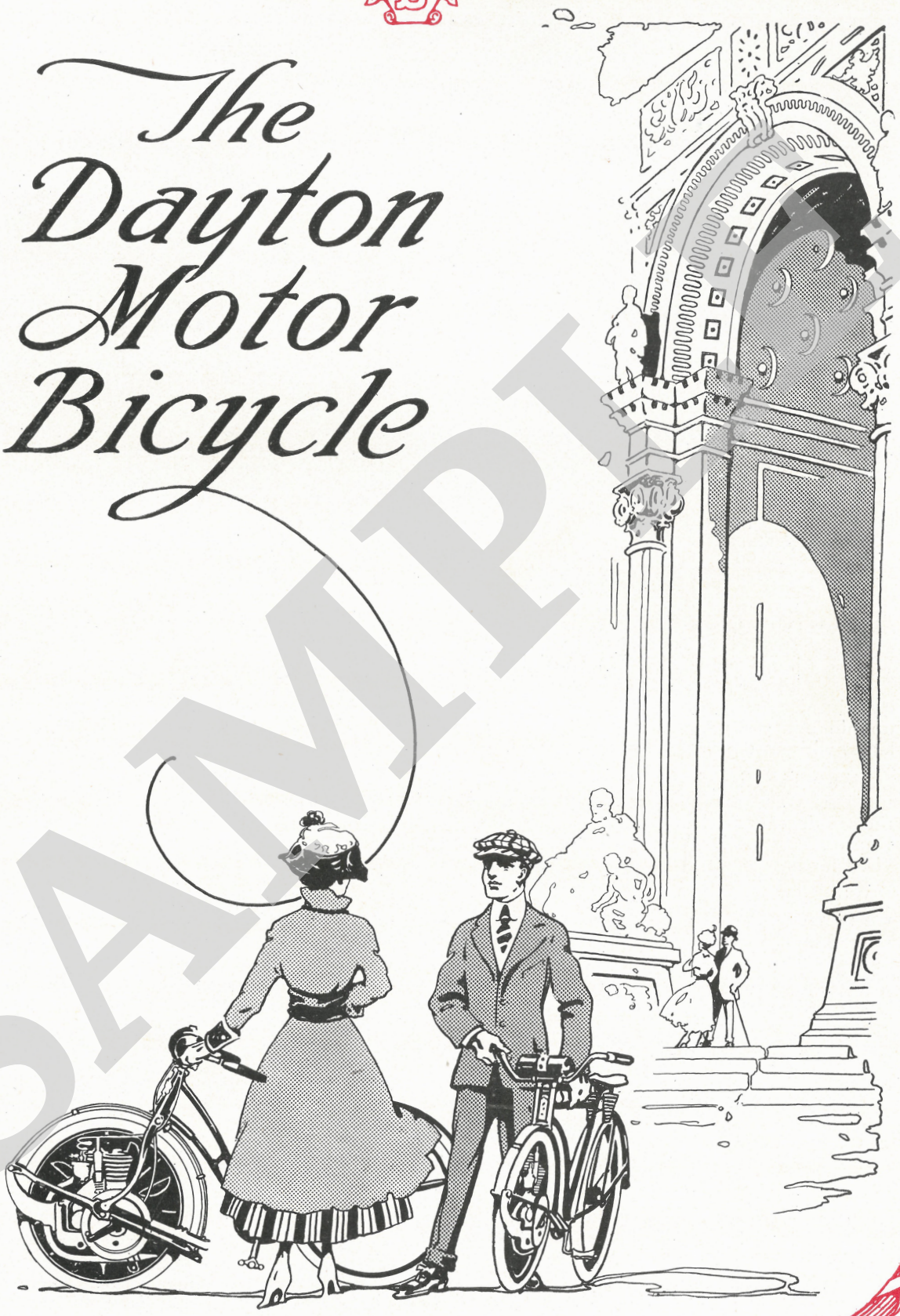
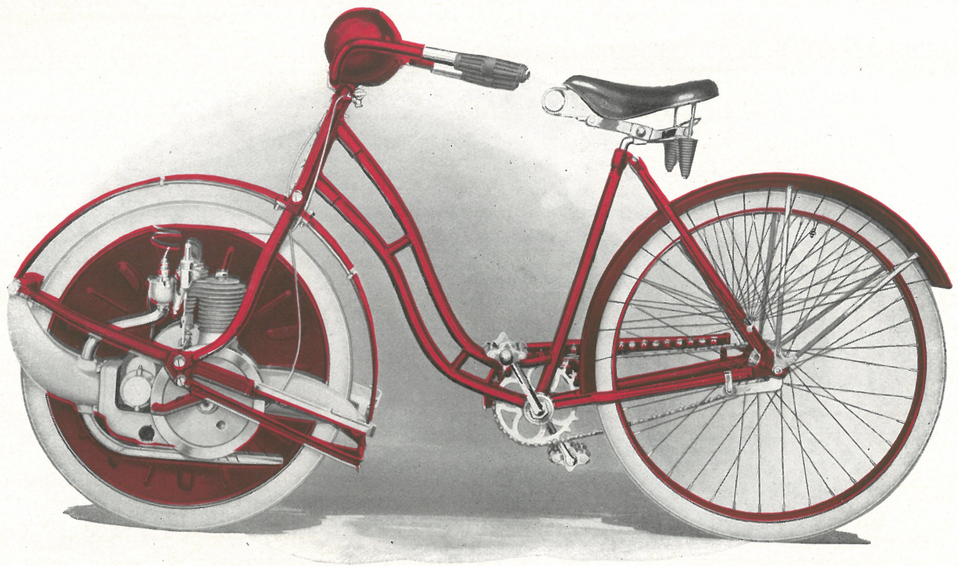
The Dayton Motor Bicycle



SAMPLE



Ladies' Model — DAYTON MOTOR BICYCLE — Complete as Illustrated, $95.00

THE THRILL OF MOTOR BICYCLING

MOTOR BICYCLING is the latest and greatest of outdoor sports. Can you imagine anything more thrilling and exhilarating than to ride comfortably and quickly along city streets or over country roads, up hill and down, through by-paths and shady lanes, without effort and without care?

Motor bicycling is a health-giving recreation, too. At your summer home, on your vacation at the sea-side, by the lakes or out in the country, the Dayton Motor Bicycle is the finest thing yet devised for happy outdoor life.

With the Dayton Motor Bicycle you can go where you please when you please. It is a complete motor vehicle. The motor is simple and dependable. It is placed entirely within the front wheel and fork, far away from your clothing, so a special riding costume is not necessary.

Simple to Operate

It requires no special mechanical ability to operate a Dayton Motor Bicycle. In fact, it is so simple that boys and girls find it easy to handle and control. To start it you have only to mount the bicycle in the usual way, make two or three revolutions of the pedals, which "turns over" the motor, and off it goes with your feet upon the foot-boards in an easy, comfortable riding position.

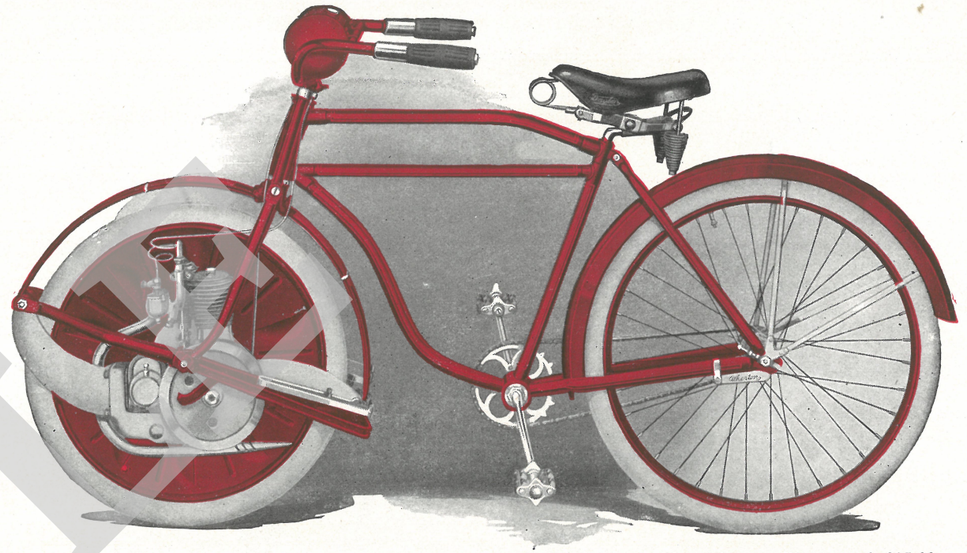
Its speed is controlled entirely by a flexible cable connected with the right handle-bar grip. Turning the grip to the right increases the speed; turning it to the left slows down the motor or stops it altogether, just as desired. Any rate of speed between five and twenty-five miles an hour may be attained in this way. This is fast enough for all ordinary purposes.

The brake is of the familiar coaster brake design, but of heavier construction. It is applied by "back-pedaling"—pushing backward on the pedals. In this way the motor bicycle may be brought to a sudden stop when desired. Governing the speed by turning the right handle-bar grip and applying the brake by back-pedaling are the only operations necessary for the beginner to learn—things so simple and easy to master that anyone who can ride a bicycle can at once learn to operate a Dayton Motor Bicycle.

Costs Less Than Car Fare

The Dayton Motor Bicycle should not be confused with the so-called "light weight motorcycle". It is entirely different. The motor is carried within the front wheel and fork, instead of in the frame. It is the lowest priced complete motor vehicle on the market. The front wheel drive feature results in the elimination of so many parts and gears and chains, that it is remarkably simple in construction with very few parts that could possibly get out of order. It costs almost nothing to operate, and in addition to being a great source of health and recreation, it saves car-fare and time in one's every-day duties. It solves your problem of getting from one place to another quickly and easily.

The Dayton Motor Bicycle is built for every-day service. It is absolutely dependable under all conditions of road and weather. Every machine is thoroughly tested in the factory before it is shipped and is guaranteed under the warranty of the Motorcycle Manufacturers' Association.



Men's Model — DAYTON MOTOR BICYCLE — Complete as Illustrated, $95.00

DAYTON MOTOR BICYCLE SPECIFICATIONS

Motor—Single cylinder, four-cycle, air-cooled, 1½ h. p. 2⅜ in. (60.32 millimeters) bore and 2¼ in. (57.14 millimeters) stroke. Piston displacement 9.97 cu. in., (163.37 cubic centimeters). Cylinder and pistons are made of close-grained gray iron. Two piston rings. Connecting rod and all motor bearings are of Non Gran bronze. Motor support arms and crank case are cast of aluminum.

Lubrication—Automatic oil pump operated from drive shaft maintaining constant supply at proper level about crank shaft. Oil distributed to all working parts of the motor by the splash system. Oil is contained within crank case, reservoir is fitted with sight guage to indicate oil level.

Drive—Direct through special Dayton compensator applied between motor and front wheel. The compensator obviates any jerking due to a sudden increase in power and distributes uniformly the wear on the tire.

Front Fork—Three stem. Wheel attachment patented. Famous Dayton Rocker Spring Fork crown connection. Double leaf Perfection Springs of chrome vanadium steel.

Frame—1 in., 18-guage best drawn steel tubing, triple reinforced at head. Dropped 2 inches at cluster, giving low and easy riding position.

Tires—United States Clincher. Best motorcycle construction and extra heavy corrugated tread in addition. Size, front 24x2 in., rear 26x2 in.

Front Wheel—24 in. diameter, pressed steel disc strong and light, clincher rim. Automatic motor-cooling fans.

Carburetor—Automatic float feed type, easily adjustable. Throttle operated from right handle bar grip.

Ignition—High tension magneto securely mounted on crank case and gear driven direct from drive shaft.

Gasoline Tank—Capacity 1 gal., sufficient for 100 miles. Tank securely clamped on handle bars.

Handle Bars—Motor Bicycle with cross brace. 24 in. spread. Rubber grips, nickel tipped.

Mud Guards—Fork spring constitutes front mud guard; 3 in. steel guard on rear wheel.

Muffler—Simple and effective; long slotted tail pipe reduces explosive noises to a minimum.

Rear Wheel—26 in. diameter. Steel rim, motorcycle type. Diamond E Tandem spokes.

Footboards—Folding. Cast of aluminum, pyramid faced, 9 in. long, 3½ in. wide.

Control—Single grip control, designed especially for long wear and strength.

Cylinder Primer—Motor primed from cylinder head; simple and accessible.

Brake—Atherton Special Motor Bicycle Coaster Brake fitted to rear wheel.

Sprocket—Four oval pattern. 20-tooth front, 9-tooth rear; 58 gear.

Pedals—Davis Double Rubber. Full ball bearing.

Models—Men's and Ladies' models; 22 in. frames.

Stand—Motorcycle type, attached to front fork.

Chain—Diamond $\frac{3}{16}$x1 in. pitch block chain.

Tools—Full equipment in leather tool bag.

Finish—Carmine, double panel striping.

Saddle—Dayton Motor Bicycle.

Wheel Base—43 in.

Weight—125 lbs.

Price—$95.00 F. O. B. Dayton.

The Dayton Front Wheel Drive is an Engineering Triumph

PULLING the load instead of pushing it is an important distinction achieved by the front wheel drive of the Dayton Motor Bicycle. The horse pulls the wagon. The tractor pulls the plow. The locomotive pulls the train. The location of the power plant in the front wheel of the Dayton Motor Bicycle gives many advantages over the usual loop-frame construction.

WHY A FRONT WHEEL DRIVE?

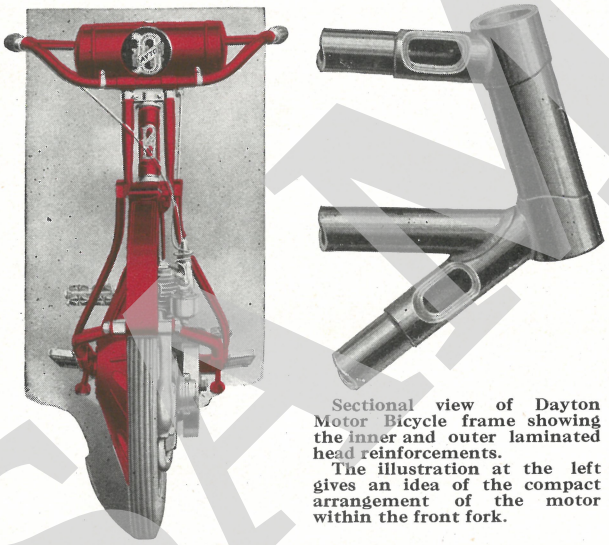
Absolutely direct transmission of power, simplicity of construction, better distribution of weight, lower center of gravity, elimination of motor vibration as far as it affects the rider, and perfect cleanliness are features obtained by the location of the motor wholly within the front wheel.

DIRECT TRANSMISSION

Direct application of power means that there is no power lost. The usual chain, belt or shaft drive with its consequent friction losses is eliminated. The front drive wheel is securely but flexibly attached to the specially designed Dayton fork and direct connected to the motor through the Dayton compensator. Every particle of power developed by the motor is delivered to the driving wheel.

SIMPLE CONSTRUCTION

Placing the power plant in the front wheel results in wonderful simplicity of construction. The driving force is applied to the front wheel, the braking force to the rear wheel, and the frame relieved of the usual stresses and strains. There are few parts to get out of order. There is no excess weight, a most desirable feature in a machine for universal use. Women and young people have no trouble operating it.



Sectional view of Dayton Motor Bicycle frame showing the inner and outer laminated head reinforcements.

The illustration at the left gives an idea of the compact arrangement of the motor within the front fork.

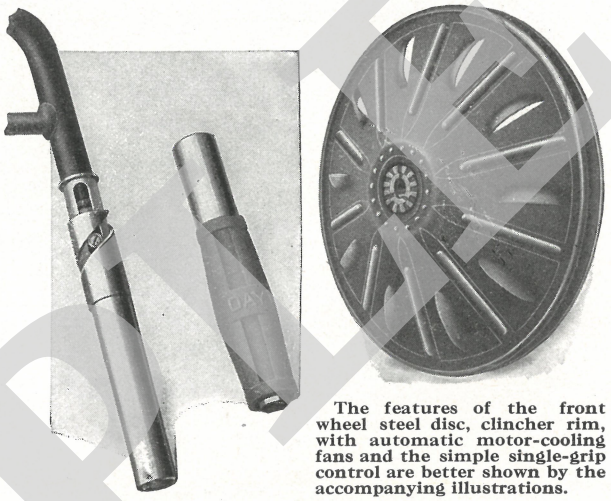
WEIGHT WELL DISTRIBUTED

The front wheel bears the entire weight of the motor, while the rider's weight rests largely on the rear wheel. This gives a more equal distribution of weight, assuring greater stability, and easier riding. The location of the motor in the front wheel also results in a low center of gravity and less difficulty for the novice to balance the wheel.

IT IS EASY TO STEER

The ease with which the Dayton Motor Bicycle may be guided is a surprise to everyone who rides it for the first time. The low center of gravity gives it exceptional balance. Note that the bulk of the weight of the motor is below the center of the wheel. The Dayton Motor Bicycle responds quickly to a shift of the rider's balance.

In muddy or sandy roads there is a continual tendency for the front wheel to pull itself up and out. Consequently, the Dayton Motor Bicycle is a "mud lark". It will go over soft roads much better than a heavier machine.



The features of the front wheel steel disc, clincher rim, with automatic motor-cooling fans and the simple single-grip control are better shown by the accompanying illustrations.

MINIMUM VIBRATION

The frame of the Dayton Motor Bicycle is connected to the front wheel only by flexible springs and fork sides. Consequently very little of the vibration of the motor is communicated to the rider through the frame. Except for the fact that without effort you ride swiftly on, it is hard to realize that there is a motor pulling your bicycle.

ABSOLUTELY CLEAN

As no portion of the rider comes in contact with the engine in the front wheel, which is the only part of the machine at all liable to become oily and accumulate dust, the Dayton Motor Bicycle may be ridden without special riding costume of any kind. Perfect cleanliness is one feature demanded of a motor vehicle destined for universal use, and in this the Dayton Motor Bicycle alone qualifies.

PLENTY OF POWER

The power available is ample for all ordinary uses. It will carry the rider rapidly over bad roads and up long hills of seven to eight per cent grade. A speed of 25 miles an hour is possible under ordinary road conditions, or the motor may be throttled down to a walk. Its promptness of response and simplicity of control makes it ideally safe in all hands

THOROUGHLY TESTED

There is nothing "freakish" about the Dayton Motor Bicycle. The motor is built alnog well-established principles and has been thoroughly tested in the factory and on the road. The large staff of engineers at the Dayton factory have given the motor bicycle their almost undivided attention for many months and have devised for it many extremely difficult tests, in all of which it has proven successful. The method of attaching the motor to the frame and fork is covered by patents.

SAMPLE

Manufactured and Guaranteed by

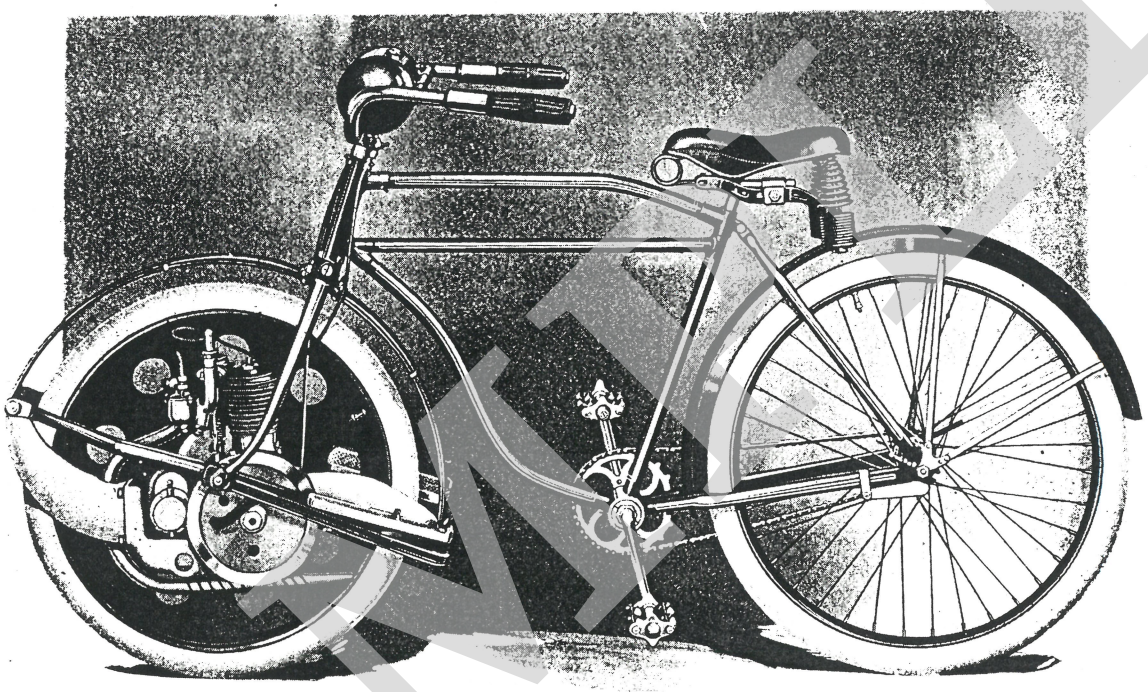
THE DAVIS SEWING MACHINE COMPANY

MOTORCYCLES - BICYCLES - MOTOR BICYCLES

DAYTON, OHIO, U. S. A.

ANNOUNCING THE

Dayton Motor Bicycle



The World's Lowest Priced Complete Motor Vehicle

Getting from one place to another is everyone's daily problem. The Dayton Motor Bicycle solves the problem. It is not necessary to create a demand for it. The demand is here. Hundreds of thousands of men and women, boys and girls are literally clamoring for just such a low-priced, simple, safe and dependable means of transportation. It is a motor vehicle of universal use.

The Dayton Motor Bicycle is not a light-weight motorcycle. It is a bicycle of special design and construction driven by a small power plant located entirely in the front wheel. It is as easy to ride as a bicycle. It is as dependable as the highest priced motorcycle. It carries one quietly and comfortably at any rate of speed from 5 to 25 miles an hour wherever and whenever one wants to go.

Absolutely direct transmission of power, simplicity of construction, better distribution of weight, elimination of motor vibration as far as it affects the rider, and perfect cleanliness are features obtained by the location of the motor wholly within the front wheel.

The driving force is applied to the front wheel, the braking force to the rear wheel. Friction losses are eliminated. The frame is relieved of the usual stresses and strains. There is a very low center of gravity, more perfect balance and easier riding. The flexible fork springs reduce the vibrations. The rider does not come in contact with the motor, and is clean and comfortable. There is plenty of power and speed for all ordinary conditions and the control is extremely simple and safe.

SAMPLE