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# 1952 Harley Davidson Other

Stafford, 17 October

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Lot sold	<b>USD 10 939 - 19 144</b> GBP 8 000 - 14 000 (listed)	Condition	Used
Year of manufacture	1952	Location	
Engine number	52G3085	Motorcycle type	Street
		Colour	Other

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## Description

1952 Harley-Davidson 739cc Servi-Car

Engine no. 52G3085

- \* One of only 515 Model Gs made in 1946
- \* Netherlands registration papers
- \* Restored condition

Like most other manufacturers, Harley-Davidson relied on sidecar-equipped solos as a means of exploiting the motorcycle's commercial possibilities, until the arrival of the purpose-built Servi-Car trike in 1932 raised the three-wheeler's potential to new levels. Powered by Harley's rugged 45ci 'flat head' v-twin, the Servi-Car incorporated a car-type differential in its rear axle right from the start and a reverse gear soon after introduction. The Servi-Car's main customer was the police, but this versatile machine was also much favoured by auto dealers as a tow vehicle and by small businesses for deliveries. In the latter role it served as a useful mobile billboard, there being ample room to display the company name and 'phone number on the rear of the cargo box, while for \$3.50 per pair H-D would supply fender advertising skirts. The versatile Servi-Car also enabled disabled motorcyclists to enjoy the genuine Harley-Davidson experience.

Regularly upgraded in line with Harley-Davidson's motorcycle range, the Servi-Car remained in the catalogue until 1973 and the time of its retirement was Milwaukee's longest running model. Important upgrades along the way included a reverse gear in 1933, a second brake for the rear axle in 1937, and enclosure of the rear drive chain in 1938, while in 1939 the tow-bar was beefed up and

made a permanent attachment. In 1940 a stronger axle housing was introduced and the following year the Servi-Car received a new frame, which coincided with the adoption of a welded (rather than riveted) rear axle tube. There was also increased power, courtesy of a raised compression ratio, and a more effective front brake, taken from the 74ci solo models. In this form the Servi-car remained essentially unchanged until 1959 when it was fitted with the Hydra-Glide telescopic fork, replacing the old 'Springer' front end, while the provision of an electric starter in 1964 marked the first occasion this device had been fitted to a Harley-Davidson. In the post-war year's, Harley's trike also became the focus of customisers, some of whom even went so far as to replace the 45ci twin with a mighty American V8.

With its sombre black paintwork, this restored Servi-Car looks like it might have been used as a hearse by an undertaker specialising in household pets. The machine is offered with Netherlands registration papers and an Automotoclub Storico Italiano certificate.

## Bonhams 1793

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