

Painting: 1928 Excelsior Hill Climber

Artist: Larry Albert Anderson

Media: Acrylic

Size: W 36" X H 24" X 1.5"

In the 1920s, board-track racing era was coming to an end mainly due to the expense of maintaining the exposed outdoor structures, together with negative publicity following several high-profile fatalities, forced the motorcycle racing to take new directions - most obvious move was to flat-track racing, however another big trend of the 1920s was hillclimb racing. In the early days, near-vertical hill often proved too much, and

riders were ranked based on distance they covered - if they made it all the way to top then time was included.

In race shop at Excelsior headquarters in Chicago the Super X was designed, to develop a new overhead-valve engine for the 45-cubic inch hillclimb class. A 62-cubic inch twin Super X was created by Excelsiors Joe Petral's team that earned the nickname "Big Bertha". As with all of the factory-special engines of the Class A racing era, the number of big Berthas ever produced was small - as a result, few have survived the intervening decades.



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