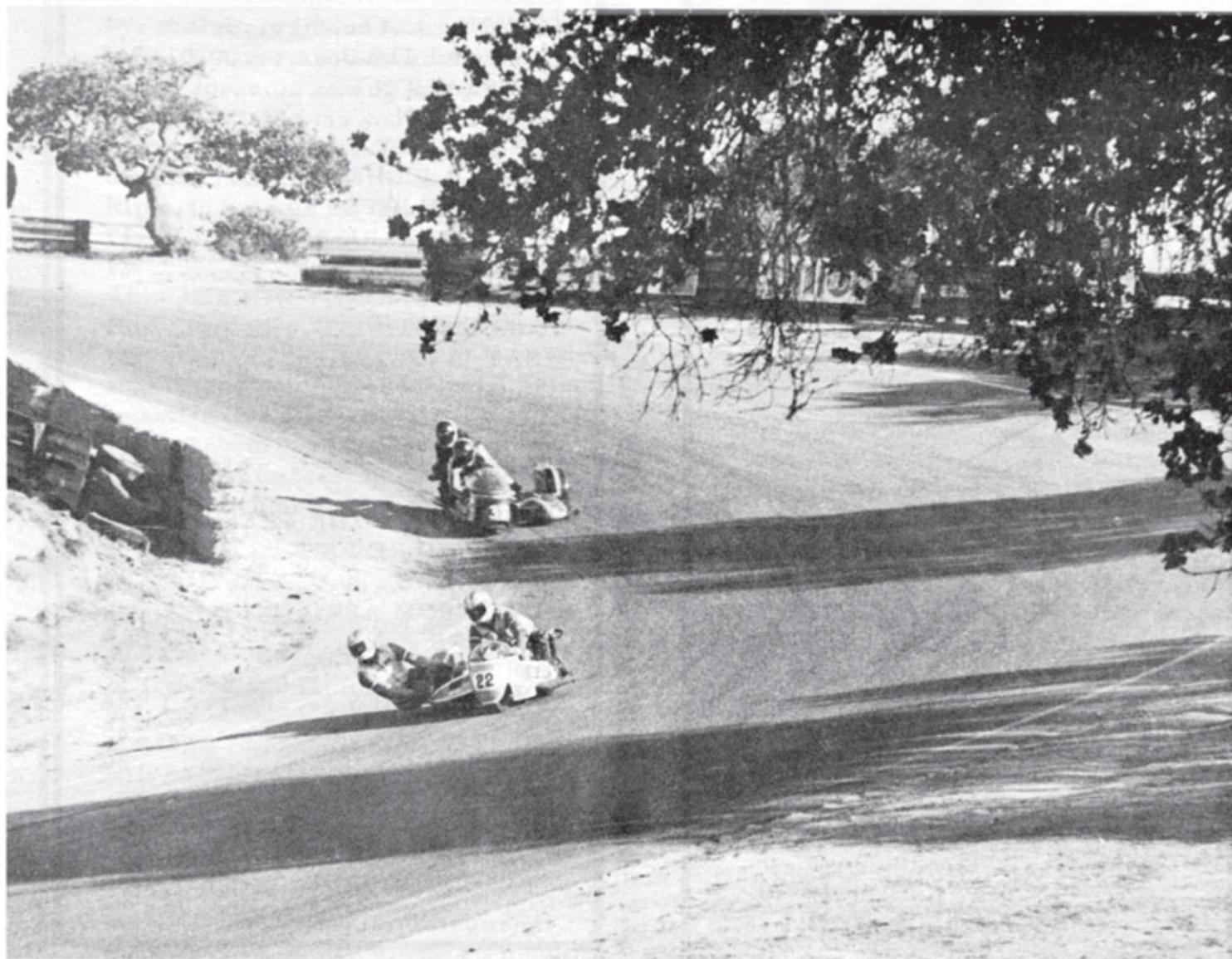


The American Sidecarist



volume - 5 number - 1

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The American Sidecarist

The American Sidecarist is published by the United Sidecar Association, Inc. Subscription to the American Sidecarist is available only with membership in the U.S.A., Inc. Contributions are welcome, but no payment is made for material used or retained. Submission of material to The American Sidecarist will be considered as assignment of all rights therein, We cannot guarantee return of material submitted.

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Change Of Address

Please be sure to notify the Editor of your change in address at least six weeks before you move, if at all possible, so that you will receive your "Sidecarist" promptly.

Also notify Charles R. Eldred, A.M.A. Liason Officer, of your address change. Charles is responsible for keeping the membership roster current. Address above.

Renewals

Membership in the U.S.A. begins the month you join and continues for twelve calendar months. You will not receive an expiration notice. Instead, your expiration is listed on your mailing label before your membership number. Please look at this as soon as you receive your "Sidecarist". Dues for the next year should be sent about three months ahead of expiration to ensure you will not be dropped from the mailing list by mistake,

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COVER - Laguna Seca AMA National Road Race - Two sidecar outfits descending the famous corkscrew.

NOTES FROM THE PRESIDENT

This year the executive committee is concentrating on cutting costs. We definitely intend to keep the dues at \$10. 00 for another year. We have some ideas on saving and generating money outside the yearly dues. In the future we will be asking many of you enthusiasts who might have some time, to help us on these projects.

This June will be the 3rd National S/C Rally (for date see Club News). The direction of this National Rally will be that of education. There will be a question and answer session, a s/c tech, school -- the need for proper suspension, steering damper etc., and driving techniques for the beginner and advanced.

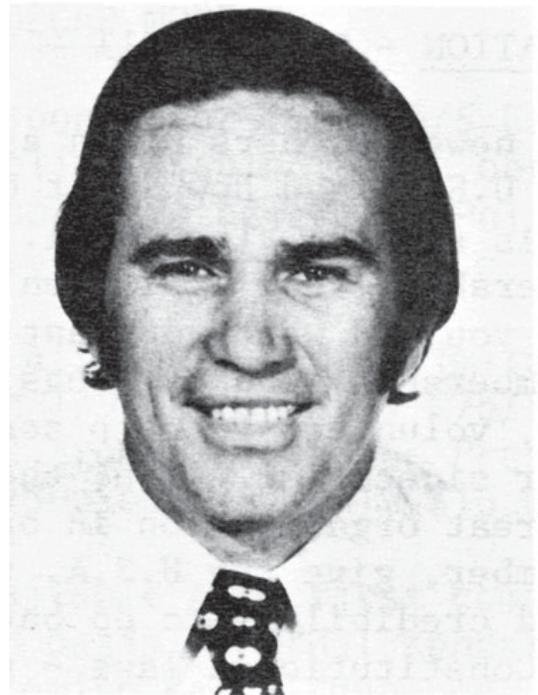
Skipping away from the serious side - sidecar rallies are really a gathering of friends and families. Sidecar games will be included. Larry Shelton is reall, knocking himself out to insure the nat'l will be the best ever. ..I'm sure Larry is going to be needing a lot of help. Those interested contact Larry.

Actually we are quite pleased that our association has grown so much this past year. The newsletter has become practically a magazine. A big THANKS to the Editor - Patty Kneffel, who volunteered to take on the job with no previous experience. Also our printer Ralph Porzelt who has helped us cut a lot of corners. And newcomer to the staff Steve Eisenberg, photos.

We are introducing a new feature to our magazine - OOPS - I said it - We are officially a magazine, no longer a newsletter. The feature is Industrial news. It is that, tidbits & rumors concerning our industry and products that can be used with sidecars, etc.

Our goal for this year is to hit the 2000 membership mark. We haven't even scratched the surface of the sidecar owners population in the United States and Canada, so your continued efforts in spreading the word is appreciated.

We have a lot of sticks in the fire at the moment -- and I'm dying to really let the cat out of the bag. We're right on the verge of organizing all factions of the sidecar sport and it is positively exciting seeing this come about. Included are various s/c manufacturers, we will keep you posted as to the upcoming news as it happens.



A handwritten signature in cursive script that reads "Jay Bingham". The signature is written in black ink on a white background.

From Where I Sit

OUR ORGANIZATION

Many of our newer members often ask - just what is the U.S.A. and how is it organized. The answer is simple. The U.S.A. belongs to the membership. How it is run depends solely upon you and what you want to do. You, the membership send us ideas. You, the members, volunteer to help serve your brother sidecarist. You, the member keep this great organization in operation. You, the member, give the U.S.A. the strength and credibility to do battle against un-Constitutional laws rules and regulations.

But how are we really structured and how do we get a chance to achieve a position on the committee? Unlike some organizations, we do not have elections, All you need do is volunteer. Be prepared to accept the responsibility that goes with the assignment, Just contact any of the members of the Executive Committee. The position is yours as long as you have the time, interest and desire to enjoy the fruits of a team effort. Like a motorcycle chain, each member is a vital part. If the load is too great, your duties will be shared and others will assist. But, through it all, our goal is the promotion of friendship and caring through side caring. And, like an ever-growing family, we are always searching for leadership talent.

The Executive Committee, led by our President, has the obligation to lead the membership, In this, the Executive Committee is guided by the membership and the committee at large. Although each committee member has well defined responsibilities, all committee members work hand-in-hand to make the task of organization as painless as possible. By giving consideration to others, there is little discord, as in a well adjusted family. But, as in any family, some differences do occur. Some members fall asleep or lose interest, And, another steps in to fill the vacancy. No single member be he or she a committee member or an Executive Coauittee Member is more important than anyone else.

It is the membership that is all important. If an Executive Member acts in such a manner as to hurt the Association, all Executive Members shoulder the brunt of his actions and collectively take whatever steps are necessary to redress any wrongs. And, when an Executive Member brings glory to the Association, no praise goes to that member - for all benefits belong to the membership. The Executive Member was simply fulfilling his duties and should not expect any credit. Such are the joys of leadership. Perhaps the greatest talent one can bring to the Association is the ability to get along with all member to pick up and share their burden, and to communicate with members. We are proud of the fact that we have not fired any members although a few have resigned their positions, when their interests lapsed or it did not coincide with the interests of the membership.

While perhaps not a truly democratic association, we are governed in a fashion similar to the "Benevolent Dictatorship," Not a member of the committee realizes any monetary gain nor has he any axe to grind, All are true believers and dedicated sidecaring enthusiasts. And, while members are not given a vote, all members can reach any Committee Member and each Committee Member will listen and be guided by the suggestions of the membership at large.

The local chapters are really where the fun begins and responsibility ends. The local chapters are structured loosely with few rules and regulations, They are what you want them to be. Some just meet and tell lies and kick tires. Others go on rallies or road runs. Some go camping. In other words, you are free to do your own thing,

Now, fire up your machines and safe sidecaring.

Hal Kendall

The Gospel According To You

H. Kendall

Mary Cron, our Area Director in New Jersey, has confirmed our suspicions that some people out there do not even know what a sidecar looks like. In early November 1980, she was asked to give a one hour talk to a class of third graders in the Camden area of New Jersey, Camden is not too far from our great center of learning, Philadelphia, Penna. The topic: Her cross-country sidecar trip, of course.

Her audience was bug-eyed and eager for knowledge. Most had members of their family who had owned motorcycles but none had owned a sidecar. Mary got the word home and perhaps another small candle was lit. Just imagine their surprised reaction to see a mature lady who had actually crossed the country in a sidecar.

Word soon spread and soon the entire school and the parents had lots of interesting questions about this peculiar mode of transportation. The many, many thank you notes and the descriptive pictures drawn by the children were the unexpected personal rewards of Mary's visit. The children were especially fascinated with Mary's helmet and cycle gloves.

Mary, our sincere appreciation for showing us yet another way to spread the word. The more the people know and see of us, the less difficulty we will have when we need to do business with legislators and bureaucrats. Too often they do not know or understand us.

Every sidecarist can be a disciple. Get involved with parents and teachers or other social or civic groups if you are so inclined. If you need assistance, ideas, photos, slides or articles, just drop a line to Doug or Hal and we will try to provide. This type of grass roots support will provide future sidecarists and besides, it is fun.

SIDECAR MODELS

Response for the R75/5 Elephant Rally Replica enabled us to obtain a small supply of these 1/15 Polistil models, Only \$25.00 pp.

We also obtained a limited quantity of the 1/9 German Army R75/5 in a plastic kit from ESCI in the Prestige Series (275 pieces). \$15.00 pp.

Available on a first come, first served basis from Hal Kendall, 1621 Palomino Lane, Kingwood, Texas 77339.

If we have sufficient interest in Sidecar models, we will have a small regular feature column. Write your thoughts and ideas down and send to Hal.

Kits available:

Matchbox PK 171 BMW R/75, plus 1/2 track, plus 75mm gun 1/76

Italaerei No. 315 BMW R/75 1/35 3 soldiers.

Italaerei (Testors) No. 825 BMW R/75 1/35 3 soldiers.

Italaerei No. 317 Zundapp KS750 1/35 3 soldiers.

Heller No. 420 Moto Gnome-Rhone w/ sidecar 1/35 3 soldiers,

MiniCraft Yamaha 207:800 650 XS w/ sidecar 1/10,

*ITC No. 3688-198 Harley Davidson w/ sidecar 1/10.

Protar No. 118 BMW 500 w/racing side-car 1/9

*ESCI No. 6361 BMW R-75 w/sidecar 1/9

ESCI No. 6362 Zundapp KS-750 w/sidecar 1/9

*ESCI No. 7001 BMW R-75 w/sidecar 1/9

Hasegawa No. 119302 Sidecar GT75 (BMW + S/C) 1/10

* Discontinued Lines

CLUB NEWS

Southern California - Feb. 21-22

8th Annual BRASS MONKEY - Idyllwild, Ca. - located south of Banning and I-10, in the mountains.

Camping available at state camp-ground in Idyllwild - Very low key rally - Tire kicking and good companionship - be prepared for COLD conditions.

For more information contact either: Dave Tenpenny (602) 883-8275 or Doug Bingham (213) 780-5542

Heartland Area - August 14, 15, 16.

Cycle-Moore Motorcycle Campground, Interlachen, Mi.

Please contact: Dick Queen - (616) (616) 745-3888

SIDECAR RIDER WORKSHOP April 18, September 26, 1980

The Sidecar Rider Workshop provides classroom and on-cycle opportunities to understand motorcycle sidecar operation and it's unique dynamics of construction, attachment and handling characteristics.

Without the expense of purchasing an outfit, students experience riding and operating a motorcycle sidecar unit in a lab setting while accompanied by an instructor. \$10/student ; one day, eight hours

Northeastern Illinois University Motorcycle Safety Program

5500 N. St. Louis Avenue
Chicago, Illinois 60625
(312) 583-4050

TRADE SHOWS

Cincinnati, Ohio,

Needed a volunteer to take charge of "USA" Exhibit: Cincinnati, Ohio, February 14-16, 1981. Also, helpers to man the booth.

Daytona Beach, Florida,

Needed a volunteer to take charge of the "USA" Exhibit: Daytona Beach, Florida, March-4-7, 1981. Bob Holy, and W.B. Hobbs have already volunteered to help man the booth here.

Houston, TX

Hal Kendall handled the booth at Houston, 1980, with spectacular results. He has laid out an outline on how to do it. Please contact: Ed Johnson, 510 E. 162nd St., South Holland, Il., 60473, phone---(312) 333 9167.

Heartland Area, IL

Harvest Wiener Roast

Sunday Oct. 26, 12:00 Luther Craver's Acreage

Lockport, Il.

Fifty persons attended on an overcast day, high winds, 34 degree temperature. This has to be the first day that a barrel of beer was virtually untouched at a motorcycle event.

Geo Briggs III led three other cycles and himself out of Champaign-Urbana Area, a round trip of about 300 miles.

Sign ups: FOSTER, WRONA, WYATT.
Attending: CYCLE PATHS TOURING CLUB, Park Forest, Il.. "Trykes' HARLEYS---Choppers, police 3 Wheelers, GORDIES SHOW & GO, Shop, Joliet, one ROYAL ENFIELD.

NORTHERN CALIFORNIA

October and November were active months for the Northern California contingent of the U.S.A. On October 5 we held a River Delta Ride, with sixteen sidecar rigs and three solos going down the Sacramento River from Davis to Rio Vista, ending with a late lunch at Moore's Riverboat Resort on the Mokelumne River. Quite a few No. Cal. folks made it to the Griffith Park Rally, with seven combos (including Jim and Sue Krautz (#436) from Vancouver, Wa.) and a solo riding down together.



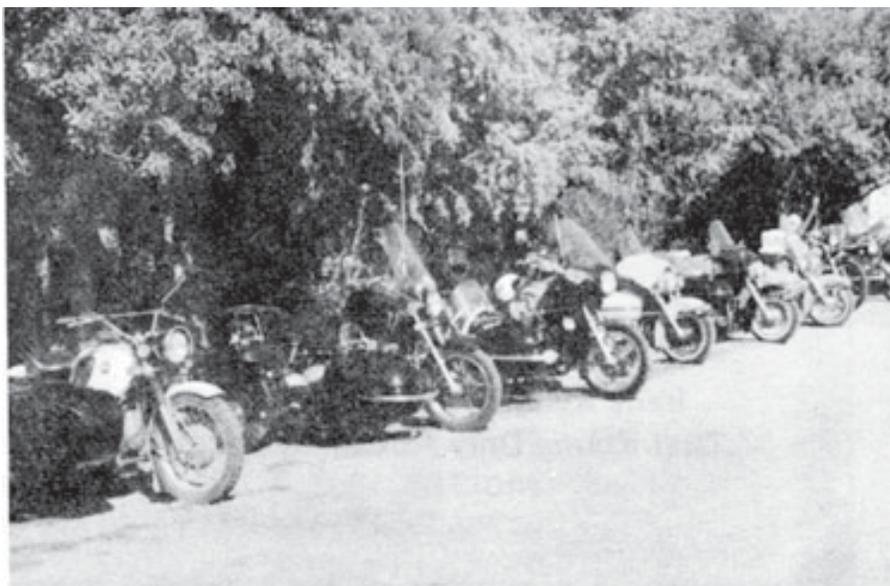
The fall finale was the wine tasting and picnic ride on November 16 in the San Jose area. Twelve rigs turned out, including a 40's vintage Watsonian (left-hander, of course). A special thanks to Alan Huntzinger for planning and leading the ride.

We are anticipating having several events next year, including an overnigher in the Lake Tahoe area. Members with other ideas and/or who would like to help should call area reps Dan and Marlene Doyle at (916)663-2201.

RALLY SCHEDULE 1981

UNITED S/C NAT'L 3rd Rally JUNE 25 - 28, LAKE SARA - EFFINGHAM, ILLINOIS

For further information contact: Larry Shelton 907 West Columbia Champaign, Il. 61820



7TH. ANNUAL - Mid-America Sidecar Rally - July - Contact - The Third Wheel, Inc. P.O. Box 1111 Minneapolis, Mn 55440

10TH. ANNUAL Griffith Park Sidecar Rally - October - Contact - Doug Bingham, Side Strider, 15838 Arminta, Unit 25, Van Nuys, Ca. 91406 (213) 780-5542

Back At It (Personality)

by Bob Anderson, Reprint w/ Permission.

A lot of visitors come to the RR Place just to sign the walls and say "Howdy!" And every once in awhile one turns out to be somebody special; quite unusual, quite interesting.

Not too long ago the front desk buzzed my office to announce a visitor whom I should meet. The lady was on her way home from Texas, riding a cycle-and-sidecar rig.

That traveling lady turned out to be Irene M. Kennedy, and the unusual part was that she was traveling alone - and she's 73 years young!

Irene first rode a motorcycle when she was 25. That was back in 1932 when she was living in Greenfield Center, New York. The bike was a 1926 Indian Chief with a sidecar. With the Indian rig Irene started off for Michigan — without any prior motorcycle-touring experience. It took her three days to make the trip, and those three days included rain, a broken front wheel bearing, and a broken chain. She made her destination in spite of the setbacks, but later in the year she traded the sidecar combo in on an automobile. Irene Kennedy didn't ride another motorcycle until 1967 when she had a 90-cc Bridgestone for about one month, managing to run its odometer up 400 miles or so.

The Bridgestone also went by the way, and Irene did no more riding until the spring of 1979 when she bought a Suzuki GT185. The Suzuki' held her interest better than the Bridgestone had. She kept at it this time, enrolling in a rider training program in Oregon City, Oregon. After she had successfully completed the program, Irene realized she wanted another sidehack rig.

This time it was to be a Honda Hawk 400T with a California Sidecar Company "Commuter" hack. Once Irene

had the components of the rig together and working, she sold the little Suzuki.

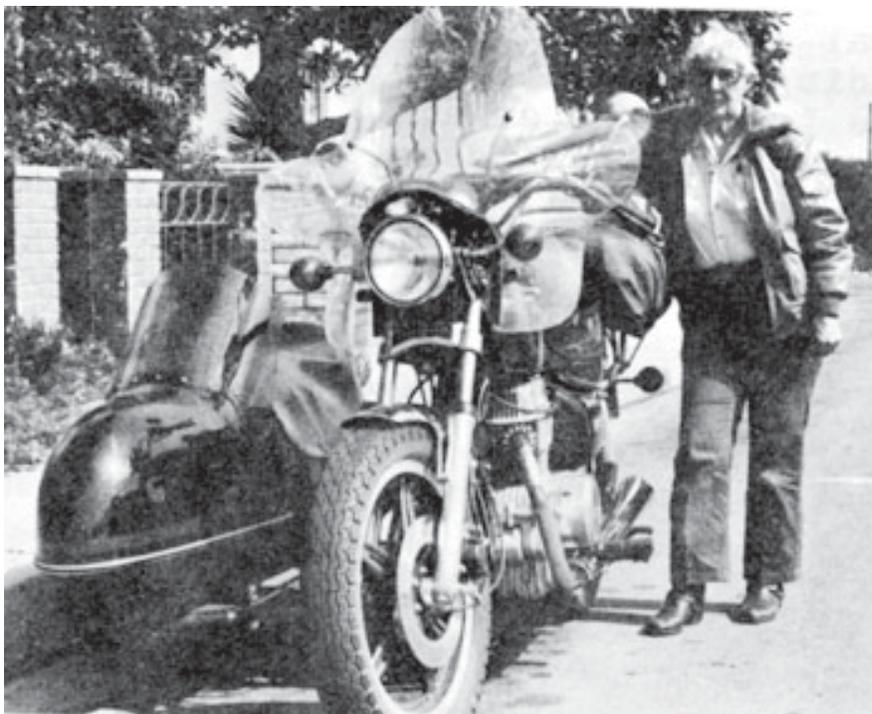
Leaving from Lacey, Washington, she rode her combo down to San Antonio, Texas, hoping to escape the wet Washington winter. While she was on the trip she visited an old friend from back in the '30s, and made several new ones.

"You meet a lot of really nice people out there," the short, grey-haired lady said. Throughout our conversation, Irene spoke articulately about both the present-day trip and her memories of the 1932 ride.

Having survived a cup of RR coffee, the healthy-looking Ms. Kennedy signed our wall, then took me down to the parking lot so she could show off her sidecar combo. As I watched her and listened to her talk about her experiences, I just couldn't get past her age; 55 perhaps - but 73?

I asked where the trip would take her from here, and Irene replied that she was heading back up toward Washington, but planned to attend a Christian Motorcyclist Association meeting in Oregon first.

Irene Kennedy buckled her helmet, zipped her jacket, pulled on her gloves, fired, up the Honda and — having said goodbye — checked around her and pulled confidently out into the traffic flow. [RR] (C)



A Boquet For Miss Kennedy

We always feel a deep tug at the heart strings when we hear accomplishments like that of Miss Irene Kennedy of Lacey, Washington. Actually, we are not too sure where she calls home as she travels quite a lot on her Honda 400 with a California sidecar attached. In just three months this year, Miss Kennedy, who recently celebrated her 73rd birthday, had traversed over 13,000 miles, including a round trip to Texas.

Miss Kennedy began a nursing career in 1930 but later joined the Woman's Army Corps. Her interest in motor-cycling really began at age 70 after losing a close friend and lifelong companion. She is extremely safety conscious and believes firmly in the need for novices to attend motorcycle training schools. Many injuries and accidents are the result of inexperience and not wearing the proper type of protective clothing.

Miss Kennedy believes in cycling and in the friendship that brings cyclists together. The U.S.A. joyfully shares Miss Kennedy with the C.M.A., the Retreads, the International Association of Women Bike Riders, Alliance of Women Bike Riders and the Road Riders. Her faith and trust in the Lord is strong.

Miss Kennedy sets no records for speed but for distance and safety. At a comfortable cruising speed of 50, her outfit returns an economical 63 mpg.

On an historical note, her Grandfather, Salem Kennedy, helped to establish the town of Lakeview, She recently re-visited her hometown,

Irene, we would love to visit with you, perhaps at the U.S.A. National Rally in Illinois. Safe sidecaring.

Hal Kendall

NEWS FROM ABROAD

IN SEARCH OF IDENTITY

By Anwar el-Sadat (pps 9-10)

Submitted by Jim Rubens

QUOTE

The time I spent at school in Cairo was marked by incessant comparisons between city life and village life; and the conclusions I drew were decidedly not in favor of the city. Indeed, many things annoyed me in Cairo.

There was, for instance, the odious sight of the typical British Constable on his motorcycle, tearing through the city streets day an night like a madman - with a tomato-colored complexion, bulging eyes and an open mouth - looking like an idiot, wit his huge head covered in a long crimson fez reaching down to his ears.

Everybody feared him. I simply hated the sight of him and often wondered what had brought this ugly alien to our city. When came to our village, I thought, he wouldn't be able to take a single step; he wouldn't dare.

UNQUOTE

An unusual vignette of a motorcyclist, to say the least!!! (J.R.)

AIR FORK KITS

Improve handling, increase load carrying capacity, and eliminate nose dives on hard braking-all with one performance move. Air fork kits allow you to compensate for fairings, sidecars, heavy loads, fatiguing springs, or spongy ride on cornering with sidecar. A real must for sidecar owners.

ROAD RIDER TOURING ACC.

P.O. BOX 67817, L. A. , CA. 90067

and

SIDE STRIDER INC.

15838 Arminta St. unit25, Van Nuys, CA. 91406

LETTERS TO THE U.S.A.

Dear Friends,

That was a most interesting write-up in Popular Mechanics. Congratulations to you for the excellent publicity.

We -- motorcyclists in general -- need to know a lot more about the advantages of sidecar riding. May I, with respect, suggest that you try for some publicity in "RIDER" and "CYCLE" magazines. My BMW Riders Association Inc., also publishes a monthly booklet for all members, entitled "ON THE LEVEL," and if you are at all interested, you might contact them: BMWRA, P.O.B. 8280, Asheville, N.C., 28814. Here, look, I'll tear out the front page out of the issue which came yesterday and include it.

I'm sorry that I did not know about your association in 1972. I bought a new 750/5 BMW PLUS a monstrous and ornate English sidecar, which the dealer assured me was exactly right for my cycle. Damn liar! I'd only ridden as far as Mexico, when I realized that with that sidecar I would never, never reach the tip of South America at Tierra del Fuego. Luckily I found a dealer in Guatamala who stored my sidecar for the following 8 months whilst I rode solo to south of the Straits of Magellan.

The point I wish to make to you re the above, is that if I'd had proper information about never attaching a hack like that to the model of BMW which I had (and still have) I would have saved myself a lot of grief. On the return journey, I reattached the sidecar and, of course, sold it the moment I returned home.

Your excellent story, though, fills me with enthusiasm to eventually hitch on a smaller and lighter sidecar to my rig. Today, it is only 20 degrees F, snow is swirling around and I have to put BMW away in the garage for winter, whereas if I had a light side-rig, I could probably ride all winter.

Will you please give me a bit more information about your Society. What are the annual fees? Also, kindly send me the name and address of the manufacturer of the flexi-sidecars. That big Harley rig looks interesting but, I'd like to stick with a BMW forever...

Best wishes to you all down there. Sincerely yours, **John E. Pitt, Canada**

This guy who rode 32,000 miles in 9 months of fantastic adventure on his BMW from here to Tierra del Fuego and back - at 63 years.

The above is typical of the many, many letters we received from the article in Popular Mechanics. We did not write the article but we are proud as punch that P.M. saw fit to provide our address to any reader who wished to know more about sidecars. - HAK.

LIGHTS-ON AND CHARGING SYSTEMS

NHTSA will come out with a notice of proposed rulemaking this Fall to:

- a) require cycle manufacturers to install adequate charging devices,
- b) require all new cycles to be hard wired.

Many cycles now have inadequate charging systems to support lights-on at all times under all conditions. Improved charging systems are desperately required, especially on some machines such as Laverdas. Strong lights are essential for safe night time driving, especially along rural lanes. We therefore support the NHTSA's first proposed rule.

Regarding the second ruling, accident rates have not generally been reduced after a mandatory lights-on law has been introduced. This requirement will singularly deny the motorcyclist the right to flash his headlight should he wish to use it as an optical horn in daytime. No other vehicle is denied this right. We therefore oppose their second proposed rule.

On the other hand, we respect the right of any motorcyclist to leave his light on at all times should he believe this will protect him.

We will keep you posted on when this notice of proposed rulemaking is made public so you can make your feelings known to NHTSA. Believe me, from experience, they do care in their own way, and want to hear from you.

Suspension

Tuning Tricks for Rapid Change S/C to Solo - Bob Loberg

As many of us sidecarists know too well, the standard suspension on most motorcycles, even brand new, is not at all suited to sidecaring. Some of the very latest big touring bikes are equipped from the factory with air adjustable forks and shocks. This is primarily for the heavy and varying loads we ask them to carry but just happens to fill a big gap in our sidecar needs.

In the years that I manufactured the HitchHiker sidecar, I used various brands of shock absorbers and found the S & W air adjustable was the "hot set-up". So much so in fact, that the last 100 or so HitchHikers produced came standard with S & W air's. If you need new shocks on your bike or sidecar, think about air.

The only catch here is you have to buy motorcycle shocks in pairs - check around, one of your sidecar buddies probably needs a new shock for his unit.

An easy way to adjust the ride with air shocks whether riding empty or loaded for a trip, is to load the unit with what is to be carried, pump the shock up until the suspension is solid (be sure not to exceed the shock manufacturer's pressure specification) then let air out a little at a time until the suspension just starts to work, that's enough.

While we're on the subject of suspension, I should inform you that I am the proud? owner of a '72 Triumphonducatibmw Loberg. The origin of this two-wheeled swap meet is Meridan, England but it came to me after being stolen, abused, cannibalized, etc. After much modification and a 2 year stint as a dirt bike, "Old swap" has evolved into a personalized roadster with long travel forks,

shorter re-angled rear shocks, R90S bars and a small home-brew fairing. It has 7" front, 4" rear suspension travel and a fairly plush ride, not soft, just firm enough to make the road interesting. After I've spent many hours making "swap" handle like the road has a layer of rubber cement on it, I put on a sidecar, but the suspension I just described is totally useless for sidecar work. Now "Swap" has a special subframe that enables me to disconnect/connect and ride two or three wheels in less than 2 minutes. The sidecar even has it's own set of helper wheels for non-use movement.

Some problems came to life on one of the first rides, the long forks were twisting and the bike was mushing down on the right hand corners, and as usual it needed a steering damper. I must devise a method so I can quickly convert the bike's suspension for sidecar use.

The first thing I did was fabricate a fork brace from 4"x2" mild steel. This ties the right and left fork legs together making them act as one and eliminates the twisting action. The owners of Goldwing 1100's with painted plastic fender can tell us about fork twist. The metal fender helped to keep the fork legs in line. The plastic does not. As the fork legs twist, so does the fender except in the opposite direction.

A burn through or crack will develop toward the front side of the fender as the tire touches. This happens on sidecar units and not solo bikes. However, a fork brace will enhance the steering and feel of the road on any GL1100.

With the new brace on "Swap", I found almost a total elimination of squirm on rain grooves solo or sidecar. Riding solo, I am able to ride hands off through any set of rain grooves, straight line or on curves that I can find - a definite improvement.

The brace also gave me a place to mount the front of the steering dampener.

Suspension, Cont.

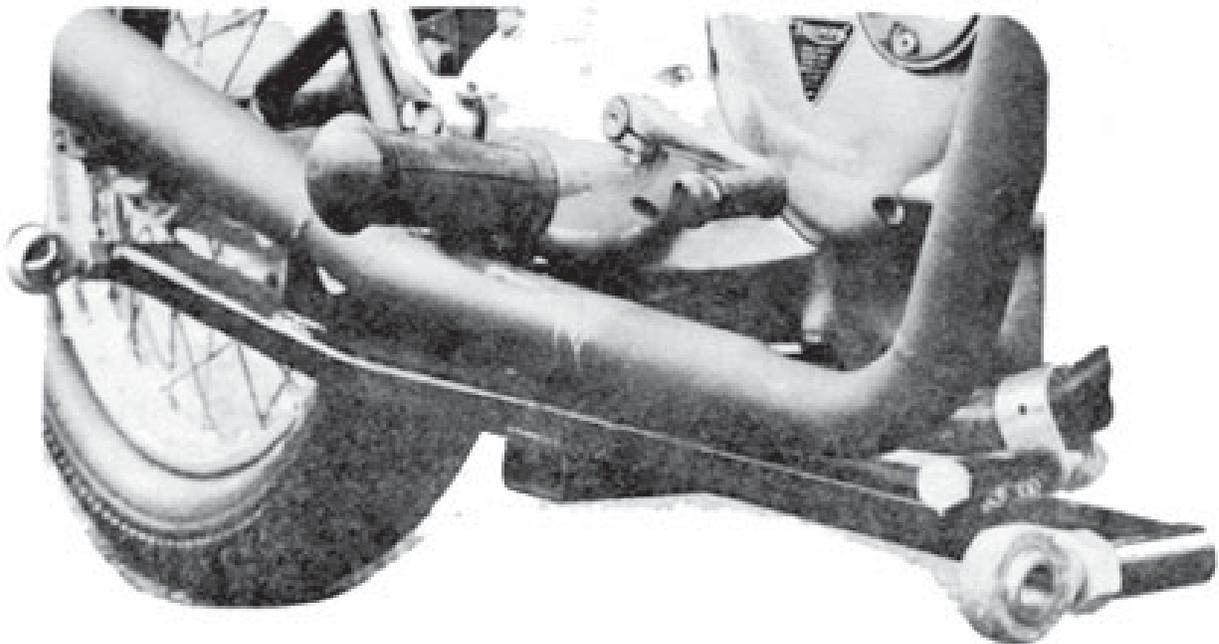
Next, was to stop the front end sag when the sidecar was added. Air caps would be a natural but there were none in my research (read: scrap) box at the time. On the bottom triple tree of the Red Wing fork assembly "Swap" has, is a small round extension of the steering pivot shaft. The diameter will fit inside an old 145# Girling spring.

A piece of tubing that same diameter and 3/4" long was aligned and welded to the fork brace. Now when I bolt the sidecar on, it takes me 2 minutes and 30 seconds. 30 seconds to install the auxiliary "Ride Control" (spring). I pull up on the bike to make sure the forks are fully extended, push the string onto the fork brace, then flex it to slip on the top steering extension.

This particular application works very well and could possibly be used on your bike, if you have the room. If not, fit air caps!

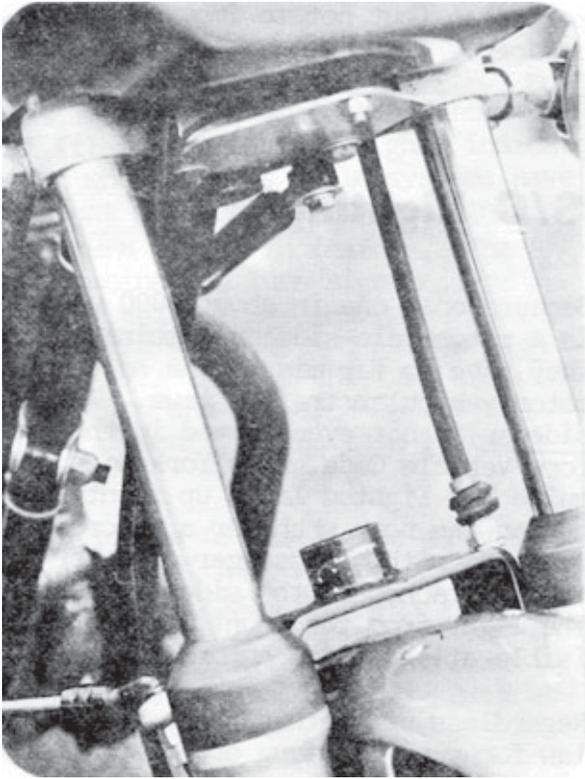


Fork Brace

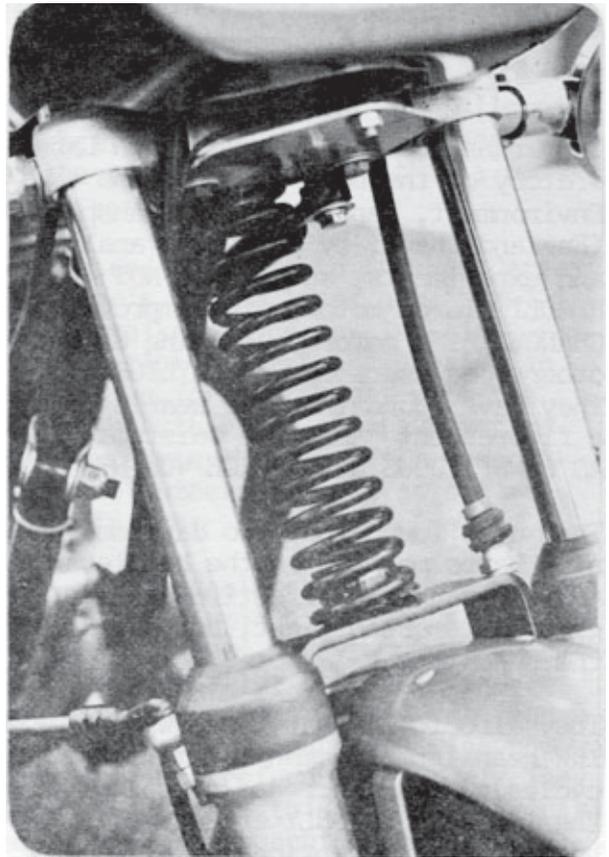


Subframe

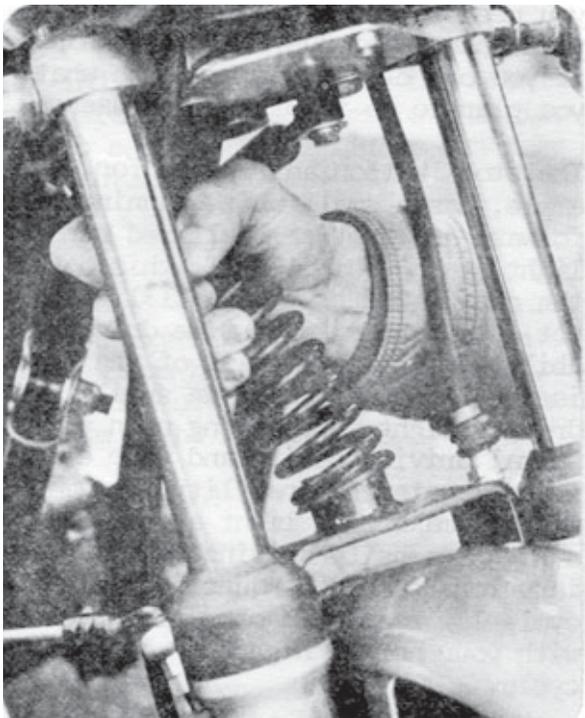
Suspension, Cont.



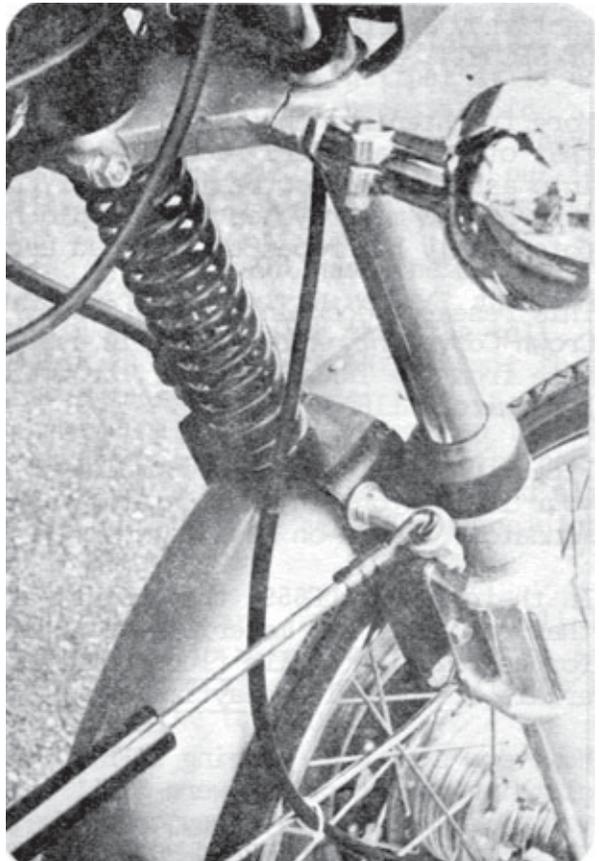
Solo



Sidecar



Install Sidecar Spring



Conspicuity

The Transport and Road Research Laboratory of the Department of the Environment, Department of Transport (England) have, by extensive analysis and experiments, shown that **NOT ALL HEADLIGHTS** on motorcycles improve the **CHANCES** of a motorcycle being **SEEN** by other road users during **DAYLIGHT**. They have found that the wearing of a fluorescent jacket or waistcoat is **AS CONSPICUOUS** as a **LARGE 40W HEADLAMP!**

They also found that two daytime running lamps mounted on the handlebar are particularly effective as they give a dispersed light, not a beam like the headlight.

They also found that the low beam of an 18W headlight (common on smaller motorcycles) do **NOT** increase conspicuity. The low beam is **ONLY** effective if the headlight is exceptionally **STRONG**.

The indiscriminate use of lights can put riders at **INCREASED RISK** by the fact they are **LULLED** into a **FALSE SENSE OF SECURITY** and become less alert.

More frightening, the TRRL point out that other road users become **CONDITIONED** into associating low beams **EXCLUSIVELY** with **MOVING** motorcycles which could be potentially hazardous to all road users,

This research document, LF865,SVS73, Crown Copyright, April 1979, is available from the TRRL, DOE, DOT, Crowthorne, Berkshire RG116AU, England.

Please pass this information along to your legislators in those states with mandatory lights-on laws.

In their report LF659, they point out that reflectorized materials are needed for use at night while fluorescent materials are useful in daytime.

However, even when wearing **SAFETY** type clothing motorcyclists were **STILL** involved in accidents. They conclude that, "IT IS NECES-

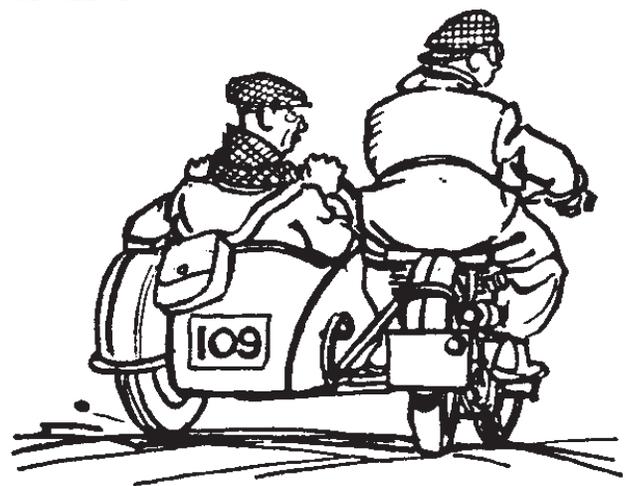
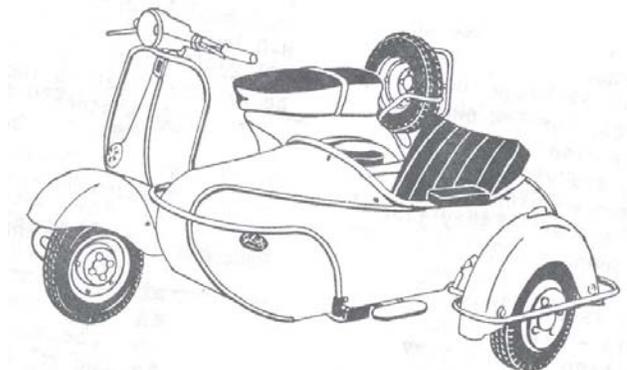
SARY TO TRAIN MOTORISTS TO LOOK-OUT FOR MOTORCYCLISTS,"

In their report LF576, a major factor in urban daytime accidents at junctions is conspicuity. Motorcyclists must make themselves particularly striking to attract the attention of other road users, One simple ploy found to be particularly effective in California, was to dress to resemble a motorcycle policeman (but not to impersonate an officer),

BUSHTEC SIDECAR:

Made its appearance at the Griffith park sidecar rally. Bushtec is a articulated sidecar with 38° lean and a POSI-LOC lever which turns your articulated sidecar into a conventional unit. All this while riding or standing still.

BUSHTEC Sidecar Div., Star Route 3 G
Orland, Ca. 95963



S/C Lighting

Because only one in about 4000 vehicles is a motorcycle-sidecar combination, they have so far missed the scrutiny of motor vehicular traffic laws. The word sidecar is not even listed in the Uniform Vehicle Code. New York does require TWO lighted lamps up front and one at the rear whenever a motorcycle operated with a passenger or other truck attached to the side or front! The light from the front lamps shall be visible at least two hundred feet ahead.

Regardless of whether there is a state law for your lighting or not or whether the manufacturer has seen fit to install lights on your chair, remember you need to see and be seen. And, your chances of survival are enhanced if you can clearly communicate what you plan to do to other road users.

The stock Watsonian fender, for example, has a small white running light forward and another small red running light at the rear. While this defines the outfit width, the small light does not assist your night time driving ability. The outer rail of the frame is ideal for attaching an auxiliary driving light. Depending upon your normal driving habits and your electrical system's capability, you may wish to make that light a fog beam, a high intensity driving beam, an auxiliary low beam in conjunction with the cycle low beam or a companion high beam with your normal high beam on your cycle.

As for a front right sidecar turn signal indicator, the Grote No. 260 Amber Clearance light has a curved mounting surface which fits snugly to curved nose of the Watsonian GP and looks quite attractive.

Numerous lights are available for flat mounting. Visit a truck or camper supply for a better selection than found in most cycle shops.

The rear presents a unique problem. Most car electrical systems combine the stop signal filament with turn signal indicator filament whereas most cycle systems have independent bulbs for the stop signal and for the turn signal indicators. The normal combination turn signal/stop/ tail light unit employs only one dual filament bulb with an 18 or 21 cp high intensity filament for the turn signal/ stop function and a 3 or 5 cp low intensity filament for the tail light function.

One solution is to install an amber turn signal light on the rear and a separate red stop signal light adjacent to it. One unit offered by Rubberlight has a single 18 cp bulb with an amber lens and a dual 18/3 bulb with a red lens separated by a reflector, the whole in a solid rubber block. This fits easily on rear of the body and is quite attractive. No doubt other units are available.

Remember to disconnect the right turn signal indicators from the cycle when you transfer the indicators to the sidecar. Too many flinking lights can make your intentions unclear.

Check with your local Department of Public Safety to be sure your additional lights do not violate some obscure safety code. You may find there are some minimum or maximum heights, or distances from the edge of the vehicle, or minimum or maximum light intensities.

Remember, see and be seen - CLEARLY.

Turnpike Ripoff - Continued

The New Jersey Turnpike has followed a practice of ripping off sidecarists to the tune of 140% MORE than a passenger car. We pleaded our case to the New Jersey Governor's office after our appeal to the Turnpike office was in vain, His intervention was responsible for an invitation for us to meet with the Turnpike Authority. Larry Pitts of the New Jersey Motorcyclist Association, volunteered to act as our representative.

Here is the deal they offered us - They would continue to rip us off, and if we catch them, they would give us a refund. What they actually said was they would charge us the 3 axle rate and give us a slip of paper showing how we could claim a refund. Ye Gods! They say they MUST do this as they are paranoid with the thought that each toll collector lies awake at night trying to figure out ways to rip off the toll-way system,

As an interim measure, I told Larry we could live with this but that it is not the end. It is first necessary to establish that they also believe they are ripping us off. If this is put into writing, it will help our case immensely,

Also, if you do not have the money to pay the toll, you can request an envelope in which you send them the toll within 30 days. Once they commit them-selves that a 2-axle car rate is the legitimate rate, I believe we can legally send them only the 2-axle rate rather than have to pay a 3-axle rate and then claim a refund, but we must get a legal opinion on this.

Meanwhile, we are introducing a bill in legislation to make the 2-axle rate the legal fee for sidecarists to prevent the hassle at the tollways.

When the time comes, we will need all the sidecarists in the New Jersey and surrounding areas to write to either the New Jersey Turnpike Authority, the Legislator or a Senate Committee. Your support is essential for this success.

Will keep keep you tuned for future developments.

Hal Kendall

Race on a Winner

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FENDER GAS TANKS

TAIL FAIRINGS

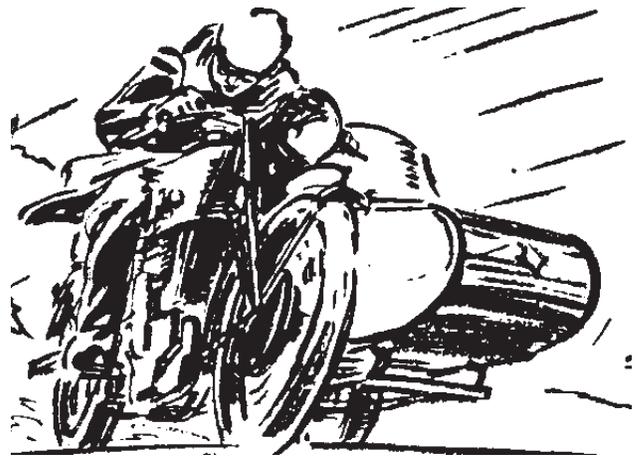
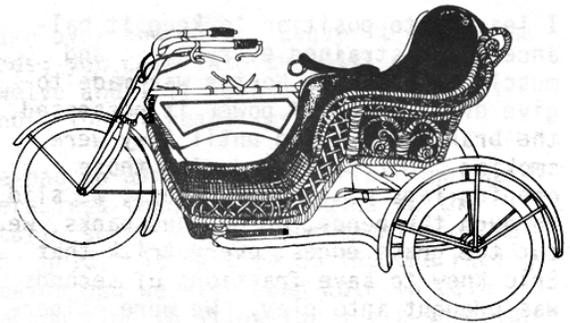
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VETTER- HAS DONE IT

One of the better things to happen in the budding sidecar industry - TERR APLANE

Technical data:

TRIM-GRIP; pilot-controlled lean angle device

BODY LENGTH: 82"

BODY MAXIMUM WIDTH: 38.5"

BODY CONSTRUCTION: ABS, or roving weave fiberglass reinforced with Kevlar

FRAME LENGTH: 82"

FRAME CONSTRUCTION: 2" dia steel tube.

ROLL BAR HEIGHT: 42"

BRAKE SYSTEM: disc.

WHEEL: 18"X3"

TIRE: 4.50"X 18"

ENTRY/EXIT: fully opening canopy hatch, removable for large loads.

SEAT: vinyl-covered, with safety belt.

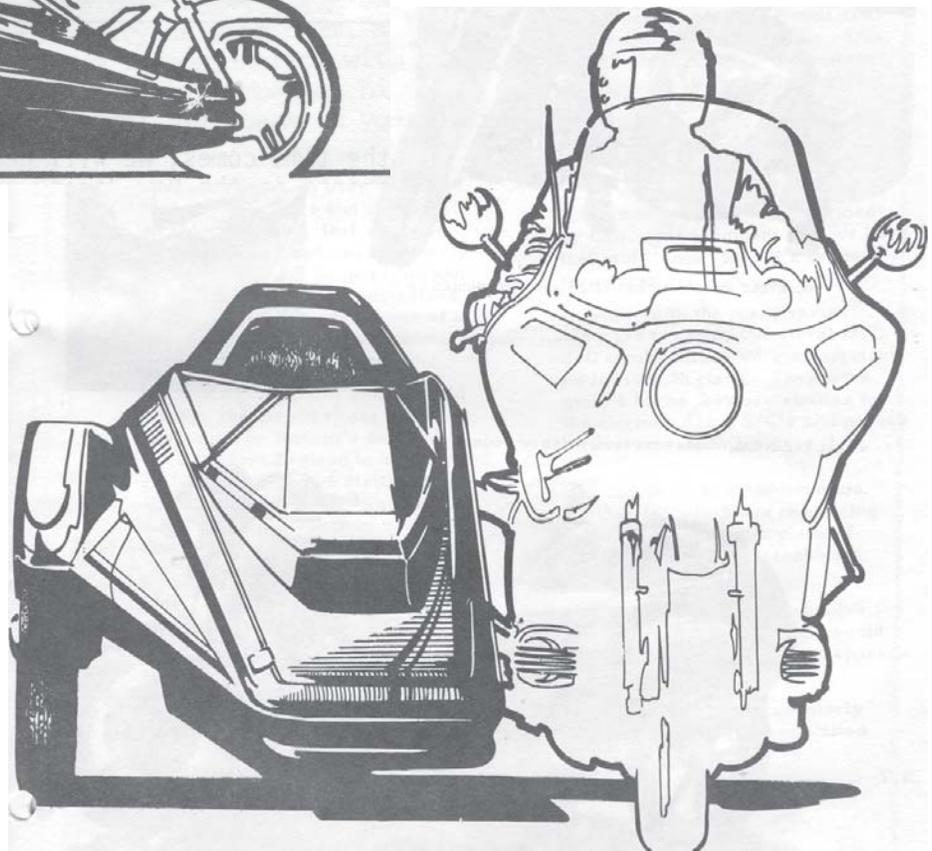
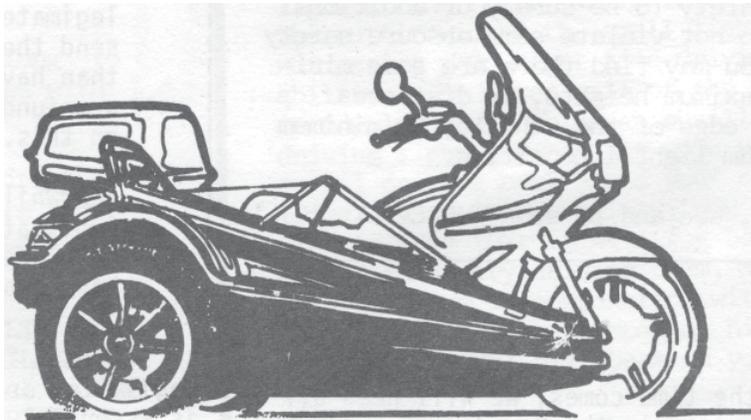
TRUNK: lockable, 27"X23"X13", 4.7 cu ft cap

MOUNTING SYSTEM: three-point quick mount, with quick-connect electrics.

WEIGHT: approximately 190 lbs.

GRAPHICS: color-matched striping.

Vetter corp., Rantoul, ill. 61886



GRIFFITH PARK 9TH ANNUAL SIDECAR RALLY

The 9th Annual Griffith Park Rally was a smashing success. It is sometimes hard to believe that it all started out as a Sunday picnic. Sunday is still the main day, however the popularity of the Saturday overnight camping (available originally to those from out of town), has grown tremendously. There were about 100 sidecars plus their drivers and passengers that spent the night.

The Sidecarists that did arrive Saturday were witness to another fine job by Clyde Earl. He must have scrounged all over town to find all of the rare and old films on sidecar racing that we found so enjoyable. Clyde was formerly with the Triumph Corporation and is now with Webco. I understand that Clyde is the proud owner of a Triumph and Globe S/C outfit. Welcome to the Association Clyde.

Most everyone got to meet Ronald Watson and his charming wife, Denise. The Watson's came all the way from England to attend the rally. Ron was also visiting the U.S. Distributor of his Watsonian Sidecars, Doug Bingham of Side Strider.

On Sunday there were over 300 sidecar outfits in attendance. Too many solo bikes to count and we estimated about 3500 spectators.

It really appeared that the spectators enjoyed the many sidecar manufacturers sidecars that were on display. Notably, the prominent displays were California S/C Co., Motorvation, Side Strider and Thompson. These were not actual commercial displays, more like courtesy booths. California S/C Co. indeed took the cake - they were serving free champagne.

Glen Rushton rode his Honda and Velorex S/C from Hamilton, Ontario, intending to only spend the one weekend in sunny California. He was fast becoming the 'urban cowboy' as his weekend visit extended to almost two weeks. He sure looked like he hated to leave - kept mumbling something about snow - he was informed

by California members that we have that stuff 'snow' too, it's in the mountains.

In addition to the many varied sidecars present, two Neval M/C S/C combinations were air-freighted in from England. They were quite a hit as they are similar to the German Army S/C's and possess a reverse gear. A unique item...

The Sidehack Association of So. California, which are the racing folks, did a splendid piece of work handling the refreshment stand.

To all of the people who helped at the rally - Doug Bingham would like to extend his sincerest appreciation and thanks.

The whole event was genuinely representative of a true United Sidecar Association. P.K.

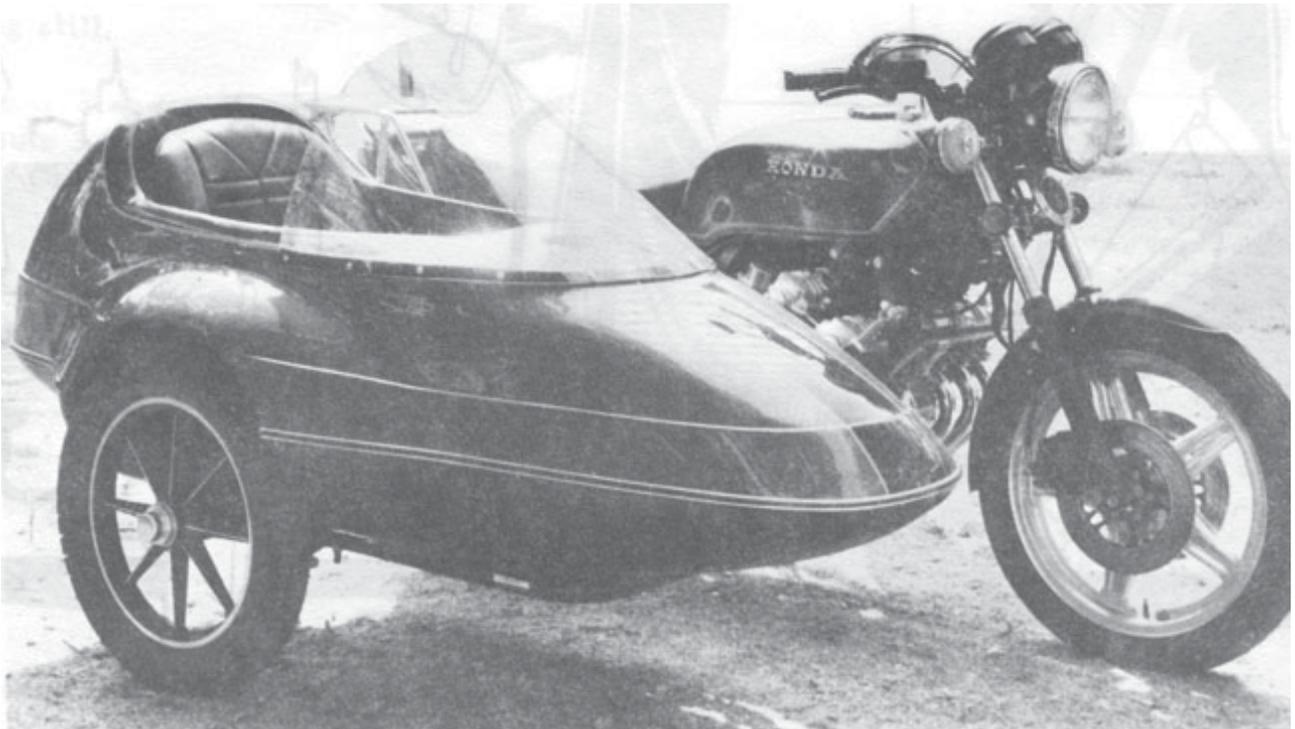


Hal Kendall

Roosevelt Johson - Harley-Davidson w/ Bingham Mk III



**GRIFFITH
PARK,
Continued**



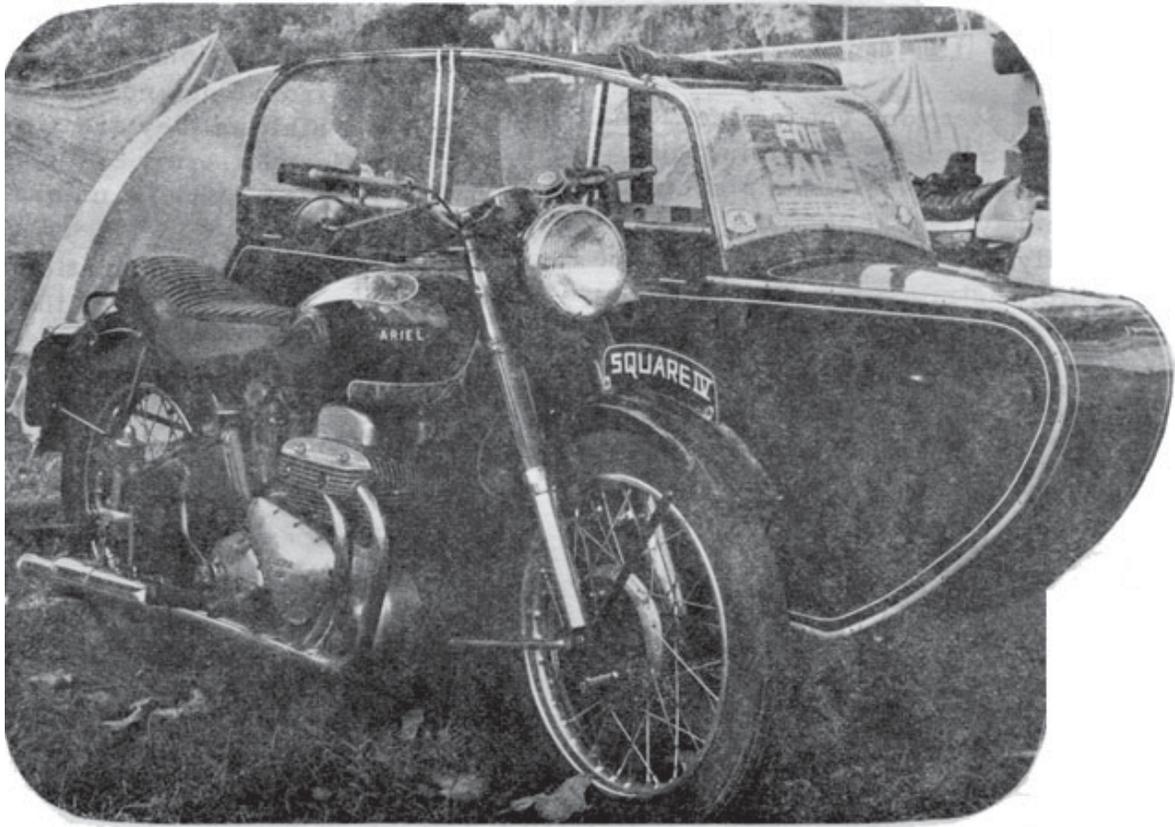
Honda CBX w/ CA Sidecar

GRIFFITH PARK, Continued



Above: Doug Bingham telling Ron Watson that his Watsonian sidecars were most represented at the rally!

Left: Freddy Ellsworth and "Curley" Robbins in the Flexi that Freddy and his daughter rode from Colorado from LA!

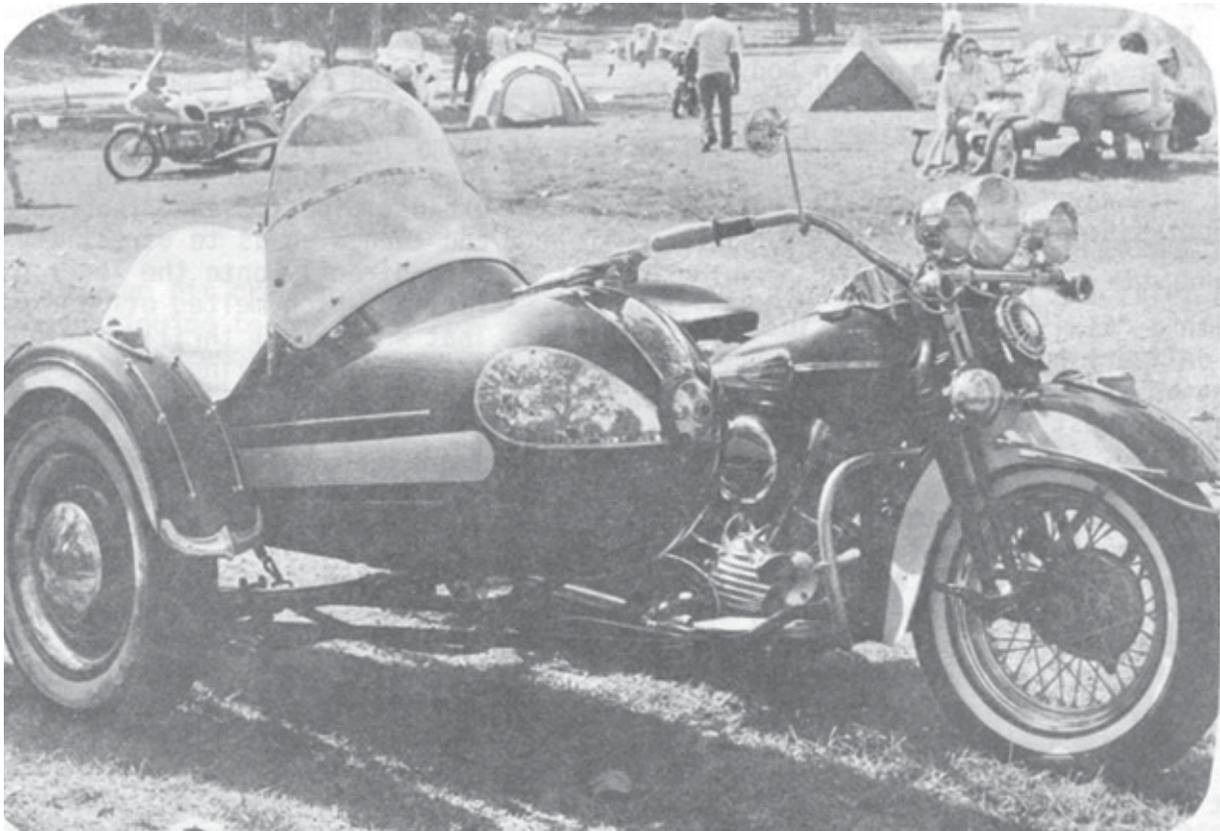


Stan Sherewood's Ariel Square Four w/ Watsonian Sidecar

GRIFFITH PARK, Continued



Perry King and Daughter, Louise, greeted by George Plugger



Gary Bang of Harley Accessory Fame with H-D and Gouling Sidecar

S/C REMINISCENCES

by Cliff Coulter

I do not have details how sidecar racing got started, but my first experience with sidecars began in 1912. I purchased from a Pitts-burgh policeman, the first sidecar I had ever seen. The sturdy chassis supported a wicker lawn chair.

Turns had to be made very slowly because the body sat over the axle and was not underslung. The sidecar wheel lifted on right turns. Left-hand turns bent the forks, etc., and allowed the outfit to roll over.

A Saturday evening's pasttime was to remove the sidecar wheel, then drive the rig without its sidecar wheel, with the sidecar lifted high up into the air. It was driven back and forth on the main street of Homestead, Pa. where my Dad had his motorcycle shop. The Law would finally stop you and make you put the sidecar wheel back on but it was a lot of fun.

In 1913, I drove an Indian with rigid sidecar complete with a van body for a parcel delivery service, some six days each week. Sometimes I would help with the Rural Mail delivery. In this way I really got to know all about sidecars and sidecaring.

In 1914, the rigid sidecar was replaced with a "Flxi" or flexible sidecar, with a delivery box and I soon learned all the advantages of a "Flxi." While it was the best there was in sidecars at the time, it had a lot to be desired.

In those days, all the State and County Fairs in the Tri-State Area of Pennsylvania, West Virginia and Ohio, always had sidecar racing on race day. My first experience with sidecar racing was at the State Fair in Wheeling, West Virginia in 1914. I won both of the two events - a 5 mile and a 10 mile. I raced in at least two sidecar races at Wheeling in each year from 1914 to 1918 and never lost a race at this track.

In 1917 and in part of 1918, I lived in Loudonville, Ohio and worked at the "Flxi" factory as a test driver and demonstrator, where I tested the

military sidecars and also the "Semi-Flxi" which never went into production.

1918 was a very exciting year. I won 22 sidecar races on dirt tracks in Pittsburgh, Pa., in Columbus, Ohio, in East Palestine, Ohio, in Youngstown, Ohio, in Youngwood, Pa., in Wheeling, W. Va., in Washington, Pa., and other tracks. I also won a 200 mile match sidecar road race from Pittsburgh, Pa., to Bedford, Pa. and return with about half the mileage on dirt roads. I also won three 200 mile match road races from Pittsburgh to Bedford and return, all in 1918.

It was also in 1918 I had some very bad luck at Sheepshead Bay, New York, where we had been practicing for several days.

In the time trials, I was the first one to ever drive a motorcycle and sidecar at over 100 miles per hour. On the back stretch, with the wind at my back, I was clocked at 106 mph but on the front stretch, facing into the wind, I clocked only 94 mph.

On my last practice trial run just before the start of the big race, my rear exhaust pipe loosened (sabotage perhaps?) and turned so as to direct the exhaust fire directly onto the lower oil tank fitting which melted off and caught fire. That was a real thrill - going down the track, fire blazing, with a fire truck and ambulance following.

I saw the races from the pit area but it was quite a disappointment for me and also Mr. Hugo H. Young, who was there with me. (Mr. Hugo H. Young was the inventor of the "Flxi" sidecar and owner of the Flxible Sidecar Company.)

After the races, Mr. Young and myself were invited to attend the World's Champion Wrestling Match with Frank Gotch battling Joe Stecker at the Madison Square Gardens as the guests of Mr. George M. Hendel of the Indian Company. Mr. Hendel had a ringside box. I remember some of the other guests at the party were Cannon Ball Baker, the best rider in the business; Mr. Al G. Schmidt, Indian Distributor for Western Penna.; Mr. Frank Braseker, Indian Distributor, Allegheny.

S/C REMINISCENCES, Cont.

Cannon Baker had just broken the coast to coast motorcycle record and in a couple of days was going to try to break the coast to coast auto time in a Templar Sports Car. Cannon asked me to pace him from New York to Ohio, and I agreed.

The following day they took my racing motor - RX500 - the one that clocked 118.75 mph at Daytona Beach, and put it in my road bike with the "F1xi" sidecar.

We started at the Wehaukin Ferry N.Y.-N.J. Line - and headed West, Cannon was to lead the way through towns and traffic until we hit Route 40, then I would take the lead, I had the advantage up hills but going down the mountain, sometimes at 80 mph, and with the car tailgating about 10 feet behind, it was very exciting to say the least.

We were 2 hours ahead of schedule at the first checkpoint in Ohio, about 75 miles west of Wheeling, West Virginia, and 4 hours ahead of the old record.

Cannon Ball and the pit crew tried to talk me into continuing to the West Coast, but I had, had enough. Even my passenger got out of the sidecar and said he would walk back home if I continued West. This was quite a trip for a motorcycle and sidecar and the passenger agreed.

My next adventure was to be a real one, My brother and I were going to try for a 24 hour endurance record at the Indianapolis speedway. I thought that negotiations for the track were completed but they fell through,

At about this time the motorcycle factories decided not to support racing. With no factory support, I decided to retire from racing. Others may want the glory but I wanted the cash.

I still spend a lot of time and money on building sidecars and truly love the sport.

Cliff Coulter

POSITIONS VACANT

The Pop Dreyer Story

Pop Dreyer has accumulated a wealth of memories on and about sidecaring over the years. Pop promised to pass this valuable knowledge on to us but it will take a little effort on our part. We need a volunteer in the Indianapolis area who has more than a passing interest in sidecaring history and with photographic talents. Pop's large collection of photographs is really in need of cataloging and copies made of photos of historical interest for the Sidecar Story. Pop will be delighted if someone can visit him and share his experiences. A small portable recorder will aid in capturing his nostalgic reminiscences,

Volunteers for this assignment should contact Hal Kendall (address in front of issue) by letter.

The Harley-Davidson Story

Another volunteer is required in the Milwaukee, Wisconsin area, The Harley-Davidson factory have offered to allow one of our members to review their archives to search out information and photos related to sidecars. Volunteers, please coordinate through Hal Kendall.

In either case, the volunteer will only be expected to put some rough notes together. Hal will do the rest.

WHO WANTS TO HELP?

1980 RALLY ALBUM - Estes Park, Colorado

Received word from Joe Cimini in early November that the rally books are now printed and bound. You should have received them by now if you placed your order at the Rally., If you have not received, please drop Joe a line at 1013 Drever Street, West Sacramento, California 95691

Put Your Money Where Your Mouth Is!

Two years ago, in response to one of my surveys, you, the member, told me you were opposed to mandatory lights-on laws, at least nearly 90 percent said they were. But, how many have did something positive about it?

With the support of the U.S.A. behind me, I obtained data on accident statistics from all 50 States from 1963 to 1976. I researched and massaged the data until meaningful trends began to appear. I made valid comparisons of accident trends between States with lights on versus States with no daytime lighting law. Surprisingly, no evidence emerged that showed that accident rates dropped after a law was introduced. And, to my surprise, States with lights-on laws had consistently higher accident rates than States without lights-on laws.

Armed with this information and with the fact that many motorcycles cannot physically comply with mandatory lights on laws (and that includes some 1000 and 1200cc machines made TODAY), I approached the Illinois Department of Transportation and testified at several House and Senate Transportation committees, With Ed Armstrong and others, we were responsible for getting Illinois to reduce the penalty from a moving violation to onoy an equipment violation. We also got them to omit the word "headlight" so any white beam visible from 500 feet is now okay.

While we did not kill the law entirely, we at least pulled out all its teeth so it is essentially of no effect. Everyone must save face. And this compromise was satisfactory to all parties.

Now another David has arisen. Although not a sidecarist, his story deserves mention as he is doing what you all said you wanted to do.

Weyland S. Jones, of 3204 Park Avenue, Minneapolis, Minnesota, is the proud owner of a 1958 Harley Davidson and also an early Ducati. Neither of his machines can physically comply with the ridiculous law.

He has received several tickets over the past four years and is still contesting his tickets. The latest he is challenging as he feels it is un-Constitutional. An early legal precedent in Minnesota supports this. No law is Constitutional if it imposes a hardship on a small group of a larger class.

Owners of machines that have a weak alternator (such as me, Weyland Jones, and hundreds of thousands of other motorcyclists) are at a serious handicap under the law, while millions of other motorcyclists are not, Therefore, the law is blatantly unconstitutional.

If you live in Minnesota, drop Weyland a card and tell him you are behind him all the way. If you live in another State that has this restrictive law, why not do something about it?

The U.S.A. and the A.M.A. are behind you 1000%.

Footnote;

Weyland works part time and has been acting as his own defense council, He and his girlfriend spend hours pouring over various law books in the library. This case will be brought up on January 31 in Municipal Court. It is doubtful that Weyland can carry this on to the District Court and the Supreme Court as should be his right,

We can overcome if we stand up for what we feel is right. Be a David and assert your rights. H al Kendall

From the State of California DEPARTMENT OF TRANSPORTATION

Subject: Motorcycle Reimbursement Requirements and Procedures

This memo contains the Caltrans recommendations pertaining to the wording for the Board of Control rule on motorcycle reimbursement and our proposal regarding safety and other requirements that should be built into the program.

Board of Control Wording

Board of Control Rule #711 f) should be repealed.

Board of Control Rule #712 should be amended to include a section d). Our suggested wording is:

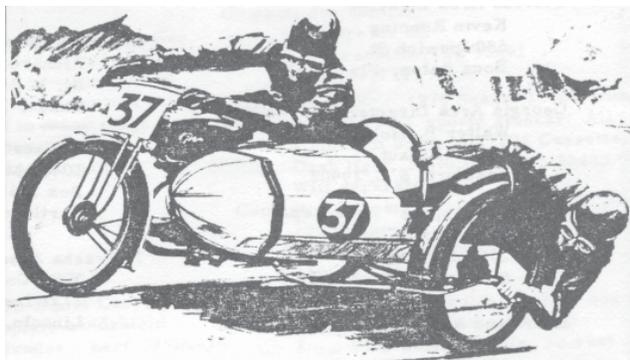
When a privately owned, two-wheeled motorized vehicle is used in the conduct of official State business the employee will be allowed to claim 1205 per 1.6 kilometers (mile). Supervisors must insure that standardized safety requirements have been met before authorizing an employee's use of this form of transportation.

Sidecars

Motorcycles with sidecars attached used on State business will be reimbursed at 12.5 a mile. However, as with regular motorcycle use, the sidecar must not be used to carry passengers.

State Employees should check with their supervisor and/or write to:

Joe Mariner, California Dot, 1120 N.St. Rm 1214, Sacramento, Ca. 95814



IS IT NECESSARY TO HAVE A M/C DRIVERS LICENSE TO OPERATE A SIDECAR IN CALIFORNIA? ? ? ?

Under California Vehicle Code, the Class 3 section states "any 3 axle vehicle weighing less than 6000 pounds gross".

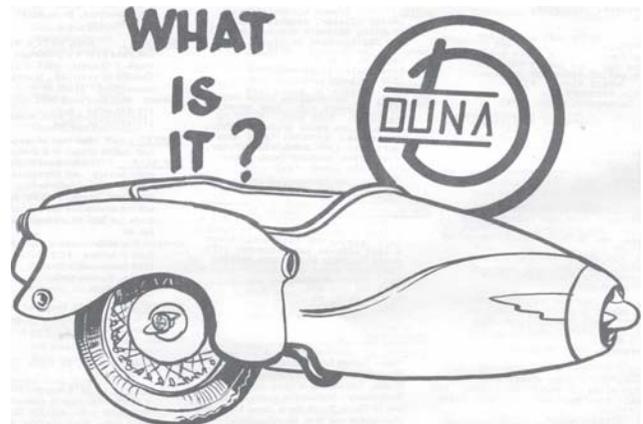
This means - you do not need a motorcycle license to operate a sidecar. Which makes a lot of sense; since the motorcycle test does not apply to the operation of a sidecar --- other than the mechanics of using the m/c controls.

ANNOUNCING: THE SECOND ANNUAL BIG BEAR SIDECAR SNOW RUN - JAN. 2

9:00 A. M. - Sambo's on Valencia and Highland in San Bernardino

For more information contact:

Sid Weatherford - 714-883-3794 2976
Garden Dr. San Bernardino, Ca. 92404



MYSTERY SIDECAR

Richard Rund of New York City recently unearthed a unique sidecar in the back-yard of a Greek New York Cabbie. The marking on the hubcap spinner may pro-vide a clue.

Can anyone supply any details? If so please send to the Editor.

U.S.A. CHAPTERS

The United Sidecar Association is the National Organization. In order to accommodate each and every member, local chapters have been formed.

Here is the ever expanding list of Area Directors and Area Representatives. Are there any in your neighborhood? Join in, these local chapters are generally very loose knit groups getting together for rides, picnics etc. If you don't have a chapter in your area and you are interested, contact : Ed Johnson 510 E. 162nd. St. South Holland, Ill. 60473

California Area Representatives

Ron Rennie-- So. Ca. 25911
Saddleview Lomita, Ca.
90717

J. J. Leonard - S. F. V. 7455
Quimby Ave. Canoga Park,
Ca. 91307

John & Sue Baber - S. F. V.
18800 Wellhaven Canyon
Country, Ca. 91351

Dan Doyle - No. Ca. - Sac.
1310 Goldrush Way Penryn..
Ca. 95663

Canada Area Representatives

Gordon/Pat Partridge, 452
Alexander Way S. E.
Calgary, Alta, Canada T2J
3P1

Osie Shanks, 651 Trafford
Crescent Oakville, Ontario,
Canada L6L 3T4

Colorado Chairpilots Area Directors

Robert & Shirley Moline, 6552
Owens St., Arvada, Co.
80004

Florida Area Director

Kevin Roening, 680 Ipswich St.
Boca Raton, Fla. 33432

Georgia Area Director

Walter B. Hobbs, 136 S.
Ribaut, Beaufort, S. C. ,
29902

Georgia "Clippers" Area Rep.

M. L. Griley, 2301 Bonaventure
Rd. Savannah, Ga. 31404

Heartland Area Director- (Midwest)

Ed Johnson, 510 E. 162nd., So.
Holland, Il. 60473

Illinois Area Representatives

Larry Shelton, 907 W. Colum-
bia Champaign, Il. 61820

Terry Strassenberg 18461
Martin Ave. Homewood, Il.
60430

Joe Rvbacek 338 Hill St.
Woodstock, Il. 6.0093

Darrell Abney, 1040 42nd Ave.
Lot #15 East Moline, Il.
61244

Il. Ambassador at Large- (Heart-land area)

Derryl Dover, 7837 W. 98th St.,
Hickory Hills, Il. 60457

Iowa Area Representatives

Charles Miller, 1 S. E. Emma
St.. Des Moines, Iowa 50315

Dorothy Wilwert 240 E. 19th
Dubuque, Iowa 52001

Louisiana Area Representative

Nick Barnes, 5360 N. St.
Gerard Cirle Baton Rouge,
La. 70805

Michigan Area Representatives

Richard Queen, Rt. 1 Box
103B, Chase, Mi. 49623

C. Faust, 10475 Maple Street
Box 3333, Hartland, Mi.
48029

Nebraska Area Representative

Vern Goodwin, 3737 Lewis
Ave., Lincoln, Ne. 68521

U.S.A. CHAPTERS, Continued

New Jersey Area Director

Mary Cron, 407 West 5th St.,
Roselle, N. J. 07203

Pennsylvania Area Director

Joe Lerch, 1520 Sholley Ave.,
Lebanon, Pa. 17042

Washington & Oregon Area Representative

James Krauts, 13211 NE 7th
Ave. Vancouver, Wa. 98665

New York Area Director

Al Lewis, 136 John St.,
Hudson Falls, N.Y. 12839

Pa. Area Representative

Tom Sheridan, 5924 Wallace
Ave., Bethel Park, Pa. 15102

Wisconsin Area Representatives

Bruce Hunt, Rt. 2 Box 335R,
Lake Geneva, Wi. 53147

Ohio Area Director

Eugene R. Sonnenberg 167
Amazon Pl., Columbus, Oh.
43214

So. Carolina Area Representative

Walter Hobbs, 136 S. Ribaut,
Beaufort, S. C. 29902

Gordon Waligorski 1110 ,
Edgewood Rd. Kewaskum,
Wi. 53040

Oklahoma Area Director

Brian & Pat O'hair 1003
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WANTED - FOR SALE - EXCHANGE - These ads are run free of charge to members and will appear for two consecutive issues. Please send your ad to the Editorial Dept. Be sure to include your membership number, name, address, zip code - area code + telephone (if you wish to include phone no) The Sidecarist - Ad Dept. , P.O, Box 8119, Van Nuys, California 91409

FIRST TIME ADS

FOR SALE 1978 Jupiter Sidecar blue paint, covered top. 1c0S. On Contact: Aaron Brinson :f166 Pt 1 Box 148A, Freeport FL 32439, (cr,4) 835-2664

FOR SALE New 12 6.5 gal. BMW gas tank w; as cap, emblems, petcock, & tool kit lid. \$350 contact: Randy :-artl =670 5026 Burdick Ave. Milwaukee, Wis. 53227 (414) 321-2263

WANTED: carts info & diagrams for Steib S250. Also need rear fender, chain guard & misc. parts for 1948 Indian Chief. Have set of tanks for swap. Contact: Gerald Vinci 41070 3i Old Westport Rd. No. Dartmouth, :',lass. 02747

FOR SALE: Bingham Mk II Sidecar, includes seat. wind-screen, toneau cover & side panels. Firm 8600 ?en Jaffe 0574 Box 665, Clinton, bass. 01510 1.7 365-634

FOR SALE: Velorex sidecar, complete. Rapt JnB season. Old style. Manufactured 1972. Purchased new in 1979 excel. cond. Contact: Hen Gibbs 4=78 Colcrado nrings, Cola. 80004 (303) 64-2586

WANTED: Overhaul kit for both the master slave cylinders for a 1959 Steib T.R. 500 for BMW. Contact: Saul Walker :(17- ?t 3 Bo s i.:rricane, :Test VA 2i526

FOR SALE: 19 Motorvation Engr. Spyder 5-1 sidecar. Has Less than 3 miles of use. Excel. cond. has 5~0al. aux. tank wi fuel pump. Black =- Contact David Forsyth 4.945 43 Opal :t.Cut;R.erlin, 'cregon 0757) ;508)

FOR SALE: 5 H.fu sidecar - complete w mounts, windshield & spare tire.,1,570.00. (1953 H-D. sidecar hyd. 'rake- mounts. Very good home built tub. ;5,5^."0. Goulding frame & 20 Repo S.D. steel tub 1976-1366, 8550.00. : C o 2 Box 335R Lake Geneva, II 53147 ;414) 248-3002 eve.

FOR SALE: 1946 Indian Chief w/'46 Indian sidecar. Indian red color w/ wide white wall tires. Restored to mint cond. Show nice. Contact: R. E. Drumm #1172 One E in St. Penn Yan, ;M Y.Y. 14527 (315) 556-2498 days (716) 394-1895 nights

WANTED: Leading link forks for 1971 Honda Contact: Les leach i54,9 1191 Alamos Drive Thousand oaks, CA 91362, (805) 495-1.135

WANTED: Proper windshield and proper sidecar, complete with mounting hardware for Cushman Silver Eagle. Must be nice. Contact: :.ec Gerhart '779 14,125 N. 80th 71. Scottsdale, Ariz. 85260 (602) 941-4263

FOR SALE: Motorvation Coupe Royal S/C. 2 years old. Some mounts included. Mint cond. 51800.00 firm. Also Honda Goldwing motor. Low miles. \$600.00. Also many new ^arts ;:cr 1380 Honda 1100 (frame, suspension running gear, etc.) Contact: Mike (amen. .=293 Carlisle Lc wa 50(147 (985-393'

FOR SALE OR WANTED: (Unknown by editor. Suzuki enclosed chain case & J -1 R 4 into 1 exhause for 759 cc Suzuki.. Cafe fairing for Moto Guzzi S port a left cl_-r-on handlebar for 'c?' Guzzi Sport. Also Wixom Fairing for 1973 Moto Guzzi Eldorado. Contact: "Thomas Sheridan 5924 ,allace Ave. Bethel Park, Pk 151)2 (412)833-1393

Classifieds, Continued

2nd TIME ADS

FOR SALE : Ex-road racing S/C - kneeler type - honest to goodness street legal, licensed Calif. plates - powered by 750 as Honda, full fairing & wing, custom paint, k Real sharp - featured in many mags, winner at Cycle World Show. Send \$1.00 for photograph and tech. specifications. \$3500.00 Contact: Side Strider, 15838 Arminta Unit 25, to Van Nuys, Ca. 91406, 213-780-5542

WANTED: H. D. Spare Wheel Carrier - part-89150-36. Complete windshield - abs part-88850-36, S/C fender - part-87900-34 or what parts have you? 9 ? Contact: Michael H. Brown #398 2624 Lakeland Drive, Nashville, Tenn. 37214, 615-883-0753

FOR SALE : 1979 H-D Classic '80 with S/C. 1100 miles, cover & matching helmets. \$7500.00 Contact: Russell T. Richey #11 540 Heather lane, Orange City, Fla. 32763, 904-775-8169

WANTED : Parts , info. L diagrams for Steib S-250. Also need rear fen-der, chain guard, & misc. parts for 1948 Indian Chief. Have set of tanks for swap. Contact: Gerald T. Vinci - New Member 31 Old Westport Road, No. Dartmouth, Mass 02747 617-993-1120

FOR SALE: Ariel SQ IV & Watsonian left hand 1950's 2 passenger Avon. Mark-1 Chassis, Mark-II Engine. Concourse restored - mechanical & appearance. \$6800.00, Contact: Stan Sherwood #462, 213-271-0764 - Sally, 213-655-8766 - Stan

WANTED: Any type of cargo trailer that can be pulled by a motorcycle. Contact: John D Ashton #172 1931 Lindenwood Circle, Olathe, Kansas 66061

FOR SALE : Never used Windjammer - style fairing. All fiberglass, locking compartments, built in turn signals - fits BMW, black.

\$175.00 Also wrap-around double bar chrome crash guards. made for late Wixon bags, will fit others \$40.00 Contact: (for both wanted & for sale) John D Ashton #172 1931 Lindenwood Circle, Olathe, Kansas 66061 913-782-6686

FOR SALE: 1972 Vespa w/ earlier Vespa S/C, excellent runner out needs some body work. A good winter project. \$950.00 Contact: Joe Cimini 1013 Drever St. W. Sacramento, Ca 95691, 916-371-7711

FOR SALE: 1978 Suzuki 1000E with a single seat, sports sidecar. All aluminum body, AM/FM Cassette, Dash light, Steib Chassis. \$3400.00 Will separate. Contact: Derek Belvoir, 229 Francis Lane, San Carlos, Ca 94070, 415-365-0289

FOR SALE: 1972 Ural M-66 - has all accessories- clean - \$850.00, 4 Steib S350 , bucket only, no rust - \$500.00, Contact: David Tenpenny #229, 2671 W. Tolosa Circle, Tucson, Arizona 85706

FOR SALE : Spirit Eagle sidecar, excellent condition, less than 1000 miles on hack, currently with R90/6 '75 model - available with or without cycle - or trade for R100. Hack \$750.00 delivered, cycle extra. Contact: Bob Holy #394, 3238 Cheltenham Rd. Montgomery, Al. 36116, 205-281-9797

WANTED : Harley-Davidson Knuckle head and/or steel H-D Sidecar. Any condition., Contact: Andy Butchard #961, 3800 El Campo, Ft. Worth, Texas 76107 817-732-0289

FOR SALE: Lots of parts for BMW R-26 and R-27 singles; including trans mission, crank, heads, chassis parts, cylenders, electricals, all cheap. '-many parts for /2 twins. Contact: David Noss #342. 4523 Fessenden St. , N. W.. Washington D.C. 20016, 202-686-1988

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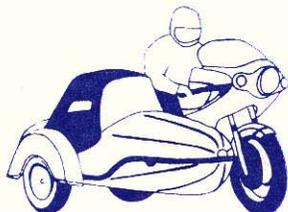
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