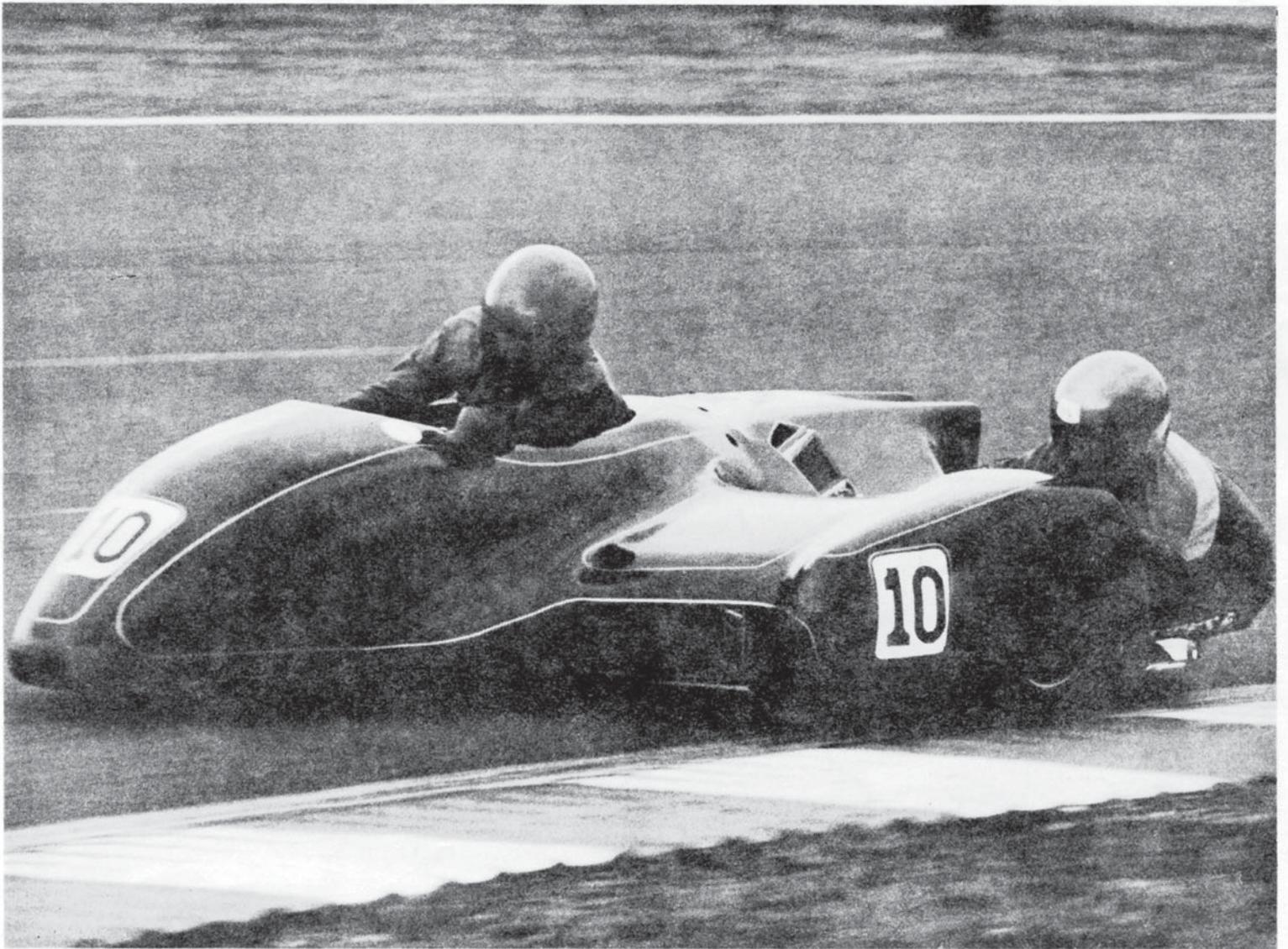


THE **SIDECARIST**



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

**JUNE
1984**

The American Sidecarist

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Change Of Address

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

Renewals

Membership in the U.S.A. begins the month you join and continues for twelve calender 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,

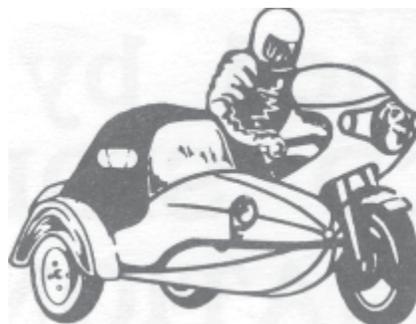
Send renewals or change of address to the: United Sidecar Association, PO Box 8119, Van Nuys, CA 91409-8119, ATTN: Renewal, or Change of Address. Make check payable to the United Sidecar Association, Inc.

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COVER:

Karl Paul now of California but originally of Heidelberg, Germany, passengered on this rig. He has roadraced on the Continent since 1979 (see page 10). Maurice Bula photo.



Notes from the President.....

Last chance to win that sidecar of your choice! Raffle tickets will be available at Interlochen, the site of the 1984 international rally. The drawing will take place at the awards banquet. The more tickets you get, the better your chances are. Really! Good luck to ya.

Well, Road Rider sure did it recently with their scoop on testing the EML outfit. We know that most of their staff are closet sidecar enthusiasts. I'll certainly keep their anonymity. Iron Horse's May issue did a bit on the Lake Tahoe Rally - along with a feature on a nice looking Indian outfit.

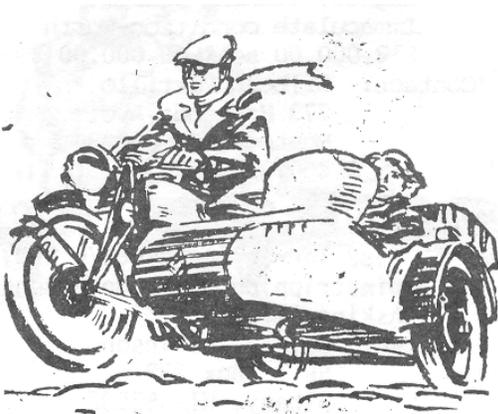
Lots more sidecar features are showing up in the motorcycle publications. Be sure to send cards and letters to tell them we're catching the action. It definitely does help to let them know we appreciate the coverage.

Another recent issue - May - Motorcyclist did a nice write-up on one of our members, Rusty Kay, one of those neat guys. He manages to find time to show up at just about all the meets. I know he personally puts a lot into the sport, and his reward is being glad he could help.

At Interlochen also will be the annual meeting of the Executive Committee, which will be very interesting, with lots of changes all for the good.



DOUG BINGHAM
President



Letters

LETTER TO DOUG

This is just a note to thank you for your kindness the other day. It was so wonderful day for us when we visited you. Then we have had a very nice trip. Now I'd like to affiliate to your United Sidecar Association.

And by the way, I'm looking for the book of the sidecar that you asked me, but I can hardly find it yet because it was published two years ago. I'm going to ask the publishing company to get it. Would you wait for a while, please.

I enclosed the pictures with you. Thank you again for your kindness.

Kazunobu Numatani, Osaka, Japan

We especially appreciate our international members. Gee, Kazunobu and Douglas are sure wearing similar smiles in this photo. Wonder how Doug would look in a kimono....



Doug & Kaz

A FINE LADY WHO RIDES

Thanks for writing about us. People have been so kind to Earl and I. We were on TV three different times, and quite a few write-ups in different papers. Our lives would have been so dull if it hadn't been for motorcycling, and the Retreads. When Earl got sick, there was no way he would have gone the eight years just sitting around. He just liked to plan another trip. We put over a hundred thousand miles on the 500 and the thousand, together. As one of the Retreads said, we went and saw more in those eight years than most people saw in a lifetime.

Some of the Retreads (24 motors) went to see the bluebonnets today. I rode three hundred miles and the wind was real bad, but had a good time. Thanks again.

Bea Wilson, Hitchcock, Texas

We're proud of this staunch lady of 73 years who is still going strong with her Thousand sidecar rig.

REPEAT CONTRIBUTOR

Enclosed are a few cartoons for the SIDECARIST to publish if you so desire.

A couple of years ago I contributed a small "How to Do It" article about converting a Velorex sidecar to air shock suspension. I still have that sidecar, and with luck will be at the National. It's still working perfectly and the air shock has made trimming the sidecar at highway speeds a breeze.

Enclosed is one of our Rally fliers. The Altus Roadriders support sidecaring by having special games and trophies for sidecar entrants. But we get only three or four sidecar rigs to attend our rallies, which consistently pull in upwards of 600 two-wheeled entrants.

Please don't misjudge my motive in mentioning this. Our club is only too willing to support sidecaring. But when I go to other fine rallies and sit and watch the cycle games, and watch the other bikes being judged, because there are NO sidecar games or trophies, because

Letters

of our club's experience I'm reluctant to ask that club to consider adding some trophies for sidecars. I guess I'm asking sidecarists to participate. It may encourage cycle clubs to have a few trophies for us.

If you should be riding up our way, please remember we always have the coffee pot on.

Brian and Pat O'Hair, #330, 1003 Oakwood, Altus, Oklahoma

Thanks to Brian whose neat Interlochen-oriented cartoons arrived just in time to include in this issue.

The attraction-filled Altus Roadriders 6th Annual May Day Run looks like a fun event, and we would certainly be happy to publicize any event which actually provides trophies and games for sidecars, but we gotta have the information soon enough. Maybe Oklahoma and TMRA sidecarists can file the idea for next year.

To those who haven't experienced putting together the endless details of a publication, it probably doesn't seem possible to have to spend so much time on an issue - plus the fact that everyone involved has to juggle to make room for all their various other business or social affairs as no one works on the SIDECARIST full time - but we just have to have a lead time of at least two months, to be safe. We will insert things later when we can, if it doesn't disrupt the process, but can't guarantee it.

FROM OUR GOODWILL AMBASSADOR

You are doing such a magnificent job with the all New SIDECARIST. We just love it. It's so professional.

I hope that I am not too late to get a news event in the May issue. I hope to have a large get-together of USCA members at the Great Bend Grand Touring Rally and Trade Show at Great Bend, Kansas, May 24-27. Hopefully it

will be an annual event for all sidecarists. There will be trophies for sidecars in the judging and also for the games. I've been busy contacting members in the surrounding areas.

Connie Brown, #42, Ruidoso Downs, NM

Thanks, Connie, and our regrets that we received this after the May issue was shipped. In addition to everything else, we have to allow two weeks for bulk mail to arrive, in planning for members to receive their magazine by the first of the month or so.

Kansas members, we hope Connie has succeeded in contacting you. Otherwise, file this idea away for next year and as Brian says, try to support this feature-packed rally which is including trophies for sidecars.

SIDECARS EXIST FOR DAIRYLAND, ALSO

You'll be interested to know that in addition to the listing by the AMA insurance program, Dairyland Insurance also lists sidecars, thanks to the push by Hal Kendall (see application attached). Ed Johnson, #1, South Holland, Illinois

EQUIPMENT ITEMS

a. Check all items of equipment that are included on your cycle, and show their value, if known. No coverage available for custom paint or chroming.

ITEM	VALUE	ITEM	VALUE
<input type="checkbox"/> Faring	\$	<input type="checkbox"/> Custom Wheels	\$
<input type="checkbox"/> Luggage Rack	\$	<input type="checkbox"/> Special Coatings	\$
<input type="checkbox"/> Windshield	\$	<input checked="" type="checkbox"/> Sidecars	\$
<input type="checkbox"/> Custom Seat	\$	<input type="checkbox"/>	\$
<input type="checkbox"/> Custom Tires	\$	<input type="checkbox"/> Other	\$

b. Approx. value of all equipment listed above is

- \$500 \$1,500 \$2,500
 \$1,000 \$2,000 \$3,000 Other \$ _____

6. Does the Insured want Equipment Coverage?

- Yes No

X

Insured's Signature



**Dairyland
Insurance Company**

Letters

AMA MEMBERSHIP DRIVE, ETC.

In reviewing your SIDECARIST of April, yes, I myself have been absolutely astonished at how we can only have 130,000 members in AMA with, as you state, 7.3 million street bikes in the United States. You will note in my May report that we are starting a campaign, person to person, with members calling on dealerships directly to solicit AMA and District 37 membership. We hope this will be a beginning for an increase in membership for AMA.

I was pleased to see you listing the Greenhorn Tour on June 2-3. Would you please correct the date for the Adventure Motorcycle Club which will be July 29th? If there is any event to put in our calendar, please send it to me as soon as you have it, so that we may place it.

We hope you will join us on the Barstow to Vegas event November 24, which should be an interesting ride. Differing from other years, the awards ceremony will be held on Sunday morning at the same time as the off-road folks are having their awards.

We scheduled a first-ever dual-purpose event on March 25, were very pleased with the outcome, and hope to have more. Maybe there are some sidecarists who like to play in the dirt, and they could join us in dual-purpose events.

Ed Waldheim, #2488, President, Adventurers Motorcycle Club, Los Angeles, CA 90041

Yeah, yeah! Dual-purpose sidecaring is great! Look for a report on a Utah event in this issue or soon.

We'll correct your date on our tentative Southern California Chapter schedule. Thanks for the inter-club cooperation.

ANOTHER MYSTERY SIDECAR

We enjoy your SIDECARIST magazine very much. Am enclosing a couple of photos. This is the problem - what is the sidecar?

I bought a 1938 Harley VHF with sidecar from a widow two and a half years ago, had a season's fun with it, and then decided to restore. The sidecar frame is a '46 Harley unaltered and clearly stamped with the serial number. The tub or body is another story. No one who has seen it can tell us what make it is. The body is actually two steel pieces, with a seam lengthways. It definitely looks like a manufactured body, rather than homemade. Hope your staff or readers can help solve this mystery.

Jack and Barb Altieri, #2213 1413
Longwood Dr Crete, Illinois



A NAVY MODEL

My friend Jack Sands said you would like pictures of my 1943 Harley-Davidson U model (74 ci flathead) and sidecar. It is restored to USN specs. According to David Wright in The Harley-Davidson Motor Company, an Official 80-year History, the U.S. Navy received 136 of these rigs during WWII. Note the absence of fender skirts that is typical of military motor-cycles.

Francis G. Blake, Fullerton, California

Letters

Yes, thank you, I would like photos of beautifully, authentically restored rigs like yours, to illustrate articles, for covers, and for possible inclusion in the proposed sidecar book. I wrote about the book a few issues ago. This is something I, Dorde, am working towards, it's not an official publication of the organization, though USCA will be pleased to see it done. A publisher here in Utah is interested in producing it. I'll have more time to work on it next winter, but in the meantime am gathering data and photos. Photos for the book will have to be high quality, and for that we need either black and white prints or color slides. The rig needs to be posed in front of a non-confusing background, and be sure to include the whole bike and sidecar, don't cut anything off (unless, of course, you are shooting details.) Pay is the same as for contributions to the SIDECARIST, the satisfaction of making a contribution and seeing your rig in print.

I will have to hang on to the photos for an extended time, but every effort will be made to keep them safe. Please include a SASE, and send Certified Mail if you need protection in the mails. If you want to eliminate the middleman, you can send irreplaceable photos to me directly at 6366 Cobblestone Lane, Salt Lake City, UT 84121, for the least possible handling (or any photos, for that matter). I like written material to go to the Box Number in Van Nuys, for two reasons, so Doug can see it, and to keep things from coming in to me in little dribbles.

I'm planning to be at the Interlochen Rally, and will be looking for nice rigs to photograph for the book and for the SIDECARIST.

EQUALEAN REBORN

A good friend of mine Gordon Waligorski told me to write to you with my problem and you should be able to help me. I hope so.

I've been trying to get in touch with the Equalean Sidecar Company. But I must have an old address because no luck so far. If you have an address, or better yet a phone number, please let me know.

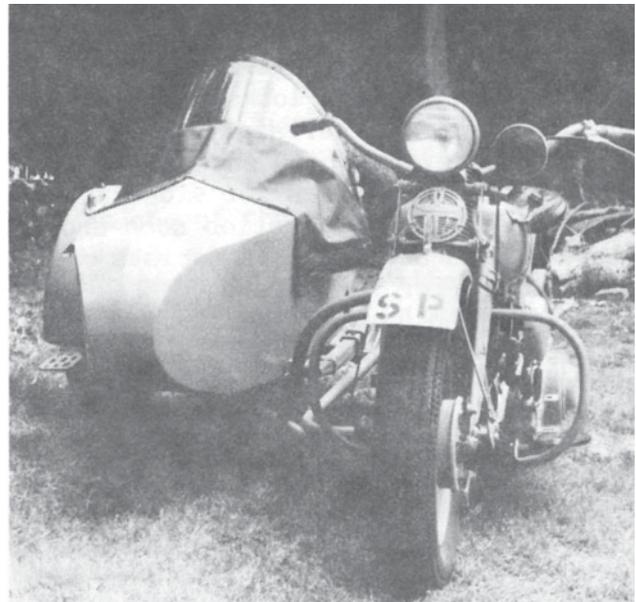
Also, if your members have given any feedback on how they like, or dislike, their Equaleans, that would also be helpful. Please include a membership form for your club. Thank you so much for your help.

Randy Nissen, 3668 Hwy 57, Random Lake, WI 53075

Yes, Equalean was closed down for a while during a reorganization. But they're open again now at 5842 McFadden, Unit H, Huntington Beach, CA 92649.

Leaners like Equaleans are, of course, quite different from rigid sidecars. As a group, their owners seem to be enthusiastic about them. We're giving your complete address so owners can write to you directly if they wish.

Views expressed by readers do not necessarily coincide with the official viewpoint of the Association. We reserve the right to edit for length and clarity. If you should wish to write person-to-person only, and not have your letter considered for publication, please so indicate. Otherwise we will consider all letters to the Association or to the editor fair game.



Francis G. Blake's 1943 Harley-Davidson U model (74 ci flathead) and sidecar

Club News / Racing

NORTHERN CALIFORNIA & NEVADA

By Dan Doyle

After two record wet winters and the forecast of a third, riding opportunities were looking a bit bleak in the northern part of the Golden State. However, contrary all predictions, the early part of '84 was remarkably dry and, at least compared to our brethren (and sistern ?) in the East, things are looking pretty good.

Highlights over the fall and winter were the annual group ride to the Griffith Park Sidecar Rally, and the Third Annual Sierra Cascades Winter Rally, near Lake Kilmanor. The GPSR ride was regretablely punctuated by Rod Sullivan's Honda 750A's buying the farm at the bottom of the Grapevine. Sources have it that Rod has now acquired a Sabre, which should take care of his power needs.

About half a dozen hacks and twice as many solo bikes made it to Gary Pevey and Ozzie Auer's Winter Rally. One intrepid soul came all the way from Yakima, Washington, on a Suzuki 550 with bent forks, and a plywood sidecar stuffed with dog and cross country skis. The weather was great, with not as much snow on the ground as was the case last year. A few of us stopped by the Mount Lassen Ski Bowl on the way home, where shirt-sleeve skiing seemed to be the norm.



Karl Paul

(See cover photo)

From Europe comes the cover photo of one of the beautiful streamlined roadrace rigs.

The passenger, Karl Paul, originally of Heidelberg, West Germany, was profiled in the January, 1983, issue of the SIDECARIST. He has lived in the U.S. since 1968, settling in California, which he loves, after serving in the Army and being stationed at Fort Ord.

Karl is a Porsche-Mercedes mechanic who has sidecar roadraced on the Continent since 1979. Last year for the GP races he teamed initially with Francoise Monnin, a Swiss. They ran in Le Mans, France, and Hockenheim, Germany. At Le Mans they took 10th place, and at Hockenheim the engine exploded in practice; Monnin retired from racing.

Next teamed with Hans Huegli as driver, another Swiss, Karl ran at Salzburg in Austria. A piston came apart in the first lap of the race. At Assen in Holland the rig handled terribly and the exhaust collector box broke off; despite this they placed 11th.

At Spa in Belgium the bike wrecked to-tally on the second lap of the first practice. They went into the guard rails at 135 mph.

At Silverstone in England with a new chassis, they placed 10th. Another 10th place finish followed, at Anderstorp in Sweden. Imola in San Marino brought a 14th place, in spite of the carburetors being jetted wrong.

The result of all this was an 18th place overall, from about 54 competitors. The race at Le Mans when Karl started competing last year was already the 3rd in the series.

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

NAME _____ ADDRESS _____ _____ ZIP _____ Phone: _____ \$1.00 PLEASE MAIL TO: United Sidecar Association, Inc. P.O. Box 8119 Van Nuys, CA 91409 U.S.A.	NAME _____ ADDRESS _____ _____ ZIP _____ Phone: _____ \$1.00 PLEASE MAIL TO: United Sidecar Association, Inc. P.O. Box 8119 Van Nuys, CA 91409 U.S.A.
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Trucker's Guide

to I-80, the Western Half

by Don & Karrie BrooksKenyon

We travel I-80 to Stratford, Connecticut, and return every week, 4500 miles. When the weather is good we do it in five days. One hobby is trying to stop in different local restaurants and little cafes, and meet the local people.

We thought members traveling to Interlochen might enjoy some of the places we've found which are on the way.

When we're not trucking, we enjoy our two sidecar rigs which are a 750 Honda Automatic with Velorex, and a Neval.

First, riders coming from the Northwest might not know about the cutoff from Burley. Instead of continuing south on I-84 to join I-80, you go east on I-86 to Pocatello, then turn south on I-15 to McCammon, and go east on US30 through Montpelier, joining I-80 just one exit before Little America. This route besides being prettier is actually 12 miles shorter.

Another thing to think about, for those coming from the west on I-80 into Salt Lake City, is that the Great Salt Lake has been overflowing the freeway. And that's salt water, folks. They're diking and pumping, but sometimes the lake gets ahead of them. Inquire at the port of entry or at Teddy Bears, and go around through Grantsville on the old highway, if the Inter-state is flooded. Now for the Guide:

IDAHO

Burley

First Burley Exit: **Connors Cafe**, a cafe attached to a truck stop. It used to be for cattlemen and sheepherders. Closes about 10 PM. Good home-cooked food and fantastic pies.

Montpelier

Ranch Hand, left side of road, open 24 hours. A few miles further is the **Red Dog Saloon**, also on the left side. These are both good. Back to I-80:

NEVADA

Winnemucca

Model T restaurant. Haven't been here for a while, used to be pretty good. Elko

Star Hotel, Basque food.

UTAH (198 miles across)

Salt Lake City

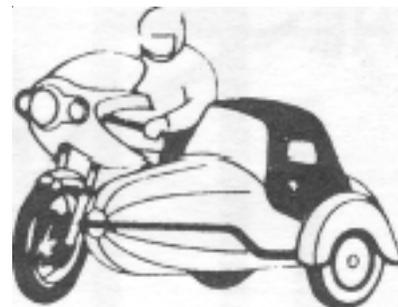
Plaza Billiards. Open 7 AM to mid-night. If coming from the west, take Redwood exit off 180, just where the high-way becomes freeway again. If coming northbound on I-15, turn west on 180 to Redwood exit. Go south on Redwood to 35th. Just to right on 35th, behind Rainbo gas station, cheap gas. Short order counter, all cooked while you wait. Steak (8-10 oz sirloin), 3 eggs, potatoes, toast, \$3.95. Steak and fries, \$2.95. Mention that you're a friend of Don & Kattie's. Guys here are into bikes.

Park City

On Sunday **Grub Steak** has fabulous Brunch, about 6 miles off freeway. Park City exit, turn left at Holiday Inn and continue to Prospector Square. Turn right at Dairy Queen and follow road around. Served 10-2, and you don't have to eat the rest of the day. \$9.95, a whole table of desserts as well as a great assortment of everything else.

Echo

Kozy Cafe. Exit after 180 and 184 come together, turn left and go under RR bridge, turn left on U.S. 89, follow a mile or two. Open 24 hours. Homemade soups; cream of vegetable is a specialty. Rabbit is another.



Trucker's Guide

WYOMING (404 miles across)

Little America

A tourist trap, the food is expensive but good. Excellent 25-cent chocolate and vanilla soft ice cream cones, good for a quick break. Green River/Rock Springs (well known for Smokey Bear). We haven't tried these, but they are recommended by local people:

Sweet's Cafe. East Flaming Gorge exit off I80, exit is six miles west of Rock Springs. Open Wednesday to Saturday 6 to 10 pm, barbeque.

Log Cabin Inn. Exit at Husky Truck stop, opens at 5, closed Sunday. Good steaks.

White Mountain Mining Co. Dawar exit by Denny's, ask directions, open at 5, closed Sunday. This same exit has also **Sizzler**, **Holiday Inn**, **K-mart**, a mall, **Long John Silver's**, **McDonalds**, budget motels. A good place to stop and buy things you've forgotten.

Red Desert (About mile marker 163)

Red Desert Inn. Delicious homemade vegetable soup.

Wamsutter

Broadway Cafe. Open 24 hours. A good half-pound hamburger that tastes like a hamburger, not like soy bean and cereal.

Rawlins

Gay Johnson, warning: a tourist trap, high prices on everything.

J.B.'s Big Boy, breakfast buffet. Eat if you are hungry for bacon.

Walcott Junction

Cafe on left side of road going east, (Note; you may want to take US30 around from here to Laramie, there is less wind and it's more picturesque than I80. It's only 2 miles longer, a good road, nice change if bored with I80.)

Medicine Bow (on US 30)

Medicine Bow Hotel. Historical hotel, good food. Be sure to peek in at the bar, it's out of the past.

Laramie

Outrider Truck Stop. First exit eastbound. Farther on -

Foster's Country Store. Budget motel, good food, a place to buy supplies.

Cheyenne

Mile marker 370, outside of town. **Sapp Bros.** On the expensive side, apple pie and cinnamon ice cream. A place for a rest stop.

Hillsdale

Wyoming Truck Plaza. Not very fancy. Good reasonable steak and chef's salad.

NEBRASKA (452 miles)

Sidney

Mile marker 55. **Cabela's** camping and outdoor gear store, which is well known. Big Springs

Mile marker 107, **Bosselman's Truck Stop**, "the cleanest truck stop in the West". Also a good budget motel.

North Platte (Smokey Bear works this area)

Truck stop on right when eastbound, past the K-mart. Good Mulligan stew. On the left is one of the Bonanza Steak chain of restaurants.

Lincoln

Mile marker 395. **Shoemaker's Truck Stop**, on the right side when eastbound. the best chef's salad, especially the French dressing. Good pie. Turn left about 4 miles toward town, on the left, for Allied Surplus, a good place for camping gear.

Trucker's Guide

Popeye's Fried Chicken is a little farther down the road on the left. The best chain of fried chicken restaurants. Good to buy to take with you, isn't greasy the next day. Also a **Super 8 motel** on this road. You can continue through town and get back on the Interstate.

IOWA

Walnut

The Gardens. A Must in this area if you are there on Thurs, Fri. or Sat., from 5:30 to 10 PM. Eastbound, turn right and go through town, note big white bank on right which looks like Jesse James ought to come out shooting, go to next corner, the last main intersection before going out to the boonies. Turn right, go down about a half mile, it's on the right. Not well lit. No menu but very reasonable. Excellent steaks, fried chicken filets, ice cream, and liquor.

Des Moines

Mile marker 126, **Getty** truck stop, Cross-roads. Further in town is **Mr. Steak**, the best medium price chain of steak restaurants.

Victor

Mile marker 201(?), **Star Inn** (advertised on the road). We haven't tried it, but have heard good things, good daily specials.

Coming from the east, US 30 is the old road which parallels the turnpike to the south. Not so boring. Good road, nice farmhouses to look at.

Walcott

Mile marker 284, **Iowa Trucking Co.?** another favorite. Good sandwiches, excellent pizza and homemade soups, good chef salads. Open 10-10. Try the deep fried green pepper rings. This is close to the next, so you have to choose one or the other.

Davenport

Mile marker 292. **Iowa Machine Shed** (dedicated to the Iowa farmer). Another Must. Eastbound, turn right in about a quarter of a mile, on the right, with a good **Budget motel** next door. Good food served family style. Open for breakfast, lunch & dinner. Sandwiches, excellent pork tenderloin and prime rib.

ILLINOIS (163 miles across)

Mile marker 75, **Tiki Inn.** Good steaks and daily specials. We don't know many places in Illinois because we try to stop at Walcott or Davenport.

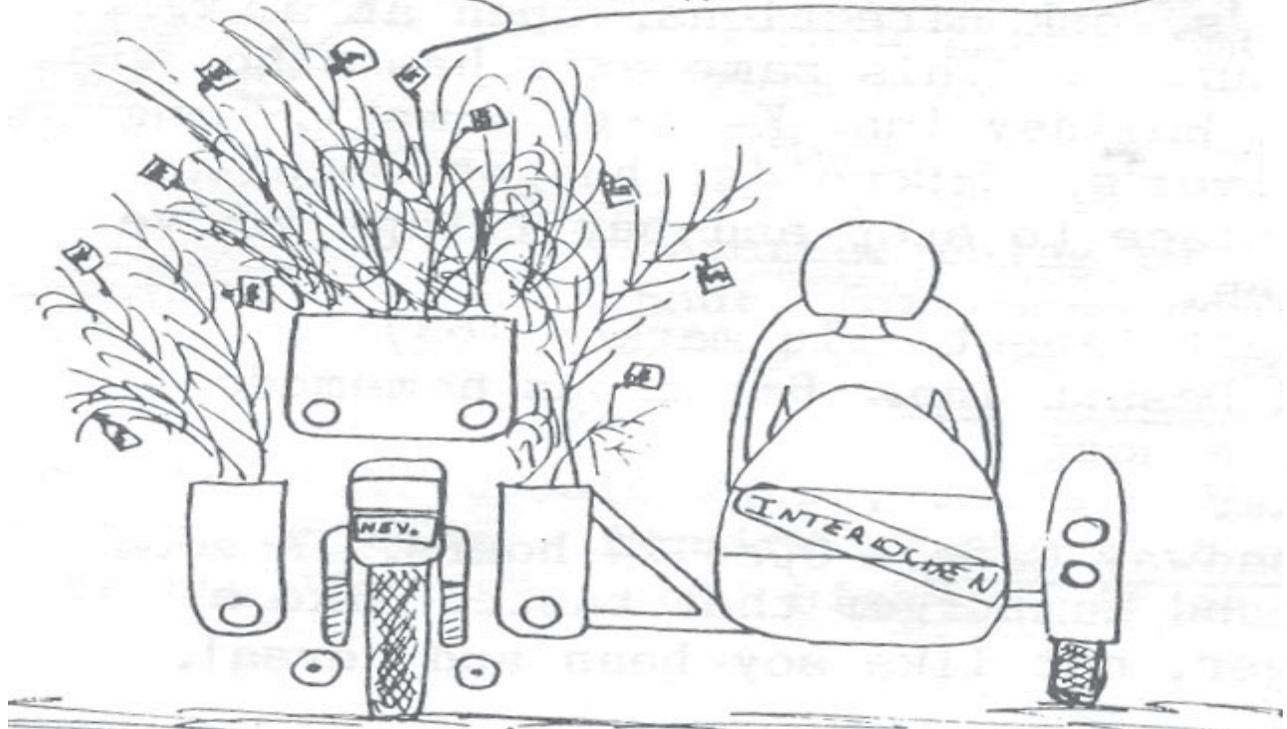
INDIANA

We're usually running the turnpike and avoid eating there like the plague.

The Lighter Side



And the man said, "Have I ever got a sale on Michigan Spruces.... and will they ever grow well in Nevada"!!! And you said, "I'd like just on one little souvenir Bush....."



WITH WRENCH IN HAND

Restoring a Steib S-350

by Zachary Zniwski

For \$350 I purchased a Steib S-350 sidecar, number 14744, sight unseen from a BMW expert in another state. On the phone he warned me that the condition of the device was bad, and "not just a matter of needing paint". But I had seen my share of \$2500 Steibs and knew if I were ever going to get one of these desirable little cars, I'd have to pay by elbow grease rather than by monthly bank-loan installments. So I sent off my money and spent a few days anxiously waiting.

The seller mentioned trouble with trucking companies sometimes, and sure enough the Steib was delivered to my home while I was away at work. The truck driver was reluctant to help my wife unload the pallet. But all ended well; on my return it sat on the driveway. In a few moments it was detached from the pallet, and first the body then the chassis carried to the floor of my shop. The total of both is 160 pounds, easy for two people.

In the bright light things looked grim! The nose of the body was badly dented. The frame was slightly bent at the suspension lug, as if someone had put something far too heavy aboard - like an auto engine. But I was prepared for these problems, and was more interested in finding out if my new sidcar was complete. I was comforted, as I looked at the rusty, decrepit pile, that my Triumph looked just as bad when I started to work on it.

I brought over a friend who does good body work on VWs and Porsches to see the patient. His eye at once seized upon the beautifully-shaped Art Deco fender. If the focal point of a classic auto is its radiator shell, and a classic motorcycle its fuel tank, then surely that of a Steib is the fender. So I felt great when, after examining the thing, he thought it was perfectly salvageable. He could see past the ugly brushed-on layers of paint, the crudely-attached boat lights that served the previous owner, and the blacksmithed rear pivot.

The next day with my "Steib original ersatzteile-list" in hand I examined my little boat and found that with the exception of the upholstery it was nearly complete - down to the Fuss-stutze to rest one's feet upon, and the neat little cast-alloy luggage carrier ends (although two of the tie-down castings were broken).

Some of the moulding pieces which trim the body were too dented to save, I thought, but at least they were all there, to serve as patterns if nothing else. And to my great delight the nose-emblem was present!

If completeness of the body was good, however, its condition was not. Besides the nose damage, the floor under the rear deck area was rusted through. The deck itself was badly dented. The floor panels were pushed out, badly, and in fact, every single panel of sheet metal was dented to a greater or lesser degree. Well, I had asked for a restoration project.

I turned from the body to the frame. The body on any road vehicle is cosmetic, but condition of the frame and running gear is a life-or-death matter. So I was very thorough in my inspection of the frame parts. To my relief the aluminum cover over the main loops was in good condition. That will really take a nice polish; it looks like chrome. The bend in the tubing was not cracked around the cast lugs. The front-mudguard attaching-lug was suffering a bit from rust. Had water run down it and sat? But it was straight. The spring-type boat hangers were complete even to their cast-alloy cones, and also were protected by thick coats of tar-like paint.

The swingarm was straight, and replacing the bearings would come soon. Some home-made mounts for attaching to the bike were included, all but one too rude to use. No wheel, and neither did I get that deluxe, cast aluminum handle for the fender with the lights incorporated into it. But since I know how much they go for among old BMW people, I really didn't expect it.

I propped up the frame next to my motorcycle, on a couple of wooden boxes, and placed an old CH front wheel with an Akront alloy rim onto the Schwingkurbel. Standing way back and squinting couldn't make this sorry plot look anything like the photograph of the Vincent Rapide/S500L outfit on my shop wall.

I will report in future issues on how this project goes, and try to explain how I solve various problems, and where I get parts and materials. If anyone wants to write to me in care of the P.O. Box in Van Nuys, the USCA will forward any comments, questions, or advice.

WHO ME, LOBBY?

Here's some very astute advice on how to work with state legislatures, on any motorcycling related issues, in addition to the very important ones of rider education and licensing.

An election year is always a very good time to sound out politicians on their views; get them in writing.

This article, used with permission, is from the February issue of Safe Cycling, the Motorcycle Safety Foundation magazine.

For more information, contact Pam Phillips, Manager of Legislative Relations, MSF, P.O. Box 120, Chadds Ford, PA 19317, or

the AMA Government Relations Department, P.O. Box 141, J, Westerville, OH 43081.

Are you interested in getting involved with motorcycle rider education or licensing legislation at the state level, but don't think you can have an impact? Think again! Lobbying your state representative is one of the most effective ways to participate in the political process. A state representative who ignores the views of constituents won't get reelected. Your legislators welcome your input because they aren't experts on every subject. They depend on your knowledge about motorcycle rider education/licensing programs.

FOR THE NOVICE

There are several ways to get involved in the lobbying process. First, become a member of a coalition – an alliance of diverse groups who concentrate on a common problem like motorcycle safety. Then, become involved in coalition activities such as:

- Writing letters to legislators in support of, or against, proposed legislation;
- Testifying at hearings;
- Calling or meeting with your representative.

If you've never participated in any of these activities, the following techniques should be helpful:

- Writing letters is a very effective "door-opener." The letter should be in your own words, not a carbon copy of someone else's letter. It should not exceed one page, should mention the bill number and title, and state clearly whether you are for or against the bill.
- If you call, identify yourself and explain that you are a constituent of the legislator. Be sure to state the bill number and title. Make the call brief and to the point. Also, ask your representative's position. If it's the same as yours, express your agreement; if not, offer factual information supporting your position.
- The key to getting a bill passed is a successful committee hearing. When testifying at a hearing, be familiar with the proposed legislation and any amendments. To supplement your remarks, prepare a position paper for each member of the committee. And, formally summarize your comments when closing. If there is opposition to your position, be ready with answers and rebuttals.

Because motorcycle rider education is such a positive issue (i.e., it saves lives and is generally self-funded by increases in motorcycle registration/ license fees), there shouldn't be much opposition; but be prepared for questions from uninformed committee members.

Further information about lobbying techniques is available in the American Motorcyclist Association's booklet *How to Communicate with Government* (P.O. Box 141, Westerville, Ohio, 43081).

WHO ME, LOBBY?

FOR THE EXPERIENCED

Other important activities need to be accomplished by those with some previous lobbying experience. Finding the "right" sponsor for the bill is all important, e.g., the representative who is chairperson of the committee where the bill will be heard. Legislators who ride a motorcycle have been effective, too.

The state agency that will administer the proposed bill must be contacted for support. The Department of Transportation, Division of Motor Vehicles, Department of Public Safety or, in some cases, the Department of Education can serve this function; but you must have their support beforehand. In addition, other legislators need to be contacted once the bill starts moving through the legislature.

Keep in mind that only 20 percent of state legislation gets passed, and there are 35 ways to kill a bill. Although that sounds discouraging, since 1979, 15 states have enacted rider education laws. In addition, Florida passed a much needed licensing law in 1983.

MSF is working primarily in Georgia, Indiana, Missouri, Idaho and Delaware for passage of legislation in 1984.



SIDECAR THEFT

Our national chapter director Jim Krautz had his outfit stolen. They called him up and told him the bike was found and all that was missing was the key. When he got there, he found one other little thing was missing - the sidecar. It's one of only seven Aveds of that type, and was modified after a crash, so it's very recognizable. Unless it too turns up, Jim is going to prepare something on the chair to put in the SIDECARIST so members can be on the lookout for it.

Discussing it with him, it occurred to us that this could be a valuable service to our members. Who else looks at sidecars more than sidecarists? In the unlucky happenstance of having your outfit stolen, send us a description and a good clear photo, if possible, and we'll alert the membership to watch for it.

A sidecar seems like an awkward kinda thing to steal. I myself haven't heard of any other sidecar thefts except Curly Robbins', when his Z1R rig was taken from a restaurant parking lot while he was standing there talking with his back turned. Now that's bold....



**At the edge of the Hurricane mesa,
opposite Zion**

Bits 'n Pieces

TIME TO GO

You may notice that there are not quite so many letters this month. Maybe members are too busy riding to write, after the long hard winter the middle and northern parts of the country suffered (we won't even mention those unsympathetic rats in California and Arizona with all their dry sunny warm days this last ugly winter).

This member sure is happy to be unleashed, realizing that of the last three weekends each one has included at least a day-trip. As I get to use it more, the versatility of the BMW R80 G/S / Bingham Mark I dual-purpose rig is really impressive. It's just super for a state like Utah which includes both long distances on the highway, and the most incredible scenery reached only on dirt.

AHA!

Remember, we told you about the neat book "Motorcycle Technicalities", written by Stu Munro's friend Phil Irving. Thanks to a review in the May issue of Cycle World you don't have to send to the publishers in Australia for it. It's \$14.95 plus \$1.00 postage from Motorsports, 6115 Gravois, St. Louis, MO 63116.

To quote the review by Steve Kimball, "Technical information about motorcycles doesn't come better than this — You don't have to be an engineer to understand Irving's writing". Because these reprinted articles are from the Thirties and Forties, "occasionally you can find some prediction—that has proved Irving didn't have perfect foresight. More often the 'reader finds Irving had great vision.' He "has ideas—The thoughts are what make the book great—The basics are here, and most of this hasn't changed." Phil Irving was the principal developer of the Vincent V-Twin, a motorcycle way ahead of its time.

RUNNING LIGHTS

At least one company, Sound Off Safety, makes a black box to use the turn signals like running lights, as some contemporary stock bikes do. But SOS's Priority Lite system is primarily designed for the back pair. On inquiry, Doug Holtvluwer, their customer service person, says that the front turn signals can be made to function as running/clearance lights also, by use of a second Priority Lite black box connected to them instead of to the rear turn signals.

The only other thing which is different is that the white wire is not connected, because it makes the turn signals go brighter on braking, desirable on the rear but undesirable and even illegal on the front.

Use of one or both of these is especially handy when you move the bike's right turn signals to the right of the sidecar and want to have running/clearance lights on it.

SOS also offers the Priority Plus which flashes the turn signals for additional visibility when you apply the brakes, and of course you don't want to use this one on the front. The only other consideration is that each of these black boxes requires about 48 watts (4 amps) extra from the electrical system, according to Holtvluwer.

I asked if the units need any additional protection for use on rough roads (wondering about this after last weekend's escape to the desert), and he says not, that is why they are podded.

Order these units through your dealer. Suggested retail is \$32.70 for the Priority Lite, and \$59.25 for the Priority Plus. The address of SOS, should you want additional information, is P.O. Box 206, Hudsonville, MI 49426.

Member Profile

DON SCHWANKE

Having been an avid two-wheel cycling fan since my early childhood days of Whizzers, Cushmans, and Harley two-strokes, I can say that I argued for many years that "putting a sidecar on a bike is a great way to mess up a perfectly good motorcycle."

My transition to sidecars came about from practical reasons. It was with great misgivings that I bought and bolted on my first sidecar. I can still recall how greatly concerned I was that it would be fast and easy to attach and detach it from the motorcycle.

The setting for this was Augsburg, Germany, in 1974. I purchased a R51/2 BMW, and was enjoying it very much that summer. But having spent several winters in Germany, I knew the riding season was short. Newly transplanted from El Paso, I couldn't accept that. Besides, I had to use the Mike for commuting to work. And a little daughter didn't like being left at home while the wife and I went riding. A sidecar looked like the answer. Since you could pick up Steibs by the truckload for \$50 or less, I decided on a Steib S500 Luxus.

My new world of cycling was filled with good and bad things. On the good side, I could carry an awful lot of people and luggage, and didn't fall over on the icy cobblestones. Indeed, I quickly found out that on ice and snow a sidecar is really preferable to a car.

On the bad side, however, was the fact that I couldn't learn how to ride the darn thing. I now attribute this to not being able to forget how to ride a two-wheeler. Some hairy situations while attempting to make the beast turn right included close-up views of ditches on the left side of the road, and sideswiping a VW trying to pass on a right-hand turn.

I was about to give up and detach the darn thing before it killed me. One night I was going through all my data on sidecar riding for the sixth time, and finally the light dawned. The article that turned on the light was in the Sept.,

1972, issue of Road Rider.

That [turning right] is one of the hardest things to get across, especially if the guy's been riding bikes for a long time. Everything is backwards. He has the sensation of tipping over, and he just can't make himself roll on the throttle. I've seen it happen over and over. The long-time motorcycle rider simply psychs himself out in a right-hand corner and attempts to correct for something that isn't happening."

I had always assumed this was some sort of misprint, or some self-proclaimed expert who didn't know what he was talking about. In final desperation, I went out that night on an especially hairy right-hand curve that had always worried me or lost me, or both. In a suicidal attempt to prove that writer wrong, I screwed on some throttle at the point where I was about to lose it. To my amazement, the right wheel grabbed the pavement and held on!

Two or three more passes and some playing in a parking lot convinced me I finally had the answer. Since then I've always had a special place in my heart for the writer of those words. It just happens to be none other than our own president, Doug Bingham.

I've taught a lot of people to ride sidecars since then, and my first requirement is that they read that article thoroughly, first. I'd like to see it reprinted, and made available to members.

Now I could really have some fun. The Elephantreffen was coming up in February. I not only went but wrote the article "And Bring Your Own Elephant" in the June, 1975, issue of Road Rider. After that I was "hacked"; the next year and a half was spent acquiring an assortment of bikes and sidecars, and touring and camping throughout Europe.

When it came time to leave Germany, we couldn't part with the rigs. I shipped three BMW/Steib combos home by air. The favorite proved to be a BMW R67/2 with a BMW (TR500 type) sidecar, formerly the property of the Munich police department. Bought new by them from

Member Profile

BMW, with proper gearing and suspension, it was a real pleasure to drive.

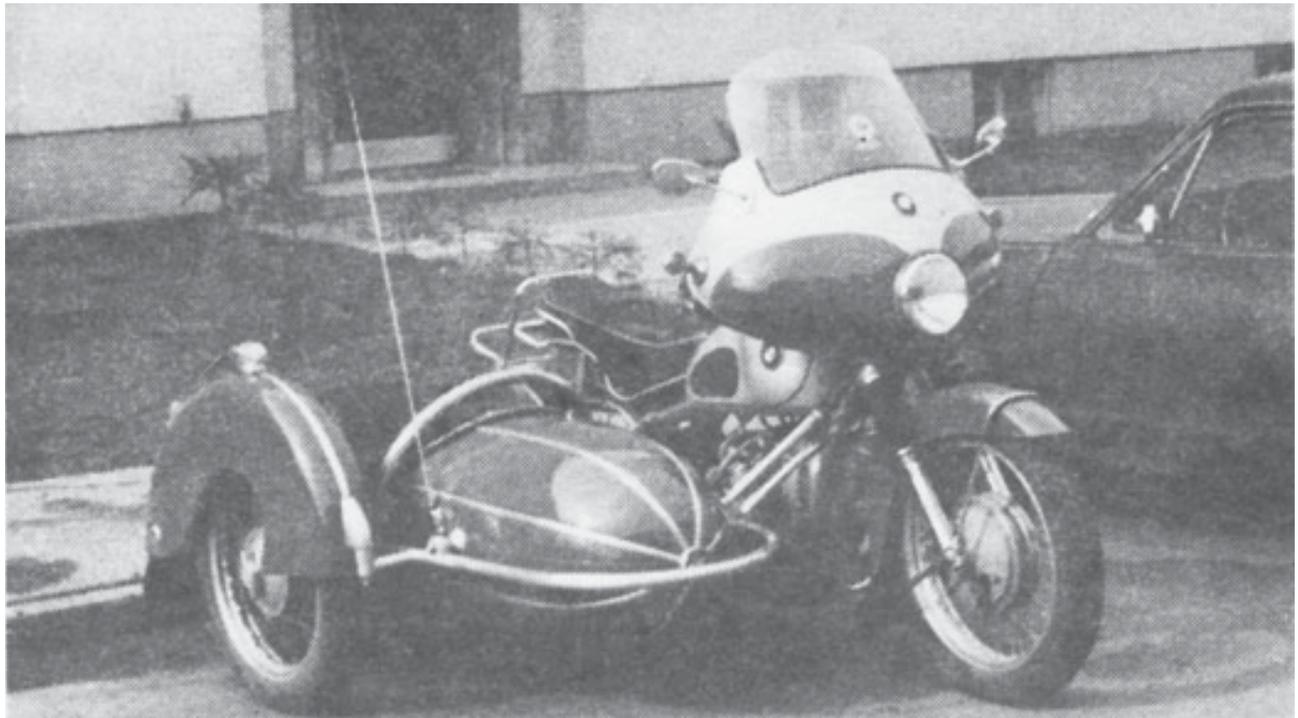
But the fear of breaking down coupled with a practically non-existent supply of R67/2 parts in America led me to my latest project, a home-made "ultimate" sidecar. Using everything I learned in owning a dozen rigs or so, my dream machine is nearing completion and has been around the block a few times.

I took a Gold Wing, installed 135SR-15 Michelin radial tires all around, a leading link front fork, a six-point hook-up, and then added a lot of little refinements of my own, such as trim and toe-in adjustment on the sidecar swing-arm (to allow rigid mounts). The Earles fork and Michelins work so well, however, that the provision for adjustment was unnecessary. The rig had its shakedown cruise to the Estes Park rally, and has been all over, to old Mexico, and to Ruidoso for the Aspencade, for example.

I pull a Cycle-Camp VIP trailer. Family acceptance is a great plus for sidecaring; the wife and kids believe sidecar camping and touring is the only way to go. They are my most enthusiastic supporters, which serves to make it more fun.



Touring Europe with BMW R67/2 and BMW Spezial sidecar



Don's first sidecar rig - BMW R51/2 w/ Steib S 500 Lexus sidecar

Oregon Day Ride

By **Jim Dodson**

The Northwest Sidecar Pilots day ride on Saturday, March 3rd, originated at PMA, formerly People's Motorcycle Market. Mike Phillips picked the date and notified others of this short, laid-back ride. Mike's wife Donna came with him in their Yamaha/Zephyr rig.

Three rigs from Washington showed up. Dean, Mandy, and Sally Erickson in their infamous, customized Moto-Guzzi rig, and Ed and Frances Norton in a BMW/Jupiter were from Tacoma. Dick Rothe with his Suzuki/homemade came from Kent.

Several faces new to sidecaring arrived from Beaverton, Oregon: Ron and Joan Lattner and their two children required another solo bike to make sure everyone got there.

Dick Rothe says he's been playing with his interchangeable sleeper sidecar body all winter long. The body, attached with four bolts, "can get most everything in there with you". The flagstone flooring is covered with removeable cushions, and the tent is provided with screens. There is even an overhead reading light.

A plastic tarp completely covers the rig when set up for the night, and a spare adjustable aluminum tent pole holds up the front. The sidecar frame was made by Bob Loberg in Minnesota earlier, and Dick made his own mounts.

Besides the half-dozen rigs out front that morning were two inside the shop undergoing facelifts. A BMW/Ural of Bob Rickert's was for sale, and an Aved was awaiting Don Lee of Vancouver, to be mounted on his Velorex frame.

My speedo was out for repair; I was thinking I might bum a ride if someone had an empty chair. To my surprise and

delight, Ferrel Valliere, the owner of PMA, offered to let me ride his rig. His is no ordinary unit. The sidecar and chassis are of EML origin. Added personal extras include a Luftmeister turbo kit on the bored-out R65 motor.

Every rig has its own characteristics, and this machine was no different. Because of the extra-curricular appendages via carburetor manifold and electric fuel pump, it's quite ticklish to get started, especially when cold. Something about the gas puddling in the intake manifold and the accuracy of the TDC kick-start procedure.

Once started and on the road this baby has power I've never experienced on a sidecar rig before. The trip out of town was a never-ending series of red lights, with me trying to keep the revs up so the engine wouldn't die. But finally, with the motor sufficiently warmed up, the hills and curves on the old Columbia Gorge Highway made for an enjoyable ride.

Putting along within the posted speed limit, we pulled over at Crown Point and later Multnomah Falls, the usual tourist stops on this route. The next stop was a few more miles up the road, at the Bonneville Dam and fish hatchery. Boy, did those rainbow trout look delicious! So with our stomachs in mind, we made for a friendly restaurant at Cascade Locks.

After that the group split up and headed out in different directions. I went west on I-84 and opened up the throttle a little before returning his rig to Ferrel. It sure felt strange being in the passing lane all the way back to Portland, while keeping an eye on the rear view mirror. It was a pleasant ending to a very amiable gathering of old and new friends, together for a short ride.

Oregon Day Ride



Multomah Falls in Columbia Gorge

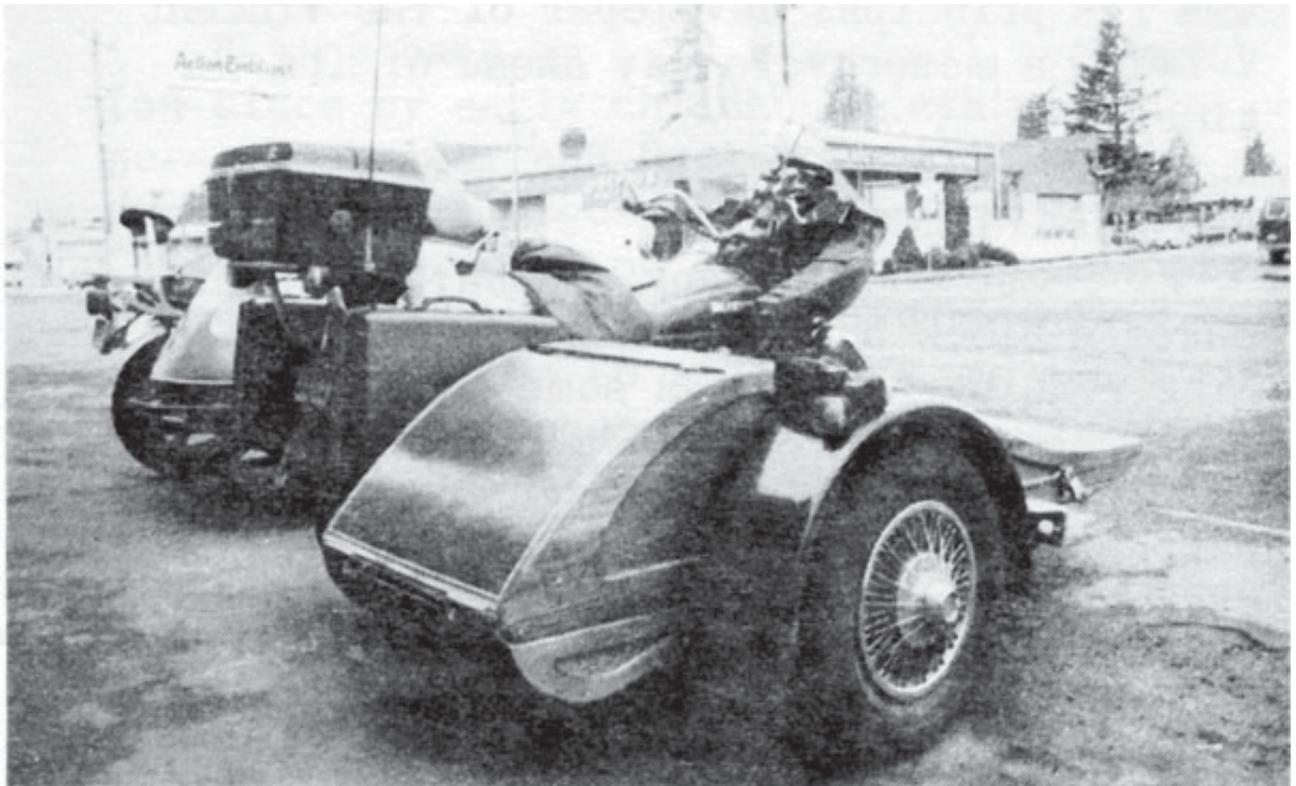


The pole laying next to the front wheel would be right about there with the tarp attached..

Oregon Day Ride

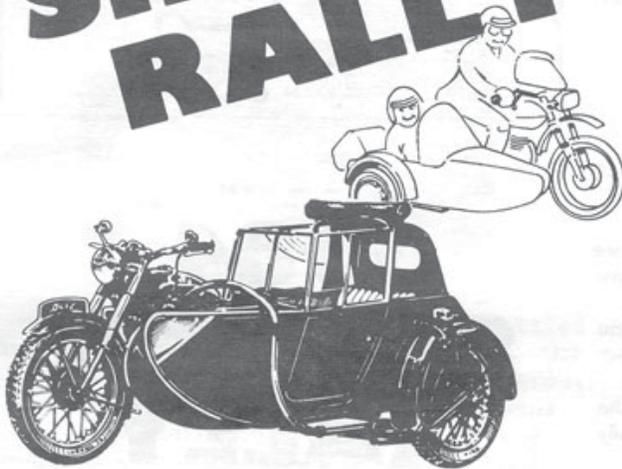


Leg stretching at Crown Point, wishing the restroom were not locked



Dark blue matching paint with wood grain

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

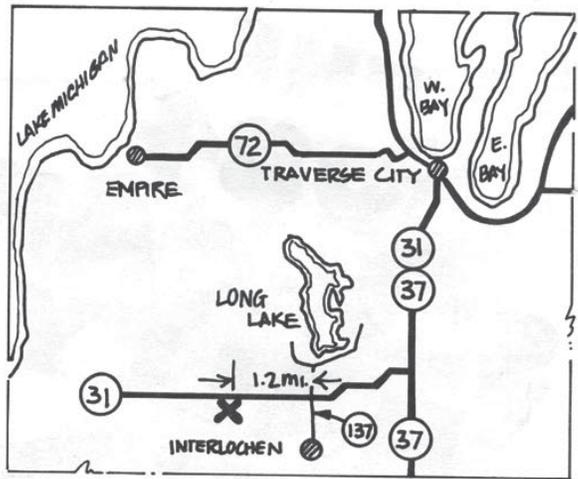
Spend four wonderful days at Interlochen, in the heart of Michigan's four-season vacationland. The home of the world-famous Interlochen Arts Festival and National Music Camp, Interlochen is an ideal jump-off point for tours of this resort and recreational area. Area attractions include Sleeping Bear 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 Mackinac 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 1 1/4 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 — 1 1/2 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.

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>1984 June 30 Drawing</p> <p>Annual Rally Raffle Ticket</p> <p>Fund Raiser \$1.00</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>1984 June 30 Drawing</p> <p>Annual Rally Raffle Ticket</p> <p>Fund Raiser \$1.00</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

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Coming Events

CHAPTER EVENTS: Send to Jim Krautz by 20th of third month preceding cover date, that is, by June 20th for the September issue.

ALL OTHERS: Send to USCA, Van Nuys, to arrive by the 1st of the second month preceding the cover date, that is, by July 1 for the September issue.

JUN 9-10, 2ND ANNUAL USCA ILLINOIS REGIONS POW-WOW, Rockford, Illinois, contact Ken & Sue Andersen, 815/874-6798.

JUNE 15, 16, 17: GET - A - WAY RALLY , CAMANO ISLAND, STATE PARK, Roast Beef Dinner Sat. Night, Included \$15 at Camp, \$12.50, Pre-registration, 50-50 Drawing, Fun - Fun - Fun, USCA NW CH, KEN LONG, 2280 Minkler, No. 28 Sedro Woolley, WA 98284 206/856-4499

JUL 19-22, 5TH ANNUAL NEW ENGLAND SIDECAR RALLY, Norridgewock, Maine. Contact Carl Johnson, RFD #1, Box 530, New Sharon, ME 04955, phone 207/778-2524.

JUL 20-22, 1ST ANNUAL FUN IN THE SUN POKER RUN, USCA INDIANA SIDECAR RALLY, Kendallville, contact Jeff Wiener, 4352 CR. 41, Auburn, IN 46706.

JUL 26-29, 3RD ANNUAL MID-AMERICA SIDECAR RALLY, The Third Wheel, Inc., Menomonie, Wisconsin. Contact Monica Loberg, 6400 18th Av, Richfield, MN 55423, phone 612/861-2974, after 6 PM.

JUL 29, ADVENTURES MOTORCYCLE CLUB TOUR (Southern California Chapter, contact John Baber, 805/251-5051).

AUG 3-6, 4TH ANNUAL CANADIAN SIDECAR OWNERS CLUB RALLY, Kitchener, Ontario. Contact Cesar DaSilva, 18 Jocelyn Or, Streetsville, Ont, Canada L5M 1T7.

AUG 3-6, 2ND CSOC-WC BIGFOOT RENDEZVOUS, Kamloops, contact Jerry at 604/534-6473 or Berry at 604/826-1651.

AUG 4-6, BROTHERHOOD OF MOTORCYCLE CAMPERS STURGIS RALLY CAMPOUT, Hot Springs South Dakota, contact Clarence Kessler, P Q Box 764, Hot Springs, SD 57747.

AUG 17-19 SIERRA SIDECAR SPECTACULAR, USCA Northern California Chapter, Mariposa. Contact Dan Doyle at 1310 Gold Rush Way, Penryn, CA 95663, phone 408/295-4506. (See poster in last issue.)

AUG 24-26, 3RD ANNUAL RALLY, ONTARIO EAST CSOC, Ganaque, contact Terry Brinklow, 9 James St. Napanee, Ont. K7R 3E9.

AUG 31-SEPT 3, 2ND ANNUAL CSOC WC CHAPTER RIONDEL BC CAMPOUT, contact Dick Rothe, 206/854-0329.

SEPT 1-3, TOUR ESSEX COUNTY, ONTARIO WEST CSOC, contact Cyril Bone, 28A Sumner Rd, London, Ont. N5Z 3Y7.

SEPT 26-29, RUIDOSO MOTORCYCLE FESTIVAL, call 505/257-5851. If coming from far away: Be sure to check just before event. With our lead time, sometimes we cannot warn of cancellations or changes.

Industrial News

UPDATE ON NEVAL

At the present time, we are taking orders for the 1984/85 season, for both the combinations and the sidecars.

Our plans for the future for NEVAL combinations include the re-manufacturing process to be handled by our own qualified mechanics here in the States. Additionally, we intend to upgrade components, starting with electrics, pistons, rings, and then carburetion, over a span of the next couple of years. These parts will be readily available through automotive or motorcycle parts houses. It is our intention to manufacture the NEVAL combinations into the best of the old and the new.

Prices for the NEVAL MT-12 and the MT-10 will remain under \$5,000.00 retail, probably. We haven't finalized our plans for the 1984/85 model upgradings just yet, so firm price quotations cannot be established until later.

The NEVAL combinations will still have the old-world design, the all-steel body, frame, fenders, gas tank, with some of the 21st Century's best components, to make it the most unusual, most versatile, most fun motorcycle/sidecar rig found anywhere in the world today. As details are available from our engineer's drawing board, we will keep you posted.

The NEVAL sidecars are also available, and orders are being taken. A deposit of \$250.00 will reserve a sidecar from our first shipment. Be sure to get your order in now, so that you have a sidecar for the warm weather.

Orders for the NEVAL combinations must be secured with a deposit of \$500. The MT-12 combinations can be ordered in red or black. Bench seats are standard on both. Solo and pillion seats are optional on the black MT-12 only. The MT-10 does not have the shaft-driven sidecar wheel, is better for touring, and comes in black with the bench-type seat only. All bikes have wire wheels, and Avon flat-profile sidecar tires. All combinations have a spare tire, a complete tool kit, parts and repair manuals.

EML Handling Package

The EML handling package consists of a complete front fork assembly, with front and rear 15 inch wheels and tires, Koni front shocks, bog steering damper, and all assembly hardware. This package is for:

HONDA GL 1000, 1100, 1200 SHAFT

YAMAHA XS 1100 SHAFT

KAWASAKI KZ 1000, 1100, 1300 SHAFT

SUZUKI 1000 SHAFT, 650 SHAFT

DUCATI 750, 860

MOTO-GUZZI V7, 3P, T3

With any brand of sidecar.

No sidecar mounts are in this package.

Will require some machining of the motorcycle rear axle, rear wheel drive coupler, and the speedometer drive assembly. This work is by no means extensive, and any competent machinist can do it. A blueprint is included in your order.



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

WANTED 1940-1947 California motorcycle plate, must be in excellent condition, write and send phone number and I'll call. Contact: Michael E. Maluso, Jr., #2683, P.O. Box 374, San Marcos, CA 92069 619/744-7681

FOR SALE BMW 75/6 and '83 Velorex sidecar, \$3500. Also KZ1300 and CX500, make offer. Contact: Eugene Speare, #2553, P.O. Box 86, Fiskdale, MA 01518 617/347-2176

FOR SALE Finest enclosed sidecar in USCA. Custom aluminum body, Imron paint, large storage, fuel cell, \$2,800. Call for photos, details. Contact: Scott R. Ingram, Minneapolis, MN, 612/922-8132

FOR SALE '51 Steib S-350, partially re-stored, all parts available to re-store, \$1500. Millray Coupe Royale, excellent condition, \$1500. '77 Ural, windshield and tonneau, excellent condition, \$1000. Contact: Dale Monson, 7230 181 Av NW, Anoka, MN 55303 612/753-2509

FOR SALE 1981 Guzzi convert/Motorvation Formula II 1982. #4500. Bike burns regular gas. Many extras. Both in excellent condition. Will deliver to 200 miles. Contact: Bob Krish, #1541, Meadowpark Rd, Baldwin P1., NY 10505 914/628-8929

FOR SALE Honda GL1000 final drive unit with factory-installed GEMS ring and pinion gear set, 4.00 to 1 ratio. Gives extra torque in all gears, and even improves gas mileage with heavy outfit. \$200, complete with original 3.4 gears. Contact: Ron Rennie, #142, 25911 Saddle View, Lomita, CA 90717

FOR SALE 1978 Gold Wing and Ural sidecar 23,000 miles, \$2800. Contact: Ralph Salerno, #2433 28039 Lomo Drive, Palos Verdes, CA 90274 213/377-8186

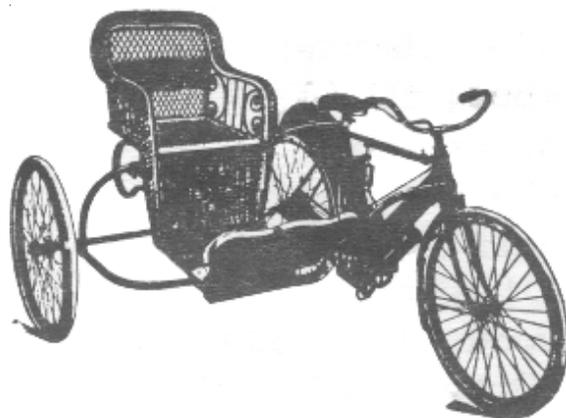
PERSONAL Save driving time and hassle, will take 1-3 riders and rig in pickup and trailer from SLC to near Interlochen for Rally, share gas. One way (to) only, lv SLC Jun 25, drive straight thru, send phone #. Contact: Don & Kattie BrooksKenyon, 1350 West North Temple, Salt Lake City, UT 84116

FOR SALE 1977 Suzuki GS750 and Bingham Mk II. Full front end rework, sidecar gearing, excellent condition. Great sports rig. \$1500. Contact: F. J. Zepp, #857, 784 Starlight, La Canada, CA 91011 818/952-7046

FOR SALE 1980 Yamaha 850 Special, fully dressed with Kutter Accessories. 1981 Ride-by-Side sidecar, very low mileage. Same bike as pictured on front cover, April issue of the SIDECARIST. Many extras. Contact: Leroy J. Brown, #1630 148 Peters Rd, Milford, MI 48042 313/685-9653, eves.

FOR SALE '74 BMW R90/6 combo, Jupiter sidecar, 5500 miles, Lester wheels, 3.36 rear end, gaspring shocks, Heinrich 10-gal. tank, new carbs. Many other accessories. Contact: John H. Moyer, #816 RT 6, Box 503, Paris, TX 75460 214/785-1389

FOR SALE MotoGuzzi V1000C 1977 with EML sidecar 1982. All white, family, convertible top, 18,412 miles on bike, less than 200 on sidecar due to death. \$7000, reference Sidecar Restorations, St. Louis, MO. E. A. Ransdell, #2333, P.O. Box 399, Mexico, MO 65265



Classifieds

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

SECOND TIME ADS

FOR SALE Palma Watsonian, black, excellent condition, child-adult two-seater, Hood, cover, hardware for Interstate. \$1480 firm. James W. Schultz, #2524, P.O. Box 147, Penryn, CA 95663 916/663-1145

WANTED H-D sidecar, metal tub. Hydraulic brake preferred, however not necessary. Contact: H. F. Patterson, #255, P.O. Box 37, Cody, WY 82414, 307/527-7395

FOR SALE 1981 Goldwing, fairing, luggage rack, E/W 1981 Terraplane, complete \$4500, sidecar only \$1600. Contact: Calvin Cooper, #1332, Rt 2, Box 587E2, Connelly Springs, NC 28612, 704/324-7886

WANTED 1959 Triumph Thunderbird, Norton model 99 or Panther model 100 for use with Canterbury sidecar. Will pick up. Detailed pictures needed. Contact: Wayne E. Rogalski, P.O. Box 385, Dearborn, MI 48121

FOR SALE Hitchhiker sidecar w/ loaded GT750 Suzuki (72). Black, 2 passenger, fog lite & many extras. Both in excellent condition. \$1950, combo. Price negotiable. For separate, make offer., Contact: John Rayski, #864, 85 Scottsdale, Troy, MI 48084, 313/528-3040

FOR SALE 1979 H-D Classic 80, tan/ivory w/ brown pinstriping, 3500 miles. Must sell due to IRS problems. Delivery available. \$7300 or best offer. Contact: William V. Janak, #1609, Wheaton, Il 60187, 312/668-8394

TRADE Two acres near Deming, NM, for late Electra Glide or Tour Glide. Jim Alexander, #382, Box 427, Hillsboro, NM 88042

FOR SALE 1959 /2 BMW with /75 R90S engine & Jawa Velorex SC (stiffened susp.) 15-inch tires, front disc, aux. gas tank. \$5200. Write for full description. Contact: Leyton Jump, #2528, 387 San Roque Dr, Escondido, Ca 92025 619/745-4999

FOR SALE 1980 California Friendship, locking trunk, 13-inch mag wheel, dark blue Imron paint, Good condition. Will deliver 250 miles. Contact: Rodger Matson, #876, 6 Magnolia, East Alton, IL, 618/254-4309

FOR SALE 1981 KZ1100 Shaft/ Deluxe Equalean sidecar. Full bags, 2-tone blue paint, delivery possible. SASE for details and photo. \$5250. Contact: George Miller, 8016 145NE, Redmond, WA 98052 206/882-1593

FOR SALE '78 Yamaha XS1100 with Squire SC, color matched SC, fairing, bags, 7000 miles. \$4500, David W. Schaffer, #622 1649 Chinquapin Rd, Holland, PA 18966 215/357-0386

FOR SALE Neval MT12, 2500 miles, \$4000, good condition. Contact: Steve Carroll, #2140, 10301 Garden Grove Blvd, Garden Grove, CA 92640 714/530-2711

FOR SALE Upper triple tree, S/C use by Doug Bingham. Fits 1980 Honda 750, F & K models. \$60. John E. Bundy, #1333, 10256 39th Ave SW, Seattle, WA 98146, 206/932-6261

FOR SALE Drag Specialties double bucket seat for GL1100 80-83, brown velvet/vinyl and rain cover. Brand new, \$225 or trade for Markland driver's floor boards. Contact: Don Kernohan, #246, 113 Strachan St, Richmond, Ont, Canada KOA2Z0, 613/838-2359

FOR SALE 1981 CA SC, Companion, excellent, tonneau cover, universal mounts, tinted windshield, \$600. Walt Ovenstone, #2364, 1418 4th St, Susanville, CA 96130 916/257-9387

FOR SALE 1979 Goldwing with 1983 California Friendship, black, low mileage, extras. #3700, Contact: Thomas F. Parent, Sr, #356 RFD 1, Box 233, Suncook, NH 03275, 603/485-7273

PERSONAL EML EUROPEAN DELIVERY. Your cycle or new U.S. Guzzi or BMW including K100! European SCTours. Contact: Shaffer-Howell, ICB, #2757' Schulstr. 12, D6751 Bundenbach, Germany 06544-401

Bookshop

NEW! SIDECAR OPERATOR MANUALS HAVE ARRIVED

Cost: \$5.00 each postpaid, for single copies Price
schedule for multiple issues: 2 - 5 \$4.50 each

6 - 10: 4.00; 11 - 25: 3.50; 26 - 50: 3.00; >51: 2.50

CONTENTS

- 1) Tires, wheels and bearings, front end, sidecar fittings and installation, suspension, controls, lights, horn, chain, fuel and oil
- 2) Using the controls safely
- 3) Uneven surfaces, riding over objects, grooves and gratings, sloping surfaces
- 4) Night riding
- 5) Emergencies: avoiding obstacles; minor emergencies: flying objects, animals
- 6) Blowouts, stuck throttle, wobble, engine seizure, getting off the pavement
- 7) Carrying passengers, cargo, and ballast
- 8) Trailers
- 9) Group riding
- 10) Operator physical and mental condition
- 11) Motorcycle and sidecar outfit: necessary equipment, sidecar care
- 12) Sidecar operator skill test: starting on hill; sharp turn, turning and stopping; turning speed judgement; quick stop - straight; quick turn; quick stop - curve
- 13) U.S. sidecar manufacturers and distributors

Please make checks payable to the United Sidecar Association.

Send order to: Ken Andersen, Book Officer, 4338 Red Coat Rd., Rockford, IL 61109

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.

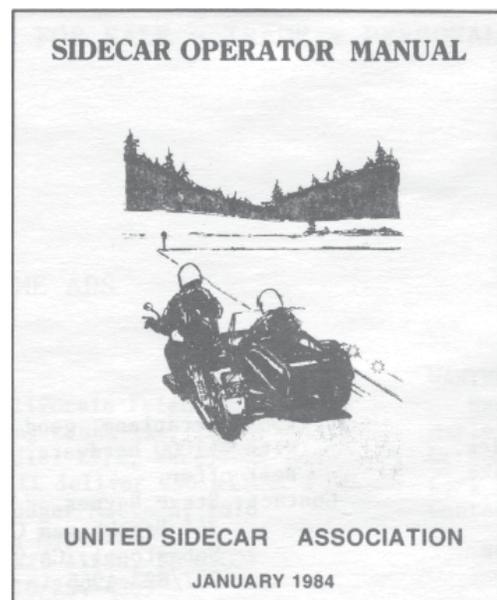
We approached the AMA, the MSF, and NHTSA. All were in agreement that such a manual was necessary. But they didn't have the skills or the interest to develop one.

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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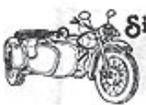
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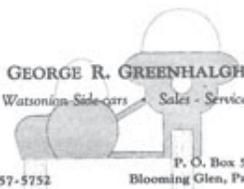
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Application Form

MEMBERSHIP APPLICATION OR RENEWAL

(Please print clearly or type)

Date _____ New Application _____ or Renewal _____ Membership No. _____

Name _____ Phone: _____

Address _____ Home _____

_____ Zip _____ Business _____

Name of Spouse _____

Professions _____

Age _____ Spouse's Age _____ Children's Names and Ages _____

Motorcycle Make and Model _____ cc _____ Year _____

Sidecar Make and Model _____ Year _____

Other Motorcycle Club Affiliations _____

Interests: Touring _____ Racing _____ Rallies _____ Legislation _____ Other _____

U.S. Membership: New Members \$20 Renewals \$18

Canadian Membership: New \$22 Renewals \$20

(Extra charge is to cover postage)

Overseas Membership: New \$24 Renewals \$22

Send Check or Money Order to: United Sidecar Association - Membership
P.O. Box 8119 Van Nuys, CA 91409-8119 U.S.A.

Please make payable to the UNITED SIDECAR ASSOCIATION, INC.
First year dues include decal and patch. All dues include subscription to *THE SIDECARIST*.

CLUB PARAPHERNALIA ORDER FORM

Quantity	USCA Item	Price, each	Total	Quantity	USCA Item	Price, Each	Total
_____	Pin, Lock Type	\$3.00	_____	_____	T-Shirt	\$8.00	_____
_____	Vinyl Decal	\$1.00	_____	_____	Sizes:		
_____	Cap	\$8.00	_____	Adult	S _____ M _____ L _____ XL _____		
_____	Necklace (without chain)	\$3.00	_____	Child	S _____ M _____ L _____		
_____	Belt Buckle	\$7.00	_____				
_____	3-inch Patch	\$3.00	_____				

Prices include postage Total for Order: _____

Please make check or money order payable to the UNITED SIDECAR ASSOCIATION, INC.
Send to: United Sidecar Association, Inc. - Paraphernalia Department
P.O. Box 8119 Van Nuys, CA 91409-8119 U.S.A.

Name _____ Membership Number _____

Address _____

UNITED SIDECAR ASSOCIATION, INC.

Return Address:

UNITED S/C ASSOC., INC.
P.O. BOX 8119
VAN NUYS, CALIFORNIA
91409 - 8119

Bulk Rate
U. S. Postage
PAID
Van Nuys, Ca.
Permit No. 331

If Addressee moved, please forward.
Forwarding and return postage guaranteed.
Address correction requested.

moving?

PLEASE NOTIFY US SIX Weeks in Advance - Attach mailing label, fill in new address below, and send to:

CHARLES ELDRED - U.S.A.
182 Kimball Avenue
Battlecreek, MI 49017



Name _____

New Address _____

City _____

State _____ Zip _____

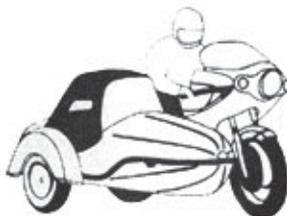
**membership
number**

**expiration
date**

000312B 43 EXP 07/84
D BINGHAM
15838 ARMINTA UNIT 25
VAN NUYS CA 91406

SAMPLE MAILING LABEL showing your membership number and expiration date. Both of these numbers are important to our Membership Secretary, Charles Eldred. Renewing on time saves the association money, and Charles, a lot of work. Please check your own label and if your due date is coming up-- send your dues to: Charles Eldred 182 Kimball Ave. Battlecreek, MI 49017 (Please make check or money order payable to the United Sidecar Association)

PLEASE DELIVER TO :



MEMBERSHIP IN THE UNITED SIDECAR ASSOCIATION IS OPEN TO ALL PERSONS INTERESTED IN SIDECARING. CONTACT CHARLES ELDRED, FOR INFORMATION