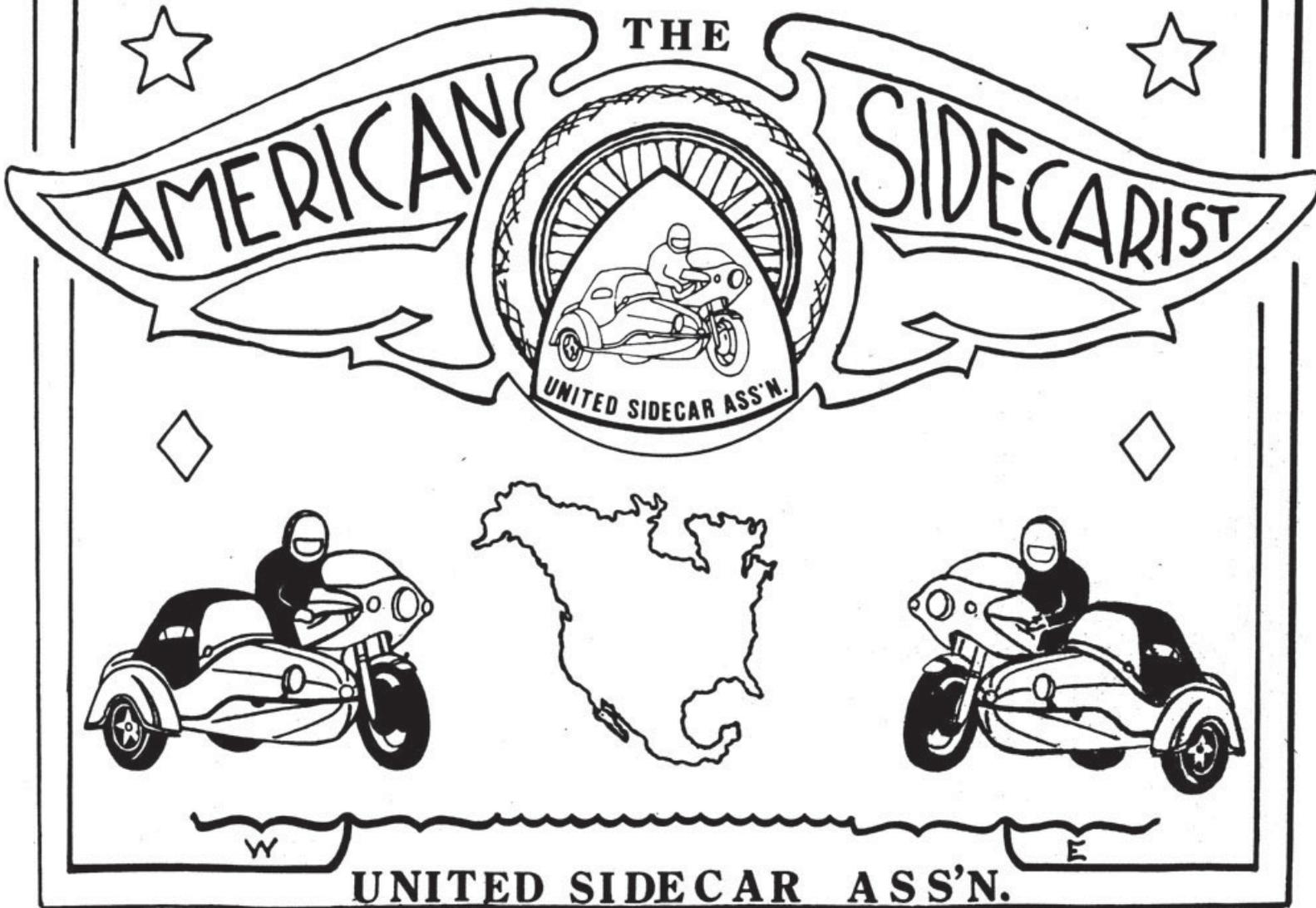


DEC 1978



UNITED SIDECAR ASS'N.



UNITED SIDECAR ASSOCIATION, INC.

ASSOCIATE EDITOR/NATIONAL COORDINATOR

BILL ESPE

1019-26TH AVE. NE

MINNEAPOLIS, MN 55418

TO: _____

“ALL THE WAY WITH THE USA”

UNITED SIDECAR ASSOCIATION, INC



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Ed Johnson, 510 E 162 nd St,
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SECRETARY

H. A. Kendall
19201 Centre Avenue
Homewood, Illinois 60430

NATIONAL COORDINATOR/EDITOR

Bill Espe, 1019 28th Ave., NE, Minneapolis, MN 55418

NATIONAL SIDECAR RALLY

First Annual Sidecar Rally

The 1st Annual Sidecar Rally of '79 hosted by North America's nationally organized and operated Sidecar Association, "USA". This rally will move to a new location each year. The '79 rally will be held in Bland, Missouri at a private campground known as Jasper's Hollow, owned and operated by our host Don Jasper. Facilities include: hot showers, modern sanitation, a swimming pool, tennis court, club room, store, a lake for swimming and fishing, plus canoe and paddle boat rental. This will be a prime time rally — June 22-23-24. The fee at this private campground is \$2.00 per adult per night and the rally fee is based on this figure BY MAY 20.

Pre-registration will be \$9.00 per person, children \$1.00 per day extra. Pets on leash only. Parents will be responsible for their own children. Come and have fun meeting sidecarists and their combos from all over North America.

Bill Espe, the USA's Editor and National Coordinator says the most unique sidecars on the continent will be there, such as Bill Ballou's "Motor Ru" from Andover, Mass.; Kurt Leibhaber's "Look Ma no engine" from Waterman, Ill.; Duncan Gerbrandt's sleek Kustom Kars from Saskatoon, Sask.; and the sensational "Equalean" starring Ghraydon Wallick from Laguna Beach, Ca. along with classics too numerous to mention.

Included with all this, will be such personalities as Herb Shreve and Tom Pittman, CMA; Aspencade Queens, Hazel Kolb and Barb Isern; Roger Hull and his Ground Hawg; Til Thompson from the Aspencade fame; our own sidecar master, "Pop Dreyer"; Al Gelfand, Ryder magazine; The USA's honorary president, Ed Youngblood, AMA;

The USA's top command, from Houston, the conquerer of the Illinois toll way, the executive sec'y, Hal Kendall, Ph. D.; the national chairman and treasurer, and an old Pullman Hacker, the USA's Ed Johnson, South Holland, Ill.; and the man in charge of the rally and known to sidecarists across America, Bill Espe. In addition to the executive committee you'll see the bubbling Connie Brown, membership sec'y, Dubuque, Ia.; Club Chaplain from Sydney, Ohio, Gil Frydell; from Illinois, the club historian, Jim Rubens; and much more.

FOR MORE INFO - BILL ESPE 1019-28 AVE. N-E- MPLS . MN- 5541 8 PN. (612)789-6237

CHECKS PAYABLE To"USA" PRE. REG. \$9.90 POST. REG. \$12.12,

Technical Note - Trail - Hal Kendall

The trail of the front wheel is one very important feature of an outfit but is very misunderstood. Consider a straight line through the central steering post extended to the ground. From the wheel axle, drop a vertical line to the ground. The trail is the distance between these two points along the ground.

The most modern high speed touring machines such as the Laverda 1000, the Honda Gold Wing, the big Dukes and so forth, have a trail between 3 and 4 inches. This high trail gives arrow like precision steering for solo machines at high speed but usually they require extra turning effort at low speed. The high trail results in a very positive self centering effect. If you wrench the bars to one side and slacken your grip, the wheel wants to straighten with very little over travel.

On the other hand, most machines set up for sidecaring such as the early Harley-Davidson or the BMW with Earles forks, have a trail usually between 2 and 3 inches. The smaller trail makes the machine easier to steer but much of the self centering effect is lost.

While the lower trail makes an outfit easier to steer (less steering effort) it also makes the outfit more susceptible to shake or wobble, usually while decelerating and typically from 30 mph down to 20 mph. This wobble can usually be prevented by grasping both handlebars firmly and not allowing the shake to get worse. The higher the trail the more difficult to steer and the less chance to get the wobbles.

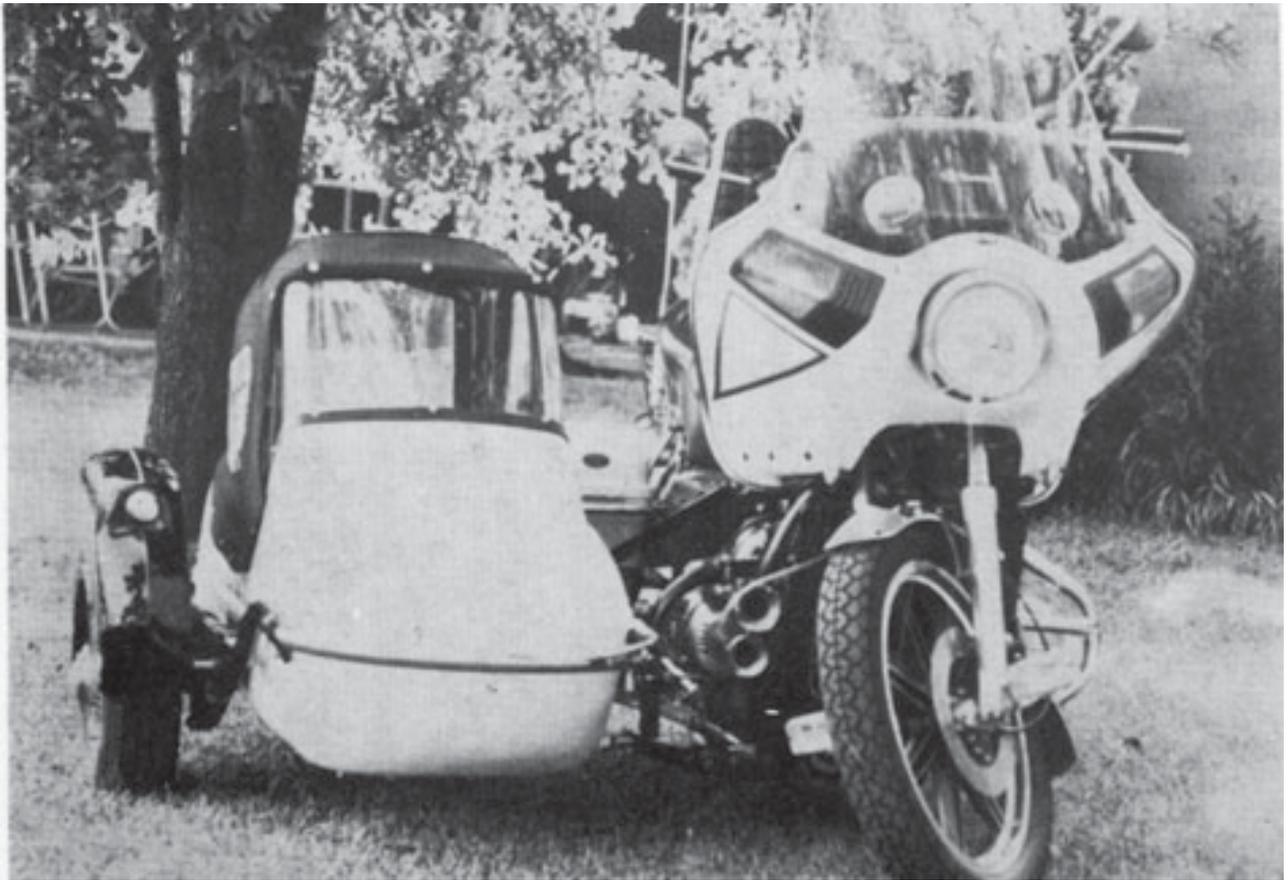
The wobble can usually be removed by fitting or using a mechanical friction dampener and/or a hydraulic dampener. The harder the friction dampener is turned down, the more difficult it will be to turn. The dampener should be adjusted so that it is as light as possible while not allowing the wobble to develop. If a friction dampener cannot be fitted, a hydraulic dampener can usually be installed.

In addition to the instability inherent with a very short trail, other sources of instability have been traced to out of balance front wheels/tires, out of round front wheels, and flexure of the outfit frame with respect to the motorcycle frame. If wobble still persists, check the front wheel for balance and any out of round. Correct as required. A wheel specialist such as Buchannen on the West Coast should be able to help.

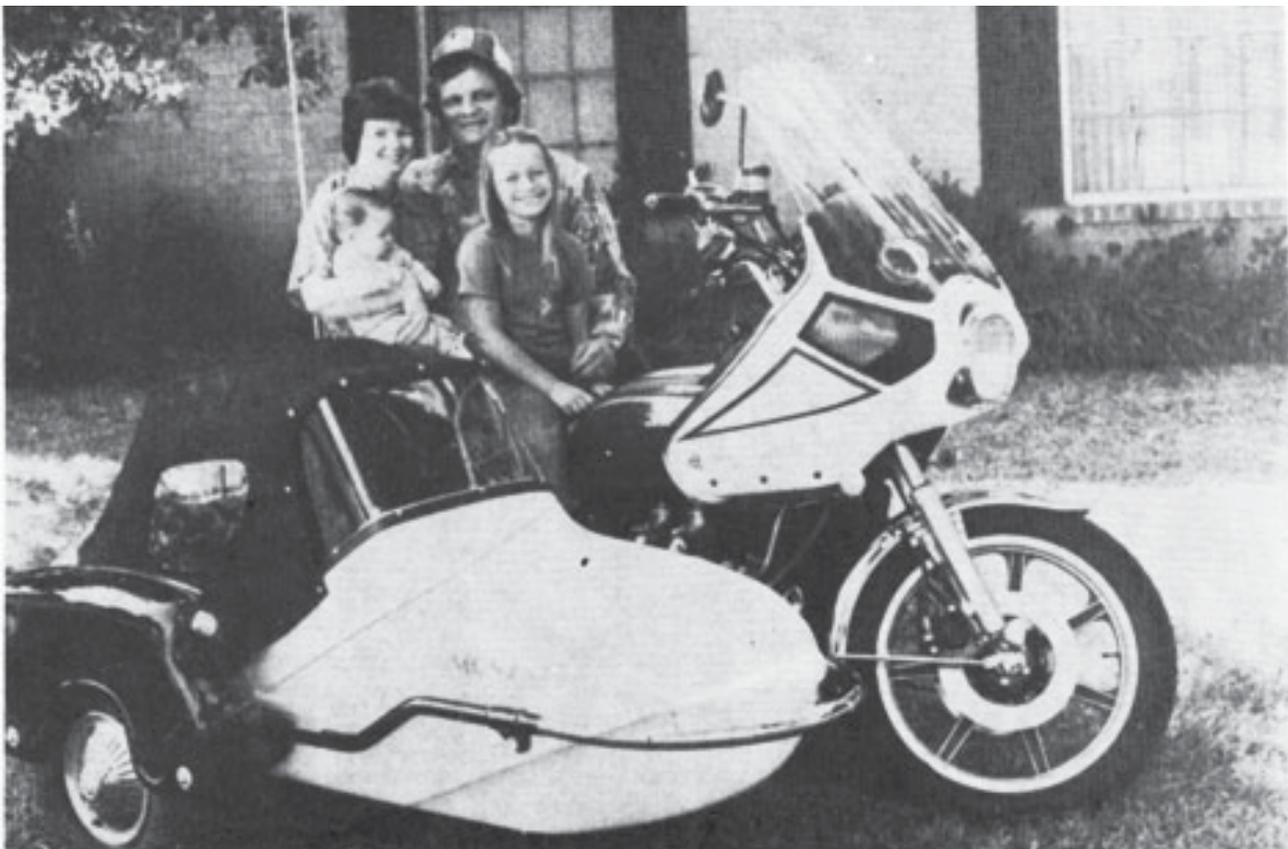
The other source of wobble is caused by the amplification of any flexure between the sidecar and the cycle frame. Although a 3 point mounting may suffice from the structural standpoint, it may not be adequate to prevent small deflections between the sidecar and the cycle frame. These small deflections are amplified by the head shaking and result in large wobbles. All clamps should be firm, tight and massive. A four point mounting is better than three and a five point mounting is better than four. (Note: Exception - Harley-Davidson has developed a very superior 3 point mounting system but this is not typical of most cycles and sidecars. The wobble is not present because of the massive weight and dimensions of the combination.)

All mounting points should be on frame sections which have cross bracing so that the massive loading forces generated on cornering can be distributed evenly. The mounting points should also be as widely spaced as possible utilizing as much of the usable frame as possible.

I have seen a mounting point attached to a rear footrest peg or a muffler support - DON'T. I have also seen a mounting point attached to a thin small frame extension at the rear portion of the seat. Again, DON'T. If possible, spread the forces on r/ both sides of a duplex frame. Selection of mounting points is critical. If these points are observed you will find the wobble can be minimized or eliminated.



Herb & Sherri Honeycutt & Family, # 102, Long View, TX - Honda GW w/ Watsonian Monza



Sidecar Manual - 1979

The U.S.A., as the most active sidecar organization in the United States, is sponsoring the compilation of a comprehensive sidecar manual. Would you believe that we receive a letter almost daily asking what is a sidecar? Where do you buy one? What do they cost? Who makes them? How do you set one up? Where can I find someone who can help me? Where can I find a plan for a frame? a body? What size sidecar do I need? What size machine? Brakes? Lights? Tires? Chains? Sprockets? Sidecar racing? Kneelers? Grass track? Trailers? Motorcycle laws? and so on and so forth.

Would you believe there is no book on all this? Would you believe the number of pages Lee and I write to answer these questions? To answer these questions, we propose to sponsor and compile a comprehensive sidecar manual. And, we can do it with your help and the help of the several active sidecar manufacturers in this country and possibly abroad.

We would like to begin with a brief historical section - does anyone have any photos of very early sidecars and perhaps some historical sidelights? Then we want to go to a section of selection, of matching the machine to the side-car and the various types of sidecars - street, track, grass, racing, cargo, passenger, trailers, trikes, etc.

Then a section of theory, alignment, operation, safety and training. Then how to build a frame and a sidecar body for any purpose. A section of selected road tests will follow. And, finally, a catalog of sidecars currently available and of historical significance. If we left anything out I am sure someone will point this out - such as an index.

Anyone can contribute. No matter what you have, if it fits any of the above categories, just send it in. We will either use it in the "American Sidecarist" or the Sidecar Manual. And all contributions will be acknowledged in the "American Sidecarist" and in the Sidecar Manual.

As you gather, a task of this size will take time. We would like all material in hand by mid January 1979, although material sent by mid February can still be used. This will require some bread to reproduce the manual in quantity. We will keep the cost to members, dealers and manufacturers as low as possible, somewhere between \$2.00 to \$5.00 if possible. In order to know how many copies to produce, please let us know if we should reserve a copy for you.

All members, dealers and manufacturers are invited to send brochures, test reports, technical articles, etc., to Hal Kendall at 1621 Palomino Lane, Kingwood, Texas 77339.

USA Club Historian

Jim Rubens, club historian, will keep a file of all copies of "The American Sidecarist", and prepare a scrapbook from pictures, and material furnished to him by club members, or collectic by himself.

ASPENCADE - Oct 1878 by Bill Espe

The Aspencade Motorcycle Convention was held again at Ruidoso, New Mexico on October 3-7. We trailered our '65 BMW/'39 Ural combo to the Aspencade mainly because we had to bring paraphernalia for the USA booth as well as the October newsletter. We had a booth on the main floor where the action was. We had a USA banner that was created by Jay Peterson, Coon Rapids, MN and the taped song of written by Jonathan Marshall that was played throughout the evening, sung by Jay Peterson and Bill Espe.

Mary Beth and Lynn Andersen created much attention with their BMW/Ural combo which they had decorated with their drive for hemophilia which part of their year long trip involves(note their picture in Nov. newsletter.)

The sidecar Blind Mans Bluff held on Tuesday October 3rd was won by USA member #176, John Savage and his pilot was Bob Whyte USA member # 211. The slow race for solo motorcycles held on Tuesday was won by Bob Kenney #111 of Houston Tx. The Blind Man's Bluff was hold again on Thursday and this time it was won by Bob Whyte with John Savage as pilot. A clean sweep for the USA. Way to go!

There were tours leaving for sight seeing places every day and many choose to participate in them. The Browns, the Whytes, the Savages and the Espes took off on one of their own going to Alamagorgo and ending up at Cloudcroft for lunch. The scenery was spectacular beyond belief.

The Convention Center opened on Thursday and many USA members stopped by to introduce themselves and many new members joined. They liked the National aspect of a sidecar club and that became a reason for the many who joined. USA member Mike Stanisci #135 alias The Godfather helped in the T.M.R.A. booth and any inquiries about sidecars he sent them to our booth.

Our ingenious membership secretary Connie Brown #42 had a peanut guessing game (prize USA buckle) and a crocheted poncho on which raffle tickets were sold. These became our money making projects. Way to go Connie, right on Hoyt. How about a free sidecar buckle as a prize to the first member who gives Joan Claybrook a ride in his sidecar? If a letter from Joan Claybrook writes to this editor with verification from Ms Claybrook, a buckle is yours. Cuz we know that once she rides in a sidecar, she'll be with us all the way.

There was a breakfast held for sidecarists on Friday morning with Hazel Kolb, Aspencade queen' 77, of New London Mo., presented most of trophies. The best of show for sidecars went to the Frank Everetts, Lubbock Tx - 1st place; the John Savages, Salt Lake City, Utah - 2nd place; the long distance sidecar award to Lynn and Mary Beth Andersen, Chicago, Ill. Our congratulations to these people. The USA is truly proud of them.

The big Aspencade parade held on Saturday morning was led by USA member Tom Pedersen #68 of reseda, Ca. with the New Mexico State Pollee in his sidecar and bringing up the rear was Ghraydon Wallick #212 from Laguna Beach, Ca.,demonstrating the leaning abilities of the Equalean sidecar. He even got on the television.

The hard-luck award goes to Paula Schiedler #7, who tried to make it to Ruidoso. Paula ran out of luck near Rolls, Mo, quite a ways from home. The clutch, wheel-bearing and chain sorta gave up on her Harley and after getting it fixed, time and money indicated it was best to turn around and head for home. Paula, we know how you feel and we're with you all the way.

ASPENCADE - Oct 1878 , Continued

Even more hard luck was experienced by Gordon Pennington; #146. Gordy was originally listed as an Aspencade official but a WWII wound acted up and Gordy must be in and around the hospital if he is to keep his leg. Most of the USA people signed a card and we enclosed a pin and a patch from the USA with it. Gordy please write and let us know how you're doing. Anyone wishing to send cards-its Gordon Pennington- 2300 Willoughby, Las Vegas, NEV 89101.(ed. note- see enclosed letter from Gordy.)

Our thanks to Til and Marcy Thompson for inviting the USA to this event. We hope to be a part of the exciting motorcycle/sidecar event again next year.

The new Aspencade queen, Barb Isern, spent time at our booth . We presented her with a USA patch and a pin. and a BMW buokle.She said that she would do all she could to further the sport of sidecaring and the USA in her travels during the coming year. She is a credit to the woman motorcyclist and to motorcycling in general. With publicity like this and representation from people of this caliber the USA will really go all the way.



1. G. Wallick, H. Brown, B. Espe, H. Shreve, D. Espe, C. Brown, L. Andersen, M. Andersen. G. Stteele, C. Steele at the Inn of the Mountain of the Gods.

ASPENCADE - Oct 1878 , Continued



2. Dick/Sharon Hinson, Connie and Howard Brown, Bob / Mid Whyte in the parade on Saturday.



3. Bob and Whyte and Barb Isera, the 1978 Aspencade Queen.

ASPENCADE - Oct 1878 , Continued

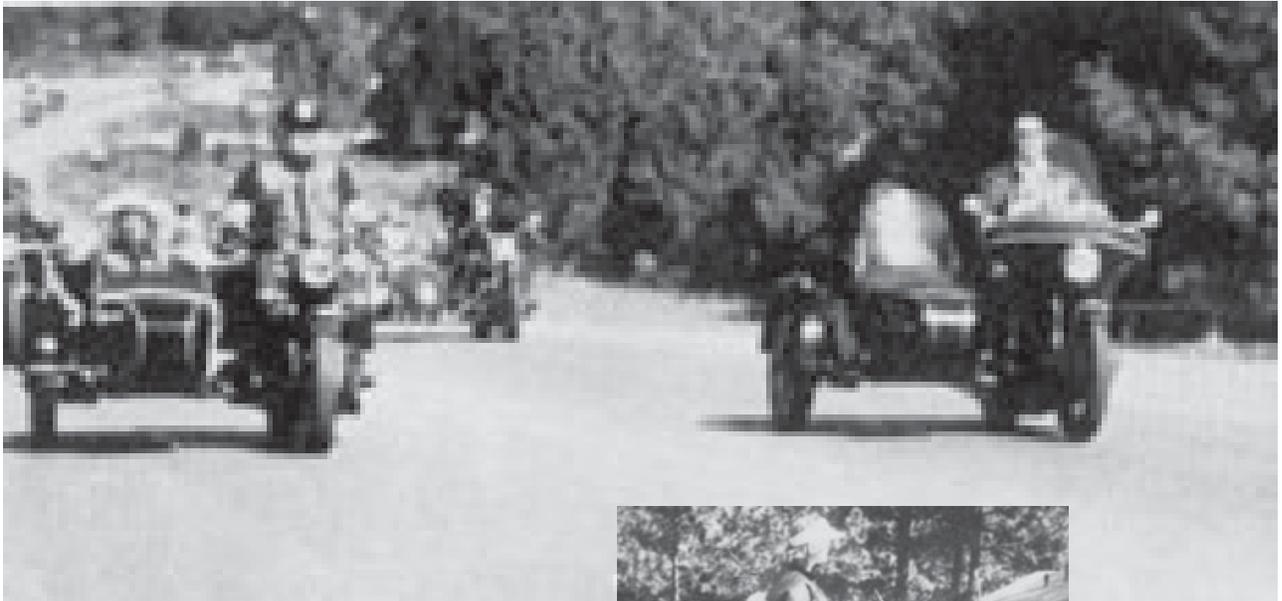


4. Connie & Howard Brown, Bob & Mid Whyte, John & Edith Savage, Bill & Delores Espe on their way to Cloudcroft, N M.



2. Kneeling: B.Espe, B. Stephenson, J. & E. Savage, S. Hinson & daughter, J. Stephenson.
Standing: H. & C.Brown, ??, D.Espe, M. Whyte, B. Whyte, D. Hinson, and Mike (Godfather) Stanisoi.

ASPENCADE - Oct 1878 , Continued



1. E./J. Savage and M./B. Hight in USA section of the parade.



3. Dick/Sharon Hinson along 1 the parade.



4. Part of the bike in the parade. 5. More of the parade.



IFMA MOTORCYCLE FAIR

KOLN W. GER. SEPT. 78 by BILL ESPE

Yes, this is the BIG one! It was held in Cologne, Germany, home of the Koln Cathedral, construction started in 1200 and finished in 1800. It is located on the river Rhine, which has a picturesque history all its own.

Your editor made a special trip to Germany just to check out what's new in sidecars, and there are some new and exciting models over there. F.H.Hartmann - 3 time German champion - let me use his Gold Wing "EML" sidecar combination, and I got carried away to the point that I became totally lost, and showing an address to strangers, produced negative results. This was in the suburb of Koln, specifically Bergisch Gladbach. Finally a motorist called the number I had and soon Mr. Hartmann and Mr. Kloppmann, the later being the foremost authority on Zundapp Bella Scooters and in whose home I was a guest, arrived and I followed them home. Then Mr. Kloppmann drove the combo, which has 15" wheels on all 3 wheels and the Earles fork. He had never driven a full sized combo before. He and his wife Susanne enjoyed it very much.

Back to the fair, it is the world's biggest with 25,000 to 50,000 people a day jamming the exhibits. Thats the problem, there are just too many people that you csn't get to the exhibits. You just move along with the crowd. EML builds two models, one for sport and one for touring. HMO is another interesting unit and it comes complete with a door for ease of entry and exit. East Germany has a nifty little unit that breaks in the center for entry and exit, somewhat different than Russia's Jupiter. There were others that weren't quite so good but the really big thing is the 15" conversion for the modern motorcycles. They all use the Earles type forks with big stablizers and 15" wheels on the bike and sidecar with radial tires on those new bikes. These combos really move out.

Coming from the airport at Luxemburg, by bus, to Koln was a hair raising experience in itself. Narrow roads and very fast driving. At times it felt as though we were on the sidewalks in some of the small pioturesque towns. Curiously though, the sidecar draws as much attention there as they do here. This must be universal, so we sidecarists have really got something going for us. Some of the pictures I took were thru a fence; I was trying to get a shot of the hook-ups for members to see.

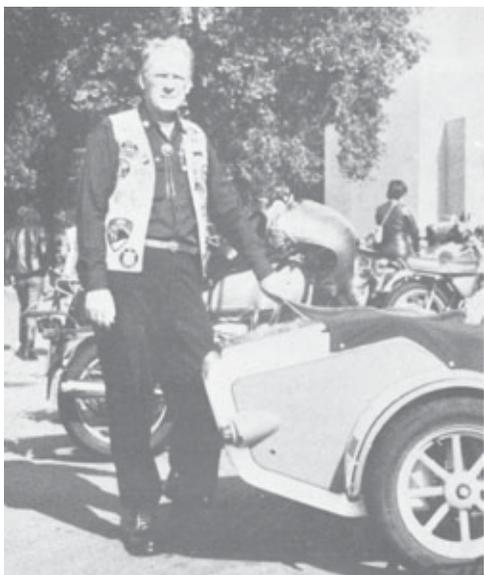
F.H. Harhtmann - GW w/ EML Sidecar >>>>



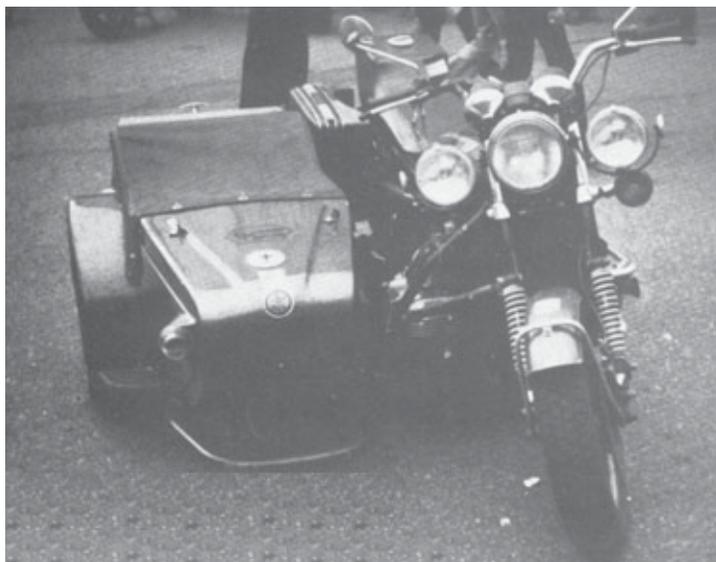
Susanne & Manfred Kloppmann



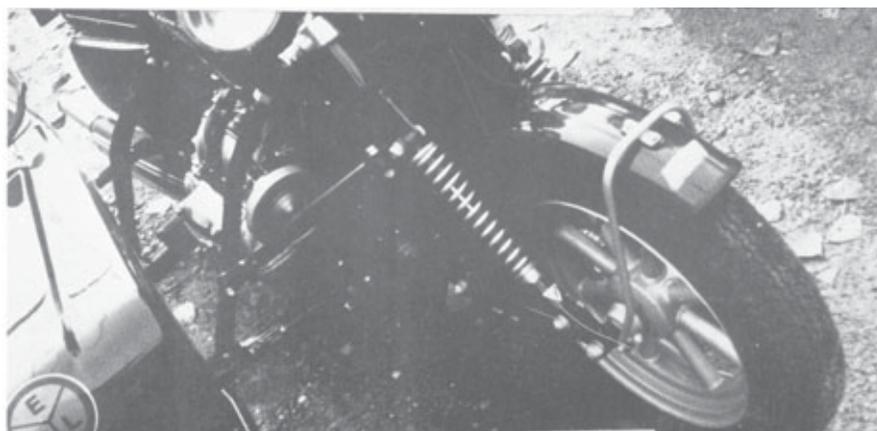
IFMA MOTORCYCLE FAIR - 1978



Bill Espe w/ BMW/EML



Honda GW/EML (Note forks setup)



Kloppmann, Hartmann, Susanna, & Brigette



Motorcyclist Subject to Arrest for NOT Wearing Helmet

Indianapolis City Ordinance

Did you hear that a couple of months ago the city of Indianapolis, Ind passed a city ordinance that any cyclist operating a motorcycle within the city limits without a helmet would be immediately arrested!, The state of Indiana does not have a helmet law. Well, the mayor of said city must have received a couple million letters asking him to veto this abominal and unjust law. The city received so much publicity that the city council rescinded the law. To all cyclists across America who wrote letters - Thanks, it worked.

Vintage Motorcyclists - Good news

Some of the members who are deeply involved in Vintage motorcycles, just finding one is a problem. There is a new publication on the market to fill this need. Write: Me Egan, Vintage Motorcycle Advertiser, P.O.Box 792, Las Alamitos, CA 90720

Use Undersize Pistons in BMWs pulling Sidecars

Thought I knew it all in the world of BMW's with sidecars, but not so. While talking to Lynn Andersen #8, at the Aspencade, I mentioned that my '65 BMW/Ural outfit seized on the way back to Ruidoso and after a 30 minute wait, we came on.in. He asked me if I had the undersized pistons in it for sidecar, work. Seems that the factory wants more clearance on the pistons when a bike is used in hot and hard sidecar driving. That's something worth knowing if you are driving a /2 BMW with heavy sidecar. Thanks Lynn.

AZUSA Fittings for Velorex to BMW might NOT fit

A letter from Bob Spinazzola #105, Detroit MI, says that his experience with AZUSA fittings for Velorex to the new style BMW's do not necessarily fit. You might have to have some heating and bending done.

Lotsa sidecars showed up at Midwest Antique & Classic Motorcycle show- Sept 24th at Woodstock, ILL. If you weren't there you missed a good show.

USA Berets

So you want a special beret, the kind ya see worn at the different rallies across America. Well Mary Hess #43 lives at 3901 Columbia Ave.,Mountville PA 17554 and she makes USA betets. Way to go Mary.

Sidecarists Invited to Meet at Mrs Cron's Hpme

Mrs John Cron, Roselle N.J. invited all sideoarists in a reasonably near proximity to her, to meet at her home to try to promote sidecaring in that area. Mary Cron, membership via her son, Charles #204 who is in the service and stationed in San Diego, CA, must be an exceptional woman to undertake this endeavor and we wish her continued success. We are also glad that she is part of USA.

Al Johnson, AMA and contest liason officer,

To start out with a mileage contest beginning in' 1979. The details are attached. If you have a sidecar outfit, and a solo bike, only the sidecar mileage applies. If you have more than one hack outfit, you can use the mileage on each for a total. If you ate a member with a solo bike, you are not elgible. We do not have, but could set-up a mileage contest for the bikes without sidecars also, if enough response is received.

Thanks, Hal & Lee Kendall

The USA is Hal and Lee Kendalls baby, he is one of the founding fathers, and this 5ft 5in rider is not going to let it die, it will grow as big as Hal would like it to be. Because of Hal and Lee the USA members and other hack riders who may never be in our club will benefit for years to come from the hard work and long hours that it took to get the Illinois toll-road to stop ripping us off.

Thank you Hal and Lee, I sure appreciate what you did for ALL of us. If I ever hear any derogatory remark about those two beautiful people no matter how big you are, this 5 ft woman will cut you down smaller than I am. Thank you again Hal and Lee Kendall.

Penny and Paula wish you the very best of everything.

RUN SCHEDULE:

Feb 10,1979- 11am- meeting, Monee

April 14,1979-11:30am- meeting,

Woodstock IL. April (TBA) - Sidecar Skill Training - Program- Chicago, IL.

May 12,1979- 11am- meeting, Monee, IL,

May 20,1979- Historical Ride-III-MI Canal Lockport, IL.

June 1-2-3-1979. MGNOC-USA Invitational Sylvan Grove, KS.

June 9,1979-(time TBA) meeting- Woodstock, IL°

June 22-23-24-1979. USA 1st'National Rally

Bland MO.P.O.Box 27081 Chicago, ILL 60627.



Hal & Lee Kendall - A BIG Thank you from ALL of US across the United States of America

The Trophy from the Illinois Chapter of the USA for Dedicated Service to the Cause

