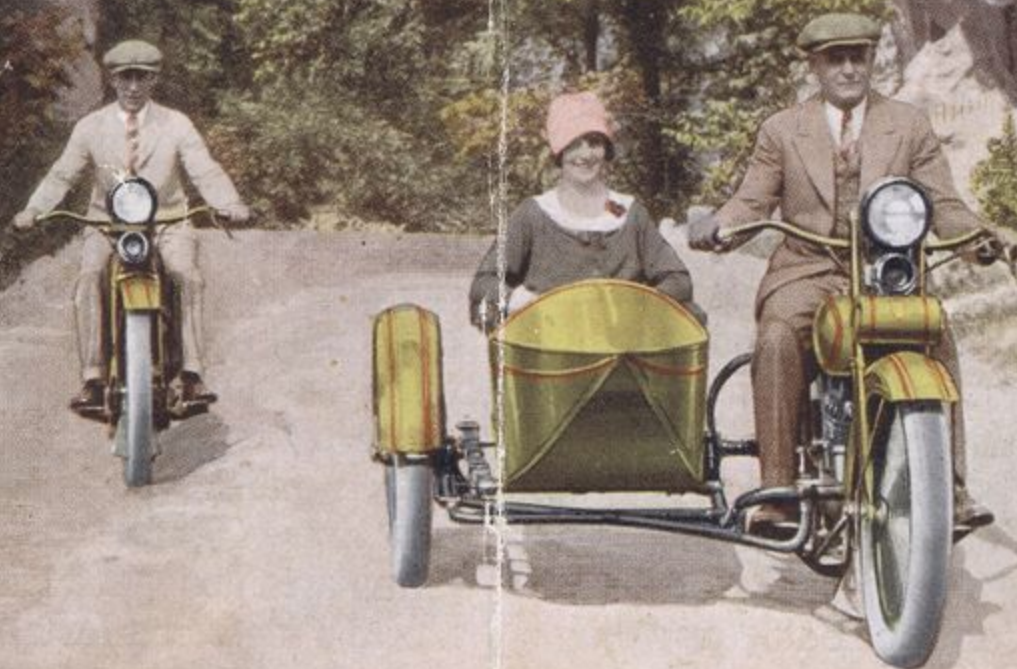
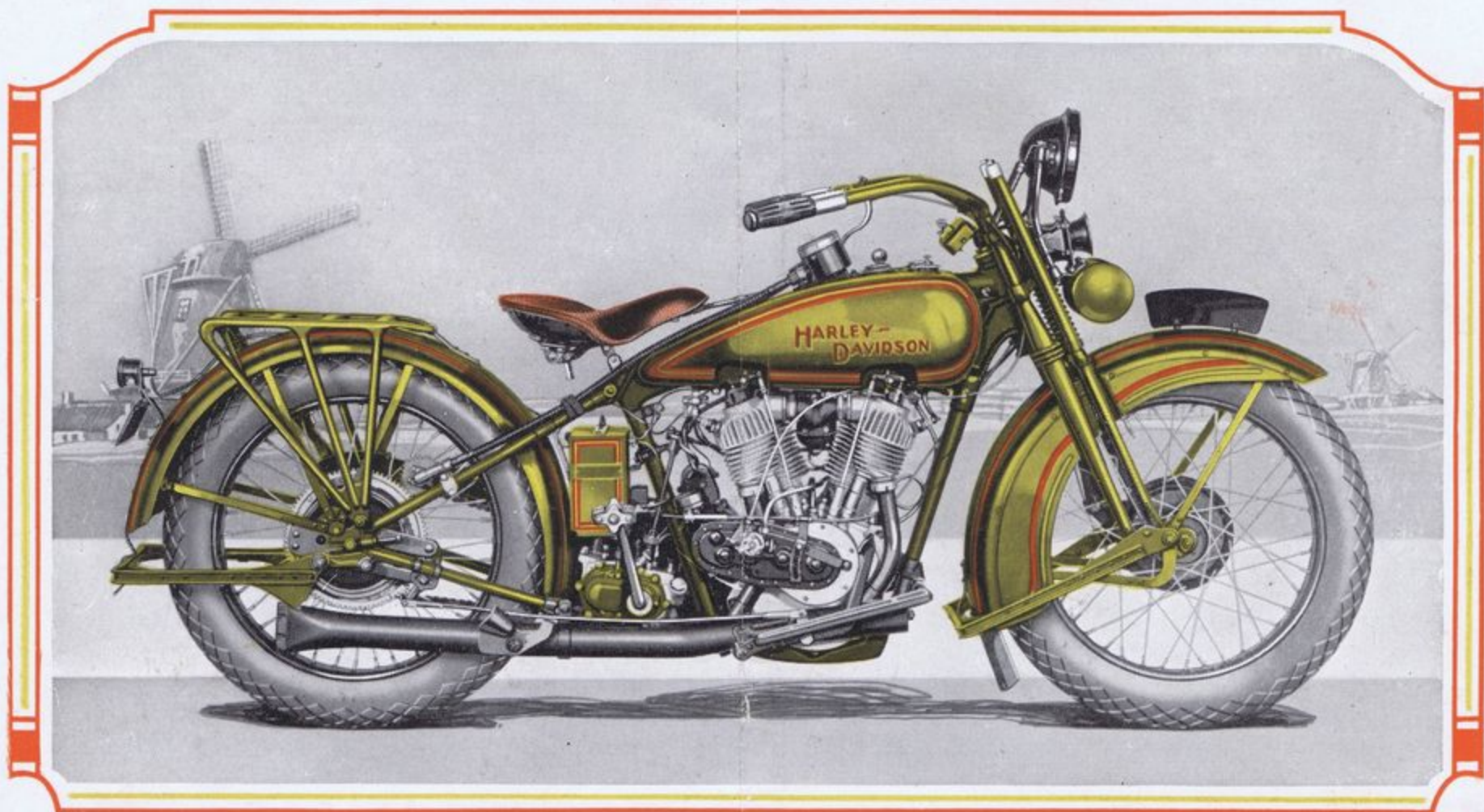


HARLEY- DAVIDSON



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The 1200 c.c. Twin Model

L130

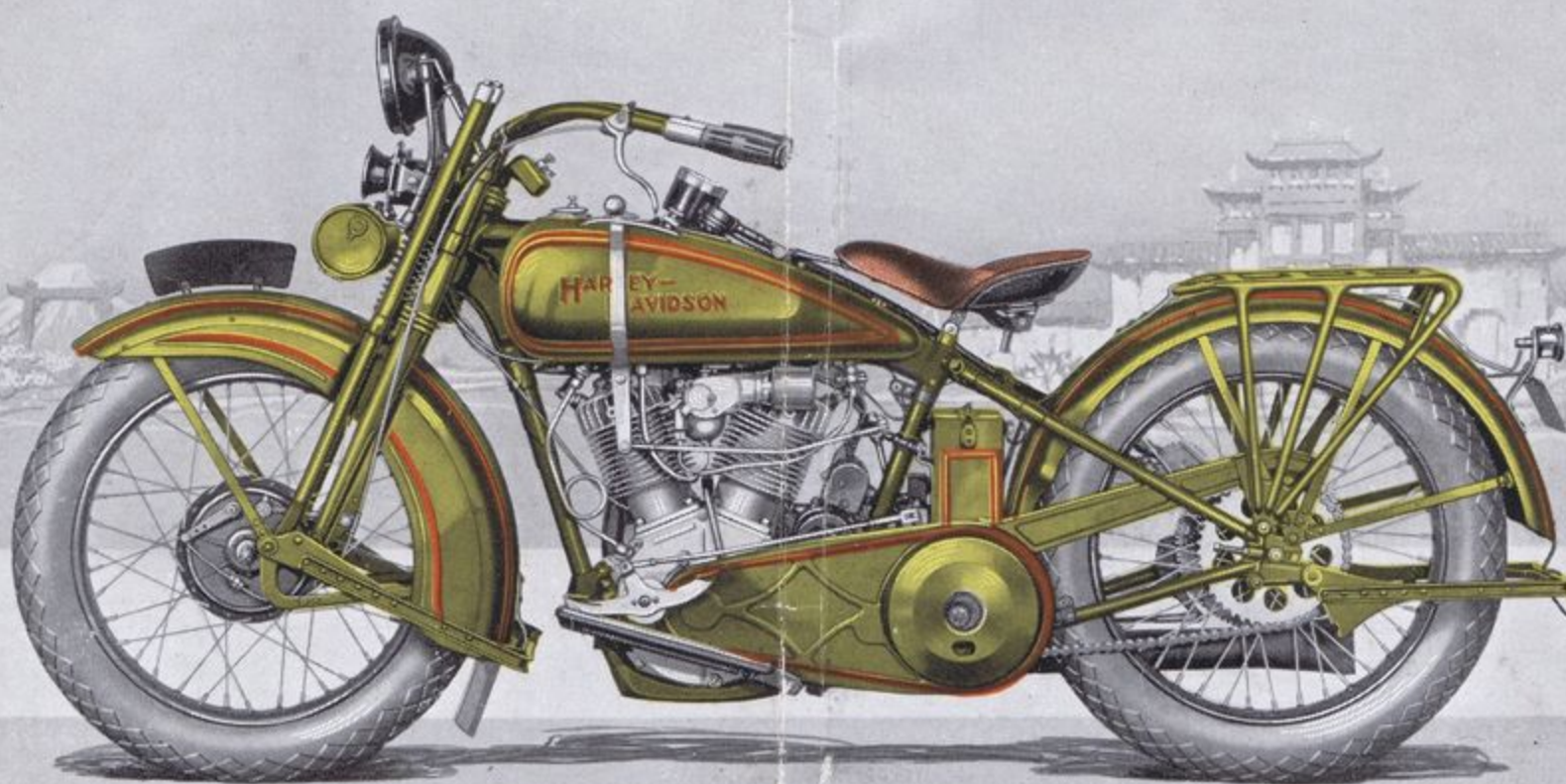
KEENEST enjoyment of healthful, thrilling pleasures are constantly in store for those who ride a motorcycle. The restful beauty and inspiring grandeur of the countryside are always a short ride away and the wonders of the big cities are close at hand for the rural dweller who sits in the saddle of one of these modern vehicles. The thrill and the zest of riding a motorcycle are beyond description. To the Harley-Davidson rider especially, these thrilling experiences, countless pleasures and untold benefits are multiplied a thousand-fold for he can unfailingly depend on the mechanical perfection of this world famed motorcycle. For business and for pleasure the superiorities of the motorcycle have been long established.

The 1200 c.c. Twin is unqualifiedly endorsed by experienced motorcyclists as an exceptional model for solo or sidecar riding.

This model produces power, speed and lightning-like acceleration in super-abundance.

Comfort should be the insistent demand of every motorcyclist and in this respect Harley-Davidson for years has been the acknowledged leader. Supporting the extra large form fitting comfort saddle is the renowned Harley-Davidson cushion seat post with springs that go all the way down to the bottom of the frame. These springs absorb all road shocks and float the rider over bumps and ruts. The riding position and center of gravity are way low making the Harley-Davidson exceptionally easy to handle. Eight especially constructed helical main and buffer springs in the front forks are properly placed to smooth out the roughest roads. Full balloon tires, 27x3.85 inches, complete the combination to make Harley-Davidson the World's most comfortable motorcycle.

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The 1000 c.c. Twin Model

THE 1000 c.c. Model Harley-Davidson Twin has always been extremely popular and is acclaimed by motorcyclists everywhere as the acme of motorcycles for solo and sidecar riding. Superb power and quick get-away are conspicuous features of this model.

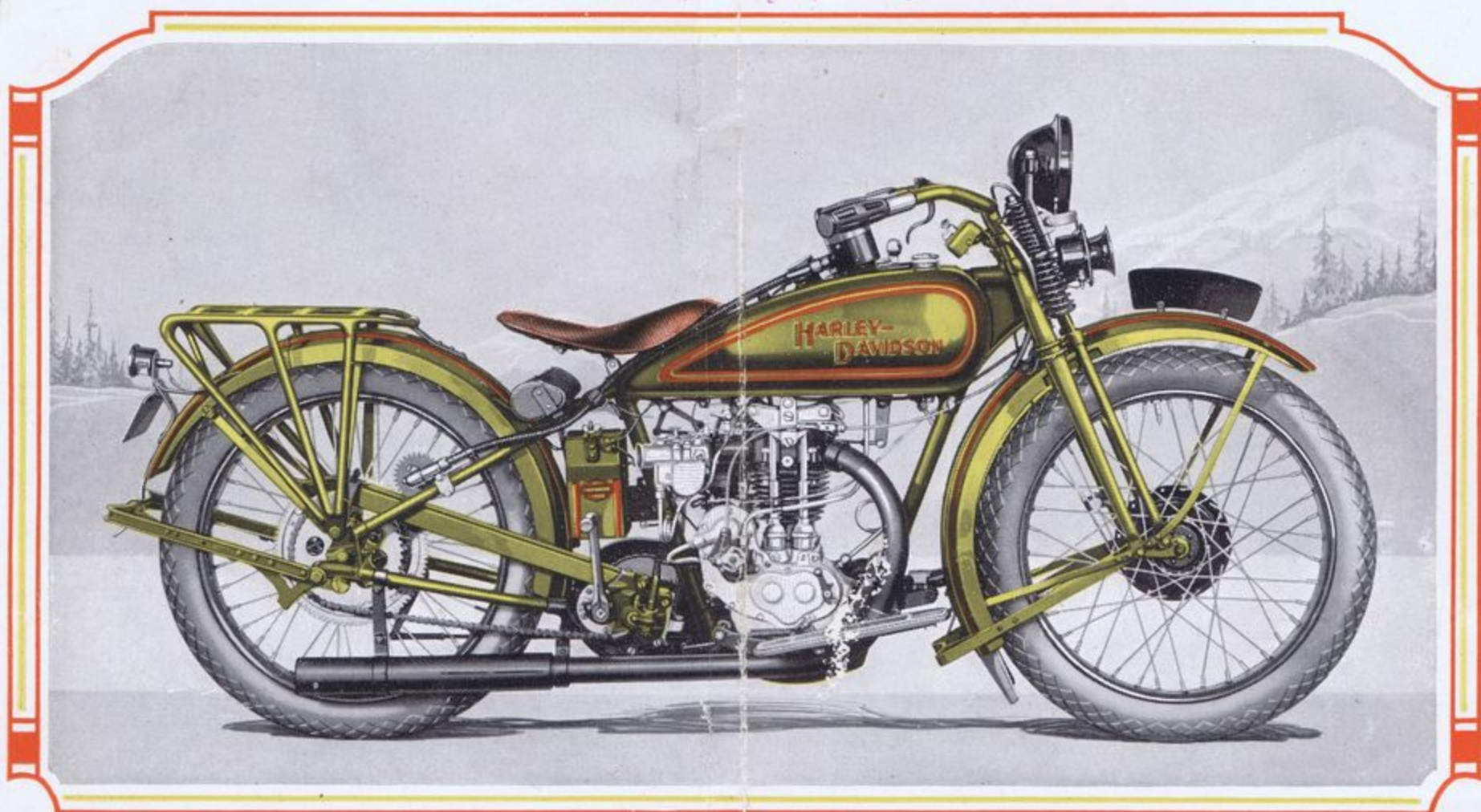
Beauty of design has always characterized the Harley-Davidson — the pleasing stream lines are neat and trim, presenting in this as in all other models, a handsome, exclusive appearance. The symmetrical saddle type petrol and oil tanks taper toward the seat, affording the rider full freedom of the legs and knees.

Safety is a factor always in the forefront in the engineering plans of Harley-Davidson. The trussed loop frame places the center of gravity extremely low, making a perfectly balanced motorcycle under all conditions. As an added measure of safety,

all Harley-Davidson models are equipped with a front wheel as well as a rear wheel brake. The front wheel brake is a new feature, of the internal expanding type, operated from the left handlebar.

The joys of motorcycling may be realized to the fullest by riders of the 1000 c.c. Harley-Davidson. The immediate response of its sturdy and powerful motor to every wish of the rider, and the ease with which it may be handled in rough going, are largely responsible for its popularity.

The Harley-Davidson Twins are either electrically equipped or magneto equipped. The electrically equipped Twins feature the famous Harley-Davidson designed water and weather-proof ignition and lighting system. Magneto Twins are Robert Bosch magneto equipped. Ammeter, luggage carrier and front stand can be furnished if desired as extra equipment.



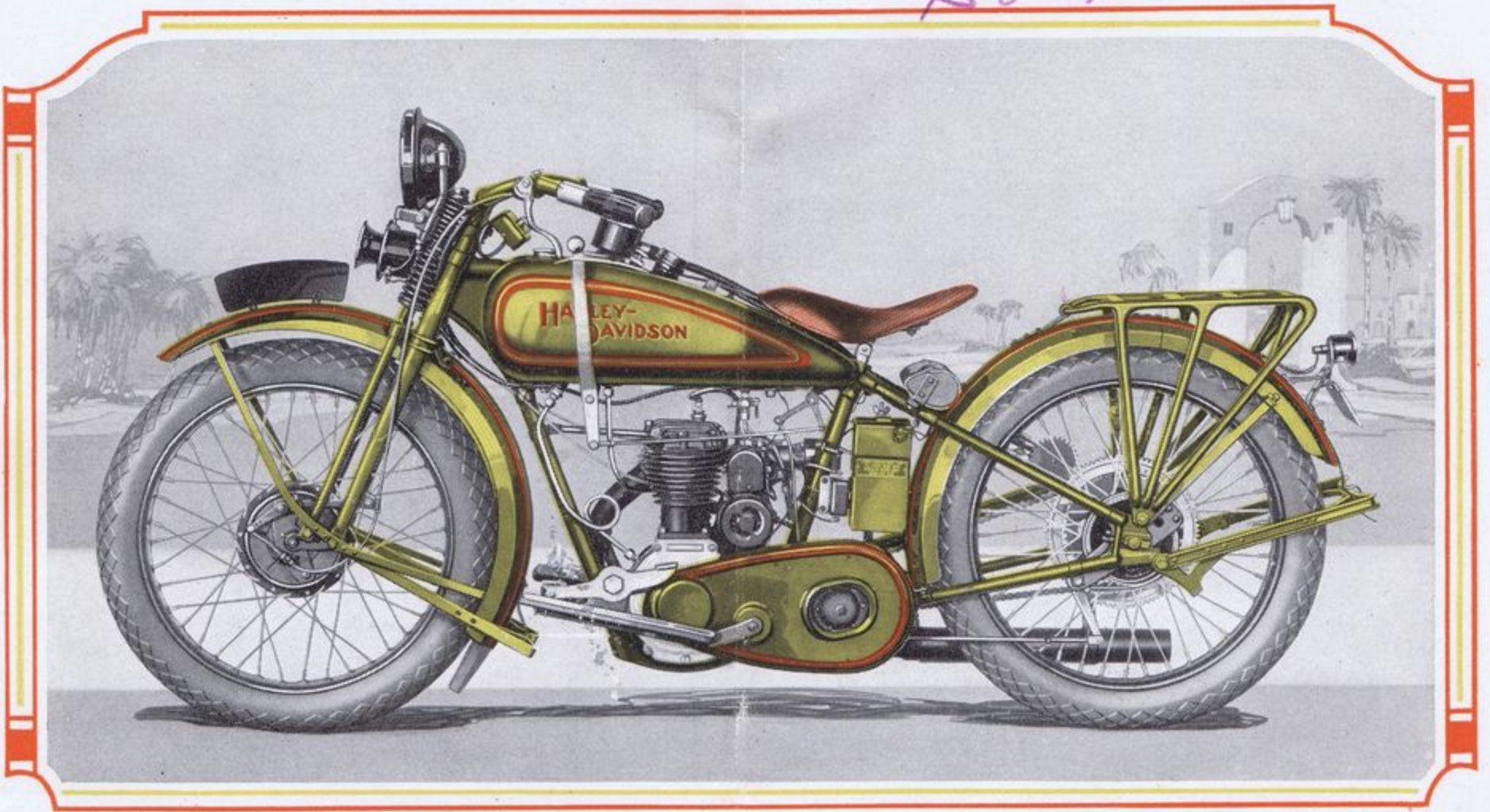
The 350 c.c. Overhead Valve Single

SURPRISING speed and power are found in the 350 c.c. Overhead Valve Harley-Davidson. This model fulfills every desire of the rider who wants a fast, dependable mount for solo riding. Wherever shown it has instantly won highest favor and owners gladly testify to its sterling qualities. The high efficiency motor with overhead valves and dome shaped detachable cylinder head provides a power plant equaled by none. Its smooth power and instant acceleration enable the rider to always be "ahead of the pack."

All the time tested features which have placed the Harley-Davidson Twins in the forefront of the motorcycle world, are incorporated in the Single cylinder models. Exactly the same type of super-strengthened loop frame with drop forged head and wide trussed drop forged loop that protects the motor base, are integral parts of

the Harley-Davidson Single. The same smooth riding qualities of the Twins are inherent with the Single because identically the same seat post with long spiral springs and the same principle of double acting, helical, main and recoil springs in the front forks, are employed on this model. Full balloon tires, 26 x 3.30 inches, add to its riding comfort and, combined with the many other exclusive Harley-Davidson riding features, make the Single a model of perfection. The most exacting solo rider will take great pride in its ownership.

The 350 c.c. Overhead Valve Single is a mount of super-excellence for the rider who wants a surplus of power and pick-up yet prefers lighter weight than afforded by the big Twins. Beautiful in appearance and sturdy and rugged in construction this model meets the favor of the rider who wants something out of the ordinary.



The 350 c.c. Side Valve Model

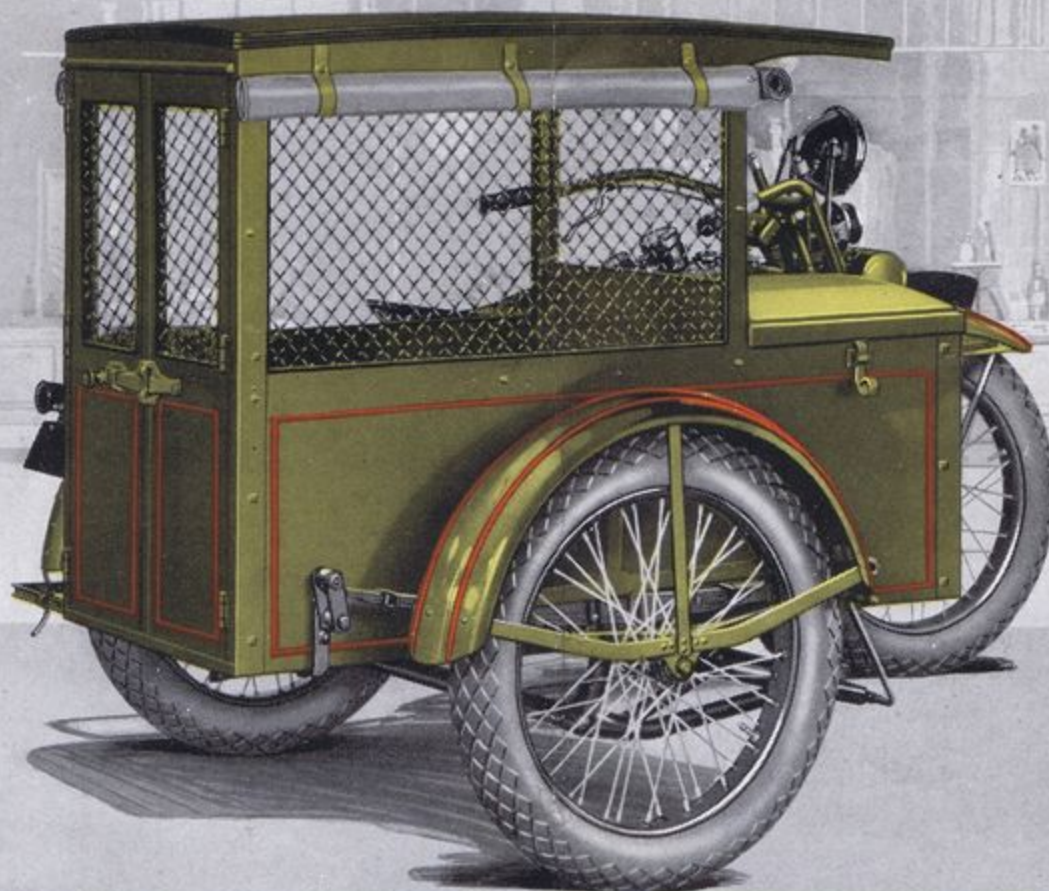
UNIVERSAL popularity has been accorded the Side Valve Single because of its great riding comfort, ease of handling, operating economy, power and speed. For both touring and utility purposes it has become the favorite solo mount.

A number of important engineering advancements make the 1928 Single a still better motorcycle and give it exceptionally long life and stamina. The new throttle controlled oiler supplies just the right amount of lubrication for all speeds; an air cleaner prevents dirt and grit from entering the motor thru the carburetor and prematurely wearing reciprocating parts; a new magnesium metal two ring piston reduces heat and vibration. Many miles of motor life are added with these advancements. Also there are new $\frac{1}{2}$ inch pitch sprockets and $\frac{1}{2}$ inch pitch chains, $\frac{5}{16}$ inch wide, that add to chain life.

The accessibility of all vital parts is a feature of the 350 c.c. Side Valve Model. The removal of carbon is extremely simple, requiring but twenty minutes.

The sturdiness of Harley-Davidson motorcycles is renowned. None but the very best of materials are employed. Workmanship is the highest obtainable and the numerous inspections of each part during the process of manufacture, eliminate any possibility of imperfect parts reaching the final assembly.

For the motorcyclist desiring economy of operation and unfailing dependability, the 350 c.c. Side Valve Model is an ideal mount. Countless thousands have been introduced to the thrill and pleasures of motorcycling thru this truly remarkable motorcycle. Luggage carrier, speedometer, ammeter and front stand can be furnished if desired as extra equipment on the Singles.



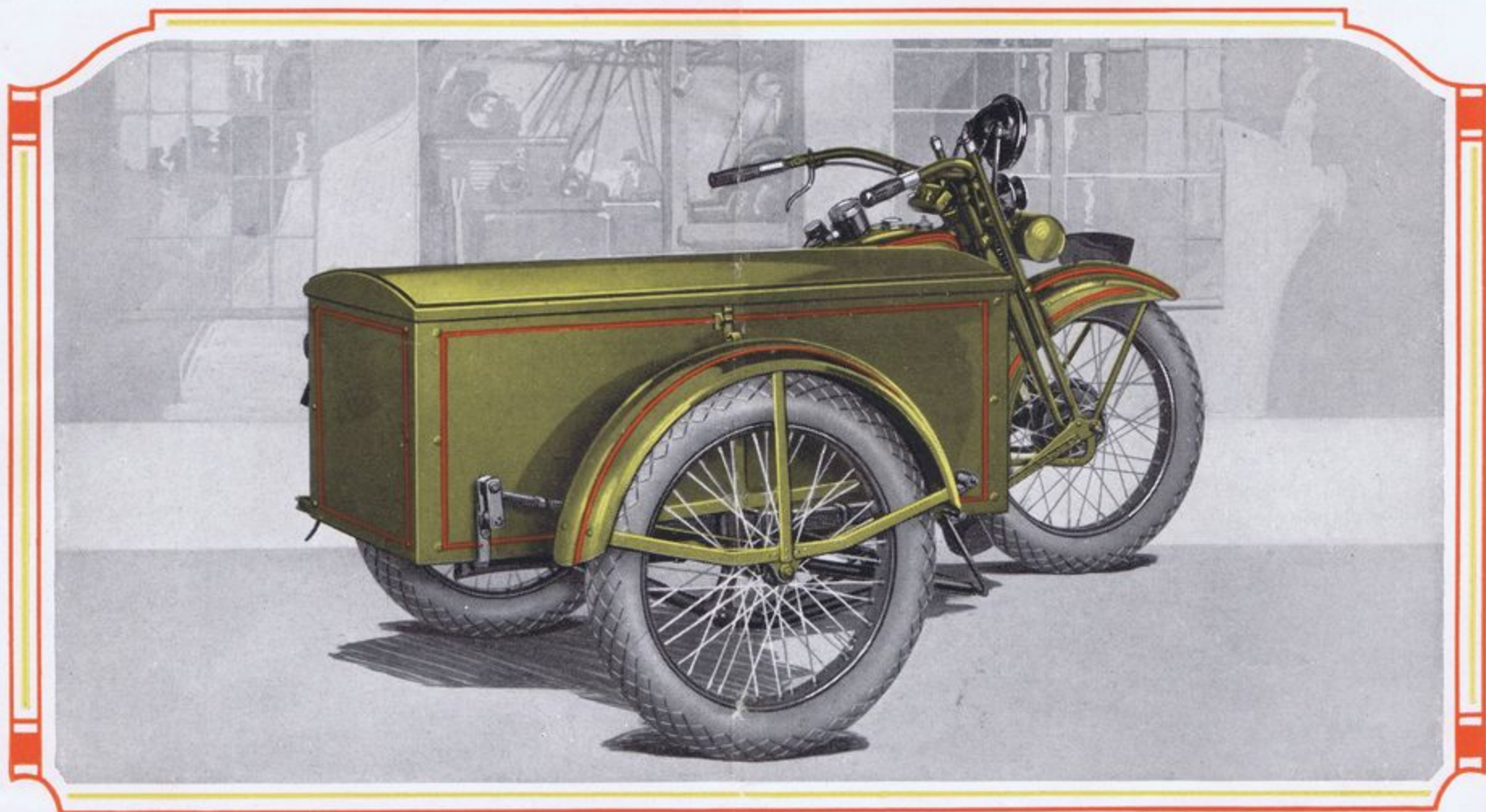
1200 c.c. and Model MX Parcelcar

TO every tradesman, merchant and manufacturer the question of efficient low cost delivery is one of vital importance. The business man who can cut his delivery costs in half and at the same time give his customers better service will not only reduce his overhead but will also increase his sales volume. The Harley-Davidson Parcelcar is daily proving itself to be the best means of handling light deliveries — whether measured in terms of mileage, initial investment or operating costs. When its operating cost is compared with other motor equipment, it is easily seen why so many satisfied users endorse the Harley-Davidson Parcelcar.

The Harley-Davidson Twins with the MX Parcelcar have met with unusual success in providing a delivery unit handsome and attractive in appearance and thoroughly dependable. The front compart-

ment, reached through a lift cover, is separated from the rear compartment by a sliding panel, removable when it is desired to carry articles of unusual length. The rear compartment is $22\frac{3}{4}$ inches wide, $34\frac{1}{2}$ inches long and $37\frac{1}{2}$ inches high. The front compartment is $22\frac{3}{4}$ inches wide, 18 inches long and 17 inches high.

The chassis frame is strongly reinforced tubular steel. The load is carried directly over the axle and is cradled on two $40\frac{1}{2}$ inch semi-elliptic springs. Eight Alemite fittings provide for easy greasing. Parcelcar hub is fitted with genuine Timken roller bearings that withstand the weight of full load with minimum of friction. The road tread is 48 inches on the MX model. Carrying capacity is up to 500 pounds. Another model, the MWX, of similar design, is obtainable, has a tread of 56 inches with body dimensions to correspond.



1000 c.c. and Model M Parcelcar

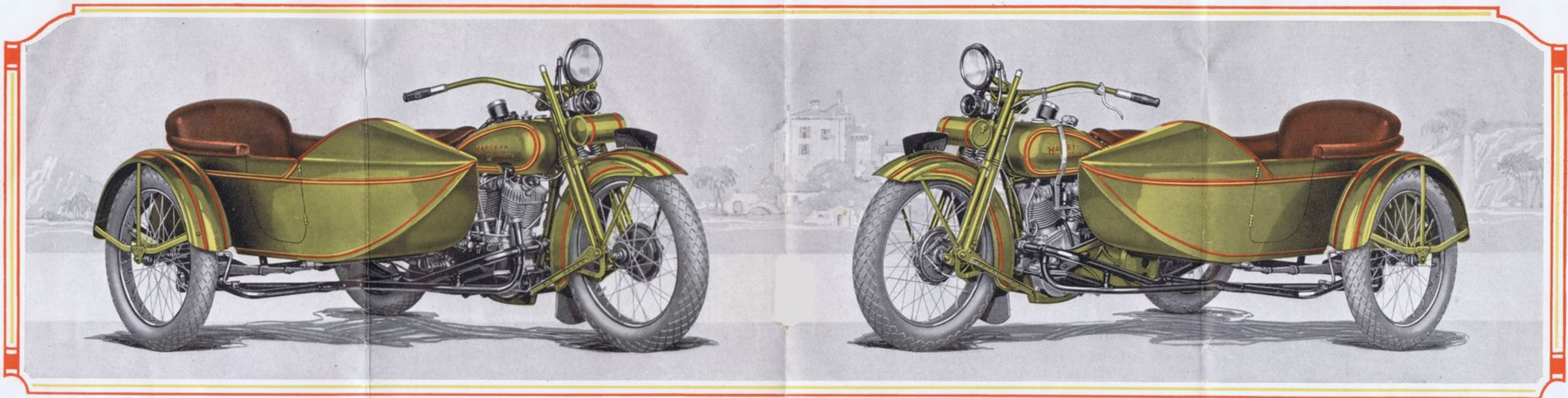
EVER increasing traffic congestion presents delivery problems that are easily and satisfactorily met by the use of Harley-Davidson Parcelcars. Narrow streets and heavy traffic can be negotiated quickly and safely with the Harley-Davidson Parcelcars. Because this type of delivery equipment can be driven and maneuvered in a six foot space, parking presents no problem to the Harley-Davidson user. Deliveries can be made wherever you choose. No hunting for parking space or carrying packages long distances — you stop right at the point of delivery.

The advertising afforded by a neat and trim Harley-Davidson Parcelcar soon pays for the cost of the entire outfit. No better medium can be found to draw attention to your shop or business. The public is favorably impressed because the motorcycle and parcelcar unit immediately sug-

gests quick service and prompt deliveries.

The parcelcar chassis can be obtained without body and is so constructed that bodies of varying lengths and designs may be used. If desired special bodies can be made by a local body builder or cabinet maker to fit any particular line of business. The model M body shown is $22\frac{3}{4}$ inches wide, $48\frac{3}{4}$ inches long and $16\frac{3}{8}$ inches high. A model MO body without hinged cover is also obtainable and has the same dimensions as the M body.

Bakers, grocers, milk dealers, printers, stationers, cleaners, electricians, plumbers, meat markets, newspapers, public utility companies and countless other lines have materially increased their volume of business through the use of Harley-Davidson Parcelcars. Economy, ease of handling and dependability are qualities which have made them popular wherever used.



The Easy Riding Harley-Davidson Sidecars — Right or Left Hand

SHARING with others the joyful freedom of motorcycling is made possible when one of these attractive, easy riding sidecars is attached to your Harley-Davidson. Companionship adds life and zest to your motorcycle trips and provides joy and pleasure to those you favor. Glorious vacation and week-end trips, hunting and fishing expeditions, club tours and

group runs are doubly enjoyed by sidecar owners.

The low position of the 1928 Single Passenger Sidecar makes the entire combination more than ever the easiest riding and handling combination in the World. Deep upholstery and two forty-nine inch semi-elliptic springs of six leaves each truly float the passenger over the roads.

The semi-flexible method of motorcycle and sidecar connection allows the motorcycle free and easy motion. With the Harley-Davidson combination there is no drag on the motorcycle and no pulling and tugging on the handlebars is required to hold the road. Absence of uncomfortable side-sway is a noteworthy feature of the Harley-Davidson sidecars.

In the 1928 Single Passenger Sidecars both body and wheel are moved further forward. This not only gives greater stability but makes a chummier combination for both rider and passenger.

The chassis construction is extremely sturdy.

Tubular steel strongly reinforced to stand all strains and stresses makes a

rugged, thoroughly reliable chassis that is fully equal to all the demands made upon it.

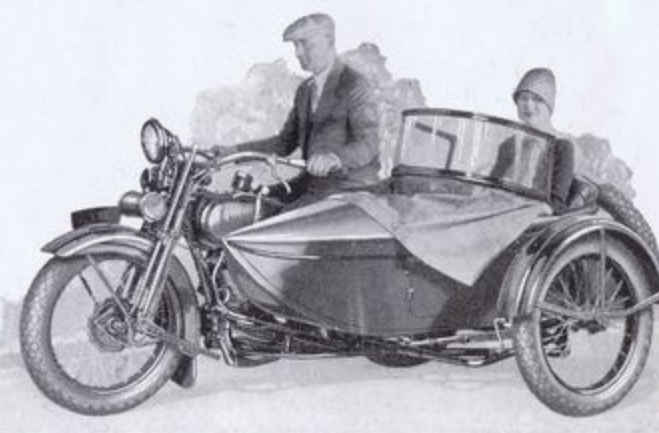
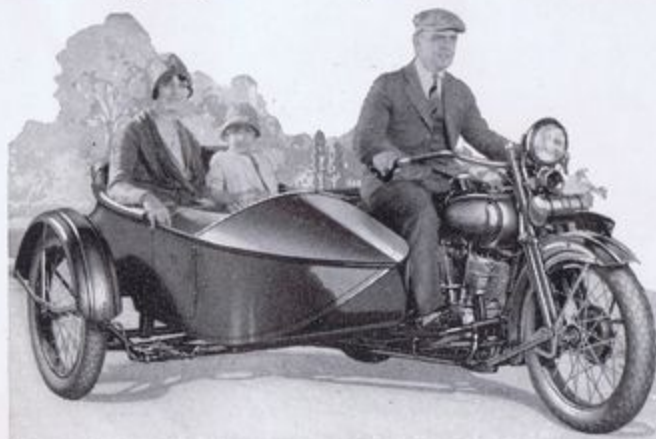
Long graceful lines with rolled bead along the sides from front to rear give the Single Passenger Sidecars an ultra classy appearance that win the approving admiration of all who see them. Much room for touring luggage is provided in the spacious compartment behind the hinged back cushion. More space is found under the seat cushion. Upholstery in rich tan blends harmoniously with the smart olive green enamel and maroon stripe of both the sidecar and the motorcycle.

A Two Passenger Sidecar is offered for the family man or the rider who wishes to carry more than one passenger. This roomy sidecar has a seat thirty inches wide and will comfortably carry two adults or one adult and two children.

The Two Passenger Sidecar body is mounted on two C type rear springs and two quarter-elliptic springs in front that fully absorb the shocks of the road. Twenty-four spiral

springs in the seat and twelve in the back cushion, together with deep upholstery, add to riding comfort.

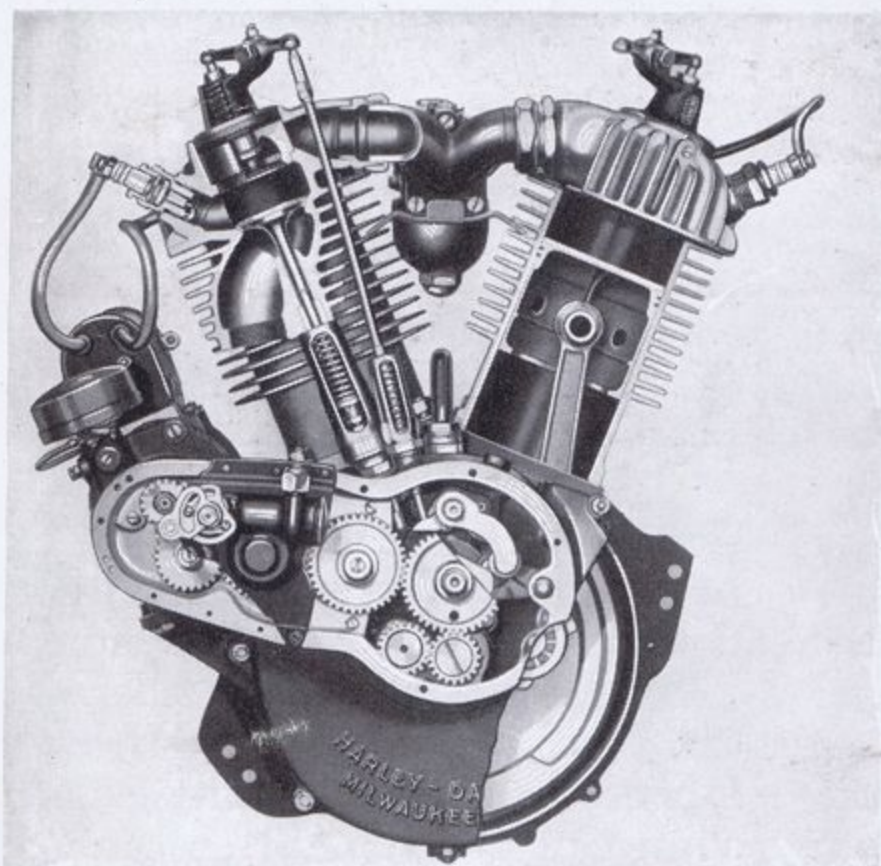
All Harley-Davidson sidecars can be fitted with the Harley-Davidson adjustable windshield as extra equipment. A transparent pyralin shield gives the passenger vision all around. Your dealer will be glad to show you the merits of this wonderful windshield.



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Details about the Construction and Design of the 1000 and 1200 c.c. Twins

HARLEY-DAVIDSON'S policy has always been to build well. For the twenty-four years Harley-Davidsons have been produced this policy has always been uppermost in the minds of the engineers and men in charge of manufacture. No expense of time, materials or specialized machinery has been spared to produce the utmost in motorcycle values.

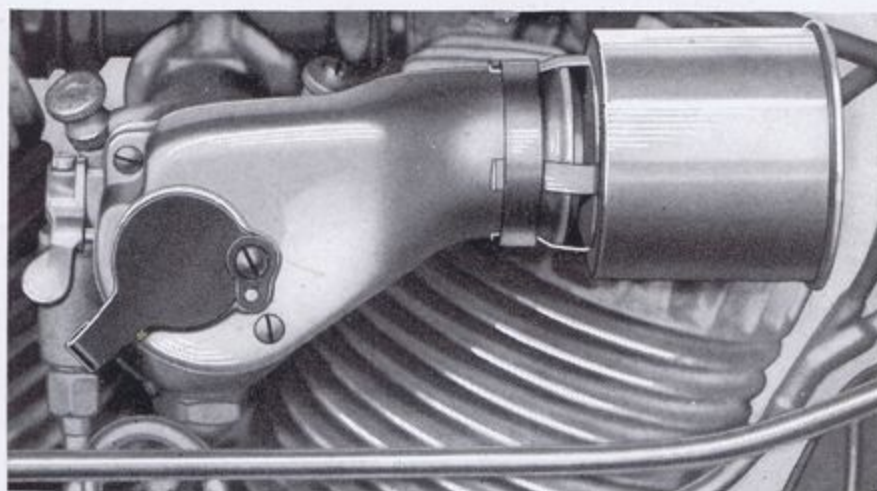


A powerful and speedy Motor

Great speed and power, quick acceleration, minimum vibration and long life are the outstanding features of the Harley-Davidson V type, twin cylinder, air cooled, four-stroke cycle motor. This motor is built in two sizes, 1000 c.c. and 1200 c.c., both of the same design. Complete specifications are to be found on page 15. Pistons are lightweight iron alloy with deep, narrow slot cut piston rings at the top that effectively hold compression and give long wear.

The Carburetor Air Cleaner

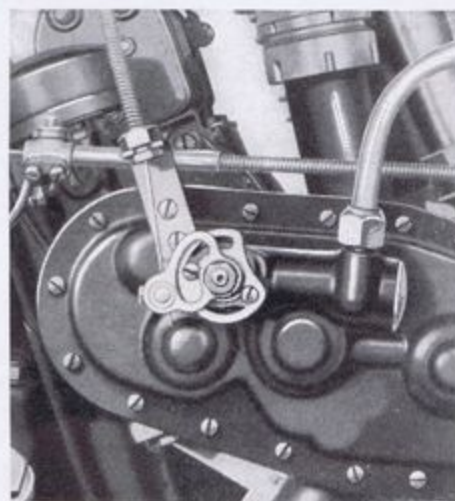
A motor feature in keeping with modern engineering practice is an air cleaner that is now obtainable



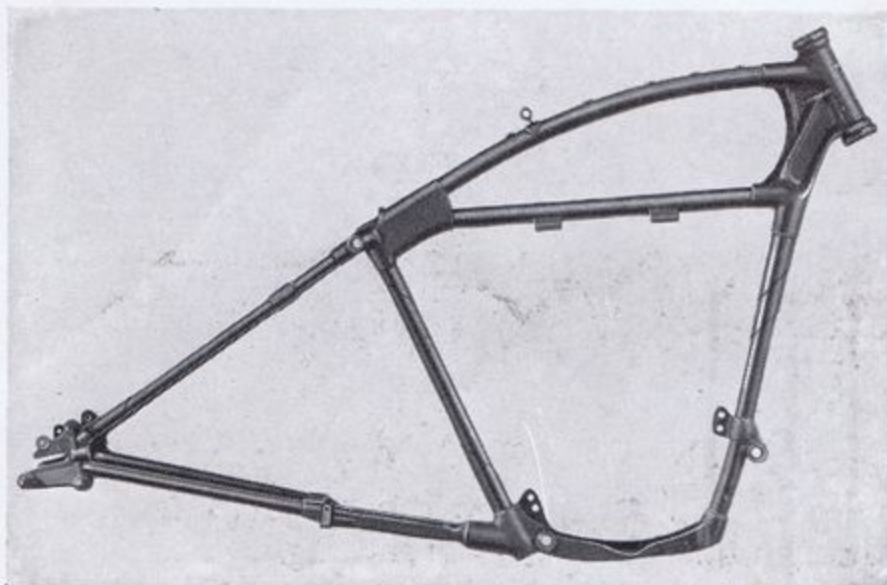
on all 1928 model Harley-Davidsons, both Twins and Singles. This cleaner traps and expels injurious dirt and grit preventing their reaching the motor through the carburetor. Only a clean mixture of gas and air is admitted to the motor. Carbon deposits are minimized and wear on reciprocating parts is greatly reduced. The air cleaner is supplied in conjunction with the Schebler DeLuxe carburetor. If the model H Schebler carburetor is specified the air cleaner cannot be fitted.

Throttle controlled Motor Oiler

The greatest lubrication advancement in years is represented by the throttle controlled motor oiler. The Harley-Davidson mechanical oiler, standard for years, is now controlled by the throttle so that the proper amount of oil is positively fed the motor at all ranges of speed. It is not necessary to remove a hand from the handlebar when traveling at high speeds to operate an auxiliary hand pump. This



makes for far greater riding safety. Hand pump is used for flushing and refilling the crank case. This all-speed-oiler greatly lengthens motor life and reduces upkeep cost. Adjustment to control the rate of the flow of oil can be quickly and easily made.



A rugged trussed loop Frame

The frame head is made of drop forged steel. A wide trussed loop protects the base of the motor. The frame members are strongly reinforced, heavy gauge, high carbon, seamless, tubular steel.

In the Harley-Davidson loop frame design the motor is cradled in the frame and is not called upon to withstand frame strains and stresses. With this frame the center of gravity is way down low, making the motorcycle exceptionally easy to handle.

The ultimate in riding comfort

The world over Harley-Davidson motorcycles are renowned for their easy riding qualities. Any owner will tell you there is not another motorcycle that rides so comfortably. A short jaunt or a long trip is always a keen pleasure for the rider of a Harley-Davidson.

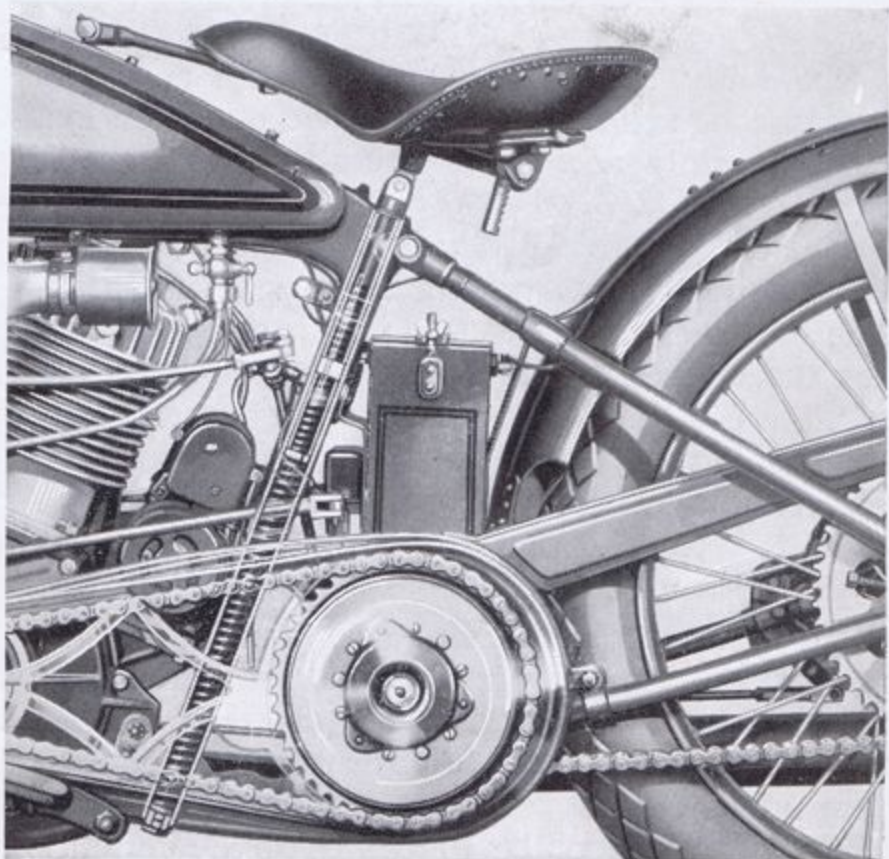
The improved cushion seat post, the front fork springs with auxiliary buffer springs, the large roomy form fitting saddle, the long seat bar, the large rubber mat covered folding footboards, the full balloon 27 x 3.85 inch tires and the low riding position, all contribute to give the owner of the Harley-Davidson Twin exceptional riding comfort.

There are eight helical springs used in the construction of the Harley-Davidson Twin front forks and they provide a resilient combination for all road conditions. On ordinary roads the side fork cushion and recoil springs and the large center cushion springs are active and on rough, bumpy roads the auxiliary buffer springs are brought into play. These forks hold to the road and give the rider easy control of his mount.

The cushion seat post has been an exclusive Harley-Davidson patented feature for fifteen years.



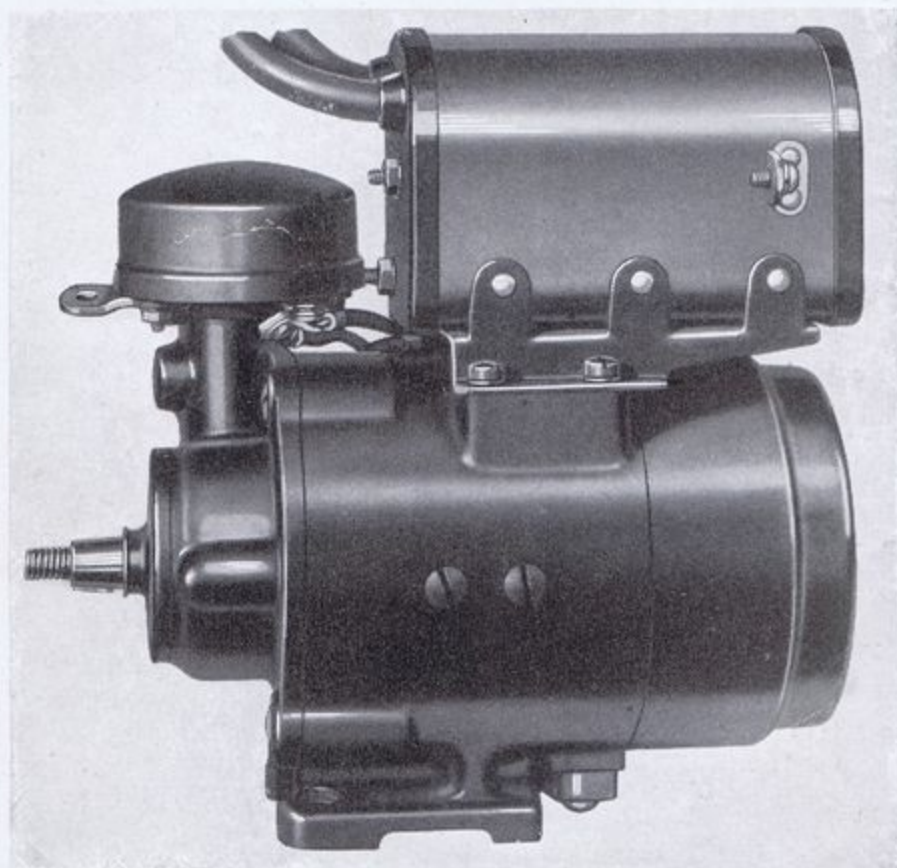
Three springs — main, auxiliary and recoil that go all the way down to the bottom of the frame, float the rider over the bumps and ruts of the road.



The Single Unit Electric System

The extremely satisfactory Harley-Davidson designed and built Single Unit Ignition and Lighting System has been an integral part of all Harley-Davidson electric models for the past thirteen years. This system provides a powerful light, effective warning signal and dependable weather and water-proof ignition.

The generator mounted on the motor base is operated through the timing gears. Electrically and

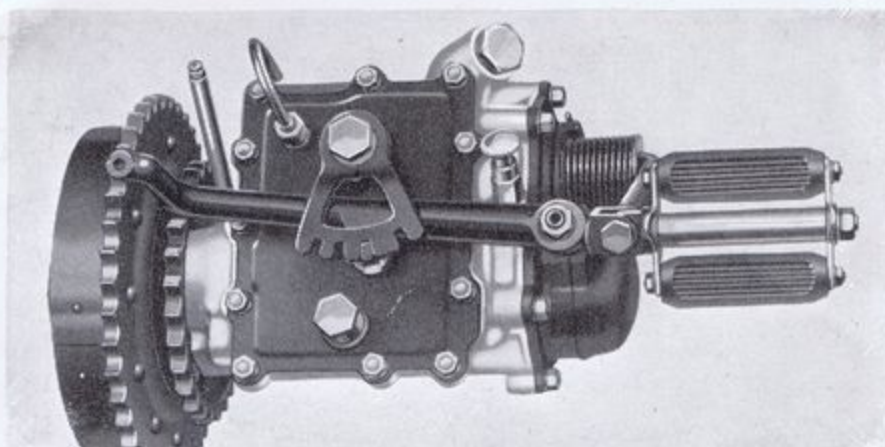


mechanically this generator is oversize and thus renders long satisfactory service without attention. Large bearings and heavy duty brushes make it trouble-proof.

The extra large capacity storage battery assures easy starting and ample current for lights and horn. The terminals extend to the outside of the battery box where they are in plain view and where connections can be easily made. A relay automatically opens and closes the battery-generator circuit. Ignition and lighting levers are key locked.

The Three Speed Transmission

A husky three speed sliding gear transmission is a regular built-in feature on all Harley-Davidson models. No service is ever too severe to overtax this master gear set. A positive gear shift lock gate prevents the gears from jumping out of position. Gears cannot be shifted until the clutch is



released and no damage can come to the gears through hurried or careless shifting.

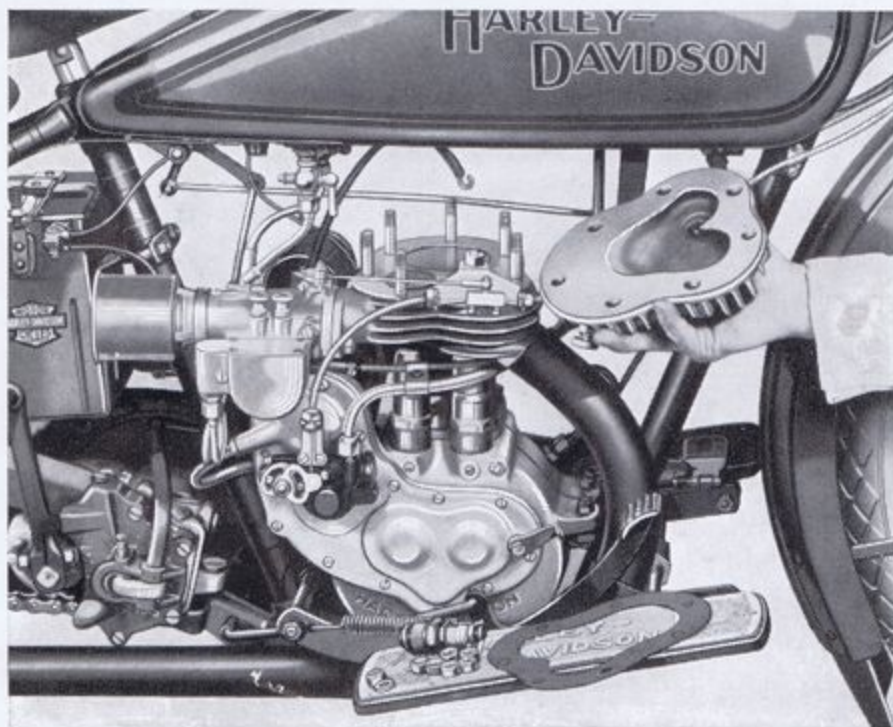
Double safety with two Brakes

Now a built-in front wheel brake is supplied on all Harley-Davidsons in addition to the positive rear wheel brake standard for years. The front wheel brake is of the internal expanding type controlled easily by a conveniently located handlebar lever. Its operation is smooth and velvety. The rear wheel brake is of the external contracting type and is foot operated. Only slight foot pressure is required to make the brake effective. With these two brakes, front and rear, at his instant command the rider has positive control over his mount and is in a position to meet any traffic or road emergency. Both brakes are simple in design and construction, have few working parts and adjustments can be easily made.



Some of the Outstanding Features of the 350 c. c. Single Models

MILES and miles of long satisfactory service are built into the 1928 model 350 c.c. Singles. Constantly improved since their introduction three years ago and incorporating the time tried features that have made the Twins so popular, the 1928 Singles are now without an equal in their class.



Simple, long life Motor

The side by side valve motor is fitted with a licensed genuine Ricardo cylinder head. With this head design correct turbulence of the gases in the combustion chamber is obtained with the result that the full power of the petrol is utilized. This makes for a powerful and very responsive motor as well as for great petrol economy.

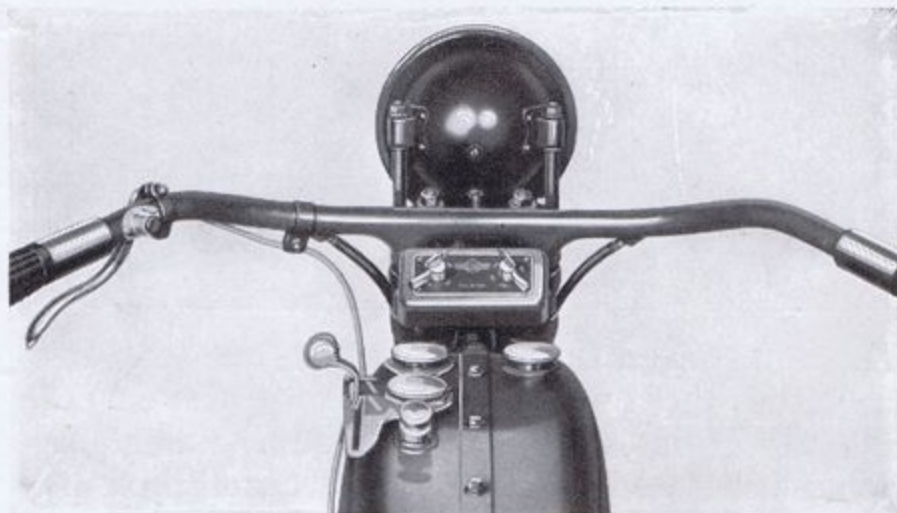
Accessibility is another desirable feature of the side by side valve motor. In twenty minutes or less any rider can decarbonize the motor and be ready for the road. No special tools are required. A tight fit between the head and cylinder is obtained with a special design copper gasket.

The side by side valve motors are fitted with magnesium metal piston which is lighter than aluminium and makes a wonderfully smooth running motor with quick acceleration. Vibration is practically eliminated with this new piston.

The overhead valve motor has a dome shaped detachable head. Cam action is modified to suit overhead valve design. The piston is aluminium alloy with three deep, narrow, slot cut rings at the top.

Bearings on both motors are generous in size and make for long motor life. There is a $\frac{7}{8}$ inch phosphor bronze bushing on the gear side and a $\frac{7}{8}$ inch roller bearing with twelve rollers on the sprocket side. The connecting rod crank pin is $\frac{7}{8}$ inch in diameter and fitted with a roller bearing. The upper connecting rod bearing is $\frac{51}{64}$ inch in diameter on the side valve models, the same size as on the Twins. The piston pin is case hardened steel, finely ground. The cam gears each run on two phosphor bronze bearings.

The new throttle controlled mechanical oiler supplies just the right amount of oil for all speeds and provides the lubrication that assures long motor life. The oil flows in over the gears down into the crank case where it lubricates the motor bearings and then by splash is distributed to the piston and cylinder walls. By eliminating dust, dirt and grit from the carburetor mixture the air cleaner helps greatly in reducing wear on motor parts.



The built-in Electric System

On electric models the Harley-Davidson single unit electric system is an integral part of the motorcycle. It is entirely built in and no parts or units are attached as an afterthought to perform the important functions of providing lighting and ignition. Igni-

tion unit is compact and accessible being combined with the generator. The simplicity and dependability of this system has made it world famous.

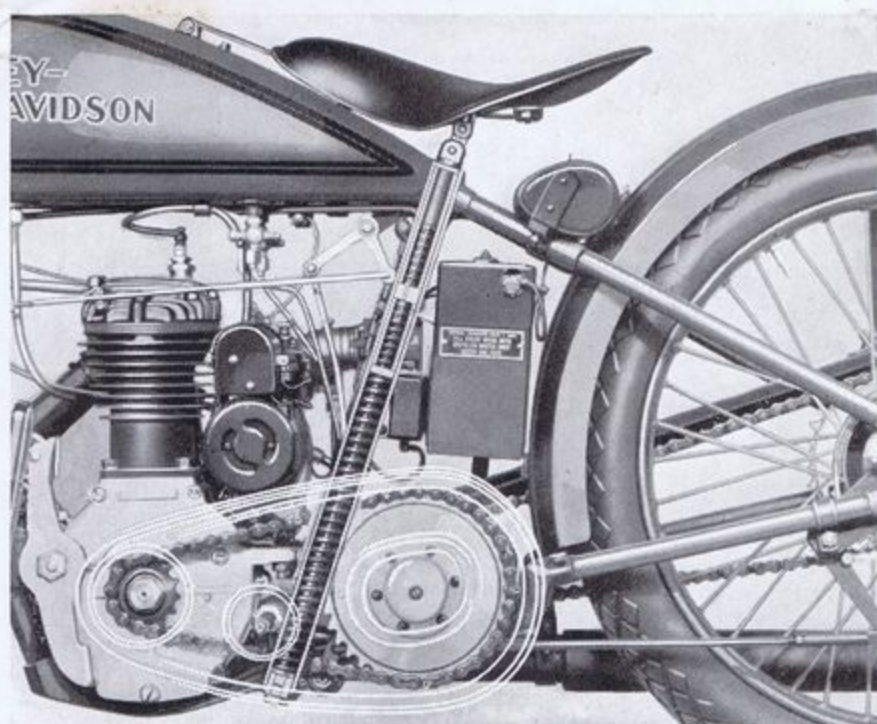
The relay cut-out switch electrically and positively puts the battery in the charging circuit as soon as the generator voltage exceeds that of the battery. When the ignition switch is turned off and the motor stopped, the relay cut-out automatically breaks contact and prevents the battery from discharging through the generator armature and field coil windings.

Singles have great riding comfort



The same exceptional riding comfort that distinguishes the Twins is also found in the Singles. Like the Twins, they have a very low riding position, are fitted with the Harley-Davidson adjustable seat post, have full size folding footboards and form fitting saddle. Full size 26 x 3.30 inch balloon tires add greatly to riding comfort. The forks operate on the same principle as the forks on the Twins. Six helical springs, cushion, recoil and buffer, iron out the bumps and ruts of the road.

The center of gravity of the machine is way down low and makes the motorcycle easy to handle. The



handlebars, seat and footboards are all placed in proper relation to one another and this makes the rider the master of his motorcycle at all times.

Easy, quick Alemite lubrication

All important bearing surfaces on both the Single and Twin models are Alemite lubricated except those bearings lubricated by the throttle controlled motor oiler and the bearings in the transmission.

This better and easier lubrication system saves time and adds to motorcycle life. Any model can be greased in less than five minutes. The lubricant is forced right where it is needed under five hundred pounds pressure. There are thirteen Alemite fittings on the Single and twenty on the Twin. An Alemite gun and a good size can of lubricant are included with all Harley-Davidson motorcycles at no extra cost.

Motor has large Cushion Sprocket

All the Singles are equipped with a new large cushion drive sprocket that smooths out the power impulses of the single cylinder motor. The result is that an even flow of power is delivered to the rear wheel that cuts down vibration and minimizes chain wear and noise. This compensating sprocket is simple in design and when required can be easily serviced. The necessary lubrication for this sprocket and for the front drive chain is positively provided from the motor.

The new large motor sprocket reduces chain speed and consequently adds service to all the power transmitting members. Now the patented angle tooth sprockets are $\frac{1}{2}$ inch pitch and $\frac{5}{16}$ inch width.

HARLEY-DAVIDSON SPECIFICATIONS

350 c. c. Models

MOTOR—Four-stroke cycle, single cylinder, air cooled. Bore 73.024 mm, stroke 82.548 mm, piston displacement 345.72 cubic centimeters. Side by side valves or overhead valves. Magnesium metal piston in side valve motors.

CARBURETOR—Schebler DeLuxe with air cleaner.

TRANSMISSION—Harley-Davidson three-speed progressive sliding gear.

LUBRICATION—Harley-Davidson throttle controlled motor oiler provides proper lubrication at all motor speeds. Transmission lubricated separately. Thirteen places Alemite fitted.

IGNITION—Harley-Davidson generator-battery on electric equipped models. Robert Bosch magneto on magneto models.

ELECTRIC EQUIPMENT—On electric models Harley-Davidson generator, weather and water-proof coil, timer, four plate storage battery, vibrator horn, two bulb headlight, standard tail lamp, ignition and light switch panel located back of steering head. Relay cut-out that automatically opens and closes battery-generator circuit.

STARTER—Harley-Davidson rear stroke on right side.

CLUTCH—Harley-Davidson single plate dry disc, foot operated.

HANDLEBARS—Harley-Davidson one piece, one inch tubular, double stem with closed end twist grips.

BRAKES—Harley-Davidson foot controlled contracting rear brake and built-in hand controlled expanding front wheel brake.

FRAME—High carbon seamless tubular steel with wide trussed loop. Drop forged head and gear box bracket.

CONTROLS—Grip, double-acting wire controls enclosed in handlebars and cables. Toe operated compression relief. Decompressor on O.H.V. Single.

DRIVING CHAINS—Roller, $\frac{1}{2}$ inch pitch, $\frac{5}{16}$ inch wide. Large cushion motor sprocket.

SADDLE—Mesinger form fitting top. Harley-Davidson adjustable spring seat post.

TIRES—Standard make, full balloon, 26 x 3.30 inches.

WHEELBASE—55 inches.

TANKS—Saddle type. Petrol capacity, three gallons. Oil, three quarts. Reserve petrol tank.

FOOTBOARDS—Harley-Davidson folding.

MUDGUARDS—Wide valanced guards; rear guard hinged for access to wheel.

TOOL EQUIPMENT—Tool and tire repair kit.

FINISH—Harley-Davidson Olive Green with maroon striping with center gold stripe.

1000-1200 c. c. Models

MOTOR—V type, twin cylinder, air cooled, four-stroke cycle. 1000 c.c. model—bore 84.1 mm, stroke 88.9 mm, piston displacement 988.83 cubic centimeters.

1200 c.c. model—bore 86.97 mm, stroke 101.60 mm, piston displacement 1207.956 cubic centimeters. Both models fitted with lightweight iron alloy pistons with two deep, narrow, slot cut rings at the top. For sidecar service, motors are fitted with $\frac{1}{8}$ inch compression plates.

CARBURETOR—Schebler DeLuxe with air cleaner. Schebler Model H optional.

TRANSMISSION—Harley-Davidson three-speed progressive sliding gear with positive gear shifter locking device.

LUBRICATION—Harley-Davidson throttle controlled motor oiler provides proper lubrication at all motor speeds. Transmission lubricated separately. 20 Alemite fittings.

IGNITION—Harley-Davidson generator-battery on electric equipped models. Robert Bosch magneto on magneto equipped models.

ELECTRIC EQUIPMENT—On electric models Harley-Davidson generator, weather and water-proof coil, timer, 22 ampere hour storage battery, motor driven horn, two bulb headlight, standard tail lamp, switch panel. Relay cut-out in generator-battery circuit.

STARTER—Harley-Davidson rear stroke on right side.

CLUTCH—Harley-Davidson multiple dry disc foot operated.

HANDLEBARS—Harley-Davidson one piece, one inch tubular, double stem with closed end grips.

FRAME—Strongly reinforced heavy gauge high carbon, seamless tubular steel with wide trussed loop. Drop forged steel head.

CONTROLS—Grip, double-acting wire controls enclosed in handlebars and cables. Toe operated compression relief.

BRAKES—Harley-Davidson foot controlled contracting rear brake and built-in hand controlled expanding front wheel brake.

DRIVING CHAINS—Roller, $\frac{5}{8}$ in. pitch and $\frac{3}{8}$ in. width.

SADDLE—Large, roomy form fitting Mesinger. Harley-Davidson adjustable spring seat post.

TIRES—Standard make, full balloon, 27 x 3.85 inches.

WHEELBASE—60 inches.

TANKS—Saddle type. Petrol capacity four gallons, three pints. Lubricating oil one gallon, one pint. Reserve petrol tank.

FOOTBOARDS—Harley-Davidson folding.

TOOL EQUIPMENT—Complete tool and tire repair kit.

FINISH—Harley-Davidson Olive Green with maroon stripe with gold center and edged in black.

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

Cable Address, "Hardavmocy, Milwaukee".

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