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Vintage

MOTOR BIKE CLUB
magazine

An Organization dedicated to the Preservation and Restoration of
Motorized Bicycles and Scooters of the Past - Founded 1972



This great looking Indian was just one of the many motor bikes seen at this year's
VMBC Meet in Portland. Photo by Jim Whetsel of Kankakee, IL.

Vintage Bikes

The Famous

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You'll love the ultra-modern sleek styling of the Panther. Super rugged and safe too, it's loaded with deluxe features and fine equipment—one of Schwinn's most popular models.



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The famous Schwinn Panther was featured in a 1952 company brochure.

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A great looking Indian seen at this year's meet in Portland.

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PRESIDENT'S MESSAGE



I made it through the summer. I could not ride because of a bad left hip. I had it replaced August 15th. One week ago, for the first time, I was able to ride since the first of June. Still going to therapy three times a week and I get stronger every session. They had me up and walking the same day of my surgery as they worry about blood clots.

Rebuilt a Honda C90 for a customer. It came out nice. His grandfather bought it new and he rode it as a child. The motor was locked up, rear spokes missing, and front wheel bent. Had to buy two bikes for parts to get enough parts to repair.

We are going to have our meet in 2023 at the end of June. Dates are not yet confirmed. I want to give people time to get from the Cushman meet to ours, and not get too close to the 4th of July.

Ray Gabbard called me today wanting to thank everyone for a very special meet in his honor and the plaque the club gave him. Ray has been part of this club since the beginning and I am thankful for his friendship and advice.

Cory, who works with me, helped me rebuild a 722 Cushman Pacemaker and install an 18 hp Vanguard CV Tech clutch engine. It has an Al Hodge cam and rev kit along with a 28 Millimeter Mikuni. (See page 6 for photos).

We dropped the frame the width of a frame rail at the engine location to clear the seat. We also added extra cooling openings, plus adding two inches of frame length at the rear wheel.

We sandblasted the body which had a lot of putty in it. We had to change some of the front sheet metal due to damage. I had an old floor pan that was rusted through, but we could use the upper part which was in good shape. Cory is a very good body man when it comes to working on old sheet metal. Thanks to Steve Lorenz for all his advice

I went to the Southeastern Cushman Club Meet in Lebanon, TN the first of October. I have missed a lot of friends and rides with my hip problems this summer. By the time this magazine is out, this meet will be over.

Everyone have a safe and wonderful Fall.

Paul Gerhardt

EDITOR'S NOTE

Hi All! Since Fall is here, it's time to think about the cooler days ahead and hopefully get a few more rides in before the winter chill sets in for good.

I want to thank the member contributors to this issue...Thanks to: **Jim Whetsel** of Kankakee, IL and **Steve Abbitt** of Oklahoma City, OK for submitting photos of our recent Portland meet. And a special thanks to **Steve Abbitt** for the great photo on the back cover of the wonderful line up of Cushman Golfsters! Thanks to **Richard DeBuse** of Omaha, NE for submitting vintage brochures of the Powell P-81 and the Comet Scooter. And thanks to VMBC President **Paul Gephardt** for submitting photos of a rebuild of a 722 Cushman Pacemaker.

As you know, this is your publication, so, we'd like to hear from you! If you would send any stories and/or photos to me via e-mail or snail mail, that would be great.

If any member feels that writing is not

your thing, then send in photos instead, with a brief description. We'd all like to see what you've got going in a restoration project...or just to show off your ride!

My email is: **dave@lappin-design.com**

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I really do look forward to hearing from you!

Dave Lappin, Editor

Exchange Place Notice

Keep in mind that after the Summer issue, we cleaned house and started fresh with only resubmitted ads. Those ads will continue to run through next year's Summer issue. So, if you haven't gotten your ad in yet, please do so for the next issue. Just send it to the Editor at the e-mail and/or snail mail address listed above. Thanks!



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200 LBS.

OVER 75 MILES PER GAL

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Want to get there **FAST**, at **Amazing Low Cost**? Want to carry a passenger or a big load? Then, pick the new 1946 CUSHMAN! 10 times faster than walking! 400 miles on \$1 worth of gas! Built for long, hard use—comfortable riding!

POWERFUL 4 H.P. ENGINE. New low and high gear supplies power for steepest hill. Floating Drive applies power smooth as Fluid Drive. **Smooth Riding**—special springing, long wheel base, balloon tires. **Safe**—low center of gravity, heavy brakes. Durable construction throughout. Choice of several models.

WRITE! See your dealer who handles the CUSHMAN or send for full details, today!
CUSHMAN MOTOR WORKS, Dept. X-42, Lincoln, Nebr.

Important Dues Information

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Debbie Jackson

Check payable to: VMBC

P.O. Box 709

Portland, IN 47371

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For dealer information write to the Exclusive Vespa Importers for all 48 states—International Scooter Corporation, 160 City St., San Francisco, California 94102. Outside U.S.A. write to Vespa Ltd., Milan, Italy.

TREASURER'S REPORT

October 4, 2022

Balance in First Financial Money Market account from calculations from last
Treasurer's Report (6/25/22) **\$83,650.83**
Deposits from 6/25/22-10/4/22 **\$19.57 (Interest)**
Debits from 6/25/22-10/4/22 ****0.00****
Ending balance in First Financial Money Market account as of 10/4/22 . **\$83,670.40**

Beginning Balance in First Financial Checking Account as of 6/25/22... **\$29,644.90**
Deposits from 6/25/22-10/4/22 **\$33,388.52**
Debits from 6/25/22-10/4/22 **\$42,125.90**
CURRENT balance in First Financial Checking Account as of 6/25/22. **\$20,907.52**

CURRENT BALANCE ON BOTH ACCOUNTS..... **\$104,577.92**

Total dues collected to date for 2022-2023 is **\$41,744.00**

Carmen Craig - Vintage Motor Bike Club Treasurer



**Brandt Hansen of Festus, MO is the owner of this custom
Cushman Minute Mizer.**

722 CUSHMAN PACEMAKER REBUILD

VMBC President Paul Gerhardt installed an 18 hp Vanguard CV Tech clutch engine on this Pacemaker. It has an Al Hodge cam and rev kit along with a 28 Millimeter Mikuni.





Camp Lambretta



**This "Blast from the Past" features
"Camp Lambretta," from Volume 29,
No. 4 - Summer 2001 issue.**

MONARK SILVER KING



“Now—An Aluminum Bicycle! The same metal which made possible present-day high-speed trains and airplanes, makes the frame of the new-type SILVER KING bicycle. Aluminum alloy—much lighter than steel, but with three times the tensile strength, weight for weight. Gives faster speed, greater strength, and snappier appearance.” —advertisement for the first Monark Silver King bicycle, 1934

Not to be confused with the far more prominent Swedish bike maker of the same-ish name (Monark AB), nor Chicago’s earlier Monarch Cycle MFG Co. of the 1890s, the Monark Silver King Company was a short-lived but innovative Chicago bicycle manufacturer that operated from the early 1930s through the 1950s.

MSK’s early streamlined designs are scarcely seen out in the wild these days—many of them were broken down for scrap metal during World War II. But post-war, space-rocket tank models like the girls’ “Roadster” in our museum collection will occasionally turn up, usually cobweb-covered in someone’s shed. The glory of our particular artifact may be faded, but the rust-speckled mint paint job, crusty handlebar tassels, blown-out balloon tires, busted headlight, and bent basket wires still have a beauty to them—carrying the ghosts of marvelous sock hops and soda fountains long since past.

Despite the double-dose of royalty in the name, Monark Silver King was born out



of the Great Depression, beginning as a side venture of the Monark Battery Company. After finding success producing electric radio and automobile batteries in the 1920s, Monark (originally, it seems, based out of Kansas City) was desperate to diversify its product line as the crunch of the Depression slowed sales. The company had no clear plan in place at first, but after one of their legal advisors referred them to the latest invention of a man named George Strong Lewis, the proverbial wheels of a new enterprise were set in motion.

History of Monark-Silver King, Part I. Mr. Lewis’s Aluminum

Born in Tiffin, Ohio, in 1868, George Strong Lewis was already one of the revered elder statesmen of the American bicycle industry by the time his path crossed with that of the Monark Battery Company in 1932.



During his college days in Kansas, Lewis had been a noted bike racer and a member of the Wichita Bicycle Club. After heading to Chicago to work as a ticket seller at the 1893 Columbian Exposition, he eventually formed a business partnership with an old Wichita chum, James Mead, in the sale of mail order bicycles. Their new Chicago-based company, the Mead Cycle Co., became one of the first international bicycle behemoths of the new century, and George S. Lewis served as its sales manager and vice president, watching over the Chicago offices as well as the firm’s second HQ in Liverpool, England.

Aside from a brief tangent heading up Mead’s short-lived motor car division, Lewis spent more than 30 years carefully following—and often leading—the evolution of the bicycle trade. He was president of Mead’s dealer-direct division (the Premier Cycle Works); purchased parts from all the top factories; and partnered with the big names of the industry—Ignaz Schwinn, Horace “Huffy” Huffman, etc. Lewis also used his own largely self-taught skills as a machinist and engineer to collect a wide

assortment of notable patents, covering everything from sprockets and front forks to crack hanger assemblies, lightweight metal wheel rims, and a motorcycle-inspired bicycle frame that became the "Speed-O-Byke."

When the Speed-O-Byke debuted in 1932 (under the banner of the Metal Specialties Manufacturing Co. and "Presto" brand), George Lewis was 64 years old. But whether driven by unbridled creative passion or a need to make up financial setbacks, he showed zero signs of slowing down.

"The year of 1932 found me working in a small machine shop on the northside of Chicago [3200 W. Carroll Ave.], developing and perfecting an all-aluminum bicycle," Lewis recalls in his memoir, *My Early Life in Wichita and Other True Stories*. "Dyrenforth, Lee, Chritton and Wiles (Patent Lawyers) were handling the patent end of the new bicycle."

"Now it so happens that the Monark Batteries were clients of the same law firm who, knowing that Monark was looking for something to manufacture in addition to batteries, suggested that they contact me. A few days later I received a call by Mr. Earl Pease of the Battery Company. Mr. Pease being mechanically minded, we had a very pleasant visit."

According to Lewis, Pease came to visit him again later that week, this time with Monark's president Jack Dougherty in tow.

"I showed them the aluminum bicycle and they were much interested," Lewis wrote. "The next day found me packing up tools, experimental bikes and drawings, and moving to the Battery Company. It was decided that the bicycle department be called Monark Silver King Inc."

II. Streamlining

"The SILVER KING bicycle is not the result of accident or chance. The design, as you see it now, represents nearly two years' work by several well known bicycle engineers, cooperating with a bicycle manufacturer of more than twenty-five years' experience. The SILVER KING is the last word in bicycles. Truly, it may be said—the SILVER KING is the BICYCLE OF TOMORROW."—1934 advertisement

As one might expect for a battery manufacturing company making its maiden voyage into the bicycle game, it did indeed take a solid two years to thoroughly bring George Lewis's latest vision to fruition. By 1934, though, Monark Silver King's promotional machine was in full effect, and it all timed up

nicely with the wind-down of another Chicago World's Fair—this time, the streamline-a-thon known as the "Century of Progress."

"Every month since its introduction, the SILVER KING has shown an increase in sales over the previous month," read an October 1935 ad in *The Sporting Goods Dealer*. "Wherever dealers are showing the SILVER KING, it sells on sight against all competition."

It's a bit hard to pinpoint exactly where the first aluminum Silver Kings were being made. The Monark Battery Co. facility at 4556 West Grand Avenue was likely the original location, but by 1935, most ads had already stopped identifying the operation as a "division" of Monark Battery. It was now officially Monark Silver King, Inc., and had its own address—briefly at 1740 North Kolmar Avenue, then on to 1240 North Homan Avenue in Humboldt Park. That stately 75,000 sq. ft. brick facility, complete with a central six-story tower, is still standing today and looking much as it did 80 years ago.



[1240 N. Homan Avenue, home of Monark Silver King from 1935 through WWII. The building is still in use by several companies today.]

With George Strong Lewis inching closer to 70, Jack Dougherty turned to a younger team of specialists to keep Monark's designs on trend, technically sound, and perhaps most importantly, cost efficient. Earl E. Pease and Harry H. Henry—who'd both worked in Monark's battery sector—seemed up to the challenge, filing for numerous patents of their own in 1936 and 1937, hoping to secure the Silver King design from copycats.

The Silver King line-up had expanded to nine different models by 1937, along with a "Velocipede" tricycle for the little ones. An advertisement that year in *Boy's Life* pretty well sums up the appeal of the Monark brand, as the descriptive language sounds like it was pulled directly out of one of those new Superman comic books of the same time period.

"There's no other bike like it—in the whole, wide world. Built like a streamlined train,

engineered like a fast motor car, styled like a transport plane! Exclusive . . . patented . . . different . . . how different, you'll never know till you see it! And once you see it, ride it, you'll never want an ordinary bike . . . for the Silver King costs no more."

The dramatic marketing and reasonable pricing were resonating with both the kids and their parents, and despite the ongoing gloom of the Depression, demand for the Silver King was growing faster than the new company could keep up with. Even the giant retailer Montgomery Ward came calling, asking Monark Silver King to produce thousands of its aluminum alloy bikes for their mail order catalogs under brand pseudonyms like "Duralium" and "Hawthorne." Jack Dougherty was more than happy to oblige.

III. World of Tomorrow

"Today as I gaze into the crystal ball which, according to tradition foretells future events, I can see . . . Better Bicycles for 1938!"

That's the opening line of an article George Strong Lewis wrote for *American Bicyclist* and *Motorcyclist* at the age of 70. By this point, Lewis had established his own high-end division of Monark Silver King known as Lewis Cycles, Ltd. It was based out of the same Homan Avenue plant as MSK, but utilized a lot of specialized parts shipped in all the way from Great Britain, where George still had connections from his Mead Cycle days. Interestingly, though, Lewis doesn't sound pleased to have to look far afield for the best in bike gear. His "premonition" for the future leans much more nationalistic.

"In times past, American bicycles were the best in the world. History can, and will, be repeated. We have only to look back to such grand old names as Cleveland, Barnes, Stearns, Dayton, National, Pope, Rambler, and many others. And today, we have better material available than we had then—I refer especially to seamless high manganese tubing.

"The Crystal Ball tells me that the time has arrived for American manufacturers to give more thought to the rider who rides for pleasure and who is willing to pay the price for a light running, lightweight bicycle."

Perhaps through Lewis's influence, Jack Dougherty made sure that the standard Monark line could also appease those serious bicycle connoisseurs without alienating the typical middle class family on a budget. Prices and brands varied considerably from

the entry-level kids bikes (\$25) up to the men's and women's Deluxe (\$65) and Super-Deluxe (\$85) models. After inflation, the level of investment really becomes clear: \$25 is about \$450 in today's money; \$65 is \$1,200, and \$85 is close to \$1,600. These were not purchases to be taken lightly, and to help out, Monark also started offering payment plans and free insurance against theft and fire.

One thing there was no insurance for, and that not even George Lewis could properly anticipate, was the breakout of World War II in 1939. With no British parts to import, Lewis Cycles Ltd. was done for. And within another two years, Monark Silver King—the company famous for its lightweight steel bicycles—had to face a new reality of metal rationing and an indefinite end to consumer bicycle manufacturing.

IV. A Grand Scale

Rather than bankrupting Monark Silver King, of course, government contracts during the war actually pushed the Homan Avenue factory beyond its limits, as workers were recruited to build "vitally needed parts for radar and electronic equipment," according to a 1947 article in *American Bicyclist* and *Motorcyclist*. "During the latter stages of this period, however, a separate staff was maintained to plan and prepare to care for post-war civilian requirements again."

As early as 1942, Jack Dougherty was part of the War Production Board's "Bicycle Manufacturers' Industry Advisory Committee," and by 1944, Monark's president was confident enough to move forward with plans for a new, modern bicycle plant on existing company turf back on Grand Avenue, this time a bit further west at 6501W. Grand, right next door to the Radio Flyer factory. The plant offered up about 30,000 square feet during the war, but the green light was given to expand to 120,000 sq. ft. once the boys came home.

"Since 1935 when Monark Silver King entered the bicycle field it has produced approximately seven percent of the entire United States bicycle output," Dougherty told the *Tribune*. "The new plant will enable us to produce about 20 percent."

Dougherty sounded confident, but like so many other wartime manufacturers, he had to be wondering what sort of new consumer landscape he'd be riding into when the war finally ended. In Chicago, Monark existed in the belly of the bicycle beast, as the city pro-



duced an incredible 90% of all American bikes, with Schwinn casting the longest shadow. All of the local bike makers were still developing new designs during the war years, but lacked the ability to produce and sell them. So an exciting but nerve-racking free-for-all was on the horizon.

V. Riding Into the Sunset

Monark Silver King certainly didn't fall on its face in the post-war era. The new Grand Avenue plant enabled record production, and over 450 employees were reporting to the factory each day by 1952. The company also established a plant in Azusa, California, to cater to its West Coast customers, and started several new lines of products, including not only Wheelcraft tricycles, but Silver King branded lawn mowers and power chainsaws.

Jack Dougherty and longtime business partner Henry B. Highland were still presiding over both Monark Silver King, Inc. and the old Monark Battery Co. into the mid 1950s. Both were aging, however, and many of their former pointmen were out of the picture. This included Earl Pease, who'd retired to Florida, and the talented former VP of Production, Harry H. Henry (call him Triple H), who'd spearheaded the successful creation of the new Monark factory, only to die of a heart attack in 1949 at just 55.

In 1954, George Strong Lewis, also now retired and in his 80s, wrote fondly of the old Monark team in his memoir.

"I shall never forget the kindly coopera-

tion and friendly advice messers Dougherty, Pease, Highland, Propst and Henry gave to me during my active and creative years with Monark and since."

Lewis died in 1956, right around the time the Monark Ladies Roadster in our museum collection probably came off the assembly line. By the following year, news broke

of a deal reached between Monark Silver King and the Huffman Manufacturing Co. of Dayton, Ohio. With both companies weakening under immense competition both domestic and foreign, joining forces seemed like the most viable solution for survival.

The original plan was for Huffman to simply migrate production of Monark and Silver King branded bikes from Chicago to Ohio. MSK would remain in business, and the plant in Azusa, California would stay under Monark control. This didn't last long, however, as Huffman eventually acquired the West Coast plant and slowly faded out production of the familiar MSK models.

Monark officially shut down the Chicago plant at 6501 W. Grand Avenue in 1958. It was put on the market that spring, and in 1959, the Zenith Radio Corporation acquired it, establishing it as the Zenith Plant #5, initially home to the company's hearing aid division throughout the 1960s. At some point in the 21st century, the neighboring Radio Flyer appears to have taken ownership of the building, which they eventually opted to level.

Monark Silver King was essentially snuffed out as the 1960s began, meaning the business was in operation less than 30 years. In a world with Schwinn in it, they'll never be remembered as the "great Chicago bicycle company," but for appreciators of all things streamlined, they remain a part of local royalty.

Courtesy of madeinchicagomuseum.com

Portland Revisited



**A big thanks to Jim Whetsel of Kankakee, IL
and Steve Abbitt of Oklahoma City, OK for submitting photos
from our Portland meet.**



Portland Revisited



Portland Revisited



This article appeared in the June 1960 issue
of Cycle Magazine.

TESTING THE CUSHMAN SUPER EAGLE

By Cliff Boswell



The Super Eagle Cushman has enough power to start the rear wheel digging. Large tires give excellent traction.



A plate lifts from the rear deck to permit adjustments to clutch and transmission. Note the rubber seat mount above the plate.



The attractive arrangement of tail light, luggage rack and exhaust pipe is shown here.

When is a scooter not a scooter?
The answer could be, "When it is a Cushman Super Eagle."

The Super Eagle has the same engine, clutch, two-speed transmission, and tires as its cousin of the Cushman family, the Road King, but there the similarity ends. From this point its characteristics take on the contours and performance qualities of a mini-motorcycle. This horsy-looking little battler can not only dig out, it can do a cool 60 mph. I have tested the full Cushman scooter line, and can honestly say the Super Eagle tops them all in performance and maneuverability.

"Mac" McDaniels, Cushman dealer in Santa Maria, California, checked me out on the pretty little blue machine with only 10 miles on the speedometer. But, new as it was, there was no need to make carburetor or spark plug adjustments and the engine began to loosen up at the end of a week's riding.

Naturally, being an enthusiast of the open highway, it was over hill and dale on the pretty little blue machine with only 10 miles on the speedometer. But, new as it was, there was no need to make carburetor or spark plug adjustments and the engine began to loosen up at the end of a week's riding.

Later I paced it across open range land and did some minor hillclimbing and dune riding. Let's take one item at a time. The Super Eagle is a good traveler. I would not say that it can easily keep up with freeway traffic, but it can do a commendable job if necessary. On the open road, though, and along country lanes this machine will cruise easily at 45 to 50. Its 19.4 cu. in. "Husky" engine of 7.9 horsepower beats steadily along at an easy low rpm which leaves its rider confident of its complete dependability. A chromed exhaust pipe, neatly folded into a groove along the right side of the rear canopy, gives forth with a distinctive full exhaust tone as the throttle is opened up on a grade.

Handling qualities are very good with a short turning radius and a fine balance. The Super Eagle's small wheels make for a higher center of gravity than the average motorcyclist is used to, though, and leaning on curves should not be overdone until the rider is familiar with this characteristic. The round wide 4.75 tires hang onto the corners with perfect traction.

I was anxious to see what this machine would do on a grade; so I took it over the 3-mile long 7% Cuesta grade north of San Luis Obispo. This grade was made to order for the Super Eagle, which pulled the slope at a steady 35 mph at $\frac{3}{4}$ throttle.

Leaving the highway we then took the bike to the sand dunes near Oceano. Rain had firmed them up a bit, and it was huge sport running up and down the great hills of sand. The wide tread of the Cushman's

tires proved their worth here in this rather unstable footing. In fact, their buoyancy in dirt or sand is nothing short of amazing.

Here, too, the Super Eagle's clutch showed up to good advantage with just the right amount of slippage to prevent the rear wheel from gouging into the sand upon starting. The machine, however, must be started in low gear except on hard level ground. Even then, a start in top gear is not desirable because of the unnecessary clutch slippage taking place and the very slow acceleration.

The Cushman clutch, by the way, is a heavy duty expanding outfit that can stand the toughest treatment and should serve a trouble-free life to the bitter end of the scooter itself. The foot pedal to the clutch is used only when shifting gears. The machine may be left in gear when the engine is idling, as it will remain stationary until the throttle is opened and the motor begins to pick up revolutions.

The ride on surfaced and graveled roads was smooth with the telescoping front forks and large tires taking up road shocks very well. Rubber mounted handlebars on the 1960 Super Eagle and a well designed cushioned bucket-seat set in a rubber seat mount added a further degree of comfort.

In rough cross-the-hills travel, though, the rigidly mounted rear wheel showed a tendency to bounce. The same was true on a wash-boarded road where it was necessary to watch the speed rather carefully to avoid being shaken up.

A speedometer is optional equipment. The test machine was equipped with one. In proving it against a measured two-mile speedometer check on the highway it was found to measure exactly to the tenth. It is an attractive 60 mph instrument that drives from a gear off the front wheel.

Brakes on all 1960 Cushman models have been improved by placing the lining on the shoes rather than on the drum. This arrangement triples the effective contact area and results in faster dissipation of heat and eliminates fading. Front wheel brake is optional; from a safety standpoint both front and rear brake should be included. Operated together their stopping power is as great as any I have tried.

Another important 1960 feature of the 9.7 hp motor is a compression release which operates automatically when the starting pedal is raised. It is a very simple but effective device which does away with some of the heavy stomping on the starting lever that was associated with earlier models.

The engine itself is a high compression



Fun in the back yard. Your tester is shown trying to spin a circle with the "hot" Cushman.

side-valve, air cooled unit of proved design used for many years for industrial purposes. It has a large finned aluminum head, aluminum cam-ground alloy piston, adjustable tapered roller main bearing, $1\frac{1}{4}$ " diameter valves of silichrome steel, and valve seat inserts. A large flywheel fan forces air over the cylinder and oil sump.

An improvement in the 1960 model is the substitution of a dry air cleaner for the old oil bath cleaner used on earlier models. The new unit fastens directly to the carburetor intake where it can be easily and quickly removed by releasing a thumb screw. It contains a paper element which can be blown out or tapped free of dust or inexpensively replaced.

On the Super Eagle, as on other Cushman models I have ridden, there is a tendency for the throttle to creep open if the twistgrip is released. This is an annoying habit which could be corrected by adding a slight tension to the carburetor valve lever.

The Super Eagle evinced no vibrating point at any speed, although the same motor showed a distinct vibration point at about 30 mph in two other scooter models. Perhaps the tubular frame of the Super Eagle has solved that problem.

Ignition is magneto powered as are the lights. The taillight runs off a set of windings separate from the headlight, and is not connected to the switch. It burns all the time the motor is running. Headlight is a sealed-beam unit that furnishes adequate light for night riding at medium speeds. Horn, also magneto powered, is something less than adequate.

A handy carrying rack is fastened to the rear canopy.

Numerous dress-up and touring accessories are available for the Super Eagle including a twin pipe system, saddlebags and windshield. This machine is suitable for dependable touring, for around town riding and for fun in out-of-the-way places.



Bending the Super Eagle around a curve is sheer pleasure. Tires hug the road like glue.

CUSHMAN SUPER EAGLE

Scooter Test Specifications

DIMENSIONS:

Wheelbase 54"
Length 73"
Width 33"
Ground Clearance $5\frac{1}{2}$ "
Overall Height 39"
Dry Weight 272 lbs.

ENGINE:

Cylinders 1
Bore 3.0
Stroke 2.75
Displacement 19.4 cu. in.
Valves $1\frac{1}{4}$ " dia., Silichrome steel
Compression ratio 6.39-1
Horsepower 7.95
Lubrication, positive action piston pump
Cooling, fan on fly wheel

FUEL & CARBURETION:

Capacity 2 gal.
Reserve none.
Carburetor Tillotson, horizontal type
Feed Gravity
Fuel Tap Screw-in shutoff valve
Fuel Consumption 65 mpg
Throttle rt. band, twistgrip

TRANSMISSION:

Speeds 2
Gear Shift lever, left hand side
Type of Gears machined from solid stock

OVERALL GEAR RATIOS:

High: 1:1
Low: 1.78:1

SUSPENSION:

Front Coiled spring, telescoping
Rear Rigid

BRAKES:

Type expanding shoe
Front 6"
Rear 6"

CLUTCH & DRIVE:

Type automatic single disc
Operation centrifugally activated
Primary drive belt
Final drive chain

ELECTRICAL SYSTEM:

Generator Cushman Permalite, 12 volt, built as integral part of motor
Sparkplug Champion F14Y or equivalent
Battery none
Starter Foot lever
Headlight Sealed beam; 30-30 watt, dimmer switch on left handlebar
Tail light 32.4 candlepower—visible from side and rear
Stop light operates from foot pedal

MISCELLANEOUS:

Tires

Front 4.75 x 7.75
Rear 4.75 x 7.75
Frame welded tubular
Bodywork pressed steel
Colors Black, Huntsman Red, Cascade Blue, Stormist White
Top Speed 60 mph

EXTRA EQUIPMENT:

Windshield
Saddlebags
Safety bar
Dual exhausts
Fender tip
Speedometer

Whizzer Ramblings

This article is a **"Blast from the Past"** from Volume 31, No. 4 - Summer 2003 of the Vintage Magazine - Ed.

My first vehicle was a Whizzer motor bike. In 1946 my late cousin, Ray Quesenberry and some other buddies, had bought their Whizzers, so I just had to have one myself.

That summer I was 16 years old and mowed lawns for 50 cents or a dollar to save up for my own motorbike. As summer grew on, I simply couldn't get enough money to buy one, so my parents told me that if I promised to help more with the chores around the house, then they would buy the new \$99.75 Whizzer engine for me.

Then when I purchased my new \$39.95 Western Flyer bike, my cousin, Ray, helped me install the new engine onto the balloon-tired bike. I recall how difficult it was to cut the two notches in that brand new fender, but we had to do it for the belt to go through to the sheave on the back wheel.

For several years Ray & I made weekend and evening trips around the country hill-sides and mountain treks. While riding on a lonely Coal Creek road one snowy day, our fingers got so cold that we could hardly operate the gas lever. We stopped our bikes on the side of the road, stood them up on the back stands, and picked up some pine cones, built a fire, then warmed our hands a bit. Then we started up our bikes & continued on our ride. Sometimes we would come to a country store & thaw out by their pot bellied stove.

Ray & I decided to go visit a buddy that had moved up into a mountain home about 12 miles away. At his house, we had to show off by buzzing his pasture field, zig-zagging back & fourth. Suddenly Ray miss judged me & ploughed right into my front wheel. We weren't injured, but my poor bike had a collapsed front wheel. Fortunately the buddy that we visited let me borrow his front wheel off his bike in order to get home. That was the first and last time to zig-zag in a pasture field.

We found good places to ride in the local fair grounds, with race track, ball park, etc. While going across the pitchers mound, I noticed that if I got up a little speed that I could sail through the air a little ways. I kept doing this to see how far I could jump, until I got up speed and went about 20 feet. I thought this was pretty cool, until I got back home &

noticed that I'd have to replace a hand full of spokes. That was also the end of my acrobatic stunts.

Another time while we were riding up in the mountain, I got a flat tire. I pushed the bike up to a farmer's house where the kind man loaned me a patch kit, hand pump, wrench & screw-driver. He wouldn't take a cent for helping us get back on the road but we were so grateful to him that when I pass his house today, I think about it. That was about 55 years ago!

In New River, near our home town, across steep, dirt mountain roads, we were getting pretty tired from the heat & pedaling up those places to help out our engines. From then on, when we had a choice, we took the ferry rather than climb back up the steep dirt roads. On the hand powered ferry, a man had just loaded a couple of cars when we asked him if we could cross. He agreed to let us ride across but must pay the "high cost" of 25 cents each. (A bridge now replaces the ferry.)

One sunny summer day, we decided to take a long ride along the Blue Ridge Parkway. It was also a picture perfect day, so we just kept going & going until we were close to 40 miles from home when we decided to return. As there were no facilities along this scenic road, we started to get a little hungry. We came to a small apple orchard and since no one was around to ask, we helped ourselves to a few apples to tide us over. We made it back home just fine, however the next day, Ray's long belt broke completely in two! If it had happened 40 miles away from home, I don't know what we would have done. At our young age, we didn't seem to think too much about it.

Another sunny hot day, we were headed down past Woodlawn, VA. About 12 miles from home, while going up a gravel washboard hill, my engine quit. We took turns trying to start it on the back stand for probably two hours. Since we had some spark & plenty of gas, we decided that it must have slipped time from all the jarring. So we tried to adjust the timing points as best as we could and the little engine started right up! It didn't have much power, but I did get back home by pedaling a little more on the hills that would usually have been no problem. Back home I used my Whizzer timing light to get it exactly on the flywheel marks, so full power was restored again.

Once while at home, I couldn't get my engine to start. I tried changing the plugs,



Olen L. Quesenberry taken about 1947 on 1946 Whizzer mounted on Western Flyer bike.



Picture taken of Series H Whizzer engine mounted on vintage restored bike with Olen Quesenberry.

dress the points, everything I could think of until I noticed no spark. So I figured it had to be the magneto, but the \$8.50 was a little much to pay, in case it happened to be some other problem. By taking a 6 volt battery, an old discarded coil from a car, I was able to get the engine going. So I mounted the battery, a toggle switch and the coil in a little box made from a wooden cheese box, wired it up & removed the old magneto. That little engine ran so smooth with that set up that you could idle it down to almost count the times it was firing. I ran it on the coil & battery all summer, until I was able to buy a new magneto.

My younger brother, Darrell, wanted to borrow my Whizzer to go across town to visit his girl friend one Saturday. It was agreed that he would milk the family cow for a week for me, which would enable me to have more time to ride the bike after school. To this day, he reminds me every once in a while about having to milk a week for a Whizzer ride.

One fall day, Ray & I rode our Whizzers up on the mountain to pick some chinquapins. As it was near dark and Ray didn't have a light on his bike, I escorted him home. Along side a gas station, a fellow said that he didn't see my light, and pulled out from the station striking my bike & sending me 6 or 8 feet through the air. He offered to take me to the doctor, but I told him I would be okay. I limped around for probably a year, so my right leg must have been fractured. The man paid for my bike

repair. Then I invested in a Bendix generator with a 2 beam headlight & a tail light which made for safer night riding.

Sadly, I sold my Whizzer around 1950 because I was getting my orders for going into the army early in 1951. Previously, I had bought two junked Whizzer engines for parts.

Years after I had gotten out of the army, my dad wanted me to remove the old rusting engine parts from his cellar loft. Then in the 1980's I got to yearning to try getting enough parts together to see if one would run. After many hours of work I succeeded in getting one to run, then later the other one was ready to run.

Answering an ad I had placed in a farm paper, Jack Turner helped me by giving me an application to Vintage Motor Bike Club. This enabled me to get badly needed parts from members such as the late Bob Baker, late Gary Hess, Gary Kettle, Memory Lane and others. Now I have two running Whizzers mounted on Schwinn bikes of 1946 vintage.

Now, in these fast modern times, I'm confined to riding only on our lawn or on a nearby golf parking lot. But riding around here with my 15 year old grandson, doubling the other grandson Patrick on the luggage carrier brings back many pleasant memories of my first motor vehicle, a Whizzer.

Olen Quensenberry. Galax, VA

Lambretta Buying Guide



General Information

There are a few things that are common to all Lambretta scooters that you should be aware of when looking to buy one. First of all, since most Lambretta scooters are getting to be at least 30 years old by now (at the time of this writing - Ed.), the condition of each perspective purchase should be examined carefully. Lambretta scooters are robust machines that more often than not, can be made to run with little effort, even after sitting for many years. Nevertheless, many times a missing trim piece or hidden mechanical problem can turn out to be very expensive to replace/repair. A good tip is to be critical when looking over a perspective purchase. Tell the seller all of the problems you find on the bike, nitpick, and use that information as a bargaining tool to help drop the price down if you can. You will probably need the extra money to fix any lingering problems that you may identify anyway!

As with any venture into the world of vintage vehicles, it is always better to do your homework at the beginning, rather than have a nasty surprise after you have made your purchase. You should get an idea beforehand of how much you are inclined to spend time in the garage restoring or repairing a scooter. If you realistically don't have the time, or the mechanical know-how, it is best to be honest with yourself at the outset and avoid having

an expensive project darkening a corner of your garage for years. I always tell people that it is much better to have a running machine to ride, than an interesting project sitting in the shed when the weather is nice. No matter what your level of skill or interest, it is best to make up, and set aside, a budget before you begin your search. Always OVER-estimate costs. Then get as much information as you can about what you are looking for. This website is meant to help, but you should also purchase one of the many books about Lambrettas that are now available. Additionally, if there is an active vintage scooter club in your area, you should join them. These clubs can provide you with a wealth of information, and assist you in your search. Meeting other like-minded enthusiasts is the best part of this hobby, as far as I am concerned!

Here is a general checklist of things that you should look at when buying a Lambretta...

Body

Look the scooter over carefully. Look for accident damage. Do the rear floorboards meet up correctly and evenly with the leg shield? Look at the inside of the cowls for evidence of bondo or body filler. If there is any bondo, the cowls will look smooth on the outside, but rough on the inside. Check under the scooter for rust. Look at the paint, is it high quality?

Can you see bubbles where rust is coming through? Check the back of the frame by the tail-light, is it cracked? Are all of the badges there? Are the seats in good shape, or do they have to be re-covered? Are the tires good? Is there a spare? Is any chrome on the scooter in good shape or is it rusty? Does the scooter sit on the center-stand correctly or is it bent or broken? Does the scooter have all of the keys with it?

One thing that almost goes without saying is to make sure that the scooter is as complete as possible. While a few of the body parts for 60's Lambrettas are being reproduced, there is virtually no aftermarket availability for 50's Lambretta body parts. It is worth keeping in mind that even small body parts, like the rear floorboards on 60's scooters are not in production, and can only be had either through finding them second-hand, or adapting parts from Indian GP Lambretta production. Though the internet has helped significantly in the parts search, it is hard to stress enough the fact that it is much better to have a complete bike as opposed to spending years looking for a rare part.

Motor

Kick over the motor. Does it start easily? Let it warm up and idle. Does it idle smoothly? Is it smoking excessively? A lot of white smoke is a sign of bad seals. Does it leak gas or oil? Do the lights work? The brake light? Horn? Kill switch? At this point you are just going to want to let the bike warm up and kind of check things over. Listen to how it idles and look all around the motor for anything out of the ordinary. You'll also want to "blip" the throttle a bit to see how the throttle response is. If the rpm's don't come up with no hesitation, there could be some problems with carb adjustment or jetting. If everything seems ok and the scooter idles smoothly, time to take it on a test drive.

Driving

Take the scooter for a spin around the block. Does it go into gear smoothly? Does the gear change operate easily? Does the clutch work smoothly? Does the motor bog - at low rpm, at top speed? This could be a sign of a dangerous air leak. Check the suspension. Does the bike bounce a lot when you hit a bump? If it does, then the shocks are worn out. If it has front shocks, do they work properly? When you turn, does the back end wobble? If it does then the motor mounts are in bad shape. Do the brakes actually stop the bike? Does the

speedometer work? If so, is it accurate? After your ride, look for oil leaks around the motor and gas leaks around the carburetor.

As I mentioned above, every problem on a Lambretta is generally fixed easily, but parts can add up to be quite expensive. Take notes on problem areas and then check on Casa Lambretta or West Coast Lambretta Works' excellent web sites and add up the cost of fixing problems or replacing parts. Finally think about what that particular Lambretta is worth to you. If the chemistry is there, and you NEED that scoot, the "walk away" price limit can go up considerably. Still, try to avoid spending huge amounts of money on a Lambretta that is not in tip-top condition. A restoration project is still a project after all, and the price of such a scooter should reflect that.

Paul Sachelari
scooterlounge.com



Emerick's Bike & Trike,
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Powell Announces . . . 1950 "CUSTOM" MODEL

Announcement by the Powell Manufacturing Company, Compton, California, of production and dealer deliveries of the improved "Custom" Model P-81 Powell Lightweight marks the advent of a strong American manufacturer of lightweight motorcycles in the U. S. field.

Powell has for more than twelve years been a leading manufacturer of motor scooters but it was not until the close of World War II that this aggressive California concern turned its attention to making a lightweight motorcycle. Influenced by the increasing popularity in this country of foreign-built light machines, Powell turned its engineering department loose on a lightweight model with the result that after months of experimentation the Powell P-81 was produced in February, 1949 and offered to American riders. Its popularity was most marked and its performance all or more than its manufacturers had hoped for on an initial machine. Dealers, riders and public all were asked for their criticisms and suggestions for further improvement, with the result that many valuable ideas were received, considered and in many cases incorporated into the new 1950 "Custom" Model P-81 which made its bow January 1, this year.

About the most sought after improvement on the machine was a more comfortable and stable front end which prompted the Powell engineers to design the new "Cushion Glide" front fork. It is a telescopic spring arrangement with a 5 inch stroke and is constructed of heavy gauge 1½ inch tubing with two compression springs and one rebound spring. This fork is so designed that it makes riding on the roughest roads extremely comfortable and safe even at high speeds. The ma-

chine has perfect balance and roadability at all speeds and due to the design of the front fork, there is no special service or maintenance problems, just an occasional drop of oil on the bearings. This fork is complete with the riser-type handle bars that have proven so comfortable on long rides.

Numerous requests for higher cruising speed of the machine resulted in the engine being enlarged to 10 H.P. at 3400 RPMs, the final drive ratio raised to 4 to 1. This gives the machine a comfortable 50 mile an hour cruising speed. The flywheel assembly has been re-designed to allow the service man in the field to change the connecting rod bearing and at the same time the flywheel was made heavier to handle the larger piston. The connecting rod bearing itself has been enlarged and is now babitted. The bearing surface is one inch wide by two inches in diameter. Combined with the above the crankcase has been greatly strengthened, resulting in a much more rigid lower end. A new unit oil pump is being used to assure a more positive flow of oil to all engine parts. Also to guard against burning the engine up from lack of oil, the Powell Saf-tee Switch oil pressure indicator has been added to the pump. It is impossible to run the engine unless you have oil pressure, because the instant the pressure drops below the safety point, the current from the magneto is cut off. In addition the new Powell Super-Clean oil filter has been added that keeps all foreign matter from the engine lubrication system. This filter has a replaceable element. The Powell automatic clutch has been re-designed and is now equipped with four cast iron shoes and 32 square inches of lining. This clutch is twice the size of the one on the 1949 model P-81.

Aluminum die castings are re-

placing the zinc castings in the magneto. The magneto has been re-designed to eliminate the extended drive shaft. It is now equipped with a cushioned, coupled drive, a much stronger and more silent drive with a bearing on each side of the magnet. This will allow full adjustment to be made before installation on the engine. The coil has been improved, giving much brighter lights at all speeds and is now vacuum impregnated with a special dis-electric varnish and baked. Insulation in the coil has been doubled. The Custom Model P-81 is also equipped with an improved version of the famous Powell Power-matic drive. This two V belt drive has an automatic take-up device and has proven to be one of the finest, smoothest, and most trouble free final drives.

The overall length of the 1950 Custom P-81 is 72 inches, the wheel base is 49½ inches; height at the handle bars 41 inches; width of the handle bars 28 inches; height at the seat 27 inches; weight assembled for riding, 195 pounds; size of tires, 400x12. It will be available in the rider's choice of four beautiful new colors, rich black, Powell 72 red, Powell 45 green, and Powell 34 blue, with chrome trim. The Custom model P-81 will come equipped with a chrome plated luggage carrier and chrome plated crash protecting bar. With Powell's policy of careful buying and their completely equipped factory under experienced personnel, they have been able to establish the extremely low price of \$289.44 including the federal tax, for this dream lightweight delivered at Compton. Many dealers and riders will be pleased when they first see the 1950 Custom model P-81 because of the number of new ideas and improvements suggested by them that appear on it.

Reprinted from January Issue of "The Motorcyclist"
Arthur E. Welch, Editor • Pasadena 1, California

Thanks to Richard DeBuse of Omaha, NE for these vintage pages on the Powell P-81.

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SPECIFICATIONS:

Overall length	71 inches	Height at Handlebars	41 inches	Height at Seat	27 inches	Size of Tire	400x12
Wheel Base	49 inches	Width of Handlebars	28 inches	Weight Assembled for Riding	196 lbs.	Gear Ratio	4 to 1

A PRODUCT OF THE POWELL MANUFACTURING COMPANY, COMPTON 2, CALIFORNIA, U. S. A.

14th Annual Antique & Classic Bicycle, Motorbike, and Motorscooter Show and Swap Meet

The Hartville MarketPlace, on Thursday, Friday, and Saturday, September 8, 9, and 10, 2022, hosted the 14th annual Antique & Classic Bicycle, Motorbike, and Motorscooter Show and Swap Meet. All three days were beautiful, with sunny skies, temperatures in the low 80s and no rain. There was an enjoyable 8 mile ride on Thursday afternoon, south of Hartville on back roads with little traffic.

On Friday afternoon, a longer ride on Whizzer friendly roads, going east to New Baltimore, Ohio to the ice cream stand. That was a very nice 18-mile round trip.

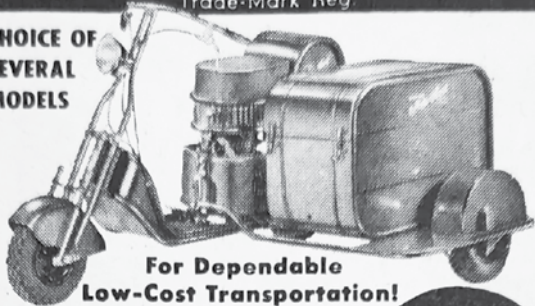
The meet was well attended all 3 days with Saturday being very busy due to the adjacent flea market.

By Bob Hirschfelt
Photos by Jack Burns



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The FREE advertising privilege to all Vintage Motor Bike Club members of record, as noted in past issues of the VMBC magazine, has no limit as to the number of words permitted. This privilege is limited to motor bikes, bike motors, power-assisted bicycles, mopeds and scooters and their related components, parts, accessories and literature.

Ads for motorcycles per se are not acceptable and the VMBC reserves the right to refuse any ad request it deems unsuitable for inclusion in these columns. Personal messages will be removed from all submitted ads at the discretion of the editor. Since all ads are accepted in good faith, any willful misrepresentation may lead to revocation of this free privilege.

All Exchange Place ads and removal requests should be emailed directly to the Editor at: dave@lappin-design.com. Once a year (for the Autumn issue), you will need to resubmit your ad(s). The ads will run in consecutive issues through the Summer issue (after which the ads will be removed), unless we receive notice to removed prior.

FOR SALE

Fork-Lock Theft Kit for all Cushman Eagles with telescopic forks. This bolt on kit will lock the steering at full right turn with your padlock. No drilling or welding needed. Full money-back guaranteed. \$36.96 includes shipping in the US. Dean Bergall 260-747-5947.

Cushman truckster 1978 - new engine, aluminum diamond plate bed and floor. It has a lot of new parts. I have \$8000 in it. Asking \$4000. No title. bill.charles@att.net

1958 Cushman with Reiss 3-speed transmission, (they are well worth the money), solid state ignition, new tires, runs great, \$6,000. OBO. Ron Kuhlman, Gilman, IL. Phone 815-265-7514.

1964 Super Silver Eagle, 5,000 miles, second owner, painted 1980, \$5,000. Ron Kuhlman, Gilman, IL. Phone 815-265-7514.

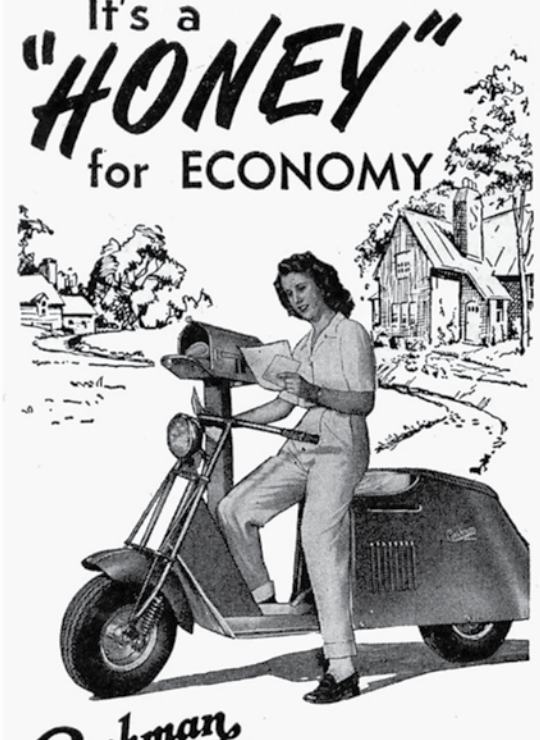
FOR SALE

Set of four stemmed glasses, dated 1978 Cushman, \$185.00. Cushman National Meet Pins, Missing #1 and #11. \$180.00. Cushman Quart Oil Can, \$350. All items are plus shipping. Ron Kuhlman, Gilman, IL. Phone 815-265-7514.

WANTED

The Pony Cycle family would like for you to share stories, pictures and anything interesting relating to the Pony Cycle or M/W Special/Deluxe/Supreme motor scooters made by Hawk Tool in the 1950's. Please go to [facebook@ponycyclescooter](https://www.facebook.com/ponycyclescooter) to post.

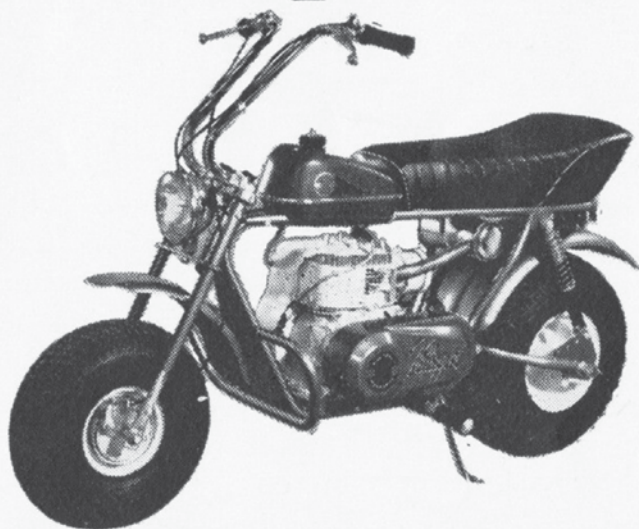
It's a
"HONEY"
for ECONOMY



Cushman
MOTOR SCOOTER

... Gives America
its BEST BUY in low-cost
transportation.

Escape Kit



new Heathkit Hilltopper

Get away from it all in style. This big new trail bike kit is loaded with motorcycle features: telescoping front fork and adjustable rear shocks; 5-h.p. 4-cycle engine with alternator and spark arrestor muffler; load-sensing automatic torque converter; giant 18x8.50-8 rear tire and oversize front tire; 2-wheel brakes; folding handlebars and foot pegs for easy hauling; gold metallic finish.

Kit GT-101, 177 lbs. \$299.95*

Vintage Bikes



The Schwinn Autocycle . . . Favorite of many for its streamlined beauty and patented cantilever frame, built-in Fenderlite, streamlined tank with built-in horn, sturdy luggage carrier and all the famous Schwinn Exclusive Quality Features. 26 inch model No. B-6.



The Schwinn Standard Autocycle . . . The ideal bike for those who desire the added advantages of the patented cantilever frame construction without the special equipment. Included are chainguard, built-in kickstand. 26 inch model No. B-4.

The Best

BIKES IN ALL THE WORLD

"I just love my Schwinn
... It's so much
easier to pedal!"



The Schwinn Panther for Girls . . . Dazzling beauty to dream about! Bright shiny fenders, sparkling two-tone baked-on enamel finish. So easy to pedal too, and the Schwinn knee-action spring fork eliminates uncomfortable road shocks. All the famous Schwinn Panther features too. 26 inch model No. D-77.



The Famous Schwinn Startet . . . a dainty luxurious bicycle that's completely feminine. White grips, white saddle, and sparkling colors in fashion-wise hues. Holiday Rose and Summer Cloud White, Windswept Green and Luscious Lavender. It's America's Leading Ladies Bike. 26 inch model No. D-67.

Schwinn Bikes Are Preferred by over 9 to 1!

Here are a variety of bicycles from a 1952 Schwinn company brochure.



What a great line up of Cushman Golfsters, as seen at the 2021 VMIBC Meet in Portland .

Photo by Steve Abbitt.