

The American

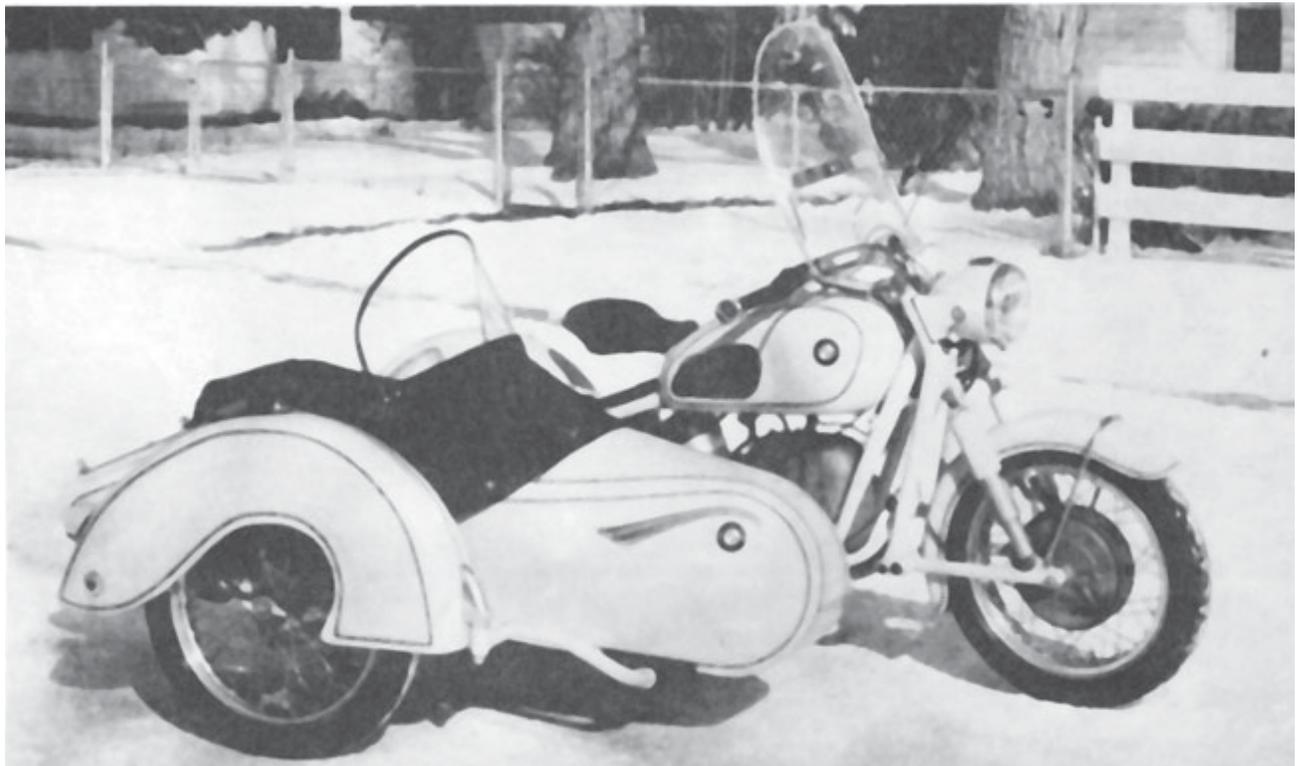
Sidecarist

Volume 3
Number 3



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1979

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Karen and Fred Hagget of Golden, Colorado recently obtained from Motorrad (Sidecar Restorations) a beautifully restored 1953 Steib LS200 to compliment their 1956 BMW R50/2. The journey was bitterly cold (January 4-6) throughout the trip from St. Louis to Denver. Many BMW old timers show their age gracefully and this example is no exception. Would you believe 200,000 miles (3-owners) and it has never been rebored?

IN THIS ISSUE:

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The Effect of Trail on Low Speed Wobble

THE AMERICAN SIDECARIST

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CHANGE OF ADDRESS: Please give us old and new address and notify us six weeks in advance.

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MEMBERSHIP in THE UNITED SIDECAR ASSOCIATION is open to all persons interested in sidecaring. Ownership is not a requirement. Dues are \$10.00 per year and include a subscription to The American Sidecarist. Contact Connie Brown, USA Membership Secretary for information.



LETTERS FROM OUR MEMBERS

James Adams, Naples, Florida

James tries not to brag about the 74 degree riding weather he enjoyed while attending the Third Retread Rally at Cyprus Gardens, January 18-20. He did pick up the long distance sidecar trophy, so he can brag a little about that.

Neil Brownell, Wichita Falls, Texas

Neil traveled to Fort Worth for the Long John Poker Run. There were 352 entrants for the 87 mile run. Neil advocates carrying a spare valve core, he didn't always. It took 24 hours to travel 80 miles with a flat on his Zephyr.

Mike Parti

For the past five years Mike Parti and friends have been taking a Vincent Kneeler to the Salt Flats and trying to gain recognition. Now it seems that recognition is eminent. They have asked for 24 classes to be recognized for land speed records which would include street production and Grand Prix.

Russ Whittinghall of Chandler Raceway in Indiana

Russ would like to see sidecar racing events if there is sufficient interest. Anyone interested should contact the racing director, Glen Baldwin, c/o ABC Kawasaki, 500 North St. Joseph Ave., Evansville, Indiana 47712.

To Hal and Lee Kendall from Derryl & Phoebe Dover

Just a short note to thank you for making my 1978 riding season more enjoyable. Meeting you with other USA members has given me understanding and insight of sidecars. You can bet I read every article in the American Sidecarist. I enjoy reading of travels and rallies of the other members to different various clubs. Texas is quite a state for motorcycles and you must enjoy a 12 month riding sea-son, it is too short in Illinois.

Hope you can make it to the M-G Sylvan Grove Rally in Kansas for you will meet many wonderful sidecarists. Wishing you the best in Texas and thank you again for what you have taught me on sidecars.

HAK & LK Reply:

It is the many wonderful unsolicited letters like this that make all the effort we put in worthwhile and rewarding. Our thanks to you and to all sidecarists who have made us feel welcome in your sidecars.

ILLINOIS CHAPTER NEWS

On February 10, 1979 fourteen members of the first USA Chapter held a meeting and discussed, among other things, the USA Rally to be held in Bland, Missouri.

Mike Blackburn and Al Johnson were observed lighting charcoal fires under their motors, no report on what they did to fortify themselves.

MORE LETTERS FROM OUR MEMBERS

Wilmer Boody, 1105 Whipple St., Canyon City, CO 81212

One of our respected old timers, Wilmer, is a tremendous guy. He is in his 70's and recently rode from Colorado to Redding, California to attend a Retread Rally on a tiny displacement bike in a disreputable state. Unfortunately, he is just this side of poverty and future doesn't seem any brighter. The Retreads purchased a respectable mount for this motorcycle veteran.

Roger Hull saw Wilmer at the BMW Rally in Ouray, Colorado with an outrigger wheel on the left side of the bike so that he wouldn't have to support the bike with his bad leg. This is somewhat risky, but Wilmer is determined to attend the Rallys.

If anyone has either a light frame and/or body lying round, or knows where there is one, please get in touch with Hal Kendall, Frank Zuch, Roger Hull or contact Wilmer directly. It must be suitable for attachment to a Honda. So (Please, no H-D chairs). Price must be very, very low. Condition is not important, but it should at least be estorable.

Chuck and June Dutton, Gay Mills, Wisconsin

Chuck and June feel it is about time their friends in Canada were introduced to REAL cycling (I.E., with a sidecar). This is an excellent suggestion for increasing membership. If each member brings in just one additional member every year the USA would have 400 by this December, 800 in '80, 1,600 in '81, 3,200 in '82, and so forth. Before their calculator broke the USA had 200 million members in 20 years.

Seriously, if you will advise Connie Brown, she will be delighted to send a complimentary copy of The American Sidecarist and a membership application to any of your friends, two or three wheelers. And, at year's end, you will get credit for a USA patch or pin, just keep track of who came in because of your thoughtfulness. And, a special prize for those who bring in the most. Sorry Committee members you're excluded, it goes with the territory.

The Duttons

The Duttons have just taken delivery of a Watsonian P Sports to be fitted to their '70 BMW R75/5. The outfit will be specially equipped to tow a cycle-kamp trailer after their '41 HD/HD (featured in May '78 Rider magazine) which will earn a well deserved rest next season.

John Ellis, Boulder, Colorado

John Ellis, Boulder, Colorado, operates a camera repair shop by day and is an avid sidecarist by night. He had a BMW R90S with a Millray sidecar so that his better half can participate in the joys of sidecaring. The outfit didn't handle quite right so he rigged the Millray to a '75 Gold Wing which handles better but has shed 2-1/2 rear tires in 12,000 miles. John asked if awards were planned for the ladies at the USA National. Well, Connie, Paula and Dorothy - how about it? A photo of Ellis's rig was shown in the December '78 issue of Touring Bike.

More Letters from Members

Ron Rennie, Lomita, California.

I was beginning to wonder if I had been drummed out of USA but then the American Sidecarist arrived and I knew everything was okay.

The results of the poll taken regarding safety helmets were interesting but very predictable in view of affiliation of those interviewed. The main point on which I would disagree with some people is the wearing of helmets by persons under 21, or whatever age. Not all people under 21 are irresponsible teenagers, recklessly driving motorcycles as though there was no tomorrow. I have two children aged 4 and 7 who travel with me a lot in my sidecar and this law would apply to them also. Their heads are precious to me but it does seem a little ridiculous to force them to wear crash helmets while riding in the safest vehicle on the road when there are far greater numbers of children in greater danger of injuring their heads just riding in cars. No state forces them to wear crash helmets or even seat belts. There are several problems associated with safety helmets for children so young. It is very difficult to find helmets that fit, and then they will only last for 6 months or so. Also, it is very difficult to make children wear a heavy helmet for any length of time, particularly when they are inactive as on a long journey.

I think motorcyclists in general should take a whole different approach to safety helmet legislation by pointing out that far greater numbers of people receive head injuries, and die as a result of them, in automobiles than on motorcycles. If Joan (Raspberry) Claybrook is genuinely interested in saving the maximum number of lives why doesn't she make all people riding in cars also wear helmets? She dare not, because she knows that her plush life in Washington at taxpayers expense would end very quickly. Getting back to my original point, take a poll of car drivers. "Should motorcyclists wear crash helmets?" Over 90% will say "Yes" because it doesn't affect them. Ask them if car drivers should wear crash helmets and not just 90%, but 100% will say "NO"; even though accident statistics show their need to be greater than ours. End of Sermon.



Police Guard - Chicago, IL

More Letters

Aaron Brinson, Freeport, Florida

Aaron Brinson, Freeport, Florida, reports that Florida has proposed a noise level for motorcycles some 3 dBA below the EPA standard. This level, if passed, would most probably kill off 95 % of all motorcycles. The bill was introduced late last year with no publicity. Details of the proposed law were published in December Rider and January BMWMOA News.

Jo Ann and Sam Hoiles of Michigan

Jo Ann and Sam Hoiles of Michigan, are just getting into touring and Jo Ann hopes to pilot her own rig this year. How can we resist including . "The USA is an awfully good group with some wonderful people." Thanks, Jo Ann.

Richard Mac Carsey, Jr

Richard Mac Carsey, Jr., 901 Gordon Terrace, North Cape May, New Jersey 08204. I just had to sit right down and drop you a line and tell you what a fantastic job you have done for sidehackerists (how do you like that neet word). He has a '63 H-D with a '63 H-D sidecar. Does anyone have wind-shield parts for the hack. Seems he had them at one time, 'thinks' they might have vibrated off. How about a spare wheel carrier for the hack? If anyone can help him please write direct to Richard.

F. C. Frazine

F. C. Frazine, St. Petersburg, Florida started sidecaring in 1930 and rides a '68 BMW, with an 1600 CC Volkswagen engine with a Velorex s/c. Since USA invites contributions F.C. would like to offer these thoughts.

“One item I see constantly repeated is the matter of 'toe-in.' Mostly the amount specified is too much. The only purpose of toe-in is to compensate for flexing so that at cruising speeds the sidecar wheel will run parallel to the motorcycle wheels. With more toe-in than necessary the sidecar wheel will slip on the pavement as it revolves, causing tire wear and absorbing power. The weight on the motorcycle wheels prevent them from side slipping. If the rear attachment is considerably forward of the motorcycle wheel, the side thrust developed by the sidecar wheel slipping will push the front of the sidecar left and due to the trail, will cause a left pull compensating for the sidecar pull. But this is the wrong way to compensate due to the power loss and tire wear involved. Always use a very small amount of toe-in, it doesn't take much. Adjust the lean-out as necessary to compensate for and road crown pull.

In the December issue it was stated that less trail makes the outfit easier to steer but increases wobble. I believe this is a misstatement. The reason for sidecar trail is to reduce steering effort and also reduce wobble. If the trail is reduced to 0, or actual neutral steering there will be no wobble. Wobble is produced by the side-thrust due to the sidecar weight producing a steering effort due to the trail. The more trail, the more the effect. The rest of the article is correct.

HAK Replies; I did not say that less trail increases wobble. What I said is that less trail makes the outfit more susceptible to shake of wobble because the self centering effect of a positive trail is lost. Squire Sidecars claim that steering wobble can be caused by too much trail. More research and more input is needed.

More Letters

Zola Bergstron, Kingston, Arkansas

Zola Bergstron, Kingston, Arkansas, uses her H-D with homemade sidecar like others would a truck, she hauls feed animals, and farm equipment.

She is planning to open a cycle and small engine repair shop with her husband. They plan to organize tours of the Ozarks as a service.



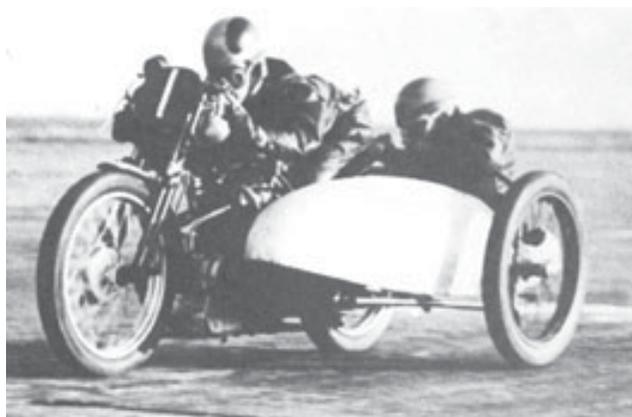
A NEW TREND?

Many good things are being said in Europe about America's most progressive Sidecar Association, known as the U.S.A. Could it be because of Bill Espe's trip to the big motorcycle fair IFMA at Cologne, Germany, September 1978? Yes siree bob! Bill said, "this is where it's at, it's all the way with U.S.A." We are happy to report that Chresten Nielsen, Chairman of the Danish Sidecar Club has joined the U.S.A. as a member and in the future he's going to send Bill a full report on their "DSK" - Right on "Chres" - way to go.

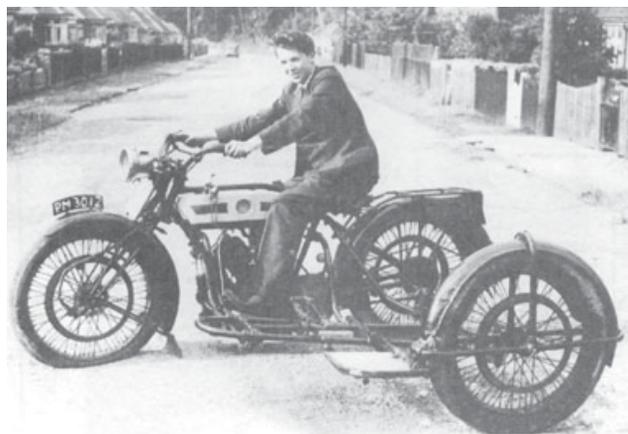
We have also established a growing liason with the Federation of Sidecar Clubs in England.

And, Ove Gustaysson, President of the SSK (Swedish Sidecar Club) has sent Hal material for the U.S.A. sidecar manual. The SSK now stands at 120 members.

The U.S.A.'s Sidecar Manual is going to be a big hit. Thanks to Hal and Lee Kendall and to the many, many contributors within and without the U.S.A. who will make it a success.



**Supercharged Brough Superior
National Motor Museum, UK**



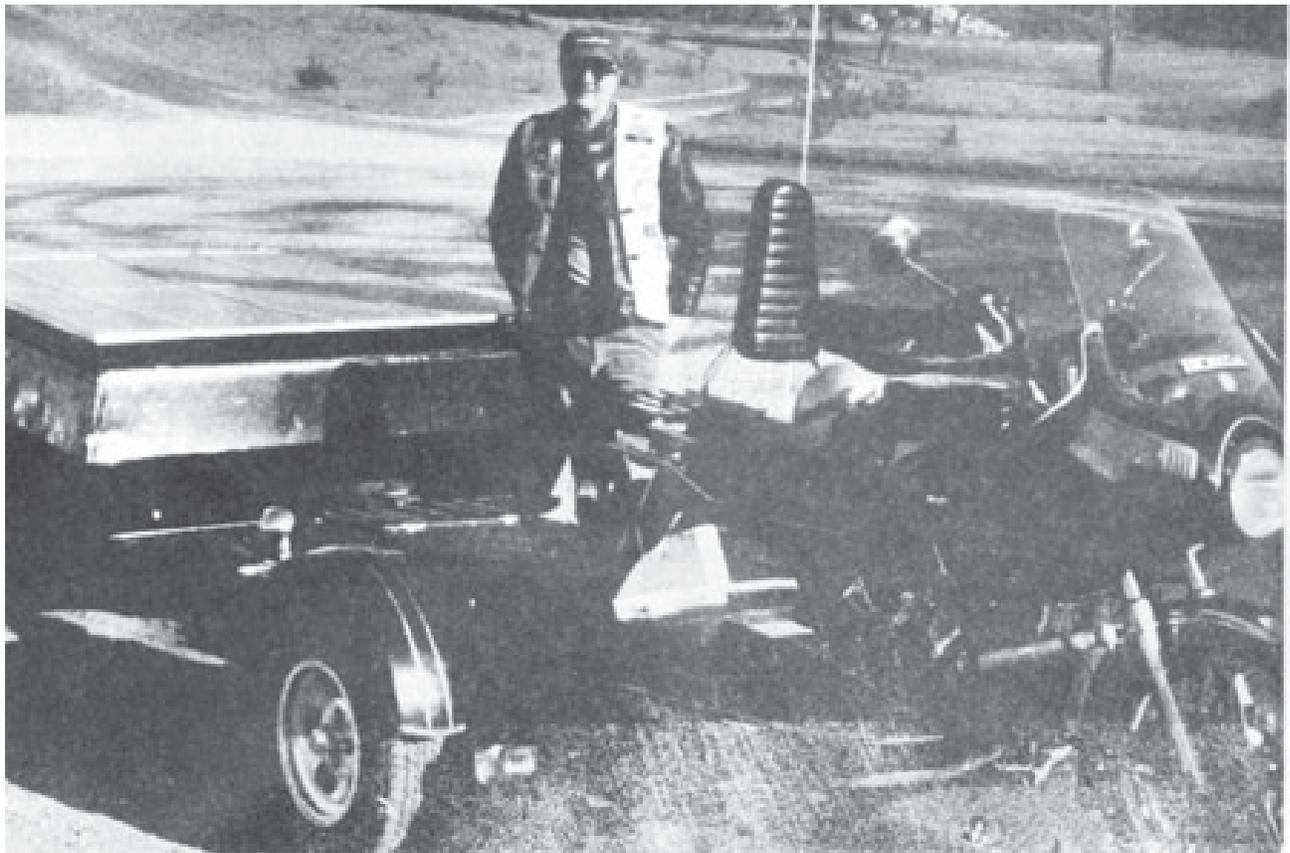
1926 BSA - National Motor Museum, UK

More Letters

William Neumann, Sr., Holmdel, New Jersey

William Neumann, Sr., is very proud of his '78 Honda G1000 with Hitchhiker plus Apache car pop-up trailer (stripped to remove excess weight). Sans trailer the outfit handles 500 miles per day comfortably while pulling easily at 60-65 mph.

The 18 inch offset in the trailer hitch allows the trailer to track behind the rig and rig handles far better than without the trailer behind. (my experience also. I pull an Allstate trailer behind a Laverda 1000 with a Watsonian GP - no offset trailer hitch but the ball is located at the rear on the inner frame of the sidecar HAK)



1979 POLAR BEAR RUN - Chicago Chapter

True to its name the Polar Bear Run heralded the New Year under ideal conditions, for a polar bear, that is. With the temperature plunging from a balmy 17 degrees to 10 degrees and some light snow falling, the following stalwart sidecarists carried on the noble tradition of travelling as far as they could before they turned blue and froze.

A whopping 45 miles this time - over roads that variously were slushy, dry, snow packed, and coated with ice. Ted Bachand and Don Le Pert were welcome guests of Sid Smith, Rich Morris, Tim Colburn, Marty Bachand, Ed Johnson and Rich Le Pert. Incredible, but Rich rode his 750 Honda solo. At least he had bought it to fit a chair onto it. Next time perhaps. At least, Rich wore his motocross padded leathers.

Guidelines for Club Affiliation with the USA

Any motorcycle association that has three or more sidecarists and three or more full members of the USA may apply to the USA for recognition as an affiliated sidecar club.

Each application should be accompanied by a list of all principal officers of the club, their addresses and phone numbers. It should include an updated list of all current members of the USA and identify those that own sidecars. (For purposes of eligibility the USA recognizes only one membership per household regardless of the number of sidecars owned.

A copy of the club's by-laws, charter and constitution should be included. If these are not available a statement as to the purpose of the club, what it is about, how it conducts its runs, and any other pertinent information should be provided to allow the committee to determine if the ideals and goals of the club will result in a meaningful relationship with the USA.

The USA will not influence the operation or activities of any club. Nor, will the USA determine requirements for membership in any club. It is clearly understood that affiliation of any club with the USA is a privilege not lightly given and furthermore, that any club run listed in The American Sidecarist will be open to any member of the USA, to any member of any USA Chapter, or to any member of any other affiliated club. The club can hold closed runs, but these will not be published in The American Sidecarist.

It is clearly understood that the USA will not be held responsible in any manner, shape or form for any action of the affiliated club, its officers or members and that the affiliated club will not use the USA to further goals which may conflict with the policies of the USA.

Application for Affiliation with the required data, will be sent to the USA Secretary. It will then be passed on to the committee at large. Admission will be by 3/4 majority vote.

If accepted by the committee at large, data will then be passed to the Executive Committee for approval. Formal admission will be by a 3/4 majority vote of the Executive Committee. The affiliate club will then be notified of the decision and if successful, will appoint a spokesperson to keep the National Coordinator and the Editor advised of runs and events which are open to the USA membership.

Affiliation can be severed at any time be either the USA or the affiliated club for any reason.

Those wishing additional information or copies of these guidelines should contact Hal Kendall.

U.S.A.'s Invitational to the Moto-Guzzi Rally at Sylvan Grove

The U.S.A.'s Invitational to the Moto-Guzzi Rally at Sylvan Grove - June 1, 2, 3, 1979.

Pre-registration:

\$10.00 each before May 1st. Registration: \$13.00 at gate. U.S.A. members should include their U.S.A. membership number when they pre-register.

For more information, contact: Frank Wedge, P.O. Box 93, Sylvan Grove, Kansas 67481 Phone: (913) 526-7216

SIDECARS FOR SCOOTERS

No matter how small the cycle there is a sidecar to fit. One of the first in this field was Watsonian who produced thousands of "Bambini" sidecars for their scooters. Then, Lambretta offered a sidecar for their 150 and 200cc scooters.

Now Squire of England has a combo for the Vespa. Available as either a commercial box or a passenger sidecar, it will fit all Vespas from 125cc upward. The PVI has a fully upholstered color impregnated glass fibre body, a tinted screen, a removable seat and cargo space behind the seat. The commercial box has a 16 cubic foot capacity and can hold up to 200 pounds. Both the PVI and the commercial box share the same sturdy tubular steel chassis which bolts up to the underside of the Vespa chassis. At this time it is not known if it is available in right-hand form for export. If interested, contact Hal Kendall.



SIDECAR MANUAL

We have received the following brief histories from Motorvation Engineering and from Sidecar Restorations for our up-coming Sidecar Manual.

All sidecar manufacturers and motor-cycle camper manufacturers are invited to send Hal Kendall a brief history of their company and any brochures they wish to have included in the very comprehensive manual.

All members are encouraged to let manufacturers know that we want to know what they have, where they have been and where they are going. Spread the word (includes manufacturers in the U.S.A. and abroad).

National Motor Museum

Courtesy of the National Motor Museum, Hampshire, England we received several photos of old, unusual machines for the sidecar manual. Throughout this issue you will find the following 8 machines:

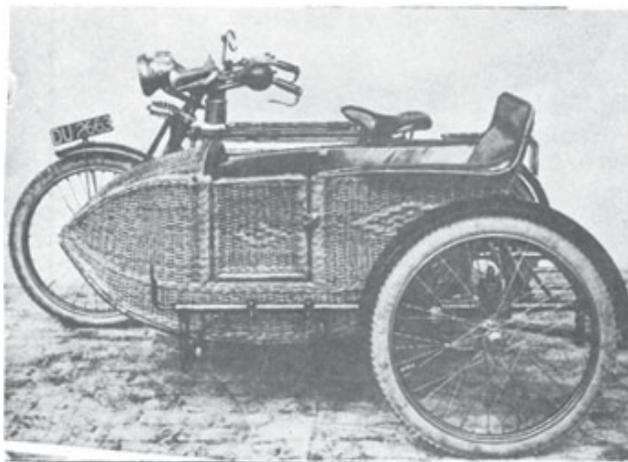
- A. BSA Sidecar with dickey seat
- B. 1922 8 h.p. deluxe combo
- C. 1923 Sidecar TT
- D. Supercharged Brough Superior
- E. Harley Davidson
- F. Triumph
- G. 1926 BSA
- H. Harley Davidson

These are just a sample of the photos to be published in the USA Sidecar Manual and we couldn't wait to share some of them with you.

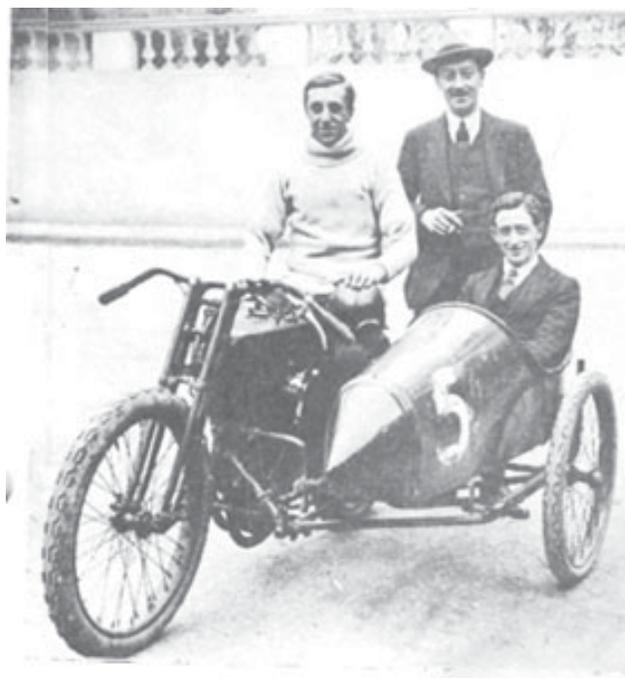
SOUTH BAY SIDECARS

Ron Rennie, manufacturer of the famous Kenna Sidecar, is organizing a Sidecar Club in the South Bay area of Southern California. A varied program

of activities including touring, camping, rallies, sporting, and social events, is planned for all sidecar enthusiasts. The S.B.S. will work in cooperation with all sidecar clubs and organizations and also the SCMCA. Contact Ron Rennie, 25911 Saddle View Road, Lomita, California 90717.



Triumph - National Motor Museum, UK



**Harley Davidson -
National Motor Museum, UK**

THANK YOU ONE AND ALL (by Hazel Kolb)

Hazel Kolb, better known to many as an Aspencade Queen, was recently elected as one of the six A.M.A. Board of Trustees' Members. Each Trustee is responsible for representing a definite geographical region. Of the fifteen nominated for election, only two were women.

Hazel has covered 86,000 miles during her 11 years on the road, including 21,000 just last year. She is a Road Rep., an A.M.A. Congress Rep. (Dist. 18), Publicity Director and State Director of Motor Maids, and a member of the Golden Eagles and the Retreads Motorcycle Clubs.

Hazel is gung ho for promoting motorcycling and for more intensive and extensive rider education programs and for awareness programs and continued legislative support. She extends her grateful thanks to all U.S.A. - A.M.A. members, for without their support and encouragement she may not have had this opportunity to serve. In her own words, "I feel very humble and grateful for the trust and friendship all the members have given me and will do the job to the best of my ability." She will receive her baptism in Houston on February 3, the Board's first meeting.

Hazel has assured us that, if at all possible, she will be at our National Rally although she expects to be "some-where" in the Northeast of the United States at that time on a "round the U.S. perimeter ride." But, if time will permit, she hitch a plane to St. Louis and then to Bland on a sidecar with friends (or did I get it mixed up, again?).

Hazel, our sincere congratulations on your election and we know you will keep the A.M.A. advised that sidecaring is the better way to go.

U. S. A. PINS, PATCHES, "T" SHIRTS

- ARE YOU PROMOTING THE USA ?

3" Embroidered Patch \$2.00

Club Pins \$2.50

"T" Shirts \$5.00

Send check, cash or money order to:

Dorothy Mc Cadden

14816 Perry

South Holland, Illinois 60473



Hats off to BMWRA.

They were the first National organization outside the U.S.A. to list the U.S.A.'s 1st Annual National Sidecar Rally in their monthly publication. "On the Level." This excellent publication comes with your membership (\$5.00), a bargain at twice the price. Thanks BMWRA.

The USA January Newsletter mistakenly said "Pop" Dreyer was 62 years old. Actually, he is 80. Sorry Pop, we tried to make you younger but someone is always checking.

Roger Collins of Mitchell, South Dakota asks if Ural and Jupiter wheels are interchangeable.

SIDECARS HAVE NOT BEEN OUTLAWED - YET

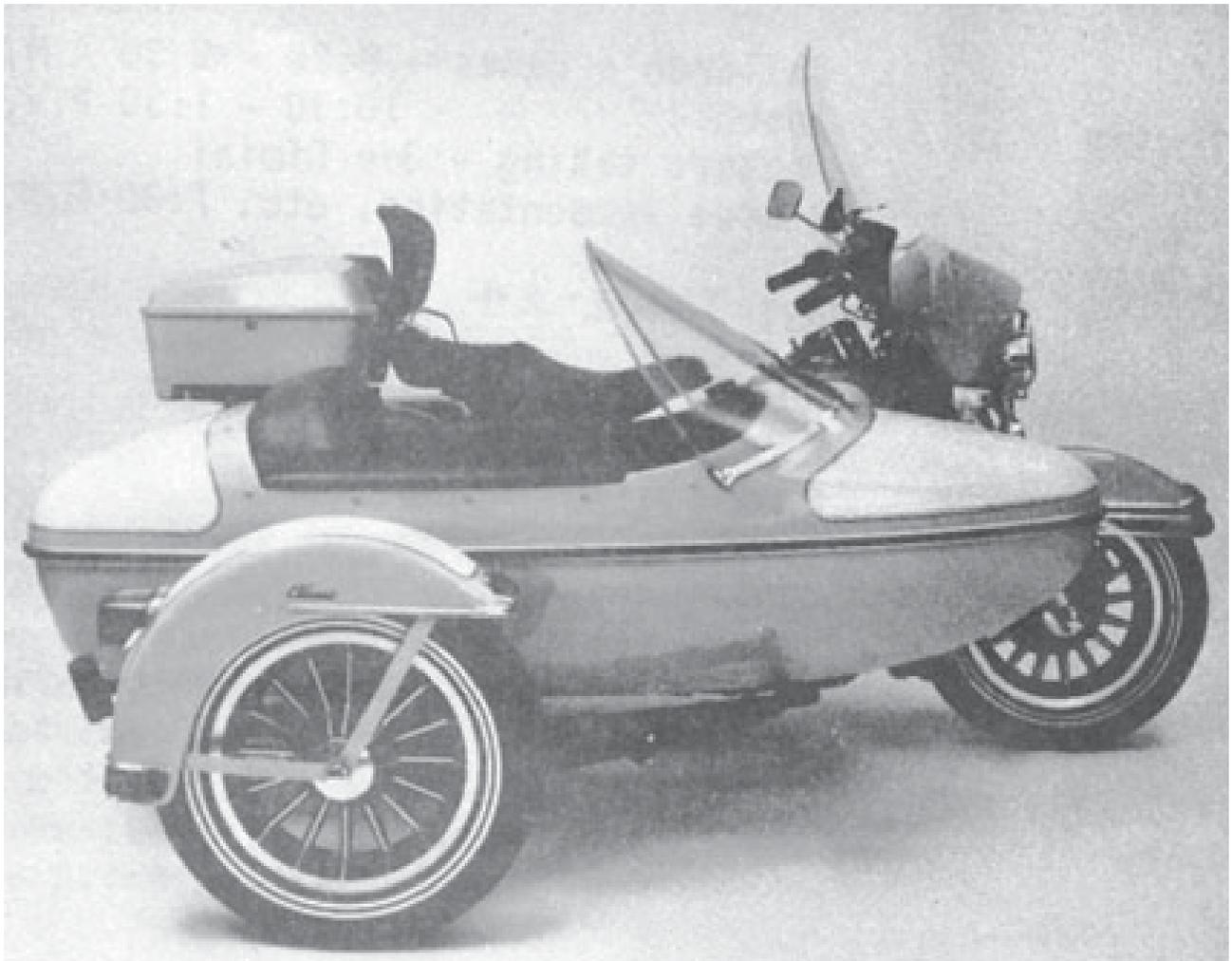
Several rumors have been recently published in various motorcycle and trade papers to the effect that EPA had outlawed sidecars as a factory option. That is just not true. EPA and NHTSA require that new machines pass certain requirements related to braking, emissions, noise, controls, and so forth and so on. Each specific model must be certified.

A dealer can sell any certified motorcycle. Sidecars do not require certification. You can fit a sidecar to your certified motorcycle. But, if the sidecar is ordered as a factory option, the motorcycle must be certified with the sidecar attached.

In the case of H-D, all the models they sell have been certified, but a particular model had not been certified with a sidecar attached during the tests. H-D has now certified a solo with a sidecar attached, and they are available from the dealers.

If it concerns sidecaring, do not listen to second hand rumors. Come direct to the USA. We will determine the truth and not give you a line.

H-D reports that combo sales are better than ever. The photo below shows why.



Harley-Davidson Outfit fot 1979

TEXAS CHAPTER NEWS

Texas has a USA Chapter and the following officers have been confirmed: Hal Kendall, Bert Zitek, Neil Brownell, and Robert Kenney. Kenney has applied for membership for the Chapter from AMA District 20 and the Texas Motor-cycle Riders Association.

Mike Stanisci, a very active USA member, now State Secretary of TMRA, is running for the presidency of TMRA. Mike has been very helpful to the USA and we urge USA members of the TMRA to support Mike.

Who owns the white H-D outfit, Texas license 3TH-372, ridden by a member of the San Jacinto Highrollers?

THE TEXAS MOTORCYCLE COALITION.

ABATE of Texas, AMA District 20, and TMRA members met in Houston to form THE TEXAS MOTORCYCLE COALITION. Their purpose was to iron out any differences among the various associations and present a united front to the public and the Texas Legislature

Our very own Hal Kendall was asked to chair the Coalition but declined the honor. "The USA comes first" said Kendall, "there is only so much one person can do." Hal then rearranged his time to offer assistance preparing the various position papers necessary.

TECH NOTE (From David Hough)

Several had wondered about Harley Davidson's practice of attaching the rear 1 lower mount to the swinging arm member. The front upper mount is S shaped which flexes and acts as a form of shock absorber. The single rear lower mount is not really a bad idea, for a H-D. By mounting the lower rear near the wheel axle forces are transmitted to the wheel and ground rather than through the swing arm bearings or frame members. For this to work properly, only three mounting points can be used (unless the rear suspension units are removed and replaced with solid links). The front mounts must allow for a little pivoting fore and aft to compensate for rotational movement of the swinging arm. As mentioned above, this is a good idea for H-D but not necessary for other makes. The swinging arm itself must be hellishly stout.

Very few modern frames are now built to withstand large lateral forces on the rear frame section although the steering head is always quite stout, even on a Beemer. Without added bracing David would not recommend fixing a rear upper mounting on a later model Beemer frame. (I have always been a five point mounting man myself, to get superior load distribution -HAK)

David's next sidecar frame will follow this theory. It is most important to have the upper front mount (link) in a plane with the apex pointed in line with the sidecar wheel. This will prevent flexing the front of the sidecar frame up and down. The principal stresses on a sidecar frame are caused by rotational loading, thus large diameter thin tubing is preferred to heavy square tubing. Have you noticed how strong the Ural is?

More from David in future issues.

MOTORVATION ENGINEERING - A Brief History

Established in 1969 as a design specialties company for high performance and racing motorcycles and cars. Began sidecar prototypes in the summer of 1971 in cooperation with a company called Simon Fabrication. Design finalization for the Spyder T-1 was in September 1977. Prototype design began on the Coupe Royale in October 1976, with the design finalization in July 1977. We have been in production on both sidecars since December of 1977.

Production - Year to Date: 35 sidecars produced.

Geographical Distribution: Continental United States.

Test Reports: Touring Bike, December '77 "Tracking with a Hack". Rider, April 1978 "Suspension Cures for the GL 1000".

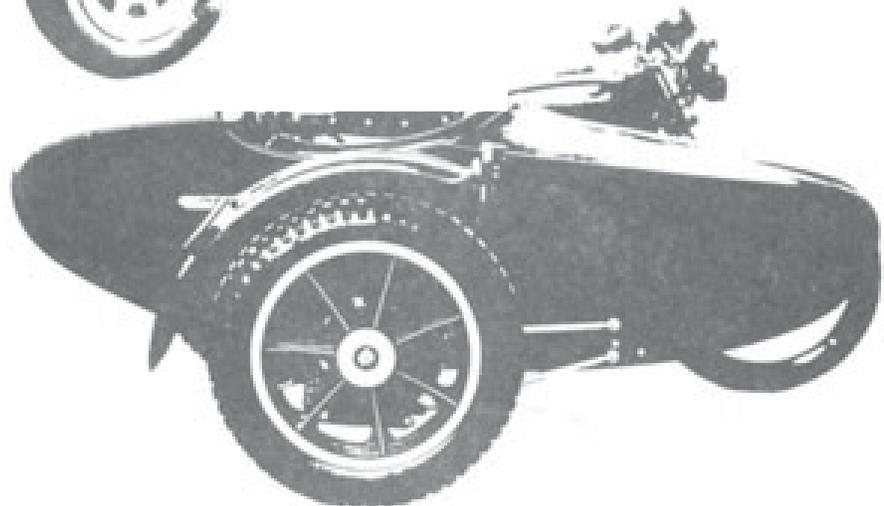
Touring Bike, October '78 "The Spyder: Motorvation's Sidecar and our Project Bike". Rider, December 1978

* "The Motorvation Spyder T-1 Sidecar". Est. List Price - 1979: \$1,765.00 for each sidecar.

* In this article you will find about all the necessary information for properly preparing a motorcycle before attaching a sidecar.



**Motorvation
Coupe Royale**



**Motorvation
Spyder T-1**

National Rally - The United Sidecar Association (by Bill Espe)

U.S.A.'s First National Rally in Bland Missouri, June 22-24, 1979, will see dedicated sidecar enthusiasts gathered from all parts of North America with possibly a few from overseas. An excellent opportunity to meet other sidecarists, see futuristic rigs, contemporary rigs, and rigs from the old days. What is certain, no two rigs will be identical as each rig reflects the personality of each owner.

You will see what outfits are used for different purposes and how different setups are used on similar machines. Many novices and those contemplating sidecaring, will be present, They will see rigs that are ideal for their situation. Bob Kramel will lead a short tour of of the area surrounding the campsite for those who never tire of riding.

A sidecar clinic will provide answers to questions in handling and rigging. The pros and cons of Earles type forks will be discussed. With luck, the long awaited sidecar manual will be available. Joe Cimini, professional photographer will obtain sidecar photos for the Rally Album. Orders will be taken at the Rally site. You will receive a Rally Pin, swimming and fishing facilities, and something for the kiddies, all for only \$9.00 per adult pre-registration. Food will be available for those not planning to cook.

Jasper's Hollow is a private campground and Don is a dedicated BM owner. Please treat the Hollow as you would your own property. Pet owners should keep pets on a leash at all times and be considerate of other members. Come on down to the "Show-Me State" of Missouri, roam the fair camp grounds and be a part of the largest sidecar rally in Missouri. Pre-registration is really the only way to go (and you save \$3.00). Checks or money orders should be made out to the United Side-car Association, Inc., and mailed to Bill Espe, 1019 - 28th Avenue N.E., Minneapolis, Minnesota 55418. The U.S.A. Committee says, "Take care and see you there."

Bring some surplus item of motorcycle equipment as your contribution to financing the Manual. Your item will be auctioned or raffled and you will receive a sidecar manual for your contribution.

PS: Don't forget the Moto Guzzi Invitational in Sylvan Grove, Kansas on June 1.

National Sidecar Rally Program, Bland, Mo.

Friday: June 22.

Sign in all day.

Picture taking - Joe Cimini - all day.

Sidecar Clinic - Questions from the Gallery, answers from the Experts.

Saturday: June 23

Children's games - 8:30 - 9:30 A.M. Tour 10:30 - 1:30 P.M. Picture taking - Joe Cimini

Awards Presentation, etc. 7:30 P.M.

Sunday: June 24

CMA Services by Herb Shreve, Farewells

TECHNICAL TIP

How to fit a Velorex to a Pre '69 BMW R60/2 (From Howard Brown to Ian Macintosh)

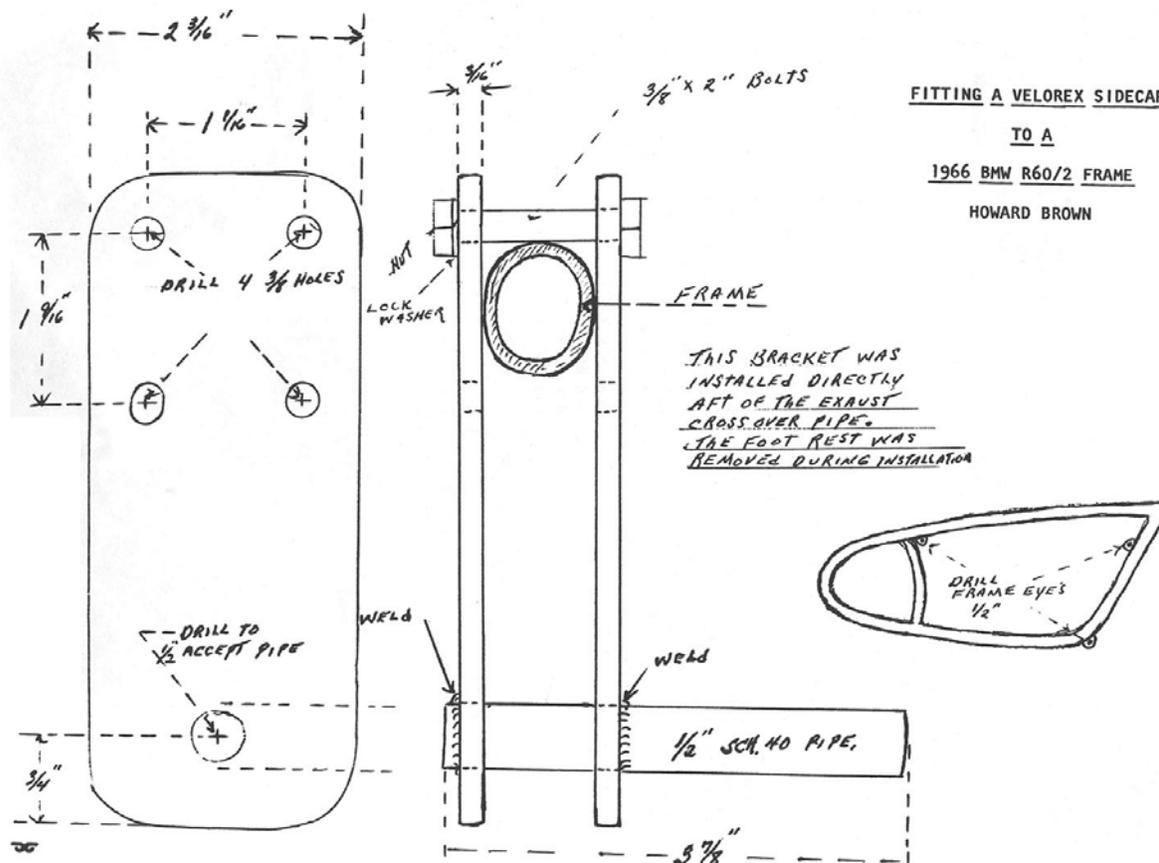
For his first sidecar hookup, Howard enlarges the frame pad eyes (upper rear, upper front, and lower front) to 1/2 inch to accept three of the four points required for mounting. (Howard wanted to retain his right saddle bag so opted not to utilize the lower rear ball.) Howard rigged up a special mount for the rear lower mounting arm. Details shown.

The sidecar wheel lead of 7.48 inches (ahead of the rear wheel) is not critical. The wheel can be from 6 to 9 inches before handling problems will occur. Velorex recommends a toe-in of 0.5 inches. This should be regarded as a minimum. Actual toe-in may lie between 0.5 and 1-1/2 inches but should be as little as possible. Howard found 7/8 inches was right for his outfit. Velorex also recommended a lean-out of 3 degrees. Again, I would suggest that as a maximum. Howard found 1-1/2 degrees worked just fine for him. Final fine tuning must be done by road testing of the individual machine under the conditions the machine will be normally driven.

Howard's alignment could not be maintained as the lower front clamp on the 1 sidecar kept sliding. His solution was to weld one end of flat steel strap to the errant lower front arm and the other end to the sidecar frame. It just dare not move, now.

Later, Howard transferred the Velorex to a Moto-Guzzi convert (with excellent results) then transferred the Velorex for a Jupiter. Howard's final note -

- 1) keep the nose 1/2 inch higher than the tail, and
- 2) toe-in and lean-out should be measured with cycle and sidecar loaded normally.



LEADING LINK FORKS

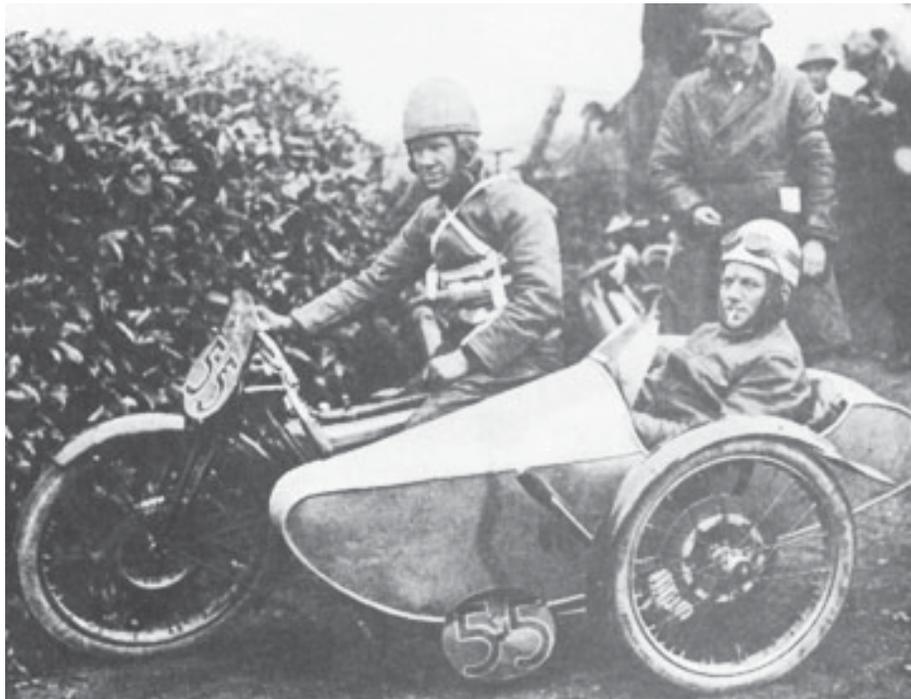
Leading link forks are still available but at a cost of about \$1,000.00 in England. Paul's Services of Halwill Junction, Beaworthy, Devon, England custom tailors forks for a specific machine and for a specific purpose. The trail required for a particular machine depends on whether the outfit fitted is a heavy three seater or a light single sportster. The trail must be reduced a lot to make the heavy three seater steerable but at the same time, more attention is given to a dampener. The lighter chair, with even more trail, can be controlled with only a modest increase in steering effort in spite of a large self centering effect.

Paul Holt supplies new, longer brake hoses in flexible stainless steel and a new chromed or glass fibre mudguard to replace the standard. The entire telescopic fork units are replaced with a fork of the Earles type to the selected trail requirement for a particular customer. They may also recommend a steering dampener if needed. The forks have no alternate adjustment positions and should not be used for solo use.

Experience has taught them not to fabricate forks for vehicles they do not have on their premises because of many difficulties that can occur when setting the forks up. Only if Paul's fits them can they stand behind them. Perhaps if you buy a machine in Europe, Paul's can fit the forks before you ship the machine back home.

Paul's have successfully made and fitted forks for the BSA A65, and A10; Triumph Tridents, and the T110; Suzuki GTA and GTB, GS750 and 550; Honda F2, F1, 500/4, and 400/4; Yamaha XS 750; Kawasaki 900; and the Moto Guzzi 1000 and 850.

The subject of Earles type forks would not be complete without mentioning that Doug Bingham of Side Strider in California has made some Earles type forks to his specifications; the Wasp outfit came with this type of suspension, and a manufacturer in Germany makes Earles type forks for the Honda GL.

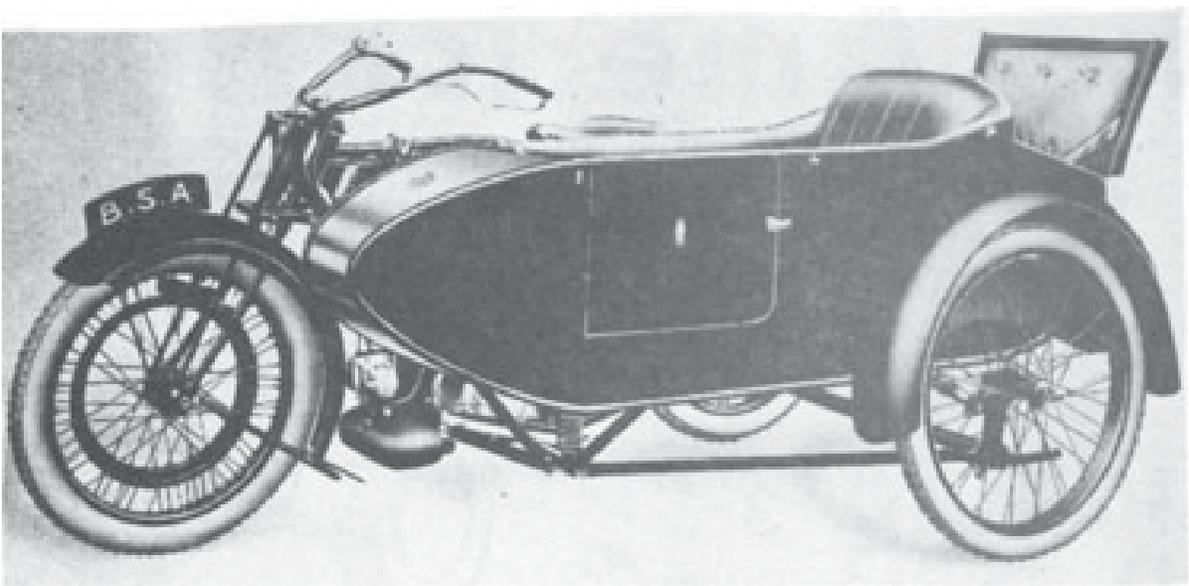


1923 TT Sidecar



BSA motorcycle, 1922. Credit - Science Museum, UK

This motorcycle, powered by a large V-twin-cylinder engine, and its sidecar were made by BSA (Birmingham Small Arms) Cycles Ltd. Designed for reliability and comfort rather than speed, these machines tended to be serviced and maintained by their owners. Motorcycle and sidecar combinations using machines such as this were used in very large numbers throughout the 1920s, essentially by the working man and his family for whom the purchase and running of even a small motor car was often prohibitive.



FOR SALE / WANTED

Free service to USA members only. Keep description brief and to the point.

Send ads to: Bert Zitek - 1324 Columbine, Arlington, Texas 76013

FOR SALE - 1978 New Ural sidecar, black, still in the crate, with BMW hookup. \$950/negotiable. David Aycock, 3813 38th St., Lubbock, TX 79418. Phone 806/792-8474

FOR SALE - Velorex sidecar with windshield and Tonneau cover with fittings. Approximately 500 miles on sidecar, like new. Fitted to BMW R60 and a Moto-Guzzi 1000 Convert. Works good on either. \$500. Howard/Connie Brown, 2657 Shiras Ave., Dubuque, IA 52001. Phone 319/588-1884

FOR SALE - 1974 Moto-Guzzi V-7 Sport, black, twin disc, 75000 factory balanced engine. Very smooth and just broken in with 5,000 miles. Perfect condition. \$2,600/reasonable offer. Joe Rybacke, 338 Hill St., Woodstock, Illinois 60098. Phone 815/338-0664.

FOR SALE - 1977 Jupiter sidecar. Black b Red, like new. \$700. Ken Tribble, PO Box 94, Wellington, CO 80549. Phone 303/568-3540

FOR SALE - 1972 BMW R75/5 short frame. Corbin Gentry dual touring saddle, Craven bags (scratched), right valve cover scratched, needs high/low beam switch. \$1,200 w/6 gal. tank or \$1,000 w/4 gal. tank. Also 1968 BMW R60/2 with Hollendia sidecar. Sidecar gearing, new tires on bike, needs high/low beam switch, has Buco bags and rack. Exhaust is two into one, home-made. \$2,200, will separate. Charles or Linda Gilman, 802 Senaca St., Bethlehem, PA 18015. Phone 215/867-4877.

FOR SALE - 1949 Cushman with sidecar, needs restoration, \$300. Also 1958 BMW R50 with Watsonian Le Grand sidecar, 15,000 miles, \$2,500. Leo Gephart, 340 N. Main St., Englewood, Ohio. Phone 513/836-1407

FOR SALE - 1972 Jupiter 35000 with Jupiter sidecar. \$1,500. Cycle World, Germantown, Maryland 20767. Phone 301/428-0030

FOR SALE - Spirit Eagle sidecar. \$250. Daniel Mortland, 615 E. Brady St., Butler, PA 16001 Phone 412/282-3333 or 287-0866

FOR SALE - 1948 Cushman with sidecar. \$750 1958 Cushman with sidecar. \$750 Pierce, 3517 Dollar, Akron, Ohio 44319. Phone 216/644-2133

WANTED - Windshield and spare tire rack for H-D 47 sidecar body. Frank Scaletta, 25785 Franklin Ave., Hayward CA 94544 Phone 415/538-5498

WANTED - Good original Steib. Karl Neuman, R. 1, Spencerville, Indiana 46788. 219/627-5448

WANTED - Spare tire carriers, windshields, complete aprons for Harley sidecars 1945 - 1948. Reed, 6245 N. Oliver, RR 3, Wichita, KS 67220

WANTED - Literature, pictures, information on 1913 Indian with side-car. Don ,McGillivray, 13041 Jefferson St., NE, Blaine, MN 55434

WANTED - Information for placing a Hang Two type touring saddle on a /2 BMW, or any other type of 'Double' bucket saddle. Craig Schneider, PO Box 27081, Riverdale, IL 60627

WANTED - Pattern for 1950 Steib Tonneau. Jon Hinchcliffe, PO Box 1665, Elgin A.F.B., FL 32542