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Third Wheel: the Eccentric Alternative: A Guide to Sidecars and Trikes, Simon Potter, Panther Publishing Limited, 2009, 0955659574, 9780955659577, . Almost everyone has a fascination with sidecars and trikes. Eccentric, even distinctly odd perhaps, but who hasn't experienced the urge to take a closer look, possibly even to ride one -- if only once! This book is a guide for those willing to take that plunge into the unknown and fit a sidecar or convert a bike to a trike. It takes the reader through the types of bike that are suitable, (old British singles to modern Japanese and US superbikes), the kinds of sidecar and trikes available and their advantages and disadvantages, how to fit them and set them up and how to ride and enjoy them for what they are -- neither motorcycle nor car but something uniquely different, strangely practical and immense fun! There is also a very detailed guide to trike and sidecar suppliers, accessories and a myriad of websites for further help, advice and information. This is a perfect book for all sidecar and trike enthusiasts and all those just interested in these wonderfully eccentric vehicles. Complete with a great many photos from the earliest sidecars to today's remarkable and luxurious three wheel machines..

Norton I, Emperor of the United States , William Drury, 1986, , 234 pages. .

BMW Boxer Twins , Dr Ian Falloon, Sir, Jul 12, 2004, , 144 pages. For nearly 80 years, shaft-drive boxer twins have traditionally formed the backbone of the BMW motorcycle line-up. For many enthusiasts of the Bavarian marque the classic BMW

Prayers from the Ark , Carmen Bernos De Gasztold, Jun 1, 1968, , 71 pages. Available for the first time, a stunning illustrated edition of these timeless and well-loved poems. French poet de Gasztold wrote these poems in the 1940s at the Benedictine

Proceedings , United States. National Highway Traffic Safety Administration. Crash Avoidance Research Division, 1975, Transportation, 329 pages. .

Velocette Since 1950 The Big Singles, Steve Wilson, 2004, , 63 pages. Velocette is one of the legendary British motorcycle manufacturers. In their day few other machines of the period could go as fast for as long, or handle as well as a big

Hw Motorcycles , Julian Ryder, Unknown, Jun 1, 1987, Transportation, 32 pages. .

One False Note , Gordon Korman, 2008, Juvenile Fiction, 174 pages. Amy and Dan Cahill's quest to find the million dollars takes them to Vienna, where they must outwit their power-hungry relatives as they seek to solve a clue involving Mozart..

Curious New England The Unconventional Traveler's Guide to Eccentric Destinations, Joseph A. Citro, Diane E. Foulds, 2004, Travel, 349 pages. An unconventional travel guide takes readers on a tour of weird New England--from cursed statues in Maine to artwork made from insect parts--spanning the breadth of oddities

Motorcycle Japan, Volume 6, Issue 6 , , 1988, Transportation, . .

Eccentric America, 2nd The Bradt Travel Guide to All That's Weird and Wacky in the USA, Jan Friedman, Jun 1, 2004, Reference, 314 pages. A guide to all things wacky, weird, curious, and bizarre in the U.S.A., featuring approximately 1,000 festivals, attractions, tours, shopping, restaurants, hotels, and

Almost everyone has a fascination with sidecars and trikes. Eccentric, even distinctly odd perhaps, but who hasn't experienced the urge to take a closer look, possibly even to ride one - if only once! This book is a guide for those willing to take that plunge into the unknown and fit a sidecar or convert a bike to a trike. It takes the reader through the types of bike that are suitable, (old British singles to modern Japanese and US superbikes), the kinds of sidecar and trikes available and their advantages and disadvantages, how to fit them and set them up and how to ride and enjoy them for what they are - neither motorcycle nor car but something uniquely different, strangely practical and immense fun! There is also a very detailed guide to trike and sidecar suppliers, accessories and a myriad of websites for further help, advice and information. This is a perfect book for all sidecar and trike enthusiasts and all those just interested in these wonderfully eccentric vehicles. It is complete with a great many photos from the earliest sidecars to today's remarkable and luxurious three wheel machines.

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Third Wheel: the Eccentric Alternative : A Guide to Sidecars and Trikes: Introduction; What bike for your chair? What about a trike? Trike manufacturers and suppliers; Which sidecar for your bike? Sidecar manufacturers and suppliers; What and how much to modify; Preparing and driving your conversion; Conclusions; Contacts and useful websites from the UK, Europe, USA and Asia.

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He covers all currently available makes and models, which ones work well on which bikes, what they are like to ride. All with plenty of photographs to aid identification. He talks about wheelbase, track, tyre-width, and the relative merits of telescopic and leading-link forks. He even managed to explain rake and trail in simple enough words that I now understand it!

He nods in the direction of NABD, since the reason many people take a trike or outfit is disability, but does not dwell on this, because a third wheel is for everyman. Well, perhaps not everyman, since

they are a rare sight on UK roads.Â But certainly a thing that anyone can enjoy, and perhaps surprisingly, that many are built to be ridden solo.

While Rowena and I were discussing something completely different one day, she asked me if I'd review a book about sidecars. Sure, I replied. Oh yes, she added, and trikes. After a number of silly exchanges about cow-horn helmets, we left the matter; sometime later, when I was recovering from a broken arm and had time to spare, the book arrived.

The first thing the author, Simon Potter, is at pains to point out is that the desire to customise is part of the psyche of anyone who buys a bike in the first place. The second is that anyone wishing to attach a sidecar must be something of an independent spirit. I didn't find this an exciting read; in fact finishing the book became a bit of a chore; but there is a good deal of information for a sidecar novice.

Mr Potter gives a good deal about the general history of sidecar fitting, although to my mind he's just a bit patronising about outfits of the past. Many of those were built for a purpose, let's not forget, when the owner's current motorcycle simply had a chair attached to carry the new wife/new wife and baby plus shopping. Nowadays motorcycling in general is more of a sport than transport for many, and a sidecar outfit is not generally the family's only vehicle.

Therefore, when it is recommended that one uses something powered with a 1200cc engine (or more) to pull a sidecar it is for an entirely different reason; it is for the same reason that superbikes are popular: performance. It's true that a smaller capacity machine won't overtake everything else on the motorway, as a rule, but if properly set up it should certainly get you there at a reasonable speed.

There are a number of basic hints about setting up, and quite a lot of information about currently available sidecars too - though I think the book might put a grain of doubt in a beginner's mind. Has he made the right decision? Is this all actually a bit complicated? Should he have got rid of the old 850cc bike, and looked out for a professionally built and faired 1800cc three-wheeler instead of buying a single seat sidecar for it? Is a trike easier to ride anyway? Though the benefits of trikes are discussed, this book is definitely not a treatise on how cool it is to have one.

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