

MY NEW BIKE AND SIDE CAR

By Bob Rees

So my modified BMW sidecar outfit was going great. although a few times I have nearly fallen while hopping off. I have to hang on with one hand while assembling my wheelchair with the other hand and it can be fraught with danger as sometimes it's in the early hours of the morning. But they were good fun nights so . . .

I was thinking about what I could do when Loose Bruce sent me a photo of this great looking radical looking Harley outfit with a platform for a wheelchair.

Ummm, I thought that would work!

THE BIKE

What I wanted to do was find a bike without cylinders sticking out like BMW's. So it has a narrower profile and I could get the wheelchair closer.

So off I wheel to Great Southern Motorcycles.

On the showroom floor was a Harley Davidson Sport Glide.

Wow, nice looking bike and I could get the wheelchair up really



Mick & Bob with the new bike

close, so I could hop easily from wheelchair to bike seat without the use of a slideboard.

The frame is perfect for a sidecar outfit as it's a Softail, so it's rigid with the wheel bouncing up and down and the exhaust is a two into one on the right hand side and nice low seat and wide handlebars.

I rang Brendon Flower who modified the BMW outfit and my car.

He's a brilliant engineer, innovator and great bloke. As it turned out he was across the road, so over he came to have a look at the bike to see if he thought it was good for modifying.

Yep, checked it out, ideal and yep ideal with the seat height too.

I'd ridden Harley's for Albany's Down Under Harleys for five years and had heaps of fun.

Remembering the photo that Loose Bruce had sent me I also ordered another rear wheel for the sidecar, or platform.

This was going to look good.

One thing I needed was reverse gear. Mick the owner of Great Southern Motorcycles did lots of research and found a Harley Davidson reverse gear kit in the USA that we could adapt to use. That was ordered and in the meantime the bike was licensed in my name.

After a little while the reverse gear was installed at Great Southern Motorcycles and Mick took the bike out of the shop into the carpark to start it up and show me how the reverse gear worked. Brilliant!

When I bought the bike, I said to Mick I don't want a noisy Harley, so I'll just keep the standard muffler.

Well, shit it sounded terrible, my BSA sounded better, so I said OK we'll make it a little bit noisier. So a different muffler and air cleaner was ordered which was a good idea anyway as it allowed the 1750cc motor to breathe better.

A little while later and it was all fitted and ready for taking out to Brendon's Engineering shop in the Porongurups.

I was very pleased with it, sounded great and reverse was perfect. At the same time, I insured it as a modified motorcycle outfit.

NOW FOR BRENDON TO DO HIS MAGIC.

Brendon was excited about working on it as it would all be new, not an older bike like the BMW.

Cause I can't use my legs or feet I need hand controls same as on the BMW.

These were bought from England, fabulous, well-made parts that paraplegics use from all over the world. I even noticed Wayne Rainey using the same controls on a racing bike on YouTube once. These were one of the first things Brendon fitted, and of course he had to manufacture various fittings to make it work. The controls for the handlebar come complete, but all bikes are different, so there was a lot of work for Brendon