

OUTLOOK

March/April 2026



The Magazine of the Federation of Sidecar Clubs



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OUTLOOK CONTENT

March/April 2026



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by Mick Wadsworth.

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Please send items for inclusion to the editor.

Email: editor@sidecars.org.uk

Feditorial

Hello all,

Spring is here and there have been a few nice days between the showers. Hopefully people are starting to get out on there bikes and outfits. Certainly from the articles in this issues some members are.

I am currently fitting a new brake system to my outfit, changing the rear brake from foot to hand operated. I am also getting a new roof made for the sidecar. Hopefully it will all be back together in time for the first Rally I am planning to go to at Aston Cantlow.

Thank you to those members who have told me I can remove there Adverts or to keep them. There are a few new ones in this issue. For those that haven't been in touch please be aware of the new rule that Ads will only stay in for 2 issues unless I am updated.

Safe travels, Norton

The 7 Magnificence Sidecars & Dragon Watching

Friday the 6th February sees me joining 7 magnificence sidecar riders & two passengers at The Hollies Transport Cafe on the A5 at Cannock at 10.00am and final destination is two nights at the Royal Oak Hotel, Betws-y-Coed.



Fine dining in the Stables on Friday evening



Saturday morning in the hotel carpark

During the ride on Saturday we bumped in to these German riders from Wuppertal, on the Nant Gwynant pass, on their way to the Dragon Rally.



I then went to the Caernarfon Airport & the Welsh Air Ambulance Base I was hoping to catch up with my ex-crew member Danny, however he was working in Welshpool today. So I visited the Airworld Aviation museum on the same site. I was really enthralled by the rescue kit display.



Next stop the Anglesey Transport and Agriculture Museum (the largest in Wales) where there a nice Outfit on display. It was then back to Betws-y-Coed via the Llanberis Pass which was an ideal spot to pause and do some DRAGON WATCHING.

Bye for now from this KINGDOM OF DRAGONS on Sunday morning,

Mick Wadsworth



FED tales from the Dragons Mouth

Hi Norton, in response for you and other editors asking for articles for the Outlook I thought this may be of interest to some of the members. I've just finished reading through a book titled The Dragon Motorcycle Rally with a subtitle of 50 YEARS OF THE HISTORIC WELSH DRAGON RALLY. This was a limited first edition in 2011. I purchased this book at the Dragon Rally in 2011 and the author C A Morgan signed it for me. Now I'm ashamed to say this is first time I've actually sat down to read it properly from cover to cover and I was pleasantly surprised to see how much some of the Federation of Sidecar Clubs members were mentioned especially in the early years of the Rally.

The first Dragon Rally was in 1962 but I didn't do my first Dragon Rally until 1967, I think those earlier Dragon Rallies were better although the weather was usually bitter cold plus often snow and ice it was preferable to the last few I did which because of the wet weather the sites just resembled the Somme. Although my first Dragon was probably on my Ariel Arrow (not ideal on the ice) it was amazing to see how many outfits of every description were in attendance mainly British makes with double adult sidecars. I would say that in those early Dragon Rallies at least half of those attending were on outfits and even now sidecar outfits are very much in attendance in fact it makes you wonder where they all come from.

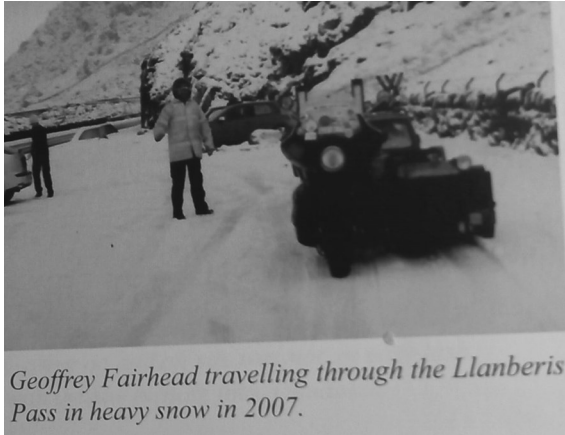
Back to the book, I think it was the 1963 Dragon Rally it mentions Tiny Tanner of the Oxford Sidecar Club presenting Ernst Leverkus the father of the Elephant Rally with a badge on behalf of the Federation of Sidecar Clubs. Some of the names mentioned are new to me and some I knew but have now sadly passed away but not forgotten. Colin Bembridge, one time Fed committee member, who in 1965 when just outside Llangollen at midnight the throttle cable broke on his Ariel square four outfit. Older members will remember that Colin had one disabled arm but in the dark he tied one handed the inner cable to the chinstrap of his helmet operating the momentum of the bike by moving his head up or down.



Ernst Leverkus is presented with a badge by Tiny Tanner on behalf of the Federation of Sidecar Clubs.

Other Fed members get mentioned in the book over the years, mainly for their innovation with their outfits using car engines, home built sidecars etc., Alan Daft on a outfit with a Morris 1000cc car engine and another of his car engined outfits fitted with a BMC 1092cc ridden by his friend Dave Cooper from Hinckley (could that be John Cooper?) also mentioned is Roger Farley with a 600cc Fiat engined and home built sidecar, Roger mentions he is currently building a 850cc Fiat special for more power.

There is a 3 page write up of Federation member Geoffrey Fairhead, his brother David and their friend Chris Hunter attempting to get to the 1985 Dragon on one of the worst weekends of snow for many years and like the vast majority of us that year the conditions beat them. It wasn't for lack of trying, stubbornness, determination or foolhardiness that after 25 and half hours and covering 439 miles with just a 2 hour break the weather had beaten them. At least they got home in one piece, I think they should have got a medal.



I set off on the Saturday on my XS850 Yamaha (against the advice of nearest and dearest) with my teenage son Mark in the Rankin double adult sidecar. It was going to be his first Dragon Rally, it wasn't to be, after about 175miles we were back home defeated. I think the final straw was when I saw Maureen and Alan Daft jumping up and down in road side bus shelter trying to get some feeling back in their feet and hands, not sure if Karen was with them. I think that year only a few hundred made it to the Dragon.

The last year I attended a Dragon was in 2022, it was the 60th Dragon Rally. Altogether I've attended 52 Dragons, the reason I say attended was because for many years now I've just visited the Rally for the day and not camped. Still enjoying the challenge of using my outfit in the wintering condition but then on the Saturday evening retiring to the bar after a nice meal and talking a load of bull with like minded folk. Long may the Dragon Rally continue (thank you Conwy MCC) and if you've never tried it perhaps you should, even if it's to say never again, but you never know you may find yourself repeating that again.

Keep safe everyone,

Michael Kennell

Editor: Thanks for the article and photos Mick. I've done the Dragon twice myself but the weather was mainly wet and windy.

WMSSC 8th February rideout

I was surprised to find out that Aquarius is not a water sign. Apparently, Aquarius, along with Gemini and Libra is an air sign. But Wikipedia is pretty clear; if you are born on the 8th February then you are Aquarius, an air sign.

As I headed out on Sunday 8th February to meet up at the Railway, I wasn't so sure. The air was damp, the road near my house was flooded and we seemed to have had weeks of rain since our last ride in January. It all felt very Aqua as I rode out and did my best to avoid the local flooding.

To say I was heading out with enthusiasm would be more than an overstatement, it would be a bit of a lie! It wasn't just the abundance of Aqua on the roads and threat of further rain that dulled my enthusiasm for leaving the house but our house guest. In the time since we'd planned the ride my wife and eldest daughter had arranged for my Grandson to stay over. Consequently, on Sunday morning I found I was foregoing the opportunity of playtime with my 8-year-old Grandson.

He was quite happy though; my wife had a nice morning lined up for him, so it was Grandad missing out!

By the time I arrived at the Railway I was looking forward to the ride and found Phil was already there, his Himalayan parked up and also ready for the day. We had a brief chat before John rolled up, nearly on time, on his 350 Meteor. It looked like an Enfield club ride out rather than a WMSSC one!



Enfield Owners Club line up

It turned out that John had also experienced a slight reluctance to leave the house. His tardiness though, was due to a little dog that didn't want him to go. I think he'd been with John and Maxine for less than a month(?) by the time John had to leave him for our ride that Sunday.

We had a brief chat covering these important issues before agreeing we'd go via a petrol station. We called in at Fazeley for petrol and headed up through Hopwas. From the bridge over the Thame all we could see, either side of the road between Hopwas and the Fox, was water. However, the flood defences were doing their job and, soon after, we were pottering along the A513 past Comberford and then Elford, making progress at a decent rate of knots for 3 small bikes.

Then progress stopped.

The road was flooded near the turning for Catton, we couldn't get through to Alrewas. I spoke to a bloke who was wading through the water. Apparently, his wife had stranded her car in it the previous evening and he'd returned to recover it. He reckoned we'd got no chance of getting through to Alrewas but, if we must, our best bet was to cut through past Catton to Walton-on-Trent

A quick conference ensued, and we agreed to try it. The water was a good few inches deep and did seem to be moving quite fast as we turned off the A513. However, exciting as it was, we revved our engines and got through with no drama.

We did find the Bridge was closed at Walton and so couldn't cross the Trent until we got to Burton. I led us on an impromptu ride up through Shobnall (checking my mirrors as we passed the Marston's Brewery to make sure I didn't lose anyone) and joined the Ashbourne Road just before Draycott in the Clay at Six roads end.

Our journey from then on to Monyash was uneventful; a quick blast along the A50, continue on the Ashbourne Road and then out towards Buxton before taking a right towards Monyash and our Breakfast stop.

There weren't many bikes outside the Old Smithy but the ones that were there were all muddy off-road looking things.

After the excitement of our river crossing, which we agreed was comparable to Ewan and Charley on the road of bones, we'd all got appetites by the time we finished this leg of our ride. It was just as well, the breakfast at the Old Smithy is designed to keep the NHS cardiology wards full, so we put our names on the waiting list and tucked in.

When we returned to the bikes, we found the off roaders had moved on and more Enfields had turned up. In fact, I think every bike in the line-up was made in Chennai.



Outside the Old Smithy

After breakfast we continued north for a few miles before turning west and then south. We were heading back via Longnor, through Ipstones by which time the rain had found us and, by the time we got to Cheadle, we were properly wet.

Shortly after Cheadle we reached the A50 and this marked the breakup point for our little group as we all headed home to dry off. As my damp kit dried on radiators around the house my wife pointed out that Aquarius, though an air sign, is actually the water carrier.

Tim Reardon

The Primus Rally 2026.....well almost!

On the weekend 7th- 8th February I took the outfit to the Dragon Rally in Wales, as the bike ran perfectly there and back, I decided to have a crack at the Primus Rally in Norway on 20th-22nd February. After a full service and a change to Mitas M+S tyres I left on the Wednesday via a silly o'clock train to Calais.

All went well on the first day and I managed to get between Bremen and Hambourg having crossed France, Belgium and the Netherlands into Germany before finding a motel for the night. The second day I was due to get to Hirtshalls in Denmark for the ferry over to Norway. About a hundred miles short I ran into a snowstorm and visibility dropped to a few feet, so I decided to stop for the night and continue in the morning. I pulled off the motorway at a town called Vejle and found a hotel. Overnight the temperature plunged and when I went to start the bike it seemed the battery was dead. I used the booster pack that I had with me but there was still no life in the starter motor. I stripped down the top of the engine, not easy in a hotel car park covered in snow, and connected the booster directly to the starter, still nothing, so the conclusion was the starter motor was dead.

I called Motorworks in the UK and asked if they had a replacement, they confirmed they had one on the shelf and would ask their shipping department if they could overnight to Denmark. Motorworks called me back with bad news. They could ship to Denmark but as the UK is no longer in the EU, the part would be held up by up to three weeks in customs! At this point I gave in to the inevitable and called the recovery company, who transported the outfit to the local bike shop. The shop was closed for the weekend so I would hear nothing until Monday at the earliest.

The next day I took a three hour train to Copenhagen and a flight to Gatwick where Ted Cheer picked me up and took me home (some say good old Ted, some tell the truth). Back in the UK the garage called and confirmed the starter was dead and what did I want them to do. I had already spoken to the RAC who said as the recovery to home would cross five countries, they would only cover the finance to the value of the bike and the delivery could take months. I told the bike shop to obtain and fit a new starter motor and when it was ready I would go and pick the bike up and ride home.

On Friday 6th March I was told the bike was ready, so on the Monday I flew back to Copenhagen, then got the train to Vejle and then spent the next two days riding home. I'm pleased to say that apart from being very dirty the bike didn't miss a beat. I now have to claim the flight back to Copenhagen from the RAC.

I will take the snow tyres off and hang them up in the garage until next year when I might have another go at the Primus and actually get there!

Pete Walk

When I Used to Drink Tea (*the Generator, Bacon, Giant & Pacifist exercise*)

I avoid motorways whenever possible, they have their uses but can be so boring on a long run.

Coming from the North, riding back home I'd been fortunate with the route. I found myself on a single carriageway with smooth tarmac twisting and winding through green, ever changing countryside. Settling in and taking left hand bends near the crown of the road, and right handers on the nearside I began to search for that holy grail, the perfect ride. The engine was thrumming away reliably and smoothly with a pleasant exhaust note. It was a bitter sweet experience, warm in the sun, cool in the shaded areas. I'd been riding for hours and I was starting to feel chilled, needing a break.

Then, a giant wall of chalk rock face emerged on my nearside. To the right the land dropped away into a massive valley rising up into the distance. Suddenly, in a small lay-by on the right, was a roadside snack van. I quickly made a decision. Glancing ahead, then quickly behind, I pulled across the road,

Not entirely enamoured by the products of such enterprises I approached warily, turned off the ignition and dismounted, looking around me. There was the sound of a small generator at the rear of the van and a lorry parked partly in the lay-by. A particularly inappropriate place to park a large rig I thought.

I walked slowly over toward the van, feeling a little unsteady after hours of riding and the need for nourishment. The lorry driver had climbed out of his rig and was being served his order. He was expounding his simplistic and far right wing political views on the problems of the nation and I was in no mood to become involved in a conflict, he was clearly no pacifist. I felt irritated and uncomfortable. Fortunately he walked away with his brew before I had time to ride off, and I approached the van.

It was absolutely pristine and the round faced middle aged owner was a pleasant chap. It was hard not to notice the spotlessness of the enterprise, all stainless steel and white, absolutely pristine. I commented on it and had a pleasant exchange with the man as he related his story of how he came to be there with his van.

I bought a cup of tea and he told me there was a table and chairs at the back. After walking around a little with the idea of recirculating my blood after hours in the saddle I took a seat.

I had never in my life seen such a immaculately presented snack van. In fact I'd not have believed an enterprise like this could have existed. I enjoyed what I considered a really decent cup of tea, whilst enjoying the scenery, the scale and appearance of which seemed unusual for England with the dominant chalk cliff behind and the massive valley stretching out before me.

Oh yes, and man that bacon roll! I can only say that it was so very good that I find myself writing about it all these years later.

Steve Wood

The totally unfair road-test comparison. Panther Versus Pan



In the red corner we have the Panther M100 (600cc) from 1952 with its Sidecar Watsonian Light Maxtoke Child / Adult from the 1957.

In the blue corner we have Pan European ST1100 from 1992 with its Sidecar another Watsonian an Oxford three/ four seater from 1986. Unbelievably 40 years old next year! This sidecar is I think I am correct the largest modern sidecar well fairly modern :-) era. The only bigger one mass produced is a Canterbury Carmobile made in mid 1950s.

Panther Specs:

Engine 598cc air cooled OHV sloper single, 87mm x 100 bore and stroke,
6.5:1 compression ratio.

23hp @ 5,500rpm

Top speed solo 70mph (claimed) Where I lifted these specs they claimed an even higher speed but I cant really see a solo going this fast!

Weight 386lb (175kg) dry

Fuel Capacity 3.5 gallons with average fuel consumption of 54mpg.

Watsonian Sidecar, Model, Light Maxtoke Child / Adult 1957

Specs: Coachbuilt style. One Wheel : -) Wood and metal. Has roll up canvas full length roof, for passengers to feel the wind in their hair when rolled back.

Made from wood with metal outer coat.

Weight, well this is an educated guess plus some very useful information from "British Sidecars of the Post War Boom 1945 – 1965 by Glen Fallow.

I think with Chassis, plus Sidecar body 200lb.

Honda Pan Specs:

Engine 1084cc, Four-stroke, 90 degree V-four cylinder, DOHC, 4 Valves per cylinder.

Power Output 101.4 hp (74kW) at 7500rpm.

Top Speed 140mph Solo

Weight 655lb 297KG

Fuel Capacity 7.4 gallons, with average fuel consumption of 49mpg. (solo) With sidecar (35 ish)

Watsonian Sidecar, Model, Oxford three/four seater 1986

This sidecar was one of the last if not the last sidecar made with the family man in mind being, for a sidecar its very large. You can sit two adults side by side in the front (Its a very cosy fit!) and two small children in the back.

Starting and Performance

Panther/Maxtoke

From cold well takes bit of getting used to. Following the 15 point procedure laid out in, The complete Panther Heavyweight Manual will help! I would add another helpful well to be fair not very helpful. I usually say to her go on please start you know you want too!! Edited start version main points. Free clutch plates. Turn fuel on. Ticky carb. Put choke on. Retard engine a little. Turn engine over with decompressor lever pulled in. Get engine at top dead centre. Take just over TDC. Kick down in manly manner don't have leg straight at the end of kick in-case it kicks you back braking your leg! Once started sounds great and a feeling of huge achievement floods over you. Give her minute or two to warm up and off you go. Engaging first gear this needs to be done in in purposeful way and its off to go.

According to my young engineering friend Fred who has reset the engine to its proper setting cleaned the carb out etc etc. He road tested her and got to 50mph Crazy young fool! I managed to hide my shock and horror at this outrageous speed. Anyway I usually keep the speed to about 45mph on longish runs the engine seems to me to be happy at bop along at this speed. Overtaking, the Panther slowly gains momentum so overtaking is rare, mostly bicycles and the odd old tractor the new tractors we have around Hereford as well as being huge can maintain 45mph!

Longer trips personally I avoid motorways at all costs. Preferring B roads where we bumble along. This works well mostly, at times some older people want overtake because they like to watch the weird old motorcycle and sidecar bouncing along the road bringing back happy memories of trips too the seaside when they where young in a sidecar.

After first start up will start well first kick well as long as you do the kick right and get the engine just over top dead centre. The owners manual says kick it down in manful way saying that that statement may have come from my old BSA WM20 from the 1940s when politcly correctness had not taken hold.

Not done to many longer trips yet the longest being 40 mile round trip to display the old girl after many hours restoring the sidecar and fixing it on to the Panther which was my first go at doing that job (I thought I should give it a go as id retired from work and thought well how hard can it be?!!) even though Ive ridden outfits for 42 years.

The Panther is well prepared for fitting sidecars on having lugs already fixed onto the frame also in the correct positions. So I successfully got the sidecar attached to the Panther and showed her at Malvern show-ground Kickback show. My efforts after three attempts at getting the plot to go straight took good few months. Then the front fitting cracked so my young engineer friend Fred, he is even though younger than myself does have 15 years experience with vintage vehicles against my big fat zero experience. Fred started again replacing the front fitting "swan neck" with a much stronger custom made fitting the same process with the second front fitting then set too on the sidecar wheel spindle worn out did last 70 plus years so it did well, plus all the bolts where standardised to just one British type. I had used every size of nut and bolt since the industrial revolution!

As most of you know in the club 95% of Panthers M100 / M120s had sidecar fixed on for family transport until cheap cars killed them "boo" When I come to power my first and only law will be a Sidecar must be fitted to a Panther. I did have quick ride on it solo its horrible feels like it going to tip over. Once its carriage was attached all was well. Now I have upset three quarters of the club because I have noticed in Panther rallies photos not enough sidecars, lots of solos. I begrudgingly accept that you could ride without a sidecar, but its so wrong. :-)

Honda Pan/Oxford

Starting from cold. Slightly quicker process with the Honda. Put the choke on. Press the start button. Off she goes sounding quiet but powerful. No 15 point start procedure here! But not the sense of achievement by starting an old motorcycle with a kickstart. Give her minute or two warm up time as per the Panther engine. Pulling away after warm up, pulls away smoothly.

Out on the open road will cruise happily at 50, 60, on Motorway 70 even 80 on less busy dual carriageways. Top Speed 90mph but as Scotty the engineer on the star space enterprise used to say when being chased by the Clingons she breaking up Jim we canny risk more speed. I think you could do 100mph but you'll only do it once.

Mostly when on long trips with my wife in the sidecar I stick to around 55mph. But if needed to get past slow moving lorries, cars, vintage motorcycles. Drop a gear open her up the old Honda powers forward quickly like a rocket, lifting the leading link forks, getting past the aforementioned with ease, some car drivers don't like being overtaken by old sidecars trying to re overtake little bit further up the road.

The leading links make huge difference to the handling and makes an outfit lighter on the handlebars with much less effort to steer getting round corners . All outfits for those not knowledgeable in the black art are steered by pushing them the way you want to go. Once you have more confidence you can use braking to aid direction. Left handers braking pulls an outfit right. Right handers aided by accelerating around the sidecar wheel to go round the right hand corners more smoothly.

Being able to easily travel at A road speed and motorway speeds the Honda eats miles for breakfast. Last couple of years my wife and I have been doing the Islands near GB this year the Isle of Man the week after the TT Races. Ireland was great we rode Dublin to Cork great scenery good roads and friendly people

Style / beauty / Usefulness

Panther/Maxtoke

The Panther M100 is very beautiful looking motorcycle with its ridged rear end and engine leaning into the wind. All the equipment it needs to work as a motorcycle is on display. Carburettors, Mag, fuel tank, engine casing etc. Just looks purposeful.

The sidecar has seating for two, one adult one child up to around 11 years. Has roll top cloth roof for hot sunny days. Sandwich window as the description says for handing the rider a sandwich! The sidecar has quarter spring leaf suspension like the horse carriage era.

Exhaust note is lovely. Once warm you can lower the advance retard lever so the engine sounds like steam engine.

Just the basics needed



Nice free flowing exhaust

Luxury interior



Honda Pan/Oxford

Unlike the Panther the engine is enclosed mostly. You can see the top of the V four engine though the excellent full fairing.. Even what looks like the fuel tank is not the fuel tank the fuel is stored fuel down lower to aid weight distribution. The Pan comes with full fairing, Panniers, Top box. Shaft drive much better than constant chain adjustments.

Being able to travel with the traffic flow is an advantage.

The Oxford sidecar is the last large one made with the family man in mind. Sold as a 3 to 4 seater. To get in the front the canopy hinges forward the rear hinges backwards for access. Both roofs come off for open air biking. Lap belts have been retro fitted back and front. Now the kids are fully grown adults. The rear section is used for luggage and with the panniers and top box you've got loads of space.

Plus if your wife wants to take 40 pairs of shoes. The sidecar has a tow-bar and can pull trailer as well. Some sidecarist pull trailer tent, even seen them pull those small egg shaped caravans.

Conclusion

The Panther / Maxtoke is the best looking.

The Pan / Oxford is the most practical.

So you should buy an old one and new (ish) one for the best of both worlds.

Dave Peake

Honda precision design



Room for the kitchen sink or lots of shoes...



Events 2026

A calendar of Sidecar events for 2026, both national and international. I will 'line out' events that have happened by the issues publication, but leave them in so you can pencil in the calendars for next year.

January

18th — The 2026 Winter Sidecar Meet

Silver Ball Cafe, A10 at Reed, Hertfordshire, SG8 8BD. (situated on the northbound lane of the A10) ~~From 10am.~~
 Contact: Stephen Wood; baldybiker@sjwwood.uk
 phone 07534 456642
 David Greenwood; davidjgreenwood@hotmail.co.uk
 phone 01628 528866

April

17th –19th - Irish SOC, Shepherd's Rest Shindig

At the usual venue of the Shepherd's Rest in the Sperrins, near Draperstown. See Facebook for more details.

24th—26th—Hedingham SOC Spring Sunrise Rally

Tudor Caravan Park, Shepherds Patch, Gloucester, GL2 7BP
 See flyer for more details.

May

1st – 3rd – West Midlands SC, Annual Rally

Island Meadow Caravan Park, Aston Cantlow, Henley in Arden, Warwickshire.B95 6JP
 To help us please email: wmsc122@gmail.com if you intend to come.
 See flyer for more details.

Events 2026.....

May	
14 th - 17 st - 22 nd International Sidecar Rally Brugge	On the grounds of Sint Lodewijks College, Magdalenastraat 30, 8200 Sint Michiels Brugge.
June	
12 th - 14 th - Culm Vale SC, Forest Glade Camping Weekend	Venue: Forest Glade Holiday Park, Broad Rd, Kentisbeare, Cullompton, Devon EX15 2DT See flyer for full details.
19 th - 21 st - Vikings Camping Weekend	CHAIN BRIDGE HONEY FARM HORNCLIFF BERWICK ON TWEED NORTHUMERLAND TD15 2XT Full facilities, honey farm shop/visitors centre, small museum, large collection of old farming equipment plus old vehicles Large club tent for socialising (or shelter) on site Hog roast van Friday and Saturday night Pub 1 mile away, Berwick 3 miles away with shops supermarkets and fuel We will be on site from Wednesday 17th if you want to join us for an extended weekend you are welcome to join us £10 per unit per night Contact Don 07736650310
26 th - 29 th - ADAM Camping Weekend	Het Bosland, Meeneweg 29, 7021 HP Zelhem, NETHERLANDS See flyer for full details.
26 th - 28 th - Hobgoblin Camping Weekend	Netherwood campsite, near Chester. Limited spaces (pre book and pay). See flyer for full details.
July	
10 th - 12 th - London SC, International Rally	Venue is Kenley RAFA Club. Surrey Contact is Ted Cheer:- www.eddiecheer@aol.com or 07746584093 See flyer for full details.
19 th - 2026 Chairmans Run	Summer Meet at The Shuttleworth Collection. The Collection is made up of historic aeroplanes, a small collection of classic British bikes, old cars and farm equipment. There is The Swiss Garden to walk round. An onsite cafe provides snacks and cooked meals. Cost is a discounted £10 per person which allows for return free for the next 30 days. More details to follow.

July	
23 rd – 26 th – Tri-Anglia Wheels SC, The Sidecar Soiree	Petruth Paddocks, Labourham Drove, Cheddar BS27 3FS See flyer for details.
August	
31 st Jul – 2 nd – Phoenix Camping Weekend	Tanpits Cider Farm, West Monkton, Taunton, Somerset, TA2 8BZ. http://www.tanpitsfarmcampsite.co.uk/ good toilets with free showers and wash up facilities. nearest pub with good food 5mins. Price TBC Early camping from Wednesday 29th July and <u>Sorry no caravans</u> Early camping and general enquires contact Chris Rodd Tel 07443568969 or email crodd8@gmail.com
21st – 23rd – 53rd Dalesman Rally	New venue, address provided on booking. See flyer for details.
28 th – 31 st – Federation of SC Annual Rally	Hinckley Rugby Club. Further details to follow.
September	
4 th – 6 th – Culm Vale SC, Watchet Camping Weekend	<u>This event is a pre-book only event. To pre-book contact the organiser by email or Text.</u> Venue: Warren Farm caravan and camping site, Warren Farm, Watchet, Somerset, TA23 0JP See flyer for full details.

Events 2026.....

September	
<p>18th – 20th – Vikings Camping Weekend</p>	<p>MOOR END FARM ACASTER MALBIS YORK YO23 2UG Toilets, showers, Disabled/family wet room, pot wash area, washing machine, microwave and fridge Boat trips to YORK We will be on site from Wednesday 16th so if you would like to join us for a longer stay please do so £10 per unit per night Contact Don 07736650310</p>
October	
<p>1st – 4th – London SC, Autumn Camp</p>	<p>Address: – Cherrywood Scout Campsite. Purfleet, A1306 Arterial Road. Opposite Circus Tavern Nite Club. RM19 1TS Amenities. Camping in wooded glade, Showers, Toilets, Washup area, Power supply to charge electronics. & Bonfire (which you make) Please note we have added an extra day (Thursday) No awards, no raffle, Bring own food, drink, and sense of humour. If you arrive in a car, it won't be allowed to stay on the glade as ground is soft. There is a hard standing area to park cars, RVs and Caravans etc. Contact Ted Cheer. eddiecheer@aol.com or 07746584093 Sat Nav N51.29.185 E0.14.816</p>
November	
<p>13th –15th— Hedingham SOC Winter Warmer Rally</p>	<p>TBC</p>



SOUTH YORKSHIRE SIDECAR CLUB



John Askham Memorial Rally



Friday 3rd April to Monday 6th April 2026

Once again at Bamford in the heart of the Peak District providing endless opportunities to explore this wonderful area.

A notable occasion to recall and remember the late John Askham

Directions to Bamford with Thornhill Recreation Ground

On the A6013 at the bottom end of Bamford village near the railway station.

The entrance will be well signposted.

A Bargain £10 per unit per night

No on site catering, but local catering and shopping opportunities

Children's play area

You are guaranteed a great SYSC welcome

All donations to the Raffle greatly appreciated

Contact information

Chris Wilson - 07979 527635

Hedingham Sidecar Owners Club "Spring
Sunrise" Rally - Slimbridge



24th - 26th April 2026

Location - Tudor Caravan Park, Shepherds Patch, Gloucester, GL2
7BP Tel 01453 890483

The Hedingham Club would like to welcome you to -

A traditional rally with HSOC club tent set up for making hot
drinks and gathering

Full shower/toilet facilities on the campsite

The site is located next to the Sharpness Canal with plenty of walks nearby

Canine or feline sidecar companions are welcome, on leads at all times. Certain areas of the
adjacent pub are dog friendly

No open fires on the campsite

Saturday morning ride-out to Alan Robertson's Three Wheeler Day at CTL Motor Company in
Cirencester

Saturday evening we will have use of the Tudor Arms Skittle Alley and adjoining room for a
skittles competition, raffle, and rally awards

The Tudor Arms pub is located at the campsite entrance, with restaurant and accommodation
available. The pub gets busy with diners, so booking tables to eat is strongly recommended

Campervans/caravans need to book directly (in advance ideally) with Tudor Caravan Park. Please
mention "Hedingham Sidecar Owners Club Spring Sunrise Rally" for 20% rally discount

TENT CAMPING fees will be collected by the Hedingham heavies in CASH only please!

Small tents £11.00 per night

Larger tents (those you can stand up in) £18.00 per night

Rooms are also available at the Tudor Arms Tel 01453 890306

Rally fee - in addition to the tent & campervan/caravan fees (which are at the club's discounted
cost prices) HSOC will collect £1.00 in CASH per person, per day "Rally" fee to cover the club tent
electricity, gas, tea, coffee, milk etc. This applies to all our rally visitors over the age of sixteen,
whether camping, caravan/campervan, staying in the pub or day visitors

Rally organiser - Steve 07757386419, chairman@hedinghamclub.co.uk



SIDECAR, TRIKE AND THREE WHEELER DAY

Saturday 25th April 2026

11.00am - 3.00pm

CTL Motor Company -

Motorcycles & Cafe

Cherry Tree Lane

Cirencester GL7 5DT

Hosted by:-

Alan & Liz Robertson

of the Hedingham Sidecar Owners Club

with invitations to:-

The Federation of Sidecar Clubs

Snacks, light lunches & hot food available
Dedicated parking set aside for participants
Display of racing sidecars

Contact :- Alan Robertson 07875 563 285
for more information

**WEST MIDLAND SIDECAR
CLUB**



11th SIDECAR WEEKEND 2026

1st MAY to 3rd MAY

**Island Meadow Caravan Park,
Aston Cantlow,**

Nr. Henley in Arden, Warwickshire. B95 6JP

**£12 each per night Under 19 Free
£5 each ' Weekend non-camper pass'
"FREE" Buffet Sat Night**

PLUS RALLY STICKER (First 40)

Good Campsite Facilities

Plus Well Stocked Shop

Run out Sat. Pub 10 mins walk

E mail – wmcc@gmail.com

Contact Site for Camper Vans etc.

Extra nights available. Tel: 01789 488273

PLEASE NOTE : TENTS ONLY ON CAMPFIELD



INVITATION

Dear sidecarrist,

We organize from 26 till 29 of June 2026
The

The ADAM camping weekend

CAMPSITE WILL BE OPEN FROM THURSTDAY 26 TILL 29 JUNE

Camping "Het bosland" Zelhem (www.hetbosland.nl)
Meeneweg 29
7021 HP Zelhem

We offer:

1. A good campsite
2. Possibility for a Bon fire
3. Good sanitary facility's
4. Possibility to BBQ
5. The use of a fridge and a freezer
6. Coffee and tea available all weekend

You take care of:

1. Your own drinks
2. Your own food
3. Your own meat
4. Your good mood
5. Your own coffee or tea mug

The fee is €13,00 per person a night, children till 10 years of age free.
Your visit is at your own risk and the campingweekend starts on Friday 12.00 pm.

More information call or e-mail:
T. Raaymakers
0031-623310030
ziispanclub.adam@gmail.com



The Hobgoblin Sidecar Club invites you to the

Hobgoblin Camping Weekend

26 June to 28 June 2026

Netherwood campsite – Near Chester

Campsite for our exclusive use. Flat grass, clean showers, toilets etc. Direct access to tow path walk to Chester, 2.5 miles

3 pubs within a few minutes walk

Free tea and real coffee all weekend

Dog and child friendly

This weekend is **pre book and pay only**. £42 per tent for the two nights. We can have 29 tents only – book now to avoid disappointment! When they are gone they are gone! Anyone who arrives without prebooking and paying **will not** be able to stay. Camping before and after can be arranged directly with the site – but confirm your booking with us first.

Contact Dave / Carolyn on 07478 701 575

Email dclevene@live.co.uk

Bikes, sidecars and 3 wheelers only – sorry no cars, campervans or caravans

12th, 13th and 14th June 2026

Culm Vale Sidecar Clubs Forest Glade Camping Weekend

Venue: Forest Glade Holiday Park, Broad Rd, Kentisbeare, Cullompton, Devon EX15 2DT

Facilities: Large Flat Field, Toilets & Showers, Laundry & Dishwashing Facilities, Shop and pre ordered Take Away Food, Swimming pool, Sauna, Tennis courts, Games room, Children's play areas and forest walks. Camping either side of the weekend available early arrivals please check in with reception.

Cost: TBA

Other types of accommodation available, check out the Forest Glade website and mention the rally if booking.

For more information:

Contact Keith Aldridge, tel 01884 841165, email kandj06@live.co.uk This event is a pre-book only event. To pre-book contact the organiser by email or Text.



4th, 5th and 6th September 2026

Culm Vale Sidecar Club's Watchet camping weekend.

Venue: Warren Farm caravan and camping site, Warren Farm, Watchet, Somerset, TA23 0JP

Facilities: Toilets showers, dishwashing and clothes washing. In Watchet there are shops, pubs, cafes, take away food outlets, a cashpoint and a steam railway station. On Saturday there will be a "bangers and burgers" BBQ with a drink of cider followed by a raffle. Camping before and after the weekend may be possible, this has to be pre-booked with the organisers.

Directions: At Williton stay on the A39 until Carhampton take the B3191 to Blue Anchor, drive along the sea front and up the hill and Warren Farm campsite is on the left in about a mile.

Cost: TBA

For more information

Contact, Keith Aldridge, tel 01884 841165, text 07974622636, Email kandj06@live.co.uk



London Sidecar Club International Rally 2026

Rally date 10th to 12th July 2026.

Venue is RAFA Portcullis Club Kenley Airfield,
Victor Beamish Avenue. Surrey.

When you set your Sat Nav: - USE "VICTOR
BEAMISH AVENUE"

GPS Lat/Long: 51.301827 , -0.090325

Don't use post code. This will take you to the wrong side of the aerodrome.
From the end of Victor Beamish Ave. take dog leg to left, past the parked cars on
your right, continue to the end then sharp right, continues down 100yards to
union jack flagpole. Then onto rally site.

NOTE: - This site is **Not** in the ULEZ zone

Facilities. Good well stocked bar, Chuck wagon, Free Tea & Coffee all weekend.

Kids can toast marshmallows after the silly games

USB charging available all weekend For those persons full of silliness' there is a
theme of "Heroes" for Saturday Night, a chance to dress up as your favourite
Hero.

Silly Games, Raffle, Usual awards.



Cost is £10 per person per night. NO charge for children.

Contact is Ted Cheer: - www.eddiecheer@aol.com or 07746584093

The Sidecar Soiree 2026

Thursday 23rd to Sunday 26th July at

Petruth Paddocks, Labourham Drove,

Cheddar BS27 3FS

*the site is signposted off the A371 Cheddar
to Wells Road.*



What three words: generally·pitching·distilled

The Sidecar Soiree is back at Cheddar for a 2nd year with your Tri-Anglia Wheels Team at the helm. Yes, the famous Sidecar Soiree Grand Prix will be on the Saturday evening.

There will be a quiz night and hopefully more.

Flat level site with loads of room and separate field for us to use.

Club marquee with free tea and coffee.

Play area for the children. Site shop. Great food shack serving food in the evening and breakfast rolls in the morning. Dog friendly site.

Tap room, Shops, Pubs and Takeaways within walking distance.

Cost: £13 for a single person with tent per night. £17 for a tent with two or more people per night. Campervans/ Caravans add £2 to the tent per night cost.

Want to stop on, no problem, let us know when you book in. (Note; we can't guarantee an electric hook up). You don't have to pre-book but if you are planning to attend, please could you let us know as it would be helpful and assist us

Do not book in at reception,
please book in at the club marquee.

The Tri-Anglia Wheels Sidecar Club Sail Banners will be up
so you should be able to find us.

Contact Lesley, lesleyaves@aol.com tel: 07484 336630 Contact
arriving and during rally, Martyn 07398 600285

Dean Valley MCC

Cordially invite you to the

53rd Dalesman Rally

To be held **AT A NEW VENUE** In the Yorkshire Dales on the
21st to 23rd August 2026

**Bikes, Trikes and Outfits only. Sorry No Dogs, fires or BBQ's allowed at
land owners request. Rooms available on request (pls call)**

£25 per ticket - Band / Pub / Raffle / Toilets / Camping

CLUB BOOKINGS please list names overleaf (for insurance purposes)

PLEASE USE BLOCK CAPITALS

Name _____

Address _____

Post Code _____ EmailAddress _____

Club _____ Contact phone number _____

How many tickets _____

Attendees at the Dalesman Rally do so entirely at their own risk. The Dean Valley MCC and its officers accepts no liability for any injury, loss or damage incurred to you or your property through attendance at the rally. (Data Protection) Please select option that we **MAY** **MAY NOT** keep your information to be stored by us for future rallies (tick option).

Please make ALL cheques payable to DEAN VALLEY Motorcycle Club

(Please make sure the cheque has the FULL CLUB

NAME and not abbreviated, if not the bank will NOT accept your cheque)

Please enclose a STAMPED & SELF ADDRESSED ENVELOPE

**PLEASE NOTE, if you wish to pay by bank transfer please contact LEN
either via email at mccdeanvalley@gmail.com for a reference number and
bank details or call Len on the number below. Send to:**

Dean Valley MCC
16 Bloomsbury Gardens
Mansfield
Nottinghamshire
NG18 4XY

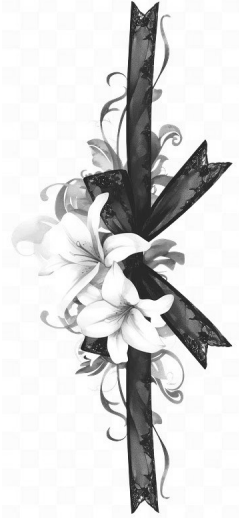
or call Len on 07831778083



Joyce Miller 15/3/37 23/2/26

Joyce was a very independent lady, some might say formidable. She along with a couple of friends founded the Culm Vale Sidecar Club which she ran with Barry for many years, organising 3 rallies a year and arranging Club stands at shows all around the country to promote sidecarring.

She was the author, under her maiden name of Jo Axon, of two books on sidecars. "Our Sidecars" which she wrote, published and distributed and "Sidecars" which was published by Shire publications as a Shire Album. She has also had articles printed in the Old Bike Mart. Joyce served on the FOOSC committee as the editor of Outlook and was also an artist. We are very pleased to have one of her watercolours.

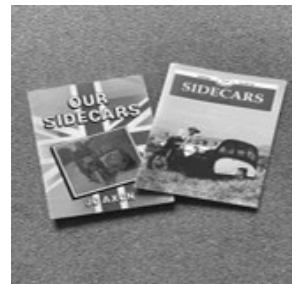


Joyce has owned several outfits. Robert recounted that once, on Exmoor, one of her bikes broke down and stopped and the smoke was coming out of the ends of the handlebars! I bought my first outfit from Robert, a 350cc Jawa/Velorex, she later told me that she was a little nervous when I joined the club because she wasn't sure how long the bike would keep going, but I used it for quite a while as daily transport and it was a great little bike.

Most people will associate Joyce with her 850 Guzzi California and PMB sidecar which she later replaced with a fairground dodgem car that she purchased and fitted as a sidecar. Joyce liked to live in quite remote places but eventually had to move into a council bungalow, which she wasn't happy about but it did make it easier for Robert to help her and take care of her.



She was suffering from dementia and had had a couple of falls when it was decided she needed full time care. She contracted a respiratory virus, while in care waiting for a permanent place in a local care home, and passed away after a short spell in hospital. As always our thoughts are with Barry, Robert and Toby and all the family and friends she has left behind.



Keith Aldridge. CVSC

Sales Showroom Rules:

- All adverts will only be kept in the magazine for two issues unless the editor is contacted to say otherwise.
- Only 1 photo per item.
- Please keep descriptions brief but include price, location, colour (as we are printing in B&W) and contact details for further information.

Parts & Accessories

New Replacement Screens - RX4 & RX5

Chairs. (0126)

Available in both clear & tinted versions.
Orders now being taken.

Contact: Len Tempest on 07831 778083

Screen for Monza sidecar (0126)

Broken but considered repairable. **Free** to collector. **Location:** Denbeigh near St Asaph close to Dragon rally.

Contact: Glynn 01745 814242.

Kawasaki Zephyr 1100 A1 1992/93 (0126)

Parts, accessories, full fairing.

Contact: Trevor, 01709 719147

BMW R100 15x125 complete wheels x2 (0126)

One rear and one front. Akront rims. Fair condition. **Price:** £50 the pair

Contact: Bill Law, 07543054885

Sidecar fittings (0126)

I have a quantity of sidecar fittings, rusty but sound. If one of your members wants them they can pick them up **free** of charge.

Location: near Leicester.

Contact: David Sykes,
01162876119/07791906123.

Sidecars

Watsonian sidecar chassis early 1960s (0126)

Very good condition, almost fully enclosed mudguard and mini wheel. Offered **FREE** to anyone who wants to collect it. A shame to see it go for scrap. **Contact:** Bill 02086 786253 Isle of Wight.

Wanted

Sidecar wanted, 1950s. I don't mind if it needs a bit of work. (0126)

Contact: Justin 07773 459253,
justinriggs@btinternet.com

Screen supports (rear pair) for Watsonian Monaco sidecar. (0126)

Contact: Robin Stevens 07826 317694,
robinstevens44@hotmail.com

15" wheels for a 1994 BMW K1100LT, car tyre compatible. (0126)

Contact: Keith on 07768 077761.

Front chrome motif (badge) and hood (with or without frame), for pre-Watsonian steel-bodied Swallow Jet 80 (0126)

Contact: Hugh Phillips 07917 551887,
hughphillips@btinternet.com

Leading Link Forks to fit 1981 Honda Goldwing 1100. Will collect. Reasonable price paid. (0126)

Contact: Roger 07710 788392

Watsonian Palma Sidecar (0126)

Came off AJS & Matchless with all fittings, (duplex frame AJS).

Tow bar & sidecar brake (small wheel)

Price: £850 ONO

Contact: Ken @ 07548639806.



Watsonian Palma sidecar (0226)

Chassis reinforced, tubes supplied by Watsonian Sidecars, to allow use of more powerful modern motorcycle. Also alloy hub adapter fitted, supplied by PCD, Barnsley to enable fitment of Mini wheel, supplied. Original wheel included. All perspex intact. other photos available.

Located: South Lanarkshire, Scotland **Price:** £500

Contact: Mick @ m.lynych931@btinternet.com



Watsonian GP Sports sidecar (0226)

Complete with hood, braked sidecar wheel, steering damper, dipping head light, fittings for Triumph.

Location: Surrey

Price: £1500.00.

Contact: Bob @ 07840924229 (Evening only)



Green Swallow Jet 80 sidecar for sale (0126)

Recently restored and comes with the attachments for a Sunbeam S7.

Contact: Simon Steggall @ 07770 847936

TR500 refurbished (0126)

Converted from right to left side

Price: £950.

Contact: Alf @ tindallalf@gmail.com; 07368607180





BMW R60 (1956)/Steib 500 sicecar (0126)

In perfect condition, English attached, 3 new tyres. Will be available to view at the Sietekaristen in Brugge.

Price: €15500 (£13000) ONO

Contact: Johan PUYPE @ johan@puype-banden.be

Moto Guzzi 950T3 1975 & Watsonian Oxford (0126)

88000 miles (60000 with current owner), sidecar fitted by Charnwood Classic restoration. Handles beautifully. Sidecar disc brake linked to bike front brake. MOT/Tax exempt. Starts and runs well. Frame powder coated, recently recovered seat. Leading link forks, uprated springs & dampers, self adjusting timing chain, 36mm carbs, K&Ns, O&S Stainless 2-1 sidecar exhaust, Lucas Rita ignition. Saprisa charging, Odyssey gel battery, Avon SM IIs. on Cast wheels. Mounts for 5 Givi monokey boxes, easily took whole family camping. Kids have grown up, and grandson cried when he sat on, so time to pass it on to another family to enjoy.

Price: £5500; **Loc:** Bristol; **Cont:** Martin Johnson, 07707832752, mjoinson850@gmail.com



BSA M21 (1954)/Watsonian sidecar chassis (1952) (0126)

Beautifully restored. Loss of promised garaging and possible osteoarthritis forces sale!

Price: £7,500

Contact: Austin Winstanley @ 01434 633751 or 07968 662867, austin@austinwinstanley.com.

BSA A10 (1959)/Bender Sidecar (0226)

This was renovated between 2016 and 2018. The overall cost of the rebuild and engine parts was £10,000. I have all the receipts.

Price: £7000

Contact: David Timmis @ 07919 278084



Honda Deauville NT 700 VA-7 (2007) /Charnwood Sport (0126)

32,416 miles. MOT Oct.2023, 6 months tax.

Price: £3,500

Location: Long Eaton, Nottingham

Contact: Steve Holbrook @ 01159 724873

Sales Showroom.....Complete outfits, sidecars & solo motorcycles

Motorcycle Funerals have two outfits for sale which were used by the late Reverend Paul Sinclair for charity work.

A yellow taxi schemed Honda Fire Blade (1999) and a black Suzuki Hayabusa (2003), both with Merlin chassis sidecars colour matched. For further details or to make an offer, **contact** Marian Sinclair on 01530 515250



Triumph Bonneville 865cc / Watsonian GP Manx (0126)

Immaculate outfit and extremely low mileage. Full MOT and running superbly.

Price: £7950

Contact: Duncan @ simpsonduncan66@gmail.com

BMW R100 (1983) / Palma Sidecar (0126)

Historic vehicle tax, leading link forks, standard wire wheels, new starter, replaced diode board. Spare parts to go back to solo. Spare loom, solo bevel drive box. Spare cast rear wheel. Spare spoked 15" front wheel. Genuine reason for sale, giving them up.

Price: £2995; **Location:** Fife, Scotland;

Contact: Harry @ 07979983957



BMW R60/2 (1964)/Steib sidecar. (0126)

Price: £13,500

Location: Uxbridge, Middlesex.

Contact: Dave Knight @ dthomas409@hotmail.com; 07798 866071

2012 Triumph T100 Bonneville / Watsonian (0126)

110 years anniversary limited edition no.594. Bought new by me. 8000 miles only. Immac condition, serviced by my garage-owning m/c mechanic friend. S/car with Hagen shock, chrome wheel, all made and fitted up including chassis by Watsonian Sidecars. Very reluctant sale

Price: £9,999. **Contact:** Kenneth @ 07895382424.





2015 Triumph Bonneville/Watsonian RX4 SE,2016 (0226)
21000 miles, recent chain & sprockets. put together by Dave Angel, six connections, huge boot, child adult side by side, Good tyres, Rides beautifully, Health problems force sale,
Price: £6000
Contact: Kim Hicks @ 07789260740

1994 Triumph Trophy 1200/Hedingham S/S sidecar (0226)

Built by me in 2003, age related chips etc, colour matched (Yellow), lots of stainless parts, USB & 12v supply in sidecar, Garmin Zumo holder / phone holder, sidecar brake, tow ball. 32000 miles, Carbs serviced, under 1000 miles since oil & filter, will have new MOT when sold. Excel spreadsheet of history, work done etc. Some spares. Just not being used enough anymore.

Price: £6000; **Contact:** Harry Humphrey @ harry.welding@gmail.com



Moto Guzzi V7 Stone (0126)

Year 2012, White, 37,296 miles, on sorn.

Price: £3250

Contact: Keith 07768 077761.

Jawa 350 ohc (397cc) single (Silver) (0226)

2018 (68 plate), 9,700 miles,

Mot 30/9/26.

Factory carrier & racks, Givi panniers.

Very good condition. £2,650 ovno.

01724 733966, North Lincolnshire.



2021 Moto Guzzi V7 special 850cc (Blue) (0226)

10,000 miles, looks like new, not used this winter [garaged] Rack, top box crash bars, windscreen

Price: £5000 ONO

Contact: Kim Hicks @ 07789260740

Vintage sidecar bumper bar with plaques (0126)

From the 1940's to 60's, Bradford Central Sidecar Club. Gemma Cowley found it while going through her late grandfathers house. Any monies raised from such sales will be donated to the British Heart Foundation.

Please contact editor or membership secretary if interested.



WASP leading link forks (0226)

For a Hinkley Bonnie with a single caliper front brake, was £3600 new.

Price: £900 ONO

Contact: Kim Hicks @ 07789260740

50s/60s Sidecar fittings (0226)

The steering damper is new and the fittings are mostly Watsonian etc. I can post at cost if required. Hope this can help another chairman!

Price: £150

Contact: Dell Statham @ 01502725364



1960's Watsonian? Sidecar (0226)

Reasonable condition, body, chassis and wheel all there. Lots of fittings (mainly to a Comet).

Price: Free; **Location:** Brighton

Contact: Steve Winnard @ 01273 324793

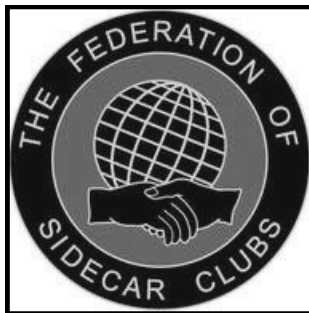
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Tel: 07765836190. email: chair@sidecars.org.uk

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662867. email: secretary@sidecars.org.uk

Treasurer: Mike Buyers. 12 Chirton Hill Drive, N Shields, Northumberland, NE29 8BH.

Email: mikebuyers@msn.com

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