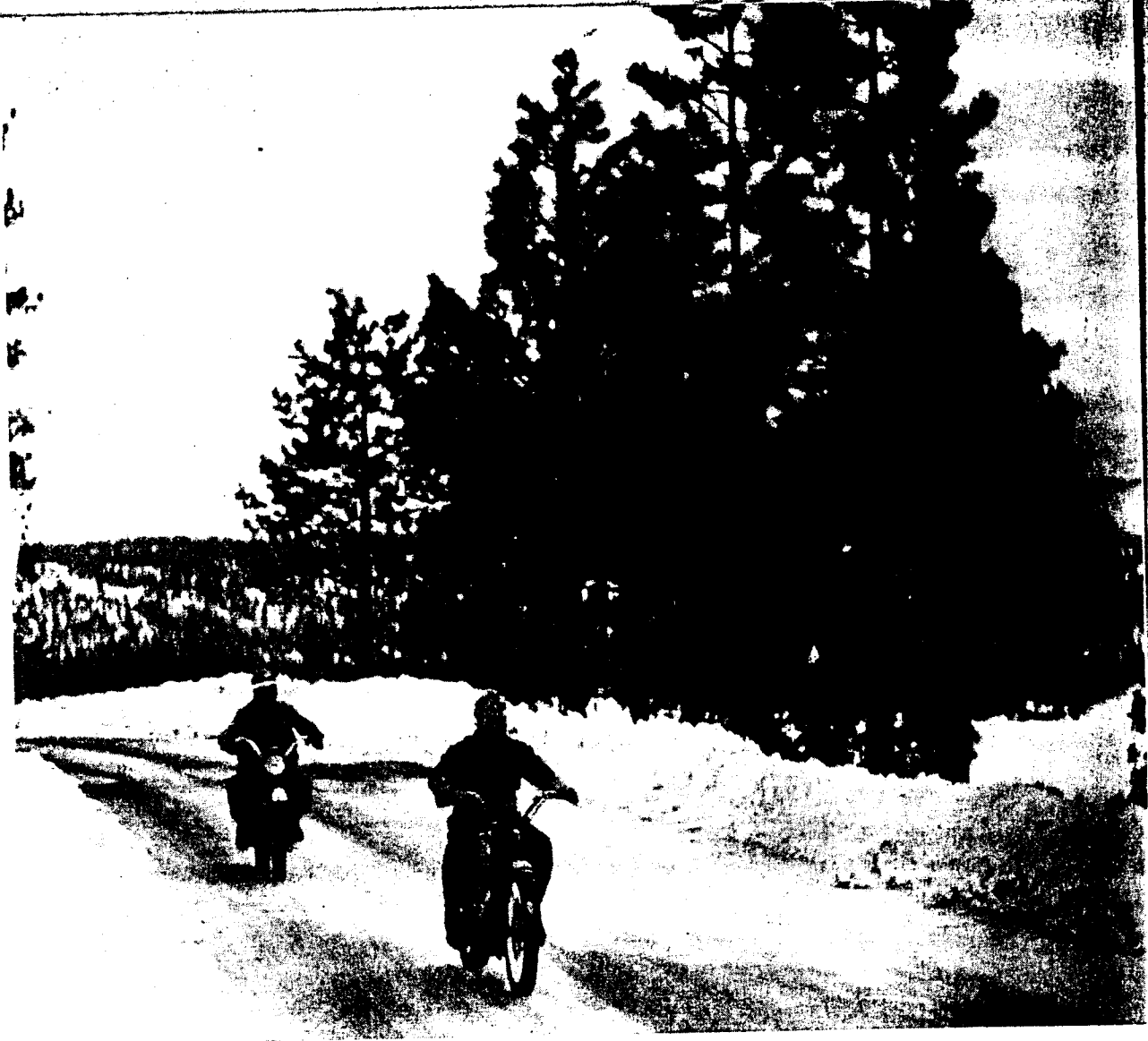


# Motorcyclist

FEBRUARY, 1952

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- BIG BEAR
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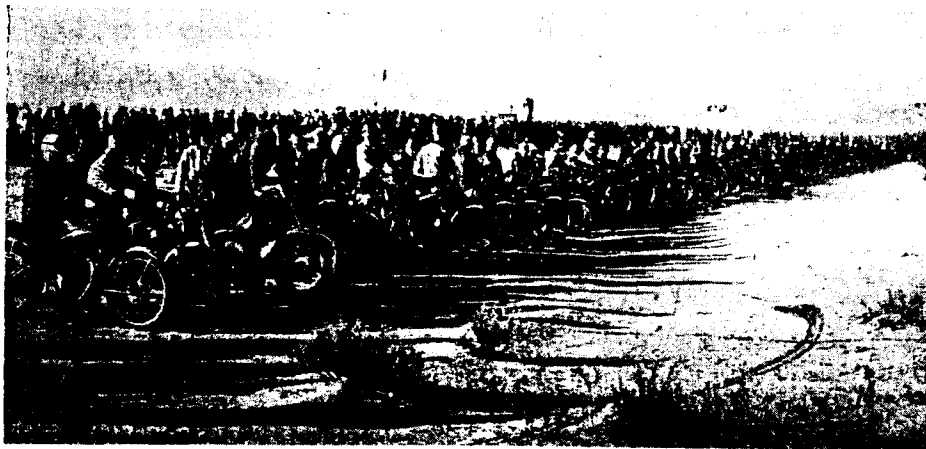
Del Kuhn (leading) and Aub LeBard enjoy the beautiful scenery of Big Bear Lake country, following Del's win of the famous Big Bear Run. Story on Page 8

Bagnall Photo

... covers the field



25¢  
PER COPY  
TWO DOLLARS  
A YEAR



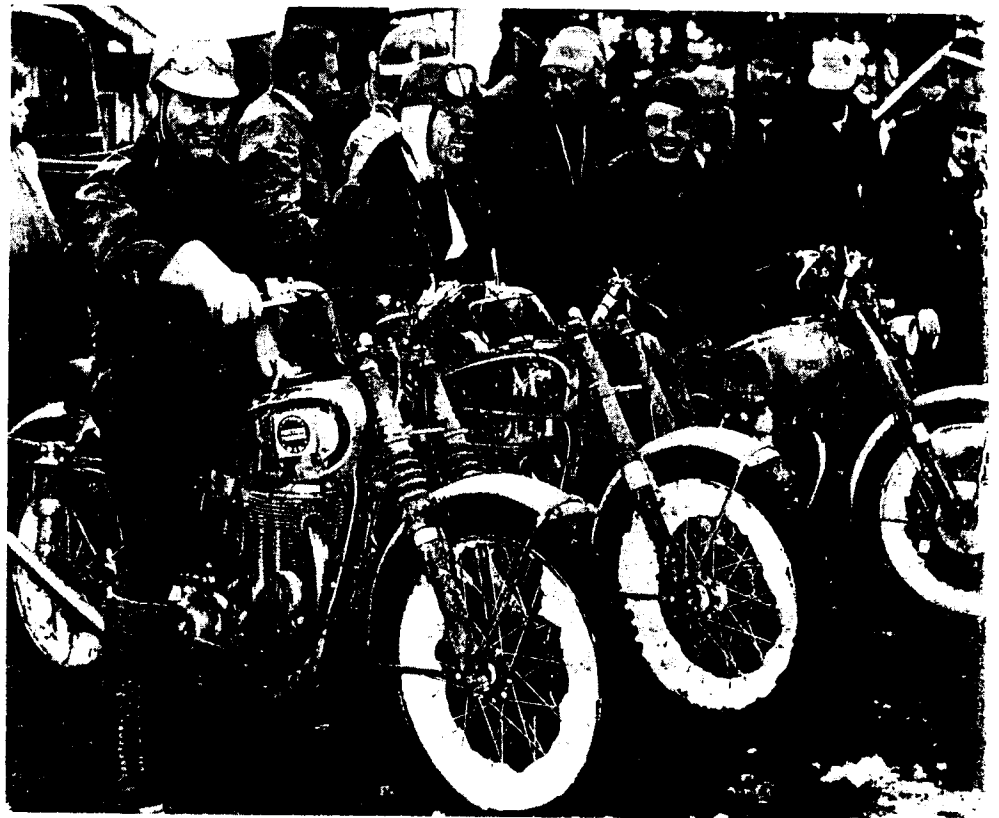
*The Lineup*

Bagnall Photo

*The Winners*

1st Del Kuhn, A.J.S., 2nd Ralph Adams, Matchless, 3rd Roy Burke, B.S.A., 4th Russ Good, B.S.A. (seen over Burke's right shoulder)

**DEL  
KUHN  
AJS**



Campbell Photo

**TAKES 1952 BI**



ONE out of every three hundred and sixty-five days for the past twenty-nine years has been set aside for the greatest and most colorful chase of them all, the "Bear Chase."

Anybody passing by the starting point would certainly know that this was no "run of the mill" event, but something really big to bring out hundreds of motorcycles and cars and the huge throng of people. This year the entry numbered 338 (with the small machines), to say nothing of the many riders and friends in cars who followed the run.

The Bear Chase, to those not acquainted with it, runs on a course over the Mohave desert and up the snow covered mountain fire trails to Big Bear Lake. First man in, wins. This year the popular Greenhorn winner, Del Kuhn, copped that honor, riding an A.J.S. Scrambles model.

The starting point was a mass of orderly confusion. The racket made by the motors and the loud speaker going full tilt in the hands of Cliff Onan and Frank Cooper, was truly exciting. After the five minute bomb, the place gradually became quieter as motors were buttoned for the dead motor start. Finally all was quiet and everyone waited in breathless anticipation for the bomb. There it was! An instant later the ground was shaken by the ear-splitting roar of over 300 bellowing exhausts. Look at the picture at the bottom of the page and imagine all those boys taking off en masse, full bore, in, out and over that sage brush, dust thick enough to chew, and you have seen the start.

The small motors were started by a bomb 15 minutes later.

Geo. Alguire, getting a late start, pushed through the crowd and rode through the string and stake fence enclosing the starting area. He went roaring off, streaming string and stakes, leaving dismayed, amused and one flattened, spectators in his wake.

Before the boys hit the 80 mile check at Lucerne, the lead had changed hands several times. "Impossible Hill" was met and defeated. The now famous wet

"Dry" lake was encountered. This proved to be the undoing of many. Mud-jammed front fenders were prevalent. Most everyone had gone on their ear. That was apparent.

Ralph Adams (he was second man in) recalled sliding sideways across the lake at 40 per as being his big thrill. He said that when he was going onto the lake, a rider ahead of him looked around and saw him, grabbed a handful and promptly came off. He slid along on his back, feet in the air, splashing mud in all directions.

Many of the boys, after leaving the lake, had trouble with their wet pants freezing to the tanks.

Nick Nicholson, 1951 Southern California Hare and Hounds Champ, was being led by Billy Henson when Billy took a very nasty spill. Nick gave up his own chance in the Chase to stay with him until help came. Nick is truly an asset to the sport. We need more like him.

The gas checks at Lucerne were scenes of frantic activity. One rider's tank ran over in the excitement, and the gas hit the exhaust pipe. Poof! Gas was thrown all over everything, including the rider. He hit the dust, and with help smothered the flames in short order. The motor was



Bob Hughes, Ambassador 200 c.c. Class Winner

nearly buried in sand before the flames were put out.

Ray Phillips submerged his Beeza in a big fat water hole after going off a fire trail to miss a stalled rider.

Russ Good was riding in second spot for most of the run, now and then catching a glimpse of Del. After getting well up in the mountains he knew he could not catch Del, so after sliding into a rut and hanging up, he made a comfort stop. In the process his machine tipped over, and before he could right it, Adams and Burke had passed him. He found that he had slipped from second to fourth spot only a very short distance from the finish.

Due to bad drifts the back road into Fawnskin had to be cut out. The riders were given their positions at the Baldwin Lake check and rode at their own pace on the pavement to the official finish at Fawnskin.

This year's Bear Chase was probably one of the most successful in the event's history, and the Three Point Club deserves a lot of credit for a job well

Results

1. Del Kuhn ..... A.J.S. single
2. Ralph Adams ..... Matchless single
3. Roy Burke ..... R.S.A. single
4. Russ Good ..... B.S.A. single
5. Dalton Holiday ..... Matchless single
6. Chas. Cripps ..... A.J.S. single
7. Gordon Millen ..... A.J.S. twin
8. Gary Mullard ..... A.J.S. single
9. Butsy Mueller ..... A.J.S. single
10. Wally Albright ..... Matchless twin
11. Kenny Yarn ..... Triumph Bird
12. Stubby Free ..... Triumph Bird
13. Don Surplice ..... B.S.A. Gold Star
14. Bob Sothern ..... Triumph Trophy
15. Cleve McNeal ..... Triumph Bird

200 c.c. Class

1. Bob Hughes ..... Ambassador
2. Carl Foltz ..... Excelsior
3. Cordy Pieper ..... B.S.A. 125 c.c.

250 c.c. Class

1. Allen Sutterfield ..... B.S.A.
2. Del Branson ..... Indian Brave
3. Ken Peterson ..... Jawa

# BEAR RUN

By BILL BROKAW





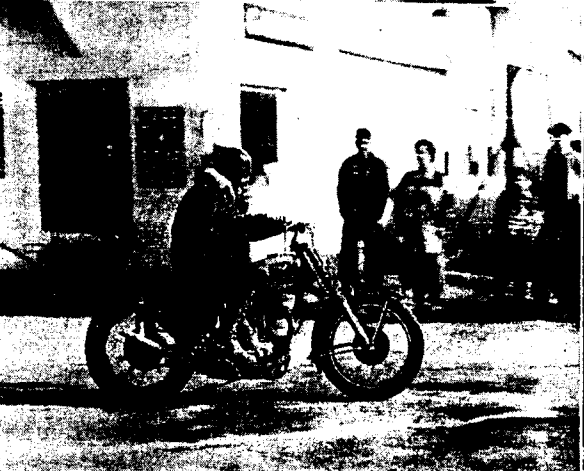
Throwing Sand



Super Service



Man from Mars



Making up Time



Russ Good leaves a checking station. That's Mrs. Good he's throwing sand at

Rollins Photos

done. Only one sour note marred the entire run. Advance entries were not accepted and although entries opened at dawn, the riders didn't start rolling in until after 8:00 o'clock. With over 300 entries to be handled, the inevitable result was that a probable 50 were left sitting in line when the starting bomb went off.

The promoting club lost some potential income through not accepting advance entries—many riders suffered a disadvantage by not allowing themselves adequate time ahead of the scheduled start.

As Aub LeBard so ably put it at the Trophy presentation, "When an event as large as the Big Bear is set to start at 9 o'clock with all checking stations set up on that schedule, there can be no postponement of that starting time."

The riders agreed, and good-naturedly took most of the blame upon themselves.

Del Kuhn, the proud and deserving winner had this to say about the run:

"I think every Hare & Hounder has dreamed, as I have, of winning the Granddaddy of them all, 'The Big Bear Run.' After five previous Bear Chases this, my sixth, was really a dream come true because I didn't know for sure if I could ride until two days before the run. I had to work until 3 A. M. and was a little tired and sleepy when I got out to the starting point, but once in the starting line the excitement and suspense soon had me wide awake.

"At the sound of the starting bomb I was fortunate in getting away with the first of the pack. The lead position changed several times during the first ten miles between Lammy, Ekins, Good, Gordo and myself. Just before the first check I was lucky enough to get the lead with Russ Good close behind.

"The course wound out through the desert over the famed "Impossible Hill." The next excitement came while crossing the so-called "Dry" Lake bed which I'm sure gave everyone quite a thrill. Leaving Lucerne the course went cross-country for about ten miles of the most rugged going in the run. The next stretch, Rattlesnake Canyon, nearly proved my undoing when I rode into a two foot deep water hole. My motor quit running, so I pushed it out of the water. I thought for sure this was the end of the run for me, but after a few



Del Kuhn in Action  
Canaan Photo

kicks the motor started and I took off again breathing a sigh of relief.

"Leaving Rattlesnake Canyon, everything went fine for me until the last 3/4 mile of deep snow. About 300 yards from the finish I hit a rock with my front wheel, almost slipping over the edge of the trail. By this time I was so tired I barely managed to recover and stay in the Hare's track. Just as I was about to stop and rest, I saw the finish line ahead, which kept me going to the greatest thrill of all, signing in first."

"I was so happy about winning I didn't even mind having to work all that night again. My only gripe was that I couldn't sit around and bench race.

"Congratulations to Three Point M.C. for a well marked course and a well organized run."

Roy Burke brought his B.S.A. down from Portland, Oregon, again to ride the Bear Chase, and took a well earned third place. He says:

"I can truthfully say that being able to finish the Big Bear run with all the checks and up front with the winners has been an ambition of mine for the last two years. This time was my third attempt and I sure feel lucky that I finished in third spot.

"The first year that I entered, I had a flat tire a few miles from the finish which of course put me out, and the second year, which was last year, I seemed to have missed a check (but finished all in one piece) which also dropped me out. At least I arrived at the finish fourth, even though I didn't place, which gave me the ambition to try again this year.

"Luck was with me, as anything can happen on this grind.

"I had quite a few exciting moments, one of which was when a rider fell in front of me on one of those dirt roads and I just barely missed him. I had to stop, as I could see that the rider didn't get up and it was possible that he would need immediate attention. I got him and

his machine off of the road to keep others from running into them. As soon as I saw that he was O.K., I took off for the finish, but seeing that he was all right was worth the valuable time it cost me.

"I really do enjoy riding in the Big Bear Chase, even if its a long way from home and a lot of work. I do believe that Big Bear deserves to be a National, as it is truly a great run."

This year, classes for the smaller machines were inaugurated. Al Sutterfield, riding a B.S.A. topped the 250 cc entries, and Bob Hughes, who came down from San Francisco bringing his Ambassador, won the 200 cc Class. He wrote:

"It was certainly a thrill to be the winner in the lightweight class of the Big Bear Race, since I had not even planned to enter the race. I had heard a great deal about it, but it was due to the encouragement of Hap Jones that I decided to come down and take my chances.

"We stayed overnight at Victorville, and got an early start in the morning, checking in well ahead of the 9 o'clock deadline.

"While I got off to a good start, I managed to "get off" three times in the first six miles—and after the third time I decided to take it easy and settle down to some serious riding.

"I liked the hills best and found it was easiest to go down hill. I guess the experience you get riding in hilly San Francisco served me well. It was on the hills that I started to pass the boys on the big motors and continued to do so all along the way.

"I rode nip and tuck with Carl Foltz, the second place winner on a Villiers Excelsior all the way up to Impossible Hill. He must have run into some trouble there because I didn't see him again, and I arrived at the finish line with



One of the Hounds in the Desert  
Brokaw Photo

about a 20 minute lead.

"The race was a lot of fun and what I enjoyed most was when I passed Harold Emmick sitting in a big mud hole. Too bad he didn't have a set of those Avon Gripster Tires, because they sure pulled me through those mud holes."

If you have been wondering where the three-time Big Bear winner and present Hare Chase Champ was, Aub LeBar, with the help of Lloyd Bulmer, layed the top part of the run. Aub is the boy that made the snow-covered fire roads passable. The riders and the Three Point Club all extended him a vote of thanks.

### BIG BEAR FINISHERS—BY MACHINES

	1952			1951		
	Started	Finished	Percentage	Started	Finished	Percentage
A.J.S. ....	51	23	45.1%	26	3	11.5%
Ariel ....	4	1	25.0%	9	2	22.2%
B.S.A. ....	83	24	28.9%	63	10	15.9%
Guzzi ....	3	1	33.3%	0	0	.....
Har.-Dav. ....	37	4	10.8%	32	3	9.4%
Indian ....	19	7	36.8%	17	3	17.6%
Matchless ....	29	12	41.4%	23	4	17.4%
Norton ....	3	0	.....	1	1	100.0%
N.S.U. ....	1	0	.....	0	0	.....
Roy-Enf. ....	2	0	.....	0	0	.....
Triumph ....	65	31	47.6%	42	10	23.8%
Velocette ....	9	1	11.1%	8	2	25.0%
Ambassador				11	0	.....
Excelsior				3	0	.....
Jawa				1	0	.....
Mustang				3	0	.....
Puch				2	0	.....
Rudge				1	0	.....
Totals	306	104	33.9%	232	38	16.4%
Small Motor Class*						
Ambassador ....	2	1	50.0%			
B.S.A. ....	8	5	62.5%			
Excelsior ....	3	2	66.6%			
Har.-Dav. ....	4	1	25.0%			
Indian ....	4	3	75.0%			
James ....	2	0	.....			
Jawa ....	4	2	50.0%			
Totals	27	14	51.8%			

\*In 1952 the Small Motors were run in separate classes, starting 15 minutes after the Big Machines, and covering only half the course.