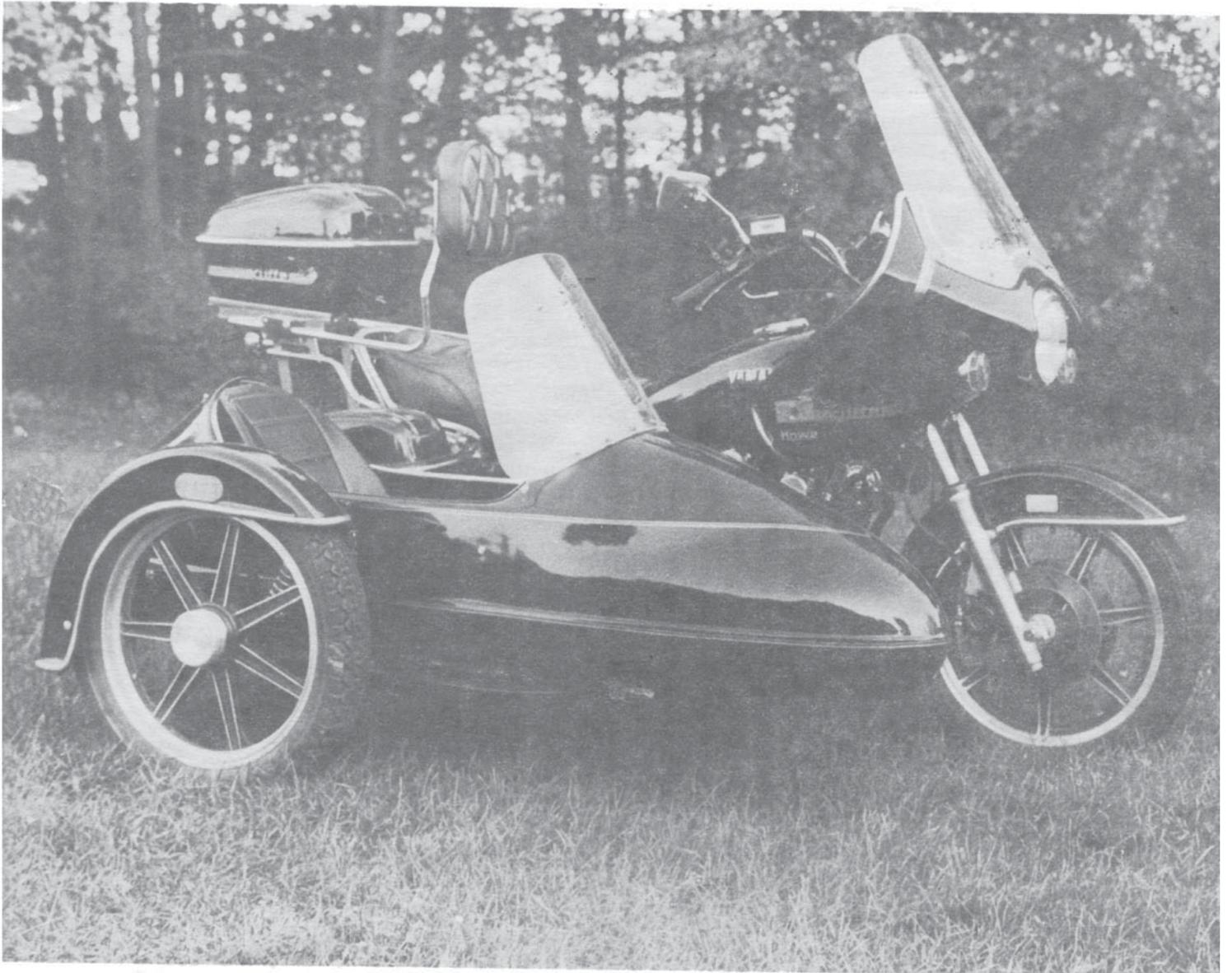


# **THE SIDECARIST**



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# The American Sidecarist

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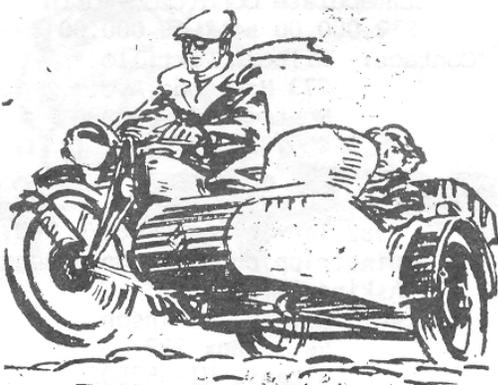
## **Cover**

**This beautiful sidecar, a Ride-by-Side from C. J. Foust of Hartland, Michigan, is a new Association Annual Rally Sidecar Raffle choic this year. A total of nine manufacturers are offering at least one model apiece for the raffle., see page 23.**

# Notes from the President.....

Rumors always circulate about somebody going to build this or that. The latest is BMW may offer Boxer-twin-powered sidecar outfits, leading link and all! I dare say if this happened BMW would sell everything they made. And have BMW enthusiasts standing in line with dollars in hand. Word is Harley-Davidson sells all the sidecar rigs they build.

Wake up, Honda! Remember how "you meet the nicest people on a Honda." Too bad you have to leave your kids at home. The new '84 Gold Wing is sure close to being a good sidecar bike for touring, with the 15-inch rear wheel. No more short tire life. Slap that 15-inch car tire on, maybe a radial ply, and go for 20,000 or 30,000 miles of tire wear. About time. If they would make an adjustable triple tree or leading link for sidecar steering, and a steering damper mount ... you already have the air suspension front and rear. Be hard to beat!



I know Yamaha isn't going to be outdone. They've been giving the sidecar market a good look. They had this suspicious character lurking around the Lake Tahoe rally. Our counter-intelligence agency recognized Steve Cleek of the product development department of Yamaha Motor Corp. USA.

We in the U.S. with an estimated 7.3 million street bikes in use - do you know how many riders belong to the AMA? Just over 130,000. Disgusting, ain't it. Aside from how you may feel about certain organizations personally, like the NRA, ACLU, and others, certainly they've shown how effective they can be, with membership. Imagine if half the motorcycle riders decided to get off their butts and join the AMA?

Remember what membership can do next time you get kicked out of a park or asked to leave some campground just because you ride a motorcycle. Those other people in the campground in their campers may listen to your problems and shake their heads and agree how unfair, etc. But Man — it's your problem!

**DOUG BINGHAM**  
President

# FROM WHERE I SIT - HAK

Just returned from a trip to Cairo, Egypt. The traffic congestion was even worse than in downtown Houston, with one exception. In Houston the drivers are aggressively dangerous. But in Cairo they bluff. There are relatively few accidents in Cairo, where everyone plays the game.

The few nondescript sidecar outfits are of Czechoslovakian origin, and may have as many as four to six people on board. Most pilots appear to have difficulty learning to drive; the sidecar bodies generally show the results of numerous collisions.

This month I'd like to touch on the Federal Conservation Act, erroneously referred to as the National Speed Limit. There is no national speed limit. As with the helmet laws, the Feds threaten to withhold massive amounts of your money, for necessary road works, etc., unless your state "voluntarily" imposes its "own" speed limit to comply with what the Feds want.

The roads have been getting safer in terms of accidents or fatalities per million passenger miles, since about 1920.

No credit can be given to the 55 mph "speed" limit. Average speeds on the highways before 1973 were about 65 mph, and after that about 59 to 62. Does anyone seriously believe that a few miles per hour difference on four-lane interstates has had any effect on accidents?

The energy savings of the 55 mph speed limit were predicted by one government-sponsored study to be about 1.4%, by another slightly over 2%. Big deal. Correct tire inflation reduces fuel consumption by 5%, and a good tuneup by 10%.

## The major issues are:

- a) The Act has made a nation of drivers who now scoff not only at the speed laws but at all other driving laws as well.
- b) It has created considerable expense for taxpayers for law enforcement, and additionally, for severe fines for a "crime" that isn't recognized as such by the majority.
- c) It has reduced us, again, to a nation threatened by blackmail from Washington, D.C., as in the times of helmet law coercion.

For those who want to do something about it, drop a line to Representative Daniel Crane (R-Illinois) who sponsored HB-785 to restore the control of speed limits back to the states, where it belongs. For the past year this bill has been stalled in the Surface Transportation Subcommittee (its Chairman is Representative Glenn Anderson, D-California). This is a subcommittee of the House Public Works and Transportation Committee, of which James Howard, D-New Jersey, is chairman.

Tell them how you feel.



# Jottings from the Chapter Director

First, let's all welcome Jack Fassell as Chapter Director of the Far Southern California Chapter. Jack's area includes San Diego and all of you whose zip code is between 92000 and 92999.

I'd like to thank Bill Wyatt for a job well done in Central Illinois. His time as Chapter Director was one of growth and expansion. Bill's efforts were appreciated by all. But he has decided to move on, and has vacated his Chapter Director slot. The Executive Committee wishes to thank Bill, and hopes he'll make his many talents available to us in the future.

Susie Haag's great report on the 12th annual Griffith Park Rally in the Jan-Feb issue of the SIDECARIST talked about the "reunion-like" atmosphere. I can attest to that. After almost 20 years, Larry Coleman and I were reunited at the Rally. It was great to see him and I sure hope we can stay in closer contact from now on.

Larry's boss from Kal-Gard was there, and looked up Freddy Ellsworth after 10 years of being out of contact. Also, Ralph Harris from Northern California looked up Freddy to say Hi. It seems they rode together delivering blueprints in the Forties. Or was it the Thirties?

On Jan. 26, 1984, Freddy Ellsworth suffered a fatal heart attack. Fred was an institution for both motorcycling and sidecaring. I've spent much of the last week thinking about him and the effect he had on me and others who knew him.

Fred who was 69 spent most of his life on a motorcycle. Given that the average age of our USCA members is 42, he probably had 100,000 motorcycle miles before most of us were born.

Fred raced motorcycles, rode often on the street, and as mentioned earlier was employed for many years in delivering on a motorcycle. He was also a well-known mechanic whose ability to keep Triumphs running was legendary.

Lenny Price, a long-time friend, told of Fred's first accident. Fred rearranged some facial bones, and broke his leg. As soon as he was released from the hospital he and his friends mounted a sidecar on his motorcycle. He went right back to work, putting his crutches and the blue-prints in the hack. I'm not sure he did a lot of solo riding after that day in 1935.

Three things about Freddy stand out most in my memory. He seldom went any-where without Susie, his daughter. She and Fred were as close as I've ever seen a parent and offspring. I hope we'll continue to see her at functions, to carry on the Ellsworth tradition, taking comfort in the knowledge that the sidecaring community is there to help.

Fred always seemed to ride the same bike and wear the same clothes. His cap and striped shirt were constant reminders of his presence. His old Fifties Triumph and Thirties Flxi were well-known throughout the West.

Freddy's wit was singular. He would whisper razor-sharp one-liners which only those standing next to him could hear. I remember several times laughing loudly at one of his comments. This usually had several people looking at me as if I'd finally gone over the deep end.

In closing, let me say that Fred will be missed. He was a true sidecar aficionado. He was a role model for all ages. I'm sorry my eight-year-old had such little time to see this gentle man in action. It's sad he won't be here for all to observe and emulate. But I'm happy that his memory lives on in all who were touched by this man.

Safe Sidecaring,

**Jim Krautz, USCA Chapter Director**

# **In Memorium**

**Services for Fred Ellsworth were held in Glendale, California, with standing room only. Lots of old racing friends showed up: Tom Bamford, Lenny Price, old speedway racers, Stan Irons and Max Buebeck, winner of the Greenhorn on an Indian Four in the Forties.**

**Max even showed up on an Indian Four. Freddy would have liked that!**

**Lots of motorcycles and sidecars, and fellow Four Aces from Fred's club, he being a member since 1942.**

**Sis, Susie, and Buddy Ellsworth want to thank all their friends for being there.**

# THE LITTLE TOY SIDECAR

This story about Fred Ellsworth tells the type of man he was:

Freddy would stop by my shop often. This one day he came by. Nothing special, as far as I knew. What he did was he had this little toy sidecar with the sparkler on the front, wound it up and let it loose on the shop floor. This little sidecar drove over to my feet. It was really cute and I smiled and picked it up and walked over to Freddy. Gee, I remember it so clearly.

I started to hand it back to him, and I told him, "That sure is neat!" Typically Freddy, he just said, "Aaah, you can have it," puffed his cigar, and wandered off. "Hey, Freddy - Freddy - thanks, thanks a lot," I said.

What's so special to me is that I collect toy sidecars. Everyone sees them in the glass cases. It was a very old toy sidecar worth a few bucks!

It never was money with Fred. He simply walked into your life and touched you, where only a loving, caring person can do. He was that kind of person.

The little toy sidecar will always remind me of a man unselfish in bringing happiness to others. And I am very proud to have been his friend. God Bless, Fred, on your victory lap.

**Doug Bingham, Friend**

**Doug Bingham and Freddy Ellsworth**



# THE LITTLE TOY SIDECAR

Fred began his career of sidecar driving by necessity. While shagging blue-prints in 1937 he was in a bad accident with his Indian Sport Scout. After a long stay in the hospital, Fred came out wearing a cast on his leg but determined to ride.

His first sidecar was an old rigid frame racing hack. He used cement chunks to keep the chair down, and carried his crutches in it. In 1939 he bought his first Flxi.

In 1940 Fred married Sis, his understanding wife. This also was the year he and Fred Lamont started their clown act with the Papoose Break-a-Way sidecar. The two Freds were also partners in the Hell Drivers, an automotive and motorcycle thrill show. They were quite a team.

Fred later teamed up with highway patrolman Chuck Pollard. They were a sensation at DeAnza in Riverside. One time they were asked to leave the show in favor of the "Cossacks", but the crowd would have none of it, so Fred and Chuck were reinstated after one evening.

Fred ran in every facet of sidecar racing, TT, flat track, short track, and chariot races. He would ride his family out to the race on his sidecar rig, unload them, race, and then they would all climb back into the just-raced bike and go home.

He had a '61 Harley/Goulding with which he ran the Big Bear Run, the Flint-lock Enduro, and the Greenhorn. He won the Big Bear overall in 1939, and the sidecar class twice after that.

In his later years, Fred was a "retired" motorcycle mechanic who kept very busy working out of his big old wooden garage hung with Triumph parts. He was so well known as a Triumph specialist he could hardly go to a motorcycling function without being pounced on and asked for advice.

He was a USCA regular who was active up to the very last. In 1979 he and long-time friend Leo Robbins took Leo's Honda/ Globe to the USCA Annual Rally in Missouri. In 1980 Fred and daughter Susie rode the well-known 1950 Triumph/Flxi to the USCA rally at Estes Park. The engine had a scored barrel, and rattled at 50 to 55 to Colorado, 45 to 50 on the way back.

In 1981 Fred again went to the annual rally with Leo, riding Doug's 1100 Gold Wing/Watsonian Monaco. Fred was real disappointed he didn't make it to Tahoe in 1983 on three wheels. He blew a piston on the old Triumph and had every size except the one he needed. He was also a regular at the All-British Bike Ride, and the 1984 event was his last rally.

Freddy will be missed by many.

# Letters

## **I'M NOT GOING TO TELL YOU WHO WAS SUPPOSED TO PROOFREAD THAT ISSUE**

I really had a laugh after you introduced yourself as the new professional editor and then in the next sentence misspelled the second word.

Congratulations, I like your style.

I'm enclosing my check for \$50 to bolster the economy of our group. I like what it stands for, and I like the articles in each issue. I wish all the get-togethers were closer to Mexico City.

At present four of us are planning a trip from Key West to New York City, starting in Miami and spending four days in Daytona for Bike Week. My 1980 H-D sidecar will be the only one in our group. We'll air freight our bikes to Miami, and from New York, to gain about 12 days to have the time to visit most of the points of interest along the way, and not to have to travel more than 200 miles a day. We're going to have a ball!

Good luck.

Arthur S. Cohen, #2304 Mexico, D.F. But

Arthur, that was a typo not a spelling. I have never claimed to be a professional typist. Thanks for the monetary support, and let us know about sidecaring in Mexico City.

## **TOWING A RIG**

I noted the mention of towing a sidecar rig behind a car in your Jan-Feb issue. My wife Peggy and I had a Bingham Mark I with a Honda 450 that we used extensively from 1971 to 1981. We like to ride, but our two little girls get restless (or is it obnoxious?) on long trips. So I set up the rig to tow. I felt that since the thing had its own wheels there should be no need for a bulky trailer to haul it on.

There were certain problems involved, all of which could be grouped under the heading of "wobble". In time I got it to tow quite well, with the final addition of spring-loaded cables from each handle-bar hack to the frame.

This sounds cumbersome, but it wasn't in practice. On arrival at a destination, we would just hook and be ready to ride. We made many trips, one to the tip of Baja, without trouble.

Then in 1979 I removed the rear wheel and put on a new tire. Nothing else. And ever after the rig would not tow.

Don't say, "You should have...." Man, I tried that and everything else. At slow speed she would come along, but hit the freeway and she would start to dive back and forth. Nothing would stop the wobble but slowing down.

We still have the Bingham - with a CX-500 on it - but it rides on rails now, except when under its own power.

Jack Bivins, Anaheim, California

We're quite willing to believe, and readers should be aware, that towing a rig behind a car is a (black?) art, not an exact science.

P.S. It's Ms. Editor, not Mr. I know Dorde (pronounced like Dordie) is an unusual, unfamiliar name, but it's short for (please don't call me) Dorothea.

## **TO SAVE VACATION TIME**

To all those involved in putting together a swell Nov-Dec issue: I liked the technical and insurance information, also the survey results. And Hal's side-car history. We newer people can only appreciate where we are by knowing "what was once".

I've noticed most rallies center on the last half of the week and break up on Sunday. But if the bottom line is turn-out, give the out-of-staters who may be coming from 300 to 500 miles away a chance to participate, by allowing a day or two for transportation at each end of the rally. Start on a Tuesday and end on a Friday. This would cover one week of vacation, instead of running into two weeks.

# Letters

I know the Association Rally involving a greater number of people traveling a greater distance would of necessity require two weeks.

The Maine Rally last year put on by Carl and Cindy Johnson was my first, and it was terrific. To round out the second week we went on to Nova Scotia and rode the Cabot Trail. That was a trip, 3200 miles round trip from South Jersey.

As for plastic membership cards, I wrap mine, my driver's license, and other cards in Saran wrap. Keeps them clean, dry, and protects from wear and tear in my wallet.

A travel tip that may help someone is to put a set of underclothes for each day in a Ziploc bag, gallon size. When you head for the showers grab a bag; also you have something to keep the dirty things in, till you get to a laundromat. Most shirts will fit into a bag, too. Keeps them clean and dry when traveling when you hit the "liquid sunshine".

Hope to see you in Michigan.

A. S. "Whitey" Hewitt, #2350,  
Williamstown, New Jersey

Thanks for the appreciation and the tips.  
Rally sponsors take notice.

## GOOD SERVICE

Last March I decided to put a sidecar on my 650 Yamaha. I sent out inquiries to several dealers. All but one said send us 50% payment and in 40 to 80 days we'll ship, upon receipt of the balance.

The one exception happened to be Side Strider of Van Nuys, California. They sent me brochures, and referred me to Gary Pevey, the owner of The Sidecar Shoppe here in Sacramento. We went over that night. Gary had two Watsonians, two Steibs, and a Ural in stock, but for my 650 I decided on a Velorex, and told him I'd install it myself.

We gave him a deposit, and exactly 10 days later here's Gary backing into our driveway with this crate in his pickup. Even though I was installing the sidecar myself, Gary uncrated it, checked for damage or missing parts, and went through the instructions with me to make sure I understood.

So I just want to thank Side Strider and Gary for wanting to sell sidecars not B.S. For those in the Sacramento area interested in a sidecar, The Sidecar Shoppe is listed in the back of the SIDECARIST.

William Terry, #2545 Sacramento, California

## A COOL CANADIAN

Here is a picture I took out of a British magazine, sent in by Dennis Thomas, the first child in the sidecar. It was a three and a half horsepower Brad-bury, with German NSU gearbox and acetylene gas lamp, belt driven. Hope you can use it.

I have ridden my BMW R100 and Velorex sidecar outfit all winter, electric vest and snowmobile suit helps, of course.

Doug Wood, #2325, Age 62, Creston,  
British Columbia

Brother Wood, you make me feel like a wimp.

The photo of the 1912 Bradbury is really nice, but we need to know the address of Dennis Thomas (or the magazine) so we can ask for permission to use it.

# Letters

## OFF ROAD SIDECAR

I'm trying to find plans or drawings on an off-road sidecar. Can anyone help? Also on a delivery van to use on my frame.

Joe Loring, #197, 6811 Rapid Run, Cincinnati, OH 45233

The subject of off-pavement sidecar rigs is an exciting one to me. I've been researching dual-purpose sidecars and am accumulating data towards articles.

But maybe you mean non-street-legal? And you don't say where you want to start, with an engine, with a bike, or with a bike and sidecar frame?

If starting with an engine only, a possibility for you or others who might be interested is to use a sidecar MX frame, an EML or a Wasp. Consult with Doug for the names of importers. Or, if buying a used racing rig, Doug says be sure it isn't hammered. He cautions that these outfits are impossible to drive without weight on the sidecar. But they can be made street-legal.

My own rig starts with a BMW R80 G/S, the world's biggest dual-purpose bike and therefore the best for tugging a sidecar.

The chair is a Bingham Mark I which has a stout, uncomplicated frame with 11 inches of clearance, the same as Doug uses for MX racing. The bike proved to need an air fork kit (CC Products) and a fork brace

(BMW of San Jose Sport Model). The bike's all, strong, stock, right rear turn signal was moved to the right rear side of the sidecar for the sole concession to sidecar lighting.

A steel plate was added to fill in the entire sidecar frame, for stability in right handers and protection. Since the bike is kind of a moose, a short extension on the left front corner of the sidecar frame enabled the chair to be set a little closer to the bike for easier steering. I have a very small but surprisingly effective Cyclecar Cy-300 fairing for the bike (and also a Slipstreamer SR-90 for more extensive highway work). The bike's easily changed rear wheel has potential for customizing the rear tire to the condition of the dirt, that is, a knobby for mud, for example.

I'm thinking of building a wooden stake bed for the sidecar frame for cargo-only work, like when someone goes along on a dual-purpose solo bike, or for taking a big ice chest for camping in very hot places. And on installing a rail on the frame to take a small dirt bike when I go stone, for conditions too rough for the rig. I think what's going to stop it is sand. More development awaits further off-pavement riding, to come when the snow melts (if that ever happens).

Readers with information on or experience with off-pavement sidecars, please let Joe and me know about it, for our rigs and the magazine, and those with information on delivery van bodies ditto, for his rig and the magazine. Doug has a delivery van body available.

**Dorde Woodruff.**



**The prospect of off-pavement sidecaring is especially attractive in the West, where dirt roads will get you into Colorado Plateau mesas and canyons, and Great Basin valleys and mountains**

# Letters

## HAL KENDALL'S ANSWERS TO PREVIOUS LETTERS

Re steering damper, Messenger may refer to:

a) Loberg's article

b) where fairing interferes, I've installed a damper parallel to the frame and braced back to it. This seemed to work as well or better than angled out to the sidecar.

c) try fitting the smaller, variable-adjustment damper made, I believe, for some Kaws. This used to be available from J.C. Whitney.

d) the friction damper, acting through the steering headstock, will always work regardless of fairing style. But it may require some ingenuity to fit to late model cycles. In side-by-side comparisons of VW-style dampers and friction dampers, I've found the adjustable friction damper to be most ideal for my outfit and driving style. It's often a matter of personal preference.

Re foot controls to hand controls for Liebman, I've taken a cable-operated foot brake control for the sidecar wheel and replaced it with a longer conventional co-axial flexible cable to use from the left handlebar as a hand control.

It may be possible to replace a rear hydraulic foot control by tying it in with the front brake hydraulic control.

One enterprising cyclist with a false right leg installed an electromagnetic slave circuit to activate the gear change mechanism, controlled by a toggle switch setup on his handlebars. It seemed to work quite well.

Determine what you want and take your ideas to a good machinist. All installations are customized to the individual machine.

## MORE ON INSURANCE

The Jan-Feb issue of THE SIDECARIST is the best yet. Congratulations on a nice product and keep up the good work.

Please let Hal know that I appreciate his comments in his column, "From Where I sit." No, everybody out there isn't out to get us bikers—but the handful that are should keep us all on our toes. It only takes one nut at the wheel of a car to remind us how vulnerable we are.

I also enjoyed your article on insurance. It's a confusing business, and one that needs to be evaluated on an individual basis.

For example, I received a letter today from a biker here in Ohio who found AMA/Cycle Gard rates slightly higher than his current policy, yet I know people here on the staff who've saved more than \$100 a year.

I also received a letter from a member in Memphis; he'd been shopping everywhere for the best rate, and finally called AMA/Cycle Gard. He wrote: "They were efficient, courteous, and knowledgeable about motorcycles. The lady asked me (several) questions about my bike, me and my riding experience, which led me to believe that Criterion is sincere about developing an accurate, efficient motorcycle underwriting program. But the best news was the annual premium was \$321 less per year than the very best I could find locally."

But anyway, again, nice work on the issue.

Greg Harrison, Executive Editor, American Motorcyclist, Westerville, Ohio

I can't agree more that motorcycle insurance is "a confusing business, and one that needs to be evaluated on an individual basis".

Glad you are enjoying THE SIDECARIST. Most of our readers doubtless know that of the motorcycling magazines AM pays as much attention to sidecaring as any, or more.

# Letters

## COMMENTS FROM NATIONAL GENERAL

Thank you for the recent issue of THE SIDECARIST. I was impressed with the content of your magazine and must compliment you on such a fine job.

I can empathize with you on the difficulties in preparing an article on cycle insurance. All things considered it can be a confusing subject. I would like to elaborate a few comments made regarding the RMTc insurance plan.

First of all, as the sponsored insurance plan for members of the Rider Motorcycle Touring Club we have developed a broad comprehensive coverage package for touring riders. Our program is not a "bare bones" package. In fact, we include many coverages that are not found elsewhere, such as:

- 1) Transportation expenses - we will pay up to \$300 to have the rider and his or her bike returned to their legal residence in the event of a covered loss that occurs more than 100 miles from home.
- 2) Accessories that are part of the bike package are automatically covered as are an additional \$1500 worth of accessories the owner may have attached to his - bike. Plus, as a part of accessory coverage we also cover safety wearing apparel such as helmets, leathers, etc.
- 3) Unlike most companies we do not have a deductible on our medical payment coverage.
- 4) Our deductibles on physical damage coverage are lower than most companies.
- 5) Trailers are covered up to the \$1500 accessory limit while attached to the bike. Higher limits are available at a rate of \$4 per \$100 value.

These are additional "bonuses" that we include to make our product more attractive to the touring rider. We are able to provide greater coverage mainly because we are dealing with a select group of safe, conscientious riders. Our

average insured is 47 years of age and usually accident and violation free. Also, by dealing direct with customers and effectively eliminating the middleman we are able to hold our expenses to a much lower level than most companies

The result is a quality protection package at an affordable price.

One final comment. We are very proud of the service we provide to our insureds.

A professional staff of insurance agents are available to provide immediate assistance to customers. In the event of a claim, our service is exceptional. Most claims can be handled over the phone during normal working hours, but in the event of a major mishap our claims staff can be contacted around the clock. We do not always require two estimates for repairs. Our goal is to satisfy each and every customer, not to hassle them. Our claims staff is comprised of reasonable people who see to it that claims are settled fairly and expediently.

Dorde, I hope that you will set the record straight and advise your readers that the RMTc plan is not a "bare bones - impressively low" cost plan. We have worked hard in developing a fine program and feel that it should be represented as such. Please send me a copy of your next issue. I thank you for your cooperation.

Shawn D. Morris, RMTc Plan Coordinator,  
National General Insurance Company, St. Louis,  
Missouri

The exact quotation was "The RMTc insurance is more bare-bones," referring to such differences from other companies as no agents, for those who find those amenities important. I was also referring to "no special coverages" (like AMA Cycle/Gard's road services, and theft coverage on the member's off-road bikes). RMTc's helpful "transportation expenses" did get lost in the shuffle.

# Letters

As stated in the article, RMTc's accessories coverage is certainly better than some, but this facet of their coverage is not as advantageous for owners of sidecars, especially expensive ones (see below), as State Farm's policy of covering the sidecar for free.

Also as stated in the article, I started out with the AMA/Cycle Gard press release, decided to get a few quotes to see just how this new coverage did compare, and ended up with a project far more ambitious than I had intended. In initiating the article thusly, at first I got quotes from my own State Farm agent, then an independent agent who represents Dairyland, Progressive, Jefferson, and others.

I spoke to no one beyond the local agent level for these companies. I found the phone answerers at Criterion were not at that time prepared to respond to inquiries on the AMA insurance, as it was not yet in effect. So I talked to a company official recommended by AMA.

Similarly, I first called National General on the phone, as would any rider; being the sole support of too many motorcycles my interest in motorcycle insurance is personal as well as professional.

When I asked about claims procedures, I was referred to a claims specialist. Also, when I found out how reasonable RMTc coverage was, I called Denis Rouse to find out more about the program and was referred to RMTc in Agoura; National General/RMTc had at least as great a chance to present its case as any. If two estimates are not always required, for example, I was not told that.

Certainly there are many details of motorcycle insurance we have neither the time nor the space to get into. For instance, with my State Farm insurance I can pay monthly; the RMTc payment plan requires a 50% deposit plus a \$3 service fee, with the balance billed in 90 days.

We share Mr. Morris' concern that riders have available "quality protection packages at affordable prices". And we repeat from the article

that "attractive alternatives are available to us now... there is no [single] Ultimate Motorcycle Insurance Bargain—the ideal insurance for you will be with the company which gives you the kinds of services you feel you need".

## LETTER TO RMTc INSURANCE PLAN

... a most interesting article on motorcycle insurance in the Jan-Feb issue of THE SIDECARIST. You'll probably be pleased by her kind remarks about National General and the RMTc insurance plan. You may be dismayed to see how confusing the whole subject of motorcycle insurance can be to the press and to us motorcycle riders.

...I hope you will comment on my own confusion about rates. Dorde lists annual rates in Salt Lake City for an '82 BMW R80 G/S with Bingham Mark I sidecar (\$1000) and \$500 worth of accessories covered by 50,000/100,000/25,000 liability; \$100 - deductible comprehensive and collision; and 20,000/40,000 uninsured motorist. Her figure for your total premium on this package is \$73 per year.

My policy with you covers my '82 Honda GL1100 with Vetter Terraplane sidecar. The same liability coverage cost me \$19; uninsured motorist property damage \$10; and \$150-deductible collision and comprehensive \$164...I live, not in Salt Lake City, but in rural Huntington County, far from city traffic congestion ...the difference between my rates and those published in THE SIDECARIST is so extreme....

Wilson Sims, #1923, South Whitley, Indiana

But Wilson! I live, not within Salt Lake City limits, itself the very model of a proper old-fashioned community, but in suburban Salt Lake County where the theft of saddles (horse-type) is a far greater problem than stealing sidecars.

# Letters

Liability and uninsured motorist coverage for my rig were comparable with yours, my figures being \$13 and \$10 respectively. The big difference is in collision and comprehensive, mine being \$50 for less deductible compared to your \$164.

I can't tell from your letter whether your bike is worth more than mine or not. There are three models of '82 GL1100s listed, worth at average Blue Book figures \$2670, \$3395, and \$4490. The '82 BMW R80 G/S is rated at \$2825.

I expect a big source of difference is in the value of the sidecars; my accessories including the sidecar only come to the \$1500 covered with no extra charge. The extra so much (my notes say \$5 but apparently the correct/current figure is \$4) per \$100 of value racks up in a hurry.

## POSITIVE FEEDBACK

Dorde Woodruff's insurance article was great! Many thanks.

Edward O'Brien, President, Central Florida BMW/MOC (USCA #1263), Orlando

## THE OTHER SIDE OF THE DESK

The article on insurance was extremely well done. Thought you might want to look at the other side of the desk on this matter.

I sell insurance through ten different companies, depending on the individual "fit" into the rating scheme. Dairyland is one of these. It is a relative newcomer to my 20 years in this field, as far as I'm concerned. They are the only ones that give me an agent's loss ratio report now. In one instance, at least, I exceeded this bad loss ratio, and that was with Central National of Omaha, a company no longer selling motorcycle insurance.

Ed Johnson, #0001, Motorcycle Insurance Agency. South Holland, Illinois

## Agent Loss Ratios as of Sept. 1980

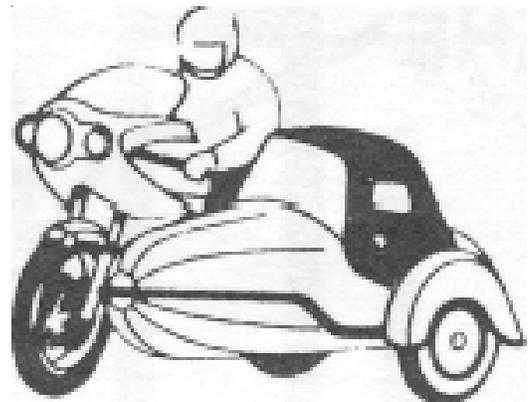
Yr	Year to		Loss Ratio
	Date	Date	
	Earned Premium	Year to Date Losses	
80	11,554	509	4.4%
79	13,331	14,809	107.9%
78	5,901	10,443	177.0%
<b>Accrued Loss Ratio</b>			
	30,786	25,341	82.3%

## Agent Loss Ratios as of Dec. 1983

Yr	Year to		Loss Ratio
	Date	Date	
	Earned Premium	Year to Date Losses	
83	9,952	3,455	34.7%
82	8,695	3,955	45.5%
81	10,712	22,663	211.6%
<b>Accrued Loss Ratio</b>			
	29,359	30,073	102.4%

As readers can see, it's not likely that Dairyland made a lot of money on these policies during this six-year period, though the figures could change after the date of the report from delayed loss payments or recoveries. Looking at figures like these, it's more understandable why insurance company folks are a mite touchy about motorcycle insurance.

It's just too bad sidecar rigs not only must be lumped with the more risky two-wheelers, but in most cases made to pay extra on the very "accessory" that makes them so much more safe.



# Member Profile

The article below is adapted from a 1980 article in The Galveston Daily News, used with permission. Since it has been a while, we wrote to Bea Wilson for an update. We were sorry to hear that Earl Wilson is gone now, but glad that Bea and Earl had some happy retirement years with their sidecar. They didn't get to Florida, but made a 6000-mile trip to Canada, which was Earl's last. Bea who is 73 now, still tours with her son and his wife, returned to Canada on a 7000 mile, month-long trip just last year. She drove her rig and hauled the luggage.

Thanks to reporter Teri Crook and photographer Bill Barry for the original Profile.

## GRANDMA HONDA AND TAGALONG

Sidecar rigs are a rare sight in Galveston County. But Bea and Earl Wilson drive their rig almost everywhere they can, weather permitting. The Wilsons are 70 and 74 (at the time of the interview), respectively. Bea drives the big Thousand, and Earl rides in the sidecar.

Bea first rode a Cushman, in 1942, when the war years made gas hard to obtain. She and her friends rode to the store or made other short trips on it.

But it wasn't until after Earl retired that they got serious about motorcycling. In 1971 Bea saw all the little kids in her neighborhood riding around on small motorcycles. Not one to let other people have all the fun, she bought herself a 70cc Honda. It wasn't long before she wanted something bigger and traded it in on a 175. Then she bought a 350.

She wanted to share her new-found pas-time with her husband, but since Earl has poor eyesight, the only alternative was a sidecar. She asked him if he'd be embarrassed to ride in the chair while she drove. He said he wouldn't, and that's when their motorcycling days began.

The 350 was a bit small to tug a chair, so a big 550 was bought. They used that for a while before the final 1000 was attached to the sidecar. Bea says one of her sons, also an enthusiast,

kidded her about the new bike because it was bought after a trip they took together during which her rig was slower than his bike. She admits that indeed her urge to buy the Gold Wing was prompted by having to "eat his dust all the way to Houston" on that trip.

Bea said she and Earl were sitting around and had no one to ride with until a friend suggested they join the Retreads. "A lot of the members were skeptical, and didn't think we would be able to keep up with them." They joined, went on some of the trips and convinced the skeptics. The Retread area rep says, "They have a ball. We all just love them." Through the club they've garnered many trophies, including Oldest Married Couple, Oldest Rider, and First Place in Our Hearts.

With the Retreads they travel frequently. "I'm afraid I'm not going to have time to see everything I want to," Bea says, but she still hopes to see Florida soon.

One particular trip she relishes telling about was to Arkansas with other Retreads. About 50 riders were cruising down the highway when a truck ¼ ahead of them lost a five-gallon paint bucket from the back of the bed. The paint spilled onto the highway making the road slick for the riders. Some fell down, and some managed to go through the slippery mess without a spill. All of them got paint splashed on their bikes.

Bea said when the driver of the truck heard that his paint had fallen on a group of motorcyclists, he became scared. It seems the Banditos had been in town for two days, causing trouble. "When he pulled up (to where they were cleaning off their bikes) and found out we were people of a different class, he wasn't bothered at all," Bea said.

All these years of adventure have been a "barrel of fun" for the woman whose CB handle is "Grandma Honda" and the man with the handle of "Tagalong".

# Member Profile



**Earl and Bea Wilson with some of their trophies**



**Bea Wilson today**



**Grandma Honda and Tagalong set forth..**

# Dealer News



Does your sidecar have the following features?

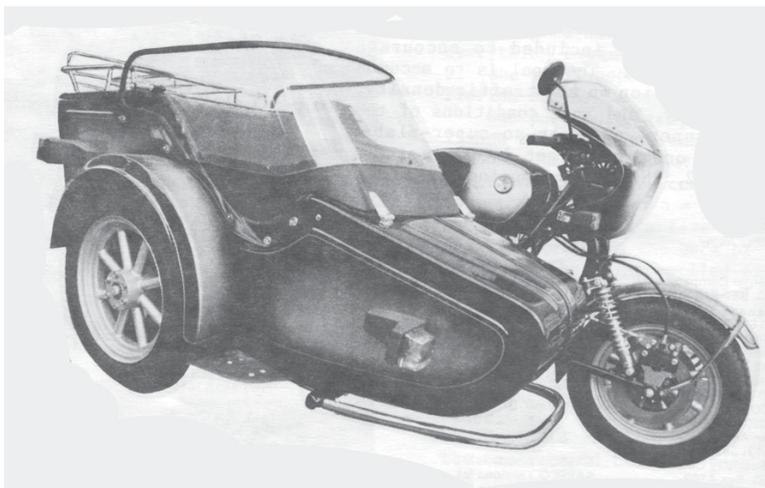
- Leading link front forks.
  - 8 spoke steel wheels, front, rear & sidecar.
  - Radial tires [good for 30,000 miles per tire].
    - Koni two way adjustable shocks.
  - 4 disc brakes [3 motorcycle and one sidecar].
  - New main frame [for use with BMWs only].
  - Pre aligned mount sets for easy mounting.
  - Large wrap around windscreen with convertible top.
  - Huge sidecar locking trunk with luggage rack.
    - \*One and two passenger models available.
- 'Complete upholstery, including seat, tonneau, and co-co mat.
- Running light, brake light, and turn signals on each sidecar.



If not, shouldn't you think about an EML?

The EML concept in building a sidecar unit, is to pay as much attention to the motorcycle, as they do to the sidecar. The EML Sidecar comes with a complete HANDLING PACKAGE for the motorcycle, that mates perfectly with each model EML Sidecar. This important concept delivers the EML owner the very best sidecar ride available in the world today. No matter what the load in the sidecar, there is no pull left or right.

Sidecar Restorations is the importer for the EML sidecars. We offer the units in kit form, or as completed sidecars rigs. We can paint and stripe your EML to match all factory colors. EML Sidecars are only available for the following popular motorcycles, but the HANDLING PACKAGES can be used with any make of sidecar to correct your handling problems. BMW, 1000 & 1100 Honda, Moto Guzzi, 1100 Yamaha, 1300 Kawasaki, 1100 Suzuki, Harley Davidson.

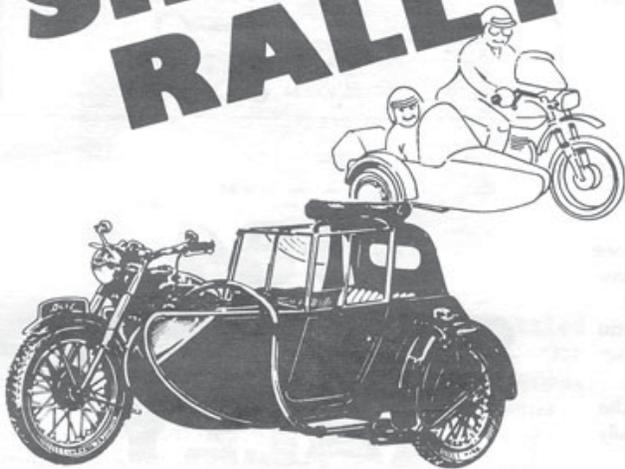


For more information,  
contact Sidecar Restorations  
[BMW Motorrad of St. Louis, Inc.]  
4011 Forest Park Blvd.  
St. Louis, Mo. 63108  
314/531-4010

Catalogs available

Dealer enquiries welcome

# THE 1984 SIDE CAR RALLY



# THE USCA

**ROAD TOURS — AWARDS DINNER —  
SIDE CAR CLINIC  
RALLY PINS — FIELD EVENTS —  
AWARDS — KIDS GAMES  
MOVIES — DOOR PRIZES —  
50/50 DRAWING**

**JUNE 28 - 29 - 30  
- JULY 1  
INTERLOCHEN,  
MICHIGAN**

-----  
**ROAD TOURS — AWARDS DINNER — SIDE CAR CLINIC  
 RALLY PINS — FIELD EVENTS — AWARDS — KIDS GAMES  
 MOVIES — DOOR PRIZES — 50/50 DRAWING**  
 -----

*ANYONE INTERESTED IN SIDECARS IS WELCOME — BRING A FRIEND!*  
 -----

### 1984 SIDE CAR RALLY REGISTRATION

Driver/Rider \_\_\_\_\_ Age \_\_\_\_\_

Passenger \_\_\_\_\_ Age \_\_\_\_\_

Address \_\_\_\_\_

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

Sidecar \_\_\_\_\_ Year \_\_\_\_\_ Bike \_\_\_\_\_ Year \_\_\_\_\_ USA No. \_\_\_\_\_

Miles home to rally \_\_\_\_\_ Total trip miles home to rally \_\_\_\_\_ Do you plan on camping?  Yes  No

AMA No. \_\_\_\_\_ Expires \_\_\_\_\_

TO PREREGISTER SEND CHECK PAYABLE TO: **USCA, INC.** TO: Ed Johnson  
 510 E. 162nd Street  
 South Holland, Illinois 60473

FOR ADDITIONAL RALLY INFORMATION CALL (313) 632-7593 OR WRITE: USCA — Michigan  
 P.O. Box 35  
 Hartland, Michigan 48029

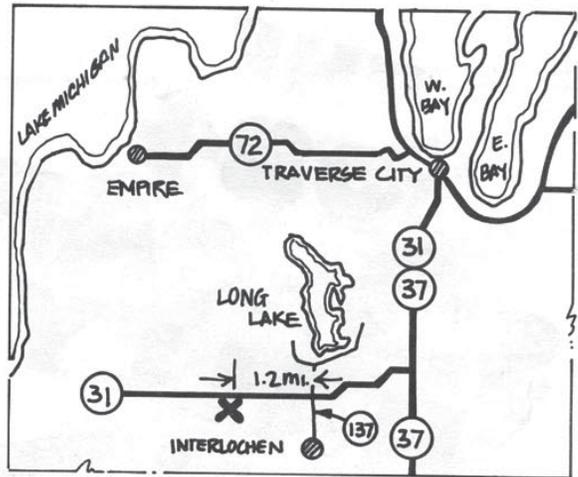
Spend four wonderful days at Interlochen, in the heart of Michigan's four-season vacationland. The home of the world-famous Interlochen Arts Festival and National Music Camp, Interlochen is an ideal jump-off point for tours of this resort and recreational area. Area attractions include Sleeping Bear Dunes National Lakeshore Park on Lake Michigan, the scenic chair ride at Sugar Loaf Ski Resort, Fishtown at Leland, Lake Michigan lighthouses, mail boat excursions to the Manitou Islands, and the seven mile long Makinac Straits Bridge. See the sights, soak up the good feelings, kick tires, have a good time!

Interlochen is about 15 miles from Traverse City on Michigan State Highway 137, just off US 31. The rally site is Cycle-Moore Campground on US 31 about 1¼ miles west of the intersection of US 31 and Michigan 137.

**JUNE 28-29-30-JULY 1  
INTERLOCHEN, MICHIGAN**

**PLEASE NOTE THE FOLLOWING:**

1. The rally site is Cycle-Moore Campground in Interlochen, scene of several major motorcycle rallies. The address is P.O. Box 97, Interlochen, MI 49643. The telephone number is (612) 276-9091.
2. The rally fee does **not** include camping fees. The fee at Cycle-Moore is \$2.00 per person per night with a maximum of \$6.00 per immediate family per night and no charge for children age 5 and under.
3. Camping reservations at Cycle-Moore are not necessary unless you are bringing an RV or other large vehicle, in which case please contact Cycle-Moore to assure adequate space.
4. Hotel reservations should be made early as the rally is part of the July 4th week. Some area hotels and their distances from the rally site are:
  - Holiday Hotel — (616) 276-9292 — 1½ miles
  - Ellis Lake Resort — (616) 276-9479 — 2 miles
  - Sleepy Hollow Motel — (616) 276-7579 — 7 Miles
  - Honor Motel — (616) 325-3471 — 11 Miles
  - Park Place Motor Inn — (616) 946-5000 — 16 Miles
  - Holiday Inn on the Bay — (616) 947-3700 — 16 Miles
 For information on additional area hotels, contact Cycle-Moore.
5. If you pre-register, but are unable to attend, 50% of the fee will be refunded.
6. Although there is no charge for kids age 17 and under, there will be a nominal charge for the awards banquet for kids age 6-17, payable at the rally.
7. Solo riders are absolutely and positively welcome.



**THE  
1984  
SIDE CAR  
RALLY**

**YOUR REGISTRATION INCLUDES:**

- Guided Road Tours
- Sidecar and Motorcycle Safety Clinics
- Field Events and Kids Games
- Awards and Door Prizes
- Entertainment
- Rally Pin and Souvenir Program
- Saturday Evening Awards Banquet

**REGISTRATION INFORMATION**

**PRE-REGISTRATION MUST BE POSTMARKED BY JUNE 1, 1984**

**Registration Fees (\$5.00 additional at the gate)**

Adults (Age 18 and Over) \$25.00

No charge for kids age 17 and under.

No. of adults \_\_\_\_\_

Check enclosed for total of \$ \_\_\_\_\_



Signed \_\_\_\_\_  
Driver/Rider

Signed \_\_\_\_\_  
Passenger

**FOR USCA USE ONLY**

Reg. No. \_\_\_\_\_

Date \_\_\_\_\_

Amount \_\_\_\_\_

Signature on this form relieves the agencies and organizations listed from any liability for property damage, bodily injury, theft or motor vehicle accident as may occur . . .

The United Sidecar Association, Inc.; its Executive Committee and Officers; and its Michigan Agents and Officers.

# AMA ROAD HAZARD SURVEY

Please answer the following questions as accurately as possible.

If you feel you can't answer a particular question, please go on to the next one.

1) What size is your primary road bike?

- |                 |                     |
|-----------------|---------------------|
| 1-1 Under 650cc | 1-4 850 - 1149cc    |
| 1-2 650 - 749cc | 1-5 1150cc and over |
| 1-3 750 - 849cc |                     |

2) How many miles do you log as a road rider each year?

- |                   |                     |
|-------------------|---------------------|
| 2-1 Under 3000    | 2-5 10,001 - 15,000 |
| 2-2 3001 - 5000   | 2-6 15,001 - 20,000 |
| 2-3 5001 - 7500   | 2-7 20,001 and over |
| 2-4 7501 - 10,000 |                     |

3) Have you ever experienced a dangerous or life-threatening road hazard while riding?

- 3-1 yes    3-2 no

(If more than one, please use an extra sheet of paper to complete questions 4 through 7 for each one.)

4) How would you describe the road hazard, that is, leaves, rain grooves, debris, oil, etc?

5) Where did you experience this hazard? (Check the appropriate box.)

- 5-1 Interstate or multi-lane highway  
5-2 Primary highway (two-lane)  
5-3 Secondary road (two-lane)

6) Did you investigate the cause of the road hazard?

- 6-1 yes    6-2 no

7) Did you follow up to ensure the hazard was brought to the attention of a state or local agent?

- 7-1 yes    7-2 no

8) In summary, list five situations you believe present hazards unique to motorcycles, and rank them according to their importance (number 1 being the most hazardous).

- 8-1  
8-2  
8-3  
8-4  
8-5 Optional: Name, Address, Position

Return to: American Motorcyclist Association, Government Relations Department, P.O. Box 144  
Westerville, OH 43081

**Please return by May 30, 1984.**

# Bits & Pieces

## AMA STUDIES ROAD HAZARDS

The AMA has recently begun a project to identify road hazards that are especially dangerous to motorcyclists. They'll catalog them, and work with state and federal officials to help eliminate them.

According to Government Relations Director Rob Rasor, the "broad riding experience represented by members of the USCA would be exceptionally valuable to us in our inventory process...the results of the survey will be of great value to all riders, and we are grateful for your assistance." The form is reproduced for members to cut out or copy on the preceding page.

## MANUFACTURERS' ADMONITIONS

I had assumed that when your owner's manual warns you not to attach a sidecar, this was the result of current problems with product liability. (This statement in the owner's manual makes it difficult or sometimes impossible to get permission to put a sidecar to a test bike).

However, this doesn't seem to be the case, at least not entirely; manufacturers' concerns with the adding of sidecars back a long ways, inspired it seems by the fact that not everybody does it right. Witness this excerpt from a 1939 article in the magazine *Motor Cycling*:

"In conclusion, most motorcycles have sidecar lugs[!] built into the frame, and the proprietary sidecar makers supply special attachments to suit each make. If a sidecar is taken off one make of machine and fitted to another, it is a wise plan to purchase the correct attachments to suit the new machine rather than to rely on adaptations or makeshift devices which may fail or slip at a critical moment. Incidentally, their use may lead to frame failure by the imposition of heavy local stresses; it is such contingencies as these which necessitate the clause about the fitting of sidecars which occurs in the makers' standard guarantee."

Despite this tendency for manufacturers to look officially askance at hanging sidecars from their creations, the current BMW ads featuring high-mileage (over 100,000 miles) bikes show a sidecar-owning couple with their rig.

## NEW BOOK

The above quotation is from a fact-packed yet very readable article by Phil Irving, a friend of Stu Monro's (our Canadian contributor to be). Phil has a new book out which is a collection of articles from *Motor Cycling*. Stu says it's a "lovely book...a mine of information ...great stuff, still valuable to anyone at all interested in motorcycles." For more on the book, see Stu's column in the May issue of *Rider*. To get the book, send \$12.95 (Australian) to Turton and Armstrong at 1 Carden Avenue, Wahroonga, New South Wales, Australia.

For those who haven't tried it, this brings up the question of how to order from foreign lands. Your local bookseller might order for you, but he's not likely to be enthusiastic about it. If ordering direct, the best way to transport money is in the form of an International New York draft, a kind of cashier's check, costs \$1. If you live in a small town which doesn't have a bank which deals in these things, there's the Postal Service's International Money Orders for \$1.30 minimum fee, but they're slow, taking at least 3 weeks to be sent from St. Louis direct to the recipient. The last thing to send is a personal check, which is slow and costly to collect on. Instead of a stamped envelop for replies, International Reply coupons are available from local Post Offices.

## SPEAKING OF CANADIANS

We hear from Vi Shanks, the editor of *The Chair*, that a great many CSOC members are planning to attend this year's strategically-placed USCA Annual Rally in Interlochen.

# Bits & Pieces

## COINCIDENCE

Lady sidecar magazine editors apparently have similar tastes. Vi and I both independently selected "Sahara Trek" from the Fed Outlook to reprint in our respective publications.

## DESERT IS HARD ON RIGS

As stated in "Sahara Trek", only one outfit finished the punishing 7000-mile Paris to Dakar race. It was especially hard past Tamanrasset, our British adventurers' goal. Four Suzuki 1100-powered rigs started the race, one Honda V4, and one Yam 1100. A Suzie was the one to finish, owned by a Dutch dealership. A strong engine. The rigs' passengers spent much time pushing through the deep, soft sand of the terrible Tenere desert past Algeria. This information courtesy of Patrick Behar, French-American motojournalist.

## SOLD OUT BOOK

Sorry, race fans, Hal Kendall says all copies of Sidecar Championship are sold out.

## RR SIDECAR PATCHES ARE GONE

Featured on a page of Bob Carpenter's sidecar article in the February 1975 issue of Road Rider was an announcement that "the RR Sidecar Patches are coming". Curious, I wrote to the magazine to see if by some chance they optimistically had made up a great quantity of this special version of the well-known RR Patch, or maybe just recently discovered some at the bottom of a desk drawer. Unfortunately, RR readers, it was a limited and expensive-to-manufacture item, long since gone. So any of you out there in Sidecarland who have a genuine 1975 RR Sidecar Patch, treasure it. As illustrated in the magazine, it is quite handsome.

## CONTRIBUTORS

Have you members considered the more unusual kinds of contributions to THE SIDECARIST? Well, yes, we will consider accepting diamonds and pieces of eight, but I was really thinking of a) poems, and b) art. If your art really is a work of, the original of which you don't want to risk in the mails, try a photostat from your local quick print in the case of a drawing, or a B&W photo if it's something 3-D like a sculpture.

## CAMPING PLUS

We mentioned the motorcycle-only Songdog Ranch which features low-priced camping north of Los Angeles. Avid motorcyclist-owners Jim and Robyn have two new services available. One is dirt-bike rentals, for enjoying the 7000-acre off-road vehicle park adjacent to their property. The other is a special treat for you and your favorite passenger, a custom, catered dinner-campout-breakfast with everything but you, your bike, sleeping bag and toothbrush provided. Call 805/766-2454 or write Songdog Ranch, P.O. Box Cuyama Valley, CA 93254. While you're there, you can look over their excellent and exhaustive line of Rev-Pack soft luggage.

## COMING IN THE MAGS

An important road test of the EML by Road Writer Jim Wolcott. And American Motocyclist's sidecar-theme July issue. MORE INFORMATION ON TURNER SIDECAR

We featured the new Turner sidecar for the handicapped in the Industrial News section of the Nov-Dec issue. BMW owners may have noticed that Dave Steele's "Sidecars" column in the December issue of the BMW News included a thorough assessment of this product. If others are interested, copies of that issue are available for \$1.50, or just the article for \$1, from BMWMOA, P.O. Box 128, Florissant, MO 63032.

# Sidecar Raffle

THE PURPOSE OF THIS RAFFLE IS TO RAISE FUNDS FOR THE UNITED SIDECAR ASSOCIATION. THE WINNER WILL RECEIVE THE SIDECAR OF HIS OR HER CHOICE FROM THE PARTICIPATING SIDECAR MANUFACTURER OR DISTRIBUTOR.

Wouldn't you love to have a sidecar to hang on that spare bike? Remember, it only takes one ticket to win - though your chances are better if you buy a bunch. Help the organization expand its services to members, and at the same time take a chance on getting the sidecar of your choice the easy way.

At least one model of sidecar will be offered by each participating manufacturer/distributor. With two more added this year, the list includes:

CALIFORNIA	NEVAL	
EQUALEAN	RIDE-BY-SIDE	
HITCHHIKER	ROYAL COACH	
MOTORVATION	SIDE STRIDER	THOMPSON

Specific models available will be identified and displayed in the next issue.

## RULES

- 1) This raffle is open to United Sidecar Association members, their families, and friends.
- 2) The winner need not be present at the drawing. The drawing will be held at the 1984 United Sidecar Association Annual Rally, on June 30, 1984, at Interlochen, Michigan.
- 3) All mail-in entries must be received by June 10, 1984. Tickets will be available at the annual rally, and may be turned in there. Extra tickets are also available by mail. Please enclose a self-addressed, stamped envelop with a request for additional tickets.
- 4) Any discrepancies will be handled by the Executive Committee of the United Sidecar Association, and their decision will be final.
- 5) Your check stub is your receipt. Or, if you request a receipt, please enclose a self-addressed, stamped envelop.
- 6) The winning sidecar will be shipped pre-paid within 30 days after the drawing. If there is any change from this arrangement, the winner will be notified.
- 7) We would like to profile the lucky winner in the SIDECARIST, if this is agreeable.
- 8) Send mail-in entries and all other Raffle correspondence to: USCA-RAFFLE, P.O. Box 8119, Van Nuys, CA 91409-8119.

# Sidecar Raffle

<p>United Sidecar Association</p> <p><b>1984</b> June 30 Drawing</p> <p>Annual Rally <b>Raffle</b> Ticket</p> <p>Fund Raiser <b>\$1.00</b></p> <p>WIN A S/C OF YOUR CHOICE FROM THE USCA</p> <p>Winner need not be present</p>	<p>United Sidecar Association</p> <p><b>1984</b> June 30 Drawing</p> <p>Annual Rally <b>Raffle</b> Ticket</p> <p>Fund Raiser <b>\$1.00</b></p> <p>WIN A S/C OF YOUR CHOICE FROM THE USCA</p> <p>Winner need not be present</p>
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# Sidecar Raffle

<p>NAME _____</p> <p>ADDRESS _____</p> <p>_____ ZIP _____</p> <p>Phone: _____ <b>\$1.00</b></p> <p>PLEASE MAIL TO: <b>United Sidecar Association, Inc.</b> <b>P.O. Box 8119</b> <b>Van Nuys, CA 91409 U.S.A.</b></p>	<p>NAME _____</p> <p>ADDRESS _____</p> <p>_____ ZIP _____</p> <p>Phone: _____ <b>\$1.00</b></p> <p>PLEASE MAIL TO: <b>United Sidecar Association, Inc.</b> <b>P.O. Box 8119</b> <b>Van Nuys, CA 91409 U.S.A.</b></p>
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# CLUB NEWS

## NEW CHAPTER

### SOUTHERN CALIFORNIA, by Jack Fassel

Southern California has been split up into two chapters: Southern California (which needs a name change) under John Baber, and "Deep Southern" California (which at least is descriptive but also needs a name) under Jack Fassel.

Geographically, the new chapter centers around San Diego, and extends as far south as Mexico, as far north as San Bernardino, as far west as the Pacific Ocean, and as far east as the Arizona State line - or zip codes 92000-92999.

Rather than discussing who I am, I would rather find out who you are in this new chapter. So drop me a line, or call.

Since I don't know what kind of response I'll be getting, it'll be difficult to do any real long range planning. So to start with, it will make sense for us to "leech" onto and support already-established events such as those in the San Diego County Road Riders Associations. I've already contacted a few of these organizations, and they welcome us, the sidecaring community.

But not to be too laid back, we will have a workshop and ride on April 28th. Meet at 10 AM at Motorvation, 3702 Clifton Pl., Montrose, CA 213/248-9631. The shop will be open for us, with munchies, presentations, questions, and answers, and for those interested a ride up to the Los Angeles Forest. All are welcome, regardless of where you come from, and it's free!

Events planned so far:

Apr 28 Workshop/Ride, Motorvation, Montrose (Pasadena, almost)

Jun 22 Noon, from San Diego, head for Association Annual Rally in Interlochen, Michigan. Call if you want to leave with us, or be picked up on the way.

Jun 23 8 AM, leave from Flagstaff KOA for the same.

Aug ? Mariposa (Danny?)

Oct 27-28 Griffith Park Sidecar Rally Nov 3-4 Brawley Cattle Call

If you have suggestions, write or call: Jack Fassel, 13110 Old West Ave., San Diego, CA 92129, 619/484-2010

## NOTES FROM NEW JERSEY

Mark your calendar and be sure to come! The date is Sunday, April 29. The 7th Annual New Jersey Sidecar Rally will be held from 9 AM to 5 PM at Cedar Creek Campgrounds, 1052 Route 9, Bayville, NJ 08721, the same place.

Garden State Parkway travelers use Exit 80, then travel south about 7 miles on Rt. 9. Western and southern travelers use Rts 70, 72, or 530, heading east to-ward Rt. 9. The campground landmark is the Korean War fighter plane. Turn west off Rt. 9 into the campground.

Campground entrance fee, \$2, is waived if you stay overnight. Phone: 201/269-1413. Non-members and solo bikers are welcome, so bring your relatives and friends. "King of the Road" vendor's truck will be at the rally with reasonably-priced food - or bring your own lunch. Yes, there will be trophies, one for the longest distance traveled to the rally.

Making it a long weekend? There are canoes, boating, fishing, golf course, Atlantic City casinos, Seaside Park board-walk and amusements, Great Adventure, and Safari Park conveniently nearby.

Contact Mary Cron, 407 West Fifth Ave, Roselle, NJ 07302, or call 201/245-5794 or 269-2533, ten rings, please.

# CLUB NEWS

## 6th Annual Rally

The 6th Annual Rally which had been postponed from spring of last year because of rain was held October 9th. What a beautiful day weatherwise this second time around!

Al and Elinor Schnell of Brooklyn (they'd gone antique shopping first so came by car) said, "This was so great - be sure to do a great article." After all these months, the article is merely a listing of trophy winners.

Trophies were awarded to Don and Carole Fulton of Roseland, New Jersey, for traveling the longest distance, and to Carole for being the oldest sidecar passenger - and she's not yet 40! Six-and eight-year-olds Colin and Emily Gooch of Sewell, New Jersey, won the youngest sidecar passengers trophy. Howard Andrews of Cinnaminson, New Jersey, had the oldest rig. Whitey Hewitt of Williamstown, New Jersey, at only 55 was the oldest sidecar driver. A group of solo bikes from Woodbury and Palmyra, New Jersey, decided Ann Matz should have the longest distanced (60 miles) solo bike trophy.

"We'll be sure to come next year," were the usual parting words., Be sure to stop in at 96 Cedar Run Road just down the street from the campground if you come the day before. I'll have a pot of coffee on.

## POLAR BEAR RIDES

Sure is confidence-inspiring to have a rig for one of these. USCA Northern Illinois Region riders went on their 17th Annual, held New Year's Day. It was begun by some rigs, one trike, and a very limited number of solo bikes (it was snowy). It was completed by four rigs and "one dude on a Kaw LTD - no fairing, nothing" who was the "unofficial winner". "The scenery is kinda pretty with all the snow, and just as during warmer times, the motorcycle puts you in touch with Mother Nature."

The photography by Al Johnson is from the 1983 ride, showing better weather and better attendance.

Three members and one recruit of the Salt Lake Sidecar Society, USCA's small Utah Chapter, showed up for the Salt Lake Motorcycle Club's 130-mile annual Polar Bear ride Feb 26. (Those that didn't still had streets a sheet of ice or rigs buried in the snow of this record-breaking winter.) The two-mile-long line of bikes looked pretty against the wide expanse of snowy desert and mountains west of the city.





# Chapter Directory

<u>STATE</u>	<u>ADDRESS</u>	<u>CITY/STATE/ZIP OR REFERENCE</u>
AL	Larry Lehr	North GA Chapter
AZ	Dave Tenpenny 2671 W. Tolosa Circle	Tucson, AZ 85706
AR	Vern & Marge Baldwin Rt 8, Box 16	Harrison, AR 72601
CA/N	Dan & Marlene Doyle 1310 Gold Rush Way	Penryn, CA 95663
CA/S	John & Sue Baber 18800 Wellhaven	Canyon Country, CA 91351
CA/FS	Jack Fassel 13110 Old West Ave	San Diego, CA 92129
CO	Burt Richmond 1440 Blake	Denver, CO 80202
CT	Jim Morris	Northeast Chapter
DC	Joseph Grant	VA,MD,DC Chapter
GA	Larry Lehr 2444 Swanson Ct.	Marietta, GA 30066
ID	Ken & Pat Long	USCA-NW Chapter
IL/C	Vacant	
IL/N	Ed Johnson 510 E 162nd St	South Holland, IL 60473
IL/S	Dee&Willie Kesner RR1 - One Kay Dr.	Highland, IL 62249
IN	S. Jeff Wimer P.O. Box 152	Auburn, IN 46706
IA	Dorothy Wilwert 240 E. 19th	Dubuque, IA 52001
IA	Crandall Weaver 107 Fisher St.	Hiawatha, IA 52233
ME	Carl&Cindy Johnson RFD#1, Box 530	New Sharon, ME 04955
MD	Joseph Grant 6721 Haycock Rd	Falls Church, VA 22043
MA	Jim Morris 33 South St	South Hadley, MA 01075
MI	Chuck&Ardis Foust Box 35	Hartland, MI 48029
MN*	Bob&Monica Loberg 6400 18th Ave S.	Richfield, MN 55423
MO	Willie&Dee Kesner	Southern Illinois Chapter
MT	Dal Smilie 1127 5th Ave	Helena, MT 59601
NE	Vern Goodwin 3737 Lewis Ave	Lincoln, NE 68521
NV/N	Dan Doyle	Northern CA Chapter
NV/S	John Baber	Southern CA Chapter
NH	Jim Morris	Northeast Chapter
NJ	Mary Cron 407 W. 5th	Roselle, NJ 07302
NM	Shirley Moline Box 459	La Luz, NM 88337
NY	Al Lewis 136 John St.	Hudson Falls, NY 12839
NC	Larry Lehr	North GA Chapter
OH	Lincoln Baird 4638 Winchester Pike	Columbus, OH 43227
OK	Joe Martin 1333 N. Thomas #8	Altus, OK 73521
OR	Ken Long	USCA-NW Chapter
RI	Jim Morris	Northeast Chapter
SC	Larry Lehr	North GA Chapter
TX*	Hal Kendall 1621 Palomino Lane	Kingwood, TX 77339
UT	Sheree Nelson P.O. Box 3304	Park City, UT 84060
VT	Jim Morris	Northeast Chapter
VA	Joseph Grant	VA, MD, DC Chapter
WA	Ken & Pat Long 2280 Minkler Sp 28	Sedro Wooley, WA 98284
WN	John Washbush 211 S. Division St	Port Washington, WI 53074

\*Contact person only, not a Chapter

Director N=North, S=south, C-Central,

FS= Far South

# Coming Events

## FOR CHAPTER EVENTS:

Send information to Jim Krautz, 17116 Goya St, Granada Hills, CA 91344, to arrive by the 20th of the third month preceding the cover date, that is, by April 20th for the July issue.

## FOR ALL OTHER EVENTS

Send information to USCA, P.O. Box 8119, Van Nuys, CA 91409-8119, to arrive by the 1st of the second month preceding the cover date, that is, by May 1 for the July issue.

### SEVENTH ANNUAL NEW JERSEY SIDECAR RALLY

Sunday, April 29, 9 AM to 5 PM. Cedar Creek Campgrounds, 1052 Route 9, Bayville, New Jersey. Everyone welcome, trophy for longest distance to rally. For information contact: Mary Cron, 407 W. Fifth Ave. Roselle, NJ 07203. Phone 201/245-5794 or 269-2533.

### FIRST ANNUAL NATIONAL MOTORCYCLE RALLY "TWO WHEELS A TURNING"

An event for touring riders, and described as "the most ambitious rally ever planned", this event is scheduled for May 22 through May 28, 1984 at the Colorado State Fairgrounds. Activities include both a long and a short tour five of the six days of the rally, a Poker Run, a Reliability Run, a Tourist Trap Run, a National Antique Motorcycle Show, the First Annual Motorcycle Swap Meet and Flea market, commercial displays, and films; everything you ever wanted in a motorcycle rally, including Rally Awards. Tours will include a support vehicle and trailer.

For information write to Motor Cycling Americas, National Motorcycle Rally, P.O. Box 9005, Colorado Springs, CO 80932, or call 303/634-1848 (business hours) or 635-0138 (evenings).

### NORTHWEST SIDECAR PILOTS

The Seventh Annual Invitational is scheduled for the KOA Kampground in Yakima, Washington for May 26-28, Memorial Day weekend. A family event, an informal and informative gathering of people interested in sidecars. Tours and tech. information. Solo riders are always welcome. A charge for camping, please make a reservation. Also motels nearby. Contact Bill or Wanda Powell, Rally Chairpersons, 7290 E. Harrison, Port Orchard, WA 98366, phone 206/871-0849.

### UNITED TOURING INTERNATIONAL, A COLORADO TOURING CHAPTER OF UNITED GOLD WING INTERNATIONAL

A cordial invitation is extended to USCA members to participate in UGWI's 2nd Annual Jamboree. July 10-12, Boulder County Fairgrounds, Longmont, Colorado. Sign-in July 9, 10 AM to 10 PM. Trade Show, Scenic Rides. 3 Grand prizes: Kawasaki Voyager, Yamaha Venture Royale, Honda Aspencade. Prize tickets included in pre-registration fee. Must be 18 years old and present to win. Minimum of 500 motorcycles must be registered in order to award grand prizes, registrations limited to 2000 motorcycles. Pre-registration cut-off May 31. Rider \$35, Passenger \$30, Passenger 14 and under \$10. Membership in UGWI is now open to all touring motorcyclists regardless of make or model of motorcycle. Registration: D.L. Cresap, Chairman/UGWI Jamboree, P.O. Box 1522, Longmont, CO 80501.

# Coming Events

## **THE THIRD WHEEL, INC.**

The 10th Annual Mid-America Sidecar Rally will be held, as usual, in Menomonie, Wisconsin, July 26-29. Our own Co-Vice President Monica Loberg is the rally chairperson. Contact her at 6400 18th Ave, Richfield, MN 55423, or call 612/861-2974 after 6 PM.

## **RETREADS INTERNATIONAL KOOTENAY REGION**

Sec/Treas Doug Wood, (USCA member #2325), invites all USCA members to attend the Kootenay Retreads Annual Beef Barbeque and Kamp-out in Creston, British Columbia, just over the border from Bonners Ferry, Idaho, May 19 to 21. Fee of \$15 per person includes camping, pin, pit barbequed dinner, tours, poker run. Pre-registration closes Apr 15. Refunds if notified by Apr 30. Registration: Don and Pat Sansom, Box 426, Creston, B.C. VOB 1G0, Canada

## **CENTRAL FLORIDA BMW MOTORCYCLE OWNERS**

The annual Sonnenschein Rally will take place in central Florida on the third weekend in October. Cost and the exact location will be forthcoming. The more sidecars, the merrier. Contact Edward O'Brien, President, CFBMWOC, (USCA #1263), P.O. Box 6512, Orlando, FL 32803.

## **FIFTH ANNUAL NEW ENGLAND SIDECAR RALLY**

July 19-22, Somerset Campgrounds, Norridgewock, Maine. Camping, tours, games, swimming, workshops, much more. Contact Carl T. Johnson, RFD #1, Box 530, New Sharon, ME 04955, phone 207/778-2524.

## **CANADIAN SIDECAR OWNERS CLUB**

The Canadian National Rally is Aug 3-6 at Bingeman Park in Kitchener, Ontario. Camping, games, weiner roast, roadruns, prizes, dinner, dance. 18 & over: \$20, under 18: \$4, 5 & under: free.

For more information contact Cesar da Silva, 18 Joycelyn Dr., Streetsville, Ont., Canada L5M 1T7

West Coast: Breakfast and ride second Sunday each month Contact Barry Bates, Box 31,

Aug 3-6 Big Foot Rendezvous Deroche, B.C., Canada VOM 1G0 Sept 1-3 Riondel Campout

Sept 21-23 Hands Across the Border

## **SOUTHERN CALIFORNIA CHAPTER TENTATIVE DATES 1984**

JUN 2-3 Pasadena Motorcycle Club Greenhorn 1000 JUL 21-22 Laguna Seca Motorcycle Races, Monterey

AUG 12 Accessories Unlimited Tour

AUG 19 Adventures Tour

SEPT 30 California Enduro Association Time-Distance

OCT 27-28 Griffith Park Sidecar Rally, Los Angeles

NOV 18 Accessories Unlimited Tour

for more information contact John Baber, Chapter Director, 805/251-5051

# Industrial News

## Bushtec

We have spent two years developing a reverse assist that is both extremely safe and effective. It has more pulling power than required to back a trailer and/or sidecar up the steepest street or driveway. This is accomplished at a very controllable speed, that you control with your starter button, so that both hands stay on the handle bars and both feet are on the ground. If you want to back an inch or a foot just flip the polished solid brass reverse lever and whether the engine is on-off or in gear, pull the clutch lever in and press the starter button. The bike will respond with a rearward motion, but only as long as you hold the button in the on position. When released it acts as a break. Whether in gravel or just backing away from the curb, the Bushtec reverse makes backing the bike as effortless as possible. Ideal for sidecars, trailers or just convenience. The Bushtec reverse lets you control the situation.

We offer the Bushtec reverse as a complete kit that can be put on with a minimum of both tools and mechanical skills. All components are of the highest quality and the workmanship is impeccable.

The universal kit is the basic kit and can be adapted to any bike that is 12 volt and has 2-3/4" clearance under the swing arm in front of the rear wheel (ie; center stand, exhaust crossover, etc.)

The unit is unconditionally guaranteed for one year.

### HANDY ORDER FORM

The Reverse is for:

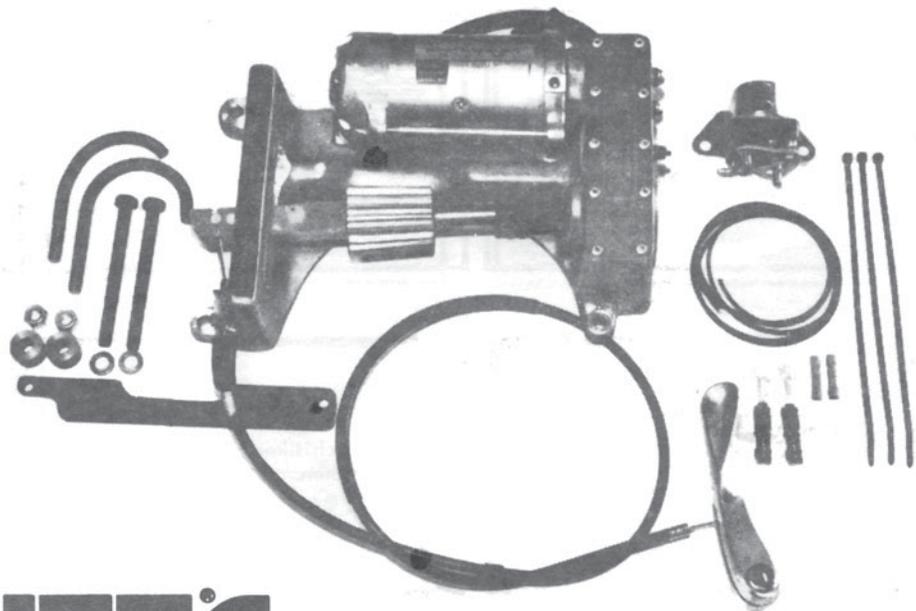
GL100'75 -'79; GL1100'80 -'83; Yamaha Venture; Kawasaki 1300; Universal Kit

### INTRODUCTORY OFFER: \$249.95 plus shipping

NAME \_\_\_\_\_; ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

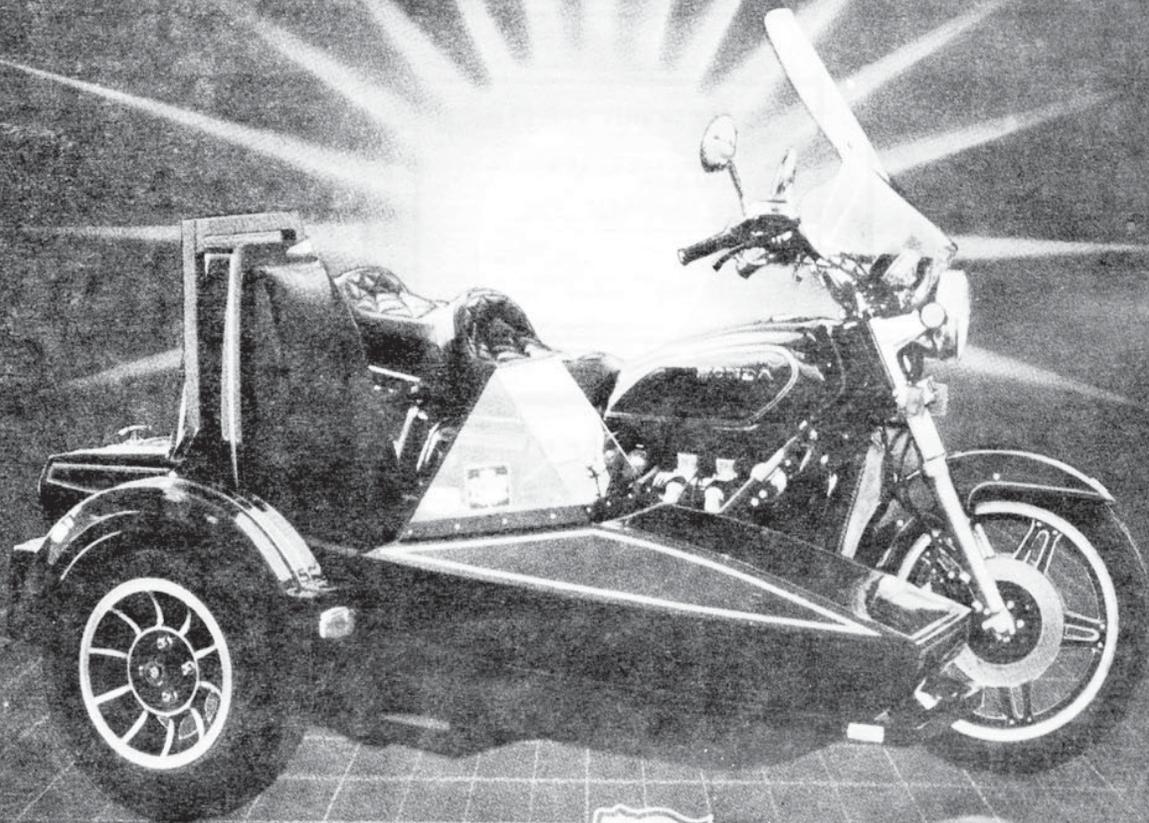
STAR ROUTE 3G • ORLAND, CALIFORNIA 95963 916 / 865-2986



# BUSHTEC

# Industrial News

A TOURING SIDECAR  
A SPORTY LOOK



She's most unusual in  
lots of ways that are  
more than skin deep.  
Easy to care for and  
inexpensive to maintain,  
doesn't want diamonds



but loves to be seen in  
all the best places.  
Everybody who knows  
her, loves her and why  
not she's absolutely  
unique, she's a Gazelle.

Gazelle Sidecars, by B-R Systems Co., 8 Larsen Ct., Kanata, Ontario, Canada K2L 1Y8



# Classifieds

**WANTED - FOR SALE - EXCHANGE - These ads run for two consecutive issues for a small fee. A handy form is included for your convenience.**

## FIRST TIME ADS

FOR SALE 1980 California Friendship Custom, locking trunk lid, Imron paint, 13-inch radial tire, \$800. Rodger Mattson, #876, G. Magnolia, East Alton, IL 62024 618/254-4309

FOR SALE 1979 Gold Wing/1983 California Friendship. Black, extras, low mileage, \$3700, Contact: Tom Parent, Sr., #356 RFD 1, Box 233, Suncook, NH 03275 603/485-7273

WANTED Used Bingham Mark III. Send photo and price. Contact: G. W. Meese, #2577 6022 San Miguel Rd. Bonita, CA 92002

FOR SALE 1981 Squire ST2 sidecar, black, top and tonneau. \$1650. Must sell. Contact: Gary Frederickson, 170 Boxboro Rd., Stow, MA 01775, 617/897-9632

FOR SALE Honda 750K5 and Coupe Royale sidecar. Removable gull wing door, extra tank with electric fuel pump. \$3500, or \$2500 for sidecar. Contact: Lyle Hamman, #540, 2702 53 St., Des Moines, IA 50310 515/279-9271

FOR SALE 2 Seth Thomas sidecars, nice, loaded, \$1600 and \$1300. Fit all but H-D. California Sidecar, metallic brown muriels, like new, \$1000. '78 KZ400 full dressed, 7000 miles, \$1600. Robert L. Anderson, #1025 6079 E. U.S. 10, Custer, MI 49405 616/757-3847

WANTED Handicapped rider looking for Harley sidecar, metal or fiberglass. Or H-D Grocery package truck side-car, to fit 1980 Harley Davidson FLH. Joseph Liebman, #2506, P.O. Box 1383, Lake Isabella, CA 93240

FOR SALE Motorvation Coupe Royale, never used. Contact: Bob Muravez, 530 Delaware Rd., Burbank, CA 91504 818/846-0712

FOR SALE '81 H-D FLH Classic and sidecar. \$7800. Will separate. Day phone 512/682-6192. Contact: Cliff Colyer, #1815, P.O. Box 3941, McAllen, TX 78501 512/687-4070

FOR SALE 1973 Harley Davidson and sidecar, one owner, 24,000 miles. \$6000. John Dixon, CSOC #67, 11 Bond St. St. Catherines, Ontario Canada L2R 4Z4, 416/227-1292

FOR SALE 1981 Hawk sidecar, black with windshield, tonneau cover & suspension. Like new, only on bike 4000 miles. \$995. offer. Contact: Garry Christensen, #1779, 4342 E. Tonto St., Phoenix, AZ 85044, 602/893-3231

FOR SALE Black Spirit of American sidecar, new tire, paint, and universal mounting. South Jersey. Contact: Thomas Fritz 28 Grandview Dr., Woodstown, NJ 08098 609/769-2077

FOR SALE '81 Motorvation Roadster Royale, Burgundy color, AM/FM stereo cassette player, \$2250: Ormand Finch, #1573, P.O. Box 722, Jackson, MI 49204 517/787-4752

FOR SALE BMW R75/2 conversion, immaculate, vintage award winner. Ridden solo. Superb sidecar capabilities. \$5700/offe Contact: Dave Davenport, 1838 Drew, Mountain View, CA 94040 415/364-1011 (days)

FOR SALE, 1980 Motorvation Coupe Royale, gas tank, turn signal lights, good condition, \$2000. Contact: Gary Trecek, #367, 4319 W 30, Topeka, KS 66614, 913/272-5635

FOR SALE 1976 Gold Wing, full dress with Equalean Deluxe sidecar. Beautiful red and white matched paint, stereo, \$4000. Also 1980 CX500 Custom, full fairing, and Equalean Sidekick, black, \$2600. Both have air forks, both about 30,000 miles. Contact: Bob Baity, 12027 S. 1900 W., Riverton, UT 84065, 801 / 254-4461

PERSONAL Dennis and Nancy, Boston, MA. Remember Mercer, PA, please return keys - call during the daytime M-F. Contact: Dennis Cannon, #1604, 29 Maxwell Rd., Garden City, NY 11530 516/542-1248

# Classifieds

## SECOND TIME ADS

- FOR SALE 1960 R60/2 combo, Jupiter. Fresh engine, clean, new tires, windscreen & bags. \$3500. '78 RS1000, \$3000 Contact: Clifford Mueller, #555 210 Arroyo Pinon Dr. Sedona, AZ 86336 602/282-1237
- FOR SALE BMW 750cc /2, properly converted for sidecar use, Ural side-car, black. Will separate. \$3900, or \$2000 each. Contact: Steve Stepanek, 573 3rd Ave. Salt Lake City, UT 84103, 801/355-5967
- FOR SALE 1981 Motorvation Spyder T1, auxiliary gas tank, Koni shock, and headlight. Perfect condition. 1983 list over \$3000, want \$1500. Contact: William Rieck 1260 Marshall St. Paul, MN 55104 612/645-7004
- FOR SALE 1978 Gold Wing and Ural sidecar 19K, \$2800. Ralph Salerno, 28039 Lomo Dr. Palos Verdes, CA 90274 213/377-8186
- FOR SALE '78 Gold Wing & '80 Equalean Deluxe. Both have AM/FM stereo/cass. & intercom. Helmets w/speakers, Windjammer SS, air forks, spare tire, under 25,000 miles, \$4200. Contact: Gary Grant, 1108 Rosewood Dr., Loveland, CO 80537 303/667-1104
- FOR SALE Globe sidecar, excellent condition, \$500. OBO :R. Ross, #728, 213/348-5260
- FOR SALE 1981 Terraplane, good shape, with GL1000 hardware, \$1650 or best offer. Contact: Steve Barnes 344 Brookhaven Ct. Sebastopol, CA 95472 707/823-4966
- FOR SALE Left hand Watsonian chassis (Palma) includes wheel, fender, brakes, and some mounts. Make offer. See below.
- WANTED Rabid Transit fairing, can be "very damaged". Contact: Doug Easton, #1078 141 Ash Evanston, WY 82930 307/789-2958

- FOR SALE Goulding sidecar w/windshield, seat, and T/cover. Very good body, exc. condition, \$1100. Contact: Bruce Hunt, #359, RT 2, Box 33578, Lake Geneva, WI 53147 414/248-8002
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Sidecar Manuals and back issues of THE SIDECAR-IST can be ordered from last month's list.

## SIDECAR OPERATOR MANUAL (SOM)

By Hal Kendall

The idea for the SOM began in 1980. Tim

Colburn, Dale McCormick, and Marge Jennings very successfully conducted the Sidecar Skill Schools at Northeastern Illinois University, but it was apparent a manual was needed.

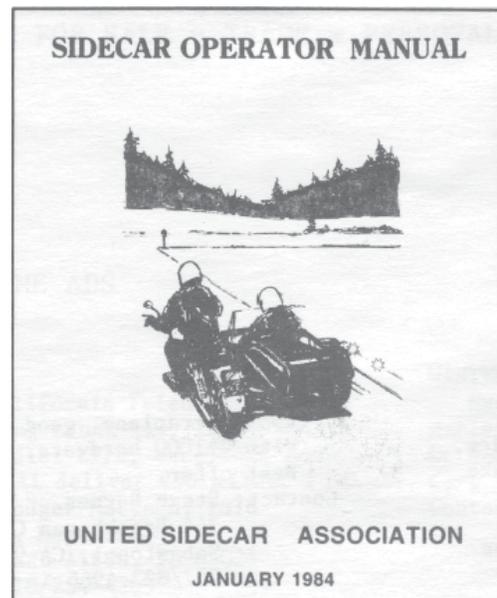
We approached the AMA, the MSF, and NHTSA. All were in agreement that such a manual was necessary. But they didn't have the skills or the interest to develop one.

They did send voluminous studies for solo riders. With solo motorcycles so outnumbering sidecar rigs, we simply fell through the cracks. If we wanted a manual, we would have to prepare it ourselves. Keeping it similar in format to the MSF's Motorcycle Operator Manual (MOM) would preserve the continuity of instruction.

Most sidecarists begin as motorcyclists. The manual, therefore, dwells on the specific differences in operating a single track or a dual track vehicle. A motorist with no previous riding experience may also learn the secrets of side-caring, however.

Safety organizations were given copies of the draft manuscript and asked to comment on it. All responded with their comments and suggestions.

Dedicated to the USCA membership, the manual should be invaluable for the novice sidecar rider, or as a text for sidecar skill clinics. It includes a sidecar skill test patterned after the MSF MOST skill test. All funds received from its sale go into the Sidecar Educational Fund for the promotion of manuals on sidecaring.



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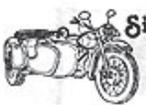
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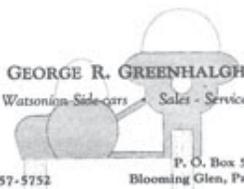
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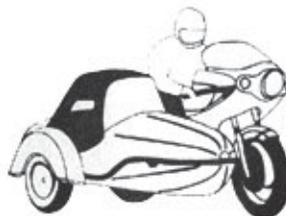
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