

# A-Z of Motorcycles



Volume 5 : U-Z

Murray Barnard  
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**The 50<sup>th</sup> Anniversary of the Vintage Motorcycle Club  
of Western Australia Special Edition**





# A to Z of Motorcycling

**All the World's Motorcycles (well  
almost)**

**Murray Barnard**



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I have had a fascination with the various marques and models and history of motorcycles since 1970, which was when I first began riding the infernal things,

From transport to an obsession, I soon started riding them across Australia, when many of the main roads had major unsealed sections. I would ride to work rain, hail or sunshine.

Two-up, we would head off across the continent enjoying the freedom of the road and the more relaxed time of the 70s.

I soon took up road racing and became committed to the big twin Suzuki T500 and rode and raced it regularly including in several three hour Production races.

Becoming a committed Moto Guzzi rider I rode through the Kimberley and Northern territory of Australia on my 850cc le Mans. The Guzzi handled the load of camping gear and the unsealed roads and tracks with aplomb.

Returning to road racing in the late 80s I rode a Suzuki TR500 for some time before retiring to do some long distance trips and to travel around Australia. Then my focus turned to overseas travel which has enabled me to visit quite a number of fabulous motorcycle museums.

Anyway, I hope you find this attempt at a listing of motorcycle marques at least a little bit interesting. It has kept me intrigued for many a decade.

Murray Barnard

February 2025



Llangollen, Wales



The  
**A to Z of Motorcycling**  
**All the World's Motorcycles**  
(well almost)

This is a listing of every motorcycle known to man (or at least known to me, although to be honest, there are a lot of more; but, time prevents me from doing more, except with some regular revisions, from time to time).

However, the reality is this listing will never be finished, although I am happy to accept suggestions of missed marques.

It has taken more than 30 years to get to this point. It has been a exhausting and time consuming process and clearly there inevitably will be errors and mistakes. I am more than happy to take advice on corrections.

So there we go, I do hope you find this publication interesting and useful regardless of it's many flaws.

regards

Murray Barnard

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Perth, Western Australia.

(Ver: 2025-02-05)



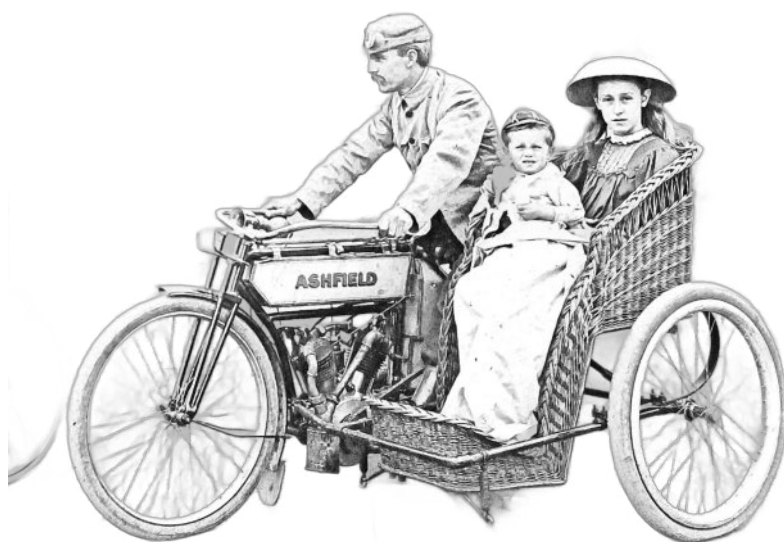
Above: Norm Cunningham, Perth Western Australia ca. 1928



Colourised by Murray Barnard

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# U

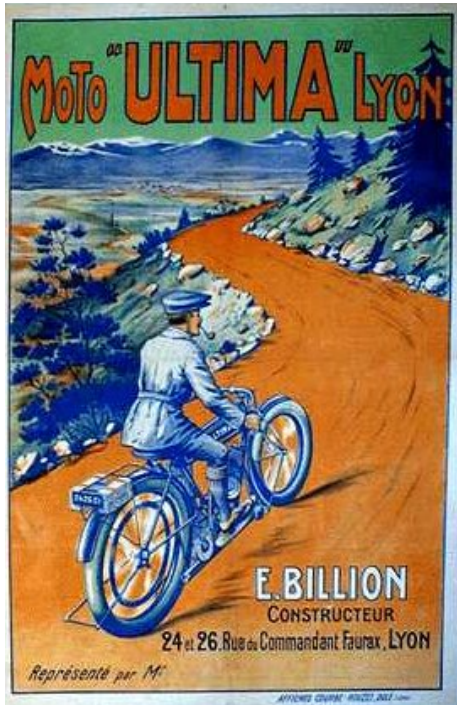


## U

**UDE: 1924-25 GERMANY** Ude motorcycles were manufactured by F.W. Ude Fahrzeugbau in Bielefeld, Germany, from 1924 to 1925. The company built relatively few motorcycles, which were powered by their own 249cc two-stroke engines housed in an unconventional frame.

**UFO: 1976-83 ITALY** UFO motorcycles and mopeds were produced in Italy from 1976 to 1983. The company built mopeds, minibikes, and SUVs equipped with Minarelli engines.

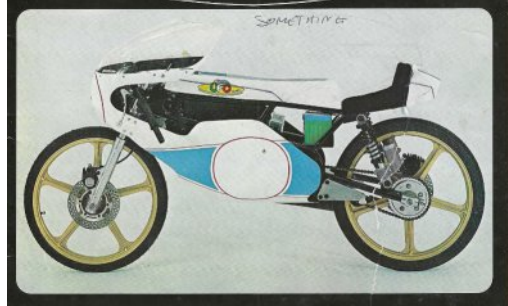
**ULTIMA: 1908-58 FRANCE** Ultima motorcycles were produced by Etablissements Eugène Billion in Lyon, France, from 1908 to 1958. The company initially built motorcycles closely modeled on the Deronziere, from whom Billion had bought the patents. Ultima produced a variety of machines with Aubier-Dunne, JAP, and Zurcher engines, including 250cc and 350cc singles and a 500cc side-valve V-twin. After World War II, Ultima focused on smaller two-stroke machines. Ultima engines were also used by other manufacturers such as Automoto, Cazenave, Hirondelle, Liberia, Simard, Solyto, and New Map.



**UMBERTO DEI?: 1950s? ITALY** Umberto Dei, an Italian manufacturer, began producing motorized two-wheelers in 1903. After World War II, the company resumed production of mopeds and light motorcycles. Dei used Garelli Mosquito auxiliary engines for mopeds and 150cc Sachs engines for light motorcycles.

**UNEEDA: 1914-18 TASMANIA, AUSTRALIA**

**UNIBUS: 1920-22 UK** The Unibus was a scooter designed by Harold Boulton and built by the Gloster Aircraft Co. It was produced from 1920 to 1922 and was one of the most advanced designs of its era. The Unibus featured a modern-styled enclosure and a flat floor behind the apron. It had a single-cylinder, 269cc two-stroke, air-cooled engine fitted just behind the headstock, with the crankshaft on the



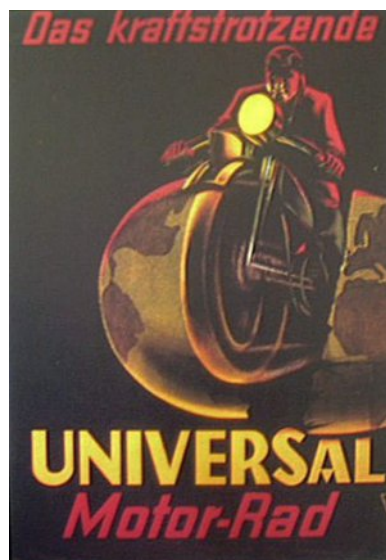
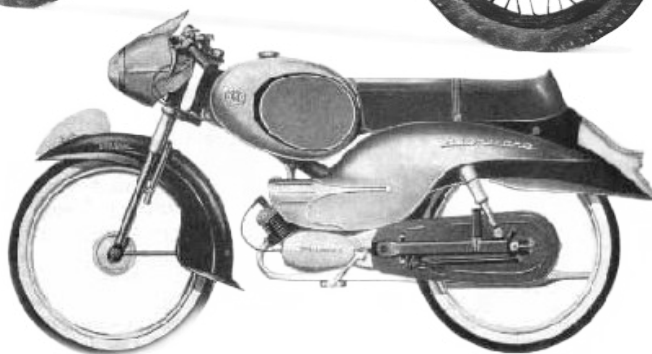
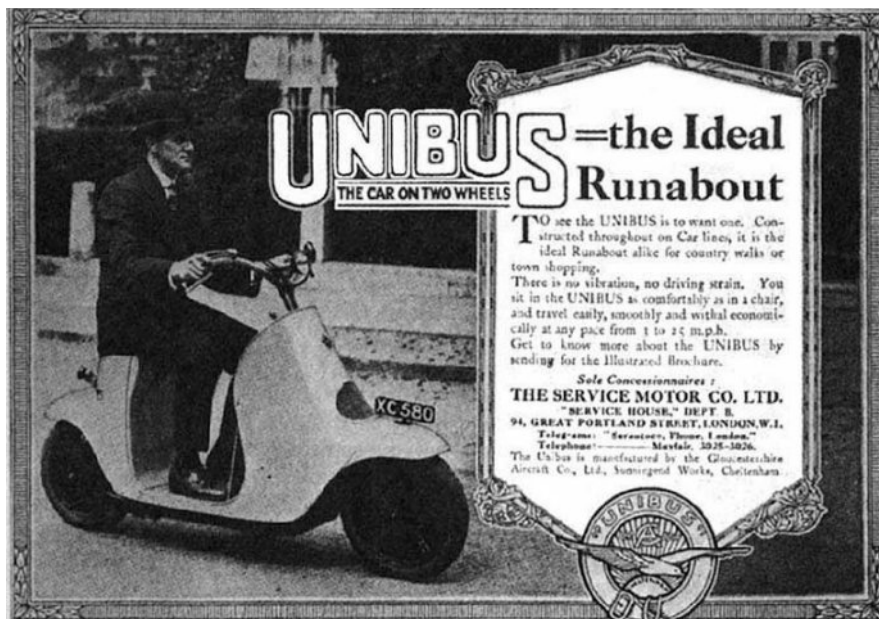
machine axis. The Unibus was advertised as "the car on two wheels" but was too expensive for its market, leading to a short production run. See pic on right.

**UNIMOTO:** 1985-88  
**ITALY** Unimoto was an Italian motorcycle manufacturing company based in Longiano, Forlì. The company was established in 1980, formed from the remnants of Moto Milani. Production of Milani-based 50cc machines resumed in 1981, with refinements including disc brakes using Grimeca calipers. In 1982, Unimoto acquired Moto Aspesi, expanding its range with additional 125cc models, both road and off-road. The GP Shark model was powered by an engine capable of delivering 22.5 hp at 7800 rpm. In 1985, Unimoto introduced a new range of off-road models, including the TK 125 with a Tau engine and the 50cc MTS Fox 50. However, the small company was unable to compete with its larger rivals, and by 1986, the firm was in crisis, leading to its closure in 1988.

**UNION:** 1943-52 **SWEDEN** - see pic above right

**UNION:** 1951-57? **NETHERLANDS** 50cc Boomerang on right.

**UNION JACK:** 1903 **SOUTH AUSTRALIA**



**UNIVERSAL:** 1928-64 **SWITZERLAND** Universal motorcycles were produced by Universal AG in Switzerland from 1928 to 1964. The company initially produced Helvetia motorcycles before transitioning to the Universal brand. Universal used a variety of engines, including those from Praillet & Antoine, JAP, Python, Anzani, and Ilo. They also built their own side-valve engines of 676cc and 990cc, which were fitted to motorcycles produced for the Swiss army. After World War II, Universal produced a BMW-like flat twin of 578cc along with a shaft-driven 250cc single.

**UNIVERSAL MOTORS:** 2001 **TAIWAN**

**L'UNIVERSEL:** 1901 **FRANCE**

**UNIVERSELLE:** 1904 **GERMANY**

**UNIVERSELLE (UNIVERSAL): 1925-29 GERMANY**  
 Universelle motorcycles were manufactured from 1925 to 1930 by Carl Otto Landgrebe in a new division of the Universelle-Werke -Cigarettenmaschinen-Fabrik in Dresden, Germany. The motorcycles were built using a 183cc IOE engine, later upgraded to 197cc and 347cc engines. Universelle also produced three-wheel utility vehicles. The motorcycles and three-wheelers were sold under the "Uni" brand by Uni-Rad-Verkaufs-Gesellschaft m.b.H. in Dresden. The marque was popular in Saxony and the Sudeten areas of Czechoslovakia, where many vehicles survived due to the scarcity of reliable motorized transport after the war.

**UNKENSTEIN?: 1911? VICTORIA, AUSTRALIA**

**UNO: 1980- GERMANY** Uno motorcycles were manufactured by Robert Rieder of Augsburg, Germany, from 1985 to 1993. The Uno 600 was a street bike powered by a 560cc Rotax engine, delivering 42hp in standard trim and up to 58hp with various tuning options. There was also a racing version with a 598cc engine.



from 1931 to 1939. The company, originally a bicycle manufacturer founded in 1895, constructed lightweight motorcycles powered by 74cc, 98cc, and 123cc JLO and Sachs engines. The M200 model of 1931 was an autocycle with a 74cc Sachs engine. In 1937, Urania offered the Herrenmodell US98 and Damenmodell UD98 with Sachs engines, and the Saxonette of 1939 was powered by a 60cc Sachs engine integral with the rear wheel.



**URAL: 1976- RUSSIA** Ural motorcycles, produced by IMZ-Ural, have a long and storied history dating back to World War II. The origins of Ural motorcycles are linked to the Soviet Union's efforts to develop a rugged, multi-purpose vehicle for the Red Army. The first Ural motorcycle, the M-72, was reverse-engineered from the BMW R71 and began production in 1941. The factory was moved to Irbit in the Ural Mountains to protect it from German bombings. Ural motorcycles became known for their sidecar configurations and were widely used by the Soviet military. In 1976, Ural continued to produce motorcycles, focusing on both military and civilian markets.

**URANIA: 1934-39 GERMANY** Urania motorcycles were produced by Paul Tanner OHG in Cottbus, Germany,

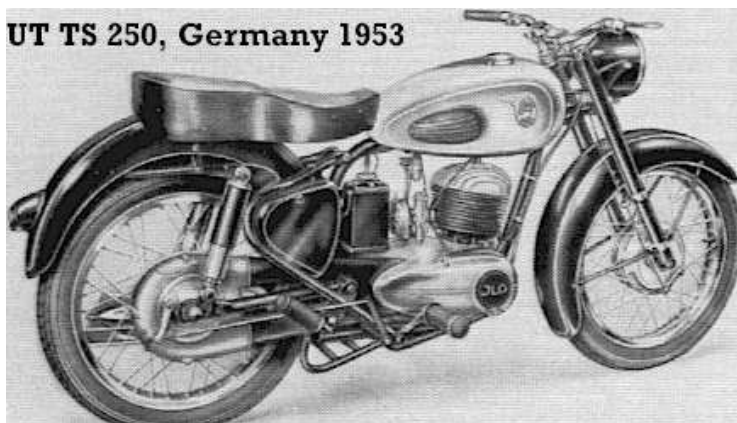


**URS:** 1966-70 **GERMANY** **URS** motorcycles were developed by Helmut Fath of Ursernbach, Germany. Fath began building racing sidecars in 1956 and later developed the URS engine, a DOHC 498cc four-cylinder engine producing 88hp at 12,800 rpm. The URS engine was far ahead of the competition and was used in both sidecar and solo racing. Fath won the Sidecar World Championship in 1968 on a URS machine. The URS engine was also used in Munch-URS GP solo racers. Horst Owsle and Peter Rutterford took the 1971 World Sidecar Championship on a URS.



**UT:** 1922-59 **GERMANY** **UT** Motorcycles were established in 1922 by Hermann Scheiwing in Untertürkheim, Stuttgart, Germany. The company initially produced motorcycles using engines from JAP, Blackburne, and later Küchen and Bark engines ranging from 246cc to 548cc. During World War II, UT produced components for the motorcycle corps. After the war, the company used 125cc and 175cc ILO two-stroke engines for their KTN 125 and KTN 175 models, followed by the KTV 175 with a foot-operated four-speed gearbox<sup>1</sup>. The TS-252 250cc twin was particularly notable for its improved frame, front fork, and rear suspension. UT also experimented with the Opti engine and produced the Elfi II moped with a 50cc Sachs engine<sup>1</sup>. The company faced financial difficulties and ceased production in 1962, but continued to supply spare parts until 1968.

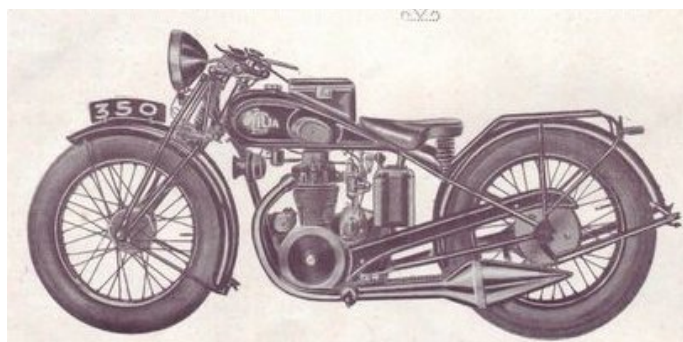
**UT TS 250, Germany 1953**



**UTENSIL:** 1946 England - speedway machine built by Bill Kitchen. Before he started speedway Kitchen was a prominent road trials rider and had taken part in the Isle of Man TT. His pre-war career was with Belle Vue. After the war he rode in various meetings during late 1945 before becoming the captain of the Wembley Lions in 1946 and finished second in the British Speedway Championship. Kitchen was a member of a National League winning team eleven times in twenty years, a feat made even more exceptional given the fact that the outbreak of World War II cost his Belle Vue team the chance of earning Kitchen a twelfth title (the Aces were top of the league when it was abandoned), and the fact that the competition was suspended a further six seasons during the war. Kitchen was a regular England international with 41 appearances for the national team. In 1950, Bill Kitchen won the Australian 3 Lap Championship at the Tracey's Speedway in Melbourne. After retirement, Bill ran a motor spares shop bearing his own name, in Station Road Harrow until at least the 1980s.

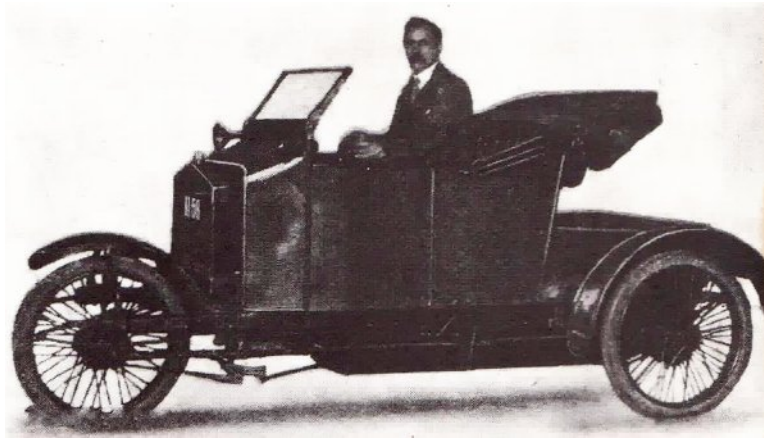


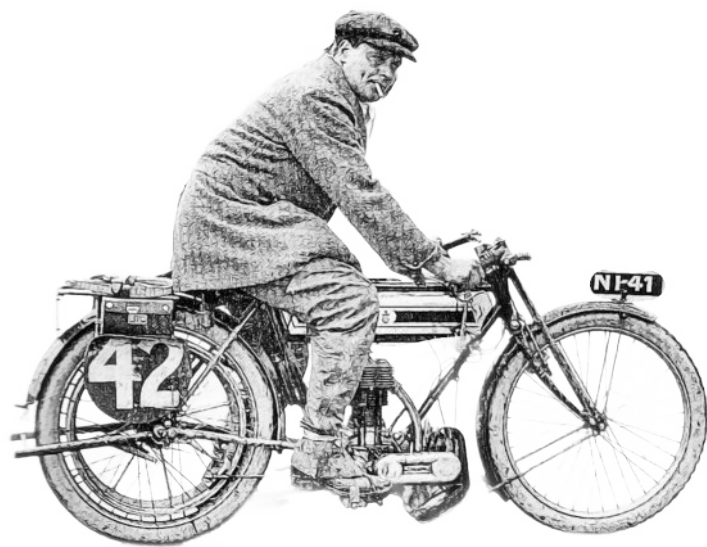
**UTILIA:** 1929-36 **FRANCE** **Utilia** motorcycles were produced by Lucien Corbeau Etablissements CL in Paris, France, from 1929 to 1936. The company assembled motorcycles using engines from various manufacturers, including Aubier-Dunne, JAP, Madoz, A.B, Chaise, Duten, LMP, Staub, and Train<sup>2</sup>. Utilia offered a range of models, including the 175cc Madoz two-stroke Type A18, the 250cc side-valve Aubier et Dunne Type B18, and the 500cc LMP engine Type R9.



UTILITY: 1931-40 VICTORIA, AUSTRALIA

UTOPIAN: 1914 UK Utopian motorcycles were produced by the Utopian Motor Works in Leicester, UK, in 1914. The company manufactured a motor tricycle powered by a water-cooled twin-cylinder engine located beneath the single seat<sup>3</sup>. The tricycle featured tiller steering, a folding hood for weather protection, and an open section at the rear for luggage. Only one Utopian tricycle was built, and it was sold to a local clergyman<sup>3</sup>. The company is also believed to have produced bicycles.





V



## V

### V8 MOTORCYCLES: 1990s- NETHERLANDS

**VAGA:** 1925-35 ITALY Vaga motorcycles were manufactured in Milan, Italy, from 1925 to 1935. The company was founded by Mario Vaga, who built a motorcycle that competed in the Gran Premio delle Nazioni di Monza in 1926. This machine featured a 175cc Blackburne engine with a three-speed Burman gearbox. Vaga produced a variety of motorcycles, often using British engines such as JAP, Blackburne, and Sturmev-Archer. Notable models included the Vaga Turismo 175cc two-stroke, built between 1933 and 1934. Mario Vaga eventually left the company and established LVM.



**VAL:** 1913-14 UK VAL motorcycles were produced by the V.A.L. Motor Co. of 314 Bradford Street, Birmingham, UK, from 1913 to 1914. The company initially produced sidecars and later built cyclecars. At the Olympia Show in November 1913, VAL showcased two models: an 8 hp V-twin-cylinder, 964cc two-seater, and a solo seat model with a 499cc Green-Precision engine.

### VALE: 1914 VICTORIA, AUSTRALIA

**VALLEE:** 1949-54 FRANCE Paul Vallée motorcycles and scooters were produced by S.I.C.R.A.F (Société Industrielle de Construction et de Recherches Automobiles de France) in Aubervilliers, Seine, from 1949 to 1954. The company manufactured commercial triporteurs, light motorcycles, microcars, and two-stroke scooters using 125cc and 175cc engines from Aubier-Dunne and Ydral. The first Vallée scooter, the S.149, appeared at the 1949 Paris Salon, featuring a 125cc Aubier-Dunne engine. Later models included the B.O.54, available in grand tourisme and grand luxe versions with 125cc or 175cc engines.



### VALENTI: 1979- ITALY

### VALIANT: LATE 1964-65 AMERICA

**VALLIERRE:** 1903 FRANCE Vallierre motorcycles were produced in France in 1903. The marque is known for its participation in the Paris-Madrid race in 1903, where it was ridden by Jangneau. Unfortunately, detailed information about the specific models and production numbers is scarce. Built in France by Victor-Albert Bouffort in 1952, the Valmobile was initially marketed with a sporty 125cc Brihan Sabb engine, and was said to have seated two comfortably. It included a trailer hitch. It is likely that a prototype was built with a 60cc Alter engine, and this was replaced with a Villiers 98cc unit.

**VALMOBILE:** 1952 France - Martin Moulet and driven by a 50cc Martinet engine. The Valmobile was marketed in America and across Europe and built in Japan under licence by Hirano.

**VALTER:** 1896 France -Founded by Paul Nicolas Valter in Paris around 1896, the company initially specialized in bicycle manufacturing. However, by 1901, they transitioned to producing motorcycles. One of their early creations was the Bicyclette à pétrole, equipped with a 2½ horsepower engine. In 1902, Valter and his partner Caroline Meyer established a

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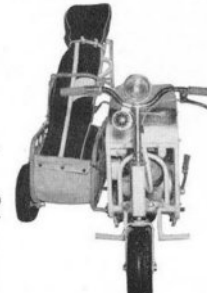
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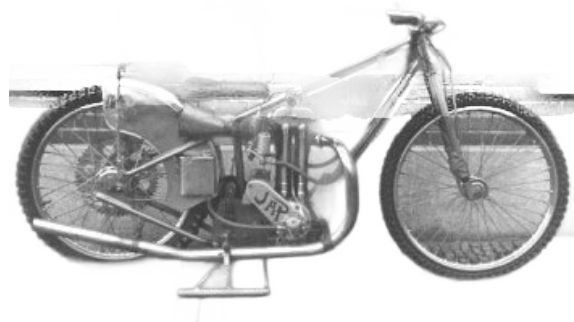
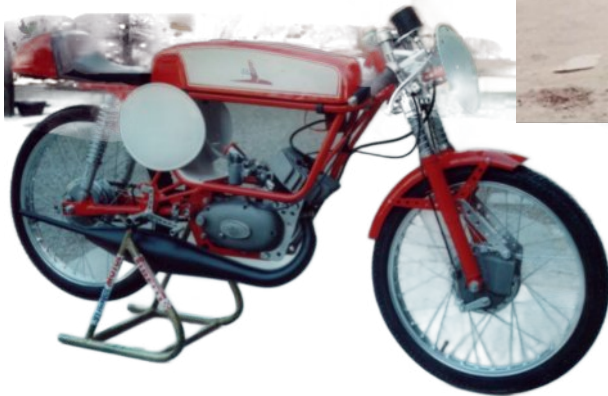
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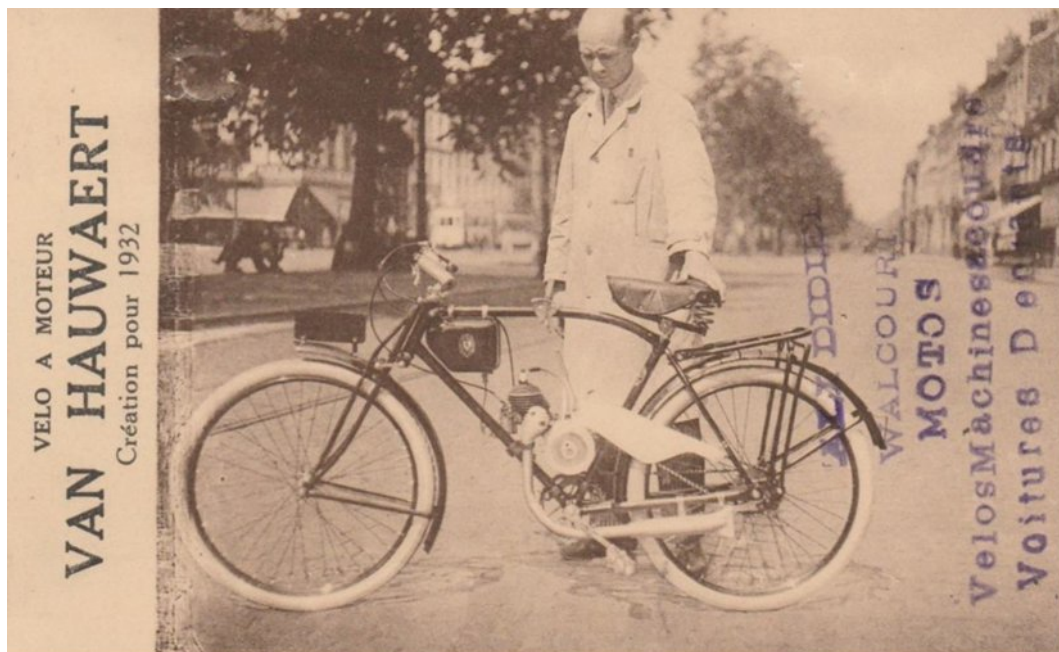
new company known as La Foudre. These motorcycles featured a Valter 1½ h.p. engine. A similar model took part in the 1902 Château-Thierry race, and Rodolfo Muller rode a La Foudre Buchet in the Tour de France. Another La Foudre motorcycle competed against more than sixty others in the 1904 Championship of Motorcycles, which was won by the four-cylinder Adolphe Clément. Notably, the La Foudre was also ridden by Jeanne-Aline Herveux, who later gained recognition as an aviator. Valter also exported to England.

VAMPIRE: 1967 Italy - competition machine powered by Italjet 50cc motor.



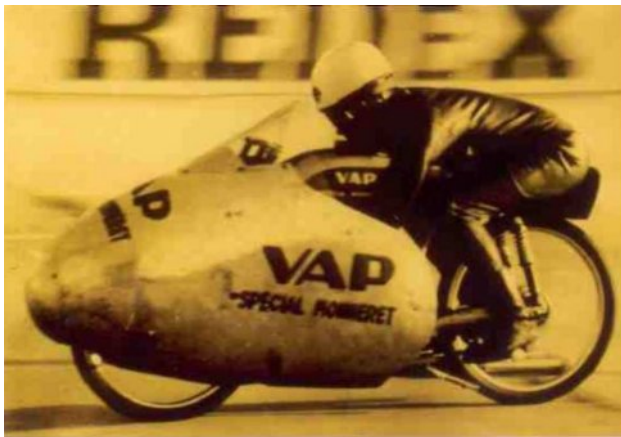
VAN GORCUM: 1949 Netherlands - Dutch speedway machine. *See pic on right.*

VAN HAUWAERT: 1930-54 BELGIUM manufactured in Brussels, Belgium, from 1930 to 1954. The company built motorcycles powered by Marechal engines supplied by Laguesse. In 1954 or 1955, Van Hauwaert distributed Sterva 125/175cc scooters under the name of Motoretta. The company also had an association with Carlier, who marketed La Couronne, which were apparently the same as some Van Hauwaert models powered by Gillet engines of up to 500cc.



**VAN TECH:** 1960s-? USA (RACING FRAME MAKER) Van Tech motorcycles were created by Bill Van Tichelt in the 1960s in the USA. Van Tech was known for its high-quality racing frames, which were designed for lightweight competition motorcycles. The frames were initially produced in a small workshop but later merged with Grant Industries Inc. to reduce costs and increase production capacity. Van Tech frames were used in various racing disciplines, including scrambles, road racing, and motocross.

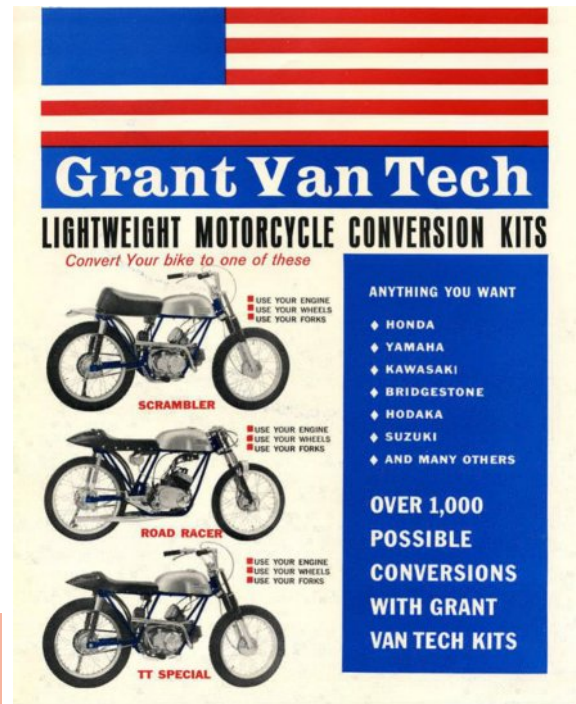
**VAN VEEN:** 1978-81 NETHERLANDS Van Veen motorcycles were produced by Henk van Veen, the Dutch importer of Kreidler motorcycles. The Van Veen OCR 1000, introduced in 1978, was powered by a 996cc Comotor Wankel engine. The motorcycle featured advanced engineering, including a four-speed shaft drive and triple Brembo disc brakes. The OCR 1000 faced challenges with weight, price, and engine production, leading to limited sales and the cessation of production in 1981.



**VAREL:** 1952-53 GERMANY Varel motorcycles were produced by Motoren Werk Varel GmbH in Varel, Oldenburg, Germany, from 1952 to 1953. The company built motor bicycles and mini-scooters with 42cc two-stroke engines of their own manufacture. They also produced light scooters using 99cc Moto two-stroke engines.

**VARELLI:** 1957 GERMANY

**VAREN:** 1903-05 RUSSIA



**VANLEISEN:** 1875 SWITZERLAND

**VANONI:** 1926-27 ITALY Vanoni motorcycles were manufactured in Gallarate, Italy, by Nino Vanoni from 1926 to 1927. The company produced a 500cc single-cylinder motorcycle with an overhead camshaft.

**VAP:** EARLY 1951-EARLY 70'S FRANCE VAP motorcycles were produced by Société VAP in France from the early 1950s to the early 1970s. The company began as ABG, making electrical components, and later built their first clip-on bicycle engines in 1949. VAP produced a range of mopeds and cyclemotors, including the Vélovap, Super VAP, and various models powered by 48cc engines.

**VARD:** 1944 USA - Pasadena, California. A 350cc side-valve single built by Jerry Fairchild, three prototypes were built, one a side valve and two with OHV. The machine never went into production.



**VASCHETTO:** 1936-38 ITALY Vaschetto motorcycles were manufactured by Giuseppe Vaschetto in Turin, Italy, from 1936 to 1938. The motorcycles were powered by 250cc and 500cc Mercury engines.

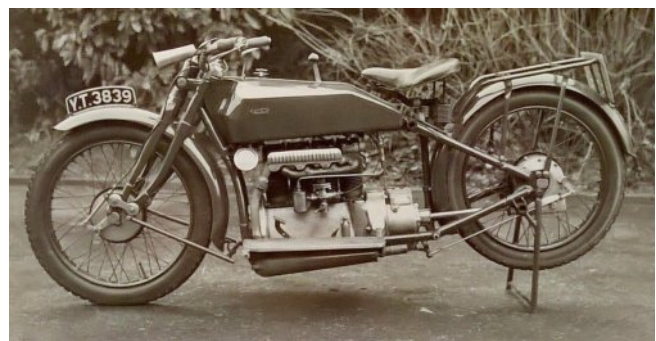
**VASCO:** 1921-23 UK Vasco motorcycles were produced by C. E. Taylor of 136 London Road, Kingston-on-Thames, UK, from 1921 to 1923. The motorcycles were constructed along established lines and featured a 349cc single-cylinder Boler two-stroke engine. Vasco motorcycles were successfully ridden in several long-distance reliability trials.

**VASSENA:** 1926-29 ITALY Vassena motorcycles were produced by Pietro Vassena in Lecco, Italy, from 1926 to 1929. Pietro Vassena, already known for designing a variety of engines for other manufacturers, built a motorcycle with a horizontal 125cc two-stroke engine and a two-speed gearbox. The Vassena 125cc saw only detail improvements before production ceased with the onset of the financial crisis. After World War II, Vassena designed engines for Rumi and other manufacturers



**VATERLAND:** 1933-39 GERMANY Vaterland motorcycles were produced by Vaterland Werk Friedrich Herfeld Söhne GmbH & Co. KG, one of the oldest German bicycle manufacturers, established in 1899 in Neuenrade, Sauerland. The company built lightweight motorcycles and mopeds fitted with Sachs engines from 1933 to 1939. In the 1950s, they continued to build mopeds powered by 50cc Sachs engines. The company ceased production in 2007.

**VAUXHALL:** 1923-24 UK Vauxhall produced a motorcycle between 1923 and 1924. The motorcycle featured an in-line 4-cylinder engine with shaft drive, designed by Major Frank Bernard Halford. The engine was air-cooled, with overhead valve gear fully enclosed, and a 3-speed gearbox in unit with the engine. Despite its advanced design, only two prototypes were completed before Vauxhall directors decided to discontinue the project due to concerns about market acceptance.



**VAUZELLE-MOREL:** 1902 FRANCE Vauzelle-Morel motorcycles were produced by E. Vauzelle-Morel and Co. in Paris, France, in 1902. The company introduced a direct-drive motor-bicycle with a 2 hp engine mounted as part of the left-hand rear fork. The main engine axle passed through the back wheel hub, and a large flywheel was fixed on the outside. The drive was taken off the valve cam shaft to a gear wheel on the hub. The carburetor was of the F.N. type, and control was effected by a single lever on the top tube..

**VECCHIETTI:** 1954-57 ITALY Vecchietti motorcycles were manufactured by a small Italian company from 1954 to 1957. The company built a limited number of motorcycles with 49cc engines from Victoria of Germany.

**VEE TWO ALCHEMY:** 1989-WESTERN AUSTRALIA Vee Two Alchemy motorcycles were produced by Brook Henry in Perth, Western Australia. Brook Henry began his career in his brother's workshop in New Zealand and later moved to Perth, where he became a Ducati dealer. He formed Vee Two with Stuart Barrowclough and developed the SV-1 Alchemy frame kit, which housed a Ducati bevel-drive twin in a progressive chassis. The RV-1 was



the road version. The Alchemy SV-1 achieved success in racing, including top finishes at Daytona. Vee Two continued to innovate, producing models like the Super Squalo, which developed over 200 horsepower.

**VEE TWO SQUALO: 1996- WESTERN AUSTRALIA** The Vee Two Squalo was another motorcycle produced by Vee Two in Western Australia. The Squalo was part of Vee Two's efforts to create unique, high-performance motorcycles that catered to enthusiasts and racers. The frame was made by Over Racing in Japan.



**VEGA: 1947-49 ITALY** Vega motorcycles were produced in Monza, Italy, from 1947 to 1949. The company built neat 38cc two-stroke auxiliary engines for bicycles, which were mounted below the pedal crank.

**VEGLIA BORLETTI: 1975 Italy - Minarelli** powered 125cc road racing machine.



**VE HAGON 1977-78 England - Vic Eastwood** Hagon Yamaha - Hagon Products High Road Leyton London - built aluminium monocoque frame powered by an TT500 Yamaha engine.



**VELAMOS: 1927-30 CZECH** Velamos motorcycles were built by Gustav Heinz, who also built the Sirocco. The motorcycles were powered by their own three-port deflector piston type two-stroke engines of 246cc, 346cc, and 496cc. They were raced by Kliwar Zesper and Heinz. After World War I, brothers Josef and Gustav Heinz sold and repaired bicycles and motorcycles in Rapotín. In 1924, they bought land and established a factory, and by 1928, they were

producing 100 bicycles annually. They formed an agreement with Puch and imported parts from Austria, with production rising considerably. The company invested significantly to ensure the health and security of their employees.

**VELENZO: 1955 NETHERLANDS** Velenzo motorcycles were produced in the Netherlands in the 1950s. One notable model was the Velenzo Velectro, a basic moped built by Max Velleman of Prins Hendrikkade, Amsterdam. The moped used Myster engines in a frame with undamped front suspension and a rigid rear. Velenzo also produced an electric bicycle, the Velenzo Velectro.

**VELMO WIEL: 1951 GERMANY** Velmo bicycle engines were manufactured by Nordap Motorbau GmbH in Ladeburg am Neckar, Germany, from 1950 to 1953. The Velmo was a 32cc bicycle auxiliary motor installed in the front wheel hub, initially with the fuel tank attached to the handlebars, and on most production models, rather like a saddle tank astride the front guard. In Belgium, the Netherlands, and Sweden, it was sold as the Velmo, with the only difference being the name on the engine cover.



**VELOCE:** 1911-14 UK Veloce motorcycles were produced by Veloce Ltd, a company founded by John Taylor (born Johannes Gütgemann, later known as John Goodman) and William Gue in Birmingham, UK. The company initially made cycle frames and parts but later ventured into motorcycle manufacturing. In 1911, Veloce introduced a new 2 1/2 hp four-stroke motorcycle with a 276cc engine, two-speed chain drive, and unit construction engine. The company also produced a ladies' model and a side-valve 499cc machine. In 1913, Veloce announced the Velocette 206cc two-stroke model, which featured a "footstarter" and was available with belt drive or two-speed chain drive.



**VELOCETTE:** 1904-68 UK Velocette motorcycles were produced by Veloce Ltd in Hall Green, Birmingham, England. The company was founded by John Goodman and his sons Percy and Eugene. Velocette was known for its high-quality, hand-built motorcycles and innovative designs. The company achieved significant success in motorcycle racing, winning two World Championship titles in the 350cc class in 1949 and 1950. Velocette introduced many technical innovations, including the positive-stop foot shift and swinging arm rear suspension with hydraulic dampers. The company faced financial difficulties in the late 1960s and eventually closed in 1971.



**VELOX:** 1923-26 CZECH Velox motorcycles were built by motorcycle racer Hynek Vohanka in Czechoslovakia from 1923 to 1926. The motorcycles used 147cc Villiers and 123cc and 174cc Bekamo engines.

**VELOX:** 1904 FRANCE Velox motorcycles were produced in France in 1904. The marque is known for its participation in the one-third of a litre criterium of 1903 and again in 1905 under the name Velox-Levraux, ridden by Daudre. Unfortunately, detailed information about the specific models and production numbers is scarce.

**VELOSOLEX:** 1945- FRANCE VéloSoleX, often referred to simply as Solex, is a French manufacturer of motorized bicycles. The company was founded in 1946 in Courbevoie, near Paris, France. VéloSoleX was originally known for producing centrifugal radiators, carburetors, and micrometers before branching into motorized bicycles. The first VéloSoleX prototype was created during World War II, and the first production model was introduced in 1946. The VéloSoleX featured a small engine mounted above the front wheel, which drove the wheel via a roller. This design made the VéloSoleX economical and easy to use, earning it the nickname "the bicycle that rides itself"<sup>2</sup>. The VéloSoleX became extremely popular, with over 8 million units sold worldwide between 1946 and 1988. Production continued in China and Hungary after 1988, and the VéloSoleX is now manufactured in France again.

**VELOSTYLE:** 1952 FRANCE Velostyle was a scooter/moped produced by Mochet in France. The Velostyle was introduced in 1949 and was powered by a 49cc VAP-4 engine. The Velostyle was known for its elegant design and high-quality construction. However, it was relatively expensive for its intended market, which limited its popularity.

**VELOTOURISTE:** 1922 FRANCE Velotouriste motorcycles were produced by Potier, Aze et Lecorsier in Paris, France. The company was founded in 1902 and initially produced motorcycles with 2.5 and 3 hp engines by Buchet. In 1922, the company introduced the Velotouriste, a 113cc two-stroke unit designed to fit under the bottom bracket of a pedal cycle. The Velotouriste featured a crankshaft at right angles to a countershaft, from which the final drive was taken.

**VERIBEST:** 1914-18 TASMANIA, AUSTRALIA Veribest motorcycles were manufactured by Alfred E. Holmes in Scottsdale, Tasmania, from 1914 to 1918. The motorcycles were constructed using engines from Villiers, Precision, Peugeot, and Saroléa.

**VELOX TECNICA:** 1951-53 ITALY Velox Tecnica was an Italian manufacturer of mopeds produced from 1951 to 1953. The Velox Tecnica moped featured a friction drive to the rear wheel.

**VELTA:** 1939-40 ITALY Velta scooters were produced by Vittorio Belmondo in Italy from 1939 to 1940. Belmondo obtained a license from Volugrafo Aermoto of Turin to build the Motopattino, a scooter fitted with a 98cc Sachs engine. He made substantial improvements to the design and renamed it the Velta.

**VELTRO:** 1954-55 ITALY Veltro mopeds were manufactured by Piatti in Milan, Italy, from 1954 to 1955. The Veltro moped was powered by a 49cc Mini Motor engine mounted horizontally above the pedal crank. The machine originated from the Minimotor factory in Italy.

**VENUS:** 1920-22 UK Venus motorcycles were produced in the UK from 1920 to 1922. The Venus motorcycle was similar to other motorcycles of the period, but it used a 318cc Dalm engine rather than the more common Villiers engine. Production ceased within two years.

**VENUS:** 1920-22 GERMANY Venus motorcycles were produced in Germany from 1920 to 1922. The Venus motorcycle was similar to other motorcycles of the period, but it used a 318cc Dalm engine rather than the more common Villiers engine. Production ceased within two years.

**VERDEL:** 2014? England - an engineering exercise of a 5 cylinder radial engined machine in the style of a 1912 motorcycle On display in Sammy Miller museum. Verdel sold bicycles, motorcycles in France and was involved in the production of the Gnome-Rhone aircraft engine. Verdel did not manufacture motorcycles.



**VERGA:** 1951-54 ITALY Verga motorcycles and mopeds were manufactured in Milan, Italy, from 1951 to 1954. The company produced mopeds and motorcycles with 75cc engines in a pressed metal frame with swinging arm rear suspension.

**VERHOVINA:** 1950s-? RUSSIA? Verhovina motorcycles were produced in the Soviet Union, specifically in Ukraine, starting in the 1950s. The Verhovina-5 was one of the most popular models, known for its stylish design and reliable performance. The Verhovina brand was closely related to the Riga brand, with both being produced during the Soviet era.



**VERLOR:** 1930-38 FRANCE Verlor motorcycles were manufactured by Etablissements Verlor in Bourg, France, from 1930 to around 1938. The company produced models with JAP, Sachs, and Nervor engines. One notable model was a dual-port single with an enclosed chaincase and girder forks with a full-width alloy front hub.

**VERONA:** 1978 ITALY Verona motorcycles were produced in Italy during the 1970s and 1980s. The company built motocross machines, some of which were fitted with Tau engines, while others used Minarelli engines. Models included the water-cooled Verona 125 Tau, 125 CR TAU (1979), and 125 Sachs (1978).

**VEROS:** 1922-24 ITALY Veros motorcycles were built by Oreste Garanzini in Milan, Italy, from 1922 to 1924. Garanzini imported Blackburne engines from the British firm Alfred Wiseman and sold them under the name "Veros. Garanzini also marketed machines under his own name, with V-Twin engines supplied by JAP.



**VERUCCI:** 2004 Italy - Verucci is an Italian motorcycle manufacturer known for producing both motorcycles and sportswear for motorcycle enthusiasts. Although the company is relatively new to the motorcycle manufacturing market, having started in 2004, it has created a few notable models, primarily focusing on scooters. Some of the popular Verucci models include: Verucci VC50FS-10A: A scooter with a single-cylinder, 4-stroke engine, providing a displacement of 49.5 cm<sup>3</sup> and producing 2.4 hpat 7000 rpm. Verucci VC250 Phantom: A scooter that resembles a cruiser bike, equipped with a V-twin engine with an air-cooled system, providing a displacement of 248 cm<sup>3</sup> and producing 16 hp at 8000 rpm

**VERSCHAEVE & TRUFFAUT:** 1902 BELGIUM Verschaeve & Truffaut motorcycles were manufactured in Herstal, Belgium, from 1902 to 1906 (possibly later). Fernand Verschaeve, who was associated with Sarolea, built his own machines powered by De Dion engines, both singles and twins.



**VERTEMATI (VOR):** 1990s?- ITALY Vertemati motorcycles, also known as VOR (Vertemati Offroad Racing), were founded by Alvaro and Guido Vertemati in the 1990s. Initially, the Vertemati brothers were Husqvarna importers for Italy, but after Cagiva purchased Husqvarna, they switched to Husaberg. The Vertemati brothers eventually decided to build their own motorcycles, resulting in the creation of high-end racing bikes. VOR was established as the production arm of Vertemati to handle larger-scale manufacturing. The Vertemati brothers continued to produce limited numbers of motorcycles under their own name, focusing on supermoto models.



**VERUS:** 1919-25 UK Verus motorcycles were produced from 1919 to 1926 as the deluxe marque of the Alfred Wiseman company. Many Verus motorcycles were

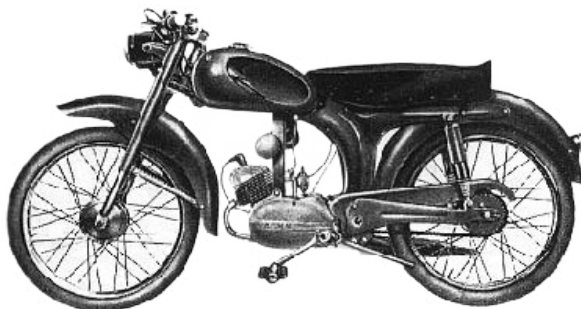


fitted with Blackburne engines.

**VESPA:** 1946- ITALY Vespa is an iconic Italian brand of scooters and mopeds manufactured by Piaggio. The first Vespa was produced in 1946, designed by aeronautical engineer Corradino D'Ascanio. The Vespa featured a unique design with a pressed steel body, flat floor panel, and prominent front fairing. The name "Vespa," meaning "wasp" in Italian, was inspired by the scooter's buzzing sound and distinct shape. Vespa quickly became popular for its

practicality, affordability, and stylish design. Over the years, Vespa has evolved into a global icon, with millions of units sold worldwide.

**VESTING:** 1955-59 NETHERLANDS Vesting motorcycles were produced by Otto Dik in Haarlem, Netherlands, during the 1950s. The company built



mopeds and scooters using BMW and Demm engines. One notable model was the Vesting Corsa, which featured a 49cc Demm engine.

**VESUV:** 1924-26 GERMANY Vesuv motorcycles were produced in Germany from 1924 to 1926. The company fitted their own 246cc two-stroke engines into an open frame.

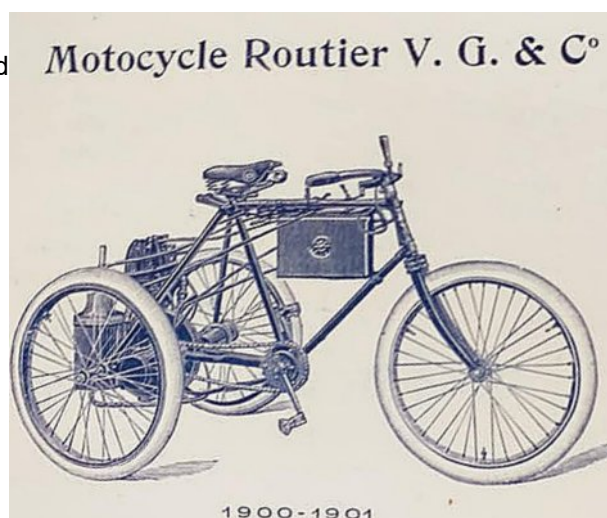
**VETTER:** 1966-83 USA - The Vetter Fairing Company, founded by Craig Vetter in 1966, was a pioneer in motorcycle accessories, particularly known for its Windjammer series of motorcycle fairings. These fairings were revolutionary because they mounted to the frame of the bike, rather than the handlebars, providing better stability and reducing rider fatigue. The company saw significant success in the 1970s, producing various models of fairings that fit different motorcycles. However, with the advent of factory-produced full-dress motorcycles like the Honda Goldwing, the demand for aftermarket fairings declined<sup>1</sup>. The company was sold in 1978 and eventually went bankrupt in 1983



**VG:** 1931-35 ITALY VG motorcycles were manufactured by Vittorio Grilli in Milan, Italy, from 1931 to 1935. The company produced motorcycles equipped with JAP engines. Production was limited, and

**V GUILLON & Co:** 1901 Belgium

**VIATKA:** 1957-79 RUSSIA Viatka (also spelled Vyatka) was a brand of Soviet scooters manufactured by the Vyatskiye Polyany Machine-Building Plant in Vyatskiye Polyany, Russia, from 1957 to 1979. The brand name was derived from both the river upon which it was located and a breed of horse native to the region. The VP-150 model, introduced in 1957, was an unlicensed copy of the Vespa 150. It was constructed of thicker steel to cope with the poorer Russian roads and featured thicker tires and an adjustable headlamp. The V-150M, introduced in 1966, was a successor to the VP-150, with a centrally mounted engine for better stability and an enclosed chain drive. The Vyatka-3 Elektron, introduced in 1973, featured electronic ignition. Production ceased in 1979, with over one million units produced.



**VIBERTI:** 1955-LATE 1960'S ITALY Viberti was an Italian manufacturer of trailers and utility vehicles, founded in 1922. In the mid-1950s, Viberti entered the motorcycle market with the Vi-Vi moped, produced from 1955 to 1957. The Vi-Vi moped used engines from Victoria of Germany and later models featured Minarelli engines. The Vi-Vi had a pressed metal frame with front and rear suspension and was available in Turismo and Sport versions. Despite an extensive advertising campaign, the Vi-Vi was not a commercial success.

**VICENTINI:** 1925-26 ITALY Vicentini motorcycles were manufactured by Pietro Ceccato in Vicenza, Italy, from 1925 to 1926. The company produced a motorcycle with a two-stroke diesel 250cc engine, which was supercharged. Pietro Ceccato, who later established the Ceccato motorcycle firm, raced Moto Vicentini before moving to Velocette, where he won the Italian championship in 1933. The Vicentini company was later taken over by Gillet-Herstal of Belgium.

**VICINI:** 1984-88 ITALY Vicini motorcycles were produced in limited numbers from 1984 to 1988. The company used Franco Morini engines for their mopeds. One of their models was named Sport Cesena, suggesting a possible connection to the well-known cycle manufacturer of Cesena, which marketed a Vicini Cesena.

**VICTA: 1911-18 NSW AUSTRALIA** Victa motorcycles were manufactured by James B. Wilson in Sydney, New South Wales, Australia, from 1911 to 1918. The motorcycles used JAP engines ranging from 3.5 to 6 horsepower, housed in Chater Lea frames. The brand is unrelated to the Victa lawn mower, which was developed by Mervyn Victor Richardson in 1952.

**VICTA: 1912-13 UK** Victa motorcycles were assembled in the UK between 1912 and 1913. The company used bought-in parts to produce machines with a 3.5 hp 499cc Precision engine. The motorcycles were possibly built to order, with a variety of transmission options ranging from direct-belt drive to three-speed hub gear.

**VICTOIRE: 1899-1902 SWITZERLAND**

**VICTOR: 1903-05 SOUTH AUSTRALIA** L.R. Anders of Anders & Son, Freeling, SA., Built a machine using a Minerva clipon engine.

**VICTOR: 1903-17 TASMANIA, AUSTRALIA**  
The Meadowcroft brothers, Edward and Sydney, retailed Victor motorcycles from Victor Cycle & Motor Works, 137 Elizabeth Street, Hobart, Tasmania,

**VICTOR: 1908-12 VICTORIA, AUSTRALIA**  
- Edward Bowen, Windsor Crescent, Surrey Hills. See pic right.

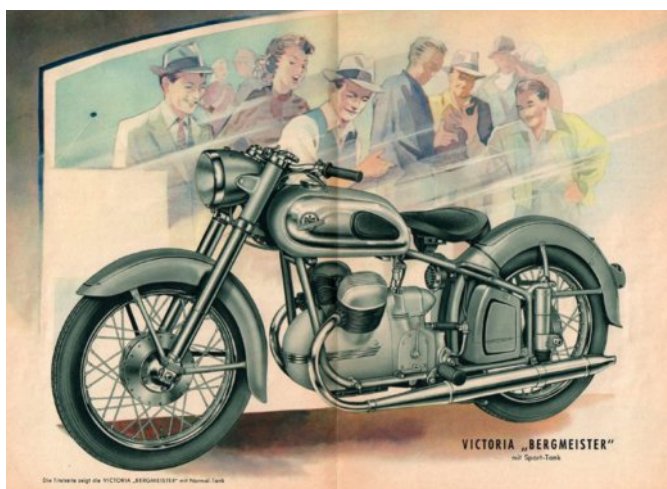
**VICTOR: 1914-16 VICTORIA, AUSTRALIA**  
- Alex Cheadle sold Healing built Precision machines at Victor Motor Works at 225 High Street, Malvern, Victoria.

**VICTOR: 1910-21 SOUTH AUSTRALIA** - J.N. Taylor & Co. of 121 Grenfell Street, Adelaide, SA,

**VICTOR: 1911 USA** - Cleveland, Ohio

**VICTORIA: 1902-26 UK** Victoria motorcycles were produced by the Victoria Motor and Cycle Co. in Dennistoun, Glasgow, Scotland, from 1902 to 1926. The company initially made their own frames to carry bought-in engines and other components. Over the years, they improved technically, using engines from Precision, Villiers, JAP, Blackburne, and Coventry-Victor in capacities ranging from 127cc to 688cc. In 1914, the firm produced nine different models, including a lightweight two-stroke model with a 143cc engine. Post-World War I, they offered a small range using 147cc and 247cc Villiers engines, plus a choice of transmission.

**VICTORIA: 1899-1966 GERMANY** Victoria was one of the oldest manufacturers of motorcycles in Germany, based in Nuremberg. The company started as a bicycle manufacturer in 1886 and began producing motorcycles around 1901. In its early decades, Victoria fitted proprietary engines from various manufacturers, including Fafnir, FN, Minerva, and Zedel. In 1920, Victoria launched the model KR 1 with a 494cc BMW twin-cylinder side-valve flat twin engine. The company continued to innovate, introducing Germany's first forced induction engine in 1925 and achieving a motorcycle land speed record of 165 km/h (102.5 mph) in 1926. Victoria produced a wide range of motorcycles, from 600cc vertical twins to 38cc mopeds, until it merged with Zweirad Union in 1966.



VICTORIAN: 1902 SOUTH AUSTRALIA - Victorian Motor & Cycle Works, off Pulteney Street, Adelaide, S.A.

VICTORY: 1916 TASMANIA, AUSTRALIA

VICTORY: 1950-55 ITALY VICTORY: 1998-2017 USA Victory Motorcycles was an American motorcycle brand based in Spirit Lake, Iowa, United States. It was established by Polaris Industries in 1997 and began selling its vehicles in 1998. Victory motorcycles were designed to compete directly with Harley-Davidson, featuring V-twin engines and cruiser, touring, and sport-touring configurations. The first model, the V92C, had a 92 cubic-inch (1,507cc) engine, making it the largest displacement engine in the cruiser market at the time. Despite initial success and innovation, Victory struggled to maintain profitability and was eventually discontinued in 2017, with Polaris shifting focus to the revived Indian Motorcycle brand.



VICTRIX: 1924-27 ITALY

VIERGE: 1900 FRANCE

VIERKLEUR: 1904-06 NETHERLANDS Vierkleur-Rijwielen was a bicycle manufacturer in the Netherlands, established in 1905. Although it has been suggested that Vierkleur produced motorcycles from 1904 to 1906, there is no concrete evidence to support this claim. The company changed hands in 1912 and again in 1917. It was run by Witmond until the Nazis invaded, and he was sent to Auschwitz and murdered.

VIHUR: 1977-89 Estonia - road racing Rotax engined machine

VILLA: 1968- ITALY Moto Villa motorcycles were manufactured from 1968 to 1988 in Modena and Bologna by Francesco Villa, a skilled rider and experienced technician who had worked with Ducati, FB Mondial, and Montesa. His brother, Walter Villa, was a champion racer who rode Aermacchi for Harley Davidson. The first Villa motorcycle was a racing machine, the 125 Beccaccino. In 1968, a production machine named the PR was developed from this, followed by a 250cc version. Both became popular with privateers. Villa motorcycles included motocross and enduro models using both Franco Morini engines and those of their own design. The company gained numerous successes in motocross and enduro, winning many Italian championships and performing well in other European countries. *See pic on right of 1968 4 cylinder Villa 250.*



VILLANI: 1925-37 ITALY Villani motorcycles were manufactured by Andrea Villani in Bologna, Italy, from 1925 to 1937. The company built motorcycles using single-cylinder 175cc two-stroke engines and, using a pair of single-cylinder engines, a 350cc parallel twin.

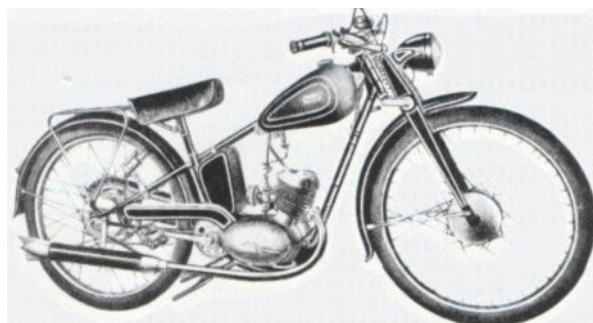


VILLEMAIN: 1904-05 FRANCE Villemain motorcycles were produced by Eugene Villemain and his two sons, Benoît-Eugène Villemain and Alfred Pierre, in Puteaux, France. The company constructed motorcycles and tricars and supplied engines to Contal and Chanon.

**VILLIERS: 1913-70s UK (ENGINES ONLY)** Villiers Engineering was a manufacturer of motorcycles and cycle parts, based in Villiers Street, Wolverhampton, England. The company produced its first engine in 1912, a 350cc four-stroke with an integral two-speed gearbox. In 1913, Villiers developed a 269cc two-stroke engine, which became a rapid success due to its simplicity and attractive price. Villiers engines were widely adopted by many motorcycle manufacturers, including Alldays & Onions, Royal Ruby, Coventry-Eagle, and Sparkbrook. The company continued to innovate, introducing the flywheel-magneto in 1917, which became a standard feature of their engines. Villiers remained a significant player in the motorcycle industry until the 1970s.

**VILLIERS-STRAND: 1914 UK** Villiers-Strand was a motorcycle produced in 1914. This was an assembled model, built in Britain specifically for export to Australia. It was a lightweight motorcycle fitted with the 269cc Villiers two-stroke engine and belt drive.

**VILLOF: 1951-1961 SPAIN** Villof motorcycles were manufactured by Vicente Llorens Ferrer in Valencia, Spain, from 1949 to 1965. The name "Villof" is an acronym derived from the manufacturer's name. The company initially repaired DKW machines and later built lightweight motorcycles similar to DKW models. The first Villof motorcycles were 96cc velomoteurs using frames built by Vicente Vercher. A 125cc model followed, and subsequently, all models used engines closely modeled on the DKW 125.



**VIMP: 1954**

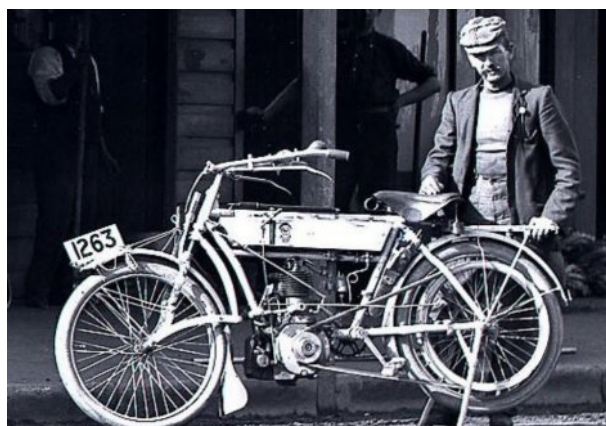
UK Vimp were designed and built by Tom Karen and Andrew Waddicor in Kingswood, Surrey, in 1954. The minuscule three-wheeler was named Vimp as it was a cross between an Imp and a Vamp. Tom Karen later joined Ogle as Managing Director and Chief Designer, where he designed the Bond Bug.

**VIN: 1912 UK - 573cc ohv single engine, two-speed Jardine gearbox and all-chain drive. See pic on right.**

**VINCENT (VINCENT-HRD): 1928-56 UK** Vincent Motorcycles, also known as Vincent HRD, was a British manufacturer of motorcycles from 1928 to 1955. The company was established by Philip Vincent, who bought the existing HRD Motors Ltd. and renamed it Vincent HRD. The first Vincent-HRD motorcycle used a JAP single-cylinder engine in a Vincent-designed cantilever frame. The company gained fame for producing some of the world's fastest motorcycles, including the Vincent Black Shadow, which was introduced in 1948. The name was changed to Vincent Engineers (Stevenage) Ltd. in 1952



**VINCO: 1903-05 UK**



**VINDEC: 1902-29 UK** Vindec motorcycles were produced by Brown Brothers Ltd. of Great Eastern Street, London, from 1902 to 1929. Brown Brothers were trade wholesalers who marketed motorcycles under the Vindec brand, although they likely did not build the machines themselves. Instead, they applied their marque transfers to motorcycles built on their behalf by other manufacturers. Vindec motorcycles included a range of models, from lightweight two-strokes to larger V-twin engines. The company continued to market Vindec motorcycles until 1929. See on left.

larger V-twin engines. The company continued to market Vindec motorcycles until 1929. See on left.

**VINDEC-SPECIAL (VS): 1903-14 UK AND GERMANY**  
 Vindec Special (VS) motorcycles were produced by Allright from 1903 to 1914. They were made in Germany to the British style and were initially sold by the South British Trading Co. of Wilson Street, Finsbury, London. The early models were fitted with Belgian FN engines, and later models used Peugeot and JAP engines.

**VIPER: 1919-22 UK** Viper motorcycles were produced by the Viper Motor Co. of Kidderminster, UK, from 1919 to 1921. The company produced a single model with a 292cc side-valve JAP engine, a two-speed Albion gearbox, and chain-cum-belt transmission. The Viper motorcycle was virtually indistinguishable from other machines of the era and faced stiff competition from larger, more notable manufacturers.

**VIPER: 1990s- USA** The Viper motorcycle in the 1990s USA context refers to the Dodge Tomahawk, a concept motorcycle introduced by Dodge at the 2003 North American International Auto Show. The Tomahawk featured a Viper V10 engine and was designed as a rolling sculpture with extreme engineering. Although it was not street-legal and had four wheels, the Tomahawk showcased the potential of combining a powerful car engine with a motorcycle-like design.



**VIRATELLE: 1907-24 FRANCE**  
 Viratelle motorcycles were produced by Marcel Viratelle in Paris and later Lyon-Villeurbanne, France, from 1906 to 1924. Marcel Viratelle was an inventor who built unusual bicycles, motorcycles, sidecars, and cyclecars. Viratelle motorcycles were known for their advanced features, such as liquid cooling, preselection gearboxes, and innovative suspension systems. The company produced a range of models, including a 350cc single-cylinder and a 700cc V-twin, both with water-cooled engines.



**VIRLAT: 19?? FRANCE**

**VIS: 1923-25 GERMANY** VIS motorcycles were manufactured by VIS Aktiengesellschaft of Munich, Germany, from 1923 to 1926. The company produced remarkable machines, including the VIS Duplex with a 10hp 498cc twin-cylinder boxer two-stroke engine and the VIS Simplex with a 249cc two-stroke engine. Both models featured a three-speed gearbox. VIS also marketed lightweight motorcycles under the Frimo brand, which used a horizontal engine.

**VISCOUNT: 1960 UK** Viscount motorcycles were produced by Staffordshire motorcycle engineer Tom Somerton in 1959-1960. The Viscount was a marriage between a 998cc Vincent V-twin engine and a Norton Featherbed frame, similar to the Norvin specials of the 1950s. The Viscount used a wide-line frame, Norton forks, and a magnesium Manx front hub.



**VITESSE:** 1914 UK Vitesse motorcycles were produced by the Sun Cycle and Fittings Co. in Birmingham, UK. The Vitesse model was introduced in 1914 and featured a 269cc two-stroke engine with a Bosch magneto and Senspray carburetor. It had a counter-shaft two-speed gearbox with a slipping clutch and chain and belt transmission.

**VITTORIA:** 1931- ITALY Vittoria motorcycles were manufactured by Teodoro Carnielli in Vittorio Veneto, Italy, from 1931 to 1936. The company produced motorcycles using 175cc and 250cc JAP engines, as well as 350cc and 500cc Küchen and Rudge Python engines. Vittoria motorcycles were known for their high-quality construction and reliable performance. After World War II, the Vittoria name reappeared with Carnielli models using 48cc NSU and 98cc Sachs engines. The company also produced the Moto Graziella and the Vittoria 65 scooter.

**VI-VI:** 1955-57 ITALY Vi-Vi mopeds were produced by Viberti in Italy from 1955 to 1957. The Vi-Vi moped used engines from Victoria of Germany, with which Viberti had an agreement. Later models featured Minarelli engines. The Vi-Vi had a pressed metal frame with front and rear suspension and was available in Turismo and Sport versions. Despite an extensive advertising campaign, the Vi-Vi was not a commercial success.



**VIVID:** 1904 UK Vivid motorcycles were produced in 1904 by W. Elderly of 177 New North Road, Clerkenwell, London. Very little information is available on this marque, and only a few machines are known to have been built.

**VIZA:** 1990s USA

**VOISIN:** 1919 France - Voisin designed the Motor Fly, a motorized wheel to replace the rear wheel of a conventional bicycle. The Motor Fly was a 157cc single-cylinder two-stroke engine with an inverted cylinder. *See pic on right.*



**VOLLBLUT:** 1925-27 GERMANY Vollblut motorcycles were manufactured by Klein, Schäberle & Co. in Stuttgart, Germany, from 1925 to 1927. The company built sports machines using OHV Blackburne 248cc and 348cc engines.

**VOLTA:** 1902-07 ITALY

**VOLTA:** 1920s UK Volta motorcycles were produced in the UK during the 1920s. The company was known for manufacturing sidecars, including the Volta torpedo sidecar, previously known as the Delta. The sidecars were fitted to various motorcycles, including Harley-Davidson models. The Volta sidecar was known for its luxurious fittings and elaborate design, making it a popular choice among riders seeking comfort and style.

**VOLTA:** 1932-33 BELGIUM

**VOLUGRAFO:** 1939-42 ITALY Volugrafo motorcycles were produced by the Volugrafo Mechanical Workshops in Turin, Italy, from 1939 to 1942. The Volugrafo Aermoto 125 was an Italian parachute motorcycle built for the Royal Army during World War II. The Aermoto featured a 123cc two-stroke single-cylinder engine, delivering 2 hp at 3600 rpm. The motorcycle had a unique design with folding handlebars and a double or twinned tire wheel setup. Production continued until 1944, with over 2,000 units built.

**VOMO:** 1922-31 GERMANY Vomo motorcycles were produced in Germany from 1922 to 1931. The company manufactured motorized bicycles with 1 hp and 1.75 hp engines.



**VOR:** 2001 ITALY VOR, which stands for Vertemati Offroad Racing, is an Italian motorcycle manufacturer founded in 1998. The company was headquartered in Ronco Briantino, Milan. VOR motorcycles were known for their high-performance off-road, enduro, and cross bikes. The VOR 503MX, introduced in 2001, featured a liquid-cooled, single-cylinder, four-stroke engine with a Keihin FC 39 fuel system and electronic ignition. The bike was equipped with advanced features such as a machined I-beam swingarm, gear-driven camshafts, and a hydraulic clutch. *See on right.*



**VORAN:** 1921-24 GERMANY Voran motorcycles were manufactured by Berliner Kleinmotoren AG in Berlin, Germany, from 1921 to 1924. The company produced lightweight motorcycles powered by a 143cc three-port deflector-type engine. Despite extravagant advertising claims, the Voran motorcycles did not achieve strong sales.

**VOSKHOD:** LATE 1966- RUSSIA Voskhod motorcycles were produced at the Degtyaryov Plant in Kovrov, Russia, starting in 1965. The Voskhod, meaning "Sunrise" in Russian, featured a single-cylinder two-stroke engine with a displacement of 175cc. The Voskhod was marketed as a luxury model of the Minsk K-55. The motorcycle became popular in the Soviet Union and was exported to various countries. *See on right.*



**VOSTOK:** 1964-65 RUSSIA Vostok motorcycles were produced in the Soviet Union during the 1960s. The Vostok S-364 was a notable model, featuring a four-stroke, four-cylinder engine with a 350cc displacement. It was designed for motorcycle grand prix racing and achieved significant success, including a third-place finish in the 1964 GP of Finland. The Soviet Union withdrew from international grand prix racing at the end of the 1965 season. *See on right.*



**VOXAN:** 1990-2010 FRANCE Voxan Motors was founded in Issoire, France, in 1995 by Jacques Gardette. The company aimed to become the first French motorcycle manufacturer in the modern era. Voxan was known for its 996cc, 72° V-twin engine, designed by Alain Chevallier and developed by Sodemo Moteurs. The first production model, the Roadster, was released in 1999, followed by the Café Racer and Scrambler models. Despite initial success, Voxan faced financial difficulties and was acquired by Venturi in 2010, shifting its focus to electric motorcycles. *See below right.*

**VOYAGER:** 1985-90 UK

**VRP:** 1992 (GP MACHINE) VRP (Verona Racing Products) was an Italian manufacturer known for producing high-quality aluminum frames for Honda motorcycles. In 1990, VRP frames were imported to the USA by On The Line Racing, initially costing \$6000 for the frame alone. VRP frames were used in various racing disciplines, including motocross and grand prix racing.



VS: 1922-24 GERMANY *See on right.*

VT (VITESSE): 1914 UK Vitesse motorcycles were produced by the Sun Cycle and Fittings Co. in Birmingham, UK. The Vitesse model was introduced in 1914 and featured a 269cc two-stroke engine with a Bosch magneto and Senspray carburetor. It had a counter-shaft two-speed gearbox with a slipping clutch and chain and belt transmission.

VULKAAN: 1911-17 THE NETHERLANDS Vulkaan motorcycles were manufactured by Gebr. Fonck in Venray, Netherlands, from 1911 to 1917. The company initially used Zedel 264cc and 299cc SV engines and later built their own V-twins using components from Zedel. Production ceased in 1917 due to the unavailability of Zedel engines during World War I. *See below.*



Messrs. Lee (driver) and Johnson (president), who competed in the Bradford M.C.C. Bradford-Dunbar-Bradford Reliability Run (see page 714). The passenger combination is a 5 h.p. two-speed V.S. and sidecar.

VULKAN: 1904-24 CZECH Vulkan motorcycles were produced in Turnov, Czech Republic, from 1904 to 1924. The company was founded by cousins Josef and František Žďárský. Early models

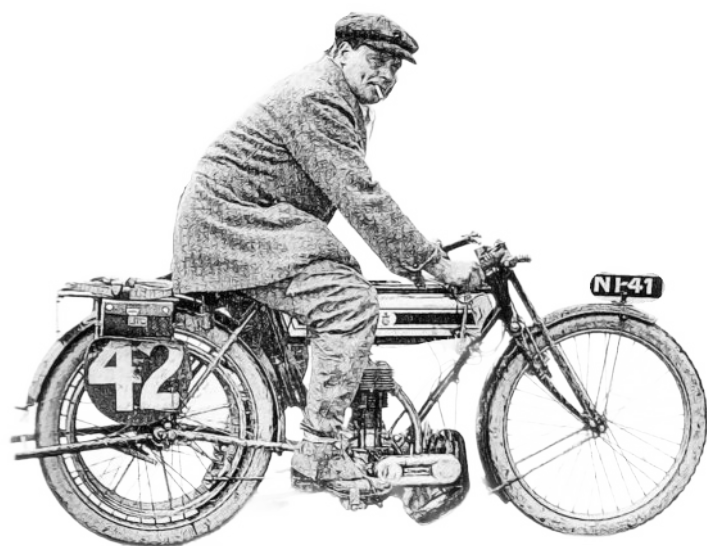
included the single-cylinder Type B 3.5 hp and the Type CD 4.5 hp V-twin, both introduced in 1904. In 1905, the Type C 3.5 hp single was added to the lineup. In 1906, the company changed hands, with Karel Růžička becoming the new owner. Despite the change in ownership, the company continued to produce motorcycles until 1924. After the end of Vulkan production, Josef Žďárský went on to build Perun motorcycles until 1926. *See pic on right.*



VULCAN: 1922-24 UK Vulcan motorcycles were produced by a small firm in Welshpool, Montgomeryshire, Wales, from circa 1922 to 1924. The company built typical lightweight motorcycles using 269cc Villiers and 292cc side-valve JAP engines with belt drive. After a brief period, the firm moved to Stafford Street, Birmingham, but soon disappeared from the market.

VVV-GARLASCHELLI: 1926-28 ITALY VVV-Garlaschelli motorcycles were produced by Angelo Garlaschelli in Milan, Italy, from 1926 to 1928. The company name "VVV" stands for "Veni Vidi Vici" (I came, I saw, I conquered). Garlaschelli produced light motorcycles powered by their own two-stroke engines of 65cc, 123cc, and 173cc. There was also a sports machine for the 175cc class with an overhead valve engine. Luigi Parravicini rode a 125cc Garlaschelli to victory in the 1923 Italian Championship and placed third in the Giro di Lombardia the same year.

VYLEA: 1926-27 AUSTRIA



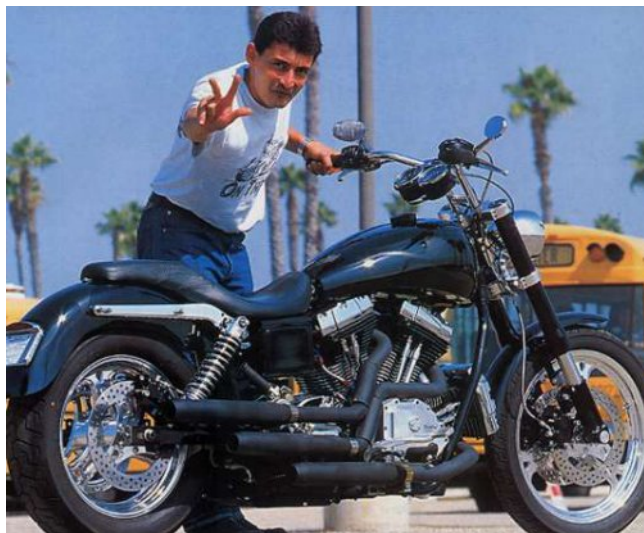
W



## W

**W3:** 2001- USA- Fueling Motor Company - The W3® is a three cylinder W configuration engine, designed and developed by the late Jim Feuling (1945 - 2002). The W3 is 2.5l in capacity and produces 150hp at 5.000rpm.

**WABO (WAGENBOUW):** 1955-57 HOLLAND - Johan Adolf Ankel and Jan Schuite, built at Polynorm in Bunschoten. Also sold in UK. See below.



**WACKER:** 1922-23 UK

**WACKER MOTOPEDE:** 1921 USA

**WACKWITZ:** 1920-22 GERMANY Wackwitz motorcycles were produced by Paul Wackwitz in Crefeld (now Krefeld), near Düsseldorf, Germany, from 1920 to 1922. The company built 106cc four-stroke bicycle attachment engines, which were supplied separately or complete with bicycle frames.

**WADDINGTON:** 1902-06 UK Waddington motorcycles, forecars, and voiturettes were produced from 1902 to 1906 in Middlesbrough, Yorkshire. The company also manufactured pianos. Waddington motorcycles used Minerva single-cylinder engines for their solo models and Fafnir or Peugeot V-twins for their forecars. They had direct-belt drive with options for an engine-shaft clutch or two-speed gear.

**WADDON-ERLICH:** 1981-82 UK – 250CC ROTAX RACER DESIGNED BY JOE ERLICH, SEE EMC - Waddon motorcycles were produced between 1981 and 1982 by Waddon Performance Products of Croydon, Surrey. The company launched their racing machines at a London show in early 1981. The frame, developed to accommodate a range of engines, received a skeptical reception but proved to be practical. Dr. Joe Ehrlich became involved in developing the 250cc Rotax tandem-twin two-stroke engine for Waddon. After further refinements, a Waddon motorcycle won the 1982 Junior TT race for 250cc machines. By 1983, the machine had become the EMC, a marque Ehrlich had been developing since before World War II.

The Motor. (Supplement.) ADVERTISEMENTS. FEBRUARY 11TH, 1905.

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that will climb any hill without pedalling? That will run all day and never overheat? That will cause you little or no trouble, and will give you a maximum amount of pleasure? The cheapest 3 H.P. on the market?

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Motor Car Manufacturers and Engineers.

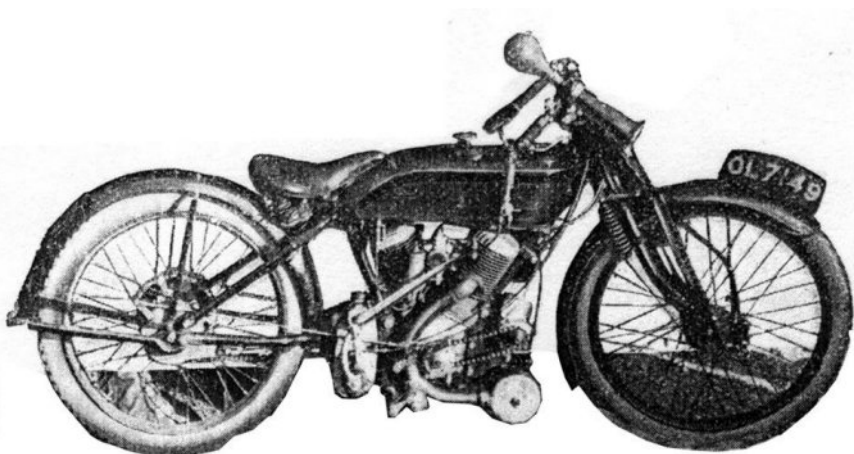
AGENTS WANTED ALL OVER THE COUNTRY. Midlands and Southern Depot: The Mobile Motor & Engineering Co., Newmarket St., Birmingham.



WAG: 1924-25 UK – 2  
STROKE V-TWIN 500CC –  
WRIGHT AND GASKING

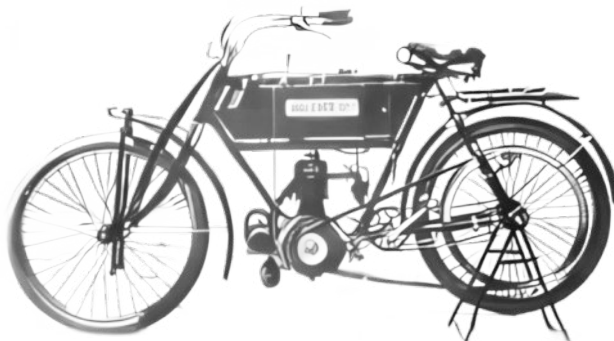
Wag motorcycles were produced at Woods Garage, Rea Street, Birmingham, from 1923 to 1925 by brothers of that name. Their machine featured a 494cc 60-degree V-twin two-stroke engine without crankcase compression, achieved by blanking off the crankcase mouth to create a chamber beneath the piston utilizing a mechanical system similar to a steam engine.

The engine drove a three-speed gearbox. Three machines were entered in the 1924 Scottish Six Days Trial, and two managed to finish. The motorcycle was too unconventional to attract many buyers, resulting in limited production.



WAGENER: 1906 SOUTH AUSTRALIA

Wagener motorcycles were manufactured by Wagener Bros in Adelaide, South Australia, starting in 1906. The company used Minerva and Peugeot engines in their motorcycles. One of the brothers, Ted Wagener, left the firm to form his own business building motorcycles named Blue Spec. In 1913, William Wagener built Blue Bell motorcycles, still in Adelaide but at a different address. *See right.*



WAGNER: 1930-35 CZECH

Wagner motorcycles were produced in Czechoslovakia from 1930 to 1935. Over their five-year production run, Wagner introduced an extensive range of models, including two-stroke lightweights from 98cc upwards and a range of larger machines with side-valve, OHV, and OHC single-cylinder engines of up to 500cc.

WAGNER: 1901-14 USA The Wagner Motorcycle Company was established in Saint Paul, Minnesota, by George Wagner as an offshoot of the former Wagner Bicycle Company. The company produced approximately 8,500 Wagner motorcycles and was one of the first manufacturers to position the engine low down, using a "loop frame" at a time when most companies were producing high-engined Indian clones. The push rod engines ranged in size from 15 cubic inches in 1904 to 29 cubic inches by 1911, had a suction intake valve, and were driven by a V-belt. The company produced a women's "drop frame" model in 1909, which brought national renown in the hands of Wagner's daughter Clara, one of the world's first documented woman motorcyclists. By 1914, sales had decreased dramatically, and Wagner sold the company to the Motorcycle Accessories Company.



W.A.K.: 1920 VICTORIA, AUSTRALIA - a De Luxe- engined machine of about 1920, with Sturmey Archer gearbox. It's heritage is unknown.

**WAKAN: 2005-11 France** -The Wakan 1640 is a motorcycle with a unique blend of American power and European design. It was built by Engineering and More, a company founded by Joel Domergue in France. Domergue, who previously owned Scorpa, a company known for its trials motorcycles, decided to create a high-performance sport bike with an American engine. The Wakan 1640 was first introduced in 2005 after more than two years of development. It features a 1640cc S&S V-Twin engine, which produces 115 horsepower and 115 foot-pounds of torque. The bike's design is inspired by the AC Cobra, with a single spine oil-carrying frame and a 54-inch wheelbase. The Wakan 1640 was available in two versions: Road and Racing. Both versions were equipped with air-cooled, 45-degree V-twin, 4-stroke engines with 4 valves per cylinder. Unfortunately, Engineering and More ceased operations around 2011,



**WAKARECKY: 1903-04 RUSSIA**

**WAKEFIELD: 1902 UK** Wakefield motorcycles were produced in 1902 at York Terrace, Clapham, UK. This was a primitive machine that had a 2hp Minerva or MMC engine fitted to a heavy-duty bicycle frame, with direct-belt drive to the rear wheel. The maker probably went back to dealing with bicycles only.

**WALBA: 1949-52 GERMANY – ILO ENGINED 100 TO 175CC MACHINES** Walba scooters were produced by father and son team Waldemar and Alexander Balbaschewski in Reutlingen, Germany, from 1949 to 1952. The Walba Deluxe was a notable model, featuring identical front and rear wheel suspension and an engine-transmission unit installed in a similar fashion to the Imme. The scooter was fitted with hydraulic brakes and designed by Louis Lepoix. In 1952, Fahrzeugwerk Kannenberg bought the company, and production continued under the new ownership, marketed as the Faka.



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**The Wakefield ...** 1903 MODEL

**2 h.p. Motor Bicycle**

ACCURATELY MADE THROUGHOUT.

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Or £10 10s. cash down and 12 monthly payments of £2 12s. 6d.

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**Specification.**

**ENGINE.**—2 h.p. Minerva 66 m.m. bore 70 m.m. stroke, mechanically operated valves, spray carburettor, pump lubricator, 30 ampere hour accumulator, valve lifter, single lever control, raw hide belt, non-slipping pulley.

**FRAME.**—Built from Chater-Lea motor fittings, the finest weldless steel tube reinforced where necessary, front forks specially strengthened, disc ad-

justing hubs, ball bearing frictionless free wheel, or New Departure combined free wheel and back pedalling brake, roller chain, Westwood rims, 26" or 25" wheels, Dunlop 2 motor tyres, steel mudguards, Brooks or Brampton saddle, powerful front rim brake, finished in the best black enamel, tank in color and lined, complete with tool bag, spanners, screw-driver, etc., oil can and inflator.

**The Wakefield Cycle and Motor Works,**

**... YORK TERRACE, CLAPHAM, S.W.**

2 minutes from Clapham Road Station.

**WALKER: 1908 UK** Walker motorcycles were produced by Walker and Co. in Lutterworth, Leicestershire, UK, in 1908. This unique machine featured a sidecar with a wheel midway along, much further forward than normal. Both front and sidecar wheels steered, and both driver and passenger sat side-by-side in the sidecar body, which was enlarged to suit. It was powered by a 6hp V-twin engine with drive by belt from a variable engine-pulley.

**WALKER BULL-PUP: 1926** The Walker Bull-Pup was a unique motorcycle built by Farnborough-based engineer Victor Sidney George Walker. Construction began around 1924/1925 and was completed in 1926. The Bull-Pup featured a 980cc JAP side-valve V-twin engine from a Carden cyclecar and a gearbox from a WWI Sunbeam motorcycle combination. It had an exceptionally lengthy wheelbase and a very low seat height of only 18 inches. First registered on 21st April 1926, the Bullpup was used regularly up to 1935 when Mrs Walker succeeded in persuading her husband to buy a car. The machine remained in the Walker family's possession until 1963 when the retired Mr Walker sold it to Mr Leslie Sharpe of Farnborough for £25. Mr Walker died in 1974. Mr Sharpe got the Bullpup running and entered it in the 1963 Banbury Run and several long-distance competitions including the 'Cornwall 200', covering some 600 miles in reportedly great comfort. Following a catastrophic gearbox failure, the Bullpup was left to deteriorate, passing through the hands of three more owners before being acquired in 1979 by Mr Trevor Innes, who purchased it from a Mr George Sherratt of Camberwell, Southeast London. At that time the engine was seized and the gearbox missing, while the exhaust pipes and silencer had rusted out and there was very little paint. After many hours' work Mr Innes got the Bullpup ready in time for the 1979 Banbury Run where it won the Sheldon Trophy, awarded to the machine of greatest technical



interest. Celebrated motorcycling journalist Bob Currie, at that time editor of The Motor Cycle magazine, mentioned the Walker Bullpup in his report on the '79 Banbury Run: "Every Banbury Run seems to produce a machine of outstanding originality, and this year the Sheldon Trophy was won by the extraordinary 980cc Walker Bullpup, ridden by Australian Trevor Innes. Built at Farnborough, Hants between 1924 and 1927, the lengthy machine represented one man's ideal. Trevor did have one stop before leaving Banbury to clear an oiled plug, but the big machine ran perfectly thereafter." Following the Banbury Run Mr Innes covered around 2,000 miles on the Bullpup, participating in numerous rallies in the UK and Ireland, "up and down the Kerry hills". In his account of the machine's history Mr Innes states: "Here it proved in its element proving able to keep up with a couple of AJS 7Rs down the long winding hills and would climb most in top gear pulling from about 10mph two-up in top. Mr Sharpe had it clocked by his son's Honda at about 82mph." The Bullpup's 3" of hydraulically damped seat movement proved a boon on these longer rides: "Another interesting story from Ireland is that at the beginning of the week people tended to scoff at the strange machine, but by the end of 700 miles of rough back roads and solid rear ends and people hardly able to walk at the end of the day's riding, people were coming up and saying 'where did you find it? and how lucky I was...' Despite its unusual appearance, or perhaps because of it, it is probably one of the most comfortable and best handling Vintage machines to be made." In 1989 Mr Innes sold the Bullpup to the late Dave Benson, former Life Vice President of the British Two-Stroke Club and its Villiers marque specialist. In a letter on file, Dave Benson has this to say about the Bullpup: "It's thought that Mr Victor Walker made this machine for touring with his wife and that's why it is so long to accommodate the double leather seat. It has a back rest for his passenger, a large rear carrier with pannier attachments for luggage, and I've improved the gearbox and lubrication systems and recently improved the electrical system and fitted electric lights and horn for the streets of London. I've also fitted a small windscreen which has lock hinges for vertical application when riding and horizontal to protect the instruments when raining or parked." (Source: Bonhams Auctions)

**WALL (AUTOWHEEL): 1909? UK** The Wall Autowheel was an innovative rear-wheel clip-on engine kit for bicycles, designed by Arthur William Wall. It was first introduced at the Stanley Show in 1909 and featured a 1.75hp two-stroke engine with a Bosch magneto. The Autowheel was known for its ease of attachment to bicycles and influenced many manufacturers for decades. It was produced until 1922 and was also marketed as the BSA Autowheel.



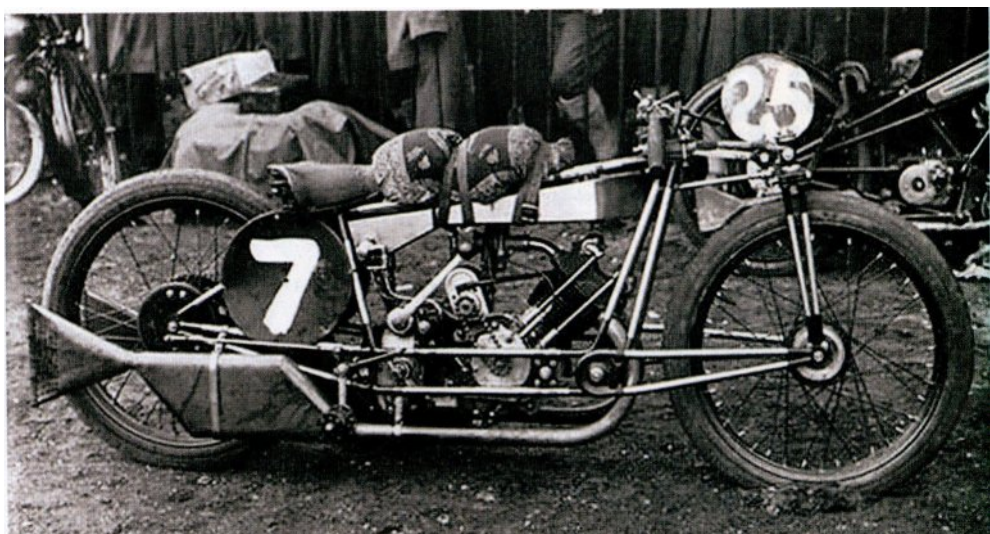
**WALL TRI-CAR: 1911-15 UK** The Wall Tri-car was manufactured by A. W. Wall Ltd in Tyseley, UK, from 1911 to 1915. The Tri-car had a sidecar-type body mounted onto a three-wheeled chassis and used tiller steering, which was later replaced by a more conventional steering wheel in 1914. It was powered by either a 4.5hp or 6hp Precision engine. The Tri-car was known for its unorthodox design and was financed by Sir Arthur Conan Doyle. See on right.

**WALLACE: 1921-25 SOUTH AUSTRALIA**

**WALLACE BATCHELOR: 1904-06 UK** Wallace motorcycles were produced by Wallace, Batchelor and Co. in Kingston-on-Thames, Surrey, UK, from 1904 to 1906. The company built forecars using a 4hp water-cooled White and Poppe engine in a well-made design. The transmission was by chain drive to the rear wheel and included a clutch, while the machine was fitted with footboards to improve rider comfort.



**WALLIS: 1925-26 UK** Wallis motorcycles were produced from 1925 to 1929, to designs by George Wallis. The 1925 model featured a revolutionary design with hub-centre steering, using a chassis with a pivoted-fork at the front to carry the hub assembly, with leaf springs for suspension. The prototype had a Blackburne OHV engine inclined around 45 degrees to achieve a low riding position and center of gravity. The machine had all-chain transmission, sat low, and handled well. In 1926, Wallis entered the Junior and Senior TT races with machines that had JAP engines and drum brakes front and rear. The machine finished sixteenth in the Junior but was a non-starter in the Senior.



**WALMET:** 1924-26 GERMANY Walmet motorcycles were manufactured by Waldecker Metallwarenfabrik, Leopold Weste Comp., in Bad Wildungen, Germany, from 1924 to 1926. The company built motorcycles with their own 246cc two-stroke engines and also used 346cc Kuhne OHV engines.



**WAL PHILLIPS:** 1948 England -Wal Phillips was experimenting with this almost horizontal JAP engine layout around 1948. There can be little doubt about its low centre of gravity.



**WALTER:** 1903-42 GERMANY Walter motorcycles were produced by Walter G.m.b.H. in Mühlhausen, Thuringia, Germany, from 1903 to 1942. Initially, the company used Fafnir engines for their motorcycles, which were sold under the Möve marque before World War I. Later models used Villiers, Sachs, and Ilo engines from the 1920s onwards. See pic on right.



**WALTER:** 1900-49 CZECH Walter motorcycles were produced in Czechoslovakia from 1900 to 1949. The company was founded by Josef Walter in Prague and initially manufactured bicycles. Motorcycle production began in 1905 and continued until 1912 when the firm switched to the automobile industry. Production resumed in the mid-1920s with a 496cc single-cylinder model. In 1938, Jaroslav Walter designed a 250cc engine, which was later raced by many great Czech riders. After World War II, the factory was absorbed by JAWA under the communist regime. See pic on right.



**WAM:** 1912 BELGIUM - cycle attachment

**WALTHAM:** 1893-1902 USA - Waltham, Massachusetts - Founded in 1893 by Charles Herman Metz, the company initially produced bicycles under the brand name Orient. Metz was a pioneer in the industry and played a significant role in the development of early motorcycles. In 1898, Waltham Manufacturing Company began producing motorized bicycles, which were among the first motorcycles in the United States. These early motorcycles were powered by French-built De Dion-Bouton engines, and the company secured the U.S. distributorship for these engines. The Orient-Aster, one of their early models, is often considered one of the first production motorcycles in the U.S. Charles Metz left the company in 1902 to start his own ventures, including the Metz Motorcycle Company. Despite his departure, Waltham Manufacturing continued to innovate and produce motorcycles, motorized tricycles, and quadricycles-see pic on right.



**WALWIN:** 1960S?? UK Walwin motorcycles were produced from 1968 to 1972 by Ray Winwood, who was associated with the aviation industry. The company built bespoke trials machines using engines from BSA, Ossa, and others. The motorcycles featured a duplex frame built of either aluminum alloy or steel and conventional cycle parts. Some models were fitted with a trials sidecar. See pic on right.



**WANDERER:** 1902-29 GERMANY Wanderer motorcycles were manufactured by Wanderer-Werke, Winklhofer & Jaenicke AG, in Chemnitz, Germany, from 1902 to 1929. The company built their own single-cylinder and V-twin engines. Wanderer machines were known for their advanced design, boasting unit construction engines and front and rear suspension as early as 1915. The company supplied almost half of all motorcycles used by the German forces during World War I. Notable models included the SV 250, 500 SV V-twin, post-war 616cc, and 750cc V-twins. Buyers could order either 2 or 4 valve motors. In 1928, a shaft drive 500cc OHV single was produced. The company collapsed in 1929, and the 500cc model was sold to František Janeček in Prague, leading to the creation of the Jawa marque.



**WARATAH:** 1913-47 NSW, AUSTRALIA Waratah motorcycles were manufactured in Sydney, Australia, from around 1911 until the late 1940s, although Waratah-badged motorcycles were sold into the 1950s. Initially, Waratah motorcycles were manufactured by the Canada Cycle & Motor Agency, Ltd., on George Street, Sydney, who built from standard parts or rebadged BSA bicycles as Waratah bicycles. In 1913, the bicycle and motorcycle part of the business was taken over by Perce and Reg Williams, and the name was changed to Williams Bros., later P&R Williams. They made small machines assembled from predominantly British components, including Villiers engines, Sun frames, Druid and Brampton forks. In the later years, they badge-engineered using Norman and Excelsior machines.

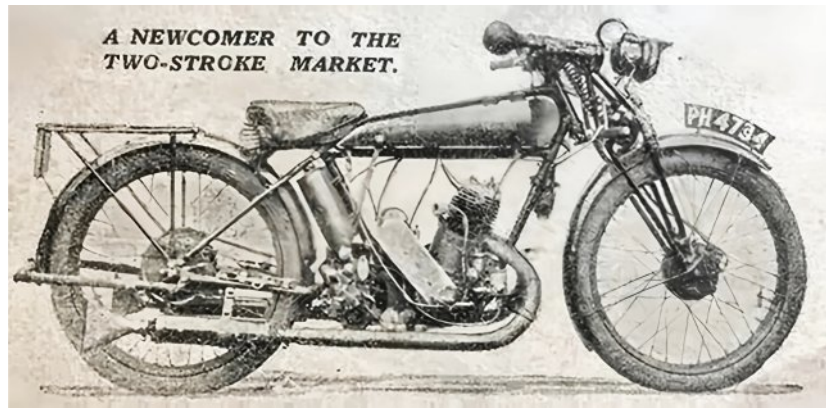


**WARD:** 1912-15 VICTORIA, AUSTRALIA Ward motorcycles were built in Victoria, Australia, from 1912 to 1915 using JAP SV V-twin engines. See sketch on right.



**WARD:** 1915-16 UK Ward motorcycles were produced by William Ward and Sons, motor engineers, in Wetherby, UK, between 1915 and 1916. The company produced a lightweight machine powered by a 293cc two-stroke engine. Civilian sales were halted in 1916, and the company then turned their attention to war work.

**WARDILL:** 1924-26 UK, UNUSUAL 2 STROKE Wardill motorcycles were designed and built by brothers Ernest and James Percival Wardill (Percy) in the UK between 1924 and 1927. The Wardill motorcycle featured a supercharged two-stroke engine with a unique design that eliminated crankcase compression. The engine used two pistons, with the second annular piston acting as a pump. Despite performing well in public trials, commercial production never ensued, and the Wardill motorcycle faded into history.



**WARDILL 4:** 2018- England - Wardill replica. The Wardill Motorcycle Company has a rich history that dates back to the early 20th century. Originally established as The Wardill Motor and Cycle Works in Carshalton, Surrey, England by Henry Wardill Sr. in 1903, the company initially focused on repairing and maintaining cars, motorcycles, and bicycles. In 1923, Ernest and James Percival Wardill (aka Percy), who were passionate and determined brothers, designed the Wardill motorcycle with an unusual two-stroke engine. This innovative engine featured a supercharger and a valve-less design, which eliminated crankcase compression. The Wardill motorcycle gained attention and interest in the 1920s, appearing in popular motorcycle magazines and journals. Unfortunately, a tragic accident during a test ride at Brooklands racetrack brought the brothers' dreams to an abrupt end, and the Wardill Motorcycle Company faded into history. However, the story didn't end there. *Continued overleaf.*

In 2018, Percy's great-grandson, Mark Wardill, revived the brand with the introduction of the Wardill 4. This modern vintage motorcycle pays homage to the original design while incorporating modern technology and craftsmanship. The Wardill 4 features a frame made from T45 aviation strength steel, hand-formed and TIG welded. The bike's design includes vintage-inspired girder forks, a hand-formed aluminum fuel tank, and a rigid frame, ensuring an authentic riding experience. Powered by a 250cc Chinese motor which is a copy of a Suzuki GN250.



**WARLAND:** 1923 UK Warland-Blackburne was a motorcycle produced in 1923 by the Bordesley Engineering Company of New Bond Street, Birmingham. This reasonably priced machine was fitted with a 348cc SV Blackburne engine with three-speeds and all-chain drive, Druid side-spring forks, BTH magneto, and an Amac carburettor.

**WARNE CYCLECARS:** 1913 UK Warne cyclecars were produced by Pearsall Warne Ltd. at the Icknield Works in Letchworth, Hertfordshire, from 1912 to 1915. The Warne cyclecar featured a lightweight two-seat open body with full weather equipment and was initially fitted with a JAP V-twin air-cooled engine of 964cc. Later models used Precision V-twin engines of 964cc, available in both air-cooled and water-cooled versions. The cyclecar was known for its simplicity, economy, and car-like comfort.

**WARREN:** 19?? AUSTRALIA

**WARRICK (BURNEY):** 1924-27 UK - John Warrick and Co. produced Burney motorcycles. The company built these motorcycles using proprietary components, including 247cc Villiers Mk.VI or VII engines, Burman gearboxes, and Druid front forks. Most models were belt-driven, and a single sports model with dropped handlebars was also produced.

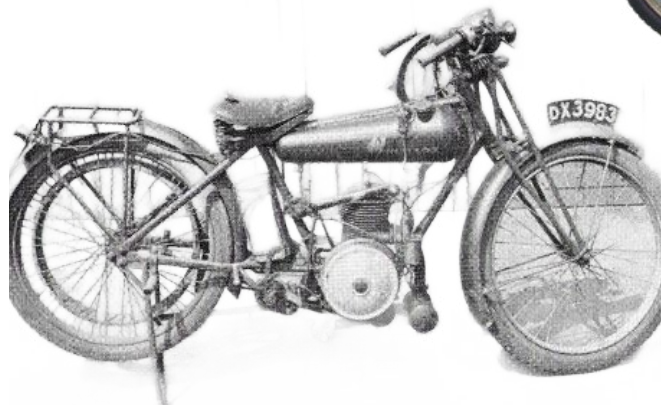


**WARRICK FORECARS:** 1911-31 England - John Warrick and Co. of Reading and also 402-406 Edgware Road W., London. The firm was established in 1877. Built forecars and three wheeled commercial carriers. Also built the Burney motorcycle. *See on right.*

**WARRILOW:** 1906 UK Warrilow motorcycles were manufactured around 1906 by Warrilow & Co. of Weston-Super-Mare, UK. The motorcycles were available with engines of the customer's choice. A known survivor is fitted with a Quadrant 454cc engine verified to be of 1906 manufacture. *See on right.*



**WARRIOR:** 1921-23 UK Warrior motorcycles



were produced between 1923 and 1924, promoted from offices in London and premises in Newport Pagnell, Northamptonshire. These machines were fitted with either 247cc or 343cc Villiers engines, three-speed Moss or Burman gearboxes, and the option of all-chain or chain-cum-belt transmission. There was also a complete sidecar outfit with the 247cc engine. *See on left.*

**WARTNABY & DRAPER (WD):**1911 to 1913 England - Springfield Place, Harnell Lane, Coventry. Wartnaby & Draper, also known as WD, was a British motorcycle manufacturer based in Coventry. The company was founded by William Thomas Wade Wartnaby and Alick Darby Draper. The WD motorcycles were notable for their innovative design. One of their key features was a pressure lubrication system with a gear pump submerged in the oil sump. This system force-fed oil to the main bearings, big end, and gudgeon pin, which was quite advanced for its time when most motorcycles relied on hand pumps and drip feeds. The WD motorcycles were powered by a 496cc engine with a separate cylinder head, held in place by three long bolts. They also featured Druid forks and a front-mounted magneto. The motorcycles were available with direct belt drive or an optional Sturmey Archer hub gear with a clutch. The machine was started by a crank handle near the rear wheel.



**WARWICK:** 1909-15 UK Warwick motorcycles were produced from circa 1908 to 1910 by the Premier Motor Co. of Aston Road, Birmingham. This machine was produced by badge engineering a Roc motorcycle built by A. W. Wall, to which Premier added the Warwick tank transfer and fitted Rex sprung front forks in place of the Roc rigid fork. The original long wheelbase, two-speed hub, and clutch were retained.

**WARWICK:** 1903 USA – MADE BY PMC

**WASP:** 1963- UK Wasp Motorcycles was founded in 1964 by engineer and off-road motorcyclist Robin Rhind-Tutt, originally employed by the Ministry of Defence as an engineering apprentice at Boscombe Down. Wasp specializes in building competition solo and sidecar machines for motocross, trials, and sidecar grasstrack, as well as the Wasp 3 Wheel Freedom for disabled riders. Wasp first saw racing success in 1971, winning the European Championship. Wasp sidecars have been the winning chassis eight times in the FIM Sidecarcross European and World Championship.



**WASSELL:** 1970-75 UK Wassell motorcycles were produced from 1970 to 1975 by a firm based in Lichfield, Staffordshire. The company was founded by World War II pilot Ted Wassell of Birmingham as a wholesaler of motorcycle parts and accessories. Wassell produced a range of trials, scrambles, and enduro models in the 1970s. They had special frames that took the 172cc BSA Bantam engine unit, while the majority of components came straight from their shelves. When engine supplies began to dry up, they turned to the 125cc Sachs unit with a six-speed gearbox. Many machines were also produced utilizing Puch engines. They had a major export market in America, where the machine was badged as the Penton. Eventually, an unfavorable exchange rate made it too expensive, so after the production of more than 2,000 machines, manufacture stopped.



**WASSON:** 1903 USA - Haverhill, Massachusetts

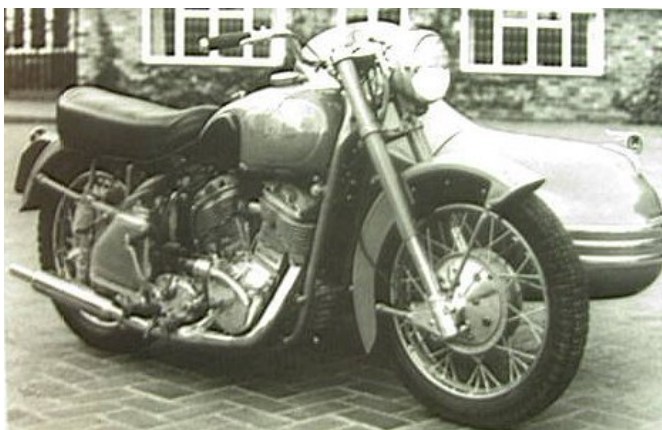
**WATNEY:** 1922-23 UK Watney motorcycles were produced in 1922 and 1923 by Watts of Lydney Group of Althorpe House, High Street, Lydney. These motorcycles were built using 296cc Villiers two-stroke engines, 292cc JAP engines, and 348cc Blackburne four-stroke engines. They featured Amac or B and B carburetors and two-speed Burman gearboxes. For the four-stroke models, there was also the option of a three-speed gearbox and belt final-drive. The frame had straight tubes and Brampton Biflex forks, with the main brake operating on the rear wheel belt-rim.

**WATSON:** 1904 UK Watson motorcycles were produced by Watson Cycle and Motor Works of Ashford, Middlesex, in 1904. The company produced a 3hp Fafnir-powered machine. They also produced motorcycles with the same engines or a 2¾ hp Bowden engine. The company was known for its modest performance at a modest price.

**WATSON:** 1906 SOUTH AUSTRALIA Watson motorcycles were believed to have been built in Unley, Adelaide, around 1905. Claud Kerrison, a notable rider, completed a thousand-mile tour around the Peninsular and North country on his Watson motorcycle.

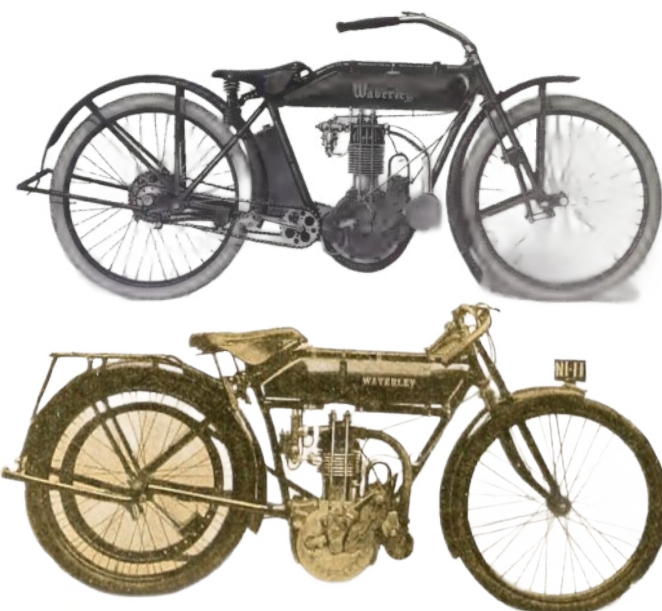
**WATSON:** 1911 NSW, AUSTRALIA Watson motorcycles were built in Sydney prior to World War I. The Sun newspaper of 25th March 1913 mentioned that Mr. Daft took over Mr. Frank Watson's cycle works at Burwood.

**WATSONIAN:** 1950 ENGLAND Watsonian Sidecars, founded in 1912 by T F Watson, produced a motorcycle in 1950. The prototype had a 996cc V-twin JAP engine with side valves and alloy heads and barrels, making it lighter. The engine was coupled to a Burman gearbox by a chain in an oil-bath case. The motorcycle featured Dunlop telescopic forks at the front and large alloy hubs at both the front and rear, with massive 9-inch drum brakes. Despite its excellent design as a sidecar machine, it had limited appeal to the 1950s market, and only one machine was ever built.



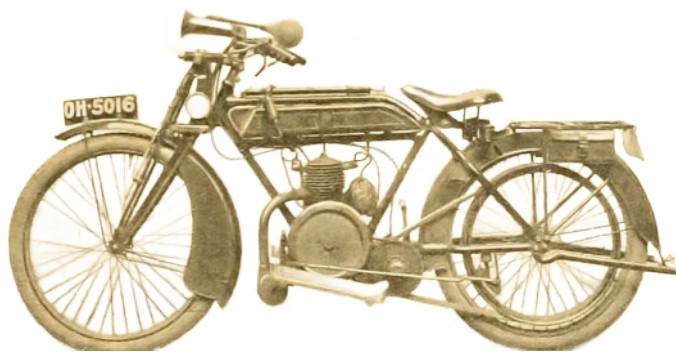
**WATT CYCLEMOTOR:** 1952 ENGLAND The Watt cyclemotor was built in 1952 by Mr. Angus Watt of Inverurie, Aberdeenshire. The engine had a bore and stroke of 13 x 18 inches, giving a capacity of 51cc. The carburetor was an Amal type 508, and ignition was supplied by a Wico-Pacy Bantamag. All other engine parts were made by Mr. Watt or cast by a local foundry.

**WAVERLEY:** 1905-12 USA Waverley motorcycles were produced by the Waverley Manufacturing Company in Milwaukee, Wisconsin, USA, from 1905 to 1912. The company was founded by Perry E. Mack, who was also involved with Harley-Davidson in its early years. Waverley motorcycles were known for their advanced engineering, featuring a 500cc overhead-valve (OHV) single-cylinder engine. The company also produced Jefferson and PEM machines and sold engines to other manufacturers. Waverley motorcycles gained recognition for their performance in races, including a notable victory in a Milwaukee race in 1910. See above right,



**WAVERLEY:** 1910 UK Waverley motorcycles were produced by F. M. Lee in Liverpool, UK, from 1910 to 1912. The company offered a range of models, including a 3.5 hp single-cylinder and 6 hp and 8 hp V-twin engines, all using JAP engines. The motorcycles featured a variable gear, belt drive, and sprung forks. Waverley also produced an open-frame model designed for a lady in Cheshire. In 1912, a Waverley motorcycle with an American overhead-valve engine fitted in a Chater-Lea frame won an Irish race. The company ceased production shortly after. See above.

**WAVERLEY:** 1921-23 UK Waverley motorcycles were produced in Birmingham, UK, from 1921 to 1923. The company listed a trio of 269cc two-stroke models with Peco engines, offering options for direct-belt drive or an Albion two-speed gearbox and chain-cum-belt drive. The engines were mounted high in the frame to suit the needs of overseas markets. The company also offered a model with a 348cc side-valve Blackburne engine and Burman two-speed gearbox. In 1922, the lineup included a 348cc two-stroke model and a 499cc model with three speeds. Production ceased in 1923 due to slow sales. *See pic on right.*



**WAVERLEY:** 19?? AUSTRALIA

**WD (see Wartnaby and Draper):** 1911-13

UK WD motorcycles were produced by Wartnaby and Draper in Coventry, UK, from 1911 to 1913. The company was founded by William Thomas Wade Wartnaby and Alick Darby Draper. WD motorcycles featured a 496cc engine with a pressure lubrication system, a gear pump submerged in the oil sump, and force-fed lubrication for the main bearings, big end, and gudgeon pin. The engine had a separate cylinder head and a front-mounted magneto. The motorcycles also had Druid forks and direct belt drive, with an optional Sturmey Archer hub gear and clutch.

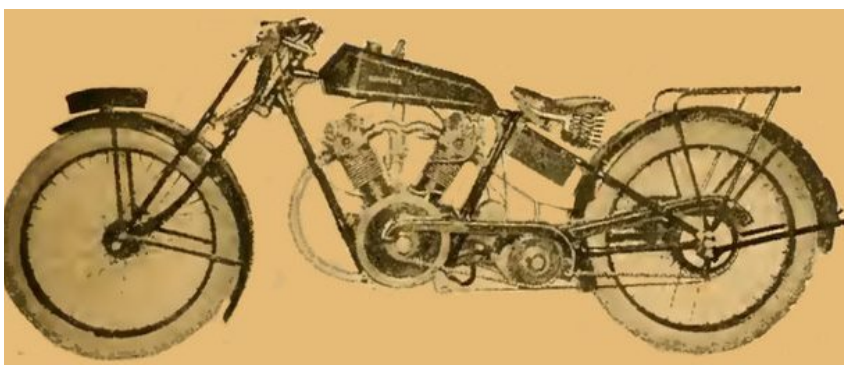
**WEARWELL:** 1901-06 UK – the Wearwell Motor Carriage Company commenced in 1899 and released its first motorcycle in 1901 using engines built by the Stevens Bros. they were sold as Wearwell – Stevens. It was fitted with a two and a half hp, air cooled, 4 stroke Stevens engine, with automatic inlet valve, and mechanically operated side exhaust valve. The engine was mounted above the front down tube, had accumulator ignition, a surface carburettor, and belt drive to the back wheel. The same year saw the introduction of the 'Motette' powered tricycle. It was a modified version of the two



and a half horse power motorcycle. In 1905 a redesigned and sturdier model was launched using the 'Wolf' name. It was fitted with a three and a quarter hp Stevens engine. Later they made new models using the name Wulfruna and Wolf until about 1922. The company was acquired by the Waine brothers in 1928 and they started producing Wolf badged motorcycles around 1931 until the start of WWII.

**WEATHERELL:** 1922-23 UK

- Weatherell motorcycles were produced in the UK from 1922 to 1923 by Reg Weatherell of Kilburn, North London. The motorcycles were assembled from components, much like many other motorcycles of the time, but they had an attractive line and performed well. Weatherell motorcycles were fitted with Blackburne engines, available in 248cc or 348cc single-cylinder



configurations, in both side-valve (SV) and overhead-valve (OHV) forms. Additionally, there was a big 697cc SV V-twin model. The Weatherell motorcycles gained recognition for their performance in competitions. In 1922, entries were made for the Isle of Man TT, where Weatherwell machines finished twentieth and twenty-third in the Junior category. The motorcycles were known for their low riding position and duplex frame, making them suitable for racing use. Despite their success in competitions, Weatherell motorcycles did not last beyond 1923. Reg Weatherell, the founder, was a keen competition rider and agent, and he also produced RW Scout motorcycles between 1920 and 1921.

**WEAVER:** 1922-25 UK – MADE BY ALFRED WISEMAN Weaver motorcycles were produced from 1922 to 1925 by Alfred Wiseman in Birmingham, UK. The marque was named after its designer, who was the works manager at Alfred Wiseman. The first model, known as the Cyclette, was an open-framed commuter machine with the marque's own 150cc OHV engine, single-speed, and chain final-drive. In 1924, the Cyclette was joined by a true lightweight motorcycle known as the Colonial model, which had a 130cc version of the same engine, a two-speed Burman gearbox, all-chain drive, and 24-inch diameter road wheels. Later in the year, either a 147cc Villiers or Aza two-stroke engine became an option.



**WEBB:** 1906 VICTORIA, AUSTRALIA Webb motorcycles were produced in Victoria, Australia, around 1906. The company built motorcycles using Minerva engines and BSA chassis components. The exact number of motorcycles produced by Webb is unknown.

**WEBER-MAG:** 1926-27 GERMANY Weber-MAG motorcycles were produced by Leo Weber in Mannheim, Germany, from 1926 to 1927. The company built a range of motorcycles using IOE MAG engines of 346cc, 498cc, and 746cc.

**WEBER & REICHMANN:** 1923-26 CZECH

**WEBSTER:** 1914 NSW, AUSTRALIA

**WEBSTER:** 1920 VICTORIA, AUSTRALIA.

**WECOOB:** 1925-30 GERMANY Wecob motorcycles were produced in Germany from 1925 to 1930. The company built a range of machines using 142cc Rinne two-strokes, 172cc to 347cc Villiers engines, and 348cc to 997cc JAP engines. Actual production figures were low.

**WEE MCGREGOR:** 1922-25 ENGLAND Wee McGregor motorcycles were produced by Coventry Bicycles Ltd in Coventry, England, from 1922 to 1925. The design, guidance, and sales were managed by two former Hobart employees. The Wee McGregor was a lightweight motorcycle powered by a 170cc two-stroke engine. *See pic on right.*



**WEGA:** 1923-24 AUSTRIA Wega motorcycles were produced in Austria from 1923 to 1924. The company built motorcycles using proprietary components and engines



**WEGRO:** 1922-23 GERMANY Wegro motorcycles were manufactured by Vis Gesellschaft für Kleinfahrzeuge GmbH in Berlin, Germany, from 1922 to 1923. The company was founded by Carl Freiherr von Wangenheim in 1921. Wegro motorcycles featured an unusual long wheelbase design and were powered by a 500cc two-stroke twin engine.

**WEISS: 1925-28 GERMANY** Weiss motorcycles were produced by Motorenfabrik Conrad Weiss in Munich, Germany, from 1925 to 1928. The company built motorcycles and commercial three-wheelers using engines ranging from 150cc to 500cc, often with a Hurth two-speed gearbox. In the early 1930s, Weiss also built a light motorcycle powered by a 74cc Sachs engine.

**WE-KA-BE: 1922-23 AUSTRIA**

**WELBIKE: 1940s UK** The Welbike was a British single-seat folding motorcycle produced during World War II by the Excelsior Motor Company in Birmingham, UK. It was developed at the direction of Station IX, the Inter Services Research Bureau, based in Welwyn, Hertfordshire, for use by the Special Operations Executive (SOE). The Welbike was designed to fit into a CLE Canister, the standard parachute airdrop container, and could be quickly assembled for use. It featured a 98cc two-stroke engine and had a range of 90 miles at about 30 mph. Between 1942 and 1943, 3,641 units were built. The Welbike was known for its compact design and ease of use, making it a valuable asset for airborne operations. *See pic above.*



**WELA: 1925-27 GERMANY** Wela motorcycles were produced in Apolda, Thuringia, Germany, from 1925 to 1927. The company built motorcycles using OHV 348cc Kuhne engines designed by Gnadig.

**WELLAND B: 1919-22 UK** Welland B motorcycles were produced between 1919 and 1920 by Wallis and James of Nottingham. This machine was a lightweight two-stroke that utilized the 348cc Broler engine. In late 1920, it was renamed the Spartan and continued in production under that name until 1922. The Spartan was a conventional machine, featuring engines such as the 348cc SV Blackburne, 269cc Villiers, or 349cc Broler three-port two-stroke, coupled to an Albion two-speed gearbox with belt final-drive.

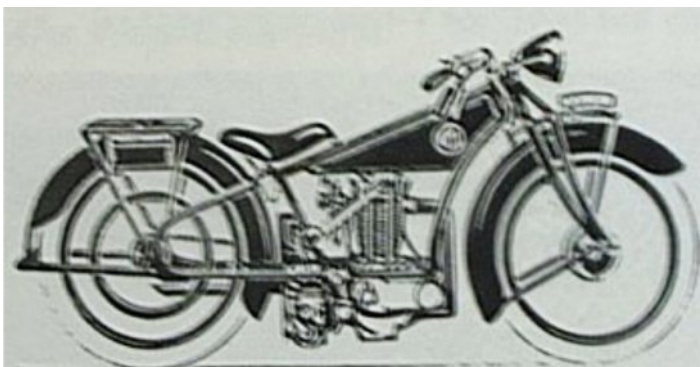
**WELLER: 1902-05 UK** Weller motorcycles were produced by Weller Brothers Ltd in West Norwood, London, from 1902 to 1904. The company was formed by John Weller and his brothers as general engineers. They entered the motor business in 1902, building two-wheel motorcycles with a bicycle-type frame and a vertically-mounted own-built 1.75hp or 2.25hp engine on the right of the downtube. The drive belt to the rear wheel was on the left of the tube. The controls were all handlebar-mounted and included a twisting-handle throttle, while the rear brake was an internal-expanding drum with cam operation.



**WELLS: 19?? TASMANIA, AUSTRALIA**

**WELS: 1925-26 GERMANY** Wels motorcycles were produced in Bautzen, Germany, from 1925 to 1926. The company assembled 350cc and 500cc machines using Kuhne and JAP motors. The frames were similar to those of BMW. *See pic on right.*

**WELT-RAD: 1901-07 GERMANY** Welt-Rad motorcycles were manufactured by an established bicycle firm in Schönebeck (Elbe), Germany, from 1901 to 1907. The company fitted 3.5hp singles and 6hp V-twin engines of their own construction into robust frames.



## MYSTERY MARQUE

I can find no reference to this machine anywhere. The name on the tank is in old German which is hard to decipher; but it seems to be written in the Germanic Fraktur alphabet. As such it would read as "WEKKIN."



**WENDAX:** 1930s GERMANY Wendax motorcycles were produced by Draisinenbau Freund G.m.b.H. in Hamburg, Germany, during the 1930s. Initially named "Freund Eilrad," a tax-free three-wheel delivery cart, it was changed to Wendax in 1935. The company presented two versions at the Berlin auto show that year, with 98cc and 120cc engines. In the post-war years, a variety of three- and four-wheel machines were built, including a model powered by Volkswagen, the Wendax Aero WS 400. This was fitted with engines sourced from Wehrmacht stock, and when these began to run out, Volkswagen refused to supply further engines. The firm also built the four-wheeled WS 700 with a JLO 400cc engine and the WS 750 with a 750cc JLO. Automotive production ceased in 1951, but they continued to build handcarts into the late 1950s.

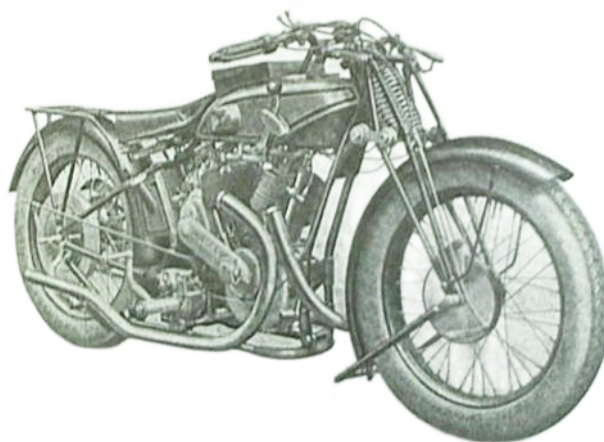
**WENLOCK:** 1912-13 UK Wenlock motorcycles were assembled by Wenlock Motors of Hull, between 1912 and 1913. They used mainly Precision and Arno four-stroke engines with Armstrong three-speed hub gears, but it is known that at least one machine had the 269cc two-stroke Villiers engine. Other components, typical of the era, included Saxon spring forks, Eisemann or Bosch magnetos, and Brown and Barlow carburettors. It is thought that only about a dozen machines were constructed before the firm closed down, probably due to difficulties with the delivery of bought-in parts. *Photo source - Graces Guide.*



**WERNER:** 1897-1908 FRANCE Werner motorcycles were produced by the Werner brothers, Michel and Eugene, who were of French nationality but originally from Russia. They began experimenting with motorized bicycles in 1896 and are credited with the first use of the word "motocyclette" in 1897. In 1898, they built a front-wheel-drive bike but soon determined that mounting the engine between the wheels would improve handling. This led to the creation of the "New Werner" in 1900, which used a patented frame design with the engine mounted at the bottom of the frame. The Werner brothers continued to innovate, producing a moto bicycle with a two-cylinder vertical twin engine in 19031. Despite their success, the company failed after the deaths of Michel in 1905 and Eugene in 1908.



**WERNER-MAG:** 1928-1930 AUSTRIA Werner-MAG motorcycles were produced in Austria from 1928 to 1930. The company built bespoke motorcycles using 498cc OHV singles and 746/996cc inlet-over-exhaust valve V-twins with MAG engines, designed by Konstantin Leschan. There is no link between this Austrian factory and the French-made machines designed by Eugene and Michel Werner. *See pic on right.*

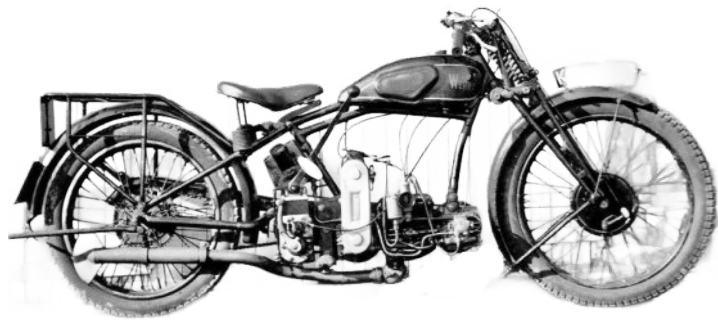


**WERNO:** 1921-24 GERMANY Werno motorcycles were manufactured by W. Noel & Cie. Motorenfabrik Werno in Berlin, Germany, from 1921 to 1924. The company produced motorcycles with 155cc four-stroke or 145cc two-stroke engines<sup>5</sup>. The Werno Power Wheel (Werno-Kraft-Rad) featured engines from Rheinische-Motorenwerke in Düsseldorf. Despite the name, the motorcycles were quite conventional, with the engine fitted centrally in the frame.

WERRY: 1927 Scotland - engine designed by Australian W. C. Werry, built by William Beardmore and Co of Glasgow. Prototype to test flat-twin two-stroke engine

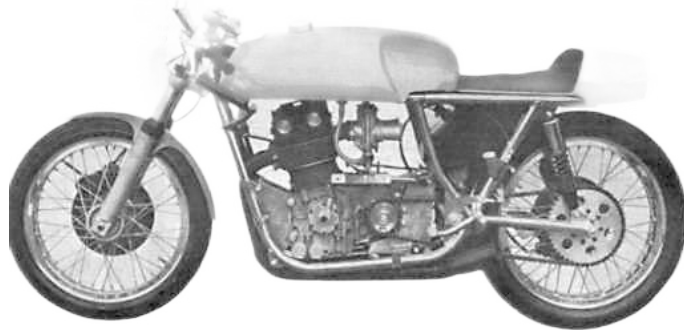
WERTAL: 1953 AUSTRIA

WESPE: 1937-38 AUSTRIA Wespe motorcycles were manufactured by Thos. G. Harbourn in Vienna, Austria, in 1937 and 1938. The company was the Austrian importer of Triumph and Villiers. Wespe built a two-stroke model using a 123cc Villiers engine<sup>7</sup>. Production ceased shortly before World War II.



WESSON: 1912? VICTORIA, AUSTRALIA Wesson motorcycles were produced in Victoria, Australia, around 1912. Maurice Wesson built a single prototype motorcycle featuring a leaf spring front and rear suspension design<sup>9</sup>. The prototype used a JAP V-twin engine, Thor gearbox, chain drive, and locally produced hubs and tanks. Despite efforts to mass-produce the motorcycle, the venture did not succeed, and only one prototype was built.

WESLAKE: 1936-78 England – Speedway machines and engines, British designer and engineer Harry Weslake started making advanced carburetors in the early 1920s under the name Wex (Weslake-Exeter). He started working on improved Sunbeam engines in the late 1920s. He formed Weslake and Taylor in 1936 with Geoffrey Taylor. He expanded after WW2 as Weslake and Company to focus on R&D and consulting and designing and building new engines. The company also made engine conversions for the Rickmans. The first complete Weslake speedway machines were produced in 1977. Harry Weslake died in 1978



WEST: 1920s Western Australia - West motorcycles were produced in Perth, Western Australia, during the 1920s. The company built motorcycles using JAP motors.

WEST COAST CHOPPERS: USA – West Coast Choppers is a custom motorcycle shop founded by Jesse James in 1992 in Long Beach, California. The company is known for building custom V-twin choppers that are highly sought after for their unique designs and craftsmanship. Jesse James gained fame through his reality TV shows, such as "Monster Garage" and "Jesse James Is a Dead Man." West Coast Choppers has built a reputation for creating high-quality, one-of-a-kind motorcycles that are considered works of art.

WESTERN STAR: Australia 1911 - an Arno and possibly re-badged as a Western Star. Originally found in Casterton, Victoria. The bike was made by Arno and retailed by a cycle shop or garage in the Victorian Western District probably in Hamilton and rebadged locally as The Western Star. The machine is pictured in the Sammy Miller museum.



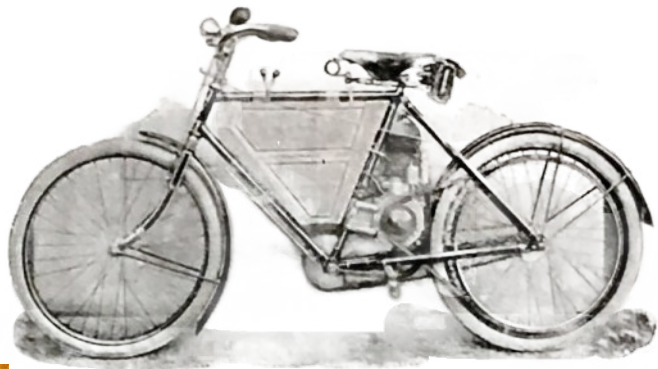
WESTFALIA: 1901-06 GERMANY Westfalia motorcycles were produced by Ramesohl & Schmidt AG in Oelde, Germany, from 1901 to 1906. The company built only one motorcycle model in 1901, which featured advanced engineering for its time. The only surviving example of a Westfalia motorcycle is on display at Das Motorradmuseum Heiner Beckmann in Harsewinkel-Greffen. After 1906, the company shifted its focus to automobile production and later to manufacturing milk separators. See pic overleaf.

*Right:* The only surviving example of a Westfalia motorcycle on display at Das Motorradmuseum Heiner Beckmann in Harsewinkel-Greifen, Germany.



WESTFIELD: 1903 ENGLAND - Rising Sun Motor Works, Brockley Road, S.E. London. Built motorcycles and forecars. See pic on right.

WESTFIELD: 1917 USA Westfield motorcycles were produced by the Pope Manufacturing Company in Westfield, Massachusetts, USA. The company was founded by Albert Augustus Pope and initially manufactured bicycles before expanding into motorcycles and automobiles. See below.



January 11, 1917 MOTOR CYCLE ILLUSTRATED 3

**As the Other Rider Sees the Pope**

After a Pope motorcycle whizzes by him on the road, the "other rider" has an excellent opportunity to study one of its strongest features.

He sees the Pope Rear Spring Suspension, with all its husky construction, its large coil springs, its double guide rods and long bushings.

The Pope Suspension springs the rider, tandem passenger and motor. With absolutely accurate alignment assured, sideway is impossible. Takes the strain from the wheel. Makes the tire wear longer.

It's just one of the exclusive Pope features—and a big one.

**SKF** BALL BEARINGS EXCLUSIVELY USED HERE

**WESTFIELD MANUFACTURING COMPANY**  
Successors to The Pope Mfg. Co. WESTFIELD, MASS.  
Makers of the *Pope* Bicycle

WESTLAKE: 1905-06 UK Westlake motorcycles were produced by Anthony Westlake in London, UK, between 1905 and 1906. The company built a 7hp machine fitted with an 816cc V-twin engine for the International Cup race. The motorcycle was known for its high performance, claiming a speed of 70mph (112km/h). Despite its advanced engineering, the Westlake motorcycle was not selected for the Cup team, and the company offered to build 4hp touring versions, but there were no takers.

WESTOVER: 1913 USA

WESTOVIAN: 1914-16 ENGLAND Westovian motorcycles were produced from 1914 to 1916 by R.

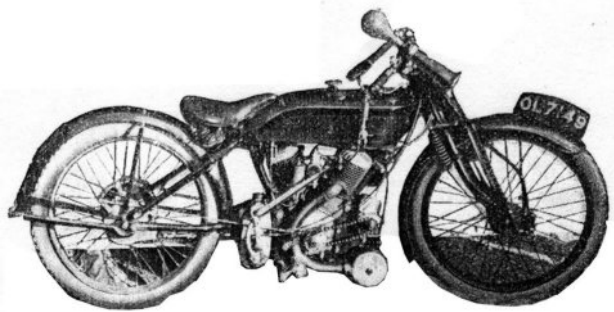


V. Heath of South Shields, England. The machines were basic models fitted with 2.5hp and 4.5hp Precision engines, belt drive, hub gears, and Druid forks<sup>2</sup>. In 1915, a model powered by a TDC engine was introduced. By 1916, the lineup included a model with a Precision engine and others with JAP single and V-twin engines.

**WFM: 1947- POLAND – ABSORBED SOKOL IN 1951** Warszawska Fabryka Motocykli (WFM), or Warsaw Motorcycle Factory, was established in 1947 in Warsaw, Poland<sup>4</sup>. Initially, the factory produced SHL M04 motorcycles using pre-war spares and DKW engines<sup>4</sup>. In 1951, the factory turned exclusively to motorcycle production and was renamed WFM<sup>4</sup>. The first WFM-branded model, the M06, was introduced in 1955 and featured a 123cc S-01 engine<sup>4</sup>. WFM also produced the Osa scooter and supplied engines and components to other manufacturers<sup>4</sup>. The factory was merged with the Polish Optical Works (PZO) in 1965, and motorcycle production was gradually phased out.



**W&G: 1927-28 ENGLAND** W&G motorcycles, also known as W.A.G., were produced by Wright and Gasking in Birmingham, England, from 1927 to 1928. The company built an unconventional 494cc 60-degree V-twin two-stroke engine with a unique method of compression. The exhaust pipes exited at the sides of the cylinders and fed into a large cylindrical aluminum expansion chamber. The W&G motorcycle failed to achieve commercial success, and few were built. The company entered two machines in the 1924 Scottish Six Days Trial, with one rider receiving a silver medal.



**WHALLEY: 1911-12 VICTORIA, AUSTRALIA** Whalley motorcycles were produced by Albert Whalley in North Brunswick, Melbourne, Victoria, Australia, from 1911 to 1912<sup>7</sup>. The motorcycles were constructed using Fafnir. Albert James Whalley was fined for speeding on his motorcycle along Sydney Road, Brunswick, in 1910.

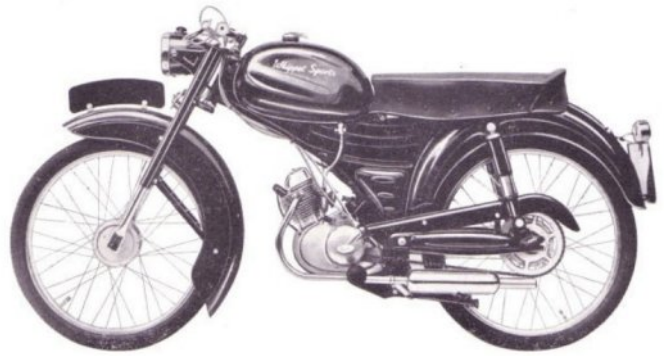
**WHEATCROFT: 1924 ENGLAND** - produced by Arthur E. Lynes and the New Era firm. Two models were produced. A lightweight powered by a 318cc Dalm 2-stroke engine and a 545cc SV Blackburne single cylinder engine.

**WHIPPET: 1903-06 ENGLAND** – Whippet motorcycles were produced by the Whippet Motor and Cycle Co. at Whippet Works, Falcon Terrace, Clapham Junction, London, from 1903 to 1906<sup>9</sup>. The company exhibited two machines at the 1903 Crystal Palace show, featuring a two-speed gear with chain wheels of different diameters. One machine was a solo fitted with an FN engine, while the other was a forecar powered by a 3.25hp Aster engine.

**WHIPPET: 1920-59 ENGLAND** – 180CC SCOOTERS Whippet scooters were produced by W. G. C. Hayward and Co. of Twickenham, England, from 1920 to 1921. The Whippet scooter was a neat machine fitted with a 150cc OHV four-stroke engine, magneto ignition, and drip-feed lubrication. Chains took a single-speed drive through a counter-shaft and then to the rear wheel, both wheels having 18-inch tires. The frame was constructed from multiple steel tubes, with a flat foot platform, simple bicycle saddle above the engine, and a fuel tank cylinder behind. The Whippet scooter came in three forms, including a sports version with a racing saddle and wide handlebars<sup>1</sup>. The collapse that followed the post-Great War boom took this make with it. A fine example of the Whippet is in the collection of the Sammy Miller Museum.



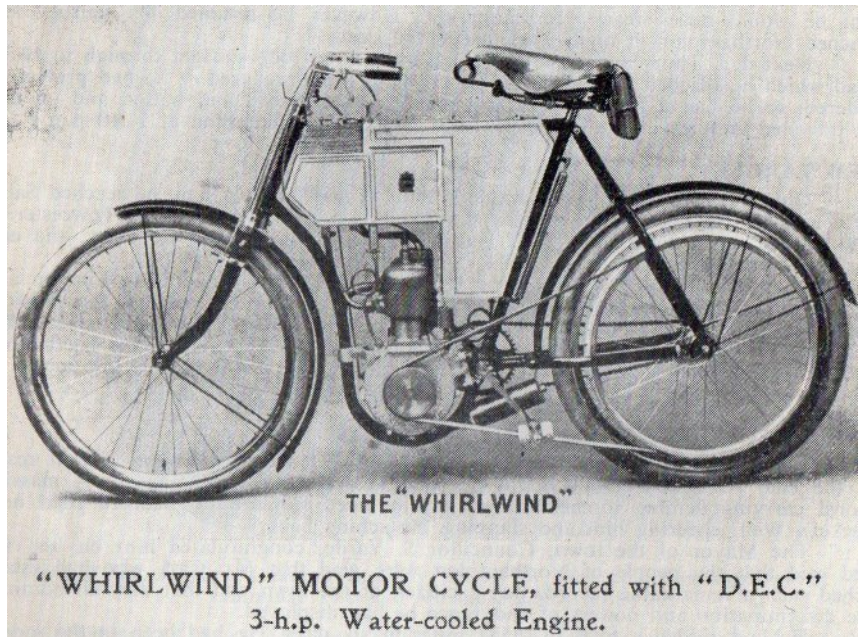
**WHIPPET: 1957-59 ENGLAND – SMALL SCOOTER MOPED MACHINES -46-64CC** The Whippet, better known as the Dunkley Whippet, was produced in England from 1957 to 1959. It was a cross between a scooter and a moped, powered by a choice of 49cc, 61cc, and 64cc OHV single-cylinder engines. The Dunkley Whippet was known for its compact design and ease of use, making it a popular choice for urban commuting<sup>2</sup>. The Whippet 60 Scooterette, produced from March 1957 to December 1959, featured a Wipac electrical system.



**WHIPPLE: 1903-07 USA -** Whipple motorcycles were produced by the Whipple Cycle Co. in Chicago, Illinois, USA, from 1903 to 1907. The Whipple tricycle featured an unusual design with two wheels in the front and one at the rear. It was powered by a 1.25hp Aurora Manufacturing engine. The tricycle had a 22-inch frame, 28-inch wheels, a round belt, and a splash lubrication system.



**WHIRLWIND: 1901-03 ENGLAND -** Dorman Engineering Co, corner of Mayorhold and Broad Streets, Northampton built D.E.C. Engines. In 1900 Dorman built clipon engines. A 3 hp water-cooled machine was built in 1903 for bicycle pacing. Motorcycling reported: "Dorman Engineering Co., Northampton. This company are showing motor-bicycles of 2, 2¼, and 3 h.p., the engines (own make) being fitted in either the vertical or inclined position as desired by purchaser. Tanks hold sufficient petrol to carry the machine 110 miles ; one lever is for exhaust valve, and the other for advancing spark. Spray carburettors are fitted. The 3 h.p. is water-cooled, and is fixed in vertical position, the water being contained in the front part of the tank with radiating ribs for efficient cooling. A special feature of these machines is that the silencer is carried underneath the bottom bracket, so as to be quite clear of the legs. All machines have triple heads, bottom brackets, and all lugs bring specially strengthened. Prices: 2 h.p. £45 ; 2¼ h.p. £47 5s; 3 h.p. 55 guineas. Complete sets of castings are also on view."



**WHITBOURN: 1910 VICTORIA, AUSTRALIA**

**WHITE: 1903-04 VICTORIA, AUSTRALIA**

**WHITE: 1950S-75 HUNGARY (RE-BADGED PANNONIA)** White motorcycles were produced in Hungary from the 1950s to 1975. These motorcycles were re-badged versions of Pannonia motorcycles, which were manufactured by the Csepel Works. White motorcycles were marketed by Jack White in the United States under the White marque. The Csepel Works produced a range of models, including the Pannonia T5, P10, and P20, which were exported to various countries. Despite their initial success, the lack of research and development during the Soviet years led to the decline of the brand by the 1970s.

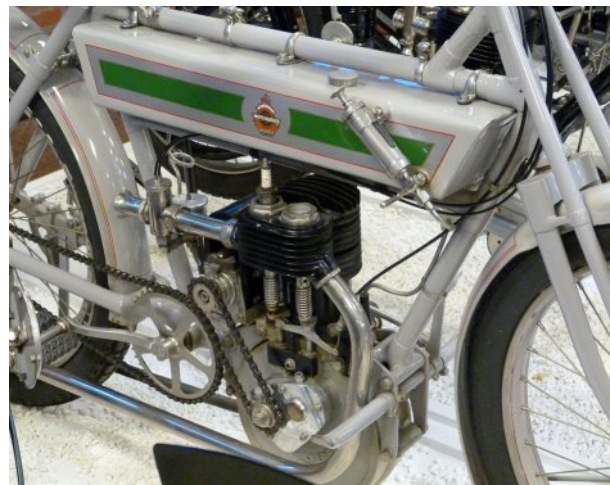


**WHITE: 1990- UK**

**WHITE ELEPHANT: 1980s ENGLAND** - Feet Forward machine built by Difazio using a CX500 Honda engine.



**WHITE HEATHER: 1903 UK** White Heather motorcycles were produced in 1903 by McIntosh of Coventry, UK. The motorcycle was assembled from a variety of bought-in components, including a 4hp side-valve engine manufactured by V. Antoine Fils of Liege, Belgium. The frame was of substantial construction, showing the influence of heavy engineering practice, and housed the engine. The engine featured chain-driven Bosch magneto ignition, a two-lever carburetor, and total loss lubrication from a hand pump mounted on the fuel tank. Transmission was by direct belt drive, and the footbrake was a block operating against the inside of the belt rim. *See on right.*



**WHITE & POPPE: 1902-22 ENGLAND** – White and Poppe motorcycles and engines were produced by White and Poppe Ltd. in Coventry, England, from 1902 to 1922. The company was founded by Alfred White and Peter August Poppe, who met in Austria in 1897. They initially focused on manufacturing engines and gearboxes for other companies, becoming a preferred supplier to Dennis Brothers. White and Poppe engines were known for their advanced engineering and high quality. The company also produced complete motorcycles, although they were better known for their engines. In 1919, during the post-war recession, White and Poppe were bought by Dennis Brothers and became a subsidiary. *See on right.*



**WHITING: 1912-20 VICTORIA, AUSTRALIA** - Whiting motorcycles were designed by Saville Whiting in Melbourne, Victoria, Australia, from 1912 to 1920. Dissatisfied with the handling and comfort of pre-WWI motorcycle designs, Whiting built his own motorcycles with elliptical leaf springs on both front and rear wheels. He initially used modified Douglas engines and later designed his own V-four engine. Whiting's motorcycles were known for their innovative suspension systems and advanced engineering. Despite his efforts to find a market or partner for mass production in England and Australia, Whiting's motorcycles never achieved commercial success. The last Whiting motorcycle used a V-four engine of Whiting's design.



**WHITLEY: 1902-06 ENGLAND** - Whitley motorcycles were produced by the Whitley Motor Co. Ltd. in Coventry, England, from 1902 to 1906. The company built its own engines, some of which were water-cooled, and also produced complete motorcycles. Whitley motorcycles featured a conventional frame with a 2.75hp inlet-over-exhaust single engine mounted at the front of the down tube. The motorcycles used belt drive and braced forks, and the frame was constructed from cast lugs and tubing. Whitley also produced forecars and three-wheelers with air scoops for engine cooling.



**WHITWOOD: 1934-36 ENGLAND** - Whitwood motorcycles were produced by the Osborn Engineering Company (OEC) in Portsmouth and Gosport, England, from 1934 to 1936. The company specialized in two-wheel cars, known as monocars, which featured two doors, a folding hood, and a windscreen. The Whitwood monocar had a two-seater body mounted on a low chassis of duplex tubular construction and was powered by engines ranging from 150cc to 1000cc. The monocar was designed to provide motorcyclists with better weather protection, greater riding comfort, and greater safety.



**WHITWORTH: 1924 UK** Whitworth motorcycles were produced by the Whitworth Cycle Co. in Birmingham, UK. The company was known for its high-quality bicycles and later expanded into motorcycle production. In 1924, Whitworth introduced a new 350cc four-valve model with a four-speed gearbox, followed by a 500cc version. The company continued to produce motorcycles until 1946, when it ceased operations.

**WHIZZER: 1947-54 USA – POPULAR MOTORIZED BICYCLES** Whizzer motorized bicycles were produced in the United States from 1947 to 1954. The Whizzer Motor Company, originally founded in 1939 by Breene-Taylor Engineering, produced bicycle engines that could be attached to standard bicycles, creating motorized bicycles. The Whizzer Pacemaker, introduced in 1948, was the first pre-assembled motorized bicycle sold by the company. They became popular among teenagers and commuters as an economical mode of transportation. Production ceased in 1965, but the brand was revived in 1997 with modern versions of the original designs.

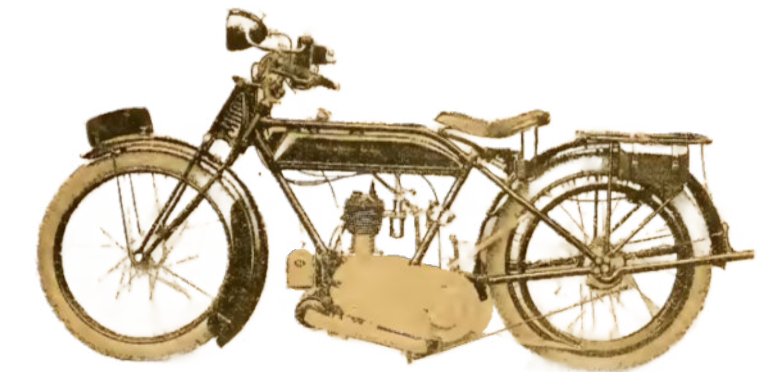


**WIDE: SWEDEN 1923** Wide motorcycles were produced in Sweden in 1923. The company built motor-bicycles using a two-stroke engine of 184cc in a reinforced bicycle frame. The motorcycles featured magneto ignition and an Amac carburetor.



**WIDMAYER: 1907 USA**

**WIGA: 1928-32 GERMANY** Wiga motorcycles were produced by Wiga-Werk in Ludwigshafen, Germany, from 1928 to 1932. The company built well-designed motorcycles using Kuchen and JAP engines of 198cc, 348cc, and 498cc. Wiga motorcycles were known for their advanced engineering and high performance.



**WIGAN-BARLOW: 1921 COVENTRY ENGLAND** Wigan-Barlow motorcycles were produced by Wigan-Barlow Motors of Lowther Street, Coventry, England, between 1921 and 1922. The company was founded by Aubrey John Graham-Wigan and Ashworth Barlow. Although a 348cc Barr and Stroud model with a sleeve-valve engine was considered, it is probable that only the 292cc side-valve JAP machine was ever made. The motorcycles featured Maplestone forks and an Albion gearbox.

**WIKING: 2009- Sweden - Sture Torngren, Mikael Jonsson and Bjorn Johansson** designed and developed the Wiking at Vaxjo in southern Sweden. Its look and layout were inspired by Indian's late-model Four. The Swedish trio had begun work several years earlier, by combining the bottom end of a Volvo car engine with VW Beetle cylinders and a purpose-built cylinder head. When this proved promising, they began work to design and build their own powerplant, along very similar lines, using local experts for specialized tasks such as crankcase casting. The end product is an air-cooled, two-valve-per-cylinder engine whose 1845cc capacity comes from cylinder dimensions of 85.8 x 80.0mm. The heavily finned cylinder barrel and head sit above a crankcase whose shaft-drive combines BMW parts with revised ratios for the four-speed gearbox. Many parts are purpose-built. Others, including camshaft, crank, pistons and conrods, come from Volvo; valves are from VW. The twin downtube steel frame stretches wheelbase all the way to 68.5 inches (1740mm), with lazy, 31-degree cruiser geometry. The front end is Harley, with Showa forks and a single front disc with H-D twin-pot caliper. See *pic overleaf*.

*Wicking on right - photo source and text - motorcyclistonline.com*

**WIKRO:** 1924-26 GERMANY Wikro motorcycles were manufactured by WG Krauss & Co. of Cologne, Germany, from 1924 to 1926. Initially, Wikro sold (possibly rebadged) Toreador motorcycles with 346cc Precision engines. From 1925, the company offered machines with 347cc and 497cc Blackburne units.

**WILBEE:** 1902-06 ENGLAND Wilbee motorcycles were produced from 1902 to 1906 in Rickmansworth, England. These motorcycles were typical of the early 20th century, featuring a 2hp Minerva engine and BSA frame parts. The motorcycles had belt final-drive and transmission options similar to many other motorcycles of the time. Despite their well-made construction, the Wilbee marque failed to survive the trade slump that began in 1905. *See pic on right.*

**WILCOMOTO:** 1981-83 UK Wilcomoto motorcycles were manufactured by Wilcox Engineering in Holme Lacey, Hereford, UK, from 1981 to 1983. The company, founded by Tom Wilcox and his three sons, Steve, Mike, and Brian, built motocross and enduro machines fitted with a lightweight 498cc engine. The motorcycles made extensive use of magnesium alloy in components such as wheel hubs, fork sliders, and engine parts.



**WILD BOAR:** 1990S-? USA

**WILD WEST:** 1990S-? USA – HARLEY CUSTOM CLONES

**WILHELMINA:** 1903-15 NETHERLANDS Wilhelmina motorcycles were built by Hugo Smit of Prinsengracht 282, Amsterdam, from 1903 to 1915. The company produced motorcycles using proprietary components and engines.

**WILIER:** 1962-70 ITALY Wilier motorcycles were produced by Motocicli Wilier in Trieste, Italy, from 1962 to 1970. The company built small 49cc two-stroke bikes. Wilier motorcycles were known for their compact

design and reliable performance.

**WILKIN:** 1919-23 ENGLAND Wilkin motorcycles were produced between 1919 and 1923 by G. W. Wilkin in Sheffield, Yorkshire, England. The motorcycles were well-constructed, featuring either a 348cc or 499cc side-valve Blackburne engine, a three-speed Sturmey-Archer gearbox, and fully enclosed all-chain transmission. A lighter model with a 269cc Villiers two-stroke engine was also offered.



**WILKINSON-ANTOINE: 1903-06 ENGLAND** - Wilkinson-Antoine motorcycles were produced from 1903 to 1905 by the Cadogan Garage in Chelsea, London. These machines were exhibited at the 1903 Crystal Palace show and built using Belgian Antoine engines of 2¼ hp or 2¾ hp fitted into a loop frame. They had flat-belt drive to the rear wheel, with the rear pulley also acting as a brake drum.

**WILKINSON SWORD: 1908 UK** Wilkinson Sword, originally founded in 1772 as a manufacturer of guns and swords, diversified into motorcycle production in the early 20th century. The first Wilkinson motorcycle was built in 1903, using Belgian Antoine engines. However, the venture was not initially successful. In 1908, the company developed a new motorcycle designed for military reconnaissance by P. G. Tacchi. This model, demonstrated to the British military, failed to impress despite optional accessories like a sidecar with a Maxim machine gun. Undeterred, Wilkinson Sword continued development and introduced the Wilkinson TMC (Touring Motor Cycle) in 1911. The TMC featured an 848cc water-cooled inline-four engine, front and rear suspension, and shaft drive. It was one of the most advanced motorcycles of its time, offering superior power and speed compared to contemporaries. Production of the TMC continued until 1916, when World War I halted manufacturing. After the war, Wilkinson Sword shifted focus to producing bayonets and other military equipment, and never returned to motorcycle production.



**WILKINSON-TAC (WILKINSON-TMC):1903-16 UK** – Wilkinson Sword Company made the TAC (Touring Auto Cycle) in 1909 and TMC (Touring Motor Cycle) in 1911, four-cylinder, air- and liquid-cooled, 676cc (later 848 and 996cc). The TAC was piloted by a steering wheel, like today's cars. Made a shaft-drive in-line four in 1909. Production was taken over by the Ogston Motor Company from 1914 to 1916.

**WILLAM: 1966-1980 France** – Willam was basically a marketing label for a variety of foreign-made vehicles to be sold in France. As head of Lambretta S.A.F.D. in Levallois-Peret, M.H. Willam first presented Lambretta-engined prototypes at the Paris Salon in 1966, which were actually manufactured by Scattolini in Italy. In 1967, he entered into an alliance with Lawil of Italy, which produced a range of microcars sold in France under the names Willam City and Farmer. In 1971, another 125cc prototype was shown but not produced. Instead, Willam imported from Italy the Baldi, Zagato Zele, and later the B.M.A., Decsa and the museum example, the Casalini. Casalini was a maker of mopeds, scooters and trikes, who built the tiny Sulky in 50 or 60cc versions. Unusually for the type, it had all-steel bodywork on a tubular steel frame. In 1980 it gained a fourth wheel (and was then called Bretta or David) as well as a Break-style body. Another model was called the Kore. With sales of 1000 per year, Casalini long outlived the other Italian makes.



**WILLIAMS: 1906-10 SOUTH AUSTRALIA**

**WILLIAMS (Cladys): 1912-20 USA** – J.N. Williams built a 53 cubic inch radial three cylinder engine that was built inside the wheel on several prototypes – the footboards are also the starting mechanism. This unorthodox machine never went into production.

**WILLIAMS: 1976-98 UK** produced by L.P. Williams, a company founded by Les Williams, a former Triumph engineer. The company specialized in building high-performance versions of the Triumph Trident and BSA Rocket 3 motorcycles. Williams motorcycles were known for their superior engineering and performance, often featuring custom modifications and enhancements. Production continued until 1998, when the company ceased operations.



WILLIAMSON: 1912-20 ENGLAND – EARLY MODELS HAD AIR/WATER COOLED 996CC FLAT TWIN

Williamson motorcycles were produced by the Williamson Motor Co. Ltd. in Coventry, England, from 1912 to 1920. The company was founded by William "Billy" Williamson and his brother Harry after they left Rex due to a dispute with the Pilkington brothers. The first Williamson motorcycle debuted in 1912, featuring an 8hp 946cc flat-twin water-cooled engine made by Douglas. The engine was positioned low in a long frame and drove a two-speed Douglas gearbox with all-chain drive. An air-cooled version of the engine was added in 1913 but did not sell as well as the water-cooled model. Production continued until 1916, paused during World War I, and resumed in 1919 with the air-cooled flat-twin and prototypes using a 770cc side-valve JAP V-twin engine. The company ceased operations in 1920 following Billy Williamson's death.



WILLIAMSON: 1903 USA

WILLIS: 1903 USA – SEE BUTTERFIELD

WILLOW: 1922 TASMANIA, AUSTRALIA

WILLOW: 1920 ENGLAND Willow motorcycles were produced by the Willow Autocycle Company in Victoria, London, in 1920. The company built scooters using a complete Auto Wheel as the rear wheel, with a 117cc air-cooled four-stroke engine. The frame consisted of simple tubes supporting a bicycle saddle and steering head, connected by a stout wooden footboard for flexibility and comfort. Willow also produced a 269cc Villiers-powered scooter

W. KING: 1901-05 England - W. King and Co of Bridge Street Cambridge built tricycles and motorcycles. Their machines used MMC and Daw engines, *See on right*

WIMMER: 1921-39 GERMANY – Wimmer motorcycles were produced in Bavaria, Germany, from 1921 to 1939. The company built overhead valve (OHV) machines ranging from 140cc to 500cc. In addition to OHV machines, the company also produced some Bark two-stroke models. *See below.*



WIMMERA: 19?? VICTORIA, AUSTRALIA Wimmera motorcycles were manufactured in Stawell, Victoria, Australia, around 1914 and 1915 by the Wimmera Motor and Engineering Works, run by Deards and Akins. The company built motorcycles using proprietary components and engines. In December 1915, the business changed hands, and new partners Young and Ledger took over.

However, there was no further word of the Wimmera motorcycle after that.

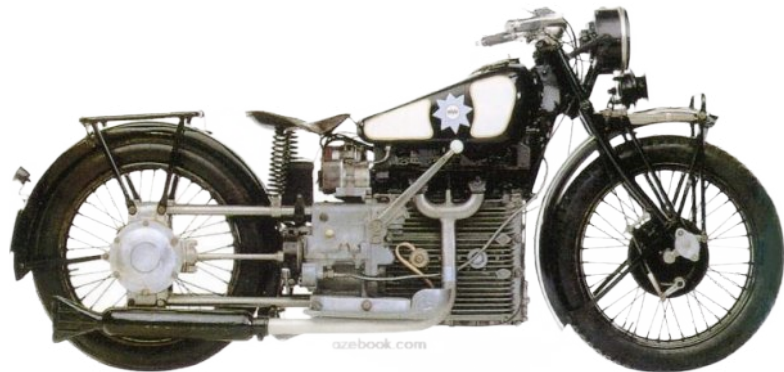
WIN: 1908-14 ENGLAND – Win motorcycles were produced in England from 1908 to 1914. The company built motorcycles using Precision motors. Despite their success, production ceased in 1914 due to the outbreak of World War I.

**WINCHESTER:** 1909-11 USA - Winchester motorcycles were produced by the Edwin F. Merry Bicycle Company in San Francisco, California, from 1909 to 1911. The company built approximately 200 motorcycles using Metz engines. Winchester motorcycles were known for their advanced engineering and high performance. Only two examples of the original 200 motorcycles are known to exist today.



**WINCO:** 1920-22 ENGLAND Winco motorcycles were produced by Stringer and Co. in Sheffield, England, from 1920 to 1922. The company built motorcycles using proprietary components, including a 261cc Precision single engine.

**WINDHOFF:** 1924-33 GERMANY – Windhoff motorcycles were built by Windhoff Motorradenbau GmbH in Berlin, Germany, from 1924 to 1933. Initially, the company produced water-cooled two-stroke machines under license from Bekamo. In 1927, Windhoff introduced an advanced 750cc oil-cooled overhead camshaft (OHC) inline four-cylinder motorcycle with shaft drive. Later, the company produced a 1000cc shaft drive flat twin. In the 1930s, production declined, and Windhoff began building smaller machines using Villiers engines.



**WINDLE:** 1970s-? GERMANY Windle motorcycles were produced by Terry Windle, a renowned sidecar chassis builder. Terry Windle started racing solos in 1961 and soon transitioned to sidecar racing, leading him to build his own chassis. His sidecar chassis building career spanned over 40 years, with his chassis winning five world championships with riders such as George O'Dell, Jock Taylor, Darren Dixon, and Steve Abbott. Windle's chassis also won numerous national championships. Despite officially retiring in 2008, Terry Windle continued to build bikes in his garage until his passing in 2015.



**WINDLE ADM:** 1996-? GERMANY Windle ADM motorcycles were known for their participation in sidecar racing. The Windle ADM chassis was used in various competitions, including the German motorcycle Grand Prix.

**WINDRUSH:** 1910 UK Windrush motorcycles were produced circa 1910 by Henry Preece, a cycle maker of Coventry, UK. These motorcycles were special orders, with only about a dozen machines constructed. They were fitted with a 500cc JAP engine, and most of the rest of the machine would have been to customer specifications. Belt drive and a three-speed Sturmey-Archer rear hub were usual features. One advanced feature was that the fuel tank covered the frame top-tube, a style not used by many other firms.

**WINDSOR:** 1912-13 VICTORIA, AUSTRALIA

**WINGED WHEEL:** ENGLAND – The BSA Winged Wheel was a bicycle engine kit produced by the Birmingham Small Arms Company (BSA) from 1953 to 1957. The Winged Wheel was designed to replace the rear wheel of a normal bicycle, incorporating a 35cc two-stroke engine, clutch, and gears into the middle of the wheel. The unit was marketed as an affordable means of transportation, selling for a quarter of the price of the BSA Bantam.

WINGWHEEL: 1950-52 NETHERLANDS - see pic on right.

WINHA: 1970s FINLAND Winha motorcycles were manufactured by Wihurin Yritykset of Teijo, near Salo, Finland, from 1976 to 1977. The Winha was built in two versions: enduro and military. Both versions were powered by a 340cc vertical twin two-stroke engine supplied by Kohler of Wisconsin. The motorcycles featured automatic transmission with pull-start, Girling and Marzocchi suspension, and KTM wheels. The civilian version was painted green and yellow. Approximately 70 to 80 machines were built, with around 20 sold to the civilian market. The firm also built snowmobiles using the same engine. See below.



WINN: 1966 UK Winn motorcycles were produced in 1966 by High Speed Motors of Witney, Oxfordshire. The Winn City Bike was invented, designed, and promoted by Russell Winn. It was a small-wheeled, battery-powered motorcycle intended for pollution-free transport in built-up areas. The working parts were fully enclosed, and the bodywork was molded from glass fiber. The motorcycle featured a twistgrip-controlled motor speed and drum brakes applied by handlebar levers. The range between battery charges was given as between ten and twenty miles (16-32 km) with a top speed of 30 mph (48 km/h). An overnight charge

from the mains was said to cost just 2 pence.

WINSTER-JAP: 1927 UK Winstler-JAP motorcycles were produced around 1927. These machines were typical of the era, assembled from bought-in parts and fitted with a side-valve JAP engine. See on right.

WINTON: 1913 VICTORIA, AUSTRALIA

WIRKAU: 1908-14 RUSSIA

WIRRALL: 1924-26 UK

WISCONSIN WHEEL: USA – VERSION OF SMITH MOTOR WHEEL Wisconsin Wheel Works was established in the 1890s by the wagon maker Mitchell & Lewis Company, Ltd., to manufacture bicycles. The company developed a motorcycle in 1900, which was marketed as the Wisconsin Wheel. The Wisconsin Wheel was a version of the Smith Motor Wheel, featuring a clip-on style engine fitted high in the frame above the pedal crank with the cylinder inclined forwards.

WITHINGTON: 1916 TASMANIA, AUSTRALIA

WITTALL: 1910-23 ENGLAND Wittall motorcycles were produced by Whittall Engineering between 1910 and 1923. The company, based in Birmingham and later Smethwick, Staffordshire, built motorcycles under the Ixion brand. The company produced a range of models, including lightweight two-stroke machines.

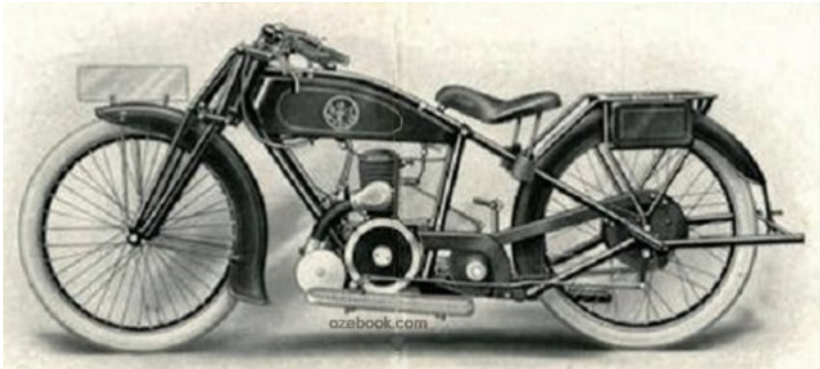
WITTBER: 1916 SOUTH AUSTRALIA (ENGINES ONLY?)

WITTEKIND: 1952-54 GERMANY – Wittekind motorcycles were produced by Wittekind-Fahrradfabrik in Bielefeld, Germany, from 1952 to 1954. The company built mopeds powered by 40cc engines from Sachs and Zündapp.



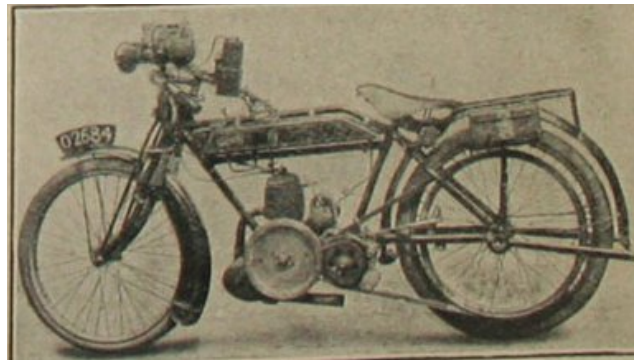
**WITTLER: 1924-53 GERMANY**

– Wittler motorcycles were produced by Heinrich Wittler & Co. in Bielefeld, Germany, from 1924 to 1953. The company initially built motorcycles powered by 250cc two-stroke engines. In 1936, Wittler introduced commercial transport tricycles powered by 98cc Fichtel & Sachs engines. After World War II, the company built lightweights, mopeds, and motorized tricycles using JLO, Sachs, and possibly Zündapp engines.



**WIZARD: 191? SOUTH AUSTRALIA**

WIZARD: 1920-22 WALES - later name for Fowler & Bingham machines, also FB. Wizard Wizard motorcycles were produced by the Wizard Motor Company of the Rhondda Valley, near Cardiff, Wales, from 1921 to 1922. The company built lightweight models powered by a 269cc Liberty two-stroke engine designed by A. W. Wall. The gearbox was linked to the engine in a steel-plate cradle to form a unit, which was then fixed to a bolted-up, four-tube frame with duplex top and bottom tubes. The motorcycles featured straight-blade front forks with enclosed coil springs and belt final-drive.



WIZZARD: 1950S USA - see below right.

WK: 1920-22 GERMANY – WK motorcycles were produced in Germany from 1920 to 1922. The company built a 250cc motorwheel that could be attached to a bicycle, providing an affordable and practical means of motorized transport.



**WKB: 1923-24 AUSTRIA**

**WMB: 1924-26 GERMANY**

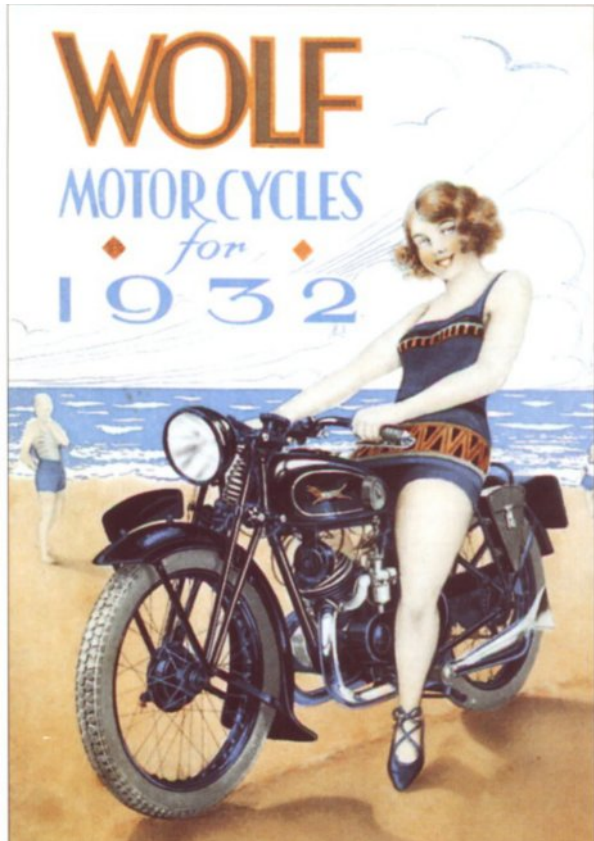
WMR: 1929-31 GERMANY WMR motorcycles were produced by Württembergische Motorfahrzeugwerk Rottenburg (WMR) in Germany from 1929 to 1931. The company was established by Wilhelm Jeckel in 1929. Jeckel died in an accident towards the end of that year, but production continued until 1931 when the company failed. Only 35 machines left the workshop, but they were very high-quality machines fitted with Blackburne and Küchen engines. Their 500cc sports model was capable of 120 km/h.



**WOLF: 1901-39 ENGLAND** – Wolf motorcycles were produced by Wearwell Motor Carriage Co. of Wolverhampton, England, from 1901 to 1939. The marque took over from all the others, including Wulfruna. In 1903, the company began using the Wolf name on the Wearwell Motette forecar, which was revised to use a 3.5hp water-cooled Stevens engine with chain drive to a Bowden rear-hub with clutch. From this modest start came a good range of singles and V-twins, using Stevens engines ranging from 2.5hp to 5hp. These were fitted to solos, forecars, and even a three-wheeled car. The range continued to evolve, with various engines and transmissions, until production ceased in 1940.

**WOLF SUPERIOR: 1927 GERMANY** – 500 singles built by Hans Wolf in Nuremberg

**WOLSIT: 1910-14, 1932 ITALY** Wolsit motorcycles were produced by Società Anonima Wolseley Italiana (Wolsit) in Legnano, Italy, from 1910 to 1914 and again in 1932. The company was founded in 1907 by Emilio Bozzi and Franco Tosi, initially producing bicycles. The first Wolsit motorcycle featured a 3.5hp engine with a three-speed gearbox. In 1932, the Wolsit name reappeared on a bicycle equipped with a Motosulm NSU engine mounted above the front wheel. The company later changed its name to Legnano and continued producing bicycles and mopeds.



**WOLSELEY: 1896-1914 UK** Wolseley motorcycles were produced by the Wolseley Tool and Motor Car Company, which was originally part of the Wolseley Sheep Shearing Machine Company. The company was founded by Frederick York Wolseley in 1887, and Herbert Austin, who later founded the Austin Motor Company, was appointed as the company's engineer in 1895.



Wolseley began producing motor vehicles in 1896, starting with three-wheeled cars and later moving to four-wheeled models. The company produced a range of motorcycles and motor tricycles, including the Wolseley Gyrocar, which was commissioned by Count Pyotr Shilovsky in 1912 and completed in 1914.

**WOODROW-JAP: 1912-15 UK** Woodrow-JAP motorcycles were produced in the UK from 1912 to 1915. The company built a range of models, including lightweight and heavyweight machines, using JAP's side-valve and overhead-valve engines.

**WOOD: 1914 USA** - Sometimes referred to as **WOODS**. Mr. J.J. Wood of Denver Colorado built this machine about 1914. His engine, of his own design, is a vertical twin cylinder two stroke of 40 cu. in. (655cc.) displacement, using a British AMAC carburetor and a Mea magneto. It was mounted in an Excelsior frame, and uses a Harley two-speed hub, and Eclipse clutch. Mr. Wood used this machine to promote his engine design to the major factories, but alas, was unsuccessful, and this is the sole example. Perhaps the two-stroke, vertical design was a bit too radical for motorcyclists, as the American market had by that time, fallen in love with the big V-twin, a romance that continues to this day. Mr. Wood's engine was practical though, and he proved that in 1915, when he and his wife took a two-up trip from Denver to St. Augustine Florida. The trip was Mrs. Wood's idea. She must have been one spunky gal! According to the write-up in *Motorcycle Illustrated* of October 1916, they left Oct. 4th heading through Chicago, Cincinnati, over the Santa Fe Trail, through Kansas City, and St. Louis, Louisville, Nashville, Chattanooga, Savannah Ga., and on to Florida. Geography scholars will realize that the route they took was less direct than it would be today.

They had to ford rivers, travel along some railroad right a ways, and do various repairs on the road. They arrived in St. Augustine on November 28, having covered 2800 miles. There were several flat tires, the countershaft broke a couple of times, but JJ Wood's two-stroke twin never missed a beat! Jerry's Wood is an unrestored original, and runs well enough to imagine taking another 2800 mile trip on it.

WOODROW: 1900s England - Woodrow JAP 5hp solo machine and 8hp combination. *See pic on right.*

WOODS-MEAGHER: 1896 USA - Richmond, Virginia

WOOLER: 1911-55 England – founded by John Wooler in 1911 (who designed his first bike in 1909, a two-stroke horizontal single with a double-ended piston). Renowned for unusual designs including several fore- and-aft twins, a vertical camshaft single, transverse four beam engine and a transverse flat four. First motorcycle was a 230cc two-stroke with front and rear plunger springs and a patented 'anti-vibratory' frame. The bike was made by Wilkinson-Wooler, raised to 350cc. Production halted during WW1 and resumed in 1919 with a new, advanced bike nicknamed the 'Flying Banana.' In 1930 the Depression closed the company. Wooler resumed in 1945 with a prototype 500cc transverse four. It was displayed at the Earls Court show in 1948 and again in 1951 and 1954. Only half a dozen hand-built machines were ever made and the machine never made into production. *See on right.*

WOOLSTON: 1906 SOUTH AUSTRALIA The company built motorcycles using either Brown or Minerva engines.

WOOLERY BULLET: 1930s USA - The Woolery Bullet, the only name, other than Harley-Davidson, ever to be put on a gas tank from the factory. It was custom built per a customers specifications. The Woolery Bullet also deviates from the norm as it has a lower frame and a vertical generator, all from the factory. A true one-off factory custom. *See on right.*

WOOLLEY: 1960S UK Woolley motorcycles were associated with Brian Woolley, a notable figure in the 50cc racing scene during the 1960s. Brian Woolley was known for his involvement in 50cc racing, where he achieved significant success. He started racing with the Itom 50cc motorcycle and later moved on to more advanced machines, including a Kreidler.



**WOTAN:** 1923-25 GERMANY – LEIPZIG FIRM – 170CC 2 STROKES Wotan motorcycles were produced by a firm in Leipzig, Germany, from 1923 to 1925. The company built 170cc two-stroke motorcycles.

**WRAY-PRECISION:** 1912 UK Wray-Precision motorcycles were produced in 1912 by George Wray in the UK. This was a one-off sidecar outfit fitted with a 4.5hp Precision engine that drove a Bowden countershaft gear and Druid forks.

**WREN:** 1924 UK Wren motorcycles were produced in 1924 and advertised by the Jennen Engineering Co. of High Holborn, London. The Wren was essentially a Clement ultra-lightweight motorcycle marketed under a different name. After the announcement of the Wren, the Clement company took immediate offense and concentrated their efforts on marketing the product under its existing name, leading to the discontinuation of the Wren.

**WSE:** 1924-25 GERMANY – W. ELSEL built 250cc SV .

**WSK:** 1946-1985 POLAND – WSK motorcycles were produced by Wytownia Sprzetu Komunikacyjnego (WSK) in Swidnik, Poland, from 1955 to 1985. The company was initially asked to produce the 125cc WFM M06 motorcycles as WFM could not meet market demands. WSK engineers developed an improved model with a new engine, frame, and telescopic forks, which went into production in 1959 as the M06Z4. The factory produced a range of small-displacement bikes, including 125cc and 175cc two-strokes. The WSK factory was notable for its role in the first worker's strike in Poland, which preceded the Gdansk strike. The factory closed in 1985 after producing around 2,000,000 motorcycles.



**WSM:** 1919-23 GERMANY

**WUCO:** 1925 GERMANY Wuco motorcycles were produced in Germany in 1925. The company built a 174cc motorcycle.

**WULFRUNA:** 1912-28 UK – Wulfruna motorcycles were produced by the Wearwell Cycle Company in Wolverhampton, UK, from 1912 to 1928. The company was founded by Henry Clarke and his sons, who initially produced bicycles before transitioning to motorcycles. The company produced a range of models, including singles and V-twins, using Stevens engines. In the early 1920s, the company concentrated on producing machines under the Wolf name.



**WUL\_GUM:** 1937-39 POLAND – Wul-Gum motorcycles were produced in Poznań, Poland, from 1937 to 1939. The company initially represented numerous European motorcycle marques in Poland. From 1937, Wul-Gum began assembling complete lightweights using components from external suppliers, including Sachs engines from Germany and Villiers engines from Britain. The Wul-Gum 98, for example, featured a 98cc two-stroke single-cylinder engine, producing 3.25 hp at 4,200 rpm.



**WURRING: 1921 GERMANY** – Wurring motorcycles were produced by August Wurring in Düsseldorf, Germany, from 1921. The marque's name, AWD, was derived from the initials and location of the manufacturer. Initially a bicycle repairer, Wurring's interest in motorcycles led him to begin building motorized bicycles, and full-sized machines soon followed. Production was limited but of high quality, with frames offered with a lifelong guarantee. AWD built frames for racing motorcycles and complete motorcycles with engines from various manufacturers, including DKW, Kühne, Küchen, JAP, Blackburne, Villiers, ILO, and Sachs.

**WURTTENBERGIA: 1925-33 GERMANY** – Württembergische Motorfahrzeugwerk Rottenburg (Württembergia) motorcycles were produced in Berlin, Germany, from 1925 to 1933. The company was established by Franz Fletscher and initially located at Lützowstrasse No. 84 Berlin, later moving to Velten. Württembergia began with bicycle production in 1925 and introduced motorcycles in 1926. The company used engines from various suppliers, including Blackburne, with capacities ranging from 200cc to 600cc. Production ended in 1933 when the National Socialists seized power.



**WUYANG HONDA: 1990S-? CHINA** Wuyang-Honda motorcycles are produced by Wuyang-Honda Motors (Guangzhou) Co., Ltd., a joint venture established in 1992 between Guangzhou Motor Group Co. and Honda Motor Co., Ltd. The company produces a range of motorcycles and scooters, including 100cc to 125cc models. Wuyang-Honda has achieved significant milestones, including the production of 4 million units by 2006.

**W&W: 1925-27 AUSTRIA**

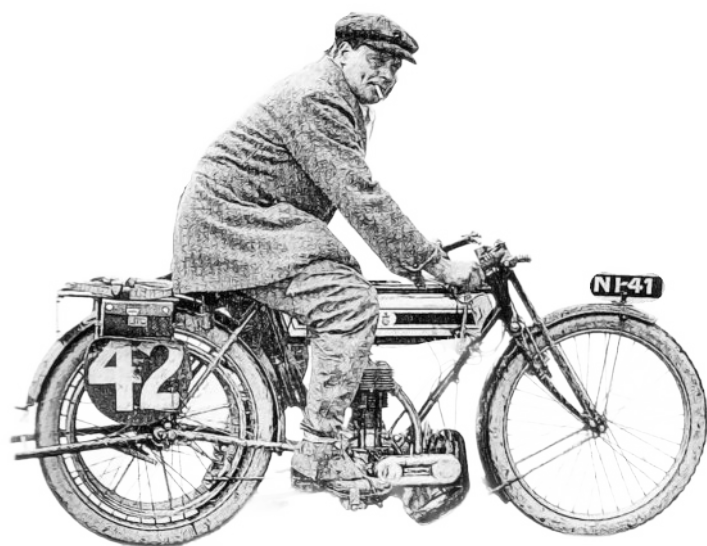
**WYATT-JAP: 1911-19 SOUTH AUSTRALIA** - Wyatt-JAP motorcycles were produced by Wyatt Motoria in Grenfell Street, Adelaide, South Australia. The company was founded by L. Blake and W. Todd. The company also sold sidecars and other motorcycle accessories.

**WYNNE: 1919 UK** – early scooter - J. W. Oates Douglas, Isle of Man. 269cc two-stroke engine with both front and rear suspension.



**WYSECYCLE: 1946-50 USA** - ayton, Ohio - A small motorcycle with partially enclosed bodywork and 322cc engine.





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## X

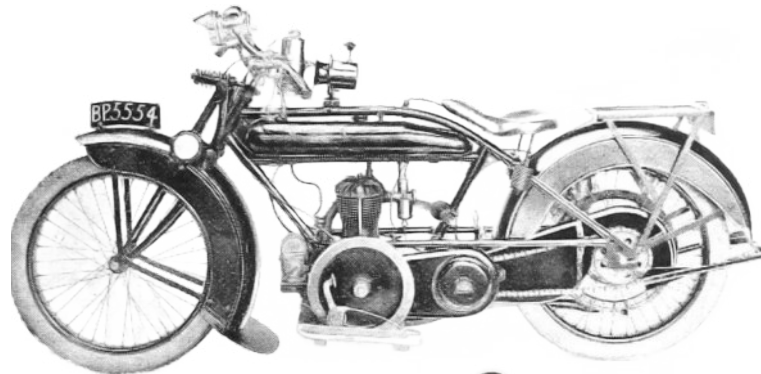
**XIANG SHUAI:** 202? - ?? CHINA Xiang Shuai is a relatively new motorcycle brand from China, known for producing clones of popular motorcycles, particularly Harley-Davidson models. The company has gained attention for its audacious imitations, such as the Xiang Shuai XS 800, which combines design elements from the Harley-Davidson Fat Bob and Road Glide Limited. Another notable model is the Xiang Shuai XS650N, a clone of the Harley-Davidson 883. These motorcycles are designed to offer similar aesthetics and features at a more affordable price, making them popular in the Chinese market.



**XINGFU:** 1985- CHINA Xingfu motorcycles have been produced in China since 1985. The company initially started with Jawa clones and has since expanded its product lineup to include a range of 50cc to 250cc motorcycles and mopeds. Notable models include the Xingfu 250 A, a classic motorcycle with a 249cc single-cylinder two-stroke engine, and the Xingfu XF125, a standard motorcycle with a 124cc single-cylinder four-stroke engine. See pic on right.



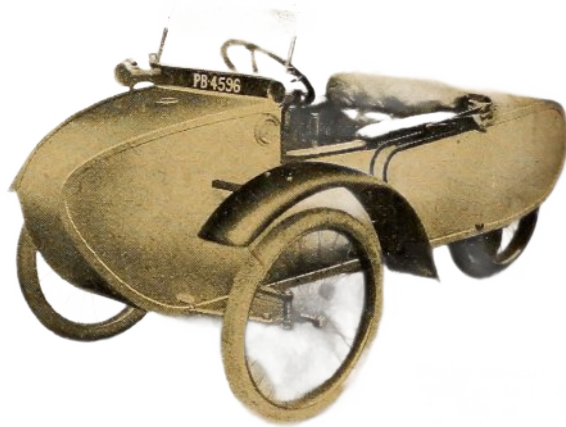
**XL:** 1921-23 UK XL motorcycles were produced by the Norfolk Engineering Company in the UK from 1921 to 1923. The company built 400cc to 490cc single-cylinder motorcycles. See on right.

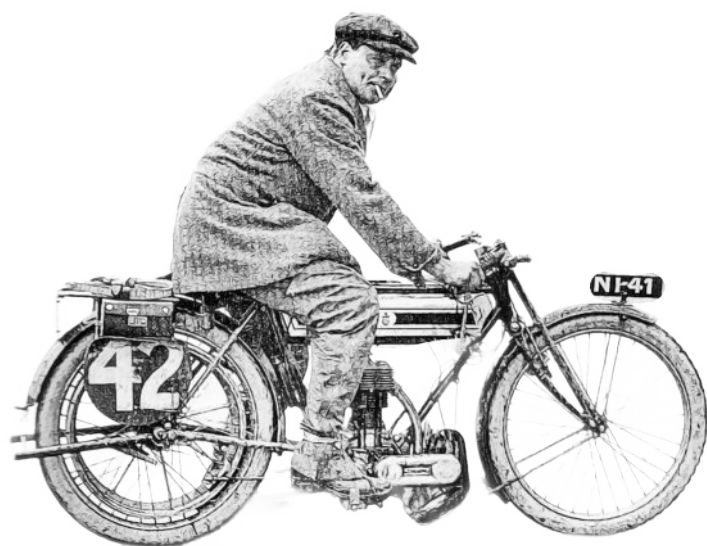


**XL-ALL:** 1902-06 UK XL-All motorcycles were produced by the Eclipse Motor and Cycle Co. of John Bright Street, Birmingham, from 1902 to 1906. The machines featured 2hp or 4hp 90-degree V-twin engines mounted in a loop frame. They were claimed to be the most powerful road machines of their time, capable of pulling a trailer and pushing a forecar simultaneously. The company also offered a forecar and a wide-angled V-twin engine in 1904. See on right.



XTRA: 1920-24 UK Xtra cyclecars were produced by Cuthbert Clarke, Xtra Cars Ltd. of Chertsey, Surrey. The company built lightweight cyclecars using single-cylinder Villiers and twin-cylinder JAP engines.





Y



## Y

**Y2K:** 1990s- USA The Y2K motorcycle, also known as the MTT Y2K Turbine Superbike, is an American motorcycle produced by Marine Turbine Technologies (MTT) since 2000. The Y2K is powered by a Rolls-Royce Allison 250-C18 gas turbine engine, producing 320 hp and 425 ft-lbs of torque. It has an estimated top speed of 250 mph and can achieve a quarter-mile time of 9.80 seconds at 160 mph. The Y2K can accelerate from 0 to 200 mph in 15.0 seconds. The motorcycle weighs 460 lbs and has a price tag of \$150,000. The Y2K is known for its unique design and incredible performance, making it one of the most powerful and expensive production motorcycles in the world.



**YAJIMA:** 1970s-2016 Japan - In the 1970s, Yajima, a small manufacturer of motor products, that specialised in motorcycle modification parts emerged in Japan. Not as big as a mainstream remodeling plant, but there are quite a variety of products, even a aluminum frame for Ducati. Apart from Ducati, they also have modifications for other Italian manufacturers such as BIMOTA, and of course the four largest local Japanese manufacturers. The fairings produced by this company are almost all white based, with black and red color blocks, with two-line font YAJIMA (Yashima) registered trademark.



**YALE:** 1902-15 USA Yale motorcycles were produced by the Consolidated Manufacturing Company based in Toledo, Ohio. The company acquired the rights to the California motorcycle and began producing the Yale-California in 1902. The first actual Yale motorcycle, a 3.5 hp single-cylinder model, was announced in 1909.



**YALE-CALIFORNIA:** 1902 – 1915 USA The Yale-California motorcycle was produced by the Consolidated Manufacturing Company in Toledo, Ohio, after they acquired the rights to the California motorcycle. .

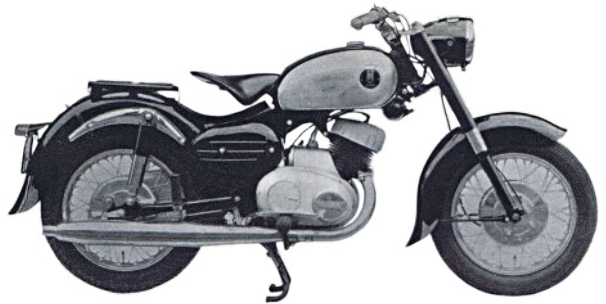
**YAMAGUCHI:** 1941-64 JAPAN - an old company having been founded in 1914 and which produced bicycles prior to WWII. Beginning in 1953, Yamaguchi Bicycle became a motorcycle assembler using their own frames etc., but with the engines and transmissions sourced from Fuji Motors (using both FMC and Gasuden products) and Hodaka Industrial Co., Ltd. both of whom who also supplied engines to other manufacturers. Yamaguchi offered motorcycles under the Yamaguchi and Autopet brands ranging from 50cc, 90cc, 125cc, 150cc singles through to a 250cc twin. Yamaguchi ranked as the sixth largest producer in Japan between 1956 and 1957, but then rapidly fell behind the big four as the 1950's closed. In 1961, Yamaguchi signed an agreement to supply PABATCO with a range of machines for sale in the USA, and between 1961 and 1963 perhaps 5000 machines were exported under that agreement. The Yamaguchi Ace 80 was resurrected by Hodaka as the Hodaka Ace 90 in 1964 for PABATCO, who continued importing products till 1977 when PABATCO's parent company (Shell USA) terminated the agreement.



**YAMAHA:** 1954- JAPAN Yamaha Motor Co., Ltd. was established in Japan in 1955, with its first motorcycle being the YA-1, a 125cc two-stroke single-cylinder model. The YA-1, also known as the "Red Dragonfly," was produced and sold in Japan only. In 1958, Yamaha began selling motorcycles in the USA. Yamaha's first large-capacity four-stroke motorcycle model was the XS1 650, introduced in 1970. In 1984, Yamaha introduced the first production five-valve-per-cylinder engine on the FZ750 motorcycle. Yamaha has dominated GP racing at various times with their TD, TR, and TZ two-stroke production race bikes, as well as their multi-cylinder GP machines in the 1960s and their YZR GP machines in the 1970s, 1980s, and 1990s



**YAMARIN:** 1953-68 Japan - The Japan High Speed Agency was set up in 1953 by Yamada Ring Sengokan which was in business from 1909 through till 1968. Yamarin was the of a prototype racing 150cc patterned after an Ariel in 1951 by Yamada Ring, and which was the design basis for the commercially available 196cc ohc single HOSK BA. The subsidiary, Japan High Speed Agency, made the HOSK or Hosuku brand of motorcycles which included both 2 stroke (123cc) and 4 stroke machines in displacements ranging from 196cc through to 500cc. The 500cc twin released in 1955 is supposedly a refined copy of the 1951 Horex 400cc twin, the 'Imperator'. HOSK is an acronym based on the first initials of the design team (Hori, Ozeki, Shimizu and Kimura).



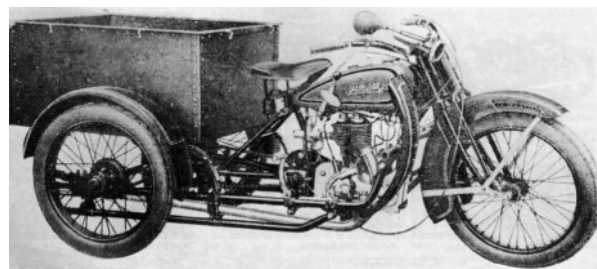
**YAMASHITA MOTOR:** 1918-29 Japan - Yamashita Motor made a three wheeled utility vehicle called the Crystal Paramount which used a Blackburne engine sourced from the UK. *See on right.*

**YAMASHITA WORKSHOP:** 1950-56 Japan - Yamashita Workshop developed a very successful line of race bikes that took a series of titles in 1950 through to the end of production in 1956. Production of their brand, called the Pearl began in 1947, and they produced a range of single cylinder 4 stroke engines in sizes of 125cc through to 250cc.

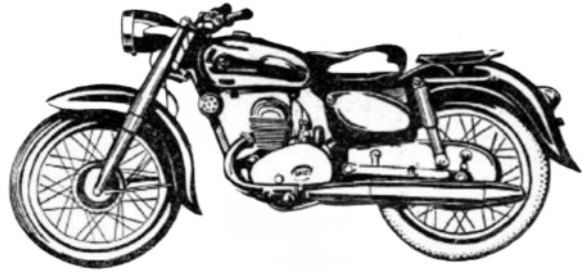
**YAMARTA:** 1918-40 Japan -made tricycle utility vehicles initially using imported American Smith Motor Wheel engines (actually, the American Smith product was a copy of a design by Arthur William Wall of the UK - it was also used by companies like Toyota), and then engines of their own manufacture (likely J.A.P. copies although one ad seems to show an Indian engine) for vehicles sold under the Yamarta brand. The locally produced engines were 649cc sv four stroke single cylinder engines.



**YAMATARGO:** 1929-29 JAPAN - utility trike which came in two sizes, a 350, which appears to be a homebuilt copy of a JAP (J.A. Prestwich) flathead and a 500 which was a genuine imported JAP engine. Other British components included the carb, magneto and transmission. *See right.*



**YAMATO:** 1953-58 Japan - Sanno Auto Industry Co. Ltd -Previously known as Yamato Shokai Co. Ltd. (ヤマト商会), the company evidently started out as a repair company servicing Honda's. In 1953 they started production of the 'Lucky' line of motorcycles, which were offered in 125cc (the FA and the FG) and 200cc variants (FB). All were 2 stroke machines, and the FG version appears to have been a plunger rear suspension They ceased trading in 1958.

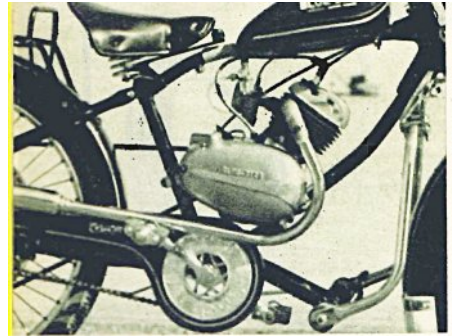


**YAMAZAKI:** 1953-55 Japan - Yamazaki Internal Combustion Engine Laboratory, Kochi City, Yamazaki made the Blue Bird 125cc moped. *See on far right.*

**YAMAX:** 202? – CHINA

**YANKEE:** 1922-23 USA

**YANKEE:** 1903 – 1908, USA Charles Haberer assembled motorcycles with Thor engines and sold them as "The Yankee" until Thor started building their own motorcycles. Haberer then became a dealer for Thor. The production of these motorcycles ceased in 1908 when Thor began manufacturing their own complete motorcycles.



**YANKEE:** 1970-74 USA Yankee motorcycles were produced by the Yankee Motor Company in Schenectady, New York, from 1970 to 1974. The company was founded by John Taylor, who aimed to create a powerful and reliable dual-purpose motorcycle that could compete with European enduro-type motorcycles. The Yankee 500Z, introduced in 1971, featured a unique 500cc twin-cylinder two-stroke engine designed by Eduardo Giró of the OSSA factory in Barcelona, Spain. The engine was a combination of two OSSA cylinders, producing a torquey twin with a common crankshaft and cases. The Yankee 500Z was the first production motorcycle with a rear disc brake system. Despite its impressive specifications, the Yankee 500Z was heavy, which limited its success in off-road racing.



**YAO DEER:** 1952 Japan - made a 150cc machine called the Rocky. *See below right.*

**YARDMAN:** 1959 USA Yard-Man, a brand known for its lawn and garden equipment, briefly ventured into the world of motorized scooters in the late 1950s. The Yard-Man Allstate Scooter, produced from 1959 to 1961, was a collaboration between Yard-Man and Sears. The scooter featured a 3hp engine and



was painted in Temple Gray and Cascade Blue. These scooters were intended to offer practical and economical urban transportation options.

**YDRAL: 1950s?-? FRANCE** Ydral was a French engine manufacturer founded by Anatole Lardy in 1926. The company produced a range of two-stroke engines that were used by various French motorcycle manufacturers. Ydral engines powered many marques, including AGF, Bernardet, Follis, Gitane, and Mochet. The engines ranged from 125cc to 250cc and were used in both motorcycles and scooters. Ydral engines achieved significant success in competitions, including multiple victories at the Bol d'Or7.

**YELROMA: 1915 SOUTH AUSTRALIA** Yelroma motorcycles were built in 1915 by A.C. Morley of Minlaton, South Australia. The motorcycle featured a 3½ hp engine. A.C. Morley was a prominent figure in the local motorcycling community.

**YELVERTON UNION: 1921 UK** Yelverton Union was a motorcycle built in 1921 by W.G. Battershill of Tavistock, Devon. This unique machine was constructed with a wooden frame and forks made from 7/8th inch square-section ash. The engine was a 292cc Union two-stroke, with the EIC magneto mounted in-line with the crankshaft on the right and a large flywheel on the left. The motorcycle featured direct-belt. It was displayed at the London Motor Show in 1927 and completed 10,000 miles before being retired

**YEZDI: 1980- INDIA** Yezdi motorcycles were produced by Ideal Jawa (India) Ltd., based in Mysore, Karnataka. The company began selling licensed Jawa motorcycles in 1960 under the brand name Jawa and from 1973 as Yezdi. Notable models included the Yezdi Roadking, Yezdi 250, and Yezdi 350 Twin. The company ceased production in 1996 but was relaunched in January 2022 by Mahindra & Mahindra through their Classic Legends subsidiary.

**YIFA: 1990s- China - Shandong** Yifa Trade Co., Ltd. Produce motorcycles and three wheelers.



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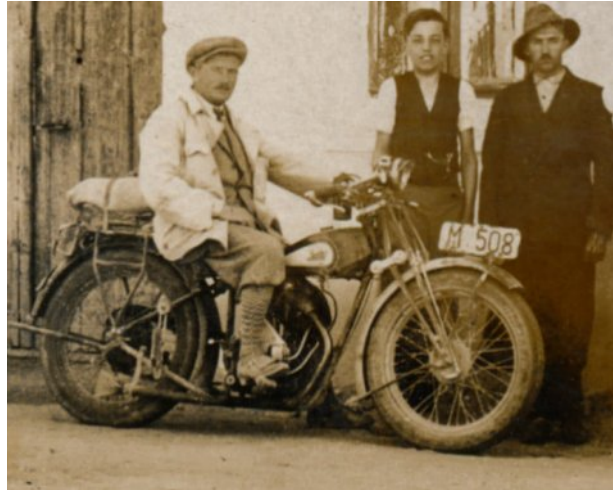
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**YINXIANG: 1997 CHINA** Yinxiang Group, founded in 1997, is an industrial company based in Chongqing, China. The company specializes in the research, development, manufacturing, and sales of motorcycles, passenger vehicles, gasoline engines, and general-purpose engines and equipment. Yinxiang Motorcycle is the motorcycle brand of Yinxiang Group.

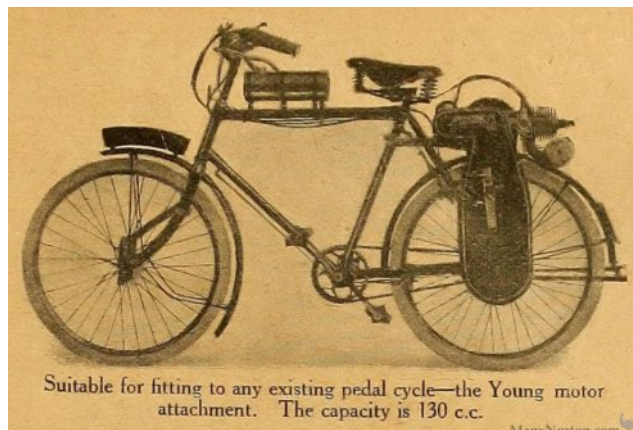
**YORK: 1927-30 AUSTRIA** - York motorcycles were produced by Omega in England and later in Austria by Robert Sturm, the Austrian importer of Omega. When Omega ceased operations in England, Sturm continued production in Austria. York motorcycles were equipped with JAP engines, including 346cc and 490cc singles, and 764cc V-twins. The company produced models such as the York Type A, Type B, Type C, and Type SS. Production continued until 1930 when Robert Sturm moved his operations to Germany.



**YOSHIMURA: 1970s- USA** - himura is a renowned specialist in performance products for Japanese motorcycles. The company was founded by Hideo "Pops" Yoshimura in 1954 in Japan and later expanded to the USA in the 1970s. Yoshimura quickly gained a reputation for its high-performance exhaust systems and engine tuning. The company played a significant role in the development of racing motorcycles and achieved numerous victories in competitions such as the AMA Superbike Championship and the Suzuka 8 Hours.

**YOUNG: 1904 UK** Young motorcycles were produced from 1904 to 1908 by E. G. Young of Nottingham. The company offered a range of models, including a forecar powered by a 3½ hp fan-cooled Minerva engine and a ladies' Bentinck motorcycle with an inclined engine mounted below the downtube. Another model featured a 2½ hp V-twin engine mounted low in a Chater-Lea frame.

**YOUNG: 1919-23 UK** Young clip-on engines were produced from 1919 to 1923 by the Mohawk Cycle Co. and later by Waltham Engineering in North London. The first engines were 269cc two-stroke units that fitted over the rear wheel of a standard bicycle. Later models used a 131cc engine with an aluminum cylinder and cast-iron liner. The engines were mounted horizontally and featured chain-driven ML magnetos and WEC carburetors.



**YOUNG RIDER: 1990s ITALY** - Young Rider was an Italian manufacturer known for producing competition mini bikes in the 1990s. These mini bikes were designed for young riders and were often used in junior racing competitions. The company utilized Franco Morini two-stroke engines. Young Rider mini bikes were popular among aspiring young racers and were used as a stepping stone to larger motorcycles and professional racing careers.

**YR GLANAF: 2017 UK** Yr Glanaf is an electric three-wheeler built in Caerphilly, Wales, in 2017. The vehicle features a wooden body that leans into corners, enhancing handling. It has been displayed at the National Waterfront Museum in Swansea. Yr Glanaf represents a unique approach to electric vehicle design, combining traditional craftsmanship with modern technology.

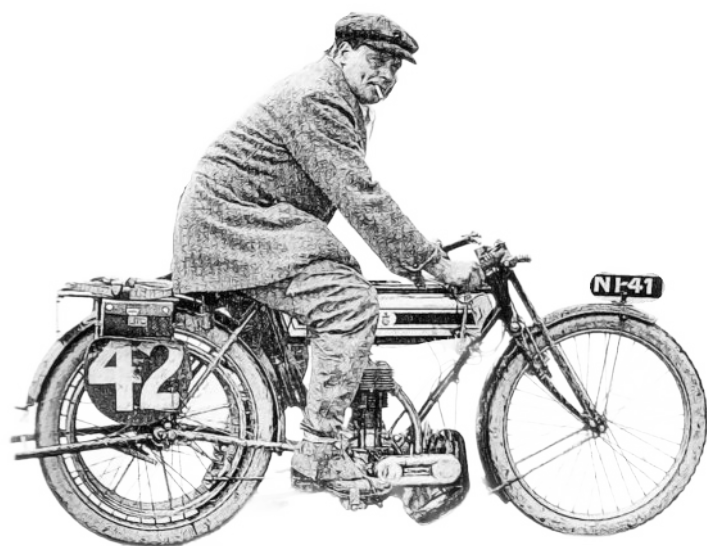


**YUNG SHIN: 1986- TAIWAN** - Yung Shin Traffic Ind. Co., Ltd., established in 1986 in Taiwan, is known for manufacturing fold-up motorcycles. The company initially started as a pharmaceutical company but later diversified into the production of folding motor bicycles and other motorcycle components. Yung Shin's fold-up motorcycles were designed for convenience and portability, making them popular among urban commuters.

YVEL: 1921-24 FRANCE Yvel motorcycles were produced from 1921 to 1924 at 94 Rue Lauriston, Paris. The company built two models: one with a 250cc JAP motor and another with a Villiers racing motor. These motorcycles were designed for competition and participated in events such as the Grand Prix l'ACF of 19215.

YZR: 1990s AUSTRALIA – YZR motorcycles in Australia during the 1990s were modified versions of Yamaha motorcycles, specifically adapted for Australian conditions. These modifications often included changes to the suspension, engine tuning, and other components to better suit the rugged terrain and climate of Australia.





Z



## Z

**ZABEL:** 1990s GERMANY Zabel is a German manufacturer known for producing high-performance two-stroke motocross engines, primarily used in sidecarcross racing. The company was founded by Friedhelm Zabel, who had been involved in motorcycle racing for some time before he began building his own engines. Early versions were Maico-based 620cc units, and in 1988, Zabel built a water-cooled 685cc two-stroke engine for motocross sidecars, producing over 80hp. Zabel engines have won multiple Sidecarcross World Championships, driven by notable racers such as Kristers Sergis and Daniel Willemsen.



**ZAETA:** 2012 ITALY Zaeta motorcycles were designed and built in Italy, with much of the design influenced by Graziano Rossi, the father of Valentino Rossi. The company was founded by Paolo Chiaia and Marco Belli, who aimed to create a state-of-the-art flat tracker for slide training. The Zaeta 530 DT, introduced in 2007, features a 528cc single-cylinder engine capable of 55 hp and a CNC aluminum frame. *See on right.*



**ŽAK:** 1960-63 Poland - Zakłady Wyrobów Metalowych (ZWM). The ZAK was a cheaper version of the Ryś moped to buy and produce. The Zak was fitted with a 50cc two-stroke SM38 engine. *See below.*



**ZANELLA:** 1958-60s ARGENTINA Zanella Hnos., or simply Zanella, is an Argentine motorcycle and mini truck manufacturer founded in 1948. The company initially used 100cc and 125cc engines designed by Fabio Taglioni and licensed from Ceccato motorcycles of Italy. Zanella builds small motorcycles, mopeds, and ATVs, and formerly manufactured go-karts. The company also produces the ZMax series of three-wheel motorcycles (trikes) and mini trucks. *See below.*

**ZANNETTI:** 1967-75 ITALY Zanetti Motori, based in Bologna, Italy, built mopeds from 1967 to 1975. The company also supplied bicycle attachment engines as kits with the motor mounted above the front wheel. Models included the Biczeta C50, a 42cc two-stroke engine.



**ZANONI:** 1950s Italy - M. Zanoni & C. Milano.



**ZANZANI: 1976-77 ITALY** – Zanzani was founded by Primo Zanzani. The company built some reasonably successful racers in 1976 and 1977, including a 500cc twin-cylinder two-stroke model that came in fourth in the 1976 Italian championship.

**ZAP: 1999 – 2017 USA – ELECTRIC BICYCLES** ZAP (Zero Air Pollution) was an American company that specialized in electric vehicles, including bicycles, scooters, and motorcycles. Founded in 1994 by Jim McGreen and Gary Starr, the company aimed to design and manufacture innovative electric vehicles. ZAP's electric bicycles, such as the ZAP DX and SX, were popular for their eco-friendly design and practicality.



**ZEDEL: 1901-07 SWITZERLAND** Zedel motorcycles were produced by the Swiss company Zürcher & Lüthi, established in 1901 by Ernest Zürcher and Hermann Lüthi. The company initially produced motorcycle engines in Switzerland but

moved production to Pontarlier, France, in 1903 to avoid Swiss import tariffs. The company produced a range of models, including a 346cc single-cylinder engine and a 498cc V-twin engine. In 1919, the company was taken over by Jérôme Donnet and became known as Donnet-Zedel

**ZEGEMO: 1924-25 GERMANY** Zegemo motorcycles were originally manufactured by Zimmer & Gehlich under the name "Zetge." The company was taken over by Hans Knipp in Dresden around 1925. Zegemo produced limited quantities of machines using 248cc Baumli two-stroke engines. Some of these were delivery tricycles that could be converted back to motorcycles.

**ZEHNDER: 1923-39 SWITZERLAND** Zehnder motorcycles were produced by Jakob Zehnder & Sons Co. in Gränichen, Switzerland, from 1923 to 1939. The company built commuter-style motorcycles with horizontal single-cylinder two-stroke engines of 110cc, 150cc, and 220cc, along with higher performance sports and racing machines. The company achieved significant success in competitions, including class wins in the 1926 and 1927 Paris-Nice races.



**ZEHNER: 1924-26 GERMANY**

**ZENETTE: 1907 Englanf** - Zenette, a spring-framed motorcycle built by Zenith using a 3.5hp Fafnir engine.

**ZENIT-ITALIANA:** 1953-56 ITALY Zenit motorcycles were produced by Bruno Morelli in Pontedera, Italy, from 1953 to 1956. The company used French engines in its motorcycles, including 160cc two-stroke engines and 175cc four-stroke engines from AMC.

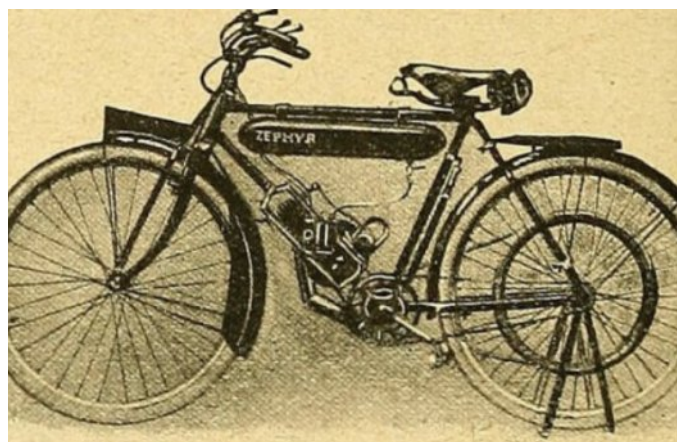
**ZENITH:** 1904-50 UK Zenith motorcycles were produced by Zenith Motors Ltd., founded by W.G. Bowers in 1904 in Finsbury Park, London. The first Zenith motorcycle was the "BiCar," based on Tooley's Bi-Car design. Zenith was known for its Gradua variable-ratio transmission, which allowed riders to adjust the gearing while on the move. The company produced a range of models, including a 350cc model with either a Blackburne or JAP engine and a 1000cc JAP twin. Zenith motorcycles achieved significant success in competitions, particularly at the Brooklands racing circuit. The company faced financial difficulties during the Great Depression and ceased production in 1931. Production resumed briefly from 1947 to 1950.



**ZENITH BI-CAR:** 1905 England - The Zenith bicar is a conspicuous-looking machine of novel construction. It is fitted with a 3h.p. air-cooled engine with free clutch. Comfortable footboards are provided, and by the special arrangement of the design of the frame it is claimed that vibration is eliminated. 26in. wheels are fitted, and a low saddle position, so that it is possible for the rider to touch the ground with his feet while sitting in the saddle. The handle-bars are brought well back, so that the most comfortable riding position is adopted by sitting upright. Other specialities are a tricar, driven by a 5 h.p. twin-cylinder air-cooled engine with two-speed gear. *The Stanley Show, November 1905. Pic on right.*



**ZEPHYR:** 1922-23 UK Zephyr motorcycles were produced in the UK from 1922 to 1923. The company specialized in producing 131cc clip-on bicycle engines and also manufactured some complete machines. These engines were designed to be attached to standard bicycles, converting them into motorized bicycles. *Pic on right.*



**ZERCHOT:** 1970s France - frames made for Kawasaki Triple 500 H1-R and Suzuki 500 Twin TR500s.



**ZERO:** 2006- USA - see overleaf

## Zero

Zero Motorcycles Inc. is an American manufacturer of electric motorcycles. Formerly called Electriccross, it was founded in 2006 by Neal Saiki, a former NASA engineer, in Santa Cruz, California. The company is now located nearby in Scotts Valley. Zero electric motorcycle models include the Zero S (street), SR (street racing), FXS (supermoto), DS (dual-sport), DSR (dual-sport racing), FX (motocross), and SR/F. The Zero S began shipping in volume in 2010, the first model year to include the Agni Motor, at which time the DS, a dual-sport model based on the S chassis became available. The XU, a smaller street bike with a removable battery, based on the same chassis as the Zero dirtbikes was produced from 2011 to 2013.

In 2012, Zero introduced the ZF9 Power Pack with the Zero S & DS models making them the first production electric motorcycles that can exceed an EPA-estimated 100 miles on a single charge. In 2013 the Zero S and DS were completely redesigned. The battery capacity was increased to 11.4kWh, and a new brushless permanent magnet AC motor was introduced. In 2013 the Zero FX dual-sport model with modular removable power packs was introduced. CHAdeMO fast charging was also available on 2013 models. In 2014 the optional 2.8kWh "Power Tank" became available. 2014 also saw the addition of the Zero SR to the range, a higher performance version of the Zero S, incorporating more powerful controller electronics and a motor with higher temperature magnets. The 2015 models had battery pack size increased to 12.5kWh, for a total possible maximum capacity of 15.3kWh including the optional Power Tank. Also introduced in 2015 were standard ABS brakes and Showa suspension. CHAdeMO fast charging was eliminated as an option, leaving instead an optional quick charger accessory at added cost. In 2016, Zero announced the DSR and FXS models. The DSR is based on the DS, but with the more powerful motor from the SR. The FXS is a supermoto version of the FX. Additional changes for the model year include the availability of a "Charge Tank" accessory, which is an on-board Level 2 charging system compatible with the J1772 plug. Battery pack size improved again to 13.0kWh (3.3kWh per FX power pack), for a total possible maximum capacity of 15.9kWh including the optional Power Tank. The air-cooled motors on the SR, DSR, and FXS were revised to reduce heat produced during high output. For 2017, all models have the interior-permanent-magnet (IPM) motor. All models also received a larger capacity controller which provides an increase in maximum torque and horsepower output, up to 116 lbs/ft on the SR and DSR models. All models but the S ZF13.0 (Already Installed) receive a wider, high-torque carbon fiber reinforced belt. Other changes for 2017 include a locking tank box and more durable paint on S/DS/SR/DSR models, and the ability for owners to update their bike's firmware through the mobile app. For 2018 Zero introduced the ZF14.4 battery, available for the S and D models (alongside the ZF7.2 battery) and the SR and DSR models (where it is the only available option). Until the introduction of the 2020 SR/F, traction control was absent across the lineup. For 2020, new trellis-framed motorcycles were introduced, the SR/f and the faired SR/s, with higher performance, as well as 6 kW and 12 kW onboard charging options.

In 2024 Zero Motorcycles, surprised the EV sector by presenting the Zero SR/S Intelligent Aero Prototype. Developed in collaboration with British company White Motorcycle Concepts (WMC), this innovative model integrates a Formula 1-inspired aerodynamic tunnel, designed to reduce air resistance and improve range – one of the biggest limitations of electric motorcycles. At the heart of this advancement is the Venturi tunnel, a technology patented by WMC that has already proven its worth in electric prototypes designed to break speed records. This aerodynamic system integrates two channels that cross through the center of the motorcycle, allowing for up to 10% reduction in air resistance.



**ZETA: 1948-54 ITALY** Zeta motorcycles were produced in Italy from 1948 to 1954. The company built small scooters equipped with Ducati Cucciolo engines. These scooters featured 18-inch wheels and a partial fairing.

**ZETGE/ZETTGE: 1922-25 GERMANY** Zetge motorcycles were manufactured by Zimmer & Gehlich, Zetge Fahrzeugwerke, in Moys-Görlitz, Germany, from 1922 to 1925. The company built good quality lightweight motorcycles and three-wheelers using engines of their own manufacture in 142cc and 173cc capacities, as well as two-strokes from DKW in similar sizes. The three-wheelers had the engine mounted forward and above the front wheel and had names such as Zetgelette and Zetgemobil. The solo Einheitsmodell had an unusual and quite shapely appearance. The company changed hands around 1925, with Hans Knipp of Dresden assuming control, and the brand became Zegemo.

**ZEUGNER: 1902-06 GERMANY** Zeugner motorcycles were manufactured by Otto Zeugner Motorradbau in Berlin, Germany, from 1902 to 1906. The company used proprietary engines from Minerva, Zedel, Fafnir, and Peugeot, fitting them to strengthened motorcycle frames typical of the era.

**ZEUS: 1902-12 CZECH** Zeus motorcycles were manufactured by Christian Linser in Reichenberg, Bohemia (now Liberec, Czech Republic), from 1902 to 1912. The company, established in 1858, was one of the oldest metalwork factories in the Austro-Hungarian realm and had its own foundry. Their first 492cc single-cylinder motorcycles were marketed under the name Zeus, which they changed to Linser in 1906. After the name change, they produced mainly 618cc V-twins. The company also produced automotive parts for other manufacturers and built automobiles in 1906 and 1907. They returned to motorcycle production in 1909 and were absorbed by L&K in 1913. *See pic on right.*

**ZEUS: 1925-27 GERMANY** Zeus motorcycles were produced by Klotz and Becker in Leipzig, Germany, from 1925 to 1927. The company used OHC Kuchen engines in their motorcycles.

**ZHEJIANG JIAJUE: 1990s? CHINA** Zhejiang Jiajue Motorcycle Manufacturing Co., Ltd. was established in 1999 in Taizhou, Zhejiang Province, China. The company initially started by producing scooter plastics and later expanded to assembling scooters. In 2001, the company registered its own brand, "Jiajue," and by 2003, it was named a "Zhejiang Famous Brand." Jiajue continued to grow, introducing new models and expanding its product lineup to include electric bicycles and sport motorcycles. *See pic on right.*

**ZHUFENG: 1990s? CHINA** Zhufeng motorcycles are produced by Luoyang Zhufeng Huawin Motor Tricycle Co., Ltd., a subsidiary of Yaolon Group, established in 1998. The company specializes in the production of three-wheeled motorcycles and electric vehicles. Zhufeng's products are widely used for passenger, cargo, express, and city cleaning purposes. The company has a significant presence in China and exports to Southeast Asia, Latin America, the Middle East, Africa, and other regions.

**ZIANG SHANG: 1990s-? CHINA**

**ZIEJANU: 1923-27 GERMANY** Ziejanu motorcycles were produced by Albert Ziegelgangsberger and Hans Jakob Nurnberg in Germany from 1923 to 1927. The company built their own 211cc and 246cc two-stroke machines and also produced motorcycles with JAP 350cc and 500cc engines. The marque was also known as ZJN.

**ZID: 1990s? USSR** ZID (Zavod imeni Degtyaryova) motorcycles were produced by the Degtyaryov Plant in Kovrov, Russia. The plant, established in 1916, initially produced firearms and later expanded to motorcycles. In the 1990s, ZID produced a range of motorcycles and mopeds, including the Voskhod series.

**ZIF: 19??s USSR**



**ZIKE:** 1994 UK The Sinclair Zike was a lightweight electric bicycle invented by Clive Sinclair and marketed by Sinclair Research Ltd in 1992. The Zike featured a small electric motor driving the rear wheel and batteries built into its frame. It weighed 11 kg and had a top speed of 15 mph. The Zike was a commercial failure, selling only 2,000 units before production ended six months after its introduction.

**ZIP:** 1990s? USA

**ZIP CYCLE:** 1990s USA Zip Cycle was a motorized bicycle manufacturer based in the USA during the 1990s. The company specialized in producing bicycles equipped with small engines, allowing riders to enjoy the convenience of motorized transportation while still benefiting from the simplicity and affordability of a bicycle. *See pic on right.*



**ZIPRIAN:** 1970s? EAST GERMANY - 50cc road racer made by Frank Ziprian. *See below. Photo from <http://www.elsberg-tuning.dk/>*



**ZIRO:** 1919-24 GERMANY Ziro motorcycles were produced from 1919 to 1924 in Germany. The company was founded by Albert Roder and Karl Zirkel in Fürth. The name "Ziro" is an acronym derived from the founders' surnames, Zirkel and Roder. In 1921, the company moved to Forchheim when they took on another partner named Rachinger, who provided premises and machinery. The company built 150cc, 250cc, and 350cc two-stroke machines using rotary disc valves. These motorcycles were fitted with 3-speed gearboxes driving the rear wheel by belt or chain and performed well in competitions. Unfortunately, the company failed in 1923 due to hyperinflation. *See below.*

**ZITTAVIA:** 1924-25 GERMANY Zittavia motorcycles were produced in Germany from 1924 to 1925. The company built machines using engines from Alba, JAP, and Blackburne. The use of well-regarded engines from Alba, JAP, and Blackburne contributed to the quality and reputation of Zittavia motorcycles.

**ZJN:** 1923-27 GERMANY (SEE ZIEJANU)

**ZNEN:** 1996 - CHINA Zhongneng Vehicle Group, commonly known as ZNEN, is a Chinese motorcycle manufacturer founded by Chen Huaneng in 1988 in Taizhou, Zhejiang. The company initially produced components for refrigerators and small household appliances before entering the motorcycle market in 1996. ZNEN manufactures a range of petrol mopeds, electric mopeds, and motorcycles.



**ZOLNAY:** Imagine having a foldable motorcycle that fits perfectly in your car boot for your holiday adventures! Well, Hungarian inventor Endre Zolnay made this dream a reality. Known for his calculating machine mechanism, Zolnay created his quirky motorcycle in 1924. He became an independent manufacturer five years later, securing a patent for his invention on October 4, 1930, and began limited production. The motorcycle features a box frame made from bent sheet metal, weighing just fifteen pounds, which connects the front fork supports directly to the rear wheel axle. Its design allows the rear section, housing the engine, wheel, and transmission, to fold forward, bringing the two

wheels together. When folded, this bike is incredibly compact and can be stored almost anywhere, even flat. It is powered by a two-stroke 98 cc engine, cleverly enclosed within its frame. Thanks to a column-free steering mount with hinges above and below the beam, the front remains completely open for adequate air intake, aided by a side-mounted turbine for cooling. Unfortunately, due to the economic crisis, the project didn't achieve success, and Endre Zolnay ultimately abandoned it in 1932, shifting his focus to manufacturing cash registers two years later. *See on right.*



**ZONGSHEN:** 1992 CHINA Zongshen is a Chinese manufacturing company founded by Zuo Zongshen in 1992. Based in Chongqing, China, Zongshen produces motorcycles, quad bikes, generators, and engines. The company claims to have a yearly output of over 1,000,000 motorcycles. Zongshen has grown to become one of the largest motorcycle manufacturers in China, with a significant presence in international markets. Zongshen's product lineup includes a wide range of models, from small-displacement scooters to larger motorcycles. In 2002, China Zongshen Racing took first and second places in the World Endurance Championship with the French coach; "Michel MARQUETON". In 2003, The Zongshen team took the 5 first races in the World Endurance Championship with the same coach but finished the championship in 2nd place



**ZORT:** The Zort is a retro creation with a Triumph Terrier engine. By Don Huebert, Re-Cycle Motor Works, Henderson, Nebraska. *See below.*

**ZPMOTO:** 1912 GERMANY

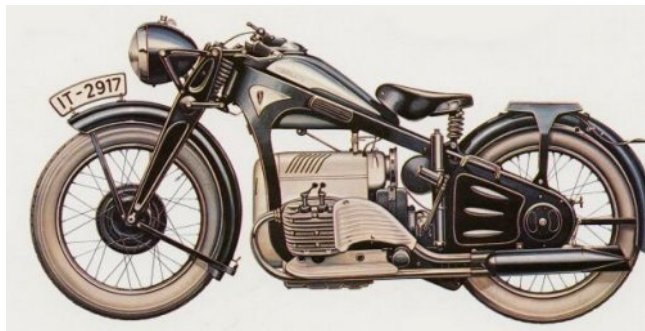


**ZPMOTO:** 2012 Germany - The Zpmoto is a street-legal 449 enduro. Power comes from a Spanish-built 449cc, 6-speed Gas Gas double overhead cam 4-valve producing 45 horsepower at 6,200rpm. Very expensive to build to meet the machine sales.



**ZUCH:** 1938-39 POLAND Zuch was a motorcycle manufacturer based in Poznań, Poland. The company was established by Adam Paczkowski in 1938. Zuch produced motorcycles using a 98cc two-stroke engine supplied by SM. The motorcycles featured a welded tubular single-loop frame with no rear suspension and pressed steel front forks. The engine produced 3 hp at 3,500 rpm and was fitted with a two-speed gearbox operated by a hand lever. Production ceased following the German invasion of Poland in 1939.

**ZUNDAPP:** 1917-1984 GERMANY Zündapp was founded in 1917 in Nuremberg, Germany, by Fritz Neumeyer, Friedrich Krupp AG, and the machine tool manufacturer Thiel. Initially, the company produced detonators, but after World War I, it shifted to motorcycle production. The first Zündapp motorcycle, the Z22, was introduced in 1921. Zündapp became one of Germany's largest motorcycle manufacturers, producing a range of models from 200cc to 800cc. Notable models included the KS750 flat twin produced during World War II and the Bella scooter introduced in 1953. Zündapp also produced two-stroke engines ranging from 50cc to 250cc. The company collapsed in 1984, and the tooling was sold to China, where production continued under the Tianjin brand.

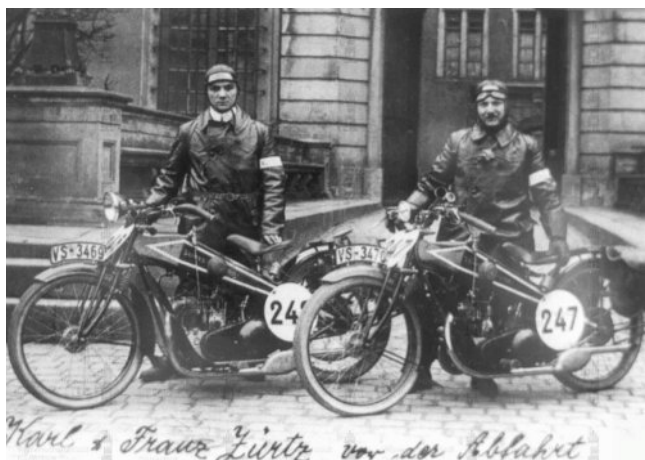


**ZUKUNFTSRAD:** 1900s Germany - Mystery marque - no information available.



**ZÜRTZ-REKORD:** 1922-26 GERMANY Zürtz-Rekord motorcycles were manufactured by Motorradwerk Gebrüder Zürtz and later Hessische Motorfahrzeugindustrie (Zürtz & Hartmann) in Darmstadt, Germany, from 1922 to 1926. The company was founded by Franz Zürtz, who had experience working with the Euler aircraft company. Zürtz-Rekord motorcycles used DKW two-stroke engines up to 173cc and later employed 249cc OHV Columbus, 198cc OHV Paquée, and JAP side-valve and OHV engines of 346cc and 490cc. Production ceased in early 1926. *See pic on right.*

**ZWEIRAD-UNION:** 1958-74 GERMANY Zweirad-Union AG was established in 1958 through the merger of three traditional German motorcycle manufacturers: Victoria, Express, and DKW. The company was headquartered in Nuremberg. In 1966, Hercules joined the group, and in 1969, Zweirad-Union was taken over by Fichtel & Sachs. Zweirad-Union produced a range of motorcycles and mopeds, including models powered by Sachs engines. The company ceased operations in 1974.



**ZWERG:** 1924-25 GERMANY Zwerg motorcycles were manufactured by A. König in Nuremberg, Germany, from 1924 to 1925. The company produced lightweight motorcycles with 147cc and 187cc two-stroke engines.

**ZWI:** 1952-55 ISRAEL ZWI motorcycles were produced in Israel from 1952 to 1955. These lightweight 125cc two-stroke machines were built by former Hungarian road racer Stefan Auslander using proprietary engines, including Villiers. ZWI is notable for being Israel's only known motorcycle manufacturer.

**ZSS: POLAND**

**ZZR:** 1960- POLAND ZZR (Zakłady Zjednoczonych Rowerów) motorcycles were produced in Poland starting in 1960. The company was known for manufacturing a range of motorcycles and mopeds, primarily for the domestic market. ZZR's most notable models included the Komar, a popular moped that was exported to various countries, including Hungary, Scandinavia, and Germany. The Komar moped featured a 49cc two-stroke engine. ZZR continued to produce motorcycles and mopeds until the late 1980s. *See pic on right.*



## Numeric

**808:** 1958-LATE 60s ARGENTINA 808 motorcycles were produced by Indira Srl, a company based in Córdoba, Argentina, from 1958 to the late 1960s. The company primarily manufactured light motorcycles powered by 98cc Sachs two-stroke engines. In addition to motorcycles, 808 also produced a scooter using the same engine, which was released in 1960. The engines were sourced from Televel, the parent company of Puma.



Notes:

1. If you like reading some great research about old motorcycles I strongly recommend [cybermotorcycle.com](http://cybermotorcycle.com). Sheldon's EMU site contains a wealth of information and I don't know how he keeps on top of it all. It is a credit to him.
2. Dave Richmond's timeline site also has a mass of information chronicling the development of motorcycles from the Big Bang to the Big End. Highly recommended and entertaining.

<https://motorcyclimeline.com>

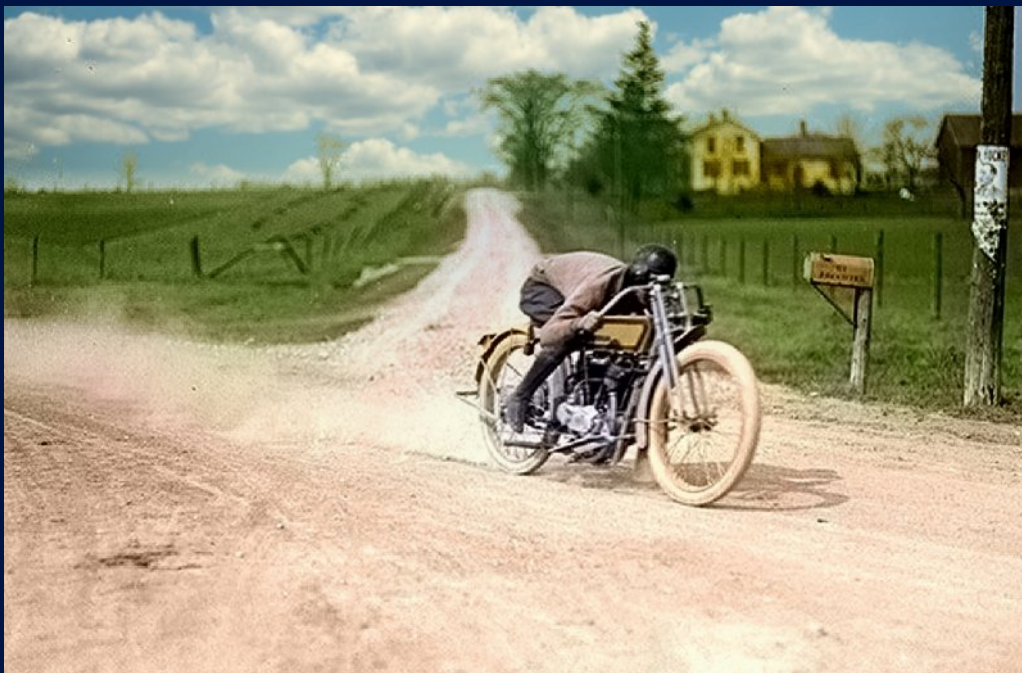
3. Of course one has to recognise Tragatsch's pioneering book on motorcycles. Without his book to motivate me, I don't think I would started on this magnum opus.

4. Without doubt this magnum opus is full of errors, apologies for that. Errata can be sent to [muzza@ozebook.com](mailto:muzza@ozebook.com). Photo source is generally unknown. Please advise if attribution or otherwise, is required. Apologies for stepping on any toes.









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