

1947 Harley-Davidson Servi-Car (1:10-scale)

To handle the service trade, Harley-Davidson introduced the Servi-Car “trike” in 1933. It added two rear wheels to a standard Harley, which carried a fairly large cargo box. It was the perfect, economical answer for garages (If the mechanic couldn’t fix the car on the road, it was a simple task to hitch the trike to the car’s rear bumper and tow it with the car, if it were drive-able, or tow both with a tow truck.) and delivery-oriented business like florists, bicycle shops, etc. Police departments’ motorcycle divisions liked them because the rear box provided plenty of room for the bulky radios of the day. Servi-cars were a stroke of genius for Harley-Davidson, providing a low-cost, low maintenance, vehicle for a niche market.



For years I’ve wondered when and if FM would do a Servi-Car version of their 1:10 scale Harleys and they’ve finally come up with a beaut. Done in Harley-Davidson black and orange, to look like a Harley delivery vehicle, it really stands out. Because of the 1:10 scale, this is a BIG image indeed. It has working suspensions and pedals and great detailing overall. The rear box lid opens to reveal four miniature boxes of “genuine Harley-Davidson accessories” in a simulated wooden carry-crate—neat.

Now, for a few quibbles. How come the tank-mounted speedometer doesn’t have a “glass” face? It’s been done before (in 1:24 scale as well) and adds that little extra touch of class. Also, the seat’s not leather, which would have been nice. And the kick-starter pedal moves but the pedal doesn’t swing out as on other past images. Okay, okay—I’m being a quibbler—but I’m only doing my duty as a reviewer.

Overall, this is one sweet image, niggling defects notwithstanding. FM has always done well with its motorcycle images and this one of the venerable Servi-Car is a welcome and timely addition.

Harley produced the Servi-Car for forty years, until it went out of production in 1973 – not a bad run. Its longevity was probably due to its popularity with police departments. Because it was so stable, it garnered an enviable safety record. Today, they’re sought after by collectors for their uniqueness and customization possibilities. [Hint to FM: it wouldn’t take too much effort, using essentially the same dies, to come up with a nifty custom version, or even a “do-it-yourself” kit.]

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