



ANTIQUE MOTORCYCLES - ACCESSORIES AND RELATED ITEMS

WERNER 1904 2½HP 230CC 1 CYL SV #10448



SOLD





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PRODUCT DESCRIPTION

Werner 1904 “2 ½ HP Touriste ” 230 cc side valve single frame & engine # 10432

The Brothers Eugene and Michel Werner start their experiments with a bought-in De Dion type petrol engine in 1896. In 1897 they consider their machine to be so practical as to put it on the market.

It's presented under the name of 'Motocyclette' and this word will soon become the generic French word for "Motor cycle".

The little 216 cc engine is placed in front of the steering head and has a surface carburetor and hot tube ignition.

The Motocyclette catches on and the design is perfected a little bit more each year.

The company claims that between 1898 and 1901 some 3,600 Werners are sold.

By the end of 1901 a new type of Werner is introduced with the engine in the bracket position. Werner is not the first manufacturer to place the engine in this position, but previous designs never got much publicity. The new Werner is a sensation at the Paris Show and for a long time to come the typical position of the engine that we consider so common now will be known as "the New Werner position".

The 1902 model has a 225 cc (64 x 70) engine with a power output of 1 ¾ HP, a spray carburetor of Werner design and manufacture and weighs 40 KG.

In 1903 two models are available, identical in appearance but with different engine capacities. 1904 brings practical innovations such as a single lever automatic carburetor that is placed in a petrol tank compartment to protect it from dust and dampness, the makers claim.

Other improvements are a mechanically operated inlet valve and a free engine pulley that can be operated by one of the twist grips.

This well-sorted Werner has been restored a number of years ago.

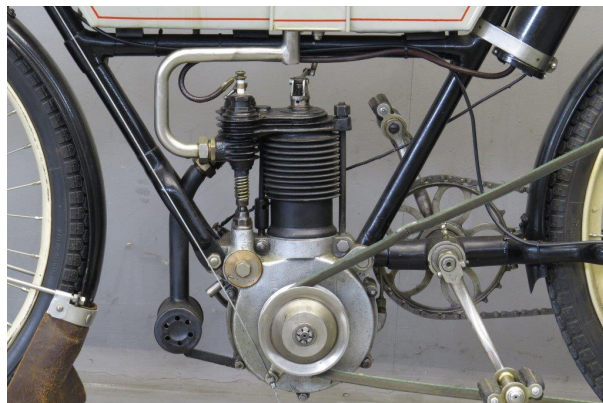
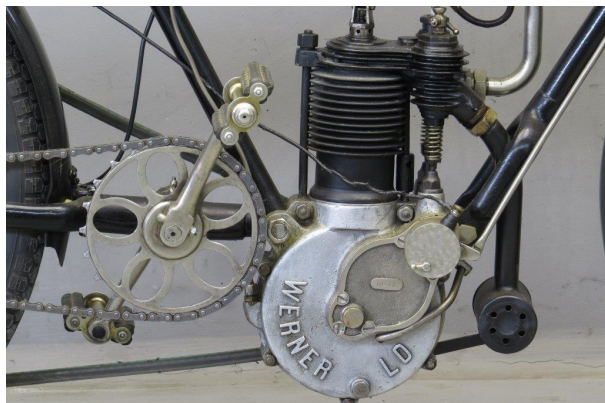
In August 1905 Michel Werner dies at the early age of 46 years and after that the firm starts sliding down hill.

Towards the end of 1906 a bankruptcy petition is presented and in April 1907 two partners, Mess. Gallien and Sarda start a new Werner company on the original firm address.

The production programme includes cars and motorcycles, but the company has little success with its products.



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