

HARLEY-DAVIDSON Enthusiast

NOV. 1934

5 CENTS

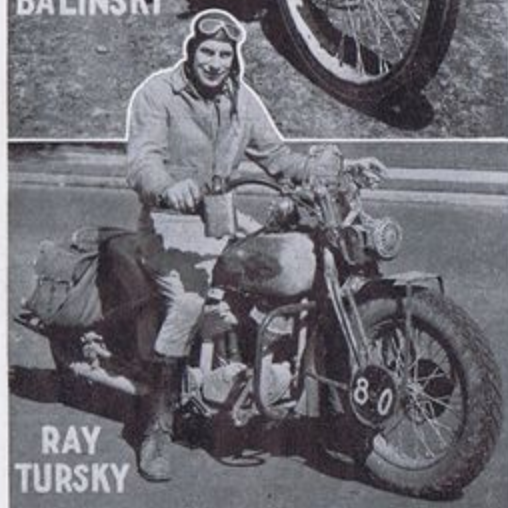


BARNSTORMERS.CO.NZ

1934 - ANOTHER TRIUMPHANT YEAR for HARLEY-DAVIDSON!



LOU
BALINSKI



RAY
TURSKY



Top—Lou Balinski, 1934 National Dirt Track Champion. Center—Ray Tursky, 1934 National Endurance Run Champion. Bottom—Bremen Sikes, 200-Mile National Road Race Champion.

IT is with great pride and satisfaction that we look back upon the brilliant performance of Harley-Davidson riders during the 1934 season. In competition on the roads, hills and speedways of the Nation, they have taken a major share of the honors to prove again that for dependability, speed and ruggedness, Harley-Davidsons are in a class by themselves. Let's review briefly some of Harley-Davidson's outstanding 1934 victories.

200-Mile National Championship Road Race

Bremen Sikes, riding a stock Harley-Davidson "45," won the 200-Mile National Championship Road Race at Camp Foster near Jacksonville, Florida, on February 25th, defeating thirty-four of America's best Class C riders. He covered the two hundred miles in three hours, thirty-nine minutes and three seconds. Third, fourth and fifth places were won by Bert Baisden, O. C. Hammond and Ralph Edwards respectively, all riding Harley-Davidsons.

The course was both difficult and hazardous. Four sand-covered right-angle turns forced the riders to slow down to a walking pace and then to accelerate, with wide-open throttles, to the next turn. The superior stability and handling qualities of their mounts gave the Harley-Davidson riders a decided advantage, but speed and endurance were also important factors.

This is the third consecutive year that Harley-Davidson has won the famous 200-mile road race classic.

Six-Hour National Championship

Harley-Davidson riders won all places in the Six-Hour National Championship Races held on the three-quarter-mile dirt track at Macon, Georgia, on July 4th. No competitive makes were able to finish the long, gruelling grind.

Howard Almond, riding a low compression 31 DL, took first place, covering a distance of 354 miles. In second place was Ralph Edwards, also on a Harley-Davidson "45," with 346 miles to his credit. Bert Baisden covered 344 miles to finish in

third position. Fifth went to Bill Bracy, and sixth to George Gunn.

The riders experienced great difficulty with dust seeping through their goggles and into their eyes. Some of the favorites were forced to withdraw on account of failing eyesight.

From the beginning of the race, the leaders set a terrific pace, and only the Harley-Davidsons were able to keep up the grind.

National Dirt Track Championship

Lou Balinski, idol of American dirt track fans, won the coveted title of 1934 National Dirt Track Champion with a final standing of 260 points. During the 1934 season, Lou rode his Harley-Davidson to seven firsts, five seconds and a third, including the Six and Ten-Mile National Championships for one-half-mile tracks. Lou is considered the most spectacular and daring rider on the dirt tracks today.

Joe Petralli, 1933 National Dirt Track Champion, this year finished in second position with 220 points. He won the One, Three and Five-Mile National Championships for one-mile tracks.

Of the 990 points issued by the American Motorcycle Association during the 1934 season, Harley-Davidson riders have won more than all other makes combined.

National Hillclimb Championships

Joe Petralli wound up the 1934 hillclimb season at Bethlehem, Pennsylvania, on September 9th, by cinching the "45" Class A and "45" Expert National Championships.

In the "45" Class A Event, Joe went over the top in 13.12, the fastest time of the day. He took second place in the "45" Expert Event.

Joe's final point standing in the "45" Class A division was 113 points as compared to his closest rival's 73. In the "45" Expert Class, Joe had 106 points to the second place man's 83—both very decisive and clean cut victories.

Arthur "Babe" Tancredi, winner of the 200-Mile National Championship Tourist Trophy Race.



For the third consecutive year, Petralli has won the 45 Class A National Hillclimb Championship and this year also annexed the 45 Expert Championship. Petralli also took second in the Dirt Track Championship with 220 points.



Howard Almond, winner of the grueling 6-Hour National Championship held at Macon, Ga.

National Endurance Run Championship

Ray Tursky, riding a Harley-Davidson 34VLD, won the National Endurance Run Championship of 1934 by finishing the Twelfth Annual Jack Pine Run with a score of 912 points.

This year's Jack Pine Run was by far the most difficult in the history of the famous classic. The course was 511 miles in length, composed of clay, sand, gravel, mud, swamps, logging trails, hills, creeks, ruts, forests, and rocks. To make an already difficult course still worse, it rained on both days of the run.

Other first place winners were Oscar Lenz, Class A Solo; Harvey Haase, Class B Solo; Leo Smith, Class A Sidecar and R. Brower, Class B Sidecar. The Greater Fond du Lac Motorcycle Club team composed of Adam Beyer, Harvey Haase and Ray Tursky, won the Club Team Prize. All of the above rode Harley-Davidsons.

200-Mile National Championship T. T.

Harley-Davidson added another Class C National Championship to its long string of victories when Arthur "Babe" Tancrede rode his Harley-Davidson "74" to victory in the 200-Mile National Championship T. T., held at Keene, New Hampshire on Sunday, July 15th. In second place was the late Maurice "Wild Kid" Cerrone, only four seconds behind Tancrede. They rode close together throughout the race.

Before the race it was predicted that, due to the hazardous condition of the rough and irregular course, the average speed of the winners would be less than forty miles per hour. But Tancrede and Cerrone both averaged better than forty-six miles per hour and rode a remarkable race.

Other Harley-Davidson riders who finished out in front were Alli Quattrocchi, fourth; Bernard Campanollo, fifth and Bob Hanson, sixth.

In this race, both the riders and their mounts were subject to hours of terrific punishment, and the fact that five of the first six places were won on Harley-Davidsons is a tribute to Harley-Davidson ruggedness and dependability.

Eastern Night Speedway Championship

Goldie Restall won the Eastern Night Speedway Championship at Tri-City Stadium, Union, New Jersey, on Wednesday, September 17th, defeating a field of twelve of the fastest short track stars in the East.

Goldie rode his Harley-Davidson CAC to first place in every event in which he entered. The motor performed perfectly in each event, and its consistent speed coupled with Goldie's skill won the Championship for Harley-Davidson. Palmer Tamburro took two firsts, also riding a CAC.

In spite of the fact that most of the CAC's were in the hands of inexperienced riders during 1934, this little Harley-Davidson thoroughbred has made a great name for itself by its splendid performance.

The enviable reputation earned by the CAC in a single season of competition is proof of the skill and knowledge possessed by Harley-Davidson engineers. (Continued on page 14.)



Goldie Restall, holder of Eastern Short Track Championship.



Byrd McKinney, winner of 100-Mile Targa-Florio.



National Polo Champions. Left to right, Captain Stewart Champlain, Otto Flynn, Joe Brown, Robert Howard, Wade Anthony, Perry Adams, Dugan Wheeler, and Ray Lynch, referee.

LUBBOCK, TEXAS REDSHIRTS WIN NATIONAL POLO TITLE

PHILADELPHIA, Pa., Oct. 21—The Lubbock, Texas Redshirts won the National Motorcycle Polo Championship here today as a result of their thrilling victory over the fast and powerful Philadelphia Quakers. The match was the 1934 National Championship Polo Game, sanctioned by the American Motorcycle Association and promoted by the Philadelphia Quakers Motorcycle Polo Club. From the standpoint of a show, the game was a huge success. Financially, it was a failure, but the Quakers took the loss with a smile. We must give these boys credit. They worked hard to arrange this game. They knew that a game so late in the season would very likely be a financial "flop." But, for the sake of the sport, they went ahead and, unfortunately, "took it on the chin."

Just before the start of the game, Stewart Champlain, Captain of the Redshirts, and Jules Horky, Captain of the Quakers, rode out to the center of the field and shook hands. The players then took their positions and the ball went into play. The big game was on! The wild-riding Quakers were in possession of the ball during most of the first quarter, and the Redshirts found it difficult to

break up their plays. However, the excellent defensive playing of the Redshirts prevented a score, and the quarter ended 0 to 0.

In the second quarter, the referees called a foul on the Quakers, and Captain Champlain of the Redshirts made a penalty kick which was good for one point. A short time later, the Quakers made a penalty kick followed by a goal, netting them three points. The quarter ended 3 to 1 in favor of the Quakers.

The third quarter was a closely-fought affair, both teams scoring two points, making the score Redshirts—3, Quakers—5.

In the fourth quarter, things began to look bad for the Redshirts. The quarter was nearly over, and the score was still

(Continued on page 18.)



Anybody's ball! Action and thrills packed every minute of the National Championship Polo game at Philadelphia, Pa.

Private Funeral Escort . . . Another Use for Harley-Davidsons

THE use of Harley-Davidson motorcycles in funeral escort work is not new. On trial in various parts of the country for several years, the idea has met with great success and is rapidly gaining favor among morticians.

Among the prominent users of this escort service is the Holman and Lutz Colonial Mortuary, operating two establishments in Portland, Oregon. Every Holman and Lutz funeral procession is led by a uniformed rider mounted on a beautiful white and chromium plated Harley-Davidson. The escort, Richard Miller, has received a commission as special police officer from the Portland Police Department. This commission gives Officer Miller all the authority necessary to properly perform his duties as escort. The beauty of the motorcycle and the fine appearance of Officer Miller in his classy but dignified-looking uniform lend dignity to the procession and command public respect.

Immediately after the Holman and Lutz Mortuary adopted the Harley-Davidson escort, the Webster Funeral Service, another Portland establishment, bought three Harley-Davidsons for rental to other Portland mortuaries.

The primary purpose of the escort is, of course, to conduct the funeral cortege through traffic in safety and with a minimum of delay. True, most police departments are willing to provide a mounted officer for this work. Sometimes, however, the services of an officer can not be spared. A private escort can be depended upon to be available at all times. He can also be instructed to handle

the special duties which arise from time to time. For example, he can act as a guide for visiting relatives who are not acquainted in the city. He can also escort families between their homes and the funeral parlor.

Lilly's Funeral Home of Des Moines, Iowa, features an instruction card which the escort places on the windshields of all cars during the services. The card reads as follows:

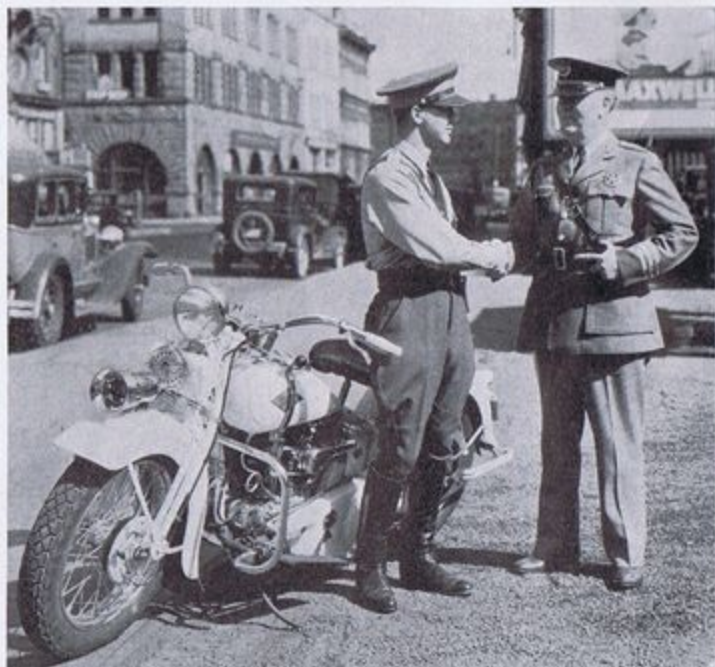
NOTICE FOR YOUR PROTECTION

Turn head-lights on. Keep within 20 feet of the car preceding you. Remember you have the right-of-way, even through Stop and Go lights—but drive with care.

LILY'S MOTORCYCLE ESCORT

This information and the knowledge that there is a motorcycle escort at the head of the procession, gives the driver a feeling of comfort and security.

(Continued on page 19.)



Chief Lawson of the Portland, Oregon Police Department, giving Escort Richard Miller his commission as special police officer.

MOUNTED OFFICER Kills Escaped Circus Lion!

SEPTEMBER 19th was circus day in Richmond, Virginia. Officer J. R. Paul was detailed to lead the parade from the circus grounds through the main streets of Richmond. The parade had gone only three blocks when Officer Paul's attention was called to the fact that a lion was out. A twist of the wrist and a jab with his foot sent Officer Paul and his Harley-Davidson toward the scene of the escape like a streak. The lion had already leaped upon the head horse, clawing and biting in an effort to cut its throat. Officer Paul dismounted, ran to within six to eight feet of the beast and fired. The first shot did not take effect. A second shot "dropped" him and he fell to the feet of the horse which stamped him. The enraged lion sprang to his feet and charged Officer Paul. Another shot halted him momentarily. Officer Paul pulled the trigger again, but his pistol was empty. As soon as he had reloaded, he followed the lion into a field where three shots into his head had a telling effect. The lion dragged himself to a garage where circus employees' rifles "finished" him.

In an emergency — when human lives are suddenly put at stake by some unforeseen situation, the mounted officer is both willing and properly equipped to do his duty. The superior maneuverability and acceleration of his Harley-Davidson enables him to cope with situations in which automobile squads are helpless, as in this instance when the street was crowded with circus equipment and people; otherwise the lion might have tasted human flesh and blood.

courage and bravery he prevented the possible injury or death of one or more of the hundreds of helpless men, women and children who had gathered to witness the parade.

* * * *

"Courteous Policeman Tags Violators, Makes 'Em Like It," says a headline in the Toledo (Ohio) Sunday Times. The policeman referred to is Motorcycle Patrolman Oren Tobey of the Toledo Police Department.

"Patrolman Tobey, let it be understood, is a patrolman with fan mail. Several traffic violators who have come under his courteous enforcement of the law, have gone so far as to write letters to his superiors, commending him for the way in which he dealt with them."

"I keep myself in plain view, and, if a motorist is caught violating the law, he knows it's his own fault, and generally he's willing to pay the penalty," says Officer Tobey.



Our congratulations to Officer Paul, for, by his

effort who risked his life to kill an escaped circus lion.



Here is the Meteor Motorcycle Club of Los Angeles, all set for a ride, "cow trailing" through the Whittier Hills.

NEWS FROM THE CLUBS



And this is the peppy Allentown, Pennsylvania gang, ready to leave for the motorcycle races at Reading, Pennsylvania.

George R. Ellidge of Hannibal, Missouri, writes to tell us that a motorcycle club has been organized in that city. He asks for information regarding a club constitution and club activities.

Some time ago we got out a folder entitled "The Motorcycle Club." This folder contains much valuable information regarding the purpose, organization and activities of the motorcycle club, and also contains a suggested constitution. A copy is yours for the asking.

* * * *

On October 5th, the Green Bay, Wisconsin, Motorcycle Club officially opened its new club house with a "club house shower", at which members donated equipment and furnishings.

The club house has been painted. The outside is gray and black, while the interior has been finished in brown and tan. Pictures and decorations donated by members adorn the walls.

Interested parties have loaned the club a grader and tractor, and work on the T. T. course and the short track is going ahead rapidly.

* * * *

We hear that the boys down in Lancaster, Ohio, have reorganized. The name of the club is the Fairfield Flyers, and they're off to a flying start. Watch the Fairfield Flyers.

* * * *

On October 7th, the Elizabeth Motorcycle Association celebrated its first anniversary with a party at the club house. Twenty-nine members turned out for the celebration. A choice of chicken or steak dinner was served, and a barrel of beer topped off the meal.

The Elizabeth Motorcycle Association is a 100 per cent A. M. A. club, and every member rides a 1934 Harley-Davidson.

Officers of the club are: Jay Mounts, president; Henry Pincence, vice-president;

DAVIDSON MOTORCYCLE CLUBS

Larry Mabry, secretary; Thomas Sheehan, assistant secretary; Charles Carter, treasurer; George Adamec, referee; Jack Kreutzer, road captain; Julian Holland, lieutenant and Martin Korab, sergeant-at-arms.

* * * *

The Meteor Motorcycle Club of Los Angeles, California, has twenty-eight paid-up members.

The club is running a point contest for which they have purchased a trophy. The trophy will be presented at the end of a six-month period to the high point man.

Points are awarded as follows: For attending meetings (on motorcycle only, not car), one point. For going on club rides, one point for every twenty-five miles (round trip).

Meetings are held every Wednesday night, starting at 8:30 P. M. Following the meetings, it is customary for them to go for a short ride. At the meetings, the members decide where they will go for their coming Saturday and Sunday rides.

On Sunday, October 21, they went north of Los Angeles over the New Ridge route and returned home over the Old Ridge route. The boys had a nice time climbing hills and riding cow trails. The run was about 175 miles in length, giving all who participated seven points each.

* * * *

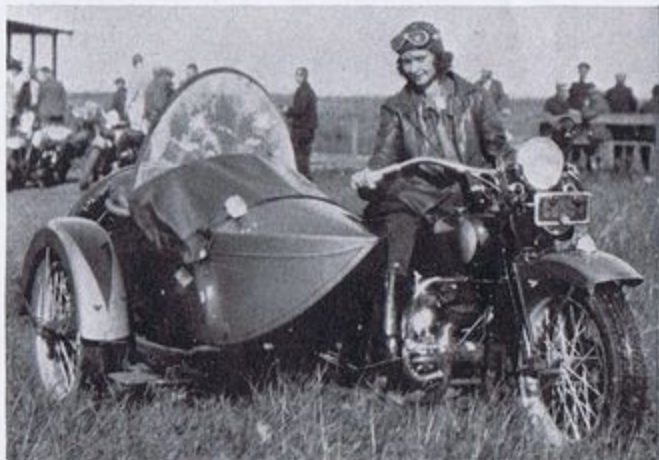
On September 26, the Steubenville Motorcycle Club of Steubenville, Ohio, was organized. The following charter members were present at the meeting:

Pat Barnhart, Keith Leonhart, Bill Neidengard, Harold Cadman, Tommy Shay, Robert Kessler, Roy Crawford, Dick Kearney, Linas Pifer, George Bro-rich, Bill Hill, John Bloboc, Bill Worthern, Don Marquis, Miss Edith Kelly, Miss Tommy Medley, Mrs. Pat Barnhart and Miss Jean Bohn.

Officers elected were: Keith Leonhart, president; Pat Barnhart, chairman; Harold Cadman, vice-president and John Neidengard, secretary-treasurer.

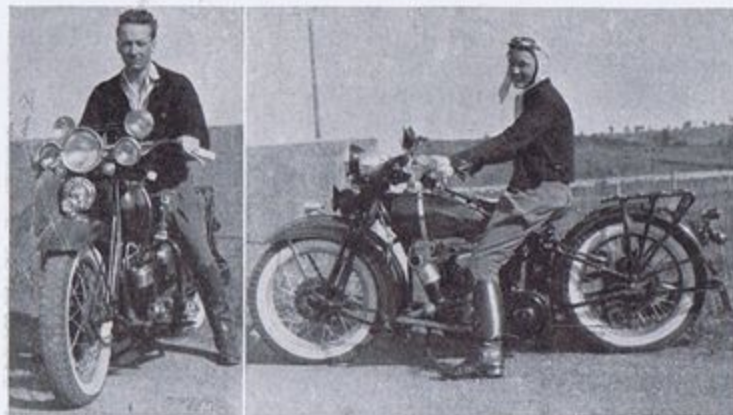
(Continued on page 11.)

Mrs. George Adamec, wife of our Elizabeth, N. J. dealer, and her shiny new 1934 Harley-Davidson sidecar outfit.



The Elizabeth, N. J., Motorcycle Association recently celebrated their first anniversary at their club. Steak and chicken were served with the appropriate refreshments.

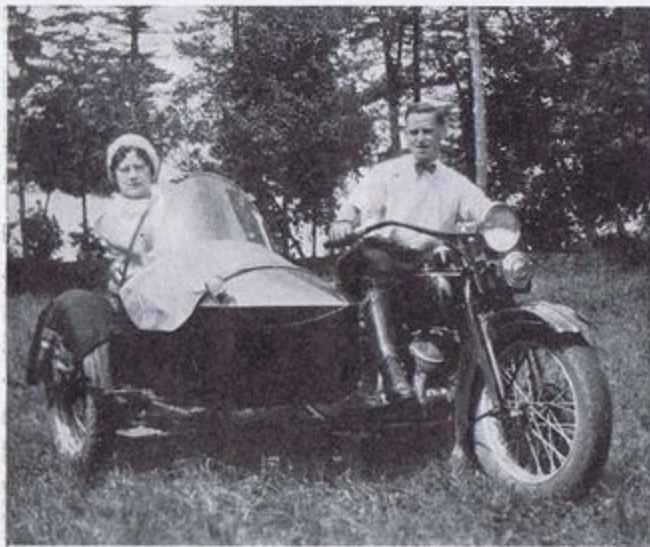




A couple often seen touring together around the Twin Cities. Charles Doyle and Miss Marge Horness, of Minneapolis, Minn.



In the good old summertime! Wendell Hovey and Marjorie Brown of Lunenburg, Vermont.



Two natives of the Buckeye State—Miss Katherine La Cava and Russell Dews of Washington Court House, Ohio.



Sidecarring in the Laurentians. Mr. and Mrs. MacCubbin of Montreal, Can., take a trip with their trusty Harley-Davidson.

Mr. and Mrs. Ralph Edwards, Savannah, Ga., Ralph, you know, is always up in front in the big Class C Southern road race events.

News from the Clubs

(Continued from page 9.)

On September 23, the Kenosha, Wisconsin, Motorcycle Club held a motorcycle rodeo.

A polo game between the Kenosha Motorcycle Club, captained by Frank Ulicki, and the Waukegan, Illinois Motorcycle Club, captained by "Cede" Ulicki, ended in a 6 to 4 victory for Kenosha.

The broad jump was won by Angelo Mattioli of Kenosha who thrilled the spectators with a leap of thirty-one feet.

Charles Lemery won the tail-spinning contest by spinning around until the spectators got dizzy.

Al Nicolai successfully evaded his "enemies" in the balloon busting contest and came off the field with his balloon intact to win the event.

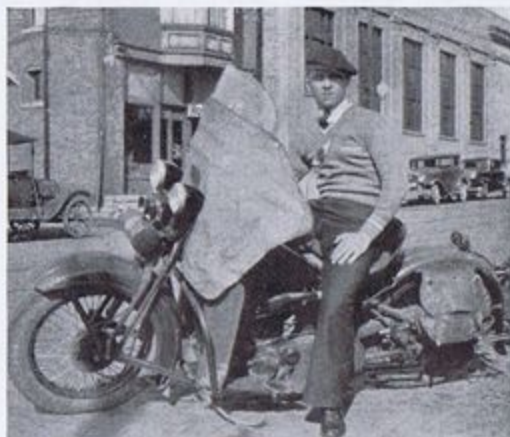
The crowd got a big thrill out of the stunt riding exhibition put on by Edward Kocol, Ted Becker, Terry Riske, Punch Fechner, George Uttech, Dave Koller, Rudolph Olson, Richard Morgan, Arthur Kraus and Arthur Blasi.

To climax the program, Terry McGurgen of the Kenosha club put on a beautifully-executed wall crash that made the crowd gasp.

Joseph Zeliewski handled the amplifier while Louis Maraccini did the announcing. Judges were LeRoy Marcoe, "Demon" Sella and Clarence Kellman.

* * * *

Motorcyclists of Chesterfield, Indiana, and vicinity, met on Sunday, October 21st, to organize a motorcycle club. Officers elected were: Robert Donnelly, president; Bessie Smith, secretary-treasurer and Clarence Patterson, road captain.



Carl Dearduff, vice-president of the Hartford City, Indiana Motorcycle Club. Carl was high point man in the point contest conducted by Glenn Scott, our Marion, Indiana dealer.

A field meet and polo game at Lake Charles, Louisiana, on Sunday, October 28th, attracted riders and their girl friends from Houston, Galveston, Beaumont, Port Arthur, New Orleans, Shreveport, Lafayette, etc.

Mr. and Mrs. "Shorty" Lindstrom came from New Orleans with a number of riders, and they were very much impressed with the Texas boys and girls who were there.

* * * *

On Saturday night, November 3, the Milwaukee Motorcycle Club held a dance at Central Hall in Milwaukee. Although it rained, the attendance was good, and everyone had a swell time.

Among those present were about twenty Chicago clubbers, including Fred Radatz, Miss Marie Braner, Bob Miner and Don Turnbull (short track stars), and some other prominent Chicago motorcyclists. The Chicagoans were the life of the party.



The Wauwatosa Motorcycle Club of Wauwatosa, Wisconsin. They're next-door neighbors to the Milwaukee clubs and provide plenty of stiff competition in all the big Milwaukee doings.

Wherever You Go, Harley-Davidson is the Favorite



Beauty and speed. Dorothy Grainger, of RKO Pictures, poses on a CAC short track model.



In the Dolomites, near Bozen. A beautiful scene photographed for the Enthusiast by Berthold Arlt, Gartitz, Czechoslovakia.



A. Kess of Schramberg, Germany was intrigued by this view of Klosters in the Swiss Alps.

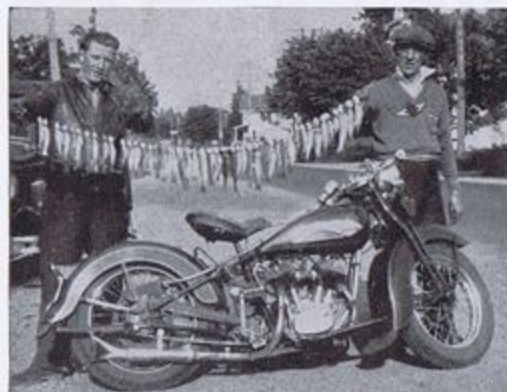


W. E. "Dub" Roberts, Tyler, Texas, brings his trusty 1934 Harley-Davidson to a halt amidst pleasant scenes, lights his pipe and agrees all's well. "Dub" and his mount are constantly on the go and seen all over East Texas.



Al "Squibby" Henrich, one of Wisconsin's crack hillclimbers, on his way up in the 45 Expert at the Green Bay hillclimb.

www.harley-davidson.com



Two Harley-Davidson fishermen who always come back with the limit. They are Emil Krefsky and Wilbur Cedardale of Portland, Ore.



Mr. and Mrs. George Mattos went deer hunting on their Harley-Davidson. George is president of the Oakland, Calif., Motorcycle Club.



Mr. Harry Hoddinott, our Charlottesville, Virginia, dealer, just back from a bit of fishing. The fish is an 8½-pound striped sea bass.

1934 Another Triumphant Year for Harley-Davidson

(Continued from page 4.)

Thirty-six Firsts in Thirty-six Events in the South

Harley-Davidson is "King of the Hill" in the South. Take a look at this record of places won during the 1934 season:

	1st	2nd	3rd
Macon, Ga., Apr. 1.....	3	1	2
Chattanooga, Tenn., Apr. 29. 4	4	3	3
Kansas City, Mo., May 6... 5	4	4	3
Atlanta, Ga., June 3..... 4	3	3	2
Greenville, S. C., July 22... 3	3	3	3
Birmingham, Ala., Aug. 12. 2	2	2	1
Chattanooga, Tenn., Aug. 19 3	3	3	2
Chattanooga, Tenn., Sept. 23 4	4	4	2
Macon, Ga., Sept. 30..... 3	3	3	3
Birmingham, Ala., Oct. 14.. 5	5	5	5

Total number of places won 36 31 26

How's that? Thirty-six events and thirty-six first places. And besides, thirty-one seconds and twenty-six thirds.

"Top" Carswell is at the top of the list in the Class A Division with thirteen firsts and two seconds to his credit. Bert Baisden is high man in the Class B standings, having won eight firsts, three seconds and a third. Clarence Pearce and Herman Zeiger also won a good number of victories for Harley-Davidson.

Eighteen Firsts in Twenty-One Events on the West Coast

On the West Coast, Harley-Davidson riders have again taken the lion's share of the hillclimb honors. Joe Herb and "Windy" Lindstrom head the list in their respective classes.

At Glendale, California, on March 18th, Joe Herb took first in the "21" Expert and the "45" B Events. "Windy" Lindstrom took first in the "45" A and B Event and another first in the "45" Expert Event. Four first places for Harley-Davidson.

At Fresno, California, on April 8th, Harley-Davidson stole the show again. Joe Herb, "Windy" Lindstrom, Joe Petralli and Sam Arena each took a first place.

At Fort Tejon, California, on May 27th, Harley-Davidson again took all four first places. Herb won the "45" and "80" B Events while Lindstrom cleaned up in the "45" and "80" Events.

(Continued on page 22.)



NIGHT SPEEDWAY » » GOSSIP « «

With the coming of winter, northern night speedways close, and the scene of short track activities shifts to the Sunny South.

* * * * *

Florida will be the center of winter short track activities. The first Florida track will open at Miami about December 15th. Work has been started on a "plant" at Moore Park, a municipally-owned stadium.

* * * * *

Promoters are planning on opening tracks at Daytona, Jacksonville and St. Petersburg, Florida. However, the A.M.A. has issued only one sanction so far. The A. M. A. is doing all it can to protect the sport and the riders, and no sanctions will be issued unless the promoters are able to put on an A-1 show.

* * * * *

Goldie Restall and Crocky Rawding are the two best riders in the East. Goldie, as you know, is the Eastern Champion, and Crocky is the 1934 high point man.

Goldie and Crocky went through the season neck and neck in point standings. Late in the season, Goldie took a comfortable lead, but injuries kept him out of a number of races and slowed him down for the rest of the season. They finished Crocky Rawding—890 points and Goldie Restall—839 points.

East meets West. Left, Goldie Restall and right, George Lannom. Taken at Union, N. J., July 25th. These two boys furnished plenty of fireworks for Eastern short track fans.

* * * * *

Among the riders who will go South for the winter are Crocky Rawding, Goldie Restall, Bill Restall and George Matheson.



Benny Kaufman and his CAC. He is rated among the ten best Eastern short track stars.

● J. B. JONES

Southwestern T. T. Champ

Reported by
ERNEST PARDO



Grady Gee, president of the Dallas Motorcycle Club, presents Les Meyers with a trophy for winning the Inter-City Invitation Event.



J. B. Jones, Southwestern T. T. Champ, dives into the creek-bed in the 80 Cu. In. Open Event.

THE Southwestern T. T. Championship Races held at Dallas, Texas, September 30th, attracted some of the Nation's best T. T. riders. Nineteen of the country's best were on hand, some of them known, not only in the Southwest, but all over the United States.

The course was 1.1 miles in length, starting with a fast straightaway followed by a sharp turn—almost a hairpin, which took the riders into the first back stretch. Another back stretch was formed by using two more hairpins. Going into the last turn, the course took a dip, followed by a long swing around and over a rise, and then, a sudden dive into a dry creek bed. A steep climb out of the creek bed brought the riders into a wooded dale where a couple of broad turns took them back onto the home stretch.

At 2:30 P. M., Referee Norwood called the boys together for final instructions. The first event was the Time Trial which was won by Dutch Meyers in 1:55.0. Only .4 of a second separated the first four men, and that meant a close battle ahead.

Dutch Meyers took the lead at the start of the 4-lap "45" Event and held it to the finish. Victor Cox was second, Bill Anderson third and Wade Anthony fourth.

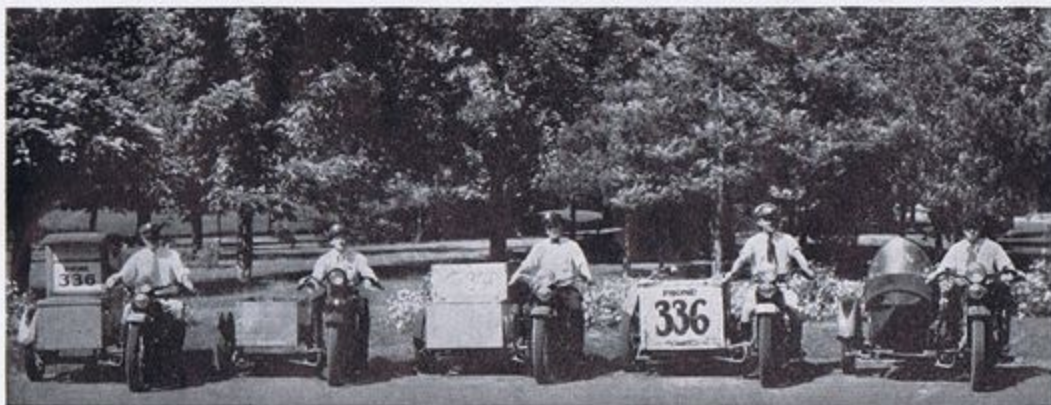
The "80" Class B Event was won by Curtiss Duty. Oscar Holt, Albert Young and Phillip Horton finished second, third and fourth respectively.

In the "80" Open Event, Les Meyers took the lead in the first lap. His brother, Dutch, passed him in the second lap, and they finished Dutch Meyers first, Les

(Continued on page 22.)



J. B. Jones, Southwestern T. T. Champ, dives down the home stretch in the lead! J. B. Jones of Dallas winning the Championship Event.



Strange's Messenger Service of Walla Walla, Washington, started out with one motorcycle and one auto truck. Today, the company uses five Harley-Davidsons, four of them 1934 models.

Harley-Davidson Rider Builds Successful Delivery Business

THREE years ago, in August, Clarence Strange, an enterprising young man of Walla Walla, Washington, began a pick-up and delivery service in that city. His equipment at that time consisted of a 1929 "74" Harley-Davidson motorcycle and a light automobile truck. But it didn't take Mr. Strange long to discover that the operation and maintenance of the auto truck was much too high for the amount of service it rendered as compared to the motorcycle unit. Consequently, the truck was replaced with a second Harley-Davidson.

Strange's Messenger Service soon built a reputation for speed and dependability, and Walla Walla concerns made liberal use of the service. Within one year Mr. Strange's business had increased to such an extent that it became necessary to add a third Harley-Davidson to the equipment. Today Strange's Messenger Service operates five Harley-Davidsons, four of which are shiny new 1934's.

The success of Strange's Messenger Service is remarkable when one considers that Walla Walla is a town of only about 16,000 people, situated in farming territory. It proves that there is a demand for low-priced, dependable and fast delivery service such as can be offered with Harley-Davidson delivery units.

Any rider with a little courage and

ambition can develop a profitable pick-up and delivery service along the lines of Strange's Messenger Service. Riders—here is an opportunity to get into a business of your own. Act at once!



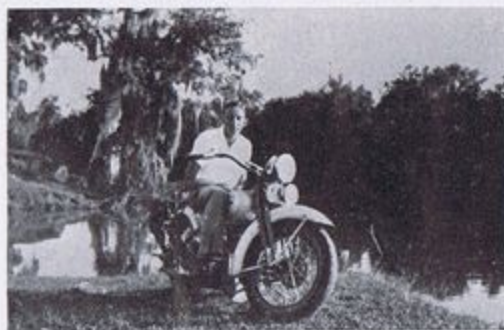
Meet Clarence Strange, proprietor of Strange's Messenger Service, Walla Walla, Washington.



The Philadelphia Quakers Polo Team. The players are Captain Horkey; Guards, Deary and Gommel; Centers, Gagilardi and C. Ellis; Goal Tenders, Grey and L. Lewis; Ref., Nelson Hubbs.



Noel Lambert of Berlin, New Hampshire, taken during a tour through Franconia Notch, N. H.



Ogden Mason, Luteher, Louisiana, took a trip to Michigan and the World's Fair on his "45."



Harley-Davidsons are popular in Portugal. Mr. Jose Moser, of Lisbon, and his '34 "45" Twin.

Lubbock Redshirts National Polo Champs

(Continued from page 5.)

5 to 3 in favor of the Quakers. Wade Anthony of the Redshirts, left the game due to a leg injury sustained in the first quarter, and Dugan Wheeler took his place. Wheeler surprised the Quakers with some furious and flashy riding, and before they knew what had happened, he was off with the ball to score two points on a field goal just before the final whistle blew, tying the score 5 to 5. This, according to the rules, called for another fifteen-minute period—a great break for the crowd and for the Lubbock team.

What an exhibition of polo that fifth period was! Otto Flynn of the Redshirts maneuvered the ball down the field and scored a goal. He was injured on this play when his motorcycle fell on his chest, and he had to retire from the game. Wheeler, who saved the game for the Redshirts in the fourth quarter, scored another goal, making the score Redshirts—9, Quakers—5. The Quakers rallied and scored a goal, making the score 9 to 7. During the last few minutes of play, the Quakers nearly scored several times, and the Redshirts were quite relieved when the final whistle blew, leaving the final score 9 to 7 in their favor. This was the Quaker's first defeat of the season. They had won nineteen games in a row previous to the Championship tilt.

The outstanding feature of the game was the fine sportsmanship displayed by both teams. During the entire game, not a single dispute arose, and the referees, Nelson Hubbs and Ray Lynch, did a fine job. Both teams were over-anxious, and

play was at times rough. However, they came from the field with a great deal of respect for each other.

<i>Philadelphia Quakers</i>	<i>Lubbock Redshirts</i>
Jules Horkey, Capt.	S. Champlain, Capt.
Harvey Deary	Otto Flynn
William Gommel	Joe Brown
Fred Gagilardi	Robert Howard
Robert Grey	Wade Anthony
Lewis Ellis	Perry Lee Adams
Charles Ellis	Dugan Wheeler
Albert Higgins	Ray Lynch, Ref.
Carl Ostrow	
Nelson Hubbs, Ref.	



On the rolling hills west of San Antonio. Miss Hazel Shelton of Three Rivers, Texas.

Private Funeral Escort

(Continued from page 6.)

Following is a partial list of mortuaries who are using Harley-Davidson escorts with great success:

Starling F. Beverly....	Los Angeles, Calif.
Clive Billingsley.....	Los Angeles, Calif.
Anchan Coma.....	Lorain, Ohio
Robert G. Furry.....	Columbus, Ohio
Carl Hergesell.....	Columbus, Ohio
Rudolph Katzenberger.	Los Angeles, Calif.
Lilly's Funeral Home....	Des Moines, Ia.
James L. Moat.....	Columbus, Ohio
Ray C. Meyers.....	Tiffin, Ohio
Delbert Wilson.....	Kansas City, Mo.
Fred C. Ziesmer.....	Los Angeles, Calif.
George Gaskin.....	Phoenix, Arizona
Pierce Brothers.....	Los Angeles, Calif.
Webster Funeral Home....	Portland, Ore.
Colonial Mortuary.....	Portland, Ore.



Motorcycling helps her keep that school-girl complexion. Miss Irma Brun, New York City.



J. H. Stiemens, of Gennep, Holland, sent this photo of his fiancee, Miss Helene Wegner, taken near Montana, Switzerland, during a Harley-Davidson vacation trip through the Swiss Alps.

FOR COMFORT AND STYLE

Windproof Leather Vests



Cold winds don't penetrate this wind-proof vest. It is made of genuine champagne suede leather, well tailored and therefore form-fitting. Adjustable take-up straps at the waist. A zipper front and two handy pockets make for neatness and convenience. Sizes 36 to 48.

11087-X Champagne Suede Vest. . . . \$4.65

Cloth Suede Jacket



This jacket is of a much better quality than the price indicates. Made from a durable wind and waterproof material consisting of two layers of cloth joined by rubber cement. Has a zipper front, two button pockets, knitted waist band and convertible collar. Sizes 36 to 48.

11085-X Badger Suede Jacket. \$3.95

Leather Suede Jacket



A high quality jacket made of genuine suede leather, lined with sateen. The knit cuffs, waist-band and collar, and the zipper front, are very effective in keeping out the wind. Ideal for motorcycling. In that good-looking cocoa color, sizes 36 to 48.

11086-X Cocoa Suede Jacket. \$7.95

SEE YOUR DEALER

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

Harley-Davidson Riders Make Fine Showing in Ohio Championship...

STARTING at 6:01 A. M. on Sunday, October 14, fifty-one motorcyclists left the Columbus Dispatch Building to battle for the Ohio State Endurance Run Championship. A. M. A. Secretary E. C. Smith was on hand to help start the boys off. This done, he made a quick trip to Marion, Indiana, where Glenn Scott, the Harley-Davidson dealer in that city, was holding his annual Victory Banquet.

It was a cold morning. The first part of the course was under a blanket of heavy fog, and the riders had great difficulty in staying on the road. Fortunately, it did not rain; otherwise most of the trails would have been impassable. As it was, only sixteen of the fifty-one starters were able to complete the course. Most of the entries were forced out by tire trouble. A check-up after the run revealed that the Columbus entries alone had about twenty flat tires.

The 1934 Ohio Endurance Run Champion is Joe Gee. He finished the gruelling run with a score of 987. Congratulations, Joe!

First place in the Sidecar Expert Class went to Dave Nourse of Huntington, West Virginia, riding a Harley-Davidson. His score was 942. Also finishing with a score of 942, was R. B. Steele of Lima, Ohio, who rode his Harley-Davidson to victory in the Solo Novice Division. First in the Sidecar Novice Class was Ray Brown who finished with a score of 943. He too piloted a Harley-Davidson. The team prize went to the Buckeye Motorcycle Club Team composed of Joe Gee, Denver Gleis and O. W. Cassidy.

Among the entries was Officer Frank T. Shinn of the Ohio State Highway Patrol. Frank won the Championship last year and was a favorite to win again. He was forced out of the running with two flat tires.

The run was again laid out by Duke Goodwin, A. M. A. Referee. Duke sure knows how to pick the tough spots.

After the run a big feed was provided for the entries, followed by moving pictures presented through the courtesy of

DAVIDSON MOTOR CO.

the Firestone Tire and Rubber Co. The "show" included movies of the 1933 Indianapolis 500-mile automobile race and a sound and color picture of the World's Fair. During the "show" the officials were busy figuring out the scores, and the winners were announced immediately thereafter.

SUMMARY

Solo Expert

- | | |
|----------------------|---------------------|
| 1. Joe Gee | 987 |
| 2. Denver Gleib..... | Harley-Davidson 980 |
| 3. R. Johnson | Harley-Davidson 955 |
| 4. Don Sibert | 943 |

Sidecar Expert

- | | |
|----------------------|----------------------|
| 1. Dave Nourse | Harley-Davidson 942 |
| 2. Gene Doty | Harley-Davidson 614 |
| | Miles |
| 3. J. R. Bruce..... | Harley-Davidson 119 |
| 4. Eddie Long | Harley-Davidson 94.2 |

Solo Novice

- | | |
|----------------------|---------------------|
| 1. R. B. Steele..... | Harley-Davidson 942 |
| 2. Bert Hussey | 931 |
| 3. Russ Seeley | Harley-Davidson 913 |
| 4. Ed. Hann | Harley-Davidson 912 |

Our Cover Picture

The air is crisp and the trees are bare, but Charlie Cartwright, factory salesman, bundles up and goes for his daily spin just the same.

Even in fall when the green of summer has faded into a dull gray and brown, a ride down some winding, hilly side road will reveal many beautiful scenes to the motorcyclist.

Keep riding, gang! Motorcycling is now a year-around sport.

Cold Weather Accessories

Sheep-lined Mitts

Really Cold Proof



Sheeplined! For cold weather riding comfort nothing can equal these warm, comfortable sheepskin lined gauntlet mitts. They are specially designed for motorcycle riders and will keep the hands warm in the coldest weather. The soft, thick sheep's wool lining extends

way out into the wrists of the cuffs.

These mitts have tough black horsehide hands and strap leather cuffs. Made in the full mitt style, as shown, and in the one finger style. Sizes small, medium and large.

11078-X Full mitts (as shown).....\$3.85

11077-X One finger mitts..... 4.15

Handlebar Muffs



These warm and roomy handlebar muffs are lined thruout with thick sheep's wool. The metal clamp on the front holds them securely to the bars. Light and horn switches as well as front brake lever are operated from inside the muffs. The leather surface keeps out the cold and they are long enough to keep out the cold without wearing gauntlets.

11083-30 pair.....\$4.20

For Effective Protection from the Wind

With these Harley-Davidson shields you ride in comfort regardless of weather conditions. No matter how the weather may be — windy



rainy or cold — you are well protected behind one of

these effective windshields. The windshield or legshields can be used separately, if desired.

The sporty sidecar windshield protects your passenger from the weather with the least possible wind resistance. It is so constructed that it is easily moved ahead for convenience in entering and leaving the sidecar.

Motorcycle windshield less legshields.....\$10.00

Motorcycle windshield with legshields..... 13.50

Set, metal legshields with brackets..... 5.00

Sport windshield complete for LT or LS sidecar..... 12.50

Specify year and model.

★ Police News

Dallas, Texas

Dallas, Texas, has added five Harley-Davidson Radio-equipped Police Motorcycles to its force, increasing its fleet of radio motorcycles to fourteen.

San Antonio, Texas

San Antonio, Texas, has purchased a Harley-Davidson Servi-Car to be used for checking parked cars. The use of a Servi-Car in this work has proved very successful in Topeka, Kansas and Beaumont, Tex.

Palm Beach, Florida

An order has been received from the Town of Palm Beach, Florida, for five new Harley-Davidson Radio-equipped Police Motorcycles.

Lakeworth, Florida

Lakeworth, Florida, bought a Radio-equipped Harley-Davidson Police Motorcycle earlier in the year and had so much success with it that another has been added to the force.

California Highway Patrol

In an effort to get a "cross section" of the "speed habits" of motorists, the California Highway Patrol is conducting a special research.

Data obtained by timing motorists with special instruments proves that the majority of drivers remain within the prescribed speed limits, and that those who drive at excessive speeds are less than 2%.

J. B. Jones Southwestern T. T. Champ

(Continued from page 16.)

Meyers second, J. B. Jones third and Bill Anderson fourth.

A special Inter-City Event was next on the program. Robert Enloe got a nice first lap lead, but spilled when he took the dive into the creek bed too fast. Dutch Meyers then took the lead and stayed out in front the rest of the way. Second went to Wilson Peters who has been doing some fine riding this season. Griffin Kathcart took fourth. For his victory, Dutch Meyers received a dandy trophy.

The Consolation Event started with an exciting duel between Kathcart and Enloe.

Grif Kathcart made a beautiful somersault with his motor, and, by taking an extra roll after he "left the ship," he landed on his feet like an expert tumbler. Enloe won the event. Wilson Peters was second, Otto Flynn third and Shipman fourth.

The big event of the day was the Southwestern Championship. Eight riders were eligible for this event. A pile-up resulted from a rush for the lead on the first turn. Victor Cox, Les Meyers, Robert Enloe, and Bill Anderson went down. Cox got back into the race. Dutch Meyers was well out in front until the second lap when he spilled, putting Jones in the lead. Meyers got going again and began cutting Jones' lead, but Jones was so far ahead that he had first place cinched. He won the event amid the cheers and applause of an enthusiastic crowd. Jones was a favorite before the day of the race and his victory was not an upset. Congratulations, J. B.!

1934 Another Triumphant Year for Harley-Davidson

(Continued from page 14.)

At Los Angeles, California, on June 17th, Joe Herb again cleaned up the "45" and "80" B Events. Lindstrom took first in the "45" A and B and the "45" Expert Events.

At Oakland, California, on October 14th, Joe Herb won the "45" Class B Event. "Windy" Lindstrom took second in the "45" A and B Event and the "45" Expert Event. Fred Molz rode his Harley-Davidson to first place in the "80" B Event.

Summing up the season's performance, we find that in twenty-one events, Harley-Davidson riders took eighteen firsts, five seconds and seven thirds.

100-Mile Targo Florio

The 100-Mile Targo Florio held at Ascot Speedway, Los Angeles, on May 20th, resulted in another sensational Harley-Davidson victory. Byrd McKinney piloted his Harley-Davidson "45" to first place. Ed Kretz, riding a Harley-Davidson "74" took second.

Besides these important victories, Harley-Davidson riders have won laurels in many sectional events. In every phase of sanctioned competition, they have proven again and again that, on road, hill or track, Harley-Davidson reigns supreme.

HAPPY ROAD ROAMERS!



Smiling Arthur Macfarlane of San Luis Obispo, Calif.



Wesley Kiefer and Leslie Kivett, Gibsonville, N. Car.



A Canadian enthusiast—Joe Glenza, of Evesham, Sask.



Russell Dornburgh, of Waterville, N. Y., in a quiet spot.



Harold Sherwood and Raymond Butler, Toronto, Ohio.



On a classy 1934. Meet Joe Caselli, of Oakland, California.



His sixth motorcycle. H. A. Canton, Cliffside Park, N. J.



Rides none but the best. Walter Wey, Waterloo, Ont.



Took a 2000-mile trip to Tennessee. B. Morgan, West, Tex.



Robert Netherington of New York City on his snappy 45.



Out in Movieland. Charles Hopson of Hollywood, Calif.



"The Flying Dutchman," J. J. Vermeulen, Brentwood, Md.

more



Nelson Bettencourt, Vallejo, Calif., is the proprietor of this fine Harley-Davidson agency.

PARENTS— *What about Your Boy's Future?*

Times have changed a lot over the years. The days of free homesteads have passed into history. The opening and settling of the West is gone forever. The small merchant of yesterday is replaced by the vast chain organization of today with capital listed in millions. It does present a problem to get an ambitious young man placed where his rewards reflect his efforts and where he can become a credit to himself and his family.

And yet there are openings and opportunities with a splendid future. There is, for instance, the motorcycle business. Only moderate capital is required. Competition is limited. Exclusive territory is granted. The factory gives the best of cooperation. Vast sales possibilities are offered in the pleasure, police and commercial fields.

During the depression, no business we know of suffered less than the retail motorcycle business. Almost to a man, Harley-Davidson dealers came through with flying colors and are today making more sales than in years. If you would like to see your son in an active business where he is strictly his own boss, if he is ambitious and willing to work to forge ahead, if a fair amount of capital can be arranged to get him started, write our sales department, Desk A-2, for further particulars and about available territory.



HARLEY-DAVIDSON MOTOR COMPANY
Milwaukee, Wisconsin, U. S. A.

HARLEY-DAVIDSON Motorcycles

Printed in U. S. A.