

A photograph of a child sitting on a vintage motorcycle. The motorcycle is olive green and has a machine gun mounted on the back. A large coil of rope is tied to the back of the motorcycle. The child is wearing a blue shirt and blue shorts. The background shows a grassy field with other people and a sign that says "MINEN".

Part II (A) Non-Russian Motorcycles with Machine Guns and MG Mounts

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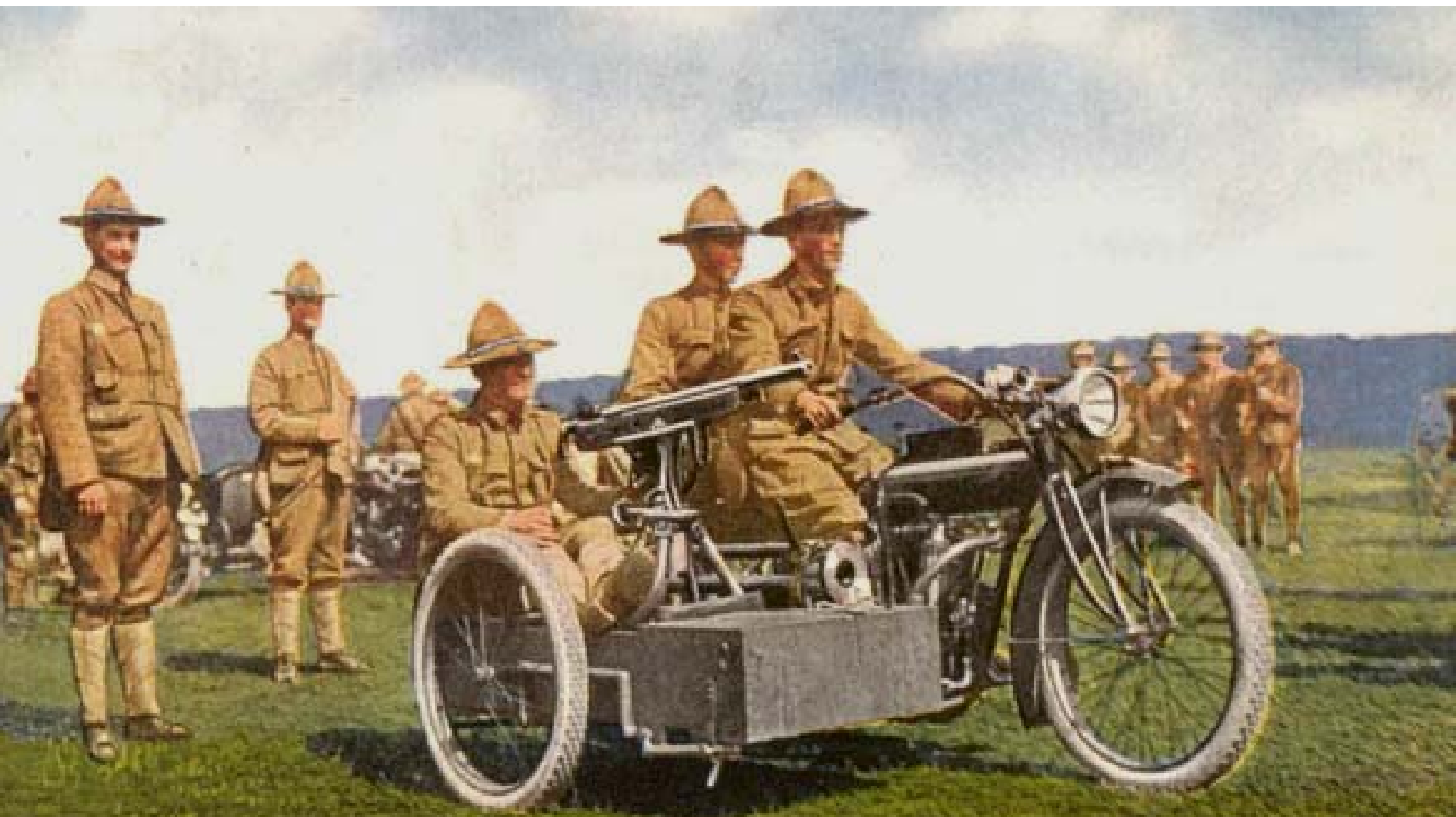
Non-Russian Motorcycles by Country

- ***Universal Role of Adding Machine Guns to Motorcycles***

- ***American***
 - ***Indian***
 - ***Harley-Davidson***
 - ***Kawasaki***
- ***British***
 - ***Clyno***
 - ***Royal Enfield***
 - ***Norton***
- ***Danish***
 - ***Harley-Davidson***
 - ***Nimbus***
- ***Dutch***
 - ***Swiss Motosacoche***
 - ***FN Products (Belgium)***
 - ***Norton***
 - ***Harley-Davidson***
- ***German***
 - ***BMW***
 - ***Zundapp***
- ***Italy***
 - ***Moto Guzzi***
- ***Chinese***
 - ***Chang Jiang***
- ***Russian***
 - ***Ural***

***Man has been trying to add a machine gun to a sidecar
for many years in many countries.***

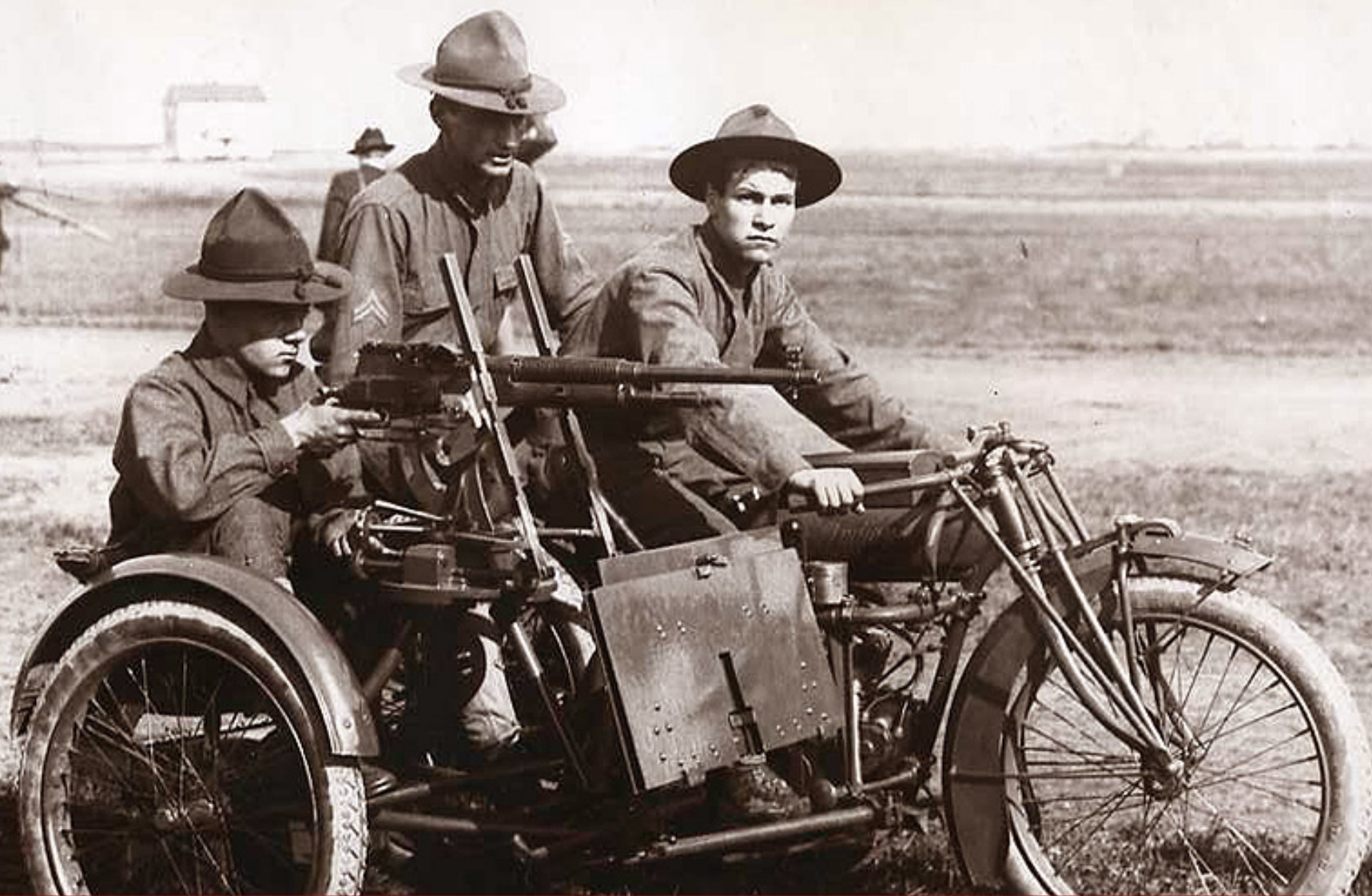
***American: Browning 1895 on a Harley-Davidson Sidecar
(browningmgs.com)***



***World War-One (WW-I) machine gun mounted on
Indian motorcycle with sidecar.***

American: Motorcycle Machine Gun (1917)

(www.usmilitariaforum.com)



***World War-One (WW-I) machine gun mounted on
a Indian motorcycle with sidecar.***

American: Benet-Mercie mounted on Indian

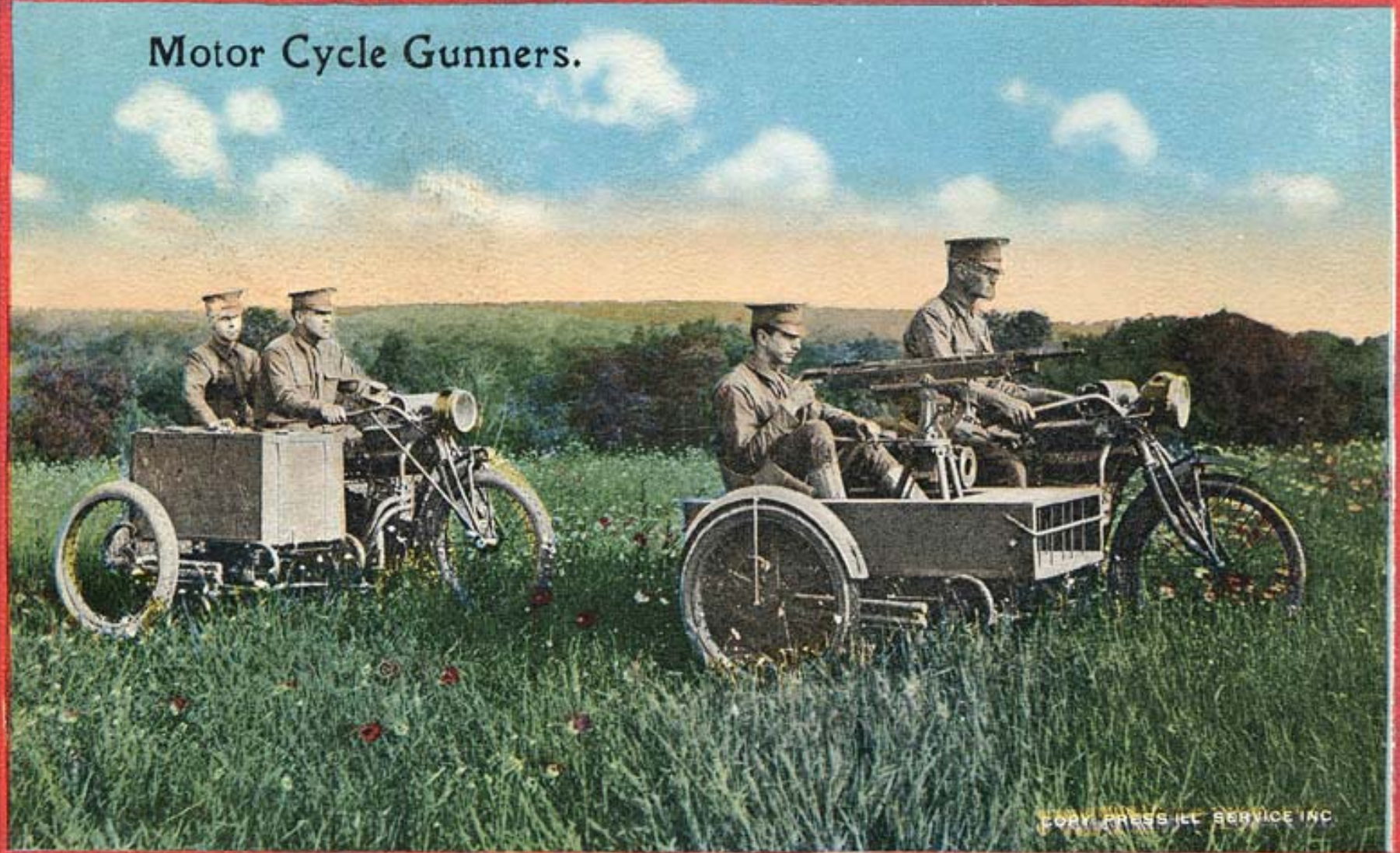
(forums.gunboards.com)



It is hard to see how any accuracy could be achieved while on the move, so the motorcycle had to be stopped before firing.

American: Military Indian Sidecars (browningmgs.com)

Motor Cycle Gunners.



One Indian has the machine gun, the other has the ammo.

American: First Armored Motor Battery of NY and Fort Gordon, GA (www.motorcycle-memories.com and wikimedia.org)



Machine-Gun Outfit Recently Acquired by the First Armored Motor Battery of New York

MOTORCYCLE GUN CARRIAGE MOUNTS RIFLE AND SHIELD

A motorcycle machine-gun outfit, recently provided the First Armored Motor Battery of New York, has a number of unusual features. The gun carriage is attached as a trailer to a twin-cylinder machine of standard make, and mounts a two-part shield. The latter is so pivoted that the operator is afforded full protection when turning the rifle horizontally. The upper part of the shield is independent of the bottom, and turns with the gun, while the armor is 2 in. thick and will stop rifle bullets at 50 yd. A very simple contrivance holds the gun and

shield in place and enables them to be demounted from the carriage in about a half minute. Two legs, hinged to the ends of the bracket which serves as the pivotal mounting for the upper and lower sections of the shield, permit the unit to be used at any angle when placed in firing position on the ground. A solid base for the gun and armor member is formed when the legs are locked. Handles are provided at the top on opposite sides so that two men can carry the unit to a desired place after removing it from the trailer. In-trenching tools are strapped to the rods connecting the motorcycle and carriage.



(1917)

The gun carriage was attached as a trailer to a twin-cylinder motorcycle.

American: BSA (info.detnews.com)



***World War-Two (WW-II) 50 cal machine gun mounted on
a BSA motorcycle with sidecar.***

American: Harley-Davidson WLA Model



UltimateMotorCycling.com

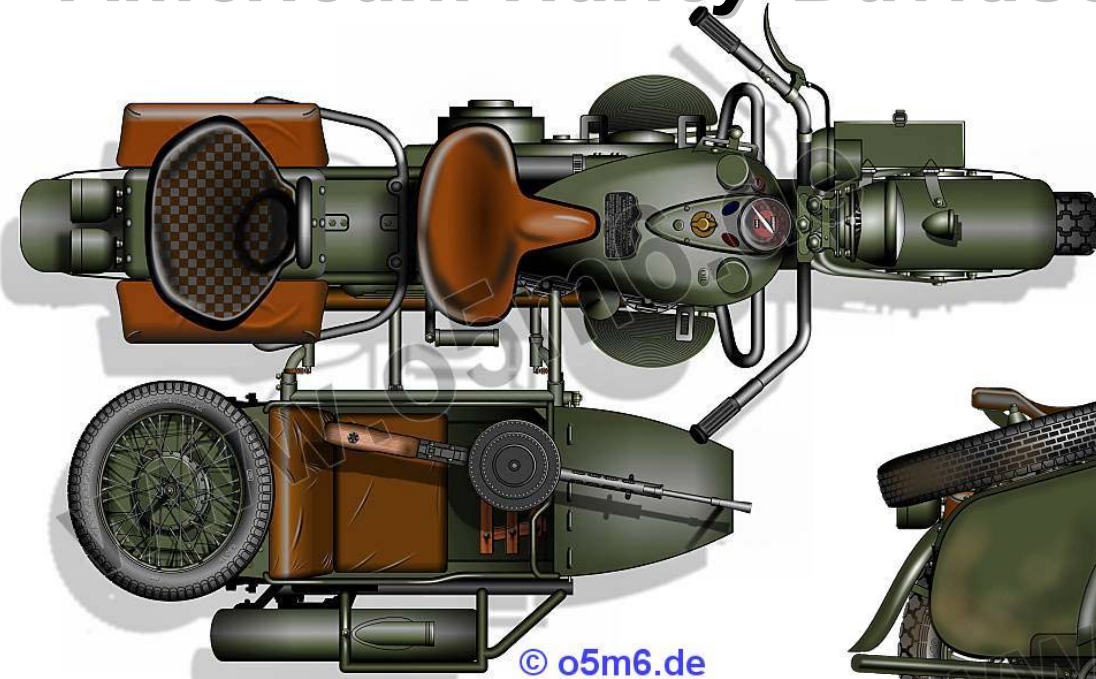
Ninja Warriors!

American: "Motorcycle Reconnaissance Troops" by Roland Davies

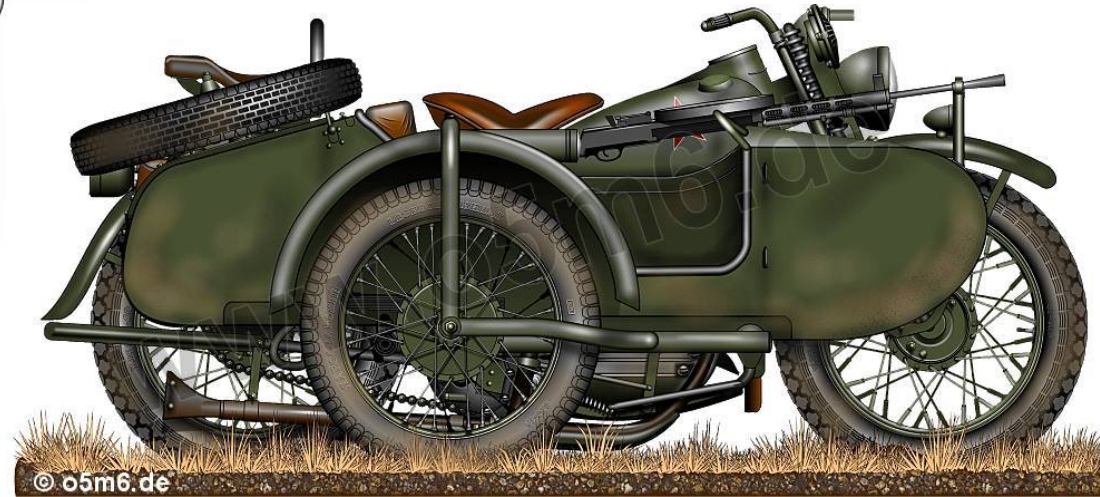


Determined-looking motorcycle reconnaissance troops head towards the viewer, with the first rider's Thompson sub machine-gun in action.

American: Harley-Davidson 42WLA (www.o5m6.de)



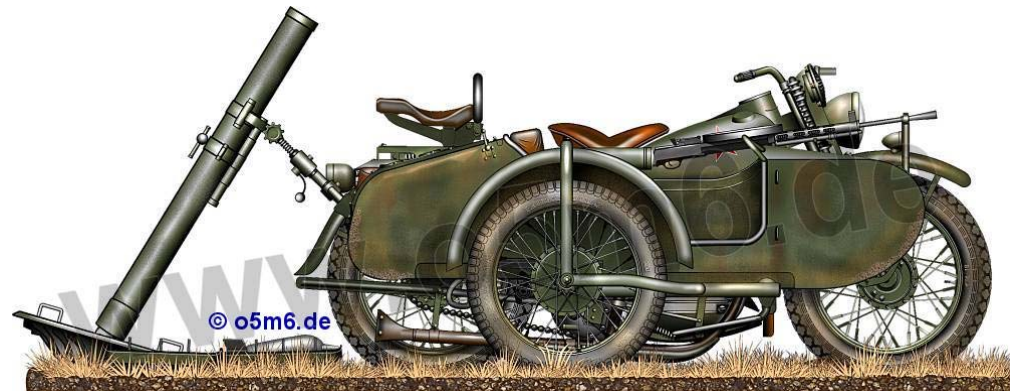
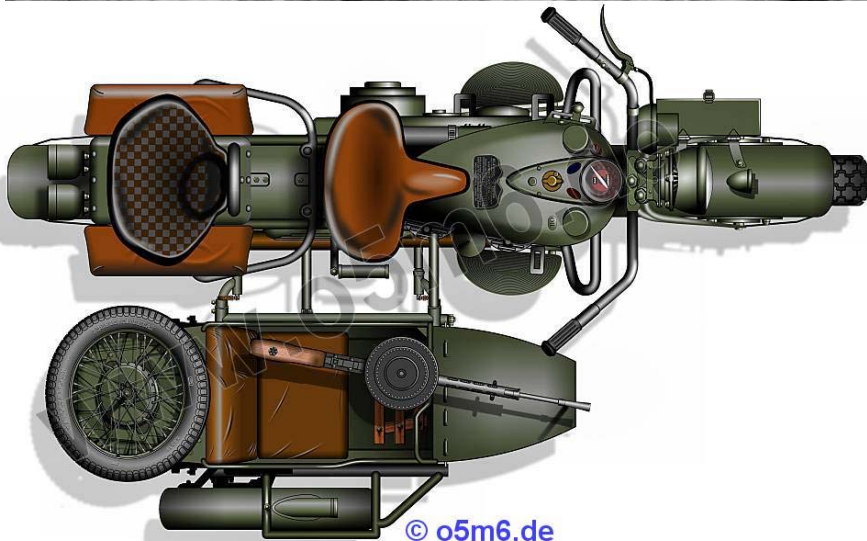
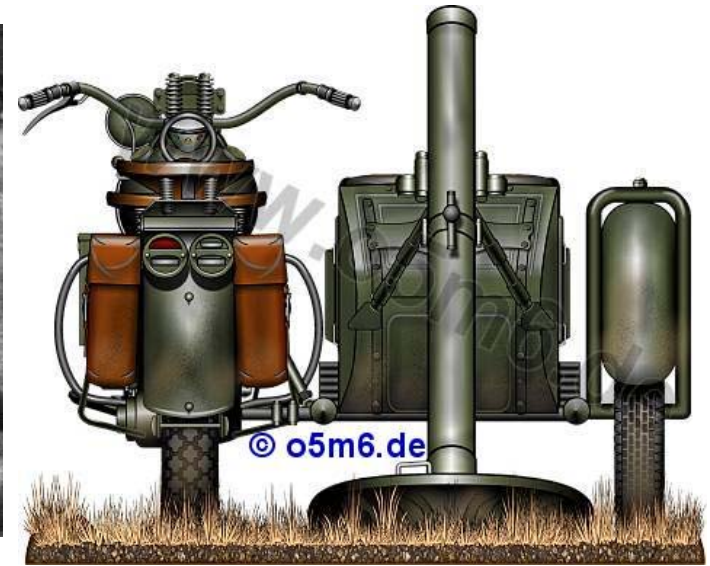
© o5m6.de



© o5m6.de

Found in large numbers (60,000) throughout all theaters in WW-II, the H-D Model WLA was an extremely reliable vehicle. It had a bracket for a sub-machine gun and combat zone safety lighting. Most of the WLA's delivered to the USSR were equipped with the M-72 sidecar and a passenger/pillion seat on the luggage rack upon arrival in Russia. The Soviet Union received some 34,000 motorcycles thru Lend-Lease. Of these, no less than 26,000 were H-D 42WLA chain-driven solo motorcycles, the others were Indian, as well as several British types.

American: Harley-Davidson 42WLA with Russian M-72 Sidecar and 82mm Model 1937 Mortar (1944) (www.o5m6.de)



A crew fired their mortar, mounted to WLA's fitted with side cars. The mortar was permanently attached to the rear, with no spare wheel.

American: NYPD with Colt-Browning Machine Gun Mounted on Indian Sidecar (1918)



Only in New York City!

American: Modern Motorbike

(www.picsmark.com/_Machine_gun_motorcycle)



American: Marines on KAW 250cc Camp Pendleton

(sidestrider.com/military.htm)



American: New Urban Assault USMC Motorcycle

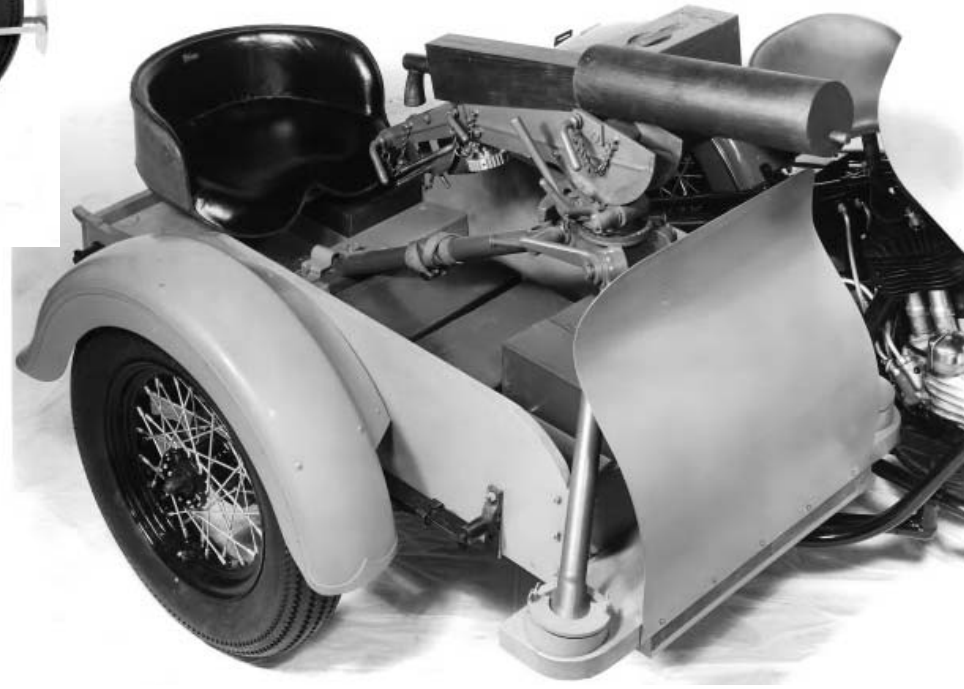
(www.gunslot.com/pictures/new-urban-assault-usmc-motorcycle)

- **Each Mini-Gun Fires at a Rate of 3000 rounds per minute (6000 total)**
- **Initial Testing Demonstrated that a Single 2-second Burst Would Blow a 40 ft RV with Tow Car clean off the road leaving an open and unobstructed route ahead**
- **Vaporize an SUV in seconds!**
- **After two or three RV's/SUV's in a row were eliminated, or "friggin smoked", others voluntarily pulled off the road and thus became a "non-threat".**



Designed as an equalizer against unpredictable lane changes and other traffic related anomalies.

American: Liberators (www.bing.com)



**Concept: 1940 UL with water cooled Colt machine gun.
Have you noticed that the machine gun is nothing more than wood?**

British: 1914-1918 Clyno Sidecar on Motorcycle 750cc

(www.nationalmotorcyclemuseum.co.uk)

- **Sidecar Was Not a Stable Platform for a Heavy Machine Gun**
- **Machine Gun Was Lifted from Sidecar Chassis and Set on Its Own Tripod Mount**
- **In Battle, Accompanied by Two Similar Combo's without Machine Guns**
 - **Provide Spare if Lead Machine Was Put Out of Action**
 - **Carry Reserve Ammo, Fuel, Oil and Water for Water-Cooled Vickers Maxim**
- **Machine Is Basically the 1914 Model Clyno Passenger Outfit with 750cc Engine**
 - **Made by Stevens Brothers of Wolverhampton, Who Manufactured Better known A.J.S. Motorcycles**
 - **Heavyweight 3-Speed Gear Box and Clutch, which Looks Hefty Enough for a Tractor, Was Made by Clyno**
 - **Clyno Was Chosen by Young Winston Churchill**
 - **Water-Cooled Scott, Two-Stroke Twins Selected for Desert Warfare in Middle East**
 - **Turned Down by Public Who Called It a Crab because of Odd Appearance**



Aggressive looking as it is, you may imagine this machine roaring into action with its machine gun blazing, but in actual service in WW-I, it was not quite like that.

British: Clyno Motorcycle and Vickers Machine Gun



The crew comprised a rider and gunner who rode on a saddle mounted in the sidecar, which allowed more freedom of movement than a normal seat.

British: Clyno Motorcycle and Vickers Machine Gun



British: Clyno Motorcycle and Vickers Machine Gun

(hmvf.co.uk)



National Motorcycle Museum near Birmingham, England

Miniature of Vickers-Clyno 'Mk' III (www.internetmodeler.com)



In 1915 the British Army formed the Machine Gun Corps to support infantry and cavalry units. One arm of the M.G.C. was called the Motor Machine Gun Corps and it was to be equipped with motorcycle mounted machine guns.

After the usual trials, the Clyno firm was selected to produce these motorcycle-sidecar combinations. The Clyno was quite advanced for its time; 5-6 hp, 3-speed, V-twin engine which was easily removable, a fully enclosed final chain drive, spring forks on the front wheel, three-point leaf suspension on the sidecar, and interchangeable wheels.

Miniature of Vickers-Clyno 'Mk' III (www.internetmodeler.com)



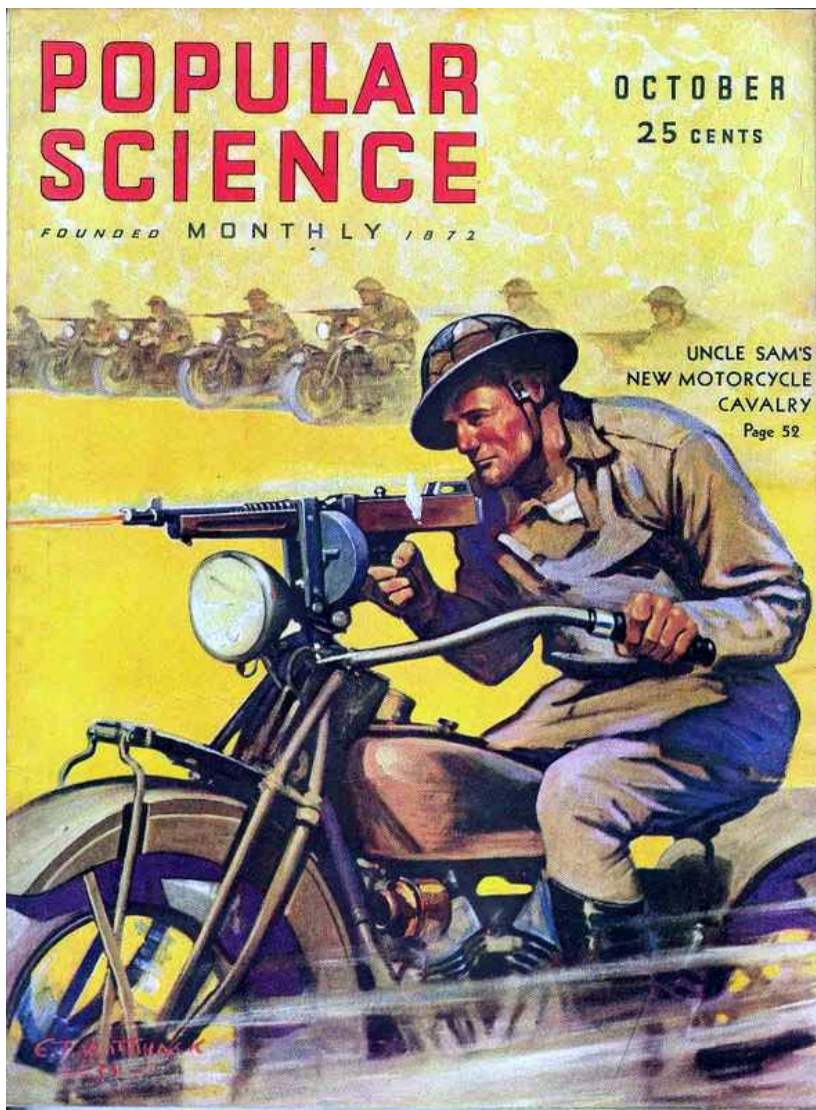
The machine gun and shield were mounted to the sidecar on a tripod mount, thus the gun could be fired forward by the passenger or it could be removed completely for normal ground use. It could also be mounted to fire to the rear. Behind the passenger seat was stowage for ammunition, water (gun-cooling system), spare petrol, oil, gun parts, and carbide for the two headlamps.

Miniature of Vickers-Clyno 'Mk' III (www.internetmodeler.com)



Three of these vehicles comprised a single gun unit: one carried the gun, a second was modified to carry a load of ammunition instead of a passenger, and the third was a spare. On formation, the M.M.G.C. was equipped with four batteries of Clyno's and about 1800 were eventually built. The speed and mobility of the Vickers-Clyno machines enabled them to serve on every front of the war in virtually any weather. It was the Machine Gun Corps which later manned the first British tanks in 1916.

British: Royal Enfield with Thompson Submachine Gun (www.machinegunboards.com)



The Indian (left) and Norton (right) inspired many owners to add wartime accessories, such as the Thompson submachine gun.

British: Inspirational Wartime Magazine Cover

(www.royalenfields.com)



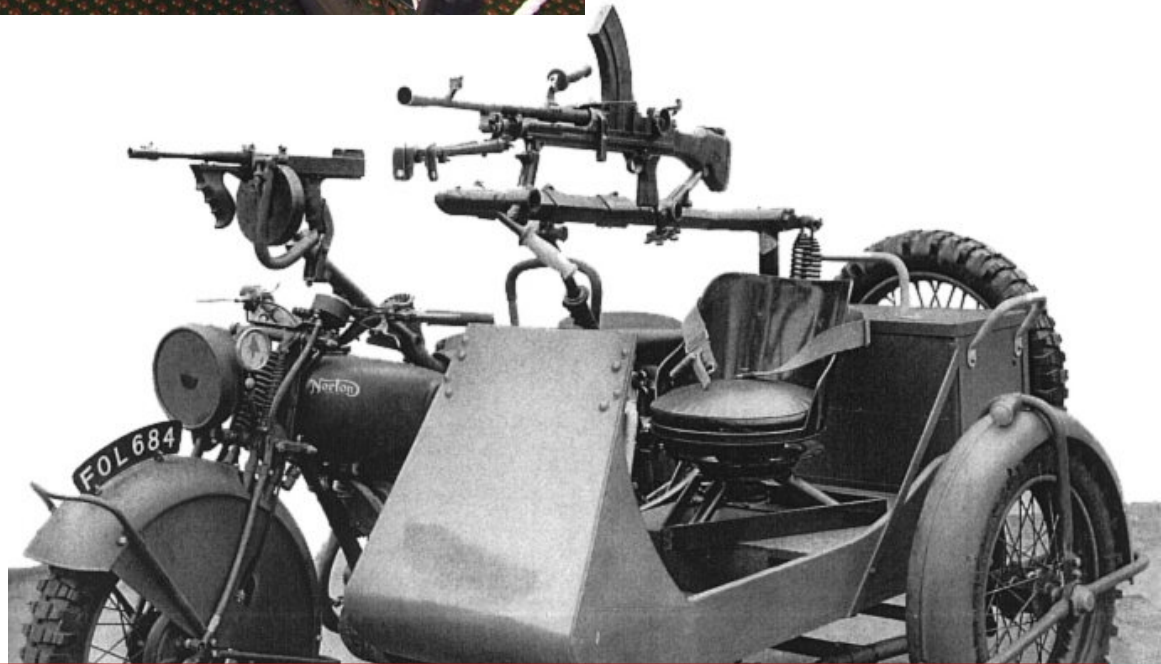
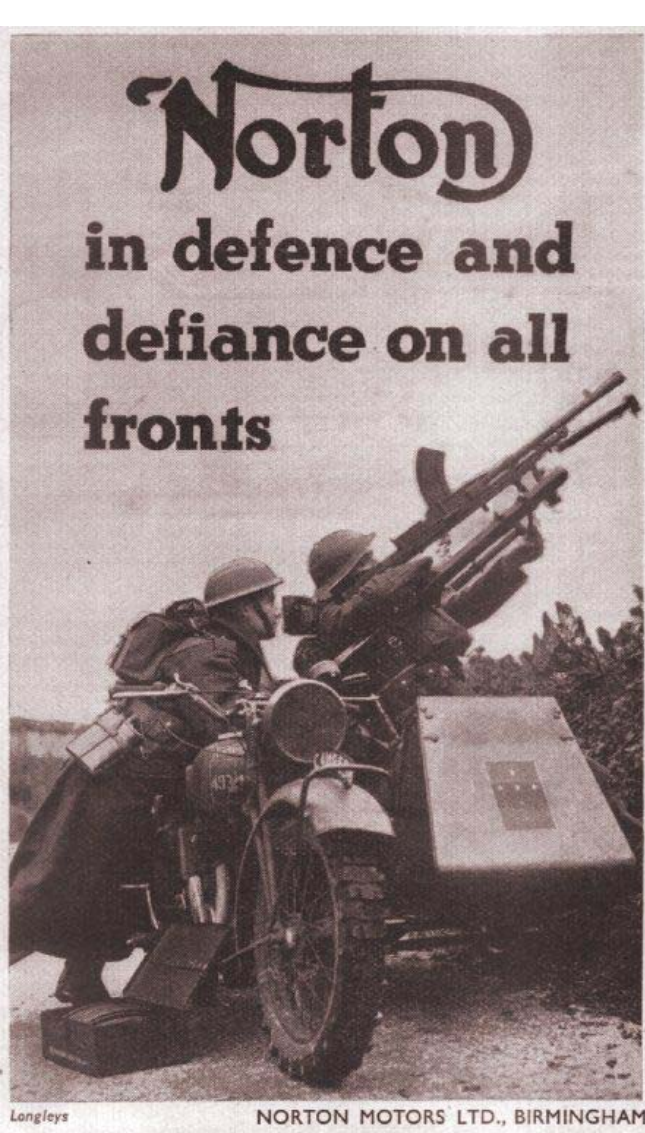
The cartoon-like image of the British Army motorcyclist aiming his Thompson would have made a tricky and unstable mount for any weapon.

***British: Ariel Motorcycles Look Great with Sidecar
Attached with Lewis Guns, 1941. (www.royalenfields.com)***



***The British Army used many motorcycle sidecars,
often fitting them for combat with light machine guns.***

British: Norton Big 4 with Armored Sidecar & Bren Gun



The UK WW2 Norton Big 4 also had a driver's side tommy gun for extra awesomeness.

Danish: Armored 1932 Harley-Davidson Sidecar & Light Machine Gun (LMG) (motorcycle-74.blogspot.com)



The experimental WW-II armored Harley was too heavy to be effective. The Danish army came up with the idea of "The Armored Motorbike". The Swedish factory Landsverk AB built the armor and put it on top of a H-D armed with a light machine gun. This was more than even a Harley could cope with. It was difficult to control on ordinary road, and with overloaded suspension wasn't impressive in terrain. It was decided to abandon the project. This was built 1932 and dropped in 1935. After the trials the army decided to purchase the Danish Nimbus.

Danish: Nimbus with 20 mm Madsen Machine Gun Mounted on the Sidecar (operatorchan.org)



It wasn't possible to shoot while driving, so the Danes adopted a hit and run tactic. It was possible to take off the gun, and use it directly from the ground. The Nimbus isn't that well known outside Denmark, even though it was produced from 1932 to 1960.

Danish: Nimbus Motorcycle with 20mm Madsen Machine Gun (www.cybermotorcycle.com)



Vaaben fra den danske Hær.

Dansk 20 mm Maskinkanon.

Kaliber 20 mm, Længde 185 cm, Vægt 56 kg, Skudhastighed 300 Skud i Min, Indført ved Fodfolket, Rytteriet og Artilleriet til Bekæmpelse af Flyvere paa Afstande indtil 2 km.



20 mm Maskinkanon

af Kaliber 20 mm af dansk Fabrikat. Kanonen anvendes til forskellige Formaal og ses her monteret paa Motorcykle med Sidevogn. Tilhøjre ses den samme Kanon anvendt til Luftforsvar.



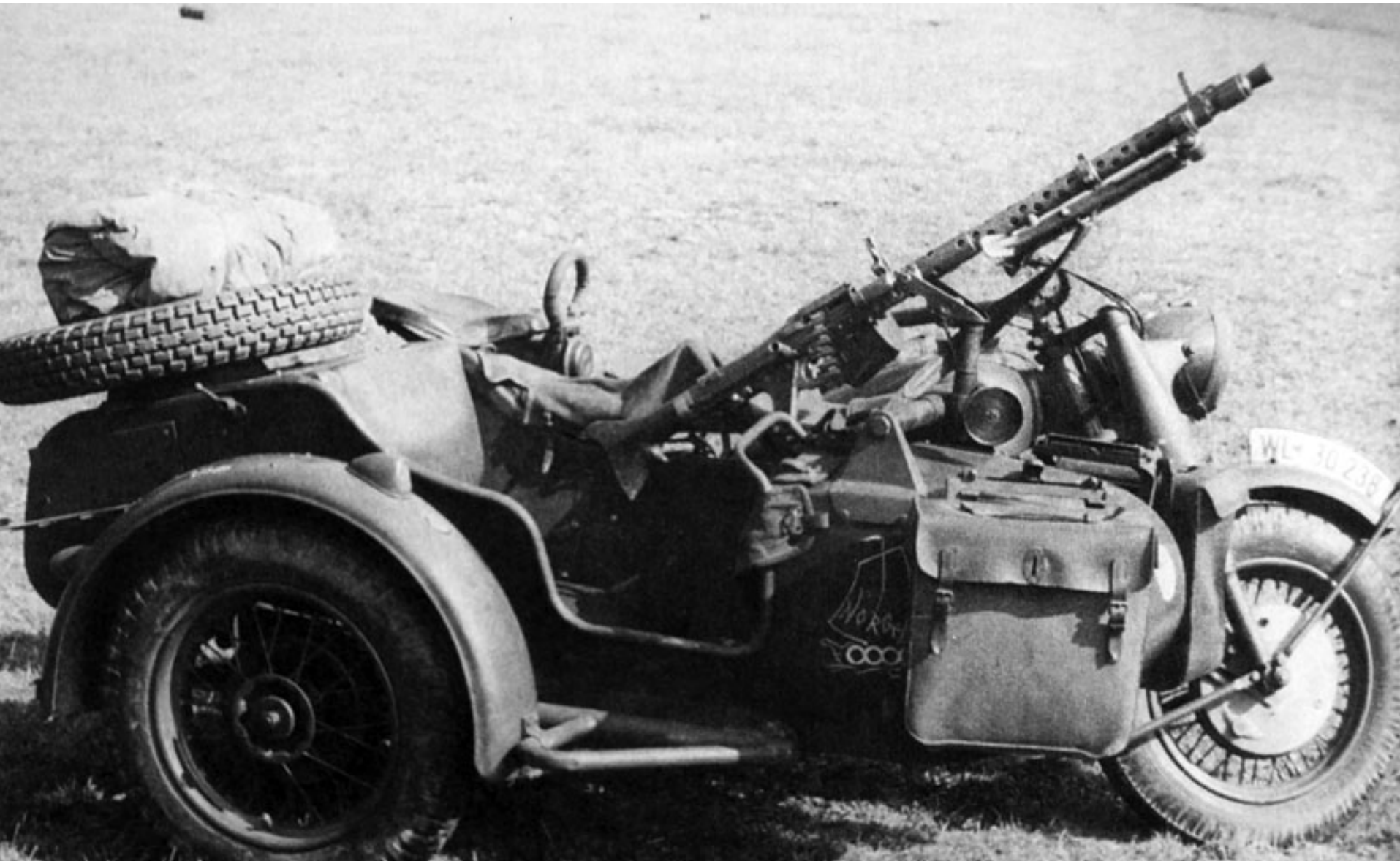
The Nimbus was an air-cooled, four-cylinder motorbike of 750 cc with 21 hp. The four cylinders were in a row parallel with the bike's length, with shaft drive. It was, alongside with BMW, the first motorbike with telescopic forks. The framework wasn't tube, but flat steel bars, riveted together. Top speed was around 85 km/hr. The 20mm Madsen machinegun was a scaled-up 8 mm Madsen machine gun.

German: BMW R71 750cc 1941



The German R71 was the father of all Russian heavy motorcycles.

German: BMW R75 with MG-34 Machine Gun



The R75 was the workhorse of the Wehrmacht (German army).

German: Zundapp KS750 Sidecar with Machine Gun (1934)



The BMW R71 was the primary reconnaissance motorcycle from 1938 to 1941, when the larger BMW/Zundapp R75 motorcycle was put into production to make up for its predecessor's lack of versatile off-road capabilities.

German: BMW (Bavarian Motor Works) R75 with MG-42 Machine Gun



The development of the R75 was in response to a request from the Wehrmacht (German Army) to make a vehicle more capable in off-road conditions. The R75 was widely used by the Wehrmacht in the Eastern front and North African Campaign (North Afrika Korps desert paint scheme).

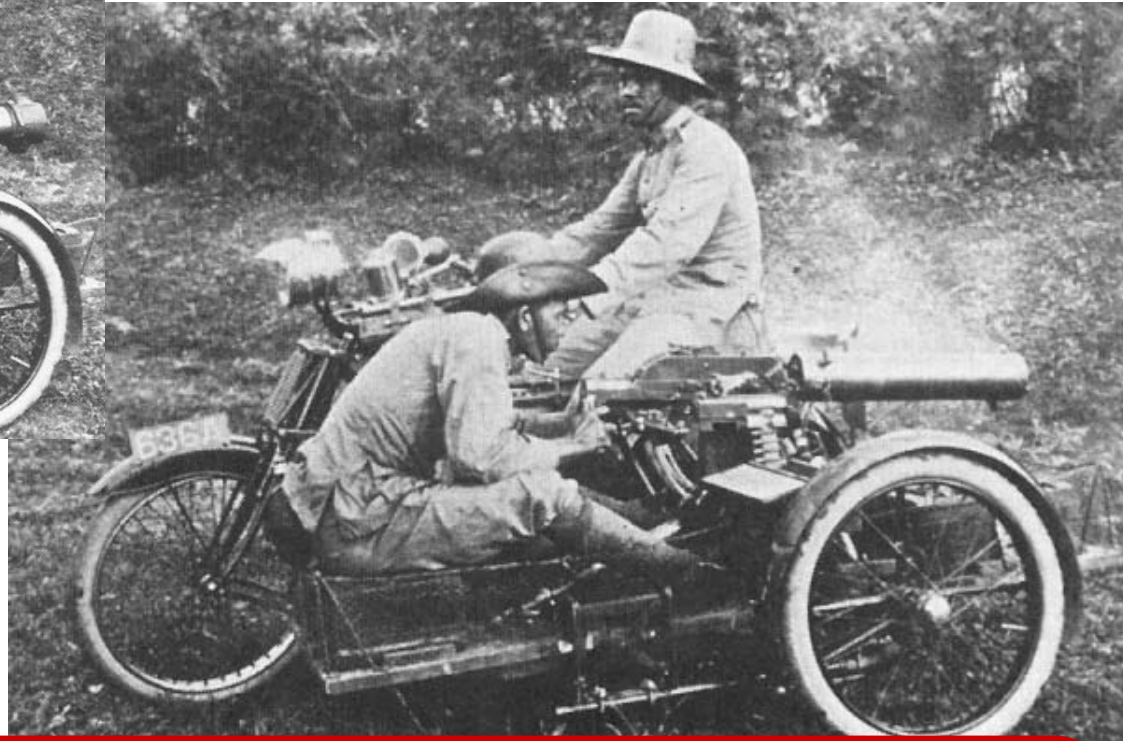
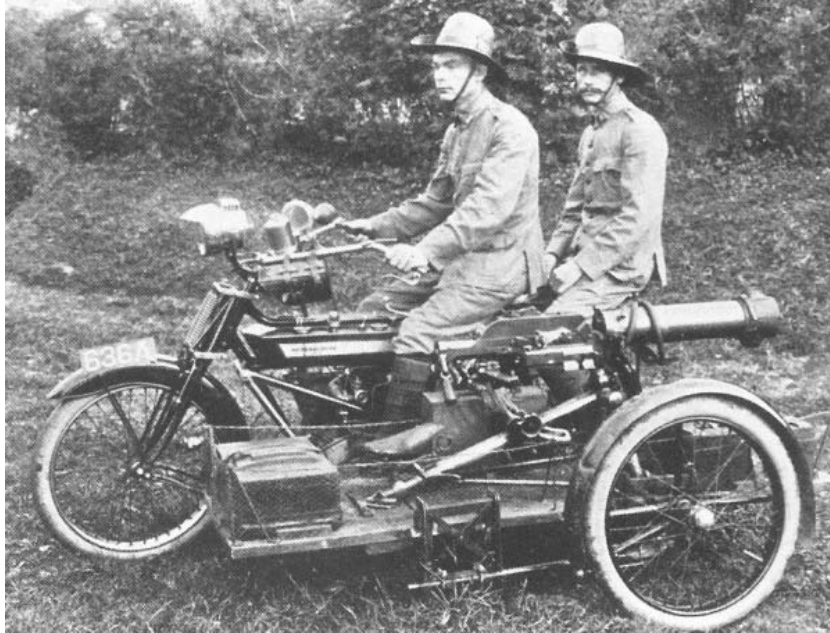
German: BMW R-75 (replica)



It was not until 1941 that specially designed cross-country motorcycle combinations were introduced into military service being equipped with an engine geared to both rear and sidecar wheels. These vehicles were BMW's R75 and the Zundapp's KS750. Armament included light machine guns, such as the MG-34 or MG-42, mounted on the sidecar, and also mortars.

Dutch: Netherlands East and West Indies

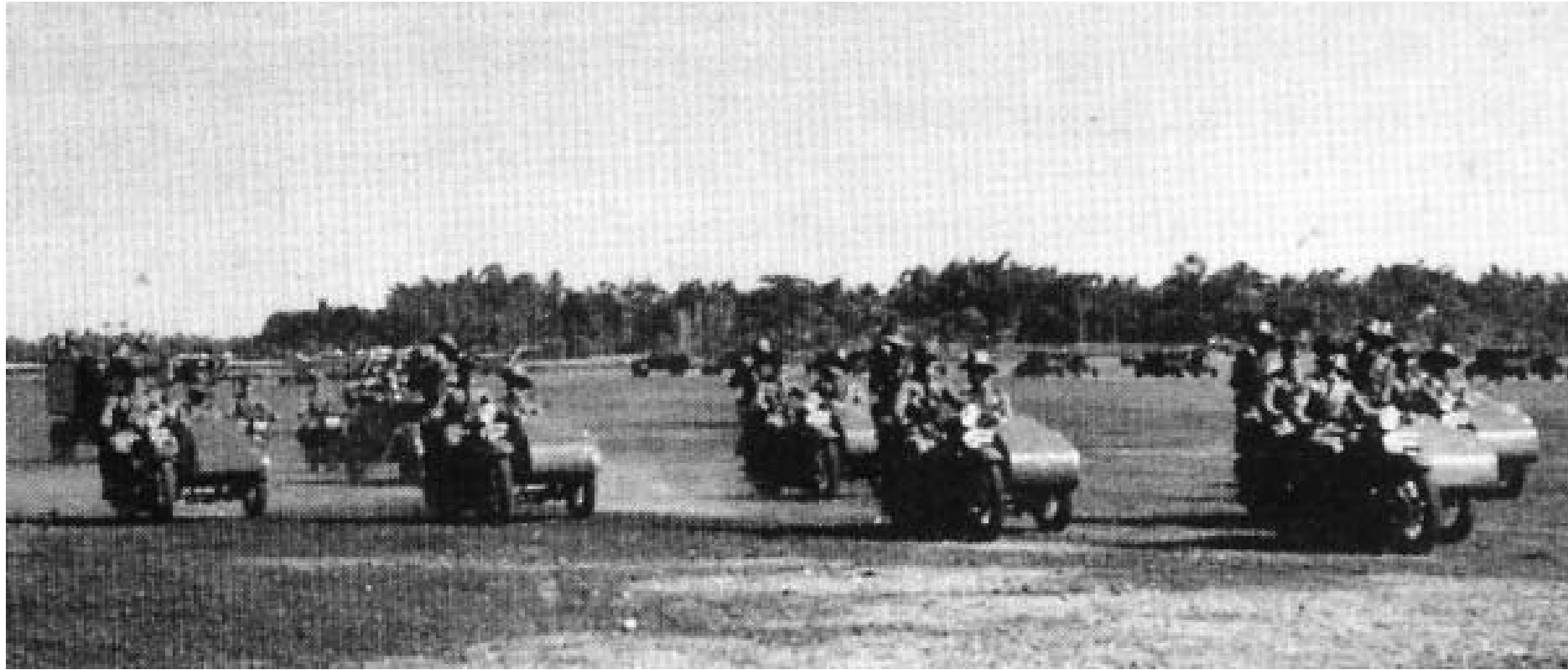
(overvalwagen.com)



As early as 1915 trials were held on Java with motorcycle-sidecar combinations fitted with machine guns. These armored overvalwagen "assault vehicle" Swiss Motosacoche motorcycles were designed, built and used in the Netherlands East Indies by the Dutch East Indies Army (K.N.I.L.). Targets could be hit as far away as 200 meters, but the firing in general when riding proved inaccurate.

Dutch: Netherlands East and West Indies

(overvalwagen.com)



Norton motorcycle-sidecar combinations were used by K.N.I.L. for reconnaissance and by dispatch riders with the artillery battalions. There were thousands of motorcycles in K.N.I.L. and other services in the Netherlands East Indies by 1942. Since the early days most common brands had been used by both government, military and private users in the colony: Motosacoche, FN, Indian, Harley Davidson, etc.

Dutch: Netherlands East and West Indies

(overvalwagen.com)



When war came near, K.N.I.L. started looking for more modern bikes. K.N.I.L. tested a whole line of FN products from Liege in Belgium: from left to right the FN M86mil (exported to many countries), an armored version of the same (exported to Argentina, China and Brazil) and a Tricar (tested as staff car for the artillery).

Dutch: Navy and Marine Corps

(overvalwagen.com/motorcycles.htm)



This Harley-Davidson combination has been fitted with a Lewis gun and probably belonged to the Navy Battalion, active in the Surabaya region in 1941-42.

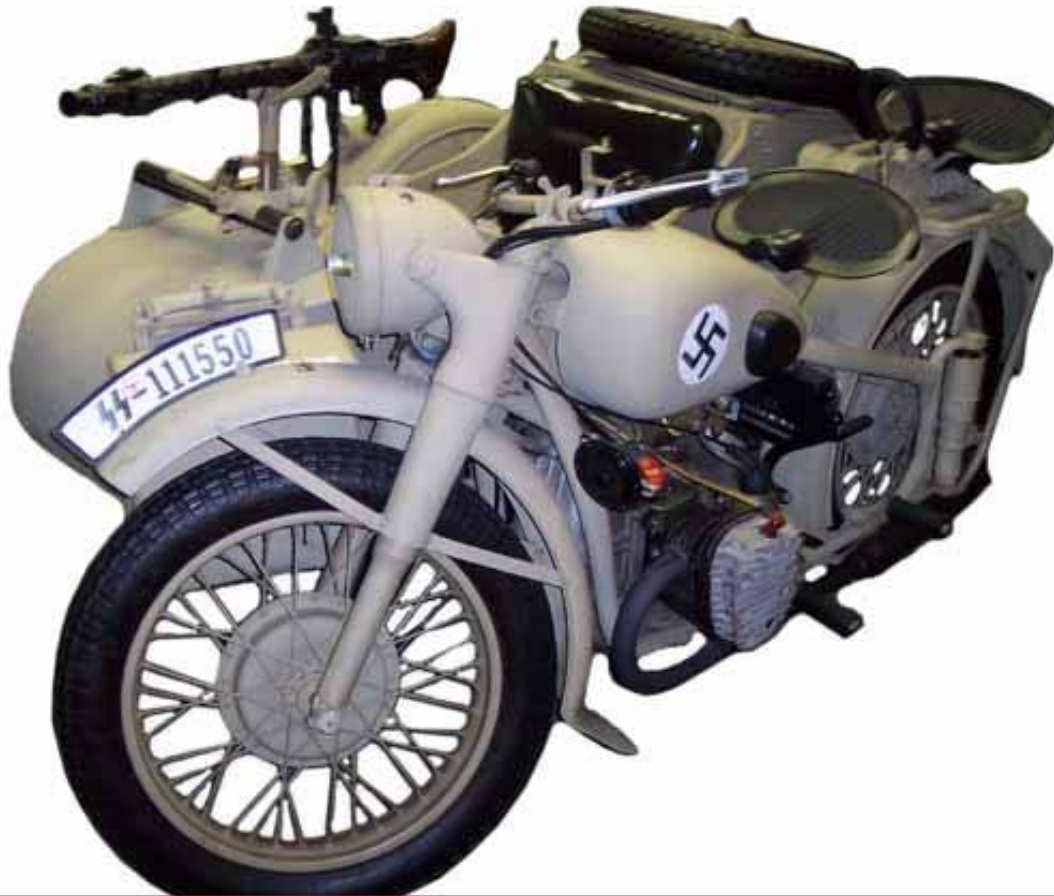
Handlebar-Mounted Breda M30 Light Machine Gun on a Bersaglieri 500cc Moto Guzzi Alce in 1940

(italy.greyfalcon.us)



This machine gun could only be operated when the motorcycle was idle, but proved more effective than a simple scout pistol, SMG, or rifle which would have required the rider to fully dismount to fire.

Chinese: Chang Jiang CJ750 with MG-13 Heavy Machine Gun



The CJ750 motorcycle is based on the 1956 Soviet IMZ (Irbitski Mototsikletnyi Zavod) M-72, which was derived from the 1938 German R71. They are often erroneously referred to as BMW "replicas" when in fact, they are derivatives of the IMZ M-72. This bike was painstakingly painted in Nazi SS Beige to give it that "Wehrmacht" look.

Russian: Original M-72 Combat Motorcycle Based on pre-WWII, BMW-Design Obtained from the Germans



Production began in Moscow, but when the Nazis invaded in 1941, the factory was dismantled, loaded onto freight cars, and moved east of the Ural Mountains, to the Siberian town of Irbit. At the Irbit Motor Works (IMZ) almost 10,000 machine-gun equipped Urals were built for Soviet recon and mobile troops during WW-II. Production resumed at Irbit in the 1950s, and continues there to the present day.

Russian: Dnepr K-750 with MG-34 Painted in WW-II German Colors



The restorer even added the BMW insignia on the fuel tank.

Russian: IMZ-8.107 Ural Gear-Up Motorcycle with HCB 12.7mm Machine Gun



***After all is said and done, Ural continues to manufacture
a ruggedly classic motorcycle with machine gun.***