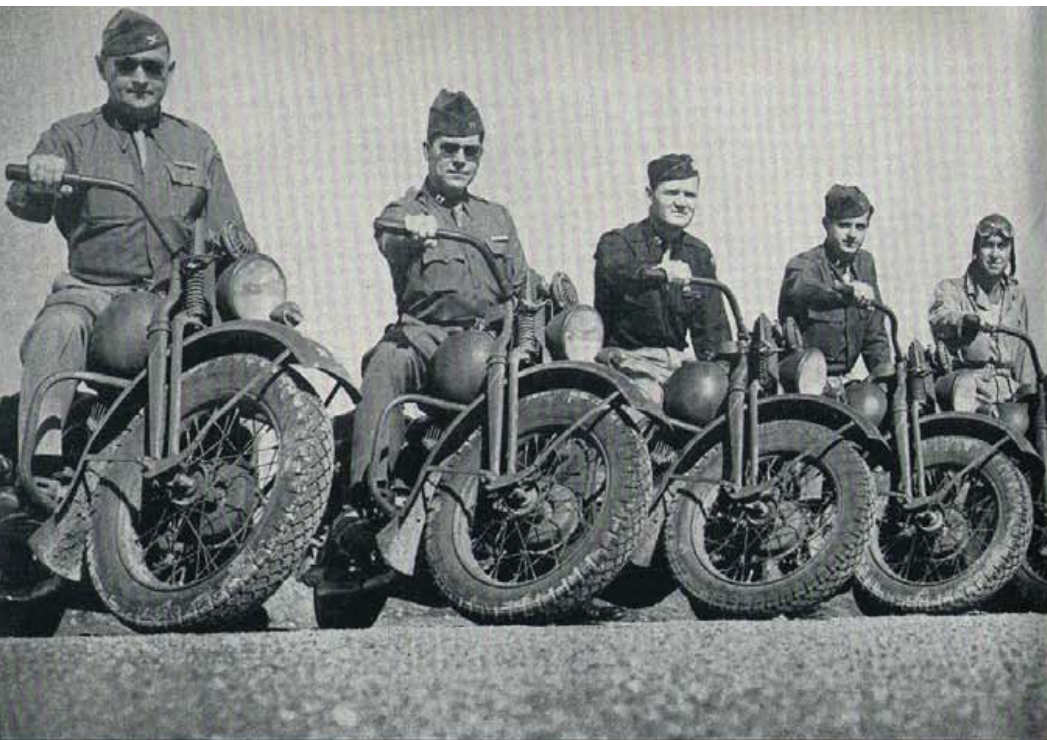




# *The Enthusiast*

A MAGAZINE FOR MOTORCYCLISTS

MAY  
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## » » » Army Motorcyclists Train Hard at Camp Hood—Tank Destroyer Center

By LIEUTENANT EUGENE H. BEACH

WAY out on the dusty plains of Texas, the horned toads and jack rabbits are scurrying for shelter, for there is a new animal thundering over the sage. It is the new hard-hitting, fast-moving Tank Destroyer, built to seek out enemy tanks, strike at them in sudden, swift fury, and destroy them completely.

Out in front, bouncing over the rough terrain, speeding across the open spaces, moves the advance reconnaissance — the Army Motorcyclist. Tough and hard, toting a Tommy-gun, he is ready for any mission. Somewhere back in the battalion is his buddy, the motorcycle mechanic, who keeps his Harley-Davidson running to perfection. Behind all this is the TD School at Camp Hood, turning out tacticians, gunners and mechanics for the

latest combat units—the Army's TD Battalions.

Mechanics for the battalions receive three months of intensive training in the School's Automotive Department before being assigned to their new units. This department is divided into five groups: Engines, Chassis, Operations and Maintenance, Gun Mount, and Motorcycles. Students spend the first two months in Engines and Chassis, learning the fundamentals of ignition, carburetion, engines, and power transmission systems.

Upon the recommendation of the in-

*Left to right in the lineup above are: Colonel Wheaton, Director of Automotive Dept.; Capt. Lowe, Department Executive; Capt. Blodgett, Motorcycle Group Chief; Lt. Beach, Ass't. Motorcycle Group Chief and staff of enlisted instructors. Upper right: Coming out of a gulley. Bottom: Colonel Wheaton. Signal Corps Photos.*





structors, the last month is spent in some specialized course such as Motorcycles, Gun Mount, or Operations and Maintenance. Students selected for the Motorcycle Group must be alert, intelligent and have plenty of mechanical ability. The first two weeks of training are devoted solely to mechanics. Four students are assigned to a live engine, mounted on a stand, which they completely tear down and rebuild during the first week. During

the second week, the students study motorcycle carburetors, ignition systems, transmissions, lighting systems, and all other related subjects. They are constantly graded on how well they make adjustments and repairs. In addition, a written

*At Camp Hood, motorcyclists are taught to handle their mounts over any type of terrain. In the top photo the new riders are being trained to negotiate embankments. Below: An instructor demonstrates a quick turn. Top right: Classroom instruction. Lower right: Over the top with power to spare! Signal Corps Photos.*





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examination is given at the end of the first two weeks to test their general knowledge of motorcycle engines.

Having learned what makes the Army motorcycle "tick", the class spends the last two weeks in riding. The students look forward to this part of the course. Each student is assigned to a particular machine and is held responsible for it; he is graded on his practical work and on the way he maintains his machine.

In the riding phase of the course, the students are taught to ride on a flat oval track with gentle turns. As they learn to handle the controls, they are graduated to a smaller and more intricate track to improve balance and coordination. Following this, the students ride one hundred miles on the highway and in the busy traffic about the post.

After the students learn to ride on roads, their next and most difficult step is cross-country riding. This is probably

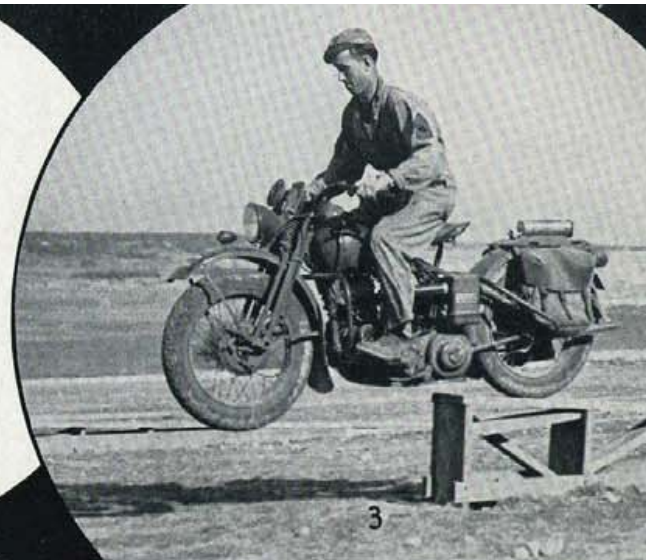
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**COVER PHOTO**  
**WHEN** a student finishes the motorcycle course at the Camp Hood Automotive Department he really knows how to ride and repair his iron horse. He is given intensive training in maintenance technique and winds up his course by mastering the art of riding an iron bronc expertly. In the cover photo, a riding class is shown leaving on a cross-country trip. Signal Corps Photo.

1. Forging a stream during cross-country riding. 2. Deep in a mud hole but smiling cheerfully. 3. Jumping a ramp on the obstacle course. 4. An assistant instructor demonstrates flywheel alignment. 5. For better instruction, the student classes are broken down into small groups. 6. Mud holes are common on the Camp Hood obstacle course. The new rider gradually develops a technique for getting out of these troublesome spots. 7. Here's an advanced riding student climbing a hill. Signal Corps Photos.



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## Motorcyclists Guard New York City

(Continued from page 10)

The purpose of the New York City Patrol Corps is to aid the regular city police who, already overburdened with a thousand wartime problems, have found it exceedingly difficult to carry out the many extra necessary patrols.

The men of Company L report twice a week for duty. The Company is broken up so that a certain number of men are on hand each night to carry out their assigned duties of patrol or messenger work. On Sunday afternoons, all of the personnel of Company L convene for instructions on map reading, scouting, reconnaissance, patrolling, First Aid, jujitsu, formation and combat riding and target practice. The regulation Army Manual is used exclusively in this training.

The New York City Patrol Corps with its large number of eager volunteers forms a well-trained, alert home front army. Despite the long hours and other sacrifices which their work entails, they stand ready to aid their fellow Americans on the front lines of action in the fight to keep our beloved country free.



The Harley-Davidson at the left is strictly GI, while the one to the right is strictly the personal property of Lt. Thomas J. Fowler. He is post transportation officer at the Army Flying School, Napier Field, Dothan, Ala. Photo by AAF Southeast Training Center.

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## Army Riders Train Hard at Camp Hood

(Continued from page 6)

the most thrilling and hazardous part of the course. Since the motorcyclists move in advance of the TD units, they must be able to ride over rough terrain at high speeds, which is far tougher riding than the average riders ever encounter. Therefore, students are given practice in moving over all types of ground. They are shown how to coax machines through streams, mudholes, over rocks, gravel and deep sand. Students become so proficient that steep slopes, gullies, wooded areas, and heavy brush are no longer impassable to them.

The last big problem is to escort a convoy of trucks three hundred miles across Texas through two large cities and back to Camp Hood. Along the way they must control

On tour with the WAAC Band is Staff Sgt. Louise Bruschi, daughter of C. F. Bruschi, Harley-Davidson dealer at Spokane, Wash. Sgt. Louise was photographed on her recent visit to the Harley-Davidson Factory.



traffic at intersections, patrol the convoy for civilian cars and lagging trucks, and mark the route.

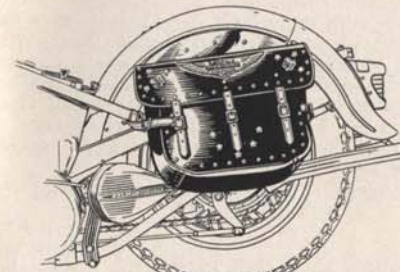
After completing this work, these specialists are ready to be assigned to new units and take up duties as riders or mechanics for one of the fastest moving, hardest hitting units in the Army—the TD Battalion—the slogan of which is "Seek, Strike, Destroy."

## Fred Marshall, Portland Motorcyclist Passes On

FRED MARSHALL, associated for twelve years with the Portland, Oregon, Harley-Davidson dealer, Geo. W. Schantin, proprietor of the East Side Motorcycle Company, died March 4, of brain hemorrhage after a lingering illness. For years, Fred was captain of

the Portland Police Reserve Motorcycle Drill Team—an organization that gained fame for themselves and their city by their thrilling exhibitions on countless civic occasions. Fred was a member of the Pacific Coast International Association of Law Enforcement Officials and enjoyed the confidence and respect of a host of police officials. His last rites were a tribute to the high regard in which he was held. His drill team members acted as pall-

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