

# **THE SIDECARIST**



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

**SEPTEMBER  
1985**

# The Sidecarist

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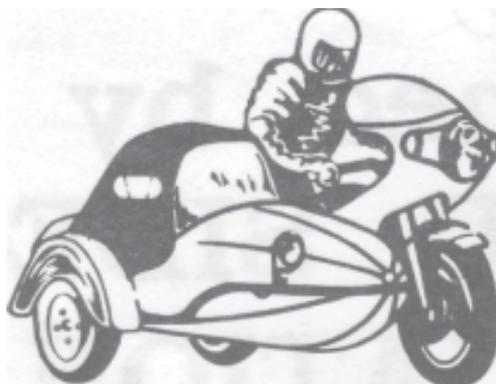
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## COVER:

Our national rally at Plymouth, Massachusetts June 20-23 drew hundreds of sidecars and many solo bikes as well. Saturday afternoon (the 22nd) everyone met in the parking lot of the Plymouth Five Cents Savings Bank in downtown Plymouth for a show and sidecar games. See the complete story and photos beginning on Page 20.



# Notes from the President.....

It seems I've been down this road before ... a few complaints about the annual rally: The entry fee is too high, don't like the camping arrangement, showers too far away, no dinner, dinner wasn't up to par, T-shirts cost too much - and the list goes on: I mean some folks will always scream Rip Off!!

It has been my experience when confronting the person personally to hear the complaint, then explain - you know! Like the entire campground cost this amount whether we fill it up or not, here's the cost of T-shirts and the reason we had to do it this way, and so on. It seems the reply is always the same: Gee! I didn't know that! or yea! - I see what you mean. And others say, "Try it this way, we find in the BMWOA it works just great." And sure enough it does; yes, and sometimes we goof! And we're sorry.

But I sure get a little annoyed when people allow rumors to start without checking first. Your Executive Committee has been paying out of their pockets, and several of them have spent a few thousand dollars on an individual basis for the privilege of being on the Executive Committee.

In my case, it really becomes humorous to me when well-meaning members say, "Oh well! You can write it off." That's interesting! You need big profits for the so called "write-offs!" So my idea of a write-off would be to check out sidecar sales in Hawaii, chase girls, take in a little sun. Instead, just like the rest of the committee, we don't go on the tours.

We have our annual meetings, run sidecar clinics, man the gate, work registration, sell T-shirts, listen to people's problems, take care of rally problems as they come up, can't take part in games (too busy running them), stay busy keeping the events running as smoothly as possible.

If it weren't for people like the Johnsons, Strassenburgs, Lobergs, Doyles, Shanks, Krautzs and a whole lot more, there would be no association as we know it now. So please, you people who do the Monday morning quarter-backing (and bitch as you go), let's STOP - and pitch in and help. Your help is needed and wanted.



**DOUG BINGHAM**  
President

# Letters

## HISTORICAL INFORMATION WANTED

Does anyone in Sidecar Land have any historical information on the following models? a) Dryer, b) Universal, c) Rogers

Information required - production began when, ended when, models built, quantity built, any other information.

If you have some knowledge of the above, please drop a line to: Hal Kendall, 711 Plainwood Drive, Houston, Texas, 77079.

## ENGLISH SIDECAR SCENE, SEEN BY ENGLISHMAN

**Dear Hal:**

I thought you might be interested to know that I am expecting a contract from Osprey to publish the sidecar book as part of the "Collector Series." It should come out in 1987.

I should like to thank you for all the material you have sent me, particularly on the American side of sidecaring, which is difficult to obtain over here, (I wouldn't dare get the H-D bits wrong!)

I still have your "Akrobaten auf Drei Radern" which has been quite useful. The same publisher has now brought out "Faszination Motorrad-Gespanne" which has some interesting photos and covers road racing, motocross and current roadgoing outfits. If you would like, I can get you a copy. Chapter I describes the American scene.

The sidecar scene here is a bit depressed at the moment. You will of course know of the Watsonian deal from Doug - that's one bright bit in the picture. Squire is still going well but we have lost several -- Saluki, Briggs (later known as Classic), Wessex, Regent and I have heard nothing of Ewbank recently. Hedingham is still going in a small way (and I rate him the best of the U.K. manufacturers.) Fred Yates of Gemini has to be bullied into building a chair these days.

On the continent, Krauser has built a prototype outfit based on a K100 BMW together with LCR. I have fallen in love with it but shall never have one for two reasons: it's 40,000 DM and it's mounted on the right.

I nearly forgot Wasp - they are making chairs for the privileged few and only for BMW K100's. Their forks are excellent too but again only for BMW or Gold Wing. Some of us like other machines! Which reminds me: I know where there is a Laverda Triple in a Difazio frame going cheap. Wasp's, main business is still the competition outfits, and now they have their own 1000cc 4-stroke twin.

Let me know if you're coming to the UK as I now live only half an hour from Heathrow Airport and you are always welcome.

Do you still have the Laverda/GP? I am running a Kawasaki Z1100A with the same Steib as was on the Yamaha. With 15" wheels all around and leading links, it has been known to "educate" the occasional sports car driver. On the negative side, Jill says we can't afford the speeding fines...

I hope you are keeping well, and I look forward to seeing/hearing from you soon. With best wishes,

Safe sidecaring,

John Hind, 99 Wellington St., Thame, OX9 3BW, England

**Dear John:**

So glad to see a genuine sidecar book coming out at last. We need to determine how to obtain at trade price so we can include in our bookshop. Can you follow up your end re U.S. distributorship? Please note my new address above.

Sure appreciate the update on the English sidecar scene. Sounds like it will be the survival of the fittest. Too bad because competition does promote new innovation.

# Letters

Currently my Laverda 3C/Watsonian is minus a conrod or two. Damn thing blew up with only 10 grand miles. Operation at the time was changing from second to third at only 4.5 grand so it is quite a mystery. Laverda says their con rods don't break - so they cannot assist; but if they did they could! May build it back up as a 1200 so it will be more suitable for sidecar work.

Appreciate the offer of digs near London. And, ditto if you come to Houston.

Regards, Hal

## VOICE OF EXPERIENCE TALKS ABOUT TOWING

Dear Hal,

You had a good article on towing a sidehack. You are right, always take the chain off. It could jump in gear but not likely, but don't take a chance. The main reason is lubrication; most transmissions oil by splash system - the gears throw oil up on the shafts and other gears when riding. When towing, only the main shaft turns and the gears stand still so no oil is thrown around and the main shaft runs dry.

When I was a dealer, I once had a guy tow an almost new bike across town to me because it wouldn't start. The problem was minor. After I got it started, it wouldn't shift. A complete tear down found a gear had frozen to the shaft from no oil even though it had oil in it. Since the gears weren't turning and the shaft was above oil level, it got no oil.

If you have a separate gearbox, fill it up to the level of the output shaft so it gets oil while it is spinning. I wouldn't fill any higher than half-way up on the output shaft. You need room for frothing. On chain models, fill to sprocket shaft. On shaft drive models, fill to drive shaft level.

It's best to remove chain on chain models. Take out master link, pull chain out sideways and put together, outside of swing Ikrm or in front of rear wheel sprocket and wire up, safe, out of the way, and leave on front sprocket. On models

with no master link, pull axle and lift chain off of rear sprocket, push forward and put axle back in, then tie up chain with wire so it clears rear sprocket and tire. This is the same for solo bikes being towed.

I have never towed a shaft drive model yet but I believe it would be the same as a chain model with the chain on.

I believe I would safety wire or tie the shift lever both ways, up and down, so it won't jump in gear from a big bump. I don't believe it would happen but it would make you feel better.

Hal, you are on the right track, but the separate gear box needs the extra oil also, for the same reason. The idea of separating the clutch plates is probably okay. But, don't do it. If you tie the clutch lever back, the springs could take a set and leave you with a slipping clutch.

Hope I helped some.

Vern Goodwin

Vern,

Sure appreciate the voice of experience. All major dealers were contacted at a re-cent motorcycle EXPO in Houston. Generally they agreed - don't tow with chain or shaft attached, UNLESS additional oil has been added, regardless of whether bike is solo or has sidecar attached.

HAKendall

## NV RIDERS MUST SIGNAL WITH THEIR EARS

Dear Editor:

Rigid, lean and inflexible lower mounts to cycle frame for sidecars. Is it the right way to go? Our highways vary from road to road, from flat to high centers. Through my town one highway (state) is like driving down a large radiator hose with a high center, hair pin curves; the other (US) is flat with long curves. A cycle needs to lean out more on a high center road and straighten up on flat roads.

# Letters

I purchased a hack frame from Vern Goodwin (Vern's Cycle Shop, 3737 Lewis Ave., Lincoln Nebr. 68501) (402-475-9246). I got it with a manual lean adjust and to me it's ideal. You can adjust the lean as you go down the road as road conditions change to where there is zero pull on the handle bars.

I am using 1/4 inch toe-in which cuts down on bearing side thrust as well as tire wear. I put 273 miles on my hack today from pot-holes to roads in the mines, County, State, U.S. and Interstate highways. It works great.

Vern also has an electric lean adjust with a switch on the left handle bar that I'm going to get and put on before I take a trip to Nevada, as I hear it's the law you can't take your hands off the handle bars. (I wonder what you are to do if your turn signals go out?).

Also Vern's frame has three pins you pull out and go solo. It took me less time to install his mounts, put in the three pins in the frame than it would take me to adjust or align my old frame already mounted.

This three-pin disconnect also cuts down time for repair bills if your cycle needs repair during a trip,

Thanks to Hack'd Magazine Vol. one No. four, Spring 85, POB 17640, Portland, Oregon 97217, a new magazine for and about sidecarists.

Sincerely,

Leslie L. McCoig, USA 2618,

AMA 271490, R MCTC 1441894

## **BETH MATTSON FAVORS CHILD RESTRAINT LAWS**

I would like to share our experience with child restraints. Our children have ridden in car-seats (safety seats) since birth, till age four. We have a son 2-1/2 and a daughter 4-3/4. Our first sidecar had a very narrow seat, but fitted with a seat belt, it securely held Alice's car-seat.

When the second child was born, we bought a larger hack (Motorvation) and installed Joel's car-seat. Until Alice was four, we only traveled short distances as threesomes or twosomes. Now she rides in the seat belt and Joel in the car-seat side-by-side.

Children are too precious to be allowed to go unprotected. I'm for child restraint laws. I love kids too much not to.

Sincerely,

Beth Mattson, E. Alton, Illinois

## **THINGS ARE LOOKING UP FOR CALIF SIDECARS**

**Hi Doug:**

We can't expose our hand yet, but as most know, we at Patrick's Honda bought CA sidecar in the fall of 84.

We are having a great season with the Friendship and trailer.

It looks like the new sidekicks for the Yamaha and Honda Elite Scooters are going to be big sellers.

Of course, we have a lot of new ideas that we are working on for '86. Don't be surprised to see a new revolutionary model for Gold Wings and Ventures. Also in the works is a new trailer for CA sidecar.

No pictures yet, but keep watching the Sidecarist for more information.

Thank you,

David Patrick, CA Sidecar,

Gardena Grove, CA

# Letters

## CITATION THWARTED BY VAGUE HELMET STATUTE

I have been pondering around this question of children riding in sidecars, whether or not a child under 18 years of age is required to wear a helmet by law. As I have been using a Honda/Velorex for the past two years with my two children without helmets, I was quite upset when a policeman stopped me and told me that the law requires helmets for children under 18 years of age, even when riding in a sidecar. I wasn't issued a ticket because the officer could only locate a Statute #347.485 of Wisconsin DOT laws which is four paragraphs long, but short on information; completely vague in fact, no reference whatsoever to the use of sidecars. I have been using helmets, much to my children's displeasure, to avoid a citation but I would like, if possible, for the help of the Sidecarist in obtaining information on my question.

Thomas Kroll Racine, Wisconsin

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## SEE YOU IN THE FUNNY PAPERS

Just wanted to share this with you (from Houston Chronicle 6/26).

Judy G. Doughty Houston, Texas



# Letters

## SOME ARE 78 YEARS OLD - SHE'S 78 YEARS NEW

**Dear Friend:**

Just received the July Sidecarist, and after reading it through, I felt I should write you and put in my own two cents worth. There was an article about me some years ago, but would like to bring things up to date as many miles have been covered since then.

I started to ride in 1979, having not been on a bike since 1932 when I rode an Indian Chief (1926) with a sidecar on from New York back to Michigan. That was my first experience with a bike, but guess I never got it out of my system as I only kept the Indian a few months before returning to a nursing position in New York City. However, in 1979 circumstance brought me in contact with motorcycle friends, but no sidecars. I bought a G-185 Suzuki and also went to Motorcycle Foundation Safety School, and a week after getting back from that school, I was riding the freeways.

Wanting to tour, I bought a 400 Honda Interstate, but laid it down a few times simply because I couldn't get my feet solidly on the ground. I immediately ordered a sidecar from California Sidecar. With a friend's help, I got that mounted and at first ran it into a tree, then found out the bike had to be steered. Only had 152 miles on the rig when I started from Washington for San Antonio, Texas, to visit a friend from the same nursing school.

When I got back to Washington from Texas I thought it was so much fun I would go to Michigan, my old home state which I did. Had the trouble of course with the unsteadiness until reaching about 30 MPH. From one of my first sidecar magazines, I found out about a steering damper using a VW shock, etc. I had joined the Sidecar Association when I first started to ride, and I have quite a low number (739). With the damper installed, I rode another year with the 400, but was tired of chain drive, etc. I traded it in for a CX500 which was supposed to have the

large gas tank, but soon found it was model with small tank. Only put about 9000 miles and had put a larger California sidecar on it, when I traded up for a Honda GL silver Wing Interstate, and transferred the same sidecar onto the new machine.

Now I have just a week or so ago rolled over 64,000 miles on this rig. Think I am on my 6th set of tires, but have such a great setup that all my tires wear evenly, and I can get in the fast lane, set the speed at 55, put on cruise control and raise both hands from handle bars. I travel alone and have the sidecar filled with everything needed on trips that take me away on the road for at least 3 months. Have made a trip every year from Oregon to the east coast, attending Christian Motorcycle Association, state and national rallies, and also visiting Jim Bakker's Heritage USA near Charlotte, NC where he rode onto the set on my sidecar for filming a couple of years ago. When I am home, I take a friend with me (she is 81) and she loves to ride in the sidecar. Oh yes, I will be 78 years old on the 25th of this month. In all, I have covered over 100,000 miles since starting to ride in 1979.

Sincerely,

Irene M. Kennedy, Talent, Oregon



# Letters

## BUILD LIMITED-DUTY ELECTRIC REVERSE

Dear Doug:

I am enclosing a sketch of the electric reverse I have worked out for my rig. Perhaps other hack owners can adapt the idea.

A reverse mechanism was built to fit into the centerstand position. The unit is electrically operated, utilizing a Mercury outboard motor electric starter which drives through a reduction and a knurled drive roller which engages the rear tire on demand. The mechanism is activated by an extra shift lever mounted just ahead of and somewhat lower than the bike's original shift lever. To operate the reverse you need only pull in the clutch and step on the extra pedal. A brake light switch is utilized to sense engagement and activate a starter relay to power the motor.

Although the mechanism will work without the bike engine running, I prefer to have the alternator helping out as much as possible to

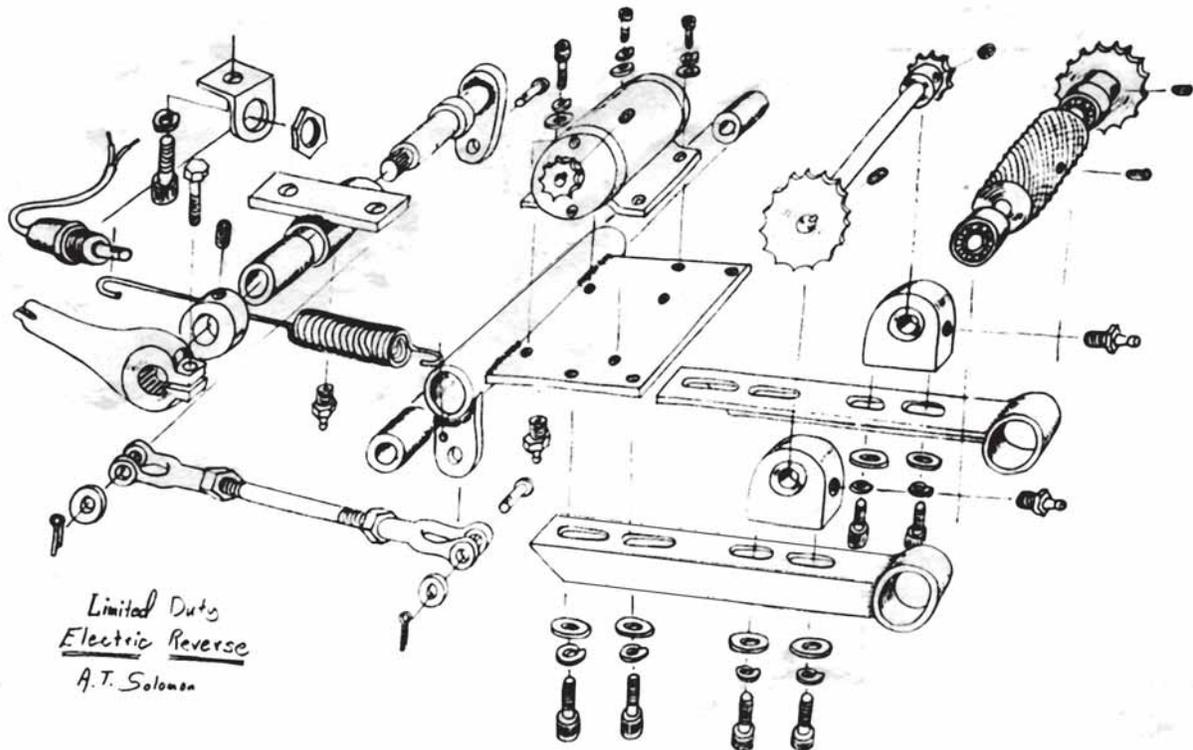
reduce battery drain.

Bike battery size is the limiting factor in using such a device. This would be less of a problem to those drivers who have large automotive batteries mounted in the sidecar.

Because of the reduction involved, I have backed up the rig for several hundred feet with no apparent rise in temperature of the electric starter motor. Everything is relative to the weight of the rig, frequency and distance used, percent grade attempted, etc. That is why I call it a "limited-duty" reverse. It should be used only when absolutely necessary.

I am not going to try to manufacture the reverse unit myself for general sale. Too much engineering time involved to adapt it to every make and model. Club members may contact me directly for specific questions. I'm always glad to help anyone with sidecar problems.

A.T. Solomon, 2123 Belmont Drive  
Reidsville, North Carolina 27320



# Shop Talk

## VERN'S CYCLE SHOP: DEDICATED TO S/Cs

### Hi Doug:

Sorry about not getting pictures to you and these aren't the ones I wanted to get taken for you, but as I said before she had put in color film.

About my two sons taking my oldest son's 1100 Kawasaki back to Pennsylvania Easter weekend: They took turns driving - 23 hrs each way, part of it in rain going east. That's one of those 1300 Kawasakis all the magazines bitch about. 21,000 miles on it, new Feb. 84, hasn't had its 500 miles check yet. Hasn't stood still long enough. That's the one we pulled the 500TT

Yamaha and hack to the 3rd Wheel last year.

We are going to the Retread Rally in Bend, Oregon, August 6-11, then expect to drop down to the Sierra Sidecar Rally Aug. 16-18. I'll be pulling my hack, my wife will be on her 750 Hondamatic; no hack but maybe a trailer.

I am working on a longer, wider model that will look the same. This winter some-time before I am done, still on paper. Not enough time now.

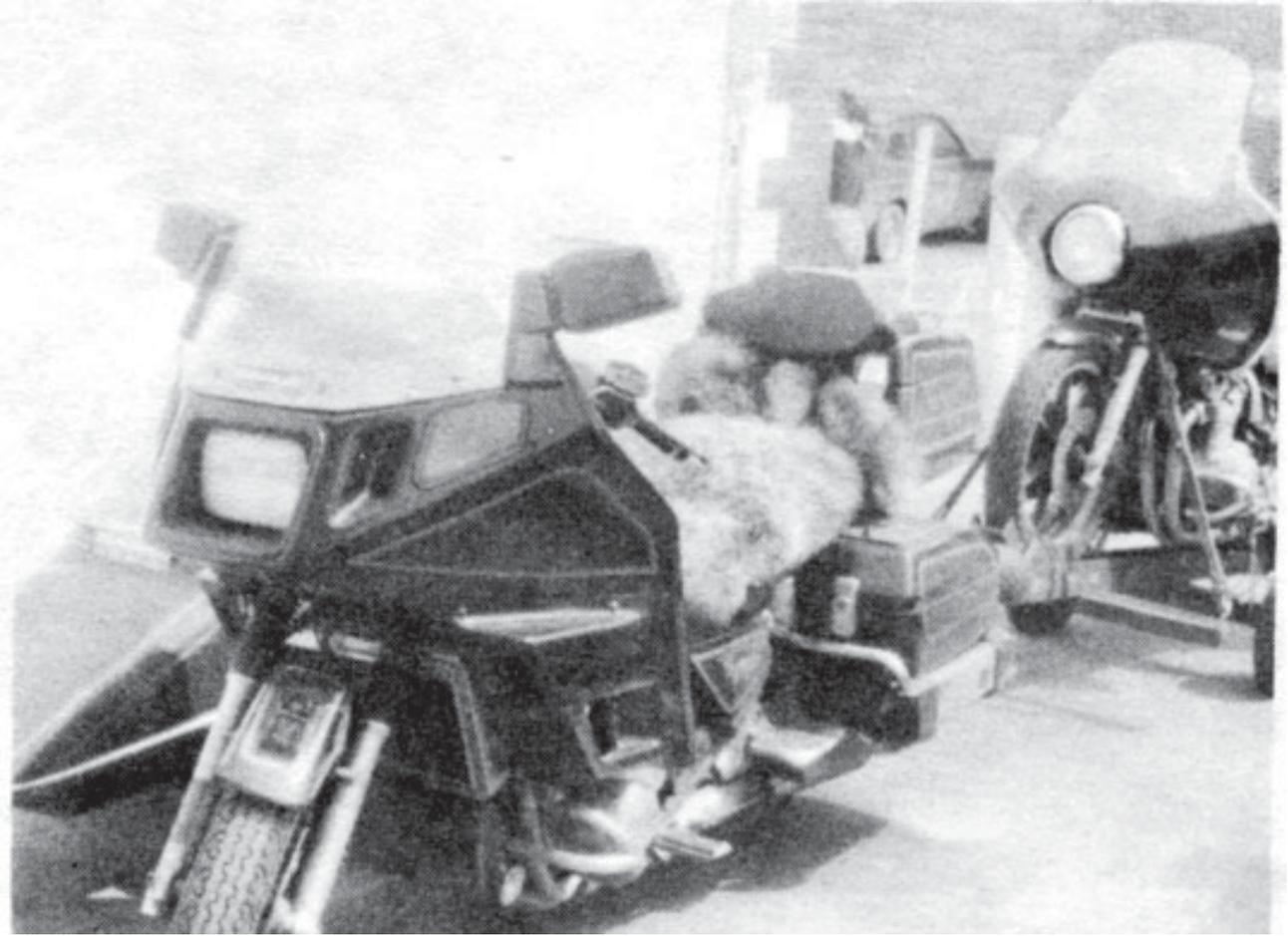
Vern Goodwin Vern's Cycle Shop Lincoln, Nebraska



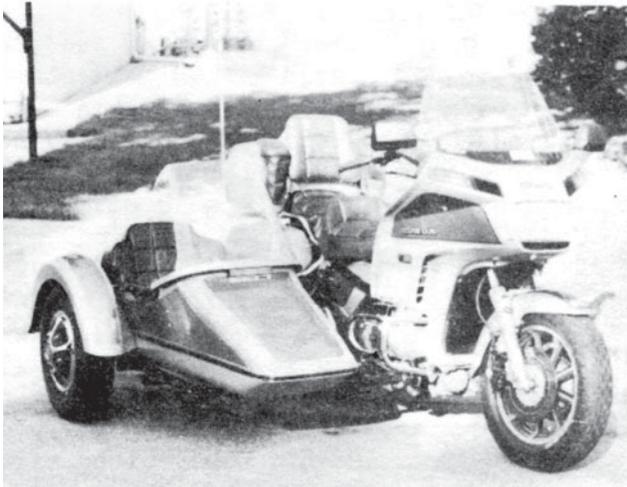
**Vern Goodwin (in chair) leaves Mid-America Rally with 500TT Yamaha/dirt hack in tow.**

# Shop Talk

## VERN'S CYCLE SHOP: DEDICATED TO S/Cs



**This is the 84 1300 Kawasaki that towed Vern's oldest son's 1100 Kawasaki to Pennsylvania - 1080 miles in 23 hours!**



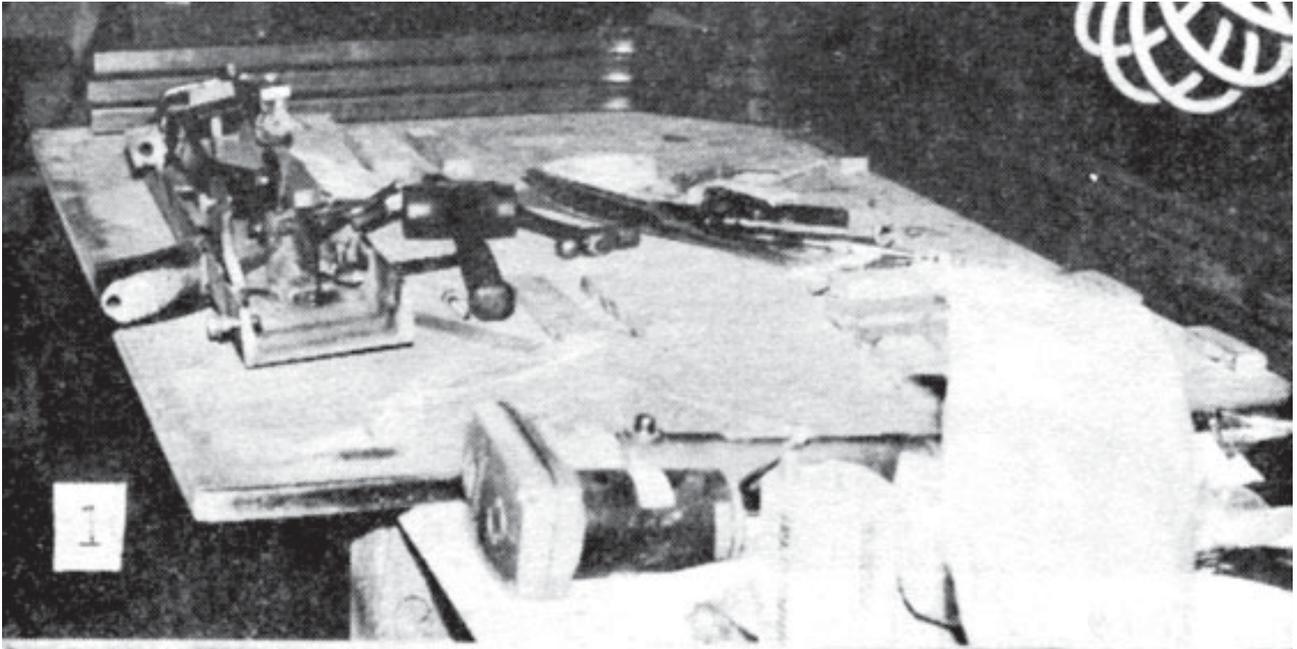
**84 Honda Aspencade with a color-matched Vern's Cycle Shop sidecar installation.**



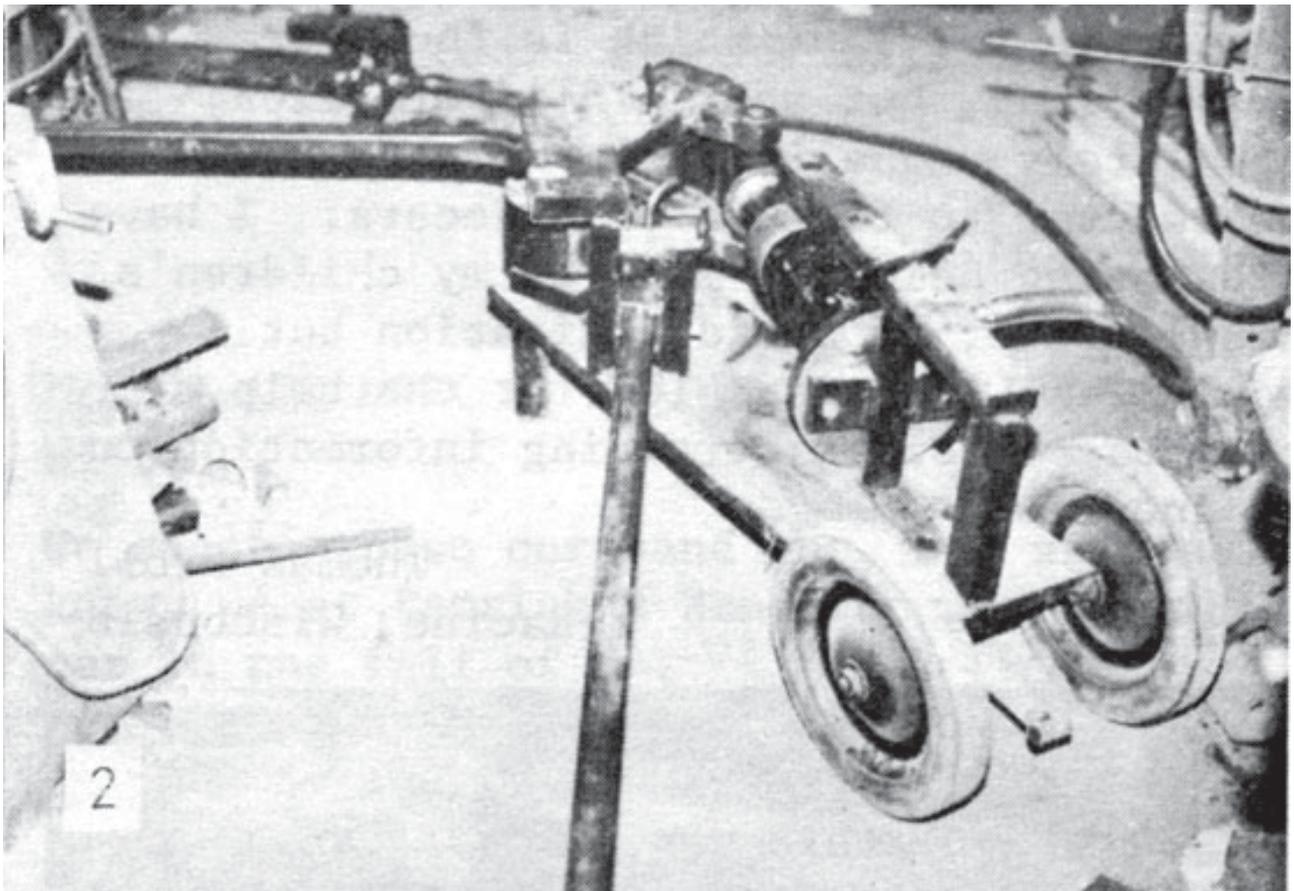
**85 Harley dresser and Vern's sidecar.**

# Shop Talk

## VERN'S CYCLE SHOP EQUIPMENT



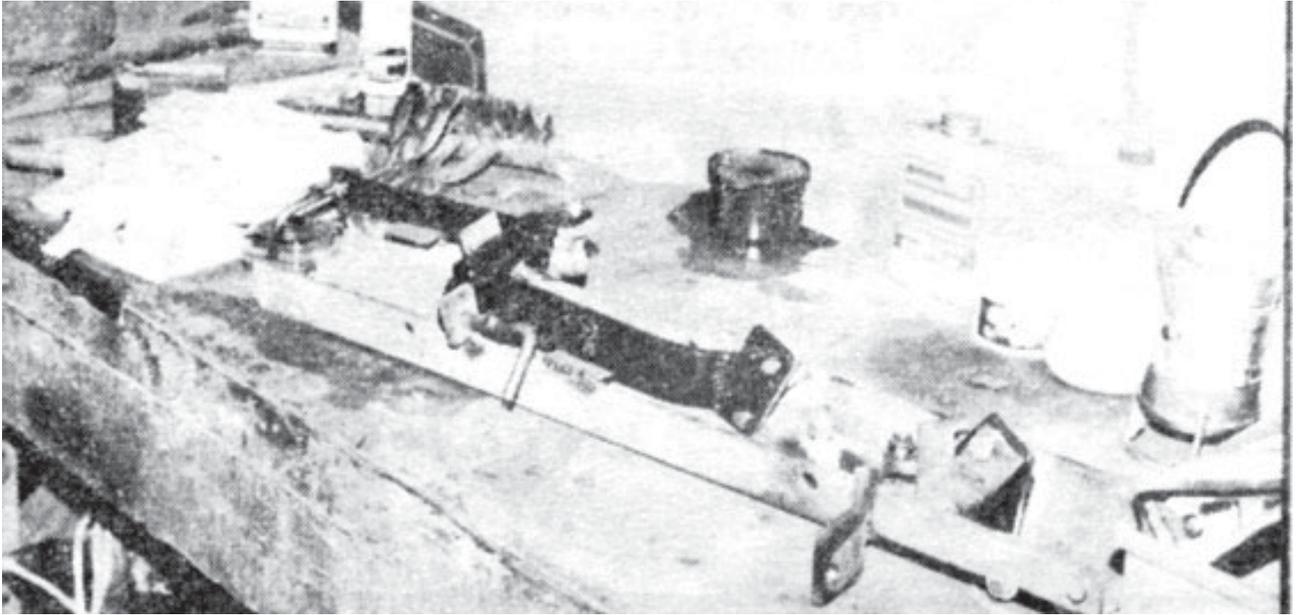
1. Layout table w/ 3 frames, jig for 84-85 Gold Wing mounts, and electric lean adjuster motor.



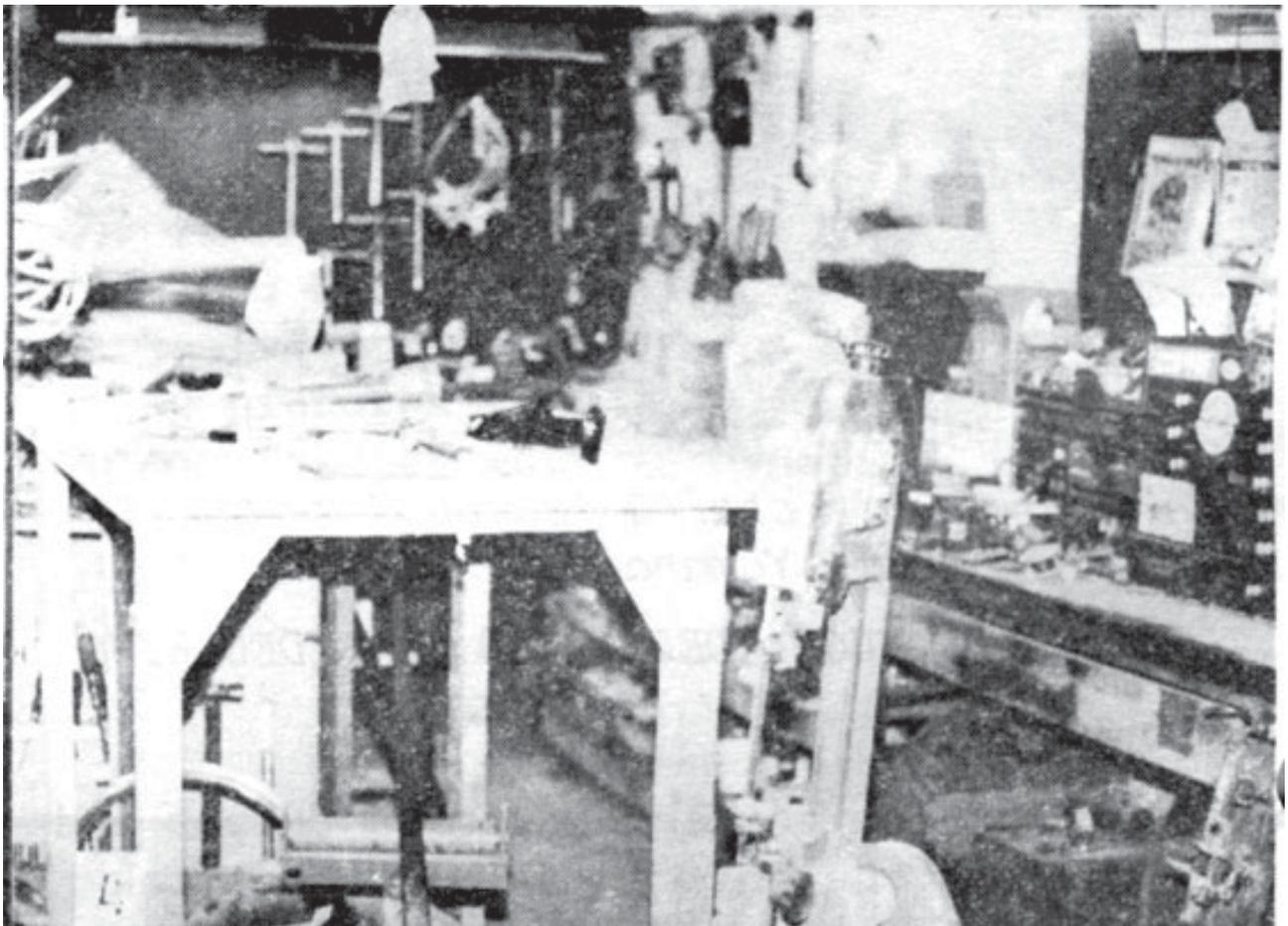
2. Vern built this tube bender, which uses a 40-ton Porto Power.

# Shop Talk

## VERN'S CYCLE SHOP EQUIPMENT



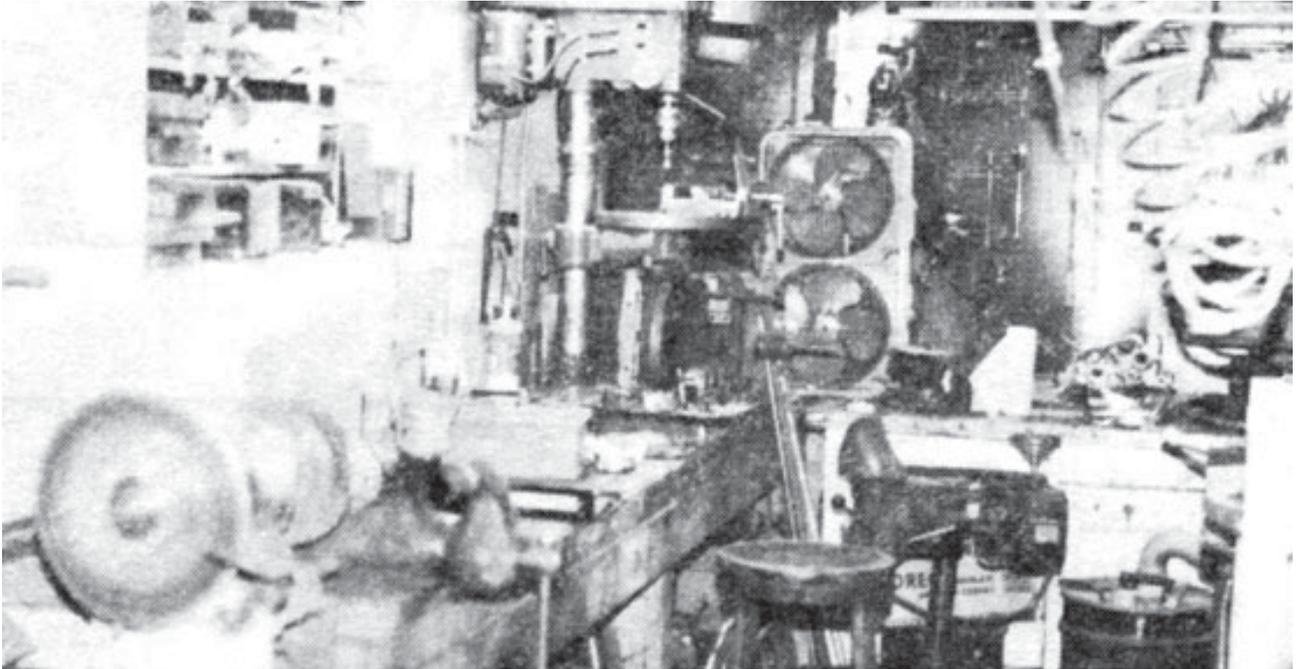
3. Jig for 84-85 Gold Wing mounts.



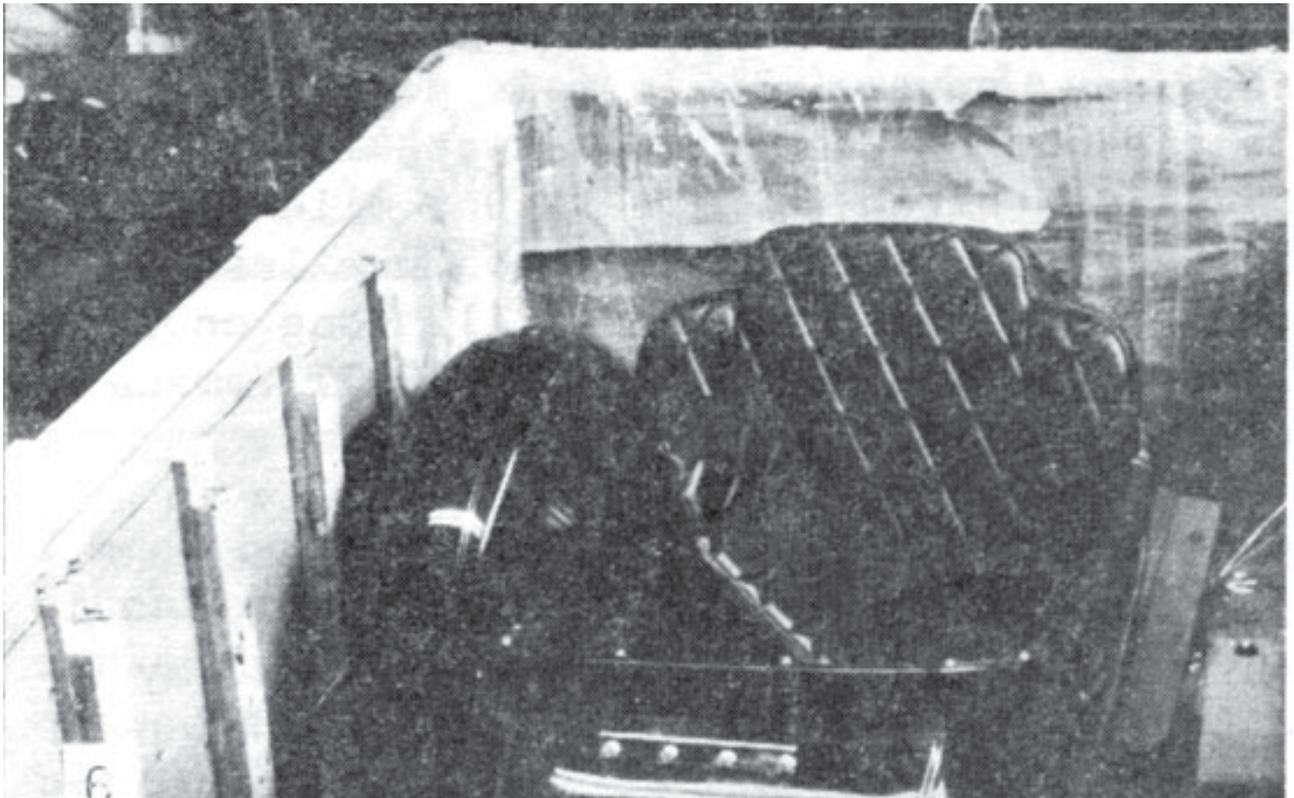
4. Precision organized clutter.

# Shop Talk

## VERN'S CYCLE SHOP EQUIPMENT



5. Vern titled this picture "dirty shop - sorry."



6. Order out of chaos: Another beautiful outfit securely crated and ready to be shipped to a lucky 84 Interstate owner.

# Historical Sketch

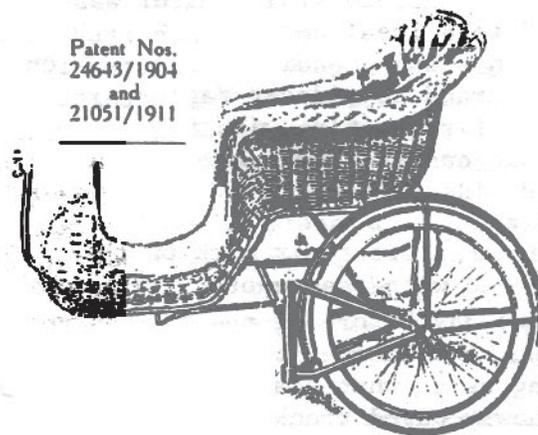
## THE MILLS & FULLFORD STORY

By Martin Franitza, West-Germany

Every sidecarist should know of Mills-Fulford whose sidecars date back to 1903. These innovative partners sought ways to improve the performance of early sidecars and many of their solutions have been "re-invented" by modern inventors several times over the past four-score years. Other ideas of theirs were not so practical.

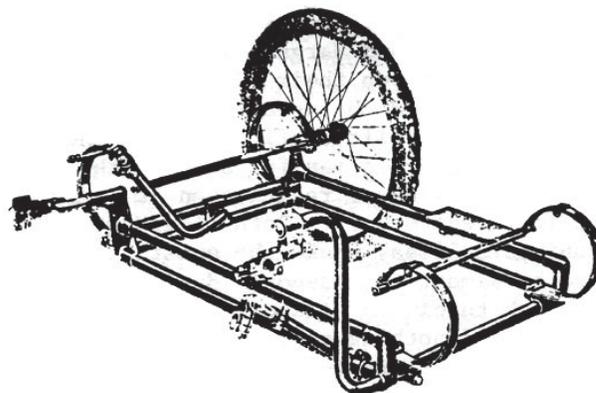
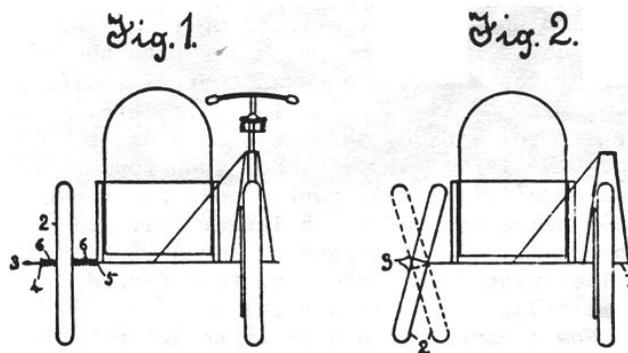
Among their more novel ideas was the "leanable wheel," a concept made very popular by Hugo Young, the developer of the flexible sidecar or Flxi. They also developed the idea of the wheel located in-board of sidecar chassis, a concept adopted by Equalean.

Their sketches show springs for the sidecar wheel, sprung bodies on rigid frames, quick disconnect fittings, steerable sidecar wheels and castor wheel.



### "Millford" Castor Wheel Sidecar

In 1923 their largest model was a tandem seater with a Dickie seat for the second passenger. That sold for around Sterling 36. A larger "De Luxe Chassis" was the basis for high powered motorcycles and a smaller "Popular Chassis" was for lighter machines.



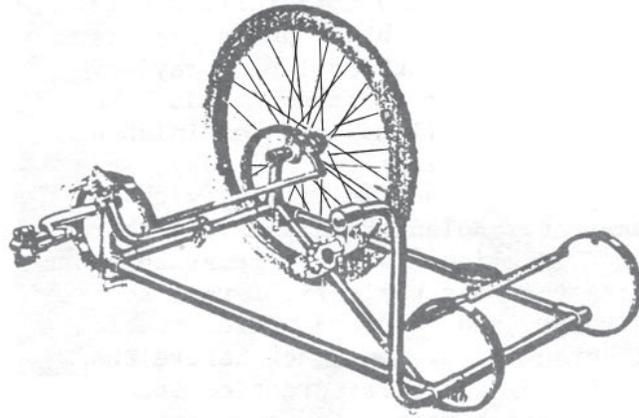
The castor wheel sidecar became a temporary commercial success for a decade or more beginning in 1905.

Over the years, they made dozens of different varieties of sidecars, usually under the name Millford.

Their 1913 catalog lists 14 styles of wicker sidecars that sold for pounds Sterling 12 to pounds Sterling 20. Their Millford Radial Castor Wheel sidecar with castor wheel and wheel suspension was the most expensive.

**The "Millford" Model de Luxe Chassis as shown has had a very severe testing for several years and has been strongly recommended for use with high-powered motor cycles. Price. less tyre, with 3-point attachments, £12-12-0; with 4-point attachments, £13-13-0**

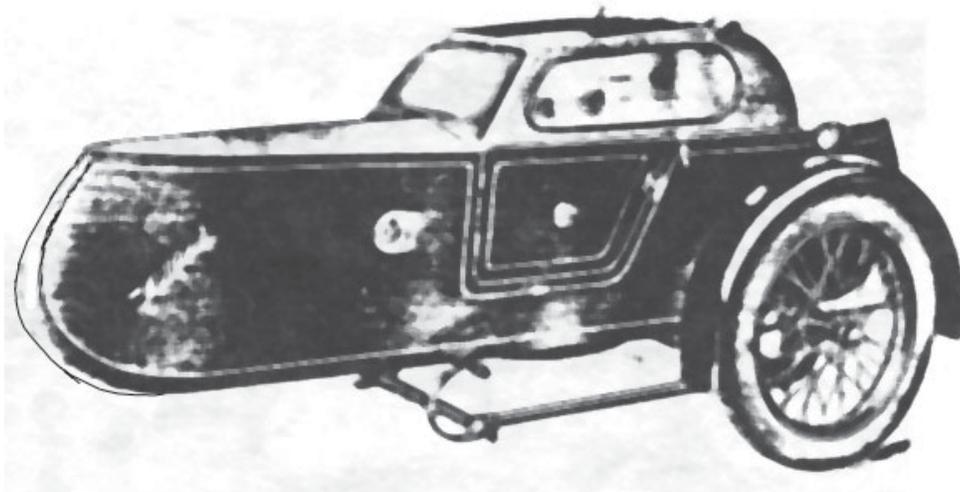
# Historical Sketch



**The "Milford" Popular Chassis, recommended for use with motor cycles up to 4 hp. Price, less tyre, with 3-point attachments, £10-10-0. With 4-point attachments, £11-11-0.**

**The Sidecar Chassis used by Messrs. Graham Walker and C. Tucker, who secured 2nd and 3rd place's in the Tourist Trophy Sidecar Race, were "Milford" Chassis.**

In 1933 they offered ten different models, including a popular Launch model. Again, a light-weight standard chassis and a heavier cross member chassis were available.



**The "Millford" Saloon - A luxurious saloon sidecar on very sporty lines, giving the acme of comfort in all weather. Sunshine roof may be adjusted in any position, and when closed ventilation is supplied by a device incorporated in the body.**

Millford was but one of many sidecar manufacturers in those early days of sidecaring.

# Racing

## SEARS POINT CAMEL PRO SIDECAR RACES

By Bruce Wasserman

Despite perfect weather, a newly repaved racetrack, and a record number of entries, the May 19th AMA Camel Pro sidecar race at Sears Point mixed tragedy with the triumph of the day's racing when the #22 outfit of Michael Parkinson and Francis Mazur flipped over in turn one on the third lap. Parkinson, owner and driver of the outfit, was killed in the crash, while Mazur escaped alive but seriously injured.

The accident happened as Parkinson attempted to pass another outfit on the outside. The right wheels went into the dirt and the outfit subsequently flipped over, finally landing at the entrance to turn two. Attempts to revive Parkinson at trackside were unsuccessful. Mazur was transported to a local hospital where he was listed in stable condition. Parkinson had just returned to sidecar racing, and this was his first outing with the new outfit he had constructed. Mazur is an experienced sidecar passenger as well as a highly talented solo racer.

These events left their mark on the crowd, who had witnessed another serious accident the day before at the same turn in the Superbike race. It left the crowd speculating as to what exactly is wrong with the newly paved track.

With this tragic accident fresh in their minds, the remaining 12 competitors zoomed off to a quick start and incredibly close racing at the restart of the race. Former US champions Bruce Lind and Jack Hart snatched the lead at the start, hotly pursued by the visiting Australian champions Doug Chivas and Margaret Halliday.

Lind and Hart, on their TZ750 Wasco framed outfit, and Chivas and Halliday, on their TZ750 Peterbilt outfit, swapped the lead several times a lap for some of the most exciting sidecar racing seen at Sears Point in recent memory. Both Lind/Hart and Chivas/Halliday broke the existing lap record by almost four seconds during the race, each turning a blistering 1:50.6, to

prove that if nothing else, the new pavement is certainly faster than the old. This place swapping continued until the fifth lap of the race, when Lind slowed his pace somewhat due to a failing tire. Despite tire problems and a radiator which split on lap three, spraying scalding hot water on passenger Jack Hart, Lind and Hart still managed to finish a safe second to Chivas and Halliday, and current US champion Ian Fillery with his new passenger Roland Reidmann were third.

The Australians' win was remarkable considering this was their first race at Sears Point, and they had gotten precious little practice at the track before the race. During the first practice session they were still recovering from jet lag. Despite the odds against them, the Australians were able to learn the track, which is often quoted as being the toughest circuit in the US, well enough to win.

Chivas and Halliday mentioned that sidecar racing in Australia is a lot more competitive than in the US. They said there are usually around 50 outfits entered in a typical race there, with the first ten or so swapping the lead constantly.

The pair, sponsored by several companies in Australia, are on their way to Europe, where they plan to race in five of the European GP sidecar races. They have no sponsors for their European racing. The pair received sponsorship from Bayshore Moving and Storage in San Francisco while in California.

Lind and Hart, who helped the Australians come to the US, were confident about their chances to regain the championship this year. Lind said they had completely redesigned their outfit for the '85 season, reducing its weight by 62 pounds and increasing the power output to a hefty 170 HP. The team, sponsored by ND, Bell, Castrol, Cam 2, Insulate Industries, Wasco Frame Service, Renton, Yamaha, Performance Research, Bayshore Moving and Storage, and Jack Hart, certainly appears to have themselves organized to one end - winning.

"When the Australians leave after Louen," Lind said, "we won't have any competition."

# Racing

When asked if he was worried about current US champion Fillery, Lind replied that he didn't consider Fillery to be a threat.

Considering the riding display put on by Lind and Hart, despite mechanical problems, Lind may have good reason for such confidence. For race fans, an exciting season ahead.

## UNOFFICIAL RESULTS

**Winning time: 18:49.142**

### RIDER/CITY, STATE, MACHINE

Doug Chivas/Granville, AUSTRALIA

Peterbilt Margaret Halliday/Granville, AUS

Bruce Lind/Seattle, WA

Wasco Jack Hart/Renton, WA

Ian Fillery/Hornby, CAN

Yamaha Roland Reidmann/Belfountain, CAN

Randy Ransome/Victoria, CAN

Kawasaki Bob Lovick/Victoria, CAN

Tony Ramirez/Ontario, CA

Yamaha Peter Breede/Bellflower, CA

Jim Kinne/Redwood City, CA

Kawasaki William Cavanagh/Campbell, CA

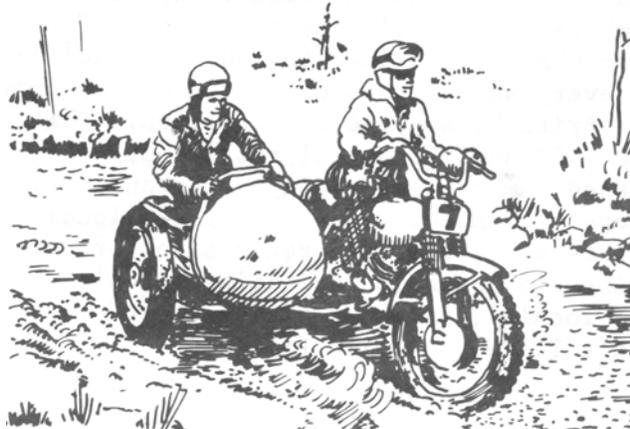
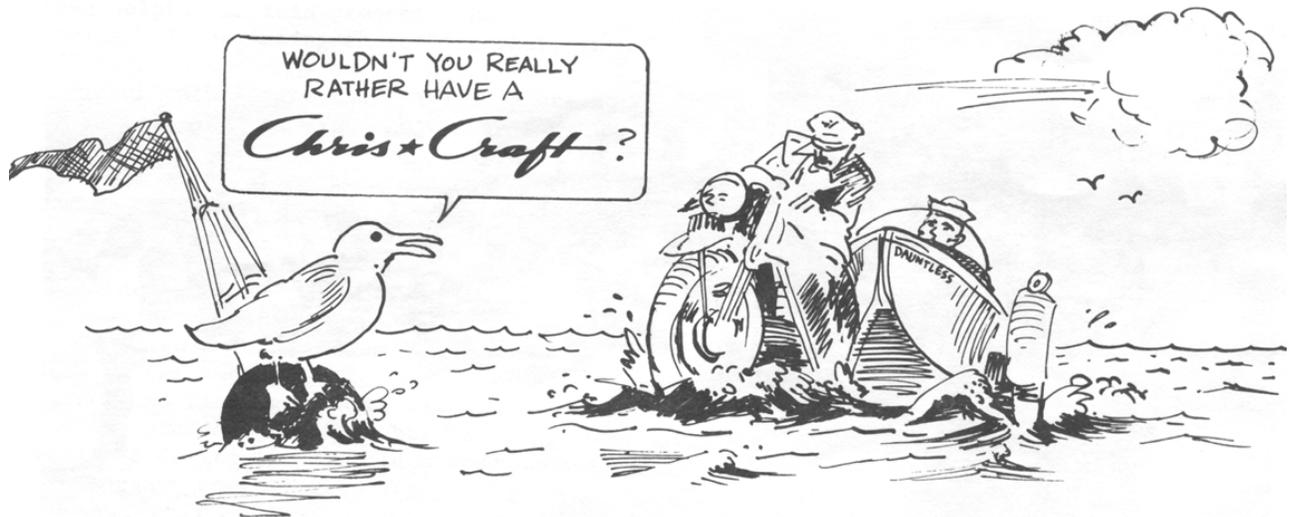


**Lind/Hart lead Chivas/ Halliday through Turn 3-A. Photo by Pam and Bruce Wasserman.**

# Racing



Current Australian CHAMPS Doug Chivas/Margaret Halliday lead former US champs Bruce Lind/Jack Hart through Sears Point Turn 11. Both outfits broke the existing lap record by almost four seconds. Photo by Pam and Bruce Wasserman.



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# Rally

## USCA ANNUAL S/C RALLY

JUNE 20-23 1985 Plymouth, MA

They came from everywhere and as far away as California and Oregon -- people of all ages from first to fourth generation -- to experience four days of sidecaring in and around Myles Standish State Forest near Plymouth, Massachusetts.

Rally hosts Jim and Sheryl Morris, with USCA executive committee members Doug Bing-ham, Dan Doyle, Ed Johnson, Jim Krautz and Terry Strassenburg, were on hand to keep a very busy schedule running smoothly and on time. Here's how it went:

Thursday was filled with registration (all day), kids' games and sidecar clinic in the afternoon, kids' campfire/marshmallow roast in the evening, and video TV until curfew.

Friday morning dawned on the Grand Tour to Providence Town for more fun and games. Friday night was a repeat of kids' campfire, marshmallow roast and video shows.

Saturday was rally host Sheryl Morris' birthday. No age was mentioned, but it has to be somewhere between three months and 77.7 years (the ages of youngest and oldest sidecarists present). Registration continued for weekenders; then at noon everyone lined up for a group ride to town where they met at the Plymouth Five Cents Savings Bank for talkin' and gawkin' (You really see the newest, the oldest, the prettiest, the, er, most interesting out-fits at a national rally). The Sweet Tooth Festival Awards Ceremonies began Saturday evening at seven inside a huge tent where cake and ice cream were served. Maysey Dyne from Cambridge, Ontario, Canada, was in the rest room when the sidecar winner was announced (we wouldn't have mentioned this if she hadn't won).

Sunday began with coffee, pastries and church services, and ended with several hundred happy sidecarists (and lots of solo riders) hitting the road for home. During the four-day event, in addition to scheduled activities rally participants

took self-guided tours to Boston, Cape Cod, the New England Aquarium, Plimouth Plantation, Plymouth Rock and the May-flower II; others sampled nearby canoeing, horseback riding, bicycling and swimming.

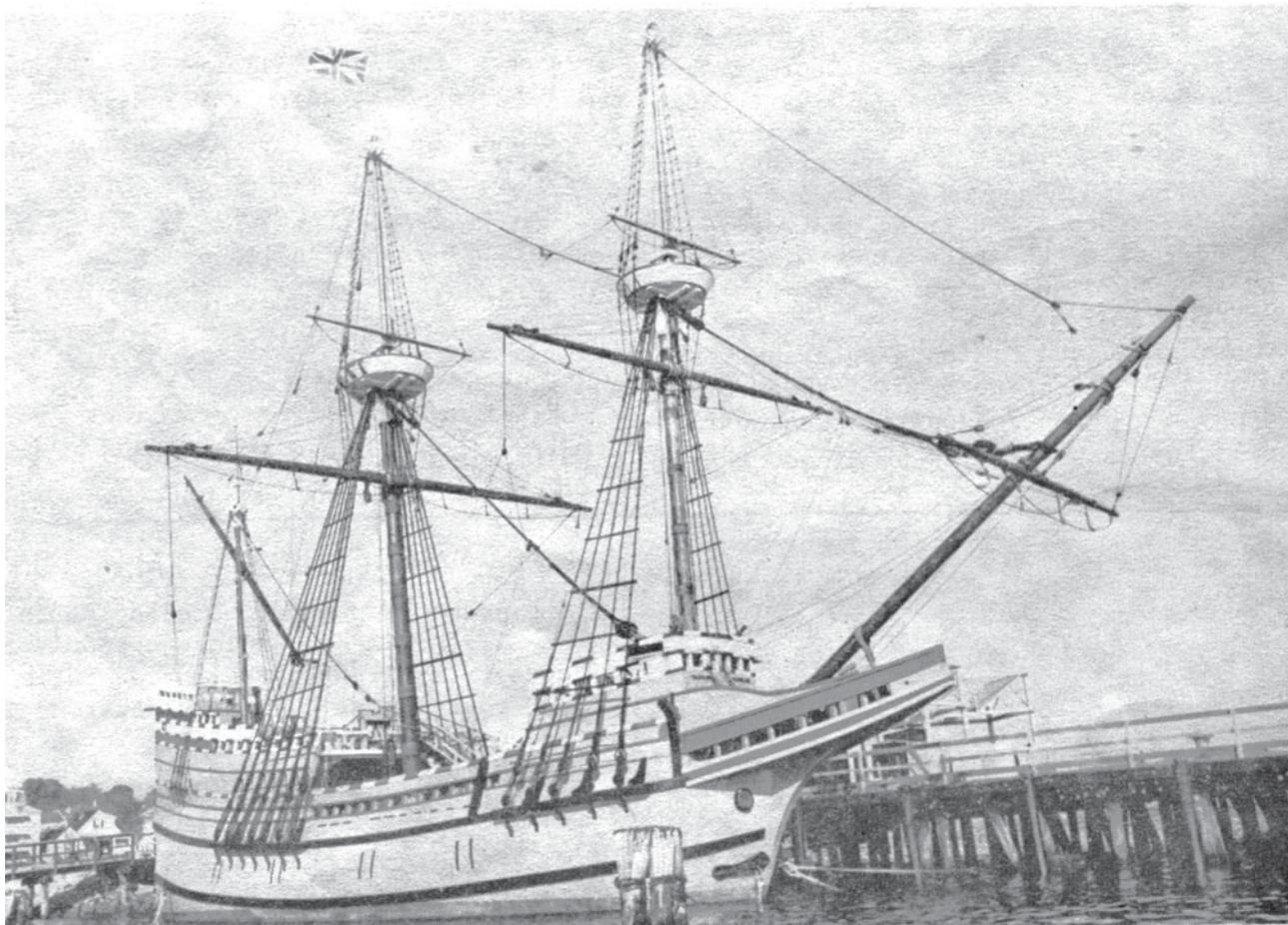


**Rally host Jim Morris did a great job the simplest way...with plenty of HARD WORK!**



**9. Saturday night icecream and cake line at the awards ceremonies tent**

# 1985 USCA Rally



The Mayflower II was built in England sailed the Atlantic and arrived in Plymouth in 1957. It is a full-scale replica of the original ship that brought the first Pilgrims to America in 1620. Intensely trained interpreters impersonate 17th century seamen and create a time, warp for modern visitors, who are free to roam the decks and experience living history.



1. Passenger/pilot signs direct outfits to the rally



2. Rally host Sheryl Morris has her hands full in the sign-up tent.

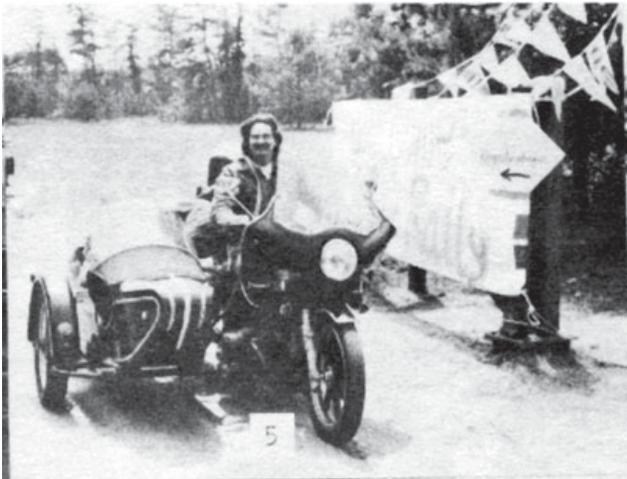
# 1985 USCA Rally



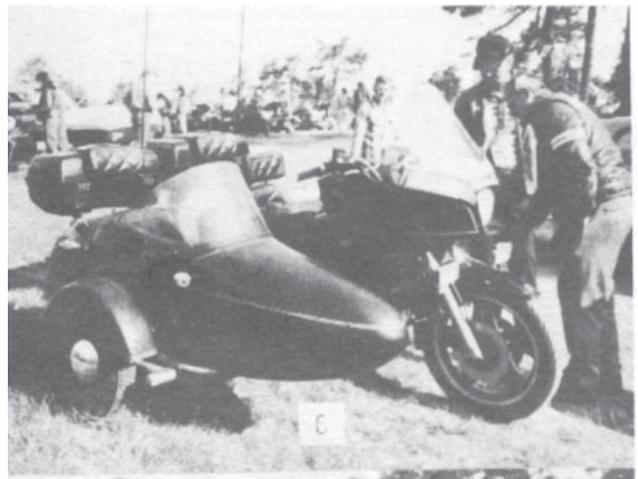
**3. Rally Director Dan Doyle.**



**4. Marlene Doyle with her Kawasaki 1300/  
Watsonian Oxford.**



**5. Author and USCA executive committee  
member Terry Strassenburg/BMW.**



**6. George Kleist of San Fernando, California,  
won the Long Distance Tour award and Road  
Rider Magazine Touring Award for 7010.6  
miles on a Gold Wing/Bingham Mark III.**



**7. Outfits leaving on Friday's Grand Tour.**

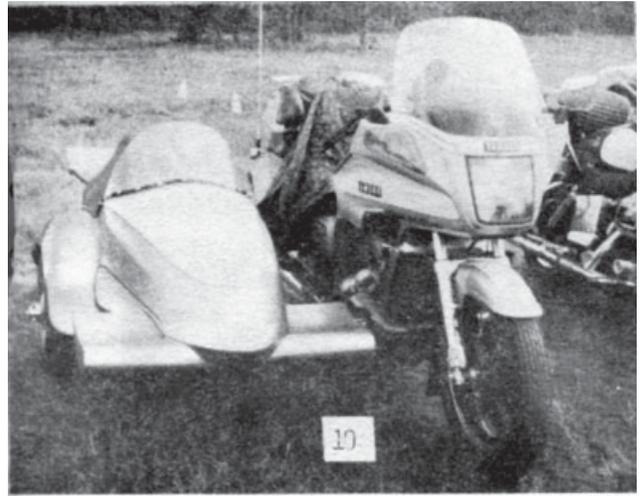


**8. Ron Bigger and his Honda Aspencade/  
Watsonian Cambridge from Oregon.**

# 1985 USCA Rally



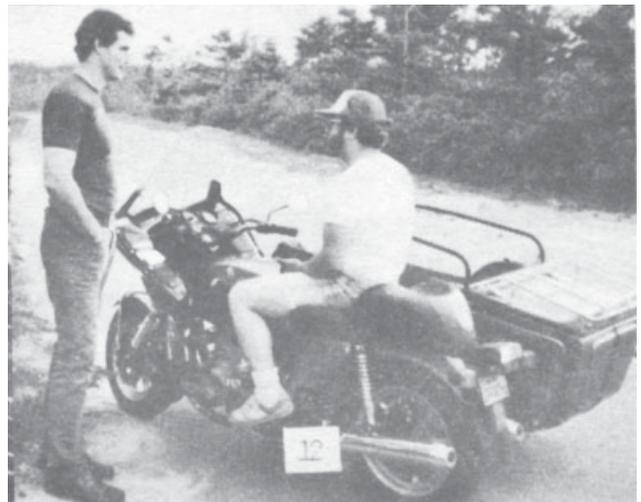
**9. Mr. and Mrs. Glen Anlauf of Santa Paula, California, won the Far Far Away and Long Distance Male Operator award for 3500 miles on a Gold Wing LE/CA Friendship**



**10. New sidecar on the market.**



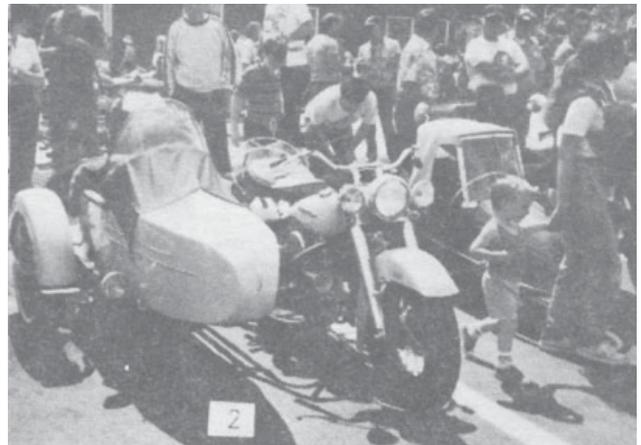
**11. Honda Dealer Randy Kiss from Pennsylvania.**



**12. Brian Casey of EML Sidecar Restorations talks shop with a customer.**



**1. Which way to the sidecar games?**

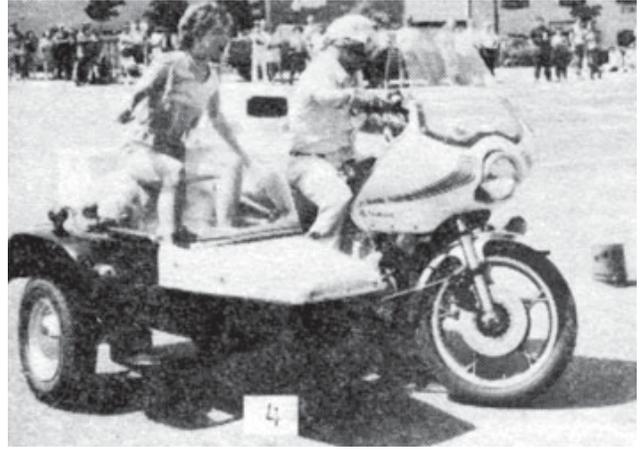


**2. Game players line up**

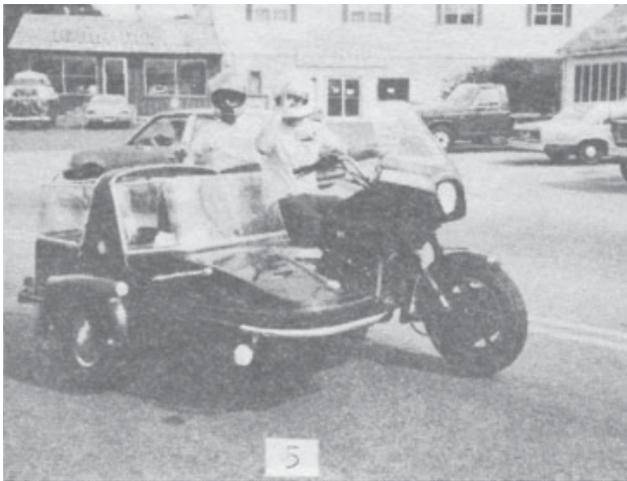
# 1985 USCA Rally



3. Sidecar games.



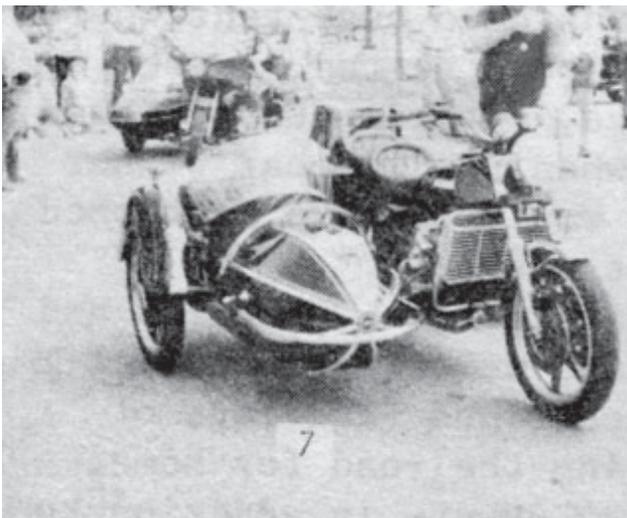
4. Sidecar games.



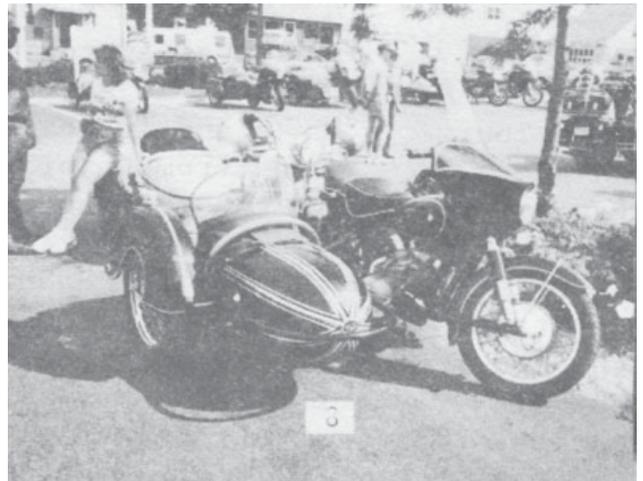
5. Stan Vorgis waves (?) from his Honda/Oxford rig.



6. More game entrants; wedge type sidecar is a British Side Rider.



7. Suzuki/Bender.



8. BMW/Steib\*

USCA  
PHOTO  
9. S

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**October 26-27 1985**

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Rega Lodge Motel, 200 West Colorado St., Glendale, CA 91204 (818) 246-7331

Vagabond Hotels, 120 West Colorado St., Glendale, CA 91204 (818) 240-2700

Golden Key Motor Hotel, 123 W Colorado, Glendale, CA 91204 (818) 247-0111

**SUNDAY the MAIN DAY**

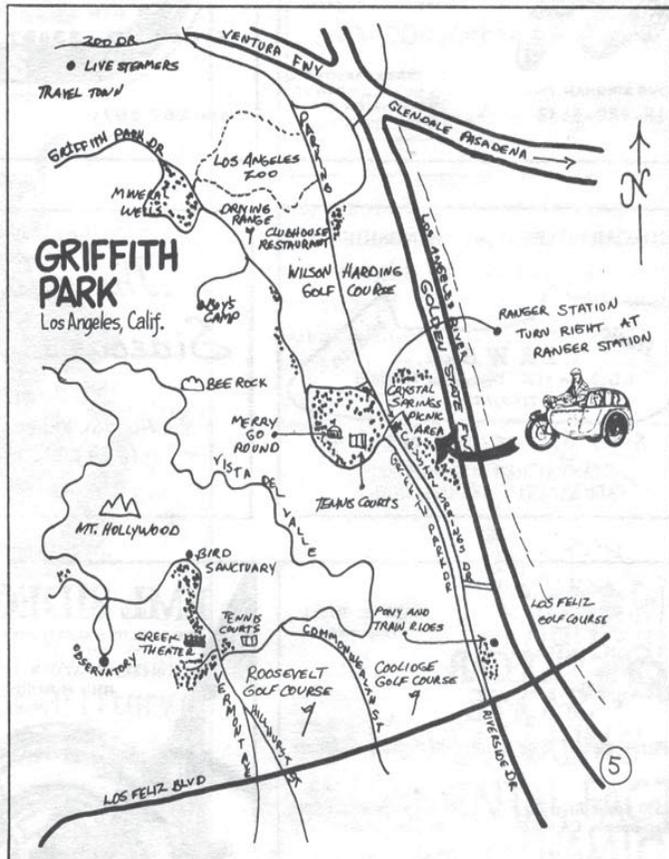
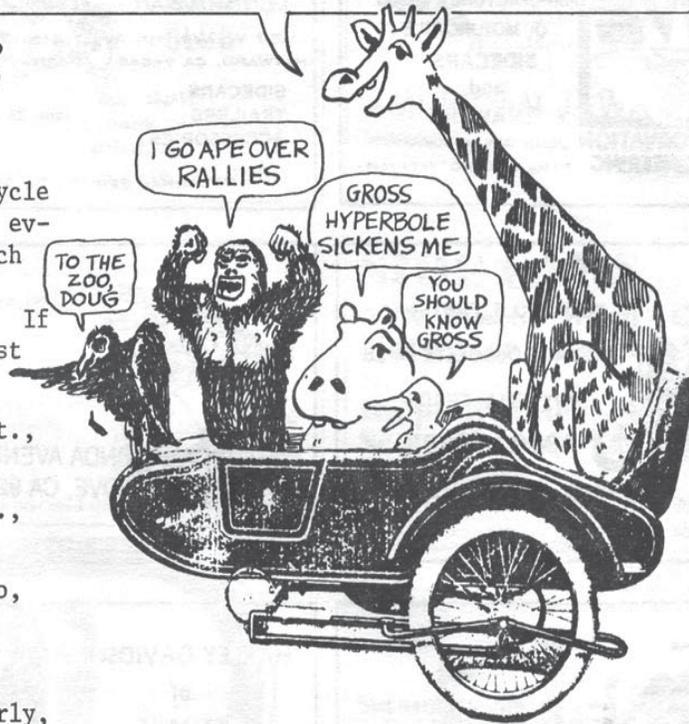
Lasts from 9 am to 3 pm, so arrive early, bring your sidecar, family, friends and picnic basket. Browse amongst the glorious sidecars of the past to the modern outfits of today. Meet old friends, make new ones and enjoy a leisure day. After lunch, we'll draw for prizes.

**GENERAL INFORMATION**

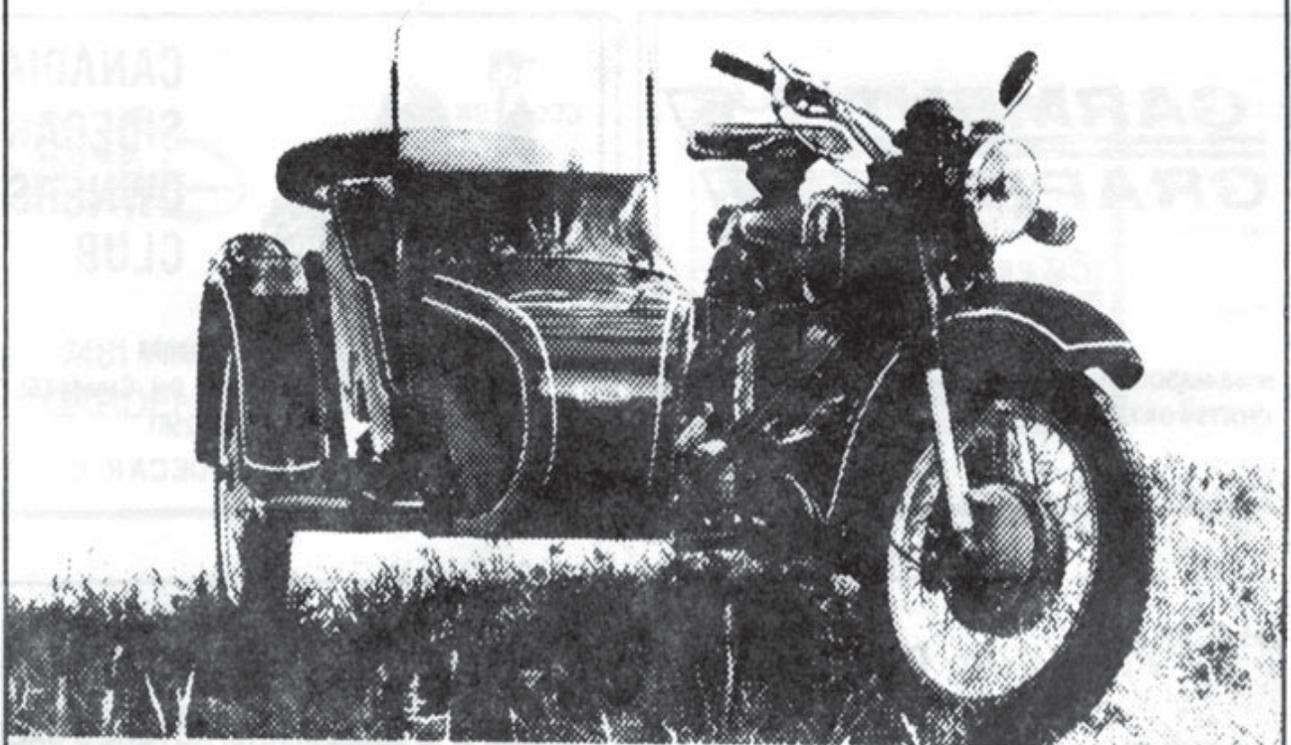
Rally fee is \$5 per sidecar; passengers and spectators free. Free solo bike parking, reserved parking within the rally for classic, antique, special interest and racing sidecars. We'll have rally T-shirts and hats, and there will be a refreshment stand with drinks and food at nominal cost.

**HOW TO GET THERE**

Site is the Crystal Springs Picnic area, Griffith Park. Best entrance is from the south. Turn north from Los Feliz onto Riverside Drive which turns into Crystal Springs Drive. Turn right at the ranger station and follow that short road to the rally. If you have any questions, contact Doug Bingham at Side Strider, 15838 Armintha Street, Unit 25, Van Nuys, Calif. 91406, telephone (818) 780-5542.



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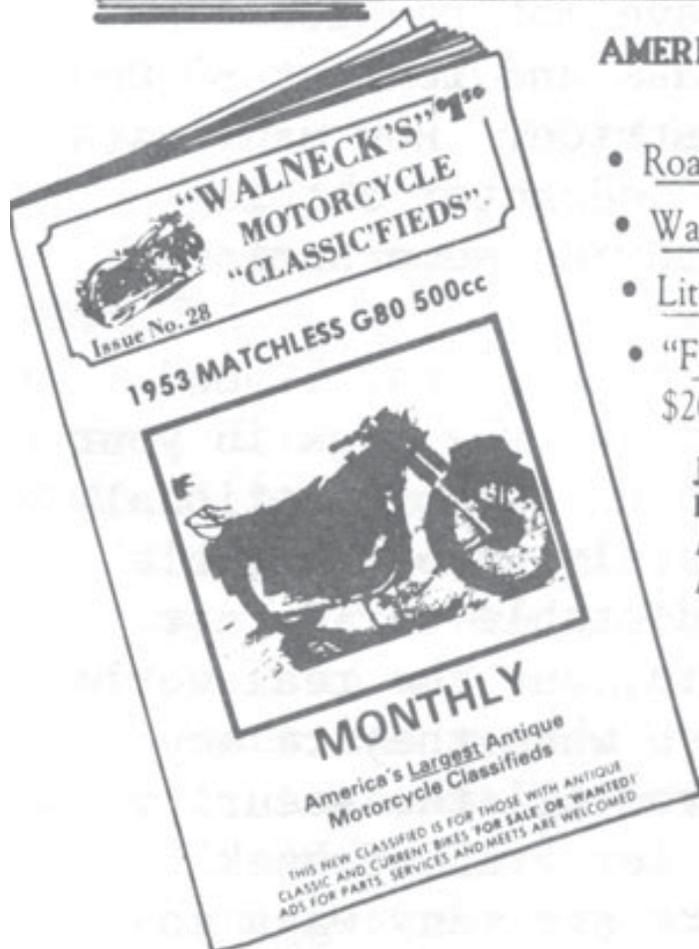


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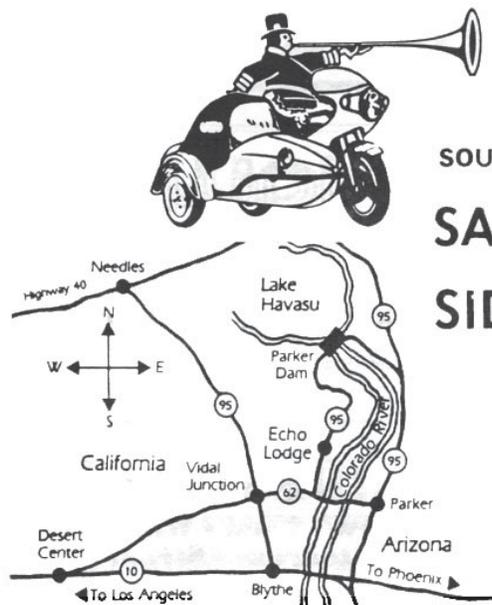
SEP 21-22, TRW M/C 3rd Annual Maze Ending Summer Season (M.E.S.S.) Road Rally. Si'

SEP 9/21 7-9 a.m. at Touring Touch, 1571 A-4 Condon Ave., Lawndale, Calif. Overnight camping, BBQ, breakfast at Song Dog Ranch, New Cuyama, Calif. Early bird entry call (213) 318-2279 by 9/15. First 300 only.

OCT 13, New Jersey Fall Get Together, Cedar Creek Campgrounds, 1052 Route 9, Bayville, NJ 08721. Everyone welcome. Contact Jim Rebisz, 7 East 25th St., Long Beach Island, NJ 08008

OCT 26-27, 14th Annual Griffith Park USCA Sidecar Rally, Los Angeles, California ( Crystal Springs ). Overnight camping, movies, prizes. Doug Bingham 818/780-5542

NOV 9-11, 2nd Annual San Diego Daze/Havasus Nites Rally, Echo Lodge Resort, Parker, Dam, Calif. Jack Fassel, 619/484-2010.



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I realize this notice is *really* in advance of the event. However, Echo Lodge camping sites can be guaranteed ONLY by pre-registration. To ensure adequate facilities, we must register as soon as possible. In addition, I'm seeking assistance in putting on the event. Areas of concern include checkpoint posts, on-site registration, 50/50 sales, and field events. If you can help, great. I need it.

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# Industrial News

## GOOD PRODUCTS AT GHIBLI AT GREAT PRICES

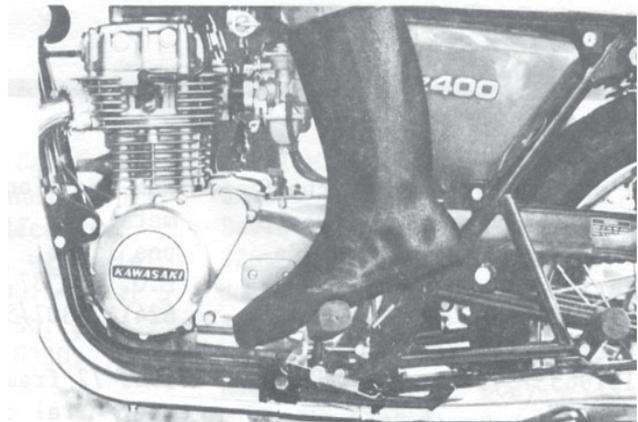
Ghibli - the company that electrified the off-road recreational industry with a DOT-approved \$12.95 helmet - is back again with another bunch of new and handy products at outrageously low prices. For example, these good old-fashioned black gauntlet gloves (below) keep hands warm and stop the wind from going up your sleeves at a good old-fashioned price of only \$5.95 a pair. Made of strong vinyl and lined with soft warm cotton. Two sizes, small and medium.



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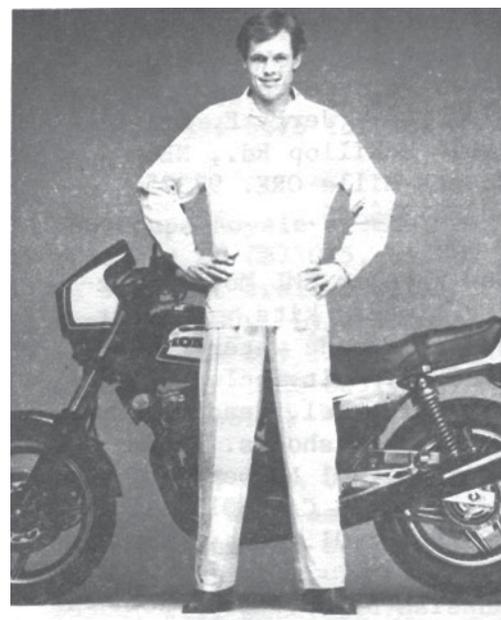
**Ghibli Boots**

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**Ghibli Rain Suit**

# Legal Aid

## LEFT, RIGHT, OR IN THE MIDDLE

By Russ Brown, The Motorcyclists Attorney

In recent months, several motorcycle accidents have involved serious injury or death on mountain roads. The accidents occurred near the center line on two-lane roads. An analysis of these accidents showed that just prior to the collisions, the motorcyclists who were riding close to the center line were hit by an oncoming car who had crossed over the line while rounding a curve. In two of the situations, the motorcyclist was forced to go over onto the incoming lane because the cars were substantially over the center line prior to impact. These two situations created a difficult problem of proof as to who caused the accident because the physical evidence investigated by law enforcement officials indicated that the motorcycle was on the wrong side of the road at the time of impact. Naturally, the drivers of the cars would not admit at any time that they were on the motorcyclist's side of the road prior to impact. When the motorcyclist is hit on his side of the road, difficult problems also arise, because these accidents usually happen quickly without much advance notice and there are no skid marks. Furthermore, the debris from the impact is strewn over such a large area it is almost impossible to tell precisely where the accident occurred.

The moral to this story is quite obvious. When one is on a mountain road and going around a blind curve, one should move to the right hand portion of the lane and avoid being near the center line. This maneuver should be practiced at all times when rounding curves. One can raise an argument that hazards do exist near the right-hand side of a roadway in a mountainous terrain on curves. Frequently, rocks fall down from the mountain side and rest near the edge of the roadway in the lane. However, if given a

choice, it is far better to hit a rock and even go down than to hit a car head on.

The next series of accidents occurred on freeways. These cases involved a typical lane change where the car did not see the motorcycle. In several of these situations, the motorcyclist attempted to pass a car traveling in a lane to his left and did so while driving close to the left hand side of his own lane. Not only was the motorcyclist in the driver's blind spot, but he was passing so close to the car that he did not leave himself sufficient lead time either to slow down or to take evasive action. In other words, the turning movement by the car was so quick that the motorcyclist had no options.

Other accidents have occurred recently wherein the motorcyclist was approaching an intersection in the lane nearest to the center of the street and also in the left hand side of his own lane. The problem that arose in this situation was that there was also a left hand turn lane occupied by vehicles going in the same direction. These vehicles were blocking the view of the oncoming traffic preparing to make a left turn. As the motorcycle reached the intersection, a car would make a left turn in front of the motorcycle. Because of the blocked view, this left turner never saw the motorcycle. When approaching an intersection with a left turn pocket that is occupied by vehicles, it is wise to move over to the right side of your lane.

Whether to ride in the left side, right side, or in the center of the lane obviously depends upon the circumstances. It is so easy to get into the habit of riding in the left hand portion of the lane and fail to adjust for change of circumstance. Failure can and has led to serious consequences for many motorcyclists.

Ride Safely! (Or dial 1-800-4-BIKERS)

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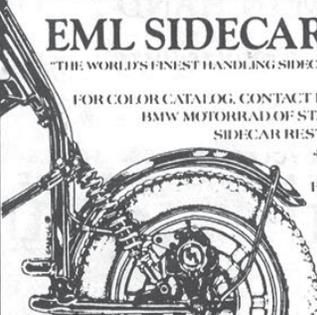
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**Magazine**

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# 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**

I won the sidecar at the 85 USCA rally. Would like to sell same. See June Sidecarist for choice. Contact Maysey Dyne, 1285 Michael Cres., Cambridge Ont. CAN. 15196537542.

Spirit of America sidecar. New tire. Has Tonneau cover, driving light, windshield wired for stereo headphones. \$750 OBO. Jerry E. Wright, 19614 McKillop Rd., NE, Scotts Mills ORE. 97375, 503/873-5885.

New Wasp or EML Moto X racing sidecar kits. Convert your 85 Honda water cooled CR500RF. Kit includes frame, sidecar wheel, leading link forks, and shocks. Ralph Whitney, 401 Lambert Rd., Carpinteria CA 93013, 805/969-2901.

Russian bike owner! Now available BMW engine, complete kit for Dnopr or other Russian bikes. Also complete bike with BMW engine. E. Schulz, Gen. Del, Victoria Harbour/Ont. LOK - 2 AO Can.

1980 Calif. Friendship side-car (white) on 1977 Yamaha XS 750 2D with fairing, fork brace, oil cooler. Fun functional rig. \$1600. Dave McCurdy, 1731 Princeton Ave., St. Paul, MN 55105. 612/698-8492.

1967 R60 w/Earles and side-car restorations Steib \$500. Cycle is orig. and nice. \$4500 as a unit or \$2500 for sidecar w/mounting hardware. A.D. Johnson, 1419 So. San-dusky, Tulsa, OK 74112 918/834-5317 after 5:00 or weekends.

WANTED: fender for HD metal tub - trim and top pea light. H.F. Patterson P.O. Box 37, Cody, WYO 82414, 307/527-7395

1965 /2 frame with 72 R75 eng. Ural car, 5 speed. New Metzeler block K's. New brakes, Plexstar-2 shield. Must sell. Unemployed. \$4350. OBO - Jack 312/832-0807

1979 Gold Wing with Velore sidecar. \$2800. James Kent, 69 Oakland St., Red Bank NJ 07701, 201/842-303`

1981 Motorvation roadster. Mag wheel, cony. top, gas tank, brake. Will deliver 250 miles. \$3000. Rodger Mattson, 4 Holly, East Alto IL 62024, 618/254-4309.

79 Gold Wing dressed with custom built sidecar. Black w/white cony top, inter-changeable hardtop, sliding windows, sunroof, disc brake, CB, AN, FM, large trunk, lights. Call or write for details. \$4950. Joe Cabral, 230 Sebastian Dr., Milbrae, CA 94030, 415/697-7129.



**The Magazine For and About Sidecarists**  
P.O. Box 17640  
Portland, Oregon 97217

Jim Dodson, Publisher/Editor

• (503) 289-5220



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# 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**

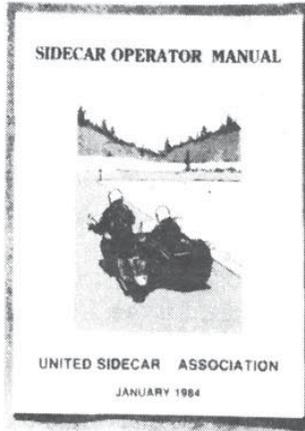
- 1956 BMW R50 w/1953 Steib LS200 sidecar, restored 9000 miles ago as unit, white, excellent condition, classic setup. \$3900. Fred Haggett 9311 Ellen Ct., Thornton, CO 80229, 303/287-8219.
- WANTED: Wheels for a 1981 or 1982 Goldwing, front or rear. Contact Don Gibson, 1501 N.W. Blue Ridge Dr., Seattle WA 98177.
- 1983 HD FLHT Police Special. White. 2100 miles \$11000. 1983 KAW 750 LTD with Velorex car. New dlr. demo. 800 miles. Has warranty \$2800. Vern Goodwin, 402/475-9246, Lincoln, Neb. 68521.
- 1979 HD classic with side-car & matching VIP camping trailer. 20000 mi. Beautiful & better than new. \$10000. Many, many accessories! John W. Collins, 714 Forest Trace, Rockwall, TX 75087, 214/722-4489.
- 1965 /2 frame with 72 R75 eng. Ural car, 5 speed. New Metzeler block k's, new brakes, plexstar-2 shield. Must sell, unemployed. \$4350. Obo - Jack - 312/832-0807.
- 1969 R6012 BMW. Earles fork and 1959 BMW "special" side-car. Beautiful professional restoration. Like new all original. Sidecar gearing, big tank, continental kit, solo seat, signal lights, Wixom fairing, crash bars, much more. \$6200. Other extras are available. Col. Thomas Tesch, 1118 Limit St., Leavenworth KS 66048, 913/651-5858 #2318T.
- 1981 Vespa 200E/California. Scooter is burgandy with windshield. Sidecar is black, has seat, windshield and cover. \$1300. After 5 John Woods, 623 So. 8th, St. Charles, MO 63301, 314/947-0482.
- 1979 BMW R65/Steib. Bike has 30K miles, Luft. fairing, Mayer Day-Long saddle, Konis, rack. Sidecar has seat, windshield, cover. \$2800. After 5. John Woods, 623 So. 8th j St. Charles, MO 63301. 314/947-0482.
- 1951 Steib S-350. New restoration. Black/white stripes. Ex. cond. \$2300. 1973 Milray Coupe Royale. Gull-wing door. Ex. cond. Mounted on /2 BMW. \$1500. D. Monson, 7230 181 Ave. NW, Anoka, MN 55303, 612/753-250
- TRADE: 81 BMW RIOORT. Smoke green. Excellent condition. 9500 miles . Tr my bike plus cash for EML rig in sin liar cond. or sell for \$4500 Jack D. Wilson, 2894 Luciernaga St., Carlsbad CA 92008, 619/438-3175.
- 1981 Harley Davidson FLH 80 c.i. Classic burgandy two-tone with sidecar. Factory set up. Showroom condition. Extras full dress \$7000. Carl C. Sorensen, H.C.I. Bo> 75, Olive Bridge, NYS 12461. 914/657-2966.
- Jawa Velorex sidecar. Black brand new still in box. \$10C James Kent, 69 Oakland St., Red Bank NJ 07701, 201/842-3035.
- Neval MT 12, fair condition \$2500. Globe LS200 750. David M. Hagensick, #1721-H 226 So. State St., Prairie du Chien WI 53821, 608/ 326-6079.
- Roomy custom hack body - will fit flat frame. Must see to appreciate. Will take reasonable offer. J.D. Wexler, 12518 Appleton Wy., L.A., CA 90066. 213/391-4093 or 391-6875
- '80 Coupe Royale sidecar w/mounts to CB750K5, \$1200. On 5x8 foot trailer . \$1500. Lyle Hamman, 4660 Anille Way #280, Colorado Springs CO 80917, 303/550-1546.
- BMW /2/75/5 with Velorex SC \$2600. Will separate. New 1976 Zundapp scooter \$900. 1935 HD & HDSC \$6500, will separate or make offers. Art Prescott 800 Illinois Ave., Elgin IL 60120, 312/741-3956.
- 79 Kaw 1300 w/Motovation. 10,000 mi. Creme & tan, 4-time Aspencade show winner. Matching trailer. \$25,000 invested, sell for \$12,500. auto, gold, or silver. Charles Mashburn, Box 130, Childress, Texas 79201. (817) 937-3136.

# Bookshop

## SIDECAR MANUALS

Printed By  
THE UNITED SIDECAR ASSOCIATION, INC.

### SIDECAR OPERATOR MANUAL



Most sidecarists begin as motorcyclists. The Sidocar Operator Manual, therefore, dwells on the specific differences in operating a single track or a dual track vehicle. A motorist with no previous riding experience also can learn the secrets of sidecaring.

The manual will be invaluable both for the novice sidecar rider and as a text for sidecar skill clinics. It includes a sidecar skills test patterned after the Motorcycle Safety Foundation's MOST test.

#### 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 judgment; quick stop - straight; quick turn; quick stop - curve.
- 13) U.S. sidecar manufacturers and distributors.

### SIDECAR MANUAL

In any generation there are always a few who are not content with the mundane. These individuals, and individuals they are, are not content to be restricted to a stuffy metal enclosure. Nor are they satisfied with the exhilaration of a two-wheeler. They ride these eccentric three-wheeled machines the origin of which begins with the birth of the mechanical steed. They are held together by a bond of friendship extending across the nation and indeed, throughout the world.

#### CONTENTS

- |  |  |  |
|--|--|--|
| <p><b>Section #1</b><br/>Introduction<br/>Why a Sidecar<br/>The World of Sidecaring</p> <p><b>Section #4</b><br/>Modification of a Modern Machine<br/>Front End Geometry<br/>Steering Dampers<br/>Suspension<br/>Gearing<br/>Chains<br/>Wheels<br/>Tires</p> | <p><b>Section #2</b><br/>Setting Up an Outfit<br/>Matching a Sidecar to a Motorcycle<br/>Tips for Mounting<br/>Alignment<br/>Frame Supports<br/>Brakes<br/>Lighting</p> <p><b>Section #5</b><br/>Adjustable Sidecar Trim Systems<br/>Front End Geometry<br/>Theory About Turning</p> | <p><b>Section #3</b><br/>Handling Tactics<br/>Advice for the Novice<br/>Basic Skills<br/>Advanced Skills<br/>Wobbles<br/>Off Road Riding<br/>Trailers<br/>Racing Sidecars</p> <p><b>Appendix</b><br/>Sidecar Lists<br/>Manufacturers<br/>Dealers</p> |
|--|--|--|



For those who already have Sections 1, 2, and 3 of the Sidocar Manual, Sections 4 and 5 are available as a separate book.

### Order Form

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Sidecar Operator Manual	\$5.00 each	_____
Sidecar Manual, Sections 1 through 5	\$8.50 each	_____
Sidecar Manual, Sections 4 & 5 only	\$3.00 each	_____

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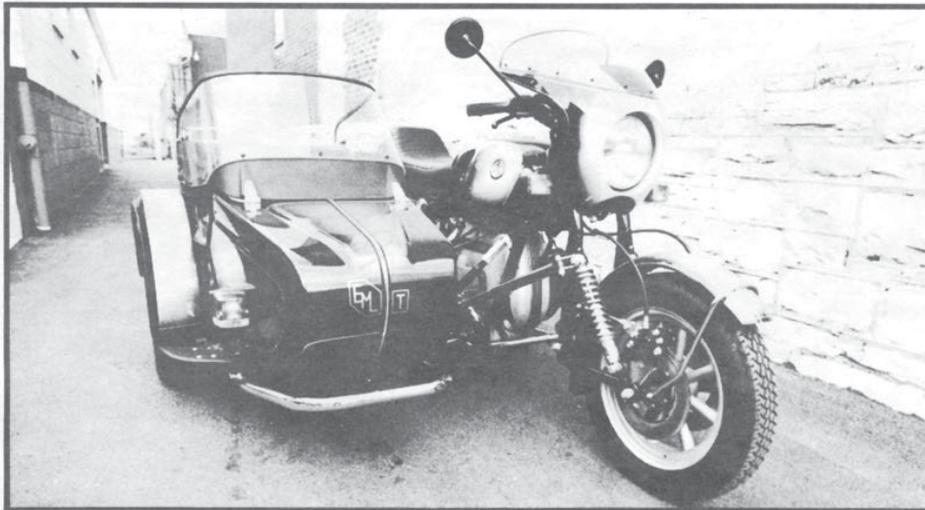
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EML sidecars are available for many popular motorcycles including all BMW's from 1974 to present (including the new BMW K100 Four series); Honda GL 1000, 1100, 1200, and the new '84 1200; Kawasaki 1100 and 1300 shaftdrives; Suzuki 650, 1000 and 1100 shaftdrives; Yamaha 1100 and all Moto-Guzzi and Ducati twins.

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\_\_\_\_\_ 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 \_\_\_\_\_

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Interests: Touring \_\_\_\_\_ Racing \_\_\_\_\_ Rallies \_\_\_\_\_ Legislation \_\_\_\_\_ Other \_\_\_\_\_

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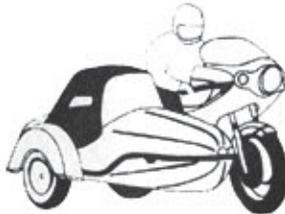
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MEMBERSHIP IN THE UNITED SIDECAR ASSOCIATION IS OPEN TO ALL PERSONS INTERESTED IN SIDECARING. CONTACT CHARLES ELDRED, FOR INFORMATION