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IND

JULY 1961 25c

Are You
TRAPPING
Horsepower?

See page 26

MAY 26 1961

STYLING TIPS—
Dream Car in Compact's Clothing
Customizing Hints for CORVAIR



HALF-TONS HAUC WITH
SWAP TO OHV ENGINES



CONVERT

set up your cycle for sod and sand

ONE OF THE GREATEST thrills of cycling is to be found in leaving the beaten paths and venturing off into nature's little-trodden areas, as yet unsullied by the questionable improvements of civilization. The thrill is two-fold, for in addition to enjoying the scenic offerings devoid of empty cans, bottles, billboards and other vestiges of humanity, motorcycleing becomes a three-dimensional sport filled with freedom-giving opportunity to cavort gazelle-like, unbounded by restraining curbs and speed limits. Here, too, lies a challenge to the adroitness of the rider, taxing his capabilities to maneuver across the ever-changing terrain.

Whether your druthers run toward leisurely cow-trailing, rampant charging in a game of chase-the-rabbit with a few score of other 'hounds', or rallying it up a shot by trying to maintain a pre-set average in a challenging *enduro*, be sure your machine is properly prepared to be best able to negotiate the rough stuff. Modify it for comfort, dependability, performance, handling and FUN!



TO DIRT

photos / Lynn



The '61 Matchless "Westerner" on the opposing page is typical of many of the better built cycles designed for double duty on streets or trails. The same machine (tested in May R&C) was modified to the condition shown above for even better performance in California desert. Stock brake pedal (above) was straightened to move it closer to primary case, head pedal pad shortened (right) to elude unexpected rocks.





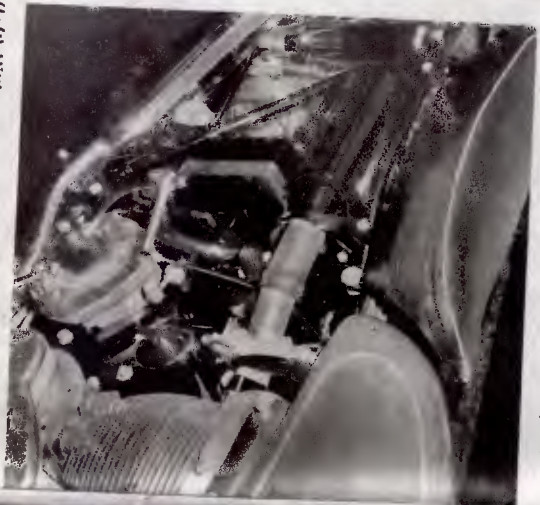
photo by pat brollier



Better drive ratios for nasty territory are provided by addition of Webco's tough aluminum, outer ring to stock 42-tooth chainwheel. Bolts tie \$17.55. Dunlop 'Sports' tire is standard on most stock outer cover removed, inner placed on top to avoid binding if dented. Chainguard is removed to clear large sprocket, allow fast repair.



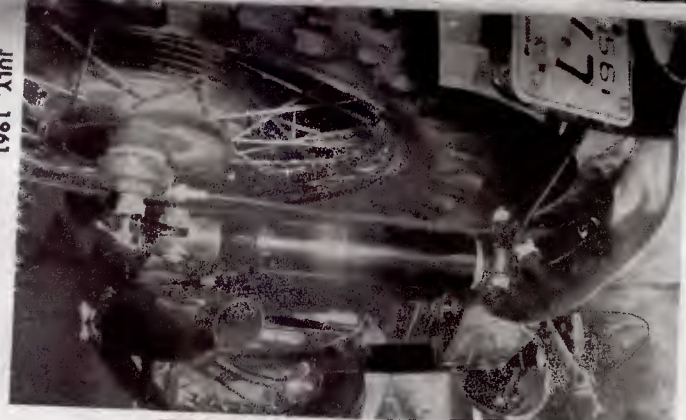
Removal of cover over rear hub on this model is done in case hub bolts loosen in rigors of competition or hard riding, thus allowing easy inspection and tightening. Speedometer drive is re-installed on hub. Cap end of drive if speedo is not being used. Similar cover on front hub may be removed if desired. Applications shown here are not common to all bikes, but are generalized to indicate things to watch out for.



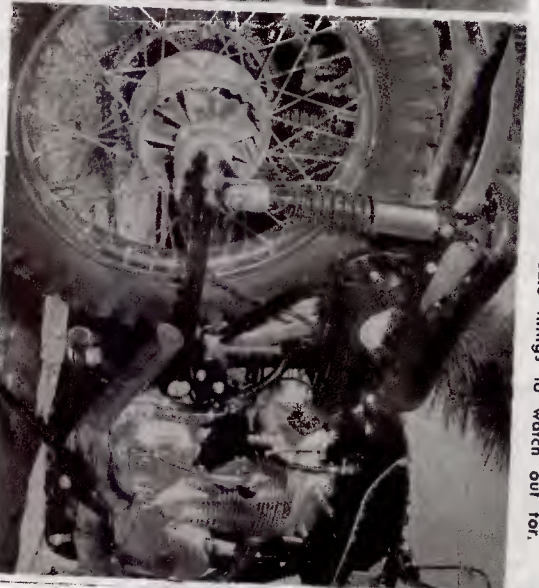
(Left) Hitting a hard one can bottom front forks on softly sprung machines. Some riders prefer stiff sections, extending forks for greater travel. Dampening in hydraulic units may also be modified. Rubber 'boots' replace metal covers.

ROD & CUSTOM

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Photos at left show details of right side, including the poorly routed speedo cable on stock machine (center). Cable is rerouted (above) to prevent catching on knob tire during wheel bounce. Battery and muffler are removed for competition or strictly daytime riding in unpopulated areas. Be sure air cleaner is the very best.



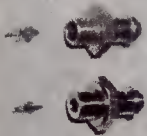
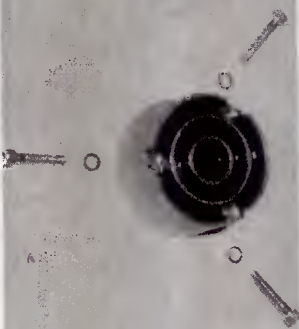
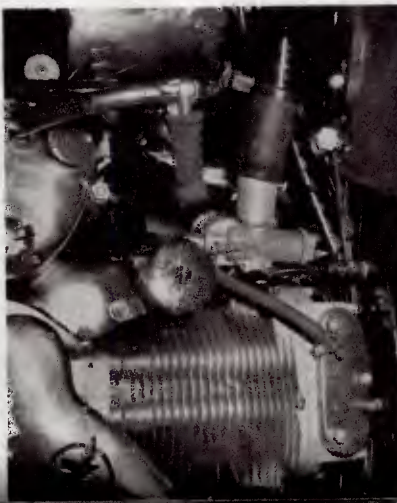
CONVERT TO DIRT continued



Front fenders are handy in wet weather, water crossings and sand, despite tendency by some riders to remove them. On this model, a heavy strap supports stock center brace, adding to rigidity of front forks and assuring they will work together. For best work in soft stuff a 4.00 x 19 tire is used.



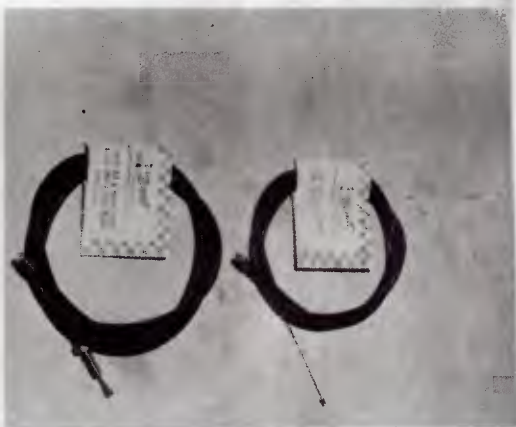
Big factor in rider comfort whilst bouncing across desert is deeply padded (foam rubber), leather covered TT saddle by Bates for less than \$30. Lip on rear adds to security. License is removed when no public ways are to be frequented. Engine oil breather pipe has hose added, returns to mill through fitting in tappet cover. New, ball-check breather in cover does job, oil mileage increased.



Helpful accessories for the fuel system, particularly the Amal Monobloc carburetor found on many of the current bikes, are made by Webco. To prevent stave-outs on fast acceleration and hard turns a float chamber extender (left) is available for \$2.95 and a larger capacity needle and seat (left, above compared with stock) are \$3.95. All accessories available from manufacturers or cycle shops.

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Don't be caught without extra cables, especially throttle and clutch. Thread in place alongside existing cables and tape up, as at right. Easily broken plastic tank emblems are replaced with decals. Strips of inner tube on hand grips add hand comfort, are handy for emergency repairs. Extra control clamps are paired, clamped on bar.



photo by motorcycling news

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