

SALSBURY



A NEW KIND
OF
TRANSPORTATION

PRODUCED BY

SALSBURY CORPORATION
LOS ANGELES • CHICAGO

OHLIN - HENDRICKSON
AUTHORIZED DEALER
2155 WEBSTER STREET
ALAMEDA, CALIF.
Thornwall 5573 Piedmont 1715W

The 1937
Aero Model
Motor Glide

Price

\$129⁵⁰

at Factory



THE LUXURY OF MOTORING FOR THE PRICE OF WALKING

Motor Glide Will Take You Places

Motor Glide Serves the Five Basic Needs of Personal Transportation

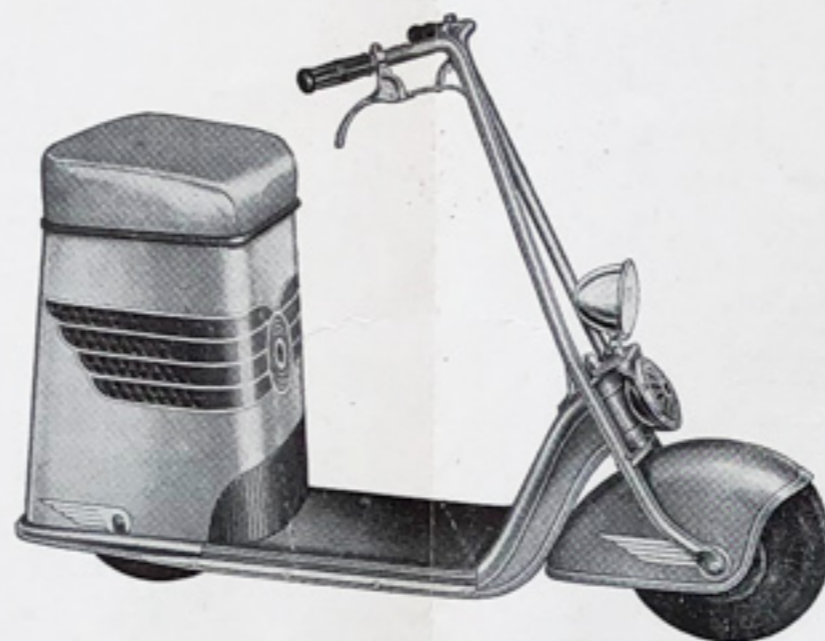
1. **Lowest cost to own and operate.**
2. **Adequate speed with safety.**
3. **Comfortable riding.**
4. **Stream-lined beauty.**
5. **Dependability; completely engineered.**

This new and yet proven kind of personal transportation is sweeping across the country and reaching into every city, village and hamlet. It is used by the farmer, the businessman, the worker, the student, the messenger boy, the housewife, the store operator for his deliveries, and in many other fields. Col. Roscoe Turner carries his MOTOR GLIDE in his airplane for traveling to and from the airport. MOTOR GLIDE is easy to ride. Nothing to straddle, no clutch to operate, no hard steering, no parking problem. And is it economical?

Think of riding 150 miles on one gallon of gasoline.

MOTOR GLIDE solves the problem of the family with one car. They are ideal for parties, sporting events and social gatherings. It is the perfect vehicle for young folks and older people. Its numerous, practical uses make it the transportation hit of the year. Gives maximum pleasure at minimum cost.

*For low cost, one-man,
automobile pick-up and delivery service.
Motor Glide Cyletow*



1937 Aero Model

The SALSBURY MOTOR GLIDE is precision designed and tested. Built to exacting specifications under direction of nationally known automotive and aeronautical engineers. Constructed for long life, economy, and carefree maintenance. Stream-lined for style; power plant fully enclosed by ventilated hood. . . Large protecting rubber bumper around upper part of hood also acts as lifting handle. Patents issued and others pending.

STURDY AND WELL MADE

Specifications

MOTOR BY JOHNSON. Single cylinder, bore 2 1/8", stroke 1 3/4", piston displacement 6.2 cu. in. Carburetor is float feed, automotive type, single adjustment for mixture control. Built in fly wheel magneto, moisture proof. Horsepower rating, 3/8 at 1800 r.p.m. and 3/4 h.p. at 2400 r.p.m. Chain drive. Simplified adjusting plates.

AUTOMATIC COMPRESSION RELEASE—Exclusive Salsbury design; opens automatically when throttle is closed, permitting easy starting.

LUBRICATION—Oil supply in crank case of engine. Capacity 1 pint.

COOLING SYSTEM—Efficiently air-cooled by large fins on cylinder; also by intake and exhaust blower fans.

FRAME—Pressed steel, re-enforced double frame construction.

WHEELS—Pressed steel of exclusive Salsbury design; tires mounted and demounted without affecting bearing adjustment.

BRAKE—Positive action, external contracting; woven lining braking surface 18 square inches.

TIRES—General Jumbo Junior, size 3 1/2 x 12 with inner tubes.

SEAT—Genuine leather covered, coil spring construction, amply padded with felt and hair; size 12" x 13" x 5".

BEARINGS—Heavy size New Departure ball bearings in the wheels and fork head; their quality is assurance of carefree service.

PARKING STAND—Automatically retractible, under running board.

ACCESSORIES—6-volt electrical system for horn, head light and tail light. Lighting equipment approved in most states. (Batteries not furnished. Four No. 6 dry cells required.) Battery connectors included as standard equipment.

SPEED—25 to 30 M.P.H.

GASOLINE CONSUMPTION—153.04 miles per gallon by official American Motorcycle Association test.

FUEL TANK—Capacity, 3/4 gallon.

WEIGHT—118 pounds.

SIZE—Length, 53 inches over-all; width, 23 inches; height, 36 inches. Running Board, 11 inches wide, 5 inches above the ground. Seat, 29 inches above ground.

FINISH—High gloss jade green with attractive cream wheels and striping; exposed metal parts chromium-plated. Special colors upon request at extra nominal cost.

WARRANTY—Special Warranty on each MOTOR GLIDE.

Specifications and price subject to change without notice.

Ride a MOTOR Glide

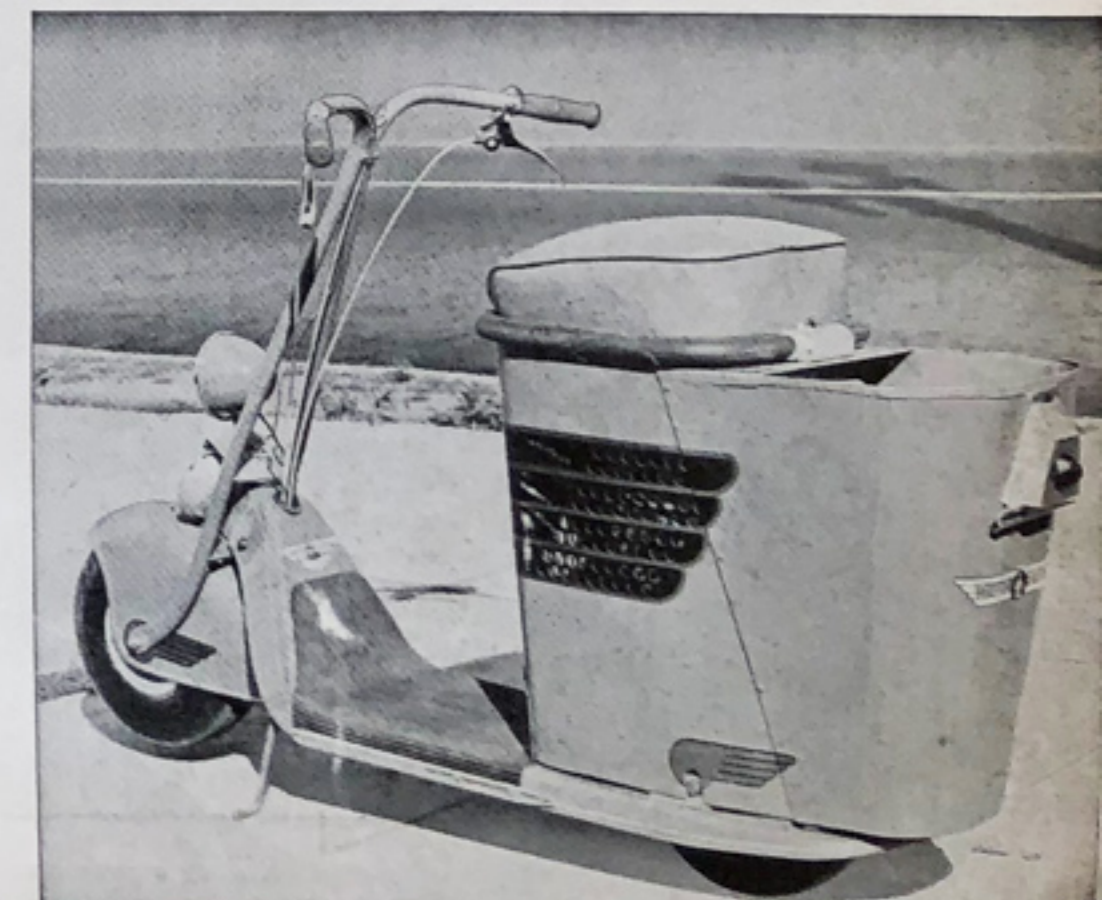
Ideal for School or College

Economical for Small Package Delivery

Leave the Car at Home



*A convenient, practical and economical method for
handling packages—for shopping or delivery.
Motor Glide Parcel Carrier*



It's Sure Lots of Fun To Motor Glide

An Interview with E. F. Salsbury

President of Salsbury Corporation
Makers of Motor Glide

As Reported by Ed Paul

ANYONE interested in bicycles, motor cycles, small racing cars, stripped Fords, or any kind of personal gadabouts can imagine this reporter's whetted appetite for the dope on the neatest, sportiest looking, most compact personal vehicle ever seen putting down the street. People rushed to curbs to look as it whizzed by. Automobiles stopped traffic while the occupants asked what is it, where is it made, what is it called, and most important, where can I get one.

This happened in so many places in California in the past few months that we set a date and went down to the factory in Los Angeles and got the story first hand from E. F. Salsbury, the man who originated the machine, hired engineers to develop it, had it tested on tracks and roads, and now has the satisfaction of seeing it roll off the assembly line to fill the waiting orders.

"It's not a long story," said this unassuming man of few words but lots of action. "About ten years ago I started thinking about such a machine that would be built with just two ideas—safety and economy, but one that would still be compact and useful for both men and women. I wanted to develop something that would fill the gap between the self-propelled bicycle, the motor cycle with its sporty speed and the small car in the lowest price class. But it had to be a vehicle that would be lowest cost to own and run, simple to operate for men and women, boys and girls, and be sturdy for every day use over a long period of time.

"Nothing much developed in those first few years except a lot of blue prints, patents granted, and hundreds of suggestions from all classes of people about the kind of vehicle they would want. Then along came the depression and these people began to get insistent that such a vehicle be built.

"They told me about the popularity of machines of this kind in England, Germany, and France. From all of them we took the usable and practical ideas and added the contributions of American engineering progress. Out of this the MOTOR GLIDE was originated.

"Why did we call it the MOTOR GLIDE instead of a glorified scooter with a motor on it? Because when the first model was built we discovered that the ride is a glide, low to the ground, smooth sailing and comfortable for grownups which took it out of the toy scooter class completely.

"One of the first experimental machines went to Col. Roscoe Turner, America's best-known flying ace. He carried it in his plane, rode it around flying fields and between airports and hotels, even to taking it in the elevator and parking it in his room at night. His enthusiasm did much to popularize the machine and his practical suggestions pointed out many improvements. People began to refer to it as Roscoe Turner's Motor Glide and the name has stuck to this day.

"The first model was friction drive to the rear tire, but this was discarded as impractical. All kinds of motors were tried. Tires and frames, forks and handle bars, seat frames and cushions, accessories of every size and description were used and eliminated. Then the second model was built in sufficient quantity for many tests—speed, hill climbing, economy, get away and, most important, lasting stamina. Recorded observations showed the improvements needed and after some months the third model was built.

"We shipped one of these machines for exhibit at the National Aircraft and Boat Show early in 1936 and the crowd around it confirmed the public's interest. Orders came in unsolicited:

"Two for a boat owner in New York to use as land tenders for his yacht.

"Four for a large ranch estate where the owner, his wife, youngster and the superintendent use them daily.

"One was bought by a Hollywood movie writer and presented to Freddie Bartholomew who made it his most coveted possession.

"One went to a lumber yard in the Northwest for the foreman's use, and one to a brickyard for the same purpose.

"Two to a family with daughters of high school and college age who go in opposite directions to school. A newspaper delivery boy started the vogue in that field.

"Movie studios bought them for messengers, as did large industrial plants.

"Women wanted baskets to attach for marketing.

"Men in offices and shops used them to ride to work, thereby leaving the car at home for the family's use.

"And eight went in one order to an amusement park where rides were rented—such sport and fun that lines formed with 30 to 40 people of all ages waiting for their turn to try New Motor Glide and learn to operate it.

"During this time conferences were held in Los Angeles and the eastern plants of various equipment manufacturers. Representatives of New Departure bearings, Bendix Corporation, General Tire and Rubber Co., Dupont, Pacific Screw Products, and other well-known manufacturers of equipment gave co-operation and counsel in the use of their products to make this the substantial machine I wanted."



Col. Roscoe Turner and young friends when 3,000 attended opening day of salesroom of San Diego dealer.

Riding a previous model Motor Glide.