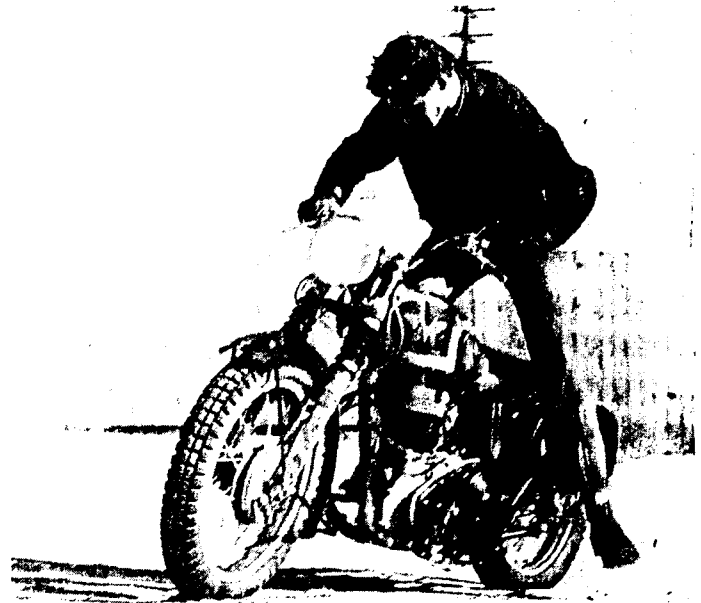


The Matchless is taken out of the deep freeze and rolled out into the street, where Bud is shown starting it up.



A MATCHLESS TAKES THE "FREEZE" TEST

Bud Ekins Gets Some Pointers On Preparing His Big Bear Equipment

By MAURY POWELL

DISQUALIFIED out of third place for missing a check-point last year, Bud Ekins of the North Los Angeles M/C decided to overlook no bets in preparing for this year's annual Big Bear Run.

One of the Southland's top hare and hound riders, Ekins knew that Aub LeBard, three time Big Bear winner, had bowed out of the running and would ride as a hare this year, leaving the field wide open.

He discussed the matter at length with Frank Cooper, AJS and Matchless distributor for California, for whom Ekins rides as well as does a bit of mechanicing (if there's such a word) and both agreed that due to threatening weather conditions they'd have to take extra precautions in preparing their 1952 Matchless Twin for the desert-to-mountain grind.

Ekins' major worries were, (1) Water getting into the fuel line, and (2) Start-

ing up should his motor conk out.

Frank Cooper made the suggestion the additives might help, but then came the problem of selecting the proper ones. A long-time user of Wynn's Friction Proofing Oil in his race boats, Cooper was well acquainted with the firm's older line of products, but he was not too well versed on the qualities of several of the newer items on his display shelf.

With Ekins urging him on, he telephoned the additive concern, whose offices are located in Azusa, only 25 miles east of Los Angeles. An appointment was made with its president, Carl Wynn, who, when acquainted with the problem confronting them, offered to arrange for what might be termed a research project.

Ekins was jubilant, for he had succeeded in interesting both the factory and the dealer in concentrating on pro-

viding him with technical data which he felt sure would help him put that extra touch to his equipment.

Frank Cooper was also pleased, for he is a shrewd operator, and rarely misses an opportunity to place the machines which he handles as both distributor and active dealer, in the limelight.

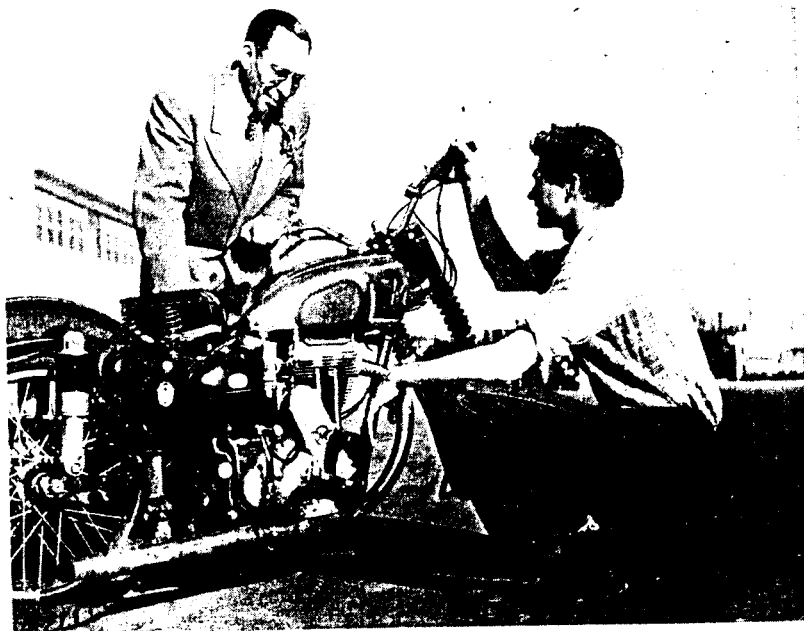
From the Wynn viewpoint, they were vitally interested in this chance to prove the merits of their products in such a practical and conclusive experiment.

Accordingly, Cooper and Ekins appeared at the plant at the appointed hour, with a 1951 Matchless single 500 c.c., in fact the very one which Bud rode in the previous Big Bear go.

There they met Carl's brother Clarence, who is head of Wynn Oil Laboratories. A member of the S.A.E., Clarence independently develops and manufactures a variety of products which are sold through the Wynn Oil Company. He

Photo: ' ' REFINER

Carl Wynn, left, president of Wynn Oil Company of Azusa, Calif., appears pleased as he checks Matchless with Bud Ekins after the latter had started and ridden the cycle following its removal from the deep freeze.



the project, with Jack Seward as his aide de camp.

Some time was spent in describing the rugged conditions of the Big Bear run, after which the factory men evolved the following research plan:

(1) The motorcycle would be thoroughly treated with the proper Wynn's and Wynoil's products; (2) it would then be placed in a deep freeze unit overnight; (3) it would be removed and at-

tempts made to start it up and operate it at once; and (4) the motor would be inspected to ascertain mechanical results.

Chief object of Point 1 was to friction proof the motor to provide the lubrication plating Wynn's oil achieves through its ability to penetrate the microscopic pores of metal. Production Chief John (Red) Appelt, assisted by Ed Sible and Bob Ellis, took over the actual job of

preparing the Matchless for the project, while Bud Ekins looked on, taking in every detail of each operation.

First, the motor was thoroughly purged of sludge, gum and other deposits by pouring a pint of Wynoil's new Engine Flush Concentrate into the oil tank and running the cycle on its stand for 20 minutes. The two-quart oil tank was then drained and refilled with a winter-weight oil to which was added the factory-specified three ounces of Wynn's Air Cooled Engine Additive.

The gear case was drained and a fresh pint of winter-weight oil poured in plus one ounce of the same additive.

Next, the gasoline tank came in for attention. Two four-ounce cans of Wynoil's new Dri-Powr were added as the tank was filled with a premium pump fuel. Dri-Powr is a new product that prevents water-polluted fuel lines from freezing as it mixes with the water and makes it burnable. (Ed. note—This should be good news for you boys who have to build small bonfires under your carburetor bowls to get your motors started on those coooold nights after club meeting). This additive also interested Ekins because of its ability to clean carburetor jets, thus lessening the possibility of sand, dirt and other foreign matter from collecting and fouling the "pot."

To provide "hot spot" upper cylinder lubrication, one four ounce can of Wynn's Ring and Valve Additive also went into the gas tank.

All this accomplished, it was decided to give the motor a "speed-up" treatment to make certain that the additives well penetrated their targets before the motor was placed in its icy berth. Ekins and Sible alternated in running the Matchless hard for about 16 hours over a two-day period.

(Continued on Next Page)



Bud, who's been hampered by water getting into gas lines during previous Big Bear Runs, pours Dri-Powr into gas tank after learning that this new product makes water burnable.

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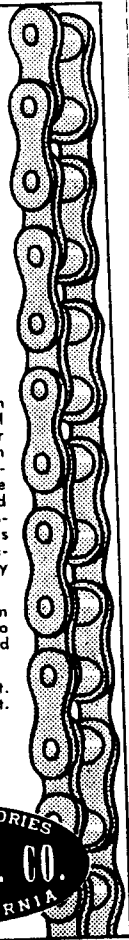
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MATCHLESS TEST

(Continued from Previous Page)

The motor was returned to the Wynn plant for a duplicating oil, gas and additive dosage just before being placed in the freezing unit. Final steps included removal of the battery and the application of Ignitionite (water-proofant) to the wiring, and the Matchless was consigned to its freezing berth at 5:00 P.M.

At 9:30 A.M., the following morning, Appelt and his crew went a step farther and doused water over the cycle several times, to give it additional weather test. It was otherwise untouched and left to gather icicles.

Having ascertained from Floyd Clymer—well known authority on all things concerning past doings in the motorcycle world—that there was no previous record of any such tests, it was with some excusable trepidation that all awaited developments when, at 10 A.M., 15 hours after its icy incarceration, the Matchless was taken outdoors for its severe test.

Bud, his teeth chattering, straddled it, punched the kick starter once, then once again and on the third whack, when he had given the carburetor tickler an energetic going-over, the Matchless roared into full life.

"I'd have sworn that this thing was frozen solid and would never start," Ekins smiled.

He was directed to take right off without benefit of a warmup period. Al-

though looking askance, he gave his mount full throttle on a near-by road. He charged back and forth at high speeds for about five minutes before returning for a preliminary inspection.

Hardly knowing what to expect, the Wynn officials and Ekins looked the motor over very carefully for any signs of tortured metal—but nary a departure from normal could be found.

The first phase of the test ended and was, of course, acclaimed by all observers as a complete success.

"The part that gets me is that the oil was congealed to the point where it definitely was not flowing at the time I started up," Ekins said "Therefore, when I revved her up to about 5000 RPM's right off, I know that the motor was running only because of that lubrication 'plating' provided by Wynn's Friction Proofing Oil."

Bud was subsequently directed to take another excursion at high speed before returning the Matchless for another and more extensive check-up. He worked over an unused trail into the hills for a half-hour, then wheeled his mount to the Wynn plant, where he turned it over to Carl and Clarence Wynn and their technicians for one last going-over. Everything checked perfectly once again.

"Sure want to thank you fellows for running this test for Mr. Cooper and myself," Ekins told them. "If I do at all well in the Bear chase, it'll be due to the help you gave us."

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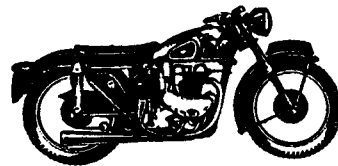
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Lucerne Valley, California, Jan. 6, 1951

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350 c.c. and over Class

- | | |
|---------------------------|-----------------|
| 1. Del Kuhn | A.J.S. single |
| 2. Ralph Adams | Match. single |
| 3. Roy Burke | B.S.A. single |
| 4. Russ Good | B.S.A. single |
| 5. Dalton Holliday | Match. single |
| 6. Chas. Cripps | A.J.S. single |
| 7. Gordon Millen | A.J.S. 35" twin |
| 8. Gary Mullard | A.J.S. single |
| 9. Chas. (Butsey) Mueller | A.J.S. single |
| 10. Wally Albright | Match. 35" twin |

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 Petersen | Jawa |

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1951 Tri-State Championship Endurance Run—
(Amarillo) 225 Miles

First lightweight and sixth place open competition—
Walt Fulton, Mustang Special

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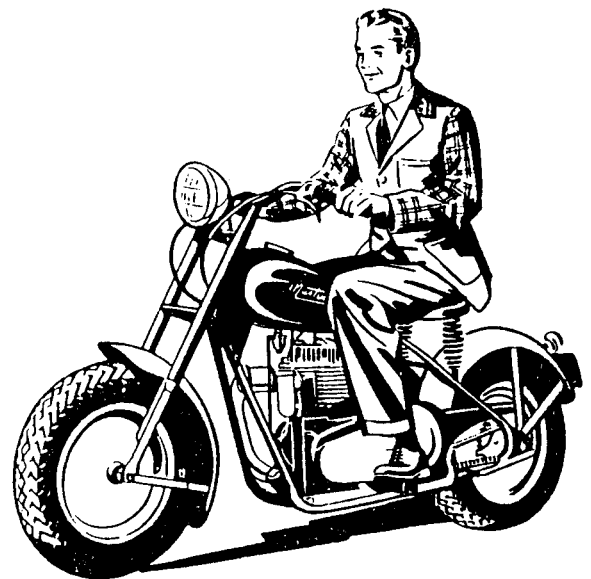
Class B Winner (and only rider to make all checks)—
Walt Fulton, MUSTANG SPECIAL.

1951 Catalina Grand National—
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Small Motors Race—
2nd—Tom Bizzarri, MUSTANG SPECIAL.
10th—Bob Onstine (14 years old), MUSTANG STANDARD

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