MOTO GUZZI

News Express

The Ontario Guzzi Riders - 2019 SPECIAL EDITION - N°14

SIDECARS

SPECIAL EDITION

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MOTO GUZZI
News Express

ONTARIO GUZZI RIDERS

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COVER PAGE

The Alpinist
by National Custom Tech

Notice

Have you ever noticed that most of the fancy designed sidecars are made in Europe? There is a reason behind all this aesthetic and technology.

Europeans have been riding sidecars long before us in North America and they applied on their designs the same attention as the elite European car makers.

It is big business in Europe and only the best can maintain their share of this niche market. Unfortunately for us, very few of these superb machines are imported on this side of the pond. Economics is the reason behind that.

North American riders are not attracted by the "side effect". If they are looking at a third wheel, they will opt for a trike without hesitation. They have a large choice of designs and manufacturers and let's say it, they are not safe. As long as you are willing to ride at a "snail pace" you are ok... However manufacturers like DMC Sidecars in the US have made a name for themselves offering the American market what it is looking for.

Sidecars require more skills and dexterity which most Beemers and Guzzi riders have compare to the regular Joes and their Harleys. Even though, you have been riding for many years, it is always good to learn properly how to handle a sidecar. The laws of physics will play tricks on you if you are not aware of the consequences when taking a turn...

Generally speaking there is more advantages than disadvantages. There is more joy and more pleasure than riding a trike and honestly, you are getting the same looks and attention as if you were exiting from a Ferrari, well as long as your side is European...

I used to ride a sidecar in the 70's. I mentioned it a few times to my better half to be told *"NO WAY, I do not want to sit 6" from the ground and would not like to end up disconnected from the bike, bla, bla, bla..."* Just because she saw a movie once where the side was going one way and the bike the other way, my dream of getting one of those Dedôme sidecars went down the drain...

This month, I want to introduce you to a different world. A world of beauty and surprises. A world of picking up your jaw when looking at some of these European made dream machines. Like for many things, sidecaring is an acquired taste and as time goes by you are starting to enjoy your rides even more...

And who knows, you might become a "side rider"...

Till next time... Ed.

Pat Castel is known for his involvement with the MOA organization as well as his Editor position in many past and present club newsletters. He began riding five decades ago and spent his youth surrounded by BMW, Moto Guzzi, BSA, Motobecane and Peugeot motorbikes and remains as much in love with motorcycles as when he first got his first 49cc Mobylette.

1975 – Yours truly on my R75/6 with a GEP sidecar in Vermont

Antonio Giustini's sidecar
from SidecarItalia

SidecarItalia

Way back, I was exchanging email with Antonio Giustini, the owner of SidecarItalia. His love for the Guzzis and passion for the sidecar explain the reason behind his company.

In the early 90s, he started his career as a motorcycle builder and customizer especially for Moto Guzzi.

As time when by, he also became an official Moto Guzzi dealer, his passion for motorcycles developed into an expertise in Guzzi motorcycle restorations from the thirties upwards.

The passion for the sidecar came to him after the birth of his daughter Andrea in 2001.

"All our friends traveled by motorbike we couldn't with the little girl, then I had the idea of making a sidecar to be able to travel with the whole family, and took a Moto Guzzi California EV Touring and turned it into a sidecar so we could have our holidays together on the motorbike as it used to be" said Antonio.

This sidecar brought the business to Antonio. The potential was there, many requests for new units started to arrive and soon after due to the winter activities such as the Elefanten-treffen in Bavaria and others rallies scattered thru Europe, they were in business.

"Sidecar sales in Italy achieving excellent results, in 2009 I started designing a real sidecar line of my own conception.

Today we have six sidecar models answering the needs of the customers, and if necessary we custom design the sidecar at the customer's request." said Antonio.

They are also involved with the disabled and will build from scratch a unit that will accommodate a wheelchair, letting them ride a motorcycle like any other rider would enjoy it.

They use automotive-type wheels, and Earles forks to give a more comfortable and less tiring ride.

"We always try to offer the best we have to our customers, both aesthetically and safely, most of the sidecars we make are for the transport of children, where we put safety first." said Antonio.

"Today we are an established company in this sector where we produce an average of 15/16 sidecars a year.

Two of us are working in the shop using only premium materials. Our sidecars are made of steel, we preferred this material to the fiberglass for greater strength and safety in case of an accident.

Regarding the sidecar on the Moto Guzzi Stelvio (pictures on the left), I imagined it rugged for adventurous journeys, the nose of the sidecar acts as a luggage compartment with a hood, then a seat designed like a bench is also a cargo trunk with ample space to carry luggage.

The bike is also equipped with an Earles fork and car wheels." said Antonio

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Steampunk Guzzi Black Widow Sidecar

by Solifague Design

A short History of Sidecars *by Clement Salvadori*

Article Courtesy of Rider Magazine

Curious conveyances, sidecars. Few of us have ever ridden in one, fewer yet driven a rig. But there is a small, passionate number of sidecarists who love their three-wheeled machines, sometimes referred to as hacks or chairs, and a sizable number of companies that cater to these aficionados.

The origins of the sidecar are in much dispute, but with the patenting of the "roller chain" in 1880, and the popularization of the "safety" bicycle (two equal-sized wheels with a chain driving the rear one), creative types developed very light sidecars so an energetic young bicyclist could carry his damsel in an approved fashion.

When the bicycle got motorized, thought was immediately given to carrying a passenger. In that late-Victorian Age a respectable woman would never be seen riding pillion, not to mention that early pillion seats were horribly uncomfortable. The first reference to a motorcycle sidecar that I can find was an 1893 contest put on by a French newspaper that offered a prize for the best way to carry a passenger comfortably and elegantly.

Three very different solutions were presented, the forecar, the trailer-car and the sidecar.

Traditional English rig, a '53 Ariel Square Four with a Watsonian chair, albeit mounted on the American side.

The forecar was a tricycle contraption, with two wheels and the passenger seat(s) in front, the operator sitting behind. Anybody who has had the pleasure of being in Saigon in the halcyon 1960s has probably taken a ride in one of these contraptions, usually controlled by a speed-crazed Viet Cong sociopath. The main problem here is that the passenger takes the brunt of any collision.

The trailer-car concept was quite rudimentary, with an elevated tongue going above the rear wheel and attaching to the frame of the motorcycle, generally under the seat. This two-wheeled chair could provide quite sumptuous accommodations, but it meant the passenger was on the receiving end of all the exhaust smoke and noise. Not popular with the gracious ladies.

The third, and lasting, variation was **the sidecar**. The earliest photo I have seen of a sidecar is from 1903, bolted on to a Thor motorcycle; that year the American company listed one in its catalog. The car is very presentable, all done in wicker...useful for its light weight. Five years later many motorcycle companies were offering sidecars from the factory, and not only chairs, but also cargo boxes or sidevans for delivery vehicles. Motorcycle outfits were inexpensive compared to automobiles, and with the poor condition of American roads had the advantage of being easy to push when stuck.

Sidecar frames were quite basic, generally made of tubular steel, with a passenger car or utility box bolted on. In 1913 sidecar designers were using two, three and four points for attaching the car to the motorcycle

That's a 1915 Harley-Davidson with the first genuine Harley built sidecar; in 1914 Harley, eager to get in the hack market, had been offering sidecars made by the Rogers company.

frame—the two-pointer has vanished, probably due to too many sidecars detaching themselves at speed. The most basic rigs had no suspension, but leaf springs began to take over. In 1913 Earl Johnson, of Harlan, Iowa, patented a sidecar chassis with a wheel that tilted with the motorcycle, anticipating the famed Flxi-Flyer and Equa-Lean designs. The car/box itself developed any number of renditions—single seaters, two seaters, fire-fighting apparatus, chimney-sweeping equipment, etc.

Harley-Davidson was eager to get in on the sidecar bonanza, and its first cataloged hack was in 1914, although it was actually built by the Rogers company. In 1915 Harley produced its own car, and the company is still making them. In 1916 the U.S. Army ordered up some Harleys with sidecars to help track down Pancho Villa in the deserts along the Mexican border, and Bill Harley developed machine-gun mounts for the sidecars. During World War I a lot of sidecar outfits were deployed on the Western Front, but these were mostly used for dispatch service and ferrying officers about, rather than charging enemy lines with machine gun blazing.

Following The War To End All Wars, the presence of sidecars was much less common, as automobiles became quite inexpensive. There was still a thriving trade, and companies like England's Watsonian (selling sidecars since 1912), Germany's Steib (started in 1914) and Jim Goulding's operations in both Australia and the United States were quite active, but limited. The Depression may have helped the industry slightly, as a sidecar outfit was often the cheapest way to get around.

Following World War II the American consumer crowd wanted big cars, not sidecars. In Europe, due to light taxation for two and three-wheelers and an inadequate supply of automobiles, another flurry of sidecar interest erupted. However, by the late 1950s—thanks to cheap cars like Britain's Ford Popular and Germany's VW—the econo-boxes were again winning out against the sidecar rigs.

The industry withdrew, realizing that as a practical unit, the sidecar rig was doomed. The only factories producing them as utilitarian vehicles were Eastern Bloc, like Czecho-slovakia's Velorex, in conjunction with Jawa motorcycles, the Ural and Dneper factories in the Soviet Union, and the Chinese. And Harley, of course, although mostly for parade use.

But the enthusiasts kept the legend alive. Californian Doug Bingham, aka Mr. Sidecar of Side Strider Inc., has been building and selling sidecars since 1969, and has put on the annual Griffith Park sidecar rally in Los Angeles for the past 34 years. Half a dozen other American companies, like Champion and Motorvation and Texas and California (made in Virginia) are producing sidecars, along with long lists of options and accessories.

In Europe there is a demand for specialized rigs, with sophisticated suspension systems dedicated to improving the handling of what is usually a cumbersome contraption. I remember well the day I was riding in the Alps, and far ahead I saw a sidecar outfit. I'll catch him in no time, I thought, but once he had a glimpse of me in his mirror he twisted the throttle and it was all I could do just to keep up with him. It was only when we got into traffic that I actually caught up; he had an EML rig powered by a BMW K100, and a wife and small child in the car.

In this country we now have only two motorcycle companies which sell sidecar outfits. One is the Russian-made Ural, which has half-a-dozen models,

This 1943 BMW R75 is an example of military sidecar outfits in World War II.

A third wheel can be very useful on a wet dirt road; this car is a Champion Daytona 2+2.

No worries about falling on slippery grass with this Ural rig.

Ural employee Albert Menzi flies the chair, with his wife Ruth inside.

An Equa-Lean sidecar in Death Valley, California, circa 1981.

including those with a driven sidecar wheel. And the least-known is the Royal Enfield, which can provide your RE dealer with a Bombay-made Cozy sidecar that will bolt to your Bullet motorcycle—as well as to other makes and models.

A dozen American companies are either manufacturing or importing sidecars, and costs can vary greatly. The Velorex Model 562 sidecar can be had for $2,600, including universal mounting brackets, and will fit your Suzuki Boulevard S40 or any number of other motorcycles. Or start with a BMW K1200LT and bolt on a Dutch-made EZS Summit sidecar, with all appropriate suspension and wheel modifications, and you could be looking at an extra 15 grand. It all depends on how much you would like to spend.

One last note: While many automotive museums have motorcycles with sidecars in their collections, there is only one museum that I know of which is dedicated to the history of sidecars, and that is Constantino Frontalini's International Sidecar Museum near Cingoli, in Italy's province of Macerata. Run up his website, www.sidecar.it, and you won't be disappointed—a working knowledge of Italian is helpful, although the pictures need little explanation.

Sidecar Rigging

If you are thinking of bolting a third wheel to your motorcycle, you had better learn all about toe-in and lean-out and wheel offset and a lot of other measurements. It is relatively easy to attach the contraption, not so easy to do it right. And done wrong you will wonder why the darned thing is such a surly brute to drive.

In this country we attach a sidecar on the right side of a motorcycle, allowing the driver to pull out from behind a truck and see what is coming. In England, and other left-hand drive countries, the car is on the left side. Pity the poor English lass whose boyfriend wants to take a trip on the continent—as now that the sidecar is on the wrong side, think how far the driver has to pull out to see around a truck....

The natural physics of a motorcycle's handling, involving lean, are canceled when a sidecar is attached—unless, of course, you get a leaner, but I don't think anybody is manufacturing such an item any more. I put a thousand miles on an Equa-Lean outfit some 20 years ago and loved it. But that is because at heart I am a motorcyclist, rather than a sidecarist.

A BMW with Steib sidecar motors up California's Big Sur Highway.

Once that third wheel is attached, the lean factor is gone, and steering is done by turning the front wheel—which is why a rig is "driven" rather than "ridden."

Buying or Putting Together a Sidecar

Think seriously. Driving a sidecar rig is very, very different from riding a motorcycle. As a matter of fact, there are probably no similarities whatsoever. Sidecarists are generally a genial and friendly lot, so I would sincerely recommend that a beginner try to find an old hand in his general vicinity, and listen closely to the advice. The biggest collection of hacksters can be found through the United Sidecar Association (USCA), a 30-year-old organization which puts on an annual rally and a publishes a bimonthly newsletter, The Sidecarist. USCA can be contacted via its website, www.sidecar.com, or through its membership headquarters at 130 South Michigan, Villa Park, Illinois 60181. Get in touch with the USCA and see if any class in driving rigs is being offered within your sphere. I cannot emphasize enough: You should get proper instruction.

However, since that is rarely possible, ap-preciate that the learning curve is rather slow, and do not overestimate your ability. The single biggest concern is "lifting" the sidecar, which can happen when going around a right corner or curve...simple physics can cause the sidecar to rise up and the motorcycle to lean in the opposite direction of where the driver wants to go. This is all good fun for experienced sidecarists, terrifying for the neophytes—and their passengers.

The Sidecar Industry Council has some two dozen members, including dealers; run the SIC up on your

Les Gunnerson sitting on his 1935 BSA, and yes, that contraption sitting on the sidehack chassis can be lifted off and put in the water.

computer (www.sidecar-industry.com) and see what you might have in the area.

Sidecar Buyers Guide

This is an imprecise and incomplete listing of American sidecar manufacturers and importers. There is way too much information to include here, since some companies have a number of sidecar models, as well as a host of accessories, so I will leave it to the gentle reader to contact these businesses on his or her own. My recommendation is to check out the website first, which will give you a good background on the products offered.

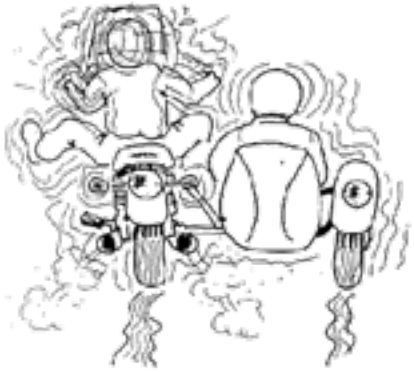
A sidecar can make an outing in the country so much more pleasant.

Sources

- Champion Sidecars, 18291 Enterprise Lane, Huntington Beach, California 92648; (800) 875-0949 (www.championsidecars.com)
- Hannigan Motorsports, 4044 U.S. Highway 641 S., Murray, Kentucky 42071; (270) 753-4256 (www.hannigantrikes.com)
- Liberty Sidecars, Also imports Dutch EZS sidecars (www.ezs-usa.com), 2310 Rainier Avenue S., Seattle, Washington 98144; (206) 568-6030 (www.libertysidecars.com)
- Motorvation Engineering, 941 Fourth Avenue, Sibley, Iowa 51249; (800) 305-3664 (www.motorvation.com)
- Royal Enfield Motorcycles, 1220B 4th Street NW, Faribault, Minnesota 55021; (800) 201-7472 (www.enfieldmotorcycles.com)
- Side Strider Inc., Also imports British Watsonian sidecars, 15838 Arminta Street, Unit 25, Van Nuys, California 91406; (818) 780-5542 (www.sidestrider.com)
- Ural Motorcycles, Irbit MotorWorks of America, 15411 NE 95th Street, Redmond, Washington 98052; (888) 990-8484 (www.ural.com)
- Velorex USA Inc., 3918 Park Avenue, Seaford, New York 11783; (516) 826-4184 (www.velorexusa.com)


Dedôme Sidecar
France

Why does it wobble? *By Bill Ballou*



It's also my understanding and experience that, it happens mainly on deceleration but it can also happen due to road surface irregularities, driving conditions and other mechanical considerations.

Although it's obviously important that steering head bearings, leading link bushings, tire pressure and alignment be adjusted properly, the real reason for front-end shake, has to do with basic physics.

With respect to sidecars, the need for a steering damper is really governed primarily by trail and the mass of the sidecar and the location of that mass.

The're an easy way to visualize the dynamics behind front-end shake. The next time you're pushing a grocery cart through the store, stand still directly behind the cart and twist the cart slightly to the left. You'll see the front wheels twist counter clockwise.

With a sidecar outfit this would be the first period in the oscillation of the wobble. What happens with a sidecar when you decelerate, the mass of the sidecar tries to push the front of the motorcycle to the left. Like the front wheels of the shopping cart, the contact patch of the front tire of a motorcycle trails the actual steering axis of the motorcycle, so when the front of the motorcycle/sidecar is pushed to the left under deceleration, it tries to rotate the front-end counter clockwise. But because there is also forward motion the next period in the wobble begins when the self centering effect of trail takes over and tries to straighten out the front-end. It whips the wheel back in a clockwise direction and depending on the amount of mass and rate of forward motion, the wheel goes past center in the opposite direction and the whole cycle starts over again much like the pendulum in a clock.

The longer the trail is, the more leverage there is to twist the front-end under these conditions and the lager the oscillation, the less trail, the less leverage their is to cause this reaction and thus smaller oscillation.

Bottom line is, the less trail there is, the less mechanical advantage there is to effect front-end wobble.

If it were possible to drive a sidecar outfit with zero trail it's very likely it wouldn't shake. A steering damper simply slows down and controls the rapid acceleration of mass necessary to induce a wobble. If tightening the steering head bearings solves the problem, I would argue the bearing are tighter than necessary, and in effect acting as a damper. The need for a steering damper in nearly all cases is a reflection of the amount of trail a specific sidecar setup has and the use of one should not be viewed as a cover up or in any other negative way. In my opinion, a damper should be view as a necessary safety device. After all the damper most of us use is original equipment on a Volkswagen. Many solo bike come from the factory with steering dampers as well. For similar and other reasons.

A much better explanation of this topic can be found in the book Motorcycle Handling and Chassis Design by Tony Foal. Someone I consider to be one of the most knowledgeable people on the subject.

His web site is

http://www.tonyfoale.com/

LEGOLAND

Even as a kid, you can develop a passion for sidecar or you can plant the seed and wait for the right time to come and later on share the road with your children...

SINSHEIM SIDECAR TRADE SHOW

Every year in February, the Sinsheim Sidecar Trade Show brings us a wonderful crop of new products. Located in the heart of Germany, the city of Sinsheim becomes the paradise of motorcycle aficionados. Manufacturers from around the World present their latest creations...We will release in a future issue a condensed report on this wonderful exhibition, with plenty of pictures...
As a sample of what could have been seen in this show: a very unusual rig designed

by Stern Gespannservice, attached to a K1200R, a brand new Rox... Interesting fact, this vehicle is not powered by fuel but by gas. Manufacturer claims a 40% saving in consumption and will extend the life of the engine.


Stern Sidecar
Germany

Trip to Memory Lane, Sidecars of the Past...
















The first sidecars on motorcycles made their appearance in the very early 1900's. Early models were often like wicker armchairs and are rare collectors' items nowadays. Before long they started to resemble the sidecars we see today. Many of them were enclosed and were made by companies that also made wooden or steel car bodies. Many sidecars were enclosed and acted as the equivalent of today's family sedan. In the recession years of the 1930's through the 1950's many different companies made sidecars. Some were aviation firms which brought new designs and materials into the market. Sidecars played a significant role in WWII in all theaters of war. Up until the end of their heyday in the 1950's sidecars were used in a far more utilitarian role than those you see today which are mostly used for fun and sport.


Stern Sidecar
Germany


MOTO GUZZI

1928

THE MOTOR CYCLE BOOK FOR BOYS

MOTOR CYCLES AS THE SERVANTS OF MANKIND

Helping a cinema star obtain a "thriller"

Quick transport for the telephone line repairer.

The middle left picture shows American sportsmen returning from a hunt and the two lower photographs were taken by gold mine prospectors in distant California.

1928

THE MOTOR CYCLE BOOK FOR BOYS

1. Taking a calf to market.
2. Delivering machinery.
3. Hot meals for a dinner in Suburbia.
4. Quick delivery service for the milkman.
5. An ice-cream cart with extensive range of operation


Moto Guzzi Sport 1100
Italy


MOTO GUZZI
MOTO GUZZI

Chicks Love Sidecars

Text borrowed from RealClassic.co.uk

This was going to be a "We go to Buntingford and admire some real classic sidecars" feature, but then Real Mart made a sudden left turn and started rambling...

Few things in life are certain. Taxes, death, numb fingers in January... We can be pretty sure, though, that no one from the Transport Research Laboratory has ever piloted a sidecar outfit.

I use the word "piloted" deliberately. To ride a vehicle implies achieving a oneness with it, operating the controls by reflex rather than through conscious thought. Driving a vehicle conjures up an image of wafting safely and effortlessly from a to b with a minimum of input, while listening to an interesting discussion programme on the radio and making the most of various heaters and cup holders.

Piloting, however, carries with it an air of unknowing risk and adventure. Pilots are brave, foolhardy or reckless, depending on where you're sitting. They wrestle with the laws of gravity and aerodynamics in order to get from a to b, and seem to revel in adversity. The Red Baron, the Battle of Britain, Kamikazes, and so on.

What has this got to do with sidecars? Well, apart from the risk and adventure, and the brave, foolhardy or reckless bit, which other means of transport sees the passengers breathing a sigh of relief on safe arrival at the end of every journey?

Name another vehicle with these steering characteristics: Accelerate and you go left. Brake and you go right (Great Britain setup). Travel in a straight line at the wrong speed and the bars flap madly from lock to lock. If you try and turn left too vigorously you risk overturning the vehicle, but all is not lost because it's seemingly impossible to turn right too vigorously. So that's alright then.

In the eyes of anyone responsible for road safety all of this would spell disaster. Or "immediate ban" at least. Which is why we know that no white coat wearing boffin has ever experimented with asymmetric wheel configurations. Thankfully there are so few sidecar outfits loose on the road that they barely figure in accident statistics, granting them their lopsided freedom from extinction.

Which is fantastic news for you and I. Yes, sidecar outfits do handle a bit oddly, and yes, they do give you the worst of both worlds - you get cold and wet *and* you get stuck in traffic - but piloting an outfit is something everyone should try once.

For a start, it's the two wheeled equivalent of an out-of-body experience. You're sitting on a motorcycle in the normal way, all the controls are where you left them, the noises and sensations are all familiar... yet everything is completely different. Counter steering is counter-productive, if you put your feet down you risk running yourself over when you pull away again, and bouncing along the road next to you is something that looks like it's just fallen off a nineteen-fifties fairground ride.

Then there's the challenge of control. I've covered the basics already, but let's see what happens in practise. Imagine, if you will, a roundabout. We want to take the final exit, towards Leasowe. Approaching the roundabout we'd like to slow down, and turn gently to the left. Except as we slow, the outfit pulls progressively more to the right, forcing us to pull harder on the bars to turn left, threatening to loft the sidecar...

Luckily, a gap in the traffic appears just as we need it most, and we are able to accelerate gently onto the roundabout ahead of that big lorry carrying a load of hazardous waste to Bidston. We'd like to carry on accelerating round the roundabout, but the sidecar has other ideas and is doing its best to drag us off towards Birkenhead. We could slow down - which the sidecar would love, as it would carry us smoothly round the roundabout - but the truck load of chemicals is getting closer so there's nothing for it but to open the throttle and heave the bars hard over to the right.

Feel the spokes in the rear wheel s-t-r-e-t-c-h in sympathy with the fork-legs, which are being twisted in an unnatural manner by the opposing forces of traction, pilot and gyroscopic precession. Finally, our exit looms and we can relax, add a bit more throttle and waft smoothly away into the distance - the thrashing beast of moments ago forgotten as the outfit regains equilibrium and adopts it's natural position; turning gently left while accelerating. We, meanwhile, are exhausted and already dreading the next junction - turning left at the traffic lights...

The trick - and there's always a trick - is to play to the sidecar's strengths. How fast and how suddenly do you think you can turn right? Well double it, and then add a bit. Bonus points are awarded for particularly noisy tyre squeal, and for controlling the power slide with a bit of opposite lock handlebar action.

Wet roads simply add to the enjoyment, and you can laugh in the faces of your two-wheeled commuting colleagues when it suddenly starts snowing an hour before knocking-off time. You can even give them a lift home in the chair, calling in at the supermarket to pick up six weeks worth of shopping just to illustrate the load carrying benefits. In fact, forget the supermarket; why not pick up a wardrobe from Ikea while you're out...

Sidecar outfits do handle a bit oddly, and yes, they do give you the worst of both worlds

And then there are the social benefits. Chicks love sidecars. Women who would normally run a mile from a pillion seat will happily leap into a vinyl and wet carpet lined lump of fibreglass attached to your bike. "Bikes are dangerous, but that thing looks funky. Do I need a helmet?" Depends how far we're going... In reality, it's usually either your friends' mums or their grandchildren who queue up for a trip round the block, but a sidecar ride can do wonders for social acceptability. Everyone just assumes you're riding it for charity or as a bet or something - it's very hard to be threatening on a vehicle with such high comedy value.

Yes, I know that with a decent set of leading link forks, some wide car tyres, some careful set-up, some weight distribution management, and... Done properly, an outfit can be a rapid vehicle in its own right rather than an artificial limb bolted to the side of a perfectly good motorcycle, but carry that development to its logical conclusion and you'll end up with four symmetrically arranged wheels, which is surely completely missing the point.

If you've never ridden an outfit, get a go on one before the men in the white coats find out. And then get an experienced pilot to give you a ride in the chair. And then tell us about it...

Mobec - Sporty Guzzi

The motorcycles of Moto-Guzzi and sidecars of Armec are a good pairing ever since 25 years. And that the V-Twins of that traditional Italian manufacturer in conjunction with the Swiss sidecars even today are regarded as highly desirable outfits is not a new fact . This example here indeed shows signs of remarkable craftsmanship by Mobec. No wonder as in this case Mobec employs his own technical components - for example his Lightfork-system with modified yokes and anti-dive struts, which of course is closely related to Armec developments.


Héchard Sidecar
France

A Sidecar Trip *by Mike Baker (AKA the Trophy Hunter)*

Pat asked me if I could do an article for the Moto Guzzi News Express.

At first I was a little reluctant as I am not very good at shooting the breeze on paper due to fact of less grey matter left after partying all my life and getting senile in my old age!

Having such a small amount of club members you know that eventuality one will be called upon to contribute his 'two cents' to the club. I will try to contribute 'three cents'! So in this issue I will also give you some pointers on sidecaring that I have picked up in my last eleven years of riding one, which is not a whole lot and a funny thing happened at the last national in Tennessee.

Since I had no pet, wife or significant other, my rig was set up for solo with no load in the car, because this is the majority of my riding, so when the sidecar is loaded for a trip to a rally, the physics of the handling is now changed, the bike now wants to go pull to the right of the road. To lessen one's fatigue, pull in the left handle while pushing on the right of the handle bars, I have found that if I pack all my heavy gear towards the rear of the sidecar and over its axle it minimises the pushing and pulling on the bars. It makes a hell of a difference on a long trip!

After a few years of riding one learns the mechanics of the rig and I find that pushing the limitations of the machine a little farther is good training as long as I do not push beyond the limits of my physical and mental capabilities, this taught fast speed manoeuvrability which might save my life one day.

One tip I noticed almost immediately is not really a tip but more of a safety feature is the fact that cage drivers notice you better, as the sidecar is a strange object coming down the road which catches their eye.

My trip down to the national rally , could not have been any better, weather wise, it was absolutely beautiful. I went down by myself, stayed in Hagerstown, MD the first night making terrific time, left home at 0500 hrs and arrived at the motel at 1330 hrs. The next morning on the road again at 0500 hrs but the traffic was nuts. I was worried that if the traffic congestion was this bad at five in the morning what it would be like during rush hour. However, about 10 miles south the traffic lessened considerably to what it is suppose to be at that time of the morning. I found out at the rally that three States converge in that area and the congestion is bad no matter what time of day it is. On the second day I arrived in Johnson City around 1100 hrs, one hour earlier for the opening time for everybody who was not volunteering, lunch time it was.

One of the main things for going to the rally was to display my rig in the show on Saturday, so needless to say after camp was set-up I started cleaning and polishing. It took Thur and Fri to do all the metal parts, working an hour here and hour there in between partaking of the rally activities. Saturday morning was the cleaning and polishing of the painted surfaces of the bike and car for entry into the bike show.

Later in the morning when all the entries were in for the different categories, I counted all the bikes, 57 total, 17 of them in the sidecar class! Thought I was disappointed with the overall total, considering there were 9200 people in attendance, I expected much more. On the other hand with 17 rigs in the sidecar category there was going to be stiff competition with only one award to be presented in this class. Looking around I thought to myself that the judges are going to have a tough time as there were some super fine rigs on display.

As I had predicted, when the awards were handed out, the chief judge explained that they were over whelmed by the number of rigs as well as there uniqueness. Because of the difficulty the judges found in picking just one sidecar, they decided to present a total of four awards within the category. They were Sidecar Function, Sidecar Off Road (yes you read correctly, a GS and I apologize for not having the year of the bike as well as the make of the sidecar), Sidecar Pre War (Vietnam) and Sidecar Postwar (Vietnam), yours truly, the trophy hunter bagging that one!

To put icing on the cake, the ride home was sunny with no inclement whether. One cannot ask for any better, until the next time, happy hunting!

Just in case you are wondering, by today's standard, it is called FALSE ADVERTISING. This rig is not amphibious. It is actually a real mini boat, inline two seaters, powered by a JAP 80cc engine and resting on a frame.
The idea is from 1960. We are in England and Canterbury is providing the riders a way to bring their girlfriends out on an inexpensive cruise.
I really do not know if it worked or if they sold lots of these units, but by looking at the video, I just found it cute.

http://www.britishpathe.com/record.php?id=935

My contact in England has doubts about it, and I quote his last email:
"*No, I've never met anyone who had a Canterbury Belle and I'm pretty sure that it was a publicity stunt more than a commercial adventure - you sometimes hear of of one being hidden deep in the back of a barn, but I dont think anyone has ever seen one for real since the 1950's ??*
The Classic Motorcycle magazine (Moretons Publishers) did a reprint of a very early road test/promotion in the the 1980's, but I cant remember which year .
If it did go into production, it would have been in very low numbers and seeing as it was quickly detachable - someone, somewhere, may have have just the boat in a barn, wondering just what the hell it is! ??
Its the 50yr old 'Holy Grail' - everybody has heard of one, but no one has ever seen one.
We ran a Canterbury D/A for a few years untill it finally fell to bits (Well! it was nearly 50yrs old!!) - (floor was beyond repair and the body kept moving about on the chassis, damp had rotted the sides as well)"

Man Builds Sidecar from Bathtub

Back in 1997, an unusual motorcycle appeared on the front page of the Bristol Evening Post

Unable to afford a costly traditional sidecar, bus driver Alan Iles of Bedminster opted to build his own, using a bathtub.
Twelve years later, the 1959 650cc BSA is still going and has been ridden all over Europe to help raise money for Cancer research and various charities, for which he has raised thousands of British pounds.
Over the last dozen years, the only modifications made have been a splash of new paint and the addition of a seatbelt, so that his grand-children can come along for the ride.

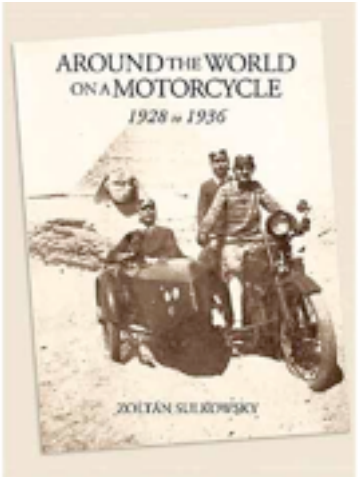
Most often riding with his long-time friend, 55-year- old Tom Collingwood, Iles has also taken part in a motorbike funeral procession for friend, local tattoo artist and biker Dave Ayres including his travels across Europe with friend Christopher Thomas that included, Austria, Poland and France, a trip consisting of nearly 3,800 miles.
Iles commented that throughout all of his travels, he tries his best to avoid highways, since it seems to distract drivers from the task at hand – driving. "I saw one person the other day leaning out the car window with his mobile phone trying to take a picture." Iles even used the bathtub sidecar to drive a friend to his wedding who requested the rather unusual wedding day transport to meet his bride and Alan was more than happy to oblige.


Steib Sidecar
Germany

Book of the Month

is a presentation by
Amazon.ca
Paperback $27.99

Around the World on a motorcycle: 1928 to 1936 by Zoltan Sulkowsky



The year was 1928 when two young Hungarians decided to travel around the world on a motorcycle. Like Robert Fulton, whose circumnavigation of the globe is chronicled in his 1937 book One Man Caravan, Sulkowsky thought his was the first around-the-world journey on a motorcycle. Sulkowsky's account of his travels, originally published in Hungary in 1937, has recently been translated into English and published with the original photos.

The trip, on a Harley-Davidson motorcycle with sidecar, started in Paris, France. During the next eight years Sulkowsky and his friend Gyula Bartha traveled through Europe, Africa, the Mideast, India, Australia, southeast Asia, China, Japan, North and South America, and back to Europe. They earned enough money to keep traveling by selling photographs and accounts of their experiences and giving lectures in the many cities they visited along the way.

Sulkowsky gives a very clear-eyed view of the world in the 1930s—a world where the colonizing influence of Europe had affected much of Africa and Asia. He describes in detail the overwhelming effect the British had on Indian culture and contrasts that with countries farther east where the trappings of European dominance barely reached beyond the major cities.

NEW GENERATION OF RADAR

It won't be long before this high tech gadget from Europe lands on our shores… Choosen as the best device against traffic violation by European Police Forces, this "affordable" gizmo might be part of the new high tech cop image that we will be able to spot on our american highways.

The MESTA 1000 is the latest generation doppler radar which can be remotely controlled from police cars and automatically store a large number of violations.

This new type of radar has been specifically designed to monitor 4 lanes highways, but a lot of attention was brought to the wireless connection between the unit and the patrol car which could be hidden up to 175' away from the device, allowing police force to be more efficient...

Equipped with a High Resolution Camera and top of the line electronic components, it creates top quality photos by day or by night.

SO RIDERS BE AWARE OF THIS TERRIBLY EFFICIENT TECHNOLOGY WHICH WILL SOON CONTROL OUR STREETS...

HOW ABOUT A NEW RALLY ACTIVITY

While enjoying your time on rallies, why not making use of it by snaping pictures of license plates.

Funny ones, brand names, silly ones, any plates you think would be interesting to share with your club members.

So start sending me some pictures and I will think of something to reward THE ONE that will send me the best of all.

Here is my contribution…

The 3 flags rally plate

RULE: Picture must be clear, sharp and license plate must be readable (see above example) ...

German Sidecar Magazine

If you can read German, you are going to enjoy the articles, the technical aspect, the pictures and news on sidecars of today…

www.motorrad-gespanne.de

info@motorrad-gespanne.de

You Built What?! The Luxury Motorcycle Sidecar

A French builder attaches the body of a sports car to a motorcycle By Gregory Mone

***Red Hot** The sidecar's design is inspired by the look of a Lamborghini and the McLaren F1, and the color is a tribute to Ferrari. Philippe Rony Photography*

In 1989, François Knorreck took a long ride in the sidecar of a friend's motorcycle and enjoyed it so much that he decided to build a rig of his own. Now, 20 years, 63 bodywork molds and innumerable headaches later, he has it: a handcrafted masterpiece that's part motorcycle, part Lamborghini.

Knorreck, a 45-year-old French medical technician, started by sketching pencil designs and then built a full-size wooden model. He had worked on motorcycles in the past, but figuring out how to distribute the sidecar's weight and where to position its single wheel were wholly new challenges. After determining the dimensions, he machined an aluminum chassis and moved the sidecar's wheel forward to keep the vehicle stable and prevent it from veering. He also had to beef up the motorcycle's headstock bearing—a piece of the steering column that bears most of the sidecar's weight.

At the motorcycle's controls, Knorreck has pushed the vehicle to 125 miles an hour, near its estimated top speed, but never intends to fully open it up. After all, he says, despite the sidecar's looks, it's only along for the ride.

Time: Ten years
Cost: $22,000

BODY

The sidecar isn't merely welded to the motorcycle—the two are seamlessly linked, from the chassis to the wiring to the carbon-fiber, hand-crafted body. Getting the two pieces to work in concert was no easy feat. With the sidecar's wheel positioned too far forward or back, the off-kilter weight distribution could cause the bike and sidecar to roll forward and to the right. (Errors distributing the vehicle's 877 pounds could also put excess strain on the frame, leading to structural cracks.) To remedy these problems, Knorreck built an adjustable aluminum chassis so he could tinker with the wheelbase and other elements to see what worked best before adding interior parts. He found that moving the sidecar's wheel forward just enough, relative to the motorcycle's rear one, provided additional stability and ensured a straight ride.

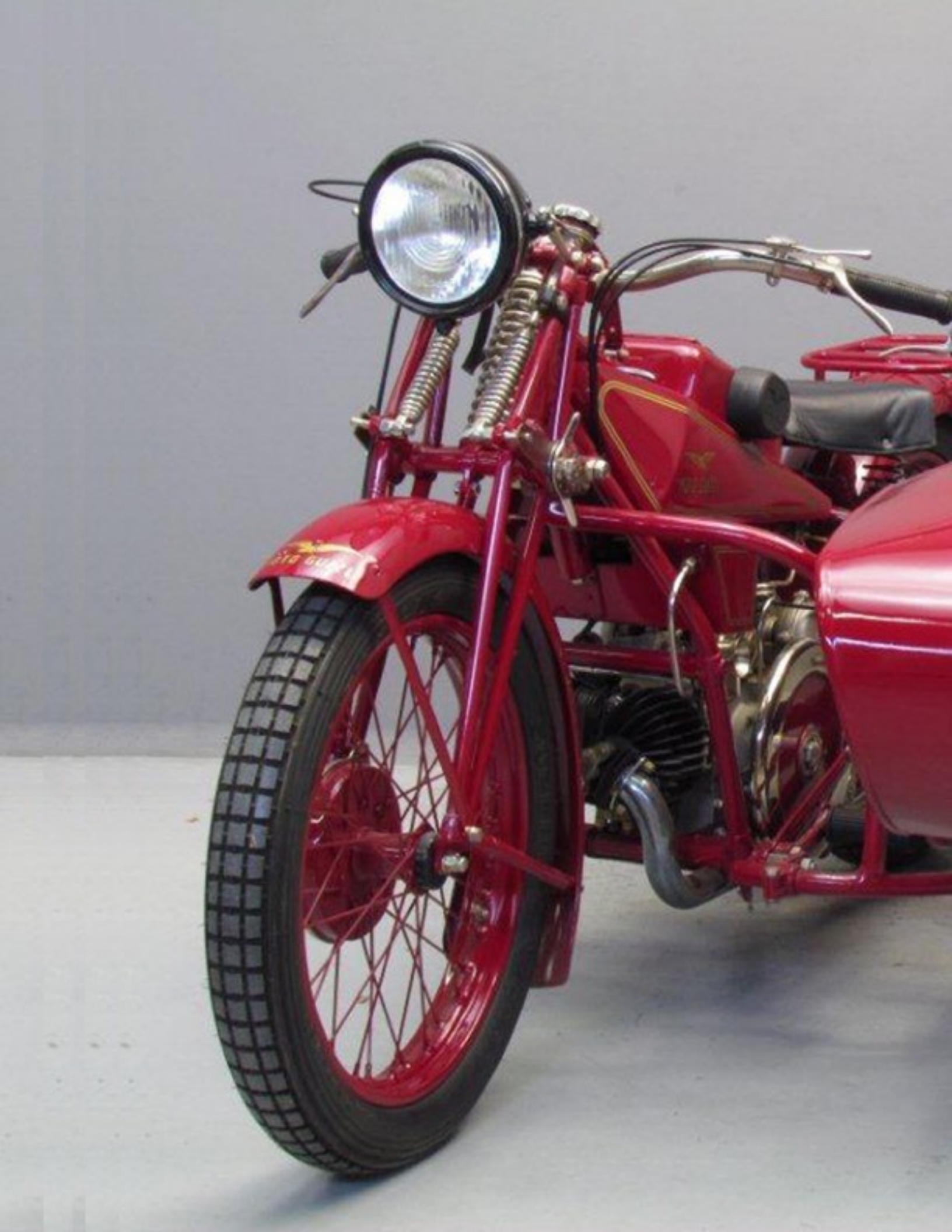
FUEL

The original motorcycle had a gravity-fed system in which the fuel ran down to the carburetors from above. But Knorreck found that he had to relocate the tank and place it underneath the body of the sidecar. Then he added an electrical pump to route the fuel to the engine.

COMFORT

Knorreck built the entire frame and body of the sidecar (he had to make 63 different molds by hand to create its various carbon-fiber panels), but he's no upholsterer, so he had a friend custom manufacture the seats. Just in case tooling around in a freakishly cool sidecar wasn't enough for his passengers (it can seat two at a time), he installed a stereo system. For that, however, he kept costs to a minimum, using an old radio from his father.

Hop In: The sole door opens Lamborghini-style, driven by an electric motor. *Philippe Rony Photography*




1929 Moto Guzzi Sport 14
Italy

The Flxible Side Car: A Different Angle on Sidecar Design *by Jim Panhead*

Article courtesy of RideApart

1921, 4 cylinders Henderson with Flxible sidecar

The Flxible Co. (originally the Flexible Sidecar Company) was an American manufacturer of motorcycle sidecars, funeral cars, ambulances, intercity coaches and transit buses, based in the U.S. state of Ohio. It was founded in 1913 and closed in 1996.
The company's production transitioned from highway coaches and other products to transit buses over the period 1953–1970, and during the years that followed, Flxible was one of the largest transit-bus manufacturers in North America.

History

In 1913, Hugo H. Young and Carl F. Dudte founded the Flexible Sidecar Co. in Loudonville, Ohio, to manufacture motorcycle sidecars with a flexible mounting to the motorcycle.

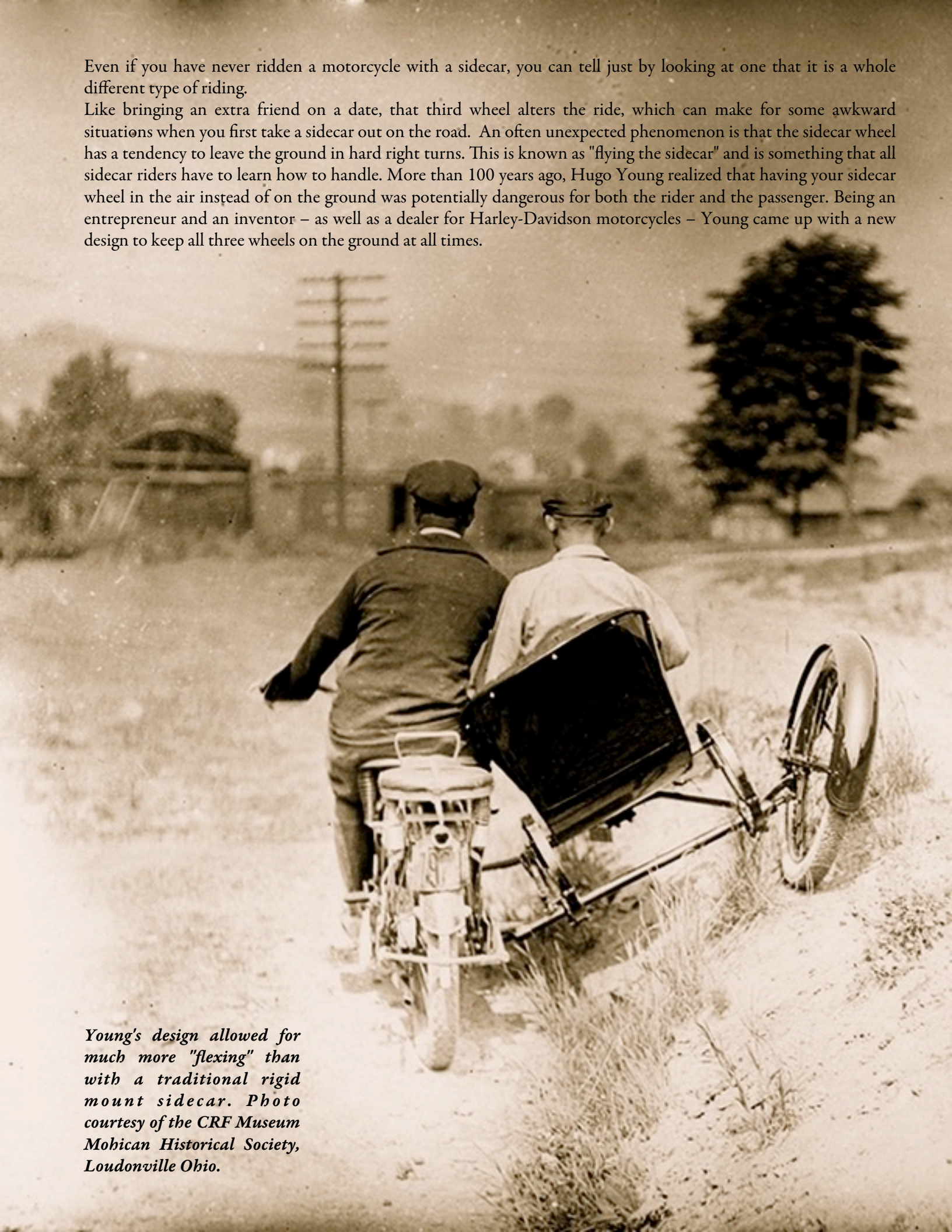
The flexible mounting allowed the sidecar to lean on corners along with the motorcycle, and was based on a design patented by Young.

In 1919, the company's name was changed to The Flxible Co. (still pronounced "flexible") so that the name could be registered as a trademark.

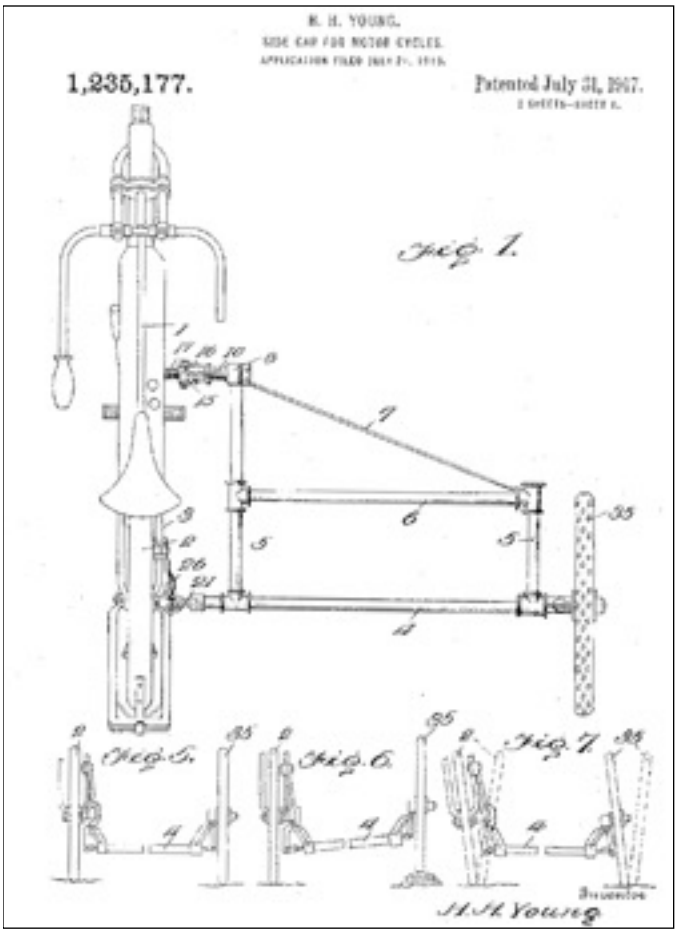
After low-priced automobiles became available in the 1920s, the motorcycle sidecar demand dropped and in 1924, Flxible turned to production of funeral cars (hearses), and ambulances, which were primarily manufactured on Buick chassis, but also occasionally on Studebaker, Cadillac and REO chassis, and intercity buses, initially (1930s and early '40s) built on GMC truck chassis, and powered with Buick Straight 8 engines.

Even if you have never ridden a motorcycle with a sidecar, you can tell just by looking at one that it is a whole different type of riding.

Like bringing an extra friend on a date, that third wheel alters the ride, which can make for some awkward situations when you first take a sidecar out on the road. An often unexpected phenomenon is that the sidecar wheel has a tendency to leave the ground in hard right turns. This is known as "flying the sidecar" and is something that all sidecar riders have to learn how to handle. More than 100 years ago, Hugo Young realized that having your sidecar wheel in the air instead of on the ground was potentially dangerous for both the rider and the passenger. Being an entrepreneur and an inventor – as well as a dealer for Harley-Davidson motorcycles – Young came up with a new design to keep all three wheels on the ground at all times.

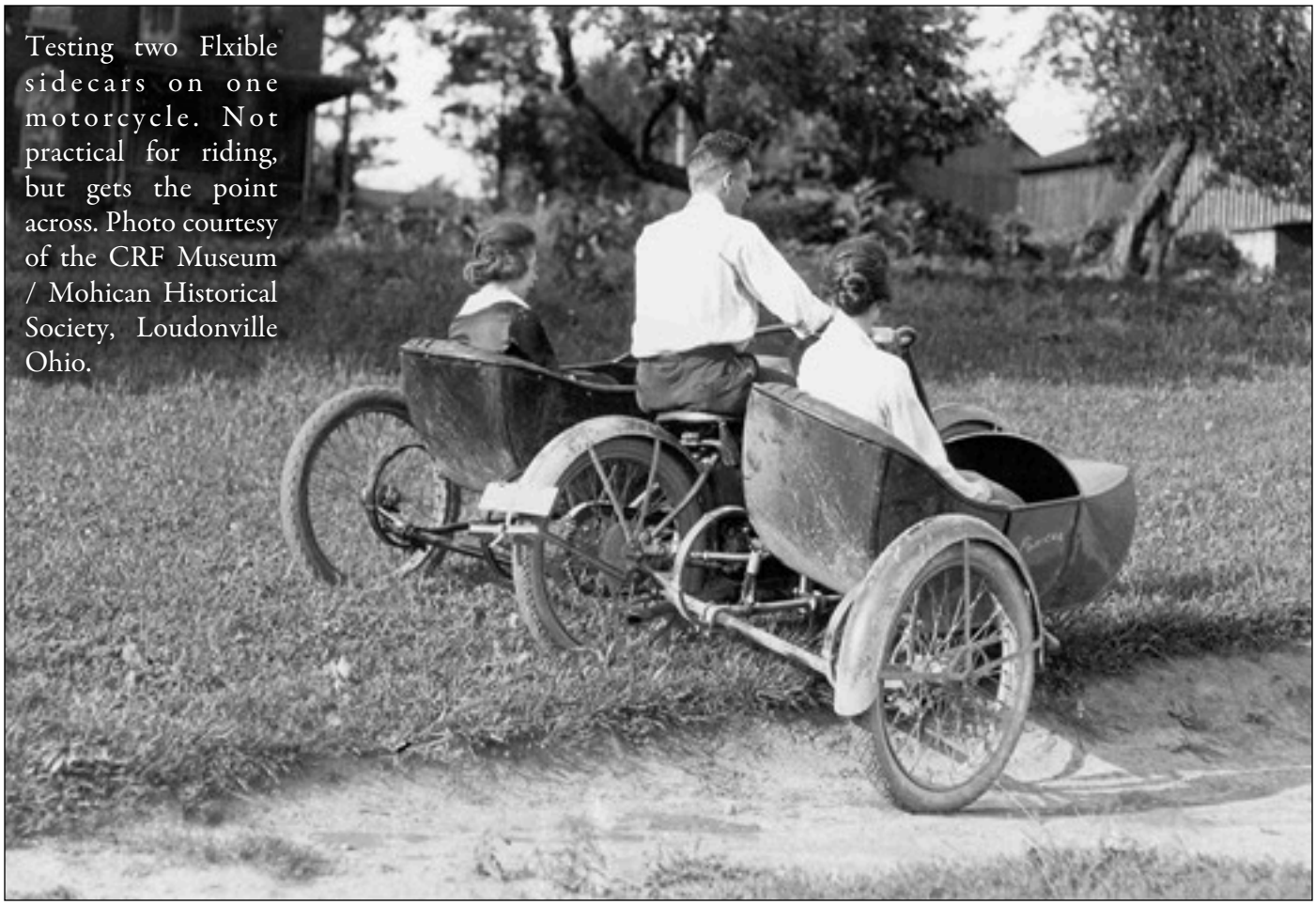


Young's design allowed for much more "flexing" than with a traditional rigid mount sidecar. Photo courtesy of the CRF Museum Mohican Historical Society, Loudonville Ohio.



In 1912, Young built his first prototype sidecar, which incorporated two new innovations he would later patent. The first was a flexible connection between the sidecar and the motorcycle that was paired with a redesigned tilting sidecar wheel.
The combination allowed the sidecar to lean with the motorcycle, something that no other sidecar could do. The tilting wheel could also move up or down in relation to the motorcycle's wheels. So, for example, if you ran over a dead opossum on the side of the road, the sidecar wheel would travel up and over said roadkill without affecting the lean angle of the motorcycle.
The true benefit of this design was that the sidecar no longer dictated how the motorcycle would handle, but instead took its cues from the motorcycle.

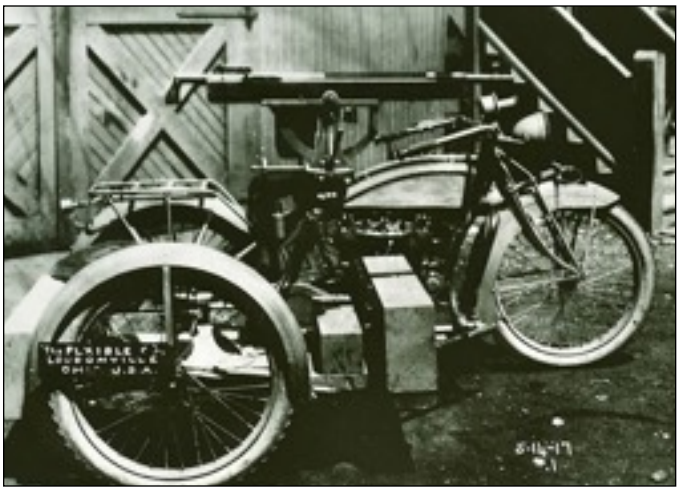
At the insistence of a traveling salesmen, Young founded the Flxible Side Car Company in 1913 with Carl Dudte. They purposely used the misspelling of the word "flexible" in their name so that they could copyright and trademark the word "Flxible" (common adjectives cannot be copyrighted or trademarked).
The company was incorporated in 1914 and moved to a rented factory in Loudonville, Ohio. This move turned out to play a pivotal role in the history of the company



Testing two Flxible sidecars on one motorcycle. Not practical for riding, but gets the point across. Photo courtesy of the CRF Museum / Mohican Historical Society, Loudonville Ohio.

as it brought them in touch with Loudonville native Charles Kettering.

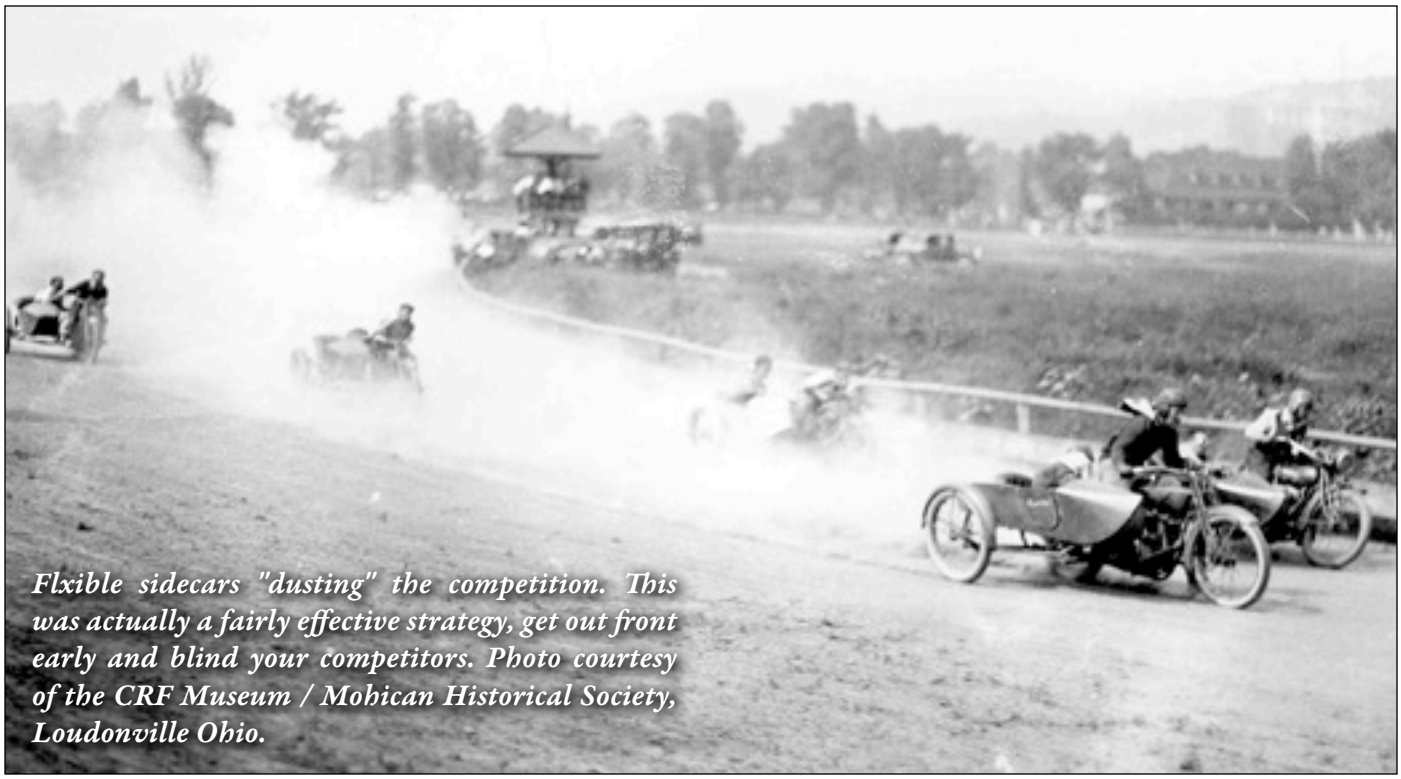
Charles Kettering is no longer a household name, but you probably have heard of the company he founded, named the Dayton Engineering Laboratories Company. That might not ring a bell either, but take the company's initials and you have the acronym "Delco," which anyone who has worked on a GM-based automobile is quite familiar with.
Starting with redesigning Cadillac ignition systems in 1908, Kettering went on to design and build one of the first automobile "self starters" in 1911, and by 1916 had been bought out by General Motors to the tune of $2.5 million. With his new found wealth, Kettering decided to give back to his hometown by investing in Flxible with the stated purpose being to "develop in Loudonville a self-sustaining organization that could go and build and market a product."



Rigs like these were used by American forces in France during WWI. While firing from a stationary position, wheel chocks were necessary to keep the entire rig from rotating. Photo courtesy of the CRF Museum / Mohican Historical Society, Loudonville Ohio.

The injection of new capital into Flxible allowed them to build a new factory, which opened in January 1917. They hired 50 men to run the factory and were expecting production numbers to reach 350 units per month by March of that same year. Of course, this all went out the window with the advent of World War I, but like many US companies, Flxible adapted by going after government contracts to support the war effort. Oddly, this contract was for rigid sidecars mounted to Excelsior motorcycles. The sidecars were also equipped

Sidecar bodies stacked up at the Loudonville factory. Photo courtesy of : the CRF Museum / Mohican Historical Society, Loudonville Ohio.



Flxible sidecars "dusting" the competition. This was actually a fairly effective strategy, get out front early and blind your competitors. Photo courtesy of the CRF Museum / Mohican Historical Society, Loudonville Ohio.

with Hotchkiss machine guns, so a leaning sidecar probably would not perform as well during live fire.

After the war, Flxible moved back to civilian sidecar production and by 1919 was the world's largest exclusive manufacturer of motorcycle sidecars. Part of its success was due to the thrilling sport of sidecar racing, which was extremely popular throughout the United States. Flxible's sidecars were used by all the leading motorcycle manufacturers including Harley-Davidson, Indian, Excelsior, and Reading-Standard. Also in 1919, motorcycles using Flxible sidecars took first, second, and third places at Sheepshead Bay – giving Flxible the National Championship for the year. Two years later, in the summer of 1921, all sidecar races were won by machines using Flxible sidecars and it seemed like Flxible had a bright future in the sidecar market.

Leading up to the Great Depression, the motorcycle industry took a major downturn. The key factor was the increased production of cheap automobiles like the Ford Model T. The cost of these new automobiles was slightly less than many standard motorcycles, but was dramatically less when you added in the price of a sidecar. Plus, let's face it, there are many tasks to which cars are better suited, so the rise of the automobile was inevitable.
Hugo Young was not ready to throw in the towel just yet and starting looking for other product lines to expand into. These ideas ranged from a copper-cooled motorcycle motor (used copper cooling fins welded to the motor) to electric dishwashers.

In the end, the idea that saved the company was to move into the specialty automobile business, specifically building buses, ambulances, and funeral cars. This may seem like a drastic departure from sidecars, but the tooling needed to shape sheet metal for sidecars turned out to be up to the task of doing the same for buses. Flxible used chassis and drivetrains from other auto manufacturers, so its main focus was on building and installing the custom bodies, which were made to order based on the specific needs of their customers.
By the end of the 1920s bus body production made up almost 50 percent of Flxible's total sales, while sidecar production dropped to less than 2 percent.

It is not clear when the last Flxible sidecar rolled off the line in Loudonville, but it is safe to say that no more sidecars were produced after the 1930s. Flxible had shortened its name in 1919 to the Flxible Company, which only helped with the transition from motorcycles to automobiles. Although Flxible built various vehicles throughout their history, their most successful product lines were various buses they produced over the next 70 years. With nautically inspired names like the "Clipper" and the "Starliner" these machines transported thousands of Americans across town and country.

Even with a wide body sidecar, motorcycles just could not compete with the automobile when it came to "family transportation". Photo courtesy of the CRF Museum / Mohican Historical Society, Loudonville Ohio.

Like many of the highly dangerous forms of early motorcycle racing, sidecar racing was banned in 1925. This, along with sagging motorcycle sales, led to the demise of the Flxible sidecar. Photo courtesy of the CRF Museum / Mohican Historical Society, Loudonville Ohio.

After 83 years in business, Flxible declared bankruptcy in 1996 and closed its doors for good.

Even though motorcycles had dramatically risen again in popularity since their decline in the 1920s, Flxible never went back into the sidecar market from which they got their start.

Special thanks to the Cleo Redd Fisher Museum who provided the photos and helped with my research of the Flxible Company. They are located in Loudonville and have an original Flxible sidecar on display along with many more original photos and documents covering the entire history of the company.


TR
49-65
PETER PRUIM TECHNODIENST

Home Made Sidecar
Moto Guzzi V1000
Germany

The Stern Production (Germany)

DMC Sidecars (USA)


Steib Sidecar
Germany

Sidecars

by Thomas P. Hargrave Jr. (tom@hackpilot.com)

Introduction

Motorcycles with attached sidecars are like nothing else in this world. Once you add a sidecar to a motorcycle, the rig that was once a motorcycle is transferred into something else. It doesn't ride like a bike any more and doesn't drive like a car. It handles - kind of like a Sidecar! You counter steer a motorcycle and you steer a sidecar rig but at the same time you have an unequal weight distribution that plays with your steering and brakes.

The ride is something like, well, maybe a truck with two bad left shocks? Seriously, I've ridden a few and all have types their own unique suspension and ride but all that I've ridden share some of the same ride characteristics. Because of the nature of sidecars, your high seating position on the bike and lean out (discussed later), you feel like you are being thrown away from the chair when you hit bumps. Trust me - the sensation goes away after a while.

But sidecars are challenging and sidecars can be fun in their own unique way. If you're looking at sidecars then have a friend or local dealership give you a ride in his chair (sidecar) and then ask your friend to let you run around in an open parking lot with him or her in the chair. Play with it and see what it'll do - you just might get hooked!

I wrote the stuff below because I'm a sidecar nut. There's a lot of sidecar info on the net but I've not found one place that gives people a solid opinion of sidecars so, right or wrong, I published my own. I'm no sidecar expert but I do have some sidecar experience. I ride 10K - 15K miles a year, some with the sidecar on and some with the sidecar off and I enjoy one riding style as much as the other. If I had my way (and the money), I'd have two motorcycles, one Harley-Davidson Dresser with a sidecar with and another just like it without a sidecar. I'd probably put most of my miles on the sidecar rig.

If you take the trouble to read what I've written then please also send me some feedback. I'll use your information to improve what I've already posted to hackpilot.com. Also, I'd be more than happy to post any other sidecar artices to this site along with full credit to the authors.

Turns - Counter Steer Verses Steering with a Sidecar Rig

Two wheelers make a turn by forcing the front tire to the other side of center of gravity. This causes the bike to lean into the turn and is commonly called counter steer. Most bikers counter steer without even thinking about steering the machine. But sidecars actually steer their way through a turn just like a four-wheeled vehicle. The most dangerous sidecar operator is someone who has rode two wheels for years and then decides to try a sidecar. The first thing he wants to do is counter steer which points the rig in the opposite direction. I made that very mistake the first time I tried my sidecar and almost ran into a tree in my friends front yard!

Also, an untrained operator who has a lot of two wheel experience will invariably steer right into danger during a panic situation because his brain is telling him to counter steer. The only way to combat this is to practice until you are as familiar with your sidecar rig as you were (or are) with your two wheeled motorcycle. A sidecar rig can be deadly to an occasional rider who refuses to lean how his unique machine performs.

Weight Distribution, Road Crown and Handling

Even if you pack unevenly, you naturally end up with an even weight distribution while riding any two-wheeled motorcycle because you subconsciously center the wheels under the vehicle. That's just not so with a sidecar rig. My sidecar is pretty much like any other in that it has a third wheel and the tub (the third seat) rides above (or is fastened to) the frame that bridges the third wheel and the motorcycle. And in my case, all of that 350 pounds of weight plus passenger and anything else that I can stuff in the chair is bolted on the right side of the bike. The uneven weight distribution plays with your handling.

You compensate for your unequal weight distribution with sidecar alignment. The three elements that you are (or should be) in control of are toe in, lean out and vertical straightness of the sidecar wheel. In most cases, the one element that you don't have any control of is sidecar wheel lead. A good sidecar design should have the chair's wheel positioned somewhat in front of the rear wheel of the motorcycle. How much lead is determined by the design of the sidecar and the motorcycle itself.

Toe in refers to the direction of the sidecar wheel relative to an imaginary line that you draw through both motorcycle wheels. All sidecars should have some toe in and mine is set to 3/4 inch. Without toe in, the sidecar is always trying to pull away from the motorcycle, aggravating your already out of balance situation.

Lean out refers to the amount that your motorcycle is leaning away from the sidecar. A motorcycle with no lean out will always pull towards the sidecar. This is partly because you have all of that weight to the sidecar side of the rig and partly because the road that you are riding on has a crown on it and you can't automatically adjust for that crown like you would on a two wheeled motorcycle. Setting up lean out is kind of like putting the motorcycle in a perpetual left hand turn (on R/H mounted chairs) which compensates for the two forces that are trying to pull you off the road.

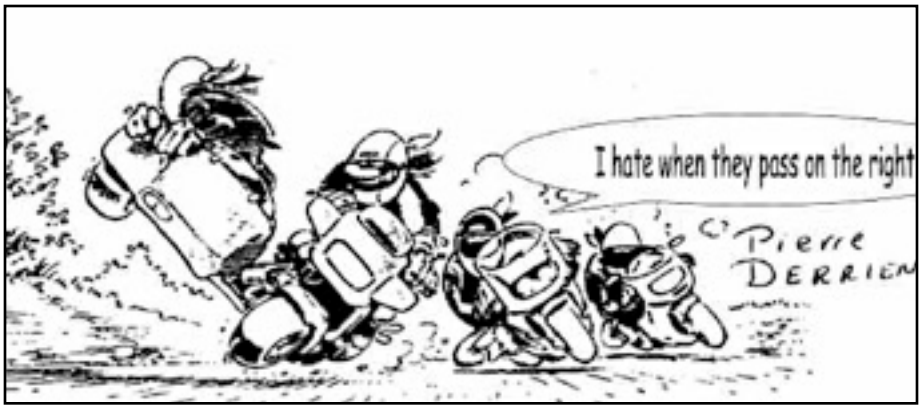
Vertical straightness of your sidecar wheel just makes sure that your sidecar wheel wears down the center.

A properly aligned sidecar should track down a typical crowned road with just light pressure on the handlebars to keep it straight but you will never be able to go any distance down the road with your hands off the handlebars. Notice that I said "typical"? All road crowns and all riding conditions are different. For example, a four lane road with a center median passes through my town which means that the left lane is sloped off to the left. My sidecar is set up for the average road crown in my area but when I ride in the left lane of the highway, my rig pulls to the left. It's unavoidable unless you own a rig that can be adjusted "on the fly".

Sidecar Suspension

A sidecar rig is a different because you have a normal motorcycle suspension but then you have a third wheel and quite a bit of extra weight off to one side. The off balance situation causes your motorcycle to act odd. A Harley-Davidson like my 92 model has a rigid sidecar wheel and the chair itself is mounted on two leaf springs. The wheel becomes a fixed point that the rest of the bike pivots around as the suspension is working. When you first start to ride, the sensation is kind of like a truck with bad left shocks. When you hit a bump with the motorcycle, your suspension compresses, the whole rig pivots around the sidecar wheel and you get shoved slightly to the side. It kind of feels like you are about to

fall off the bike - but you get used to it.
Most (if not all) after market sidecars have the sidecar wheel sprung. You reduce but don't totally get rid of that "truck with bad left shocks" sensation, but they still suffer from every other problem (or maybe is it challenge?) that my Harley-Davidson has.



Flying the Chair

"Flying the chair" involves picking the sidecar wheel up off the ground while going down the street. You might ask "why would someone wand to do that".

Well, we do it because:
- Flying the chair is fun!
- Flying the chair is impressive!

But, sometimes it can't be avoided and in those cases, flying the chair can be very dangerous.

With a right hand mounted rig like mine, right hand turns tend to lift the chair up in the air. Two wheel riders have a tough time understanding this and always believe that the opposite should be true because in their minds I still lean my way through a turn and wouldn't a left-turn lean lift the sidecar up into the air? But that's just not the way it works folks. Flying the chair can be a lot of fun in a controlled environment but it can be deadly if done at the wrong time. The problem is the minute you lift the third wheel up into the air, your three wheeled vehicle instantly turns into a horribly balanced two wheeled vehicle and it behaves just like a two wheeled motorcycle. You immediately counter steer just like any other two wheeled vehicle but at the same time your sidecar is waving in the air, making any small lean angle changes appear to be much greater than they really are. If you really think about it "flying the chair" can be real scary at the wrong time.

I believe that everyone who owns a sidecar will eventually unintentionally fly the chair. Normally you'll do it while taking a right turn in your neighborhood a little two fast, you'll think "I don't think I want to do that again!" and then you'll either slow down or steer the other way and put the wheel down. But then maybe you'll take a right turn a little two fast out on the open road? Or maybe while in a right turn a gust of wind pushes your chair up in the air? You won't have the space to steer to the left (and off the road or into oncoming traffic) and in some cases, slowing down will just make the problem worse. In this case, the only option will be to remember that you are now riding a two wheeled vehicle, ride it out and then put the chair down after exiting the turn.

Which brings me to my point. It may sound odd but the best defense against unintentionally flying the chair is to practice flying the chair. The only way to absolutely know how to handle your vehicle with the chair up is to practice with the chair up - in a controlled environment of course. Most people who practice do so by riding slow figure eight's until the chair comes up. Then they slowly increase the size of their figure eight's and speed. You should eventually be able to smoothly pick up your chair and set it down during normal right hand turns. By the way, figure eight practice works great until that scared Wall Mart employee chases you off the parking lot. As a side benefit, you will learn to feel when your wheel starts to lift and you will be in more control of your rig.

With all of this talk about flying the chair you would think that I'd prefer a trike. Personally, I think that trikes are much more dangerous than sidecar rigs. It's harder (some salesmen will tell you impossible) to put a trike on two wheels but a it's still a high profile vehicle and if you ever you do then you're really screwed!

Sidecar Brakes

Sidecar brakes come in four different configurations, plumbed to the front, plumbed or mechanically tied to the rear, through a second pedal next to the rear brake pedal and none (not recommended on the street).

I've seen plumbed to the front systems - mostly on Goldwing motorcycles. With these systems, applying the front brake also

applies the sidecar brake. I personally don't like the system because you don't have as much control as you would with some of the other configurations.

My Harley-Davidson has a plumbed to the rear system and the sidecar brake is applied when I press on the rear brake pedal. I like the system a lot because with the system, I can come to a perfectly straight stop - even during a panic stop situation. It's easy - as I apply the front brake I keep the bike straight by varying my rear (and sidecar) brake pedal pressure.

The second sidecar pedal is probably the most controllable sidecar brake system. With this system, you have the ability to apply only the sidecar brake during right hand turns which is something you can't do with any other arrangement. You can also vary your sidecar to rear brake pressure by rolling your foot between the two pedals. And of course you can still use both the rear and sidecar brakes together just like I do with my Harley.

No sidecar brake? Just go find a cliff to jump off and save someone else the trouble of running over you and your bike. The same goes for the decision to not connect the sidecar brake. Sidecars without brakes belong on circle tracks.

Just Rambling

If you read all of the junk that I wrote then you know by now that the most perfectly aligned sidecar will not track straight in all situations. But, a well set up sidecar rig is a great machine and can be a lot of fun as long as you understand everything that's going on. Your greatest allies are proper maintenance and wheel alignment, education, practice and common sense.

Most of today's sidecars (mine included) are attached to a motorcycle that's really not designed for the continuous, off center load that the chair puts on the bike. Many sidecar manufacturers are doing a great job of distributing the extra load through multi-point mounting systems but your suspension, swing arm bushings, wheel bearings and tires are still subjected to much greater loads than an equivalent two wheeled bike. So, you have to do maintenance more frequently and make sure that your alignments are really where they should be.

The more that you learn about your rig and why it handles the way it does, the better chance you have of handling a bad situation when does occur. Also, when something goes wrong or just doesn't feel right, you have a better chance of figuring out the cause before it hurts you. Sidecar riding is an individual sport. Unless you are very lucky, there won't be a local expert to ask "why doesn't this feel right" or "what do I do if....". More often than not, your local super duper motorcycle dealer will respond with a deer in the headlights look or worse, he'll try to BS his way through your questions because he may have sold it to you but he doesn't ride the thing. You are pretty much on you own if you are a new operator, just take the time to understand your new and unique toy.


Héchard Sidecar
France


MOTO GUZZI

Myself in the rig and Dee's son Russ on my 1974 Ducati 750 Sport preparing to leave for the Oregon Vintage Motorcyclists' show in Corvallis. This shows the ramp in the raised position. Photo by Dee.

The Moto Guzzi Rig *by W. Dee*

Even after I was paralyzed from a spinal cord injury I hoped I would be able to ride again. Friends sent me articles about a guy who had designed a set of retractable training wheels and a compressed-air powered shifter, both operated by buttons on the handlebars. Instead of messing with a shifter I bought a Moto Guzzi V1000 Convert, a motorcycle with a torque converter instead of gears. The Convert was basically the Moto Guzzi 850T with the torque converter, a two-speed gearbox (city/country) replacing the 850T's 5-speed gearbox, and a bigger motor to make up for the power lost from the converter. It had a mildly tuned engine and was part of the Moto Guzzi big twin touring lineup. It came equipped with floorboards, hard bags and a windscreen.

The Convert has been called "Moto Guzzi's answer to a question nobody asked." Some think they had their eye on the police market, but it turns out motorcycle cops don't mind shifting gears. The Convert was never a big seller but it was produced from 1975-1982, a seven-year run. I didn't mind that it was slow and heavy (well over 500 lbs). It was Italian and I didn't need to use my foot to shift.

Early one Spring morning in 2002 three of my motorcycle buddies and I took the Convert to a large empty parking lot at the local community college and I rode it around. It was both thrilling and sobering.

Being on two wheels again after three years felt great, but without the use of my torso and leg muscles all my weight was on my hands and wrists. In fact, if I took even one hand off the handle bars I would fall forward onto the gas tank. The parking lot had nice smooth pavement but I imagined how hard it would be riding stiff-armed on rough tarmac. I sadly gave up the idea of riding on two wheels. My injury level was just too high.
Friends also sent some articles on tricycle conversions and on sidecar rigs where the controls had been moved from the motorcycle to the sidecar. I wasn't too interested in the trikes but the sidecar rig idea had some appeal. There was a company that made and sold rigs commercially, using the Honda CB750A Hondamatic, another torque converter-equipped motorcycle, as the cycle half of the rig. The Hondamatic also failed on the market and was imported only from 1976-1978, and the company closed shop as the supply of CB750A motorcycles dried up.

The cable-operated disk brake is clamped to the left fork lower, mounted behind the fork leg.

In fact I saw a lot of photos of those sidecar rigs; just Google "wheelchair sidecar motorcycle" to see many. Most of them had what I felt was a major flaw, however: they had the sidecar on the right. That's normal in this country and is fine if the pilot is on the cycle. I was going to be piloting from the sidecar and I wanted to be on the side facing on-coming traffic.

I contacted Dauntless Motors Corp., (now going by "DMC Sidecars," http://www.dmcsidecars.com/) a sidecar retailer and installer near Seattle. They tried to find a British-style sidecar to convert to a left-hand controlled rig but had no luck, so we decided to make one from scratch.

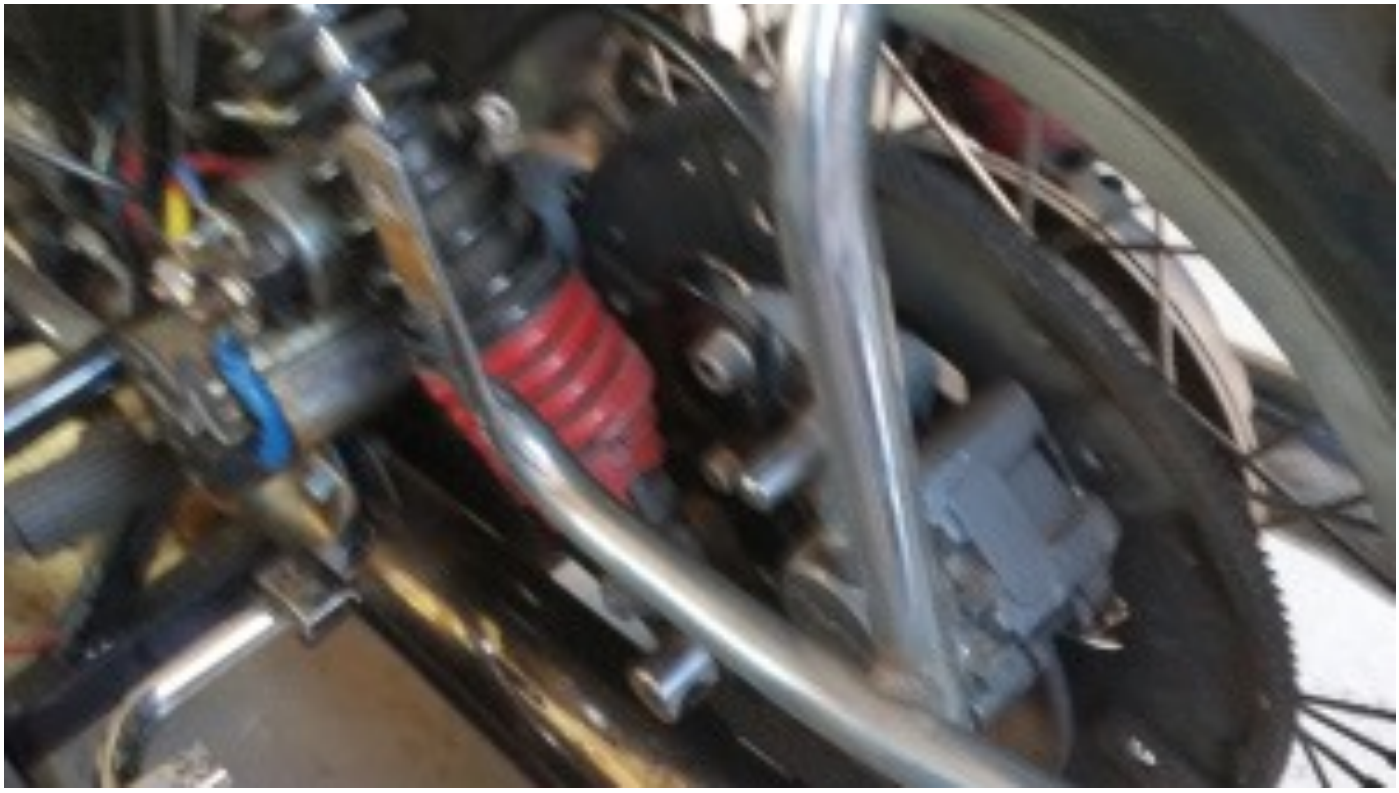
It took a lot longer than I hoped, and the rig was delivered in October, just in time for start of the rains here in Western Oregon. I had time to look it over and there is some clever engineering in it.

Clutch Lever Relocation – the Convert does have a clutch that is used to shift between the two gears, but instead of leaving the lever on the left handlebar it was moved to a short bar just behind the motorcycle's left floorboard. When I'm in position in the chair I can reach down with my right hand, squeeze the lever and push or pull the bar to change gears. The two gears are intended to be town and country, but it seems to work OK in either setting in either gear. There's no tachometer so I can't really tell the difference in RPM.

The Parking Brake – the Convert has no neutral; it's always in gear. Dauntless installed a small cable-operated disk brake that grips one of the front disks. I pull back on a lever in the sidecar to activate the brake, and push a button on the top of the lever to release it. With the brake I can pause for a short time without shutting the motor off.

The Loading Ramp – it's a folding ramp that is raised or lowered via a wire cable operated by a small electric-powered winch. Operation is by two buttons mounted at the front left corner of the sidecar frame. There is one flaw, however. There is no sensor that stops the winch when the ramp is fully raised. I have to watch to make sure I don't over-stretch the cable. In the raised position the ramp also provides a backstop to prevent me from rolling backwards off the sidecar.

Reverse "Gear" – The Convert has no reverse gear, but there are times I need to back the rig up, and I'm not going to hop out, push the thing backwards, then hop back in and drive off. The Dauntless folks solved that by putting a sprocket on the rear wheel and installing a car



The car starter motor can be seen just in front of the rear shock — the blue cable goes to the solenoid. The large sprocket is mounted inside of the rear disk. The starter motor is covered when the rear pannier is in place.

starter motor inside the left pannier. It's not quite the same as having an actual reverse since it's not controlled by the throttle. It has only one speed, controlled by a button on the handlebar.

Three Wheel Brakes – there is actually four disk brakes on the rig, the normal three on the motorcycle and a fourth on the sidecar wheel. The Convert had the Moto Guzzi linked brake system where pressing on the foot pedal activated one of the front disk brakes and the rear brake, with an adjustable proportion valve. The brake lever on the right handle bar connected to the second front disk. The rig is set up with two linked systems. Squeezing the right handlebar activates one of the front disk calipers and the one on the sidecar wheel, while the left handlebar lever activates the second front disk and the rear disk. As long as both levers are used you don't get the awkward chair steering effect, where under braking the motorcycle slows but the chair keeps going, sending rigs with right-side chairs off to the left.

Passenger Accommodation – The passenger sits on the motorcycle seat, of course, but there's no longer a set of handlebars to hold onto. Dauntless rigged up a bar that is bolted to the engine guard. You can see the bar in the large photo above.

"Enough of all this technical stuff, what's it like to ride?" you ask. Well, it's different. When turning on a motorcycle there's a progression. As you lean in at first you're making a wide turn. As you lean more the bike turns tighter as you negotiate the turn. Then, as you lift the bike back to vertical, the turn widens again. The sidecar doesn't lean and when I turn the handlebars the rig turns RIGHT NOW. With me sitting in the sidecar instead of on the motorcycle seat the thing is very stable and balanced compared to a conventional sidecar rig. There's no worry about lifting the sidecar in tight turns. When Barry, the engineer from Dauntless, delivered the rig he said "it handles like a little slot car." He did admit that he was able to lift the sidecar once, but he had to try really hard.

So it doesn't handle like a motorcycle, no surprise there, but the "wind in the hair" feeling is nearly the same. Like on a motorcycle I am in the environment I'm riding through, and I can feel shifts in the wind, changes in smells, the temperature rise and fall. I rode it a fair amount the summer after it was delivered, then some electrical problems sidelined it for the next season. Then I got busy with other "stuff," but I'm actively working on it now. It looks like I'll miss this riding season but I hope to have it ready for the next one.


MOTO GUZZI
V7 classic
Watsonian Sidecar
England

World War II fighter plane inspires awesome sidecar

Inspired by a Second World War Messerschmitt ME109 fighter plane, the latest custom-built sidecar by Henrik Toth, a Hungarian bike builder and Wild West theme park owner, is good enough to arouse nostalgia, if not to be classified as the best sidecar in the world.

Tucked to a Yamaha Wild Star cruiser, the German fighter plane-based sidecar integrates a propeller which unfortunately doesn't take the vehicle to the sky but helps propel it only on the road.

Shopping for a Sidecar *By Larry Alger*

Shopping for a sidecar to attach to your motorcycle isn't easy. There's just a few manufacturers, and let's face it, sidecars are a small part of the motorcycle business. Good information about sidecars IS hard to come by. If you can find someone near by (say within 300 miles) who sells and installs sidecars, you're lucky. One of the best ways I know to get general information on sidecars is to contact the United Sidecar Association.
(USCA, 130 S. Michigan Ave., Villa Park, Il. 60181)

The two factors that occur to people when they begin think about sidecars are, PRICE and LOOKS. As far as price is concerned, historically sidecars have run about 30% to 50% the cost of a new motorcycle. If you have a $15,000.00 touring bike, expect to pay anywhere from $4,000 to $7,000.00 for a good sidecar for it. If you start looking at some small imported sidecar that is priced at about $2,000.00 for your Honda GL 1500 or your Harley FLHTC, you're kidding yourself. In fact Harley's factory sidecar for the Ultra Classic is about $6,000.00. Don't buy a cheap, used sidecar and try to get it on your bike with home made hardware to see if you'll like sidecars. I guarantee that if you have a mismatched, ill handling rig, you'll never like sidecars. Safety should always be your main concern in motorcycling, and motorcycle sidecars should be no different.

You wouldn't try to put on the front forks from a Honda 350 on a big Goldwing or Tourglide would you? Of course not, and you should never bolt a sidecar onto your bike using clamps attached to the crash bar. That may sound silly to you, but believe it or not, some manufactures have actually done it this way. I've seen sidecars installed in just those ways, and it makes me shudder every time I hear about that kind of thing. After all you're going to put your wife and kids into the sidecar, and it definitely has to

be safe for them, doesn't it? Don't do anything when mounting a sidecar that seems the least bit foolish or marginal. WHEN IN DOUBT, MAKE IT STOUT.

Another good way to get information about sidecars is to get out to sidecar rallies and events and talk to sidecar owners. They'll generally be more than happy to share their experiences with you, and you'll find they're a pretty nice bunch of people. Again, The USCA can help here because the SIDECARIST lists sidecar events all over the nation.

A list of questions to ask sidecar owners:

1. Does it continually pull to the right when you add a passenger, ride into a headwind or the road is crowned to the right?
2. Does it lift easily in right hand turns, or do you have to carry extra weight to hold it down.
3. Does the sidecar push the motorcycle to the left under braking?
4. Did you find the mounting instructions you received with the sidecar complete and easy to understand.
5. Can you rest your arms naturally on the sides and is there shoulder space in the sidecar to be comfortable on long rides?
6. Can two kids or Mom and one child fit in the sidecar?
7. Did the company you bought it from return your calls promptly when you tried to get more information or to receive after purchase service from them? (Post sale service is very important)

Of course you want the paint on your sidecar to match, but even more important, you need the engineering of your sidecar matched to your motorcycle. A sidecar rig should have good stability when making right hand turns. To test a rig, just step onto the left peg of the motorcycle, grab the bars and see if you can pull the sidecar up in the air by throwing your weight to the left. If it comes up easily, it's not a good match. The mounting hardware should be designed to take not only normal stresses, but the exceptional pressures developed in hard turning avoidance maneuvers. "Universal mounts" for sidecars can't do the best job. Always make sure the sidecar has mounts designed for your motorcycle. Remember "The bitterness of poor quality remains long after the sweetness of low price disappears" I hope these tips on Shopping For A Sidecar will make the process easier for you. Thank you and safe riding.....

For more info on sidecars I recommend you check out

www.sidecar.com

THE ALPINIST A MOTO GUZZI SIDECAR FROM AUSTRIA

THE ALPINIST: A MOTO GUZZI SIDECAR FROM AUSTRIA

Spring is in full swing in the Austrian Alps. And we can't think of a more stylish way to wander around the mountains than from the saddle of a classic sidecar.
Sidecars are inherently charming, but this Moto Guzzi 850 T3 rig is so evocative, we started scouring the classifieds immediately for a local equivalent.

It's the work of National Custom Tech (or NCT), a young outfit based in the picturesque town of Feldkirchen in Kärnten, nearly two thousand feet above sea level in the eastern Alps.
The men behind the company are founder David Widmann, Kurt Kosjek and Manuel Tilke. And old-timers are their specialty.

The Guzzi—a 1975 model—had been worked on previously by an outfit called Ivan Bikes, some nine years ago. So when NCT got their hands on it, the sidecar hack had already been set up—along with custom-made fenders and an Earles-style front end.
Still, that didn't stop the lads from performing a comprehensive tear down and rebuild.

The engine had already been painted black, but the team was after a more vintage effect. So they dismantled it, dry-ice-blasted it, and polished everything up before rebuilding it.
Velocity stacks replace the airbox, but NCT opted to retain the original exhausts for the sake of authenticity.

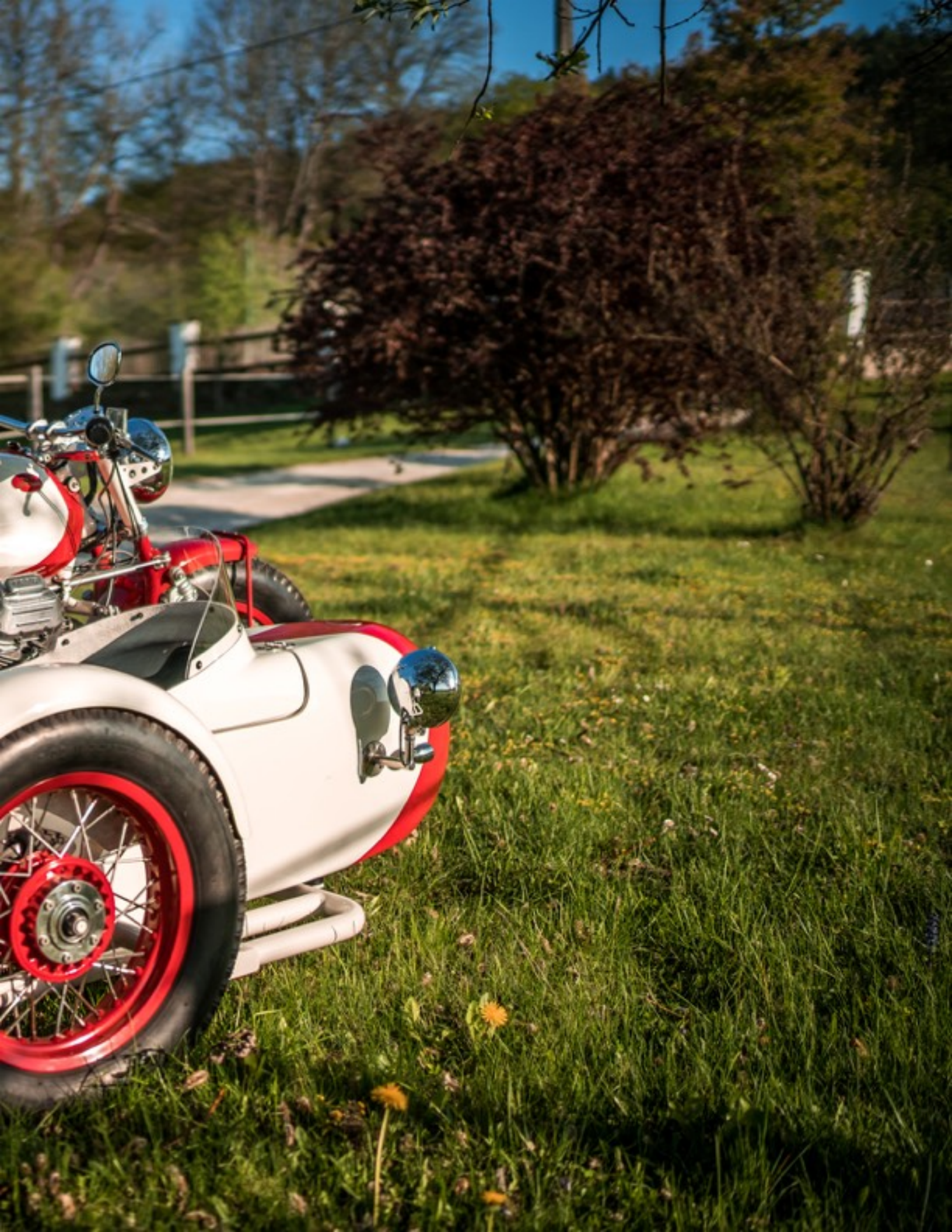
Kurt climbed into the wiring, redoing everything with a new battery and a Motogadget m-Unit controller. Great care was taken to hide away as much of the loom as possible under the seat and tank.
The headlight is still the original unit (mounted on custom brackets), but the taillight, turn signals and Acewell speedo are all new.

NCT left the chassis mostly as-is, but added a couple of period-incorrect upgrades. Both ends have been treated to Öhlins suspension and Brembo disc brakes, along with braided brake lines.

Restoring the sidecar itself turned out to be as much of a chore. For starters, the guys had a ton of holes to fill before they could prep it for paint.
There's a new, custom-made carrier rack out back too, and a smaller windshield at the front.

Both the sidecar and the bike's seats were recovered in matching fabric. The sidecar was finished off with its own chrome spotlight, turn signals and taillight.
Once every single nut and bolt had been seen too, Manuel got busy on the paint. The result is a gorgeous and timeless red and white scheme, with the frame and the wheels powder coated to match.

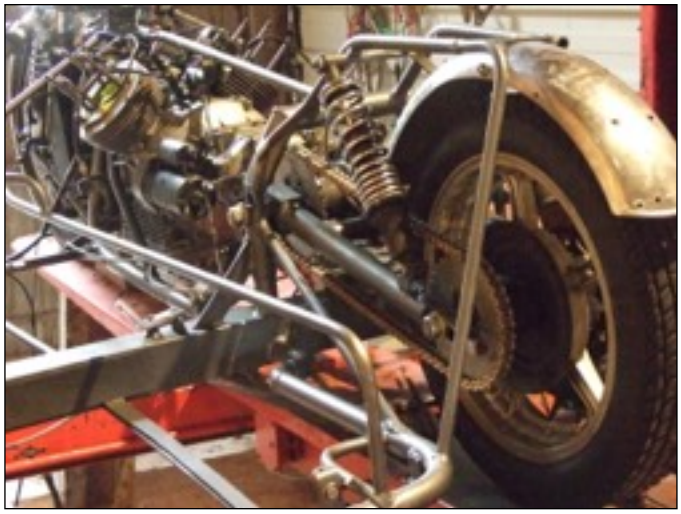
It took the team months to complete the project, but in the end their hard work paid off. The Guzzi's now with its owner, who'll be using it to explore Carinthia with his wife (or some extra luggage) by his side.



Sidecar Racing, André Koszo's passion and life

Motorcycle racing is one of my passions and from all the races going on that day on the track, the sidecar race is the one I am in love with. Of course it is impressive to see those super duper motorbikes leaning at angles that defy gravity but it is something else to witness the expertise and the skills of the sidecar racers.

Specially in curves where the "monkey" (the passenger) is jumping (literally) from one position to the next and taking the curves with his skin at just about an inch above the asphalt. They are not only racers, they are showmen. They usually open the day with their talent and incredible sides.



I won't go in the details where the most advanced sidecars looks more like Formula One cars than bikes, so like for bikes there is categories for the sides, but whatever category is racing, we are talking show with a big S.

Their racers have a different DNA than you and me. They were born to race machines that most humans would not even touch.

It starts at a very young age and lots of them are racing for the love of the sport, not to become great and famous. Most of them will build their own side and are just racing to have fun. This is the case of my friend André Koszo from France.

He decided to race a Guzzi in a frame designed and modified on regular basis by himself.

He sent me the whole description on the chassis concept and why his **Guzzi is now chain driven**. Well, as much as you would have loved to read the story on the how to, it was really technical and to long to translate.

But for those of you who wants to see the different stages of the construction of his sidecar, André is sharing plenty of photos:

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He is now riding his second chassis and like any good artisan, he uses recycled metal assembled in his home shop.

André is not racing to win. He knows dawn well that his side is too heavy, not fast enough, but it is all about piloting HIS thing.

Like he said "this rig is nice to ride, it is safe, has a feel good feeling and I get to ride it". Next time you go to the track, look for those daredevils and their"flying machines", you won't be disappointed. They are far more interesting than than the other races.

Hope you have enjoyed this Special Edition on sidecars.


413


63

Ural builds a drone station into a motorcycle sidecar in case you're into that sort of thing *by Loz Blain*

Iconic Russian sidecar manufacturer Ural has decided that what its classic retro outfits need is more technology in the form of a built-in drone launch platform. The Ural Air comes with its own DJI Spark, with a carry case and launch platform built right into the sidecar.

Some people (mainly psychopaths, I'm led to believe) are into sidecars. A larger number of folk are into drones. I know exactly one guy who's into both drones and sidecars, but Ural must have some data indicating there's at least 40 such types in the world that will be willing to fork out US$17,999 for a sidecar custom built with drone pilots in mind.

The Ural Air is a modified version of the company's Gear Up outfit, a 749cc flat twin-powered sidecar making 41 hp with an on-demand two-wheel-drive system that sends power to the sidecar wheel when requested to give it some additional off-road capability. While it now sports modern accoutrements like fuel injection and disc brakes all

round, it's still a WW2-era Soviet re-engineering of a 1930s BMW design at heart. Ural has arguably been a retro brand for almost its entire existence.

In service of its drone-enabling ambitions, the Air's sidecar is equipped with a button-operated, waterproofed hatch built by Stratasys, beneath which rests a DJI Spark in a small case that allows it to remain fully set up and ready for action. A USB port is provided specifically for charging the drone, which can launch straight out of its case, and when the hatch is closed it doubles as a landing pad for skilled pilots that don't mind the whirring of prop blades close to their faces.

The remote can be placed in a custom-tailored RAM mount and clamped to a convenient point where either the passenger or the rider can fly the drone while seated. And in addition to the standard spare wheel, fog lights, jerry can, utility shovel and tool kit, Ural also provides a telescopic selfie stick, to which a windsock can be fitted should a pilot be incapable of licking a finger and holding it up in the air.

We would advise pilots not to leave the windsock up while attempting to ride the motorcycle, as the parachute effect it creates may overpower the stock Ural engine and impede progress.

Only 40 will be built, at a US$1,500 premium to the price of the standard Gear Up. That's not bad for what you're getting, actually, and they'll hit showrooms in November. Pre-orders are available now.

Source: Ural


LBS Sidecar
Netherlands


MOTO GUZZI
HARLEY-DAVIDSON

MORE CAFÉ THAN RACER: THE URAL WITH AN ESPRESSO MACHINE

AS WE ALL KNOW, customs and coffee go together like eggs and bacon. In some shops, the espresso machine gets more of a workout than the English wheel.

See See Motorcycles spotted this trend a long time ago, and have been serving fine Stumptown coffee in their Portland, Oregon HQ for years. But shop owner Thor Drake and his band of merry pranksters have now elevated their coffee game to new heights—by installing an espresso machine in a Ural sidecar.

Thor may be a coffee connoisseur, but he also hates being pigeonholed.

"Someone once said to us: 'You guys build those cafe racer bikes, right?" he recalls. "We didn't know how to answer, because we do quite a bit more than just build bikes. And technically, we've only ever built one cafe bike—an XR400, well over ten years ago."

Ever since, Thor has avoided building a cafe racer, mainly to rebel against the stereotype. "Well, until now. We've literally built a real cafe racer!"

The bike is a 2014 Ural cT—so it's a 750cc sidecar with a reverse gear. "It's the same bike that saw service in World War II, updated with better brakes and fuel injection,"

says Thor. "A great platform for any custom build: it's simple in design, and easy to change out small parts."

See See have installed a La Marzocco Linea 2-group espresso machine, which is probably worth more than the Ural itself. The machine is fed by a 26-gallon water tank, via a purification system, and once in place, was fettled by the techs from Black Rabbit Service Co. to ensure peak performance.

There's also a hand sink, a pitcher cleaner, a built-in cooler, a coffee grinder, plenty of storage, and a 220v/110v electrical panel.

The espresso machine weighs more than 50 kg (112 lbs), and 26 gallons of water weighs almost double that. So the sidecar required bracing, and there's a discreet airbag suspension system to stop the precious cargo from being rattled around too much.

The Ural cT comes with a choice of 14 colors—including two camo patterns for an extra $1,500 outlay—which has to be a record for a production motorcycle. But See See have chosen an elegant custom scheme, reminiscent of a classic Italian bar.

"We used lots of custom brass bits, and flat black as the base," says Thor. "Plus a custom removable umbrella!"

"The Ural makes transport a breeze with forward and reverse gears. When riding around town, you can see onlookers all thinking the same thing—coffee on the go!"

We reckon it's an excellent idea that should be widely copied. If you're in the Pacific Northwest, you'll find the Ural at events ranging from motocross races to fancy polo matches, with fine Stumptown Coffee running through the veins of the La Marzocco.

"Our goal is to hit up as many races as we can, weaning those energy drink consumers onto something a bit more natural!" says Thor.

We love the fact that this machine is a true United Nations build: the motorcycle is Russian, the espresso machine is Italian, the generator is Chinese, and it was assembled by a Norwegian in the US.

Saluti!

Trip Teq "Heeler" Sidecar Imported to North America By R & T Motorrad

Every once in a while we are privileged enough to see a product come on the market that we know will be a hit. Last summer Rita and I made a long awaited trip to Europe. I had been telling her tales of the way of life and scenery there since we met in the fall of 1992. After 18 years of stories I finally opened my wallet and blew the moths out of it.

During our 21-day tour we planned a stop at Trip Teq Sidecars in Hengelo, Netherlands. We made arrangements with Goos Bos of Motoport Hengelo to arrive on Monday after our weekend in England. Monday morning we arrived in Rotterdam on the P&O ferry from Hull. 200 km later we arrived at Goos' shop. I was pleasantly surprised to see that he had 17 sidecar rigs in the shop. Another surprise was meeting Kenny McLennan who is the dealer for Scotland. He was there to install his Heeler Demo onto his BMW R1150 GS. His would be the first left hand mounted Heeler made. We could tell from the start of this visit that things are happening fast at Trip Teq.

The sidecar was designed to compete with the Velorex but with the concept of being a bolt on unit for the BMW Oil heads, 4 Valves and Hex Heads. This is not to say it cannot be adapted to other bikes. The Velorex for example can be mounted to these larger bikes but was not designed specifically for these weight loads.

Goos wanted a sidecar that his dealers could work with and be able to modify to the needs of their customers.

The Heeler WZ is the basic model from Trip Teq and comes with a TUV approval.
The Heeler UN has the universal mount frame that can be adapted by dealers and installers to mount on other brands and models of bikes.

The Heeler is quickly developing a following of enthusiastic dealers and owners.

The body of the Heeler is made from ABS plastic, which makes it easy to repair and modify. The flip open front and trunk option was designed and fabricated by Joy Tek of Germany (This will be the "Heeler SE" in North America). They are one of the leaders in Heeler "dealer modifications".
The "Bos" model by Dedome is a reworked Heeler with a different frame and brake design to meet the rules for France.
Joy Tek also makes a twin jet fighter style seating arrangement so you can take two kids with you.

The first modification from the Trip Teq Importer in North America, R & T Motorrad in Canada will be the "Heeler LX" which will have a custom finished interior. This is just the beginning for the Heeler.

In Europe it seems common for sidecar manufacturers to sell their sidecar components to other dealers where they undergo mild to wild modifications.
Goos told us he encourages his dealers to use the "Heeler" and "Trip Teq" nametags in order to help build the following for these rigs.
Companies like Watsonian-Squire (100 years) and Velorex (37+ years) have built their names into common knowledge in the motorcycle world. This is the vision Goos has for the Heeler.

Here at R & T Motorrad, we are planning to bring the Heeler sidecar to the riders of North America in the summer of 2011.

www.sidecarcanada.com

Remember to "Keep the Chair in the Air".

Tom "Porkchopp" O'Leary

A small commission *by Soulcraftcandyman*

The sharing of pictures which are completed as gift commissions is always a little tricky. Firstly you need to wait until the gift has actually been given, and secondly as in this case, I was waiting for it to be published on a club website before picking up my small trumpet and giving it a blow.

This depiction of slightly exuberant sidecar piloting was done for the brother in law of a very good and old friend of mine Ben, whose approaching 50th birthday required a special kind of gift.

Adrian, the brother in law, is an ardent sidecar enthusiast and is setting out this summer on a european tour on his outfit with his wife Polly.

Over a coffee with Ben, we agreed that a speeding outfit with fresh french produce bulging out of all available spaces would be particularly apt.

When undertaking an exercise such as this I like to work from some decent reference material and Ben duly supplied me with some photographs of Adrian, Polly and the big Honda outfit.

Whilst one doesn't want to slavishly depict every detail exactly, a cartoon is an interpretive exercise after all, it's good to have all the information available for feeding the distor- tional process which occurs when the pencil hits the paper.

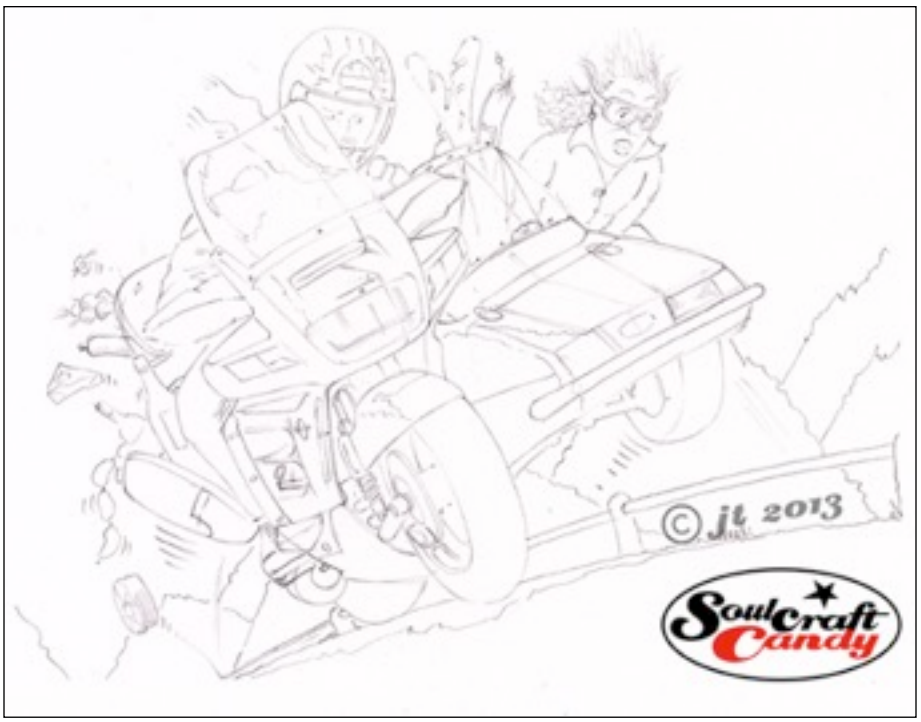
I'll openly admit that my skill in creating facial likeness is not very good, a frequent obstacle in undertaking any commissions, but thankfully in this case I was rather saved by needing to show him

riding and so with a helmet on his head.

Background information really helps here too as you can pick up little things which you can include in the image which help to flesh out the character you're trying to show, like the soccer team scarf and riding gear.

The picture below was drawn onto Bristol Board before being colored with watercolor washes and then inked up using technical pens of various widths.

I thought it came out really well and was thrilled to hear that Adrian was chuffed to receive such a unique gift.



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