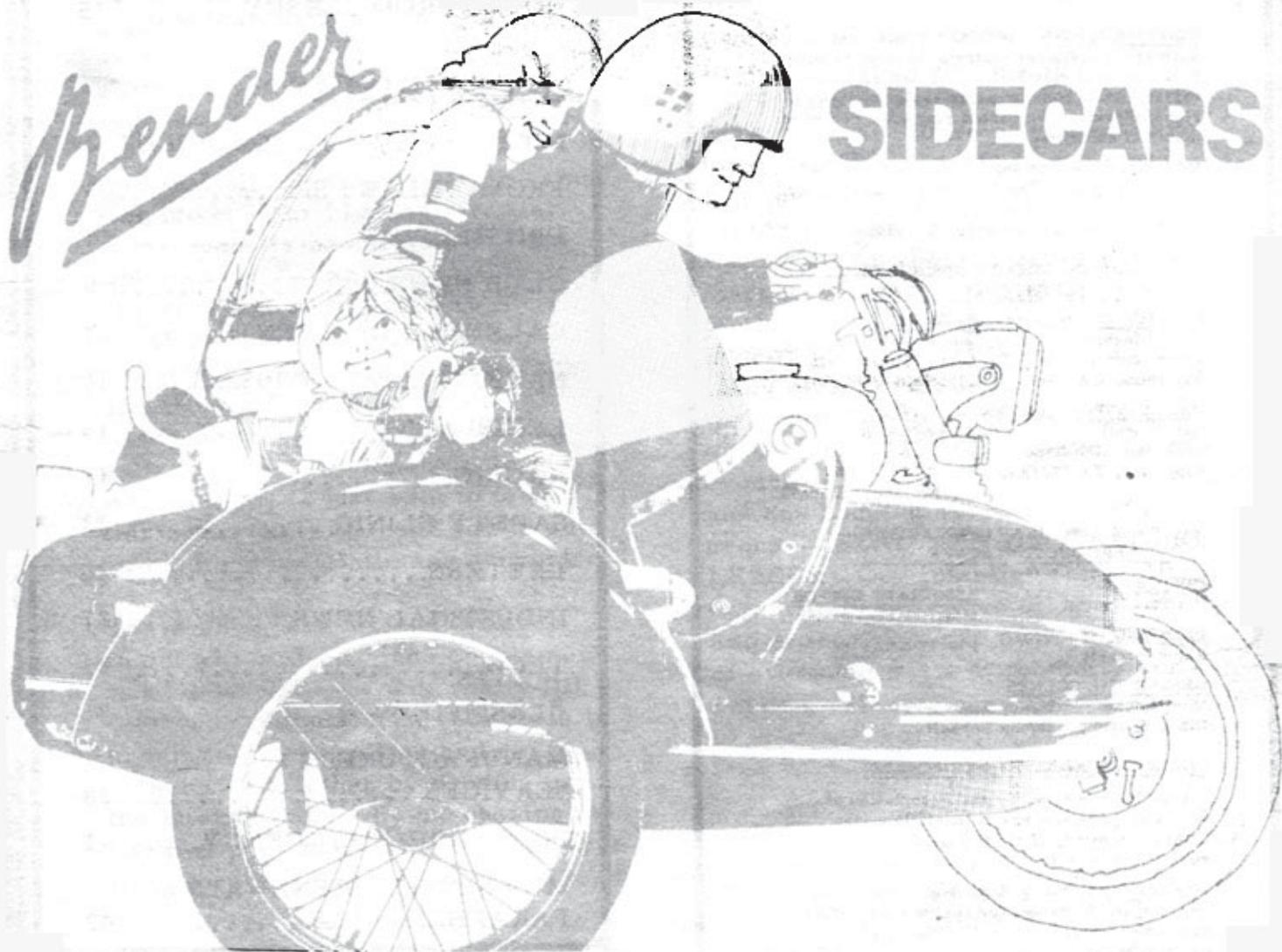


# The American Sidecarist

*Fender*

**SIDECARS**



volume - 6    number - 2

published by the  
**UNITED SIDECAR  
ASSOCIATION, INC.**

**march  
1982**

# 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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**Printing:** Ralph Porzelt

### 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.

### 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.

**Send renewals or change of address to the: United Sidecar Association, PO Box 8119, Van Nuys, CA 91409-8119, ATTN: Renewal, or Change of Address. Make check payable to the United Sidecar Association, Inc.**

## Features

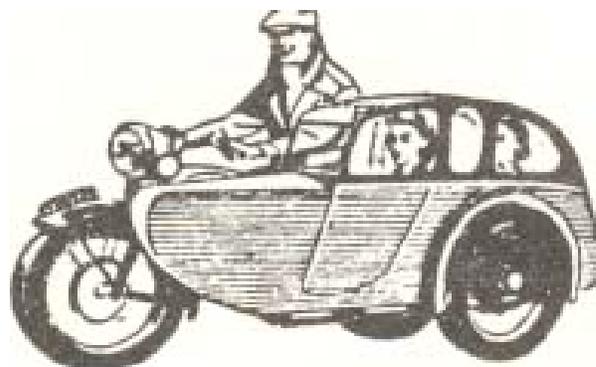
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**The Bender Sidecar - Comp. The Bender Brochure.**



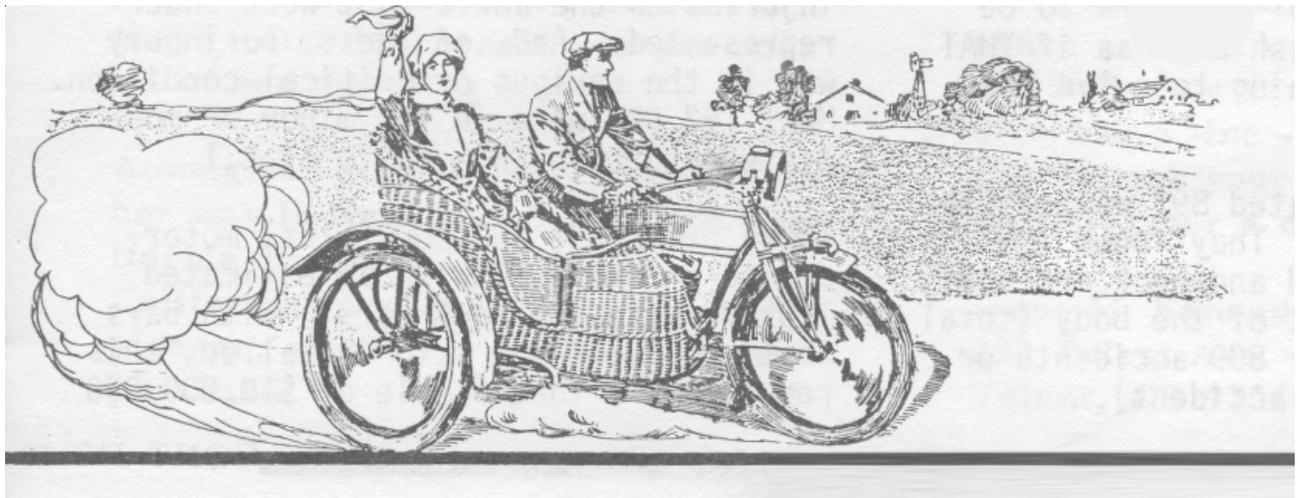
# notes from the president.....

I'm sure many of you are wondering what to do with all those raffle tickets. What I would like to ask from all of you, is, to make a commitment to sell ten tickets, each. If each and everyone of you make this commitment - sell a few to friends, some to yourself, or all to yourself - this would be great. The Association has got to generate money to improve our service to you and to hold down the rising costs. We feel that all of us have a little gambling blood - and having a raffle, once a year is certainly a worth-while cause - and besides, one of you WILL WIN A SIDECAR - possibly, every year. So, come on, lets all make the effort - each one of us sell just ten tickets. It's really not that many, and the results will be just so helpful to the Association. I just want to take this opportunity to thank you in advance for your continuing support.

There have many changes in our publication. The Supplement Newsletter will really fill the needs of the Sidecar Chapters in promoting their rallies and get togethers - either by sending us the information or by purchasing the full two-page pull-out. So, you Area Directors and Representatives, send in all upcoming event information - the ball is in your hands -- we don't care how small the event is - even if it's in someone's backyard for hamburgers. Just get us the dates in enough time to notify everyone.

I would also like to mention, in the Primary issue, we would like to cover many more aspects of sidecaring - again those of you who are located in other parts of the states - keep us posted of S/C events and S/C racing. I realize here in California is where most of the S/C manufacturers are - and there certainly is a lot of S/C racing - but we also are aware that there is a lot going on all over the country - and we would like to keep you informed of it.

We would like to have a steady flow of new products for sidecars, and any budding sidecar manufacturers - SEND US YOUR PRESS RELEASES. Our intention (Executive Committee) is to keep all S/C owners, and prospective S/C owners abreast of every available commodity concerning sidecaring -- I know some of you can be of help - Please feel free to make yourself available.



## From Where I Sit

For the first time since the birth of the U.S.A. some six years ago, we must, with reluctance increase dues. If you compare the cost of gasoline or newsprint or bread, or postage, over a similar period, you will agree such an increase is long overdue. In contrast to the autos from Detroit which get more and more shoddy as their price increases, you have received more services and more help with each succeeding year. And, we have lots, lots more in store for you. So please, cough up that extra \$5.00 which is less than a carton of Fags.

Actually, the increase is rather nominal. Annual dues are the former dues for the first year while the first year's dues have been increased by \$3.00.

The Cycle Industry News (February 1982) reports that Dr. John D. States, Chairman of the Medical Society of the State of New York, has urged LEGISLATION to require the installation of "crash bars" on motorcycles, based on his statistics that show that 1/3 of motorcycle injuries in New York involve the knee, lower leg, or foot.

The U.S.A. has not yet taken a public stand on this issue and we will be influenced by your thoughts on the subject.

On one hand, States has only observed that damage has occurred to the ankle-foot-knee of some riders involved in accidents and therefore, as a genuine believer in laudible causes, he wants every motorcycle in the State of New York to be equipped with a "crash bar" as if THAT and that alone is going to solve the problem.

Harry Hurt investigated 899 motorcycle accidents in depth. They found 1291 injuries to the head and neck and 5061 injuries to the rest of the body (total of 6352 injuries for 899 accidents or over 7 injuries per accident).

Of the somatic injuries, 15.1% were for the knee, 15.6% for the lower leg and 9.1% for the ankle-foot for a total of 39.8% of the somatic injuries or 31.7% of total injuries. This number agrees with States' number of "1/3 from the knee down."

Hurt, however, went much further in his investigations than did States. Hurt found, for example, that the handlebars were "the most frequent contact agent for somatic injuries...it assures participation in thigh, knee, lower leg and ankle-foot injuries when there is a frontal or side impact on the motorcycle."

Another section of the Hurt reports shows that most (94%) accidents occurred in the 9:00 through 3:00 o'clock positions.

Dr. States - now how can the crash bar help reduce injury if, in almost all cases, the motorcyclist flies over the handlebar? Now Dr., stick to something you know and stay out of motorcycle safety.

Hurt had refined his data further. He found that 18.2% were equipped with crash bars (engine guards were NOT considered as a crash bar as these short tubes are to protect the lower cases only).

Looking only at injuries to the lower knee, knee and the ankle-foot, those machines equipped WITH crash bars had 18.1% of all injuries to those areas which should be protected by the crash bars.

In fact, injuries to the lower leg were over-represented in this analysis. Only injuries to the ankle-foot were under-represented. And, of these, no injury was in the serious or critical condition. Most (92.9%) were in the minor or moderate condition in a ratio of 2:1.

There are about 200,000 motorcycles in New York with an estimated 170,000 without crash bars. With bars costing \$60.00 per set, installed, this represents a forced sale of \$10,000,000 of motorcycle equipment that no-one wants crammed down their throats (correction; bolted around the legs) of our New York motorcyclists.

### From Where I Sit, Continued

If crash bars were so effective, they would be purchased in ever increasing quantities. But, just the opposite is true. In 1978, and earlier, crash bars ranked fifth in the list of top selling accessory items. They had dropped to 10th place in 1979 and failed to make any of the top 16 places in 1980.

Does Dr. States represent either the languishing motorcycle dealers or the disappearing crash bar manufacturer? I hope not. But then he obviously is not on the side of the motorcyclist either or he would get his facts straight before engaging his mouth.

There are now no current crash bar laws by any state. Only Arkansas requires an "engine guard," while Tennessee requires an engine guard if the operator is less than 18 years and if the engine size is over 750cc.

Let's band together to stamp this cancer out in New York. If passed there it will spread like a cancerous spore across the face of the free United States.

And, for those who desire and wish to install and use a crash bar, let's all protect their right to do so. Personally, if I were a soloist, I would want an engine guard to protect the cases on the GL1100 I wished I owned but would not want to be trapped by crash bars as so many of my fellow brothers have been.

And finally, on the basis that the crashbar is effective in only one-half of the ankle-foot injuries and has no effect on the outcome of other injuries then each reduced accident injury has cost \$5,000 just for the crash bar. And that, Dr. States, is one mighty expensive crash bar!!!

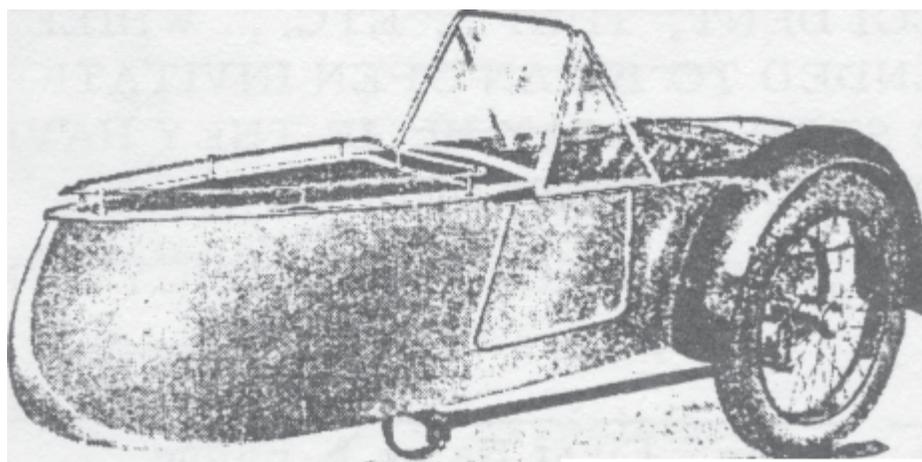
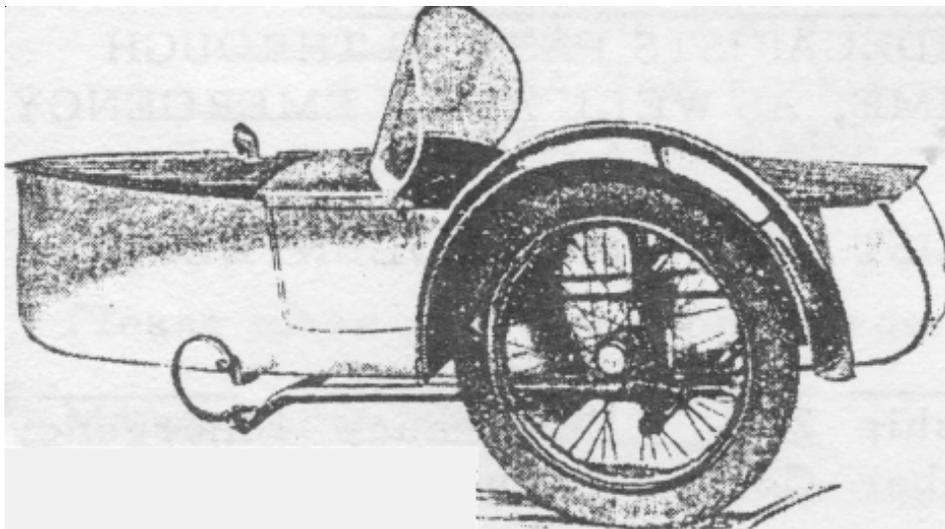
What does a crash bar have to do with safety on a well built outfit?

No. Let's stamp out this useless law before it becomes reality.

+++++

**Top: Swallow Launch Sidecar w/ hinged scuttle and one-piece windscreen**

**Bottom: Graiseley "Regatta" model on low chassis with large windscreen**



# Profile

## IRENE M. KENNEDY

IRENE M. KENNEDY is quite a lady. Sidecar enthusiast personified. She rides her Honda CX500 and California Sidecar every day that the weather permits.

She lives in Talent, Oregon. This last summer she put 3,000 miles on her rig traveling all over Oregon taking pictures of historical monuments, an event put on by the Rogue River Road Riders. Irene traveled all of these miles by herself - as she does all of her traveling alone.

Among her other travels, she makes her way to Nevada and southern California occasionally. Long Beach, California is where she bought her sidecar, and is very happy with its purchase.

Irene stays active in wet wintry months. She spends her time keeping in shape by visiting the Fitness Center in Medford, exercising and lifting weights. She likes to go on long walks that give her time to reflect on the past and contemplate on the future, planning new adventures.

Irene is thankful for all the things that she has. If you would like to share a cup of coffee with her, we are including her address, just drop her a line - also if she is passing through your town maybe you can offer her a cup of coffee.

Irene M. Kennedy, 232 Talent Ave. Sp. 26 Talent, OR 97540



**Irene M. Kennedy**

# club news



## CHICAGO REGION CHRISTMAS PARTY

HILTON INN  
NORTH AURORA,  
ILLINOIS - DEC. 6, 1981

CLUB NEWS PHOTOS -  
COMPLIMENTS,  
JIM RUBENS



FEARLESS MOTORCYCLIST, RICH LePERT,  
SLOWLY RECUPERATING FROM AN ENCOUNTER  
WITH A FOUR WHEELED VEHICLE - AND STILL  
SMILING.



ED & MARILYN JOHNSON

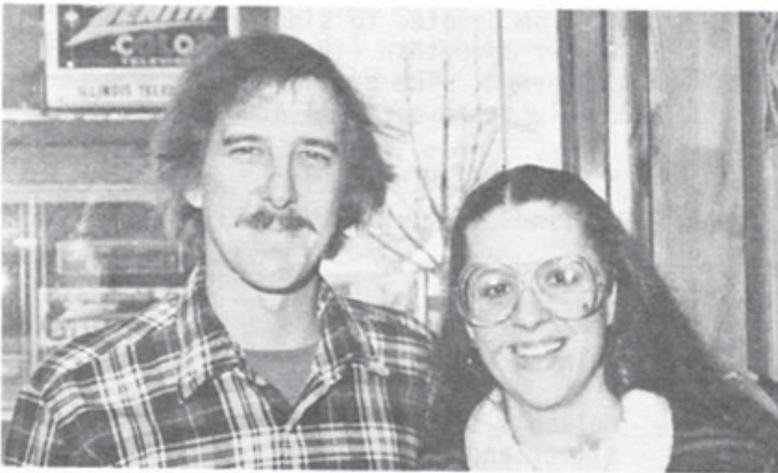
# Club News, Continued

1982 NEW YEAR'S DAY POLAR BEAR RIDE

FROM SOUTH SUBURBAN TRIUMPH EUROPEAN MOTORCYCLE LTD.,  
SOUTH CHICAGO HEIGHTS, ILLINOIS.



JOE AND ALICE HANES  
USA MEMBERS - JOE IS ON THE ACTIVITIES  
COMMITTEE FOR THE CHICAGO REGION  
BMWOWA - ALICE IS SECRETARY OF THE  
CHICAGO REGION BMWOWA



AL JOHNSON & FRIEND  
USA NATIONAL COMMITTEE - MILEAGE CONTEST



TIM COBURN  
USA MEMBER

# Calendar of events

## 5th ANNUAL NJ RALLY

### CEDAR CREEK CAMP-GROUNDS

MAY 2, 1982 - BAYVILLE, N. J. - 9A. M. to 5 P. M. - Same place as last year. Admission - \$2.00 - Bring your picnic lunch - There will be a road tour, trophies T-shirts.

More Info: Mary Cron, 407 West Fifth Ave., Roselle, N. J. 07203, phone: 201/245-5794 201/269-2533

## 4th ANNUAL BIG COUNTRY

### MOTO GUZZI RALLY - WEST VIRGINIA

MAY 28, 29, 30 - AT NEW CUMBERLAND VOLUNTEER FIRE DEPT. \$10 per person to those registering before Ap. 30 -- after Ap. 30 - \$12.50, per person. Rally fee includes rally pin, continental breakfast, field events, Saturday night dinner, awards and prizes - camping with hot showers and, flush toilets.

More Info: West Virginia State MGNOC Rep. Merle Bush, 347 Glenn Lane, Follansbee, W. VA 26037

## MONTANA TOUR '82

### or YAAK 'N BACK

A Grand Tour geared towards the out of state tourer, can be completed in one trip to Montana. Pin for finishers.

More Info.: SASE to NORTHERN LIGHTS TOURING ASSOC., C/O Dal Smilie, 1127 5TH Ave., Helena, MT 59601

## 2ND ANNUAL LAKE RALLY

### NORTHWEST PILOTS SAMMAMISH

AUGUST 6,7,8 - 1982

Information and registration: R. W. Bolton. 12811 - 110th Ave. N. E. Kirkland, Washington, 98033 phone:206/821-4360, Bill Powell, 7290 East Harrison, Port Orchard, Washington 98366, phone: 206/871-0849

## YORK WINGS ROADBIKE OLYMPICS

Sidecarists with a free weekend in early June may want to pop over to Molson's Park, Barrie, Ontario.

The York Wings Motorcycle Club will host their Roadbike Olympics at that park on June 4, 5 and 6. The park is 40 miles north of Toronto on Highway 400.

Of particular interest to Sidecarists, sidecar events have been included for the first time. Just to show they are serious several of the field events will be devoted to sidecarists, that is, if more than five outfits enter any event. The sidecar events are mainly tests of skill and will include:

- Blind Driver Slalom -
- Blind Start and Drive -
- Timed Slalom -
- Ride The Rail -
- Third Wheel Lift -

Molson's Breweries Ltd., have made gold, silver and bronze medals available for the sidecar events.

Rally pre-registration cost is \$15.00 per adult and \$10.00 per juvenile (10 to 15). Add \$5.00 at the gate.

For more information and registration forms please contact:

1. Doug Jamieson, Chairman Roadbike Olympics, 6 Baskerville Crescent Etobicoke, Ontario M9C 1T7 Canada. Or Call: 416-622-1609

2. Thelma Graydon, 10 Beech Street No. 2 Brampton, Ontario L6V 1V1 Canada

# Rallies 82

## Requests for Pullouts

IN THE PAST, we have had many re-quests for pull-outs. So, now all sidecar clubs, chapters and individuals have the opportunity, at a cost-only price to contact the entire membership (and of course, the members will be able to tell their friends and other interested parties) of your particular event.

If you want this two-page pull-out for your rally or event to appear in the Supplement issue, the charge will be \$50.00. This fifty dollars will cover the postage to all members (especially those in surrounding states), everyone is notified of your event, and you are actually saving the cost of printing, mailing and handling costs as well as time.

The two-page pull-out will appear guaranteed one Supplement issue - but if you get it to us in enough time, it will be in two Supp. issues, and will appear up to one year ahead in the monthly Calendar of Events.

The requirements for the two pages is that it fits the dimensions of 8" x 10". Please include all pertinent information for your event such as time, place, map, registration application, cost - if any, nearby facilities, activities included. Please have this on two separate sheets of paper and ready for printing, if it needs a little touching up -- we'll help out. But please if at all possible have it "print ready".

The commercial ad space that will be appearing in the Sidecarist later will be substantially more costly than this service we are offering to you. We hope you will take advantage of this service.

Please make checks payable to The United S/C Association and send both your check and 2 page pull-out to: U.S.A. - Calendar of Events P. O. Box 8119, Van Nuys, CA 91409-8119

## IMPORTANT

If you are just interested in placing an announcement in the Calendar of Events - this is FREE.

## 3rd Wheel S/C RALLY

**MENOMONIE, WI JULY - 1982**

Contact: The 3rd Wheel, POB 1111, Minneapolis, MN 55440

## GRIFFITH PK S/C RALLY

**LOS ANGELES, CA OCT 23 & 24 - 1982**

Contact: Doug Bingham, c/o Side Strider, Inc., 15838 Arrninta Unit 25, Van Nuys, CA 91406 phone - 213/780-5542

## 4th ANN USA RALLY 1982

**The United Sidecar Association Announces it's 4th Annual Sidecar Rally:**

June 24, 25, 26, & 27, 1982 At Sky View Camp-ground Mercer, Pennsylvania

Local Host: Tom Johnston, Dogwood Lane, W. Middlesex, PA 16159, 412/528-2920

Assistant: Paul Coda

National. Rally Coordinator: Larry Shelton, 217/351-2148

Assistant: Ed Johnson, 312/333-9167

Registration, Pre-registration, Paraphernalia

Sales: Marilyn Johnson (registration this issue)

Assistants: Ken & Sue Anderson, 815/874-6798

Specially designed prices for family units, which is 36% less than last year.

Make Your Vacation Plans - Now.

Open To Solo-riders And Non-club Members - Everyone Is Welcome.



## A Sidecar goes Amuck

One of our California members, John Baber, a.k.a. "Clutch", has had another incident with his GL/Motorvation rig. He had it warming up in the drive way, when it decided to take itself for a ride downhill. It went down the sidewalk spewing gloves, helmet, etc. behind it.

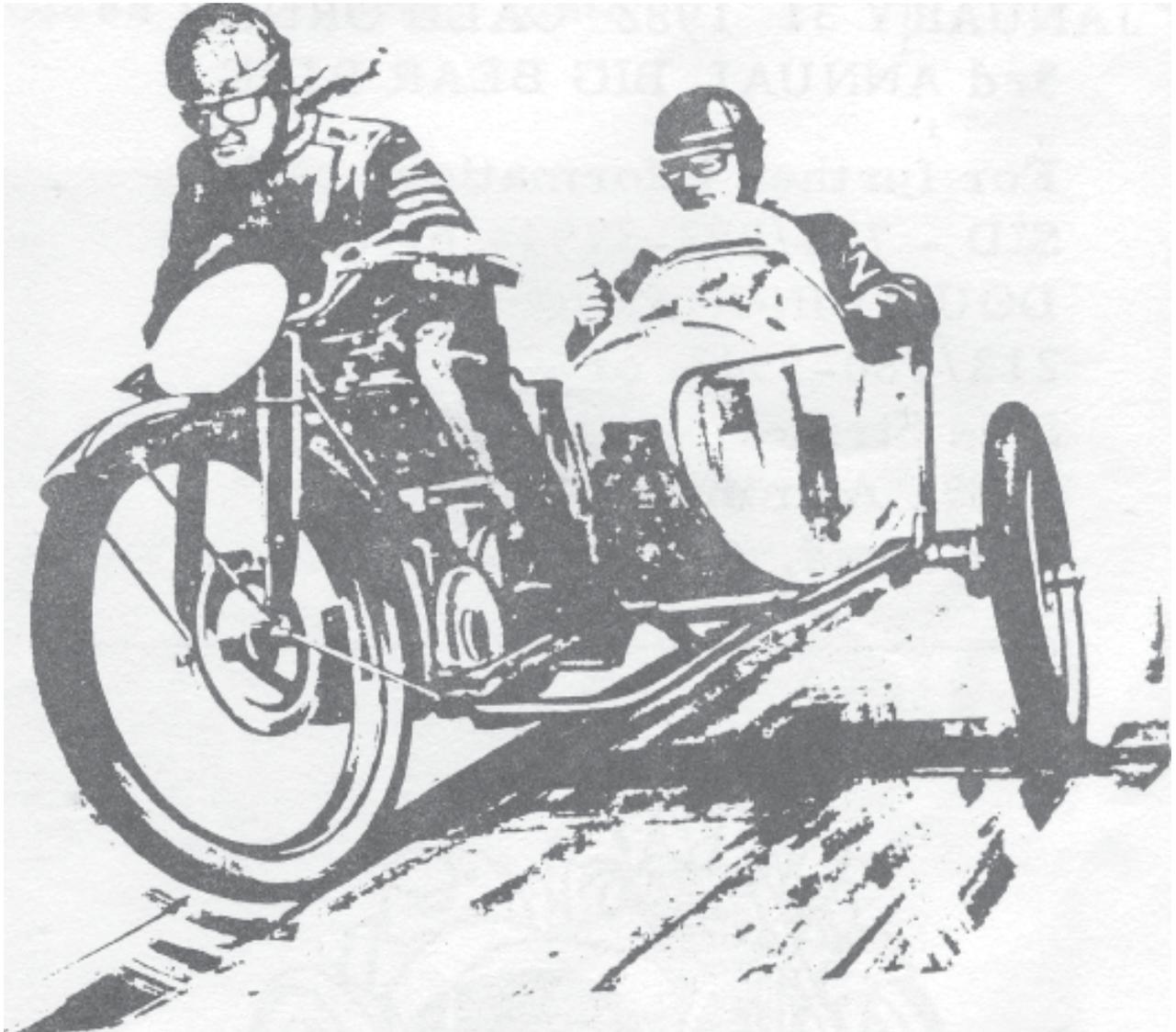
After taking out a telephone box, and barely missing several mail boxes, it landed in the side of a neighbors truck. The truck suffered less damage than the sidecar rig. The fairing on the motorcycle was totally smashed and the sidecar suffered a large gouge in the nose, plus a cracked fender. This didn't stop the Babers from going for their Sunday ride - fortunately they own a couple of rigs, and after rescuing the run-away outfit, met their sidecar friends for a Sunday Brunch. **Dawn Baber**

### Editor's note:

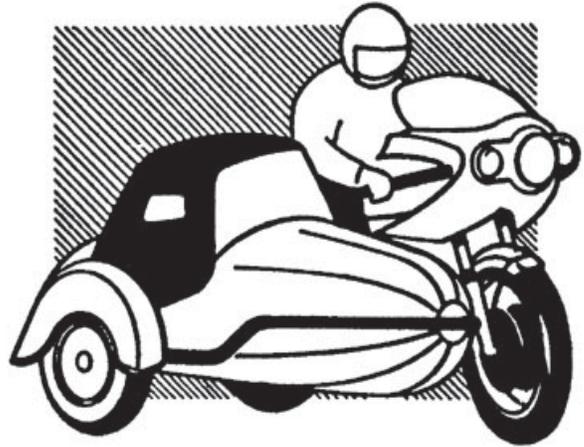
This story was submitted to us by John's fifteen year old daughter, Dawn. It has a little more significance if we turn the clock back a couple of years.

A few years ago, when the Baber family was moving into their new home, their rented moving van lost its brakes, and also went careening (in reverse gear) down their steep hill - crashing into another less fortunate neighbors 'house'.

No doubt, the neighbors downhill are very cautious of the Baber family vehicles. Not to mention that when the Babers moved in with all their motorcycles - well, you know what everyone says about 'motorcyclists'.



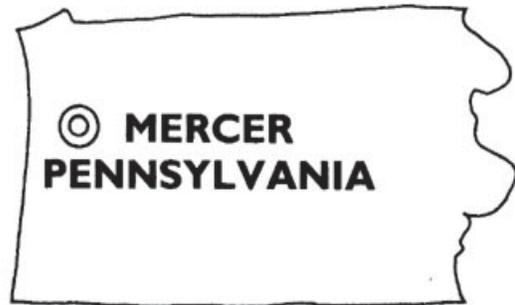
THE  
**USA**  
UNITED SIDECAR ASSOCIATION



**PRESENTS**

**THE  
1982  
NATIONAL  
SIDECAR  
RALLY**

**JUNE 24-25-26-27**



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**ROAD TOUR — POKER RUN — SIDECAR CLINICS  
RALLY PINS — FIELD EVENTS — AWARDS  
DOOR PRIZES — 50/50 DRAWING**

---

**1982 NATIONAL SIDECAR RALLY  
REGISTRATION**

NAME \_\_\_\_\_ AGE \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
\_\_\_\_\_ ZIP \_\_\_\_\_  
SIDECAR \_\_\_\_\_ BIKE \_\_\_\_\_  
USA MEMBERSHIP NO. \_\_\_\_\_  
DISTANCE FROM HOME TO RALLY SITE \_\_\_\_\_ MILES  
MANO. \_\_\_\_\_ EXPIRES \_\_\_\_\_

(Fill Out Other Side)

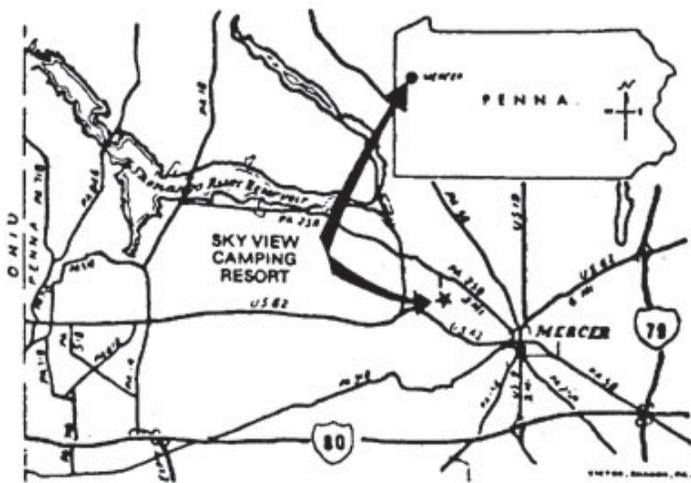
If not a member of the USA may we  
send you an application form? \_\_\_\_\_

REGISTRATION INCLUDES:  
Three nights camping, Rally Pin,  
Sidecar Clinic, Door Prizes, Tours,  
Field Events and Awards. . .

ENCLOSE CHECK PAYABLE TO:

USA INC.

Send To:  
Ed Johnson  
510 E. 162nd St.  
South Holland, IL 60473



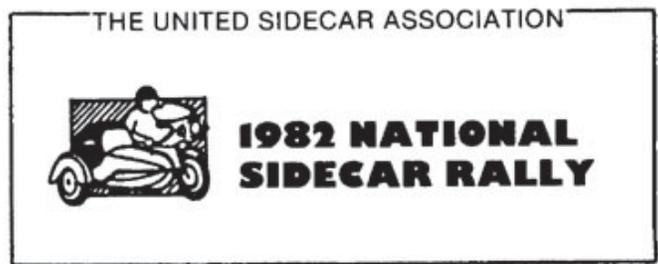
**LOCATION**

3 Miles North West of Mercer on Penna. Route 258 Minutes from Interstate Route 79 and 80.

**At The Rally Site**

Swimming Pool, Mini Golf, Tennis Court, Shuffleboard, Volleyball, Recreation Hall, Well Equipped Children's Playground, Camp Store, Saturday Night Entertainment.

Rally Registrations are open to all sidecarists as well as those on two wheels!



**NATIONAL RALLY COORDINATORS**

Larry Shelton  
907 W. Columbia  
Champaign, IL 61820

217-351-2148

**ASSIST**

Ed Johnson  
510 E. 162nd St.  
South Holland, IL 60473

312-333-9167

**LOCAL HOST**

Tom Johnston/Paul Goda  
Dogwood Lane  
West Middlesex, PA 16159

412-528-2920

For information about membership in the U.S.A., Inc., contact:

Charles Eldred  
172 Kimball Ave.  
Battle Creek, MI 49017

**PRE-REGISTRATION MUST BE RECEIVED BY JUNE 5, 1982**

**REGISTRATION INFORMATION**

For Club Use Only

No. of Drivers \_\_\_\_\_  
No. of Passengers \_\_\_\_\_  
No. of Children \_\_\_\_\_

Reg. No. \_\_\_\_\_  
Date \_\_\_\_\_  
Amount \_\_\_\_\_

**PRE-REGISTERED PRICE**

Driver/Rider \$20.00  
Passenger \$10.00  
Children Under 18 \$2.00

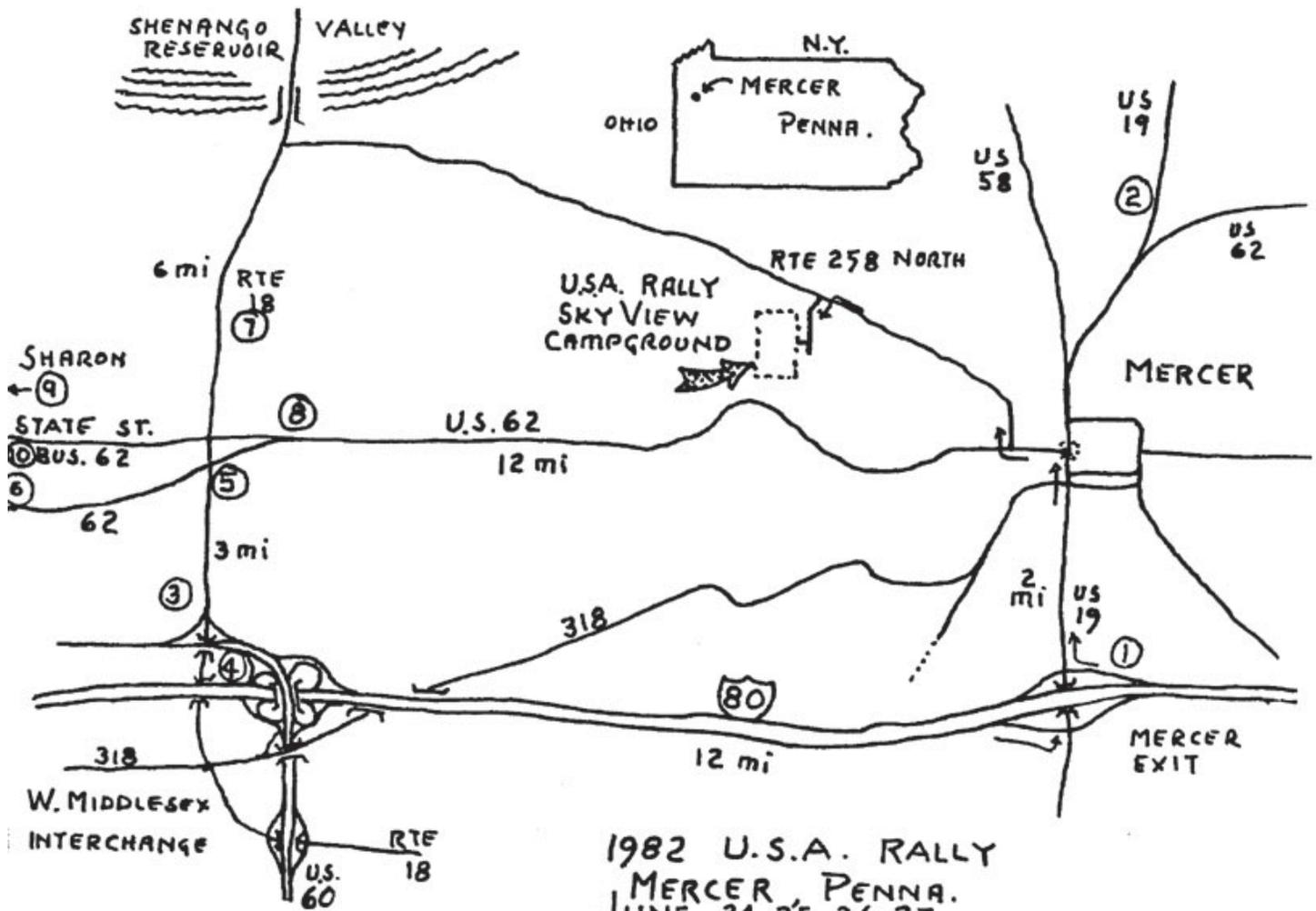
10% additional at the Gate  
Check enclosed for total of \$ \_\_\_\_\_

Signature on this form relieves the agencies and organizations listed from any liabilities for personal property damage, theft, bodily injury, or motor vehicle accident that might occur. . .

The United Sidecar Association, Inc., its Executive Committee, of Sky View Campgrounds.

Signed \_\_\_\_\_

If arriving earlier or staying later contact Sky View Campground.



MOTELS IN AREA:

- |   |    |
|---|----|
| 1. HOWARD JOHNSON MOTOR LODGE<br>RD 6 (I-80 & US 19)<br>Mercer, Pa. 16137<br>412-748-3030         | 5  |
| 2. COLONIAL INN<br>US 19 North<br>Mercer, Pa. 16137<br>412-662-5600                               | 5  |
| 3. HOLIDAY INN OF SHARON<br>3200 S. Hermitage (Rte 18)<br>W. Middlesex, Pa. 16159<br>412-981-1530 | 14 |
| 4. SHERATON INN-SHENANGO<br>I-80 at Rte 18<br>W. Middlesex, Pa. 16159<br>412-528-2501             | 14 |
| 5. ROYAL MOTEL<br>301 S. Hermitage (Rte 18)<br>Hermitage, Pa. 16146<br>412-347-5546               | 12 |

miles from  
Rally Site

CYCLE DEALERS IN AREA:

- |   |
|---|
| 6. HONDA-SHARON CYCLE SALES<br>265 Pine Hollow Blvd.<br>Sharon, Pa. 16146<br>412-342-5378 |
| 7. HARLEY DAVIDSON-SUZUKI<br>1500 N. Hermitage<br>Sharon, Pa. 16146<br>412-962-9381       |
| 8. VALLEY KAWASAKI<br>3595 E. State St.<br>Sharon, Pa. 16146<br>412-342-0161              |
| 9. C & J CYCLE YAMAHA<br>4 Sharon-Warren Road<br>Masury, Ohio 44438<br>216-448-6873       |
| 10. JERRY'S CYCLE SHACK<br>1354 E. State St.<br>Sharon, Pa. 16146                         |

# Legislation

## Attorney Service

Craig J. Stein heads the Motorcycling Attorneys Association, Craig lives in California but has attorney members nationwide. They offered to help us as much as possible but cannot always guarantee free information.

If you feel there are legal problems that you would like an opinion on, please refer these to me and I will pass them along. The problem and the opinion will be published in the "Sidecarist." Problems should pertain to motorcycling in general or in particular, Please do not ask us to quash traffic tickets.

## World Wide S/C Regulations

With all the rules and regulations in this country you may think you are hard done by. Not true. Many of your sidecar cousins around the world have it much worse than you.

For example, you can place your sidecar on the right or left with gay abandon. In England, they tried to ban all right hand sidecars, allegedly for safety reasons, but this would deny importation of sidecars from Europe.

No doubt, Europe would have retaliated. And, sidecar use would be minimized, Sidecars are also closely scrutinized by governmental agencies which, for the moment, we are not.

In many European countries you cannot place a sidecar on a motorcycle unless that motorcycle manufacturer certifies that the motorcycle in question was built for sidecar use. And, of course, none will. Hence the reason why /2 BMW's command a premium. And why the sidecarist also buys a wrecked BMW 900 or 1000 so he can drop the engine/ transmission into the / 2 frame. Not a bad combination.

From Japan our correspondent Kaz Ozeki of the Japanese Sidecar Community, tells how sidecar use has been deliberately curtailed by direct intervention of their Government, "in the interest of safety." The Land Transportation Office (equivalent to our NHTSA) gave as their reason for refusing to give Kawasaki permission to sell 200 sidecar combinations, that sidecar combinations were dangerous because the riding technique for turning to the right differed from that for turning to the left. They finally gave permission to sell 30 of these "dangerous" units.

Sidecars have been used in Japan since the mid nineteen twenties. The military and the police of Imperial Families used them. So did doctors and newspaper companies. Most sidecars came from Europe but many were built locally. The Rikuo closely resembles the Harley-Davidson. The Cabton is very similar to the Steib.

The forerunner of Yamaha, Sanshin, made launch style sidecars. Kawasaki is now trying to build sidecars but it is not easy.

To top it off, most motorcycle manufacturers are reluctant to certify their machines as being "safe" for sidecar attachment. Thus, sidecars can only be attached to foreign "Russian," "European" or "American" motorcycles but not to Japanese motorcycles (except the Kawasaki WISA), None-the-less, the Japanese Sidecar Community is alive and well.

As you read this column, this could happen in the United States if you allow it to happen, Recently I was contacted by a research company who was contracted by NHTSA to review sidecar safety in America, I was asked was it not true that sidecars were over involved in right-hand accidents? No, not really. In fact very few accidents of this type occur because the sidecarist soon recognizes the limits of his vehicle and drives accordingly. On a recent radio talk show, I was asked whether it was possible to steer in either direction without upsetting the vehicle. The ignorance of the public at large is truly amazing. And it is members of the public who sit in legislation and in the offices of NHTSA as well.

We are pleased that our credibility and visibility have reached the point where the Government is coming to us to get the honest facts rather than arbitrarily banning our existence through ignorance. But we can not do it alone. We need your support and the support of our sidecar brothers so we can truly represent you. Already, in just a few short years we now represent about 1 in every 50 sidecarists; about the same representation that the AMA has to all motorcyclists. That is good, but is not enough. Spread the word. If every sidecarist signs up just one other sidecarist, this year, we will represent 1 in every 25 sidecarists, Only by numerical strength and cohesiveness, will we maintain our right to drive the vehicle of our choice.

HA K

# USA Survey

## Survey Update

We received some fifty survey responses after our survey had officially closed. A mini-analysis was made to verify that our original survey was credible.

The results:

	<u>Original Survey</u>	<u>Late Mini Survey</u>
Mean Age:	41.6	42.2
Mileage		
Solo	4,506	4,547
Sidecar	4,887	4,348
Total M/C	9,393	8,995
Four Wheel	12,736	11,600
Total Annual	22,130	20,495

These results did not differ significantly.

Sidecarist's responses to safety issues were also quite similar:

	<u>Original Survey</u>	<u>Late Mini Survey</u>
<b>Helmets</b>		
Always wear	77.3%	76%
Always or Often	91.9%	92%
Never	2%	2%
In Favor of Helmet Laws	12%	10%
No opinion or opposed to man- datory helmet laws	88%	90%
<b>Lights-on</b>		
Always	60.4%	56%
Seldom or Never	23.8%	30%
In Favor of Day- time Mand. Headlight Laws	13%	14%

Original Survey

Late Mini Survey

### Lights-on, Cont.

No opinion or opposed to Mand.

Headlight Laws	87%	86%
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Machines that cannot comply

with SAE J392 (ability of elec. charging system to provide)	27.5%	28%
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### 55 MPH

Compliance with 55 mph all or most of time

70%	76%
-----	-----

In support of 55 mph law

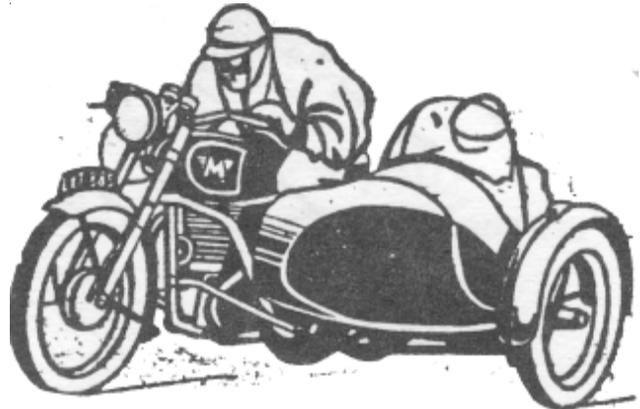
10.5%	6%
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No opinion or opposed to 55 mph law

89.5%	94%
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Thus, the results of the original survey do truly represent the attitudes and opinions of sidecarists. We will do whatever is necessary to encourage a more positive attitude on genuine safety issues such as education, training, licensing and awareness programs.

At the same time we will seek repeal of restrictive measures which have little or nothing to do with safety such as mandatory head-light laws, mandatory helmet laws and the 55 mph Federal law.



# THOSE WHO WOULD PROTECT YOU

Did you ever stop and wonder about the motives or the life style of those who would protect you from yourself?

One of the legislators who proposed the mandatory lights-on law in Illinois was later convicted of introducing pecker bills, of defrauding through the use of the mails and of many other nefarious schemes.

A pecker bill is one introduced deliberately to harass and annoy a small group of individuals such as motorcyclists, or farmer, or school teachers. Typically, after certain compensation has been given to the author of the pecker bill by the special interest group, that bill is rescinded. Fantastic. One can only suppose that either the author failed to get in touch with the motorcyclists in Illinois or that the motorcyclists had no surplus funds to pay off the author. The rest is history.

Another example. Another senator in Illinois wants the mandatory headlight law retained, Why? Seems the good senator is nearly blind (with cataracts) and cannot see motorcycles unless they have a light on. Senator, how many pedestrians or cyclists have you nearly run down? They are not yet required to have a headlight on.

Still another. Senator James B. Garrison of Albemarle was found guilty of careless and reckless driving. He was given a rap across the nuckles and told to be a good lad. The facts - by his own admission he had at least two or three stiff bourbons at a legislative party on May 27th. Later he was picked up for drunk driving at 1:30 AM on May 28th on Wake Forest Road near Six Forks Road in Raleigh, North Carolina, The Senator was "shocked" when the breathalyzer test showed he was drunk.

Judge Philip O. Redwine agreed with the Senator that the state failed to show the senator's driving was "appreciably impaired" and reduced the charge from "driving under the influence" to just "careless and reckless driving."

Just who is Senator Garrison? Why, he was the one who pushed the blinking motorcycle headlight through the legislation in North Carolina. His friend, Herbert Thrower had "invented" a very inexpensive way to make the headlight blink. A friend of mine from England said he could make a similar device to sell at \$5.00 and make a substantial profit.

Have you checked out the price of a turn signal indicator and the Q-switch and similar devices recently? One blinks at 0.75 to 1.5 Hz, the others from 3 to 5 Hz. The cost? One sells for \$1.50 to \$3.00; the others from \$45 to \$65. Now, fair go. We do not mind anyone earnestly trying to improve our safety. We strongly object to being ripped off. We also object to becoming the pawns in political intrigue. Know your legislator. Know them well.

Our thanks to Marvin Stokes for bringing out Senator Garrison's drinking and driving habits. Watch out for the Senators Garrison, If you see them, get off the road. They may be sober but then again, they may not be. Also watch for any legislation the senators propose.



Thanks to J. Barnett

# Racing

## AMA District 37

### S-C Points Races

Mar 7 - Sunrise - Gran Prix  
Mar 27 - Saddleback - Moto Cross  
Apr 3/4 - Viewfinders - Gran Prix  
May 2 - Anaheim Hi Siders - Gran Prix  
May 9 - Lightweights - Dirt Track  
June 13 - Desert Vipers - Euro. Scrambles  
June 20 - U.S. Gran Prix - (Carlsbad - tentative)  
July 3/4 - So. Cal - Gran Prix  
July 11 - San Gabriel - Dual E. S.  
Aug 15 - Deanza - Moto Cross  
Sept 12 - Prospectors - Euro. Scrambles  
Oct 2/3 - Dirt Diggers - Gran Prix  
Oct 17 - Lightweights - Dirt Track

### Racing Information Hotline - 714/776-8127

Tom & Gwen Ridyard - 213/768-5266  
Doug Bingham - 213/780-5542

There are two classes of sidecars running. Small bore - 500cc and under, anything over 500cc is big bore (generally to 1000cc). Interested parties may contact the United Sidecar Association.

## POCKET RACING

Pocket racing is alive and well. Powered by a 37.7cc two stroke Robin EC-04 engine that develops 2 HP at 7000 rpm, the Dandy SS 40A kneeler sells for just \$895. It weighs in at about 50 lbs but can carry two adults.

Pocket racing began in Japan just three years ago and now boasts over 100 circuits and 100,000 racers. In Los Angeles eight dealers have sold 400 machines used in the two full time circuits - Malibu Grand Prix and Ascot Grand Prix. Most racers use solo machines (the Roland MR30).

### Race classes include:

Toddlers (4 to 6 years)  
Ladies  
Ages 7 to 12  
Ages 12 to 19  
Ages 20 and over

In other words, all can participate. The largest rider was 6' 8" and 250 lbs while the youngest was 3 years. You may drop Paul M. Kauzawa of Kendee Distributing Company, 16011 Dalton Ave., Gardena, California 90247, a line if interested. Or call 213-515-5750.

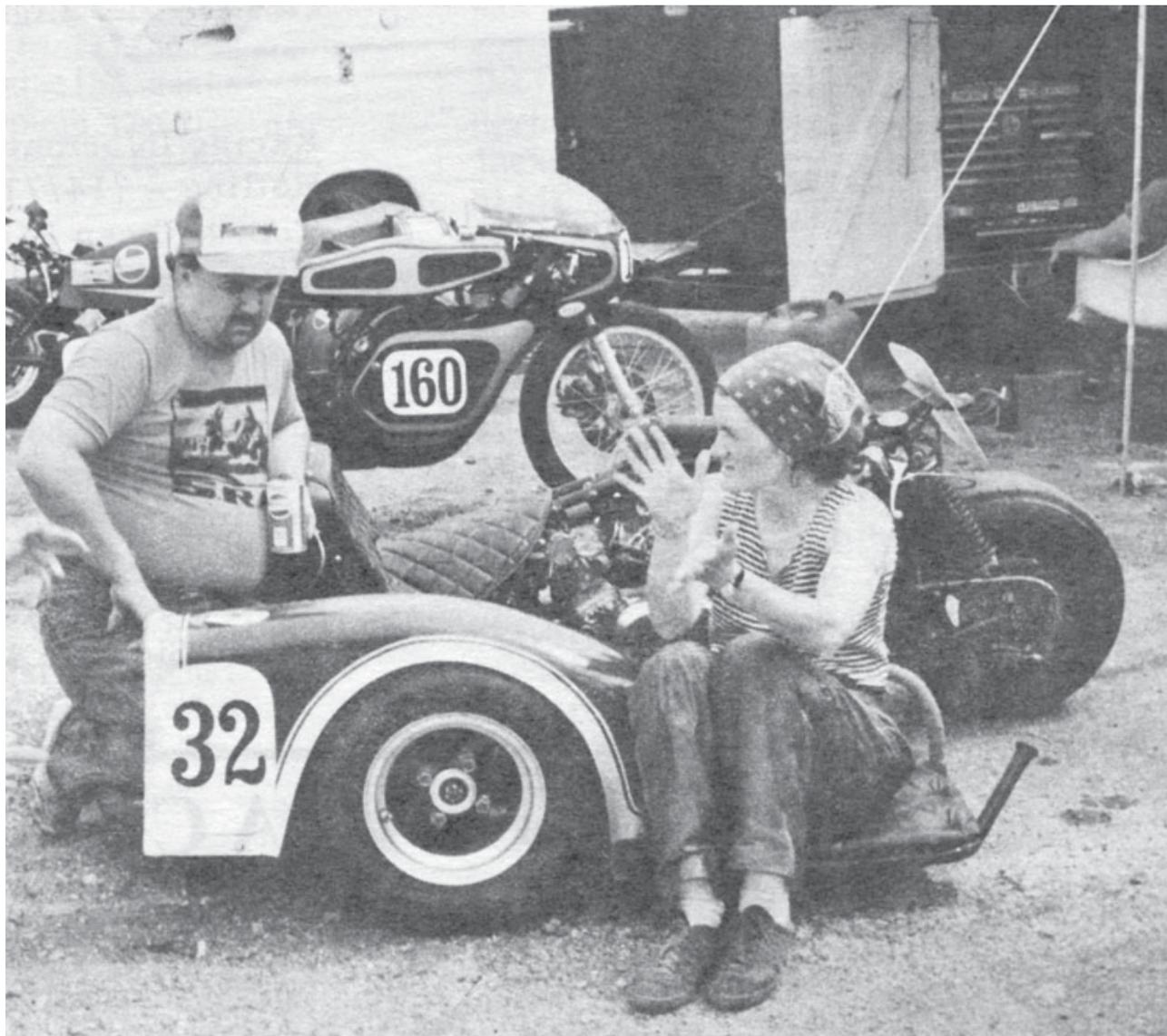


Pocket racing

# Racing

## Willy Kenny

**Sidecar racer Willy Kenny, center, and his passenger, Karen A'llerio, right.  
Photo by Jim Rubens, USA Historian, at the track at Grattan, MI.**



Willy is a member of the United Sidecar Association, and gives lectures at the Sidecar Workshop, Northeastern Illinois University, Chicago. Karen is former editor of the BMW NEWS as well as the Chicago Region BMW NEWS.

We would like to hear from our members that are involved in any kind of sidecar racing - ice racing, dirt track, road racing, and enduro's.

Please write to: The American Sidecarist/Racing P.O. Box 8119 Van Nuys, CA 91409-8119

Include black & white photo's if available.

# Racing - S/C-X

## CMC GOLDEN STATE

### SERIES 1982

#### JAN 3 - RACE #1 - SADDLEBACK PARK

On Saturday ten sidecars showed, but the race was cancelled due to rain and the pits looked like the Sacramento Delta. The following morning a lot of phone calls were made, with a little organization, fifteen sidecars were produced for the starting line. Four of the teams were from Phoenix, AZ.

The first moto started, it was very impressive. Palfreyman/Lund took the lead at the first turn. In hot pursuit behind them was Schnoor/Pieper, on their new EML Yamaha - when suddenly Schnoor's rear wheel lifted, putting them upside down. Then it was Ralph Whitney/Perry Melillo battling it out with Pete Whitney/Duane Mc-Dowell. Everyone was changing positions and putting on a good show for the crowd. Schnoor/Pieper finished, even though Schnoor had two unrealized cracked ribs.

#### Results - First Moto

- 1 - Palfreyman/Lund
- 2 - R. Whitney/Melillo
- 3 - P. Whitney/McDowell
- 4 - Ridyard/Wilcox
- 5 - Sanner/Adcock
- 6 - Butterfiel/Gramps
- 7 - Langosh/Langosh
- 8 - Bingham/Bevens
- 9 - Jackson/ V. Palfreyman
- 10- Curtis/Abbott
- 11- Sherman/Beckstead
- 12- B. Neill /Hue gle
- 13- M. Neill/L. Jackson
- 14- Schnoor/Pieper
- 15- T. Whitney/S. Whitney

The second moto was also exciting - the first three positions were Palfreyman/Lund, Schnoor/Pieper and T. Whitney/S. Whitney (H. D. ). However, Schnoor/Pieper soon got stuck in the mud. R. Whitney/Melillo worked their way through the pack after a bad start, capturing second position. Also working up was Ridyard/

Wilcox, passing the Harley Team for the third place position until the very last lap - they went upside down. The Harley Team then held third. The track was extra rough - but it was a moto-cross.

#### Results - Second Moto

- 1 - Palfreyman/Lund
- 2 - R. Whitney/Melillo
- 3 - T. Whitney/S. Whitney
- 4 - Sanner/Adcock
- 5 - Schnoor/Pieper
- 6 - Curtis /Abbott
- 7 - Langosh/Langosh
- 8 - Jackson/Palfreyman
- 9 - Butterfield/cramps
- 10- Ridyard/Wilcox
- 11- Bingham / Bevens
- 12- B. Neill/Huegle
- 13- M. Neill/Jackson
- 14- P. Whitney/McDowell
- 15- Sherman/Beckstead

#### JAN 9 - RACE #2 - MADERA LAKES FRESNO

The sidecars put on a great show. The first moto began with Palfreyman/Lund, grabbing an early lead with R. Whitney/ Melillo not to far behind. Meanwhile, P. Whitney/McDowell were having a rough time with the Langosh brothers. After about two laps the Langosh team passed them and held a firm third to the finish.

#### Results First Moto

- 1 - Palfreyman/Lund
- 2 - R. Whitney/Melillo
- 3 - Langosh/Langosh
- 4 - P. Whitney/McDowell
- 5 - Ridyard/Wilcox
- 6 - Sanner/Adcock
- 7 - Schnoor/Pieper
- 8 - Jackson/Palfreyman
- 9 - Butterfield/cramps
- 10 - Sherman/Beckstead
- 11- T. Whitney/S. Whitney

# Racing - S/C-X

## JAN 9 - RACE #2, Cont.

The second moto was a little more ex-citing. The Langosh brothers grabbed the lead with Palfreyman/Lund behind them. P. Whitney/McDowell were not far behind when they got stuck in the

mud bad -- it took several laps before they were able to get free. Ridyard/ Wilcox were dicing with R. Whitney/ Melillo for third and fourth. The Langosh brothers broke their hand holds - leaving Randy, the passenger, with nothing to hold onto but his brothers' shirt and the front of the sidecar. It was amazing that they were still going fast and didn't look very tired.

R. Whitney/Melillo moved to second and Ridyard/Wilcox to third, the Langosh brothers, an incredible fifth. The promoter was very impressed and will have sidecars at all his Golden State Series, which run five races in January and February.

## Results Second Moto

- 1 - Palfreyman/Lund
- 2 - R. Whitney/Melillo
- 3 - Ridyard/Wilcox
- 4 - Sanner/Adcock
- 5 - Langosh/Langosh
- 6 - Butterfield/cramps
- 7 - Sherman/Beckstead
- 8 - P. Whitney/McDowell
- 9 - Schnoor/Pieper
- 10- Jackson/Palfreyman
- 11- T. Whitney/S. Whitney



Race results and Photos by Gwqen Ridyard

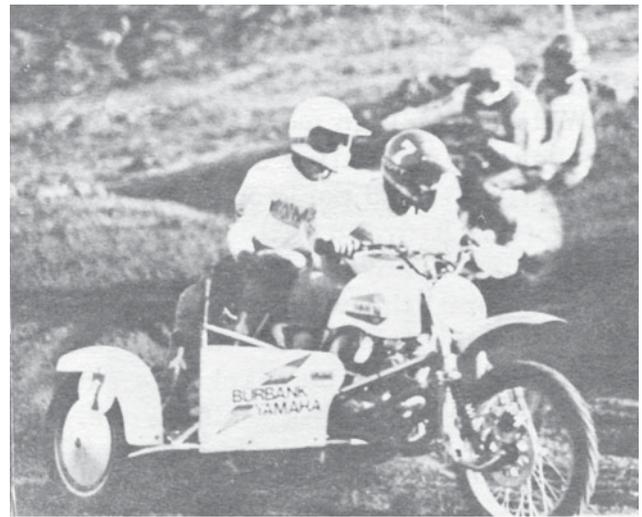
# Racing - S/C-X



**Madera Lakes - Starting Line**



**The Langosh Brothers  
Richard and Randy**



**Tom Ridyard/Kris Wilcox in back,  
Ralph Whitney/Perry Melillo in front!**

## 1951 ARDIE&STEIB

by Guenther Caspary - Ontario, Canada

We are pleased to receive some very interesting information about the ARDIE and the VICTORIA through the eyes of a member/collector in Canada.

From the motorcycle community standpoint, the only motorcycles available in Germany after World War II were those that survived the war, after the war machines had been turned around to civilian use. There were 25 or more marques. Today, 1982, only five exist: BMW, DKW, Hercules, Maico and Zundapp. Gone are such makes as the Adler and the Ardie, the Bauer and the Bucher, the Horex and the Victoria, and so forth and so on. The list is near endless.

With the exception of BMW and Zundapp, most had relatively small engines of 150 through 350 cc and fairly simple suspension systems. The Ardie, like the BMW and Zundapp of the period, left the factory with all the equipment necessary to bolt on a sidecar. Extra long frame bolts were placed under the gas tank for a sidecar mount. A tube below the engine served as the lower frame mount. The third attachment was the 3-holed plate below the driver's saddle while the fourth clamped to the frame near the rear suspension.

Without question, the most popular sidecar was the Steib while the Kali was another favorite. Steib now concentrated on the smaller machines while Kali built chairs for larger machines. Still, sidecar dealerships were plentiful and hookup hardware and spares were readily available for almost any make and model to fit almost any make and model of motorcycle.

The little 250cc Ardie, available in basic black, red or lime green, was ideal for sidecar usage as the towns were fairly close and, with a passenger, an 80 km/hr (50 mph) in solo trim could be achieved comfortably or about 60 km/38 mph with a sidecar. Most Ardie owners from experience, carried a spare plug to ensure extra reliability.

Guenther purchased his first 125cc red Ardie in 1950. Later he drove a red 250cc Ardie. In 1978, he was presented with a B251 Ardie of 1951 vintage as an Anniversary present.

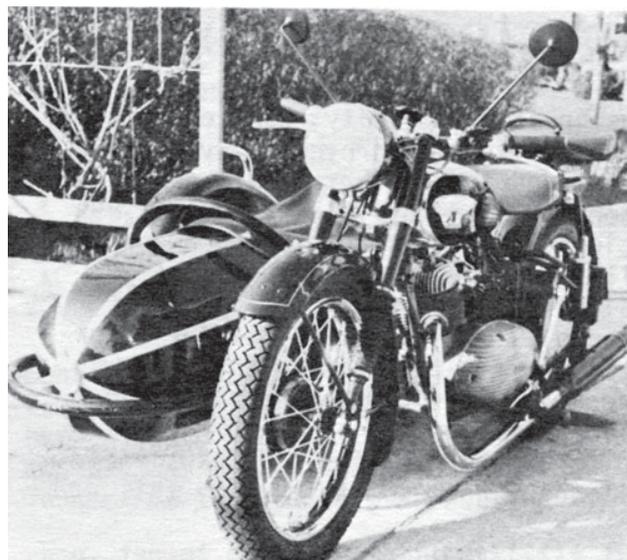
Although it was in running order and had all the original major components, it required considerable work for its restoration.

All parts were stripped off. All items such as the tank, rims, saddle springs, kick starter, gearshift lever and so forth were re-chromed. Then the tank and rims were taped and sprayed using pictures of the original B251 as a guide.

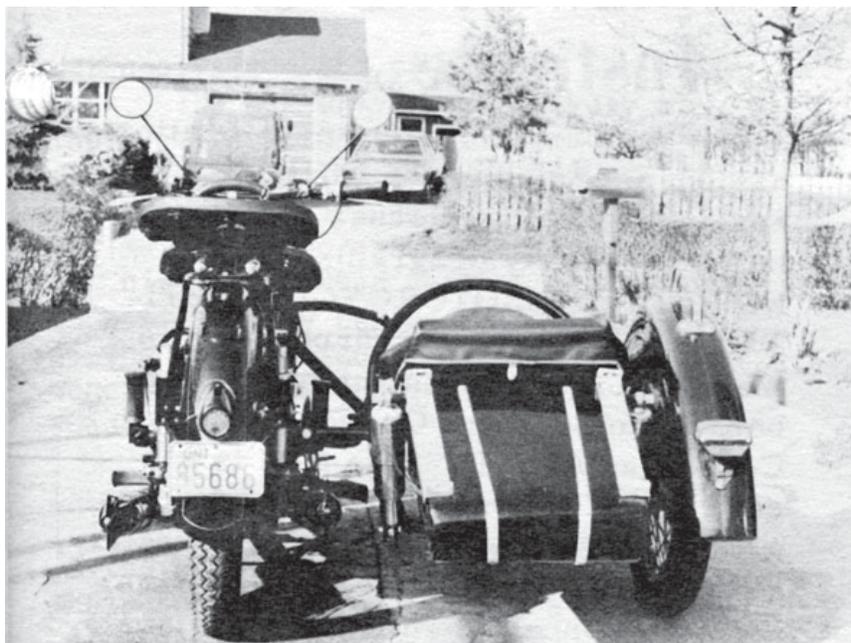
The spokes were replaced with new chrome spokes and nipples. The fenders, tool box and chain guard were stripped to the base metal and repainted. Gold stripping was professionally finished

Other details were new bearings and a spare for the rear wheel, a new ignition coil, a new cylinder head gasket and a new Bing carburettor. The rebuilt black/chrome Ardie is how it appeared in Germany some 30 years ago. To complete the package, it is now attached to a 1951 Steib 5350 of the same model year. The Steib was rebuilt by a professional coach works company in Germany.

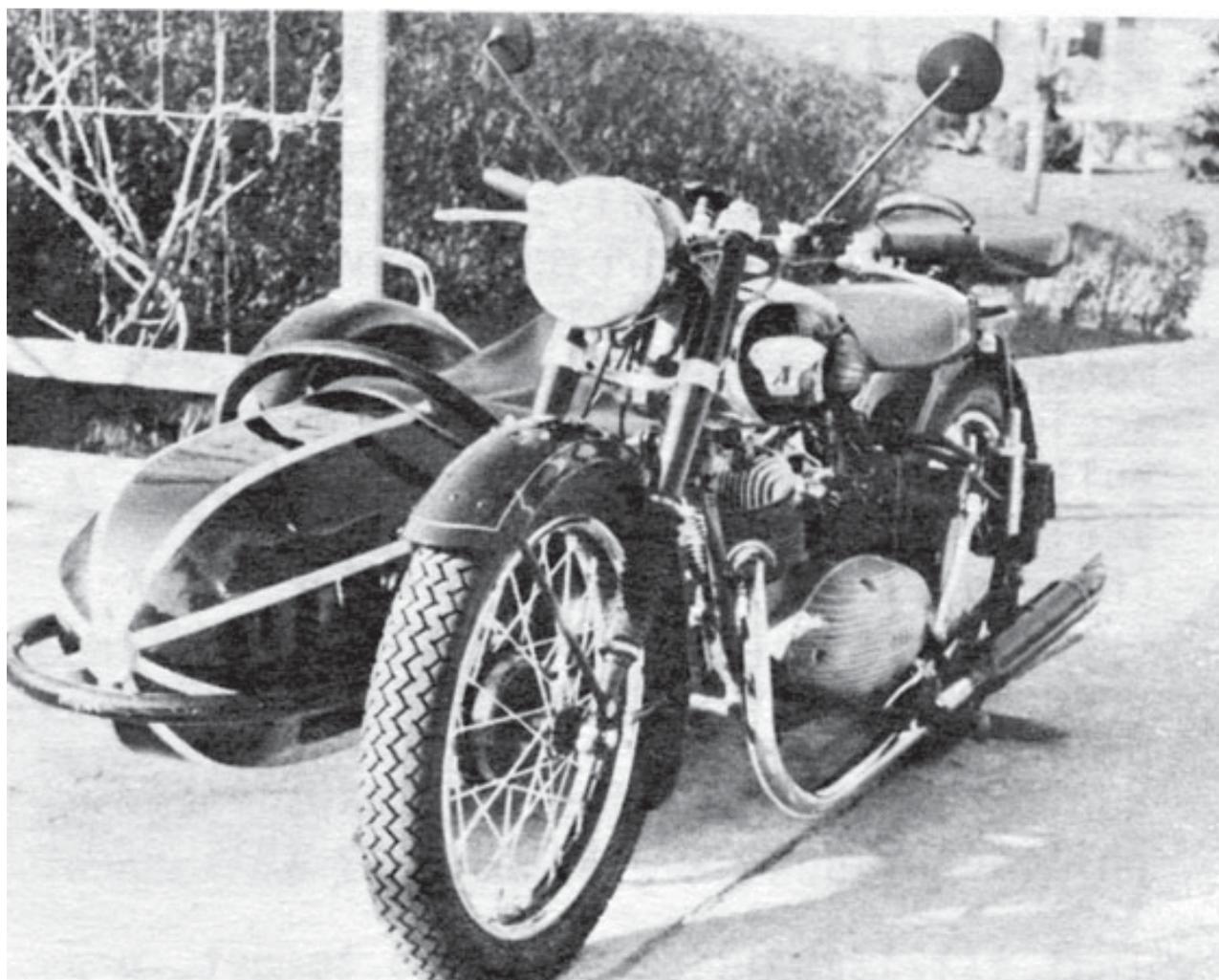
The outfit handles exceptionally well but is a little underpowered with a top speed of 60 km/hr so it will remain as a historic show piece. Who knows, if the National moves to Ontario, it may be on display. Meanwhile, the accompanying photos show how the Ardie and the Steib compliment each other.



## 1951 ARDIE&STEIB



< See article,  
previous  
page



# Safety Clinic

## Houston Traffic

Houston is murder city, USA, especially if you drive a motorcycle. Even Harry Hurt found two deliberate attacks by motorists of motorcyclists (out of 899 accidents). It is not too uncommon for bullets to fly after a minor traffic accident down here (like it is in Chicago). But it got so bad for motorcyclists recently that an entire news program was devoted to motorists who deliberately go out of their way to run down motorcyclists. Perhaps their philosophy goes something like this - "That \*(??)%#@ idiot is going to get himself killed. I guess I had better do it to him before someone else does." That is sick!

For whatever reason there have been many cases where a motorist has run down and killed a motorcyclist then left the scene. Just a couple of very recent incidents:

1. Albert Claude Humble, 29, was struck and killed by a hit-run-motorist at Clay and Brittmore in West Harris County, The car crossed into the oncoming lane to hit the motorcyclist then sped off after impact.
2. Freddy Pedraza, 23, was struck and killed by a hit-run-motorist in the 1400 block of West Loop South. The motorist was later caught in a traffic jam and charged with involuntary manslaughter.

This type of incident is becoming far too common. It will continue to increase until the motorist is made to realize the motorcyclist is his next door neighbor with a right to drive the highway the same as he does - or - the motorist is forced to recognize us because of legislative penalty if he hits us. The former is preferable but how do you reach him? Sorry, we just cannot buy the shopworn phrase, "I did not see him officer," when he can spot a cycle cop 10 blocks away behind a billboard.

## Northwest M-C Institute

A new motorcycle safety organization has been formed in the Northwest to enable cyclists to discuss and formulate valid safety programs. The NORTHWEST MOTORCYCLE INSTITUTE is a non-profit corporation in Washington State, but includes members from northern Oregon to British Columbia, Canada. The NMI is a coalition of experienced motor cyclists with long-term interests in cycle safety, and includes journalists, law enforcement personnel, medical professionals, and instructors.

Motorcycle use has increased dramatically over the past years, and so have motorcycle accidents. Private and governmental agencies have been introducing laws to protect the motorcyclist - without the input from the motorcyclists. NMI is dedicated to the safety of motorcycling from the motorcyclists views. For more information about joining this organization and information about its meetings, seminars, the NMI NEWS, please write to: Dave Barden, Membership Secretary Rt. 5 Box 406, Vashon Island, WA 98070

## Accident Reviewed

Several years ago, our Treasurer was run down in his sidecar outfit while waiting behind a station wagon at a controlled intersection. The light changed but both Ed Johnson and the station wagon were waiting for oncoming traffic to clear before turning left.

Another car came over a hill and began to brake but not soon enough. It rear-ended Ed's outfit and pushed it into the station wagon ahead. Ed was thrown off - no injuries - and the tub demolished. The driver did not hang about - another hit-and-run motorist. Ed had 40,000 miles of sidecar experience and 34 years of experience on motorcycles.

Our analysis - the sidecarist was blameless. The car driver was totally at fault. The motorist drove too fast for conditions, failed to keep his vehicle under control, and demonstrated the ultimate in ignorance and disregard for his fellow road users - hit-and-run, Ed was directly behind a station wagon. If the motorist could not see a station wagon, he had no business being on the road.

Ed, thanks for sharing. Several members reported similar incidents on their survey responses. Does this indicate stricter eyesight tests for motorists? Yes!

# Safety Clinic

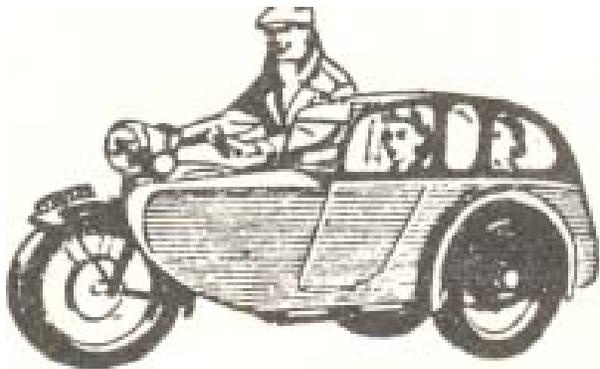
## Dogs & Motorcycles

Man's best friend is a dog. But, not if that man is on a motorcycle. About 25,000 accidents to motorcycles are caused by animals. Animals cause about 600 motorcyclists to die each year. Almost all motorcyclists who have an accident with an animal are on solo motorcycles, not sidecars.

Now, I am not against dogs. Dogs have always been part of home life. Sometimes one - sometimes two or more. And, the inevitable cat occasionally joined the menagerie. I have run over one of my own dogs and had another run over by a hit-run driver in California.

Dogs can and should be controlled in two ways - either in their owner's private premises, or on a leash if on public roads. Dogs on other private premises should be there only with the prior permission of the other owner. Anything else is an invasion of privacy and a safety hazard to the public-at-large.

Motorcyclists, because of your vulnerability, should become involved in community affairs. If there is a leash law in your community, see that it is enforced. The life you save could be your own. Or, it may be your buddy coming over for a visit. If a leash law does not exist, get one going.



## Anatomy Of An Accident

Continuing our accident profile to determine causative factors in accidents happening to sidecarists and how to avoid them, member, Gerald Ashbury of Tennessee, sent this in:

In May 1981, Gerald's wife, Margaret, was driving east on East Main Street on her motorcycle-sidecar combination with the headlight full on just after Noon. An oncoming west bound driver suddenly pulled across the east bound lane without signalling and on a collision course with Mrs, Ashbury.

The driver of the other vehicle did not say, "I did not see the motor-cycle," She said she was not "feeling well" and was "taking medicine." No damage to occupants of the motorcycle and only bent forks, broken windshield and broken fibreglass on the sidecar. A banged fender for the car.

This was a similar type of accident that occurred to the gentleman in Illinois (fatality) and the one that happened to me in Perth, West Australia, many years ago. In all cases, the head-light was ON.

In all cases the motorist turned without warning across the path of the sidecarist.

In no case did the motorist say, "I did not see the motorcycle."

Perhaps, Gary Winn's research and observations that the motorist can neither positively determine approach velocity and distance from a single lighted source have considerable merit, The Harry Hurt Study did indicate a 43% over-representation of motorcycles with headlights on involved in multi-vehicle accidents when the approached direction of the other vehicle was in the 11:00 through 1:00 o'clock position (as compared to multi-vehicle accidents where the other driver could not see the headlight),

For this reason, we are opposed to mandatory headlights and hardwired lights. On the other hand, the light can be used very effectively to draw your attention to another vehicle by hitting the flasher button for a second. Perhaps an air horn would have gained more respect but there is little one can do when the motorist deliberately (or maliciously) violates your road space.

# Letters

## Ms Irene Kennedy, WA

Received a delightful letter from Ms Irene Kennedy of Lacey, Washington.

Her first sidecar experiences began as a passenger in a 1926 Indian Chief out-fit (in 1932). She added a California Sidecar to her Honda 400 a year ago. At 73 years we are proud that Ms Kennedy joined our ranks of experienced sidecarists. Congratulations.

## Lloyd J. Saylor, IN

Lloyd J. Saylor of Fort Wayne, Indiana, tells us of the extensive riding they do such as "from coast to coast and all the states in between." Just four years ago they embarked on a three week 6500 mile trip to Washington State and return.

Two years ago it was the "Texas 500 Tour," and the "Dresser and Touring Tour" at Binghamton, New York. Then the "Indy 500 Tour."

Normally they put 8000 to 10,000 miles on their cycles. Joice Buer drove her sidecar rig some 11,429 miles (congratulations to Joyce, a true sidecarist).

Members in and around the Fort Wayne, Indiana area who are interested in long (and I do mean L-O-N-G) distance touring, are invited to contact Lloyd Saylor, President, Old Fort Motorcycle Club, 3627 Wentworth Drive, Fort Wayne, Indiana 46806.

## Lynn and Mary Beth Andersen, AZ

Lynn and Mary Beth Andersen report that they are alive and well in Bisbee, Arizona. They have plenty of grub and beverages for any sidehackers visiting the area (just where in Arizona is Bisbee?) and can provide indoor and outdoor sleeping facilities - plus good shop facilities in case of trouble - plus indoor storage for the rig. The welcome mat is always out.

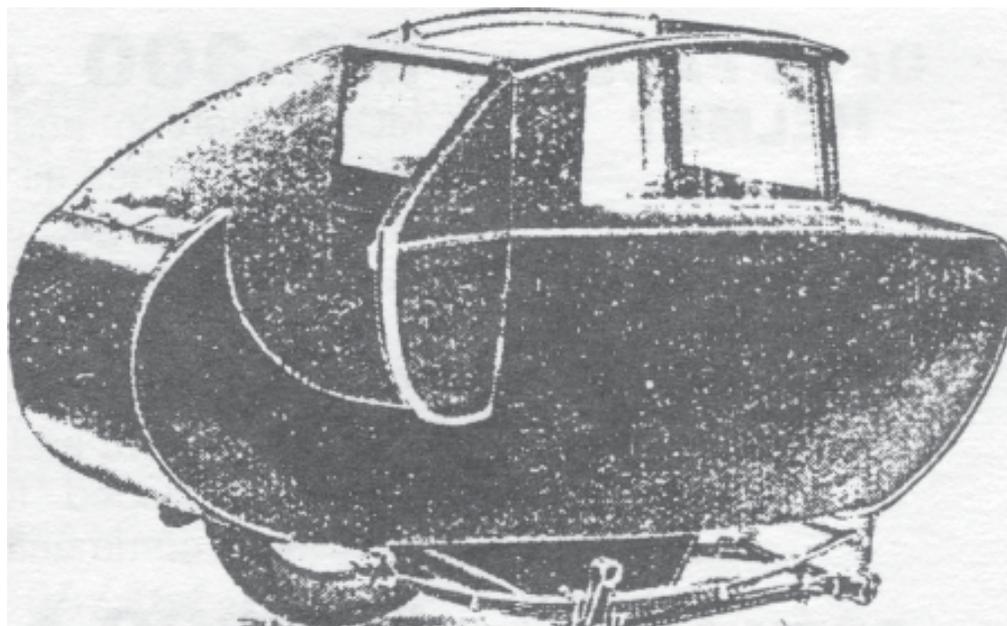
If planning to visit, why not drop Lynn and Mary Beth a line at Box 81, Bisbee, Arizona 85603, so you can get directions. Sorry, no phone.

Keep the rubber side down and keep it between the ditches!!!

## Dale Hall, AZ

Dale Hall of Phoenix, Arizona, wrote to ask about building a sidecar. Dale - (and anyone else interested) should write to Bob Loberg at 6400 - 18th Avenue S, Richfield, Minnesota 55423. Bob can supply plans and details on how to build a sidecar similar to the "Hitchhiker." These blueprints are \$25 (I believe).

Or, they may write to Doug Bingham at the Van Nuys Box office for a booklet describing an "Off Road" or Moto-Cross style outfit.



**A Watsonian  
"family" saloon.  
The rear seat is  
entered by a door  
on the off side.**

# Letters

## JASON POSSINGER

MEET JASON POSSINGER, One of Our Younger U.S.A. Members, story by Mary Cron.

He was still a toddler of two when I first met him. Now he's all of 3-1/2 and don't forget the half! He may not be the youngest USA member, but he's certainly one of the most enthusiastic.

Jason is the son of Gary and Rose Possinger, Jr., of East Stroudsburg, Pa. (#155). When they came to one of the first gatherings in New Jersey, it was evident that the strange attachment on his Dad's motorcycle belonged to him and to no one else. Oh yes, the sidecar is still exclusively his! His mother says that if his Dad dares let anyone else trespass into "his sidecar," Jason quickly lets the invader know that the sidecar belongs to Jason.

Jason is quite self-sufficient and took care of himself pretty much that first day I met him. He was a joy to have around. Still is.

When the day was over, he climbed into "his sidecar" - quick as a bunny - sat in his seat and then revelled as his Dad lifted the sidecar off the ground while Mom watched carefully from her seat behind Dad - their farewell gesture. After the rig was firmly on the ground on all wheels, Jason crawled deep under the sidecar's sheltering hood, pulled his blanket over him and then settled down to sleep for the long ride home.

Such a special, loving family - the Possingers. Jason was safe and protected in his sidecar; Mom and Dad were free spirited as the rig erased the miles between Bayville and home.

I saw Jason again. He had grown into a handsome "big" little boy. I was thrilled - he remembered me!

As the day wore on and I became less busy he came to me and said, "Mary, this picture is for you." Now - what lovelier gift could I have gotten? None! I felt I should share Jason, one of our youngest USA members, with you. Isn't he lovely?

And just as they had the last time, the Possingers left our gathering with Jason sitting carefully in his sidecar.

## Tenemos Problema

- Ed Johnson

An article in the October 1980, issue of Popular Mechanics about sidecaring yielded an avalanche of inquiries from potential sidecarists which we handled with gusto. Then Popular Mechanics threw us a not unpleasant curve.

They included this article in their Spanish edition destined for their readership in Mexico, Venezuela and other South American and Latin countries, Once more we are deluged with inquiries about membership, sidecars and sidecaring.

All new members are aware of our policy to personally answer all letters and to not rely on stereotyped form letters. This extra effort has paid off in hundreds of new memberships.

Unfortunately none of our existing unpaid staff understands the Spanish language well enough to respond to our new friends South of the Border.

Consequently, we have created the new position of "Latin American Correspondent" is open officially open. The primary qualifications are a fluent knowledge of Spanish, some technical knowledge of sidecars, some spare time and a desire to assist your fellow sidecarists.

You will be appointed to the National Committee with all rights and privileges that position entails, Expenses are reimbursible and all necessary materials will be provided.

You will work. with the august team of Ed Johnson, Terry Strassenburg and Charles Eldred and Ken Andersen,

Ed Johnson will be delighted to accept your nominations for this necessary position. Drop him a line at - 510 East 162nd Street South Holland, Illinois 60473

# Industrial News

## **SUPEREX Motorcycle Communications Products**

**Superex Electronics Corp. 151 Ludlow Street Yonkers, New York 10705 •  
(914) 965-6906**



**EASY INSTALLATION - NO DRILLING** helmet set adaptors puts the sound where it belongs - in your helmet. You'll hear every nuance of sound from stereo tape players and AM-FM radios while you're on the road. And it will sound just like the expensive stereo components you have at home!

**OR IMAGINE** having constant communication with your very special passenger without shouting. Superex intercom systems enable continuous rider-passenger communications while you tour your favorite sights in the USA!

CBs are easily adapted for motorcycle operation with our ingenious handlebar-mount push-to-talk switch and CB adaptor. Now you'll be able to get road and traffic conditions ahead as well as have an indispensable tool for road assistance. With a CB and Superex, you'll make your bike the talk of the road!

**COMBINE** all these functions or choose the Superex system for those functions you want. Whatever Superex Entertainment/Communications you choose you'll quickly see why Superex is making...

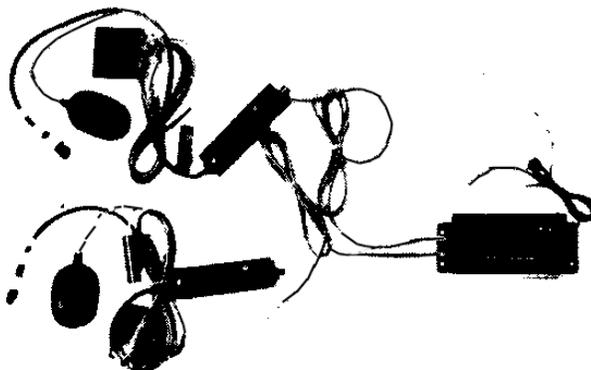
### **MOTORCYCLE ENTERTAINMENT/COMMUNICATIONS ACCESSORIES FOR THE 80s The ORIGINAL SUPEREX "300" SERIES BASIC INTERCOM SYSTEMS**

Complete systems where Stereo and CB adaptability is not desired (for Stereo and CB see "500" series products)

**MC-300 OPEN FACE:** Open face system consists of one MC-30 Intercom and two model MC-10 helmet sets. The MC-300 includes all the necessary components for continuous driver/passenger communication without any need for push-to-talk switches.

**MC-300A FULL FACE:** Full-face system consists of one MC-30 Intercom and two MC-10A helmet sets. All components included for continuous, non-keying driver/passenger communication.

**MC-300 A/B OPEN/FULL FACE MIX:** Same as above systems, except features one Open Face helmet set and one Full-Face helmet set.

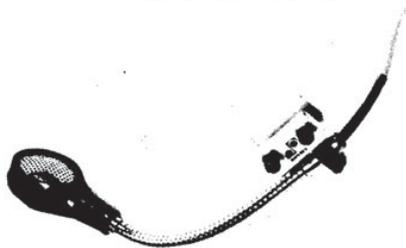


**MC-300A FULL FACE**

# Industrial News

## NO-DRILLING EASY INSTALLATION SUPEREX COMPONENTS

OPEN-FACE HELMET  
MICROPHONE



CLAMP ONTO  
HELMET LIP

FULL-FACE HELMET  
MICROPHONE



MOUNTS INSIDE  
HELMET WITH  
RETAINING CLIPS

HELMET SPEAKERS



MOUNT WITH  
VELCRO \* MOUNTS

CB PUSH-TO-TALK  
SWITCHES



CLAMP ON HANDLEBAR

QUICK-RELEASE DISCONNECTORS  
ON ALL SYSTEMS



ALLOWS FAST DISMOUNT  
FROM MOTORCYCLE

**Superex Electronics Corp. 151 Ludlow Street Yonkers, New York 10705 • (914) 965-6906**

**\*SUPEREX CB adaptors are not compatible with CBs which have channel selectors or volume controls designed into stock microphones. I**

## DISTRIBUTORS

Beach's Motorcycle Adventures, 2762 West  
River Parkway, Grand Island, New York,  
14072, 716/773-4960

Two Wheel Accessories, 344 Jericho Turnpike,  
Mineola, New York, 11501, 516/248-5777,  
800/645-6066

Pikes Peak Motorcycle Supply, 222 South El  
Paso Street, Colorado Springs, CO 80903,  
In Colorado - 800/322-9253  
Nationally - 800/525-9297

Flanders Company, 340 South Fair Oaks Avenue,  
Pasadena, CA 91005  
In California - 800/362-7005  
Nationally - 800/423-4438

Engman Distributors, 915 Oakton, Elkgrove,  
Illinois 60007 312/593-0770 800/323-6691

Communications Wholesalers, 1754 15th Ave.  
NE, Seattle, Washington 98155, 206/364-6410

Team 315, 1302 West 21st. St. Houston, Texas,  
77008, 713/764-4185

# Industrial News

## The Tradition Continues.. .



HANG 2 offers its beautiful line of Saddles — the "80" series — built on a tradition of pride in quality construction and designed to capture the true flavor of the rugged outdoors and the old west.

Who else but HANG 2 could offer the very finest Saddle made?

No effort, or expense was spared to produce a Saddle that would be a perfect blend of the best elements of design, quality and durability.

Based on two time honored classics in seating design—the lowly agricultural tractor seat and the elegant English riding saddle—HANG 2 developed a saddle design that has become an industry standard for style and luxurious riding comfort.

HANG 2 Saddles are manufactured completely within our company's own facilities to insure maximum quality control at every step of production.

Our Saddles feature an all metal baseplate. The molded polyurethane foam comes with a density and compression ratio that insures a firm foundation to prevent "bottoming out", yet flexible enough to conform to your own body's shape.

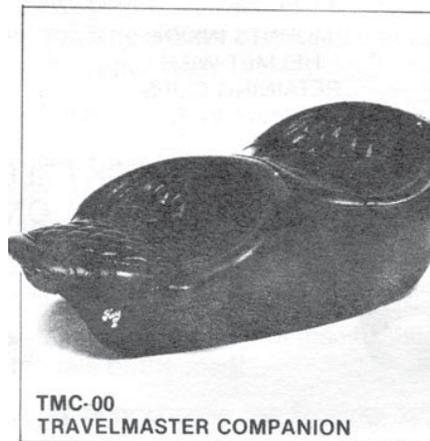
Typical weather conditions were a primary consideration in selecting a top quality vinyl for the covering. Detailed workmanship characterizes the unique custom-built quality of all HANG 2 Saddles.

HANG 2 DESIGNED AND DEVELOPED the Double Touring Saddle, as well as the Sport'master models with the Customer in mind. Every Saddle is built with the kind of quality and style which allows us to offer a WARRANTY for one year, from date of purchase, on materials and workmanship, and five years on the all metal base plate.

Each Saddle is packaged in a specially designed carton that passes all U.P.S. qualifications to assure its safe arrival—in first class condition.



SUGGESTED RETAIL \$189.95



TMC-00  
TRAVELMASTER COMPANION



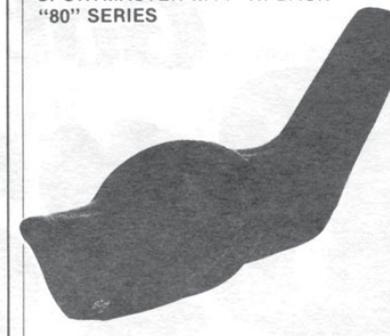
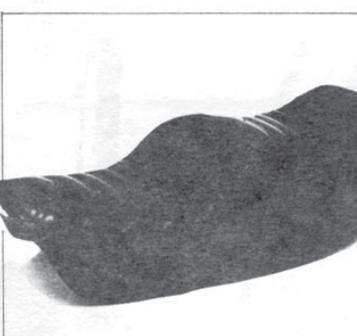
SUGGESTED RETAIL \$149.95



TM-00  
TRAVELMASTER

**RIDE WITH PRIDE ON THE VERY BEST!**

# Industrial News

<p>SM-80 SPORTMASTER "80" SERIES</p> 	<p>TM-14-80 TRAVELMASTER w/14" HI BACK "80" SERIES</p> 	<p>SM-14-80 SPORTMASTER w/14" HI BACK "80" SERIES</p> 
<p>SUGGESTED RETAIL \$139.95</p>  <p>SM-00 SPORTMASTER</p>	<p>SUGGESTED RETAIL \$189.95</p>  <p>TM-14-00 TRAVELMASTER w/14" HI BACK</p>	<p>SUGGESTED RETAIL \$159.95</p>  <p>SM-14-00 SPORTMASTER w/14" HI BACK</p>

**HANG 2 SADDLES FIT VARIOUS MODELS OF THE  
FOLLOWING MOTORCYCLES:**



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KAWASAKI  
YAMAHA  
SUZUKI**

**BMW  
MOTO GUZZI**

**HARLEY DAVIDSON**



**HANG 2, 1543 TRUMAN ST.  
SAN FERNANDO, CA 91340  
(213)367-5986**

# Industrial News

## Go a wobble? Brace it.

Nine out of ten motorcycles wobble when you round a fast curve or ride down a rain-grooved freeway. For the most part, the wobble has little to do with tire pressure, shock preload, or tread pattern. The wobble comes from fork flex.

The front fork is an engineer's nightmare. It supports and steers a heavy, rotating mass at the end of two long, slender tubes filled with springs and oil. It comes as no surprise that the fork legs flex out of parallel when you turn the bars to lean into a curve. As a result, the front wheel wanders, rough pavement causes front wheel shimmy, and the fork binds in its up-and-down motion. The bike wobbles.

## Enter the C.C. Fork Brace.

By connecting the sliders together at the fork's weak mid-point, our light, rigid Fork Brace dramatically reduces the wobble. You'll notice the change in your first hard turn or grooved surface. And every one from then on.

The C.C. Fork Brace is made of aircraft-grade steel. It is stronger and better made than others we have seen. It's yours for \$64.95 plus \$4 handling. A pittance. And it mounts in minutes.

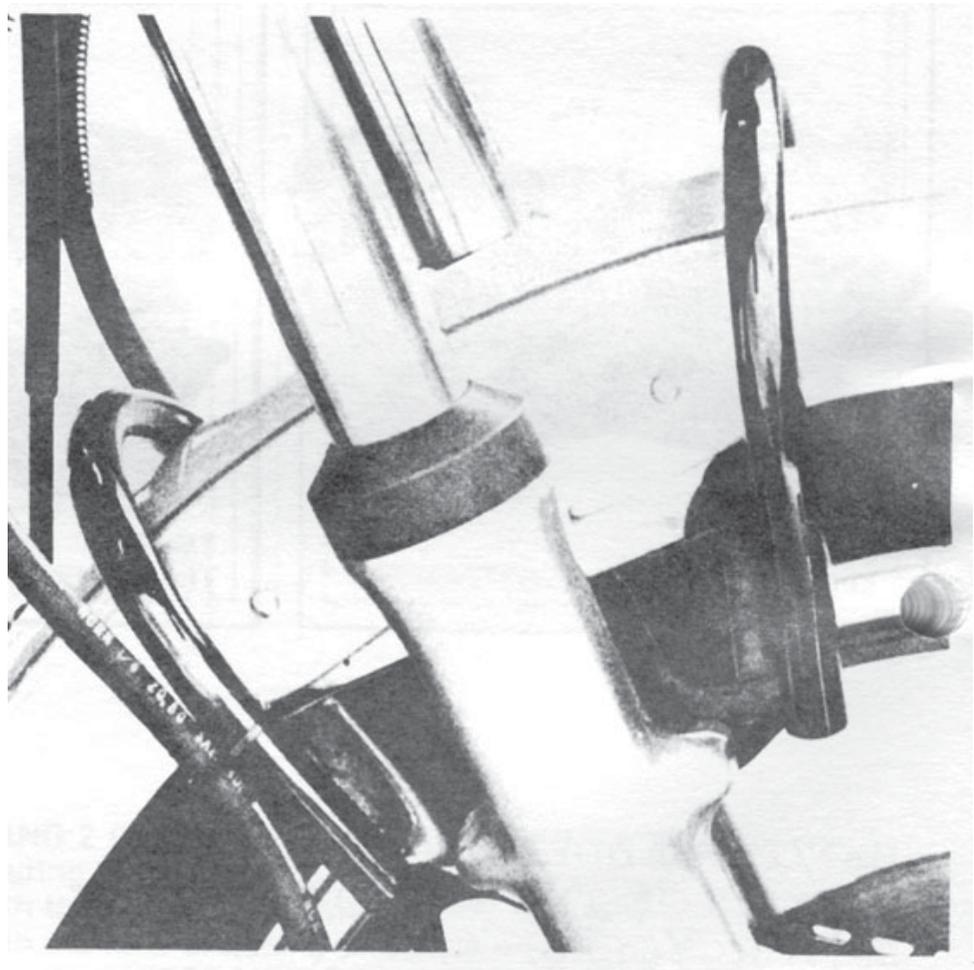
We have braces in stock for all popular bikes and will gladly build others to demand. Your money back if not 100% satisfied. Visa and Master Charge welcome.

To order, call us COLLECT at 408-866-6597, or write for our free brochure. Quantity discounts available. Enjoy those curves.

Christopher Chassis Products,  
14431 Winchester  
Boulevard, Los  
Gatos, CA 95030

**NOTE: Hal Kendall has installed this fork brace from CC Products on his 1972 Laverda 1000 3CE and has found it to be an excellent addition for sidecar usage.**

**There were no adverse effects and installation was a breeze.**



# Industrial News

## Tire Chains for use on Snow

Our friends in Japan sent me a special tire chain for use on motorcycles in snow. It is built in a similar fashion to a car or a tractor chain yet with a BIG and definite difference.

The individual chains that cross the tread are held in place with thin metal plates, not by coarse chains as on auto snow chains. The result is a strong chain that clears the swinging arm and chain covers and all the other stuff surrounding the rear wheel, Bungee cords laced over the rim to the side plates provide adequate tension,

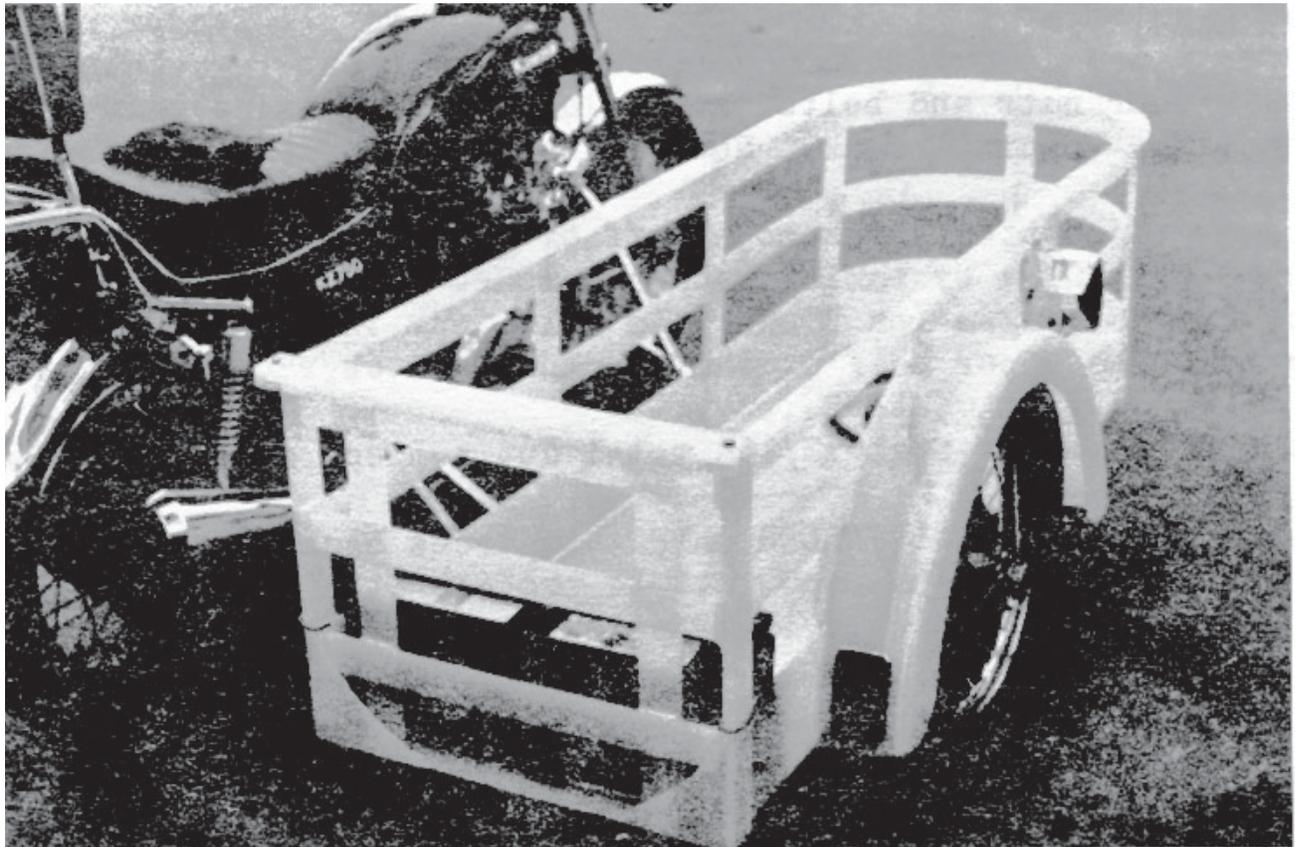
The chain is not too thick and can be used for limited distance on hard pavement without too much discomfort. But, as it is easy to install and remove, it should not be necessary to use on dry pavement.

The cost of the chains will be about \$30 to \$40, by the time it is delivered, If anyone has need for this chain for safe winter driving in the North, please drop Hal Kendall a line. An order will be placed if there are sufficient requests. Please be sure to state tire size.

## Transporter Sidecar

Larry McIntire of Triple "M" Plastic Welding, has developed a novel all purpose plastic sidecar with removable tailgate. It appears very robust and purposeful while retaining light weight.

If interested, call Larry at (617) 334-4047 or drop him a line at P.O. Box 71, Lynnfield, Mass. 01940.



**Plastic Transporter Sidecar**

# Technical

## Spring to Air for Velorex Side cars - Brian O'Hair, #330

Got a Velorex sidecar? Wish to change its suspension to use an air shock? If so and you want to greatly facilitate adjusting the sidecar's suspension for varying loads, then the instructions given below should help you get it done.

The diagrams and instructions given will illustrate and tell you how to make the change over to air shocks for a Velorex sidecar. BUT, it will require some professional welding. Because of the stresses involved, I would not trust any welds done in this project unless they are done by a "PRO", a really experienced welder.

To get your Air shock, I recommend that you call S&W at (714) 527-1641 and ask for customer service (Rick Lank if possible). Request Air Shock # 01—007B A5A Black Mark II and the Mark III Fill Valve and air line. It will cost about \$75 for all that and shipping. I wish to thank Rick for his courtesy and patience in helping me find the best possible air shock for this project.

You will also need the following:

- \* one piece of 1" x 5" x 3/16" metal,
- \* a GOOD hacksaw,
- \* a vise,
- \* black spray paint
- \* and assorted wrenches.

I recommend that you read through all the fifteen steps in this conversion project BEFORE you ever start so you'll know in advance just what you are getting into. Are the results worth it? I definitely think they are. Knowing what I do now, I would do it all over again if I changed sidecars.

1. Jack up sidecar frame for support when wheel is off.
2. Remove bolts at bottom front of fender and rotate fender up and back out of way.
3. Remove wheel nut, remove wheel, remove brake backing plate (slides right off).
4. Remove four nuts and bolts that hold the "suspension" unit to frame.
5. Remove the Velorex shock. Now you're ready for the conversion
6. Hacksaw the bottom shock mount off of the swing arm (as CLOSE to the swing arm as possible).

NOTE: by taking Hacksaw apart you can get to the area you need.

7. Hacksaw the suspension "Tower" in half four inches from the TOP.

8. Now take the Upper half of the suspension "tower" and cut it as in figure #1.

### DO NOT CUT IT BACKWARDS

9. Out of a piece of 5" x 1" x 3/16" metal cut a piece as in figure #2.

10. Have a PROFESSIONAL WELDER weld the pieces back together as in figure #3.

11. Paint your new suspension unit to protect it against corrosion and install the S&W air shock with the filler aimed rearward. READ steps 12 & 13 BEFORE GOING ON.

12. Repeat steps 3 and 4, then, run air filling line so that it will NOT RUB down to the sidecar frame and over to the REAR OUTSIDE chair mount. Drill a 1/8th inch hole and run the air line into the chair, behind the paneling, and up to where the lock "was"...install filler valve here (or drill new hole for it where ever you want). NOTE: air control systems may now be added easily without more holes being drilled.

13. Repeat steps 3 and 4, then drill hole on INSIDE of fender to mount filler valve. NOTE: BEFORE DRILLING make sure the the air line will clear tire and wheel by an EXTRA margin (to allow for full compression of shock).

14. Pump air shock up to about 80PSI and check for clearances or shock and air line and check for leaks with soapy water. Correct any problems BEFORE proceeding. I had none. Be sure, to follow S&W's instructions carefully regarding mounting the shock and tightening the air line.

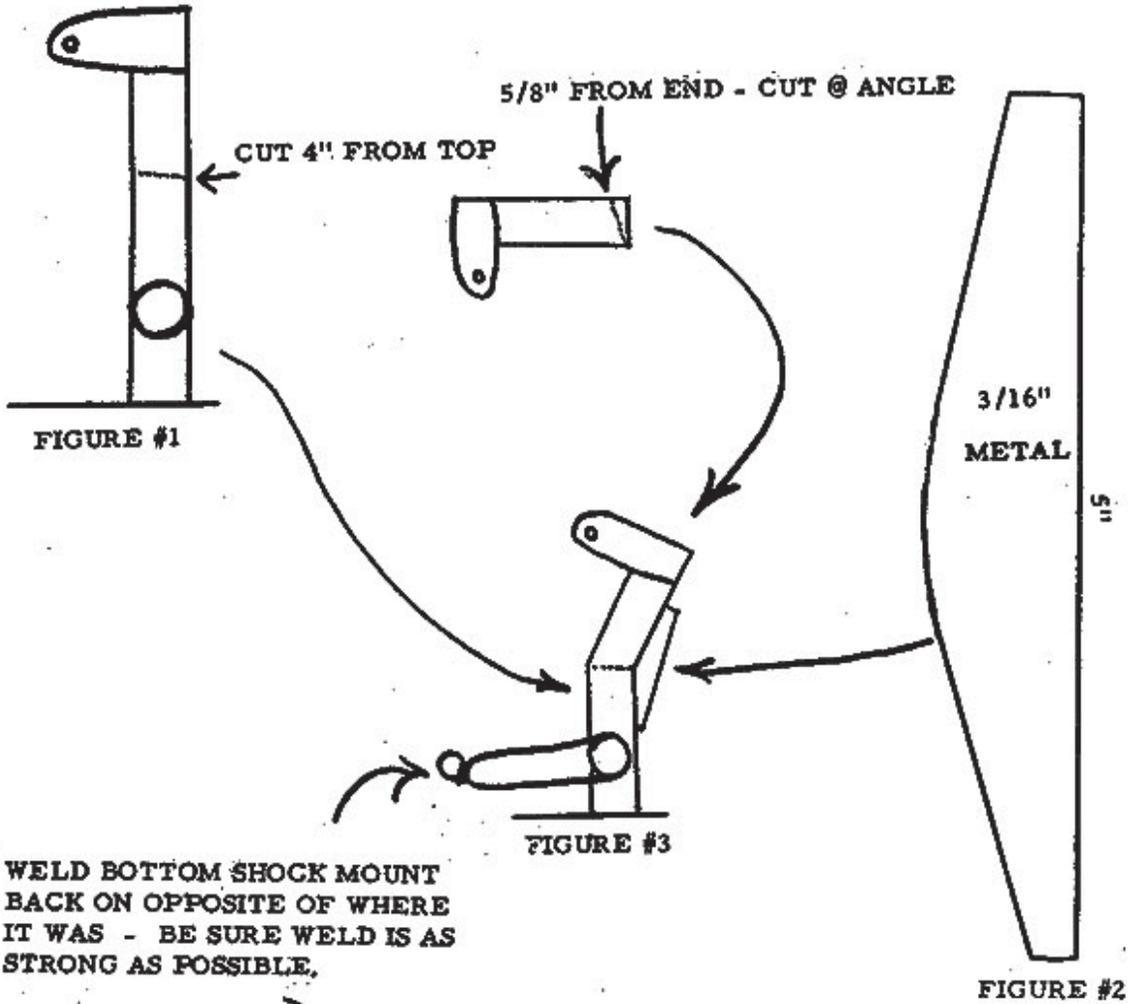
15. If all is well, have a cold one, you deserve it. Close up the fender and unjack your rig.

CAUTION: TEST RIDE your rig CAREFULLY to note any changes in handling characteristics etc. You may want to experiment with the amount of air in the shock to fine tune your rig to your tastes.

Please note, I am an AMATEUR sidecarist who wants to improve an already excellent sidecar. My rig has been ridden "hard" fully loaded to find any flaw in this design change. I had NO TROUBLE AT ALL.

# Technical

Spring to Air for Velorex Side cars - Brian O'Hair, #330



NOTE: ALL WELDS - AS STRONG AS POSSIBLE BY PROFESSIONAL WELDER.



# NOTES FROM JERSEY

by Mary Cron

As I write this, snow is falling again and we've just had all our bad weather records broken - twice in the same week. - bit when you read this, it will be "Let's get out the wheels" time.

The fifth annual New Jersey Rally will be held Sunday, May 2, 1982, at Cedar Creek Camp Grounds, Bayville, NJ from 9 AM to 5 PM. Garden State Parkway travelers should get off at Exit 80, then travel south about seven miles on Rt. 9. The Korean War fighter plane is the campgrounds landmark. Turn west off Rt. 9. \$2.00 per person. There will be a road tour, trophies, T-shirts. Bring your picnic lunch - beer, yes, but no hard stuff. See the Calendar of Events for further information.

Last summer I spent 4-1/2 wonderful weeks visiting friends and sightseeing in Europe. Some of the visiting was with unbelievably hospitable sidecarists. I've received a Christmas note from one who lives in Northampton, England. Maureen writes that her almost 16 year old daughter and 14 year old son would like American pen pals.

Yvonne would like either a girl or boy penpal. Roger would like a penpal who likes motorbikes. If any of you young sidecarists are interested in having an English pen pal, let me know and I'll take it from there. Mary Cron - 407 W. Fifth Ave., Roselle, N. J. 07203. Nothing like an expanded world.

Mystery, Mystery... Who was the sidecarist riding the East Rim of the Grand Canyon in May of '81? A delightful young man (well, younger than me) who shared breakfast with me in Brussels travels throughout the world doing research on monkeys. He to me, "It was a real shocker to be driving that road and to see coming towards me a driverless cycle and a passenger in a sidecar. It's rare enough to see a sidecar - but to see a cycle without a driver heading in your direction was enough to almost scare me off the road." Will the real Mr. Passenger please stand up? as Garry Moore would have said.

Observations: Seems the Philippines is the only land where sidecars are abundant and very visible. They're very ornate, with side and roof enclosures.

They're taxies of the island - in the Manila area especially. Small motorcycles supply the energy. Singapore has a sidecar adaptation, powered by a man pumping a bicycle. Luckily, they have the right-of-way - even on the expressways. Sidecars as we know them are a rarity in other lands if one counts those seen on the roads. I saw none on a previous trial to Europe and this summer I saw only two one in Paris and another in Germany. We are truly a special group of folk.

We'll be heading for the National Rally in June - who isn't, from this area. And if you're interested in going as a group leaving from my home, let me know.

# Classifieds

## WANTED - FOR SALE - EXCHANGE -

These ads run for two consecutive issues for a small fee A handy form is included.

### FIRST TIME ADS

FOR SALE: Clean used parts for /2 thru /7 at very reasonable prices. Also looking for abused, basket case, or wrecked BMW's. Will buy & pick-up within reason Contact: Harvey Van Meter #1587 1154 Honeyrun Road Chico, CA 95926 916/343-6965

FOR SALE: 1980 Honda 750K, Bates Clipper Fairing, Anton Sportpac, American Easyrider S/C. Very good condition. \$2700. Contact: Robert J. Goodwin #418 9915 Paseo Montalban San Diego, CA 92129 714/484-2408

FOR SALE: Watsonian Palma S/C (adult - child) New in Sept 79 - 2000 miles black excellent condition. Very stron mounts. \$2100. ontact: : Paul N. Jacobs #373, N43 W5775 Maple St., Cedarburg, WISC 53012, 414/377-0925

FOR SALE: Mini Hotel Camping Trailor. All fig, sleeps 2, folds down, tow behind sidecar outfit - made in UK needs paint - it's real sharp and a real / off price. \$495. 00, Contact: Walker Edmindston 213/340-2856

FOR SALE: 80 Yamaha 1100 STD Fairing Trunk, Touring Seat, Equalean S/C 78 Cycle Camp Trailer. \$5000. Contact: Louis Fosha #1794 2232B 37TH, Los Alamos, NM 87544 505/662-7419

FOR SALE: Racing MX 1976 GP Wasp (Rob Evans former bike) LF Shell 750cc Yamaha, Delordo Carbs, CDI Fox shocks, everything is trick. Priced at \$1800. Also enclosed trailer for s/c, really clean \$250. Contact: Ron Whittington - AZ 602/263-5082

FOR SALE: GP Wasp - Kawaski Triple 750cc LF. Must sell \$1000 or offer Contact: Ron Jackson - AZ 602/273-0082

FOR SALE: 1978 Harley Sidecar Excellent condition all hook-ups included less than 2000 miles driven - \$1100 - call after noon. Contact: Daniel Matteucci #461 2124 Argyle Butte, MT 59701 406/782-6605

FOR SALE: BSA 1970 650 Firebird Scrambler 4000 miles - rare & xlnr - Exhaust upswept on left - perfect for s/c use \$1650. Also 67 Lightning 650 \$1200, 67 441 Star \$995. Contact: Dave Destler #1480 18954 Covello St Reseda, CA 91335 213/342-8637

FOR SALE: 1974 Police Moto Guzzi 6000 mi. 850cc floor boards, hyd. ft. brake, Police dash Harley windshield & HD bags, custom seat & sissy bar. Radio. White 'Spirit of America' S/C - \$2600. Contact: "Sidecar Bill" Lawler #1805 645 E. Hermitage St. Phila. , PA 19128 215/641-4117 - days 215/483-8456 - home

FOR SALE: Cycle-Kamp Trailer 1981 - Sleeps 2 , used twice, roof rack, Extras - Cost \$1700 new - asking \$1200 - Firm. Contact: Ralph M Ennis #1736 15905 Prairie Av Lawndale, CA 90260 213/370-1327

FOR SALE: 1966 R69S Original including manual Buco Bags and Fairing - \$1200. Contact: Chet Johnston #942 13525 Orange Blossom Ln Poway, CA 92064 711/748-0737

FOR SALE: 78 Spyder T1 5 gal gas tank, cover, light fuel pump \$1250. 66 BMW R60 Large seat, Fairing \$1500. Contact: Donald Coburn #134 3560 St Rt 5 Cortland, OH 44410 215/637-9973

FOR SALE: Real clean used s/c's - Some almost new demo's. Globe GS200 - \$850. Watsonian Monaco extras - \$1850. Bingham Mk-1 - \$850. 750 Honda/Spec. Del. S/C w/ L/Link Fork - \$1900. Contact: Doug Bingham #312 213/ 780-5542

FOR SALE: 1975 BMW 90/6, Vetter Fairing & lowers, Krauser Bags, Big Tank, etc. 27k miles, \$3000. 1978 Moto Guzzi 850 T3FB, Vetter Fairing, only 3700 miles, \$1900 Contact: Gordon Waligorski #1012 1110 Edgewood, PO Box 638 Kewaskum, WI 53040 414/626-4748

# Classifieds

## FIRST TIME ADS

WANTED: 6 Gallon Touring Tank w/Box on top, solo seat rubber pad or spring, block, R60 Front Shocks complete, have BMW padded bench seat for trade or sale. Contact: Ken Clawson #1645 PO Box 27556 Tucson, AZ 85282

FOR SALE: 1964 BMW 69S Mint Condition & New Sidehack Both for \$2995. Will separate. Bike is a real Classic. Contact: W S Lawson #1492 3113 Floyd Av Modesto, CA 95355 209/522-7829

## SECOND TIME ADS

WANTED: Any parts or complete Steib LS200 pre- WW2 s/c. Need lens and trim-windshield badly. Contact: Scott Beardsley #1677, 704 N. 7th. Pasco, WA 99301 509/547-6067

FOR SALE: Equalean S/C - white - used less than 200 miles - rigged for 78 Honda 750 - will pay shipping Make offer - no damage. Contact: F. B. Williams #1232, 60 Terrapin Place, Brandon, MS 39042 601/825-3073

FOR SALE: Watsonian Monza S/C - xlnt cond. Extras - Asking \$1500. Contact: Robert Hamburg #420 12541 Vose St., N. Hollywood, CA 91605 213/764-0418

WANTED: Late model Velorex S/C in Ver Good to Excellent Condition - prefer black. Contact: Bill Boggs #1070, 1331 S. 46th. #133 Ft. Smith, ARK 72903 501/782-4421

FOR SALE: 74 R 90/6 sith Jawa sub-frame - all blk - extra lights - white Jammer 3 - AMF or 40 CH - 2 new tires - solo seat - lg rack - suitcases. 2 windshields & tonneau. 65K on machine/ 2K on chair. Will deliver up to 500 mi. One owner - one driver - \$4000/\$2 500., Contact: Vinton Stegemann #724, 917 Maple, Dayton, KY 41074 606/581-4039

FOR SALE: British S/C (left) - Canterbury Capitol - 2 seater - fully en-closed. \$900. F. O. B. L. A. Norton & Zundap M/C & parts S. A. S. E. for list. Contact: Charlie Lipton, 1453 Eagle Park Rd. ~etr, Hacienda Hghts, CA91745 213/964-0636

## SECOND TIME ADS

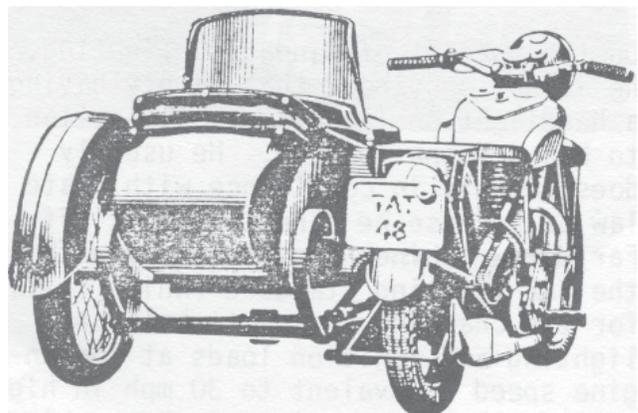
FOR SALE: 1976 BMW R90/6 Windjammer fairing - saddle bags - Cyclemate S/C with subframe - 49000 miles - but, excellent condition - \$2950. Contact: Charles Stevens #39 9608 Venice Dr. St. Louis, MO 63136 314/867-5413

FOR SALE: 1976 Yamaha 650cc twin (kick - start) - \$550. 1974 (new in 1979) Velorex with S& W air shock - x lnt cond. - \$650. Sell together as rig or split. Deliver reasonable distance for expenses. Contact: Call 405/482-2625

FOR SALE: 1974 Bender Florin - very clean - \$1500. For /2 -BMW 7.5 Hoske Tank - \$500. Early 60's Issetta BMW car - very restorable - \$1500. Contact: Dave Tenpenny #229 2671 W. Tolosa Cir. Tucson, AZ 85760 602/883-8275

FOR SALE: 1941 Harley Davidson S/C, as is \$850.00 Firm. Contact: P.O. Box 2733 Napa, CA 94558 707/255-4653

FOR SALE: '78 Delivery S/C (custom built enclosed). Currently attached 1978 Yamaha XSI100 - Also available (Xlnt cond. ) S/C - \$2200. Complete rig - \$4000. or Trade Contact: Dave J. Lefevre 14629 Erwin St, Van Nuys, CA 91411 213/787-5578 - leave message.



# manufacturers + services



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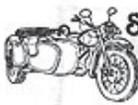
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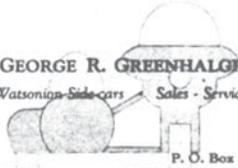
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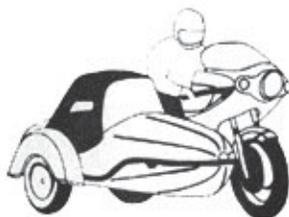
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