

The American

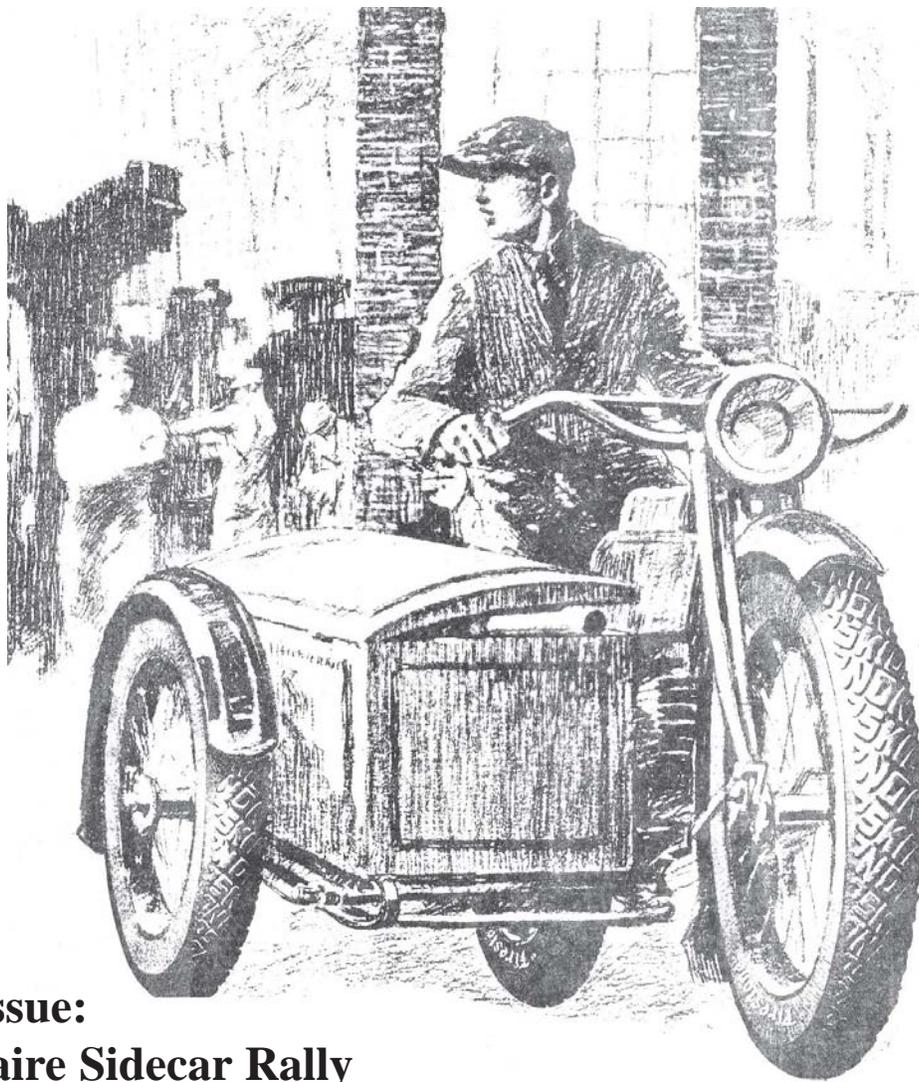
Sidecarist

Volume 3
Number 6



Oct/Nov
1979

Published by the UNITED SIDECAR ASSOCIATION, INC.



In this issue:

Allaire Sidecar Rally

Aspencade Report

Adjustable Sidecars

Trail & Low Speed Wobble

The American Sidecarist

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NEWS FLASH

The Editor:

According to the NHTSA Highway Safety Facts Special Edition, April 1979, motorcycle fatalities no longer lead the nation. That dubious honor is now taken by truck occupants (increase of 11.1 percent, 1978 versus 1977). Pick-ups and van occupants were even higher at 13.0 percent.

Most significant was the fantastic increase of 41.1 percent shown for occupants of buses, recreational vehicles, farm equipment, animal drawn vehicles, animal riders and so forth. Motorcycle fatalities increased by only 9.6 %.

Perhaps Joan will now direct her attention to installing seat belts on buses, helmets on animal riders' heads, and headlights on horses heads or at some other convenient location.

NOTES FROM THE PRESIDENT

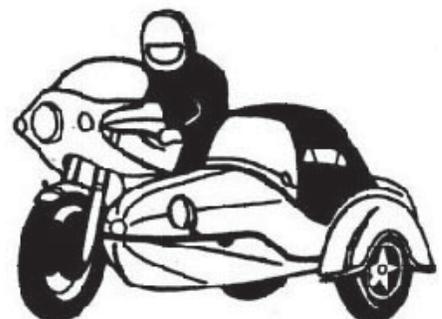
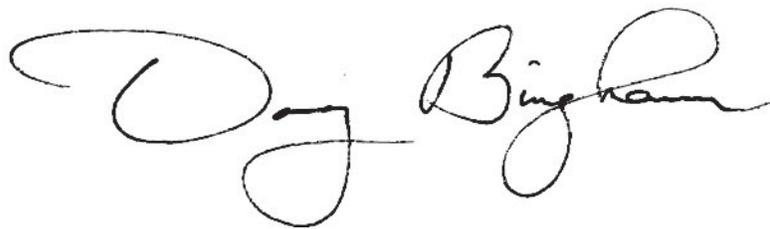
The first thing I'd like to say is THANKS for your response --- this is for all you new members out there. I realize today we are always being bombarded in the mail by someone soliciting for money -- so those of you who have taken the time to support the U.S.A. --- It is NEEDED, WANTED and APPRECIATED It may be of interest to you and we are enthusiastic to announce the membership is rapidly approaching the 1000 mark, which was the goal for January 1, 1980.

Our next newsletter will cover a report on the GRIFFITH PARK SIDECAR RALLY (the grand daddy of them all), more tech for the Sidecar Manual and more about other sidecar activities throughout the country.

I have been on the phone and have had lunch with other sidecar manufacturers in and around the Los Angeles area --. Their support in the U.S.A. is also that of enthusiasm and great expectations. So in the future you can expect the support of all the leading sidecar manufacturers for input into the newsletter. Basically, this means that any tips that they have found in utilizing their equipment will be passed on to you--- also any particular problems that they have been able to over come - that information will also be passed along.

Bob Bakker and Richard Dupree are going to be filling us in on the road racing scene here in the United States and abroad. These fellows have done a lot in the area of communications concerning the sidecar road racing. I have been assured of thier full support. A lot of you have probably never seen professional sidecar road racing. Now, you will have the opportunity of having the race dates and numbers available for any pertinent information you may desire concerning the races. We'll also be filling you in on other various sidecar races ; such as, Moto-cross, Enduro, Ice-racing and Trials.

This will probably be reaching you in time for the holiday festivities. So, from Myself, the Executive Committee and the Committee at Large --- A VERY HAPPY HAPPY HOLIDAY SEASON AND EVERYONE A VERY HAPPY NEW YEAR.



NOTES from Connie Brown

Dear Members & Interested Sidecarists:

Please accept my sincere and personal apologies if any have waited to hear from me regarding requests for information, membership cards, and so on. I try to answer all inquiries personally but we have been travelling to and fro between Iowa (our old residence) and Ruidoso (our new residence), or taking in some of the great rallies en route. Most recently, we attended the River City Rally (Red River, N.M.), organized by Til and Marcie Thompson (recommend to all for 1980).

We are fortunate we can shut up the shop and take in a rally we feel would be fun. Being a military retiree does have its advantages.

We also enjoyed the Moto Guzzi Rally in Sylvan Grove, Ks. Frank, Mary, Joe, and Debby Wedge are most congenial folks. All had a great time. And, the expensive gifts awarded to the drawees! Will be back next year.

Please have a little patience if your reply is delayed a little. I will respond - I promise.

Connie Brown

CAMPING-KIDS-SIDECARS

Romay and Terry Anderson of Tyler, Texas would like any member having experience with travelling and camping with children in the sidecar to drop them a line. Please send a copy to Hal Kendall so all members can share in the joys and the tribulations.

Contact the Anderson's at 1106 S. Azalea, Tyler, Texas 75701.

Notes from Chicago

Byron, IL Regional Rally - August 11-12, 1979

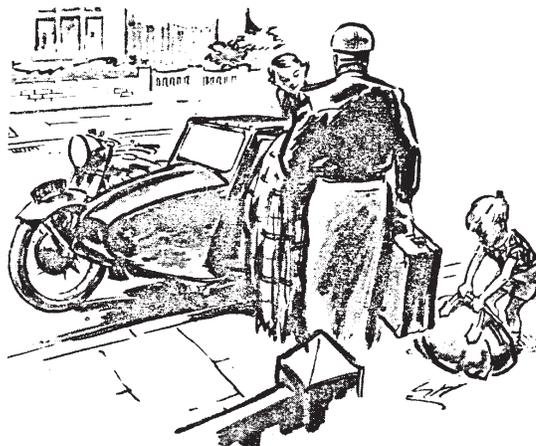
Twenty-four sidecar rigs and eight solos brought 55 attendees from Iowa, Illinois and Wisconsin to Byron this year (up from 19 last year) Look for a successful repeat of this Regional Rally in 1980.

Joe and Janet Veleta were our host and hostess at take Louise, a truly beautiful campground. The Chicago Chapter Meeting was held early Saturday P.M., followed by a road tour to Lowden Memorial Black Hawk Park, the nuclear station at Byron, then down the beautiful Rock River Road.

We enjoyed dinner at the plush Maxson Manor on the Rock River (a lovely setting). The evening's movies shown by Jim Rubens, were taken at this year's 3rd Wheel Menomonee Rally which featured our well-known members Connie Brown, Terry Strassenburg and Al Sheely. Also shown was 'King Kenny,' featuring European racing by Kenny Roberts. Freshly cooked sweet corn was brought by the campground owner for all to savor.

Breakfast for campers and non-campers was held at Maxon's on Sunday morning, and the Rally was brought to a close in the early afternoon.

Delores Espe supplied much sought after club paraphernalia to members, while Bill sent his regrets (he could not attend due to pressures of work).



FROM THE SECRETARY

When Bill Espe joined us, it was "All the Way with the U.S.A."

Now that Doug Bingham is heading up this outfit, it is "Onward and Upward," as well.

One of the first things Doug said was that although the U.S.A. had been of tremendous help at the local scene, in many States, it could truly become the voice of the Sidecarist throughout this land.

We had the organization and the talent lacking only dynamic leadership, which Doug has cheerfully supplied. To become a voice truly representative of sidecarists requires many members. And, we did expand over 1000 percent just last year.

Normally we print about 350 issues of the "American Sidecarist." Doug said - print 3000. Where will they go? Never mind - I've got the names. But the cost and postage? It's on its way. So I prepared the last issue of the "American Sidecarist," a Special Rally Issue covering four major rallies - Ours, the 3rd Wheel, Aspencade, and Griffith Park.

I sent a draft copy to Doug - not enough photos - so an extra four pages was included with many more photos. The printer was delighted with the order but sent the SEVEN boxes of magazines to Dallas (Bert Zitek's address) before we could get them turned around back down to Houston (hence the delay).

Membership Renewals

Now that we have expanded our membership tremendously, we need your help to continue to bring you the service you are accustomed to. Service is voluntary. All committee positions are unpaid labors of love and dedication for the cause. It takes a lot of time, effort and expense to keep up with memberships - whether processing new members, determining whose membership expires, when, have they renewed, and so forth.

Beginning with this issue you will see some additional numbers on your mailing label. On the upper right hand side is your membership number. Next to it (but not always because of space limitations) is a number such as (1/0) or (7/1) or (11/0). The first number is the month when your membership has expired. The second number is the year your membership has expired. If the first example is on your mailing label your membership expired in January 1980. The second example means it expired in July 1981. The last example shows an expiration of November 1980. Please check your membership expiration NOW. If it does not agree with, what you think it should be, please drop Connie Brown a line so we can correct the records.

Although, it is simpler for us to have a membership renewal date for all members on a given day of the year, this does create some problems such as a member not receiving his money's worth the first year. And our treasury is up and down like a yo-yo.

Beginning in July 1979, all memberships are for a full 12 month period based upon when you joined. Renewals are due one year from joining (except for the charter members who renew at year's end). We will appreciate your sending your dues in at least three months prior to your expiration date as this will guarantee (we hope) that you will not forget and accidentally be removed from the mailing list. With, all their other duties, our overworked secretaries now have, it will be your responsibility to keep your dues current.

You may use the application/renewal form at the back of this journal for this purpose or just drop Virginia Richey a check for \$10.00 and a note.

We would appreciate it very much if all the members whose dues expire at the end of 1979, get their 1980 dues in as soon as possible. Our Treasury sure needs help.

International Sidecar Touring Club

It takes much more than just a desire to pull together any successful event. It takes dedication, organization and above all, work.

The International Sidecar Tour, the brain child of Tony Melling in England, and Karl Heing Kreiter in Germany, was originally planned to cover the North Cape area of Europe. This tour had to be postponed. In its place is a tour through France and Spain across the Pyrenees. This will be followed by a third week across the Swiss Alps. The tour would be convenient for those with either two weeks to spend, or three.

If anyone is interested please advise Hal Kendall. Hal will advise Tony.

Or contact Tony direct, 8 Grant Drive, Walmer Bridge, Preston PR4 5QR, Lancs. England..



Trailers

Gary Winn of the A.M.A. is now a member of the S.A.E. Motorcycle Committee. He has been given the responsibility of doing a serious study of trailers pulled by motorcycles, solo and outfit. If anyone has any experiences with trailering, please pass this knowledge along to Gary at P. O. Box 141, Westerville, Ohio 43081.

Gary will share any information with us

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.

As you may recall, the U.S.A. was an outgrowth of the Pullman Hackers and the Polar Bear Run was their major annual event,

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, Illinois

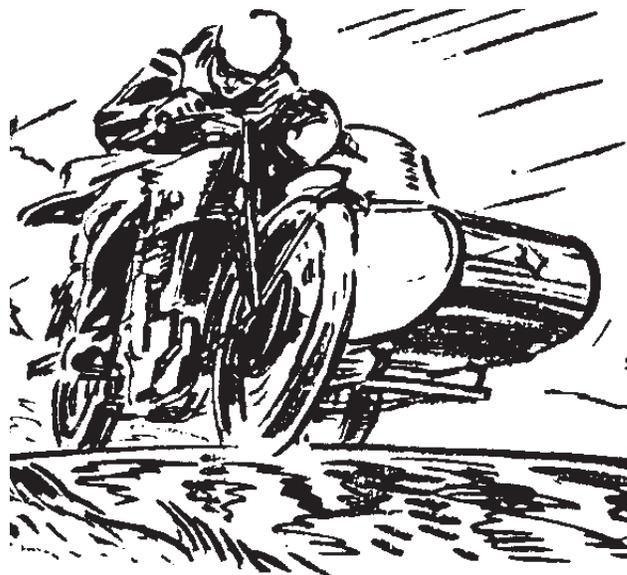
“Torque Flyte” will have three alternate routes, Weather con-ditions will determine the appropriate route. Those not wishing to ride can meet at the U,S.A Chicago Chapter meeting.

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

The Chicago Chapter

November 10 - Meeting 12:00 Noon, Lassen's Tavern 2131 W. 183rd Street Homewood, Illinois (The Birthplace of the U.S.A., Founders Terry, Hal, and Ed.

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



By Line - Ed Johnson

(Chicago Chapter)

Can sidecars succeed? Yes, if driven by John Kocsak and entered in parades! How do you like this picture? A 1976 RE5 Suzuki Rotary with Easy Rider Sidecar, piloted by John.

This is the "Good Neighbor" Parade, Lansing, Illinois, May 5, 1979. Dressed as Keystone Cops with passenger Charles Wheet, age 14. And you guessed it. They won a Second Place Trophy.

On May 28, 1979, the Crete, Illinois, Bicentennial parade plus three saw the same equipment driven by John with the same passenger, dressed as Uncle Sam and Abe Lincoln, win a First Place Trophy.

Can you believe this? On the 4th of July U.S.A. member, J. K. won a First Place - Uncls Sam/Lincoln Costume, Harvey, Illinois Parade - First Place, Lynwood, Illinois, same "get up," Second Place, now a girl passenger, Anele Dunlap, age 13, back to the Keystone Cops, Dolton, Illinois with our Governor, Big Jim Thompson present. (And the largest trophy to date - needed the sidecar to carry it, it was so large and heavy!)

Finishing out the parade route, September 3rd, Calumet City, Illinois, dressed as Uncle Sam and Lincoln, with our 12 year old passenger, David Wheet, got a First Place Trophy.

Is this guy a sidecar man? He will "hip out" on you his 1977 Harley Davidson and Harley Davidson car attached on you also.

Many other very interesting stories to tell about other wonderful people that travel with the Chicago Chapter of the U.S.A. - Coming.



Notes:Chicago Chapter

Sunday, September 16

Poker Run, Rigewood Cycle Association, Homewood, Illinois.

This beautifully constructed road tour Led through the winding asphalt country roads of Will and Cook Counties was attended by Al and Ed Johnson, Rich Le Pert, and Joe Veleta, the run was a memory trip to commemorate the predessor club of the U.S.A., the Pullman Hacker Motorcycle Club. Al, Ed and Rich wore our old patches and the sidecar spare tire had the well worn patch on its wheel cover.

Our Illinois Committee Members of the U.S.A. helped the old timers celebrate the nostalgia trip.

Sunday, September 23

The Chicago Chapter of the U.S.A. had brunch at the Timbers Restaurant in Woodstock, Illinois, then attended the Midwest Motorcycle Antique Show at McHenry County Fairgrounds.

Dennis Ryan, U.S.A. member and executive of the MMAMC Show, had a specially roped off parking area for our club. Many people visited this area just to look at our sidecars and Marilyn Johnson's familiar red Suzuki solo. Over twenty-five of the local Chapter members attended while Joe Rybackek, Illinois Committee Member of the U.S.A., hosted this event.



<<<<< Good Neighbor Parade

CLUB NEWS So. CA CHAPTER USA.

NOV. 3-4 CALIF. 1000 (ROAD TOUR)

More info Rich Budier H. D. co

2531 S. MAIN ST

LOS ANGELES, CA 90053 213-749-6235

(MAIN & ADAMS)

So. California Dec. 2

Mike Keane

3950 Via Real # 183 Carpentaria, CA. 93013
phone: 805-684-6424

Mike is hosting a back roads ride through Santa Barbara, Santa Ynez & Santa Maria. About 75- 100 mi. Write or call Mike for details.

So. Cal. Road Runs

Those of you that are interested in getting together for rides, breakfasts, etc. ; primarily any information regarding So. Cal. Road Runs --- We will be known as the So. Cal. chapter of the U.S.A. Primarily a loose knit group --- Call : Ron Rennie 25911 Saddle View Lomita, CA. 90717 Phone eve. : 213-326-5589

SRA SCHEDULE

OCT. 13-14 NELSON LEDGES, OHIO

OCT. 27-28 INDIANAPOLIS, IN.

NORTHWEST SIDECAR ASSOC. SCHEDULE

OCT. 14 SEATTLE INTERN' L, WA.

OCT. 20-21 WESTWOOD, B. C.



AFM SIDECAR ROAD RACING DATES - CALIF.

OCT. 21 -WILLOW SPRINGS NOV. 11-
RIVERSIDE

MORE INFO CALL BOB BAKKER, AMA
RACING SIDECAR COORDINATOR 213-
343-2180

BOB asks that all sidecar members to write or drop a card to BILL FRANCE, 1801 INTERNATIONAL SPEEDWAY BLVD. DAYTONA BEACH, FLA. 32015 that you would like to see sidecars race at DAYTONA. Sure lots of ya will never make the race but we need your card sent anyway. THANKS for helping

Tradesman: utility type SC

Jawa - CZ have introduced a Tradesman or utility type sidecar and also a wedge shaped single seater sports sidecar to complete their range. The "Shadow" as it is called has a forward folding screen to provide weather protection. These sidecars are available from Firstline Motorcycle, 426-424 Bowed Road, Amos Grove, London N11. Some prices:

Javelin Combo - 350 w/Velorex

562 Sidecar \$1832

Javelin Super Combo - as above
w,/lined interior \$1953

Javelin sidecar only \$ 726

Super Javelin only \$ 819

Tradesman Combo \$1860

Tradsman only \$ 819

Jawa Shadow Combo \$2422

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Allaire State Park Sidecar Rally NJ - September 16, 1979

By Mrs. John F. Cron

Our Sunday Sidecar Rally was great. Everyone had a good time and want another rally next Spring. The choice of Allaire State Park was excellent and most wanted the Spring Rally there again. I was delighted with the number that showed. Last November there were two; in May there were seven and Sunday there were about 20 outfits. The response was good.

The "American Sidecarist," delivered the day before the Rally, did not give enough notice.

Bob Meeker drove the 200 miles down from Schenectady, New York, and I was disappointed he could not stay longer. He arrived rather late in the afternoon when some had just begun to ride around. I was interested in his comments on his cross-country trip of 10,000 miles and wanted to learn more but our paths crossed. I rested in the Chapel in the old village for about 15 minutes and when I got back I found he had just left.

Some cyclists came along at the witchin hour of 4:00 pm. I finally left with the last sidecarist about 5:30 pm, It was a long but wonderful day.

One of the sidecarists postponed their Saturday leaving for Aspencade until Monday so they could be at our rally Sunday. The Byers drove out from Tripoli, Pa., and had a lovely time. (Their son is a hemophiliac.) Most were from New Jersey. Many came in response to a personal invitation from another U.S.A. member.

One young couple from Bayonne, NJ had gotten a copy of the magazine the day before and it was 9:00 pm when they noticed the item about Allaire. They made it a point to be there.

Robert Boyle from Collingswood, New Jersey, was there with his 1927 Indian cycle and sidecar (it appeared on the cover of the October A.M.A. magazine). And Frank Scaglione from Pt. Pleasant, New Jersey, was there with his just-

finished sidecar outfit. He had stayed up late the night before to have it ready for the rally. I was his first passenger (my first sidecar ride - except for the one I rode in Manila this past Spring, which was a bit different than those here. They were taxis).

When I was in Manila, I visited friends who took me to places no American had ever been. I commented that I absolutely had to ride the sidecar taxi. The next day, Col. Lagaya, retired Phillippine Air Force Man, and his son, drove me up to the rear of the taxi line and Rene and I took a ride in it (of course, I have a picture of me in it). Col. Lagaya followed us in the car.

Given more notice, many more sidecars would have been there. The day was absolutely superb.

There is, as the Madison Avenue Men would say, a big market out there for sidecar activities, in this part of the country. This was very evident on Sunday. My Sunday stint was more as a hostess than a recruiter. With the good coverage such as provided in the August/September issue - of the "American sidecarist" and wide distribution, the East will become as active as the Mid-West and West in sidecar doings.

I think it is a very wise move that Doug Bingham has distributed a complimentary copy of the "American Sidecarist" to sidecar enthusiasts that are not U.S.A. members.

An owner of a cycle shop in Jersey came out of curiosity - to see what it was all about. He always puts up notices if he gets them. All notices on his bulletin board get read and notes are made by the readers. He and his wife came on their cycle (no sidecar) and later he went home to get his daughter and her boyfriend on their cycle. They stayed until almost the end of the day. His wife was given a ride in one of the sidecars, marvelled at it and he said, "Oh, boy, I guess I'll have to buy a sidecar."

A Special ASPENCADE Report

by our Favorite Sidecarist

It is always a pleasure to have our Membership Secretary, Connie Brown, attend any sidecar event. Through her eyes we all share her enthusiasm and experiences.

The Browns arranged their 1310 mile move from Dubuque, Iowa, to Ruidoso, New Mexico to coincide with Aspencade (the biggest motorcycle convention ever held), Ruidoso normally has about 6,000 people but at Aspencade time 6,000 or more motorcyclists gather and an estimated 60,000 spectators arrive to watch the parade. Sorry, no photos of this event in this issue. Next issue for sure (curse these deadlines).

The Browns arrived on September 28, just a few days before Aspencade - Howard with a 24 ft. U-Haul Van and Connie with their van and her sidecar rig in a trailer, The U-Haul was unloaded and Howard returned it to Alamogordo. Connie, although every bone cried out in torment, drove her outfit to Alamogordo to pick up Howard. The scenic route did wonders for her morale.

Derryl Dover (No, 98) was the first to visit on Sunday, Then off to the Chapparal Convention Center (registration). Soon Bob Brannon, Maxine and Herschel Waldorf and Hazel Kolb (on her Classic 80) arrived, Happy re-union, Hazel brought a toilet tissue roll with each sheet autographed by her friends for Road Rider's 25th Anniversary. Then two boys arrived from Switzerland via Canada and the Eastern States, What tales they told. Brian O'Hair (from Oklahoma) introduced himself. Brian is very dedicated. Look for more about Brian in these pages.

John and Su Ann Ellis camped at Circle B and visited the Browns on Monday. By now the registration booth was really jumping, Connie signed in as the Membership Secretary of the U.S.A. (Thanks Connie, our committee could not have been more ably represented. Next year we will get you some help.) The hospitality room was jammed. The Alexanders joined us on the spot even though they are just 'looking' for a

sidecar. They even purchased Section 1 of the Sidecar Manual.

Sidecar and solo events began on Tuesday. Events included "Dog it for Dough" - you get a buck if you hit the weiner. Some tried ten times. This was followed by the "slow race" with lots of bikes entered.

Shirley and the Rev. Herb Shreve arrived on Wednesday along with the Whytes, the Savages, the Johnsons, the Iserns and Bill Neumann and friend, just to mention a few. What do these guys and dolls do BESIDES attend rallies? Another "Dog it for Dough" and another "Slow Race."

Tom Meder of Iowa won the "Ride the Rope" sidecar event.

Now the sidecar tour to the Inn of the Mountain Gods with a freelance TV cameraman to record the last sidecar event of the day. Gordon Pennington said "Hello,"

He looked great riding his Harley to the Convention. He, Steven, and many other soloists joined in the sidecar tour. Doug McManigal dropped by and gave us Doug Bingham's best regards, Doug is terrific and makes you feel like an old friend, More TV footage of the group returning (a TV documentary, perhaps?). The Frazines of Florida had found us.

Then it was back to the Chapparal for bike judging. The U.S.A, booth was now open and doing a roaring trade. Every-one stopped and asked "where are Doug Bingham and Hal Kendall?" Quite a disappointment to the folk. Still, we did sign up many new members and sold most of our paraphernalia, even down to the pins on our vests! Very disappointing not to be able to supply. A more abundant supply next time.

The Super of the Ruidoso High School is anxious to set up a Motorcycle Safety Course. Bob Kenny represented the Texas Chapter of the U;S.A. Nice to see you Bob,

ASPENCADE Report, Cont.

The Ellis' helped in the booth. Then came Jim Tanner of Kansas, the Bugess, the Schwankes and the Hickersons. We were delighted to see Roger Hull when he stopped to visit our booth. Always glad to see you Rog. We got your picture as evidence. Maxine and Herschel worked the retreat booth. We enjoyed the company of Bud and Judy Meldahl (and their beautiful trike).

The Hondo Fiesta Dancers performed magnificently on Thursday at Hondo in their beautifully brilliant sequined lace gowns. The place was packed. The audience was caught up in the rhythm of the dancers and soon the room reverberated to the foot stamping and hand clapping as the spectators joined in en masse,

Hats (actually sombreros) were passed around and soon \$714 was collected in addition to Til's \$500 donation. This was the largest and most appreciative audience they had ever enjoyed. Photo time again. The Hondo Dancers loved to pose with you.

More sidecar events with the ever 41, present TV man now seemingly attached or attracted to the sidecars. Dick Hinson won the 5Q ft blind man run while Su Ann Ellis (passenger) won the "Hang the Wash" driven by Dick. The driver cannot stop while the passenger is hanging the wash. Frankie Burks tied with Su Ann during the first heat but lost out in the second. More bike judging. Our favorite photographer, Joe Cimini, kept his flashbulb popping. Neil Brownell of the U.S.A. Texas Chapter, turned over his Texas Banner as he is off to Oklahoma. It occupied a place of honor until Mike Stanisci took it proudly back to Texas. Lots more visitors arrived.

It turned cooler on Friday. Our tour took us to Mescalero Apache Pow Wow where the Indians served stew, chili, and squaw bread (a very tasty fried bread). This was followed by native dances, brilliantly executed.

Back to the hospitality room and a well deserved rest, More judging. The Side-car Class and the best dressed couple sidecar trophies donated by Truett Ball Realty. Allen Seymour, the cameraman filming, "On Any Sunday - No. 2" wanted MORE special sidecar footage which was set up for Saturday.

The next day found us at the Ranch House for the WIMCA breakfast to see Virginia Peiser and Lois Feller (Capt. and Co-Capt. of the S.W.) present awards to hubbies who helped. Jeanie Leighton received the long distance award. More picture taking. Barb Isern (outgoing) and Susan Pedersen (incoming) Aspencade Queens were photographed. More TV coverage.

The parade began at Innsbrook with a beautiful '44 H-D Police Special with sidecar heading the sidecar group at the rear of the parade. Rear guard was provided by four of Wally Wallick's Equaleans. Asa and Pamela Wright have a black unit. Robert Strauber also has an adjustable unit. Never got the name of the fourth driver. It was the biggest parade ever with over 60,000 spectators. Most of our favorite sidecarists were in the sidecar event, including the Shreves (on the Brown's rig), Bill Neumann, Tom Meder, Meg Meltz and passenger, the Burks, Mr. Sanders, the Gibbs, the Cupos, the Brunners, and so on.

More work at the booth but now the crowds began to thin out. More members signed up including Jerry Smith, a trailer manufacturer from Ames, Iowa, who is working on a sidecar unit.

All too soon, the Rally came to an abrupt end. It was wonderful to meet all our friends from earlier rallies and to meet new ones we will see at future rallies. Exhaustive and hectic, yes - but, we will just have time to relax then its off to California for the Griffith Park Rally. See you all real soon, you hear.

(Prepared by Connie Brown at the request of the Executive Committee, edited by Hal Kendall and final copy typed by Lee Kendall. Thanks for a job well done - HAK.)

Notes from Texas

All U.S.A./A.M.A. members in the Southwest are invited to attend the A.M.A. District 20 Banquet on December 2, 1979.

It will be held at the Ramada Inn, 2301 Decker Drive, Baytown, Texas at 7:00 P.M.

You must be pre-registered to attend.

Call Allen Hauck, President of District 20 at 713-471-5438 or drop Allen a line. Give him your name, address, phone number, number in party and amount enclosed

(\$14.00 per person). Deadline for pre-registration - November 15, 1979.

Call the Ramada Inn at 713-422-3641 for room reservations.

Fitting a Centaur to a Guzzi

Howard Archer has just obtained a Centaur (Zephyr) complete with mounts but not for a Guzzi, and a Moto Guzzi Eldorado complete but with no mounts for a Centaur.

Has anyone married these items? Or, any spare mounts suitable for the union? Or a Lexan screen?

Please contact Howard at 6 Lejune Road, Cinnaminson, New Jersey 08077.

Sidecar Licensing in Denmark

Christen Nielsen reports (in the Federation News) that the authorities in Denmark have recognized that a motorcycle with sidecar is DIFFERENT from a motorcycle solo. Different tests are required and different operator's licenses issued. Other authorities should take note.

The very high taxes required in Denmark mean that a BMW 100 RS costs about 72,000 Kroner (Factory price plus 100 percent tax), and the Road Tax is 300 Kroner per year for a solo or outfit.

Aspencade S/C Winners

Sidecar Class

1st #293 Michael & Melanee Yamen

2nd #221 Asa & Pamela Wright

3rd Robert H. Straybeit

BMW 100R

1st #257 Roy & June Johnson

Best Dressed Couple

2nd #257 Roy & June Johnson

Long Distance Sidecar Rig

1st #103 Bill Neumann

2nd #380 Vinny & Loretta Cupo

Long Distance Trailer Rig

1st #380 Vinny & Loretta Cupo

Motorcycle Trailer Campsite

3rd #380 Vinny & Loretta Cupo

Grand Sweepstakes Winner (Motorcycle)

J.B. Smith of Yuma, Arizona

Sidecar Events - Wednesday/Thursday

Ride the Rope - Tom Meder

50' Blind Man - Dick Hinson

Hang the Wash - Su Ann Ellis

Special Sidecar Events - Saturday

50' Blind Man - Doyne Brunner

Hang the Wash - Darlene Brunner

Help Available

Robert Conner (391) has a shop with lathe and milling machine. Robert has extended an offer to assist sidecarists trying to set up a sidecar. He has built up two rigs of his own.

Drop Robert a line at P. O. Box 41, Curtin, Oregon, 97428, or call at (503) 942-5948.



Adjustable Sidecar Trim Systems

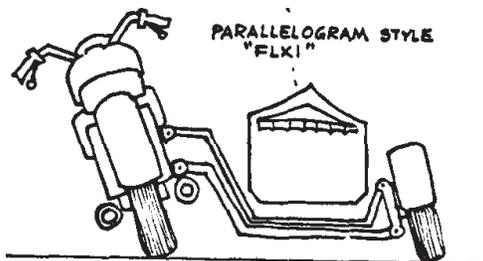
David L. Hough

When a sidecar pilot sets up his outfit, the greatest control over steering is through careful adjustment of leanout of the motorcycle. Most outfits exhibit neutral steering with approximately 7/8 inch. The outfit should steer straight ahead with little yawing.

However, a strong headwind will apply considerable force on the sidecar body and windshield, attempting to turn it to the right. Likewise, a steep hill will apply considerable force to the right going up and to the left descending. And, road crown changes constantly.

If our motorcycles had gearboxes in the steering head like automobiles, these forces would be controllable. If front wheel trail was zero, there would be no castering effect, no apparent turning forces, and no centering tendency. You could not let go of the handlebars--ever--while underway.

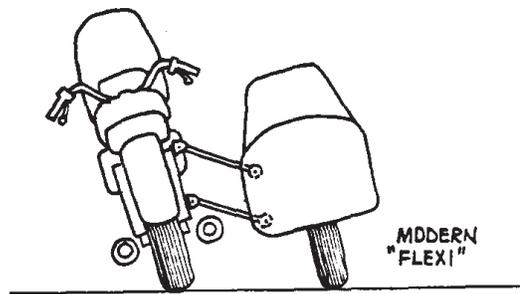
An alternate solution is to allow the bike to lean independently of the sidecar such as the Flexi (which used a parallelogram type frame so the sidecar wheel leaned parallel to the motorcycle rear wheel). Recent innovations in flexible outfits include simple pivot points along the centerline of the motorcycle, and a sidecar like a single wheel trailer with several "flexible" mounts to allow the cycle to lean.



PARALLELOGRAM STYLE "FLXI"

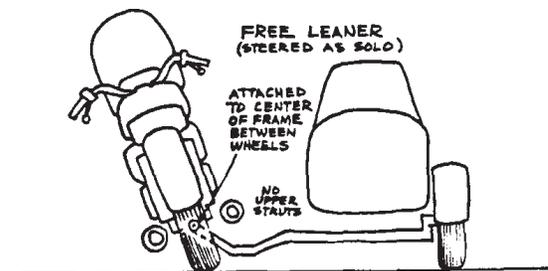
All flexible designs work fairly well in normal use, but share some potentially hazardous characteristics. First, since outfit steering must be accomplished as with a solo machine, it is

necessary to steer the motorcycle into a lean to counteract both vehicle inertia and sidecar drag. If the connecting links do not allow sufficient lean, or if the cycle should come up against the sidecar in a turn, steering control could be lost. Second, if the outfit starts to drift in a slick corner, there is no frame structure to prevent the cycle from flopping over against or away from the sidecar. For these reasons, flexible outfits are not too practical for use on slick surfaces such as ice, snow, or exposed street car tracks.



MODERN "FLXI"

A more cumbersome but inherently safer system for controlling leanout is to provide dynamic leanout adjustment that locks solid when not being changed. Two adjustment systems come to mind - jackscrews and hydraulics. Typical jackscrew leanout systems utilize a three point mounting, where the jackscrew is one of the mounts, usually the upper. The jackscrew is a threaded rod like in a "C" clamp. Screwing the rod in or out leans the motorcycle in or out. Boeing jets use jackscrews for controlling landing flaps. Jackscrews can be manually turned, or turned by a motor.



FREE LEANER

Adjustable Sidecar Trim Systems, Continued

Hydraulics are more complex, but more versatile. A single power source can pressurize several hydraulic cylinders, and the pressure can be equalized even in cylinders of different stroke. An hydraulic pump can be mounted remote from the cylinders.

With this in mind, consider the possibilities of dynamic leanout control (Figure 1).

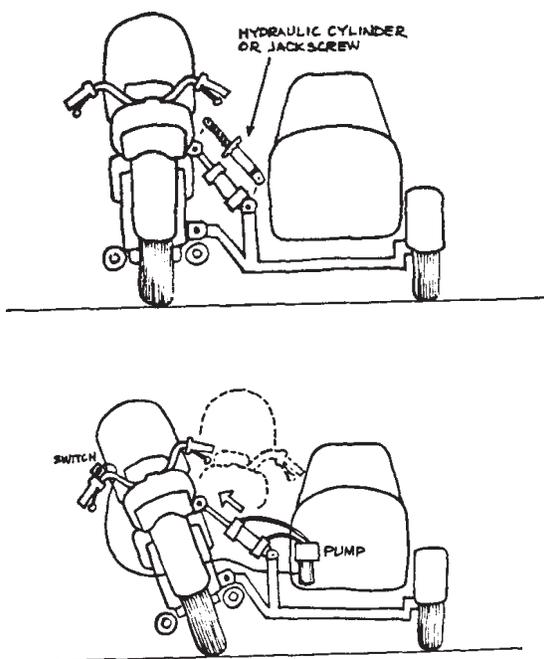


FIG 1 - DYNAMIC LEANOUT CONTROL

I found that jackscrews are expensive and do not come in the sizes needed for sidecar use.

Basically, my dynamic leanout system has the sidecar lower mounts pivoting from clevises at the front engine mount and rear of the main frame. The upper mounts are hydraulic cylinders. A pump unit, mounted on the sidecar frame, is electrically powered to pump fluid from one side of the cylinders to the other. Solenoid valves in the hydraulic lines hold the fluid locked in place when the pump is not activated. The pump is powered by a two-direction motor, one side pumping out, the other direction pumping in. The pump/motor is activated by a handlebar switch. The motorcycle can be "pumped" to lean left or right at any time, even when cornering. Pump pressure is sufficient to overcome any usual leaning or cornering forces.

Typical of many new ideas, my basic system had growing pains. But, over the years, changes and additions have developed a workable system that is reasonable reliable and failsafe.

For those who might like to experiment with hydraulic leanout control, there is a ready made system: the Mercury marine motor tilt package, which includes a somewhat bulky pump unit and absolutely gorgeous hydraulic cylinders just the right length for sidecar upper mounts. But, before you rush out to spend your \$300, bear in mind that when pumping, the motors draw as much current as a small starter motor-- in the 40 amp range. A marginal motorcycle charging system or small battery would soon fail if such a unit were used often. My Moto Guzzi generator has an output of about 30 amps or enough to replenish the battery even with frequent lean adjustment.

For anyone considering assembling an hydraulic leanout control system from "scratch," here is some practical ad-vice. First, it is very practical to build a static system, unpowered but controlled by electric solenoid valves. Such a simple system would allow for rapid leanout adjustment, even while riding, but would not be useful for cornering. This simple system is shown in Figure 2.

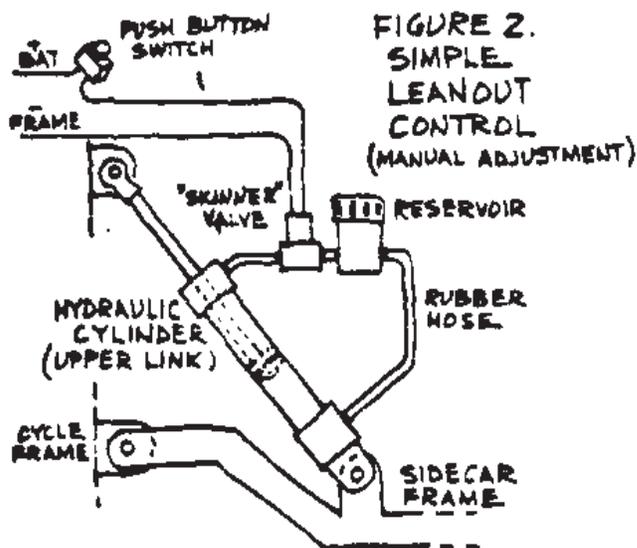


FIG 2 - LEANOUT CONTROL

Adjustable Sidecar Trim Systems, Continued

The same system can be powered by adding a pump unit. The pump could be attached to the engine but an hydraulic pump electrical allows for easily detachable connections.

If you can locate an old Prestolite convertible top pump, you have a good start for an electrically driven hydraulic pump. The units I used came from old Chris Craf marine shifting units which had a reservoir built on top. Some large relays such as auto starter relays are required to switch the power to the pump motor.

Since fluid can bleed back through pump motors, the pump must be isolated from the cylinders when not pumping. Small, low pressure solenoid valves such as made by Skinner will prevent pressure bleed. I am using one on either side of the pump. Both solenoid valves are activated (through diodes) so that either way the pump is operated, both valves open (Figure 3).

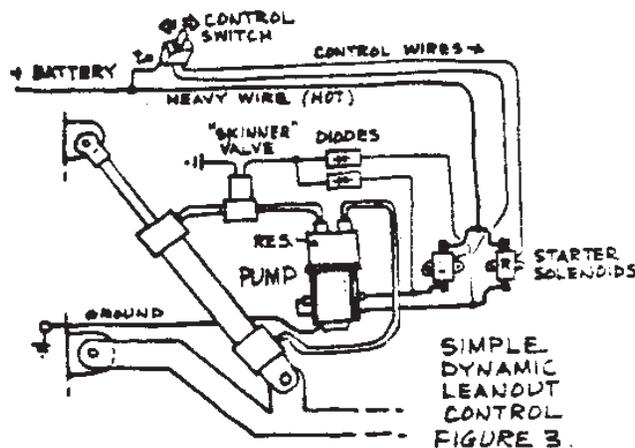


FIGURE 3

A fast starting pump often pressurizes the Skinner valve faster than it can open. Pressure then prevents the valve opening and allowing fluid to power the leanout cylinders. A solid state time delay will allow the valves to open just before the pump motor relay closes. An indicator to show when the valves are being powered open is desirable. A "panic" button also opens the valves without operating the pump, so I can manually lean the outfit

in event of a pump failure. The hydraulic pump is not likely to fail, but motor brushes can get wet and wear out rapidly (Figure 4).

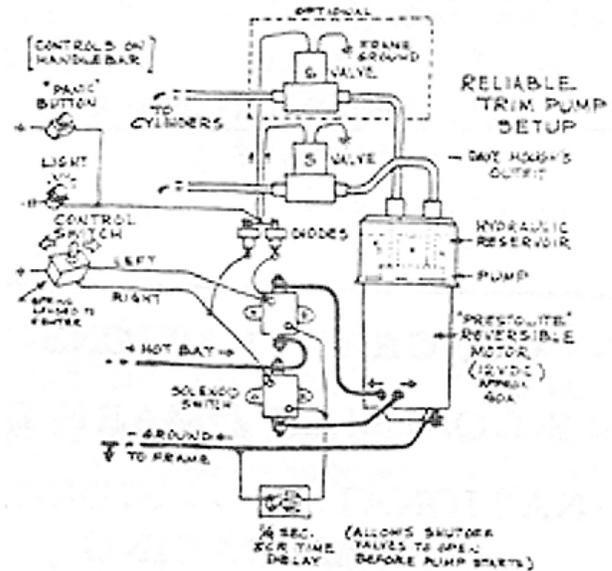


FIGURE 4.

FIGURE 4

All sidecar mounts have been rubberized for some shock absorbing which allows side loads from sidecar wheel jolts to be absorbed rather than transmitted to the motor-cycle. Brackets can be easily fabricated for sidecar mounts if good quality eye bolts are not available.

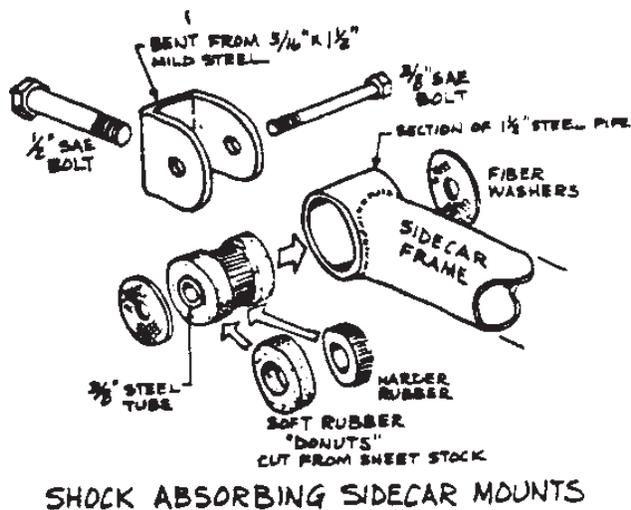
My future plans call for building an experimental sidecar frame with a pivoting sidecar wheel. I intend to incline the pivot axis so the sidecar wheel not only turns but leans like the old Flxi outfit, except it would be controlled by the hydraulic leanout of the machine. It would save a lot of sidecar tire scrubbing.

When I built my present sidecar I used the old rule of thumb - "When in doubt... build it stout. Out of things you know about." My main frame is built of 3/16" wall by 1-1/4" square steel tubing. That stuff is strong, overweight and larger than need be.

Adjustable Sidecar Trim Systems, Continued

Future plans call for thin wall, larger diameter tubing. Since the forces on a sidecar frame include torque loads from the frame racking, I intend to use round tubing, probably of mild steel, since it can be gas-welded.

My present hack uses a rigid axle, with the body suspended on reworked cycle shock springs. The upcoming hack would use leaf springs cantilevered from the frame.



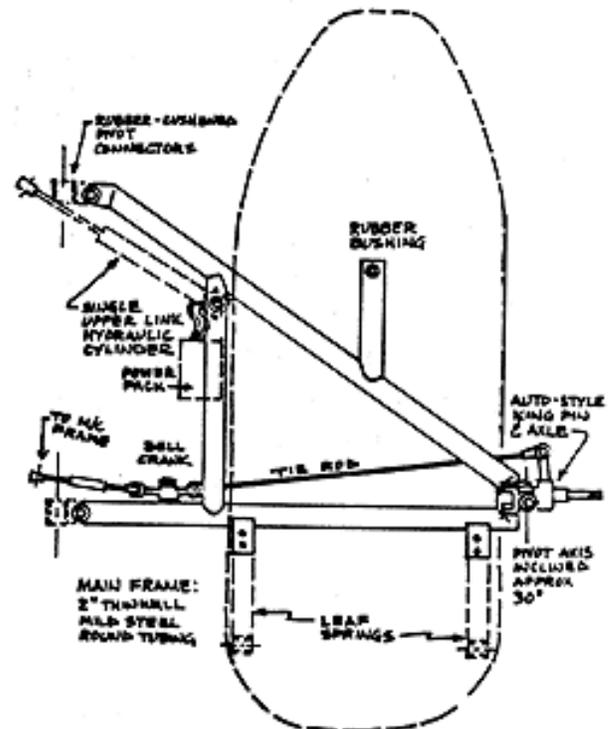
SHOCK ABSORBING SC MOUNTS

The sidecar frame inboard would not have adjustment screws as toe-in adjustment is

achieved at the axle pivot point. The plan is to use a conventional king-pin automobile style axle, with a tie rod controlled by motorcycle lean-out. In operation, the sidecar wheel would steer into corners and would tilt left or right to parallel the motorcycle front wheel.

Why would I consider building such a complex sidecar? Well, sidecar outfits are really three-wheeled cars. We intentionally create a puzzle by choosing a front wheel that is off-center. Then we keep messing around with this odd puzzle trying to get it to handle any-where near tolerable.

Since there is no way to solve this off-center puzzle, I am accepting the off-center challenge and attempting to design an outfit that is easiest on the pilot. Complex? You bet! But interesting...



News from the Hutchisons

Penny and Terry recently moved to Anderson, California, and were so excited to receive the "American Sidecarist."

They love to ride in organized runs. Several months ago they obtained a used Bingham sidecar and had it mounted by Doug ("a super guy if ever there was one:), color matched to their XS1100. Within a month, Penny was driving it and the next month Terry had purchased a second XS11. This one was for Terry.

Penny just loves it! People flock to see it. It is a fantastic conversation piece. People, especially elderly ladies, really get a kick out of it whenever they take the whole family in it (9 and 3 year olds).

Since getting their outfit they wanted to go to the big Rally in October and now they're leaving. House business finished. Both look forward to becoming involved with new friends in a new area. They love to ride and visit.

P.S.: Congratulations on your choice of a president. We can only speak of him in superlatives. He made us feel like old friends.

Vern Goodwin, Nebraska

It's great to see anything in print about mounting and alignment and it is much overdue. This last year we have done little work on sidecars except help a friend build one. It handled good but could have been neater. He got his photo into "Touring" magazine doing a right hand slide at the 3rd Wheel Rally using his home made rig attached to a 650 Yamaha. His racing experience and the fact that he had a positive lean-in (in-stead of a negative lean-out) no doubt helped a lot.

Our sidecar is not ready yet but we did pull a trailer 5200 miles through Idaho and Oregon, a trip which included the coast and Sturges, before returning home.

We are now back to normal and I want to get back to building some sidecars and cycle trailers.

Accident Report

Sidecars are the safest form of transportation, but are no match for four wheel monsters. Rarely will you come to grief on your own.

Lou Craver was our latest member to feel the wrath of the highway predator. While returning from the Indy 500 race with Paula Scheidler on August 26th, a car crossed the yellow line and side-swiped Luther. Luther was given emergency treatment at the local hospital (Lafayette, Indiana), then carried to the Silver Cross Hospital in Joliet, Illinois, by ambulance. His injuries included a badly broken leg, broken in-step (foot) and fractured pelvis.

Luther is now recuperating. He may be reached at home (815) 838-7380 or at his daughter's home (815) 838-5467. Please send Luther a get well card at Route 5, Box 260, Lockport, Illinois 60441.

All sidecarists take note, Be 100 per-cent on the lookout for anything on four wheels or more, They are not looking out for YOU!

Mr. S. A. Arnold reports

(USA No. 277) of Gwent, South Wales

The Cossack Owner's Club (Ural and Jupiter) is alive and well in England. Ural and Jupiter owners should contact Mike North, Membership Secretary, 45 Oxrodd Road, Edmonton, London, N9 OLY, England, and be sure to mention Mr. S. A. Arnold. Annual dues for overseas members is \$12.00.

Urals first arrived in England in 1970 and the Cossack Owner's Club was started in 1973.

There was a Ural Owner's Club in the U.S.A. but apparently their U.S. coordinator did not know. Inquiries are in progress. Anyone who has sent their dues to a coordinator in the United States and has not heard from the club should drop a line to the C.O.C. Secretary, Mrs. Christine Young, 99 Albert Road, Wood Green, London N22 4AG, England, who will sort it out.

Emergency Contact Scheme

for Sidecarists

Sidecarists are a special group of motorcyclists who feel the need for something extra. The sidecar. And, with a sidecar come special problems. The cycle is placed under more stress than the manufacturer intended. And, trying to find people who can work on a sidecar when you are crossing this great country can be quite frustrating.

Some time ago I left Pittsburgh on a T120 with Steib that had been aligned by the Steib dealer (in those days you could order a Steib direct from several cycle shops). I travelled southwest for Tulsa without really road testing - a near fatal error. It had not been correctly aligned. It fought me like a mule until my shoulders ached. I prayed for sharp right-hand curves because that was the only direction the beast wanted to go. It was not until I reached St. Louis that I found a cycle shop that even knew what a sidecar was. It was, I recall, an old-time Harley-Davidson shop. Meanwhile, in 700 miles I had shredded the rear tire and the rear chain was nearly finished.

All members can help.

We are in the process of compiling a booklet of who can help whom. For this you do not need to be a member but I expect most members will volunteer. If you know of someone who is not a member but will help a sidecarist in distress, please send in his name, with his permission, of course. Include, particularly, the name of your favorite cycle dealer if he knows his sidecars.

The types of assistance you may be able to offer are:

- Overnight accommodation
- Camping facilities
- Garage space
- Towing or pickup service within__miles
- Technical advice
- Workshop assistance
- A friendly smile and a cuppa

Some services may of course, not be gratis. Please state if the service provided is club oriented or commercial in nature.

If you can assist in any of the above or if you can help in other ways, please drop Hal Kendall a line. Tell us how to reach you and if your services are limited to certain hours or days. We will make this first list available around mid 1980 and will update on an annual basis. Be sure to notify us if there is any change in your circumstances.

Applications are now being received for a volunteer who will take over this program when we get it formally established. Who will step forward?

Similar programs have worked very well in England, Europe and in the United States. Let's all get together. You may never be called upon but at lease you ex-tended your hand in fellowship.

Classified Advertisements

In response to many requests from sidecar related shops, dealers, and businesses, we have initiated a classified section to allow you to run your business card in The American Sidecarist.

We will insert your 2" x 3½" card in a prominent space for the nominal fee of \$5.00 an issue or \$25.00 per year.

Please send your card and check made payable to United Sidecar Assn. to Hal Kendall, 1621 Palomino Ln.,Kingwood, Texas 77339.

We reserve the right to accept only cards that are appropriate to the "American Sidecarist."

Members "For Sale - Wanted - Exchange" items will continue for two issues at no cost.



The Sky is Not Falling, Yet!

Each day the Federal Government publishes a 100 to 200 page document on laws and regulations that have been passed or are about to be passed and so forth and so on. The title of this prestigious publication is the "Federal Register." On Page 17614, Vol. 44, No. 57, Thursday, March 22, 1979, is a notice to the public advising that the public proceeding scheduled for 10:00 A.M., March 21, on corrosion of the 850 and 125 Fiat was cancelled. They sure gave the public lots of notice to cancel their travel plans.

In more serious vien, on the same page is a notice from the NHTSA stating that the Surface Transportation Act of 1978 requires the Secretary of Transportation to study and report to Congress on the effect that repeal of motorcycle helmet laws has had on motorcycle accident fatalities and injuries.

NHTSA will tell Congress that 24 percent increase in motorcycle fatalities in 1977 reaching 4103 motorcycle deaths was due solely to the weakening of helmet laws in 26 States. NHTSA will once again attempt to seek approval from Congress to blackmail all States into having mandatory helmet laws.

You can send your comments about how you feel on this issue to:

NHTSA, Docket No. 79-07, Room 5103, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590

You may also obtain package of information from NHTSA, General Service Division, (NAD-42), 400 Seventh Ave., S.W., Washington, D.C. 20590



LETTERS FROM MEMBERS

Ginger Smith

(a little delinquent in her dues) pleaded for us NOT to cancel her membership. Ginger, on your be-half, and on behalf of all members, we are very anxious to keep all sidecarists together. In fact, it is very difficult to get OFF our mailing list as long as we know you will contribute when you can.

A few members have made contributions to assist those who are unable to pay. Just advise us and do not be embarrassed if you are short. Just stay in touch. Your letters are just as valuable as your cash contributions.

Please advise Connie, or Hal of any address changes so the Post Office can deliver.

From Joe Kowalski

- he was very impressed with the full and complete service we offered him (and all members). He made his way to New York and purchased a 1977 Velorex (with scratch) at a very, very reasonable price direct from the Jawa representatives.

The 1979 models, not yet ready, will sell for \$725. A few left over from 1977 are still available at \$625 retail. Joe is now looking for a sidecar rear end gears and heavy duty sidecar springs.

Addresses of Interest:

American Jawa Ltd.,

185 Express St., Plainview, NY 11803

(516) 938-3210 Contact: Helen Poulos -

Tell her you are a member of the U.S.A.

Sidecar Restorations,

115 South 20th ST., St. Louis, MS 63103

(314) 241-9314 Contact: Haggity.

The Effect of Trail on Low Speed Wobble Characteristics

Thomas Pedersen, Motorvation Eng.

The relationship of the steering geometry dimension called Trail and the low speed wobble characteristics pertains only to motorcycles with sidecars.

To best describe the effects of Trail, it will be necessary to relate Trail, as a dimension on motorcycles, to a dimension called caster in automotive steering geometry. This Trail dimension actually becomes caster at the instant that the motorcycle is inhibited from leaning by the attachment of a sidecar. The caster dimension is designed to cause the automobile's wheels to straighten themselves after having executed a turn. This is the same dimension that helps the automobile driver keep his car going in a straight direction for long distances.

This same dimension is also what makes an automobile difficult to steer around corners without the aid of power steering, unless it is in motion. The motorcycle with a sidecar produces the same hard steering because the caster, or Trail, with the addition of the sidecar, is now in excess of what is needed.

A lot of Trail will reduce the tendency for the low speed wobble of a motorcycle sidecar to occur. It is not, however, the cause of the low speed wobble.

If the actual cause of this low speed wobble is not circumvented, the wobble will increase as the Trail of the motorcycle is lessened. This reaction makes one believe that a small amount of Trail is the only cause of the wobbling effect.

The cause of the wobble, as it can best now be determined, is a result of the Tow-In dimension of the sidecar's wheel at a low speed, trying to steer the motorcycle slightly to the left with subsequent loss of tire adhesion, either at the sidecar's wheel or at the front wheel of the motorcycle, allowing the motorcycle sidecar to continue in a straight line. At the same time the tire adhesion is lost, the reaction of the motorcycle's front wheel is to steer slightly right.

The cyclic effect of these two factors appears as the phantom low speed wobble. Any flexing between the sidecar's wheel and the motorcycle's wheels, whether it be in the motorcycle swing arm, the

motorcycle's front fork assemble, or bearings, or in the mounting between the sidecar and the motorcycle, will accentuate this wobbling characteristic.

The tow-in of the sidecar wheel is necessary to cancel the effect of the sidecar at speed to drag and steer the motorcycle gradually toward the right. This dragging effect is caused by two factors:

1. The friction of the sidecar's wheel bearings and road friction of the tire in contact with the ground.
2. The wind resistance of the sidecar.

As these two factors become greater, more Tow-In is required. The greater the Tow-In, the more the motorcycle sidecar rig will tend to have the low speed wobble characteristic.

The reduction of this wobbling characteristic, as you can already see, is through a combination of events. First, the most common area producing the wobbling characteristic is mount flexing between the motorcycle and the sidecar. Triangulation of these mounts will reduce the wobble.

Second, the motorcycle's swing arm bushings or bearings play must be eliminated. Also, any spoke flex in the wheels, or any play in any of the wheel's bearings will contribute.

Third, the front forks of most all motorcycles, being of telescopic design, will twist. This factor can be tested by holding the front wheel between your knees firmly and turning the handlebars right to left. That twisting flex can be eliminated (if an appreciable amount exists) by fork bracing between the lower sliders as it's common practice on racing motorcycles.

It is the combination of all these factors, as well as any other type of frame flexing, which would allow any of the wheels in contact with the ground to move from their respective relationships, that is the cause of the low speed wobble.

(in reply to a request for more information on this subject from Alan Tratner of Rider Magazine.)

Technical Notes

by Neil Brownell

This, my third article about sidecars and Wings, will be about handling and setting up the outfit.

Handling is really different from solo operation as no more leaning into turns--to turn right, you turn the handlebars to the right. When starting from a light, the unit will pull to the right. When stopping, it pushes to the left. This "pendulum effect" is more pronounced the further the bike is away from the car and can only be reduced by as little room between bike and car as possible.

Some sidecars are equipped with brakes and built in gas tanks. The brake on the car helps to reduce the "pushing" effect when braking.

A similar effect is noted when shifting gears and it may be quite uncomfortable at first. But, when you learn how to compensate for it, it is as natural as going solo (with one nice exception--you don't have to put your feet down at stop lights (oil, gum or whatever does not collect on the bottom of your boots.)

Other factors enter the pendulum effect such as flex, car weight and wind. But, the bike-car distance has (in my opinion) the largest effect.

Lean in or lean out is what causes pull to left or right while going down the highway. I remember my first trip well. The family wend from Wichita Falls to Houston and back for a rally covering well over 1,000 miles that week-end, Doesn't sound a lot unless you also consider the bike needs to be leaned out (away from the car) about 2 more inches! It pulled to the right badly. My arms, back and head were killing me when I got back, I learned really fast what lean out and in was, You remember it too.

When your bike-car is set up correctly you will be able to hold it at 55 mph and take your hands off the bar and it will track straight,

Other things, such as toe-in, rake and c amber, all enter the picture in a correct set up.

Toe-in should be about 1/4" to 1-1/2" as compared to the bike's wheels, I have seen some with as much as 2-1/2" but I feel this could have been corrected at the mounting, the way the sidecar bolts up to the bike.

Rake is important to straight-line tracking. The more rake the easier it is to keep straight, but the harder to turn at slow speeds. The less rake, the opposite is true.

The Wing has more rake built in than any other bike except for Harley. Harley offers a two position adjustable rake option if you order from the Factory, It is really nice, out for sidecar use and in for solo, The rake on the Wing is nice solo or with sidecar.

A few things to keep in mind while learning to drive your Wing/car set-up:

- 1, Always allow more distance than before for stopping.
2. Always allow more room on the right side for passing or getting close to cars, trees or curbs - especially curbs - boy they gave me hell at first,
3. Most important, while taking a right-hand turn, make sure you are not going too fast as the car will come up on you. The first time is always frightening,

An example of right-hand turns and curbs follows: I was just getting off work and driving through the parking lot when what did I see (while starting a right turn),

but a really good looking blonde in a Trans-Am, To make it short, the car hit the curb because I turned too sharp and came flying through the air. The only way I knew how to correct the problem at that time, was to turn left, so I did. I was then heading directly for several people and the blonde's car. People were running, the blonde got out of the way fast and I recovered from the turn, No damage to bike or car but there was a bright red glow coming from within the helmet, Boy, did I feel like a fool. Ah, well, she probably didn't like bikes anyway.

Technical Notes, Continued

2. Never attach any point to the swinging arm or the top of the shock.

The only car that uses a three point mounting system is the Harley-Davidson, and all you need do is look at it and you will see why -- massive.

3. Be sure all points are securely bolted on -- not welded. Flex is your enemy and it will tear up welds.

4. Check mounting points, axles, tire pressures and car bearings regularly, such as when changing oil.

5. Most importantly, drive safely and have fun knowing you, your Wing/car, and your family are with you enjoying everything you used to come home and talk about.

**The sidecar is also known as a chair, hack, car or third wheel, the driver as the pilot,
and the passenger as the navigator - RIDE SAFE,**

A & S ENTERPRISE

3201 ITASCA STREET
EL PASO, TEXAS 79936
915• 593-BMW'S

Dear Sidecar Enthusiasts,

A & S Enterprise is proud to announce the availability of a metal winter cabine for TR500 and S500 sidecars. Crafted in the finest European styling and tradition, these cabine's afford comfort unknown to present day sidecar riders.

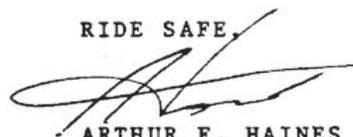
STANDARD MODEL: \$495.00 include shipping. Features that come with the cabine: Gray primed metal shell, body gasket, clear windows, latching handle, rear hinge assembly, window molding, snap-on/off convertable top. Some assembling required. Mounting hardware and instructions.

The above is in stock. \$150.00 deposit, balance C.O.D. plus shipping. Material and workmanship guaranteed.

Depending on demand: the following items will be made available in the near future: A detachable metal top, with sun roof and a rear window; Opening side windows; Heater for sidecar; Metal cabine for Ural and other sidecars; Extended Winter cabine; Windshield wipper and windshield washer for sidecars; Rubber silent block for Solo Seats; Knock-off spinner with "BMW" logo, for sidecar wheel; Folding convertable top, for use with the standard windshield.

For additional information, write or call. Dealer inquires invited.

RIDE SAFE.



ARTHUR F. HAINES III, Pres.

WHEN IS A MOTORCYCLE NOT A MOTORCYCLE?

When it is a motorcycle with a sidecar attached in the State of Michigan.

According to the Michigan Motor Vehicle Code, a "motorcycle" means every motor vehicle having a saddle or seat for the use of the rider and designed to travel on not more than 3 wheels in contact with the ground but excluding a tractor," MCLA 257.31

However, according to the no-fault law, no-fault insurance is required by "a vehicle, including a trailer, operated or designed for operation upon a public highway by power other than muscular power which has more than 2 wheels...," MCLA 500.3101(2)

What this means is this, a solo motorcycle is NOT required to be covered by a no-fault insurance policy. But, if the weather is nice and John Smith desires to attach his sidecar for the weekend to take momma and the girls to a sidecar rally, he must cancel his insurance policy and obtain a no-fault insurance policy. Then when he returns after the weekend, he must cancel his no-fault insurance and obtain conventional insurance so he can continue to commute to work solo fashion.

According to Ms Barbara Coulter Edwards, Policy Analyst, Regulatory Standards Division, Department of Commerce, a motor-cycle with sidecar cannot be legally driven in Michigan unless it is covered by a no-fault insurance policy.

Ms Edwards states that the Insurance Bureau is currently considering amending the no-fault law of treat ALL motorcycles equally under the law. The A.M.A. also wishes to see all motorcycles treated equally. The intent of legislation was clear. To separate motorcycles from other types of vehicles. Motorcycles with side-cars must therefore be excluded from the no-fault insurance requirements.

As we have demonstrated in our battle and win over the tollways in Illinois and other States, your letters DO count. All sidecarists who wish to help us solve this perplexing problem are urged to contact

Ms Edwards and state why you believe a motorcycle is a motorcycle is a motor-cycle.... And, send a copy of your letter to Hal Kendall. Ms Edwards may be contacted at the Department of Commerce, P. O. Box 30220, Lansing, Michigan 48909.

Members in Michigan are urged to direct this problem to your legislator. Members outside of Michigan should contact Ms Edwards. One day you may pass through Michigan or even live there.

Our thanks to Richard L. Queen for bringing this to our attention.

If any member lives in another State that has a similar no-fault insurance policy you would do all sidecarists a favor by bringing this to Hal Kendall's attention.

HELP WANTED

As we are rapidly becoming the largest A.M.A. Chartered Club, we must improve our liason with the A.M.A.

Ed Johnson, National Chairman and Treasurer, requires a willing and able assist-ant who will act as A.M(motorcycle) A. liason coordinator. (S) He will become part of our Committee-at-Large.

His/Her duties will be to provide Ed with an annual list of A.M.A. members and will coordinate with Ed, Hal and Connie.

An alphabetical membership list should be kept on 3 x 5 cards, with members' names, address, A.M.A. number and expiration date.

Another duty will be to prepare a semi-annual roster of current members (Alphabetically) for Connie. This will be given to members upon joining and upon renewal of dues.

Prospective applicants should contact Ed direct at 510 E. 162nd Street, South Holland, Illinois 60473.

Legislative Report

Compulsory headlight law

For the past several years Hal Kendall (with Ed Armstrong - ABATE) and many others had been trying to get the MANDATORY headlight law repealed in Illinois and to get the handlebar law relaxed. We achieved a partial success. Representative Von Boekman's Bill H-160, was approved on September 19, 1979. This bill requires that the handlebars cannot be any higher than shoulder height of the rider. Previously they could not be more than 15 inches above the seat which meant a new unmodified H-D Low Rider, for example, was not street legal in Illinois. Now it is.

While we have not succeeded in banning the compulsory headlight law in the day time, we were able to get the penalty reduced from a moving violation to a simple equipment violation. Three moving violations and you lose your license.

Laws can be changed but you must stand up and be counted. It may require a letter or two, or a personal appearance. before a committee or even to testify before the House or the Senate. Your support is appreciated.

Please let Hal Kendall know what it is you are trying to get changed. Be specific. And, be prepared to put your money where your mouth is, Safe riding.

Pennsylvania Turnpike & Sidecars & Trailers

As of two months ago, the Pennsylvania Turnpike decided to charge all motorcycles, whether solo or with sidecar and whether pulling a trailer or not, as a Class 1 vehicle. This is a very enlightened step forward and perhaps a first in the United States.

Just as we have been quick to let those in authority know when we are displeased with their actions, so we should be equally quick to give praise and credit where due. Those who wish may send letters of appreciation to "The Chairman Commonwealth of Pennsylvania, Pennsylvania Turnpike Commission., Harrisburg, Pa. 17120."

Indiana Turnpike - Sidecars are Class 1, now

After attending a Rally, Bill Espe and Delores Espe had a problem with a new toll collector at the West exit on the Indiana Turnpike. We contacted the Authorities. That toll collector has since been advised that all sidecars are to be treated as Class 1 vehicles, a rate that applies to all vehicles with four tires or less!

The problem is that when the sidecar goes over their counting treadle, three axles may be counted. You remember the battle we had in Illinois over a similar issue? The Indiana Turnpike has asked our assistance to aid them in finding a way to solve this problem. They have taken photographs of a sidecar outfit which they will pass among their toll collectors. We have given them some technical assistance. They are quite serious to find a way they can legitimately charge us a fair, equitable, and uniform rate.

If a member lives in the South Bend, IN, he may contact Frank Hatch and offer some assistance (like running back and forth across a treadle for example). His phone number is (219) 674-8836.

State of Michigan - MC Definition

The State of Michitan has a perplexing problem. A motorcycle is defined as a vehicle with three wheels or less. A motorcycle is exempt from no-fault insurance. No fault insurance is required on any vehicle with three wheels or more, The above statements are NOT compatible. You hook a chair on your commuting solo - you must cancel your tort insurance and obtain no-fault. Then you unhook your chair and must cancel your no-fault and pick up your tort. The issue is so confusing it is nearly impossible to get insurance for an outfit in Michigan. The Insurance Bureau has taken our advice on this and is preparing legislation to correct the situation. Members in Michigan should drop Representative Matthew McNeely a line at 112A Capitol Building, Lansing, Michigan 48901. McNeely is the Chairman of the Committee looking into motor vehicle insurance. We feel that all motorcycles, whether equipped with a sidecar or not, should be treated uniformly under the law, preferably exempt from no-fault insurance.

FOR SALE - WANTED - EXCHANGE

This section is a free service to U.S.A. members. Your ads must be personal, non-commercial, and related to sidecaring or motorcycling. Space permitting, all Ads will run for two consecutive issues.

PLEASE, print or type your Ad and keep the description brief.

Send Ads to: Hal Kendall, 1721 Palomino Lane, Kingwood, Texas 77339

FOR SALE- WANTED - EXCHANGE

First Time Ads

For Sale

1978 - 850T3FB Moto Guzzi with only 4,000 miles and attached a 1978 Hitchhiker Sidecar. A cream puff combination. Cycle has Wixson 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.

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 windshield 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 - 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
80 9th Street
847
Maples, Flor8da 33940

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

WANTED SECOND TIME ADS:

Harley Davidson metal s/c in good shape. Late Model (60's). Will pay top dollar. Richard Elderkin #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

Wanted - for Harley Davidson Sidecar

Windshield, rear (connecting) bracket, seat pads, fender.

Contact: William B. Taylor
94-1159 Hira Street
Waipaka
Hawaii 96797

WANTED:

Sidecar Chassis with suspension wheel for 1952 Model

Steve (213) 540-4967
618 Av B., Redondo Beach, Ca. 90277

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

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

Pierce Felch #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

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.

Robert Busell 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.

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???

FOR SALE - WANTED - EXCHANGE

FIRST TIME ADS

Wanted

Military BMW's or H-D with Sidecars.
W. Tantum IV
23 Summit Road
Riverside, Conn. 06878

Wanted

S3 - S5 R67 Steib TR500
Original Steib - preferably TR500
J. McKeever
20 Flower Lane
Greenwich, Conn. 06830
203-622-6550

Wanted

Steib - M. Schless 203-661-9610

Wanted

25/77 Sidecar rear end for /2
R. Iban
412-846-5371

Wanted

Used S/C, prefer H-D
Gary Garski
1704 S. 22nd Street
Sheboygan, Wisconsin
53081
414-458-0038

Wanted

Eagle - Spirit of America - for R50/2
G. J. Bach
New Berlin, Wisconsin
53153
414-782-7748

Sale

1960 R60 w/1938 Stolz Sidecar, restored \$3,300.
A. MacMartin
Burton Pond Road
Wilton, New Hampshire
03086
603-654-2823

Sale

1957 R26 w/Steib S250 \$3,000
A. MacMahon
201-335-1558

Sale

Harley-Davidson Sidecar Steps with original imprint. Fits models from 1936 to 1967.

Axles and backing plates for Harley-Davidson Sidecars.

80 Page Catalog of Harley-Davidson parts.

Contact: Chris
Antique Cycle Supply Inc.
P. O. Box 153
Sparta, Michigan 49345

Wanted: 5:1 Eldorado sidecar gearset or complete rear end; passenger handrails; cycle frame clamp (one or two) for Eagle; clear handlebar fairing.

Contact: Tom Parent, Sr.
R.F.D. #1
Suncock, New Hampshire 03275
(603) 485-7273

Sale

1966 R60 w/Steib TR500 \$3,000
B. Cooper
7307 Piney Branch Road
Takoma Park, Maryland
20012
301-589-3469

Sale

Steib S501 \$1,800
Or trade for Ural
H. Garms
616-347-4486

Sale

1957 R69 with Steib Service Sidecar 99% restored \$4,000
R. Hartl
9026 W. Burdick Avenue
Milwaukee, Wisconsin
53227
414-321-2263

Sale

1970 BMW R75/5 w/Jupiter Sidecar Motorcycle less than 10,000 miles, sidecar less than 1000 miles. Custom seat, Fairing, Bags, Aux. Auto Battery.
Like new - \$2,600
Pierce Felch
1412 Drum Mill Road
Martinsville, N.J.
08836
201-469-8238

Sale

1974 BMW 900 w/1978 Hitchhiker \$4,500
Bud Burbeck
704 - 15th St. N.
Moorhead, Minnesota 56560
218-233-6766

Sale

GL 1000 w/Hitchhiker 4900 Miles \$4,300
Many extras.
Terry Farmer
2525 N.E. 192nd Street
N. Miami Beach, Florida
33180
305-932-2356

BMW R75; Watsonian GP Sports - New

Charles Dutton
Route 1, Box 93A
Grays Mills, Wisconsin
608-872-2421 54631

FOR SALE

\$1995

Moto Guzzi Ambassador, 900cc Kit, Fairing modified for radios, bags, trunk, AAA floor boards, gauges, much chrome, Jupiter Sidecar mounts, much more.

Entire Bike 100% rebuild 7,000 miles ago.
Dealer will verify condition and value.
Will also sell with Jupiter Sidecar.

Kent Maurer
25347 Fairchild Avenue, KAFB ALB. NM
87116 (505) 266-2357

Bender Torpedo (for BMW, Zundapp or Nimbus) \$1500

Steib TR500, Left Hand Mount \$2200
(802) 387-5963 - Vermont

FIRST TIME ADS (Continued)

Sale

Harley Davidson Electra Glide w/H-D Sidecar
Jettie McDonald
4810 Rangeline Road
Mt. Vernon, Ohio 43050
614-397-4043

Sale

1974 650 Benelli \$2,100
1974 Velores

Jim Visser
Old Seymour Road
Oneida, Wisconsin 54155
414-869-2975

Sale

1974 Moto Guzzi V-7 Sport - 5,500 miles
Factory balanced engine \$2,600

Joe Rybacek
338 Hill Street
Woodstock, Illinois 60098
815-338-0664

Sale

Harley Davidson 1200 w/H-d Sidecar Special Edition - 11,000 miles \$5,900

Bill Schultz
Box 246
Cumberland, Wisconsin 54829
715-822-4040

Sale

Velorex Sidecar, old style \$ 700
Doug Hasert
5653 - 45th Avenue S.
Minneapolis, Minnesota
55417
612-727-2611

Wanted

- Will Trade - Spirit America Eagle for Ural.
Cash adjustment either way.
Have English Sidecar - running light grab rail.

Offers.

Vaughn M. Greene
548 Elm Avenue
San Bruno, Calif. 94066

Sidecars for Scooters: Pierce,
3517 Dollar, Akron, Ohio 44319
(216) 644-2133

1951 R67 BMW w/Steib \$2750

Bob Brown, 1530 Valley Forge,
Collegeville, Penna, 19426
(215) 584-4419

1937 Harley Davidson 74 SV with Shoe Side-Car \$5250

Andy Howerton, Route 1, Nixa, Missouri
(418) 875-2445 65714

Sidecars Wanted -

W. F. Pace
5273 Gravelbrook Drive
Richmond, Virginia 23235
(804) 743-9105

DUES:
\$10.00
V 3-N 6



UNITED SIDECAR ASSOCIATION, INC.

APPLICATION FORM
(Single or Family Membership)

RENEWAL FORM
MEMBERSHIP No. _____

NAME: _____

ADDRESS: _____

_____ ZIP _____

NAME OF SPOUSE: _____

PROFESSION: _____

AGE: _____ SPOUSES AGE: _____

NAME OF MOTORCYCLE: _____

CC: _____

MAKE OF SIDECAR: _____

OTHER MOTORCYCLE CLUB AFFILIATIONS: _____

CHECK INTERESTS: TOURING RACING ROAD RUNS LEGISLATION

HOME
PHONE: _____

OFFICE
PHONE: _____

A.M.A.
NUMBER: _____

EXPIRATION
DATE: _____

YEAR: _____

MODEL: _____

YEAR: _____

New Members - Send \$10.00 Check to:
United Sidecar Association, Inc.
Attention: Connie Brown
P. O. Box 4199
Ruidoso, New Mexico 88345

Renewals - Send \$10.00 check to:
United Sidecar Association, Inc.
Attention: Virginia Richey
232 Early Street
Park Forest, Illinois 60466

CLUB PARAPHERNALIA ORDER FORM

_____ Pins - Lock Type	@ \$2.50 each	\$ _____
_____ Pins - Clutch Type	@ \$2.50 each	_____
_____ T-Shirts	@ \$6.00 each	_____
Size: _____ S _____ M _____ L _____ XL		
_____ U.S.A. (vinyl) Decals	@ \$1.00 each	_____
_____ U.S.A. Caps	@ \$4.45 each	_____
_____ U.S.A. Necklaces w/o chain	@ \$2.50 each	_____
_____ U.S.A. Necklaces w/ chain	@ \$3.05 each	_____
_____ Belt Buckles	@ \$6.00 each	_____
_____ Belt Buckles (w/name)	@ \$9.00 each	_____

Total Order \$ _____

Please forward check or money order, made payable to the United Sidecar Association, Inc.

Membership Number: _____

and send to: Delores Espe
1019 - 28th Ave. N. E.
Minneapolis, Minnesota
55418

Your Name: _____

Address: _____

_____ Zip _____