

CATALOGUE AND PARTS LIST

THE
DUSTING
SIDECAR



ILLUSTRATING DUSTING PRODUCTS

For
★ **STYLE**
★ **COMFORT**
★ **SAFETY**



BARNSTORMERS.CO.NZ

Foreword

THE PRICELESS INGREDIENT in the manufacture of Dusting Sidecars is Experience Experience accumulated from the beginning of the industry in Australia Experience obtained first hand from the technical and research laboratories of England's foremost Steel Tube Mills, and Steel Casting Foundries of Australia Experience unobtainable in any other way.

In no other country in the world are sidecars, and particularly the chassis, subjected to more severe or exacting conditions as those met with in Australasia. It was with a full realisation of these facts that Dusting craftsmen a quarter of a century ago set about building the first Dusting Sidecar.

That they were successful is now a matter of history. To-day thousands of Dusting Sidecars are giving trouble-free service and economical transport in every part of Australia and New Zealand.

This speaks volumes for the honest business methods and sound engineering policy laid down by the founder and present proprietor, Mr. H. C. Dusting, in those far-off days when sidecars and even motor-cycles were little more than a novelty.

For Business or Pleasure, Dusting Sidecars measure up to the highest standards of performance.

THEY ARE BUILT FOR THE JOB.

BARNSTORMERS.CO.NZ



DUSTING CHASSIS FOR

JUST as you bought your motor cycle, so should you chose your Sidecar!

Many Sidecars look alike, but . . . study them more closely. Big differences in quality and construction are immediately apparent, particularly in the chassis; and . . . it's the chassis that counts if you want Reliability and Value.

It is in the chassis, too, that Dusting Sidecars score heavily—Sturdier, Safer, and more Durable. Besides, there's better Quality right throughout!

Scientifically placed Rubber Insulated Couplings prevent the transmission of any road shocks to the motor-cycle frame and ensure the lowest centre of gravity possible in sidecar construction.

The steel tubing in Dusting chassis is of the highest quality obtainable and commonly used in aeroplane construction throughout the world.

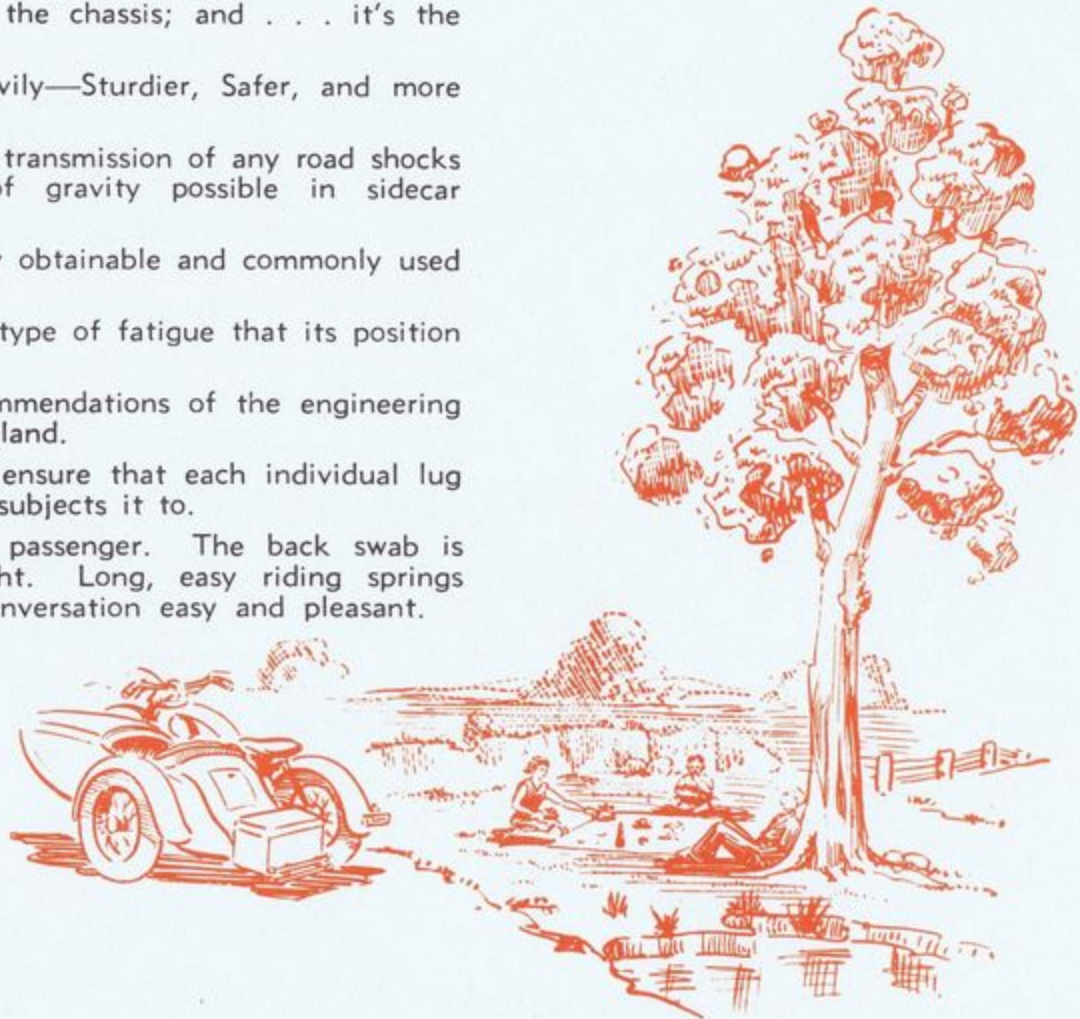
Each individual bar is designed to withstand that particular type of fatigue that its position in the chassis places on it whilst in use.

In the selection of the tubing we are guided by the recommendations of the engineering and technical staff of one of the foremost tube mills in England.

In the selection of lugs, special attention is also given to ensure that each individual lug is suitable to withstand the stress its position in the chassis subjects it to.

Carefully designed bodies afford maximum ease for the passenger. The back swab is moulded to form, and the armrests are placed just right. Long, easy riding springs smooth out all road bumps, and relative positions make conversation easy and pleasant.

The remaining components such as axles, hubs, bolts, springs, etc., are all chosen with the greatest care to ensure a uniform quality throughout. It is only by the adoption of these high and rigid standards of quality that Dusting chassis maintain their wide reputation for Dependability and Service.



A DUSTING OUTFIT - THE IDEAL COMBINATION "

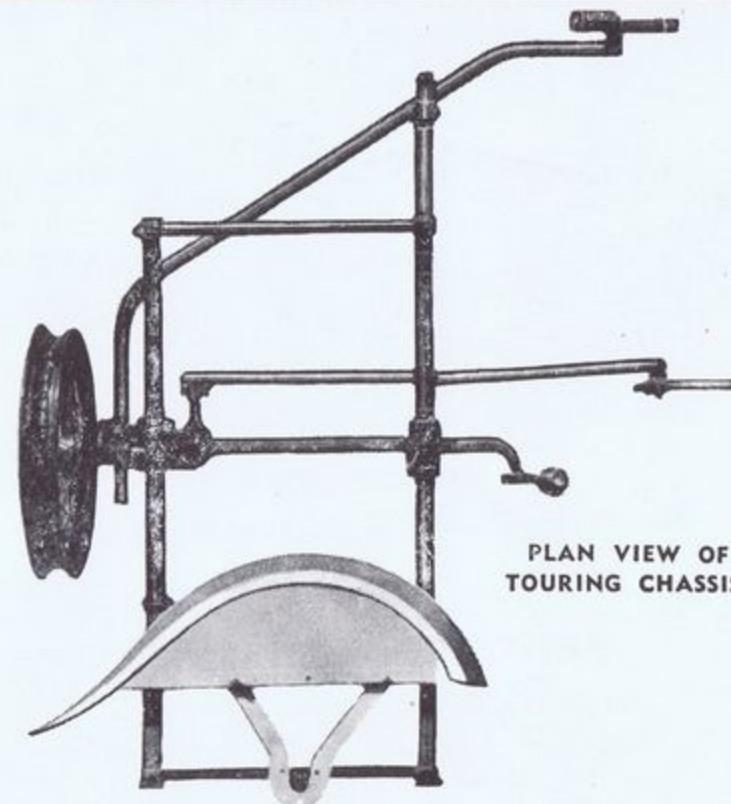
BUSINESS AND PLEASURE

DUSTING TOURING CHASSIS

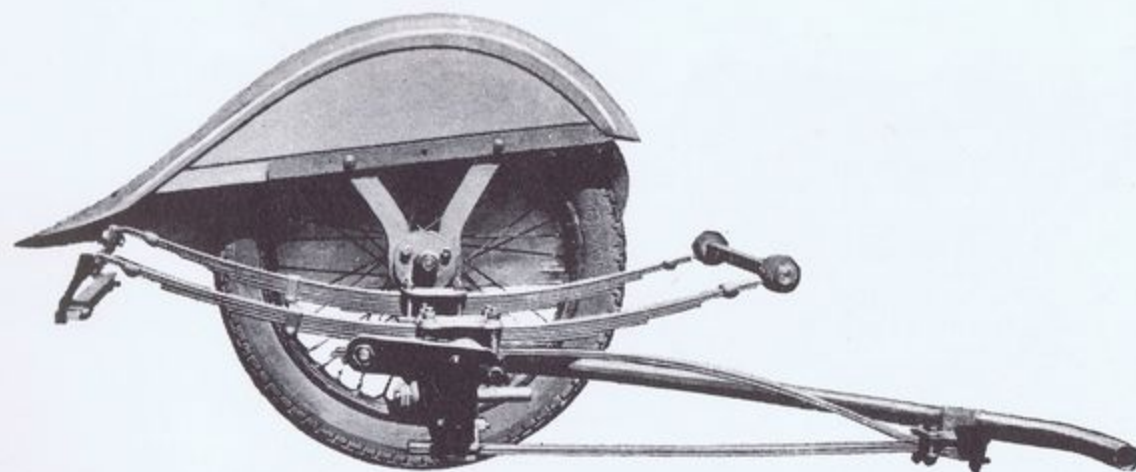
Touring chassis are made in three sizes. Light-weight, Medium-weight, and Heavy-weight. All chassis are similar in quality and construction, the only difference being in the size of the tubing and the corresponding lugs and springs.

The L.W. and M.W. chassis have four $1\frac{1}{4}$ " x $\frac{3}{16}$ " leaves to each spring, while the H.W. has five $1\frac{1}{2}$ " x $\frac{3}{16}$ " leaves to each spring.

The illustration on the right shows a plan view of a typical Touring chassis, in which the long half elliptic spring and 3-point suspension can be clearly seen.



PLAN VIEW OF
TOURING CHASSIS



COMMERCIAL CHASSIS

DUSTING COMMERCIAL CHASSIS

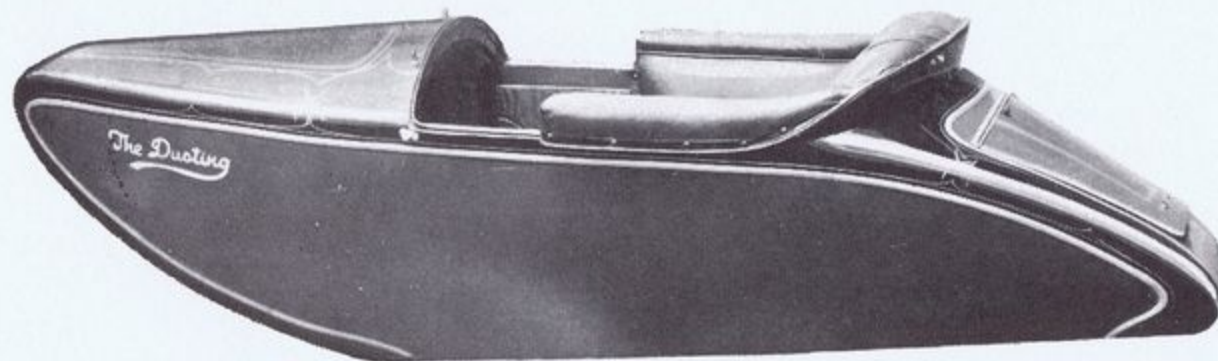
The Commercial chassis illustrated on the left is similar to the Touring chassis with certain modifications. The springs are slightly shorter in length and made up of 8 leaves on one side and 9 on the other. In the Medium-weight the springs are $1\frac{1}{4}$ " x $\frac{3}{16}$ " and in the Heavy-weight $1\frac{1}{2}$ " x $\frac{3}{16}$ ".

An extra stabiliser spring is also fitted which can be clearly seen underneath the main springs in the illustration. Solidly mounted streamlined mudguards are standard equipment on all chassis.

DUSTING OUTFITS ARE DESIGNED TO WORK TOGETHER

DARTMOUTH SCOUTS

BODY STYLES FOR



STANDARD TOURER

STANDARD TOURER

Obtainable in two grades

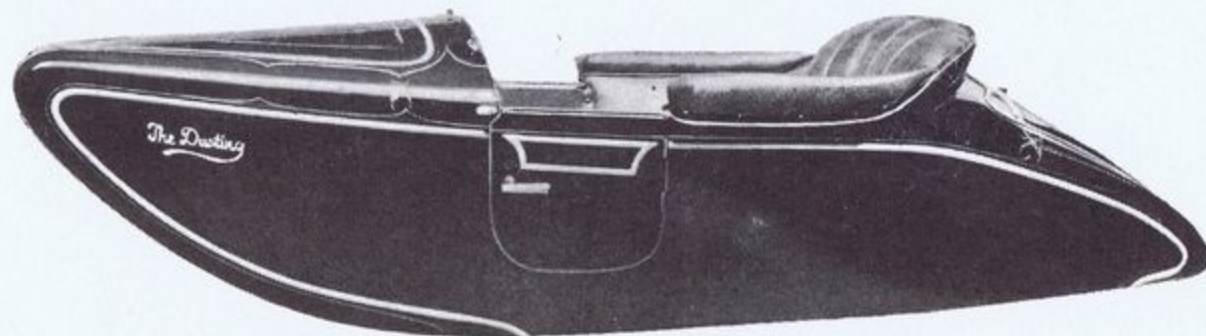
All three sizes of the Standard Tourer are obtainable in first or second grade quality, with or without a door. Model C, as illustrated above, is a first grade beaded body without a door. Model A is similar to this, but not beaded. Model D, illustrated on right, is a first-grade beaded body with door and Model B is a similar body without beading.

In appearance all bodies are very similar, but Models C & D first-grade bodies are always supplied as complete units with Dusting Chassis. The second quality models are designed as a general replacement body for ordinary chassis where quality is not the first consideration. First-grade bodies are finished in any two colours desired, and second grade bodies in one colour only.

STANDARD TOURER

Made in Three Sizes

The Standard Tourer, a very popular body in all States for general touring purposes. It is made in three sizes to suit motor-cycles of all powers. The (L.W.) Light-weight is 6' long, is ideal for machines up to 350 c.c. The (M.W.) Medium-weight is 6' 8", and the popular choice for all 500 c.c. up to 750 c.c. models, while the (H.W.) Heavy-weight is 7' 2" long and designed for the large 1000 c.c. heavy duty twin-cylinder machines where a little extra weight is no object.



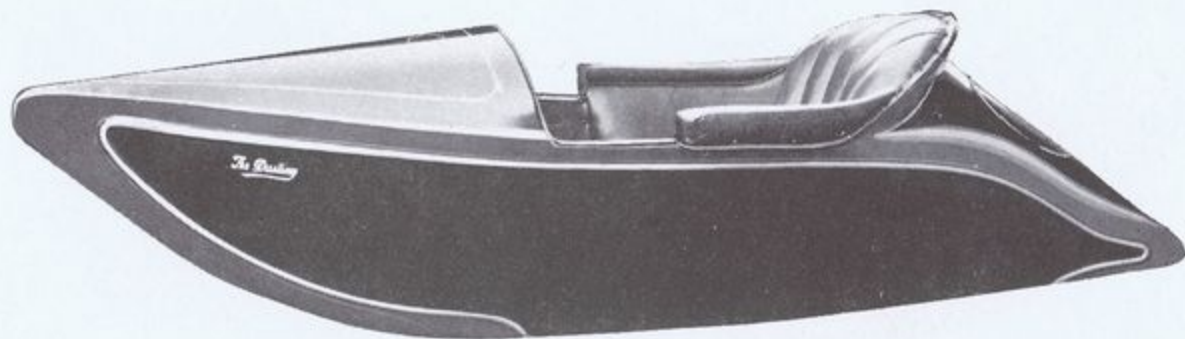
STANDARD TOURER

SPORT AND PLEASURE

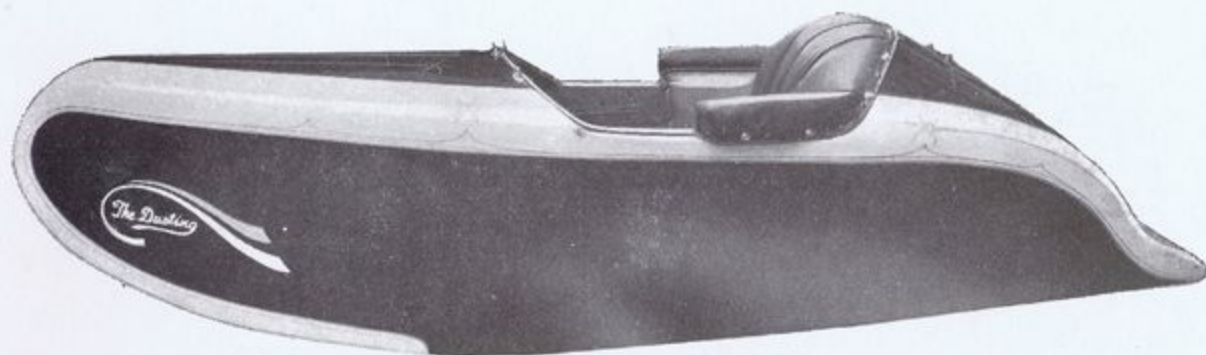
AIR FLOW SPORTS

MODEL E

As its name indicates, the Air Flow Sports is designed to reduce wind resistance to a minimum. Long sleek lines and the extra high aero type cowling combine to give this body an exceptionally speedy appearance. At the same time, comfort has in no way been sacrificed, and with the spacious luggage boot at the rear, the Air Flow Sports is an ideal body for fast touring. It is 7' long and made only in first grade quality. Finished in any two colours to suit colour of motor-cycle.



AIR FLOW SPORTS



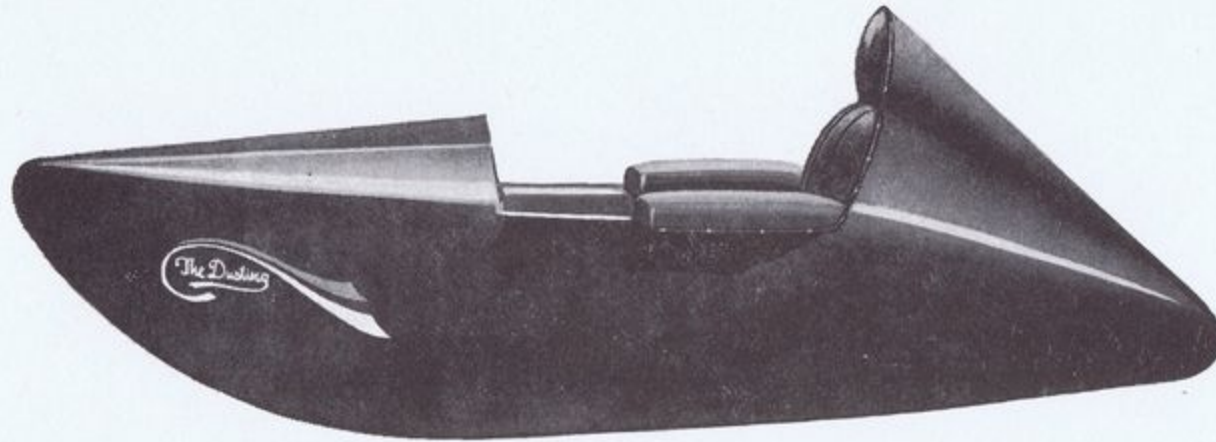
CONTINENTAL SPORTS

CONTINENTAL SPORTS

MODEL F

Here, again, Dusting craftsmen have succeeded in combining the two essential qualities of the ideal sports body. Minimum wind resistance, plus maximum comfort. The Continental Sports follows closely on the lines of the modern continental racing cars where sharp, straight lines and cramped driving position have been superseded by long graceful curves and passenger comfort. Its ample length (7') and large luggage compartment makes the Continental Sports very suitable for long-distance touring. Made in first quality only, and finished in any two colours to match your machine.

BODY STYLES FOR



DUPLEX SPORTS

DUPLEX SPORTS

MODELS G and H

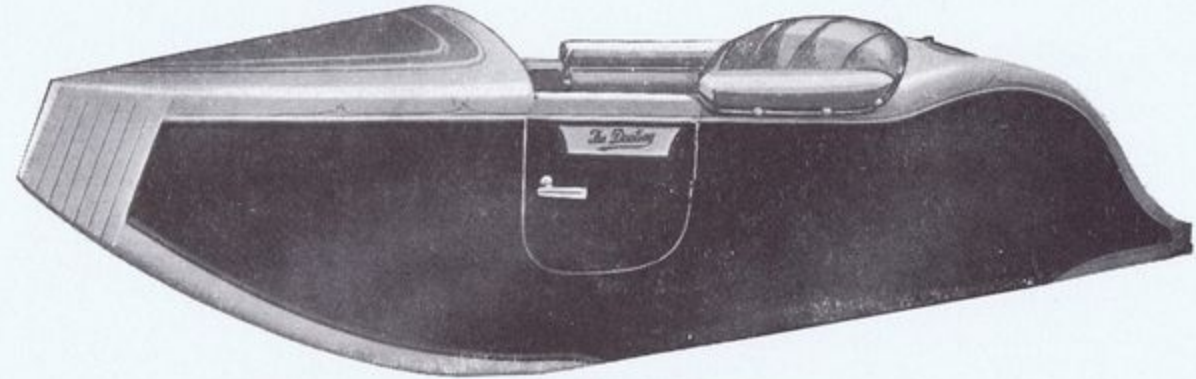
For the motor cyclist who wants a real sports body the Duplex Sports is one of the most striking designs on the road. The extra high head-rest has a three-fold purpose:

1. It cuts down wind resistance by allowing the air currents to pass unhindered along the whole length of the body.
2. It provides the maximum of comfort for the passenger's head and shoulders.
3. It prevents dust from being drawn up into the cockpit. It is made in two models, Model G, as illustrated with the Vauxhall (fluted) type of nose, and Model H, plain nose without flutes. Made in first quality only and 7 ft. long, it is supplied in any two colours to match your machine.

GLORIA ROADSTER

MODEL K

For every inch of its entire 7 ft. the Gloria is a masterpiece of sleek beauty. Every line is a studied expression of the body designer's art. Passenger comfort has likewise received every consideration. A deep well-sprung squab, spacious cushion and wide arm rests assure the maximum comfort under all conditions. A large conveniently-placed door with automobile type handle is another of the many features that together make the Gloria Roadster the last word in side-car body design, and one worthy of the high prestige of Dusting craftsmen.



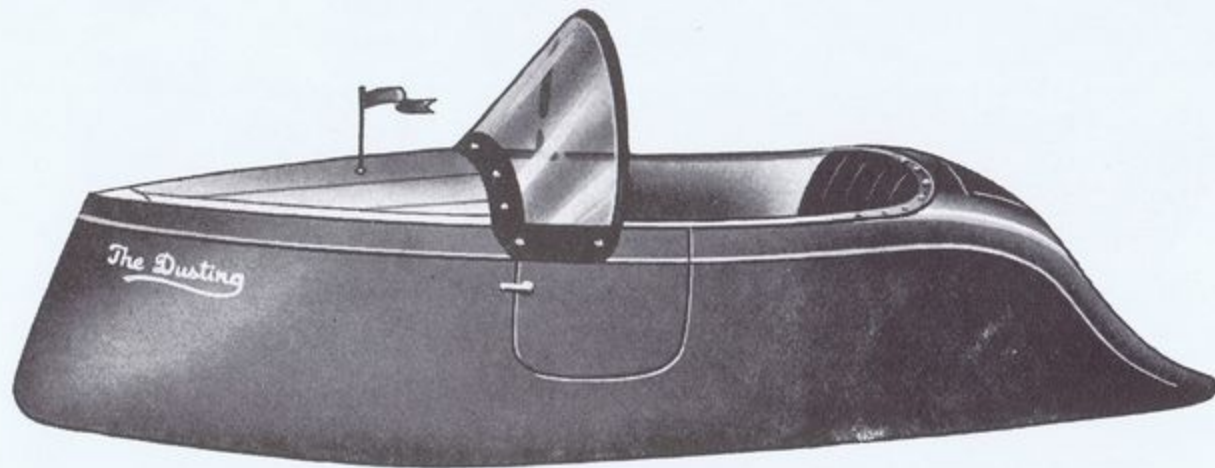
GLORIA ROADSTER

SPORT AND PLEASURE

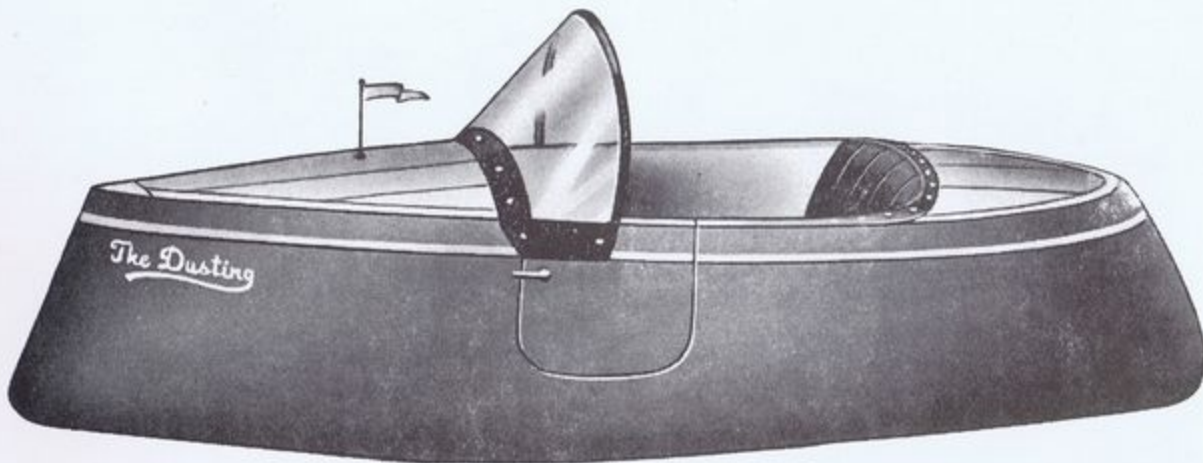
LAUNCH ROADSTER

MODEL Q

For the motor cyclist who likes something a little different in body design, the Launch and Cruiser models are fast gaining favour. They are solidly constructed of steel throughout, with imitation decking. The overall length is 7 ft., which allows for ample leg room and passenger comfort. The Launch Roadster has a beaver back with roomy boot.



LAUNCH ROADSTER



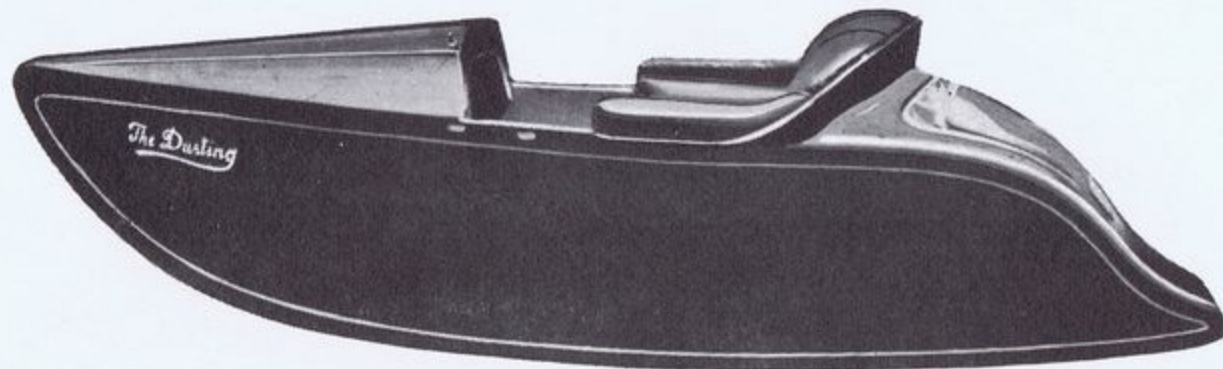
CRUISER SPORTS

CRUISER SPORTS

MODEL R

The Cruiser Sports is similar in construction to the Launch Roadster, excepting that it has a Cruiser type stern. This provides a spacious and easily accessible luggage compartment. The long sweeping lines of both these bodies give them an extremely pleasing appearance on the road. Pennants are supplied as an extra.

BODY STYLES FOR



VAUXHALL ROADSTER

VAUXHALL ROADSTER

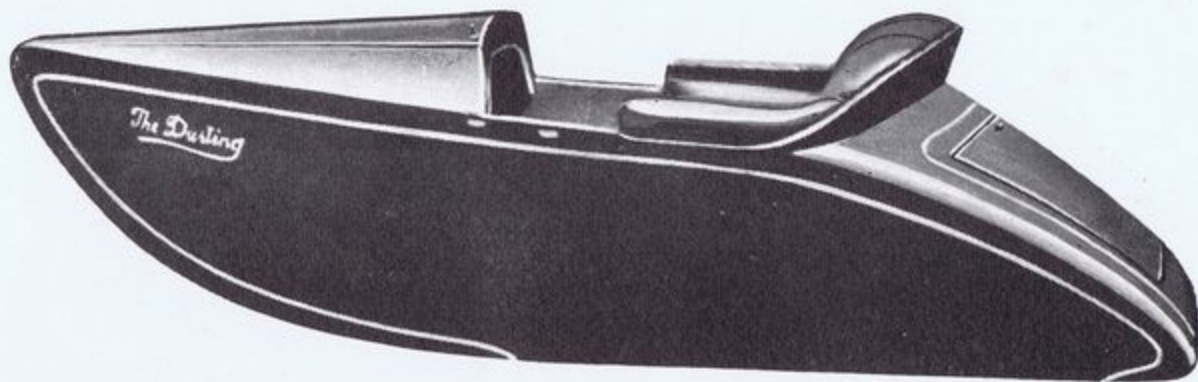
MODEL I

This body, as the name implies, has the Vauxhall or fluted type of nose. It is a general, all-purpose touring body, at the same time possessing clean sporting lines and maximum comfort. The Roadster Model I, as illustrated on the left, has a beaver back which gives it a very low modern appearance, and at the same time ample luggage space.

VAUXHALL TOURER

MODEL J

The Vauxhall Tourer, Model J, illustrated on the right, is exactly the same as the Roadster excepting that it has the standard back similar to the Standard Tourer design on page 4. Both bodies are 7 ft. in length and made in first quality only; finished in any two colours desired.



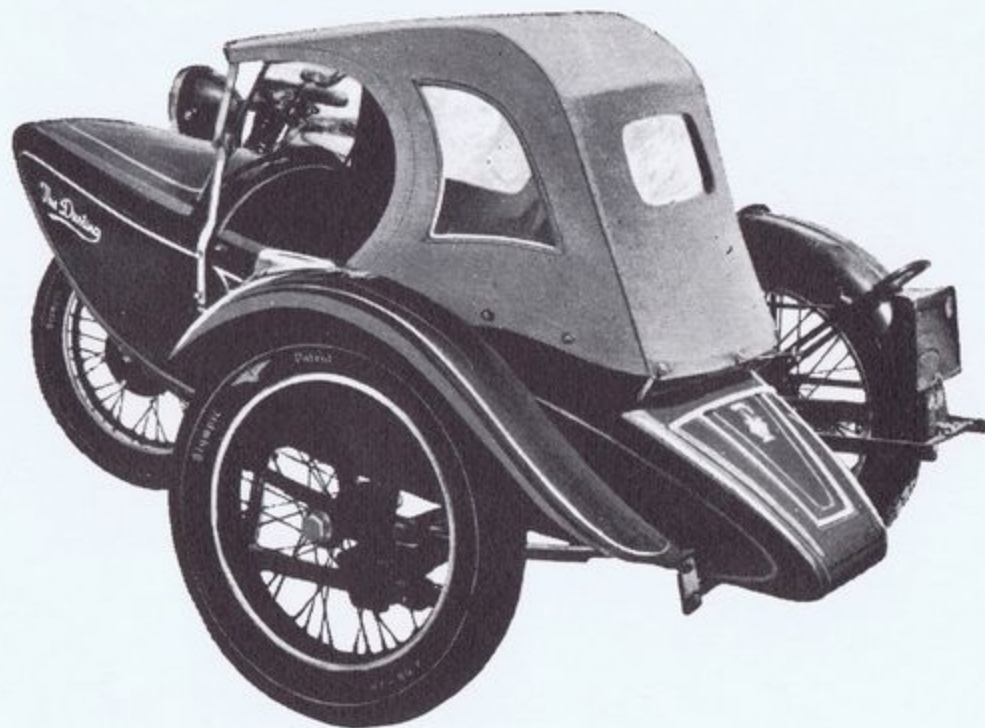
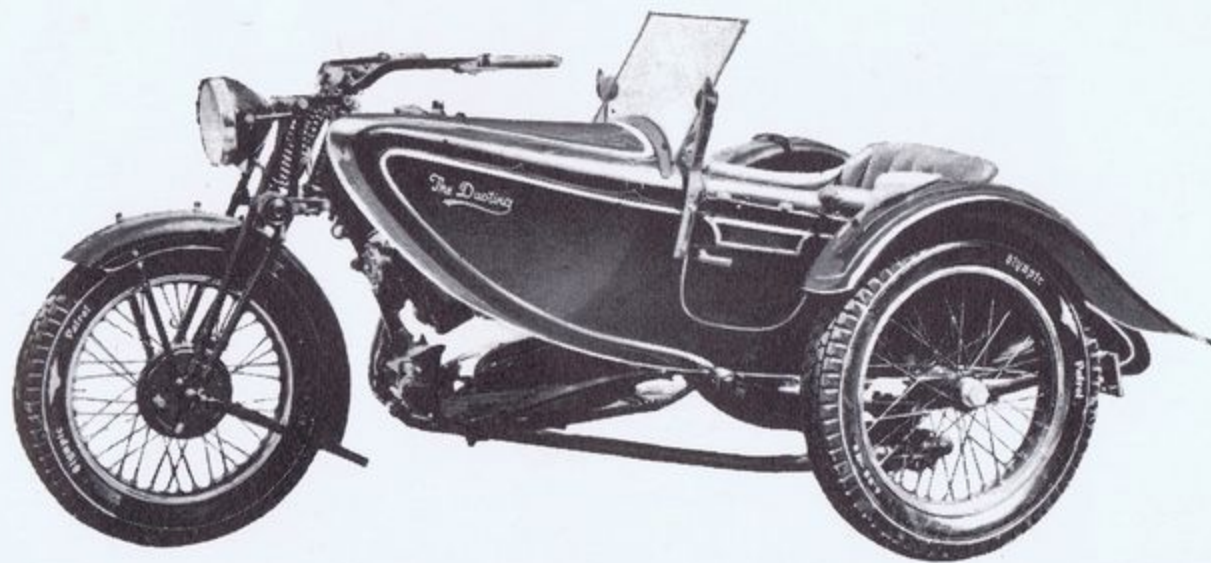
VAUXHALL TOURER

SPORT AND PLEASURE

ALL-WEATHER TOURER

MODEL L

The All-Weather Tourer is designed to meet the requirements of the "all-the-year-round" rider who uses his outfit either for business reasons or pleasure in all kinds of weather. In appearance this model is similar to the Standard Tourer Model D, with the exception that it has a recessed locker at the rear to receive the hood when not in use, as illustrated below.



The illustration above gives a good idea of the ample weather protection afforded by the hood and screen of the All-Weather Tourer, while at the same time not restricting the passenger's vision. The permanent glass screen is adjustable and all fittings heavily chromium plated. Finished in any two colours desired.

DUSTING OUTFITS ARE DESIGNED TO WORK TOGETHER



STANDARD DISPATCH

AIR FLOW DISPATCH

MODEL P

The last word in modern delivery vans. Similar in construction to the Standard model, but with a beaver back and tool locker at rear.

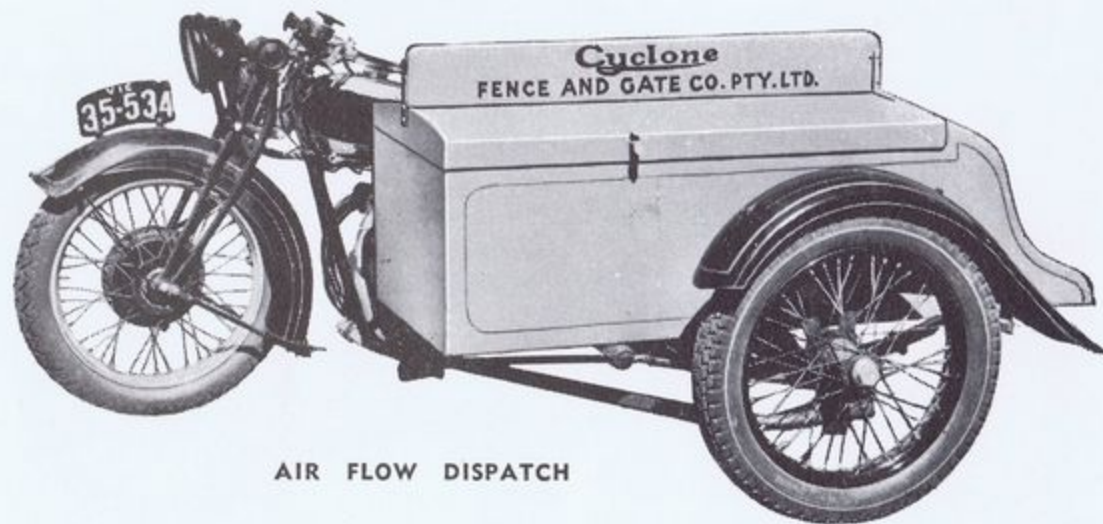
Measurements: Length 5' 6", height 18", width 17". Additional width and signwriting extra. No trays supplied. Finished in any colour desired.

STANDARD DISPATCH

MODEL M

Strongly constructed of seasoned hardwood frame and 1" flooring. Sides lined with three-ply and entirely covered with sheet steel ensure inside of van absolutely damp and dust proof. Domed hinged lid with signboard attached.

Measurements: Length 4' 8", height 18", width 17". Additional width and sign-writing extra. No trays supplied. Finished in any colour desired.



AIR FLOW DISPATCH

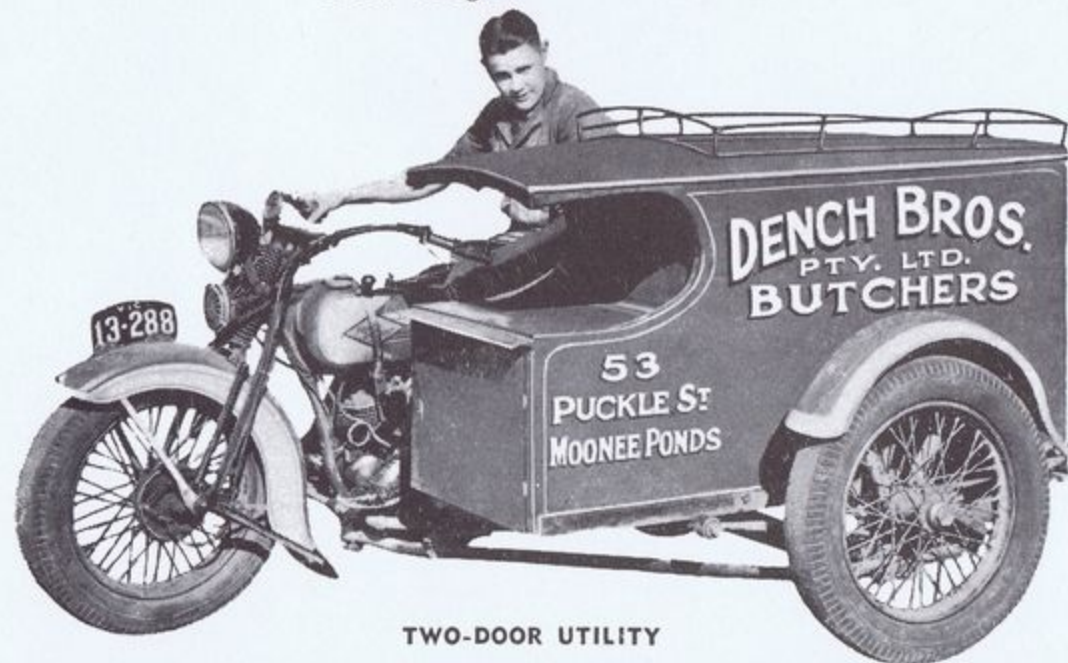
DELIVERY VANS

STANDARD DELIVERY

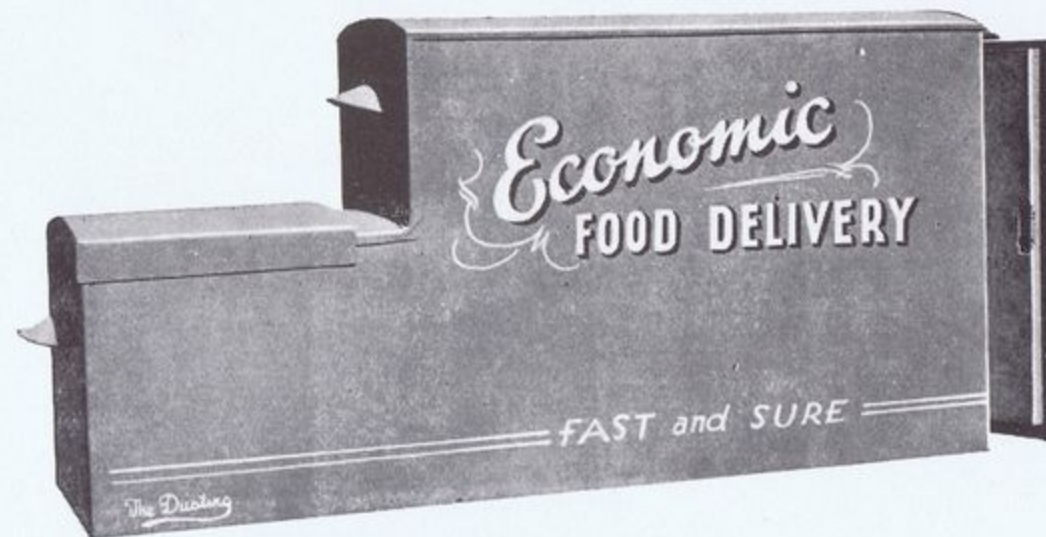
MODEL N

With a strongly-constructed frame of seasoned hardwood, with 1" flooring, the Standard Delivery is very popular with a large number of traders, where extra space and accessibility are necessary. Doubly protected with three-ply and sheet metal against damp and dust, cleanliness is at all times assured. A large door at the rear and a hinged lid in front assist in speeding up deliveries.

Measurements: Length, 4' 8"; height, 18" in front to 2' 4" at rear, and 17" wide. Additional width and sign-writing extra. No trays supplied. Finished in colour designs.



TWO-DOOR UTILITY



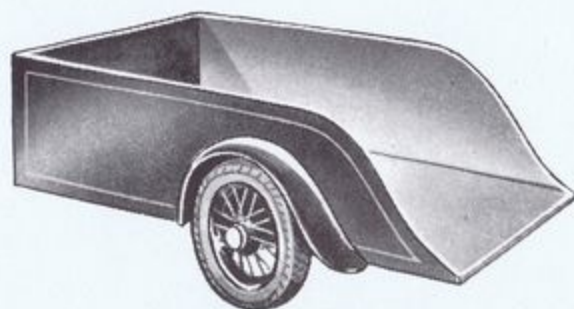
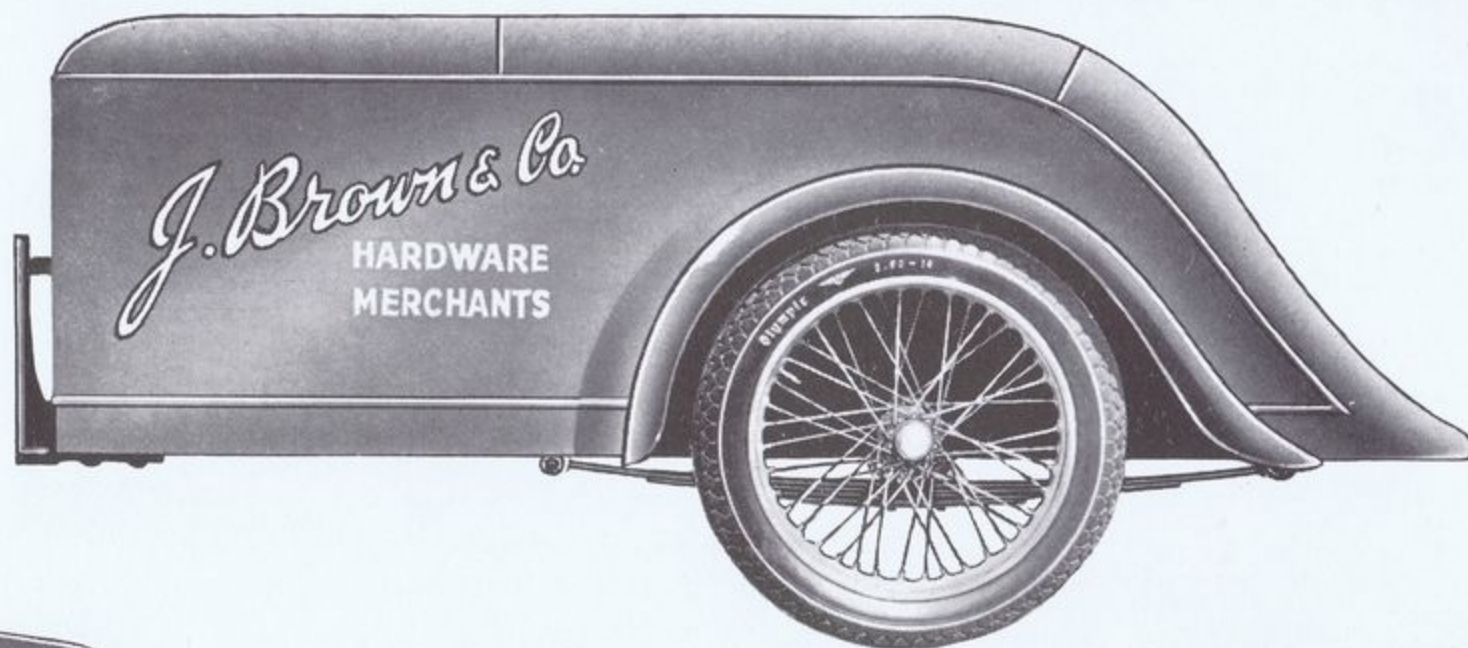
STANDARD DELIVERY

TWO-DOOR UTILITY

MODEL O

In size and construction this is similar to the Standard Delivery Model N. The main points of difference are that the Model O has a door at the front in place of the lid, and is equipped with an overhanging verandah. Both models can be provided with ample ventilation if required for carrying foodstuffs. Luggage rail and trays extra.

TRAILER VANS



Standard Model.

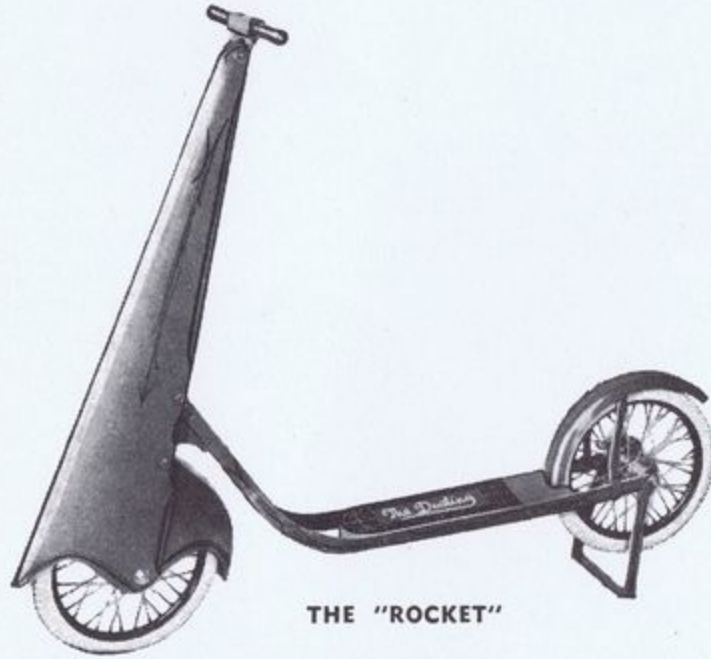
The Standard Model is similar in all specifications excepting that it is of open type without a lid, and for some businesses is more suitable than the De Luxe Model.

TRAILER VAN

De Luxe Model

The Dusting Trailer Van fulfils a requirement for a delivery van capable of carrying large loads quickly at an extremely low cost. Attached to a solo machine by special coupling, it can be operated at a little more than the cost of running the average sidecar outfit. Its ease of manoeuvring makes it ideal for crowded and congested traffic areas. It has a strongly constructed all steel body on a seasoned hardwood frame. Protected against dust and damp by linings of three-ply and sheet steel, it is suitable for the conveyance of any class of goods. When required for the carrying of foodstuff, ample ventilation is provided. Its modern streamline appearance attracts a lot of attention and provides good publicity for the trader. The front is easily accessible by means of a hinged dome lid, while the whole of the beaver back is also hinged to permit quick loading and unloading the rear portion. The measurements are approximately 8 ft. long, 2 ft. deep and 3ft. 6 in. wide.

DUSTING SCOOTERS

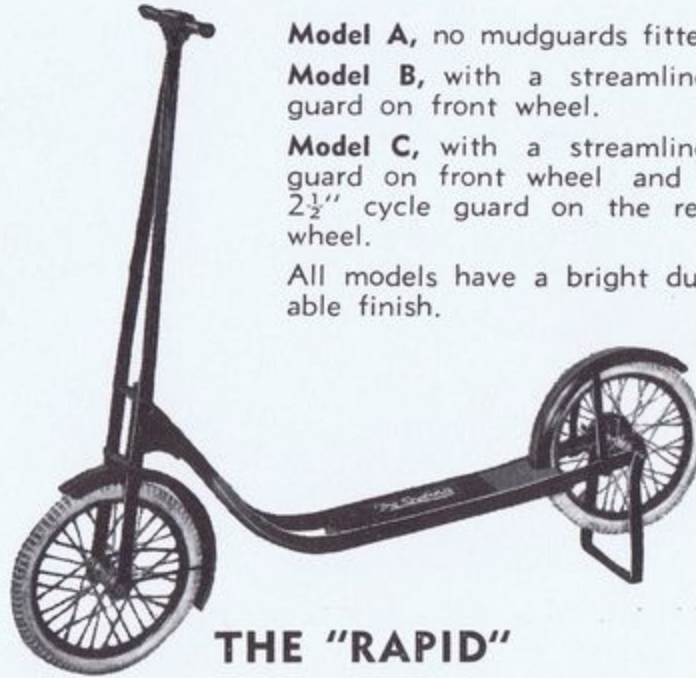


THE "ROCKET"

THE "ROCKET"

The "Rocket" has the same specifications as the "Rapid," but with a streamlined metal cowl over the front wheel and steering column and a 2½" cycle guard on the rear wheel. It has a bright durable finish.

THE "RAPID"



THE "RAPID"

SPECIFICATIONS

The Dusting "Rapid" Scooter has a strongly constructed steel chassis with a rubber foot mat.

The steering column is adjustable to take up wear. The front wheel has 32 spokes and the rear 40 spokes, both assembled tangent wise on genuine ball-bearing cycle hubs. A powerful external contracting band-brake is fitted to the rear wheel and operated by the rear stand.

The tyres are solid rubber super balloon type, or pneumatic tyres can be fitted at a small extra cost.

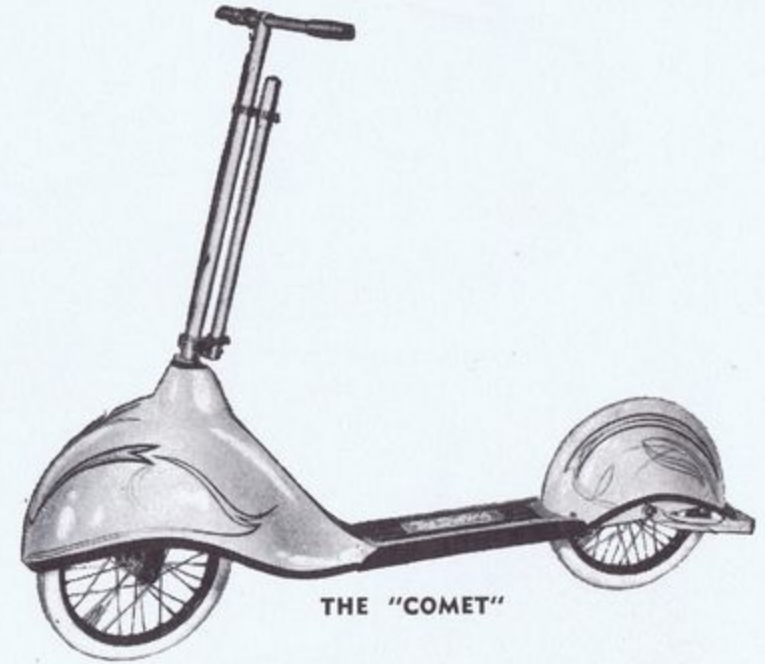
The "RAPID" is available in three models as above.

Model A, no mudguards fitted.

Model B, with a streamlined guard on front wheel.

Model C, with a streamlined guard on front wheel and a 2½" cycle guard on the rear wheel.

All models have a bright durable finish.



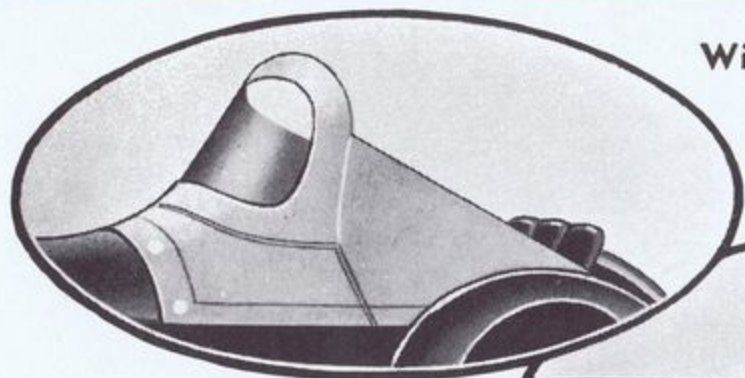
THE "COMET"

THE "COMET"

The Dusting "Comet" is a super scooter in every sense of the word. It has smart racy lines with modern streamlined cowl, and throughout is an engineering job. The long steering column is adjustable and mounted on a genuine ball-bearing cycle head which is also adjustable for wear. The tubular handle-bars are fitted with rubber grips. The wheels have the same ball-bearing cycle hubs as fitted to all Dusting Scooters, and the rear external band brake is operated by a foot pedal. It is beautifully finished and lined as shown in the illustration above.

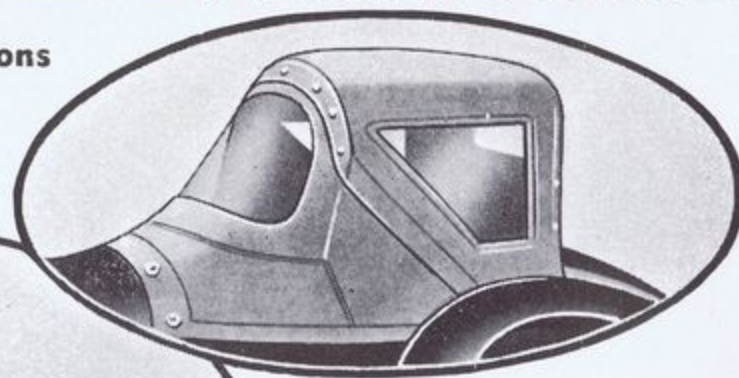
ACCESSORIES

Windscreens, Storm Aprons and Hoods



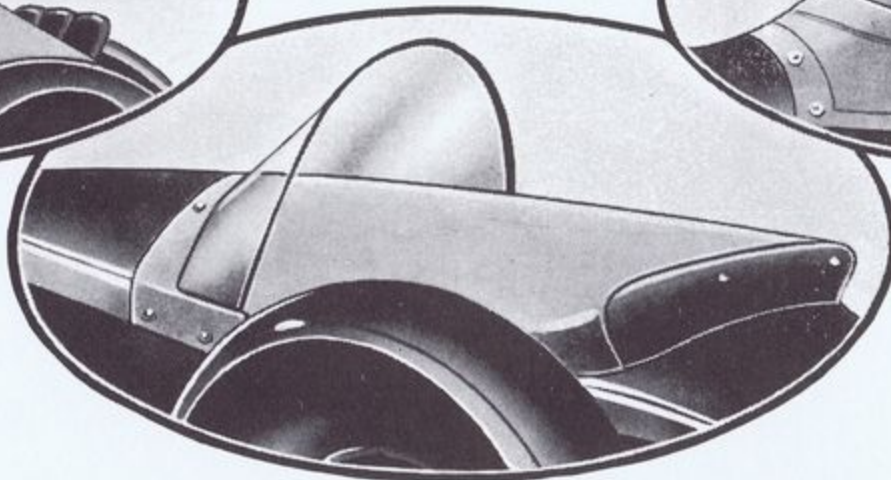
TOURING WINDSCREEN

Protects the passenger from wind and rain. Note the large side valances. Supplied in either black or grey.



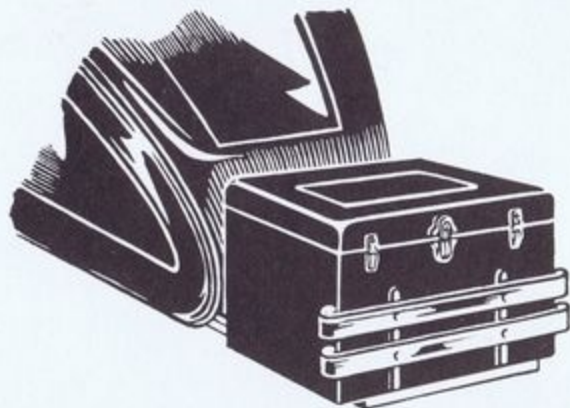
FOLDING HOOD

As an Accessory to Touring Wind-screen.



SPORTS SCREEN AND STORM APRON

The sports screen provides ample protection from the wind and can be fitted or removed in a few seconds. The storm apron can be used with or without the screen and completely protects the interior of body. Both these articles can be supplied in either black or grey.



LUGGAGE BOX

The Dusting Luggage or Parcel Box is strongly constructed of heavy gauge steel, and finished in colors to match the sidecar. Complete with all fittings. Size — Base: 16" x 9"; Height 9".



BUMPER BARS

Dusting Bumper Bars are obtainable in heavily chromium-plated flat steel with curved ends, of black tubular steel with chromium-plated tips.

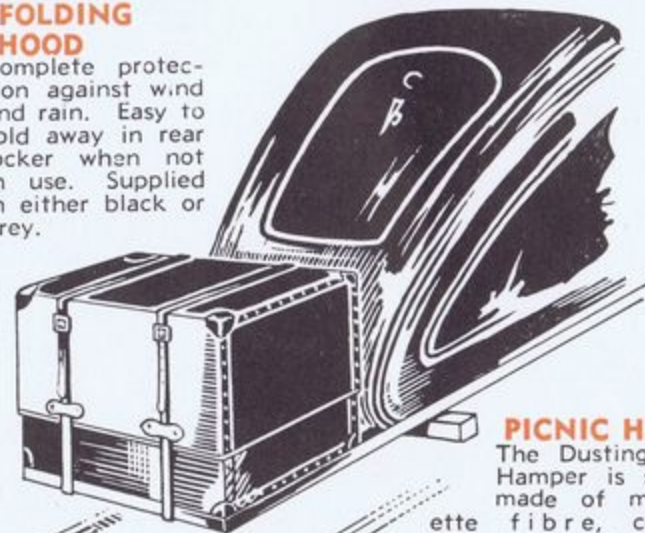


SIDE CAR LAMP

This modern streamlined electric Sidecar Lamp is easily fitted to the mudguard and obtainable in black or chromium plated.

FOLDING HOOD

Complete protection against wind and rain. Easy to fold away in rear locker when not in use. Supplied in either black or grey.



PICNIC HAMPER

The Dusting Picnic Hamper is strongly made of machine-ette fibre, complete with straps, etc. It normally measures 18" x 12" at the base and 12" deep, but can be extended (dress-basket fashion) to 18" deep.

LUGGAGE CARRIER

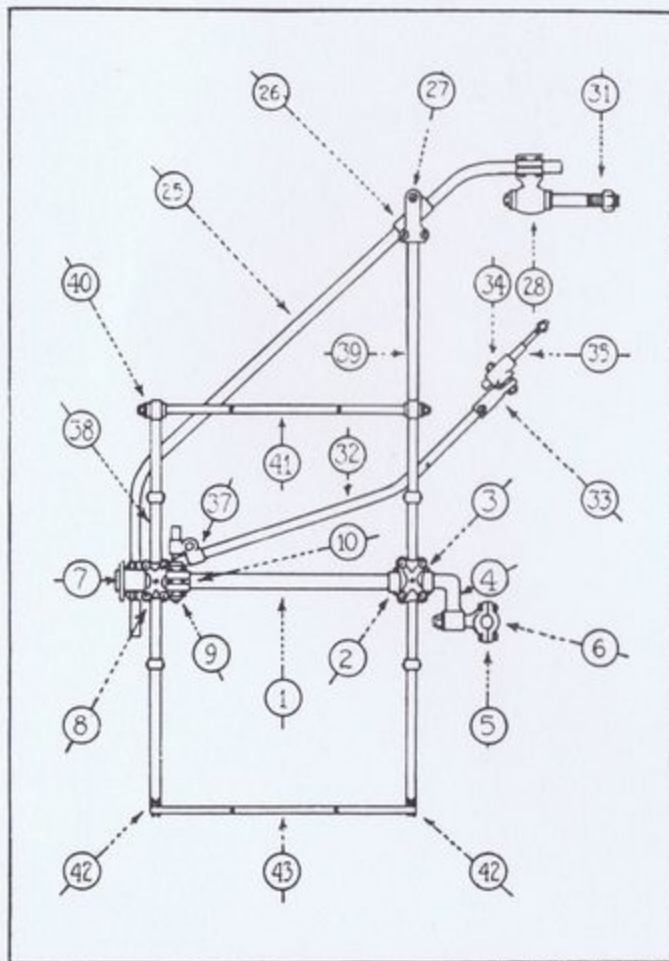
Dusting Luggage Carriers are strongly constructed of angle iron in two styles. The fixed style, 18" wide and 2' 6" long, is fitted to cross-bars underneath the body. The adjustable style is 11" wide and 2' 6" long, is fitted on slides underneath the body and adjustable to the required length.

DUSTING **OUTFIT** — "THE IDEAL COMBINATION"

REPLACEMENT PARTS

HOW TO ORDER:

Standard S.A.E. bolts and nuts are used throughout on Dusting Chassis. When ordering parts, state type of chassis they are for—Heavy-weight, Medium-weight or Light-weight, and also whether Touring or Commercial. STATE make, model and year of manufacture of machine. (If in doubt, quote engine number of machine).



SPARE PARTS AND PRICE LIST

MAIN BAR AND FITTINGS

1	Main Bar Only	0	10	6
2	Spring Perch Assembly	1	5	6
3	Spring Perch Cap	0	4	0
4	Adjustable Arm	0	10	6
5	Ball Joint Complete	1	1	6
5a	Ball Joint Cap	0	4	6
5b	Ball Joint Stud	0	6	6
5c	Ball Joint Rubber	0	0	9
6	Ball Joint Adapting Plate (state make and model of machine)	0	6	0
7	Wheel and Spring Perch Assembly	1	8	0
7a	Tow Bar Retaining Cap Wheel Assembly End	0	3	6
8	Spring Perch Cap (state whether Wheel or Machine Side)	0	3	6
9	Rigid Bar Rubber Retainer	0	12	6
9a	Rigid Bar Rubber Retainer Stud	0	4	6
10	Rubber Buffers for Couplings 4 used, each	0	2	0

WHEEL AND MUDGUARD

11	Axle Only	0	11	6
12	Hub Shell Only	1	0	0
13	Inner Cone	0	6	6
14	Inner Cup	0	3	6
15	Outer Cone	0	4	0
16	Outer Cup	0	2	0
17	Felt Washer	0	0	6
18	Felt Washer Retainer	0	1	0
19	Lock Washer	0	0	9
20	Lock Nut	0	0	9
20a	Hub Cap	0	4	3
21	Hub Complete	2	2	0
22	Mudguard Stays Only	0	16	6
23	Mudguard Blade Only, half-circle type, unpainted	0	14	0
23a	Mudguard Blade Only, Stream-line type, unpainted	0	16	6
24	Mudguard Complete, half-circle type, painted	2	2	6
24a	Mudguard complete, streamline type, painted	2	5	0

TOW BAR AND FITTINGS

25	Tow Bar Only	1	0	0
26	Stabilising Spring Lug	0	4	6
27	Stabilising Spring Lug Plate	0	2	0
28	Front Coupling Rubber Retainer	0	8	6

29	Front Coupling Cap	0	2	3
29a	Front Coupling Frame Lug Plates or Adapter, per set	0	6	0
29b	Front Rubber Coupling, complete with Frame Fittings	1	5	0
30	Rubber Buffers as No. 10	0	2	0
31	Front Coupling Stud	0	5	0

RIGID BAR AND FITTINGS

32	Rigid Bar Only, 1½ Tubings	0	16	0
32a	Rigid Bar Only, 1-5/16 Tubing	1	1	0
33	Cone Lug (straight)	0	6	6
33a	Cone Lug (Offset)	0	7	6
34	Rigid Bar Stud Lug, 2 used	0	3	9
35	Saddle Shaft	0	7	6
36	Rigid Bar Lower Lug	0	4	6
37	Rigid Bar Stud Lug as 34	0	3	9

SPRING ASSEMBLY

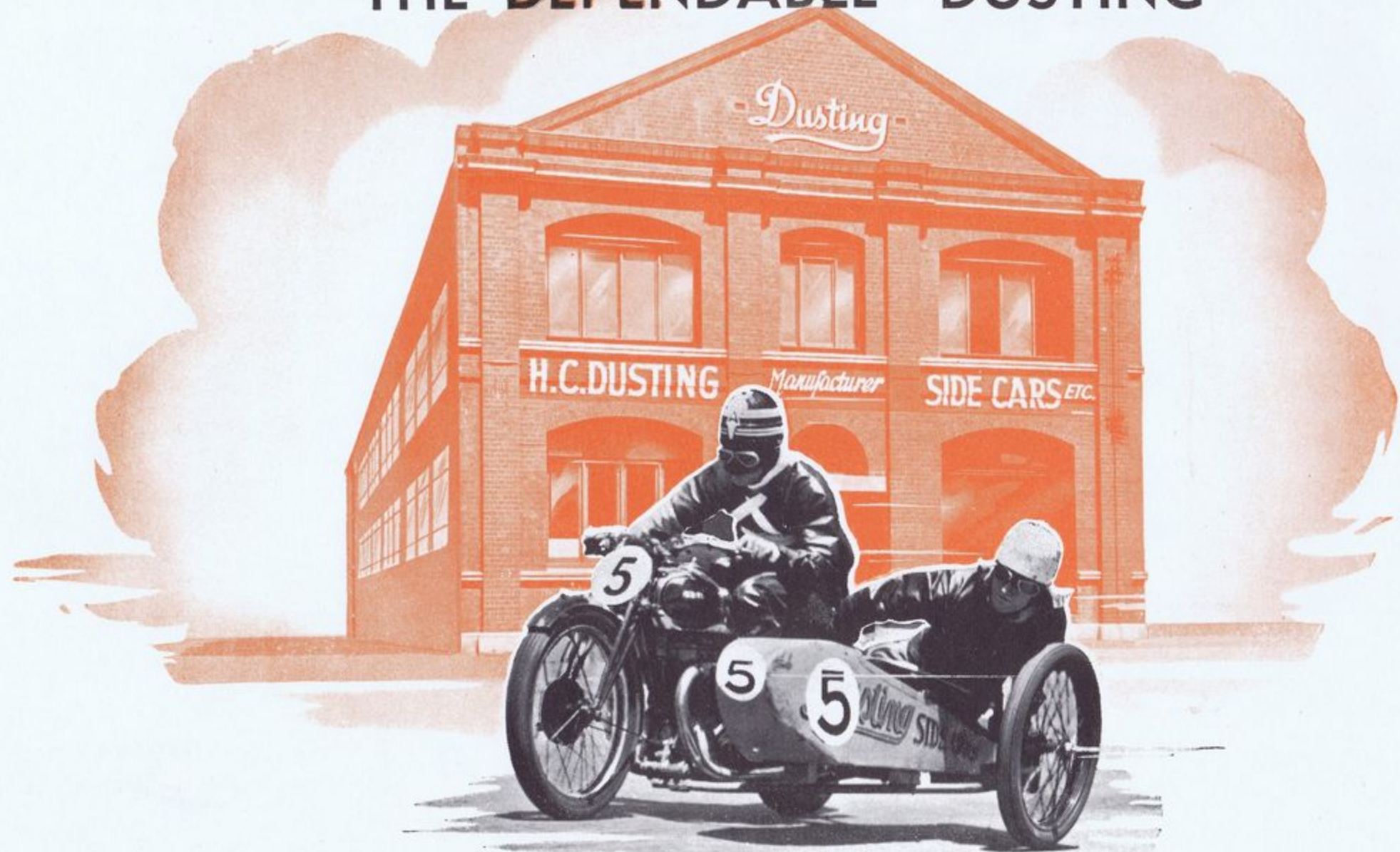
38	Spring complete as used on Lightweight and mediumweight Chassis, 4-leaf	0	12	6
38a	Top Main Leaf M.W. & L.W.	0	7	6
38b	Third Leaf M.W. & L.W.	0	5	6
38c	Second Leaf M.W. & L.W.	0	4	6
38d	First or Bottom Leaf M.W. L.W.	0	3	0
38h	Spring complete as used on Heavyweight Chassis, 5-leaf	0	16	6
38e	Top or Main Leaf H.W.	0	8	6
38f	Fourth Leaf H.W.	0	6	0
38g	Third Leaf H.W.	0	4	6
38hh	Second Leaf H.W.	0	3	6
38i	First or Bottom Leaf H.W.	0	3	0
39j	Stabilising Spring Leaf, 2 used M.W. each	0	6	6
39l	Stabilising Spring Leaf, 2 used H.W. each	0	7	6
40	Rubber Buffer for Front End of Springs, 2 used each	0	1	9
41	Front Body Bar	0	6	6
42	Fabric Shackles, 4 used each	0	1	0
43	Rear Body Bar	0	4	6

SALES TAX AND FREIGHT EXTRA.

STANDARD S.A.E. BOLTS AND NUTS USED

Prices for Front Frame and Saddle Shaft Adapters, and also Plates for Ball Joint supplied on application; state Year, Make, and Model of Motor Cycle.

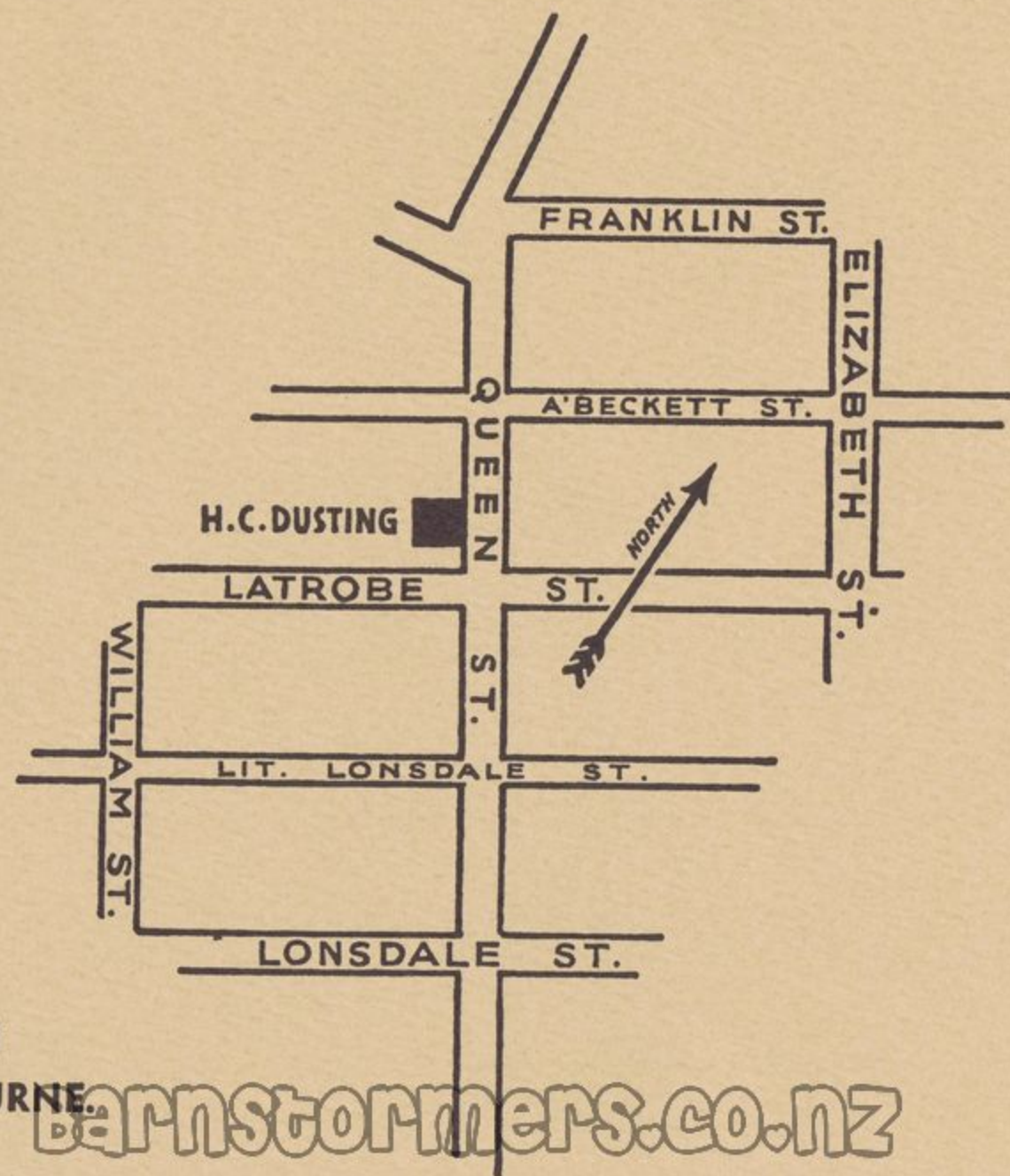
THE DEPENDABLE "DUSTING"



THE CHOICE OF CHAMPIONS
Barnstormers.co.nz

HOW TO REACH THE "DUSTING" FACTORY

THE HOME OF
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