

*The Harley-Davidson
Enthusiast
August, 1931*



5¢

BARNSTORPERS.CO.NE

THE GREATEST MOTORCYCLES

AND A MODEL AT THE LOWEST PRICE

in HARLEY-DAVIDSON History!

High Spots of the Harley-Davidsons for 1932!

Two New Models
Wonderful New 45 Twin

New 21 Single

New 45 Twin Motor

Gasoline Strainer

Aluminum Pistons

Burgess Mufflers

New Generators

Reverse Gear
(Optional at small extra cost)

New Special Colors

Many Other Great New
Features and Improvements



THEY'RE out! Yes, sir, the new 1932 Harley-Davidsons have been announced, and, as we said before, they're not only OUT but they're way out ahead of anything ever offered in motorcycles before. Read all about them here, then burn up your shoes, tires or what have you, getting over to your dealer to see for yourself these wonderful new motorcycles.

Talk about values, too! One glance at the prices placed on the 1932 models will convince you that this is the year to satisfy that motorcycling fever with a brand new Harley-Davidson. We could go on and on about the new models, but we couldn't do justice to them with our kind of words. That's why we're going to turn the microphone over to our old friend Hap Hayes so he can broadcast all



the details of the 1932 Harley-Davidsons to you direct.

Hap has been as anxious about these new models as a chicken that has just hatched a bunch of ducks. He's been following the engineers around the factory asking them all the questions he could think of. And not satisfied with that, he's been doing everything but take the new models apart to see what makes 'em so much better than any Harley-Davidsons ever built before.

Well, here's "Hap," all set to tell you folks all about it.

Complete Details of the 1932 Harley-Davidsons

By Hap Hayes

Am I excited! Say, I've got so many things to tell you folks about the 1932 models that, honestly, I don't know where to begin. Gosh, you can't imagine the scores of improvements—the dozens of desirable features—that these new Harley-Davidsons offer. And then there are the two brand new models—the 45 Twin and the 21 Single—to capture your attention and admiration.

Of course, one of the biggest things about the whole 1932 line is the sweeping price reductions. Prices have been cut to the bone and now there's absolutely no excuse for you going without your favorite motorcycle a day longer.

But we've got to get organized and tell you all about the new models. The best way to describe any family is to start with the head of the house. That's why we're going to give you the low down, first of all, on the 74 Big Twin.

The 74 Twin for 1932

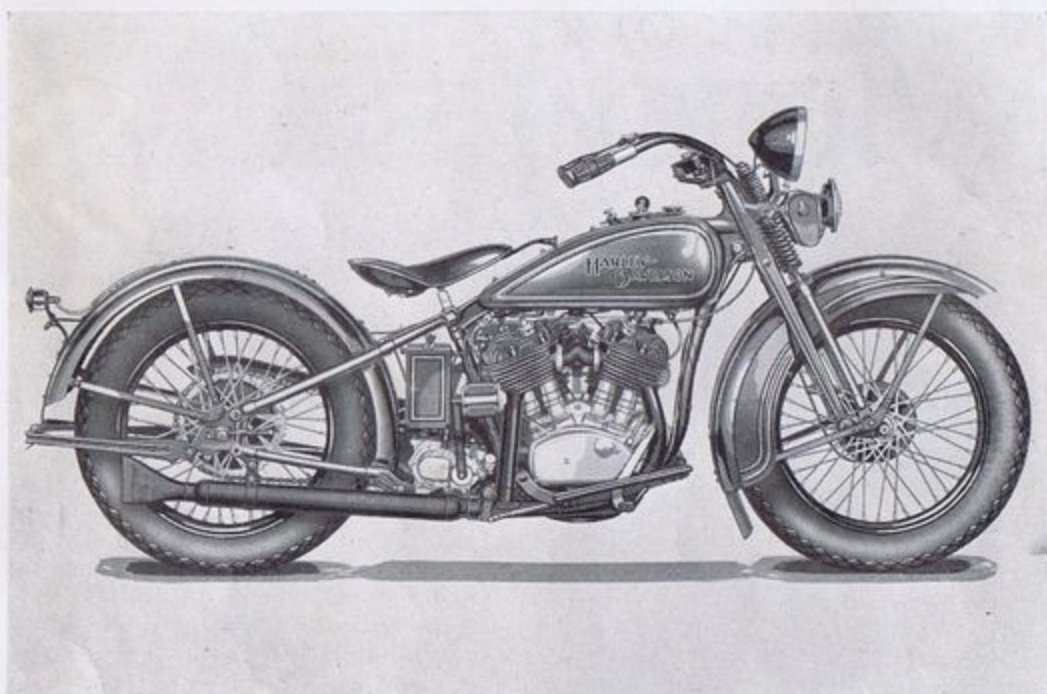
Boys, here's a motorcycle that's king of 'em all for speed, pep and good looks. Naturally, the most important part of this new Big Twin is the power plant—and, believe us, she's got it—we mean "power."

The design of this 74-in. Twin motor is proven beyond a shadow of doubt. Improvements have been made for 1932 that insure an even higher degree of efficiency in operation, in addition to giving you a motor that runs smoothly and lasts longer under the most strenuous conditions.

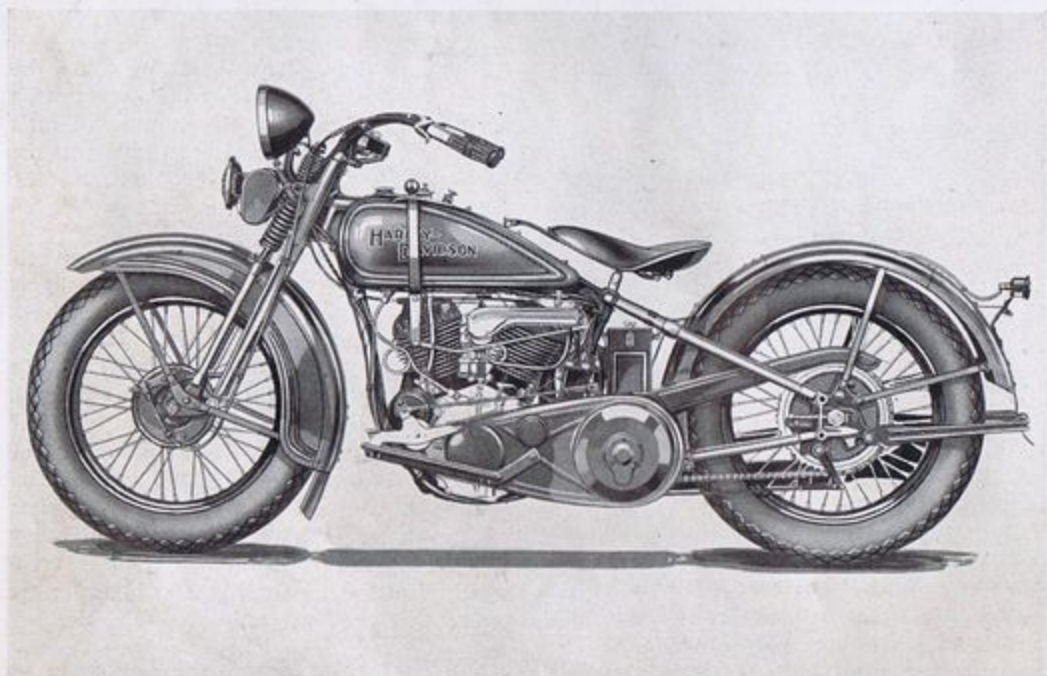
Entirely New Generator

One of the big features of the 74-in. Twin and the 45-in. Twin, too—is a brand
(Turn to page 5)

The 1932 Harley-Davidson "74"

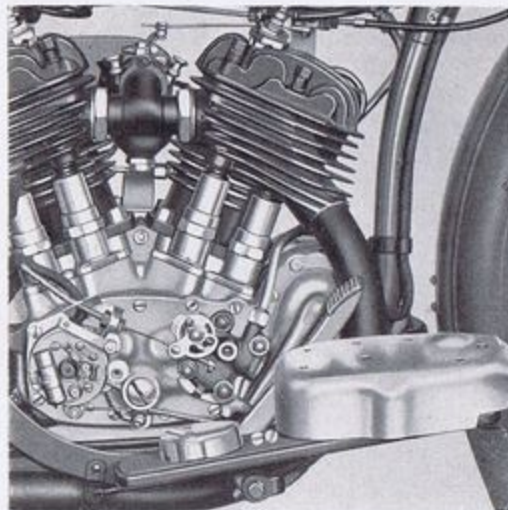


Here's the new 1932 Harley-Davidson 74 Twin as seen from the right side. The attractive, sweeping lines of this powerful Big Twin are accentuated by the new longer Burgess muffler.



The left side view of the same new "74." You sure will feel proud when you wheel one of these handsome, speedy new Twins away from your dealer's store. He's got one waiting for you—talk trade with him now. He will be able to make you a good offer on your old job.

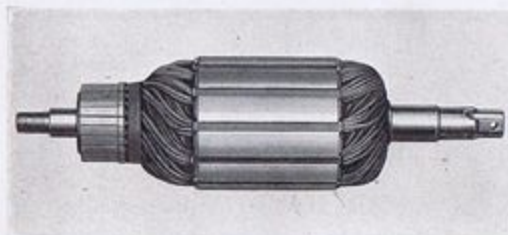
PAWNSHOPMERS CO. DZ



Here's a view of the new 45 Twin motor. Note the accessibility of the timer when the outer cover is removed. The oil pump has been improved, also the method of fastening.

new generator. This new generator has a form-wound 24-bar commutator armature, which means a more uniform output of energy or "juice" and a cooler running generator. Another feature of the new generator is longer brush life through the use of larger brushes.

Servicing the new generator is now a much simpler matter, should service ever be needed, because terminals are on the outside. Better oil sealing is achieved



The form-wound generator armature, a feature of the new generator on Big Twin and 45 Twin motors. More juice and a cooler generator is the result.

between the cam case and generator and the gear side ball bearing operates in a bath of oil.

New Gas Strainer on "74"

The carburetor on the new 1932 Big Twin has a gas strainer attached to the bowl and this valuable addition is sure going to be appreciated by all you riders. An improved float valve, and a longer air intake pipe, brightly polished, are other

improvements on the 1932 Big Twin carburetor.

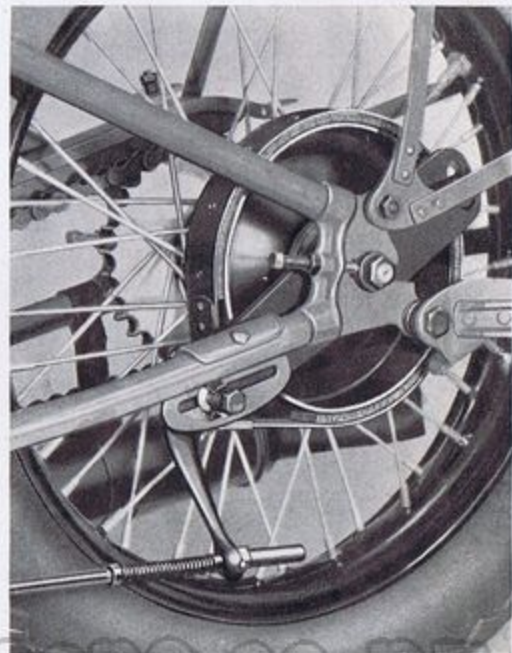
Taking a look into the inside of the new "74" motor we find new piston pin lock rings, a stronger oil pump disc hinge pin, lighter oil pump plunger spring for easier throttle operation, among the many detailed advancements. Improved cooling has been gained for the motor by coring the cylinders between the exhaust valve port and barrel, which permits a current of air to pass where added cooling is needed.

Longer Burgess Muffler

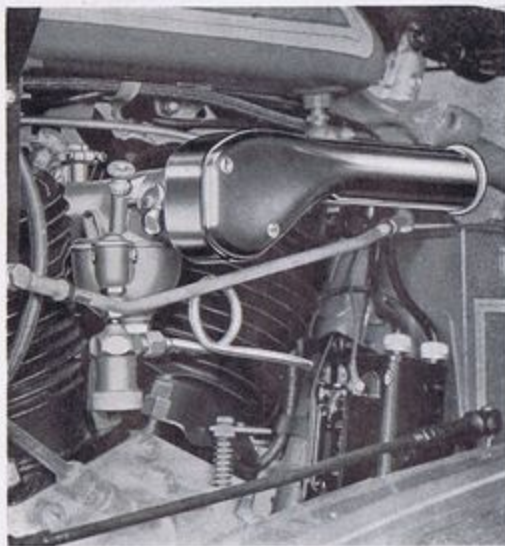
The big success of the Burgess muffler used on the 31's has convinced our engineers that it is the most efficient type of silencer obtainable. For 1932 a longer, somewhat smaller diameter muffler is used. The increased length enables this new muffler to absorb an even greater number of sound waves, for quieter operation of the machine at all speeds.

Many Other "74" Improvements

The starter on the Big Twin for 1932 is now a constant mesh arrangement—meaning that it is constantly in mesh, preventing danger of damage to teeth or gear box. This is a whale of an import-



Note the new hook-up for the "15" rear wheel brake, also the sleeve cover on the rear brake rod. The rear wheel comes off in a jiffy.



Gasoline strainer and long, brightly polished air intake pipe on the 74 and 45 Twins are important features to every motorcyclist.

ant advancement, as most riders know.

Safety is one thing that Harley-Davidsons have been famous for through the years. In fact, Harley-Davidson has pioneered practically every improvement in safety in the motorcycle field. The new Big Twins have had the front forks strengthened, molded anti-score brake lining is used on the brakes—both these features adding to the rider's safety.

And, say, before we forget, we want to add here that gear box breakage is avoided through the elimination of the bracket which was cast on the box.

Detachable Wheel Features

Nothing ever offered motorcyclists, has ever captured their enthusiasm so strongly as the famous Harley-Davidson detach-

able wheels. For 1932 the wheel has longer driving splines for longer wear. Needle type roller bearings are used on the small end of the countershaft gear and longer roller bearings with retainers are on the larger end of the countershaft gear. This added bearing capacity is a big factor in reducing wear.

Improved Appearance!

Not only the Big Twin, but the entire Harley-Davidson line, is much better looking for 1932. The standard color is the famous olive green with vermilion striping but the fellow who wants something different in a special color job can satisfy his cravings at much lower prices. Many unusual and pleasing color combinations are offered this year as standard special colors.

Don't Overlook these Features!

The Big Twin has a lot of features in addition to the new ones that are worth mentioning, although they may be familiar to you. The famous Harley-Davidson spring seat post is one and the wonderful duplex front drive chain is another. The first provides comfort you can't afford to overlook while the second item gives you thousands of miles of trouble-free operation. But it's time to tell you about the new 45 Twin while we've still got some space left.

A Brand New "45"

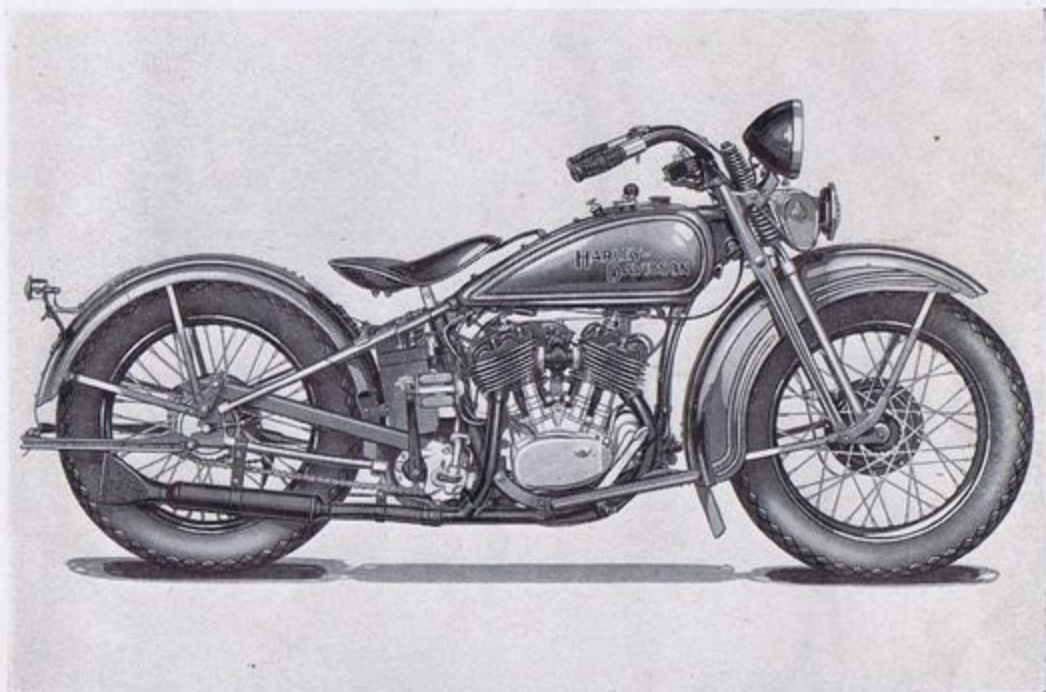
Fellows, this new "45" is a knockout. It's everything a 45 Twin should be and more. From stem to stern it is a motorcycle that will satisfy every desire you ever had for speed, flexibility, easy handling and good looks.

The first thing that will make a hit

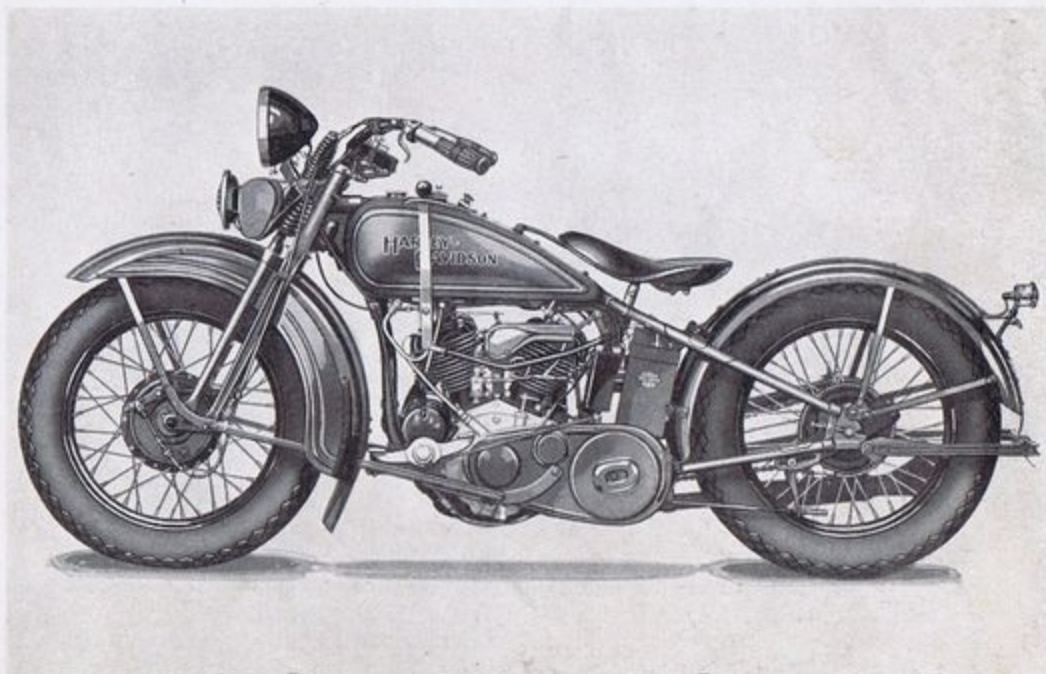


A whole of a success—that's what every rider who has tried it says about the Burgess muffer. For 1932 it's longer and is also installed as standard equipment on the "45."

◆ The New 45 Twin for 1932 ◆

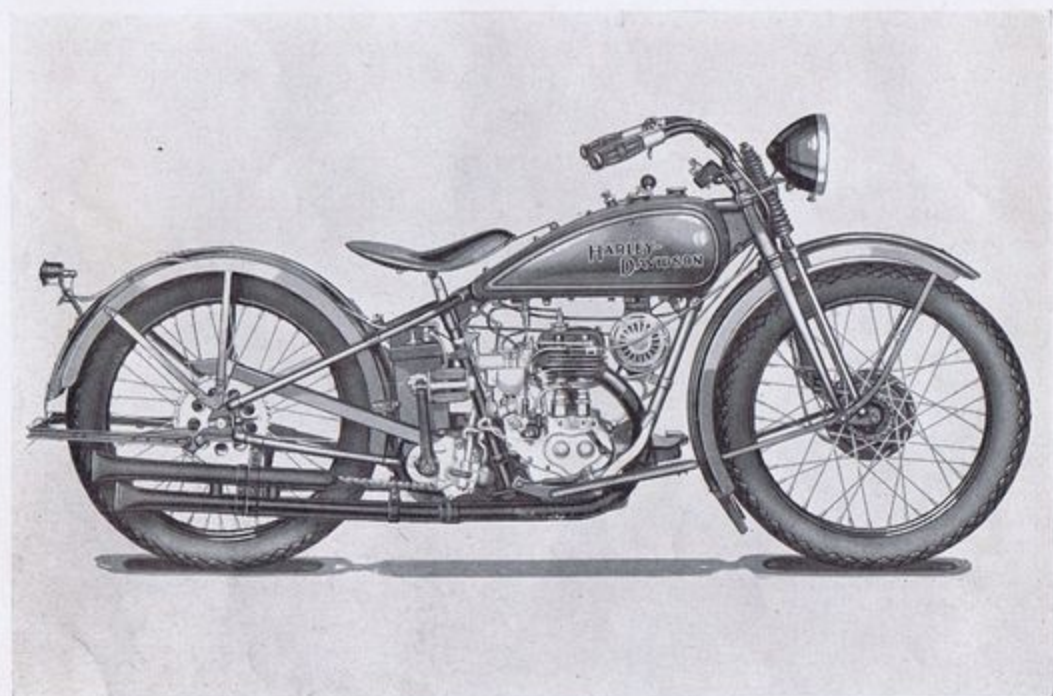


The Big Twin's younger brother—yes, sir, you're looking at the finest 45 Twin we believe has ever been built. This is the right side view of what promises to be a real sales leader.

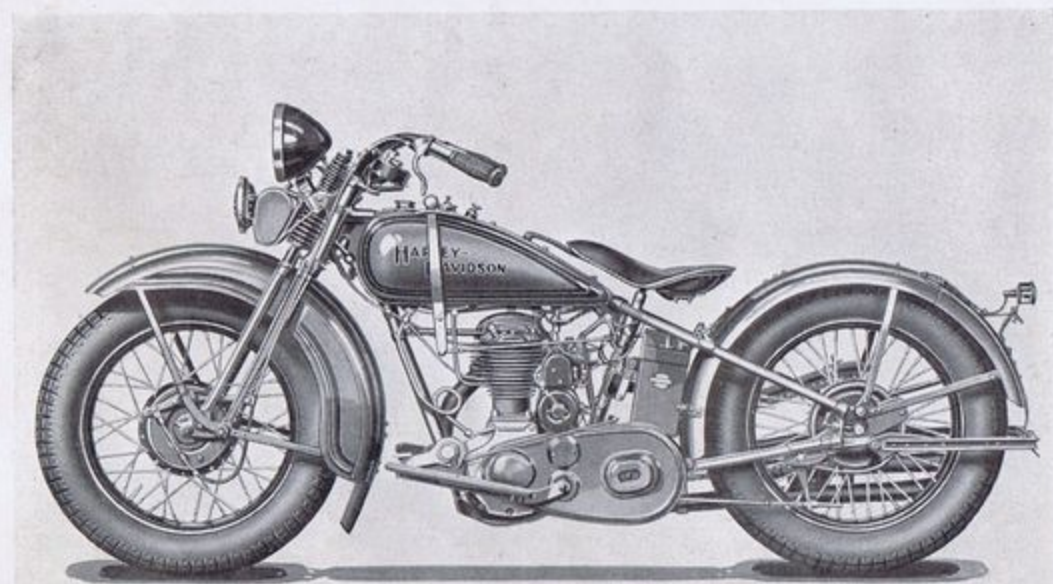


Just imagine yourself breezing over the road on one of these new 45 Twins. You will be the envy of everyone and king of the highways. Visit your dealer and ask him to "proposition" you today about getting one of these beauties for the coming months of wonderful riding weather.

New 21 Single and the "30.50"



The "world beater" for value—this new Harley-Davidson 21 Single breaks all records for quality and low price. Now anyone can join our "he-man's" sport with a small investment.



The big fellow of the Singles. The 30.50 Single. A tried and proven motorcycle that's better than ever for 1932. Looks like a twin in every detail except the motor.

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with you is the new generator position. The generator itself has all the features of the Big Twin juice producer and it is mounted horizontally between the engine and the frame, a most practical improvement over former 45 Twins.

Entire New Motor

The 45 Twin motor is a new power plant throughout. The flywheels have been increased in diameter to give much smoother operation at slow speeds. Cylinders are cored between the exhaust ports and barrel to provide more satisfactory cooling. Permanent mold aluminum pistons will be standard in this new motor. Another point of importance is the use of stronger connecting rods with bronze bushings in the upper bearings. Better lubrication on the large end of the connecting rod bearings is another big improvement.

With the ever increasing speed being demanded from motors by riders, oiling has become an intricate problem. Our engineers are constantly working to better the oiling system of Harley-Davidsons and their efforts on this new 45 have shown unusual results. The oil pump is improved on this new motor and a new method for fastening it has been achieved. The oil pump can now be removed without taking off the gear case cover. The body of the pump has been reinforced to prevent distortion, while lighter oil pump plunger springs and stronger oil pump hinge disc pins are used. All these items, small as they may seem, make a big difference in the service you will get from one of these new 45 Twins.

Piston pin lock rings and piston cushion rings have been improved for this new motor. The cushion rings used are made

from heat-treated chrome vanadium steel. Better valve springs and a much more efficient breather are other items adding immeasurably to better operation.

The carburetor, like the Big Twin, has a gasoline strainer attached to the bowl, while a long, highly polished air intake horn adds to the efficiency and good looks of this vital part of the power plant.

Stronger "45" Frame

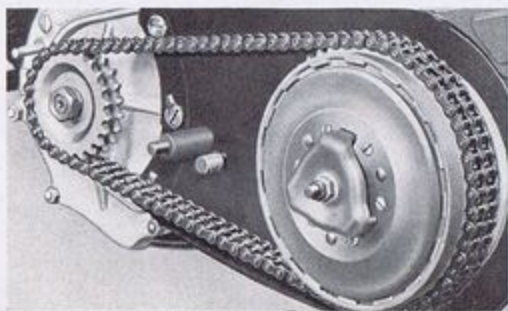
Strength is characteristic of Harley-Davidson and the new 45 Twin has been strengthened throughout. Heavier frame forgings have been adopted and the frame tubes are of heavier gauge. The front fork has been improved and strengthened and there is now a tie between the motor and the frame, same as on the "74."



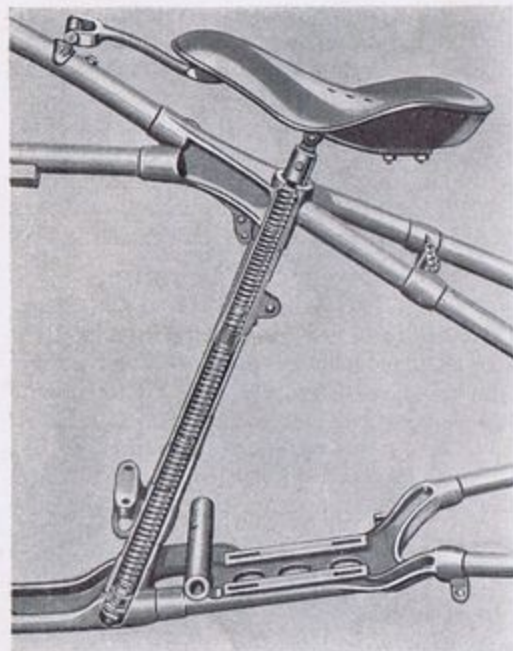
Front brake lining on the new 45 Twin is molded to provide smoother, surer stopping. Molded linings are also used on front and rear wheels of Big Twin.

Quicker Wheel Removal

45 Twin enthusiasts are going to be highly pleased with the more quickly detachable rear wheel on the new model. Changes in the rear brake anchorage makes the job of removing the rear wheel on the "45" one of moments. A sleeve on the rear wheel brake rod aids quick disassembly of the rod from the brake. This sleeve cover prevents the assembly from "freezing" from mud, corrosion or other conditions. Incidentally, before we forget it, the rear axle on the "45" now has two tapered roller bearings in place of the hub and cone ball-bearings formerly used—a wear reducing feature.



The front drive chain illustrated here is one of the exclusive Harley-Davidson features that riders never get over boosting. Trouble free—that's the reason.



The Harley-Davidson spring seat post is a comfort feature you can't duplicate anywhere else. One reason why Harley-Davidsons are so popular with police departments.

New Clutch, Muffler!

A four-plate clutch is another of the features of the 1932 45 Twin deserving of mention. This new clutch is a considerable improvement over former clutches and the additional surface provided by the fourth plate gives increased efficiency.

The popularity of the Burgess muffler on the Big Twin inspired the addition of this type of muffler to the new "45." Exactly the same in design, the Burgess muffler on the "45" is slightly shorter in length, but gives all the advantages of quietness achieved through the use of this muffler on the larger model.

The unusually effective braking power of the "45" has been improved through the use of molded anti-score brake lining on the front wheel.

Horn, light, tanks, fenders, instrument panel on the "45" are identical in design with the same features on the big Twin. In appearance both Twins are much the same. A special high compression "45" is available for those throttle snappers that want all the "soup" they can get.

In every particular, the new "45" Harley-Davidson is a motorcycle that will take your breath away, not only with its

good looks and exceptional features, but with the sheer snap of its pick-up, speed and the volume of power surging from the motor. But lest we overlook the wonderful new Singles, we must progress.

The "30.50" for 1932!

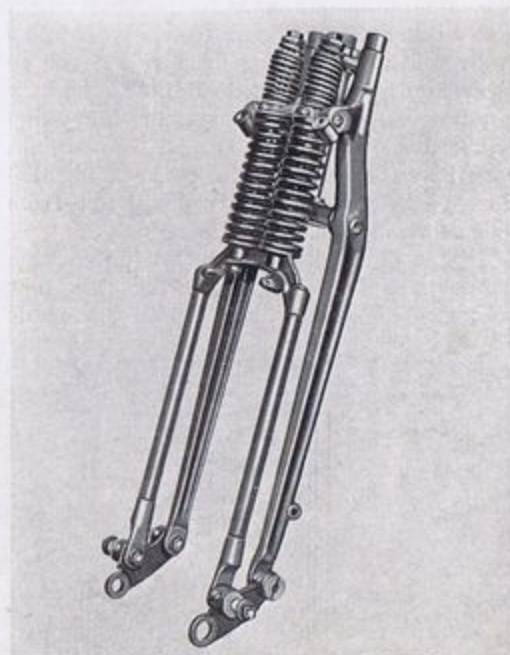
Here's a Single with the same improvements of frame, rear axle, rear wheel, brake anchorage and brakes as the 45 Twin. The spark and throttle control coils are covered as on the Twins. Easier starting has been provided through a change in the kick starter ratio. The oiling system has been improved in line with the advancements made on the "45."

The 30.50 Single is a powerful everyday utility machine just a few steps removed from the efficiency and speed of a light twin and it is priced at a remarkably low figure.

New 21 Single!

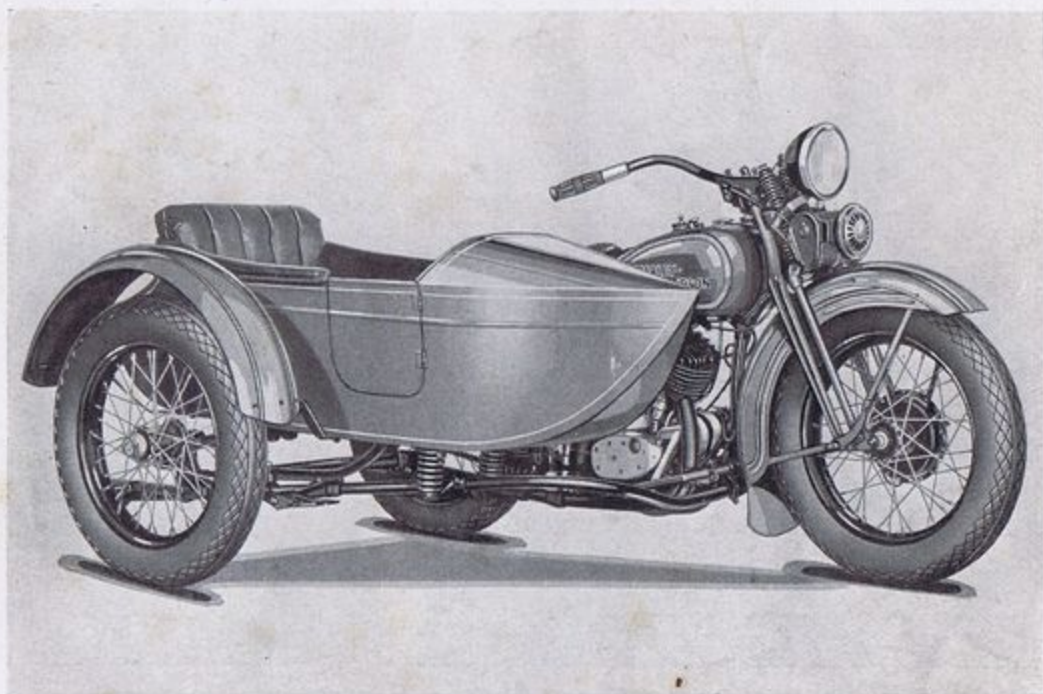
Now we come to the biggest motorcycle value ever offered in the history of Harley-Davidson. Think of it! A full size, fast, good looking Harley-Davidson at an unheard of price. Who ever thought it would be possible. But it is and if you've

(Turn to page 14)

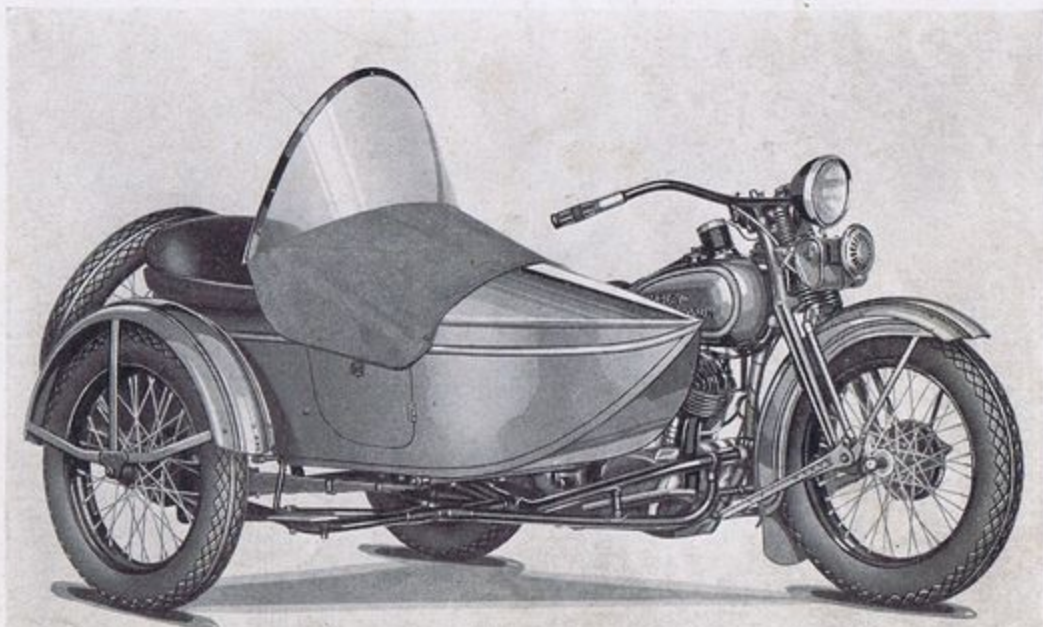


The front forks on the 1932 models have been strengthened and improved. Just another reason why you're safest with a Harley-Davidson under all road conditions.

◆ "74" and "45" with Sidecars ◆



The good looking, snappy, light 45 Twin Sidecar is illustrated above. Just the thing to wheel the girl friend around in. Quickly detached when you want to ride solo.



The Big Twin Sidecar has been reduced in price. Now you can satisfy that desire to own one at a saving. Extra tire and windshield equipment can also be obtained at slightly extra cost.

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SEE and RIDE the 1932 HARLEY-DAVIDSONS



"Windy" Lindstrom does the unloading act—involuntarily—at the 500-foot mark in a recent 'climb held at Fresno, Calif. Sure is a bucking buzz wagon, eh, Windy?



The Capitol greets Wiley Post and Harold Gatty, famous round the world fliers. Here the fliers are shown riding to the White House to attend a luncheon as guests of President Hoover. Of course, Harley-Davidsons furnish the escort of honor.



Oliver Clow of Bakersfield, Calif., gives the crowd a thrill in the Silver Gate Hill Climb contest. These western boys like their machines plenty rough.



N. W. A. M. R. GYPSY TOUR ALEXANDRIA, MINN. JUNE 14, 1931

Gypsy Tour day for 1931 was the biggest success in the history of motorcycling. East and West, North and South, motorcyclists gathered to celebrate their own holiday with riding, games, eats

and general fun and entertainment. Here's a view of part of the gang at the Northwest Tour, held at Alexandria, Minn. Doc Gardner of Fargo, N. Dak., was the man behind this big gathering.



An exclusive Harley-Davidson feature that grows more popular every day. These quickly detachable wheels are improved for 1932 to give even greater satisfaction.

(From page 10)

been holding off buying a Harley-Davidson because you didn't think you could afford the best motorcycle made on account of price, here's the machine for you.

Light and easily handled even by the novice, this new Single is most economical. A strong frame has been built up for this machine and the streamline tanks are most attractive. A disc type horn is mounted below the frame. A 7-inch headlight is provided, so there is no lack of lighting.

The saddle position is one inch lower, to aid the rider's balance and add to his comfort. A new ignition and light switch has been particularly designed for this model.

Quietness is assured through the use of a two-tube muffler. The rear axle is strongly designed and has tapered roller bearings. Starter crank has an improved pedal. Many other features are incorporated in this new Single—features you would scarcely believe you could get at the price asked for this machine. But they're there and the popular appeal of this 21-inch Single is going to be one of the biggest events of the 1932 season.

Snappy Sidecars

For you fellows who like sidehacking the Big Twin and "45" sidecars for 1932 are sure the berries. Comfortable, easily handled and handsome, they give you a vehicle for an extra passenger that you

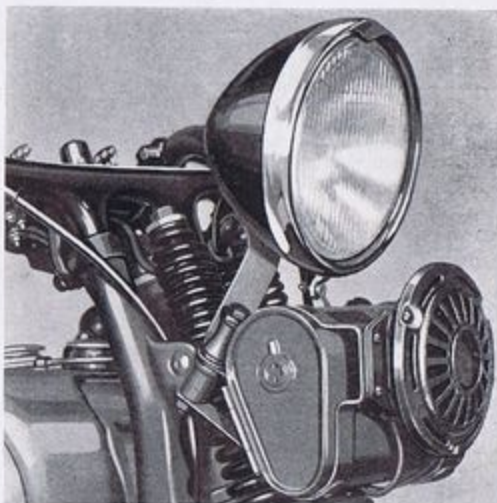
can sure be proud of. The Big Twin sidecar has a brake on the wheel, which is an added feature of safety that no sidecar outfit can afford to be without in these days of massed traffic. Prices on the sidecars have been reduced as well.

Lower Package Truck Prices!

Of course, there's a lot of fellows who operate Package Trucks, many of them owning their own equipment. Here's a great big piece of news for you fellows for the 1932 season—all Package Truck prices have been reduced. When we say that we refer to the standard body styles. The Package Truck chassis price has also been lowered.

See the New Models!

We've passed up all the flowery language so we could give you the dope on the wonderful new models as quickly as possible. But no words, no matter how



Snappy, compact and efficient. The headlamp, tool box and horn assembly is our idea of perfect arrangement and real attractiveness.

flowery could do justice to these new 1932 Harley-Davidsons. You have to see them for yourself, look them over in every detail, to really appreciate the great advancements offered for 1932.

Your dealer has a demonstrator on his floor now, and the minute you lay down this copy of the ENTHUSIAST, dash right over to his store and give your eyes a real feast.

Here's just one more thing before we sign off and turn the rest of the time

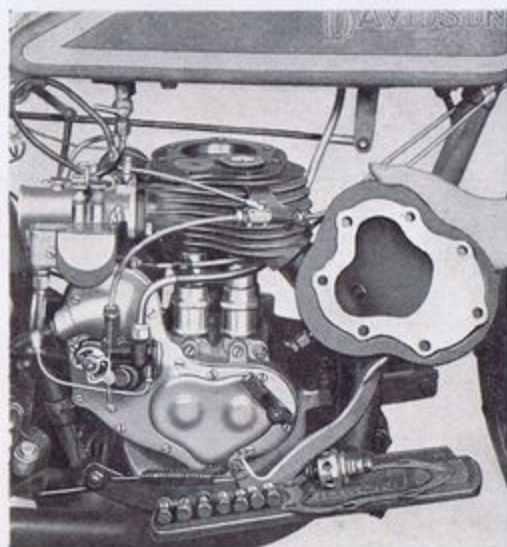
back to ye editor—don't let anybody try to tell you that because Harley-Davidson prices have been so radically reduced that the motorcycle quality made famous for 28 years all over the world has been impaired. You know motorcycles and you'll see that in the 1932 Harley-Davidsons you're getting more for your money than was ever possible to buy in motorcycles regardless of price. Now take of' Hap's advice and get over to the dealer's store before the admiring crowd gets so big you can't get close enough to these new models to satisfy that curiosity itch. And here's another tip—there never was a better time to talk turkey with your dealer about a trade-in or an outright purchase. You may never be able to get as much motorcycle for your money again.

* * * *

Well, now that you've heard all Hap Hayes has had to tell you about the new 1932 Harley-Davidsons, there isn't much we can add to the story. Hap has just about told you all that there is to tell.

There's a couple of things, however, we would like to tell you before winding up this story about the new models. The first is about the handling, zip and power of the new "45." Here's one motorcycle that you just have to get on and ride before you can ever realize what genuine pleasure motorcycling can be.

We took one of these new 45 Twins out



Here you can see how easily the 30.50 cylinder head can be removed for servicing this powerful single cylinder model. Carbon removal is an easy matter with this job.

for a little spin the other day—an RLD job—and say fellows, there just aren't any words in the English language that will describe the sensations we got in that ride. Pick-up—say, that wagon just snatches the breath right out of your gullet. Speed—well, we've got to see the guy that won't be satisfied. And as for handling—you don't ride—you float along and you just have to think about bending her over and there she is. That may all

MODEL NUMBERS

of the

HARLEY-DAVIDSON MOTORCYCLES

for 1932

Side Valve, 21 cu. in. Single	32-B
Side Valve, 30.50 cu. in. Single	32-C
45 cu. in. Twin	32-R
45 cu. in. Twin, High Com- pression	32-RLD
74 cu. in. Twin	32-V
Single-Passenger Sidecar	32-LT
Sidecar for 45 Twin	32-LS

sound like exaggeration, but you'll be just as enthusiastic once you've straddled this new "45." Get yourself a demonstration right away.

And here's one other thing. Now you can indulge that yearning for fancy color schemes at prices unheard of. There's a whole bunch of standard special colors available for 1932 at new low prices. We've always been partial to fancy colors, so you can be different this year without straining the pocket book.

And now heed our parting words—don't let anyone in the gang beat you to seeing and trying out the new 1932 models. Get over to your dealer's right now.

GOOD FELLOWS GOOD STEEDS



Arnold Schuck of Shamokin, Pennsylvania, must be the satisfied fellow in the saddle.



James A. Corbin, Jr., makes the Lexington, Mo., folks sit up and notice, we'll bet!



Alfred Schieffly of Sandusky, Ohio, says this is his 5th Harley-Davidson. He'll have a sixth when he sees the '32's!

Tom Sifton

◆ Drives First 1932 Model to California

The honor of driving away the first 1932 model from the factory belongs to Tom Sifton, associate dealer of Dudley Perkins at San Francisco, California. Tom sent us a letter just as soon as he hit the home town and from its contents you can tell that he's just bubbling over with enthusiasm for the new 1932 45 Twin which he rode. Some of the things he says in his letter are well worth quoting.



Wm. S. Harley wishes Tom Sifton good luck as he leaves the factory on his new 45 Twin.

"The new '45' behaved swell. It sure is a honey! No trouble at all. The total elapsed time from the factory was two days and sixteen hours. The riding time, including all stops for eats, gasoline, etc., was only forty-four hours. The total distance was 2460 miles. I did not exceed fifty-five for the first two hundred miles,

(Turn to page 19)

Our Cover Picture

Frank Trispel, whose experiences testing the new 45 model, are related in this issue, is shown rounding a bend of the road in a scenic section of southeastern Wisconsin astride a 1932 '45.'

Road Testing the New 45 Twin

As Told To the Editor

"Road Test Two 1932 '45' Model 'R' Motorcycles with Sidecars."

SUCH was the laconic wording of the shop order that sent Frank Trispel, head of the Experimental Department and an assistant on a 10,000 mile run into the wilds of New Mexico and Arizona and back again. Before the new "45" models were to be offered to the public, the factory was going to see what they were made of. Frank's orders were simple—"Don't spare the machines one minute. Find the worst possible conditions of heat and cold, roads and byways and keep pushing the motorcycles along to the limit."

And Frank and his assistant sure followed their orders literally. From 30° to 95° Fahrenheit was the range of temperatures encountered on the trip. And from 200 feet below sea level to 9000 feet above sea level was the range of atmospheric conditions the motorcycles were forced to operate under.

One month and a half was the time taken for the trip. All of this, of course, was not riding time, as daily inspections of the machines were made and detailed reports written up describing the condition of various parts shown by these inspections.



Ray Hackett poses in front of some of the Arizona cactus encountered on the test. Ray accompanied Frank Trispel on the test trip through the Southwest.

A peek at the report sheet of this test run will give you some idea of the ability of the new 45 Twins to stand up under the hardest kind of punishment. The roads traversed in Texas, New Mexico and Arizona by Frank Trispel and his companion were probably among the worst in the country. Blistering hot sand, jagged, volcanic rock, thick, deep mud—that was typical of the beds of many of the roads, some of them nothing but unmarked trails.

A sample of the route traveled is contained in the short notations in the log of the trip, as: "3-2-31, Nogales, on an unmarked mountain road to Tucson"; "Williams, Ariz., north to Grand Canyon on dirt road."

The arduous trip was not only the most gruelling test possible to give to the motorcycles, but was a trip to test the endurance and strength of the best riders. Rattlesnakes and gila monsters, Indians (friendly ones, of course) and cowboys, helped to make the trip an interesting one. And the operation of the "45's" was such as to gladden the heart of any motorcyclist, regardless of the toughness of the going.

Some of the highlights of Frank's report on the opera-



A desert Indian family looks over the new "45." Asked what he thought of the machine the brave was enthusiastic, saying, "ugh! ugh!"



Here's a sample of some of the "highways" that the test machines were driven over hour after hour in boiling heat and freezing cold. The motorcycles certainly weren't "babied" as this photo most plainly shows.

tion of the machines give all the evidence needed to prove that the new features and improvements of the 45 Twin are outstanding advancements.

Looking over the pages of the report we find the following comments. Check them on the new 45 Twin demonstrator at your dealer's store and you'll see why Frank is so enthusiastic about them.

Extracts from 45 Twin Test Run Report

"Motor fitted with aluminum pistons showed OK all around, as did the new piston bearing and spring ring. Cylinders hold their shape in bore and valve seats." (The coring between exhaust valve port and cylinder is one of the reasons.)

"The new generator mounting and holding method proved excellent. The generators showed absolutely no trouble of any kind. The machines were run with lights burning 8000 miles out of over 9600 miles total. DLD spark plugs ran the complete trip. OK in every way, no oil fouling being experienced."

"The new 45 Twin multiple clutch ran 9600 miles or more without any adjustment. Gear box came through fine, bearings OK, and gears showed no wear."

"Front drive chains on both machines were adjusted after the first 400 miles. They held the adjustment throughout the rest of the trip and caused no trouble of any kind."

"The new stronger frame and front forks were all that their design intended them to be, the machines standing up in great shape and handling easily on the roughest roads."

"The carburetors functioned perfectly, in temperatures ranging from 30° to 95° F. and from 200 feet below to 9000 feet above sea level. No trouble of any kind was experienced from dirt and water."

"The mufflers were excellent in every way. They did not change in tone and the steel wool filler was in as good shape at the finish as when it was put in."

* * * * *

Feature for feature, these two 45 Twins were checked throughout the test and at the end of the trip, as the above comments show. The report of the test is one of the finest tributes to good old Harley-Davidson quality that you could read. And the successful results of this rigorous test made possible the announcement of the new 45 Twin which Hap Hayes tells you about on other pages in this issue of the ENTHUSIAST.



"Cathedral spires of the desert." Frank Trispel does a little posing in the no-man's-land of sagebrush and cactus of the great Southwest.

Walter Stoddard Loses Life in Boating Accident

Famous Harley-Davidson Race Rider Drowned July 2nd

Walter Stoddard, known and loved by thousands of motorcycle racing fans and as many motorcyclists who knew and admired him, is gone. His death came as the result of an accident which caused the boat in which he and two friends were riding on the Potomac River, to tip over.



Walter Stoddard astride a Harley-Davidson special racing job just before one of the many races in which he rode for the factory.

Stoddard could not swim and the boat capsized in such a manner that the life preserver cushions were held under the boat. His two companions, unable to swim also, managed to reach the overturned boat and were saved.

The tragic passing of Walter Stoddard means a vital loss to motorcycling. A gentleman always, on the track and off, and a true motorcycle sportsman, Walter was admired and respected by all who knew him or had contact with him in motorcycling circles. He was that rare type of sportsman who played the game according to all the rules, giving his best efforts for the sport he loved.

For the past few years, Walter Stoddard rode in practically all the important motorcycle race meets in the country, representing the Harley-Davidson factory.

For That Vacation Trip

or week-end tour you will want these Genuine Harley-Davidson Accessories for yourself and motorcycle.



Cloth helmets, in white or tan, are cool, comfortable and smooth fitting.

80c to \$1.00.

The Oso-Soft Saddle Cushion will add greatly to your comfort on every ride. It is made of rubber and can be inflated to suit your weight. Waterproof, healthful, easily put on or taken off in a jiffy. \$4.50.



These summer gloves are made of soft, durable leather with welted seams. No seams in palm of hand. Very comfortable.

Pair..... \$2.25.

SEE YOUR DEALER

If he cannot supply you, order direct from the Harley-Davidson Motor Co., Milwaukee Wis.

His victories were many, numbering among them events of national championship standing.

Motorcycling has lost an exceptional sportsman through the death of Walter Stoddard. And just as we here express our sympathy, we know the entire motorcycling world expresses their sympathy to Mrs. Walter Stoddard, the parents of Walter and his relatives and intimate friends in their great loss.

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then ran it steady for seventy the balance of the trip. Had no heat and motor ran very smoothly. Used 'Hot Stuff' spark plugs and spent a little time each evening servicing the machine for the next day."

Tom's enthusiasm over the new "45" confirms the opinions of everyone who has ridden one of these new models. The riding time for the distance from the factory to San Francisco gives Tom a rough average of 56 miles per hour—which is some speed if you ask us. We predict that this trip has given Tom enough real sales arguments to put plenty of 45 Twins on the road around San Francisco.

SOME . . . SWEET STUFF



Frank Means took this at the Cincinnati-Hamilton Speedway. Florence and Opal of Newport, Ky., are the girls. "Taxi, taxi!"



"My machine and some of its pick up," says W. G. Templeton of Spokane, Washington. We'll say it's some pick up, alright, alright!



Miss Pauline Countryman of Malta, Ill., sure can wheel a two-cam according to G. Brown who sent us this dandy photo.

Petralli . . . Knocks 'Em Over

"Demon Joe" Cops All Events . . .
Breaks Records at Cincinnati, Manitowoc, Milwaukee and Hackensack

Sweeping everything before him, Joe Petralli and his Harley-Davidson are burning up the country's dirt tracks, feeding dust to all the competition that gets on their trail. At Cincinnati, Joe sprang the biggest surprise of all, not only capturing every Professional event but establishing three NEW RECORDS out of the four events he rode in. His victories in the other four race meets were equally spectacular, since he rode against the best talent in the country. Results of the four race meets follow:

AT CINCINNATI-HAMILTON, JUNE 21

Time Trials:

Petralli, Harley-Davidson, 24.48; Hader, Harley-Davidson, 24.80; Waln,, 25.22.

5-Mile Professional:

1st, Petralli, Harley-Davidson, 4:18.08 sec. (new record); 2nd, Waln; 3rd, Hader, Harley-Davidson.

3-Mile Professional:

1st, Petralli, Harley-Davidson, 2:37.60 sec.; 2nd, Waln; 3rd, Hader, Harley-Davidson.

10-Mile Professional:

1st, Petralli, Harley-Davidson, 8:48.30 sec. (new record); 2nd, Hader, Harley-Davidson; 3rd, Waln.

8-Mile National Championship:

1st, Petralli, Harley-Davidson, 6:56.40 sec. (new record); 2nd, Hader, Harley-Davidson; 3rd, Waln.

* * * *

AT MANITOWOC, WIS., JULY 4TH
(1/2-Mile Dirt Track)

Time Trial: 1st, Petralli, Harley-Davidson, 30.8 seconds.

3 Mile:

1st, Petralli, Harley-Davidson, 3:11.2 sec.; 2nd, Barney; 3rd, Waln.

5 Mile:

1st, Petralli, Harley-Davidson, 5:22 sec.; 2nd, Barney; 3rd, Waln.

(Continued on page 21)

Hill Climbs * * *

Go Harley-Davidson

All over the country Harley-Davidson riders are emerging victorious from the many hill climbs put on by motorcycle clubs. Harley-Davidson riders are well up among the leaders in points, in fact, out of the ten highest point winners in the country at large, Harley-Davidson riders are in the majority in both Amateur and Professional Classes.

Since the July number of THE ENTHUSIAST, the following hill climbs have "gone Harley-Davidson" according to our reports:

Chicago, Ill., June 21—"45" Professional won by McClintock, Harley-Davidson. "61" Professional won by Fischer, Harley-Davidson.

Flint, Mich., June 2—"45" Professional won by McClintock, Harley-Davidson. "61" Professional won by Earlenbaugh, Harley-Davidson.

Auburn, New York, June 28—"61" Professional won by Reiber, Harley-Davidson.

Santa Ana, Calif., June 28—"45" and "61" Professional won by Lindstrom, Harley-Davidson.

Dayton, Ohio, June 28—"45" and "61" Professional won by Moore, Harley-Davidson.

Easton, Penna., July 4—"45" and "61" Professional won by Reiber, Harley-Davidson.

Bedford, Penna., July 12—"45" and "61" Professional won by Reiber, Harley-Davidson.

Reiber Wins Old Orchard Classic

Herb Reiber, racing at the Old Orchard Gypsy Tour annual speed classic, in the 80 cu. in. Open Event, was an easy winner over his competition. This famous race is a part of the Old Orchard Gypsy Tour. Last year, Al Arnold, riding a Harley-Davidson, won this same race.

Keep That New Job Running Sweet!



For that new 1932 model — or any other Harley-Davidson motorcycle for that matter — there is only ONE motor oil that will give you 100% perfect satisfaction . . . Genuine Harley-Davidson Oil.

HARLEY-DAVIDSON MOTOR OIL

(Continued from page 20)

3-Mile National Championship:

1st, Petralli, Harley-Davidson, 3:12.3 sec.; 2nd, Barney; 3rd, Waln.

3-Mile Consolation Race:

Won by Thorsen on a Harley-Davidson in 3 minutes 24.3 seconds.

* * * *

AT SOUTH MILWAUKEE SPEEDWAY, JULY 12
(1 Kilometer Track)

Time Trial won by Petralli, Harley-Davidson, in 30.7 seconds.

5 Kilometer Professional and 16 Kilometer Professional events won by Petralli, Harley-Davidson, time, 2:35.1 and 8:24.3 respectively.

5 Kilometer Consolation won by Thorsen, Harley-Davidson, time, 2:44.9.

* * * *

AT HACKENSACK, NEW JERSEY, JULY 19
Time Trial won by Petralli, Harley-Davidson, 31.8.

3-Mile, 5-Mile and 7-Mile Professional Solo events won by Petralli, Harley-Davidson. Time, 3:21, 5:35, 7:55.6 respectively.

5-Mile Professional Sidecar won by J. Arney, Harley-Davidson, time 6:38.6.

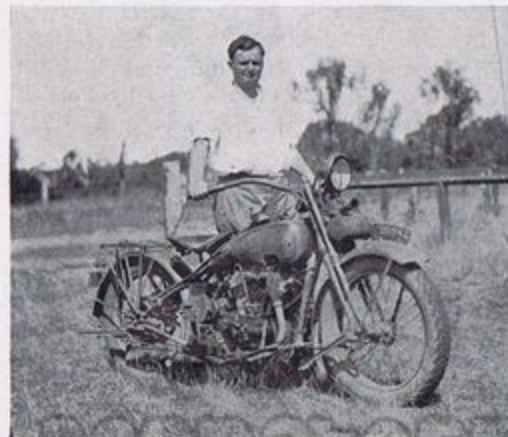
THEY KNOW THE BEST



Gordon Bryden of the Royal Canadian Air Force, Camp Borden, Ontario, knows the best transportation on the ground and in the air.



Fritz Michel of Bachsalen, Ringgeberg, Berne, Switzerland, takes the family out for a jaunt among the Swiss lakes and mountains.



George Edgar of the Harley Club of Victoria, Australia, looks plenty proud of his 1000 c. c. Harley-Davidson twin.

1931 Gypsy Tour ... Greatest of All

The greatest Gypsy Tour of them all is over and a matter of motorcycling history. And when we say it was the greatest tour of all, we mean we can back up our story with facts. Registrations and the number of belt buckles distributed prove beyond a shadow of a doubt that more riders joined the Tour and more local tours were held than ever before.

Probably the biggest rally was at Old Orchard, Me., where more than 3500 motorcyclists and their friends gathered. The tours in California, however, ran the Old Orchard gathering a close second for attendance, particularly the affair held at Huntington Beach.

In the Mid-West the tours were attended by hundreds and the populace at large were given the treat of seeing more motorcycles on the roads than they ever thought existed.

The 1931 Gypsy Tour was a whale of a success, and most of the credit for it belongs to E. C. Smith, the A. M. A. Clubs and the dealers, all working together to get the wonderful results achieved.

Jack Pine Run . . Set For September 6th

The National Jack Pine Run, that famous endurance classic sponsored jointly by the State Journal and the Lansing, Michigan, Motorcycle Club, is scheduled to take place again this year on the weekend over Labor Day, September 6th-7th.

There will be a solo and a sidecar event, with a "A" and "B" class in each event. The "B" class is for riders who have not ridden in a previous Jack Pine Run. A 24-mile an hour schedule will be the rate set, which makes this a run that every motorcyclist can enter and stand a chance of finishing up in the prize places.

A Life Membership in the National Jack Pine Club will be awarded to all who participate in the run this year and meet the conditions set for the membership. Entry blanks for the run may be obtained from the Lansing Motorcycle Club, 415 So. Cedar Street, Lansing, Michigan.

For Fun Anywhere!



T. Tereschenko of Rogosinka, U. S. S. R., sure looks proud of his Harley-Davidson Big Twin.



Wilhelm Graf of Berlin, Germany, doesn't believe in keeping all the fun to himself.



H. G. Hancox and the girl friend enjoying the odd byways near Yapanui, New Zealand.



Henry Agricoli of Bridgeport, Conn., and Miss Della Face of Pieve di Soligo, Italy.



South America is strong for Harley-Davidsons. Here's Balthazar Barreira of Fortaleza, Ceara, Brazil, proving it.



Down in Pretoria, South Africa, J. Van Wyk stops to have his picture taken in front of a captured cannon.

Rip Van Winkle, Jr. - by Van

Here's a road I never noticed before! I guess I'll have to investigate it - might make a good endurance run course or something!



HOLY SOCK! Who's that? Somebody asleep - or DEAD! HEY! THERE! WAKE UP!!



Gee! I must've fallen asleep or - SAY - look at my MACHINE! - A mass of RUST! My clothes - WOW! Where am I? WHAT IS THIS?



You say this is AUGUST-1931? HOLY HAT! I must've done a Rip Van Winkle!! I just stopped to take a nap on an August afternoon in '22! There's my brand new Harley-Davidson - SAY! That's some SNAPPY looking boat you've got there!



WOW! What a machine - and costs less than in 1922!! GEE! - Balloon tires, - detachable wheels, - two-wheel brakes, - double front chain, - alemite lubrication, - throttle oiler, - snappy tanks - -!



GOLLY! What PEP and POWER!! SAY! - When I get back to town and get my affairs straightened out I'm going to turn in the old bus for one of these snappy new 1932 HARLEY-DAVIDSON distance eradicators!



J. VAN 1931