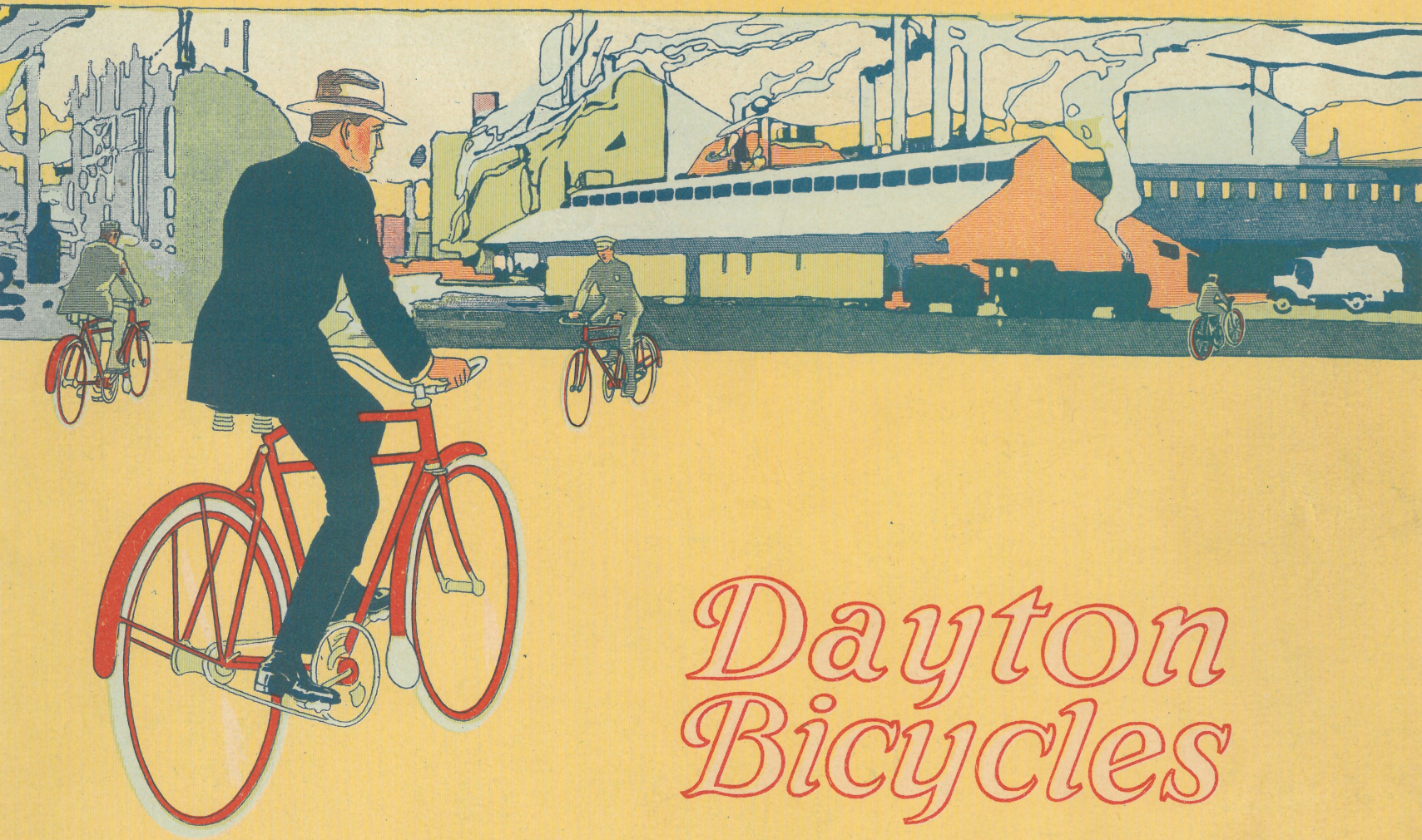


Dayton Bicycles

PLEASE accept our thanks for your inquiry requesting the Dayton Bicycle catalog—which we enclose herewith. ¶ We are sending you this printed response to your letter to be sure that a reply may reach you promptly. We are proud of the fact that the Dayton's friends are legions—even though their letters some times come so rapidly that we must print our replies when we really want to write them. ¶ The enclosed catalog explains and illustrates the new Dayton models, and tells in some detail of the methods and materials used in their manufacture. Take the letter of introduction, also enclosed, to our representative, who will be very glad to give you any further information you desire. ¶ With thanks for your interest, we are,

Very cordially yours,

CYCLE DEPARTMENT,

THE DAVIS SEWING MACHINE CO.

Dayton, Ohio.

LETTER OF INTRODUCTION

To

DAYTON, OHIO March 26 1919

Solomon Cycle Co.,
Elizabeth, N.J.

This will introduce to you

Mr. Alexander Gmelin,
15 Norman Place,
Cranford, N.J.

who has written to us concerning Dayton Bicycles. We will consider it a personal favor if you will kindly demonstrate the superior features of

Dayton Bicycles

and extend every courtesy and consideration.

The nearest wholesale distributor who can quickly supply any model that you do not have in stock is:

Haverford Cycle Co.,
503 Market St.,
Philadelphia, Pa.

CYCLE DEPARTMENT

THE DAVIS SEWING MACHINE CO.
DAYTON, OHIO

Form F-101



THE DAYTON 5-YEAR GUARANTEE

WE AGREE with the purchaser of each DAYTON Bicycle to make good by repair or replacement, when delivered at our factory, transportation charges prepaid, any imperfection or defect in material or workmanship of said bicycle, not caused by misuse or neglect, provided that the factory serial number shall be on such bicycle at the time the claim is made, and that all imperfect or defective parts shall be referred to us before claim for repair or replacement shall be allowed.

THIS GUARANTEE continues for five years from the date of sale by the agent.

THIS GUARANTEE does not cover tires, handle bars, saddles, tool bags, chains, rims, or coaster brakes, as they are guaranteed by the manufacturers thereof, and should be returned to them for repair or replacement.

The Dayton Bicycle

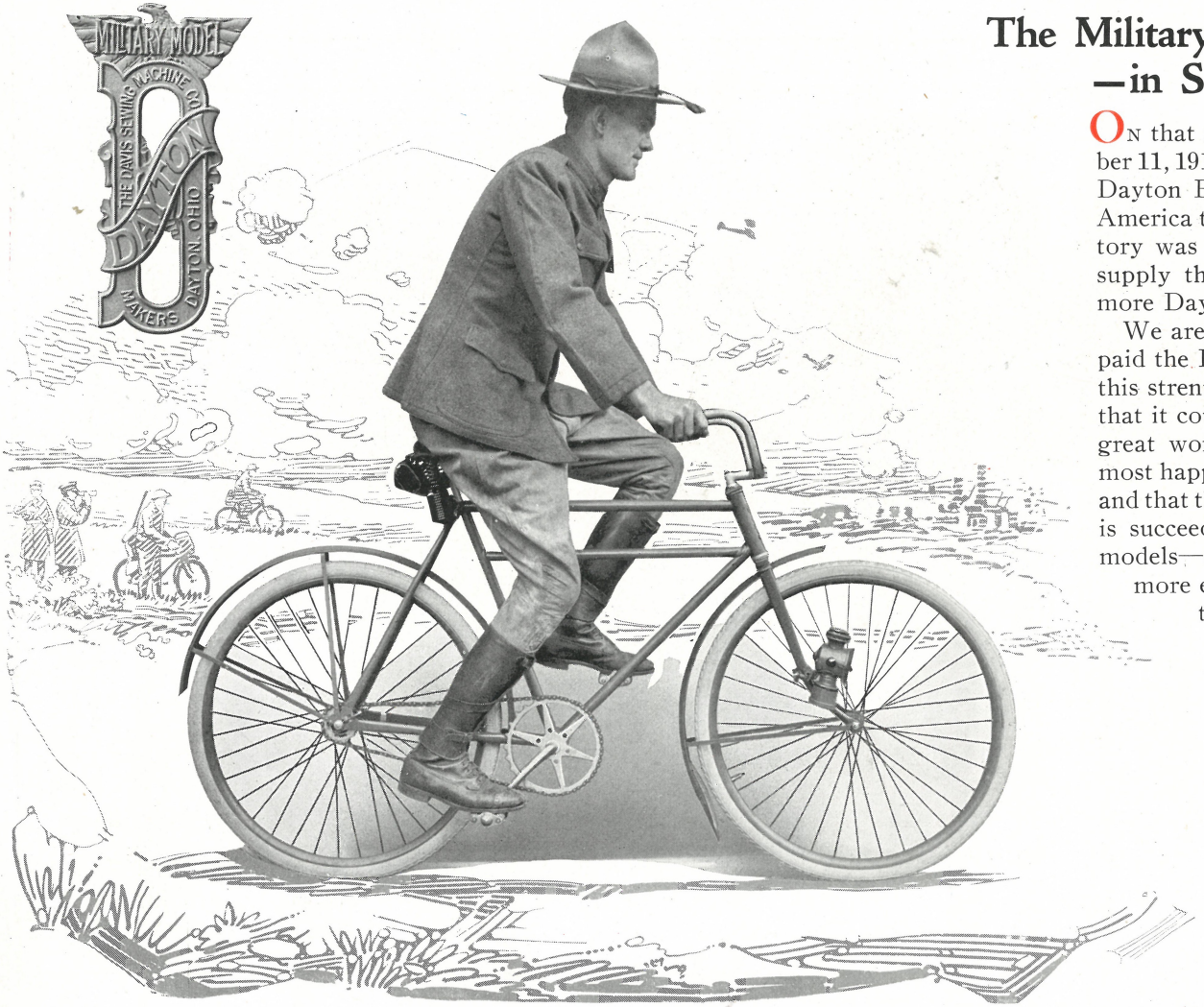
IS THE RESULT OF
LONG EXPERIENCE, AMPLE FACILITIES
AND A
DETERMINATION TO MAKE
THE BEST

19 19

AWARDED
THE GOLD MEDAL OF MERIT AT THE
PANAMA-PACIFIC
INTERNATIONAL EXPOSITION
SAN FRANCISCO

True as Steel and Skill can Make Them

CYCLE DEPARTMENT — THE DAVIS SEWING MACHINE CO.
DAYTON, OHIO.



The Military Model Dayton —in Service in France

On that memorable day—November 11, 1918—an unending stream of Dayton Bicycles was flowing from America to France. The Davis factory was working at top speed to supply the call "More Daytons—more Daytons."

We are proud of the compliment paid the Dayton by its selection for this strenuous service. We are glad that it could do a small part in the great work overseas. But we are most happy now that it is all over—and that the Dayton Military Model is succeeded by the Dayton peace models—and that Daytons are once more enthusiastically helping the folks at home.



DAYTON BICYCLES for 1919 maintain in every way the well-known and established characteristics of Dayton design and quality. And, in the eight splendid Dayton models for 1919, you will find one that will, in every way, meet your needs and give you complete satisfaction. Every essential feature of a superior bicycle is present in the 1919 Dayton models. They are strong and durable—yet light; they possess beauty of design and finish—and they hold their beauty; they are easy running—and yet fit for heavy duty! They are worthy representatives of the high standards, good name and quality reputation of Davis-made products.

The full experience of twenty-four years of successful manufacturing—twenty-four years of constant striving to produce nothing but the very best—enable us now, under present conditions, to offer exceptional value in Day-

ton Bicycles. Dayton Bicycles are built for those who appreciate the best and who understand that the best is always, in the long run, real economy. A Dayton Bicycle may be purchased with absolute confidence in the real satisfaction it will give and in the economy it will effect.

Five Year Guarantee

We take pride in placing the factory name-plate upon our line of Dayton Bicycles—a name-plate which is evidence of a fixed responsibility. With each Dayton Bicycle, also goes a written FIVE-YEAR guarantee of satisfactory service, as shown on the inside cover. And upon each Dayton Bicycle, as well as on all products manufactured by this company, you will find the "DAVIS-MADE" symbol, which is a final guarantee and assurance of quality and satisfaction. Depend upon it!

Frame Building Department



DAYTON superiority is not a matter of chance—but of plan and determination. And, in order that this superiority may be absolutely within our control, virtually all Dayton parts are made here in our own factory. We know what they are—how and of what they are made. We are responsible for them.

The Dayton frame, built from one-inch 18-gauge steel tubing, is so strongly reinforced that it will meet every strain and stress to which it is subjected.

In all, there are eleven strong reinforcements in the Dayton frame—with special attention to the reinforcement of the head and the crank-hanger bracket. The illustration shows how splendidly the head is reinforced—we commend it as the most satisfactory type of head construction in all of our experience.

Extra Drop Forgings Provided

The crank-hanger bracket is also subject to tremendous strains. Dayton crank-hangers are thoroughly reinforced. They stand up under the most severe of stresses—and with a good margin of strength in reserve.

Drop-forgings made in our modern drop-forge plant are used for the seat-cluster, through which the seat-post must pass. A drop-forging is desirable, since it gives the necessary strength plus the "spring," which is vital. This "spring" is also assurance that, through an otherwise too

rigid point, the steel tubing will not "pull away" from the union at the cluster.

The crank is drop-forged, one piece, of 40-carbon steel, spring-tempered in oil. It has "spring" and vitality.

The rear fork is specially constructed and reinforced, and gives unusual clearance for the rear wheel—so that it will not clog with mud in wet weather on country roads.

Extra heavy plates give added strength to the front fork-crown. And on models where two plates are used, the double anchorage thus achieved offers you the strongest construction known. Between the crown plates you will find a "spool" turned from a bar of solid steel.

Turned from Bars of Solid Steel

Dayton hubs, cups and cones are also turned from bars of solid steel by our batteries of automatic screw machines—and the head adjusting cone has a lip which seals the ball bearings completely, thus preventing the entrance of dust or dirt. The front axle is also turned from a bar of solid steel. These little things count.

The cups, cones and ball bearings have a great responsibility in any bicycle. They must be "right" if the bicycle is to run easy. And in the Dayton they are right.

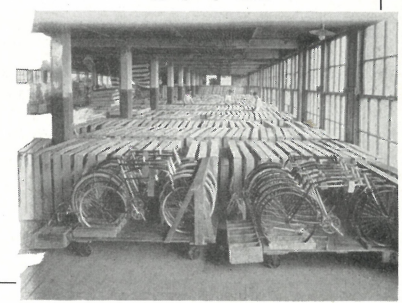
First they are carbonized (a 36-hour process), which gives them a tough and elastic core. They are then case-hardened, producing a hard, long-wearing surface. Thus, with a "give" beneath the surface, there will be no chipping or breaking through with the pressure of the ball bearings. After the cones are case-hardened (in cyanide) the bearing surfaces are ground absolutely smooth on a carborundum wheel, reducing friction to a minimum.

Why They Run Easy

The hub bearings are extra large High-Duty Double A balls. And, front and rear, the Dayton offers you 2-point hub bearings, so called because of the construction of the cups and cones. These, instead of fitting together at an angle (with the balls between and running in contact at three points) offer surface only at two places and running on a line instead of on a point. The result is smoother bearings, easier running wheels, and the less danger of chipped or cracked surfaces.

The distinctive Dayton sprocket is recessed and

Shipping Department



hobbed on a machine built for us especially for this purpose. This method gives you an absolutely true sprocket, with the teeth clean cut and absolutely evenly spaced—a condition not always achieved in the ordinary sprocket. Diamond roller chains are used on all models and even the chain is nickel-plated.

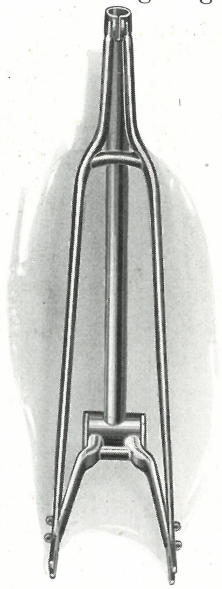
Perfect Alignment Assured

Dayton Bicycles are in true alignment and remain so under almost any condition of service or wear. The frames are so welded and brazed, and kept in alignment through every process of construction, that they reach you in perfect condition. The aligning tables and gauges (built to order from our own designs) are inspected each Monday morning.

In design, the Dayton speaks for itself. It is graceful and strong. It does not carry an ounce of unnecessary weight.

And both in appearance and wear, there is much to be said for the nickel-plating and the enameling, which form the final steps in Dayton construction.

All parts which are to be nickel-plated receive first a heavy coat of copper. This copper coat, perfectly buffed and polished, forms a firm and lasting base for the nickel, giving the high, permanent, well-known Dayton luster.



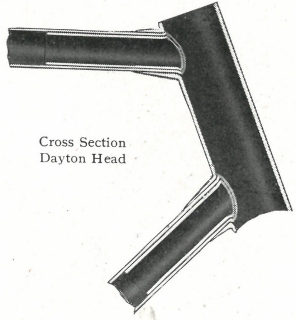
Dayton Rear Fork
Showing Ample Clearance Space
Afforded Rear Tire

The enameled surface, as you see it, represents in all some seventeen processes—beginning with a bath in boiling lye, and ending with the coat of varnish which completes the job. The Dayton frame receives a coat of anti-rust first—this coat killing any present rust and preventing it from forming in the future. There is also a filler coat, which serves as a base. This filler coat is very tough and elastic and because of its peculiar properties there is no chance for Dayton enamel to crack or peel.

Long-Wearing Finish

Before and after each of these two coats, the frame is rubbed, washed and baked. It then receives its first coat of the famous Dayton Carmine, after which it is baked, and then rubbed. Then comes another coat of Carmine—and over all a substantial coat of varnish which preserves the "pep" and fire of the glistening and completed Dayton Bicycle.

And, through all these processes, despite the fact that our 1,800 workmen are all experienced, careful and painstaking, a rigid system of inspection further guarantees the perfection of each part and each process. An inspection crew of 75 men is employed, each man giving all or part of his time to the one duty of inspection. We plan to make every Dayton the best bicycle we know how to make, and we omit no precaution which would stop us short of that goal.

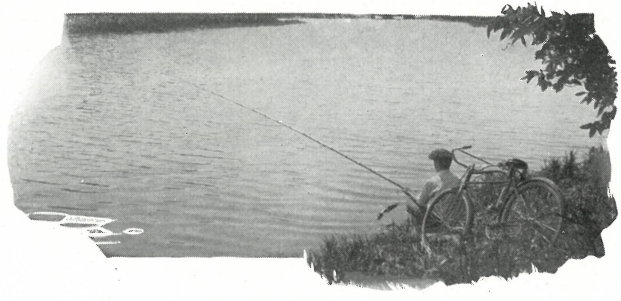


Cross Section
Dayton Head

All Dayton equipment for 1919 measures up to the Dayton standard. In the specifications will be found options in tires, gear ratios and coaster brakes, from which you may choose without extra charge.

High-grade Troxel saddles are used throughout the Dayton line. There is a stand on every model. The handlebars are the latest shapes. Motorcycle-type Ideal pedals and Diamond roller chains are features of importance. You have your choice between the nationally known Vitalic and Kokomo tires, and likewise may choose any one of the following standard coaster brakes: Atherton, New Departure, Morrow, Musselman or Corbin.

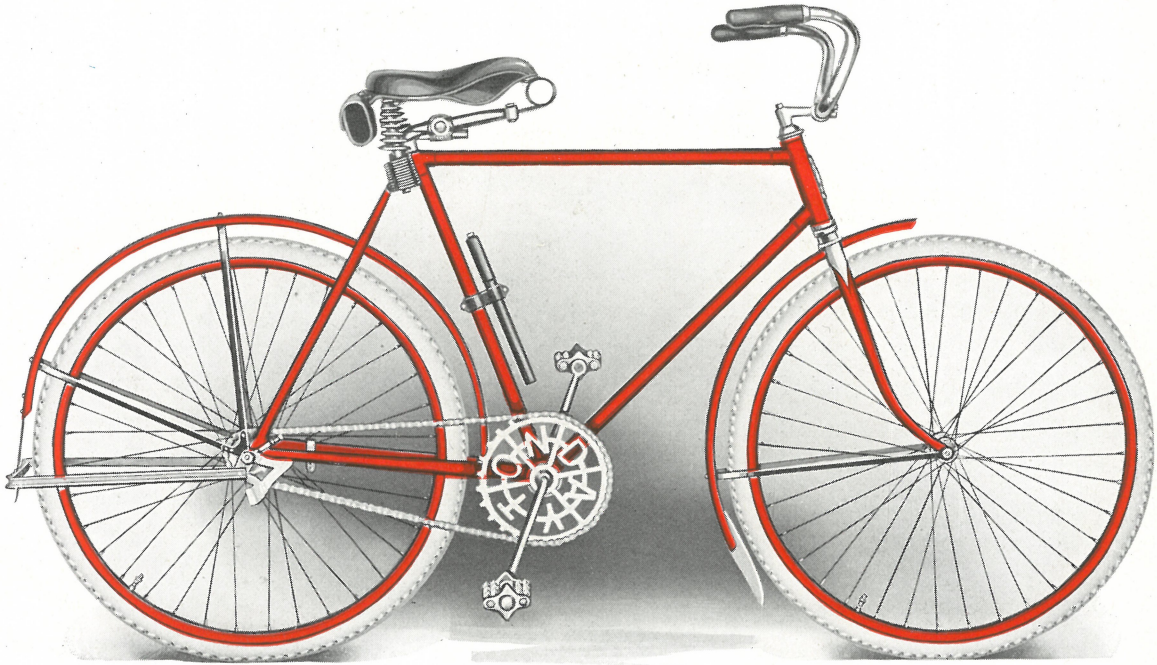
Full details of Dayton equipment will be found in the specifications for each of the eight 1919 Dayton models on the succeeding pages. You will also find there a fine illustration of each Dayton model.

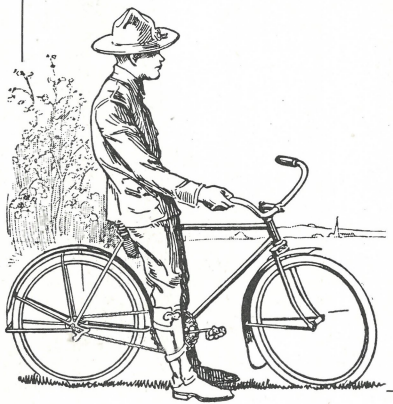


Dayton Roadster

Model 160—$52.50

West of the Rockies add $3.50 for delivery





FRAME—22 in. regular; 20 in. optional. Main frame 1 in. 18-gauge best steel tubing, rear stays and fork oval and tapered. New outside head joint with extra strong fish-mouth reinforcements.

FINISH—Dayton Carmine, nickel trimmings. Optional Black, nickel trimmings.

RIMS—Black with Dayton Carmine center, edged gold.

GUARDS—Steel front and rear mud guards with rubber splash protector.

TIRES—Vitalic DeLuxe. Optional Kokomo Everlaster.

SPROCKETS—Front Dayton 26 tooth 1 in. pitch; rear, 10 tooth; 73 gear. Optional 9 tooth rear; 81 gear.

BRAKE—Any standard coaster brake.

CRANKS—Dayton one-piece, diamond pattern.

PEDALS—Davis Ideal, rubber tread.

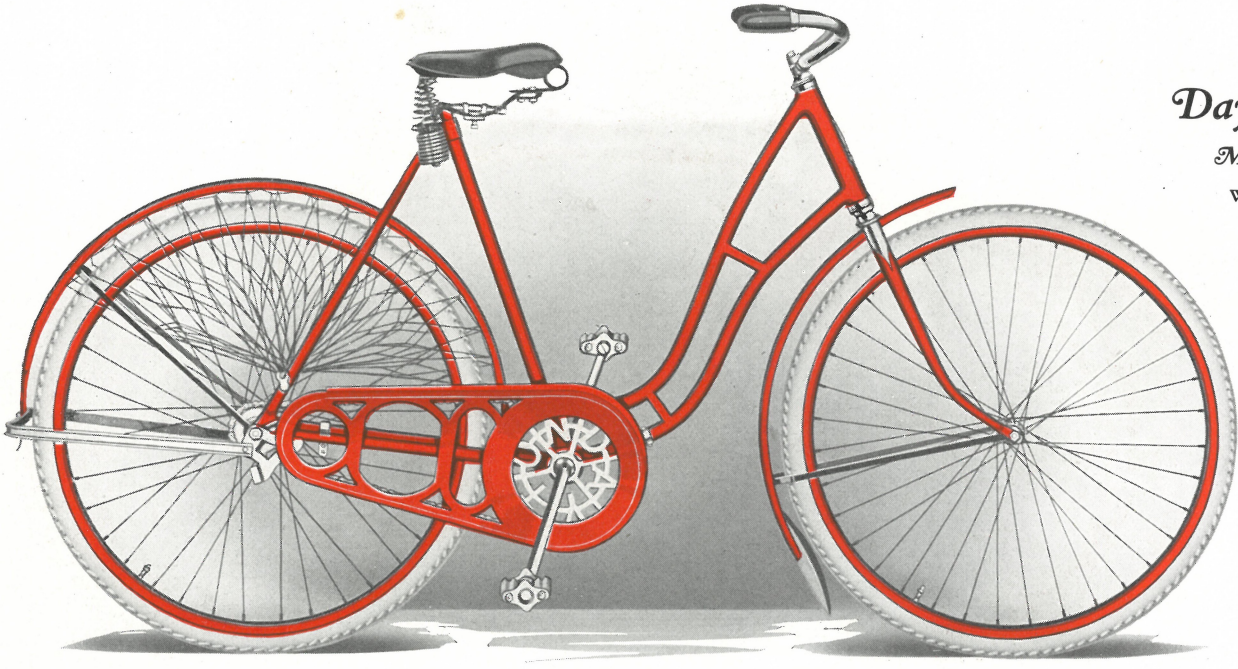
HANDLEBAR—No. 6 Ideal adjustable, 22 in. wide, 2½ in. forward extension, Bull Dog stitched leather grips.

CHAIN—No. 71 Diamond roller chain $\frac{3}{16}$ in. wide by 1 in. pitch, nickeled. 1,200 lbs. breaking strength.

SADDLE—Troxel Motor-Bike No. 2.

TOOLS—No. 15-3 grain leather tool bag with complete tool outfit and black frame pump.

STAND—Channel section, standard spring clip.



Ladies' Dayton Roadster

Model 161—$52.75

West of the Rockies add $3.50 for delivery

FRAME—20 in. regular. Main frame 1 in. 18-gauge best steel tubing, rear stays and fork oval and tapered. Joints flush with extra strong fish-mouth reinforcements.

FINISH—Dayton Carmine, nickel trimmings. Optional Black, nickel trimmings.

RIMS—Black with Dayton Carmine Center, edged gold.

GUARDS—Steel front and rear mud guards with rubber splash protector. Full size chain guard and netted dress guard.

TIRES—Vitalic DeLuxe. Optional Kokomo Everlaster.

SPROCKETS—Front Dayton 26 tooth 1 in. pitch; rear, 10 tooth; 73 gear. Optional 9 tooth rear; 81 gear.

BRAKE—Any standard coaster brake.

CRANKS—Dayton one-piece, diamond pattern.

PEDALS—Davis Ideal Junior, rubber tread.

HANDLEBAR—No. 4 Ideal adjustable, 20 In. wide, with stitched leather grips.

CHAIN—No. 71 Diamond roller $\frac{3}{16}$ in. wide by 1 in. pitch, nickeled. 1,200 lbs. breaking strength.

SADDLE—Troxel No. 21 Cumfort Cushion.

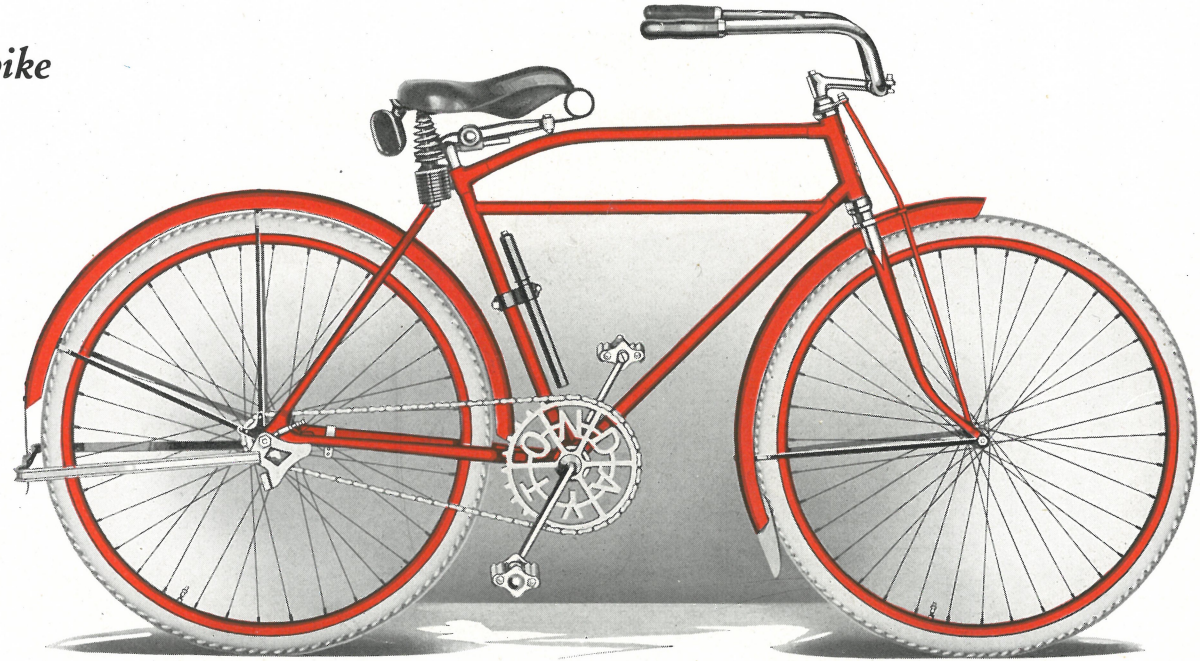
STAND—Channel section, standard spring clip.

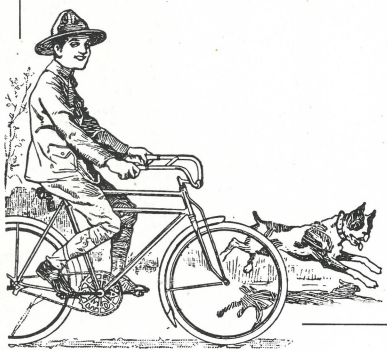


Dayton Motorbike

Model 162—$58.00

West of the Rockies add $3.50 for delivery





FRAME—22 in. regular; 20 in. optional. Special Motor-Bike construction, top bar dropped 2 in. at seat post. Main frame 1 in. 18-gauge best steel tubing, rear stays and fork oval and tapered. New outside head joint with extra strong fish-mouth reinforcements.

FINISH—Dayton Carmine, nickel trimmings. Optional Black, nickel trimmings.

RIMS—Black with Dayton Carmine center, edged gold.

GUARDS—Steel front and rear drop-side mud guards with rubber splash protector.

TIRES—Vitalic DeLuxe. Optional Kokomo Everlaster.

SPROCKETS—Front, Dayton 26 tooth 1 in. pitch; rear, 10 tooth; 73 gear. Optional 9 tooth rear; 81 gear.

BRAKE—Any standard coaster brake.

CRANKS—Dayton one-piece, diamond pattern.

PEDALS—Davis Ideal, rubber tread.

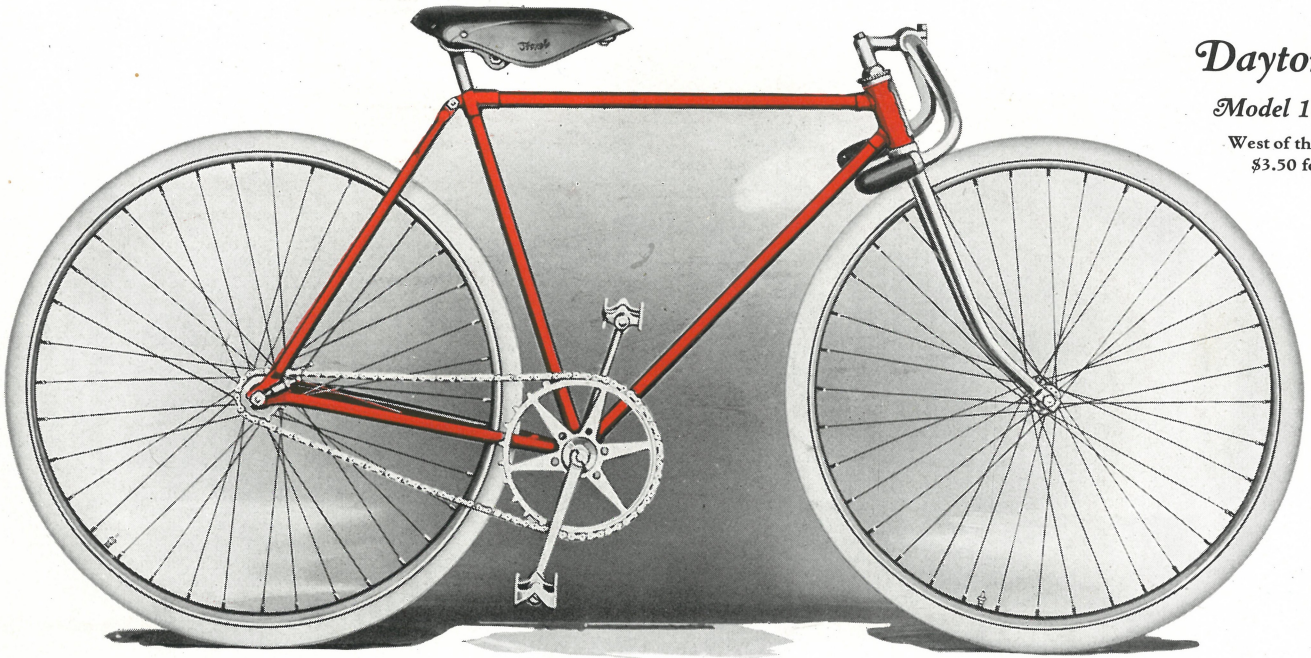
HANDLEBAR—Shelby braced bar, 2½ in. forward extension, with Bull Dog stitched leather grips.

CHAIN—No. 71 Diamond roller $\frac{3}{16}$ in. wide by 1 in. pitch, nickeled. 1,200 lbs. breaking strength.

SADDLE—Troxel Motor-Bike No. 2.

TOOLS—No. 15-3 grain leather tool bag with complete tool outfit and black frame pump.

STAND—Channel section, standard spring clip.



Dayton Racer

Model 163—$55.00

West of the Rockies add $3.50 for delivery

FRAME—22 in. regular; 20 in. optional. Main frame ⅞ in. 18-gauge best steel tubing. Rear fork ⅝ in. by 18-gauge. Upper rear stays ⅝ in. by 20-gauge.

FORK—Special racing, full nickeled, 2 in. rake regular; 1 in. rake optional.

FINISH—Dayton Carmine, nickel trimmings. Optional Black, nickel trimmings.

RIMS—V-Back 1¼ in. racing rims, 3-piece laminated, natural finish.

TIRES—Vitalic Cord Racer, 1¼ in.

SPROCKETS—Front, No. 8 or Dayton 26 tooth 1 in. pitch; rear, 9 tooth; 81 gear. Optional 8 tooth rear; 91 gear. Optional ½ in. pitch sprockets for corresponding gears.

CRANKS—Dayton improved two-piece.

PEDALS—Star No. 4 Racing.

HANDLEBAR—Kramer Racing 2½ in. forward extension, with stitched leather grips.

CHAIN—Ego imported roller, $\frac{3}{16}$ in. wide, 1 in. pitch. Optional Atco imported roller, ⅛ in. wide, ½ in. pitch.

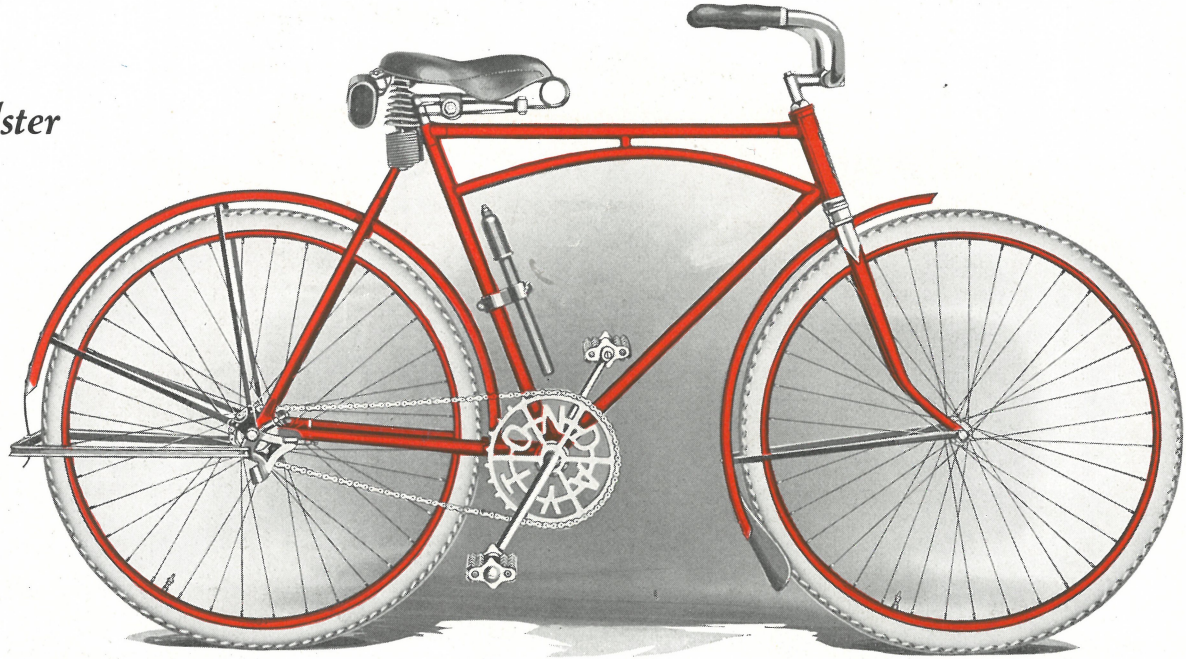
SADDLE—Troxel Drome Champ.

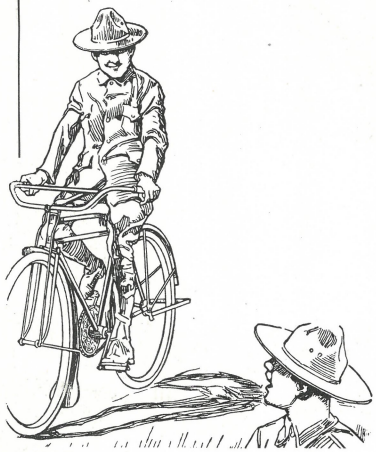


Dayton Arch-Truss Roadster

Model 164—$54.50

West of the Rockies add
$3.50 for delivery





FRAME—22 in. regular; 20 in. optional. Special Arch-Truss reinforced frame. Main frame 1 in. 18-gauge best steel tubing, rear stays and forks oval and tapered. New outside head joint with extra strong fish-mouth reinforcements.

FINISH—Dayton Carmine, nickel trimmings. Optional Black, nickel trimmings.

GUARDS—Steel front and rear mud guards with rubber splash protector.

RIMS—Black with Dayton Carmine center, edged gold.

TIRES—Vitalic DeLuxe. Optional Kokomo Everlaster.

SPROCKETS—Front, Dayton 26 tooth 1 in. pitch; rear, 10 tooth; 73 gear. Optional 9 tooth rear; 81 gear.

BRAKE—Any standard coaster brake.

PEDALS—Davis Ideal, rubber tread.

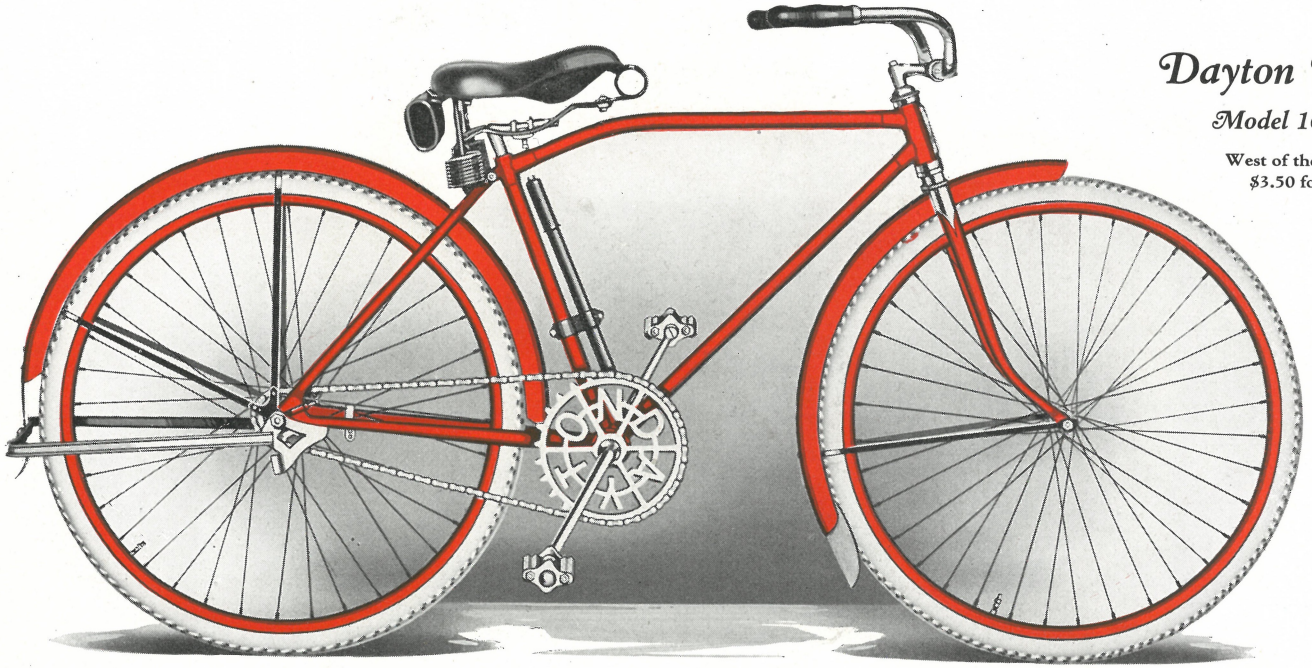
HANDLEBAR—Boy Scout, 2½ in. forward extension, with Bull Dog stitched leather grips.

CHAIN—No. 71 Diamond roller $\frac{3}{16}$ in. wide by 1 in. pitch, nickeled. 1,200 lbs. breaking strength.

SADDLE—Troxel Motor-Bike No. 2.

TOOLS—No. 15-3 grain leather tool bag with complete tool outfit and black frame pump.

STAND—Channel section, standard spring clip.



Dayton Bikeabout

Model 167—$54.00

West of the Rockies add $3.50 for delivery

FRAME—20 in. regular; 22 in. optional. Special single bar Motor-Bike frame construction, top bar dropped 2 in. at seat post. Main frame 1 in. 18-gauge best steel tubing, rear stays and fork oval and tapered. New outside head joint with extra strong fish-mouth reinforcements.

FINISH—Dayton Carmine, nickel trimmings. Nickeled fork crown. Optional Black, nickel trimmings.

RIMS—Black with Dayton Carmine center, edged gold.

GUARDS—Steel front and rear drop side mud guards with rubber splash protector.

TIRES—Vitalic DeLuxe. Optional Kokomo Everlaster.

SPROCKETS—Front, Dayton 26 tooth 1 in. pitch; rear, 10 tooth; 73 gear. Optional 9 tooth rear; 81 gear.

BRAKE—Any standard coaster brake.

CRANKS—Dayton one-piece, diamond pattern.

PEDALS—Davis Ideal, rubber tread.

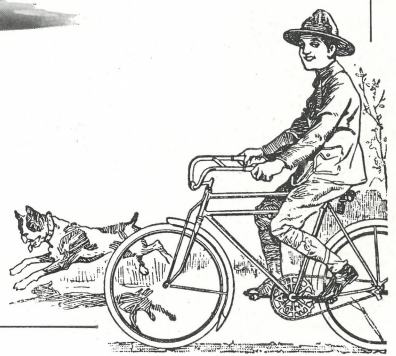
HANDLEBAR—Boy Scout, 2½ in. forward extension, with Bull Dog stitched leather grips.

CHAIN—No. 71 Diamond roller ⅜ in. wide by 1 in. pitch, nickeled. 1,200 lbs. breaking strength.

SADDLE—Troxel Motor-Bike No. 3.

TOOLS—No. 15-3 grain leather tool bag with complete tool outfit and black frame pump.

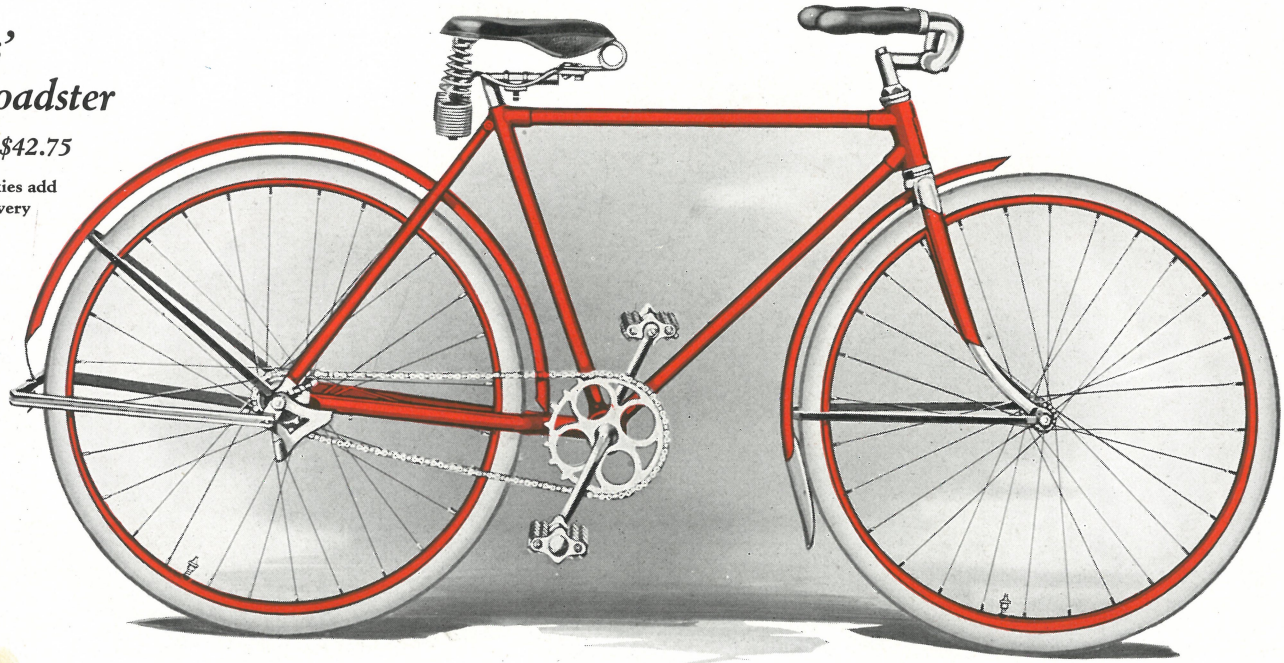
STAND—Channel section, standard spring clip.



Boys' Dayton Roadster

Model 165—$42.75

West of the Rockies add $3.50 for delivery





FRAME—18 in. regular; 16 in. optional. Main frame ⅞ in. 18-gauge best steel tubing, rear stays and fork oval and tapered. Outside joints with extra strong fish-mouth reinforcements.

FINISH—Dayton Carmine, nickel trimmings. Nickeled fork crown and fork tips.

RIMS—Black with Dayton Carmine center, edged gold.

GUARDS—Steel front and rear mud guards. with rubber splash protector.

WHEELS—24 and 26 in. with 16 and 18 in. frames, respectively; 28 spokes.

TIRES—Kokomo Oxford.

SPROCKETS—Front, No. 12, 20 tooth 1 in. pitch; rear, 10 tooth. Optional 9 tooth rear.

BRAKE—Any standard coaster brake.

CRANKS—Dayton one-piece, diamond pattern.

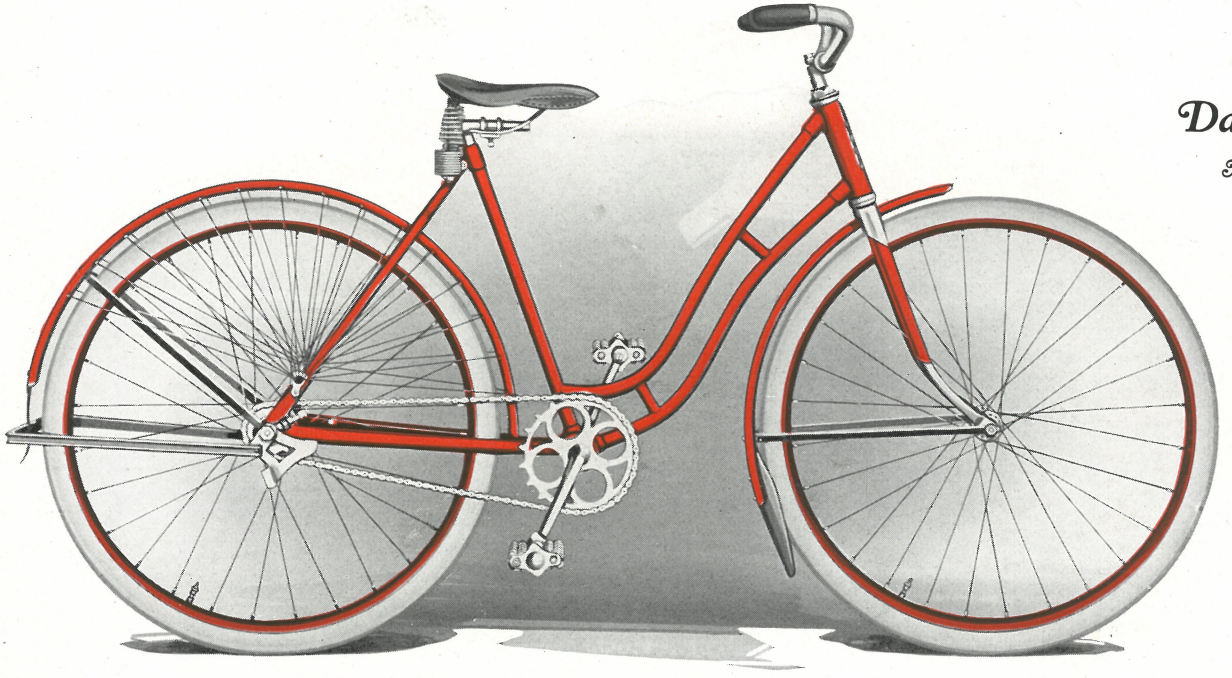
PEDALS—Davis Ideal Junior, rubber tread.

HANDLEBAR—Schineer, 18 in. wide, 2½ in. forward extension, with Bull Dog stitched leather grips.

CHAIN—No. 71 Diamond roller $\frac{3}{16}$ in. wide by 1 in. pitch, nickeled. 1,200 lbs. breaking strength.

SADDLE—Troxel Scout.

STAND—Channel section, standard spring clip.



Girls' Dayton Roadster

Model 166—$43.75

West of the Rockies add $3.50 for delivery

FRAME—18 in. regular; 16 in. optional. Main frame ⅞ in. 18-gauge best steel tubing, rear stays and fork oval and tapered. Outside joints with extra strong fish-mouth reinforcements.

FINISH—Dayton Carmine, nickel trimmings. Nickeled fork crown and fork tips.

RIMS—Black with Dayton Carmine center, edged gold.

GUARDS—Steel front and rear mud guards, with rubber splash protector and lacing over rear wheel.

WHEELS—24 in. and 26 in. with 16 and 18 in. frames, respectively; 28 spokes.

TIRES—Kokomo Oxford.

SPROCKETS—Front, No. 12, 20 tooth, 1 in. pitch; rear, 10 tooth. Optional 9 tooth rear.

BRAKE—Any standard coaster brake.

CRANKS—Dayton one-piece, diamond pattern.

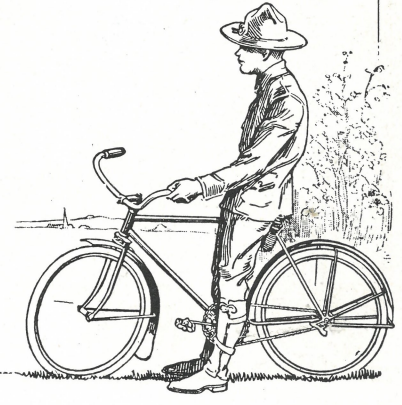
PEDALS—Davis Ideal Junior, rubber tread.

HANDLEBAR—Schineer, 18 in. wide, with stitched leather grips.

CHAIN—No. 71 Diamond roller $\frac{3}{16}$ in. wide by 1 in. pitch, nickeled. 1,200 lbs. breaking strength.

SADDLE—Troxel No. 6 Cumfort Cushion.

STAND—Channel section, standard spring clip.



Parts Price List of Dayton Bicycles - 1919

In Ordering, Specify Model and Serial Number of Your Bicycle

Frames

Frame, Model 160	$15.00
Frame, Model 161	17.00
Frame, Model 162	18.00
Frame, Model 163	20.00
Frame, Model 164	18.00
Frame, Model 165	14.00
Frame, Model 166	15.00
Frame, Model 167	16.00

Front Forks

Fork, Model 165 and 166, Juvenile	3.75
Fork, Model 162	6.50
Fork, Model 160-1-3-4-7	5.00

Head Parts

Head Adjusting Cone	.35
Head Stationary Cone	.25
Head Ball Cups	.33
Head Ball Retainers, loaded	.25
Head Locknut	.40
Head Locknut Washer	.06
Model 162 Fork Truss Plate	.25
Model 162 Fork Truss Acorn Nut	.20

Front Hub Parts

Front Hub Complete	$1.20
Front Hub Shell	.75
Front Hub Cone, 1916 to 1918	.30
Front Hub Ball Cup, 1916 or earlier	.30
Front Hub Axle	.18
Front Hub Axle Nut	.12
Front Hub Axle Nut Washer	.02
Front Hub Ball Retainer, loaded	.20

Rear Hub Parts

Rear Hub Complete with Sprocket	2.15
Rear Hub Shell	1.50
Rear Hub Cone, 1916 to 1918	.30
Rear Hub Cup, 1916 or earlier	.30
Rear Hub Axle	$0.18
Rear Hub Axle Nut	.12
Rear Hub Axle Nut Washer	.02
Rear Hub Ball Retainer, loaded	.20

Crank Hanger Parts

Crank, one-piece, Model 160-1-2-4-5-6-7	2.50
Crank, two-piece, Model 163, right hand	1.40
Crank, two-piece, Model 163, left hand	2.00
Crank, End Nut	.20
Crank, Ball Cup	.40
Crank, Adjusting Cone	.40
Crank, Stationary Cone	.40
Crank, Ball Retainer, loaded	.35
Crank, Locknut	.28
Crank, Locknut Washer	.04

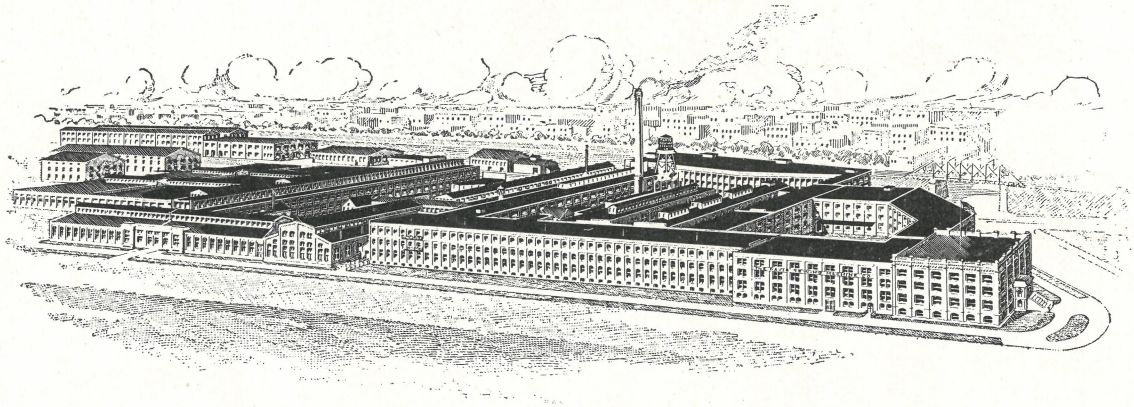
Sprockets

Sprocket, Front	$3.00
Sprocket, Rear, 1-inch pitch	.40
Sprocket, Rear, ½-inch pitch	.50
Rear Sprocket Locknut	.25

Rim, Guard and Miscellaneous

Seat Post	.75
Seat Post Binder Bolt and Nut	.20
Ladies' Chain Guard, Less Fittings	1.75
Ladies' Chain Guard Bracket	.30
Mud Guard Brace, Front	.30
Mud Guard Brace, Rear	.60
Rims, Wood or Steel Cement, each	1.30
Rims, Wood or Steel, G. & J., each	1.50
Rims, Wood, Steel Lined Clincher, each	1.60
Chains, Diamond No. 71, 1-inch pitch	3.00
Chains, Diamond No. 75 ½-inch pitch	3.50
Chain Adjusting Screw	.15
Chain Adjusting Screw Sleeve	.15
Wheels, Built up Front, with Cement Rim	4.00
Wheels, Built up Rear, with Cement Rim, Plain Hub and Sprocket	4.75

Everything that goes on Dayton Bicycles is fully guaranteed, but as we do not make tires, handle bars, saddles, tool bags, chains, rims, or coaster brakes, we furnish them under the guarantee of their respective makers, and refer you direct to them for adjustments.



Home of The Davis Sewing Machine Co., Dayton, Ohio. Capacity 180,000 Bicycles Per Year

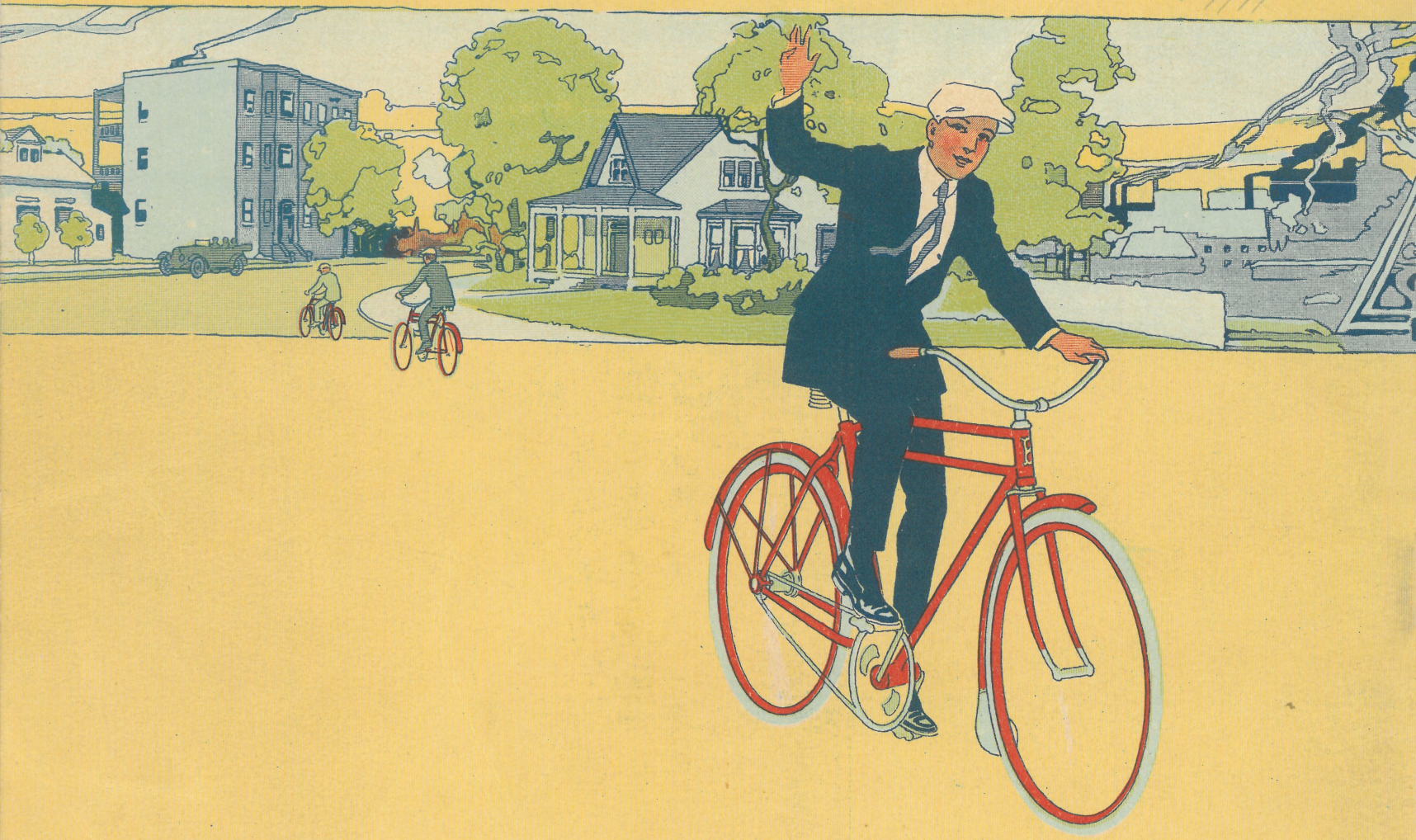
CYCLE DEPARTMENT — THE DAVIS SEWING MACHINE CO.

DAYTON, OHIO.

THE HOLLENBECK PRESS INDIANAPOLIS


DAYTON

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