

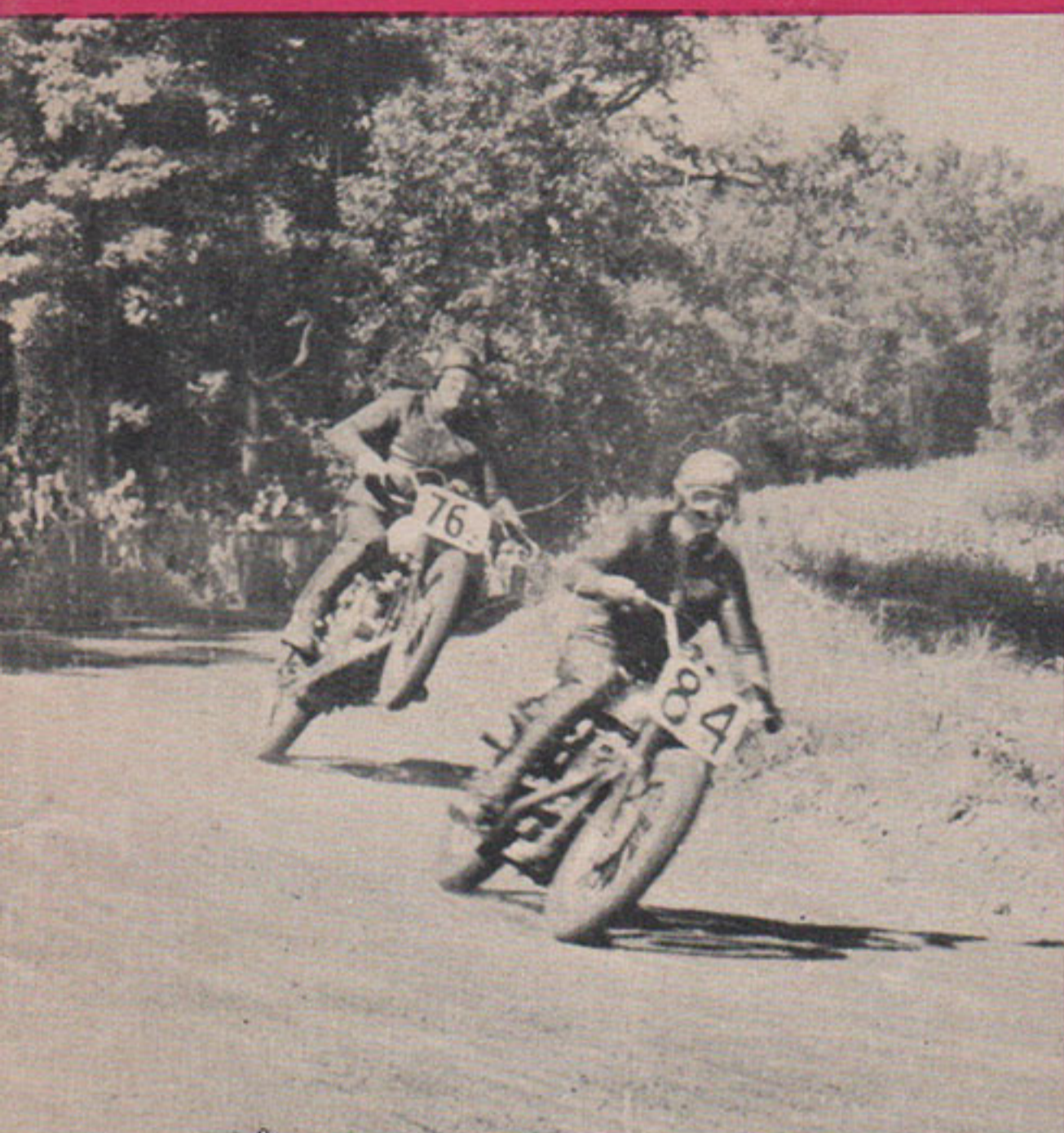
# CYCLE

NOVEMBER, 1958

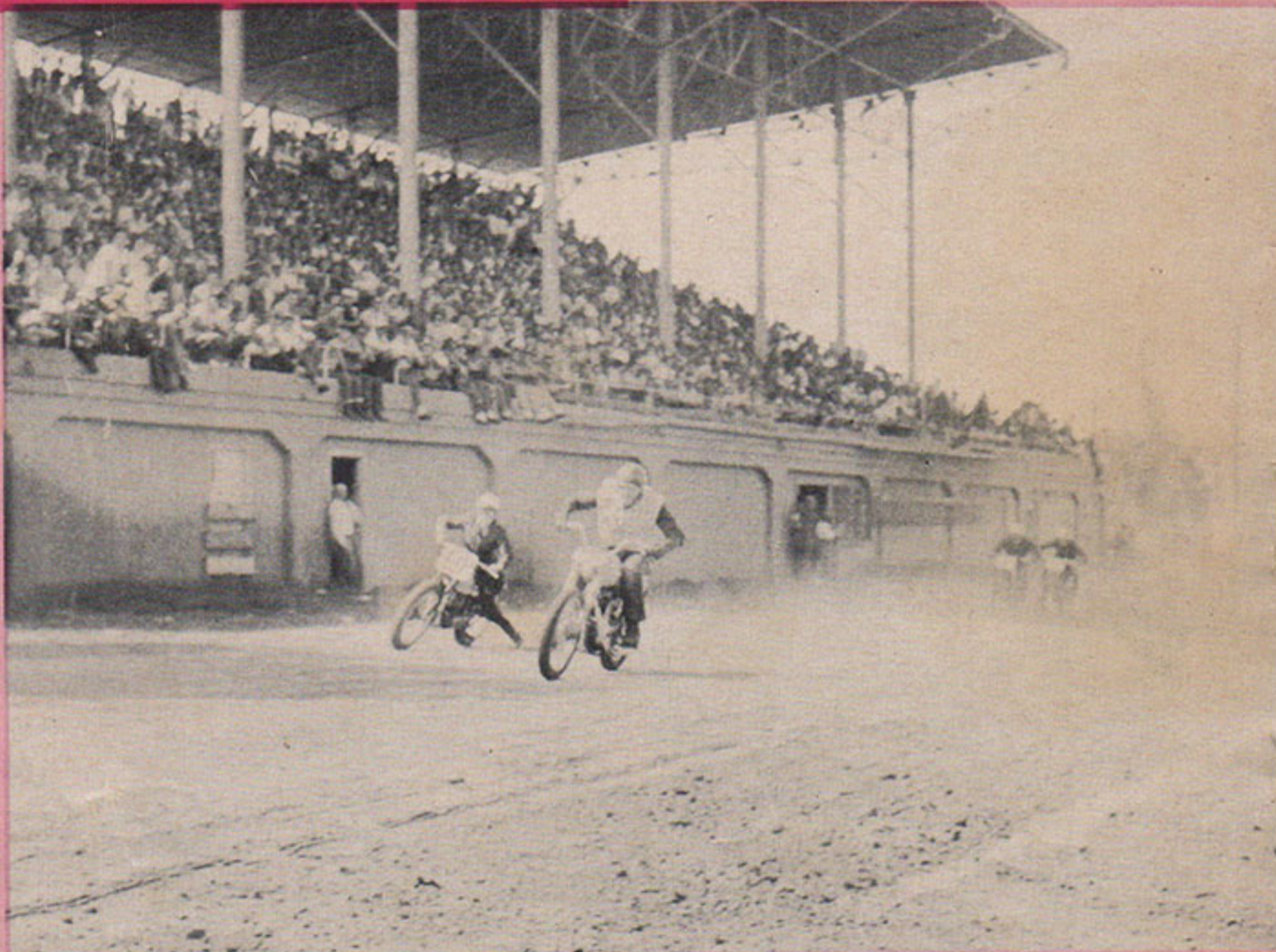
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A FLOYD CLYMER PUBLICATION

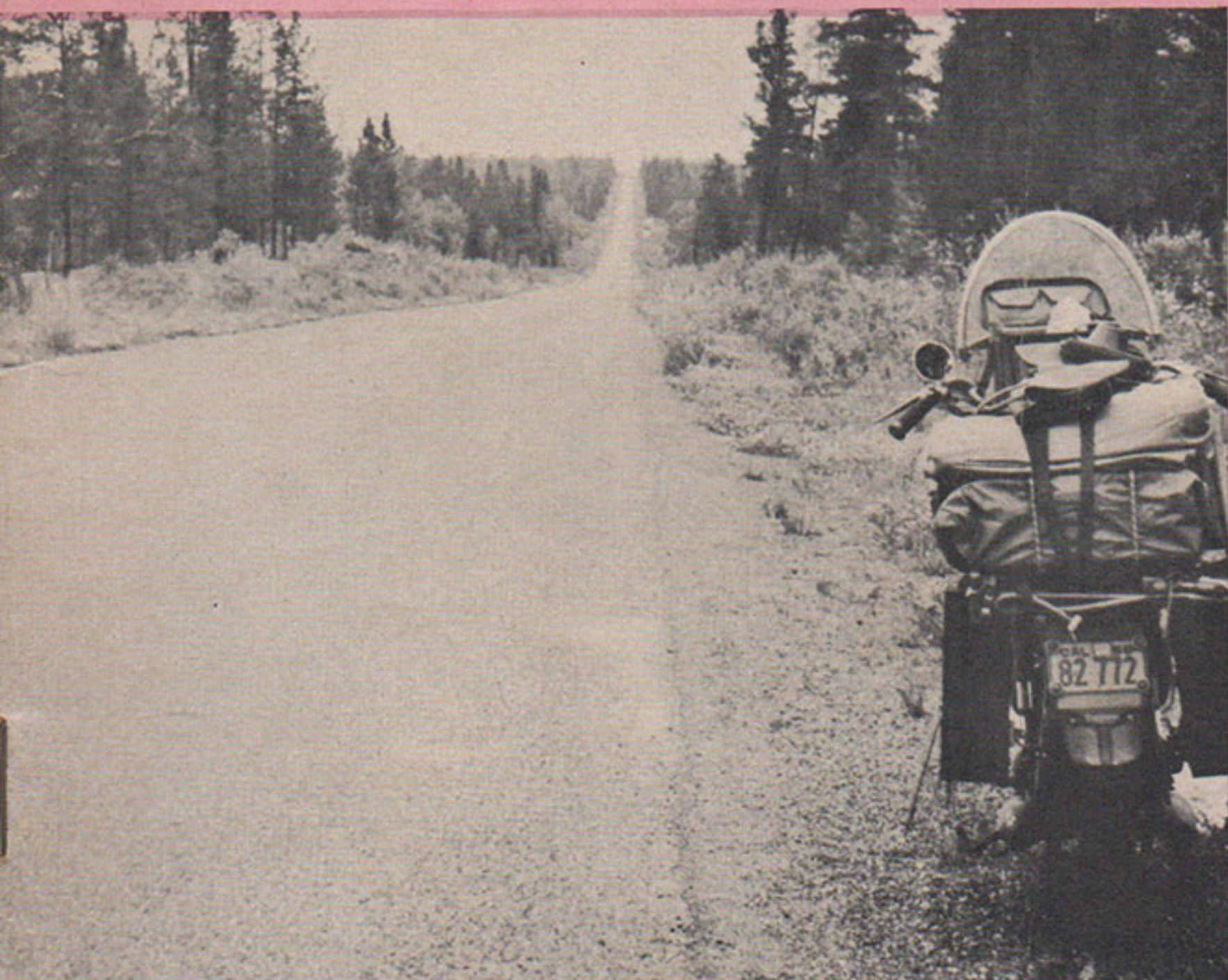
"WORLD'S LARGEST MONTHLY MOTORCYCLE CIRCULATION"



Dick Dorresteyn, #76 Triumph, pushed George Everett for lead at—  
**PEORIA T.T.**

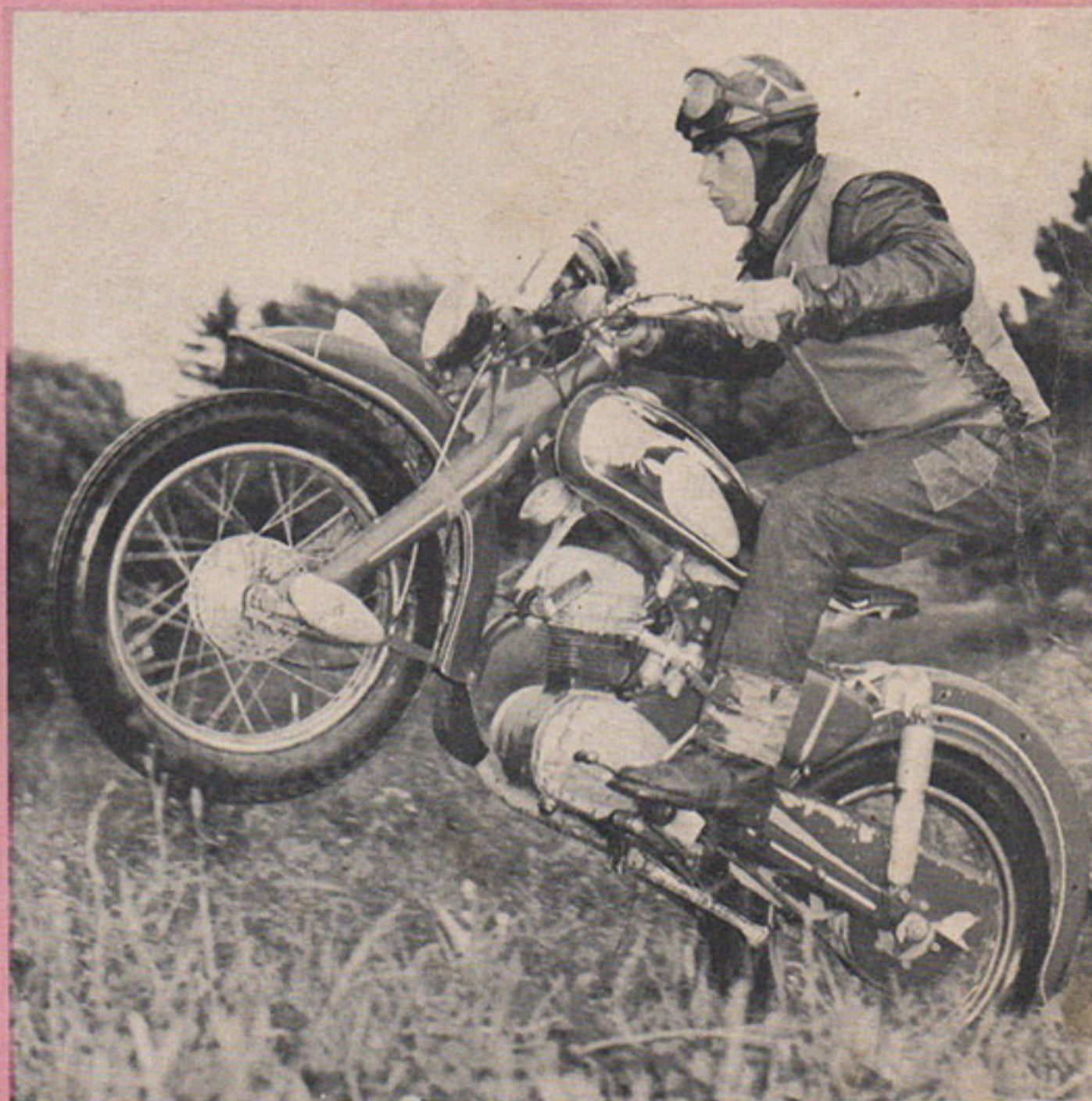


Lightweights battle on half mile dirt track during—  
**DODGE CITY RACES**



The scenic Caribou highway stretches north from Canada towards Alaska. Read details in CYCLE'S—

## TRAVEL STORY



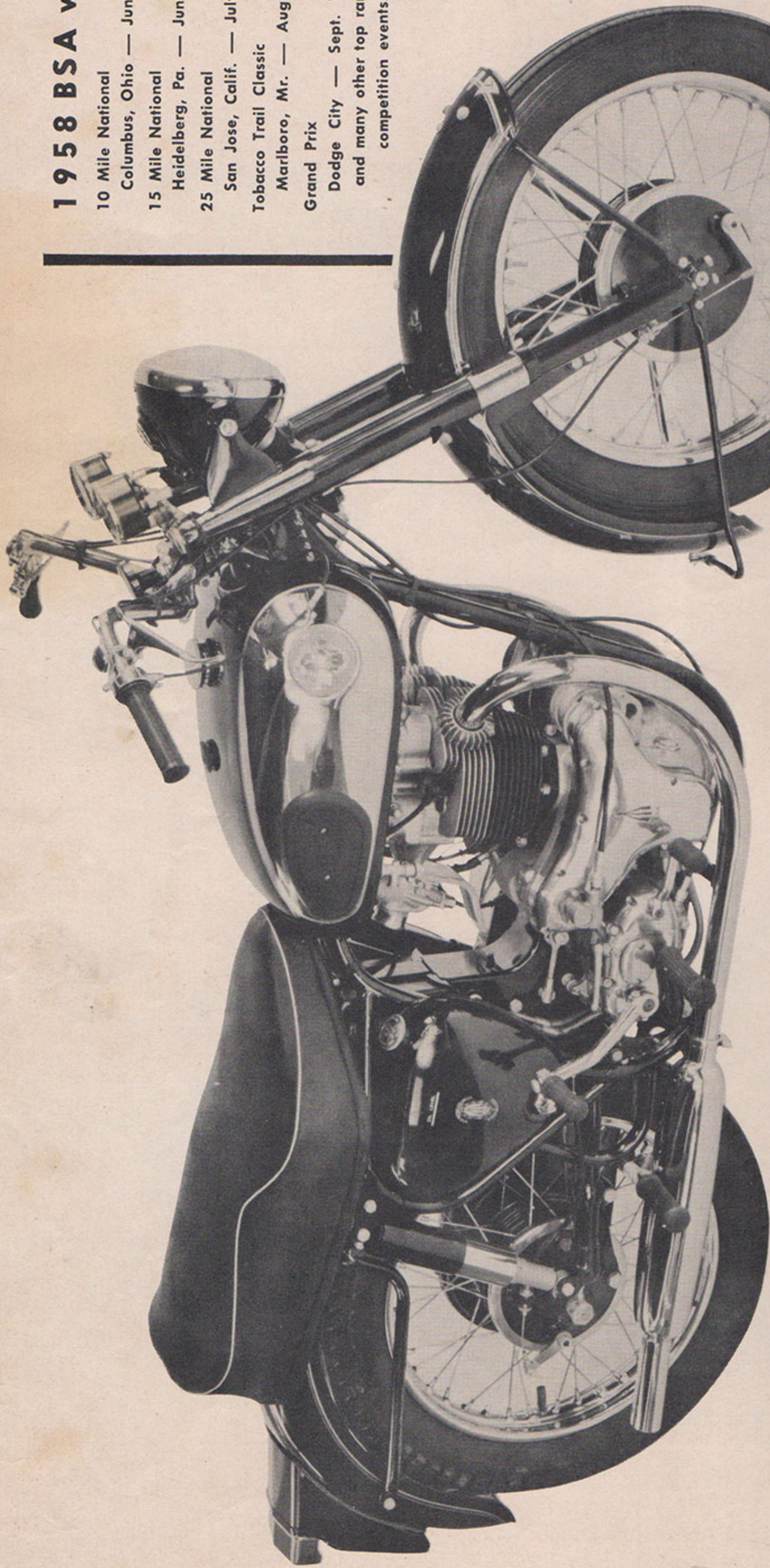
John Penton, NSU, sweepstakes winner in—

## JACK PINE ENDURO

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SPEED RUNS**

**NEW MODELS  
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## 1958 BSA wins

10 Mile National

Columbus, Ohio — June 29

15 Mile National

Heidelberg, Pa. — June 15

25 Mile National

San Jose, Calif. — July 20

Tobacco Trail Classic

Marlboro, Mr. — Aug. 31

Grand Prix

Dodge City — Sept. 1, 1958

and many other top ranking  
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**Greatest Sports Thrill on wheels!**

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and polished alloy. Best  
looking motorcycle on the  
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# CYCLE

A FLOYD CLYMER

PUBLICATION

NOVEMBER, 1958

VOL. IX, NO. 11

"World's Largest Monthly Motorcycle Circulation"

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## Staff

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

## Foreign Correspondents

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

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# The Publisher's Column

**CYCLE SPECIAL CHRISTMAS OFFER**—Many readers in years past have given CYCLE subscriptions to friends as Christmas gifts. CYCLE makes an excellent gift and one that will be remembered throughout the year.

As usual, each Christmas time we offer a special price for CYCLE as a gift. The regular price of \$4.00 per year applies for one subscription—however, with each subscription or renewal, the subscriber may add as many gift subscriptions as desired at the low rate of ONLY \$2.50 a year. See offer on page 34.

Such subscriptions should reach us not later than Dec. 10th. Please print the names and address of each Christmas gift subscription wanted and enclose with check or money order. We will advise the recipient of the name of the donor. Send subscription order to CIRCULATION MANAGER, CYCLE, 1268 So. Alvarado St., Los Angeles 6, Calif.

**DODGE CITY AFTERMATH**—Another National Rally at Dodge City is history. This year's event was the most successful and attracted the largest crowds of any event ever held in the historical old Cowboy Capitol and motorcycle racing center.

Dodge City first played host to motorcyclists in 1914, when the 300 mile National Championship was held there. Every year since then, with few exceptions, motorcyclists have gathered there for days of sport and recreation and have enjoyed the hospitality of a fine group of people who reside in Dodge City and in the nearby communities.

One good thing about the Dodge City Rally is that all events occur within close proximity of each other. The International Motorcycle Show (larger and better than ever), the Economy Run and the half-mile dirt track events are all held within 200 yards of each other and within walking distance from the business section of the city. The drag races, sporting road races and the 100-Mile GRAND PRIX are held only a short 10 minute ride from the city.

This year, as in previous years, the riders behaved in an excellent manner. Marshal Raymond House (successor to famous early day Marshal Wyatt Earp) was generous in his praise of the conduct of the riders, as was Sheriff Claude Dowdy. Not one arrest of a cyclist for traffic violation or disturbance of any kind was made during the three-day Labor Day weekend.

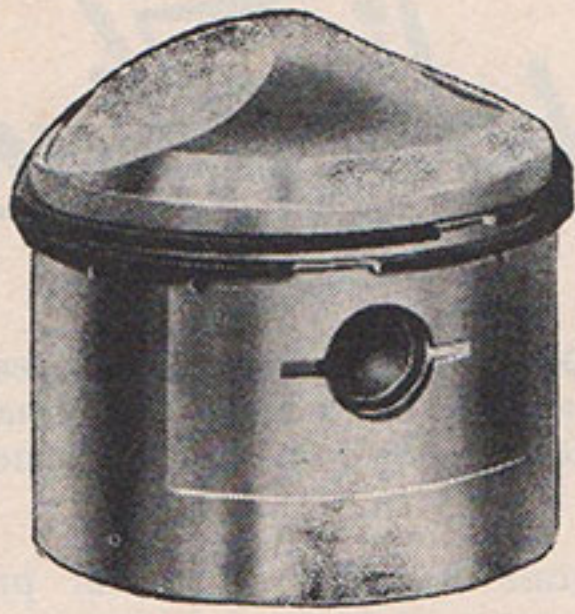
The Chamber of Commerce, public officials and the citizens seem to greatly enjoy playing host to the cyclists each year. And the cyclists who attend likewise enjoy the wonderful spirit and hospitality displayed. The businessmen, of course, benefit greatly by the thousands of dollars spent in the city by the cyclists. The Daily Globe and Radio KGNO go all out to publicize the events and they are of great help in staging the Rally. Hotels, motels and restaurants likewise cooperate and exercise the golden rule, as evidenced by the fact that they do not raise their rates or otherwise "gouge" their visitors.

The local attractions—such as Boot Hill and the new Replica of the early Front Street of Dodge City history—attracted many visitors. The show held nightly in the old Long Branch Saloon (where now sarsaparilla only is sold) brought back memories of the Old West and the days when Dodge City was a rough-and-tumble pioneer cow town.

Motorcycle enthusiasts everywhere are indeed grateful for Dodge City and the spirit of cooperation so evident before and during the annual celebration. We wish there were more Dodge Cities.

*Floyd Clymer*

Publisher



## SPEED EQUIPMENT

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Saskatoon, Sask., Canada

## 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 record holding boats, virtually all the Bonneville and drag strip record holders. More competition records

and victories than all other makes combined. Men look under the hood or ask the winners.

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

Write for free literature.

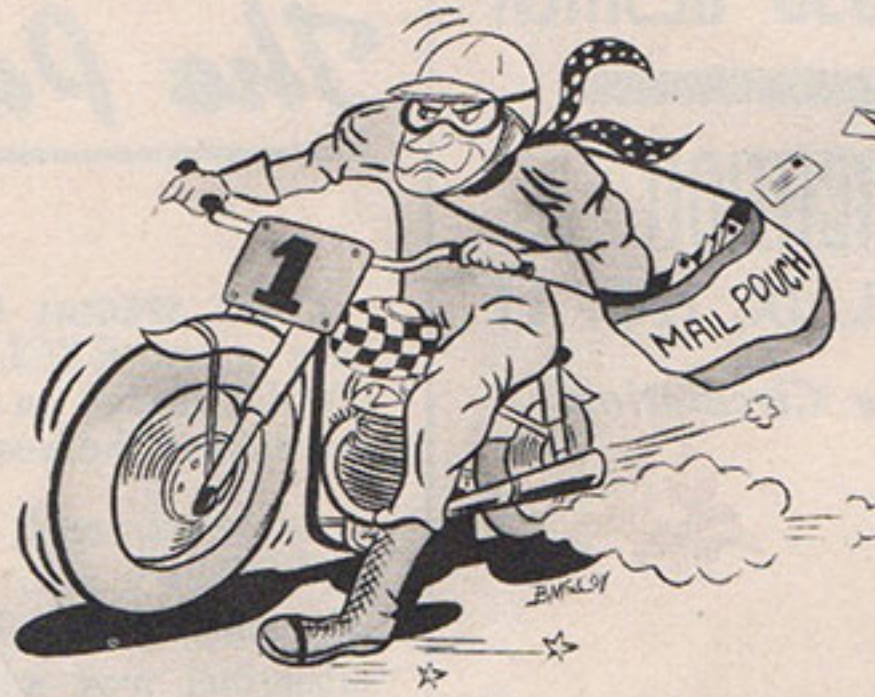


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## MAIL POUCH



Editor, CYCLE Magazine—

I am writing this letter in hopes that it can be published in the Mail Pouch column.

I rode in this year's Jack Pine, and at Evert, Michigan, the Noon Stop, I lost a green cloth jacket. In the pocket was a pair of special prescription glasses in a brown case.

Your magazine has a large circulation and perhaps some rider found my jacket and would send it to me C.O.D.—I would reward the finder.

Robert Burtscher  
6001 W. Patterson  
Chicago, Illinois

Editor, CYCLE Magazine—

As a woman motorist completely out of gas on a busy highway in Cincinnati, I missed the awful experience of being stuck there for hours when a cyclist named Elmer Golden of Hamilton, Ohio promptly stopped, offered help, obtained the gas, poured it in the car and soon had me on my way.

I think a gentlemanly action such as this is worth mentioning in your magazine. It is a wonderful example for all motorists to follow—I really appreciated it.

Selma Cooper  
Cincinnati, Ohio

Elmer Golden (WCC Member #859) is one of many cyclists commended by motorists in recent months. Each helpful act such as this strengthens and improves the position of the motorcyclist in the eyes of the general public.—Ed.

Editor, CYCLE Magazine—

This may sound odd coming from a man who has pushed a cycle tens of thousands of miles since 1929, from an Indian Jr. to a Henderson 4 (I now ride a Moto Cross single), but I would like to see articles on a good bike, light enough to push in case of breakdown, good enough to maintain normal highway speed and easy to start.

My travels on a bike include all the states, North and South America, Australia, England, Africa, China, Japan and a host of islands. I've never had an accident other than light skids on muddy or icy roads and then without noticeable injury to myself or motor.

I would like to see some hotel and motel stops with facilities to keep your bike inside so you wouldn't have to unpack at each stop. Why are the states so far behind in this respect?

Enclosed is my membership application for the Worldwide Cycle Club. I have often thought, while traveling in other countries, what a wonderful thing to all the world a club like this could be—just like the amateur radio fraternity, of which I am also a member (W3QMS).

William H. Paige  
Pasadena, Calif.

Editor, CYCLE Magazine—

I became interested in motorcycles because of your magazine, so much so that I am now a club member here in Delaware, where I'm stationed, and by Spring I will have a machine of my own.

It is apparent that you are doing a great job for motorcycling with your magazine. You have my thanks for bringing me into a sport that I believe to be the greatest on earth.

A/2c Don Kauzlarich  
Dover AFB, Delaware

Editor, CYCLE Magazine—

I would very much appreciate a copy of your "Teach-A-Rider Bulletin," stamps enclosed.

CYCLE is the only thing we get on motorcycling here in Waknek, Alaska. But we wouldn't have any other magazine.

A/C Gene Schultz  
APO, Seattle, Wash.

Editor, CYCLE Magazine—

I have been reading your magazine for about a year now, and I want to say it's tops. I especially like your road tests on all sizes of cycles.

I would like to extend an invitation to all riders: If you are ever in Northern California on a tour of any kind, drop in and see me. I will be glad to show you around.

Donald Hannan  
1109 Elinore Ave.  
Dunsmuir, Calif.

Dear Mr. Clymer—

I notice in the world motorcycle registration figures, which you give on page 40 of the September issue of CYCLE, figures for the British Isles are not included. I am sure your readers will be interested to know that the traffic registration figures for motorcycles, which, of course, includes scooters, motorized bicycles, sidecars and three wheelers, as well as motorcycles, in Britain for 1957 was 1,471,000.

Hilary Watts  
Public Relations Officer  
The British Cycle and Motor  
Cycle Industries Ass'n Ltd.  
London, England

Thanks for this interesting information—Clymer.

Editor, CYCLE Magazine—

You have a wonderful magazine and I hope you will keep it the same. The only improvement might be more road tests—maybe two per issue to keep up with current models. I don't like to see the weights left out but otherwise the tests are very good. I own two Harley-Davidson 125's and a Terrier, and have used some of your information to good advantage. The advertisements are interesting and useful, too.

L. C. Britton  
Tacoma, Wash.

Editor, CYCLE Magazine—

I'll be renewing my membership when it's due for I do believe the WORLDWIDE association should be kept growing. It's been nice to belong and I have enjoyed the benefits which greatly helped to make the sport of motorcycling still more interesting to me.

I am completing my 25th year of owning and driving my own machines, which always have been Indians. I wonder if there is any woman rider who can better that record of driving the same make machines that long, with a perfect driving record—accident free.

Mrs. Louise Scherbyn  
WCC Membership No. 489  
Phelps, New York

# Triumph '58 TIGER CUB

the year's  
outstanding  
buy for  
**VALUE**  
**PERFORMANCE**  
**STAMINA**

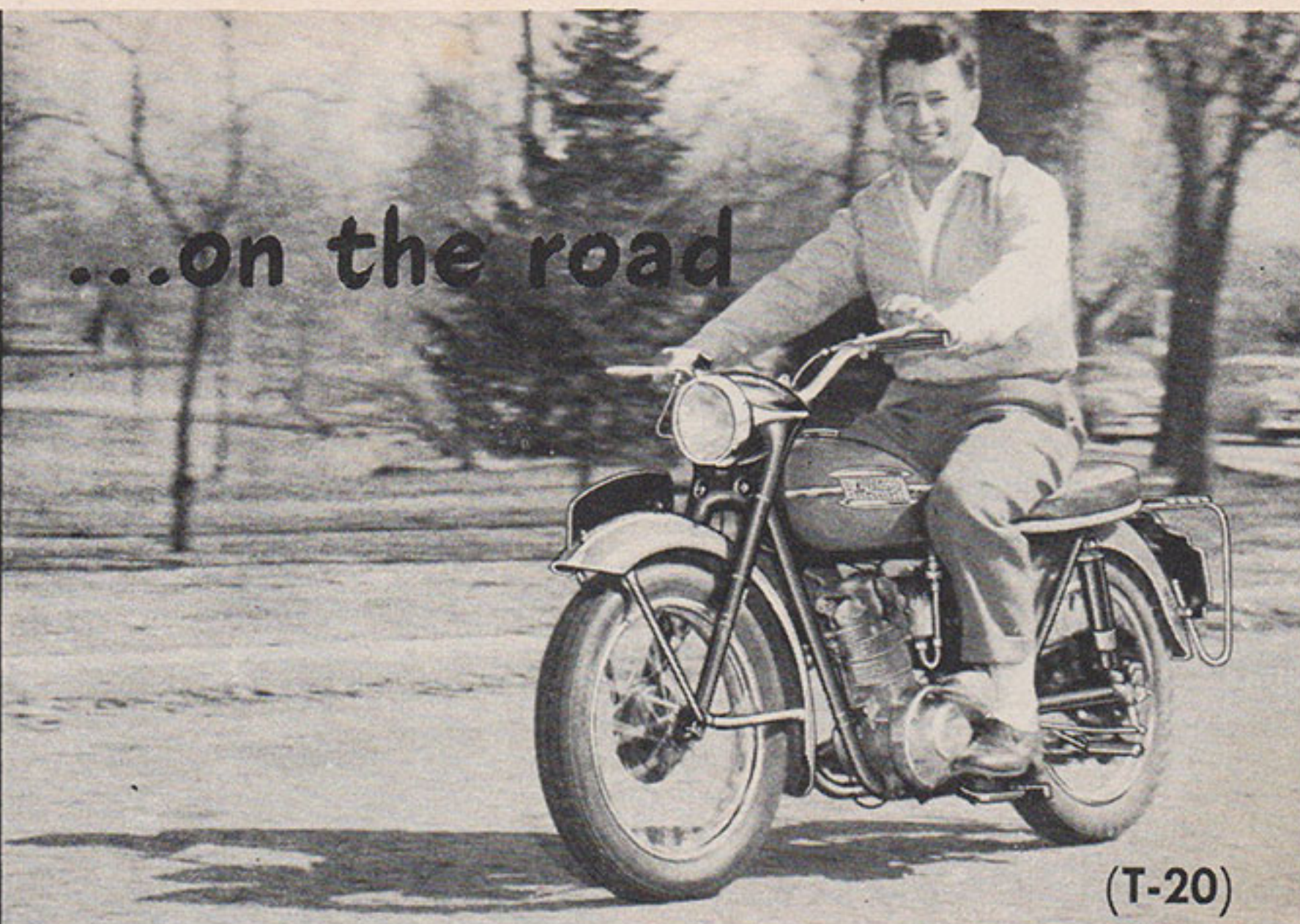
See your nearest Triumph dealer now for complete details plus a free demonstration ride. There's also a special Junior Cub model for the beginner.

keep the pack  
in back . . .  
. . . ride

Triumph

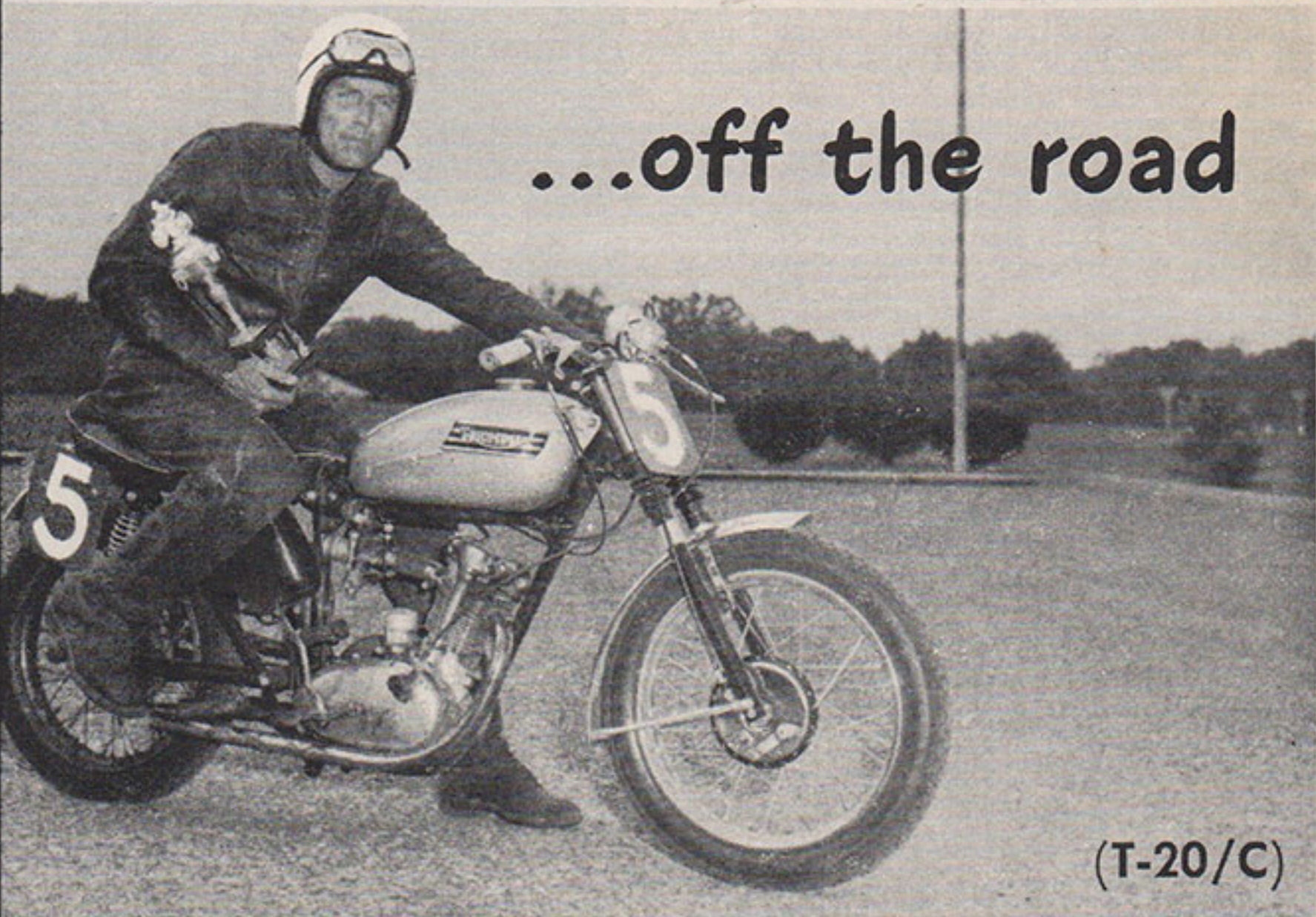
Johnson Motors, Inc.

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...on the road

(T-20)



...off the road

(T-20/C)

This aristocrat of the lightweight field has a world-wide "rep" for endurance . . . and astonishing performance.

On the road . . . the Tiger Cub (4 cycle OHV) is an easy handling, smooth-riding performer. Swinging arm rear suspension gives you the ultimate in riding comfort.

Off the road . . . the rugged Tiger Cub (T-20/C) really shows its worth. Skims over the roughest terrain in free and easy style. In fact, the Cub has racked up an impressive record of wins over models nearly twice its capacity.

The **TRIUMPH**  
Corporation  
Towson, Baltimore 4, Maryland

# DODGE CITY BIGGER THAN EVER

*National Rally and Races at Cowboy Capital thrill cyclists and spectators alike*

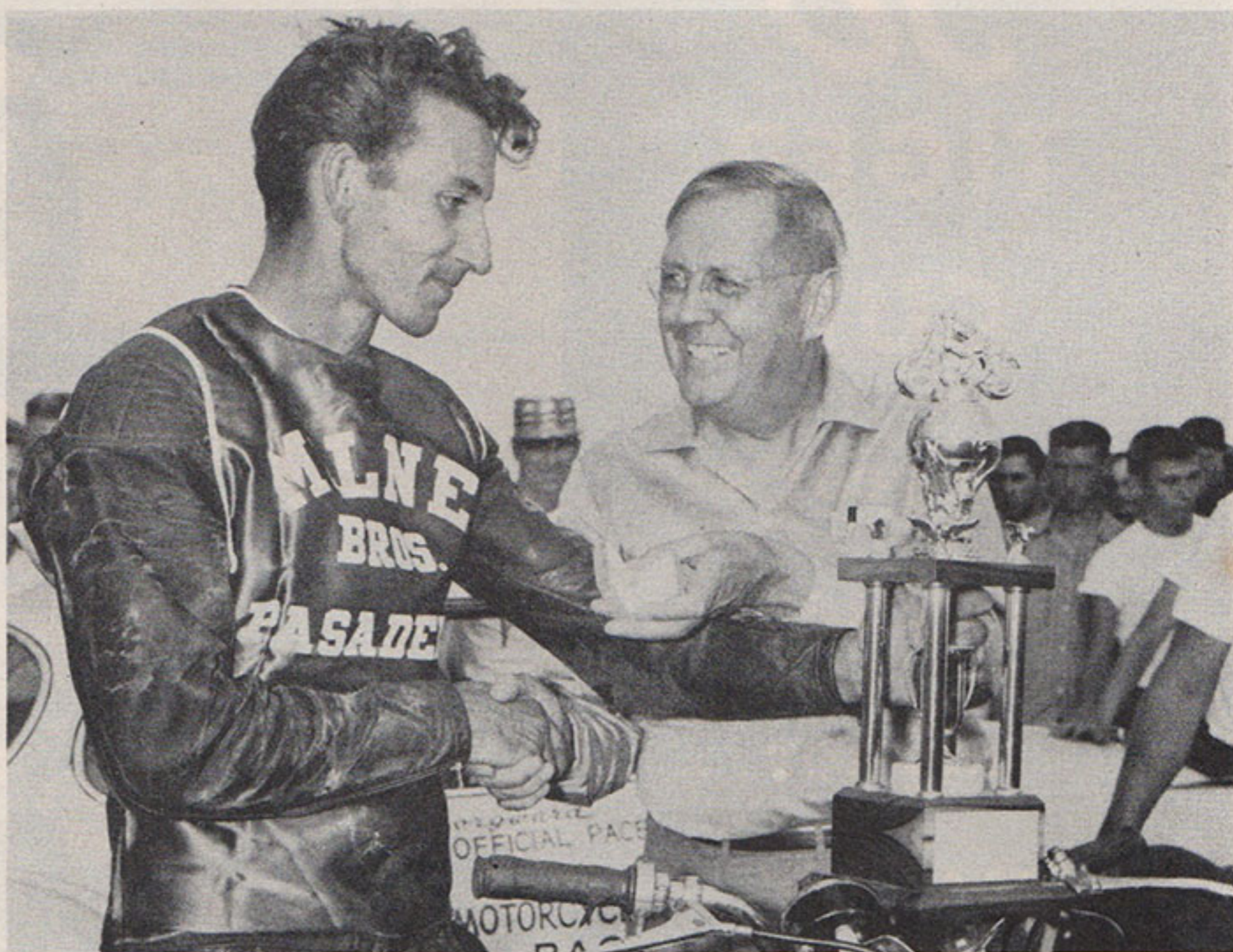
The largest crowds ever seen at a Dodge City motorcycle event were on hand for the Labor Day weekend National Motorcycle Rally and races. George Everett of Pasadena, California, won the feature 100-mile Grand Prix road race on a BSA, beating a field of the nation's top riders.

As usual, Dodge City officials and citizens set out the welcome mat for the thousands of motorcyclists who came from nearly every state, both singly and in groups. Sheriff Claude Dowdy and Chief of Police Raymond House both praised the behavior of the cyclists on all counts.

The renowned attractions of Dodge City's Boot Hill and Front Street proved popular, though the full schedule of competitive events left little free time for most riders. Since last year's Labor Day activities, a replica of Front Street in the days of frontier Marshals Wyatt and Bat Masterson has been completed in downtown Dodge City. The shops are decked out in keeping with that period, the Long Branch Saloon (sarsaparilla, 25¢) featuring can-can girls that caught the eye of numerous visiting motorcyclists. Italian lightweight ace Giuseppe Rottigni even got in the act at the Long Branch!

When the International Motorcycle Show at the National Guard Armory opened its doors Saturday afternoon record crowds were on hand to see the new models on display. The exhibitors included Indian, NSU, BMW, BSA, Jawa, Velocette, Zundapp, Moto Guzzi, Ducati, Parilla, Harley-Davidson, Puch, Continental Tires, Worldwide Cycle Club and Floyd Clymer Motorbooks. Saturday and Sunday nights popular racing movies were shown outside the Armory.

First event on Sunday's schedule was the Economy Run, which brought out more than three dozen riders on all sizes and makes of machines. A pint of fuel was doled out to each entrant by the Dodge City Mobilgas distributor, Harry Hart, and BSA dealer Frank Davis from Ponca City, Oklahoma, managed the massed start from his sound truck. Riding styles varied greatly, some riders sitting bolt upright while others laid close to their machines. Speeds varied, too, some bikes barely moving while others went along at a good clip. A few motorcycles dropped out after only a few laps of the 3/8 mile tree-shaded course, but some of the larger machines kept going longer than seemed possible. For a time, last year's winner Mike Capalite on a Triumph looked



Grand Prix winner George Everett receives congratulations, the trophy and special Bardach Bros. Championship ring from Race Director Floyd Clymer.

like he'd repeat his win, but another Triumph Cub ridden by Paul Hilton of Hutchinson, Kansas, took the Sweepstakes award with 267 MPG. In the 50cc class, (not eligible for the sweepstakes competition) Ted Groke of Dodge City kept his J-Be/Sachs going for more than two hours, narrowly beating out a Parilla lightweight. A Dodge City regular, Charles Davis of Bogata, Texas, took the sidecar class with his 1916 Indian outfit.

## Economy Run

Sweepstakes:	
Paul Hilton, Hutchinson, Kansas.....	Triumph Cub
50cc: (Not Eligible for Sweepstakes)	
Ted Groke, Dodge City, Kansas.....	J-Be
125cc:	
Chris Kramer, Wichita, Kansas.....	NSU
175cc:	
P. Leightly, Dodge City, Kansas.....	Parilla
200cc:	
Mike Capalite, Omaha, Nebr.....	Triumph
250cc:	
J. C. Kramer, Wichita, Kansas.....	Maico
500cc:	
Juanita Kamp, Colorado Springs, Colo.....	Indian
650cc:	
Bill Fowler, Lubbock, Texas.....	Triumph
Open:	
Walter King, Evergreen, Colo.....	H-D
Sidecar:	
Charles E. Davis, Bogata, Texas.....	Indian

Sunday afternoon's program of three-star sportsman lightweight races played to a packed grandstand. The crowd was brought to their feet time after time by the fast-paced action on the half mile dirt track, which saw Dick Mann of El Sobrante, California, win the eight lap final on a BSA. Mann won the same event last year, but bettered his former time by more than six seconds; he took 4:04.73 for the four miles this year. Mann started from the number two position, having won both his heat and the

semifinal. George Everett on another BSA had the number one position, and led the first lap, when Mann pulled ahead. Everett had carburetor trouble and dropped back to sixth place, Johnny Gibson of Duarte, California, on a Harley-Davidson pressed Mann to take second place.



Half mile flat track trophy dash winner George Everett, BSA, receives the trophy from Motor Maid Maxine Butcher.



**SLOW SPEED DERBY** — The AMA-sanctioned Economy Run brought out nearly 40 bikes of all sizes.



Dick Mann receives congratulations from Boots Curtis, BSA representative, and Peggy Spencer after his win on the half mile track.

### Sportsman Lightweight Half Mile Races

175cc Class:  
 John Berberich, Topeka, Kansas.....Parilla  
 Don Kelly, Duncan, Okla.....Triumph  
 Roger Hockey, Roswell, New Mex.....Parilla  
 Bill Fowler, Lubbock, Tex.....Maico  
 James Decker, Topeka, Kansas.....H-D

200cc Class:  
 Don Kelly, Duncan, Okla.....Triumph  
 Frosty Leiderbrand, Omaha, Nebr.....Triumph  
 Monty Crabb, Hutchinson, Kansas.....Triumph  
 Jeri R. Robinson, Council Bluffs, Iowa.....Triumph  
 Bill Edmonston, Kansas City, Kansas.....Villiers

250cc Class:  
 Frosty Leiderbrand, Omaha, Nebr.....Maico  
 Gerald L. Johnson, Albuquerque, New Mex.....Maico  
 John Harbold, Hutchinson, Kansas.....Zundapp  
 Jack Holland, Plainview, Texas.....NSU  
 Hugh Campbell, Colorado Springs, Colo.....Indian

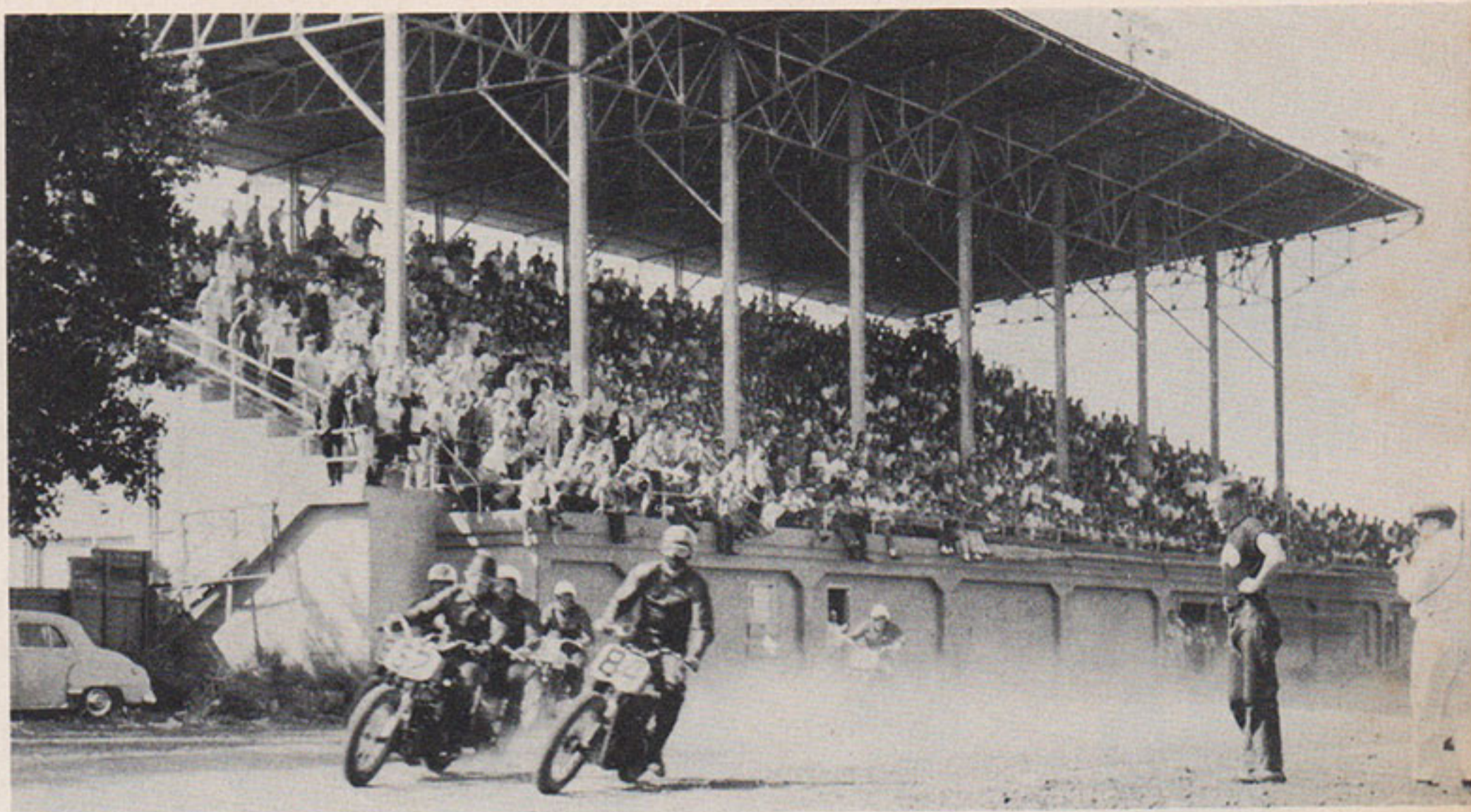
Class C Half Mile—8 Lap Final  
 Dick Mann, El Sobrante, Calif.....BSA  
 John Gibson, Duarte, Calif.....H-D  
 Dave Thompson, Council Bluffs, Iowa.....BSA  
 Don Smith, Richmond, Calif.....BSA  
 Bob Rathbun, Albuquerque, New Mex.....H-D  
 George Everett, Pasadena, Calif.....BSA

The three lap trophy dash on the flat dirt was won by George Everett. His time was 1:32.03. Along with the class C flat track program sportman events were held for machines of 175, 200 and 250 cc capacity. Over 50 entries battled for its trophies in its respective classes. More than incidental interest during the afternoon races was caused by judging for the numerous special awards. Probably the greatest spectator enthusiasm involved judging for the best-looking club group, won by the El Canaho Motorcycle Club from Ft. Worth, Texas. Another popular winner was Warren Cropp from Palm Beach, Florida, who got an award as the man riding the greatest distance to Dodge City. A similar woman's award went to Beverly May Wolfe of San Fernando, California.

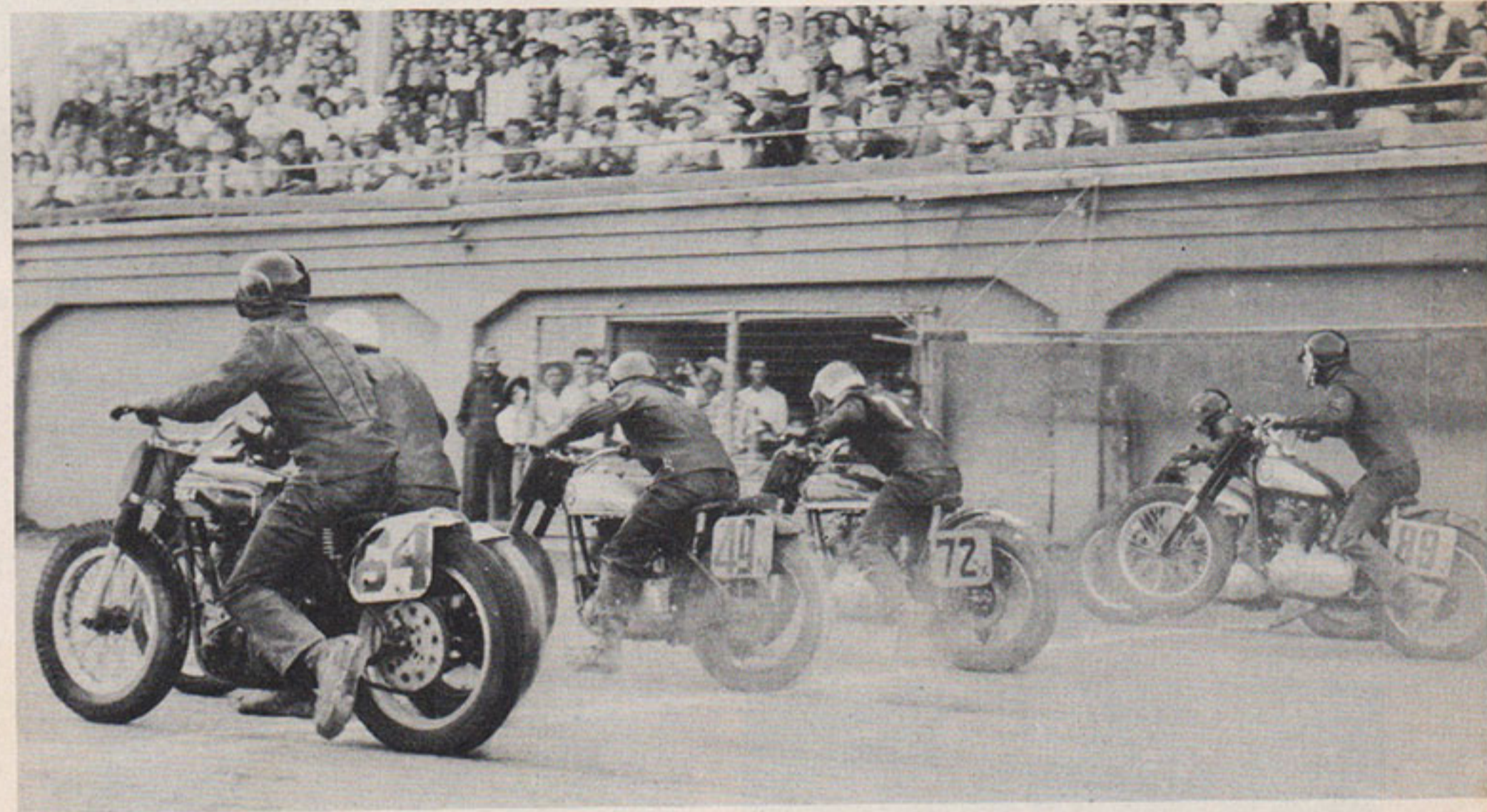
### Special Awards

Man Riding Longest Distance:  
 Warren Cropp.....Palm Beach, Fla.  
 Woman Riding Longest Distance:  
 Beverly May Wolfe.....San Fernando, Calif.  
 Youngest Rider on Cycle:  
 Bob Smith (14).....Pampa, Texas  
 Oldest Rider on Cycle:  
 John R. Hamilton (68).....Wichita, Kansas  
 Rider with passenger in sidecar:  
 Della Mae Davis.....Wichita, Kansas  
 Best appearing Cycle:  
 Walt Graham.....Gladwater, Tex.  
 Neatest Man Rider:  
 Carl Shartzler.....Altona, Kansas  
 Neatest Girl Rider:  
 Dorine Hamilton.....Wichita, Kansas  
 Rider on Oldest Cycle:  
 Bill Franklin.....Salina, Kansas  
 Best looking Club Group  
 El Canaho M.C.....Ft. Worth, Texas

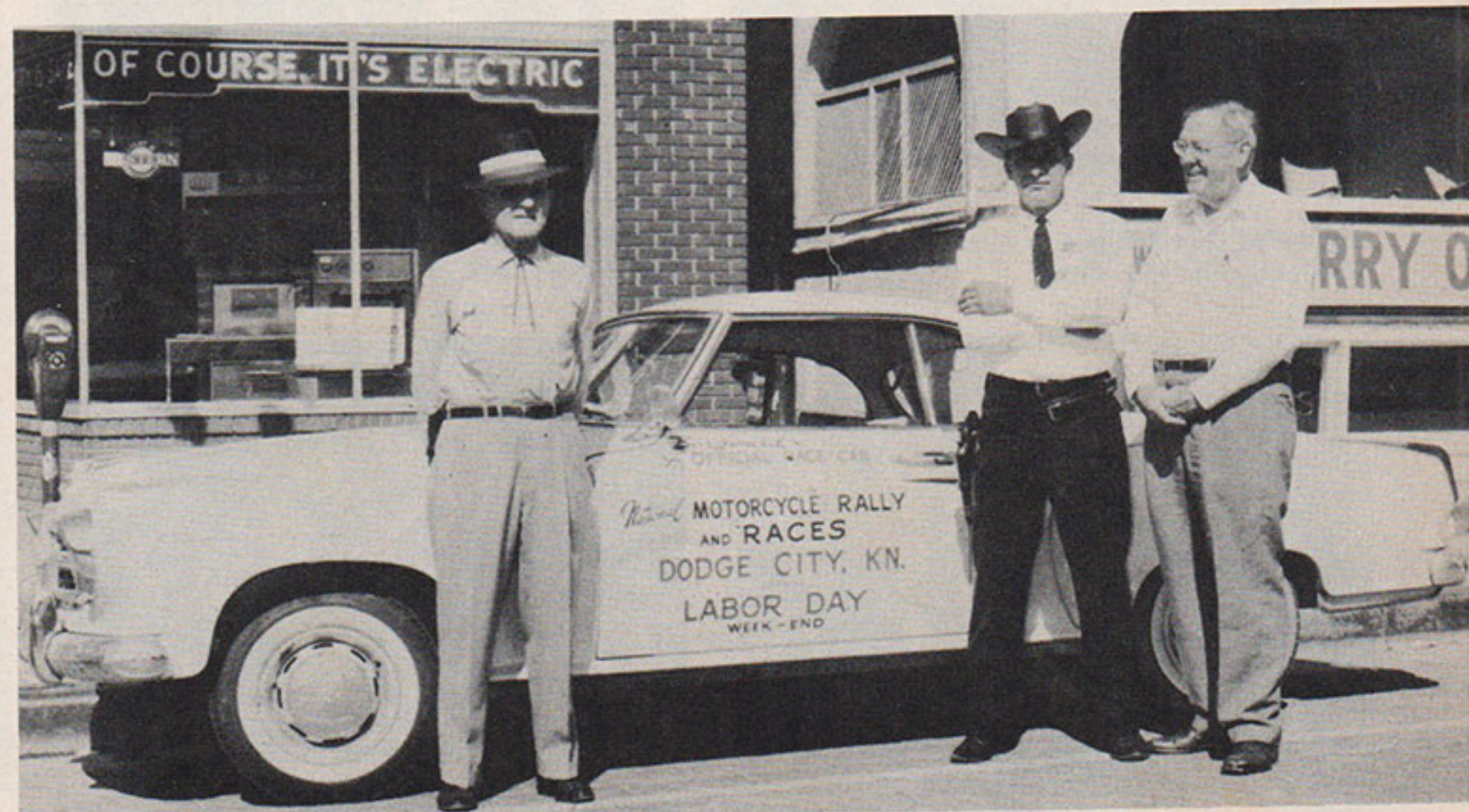
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Dick Mann (in leathers on infield) watches a heat race battle on the half mile dirt track. Dick won the main event here. Note packed grandstands; latecomers found standing room only.



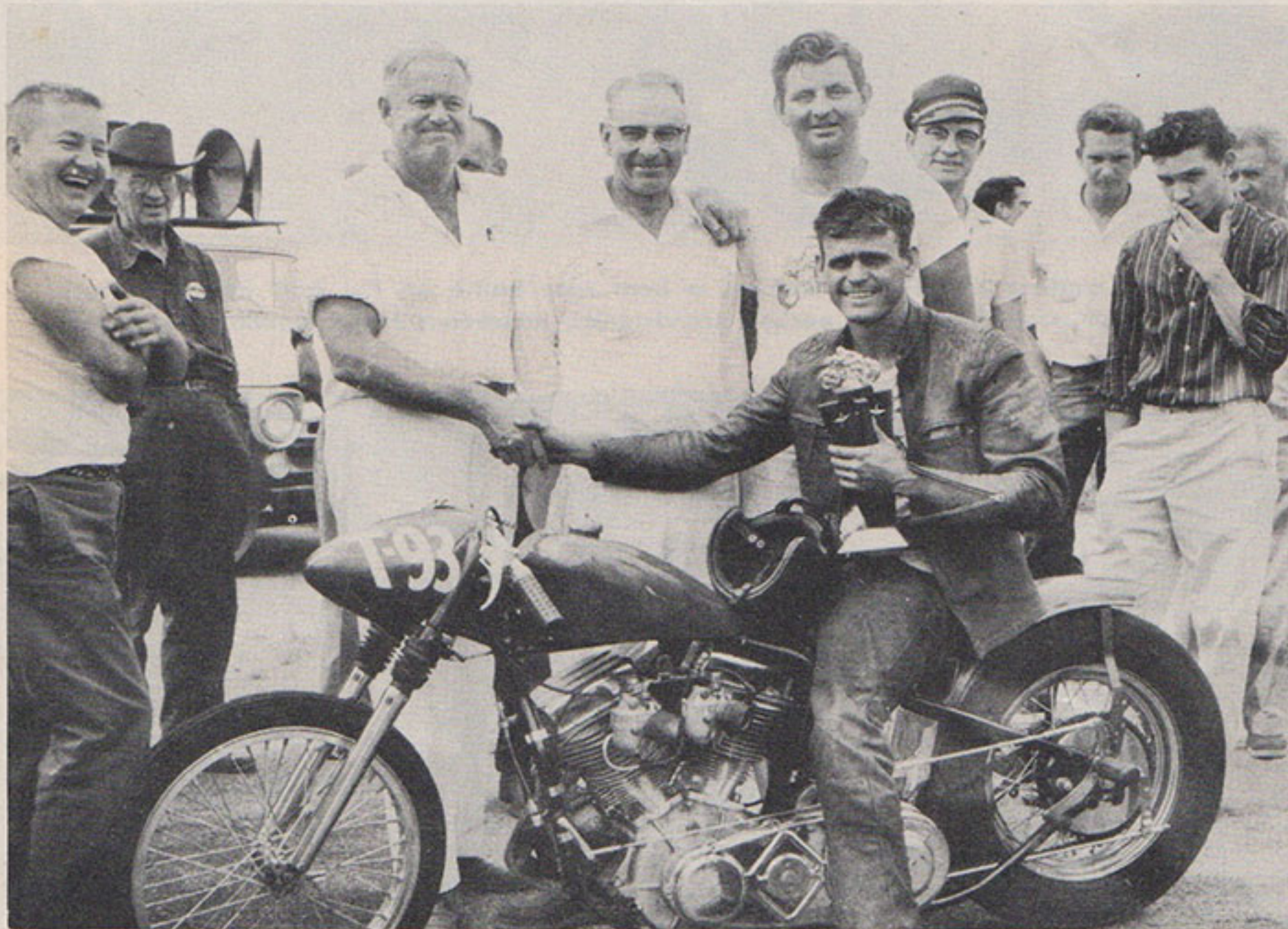
HALF MILE ACTION—A packed grandstand enjoyed the program of flat track events for both Sportsman Lightweight and professional class C riders. Dick Mann, #64, makes an easy start; on right, #89 BSA ridden by Dave Thompson of Council Bluffs, Iowa, momentarily leaps into air.



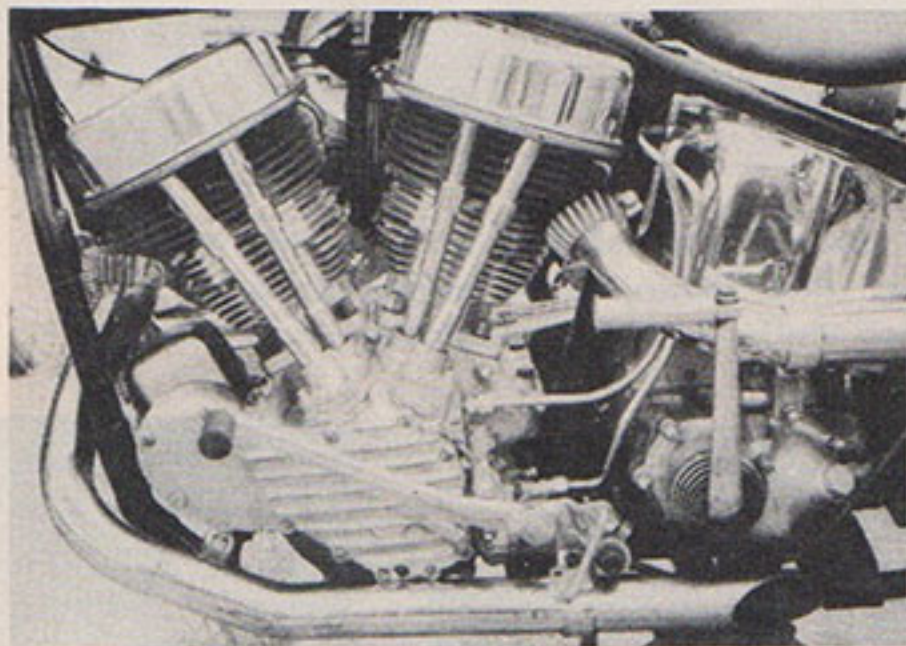
Ford country Sheriff Claude Dowdy, Dodge City Chief of Police Raymond K. House and Race Director Floyd Clymer shown with the Borgward pace car.



Two fast riders get away during the drags that preceded the Grand Prix.



Drag race top eliminator Don Robinson on his fast Harley-Davidson receives congratulations.



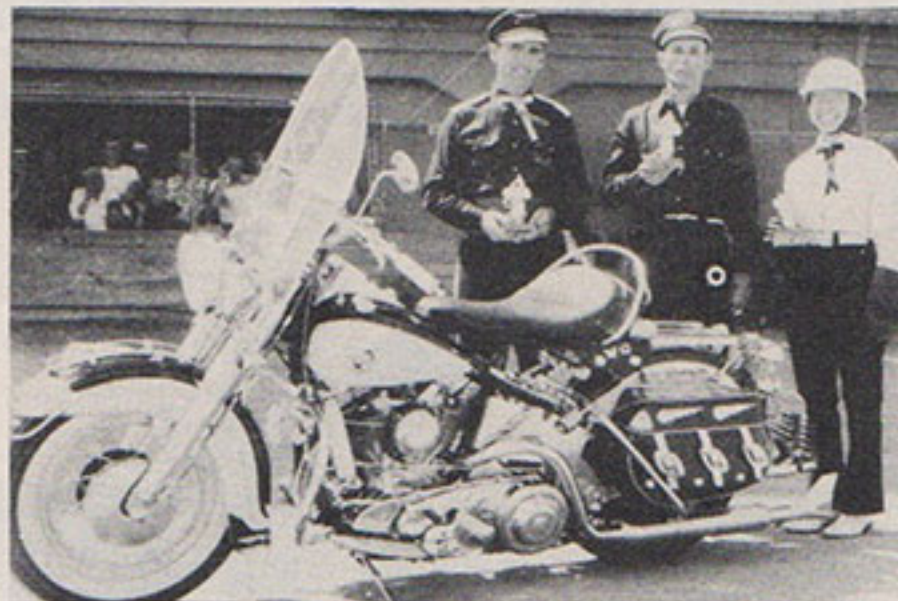
Engine of Don Robinson's Harley-Davidson, top eliminator in the drags.



Running on pump gas, Albert Waits of New Orleans took two classes in the drags. His Triumph knocked out all opposition in both the 650cc open gas and 650cc fuel dragger classes.



Best-looking club group, the Ft. Worth, Texas, El Canaho Motorcycle Club.



SPECIAL AWARD WINNERS—Left to right, Carl Shartzner, neatest man rider, Walt Graham, owner of best appearing cycle (shown in front) and Dorine Hamilton, neatest girl rider.

Labor Day morning began somewhat cooler than the previous days, a few scattered drops of rain falling at the airbase course west of Dodge City where the day's action was scheduled. The drag races got underway shortly after 9:00 A.M., ten classes and a top eliminator category being run off in record time. Don Robinson of Denver came out on top with his fuel-burning Harley-Davidson after trouble on a practice run. Robinson, also top eliminator last year, had to tear most of the gearbox apart but by fast work was ready for the finals. A minor sensation was the Triumph Al Waits brought from New Orleans, which after winning the 650cc open class continued its runs on pump Mobilgas and proceeded to eliminate all 650cc and under fuel dragsters to win its second trophy of the day. Waits was only defeated in the final runs for top eliminator. Much praise was voiced for the fast and efficient organization of the drags, managed by Race Coordinator Jack Snyder with assists from John Broseghini of Colorado Springs, southern California AMA official Tex Myers and Frank Davis, the well known Ponca City, Oklahoma, BSA dealer.

#### Drag Races

- 175cc: Bob Berlin, Keweenaw, Ill.....H-D
- 200cc: Don Kelly, Duncan, Okla.....Triumph
- 250cc: Frosty Leiderbrand, Omaha, Nebra.....Maico
- 500cc: Marsh Pottorff, Pueblo, Colo.....Norton
- 650cc Street: Elmon Parks, Jr., Rogers, Ark.....Triumph
- 650cc Open Gasoline:
  - Albert Waits, New Orleans, La.....Triumph
- 61" Street:
  - Gerald Cornelius, Abilene Tex.....Indian
- 74" Street:
  - Haldon Gentry, Wichita, Kansas.....H-D
- Unlimited Gas Dragster:
  - Gary Cornelius, Abilene, Tex.....Vincent
- 650cc Fuel Dragster:
  - Albert Waits, New Orleans, La.....Triumph
- Top Eliminator:
  - Don Robinson, Denver, Colo.....H-D

Prelude to the feature 100-mile Grand Prix was a program of four lightweight sporting road races over the mile-and-a-half airbase track. Greatest interest was in the 25 mile 175cc event captured by Parilla rider Giuseppe Rottigni of Milan, Italy. His time of 22:14.80 was faster than any of the larger class sporting race winners.

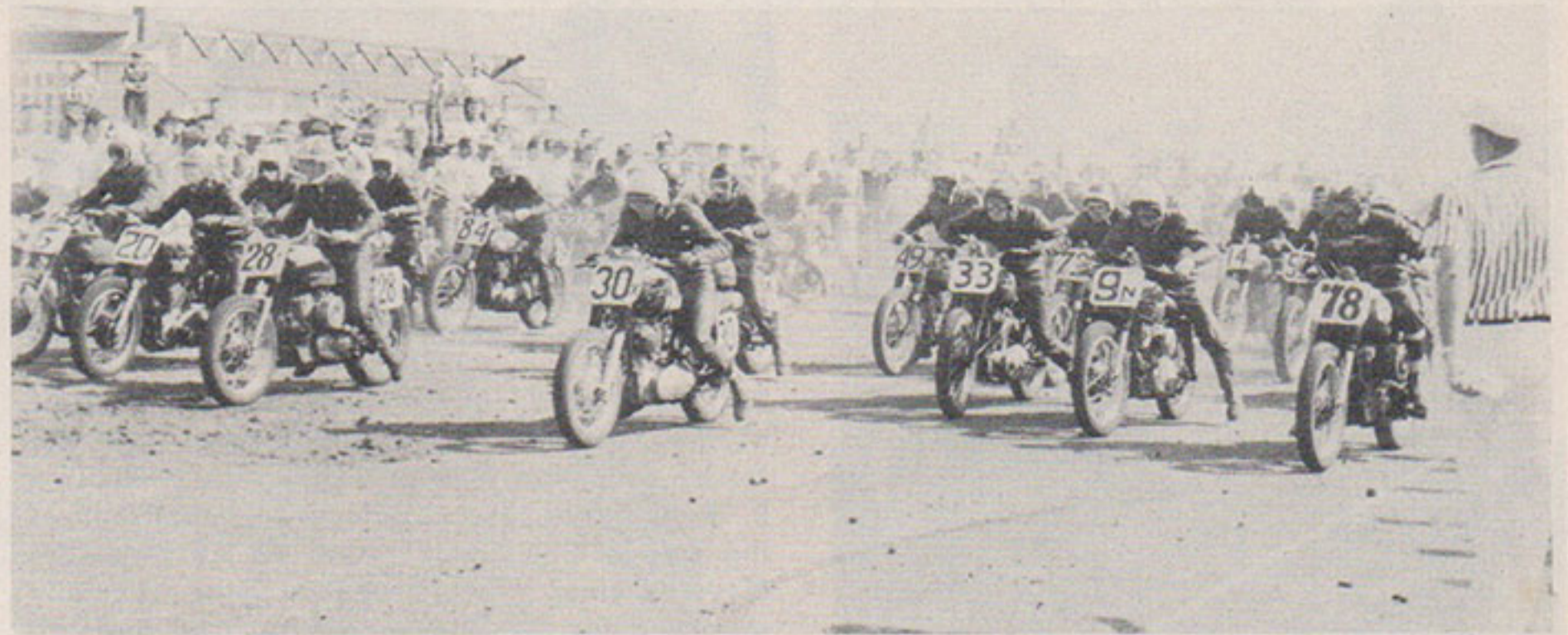


Race Director Floyd Clymer and AMA Referee R. E. Gardner. The latter used a Mustang to tour the 1-1/2 mile course.





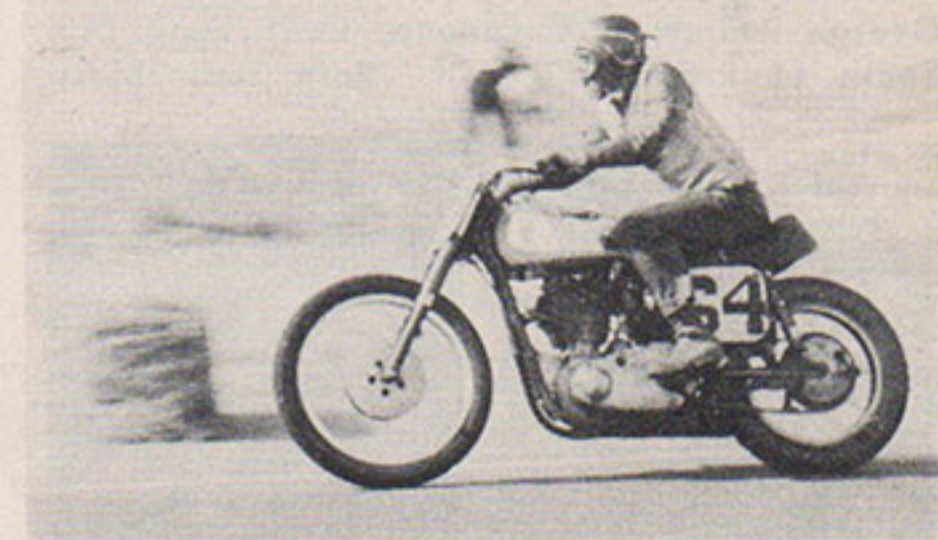
Parillas were one-two-three in the 175cc sporting road race. Shown with riders Giuseppe Rottigni (#8), James Decker (#55) and Stan Olmstead (#9) are Larry and Ernest Wise, proprietors of Cosmopolitan Motors, the U.S. distributors for Parilla.



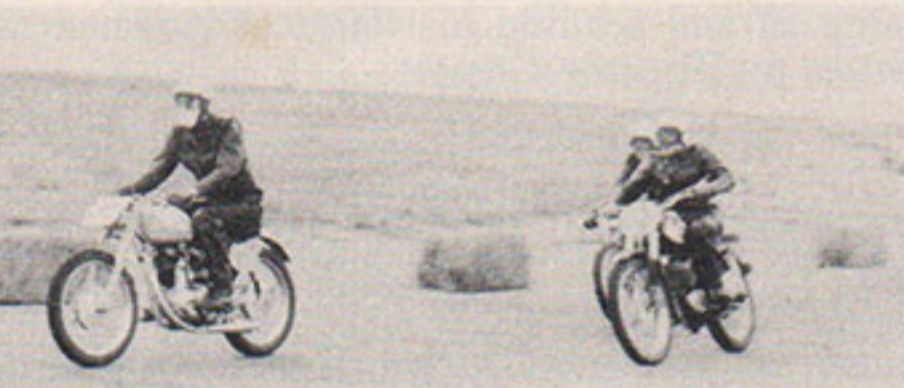
Start of the Grand Prix. Bike #30, an Indian ridden by J. D. Williams, led for first three laps.



Start of the 175cc sporting road race. Winner was Giuseppe Rottigni, #8, on a Parilla. His time for 17 laps was faster than that of the 200cc and 250cc winners.



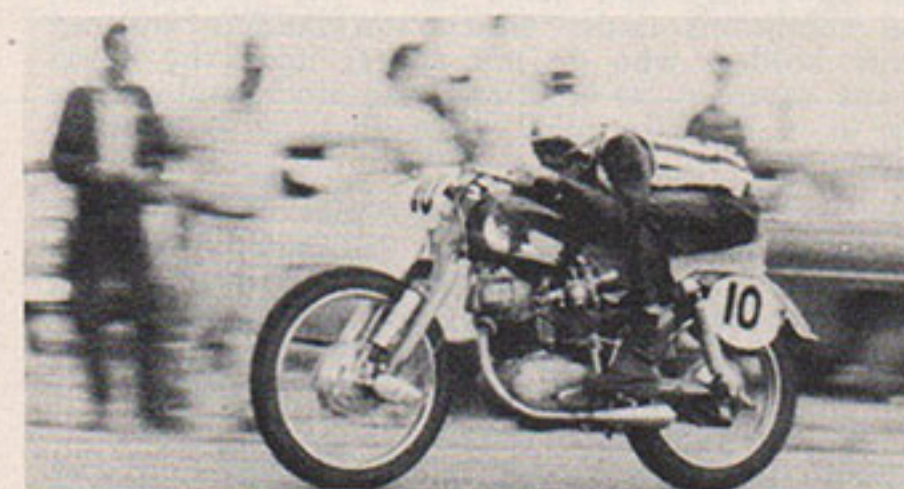
Fast BSA rider Dick Mann in action. He led the 67 lap Grand Prix from lap 20 to lap 52.



Fay Myers on #10 Parilla battles with #112, Don Davis, Maico, for fourth place in the 175cc lightweight road race.

#### Lightweight Road Races

125cc—8 laps—Time: 10:44.00	
Dan Graves, Wichita, Kansas.....	NSU
John Berberich, Topeka, Kansas.....	NSU
Joe Juricek, Lincoln, Nebr.....	NSU
Ronald Ready, Kansas City, Kansas.....	H-D
175cc—17 laps—Time: 22:14.80	
Giuseppe Rottigni, Philadelphia, Pa.....	Parilla
James Decker, Topeka, Kansas.....	Parilla
Stanley Olmstead, Decatur, Illinois.....	Parilla
Fay Myers, Denver, Colo.....	Parilla
Don Davis, Wichita, Kansas.....	Maico
200cc—17 laps—Time: 24:22.20	
Kenneth Beyer, Rogers, Arkansas.....	Triumph
Jeri Robinson, Council Bluffs, Iowa.....	Triumph
Donald Ramer, Omaha, Nebr.....	Triumph
Dayne Bruner, Colorado Springs, Colo.....	Triumph
Edward Evans, Claremore, Okla.....	Zundapp
250cc—17 laps—Time: 22:45.10	
Fred Beall, Abilene, Texas.....	NSU
Jack Holland, Plainview, Texas.....	NSU
Gerald John, Albuquerque, New Mex.....	Maico
Frosty Leiderbrand, Omaha, Nebr.....	Maico
Roxy Rockwood, Gardena, Calif.....	Yamaha



Fred Beall of Abilene, Texas, shows good form on his NSU. He was winner of the 250cc lightweight road race.

The weekend's feature event, the 100-mile Grand Prix, was exciting from the drop of the starter's flag setting 50 top riders on their way to the finish 67 laps later when BSA rider George Everett of Pasadena, California, crossed the line to a popular victory. Everett, who led only the last three laps, was followed over the line by three other BSAs.

Early in the race the pace was set by dueling Dick Mann on a BSA and Harley-Davidson rider Johnny Gibson; they were one-two for many laps, until on the 21st time past the stands Mann had carburetor trouble and had to drop out. This was the second year running that Mann was forced out of a leading position by mechanical trouble at Dodge City. With Mann out, Johnny Gibson's H-D took a commanding lead, and looked like the winner until his oil system began troubling him only three laps from the finish. This let Everett's BSA, which had been just behind the leaders throughout, into the number-one position. Besides his cash awards, Everett won the huge Grand Prix trophy and a RINGMASTER Championship ring specially made for the Dodge City race by Bardach Bros. of Indianapolis who make the ring for the 500-mile race winners.

Many long-time Dodge City fans have said this year's races were among the best ever staged at this, the oldest motorcycle racing center in the country, where the first big races were held in 1914. No accidents occurred, the few spills being minor ones with no one hurt. Weather for the Labor Day events could hardly have been better; the Kansas hot spell slackened and a welcome cool breeze not strong enough to trouble the riders blew across the course through the afternoon. Wright Park in downtown Dodge City was as popular as ever with motorcyclists, many taking advantage of the pleasant free camping area there under the trees. The new BORGWARD official pace car provided by Earle C. Anthony of Los



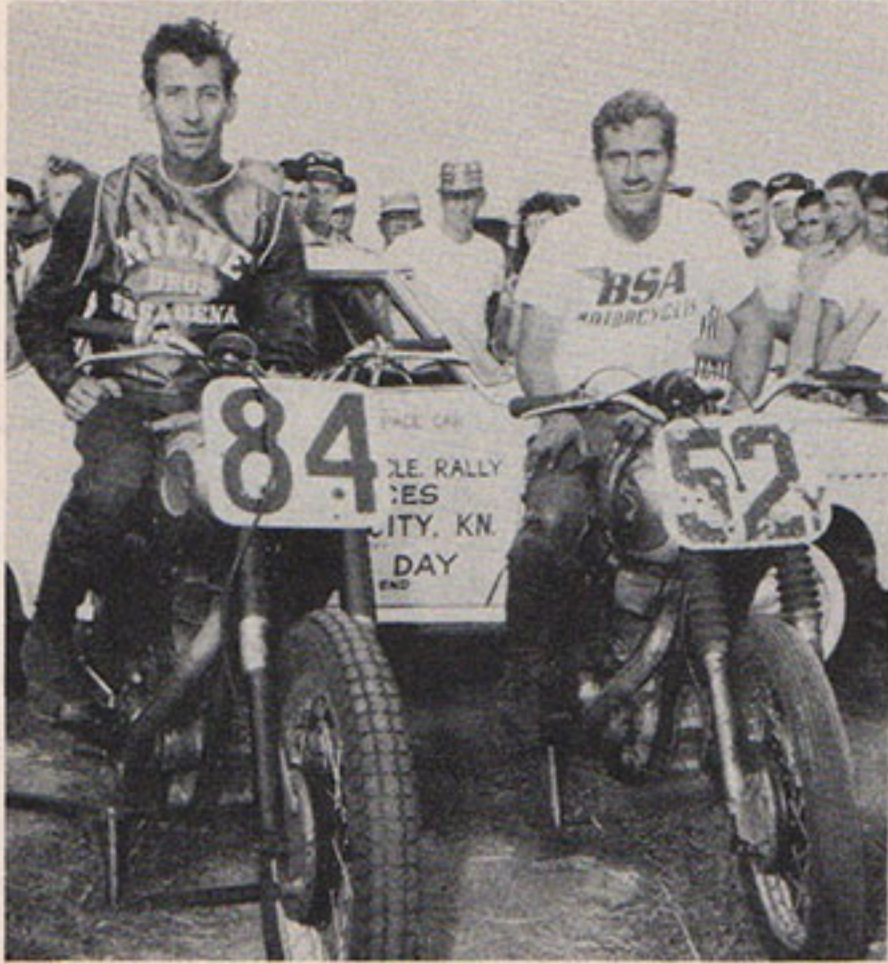
Don Smith, BSA, eventual second place finisher in the 100 miler, leads a pack of riders down the backstretch.

Angeles was a hit with everyone who saw this striking German machine, driven by Race Director Floyd Clymer. Policing by members of Ford County Sheriff Claude Dowdy's staff at the airstrip, and at the Fairgrounds track by Chief of Police R. K. House's men, was first-rate, the large crowds being handled without incident. All-in-all, the 1958 National Motorcycle Rally at Dodge City ranks as the best yet. WE'LL LOOK FOR YOU THERE NEXT YEAR!

#### 100 Mile Grand Prix

George Everett, Pasadena, Calif.....	BSA
Don Smith, Richmond, Calif.....	BSA
Richard Figs, Topeka, Kansas.....	BSA
Ted Davis, Ponca City, Okla.....	BSA
Walt Fulton, Rock Island, Ill.....	Triumph
Larry Palmgren, Denver, Colo.....	H-D
Bill Beardsley, E. St. Louis, Ill.....	H-D
Robert Johnson, Albuquerque, New Mex.....	Indian
Stanley Engdahl, Marquette, Kansas.....	H-D
Harry Krugh, Taft, Calif.....	H-D
Emery McKeen, Long Beach, Calif.....	BSA
March Pottorff, Pueblo, Colo.....	Norton
Alex Domyan, E. St. Louis, Ill.....	H-D
Don Robinson, Denver, Colo.....	H-D
Dave Thompson, Council Bluffs, Iowa.....	Triumph

Cont. on next page



First and second place Grand Prix winners George Everett of Pasadena, Calif., and Don Smith of Richmond, Calif. Both rode BSAs.



The Motor Maid Tour to Dodge City was concluded at famous Boot Hill where out of town Maids were introduced to Dodge City's Cowboy at City Hall who consented to pose.

**WINNERS OF GRAND PRIX LAP PRIZES**

- George Everett, Pasadena, Calif.—BSA—3 laps.
- John Gibson, Duarte, Calif.—Harley-Davidson—7 laps.
- Dick Mann, El Sobrante, Calif.—BSA—11 laps.
- Jack Simmons, Artesia, Calif.—Harley-Davidson—4 laps.
- J. D. Williams, Ridgecrest, Calif.—Indian—3 laps.

**LAP PRIZE AWARD DONORS**

- Lap No.
- 1—ARNHOLZ COFFEE CO., Wichita, Amarillo and Denver.
- 2—KENNY'S HARLEY-DAVIDSON CO., 405 Southwest Blvd., Kansas City, Mo.
- 3—RADIO STATION KGNO, Dodge City, Kans.
- 5—RAMER MOTORS, 2424 Leavenworth St., Omaha, Nebr.
- 7—WARREN HEINKEL, Harley-Davidson Cycle Co., Wichita, Kans.
- 8—ARNHOLZ COFFEE CO., Wichita, Amarillo and Denver.
- 10—DAILY GLOBE, Dodge City, Kans.
- 12—GERALD CHANCE, Civic Bowl, 622 W. Douglas, Wichita, Kans.
- 15—KEGEL CYCLE CO., 120 So. Chicago Ave., Freeport, Ill.
- 17—RAY KOCH HARLEY-DAVIDSON, 9393 W. Colfax, Lakewood, Colo.
- 19—CYCLE Magazine, 1268 So. Alvarado, Los Angeles, Calif.
- 20—ARNHOLZ COFFEE CO., Wichita, Amarillo and Denver.
- 22—INDIAN CO., Springfield, Mass.
- 26—KENNY'S HARLEY-DAVIDSON CO., 405 Southwest Blvd., Kansas City, Mo.
- 23—ARNHOLZ COFFEE CO., Wichita, Amarillo and Denver.



Borgward pace car and officials at the start of the 100-mile Grand Prix. Shown with the flashy coupe are Starter Bob Whitney, Referee R. E. Gardner, Jess Denious Jr., publisher of the Dodge City GLOBE, and CYCLE publisher Floyd Clymer. The Borgward was specially prepared for the Dodge City races by Earle C. Anthony of Los Angeles, importer of Borgwards for the western U.S.



Close action on the half mile dirt flat track—John Berberich, eventual winner on a Parilla, leads Triumph rider Don Kelly in the 175cc event. They held this order to the finish.



200cc drag winner Don Kelly (Tri) of Duncan, Oklahoma, shown with BSA dealer Frank Davis.

**NEW TRIUMPH FOR DON BROWN**

Don Brown, sales manager for Bill Johnson's Triumph and Ariel Co. has announced a new fall model. While in the lightweight class, Don reports robust performance. Potentially perhaps it should be classed with the heavies. It is a 10 lb. 1 oz. boy.

**One Plate for New Jersey Motorcycles in 1960**

Director Frederick J. Gassert, Jr., of the Division of Motor Vehicles, State of New Jersey, advises that two license plates for motorcycles will be necessary in 1959, inasmuch as two plates for each motorcycle have already been manufactured and are packed and ready for distribution. Director Gassert, however, advises that, regardless of whether the policy of the Division will be for one or two plates on passenger cars for 1960, it is their intention to proceed with the manufacture of a single plate for motorcyclists living in New Jersey in 1960.

This is indeed good news and Director Gassert is to be commended for his consideration of the motorcycle situation. Certainly one plate on a motorcycle or scooter is sufficient. We hope other states that now require two plates will follow the example set by New Jersey authorities—of course, many states already require but one plate on a motorcycle or scooter.

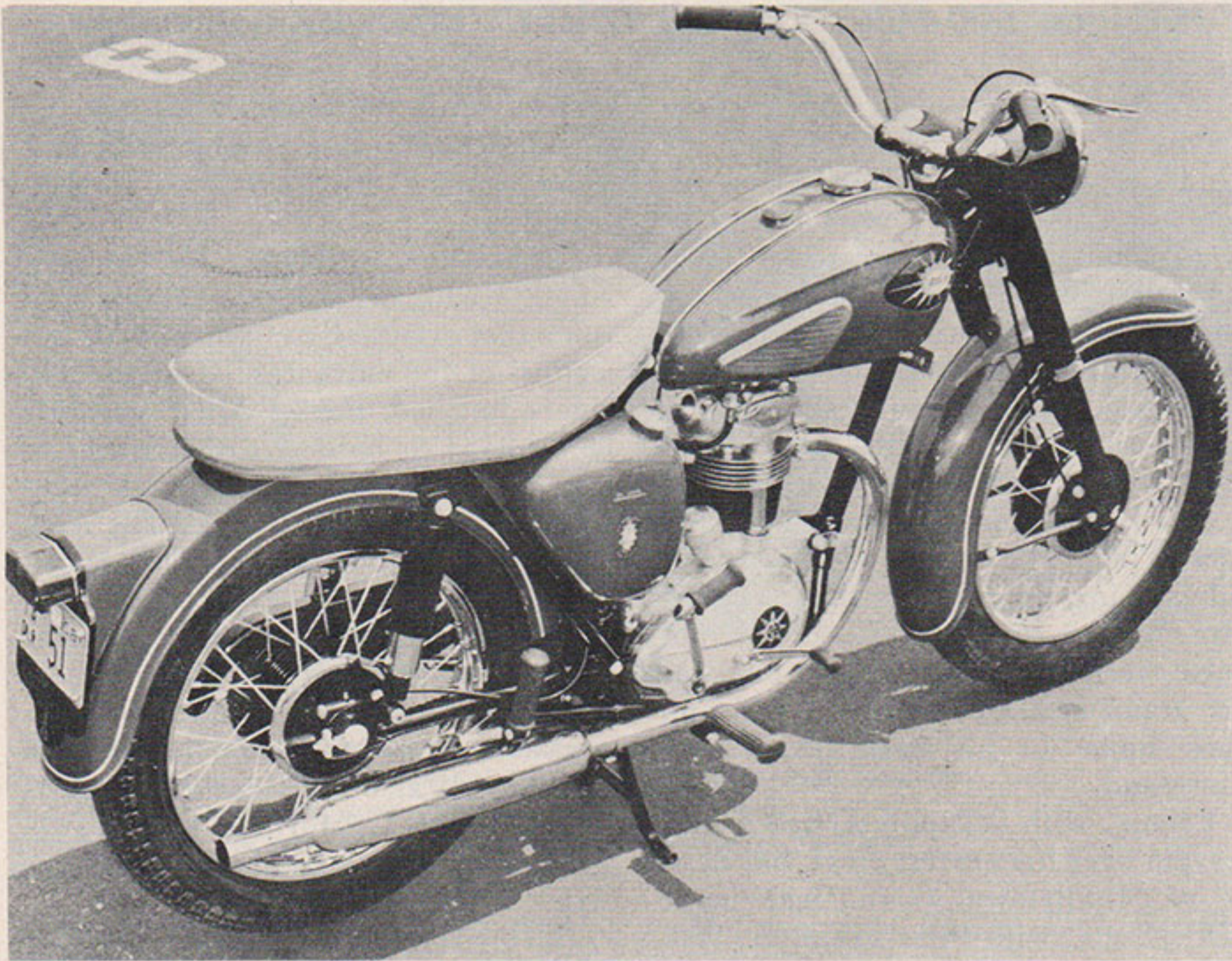
The Slegers-Fitch Company of Whippany, N. J. is to be commended for their efforts in assisting to bring about this change, and we are grateful to Denis McCormack of the Triumph Corporation of Baltimore for advising us and sending his letter of commendation to Director Gassert.

STATEMENT REQUIRED BY THE ACT OF AUGUST 24, 1912. AS AMENDED BY THE ACTS OF MARCH 3, 1933, AND JULY 2, 1946 (TITLE 39, United States, Code Section 233) SHOWING THE OWNERSHIP, MANAGEMENT, AND CIRCULATION OF CYCLE published monthly at Los Angeles, Calif., for October 1, 1958.

1. The names and addresses of the publisher, editor, managing editor, and business managers are: Publisher Floyd Clymer, 1268 So. Alvarado St., L.A. 6, Calif., Editor Floyd Clymer, 1268 So. Alvarado St., L.A. 6, Calif.
2. The owner is (if owned by a corporation its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address as well as that of each individual member, must be given.) Floyd Clymer, 1268 So. Alvarado St., L.A. 6, California.
3. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) NONE.
4. Paragraphs 2 and 3 include, cases where the stockholder or security holder appears upon the books of the company as trustee or any other fiduciary relation, the name of the persons or corporation for whom such trustee is acting, also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bonafide owner.
5. The average numbers of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the twelve months preceding the date shown above was: (This information is required from daily, weekly, semiweekly and triweekly newspapers only.)

FLOYD CLYMER, Publisher  
 Sworn to and subscribed before me this 22nd day of September, 1958.  
 D. CHASE RICH  
 (SEAL)  
 (My commission expires April 16, 1961)

# A NEW STAR IN THE 1959 BSA RANGE



The all new 250 cc BSA Star, model C-15.

BSA Motor Cycles Ltd. of Birmingham, England, has just announced the introduction of an all new OHV 250cc model, under the designation of 250 Star, C-15. The newcomer to the BSA stable will have, no doubt, a strong appeal among the ever growing legion of lightweight motorcycle devotees. Its main technical specifications are the following:

**ENGINE:** 249 cc (67 x 70 mm); single cylinder four-stroke; die-cast light alloy head; fully enclosed valve gear with pressure oil feed to overhead rocker mechanism; ball race on drive side crankshaft; copper-lead bearings on timing-side crankshaft and connecting rod big-end. Dry sump lubrication with double gear type oil pump; oil tank capacity, 4 pints.

**CARBURETOR:** Amal Monobloc type with twist grip throttle control and enclosed air cleaner.

**TRANSMISSION:** BSA four-speed gearbox in unit construction with engine; positive foot control; gear ratios: 5.98, 7.65, 10.54 and 15.96; multi-plate clutch with resilient facings and incorporating a synthetic rubber cush drive;  $\frac{3}{8}$ " duplex primary chain; rear chain  $\frac{1}{2}$ " x .335" rollers; primary chain oil bath and guard over top run of rear chain.

**IGNITION AND LIGHTING:** Coil ignition incorporating AC generator with rectifier for DC battery lighting; automatic advance and retard unit mounted on crankcase; special switch position for emergency starting; folding kick-starter. Stop and tail lamp incorporating rear reflector; electric horn. Lucas electrical equipment; 6" dia. head-

lamp with ammeter, lighting switch and built-in illuminated speedometer; 12 amp. battery housed in a special compartment.

**FUEL CAPACITY:**  $2\frac{1}{2}$  gallons.

**TIRES:** Dunlop Universal 3.25 x 17 front and rear.

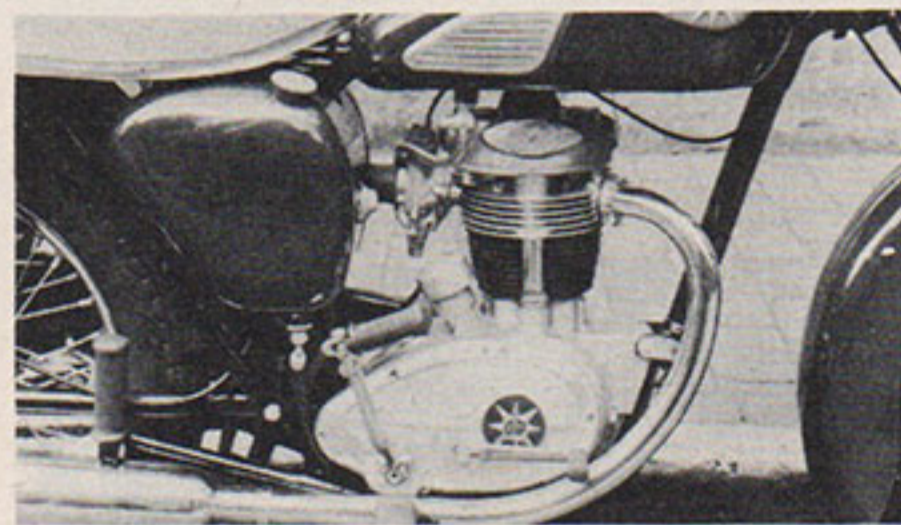
**BRAKES:** Full width hubs; 6" dia. brakes front and rear with finger adjustment; straight spokes.

**SUSPENSION:** BSA hydraulically-damped telescopic front forks. Hydraulically-damped swing-arm rear suspension.

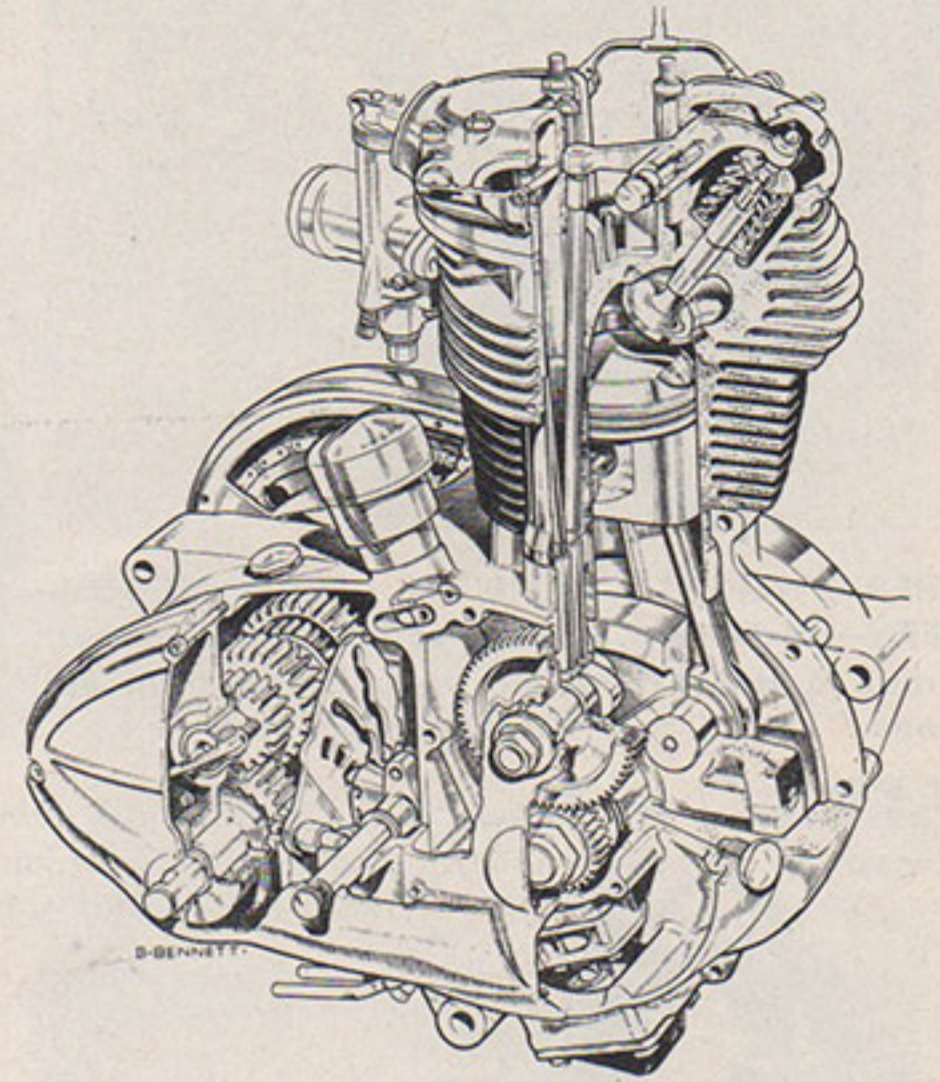
**FRAME:** Cradle type, of brazed construction with duplex tubes for engine mounting. Rigid rear fender without stays. Spring-up central stand; BSA dual seat and pillion footrests.

**FINISH:** Bright red; black frame and forks; styled fuel tank with chrome stripes; chrome wheel rims; polished primary chain cover, timing cover and rims on brake cover plates. All other bright parts chromium plated.

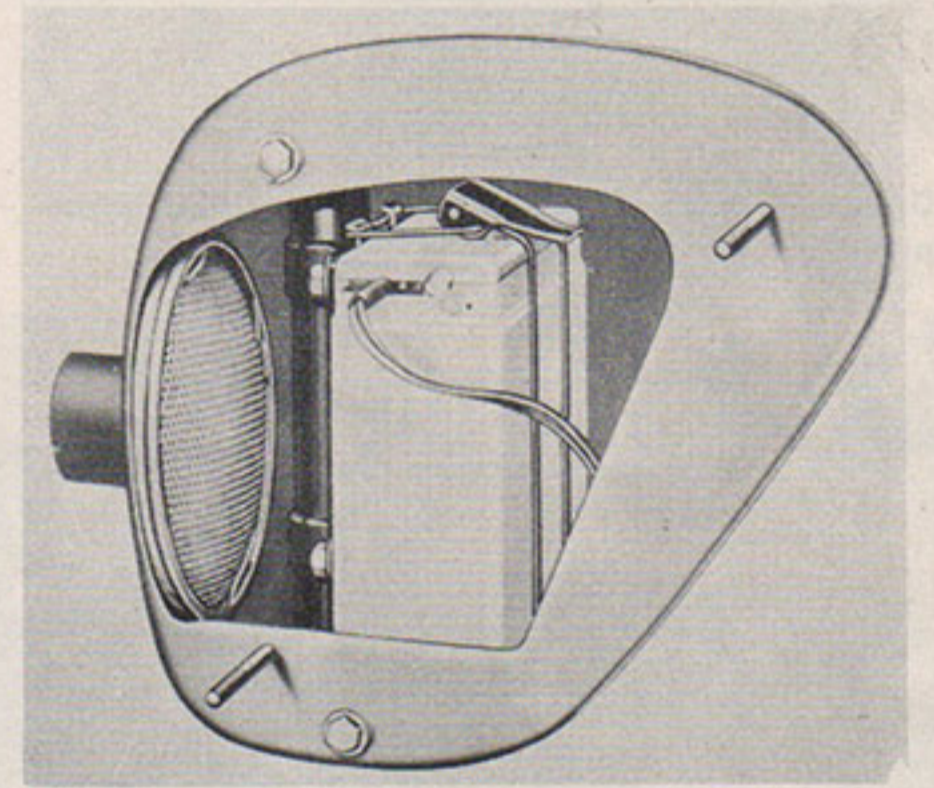
**GENERAL DIMENSIONS:** Wheelbase  $51\frac{1}{4}$ "; ground clearance 5"; overall length 78"; dry weight 280 lbs.



Close-up from the timing side. Note the folding kick-starter pedal.



Exploded view of the engine-gearbox unit.



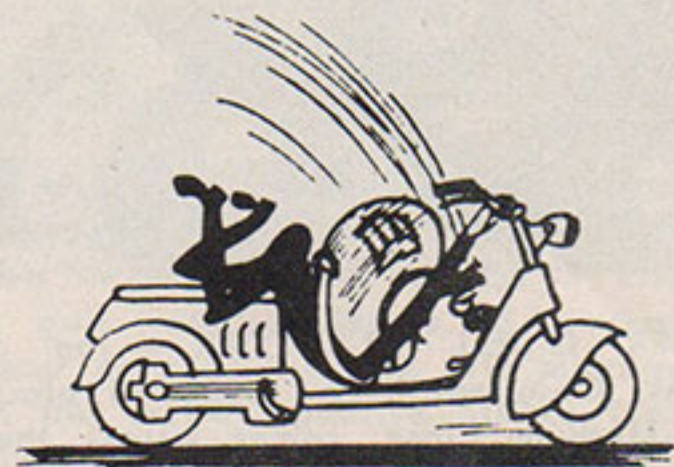
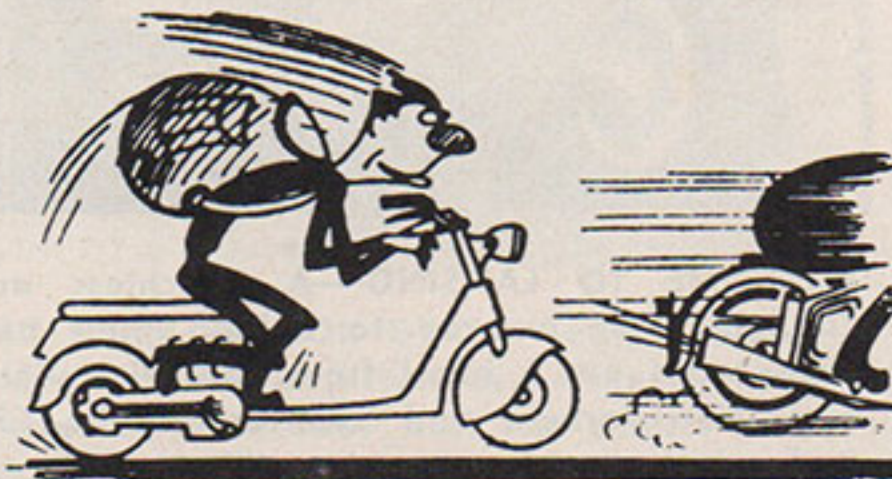
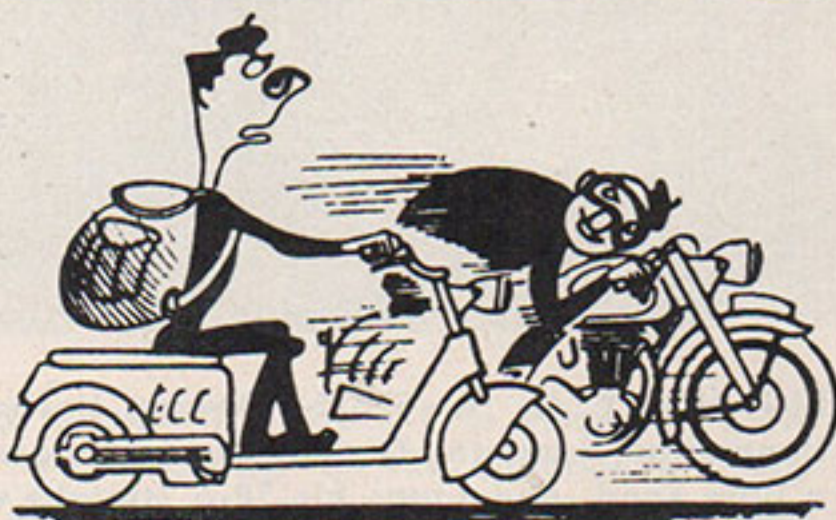
Enclosure of battery and air cleaner.

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# NSU WINS JACK PINE SWEEPSTAKES

Michigan 500-Mile "Cowbell Classic" taken by lightweight

Riding a lightweight NSU, John Penton of Amherst, Ohio, has won the 32nd annual Jack Pine Run, America's toughest cross-country motorcycle event. The two day run over more than 500 miles of rough Michigan country was the third big win for Penton this year, and the second time the Jack Pine crown has gone to the Penton family—his brother Bill won it in 1954 with a BSA single.

Nearly 450 riders entered this year's Jack Pine, with more of the expert riders using lightweights than ever before. Winner Penton's 175 cc NSU not only carried him to victory, but was his transportation to the event and back home to his cycle shop near Cleveland.

Penton, with 982 points, had a safe margin over his nearest rival, Sal Scirpo of Middletown, Conn., who made 973 points with his Triumph 500, winning the Mediumweight Class award. Next in line was Leroy Winters

of Ft. Smith, Arkansas, who took the Bantamweight class trophy with 971 points gained on his 165 cc Harley-Davidson.

Oscar Lenz, trailmaker for the Lansing, Michigan, course, planned a route that eventually eliminated all but a third of the entrants. 181 of the 445 riders finished, the 24 MPH schedule being hard to hold. Weather throughout the run was overcast, with light showers from time to time. The Jack Pine course took in wooded trails, knee-deep mud and a rickety beaver dam that dumped more than one rider in the water when the dam finally broke near the end of the first day's run. Hundreds of spectators crowded this as well as other treacherous parts of the route. Californian Cal Brown, winner of two Greenhorns, lost his Ariel at the beaver dam.

Harley-Davidson machines topped the Jack Pine entry list, 109 of the Milwaukee-built machines starting the



**HEAVYWEIGHT CHAMPION BERNIE MCGOVERN**—McGovern, brother of last year's winner, rode a H-D KH model, while Gerry tried out one of the new KH Sportster jobs.



**DARN SAND IS TRICKY**—Unidentified rider picks up his baby after a quick tumble.



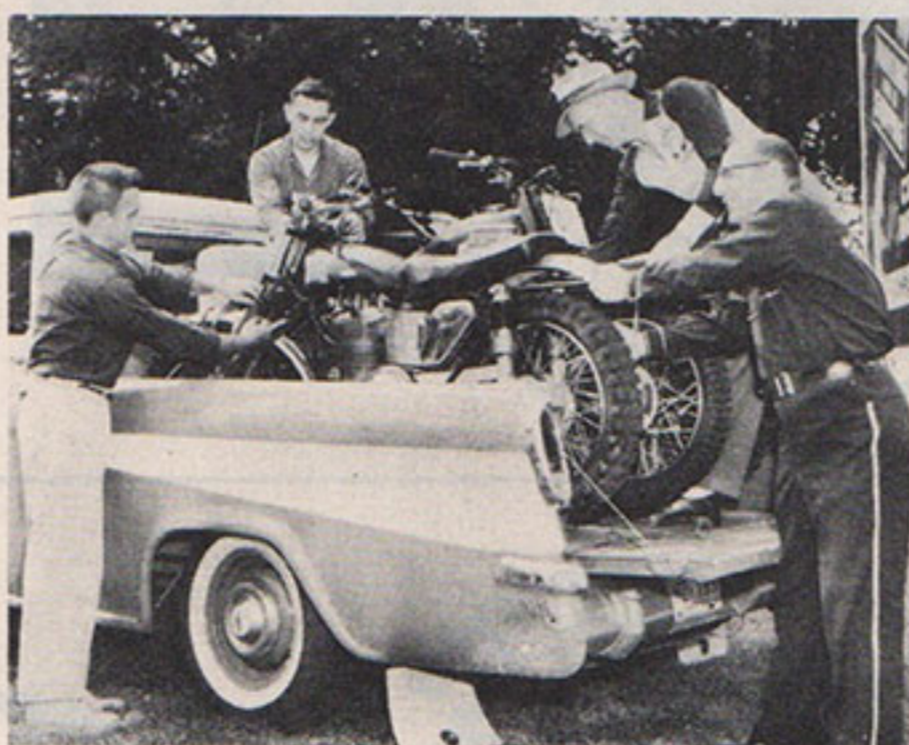
**SOME MAKE IT LOOK SO EASY.** Rudy Stahl, Harley-Davidson dealer from Toledo, looks cool and comfortable as he crosses the Rifle. Something took Rudy out before the day ended.



**NOW, WHAT DO I DO?** Don Combs, BSA, looks worried at this water splash.



**DIGGER O'DELL AT WORK**—Joe Jagers, Athens, Ohio mortician, and 2nd place man in A-Medium Class, comes across the Rifle River without trouble on a Triumph.

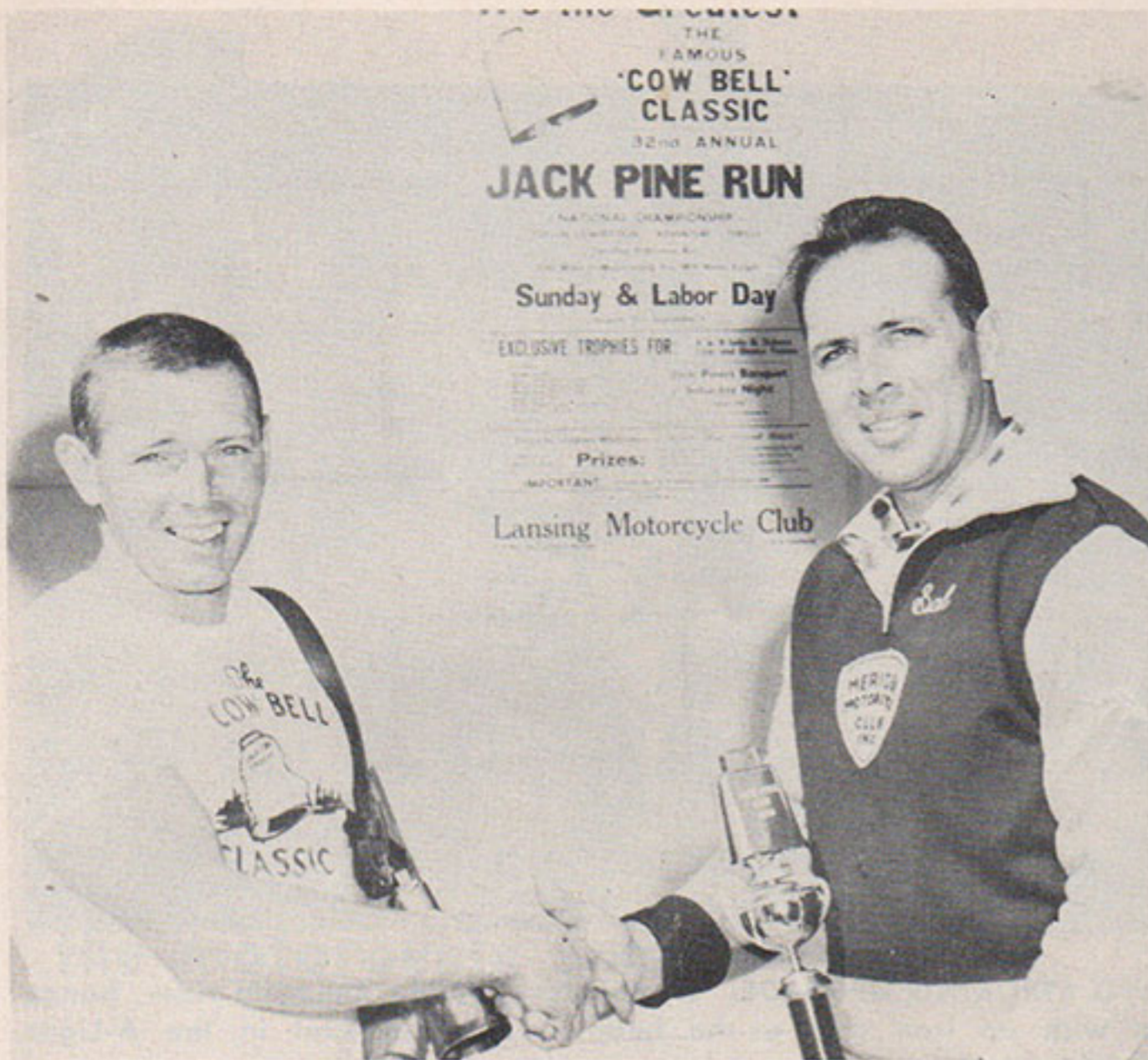


**WELCOME TO LANSING**—A Matchless and Triumph rider prepare to unload their new hacks, and get a hand from Jack Pine Committeemen Farnam and Spencer, at the City Park which was headquarters this year.

*News Journal Photo*



**BIG HOFFY IN A SLIDE**—Dewey Hoffman, Huntington, Indiana, Triumph Dealer, tears up a little sand, and snaps his TR-6 straight with a dig of his big left shoe.



**CONGRATULATIONS FROM AN EX-CHAMP.** John Penton, 1958 Jack Pine King, gets a handshake from Sal Scirpo, 1955 Champ. Both John and Sal rode under the same starting group numbers, and were together much of the time. Sal was runner-up, and winner of his Class. Both men have competed in about 10 Jack Pines.

tough grind. The new 900cc OHV V-twin "Sportster," weighing only 500 pounds, offered real competition, and the two-stroke Harley-Davidsons did even better. Harley-Davidsons won three top awards: the Heavyweight, Bantamweight and Sidecar classes. Triumph riders took home lots of hardware, too, 98 of these British bikes starting the run. BSA entries totaled 51, most riders using the latest model alloy single cylinder. Indian had 41 entries, Zundapp 28, AJS and Matchless 26 each. Other entries included NSU, Maico, Norton, Ariel, DOT, James, Greeves, Velocette, Jawa, Parilla, MV, TWN, Villiers, Adler, DKW and BMW.



**THREE OF A KIND—Jack Pine Winners.** Clarence Wise, Champ of the Lightheavy Class, Cliff Guild, 1st in Bantamweight Division, Mediumweight Champ Sal Scirpo.

The overnight stop at West Branch saw the usual late night work to get damaged and balking machines back in shape for the next day's run. Engines cannot be switched, but most other work is allowed in the annual "cowbell" run. The second day's run, back to Lansing, was as tough as the first, winner Penton even losing a few points to reach the finish line 18 minutes off schedule. Popular among the spectators the final day was the only woman rider still in the Jack Pine, Betty Noss of Jackson, Michigan, riding a Triumph competition Cub.



**PLENTY OF TRACTION—** Illinois H-D sidecar owner describes lots of dig to a few solo riders at the weigh-in.



**JACK PINER, SENIOR GRADE—**Earl Robinson, making a beautiful picture as he tears through a long sandy section. Earl has ridden in 26 Jack Pine Runs! He got 4th in the Senior Class this year on his H-D.



**B HEAVYWEIGHT CHAMP, GIL HYDEN.** Kids look on in wonderment as the 1st place man in the heavyweight division prepares to drop off a steep bank with his Harley-Davidson.



**ONE MORE RIVER TO CROSS—**Meldon Mull, Lansing Triumph rider, looks the other way when he comes out on the Rifle River's bank. Mull got 5th in B Lightheavy class.



**NORTHERN WATER IS SURE COLD—**Alabama rider Donald Rockwell, Triumph Cub, is happy to get his feet out of the chilly Rifle. Sixth in B-Bantam for Don's efforts.



**FIRST MAN THROUGH—**Either Canadian A Rider Jackson was alone or very early, because we never saw any of his 3 original starting pals, and Jackson's BSA acted as trail-blazer most of the day. He managed a 12th in the very-competitive 500 cc Class A division.

*(Continued on next page)*

# JACK PINE, (Continued)



SEE YOU AGAIN NEXT YEAR. Lloyd Larson, Californian who rode his bike to the Jack Pine last year, but who came east with Cal Brown this year, receives a farewell from the Jack Pine Committee bosses, Farnam, Lenz and Spencer. Missing from picture is Bert Lovejoy and a few other trail-layout men. Larson received his "Tough Luck Trophy" from Oscar Lenz for finishing the run, but failing to sign one check sheet—and being eliminated automatically!!



TWO STROKING UPGRADE. Wade Ward, young Zundapp rider, hangs on with an iron grip as he heads for a 3rd spot in the A-Light Weight Class.

## 1958 Jack Pine Results

	Points
John Penton, Lorain, Ohio	
Grand Champion (NSU 175) High Score	982
Leroy Winters, Ft. Smith, Ark., H-D 165 cc	
Bantamweight Champion.....	971
W. Oden, Shreveport, La., Zundapp	
Lightweight Champion.....	948
Sal Scirpo, Middletown, Conn., Tri. Trophy	
Mediumweight Champion .....	973
Clarence Wise, Zanesville, Ohio	
Triumph TR-6, Light-Heavy Champion.....	966
Bernard McGovern, Grand Rapids, Mich.	
H-D K Heavyweight Champion.....	963
Pierce-Denton, H-D, DeKalb, Ill.	
Sidecar Champions .....	802
<b>A Bantamweight Class</b>	
Cliff Guild, Timonium, Md.	Tri. Cub 953
N. Smith, Brecksville, Ohio	Tri. Cub 938
Dudley Steiner, Columbus, Ohio	DOT 928

<b>B Bantamweight Class</b>	
Tony Ford, Ind., Ind.	H-D 165 944
Ken Stoughton, Ind., Ind.	H-D 165 923
Bill Wetzal, Painesville, Ohio	Tri. Cub 918
<b>A Lightweight Class</b>	
Bill Sleeper, Mt. Pleasant, Mich.	Zundapp 947
G. Lipsky, So. Coventry, Conn.	NSU 942
Wade Ward, Millington, Mich.	Zundapp 939
<b>B Lightweight Class</b>	
Jack Mayer, Midland, Mich	B.S.A. 932
Larry Tompkins, Rosebugh, Mich.	Zundapp 925
John Tobalske Jr., Marshall, Mich.	Maico 924
<b>A Mediumweight Class</b>	
Lee Weirick, Columbia City, Ind.	Matchless 963
Jos. Jagers, Athens, Ohio	Triumph 960
Chuck Jones, Mich., Lansing	B.S.A. 956
<b>B Mediumweight Class</b>	
Geo. Singler, Medina, Ohio	B.S.A. 959
Bill Shoultz, Maplesville, Ala.	Ariel 932
S. Westerhouse, Kalamazoo, Mich.	B.S.A. 925
<b>A Light Heavyweight Class</b>	
Wm. Baird, Sterling, Ill.	Tri. Tr-6 965
Lawrence Finney, Midlands, Mich.	Tri. Tr-6 959
R. L. Atkinson, Columbus, Ohio	Tri. Tr-6 956
<b>B Light Heavyweight Class</b>	
Jim Doughty, Okla. City, Okla.	Tri. Tr-6 939
C. Williams, Shaftsburg, Mich.	Matchless 928
Jerry Farrill, Newark, Ohio	Tri. Tr-6 902

<b>A Heavyweight Class</b>	
Don Pink, Yonkers, N.Y.	H-D K 961
Bert Cummings, Flint, Mich.	H-D K 958
G. McGovern, Grand Rapids, Mich.	H-D K 955
<b>B Heavyweight Class</b>	
Gilbert Hyden, Detroit, Mich.	H-D K 838
Gene Hale, Spencerport, N.Y.	H-D K 805
Geo. Walls, Columbus, Indiana	H-D K 688
<b>A Sidecar Class</b>	
Thornbough-Stover, Eaton, Ind.	H-D 793
Johnson-Berquist, Waterman, Ill.	H-D 786
B. Walters-H. Davis, Peoria, Ill.	H-D 776
<b>B Sidecar Class</b>	
Cousineau-Cousineau, Bentley, Mich.	H-D 638
Wertz-Hall, Mt. Pleasant, Mich.	H-D 460
Gray-Walters, Peoria, Ill.	H-D 290
<b>Powder Puff Derby (Ladies Class)</b>	
Betty Noss, Jackson, Mich.	Tri. Cub 277 Miles
Joy Duerr, Hamilton, Ohio	Tri. Cub 100
Karol Noss, Jackson, Mich.	Tri. Cub 70
<b>Senior Class (Riders over 45 yrs. old)</b>	
Ray Morris, Athens, Ohio	Tri. Tr-6 941
G. Durfee, Detroit, Mich.	Ariel 926
Earl Robinson, Detroit, Mich.	H-D 916
<b>Team Club Award</b>	
Atkinson-Wise-Morris, Ohio, Enduro	
Riders Assn. (All on Tri. TR-6).....	Score: 2863
Dealer Team Award: Cummings-McGovern-McGovern (All on H-D K's).....	Score: 2876

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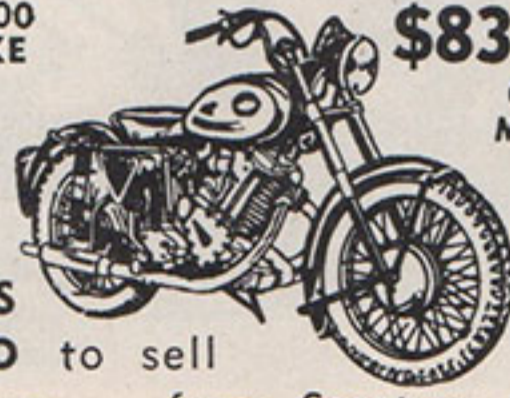
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# Cyclone POWER

A big man-sized motorcycle  
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prize winning performance for  
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Cal Brown, winner of 1958 Greenhorn Enduro.  
Ariel Cyclones were 1st and 2nd in this famous  
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## A Chrome Beauty!

Sparkling beauty in every line! - - -  
highly styled two tone tank, chrome  
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lots of other chrome plated or pol-  
ished alloy parts—the most highly  
finished 40 cubic inch sports twin on  
the road!

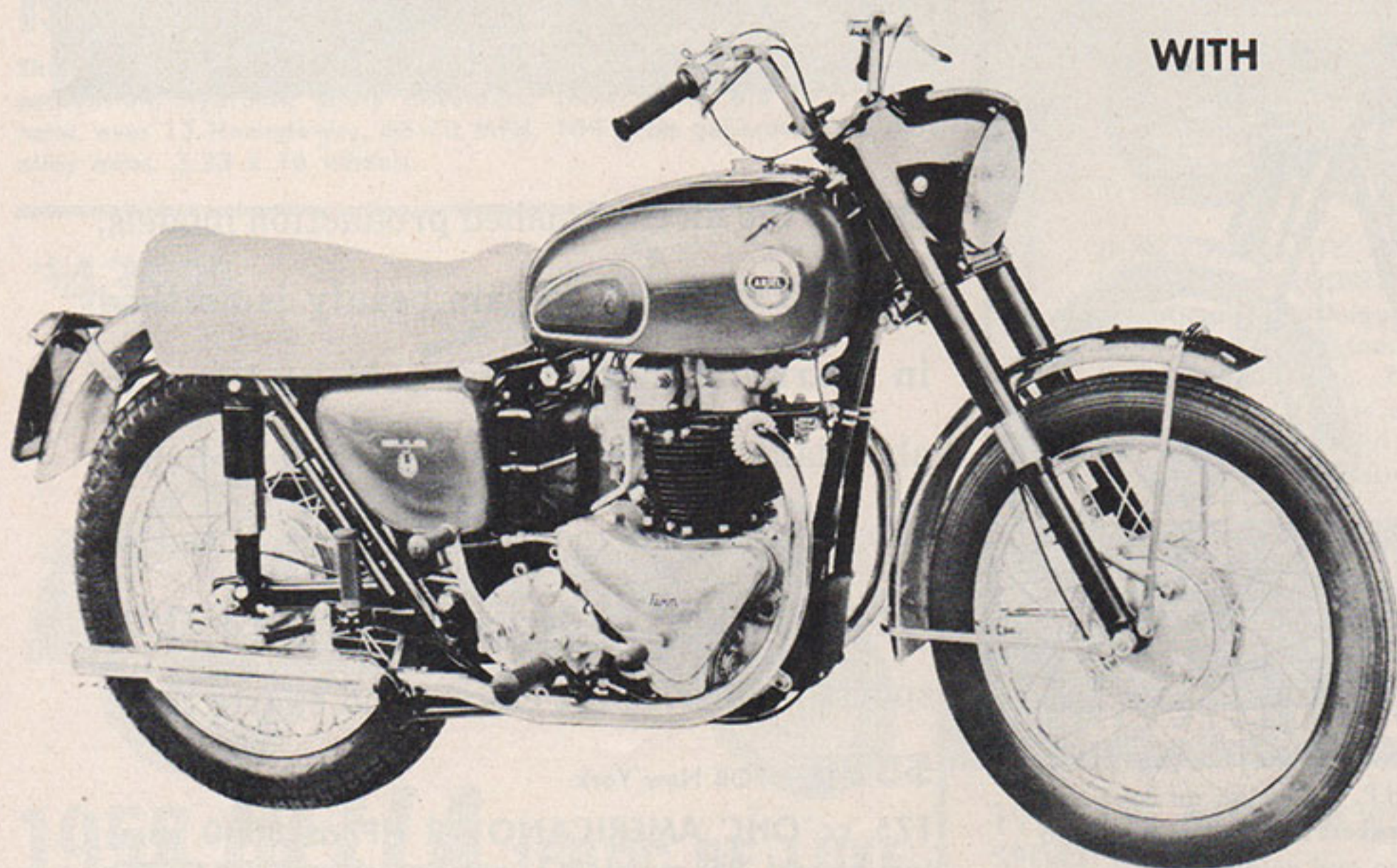
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### ARIEL dependability

More than 50 years of motor-  
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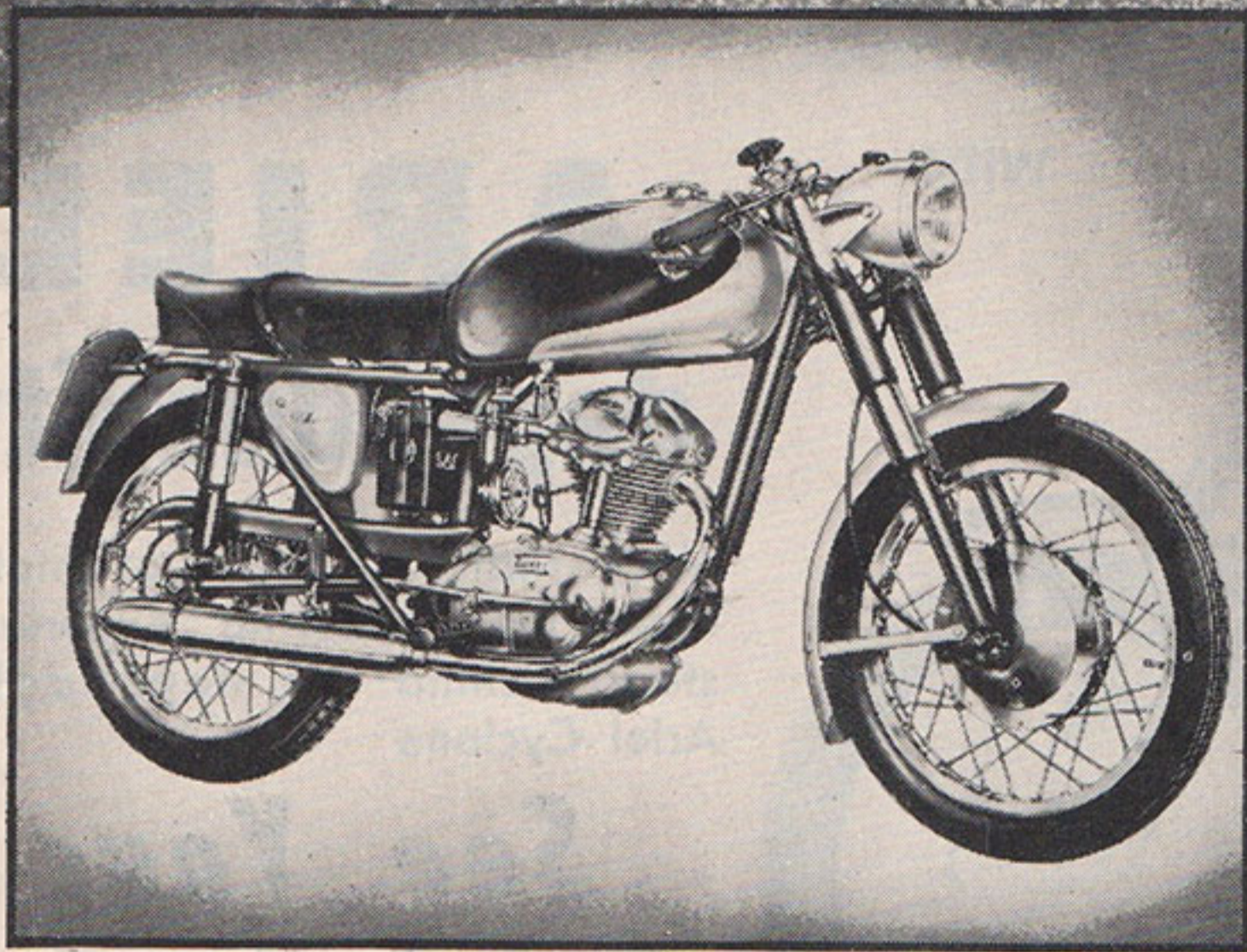
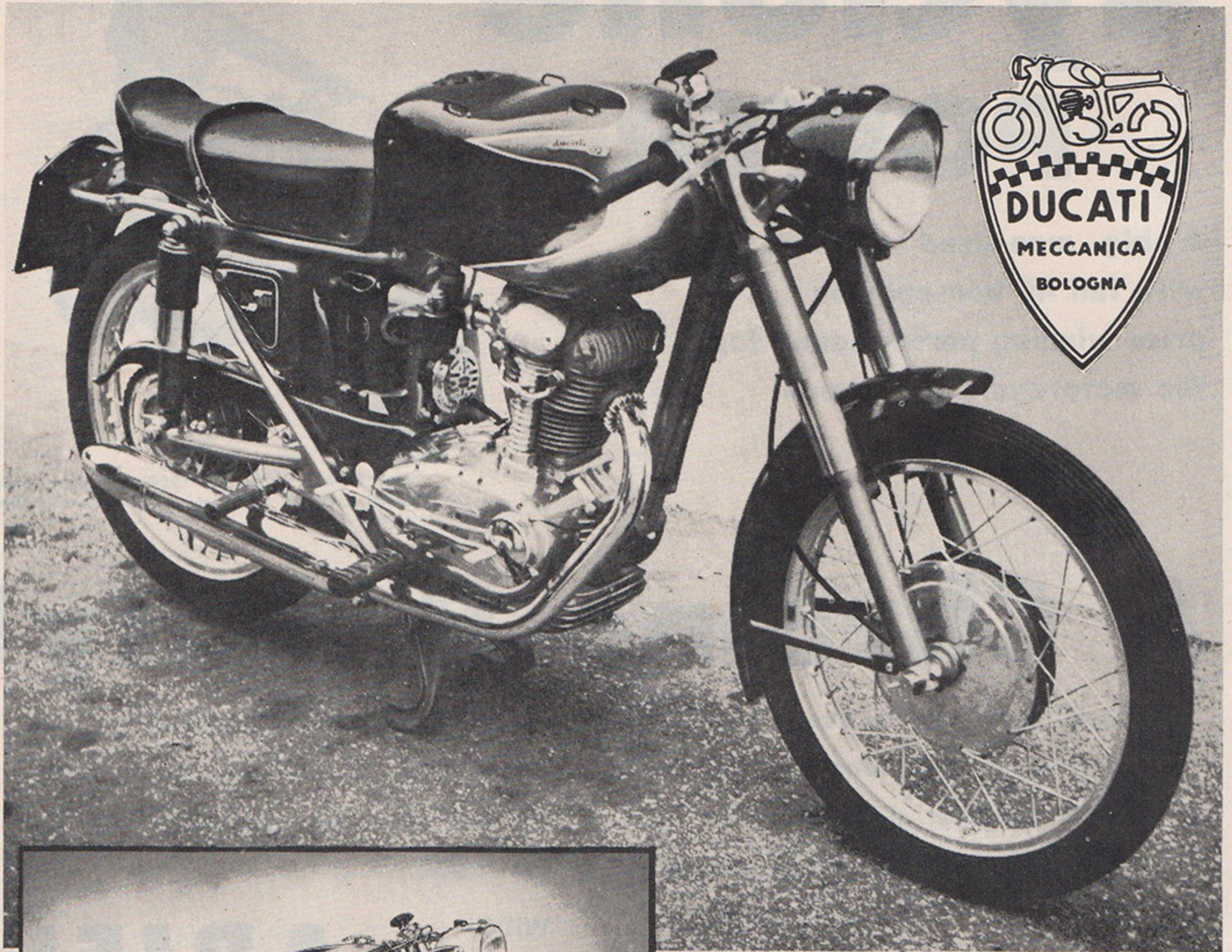
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The 1958 Ariel Cyclone Twin

# DUCATI Sport—the Italian beauty for 1959



The 125 cc DUCATI O.H.C. SUPER SPORT. Here is the exciting stablemate to the 175 cc with 10 (effective brake) H.P.—75 miles an hour top, hydraulic shocks, alloy rims, large polished brakedrums, sports tank and sports handlebar, in the same sparkling maroon and gold finish.

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.

**\$599** — FOB New York

175 cc OHC AMERICANO 18 HP at 8000 rpm; top speed 85 mph; 8:1 compression; DELLORTO sport carburetor \$519

**U.S. DISTRIBUTOR**

Available later this year: SCRAMBLERS in 125cc-175cc and 200cc execution and a 175-200cc Road machine with Sport engine. All models imported to U.S. are O.H.C.

**For details / write to: BERLINER MOTOR CORPORATION**  
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## THE BEST IN EVERY CLASS

FROM **Berliner Motor Corp.**



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250 cc CLASS

*"Citation 500"* O.H.C.



**\*\$899<sup>00</sup>**  
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. \*



**\*\$519<sup>00</sup>**  
FOB NY

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.

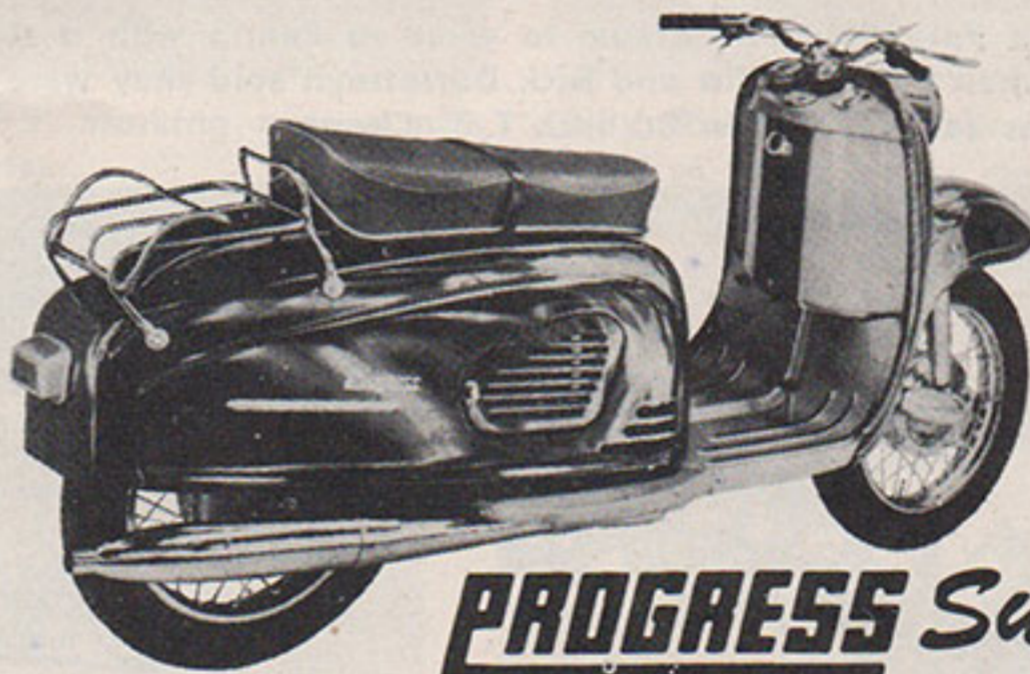
Zundapp wins 250cc class  
Jack Pine  
1st, 2nd, 3rd  
September, 1958

### 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 \*\$469<sup>00</sup>

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.



**\$479<sup>00</sup>**  
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.

**\*\$439<sup>00</sup>**  
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 \$509<sup>00</sup> FOB NY

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

#### 1958 J-Be MODEL "M" \*\$229<sup>00</sup> 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.

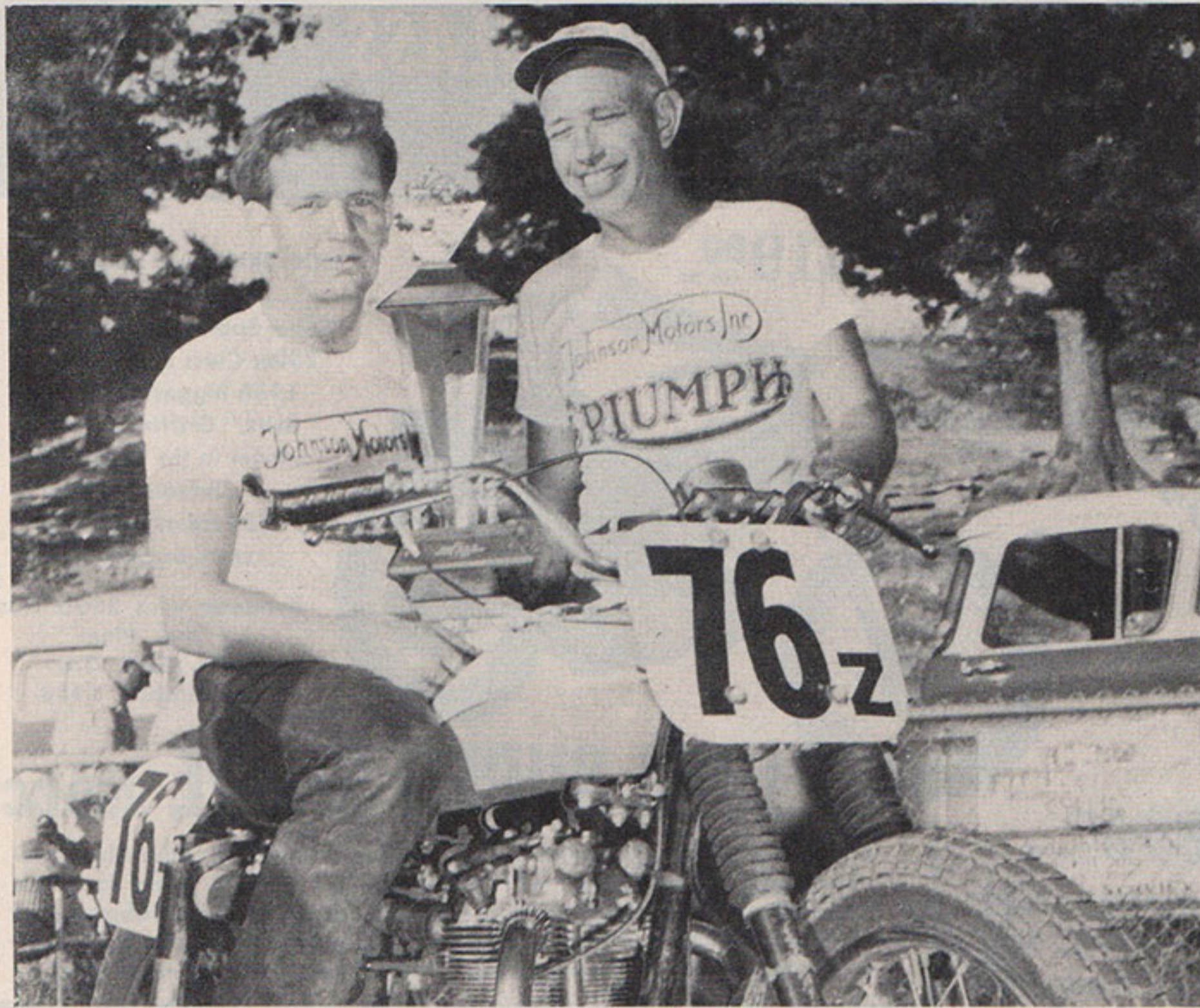
#### 1958 J-Be MODEL "K" \$349.00

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.

# DORRESTEYN TOOLS TRIUMPH TO T.T. WIN

PEORIA, ILLINOIS, RACE DECIDES GRAND NATIONAL CHAMPIONSHIP

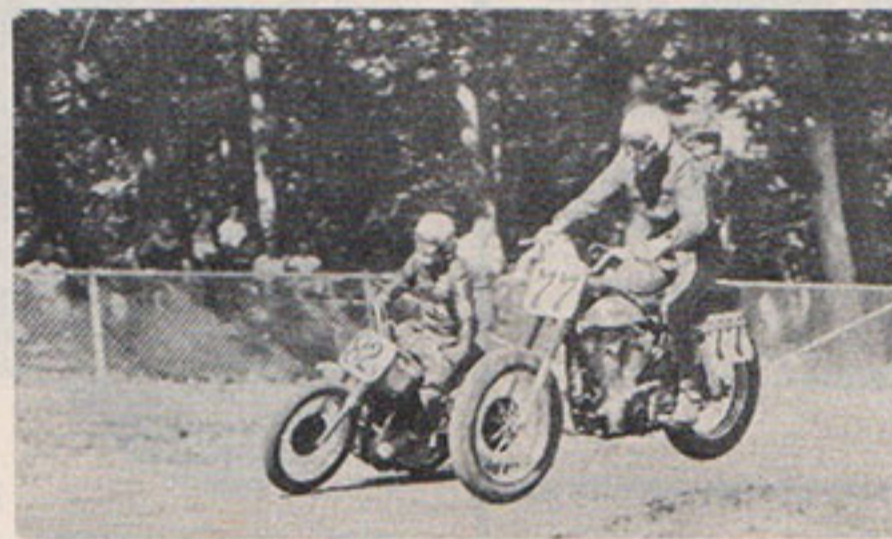
By CAROL ANDERSON



It has always been Pete Colman's dream to come to Peoria with a steamer that would smoke out a victory. So when Phil Cancilla and Dick Dorresteyn said they were willing to chip in on the project, the die was cast for a new 80 Inch T. T. Champ.



LINEUP FOR A HEAT—Nine riders are tensed to go. Note huge crowd on hill in background.

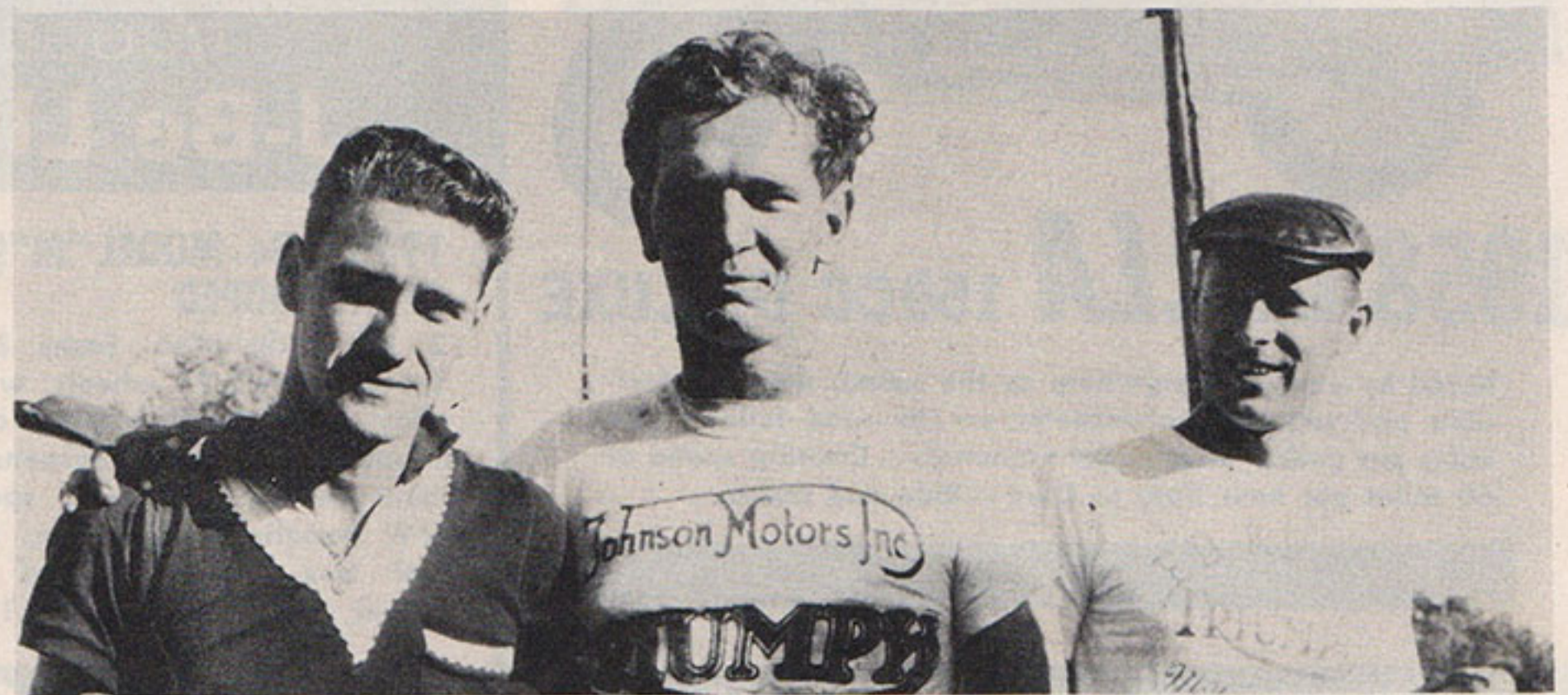


Roger Soderstrom, H-D, glides above the head of newcomer Bart Markel of Flint on a BSA twin.

Dick Dorresteyn on a Triumph seems impatient as he has to follow the eventual winner, Everett, near the end of their terrific scrap in the 45 Inch National.



First to congratulate Dorresteyn after his epic ride was Carroll Resweber, who automatically gets #1 for next year, based upon accumulated points. By beating Leonard, Dorresteyn prevented Joe from gaining sufficient points to retain the famous lead number. Ed Kretz, with leather cap, joins the smiles. Ed had trouble in practice with his 40 incher, so missed rubbing handlebars with fellow-Triumph rider, Dorresteyn.



In an unforgettable finish that was like something out of the movies, spectacular Dick Dorresteyn of San Pablo, Calif. roared past Champion Joe Leonard on the last turn of the last lap of the last National Championship race of the season, the Peoria, Ill. TT, to win by a whisker and assure Carroll Resweber of the Grand National Champion's crown for 1959.

The battle for points was so tight, right down to the wire; that if Leonard hadn't been beaten by the eager, Triumph-mounted Californian he would again have been Number One. But Dorresteyn's unorthodox style proved too much for the Old Master, and though all the fans were enthralled by the dramatic fight, none were affected as strongly as Carroll Resweber, who watched from the sidelines. For Carroll knew that his hopes of wearing the crown would be shattered if Leonard came home first.

The stage was set earlier in the day for the breath-taking finale. In the first 8-lap 45 Inch Elimination Heat, BSA-mounted George Everett showed one and all that he knew the quickest way around the tricky Peoria track. He was chased by Dorresteyn, Tri., and young Roger Reiman, H-D., who wound up third in his first big time TT race against much more experienced competition.

Second 45 Inch Elimination Heat went to Leonard, who won easily. Ed Kretz, Jr., broadsliding wide through the turns on his Triumph, got a second over Bart Markel, BSA, one of the brightest Amateurs to come along in years. In the next 8-lapper, much attention was focused upon the appearance of Resweber on a TT track. Carroll knew that though he led the race for Number One position, Leonard, who had been out part of the season, was only 11 points behind. Resweber worked his H-D hard, but Gary Emmick on a BSA beat him home, and Carroll was chased to the checker by Brad Andres (H-D) in an exciting rough-and-tumble race which saw half the field eliminated by spills.

Fourth heat of the day was the first 80 Inch Elimination, and Champ Leonard, mounted on a 55 inch O.H.V. H-D as compared with his smaller class 45 side-valve, snatched the win and could envision making it a double Championship for the day. Gary Emmick worried Joe all the way, though, and Roger Howk was third.



George Everett on a BSA retained his 45 National Championship with form like this.



Triumph boosters—Walt Fulton, Dealer Len Sreeton, Garry Mullen, Marshall Klemme, Pete Colman, Phil Cancilla, Dick Dorresteyn and Ed Kretz, Jr.

In the next 80-incher it was Reiman and Dorresteyn one, two, with Resweber trying desperately for a third to make the 80 National. Third spot went, however, to Gary Mullen, Tri., though Resweber picked up a few valuable points en route. Final 8-lap Elimination Heat found Brad Andres, Walt Fulton and Jack Thurman coming home in that order, and the tension was mounting by the second as time for the Nationals approached.

The 45 Inch National Championship was a 14-lapper, and last year's 45 Champ George Everett staved off an ever-aggressive Dorresteyn to make it home first two years in a row. Resweber and Leonard both had their problems; Joe got boxed in by the rough, fast-moving traffic, impeding his progress any farther to the front than fourth, and Carroll went out on lap twelve.

A fiction writer couldn't have conceived a more electric mood than that which enveloped riders and spectators alike as the Fastest Nine began to line up for the start of the 80 Inch National Championship Race. Many unanswered questions hung in the balance. Would Joe Leonard be able to claim the Champion's Crown again? To wear the Number One for 1959 he would have to win—a second place finish wouldn't be good enough, with the point war as close as it was. Would do-or-die Dorresteyn blast his way to victory, thus assuring Resweber of the Championship? Would west coast TT technician Emmick be a serious threat to the sterling field? And how would Reiman fare in his first go with the big boys?

Tension mounted as the riders waited eagerly for the go-ahead flag, and finally, **THEY WERE OFF!** First man off the line, and away to a good lead was Emmick, with Leonard soon hounding the smaller twin. Way back, starting in 6th spot, was the California Wild Man, Dorresteyn, looking frantically for a hole big enough to burrow through. By the fourth lap Dorresteyn began to move, working his way hungrily through the pack, but Leonard was now leading, and time was precious. Dorresteyn found the second corner especially suited to his weirdly-unorthodox style and made the most of it by blowing off all his rivals but Leonard there.

Finally, in the last corner of the last lap of the last National of the year, young Dorresteyn barreled by The Champ on the inside, and had just enough engine left to nose out Joe by half-a-wheel length! Every fan was brought to his feet by the thrilling climax, including the jubilant Mr. Resweber, who automatically became #1 for 1959 by virtue of Dorresteyn's brilliant maneuvering.

Photos by  
**JACK MERCER**



Texan Barry Bebb, #9, working over a new Harley-Davidson Sportser.

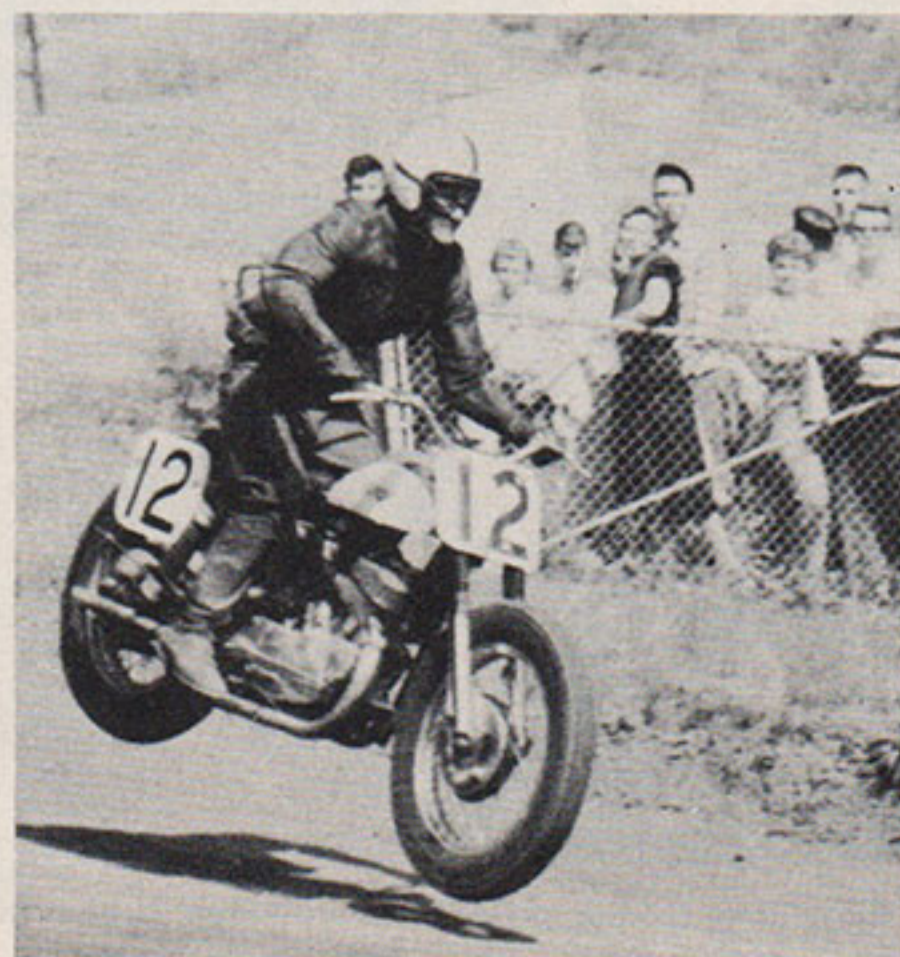


Billy Rich, H-D peeks over Dan Nealeigh's head to get a better view of what lies ahead of the Matchless.

#### 45 INCH NATIONAL CHAMPIONSHIP

14 LAPS	TIME: 7:27.19
1. George Everett	BSA
2. Dick Dorresteyn	Tri.
3. Brad Andres	H-D
4. Joe Leonard	H-D
5. Ed Kretz, Jr.	Tri.
6. Roger Reiman	H-D
7. Gary Emmick	BSA
8. Bart Markel	BSA
9. Carroll Resweber	H-D
	(Out-12)

**BOUNCING INTO THE #1 POSITION FOR 1959—Carroll Resweber, #12, will be #1 next season.**



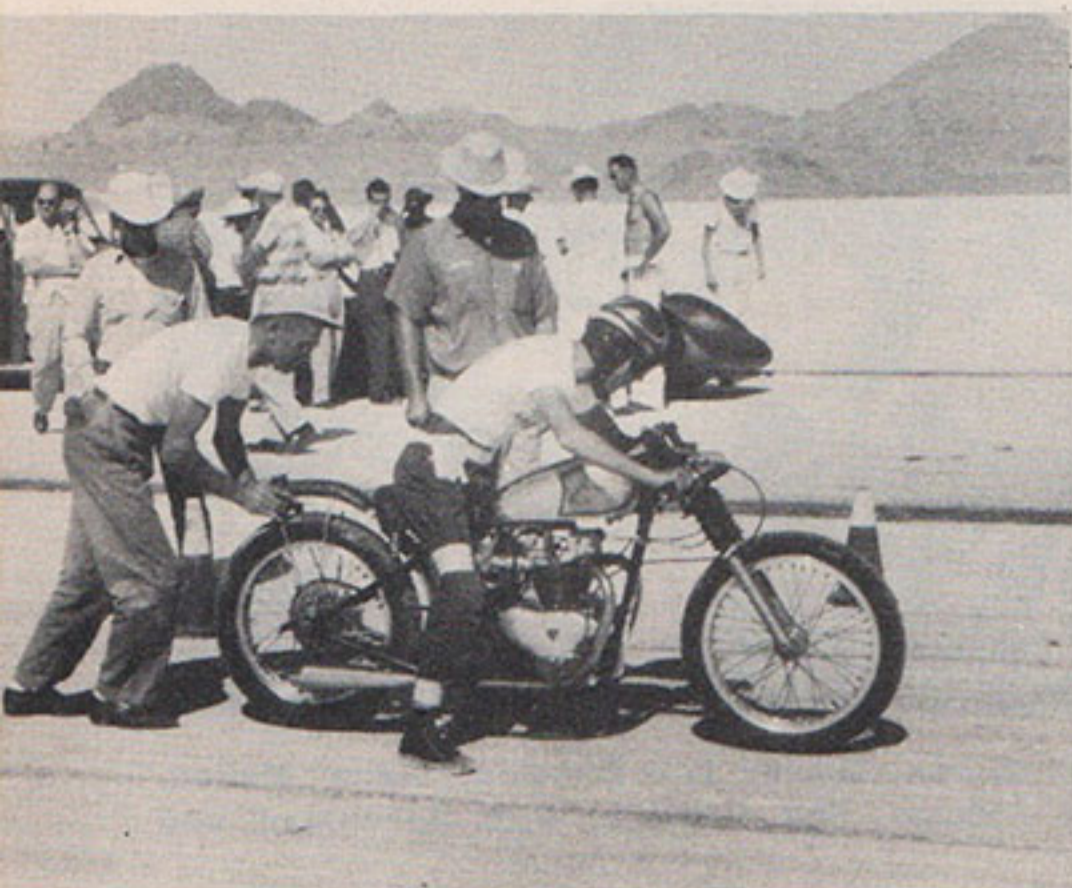
#### 80 INCH NATIONAL CHAMPIONSHIP

14 LAPS	TIME: 7:20.7
1. Dick Dorresteyn	Triumph 40
2. Joe Leonard	H-D 55 Sportster
3. Gary Emmick	BSA 40
4. Gary Mullen	Triumph 40
5. Brad Andres	H-D 55
6. Roger Howk	BSA 40
7. Walt Fulton	Triumph 40
8. Jack Thurman	Matchless 40
9. Roger Reiman	H-D 55 Sportster
	(Down-5)

Dick Mann, #64, rides the hind end of his BSA Gold Star. Dick spilled out later, making it two years straight of hard luck at Peoria.



# TRIUMPH CAPTURES FOUR NEW BONNEVILLE RECORDS

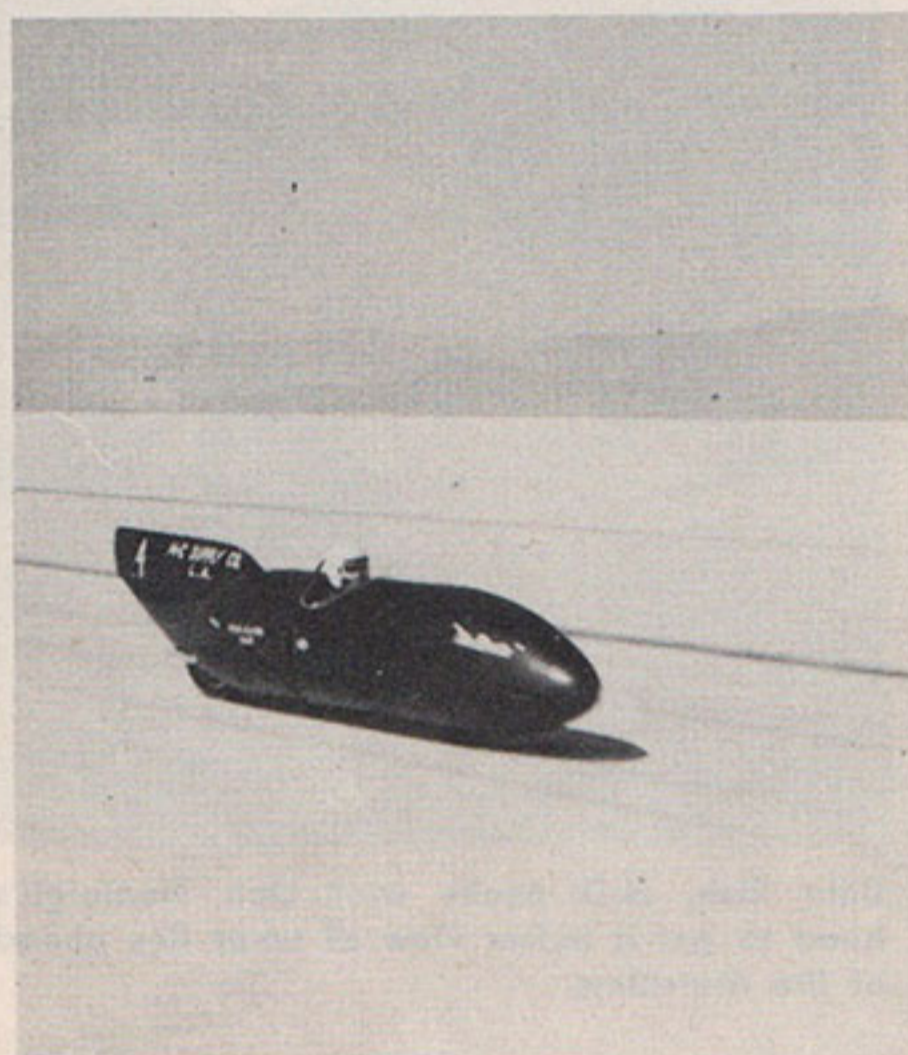


The start of a record run: Joe Dudek pushes Bill Johnson on his way to a new class C 500cc A.M.A. speed record.

Triumph riders set four new AMA records in the motorcycle division of the annual Bonneville, Utah, Speed Week just concluded. Running on ordinary pump gasoline, Bill Johnson of Pasadena, California, made two record runs in the Class "C" competition. In the 500cc division Johnson turned 133.395 MPH, and with a 650cc engine in the same frame he reached 147.420. John Dudek tuned the engines at the salt flats, but they were actually built up by Bill Graves, Pasadena, California, Triumph dealer.



A.M.A. Referee Bus Schaller (center) measures engine of the record breaking Triumph class C machine. Watching are tuner Joe Dudek, left, and rider Bill Johnson, right.



THE BRUTE—Rider Jimmy Hunter guides the 91 inch twin Harley-Davidson streamliner, "The Brute," through a 224 MPH warmup run at the Bonneville, Utah, salt flats.

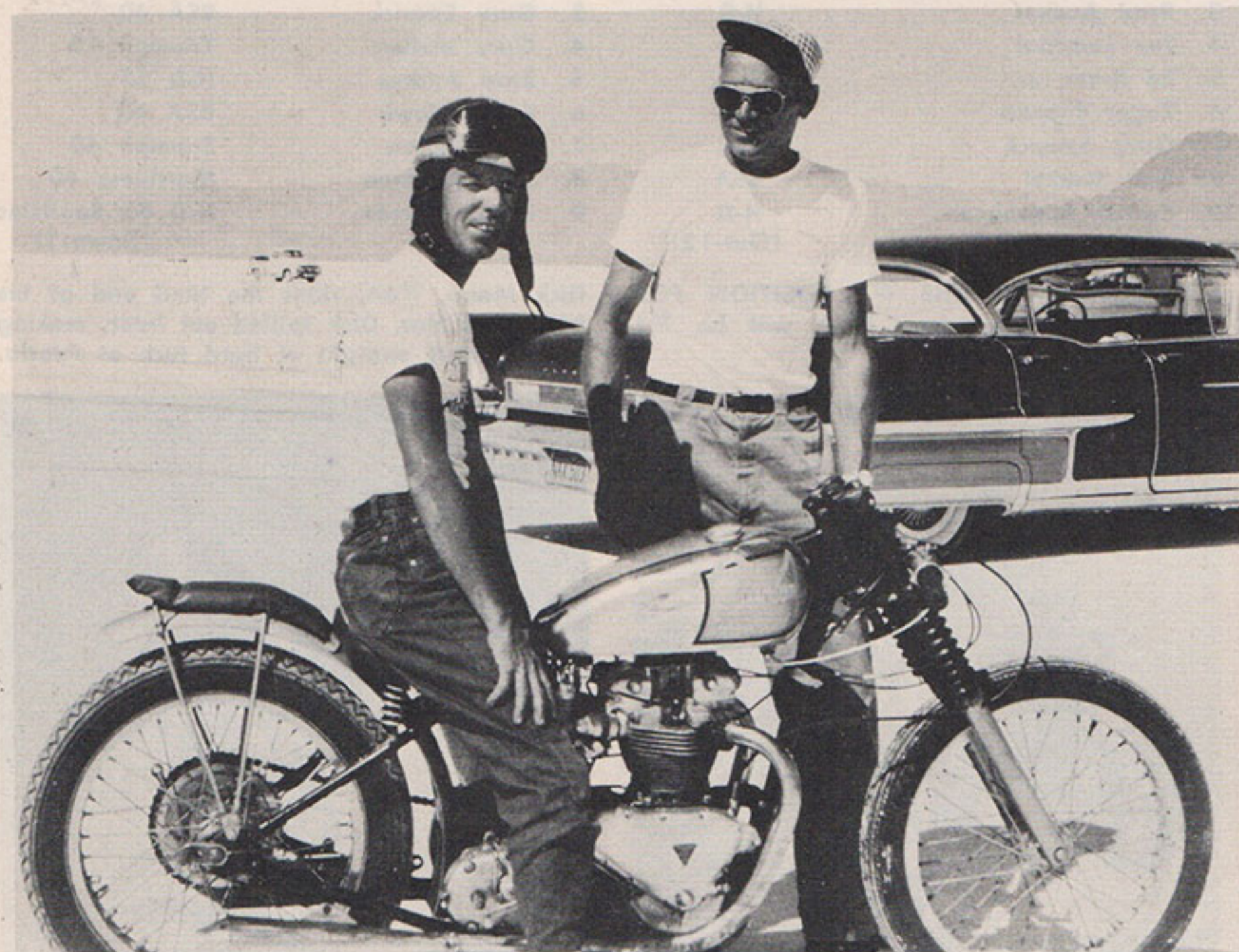
Texan Jess Thomas in an unsupercharged Triumph streamliner averaged 214.47 MPH for a new 40-inch AMA speed mark. He did 221.811 in one direction but trouble with the shell slowed the return time. The engine was tuned by Jack Wilson of Fort Worth, Texas. This is the same streamliner that set the absolute world's record two years ago.

Class "A" records were also shattered by Thomas, when using a non-supercharged Triumph Tiger 100 engine in the same streamliner shell he averaged 212.278, setting a new A.M.A. mark in this class.

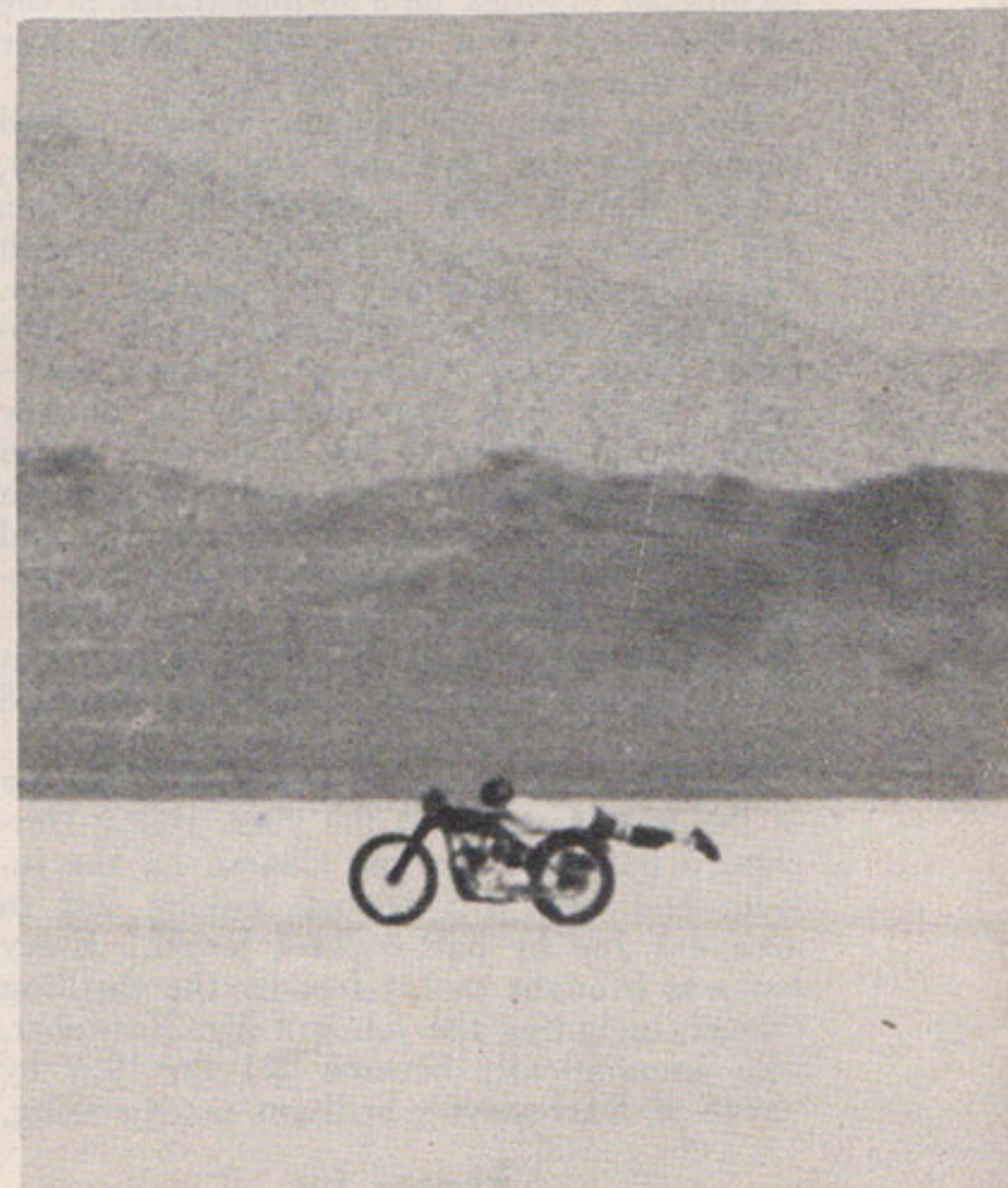
In the unlimited class Jimmy Hunter piloted the twin Harley-Davidson "Brute" to 194, 217 and 224 MPH in early tests, but the fast streamliner rolled when Hunter was beginning his timed runs.



End of a 214.47 MPH run for Texan Jess Thomas. This is a new A.M.A. world's record.



BONNEVILLE VICTORS—Rider Bill Johnson and tuner Joe Dudek pose after Johnson broke the existing A.M.A. class C record.



Bill Johnson at speed on the 40 cu. in class C triumph.

# Super Cub

# HSA

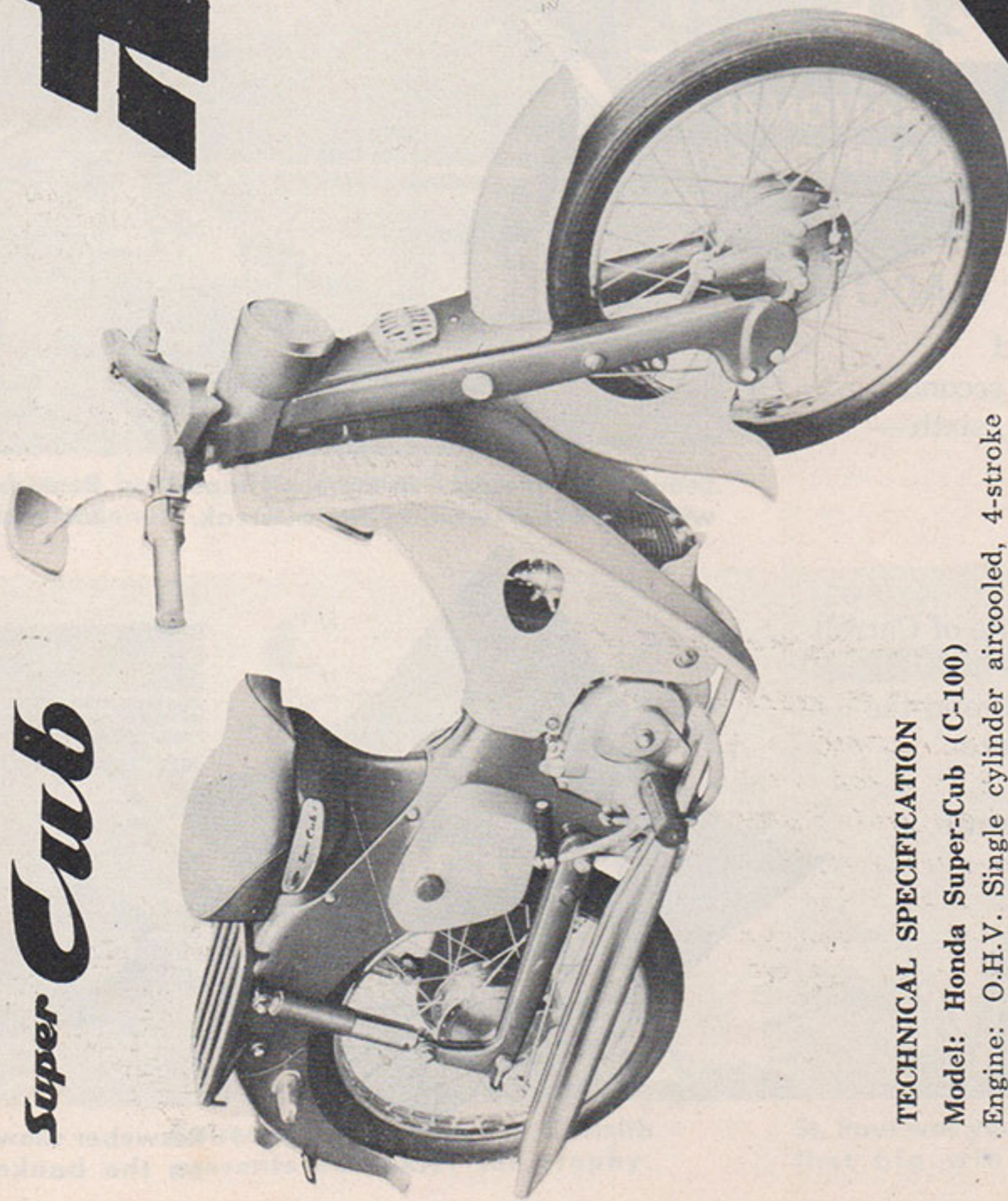
# Honda



*The most dependable motorcycle.*

## Dream

250cc 300cc  
with Electric Starter



### TECHNICAL SPECIFICATION

Model: Honda Super-Cub (C-100)

Engine: O.H.V. Single cylinder aircooled, 4-stroke

Cylinder Capacity: 49 c.c.

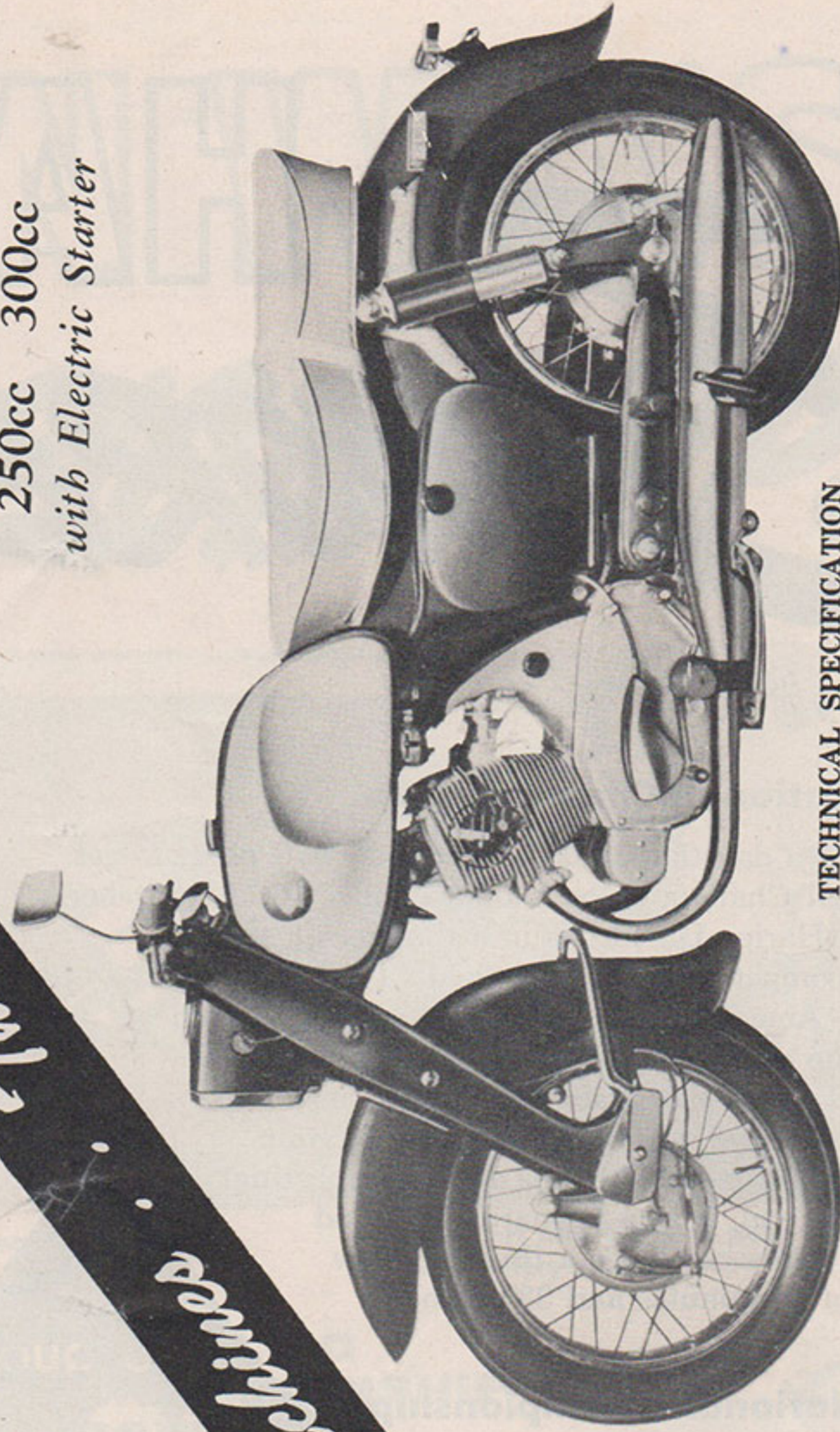
B.H.P.: 4.0 HP/8,500 r.p.m.

Transmission: Three speed gear box, foot control

Tyre size: 2.25-17 (front & rear)

Max. Speed: 45 m/hr.

Fuel consumption: 56 m/lit.



### TECHNICAL SPECIFICATION

Model:

C-71

C-76

Engine: 247 c.c. 4-stroke  
Twin Cylinder O.H.C.

305 c.c. 4-stroke  
Twin Cylinder O.H.C.

Max. HP: 20 HP/8,400 r.p.m.

Max. Speed: 84 m/hr.

Fuel consumption: 28 m/lit.

24 HP/8,000 r.p.m.

91 m/hr.

28 m/lit.



## HONDA MOTOR CO., LTD.

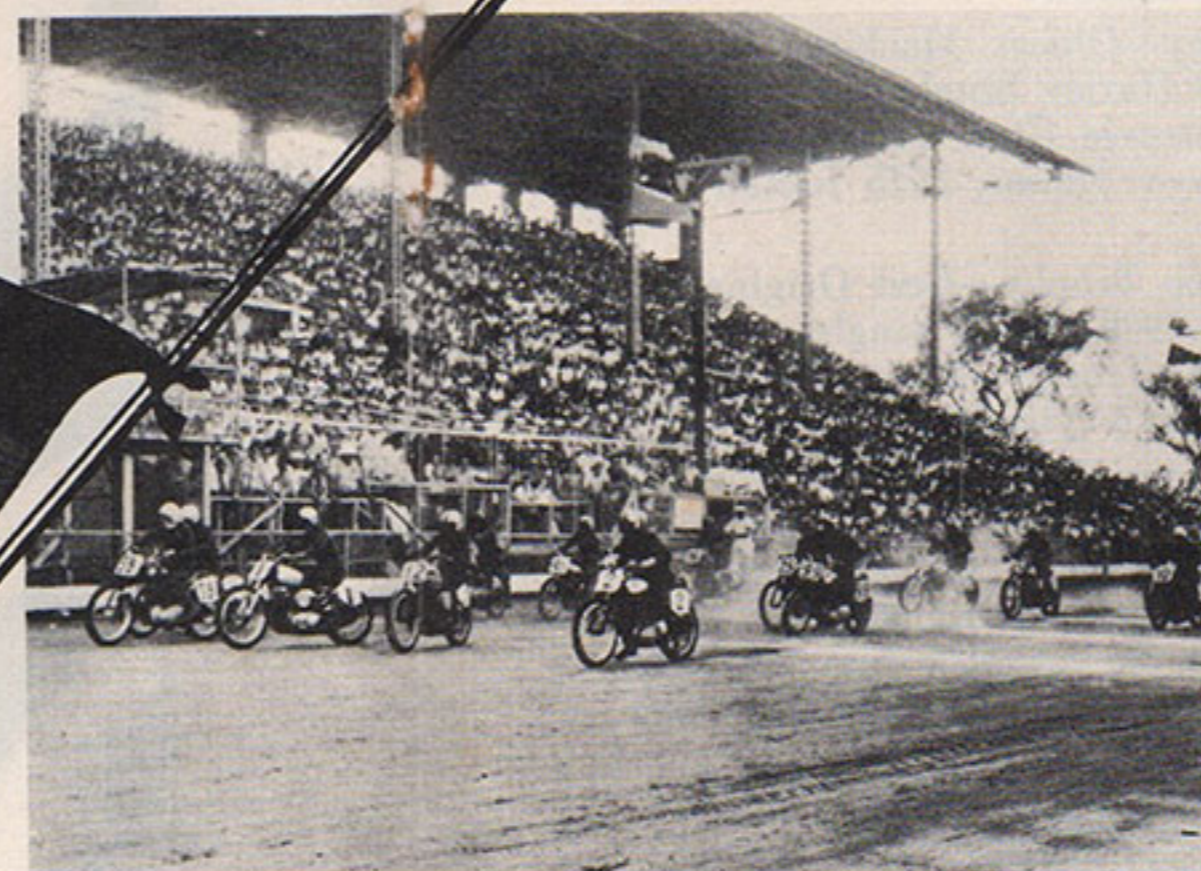
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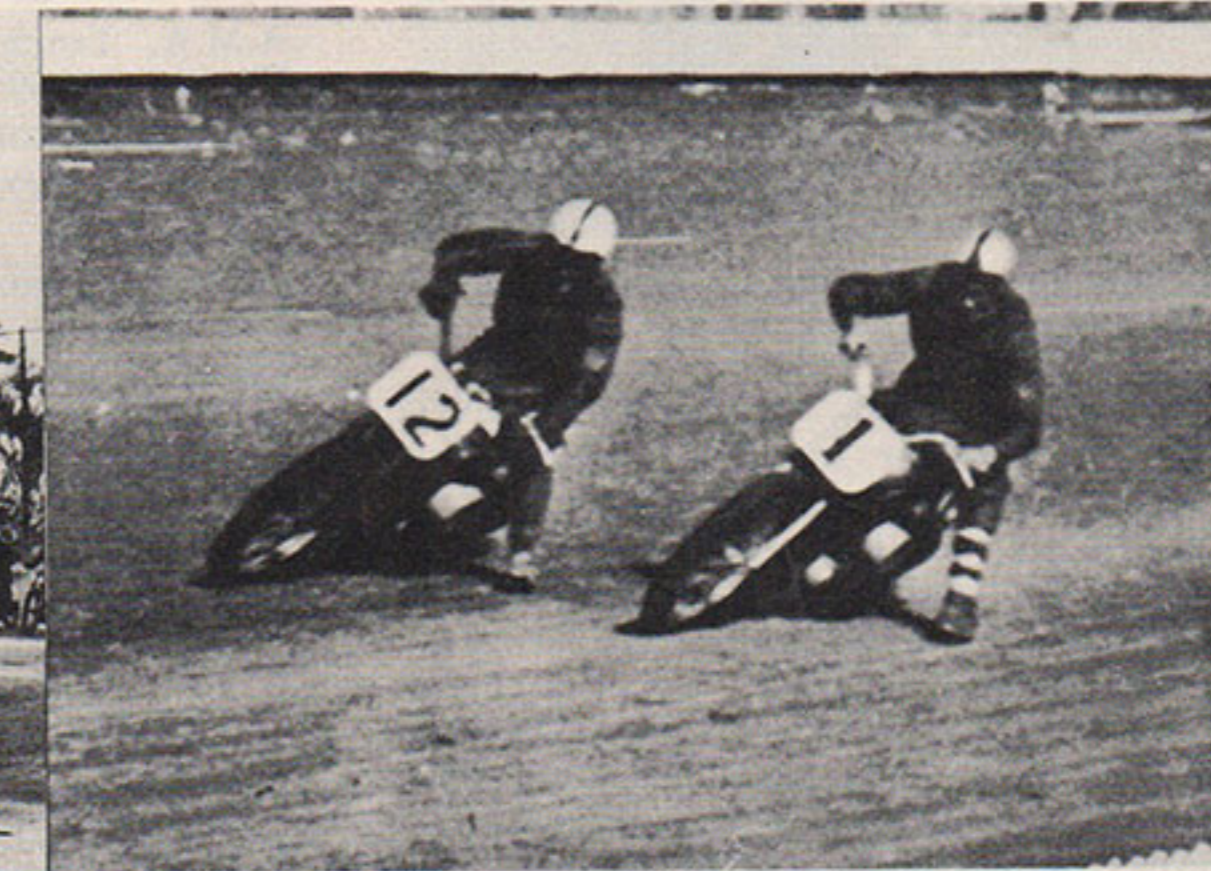
# HARLEY-DAVIDSON WINS 3 MORE NATIONAL CHAMPIONSHIPS

## 50-MILE National Championship

August 17, was a day that 16,000 racing fans will never forget. Grand National Champion Joe Leonard and Carroll Resweber powered their Harley-Davidsons in a thundering spectacle of speed and competition on Springfield's 1-mile oval. Lap after lap, America's top riders tried vainly to catch the leaders who were battling it out for front position. Leonard and Resweber exchanged the lead time after time. The crowd was on its feet the duration of the race — the din and cheering were ear-splitting! At the thrilling end, it was Leonard, first, and Resweber, a close second, for a thrilling New Record Win of 34 minutes and 33 seconds!



The 50-Mile National Championship gets underway as 20 riders roar off the starting line.



Carroll Resweber (12) led Leonard (1) for 33 exciting laps in the Big Race.



Resweber and Leonard pose after the race with their tuners and Walter C. Davidson, right.

## 20-MILE National Championship

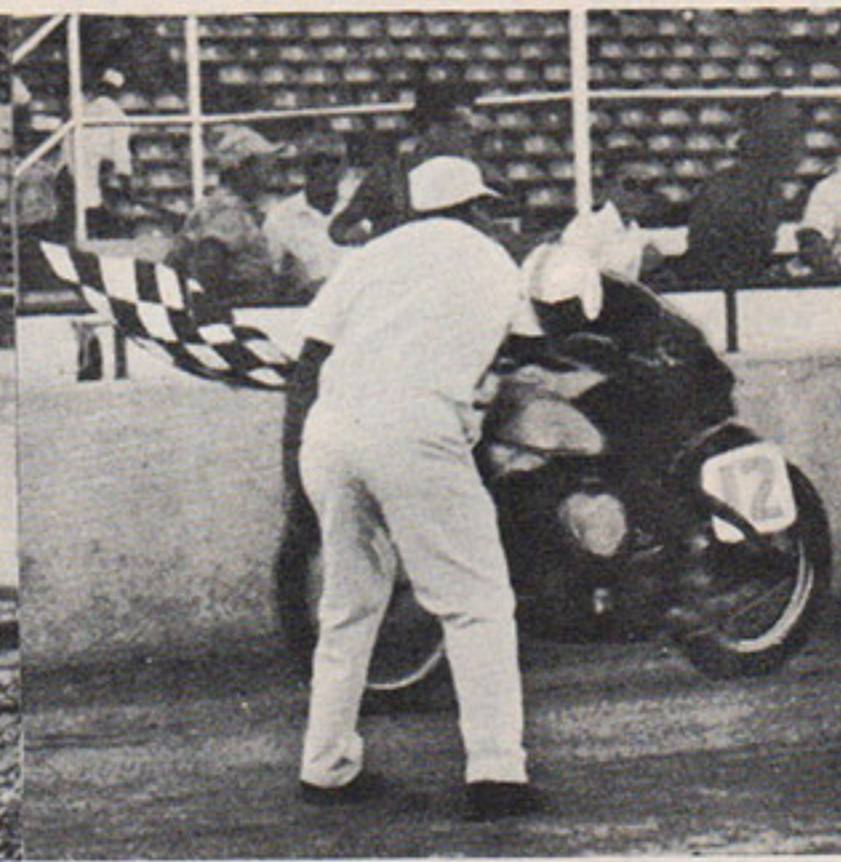
One week later, on this scenic, southern Illinois track, Joe and Carroll staged a repeat of the Springfield Classic in another fever pitched race that saw Harley-Davidson take four out of the first six places. This time, Resweber was determined to grab a National win. And, take one he did, as he crossed the finish line three lengths in front of second place Leonard for another New Record Win of 14 minutes, 5.12 seconds. Brad Andres placed fourth and Bates Molyneux, sixth — both on Harley-Davidsons.



Leonard set the pace in the early laps with Resweber waiting for a break.



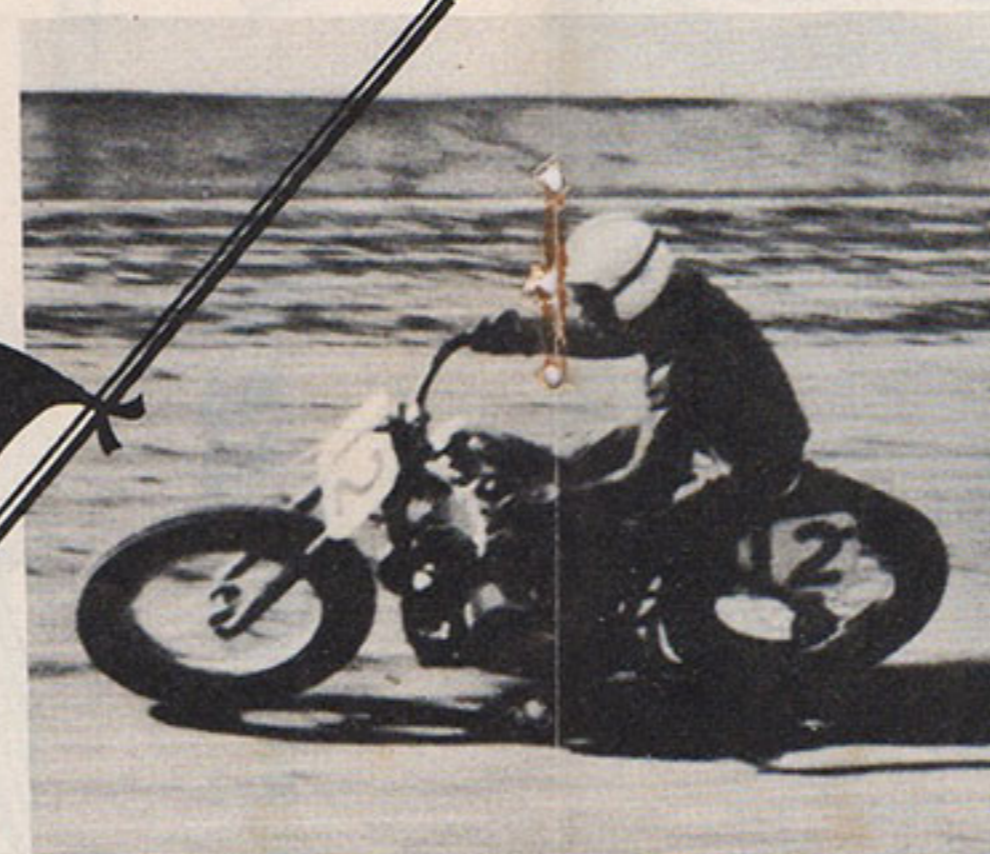
Resweber takes the lead which he held for many laps during the National.



The checkered flag marks a close victory for Carroll Resweber.

## 5-MILE National Championship

The high-banked St. Paul half mile track was the site of Carroll Resweber's second Championship win of the year. Labor Day turned out to be *victory day* for Carroll and the winning Harley-Davidson brand. Resweber dove into the lead in the second lap and was never headed thereafter. His time for the 5-mile dash was 4 minutes, 31.60 seconds. The Amateur Final was also a Harley-Davidson win with Art Barda in first and Chuck Chupick, second.



Resweber shows his winning style on the banked St. Paul oval.



Retired A.M.A. Secretary, E. C. Smith presents Resweber the trophy.



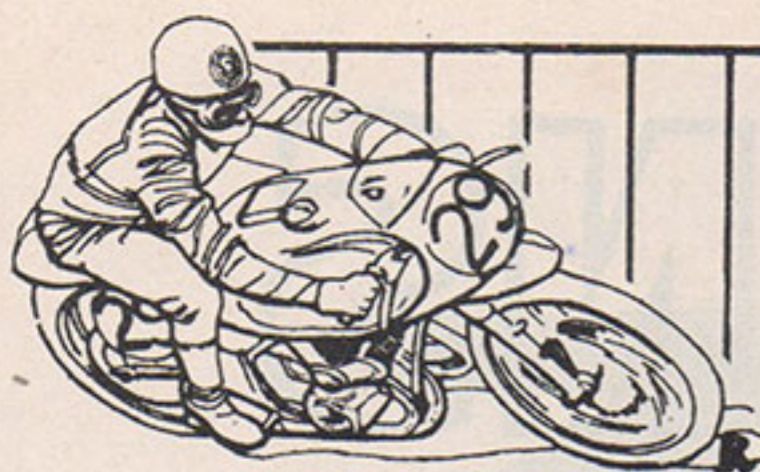
St. Paul was young Art Barda's first big win of the year.

**THRILL TO CHAMPIONSHIP POWER!**

SEE AND RIDE THE EXCITING 1959 HARLEY-DAVIDSONS AT YOUR DEALER TODAY!



**HARLEY-DAVIDSON MOTOR CO.**  
MILWAUKEE 1, WISCONSIN



# Sporting Scene

▶ **MOUNT ASAMA, JAPAN**—The All Japan Motorcycle Club's first race meet was held recently at Mount Asama, Japan. Among the day's attractions was a race for pre-1952 motorcycles, which was won by Mr. Mitomo on the oldest bike entered, a 1929 model Ariel. Reported by Yamada Rinseikan Ltd., Tokyo agency for Ariel Motors of Birmingham, England, the results were as follows:

1. '29 Ariel; 2. '51 Triumph; 3. '37 Triumph; 4. '51 Triumph; 5. '36 Velocette; 6. '41 Matchless; 7. '51 Triumph.



**TROPHIES FOR MITOMO**—Mounted on a 1929 Ariel, the oldest motorcycle entered in the pre-1952 model race of the All Japan Motorcycle Club's recent meet, is the winner, Mr. Mitomo and seven impressive trophies he garnered.



Joe Di Simone leaping to another win on his Parilla Scramber.

▶ **WASHINGTON, PENNA.**—Top winner at the scrambles run here recently was Joe Di Simone of Wayne, Pennsylvania. He rode his Moto Parilla wildcat scrambler and his AJS 650 to six out of eight wins, coping both 250 cc heats and the final, and also one heat and the 650 final. In the sweepstakes open to all classes, Joe rode his Parilla and lead six of the ten laps, placing second overall with the potent 175 cc machine.



British BSA star Brian Martin shown duelling with Matchless rider Dave Curtis.

▶ **BAMBER BRIDGE, PRESTON, ENGLAND**—The popular English scramble, the Lancashire Grand National, resolved itself into a field day for BSA star Brian Martin, who swept the board in the two main events. By winning the ten-lap senior race he automatically became eligible for the main event of the day—the twenty-lap War of the Roses—when, once again, his Gold Star carried off the honors. Brian Stonebridge (Greeves) was also in excellent form and won both the 250 cc and 350 cc races.

▶ **MARLBORO, MARYLAND** — Louis Kramer, Middletown, Ohio, BSA rider brought his crackling Gold Star across the line to a well earned victory in the 1958 Tobacco Trail Classic, with Tommy McDermott, Glens Falls, N. Y., on another BSA backing him up for second position. A good entry list provided many well known road racing experts and the race promised to be an exciting one; it was!

Riding the now well known Marlboro, Maryland, 1.8 miles all paved road course, the field of top expert riders really put on a show for the crowd. A spirited battle developed between Dick Klamfoth, Brad Andres and Seed Hedgecock, with Klamfoth (BSA) taking an early lead. Klamfoth had stretched his lead to approximately 17 seconds when in the 15th lap, magneto failure put him out of the race and Andres moved up into 2nd position. Andres held his lead until the 36th lap, when because of a persistent misfire he was called into the pits. During his pit stop Kramer, who had worked his way through the field, went into the lead. Andres pulled out on the course immediately after Kramer passed and rode in second position until the next to last lap when he was passed by Tommy McDermott, Glens Falls, N. Y., and the trio crossed the line in that order.

#### Results Tobacco Trail Classic Event:

- |                                       |     |
|---------------------------------------|-----|
| 1. Louis Kramer, Middletown, Ohio     | BSA |
| 2. Tommy McDermott, Glens Falls, N.Y. | BSA |
| 3. Brad Andres, San Diego, Calif.     | H-D |
| 4. Charlie Jordan, Portland, Me.      | BSA |
| 5. Tommy Morris, Jacksonville, Fla.   | H-D |

In the Class B Event, Roger Reiman, Kewanee, Ill., a very stylish rider, took the lead on the 1st lap and was never headed.

#### Results Class B Event:

- |                                 |     |
|---------------------------------|-----|
| 1. Roger Reiman, Kewanee, Ill.  | H-D |
| 2. Warren DeLong, Wayne, Pa.    | BSA |
| 3. Bud Kohler, New Dundee, Ont. | BSA |

▶ **SPRINGFIELD, ILLINOIS**—Latest Antique Motorcycle Club meet was held at the 50-Mile National Championship races in Springfield, Ill. Beginning at 10:30 A.M. with a general get-acquainted and story-swapping session, it was followed by a parade just before the 50-miler. Those present were: Dewey Simms, Peoria, Ill., 1915 Indian 8 valve racer; Roy Ekeberg, Minneapolis, Minn., 1909 Harley single; Wm. R. Hess, Rockford, Ill., 1911 Henderson 4; Verne Stufflebeam, Lewistown, Ill., 1911 Harley single, C. J. Budris, Elgin, Ill., 1911 Harley twin; and Ward Taylor, Beloit, Wisc., 1930 Henderson.

Entrants rode around the track and back to the pits, where they were judged by Ted Hodgdon, President of BSA Incorporated, Floyd Clymer, CYCLE Publisher, and Donald Olson of Rockford, Illinois. The awards were as follows:

A.M.A. Trophy—Oldest Machine: Roy Ekeberg, 1909 Harley Single.

Antique Motorcycle Club Trophy—Best Restored: Dewey Simms, 1915 Indian 8 valve racer.

Cycle Magazine Trophy—Best Original: Roy Ekeberg, 1909 Harley single.

Floyd Clymer Trophy—Most Unique: 1911 Henderson 4-cylinder.

Regional Director Wm. R. Hess wishes to express his thanks to all who helped and participated in the event, and to extend an invitation to anyone having an old bike, pre-1930 vintage, to contact him at 2126 -9th St., Rockford, Ill., for entry in future meets.

▶ **CARACAS, VENEZUELA** — Former Central American Games motorcycle champion, 28-year-old Jose Antonio Vivas, succumbed recently to injuries received the day before in pre-race time trials.



**COPS TOBACCO TRAIL CLASSIC**—BSA-mounted Louis Kramer, Middletown, Ohio, bested a stellar field to win the 1958 Tobacco Trail Classic at Marlboro, Md.



**RESWEBER'S REWARD**—Shown with the beautiful trophy he received for winning the recent 20-miler at Du Quoin, Ill., is outstanding Harley-Davidson rider Carroll Resweber.

—Photo by Paige Ooten

► **DU QUOIN, ILL.**—Carroll Resweber, Milwaukee's top representative on the motorcycle circuit, set a new A.M.A. 20-mile mark in winning a see-saw 15-lap battle with Joe Leonard and Dick Klamfoth in the Du Quoin National Championship. Resweber's winning time was 14:05.12, as compared with Joe Leonard's previous mark of 14:05.12, set at San Mateo, Calif. in 1954. Resweber also erased the previous Du Quoin 20-lap record of 14:21.12 set by Bobby Hill of Columbus, Ohio in 1953. Hill failed to qualify in this year's Du Quoin trials.

After the first five laps it was a three-way race, with Leonard, San Jose, Calif., and Klamfoth, Groveport, Ohio, taking short leads on the turns. But Resweber regained the advantage each time and came across the finish line a little more than a length ahead.

The victory was worth nine points toward the Grand National Championship for Resweber, seven points to Leonard and five points to Klamfoth, who currently leads with an accumulative total of 28 points garnered by winning the 15-miler at Pittsburgh, the 10-miler at Columbus and placing third at Springfield and Du Quoin. Resweber now has 27 points, and Leonard, 1957 Grand National Champion, has collected 25. Everett Brashear of Beaumont, Texas dropped from second to fourth in the standings. He finished among the also rans.

In the earlier heat qualifications for the Expert final, Pat McHenry of Tucson, Ariz. took a spill at the quarter-mile pole of the second lap. He was treated and released from a Du Quoin hospital.

Resweber was the winner of the first heat, followed by Bates Molyneaux, Detroit; Milton Lassiter, Milwaukee, and Tom Cates, Evansville.

The finishing lineup in the second of the three qualifying rounds was: Leonard, Sammy Tanner, Houston, Texas; Earl Widman, St. Louis, Mo.; and Don Smith, Richmond, Calif.

In the third and fastest heat it was Dick Mann, El Sobrante, Calif.; Brashear; Klamfoth and Gary Emmick, Menlo Park, Calif. The time was 7:10.04 for the 10 miles.

The four top riders in each heat met in the Championship after a consolation race won by Bob Fridinger of Madisonville, Ky.

Harold Kenyon of San Jose, Calif., won the five-mile Du Quoin amateur championship in 3:40.32.

► **NEW BREMEN, OHIO**—Bobby Hill, a Harley-Davidson rider from Grove City, Ohio, who has won most of the nation's motorcycle race titles during his career, added the Midwest Championship to his list when he won the 15-lap title event at the New Bremen Speedway.

Hill had a tough go with Glen Jordan of Columbus, who had set a new track record of 22.60 in the trials and won the first heat on a BSA. Lowell Rettinger, last year's winner on a Harley from Indianapolis, was third and Robert Wiese, Cumberland, Ind., fourth.

The Class A feature of the day was also won by Glen Jordan as he beat Hill in this event along with Al Nunnery of South Point, Ohio. The third "A" heat went to Lowell Rettinger.

Bart Markel of Flint, Mich., on a BSA, won the Class B or Amateur-Novice feature ahead of Jim Koplinski of Milwaukee on a BSA, and Dan Nealeigh of Greenville mounted on a H-D.

The "B" heats went to Jay Hawkins of Farmington, Mich., John Tenny of Battle Creek, Mich., and Bart Markel.

The Treaty City Motorcycle Club of Greenville, Ohio sponsored the championship events. Results:

#### RESULTS

##### Class B

1st Heat—Jay Hawkins, Farmington, Mich.; Joe Haas, Shelbyville, Ind.; Duane McDonald, Battle Creek, Mich. Time: 2:25.77.

2nd Heat—John Tenny, Battle Creek; Dan Nealeigh, Greenville; Carl Chambers, Wood River, Ill. Time: 2:27.55.

3rd Heat—Bart Markel, Flint; Jim Koplinski, Milwaukee; John Fox, Columbus, Ohio. Time 2:25.97.

Final—Bart Markel; Jim Koplinski; Dan Nealeigh. Time: 2:24.17.

##### Class A

1st Heat—Glen Jordan, Columbus; Larry Stone, Detroit; Bob Wiese, Cumberland, Ind. Time: 2:23.56.

2nd Heat—Bobby Hill, Grove City; George Roeder, Monroeville; Sam Machine, Inkster, Mich. Time: 2:22.23.

3rd Heat—Lowell Rettinger, Indianapolis; Al Nunnery, South Point, Ohio; Ray Goff, Flint. Time: 2:23.47.

Final—Glen Jordan; Bobby Hill; Al Nunnery. Time: 3:54.67.

Midwest Championship—Bobby Hill; Glen Jordan; Lowell Rettinger; Robert Wiese; Larry Stone; Sam Machine; Ray Goff; Al Nunnery. Time: (15 laps) 5:50.75.

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REMARKS



# BRAD ANDRES WINS 100 MILE RIVERSIDE GOLD CUP RACE



Brad Andres boots his H-D home to Gold Cup win.

Twelve riders out of a starting field of forty-five finished the grueling 100-Mile Gold Cup Race held at Riverside International Raceway, Riverside, Calif., and Brad Andres, mounted on a Harley-Davidson, was five miles ahead of second place BSA rider Harold Ball as the checkered flag fell. Andres, who led from start to finish, averaged better than 82 mph over the curving 2.275 mile paved course.

Some of the nation's top riders viewed the finish of the race from the pits, including Joe Leonard, Ed Kretz, George Everett, Johnny Gibson, Don Hawley, Pat McHenry and many others who fell prey to mechanical difficulty.

## RESULTS

### 125 cc Class (13 entries)

- |               |        |
|---------------|--------|
| 1. Alan Flint | NSU    |
| 2. Bob Bakker | Ducati |
| 3. Leon Evans | NSU    |

### 175 cc Class (20 entries)

- |                  |            |
|------------------|------------|
| 1. R. W. Spear   | Parilla    |
| 2. Bob De Gray   | MV-Augusta |
| 3. Rene Leonhard | Parilla    |

### 200 cc Class (23 entries)

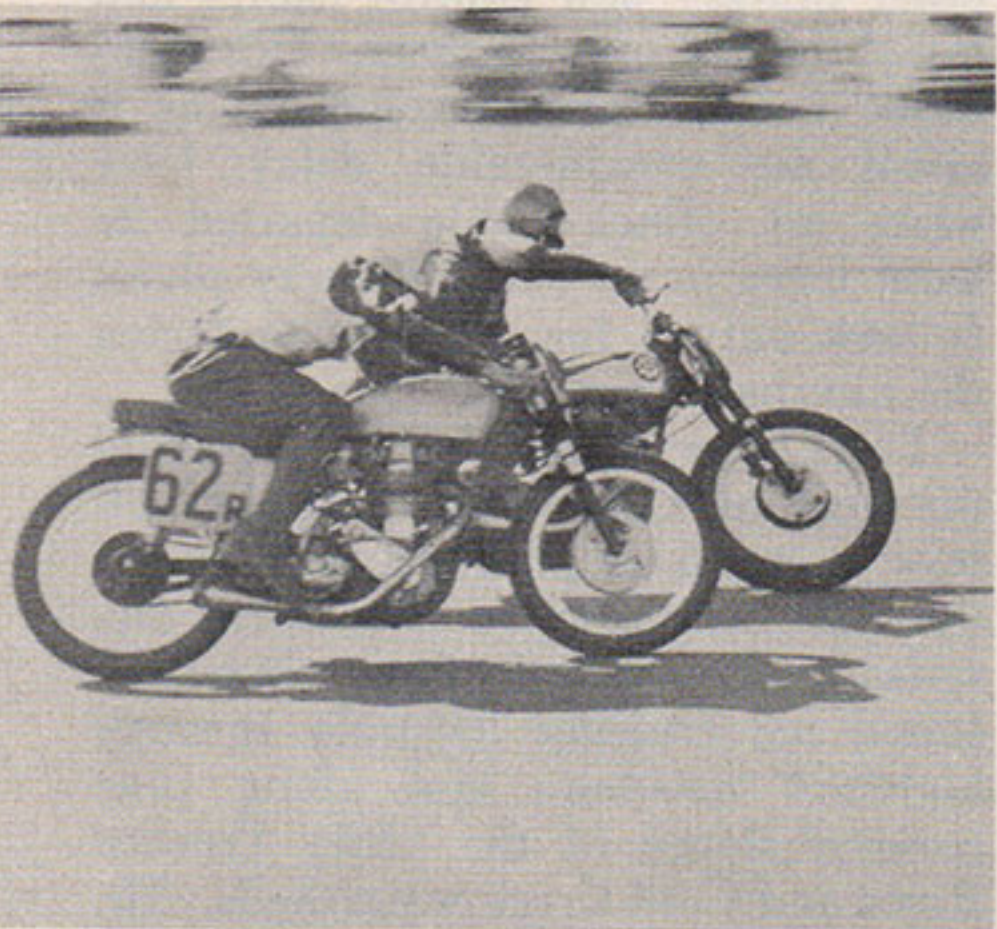
- |                |         |
|----------------|---------|
| 1. Dick Hammer | Triumph |
| 2. Jerry Bases | Triumph |
| 3. Al Ward     | Triumph |

### 250 cc Class (28 entries)

- |                   |        |
|-------------------|--------|
| 1. Sonny Angel    | NSU    |
| 2. Dick Papenguth | Yamaha |
| 3. Roxy Rockwood  | Yamaha |

### 100 Mile Gold Cup Race

- |                 |         |
|-----------------|---------|
| 1. Brad Andres  | H-D     |
| 2. Harold Ball  | BSA     |
| 3. Dave Lorenz  | BSA     |
| 4. Neil Keen    | BSA     |
| 5. Don McLey    | H-D     |
| 6. Jim Maxwell  | BSA     |
| 7. Homer Stapps | Triumph |
| 8. Danny Green  | H-D     |



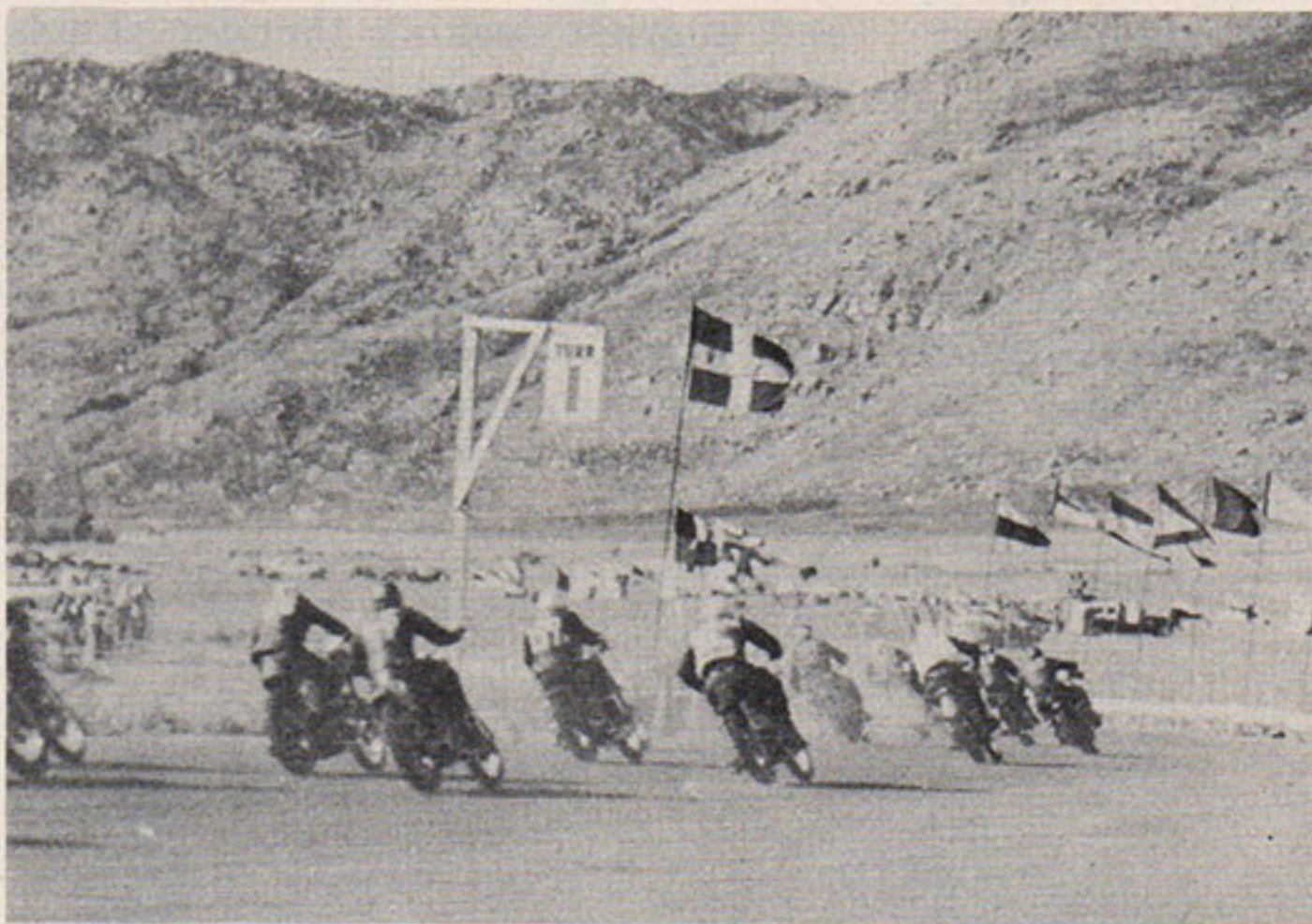
Battling BSA Gold Stars—#62R is Calvin Rayborn.



NSU-mounted Sonny Angel, 250 cc light-weight event winner.



Riders wage war on pit straightaway.



Forty-five eager entrants receive flag at start of 100 Mile Gold Cup Event.



Closely-bunched pack heads for turn one.



Gold Cup Promoter J. C. Agajanian and Trophy Girl Candy Brock present awards to Andres and his father, Leonard.



# Caribou Highway Adventure

by Cliff Boswell

Touring CYCLE correspondent finds good roads, friendly people, wonderful scenery—and rain—north of the border

Come with me to a fabulous land where the Caribou Trail, a modern ribbon of macadam, penetrates 200 miles of primitive forest, where the mighty Fraser River flows ponderously from its sub-arctic birth to the Pacific, where the deer, moose, the mountain goat are seen in native haunts, where innumerable lakes and streams invite the wanderer to tarry a while in their cool retreats.

I speak of the great northwestern province, British Columbia, Canada, that promised land of untold natural resources and primeval beauty lying north of the U. S. border and awaiting only the magic touch of man's ingenuity to reveal its hidden secrets for humanity's sake.

A goodly share of this country's scenery and climate west of the Rockies was sampled by this writer in late June. With a new lightweight tent, a complete rain outfit including insulated rubber pacs, sleeping and eating gear, cameras and tripod I cruised 3975 miles from California to Prince George and back. My vehicle was none other than the tried and true red Thunderbird—my mount of many previous adventures.

To say that the trip was all a bed of roses, however, would be a mis-

statement of considerable magnitude; for a full one-half of the journey took place under rain conditions. Added features included numerous detours and road construction sections and an extremely chopped up, muddy and slippery road beyond the pavement's end from south of Quesnel to Prince George.

In a fifty mile stretch no less than four automobiles and one large semi-truck were off the road awaiting tow trucks to get them back on. The only time I saw the bottom on my motorcycle, though, was when I accidentally knocked it over in attempting to re-pack some things.

But even a spot of rain here and there, if not too cold, adds spice to a tour. And, if one remains dry and comfortable by use of suitable clothing, he comes out with a satisfied feeling of accomplishment. This I managed to do, and considering my rather "soft" physical condition, returned in remarkably good shape.

As I am not the least inclined to tinker with an ailing machine on a trip, the services of Burwell (B.J.) Jones, a top mechanic, were solicited in placing my Triumph in dependable condition before embarking. "B.J.," who works for Elmore Reynolds in his San

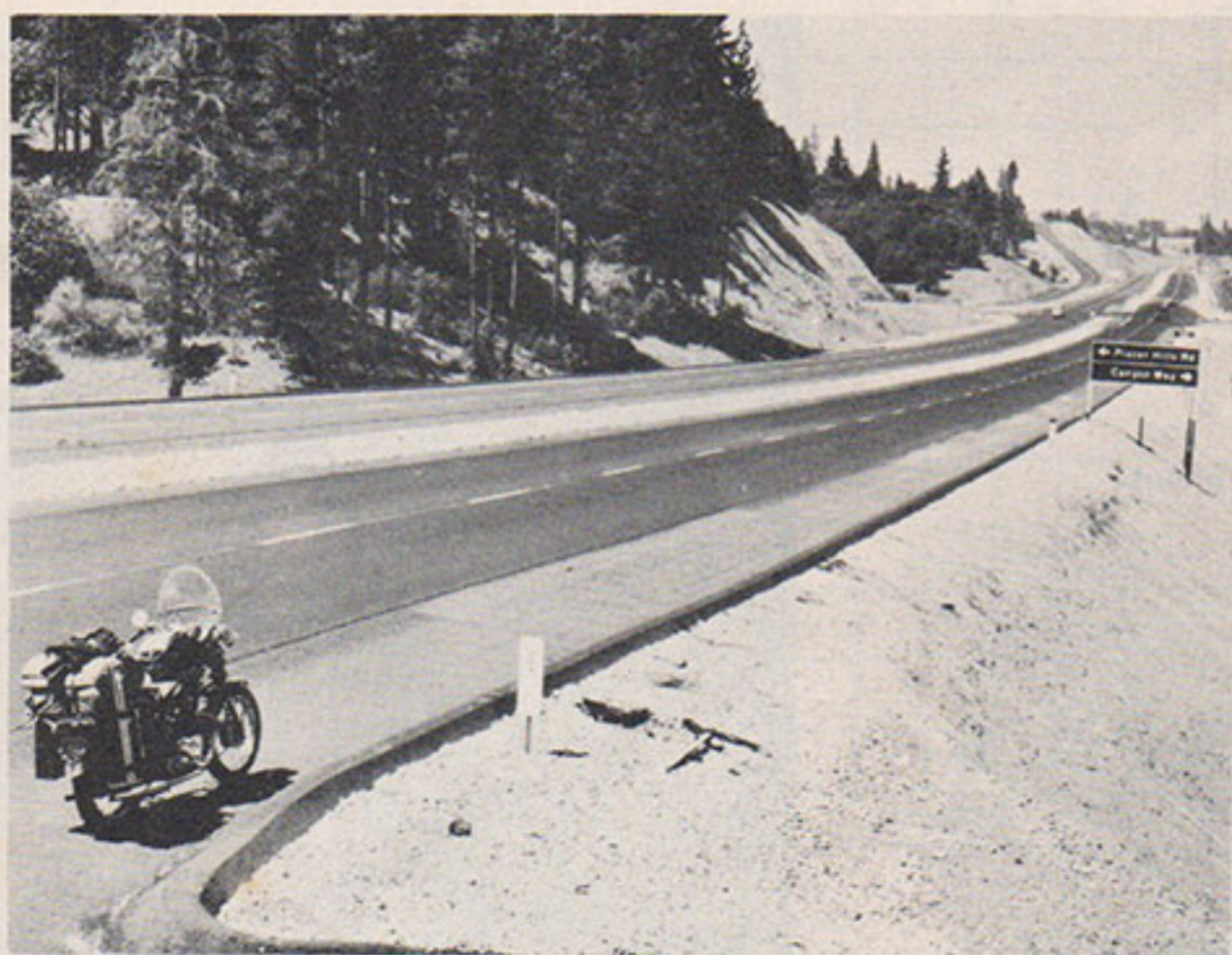


Canadian border at Osoyoos is one of the less heavily used entrances. It is approached through Wenatchee, Washington.

Luis Cyclery shop, installed (among other things) new control cables and taped the old ones to them. This technique I can highly recommend as it saved me considerable delay later when my clutch cable departed its hand lever in an out-of-the-way place. It took only a few minutes to fasten the alternate in place.

I left home before daylight to avoid the heat of California's interior valleys as much as possible, and sought the cool sanctuary of the Sierra Nevada. The second day, therefore, found me cruising leisurely through highland meadows and along pine covered slopes of the Little Truckee River and Cold Creek watersheds. Mt. Lassen came into view shortly after noon with its snow-clad summit silhouetted against one of the blackest and angriest looking thunder clouds this side of the arctic.

Caution signs were up because of hazardous road conditions due to heavy snows. Nevertheless, a one-way lane had been plowed through, and cars were traversing the Park behind guide trucks manned by Park rangers. I fell into line, donned my rain



Highway 40, Sacramento to Reno, and the anticipated access route to the Winter Olympics at Squaw Valley in 1960 is rapidly developing into a beautiful four-lane freeway as this section near Colfax indicates.



This view of Mt. Shasta shows the majestic northern California peak from its south side. Photo taken east of Shasta City.



The Caribou stretches for 200 miles through such primitive country as shown here. Mosquitoes are bothersome at stops like this where a good insect repellent is worth its weight in gold. I prefer the stick variety of the popular 6-12 lotion.

clothes, and waited for Jupe Pluvius to bless us with his watery offering from above.

A few peals of thunder followed a show of heavenly fireworks; then, as our caravan got underway the rain descended. In the eerie half-light of this storm the ten-foot walls of snow appeared to close overhead, and the cannonading echo of thunderclaps reverberating from many canyons added to an awesome feeling that mankind's end could certainly not be far away.

Over the summit the storm began to break up; then from the heavy wet ground mists arose to blot out the landscape. My goggles fogged; then my glasses. Finally, minus goggles and glasses I rode out into sunshine and the Manzanita Lake campground.

The following day my route continued along the backbone of the mountains—now the Cascades—to Shasta City, located at the foot of tall and symmetrical Mt. Shasta. A traveler should stop here at least long enough to sample its ice-cold drinking water flowing freely from public drinking fountains and to visit one of the west's largest fish hatcheries located west of town.

That night my camp was set up at Union Creek Forest Service Camp, a few miles below Crater Lake National Park, Oregon. The weather was muggy; the sky completely overcast with gray. I slept dry and cozy in spite of a serious rain that began at 3 a.m. At daylight, I arose, packed my wet tent and other duffle, cranked up and left for U.S. Highway 97 through central Oregon. The following day after crossing the Columbia River at the Dalles I proceeded through Yakima and Wenatchee, Washington, to the Canadian border at Osoyoos.

A very friendly relationship exists between Canadians and Americans as

evidenced by border guards and customs officials. I had been informed that regulations concerning vehicle insurance are strictly enforced and that authorities would demand proof of financial independence. However, no mention of either was made to me, and although I stayed around for some time, I did not hear any tourist questioned on these items.

It is nothing less than good common sense, though, to carry identification papers (a voter's registration card is adequate), P. L. and P. D. vehicle insurance, and sufficient money to see you there and back with some extra for emergencies. A vehicle registration card is a necessity, as it must be shown upon entry.

In addition, cameras, binoculars, fishing tackle and a few other odds and ends must be listed when taken into Canada. If any of these items are sold or given away import duties must be paid upon leaving the country.

Re-entry into the U.S.A. is just as simple. Customs regulations apply to items purchased in Canada with exemptions listed in a small brochure at the border. Purchases made in Canada should be packaged with their corresponding sales slips scotch-taped to the outside and kept handy for inspection. Inspectors are more concerned with the amount of money spent than with the contents of your packages.

Summer days grow longer the farther north you go, and when I set up camp at Okanagan Lake Park at 8 o'clock there was still enough daylight for picture taking. In this connection, experienced shutter bugs will know that a photo-electric light meter is essential for determining correct film exposure under this condition, as the eye cannot possibly judge late evening light values accurately enough for satisfactory results. If a meter is not available shoot one photo at your best estimated exposure; then bracket it with two more by taking one at one-half the original exposure and another at double it. One should be acceptable.

British Columbia provides many camps and picnic sites along its more populous routes. All are free. Piped water is available in some as well as toilets and wash basins, tables, stoves and wood for fuel. At 50-mile long Okanagan Lake on highway 97 three large camps are maintained by the provincial government. Okanagan Lake features an ingenious system of terracing which guarantees a fair degree of isolation at each site from neighbors above and below.

The next morning I rode back to a cycle shop in Penticton for a check on my front wheel bearing which was



The picturesque approach to Kelowna via ferry is soon to be discontinued due to anticipated opening of a new bridge seen at right center of photo.

losing grease. Apparently nothing could be done for me here, but if I wanted to ride 262 miles to Vancouver I would be taken care of in good shape. The more I thought of it the less important it seemed; so, I headed back out on 97, and soon found myself riding onto a ferry and crossing Okanagan Lake to Kelowna. This passage is being discontinued due to the substitution of a new bridge dedicated by Princess Margaret in July.

Above Kelowna a smooth highway skirts the north end of the lake, then swings west through fertile valley lands to Kamloops. This picturesque city, headquarters for hunting and fishing trips into remote areas, is also a center for trade by rail, highway and water. Located at the historic junction of the North Thompson and Thompson Rivers, it has played an important part in early exploration of British Columbia and in the fur trading business. Present day Kamloops is supported by agriculture, stock raising, lumbering and some mining aside from its tourist income.

A thunderstorm of cataclysmic proportions preceded my tour of this area by two days. Its main force had been spent between Kamloops and Cache Creek, Caribou Highway junction, and, as it was directly on my route I was able to see the results of a really devastating storm. Luckily I was not in it!

The campground at Savana, my anticipated overnight stop, was completely washed out, and huge gullies were dug on each side of the road by rampaging waters which then dumped their loads of gravel in bordering fields. One slide covered the railroad track and caused derailment of a three-section diesel and a substantial proportion of its string of freight cars. Fortunately, all bridges stood, and by the time of my arrival the highway had been cleared of muck and debris.

(Continued on page 38)

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## Kato Cycle Club Entry Wins Crown as Minnesota Centennial Jamboree Queen

The Kato Cycle Club of Mankato, Minn., was represented by over half their 41 members at the Minnesota Centennial Jamboree. The club entered Mrs. Stuart McMurlyn as a candidate for Queen of the Jamboree, and the attending members were certainly proud when she was announced the winner over all other candidates.



Mayor Stevens of St. Charles crowned her with a silver crown and presented her with a gold cup trophy. She has been a member of the Kato Cycle Club for four years and won the Girl's Activity Trophy for 1957.

Another Kato Cycle Club member, Jack Arend, took first place in the lightweight drag races, and Audrey Benton won first prize in the girl's barrel roll.

Many other members participated in the other events, and it turned out to be a most successful weekend for the Kato Cycle Club of Mankato, Minn.

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# JOHN PENTON

# OVERALL WINNER

# 500 MILE

# JACK

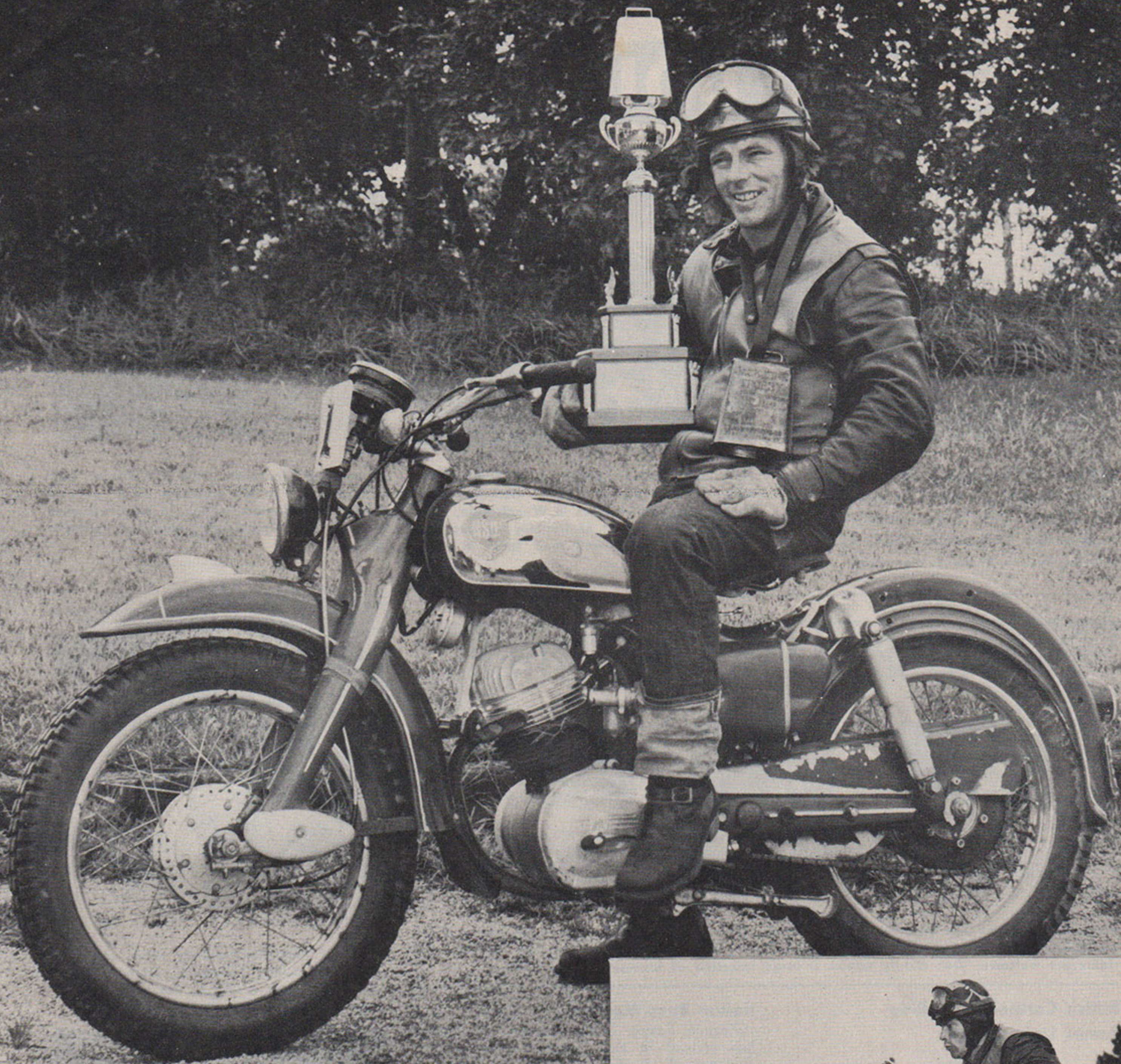
# PINE

# ENDURANCE RUN

# SWEEPSTAKES WINNER 1958

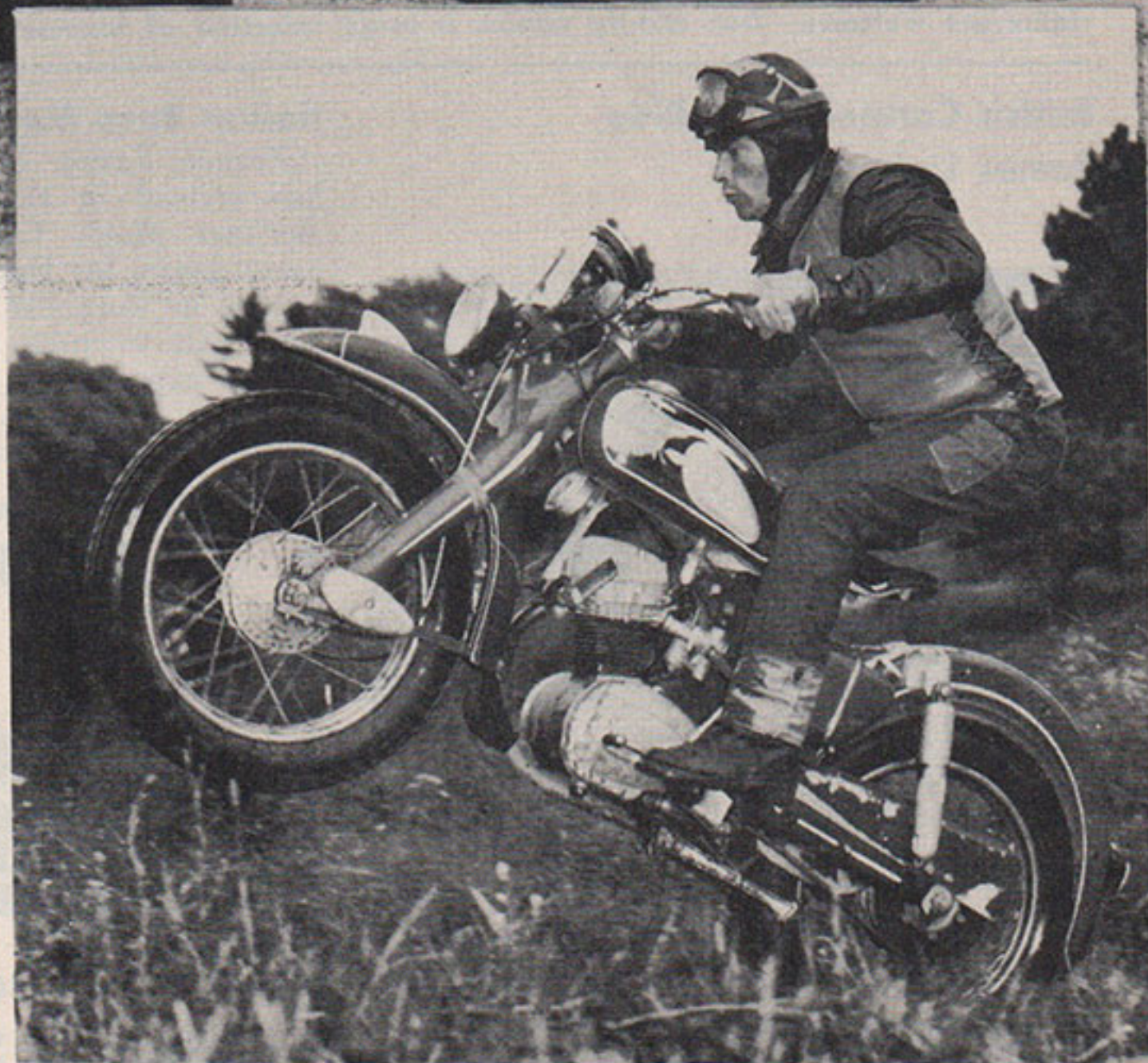
# LITTLE BURR

# NATIONAL CHAMPIONSHIP ENDURO



## MORE PROOF THAT NSU CAN TAKE IT WHERE THE GOING IS ROUGH

John Penton, NSU dealer of Lorain, Ohio, wins this tortuous 500 mile grind on his tough 175 cc Overhead Cam NSU MAXI. His score of 982 points earned him top place among 447 competitors and clinched his title of NATIONAL 1958 ENDURO CHAMPION.



In the East:

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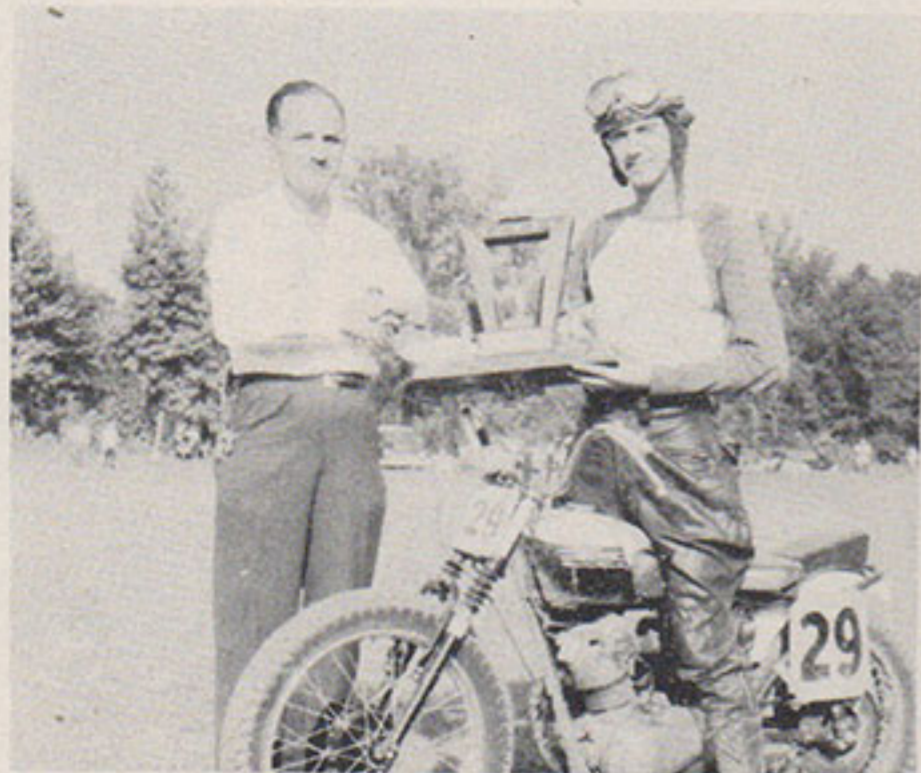
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In the West:

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# DEALER DOINGS



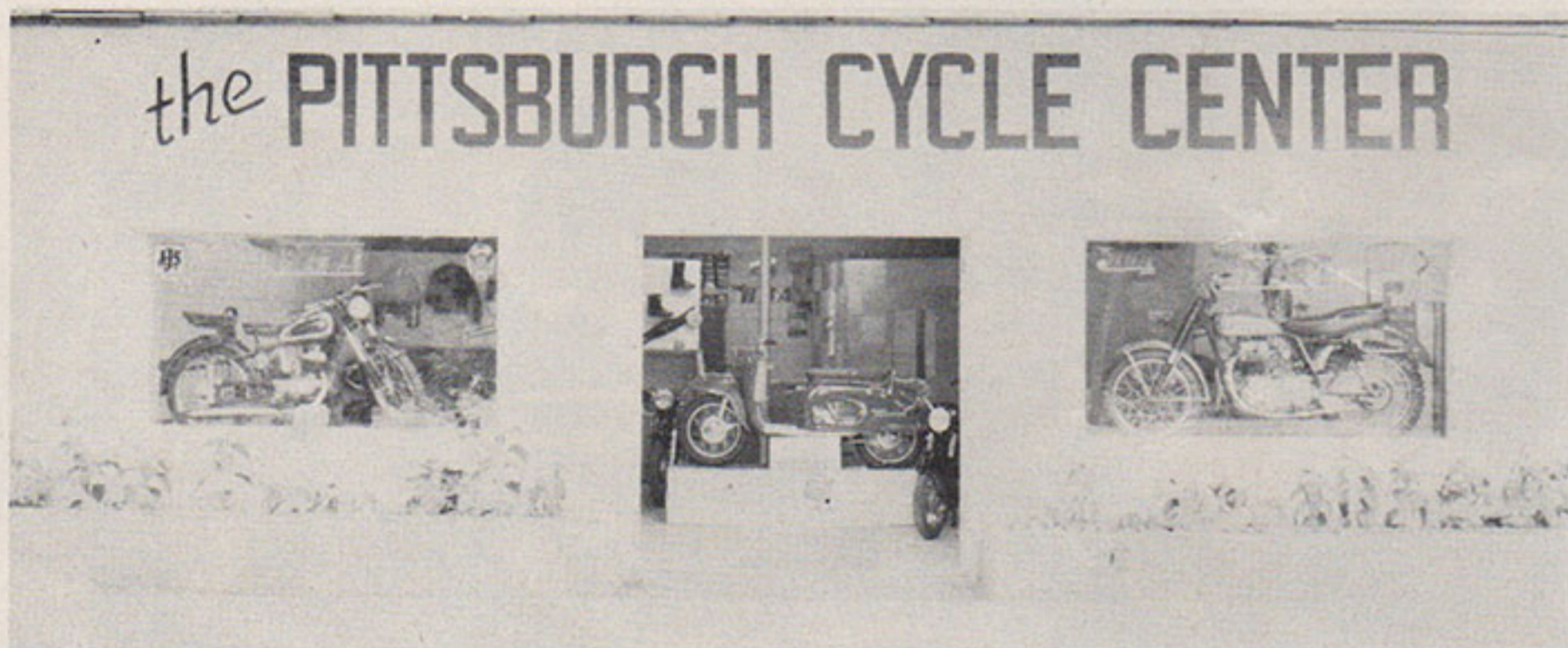
**DOCTOR MOTORCYCLE**—and one of his extremely healthy patients. Doc Savage, Sumter, S. C. Triumph dealer congratulates Bill Read on his Southeastern 200 cc Championship trophy won at the Sumter races.



**NEW JERSEY BSA DEALER A REGULAR WINNER**—Pictured above is Emil "Deacon" Reinhart who sells BSA bikes in Woodbridge, N.J., shown with the host of trophies he has won in scrambles, track and road races in north New Jersey events.



Enterprising Cincinnati, Ohio BSA Dealer Jack Dunphy poses in his attractive shop. Jack is moving BSA Bantam models in good numbers to Cincinnati lightweight motorcycle enthusiasts.



Above is a view of Don Martin's new cycle shop. He sells BSA, AJS and Zundapp and services all makes of motorcycles. The store is located at 1216 Ensign Ave., Pittsburgh 26, Pa. All riders are welcome. Don Martin carries a large selection of accessories and clothing.

## British Constables to Ride James Lightweights



Pictured here are 12 James "Cadet" 125cc bikes acquired by the Leicestershire (England) police force for use by their constables formerly covering long beats on foot. The machines are stated to be easy to handle and manhandle, quiet and very economical. Complete weather protection is provided by the windshield, leg shields and engine panels.


## Italian Race Mechanic in U. S.

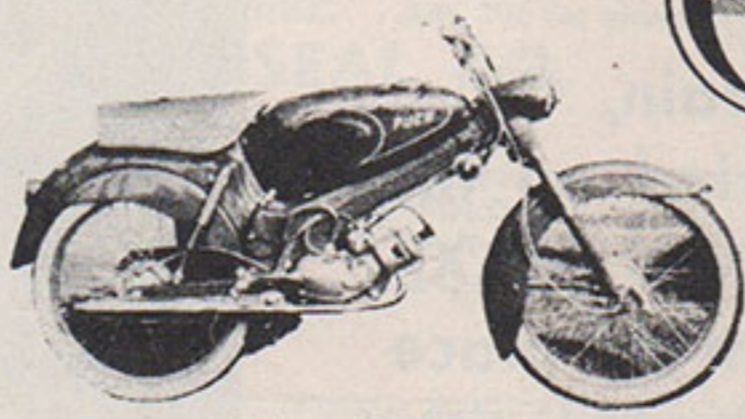
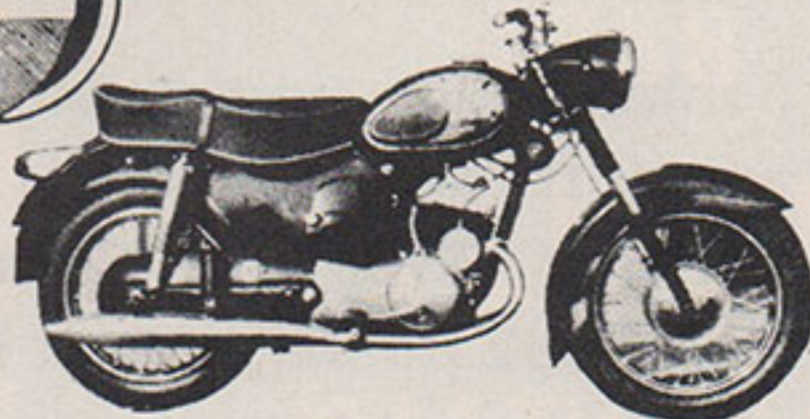
Franco Farne, Ducati factory mechanic, has arrived in this country to assist the Berliner Motor Corp. set up service and parts depots for Ducati dealers. Farne, well known in European racing and tuning circles, will organize several service schools, and is expected to participate in a variety of sports events on his own 125 cc Ducati with desmodromic valves. ★



**T-DAY IN KNOXVILLE**—Betty Hitch, attractive wife of Knoxville, Tennessee, Triumph dealer Herb Hitch, takes a spin on the Triumph "21" at the agency's recent Open House.

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## WORLDWIDE CYCLE CLUB MEMBERS ASSIST IN BETTERING PUBLIC RELATIONS FOR MOTORCYCLES

**E**ACH member of the WCC receives a number of cards to be used whenever he or she gives aid to anyone in distress.

These cards are coming back in increasing numbers from all over the country. These WCC members are a credit to motorcycling and are doing much to increase public respect to all motorcyclists.

At the end of the year WCC will award trophies to members who, in the opinion of the officials, have rendered public service as evidenced by the cards returned to the WCC office.

Below are a few samples of the kind of good work WCC members are doing: R. O. BATES, WCC Member #46, Los Angeles, Calif. "My car had stalled and I was given a push to a service station. He was very courteous." Signed: Bobby Cain, Los Angeles, Cal. (Note: Over 50 cards have been received from people assisted by Mr. Bates).

PAUL L. DUNCAN, WCC Member #231, Redwood City, Calif. "He placed flares, directing traffic by hand signals for 25 minutes at scene of accident at 9:50 P.M. Feb 28, 1958 on San Jose Ave., until arrival of Police and removal of involved autos from thru lanes." Signed: Police Officer L. Etherington Jr., Accident Investigation Bureau, S.F.P.D., San Francisco, Calif. (Note: Over 15 cards have been received from people assisted by Mr. Duncan).

MEL WIESNER, WCC Member #282, St. Louis, Mo. "During recent snow Mel helped me put on skid chains. This help was greatly appreciated and member should be commended." Signed: William A. Meyerkard, Florissant, Mo.

HALBERT F. SPEER, WCC Member #1551, East Elmhurst, N.Y. "We stopped at camping area for the night but found no cooking facilities. Mr. and Mrs. Speer gave us the use of their gas stove. They were very friendly, gracious people." Signed: Bruce Lindhurst, Flint, Mich.

JONATHAN DAY, WCC Member #1565, Cambridge, Mass. "My motor was left running, car was locked. He turned off motor by disconnecting spark coil wire, then re-connected afterward." Signed: Henry O. Baker, Arlington, Mass.

JACK DELANEY, WCC Member #707, Northampton, Mass. "I had a flat on my car and he stopped and changed it for me as I was dressed up for a banquet. One of the most courteous persons I've met in a long time." Signed: Edward J. Parsons, Northampton, Mass.

BARRIE E. WYLDE, WCC Member #1330, New Westminster, B.C., Canada. "I was driving into the interior of British Columbia when my car skidded off the road and landed in a position where I needed help. Barrie Wylde drove into Hope, B.C. to get a towing truck." Signed: Wilfred Hillyear, New Westminster, B.C., Canada.

HERMAN BRAKOB, WCC Member #1366, Minneapolis, Minn. "I ran out of gas. He gave me some from his tank. Also followed me to nearest town to see if I needed more help." Signed: Jim Rosso, Minneapolis, Minn.

GLEN ARTHUR RAMSEY, WCC Member #360, Mars Hill, N.C. "I was stuck in the mud with my auto and I wouldn't have gotten out without a lot of expense and trouble had it not been for Glen Ramsey." Signed: Boyd McKinney, Mars Hill, N.C.

BILL RICHARDS, WCC Member #290, Huntington, L.I., N.Y. "My car broke down on Route 110 and with the aid of Bill Richards my car was fixed and I was able to continue my journey. I must say he is very kind, considerate and helpful." Signed: Mrs. Helen Kirkman, Huntington, N.Y.

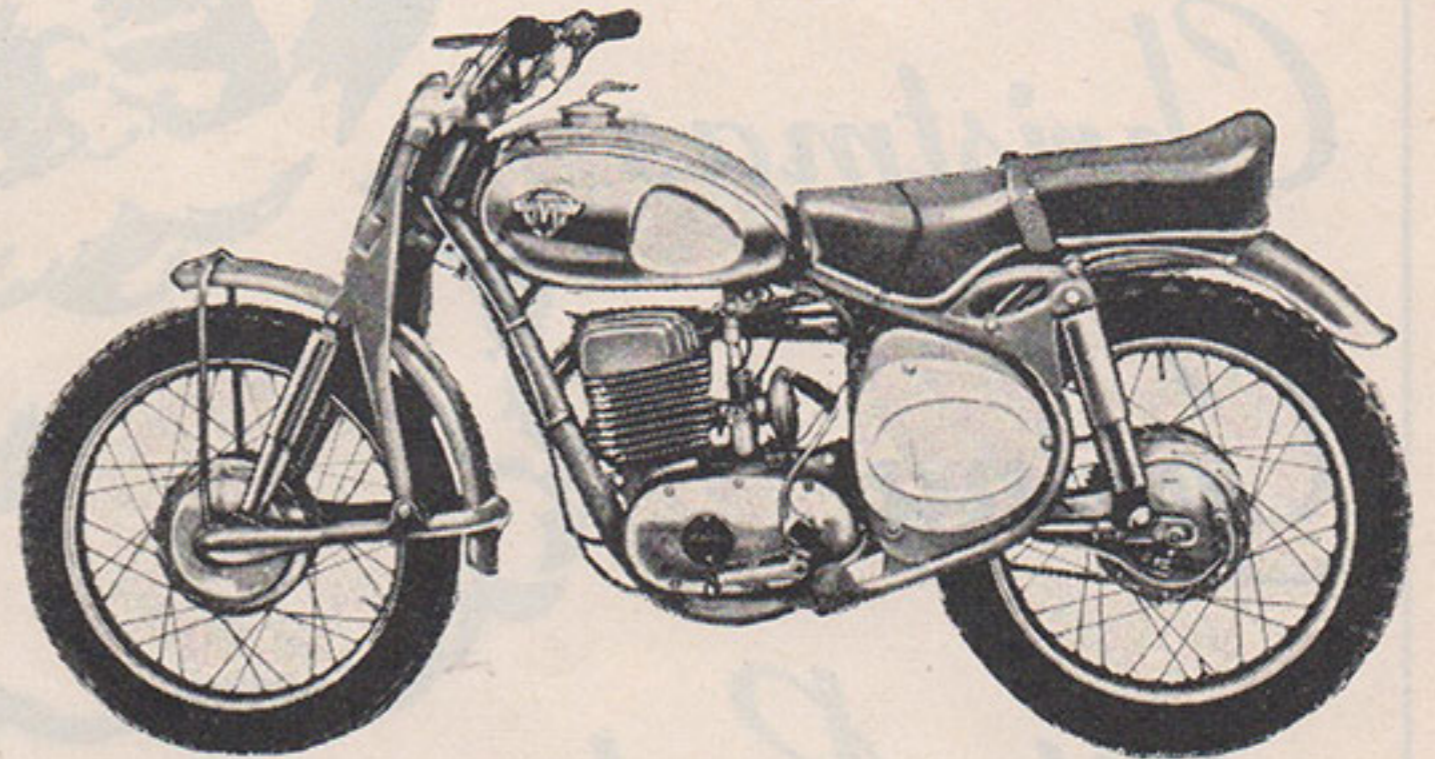
FRED G. WIEGERT, WCC Member 400, Spring Lake, Mich. "I was stuck very badly in deep snow. Mr. Wiegert came immediately and willingly when I called him. Very friendly." Signed: Beverly De Heer, Spring Lake, Mich.

EARL WIDMAN, WCC Member #1078, Lakeshire, Mo. "I had a flat tire on my car and he stopped and helped me. A very nice man." Signed: John Willinger, St. Louis, Mo.

TOM STEVENS, WCC Member 359, Pasadena, Calif. "My car stalled in the mountains, apparently a vapor lock. Mr. Stevens passed, saw I was in trouble, and returned. He removed the carburetor, pumped gas into it and then followed me for several miles until he was sure I would have no further trouble. I was in a spot in the mountains where it was impossible to turn, and without his help I would not have been able to continue." Signed: Mrs. Marilyn Bocking, Long Beach, Calif.

FRANK McFARLAND, WCC Member #1059, Brewer, Maine. "Mr. McFarland took my wife and me both home on his motorcycle after we had a flat tire near his home. He has a sidecar and certainly enjoys his motorcycle very much." Signed: Robert Connick, Brewer, Maine.

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**HOTTEST**  
in its Class...



## MAICO SCRAMBLER

250 cc. 18-19 h.p.  
OVER 80 m.p.h.

Sport tires standard equipment. Swing-arm front and rear suspension.

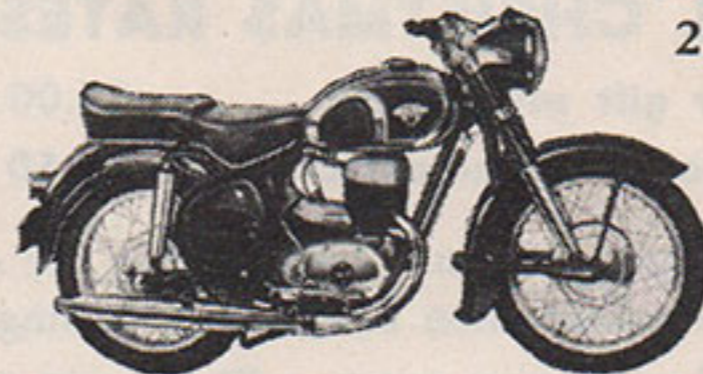
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still so **POPULAR**  
they're **HARD TO GET!**

### MAICO BLIZZARD

250 cc. 18.2 h.p.



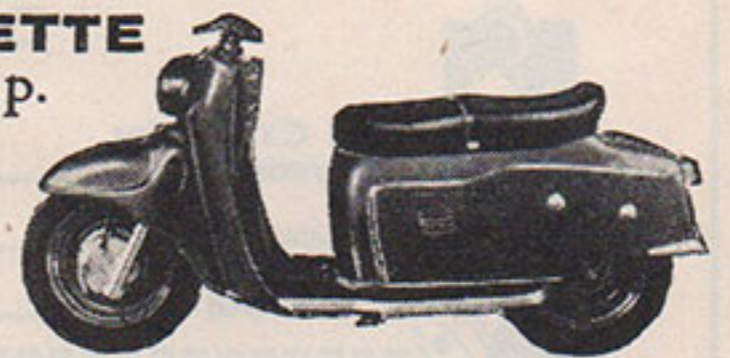
**THIS POPULAR ROAD MACHINE** is still in such great demand that dealers find them hard to keep in stock... and buyers feel lucky when they can get them without delay!

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**IN THE WORLD!**

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**ELECTRIC STARTER:**  
75 m.p.h. top speed.  
Quality all the way!



**MANY OTHER OUTSTANDING MAICO MOTORCYCLES!**  
**ALL MODELS COMPETITIVELY PRICED!**

**SEE YOUR MAICO DEALER**  
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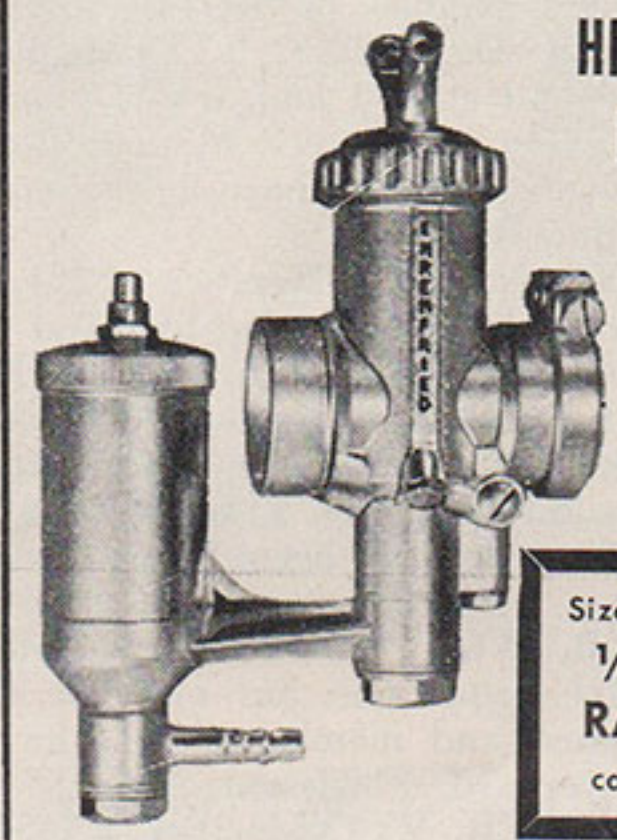
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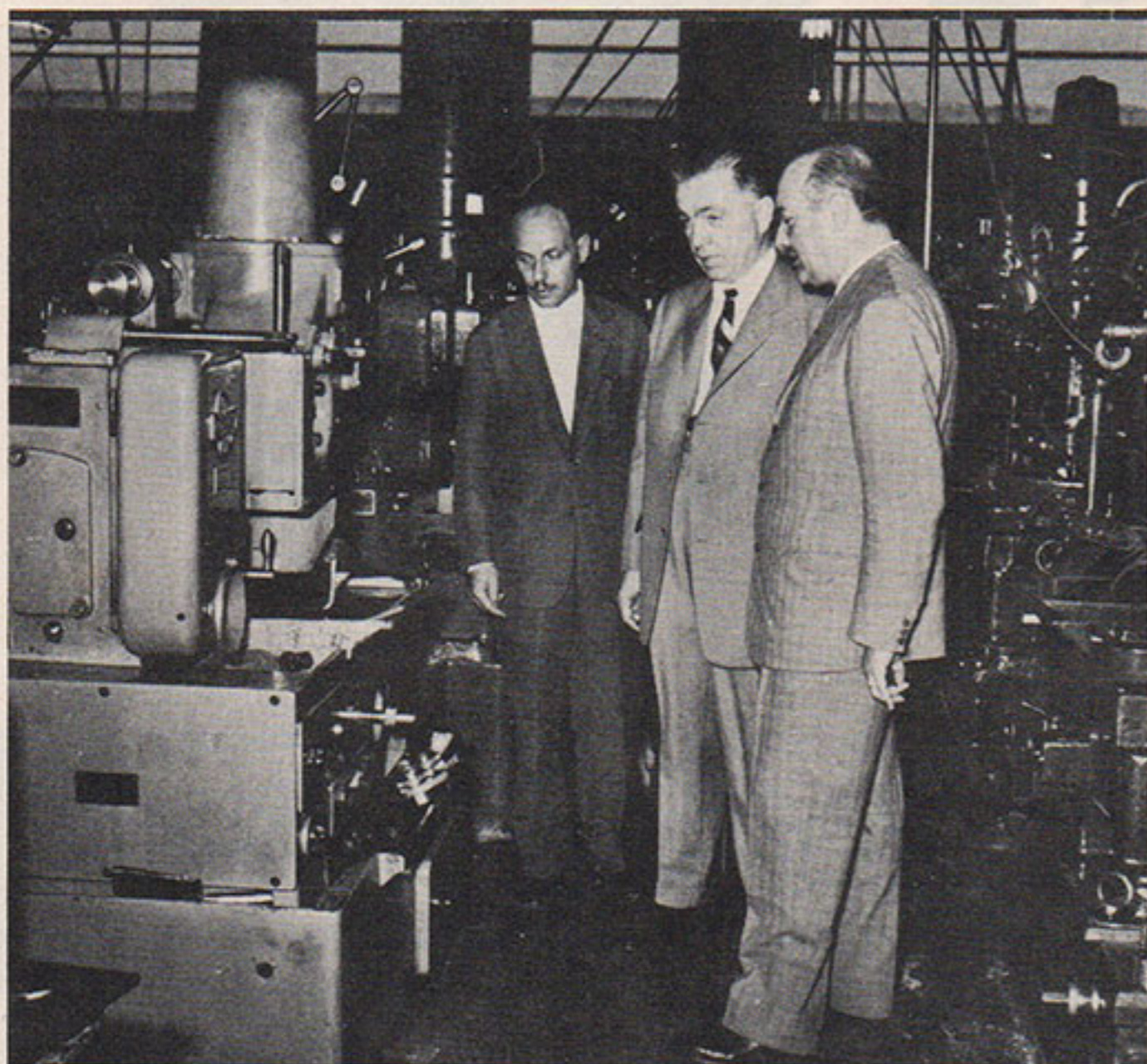
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# DUCATI MODEL CHANGES ANNOUNCED



Joe Berliner (center), President of Berliner Motor Corp., during his visit to Ducati factory in Bologna, Italy, accompanied by Dr. Giuseppe Montano, General Manager.

The Berliner Motor Corporation of New York City announces changes in the model line to be imported by the organization. After a careful dealer survey of the American market, it was decided to import the Americano model as a 175cc sports machine with Super Sports engine but without the announced accessories. This model, with all the features of the Super Sport machine, equipped with the identical engine, includes the famous big-sports Dellorto carburetor and large hubs and brakes of the sports model.

The 175 Scrambler with 19" rear wheel and 21" front wheel with special scrambler hubs and an engine identical with the sport and Americano Sport will be available.

No changes will be made in the 175 Super Sport model and 125 Super Sport. All models are available immediately.

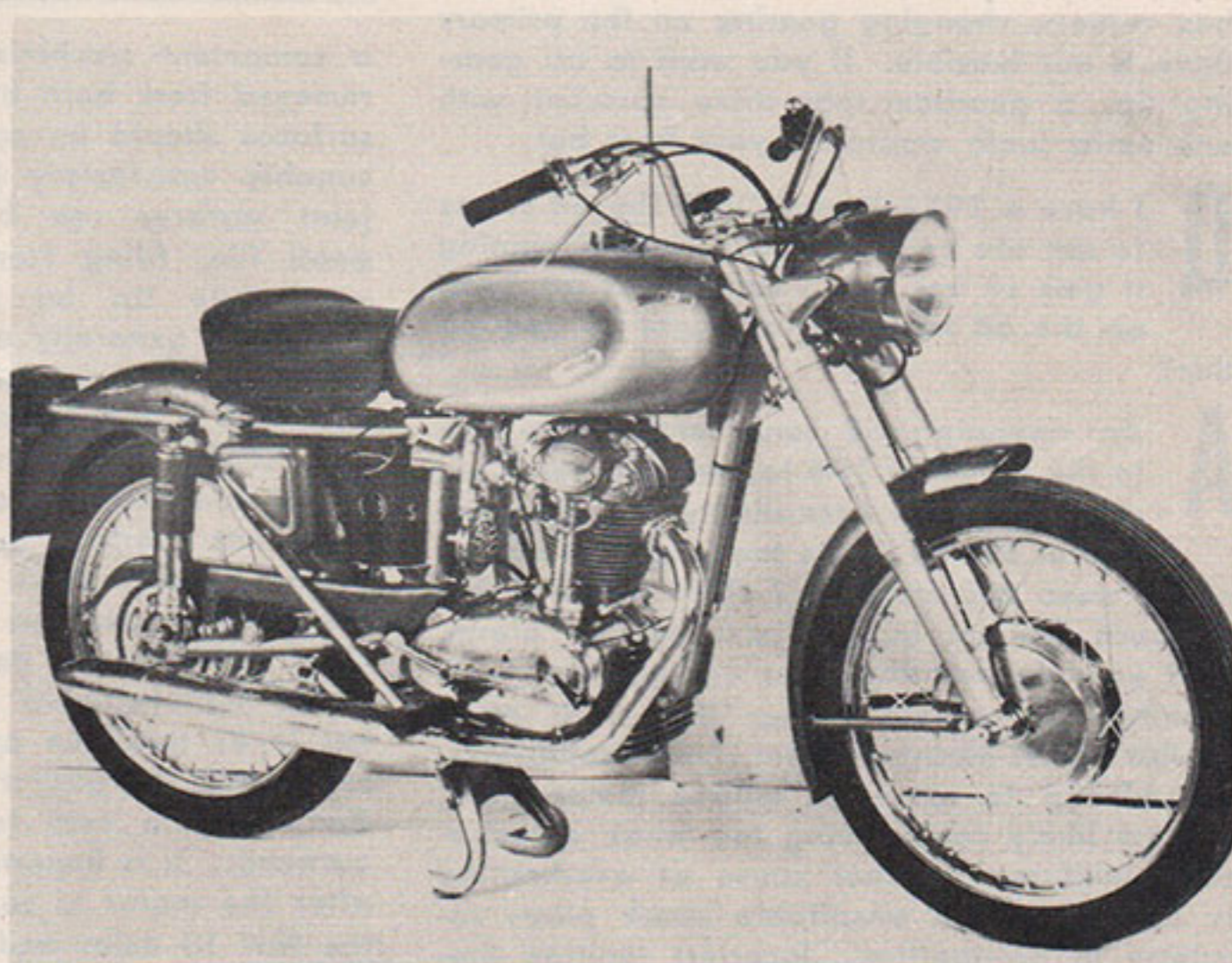
The larger models will be available in the optional 200cc execution around the end of the year.

Machines will be in one color; a metallic maroon with bronze trimmings.

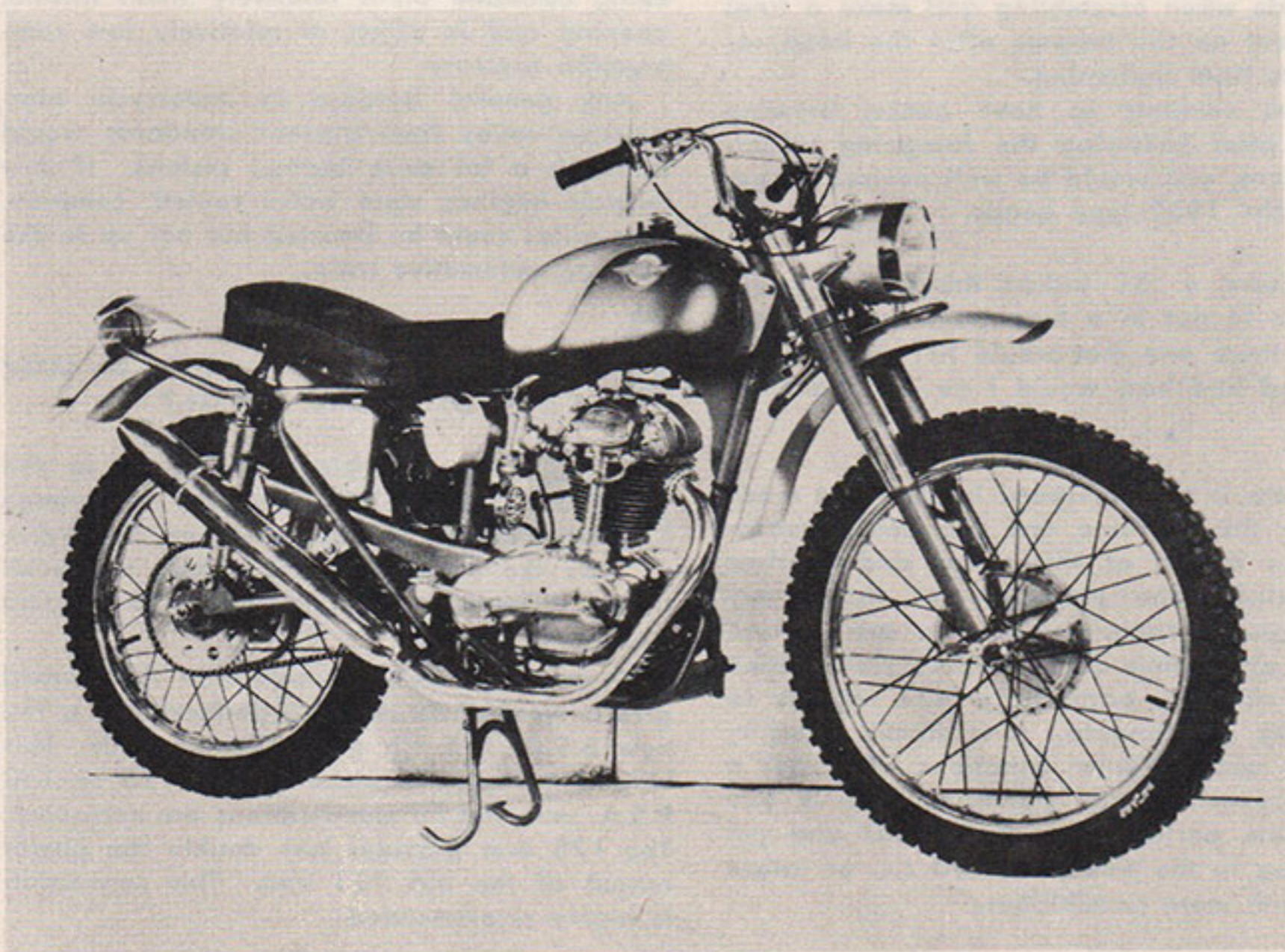
Frames, hubs, forks on the 175 Super Sport, Americano and 125 Super Sport are interchangeable. 175 Americano, 175 Sport and 175 Scrambler engines are sport engines and are identical. The 200cc models will differ only in having different pistons, cylinders and cylinder heads. All 175cc engines in the three models will develop approximately 17-18 hp. 200cc will develop between 1 and 2 more hp. The 125 Sport develops effective 10 rear brake hp.

Ducati models will be stocked in warehouses in New York City and elsewhere, with other locations to be announced later, according to Mr. Berliner, who has just returned from the factory at Bologna, Italy.

The first 125 JBK models, companion to the 100 K, are now available.



175 and 200 cc Americano Sport.



175 and 200 cc Scrambler.

Write for free folder and prices

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- SPEED
- POWER
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*We grind everything—  
from mild to radical*

**Don't take a chance—  
get the BEST**

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**Schaller Guaranteed Cams**

*Liberal discount to dealers*

## SCHALLER CAMS

P. O. Box 31, Turlock, Calif.

**Q** I have a 1958 B.S.A. 600 c.c. side-valve single. Top speed is 75 mph. I would like to know if there is any way I can get more speed out of it.

**A** The manufacturers have never developed this motor for maximum performance as has been done with the "B" model singles and the twins. There is no speed equipment made especially for this motor.

Undoubtedly you could get some improvement in performance by increasing the compression ratio and this could be best accomplished by having about  $\frac{1}{16}$ " machined off the head. The standard compression ratio is very low, only 5:1.

Some work on the inlet port and installing slightly stiffer valve springs should also help.

**Q** I am having trouble installing a new engine sprocket on my Harley 125. The new sprocket has three more teeth. The chain is too tight with the standard length and if I add a link, it is too loose. What would you advise me to do?

**A** First of all, it is unlikely that you can get enough power out of your motor to perform satisfactorily with three extra teeth on the engine sprocket. On motors such as this with fixed crankshaft and gearbox centers, changing gearing on the primary drive is not feasible. If you want to try gearing up, a gearbox rear drive sprocket with one extra tooth would be your best bet.

**Q** I have a 1952 Harley "K." The oil seems to run too hot. After a period of running it gets so hot that I cannot put my hand on the oil tank. What might be causing this?

**A** An operating oil tank temperature rise in the range of 100 to 140 degrees is not abnormal, and accordingly the temperature of the oil in the tank may run appreciably over 200 degrees F. This is pretty hot to touch but not in itself a cause for alarm.

If you observe that your oil temperature is running appreciably higher than that of a similar model machine under similar conditions, it adds up to excessive engine temperature, a most likely cause being too weak a carburetor mixture. Another cause of overheating is operating with unsuitable spark plugs resulting in pre-ignition. Incorrect ignition timing will also contribute to overheating.

Excessive oil temperature can also result from blow-by past the pistons due to a worn cylinder, piston or ring condition. A compression test will give you a clue in this direction. Reading should be around 100 pounds. If appreciably less, a top motor overhaul is indicated.

**Q** Could you tell me how to stop my Ariel Square Four 1950 model from blowing head gaskets? I have a  $\frac{1}{16}$ " copper gasket fitted but it does not seem satisfactory.

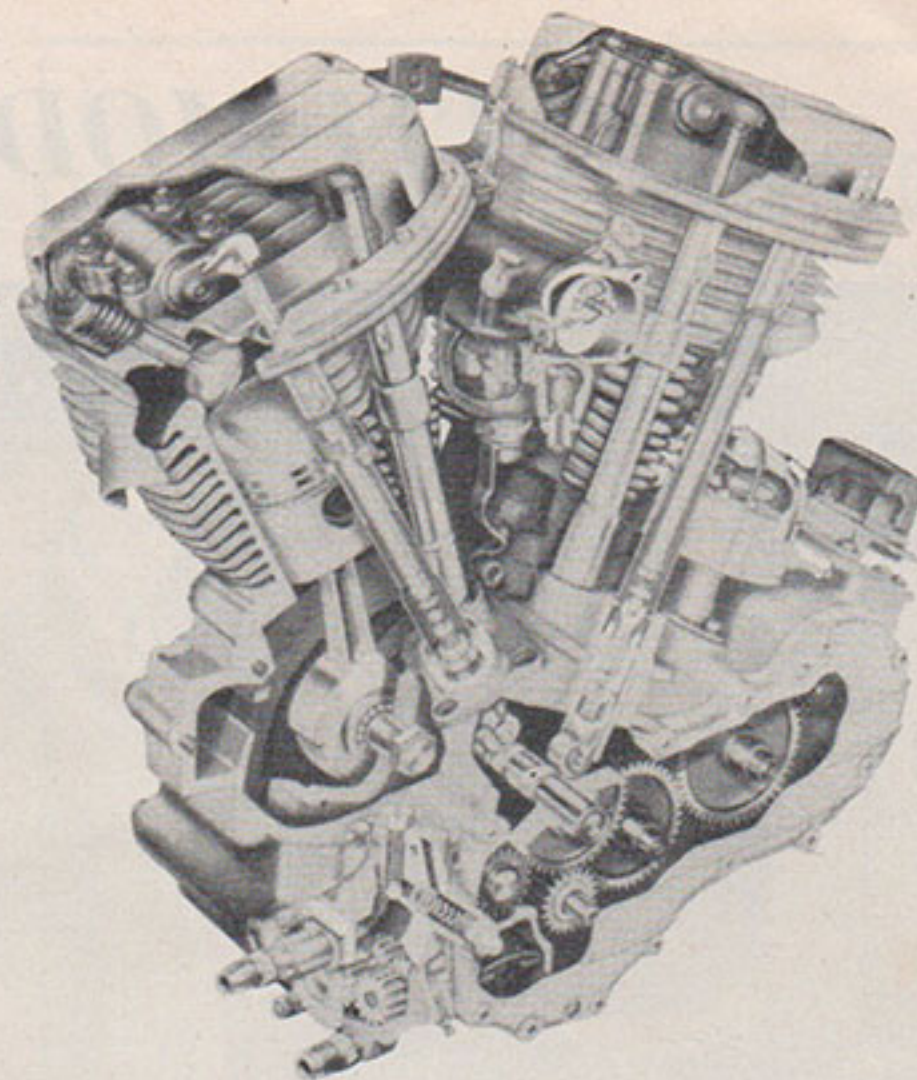
**A** The 1949 and early 1950 alloy head Four motors are a real problem with the head joint. Besides trouble with stud threads pulling out of the head there was just not enough depth of metal above the head joint between studs to ensure a reliable joint. The 1951 and later models had an improved head made of a better quality, heat-treated alloy with a substantial increase in the depth of metal above the joint. These were also fitted with double diameter studs,  $\frac{3}{8}$ " diameter in the alloy and  $\frac{5}{16}$ " at the nut end.

It is difficult to advise without examining your head, but if you presently have the  $\frac{5}{16}$ " studs in the head and have any trouble with these stripping, you should change over the whole set to the  $\frac{3}{8}$ " diameter later type stud. Replacing these studs is a job for

# 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.

a competent machinist. When the studs are removed from both block and head the joint surfaces should be carefully dressed. A reasonably satisfactory job of levelling up the joint surfaces can be accomplished with a good file, filing from various directions. A worthwhile tip on filing aluminum, where trouble is generally experienced with the file plugging and scratching, is to clean the file well with a wire brush and then load the file with chalk. Occasionally clean the file and repeat the chalking operation.

Do not overlook the fact that the condition of the cylinder block joint surface enters into the problem and this should be carefully levelled with a file as described.

The manufacturers' metal asbestos type gasket is as good as any. The problem is not really with the gasket. When tightening down the head be sure to work from the center outwards. It is important to retighten the head after the motor is cooled down within about the first 50 miles and do another retightening operation within 500 miles.

Leave the tappet clearances a little on the loose side when assembling and make a final adjustment on the tappets after the head receives its final tightening.

If you continue to have gasket blowing trouble after following the foregoing recommendations, you would be well advised to get one of the 1952 type heads.

**Q** I have a '51 Indian Brave and would like to put in a four-speed transmission. Is there one that would fit? If so, what kind and how would I go about putting it in?

**A** There is no four-speed transmission made for this machine and the unit construction design of this motor and gearbox excludes the possibility of fitting any other type of transmission. You are advised against attempting any extensive modification of this machine, particularly with regards to increasing performance. It is strictly a utility machine with definite limitations. It is not a good proposition for modifying and if you want more performance, deal it off and get something in the line of a 350 c.c. or larger motor with more possibilities.

**Q** I want to ask a question about compression ratios. Why are most O.H.V. motorcycles only running from 7:1 to 8.5:1

ratio while many cars are running 10:1 on the same gas?

**A** Heat is the factor limiting higher ratios in motorcycle engines. Detonation is not the problem with present-day fuels. Water-cooled car engines are able to cope with the extra heat generated. The large-displacement car engines are seldom required, even at highway cruising speeds, to deliver more than one-third of their rated maximum b.h.p. Under similar conditions the average motorcycle is working much closer to its maximum. The 300- to 400-inch displacement car engine is in comparison to the average 30- to 40-inch cycle engine just loafing along. The working compression pressures in the average motorcycle engine generally run appreciably higher than the working compression pressures in car engines despite the lower compression ratio. It is largely a matter of work being done in relation to engine size. It is possible to get by with a very high compression ratio in an engine if most of the time it is only being operated on a relatively small throttle opening and in effect at relatively low compression pressure.

Any general increase in motorcycle compression ratios from present standards would result in a lot more burned pistons. If motorcycle engines were water cooled, compression ratios could be boosted but not up to the average automotive ratio.

**Q** Can a Villiers 200 c.c. engine be fitted in place of a B.S.A. 125 c.c.?

**A** Yes. There is plenty of space in the B.S.A. frame. It is necessary to arrange new points of attachment on the frame as the Villiers crankcase lugs are positioned differently. Exhaust pipe also requires modifying.

A good alternative installation that would give a worthwhile boost in performance is the new B.S.A. 175 c.c. Super Bantam unit. This will fit perfectly in place of any 125 or 150 B.S.A. unit and no modifications are necessary. The 175 unit provides just double the power output of the old 125 unit. This conversion is highly recommended.

**Q** What is the rebore limit on the Triumph T-Bird block?

**A** Forty thousandths inch. You can go larger but the cylinder head bolt holes are rather close to the bore and there is danger of cracking through.

**Q** I am having trouble getting rid of a noise in my B.S.A. 150 c.c. Bantam Major. I thought the noise was piston slap and replaced the piston and con-rod pin bushing. The big end is okay and so are the main bearings. There is a very noticeable rattle. What might be causing this?

**A** Quite possibly the throttle slide in the carburetor. Try removing the air cleaner and pressing against the throttle with a finger and see if the noise does not disappear. You may find a throttle valve will cure the trouble, but if the carburetor body is worn, you may have to replace both carburetor body and throttle valve.

**Q** I am replacing the voltage regulator on my B.S.A. The old regulator had terminals marked F, A, E, D. The new regulator terminals are marked F, A, D, E. Is this new type regulator interchangeable and how should it be connected up?

**A** The regulators are fully interchangeable. It is simply a matter of connecting F and D regulator terminals to the corresponding F and D generator terminals, A regulator terminal to ammeter, and E terminal to earth (grounded).

**Q** I had the flywheels apart on my Harley 74 and put in new rollers but nothing else. On tightening up the crankpin nuts there does not seem to be any side play between the forked rod and the flywheel but it is free. Does this matter?

**A** The desirable side clearance is .006-.010".

You may have overtightened the crankpin nuts or some stretch in the flywheel holes results in flywheels pulling further onto pin. You had better dismantle and have the sides of forked rod big end ground down to reduce width .005-.010". Tighten nuts to 100-120 pounds torque.

**Q** What are the correct tappet clearances for a B.S.A. twin?

**A** Current manufacturers' recommendations are as follows:

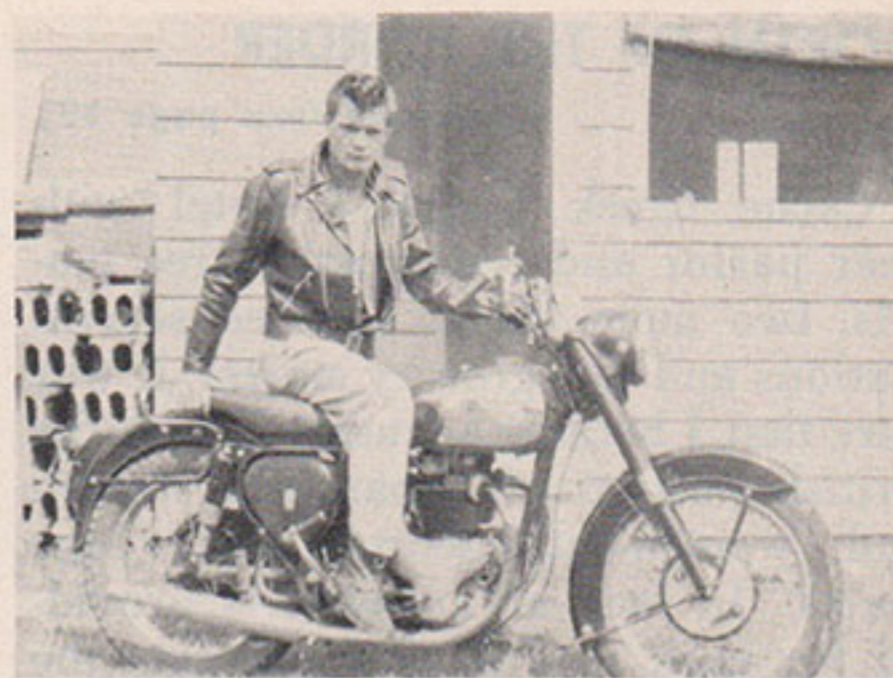
	Inlet	Exhaust
Standard models A7 and A10	.010"	.016"
A7 Shooting Star	.008"	.012"
A10 Road Rocket and Super Rocket	.008"	.008"

**Q** How much advance should the spark have on a Harley 165?

**A** Points should just commence to separate with 13/64" before top of stroke.

**Q** I have been looking over one of my old issues of Cycle Magazine, Volume III, No. 9, of September, 1952. In the article entitled "Rider Writings", enclosed, there is a statement about figuring cubic centimeters into cubic inches by dividing by 16.383.

I would appreciate it if you would please enlighten me as to why my figures don't seem to agree with what I have been told. I own a 1955 B.S.A. Golden Flash, 650 c.c., and have always understood that it was a 40.5 cubic inch machine. Yet, using this formula, it doesn't figure. Any info you can send will be greatly appreciated.



### NICHOLSON ANSWERS LONG-DEBATED CUBIC CENTIMETER VS. CUBIC INCH QUESTION

Dave Lanpher, of Liverpool, N. Y., shown mounted on his 1955, 650cc BSA. Undoubtedly, his puzzled look will vanish when he reads the answer to the interesting question about cubic centimeters and cubic inches put up by him this month.

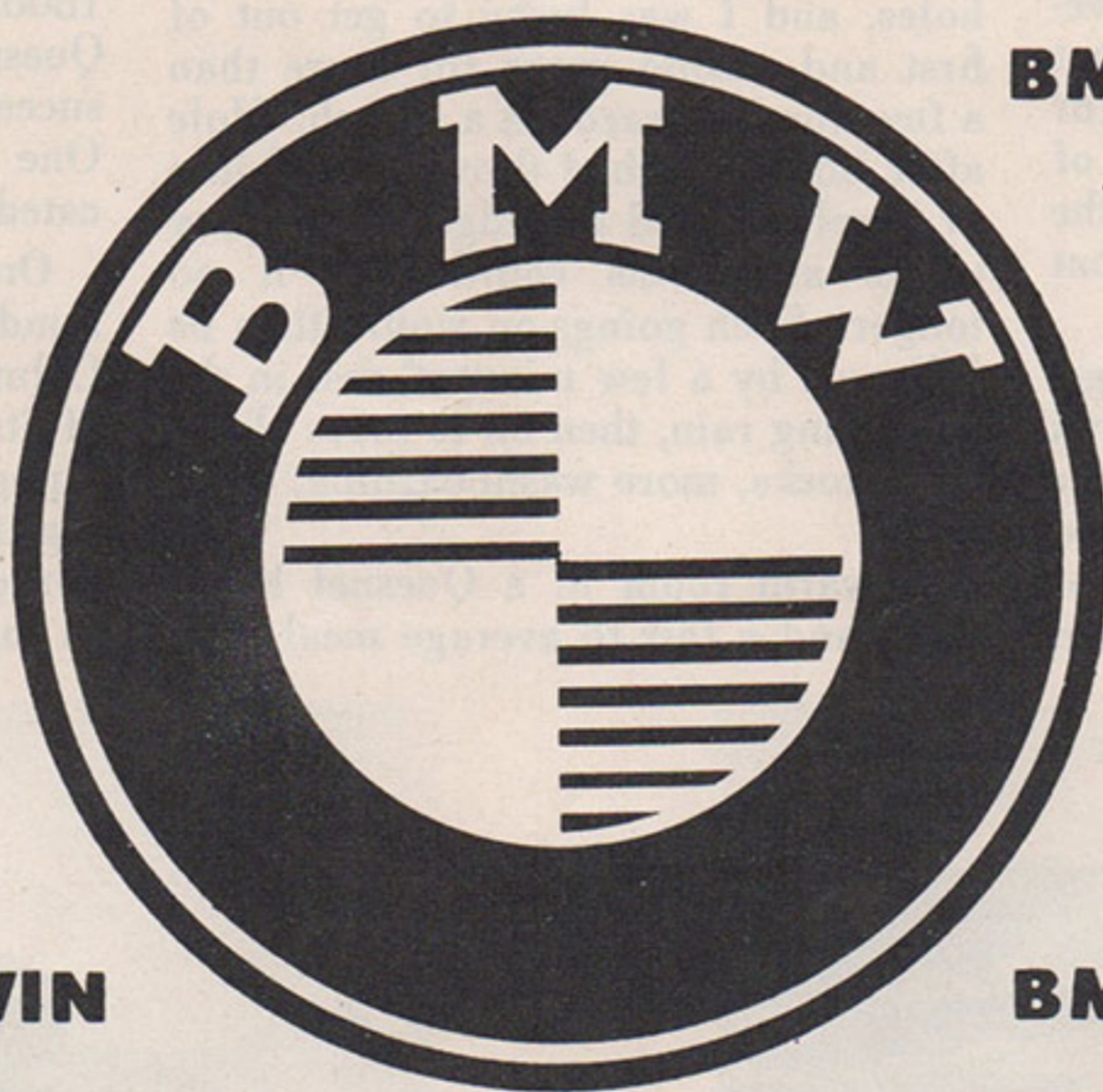
**A** The conversion quoted of 16.383 c.c. per cubic inch is correct. Your difficulty seems to be that you have incorrectly assumed your machine to be a 40.5 cubic inch displacement which is not the case. The exact displacement is 646 c.c., which works out at 39.43 cubic inches. Figuring the other direction 1 c.c. equals .061 cubic inches, and for conversion purposes in round figures there are simply 6 cubic inches to every 100 c.c.'s. Accordingly a 500 c.c. motor is approximately 30 cubic inches, or to be more precise 30.4, and a 1000 c.c. motor is a 61 inch, or to be a little more exact 60.8 inches.

#### BMW R-26

SINGLE CYLINDER  
250cc - OHV - 15 HP  
SHAFTDRIVE

#### BMW R-50 TWIN

500cc - OHV  
26 HP - MAGN. IGNITION  
SHAFTDRIVE



#### BMW R-60 TWIN

600cc - OHV  
28 HP - MAGN. IGNITION  
SHAFTDRIVE

#### BMW R-69 TWIN

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35 HP - MAGN. IGNITION  
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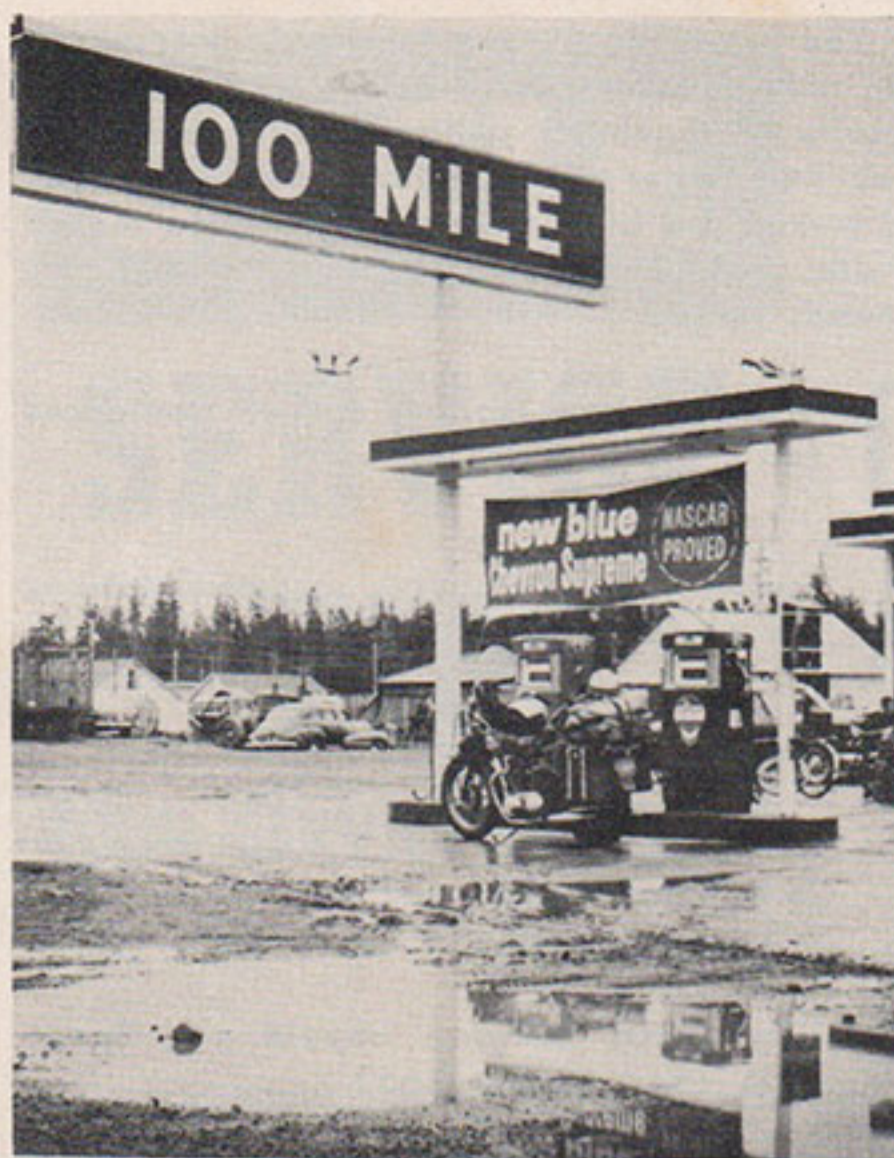
(Continued from page 29)

Cache Creek boasts a hotel with beer parlor and restaurant, three motels, two more cafes, assorted service stations and two grocery stores. It was here that I became acquainted with the British custom of separating women and women-with-escorts from lone males. In fact, an entrance is provided for each, and a wall prevents the boys from ogling the girls. In a frontier country of many men and few women this arrangement could be a happy solution to a sometimes perplexing problem.

Another interesting custom associated with beer parlors is for patrons to sit at small circular tables where their tap beer is delivered in pairs of glasses—20 cents, please. It is not unusual to observe a table completely covered with empty glasses; for, when business is rushing, a waiter has little time for trifles. Considering the fact that Canadian beer is twice as potent as ours and strong ale compares in strength with our port wine, a lumberjack sitting in front of a dozen empties is likely to weave a bit when he makes for the exit.

Most devotees of British Columbia beer parlors are friendly although their language may be French, English or Indian. As settlements become more remote, Quesnel and Prince George, for instance, one is apt to observe lone men drinking beer all evening and talking with no one. What their thoughts may be is a matter for conjecture, but, undoubtedly, many of them need companionship and the feeling of warmth and security that goes with a good home.

From Cache Creek to Prince George, 288 miles, today's highway follows the historic Caribou trail of pioneer days. Mileage was originally measured from Lillooet, a small town west of Cache Creek, and stations are known



100-mile house on the Caribou Highway is a village of perhaps six dozen people. Rain had been peppering me off and on for 300 miles. I found Richfield, Shell, Standard, Mobil and Union Oil credit cards readily usable in B.C. Some stations will honor all cards.

as 100 mile house, 150 mile house, etc. The road is hard surfaced and well maintained to a spot ten miles south of Quesnel. At this point a simple sign announces the "End of Pavement." From here on the worst may be expected.

I hit this stretch at the end of a prolonged dry spell during which time the gravelled road had completely given up trying to be a road. Rain then made mud holes out of chuck holes, and I was lucky to get out of first and second gears for more than a few hundred yards at a stretch. Hole after hole I slogged through, slid into or barely skirted the edge of until my wrists and arms could take it no longer. Such goings-on would then be followed by a few minutes' rest in the refreshing rain, then on to more slush, more rocks, more washboarding, more holes.

A warm room in a Quesnel hotel, later, and a fair to average meal gave



Rain had subsided when this self-timing photo of Boswell was taken in the Fraser River Canyon. This thoroughly waterproof suit consists of a rubberized jacket with parka hood, trousers from my "Wanderer" suit, and insulated rubber pacs. In heavy rain the hood is fastened over my helmet. This outfit is very effective in keeping a rider warm and dry.

me enough incentive to look the town over and to try for a few pictures, rain or no rain. This medium-sized town is located at the confluence of the Fraser and Quesnel Rivers. It has a great deal of frontier flavor, and, historically, played a part in an attempt to run a telegraph line from the Canadian border through B.C. and across the Bering Strait to Europe in 1866. The project ended north of Quesnel when the Atlantic cable was successfully laid in the same year. One of the great plywood mills is located here now.

One can hardly ride through several hundreds of miles of western British Columbia without noticing something of its beauty and its special kind of topography. Endless expanses of rolling mountains covered with fir and spruce is typical, while here and there in the distance may be seen spirals of



A part of Kamloops, looking east, is pictured here. Note two bridges across the Thompson River and the railroad yards.



Cars are lined up in front of the Quesnel Hotel awaiting the signal to cross the Fraser River on a single-lane bridge. Hotel rates here are very close to those in the U.S.; meals cost slightly less. Note the men's and women's entrance to a beer parlor adjoining the hotel.



Parliament buildings in Victoria are festooned with banners and streamers in celebration of British Columbia's centennial year.

smoke denoting the location of small sawmills. Much is completely virgin and penetrated only by trails. Through it all rolls the Fraser River, an unbelievable ocean of water flowing relentlessly yet magnificently enroute to its awesome canyon, picking up tributaries almost as large as itself and growing in strength until it rivals the mighty Columbia. Scattered throughout the hinterland are lakes of every

size and shape offering the finest fishing and serving as landing fields for small pontoon-equipped airplanes.

I reached Prince George the following day only to turn around and return to Quesnel because of a steady downpour. At a more favorable time a several day sojourn with side trips from Prince George would be interesting. The main graveled road passes through here to Dawson Creek and Alaska, and a branch road leads 488 miles to the coastal town of Prince Rupert, a few miles south of the Alaskan border.

Backtracking to Cache Creek I then left for Vancouver via the Fraser River Canyon, a spectacular route that follows the tortuous path of this great stream through a twisting chasm with perpendicular walls of solid rock. Much of the highway is torn up in straightening and leveling projects, but the trip is well worth the inconveniences encountered.

After stopping in Vancouver overnight I boarded the Black Ball Ferry to Nanaimo on Vancouver Island, and made the 73 mile ride to Victoria, capitol of B.C. A full vacation could be spent in Victoria and on 300-mile-long Vancouver Island. The country is green and heavily wooded with numer-

ous camps and many small sheltered bays. The city with its stone parliament buildings, wharfs, scenery, importers' shops and holiday atmosphere is a very popular place for tourists.

My last sight of Canada was from a streamlined Washington State ferry which brought me and my cycle back to the U.S.A. at Port Angeles, Washington. The weather cleared nicely for my run through Washington and Oregon and down the Redwood Highway to home.

Next summer I would like to spend a few days around Prince George; then cruise the Alcan. I definitely would travel with as light a load as possible.

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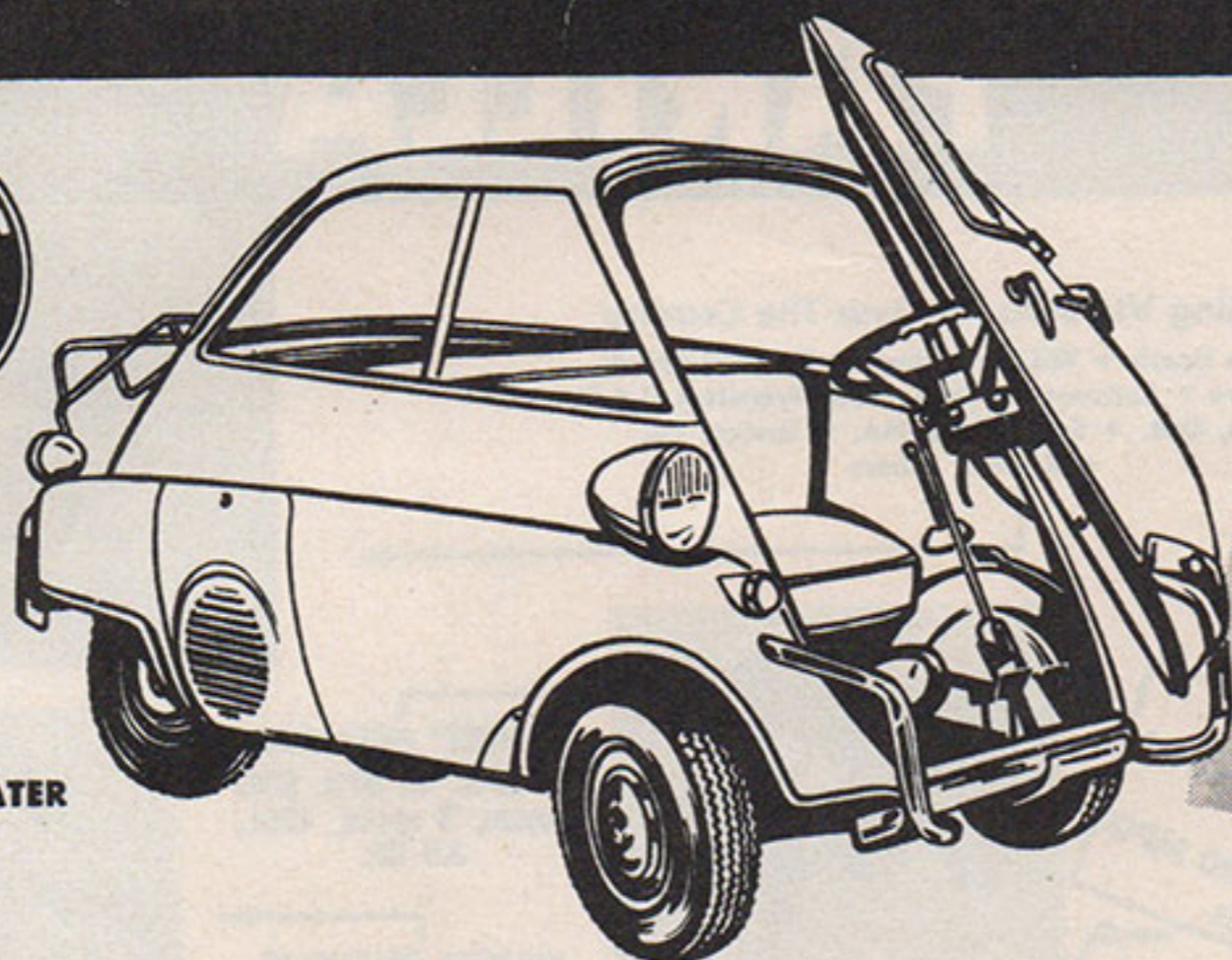
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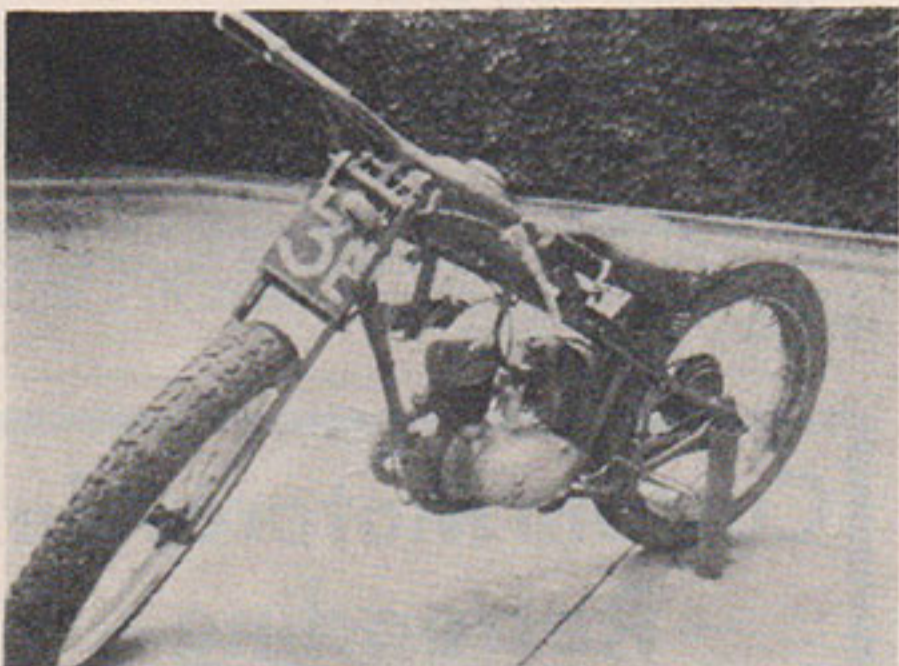
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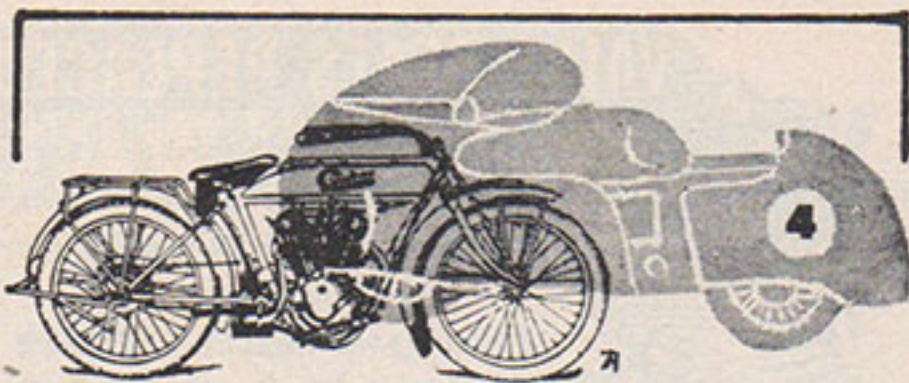


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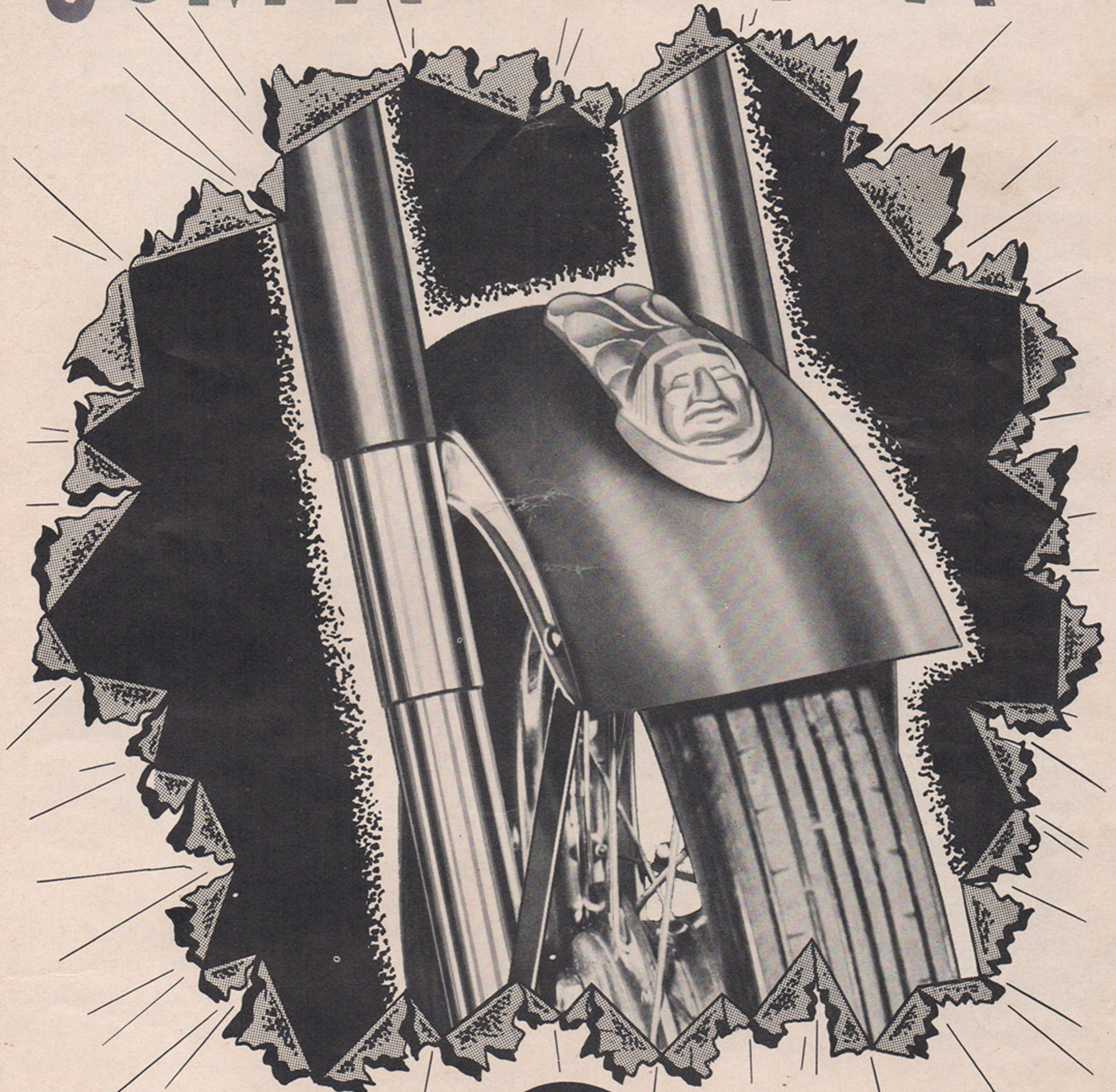
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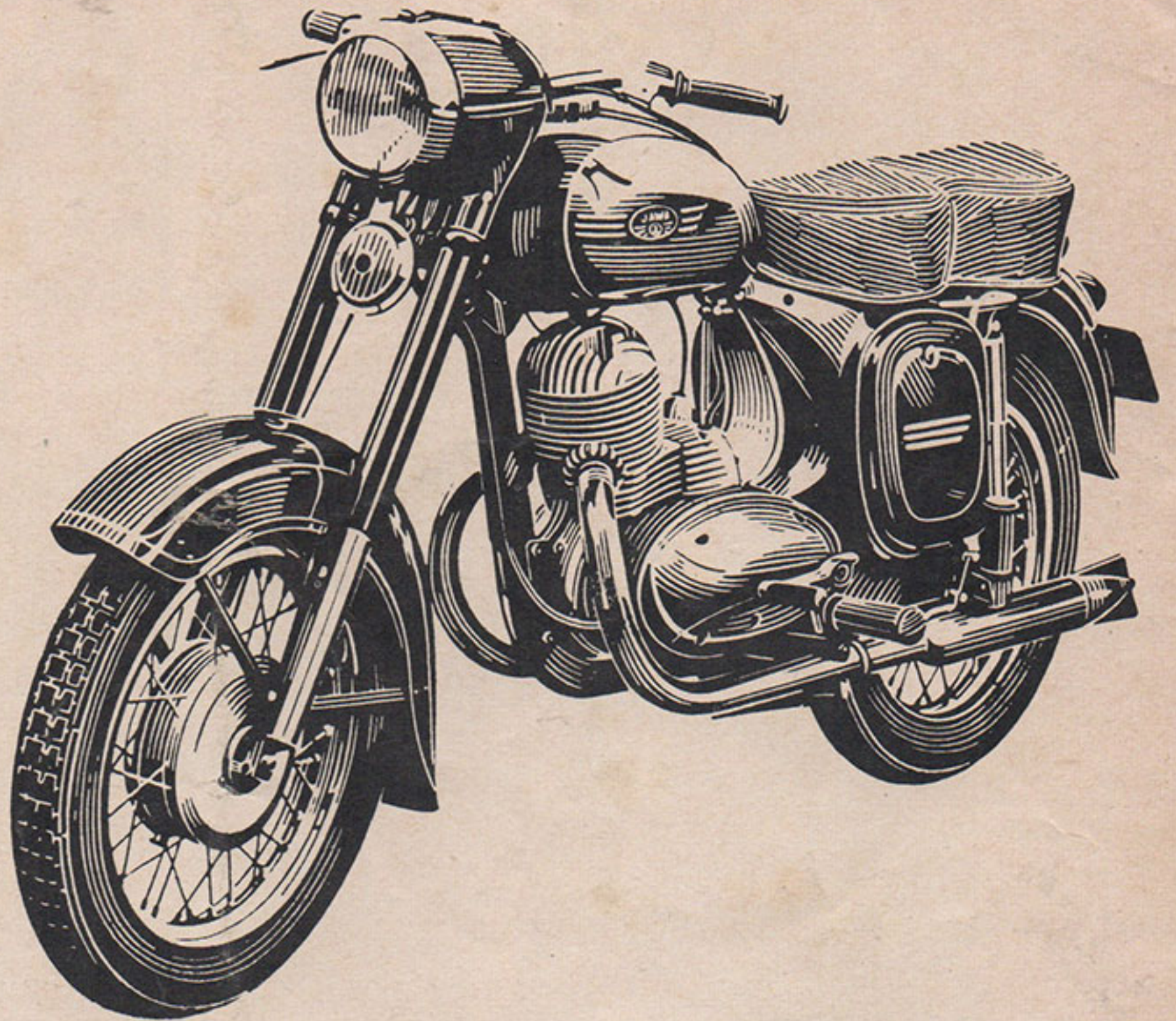
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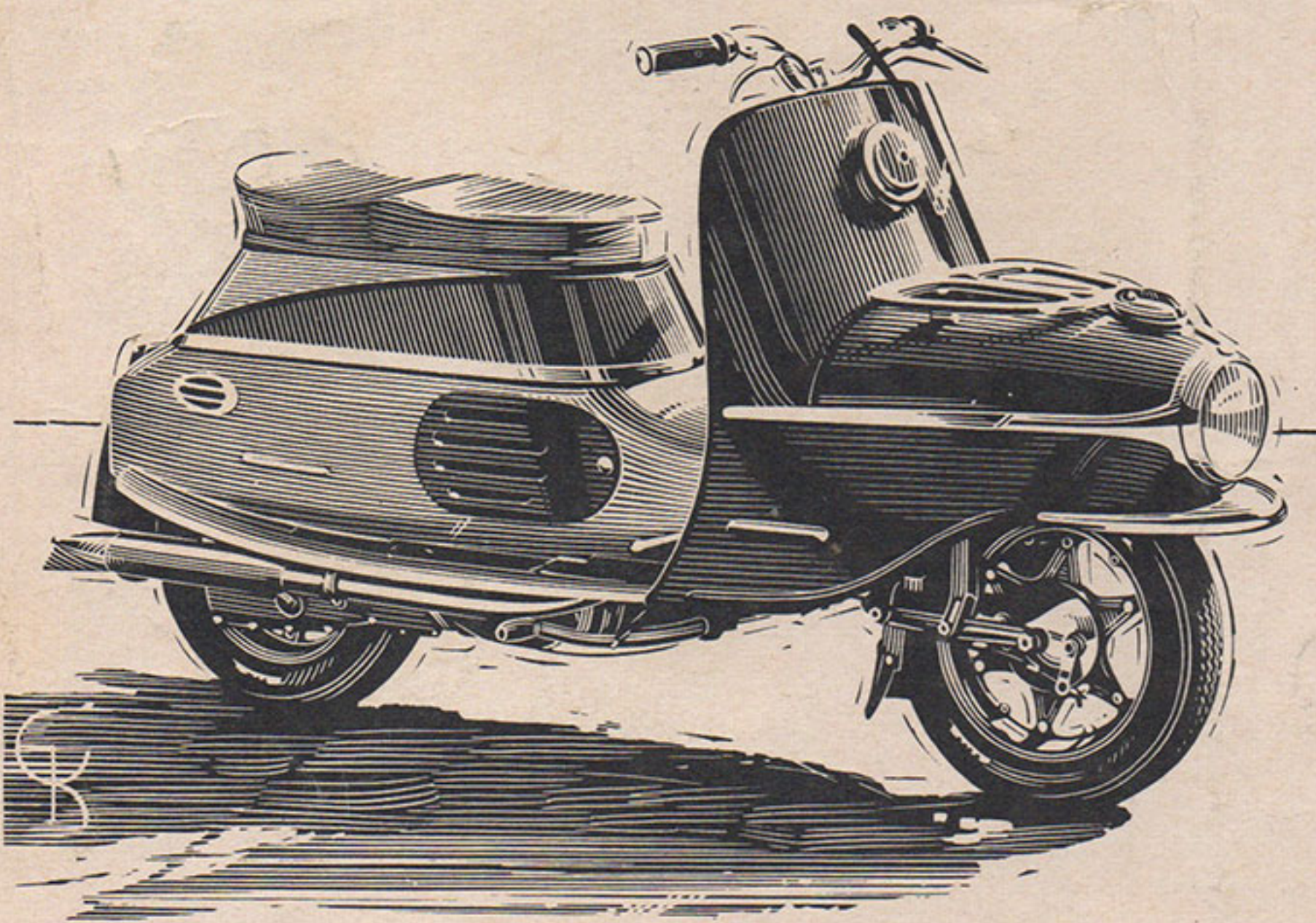
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