------|
| 1. Dick Klamfoth, Groveport, Ohio | BSA |
| 2. Everett Brashear, Beaumont, Texas | BSA |
| 3. John Gibson, Duarte, Calif. | H.D. |
| 4. Carrol Resweber, Milwaukee, Wis. | H.D. |

The Class B Feature was also a BSA victory.

Results Class B Feature:

- | | |
|--------------------------------------|-----|
| 1. Bart Markel, Flint, Mich. | BSA |
| 2. Myron Hendrickson, Richmond, Cal. | BSA |
| 3. Lowell Moore, Ashland, Ohio | BSA |

10 MILE NATIONAL CHAMPIONSHIP

Columbus, Ohio, June 29: Dick Klamfoth repeated his Heidelberg victory and won the famous Charity Newsies 10 Mile National Championship. Over 17,000 enthusiasts watched Dick make the fastest time of day in 27.87 and take the championship.

Results 10 Mile National Championship:

- | | |
|---|------|
| 1. Dick Klamfoth, Groveport, Ohio | BSA |
| 2. Sammy Tanner, Houston, Texas | BSA |
| 3. Everett Brashear, Beaumont, Texas | BSA |
| 4. Bob Young, St. Louis, Mo. | BSA |
| 5. Lowell Rettinger, Indianapolis, Ind. | H.D. |

Markel also repeated his Heidelberg feat and won the Class B Feature.

Results Class B Feature:

- | | |
|------------------------------------|-----------|
| 1. Bart Markel, Flint, Mich. | BSA |
| 2. Art Barda, Chicago, Ill. | H.D. |
| 3. Ed Stafford, Birmingham, Ala. | Triumph |
| 4. Hank Bohnwagner, Detroit, Mich. | Velocette |
| 5. Ron Williams, Flint, Mich. | H.D. |

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Twistgrip. I'll be looking forward to receiving it regularly—E. F. Treasler, Florida . . . I saw a copy of Twistgrip and enjoyed the variety of information very much. I think you are taking the steps to promote motorcycling—S. Bezjak Jr., France . . . Just received a sample copy of Twistgrip. Already I'm very much pleased. It's really going to be a pleasure to belong to the WCC. Most anything needs good leadership—this is ours, the WCC—M. Thompson . . . We believe the WCC is truly a wonderful thing—Mr. & Mrs. B. Ottens,

California . . . I will gladly support an organization that attempts to further interest in the wonderful sport of motorcycling. Good luck! —J. Bailey, Canada . . . Please send additional entry blanks. Will try to get all the riders in this area to join—R. Sexton, Texas . . . I wish the club all success and know that any person belonging to it will benefit in many ways—J. Ozaduk, Canada . . . Twistgrip has received top reaction here—D. Malcom, Nebraska . . . I'll never regret joining the WCC!—J. C. Carey, Canada.

You can join this new association. Mail your application now!

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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 _____

BUYING A USED MOTORCYCLE

By CHUCK CLAYTON

Now that summer is under way, many enthusiasts are recounting their piles of pennies and scrutinizing the want ads for used motorcycles. For many newcomers to the sport there is only one cloud on the otherwise bright horizon that owning a used motorcycle presents, and that is the worry that their money might be spent unwittingly on a machine in bad shape.

You don't have to be a master mechanic to tell whether a motorcycle is worth the asking price or not. Chances of being "taken" can be lessened considerably if the buyer will examine the important points on the machine and remember a few of the simpler principles of "horse trading".

CHECK THE ADS

First, check newspaper want ads and dealers' shops to see what the type of motorcycle that you want is selling for. This information can be used as a gauge to judge the value of the motorcycles you look at.

You're safe when you buy a used motorcycle with a guarantee from an established dealer. He can be counted on to live up to his guarantee because not to do so would damage his business. Buying from a private party is more risky. You have no recourse to the private individual if the motor blows up the first day you ride it, therefore you will have to be all the more careful in choosing the machine to buy.

If you have a friend who knows a good bike when he sees one and can steer you away from a bad one, take him along. If you're on your own, however, here are the main things to look for whether the bike is offered by a dealer or a private party.

Check the general appearance of the

AFTER YOU READ THIS ARTICLE THERE'LL BE LESS CHANCE OF GETTING "SOMEONE ELSE'S TROUBLES"

bike. If the paint is intact and the plating good that adds to the value. Of course, here it all depends on what you want the motorcycle for. If you plan to strip it for competition it doesn't much matter whether the paint is scratched and the fenders bent. But don't let the seller know this. Little defects like those can knock dollars off the price, so don't miss the opportunity to save yourself some money. Don't be fooled by the appearance, though. Too many cycle owners spend their time polishing when they should be adjusting cables and chains and changing oil. Many a pretty paint job hides a neglected interior. If the paint is obviously new check for signs of abuse elsewhere, it may be hiding evidence of a recent accident.

Look at obvious items like tires and cables. Badly worn tires mean that you are going to have to put money in the bike right away. Also check to see that the wear of the tread is even. Scalloped tread can mean that the wheels are out of true or that the bike has been ridden hard.

Cables are inexpensive to replace, but their condition can be an indication of the care the motorcycle has received. If the levers are stiff to operate and the cables are frayed the owner probably didn't give much attention to the rest of the bike either.

Make sure that all the equipment is on the bike or else that the price is

lowered accordingly. Lack of lighting equipment should knock fifty to one hundred dollars off the price of a machine as compared to similar bikes with lights.

Now to the mechanics. Look at the rear sprocket. If the teeth are hooked in appearance it means that it will have to be replaced, and probably the chain along with it. Grasp the chain in the middle of the semicircle where it engages the rear sprocket and see if you can pull it off the teeth. If it pulls more than 1/2 inch away from the sprocket it means that it will have to be replaced.

ROCK 'N' ROLL?

Look to see how much adjustment is left in the brakes. If the adjuster is threaded on nearly all the way it means that new brakes are going to add to your cost. If the brake cam lever is at right angles to the diameter of the backing plate the shoes are probably nearly worn out. Lock the brakes one at a time and rock the bike back and forth, this will show up badly worn or loose linings and bad fork bushings. The machine should not move under moderate pressure and there should be no "rock 'n' roll" in the forks.

Now have the owner fire it up and let's hear now the engine sounds. I hope you felt the cylinder head to be sure it was perfectly cold. An old trick is to keep a cold-blooded machine warm when customers come so stubborn starting characteristics will not show. Let's say it was cold and it starts on the second or third kick. Nearly all motorcycles have individual starting characteristics, so it's no fault of the machine if you can't start it right away. But the owner should be able to.

HOW DOES IT IDLE?

After giving the engine a chance to warm up, listen to the way it idles. A great deal can be discovered about the condition of an engine's "innards" by the way it idles. Rough, erratic idling can indicate worn valve guides, low compression, worn throttle slide, etc. . . all expensive. Or it can be caused by something as minor as a badly adjusted pilot air jet. Have a mechanic check adjustments before deciding. Don't let the rough idle of a sports machine mislead you though, hot cams can cause

(Continued on page 28)

BARGAINS

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1 — with Electric Starter . . . \$490

1 — Regular model \$440

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of twin piston design*

Box 501, CYCLE Magazine

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Twin opposed 350 cc.

**A quality German (Saxony)
Two-Stroke, Four Speed Model**

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Los Angeles 6, Calif.

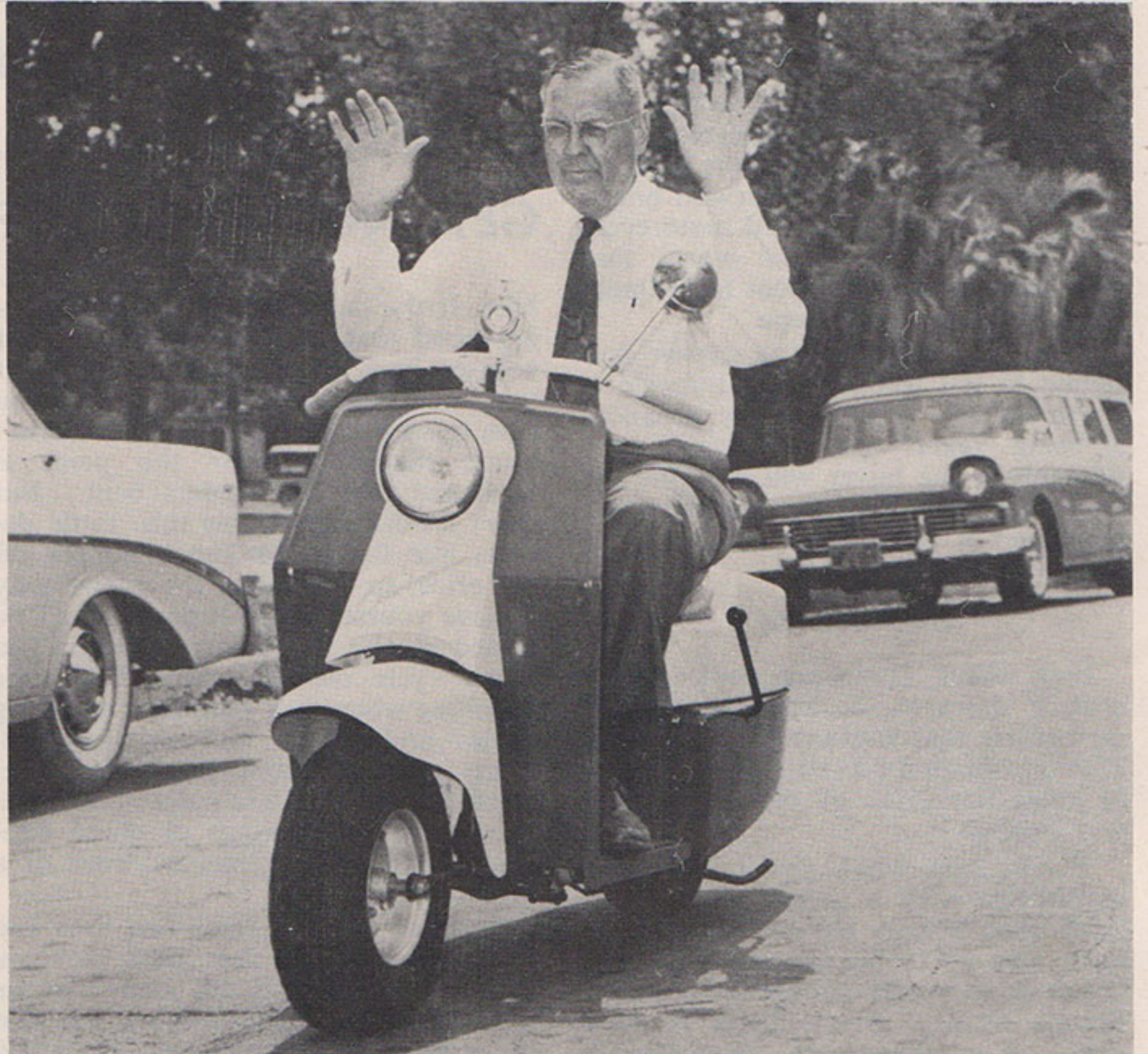
The problem: to build an American motor scooter good looking and lively enough to sell in great quantities, yet at a price competitive with low-labor-cost imported machines.

The answer: The Cushman Road King.

The answer is not as simple as it might appear, for a close look at the Road King shows that a lot of thought and some careful industrial designing went into the fleet-looking pride of the Cushman line.

Starting with the front and working back, weather protection is taken care of by a deep front fender, and any extra splash thrown up by the 4.75x7.75 tire is caught by a sheet steel weather apron that protects the rider from wind and wet up to elbow-level. The headlight is housed in a cowl that extends to the front fender, shrouding the steering head.

On the automotive-like floorboard are two pedals just like in grandma's Model A, and past that, a very modern and attractive slab-sided tail housing swoops back and terminates in a V-shaped shroud for the taillight and license plate. A cast alloy light and license mounting surface completes the design, except for the attractively upholstered rider's seat perched like an inviting piece of furniture in its niche over the engine.



Most small wheel vehicles are inclined to "oversteer" but even at 10 mph Clymer found Cushman offers a well balanced ride, even without hands. Clymer felt at home again on a Cushman as he was first Cushman distributor in the U. S. when it was called the Cushman Auto-Glide. He had the second Cushman off the production line.

CUSHMAN PERFORMANCE SUMMARY

TOP SPEED: Approximately 50 mph
 ACCELERATION: 1/4 Mile 29 sec.
 BRAKING DISTANCE:
 (Rear only fitted) From 25mph 35' 8"
 GASOLINE MILEAGE:
 Average for test approx. 85 mpg.

SPECIFICATIONS

WEIGHT: 310 lbs.
 ENGINE: Cushman "Husky" 4-cycle 5 hp air cooled by flywheel fan. Valves 1 1/4" in diameter, sidevalve design. Lubrication by positive action pump, centrifugal force to connecting rod bearing. Cylinder and crankcase cast in unit. Aluminum head and piston. Main bearings adjustable tapered roller. Babbitt conrod bearing.
 IGNITION: Permalite flywheel magneto.
 LIGHTING: Permalite generator built into engine; 32-32 candlepower tilt beam headlight; foot dimmer switch. Stop light standard equipment.
 TRANSMISSION: Two speed sliding gear hand shift. Automatic engagement and manual clutch with centrifugally operated single disk.
 BRAKE: 6 1/8 inch diameter heavy duty on rear wheel only. Mechanism shielded from sludge.
 DIMENSIONS: Wheelbase 54"; overall length 77"; width at handlebars 28"; height 38 1/2".
 MANUFACTURER: Cushman Motor Works, 996 N. 21st, Lincoln, Nebraska.

The Cushman gives the impression of being a very good looking, functional car, boiled down to two wheeled size. We'll bet the customizers won't be long in getting around to the Road King. One tailpipe peeps from under the back end, and seems to long desperately for a mate. Representing as it does the best in automotive fashion and some common sense scooter design, the Road King passes the appearance test with flying colors.

Lift up the rear deck by releasing a hidden catch below the taillight (in a lot of ways the Road King is *already* customized) and we get to the heart of the matter—the sidevalve "Husky" single cylinder engine.

As any Cushman owner will tell you, the sturdy little industrial engine will run and run and run and run. Over the years the bugs have been ironed out of the Cushman engine and dependability installed in their place. The 19.4 inch engine has a short stroke of 2 3/4 inches and a 3" bore. Those are good inside dimensions for a high-revving type of engine, as far

as lessening wear is concerned, and with the low rpm range that the Husky engine works in, many extra thousands of miles should go by before any attention need be given to the bore and rings. An aluminum piston is used. The filler hole for the Cushman's one quart wet sump lubrication system is very difficult to reach. The instruction manual blandly advises that a funnel with a piece of tubing attached is the thing to use, but how many filling stations have such a device? Few owners would want to carry an oily funnel in their tool compartment.

A Tillotson side-draft carburetor mixes the engine's diet, and a large oil bath air cleaner insures that the mixture is antiseptic. A rather long hose connects the carb and cleaner, and on our test model this hose was kinked, restricting the breathing somewhat. A longer hose with a wider bend solved the problem.

The scooter's frame is of welded angle iron, to which a two piece skirt of pressed steel is attached, forming the lower half of the rear streamlining.

High quality red and white paint contrasts nicely with silver painted wheels, and tastefully frugal chrome trim here and there completes the picture. A quick swish with a garden hose cleans the Cushman.

To start the engine you raise the kickstarter pedal manually, close the choke by flipping its control to the right, kick once to prime, open the choke and depress the starter again. Although we didn't get a chance to try starting the Road King in really cold weather, early morning fire-ups never took more than two dabs at the starter after priming. The model could be left in gear for starting, as long as the throttle wasn't opened too far, otherwise the scooter would start nudging forward as soon as the motor caught. But for safety's sake, we usually moved the shift lever to neutral before starting.

To get underway the shift lever is pulled back and the throttle simply opened. The clutching operations are taken care of automatically by a centrifugal clutch operating through a series of belts. This arrangement sacrifices a big percentage of acceleration for simplicity, but it is another of the factors that makes the Road King easy to ride and prolongs its life.

Once the machine reaches about 10 mph, the manual clutch is depressed, and the two speed gearbox thrown into high, often accompanied by an audible crunching of cogs unless the shift is made carefully. If the scooter is allowed to wind up to higher speed before the shift is made, the noise is proportionately louder.

Acceleration and top speed are such that the Road King rider has to be patient and wait for big openings be-

fore crossing or pulling into the traffic stream. At speeds over about 30 mph the welded, single-position handlebars set up vibration.

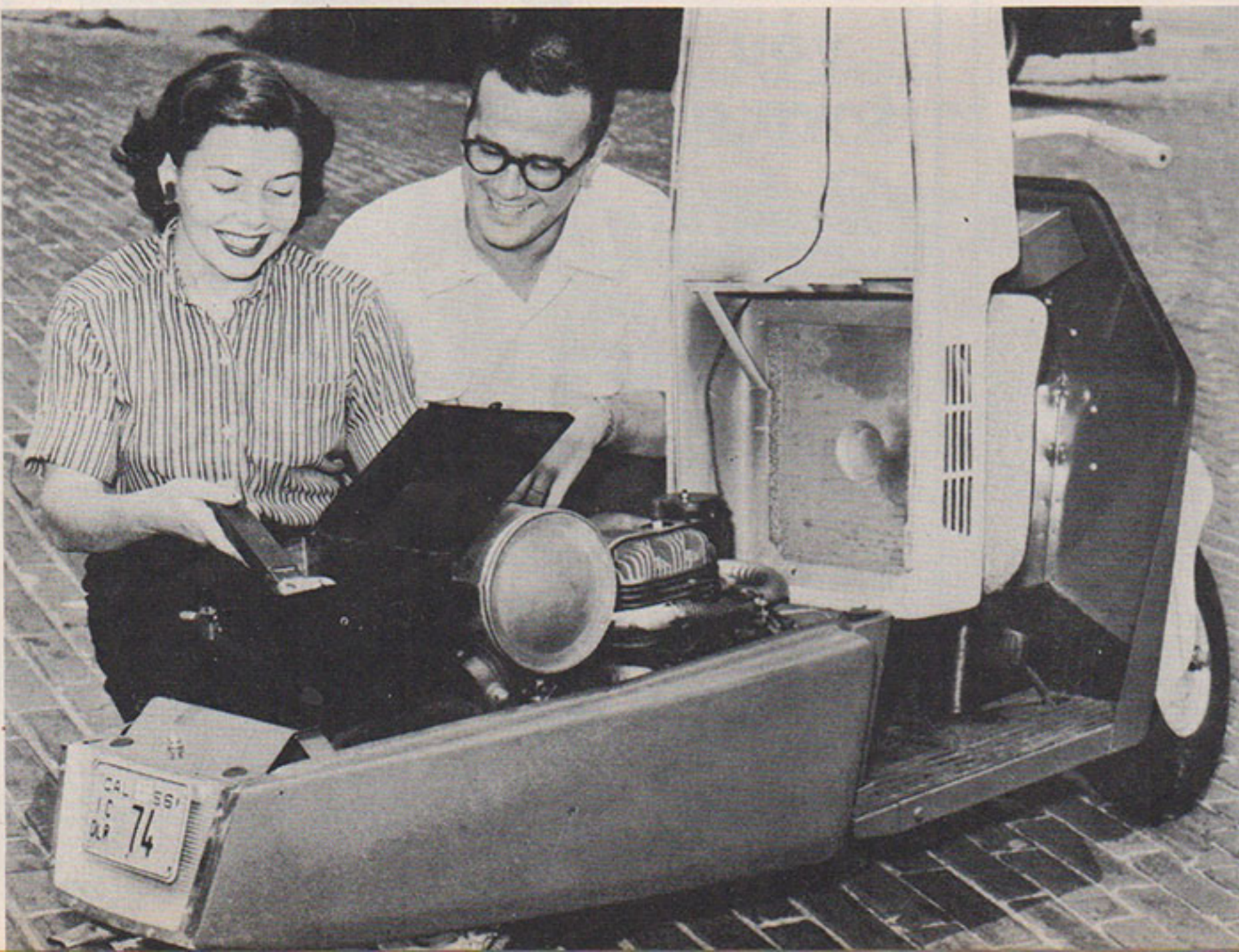
Otherwise the Road King gave comfort that rivalled the family four door. Most of the bumps were ironed out by the do-nut shaped tires, designed especially for Cushmans. The big bumps were further smoothed by the leading-link front fork which uses undamped coil springs mounted behind the pivot point. As simple as this fork appears, it nevertheless worked very well, but on some bumpy surfaces damping would have been appreciated. The rear suspension is rigid, and depends on the tire and the soft, contoured rider's seat to absorb the buffets—which they do very well.

The Road King handles beautifully. Whether swinging around tight corners at 30 mph or skittering across trolley tracks, the scooter was always under perfect control. The machine could be leaned much farther than most people would care to before the body work touched pavement, and the tires hung onto the road like a white line.

The test machine had only a rear wheel brake, though a front brake is optional at extra cost. There was no time during the test that the rear binder wasn't effective enough, but we strongly urge that the second stopper be bought with the scooter. It is our feeling that economy measures should not be effected at the expense of safety, and the front brake is in fact always the more effective of the two.

A pillion passenger could be carried in comfort on the rear deck of the Road King and there is plenty of room on the floorboard for his feet.

Carol Anderson and A. Castro like easy-to-lift folding hood covering engine, gas tank and large tool or luggage box.



Assistant editor Carol Anderson discusses ease of Cushman handling with Technical Editor Castro.

For the youngster just starting to discover two-wheeled fun or the old-timer who wants dependable, modern looking transportation, the Road King is ideal, and though there may be a brief pause while the easygoing engine catches up with America's horsepower-happy traffic, there won't be any long pit stops waiting for parts or service. Cushman maintains a big parts stock at each of its dealers, and there is probably one in your home town.



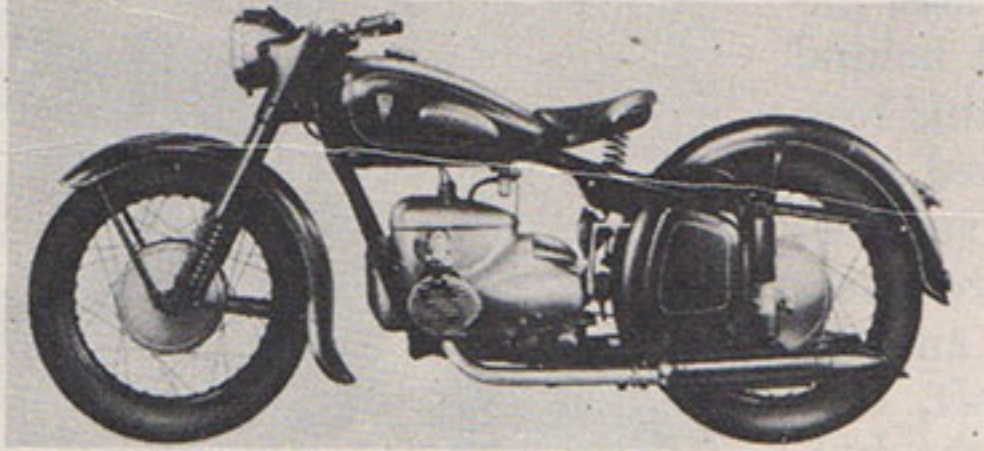
Even on rough brick surface cornering was satisfactory.

FROM GERMANY



4 Superior Motorcycles

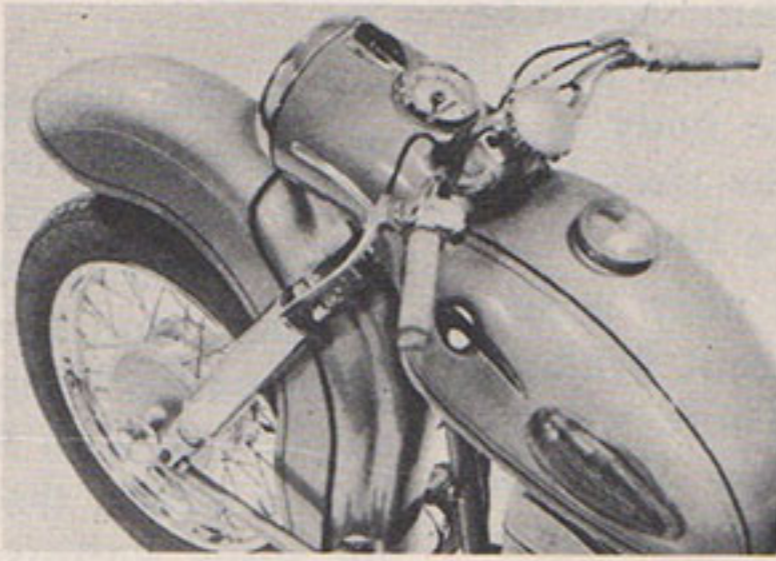
at unbelievably low price designed to bring you maximum riding pleasure in the years ahead.



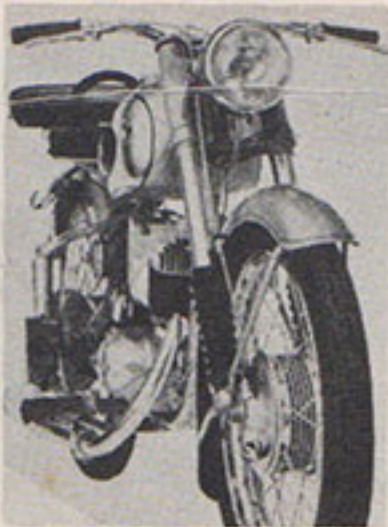
MZ—BK 350 cc . . . SUPERIOR POWER
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MZ—ES 250 cc
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Two cycle, reverse scavenging, robust 250 cc engine, 4 speeds. Earles front fork, rear swinging arm suspension. Chain drive fully enclosed, adjustable springing, compression 7:1, maximum torque: @ 3500 rpm, 75 mph, 15 hp, 5000 rpm, saddlebags standard equipment.....



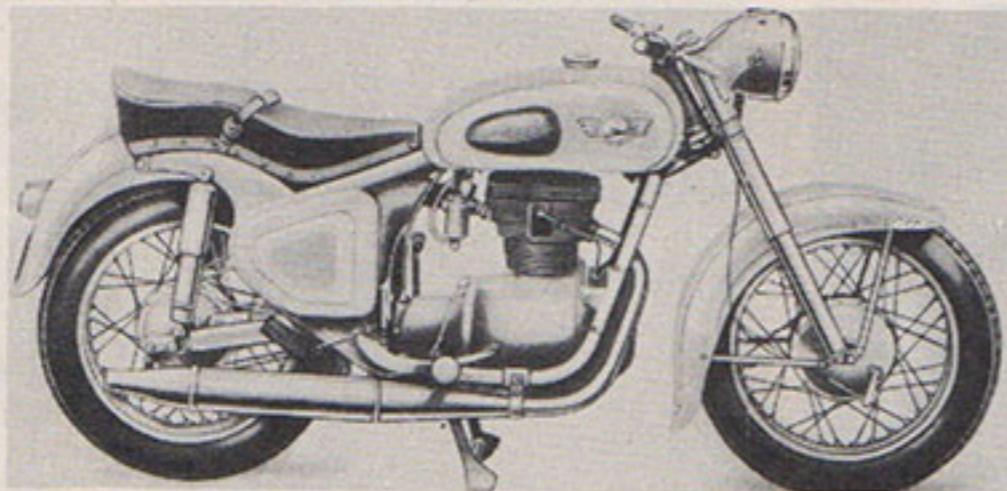
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MZ—RT 125 cc The small machine with a big heart

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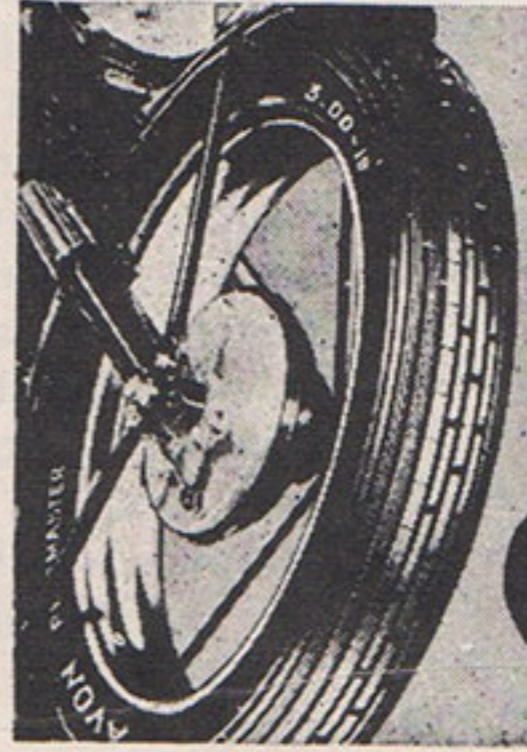
\$595⁰⁰

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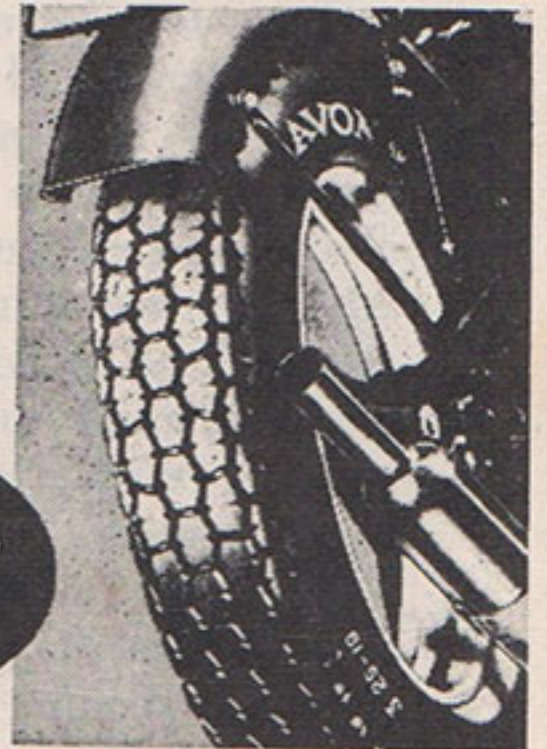


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HEIDEL-

BURG

FAST COMPANY—#59 Sammy Tanner leads Tommy Morris, Brad Andre, and others around second corner.

KLAMFOTH SCORES FOR BSA

—photos by Mc Dougall and Mercer

Dick Klamfoth rode what might well be the best race of his stellar career to win the 15 mile national championship crown against determined competition at Pennsylvania's Heidelberg Raceway. On a BSA single which he tunes himself, the lanky Groveport, Ohio expert started behind such rapid favorites as Sammy Tanner and Everett Brashear, worked his way past them by the eighth lap, and increased his lead every lap thereafter for the rest of the 32 lap event.

It was obvious unless something blew that nobody was going to catch Klamfoth, so the 8500 crowd watched the seesaw battles that were going on for second, between BSA-mounted Brashear and Harley-Davidson ace Johnny Gibson, and fourth, which was finally taken by Carrol Resweber (H-D). Brashear hung on to second, leaving third spot to Gibson.

Klamfoth's winning time was 13 minutes, 2.62 seconds. He served notice of his intentions earlier by winning his heat and setting fast time.

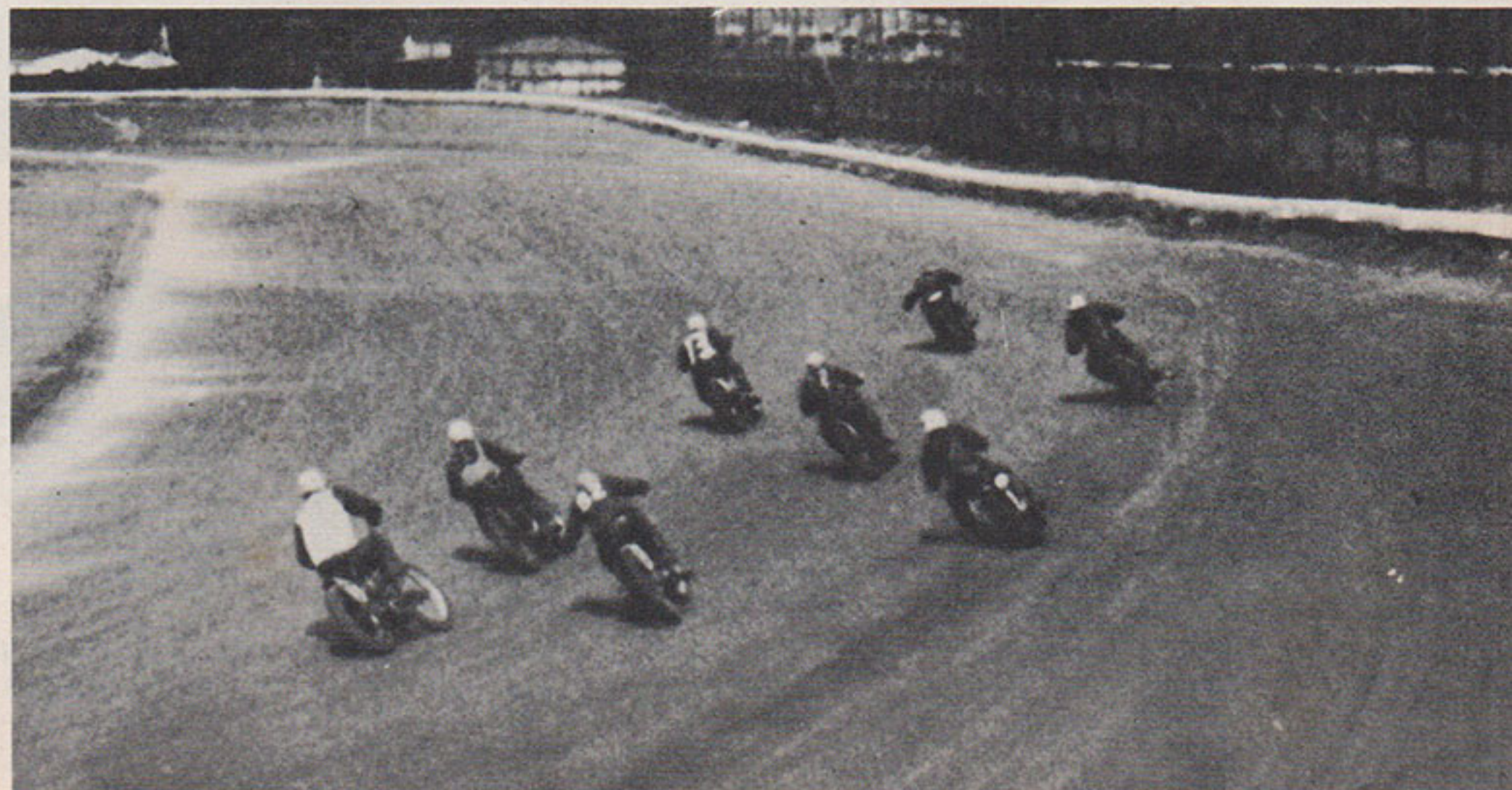
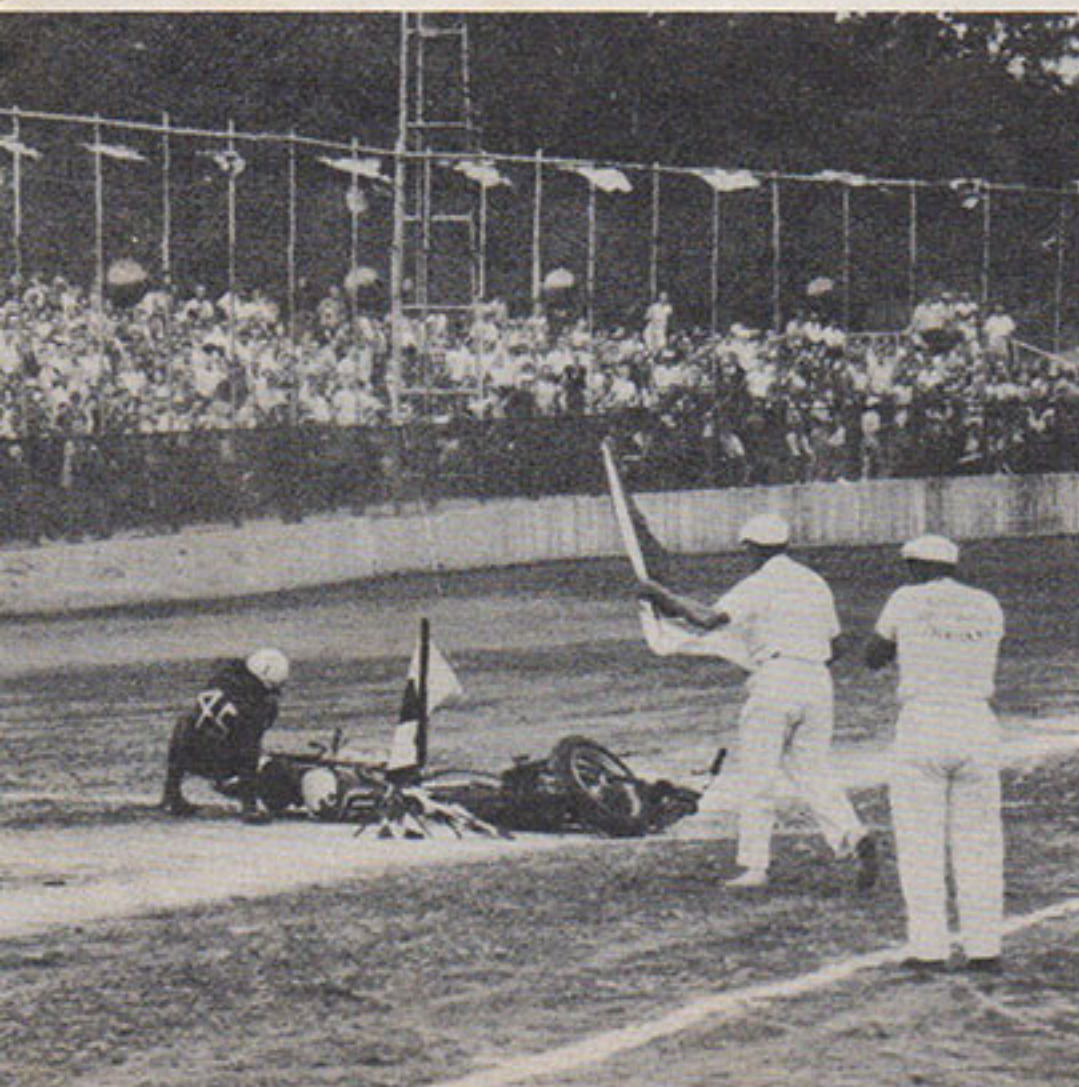
The B feature was a real crowd-rouser as the first three finishers fought their way to the front after all getting off to bad starts. All three were riding BSAs, making it a clean sweep for the British brand this year. Bart Markel of Flint, Michigan won the event, followed by Myron Hendrickson and Lowell Moore in



MIX-UP—A Gold Star and a Triumph tangle at the starting line in one of the amateur heats. Officials were on the ball always.

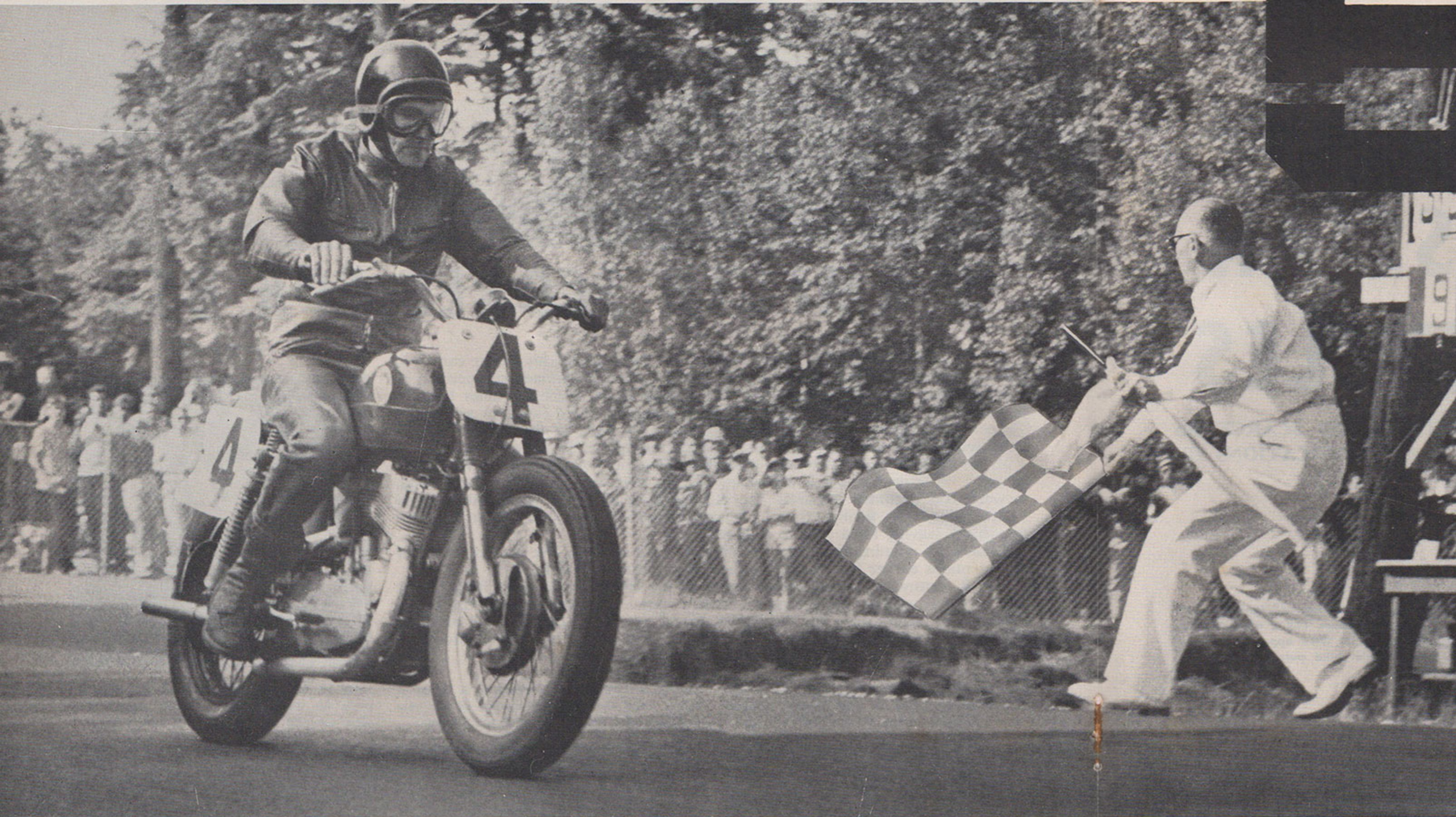
BROAD BACKSTRETCH — (Below) A brace of riders head for the third corner of the rectangular dirt track in one of the prelims.

NEW 15 MILE CHAMPION—Dick Klamfoth accepts his trophy from a lovely young lady after running off with the 15 mile title.



HARLEY-DAVIDSON WINS

5th Straight year!



LACONIA 100-MILE NATIONAL ROAD RACE CHAMPIONSHIP

Five years in a row... five consecutive wins over the tortuous, twisting turns of the scenic, Laconia, N.H., Road Course. That's the enviable record and all-out winning performance set by Harley-Davidson in this classic race meet.

This year, on June 22, Brad Andres led a field of 44 starters — of which only 21 finished. Out of the first 10 there were 6 Harley-Davidsons: 1st, Andres; 3rd, Tom Morris; 5th, Don Gore; 6th, Al Gunter; 8th, Bill Beardsley; 10th, Jim White.

In the 50-Mile Amateur Event, Roger Reiman of Kewanee, Ill., rode his Harley-Davidson mount to a record winning ride of 52 minutes and 40.11 seconds. Both of these brilliant wins prove that Harley-Davidson is *first on the track... out front on the road... way ahead in motorcycling!*

Above: Brad Andres — winner of the Laconia 100-Mile National Championship Road Race



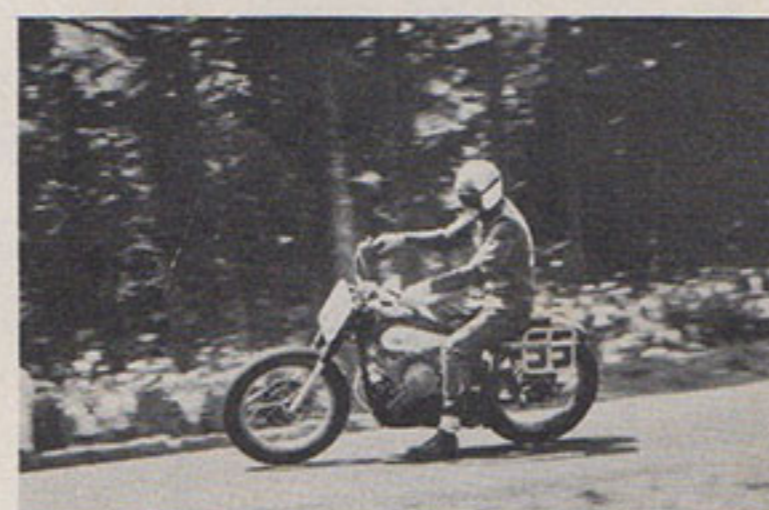
The starter's flag drops, another 100-Mile National is in the making.



Brad Andres displays the speed and form that made him champ.



100-Mile Champion
BRAD ANDRES



Roger Reiman building up 51 second lead in his bid for first place.



Coming home for a victory in the 50-Miler, is young Roger Reiman.



50-Mile Winner
ROGER REIMAN



HARLEY-DAVIDSON MOTOR CO.
MILWAUKEE 1, WISCONSIN, U.S.A.

DON JOHNS DIES

Famous early day competition rider Don Johns died at the age of 64 on Saturday, July 26th, of a heart attack at Long Beach, Calif. He was buried in Anaheim, Calif. on July 29.

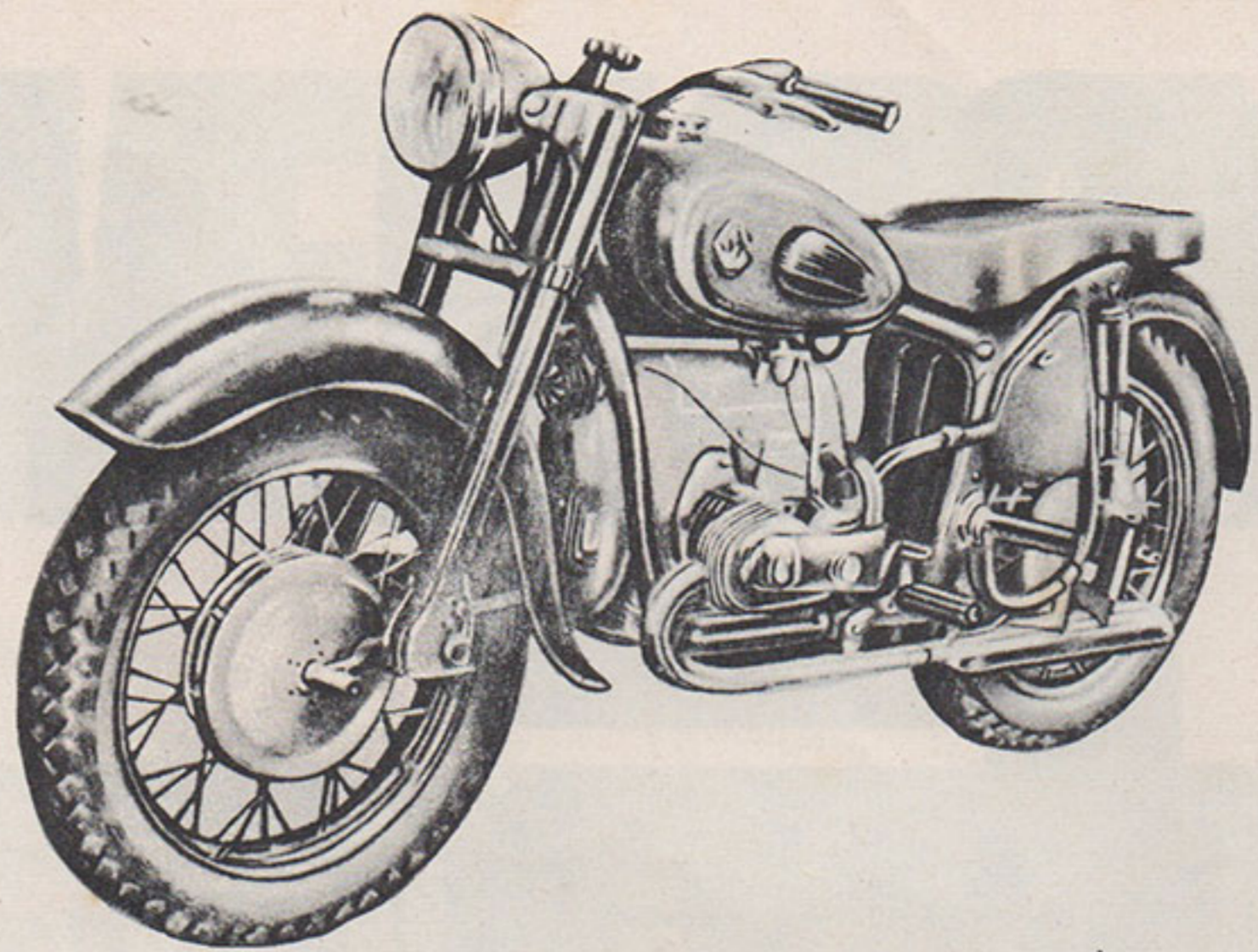
Johns' passing came suddenly. He was taken to a hospital and given a couple of shots but, in typical Johns fashion, he refused to stay in the hospital and went home, where he died a short time later.

Don Johns was probably the most spectacular motorcycle racing man in competition in the early days of motorcycle racing. He was equally good on board or dirt tracks and had a sensational style of riding dirt tracks. Most of his racing was done on Indian and Excelsior, although for a time he rode Cyclone machines.

In the days when the Federation of American Motorcyclists had professional and amateur divisions, Johns first competed as an amateur and won the National Amateur Championship. He later turned professional and competed against all of the important riders of his day. Most of his riding was done between the years of 1912 and 1916. He started racing when he was 16 years old, and retired in 1917.

After retiring from motorcycle racing Johns became well known as an inventor and designer of oil drilling equipment, and some of the equipment he designed is still in use. He spent 45 years in the oil drilling business.

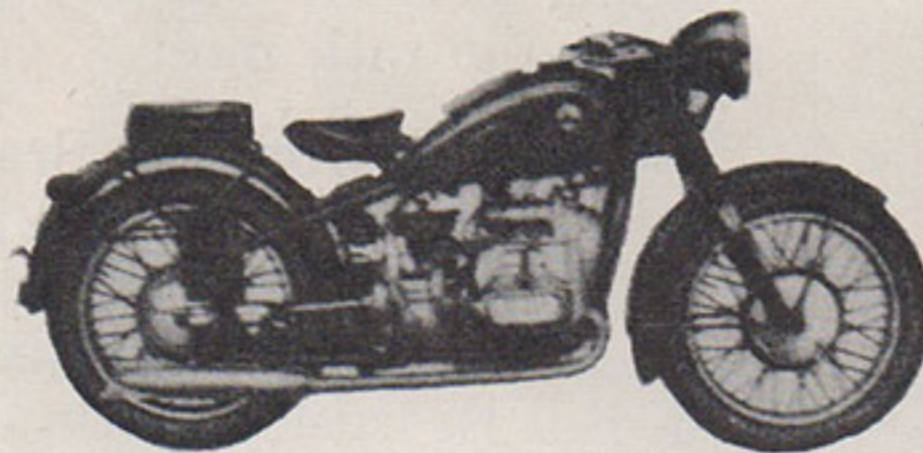
He is survived by two sons, Stanley and Francis, and two daughters, Miss Jetta Johns and Mrs. Shirley Cates. Don will long be remembered by his friends in the early days of motorcycling for his colorful and daring activities. The staff of CYCLE and thousands of motorcyclists mourn his passing and extend sympathy to his survivors.



Russian motorcycles have no brand name, only model designations. This is the luxury model M-53. Bearing strong resemblance to several German models, the engine is an opposed OHV twin of 496 cc with shaft drive. Horsepower is 28 at 5600 rpm, giving a top speed of about 75 mph. Dualseat and stoplight are standard.

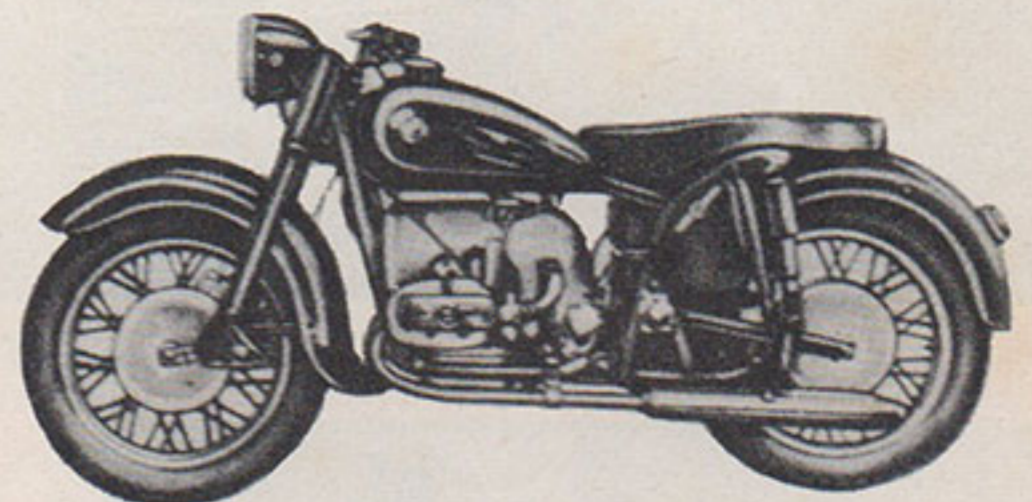
A GLIMPSE OF THE RUSSIAN MOTORCYCLES

INFORMATION ON RUSSIAN CYCLES IS AS SCARCE AS SMILES IN SIBERIA, BUT HERE ARE SPECIFICATIONS OF THREE SOVIET-BUILT MACHINES.

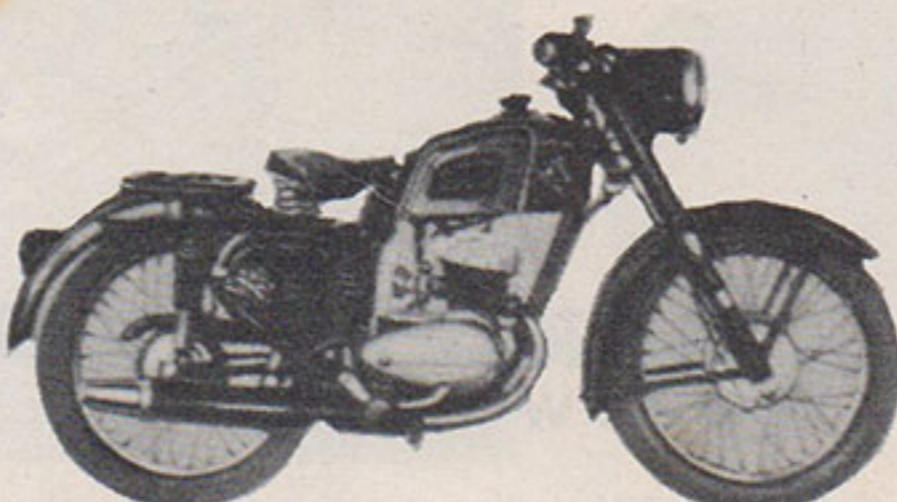


The 1958 M-52 at left has coil ignition, shaft drive, square dimensions (68 x 68 mm), displaces 496 cc in its OHV opposed twin engine. Soviets claim bike puts out 25 hp at 4900 rpm.

The wide, deep fenders shown in this view of the M-53 are necessary to cope with USSR weather conditions. Bike has leading link forks, interchangeable wheels of straight spoke design. Tire size is 3.75 x 19. Manual and foot shift levers are provided. Gear ratios are low by American standards, indicating poor roads.



Russian economy model, the K-58, left, is 123 cc two stroke with a familiar-looking engine profile. The engine yields 5 hp, and top speed is 45 mph. A 6.5:1 compression ratio is used. Suspension is up to date and 2.50 x 19 tires are fitted. Bike has 3 speeds.



Having Trouble fixing that bike?

For \$5.00 we'll send you the latest edition of "Modern Motorcycle Mechanics" which is a 674 page manual devoted to the repair and maintenance of motorcycles. This book gives data on both American and English models, safety hints, shop practice and speed tuning.



Written by J. B. Nicholson



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JIMMY PHILLIPS FATALLY INJURED IN CYCLE RACE

Cycle fans all over the country will be saddened to hear that Jimmy Phillips was killed in a racing accident last June 27th at Gardena, California. Phillips, one of the most popular and best known riders in the country, was involved in a three bike pile-up, and received injuries which later proved to be fatal.

Jimmy was thirty-two years old, and had been racing for over twelve years. At one time he was the Pacific Coast Flat Track and TT Champion, and was the only rider to ever win TWO National Championships in less than twenty-four hours, turning the trick at Peoria, Illinois, in both the 45 cubic inch class, and also the 80 inch Open. The last two years, the popular Number Eight placed sixth at Daytona, and at one time or another had raced every National Championship that was sanctioned.

One of the last of "the old school" of riders who was still active, Phillips rode not only flat tracks, but road races and TTs as well. He was equally great in all three, something that few riders can claim.

Jimmy was a champion in more ways than just taking the checkered flag first. He was a rider who, regardless of how far behind he was, would always give it everything that he had. Jimmy was always one of the first to give a new rider a helping hand and a word of advice. Long considered the "Dean" of Southern California track riders, Jimmy will be missed by everyone.

It was a pleasure to know Jimmy and a privilege to be his friend, a privilege enjoyed by many. Jimmy bowed out doing the thing he knew how to do best, and liked most.

He is survived by his wife Barbara; a daughter Andrea, 3½, and a stepson, Tony Jones, 16.

► PHOENIX, Arizona—Dick Dean on his 40 cubic inch Triumph averaging 27 miles per hour rode to first place in the Arizona State Championship Hare and Hound staged by the Arizona Road Runners M. C.

Back up the trail coming along seven and one half minutes after him was Al Rogers on his 650 cc AJS. Leon Hatton, twenty-two minutes later, astride his TR-6, grabbed third position.

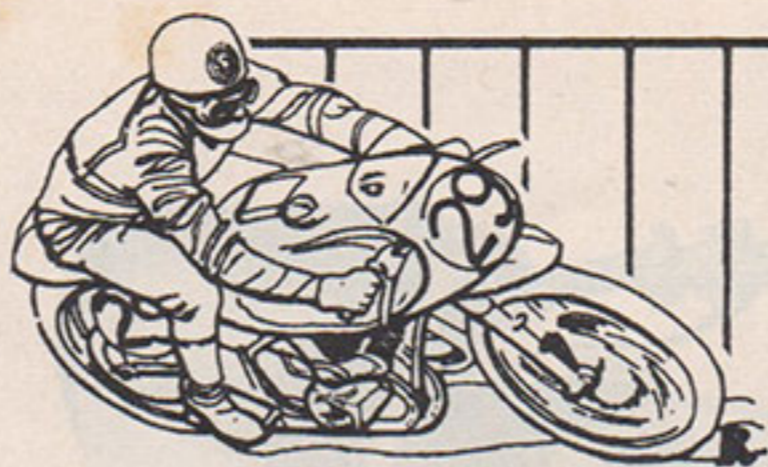
Taking eighth position away from the field dominated by 500-650 cc cycles was Ronnie Harshman on a 200 cc Triumph Tiger Cub.

The run had five check points along a course of abandoned mine roads, gulleys, range land, animal trails, and liberal amounts of sandy washes.

The usual Southwest 100° temperatures prevailed despite a brief visit of scattered showers, which received little if any attention by the riders who seemed bent on giving their wholehearted attention to the job at hand. And rightly so, for out of 71 starters 20 exhausted specimens of cycledom went the full round of approximately 150 miles.

► LUNENBURG, MASS.—Following are the results of the scrambles held at Lunenburg recently:

125 cc FINAL	Lee Larson Alan Raw Herbert Wood	NSU H-D H-D
250 cc FINAL	Roy Hyde Joe Bulger D. Bettencourt	Indian Horex Adler
OPEN FINAL	Bob Burnett Robert Moirill David Kimball	Triumph BSA Matchless



Sporting Scene



Herman Brown proudly displays three trophies he took by winning 100-lap Waldo Memorial Scrambles at Fayetteville, N. C.

► FAYETTEVILLE, N. C.—Smiling, BSA-mounted Herman Brown of Greenville, S. C. took top honors at the first annual 100-lap Waldo Memorial Scrambles held July 4 at the new 9/10 mile Scrambles Course at the Fayetteville, N. C. Drag Strip.

Fourteen of the twenty entrants finished the gruelling 90-mile event, which was sponsored by the Lightning Rods M. C. of Fayetteville. A thunder shower and increasingly high winds added to the hazards of the curving course, but Brown and early leader Jimmy Hayes of Johnson City, Tenn., riding a Triumph, seemed oblivious to everything but their nip-and-tuck battle for the lead, which lasted until Hayes retired with a broken oil line on lap 57.

Unfortunately, the reporter gave no time for the event.

RESULTS

Herman Brown.....	BSA
Wm. F. "Blackie" Blackmon.....	BSA
John Rummage.....	BSA
Max Jewell.....	Triumph
Herbert Otis.....	Allstate

► GLOUCESTER, ENGLAND—Defying the law of averages Dave Curtis, the brilliant Matchless rider, won the Open National Cotswold Scramble, his fourth consecutive victory, in spite of a determined attempt by his fellow competitors to break his run of successes in this important annual event.

One by one his challengers were eliminated, some by falls, some by mechanical trouble and some by sheer fatigue, but it was not until two laps from the finish that Curtis was able to establish the safe lead that he retained to the finish.

To still further emphasize his superiority on the strenuous and difficult Nymphsfield circuit, Curtis also won the 350 cc race—his second successive win in this category.

SMALL CATEGORY RACES ADDED TO DODGE CITY PROGRAM

The Sporting Road Races to be held on the Dodge City Airstrip over the Labor Day weekend will be limited to classes of 250 cc and lower, according to Lin Kuchler, A.M.A. Secretary. Other races have also been added to the program to enable the sporting class riders with machines of 250 cc or less capacity to race on the half-mile dirt track.

You don't have to be a "Wyatt Earp" to become enthused over Dodge City—especially for the mammoth 3-day Labor Day weekend national rally slated.

Feature events in the Kansas Cowboy Capital will again include the 100-mile grand prix, sportsman's lightweight road races and drag races—all at the Dodge City Airstrip. Dirt track races and the Economy Run will be held at the ½-mile oval in Wright Park.

The International Motorcycle Show will again be held in the Armory in downtown Dodge City. Cycles built in the U.S., England, Austria, Japan, Germany, France, Czechoslovakia and Sweden will be displayed and/or compete in the races.

Inquiries can be directed to: Dodge City Motor Ass'n., Dodge City, Kansas.



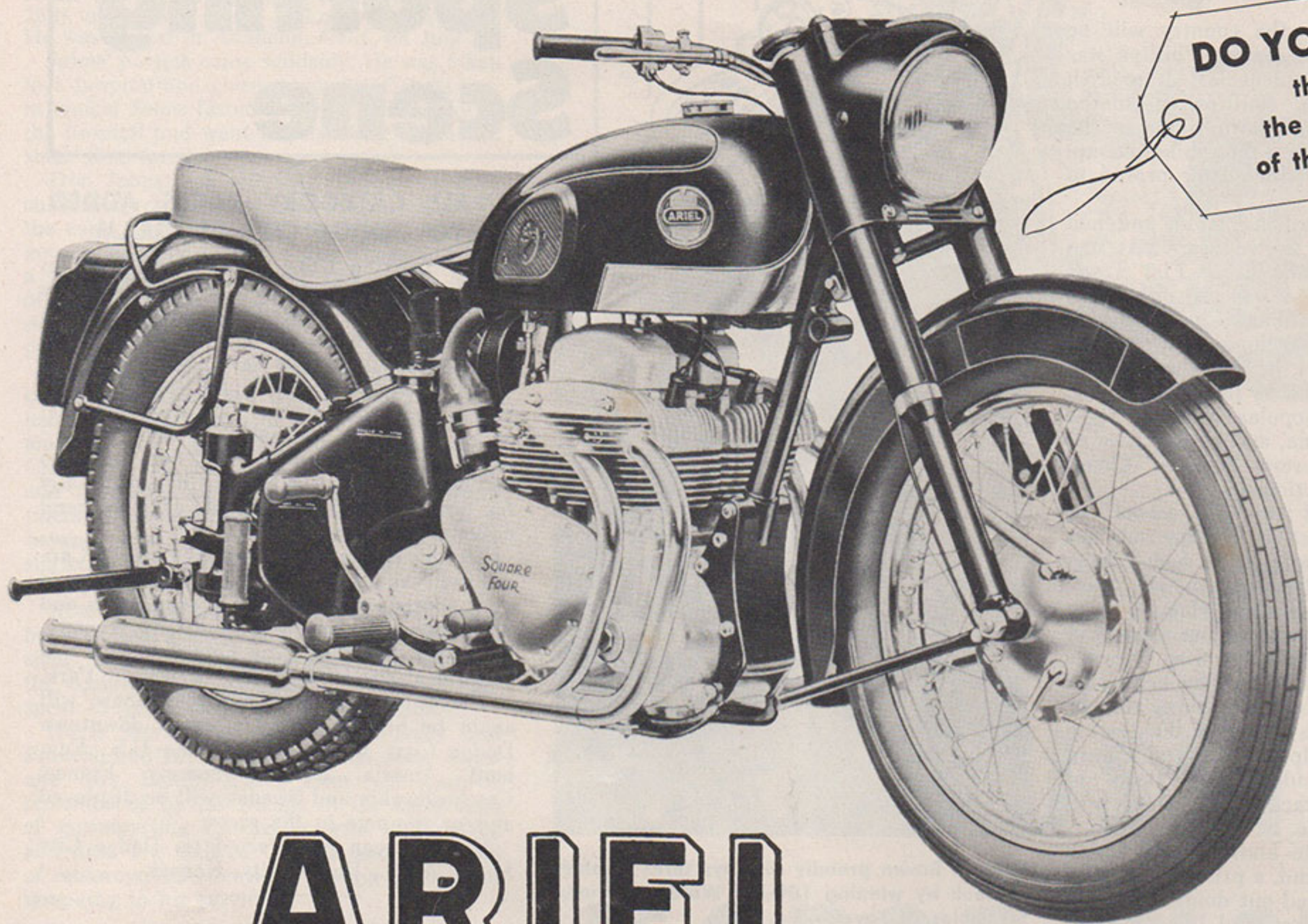
INTO ORBIT—Jim Goldsmith rears his Ajay and churns up a little dust in the process at Campo, Calif. scrambles.

► CAMPO, CALIFORNIA—The peace and quiet of the village of Campo, California, near the Mexican border, was shattered by the roar of Jim Goldsmith (AJS) continuing an unparalleled string of scrambles victories.

The pattern for the day was set in the heat races with Calvin Rayborn of Imperial Beach in the Amateur class, mounted on an AJS single, showing the boys the way around, and defeating motors of larger displacement in the process. Rayborn came right back in the Amateur trophy dash and won by a convincing margin.

The 12 lap Amateur Main event was a repetition of the other events. This time Rayborn worked his way up through the pack to come flying across the finish line to take the checkered flag in front of his competitors.

The expert class riders treated the hundreds of spectators to some spectacular riding, with two jumps and some very tricky corners providing the thrills and spills. Goldsmith showed a clean set of wheels to the experts in all three events, never being headed in either the heat race, the trophy dash, or the 15 lap main event. . . . A round of applause for a good job well done greeted Goldsmith as he roared across the line to receive the checkered flag.



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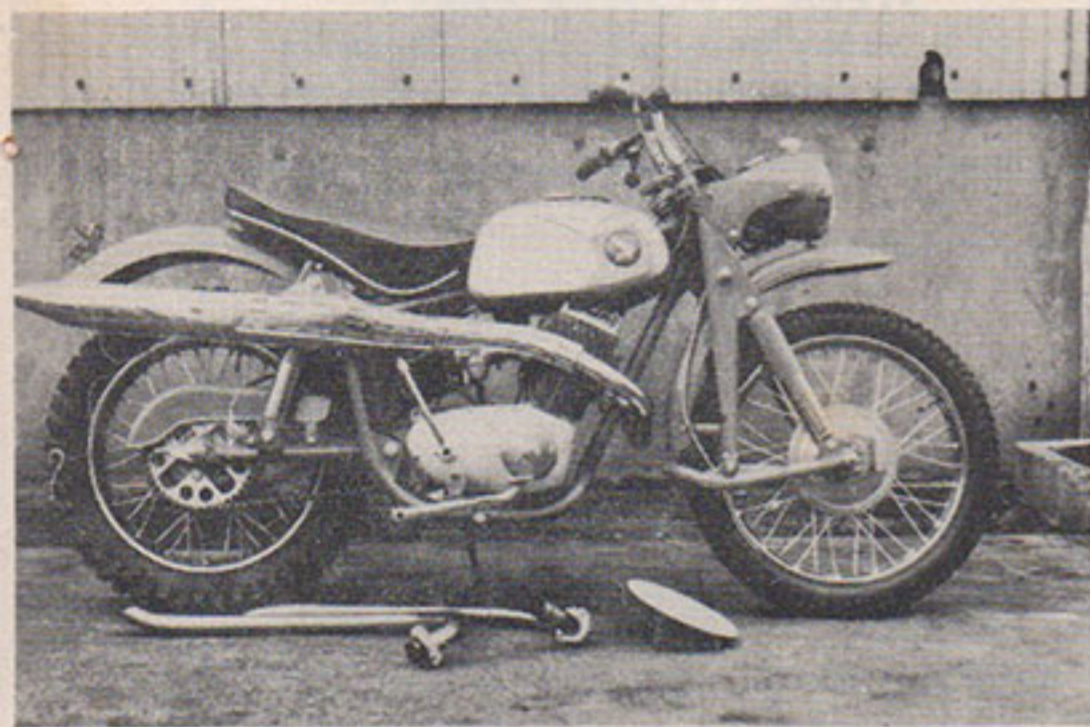
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TWO NEW ONES FROM NIPPON

Honda Scrambler

With an eye on off-the-road competition the Honda Company of Tokyo, Japan have developed a 250 cc model called, simply, the "Scrambler."

The engine is a sloped vertical twin of overhead cam design incorporating an integral gearbox. Coil ignition is used, along with dry sump lubrication. With 9:1 compression, horsepower output is claimed to be 20 at 8400 rpm.



A wave of the magic wrench and the Honda Scrambler sheds its all-out straight pipes and number plate and dons its road equipment.

Earles forks with the pivot point a little farther forward than usual are combined with a swinging arm tail and a high clearance frame. Quickly detachable lights are available.

The speedometer drives from the front wheel, which should make the Honda Scrambler a good bike for enduro riding, as schedules will be easier to keep without wheelspin adding to the mileage figure.

Tire sizes are 2.75 x 19 front and 4.00 x 18 rear. Racing number plates are standard. The top speed of the Scrambler is claimed to be 78.1 mph.

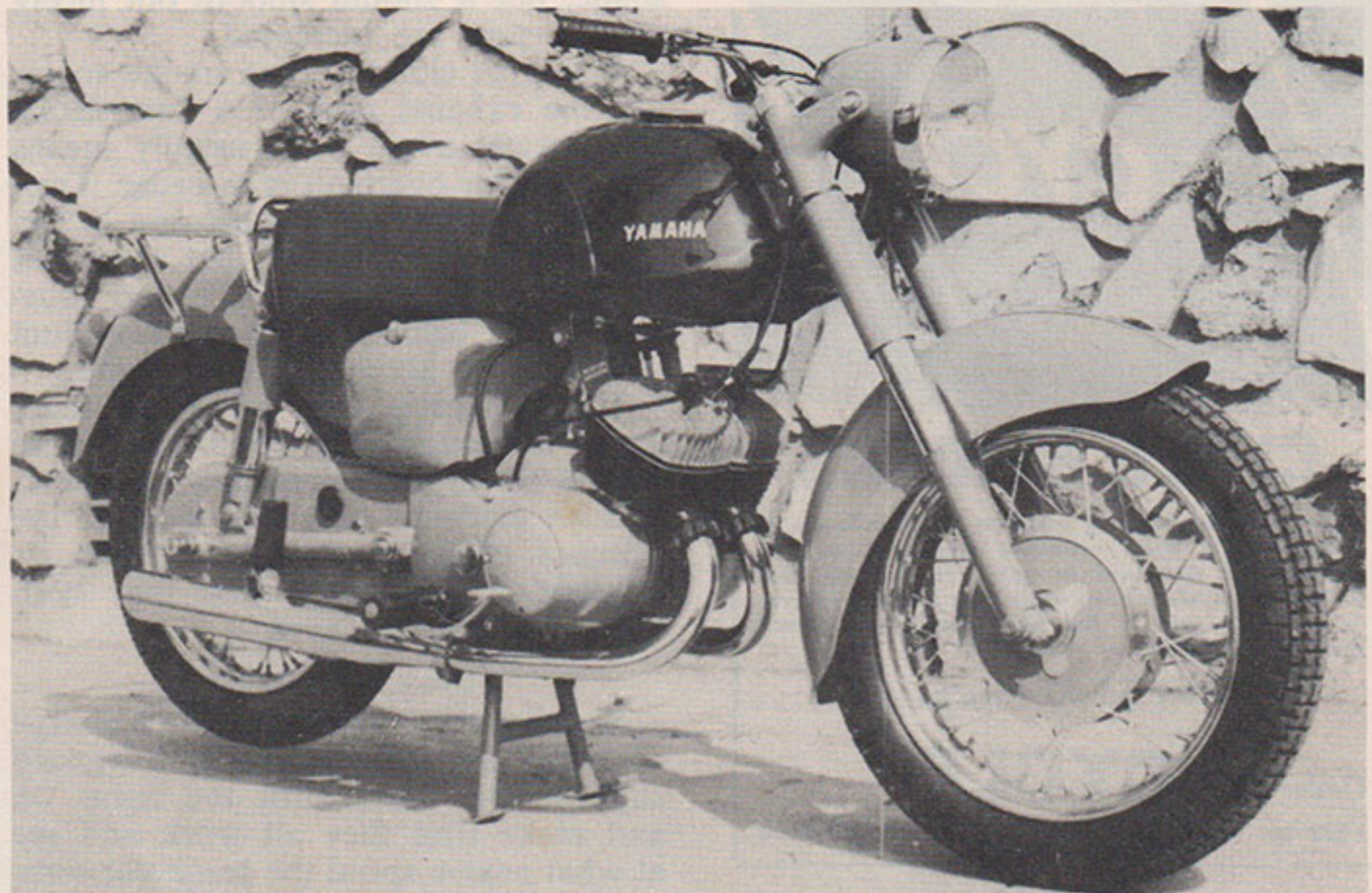
LACONIA—Continued

the 100-Miler better, but weather conditions wouldn't cooperate and the Amateur go had to be postponed until Sunday morning.

Saturday night the gypsy tourists chose their Gypsy Tour Queens, Miss Betty Meshak of Reading, Pa., and Mrs. Marlene Wolfe of Springfield, Mass. Other contests followed, and couples danced to band music until late in the evening.

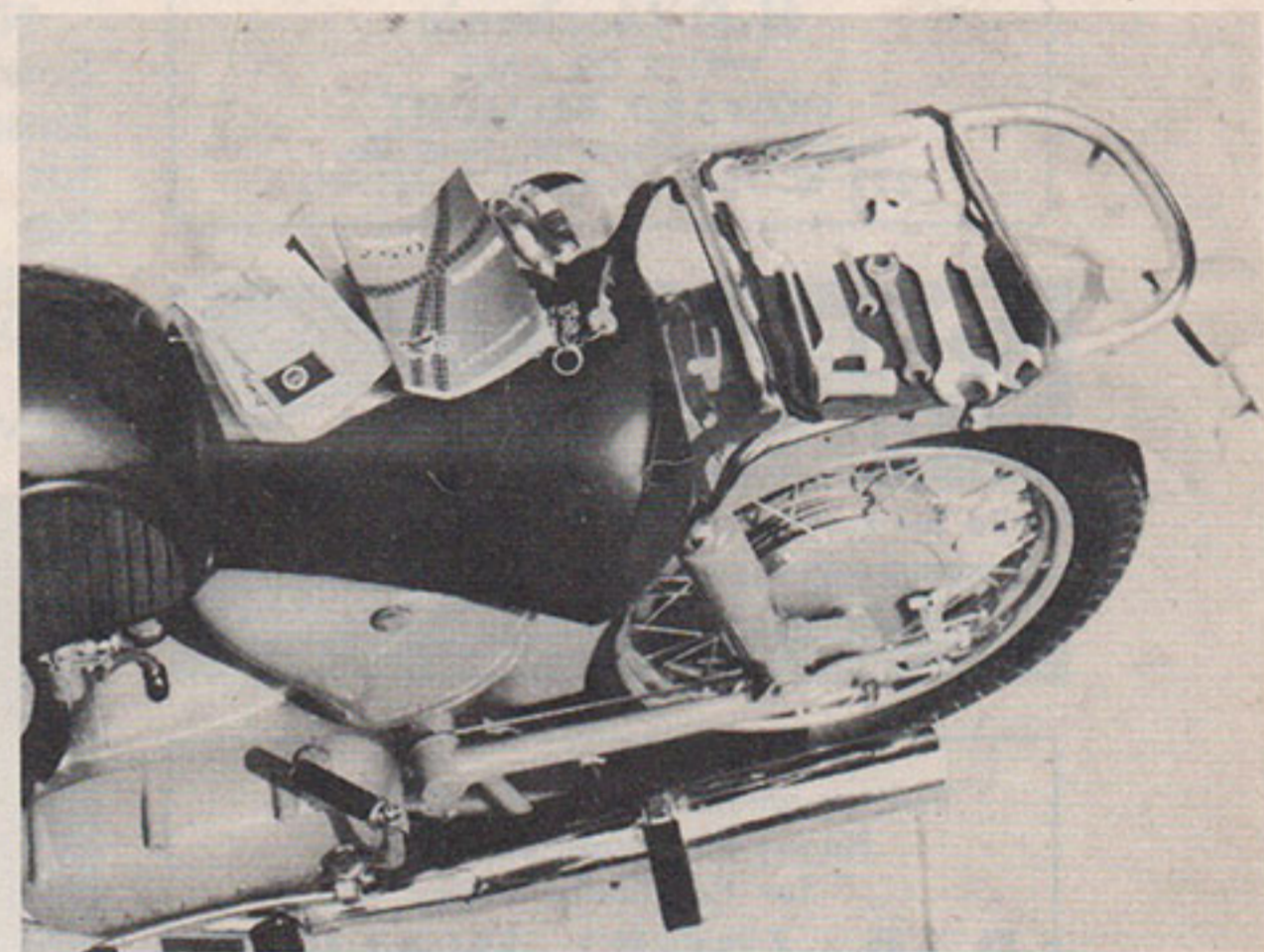
Roger Reiman started Sunday right by setting a new record time to win the 50-miler. In contrast to Saturday's rainy morning, Sunday dawned clear and warm, with little wind to hamper the riders. Nineteen-year-old Reiman clipped 15 seconds off the previous 50 mile record set last year by Louis Kramer. Reiman's 45" H-D went the distance in 52 minutes 40.11 seconds. About a lap behind on a 30.50 BSA was Charles Kuster, followed by Lowell Moore, also on a BSA. Honorary starter for the Amateur event was old-time racing star "Cannonball" Baker.

The area around the race course was jammed with 20,000 spectators, and gatekeepers were having to turn additional crowds away when the Big Race got under way on Sunday afternoon. At stake was the huge Wynn Oil Trophy which was to go to the winner of three Laconia 100-Milers. Two favorites in the 40 man starting lineup already had two wins—Brad Andres ('55 and '56) and Dick Klamfoth ('51 and '52). Would one of these men be the first to win three times at Laconia?



YAMAHA

On display recently at Marty's Foreign Motors in Culver City, Calif. was a fine example of the Japanese art of motor-making. The 250 cc Yamaha (above) is copied from the German 350 cc DKW motorcycle, manufactured under license by the Nippon Musical Instrument Mfg. Co. Brought to this country from Japan by Sgt. Charles C. Butler of Alabama, the machine features excellent construction and close attention to detail. Design is primarily DKW, but the weirdly-contoured fuel tank, seat, and luggage rack could only have come out of Japan. Advanced design is evident in the full-width hubs, enclosed chain, gear-driven primary, and well enclosed wiring and components. Wheels are 16 inch with 3.25 Fujikura tires, and control layout and comfort is excellent. Opening the toolbox was like Christmas morning. Contents arranged on seat and luggage grid (right) include: two instruction books, service coupon booklet, advertising literature, Yamaha owner's pin in balsa wood jewel box, sample bottle of polish, a pair of Hitachi spark plugs with rubber protective caps, steering head lock tumbler and key with about two feet of keychain, a complete kit of excellent quality tools, and a canvas tool case. The machine is finished in two shades of brown and lots of chrome. Yamahas are not available in the United States at present.



Carroll Resweber got off to a good start when the 100-Miler began and led for the first few laps, closely followed by Andres. Then Brad got out in front on lap 5 and held on to the lead through the rest of the race, though Dick Mann provided some exciting competition by keeping his 500 cc Gold Star on the H-D's tail.

There were no records broken in the 100-Miler, as Andres' finishing time of 1 hour 45 minutes 24.6 seconds was about two and a half minutes shy of the track record set by Andres himself two years ago, but the trophy went home to San Diego with Brad. Klamfoth had been running third when on the 30th lap he was forced out with a broken oil line. Tommy Morris (H-D) filled the third spot after a hundred miles of beautiful sliding cornering.

NOVICE HEAT WINNERS

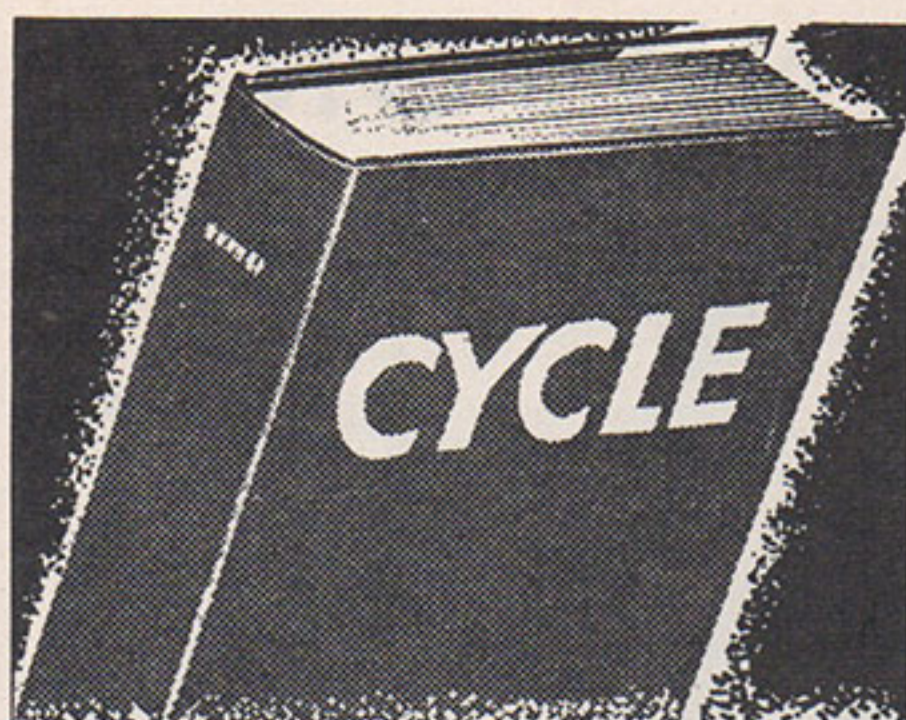
Carl Nietz	BSA
William Massey	BSA
Kenneth Swanson	BSA
William Scott	H-D
William Sharpless	BSA
Schuyler Ball	Triumph

50-MILE AMATEUR RACE

Roger Reiman	H-D
Charles Kuster	BSA
Lowell Moore	BSA
Myron Hendrikson	BSA
Bruce Baldo	BSA
Bud Koehler	BSA
William Sholly	Triumph
William Brittain	BSA
Warner Richter	Triumph
Richard Jansen	Indian

100-MILE NATIONAL CHAMPIONSHIP

Brad Andres	H-D
Dick Mann	BSA
Tommy Morris	H-D
Tommy McDermott	BSA
Don Gore	H-D
Al Gunter	H-D
Alvin Fisher	Triumph
Bill Beardsley	H-D
Don Lawson	Triumph
Jim White	H-D



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HOW TO
TEACH-A-NEW-RIDER



Teaching a novice to ride a motorcycle is not something to undertake casually. Sound instruction, under the right guidance, will add to the enjoyment of a complete, new experience. Individual instruction is a danger to the novice and detrimental to the sport. To see it done in the important, unifying, stress-free manner, experts present, in the following pages, the methods which they have used successfully, in teaching literally thousands of new riders.

ROYD CYCLES PUBLICATIONS
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FREE

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

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

CYCLE New Rider Bulletin

1268 S. ALVARADO ST., LOS ANGELES 6

USED MOTORCYCLE

(Cont.)

an engine to idle like it is in terrible shape, but it should smooth out nicely as the rpms are increased.

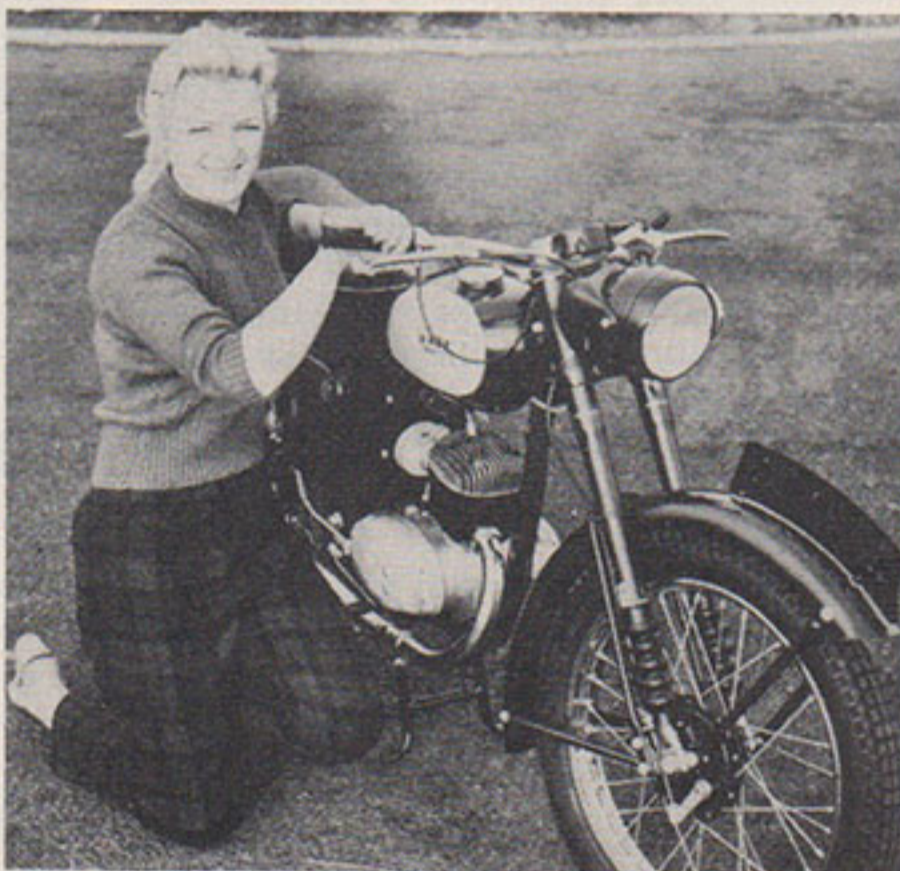
If a great cloud of blue smoke comes out the exhaust pipe of a four-stroke motorcycle, avoid it. It usually means that a major overhaul is in order. Two-strokes will emit smoke because of the burning petrol mixture, but even this shouldn't be excessive. A sound four-stroke will belch only a small amount of smoke on acceleration, no more.

Engine noises can tell a lot more about the mechanical condition. There should be no loud clankings, of course, and no evidence of piston slap. If the primary chain is clanking against its housing, it may mean that they both will have to be replaced.

Check the Electrics

See that the ammeter shows a charge as soon as the engine is advanced slightly over idle. Turn the lights on and make sure they all work and see at what engine speed the generator compensates for the drain on the battery. It should be at a fairly low speed.

Now shut the engine off and see how long it takes to stop turning. A loose engine will continue to revolve for several seconds after the ignition has been turned off, indicating worn bearings and rings. If the bike is fitted with a compression release, raise it and kick the motor over a few times slowly, listening for strange noises.



JUST RIGHT—Choose the machine best suited to your physique. This girl's lightweight is her size.

Assuming that so far nothing has exploded and the machine otherwise meets with your approval, the time has come to take it for a trial spin. Always be careful for the first few blocks with a strange machine. Each motorcycle has its peculiar characteristics, so become familiar with them before heeling it over for tight bends or cranking it on full bore. Note how easily the gears engage and whether the clutch transmits the power smoothly. If there is noticeable jerking on the takeoff it may mean a broken engine shock absorber spring or bad clutch. Clanking and grinding in the gearbox can warn of expensive repairs. Don't worry about

(Continued on page 30)

CYCLE/SEPTEMBER, 1958

Remove heat-caused blue color from chrome exhaust pipes and mufflers???

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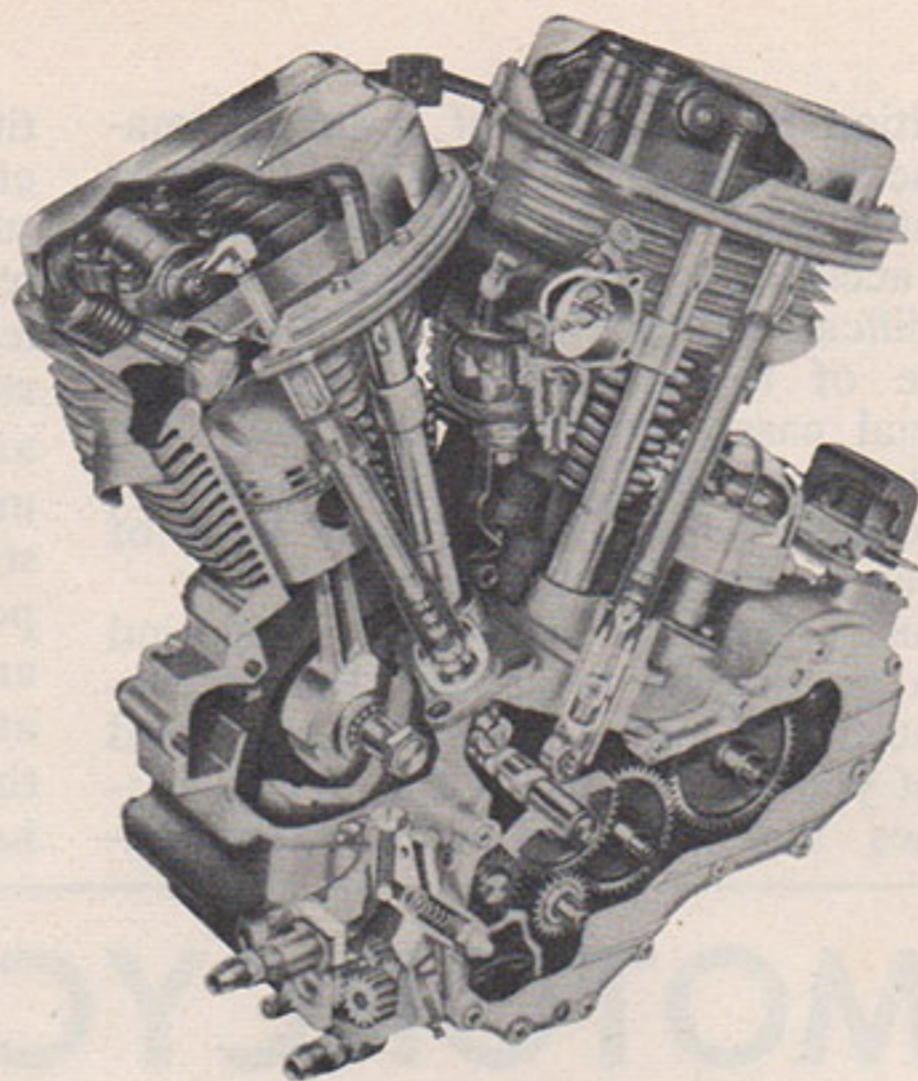
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CYCLE SERVICE TIPS

YOUR SERVICE PROBLEM

By J. B. Nicholson



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

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

Q Could I install a five-speed gearbox in my 1957 Indian Apache?

A No. As far as is known there is nothing in this line available for your machine and although a few five-speed gearboxes have been made for special racing machines in Europe, these are not being manufactured on a production basis.

You should be able to get by quite nicely with the standard four-speed box on your machine. The best thing you can do is just pick up a few extra sprockets to give you some alternative gearing for different requirements.

Q How can I dismantle the Smith's speedometer? I can't get the face off.

A This unscrews in an anti-clockwise direction. Try a few drops of penetrating oil on the threads with the speedometer sitting upside down for a short while. The trick is to get enough grip on the rim without damaging it. The speedometer, of course, can generally be held by its mounting bracket in a vise and you may find that wrapping the rim with a damp chamois gives you enough grip, or you can wrap it with friction tape. As a last resort a chain wrench or pipe wrench can be used on the rim and if care is taken, it won't nick it too badly.

Just one tip here before you go to work on the insides: A good deal of speedometer irregularity, particularly in the line of erratic movement of the needle where it may wave back and forth over a period of 10 or 15 m.p.h., is often due to a drive fault. Make sure the drive cable does not have any sharp bends and that there are no kinks in the inner cable. If inner cable is doubtful, it is a wise idea to replace it. In many cases this corrects erratic behavior of the speed indicator.

Q How big can a Triumph 40" be safely bored?

A .040" is the largest oversize recommended.

Q What kind of wheel bearings are there in a Harley-Davidson 74, and how can these be adjusted?

A A straight roller type bearing is used. End play adjustment is made by shim washers. Radial play can be taken up by fitting new standard rollers or .001" oversize rollers. These hubs seldom require any attention but when side play at rim exceeds 3/32", it is a good idea to add shim washers to give the desired .003 - .005" end play at hub. If there is still excessive play at the rim, it indicates rollers require replacing.

Q What is the most suitable spark plug for by B.S.A. model C-11?

A This depends entirely on what type of riding you are doing. For moderate service, including a fair amount of town driving and not any maximum speed work, K.L.G. F70 or Lodge HN are ideal. For hard driving the alternative cooler plugs are K.L.G. F80 and Lodge 2HN or the very coolest you might wish to use are F100 and No. 3HN.

Q I have been plagued with a very weak spark from the magneto on my 1948 Royal Enfield 125. I have in the past replaced the points, coil and condenser and the spark is still very weak.

A The original Miller FL18 magneto on this machine produced an inferior spark and there is not much that can be done about it except replace the whole unit with the improved type FL19. This unit is fairly reasonable as magnetos go and it is certainly the best cure for your ignition problems.

Q I would like to get some tips on adjusting the Linkert carburetor on my Indian 74.

A Here is a rundown on Linkert carburetor adjusting: this applies to all of the Linkert carburetors with high- and low-speed needles as fitted to both Indian and H-D V twin machines for many years:

There are three external adjustments: (a) High-speed needle (front on SV twins, rear on OHV twins); (b) Low-speed needle (rear on SV twins, front on OHV twins); (c) Throttle stop idling screw. If carburetor requires complete readjustment, proceed as follows:

(1) Screw both needles down (clockwise) into their seats; do not use excessive pressure. Unscrew anti-clockwise (the high-

speed 2 - 2 1/2 turns; the low-speed needle 3 turns). This will give an excessively rich mixture but the motor should start readily and the correct individual adjustment of the needles should be made as soon as the motor becomes warmed up.

(2) Set the throttle stop screw to give a moderate idling speed on retarded spark or slightly advanced. At this time note that the throttle control wire is set so the twist grip operates throttle lever through full-range of movement.

(3) Screw down low-speed needle gradually until motor noticeably misses and hesitates and almost stops. From this position, which is too weak, unscrew the needle anti-clockwise about 1/4 turn which will give the correct setting for the idling mixture.

(4) High-speed needle should receive its final adjustment on the road but can be adjusted approximately when stationary as follows: Set spark advance, gradually screw down needle clockwise and at the same time open the throttle fairly suddenly, then close throttle to allow motor speed to drop and repeat fairly sudden opening. When needle is screwed down to a point where motor hesitates noticeably before accelerating and backfires through the carburetor, high-speed mixture is too weak and needle should be unscrewed anti-clockwise about 1/4 turn.

(5) Reset idling stop screw if necessary to give the desired idling speed. This is best set slightly faster than the slowest possible idle.

(6) Try slight adjustment either way on the high-speed needle at 35 - 50 mph on the road. Needle should be screwed out just sufficiently to eliminate noticeable hesitation when the throttle is opened fairly quickly.

Note, exceptions to the above are ex-military models and some other machines fitted with a fixed high-speed jet, in which case if the jet is of suitable size, the high-speed needle is screwed down fully onto its seat.

Q The valve seats are pocketed very deep on my 1951 Harley 74 heads. I can't afford the new heads that my dealer suggests. Is there anything that can be done?

A Yes. First of all, whether anything has to be done depends on how deep the seats are pocketed. If they are not pocketed deeper than 1/32", this is no problem and the simplest thing is just to have the seats recut 45 degrees, using a cutter that is fully 1/4" larger than the head of your valves. This is desirable so that the ledge that will be present at the outer edge of the seat will be far enough away from the valve head that it will not restrict the gas flow.

In instances where the seats are pocketed too deep for this treatment the simplest thing is to take the heads to some wholesale automotive supply machine shop and have the heads cut out for valve seat inserts and inserts fitted. This will leave some of the old bronze insert in the head but this does not matter and the iron inserts commonly used are perfectly satisfactory providing they are put in with a sufficiently snug fit and it is good to emphasize this point to whoever is doing the job that you want the tightest fit that can be managed, and it is a good idea to have the heads heated for installation of the inserts.

Note, it is advisable to have the valve guides replaced at the same time. These should be fitted first so that the seat cutting can be done concentric to the new guides. Note, the guides should be a snug fit in the head and these are available in various oversizes on the push fit diameter.

slight grinding when engaging low gear. On some models this is normal.

Wind the engine up in a low gear and see how it handles high rpms. If it won't sustain peak revs the valve springs might need replacing. Excessive shaking can be caused by misalignment of the flywheels—an expensive problem to put right. If engine response to the throttle is not almost instantaneous it may be only a matter of adjustment, or it could be an expensive magneto problem.

Check For Alignment

Sight in the steering head when traveling in a straight line and ascertain whether the forks are bent. If they are not far out of line they can often be fixed easily by turning the stanchions 90 degrees, but try to get the price reduced anyway. All the controls and speedo, tach (if fitted), and other instruments should work or the price should be reduced accordingly.

Check the brakes to be sure they work properly without chatter and if the machine passes these tests take it back and begin to haggle.

There is an old axiom in the horse-trading game that goes, "If he's asking ten it's worth nine and he'll take eight, so I'll offer him seven." Then you compromise somewhere between seven and ten and you are both happy. Of course, here you're on your own. However well you do on the final price depends on how good a businessman you are and how badly the owner wants to sell.

Special Cases

There are special cases where no hard and fast rules can be laid down. If you buy a motorcycle "in a basket" the price can vary from merely carrying it away to near what the machine could cost in tip-top shape. It all depends on what the circumstances are and what you want to use the motorcycle for. If you are planning to strip the bike to customize it and hop it up, buying it disassembled saves you a lot of work, but you should still get at least a hundred dollars knocked off the going price for assembled models of that type. When buying a motorcycle with an abundance of "goodies", chrome work, accessories, or modifications, the



addition to the price of a similar machine without the extras should not be greater than roughly half the price of the accessories, and in some cases, the modifications should actually lower the price of the motorcycle. These are special cases, however, and each will vary from another. The main thing to remember when buying these kind of cycles is: don't look impressed.

Just a final tip or two on what kind of a motorcycle to choose. Pick a machine that is suited for your ability and what you plan to use it for. Avoid machines that are obviously ex-compete-

tion racing bikes unless you have enough mechanical ability to keep them running—fast machinery is notoriously temperamental and usually abused. Be leery of motorcycles that have been in storage for some time; their bearings and inner surfaces often become rusted unless they are properly prepared for storage. Ride as many motorcycles as possible to be sure what suits you best, and don't buy the first one you look at, shop around first. Above all, make the seller prove ownership before you hand over any money.

MOTORCYCLE BOOKS



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HOW TO ORGANIZE A MOTORCYCLE CLUB

With this booklet to help you, you and your friends can organize a solid, well-planned motorcycle club without any help or experience whatever. This booklet cuts through the red tape of legal jargon and parliamentary procedure and tells you in plain language how to start a motorcycle club and then how to make a go of it once it is started. It tells how to write a good constitution that will suit your needs and gives three examples to pattern yours after; it tells step-by-step just how to go about getting members, a meeting place, how to conduct meetings, how to plan events, and how to make your club famous. There is a section describing some types of motorcycle events and complete directions on how to put them on, including English Trials, Hillclimbs, Economy Runs, Field Meets, etc. Even if you already have a club going, order this booklet and learn how to improve your club and make it more fun for the members. Postpaid \$1.50

MANNERS FOR MOTORCYCLISTS

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

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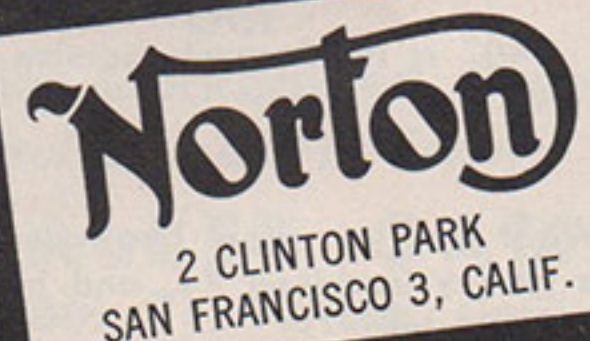
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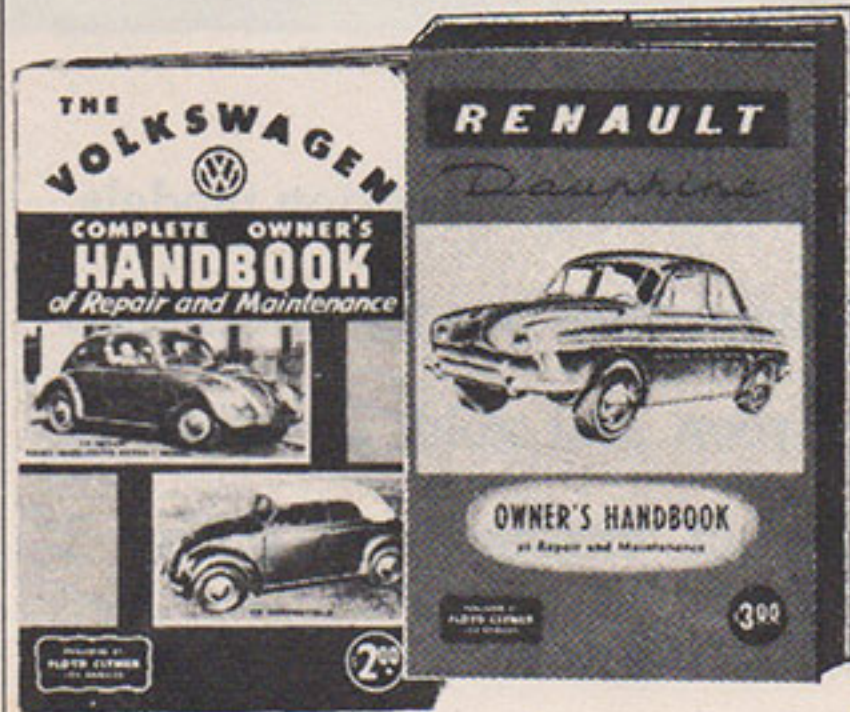
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This book also includes a fine section by the famous Belgian racing driver, Paul Frere. There are also beautiful photographs of the Renault factory, including manufacturing methods and assembly line procedure.

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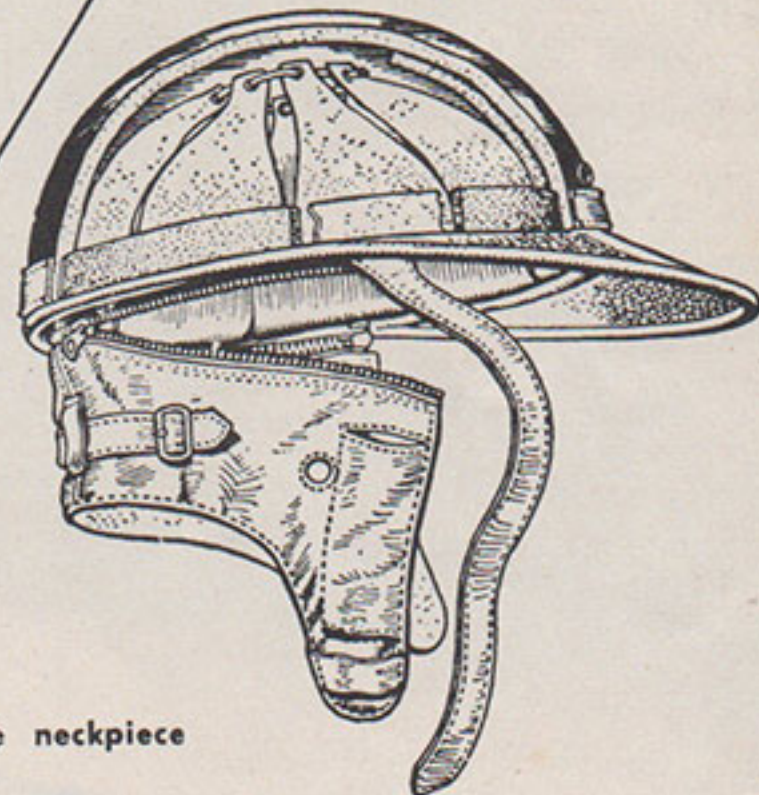
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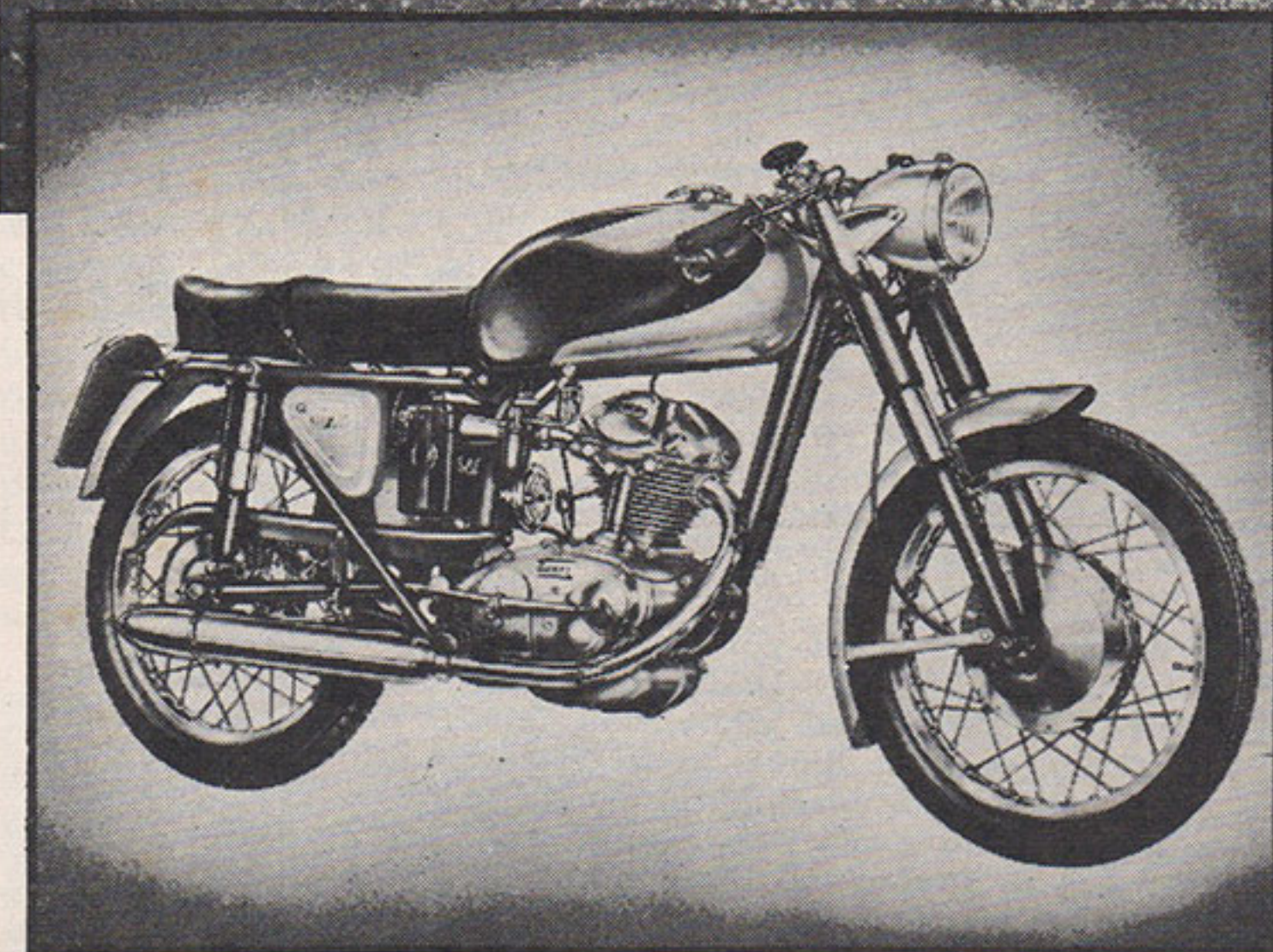
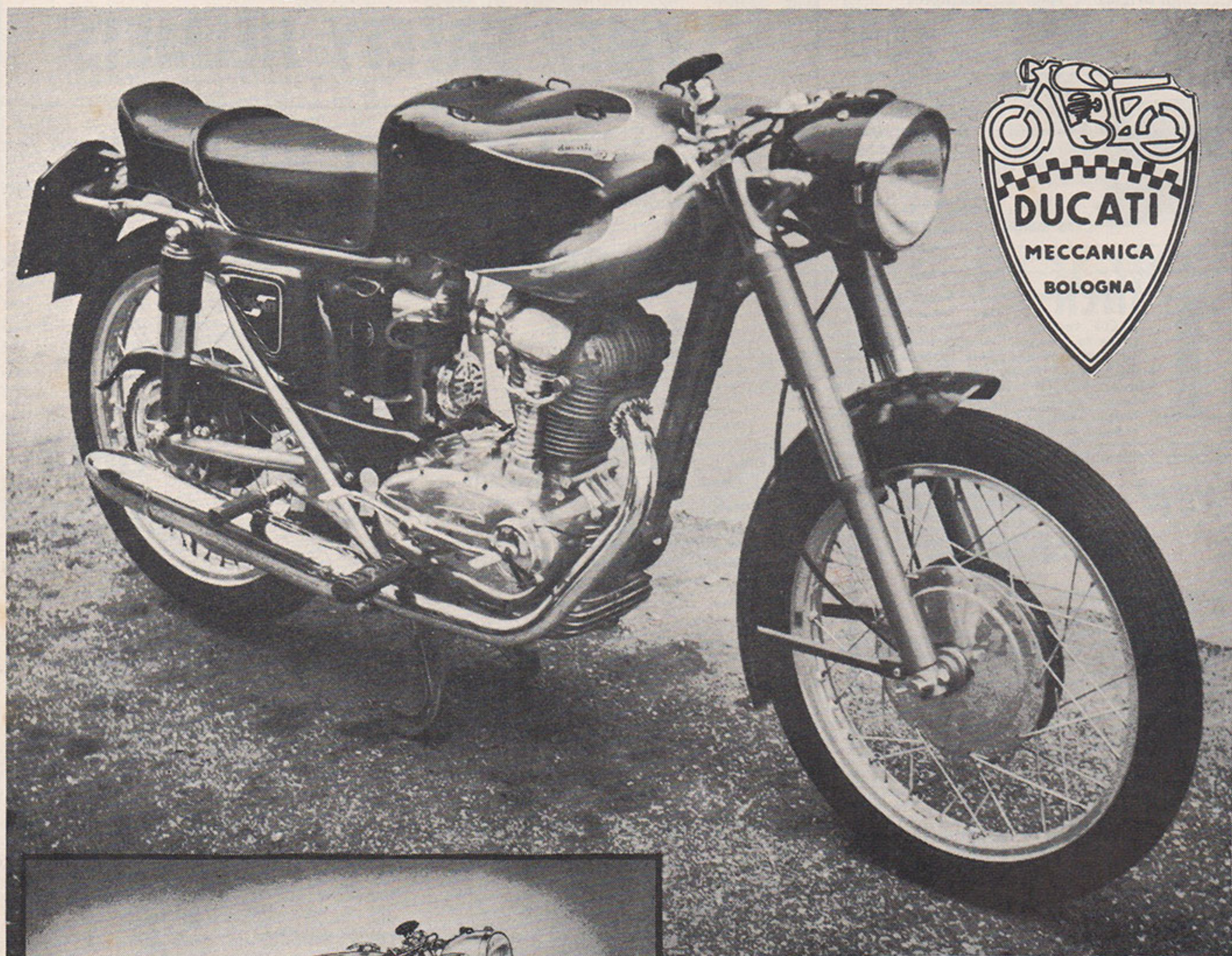
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Priced at \$499 — FOB New York

One of the nicest finished production models, this 175 cc overhead-cam beauty is finished in sparkling maroon and gold, and has an abundant supply of chrome and polished alloy. A 4-speed model with a top speed of approximately 85 to 90 mph, 17-18 H.P., sports muffler, sport engine and sports tank.

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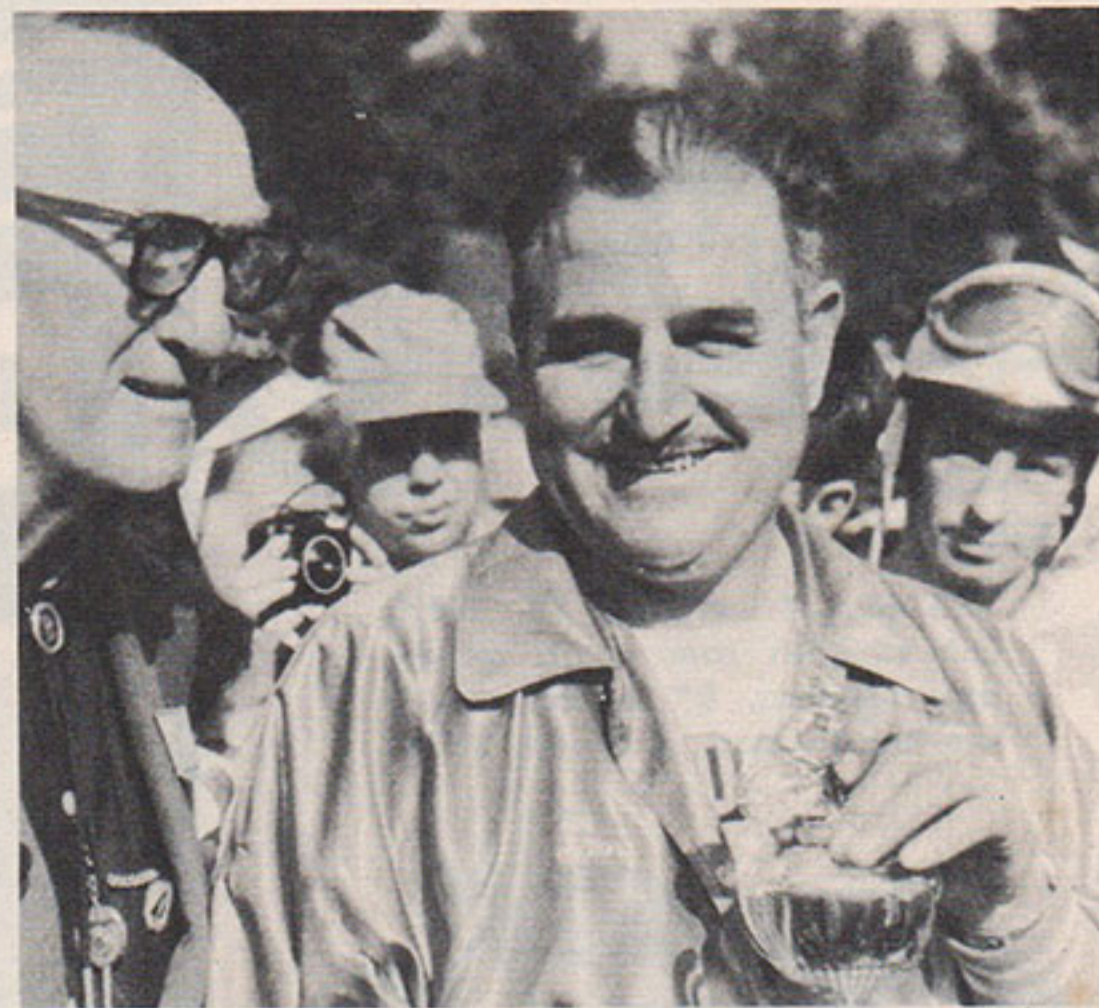
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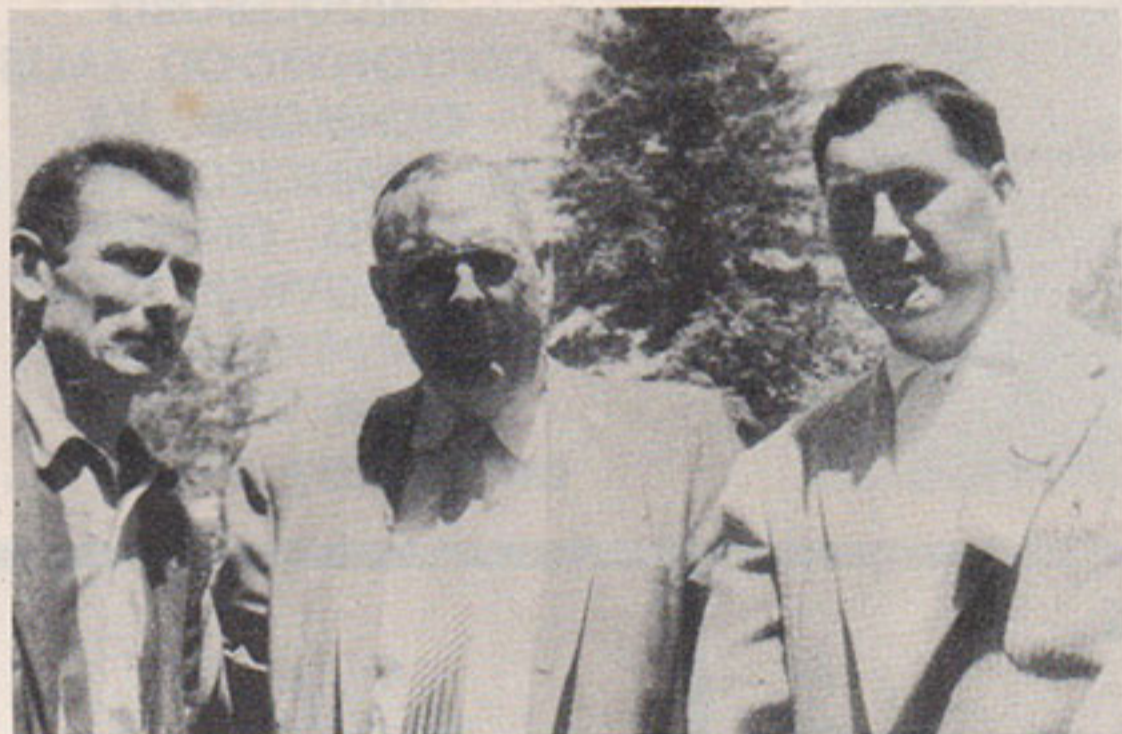
2432 Grand Concourse · New York 58, N.Y.



Mr. and Mrs. E. C. Smith receive gifts of appreciation from the N.E.M.D.A. Bill Schietinger at right makes presentation.



Veteran "Cannonball" Baker and Leonard Andres.



Walter von Schonfeld, Floyd Clymer and Duke Pennell.



E. C. Smith (with broom) said he has been listening to horse manure for years, but this is the first time he ever swept it up. Bill Schietinger and Walt Brown are giving him directions.



"Red" House, Walt Brown, Harley-Davidson Racing Engineer Dick O'Brien and Bill Walsh.



A.M.A. Secretary Lin Kuchler, Dick Klamfoth and Woodsie Castonguay.

Busy people were Clymer Motorbook and Worldwide Cycle Club representative, J. M. Smith, center, and his wife, Peggy at right. Girl at left is Eddie Hedgecock, of Seed's Cycle Shop, Arlington, Va. Clymer should lose his photographer's license for chopping off the heads of such fine people.



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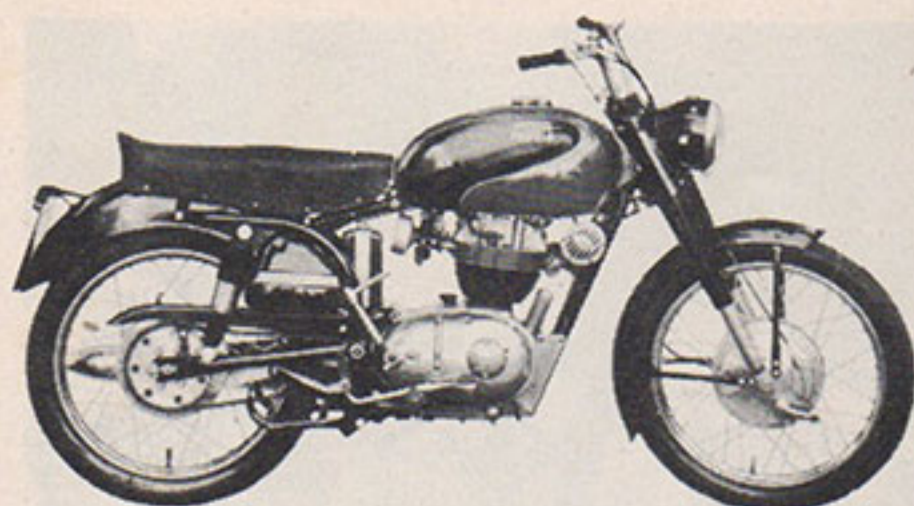
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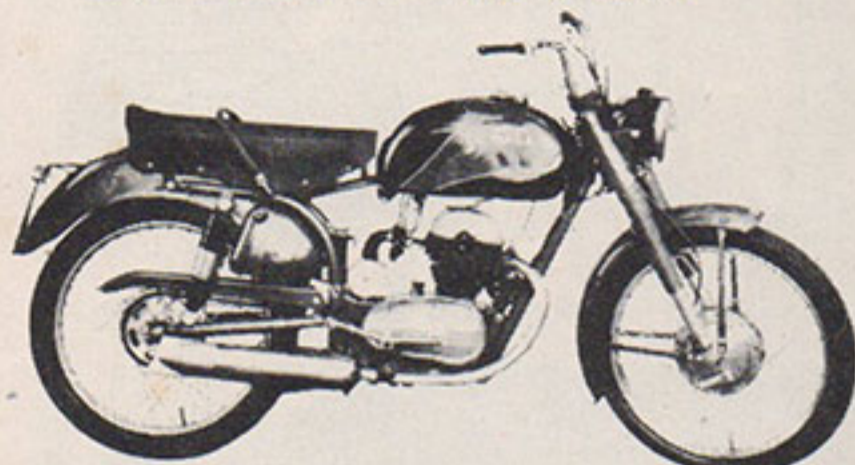
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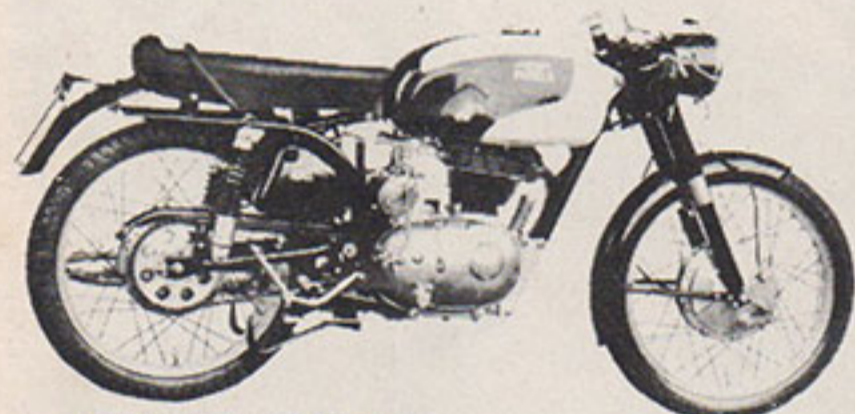
SPEEDSTER

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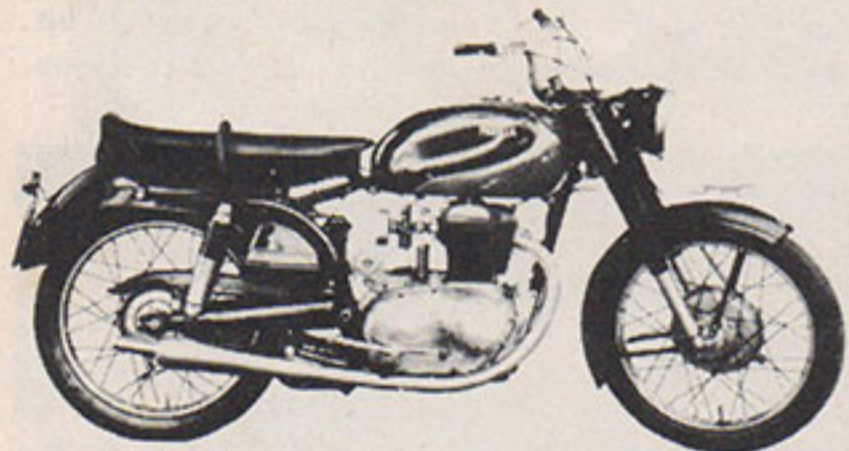
PHANTOM

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



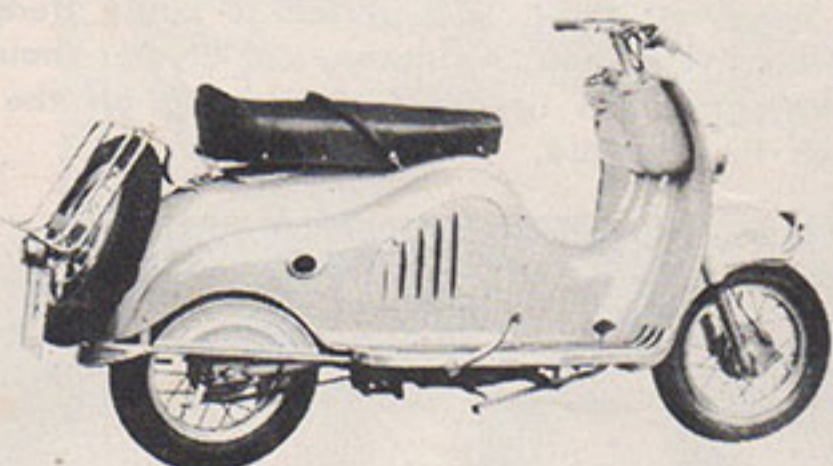
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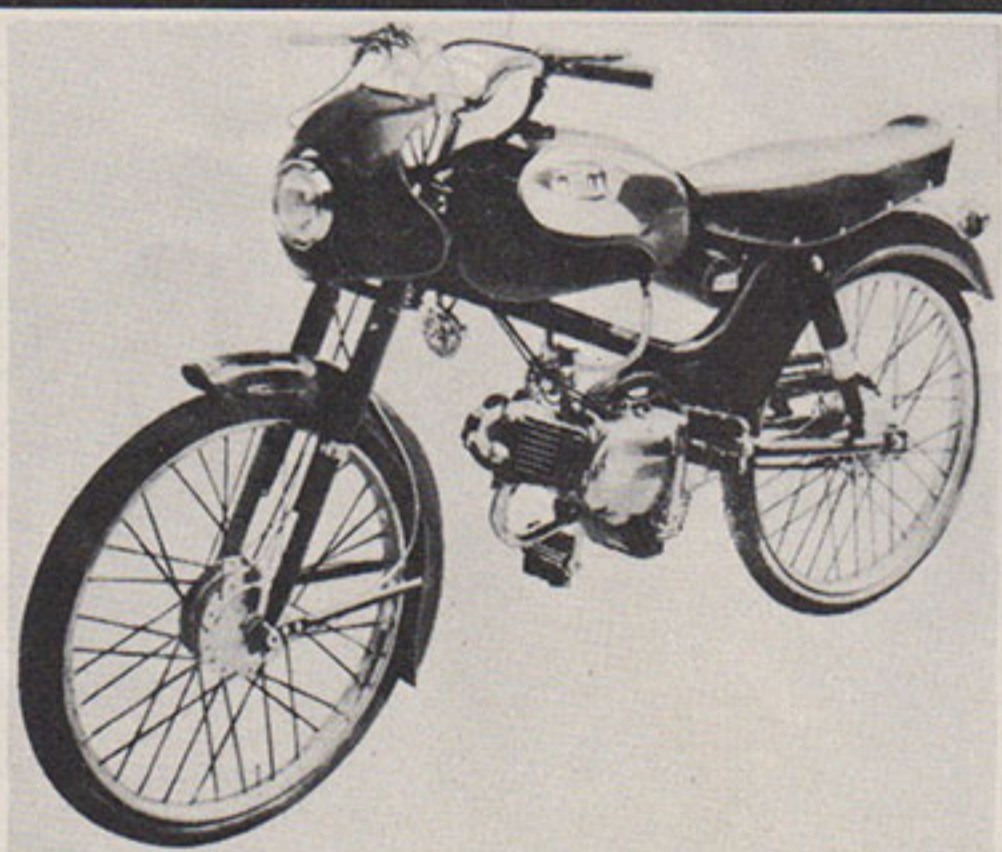
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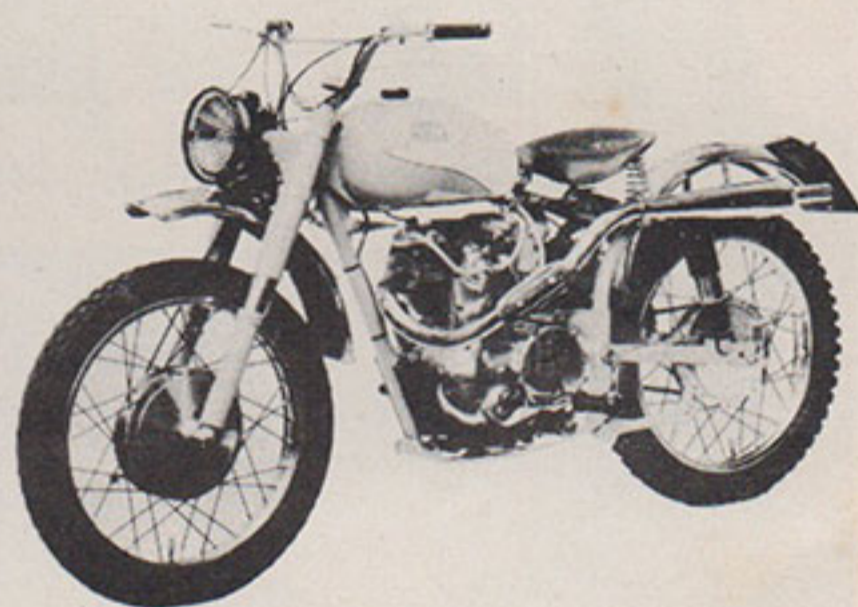
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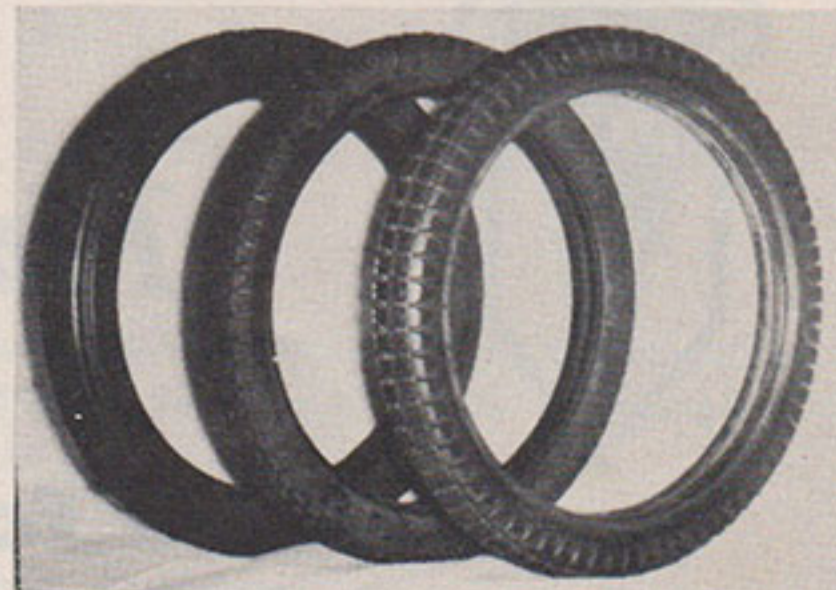


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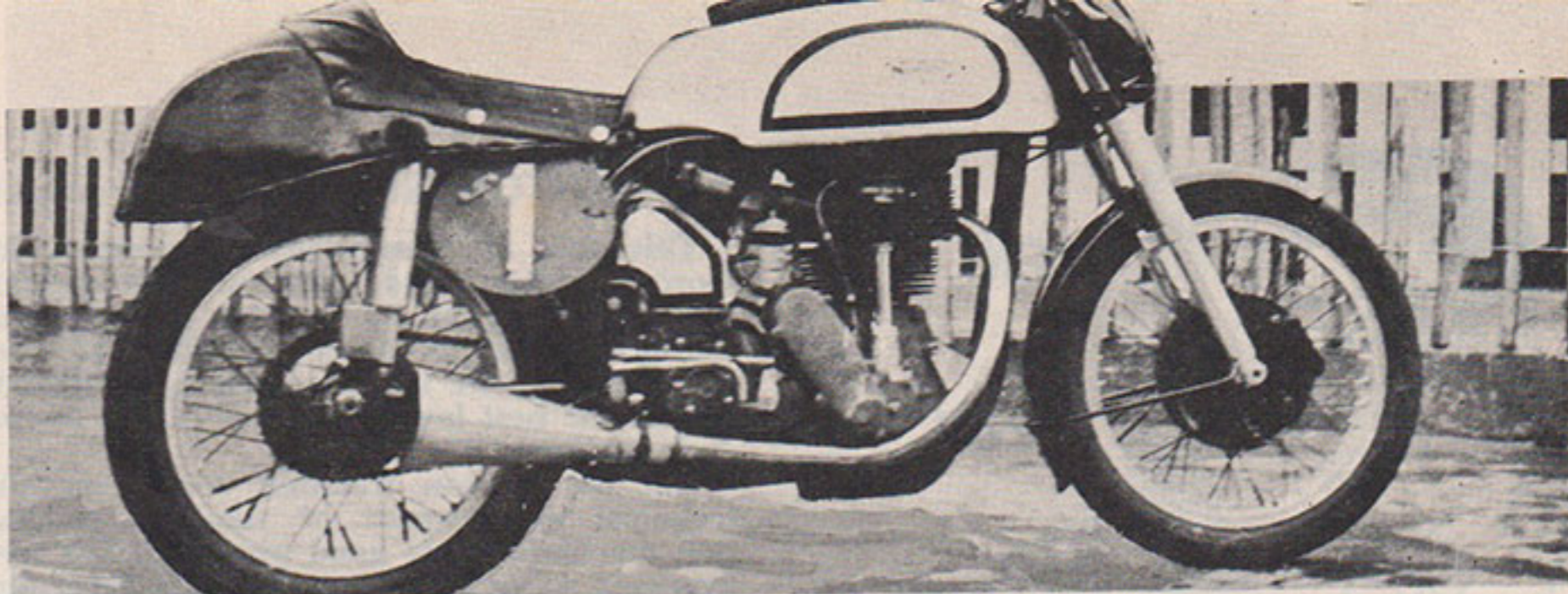
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THE NORTON STORY

A Famous Marque Celebrates Its 60th Year

Norton, one of the best known names in motorcycle racing throughout the world, celebrates its Diamond Jubilee in August of this year.

It was in August, 1898, that the late Mr. James Lansdowne Norton decided to accept no further contracts to make machines under other names, but to concentrate solely on making his own.

Always ahead of his time, "Pa" Norton had started by making pedalcycles and roller chains—both new things in the later years of the last century. An association with the firm of Clement Garrard in making two-stroke engines for attachment to pedal cycles led to the new interest, and in August, 1898, the Norton Manufacturing Company, Ltd., (later to become Norton Motors, Ltd.) was formed and the great racing marque was born.

The early Norton, powered by a Peugeot engine, was notable for being much lower in build than others of that time, and earned for itself the nickname "the ferret". Some manufacturers scoffed; others copied the lines of the machine that the Birmingham engineer produced. By 1909 practically all makes of motorcycles had followed the lead set by Norton.

Meanwhile "Pa" Norton, as he was affectionately known throughout the growing motorcycle industry, was riding his "ferret" with great success in hill climbs and similar competitions. Then in 1907 came one of those events which really earn the title "epochmaking". Rem Fowler, a young Birmingham enthusiast for the new sport of motorcycle racing, rode a Peugeot-engined Norton to win the twin-cylinder class of the first-ever Tourist Trophy race in the Isle of Man by the considerable margin of just over half an hour.

Since then Nortons have appeared in one or more T.T. races every year they have been run. There have been 32 victories and—perhaps the most remarkable record of all—nearly 1,200 Norton machines have started in T.T. races during the first 52 years of the event, 1907-1958 inclusive.

But to return to that first Norton T.T. victory in 1907. "Pa" Norton was naturally jubilant, but he was not the type of man to be satisfied with using a proprietary engine for his machines. He had been working on one of his own for some years, and in 1908 there appeared the Norton single-cylinder sidevalve engine with automatic inlet valve. A V-twin version followed soon afterwards. Both these engines proved outstanding for reliability and pulling power and the Norton motorcycle was established and recognized as one of the leading makes both at home and throughout the world.

In 1914 all competitive sport and the manufacture of all civilian motorcycles stopped. The factory, however, was busy on Government contracts and by 1918 had again to move to bigger premises. This was the nucleus of the present factory in Bracebridge Street, Birmingham.

The end of the first World War saw a greater demand than ever for new machines. Two Norton machines which appeared at this time achieved particular fame: The Brooklands Special and the Brooklands Road Special. The former was advertised as the fastest single-cylinder machine in the world, and with it was supplied a certificate that it had exceeded 75 mph for one kilometer; the Road

Special was certified at more than 70 mph. The engine was an aircooled sidevalve unit of 490 cc, with a bore and stroke of 79 x 100 mm.—dimensions retained to this day for the ES2 and 30 International models.

Names still famous today were being made in connection with Nortons in the early 1920s—Graham Walker, Alec Bennett and Stanley Woods in T.T. racing, Victor Horsman, Jack Emerson, D.R. O'Donovan, Dan Bradbury and Phil Pike in other fields.

Meanwhile James Lansdowne Norton had spent much time working on and developing an overhead valve engine. This first appeared in the Isle of Man on a racing machine in 1922, without any spectacular result, but much was learned from the experience. Next year Graeme Black brought one into second place in the Senior at an average speed of 55.14 mph.

What a year 1923 was for Norton successes! Albert Denly put the hour record up to 82.6 miles and the 50 miles record to 83.14 mph. O'Donovan broke the one hour, two hour, 50 miles and 100 miles records. Then



James Lansdowne Norton, founder of Norton Motors.

R.M.N. Spring and Denly, riding alternately broke the 3, 4, 5 and 6 hour records and set new standards for 300 and 400 miles.

Nortons were first and second in the Ulster Grand Prix. There were countless other gold medals, premier awards and so on.

That was enough, but not all. In 1923 the Maudes Trophy was first offered to the manufacturer whose machines performed the greatest feats of endurance under the direct observation of the Auto-Cycle Union. This was won by Nortons, who broke 18 world's records with a machine built from standard parts selected by an ACU official and assembled under his observation.

The first Senior T.T. victory with a Norton-engined machine (Rem Fowler's, remember, was powered by a Peugeot) came in 1924 when Alec Bennett accomplished one of Mr. Norton's great ambitions. Using internal expanding brakes for the first time, he averaged 61.6 mph, the first time a T.T. race speed had topped the mile a minute. In the same year Nortons won the Maudes Trophy for the second time.

Determined to win the trophy three years in succession, a fabulous project was conceived for 1925. Once more machines were assembled under ACU observation, this time a solo and a sidecar outfit. With the ACU representative in the sidecar, the two machines covered the courses of the London to Exeter Trial, the London to Land's End, Land's End to John O'Groats and the London to Edinburgh Trials. Then they went to Brooklands and between them captured 32 world's records. So they won—and heartily deserved—the Maudes Trophy for the third time in the first three years of its existence.

(Continued on next page)



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THE NORTON STORY — Continued

This year of tremendous achievement for Norton Motors, Ltd., also saw its greatest loss, the death of its founder, James Lansdowne Norton, on April 21, 1925. He was surely one of the most famous, and certainly one of the best loved, pioneers of the motorcycle industry.

But the Norton tradition continued, and technical development of standard production machines made good progress. The new overhead valve engines, with chain drive and three speed handchange gearboxes, were on general sale, and in 1927 the four speed gearbox was offered as an extra. Soon it became standard. Internal expanding brakes and mechanical engine lubrication were also adopted.

Meanwhile the racing department had been busy developing a 500 cc overhead camshaft engine with cradle frame and dry sump lubrication. Hardly was it off the drawing board when Alec Bennett rode it in the 1927 Senior T.T., winning by no less than 8 minutes 22 seconds from Jimmy Guthrie on a New Hudson.

A new epoch had dawned. Runaway wins followed in the French, Dutch, Belgian and Ulster Grands Prix. A machine embodying the new engine was put into production. In 1931 began a succession of racing wins, in great events and small, the like of which had never been seen before and probably never will be again. From 1931 to 1954 inclusive Nortons won 26 out of 34 Senior and Junior T.T.s.

The original overhead camshaft engine had been used to provide data for what became a classic example of internal combustion engineering efficiency. With a camshaft now operating each valve, the Norton not only won races in Norton machines; aircraft designers bought samples to study from it the art of achieving the highest possible volumetric efficiency and power output—and it will never be known just what effect this engine had on many other designs.

In the middle thirties another World War was clearly foreseeable, and in 1937 the Government began testing Norton machines from a military point of view. Their selection was the famous 16H, which was already put into production before war broke out. So the switch to a war footing was quickly made and no fewer than 100,000 of these machines saw service in all theatres of war.

In 1946 civilian production was resumed, beginning with two models only. By the following year Nortons were again in the forefront of road racing with victories in the Senior T.T., Dutch T.T. and Belgian and Ulster Grands Prix. Geoff Duke, Artie Bell, Jack Brett, and Ray Amm again began taking first places on Nortons.

Hand in hand with racing successes went as always a steady development of roadster machines with today a range of models from 600 cc to 350 cc, singles and twins, for solo or sidecar use. Racing improves the breed; and the story of Nortons is the story of the creation of a thoroughbred.

Mexican Motorcycle Tourist Information, Help Offered

Motorcycle riders planning to take a trip to Mexico are offered free help and information about that country by Senor Antonio Serrano Liceaga, whose desire is to work for close relations between American and Mexican motorcyclists. Senor Liceaga writes good English, so a line to him will probably bring an answer to your questions about motorcycle travel south of the border. His address: Antonio Serrano Liceaga, Motos y Motonetas, Av. Cuauhtemoc 1078 (Esq. Glorieta Riviera), Mexico 12, D.F.

CYCLE TIP

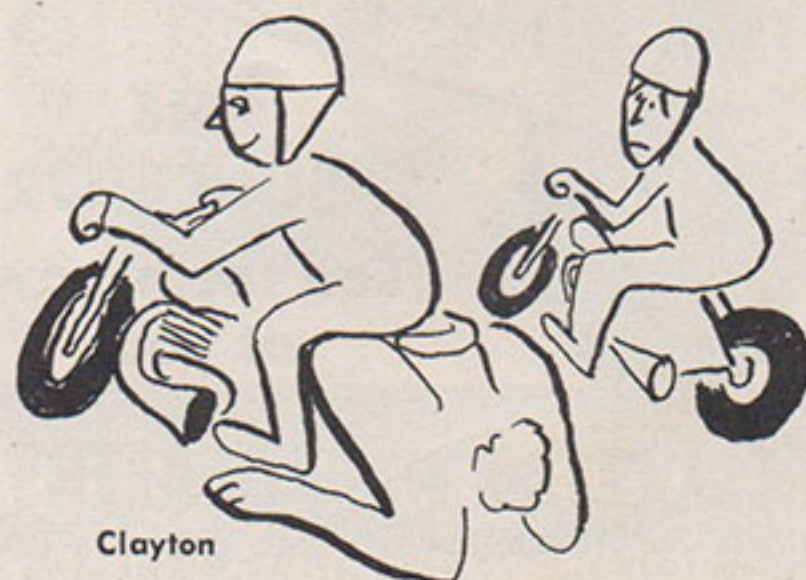
If the filler caps on the gas and oil tanks of your Harley-Davidson or Indian are the same size, be sure that the cap with the vent hole is fitted to the gas tank. If the caps get swapped, as sometimes happens when both tanks are filled at one stop, symptoms of fuel starvation will occur.



THE BREADFRUIT EXPRESS—It is easy to picture the South Sea Islands with waving palm trees, whispering surf, and grass-skirted hula-hula girls. But there is also a practical side to life on the islands. There is the problem, for instance, of how to transport your sack of breadfruit and your daughter swiftly and economically—and this Polynesian matron has solved it in a way common all over the world! The photograph comes from Rarotonga, largest of the Cook Islands, where there are 20 miles of road and about 80 motorcycles.



"WONNAFUL, WONNAFUL" — says champagne music man Lawrence Welk of the Cushman electric golf buggy provided by Cushman dealer Horace Watson. Watson was Johnny-on-the-spot with some non-automotive transportation when Welk and crew were in Houston recently for a Chrysler selling campaign. With the TV star are singer Alice Lon, left, and Houston's mayor Lewis Cutrer, right.



Clayton

DEALER DOINGS

Maico Production Continuing

Production of Maico products consisting of the small Maico M 500 car, scooters and motorcycles has been taken over by Maico Fahrzeug-fabrik G.m.b.H. of Herrenberg following recent consolidation of the individual factories. The affiliated company Maico-Werke G.m.b.H., Pfaffingen, however, which handled production and sales of all Maico vehicles during recent years, will probably go into liquidation.

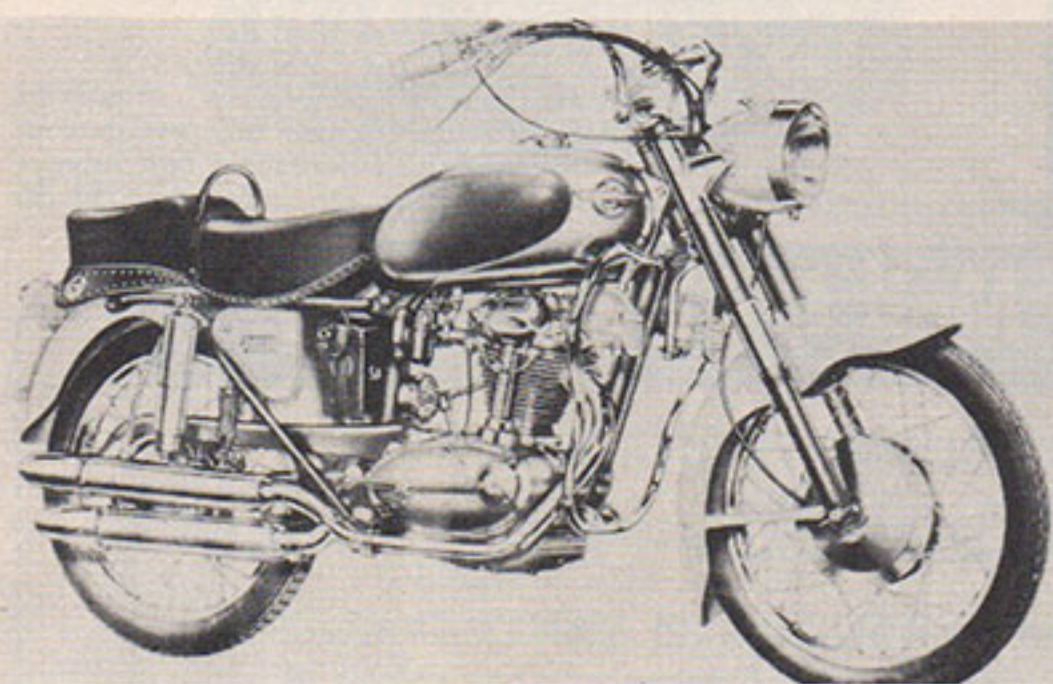
Orders on hand will absorb the entire production for the next three months and further prospects look rather promising for Maico since their products are being distributed in more than 70 countries.

INDIAN AGENCY OPENS

That excitement in Culver City, California on the first of July was Charlie Hayden and Johnny Rich opening their new Indian dealership at 11410 W. Jefferson Blvd. Indian's western manager Nels Nelson was on hand passing out tickets for the door prizes and a goodly crowd gobbled the free coffee, donuts and sandwiches (with the cellophane still on the bologna) that Charlie and Johnny put out. Movies of recent motorcycle races and some old spiller-thrillers were shown in the back of the attractive shop.



MOONLIGHT RIDES—Organized by veteran Santa Ana (Calif.) motorcycle dealer Irv Seaver, and directed by Seaver staffman Johnny Eagles, the new casual "Evenings in the Moonlight" tours for Santa Ana motorcyclists are attracting larger and larger crowds of riders who like the relaxed, informal character of the purely social evenings. Entirely free of any element of competition and of brief duration, the pavement runs terminate at the handsome modern Seaver store for a "coffee-and" break. Seaver and Eagles (third and fourth from left) have developed this program with the thought that casual enjoyment of two-wheeled fun could be had without necessarily going through the "fuss and feathers" of organized club activity.



The Ducati model "Americano", above, comes in 175 and 200 cc displacements. High handlebars, two-tone trim, dual exhaust, and triple horns are expected to endear it to American enthusiasts.

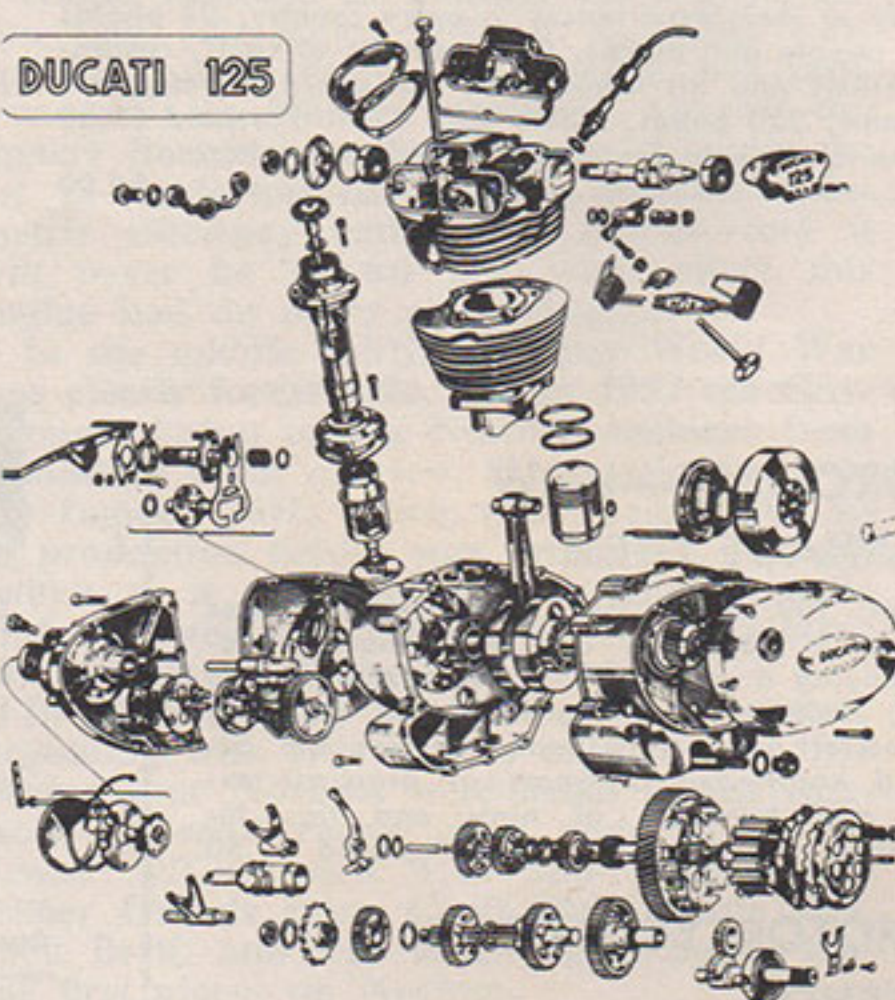
Berliner Motor Corp To Import Ducatis

Berliner Motor Corporation of 2432 Grand Concourse, New York City, announces that they have been appointed exclusive importers and distributors for Ducati motorcycles for the next ten years.

Dr. Guiseppe Montano, president of Ducati, guaranteed that each model introduced into the U.S. will be in production for a period of five years with parts and service facilities available for an additional five year period.

Ducati models imported by the Berliner Corporation will be the 125 cc OHC single cylinder sports machine, which gives a claimed 10 hp and a speed of about 75 mph from its tiny engine. This machine has 18" wheels, a choice of handlebars, and is finished in blue-bronze paint with many polished parts. Price is \$499.00 F.O.B. New York.

The 175 cc Turismo model, which can be converted to a 200 cc displacement with a kit available from the importer, will also be brought to these shores. From November 1958 it will be available as a 200 cc model.



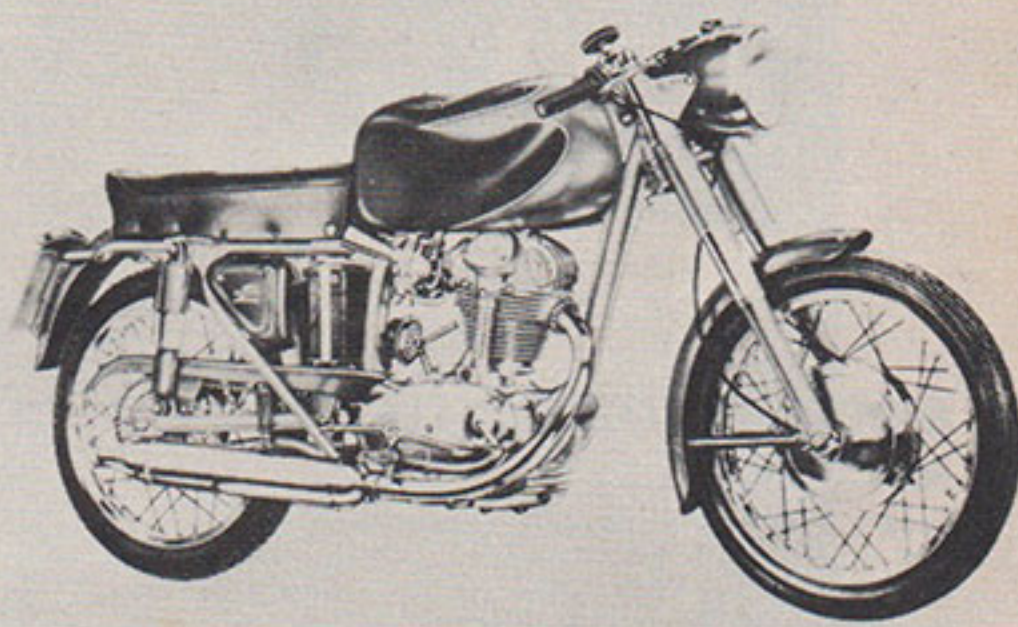
All Ducati engines are of overhead cam design. This is an exploded view of the 125 cc power plant.

The 175 cc power plant gives a claimed output of around 15 hp and is also priced at \$499.00 F.O.B. New York. Its color is two tone blue and bronze.

Also in the 175 cc displacement class (200 cc model available in November) is the Supersport Ducati, of which two models will be offered: the Super-sport and the Americano. The Super-sport has a four speed gearbox and sports equipment and claims a top speed of 85 mph. The Americano will feature a racing tank, dual seat, high handlebars, adjustable rear shocks, safety bars, and silver-blue two tone paint. Both models sell at \$599.00 F.O.B. New York.

A scrambler model will also be available with 18" wheels set up like the others in 175 or 200 cc size. Price will be \$599.00 at New York on this model too.

Ducatis have won for themselves a worldwide reputation as a result of their racing successes in most of the major events which feature their class. To show that the factory strives to keep up to date, a team of Ducatis with desmodromic (positive closing) valves competed in the latest Isle of Man TT.



A rapid looking piece of equipment is the Ducati 175 sports model, available with dual exhaust, racing tank, dual seat.



WELCOME WAGON MAKES NEW YORK DEBUT—ON A MOTOR SCOOTER—Mrs. Billie Southern Lowe, New York's first Welcome Wagon hostess, making her first call on the Lambretta motor scooter she uses to solve the New York traffic and parking problem. A community service organization which has been welcoming newcomers to over 2,000 communities throughout the United States and Canada for over 30 years, Welcome Wagon International has begun operations in New York City. Included among the many gift items being left with the new New York City residents visited by Mrs. Lowe is an invitation to drop in at the nearest Lambretta dealer for a demonstration ride, should they also find the New York transportation situation a problem.

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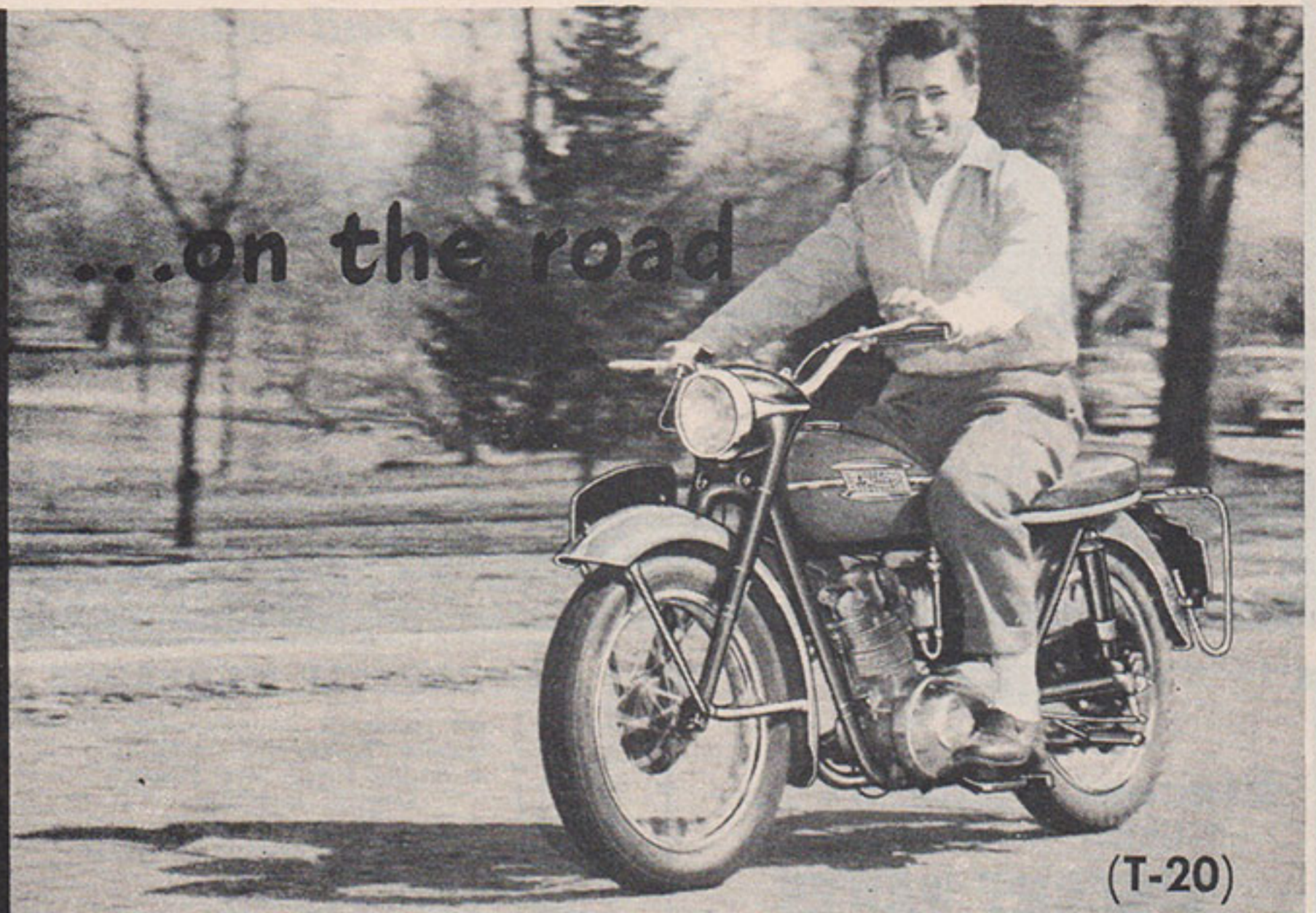
See your nearest Triumph dealer now for complete details plus a free demonstration ride. There's also a special Junior Cub model for the beginner.

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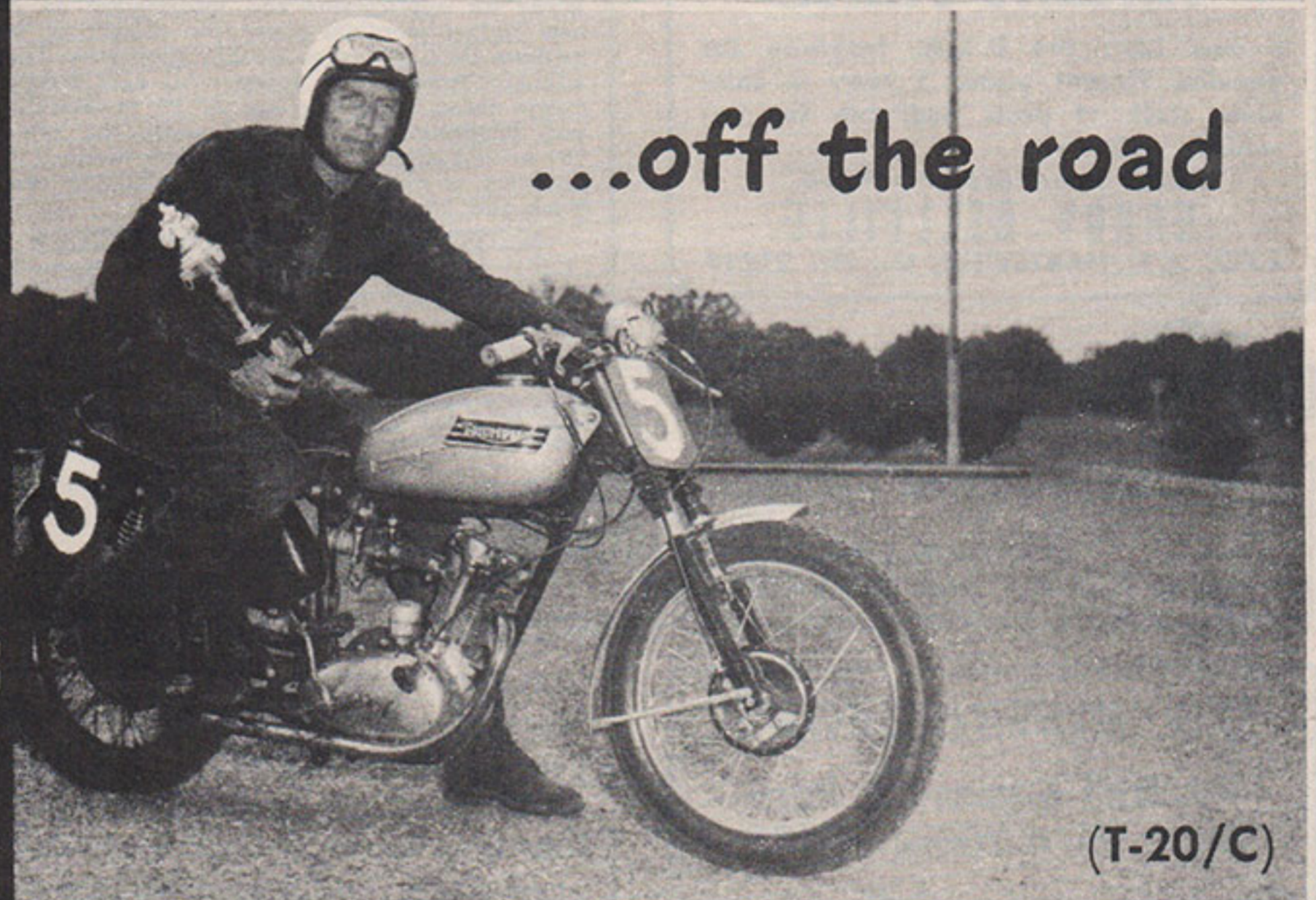
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The TRIUMPH

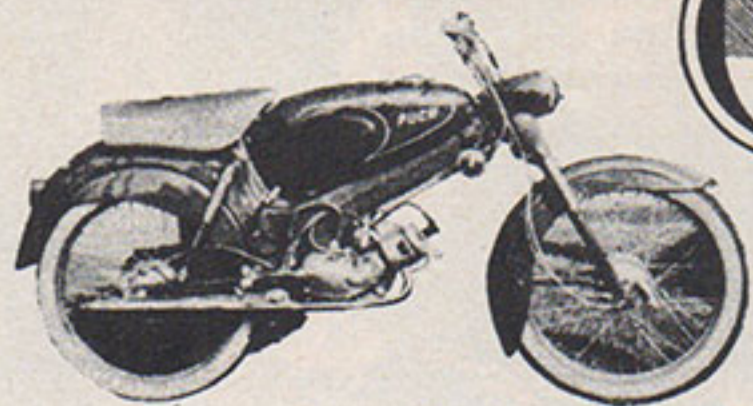
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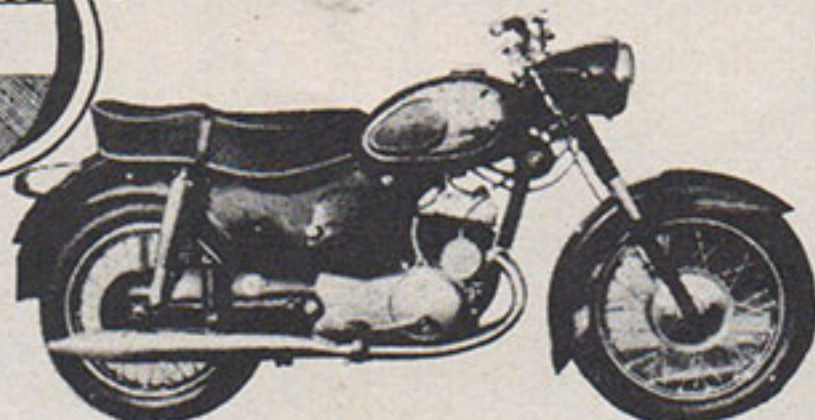
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WORLD MOTORCYCLE REGISTRATION FIGURES

These figures show the number of motorcycles in use in the following countries as of 1957. Note: In the majority of countries where there are known to be substantial numbers of mopeds in use, these have been excluded from the count.

THE AMERICAS

Canada	37,655
Mexico	8,215
USA & Alaska	411,835
Leeward Islands	173
Trinidad & Tobago	1,097
Windward Islands	364
Cuba	10,264
Dominican Rep.	700
Fr. W. Indies	500
Guatemala	3,084
Haiti	447
Panama (Incl: Canal Zone)	1,600
Salvador	800
Argentina	45,000
Brazil	29,320
Chile	2,044
Colombia	700
British Guiana	1,231
Paraguay	1,000
Peru	2,643
Uruguay	4,000
Venezuela	10,861

EUROPE

Austria	328,300
Belgium	203,000
Cyprus	6,000
Czechoslovakia	150,000
Denmark	110,000
Finland	60,000
France	1,810,000
Germany (W)	2,477,812
Gibraltar	286
Greece	7,667
Hungary	25,000
Iceland	600
Irish Republic	21,436
Italy	2,085,000
Malta & Gozo	1,819
Netherlands	159,550
Norway	60,000
Poland	24,561
Portugal	15,000
Roumania	7,000
Spain	160,000
Sweden	313,805
Switzerland	160,414
Yugoslavia	12,541
Turkey	9,510

AFRICA

Angola	4,123
Belgian Congo	2,684
Kenya	
Br. Somaliland	
Tanganyika	10,350
Uganda	
Zanzibar — Pemba	
Ghana	1,680
Nigeria	4,818
Sierra Leone	500
Egypt	11,635
Ethiopia & Eritrea	3,000
Morocco (South)	13,144
Liberia	3,000
Libya	2,000
Rhodesia & Nyasaland	6,600
Sudan	311
Tunisia & Algeria (Approx.)	15,000
Union of S. Africa (including S.W. Africa)	31,000
Madagascar	2,895

ASIA

Ceylon	6,563
India	41,000
Formosa	7,500
Iran	3,410
Iraq	1,500
Israel	4,822
Japan	577,185
Jordan (Excl. Military)	169
Lebanon	2,162
Pakistan	9,000
Philippine Rep.	532
Thailand	7,715
Singapore	8,746
Syria	1,318
Vietnam (South)	17,500
Korea (South)	97

OCEANIA

Australia	127,877
Hawaii	2,079
New Zealand	24,592



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Editor, CYCLE Magazine—

About a year ago I became the proud owner of a Maicoletta motorscooter after reading their advertisements in your magazine.

Having broken it in, I decided to do some traveling this summer on my scooter. My trip included traveling from my home which is in the northern part of Utah, to Denver, Colorado and from there through Colorado to Mesa Verde National Park, and then home again through the southern part of Utah.



I enjoyed my trip very much and I found that a constant 60 miles per hour was not too much either for myself or my scooter on the open stretches for long distances.

The highlight of my trip was to reach the summit of Pike's Peak (14,110 ft. above sea level, see photo) without a whimper from my machine, even though it was carrying my cousin who is fifteen and myself, sixteen years of age. Our total weight was 375 pounds.

My entire trip came to 2100 miles, with an average daily mileage of 350 miles.

Peter Chase
Utah State University
Logan, Utah

Editor, CYCLE Magazine—

I really appreciate the speed that I have been getting my CYCLE Magazine. Each month I get it before it appears on the news stands in the States.

I received my "package" from the WCC, and am very pleased with #770. I believe you have the right idea on what we really need to make cycling a more enjoyable sport for all.

I am very anxious to see a road test on the TR6-B or TR6-A as I'm getting one soon. What happened to the 60 mph brake test? Also I would like to see the saddle height, wheelbase, and ground clearance added to your road test report. I believe CYCLE is the best of them all, and with it I have interested many people in the sport of motorcycling, even here on Kwajalein I have enlisted new enthusiasts, and some of them are planning on getting bikes when they return to the States.

Troy Edwards CEC
FPO San Francisco

What happened to the 60 mph brake test? You should see what happened to the tester!—Ed.

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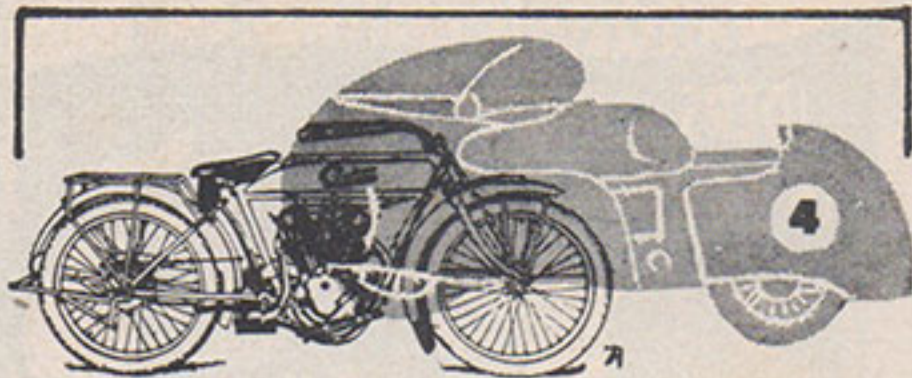
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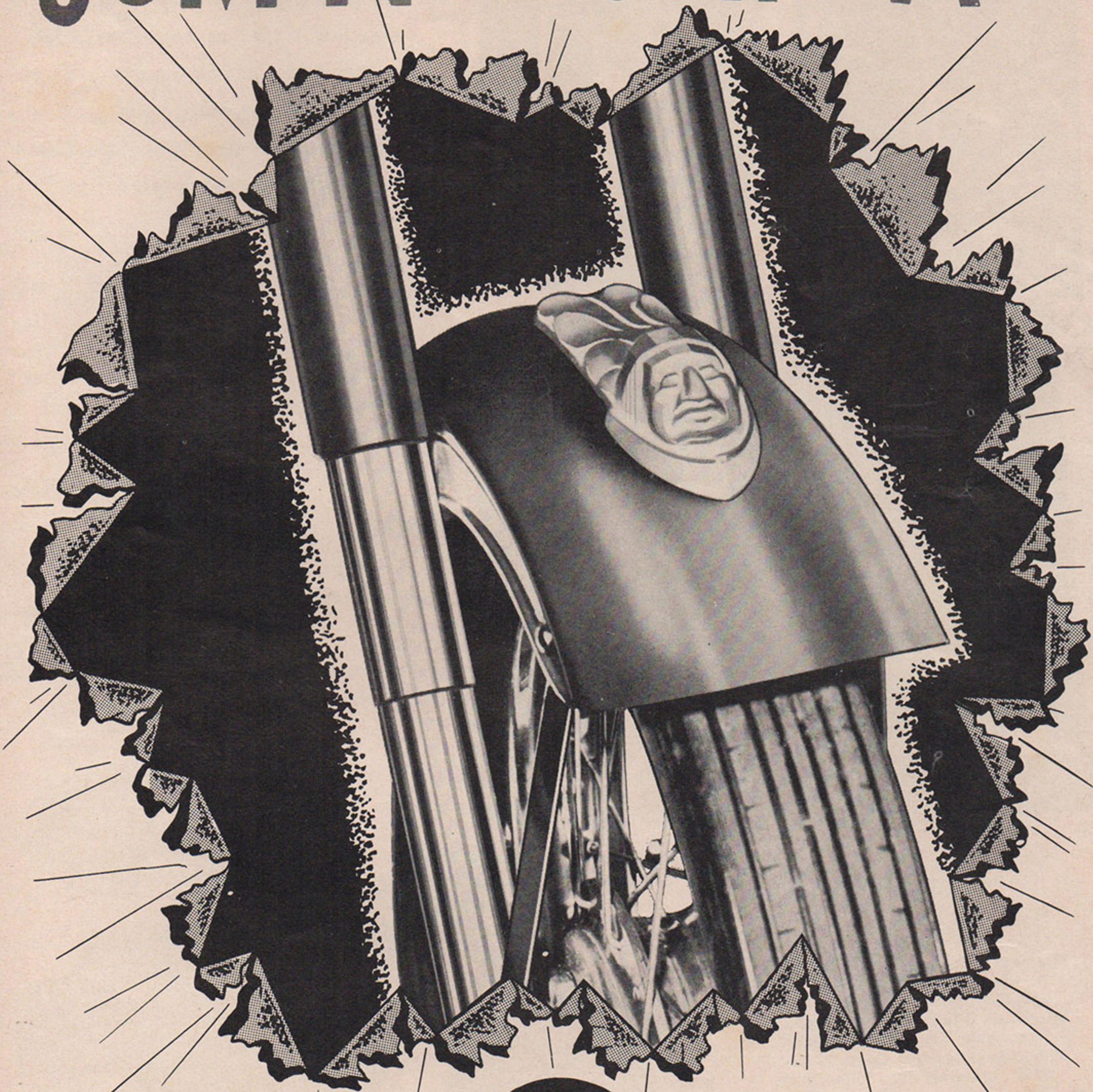
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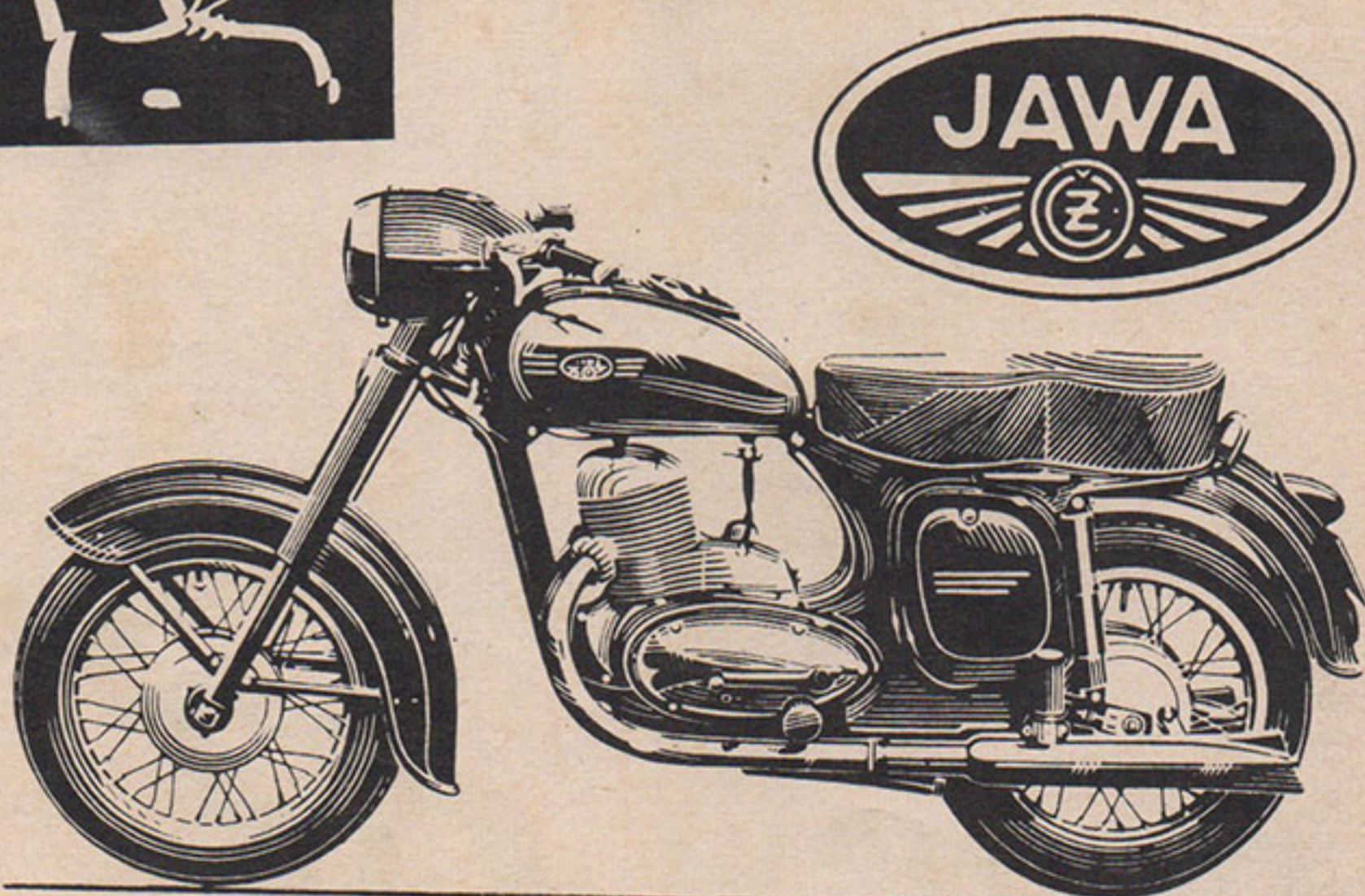
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