

# Watsonian

SIDECARS • SINCE 1912



*Range overview*



# Watsonian

SIDECARS • SINCE 1912



## Prescott

Based on a design dating back to 1946, the original sidecar bodies were built using a batch of RAF Mosquito bomber reserve fuel tanks, which Watsonian bought from the Air Ministry at the end of the Second World War. Named after the famous Cotswold hillclimb track, the current Prescott sidecar is produced from fibreglass, using a mould taken from one of the original plywood body shells. It sits on a tubular steel chassis, which is powder-coated for a long-lasting finish. Suspension is provided by a hydraulic unit and the classic 16" wheel has stainless spokes with a machined Watsonian hub. A fold-down screen is mounted on a cast aluminium bar in front of the cockpit and the seat tilts forward to provide access to storage space behind.

**Overall length** 2100mm (83")  
**Overall width** 900mm (35")  
**Leg room** 1120mm (44")  
**Cockpit width** 390mm (15")  
**Weight (approx)** 70 kg



**Overall length** 1600mm (63")  
**Overall width** 900mm (35")  
**Leg room** 1100 (43")  
**Cockpit width** 420mm (16")  
**Boot capacity** 450 x 500 x 310mm  
 (18" x 20" x 12")  
**Weight (approx)** 65 kg

## International

Inspired by our trials sidecar of 1950, the Watsonian International is the perfect partner for the modern breed of smaller-capacity adventure bikes. First seen in 1938, with a lightweight all-aluminium body, production of the original International was interrupted by the Second World War and it was not available to the public until 1950, when it was entered in the International Six Days Trial at Llandrindod Wells. The Watsonian management team of Ron Watson and Cliff Bennett also competed regularly on an International outfit in trials events in the early Fifties, as part of a campaign to promote a sportier image for sidecars. Designed primarily for road use, the new version of the International has a fibreglass body, for ease of maintenance and durability, and matching mudguard, fitted with indicator and tail light. Beneath the bench seat is a generous-size locker, where luggage can be carried. It is mounted on our proven platform chassis, which is made from tubular steel and is powder-coated for durability. Hydraulic suspension ensures a smooth and stable ride and the 16" wheel with stainless spokes completes its classic look.

# Monza

Described as a "well sprung low good looking comfortable sidecar" when introduced in 1962, the Monza quickly established itself as a firm favourite and has proved to be one of Watsonian's most enduring designs. Manufactured from fibreglass, with a black or white gelcoat finish as standard, it sits in a steel perimeter frame, which is powder coated for a quality finish that lasts. A large Lexan wrap-around screen shields the passenger from the elements and hydraulic suspension smooths out any bumps on the road. Access to the generous boot is obtained by tilting the vinyl-covered seat forwards. Wheels are available in a choice of 16" rim with stainless steel spokes or 10" cast alloy. The Monza is supplied with a tonneau cover and there is the option to add an all-weather hood.

**Overall length** 2160mm (85")

**Overall width** 800mm (32")

**Leg room** 1346mm (53")

**Cockpit width** 457mm (18")

**Boot capacity** 580 x 400 x 400mm  
(23" x 16" x 16")

**Weight** (approx) 90 kg







# Grand Prix

Originally introduced in 1966, the single seater Grand Prix retains the octagonal nose shape first seen on the Watsonian Sports sidecar of 1930, giving it a timeless appearance. The body is made from fibreglass with a polished gelcoat finish in black or white, and many other colour options are available on request. Traditional detailing features throughout - polished aluminium beading is fitted to the nose, plus cast luggage rails on the boot lid and a cast aluminium footplate. The passenger travels in comfort, seated on a plush upholstered bucket seat, protected from the elements by a generous Lexan screen and cushioned from the road by hydraulic suspension. The distinctive perimeter chassis is made from 1.5" tubular steel that is black powder-coated for durability. Iron lugs for body and suspension mountings ensure a strong and stable fit, while the polished stainless steel front chassis rail adds a touch of class. Customers can choose between a 16" wheel with stainless steel spokes or 10" cast aluminium design, with matching mudguards. Front & rear indicators, stop lamp and rear reflector come as standard, and a tonneau cover is included too, with the option to add an all-weather hood as an extra.

**Overall length** 2160mm (85")

**Overall width** 800mm (32")

**Leg room** 1346mm (53")

**Cockpit width** 457mm (18")

**Boot capacity** 580 x 400 x 400 mm  
(23" x 16" x 16")

**Weight (approx)** 90 kg



# GP700

The GP700 is the wide-bodied version of the popular Grand Prix, with a generous bench seat capable of carrying an adult and small child or two children. The largest sidecar in our range, the GP700 can be fitted to a variety of larger capacity motorcycles. Its classically styled octagonal nose with aluminium beading and stainless steel front chassis sections give the GP700 tremendous presence on the road and it always attracts an admiring crowd when parked. The bench seat has a width of 640mm (25") at hip height and there is bags of room for luggage in the lockable boot, so you can tour in comfort. The sturdy tubular steel perimeter frame is powder coated to keep it looking good and hydraulic suspension ensures a smooth ride. Wheels come in a choice of classic 16" stainless spoked or contemporary 10" cast aluminium type, each with matching mudguards. Available in white or black gelcoat as standard, with other colour options on request, the GP700 is supplied with a tonneau cover, indicators and stop lamp. There is the option to add an all-weather hood.

**Overall length** 2160mm (85")  
**Overall width** 1010mm (40")  
**Leg room** 1346mm (53")  
**Cockpit width** 640mm (25")  
**Boot capacity** 760 x 610 x 400mm  
(30" x 24" x 16")  
**Weight (approx)** 100kg



# Watsonian

SIDECARS • SINCE 1912

# GP Manx



The GP Manx has a shortened chassis, making it lighter and more compact than the Grand Prix - ideal for a sporting combination or smaller capacity motorcycles/scooters. There's plenty of legroom inside the cockpit and, if you need to carry luggage, simply tilt the seat forward for access to the boot. Like the other Grand Prix models, it has a fibreglass body that sits in a tubular steel perimeter frame, with a black powder coating to keep it looking good. Suspension is hydraulic and either 16" spoked or 10" cast aluminium wheels can be specified. The vinyl-covered seat has a hinged back, which tilts forward to allow access to the luggage space behind. A tonneau cover is included in the price and an all-weather hood is available as an optional extra.

**Overall length** 1800mm (71")  
**Overall width** 800mm (32")  
**Leg room** 1346mm (53")  
**Cockpit width** 450mm (18")  
**Boot capacity** 370 x 400 x 400mm  
(15" x 16" x 16")  
**Weight (approx)** 85 kg



# Watsonian

SIDECARS • SINCE 1912



## Platform sidecar chassis

The Watsonian Platform Chassis is a very versatile base that can be used to carry all manner of loads, from a box to a bicycle, or even a motorcycle! It is also possible to mount a sidecar body on the chassis, using a simple 4-point attachment system, when you need to carry a passenger, then convert it back to a luggage platform, to suit your changing needs. It sits on a powder-coated tubular steel frame, with hydraulic suspension, and a 16" classic wheel, made with stainless spokes and a machined Watsonian hub. The Platform Chassis is supplied with a GRP mudguard, lights, indicators and wiring as standard, and a chequer plate base, for carrying loads. A range of optional extras are available, including a bicycle rack, tradesman's box and sidecar body. Please contact us to discuss your requirements or for a quote.

**Overall length** 1020mm (40")  
**Overall width** 900mm (35")  
**Platform size** 1020 x 450mm (40" x 18")  
**Weight (approx)** 45 kg

*NOTE The Platform Chassis is designed to carry loads. If running unladen, 25kg ballast should be carried at all times.*

## Scooter sidecar

Watsonian started making scooter sidecars in the 1950s and currently offer fitting kits to suit the classic Vespa PX range, as well as popular modern retro scooters. The sidecar body sits on a platform chassis, which is made from tubular steel with a powder-coating, so it stays strong and looking good. Hydraulic suspension comes as standard and customers can choose between the GP Manx and Prescott sidecar bodies. Both are made from fibreglass, with a gelcoat finish, but offer very distinctive appearances. Fitted with a neat 12" cast aluminium wheel and Watsonian Classic mudguard, it really looks the part. A tonneau cover is included and there is an option to fit an all-weather hood. Dimensions are for GP Manx body shell.



**Overall length** 1750mm (69")  
**Overall width** 800mm (32")  
**Leg room** 1346mm (53")  
**Cockpit width** 450mm (18")  
**Boot capacity** 370 x 400 x 400mm  
(15" x 16" x 16")  
**Weight (approx)** 70 kg



# Our story...

In 1912 T F Watson, a Birmingham builder, patented a design for a folding sidecar that could be wheeled through through the narrow alleys between terraced houses, and established a company to make them. When war broke out in 1914, Watsonian was kept busy building sidecar ambulances and once peace returned, new models for leisure, sport and tradesmen were produced. Disaster struck in 1930, when a spark from a passing train started a fire that burnt down the factory. Undeterred, Watsonian relocated to larger premises in Birmingham's Greet district, and, as the economy recovered from the Great Depression, Watsonian introduced an exciting forward-looking range of sidecars. From 1939-'45 plans were put on hold, with production given over to war work, but demand for affordable family transport in the austere post-war period sparked a sidecar boom. Watsonian was also developing revolutionary sports sidecars, winning every

sidecar world championship from 1949-'53, paired with Norton motorcycles. During the 1950s production peaked at 200 units per week, but as wages increased, and small cars, like the Mini, became affordable, sidecars fell out of fashion. By 1965 they accounted for just 20% of Watsonian's output, with the majority of production 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, creating the UK's largest manufacturer.. Appearances on film and television – including *Harry Potter and the Deathly Hallows* – have helped to keep sidecars in the public eye. The retro revival has also stimulated interest from a younger audience and Watsonian responded by reviving classic models, like the Prescott. Today the skilled craftsmen and engineers at Watsonian continue to build sidecars the traditional way, developing fitting kits for an increasing range of motorcycles and supplying customers around the world.







## *Menu of Services*

**Sidecar sales**  
**Servicing**  
**Fitting**  
**Alignment Checks**  
**Spare Parts**



The coolest way to walk the dog



Take the kids for a ride



# **Watsonian**

SIDECARS • SINCE 1912 

Watsonian Squire Ltd,  
 Unit 72, Northwick Business Centre,  
 Blockley, Moreton-in-Marsh, Glos  
 GL56 9RF, UK

**Tel: 01386 700907**

**[www.watsonian-squire.com](http://www.watsonian-squire.com)**

Registration No. 02319399

Version 2.0