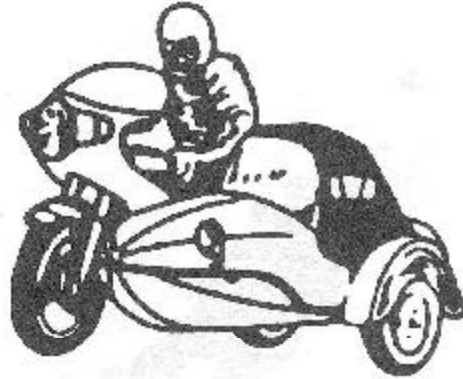


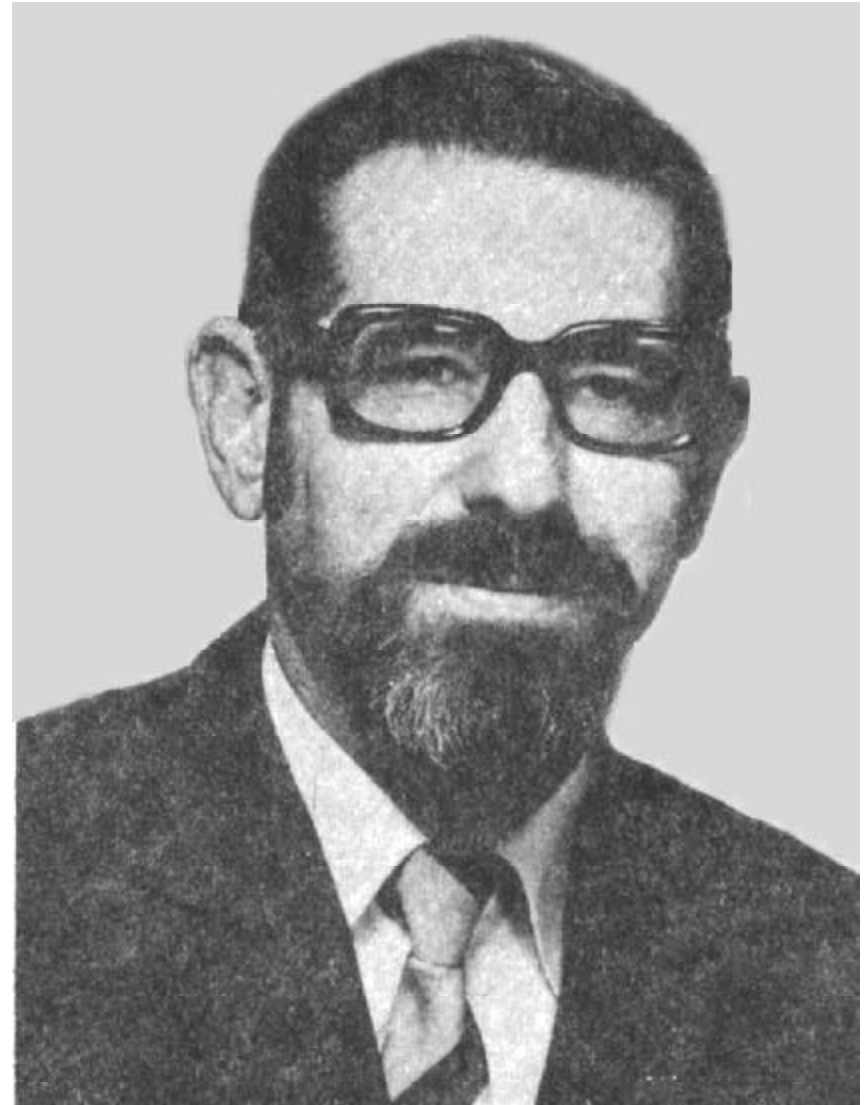
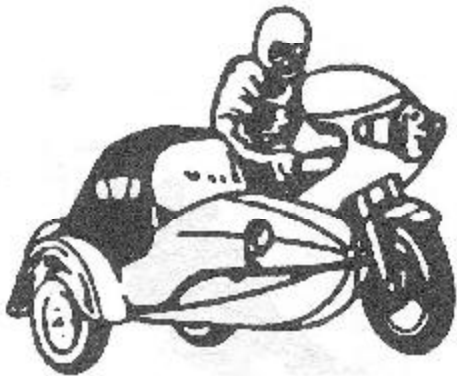
THE



SIDECAR

CATALOG

2003.



Hal Kendall - Author

Hal built his first sidecar outfit in 1953 in Melbourne, Australia. He has built and driven many outfits in Australia, the US, and the UK

PREFACE

This is for historical records and current information. It brings together the information formerly contained in the Sidecar Catalog, 1988, with information currently available on the WWW, 2003.

No attempt is made to discuss mounting techniques or driving styles or safety considerations. These are adequately treated in companion volumes.

Inclusion of a sidecar in this catalog is for information only and is not intended as a recommendation or as an endorsement of any manufacturer, service or product. Likewise, the omission of any sidecar is not to be taken as a reflection of anything except that it was not brought to the attention of the author prior to the time of publication.

Please provide the author with details and photos for the the update prior to publication. Send to hkendall@houston.rr.com

H. A. Kendall, Ph. D., Co-Founder, Past President, and past Executive Secretary, USCA, Inc.



Hal Kendall's 1972 Laverda 3CE w/ Watsonian GP driven by Jerry Clayton, professional motorcycle tester for Motorcycle, UK, Tilting Laverda, 6 March, 1976

SIDECAR CATALOG

All About the USCA

The United Sidecar Association Inc. is an independent organization of enthusiasts who own motorcycles with sidecars attached, ranging from the luxurious Harley-Davidson to the classic Steib, from contemporary Watsonians to futuristic Side Riders, and from racing kneelers to homemade hacks". They are attached to all machines, from the magnificent Harley-Davidson to the humble scooter. The members are varied as their machines, from the youngest in their late teens to our senior enthusiasts in their eighties. The Association began in Chicago in 1976 and spread rapidly throughout the United States and abroad as sidecarists learned of our organization, our expertise, and our ability to speak up for sidecarists on political issues. Our successes include rolling back turnpike toll charges on all turnpikes in the United States for motorcycle-sidecar outfits and the development of Sidecar Instruction Training Programs.

The Sidecarist, the world's most knowledgeable monthly sidecar publication, is written by and for sidecar enthusiasts, and is part of your membership. You will find great variety in the Sidecarist, including articles on driving, alignment, and mounting. There are letters from members, construction features, technical articles, and news of and about members and events. There are sections from local chapters prepared by their directors; and we communicate and work with other sidecar clubs throughout the world. There is an extensive classified section for members where they make known what they wish to buy, sell, or exchange. You also share in sidecar rallies. In short, the Sidecarist keeps you in touch with thousands of sidecar owners.

Everything appeals to sidecar owners, drivers and passengers, as well as sidecar mechanics and engineers. While exchange of technical data is always important in discussions about sidecars, the association's activities encompass many interests. Events include an Association rally, area mini-rallies, local meets, just plain kicking tires, museum tours, and picnics. There is always something happening in the USCA and membership is as enjoyable as driving an outfit.

The USCA keeps you informed, it provides you with another view point about sidecaring as it is the largest independent sidecar group in the world. The USCA is an informed club. The members prefer to be without the usual trimmings found in other motorcycle organizations. You will find it refreshing to belong to a group where your ideas are welcome and there is no pressure to be active, but where your participation and help is always appreciated. This informal atmosphere has made the USCA the largest sidecar club and has generated much enthusiasm and interest from the rest of the sidecar world. Membership in the USCA is extended to all sidecar owners, dealers, manufacturers, and enthusiasts.

SIDECAR CATALOG

Introduction

Almost every model, size and make of motorcycle has been fitted to almost every type of sidecar but it is more difficult today than it once was. Historically, when sidecaring was extremely popular the motorcycle manufacturers included built-in attachment points for a sidecar. Often they offered their own sidecars or had sidecars built to their specifications. Today, most motorcycle manufacturers appear to have forgotten their motorcycles once provided primary transportation for families, trades persons, service companies, auto recovery units and the armed forces of most countries when fitted with a sidecar. Never has a single unit been so effective and so versatile.

Harley-Davidson is the only major motorcycle in America that makes a motorcycle-sidecar outfit. Austel in England will fabricate a special heavy duty motorcycle for sidecar operation using the English Squire. The Amazonas of Brazil can also be fitted with a sidecar. And, machines such as the MZ of the East German Republic, the Ural or Dnepr or Jawa or Neval) of Russia, the Chang-Jiang, or Xingfu or Donghai of China, can still be obtained with a factory sidecar. The last mentioned are very popular in third world countries where low cost dependable basic transportation is essential.

Because mainstream motorcycle manufacturers do not offer sidecars or motorcycles that can be easily fitted with a sidecar, there has arisen an ever-growing secondary market in Europe that builds heavy duty frames and suspensions for motorcycle/sidecar outfits. One popular example is the EML made in Holland and imported into America by EML, St. Louis, now XXXXXXXX

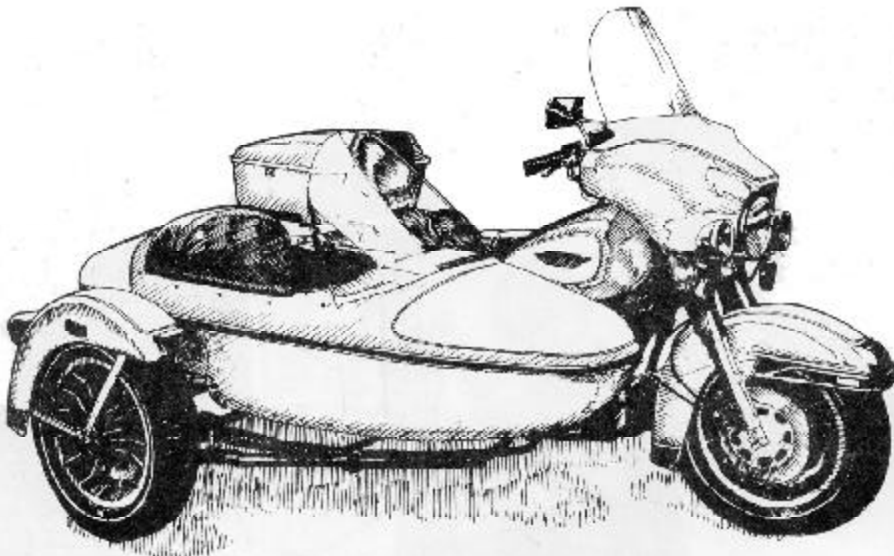
However, the majority of sidecars in America are still fitted in the traditional manner. A motorcycle, the choice of the owner is "married" to the sidecar of choice. And a wide variety of sidecars are

available. Watsonian (English) has been regularly imported to America since the Fifties and is still imported by Side Strider of California. Another popular import is the Veloex which is ideal for medium size motorcycles. Both Motorvation and California Sidecar, Inc., have a wide variety of sidecar models to choose from.

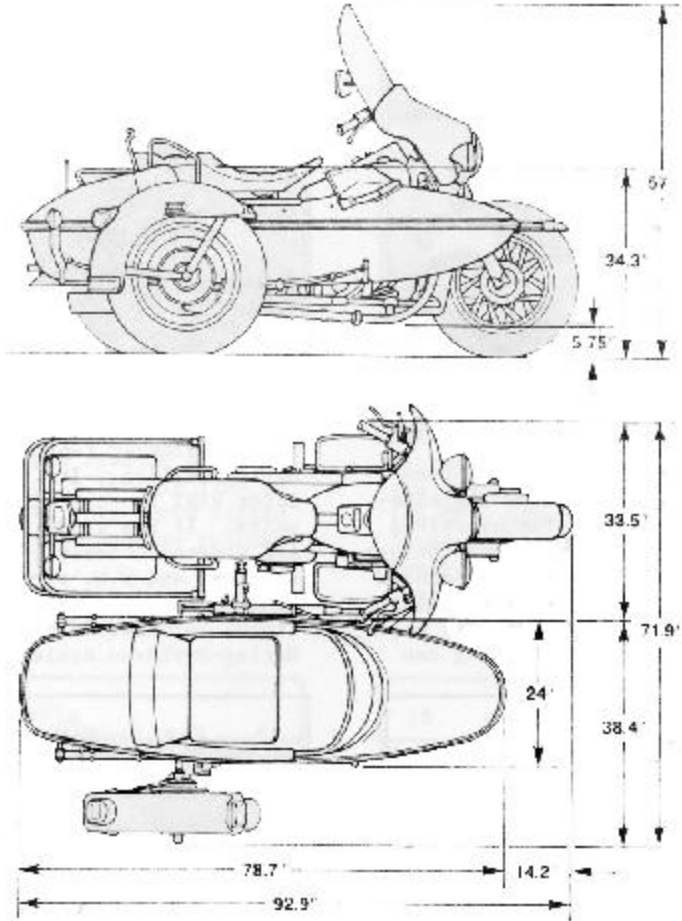
As you browse through this catalog keep in mind that the initial installation of a sidecar may not be as easy as one would like. All mounts must be installed on the main frame which may require removal or modification of fairings, covers, rear bags and so forth. Installation of a sidecar creates very large forces on cornering and non-structural members such as rear suspension mounts, bag bars, crash bars, pillion footrests and so on, are not designed to withstand these large external forces. And, for better sidecar performance, some have changed tires, wheels, suspension, brakes, trail, front ends, rear gear ratios, helper frames, friction dampers and so forth. Not all are essential but each modification usually improves sidecar performance at the expense of solo handling.



**HARLEY-DAVIDSON
MOTOR CO., INC.
SALUTES
SIDECAR
ENTHUSIASTS**



1984 FLHT SIDECAR



SIDECAR CATALOG

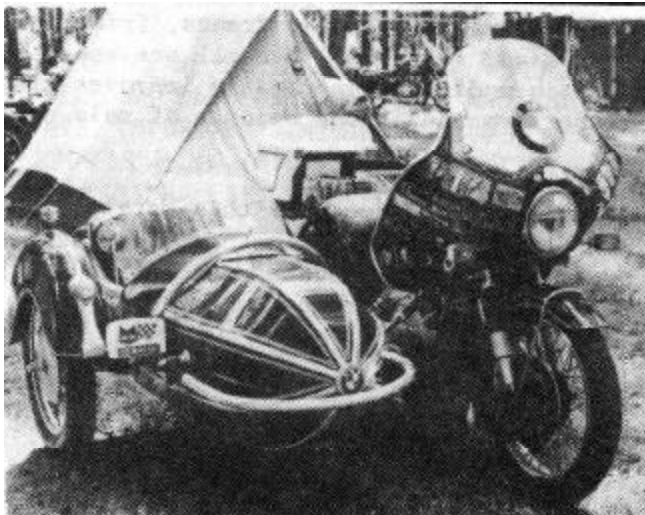
1. AUSTEL-ENGLAND

Austel produces a custom motorcycle designed for sidecar operation. Many components are of automobile origin such as the 1300 Leyland engine with a four speed manual gearbox with reverse gear, car tires and brakes, car size drive couplings, and so forth. It is also available in kit form. Leading link forks are standard. It is currently available with a Squire sidecar. Price - approximately \$8000.



2. BENDER - DENMARK

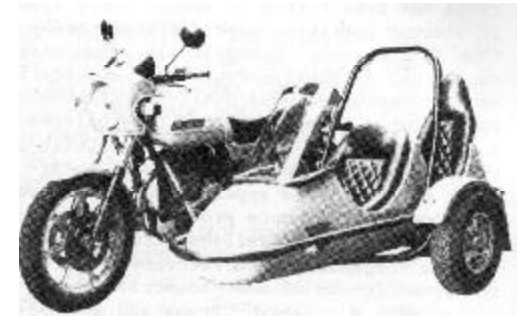
The Bender is a limited production classic Danish sidecar. Production ceased in the late sixties then brought back into production briefly. It can be fitted to cycles to 32 HP. Weight - 187 lbs. Load capacity - 253 lbs. Wheel - 18".



Old Series

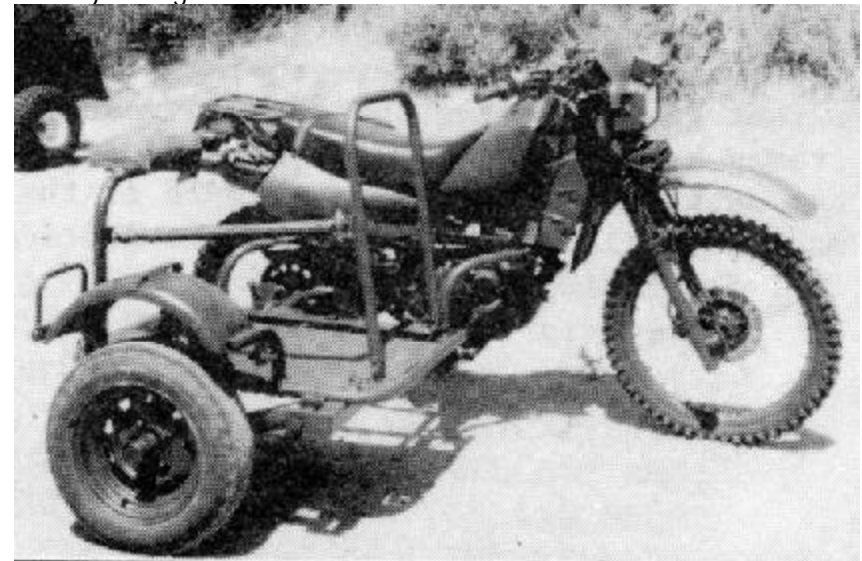
3. BIKE-MATE - S. AFRICA

The Bike Mate is made by QED and distributed by Road Classics of Johannesburg. Several styles of fibreglass bodies may be fitted within the wrap-around chassis with a sturdy roll bar. Models include a single seater with trunk, a full tandem dual seater and a delivery box. Suspension is provided by a rubber torsion system.



4. BINGHAM - U.S.A.

Bingham has produced sidecars in America since the mid-sixties. While the MK I, an early model Velorex look alike, is no longer in production, his latest is an on/off road machine designed for rugged application to military specifications. It is available in civilian or military configuration.



SIDECAR CATALOG

5. BINGHAM MK II - U.S.A

The Bingham MK II was the second in the successful series introduced by Bingham, it used the same frame as the MK I but used a more aerodynamic styled body. Body width, including built-in fender was 29.5". Suitable for middle weight machines. Weight - 160 lbs.



6. BINGHAM MK III - U.S.A.

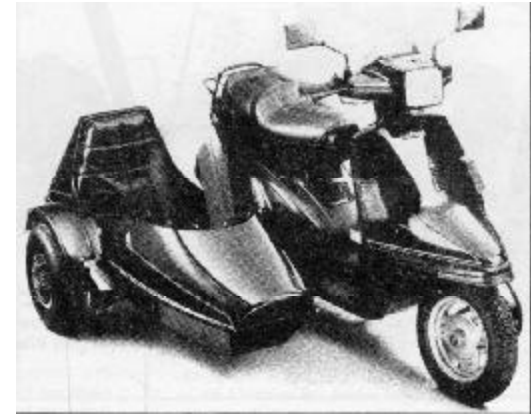
This is the third version of the Bingham Series and uses a similar chassis as the earlier versions. Body also in fibreglass. Weight - 175 lbs. Successfully fitted to middleweight machines.



Old Series

7. CALIFORNIA SIDECAR - U.S.A.

Side Kick - the smallest sidecar designed exclusively for motor scooters such as the Riva, Elite and Vespa and for step-thrus such as the Honda C-70 Passports. This unique lightweight sidecar turns your scooter or stepthru into a super around town workhorse that is a joy to ride in. Weight - 85 lbs. Tinted windshield. (Earlier model shown) Torsion bar suspension.



8. CALIFORNIA SIDECAR - U.S.A.

Commuter - for light-middle weight machines (from 250 to 500cc). Standard features include upholstered bucket seat, storage area, carpeted interior, brake light, wind-shield and chrome accent moulding.



SIDECAR CATALOG

9. CALIFORNIA SIDECAR - U.S.A.

The Companion is a very popular sidecar for middleweight motorcycles. Standard features include upholstered bucket seat, storage behind seat (2.33 cuft), carpeted interior, windscreen and mag wheel. Torsion bar suspension. Weight - 150 lbs. Fibreglass body. 16" wheel.



10. CALIFORNIA SIDECAR - U.S.A.

Friendship I and II - Designed for larger machines from 600 cc up, The Friendship II features a tilt-up nose for easy access. 13SR145 auto tire on cast alloy wheel. Extra wide bucket seat and safety-glaze windshield. Weight - 190 lbs Capacity - 300 lbs. Torsion bar suspension.



Old Series

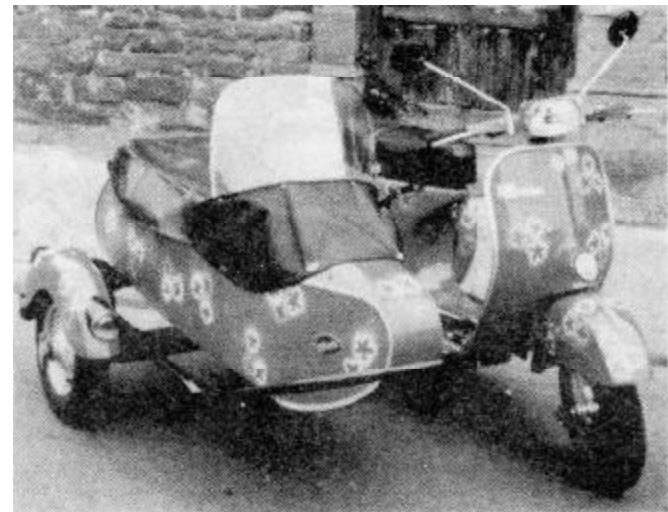
11. CARELL - WEST GERMANY

Carell is a specialist who loves to discuss the finer points of sidecar construction to prospective purchasers. His new sidecar, the Mistral, is a sporty, roomy, low slung model. The unit shown, the TR500 is designed after the classical Steib.



12. CHETAK - INDIA

The Bajaj-Chetak is made in India by Bajaj under license from Vespa. While it only produces 6 HP it can pull the small sidecar at speeds up to 50 mph. It provides inexpensive no frills transportation. Flower paint job is extra.



SIDECAR CATALOG

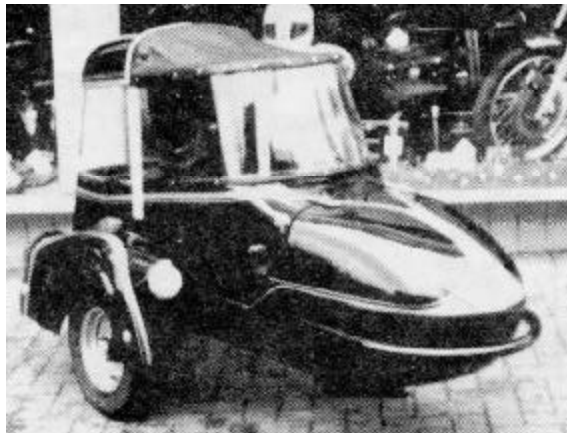
13. CORDA - SWEDEN

The ultimate state of the art street side-car machine. Now fitted with a turbo-charged 1.6 liter VW diesel engine and VW automatic transmission. All wheels driven, including sidecar wheel and front wheel. Weight and handling characteristics are that of a small fast sports car. Curves to right and left with equal ease. Most components adapted from auto industry for maximum reliability. Not inexpensive.



14. DELPHIN - WEST GERMANY

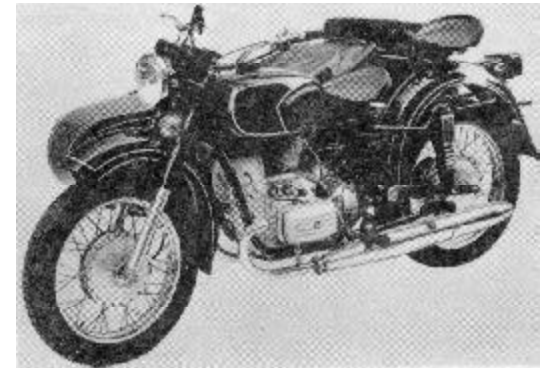
The Delphin is usually mounted onto Moto Guzzis. The trunk option may be replaced with a seat for a child to accommodate a family of four. The sidecar weight 198 lbs and is designed for 320 lbs load. The convertible top is removable for fair weather driving.



Old Series

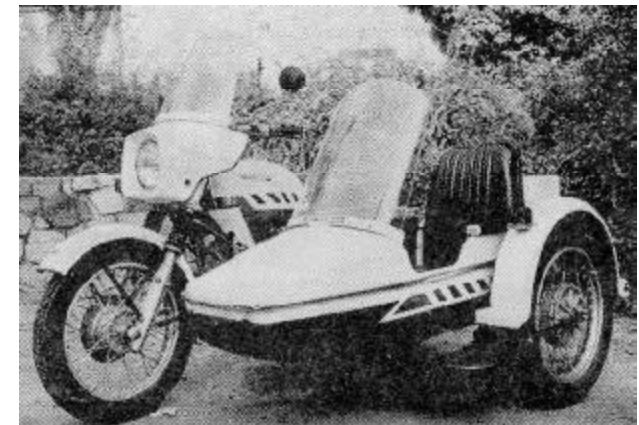
15. DNEPR - U.S.S.R.

The two basic models are the MT16 (formerly MT10) and the MT11 (formerly MT-12). The MT16 has a driven sidecar wheel and reverse gear which makes it unbeatable for off-road use. The MT11 features conventional single rear wheel drive. The boxer type engine delivers only 27 HP from the 650 or 750cc engine so cruising speed is just 62.5 mph.



16. DONGHAI - CHINA

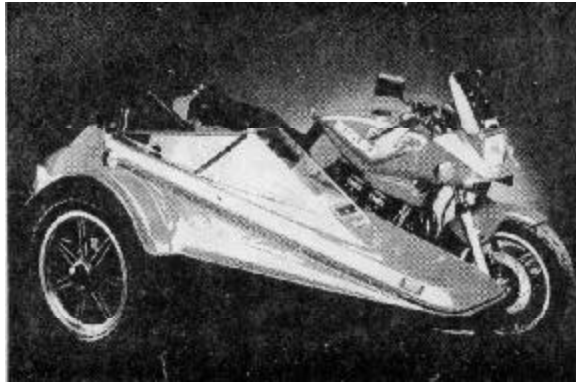
The Donghai is made in China. It uses a 750cc boxer style engine of 27 HP. The relatively low power provides a very long lasting unit that can withstand much abuse. It is exported in low numbers to Europe. Another version in China is a virtual replica of the W.W.II BMW R12. And, a vertical twin is also available.



SIDECAR CATALOG

17. EGLI - SWITZERLAND

Fritz Egli, the Swiss champion racer and tuner, matches the American Vetter Terraplane to Suzukis from 1100 to 1400 ccs (100 to 135 HP), the Suzukis remain in stock trim. The outfits are tailored for individuals wanting that perfect tracking three-wheeler machines. They are still considered as a motorcycle with sidecar.



18. EML . WEST GERMANY

The EML Sport, fitted to a Kawasaki 1300 six cylinder, is a very sporty sidecar outfit. Top speed is 100 mph. The 15" EML solid steel spoke wheels will withstand the huge cornering forces. The top is hinged to allow for easy access. The sidecar in kit form costs about one-half that of the complete outfit.



Old Series

19. EML - WEST GERMANY

The EML Tour when mated to a Honda Gold Wing, can be driven at speeds up to 100 mph. Even with the roomy sidecar attached to the 85 HP Gold Wing the outfit helps retain its sporty manners. An optional extra fuel tank can be fitted to the sidecar. Frame modifications are not required if fitted to a Moto Guzzi.



20. EML - WEST GERMANY

The EML GT II is a modern fibreglass sidecar with aerodynamic design. A slightly smaller version is the MIDI. They perform very well with many types of motorcycles.



SIDECAR CATALOG

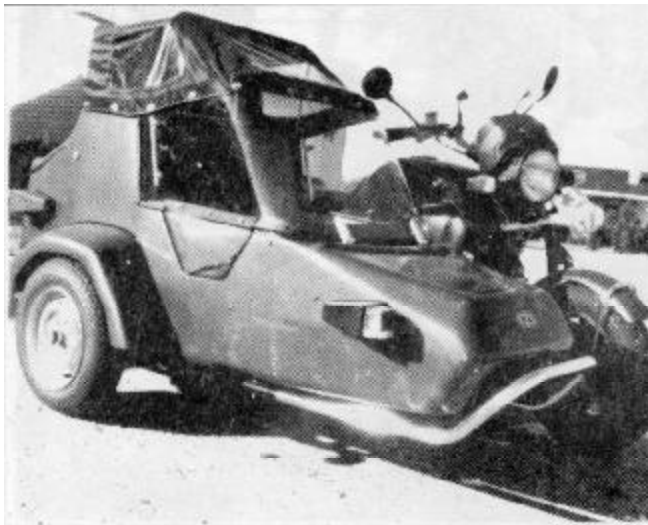
21. EQUALEAN - U.S.A.

The Equalean, a leanable sidecar, have been seen since the turn of the century. The Equalean differs from most flexibles in that the sidecar wheel is inboard of the sidecar, the rear support rides in a curved track while the front is supported by a parallelogram linkage. It is driven like a solo motorcycle.



22. EZS - HOLLAND

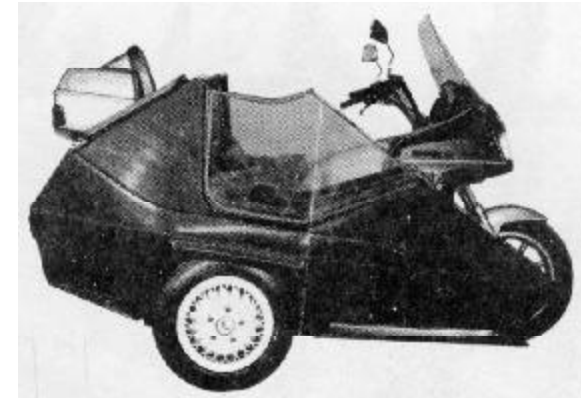
The EZS (Enghers Zijspan Service) is imported from Holland. It contains lots of trunk space without appearing overly plump. It has a large windshield similar to that of the EML from which it was designed. The model shown is the TP2. It can be fitted with two child's seats. A hydraulic disc brake is stock.



Old Series

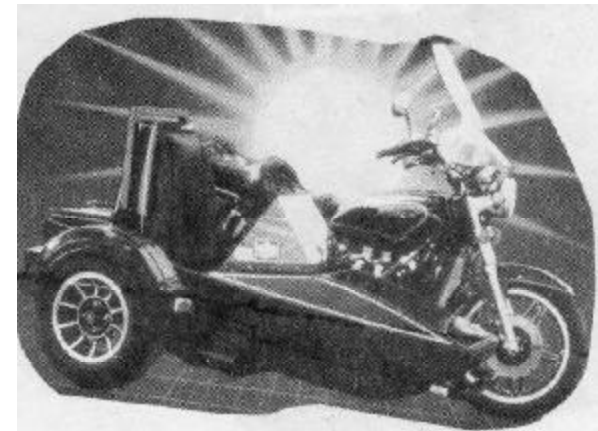
23. FINNTOUR - FINLAND

The Finntour incorporates a modern aerodynamic design in fibreglass with a 40 x 40mm steel frame. There is plenty of seating room and a large storage compartment. The luxury model includes a light, radio/cassette, telephone and clock. Also designed as a sleeper. Uses a 135- SRI3 auto tire.



24. GAZELLE - CANADA

The Gazelle features a 1-1/4" square steel reinforced perimeter frame with an integral roll bar. The body is of a woven mat fibreglass with a lockable trunk. The tonneau top has side windows. The seat has a built-in headrest and safety belt. Suspension is provided by a trailing arm with coil spring and shock absorber. Tire is A78 x 13.



SIDECAR CATALOG

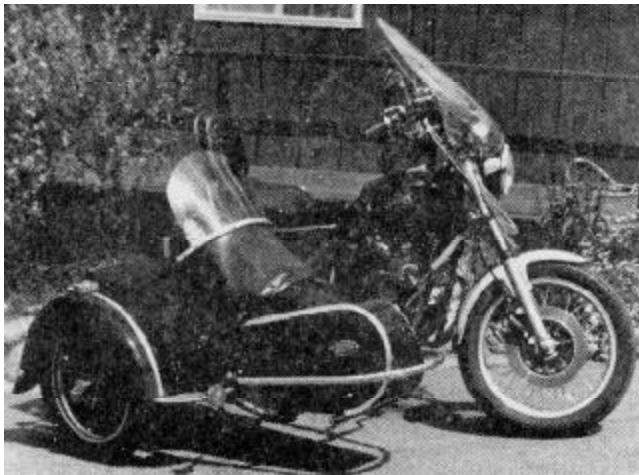
25. GLOBE - INDIA

The Globe sidecars offer low cost dependable sidecars after the classic Steib tradition. The smallest in this line is suitable for scooters, here shown fitted to a Vespa. Imported in America through Sidestrider.



26. GLOBE - INDIA

The Globe GS200 is an almost perfect copy of the traditional LS200 Steib. At 165 lbs it is ideal for middleweight machines from 450 to 650 cc such as the BMW /5 and /6 models. Trunk space is behind the seat and a luggage rack can be fitted. A very sporty and sleek design.

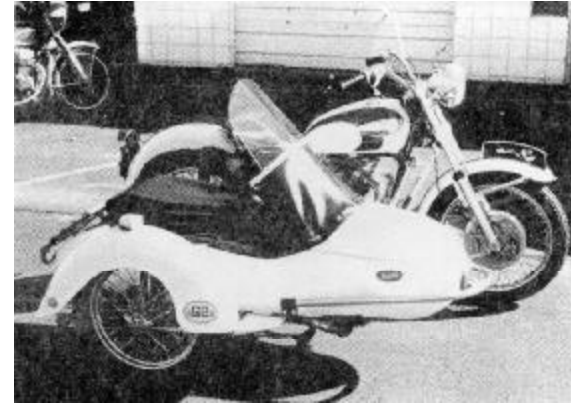


Old Series

27. GLOBE - INDIA

The Globe 350 uses a similar frame to the Globe GS200 but the body is similar to the traditional Steib S350 or the Watsonian GP. This model is found on larger touring machines in the 650 to 750cc range.

It is an ideal single seater sports touring sidecar.



28. GOOD ONE - U.S.A.

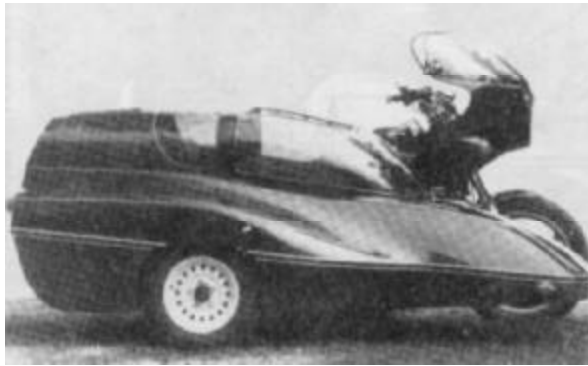
The Good One is made to order on a 1-1/4" heavy steel chassis. A storage area of nearly 3 cu ft is behind the tilt forward seat. The 155SR13 auto tire is suspended by a swing arm controlled by a shock absorber. Mounting design includes a three point attachment with a manual or electric lean adjuster for neutral steering. The 21" wide seat will accommodate two small children or one large adult.



SIDECAR CATALOG

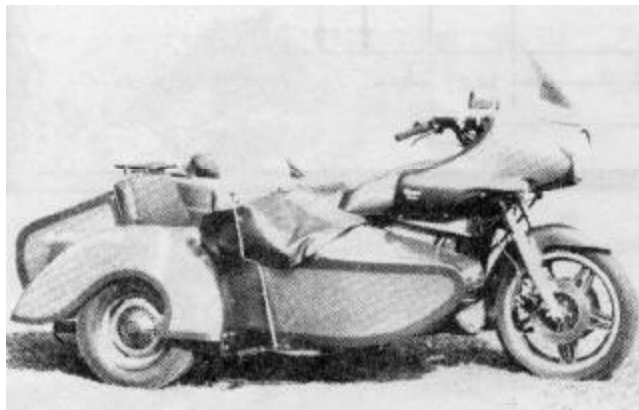
29. HANNIGAN - CANADA

The unique Astro features the modern European design concept. The extra length and flat folding seat allows the sidecar to serve as a sleeper. The oversized storage compartment can be accessed through a lockable trunk lid. Suspension includes an adjustable air shock. The three point mounting can be adjusted for lean for neutral steering. A four point fitting can also be used.



30. HANNIGAN - CANADA

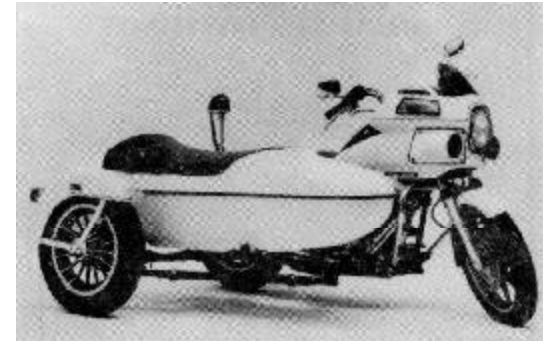
The elegant Classic at 160 lbs is a lighter version of the traditional TR500 Steib. The lighter construction is the result of using a hand-laid fibreglass body. The frame is of 2" steel tube. Suspension is provided by torsion bar. A three point adjustable mount can be fitted or the traditional four point system. The seat is easily removed to allow utility usage.



Old Series

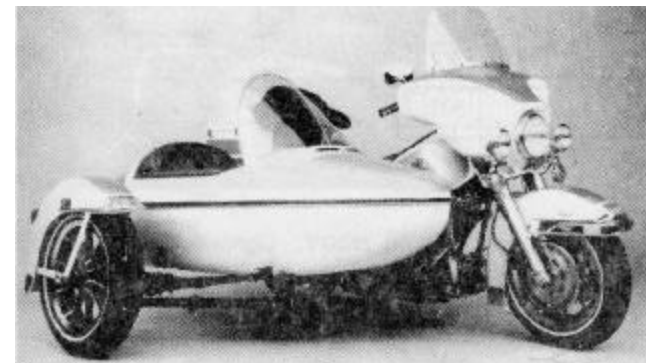
31. HARLEY-DAVIDSON - U.S.A.

The RLE Sidecar features traditional Harley styling. It fits all 1982 and later FXRT Sport Glides and FXRT police units. It has a 300 lb load capacity. All sidecar connections, covers, windshields, and W.W. tires are standard, including the sidecar wheel brake. Additional information from any authorized Harley-Davidson dealer.



32. HARLEY-DAVIDSON - U.S.A.

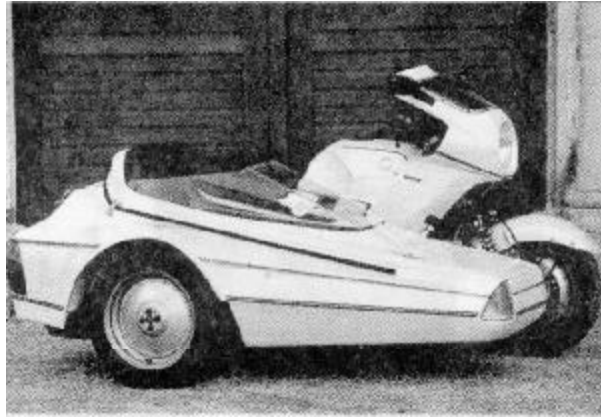
Harley-Davidson Sidecars are engineered to provide versatile and satisfying performance. The TLE fits FL-type touring models and is built to H-D's high standards. Features sturdy fibreglass construction with a thickly padded seat, cushioned side rails and internal passenger footrest. Snapdown tonneau cover, windscreen and sidecar wheel brake are standard. The FLT and the FLHT have a balanced front fork. The combination delivers a pleasant enjoyable ride. Photos by Harley-Davidson, Inc.



SIDECAR CATALOG

29A. HARTMANN - WEST GERMANY

The Hartmann Dreamliae is similar to the Terraplane (USA) but has a short nose, forward lift entry, full fender moulding, sidecar chassis and lighting. It is equipped with a Koni shock and has a Brembo disc brake. A gas tank is optional. Weight - 254 lbs. Load capacity - 300 lbs.



30A. HEDDINGHAM - ENGLAND

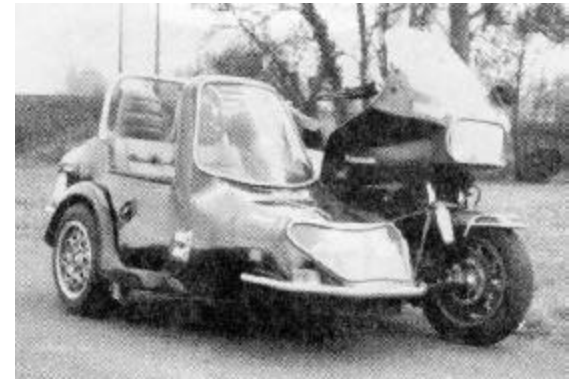
The Hedingham is the brain child of Keith Wash of Unit Sidecars. This sidecar includes a heavy duty 2" steel tubing chassis, a 4 oz fibreglass body, torsion bar suspension and a disc brake option. Plenty of leg room is available and the seat width is 20". A tonneau cover and a hood are available. The moulded dash can accommodate a radio. Leading link forks are available.



Old Series

31A. HECHARD - FRANCE

Hechard produces a full line of sidecars with many accessories. Lightweight, convertible and sedan models. Also available as a tandem seat model or as a double width model. The frame is of 40 x 40mm steel tubing. Suspension is by swinging arm with an Ohlins shock absorber.



32A. HECHARD - FRANCE

Accessories for the Hechard include a leading link front fork assembly, luggage bags and top box (for the motorcycle), fairings, roll bars, crash bars, hydraulic disc brake and an alloy wheel (standard on some models). The weight varies from 175 lbs to 250 lbs according to model selected. Wheels designed for 15" auto tires.

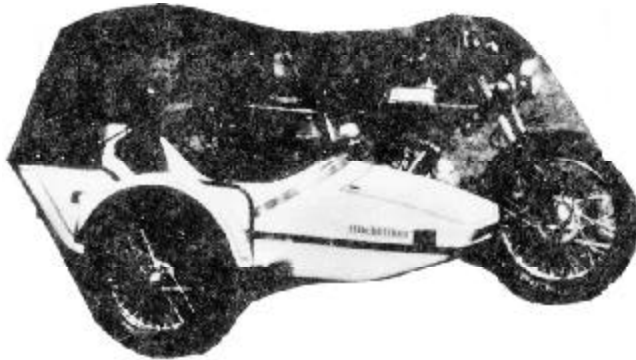


SIDECAR CATALOG

33. HITCHHIKER - U.S.A.

The Hitchhiker was designed and built by Bob Loberg of Minnesota. The body shell is of chopper-gun fibreglass reinforced

with 3/8" plywood. The smaller unit (95 lbs) with a 400-12 auto-type tire and wheel is for smaller machines while the larger (145 lbs) with a 3.25-18 motorcycle type tire and wheel is for larger units, Now made by Pat Sheehy of Ohio.



34. HMO - WEST GERMANY

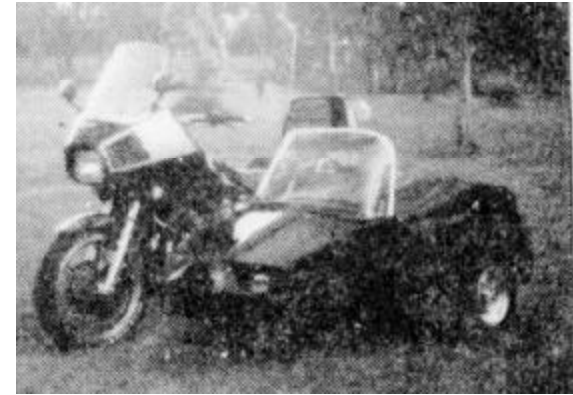
The HMO is an elegant sidecar with a small entrance door. The Swiss manufacturer uses a special frame around the Boxer motor to permit the BMW to be used for sidecar work. The outfit, built by Hegi He-gitschweiler, has a top speed of 94 mph.



Old Series

35. HRD - AUSTRALIA

His "Grand Rally" sidecars come in three widths: single - 22.8" one and one-half 27.5", and double - 33". Features a full length chasis (lockable 10 cu in locker, Koni suspension, full carpeting and velour seats. Options include foot operated sidecar wheel parking brake, all weather top, crash bars and air suspension.



36. JEANIEL - FRANCE

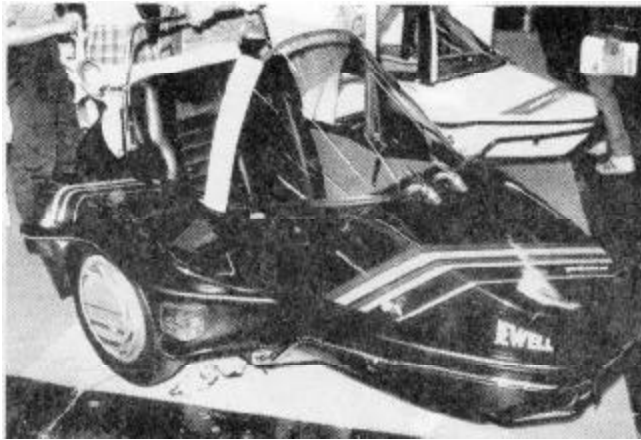
Jeaniel began to build sidecar units in 1981 and first showed his sidecars at the IFMA in 1986. He stole the show with the Jeaniel Lynx coupled to the Yamaha V-Max. This sidecar resembles a bedroom slipper. Of the four models offered two are 2-seaters. Options include special sub frames for motorcycles, leading link front forks and 15" wheel conversion kits



SIDECAR CATALOG

37. JEWELL - FRANCE

Jewell began sidecars in 1977. They showed their model, a J2P, at the IFMA Show in 1986. The J2P weighs 187 lbs, the 'Junior' is 132 lbs, and their 'Universal' is



165 lbs. The chassis is made of box tubing, The German importer is Walter who also handles the Guzzi.

38. KENT - ENGLAND

Kent sidecars are made by Martello Plastics. The basic unit is a single passenger sedan model with access by opening the combination door/top. An auto type wheel and tire is used.



Old Series

39. KOCH - WEST GERMANY

Koch produces the BMW K-100 Royal Sport, the top of the line, for clients. Their collection includes classic and older models which can be viewed or purchased. Koch also keeps spare parts for older models.



40. MOTORVATION - U.S.A.

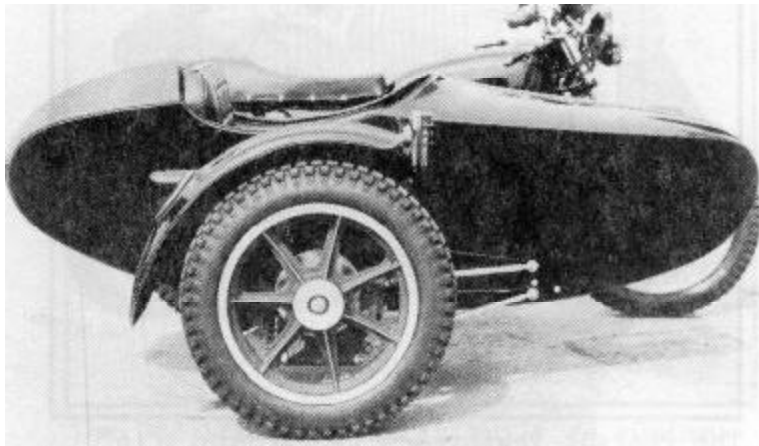
Motorvation brings several novel concepts to sidecaring. One option is where the entire body is hinged at the rear. Upon lifting and propping open a sleeper tent is created. Another option is where the front section is hinged and opens up to permit easy entry. A further option is an adjustable torsion bar which changes effective leanout to compensate for road or load changes for neutral steering. Other options are a 5 or 10 gal fuel system and an hydraulic disc brake.



SIDECAR CATALOG

40A. MOTORVATION - U.S.A Spyder - T-1

The Spyder T-1 is the classic looking single seat sport sidecar in Motorvation's line of sidecars. It represents the best of both traditional styling and current technology. The Spyder T-1 uses the same state of the art mounting hardware that permits quick removal, and easy re-installation of the sidecar. The interior is fully appointed, with a 15 inch contoured seat, vinyl upholstered side panels with convenient pockets built in. The interior of the Spyder is completed with an up grade automotive cut pile carpet. The leg room in the Spyder is 52 inches. The overall length is 74 inches. The locking trunk has holds about 3.5 cu. ft. of cargo. Options include color match paint, a wrap around lexan windscreen, independent disk brake system, tonneau cover, 5 gal. fuel system, chrome folding foot step and a sidecar cover. The Spyder T-1 is recommended for bikes of 500cc. and larger.



Old Series

Roadster Royale



Here is a sidecar which incorporates the advantages of a car with the use of a motorcycle. The Coupe Royale is a fully enclosed, weather protected sidecar with a removable gull wing style door. With the door removed and stored behind the seat, the Coupe has the breezy feel of a T-top car. The Coupe is roomy and comfortable with plenty of leg and head room. The wide seat will accommodate an adult with a child or even three small children. The interior is fully finished with carpet and upholstery. The suspension is an adjustable torsion bar.

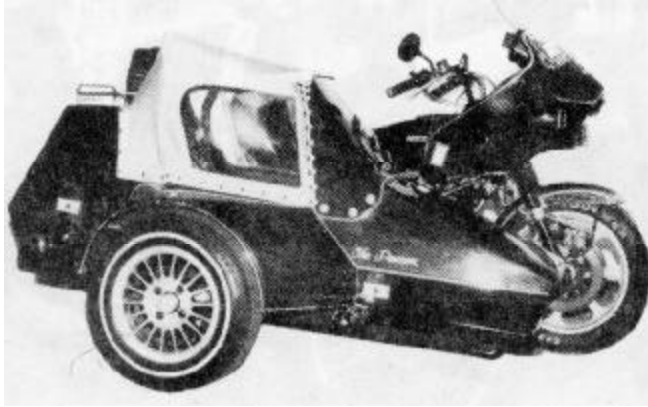
Coupe Royale



SIDECAR CATALOG

41. PEARSON - U.S.A.

The Pearson features a heavy duty 3/16" thick square tubing. The body is of 20 gauge metal, hand tooled and formed. An adjustable shock is used for the suspension. Includes an auto type sprung wheel and radial tire (155SR13). High bucket seat. Four point suspension. Empty weight is 180 lbs.



42. PREMIER - AUSTRALIA

Fibreglass bodies one and one-half seater sidecar. Wheel - 10" mag with swing arm suspension and Koni adjustable damper. Features large boot and aerodynamic body style. Fully carpeted and upholstered.



Old Series

43. QSB - AUSTRALIA

QSB offers a fully enclosed one and one-half seater of plywood/fibreglass construction.

Features include 13" wheel (auto) with a variable trailering arm suspension and a Koni shock absorber.

Features a lay-back bench seat that converts into a 77" camping body, tinted windows, and front and rear bumpers.



44. REGENT - ENGLAND

Regent sidecars are produced by Sidecar International. The three models are the Corvette, Supreme and Superior. The hard top opens forward for access. The trunk is locable. Available with a rectangular or round perimeter chassis. Suspension is by fully adjustable swing arm Sebac Italian units. Leading link front suspension and full small auto wheel/tire conversion units available.



SIDECAR CATALOG

45. SALUKI - ENGLAND

The Saluki by Touchstone Products was one of the first fibreglass entries with full aerodynamic wedge characteristics. It featured monocoque GRP construction. Suspension is by a trailing link bonded rubber unit. 10" alloy wheel with auto type tire. Rated as a child/adult unit with spacious luggage compartments. Weight - 175 lbs. For middleweight and larger machines.



46. SAUER - WEST GERMANY

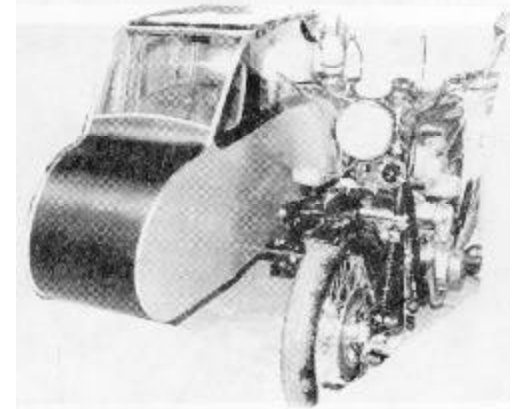
Peter Sauer produces an open sporty single seater and an enclosed hardtop model. The entire cockpit top opens up for easy access. 15" EML wheels can be fitted or special 15" wheels are optional. Four point fittings. Torsion bar suspension. Adjustable shock. Heavy duty tubular steel frame.



Old Series

47. SIDESTRIDER - U.S.A.

The SideStrider AVED is built to custom only. It is a two or three passenger unit built on the same classic lines as the English units of the fifties. It generally resembles a miniature caravan. It uses the stock frame of the Bingham models. Body of marine plywood. Customizable.



48. SIDEWINDER - ENGLAND

Freewheel U.K. Ltd., originators of the "Lightweight Leanable Luggage Carrying Sidecar" have expanded their product line to provide a luggage box. This is the only flexible sidecar currently available in England and it allows a provisional (learner) to operate any size motorcycle.



SIDECAR CATALOG

49. SIVAKO - SWEDEN

The Sivako is designed to provide comfort for the family against the rigors of Northern Europe. It features a full sedan concept but the top can be opened if needed.



Access to the cockpit is by the entire front top and sides hinging forward. An external lockable trunk is featured. Wheel size is 16". Total weight is 265 lbs.

50. SMITTY'S - U.S.A.

Smitty's of Ames, IA, has a light single seater of fibreglass construction suitable for middleweight motorcycles. Weight - 150 lbs. In appearance, the Hawk I is similar to the California Sidecar Companion (No. 9).

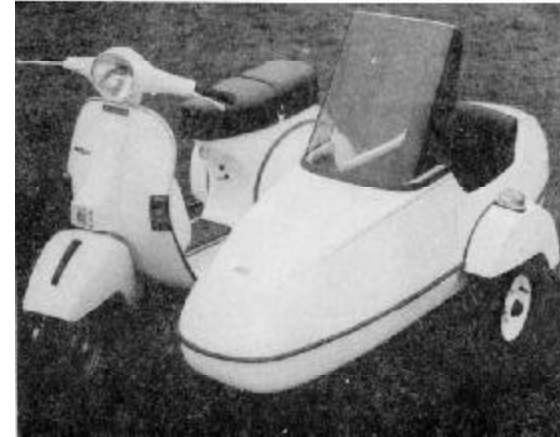
The unit pictured is their new Hawk II designed as a double width unit. This is an open wedge shape more suitable for larger machines.



Old Series

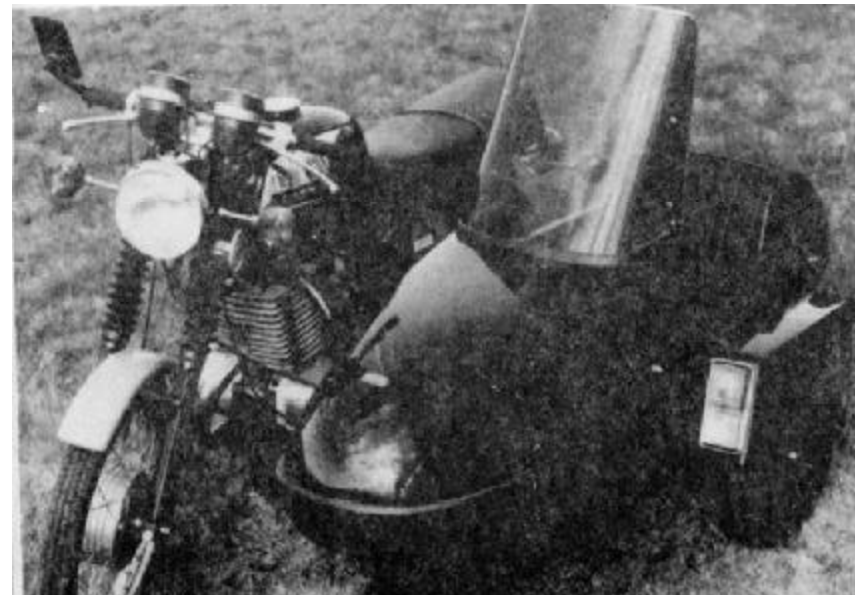
51. SQUIRE - ENGLAND

PV1: Single seater sidecar for motor scooters of 150cc and up. Body is similar to the ML1. Color matched to Vespas. Full weather equipment.



52. SQUIRE - ENGLAND

ZP1: Single seater sidecar designed for the MZ250, Body to ML1 specifications



SIDECAR CATALOG

53. SQUIRE - ENGLAND

SL1: Single seater sidecar with the modern wedge styling for lightweight motorcycles. The wrap-around wind-shield hinges rearward for easy access.

The semi-reclining seat tilts rearwards for access to the trunk. Convertible hood available for full weather protection.



54. SQUIRE - ENGLAND

ML1: Single seater sidecar for light-medium motorcycles. Same chassis as the SL1.

More traditional body. Low suspension rate for ride comfort. Full weather equipment available.



Old Series

55. SQUIRE - ENGLAND

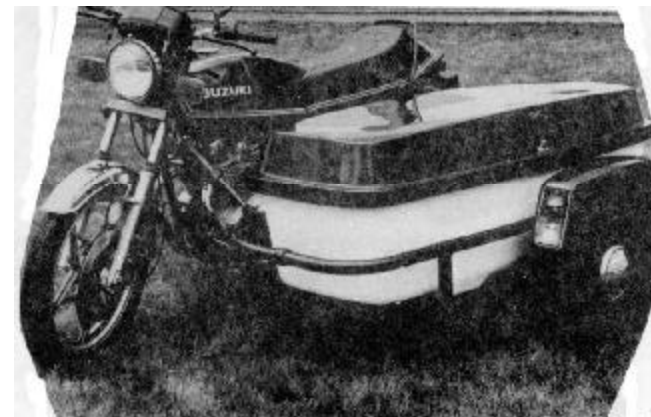
S1: This unit is a child/adult for the smaller family. A wrap-around screen encompasses the main passenger seat and the rearward child's seat. The ST1 has the same chassis but

only a single seat and only a plain mudguard. The ST2 is the top of the line single seater with roll bar and alloy wheel. All units have a leading link bonded rubber suspension.



56. SQUIRE - ENGLAND

ST Box: This box was designed to fit the standard ST1/ST2 chassis. The box, of heavy duty fibreglass, has a locking hinged lid and a capacity of 12 cu ft. The box can be adapted to other Squire Chassis,



SIDECAR CATALOG

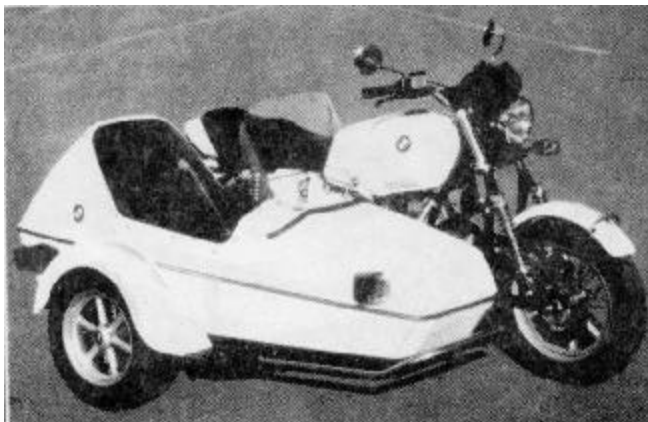
57. SQUIRE - ENGLAND

The QM1 is Squire's flagship. It is a full double seater and suitable for all heavy touring machines. It features a wrap-around double chassis for extra strength. Body of heavy duty fibreglass.



58. TRIOKA - WEST GERMANY

This dream unit is truly an international outfit. The frames are built by EML in Holland and uses the 800cc BMW boxer engine. Heiner Heidenwag was unhappy with the steering of available units so built his own. The outfit is assembled and completed by Heidenwag in Schorndorf, near Stuttgart, The handsome hack is very solid and handles exceptionally well.



Old Series

59. ULTRA - U.S.A.

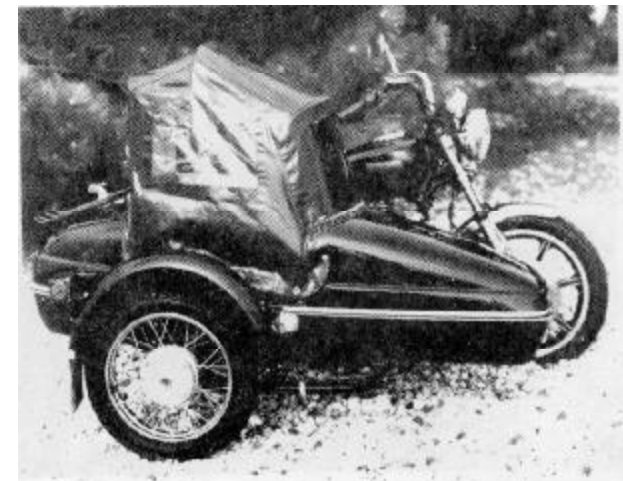
The Ultra uses a rectangular 1" x 2" steel tubing chassis and a heavy duty fibreglass aerodynamic body. The 27" torsion bar suspension incorporates a Koni air shock. A standard four point mounting system is used. The top section

with the windshield folds forward for easy access. Large trunk of 7.8 cu ft with lockable lid. Lean adjustment without removing struts. Suitable for medium-heavy machines. Tire - 4.80 x 12.



60. VELOREX - CZECHOSLOVAKIA

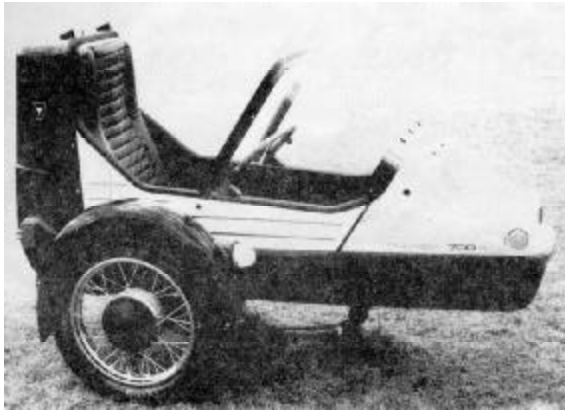
Re stock Velorex features a fibreglass body on a tubular steel frame. Standard are the windshield, tonneau cover and universal mounting brackets. Suspension by swing arm and shock absorber. Locking storage trunk. At 154 lbs it is sufficient for medium weight machines. Drum brake included. Convertible top is extra.



SIDECAR CATALOG

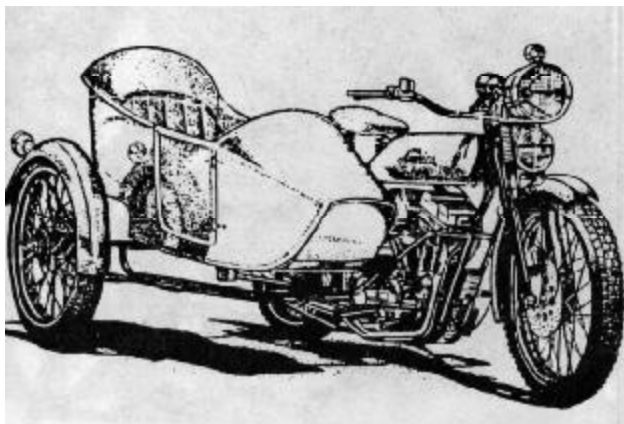
61. VELOREX - CZECHOSLOVAKIA

The latest Velorex by Jawa is the Model 700S which has a Wedge shape body over their traditional chassis. The windshield tilts forward for easy access. The storage compartment behind the seat will hold two helmets plus. A vinyl roof is standard, as are the mud flap and drum brake. At 172 lbs it is suitable for motorcycles over 400cc.



62. VINTAGE - U.S.A.

Ron Russell's Vintage Cycle Works of Campbell, CA, creates a replica antique 1918 Harley-Davidson around the latest 883 or 1100 Harley-Davidson Evolution engines (or around any Sportster engine of your choice). The result is a little piece of Americana for the nostalgic. Available in kit form.



Old Series

63. WALCHER - WEST GERMANY

Gerhard Walcher of Esslingen believed that traditional sidecarists wanted a single cylinder machine like the classic Panther or the BSA 500cc sv or the Norton 4-H. He took the basic Yamaha SR500, strengthened the frame and added a leading link front end and 15" wheels. It is matched to the Squire ST2. With only 33 HP on top it will cruise at 75 mph.



64. WALTER - WEST GERMANY

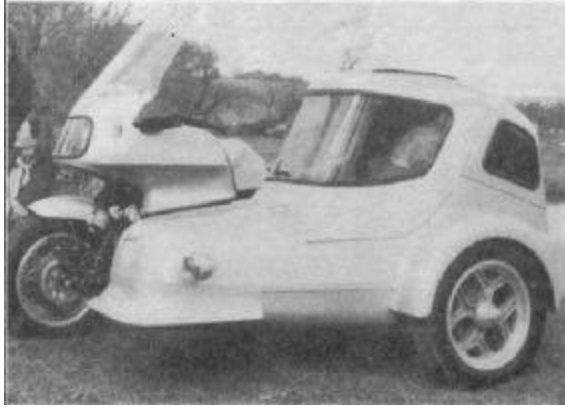
The Classic Steib TR500 sidecar will never fade. Motorcycle dealer Helmut Walter from Korle began to fabricate a faithful reproduction body of the TR500 but of fibreglass, unlike the original steel body. The frames used are also copies of the original. Orders are made to request only so delivery takes a long time. Weight - 187 lbs, tire - 4.00 x 18. The optional TR500 N2 with the larger trunk can be fitted with various wheel/tire combinations.



SIDECAR CATALOG

65. WASP - ENGLAND

Wasp brought their expertise to street outfits. Leading link forks are their specialty (with 15" auto tires). 15" rear wheels available. The sidecar wheel is 15" with an hydraulic disc brake operated from the front master cylinder. Bottom mounts are flanged at the sidecar frame. The touring version is fully enclosed. The windshield, top and sides open forward as a unit for easy access.



66. WASP - ENGLAND

The Wasp sports version shown attached to a BMW K/100 has been fitted with the 15" leading link front fork and also a 15" rear link setup. They can also provide 15" spoke wheels. The front section also opens for easy access. Wasp, traditionally, has produced motorcross sidecars.



Old Series

67. WATSONIAN - ENGLAND

The Monza continues as a favorite traditional single seater sidecar. It is well sprung, low, good looking and comfortable. Body is of fibreglass. The Super Silk chassis is of tubular perimeter design which allows the body to be low

slung. Suspension has been improved by including a gas shock. Right-hand and left-hand fittings available. Tire is 5.20 x 10.



68. WATSONIAN - ENGLAND

The GP Sport carries the traditional class octagonal shaping of the nose, accentuated by polished aluminum beading strips along the ribs. It is carried on the

Super Silk chassis. The large rear boot is accessible by tilting the seat forward while a luggage carrier fits on the back of the boot. (Same for the Monza.) Tire is 5.20 x 10.



SIDECAR CATALOG

65A. WATSONIAN - ENGLAND

The Monaco, like the Palma, the GP Sports and the Monza, have been favorites since the early sixties. All have been updated to reflect new technology like the gas shock and the GRP fender. The Monaco features a large wrap-around screen which opens forward for easy access and a generous lockable trunk with luggage racks. It is possible to convert the Monaco into a Palma if desired.



66A WATSONIAN - ENGLAND

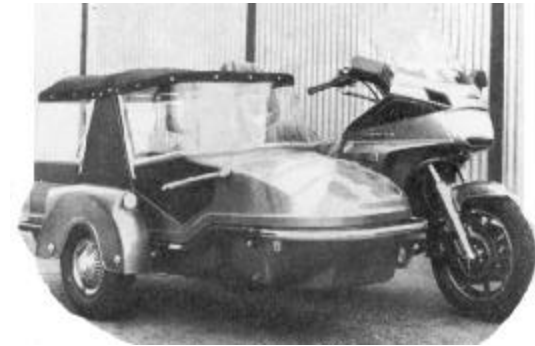
The Plama is the top of the line in this series and features a child/adult seating. A rear hammock seat is for the child while a footrest is fitted for the adult passenger. The wrap-around screen is split to allow the forward segment to open for easy access. Weight - 220 lbs. All in this series are designed for middleweight-larger touring machines.



Old Series

67A. WATSONIAN - ENGLAND

The Oxford (above) and its sister model the Cambridge (below) are mounted on a specially widened and strengthened Super Silk chassis. Access to the front in both models is through the front hatch which opens fully forward. The bench seat of 30" allows for two average adult passengers side by side. Thus, the Oxford can accommodate 3 or 4 passengers in the two bench seats.



68A WATSONIAN - ENGLAND

Access to the rear of Oxford is by the rear hatch which opens rearward. Weather protection is assured by the removable top(s). The standard upholstery of leathercloth may be upgraded to fabric or leather. Tow hitches are available. Also featured is the new Sports mudguard with lighting. The standard 145 x 10 wheel and tire may be upgraded to a 165 x 10SR70 tire on an alloy wheel. A generous trunk is in the Cambridge. Weight - 287 lbs.



SIDECAR CATALOG

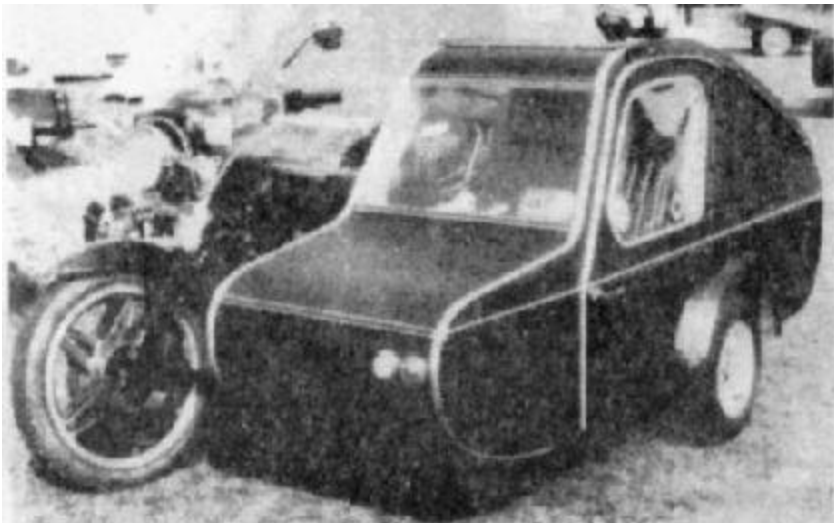
69. WATSONIAN - ENGLAND

The Gem Swallow lightweight is Watsonian's latest entry in the 250 to 400cc light machine range for learner drivers. The wedge deigned body can be fitted with a hood. The perimeter frame, small wheel and sprung wheel are traditional Watsonian construction methods. Body of the single seater is of fibreglass. The Swallow ex-pands Watsonian's lineup of sidecars.



70. GEMINI - ENGLAND

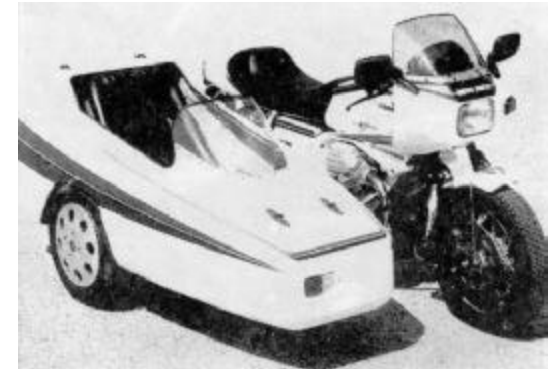
Gemini continues to produce sidecars in the classic tradition. Their models may be easily adapted for 2, 3, or 4 passenger models and in various shape configurations.



Old Series

71. MAILHAMMER - WEST GERMANY

Mailhammer, a Moto Guzzi dealer, has fabricated leading link front forks for Moto Guzzis since 1981. He uses the EML-Mini frame and builds his own sporty sidecar. A large storage compartment is in the rear; another on the right side of the sidecar. The seat is luxurious. The sidecar hydraulic disc brake is tied into the Guzzi integral braking system for straight line emergency stops. Top speed - 100 mph.



72. MOTURIST - HOLLAND

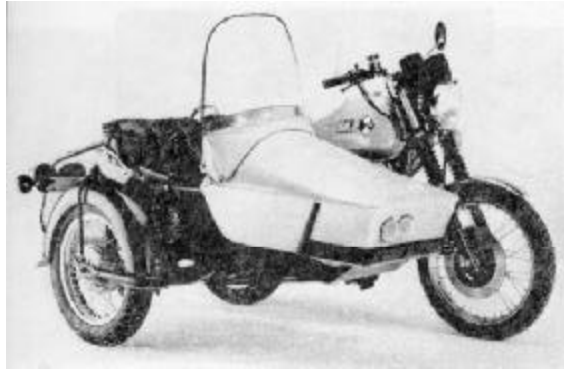
Ed Pols of Amsterdam has produced over 1000 sidecars. They are imported into Germany through Carell. All nuts and bolts are of the same size to make wrench work easier. The sidecar is available as a single or double seater and with a tonneau cover. Sidecar wheel suspension is by a spring located behind the axle while wheel movement is by wishbone pivoted in front.



SIDECAR CATALOG

73. MZ - EAST GERMANY

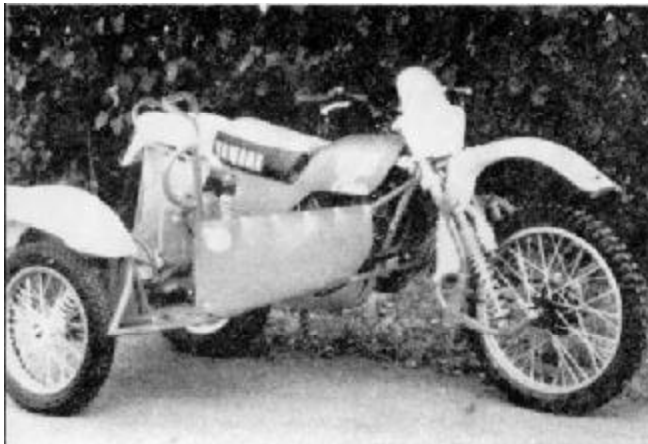
The MZ with sidecar can be driven more aggressively than most combinations of the same weight/power class because it is designed for sidecar driving. The sidecar is well sprung for comfortable riding while the cross stabilizer ensures excellent road handling. Top speed about 70 mph.



74. HEOS - WEST GERMANY

The Heos units are designed for off-road or sidecar-cross. They are extremely competitive and successful. One model is for normal off-road use and accepts a single or twin Yamaha 4-stroke engine. Frame kits are available.

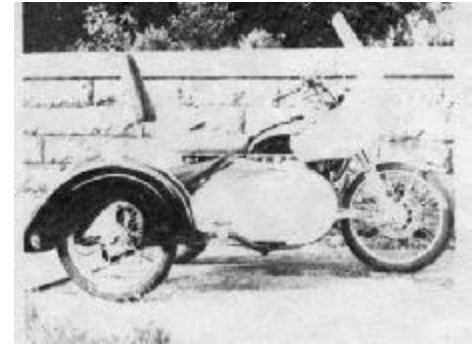
The other model is for complete race-tuned units for professional racers with engines up to 1000 cc displacement.



Old Series

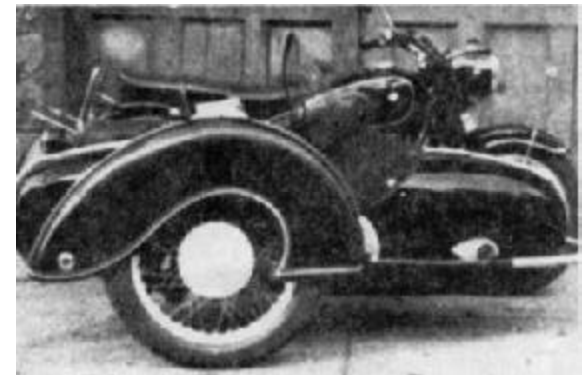
75. STEIB - WEST GERMANY

While preparing this 'Sidecar Catalog' to illustrate current sidecar offerings around the world, the impact that Steib had on the sidecar industry quickly became apparent. When Steib became inactive his imitators sprang up around the world claiming, without apology, how their unit replicated this Steib unit or that. So, without apology, this historical section on the original Steibs is presented for comparison.



76. STEIB - WEST GERMANY

The LS200, at 132 lbs, was the lightest of the Steib units and is suitable on most middleweight machines. It is much sought after by, restorers, especially by owners of BMW/5 and /6 models. It has storage space behind the seat and a luggage rack on the trunk deck. The axle is sprung while the body is additionally sprung with heavy rubber bands. The S250 is small but roomy at 140 lbs. It is designed for the R50, R26 and R27 models but can be fitted to most middleweight machines.

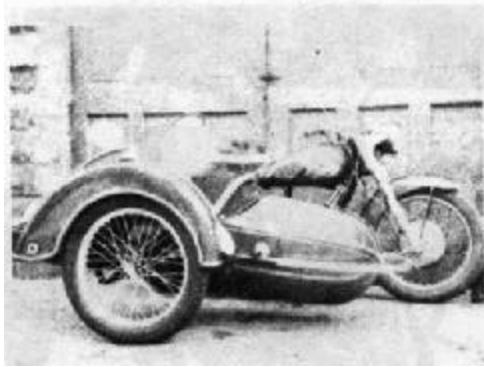


SIDECAR CATALOG

77. STEIB - WEST GERMANY

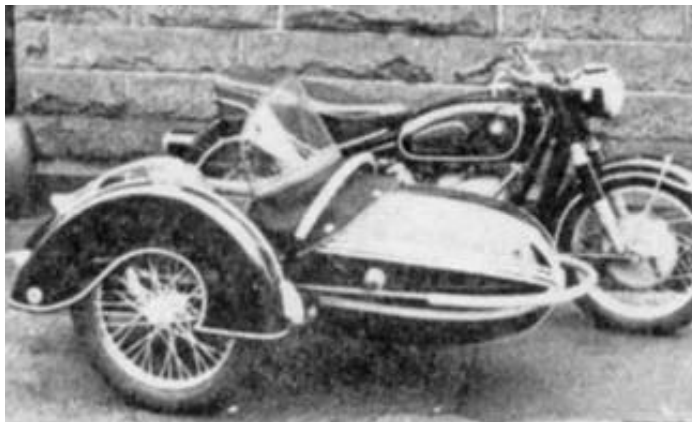
The S350 consists of eight flat panels, not unlike the Watsonian GP Sports which also has a perimeter frame. The Globe 350 has a similar body but uses a frame like the Steib LS200.

Other makes have similar patterns. The sidecar is suspended independently from the frame while the wheel has its own suspension. It will fit all BMWs and most other middleweight machines. Weight - 160 lbs.



78. STEIB - WEST GERMANY

The S500 at 175 lbs is a larger version of the S350. It will fit all BMWs but gearing changes are necessary for the R50 models. The S500 is sought after by collectors and restorers. Fittings for any model Steib are available through E. Peikert of Wuppertal, West Germany.



Old Series

79. STEIB - WEST GERMANY

The TR500 is the largest of the Steib line and was the sidecar designed for BMW models. Unlike the other models it does not have a perimeter frame. At 240 lbs it is suitable for all middle-heavy machines. It is easily fitted to

/5 and /6 models. Gearing and spring changes required for the /2 models. An hydraulic brake was optional. Again, both the wheel and the body had independent suspension. Copied by H. Walter.



80. ZWEIRADHANDEL - W. GERMANY

Zweiradhandel is the work force of Einhard Magdeburg who imports the Squire into West Germany. It is their task to prep all machines to TUV specs from the smallest to the largest. The ST is fitted to the MZ while the QM is fitted to the BMW K100. Leading link forks are also fitted.



SIDECAR CATALOG

81. BEIWAGEN - JAPAN

Sidecars in Japan. Sidecar development is typically a home or cottage industry. All that is required is a welding jig, pipe and a good welder to produce a robust frame. Any-skilled artisan can produce a wooden, steel or fibre-glass body. Sidecars, traditionally, stay in the country of origin. An example is Australia. While Australia never produced motorcycles, they did produce sidecars.



82. FREEWAY - JAPAN

Unlike Australia and most other countries, Japan's bureaucracy determined that, because different handling skills were required when a sidecar outfit was turned to the left, or turned to the right, a domestic built sidecar was unsafe. However, a foreign built sidecar was safe. This convoluted logic did not discourage sidecar use in Japan. Sidecars from many countries filled the void created by the lack of domestic competition.



Old Series

83. KUMAGAYA - JAPAN

Among the foreign sidecars to enter Japan were the Dniepr from Russia. The Dniepr is also known as the Neval in England in the USA. The Changiang and Xingfu come from China. From England came the Watsonian and the Squire. From Australia the DJP was extremely popular. The American Vetter was also seen in Japan while the Jawa from Czechoslovakia was not uncommon, the massive American Harley-Davidson has been imported privately.



84. MISTER - JAPAN.

In spite of this, quite a few domestic sidecar manufacturers appeared. The domestic models were of four distinct types. There is the monkey division, more of a novelty than anything else, perhaps more suitable for a child but designed to accommodate an adult. On a more serious note, small sidecars were developed for scooters such as the Vespa 150 and similar. More recently, light weight motorcycles were shown at the 1982 motorcycle show in Tokyo.



SIDECAR CATALOG

85. MATSUSHITA - JAPAN

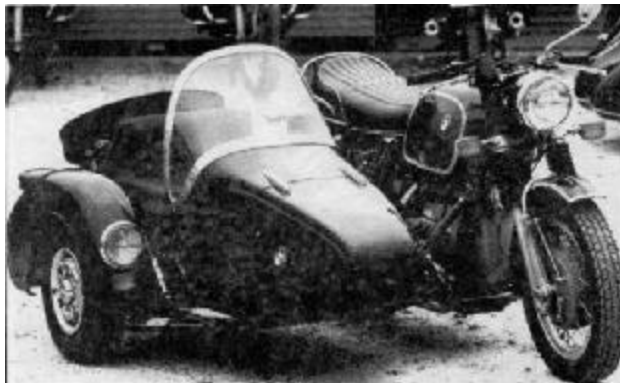
The domestic sidecar falls into two categories. The first is to copy traditional sidecars. Bauer produces replica copies of the Steib TR500, the S500 and the LS200.

Nakano Motors produces a copy of the Watsonian GP Sports but has provision for the windshield to fold forward for easy entry, as found on the Monaco. The Buwagin Shop also has a model like the TR500 to fit BMWs.



86. TAIRIKU - JAPAN

Tairiku Motors produces two traditional classic models and one modern wedge shape, the GT II. Another modern partial wedge is the Mister made by Combination Garage. Kumayaya Auto also builds an ultra modern wedge. In all, perhaps fifteen sidecar manufacturers have existed in modern times in Japan. Unfortunately, the big FOUR have yet to get seriously involved in sidecaring.



Old Series

87. TAIRIKU GT-II - JAPAN



88. DJP - Australia

The DJP was an extremely fine sidecar that enjoyed considerable popularity in Australia and Japan. It was known for its tremendously strong mounting hardware. The quick detachable ball had a diameter of 34mm. The body, of reinforced fibreglass, was exceptionally roomy and comfortable. Regretably, this model is no longer in production.



SIDECAR CATALOG

DAUNTLESS - USA - 253-638-1793

The Arrow sidecar is similar to the Flying Tiger with softer lines. All steel construction with a single high back seat, padded arm rests, fold down windshield, locking trunk via sliding drawer with key lock, rubber mat flooring, foot rest, cable actuated drum brake, two steps for ease of entry, front and rear fender lighting, cast wheel only, spare tire carrier and 17mm axle supported on both sides for off road ruggedness! This is now our entry level sidecar.



Dauntless Motors Corporation Headquarters

17022 SE Wax Road - Covington, WA 98042-9122 USA

www.dauntlessmotors.com

All Metal Construction, gloss black, cable actuated brake, wiring harness & stout step - Inside Box Length 56 1/4" long - Width 23 1/4" - Height 12 3/4" box holds 9.65 c.f. - Tonneau Cover/Canopy Height 28" from box bottom to top of canopy - 19" Wire Wheel - 20mm Axel - Ground clearance 11" - Single Front Tailgate hinges from top swinging forward and up - Tonneau Cover/Canopy adds to cargo holding capacity 21.19 c.f. - Mounts to fit a /2 BMW - Ground clearance 71/2" - Cargo leather straps all around outside of box



New Series

DAUNTLESS - USA

The Flying Tiger sidecar features an all steel Chinese sidecar body. This sturdy sidecar body was designed for police duty in china and features a high back seat, which removes for entry into the trunk area.



Liberator - Available in Cabriolet (soft top) or Targa (snap out rear window & top) for **\$6500.00** plus shipping.

Painting is a priced according to it's complexity and by the job.

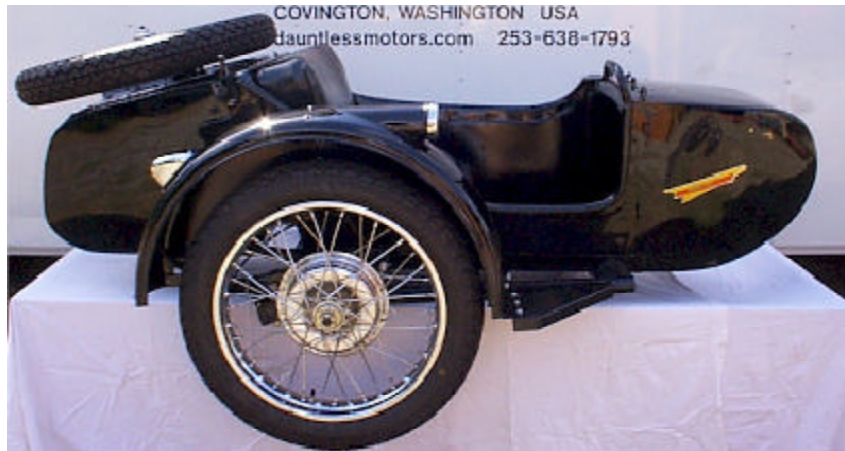
Mounting hardware available only for BMWK1200LT, Honda GL1800 and Honda GL1500, mounts run **\$770.00**. We will have many more accessories available for this sidecar very soon (intercom, seat lift, g.p.s., play-station, CD player.



SIDECAR CATALOG

DAUNTLESS - USA

The M72 is an all steel Chinese sidecar copy of the World War II German **Stieb** and similar to the Ural which is also a copy of the Stieb. This sturdy sidecar body has been used by the Chinese Military. It's classic lines and timeless style have complimented many motorcycles.



The Sputnik sidecar is of all metal construction with an easily accessible hinged bonnet/hood for ease of entry. Weight 235 lbs. Load 205 lbs. Length 6' - 3" Width 3' - 7" Height 3' - 11" Ground clearance 7-1/2"



New Series

The **Ural U2- Classic sidecar** is a single contoured seat, gloss black all steel construction with a distinctive vintage style. Stock attachment will fit BMW/2 and Ural Motorcycles. Modifications to sidecar frame are available for use with other mounting systems and listed under optional equipment (specifications). Ural Cargo Sidecar now available!



The **Zeppelin** sidecar body is made in Canada out of fiberglass with a Russian seat to keep the price down. The below photo's are of our prototype that has not had all the trim added. It will have options such as an original style skirted fender, luggage rack or spare tire carrier are all in the works. Colors choices black or white gel-coat.



SIDECAR CATALOG

ENGBERS ZIJSpan SERVICE - Holland

EZS is a wellknown company which manufactures high quality, good looking sidecars and trailers for over 20 years. Our sales network is worldwide. EZS is specialised in all aspects about sidecaring and trailers behind motorcycles for on-the-road use. Look at our designs and practibility. You will find that our designs meet the latest demands for attractive and convenient sidecaring. Materials and constructions are well chosen for safe riding. Our mainsuppliers have high modern CNC-CAD/CAM machining facilities.

EZS manufactures about 15 models of full modifications to suit your bile for sidecar use. A modification includes wheels, tyres, frontfork, subframe, shockabsorbers, suspension- brakesystems, fasteners.

Imported into the USA by Liberty Sidecars, 2310 Rainier Ave S., Seattle WA 98144, Tel 00 1 206 568 6030, Fax 00 1 206 568 6045

Sovereign

This attractive sidecar has a low gravity point. Through it's intergrated frame it still has sufficient bottom clearance.

Standard Features

- Inside upholstery; accessable hood with 300 ltr space
- Hood/tronnan cover moves with dash, Footrest inside, Front bumper, Body on silent blocks, Frame of seamless steel tube



New Series

Summit

New design, with well planned integrated optional extras. Very attractive look from all sides. .Convenient access, hold by gas-shock, upholstery inside standard, comfortable 900mm. seat is adjustable in two positions.

Specifications:

- Universal fitting possibilities, • PLS wheel suspension
- Bilstein shockabsorber. • Pre-fab wiring for lights, radio etc. (2 X 8-p)
- Hood standard.



Rally



SIDECAR CATALOG

Doug Bingham - <http://www.sidestrider.com/form.htm>

Visit the following pages.

SIDE STRIDER History

In 1969 **Doug Bingham** formed **The Side Strider Inc.** company. What began was street sidecar outfits!

Aside from Harley Davidson who have been mfg. sidecars almost from day one, **The Bingham MK-I** was the first sidecar in several decades to be available to the general public.

The distinguishing mark in History was the article in the Dec. 1969 issue of Popular Science Magazine.

Several years later, Doug Bingham took that BMW R60 with a production sidecar and raced it at the AMA National Sidecar Road Race at the famous Laguna Seca circuit in California, Circa 1974.

With passenger Pam Stone riding quite comfortably, they finished in a creditable 10th place position.

Note: This is a stock BMW cycle with a street sidecar - racing against a full field of real road racing sidecars...

Interestingly enough, past British sidecar champion Eric Oliver competed in the 1958 Isle of Man Sidecar T.T. race riding a Norton Dominator 88 and a standard Watsonian Monaco. Oliver with his passenger Pat Wise, nice and comfortable finished in the top ten for a bronze replica!

Doug's **knowledge** of road racing sidecars and off road outfits made him a natural in this business.

In 1972, because of Doug's **expertise** and **first hand knowledge** he was approached by Watsonian Worlds oldest and best known sidecar manufacturer to be their exclusive representative.

New Series





ST3



RS3



ST2

click 4 larger picture



RSI

click 4 larger picture



MLI



BOX BODIES



PVI

SQUIRE SIDECARS

- Includes weather protection

All U.S. sidecars are mounted on the right hand side



CAMBRIDGE

[click 4 larger picture](#)



PALMA

[click 4 larger picture](#)



MONACO

[click 4 larger picture](#)



OXFORD

[click 4 larger picture](#)













GRAND PRIX



MONZA



Watsonian
SIDECAR

GRAND PRIX			
			
SUPER CLASSIC	CLASSIC	JUBILEE	
MONACO		PALMA	
			
<u>CLASSIC</u>	JUBILEE	JUBILEE	CLASSIC
MONZA		STRATFORD	
			
<u>JUBILEE G.P.</u>	<u>CLASSIC</u>	STRATFORD	

SIDECAR CATALOG

<http://www.californiasidecar.com/>

Sales Ph: (800) 824-1523 | Fx: (434) 263-8421

Parts & Service Ph: (434) 263-8866

Friendship III

When we first introduced the Friendship III, it was immediately acclaimed as a resounding success. Impressed with its performance, handling, roominess, refined styling and quality craftsmanship - its early owners spread the word quickly. With standard features like two-passenger bench seating, adjustable back rest, 9 cubic feet of trunk storage, automotive size taillights and running lights, and a standard integrated disc brake system, California Sidecar's Friendship III is unsurpassed in comfort and performance. Take the whole family along for the ride!



New Series

Friendship II SE Redesign Balances Technology with Classic Styling

We took the original Friendship II, made some changes, and created a more sleek, spacious and comfortable sidecar. This single seater is so easy to get in and out of with its full opening, hinged front end that utilizes dual gas shocks to assist in raising. The cockpit provides a plush bucket seat and large windshield for maximum passenger comfort. We've also added a trunk with separate lid for 3.7 cubic feet of storage capacity. Beautiful, sleek looks make the Friendship II SE an ideal complement to any motorcycle, and our available accessories let you equip the sidecar to hilt.



SIDECAR CATALOG

Companion GT Teaching your HOG new tricks...

The Companion GT was designed with the Harley-Davidson in mind. The bullet shaped design has the classic style that Harley owners love, and the suspension technology that they need. The GT has a trailing arm suspension and progressive coil spring damper unit by Progressive Suspension, giving the passenger an exquisitely smooth ride. The Companion GT rides on a 145/SR13 radial tire mounted on a 13" aluminum wheel, or you may choose the optional 16" motorcycle style wheel and tire to create the perfect match to the bike (available for most wheel styles). And, like all our other models, the Companion GT's "quick disconnect" system allows for the sidecar to be disconnected or reattached in about 15 minutes.



New Series

Elite

Never before has a trailer been so deserving of its name than Escapade's ELITE trailer. Nor has a trailer ever been so well matched to its host motorcycle in both looks and performance. Designed specifically with the GL1800 Goldwing in mind, the result is a trailer that beautifully incorporates the sleek lines and style characteristics of the new Goldwing, while maintaining the unsurpassed quality and engineering for which Escapade is renowned. You'll be amazed at the value you'll receive with this trailer. A host of standard features and optional accessories, such as remote keyless entry and lid-activated interior dome light, serve to make the Elite the finest example of craftsmanship and style on the road.



SIDECAR CATALOG

Motovation - Spyder

The Spyder sidecar is the best looking traditionally styled sidecar you can buy. The Spyder is unique. It doesn't look like any other sidecar and it's not built like any other sidecar either. The Spyder is constructed with a fiberglass and steel plate laminate monocoque chassis. There is no external frame to get in the way of the clean look of a Spyder Sidecar. This chassis design makes the Spyder incredibly strong and durable, resulting in a really SAFE sidecar to ride in.

The base weight of a Spyder is 190 pounds making it a good match for bikes as small as 500cc. The over all body length is 75" with 52" of leg room. The width of the Spyder is 35" with the fender and wheel. The cockpit opening is about 25" by 20". All the Spyder sidecars come with a fully finished, upholstered interior and a contoured seat. The padded side panels even have handy pockets built right into them. The rear locking trunk has about 3.5 cu. ft of secure storage and can be fitted with the optional 5 gallon fuel system.



New Series

The Spyder is all about solid engineering and lots of choices. The Spyder suspension is a trailing swing arm with a Progressive Suspension Magnumatic adjustable air/spring shock. Wheel and Fender Choices are up to you. The standards on the Spyder T-1 are a chrome wire spoke wheel with a bolt on the body fender. The Spyder HD comes with a Harley style fender. Custom wheel options include factory Harley mags and after market custom wheels. Fender options for the Spyder include a FLH, FX, Bob Tail and Duck Tail Harley style fenders with five different tail light choices too. The BMW riders will love the Stibe style fender option. At Motorvation we believe "How and you be happy if you don't have choices to make?" We give you lots of choices to customize your Spyder sidecar just the way you want it.

Motorvation Engineering Sidecars and Trailers

941 Fourth Ave.

Sibley IA 51249

712.754.3664 800.305.3664



SIDECAR CATALOG

Motovation - Formula II

The Formula II is the sidecar that started it all when it comes to a two passenger sidecar that looks good and handles great too. The Formula II was first sidecar to have an independent sidecar brake and a trim adjuster so it won't pull to the right even with a passenger, in a head wind going up hill. The Formula II and it's high tech sidecar innovations has been imitated the world over, but never matched.

The Formula II has a sturdy external square tube ladder frame platform. The exclusive trailing swing arm, adjustable torsion bar suspension gives the Formula II a comfortable ride that rivals many luxury cars. This large sidecar will seat someone who is over 6 feet tall and weighing over 250 pounds in comfort,. The Formula II can handle up to three small children, or accommodate two teenage kids. There is almost 5 cubic feet of storage behind the seat, and when you add the rear chrome fold down luggage rack, you can really "Take it all with you". The folding bench seat removes so all the space can be used for cargo or even sleeping. The optional front access "Flip Nose" option makes the Formula II the easiest sidecar to get into and out of anywhere.



New Series

Harley Evo FHL/FLT Mounts

All the Evo 5 speed frames on the FLH/FLT models require a special mounting subframe for the safest and strongest sidecar mounts. This subframe also allows our sidecars to be mounted much further to the rear of the motorcycle than any other big twin FLH/FLT mounting set up we ave ever seen. Mounting the sidecar toward the rear, in relation to the motorcycle, makes a better handling rig. The weight is taken off the front end of the motorcycle for easier steering. The rig also turns to the right easier since the rear wheel of the motorcycle is more in line with the sidecar wheel. The farther forward the sidecar wheel is located, the more it scrubs when you turn to the right. This is especially critical with large, touring sidecars such as our Formula II sidecar.



SIDECAR CATALOG

<http://www.unitsidecars.co.uk/sssidecar.htm>

Hedingham Unit Sidecars - UK

The Hedingham Single Seat Sports Tourer

comprising the following features:-

- safety chassis around shell
- steel torsion bar suspension, hydraulically controlled
- rear folding rack
- alloy boot hinges & boot rack
- side stand
- front badge bar
- 15" or 16" wheel, spoked or alloy split rim
- interlock fitting system, allowing return of motorcycle to solo for ease of maintenance
- removable seats
- easy clean interior
- practically no maintenance chassis



Honda Blackbird + Hedingham SS

New Series

The Thunderbird Hedingham Sports Sidecar Outfit

A Hedingham sidecar complementing the Triumph Thunderbird in both quality and design, while still retaining the classic lines of a modern day motorcycle. Unit Sidecars in conjunction with Ongar Motorcycles have created this good looking, extremely versatile outfit. The sidecar is fitted to the motorcycle using a purpose made subframe, which means no welding or modifications to the motorcycle. The sidecar is then removable from the subframe in 10 minutes (4 bolts and 1 electrical connector), allowing the motorcycle to be ridden solo (if original forks utilised). Refitting is again a 10 minute job. If you have a yearning to ride something modern, British and oozing style, contact either Unit Sidecars (see our contact page), or Ongar Motorcycles to discuss this fabulous sidecar outfit that will turn heads. Ongar Motorcycles Ltd

Unit 1, Oak Industrial Park, Great Dunmow, Essex, CM6 1XN

Tel: 01371 875252



Triumph Tiger + Hedingham SS