

# HARLEY-DAVIDSON Enthusiast

OCT. 1935

5 CENTS





# HARLEY-DAVIDSON SCORES CLEAN SWEEP

## » » » AT SYRACUSE

**WINS ALL 5 NATIONAL  
CHAMPIONSHIP RACES  
AT SYRACUSE**

**ESTABLISHES 3 NEW  
A.M.A. RECORDS**

**JOE PETRALI CROWNED  
NATIONAL 1935 DIRT  
TRACK CHAMPION**

**S**YRACUSE, New York, August 31—35,000 cheering fans saw the American Motorcycle Association Record Book take a heck of a licking here today on the Syracuse Fair Grounds one-mile track. Joe Petrali straddling a load of two-wheeled dynamite, labeled Harley-Davidson, blasted three records into the discard as he captured every one of the five championship events on the card. At the end of the afternoon Petrali was crowned 1935 National Dirt Track Champion, an honor which he has captured for the fifth time.

According to the American Motorcycle Association point system, the winner of each national event during the season receives 50 points toward the National Championship. Petrali, brilliant Harley-Davidson rider, won all seven national dirt track championship events to date, and here at the Fair Grounds added five more championship events to his string—a feat never before accomplished in American motocycling history. Petrali wound up the day with 600 points and displaced the 1934 champion, Lou Balinski of Kalamazoo, Michigan, who picked up 220 points. On top of all this, Petrali hung up three new A. M. A. records. Truly, the most convincing and amazing display of riding and motorcycle per-

formance ever witnessed since the wheels started spinning in the United States.

Although Petrali was the leading man and hero of the Syracuse speed drama, he was ably assisted by Jim Davis of Columbus, Ohio, a former national champion, also Harley-Davidson mounted. Davis took second in the Five-Mile, Ten-Mile and Fifteen-Mile Events, third in the One-Mile and fourth in the 25-Mile, and turned the fastest lap in 44.29.

Petrali touched off the fireworks by tearing around the smooth, lightning-fast oval in 44.32 to win the One-Mile. As the pack roared into the first turn, Petrali nosed out into the lead and stayed there. Petrali's Harley-Davidson was picking up speed nicely as he hit the finish line well ahead of the gang. Balinski came second and Davis third.

Continuing to assert his superiority in the Five-Mile Event, Petrali set a hot pace from start to finish and led the field of eight riders a merry chase. He crossed the finish line in 3 min., 40.58 sec. Davis snared second and Balinski third.

With the Ten-Mile Event coming up, the thousands of fans seemed to sense that Petrali was destined, before many more hours, to become the 1935 Dirt Track Champion. In this event Joe took up

the challenge flung at him by as fine a field of riders, including four former champions that ever assembled at a Syracuse meet.

Not only did the gallant Petrali wheel his Harley-Davidson home first amid a thundering ovation from the crowd, but he also shattered the track and national record of 7 min., 23.06 sec., established by Walter Stoddard in 1930. Petrali's time was 7 min., 20.90 sec. Davis flashed across the finish line to take second with Balinski third.

As the 12 riders lined up for the 15-Mile National the crowd knew it was Petrali against the field. Former champions were on the starting line determined to stop Petrali's string of victories. At the flag, Petrali and Davis again flew into the turn ahead of the field. In this event Petrali really turned everything loose and with his smooth perking job singing a mighty sweet song stayed out in front. Davis again was hanging on Joe's rear like a grim shadow. Around and around, lap after lap Petrali roared with Davis always right behind. Near the finish these speedsters were lapping some of the riders. As Joe crossed the finish line closely followed by Davis, the frenzied crowd cheered the winner in a prolonged burst of ap-

(Please turn to page 20)



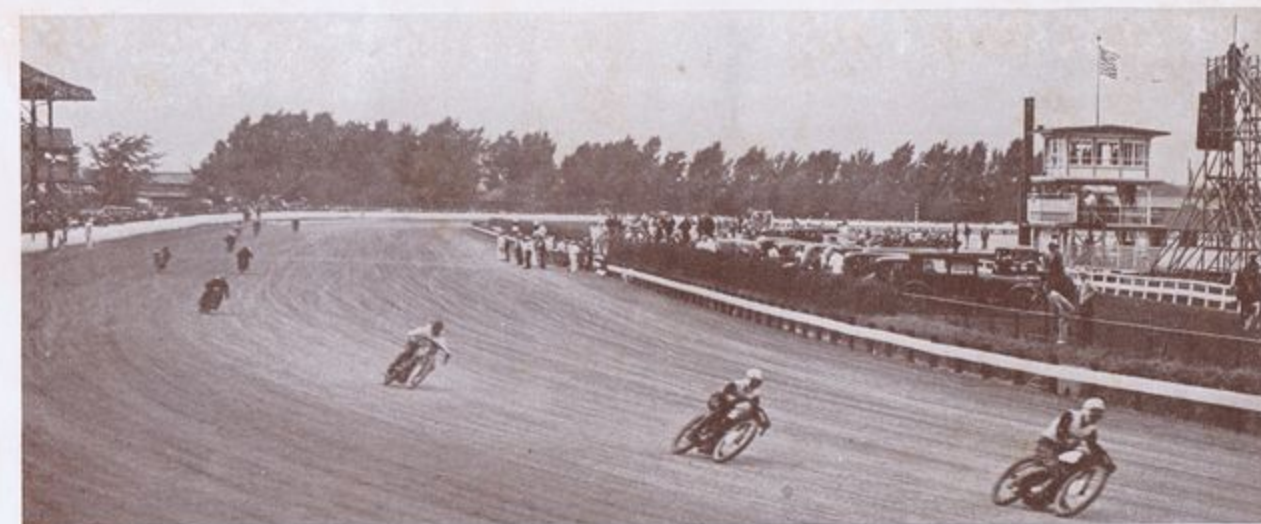
Petrali (left) and Davis, stars of the thrilling Harley-Davidson victory at Syracuse, N. Y.



Going into the first turn in the Ten-Mile. Petrali, Davis and Balinski are up in front.

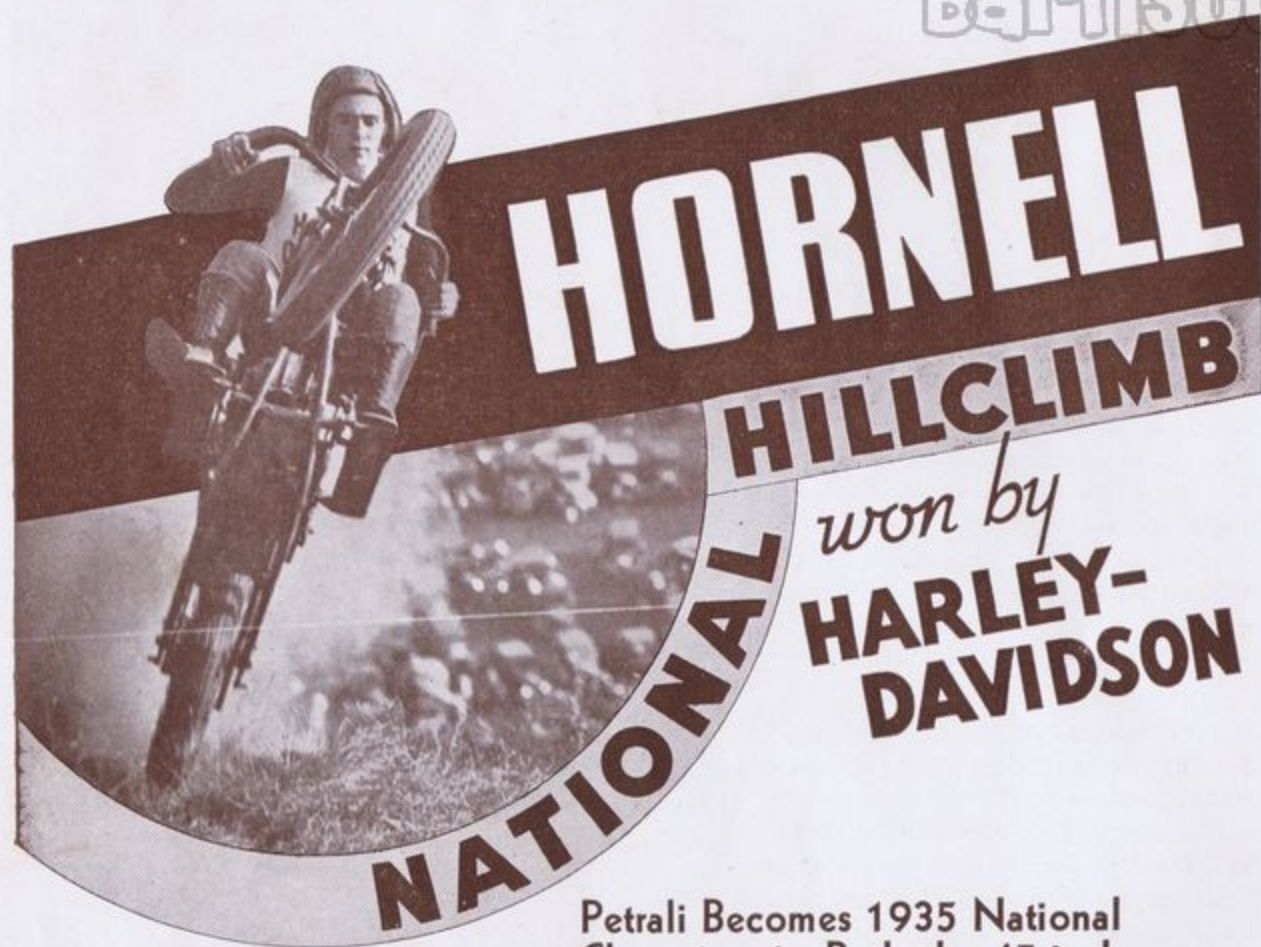


A good demonstration of Harley-Davidson superiority. Petrali winning the 1-Mile Event.



Wow! Look at those wide straightaways and curves. Petrali found the smooth, dustless Syracuse track to his liking and smashed three American Motorcycle Association records.





### Petralli Becomes 1935 National Champion in Both the 45-inch Class A and Expert Events.

**T**WENTY-FOUR hours after the Harley-Davidson hurricane swept through Syracuse, turning things upside down, motorcycle enthusiasts numbering upward of 10,000 descended en masse on Hornell, New York for the National Hillclimb.

Here again Harley-Davidson riders furnished emphatic proof that their brand of horsepower is supreme. Joe Petralli once more dominated the works by winning the 45" Expert event, and placing second to Windy Lindstrom in the 45" Class A. The addition of these points to his season's total made Petralli the National Hillclimb Champion for 1935. Incidentally, Petralli, over the years, has won six national hillclimb crowns with his reliable Harley-Davidson.

Windy Lindstrom—West Coast ace from Oakland, California, won the 45" Class A and placed second to Joe Petralli in the 45" Expert, while Ralph Moore of Indianapolis, Indiana placed third in the 45" Class A Event. The addition of these points enabled Ralph to take second high

national honors in both 45" Events. Third and fourth high national honors in the 45" Class A go to Windy Lindstrom, Oakland, and Herb Reiber of Chester, Pennsylvania. Reiber also took third high in the 45" Expert, with fourth high honors going to W. R. ("Top") Carswell. Thus Harley-Davidson completely dominated the 45" Class. It was another day for champions!

And now for the Climb itself. Petralli—the 1934 Champion—was there to defend his two titles, as were Uebelacher, 80" Class B winner in 1934, and Harold Seamans, 45" Class B champ. Other past champions were tuning up their mounts and in all the pits there was an air of grim determination.

Petralli made the spectators gasp in the 45" Expert Event when he rocketed over the 450 ft. hill in 11.51 sec., the fastest time ever made. The best previous time was made last year by Petralli in 11.86 sec., at which time the hill course was twenty feet shorter. Straight as an arrow his machine shot from the starting pit to

the finish line, over a rough, stony hill. In this event Petralli nosed out his teammate, Windy Lindstrom, by two-hundreds of a second. In this event, also, Carswell came within a fraction of a second of tying Petralli.

Likewise in the 45" Class A Event there was plenty of competition for the 1934 champion. Lindstrom scaled the hill in 11.77 sec., to nose out Petralli. The way these boys rode made the ten thousand spectators gasp. Truly, these boys are the cream of the country's hillclimbers!

Pete Uebelacher successfully defended his 1934 80" Class B crown, but he was hard pressed by Joe Herb of Merced, California on his Harley-Davidson. Herb, by the way, is a former champion, having won the crown in this class in 1931.

In the 45" Class B Event, Willard Wolfe took first honors, with Pete Uebelacher second, Earl Buck third, and Harold Seamans, Harley-Davidson mounted, fourth.

No story of the 1935 National Hillclimb at Hornell would be complete without a few words of praise for the brave little band of motorcycle clubbers—the Hornell Motorcycle Club—who sponsored this big event. In conjunction with Mr. Arthur W. Witherow, Harley-Davidson dealer at Hornell, this little group successfully promoted this splendid affair and brought it to a highly satisfactory conclusion.

It will be remembered that early in July a terrible flood hit this part of the state of New York. This disaster nearly ruined Hornell's chances of entertaining the National Hillclimb artists. Millions

(Please turn to page 15)



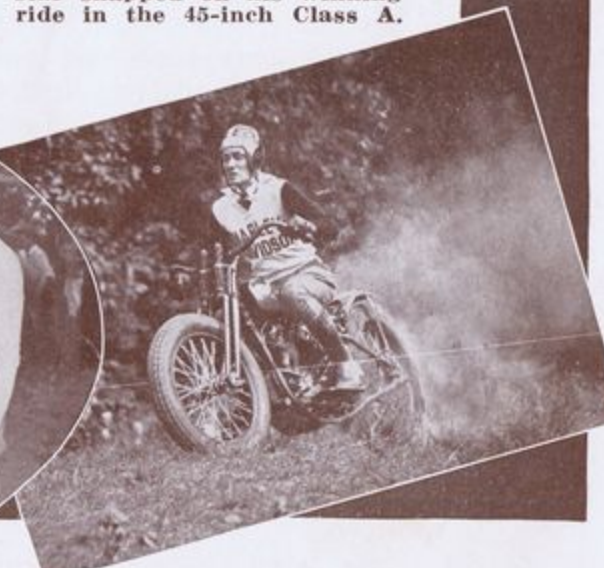
Victory smiles! W. R. "Top" Carswell (left), Windy Lindstrom, Joe Petralli, Joe Kilbert of the Harley-Davidson Factory, and Joe Herb are shown here.



Ralph Moore snapped on a spectacular ride. Note rear wheel about to break tape.



Windy Lindstrom, West Coast star snapped on his winning ride in the 45-inch Class A.



"Top" Carswell, Atlanta, Ga., in action at Hornell, N. Y. "Top" is the boss hillclimber of the South. Take note how the front wheel jumped the tape.



# HARLEY-DAVIDSON WINS NATIONAL JACK PINE RUN . . .

## FOR 11th CONSECUTIVE TIME !!



Oscar Lenz » 1935  
National Champion

28 of 37 Finishers  
on Harley-Davidsons

**T**HREE National Championships in three consecutive days is the amazing record hung up by Harley-Davidson riders over Labor Day week-end. Saturday it was Syracuse, Sunday it was Hornell and Monday (Labor Day) at Lansing, Michigan, Oscar Lenz annexed the 1935 Road Endurance Championship of America by winning the National Jack Pine Run. This famous Run is an annual affair promoted by the Lansing Motorcycle Club in cooperation with the Lansing State Journal. For the eleventh consecutive time Harley-Davidson has won this important Championship. Oscar Lenz is a veteran Jack Piner and has carried off high honors on several occasions. He won the first run held way back in '23, won again in '25, '26 and '27, and tied with Dan Raymond in '32. Now after a lapse of three years he's up to his old tricks once more. Oscar made the remarkable score of 994 points for the 530-mile grind. Sixty-two riders entered the Run this year. 37 finished and 28 of the finishers

rode Harley-Davidsons. Twenty-nine of the riders were entered in Class B.

It was an inspiring sight to see the contestants gathered at the Lansing State Journal Building in the early hours of Sunday morning, impatiently pacing up and down and eager to get going. They came from nine states: New York, New Jersey, Connecticut, Ohio, Louisiana, Illinois, Minnesota, Wisconsin, and Michigan, from Washington, D. C., from Ontario and Alberta, Canada, and one rider registered from Nova Danzig, Parana, Brazil, South America. Such is the intense interest shown in this famous Jack Pine Classic.

Promptly at 5:30 A. M., the first rider checked out of Lansing, and an hour later 62 entries were heading northward on a 24-mile an hour schedule in pursuit of fame, glory and the most coveted Cow-Bell in the world. At the start the going was fairly easy, through open country, over dirt roads. Ashley was first town on the route; from Ashley to Merrill there were more dirt roads, but the riders were all rolling right along. Hopes were

high as they passed through Merrill, and then came their first real taste of good old Michigan sand. Fortunately this year the weather was dry, so the riders didn't have to worry about getting soaked as they did last year, nor did they have to battle mud. After passing through the next town, North Bradley, a juicy swamp made the going more interesting. But as they checked into the noon control at Gladwin, hungry as bears, not more than two failed to show up.

More swamps, sand roads, woods and fields greeted the riders as they left Gladwin, still heading in a northerly direction. The going along here kept getting tougher with every mile. Only the hope of reaching Oscoda, the night control, kept many of the riders from giving up their struggle against the clay and sand.

When Oscoda was finally reached, they lost no time putting on the feed-bag at Lake Van Ettan Lodge. After a swell meal of fresh lake trout, and pork and beans, grub that sticks to the ribs, a meeting was held and stories of former Jack Pine

(Please turn to page 22)



A swell sand hill to open 'er up and let 'er go! The schedule here was 30 miles per hour.



Left, Frank Werderitsch, Jr., (driver), Class A Sidecar winner and E. Bruskewitz, Milwaukee, Right, Team winner—Peoria, Ill., M. C. Bruce (left) and Bob Walters and H. Kuykendall.



# NATIONAL MINIATURE T.T. CHAMPIONSHIP

won by  
**HARLEY-  
DAVIDSON**



**H**ARLEY-DAVIDSON riders scored an overwhelming victory at the National Miniature T. T. Races held on the one-mile course at Marion, Indiana, September 8. The thousands of spectators saw Harley-Davidson riders take first in every one of the seven events held and climax this feat by capturing the first five places in the Championship Final. 35 entries from many sections of the country and Canada were on hand to compete for National honors.

Major honors went to Les Myers, Wichita Falls, Texas who won the 80" Elimination, the 80" Final, and the National Championship Final. Myers also turned the fastest lap of the race in :1.57 seconds.

In the 45" Final, Earl Robinson of Saginaw, Michigan, was first after winning his heat in the 45" Eliminations. Robinson also finished second to Myers in the Championship Final. Louis Daler of Fort Wayne, Indiana, copped the other 45" Elimination, and Max Sherman of Elwood, Indiana, won his 80" heat.

The one-mile T. T. course, according to the contestants, was one of the best and toughest they had ever encountered—with plenty of right and left turns, steep climbs, slides, hairpin curves, trees and stones. The events were marked with numerous spills, and the intense competition of the riders furnished many thrilling moments for the large crowd of spectators.

- Les Myers Crowned 1935 Champion.
- Harley - Davidson Riders Score Clean Sweep.

Much credit is due the Entronuse Motorcycle Club of Marion, Indiana, who sponsored this National Event and brought it to a highly successful conclusion.

It will be recalled that the National Miniature T. T. races were held at Hamburg, New Jersey, last year. George Schantzenbach of Emaus, Pennsylvania, on another make machine, won the National crown. This year, however, the crown goes to the great State of Texas where they ride 'em hard, fast and plenty. Les Myers has proved his right to the crown, but judging from the tough competition he had from the other Harley-Davidson riders he will have to go some if he wants to retain his title next year.

## SUMMARY

### 8-Mile Elimination 45" Class

Earl Robinson...Harley-Davidson :16.41.9  
Rody Rodenberg.....  
Art Hafer.....

### 8-Mile Elimination 80" Class

Louis Daler.....Harley-Davidson :16.52  
Red Wolverton....Harley-Davidson  
Harold Caldwell..Harley-Davidson

### 8-Mile Elimination 80" Class

Les Myers.....Harley-Davidson :16.45.2  
Phil Boyd.....Harley-Davidson  
Briar Penn.....Harley-Davidson

### 8-Mile Elimination 80" Class

Max Sherman....Harley-Davidson :17.10  
Marvin Carter.....  
Karl Mitchell....Harley-Davidson

### 10-Mile Final 45" Class

Earl Robinson...Harley-Davidson :20.29.2  
Red Wolverton...Harley-Davidson  
Rody Rodenberg.....

### 10-Mile Final 80" Class

Les Myers.....Harley-Davidson :21.13.2  
Phil Boyd.....Harley-Davidson  
Max Sherman....Harley-Davidson

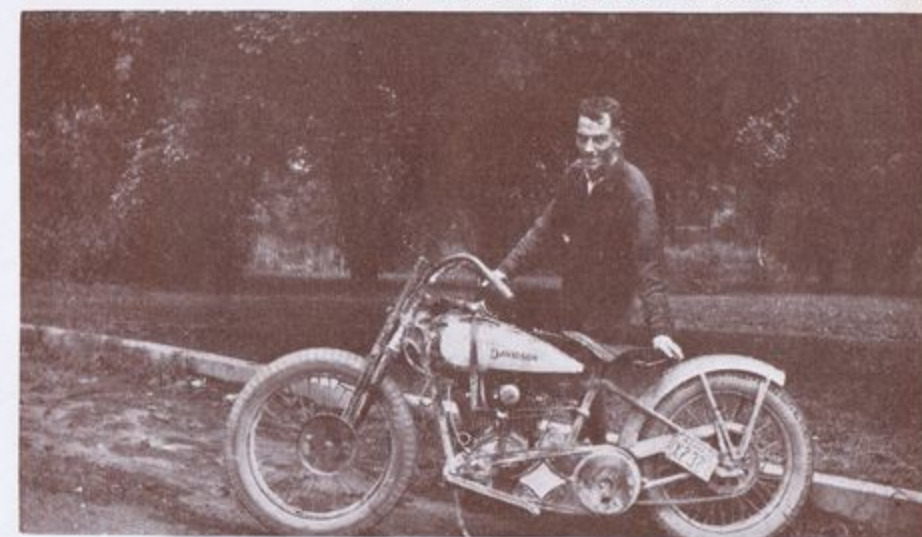
### 10-Mile National Championship Event

Les Myers.....Harley-Davidson :20.4  
Earl Robinson....Harley-Davidson  
Max Sherman....Harley-Davidson  
Red Wolverton...Harley-Davidson  
Phil Boyd.....Harley-Davidson  
Rody Rodenberg.....



Phil Boyd of Marion, Indiana, who did some mighty fine riding in the National T. T. Race.

Another Indiana boy, Maxie Sherman of Elwood, who won an 80-inch heat and placed third in the Championship Final. Some going!



"Red" Wolverton of Reading, Pa., placed second in the 45-inch Final and fourth in the Championship Final. Nice work, Red!







Tancrede, winner of the New England Club T. T. Championship, in an excellent action photo taken at a recent T.T. Race. The other Harley-Davidson rider is Joe Anzevino, of Providence, R. I.

## More Harley-Davidson Victories

- Petrali Sets New A.M.A. Record at Frederick, Maryland
- Tancrede Wins New England Club T. T. Championship
- Petrali Stars at Bethlehem and at Hershey, Pa., Climbs
- Les Myers Wins Amarillo T. T. Championship Event
- Harley-Davidson Sweeps Dallas T. T. Meet

Frederick, Md., September 7 — Sharpshooting Joe Petrali piloted his record-breaking Harley-Davidson around the Frederick half-mile track to another national A. M. A. record 6 min., 28-3/10 sec., in the 6-mile Event. Petrali lowered Balinski's 1934 mark by 8.24 seconds—the fourth new A. M. A. record he has set in seven days. Joe finished the 1935 season winning all of the thirteen Class A national dirt track championship events during the year — a feat never before accomplished by one rider and one machine.

Petrali also captured the other leading race, the 5-mile Class A, in which he set

a blistering pace right down to the finish line. Balinski came in second in both of these events. Harley-Davidson riders also scored three clean sweeps as follows: in the 3-Mile Class B in which Thomaswinski took first, Feighly second, and Carlton third; in the 5-Mile Class B which Carlton won with Hilbisch second and Trumbull third; and in the 3-Mile Consolation—Kathcart taking first, Hilbisch second, and Thomaswinski third. It was another great day for the Harley-Davidson brand of horsepower.

\* \* \* \*

Cape Cod Airport, Hyannis, Mass., August 18—Babe Tancrede of the Rhode Island Ramblers M. C., Providence, R. I., captured the leading honors of the big T.T. race held here today. Tancrede rode his Harley-Davidson to victory in the three big events, winning the 10-lap Open, the 15-lap Open, and the Championship Final. Each of the six largest clubs in New England was represented by its best rider. Tancrede was facing the cream of Class C riders all mounted on competitive machines, but the Babe and his Harley-Davidson just couldn't be stopped. Congratulations, Babe, on winning this important club championship.

Bethlehem, Pa., August 25 — Before a large, enthusiastic crowd, the country's finest hillclimbers gathered here today in a stubborn battle for championship points which would aid them in their quest of the national crown. After the dust of the afternoon assault on the hill had cleared away Joe Petrali found himself with two first places in the 45" Class A and 45" Expert Events. Petrali's time in the Class A event was 14.81 seconds and in the Expert event Joe scaled the hill in 16.05 seconds. Another Harley-Davidson rider, Harold Seamans, placed second in the 80" Class B and third in the 45" Class B.

\* \* \* \*

Hershey, Pa., September 8—Joe Petrali put on another thrilling show for the crowd at the Hershey climb when he annexed both the 45" Class A and the 45" Expert events. Both of Joe's winning rides were the best times made on the hill during the day.

\* \* \* \*

Amarillo, Texas, August 25 — Les Myers, Harley-Davidson dealer of Wichita Falls, thrilled an interested crowd at the T. T. race sponsored by the Amarillo M. C. The way Les took the sharp corners and hung on going over bumps proved to the spectators that you can be a business man and still be a mighty fine motorcycle rider. Les won the 8-lap Open event with Eldon Beer and V. Randall, also Harley-Davidson mounted, coming in second and third, while in the Championship event right behind Les finished his brother Dutch, with Eldon Beer in third position.

(Please turn to page 18)



Air view of the Motorcycle Rodeo recently sponsored by the Kenosha, Wisconsin Club.

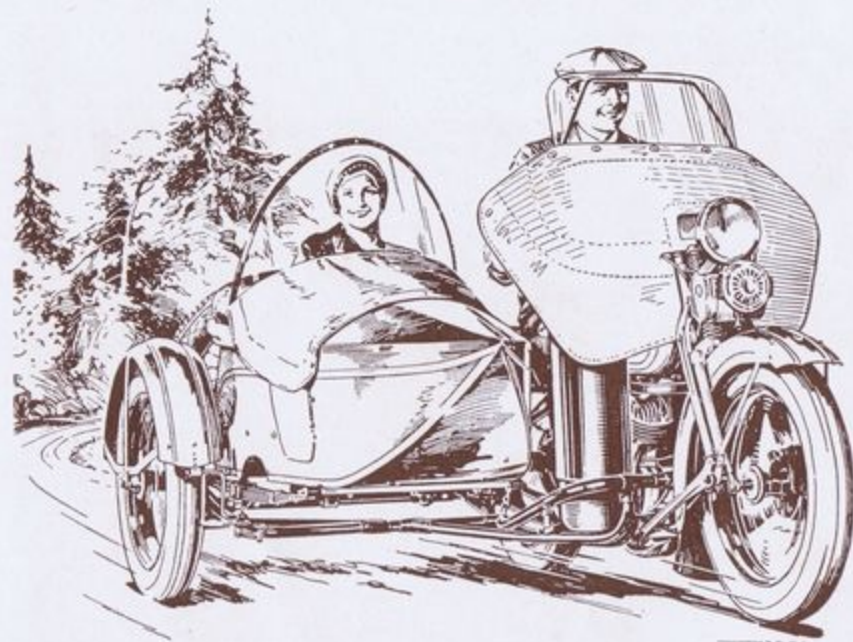


J. B. Jones leading in the Dallas, Texas T. T. Race held at Westmore Course August 11.



Scenes from the Central Wisconsin Motorcycle Rodeo sponsored by the live-wire Wausau Club. Norman Zietlow and Bertha Mohr entertaining the crowd. The Wausau Club is 100% A.M.A.





Harley-Davidson lined glove leather helmets are made with the neat and close fitting front to rear seam style. The sheep lined helmet, with its soft, thick

## SHEEP AND CHAMOIS LEATHER HELMETS

sheep-wool lining throughout is the favorite for real cold weather. Many prefer the chamois lined helmets for year round service. Sizes small, medium and large.



11063-X—Black Sheeplined .....\$3.25  
11064-X—Black Chamois lined ..... 3.25

## WINDSHIELDS FOR ALL-WEATHER PROTECTION

With these Harley-Davidson shields you ride in comfort regardless of weather conditions. No matter how the weather may be—windy, rainy or cold—you are well protected behind one of these effective windshields.

The windshield or legshields can be used separately, if desired, as the windshield will protect the upper part of the body from wind or cold and the metal legshields will protect the feet and legs. Either unit can be bought separately, although both are usually purchased to provide the maximum protection.

*Note: Specify year and model.*

Motorcycle windshield less legshields.....\$10.00  
Motorcycle windshield with legshields complete..... 13.50  
Set, metal legshields with brackets..... 5.00  
Sport windshield complete for LT or LS sidecar..... 12.50



Gauntlet



Slip-On

## LINED HORSEHIDE GLOVES AND GAUNTLETS

Harley-Davidson lined gloves are made from tough black horsehide that will wear a long time. Will stand repeated wetting and lots of hard service.

Our lined gloves are offered in the popular, short, slip-on style and also with real leather folding gauntlets. They are fleece-lined for warmth, and are very comfortable in cool weather. In half sizes from 7 to 11. The prices are very reasonable.

11080-34—Lined slip-on gloves.....\$2.35 pr.  
11081-34—Lined gauntlet gloves..... 3.35 pr.



## HORSEHIDE BREECHES FOR COLDEST WEATHER

These breeches are made from the best black horsehide, and are fully lined. It is just about impossible to wear them out. They are as finely tailored as a cloth breech, have the full peg top, and are laced below the knees. Made with five pockets. Supplied in waist measures 28 to 42 inclusive, in even numbers only.

11068-X—Black horsehide breeches.....\$12.50

## WARM SHEEP-LINED HANDLEBAR MUFFS

Keep your hands and wrists warm in any kind of weather with these leather, sheep-wool lined muffs. Do not interfere with controls. A great favorite with police officers.



11083-30—Per pair.....\$4.50

## BLANKET LINED HORSEHIDE JACKETS AND BLOUSES

Horsehide is long wearing — it will not scuff or tear — and will stand a lot of rough handling. That is why horsehide coats and jackets are so popular with motorcycle riders and other sportsmen.

Made of fine, soft horsehide, with all wool, plaid blanket lining. Two slash pockets, elastic waistband. Adjustable cuffs, leather collar, zipper front. A real bargain. Sizes 34 to 46.

11069-34A—DeLuxe Blouse....\$10.75

A cossack style jacket similar to the above, except with all leather waistband, with take-up straps. Has leather collar and adjustable cuffs. Zipper front. Blue blanket lined.

11069-34—Cossack jacket.....\$9.90

## INEXPENSIVE WIND AND WEATHERPROOF CLOTH JACKETS

This warm, durable windproof jacket has an outer layer of cloth suede and a fine inner layer of imitation sheep skin. Both are cemented together, making a durable, windproof and water-proof garment. Two roomy pockets and zipper front. Elastic waist band. Convertible collar. A real bargain! Color, brown. Sizes 36 to 48.

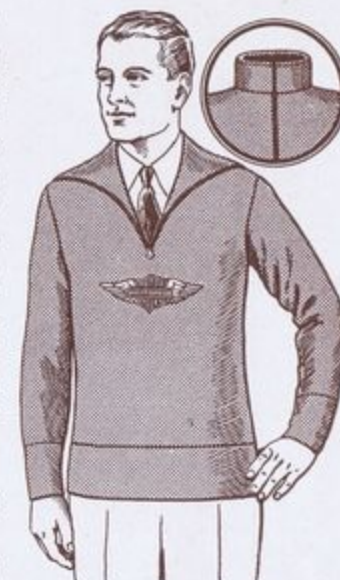
11085-X—Cloth Suede Jacket.....\$3.95



**HIGH QUALITY SWEATER** — One of the best that money can buy. All wool yarn in the Baby Shaker style, giving it fine appearance, long wear, great elasticity and plenty of warmth. Zipper collar. Beautiful maroon color with wing emblem attached. Sizes 34 to 48.

11033-34—Zipper Collar Sweater \$4.85

11033-34N—Navy Blue.....\$4.85



## CHING BLUE SWEATER

Has weight, great strength and wearing quality. The color is the new Ching Blue, with no trimming—very attractive. New U V neck. Has our silver 'winged' monogram. Sizes 32 to 48. Clubs can obtain either sweater on this page in special colors.

11030-X—Ching Blue Sweater...\$2.95



## LEATHER JACKET

This "Brown Leader" jacket is made from rich, brown horsehide leather that will not scuff or scar. Fine moleskin lining. Genuine Talon zipper. Shower proof and wind proof. Soft and flexible. Can be stored in saddle bag. Guaranteed. Sizes 34 to 46 are standard.

11067-34—Brown Leather Jacket \$11.85





## HIGHLIGHTS OF THE BADGER DERBY ENDURANCE RUN



Schedules go haywire on sandy stretches like these. Sure works up a healthy appetite!



Here's one sand hill near Shawano that most of the boys went up the long, hard, slow way.



Starter Hap Jameson ready to check out Carl Griesbacher, driver, and Ray Griesemer, passenger (Number One). Second are Ed Bruske-witz (driver) and his passenger, Ed Noffke.

**S**CENE: The Wisconsin State Fair Grounds, West Allis....Time: midnight....burping of motors as midnight approaches....Hap Jameson lining 'em up for the start....promptly at the stroke of twelve, Carl Griesbacher (No. 1) checks out and the Fifth Annual Badger Derby is ON!....Away they go....one a minute....52 contestants in all, riding a 25-mile an hour schedule....first town Port Washington....then Sheboygan Falls....breakfast at Green Bay....then Pulaski, Gillette....Whew! look at those sand ruts....Shawano next....Griesbacher gets lost, wonder whom Carl's passenger, Griesemer, was thinking about....My gawsh! those sand hills look like Alps....sand, sand everywhere....groans, sighs and grunts fill the August air....Al Lepsch of Fond du Lac executes a beautiful swan dive....Bill Knuth gets some hot movie shots here....Referee Frank (Sidecar) Werderitsch, Jr., plays hide-and-seek with the gang....next stop New London and dinner....bring on a whole cow....schedule upped to 30 miles an hour....Oshkosh next, then Fond du Lac, West Bend and finally the finish at the State Fair Park....Johnnie T. Chasty, Wauwatosa M.C., with 996 points, declared winner....second John Powers....third Harold Deckert....fourth Joe Simandl....fifth Joe Dobner....first in sidecar class went to William Manz, second Carl Griesbacher, third Claude Goulding,

fourth Dave Koller....team winner Milwaukee Motorcycle Club (sponsors of the Tour)...swell dinner and beer to finishers on genial Ralph Ammon, Secretary of the Wisconsin State Fair Association....Police Chief Harry Macklin and Mrs. Macklin of New London as usual were in the Derby....an annual celebration of their honeymoon....they do the Derby yearly....real enthusiasts, we'll say....all the contestants had a big time and eagerly look forward to the next Derby....except perhaps Willard Bold who blew a tire 20 miles north of Milwaukee....his father pounded on Werderitsch's door at 1:00 A. M. in the morning: "Where is my boy Willie? What have you done with him?....Note: Willie blew in about 3:00 A. M., about nine hours after the Run was over, having hoofed the 20 miles....Ain't we got fun!

## Harley-Davidson Wins at Hornell

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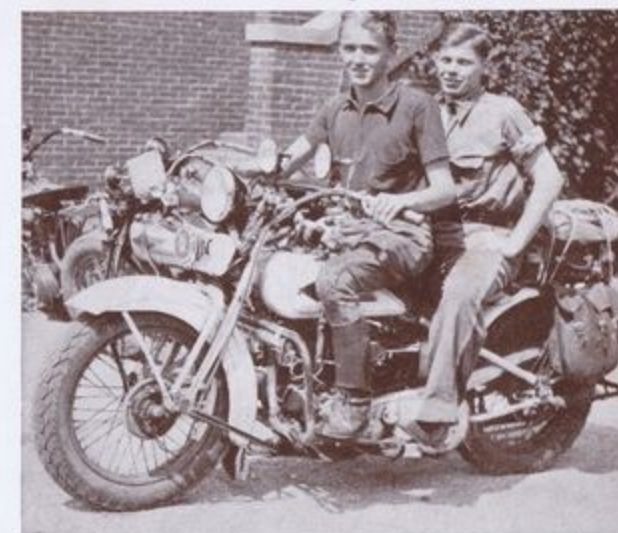
of dollars worth of damage was caused by this flood, and Castle Creek Hill likewise felt the brunt of this calamity. The course had to be restored to its original condition before the climb could be held—creek channels had to be changed, bridges had to be built, and roads had to be rebuilt. At times it looked almost hopeless. But this fighting gang of 19 members plugged along steadily and unfalteringly. They were given some wonderful cooperation by the Rochester Motorcycle Club of Rochester, New York, and as the time of the climb drew nearer, the hard work of the clubbers began to show results. Finally everything was in shape. The rest is history.

This year's National Hillclimb was highly successful. There's a fine lesson in this Hornell affair for motorcycle clubs throughout the country. No glowing words of praise can possibly do justice to the splendid spirit of cooperation existing among the members of the Hornell Motorcycle Club. Their determination to win over obstacles merits the highest respect and admiration of motorcyclists all over the land. Their example of pluck and grit is worthy of emulation. The Hornell National Hillclimb goes down in the record books as one of the finest championship events ever staged.

## FACTORY VISITORS



Raymond Stahl and Lillian Evert, recent visitors at the factory from Brooklyn, New York.



R. Klickman (left) and Bud Wilson of Chicago, returning from a Northern Wisconsin trip.



Marion Devero (left) and Bernice Miles, of the Peoria, Ill., Club, drive their own machines.





Everybody at the Southern California Tour got a big kick out of this barrel race.



Ed Kretz (left), H. Rathbun, and R. Triggea. Kretz won the T. T. race with Triggea second.



The girls had their share of games and fun at the Southern California Rally. Here is the start of their race. Due to the untiring efforts of Pomona Valley M. C. the Rally was a great success.

## So. California Holds Two-Day Gypsy Tour

**T**HE Southern California Gypsy Tour and Rally, sponsored by the Pomona Valley Motorcycle Club, and held at Richie Canyon, Colton, California, on September 1 and 2, was a grand success. Three hundred thirty-five registered at headquarters, and fully two thousand spectators thrilled to the spectacular riding in the grueling T. T. Race Monday afternoon.

Saturday afternoon riders began rolling into the canyon, and onto the farm where the Meet was to be held. All that night the festivities kept up. Sunday saw the stream of traffic thickened, and the size of the crowd augmented. Motorcycles from every city in Southern California were checked into the place, and riders came from as far as Marysville and Chico in the north. Arizona and Nevada were represented too, so a really hilarious time could be expected.

One of the very interesting parts of the Rally was the camp-fire Sunday night. At least two hundred took this in, and the boys and girls really sang. Music echoed and re-echoed from the hills, and any deer hiding in the brush thereabouts no doubt wondered what it was all about. Certain riders decided to have a turkey dinner at the expense of the Pomona Club. They got two of the turkeys which had been happily foraging on the farm whereon the Meet was held, and did a good job of barbecuing them. Reports were that the

turks were good, barring a few feathers, a lack of salt, and guilty consciences.

The fun did not let up after dusk, but kept going right along. However, the merrymakers had such a big time that they dreaded seeing the last day roll around. This day was the climax. Many general events, three hillclimbs, and the 50-mile T. T. Race were run on Monday.

There were three hillclimb events—an 80, a 45, and an open. This open event was limited to the first five winners of the previous two hillclimbs. These climbs were strictly Class C, and were greatly enjoyed by the large gallery.

The final event of the day was the 50-mile Race held on a course that was exceptionally well laid out. If you can imagine a rather deep, misshapen oval dish, with wide sides, you will have some idea of the geography of the course. Starting on the flat higher portion on one side of this "dish" the course quickly dipped down in a winding, narrow path, to the bottom of the "dish", swung sharply left, then right, and up in a long swing around the upper edge of the far side. Completing the swing, a sharp turn was made to the left, into a dizzy descent down through soft dirt to the floor again, across this floor, which was very rough, and, in a left turn, onto and over the "pimple", a nasty, tricky bump that often had the boys high in the air as they left it. If they recovered from this flight they met a steep hill that took plenty of oats to negotiate, and with a left slide were onto the straightaway again.

Stalwart Bo Lismon, of Long Beach, took the lead early in the game, and held it for 21 laps. Ed Kretz became top man when Bo stopped for plugs at the 21st, and held his place the rest of the race. Ed rode a consistent, heady race, and was a prime favorite with the crowd. Ralph Triggea, and Bill Clevenger came in second and third, and another Harley-Davidson victory was chalked up.

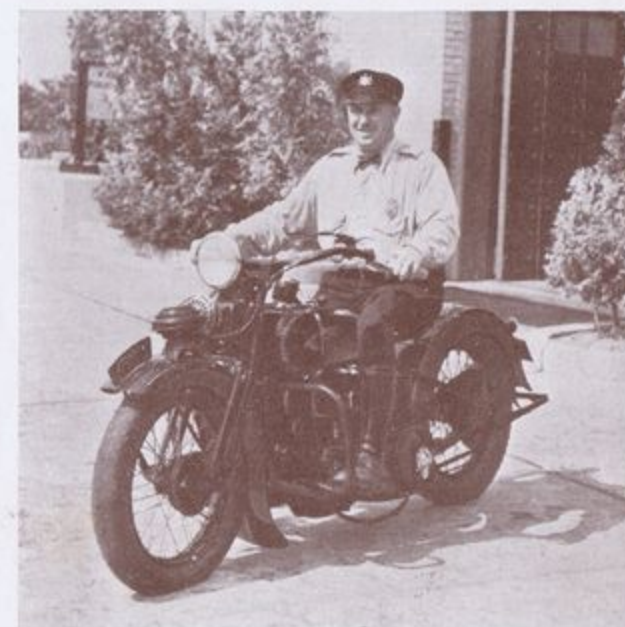
Congratulations are due the Pomona Valley Motorcycle Club for the very wonderful Rally they promoted. A young club with only 19 members, it took courage to sponsor such an event. President Kenneth Arnold, Secretary Zeke Wilder, and their Advisor, Glenn Rathbun, Harley-Davidson dealer at Pomona, deserve a lot of credit and a great big hand for the success of this Rally and Gypsy Tour.



W. R. Allen, Louisiana Highway Officer who recently captured three armed bank bandits.



Traffic Patrolman J. Bernard Irene of Laramie, Wyo., mounted on his 1935 Harley-Davidson.



Officer Arthur William Seifert of the Mount Lebanon, Pennsylvania Police Department.





Asher Rone, prominent club owner of Fort Worth, Texas, and his dependable Servi-Car.



Driver John McNeil and the Servi-Car operated by Goodyear Service Co., Inc., Cleveland, O.



The Milwaukee branch of the Duco Northwest Corporation and this Package Truck indispensable. L. to R.: R. Curll, L. Morris, P. Kloety and H. Sheffield.

## » » » More Victories

(Continued from page 11)

In the 45" event Harley-Davidson scored a clean sweep, Hoyt Bean winning, Eldon Beer second and Dutch Meyers third. The Consolation event was won by E. L. Bowen (Harley-Davidson), Tom Stewart, Harley-Davidson, second, and Leo Uselding third.

\* \* \* \*

**Dallas, Texas, August 11**—J. B. Jones of Dallas, the present Texas T. T. champion, won the principal events of the Dallas T. T. meet besides taking the time trials in 45-4/5 seconds. He also won the Class A and Final, beating out Dutch and Les Myers of Wichita Falls by close margins. Curtis Duty of Dallas was within a fifth of a second to Jones in the time trials and was also a close second in Class A, but motor trouble let him down in the Final. Young Billy Knowles, of Waco won the Consolation race. M. I. Tennison won the strictly Road Machine Race. Forest Trask captured the 6-lap Class B event. The Inter-City was won by Dutch Myers. All winners rode Harley-Davidsons.

On Sunday, August 25, the Dallas M. C. staged a hare and hound chase over 31 miles of rough, tough geography laid out in Dallas County. Some 18 or 20 riders were on hand waiting for the starter's flag and it was nip and tuck all the way for first place. Curtis Duty, T. P. Hughes and M. I. Tennison finished first, second and third. Although 50% of the boys went down on this tricky course, all but three or four of the riders finished the chase.



Evansville, Indiana cyclists have a reputation of being real enthusiasts. Here's the gang lined up in front of Dealer Bill Springer's store, ready for their Gypsy Tour held recently.

**Chico, Calif. August 25**—Harold Crandall of Yuba City won the Chico M. C. T. T. race from a field of fine, hard-riding cyclists. Crandall made the 20-lap, half-mile course in 41 minutes. Bowles was second, Jackson third, and Divon and Ball tied for fourth. Both spectators and riders admitted that the Chico course was one of the toughest they had ever seen. Deep sand, sharp turns, trees and stumps all helped to make the riding more hazardous for the riders and more interesting for the spectators. Bowles made the best time in the trials held in the morning when he negotiated the course in 1 minute, 49 seconds. Anderson of Marysville, while leading in the race by nearly half a minute, got a flat tire and was forced to withdraw.

\* \* \* \*

**Ottawa, Ill., August 11**—Ernest Eggers, Joliet, and Chas. J. Saar, Ottawa, finished in a tie in the Reliability Run held here. Eggers was awarded first place by flipping a coin with Saar. Both rode Harley-Davidsons. Other Harley-Davidson riders finishing among the leaders were: Lester Langley, Ottawa; Bruce Underwood, Chillicothe; Orville Perry, Utica; with Bruce Walters, Peoria, 6th.

Marion Devero, Peoria, Harley-Davidson mounted, and Katherine Terry, Ottawa, took first and second places in the Ladies' division, driving their own machines. Nice going, girls!

**Decatur, Ill., August 25**—Decatur M. C. staged a full program of varied events in which Harley-Davidson riders stole the show. In the hillclimb Allan Tucker of Decatur, and John Suppan of Springfield tied for first place. Shorty McKee of Springfield took second honors. In the 10-Mile T. T. race over an irregular course, Allan Tucker again came in first with Pat Bowles second and E. H. Dansby third. The afternoon of motorcycling activity drew a splendid crowd and, incidentally, the club treasury benefited.

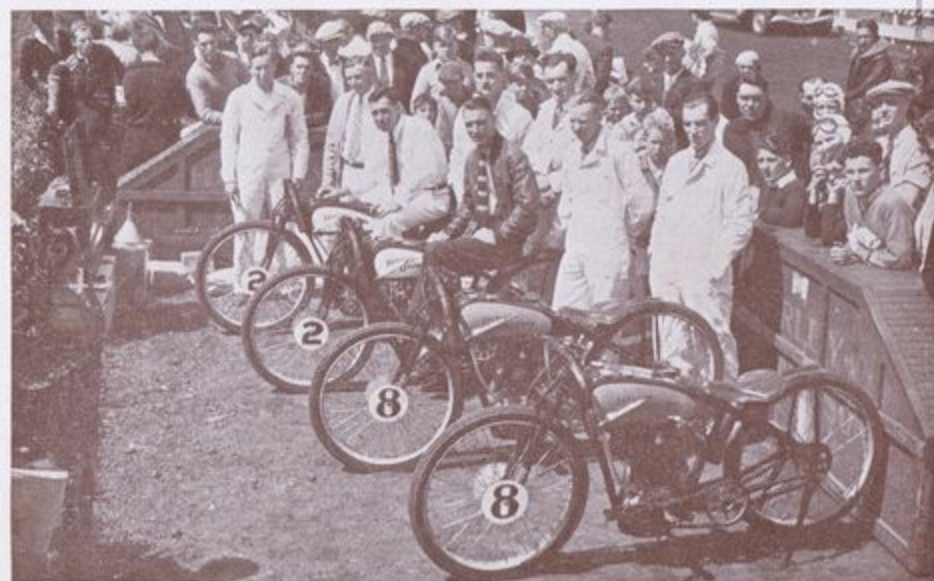
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**Green Bay, Wis., August 17**—Harley-Davidson riders, led by dauntless Johnnie Powers of Milwaukee, did a neat bit of massacring on the half-mile dirt track today. Powers put on a brilliant display of riding showmanship by capturing the time trials, the 3-Mile Race, and the 10-Mile Race. Harry Mansen won a second and a third place and Steve Kakuk captured two third places.

### Our Cover Photo

Our cover features one of the most remarkable hillclimb pictures ever taken and shows Joe Petrali in action at the National Championship Hillclimb, Hornell, New York, September First. This photo as well as the other Hornell Hillclimb and Syracuse Race pictures shown in this issue were taken by fellow motorcyclist, W. T. Skinner of Teaneck, New Jersey, who knows how to handle a camera as well as the throttle.





In the Harley-Davidson pit at Syracuse, left to right: H. Reiber, H. Syvertsen, Joe Petralli, and J. Davis (on machines), T. Baurd, Joe Herb, Windy Lindstrom and Harold Seamans.

## Records Fall at Syracuse

(Continued from page 3)

plause realizing that the terrific pace meant another new record. Right they were. And what a record! Joe's time was 11 min., 10.83 sec., lowering the existing record by 40.50 seconds. Fred Toscani placed third.

Hardly had the cheers of the assemblage died away when 20 riders lined up for the last and longest race of the day, the 25-Mile National. There was blood in many a rider's eye. It was their last chance to catch the flying Petralli. But it was destined to be Joe's day clear down to the dip of the last finish flag. At the start the pack was bunched going into the first turn but from there on Petralli gave his Harley-Davidson the gun and he "went places". Balinski made his finest bid of the day in this race overtaking the champ on the eighteenth lap but Petralli quickly regained his lead and was never again headed. Once more Petralli roared over the finish line with a new A. M. A. record to his credit. His time was 18 min. 44.52 sec., more than 20.33 seconds better than the existing record. Balinski took second, Andy Hader third and Jim Davis fourth. And so came to an end the most remarkable day in the history of American motorcycling racing. Little wonder that the crowd staggered out of the grounds dizzy after watching Petralli's assault on the records. And these bewildered thousands were very much aware that when you talk about dynamite on wheels it's just another way of saying Harley-Davidson.

### 1-Mile National

Petralli ....Harley-Davidson— 44.32 sec.  
Balinski .....  
Davis ....Harley-Davidson

### 5-Mile National

Petralli ....Harley-Davidson— :3.40.58  
Davis ....Harley-Davidson  
Balinski .....

### 10-Mile National

Petralli ....Harley-Davidson— :7.20.0\*  
Davis ....Harley-Davidson  
Balinski .....  
\*New record. Old record—7.23.6 sec.

### 15-Mile National

Petralli ....Harley-Davidson— :11.10.83\*  
Davis ....Harley-Davidson  
Toscani .....  
Hillbisch ..Harley-Davidson  
\*New record. Old record—:11.51.33.

### 25-Mile National

Petralli ...Harley-Davidson—18.44.52 sec.\*  
Balinski .....  
Hader .....  
Davis ....Harley-Davidson  
\*New record. Old record—:19.4.95.

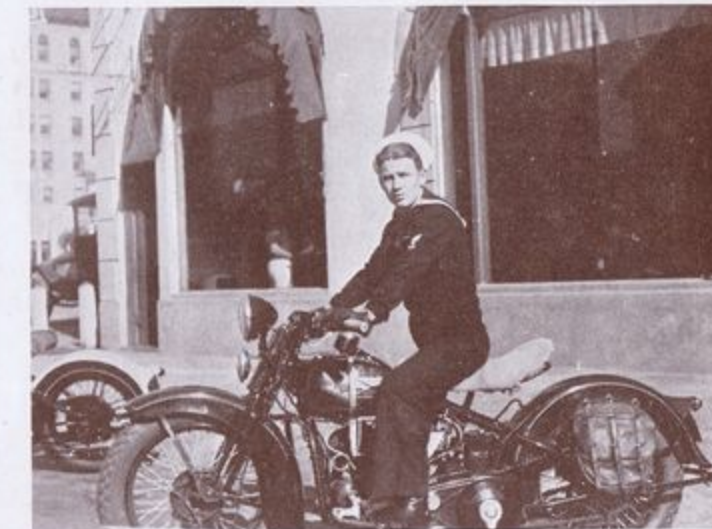
## Transcontinental Record Smashed!

Earl Robinson of Saginaw, Michigan rode his 1935 Harley-Davidson 15-cubic inch RLD Motor No. 1485, from New York City to Los Angeles in the remarkable elapsed time of 77 hours and 53 minutes. Robinson broke the former record by 38 hours and 43 minutes made by the Messrs. Whiting Brothers on a 74-cubic inch machine of competitive make. Be sure to read Robinson's thrilling story in the November Enthusiast.

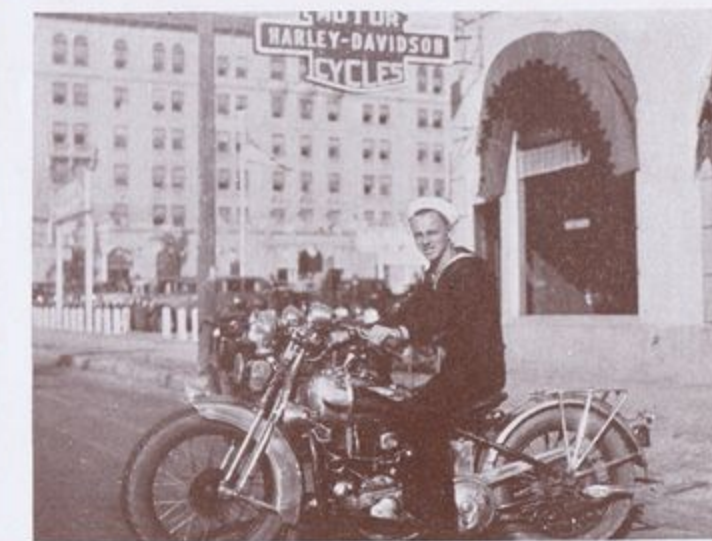
# READY FOR A LAND CRUISE



R. G. Hall (left) and M. L. Marks, Jr., of VS28 Squadron Fleet Air Base, San Diego, California are proud owners as well as enthusiastic boosters of Harley-Davidson motorcycles.



"Pick a Harley-Davidson and enjoy the best in motorcycling," say these two owners: G. E. Howland of the U. S. S. Chandler and J. L. Armstrong, Naval Air Station, San Diego, California.



Two more sailor lads: E. A. Schatte (left) and G. R. Bowen of the VF5 Squadron, San Diego, who are Harley-Davidson owners. All pictures taken at Rhule and Artley's San Diego store.



# Harley-Davidson Wins National Jack Pine Run » »

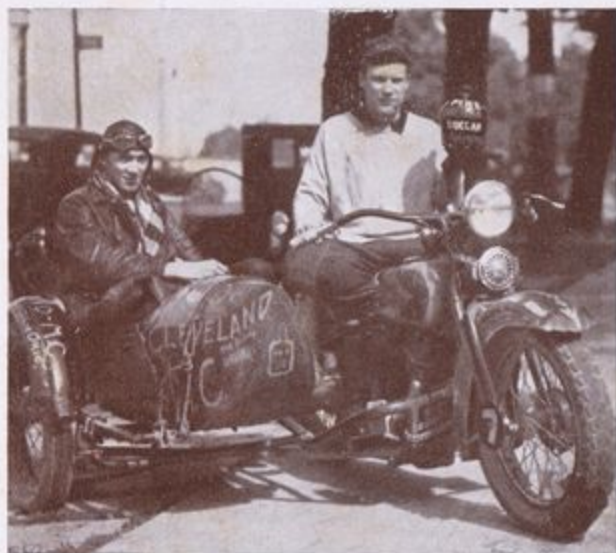
(Continued from page 7)



A blowout stopped "Dot" Robinson after she had covered 378.8 miles. W. Brennen, passenger.



Another girl who did some fine riding—Katherine Terry, Ottawa, Illinois, with L. Langley.



Class B Sidecar Champs—Jim Willson, driver, V. Garwood, passenger, of Cleveland, O., M. C.

Runs were told. There were some tall tales related by the Old Timers for the benefit of the freshman riders. Hap Jameson was honored with a very useful "trophy" which now adorns the mantel of the Jameson home. The meeting broke up early as eyelids grew heavy and arms and legs demanded rest. Some of the riders had to toil far into the night getting their jobs back in shape in order to continue the second day.

Although many of the gang had just about decided to drop out at Oscoda, the next morning the Old Jack Pine fever triumphed over aching muscles. Approximately 58 riders lined up for the start. As soon as they got out of Oscoda, Ol' Debbil Sand was laying in wait to torment them. Zowie! What a route! Over sandy trails, up long sand hills, and rocks strewn everywhere. South Branch was the next town and it seemed like a thousand miles away! From there on the riders began to drop out.

The going was terrible, over fire trails, splashing through swamps, banging into hidden stumps, and pushing up eight or nine sand hills that looked like they reached clear up into the sky. A good many hundred human horsepower and waterpower in the form of honest sweat were used up along here. West Branch was the next town and the riders continued to push along over fire lanes, sand trails, rock-strewn trails, up sand-hills blocks long, and through swamps. Ya gotta battle through stuff like this to get the real true spirit of the Jack Pine Run, eh you Jack Piners? At Harrison the riders went on a 30-mile an hour schedule. Here the trail turned to gravel and wound in and out over long-forgotten roads and through deserted timberlands.

The next stop was Clare, the noon control, with the feed-bag the big attraction. After stowing away lots of grub, the riders got set from the last leg of the Run. More swamp and snaky sand trails added to the joy of the riders. But all things come to an end, and finally a

few minutes after six o'clock Labor Day evening, the Jack Pine came to a finish. Thirty-seven riders finished the long back-breaking run. Twenty-eight of the thirty-seven finishers rode Harley-Davidsons, once again proving to the world that Harley-Davidson motorcycles have no equal when it comes to ruggedness and dependability.

Special credit is due the three members of the Lansing Motorcycle Club who set out an hour before the riders and covered the entire 530 miles, double checking to make sure that all signs were O. K.

There were two young ladies in the Run this year who made a wonderful showing. Dot Robinson of Saginaw, Michigan, was going great guns when her sidecar tire let go and she drove 40 miles on the rim to Clare—the noon check on the second day. Katherine Terry, of Ottawa, Illinois, rode 270 miles and after battling through the worst gave up her chance to score to take an injured rider into town for medical aid. That's the real Jack Pine spirit!

F. J. Ferguson also deserves praise for his fine stop-watch checking at the observation checks. And so the Thirteenth Running of the Jack Pine becomes history—history that makes mighty inspirational reading for all you Harley-Davidson owners. You can point with pride to all the major Championships of 1935 and say: "I ride a Harley-Davidson, too!"

Right: Earl Robinson who finished one point behind Oscar Lenz. Ray Tursky (left), 1934 champion who finished next to Robinson.



## SUMMARY

1935 National Endurance Champion  
Oscar C. Lenz—Harley-Davidson—994 pts.

### Class A Solo Points

Earl Robinson.....	Harley-Davidson	993
Ray A. Tursky....	Harley-Davidson	989
Dan Raymond.....	Harley-Davidson	987
Harvey A. Haase.....		986

### Class A Sidecar

F. Werderitsch, Jr., and		
E. Bruskewitz ....	Harley-Davidson	943
Martin Maul and		
Roy Baumgras ....	Harley-Davidson	777
Claude and James		
Goulding .....	Harley-Davidson	766
J. R. (Dad) Bruce and		
R. W. Shriver.....	Harley-Davidson	519

### Class B Solo

Red Paulsen.....		993
Bob Walters.....	Harley-Davidson	984
John Powers.....	Harley-Davidson	982
Harold Kuykendall.	Harley-Davidson	980

### Class B Sidecar

James Willson and		
Virgil Garwood....	Harley-Davidson	944
Earl Stover and		
Wm. Bolithe.....	Harley-Davidson	834

### Club Team

Peoria Motorcycle Club: Harold Kuykendall, Bob Walters, Bruce Walters ... Harley-Davidson 2945 points





# Enjoy Fall and Winter Riding in Comfort!

## Lap Cover Protects Legs and Feet

Enjoy motorcycling in any weather with one of these lap covers. Your legs and feet are fully protected from wind and rain as well as from splashing.

This legshield and lap cover can be snapped on or off in a jiffy.

Made of weather-proof fabric with turned and sewed edges.



11320X—For all models. .... \$5.50

## Lined Horsehide Mitts



Made from tough, black horsehide with strap leather cuffs, for long service. Lined way into the wrists with thick, warm sheep-wool. Designed particularly for

motorcycle service, they will insure your comfort all through the cold weather. Also made in handy, short style with strap wrist. Small, medium and large sizes. Prices are low.



11077X—1-finger mitts (not shown) \$4.25 pr.

11078X—Full mitts (as shown) .... 3.95 pr.

11079X—Short mitts (as shown) ... 2.75 pr.

## Keep off the Splash



These Splash Shields are designed to slip over the Safety Guard to shield the driver's feet and legs from water thrown up by the front wheel. They are fine on a cold day, too, as they shut off the

cold wind from the feet and lower legs.

13050-X—Set Splash Shields. .... \$2.50

## Every-Day Rain Suits

Here is real protection from rain, wind and cold. Everywhere this suit is acknowledged as the only absolutely waterproof rainsuit for motorcycle service. Can be worn over ordinary clothes and will keep the rider warm and dry and clean in the worst sloppy weather. Made of two layers of strong cloth cemented together with a good grade of rubber cement. All exposed seams cemented and taped. Diagonal front opening guaranteed not to leak. Color, olive drab. Supplied in small, medium, large and extra large sizes. 11095-X—Khaki Rain Suit. .... \$11.50



## Ride on Sheep-Wool

One of these soft, wooly sheepskin saddle covers will add greatly to your riding comfort. All are made from skins selected for the long thick wool, and clipped evenly to make softer cushions. They will fit 1935 or earlier saddles.



11352-X—Sheepskin saddle cover. .... \$2.75

11352-XB—Buddy Seat sheepskin. .... 2.95

## Shatter-Proof and Safe



This finest goggle is made with extra clear lenses, metal hinge, ventilators

and strong elastic. Non-shatterable lenses of course. 11058X—Safe Speed. .... \$3.50

This popular model is designed to give excellent range of vision. Has leather hinge. Fitted with clear, non-shatterable lenses. A real value.



11059X—Wideview. .... \$2.25



Our finest shatter-proof goggle. Soft rubber mounted for comfort and 100% protection from

dust or wind. Can be worn over glasses. 11043-X—R. M. Safespeed. .... \$4.50

**HARLEY-DAVIDSON MOTOR CO., Milwaukee, Wis., U.S.A.**

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