

# Harley Davidson Servicar 1951 (24.500 EUR)



Locatie **Utrecht, Soest**  
<https://www.advertentienx.nl/x-1942262-z>

Harley Davidson-Servicar 1951

Prijs € 24.500

Deze compleet gerestaureerde Harley Davidson Servicar is gebouwd in 1951.

Geïmporteerd in Nederland en geregistreerd in 1999

De Servicar is zeer mooi gerestaureerd en verkeert in een goed rijdende staat

Ik heb de motor verkregen via een inruil met een oldtimer auto.

Het zou mooi zijn als de Servicar in een passende collectie komt.

Inruil bespreekbaar.

Harley Davidson Servicar 1951

Price € 24.500

This completely restored Harley Davidson Servicar is build in 1951.

Imported in the Netherlands and registrated in 1999

The Servicar is very nicely restored and in a good driving condition

We obtained the Motorbike by a trade in deal with an oldtimer car .

We would like that the Servicar comes in the collection it belongs to

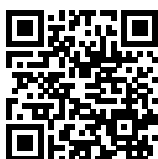
The Servi-Car was designed during the Great Depression when Harley-Davidson was desperate to expand its product base to increase sales.[1] Targeted at the automotive service industry, the vehicle was designed for assisting at roadside breakdowns and delivering cars to customers. For this reason, it was

available with a tow bar at the front and a large 60 Ah battery. It allowed one person to transfer a car from one location to another and then return after attaching the car to its tow bar. The driver would unhitch the Servi-Car and ride it back to the garage. Its intended use for car delivery and retrieval, the Servi-Car was also popular as a delivery vehicle for small businesses and mobile food vendors. It proved to be particularly popular with police departments, some of which still used Servi-Cars into the 1990s.

Until 1951, the front forks of the Servi-Car were the spring-type leading-link forks used on the R-series and W-series solo motorcycles.

In 1937, the braking system was upgraded to have a drum brake on each wheel. A hydraulic rear brake system was introduced in 1951.

When the Servi-Car was introduced in 1932, it used the same transmission as the R solo model. This was replaced the next year by a constant-mesh transmission with three speeds and a reverse gear.



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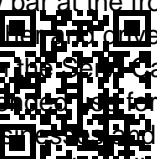
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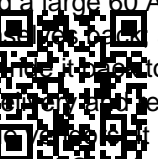
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A prototype of the Servi-Car with rear suspension was tested but found to be unstable. The production model's axle is mounted directly to the frame with no suspension at