

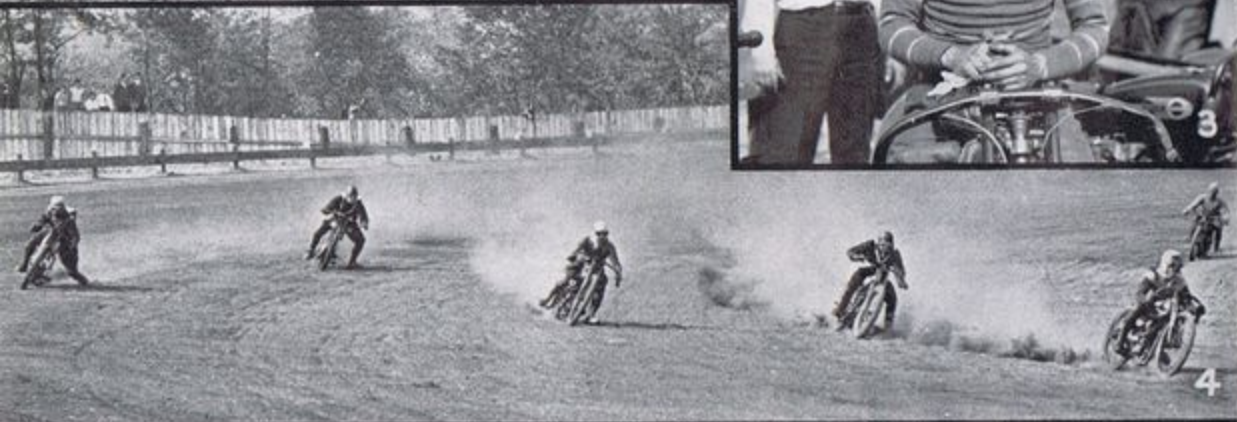
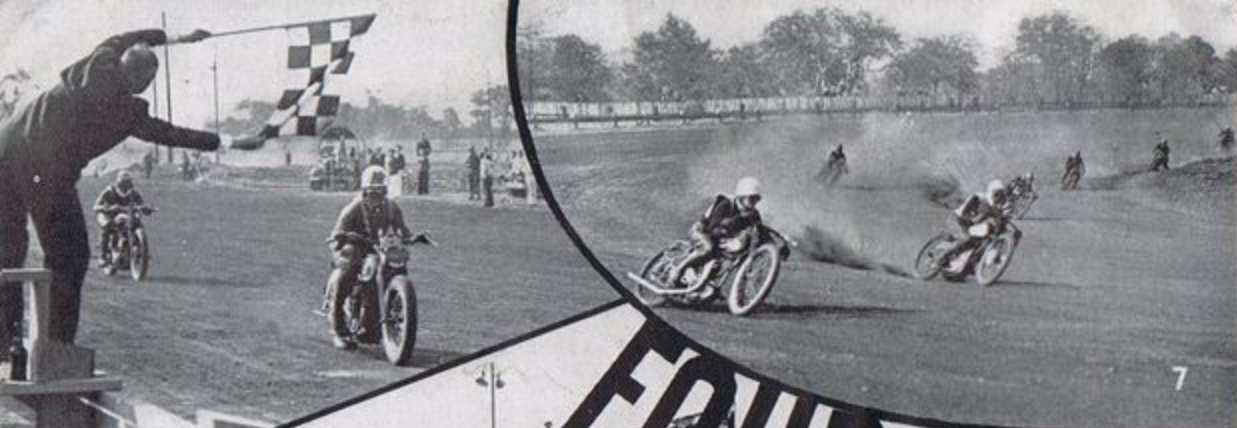


HARLEY-DAVIDSON
Enthusiast

JUNE 1936

5 CENTS

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FOUR MILE

National Goes HARLEY-DAVIDSON

THE list of victories won by Harley-Davidson since the opening of the 1936 competition season grows longer as the season progresses. The same championship brand of horsepower which annexed many national championships in 1935 is again ruling the hills, T.T. courses and dirt tracks. And every passing week new laurels are being won by Harley-Davidson riders and their dependable mounts in Class C, Class B and in Class A events, against the stiffest domestic and foreign competition available.

Union, New Jersey, May 10—Four thousand fans jammed their way into the new Union speedway to witness a carnival of speed and thrills as Joe Petrali and Bud Elliott led the Harley-Davidson crew to seven victories in the eight events on the program. The wrecking crew annexed numerous second places and scored slams in two events against strong foreign and domestic opposition. Due to the fact that this was the first race ever held on the new track, the course was extremely bumpy and fast time was out of the question.

Petrali rode over the bumps to win the 4-Mile National and added No. 14 to the string of thirteen straight National dirt-track victories hung up in 1935.

Bud Elliott took both the 3-Mile and 5-Mile 21" Events which resulted in slams for Harley-Davidson. Alvin Shaffer won the 3-Mile Pro and Goldie Restall won his elimination heat and then rode to a flashy victory in the finals of the 3-Mile 45-inch Class C. It was a glorious day for the Harley-Davidson brand of horsepower:

Time Trials

Petrali.....	Harley-Davidson.....	33.4 sec.
Shaffer.....	Harley-Davidson.....	33.4 sec.
McClellan.....		33.8 sec.

4-Mile National Championship

Petrali.....	Harley-Davidson.....	4:48.8 sec.
Toth.....	Harley-Davidson	
Toscani.....		

5-Mile 21" Class B

Elliott.....	Harley-Davidson.....	5:48.1 sec.
Vicarri.....	Harley-Davidson	
Lehman....	Harley-Davidson	

3-Mile 21" Pro

Shaffer.....	Harley-Davidson.....	3:30.4 sec.
Toscani.....		
Toth.....	Harley-Davidson	

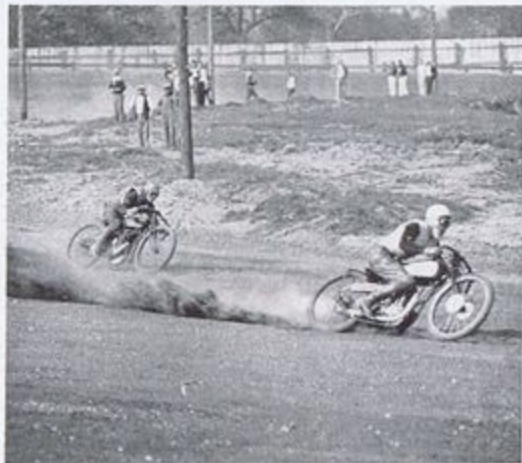
6-Mile 21" Pro

Petrali.....	Harley-Davidson.....	8:16.4 sec.
Toscani.....		
Toth.....	Harley-Davidson	

3-Mile 21" Class B

Elliott.....	Harley-Davidson.....	3:53.1 sec.
Lehman....	Harley-Davidson	
Vicarri....	Harley-Davidson	

Action shots at the big Union, New Jersey Race Meet as the Harley-Davidson crew forged out seven victories over a bumpy course. 1. Goldie Restall winning the 45" Class C. 2. Part of the large crowd of speed fans. 3. Alvin Shaffer, winner of the 3-mile 21" Pro Event. 4. Lining up for a flying start. 5. Lineup of entries in the Class C elimination. Restall on left nearest camera. 6. Petrali leading Toth in the 4-mile National. 7. McClellan, left, on an English job, and Petrali, right, in a pretty duel as they come out of a turn in the 4-mile National. 8. Bud Elliott of Teaneck, N. J., double winner for Harley-Davidson. 9. Restall, victor in the Class C 45" Event. 10. Petrali, winner of two firsts at Union and a tie with Shaffer in the Time Trials. Photo No. 3 taken by Cactwright, all others by W. T. Skinner.



Petralli "going to town" in the 6-Mile Pro at Union. Freddy Toscani did some flashy riding in this event in a vain attempt to catch Joe.



Jones leading the pack into the first turn on the Dallas T.T. Course at the April 26th meet. He is being pressed hard here by Enloe.



A tense moment in the thrilling 50-Mile race at Pacific City, Calif., as Jim Young goes down. Ray Eddy is the other rider.

3-Mile 45" Class C

Restall.....	Harley-Davidson.....	3:56 sec.
Haberman.....		
Koenig.....		

3-Mile 21" Consolation

Beatty.....		3:52.6 sec.
Jackson.....		
Riley.....		

* * *

Cary, Illinois, May 17 — Outstanding hillclimbers from far and near, champions, former champions and runner-ups, gathered at Cary today for the Windy City Club's big three star climb. A crowd of over 5000 fans were on hand to see a list of 40 entries do their stuff. And how they rode! Champ Petralli rammed up and over the crest in 4.31 seconds to win the 45 inch Class A Event with Harley-Davidson riders Ralph Moore taking second and Stan McClintock, fourth. In the 45" Expert, Moore tied with Petralli and won the toss.

* * *

Dallas, Texas, April 26—A typical Harley-Davidson massacre was enacted here at the Westmoreland T.T. course today as Harley-Davidson riders swept everything before them from the Time Trials on down through the Grand Finale. Riding fast and furiously they won every first and second place on the card of six events and captured all third places with but one exception. Those Texans sure do ride winners!

* * *

Pacific City, Calif., April 26—The San Francisco Motorcycle Club started the 1936 riding season off with a roar with their second annual 50-mile road race at Pacific City. Veteran Hap Jones crossed the finish line first; Ray Eddy another fine rider was second. Spectacular Jack Cottrell was third and "Old Iron Man" Jim Young rode his OHV 61 home in fourth position. All four riders were Harley-Davidson mounted.

* * *

Corvallis, Oregon, May 10 — Harley-Davidson riders romped off with the lion's share of the honors at the Oregon State College Motorcycle Club A.M.

(Please turn to page 20)



Above: The Garden of the Gods near Colorado Springs, Colorado. Right: Royal Brust getting friendly with one of the natives at Yellowstone Park.

Our

Harley-Davidson Vacation *By Royal Brust*

MY PAL, Charlie Sullivan, and I have taken lots of trips but we never did get our fill of going places, so we decided that our next vacation would again find us out on the open highway. Charlie had just finished his junior year at Oklahoma A. & M. College, and as I had not taken a vacation for over two years, we considered ourselves due for a change.

Our transportation was a 1935 model Harley-Davidson 45, equipped with Buddy Seat, saddlebags, spotlights, new heavy duty 4:50 rear tire, spare inner tube, lap robe; a specially made box to fit over the rear fender housed most of our supplies—consisting of clothing, razor, tooth brushes, camera, bedding; we also carried a small tent and our own cooking kit.

Early one Saturday afternoon in August we bade Oklahoma City goodby and rode forth in our search for adventure. About 65 miles from home a heavy rainstorm delayed us for two hours. As the city of Enid, Oklahoma, was on our route, and we had a number of good friends living there who were also enthusiastic motorcyclists,

we stopped to have a visit with some of them and also with the Harley-Davidson dealer, Shorty Jennison. After a swell visit with the gang we left Enid and rode on about 100 miles more before turning in for the night. Our bed that night was in a rural schoolhouse yard, near the shelter of a make-shift garage.

Steady riding the next day, with nice weather and good roads, brought us into Colorado Springs a little ahead of schedule, thrilled with the beautiful scenery, and of course, with big appetites. We soon found a good camp site and enjoyed another night of deep slumber out in the open.

The next morning we were up bright and early to take in the sights in and near Colorado Springs. We took some pictures of the Garden of the Gods, of the Seven Falls, and more views from along the high drive. Anyone interested in unusual

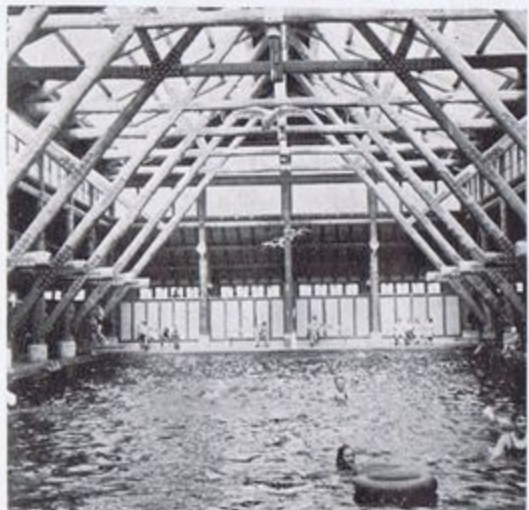
"We'll never forget the thrill of motorcycling along the road at the bottom of Shoshone Canyon."

BARNSTORMERS CO. INC.





Charlie snaps a picture of Royal resting as the boys pause near a large hot spring at Thermopolis, Wyoming. Note the well arranged equipment.



Here is a photograph of Geyser Water Pool near Old Faithful at Yellowstone Park. This pool is fed by water from the geyser.



In Old Faithful cabin Camp at Yellowstone. Our guess is that Charlie is doing his share of the kitchen work when Royal snapped this shot.

rock formations will find the Garden of the Gods a most wonderful place to visit. After roaming around seeing the many interesting sights in this unusual country, we continued on our way to Denver — “the Mile High City.” Here we stopped at the Harley-Davidson Shop to fill up with oil, and gossip awhile with the riders there. We also enjoyed a trip through the Gates Rubber Company’s factory in Denver.

We continued on our way, with Cheyenne as our goal for that day. We arrived about 6:00 P. M., and in high hopes of seeing an old friend of ours who was in the Army and in summer encampment at the Pole Mountain Camp. We had no idea how to find the Camp, or how far it might be from town, and all the information we could get was that it was on the Happy Jack Road, anywhere from twenty to fifty miles—but on we went. Happy Jack Road turned out to be sort of a trail that wound around and over the hills, with an occasional branch to the right or left. There were no markers, houses, or fences, nothing but rolling range in sight. We rode westward into the setting sun and it was long after dark before we finally found anyone who knew where the Camp was located. Finally we found our friend and had a good old-fashioned talk. We took a much better route back into Cheyenne that night, and before we reached Cheyenne the cold night air convinced us to sleep in a cabin instead of out under the stars. We slept until late the next morning, for after all, we were on a vacation and in no great hurry. We cooked our own breakfast, then wrote cards to the folks at home, after which we started north toward Shoshoni and Cody, Wyo.

The next morning we rode on into Thermopolis, where we enjoyed a fine breakfast, and then visited the State Park with its warm springs and beautiful formations. Then on into Cody for lunch. We again turned west, with Yellowstone National Park as our goal for that evening. We passed the Shoshone Dam and Lake and the very expensive highway which leads through solid rock walls near the Dam. We met two boys at the Yellowstone Park entrance and soon became



Left: "Boy! this is the life," says Charlie. The place is North Cheyenne Canyon near Colorado Springs. On the right are the two adventurers as they appear when ready to roll.

acquainted. It troubled them and made us smile because it cost us only \$1.00 with our Harley-Davidson to get into the Park, while it cost them \$3.00 for their automobile. There we saved \$2.00 to start with. Soon after we got inside the Park I saw a small deer and wanted a picture of it badly. It was across a stream and would keep just behind a few bushes, so I couldn't get a picture. I crossed the stream after falling in, and chased that deer for a long ways but never got close enough to get a photo. However, later on we got a picture of a moose, which was some consolation.

We spent our first evening in the Park at Lake Junction. We purchased some firewood in order to cook our meals and heat the cabin. Then we wrote more cards home and planned our stay in the Park, arranging our time to best advantage. We met a boy from Canada who was traveling by motorcycle and had a very pleasant chat, talking over our motorcycling experiences. We went swimming in the lake, although it was very, very cold. The rangers put on an interesting program around the camp-fire that evening. One of them gave a lecture about the history of the Park and told about some of the main points of interest.

The next morning we started rather early on a tour of the Park, stopping every little while, especially at Yellow-

stone Falls, where we took several pictures at various angles. From Canyon Junction, we turned to some hillclimbing and took the high drive to the top of Mt. Washburn (elevation 10,317 ft.). We did plenty of gear shifting but didn't have to stop to let the motor cool. However, we passed a number of cars of all makes, most all of which were boiling and their owners had to wait while they were cooling off. Not so with our Harley-Davidson motor—we percolated right on up to the top, and there got a marvelous view of the surrounding country, through a telescope. We next stopped at Tower Falls, over which the water drops 132 feet—an awe-inspiring sight! Many more stops were made, but for shorter lengths of time, and at noon we ate our lunch at Mammoth Hot Springs.

We heard of a shortage of cabins at Old Faithful Lodge so hurried in that direction. We arrived at the Lodge about six in the evening and after some difficulty we were fortunate in securing a cabin, although accommodations were very scarce when we were there.

The big dance at the Lodge, to which we were invited, is something we shall never forget. The sight of the rangers feeding the bears also impressed us greatly, and when the lights were turned out and the spotlight focused on Old Faithful Geyser itself, we felt absolutely in-

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Charlie, left, and Royal stop to see the sights from the highest bridge in the world spanning Royal Gorge near Cannon City, Colorado.



Wren's Nest, a cozy cottage high up in the hills of beautiful Estes Park in Colorado where the boys spent a night on their way home.

spired. We spent the next two days there, eating and sleeping, with an occasional short trip to see some geyser or to swim in the pool. We got a big kick out of attending the campfire meetings, too.

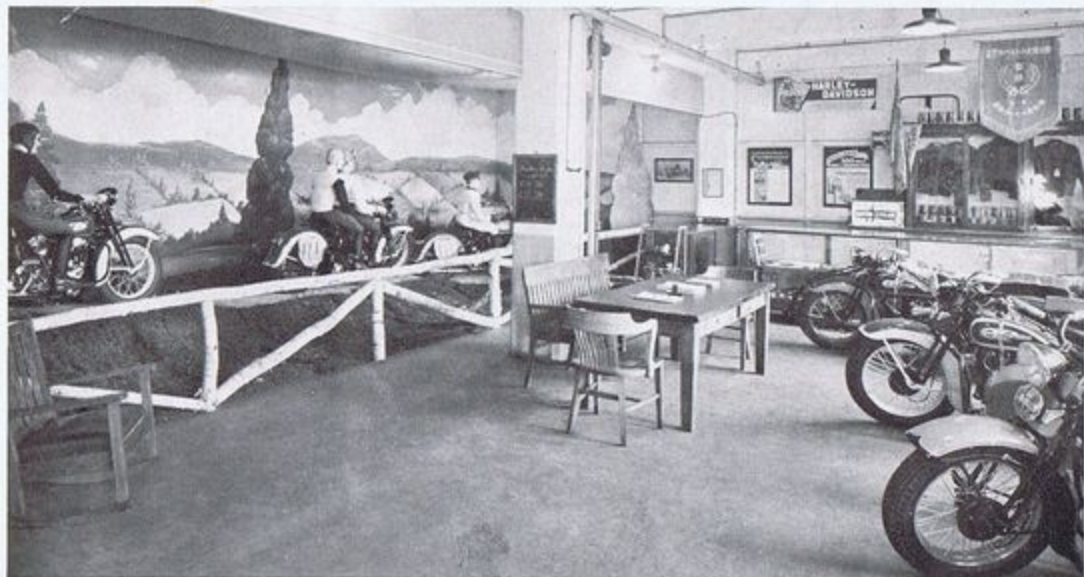
The day of our departure arrived, so we mounted our Harley-Davidsons and headed for Teton National Park via West Thumb, Lewis Lake and the South entrance. We ate our lunch that noon on the shore of the beautiful Jenny Lake. We paid a short visit to the ranger in charge and then continued on our way home. We spent the night at the Kola Tepee Ranch, on the bank of the Du Noir River, with plenty of the wide open spaces all around us. That is a fine country in which to live during the summer months, but we imagine winter life there is rather lonely.

The next day was just a pleasure cruise for us as it took us through a lot better part of Wyoming, and through a good part of Colorado, into Ft. Collins and Estes Park. We arrived at Estes Park about noon and lost no time in renting a nice cottage high up in the hills. It was so quiet and restful there we just spent the next day in and around Estes Park, taking a side trip up to Fall River Pass and riding through Rocky Mountain National Park.

The following afternoon we rode to Pueblo, via Longmont, Denver, and Colorado Springs. At Pueblo we attended the State Fair which was in full swing. We also took the opportunity to visit with some mutual friends there.

Another twenty-four hours found us on the way to Royal Gorge. We started out under a clear sky, but before long the sky became clouded and did it rain! It could never rain that hard again anywhere! No ill effects, however, and we kept our schedule just the same. We did not stop on our return to Pueblo, but continued on south to the home of some more of our good friends in the town of Rye, Colorado. The next morning we went horseback riding up into the mountains. We visited a sawmill, a fish hatchery, and teased several trout in the stream—the

(Please turn to page 21)



The great outdoors—the thrill of touring is exemplified by this life size display in the visitors' room at the Harley-Davidson Factory. You'll see it when you visit us this summer.

Tour Wisconsin... Visit the Factory

BLUE skies, fleecy clouds, green fields—the open road is calling—it's touring time once again. It's time to saddle up your Harley-Davidson and set out on that long planned vacation.

Why not spend your vacation this summer up here in Wisconsin—the ideal summer playground of the United States? If you love the woods, crystal clear lakes, and the out-of-doors, you'll enjoy a Wisconsin vacation in a grand summer climate.

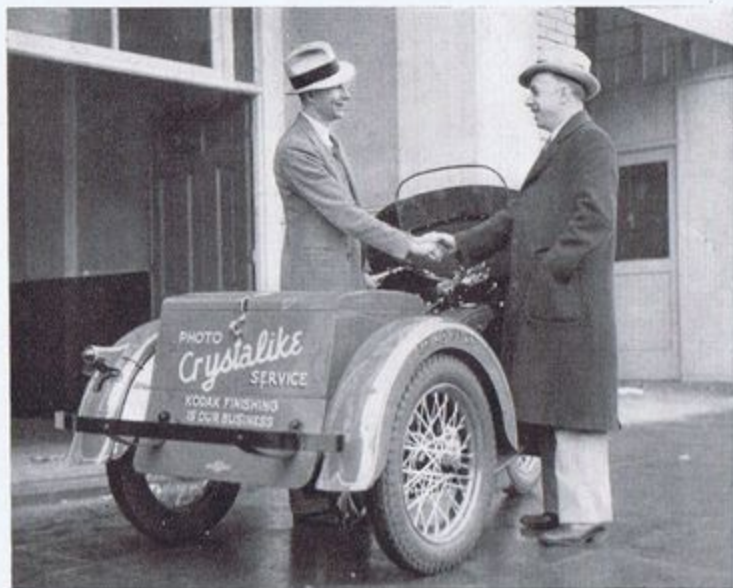
Northern Wisconsin is a paradise for campers. You can pitch camp in beautiful state parks and state forests or you can go way back in the woods off the beaten track. You can ride your Harley-Davidson along forest and stream-side trails and you can roam on foot through forests never touched by axe or saw. You can sleep with deep relaxation and contentment as the cool night breezes whisper in the pines overhead. Yes, it gets cool in northern Wisconsin even in the middle of summer. Sweaters, jackets and fireplaces are mighty comfortable after the sun goes down. In the early dawn as the sun chases away the mists from the

lakes, the chattering birds, waves lapping upon the shore, the invigorating air will drive you out of bed in search of grub and lots of it. Appetites mysteriously double in size—*this is the life!*

If you like to fish, Wisconsin is the place for you. Pack a rod and reel on your Harley-Davidson along with your camping equipment. In Wisconsin's 7,000 lakes and 10,000 miles of trout streams, more than a hundred million fish have been planted every year for thirty years. In 1935 alone, the state planted more than half a billion fish. Fishermen from all parts of the United States come to Wisconsin for muskies, northern pike, wall-eyed pike, bass, brook, rainbow and brown trout.

There is a little bit of all the world in Wisconsin. Its past is rich in history and tradition. Here the Indians roamed and lived. Many evidences still exist on all sides of that era in Wisconsin's early life when moccasin-clad Indians trod silently through the forests. What a thrill you'll get as you pilot your Harley-Davidson

(Please turn to page 22)



Dealer, Clarence Potter, Tacoma, Wash., left, smiles as he completes the deal for the fourth Harley-Davidson sold to Crystallike Photo Service.

Photo Services

... Use Harley-Davidsons!

ANOTHER line of business in which Harley-Davidson motorcycles have made an excellent showing is the photo finishing field. To those who are familiar with this particular work, it is easy to see that fast service is absolutely essential if the photographer is to maintain and in-

crease his business. In Tacoma, Washington, the Crystallike Photo Service, operated by Mr. George Newmeyer, recently purchased their fourth Harley-Davidson motorcycle. The story of what this Servi-Car outfit has been doing is an interesting one indeed. Each business day the Servi-Car makes two trips daily, to more than 60 stores located in all parts of Tacoma—a morning call, and likewise an evening call. That's how it happens that Tacomans may leave their rolls of film at their neighborhood drug store in the morning and have their prints ready for them at five o'clock in the evening of the same day. Day in and day out the Servi-Car makes its two rounds and that spells service.

George Newmeyer, who owns the Crystallike Photo Service, began his business in Tacoma just ten years ago and today has the most modern establishment of its kind in the Pacific Northwest. The company specializes in kodak finishing, and when it is realized that the company can print and deliver in a single day 16,000 kodak pictures, one gets some idea of the magnitude of the business and the modern equipment it employs.



"When pictures are needed in a hurry my fast Harley-Davidson and my speedy camera always do the trick. They're an unbeatable combination," says this progressive photographer, William Mulvehill of Veedersburg, Indiana.

California County Wins Safety Honors

THE distinction of being California's outstanding leader in the reduction of motor vehicle fatalities on rural highways was won by Santa Barbara County during 1935. This coast county had 24 fewer deaths from motor vehicle accidents in 1935 than in 1934. The California Highway Patrol unit stationed in Santa Barbara County has been honored for its splendid traffic safety work by being awarded the state Chamber of Commerce safety trophy. According to E. Raymond Cato, Chief of the California Highway Patrol, total deaths on all state rural highways showed a decrease of 25 compared with the previous year. The California Highway Patrol uses several hundred Harley-Davidsons for patrolling California's highways.

Other California counties which showed substantial reductions in the number of deaths on rural highways are: Alameda, Kern, Stanislaus, San Joaquin, and San Luis Obispo.

According to Chief Cato, the majority of rural highway fatalities occur between intersections on the open road, while another large group of accidents occur at the intersection of highways.



Presenting Motorcycle Officer John Fletcher of the Bloomfield, New Jersey, police department and a strong booster for Harley-Davidsons.



Here is Motorcycle Officer Van Cise of Sharon, Pennsylvania. Motorists obey and heed the traffic laws when he is on patrol.

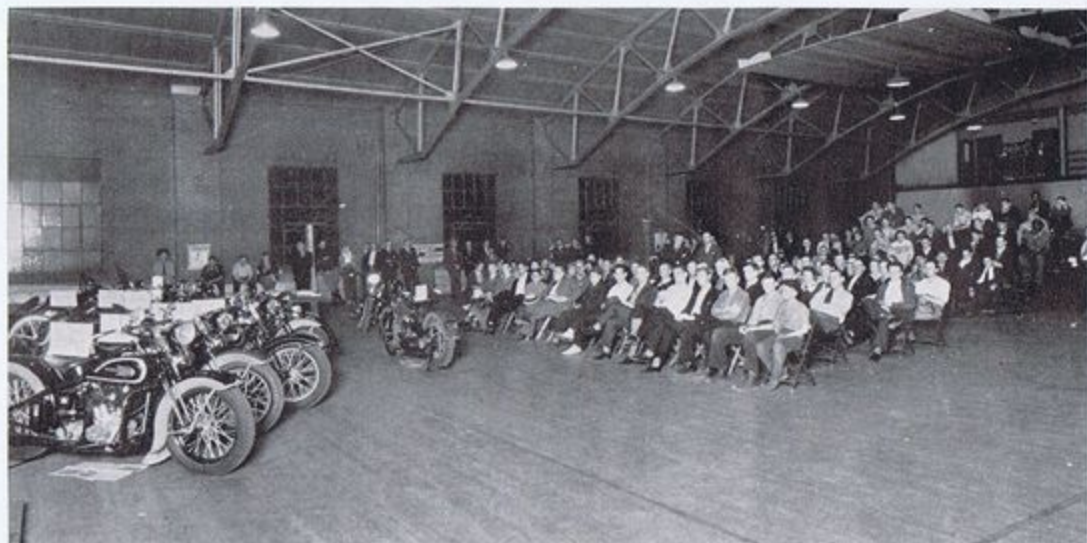


These officers are members of the California Highway Patrol stationed in Santa Barbara County. Through the efforts of these patrolmen Santa Barbara County was able to achieve the coveted distinction of having the best safety record among California's counties in 1935.

Motorcycling with **HARLEY-DAVIDSON**

Here and there in the world of motorcycling!
1. Cycle fans at Phoenix, Arizona, line up in front of Bill Kennedy's for a spin. 2. Some riders from Duluth snapped at the Albert Lea, Minn., Gypsy Tour last year. 3. Calgary, Canada, Clubbers out for a ride in the foothills of Alberta. 4. Tampa, Florida, Clubbers 'neath the palms at Nokomis. Oh, boy! 5. Mrs. Cleo Poffanbarger, high point winner in the ladies auxiliary, Houston, Texas. 6. Dealer Sudmeyer of Stockton, Calif., (white cap) and riders snapped at Sutter Creek with a Highway Patrolman on the right. 7. Another fair fan, Bessie Cessna of Kansas City. 8. Entrance to Geyser Pool at Yellowstone, Photo by George Vanderslice of Royersford, Pa. 9. Miss Julia Liptak of St. Paul, Minnesota, a booster for Harley-Davidsons.





Riders and their friends from Fairmont, West Virginia, and surrounding territory flocked to the Big Open House Party sponsored by Dealer Amos Deems.

News... from the Club World

By HAP HAYES

SOUTH BEND MCY. CLUB, South Bend, Ind.—"Our annual banquet was attended by Secretary E. C. Smith, to whom we are indeed grateful for his fine praise. We are still blushing from the many splendid tributes he paid our club, and we are modestly proud of our achievements. We also extend our thanks to Traffic Officer Leo Berner, of the South Bend Police Department, who gave an excellent talk on safety, and who, incidentally, remarked that 'not a single member of the club was haled into the traffic court for violations during the past year.' Officer Berner further stated that this fine record of the club made a deep impression on the local police force. Our annual banquet is only 3 years old, but attendance jumped from 46 two years ago, to 126 this year. Naturally the riders got a tremendous thrill out of the movies. Sec. Smith ran off for them."

* * *

DALLAS MCY. CLUB, Dallas, Texas—"We are getting all set for Motorcycle Day at the Centennial on August 1. We will hold a sanctioned Field Meet at the Love Field Speedway, on the morning of August 2, and in the afternoon, starting at 2:30, on our Westmoreland T. T. race course we will hold our Annual Southwestern T. T. Championship Races. All riders attending the Gypsy Tour on Motorcycle Day should register at our club headquarters, 2932 Commerce Street."

REGINA MCY. CLUB, Regina, Sask., Canada.—We heard not long ago that this club is going to do things in a big way this coming summer. These riders have only recently organized their club, yet they are going ahead by leaps and bounds. They are planning club runs and field meets for the 1936 season. It certainly is great to hear of these new clubs springing up all over the United States and Canada. Best of luck, Regina!

* * *

GREEN BAY MCY. CLUB, Green Bay, Wisconsin—"A fine delegation went down to Oshkosh to see and hear our good friend and pal, Mr. E. C. Smith. He gave his usual good talk to the riders, and we believe his appeal for cooperation from the riders in conducting themselves on the highways in a proper manner so that they will be a credit to the motorcycling fraternity, will be heeded. We wouldn't have missed that meeting for all the world."

"Jack Naniot is tops in the last quarterly club activity contest. During April, we started out one Sunday to visit the North Star Motorcycle Club at Shawano. Then the two clubs rode out to the Lime Kiln hill, where we plan to put on a hillclimb sometime in June."

* * *

HUNTINGTON MCY. CLUB, Huntington, W. Va.—Harley-Davidson Dealer, Ed. Strank, was host to a record attendance at his Spring Open House Party on May 2. More than

Meet the Hawthorne Phantoms of Hawthorne, California, a livewire club that always has sponsored plenty of activity for its members.



150 riders from Huntington and surrounding territory were on hand. Boxing and wrestling matches opened the program, and Ed. Strank himself, also a professional wrestler of exceptional ability, did his stuff for the fans. Movies of championship events were shown, and the riders got a great kick out of seeing them. Later, refreshments were served, and the party broke up in the wee small hours of the morning, and everybody went home happy.

MOUNTAINEER MCY. CLUB, Morgantown, W. Va.—“Boy, did we ever bring out the 1936 Harley-Davidsons in fine style! Very bad weather kept the crowd down, but those of us who did go to dealer Miller’s place surely had one grand time. It was a splendid Open House party, and those new models are the berries!”

MOBILE MCY. CLUB, Mobile, Ala.—“We are making big plans for a Gypsy Tour in Mobile this year. We have the ideal spot for it—our Fair Grounds and Race Track, located right on beautiful Mobile Bay. Our club is 100% A.M.A., and we wouldn’t want to be without that great organization.”

ENID MCY. CLUB, Enid, Oklahoma—Officers of this fine Oklahoma club are: George O. Pasley, president; T. T. Roberts, vice-president; C. M. Harmon, treasurer; John Doop, secretary; Mrs. George Pasley, reporter; and L. J. Jenison, road captain. This bunch of livewires will hold their Gypsy Tour June 13 and 14, and lots of activity is planned. Riders from all over the country will be welcome.

FORT BRAGG MCY. CLUB, Fort Bragg, Calif.—“New blood has come into our club and we are really going places. We have been exploring the backwoods more than ever and although both riders and machines take an awful beating, on the bumpy logging roads, we are still looking for more. We attended the official opening of the Northern California riding season, a 350-mile trip, in a body and received thrills aplenty. Officers are: E. Makela, president; R. Johnson, vice-president; E. Karvonen, secretary; J. Rolle, treasurer;



Members of the Harley-Davidson Motorcycle Club of Perth, Western Australia, lined up in front of Mortlock Bros., just prior to one of their regular club runs. Judging from the picture our Australian friends are great admirers of Harley-Davidsons.



We are indeed pleased to present the President of the Mobile, Alabama Club, Wallace Milham, and his fair passenger is Lillian Ryan.



Here's how the Belleville, Illinois, clubbers advertised their hillclimb last year. This advertising helped them sell lots of tickets.



Grass Valley, California, boys mounted on new 80's and mighty proud. Left to right are Jack Whittingdale, Joe King, and Douglas Toy.

W. Johnson, sergeant-at-arms; H. Simonson, road captain; A. Karvonen, assistant road captain; V. Johnson, road scout."

PARKERSBURG MCY. CLUB, Parkersburg, W. Va.—"We are glad to announce the following new officers who will lead us on to bigger and better things during 1936: Ivan Fox, president; John Gorrell, vice-president; Wilbur Tanner, secretary; Owen Aston, treasurer; Melvin Logston, road captain."

PEORIA MCY. CLUB, Peoria, Ill.—"All aboard for the 100-Mile T. T. Race which will be staged on June 21, over a new mile course, which will be faster and a lot better than last year's course. The turns on this course will be banked, and there will be plenty of hazards to make the race an exciting one. Naturally we would like to see lots of entries, as the prize money will be well worth while for the participants. Put a circle around your calendar and be in Peoria on June 21!"

WINNIPEG ROUGHRIDERS MCY. CLUB, Winnipeg, Canada—"We're planning a big Class C climb in August. Also a T. T. race for Dominion Day, July 1. Come on up and have some fun." For more dope on these events, write Sec. Lalonde, 408 Nokomis Building, Winnipeg.

SAN DIEGO MCY. CLUB, Lemon Grove, California—Here's a peppy new club recently organized, and they surely got off on the right foot by becoming 100% A.M.A. Already they have staged a hillclimb and a T. T. race, which aided their club treasury considerably. In the T. T. races there were two ten-lap events which were won by Jack Gavett and Dealer Roy Artley of San Diego, respectively. Both rode 61 OHV Harley-Davidsons. In the 20-lap main event, Roy Artley rode his 61 home first, with Gavett taking second. Yowsah, the 61 model Harley-Davidson and the San Diego Mcy. Club have certainly been stirring up plenty of interest in their locality.



Boy! did they ever have a swell turnout at Spokane, Wash., recently when the Brush Cycle Company held Open House for the 1936 line of Harley-Davidsons. Here's a picture of the crowd.

FALCON MCY. CLUB, Albert Lea, Minnesota—Secretary E. C. Smith dropped in at Albert Lea long enough to put on another bang-up district meeting, which was attended by well over 100 riders. Attendance was kept down considerably due to the very bad weather. Those present, however, enjoyed the evening immensely. The boys are all pepped up over what is in store for the riders during the coming summer. A fine impression was made by the Rochester club which came down 100%. Incidentally this gang of riders are all A.M.A. members. There were also riders attending from other nearby towns and cities.

ROANOKE MCY. CLUB, Roanoke, Va.—Another new club recently organized and rarin' to go! They have 27 charter members, and we expect to hear plenty from these live-wires during the next few months. Officers are: J. E. Riley, president; R. W. Smith, vice-president; Elmer Jones, secretary; Edw. T. Whaley, treasurer; Sam Litton, road captain.

BOSTON BLUE POINT RIDERS MCY. CLUB, Boston, Mass.—“We are the only A. M.A. chartered club in and around Boston. While we have only 25 members, still we are doing things in a big way. This year we are having 2 field meets, the first being June 21, at Foxboro, Mass. One of the events will be a 50 lap T. T. race. A beautiful trophy will be awarded the club that has the largest ‘unformed’ attendance. There will be other surprises, so set aside June 21 and be at Foxboro.”

GWAKS MCY. CLUB, Minneapolis, Minn.—“At our first April meeting we held our annual election of officers with the following

results: John McClay, first chief; Tom P. Sullivan, second chief; Russell Hughes, recording chief; Guy H. Webb, Mazzuma chief; Wilbur Woolery, tour chief; George A. Moss, road chief; Karl Heckrich, publicity; Edward LaFore, Archie Brown, Robt. B. Moss, Maurice Ready, and Floyd Melin, directors. After the business meeting, our Ladies' Auxiliary invited us to entertainment and a swell lunch at the home of Miss Janet McDonnell.”

SCHENECTADY MCY. CLUB, Schenectady, N. Y.—Here's a new club planning a lot of motorcycle activity during the coming summer. Although they have just recently organized, they already have an idea they would like to build a clubhouse. They are anxious to hear from other clubs and those interested may address their mail to F. Kozak, vice-president-secretary, 610 Sunset Street, Schenectady, N. Y. Officers are: L. Dagostino, president; F. Kozak, vice-president-secretary; P. Jordan, treasurer; O. Samulovitch, tourmaster; L. Lamoreaux, referee.

DES MOINES DUSTERS MCY. CLUB, Des Moines, Ia.—“We put on a drive for new members recently, and the results were excellent. We now have some mighty fine new material. We think our new members will aid our club in going over the top during the coming year. We attended a joint A.M.A. meeting at Newton, Iowa, in April, and were mighty glad we were present for a dandy time was had by all. We hope to be able to send you more information on the new auxiliary our girls are forming before long. Our new officers are: Fred Davis, president; Francis Nugent, vice-president; Johnny McDonald, secretary-treasurer; Raymond Martin, road captain; Ray Turley, sergeant-at-arms; George Stitzell, referee.”

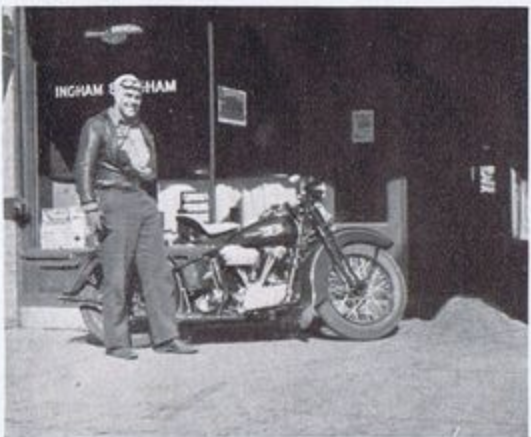
Proud of Their 61's



"Am I happy? Boy! this 61 is my idea of what a super bike should be. It's got everything", says Clarence Pieratt of Napa, Calif.



"I'm the proudest and happiest guy in all Indiana except those other lucky riders who also have new 61's", smiles Mell Lenn of Evansville.



Aviator George Westphouse of Tucson, Arizona, says: "My 61 OHV is sure some buggy. I get a thrill every time I twist the throttle."

FOREST RIDERS MCY. CLUB, Manchester, N. H.—We heard not long ago that the Forest Riders had reorganized, and at the present time their membership includes riders from Nashua and Concord as well as riders from Manchester. Big plans are under way for lots of motorcycling activities during the coming summer months.

Nearly 300 riders and their friends attended the district A.M.A. meeting held at the Dyckman Hotel, Minneapolis, Minnesota, the middle of April. Sec. E. C. Smith was greatly impressed with the friendliness that exists among the various motorcycle clubs. One of the highlights of the evening was a safety talk by Lieut. Frank Corcoran of the Minnesota State Highway Patrol, who spoke for Chief Arnoldy who was unavoidably absent. During the evening, "Wiggs" Woolery of the Gwaks Motorcycle Club was elected district commissioner. The entire meeting was indeed a happy one and did much to promote the cause of motorcycling in Minnesota.

Another bang-up motorcycle meeting was held in Oshkosh, Wisconsin the middle of April, under the auspices of the Ace Motorcycle Club. Secretary E. C. Smith was present and addressed an enthusiastic crowd of more than 150 riders and friends. Sec. Smith drew a very clear picture of the aims and purposes of the A.M.A., and concluded the meeting by running off some red-hot motorcycle films. Riders were in attendance from Sheboygan, Appleton, Neenah, Menasha, Ripon, Stevens Point, Green Bay, and Wisconsin Rapids, also from Fond du Lac. Secretary Smith sure is a busy guy!

Lansing, Michigan was the meeting point for some 175 riders and dealers who attended a district A.M.A. meeting at which Secretary E. C. Smith was the principal speaker. Again Secretary Smith ran into bad weather, but the turnout was much better than anticipated. Needless to say, the riders got an immense amount of good out of Sec. Smith's talk and they went for the movies in a big way.

District 19 held a fine meeting at Milwaukee, at which Secretary E. C. Smith gave a wonderful talk. Several hundred riders and friends were present, including visiting riders from a dozen nearby cities. Among the highlights of the evening was the presentation of a banner to the Kenosha Mcy. Club for winning the first quarterly A.M.A. contest. In addition, the Kenosha gang also were presented with a Gypsy Tour award for having the best attendance at the Gypsy Tour, in their class, last summer. Sec. Smith explained about the new emblems which the A.M.A. will give away at the 1936 Tours. He also told about the Gypsy Tour date and went into detail on the club activity contest

**6-Mile National
Dirt Track Championship
and a program of Class "B" and
Class "C" Events
Frederick, Maryland, July Fourth
Don't Miss this thrilling carnival
of Speed**

now being sponsored by clubs all over the country. After the meeting was over, the boys put on the feed bag, sponsored by the Harley-Davidson Accessory Department and Bill Knuth. (No charge for this free advertising.) * * *

The April 21st. A.M.A. meeting at Omaha, Nebraska, was a grand success, according to the news coming in from that section. The meeting was sponsored by the Omaha Mcy. Club and the Silver Comet Mcy. Club. Other riders were present from nearby towns. Sec. Smith was deeply impressed by the great enthusiasm of the riders and the overwhelming percentage that belong to the A.M.A. All in all, the meeting was a mighty fine one, and did much to stimulate interest for the summer. * * *

SEATTLE AMERICAN MOTORCYCLE CLUB ASSOCIATION, Seattle, Washington—"The leading club in America, by our own admission," writes Ira O. Ordwing, "has already held two fine events this season." The first was a Field Meet, which resulted:

Louie Chichetti, 74, 1st; Bob Kinchen, 45, 2nd; Andy Skeel, 61, 3rd; Dick Skeel, 45, 4th; Darwin Lee, 74, 5th; Red Ehret, 45, 6th. All of these riders, with the exception of Red Ehret, rode Harley-Davidsons.

The second big event was the Class C hill-climb held at the 425 ft. Radio Hill. Over 1500 people were here to cheer the climbers on to victory and the club cleared over \$50.00. Bob Kinchen made a record when he went over the top with his 1936 model Harley-Davidson 45 cu. in. machine in 13 $\frac{1}{2}$ seconds.

Our Cover Photo

Free as the wind and happy as the birds overhead, the two carefree motorcycle adventurers in the June cover picture are shown enjoying a holiday cruise on their Harley-Davidsons. Green, abundant foliage, sunshine and shadows, cool lakes—summer is indeed the season for vacations and touring.

The adventurers in the cover photo are Mr. George Adamec, Harley-Davidson dealer at Elizabeth, New Jersey, and Mrs. Adamec. We are indebted for this fine photograph to Charles Cartwright, Factory Representative.

Three More 61 Smiles



"I'm sure proud of my new 61 OHV Harley-Davidson and I sure think it's a great machine", says Ed Young of Bay City, Michigan.



Another happy, Harley-Davidson owner who is ready to sing the praises of his 61 OHV is Paul Snyder who hails from LaCrosse, Wisconsin



Al Campshire, a mighty fine rider from Green Bay, Wisconsin, and his white 61 OHV. Al is shown here at the Factory entrance.

BARNES & GARDNER

Harley-Davidson Victories

(Continued from page 4)

A sanctioned hillclimb held here today. Diederiks won the 80" Open in 13.1/5 seconds, while Dahlberg copped the 45" Expert with a climb of 300 feet. Diederiks' time was the best of the day, but he was hard pressed by another Harley-Davidson climber, Burns, who placed second in the 80" Open.

* * *

Baltimore, Maryland, April 26—Joe Petrali, 1935 National 45" Hillclimb Champion, and his dependable Harley-Davidson won the two first places in the 45" Class events, and in doing so, established a new hill record of 4.82 seconds. Petrali's record-breaking ride came in the 45" Class A event. His sky-rocket ascent from the starting pit, over the crest of the hill made the large crowd of spectators gasp in amazement. His time was more than a full half-second better than the rest of the field. Again, in the 45" Expert event, "King Pin" Petrali made the second best time of the day when he scaled the hill in 5.42 seconds.

* * *

Fresno, California, April 26 — Windy Lindstrom, colorful Harley-Davidson slant artist of Oakland, scaled the Fresno

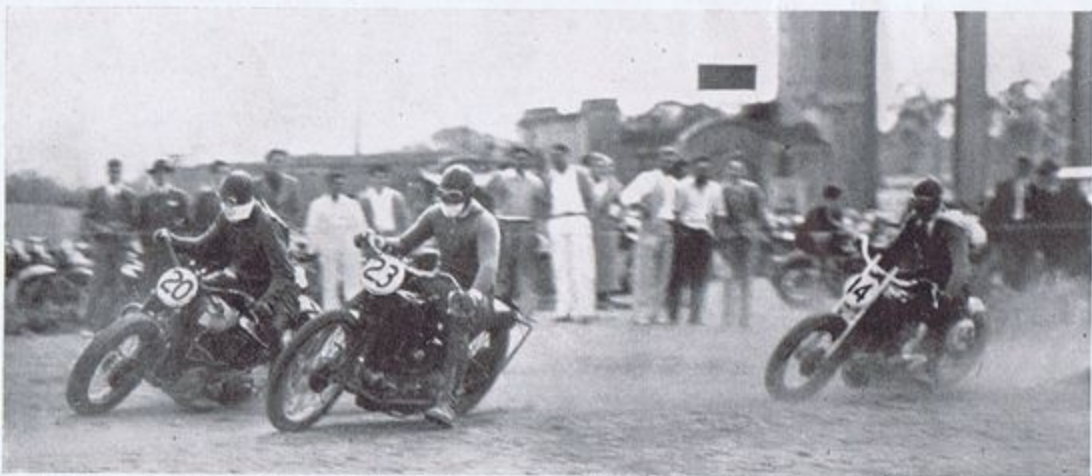
hill to a new record of 15 1/5 seconds in the 45" Class A and B Pocket Valve Event before an enthusiastic crowd. Another Harley-Davidson rider, Joe Herb, rode second to Windy. A second 45" Class A and B Event was also on the card. Again Lindstrom made the fastest time. Bob Kellar was second with Herb taking fourth place.

* * *

Greenville, South Carolina, May 10 — Clarence Pearce, southern Harley-Davidson star was the only rider to top the Greenville hill here today. He made his thrilling ride in the Professional Event. Two more Harley-Davidson Carswell and Woods placed second and third. Baisden and Workman tied at 85 feet in the 45" Event, with Harley-Davidson rider, Pat Murphy, (taking his first crack at climbing) three feet behind at 82 feet. Rain washed out the balance of the program.

* * *

Albany, New York, May 3—Two more first places were annexed here today by Harley-Davidson mountain climbers. Joe Petrali and Harold Seamans led the attack with Petrali winning the 45" Expert and Seamans taking the 80" Class B. In the 45" Class A, Petrali rode second to Paradise while Seamans was 1/100 seconds slower than Betar in the 45" Class B.



These west coast riders gave the fans plenty of thrills in the recent 50-Mile race at Pacific City. Left to right are: Jim Young, Gene Muster, and Hap Jones, the winner.

Barnetor.com

Our Harley-Davidson Vacation

(Continued from page 8)

trout, by the way, were very friendly and not afraid to show themselves.

The next day, Sunday, our plans called for Oklahoma City, where a motorcycle meet was scheduled. Our last lap, but there we were, 600 miles from home and only 24 hours to make it. So for home we started, leaving about noon, and going via Raton, New Mexico, and Amarillo, Texas. We pulled into Oklahoma City at 4:30 Sunday morning, a little sleepy, but nevertheless with a feeling of genuine satisfaction and pleasure because we had had such a wonderful vacation trip.

We had covered a total of 3,402 miles at a cost of \$51.28, including all personal expenses, even souvenirs and films. \$16.72 of this amount was spent for gasoline and oil. We averaged 71 miles to the gallon of gasoline and 136 miles to the quart of oil. We had no flat tires, and no motor trouble at all. We were very much surprised at our gasoline mileage. Once while on the trip we checked carefully the mileage we could get with two measured gallons of gas and were astonished to find that we could travel 168 miles. We believe, however, that this was due somewhat to the rolling country through which we passed in Wyoming, north of Cheyenne.

In conclusion, we consider our trip a grand success, although we were green at long distance travel via motorcycle. From now on we're strong boosters for the greatest of all — Motorcycling! As a means of travel, it gets you there safely, speedily, and most important of all—at a big saving to your pocketbook. In addition, you get the full benefit of all the clean, fresh air and healthful sunshine. We sincerely hope other riders will decide to make some long distance tours this coming summer for you will never know what real fun is until you swing into the saddle of your Harley-Davidson and start off on a grand, care-free, trip of exploration. We assure you that you'll never want to travel any other way!



Here is Doctor H. A. Paskow, well-known dentist of Elizabeth, New Jersey, who rides the Harley-Davidson way to health and happiness.

Dr. Paskow Likes His Harley-Davidson

Gentlemen: Elizabeth, New Jersey

I have been boosting Harley-Davidsons to a great many of my professional friends, and they are getting more and more enthusiastic as they see me ride, and I believe that within the next few years many professional people will be riding motorcycles because of the many advantages which these two-wheelers offer.

I am listing herewith, just a few of the many advantages that the grand sport of motorcycling possesses: real sport, fresh air and sunshine, recreation, energy and ambition, exercise, nerve tonic, mind-soothing, economical, easy parking.

I am so thrilled with my new Harley-Davidson that I travel at least ten miles every morning for exercise. It's a wonderful stimulation for a healthy breakfast appetite. I have become more active in my daily work since I took up motorcycling, my muscles are stronger, and I am full of pep. I am telling the entire world how happy and thrilled I am since I got my new Harley-Davidson.

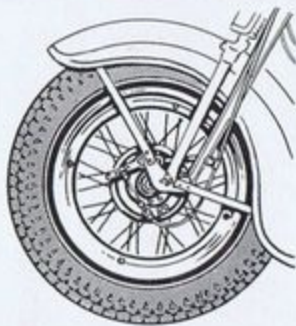
If only more people would take the time to investigate motorcycling they would soon find out why it is the world's grandest sport!

HARRY A. PASKOW, D.D.S.

GET THE BEST FOR YOUR MONEY

Chrome - Plated Wheel Rings

These fine, chrome-plated wheel rings are made especially for motorcycle wheels. They will add class and zip to the appearance of any motorcycle, regardless of age or color. These rings are easy to attach, only eight screws and four spacers are used. Easy to keep clean. Every motorcyclist will want a set of these classy wheel rings. Made for 18-inch and 19-inch drop center rims.

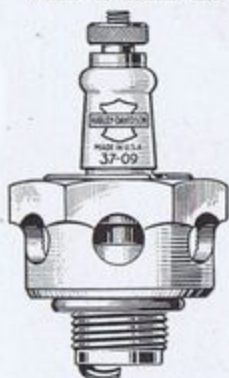


11265-36—Set wheel rings, 19" rims \$4.50
11266-36—Set wheel rings, 18" rims 4.50

Harley-Davidson Plugs

This air-cooled plug has been specifically designed and built by our engineers for motorcycle service. Made to stand the terrific heat of an air-cooled

motor operating at sustained high speeds.



No matter how hard you ride, or how heavy the load, Harley-Davidson plugs will stand up. There is no other plug on the market that has the almost perfect record of this one for standing up under hard punishment. Its design is exclusive, and they are made in our own plant. For standard service purchase these plugs:

36-11— $7/8$ " for models prior to 1926 \$.75
37-09—Metric, for 1926 and later models75
For sustained high speeds order:
37-30—Metric "Hot Stuff" plug 1.00

Tour Wisconsin . . . Visit the Factory

(Continued from page 9)

along these same historic trails. There are modern progressive cities with thriving industries, luxuriant farming lands, trackless forests, rugged rocky buttes, the expansive coastline of an inland ocean on the east—Lake Michigan; on the west the "Father of Waters", and throughout the state a highly developed chain of magnificent state forests and historical parks are preserving and guarding the natural beauty of Wisconsin.

No Harley-Davidson tour of Wisconsin is complete without a trip to the world-famous Wisconsin Dells region. Deep into the sandstone gorge the Wisconsin River has carved itself leaving the rocky walls towering high above on either side. Peculiar and fantastic indeed are the queer rock formations of this enchanted region. To the south some 19 miles is Devil's Lake State Park, approximately 1500 acres in size.

By all means visit Wisconsin, but first and foremost come to Milwaukee and see this famous city, the center of great industries and known the world over for its civic achievements. Ride along the spacious lake-front Memorial Drive; visit the much talked-about barless zoo at Washington Park; see the famous museum, library, other outstanding public buildings, and of course, you'll want to visit one of the big breweries.

Naturally, one of your biggest reasons for coming to Milwaukee and Wisconsin is to make a trip through the immense Harley-Davidson factory with its more than 10 acres of floor space. We like to have you Harley-Davidson riders visit us. We want to meet you and show you through the plant. An experienced guide conducts two inspection trips daily, excepting Saturday and Sunday, at 9:00 A. M. and 1:00 P. M. You will get a big kick out of going from department to department and following a 1936 Harley-Davidson in each of its various stages of manufacture.

See Your Dealer

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

You will see row upon row of expensive precision machinery installed at great cost in order that each part will meet our rigid specifications. It is here that the famous Harley-Davidson quality is built into your Harley-Davidson. It will then be easy for you to understand why Harley-Davidsons have earned an international reputation for dependability and long life.

On your trip through the factory the guide will point out to you a very small, plain-looking shed. There is great motorcycle, history, romance, and tradition connected with this ordinary-looking shed. It was here in this tiny building way back in 1903 that the first Harley-Davidsons were built. Since then the company has grown tremendously and Harley-Davidsons are used in 116 countries throughout the world. Truly the history of your Harley-Davidson motorcycle is an interesting one.

When riders come to the factory they are as hungry as bears. That's what lots of fresh air does. Most of the boys and girls eat at Mother Gunderson's at 3233 West Juneau Avenue. Boy! does she ever set a heavy table. Ask anyone who's ever eaten there. So forget about your grub worries, just pack up and come—we want to meet you—soon.

New Flexi-Belt



Here is a real DeLuxe flexible leather riding belt that is made for comfort, neat appearance and long service. Made up of genuine leather "links", black and brown in color, to give maximum flexibility and comfort. Provided with three strong straps and buckles. This belt will soon shape to fit your waist perfectly, giving just the desired support in any body position. Furnished in black and brown diamond design only. Sizes 28 to 38 inclusive.

11073-36—DeLuxe Flexi-belt.....\$4.75

See Your Harley-Davidson Dealer

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

FOR COMFORT AND STYLE

All Wool — Two Colors Summer Sweater

It's here! Just what you've been wanting. An ALL WOOL summer knit, classy and serviceable sweater, in two attractive colors. Unequaled at this low price of \$2.95.

Bodies are knit in either pure white with black sleeves or bright scarlet with black sleeves. Just like the sweaters worn by famous racers and hillclimb stars. Either choice will please you. Made with popular U-Vee neck and trimmed with the beautiful Harley-Davidson silver wing emblem. Very dressy and comfortable in the hottest weather. A real buy! Order yours today. Sizes 34 to 48.

11030-36W—White body with black sleeves . \$2.95

11030-36R—Scarlet body with black sleeves 2.95



Beautiful Wing Emblems



11763-36



11773-X



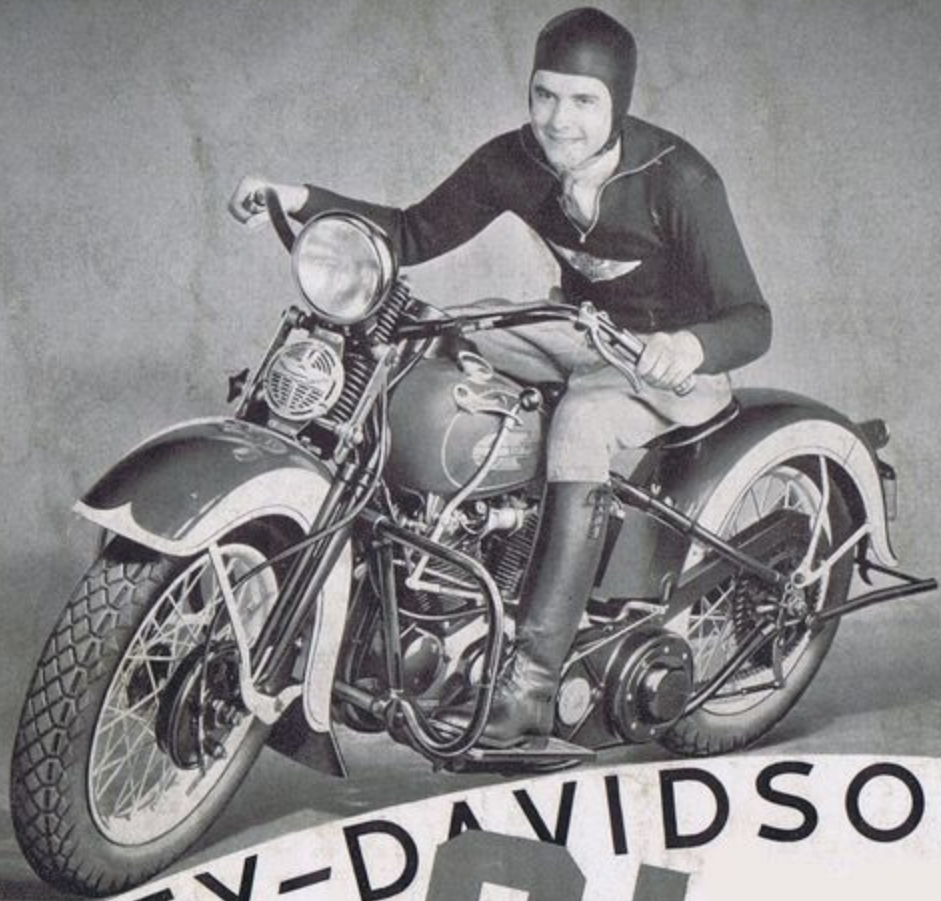
11766-XW

These embroidered emblems finish off a sweater, blouse, shirt, jacket, cap or helmet in fine style. Very attractive. The largest emblem has silver colored silken wings and golden silk trademark mounted on pre-shrunk gray felt. The medium size emblem has the same beautiful colors on fast black felt. The small one is on a cloth pad, thin enough to go on a cloth helmet or shirt.

11763-36 —13" Winged emblem.....\$.75

11766-XW—7½" Winged emblem..... .50

11773-X —4" Winged emblem..... .25



HARLEY-DAVIDSON 61 OHV

Sensation of the Motorcycle World

Bill Cummings, winner of the 500-Mile Indianapolis Automobile Speed Classic in 1934 and third place winner in 1935, gets a tremendous kick out of owning and riding this white 61 OHV. It's the kind of a motorcycle champions like.

Minus fanfare and ballyhoo, a new motorcycle has come on the scene and has taken the world by storm. Wherever shown, wherever ridden and owned, the new 61 OHV Harley-Davidson has caused a sensation. Here is a NEW motorcycle incorporating ideas the seasoned rider gives his immediate and unqualified approval. As one owner writes, "It's my dream come true."

From everywhere come the most enthusiastic praises for this super motorcycle. Its wonderful handling qualities, its snappy response, its ability to stand up and "take it" make this 61 OHV the outstanding motorcycle of today and the motorcycle of tomorrow. See this great motorcycle at your dealer's and put it through its paces.

HARLEY-DAVIDSON MOTOR CO., Milwaukee, Wis., U.S.A.



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U.S.A.