

## Chapter 1 : History of the motorcycle - Wikipedia

*A Century of Japanese Motorcycles [Didier Ganneau, Francois-Marie Dumas] on calendrierdelascience.com \*FREE\* shipping on qualifying offers. Japanese motorcyclemakers are most widely acknowledged for introducing new paradigms of efficiency and forcing American and European competitors to adapt or perish.*

Roper of Roxbury, Massachusetts developed a twin-cylinder steam velocipede , with a coal-fired boiler between the wheels. Although the patent is dated , nothing indicates the invention had been operable before In Copeland formed the Northrop Manufacturing Co. The vehicle was built by the Merryweather Fire Engine company in Greenwich , in Starting was by compressed air. Speed was controlled by means of a throttle valve lever. No braking system was fitted; the vehicle was stopped by raising and lowering the rear driving wheel using a foot-operated lever; the weight of the machine was then borne by two small castor wheels. The driver was seated between the front wheels. Replica of the Daimler-Maybach Reitwagen Another early internal combustion , petroleum fueled motorcycle was the Petroleum Reitwagen. Instead, it relied on two outrigger wheels to remain upright while turning. It was designed as an expedient testbed for their new engine, rather than a true prototype vehicle. The first instance of the term "motor cycle" also appears in English the same year in materials promoting machines developed by E. Peugeot Motorcycles remains the oldest motorcycle manufacturer in the world. In the early period of motorcycle history, many producers of bicycles adapted their designs to accommodate the new internal-combustion engine. As the engines became more powerful and designs outgrew the bicycle origins, the number of motorcycle producers increased. Many of the nineteenth-century inventors who worked on early motorcycles often moved on to other inventions. Daimler and Roper, for example, both went on to develop automobiles. At the turn of the 20th century the first major mass-production firms emerged. In English bicycle-maker Triumph decided to extend its focus to include motorcycles, and by the company had produced its first motorcycleâ€”a bicycle fitted with a Belgian-built engine. A year later it was the largest motorcycle-manufacturer, with an annual production of over units. Other British firms included Norton and Birmingham Small Arms Company who began motorbike production in and , respectively. The Single was made available in the deep blue. During this period, experimentation and innovation were driven by the popular new sport of motorcycle racing , with its powerful incentive to produce tough, fast, reliable machines. During the First World War , motorbike production was greatly ramped up for the war effort to supply effective communications with front line troops. Messengers on horses were replaced with dispatch riders on motorcycles carrying messages, performing reconnaissance personnel and acting as a military police. The British company Triumph Motorcycles sold more than 30, of its Triumph Type H model to allied forces during the war. It was also the first Triumph not to be fitted with pedals, so was a true motorcycle. It was so popular with its users that it was nicknamed the "Trusty Triumph. By , Indian and Harley-Davidson were the only two American manufacturers producing commercial motorcycles. In , Joe Petrali set a new land speed record of Grouped into loosely organized clubs, motorcycle riders in the US created a new social institutionâ€”the motorcyclists or "bikers"â€”which was later skewed by the "outlaw" persona Marlon Brando portrayed in the film *The Wild One*. The BSA Group purchased Triumph Motorcycles in to become the largest producer of motorcycles in the world claiming "one in four". The role of the motorcycle shifted in the s, from the tool of a life to a toy of a lifestyle. It became part of an image, of status, a cultural icon for individualism, a prop in Hollywood B-movies. Their motorbikes were more stylish and more reliable, so the British manufacturers fell behind as mass-market producers. Honda, which was officially founded in Japan on September 24, , introduced their SOHC inline-four engine CB in , which was inexpensive and immediately successful. Shortly after the introduction of the SOHC, Kawasaki demonstrated the potential of the four-stroke four-cylinder engine with the introduction of the KZ Suzuki , Kawasaki and the Yamaha each started producing motorcycles in the s. Meanwhile, the sun was setting on British dominion over the big-displacement motorbike market. Japanese dominance[ edit ] The Honda CB revolutionized motorcycle marketing and was emblematic of Japanese dominance The excellence of Japanese motorcycles caused similar effects in all Western markets: Degner, an excellent engineer, immediately joined Suzuki and his knowledge

became their technology springboard. Harley-Davidson in the US at the time suffered from the same problems as the European firms, but its unique product range, American tariff laws and nationalism-driven customer loyalty allowed it to survive. A factory full fairing was introduced by BMW motorcycle in the RRS of , the first factory fairing produced in quantity. Recent years have seen a resurgence in the popularity around the world of many other motorcycle brands, including BMW, Triumph and Ducati , and the emergence of Victory as a second successful mass-builder of big-twin American cruisers. In November , the Dutch company E. However, other manufacturers, including Royal Enfield, had been producing diesel-powered bikes since at least Scooters, mopeds and motorcycles offer a fast, cheap and risky way around snarled traffic and scarce mass transit, as they can easily squeeze through jams.

## Chapter 2 : Top 15 motorcycles of all time

*A book written by a couple of Frenchmen about the early Japanese motorcycle industry. Well done, too. Great photos and great background. I was unaware of the early post war days of the nascent Japanese motorcycle industry.*

The Harley-Davidson EL, for example, established the core elements of heavyweight, cruiser-style motorcycles produced to this day by Harley and its competitors. So check this group of 15 motorcycles of influence, presented in chronological order, which includes a few new models we think might become classics. It also introduced the loping exhaust cadence that remains the Harley heartbeat today. A twin-carb performance version of the Tiger T, the Triumph T Bonneville could easily top mph. The later arrival of Japanese performance bikes killed off Triumph, but the brand was reborn in , and in the Triumph Bonneville brought back the classic lines and name. The transverse, overhead-cam 4-cylinder engine had four carburetors and seemed complex, but in typical Honda fashion the CB was easy to live with it had electric start and was affordable to manufacture. Capable of ripping off the quarter-mile in 13 seconds, the CB could cruise all day and carry a passenger. It also handled well, and with its disc brake it could stop on a dime. It created the format for what would be called the "universal Japanese motorcycle. It is still seen strapped to the rear bumper of countless motor homes. Honda claims it sold , examples in alone, and the CT70 stayed in production virtually unchanged until It was powered by a liquid-cooled flat-4 cc engine that offered a new level of power with no compromise in reliability. Fitted with aftermarket bags, racks and a fairing, a Gold Wing was capable of a 1,mile day. Honda listened to its customers, and in added touring amenities to the Gold Wing Interstate, and a new class of motorcycle was created. In the Low Rider, Harley-Davidson sought to emulate the raw, stripped-down, bare-bones esthetic of both drag racing and the custom chopper scene; note the snaking collector exhaust feeding a single large-diameter muffler, cast aluminum wheels, drag-style handlebar and raked fork. Packing horsepower in a lightweight chassis, the original Ninja was good for mph â€” the fastest production bike money could buy at the time. Its launch was perfectly timed to reach all those baby boomers who started riding on a Trail Designed to fit the displacement rules for American Motorcyclist Association Superbike racing, the GSX-R utilized a lightweight aluminum frame and weighed just pounds, about the same as cc bikes of the time. A crouched rider position, full racing bodywork and dual blazing headlamps made it clear the GSX-R was a no-compromise performance machine. Durable and relatively affordable, the GSX-R quickly became the motorcycle of choice for privateer road racers and street hooligans alike. Designer Miguel Galluzzi said of the philosophy behind his creation, "All you need is a saddle, tank, engine, two wheels, and handlebars," and he created the Monster using parts from other Ducati models. A new fuel tank shape gave the bike a brutish, muscular profile. Ducati has since sold more than , examples. Designed to meet a new rule that allowed cc 4-stroke bikes to compete with cc 2-strokes in AMA motocross, the liquid-cooled cc engine featured high compression valves and was cast using new techniques that kept it light and compact. Though slightly heavier than a 2-stroke bike, its engine compression braking proved to be a competitive advantage, and in Doug Henry won the AMA motocross championship on a YZF. Founded in in Santa Cruz, California, Zero has incrementally increased the performance, capability and range of its electric bikes. The Zero SR, when equipped with its maximum battery option, breaks the mile range barrier that makes it practical for urban prowling. Yamaha, and KTM are right behind Zero as the electric bike era is about to explode. The company realized a big Harley was often not a good fit for the Big City. Updated models followed in , and Its recumbent design which owes a nod to the Dan Gurney Alligator places the mass of the rider low in the bike for enhanced stability. Powered by a cc twin-cylinder engine tuned for economy, the NM4 has an automatic transmission, LED lighting and dash display. The passenger seat doubles as a rider backrest.

## Chapter 3 : Quail Motorcycle Gathering

*Japanese motorcycle makers are most widely acknowledged for introducing new paradigms of efficiency and forcing American and European competitors to adapt or perish. But the history of Japanese motorcycles predates the Honda CB that was introduced in and is today generally recognized as the.*

The change in Mizuno is immediate. Gone is the smiling former motorcycle gang member with an apparent crush on K-pop act Twice. Wearing the same uniform made us one. It bonded us as a team. Now, however, the uniform has carved out an increasingly diverse, devoted and well-behaved pop culture clientele that has helped it inch toward outgrowing its taboo image. Three former members of Kyupii recall the time they spent in the gang. It has also been common for people who wear the uniforms to stitch nationalist symbols and phrases near the shoulder or breast pocket, including the Rising Sun flag and Imperial Chrysanthemum crest. The gangs were inspired to take a similar outlook, which significantly changed their appearance. The year-old speaks from experience: Wearing these uniforms, they would attend local festivals and create a scene by brandishing flags or chanting slogans. By the late s, the authorities had all but declared war on the uniforms, generally regarding them as a ticket to delinquency. The latest National Police Agency statistics show the number of motorcycle gang members totaled just 6, in Although he enjoys his job, Nakagawachi also admits to having mixed feelings about it. Teenagers will, for example, thank their parents for putting up with their follies or rhapsodize about their romantic partners. This view is echoed by year-old company employee Ryusuke, a former member of Hiroshima-based biker gang Kannon Rengo. He spoke on condition of being identified only by his first name for privacy issues. Ryusuke was arrested for violating the ordinance in November , when he organized a gathering at a public square with friends who were dressed in combat uniforms. It was, he recalls, a desperate act of protest against an ordinance he thought trampled all over his rights, and Ryusuke subsequently fought his case all the way up to the Supreme Court, which ruled against him in and declared the ordinance constitutional. The wearer of this jacket vows to keep riding his motorbike until he receives a pension. The left slogan dares police to photograph the youths as they ride, but asks them to ensure they look handsome. Also driving this niche business today are hard-core fans of certain bands, idol pop acts and anime characters who take part in concerts and other events. Those designs are full of devotional messages for their idols. One such modern fan is Hiroki Kurihara, On the back of his jacket was the name of his favorite idol: HKT48 member Hana Matsuoka. He spoke on condition of using only his first name. Kazuki says the uniform has resulted in him frequently getting asked for selfies and helped him network with other fans, which in turn fosters a sense of camaraderie with the community. We are super-careful not to let that happen. His intricate, meticulously well-thought-out uniform is covered in exactly characters “ a three-digit figure that phonetically represents the first name of the love of his heart, Yoshiko Tsushima, another character from the show.

## Chapter 4 : NS Motorcycle - Wikipedia

*Auto Suggestions are available once you type at least 3 letters. Use up arrow (for mozilla firefox browser alt+up arrow) and down arrow (for mozilla firefox browser alt+down arrow) to review and enter to select.*

Meguro had first started producing motorcycles back in and had modeled the K1 on the English BSA A7 as a replacement for their single cylinder Meguro Z7. It was early days, and most Japanese motorcycle manufacturers at the time were basically building bikes copied from American and European models, particularly in the large displacement categories. For its day, the K1 was an advanced design and showcased modern-day manufacturing techniques with its Air-Cooled , 4-stroke, Twin OHV cc engine mounted in a double-cradle frame Click on the headline or pic to see more First unveiled at the Tokyo show after years in the rumour mill, this classic Honda motorcycle instantly became a sales leader with its novel across-the-frame, in-line four, over-head cam engine. It also featured a hydraulically actuated front disc brake, never before seen in a production motorcycle. While powerful for the time and pretty fade-resistant, it still sucked in the rain. As well as the bragging rights that come with the engine and brakes on the big , Honda painted these babies some pretty funky metal-flake golds and blues that were just right for the times, but looked very dated by the eighties and nineties, when there were still many of them around. Nowadays a good original metal-flake gold single-overhead cam Honda CB is a rare sight indeed and a true keeper. Click on the headline or any pic to see more Kawasaki Z1, Kawasaki KZ, Kawasaki KZ Kawasaki had been developing a transverse four cylinder for several years secretly in the States and had been testing a version for production in when Honda dropped the bombshell CB on the world. Shocked and dismayed, Kawasaki stopped development and went back to concentrating on the 2-stroke triples. But the writing was on the wall since the Environmental Protection Agency in the US was getting increasingly strict with emissions belching 2-strokes. Banking on the premise that no manufacturer was likely to trump a cc motorcycle, Kawasaki upped the ante and developed what became the King of bikes, the KZ And although there were up to forty different versions internationally over the years, the motor itself changed very little. A case of getting it right the first time. In fact the engine is a study in consistency and reliability. It hated leaking oil and it hated to blow up. Above you see a stock Yamaha XS Here you see the flip-side. Did this clever builder just take the old monkey-bars and turn them upside-down? Looks like it to me. I wonder how this cafe handles though. Just seems weird and maybe not much of a turning-circle. But still, you gotta hand it to this builder. Toss in a side-slash exhaust pipe, minimalist seat and mirrors from god-knows-what and you got yourself an unusually together look and a crazy look. The Yamaha xs was built and sold in so many iterations over the years that many have survived. The engines are remarkably durable if a bit shaky! Mostly cafe racers and bobbers but board-trackers, and "steampunk" bikes are popping up all over the place. Suzuki GS Beginning with the Honda CB in , and the Kawasaki KZ series in , these two manufacturers were the only players in the big-bore in-line four market. Yamaha was lagging behind with the successful but underpowered twin XS Suzuki was basically nowhere to be found, offering up old-school two-strokes whose days were clearly numbered. But Suzuki had an ace up its sleeve in the form of the GS series of four stroke in-line fours. Soon the SG and GS models would round out the lineup. Suzuki was back in the game big-time by releasing their own versions of what would become known as the Universal Japanese Motorcycle. Styling was conservative yet handsome, especially the big GS with its stylish quarter-fairing. The DOHC motors proved quiet, smooth and trouble free. On top of that, they came with rare fuel level indicators and unheard-of gear indicators. And handling was among the best of the bunch along with a general feeling that the Suzuki GS and GS were stress-free bikes when ridden at speed. Suzuki had in essence produced an instant line-up of classic Japanese motorcycles and in the process firmly joined the Big Four in the soon-to-be raging superbike wars. When the CB was launched in the press, and public alike, had their attention firmly fixed on the headline grabbing six-cylinder CBX Needless to say I was delighted to see a fellow enthusiast who appreciates owning stellar examples of the milestone Japanese classics of the s. Paul is a part-time camera man and professional driver for The Endurance Rally Association, filming adventure rallies through more than different countries and events including the famous Peking to

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*The history of the motorcycle begins in the second half of the 19th calendrierdelascience.comycles are descended from the "safety bicycle," a bicycle with front and rear wheels of the same size and a pedal crank mechanism to drive the rear wheel.*