

# The American

# Sidecarist

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USA NATIONAL RALLY - BLAND = MS = JUNE 22-24 1979

# THE AMERICAN SIDECARIST

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**EDITORIAL ADDRESS**  
Hal Kendall, 1621 Palomino Lane,  
Kingwood, Texas 77339

**MEMBERSHIP SECRETARY**  
Connie Brown, 2657 Shiras Ave.,  
Dubuque, Iowa 52001

**EXECUTIVE SECRETARY**  
Hal Kendall, 1621 Palomino Lane,  
Kingwood, Texas 77339

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**NATIONAL COORDINATOR**  
Bill Espe

**EXECUTIVE SECRETARY**  
Hal Kendall, Ph.D.

**NATIONAL CHAIRMAN**  
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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.



## LATE NEWS EXTRA

I want to thank you all for the nice time Bill and I had at the Bland Rally. I enjoyed meeting so many nice people - some for the second and third time.

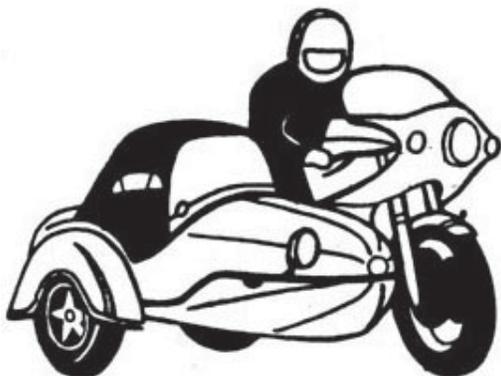
Bill is just delighted with his long distance solo bike trophy and I'm so pleased with the lovely belt buckle. An added surprise was the Certificate of Appreciation which now occupies a place of honor in our living room.

I would like to express my gratitude to all of those connected with the United Sidecar Association for being kind enough to invite me to your Rally. You were the first to do so and I was only too happy to be a part of the doings. I do hope that I will have the opportunity to attend next year - hopefully weather and terrain will permit field events to be held.

Again, thanks for everything and until we meet again, may the Lord ride with each and every one of you.

Sincerely, Barb Isern,

1979 Aspencade Queen



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## NOTES from the President

To all fellow sidecar enthusiasts receiving this Newsletter for the first time. Many of you have shown interest in sidecars through contacting my company, Side Strider, or by other means:

I, Doug Bingham, have been appointed President of the United Sidecar Association by vote of the Executive Committee---consisting of: Hal Kendall (whom I had met several years earlier), Bill Espe (with whom I have corresponded with over the years), Connie Brown and Ed Johnson (both of whom I have just had the real pleasure of meeting at the First National Side-car Rally in Bland, Missouri),

All of us are sidecar enthusiasts and we are. putting this Journal, the "American Sidecarist," together for the sidecar enthusiast, The "American Sidecarist" will be enjoyable and in-formative and designed to help side-car owners as well as those entertaining the idea of owning one,

Those of us in the manufacturing and business end of sidecars will be sharing our knowledge, This, of course, will be kept current in future issues of the Journal, This, again, will be extremely informative and will include input from other knowledgeable enthusiasts too,

So, give it a try- -send in your \$10.00 yearly dues to Connie Brown and receive the "American Sidecarist" bi-monthly (application form in centerfold), Join us in this safe family sport. Included in the "American Sidecarist" will be the dates and places of local clubs and activities in your area,

Some may ask, "What is Doug Bingham of Side Strider getting out of this?" Well-ll, a whole bunch,,meeting a lot of nice people ,,getting ideas from home built specitals,,I get to spend my money flying or riding (if time permits) to the Sidecar Rallies,..I also get to pay \$10.00 yearly dues and I get the chance to buy all the club paraphernalia, too---Lastly, I get to make a lot of long distance phone calls!!!

One more item. This is a National Association and all local clubs whether Charter Clubs or Affiliated Clubs may announce their rallies and provide other input to the "American Sidecarist."

I am quite proud accepting this position of President---Besides, I like that there isn't even a free ride for the President!

## 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

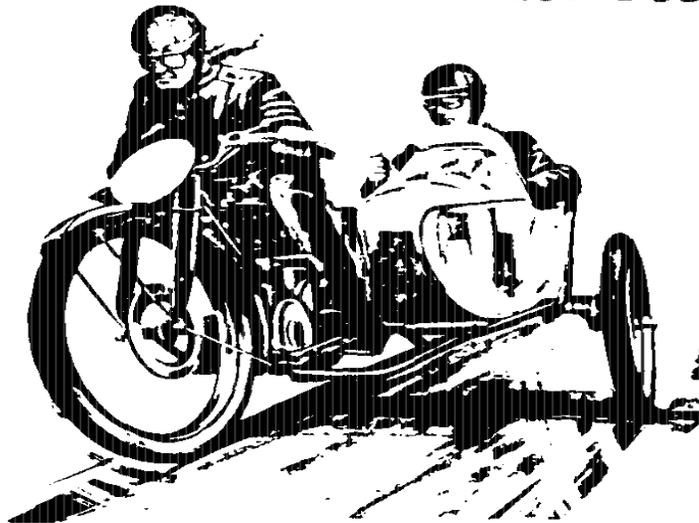
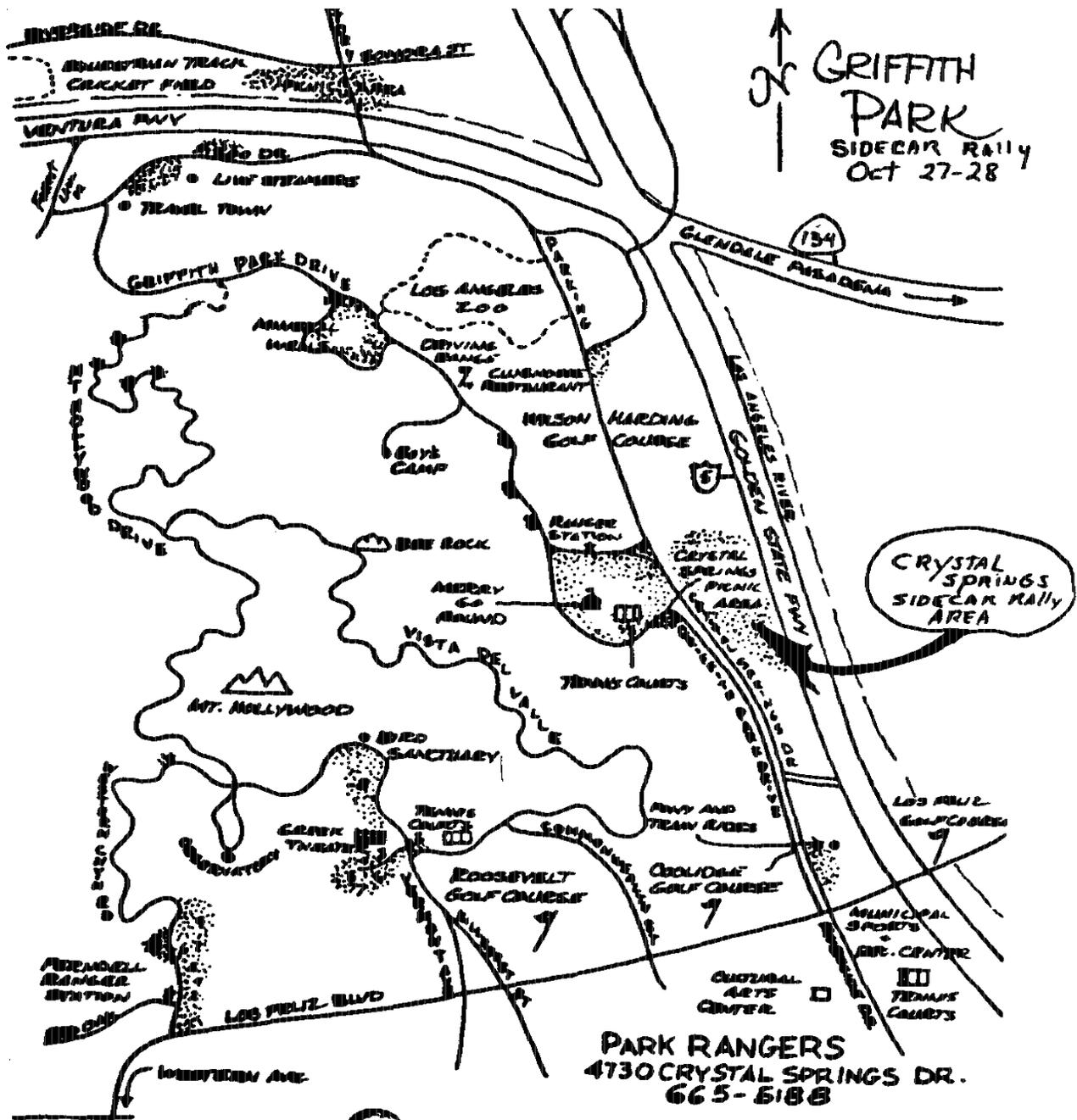
Send check, cash or money order to:

Dorothy Mc Cadden

14816 Perry

South Holland, Illinois 60473





EIGHTH ANNUAL GRIFFITH PARK SIDECAR RALLY --- OCTOBER 27 & 28

WHATS HAPPENING : AGAIN, the largest gathering of motorcycle sidecar combinations on the North American Continent --- all makes and models --- antique to modern --- practical to the far out creations --- FREE MOVIES Saturday night --- OVERNIGHT CAMPING Saturday --- Sunday is SIGHTSEEING, PICNICING, & DRAWING FOR PRIZES --- HOT DOGS, COKES & COFFEE will be available --- also SOUVENIR BUTTONS & T-SHIRTS

WHAT'S THIS ALL ABOUT : As you probably know, this is the original and oldest sidecar rally. This is where old friends meet and new friendships are formed. It is the one great chance for newcomers to learn the best kept secret --- THE SIDECAR EXPERIENCE --- the fun of owning and driving a sidecar. Bring your cameras and enjoy this family style outing. This is a good time to just browse and exchange ideas with other enthusiasts.

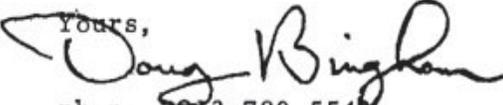
WHEN : SATURDAY afternoon ( after 2:00 pm ) OCTOBER 27th campsites will be available to out of towners and all wishing to stay the night. Beginning at dusk Clyde Earle will show movies until 9:30 ( park rule, those that are not staying in the campground must vacate premisis at 10:00 pm curfew - park gates open again at 6:00 am ). Following the movies will be a campfire and some banjo pickins. SUNDAY OCTOBER 28th --- THE BIG DAY. Registration begins approx. 10:00 am. PICNIC, LOOK AROUND & B. S. at your leisure --- DRAWING FOR PRIZES after lunch.

THE COST : Spectators - FREE ----- as usual, a few bucks per sidecar only. So invite everyone to come join in the fun.

NOTE : If you get lost, signs will be posted on Los Felis, at the Observatory and Travel Town. You can call the park ranger at 665-5188 for directions, or go directly to the Ranger Station, if lost.

Well friends, this is it. If you need more info or have questions, call me. As in the past, putting this rally together for all of us gives me great pleasure. Especially because it is due to your participation and interest that has made this rally what it is : THE BIGGEST AND BEST GATHERING OF SIDECAR ENTHUSIASTS AND FRIENDS. I'll see all of you soon.

8th Annual Griffith Park Sidecar Rally  
CRYSTAL SPRINGS Oct. 27 & 28  
Los Angeles, California

Yours,  
  
phone - 213-780-5542  
American Sidecar Association  
POB 8119  
Van Nuys, Ca. 91409

**8th ANNUAL**  
**GRIFFITH PARK**  
**SIDECAR RALLY**

# NOTES FROM THE CHICAGO CHAPTER

## Ed Johnson

The Chicago Chapter of the United-Sidecar Association, Inc., keeps the fifty area members posted as to happenings and contacts prospects.

Members are encouraged to host a meeting or event with a varied program. Something is planned each month. Our program for 1979 may be of interest to other area captains:

January 1 - Combo meeting and Polar Bear Ride

February - Meeting in Monee, Ill.

March - Meeting Woodstock, Ill.

April - Meeting Polo, Ill.

May 5 - Combination meeting and Sidecar Safety Clinic, Northeastern Illinois University.

May 20 - Historical Tour and Cook-out, Illinois-Michigan Canal Office, Lockport, Illinois and the canal locks at Channahon, Illinois.

June 22-24 - Combo meeting National Rally, Bland, Missouri.

August 11-12 - Regional Rally - Lake Louise, Byron, Illinois.

September 23 - Brunch Meeting and Antique Motorcycle Show, Woodstock, Illinois.

October 28 - Harvest Weiner Roast and Meeting, Farm Property of Luther Craver, Lockport, Illinois.

November 10 - Meeting 12:00 Noon, Lassen's Tavern 2131 W. 183rd Street Homewood, IL

(The Birthplace of the U.S.A., Founders Terry, Hal, and Ed.

December - Combination Meeting and Christmas Party for Adults and Children - Grab Bag.

## Continuing Things To Do:

- a) Tie in with local activities. I.e., local Rock River Riders are sponsoring a Poker Run.
- b) Tie in with a national civic project such as the AMA sponsored "Ride for Hemophilia."
- c) Pick a local school or institution for the handicapped to support.

We can attend the local Santa Fe Park for the national short track championship And now, with the inclusion of Willy Kenn in our group, we are privy to the Sidecar Racing Association Schedule.

"Us local yokels" are not structured and so the Chicago Chapter of the U.S.A. has no officers, no dues, no obligations. It is a springboard offering social and riding activities for U.S.A. members in Chicago and surrounding areas. Riding groups have been disbanded due to differing skills. We meet at the event or at a central location and then motor onward in loose formation.

The Chicago Chapter of the U.S.A. offers all U.S.A. members in this area a place to go and something to do with at least one scheduled event each month. People volunteering ideas and "Things To Do" has proven successful. We have no problem finding different and interesting things to do and places to go. The "Eat and Meet" theme works best. Informality at meetings and on rides works best. Our diverse group cannot be melded into one mold. Solo riders and guests are welcome. Events are scheduled sixty days in advance. Not too long or too short. As events cannot be placed in the "American Sidecarist" because of timing we use advance mailings successfully, preferably one week in advance to inform the members of what is happening. This communication is essential.

Finally, Hal Kendall, co-founder of the U.S.A., originally felt that a loose federation of sidecarists would work best for such a diverse group as ours. The successful local chapters and affiliated club offerings have proven his concept was valid.

## **VOLUNTEERS FOR THE COMMITTEE-AT-LARGE**

Connie has now issued nearly 400 memberships. What this means is we are rapidly overloading the existing hardworking committee-at-large. The U.S.A. is a dedicated hardworking organization BUT all members are reimbursed only by the satisfaction of a job well done, not in wordly possessions.

In order to keep bringing you the type of service you expect, nay, demand, we need to maintain a ratio of one committee member in some capacity for every 15 to 20 members-at-large. That means we need somewhere around 20 to 26 committee members to support the membership. But, we have about one-half that number. If more members who have the time and the interest can share the load, it will make it so much easier on those who now shoulder the burden.

You ask - but what can I do? How may I help? I have no experience! True. All it really takes is willingness to share your enthusiasm, You can start a local chapter of the. U.S.A. in your back yard.

You can assist Connie with renewals and memberships.

You can assist at the National Rally and at other rallies where the U,S,A, has been given an invitational. This is very important.

You can assist with the sidecar manual or with the production and distribution of the "American Sidecarist,"

You can assist in letter writing campaigns on those issues we feel are important to sidecarists and cycling.

You can assist in providing articles and stories of and about sidecarists and side-caring.

If any of these items has appeal, please drop Hal Kendall a line so he can coordinate your efforts to maximum advantage.

## **12th Annual Polar Bear Run**

The Chicago Chapter of the U,S.A, has applied for A.M.A. sanction for their 12th Annual Polar Bear Run, Jan, 1,

The event will be co-sponsored by Ed Johnson, owner of the Motorcycle Insurance Agency of South Holland, Illinois and by Marty Potasky, owner of South Suburban Triumph, 2725 Chicago Road, South Chicago Heights, IL.

"Torque Flyte" will have three alternate routes, Weather conditions will determine the appropriate route, Those not wishing to ride can meet at the U,S.A. Chicago Chapter meeting.

For more information call (312) 333-9167 or (312) 754-6466,

## **MINI SIDECAR RALLY IN BAYVILLE, N.J.**

Our thanks to Mrs. John F. Cron (204) of New Jersey for details on their Mini Sidecar Rally of May 27th. In attendance were the Grinnells (Amsterdam N.Y., who left at 10 PM to arrive at 4 AM), Don Fulton (N.J.), and the Possingers (Penna). Mary never realized the togetherness and friendliness shared between sidecarists. "They are great people." The seven daring sidecarists made up in spirit for the lack of machinery.

The next sidecar get-together in New Jersey is scheduled for Sunday, September 16, 1979, at the Allaire Park off the Golden State Parkway (use Parkway Exit 98). The admission charge will be waived for the sidecar rally group (Mr. George Kendall Superintendent of the Allaire State Park, is very happy we can use his facilities). Cycles and outfits should be parked in the parking lot.

You may wish to drop Mrs. Cron a line if you can attend - 407 West Fifth Avenue, Roselle, New Jersey 07203. Please be sure to include a stamped self-addressed envelope for a reply. Or call 201-245-5794.

## NOTES from The Secretary

The third anniversary of the News Journal, the "American Sidecarist" is an excellent reason to review our progress, especially for those who will be receiving the "American Sidecarist" for the first time.

Terry Strassenburg, Ed Johnson and Hal Kendall met at Lassen's Tavern in down-town Homewood, Illinois, and outlined the organization that became the United Sidecar Association. It would be family oriented and provide a chain to unite 411 sidecarists throughout America. Founded 200 years after Independence was signed, our official colors (red, white and blue) signify our patriotic fervor,

The charter members were from the Chicago area but as sidecarists learned of the technical expertise available to members and learned how the U.S.A. had taken on the Tollways in many States to win equality for all sidecarists, so our membership territory increased.

Bill Espe (co-founder of the 3rd Wheel, Inc.) now wore our colors and was seen in many national rallies. Connie Brown joined our Executive Committee and a better choice for Membership Secretary is hard to imagine. The long hours that gal puts in! Membership increased over 1000 percent during our second year by the combined efforts of many dedicated sidecarists.

Our very successful First National Rally was held in Bland, Missouri under the direction of Bill Espe. It was here that Doug Bingham was appointed President by the Executive Committee. Membership is expected to exceed 1000 under Doug's leadership, by year's end. It is on-ward and upward.

All members of the American Sidecar Association will receive a complimentary copy of this Special Rally Edition in-stead of their normal annual flier, inviting them (and all sidecarists) to attend the 8th Annual Griffith Park Sidecar Rally. This Rally promises to see the biggest gathering of sidecarists yet held in America.

It is our policy to bring you details of local U.S.A. events, U.S.A. rallies and rallies to which we have been given an official invitation. Thanks to Ed Johnson, Connie Brown, Hal Kendall, Til Thompson and Doug Bingham, we are able to include notes from Chicago, Bland, Menomonie, Aspencade and Griffith Park (What has been and what will be,)

Many are wondering what has happened to the Sidecar Manual. It is alive and well, It took a year to collect all the material necessary. But, this is a very massive undertaking and requires large expenditures of time and money, with both commodities in tight supply. The most feasible solution was to issue the Manual in sections. The first section, available at Bland, MO, includes a brief history of sidecaring, who we are, why, history of sidecar clubs in America, history of sidecar manufacturers and a list of sidecar manufacturers and dealers in the United States, Canada, England and Europe.

The first of several reliable sidecar books you will want to add to your reference library is available by sending \$2.50 to Ed Johnson and marked for "The Sidecar Manual."

NOTE: The earlier price was estimated at \$5.00 for a complete manual but the complete manual is a long way from completion. Those who have sent in \$5.00 or more will be given credit to receive the next section (or sections) automatically, All funds received for the Manual are in a special Sidecar Manual Fund, All Manuals are provided with a money back if not satisfied policy.

### Farewell to Bert Zitek

With regret we say farewell to Bert Zitek our Editor. Bert's zeal and performance has lifted the "American Sidecarist" to a new high. The next issue will be produced on the West Coast. Meanwhile, all copy for the "American Sidecarist" should be directed to Hal Kendall.

We need more members willing to assume greater responsibility.

Hal Kendall

# Stamps commemorating Sidecar Events

Contributed by Osie Shanks, 651 Trafford Crescent, Oakville, Ontario, Canada

(1) Hungary - 1962; (2) Germany, DDR - 1975; (3) Mexico - 1919; (4) Germany 1943; (5) Isle Of Man - 1974. Any members having sidecar stamps, or who are interested in collectin! sidecar/ motorcycle stamps, please contact Osie.



**Hungary - 1962**



**Germany, DDR - 1975**



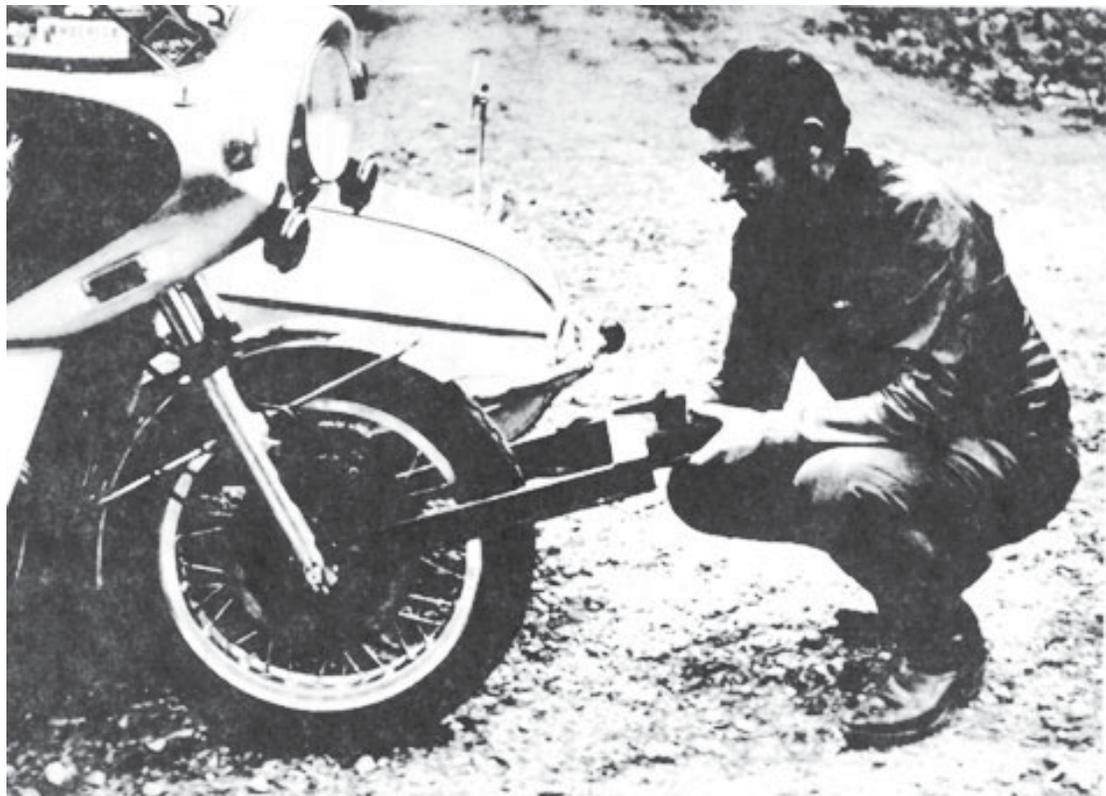
**Mexico - 1919**



**Germany - 1943**



**Isle of Man - 1974**



**Instant Tow-bar for transporting sidehacks  
(adapt clamp around front forks or use mounting bolts for disk brakes)**

## SETTING UP AN OUTFIT (from the USA Sidecar Manual)

A properly set up outfit is a joy to behold and a pleasure to ride. Conversely, an improperly set up outfit will handle like a beast, is probably dangerous, and can shed tires like a maple tree losing its leaves in the Fall. This section will deal with the mechanics of properly setting up an outfit.

### 2.1 Matching a Sidecar to a Motorcycle

Having decided you really want a sidecar, just how do you match sidecar and cycle? Almost any motorcycle can and will pull a sidecar, more or less successfully. Sidecars have been fitted to the smallest Lambretta and Vespa scooters, to the Harley-Davidson 1200. You must decide how large a unit you require and what performance you expect. Do not expect the 305 Honda Hawk to pull a 300 pound H-D sidecar nor try to attach a Thompson Cyclecar to a 1200 H-D. A reasonable match is for the sidecar to weigh between 30 to 35 percent of the weight of the cycle. If the sidecar is too light (for the cycle) it will be extremely uncontrollable on right-handers, especially when empty. If the sidecar is too heavy (for the cycle) it will drag or pull hard to the right when accelerating and push or pull hard to the left when braking. In either case, the rig will not "feel" right.

You have a fairly wide choice of power units within any given weight range. If you have already established a desirable performance for a solo machine, you will need from 35 to 50% more power to achieve a similar performance (acceleration and top speed) from an outfit. You may therefore expect a similar performance from an 800cc engine pulling an outfit as you obtained from a 550cc engine installed in a solo.

**Another rule of thumb is:**

<u>Engine Size- cc</u>	<u>Cruising Speed - MPH</u>	
	<u>Solo</u>	<u>Sidecar</u>
350	65	50
500	85	55
750	105	70
1000	120	90

Remember, the smaller the engine, the greater the strain you place on it. The engine must work a lot harder at the same speed. Down shifts will be made more often and you will spend more time in the lower gears. This is especially true climbing hills and when confronted with head winds. While a 500cc outfit may be quite satisfactory for city driving, a 750 or larger is better for touring. The ultimate in performance requires a 900 or more.

A slow-revving engine with a broad high torque curve is far more suitable than a high-revving engine with a very peaked power curve. One of the finest examples for pulling a chair was the HRD-Vincent, a Vee-Twin which developed maximum power at 5600 rpm.

Although larger BMW's are one of the most sought after sidecar machines, the H-D was purposely designed for this purpose, and the larger displacement 4-cylinder Japanese models are becoming fast favorites. It is most important that the engine is never lugged when pulling a sidecar. You have gears. Use them!

## SETTING UP AN OUTFIT , Continued

Another thing to remember is you can no longer cut in between traffic lanes. In slow moving traffic, you may find a speed just above idle in low gear is too fast to stay in the traffic flow. A Laverda 1000, for example, has a minimum speed in low gear of 15 mph. What do you do if the traffic flow is 10 mph or less? If you anticipate this type of traffic situation, perhaps a Hondamatic 750 or a Moto-Guzzi V-1000 convertible is for you.

Your machine and sidecar represents a sizeable cash outlay. Consider your specific needs very carefully for it is difficult to trade bikes and sidecars at will. Like selecting a marriage partner, once you have made your final selection, it will be with you for a long time. Sidecarists do not trade in their outfits very often.

### 2.2 Tips for Mounting

- Work on a smooth, flat, hard floor surface.
- Tie, brace, or support the cycle in a true verticle position so it can't shift position - don't put it on the center stand.
- Place the sidecar in the proper position with relation to the cycle (per instructions) and block it up firmly so it can't shift position.
- Study the instructions for mounting from start to finish so you understand them thoroughly.
- Follow each instruction step exactly and carefully. Do not hurry. If in doubt, stop, think it through.
- As each strut or brace and clamp is added, don't fully tighten the connections.
- Take frequent measurements of the sidecar wheel toe-in, verticle lean of the cycle and the horizontal position of the sidecar and sidecar frame.
- On final tightening of all clamps and fasteners, get them tight! They must **never** slip or move.

### 2.3 Alignment

#### 2.3.1 Sidecar Wheel Lead

Although sidecar wheel lead is, perhaps, the least important of critical alignment adjustments, it is dealt with first. Once you have chosen what sidecar wheel lead you want (or can have within the limited constraints the manufacturer places upon you), this will determine where the sidecar and frame will be, with respect to the motorcycle. Other alignment adjustments are relatively easy.

The lead or distance rearward between the sidecar wheel and the rear wheel has been used from zero to 15 inches: the former for an early H-D with a rigid frame and the latter for a racing hack, used for one way circuits on an oval track. Most modern hacks will have between 8 to 10 inches of lead.

Consider an outfit with zero lead. In effect, it is equivalent to a four wheel car with a front wheel missing while, at the rear, one wheel is free running and the other has a positive drive. Few scrubbing forces are generated when turning to the left or to the right. However, weight distribution is poor. The additional weight on the front wheel is not conducive to good handling and the rear wheel will leave the ground at the slightest provocation on a left-hander. The exception to this is the H-D which has a weight so massive that the rear wheel normally does not lift.

# SETTING UP AN OUTFIT, Continued

## 2.3 Alignment, Continued

### 2.3.1 Sidecar Wheel Lead, Continued

As the sidecar wheel is moved further and further forward, the sidecar wheel takes more load and the weight on the front wheel is reduced. For ideal weight distribution, the sidecar wheel would be positioned about midway between the front and rear wheel. This would be excellent for straight ahead driving. But the more the sidecar wheel is moved forward, the more scrubbing effort is generated on turns to either left or right. The sidecar wheel can pivot or even rotate rearward if located too far forward and if the front turning locks allow for very sharp turns.

Another factor is the type of suspension at the rear wheel. When only rigid frame machines were available the lead was quite small, normally from zero to 3 inches. With the advent of sprung hubs or rear plungers, the lead advanced to 4 to 6 inches. When the modern swinging arm was developed a larger lead of 8 to 10 inches was found advantageous.

Modern practical considerations dictate that the sidecar wheel be located between six to 12 inches ahead of the rear wheel. The farther forward the better the weight distribution; the farther rearward, the easier the turning effort and the less scrubbing of the tires on turns. The lead should be as small as possible.

### 2.3.2 Leveling the Frame

With the sidecar wheel lead established, the next criteria is the attitude of the frame. With the motorcycle and the sidecar normally loaded, the frame when viewed from front or rear, should be horizontal. When viewed from the side, a very slight forward tilt upward gives a pleasing appearance. The angle, if any, should not be noticeable. If frame height is adjustable, the lower the frame the greater the stability and roadholding but, the less ground clearance for trials events. A good street racing hack can get high centered on a moto-cross track.

### 2.3.3 Toe-in Adjustment

The purpose of sidecar wheel toe-in is to give the sidecar a slight bias toward the motorcycle to counteract the drag of the sidecar. The imbalanced drag is caused by the wind resistance of the sidecar tire, and frictional resistance of the sidecar wheel bearings. Drag will be reduced by using the correct tire pressure, by keeping the bearings properly lubricated, and by using a low profile streamlined sidecar body. All things being equal, the less drag the less toe-in required. Too much toe-in will result in rapid tire wear. Not enough toe-in will cause the outfit to pull (into the sidecar) to the-side. A correct balance is achieved if the outfit will not pull to left or right while cruising at 30 mph with the cycle and outfit normally loaded on a level surface.

#### **Toe-in is determined as follows:**

With the outfit on a hard level area (garage, for example), lay one 2" x 4" parallel to the outfit on the outside of the motorcycle (opposite the sidecar). Make sure the rear wheel is exactly parallel to the motorcycle frame and that the frame is not distorted or bent. Gently nudge the 2" x 4" so it rests against the rear wheel, then, with the front wheel pointed straight ahead, bring the 2" x 4" parallel to the front wheel. Do not forget to make an allowance if the rear tire is wider than the front. If it is, make two shims equal to one-half the difference in width between the maximum cross section of the front tire and the rear. Nail shims on 2" x 4" where it will contact the front tire. Measurements will be more accurate if the 2" x 4" rests upon a brick at front and rear.

# SETTING UP AN OUTFIT, Continued

## 2.3 Alignment, Continued

### 2.3.3 Toe-in Adjustment, Continued

Take another 2" x 4" and gently lay against the sidecar wheel at the same height as the first 2" x 4". Ensure that this 2" x 4" is parallel to the sidecar wheel. You are now ready to determine toe-in.

Just slightly ahead of the front wheel measure the distance between the outer edges of the two 2" x 4" 's. Repeat the measurement just behind the rear wheel. The second measurement should be between 1/2 to 1-1/2" larger than the first for normal adjustment. Toe-in should be the minimum that will allow straight ahead steering.

### 2.3.4 Lean-out Adjustment

The amount of lean-out required will be disputed by experts. Some say the motorcycle should lean in, some it should lean out. It boils down to an individual matter for the specific motorcycle, the sidecar and the rider. What is beyond dispute, is that if the motorcycle leans in or out to such a degree that it is noticeable, it is set up incorrectly.

The more the motorcycle leans out the easier it will be to make left handers while, at the same time, the easier it will be to pick the chair up on the right handers. Conversely, the more the motorcycle leans in the harder it will be to pick the chair up on right handers while it will take more effort to make left handers.

### 2.3.7 ALIGNMENT PROBLEMS: Prepared by Mclean Brown for Rider Mag.

<u>Sidecar Solutions</u>	<u>Pulls Right</u>	<u>Pulls Left</u>	<u>Hard to Turn Right</u>	<u>Hard to Turn Left</u>	<u>Sidecar Lifts Easily</u>	<u>Wobble</u>	<u>Excessive Tire Wear</u>
Increase Toe-in	x	-	-	x	-	-	-
Decrease Toe-in	-	x	x	-	-	-	x
Increase Lean-out	x	-	-	x	-	-	-
Decrease Lean-out	-	x	x	-	x	-	-
Stiffer Shocks	-	-	-	-	-	x	-
Steering Damper	-	-	-	-	-	x	-
Balance Front Wheel	-	-	-	-	-	x	-
Tire Pressure	-	-	x	x	-	x	x
Swing Arm Bushing	-	-	-	-	-	x	-
Increase Rigidity of Sidecar Fittings and Mountings	-	-	-	-	-	x	-
Add weight to Sidecar	-	-	-	-	x	-	-
Move Sidecar Forward	x	-	-	-	-	-	-
Move Sidecar Rearward	-	x	x	x	-	-	x

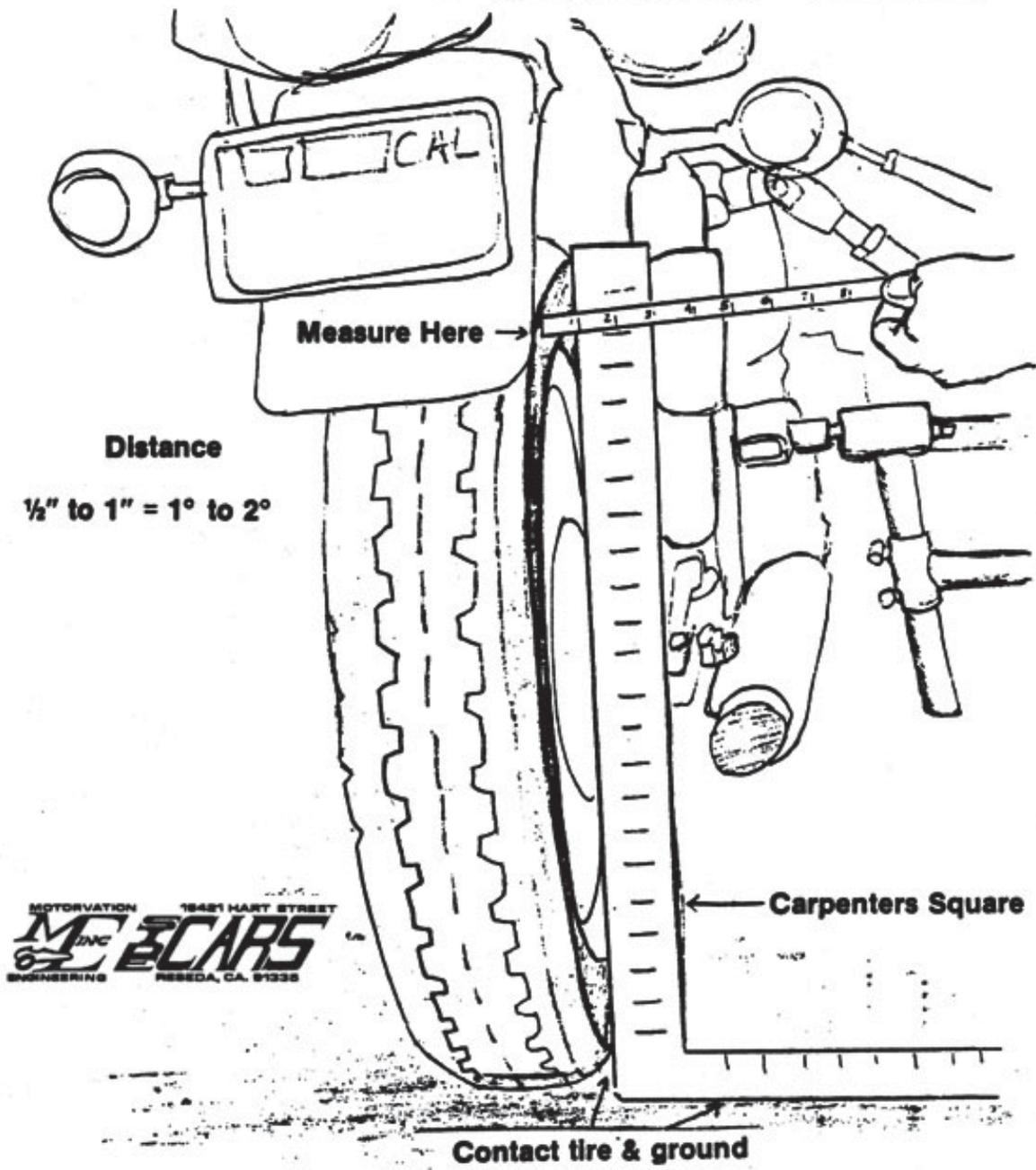
# SETTING UP AN OUTFIT, Continued

## 2.3 Alignment, Continued

<http://tinypic.com/4qle8o>  
Leanout

### LEAN OUT ILLUSTRATION

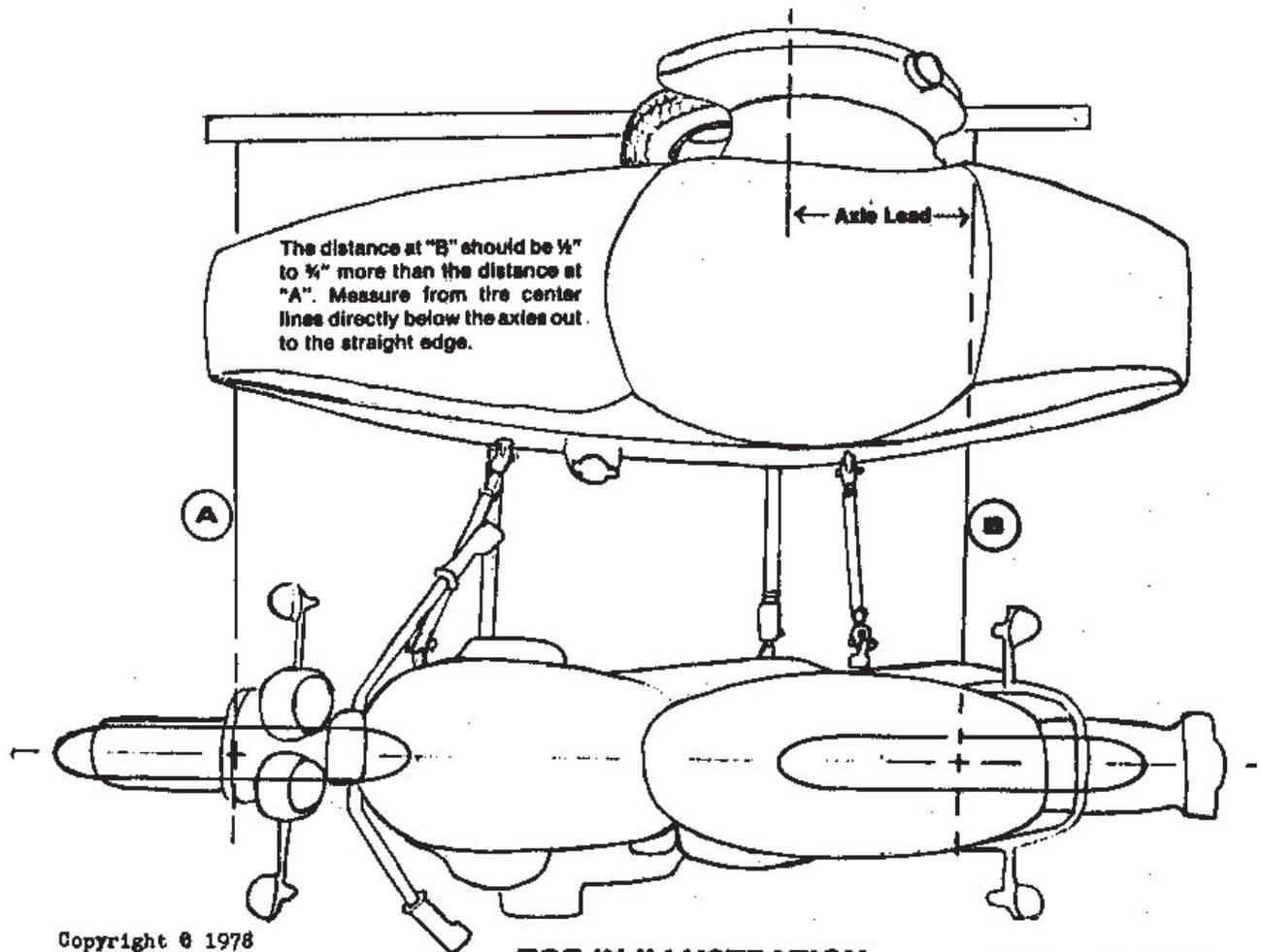
From Sidecar Manual - Section 2.



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# SETTING UP AN OUTFIT, Continued

## 2.3 Alignment, Continued



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**TOE IN ILLUSTRATION**



<http://tinypic.com/4qlemd>  
Toein

# MOTORCYCLIST CONVENTION

Once again Til Thompson has extended an official invitation for all members of the U.S.A. to join him at the Aspencade.

If you plan to attend and participate in any competitive bike judging show, it is imperative to pre-register before September 15. Now only do you save \$5.00, but you receive the Special Delegate Award necessary to participate. Use registration form below if you have not received one. Special programs include Alan R. Isley (MIC), Gary Winn (AMA), R. T. Craig (Goodyear), Gene Trobaugh (Suzuki), Phil Lieberman (Suzuki City-BMW) and many more.

Our very own Connie Brown, will be in charge of the Sidecar Field Events. She will also coordinate the U.S.A. Booth where you can obtain U.S.A. Club paraphernalia and information. Sidecar Manuals (Section 1) will be available. Look for Connie to ask your support or assistance at the Rally so that this will be a truly memorable occasion. Many hands make light work. And enjoy.

## OCTOBER 1, 2, 3, 4, 5, 6 1979 RUIDOSO, NEW MEXICO

Please cut along line and send to Til Thompson

### MILLION DOLLAR MOTORCYCLE SHOW

#### COMPETITIVE BIKE JUDGING

CLASSES TO BE JUDGED WEDNESDAY, OCTOBER 3 - Suzuki thru 850cc, Yamaha thru 750cc, Best trike, Best dressed trailer rig.

CLASSES TO BE JUDGED THURSDAY, OCTOBER 4 - H.D. Sportster, Honda thru 750cc, BMW thru 900cc, Moto-Guzzi thru 850cc, Best campsite, Best MC trailer campsite, Aspencade family (1st place only), Oldest bike ridden to convention.

CLASSES TO BE JUDGED FRIDAY, OCTOBER 5 - Moto-Guzzi 1000cc, Yamaha XS-11, Kawasaki KZ1300, H.D. Super Glide, Sidecar class, Aspencade Queen\*, Best dressed club\*, Best dressed couple\*, Long distance male rider, Long distance female (solo), Long distance couple (2-up).

CLASSES TO BE JUDGED SATURDAY, OCTOBER 6 - Gold Wing, H.D. Electra Glide, BMW 100R, Suzuki 1000cc, Hybrid MC, Largest uniformed club\*, Long distance sidecar rig, Long distance trailer rig, Long distance AMA rider, Long distance uniformed club.  
\* Judging will include motorcycles.

10th Anniversary International Retread MC Club judging and presentation of awards at the Saturday evening Retread Chili & Bean Feast.

Retreads president award, Best dressed couple XL + \*, Long distance rider XL + \*, Long distance couple XL + \*, Long distance couple (2-up) XL + \*, Old timers award XL + \*

\* Judging will include motorcycles.  
1st, 2nd, and 3rd place trophies.

ONLY THOSE WITH DELEGATE BADGES MAY PARTICIPATE

### EARLY BIRD SIGN-IN

(Meal Optional)

#### — REGISTRATION FEES —

Pre-Registration Before 9-15-79	Post Registration After 9-16-79
------------------------------------	------------------------------------

\$15.00 each _____	\$20.00 each _____
--------------------	--------------------

Community Barbeque 10/6	\$3.50 each _____	\$4.00 each _____
-------------------------	-------------------	-------------------

Retread MC Rally	\$5.00 each _____	\$5.00 each _____
------------------	-------------------	-------------------

10th Anniversary, International Retread MC Rally - Includes 10th Anniversary Retread Rally Tour Pin and Saturday evening Chile & Bean Feast...\$5.00 per person additional registration.

— Payment Must Accompany Registration —

Pre-registration must be postmarked by 9-15-79 - requests for cancellation refunds must be made before 9-15-79.

Mail entry & check to:

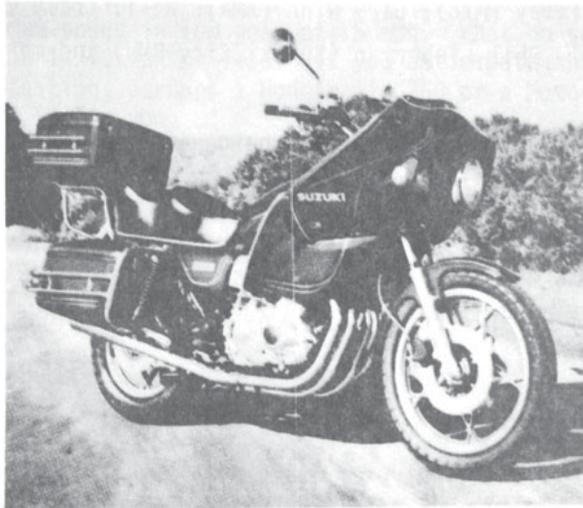
ASPENCAD MC CONVENTION  
P.O. BOX 970  
RUIDOSO, N.M. 88345

# Aspencade

\*Aspencade tour pin, \*10th anniversary retreat MC rally, \*4 day trade and accessory show, \*slow races every day, \*hot dog it for dough every day, \*convention booths by AMA, BOM/cc, International Retreads, CMA, Help-N-Hands, WIMA and others. \*Mini-Dinner tours, \*sweepstake awards, \*AMA district 25 tour award, \*Pin striping, \*Big parade, \*Community barbecue, \*115 trophies, \*delegate badges, \*2 road tours, \*Hondo Fiesta Dancers, \*Harvest Festival, Mescalero Apache Pow-Wow Dancers, \*Aspencade yearbook, adios amigos complimentary breakfast, \*plus lots more and the best time of your life.

**SPECIAL DELEGATE AWARD** to those who pre-register by September 15th, 1979

**DELEGATE BADGES** will be required to participate in part of or all the programs and events.



## THE ASPENCADE SPECIAL SPONSORS

U.S. Suzuki Motor Co.  
Santa Fe Springs, Ca.

Calafia Industries  
Brea, Ca.

EZ Berg Custom Saddle  
Brea, Ca.

Joe Christian  
Custom Finishing  
El Cajon, Ca.

John Stout  
Pin Striping  
Abilene, Texas

## The Aspencade Special

The winner must be a registered delegate to the Aspencade Motorcyclist Convention and must have a current driver's license validated for motorcycle operation. If under 18 years of age, winner must have consent of parent or guardian. No substitute prizes, as is condition, no cash alternatives. The winner grants all rights of reproduction of their entry in any form. The winner must pay license, taxes, title and registration fees as is dictated by state and local regulations. The final authority on the validity of motorcycle operator's license will be the N.M.S.P.

Please cut along line and send to Til Thompson

### PROGRAM

Aspencade tour pin, \*4 day trade and accessory show, \*XL + gram, \*Slow race every day, \*Convention booths, \*Camping program by Paul & Betty Harris, \*AMA district tour awards, \*Mini-Dinner tours, \*Sweepstake award drawing, \*Hospitality items sponsored by Road Rider Magazine, AMA, Rider Magazine, Calafia Industries, Touring Bike Magazine, Motorcycle Safety Foundation, \*Pin striping, \*Big Parade, \*Barbeque, \*115 trophies, \*Hot Dog It For Dough, \*Delegates badges, \*Champion Ark Plug Co. program, \*Adios Amigos Complimentary breakfast, \*Goodyear Tire & Rubber program, \*Mexican Fiesta dancers, \*Harvest Festival tour, \*AMA up-date on MC legislation, \*Mescalero-Apache Pow-Wow dancers tour, \*Aspencade yearbook, \*other programs and events, plus the best times of your life!

As of 5-1-79, supercedes all other information - program subject to change.

For Ruidoso Information Contact:

RUIDOSO VALLEY CHAMBER OF COMMERCE  
P.O. BOX 698 - Phone (505) 357-7395  
RUIDOSO, NEW MEXICO 88345

### DELEGATE REGISTRATION

Aspencade Motorcyclist Convention-October 1,2,3,4,5,6, 1979  
Ruidoso, New Mexico

Name\* \_\_\_\_\_ Passenger \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Member of \_\_\_\_\_ Make of MC \_\_\_\_\_

Parent or Guardian \_\_\_\_\_

I/we hereby agree to conform to and comply with the rules governing this convention, and I/we further agree to hold harmless Til Thompson, Chaparral Convention Center, the co-sponsoring organizations, and any property owner or owners for any loss to myself or property in which I/we may become involved by reason of participation in this convention. I/we do also agree to assume responsibility for any property which I/we knowingly damage.

I/we have read this entry blank. Yes \_\_\_\_\_ No \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

\*Couples - Please use the same blank to eliminate separation of registrations.

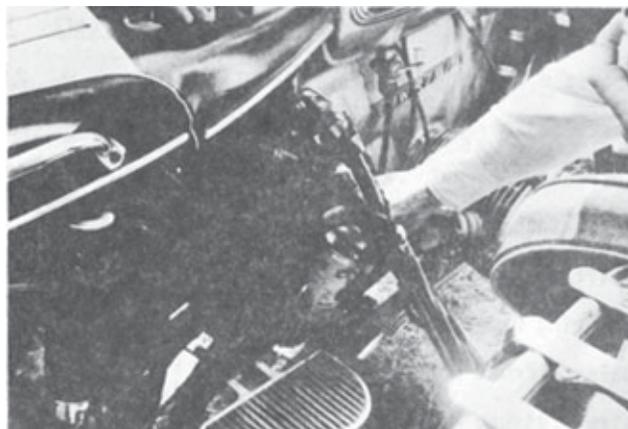
ONLY THOSE WITH DELEGATE BADGES MAY PARTICIPATE

# NATIONAL SIDECAR RALLY - BLAND, MISSOURI, 1979

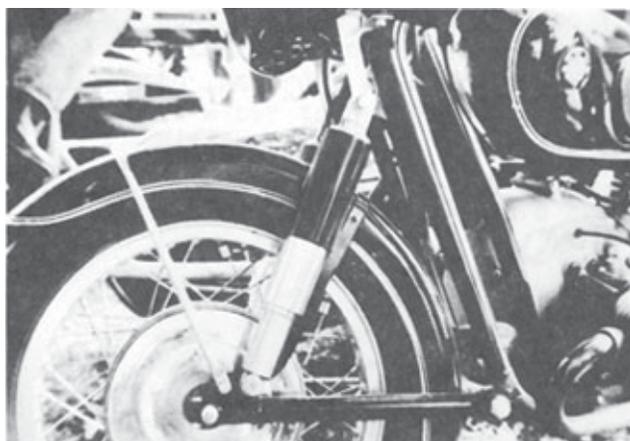
## SIDECAR CLINIC



**Testing the rig for stability**



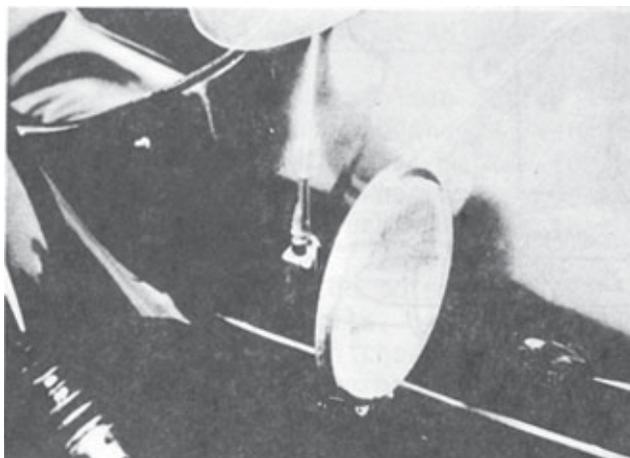
**Rearlower mount is too high**



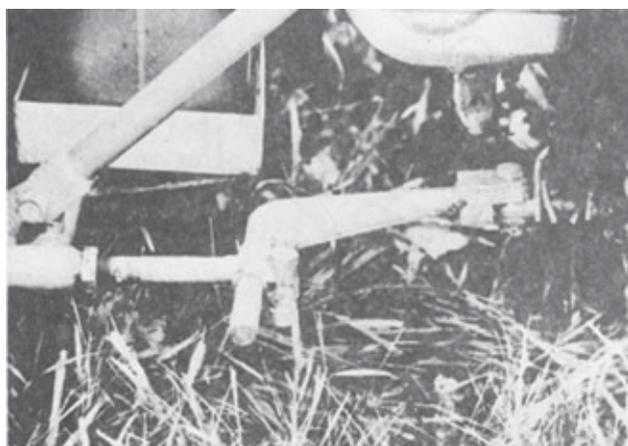
**Leading link front fork setup**



**VW hydraulic (steering) damper**



**Front light very desirable**



**Front mounting struts**

NATIONAL SIDECAR RALLY

RALLY WRAP-UP

UNITED SIDECAR ASSOCIATION'S FIRST NATIONAL

June 22-23-24, 1979

JASPER'S HOLLOW CAMPGROUND, BLAND, MISSOURI

ATTENDANCE: 190 Adults - 30 Children and an assortment of Dogs

MOTORCYCLES: 125 61 BMW 25 HONDA 15 HARLEY 8 SUZUKI  
7 MOTO-GUZZI 6 KAWASAKI 2 YAMAHA 1 NORTON

MOTORSCOOTER: 1 VESPA - Driven back to California by Joe Cimini, Rally Album

SIDECARS: 89 16 STEIB 9 VELOREX 9 EAGLE  
8 URAL 6 JUPITER 5 HARLEY  
5 GLOBE 3 COUPE ROYALE 3 BINGHAM  
3 HOLLANDIA 3 WATSONIAN 3 HOMEBUILT  
2 HITCHIKER 2 EASY RIDER 2 BENDER  
2 KENNA 2 BMW "S" 1 DREYER  
1 SIDEKICK 1 SIDERIDER 1 INTERNATIONAL  
1 MK 2 1 INDIAN

VISITORS & GUESTS: 40 and an assortment of Motorcycle Trailers

DOOR PRIZE CONTRIBUTORS: 26

GIFTS: 57

AWARDS: Distance: 1st - Bob Whyte, Costa Mesa, California  
2nd - Curley Robins & Fred Ellsworth, Van Nuys, Ca.  
3rd - James Adams, Naples, Florida  
4th - Duncan Gerbrandt, Saskatoon, Sask., Canada  
5th - Joe Kowalski, Brattlesboro, Vermont  
6th - Bob Meeker, Schenectady, New York

- \* Most Unique Sidecar - Bob Kramel, California, Missouri
- \* Youngest Sidecar Driver - Dave Clark, St. Louis, Missouri
- \* Special Woman's Distance w/Sidecar - Shirley Moline, Arvada, Colorado
- \* Host Award - Don & Iola Jasper, Bland, Missouri
- \* Hard Luck Award - Luther Craver, Lockport, Illinois
- \* Special Award - Herb & Shirley Shreve, Hatfield, Arkansas  
Founder - C.M.A.
- \* Oldest Rider - Floyd "Pop" Dreyer & Wife - 80 -  
Indianapolis, Indiana
- \* Special Guest - Barb Isern, Aspencade Queen 1979, Baltimore, Md.  
Tour Masters - Bob Kramel - Charlie Stevens - U.S.A.  
Children's Games - Paula Scheidler, Hammond, Indiana  
Pen Set Awards - Hal & Lee Kendall, Executive Secretary  
- Connie Brown, Membership Secretary  
- Ed Johnson, Chairman/Treasurer
- \* Special Distance Award - Sidecar & Trailer (5-Wheeler) -  
Ron Rennie and Family, Lomita, California
- \* Solo Bike Award - Bill & Barb Isern, Baltimore, Maryland

Respectfully submitted,  
Bill & Delores Espe  
Rally Master & National Coordinator  
United Sidecar Association  
1019 - 28th Avenue N.E.  
Minneapolis, Minnesota 55418

*Bill Espe*

# The 1979 U.S.A. Rally Notebook and Potpourri

The 1979 U.S.A. Rally was a truly magnificent affair. No, it was not the biggest, but bigness does not mean best.

## Where did they come from?

Twenty-six sidecar families came from Missouri. After all, the Rally was in Missouri! But, twenty-seven sidecar families charged down from Illinois. This is a tribute to our hard working National Chairman, Ed Johnson, beating on doors and trumpeting our cause.

Members, friends and guests came from nearly half of the States, including Kansas, Wisconsin, Nebraska, Florida, Minnesota, New Jersey, Iowa, Oklahoma, Texas, Pennsylvania, Michigan, Ohio Colorado, Georgia, Indiana, Utah, North Carolina, New York, Maryland, Arkansas, and Virginia. We were especially happy to see many make it nearly the entire way across the United States from California. And, even more pleased to see two travel down from Canada.

## Executive committee,

The entire executive committee, Ed Johnson, Lee and Hal Kendall, Connie Brown and Bill Espe, were present as were several of the Committee-at-Large, Joe Veleta, Paula Scheidler, and Jim Rubens. We were proud as punch to add Doug Bingham to our Executive Committee as President, and Delores Espe to our Committee-at-Large. Delores will be responsible for Club Paraphernalia.

## Sidecar manufacturers

Several sidecar manufacturers were present, including Ron Rennie (Kenna), John Runnquist (Saluki) and Doug Bingham (Side Strider). Ron brought the special version of the Kenna he built just for the Rally while John brought the futuristic Saluki. Both were fabulous.

## Senior sidecarists.

A special tribute to our more senior and experienced sidecarists. Included in those of three score years or more are Charles Eckhardt, Howard Brown, Bob Corlett, Bert Riser, Bob Anglin, Fred Ellsworth, Crandall Weaver, Bob Meeker, Art Prescott, Joe Davis, Charles Stevens, Luther Craver and of course, our favorite, "Pop" Dreyer.

Our sincere congratulations to each and everyone. Bob Meeker, our rainmaker from Schenectady, New York (on a Suzuki w/Jawa sidecar) took the opportunity to swing by Bland en route to California. Joe Davis brought his camper to take advantage of visiting and camping in the area. And, Pop trailered a special rig he built several years ago. No, it was not a flexible that Pop used to race a year or so ago, but it was very well designed and of pleasing appearance. Charles Stevens assisted Bob Kramel on the tour and also helped with the Rally.

## Luther Craver's hard luck

Luther Craver had very hard luck on the way down when serious problems developed with the engine on his 1970 Harley-Davidson w/Velorex. Paula Scheidler noted his plight and assisted, as did some local cyclists who rebuilt his engine almost as good as new.

## Average age

Of interest, the average age of the head of the household attending the Rally was 40.9 years while the youngest sidecar driver was Dave Clark, 19, of St. Louis, Missouri, who came on his BMW R69S w/ Steib S501.

## Distance Travelled

Mileage-wise, the collective distance travelled by the Rally attendees was the equivalent to over twice the circumference of the earth or ten round trips from New York City to Los Angeles.

# The 1979 U.S.A. Rally Notebook and Potpourri

## Awards

Robert Whyte (age 57) took the long distance award from Costa mesa, California - 1975 miles, BMW and Globe. Came via Sioux City to avoid the extremes in climate in deference to his wife's health (Mid). Runners-up were Ron Rennie (and family - Jennifer, Kenna and John) - 1850 miles, Honda Gold Wing and Kenna Sidecar, Duncan Gerbrandt from Saskatoon, Sask. - 1584 miles, on R75/5 BMW and a home built rig. James Adams (age 65) and Louise I Watson from Naples, Florida on a BMW R69S w/BMW Speziel - 1309 miles.

## Mileage

Joe Kowalski from Battlesboro, Virginia on a BMW R60 w/Velerox - 1300 miles. Bob and Jay Corlett of St. George, Utah on a Gold Wing. Bob Meeker from New York on a Suzuki w/Velorex - 1200 miles. Edward Mullinex from Rocky Mount, N.C. on a BMW R75/7 w/Spirit Eagle 1050 miles. And, David Heyer on a BMW w/Millray Coupe Royale from New Tripoli, Pennsylvania - 1000 miles. The average journey was 490 miles one way and the shortest was 40 miles.

## Miscellaneous

Not a few outfits changed hands at the Rally. And, some mothers came with child while one (or more) were with child.

Many stalwart riders drove through hail and rain storms. Others fought blistering heat. It just depends upon where you started from. The weather at the Rally was, for the most part, from fair to good with an occasional light shower.

## Sidecar Clinic, etc.

In addition to the Sidecar Clinic (held by Hal Kendall) and the games and dancing (by Paula Scheidler), the visit to the local Winery (led by Bob Kramel on his Guzzi with modified Sidekick) was very enjoyable.

## the AGM and our first President

This was followed by the Annual General Meeting at which Doug Bingham was first introduced to the membership at large, as our new (and first) President.

## Sunday Services

On Sunday, Herb Shreve of the C,M,A. conducted services.

## Some special folks

Some people we are always happy to see include Barb Isern (Aspencade Queen), Dennis Sanders (President of the 3rd Wheel), Jo and Pete Olson, Harry Damion, and many, many more, Trust we see them all, with their friends, at the next Rally,

## All in all, an excellent Rally.

Our special appreciation' to the various Moto Guzzi Clubs and BMW Clubs who spread the word.

## And special thanks to....

Last, but certainly not least, a very special round of applause to Connie Brown, Bill Espe, Delores Espe, and all the many, many volunteers who assisted at the Rally and made it all happen,

## **Special Rally Notes**

**By Lou Craver**

(Lou is one of our very special friends - see the "American Sidecarist" Vol. 3 No. 4)

The bikers and sidecarists at the Rally made it a truly memorable experience. But, it could have been different. If it was not for the genuine spirit of caring and friend-ship it may have been a different story, at least for me.

You see, it began just 40 miles out of St. Louis, Missouri. My 1954 Harley-Davidson began to run on one cylinder only. As I worked on the machine trying to wax some life into it who should come to my aid but Paula Scheidler.

We could not correct the problem so we continued slowly with Paula behind using her emergency flashing lights. By now I was throwing oil all over the road. Gassed up, took five quarts of oil and continued; then picked up another five quarts of oil.

A couple on a Harley-Davidson stopped to give aid. They lived just two miles beyond Rolla and invited us to their home where they garaged my machine and insisted we stay with them while at the Rally.

We tore the engine down and found a blown piston. My host insisted we go on to the Rally while he obtained a new piston and gaskets and rebuilt the engine. They would not accept payment except, fAr the cost of the parts! These wonderful people were Alvin and Bernadine Thomas, Box 54, Villa Ridge, Missouri 63089.

In all my years of riding I have found that most bikers will stop and try to help others if they possibly can. It is meeting people like the Thomas's that makes these long trips so pleasant and memorable. AMEN to that - HAK

## **MACMC's 7th Annual Antique-Classic Motorcycle Show**

The Midwest Antique & Classic Motor-cycle Club is pleased to welcome all United Sidecar Association members to MACMC's 7th Annual Antique-Classic Motorcycle Show at McHenry Co. Fair-grounds, Woodstock, IL on September 23rd.

We are very pleased that Joe Rybacek will hold the U.S.A. meeting and Brunch at our Show.

We are well aware of the U.S.A.'s many accomplishments in its short history and of your many efforts on behalf of all motorcyclists. The MACMC welcomes members of the United Sidecar Association, one of America's greatest motorcycle organizations to our show. A special parking area is being reserved for U.S.A. members.

Dennis Ryan President

## Donors to the 1979 U.S.A. National Sidecar Rally

The U.S.A., Inc., wishes to acknowledge the wonderful donations made by the following individuals and firms. These generous donations aided to making the first U.S.A. National Sidecar Rally a tremendous success:

### **Reliable Cycle, Inc. 2919 Central Avenue**

Minneapolis, Minnesota  
55418

\* Vanda Cruise Control \*

### **Rider Magazine P. O. Box 10098**

Palo Alto, CA 94393

\* 2 One Year Subscriptions \*

### **Judson Cycle P. O. Box \$2**

Lake Crystal, MN 50055

\* Gauntlet Mitts \*

### **Road Rider Magazine P.O. Box 678**

South Laguna CA 92677,

\* 3 One Year Subscriptions \*

### **Number One Products**

4931 No, Encinita Avenue

Temple City, CA 91780

\* One Pair GP Shocks &  
Springs \*

### **Raytown Cycle**

Center 6324 OyertQn

Raytown, Missouri 64133

\* 4 Assorted Packets \*

### **Fargo Rubber Stamp Works,**

Box 1366, Fargo, ND 58103 ..

\* Engraving on Awards\*

FREE; Half Price on Plaques

### **Sharrolds Leather**

17634 Roosevelt Road

snmswnnd. Illinois 60410

**Honda/Yamaha Uni Motors,**  
Inc. 1420 - 12th Avenue North  
Fargo, North Dakota 58102

\* Childs Leather Pants \*

### **Larsons Cycle**

110 So. Adams Street Cam-  
bridge, Minnesota 55008

\* Rain Pants \*

### **Dr. Mudspringer, Inc.**

6227 Highway 65 N.E. Fridley,  
Minnesota 55432

\* T-Shirt \*

### **Wheels, Inc.**

3110 So. 8th Street Moorhead,  
Minnesota 56560

\* T-Shirt (Kawasaki) \*

### **Drag Specialties**

P. O. Box 9336

Minneapolis, Minnesota 55440

\* (3) T-Shirts \*

### **N.E. Motorcycle Accessories**

1854 Central Avenue Minne-  
apolis, Minnesota 55418

\* (3) T-Shirts \*

### **Frye Supply Co.**

\* One Case Valvoline \*

### **Dytonis, Inc.**

145 Surbeck Place Haworth,  
New Jersey 07641

\* Air Horns \*

### **Side Strider**

15834 Arminta Street, Unit 25

Van Nuys, California 91406

\* BMW/Sidecar Plastic Model  
Kit \*

### **Mountain Specialties**

(Bob Krag)

608 Main, Fargo, ND 58102

### **Yankee Accessories**

P. O. Box 36

Schenectady, New York 12301

\* (1) Pr. Full Bore Boots \*

### **Egyptian Sidecar Co.**

Box 163, Route 5

Murphysboro, Illinois 62966

\* 1) Can Tri-Flon - plus (1)  
Helmet \*

### **Sidecar Restorations**

115 So. 20th St. Louis, MS

\* (5) T-Shirts \*

### **Brown Jug Packaging Liquor**

Box 285

Bland, Missouri

\* 2 Bottles Liquor \*

### **Aaron Brinson**

Route 1, Box 140A Freeport,  
Florida 32439

\* GL Chrome Rack \* (Auc-  
tioned for Sidecar Manual)

### **Howard Brown**

2657 Shirts Avenue

Dubuque, Iowa 52001

\* (2) Racing Mirrors \*

### **W. K. Espe**

1019 - 28th Avenue N.E.

Minneapolis, MN 45418

\* (5) U.S.A. Belt Buckles \*

### **Ed Johnson**

510 E. 162nd Street

South Holland, Illinois 60473

\* (5) \$5.00 Cash Gifts \*

## 3rd Wheel Rally - Menomonie, Wisconsin - (5th Annual)

### Special Report by Connie Brown

This is the second invitational the U.S.A. has received to attend the 3rd Wheel Rally at Menomonie and some forty-two adults and children, representing 27 outfits, attended from the U.S.A. Total registration was 277 adults and 106 children.

Connie and Howard were greeted warmly by Don McGilvray a day ahead of schedule. Dennis Sanders gave Connie the OK to act as the U.S.A. official representative and distribute the "American Sidecarist" and sell any U.S.A. club paraphernalia our members wished to purchase. (Bud and Judy Meldahl also distributed many U.S.A. goodies).

A sidecar clinic was held after registration where members' outfits were checked for correct alignment. All the old gang began arriving - Joe Cimini (the photographer), the Neumans, the Osbornes, the Carnes, the Gerbrandts, the Lydons, the Strassenburgs and of course, Banty Sheely and Jim Rubens to name but a few. John Warren (of Touring Bike) showed off his new Harley classic.

Another sidecar clinic on Friday morning followed by a scenic road tour, then a Champion Spark Plug demonstration.

Their AGM was conducted by Dennis Saunders who discussed affiliation with the U.S.A. Members seemed in agreement as long as they keep their own identity.

(We need to get this from the 3rd Wheel officially - under the U.S.A. guidelines of affiliation, each affiliate club retains their identity in full; their members may subscribe to the "American Sidecarist" if they desire;

their events, if open to all sidecarists, will be listed in the "American Sidecarist" and we will be happy to print news from the affiliate club that is of interest to all sidecarists. HAK.)

The 3rd Wheel Rallyists followed the AGM with a round or two at the Stock Car Race circuit led by Pop Dreyer and Alfred Neuman with their wives as passengers.

Don McGilvray narrated the event which was enjoyed by the race fans and the sidecarists. Back to the campground for the 5th Anniversary celebration - then slides.

Next day, Howard had problems with the charging on Connie's Moto Guzzi (same problem showed up at Bland). But this did not prevent Connie and Howard from participating in the sidecar games, which included "Bite the Weiner" (Mike and Mickie Frazier), "Ride the Rope" (John and Patti Kissell), "50 foot Blind Man" (Richard Chamberlain), "Blindman's Bluff" (Tom and Twila Meeder) and "Speed Solo Run" (Terry Strassenburg).

The Mayor of Menomonie officially welcomed the Sidecarists then presentations were awarded. Long distance to Kevin Ronning of Florida (2400 miles), "Peoples Choice" to Jim McDonald for his 1943 BMW WW2 military outfit.

Over 100 were recipients of gifts from donors. A sidecar plaque made by Sanders and Moylon was sold at auction to Ken Schefisky. Then slides once more.

Reverend Herb Shreve concluded with Sunday morning services. Then it was farewell till the next rally. Where? Aspencade - Griffith Park - wherever!

## **BUY - SALE - EXCHANGE - for USA Members**

### **WANTED:**

WANTED: Original Steib sidecar to go on my 1951 R-69. Prefer a TR-500 but will consider other models. J. J. McKeever 20 Flower Lane Greenwich, Connecticut 06830 203-632-6550 or 5902

WANTED: Shop Manual and hardware to book an old Harley-Davidson Sidecar to a '76 HD Superglide, Contact Mike Johnson 11409 Georgetown Drive Rockville, Maryland 20852

WANTED: Harley-Davidson Sidecar Chassis Frame and suspension. Contact: William B. Taylor 94-1159 Hira Street Waipaka Hawaii 96797

### **WANTED - SECOND TIME ADS:**

Harley Davidson metal s/c in good shape. Late Model (60's). Will pay top dollar. Richard Elderkini #254 - 286 White Ave., Middlebury, Connecticut 06762

A complete set of sidecar mounts for 48 Indian Chief. Lonnie Chastain #33, R. 2, Flowery Branch, Georgia 30542 Phone: 404/538-4520

### **MISCELLANEOUS**

Ural Register - S. A. Marsten, Jr., would like to get in touch with Ural owners, especially those with sidecars, to determine if sufficient interest exists to form an owners organization. Contact: Sid at 8 Vernon Street Air Newton, Mass. 02158

### **FOR SALE - SECOND TIME ADS:**

475/5 motor with new piston rings, wrist pins and thick base gaskets to run regular gas. \$500 - Firm. Also set of sidecar gears for /2 - \$150 Firm. Jamie Adams #174 2630 9th Street No. 847 Naples, Florida 33940

Rear gear set for /2 Ratio 25/8 - \$150 or best offer. Also Vetter Phantom Fairing, very clean, best offer Craig Schmeider #114 14120 Dearborn Riverdale, Illinois 60627

1970 BMW 875/5 with Jupiter Sidecar. Motor-cycle has 10,000 miles, sidecar less than 1,000 miles. Custom Seat, fairing, bags, aux. auto battery. Like new - \$2,600.

Pierce Fetch #74 1412 Drum Mill Road Martinsville, Disk Brake Conversion for Earles Fork

Disk brakes provide much better stopping power than a drum but can they be fitted to the Earles fork? This is Roland B. Lindert's winter project, An R75/5 engine-trans in a /2 Earles Fork frame, complete with disk brakes if anyone can help. What do you start with? A late model 19" front disk brake wheel, perhaps? Contact: Roland at 2015-44th Avenue San Francisco, Calif. 94116

### **FOR SALE- WANTED - EXCHANGE First Time Ads**

For Sale 1978 - 850T3FB Moto Guzzi with only 4,000 miles and attached a 1978 Hitch-hiker Sidecar. A cream puff combination. Cycle has Wixsom Fairing, Lighted Bags and Scoot Boot (holds 2 helmets), Has a VW Steering Dampener, Eliminates any wobble, Plenty. of striping and extras. Always garaged, Will deliver half way.

## **BUY - SALE - EXCHANGE - for USA Members, Continued**

### **For sale**

Complete Unit - \$3,995.00 Call or write: Fred J, Werhane - 14 Dory Drive Gulf Harbors, New Port Richey, Fla, 33552 Phone; 813-842-4241

For Sale - 1978 BMW R100/7, Lufmeister Fairing, Krauser Bags and Luggage Rack, Engine Guards, plus Velorex Sidecar with wind-shield and tonneau cover, Both in excellent condition, Betty Reiter Route 4, Box 224 Lockport, Illinois Phone: 815-838-6375

For Sale BMW/Steib Sidecar Outfit: 1962 R69S, 55K miles, solo seat, MCM mufflers; modified Steib Sidecar (S250 body on TR500 frame); bodywork slightly rough but outfit is very dependable \$1,800.00 (Will not separate), Contact: Tim Colburn Box 239 Palos Park, Illinois 60464 Phone: 312-448-0427

FOR SALE One Harley Metal Sidecar in very good condition, spare tire, windshield, etc. Never any rust. \$1,500, Two metal sidecars - each 1,000 One Fibreglass used twice 1,200 Two Side-Bpxes - each 800 One 1970 Harley + Car 4,000 30,000 miles Richard Elderkin 286 White Avenue Middlebury, Connecticut 06762 203-756-9372

FOR SALE: BMW R75 w/Windjammer, custom built extra large trunk, etc. excellent condition. Also - new Watsonian GP Sports Sidecar - Mint condition. Charles Dutton, Route 1, Box 93A, Gay Mills, Wisconsin 54631 Or Call (608) 872-2421 anytime.

FOR SALE: Harley Sidecar - Metal body, Hydraulic brake with mounts for 58-72. Needs fender. \$800.00 Rick Ewaskiewich, 15 Fountain Avenue Matawan, New Jersey 07747

## **CHANGE OF ADDRESS**

139 George Itzel 4649 Sheppard Lane Brick House Farm Ellicott City, Maryland 21043

111 Robert Kennv 5133 Valverde Houston, Texas 77056

WANTED: Sidecar Chassis with suspension wheel for 1952 Model Steve (213) 540-4967 618 Av B., Redondo Beach, Ca. 90277

## **EVENTS OF INTEREST**

Sunday, October 21, 1979 Antique Motorcycle Swap Meet Movie World's Exhibit Center Buena Park, California

WANTED: Used Ural or Jupiter Sidecar Brian O'Hair 1003 Oakwood Altus, Oklahoma 73521 (405) 482-2625

Sidecar for Honda CB750 Rich Lepert 3905 W. 214th Place Matteson, Illinois 60443 (312) 748-6672 James McKeever will obtain Steib Sidecars from Germany if he finds four other people who wish to join and share cost of shipping. Contact James at 20 Flower Lane, Greenwich, Connecticut 06830 or call (203) 622-6550/5902.

## **HELP**

**Robert Bussell wants to fit a steering damper to his 1976 Honda 750A with Watsonian Monaco and a Pacifico Shadow Fairing. He has tried Azuza's damper and the Red Wing damper, but they will not attach. If anyone can help, please contact Bob at 2707 Tropicana, Riverside, California 92504.**

## **CAN ANYONE HELP A HARLEY BUFF?**

**Mike Johnson of 11409 Georgetown Drive, Rockville, Maryland 20852, is trying to fit an old Harley Sidecar to a 1976 Superglide. Drop Mike a line if you can help. He needs a few missing parts and a shop book.**

## **Rainbow Rally.**

**There are many strategically placed members who want organizational responsibility. Why not do what our member in the East did this year and organize a rally of sidecarists in your area? It was in Pennsylvania in April and called the "Rainbow Rally." Members have proved they will travel hundreds of miles for a chance to meet and kick tires. The U.S.A. will then assume local color and meaning.**

## **VOLUNTEERS??? SADNESS AND GLADNESS**

Mr. and Mrs. Stanley Hutchison of Pearl City, Illinois, were extremely unhappy when they awoke on Saturday morning to find their 1977 Harley-Davidson was ripped off. However, the sadness turned to gladness when their pride and joy was discovered intact only a few short hours later. The next evening an hourly watch over the machines was put into effect to prevent a recurrence.

## **S.R.A, SCHEDULE**

August 11-12 Pocono, Penna. (A.M.A. National)

August 25-26 Gratton, Michigan (Wera)

Sept, 1-2 Noduel, New Hampshire (A.M.A. National, Loudon Reversed)

Sept, 22-23 Nelson Ledges, Ohio 2nd Round N. American Champ,

October 6-7 Elkhart Lake, Wisconsin Final Round N. American Champ.

## **WITH APOLOGIES TO THE ANCIENTS: - ANNON.**

"Jimmy Carter is my Shepherd, I shall not want

He leadeth me beside still factories and abandoned farms

He destroyeth my auto and my motorcycle for the benefit of all

He anointeth my wages with taxes and inflation so my expenses runneth over my income,

Surely poverty and hard living shall follow me all the days of my life and I shall do the bidding of his bureaus forever,"

Contributed by Ed Armstrong - ABATE of Illinois