

1947 BIG BEAR RUN DICK PAGE, WINNER

BIG BEAR, Calif. January 5th: Taking first place in the annual Big Bear Run today was Dick Page, H. D. 74 OHV, second Ray Tanner, H. D., and third, Stan Irons, Matchless 30.50. In a gruelling 126-mile run starting from the fringe of the desert at Saugus in the early morning, crossing dry and "semi-dry" river beds, through canyons that seldom get traversed, on across the Mojave desert, over two hundred entries slammed their motors as no motorcycle should be treated. Flying sometimes, and other times pushing, grunting and groaning, the riders sped on across the desert to the low foothills of the San Gabriel mountain range and then began the ascent to their goal, Big Bear Lake, a mere 7000 feet above them.

While the desert portion of the run has the ability to knock many motorcycles out of the race, what with sandy river bottoms to negotiate, rocky terrain and similar types of ground native to the region, the climb from a close-to-sea-level elevation to seven thousand feet has a tendency to knock the riders themselves. Far from being any easy deal, the last fifty miles of this torture trek proves plenty; certainly soundness of both wind and limb in riders and motors. Over the desert portion of the run some straightaway travel is made, but not after reaching the foothills. Actual highway travel can be said to be nil except for crossing two main highways.

Sponsored by the Three Point Motorcycle Club of Hollywood, this first post-war running of the famous Big Bear Run has all the earmarks of being one of the best although at this time the complete results are not available. The close to two hundred and eleven entries set a record. The weather seemed to bless the run with clear, not too cold air, and the last rain and snow had been two weeks previous. The first entry to arrive at the destination seemed to have come in earlier than any riders in pre-war years although veteran riders will probably dispute that statement. Once the first three riders arrived there was a steady, clocklike arrival of the "also ran's", a position not to be sneered at in any sense of the word, in fact, a position to take some pride in. The riders got a good send-off from fellow cyclists at Saugus that morning, and an even larger welcome at Big Bear, many of the on-lookers having started with the run and followed as closely as the highway would permit, coming up the back road to the terminus of the run. Check stations are not too accessible along the route and to keep abreast of just the first ten riders only about two checks can be visited and still beat the boys in.

Not enough credit can be given to Southern California's District Referee, Royal Carroll, who is the originator of

this run and the sparkplug in putting it over. Not only does Carroll promote the event but was the Hare who laid out this year's course, a feat of no small size. While the course has been well traveled in previous years, it takes an expert such as Carroll to put the right "kinks" in it to make it a real run. There is no question this run deserves greater publicity and interest on the part of any rider who fancies him or herself an enduro rider. While many courses are longer, none can compete in toughness although it can be said that this year the weatherman did favor the rider considerably and made the run much faster than has often been possible. The one disadvantage is that other than at the start and finish the general public is denied much good action, this type of run not permitting any long time at a highway crossing or check stop if the completion is to be seen. The action and "fun" seems to be for the riders themselves, not the public.

First ten riders: Dick Page, H. D.; Ray Tanner, H. D.; Stan Irons, Match; Dutch Sterner, Match; George Gunther, H. D.; Aub Tabard, Match; Lammy Lamoureaux, BSA; Earl Flanders, AJS; Glen McGill, Indian; David Buckwilder, Indian.

LLOYD MAYER

FATALLY injured in the Big Bear Run on January 5th, Lloyd Mayer sustained a fractured skull and died shortly thereafter. The accident took place on the ascent from the desert to Big Bear. Two other riders received injuries but not of such a serious nature. To his family and friends and fellow riders, the Motorcyclist and the staff tenders its sympathy.

RACING INSURANCE

ONCE again the old gag "death takes a holiday" can be used, but not in connection with highways. Death took a holiday from California highways on January 5th and visited the Big Bear Run as an interested bystander, but he can never resist doing a little business on the side, so one rider who hit some bad luck, had his motorcycle spill him, got his number called pronto. The death of Lloyd Mayer from a fractured skull again points out the need for crash helmets in ANY type of competition . . . not just the dirt track. Had Mayer been equipped with a crash helmet, this death would not have marred an otherwise excellent event. Authorities in charge of

the run make no effort to conceal the fact that lack of head gear caused this death. In the future it is hoped that crash helmets will be mandatory for all riders in Big Bear Runs, and no rider will be checked out without one. It is deplorable that our national motorcycle association lets this situation continue and more stringent application of the crash helmet ruling is not enforced. With these helmets now available again throughout the nation, no rider need be without this cheapest of insurance.

POWERCYCLE ASSOC. MEETING

OFFICERS and Directors of the International Powercycle Association met on December 19, in New Orleans, and planned an aggressive, Nation-wide effort to get the Association's basic safety standards in design and equipment adopted by all powercycle manufacturers. Also, they outlined an educational program aimed to bring about adoption, by the various states and municipalities throughout the United States, of more uniform safety regulations, as to maximum speed, maximum weight, brakes, and lighting of powercycles.

J. Paul Treen, head of the Treen Engineering Company, New Orleans, is President of the International Powercycle Association. "The Association's safety standards have been adopted by several leading powercycle manufacturers in this country, and are under consideration in several foreign countries", said Mr. Treen. "To activate its program, the Association will open an office in Chicago, in the Civic Opera Building, shortly after the first of the year."

Others present at the meeting were: the Vice President of the Association, Harry Rothman, San Francisco; the Executive-Secretary, Carl Treen, Chicago; Addison O. Wood, Baltimore; Robert J. Utter, San Francisco; Gardiner Platt, New York, and Durel Black and H. A. Terry, New Orleans.

1947 WEEKENDS

EARLY in the year we are calling to your attention that 1947 offers two holidays that make for long weekends. May 30th, Memorial Day and July Fourth, both fall on Fridays. Per usual, Labor Day, September 1st, will be on a Monday. This will make it possible for a great many riders to take extra long trips over these weekends with the possible loss of only one half day of work on Saturday. It would be an excellent time for clubs and individual riders to plan ahead to make the most of three weekends, and not wait until the day before the holiday to advise the boss that they want a little extra time off. It is not unusual for most of us to note the calendar only month by month—never in advance. This may help all our readers.