



The USA and Haiti used Harley-Davidson and Puch machines for Special Delivery of mail. After Herculean efforts Special Delivery that included a motor-cycle might fail.

** 3c. embossed envelope with 10c. Special Delivery sent from Newcastle, Indiana, 23 Jan 1936 to passenger aboard ship sailing from New York noon 25 Jan 1936. Carried by trains (RPOs with backstamps); received by GPO, New York, 0930 hrs 25 Jan 1936. Delivered to ship by motor-cycle, but cachet added, 'OFFERED at ADDRESS 1/25 1212' and 'Cause of Non-Delivery.....boat sailed'. Cachet added 27 Jan 1936 on reverse. 'Too late for delivery. Received at French Line Dock Pier 57.....S.S. Sailed JAN 25 1936.....Cie.Gle. Transatlantique'. 'REC'D TOO LATE' cachet added to front; 'opened by mistake' endorsed on back. Address deleted in red. French address added and envelope sent to France where backstamped on receipt 'Lavallois 11 Feb 1936 5.15'.



* 1923 Argentine machine cancel, 'Unice el Servicio de Mensajeros Postales', 'Use the Postal Messenger Service'.



** Bulgarian 10f. parcel post & 1f. duty stamps on declaration from Skopje (occupied Macedonia) 13 Jan 1944 to Bulgaria without normal postal cachets. Wide use of sidecars was made for quick deliveries in Argentina and bulkier parcels in Bulgaria. The sidecars of the postal messengers in Buenos Aires are now displayed in the Postal Museum.



* Partially missing 'D' (Discount) security underprint with normal 'D' Discount.



Port of Felixstowe courier service.



The Datapost service in London, now 'Parcelforce', is performed by solo machines which are also useful for localised services, but a sidecar may be used in an unusual role as in Mexico to carry post on railway tracks like this Sirrah machine (1921-1925).



Envelope postmarked at Westfield 15 Mar 1928 on the first day of operation of the Experimental Airplane-Motorcycle Courier Service, carried to Hartford by sidecar.

The USA Air Mail Service also used a sidecar to feed mail into Contract Air Mail Route No. 1 (CAM #1) in New England. The experiment ceased because the courier was not quick enough.



The motor-cycle messengers used by the British Post Office to carry telegrams from 1933 to 1981 have been superseded by the private courier carrying urgent messages.



** Souvenir telegram with envelope also used in 1936 at Portsmouth and Southsea.

Military and police authorities universally were quick to recognise the versatility of the Iron Steed for them in a variety of roles.

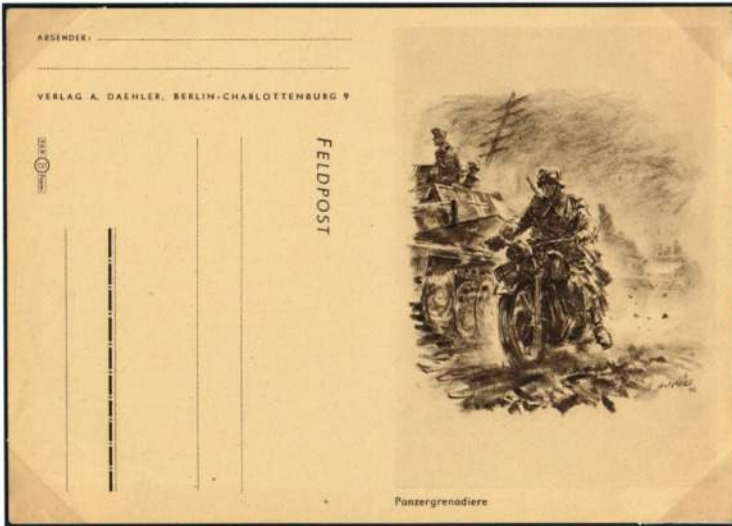


* Free military postage afforded to postcard posted on 28 Aug 1915 from the Military School for Motor-Cyclists No. 1 Reserve Motor Transport Company.



** Fieldpost postcard sent via civilian post 17 Aug 1915 from Bruges, Belgium, bearing unit cachet from soldier serving in Marine Motor-Cycle Troops.

WW I was the first major conflict in which the motor-cycle played a role. The Russian and German Armies recognised its use in combat situations. The Russians established a training school for their motor-cyclists and the Germans formed special motor-cycle combat units.



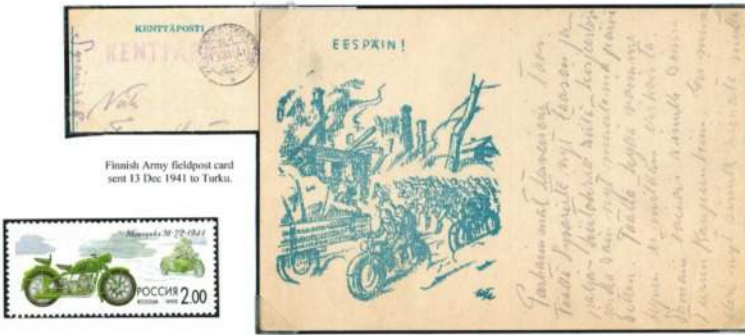
* German Army fieldpost postal stationery letter sheet for troops on active service.



** French Forces postal stationery card providing free postage for military forces ('FM' = franchise militaire).

Invading German Panzer units and their motor-cycle escort confirm French propaganda that depicted an armed sidecar as a deterrent against aggression was totally unsuccessful.

By the time WW II started motor-cycles had become much more reliable, so military authorities could use them more widely and glamorise their role.



Finnish Army fieldpost card sent 13 Dec 1941 to Turku.



** Italian Armed Forces fieldpost card posted 21 Sep 1943 from soldier serving in motor-cycle unit of No. 1 Company, 56^a Battalion Bersaglieri.



* April 1941 postal stationery motif repeated on 'Armed Forces Heroes' 5 pf. stamp 21 Mar 1943.



** Proof (K)



* Stamp with propaganda urging 'victory through tenacity'.



* German Army fieldpost card posted 25 Jan 1943 from soldier on active service.

Sidecar units in action made good exciting propaganda for the German war machine as did 'rapid troops' escorting tanks for the Italians. However, life at the front in midwinter 1942/43 was hardly likely to be as idyllic as the picture suggests!

The versatility of the motor-cycle was exploited in wartime in many roles and not always by the military.



A motor-cycle provided an ideal escape vehicle for the Resistance.



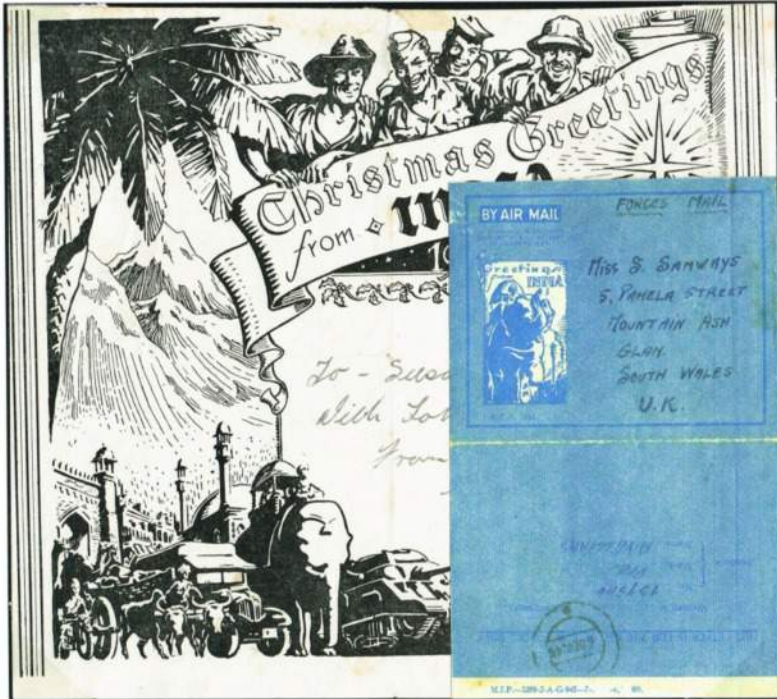
Sidecar gunships entering Budapest



Kettekrad personnel carrier



'Excelsior Welbike' made at WELwyn by Special Operations for use on D Day by the Royal Engineers despatch riders.



* Indian Armed Forces Xmas greetings postal stationery sent 6 Dec 1945 to UK by British soldier still serving in India after WW II.

Support transport for the army in India included elephants as well as motor-cycles!



'CP.MOT.MITR.' - 'Military Motor-Cycle Company'.



* Cover with registered fieldpost label sent from Swiss Army Motor-Cycle Company No. 10 backstamped Geneva 30 Apr 1940.

The Swiss Army, which included different kinds of motor-cycle units, provided postage stamps for its various military groups. The stamps were valid for use by soldiers via the normal postal service.

4.3.2 Despatches

Despatch Rider Letter Service

Armies worldwide use despatch riders for carrying urgent messages during times of war and of peace.



** Malcing besieged stamp.



** Army Telegraph envelope sent from Wolmaranstad, South Africa, 20 May 1902 to Thomas Leask, store-keeper in the town.



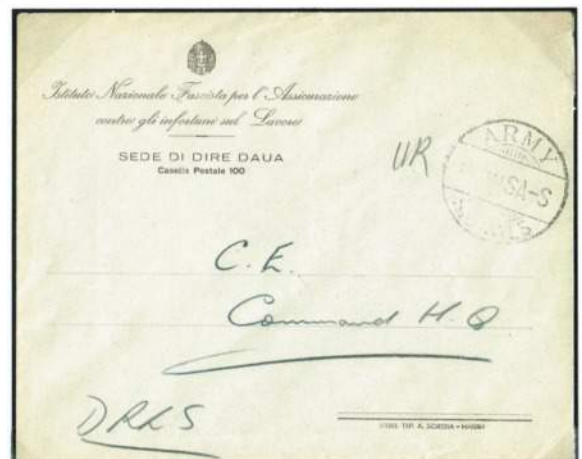
** Manuscript WW I 'DRLS' cachet.



In the Sudanese and Boer Wars the telegraph and bicycle communications used by the British Army for urgent despatches were found to be too limited, slow and insecure. As a result the British Army decided in WW I that a safe, swift and secure means of conveying despatches would be by motor-cycle. So, as a part of the Corps of Signals, it created the Despatch Rider Letter Service, the 'DRLS'.



** OHMS label authorising use of 'DRLS' in Papua New Guinea by the Australian Army. Letter sent on 1 Jun 1945 from FPO 079, Milne Bay, to Noguera and carried by motor-cycle.



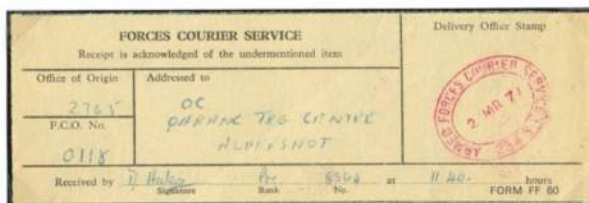
** Manuscript 'DRLS' cachet on captured Italian envelope sent 1 Dec 1941 from South African Army Signals, Ethiopia, to CE Command HQ, Kenya. Backstamped 24 Dec 1941 'Express Letter Service Nairobi' and delivered by 'DRLS' to Command HQ.

The 'DRLS' was greatly improved during WW II especially with the provision of machines which came with 'teledraulic' front forks and camouflage much appreciated by despatch riders. The service was extended to numerous campaign fronts using British Commonwealth troops including the Caribbean Regiment, and the Australian and the South African Armies.

Despatch riders have eventually become military couriers in more peaceful times.

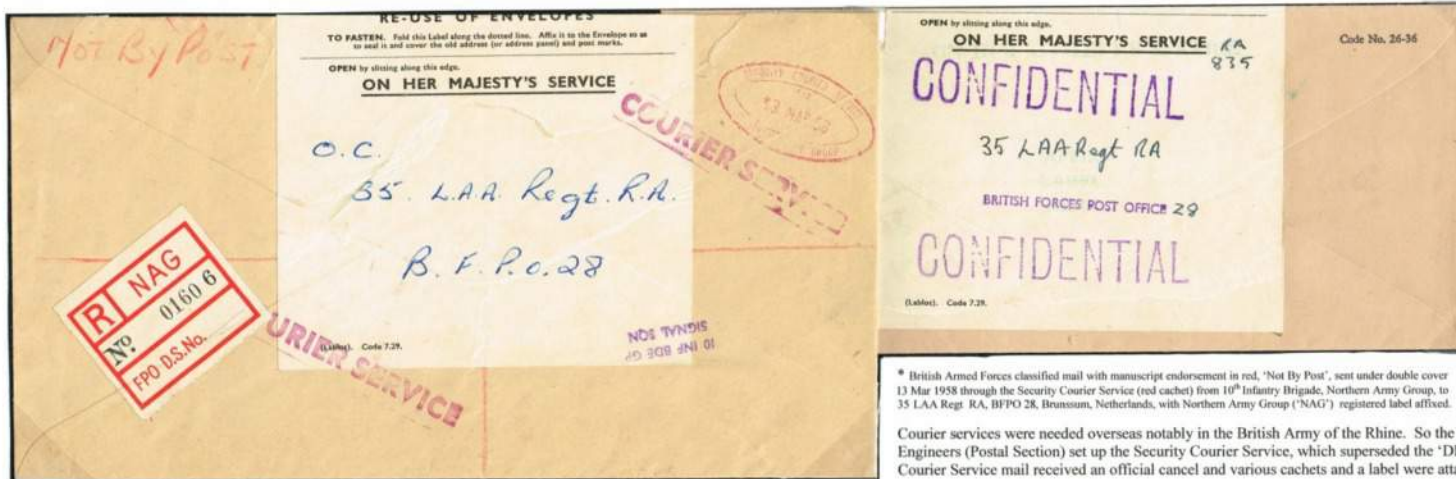


* Airgraph from British despatch rider serving overseas in WW II printed from a microfilm to reduce the weight of the mails.



Delivery office receipt by addressee for mail carried by British Armed Forces Courier Service 2 Mar 1971.

Following WW II despatch riders continued to carry out their role as fast couriers delivering military mail. Even James Bond in 'For Your Eyes Only' became a despatch rider in the Armed Forces Courier Service, the ultimate successor to the 'DRLS'.



* British Armed Forces classified mail with manuscript endorsement in red, 'Not By Post', sent under double cover 13 Mar 1958 through the Security Courier Service (red cachet) from 10th Infantry Brigade, Northern Army Group, to 35 LAA Regt RA, BFPO 28, Brunssum, Netherlands, with Northern Army Group ('NAG') registered label affixed.

Courier services were needed overseas notably in the British Army of the Rhine. So the Royal Engineers (Postal Section) set up the Security Courier Service, which superseded the 'DRLS'. Courier Service mail received an official cancel and various cachets and a label were attached.

The versatility of the motor-cycle makes it an ideal tool for civilian and military police work throughout the world.



* Printing error - producing white line across se-tenant strip.



Normal



The Iron Steed has replaced the horse in some police forces. It plays an important part in apprehending criminals and controlling traffic congestion.



* US Military Police detachment handstamp denoting free post of mail sent by soldier in San Francisco 3 Jan 1944 to New York with cachet of Army Examiner no. 03815 denoting cleared by wartime censorship.

The motor-cycle patrolman is a familiar figure apprehending speeding vehicles and undertaking escort duty. Motor-cyclists in the United States military police helped to maintain the law in the American armed forces.



* Envelope with cachet of West German police motor-cycle courier service.



Issued stamp



* Signed artist's proof.

From 1945 to 1964 a police motor-cycle courier service ran in West Germany between the occupying forces, police stations and official bureaux. That police motor-cyclists liaise with other public services whilst in Cameroon gendarmerie motor-cyclists are part of the army.

Motor-cycles are excellent vehicles for personal use and leisure and for organised pursuits.



Front and reverse of stamp.



* Machine cancel for loan credit firm



Booklet with 'A' denomination stamps for use in Spain.



** Postal stationery card advertising the Avtorod Lottery which included 50 motor-cycles as prizes.

The 'Chopper' bike and the film 'Easy Rider', together encapsulate the spirit of personal use and leisure. So, take out a loan that is so easily obtainable and buy that motor-cycle. Or just sit in your armchair and collect toy motor-cycles or win a motor-cycle in a lottery.



* Reply paid postal stationery card confirming payment of magazine subscription.



As an alternative, from the comfort of your armchair you could use your leisure time to choose sporting goods for motor-cyclists from the 'Diana' illustrated catalogue or read your regular motor-cycle magazine, but the pleasures of the open road strongly beckon.

There are a whole variety of outdoor pursuits that can be undertaken by motor-cycle.



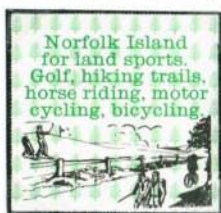
* Scap metermark machine.



Latvian stamp printed on reverse of a map.



If 'the road is fine', then impress the fair sex by taking them for a ride. Buy a map and call at the town hall to find the best place to go.



** 1931 Danish booklet with brown cover also known with green cover.

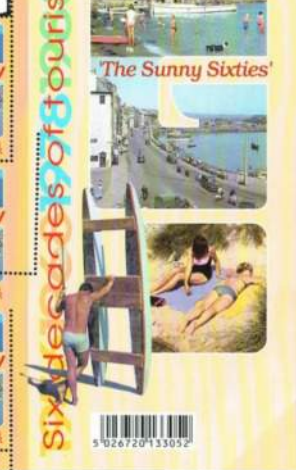


The great outdoors awaits. Don't forget to pack some provisions, especially if you are going camping, and wrap up warm.



Also known printed in green.

A trip to the park to see your favourite statue could appeal or you may prefer taking part in a gymkhana or parade. Although a holiday in the sun including a ride along the promenade could be most tempting.



A ride into town or a trip to a motor-cycle museum may be preferred.

It can be extremely convenient riding into town to the market or shops, but do park your bike in the proper place.

A visit to a motor-cycle museum, which includes cars and bicycles, could be a rewarding experience.

Postal stationery cards series no. 7107 printed between 1968 and 1975 showing the German Two-Wheeled Museum for bicycles and motor-cycles. The 1974 card is incorrectly inscribed '7101'.

4.4.2 Organised Rider

Clubs and Associations

Clubs and associations have been formed for assistance, to represent manufacturers, for enjoyment, and to organise motor-cycle sport.

The familiar Netherlands 'Roadwatch' has its origins in the early days of motor-cycling when clubs and associations were set up to give help at the roadside for members. Many such national car and motor-cycle organisations were set up in Europe some offering assistance from motor-cycle patrols.

*** German 5 pfg. postal stationery card handstamped Dresden 6 Jul 1912 for ADAC Day.

*** Bavarian 5 pfg. postal stationery card.

Kierowca! na drodze nie jesteś osamotniony
POMOC DROGOWA PZM - służy w każdej potrzebie

Dla członków Automobilklubów i Klubów PZM POMOC DROGOWA oraz inne świadczenia ulgowe i bezpłatne

kartka pocztowa

SOCIETA ITALIANA MOTORI GNOME e RHONE - TORINO

CARTOLINA POSTALE ITALIANA (CARTE POSTALE D'ITALIE) 15

Vicenza

*** Italian postal stationery card sold for 15c. with exclusive concession for Rome office of the Red Cross.

MILANO 2x 7.54 SOCIETA' ARTICOLI TECNICI AUTO-MOTO-VELO

SATAMOV 25

VIA SETTEMBRINI 31-33 - MILANO - TELEFONI 25-145 - 275-714

VEB MÖVE-WERK Mühlhausen (Thür)

Deutsche Post 020

The Polish Motoring and Motor-Cycle Organisation ('PZM') continues the tradition of breakdown recovery. Manufacturers organised themselves as well, such as the Italian Motoring Society or the Society of Technical Constructors ('SATAMV') in Italy, or they controlled the production of two wheeled vehicles through the Volks Eigener Betrieb ('VEB') in East Germany.

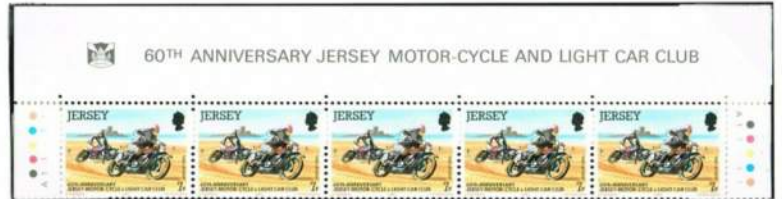
Motor-cycle clubs have also been formed for touring and sporting purposes with national associations controlling motor-cycle sport.



Locally based clubs like the Java Motor Club, the Cannes Motor-Cycle Club and the MC Touring Club from Denmark provide their members with leisure pursuits such as touring, and sports clubs based in Austria and Turkey cater for members' special pursuits like road racing and moto-cross.

Other local automobile organisations cover a wide range of vehicular interests including hill climbs and sand racing which are favoured by members of the Jersey Motor Cycle and Light Car Club, founded in 1920.

Extract from inside back page of stitched booklet.



The Jersey Motor-Cycle and Light Car Club run local hill climbs and sand racing for cars and motor-cycles, but the organisation of motor sports events in Nazi Germany was more controlled. There the 'NSKK', the National Socialist Kraftfahrrad Korps, 'powered bicycle corps', organised all motor sport events through its local groups.

National and international organisations have been established to supervise motor-cycle sporting events.



The Albanian Defence Aid Association, a military council, and the East German 'GST', Gesellschaft für Sport und Technik, supervised technical sports including motor-cycling. In the UK the 'ACU', Auto Cycle Union, controls motor-cycle sport such as the TT Races. At international level the 'FIM', Fédération Internationale Motocycliste, at its annual congresses makes the rules for the world championships governing all international motor-cycle sport.



The 'FIM' is based in Switzerland from where it liaises with national motor-cycle associations on the running of all the diverse international motor-cycle sporting events shown in Chapter 5.

5.1.1 Faster And Faster

The variety of motor-cycle sports reflects the quest for speed and reliability deriving from man's competitive nature. Racing on roads led to racing on special circuits. Competition brought national and world championships and great riders. Speed trials on roads and on salt flats led to speed records.



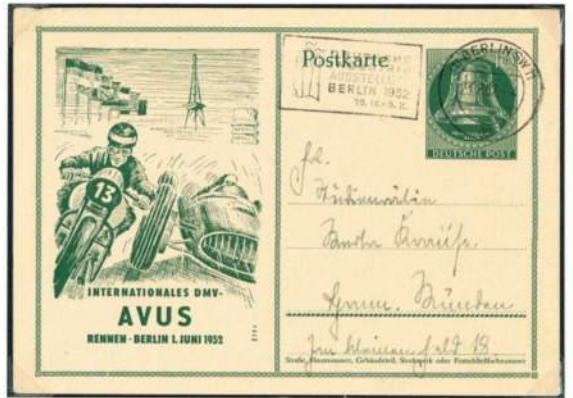
** 1931 Czech telegram inscribed 'Tiskopis 770' also known inscribed 'T1 avicw'.



Handstamp with advert for tobacco and cigarettes.

Handstamp for event which was never held with advert omitted for tobacco and cigarettes as wartime shortages.

Hockenheim used closed roads from 1905. After WW I a closed circuit was built and used from 1923 to 1949 for the 'Dreiecks Rennbahn' motor-cycle races which became the German Motor-Cycle Grand Prix. Closed circuits then sprang up all over Europe, becoming the venues for national road races like Schotten, used for motor-cycle racing from 1925 to 1956. The Avus circuit in Berlin, constructed in 1921, with its very dangerous parallel stretches of fast autobahn joined together is just a memory - it was closed in 1967.



* Design error - No. 13 was not used in road racing from 1937 to 1981 as it was believed to be unlucky.



Racing on public roads in Europe brought clashes with authority and public opinion was unfavourable because of several fatalities. So racing on public roads was banned in 1903. Instead closed roads were used for a time.

5.1.1 Faster And Faster

Circuits and Championships

Other circuits established themselves on the racing scene and so did national road racing championships.



* Mobile post office.



The Assen circuit has hosted the Dutch TT annually from 1925, except during WW II. The Brno circuit was built in the late 1920s and used for the Masaryk Motor-Cycle Grand Prix pre WW II before becoming the home of the Czech Grand Prix. The circuit built at Solitude in 1925 is still used in the present. The international races held there in 1937 were run by the NSKK (see Chapter 4.4.2).



* Stanbaugh metermark machine A2c.



Printing shill.



Watermark 'winged wheel'.



* Handstamp for 50th Chinese National Games that included motor-cycle racing.



* Registered label of mobile post office at 'Silverstone Saturday' motor-cycle road race meeting 10 Apr 1954.

Racing started in Italy with the Seaside Cup in the 1920s. It spread to Switzerland, where Motosacoche was victorious in 1929 at the Grand Prix of Europe, and became popular too in the USA. National and international motor-cycle road race meetings remained very popular after WW II in Europe and further afield, but something more was needed.