

Some manufacturers made motor-cycle engines only for other marques. Others not only made motor-cycles, but also produced engines for other marques.

JAP 1904-1908



\* Neopost metermark machine.

Nacional 1935 only



Mi-Val 1950-1966



Eysink 1899-1956

\* 'EFA' perfin - Eysink Fabrieken Amersfoort.



JAP made motor-cycles until 1908, only making engines thereafter for other manufacturers like Nacional. Mi-Val obtained the licence for the Messerschmitt cabin scooter in 1954 to which it fitted one of its motor-cycle engines. Eysink like others used two stroke engines from Villiers for their motor-cycles. Fichtel & Sachs also made two stroke engines (Sachs) and supplied these for many years to DKW.



DKW 1919-1993



\* Cover with registered label sent 10 Jun 1929 from post office in DKW factory.



DKW

\*\* Cover with handstamp 16 Jul 1934 from post office in DKW factory.



Jawa



DKW was once the largest motor-cycle manufacturer in the world - no wonder it had a post office in its factory! DKW engines were widely used by other manufacturers like Jawa. After WW II East Germany nationalised DKW and changed its name to IFA.

Many motor-cycle manufacturers grew from the bicycle industry and some still retain that connection.

Automoto 1901-1962



\* French booklet with 10 fr. x 20 stamps overprinted for use in Algeria.



\*\* Advertising postal stationery sold for 3.5 pfgr. with additional 5 pfgr. for postage to Danzig ('airwards').

Motosacoche 1899-1957 (the 'engine in a toolbag')



Automoto and Motosacoche, well established bicycle manufacturers in the late 19th Century, became early motor-cycle pioneers. Motosacoche was founded by Armand and Henry Dufaix who would later become aircraft pioneers as well.

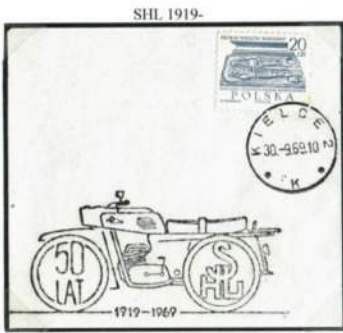
Griffon 1920-1928

\* Italian B.P. letter postally used also known with ship vignette printed in red.



Griffon made bicycles and motor-cycles. It was taken over by Peugeot which is the oldest motor-cycle manufacturer, still making mopeds and scooters.

The motor-cycle industry in Eastern Europe has traditionally concentrated on cheaper machines. In Western Europe production decreased dramatically following WW II, save for the innovative Italian scooter, with the rise of Far Eastern manufacturers to worldwide dominance.



Honda 1948-



Kawasaki (1949 to date), named after the city where it is made.



The Steyr target has its origins in trusted weapons.



MZ (now MuZ) 1946-



Local post authorised by Isle of Man Post Office in 1971 UK postal strike.

MZ = Motorradwerke Zschopau.

Pre and post WW II cheaper and generally less powerful motor-cycles, especially two stroke machines and later, mopeds, have predominated production in Eastern Europe.



Publicity card sold for 35 yen, 5 yen of the price subsidised by Honda.



\* Japanese post office notification of failure to deliver signed for letter handstamped Kawasaki 16 Jan 2011.



Many legendary marques in Europe have been eclipsed by the inexorable rise after WW II of the Japanese motor-cycle industry and even more recently from Indian competition. Some have held their own though like the world famous Vespa scooter made by Piaggio.

3.2 Accessories

Within the motor-cycle industry a sub-industry has been created catering for all kinds of accessories, parts and products.

Spare Parts and Clothing



\*\* First UK Aerial Post postcard, also printed in brown. Advert on back added before postmarking on 9 Sep 1911, the first day of service, but due to bad weather not carried until 11 Sep 1911. The postcard was used to ask the public whether they liked post sent by air.

Firms such as Brown Brothers, who also made motor-cycles (1902-1915), and Klaas and Sachtleben, stocked everything motor-cyclists might need for their machines or as riders.



\*\* 'K & S' perlin = Klaas & Sachtleben, inverted on single 10 pf. stamp at left.



Kays stocked spare parts as well. Specialists like 'Belstaff' made waterproof coats and jackets, essential accessories for motor-cyclists, along with gloves, boots and goggles. Products such as Purarjan, protecting nickel and chrome on a motor-cycle, are part of the accessories market too.



\* French postal cheque envelope

C. C. P. Marseille, N° 359-91

NICE T44 898-89

MM. les Bijoutiers et Horlogers emploient avec succès Purarjan!

Publicité Service - 13, rue Armand-Maisson - Paris-13°

The oil companies and tyre manufacturers are a large part of the accessory market.



\*\* Portuguese postal stationery envelope sold at 20 centaves discount.



The petroleum companies mushroomed with the road transport industry in general. They catered for scooters too whose two stroke engines ran on oil.



\*\* Belgian Congo booklet sold for 120 fs.

Bata manufactured shoes of all kinds, as well as tyres for cars, motor-cycles and bicycles, and rubber toys too, whereas others made them for lorries as well as cars, motor-cycles and bicycles.



\*\* Italian BLP letter.

Early sales were from general dealers of cars, bicycles, and motor-cycles. Motor-cycle only dealers and importers came later, as did sponsorship.



\*\* 'Gbr R B'perlin - Reichstein Brothers, Brandenburg, on 5 pf. stamp used on postcard sent 8 Apr 1897 from Brandenburg to Buxtehude where handstamped 9 Apr 1897 on receipt.

As early as 1897 manufacturers had set up arrangements for their motor-cycles to be sold by general dealers such as the Reichstein Brothers in Brandenburg and at bicycle shops like J.Charle in Paris together with cars.

\*\* Incorrectly inscribed sale price '0.10 centimes'; should be '10 centimes'.



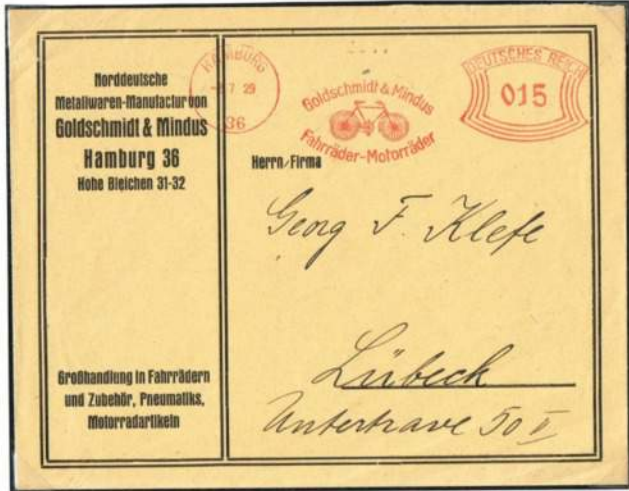
\* Swedish postal stationery envelope with letter writing sheet sold for 5 öre.



\*\* German postal stationery envelope.

Joint vehicle sales continued from the late 1890s well into the 20<sup>th</sup> Century. In Sweden Ernst O. Jonsson sold motor-cycles with bicycles, cars and boats. In Germany Rudolf Radtke Nfg. sold motorised two wheelers with bicycles and provided a mechanical workshop and repairs as well.

Dealers continued selling motor-cycles along with other road vehicles into the 1920s. Sales were made from shops as well and sometimes under state control. Third party sponsorship of sporting riders has subsequently become a common feature.



\* Francotype metermark machine E-1.



\* Telegram sent 19 Oct 1923 from Riga, Latvia.

Goldschmidt & Mindus in Hamburg, a well known Jewish general store, also sold motor-cycles and bicycles, but in 1938 they went out of business when they were aryanised. N.Dewhurst in Riga sold cars, petrol, and batteries as well as motor-cycles.



\* French booklet with .10fr x 20 stamps overprinted for use in Algeria.



\* German money stamp.



\* Dutch perforin 'S & Z' - Essen van Stokins & Zonen.



\* 'JPS' perforin - John Player & Sons.



John Player Norton

Some shops offered credit facilities to assist sales, others sold all types of vehicles, whilst department stores sometimes sold motor-cycles. Stokins & Zonen imported foreign motor-cycles to sell, as did Moto Importadora in Brazil and Motoimport in Poland, the latter under state control. However, greater commercial freedom led to outsiders like John Player, the tobacco giant, sponsoring sporting teams and riders.

3.4 The Showplace

Since 1895 the motor-cycle industry has taken the opportunity to show off its products, often in conjunction with cars and bicycles. Such joint exhibitions are still arranged nowadays, but in China things are changing.

Shows and Exhibitions



\* Francotype metermark machine E-1.



\* Registered label of mobile post office at 'IFMA' = International Fahrrad + Motorrad Ausstellung.



The Berlin International Car and Motor-Cycle Show, which was one of the earliest exhibitions, grew considerably by 1936, but was last held in 1939. IFMA, the International Bicycle and Motor-Cycle Exhibition, became its post WW II successor.



Chinese postal stationery card incorporating lottery token.

The bicycle has continued its earlier links with the motor-cycle industry with joint exhibitions mainly in Europe. In China an international industrial exposition city hosts the motor-cycle show. The showplace has become the venue for promoting the business and social virtues of the motor-cycle.

Motor-cycles are suitable for commercial use, often by national authorities and are excellent vehicles for personal, leisure and organised activities.



\* Belgian postal cheque envelope returned to sender as addressee left without leaving any address.

Three wheels provide scope either as an ambulance or as a taxi for carrying individuals. Motobecane sidecars were called 'les motos des docteurs' as they were used by doctors in rural France in the 1920s and 1930s. A triporteur can carry small loads economically.



\*\* Portuguese postal stationery envelope and insert writing sheet sold for 20c. for public use to all Portuguese Territories, Brazil and Spain.



\* Mobile post office

Commercial use of a motor-cycle includes pacing racing cyclists, delivering water and performing in a circus.



One conversion of the scooter to three wheels produces a commercial transporter. Rapid courier services by motor-cycle have developed over the last 25 years most particularly in delivering urgent medical supplies and business mail in large cities.

4.2 Post Haste

Post offices worldwide use motor-cycles for collection and delivery of mail and to expedite specialised services.

4.2.1 Pillar Box To Letter Box



The motor-cycle followed the natural progression from the 18<sup>th</sup> Century for reliable transport of mail by postilion and stage coach. As early as 1899 it was recognised as an ideal vehicle to provide postal services and within 10 years was providing such in Africa.



\*\*\* Mail from the mining community, Penholonga, Rhodesia, carried to Umtali by motor-cycle from 1 Jan 1909 for a few months for onward transmission by car.



Normal

At the turn of the 20<sup>th</sup> Century the motor-cycle in three wheeled format or towing a trailer was widely employed collecting and delivering mail.



Also known printed in red.



\*\* Purple partially missing (E).



The sidecar gave greater capacity for the carriage of mail. Were all these new winged messengers foreseen in 1922?



\* Commemorative postal stationery card for Austrian Philatelists Day, Vienna 1922 with 2 x 10 kr. imprints.

The collection and delivery of mail by scooter and motor-cycle is quick and efficient for the post office.



By the 150<sup>th</sup> anniversary of the national mail service in Uruguay in 1977 scooters were involved in the urban service, whereas on remote St. Helena they carried the first local post throughout the island. On the Chinese mainland and offshore the motor-cycle has integrated well with other mail services thus increasing efficiency.



\* Taiwan postal stationery card also printed in red and in blue.



\*\* Greetings telegram with envelope issued 3 Oct 1938 showing front (photocopy) and reverse sides.



The solo machine has played a considerable part in the integrated transport system employed to transport the mails and deliver to your letter box or to you personally.

Motor-cycles have provided a reliable service overcoming problems, shaping future services, but replacing the horse along the way.



Cypriot postal stationery card initially surcharged 5 mills for revised postage rate and later surcharged 10 mills at new rate.



Envelope sent from Wellington 1 Oct 2002 delivered by scooter of Pete's Post Ltd, private delivery company authorised by New Zealand Post Office.

You need to be quick to catch the postman on his motor-cycle collecting the mail. Postmen can encounter hazards though, dogs, rain and punctures, but the sun will eventually shine. Other challenges like privatisation of postal services also have to be faced.



Chinese postal stationery card incorporating lottery talon.



Self-adhesive



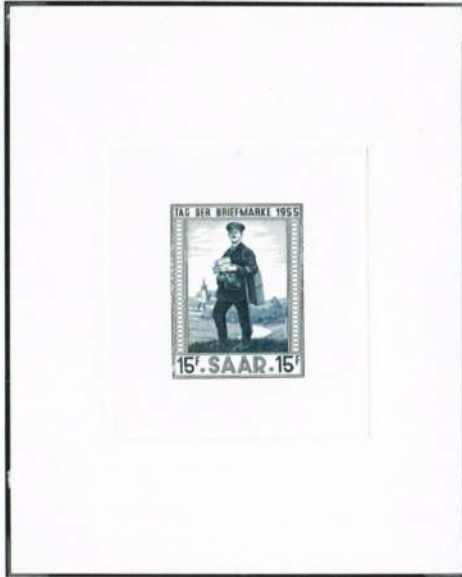
Issued stamps



\* Colour trial

The Iron Steed is an integral part of the modern post office, but its introduction sounded the end for the postilion.

Post offices worldwide also provide specialised services using motor-cycles to speed up delivery of mail. One such service is Express Delivery.



\*\* Black/ultramarine colour trial on patterned card with passport/coinage format.



\* Post Office Jubilee 1890 commemorative envelope uprated 2d. and registered.

The delivery of post by walking, by coach or train, even by running or bicycle, or automobile, was found in some instances not to be quick or efficient enough for very urgent mail. Post offices found the motor-cycle to be the ideal answer.



\* Imperforate die proof.



\* With plate number margin.



\* Overprinted red in Burgos with imprint.



\* Overprinted black in Madrid without imprint.



\* Extra 'E' variety 1927.



Improved machinery 1941.



1929 Mexican Express Delivery 30c. postal stationery envelopes.

An Express Delivery service by motor-cycle to accelerate delivery may be available on paying a premium. Special stamps or postal stationery may advertise the service.

Many countries use Express Delivery stamps to speed the delivery of mail to internal and foreign destinations.

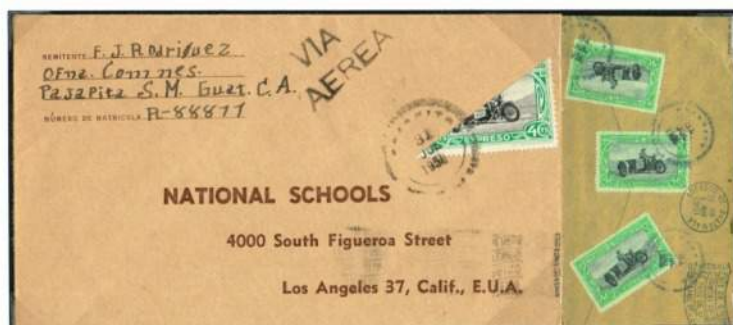


\* Express Delivery stamp on cover with 'Express' cachet signifying delivery by motor-cycle within Cairo.



\*\* Express Delivery stamp on registered cover carried by train and ship from Kharkov, USSR, on 29 Mar 1936 to Haiphong, Indochina, backstamped 11 May 1936 on receipt.

An Express Delivery stamp depicting a motor-cycle does not entail delivery by motor-cycle however.



\*\* Bisect on cover making up 14 centavos rate to USA.



\* 4 centavos stamp overprinted 'EXPRESO' 20 Jun 1940 for use solely on mail carried by motor-cycle from Coban to Guatemala City until 4 Dec 1944. Cover posted Tuesday 30 May 1944, Coban, backstamped Thursday 1 Jun 1944 1700 hrs, Guatemala City. Delay to Express Delivery over initial 86 miles not explained! Subject on arrival in USA to opening and examination by Censor.

Express Delivery was a particular service operated by the post office in Guatemala, although it might not be as quick as one might expect!

Express Mail services using motor-cycles were ideal for large cities such as West Berlin and Paris.



\*\*\* Envelope postmarked Berlin-Tempelhof 1 1640 hrs 1 Mar 1949, first day of operation of the Postschnelldienst, to another address in Berlin-Tempelhof. Endorsed 'Postschnelldienst' in green manuscript and also crossed in green manuscript at Berlin-Tempelhof signifying use of the service.



\* Advertisement for the Postschnelldienst, 'doing its duty quickly and promptly'.



The Postschnelldienst, Express Mail Service, operated from post offices in West Berlin from 1 March 1949 to 30 November 1951 at a premium rate for fast delivery by sidecars and scooters solely to addresses within the British, French and American Zones of West Berlin. On 1 December 1951 it was superseded by the Pneumatic Express Mail Service eventually ceasing operation on 5 March 1955.



\*\* Pre-stamped 1 mark postal stationery envelope for use by Magistrates of Greater Berlin, sent 0840 hrs 1 Mar 1949, the first day of operation of the Postschnelldienst, to Alliance Insurance Company Limited, Jebenstrasse 1, Berlin-Charlottenburg 2.



Etiquette in use from 23 Mar 1949 to 6 Dec 1954 to denote use of the Postschnelldienst.



Postal stationery for the Paris pneumatic post - 'b) par preposes motocyclistes: Certaines localites de banlieue.'



A special service was available at some of the terminals of the Paris pneumatic post from 1968 to 30 March 1984 for delivery by motor-cycles to certain areas.

The Chinese Post Office purchased a considerable number of surplus wartime American Army Harley-Davidson motor-cycles following WW II and then depicted one of these machines on the Express Delivery stamp of the 1949 unit issues.



Stamps first issued on 2 May 1949, perforated and rouletted, with no value indicated and sold at the price applicable on the day because of inflation during the Communist Revolution. They were surcharged later on 9 November 1949.



The Express Delivery stamps were overprinted also on 9 November 1949 by the Communists in the mainland regions of China under their control.



The Nationalists in Taiwan overprinted the rouletted stamp on 16 October 1949 and surcharged the perforated and rouletted stamps on 25 April 1956.



\* Express Delivery perforated strip of 3 surcharged \$5 with \$300 and \$1,000 stamps on cover sent 8 May 1951 to Tientsin, backstamped 11 May 1951 on receipt. Note use of glue to affix stamps as they were not gummed.



\*\* Unit issues, including Express Delivery stamp, overprinted for use in Shensi Province (larger bottom character) on cover sent 23 May 1950 within Shanghai.



\*\*\* Express Delivery stamp with \$10 definitive both overprinted in red for use in Central China on cover sent 18 Nov 1950 from Swatow by 'quick mail' (red cachet No 16933) to Canton, backstamped on receipt.

The Communists were apparently not averse to depicting American made machines in areas they controlled!