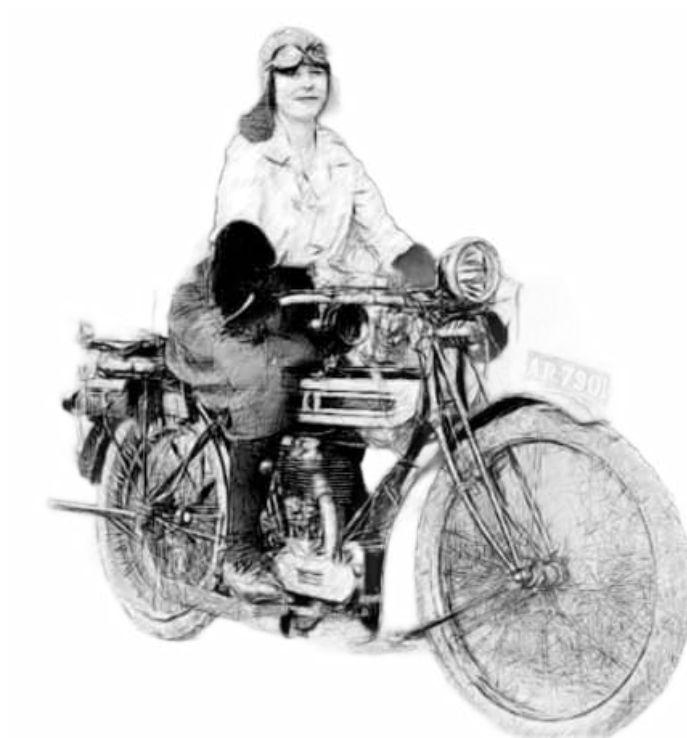


# *A-Z of Motorcycles*



*Compiled by  
Murray Barnard*

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# A to Z of Motorcycling

All the World's Motorcycles (well almost)

Murray Barnard



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Above: Norm Cunningham, Perth Western Australia ca. 1928

## **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 by me).

This listing will never be finished. Happy to accept suggestions of missed marques. (I do get tired sometimes).

It has taken 30 years to get to this point. It has been a exhausting and time consuming process.

There inevitably will be errors and mistakes. Happy to take advice on corrections.

Hope you find this publication interesting and useful.

regards

Murray Barnard

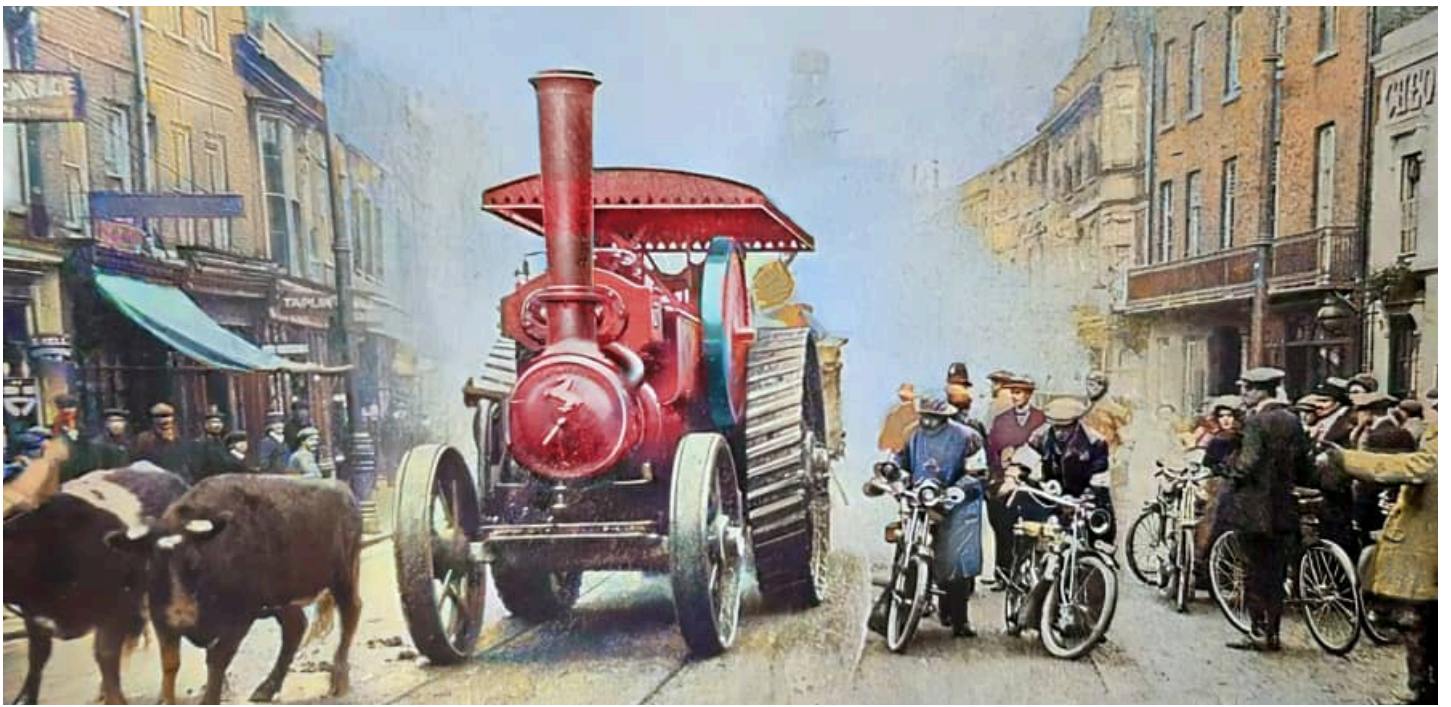
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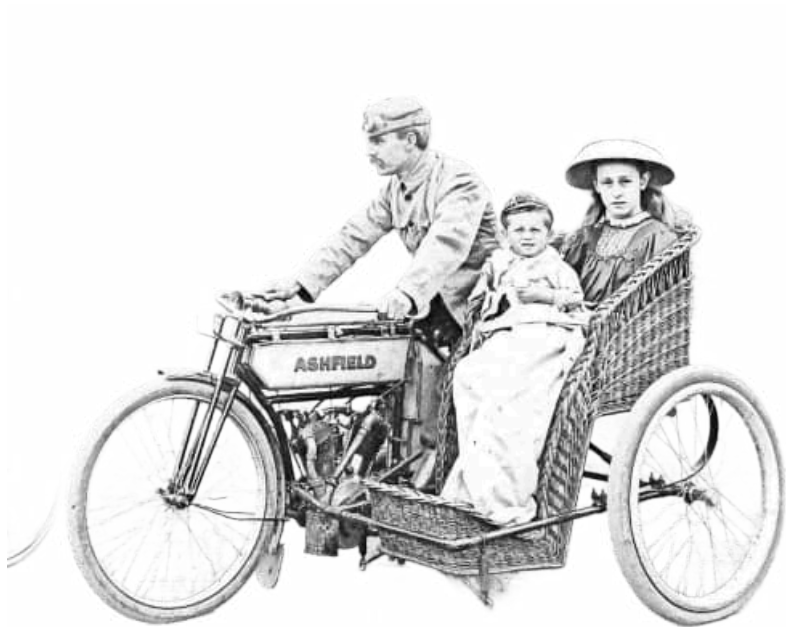
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Colourised by Murray Barnard



A



## A

A & A AUTOCARRIER: 1906-13 – also known as Autocars & Accessories – produced commercial 3 wheelers

A & J: 1900s USA - no details known - see pic below

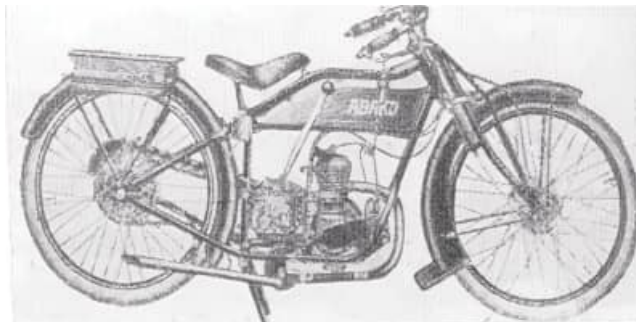


AAEN: 1960's Norway -racer, designed by Olav Aaen in the 1960s

AAR: Finland – Ice racer using Jawa engines

AB – LINDBLAD Drott (see Lindblad-Drott): 1920 Sweden

ABAKO: 1920-25 Germany - Manufactured by A.G. Kracker & Co., Siegfriedstraße 9-17, Nuremberg, Built motorcycles under licence from Cockerell and also their own designs. J. A. Vogler of Javon took over the company in 1925 and continued building machines under the Javon name. - see *pic below*.



ABBOTT: 1915-18 South Australia

ABBOTT FORD: 1920 England - Three-wheeler, with clutch and hand starter, intended for light delivery, by the Abbott Ford Motor Scooter and Engineering Co., Ltd., 5, Surbiton Road, Kingston, Surrey. .

ABBOTSFORD: 1919-20 UK - The Abbotsford was a three-wheeled scooter, called the Abbotsford Supa Scooter - see pic below



ABBOTSFORD: 1912-13 Australia - manufactured by G.W.Revell at 301 Victoria Street, Abbotsford, Victoria, Australia in 1912 and 1913.

## ABAKO

*Apparatebau AG Kracker & Co., based at Siegfriedstraße 9-17 in Nuremberg, was all about making precision mechanical devices under Samuel Felix Weikersheimer's leadership. Then, he decided to dive into motorcycle manufacturing. This new venture coincided with Cockerell from Munich looking for another production site for their popular motorcycles, leading them to Kracker & Co.*

*From 1923 to 1925, the company rolled out a limited number of motorcycles with 129cc (later 119cc) three-port two-stroke engines they designed themselves, paired with transmissions from Sturmey-Archer. These bikes packed a punch with 2.6 hp. The design was ahead of its time, featuring a transmission and chain drive to the rear wheel, plus a drum brake for the front wheel—stuff that bigger manufacturers didn't adopt until much later.*

*Weighing in at just 55 kg, these motorcycles had a competitive edge. In 1925, an ABAKO motorcycle snagged second place in the up-to-175 cm<sup>3</sup> engine category at the Erzgebirge Dreiecksfahrt and did well in the Tour of Germany. At the Solitude race, an ABAKO bike even clinched victory in the same engine category. Hans Gradel from Nuremberg was the rider in all these races.*

*After ABAKO went bankrupt in 1925, Johann Adam Vogler, who was also making Javon motorcycles in Nuremberg, bought the company and kept producing the ABAKO with a few tweaks until 1929.*



ABC: (Rambler) USA, 1901 – 1902, "American Bicycle Co" built motorcycles as the American Cycle Manufacturing Co. Col. Albert Pope had built a huge bicycle manufacturing empire. Pope had become a leader in electric vehicles and was becoming a strong presence in the internal combustion market. He knew that motorcycle were natural for his company. Pope established the American Cycle Company as his motorcycle manufacturing company. The new company offered two designs for the 1902 model year. A conventional model A and the sophisticated Model B. The A was built much to the pattern of the Thor and Indian design being of conventional bicycle dimensions with the motor mounted high in the seat tube of the frame. The Model B used a long wheel base design that mounted the engine in a low slung "loop" frame. This lowered the center of gravity. The machine was sold under several different names: Pope, Monarch, Crescent, Imperial, Cleveland, and Rambler. Sales faltered as the machines did not get updated and were outmoded by 1905. The business was soon relaunched as the Pope motorcycle Company. (Source: <https://cars.bonhams.com/>). See pic below.



ABC: 1913-23 UK – All British Engine Company used a transversely-mounted flat twin engine in 1918. Designed by Granville Bradshaw, the ABC was a sensation at the 1919 Motor Cycle Show. With a sprung frame and opposed twin-cylinder engine the ABC was a very advanced design. See on right.



ABC:1920-24 UK – All British Cycle Co – made unusual belt-driven motorcycles with 249cc and 269cc Villiers engines

ABC:1920-24 France-ABC Motorcycles, a British motorcycle manufacturer established in 1914, expanded its operations to France in 1920. The Paris-based company was part of the Gnome & Rhône Group and produced the ABC marque under licence from Sopwith. In the aftermath of the Great War, Gnome et Rhône saw the motorcycle sector as promising and began manufacturing motorcycles. They signed subcontracting agreements with the Societe Francaise des moteurs ABC to use its pool of machine tools. However, due to ABC's difficulties in England in 1919, Gnome et Rhône decided to launch the manufacturing of this new motorcycle by buying the patents. The motorcycle was initially presented under the ABC make but was rejected by the Mines (French vehicle registration authority) in October 1919. After a few alterations, the machine was approved in December 1919 and was available for sale in early 1920. Despite its technological advancements, the motorcycle was considered too advanced and expensive, which limited its sales. In 1920, Gnome et Rhône decided to take control of the company to obtain the necessary margins and started building the ABC under their own name. The 400 G&R ABC was particularly fast and responsive. ABC won the French Grand Prix of Motorcycles and the French Road Bike Championship in 1922



ABC: 1922-24 Germany – A.B.C. Werk – Berlin – managed by Gerhard Sedlmayer and interestingly, had no relationship with its English and French counterparts. A.B.C. Werk produced motorcycles that were unique to the German market. These machines were single-speed, belt-drive models, equipped with engines from Gruhn, Hanfland, and possibly DKW. This period marked a significant expansion of ABC's influence in the European motorcycle industry. However, the operations of A.B.C. Werk in Berlin were short-lived. By 1925, the production of motorcycles under the ABC brand in Germany had ceased. See on right.



ABC SKOOTAMOTA:1919-23 UK - a scooter built by Gilbert Campling of Albermarle Street, Piccadilly, London. Designed by Granville Bradshaw. It consisted of a tubular frame with no suspension, and sixteen-inch wire-wheels. The engine was positioned above the rear wheel.



ABELL: USA, 1901 a steam powered bicycle built by Rollin Abell who patented the coaster brake in 1901

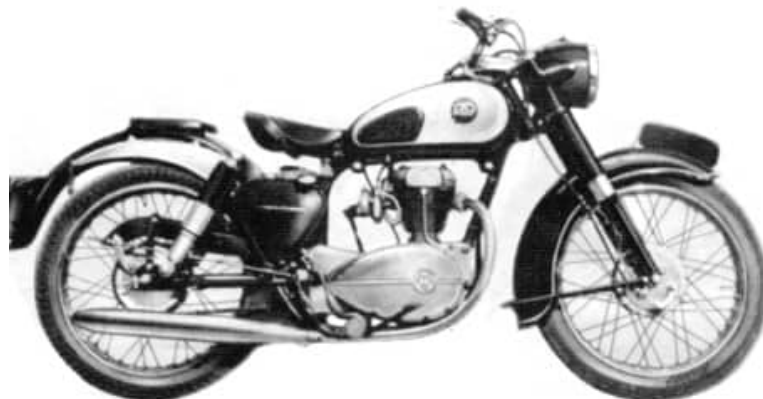
ABENDSONNE: 1933-34 Germany - manufactured in Darmstadt, Germany, during 1933-1934 by Georg Wessbinder. The most unusual feature of the Abendsonne was the coupling of two 98cc Villiers engines to make a 196cc twin-cylinder engine.



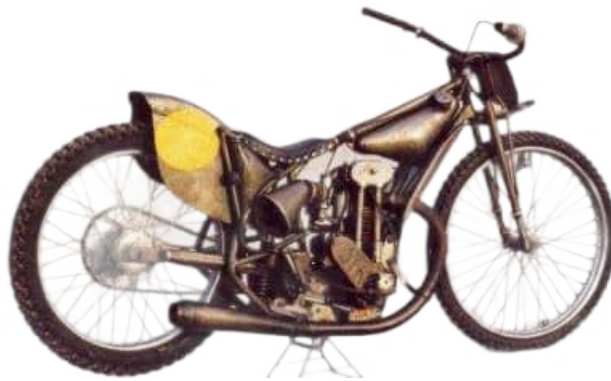
ABERDALE: 1946-59 UK – Aberdale was run by the Levy Bros who bought Bown Cycles from William Bown in the late 1930's. See right.



ABE-STAR: 1949-59 Japan - The company's top model was a 148cc four-stroke engine with the company's own overhead valve engine. ABE-STAR was an example of the "copy of Europe" period, producing models from 1950 to 1957 that were inspired by British designs but were nevertheless original. The brand began with a 125 cc two-stroke, then transitioned in 1951 to a four-stroke with a 150 4-stroke OHV that could compete with a Triumph Cub. This was followed gearbox, a 350 with a V-twin inclined forward, by a 250 single-cylinder OHV with a separate and, in 1957, a new single-cylinder 350 with an engine block. The 250 FR model, presented in 1954, was the most common model of the brand and the last one produced in 1959. ABE-STAR introduced new features to the market. For instance, the ABE 250 launched a new gadget, the gear change indicator, with five lights in a crown on the headlamp. See below.



ABERL: mid 70s Germany - speedway machine *see below*



ABERL-ALFENBECK: mid70s Germany - a unique motorcycle engineered by Fred Aberl, a talented international racer from Muhldorf, Bavaria. This motorcycle was developed in collaboration with Ludwig Apfelbeck. In the mid-1970s, Aberl-Alfenbeck motorcycles were known for their innovative four-valve engine design, which was quite complex compared to the simpler pushrod units of Harry Weslake and Ron Valentine. This engine was a combination of pushrod and overhead cam design. The bottom end of the unit was based on the British-built JAP, but the similarity ended there. The motor had an extremely complicated valve gear, and their own cylinder heads were cast, carrying two large, methanol-feeding carburetors. Despite the bike's impressive speed, it suffered from reliability issues. With Fred Aberl's own tuning and bike preparation to run, his support of leading German rider Josef Seidl, and his own racing program, the time to develop the all-important reliability was just not available, and the project was eventually shelved. *See on right.*



ABF: 1977 France - a product of the association Bidalot-Foures, a French company established in 1971 by engineers Jean Bidalot and Bernard Foures. They began with a small-scale production of a racing motorcycle with a 50-cc two-stroke "Kreidler" engine. By the 1977 season, Bernard Foures had developed a 50-cc engine of his own design. The star of the team was the young French racer Patrick Plisson, who achieved the fifth overall place in the world championship in 1977. Despite the success, the company faced challenges. After the death of one of the colleagues, Plisson decided to retire from the sport. The riders who came to replace him were not as effective, and ABF lost its sponsors. As a result, 1981 marked the end of ABF's history.



ABIGNENTE: 1926-29 Italy - used a 350cc 2 stroke engine

ABINGDON:1903-26 - based in Tyseley, Birmingham, that operated from 1903 to 1925. The company entered the motorcycle market with a machine that had the King Dick name. In the early years, they traded as Abingdon-Ecco. Their machines, typical of the era, ranged from 2hp to 3.5hp, with solos and tricycles available. They began to make their own four-stroke 350cc single and 794cc V-twin engines. Much of the production was exported to the Commonwealth countries. One innovation introduced by Abingdon was the first telescopic shock absorber. Motorcycles of the day often had no front suspension or some form of springs, but Abingdon devised the "Abingdon Spring Fork", a coil sprung, telescopic shock absorber. The company was renamed AKD (Abingdon King Dick) in 1926 and concentrated production on 147cc to 346cc single cylinder motorcycles until 1933, when they decided to concentrate on their successful range of "King Dick" mechanics' tools.



ABINGDON KING DICK:1926-33 - The company was renamed AKD (Abingdon King Dick) in 1926. During this period, AKD focused on the production of single cylinder motorcycles. The motorcycles produced ranged from 147cc to 346cc. Despite the company's success in the motorcycle industry, they decided to cease motorcycle production in 1933. This decision was made to concentrate on their successful range of "King Dick" mechanics' tools. The Abingdon King Dick tool company still exists today and continues to manufacture its range of King Dick brand mechanics tools.



ABJ: 1949-54 UK – "A B Jackson" of Raynal Auto - produced by A. B. Jackson Cycles Ltd, located at 300 Ickneild Port Rd, Birmingham. The company had previously built the Raynal auticycle before World War II. In 1949, the company, under the chairmanship of A. B. Jackson, began producing its own motorcycles. The ABJ motorcycles were powered by a 98cc Villiers engine. The company offered two machines, both of which had a 98cc Villiers engine. One was the single-speed Autocycle, and the other was the two-speed motorcycle. In 1952, a cyclemotor was added to the range. The 1952 models had a Villiers Mark 1F in the motorcycles, and the Mark 2F single gear engine in the auticycle. Production of ABJ motorcycles ceased around 1954, and the company reverted to being a bicycle manufacturer.



ABRA: 1923-27 Italy - manufactured in Italy from 1923 to 1927. The company was established by Alfeo Rodolfi in Bologna. The name ABRA stands for "Autobicicletta Brevettata Rodolfi Alfeo". Initially, ABRA motorcycles used a DKW 146cc two-stroke engine. However, starting from 1924, the company began using their own 132cc two-stroke engines. The models produced included the Viaggio, Signore e Sacerdoti, and Sport, all of which were equipped with DKW 118 cc. Despite the company's efforts, production was limited and ceased in 1927. After the end of ABRA motorcycle production, Rodolfi continued his career in the automotive industry, dedicating himself to repairs and assistance in a modest workshop in Via Croce.



**ABRAHAMS:** 1911-1919 England - established by Percy John Abrahams in the early 20th century. Born in Greenwich, London, in 1882, Abrahams was a cycle maker by profession. The company was listed in the 1919 Directory as Abrahams, Percy John, located at 334 Brockley Road, London SE23. This period marked the height of the company's operations, with its motorcycles being manufactured at this location.

**ABRIKOSOFF:** 1895-1899 Russia

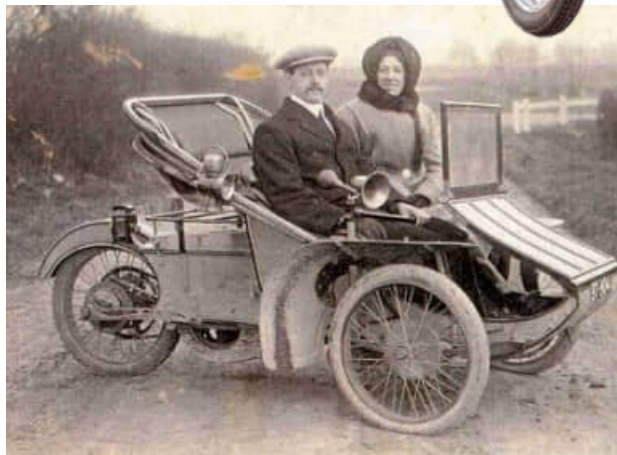
**ABSOLOM:** 1915 Australia - produced in Launceston, Tasmania, Australia, around 1915. The motorcycles were manufactured by J Absalom of 88 Brisbane Street.

**ABV:** East European 1950? - mystery machine - *see on right.*

**AC:** 1902-14 UK – the A.C. Sociable (Auto-Carrier) - a three-wheeled vehicle designed by John Weller and John Portwine. This vehicle marked the beginning of the 'A.C.' brand. The Auto-Carrier was initially a commercial vehicle with a 631cc one-cylinder engine. The cargo box was placed at the front of the vehicle over the twin wheels, while the driver sat over the engine ahead of the single driven rear wheel. In 1907, the company introduced the A.C. Sociable, a passenger version of the Auto-Carrier. This model placed the driver and passenger side-by-side. Two versions of the Sociable were offered: a 2-seater side-by-side, and a 3-seater with the driver sitting at the back. From 1907 to 1914, 1800 units of the A.C. Sociable were sold. The company continued to manufacture automobiles and briefly returned to 3-wheelers after WWII when they built invalid tricars. *See lower right.*



**ACABION:** 2008 Switzerland - established in 2006 in Lucerne by Peter Maskus. ACABION introduced the prototype of the GTBO36 model. This unique vehicle, more akin to a powerful small rocket than a motorcycle, has already received permission to travel on European roads. The GTBO36 is capable of reaching speeds up to 500 km/h, primarily due to its special design, which resembles a shark. This design significantly reduces the coefficient of resistance. The creation of the GTBO36 motorcycle cost 6 million euros, covered by ACABION's own funds. The company continues to innovate and is currently working on designing two electric models.



**ACCLES:** 1896 - This motorcycle was manufactured by the British Motor Syndicate under the supervision of Charles McRobie Turrell and designed by Australian brothers

James George Accles and William Sloane Accles. James George Accles, the founder of Accles Ltd, started the company with the aim of supplying cold-drawn steel tubing to the bicycle industry. His experience with Colt from 1867 to 1886, where he designed the Accles machine gun, a modified Gatling gun, likely contributed to his mechanical expertise. The company was liquidated in 1898. *See pic on right.*

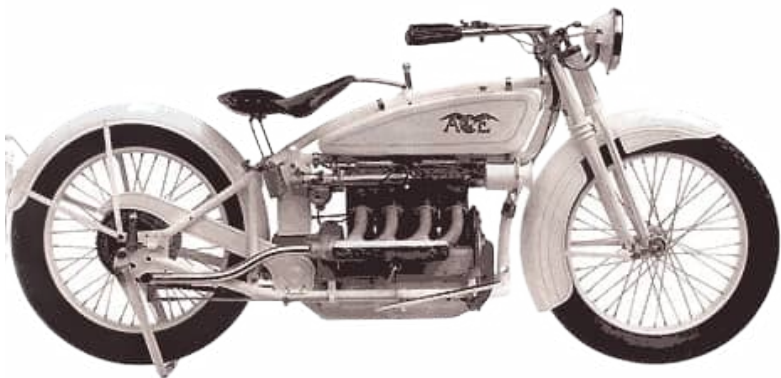


**ACCOSATO:** 1976-90 Italy - Accosato Motorcycles, an Italian brand, was founded by Giovanni Accosato in Moncalieri, near Turin, in 1969. The company produced a range of successful 50cc and later 80cc water-cooled motocross and enduro machines until 1990. They were powered by Minarelli and Hiro engines with the 80cc models developing 21 to 23hp and the 125cc models outputting a claimed 33hp. The company's motorcycles won the 80cc class of the European championship in 1983, 1984, and 1985. Despite ceasing the production of motorcycles in 1990, Accosato has continued to contribute to the Italian motorcycle industry by manufacturing numerous components, including levers, throttle assemblies, radiators, and a variety of quality forgings.

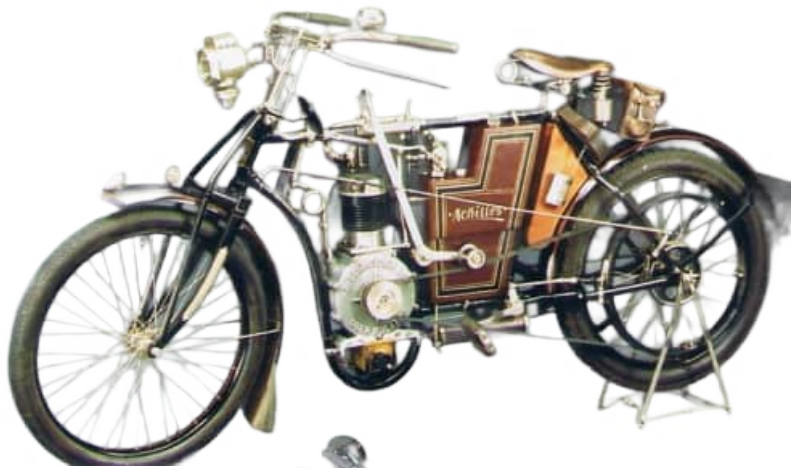


**ACCUMOLLI:** 1950 Italy - located in Turin and built powered by Piaggio. The aluminum body was hand made.

**ACE:** 1919-27 USA – Bill Henderson of Henderson Motorcycles established the Ace Motor Corporation in Philadelphia in 1920 . With four cylinders similar to the Henderson's but lighter. Ace built XP racebikes, Sport and Street Aces. Indian purchased ACE in 1927, after Bill Henderson was killed testing an Ace Sport in 1922.



**ACERBONI:** 1939 Italy - Mario Acerboni, opened a motorcycle company with an attached shop where he sold Frera bikes in the late twenties at the Via Pacinotti Motosalone. When the company Tradate filed bankruptcy in the late thirties, Acerboni would ensure good quantity engines for light motorcycles and three wheelers, which were branded either MA or Acerboni. These engines were used by such companies as the British Moto Panther, Coventry Eagle, but especially New Imperial made great use of them.



**ACHILLES:** 1906-12 Czech - manufactured in the former Czechoslovakia, then part of Austro-Hungaria, between 1906 and 1912. The motorcycles were powered by engines built by Fafnir and Zeus. The bikes featured a 3.5 hp single-cylinder and a 5 hp V-twin engine. The brand was associated with A. Schneider & Co.

**ACHILLES:** 1953-57 Germany – Achilles Werke, Weikert & Co., KG, Wilhelmshafen. Produced scooters with 147cc and 174cc Sachs two-stroke engines. Also 48cc mopeds Sold to Norman Cycles Ltd in England.



**ACIX -** 1925 Italy - built motorised bicycles

ACKLAND: 1919-24 UK - manufactured in Southampton, England, from 1919 to 1924. The company was founded by William Charles Ackland and later joined by his son, William George Ackland. Unlike many manufacturers of the era who used Villiers engines, ACKLAND opted for the more expensive, heavy-duty V-twins from JA Prestwich Industries (J.A.P.). The motorcycles were assembled using proprietary components for the hubs, engine, and gearbox.



ACM:1980? France - see below.



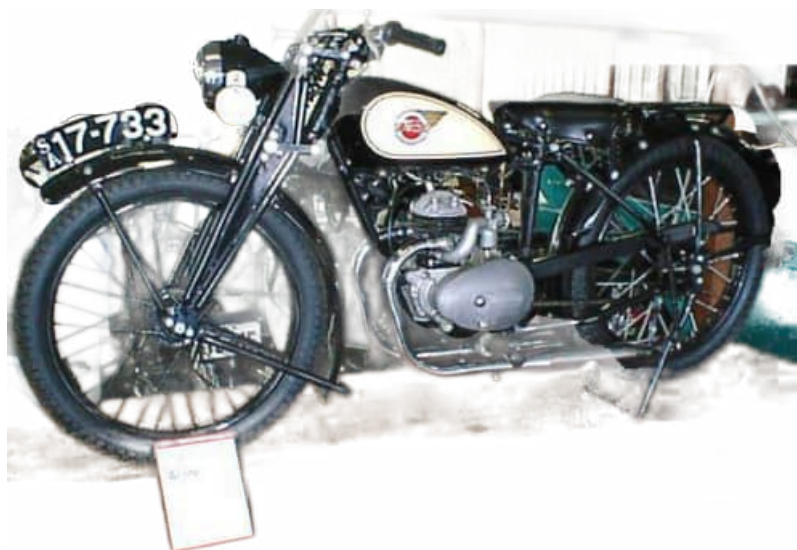
ACMA:1952-62 France - ACM, or Ateliers de Construction de Motocycles et d'Automobiles, was a French company known for the production of scooters and micro cars. It was founded on November 25, 1950, in Fourchambault, near Dijon, France. ACM started production in February 1951 with 20 workers building 200 scooters. By April 1953, the 100,000th Vespa had left the ACMA works. In 1957, the Vespa 400 was presented at the Paris Salon, and production started the same year in the ACMA factory. From 1957 until 1961, the company manufactured approximately 34,000 micro cars under license from Piaggio. The company ceased production completely with the closure of the factory on December 31, 1962. See pic on left.



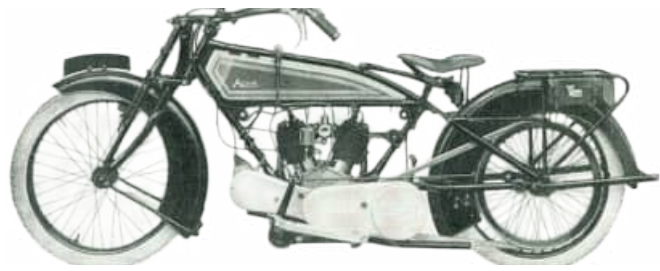
ACME: 1911-13 Australia - Between 1911 and 1913, the Acme Motor & Engineering Company of Lonsdale Street, Melbourne, Victoria, built motorcycles under the "Acme" brand name. They used Fafnir and Moser engines in Chater-Lea frames.

ACME: 1915-17 Australia - Between 1915 and 1917, EMY Ready assembled motorcycles at his saddlery and cycle business in Wilmot Street, Burnie, Tasmania, under the "Acme" brand name. At least one of these bikes was powered by a Dalm two-stroke engine.

ACME: 1939-49 Australia – Constructed by Bennett & Wood in Sydney, using Villiers engines - During the period from 1939 to 1949, ACME motorcycles were assembled and marketed by Bennett & Wood, located on Wentworth Avenue in Sydney. These motorcycles were built using a Villiers 122cc Mark 9D engine. The frame was locally constructed. Bennett & Wood, who also built Speedwell bicycles, were the BSA importers for New South Wales. The ACME motorcycle was aimed at city commuters as a cheap and economical mode of transport. Production began in May 1939 and was phased out in 1949, due to the success of the imported BSA Bantam. The ACME, along with the Waratah, were the only two Australian-made motorcycles whose production span was before and after World War II.



ACME: 1902-22 UK – became Rex-Acme - produced from 1902 to 1922. The company initially built machines using Minerva and Automoto engines. After 1918, they used JAP units and their own sidevalve 348cc singles and 997cc V twins. In 1922, ACME merged with Rex, a car and motorcycle company that began in Birmingham, England in 1900. The merged company was named Rex-Acme. Rex-Acme produced a range of motorcycles throughout the 1920s using both engines of their own design and from various outside suppliers including JAP, Sturmev-Archer, Villiers, and Blackburne. The company closed in 1933.



ACSA: 1954 Italy - based in Bologna and produced the Veltro (Greyhound) moped.

AD: 1926-27 Italy - founded by Antonio Dionisi and was based in Milan and built motorized bicycles. These were lightweight motorcycles with a single-cylinder two-stroke 125 cc engine which were made in-house.

ADB (see Avenger): 1993 USA – “American Dirt Bike Co”MX bikes using Rotax Engines - a product of the American Dirt Bike Company. The ADB Avenger was built on the basic structure of the Scott/PBH design, but with full bodywork. The story of the ADB Avenger starts with Austrian-born, but American-based, Horst Leitner. Leitner founded ATK Motorcycles in 1982, but left ATK in 1990 to start AMP Research. He designed a new bike for the British PBH firm, which was marketed as the Scott. However, PBH went bankrupt and sold the AMP design to the American start-up ADB. ADB changed to the ADB “Avenger”. The Avenger was a classic Horst Leitner design—straight rectangular chromoly frame, AMP Link, countershaft disc brake, laid-down no-link shock, and ultra-slim dimensions. Only 10 ADB Avengers were ever produced.



ADER:1903-06 France - produced in France from 1903 to 1906. The man behind the brand was Clément Ader, a pioneer of aviation and telephone services. He designed and patented a lightweight V-twin engine for use in his aviation projects. The firm Automobiles et Moteurs Ader was not his own, it was created by S.I.T. who owned the rights to his name. Ader's work involved developing both steam-powered and petrol engines, and his petrol engine was used in a prototype V-twin motorcycle with shaft drive. The Ader company continued to build automobiles until at least 1907. These included

motor cars with V4 and V8 engines which were probably designed by M. Ader. He also built at least two motorcycles using his V-Twin engine. *See on right.*



ADDISON: 1904-05 England - produced in Liverpool, England from 1904 to 1905. The firm of Addison was based in Liverpool and was known for building forecars with 3¼ hp engines and with air or water cooling. These models had only a single speed, chain-drive, and a clutch. In 1905, a two-speed model appeared, using a 3½ hp Fafnir engine. A 3hp solo was also built that year, again with a Fafnir engine, but belt-driven. The company also built cars in 1906.

**ADLER:** 1900-07, 1949-58 Germany – Adlerwerke from Frankfurt - Adler, which means 'eagle' in German, was a renowned automobile and motorcycle manufacturer based in Frankfurt, Germany. The company was operational from 1900 until 1957. Adler built its first vehicle, a tricycle, in the 1870s and started producing motorcycles in 1902. Until 1910, they manufactured motorcycles with 3, 3½, and 5 HP machines. After World War II, Adler resumed its motorcycle production. One of the most popular models during this period was the Adler MB250. This 250cc two-stroke twin was well ahead of its time and had a top speed of 70 – 75 mph. It was quite expensive for a small-engined bike and had to compete against popular British marques like BSA, Matchless, Triumph, and Norton. The production of Adler motorcycles ceased in 1957 when Grundig bought out the company to concentrate on office equipment.



**ADLY** (see Her Chee): 1985-? Taiwan – scooters, motorcycles and ATV's built by Her Chee - Adly Moto, a subsidiary of the Her Chee Industrial Company Ltd., is a Taiwanese manufacturer known for its scooters, motorcycles, and ATVs. The company was established in 1978 and has since made a name for itself in the industry. Initially, Adly was involved in the production and development of agricultural machinery, all-terrain vehicles, and light bikes. Over time, as the company expanded its capacity and gained experience, it began to produce scooters, ATVs, and electric bicycles. Despite the broad model range, the company's main focus has been on quadricycles and bikes in the average price category. Its ATVs, in particular, are popular worldwide, with models ranging from small youth quads (50 to 150 cc) to serious touring models with 40-horsepower, 600 cc engines.

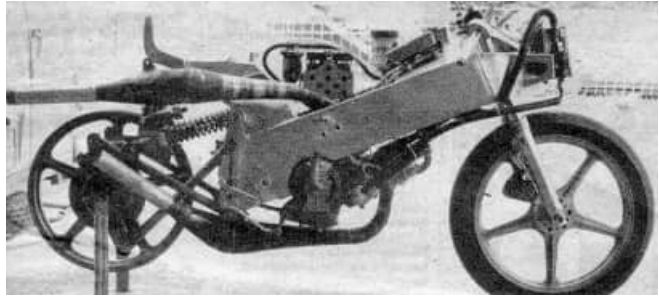
**ADONIS:** 1929-52 France - a French manufacturer of motorcycles and scooters, officially known as Société du Scooters Adonis. The company was based in St Etienne, with offices in Neuilly-sur-Seine. Adonis began production around 1929, building BMA machines with Stainless 100cc engines. BMA (Bicyclette Moteur Auxiliaire) was a category of motorcycles introduced in France in 1926. The rules for a BMA were that the engine must be 100cc or less (most often 98cc), and the total weight must be under 30kg. Stainless was closely associated with Rhony'x and produced 50cc and 125cc two-stroke engines from 1932 to the early fifties. These engines were used by various marques, including Astral, Adonis, Captivant, C.P.C., Carpio, Dresch, Durandal, Eriol, Femina, Feminia, Le Grimpeur, Juncker, Lafour & Nougier, Rhony'x, Sphinx, Verlor, and others. After World War II, from 1949 to 1952, the company shifted its focus to building cyclomoteurs and diminutive scooters. These vehicles were powered by VAP engines of 48cc, although some models may have used 75cc motors.

**ADMA:** 1924-26 Germany - ADMA motorcycles were powered by a 169cc two-stroke engine with an internal flywheel. ADMA began its production at a time when hundreds of small factories in Germany started making motorcycles, responding to the need for light, inexpensive transportation that had arisen after World War I. Unlike many other brands that purchased built-in engines from other manufacturers, ADMA chose the more expensive option of developing its own engine.

**ADRIA:** 1921-28 Germany - The company was better known for their motor vehicle and boat engines. However, they also built a range of motorcycles powered by side-valve single-cylinder engines of 276cc, 282cc, 294cc, and 346cc. The early models of ADRIA motorcycles were single-speed belt drive, while the later models were equipped with three-speed gearboxes.



**ADRIATICA:** 1960s-80s Italy – 250cc Grand Prix racer - manufacturer of farm machinery that also had a road racing team from the 1960s to the 1980s. The company built its first motorcycle, a tandem 125 cc twin. The 250cc ADRIATICA GP twin was an interesting bike; it had cross rear swing arms and rear damper position. The hollow aluminum spars carried the fuel, and the chassis was designed by Alessandro Strada and Dervis Macrelli. The engine design was by the Dutch tuner Jan Witteveen, who also designed the 125 cc Gilera MX engine. A later version with a Yamaha engine was ridden by Randy Mamola with considerable success in the 1979 season. However, issues with Team ADRIATICA, including inadequate brakes for Randy's riding style, led him to leave the team. Walter Villa joined the team for the 1980 season.



**ADS:** 1949-57 Belgium - a small Belgian firm that built light motorcycles in Liège. The motorcycles were equipped with Sachs and JLO engines of 98cc. The production was limited, and they also marketed mopeds built by A. De Smaele in Aalst.

**ADVANCE:** 1905-12 UK - a British motorcycle and engine manufacturer established in 1905. The company was founded by Douglas Herbert Gainsford and Frederick Smart, who previously ran a bicycle shop in Northampton. They began designing and manufacturing engines and motorcycles when Joseph Power joined them in 1903. The reliability of Advance engines led to their demand from other motorcycle manufacturers, and they were exported all over the world. The company moved to a larger factory in 1912 and ended vehicle production to concentrate on reconditioning engines and making components.



Advance also supplied stationary engines for driving agricultural machinery and were agents for Kerry Cars and dealers for Brown and Barlow carburetors. They held a number of patents for components such as the 'Advance Adjustable Pulley' that aided the ascent of steep hills. After the end of World War II, the company was sold to Sheepbridge Engineering and became a motor supplies organization.

**ADVANCER:** 1970s UK – rotary engine motorcycle - *see on right.*

**AEB:** 1913-14 UK - produced in the UK from 1913 to 1914. The motorcycles were built in Sweetman St in Wolverhampton before World War I. The name AEB came from the initials of the originator, A. E. Bradford, who was a schoolmaster. These motorcycles had proprietary engines and parts and were probably built to order. The AEB marque was short-lived as Bradford then went on to use the name De Luxe.



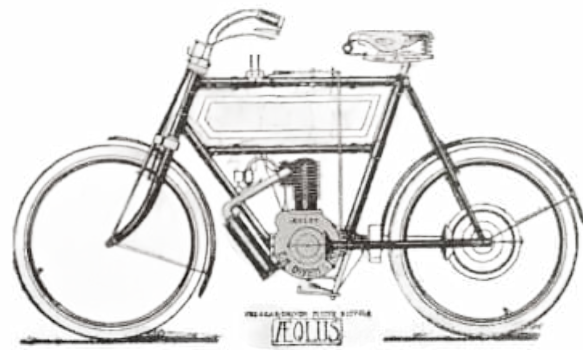
**AEC:** 1914 England - Auto Engineering Co, Coventry, produced motorcycles as AEC Introduced a single model in July 1914 powered by a 211cc two-speed, two-stroke engine.

**AEL:** 1919-24 UK - AEL motorcycles were assembled in Coventry, England from 1919 to 1924. The name AEL came from the initials of the originator, A. E. Lynes, who was a retail bicycle, spares, and accessories dealer. These motorcycles were assembled using frames, engines, and other components made by various suppliers. The engines ranged from 147cc to 348cc and were provided by companies such as Villiers, JAP, and Blackburne. The machines sold under the AEL badge were usually constructed elsewhere as there was no shortage of motorcycle manufacturers in the Coventry area. However, the economic difficulties of the mid-1920s meant that the name was short-lived due to lack of demand.

**AEL**



**AEOLUS:** 1903-05 UK - manufactured in England by the Bown Manufacturing Company between 1903 and 1905. These bikes featured a 492cc single-cylinder engine with shaft drive to the rear wheel. Production was on a limited scale, making these motorcycles relatively rare.



**AEOLUS:** 1914-16 UK – built by William Bown - motorcycle production resumed in 1914 using a small Villiers engine. In 1919, the motorcycles were marketed under Bown's own name as the Bownian or the Bown Villiers for larger machines.

**AEOLUS:** 1952 Germany: "Passat Werke" in Gelsenkirchen, North Rhine-Westphalia in 1952, they built a three-seater tricar, with a single front wheel, driven by a 200cc single-cylinder motor.

**AEON:** 1990s- China – scooter and moped manufacturer

**AER:** 1937-40 UK – Albert E. Reynolds, a Scott Motorcycles dealer, founded AER in 1937. Reynolds had previously influenced the development of several de-luxe Scott specials between 1931 and 1934. The first AER motorcycle was the Reynolds Special, a 340cc twin-cylinder air-cooled two-stroke with an alloy engine and pressed-in cylinder liners. Notably, it featured a shaft drive, an innovative departure from the typical chain or belt drives of the time. The production model launched in 1938 and included features like flywheel magneto ignition and a dynamo in front of the crankcase. In 1939, Reynolds introduced motorcycles with 249cc and 350cc Villiers engines. Production ceased due to the outbreak of World War II.



**AERMACHCHI:** 1945-78 Italy – Airplane manufacturer in 1912. Started making motorcycles postwar in 1945. Aermacchi built very competitive machines and was purchased by Harley Davidson (AMF) in the late 60's and provided Harley's light weight bikes. Built 250 and 350 GP two-strokes in the mid 70s. Aermacchi was bought by Cagiva in 1978.



**AERMOTO:** 1940s? Italy - a parachutable 125cc motorcycle produced in the 1940s by the Turin Volugrafo Mechanical Workshops.

**AERO:** 1916-20 Australia - manufactured by the Aero Motor Works of Goodwood Park, Adelaide Powered by JAP engines from 1918 to 1920.

**AERO-FIRST:** 1908-26 Japan - The "Shimazu Motor Research Institute" was founded by Narazo Shimazu. He designed what is generally considered to be the first domestic motorcycle in 1908. This used a 400cc 2 stroke engine of his own design. In 1909 he built a 4 stroke engine of 400cc and F head design, and fitted it to a frame also built in house. This he named the N.S. based on his initials. It used a belt drive and some 20 units were sold. Some years later, after working on aero and auto engines, Narazo returned to motorcycle design, and in 1926 produced the Aero First which used a 633cc single cylinder, 4 stroke side valve engine putting out 6.5 HP. Six of



these were built before he went bankrupt the same year. He then formed a partnership with Yukio Ohbayashi to form 'Japan Motors Manufacturing', refined the original Aero First design and went into commercial production of the new version which had a 250cc, 4 stroke single cylinder engine and a 2 speed gear box. About 700 of these machines were sold before the company was wound up in either 1927 or 1929. Narazo continued on in other engineering projects and was active into his 80's. He died in 1973 and has been inducted into the Japan Automotive Hall of Fame. (Source: *the late Ian Sandy*).

**AERO-CAPRONI:** 1947-64 Italy - Capriolo, formerly called Aeromere, was the motorcycle production arm of the Italian aircraft company Aeromere (or Aero-Caproni). After World War II, the victorious Allies prohibited wartime aircraft and other military hardware suppliers from remaining in their previous industries. As a result, Aero-Caproni transitioned to motorcycles. They produced a variety of intriguing motorcycles: Initially starting with a 48cc ciclomotore two-stroke, they later expanded to 100cc and 125cc models. And 75cc Fourstrokes: These featured four speeds and pressed steel chassis. Some Capriolo engines featured the Küchen desmodromic valve system, while others used face-cams instead of the usual camshaft valve operation. Additionally, there was a Capriolo model with a longitudinal flat twin.

**AERO-BIKE:** Early in 1913, Salvatore Marchese from the Milwaukee area purchased a new Henderson 4 cylinder motorcycle. Shortly after purchasing the bike a spooked horse pulling a wagon ran Salvatore off the road and the new Henderson was severely damaged. Salvatore had 3 sons who were experienced bicycle racers had a Thor pacer bike. The 3 sons climbed down the ravine and retrieved the mangled motorcycle. They concocted the innovative idea to attach the Henderson engine to the back of their pacer bike. They added a Banks propeller creating the first Aero Bike. They proudly exhibited and raced this unique new bike at motorcycle events. This Aero Bike proved difficult to ride because of the engine torque and prop thrust. The bike's brief story ended with WWI. The 3 young men enlisted in the Army and the Aero Bike was partially disassembled and stored in the basement of the family's farm. When WWI ended the brothers became involved in automobile racing and the bike sat forgotten collecting dust. It was not until 1982 that Mr. Guy Jones of Massachusetts purchased the remains of the bike, the Henderson engine the propeller at a Marchese farm sale, Early in 2008 qasl back together again. Source: <https://thenewcaferacersociety.blogspot.com/>



**AERO-FIRST**  
250 c.c. Model-c  
TWO-SPEED GEAR MODEL WITH BALLOON TYRE

特別許英純國産  
自動自轉車

エーロファースト  
C型二五〇C  
バルーンタイヤ付二速二五〇C

價格  
正價金三百九拾五圓 (大洲流し)運賃及び發運費實費可申立特  
電氣製價附 金八拾五圓増 (蓄電池、前照燈、電氣喇叭共)

製造販賣元  
日本モーターズ製造所  
大阪市港區南堀川町二丁目  
電話特長西二四八四番

**AERO CAR:** 1919-20 England - a British 5/7 hp flat twin-engine cyclecar

**AEROMERE:** 1958-64 Italy - the Aerocaproni company was renamed Aeromere in 1958. The Aeromere Scooter was displayed at the Fiera Internazionale del Motociclo di Milano in 1961. It never went into production. Aeromere, however, did produce the TAI 15, an agricultural three-wheeler, powered by a Lombardini LDA90 4-stroke diesel engine.

**AEROPLAN:** 1922-25 Germany - also known as Fahrradhaus Gustav Lederer, was a historic German brand specializing in light motorcycles. The Aeroplan factory crafted their motorcycles using their own frames and DKW two-stroke engines.

**AEROS:** 1927-29 Czech - designed by Franz Bezina and manufactured in Czechoslovakia these motorcycles featured a BMW-inspired frame with a leaf spring fork and three-valve overhead camshaft single-cylinder 350 and 600 cc engines. The Aeros bikes utilized German Küchen three-valve OHC engines.

**AEROTHRUST:** 1913-19 USA - Aerothrust engines were built first in Chicago, and then LaPointe, Illinois. The engines were air-cooled single- or twin-cylinder four-strokes that either fired with battery or magneto ignition systems. The donor bicycle was an Iver Johnson. The concept failed due to the difficulty of riding the machine and also the inherent danger to the rider and the general public.



**AESTER:** 1932-35 Italy - based in Turin, they crafted motorcycles equipped with four-stroke engines ranging from 150cc to 500cc.

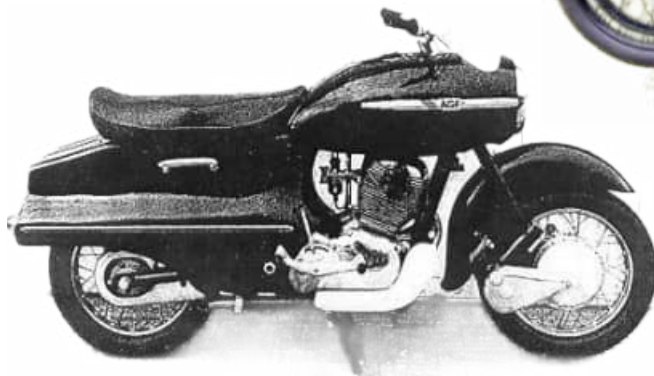
**AETA MOTONETA:** ??? Argentina

**AETOS:** 1912-14 Italy - Made in Turin by Ditta Pozzi using their own 492cc V-twin engines.

**AFW:** 1923-25 Germany - also known as Allgemeine Fahrzeugwerke GmbH, was a motorcycle manufacturer based in Brake, Westfalen, Germany. AFW motorcycles were equipped with a 246cc overhead valve engine supplied by Hansa Präzisionwerke AG of Bielefeld

**AGA:** 1921 UK – built a 300cc JAP engine machine. Only one survives. *See on right.*

**AGF:** 1947-56 France - The company was founded by Andre and George Faizant, who amalgamated their initials to form the company name. AGF motorcycles utilized Ydral engines with capacities of 123cc and 173cc. *See below.*



**AGOSTINI:** 1991- Italy - Morini engine moped

**AGRALE:** Brazil – assembles and distributes Cagiva, Husqvarna and MV Agusta under license from

Cagiva

**AGRATI:** 1958-65 Italy – scooter manufacturer

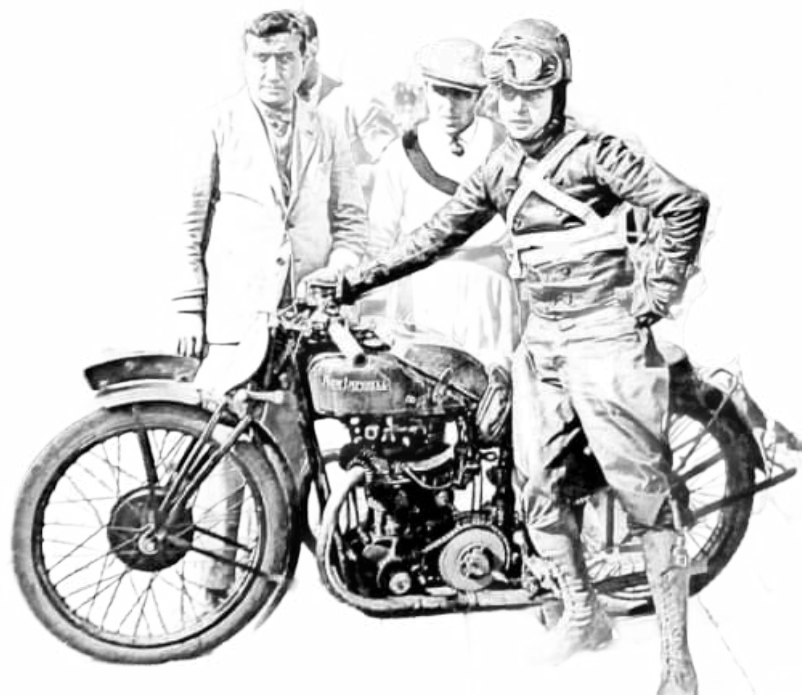
**AGS:** 1971-76 Netherlands - located in Sintjohannesga, Friesland. They specialized in building 50cc and 125cc off-road motorcycles using Casal, Puch, Sachs and Zundapp motors. AGS is derived from the initials of the founders: Akkerman and Jan de Groot, with the "S" representing "Special".



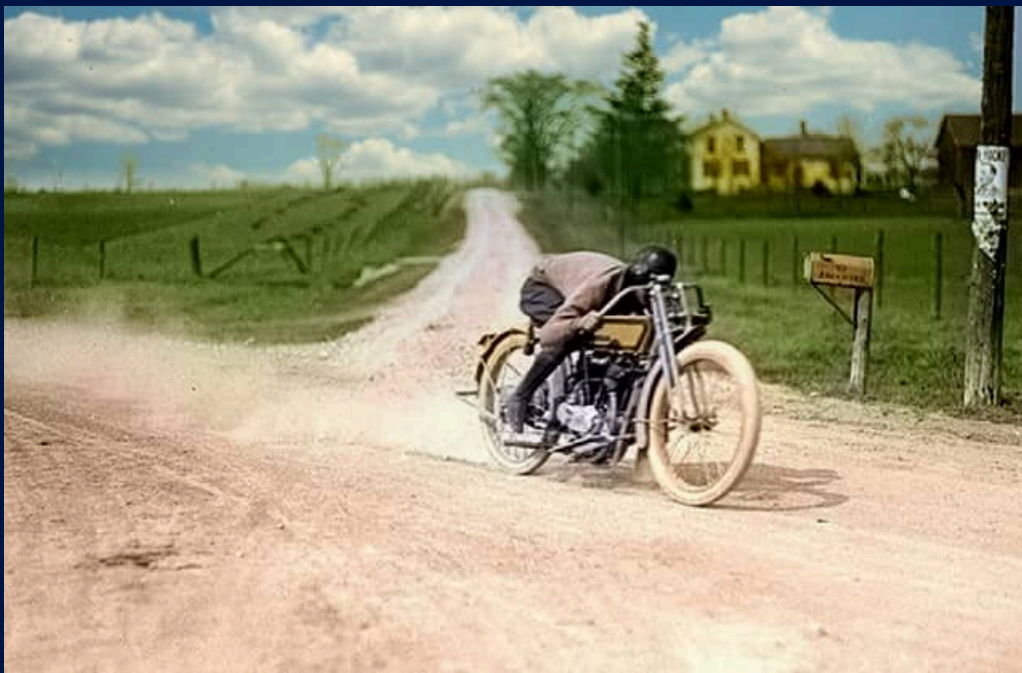
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