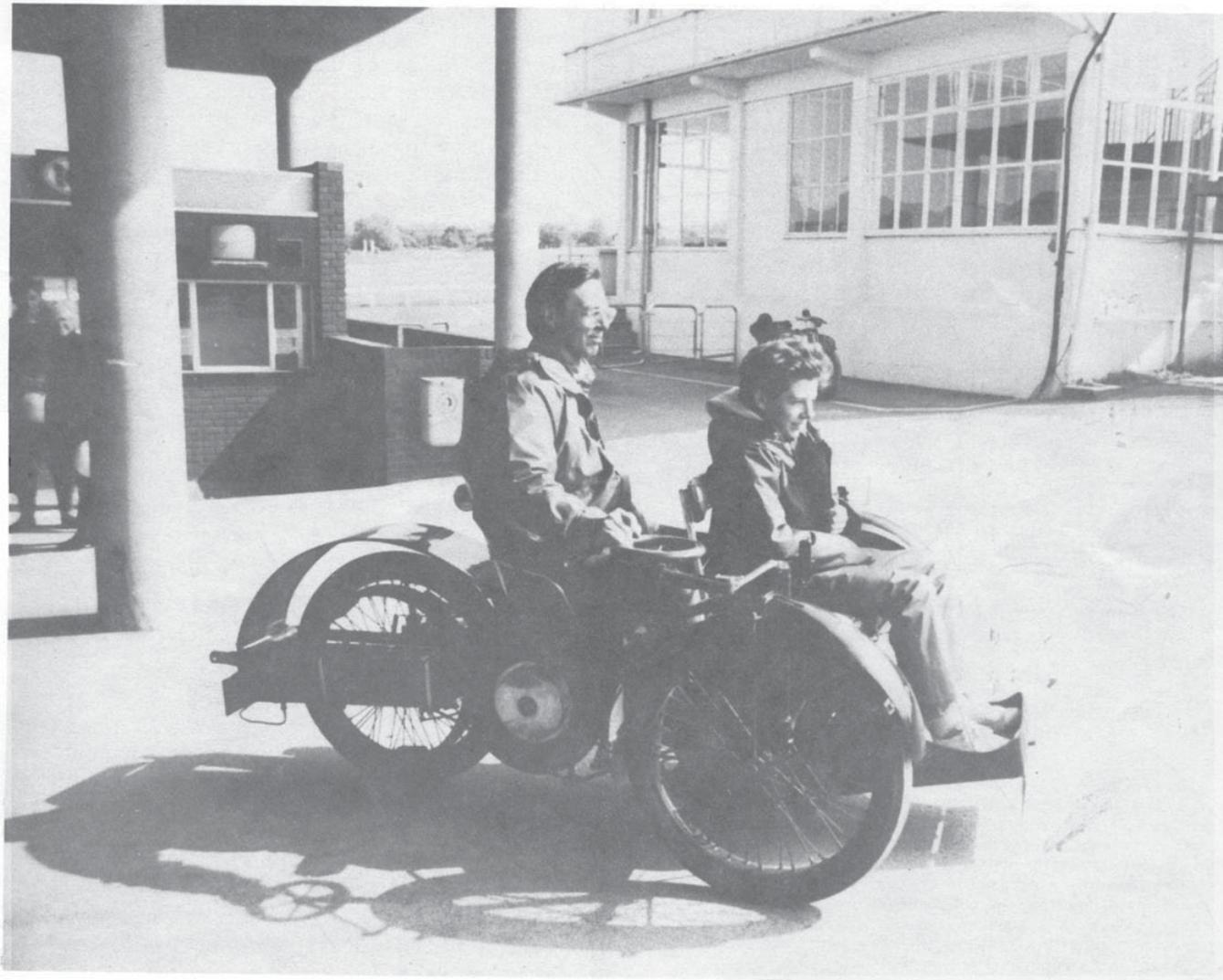


THE SIDECARIST



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OCTOBER-
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1986

The Sidecarist

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Address for editor, new membership, renewals,
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United Sidecar Association, Inc

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COVER:

This 1896 Leon Bollee Tricar of French manufacture celebrated its 90th birthday at the Vintage Motor Cycle Club's 38th Banbury (England) Run. After finishing the rally, the Bollee completed the 12th International Vintage Race at Cheltenham the following weekend. Jim and Mary Ann Baruch's photo coverage of both events begins on Page 16.

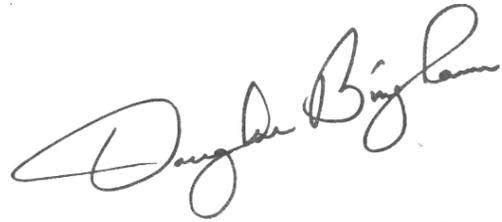
Notes from the President.....

Dates are set for the Watsonian 75th anniversary party at the British National Motorcycle Museum: Bank Holiday weekend August 27-30, 1987. Near the museum is the Birmingham Airport (not Birmingham Alabama!). The Watsonian Golden Jubilee Rally held in 1961 at Chadwick End, Warwickshire, drew over 1400 outfits. Wow! What's it going to be like in 1987?

Talking with some of the folks from Holland at this year's "Jumbo," next year there will be riders from the Continent, Sweden, USA, Canada, etc.. There will be more details in the next issue; however, if you are interested in going, please call me at (818)780-5542, or write (see Side Strider Inc. "Biz" card section for address). The trip will include air fares, hotel, car rental and all kinds of places to go: Stratford-On-Avon, Warwick castle and other sights not on the usual tours. So watch for more info in later issues.

At last the sidecar manufacturers and distributors are holding meetings to put this sidecar industry on its feet. Great! About time! The idea is to promote fun, safe, family sidecaring!

Doug Bingham



1961 Watsonian Golden Jubilee Rally at Chadwick End, Warwickshire, UK

From where I Sit

What is a sidecarist?

By H.A.Kendall

He is, according to our survey, a man of 42 years with wife and family, a car, a job, mortgage and so on. Not too unlike your neighbor who does not have a sidecar. So what is there that sets us apart? Well, it could be that you are not the average sidecarist. You may not have a car and the sidecar is your sole means of transportation. Or you may not have a wife and travel by yourself. Or any other combination of factors. Or you may be "between" sidecars, have had one in the past, are about to get one for the first time, or you have some deep feelings because your family had one many years ago.

Whatever, you are an integral part of the brotherhood who want to see this unique form of transportation preserved.

From time to time, by way of the grapevine, I am distressed to hear of various degrees of sidecarists. Usually it goes like this: "I am a 'better' sidecarist than 'so-and-so' because I drive to the National Rally, and he drives his car/flyes." Or: "I drive so many thousands miles a year on my outfit while so-and-so does not even have one." And so on and so forth.

Our constitution does not allow for such petty differences. Membership in the USCA is open to all who have an interest in sidecars and sidecaring, regardless of whether they own one or drive one. This includes all members of the sidecar fraternity and all of our friends and supporters. Besides, we need their broad grass roots support to enable us to bring you the quality Sidecarist bi-monthly and to develop the training and side-

car manuals that you have so eagerly purchased.

Among our sidecar friends are those who carefully preserve and restore a small piece of our heritage. They may never drive a single mile on the beautifully restored classic or antique outfits. Then there are those behind the scenes who work untiringly for the Association. Why they do this, I cannot say, but they willingly give up their weekends or evenings so that you can go to the sidecar meetings and receive your publication on time.

And, there are those who challenge the authorities when they restrict your right to ride. The authorities have banned motorcycles in certain parks and in certain streets in certain cities. They have also banned (or are planning to ban) lead in gasoline which will affect the riders of older motorcycles. They have arbitrarily charged us for three axles on tollways and toll bridges and toll tunnels. They have banned you from taking your children with you in your sidecar in some states. And so on and so on.

Every individual and group that assists in preserving your right to ride is a true sidecarist at heart, regardless of whether he owns or rides a sidecar.

So please be careful when throwing bricks. We need all the help we get from many, many sources. Remember the bottom line. Chairing is sharing. The original sidecar was developed as a 'sociable' mode of transport. Let's keep it that way.

Hal Kendall

Letters

NOV. 9 IS MUSCULAR DYSTROPHY LOVE RIDE III

Dear Doug:

On November 9, 1986, the single largest motorcycle fundraising event in the state of California will be taking place -- Love Ride III. Love Ride III will once again bring together, on the largest scale ever, motorcycle enthusiasts from throughout California to aid in the fight against muscular dystrophy.

Last year's event involved nearly 1,000 riders and grossed over \$91,000 due in part to your enthusiastic and caring support. Your support of Love Ride III will someday allow those children and adults affected by neuromuscular diseases to enjoy the freedom and thrill of the open road.

Thanks for caring. Your support is so important.

Cordially yours,

Oliver A. Shokouh, Love Ride Chairman

For details about Love Ride III contact: Muscular Dystrophy Association, Christopher Murray, 3450 Wilshire Blvd., Suite 407, Los Angeles, CA 90010, (213) 387-5157, or

Harley-Davidson of Glendale, Oliver Shokouh, 3717 San Fernando Rd., Glendale, CA 91204 (818) 246-5618

IF THE VERSE IS FREE, WE'LL TAKE IT

Dear Sir:

Enclosed is my membership application and a \$20.00 check to cover the membership fee.

Even though I don't know if your magazine takes unsolicited material, I have also enclosed a poem I wrote about sidecaring (I haven't been able to find "sidecaring" in the dictionary; what you see is my best guess.) If you think your readers would enjoy it, please put it in the magazine. I have written about 35 poems on various subjects. Everything from the four seasons to uncomfortable bicycle seats. I try to find the lighter side of everyday things that other people can relate to. I call my writing poetry, but free verse would probably

be more accurate. I enjoy writing in that style; as a matter of fact, it is much easier for me to express my thoughts using rhymes than developing paragraphs. If you would like a few others (not directly related to sidecaring), please let me know.

I'm looking forward to my first issue of The Sidecarist.

Sincerely,

Don Oosterveen Rochester, New York

COMMUNICATIONS BREAKDOWNS AGAIN

On May 12th, I sent a check for an ad. It got out in August, but where did you get the \$4400 figure you put in it? That was not in the ad. How did 4400 get added to it?

Helen Singleton Youngstown, FL

Sorry Helen. Your handwriting is hard to read.

TOLL ROAD INJUSTICE IS AN UNENDING BATTLE

Dear Mr. Kendall,

In regards to the ongoing problem of tolls for sidecar outfits on roads and bridges. During my vacation I came across the Golden Gate bridge. I observed that the cars crossing the bridge were paying one dollar.

When it got to my turn I paid my dollar and was informed that the toll was not a dollar, but \$1.50. I inquired as to why my outfit was charged \$1.50 and was told that it was because of the sidecar and the trailer.

I admit that a GoldWing with an Oxford sidecar towing a trailer is somewhat larger than the typical motorcycle, but in terms of weight it is no match for an automobile.

I for one appreciate the battle you are waging against this injustice.

Michael J. Naquin, Walnut, CA

Letters

GOULDING HISTORY - PAST AND PRESENT

Dear Hal,

I have read your sidecar manual with much interest. This is an outstanding book. Everyone even thinking about sidecars should have a copy, even those who think they know it all.

I got my feet wet on sidecars before World War II with the war games in Dixieland. Actually started riding solo 52 years ago but the sidecar came a little later as a matter of ride or walk in the Army. First sidecar venture was on a military Indian 1940 Chief with sidecar, mud fenders and all the "Patton and his tanks" with first dust and then mud roads in the deep south.

I have in my collection now a 1965 Harley FLH with stock sidecar (I had this unit at Lake Tahoe rally), a 1978 Harley FLH anniversary and a 1946 Indian Chief with a Goulding Rocket sidecar attached.

I noted in your book, you listed the Goulding Co. but nothing else. I have been able to put together some information on the Goulding Co., and would like more if anyone has such. This is what I have found of interest to you:

The Goulding was made by James Goulding in the early 1900's in Melbourne, Australia. In 1925, the Goulding plant was relocated in Milwaukee, WI, three years. Later a larger plant was formed and moved to Saginaw, MI where the business stayed until it went out in the late 40's or early 50's. At one time production reached 1500 units per month.

In 1938, a new light frame was introduced for the Rocket body. At that time the Rocket family car with 23" seat cost \$140. There were extras you could buy such as a sidecar cover and windshield for \$11.90; chrome nose and chrome panel, rear

bumper, all for \$38.40; and an emergency top with hinged feature, rear chrome bumper, nose and panel as a Group 3 for \$56.50.

They also made a Snow Chassis for \$35.00 and \$45.00.

Dot Robinson, "the first lady of motorcycling," was Dot Goulding before she married Earl Robinson. The Robinsons are now retired and live in Florida, but it was her parents that owned and operated the Goulding plant.

A Rocket Goulding Car with all the fittings could be worth several thousand dollars on today's market. Since they are all of such heavy metal, I assume many were sent to the scrap drives during World War II, which would account for not many of them being around now.

I have enclosed photos of the unit I have today attached to my Indian.

This one I have is said to have belonged to Steve McQueen at one time. I got it in San Diego a little over a year ago from a man that bought it from Steve when he was alive.

One last thing, there is no serial number on the Goulding. The only numbers I have found are part numbers on each section of the frame.

If anyone has more information on the Goulding, please share it with the membership and me.

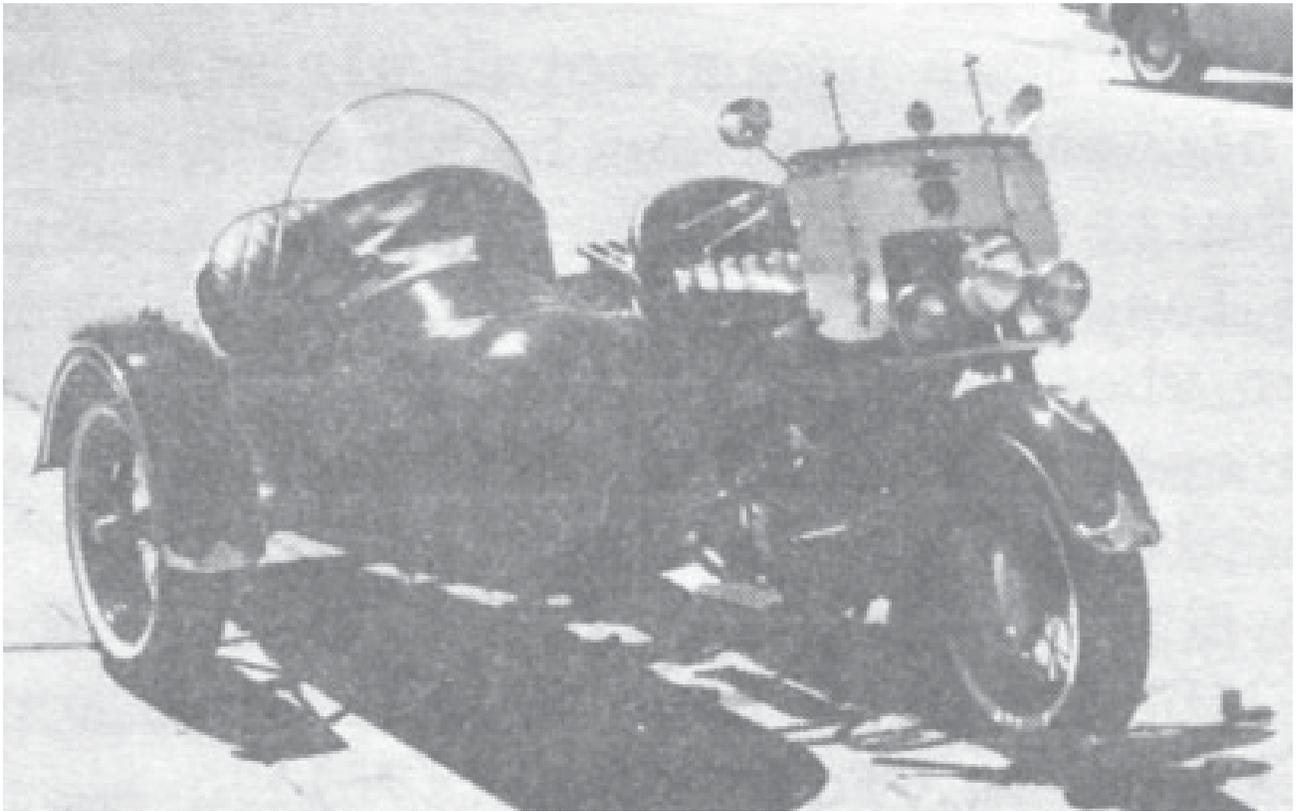
Yours truly,

Gordon E. Pennington, 2300
Willoughby Avenue, Las Vegas, Nevada
89101

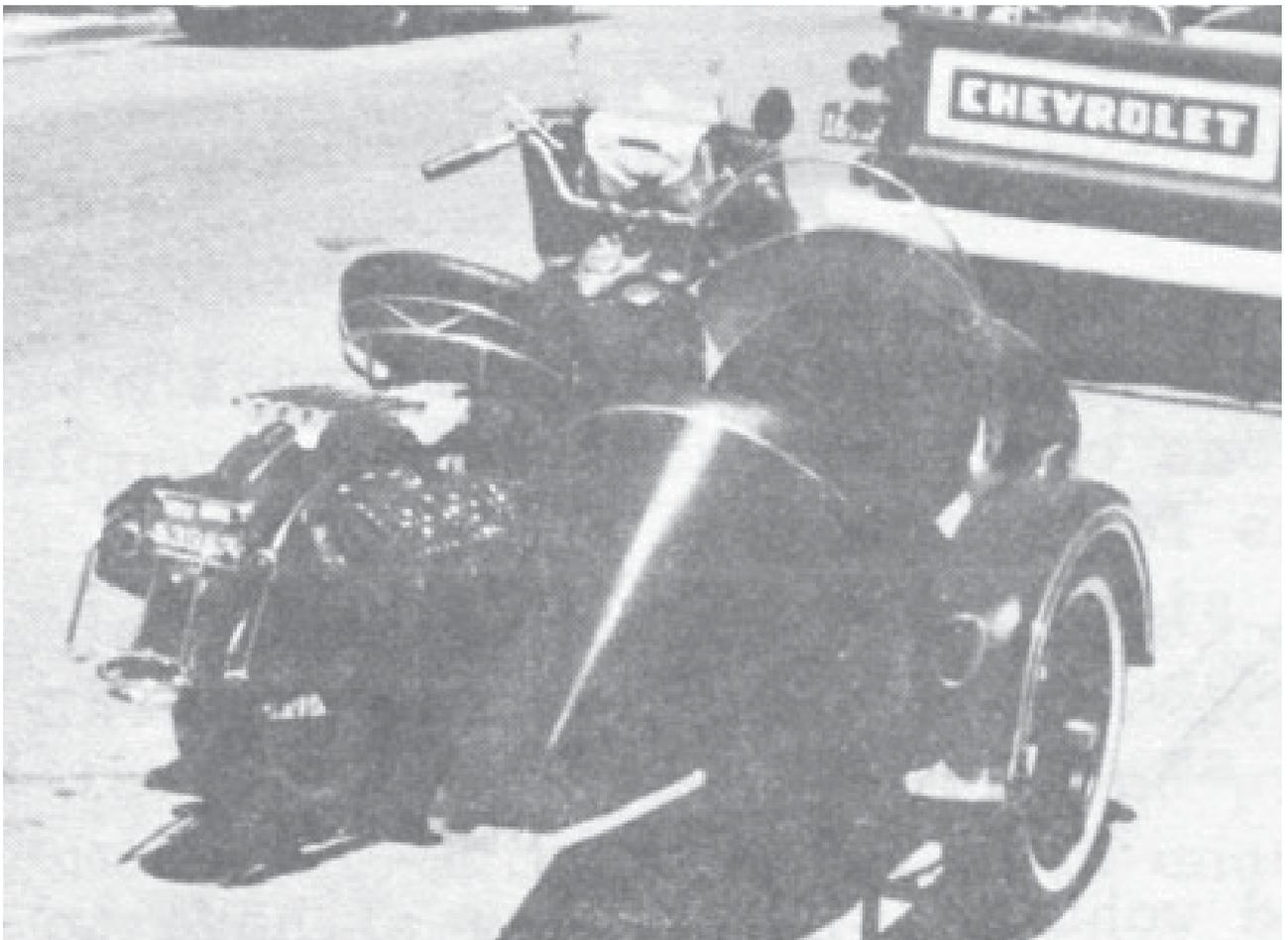
See the military Goulding on our Aug-Sept. 1986 cover - Ed.

Photos - over

Letters



1946 Indian Chief with a Goilding Rocket sidecar attached.



Letters

SAME OLD QUESTIONS - SAME OLD ANSWERS

Dear Sirs,

I just recently got into sidecars and I'm hoping someone out there can answer a couple of questions for me.

With the sidecar, I only get about 60 miles to a tank (down from 100). Does anyone know of an auxiliary gas tank for a Velorex.

Front end wobble is horrible. I have to keep both hands on the bars, and after 50 miles my shoulders are killing me. How normal is this?

Thanks for any help.

By the way - I alternate riding my Suzuki GT750 with a Velorex sidecar and my BMW 800cc dirt bike. It's amazing how much friendlier people are to motorcycles with sidecars. It seems like all of a sudden -you're not a bad guy anymore.

Jay Koonz Middlebury, CT

Boat tanks adapt well to sidecars. You'll need a fuel pump. Wobble is normal and can be cured by a steering damper - Doug.

ANSWER TO TX READER'S QUESTION IS YEP

Dear Mr. Kendall,

We own 1975 and 1985 Harley-Davidson dressers. We recently purchased a used sidecar for the '75 with no paperwork available. It is a Velorex 562. We were told it originally came from American Jawa in N.Y. We are having difficulty hooking it up and can't find anyone who knows how. Can you give us some information about sidecars: driving with them, hooking them up, etc.? Also the name and address of someone in our area who is knowledgeable about sidecars.

We appreciate any assistance you can give.

Thank you,

Don Rowe, De Kalb, Texas

Dear Don:

American Jawa is the importer for Velorex. Contact Helen Paulos at (516) 938-3210 or drop her a line at 185 Express Street, Plainview, LI, New York 11803. She should be able to provide simple mounting instructions but doubt if she would have anything to cover a H-D Dresser. It is somewhat light for a heavy machine but can be made to work. Several of our members have this combination. It will probably be necessary to add some weight, say from 40 to 80 lbs. Some use a metal plate between the sidecar frame and body; others add a car battery behind the sidecar seat; others add lead or steel to the frame rear the sidecar wheel.

Perhaps one of the most knowledgeable sidecar people in your area is Perry Bushong of BMW of Fort Worth. Call him at (818) 429-2182 or drop by his shop at 816 S. Sylvania Avenue, Fort Worth, 76111.

Advise if I can be of further assistance.

Regards, H. A. Kendall

NEW RIDER GETS TO THE POINT - SHOUTS HELP!

Help!

OK Al, enclosed is a \$20.00 check. Now what I need is plenty of info on sidecar use. I am new on m/c and sidecars. My wife will not ride unless she has a sidecar.

Have CB900C. John Boyd

Madisonville, Texas

Letters

PASSENGERS ARE THE REAL SIDECARISTS

To Hal Kendall,

Your article "Your Passenger has Feelings Too," is the most interesting article I've read because I am strictly a sidecar passenger. I'd like to thank you for writing it and thank Lee for complaining enough to inspire you to write it.

For 25 years and 250,000 plus miles, I've been a passenger and many times through the years I've said to my husband, "I wish you'd ride in the sidecar once and have someone else drive." His answer was always, "No way - I don't trust anyone else to drive while I'm in there." I'd also suggest that the fellows who design and produce sidecars take some time to be a passenger before they put them on the market.

We started 25 years ago with BMW with BMW Steib special sidecar. I felt this was the Cadillac of sidecars at the time. Through the years we had an Eagle and a Watsonian Monza. At present we have the old style Velorex on a BMW 900. On this particular machine we travelled from coast to coast, five weeks and it was very comfortable. Now we are retired so the outfit travels by trailer to BMW rallies so that we can use it for touring when we get to a rally.

We had the Watsonian Monza on an R69 BMW but sold it last Fall because we no longer needed two outfits and the girl we sold it is a cycle operator, but she has Rheumatoid Arthritis and can no longer balance a solo bike on the street. I liked the Watsonian for riding around home; maybe because the machine was smaller and we didn't go like a scared rabbit. My husband played with sidecars all his life. Before I met him it was Harleys, but that is another story.

I don't know anything about the mechanics of the bike or what adjustments can or should be made for better sidecar comfort and handling. I can only say what I've experienced from inside the bucket.

As you can see I'm also no article writer but I wanted to let you know that someone read and enjoyed your article. Keep up the good work.

Mary M. Hess #43, Landisville, Pa.

FORMULA FOR ATTRACTING ATTENTION

Fellow Sidecarist:

We purchased our first sidecar, a Formula II Motorvation Engineering in May 1986, and didn't realize how much fun we'd missed. Arriving in a sidecar anywhere seems to attract people and conversation, but the best part is waving back to little kids as they watch you pass by, and the nod of approval from their parents.

We would like to thank many of the wonderful people whom we met at the Buelton rally, and for all their warm welcomes, help and suggestions. A great job was done by Dave Steele and his helpers to make the rally lots of fun!

Thanks to Jim Sontag and the people at Motorvation Engineering for all their help.

Don and Aileen Theall, Monrovia, CA

FEDS FINALLY GET THE LEAD OUT - WRONG

Editor:

Re - Put the Fuel Back in Your Gasoline, by H.A. Kendall.

Valv-Tect by Bell Fuels, Inc. has been technically designed to replace the lubricating qualities in regular leaded gasoline now that the EPA has required that the lead content in regular gas be reduced.

Valv-Tect provides a protective coating to valves and valve seats and prevents metal-to-metal contact even under higher RPM's and loads. In addition, Valv-Tect is registered with the EPA and approved for use in gasoline. A 12 oz. bottle will treat 40 gallons of gas, and retails for approximately \$3.99. Larger quantities are also available. Contact: Bell Fuels, Inc., 4116 W. Peterson Ave., Chicago, IL 60646, (312) 286-0200.

This product came on the scene out here in answer to the same engine problems experienced

Letters

by the boating public (and adds less than 10 per gallon).

Sincerely,

Bradley P. Neer, D.V.M. Silver Springs,
Maryland

What is lead?

What does it do? Who needs it? See Hal Kendall's definitive article

HELMET STANDARDS FROM THE HEAD MAN

Bill Durning, national director of Bikers Against Manslaughter, passed this on to us.

Dear Bill:

As a follow-up to our phone conversation, here is information on helmet testing in the U.S.

There are three standards in effect in the U.S. relating to motorcycle helmets. They are the D.O.T. (Department of Transportation F.M.V.S.S. 218), the Z90 (American National Standards Institute 290.1 1979) and the '85 Snell (Snell Memorial Foundation 1985 M).

Briefly the D.O.T. Standard is the least severe, though helmets built to this standard have proven to be effective in a high percentage of surface street accidents. If a state has a helmet law, helmets must conform to the D.O.T. Standard for public streets and highways.

Next is the Z90 (ANSI) Standard. This is basically the old 1970 Snell Standard. This standard is more or less a stepchild as it is not required by law or any racing associations; but, is used by some manufacturers to show a higher performance helmet than D.O.T.

The 1985 Snell Standard is usually referred to as the high performance standard and sometimes the racing standard. The severity of testing is considerably higher than D.O.T. or Z90. The Snell Standard was originally (1958) developed for auto racing. Today, there is a 1985 M Snell

Standard for motorcycles and a 1985 SA Standard for auto racing. The main differences are in fire protection. While there has been some controversy in regards to standards, a helmet that passes all three standards is a superior helmet.

There has been considerable confusion regarding the speed at which the headform and helmets are dropped in the various tests. The tests are primarily designed to determine the ability of a combination of materials to attenuate energy. The test apparatus uses a metal headform and metal anvils, and test speeds do not relate to road speeds in miles per hour.

Helmets are impact tested at ambient, cold, hot, and wet conditions. In addition there are severe tests on the chin strap or retention system and also penetration tests.

In our test systems, information is fed into, analyzed by a computer and results printed out. Hopefully this brief description will help to understand the basics of the various standards.

Please give me a call if I can answer any other questions.

Sincerely,

Dean Fisher, Senior Vice President, Corporate Affairs, Bell Helmets, Inc., Norwalk, Calif.

ROUND THE TRACK AT THE BACK OF THE PACK

USCA Contest:

I am a new member and received my first copy of The Sidecarist. The smiling rascal is "Alan (don't call me Palmer) Parker," who is pictured on page four of the Jan/Feb '86 issue.

Mary Bucholz San Diego, Calif.

Letters

HAL KENDALL REPLIES TO TIM SCOTT

Tim asks if a larger tire size can be fitted to his Spirit of America II sidecar instead of the existing 3.00-16. The answer is yes. First, check that you have clearance for width and height for a larger tire. Normally you should be able to up at least a size or two. Then check your rim width.

A given rim will normally accept many size widths greater or less than optimum. For a given tire size, a wider rim flattens the profile and puts more tread on the ground. Conversely, a narrow rim balloons the profile and puts the center ribs on the ground which causes these to wear out more quickly. However, because of the light sidecar loads, you can reduce air pressure to perhaps 15 to 20 psi which will result in a softer ride and put more tread on the ground. But, be careful not to put in too little air or there is a chance the tire can roll off the rim.

I am guessing that you have a 1.85 x 16 (although it is possible a 1.60 x 16).

You can certainly fit a 100/90-16 Continental TK22, and it might be possible to fit a 110/90-16.

If you want to fit a 120/90-16 up to a 150/80-16 you would be better off to go to a 3.00 x 16 rim.

Buchanan's Frame Shop in California or Woody's Wheel Works in Colorado would be delighted to lace a new rim to your wheel hub. If you have a 40-spoke wheel, you are lucky. That is the number of spokes that a Harley-Davidson has so rims are plentiful and cheap. If you have 36 spokes like my Laverda, you need a custom rim which means big bucks.

The larger tire sizes are more common and should be located at any reputable motorcycle shop.

The following conversion table may help:

<u>Inch Series</u>	<u>Metric 90</u>	<u>Alpha-Num 90</u>
3.00		MH90
3.25	90/90	MJ90
3.50	90/90	M190
3.75	100/90	MM90
4.00	110/90	MN90
4.25	110/90	MP90
4.50		MR90
4.75	120/90	MS90
5.00	130/90	MT90
5.50	140/90	MU90
6.00	150/90	

HAL KENDALL REPLIES TO JACK SANDS

Your article, "The Saga of Ranger Hal," was delightful. I loved it. It was credible and full of style and humor. The tollway saga is an endless one. I cannot personally monitor all of the nation's thousands of tollways. You believe you have won and that is the end. But, then a new or part-time toll attendant comes along who was not informed of the change and the whole process starts again - and again -and again. Ad nauseum.

Only by YOUR constant vigilance and reporting of the situation if you are ever ripped off, can we police the tollways. Our official success rate to date has been complete. But, the tollway officials have very bad memories which necessitate rewinning the old battles on an almost daily basis.

Your diligence is mandantory to make this an ongoing sucess. Without it you will soon be paying the old ripoff tolls and then all our hard worn work will have been for nothing.

Hal Kendall

the Lighter side

SIDECAR DELIGHT

Driving a sidecar, oh what a trip!

Is my speed in this right turn, gonna cause me to flip?

I feel like I'm flying with two wheels on the ground.

There's a third one out there, that I hope will come down.

Now I have two seats in my limousine,

To hold a fat one, a thin one, and one in between.

If the bodies are small, I can stuff in one more.

And still have some room for some stuff on the floor.

My sidecar, when it's rolling, pulls to the right,

And pushes to the left, while stopping for a light.

So now I ride roads with only right bends,

And only green lights, so the going never ends.

I have one problem that isn't unique.

My brackets keep slipping from their tightened seat.

If ever I get my car set up right,

I'm going to weld that sucker up tight.

I think my rear tire is made of "real" butter.

In just a few more miles I'll need another.

The front used to last twice as long as the rear,

But with the sidecar, it's replaced twice a year.

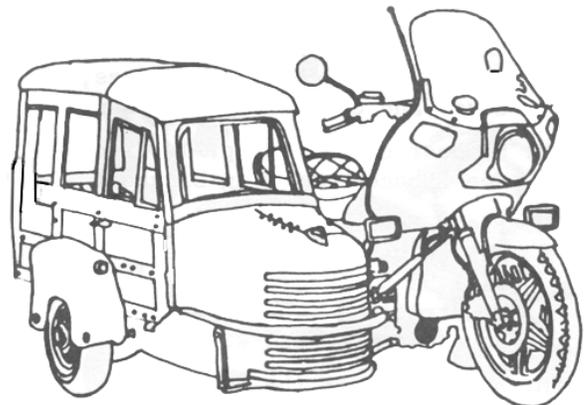
So why do I think sidecars are so great?

Answer:

1. There isn't a road I can't navigate.
2. Our kids (we have two) can be part of our fun, be it camping, or touring, or just a fun run.
3. Cars stop at a cross road, and let you pass thru, not like the old days when they didn't see you.
4. People are friendly, and some stop just to chat.
The Hell's Angel image is now off my back.
5. I don't have to balance when I have to stop.
6. We have plenty of storage when the urge hits to shop.
7. There are rallies to go to from coast to coast.
That's one of the things my family likes most.
8. The two wheeling feeling, but with fewer risks, is the major advantage and should top this list!

This is dedicated to all the people who know what I'm talking about, and especially Vern Goodwin (sidecar builder and top enthusiast) who encouraged me to get into this unique form of transport.

Donald Oosterveen August 1986



the MDA

MDA CONVENTION IS A BIG SUCCESS

By Mitch Goldflies, M.D.

The Motorcycling Doctors Association (MDA) is a group of medical professionals who have a common interest in motorcycling. The membership includes M.D.'s, D.O.'s, D.V.M.'s (veterinarians), D.P.M.'s (podiatrists) and dentists. The group was formed in 1977. It has met on a yearly basis. This year's meeting was held at Morgantown, West Virginia. A course on Health and Safety Aspects in Motorcycling was developed with the Continuing Medical Education Office of the West Virginia University School of Medicine. The meeting provides a unique mix of professional and motorcycling activities.

The yearly meeting is held in association with the Motorcycling Allied Health Professionals. This group opens its membership to all of those involved in health-related fields who have an interest in motorcycling. Again, the common interest in the medical fields and motorcycling provides interesting conversation. This year's three-day meeting was held July 16 through 18.

The meeting was held at the Sheraton Lakeview Resort and Conference Center in Morgantown. The Center is a recreational area which includes two 18-hole golf courses. The resort is located in the northwest corner of West Virginia (hill country). This provides excellent riding activities, especially for those used to the flat lands of Illinois. You can imagine the look on the golfers' faces when their parking lot was invaded on Wednesday afternoon by people arriving on and trailering their motorcycles. The golfers couldn't make out what was happening.

Wednesday afternoon, when everyone arrives, is usually spent renewing old acquaintances, helping unload bikes off trailers and scraping off road dirt from the ride. Since the group's affiliation is the medical profession, there is no single type or brand of motorcycle represented. Everything from a '46 Harley Knucklehead to the newest Yamaha Venture Royale (mobile com-

puter center) was present. Two Harley sidecar rigs rounded out the group. I chose to trailer my Softail to the meeting. This allowed me to bring along my wife who does not ride. Trailering the sidecar rig was an alternative but I felt it simpler to bring the solo bike.

On Wednesday night, we had our registration reception. People even come to the meeting without their motorcycles. There are enough planned activities with meetings and courses that people show up just for the company and the tire kicking. We received the long-awaited T-shirts, belt buckles and rally pins that had been promised for the last two years.

Thursday morning started off as a business meeting which carried on into the early afternoon. Several topics were discussed. One was the significant growth of membership over the past year. Ed Johnson from the Northern Illinois Region Chapter, United Sidecar Association, was given credit for significant expansion in the membership. It was hoped that other individuals like Ed would continue relaying names of doctors who are motorcyclists and may not be aware of the organization.

Things really started heating up when the question of mandatory helmet laws was discussed. While MDA strongly recommends the use of safety equipment, it is against the passage of laws for mandatory helmet use. The group discussed position statements urging mandatory helmet laws from groups such as the American Academy of Orthopaedic Surgeons. It was clear that groups promote mandatory helmet laws with all of the best intentions. Usually, they have no motorcycling experience and do not request input from their own membership who does have motorcycling experience.

Also, they fail to contact or do not know of the existence of the MDA. They base their position on experience and the limited amount of statistics which they obtain usually from the National Traffic Safety Administration. The MDA developed a position statement concerning legislation related to motorcycling.

the MDA

The emphasis is on reducing accidents and subsequent injuries by improving educational programs, standardizing licensing procedures and enforcing drunk driving laws.

The afternoon was reserved for our favorite pastime, which is riding. Unfortunately, the West Virginia weather was not as cooperative as we would have liked. A humid 90 degree temperature was interspersed with violent thunderstorms. Undeterred, at least three groups departed for a tour in the area. For the ride, I decided to wear my MA Brown warm weather riding suit instead of my rain suit. I knew I'd probably get wet, but at least I would stay protected and tolerate the stifling heat and humidity. During a memorable cloud burst in the middle of my ride, I wished I had my sidecar rig. Fortunately, I wasn't blown off or washed off the curving roads. There is something to be said for the security of your sidecar. We ended the afternoon tour with some nice highway riding to dry out my riding suit. My wife was somewhat surprised to see me alive after all of that.

For dinner, we were off to George's house. George lives in Morgantown and was our host. We had an excellent barbeque in his back yard. George, who openly admits that his passion is motorcycling, had recently completed his new motorcycle garage. It is a little piece of heaven in the hills of West Virginia. Besides riding, George's hobby is restoring old motorcycles. His garage is bigger and better equipped than most repair areas at your local motorcycle dealer.

There were many motorcycles in various stages of restoration. He has an interesting selection of touring and racing bikes from England and Germany. He also has antique Indian and Harley-Davidson motorcycles which are completed or are under restoration. The crowd gradually moved from the eating tent to the motorcycle garage, and George's driveway filled with everyone's motorcycles. There was no question that this group of physicians was hard-core motorcyclists.

On Friday morning, the course on Motorcycling Health and Safety was presented by the West Virginia University School of Medicine. It was video taped and recorded for distribution to legislators. Several physicians gave talks on medical problems associated with motorcycling and motorcycle injuries. Thomas Pepper, M.D., spoke on using motorcycling to prevent professional burnout. Lewis Buckhanan, Ph.D., who is the motorcycle safety specialist from the National Traffic Safety Administration, Dept. of Transportation, Washington, D.C., gave a talk on current advances in motorcycle safety. Kenard McPherson, Ph.D., talked about the motorcyclist traffic test, its value and use; Gary Winn, from the American Motorcyclist Association discussed an Experimental Analysis of Static Visual Acuity of the Novice Trained and Untrained Motorcyclist During a Motorcycle Task. Gary is an honorary member of the MDA. Nicholas Irons, who is an officer and a New Jersey State Highway instructor with the Sparta Police Dept. in Sparta, N.J., gave a talk on the Biker Mystique, Fact vs. Myth. The conference ended with a question-and-answer period. It was an educational program, especially from the perspective of a motorcycling physician.

On Friday afternoon, we were guests of the Morgantown Police Dept. Motorcycle Patrol. They are a precision motorcycle team who train other police officers in motorcycling techniques and safety. They allowed us to use their practice range at the local airport. Dale McCormack, who is a chief instructor at the Motorcycle Safety Program at Northeastern Illinois University, who is also an honorary member of the MDA, held a mini-course and range exercise similar to the Experienced Rider Course.

Also available at the airport was the AMA's rider proficiency test which was used to grade our riding abilities. After demonstrating our aptitude or ineptitude, the Morgantown motorcycle officers demonstrated their course and techniques. It was impressive to see what these officers could do with their full-dress Kawasakis and Gold Wings.

the MDA

They performed slow-speed turning maneuvers that I'd only attempt with my sidecar in place. An attempt by many of the members of the MDA to perform similar maneuvers ended up with a lot of bikes lying on their sides. It was a good workout helping everyone roll their bikes up to a riding position after they dumped them on the course. While the Friday session was without rain, the temperature and humidity kept up.

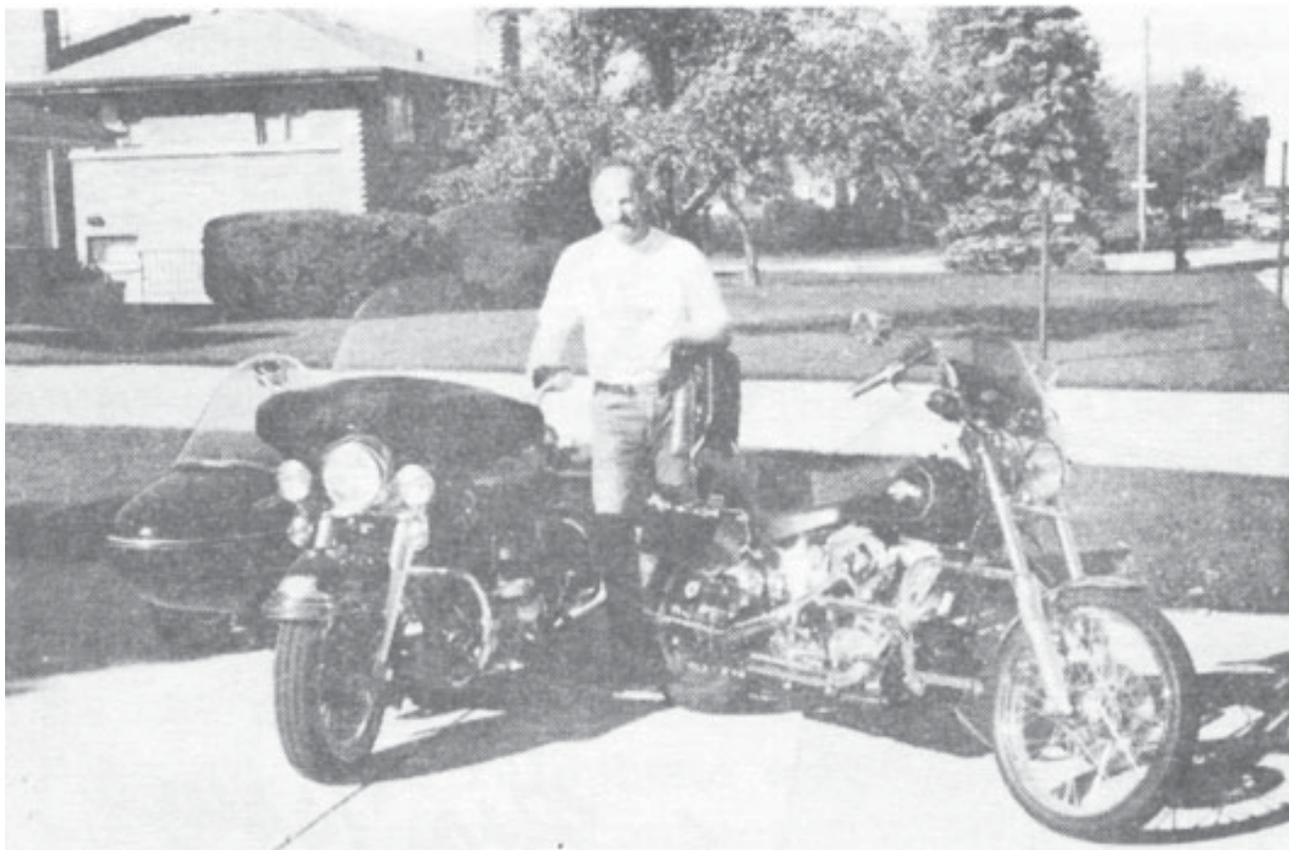
When we returned to the resort after the course, there were two new bikes close to the entrance. There was a new Harley full tripper with all the electronic gadgets, including a telephone. There was also a new Harley full dresser with a factory sidecar rig. As it turned out, our dinner guests had just arrived. Vaughn Beals, who is chairman of Harley-Davidson, rode to the meeting with his wife on his full dresser. The telephone was always available to keep close contact with the factory. Another member of the

Board of Directors, Mr. Sweeny, rode to West Virginia with his wife in the sidecar.

The MDA banquet Friday night was attended by over 100 people. The food and company were good. Mr. Beals gave the keynote speech for the banquet. He discussed Harley-Davidson's history and future plans.

Saturday morning was time to say goodbye. Most people started out early Saturday in an attempt to avoid the heat. Everyone said their goodbyes and hoped to see each other during next year's meeting in Colorado. We all hoped the weather would be a little cooler. The company, however, would be just as good as ever.

Dr. Goldflies is the coordinator of sidecaring at Northeastern Illinois University. He succeeds Joe Rybacek as the sidecar teacher in the motorcycle safety program.



Dr. Mitchell Goldflies and toys: Harley! sidecar outfit and solo Harley Softail. Do little boys grow up to be doctors and doctors grow up to be little boys?

Overseas Contact

NOTES FROM WEST

GERMANY

by Martin Franitz

I would like to add a few notes to the recent discussions of wheels and leading link forks from the West German angle. Perhaps one day you will be able to attend one of our sidecar rallies in West Germany. There you would find that about one-half of all the sidecars are fitted onto Moto Guzzi motorcycles.

Why is this? Is the Moto Guzzi the best motorcycle to attach a sidecar to? Or, are most sidecarists in West Germany enthusiasts of the Moto Guzzi marque? Well, neither is correct. It is a simple case of over-regulation by the Authorities.

Before any sidecar can be fitted to any motorcycle, the motorcycle manufacturer must warrant that his motorcycle is suitable and capable for such service without modification. To date, no manufacturer, except Moto Guzzi, has stepped forward to make such a warranty. Sidecars remain a relatively slow selling item and thus it is not worth their while for manufacturers to get involved.

If you, as an individual, want to fit a sidecar to your favorite Honda Gold Wing, you must personally prove to the Authorities that the frame, the wheels and so forth, are strong enough for the sidecar you plan to install. This is an extremely complicated task and is also very expensive. If your desire is very strong and you have a large supply of surplus funds, then the Fraunhofer Institute can do this for you, for around 20,000 DM.

The sidecar manufacturers, on the other hand, want to sell their sidecars. To do so they must strengthen the frames and fit 15" wheels and leading link forks. Not because they want to but because they have to.

All these modifications cost money which is reflected in the very high price of all combinations, except the Moto Guzzi.

So that is why the Moto Guzzi is left in stock condition while all other motorcycles with sidecars fitted have leading link forks and 15" wheels. Alas, in West Germany, we cannot discuss the relative merits of leading link forks or of 15" wheels. It is verboten. We have regulations that must not be broken.

Footnote by H.A. Kendall

There are very strict regulations also in the United States but these, so far, do not include the attachment of a sidecar unless the manufacturer sells a motorcycle-sidecar combination as a complete unit. The rules for a three-wheeler are more strict than for a two-wheeler. The entire combination must be tested for EPA, NHTSA and CARB requirements. This is not the case if the sidecar and the motorcycle are combined by the dealer or by the individual. Similar regulations also apply in Japan as they do in West Germany regarding the fitness of a motorcycle-sidecar combination.

This means that in America the sidecar manufacturer and dealer have more responsibility in ensuring that their products are fit for the service intended, and that their products are installed correctly. If the sidecar is fitted by an individual, he must be given adequate and complete instructions on how it is to be done.

The regulations here are so strict that I cannot, for any amount of money, import a new Laverda, for example. I could, perhaps, purchase all the component items and build one up in most States except California. Many new and exotic machines will never see the light of day in this country.

Rally Poster

THE THRILL OF LIMITLESS SPACE IS EXCEEDED ONLY BY THE LIMITLESS FUN

of the GRIFFITH PARK RALLY

October 25-26, 1986 • MINERAL WELLS

SATURDAY NIGHT

Clyde Earl will show movies of motorcycle racing, W.C. Fields and something for everyone. Movies end at 10 o'clock, which is curfew time for entering the park. Camping is available, but no showers. If you prefer a motel, here are a few just ten minutes from the rally site:

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

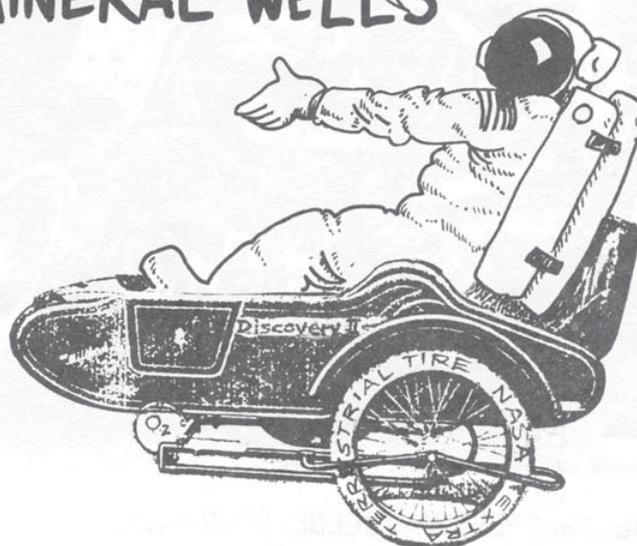
Lasts from 9 am to 3 pm, so arrive early, bring your sidecar, family, friends and picnic basket. Browse amongst the glorious sidecars of the past to the modern outfits of today. Meet old friends, make new ones and enjoy a leisure day. After lunch, we'll draw for prizes.

GENERAL INFORMATION

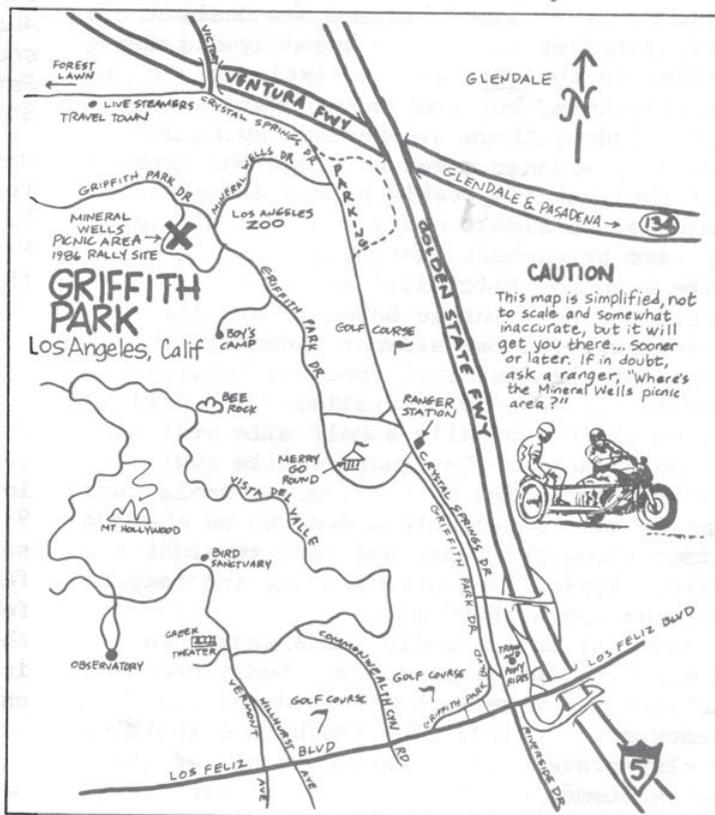
Rally fee is \$5 per sidecar; passengers and spectators free. Free solo bike parking, reserved parking within the rally for classic, antique, special interest and racing sidecars. We'll have rally T-shirts and hats, and there will be a refreshment stand with drinks and food at nominal cost.

WHY WE DO IT

There are no awards given at Griffith Park, no sidecar judging, no games. The GPSR is mostly a Sunday picnic, a chance to get together and check each other out. It's been nice and simple for 15 years. Many interesting outfits show up, and so do many interesting people - old friends and new. Questions, contact Doug Bingham, Side Strider, 15838 Arminata St., Unit 25, Van Nuys, Calif. 91406 - (818) 780-5542.



SOLO BIKES WELCOME!



VMCC & Run

MUSEUM PIECES COME TO LIFE AT VMCC 38th BANBURY RUN AND VINTAGE RACE

Story and photos by Jim & Mary Ann Baruch

While we were visiting the Watsonian sidecar works in Blockley, England in June 1986, where we were to pick up our new 1978 Honda CX500 and new 1982 Watsonian Monaco sidecar, we had the opportunity to visit and participate in the 38th Banbury Run and the 12th International Vintage Race at Cheltenham put on by the Vintage Motor Cycle Club (VMCC) of England. These are two of some 250 events the VMCC puts on every year. One could have a fantastic holiday attending such rallies, not to mention Britain's many motorcycle museums.

The Banbury Run is the club's premier event, and there were 350 registered starters with machines dated from 1896 to 1930. Although the Banbury Run is for all vintage machines, there are a surprising number of sidecar entrants. It's great fun to watch them; the pubs on the rally route do a land-office spectator business!

The local people and rally announcer Bob Currie (editor of The Classic Motor Cycle magazine) said that it had never rained on the Banbury Run. That's amazing considering England's weather. This year marked the VMCC's 40th anniversary.

If you are a Watsonian sidecar owner, or are thinking about becoming one, we heartily suggest while you are in England to visit the works in Blockley. You'll find the people most helpful and informative - true enthusiasts. Peter Machin, his wife Mary, Cyril and all the rest of the staff at Watsonian made our visit (two weeks) thoroughly enjoyable while we attended to repairs and modifications to the outfit.

The Baruchs took pictures of all entries the first half of the rally, rode their HondalWatsonian the second half and called it "a damn' tough course." Many of the vintage entries finished this "tough course," then went on to compete in the vintage race at Cheltenham the next weekend. Old British machines seem to keep going forever.

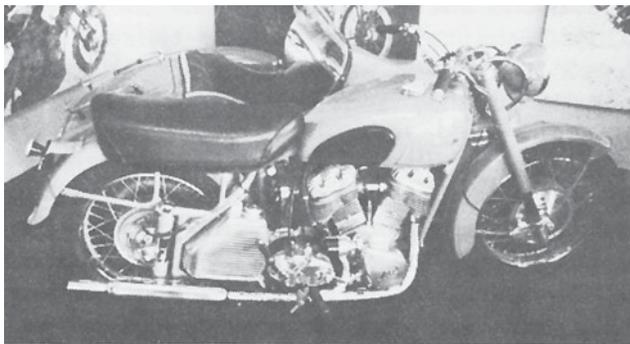


1978 Honda CX500 and new 1982 Watsonian Monaco sidecar, outside Watsonian factory

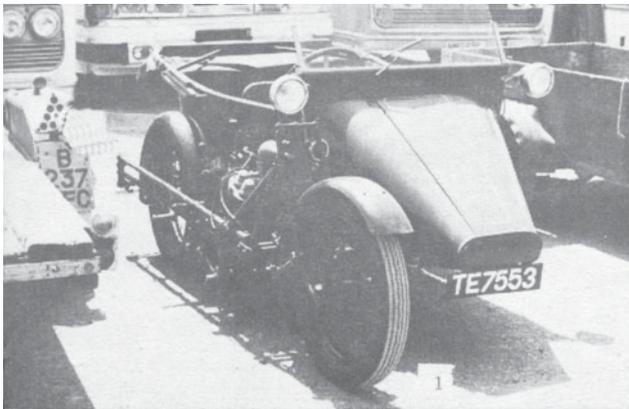


This 1920 BSA factory outfit was stored in a cycle shop's barn in 1932 and discovered in 1962! Can you imagine finding such a treasure? Don't give up - keep looking.

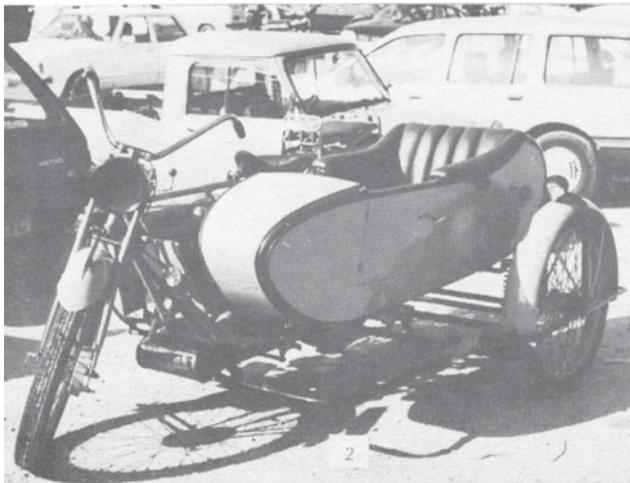
VMCC & Run



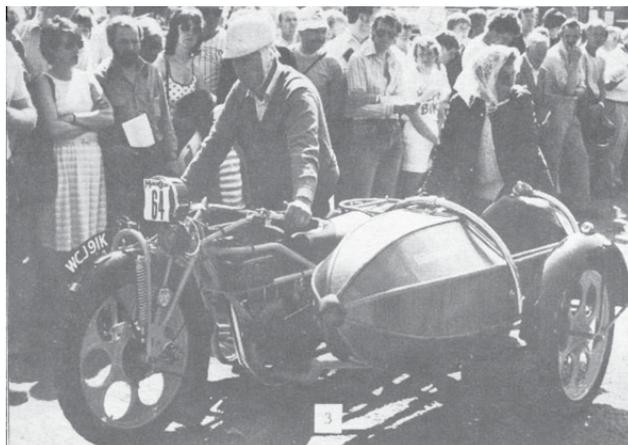
**NATIONAL MOTORCYCLE MUSEUM:
1950 Watsonian prototype bike and sidecar.
998cc JAP engine, plunger frame with
hydraulic binders all around. The only one
ever made!**



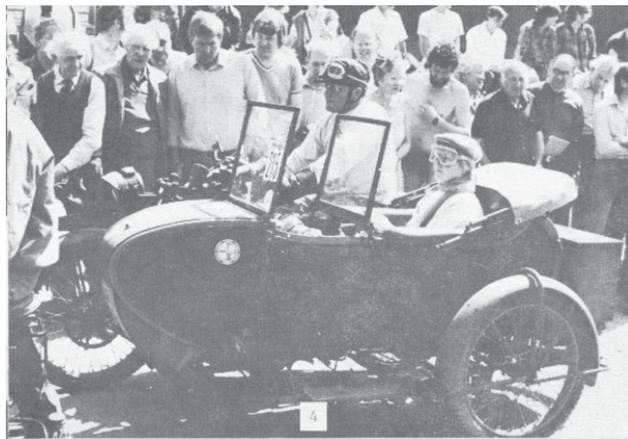
**1. 1921 Seal "Companionable," so called
because both the passenger and driver sat in
the sidecar (look close, there's no seat on the
bike). Only two known to exist.**



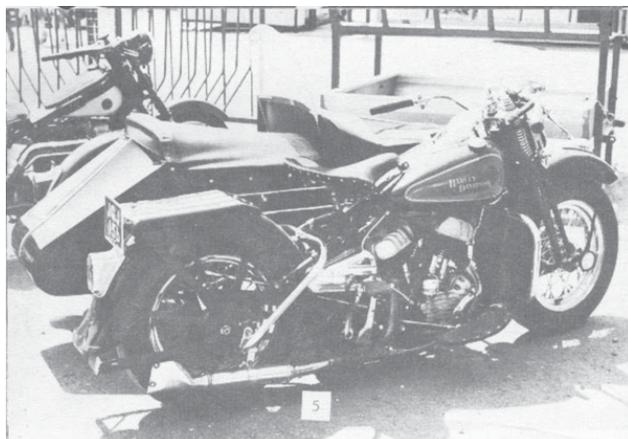
2. 1921 bright-yellow Matchless factory outfit



**3. Czech 1925 Bohmerland was driven out of
Czechoslovakia and fully restored in original
red and yellow. Wooden car, single-cylinder
600cc, cast wheels; only known one out-
side the iron curtain.**

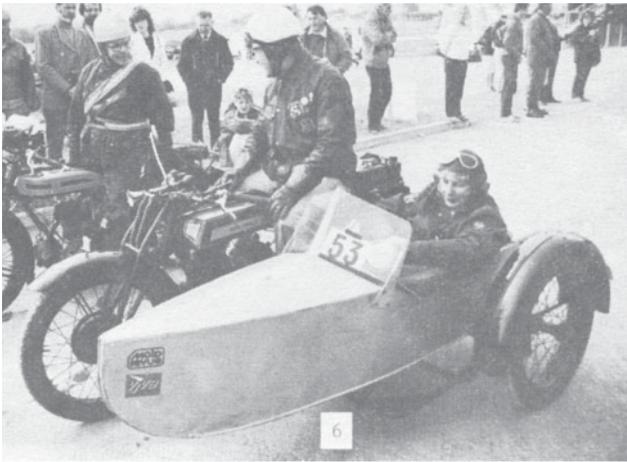


**4. 1922 Matchless factory outfit in original
(unrestored) condition.**

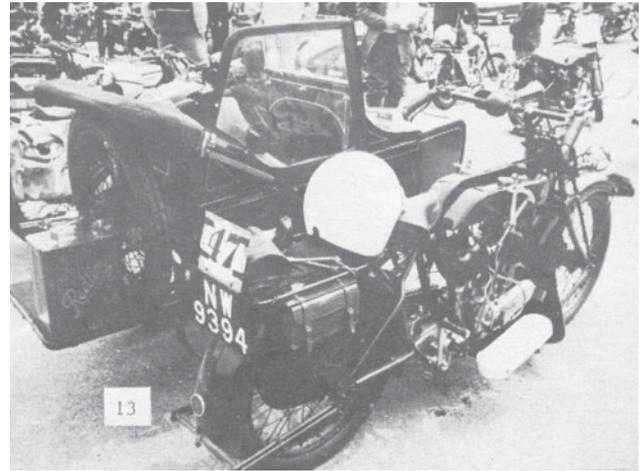


**5. Postwar Harley-Davidson was a beautiful
spectator (too young to join the VMCC).**

VMCC & Run



6. 1926 Royal Enfield outfit. Notice there are no oil spots on the pavement.



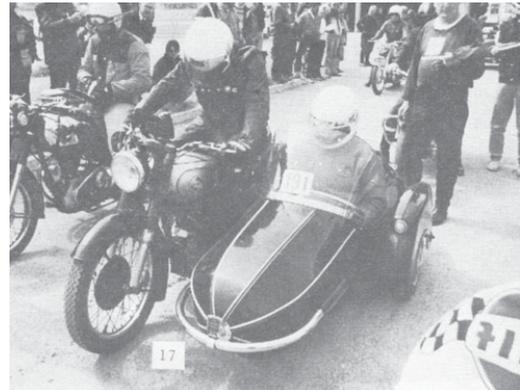
13. 1925 AJS bike and sidecar.



7. VMCC No. 1, 1896 Leon Bollee three wheeler has an 865cc single-cylinder engine. VMCC No. 2 is a 1901 Johnson owned and ridden by Hazel Nisbet. There were many women riders/drivers/passengers at both events.

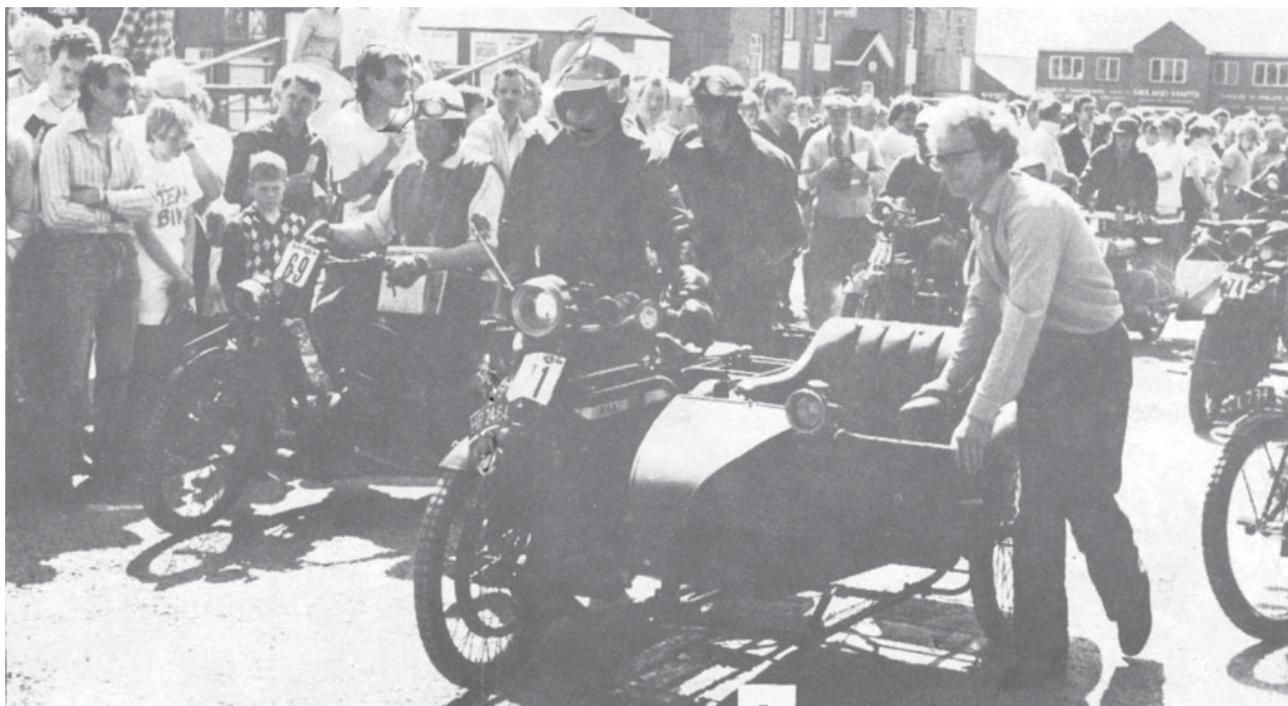


14. This 1927 Triumph auto club outfit saw many years of road service in England

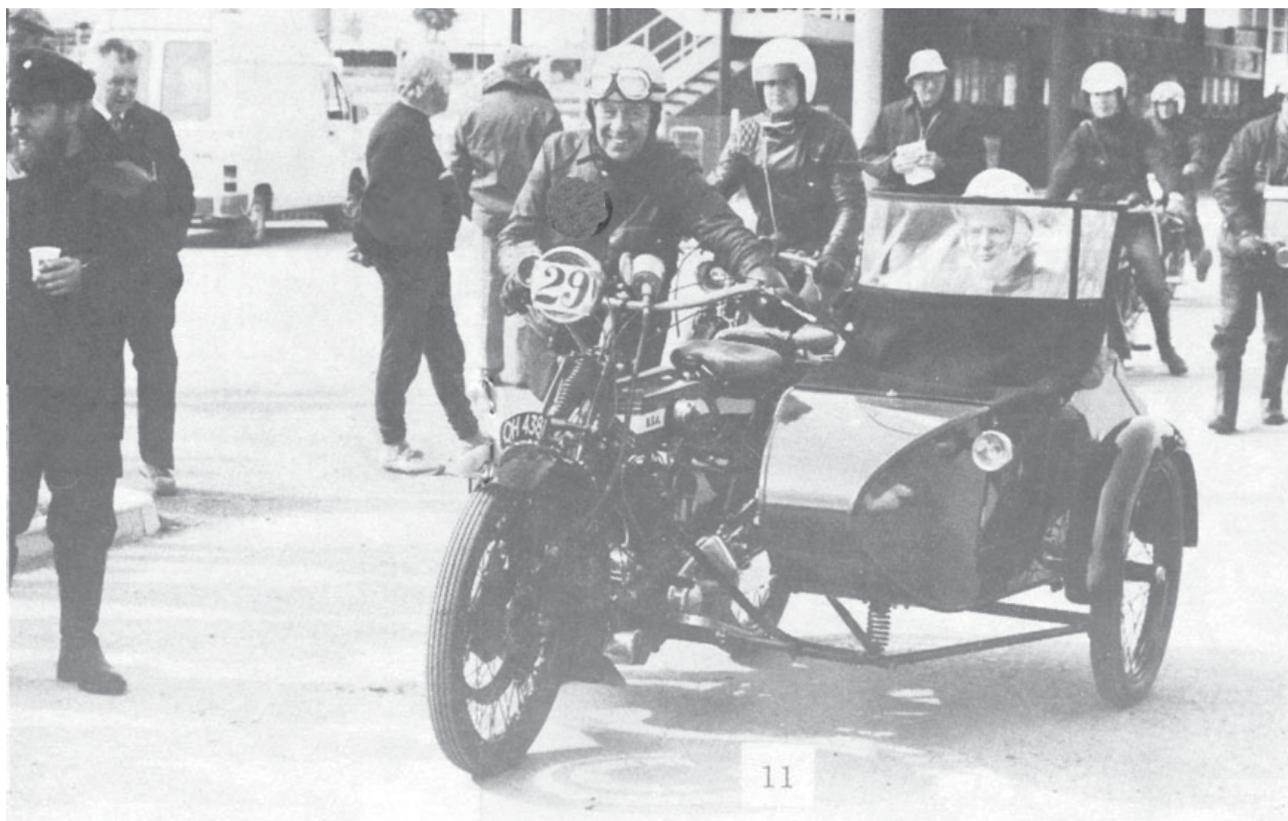


17. Norton 600cc twin and Watsonian G.P. Sports sidecar.

VMCC & Run

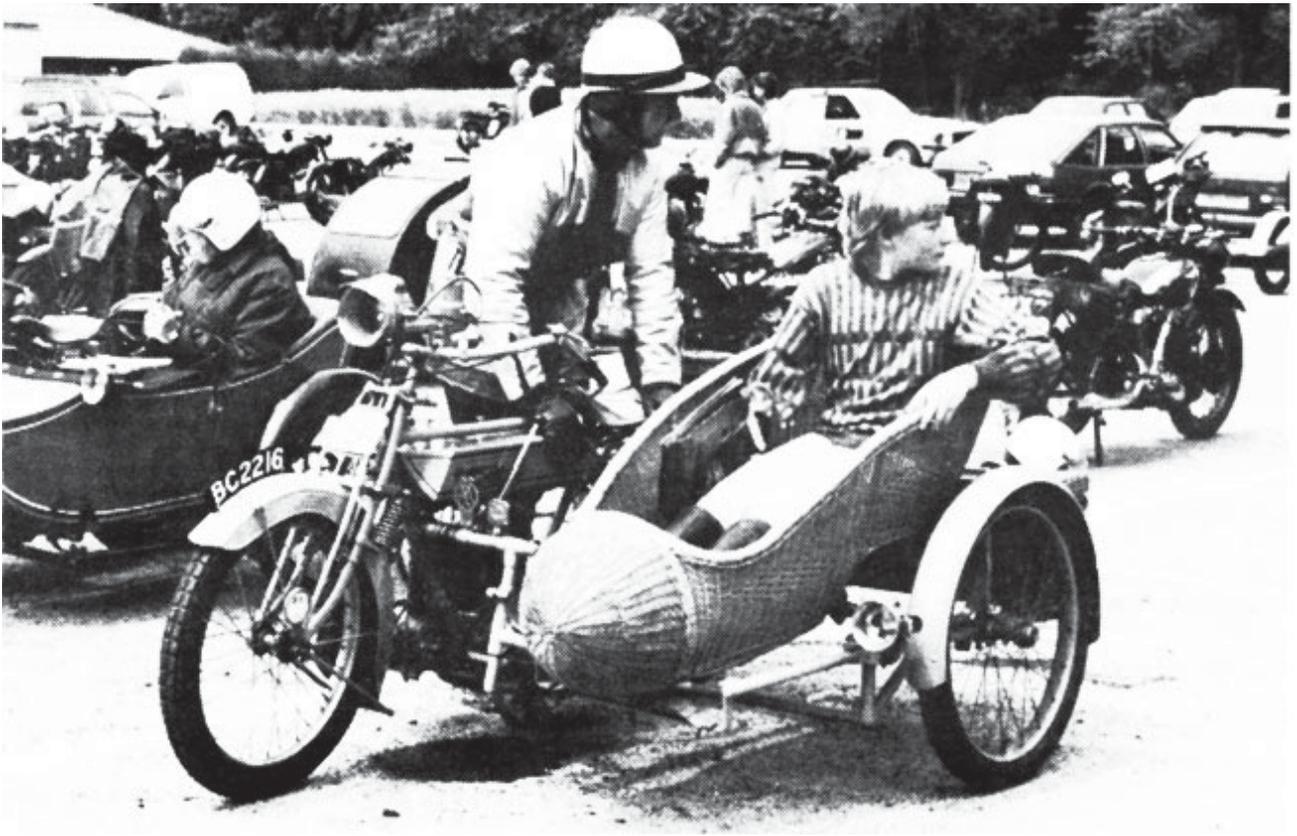


8. Original unrestored 1914 BSA and factory sidecar were discovered in 1972 with only 600 miles on the clock! Owner/driver 70-years-young Rolly Newton has been in the saddle for 50 years. Navigator is 1984 Isle of Man TT winner Bernard Sanders.

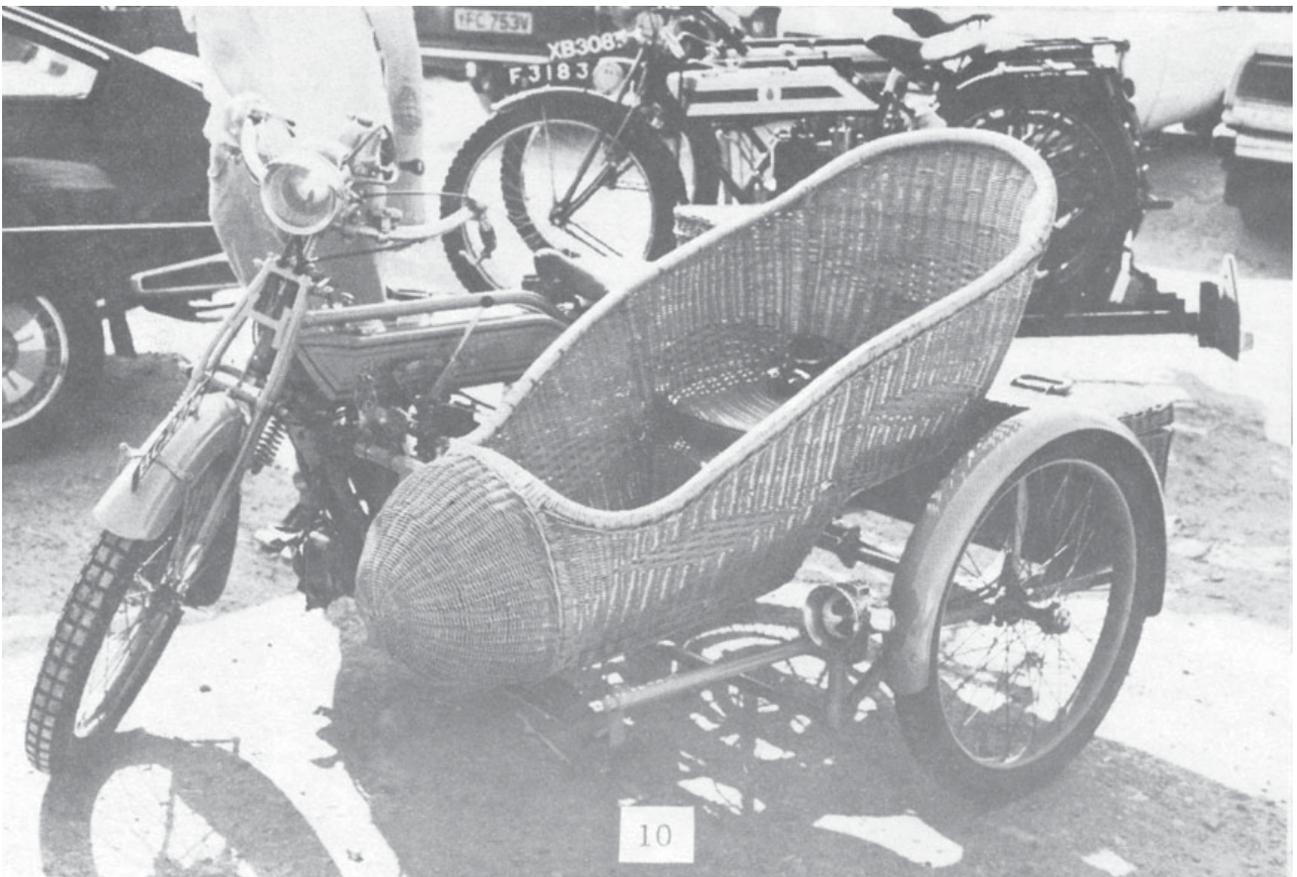


11. 1921 BSA factory outfit in green and black.

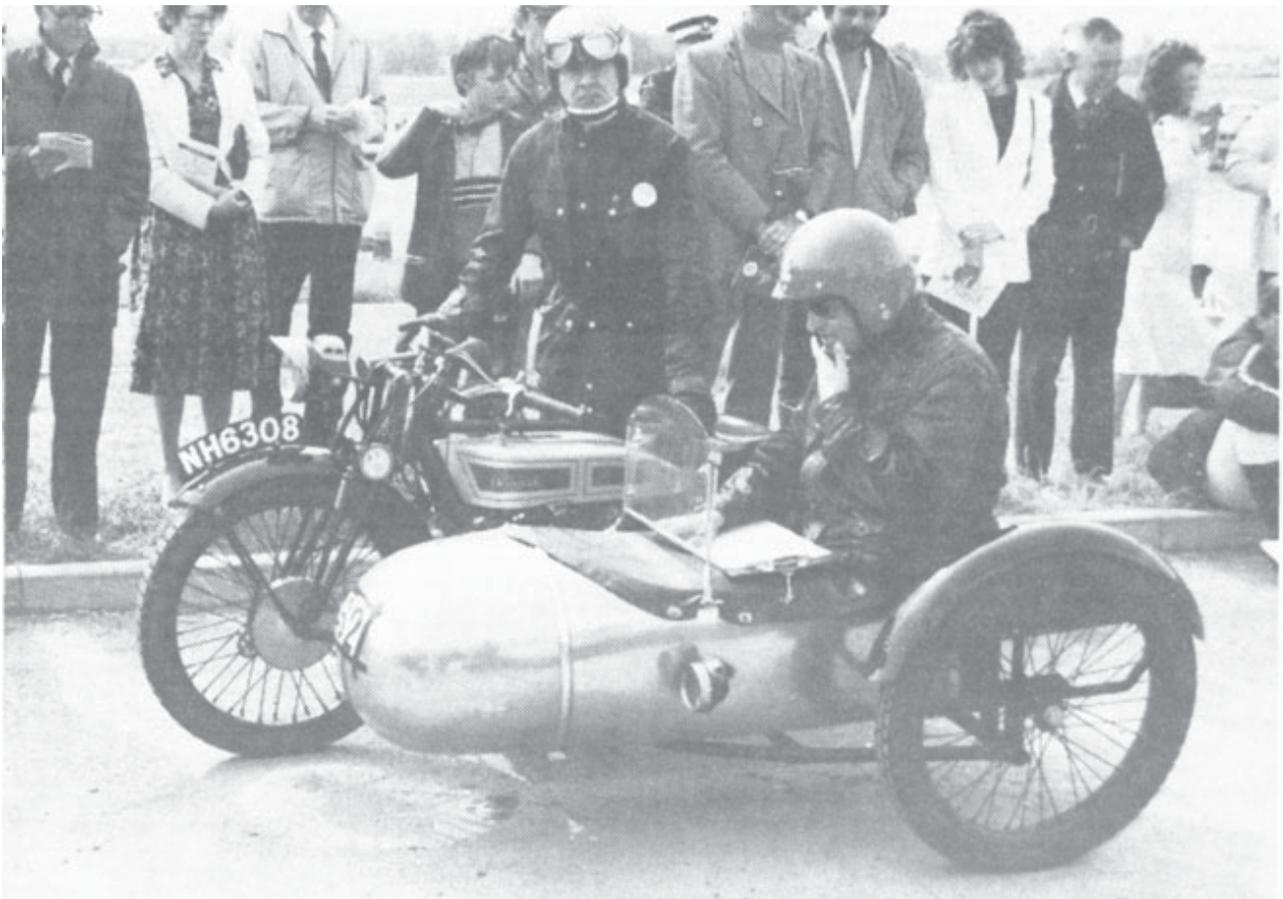
VMCC & Run



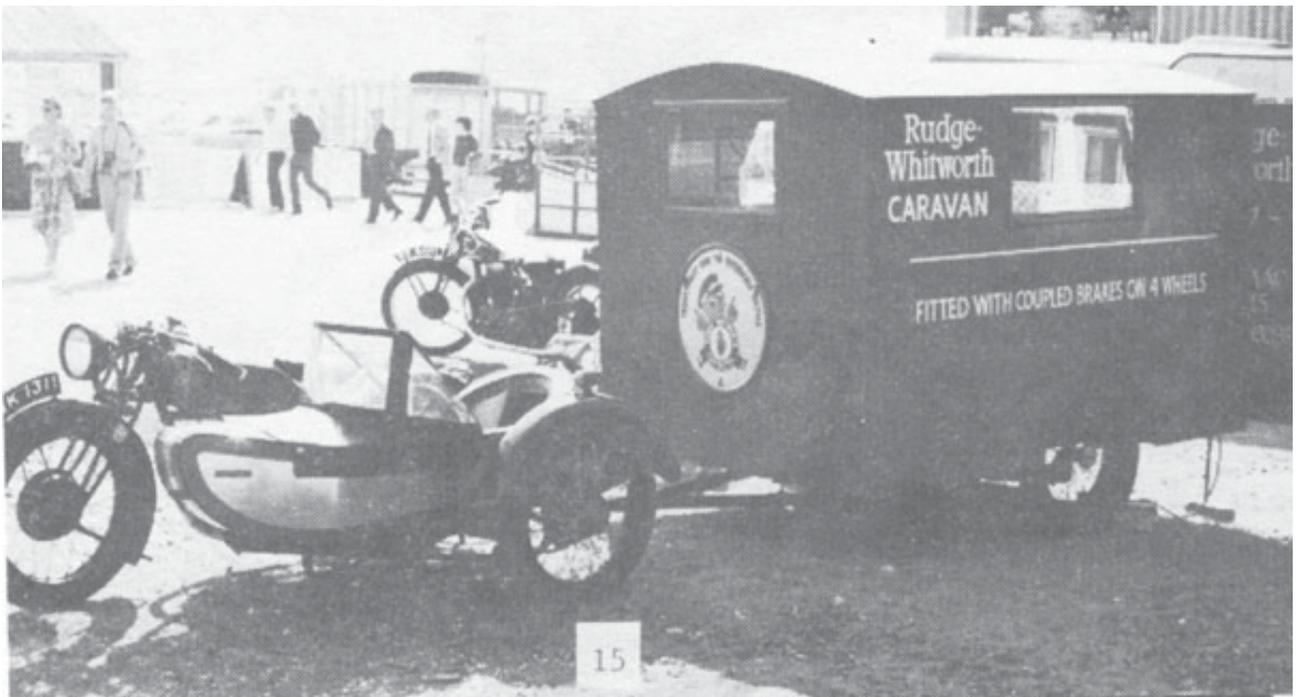
9 & 10. 1912 Sun motorcycle w/ 1914 Hazelwood wicker s/c. The chair was found in a pond.



VMCC & Run

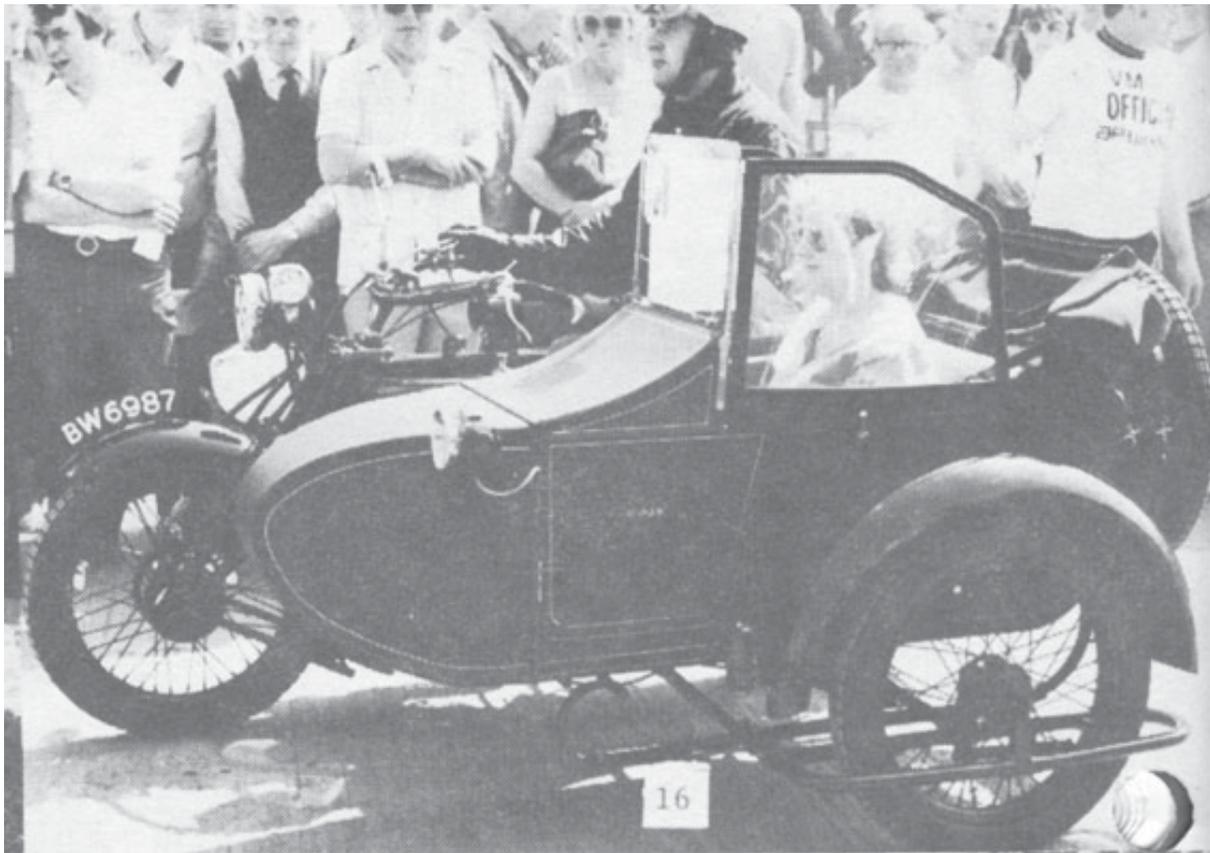


12. 1926 Douglas factory outfit just as it came off the assembly line 60 years ago.



15. 1927 Rudge Whitworth with factory sidecar and caravan (ran the vintage race minus caravan). Rudge has four-valve head, four-speed gearbox.

VMCC & Run



16. 1927 AJS in its first outing since restoration.

18. 1950 BSA 500 single and Watsonian Avon sidecar.



Legal Brief

NIGHTTIME AIN'T THE BEST TIME

by Russ Brown The Motorcyclists Attorney

Riding at night can be a great experience for a motorcyclist. I frequently get up before dawn and go riding just to watch the sun come up. The light traffic gives one a feeling of relative safety. Nighttime is always the coolest. This is a great advantage to the interstate traveler in the summertime when it is miserably hot riding through the deserts in some of the southern or southwestern States.

Nighttime also has its disadvantages and own unique hazards. For example, statistics show that most alcohol-related accidents occur between the hours of 10 PM and 2 AM. Over the years, we've observed that alcohol-related accidents happen in a variety of ways and are not limited to the classic left turner in an intersection.

On freeways and highways, bikers have been rearended or run off the road deliberately by people under the influence of alcohol. Drunk drivers also drive on the wrong side of the road. This is particularly true on two-lane roadways in rural or semirural areas. Their ability to negotiate curves is substantially impaired and they frequently come over into the oncoming land and cause a headon accident with a motorcycle. In my office, we have many cases from across the country that occurred under circumstances such as these.

Another major problem with nighttime driving is the lack of visibility. Recently, during a deposition, the driver of a car made a classic statement, "I did not see the motorcycle." After further examination, it was found that this driver did in fact see the headlights coming toward him before he made his left hand turn. However, in this situation, there were several cars coming with a motorcycle leading the pack.

The car driver was in this case unable to separate in his mind's eye a motorcycle's headlight from the cars' headlights.

Many dresser riders typically decorate the rear ends of their motorcycle like Christmas trees. They feel that this is necessary to avoid a rearend accident. Statistically, rearend accidents rarely involve motorcycles. This is true whether the motorcycle has a single taillight or 50 lights on its rear.

The greatest need for illumination to ensure that you will be seen is on the front. I have at least three lights illuminated at all times on the front of my new FLT Harley Davidson, which came with dual headlights. Dual headlights give oncoming drivers or potential left turners something different to look at than just a single headlight which can be confused with vehicles behind me.

This morning, I started out early on my way to court, before dawn. I was on a major interstate driving in the number-one lane about 55 miles an hour. Suddenly I saw something on the roadway ahead of me. It was too late to change lanes or stop. I ran over what I later discovered was a metal ladder. Fortunately, I was in my van and not on my motorcycle. Had I been on one of my bikes without a sidecar, I am substantially certain that I would have been unable to keep the motorcycle upright and would have gone down.

While nighttime can be a fun time, it ain't necessarily the best time.

Tires

TIRES, HANDLING AND PERFORMANCE

By H.A. Kendall

Rule No. 1 - Do not wait until you need tires before you get them. A good tire for any of your three wheels needs tread on the ground and not on the sidewalls. You also need a hard tire compound so it will slide under control and for long tire life. And, you need flexible sidewalls.

The Texas vehicle safety sticker expired while I was in Australia for two months. My tires, a TT100 4:10 x 18 on the front and a 4.70 x 18 on the rear had worn down in the center (but had lots of tread on the edges). The tread profile, originally round, was now essentially flat and just perfect for a sidecar rig. The Texas law on vehicle safety for tires says that the tread wear must be uniform over the face of the tire which is ludicrous because you cannot find a flat-profile tire at any motorcycle shop at any price.

Fortunately I had a pair of Olympic Balloon 4.50 x 18 (antique car tires) so I slipped one on the rear. It fits perfectly, has the necessary side clearance and has a flat profile and flexible sidewalls. However, its rolling diameter of 27.5 inches is nearly 10 percent more than the 4.10 x 18 stock tire so gearing is reduced by that amount. I had increased the rear sprocket/front sprocket ratio by 10 percent to accommodate the sidecar so now I will need to go up another 10 percent to restore performance. A 46 or 47 T sprocket is on order. The one advantage chain drive has over the shaftie is the extremely flexible range of ratios one can go with.

There was no way the 4.50 x 18 would fit into the front wheel fender. I could not remove the fender brace and replace the fender with a plastic fender as I had welded the fender brace to the front fork brace for added rigidity. Nor could I find an Avon Mk II 400 x 18 or a Goodyear Eagle GT or a Metzler block tread anywhere in Houston. I needed a tire today - not in a week or three. The flattest profile tire I could find on short notice was a Pirelli Phantom Supertouring

90/90 H 18, MT 59, which replaces a 3.50 x 18. This tire has a rolling diameter of 23.5" which did drop the trail a little (plus the trail reduction from Doug's special upper fork clamp modification). The profile is still proud but not too bad.

The result in handling from this small change must be felt to be believed. It is firmer, more positive, more responsive and requires less effort. It also looks good.

I guess what I am saying is that performance is not simply the result of adding or changing a single component. It is the result of carefully tuning the entire outfit until it all comes together. Not a year goes by but some change is made. Perhaps this is why sidecarists are reluctant to keep changing rigs. The more one tunes up his unit, the more loath he is to part with it. When the opportunity to get a new unit does arise, he thinks of all the work necessary to bring the new unit up to the performance he carefully built into his old rig.

HOW TO GET TIRES FROM MICHELIN

By HAKendall

Michelin is one of the few companies that still offer unusual tire sizes such as the 145R10 (sidecar tire), or the 135R15 and 145R15 (tires suitable for motorcycles with sidecars attached).

According to Michelin, contact your local authorized Michelin dealer and make a special order request. This I have tried. It does not work. They will neither have the tire in stock nor will they know what you are after.

Instead, contact your nearest Michelin Distribution Center. There are twenty listed below. They will not sell to you but will confirm it is in the warehouse. Ask which is the nearest Michelin dealer who will place a special order.

There is often a responsive dealer across the street from the Center. You will need to pay for UPS in addition, but at least you can get them.

Tires / Lubricants

Michelin Distribution Centers

Atlanta	(404)	448-4503
Baltimore	(301)	796-5350
Boston	(617)	339-5544
Charleston	(803)	553-7111
Chicago	(312)	773-2190
Dallas	(817)	640-1154
Denver	(303)	364-6422
Detroit	(313)	942-9510
Houston	(409)	273-3444
Jacksonville	(904)	786-4312
Kansas City	(913)	888-1115
Los Angeles	(213)	921-0555
Louisville	(502)	459-5400
Memphis	(601)	895-4131
Minneapolis	(612)	545-1077
New Orleans	(504)	733-4281
NY/NJ	(201)	225-3100
Portland	(503)	225-0890
San Francisco	(707)	429-4880
Toledo	(313)	847-0511

If you still have problems, contact John Lane, Consumer Relations, at (803) 234-5000.

Upon request, Michelin will send you a National Service Directory listing of every authorized Michelin dealer in the United States.

DOUBLE WARRANTY PROGRAM ANNOUNCED

An offer doubling all manufacturers' warranties on all new four-cycle engines has been announced by Interlube International, Inc., worldwide distributor of OPTIMOL 4-cycle motorcycle products.

Under the double warranty program, purchasers of new motorcycles -- regardless of brand -- are eligible for extended warranty protection on all internal engine parts, providing the new engine has been initially filled with OPTIMOL 4-Cycle Engine Lubricant and the purchaser continues to use the lubril cant exclusively during the entire warranty period.

Years of extensive field testing have preceded the decision to offer the Double Warranty Program, according to Jeff Kent, Director of Marketing.

"In absolutely every application, we've been able to prove OPTIMOL increases engine life and reduces wear on parts," he said. "That's why we decided to back the product with this double warranty offer."

For Additional information on the Double Warranty Program and the entire OPTIMOL product line may be obtained by writing Maureer Purnell, Interlube International, Inc., 1640 Peace Portal Drive, Blaine, WA 98230, or by calling (206) 332-4260.



From W. Germany

DREAMLINE - DON'T DREAM IT, DO IT

by Martin Franitza Fed. Rep. of Germany

In Germany the Hartmann Brothers are well known as an EML dealer for good service and realistic prices since the mid-seventies. In the early 80s they developed the Hartmann BCR combo on a basic BMW boxer. Now they have designed the sidecar of the 90s, the Hartmann Dreamline.

The technique meets all requirements of modern sidecar building. The arc-welded frame has an integrated roll-bar behind the passenger seat and a lower one in the front, to protect the passenger against crashes from all sides. The

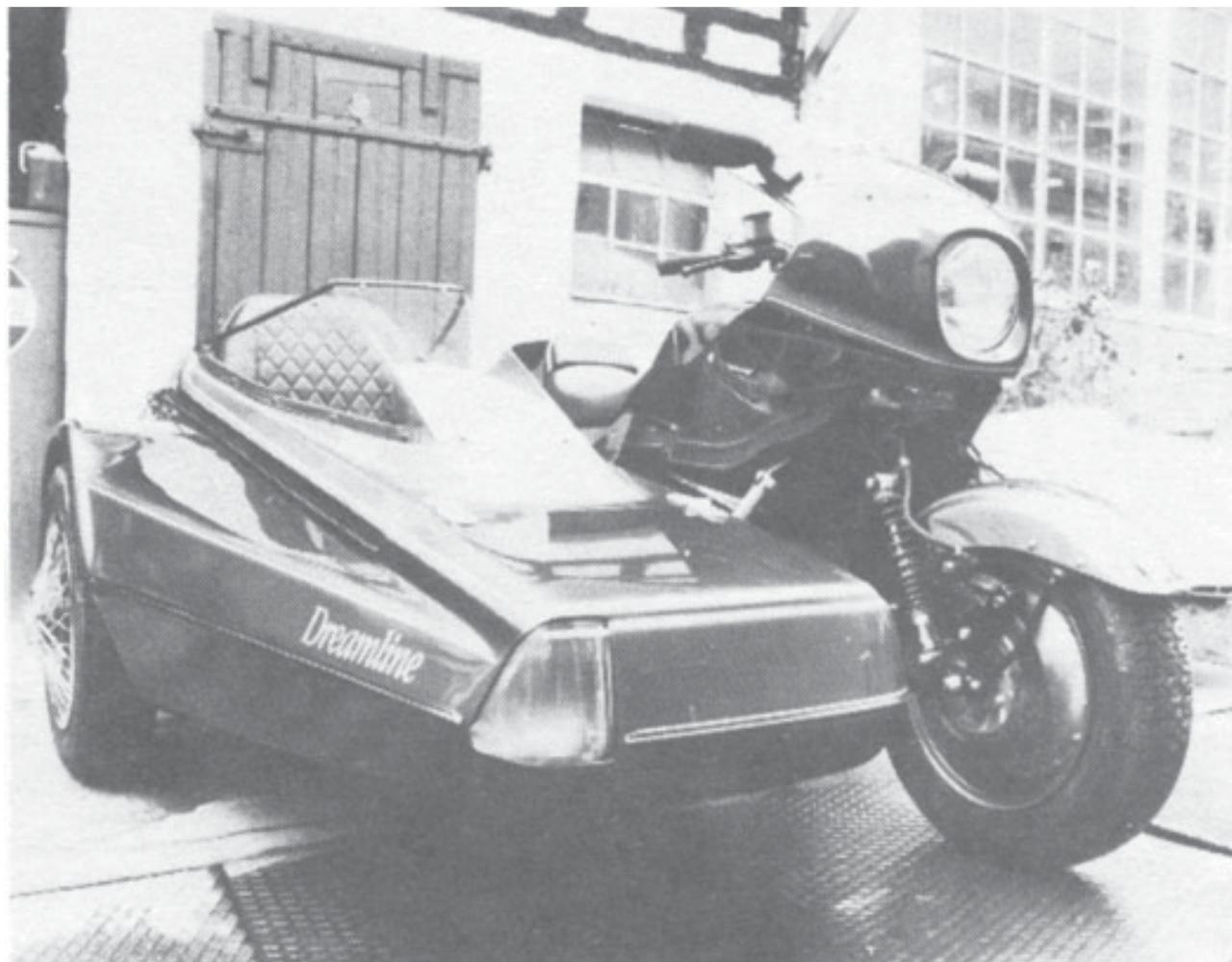
aerodynamic body is constructed in such a manner that it covers the frame; the sidecar looks as if it has an integrated chassis.

For touring, the Dreamline has a great luggage at the rear and a second one on the right sidecar side. Really large lights in the back and front are a further plus for safety.

The Hartmanns prefer to fit the Dreamline to the BMW K 100 that is then fitted out with a subframe, a leading link and the new 15-inch wheels of Hartmann's own design.

At the time the Dreamline is the most expensive sidecar on the German market, but also the most modern one. Safety has its price.

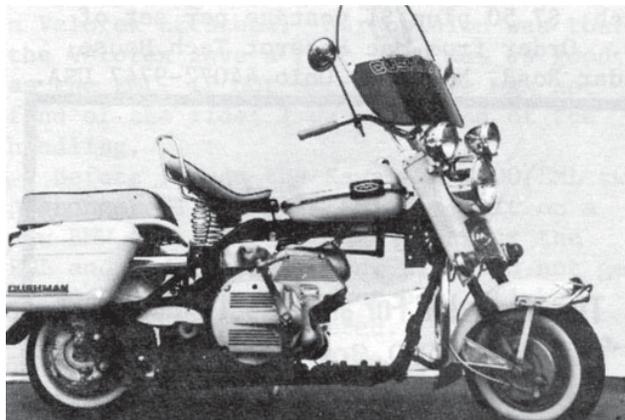
(This machine was shown in our July issue)



For Xmas

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Mac Haserot offers three full-color 5x7" Christmas card designs (shown full size above and half size at right). Just add your greetings or letter inside. Prices with envelopes: \$1.00 plus 50c postage each; \$7.50 plus \$1 postage per set of 10. Order from Mac Haserot Tach House, Cedar Road, Novelty, Ohio 44072-9747 USA.



EML For Xmas ?

EML SIDECAR SYSTEM

By Robert G. Kunze

The EML sidecar is not simply a sidecar but a sidecar system because of the extensive modifications that must be made to a motorcycle before the sidecar can be attached. This import from the Netherlands is being touted as a truly significant forward step in the very slow evolution of sidecar progress. Perhaps it is, but I was disappointed in the rig. I'll tell you why later, but first let's go through some of the features that make this hack different.

Those who buy an EML chair must also buy a modification kit, and once the bike is modified to accept the EML chair the only way to use the bike solo is to completely remove the kit; a totally impractical idea. If you never intend to use your bike as a solo unit, the EML may be your cup of tea.

The modification kit includes a new front fork assembly, front and rear 15-inch wheels and tires, Koni shocks, a steering damper and all assembly hardware. This kit is for all motorcycles except BMW. The BMW kit is much more extensive.

Probably the outstanding advantage of the EML is its use of radial tires on all three wheels. This means that you can buy tires which are considerably less expensive than motorcycle tires and will last for 25 to 30,000 miles.

The hinged windshield permitted my wife, Sandy, a fairly easy entry into the chair. However, that hinging causes a considerable gap between the bottom of the windshield and the top of the sidecar. Much more important was the ultra-sensitive handling.

I was assured that this was a plus feature of the package and that it would not be a problem once I had become used to it. I

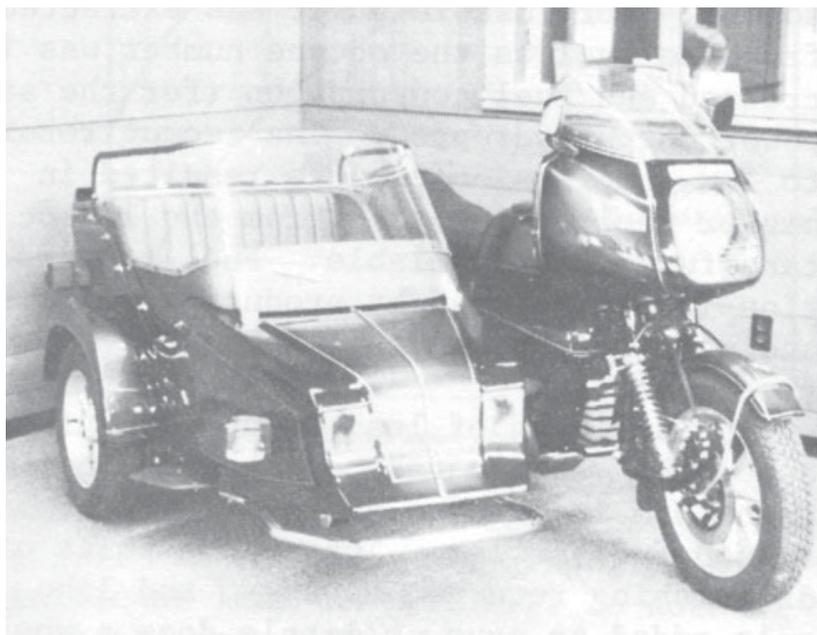
seriously doubt if I could ever get used to it.

Although there did not seem to be any significant drift to the rig, the slightest pressure on either handle bar would start the outfit moving left or right. I felt that it required a lot of effort (mental, not physical) to keep the rig pointed straight.

Sandy had her own opinion of the chair. We had previously used a Suzuki GS850G with a Velorex attached. Her opinion was that the Velorex gave a ride that was as good as the EML, if not better. She was not fond of the ride; I was not fond of the handling.

Before I rode the Kawasaki 1300/EML two-passenger GT model, I tried to sit on a new BMW that had been modified for the EML and had one attached. I could not get my right foot on the foot peg. Linkage from the chair interfered.

Although I didn't like the EML, there is little doubt that it is a high quality product, and it shows in the prices. Early 1984 prices ranged from \$4754 to \$5450 depending on the type of motorcycle. Assembly of the modification kit, shipping and color matching are not included in these prices. It also needs to be noted that most EML kits require some machining of the motorcycle rear axle, rear wheel coupler and the speedometer drive assembly.



Lead on Gas

THE EFFECT OF LEAD ON GASOLINE

By Hal Kendall

Lead is the least expensive additive that can be added to gasoline to boost octane. Historically, the use of lead in fuel began in the 1920s and was responsible for the early development of better engines. Prior to that time the primitive refining techniques produced a subquality fuel that caused detonation even with a relatively low compression engine.

The term octane comes from one of a series of petroleum liquids (or gases). According to the temperature and pressure, any particular hydrocarbon may be liquid or gas. It is called a hydrocarbon because each molecule contains atoms of carbon and hydrogen. One series, the "...anes," includes methane, CH₄; ethane, C₂H₆, butane, propane, pentane, heptane, octane, and so on.

There are thousands of different linkages of the carbon and hydrogen atom each with its own specific properties. Others include the linking of nitrogen and/or oxygen. If one hydroxyl unit is substituted for one hydrogen atom in ethane, the result is ethanol or ethyl alcohol, C₂H₅OH, which is the basic product of white lightning, bourbon and racing fuel.

Methyl alcohol, wood alcohol, or methylated spirits, while similar to ethanol as a fuel, will cause drunkenness but is a deadly poison. Even in minor doses, it can cause temporary or permanent blindness and even result in death. Never use it internally for any reason.

Other fuels such as nitrous oxide carry their own oxygen source and pack tremendous power per unit volume. These and other nitro fuels are used in drag racing.

In the early days, the hydrocarbon compounds were separated by a simple distillation of crude oil. The relative quantities of each compound derived depend on the specific properties of the particular crude. A low wax naphthenic crude with a lower specific gravity from Venezu-

ela, for example, has a higher gasoline and kerosene content than does a high wax paraffinic crude from Brazil with a higher specific gravity. That will have a higher content of lube oil and diesel.

As far as fuel for the typical spark ignition engine was concerned, octane had the greatest resistance against detonation, hence the development of the "octane" rating. Pure octane was originally set at 100 or 100 percent and a fuel of 87% octane and 13% pentane was rated at 87 octane. With the development of tetraethyl lead (TEL) and the more volatile tetramethyl lead (TML) and other anti-knock compounds, the effective octane rating could (and used to) exceed 100. Remember the sixties when super leaded premiums and hot engines made your mouth water?

There are two methods to measure octane. The Research Method (RM) determines the ability of the engine to perform at low speed or under lugging conditions while the Motor Method (MM) is a measure of the behavior of the engine at higher speeds. The average or (RM + MM) / 2 is what is generally shown on your pump. MM is usually lower than RM and the difference is the sensitivity of the fuel.

That is why one fuel from one supplier may work very well in your vehicle while another from a different supplier and having the same average octane number, will perform miserably. The latter may have a higher RM number but a lower MM number. It may pull better under load but detonate under high highway speeds.

Engine developers took advantage of the improvement in fuel quality (higher octane) and increased the performance of engines accordingly (higher compression ratios, taller and wider cam profiles and so on).

More usable power was extracted from the fuel as the octane number was increased and fuel consumption (for the same power output) dropped. The recent return to low compression engines resulted in higher fuel consumption from the low octane fuels now available. Fuel con-

Lead on Gas

sumption is now reduced by producing smaller and more crushable vehicles. There is no free lunch, in spite of what the politicians tell you.

The addition of lead is not a magic cure-all. It can take a subgrade fuel and transform it into an average fuel, or make a good fuel better. There is a point of diminishing returns, however, and like salt added to soup, a little does a whole lot of good, a lot does but little.

The point of diminishing returns is reached at about 3 gm/gal which can provide a boost of up to 10 full octane numbers from a low grade fuel. As the quality of the base fuel increases, so the increase in octane provided by the same amount of lead diminishes.

Before lead was controlled by edict, some small refineries used lead contents of 3 or even 4 g/gal to make their fuel acceptable. This is the fuel you obtained at those cut-rate discount chain outlets. Small refineries were recently limited to 5 g/gal but that has dropped to 1.1 g/gal. The major refineries are limited to 1.1 g/gal in their leaded fuels and none in their unleaded fuels.

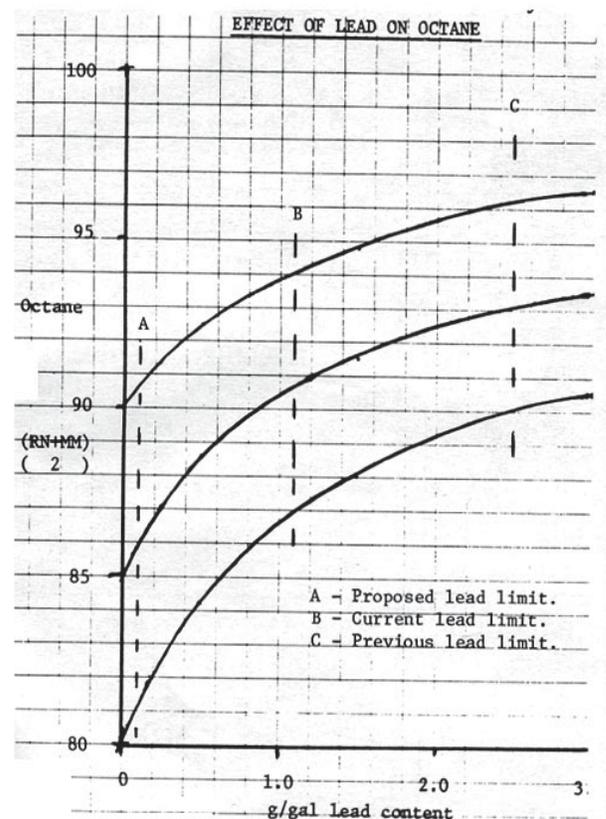
In any given barrel of crude, there is just so much subquality fuel, so much quality fuel and so much premium fuel. The major refineries could sell the subquality fuel to minor refineries who could produce a reasonable fuel using the higher lead content permitted to them. This helped to keep the overall cost to the consumer down as the fuel was totally and fully utilized by either a major or a minor refinery.

The EPA is proposing either a total ban on lead, or a reduction in lead content to 0.1 g/gal. As shown on the graph, this insignificant lead content will do nothing to raise the octane level. This insignificant level will not prevent valve recession. The direct effect for the consumer is that there will be no market, as there was for the subquality fuel produced in normal refinery techniques. The smaller refineries will either fold or be forced to use extremely complex refining techniques to boost octane, or be forced to use high cost high octane fuels such as toluene to mix with the subgrade fuels. The major refineries

will be forced to use more extensive refining techniques for their subgrade fuel as this market will disappear.

The EPA claims that lead can be reduced and the higher grade fuel substituted for only a 1% increase in cost to the consumer. Better figure fuel costs will jump by at least 10%. Even if the EPA subsidizes the more complex refinery techniques, it will result in higher taxes. Only the consumer loses, as is always the case.

A point of interest. Some classic high performance vehicles were designed for a leaded premium fuel. When leaded premium disappeared, it was possible for the consumer to blend his own by partially filling his tank (by 1/4 to 1/2) with a regular leaded fuel and filling the remainder of his tank with unleaded premium. The end result was a fuel in his tank with a slightly higher octane rating than the unleaded premium. As the lead content diminishes, even this option will no longer be available. It is planned obsolescence by governmental decree.



Coming Events

OCT 25-26, 15th Annual Griffith Park Rally,

NOV 7-10, 3rd Annual San Diego Daze/Havasi Nites Sidecar Rally, Echo Lodge, Parker Dam, Calif.
Contact Jack Fassel, 13110 Old West Ave., San Diego, Calif. 92129.

Now to OCT 31, Vancouver Island Grand Tou: Vancouver B.C. Canada. Visit checkpoint: submit photos or postcards. Contact G.W R.R.A. Chapter "E", PO Box 1892, Lady-smith, B.C. VOR 2E0 Canada. (604) 245-4908

Now to NOV 14, Gypsy Wheels MC of Illinois: and Kampgrounds of America Great America Camp Out, anywhere USA camping at KOA Kampgrounds. Trophies to top 18 finishers. Shirley Doner, (312) 479-5301.

Now to NOV 30, Post Office Tour, anywhere USA. Ride to any five post offices in al five states, take pictures at each and send in for metal Completion Pin. Turf Touring Club, PO Box 80722, Las Vegas, Nevada 89180. You've got five months!

1987

MAY 22-24, South Carolina GWRRA Rally, Clemson, S.C., headquarters at the Ramada Inn. Scenic map tours to Blue Ridge Mountains, lake tours, Biltmore House at Asheville, N.C. Friday night get-acquainted cookout, Saturday night awards banquet, live bluegrass music, grand prize Welker motorcycle trailer and assorted door prizes. Friday and Saturday poker runs and safety seminar. Saturday sidecar events, bike show, sidecar drawing, free hospitality room, twilight parade, 50/50 drawing, self-guided tours, pin stripers, vendors, rally pins. Camping and further info contact Octavia Childress, Rt 4, Box 461D, Pickens, S.C. 29671, telephone (803) 878-4495

JUN 7-8, Texas Cushman Club National Invitational and Antique Motorcycle Meet, Johnson County Sheriff's Posse, Cleburne, Texas. Contact R.L. Garner, (817) 645-3478.



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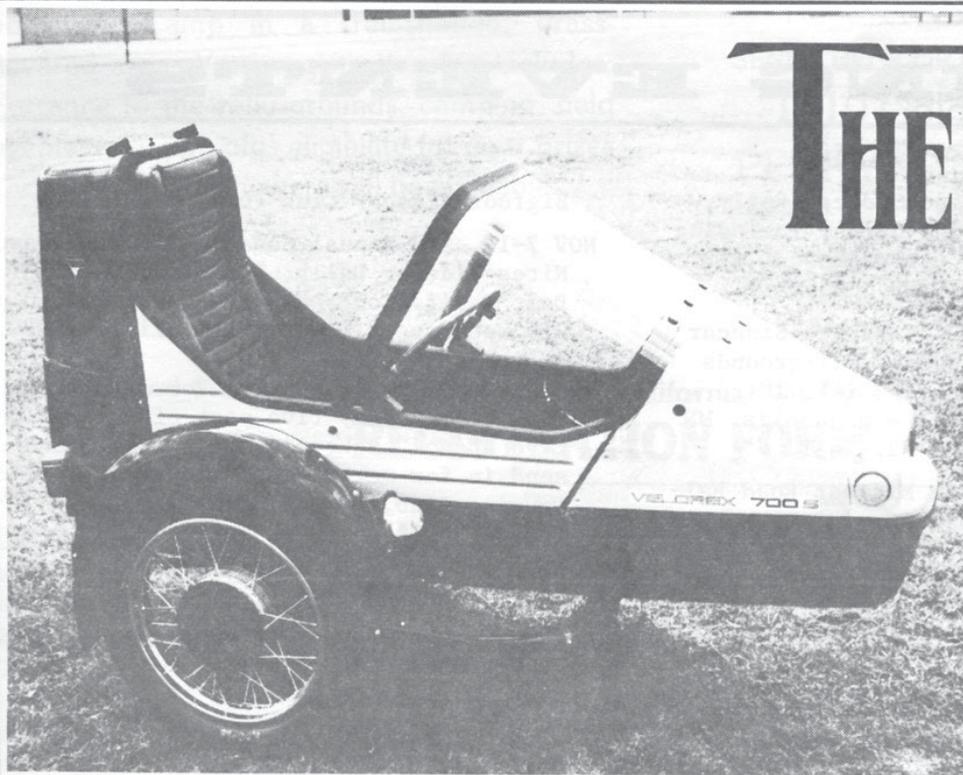
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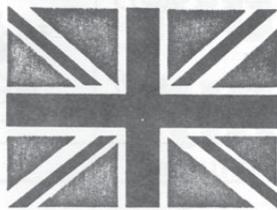
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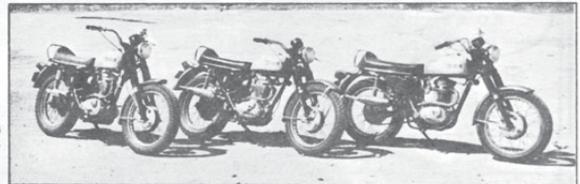
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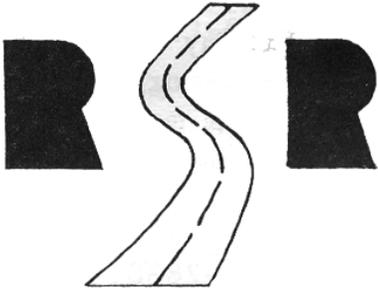
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If needed, you may continue for an additional 50 per line, limit 27 characters per line. Make check or money order payable to the United Sidecar Association. Send ad and payment to: USCA - CLASSIFIEDS, P.O. Box 8119, Van Nuys, CA 91409-8119.

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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

1965 BMW R69S Black - runs good. Earles fork. New tires. \$1400. 1974 Jupiter sidecar and subframe to fit 1970 and 1976 BMW. Air shock and pump. \$1000. Buddy Burbeck, 704 No. 15th St., Moorhead, MN 56560, (218)233-6766.

1969 650 Lightning BSA with 1984 Jawa Velorex sidecar, complete w/top. Good condition. Building house, must sell. \$1000. Chuck Giebell, Pennsboro, WV 304-659-2833.

Cycle Kamp utility trailer, 3x6. Good cond, maroon \$375. 200-lb capacity tows perfectly. Rod, (619) 4217960, 6 - 10 eves, Chula Vista, CA.

1980 DNEPR with sidecar. 4 speed with reverse. 650cc 12,000 km. Good condition, red tool kit and lots of extras. Asking \$2300 Call Brian Kuraitis, (403) 437-5101, 11220 - 54 Ave., Edmonton, Alberta, Can. T6HOV6.

Motovation Spyder TI 5 gal. fuel system, opt. air shock and gauge, Tonneau, rain top, Quartz lt. mirror, D. brake system, turn signals, rack, chromed, all factory options. 7000 miles \$2000 OBO. Lowell Sites, Grove City, Ohio, (614) 875-5304.

1980 Suzuki GS 1000L with matching black California sidecar. Low miles with extras. \$2800. Call or write J. Lecka, Rt. 10 #7 Sleepy Hollow Lane, Johnson City TN 37604. Phone (615) 9260863

83 CB1000C 8900 mi. Shaft, dual range trans. 3 discs, air shocks. New tires batt. Fairing/Squire S.C. Cony. top, rollbar, trunk. Color matched. Excel cond. Beaut handling rig. \$3500. (619) 724-6758

Equalean sidecar, latest model with spare wheel & jack. Used less than 1500 miles, Need stationary chair, price \$1595. Warren Lawson, PO Box 1023, Modesto, CA 95353 (209) 626-4487.

1982 Aspencade w/Terraplane. Color matched - brown - cb -intercom, tape, Am-Fm. Lots of chrome. Light bars on trunk and saddlebags. 9500 miles. \$5995. W.E. Steele, 2050 ROC Rosa Dr. N.E. Palm Bay, FLA 32905 (305) 6765211.

Watsonian Monza with Guzzi Eldorado mounts. Very good condition \$1200. Robert Duncan, 407-16 St., Port Huron, MI 48060 (313) 9824052.

84 Wing, Earles forks, sharp. Watsonian Oxford, extras. Must sell, \$6000 or BO. Stan Vorgias, (815) 923-2521, 10005 Fairlane, Union IL 60180.

1961 BMW with rebuilt 900/6 engine/trans. Ural sidecar. New tires and battery. Many extras. Sharp. \$4500 or best offer. Bill Hopkins, 1744 Jonathon St., Vista, CA 92803, (619) 726-6034.

Hondamatic 750 with Jupiter sidecar. Mint. 6540 act. ALh I miles. Extras. \$2900. Yamaha XC180K scooter w/Cal. sidecar. Mint. Only 1053 miles. \$1800. Trade either/ mi both up/down for 4x4. J. Croghan, 8103 NE Blakely Heights Dr., Bainbridge Is. WA 98110 or call (206) 8428075 6-9 PM.

1962 BMW R69-S w/Watsonian FLIGHT sidecar. 68000 on BMW, rebuilt, restored, complete. Bike & car painted cream & burgandy striped to match. Next to show quality but very rideable. Asking \$4200. Days - (219) 422-1950, Ft. Wayne, IN. Nights (219) 432-7632.

Service: Neval, Dnepr, Ural, BMW, NSU. Also BMD's (Dnepr Neval - Ural with BMW engine.) E. Schulz, 400 Colborne St., Midland, Ai Ont. L4R-2K4 or ph. (705)T.2/ 526-2558 Canada.

1980 Yamaha YS1100 with 1986 Velorex sidecar. 300 miles on sidecar. Joe Allen, 25 So. Grove St., East Orange NJ. (201) 624-7025 days. \$2400. (201) 6744858 nights.

Steib TR500 classic BMW sidecar. Perfect condition. \$3500 or best. Milt (312) 679-1008.

WANTED: Motorvation Spyder -car. Will trade Motorvation coupe Royale in excellent condition. Grady Vann, 3524 Ranch Rd East, Altus OK 73521. (405) 477-1998.

New 1986 H-D FLTC w/factory sidecar. Sugg. ret. \$14,161. Sacrifice \$12,161. Call or write Joe at H-D of Glendale 3717 San Fernando Rd., Glen44,0 dale, CA 91204 (818)246-5618.

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Hitchhiker sidecar. Like new. Chrome struts, chrome lighted bumper fittings, new carpeting, 5000 miles. Price \$1695 firm. Jim Ratliff, 619 Arlington Ave., Cincinnati, Ohio (513) 821-6880.

Gold Wing with Vetter sidecar. 15000 mi. CB. Like new condition. Alarm plus. Extras. Must sell, make offer. Bob Walker (805) 497-8866. 971 Woodlawn Dr., Thousand Oaks, Calif.

1983 Honda Aspencade with Vetter Terraplane sidecar. Show bike w/all Markland accessories. Has a blower, spare gas tank, color TV, loaded. 13K miles. Asking \$9650. Geo. Aumiller (714) 549-2228 days or (714) 5913306 eves.

1984 Yamaha Venture '85 Jawa Velorex car. Bike has lots of extras, lights, chrome warranted until 10/87. Yamaha sheepskin seat cover, back rest, speakers, 2600 miles. \$6200. Beautiful bike - hate biking. Goldsboro, NC (919) 778-7499.

BMW sidecars. Early BMW parts. Send SASE for list. Steve Puntillo, 1911 Rowley Ave., Madison WI 53705, (608) 233-1569.

1985 Neval/DNEPR 650 CC Twin 4 speed + reverse + high speed final ratios. With Neval military style sidecar. HD Avon tyres - shop man. Russian Twin slide carbs -windshield and top - USA

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1981 Kawasaki 550 LTD w/1972 Jawa Velorex s/c \$1450 or will separate. California s/c for scooter \$475. Calif. Friendship s/c, needs some work, \$550. Spirit Eagle s/c \$550. M. Valadez, 9145 Camulos Ave. Montclair, CA 91763 (714) 625-2072.

1977 BMW R100/7 w/1980 Velorex. 36K on bike, low miles on the car. Bike fitted w/ heavy suspension, fork and swing arm braces, Luftmeister clutch, Vesco rapid transit, BMW bags. \$4000 or best. (219) 288-2618.

83 Venture. 13K miles. In perfect cond. New tires, blk color with custom cargo trailer. Lots of lights, back rest, floor boards, custom made storage pockets. Chrome and lights all over. Garage stored. \$4400. (904) 769-5863 anytime.

74 Jawa 25000 with attached matching Velorex sidecar. 4 Excellent, go anywhere. \$1200. Charlie Seymour, RFD #1, Limerick, ME 04048. (207) 793-2023.

1966 Kawasaki 65000 Twin with sidecar. 6350 miles by original owner. Excellent condition. \$2500. Michael Thomas, 101 Clark, Des Moines, IA 50314 (515) 244-7194.

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81 Motorvation Spyder T-1 sidecar. \$2600 new. \$1000 firm. Sub-frame for BMW/6. Will fit almost any bike. Steve Hubek. London, Ohio, 43140, (614) 852-4910.

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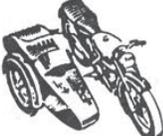


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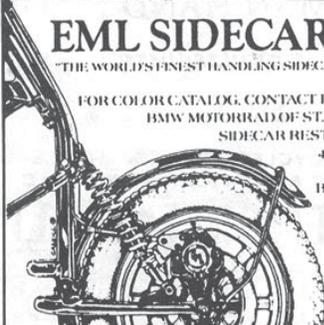
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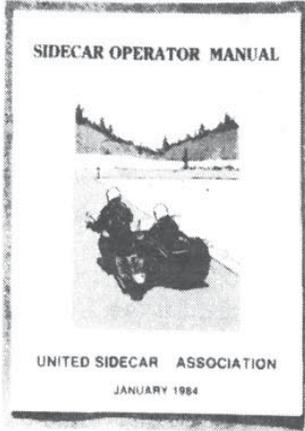
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SIDECAR MANUALS

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SIDECAR OPERATOR MANUAL



Most sidecarists begin as motorcyclists. The Sidecar 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

- | | | |
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Introduction
Why a Sidecar
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Steering Dampers
Suspension
Gearing
Chains
Wheels
Tires</p> | <p>Section #2
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Sidecar Lists
Manufacturers
Dealers</p> |
|--|--|--|



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

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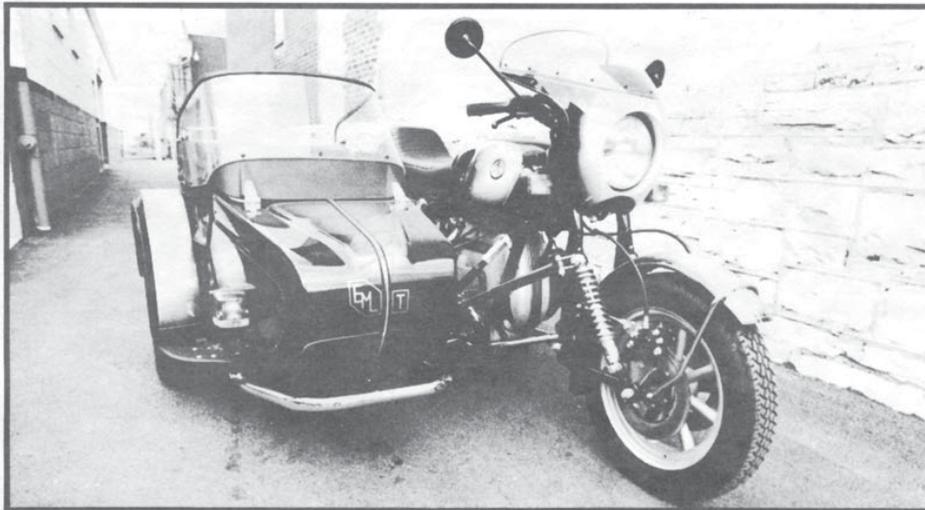
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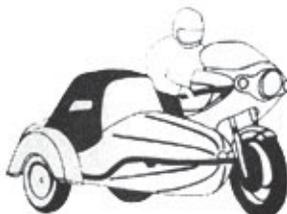
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