



2019

RANGE OVERVIEW

TF Watson produced his first sidecar in 1912 and Watsonian, the company he founded, has been hand-building sidecars in the Heart of England ever since.

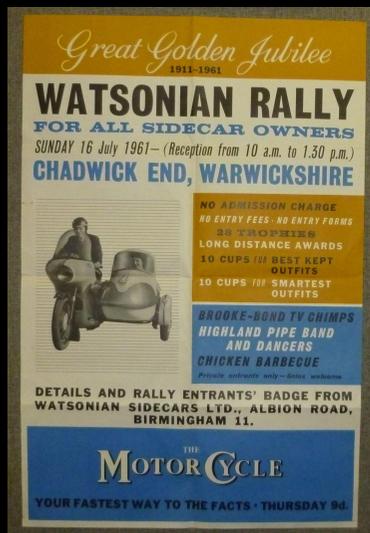
T.F. Watson, a Birmingham builder, designed a folding sidecar that could be wheeled through the narrow alleys between terraced houses and established the Watsonian Folding Sidecar Co in 1912.

His company flourished, building sidecar ambulances during the Great War and models for leisure and commercial use when peace returned. Following a devastating fire in 1930, the factory relocated to the Greet district of Birmingham and, as the economy recovered from the Great Depression, Watsonian introduced luxury touring models and sports sidecars.

During the motorcycling boom of the 1950s production reached 200 units per week and Watsonian won every sidecar world championship 1949-'53, paired with Norton motorcycles. However, as wages increased in the early 1960s and small cars, like the Mini, became affordable, sidecars fell out of fashion. By 1965 they accounted for just 20% of output and the majority of Watsonian's production had switched to automotive bodywork.

In 1973 Squire entered the market with a radical new sports sidecar, designed for the latest generation of high performance Japanese superbikes, creating interest from a new breed of riders. Shortly after Watsonian's 75th anniversary, the two companies merged and concentrated on sidecar manufacturing again, from a factory in the North Cotswolds.

Appearances on film and television - including Harry Potter and the Deathly Hallows and Britain's Got Talent - have helped to keep sidecars in the public eye. The retro revival has also stimulated interest in sidecars from a younger audience and Watsonian responded by reviving classic models, like the Meteor.



At Watsonian we build a wide variety of sidecars and produce fitting kits for many modern and classic machines. Popular designs include the lightweight Meteor, traditional Grand Prix, compact GP Manx, spacious GP700 and the Monza sports touring model. Recent introductions include the Flight, styled for modern motorcycles, and Zanzara, for scooters.

Bodywork is moulded from high quality glass fibre - available in a choice of gelcoat colour finishes - and we also offer the option to have the sidecar professionally colour-matched to the bike. All our chassis are manufactured in-house from 1.5" tubular steel, fully welded and powder coated for an attractive and long-lasting finish.

Most sidecars are attached to the motorcycle by four arms, although some machines require an additional sub-frame, particularly scooters and bikes on which the engine is a stressed member.

Attaching a sidecar to a motorcycle or scooter is a skilled job, with careful consideration of load paths and triangulation, so factory-fitting is recommended. Home-fit is possible, but should only be undertaken by technically competent individuals who have experience with sidecars. Beware of advice from armchair 'experts' and 'engineers'.

Driving a sidecar outfit is very different to riding a solo motorcycle and our experienced team are happy to offer you advice, guidance and support when you collect your new outfit.





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