

# THE SIDECARIST



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**JULY  
AUGUST  
1989**

# The Sidecarist

## Contents

July 15 - Aug. 31, 1989

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### COVER

90mph on the Autobahn, with Vincent Owners Club friends. From the Vaughn M. Greene collection, circa the late 1950s to early 1960s.

# From Where I Sit

## Notes from the President

I look forward in anticipation to the 1989 USCA rally. While this is published after the rally it, like all material in the Sidecarist, is written beforehand. Such is the editorial process. If you want more up to the minute news, then you must actually go to the rally. This event should be one of our more successful rallies, judging from the excited rumors that have gotten back to me. Unfortunately, the west coast will not be well represented this year, but they get their revenge next year when the rally site shifts to Charleston, Oregon.

The rally date next year is set for July 19 to 22, in response to your requests to move it from June. If this has been your excuse in prior years, what will be your excuse next year if you do not attend? Again, the Bay State Park offers many amenities for camping and for just plain having fun so do bring the entire family. It is not too soon to plan for your major sidecar event. And to entice those from the mid-west and from the east, it is nestled between the Mariposa Sidecar Spectacular in California, and the Canadian Bigfoot Rally. So come one and come all.

I was very pleased to receive early responses to my request for information on auto tire sources. Slim 15 inch auto tires are available in limited quantities and at reasonable prices if you are willing to search for them. Had a call from a Mr. Hutchins (?) who reminded me that Dan Moran Distributors still had a small supply of 125SR15's in stock. You may recall he is a re-builder of Citron 2CV's which require this tire. His stock is fairly limited I but understand he is planning to visit France and replenish his stock. He also carried the 135SR15.

Dan's address is 1500 Government Street, Baton Rouge, LA 70802, or call (504)381-9637.

Robert Bolton of Columbus, Texas reported that he sourced tires as follows: Tires To Go, on 1523 Wildrock Way, Houston TX who had some 125SR15's at \$45 each. Call (713)869-5074. Also, Jim Ross Tires at the North West Mall in Houston carries the 145SR15 in stock. Call (713)879-4055. The Discount Tire Company of Texas normally carries the 135SR15 in stock. They are out of stock and expect fresh deliveries by August or September. So it seems these tires are still available, that is, if you know where to find them. And at the normal retail price of between \$35 to \$55 you would expect. (My 135SR15 from Globe Tire cost just \$29.95 in 1987 but they no longer stock.)

Robert also sourced a 15 inch stock front tractor wheel for a 15 inch wheel conversion that sells for around \$30 which is an excellent price. He did a beautiful conversion on his BMW and has promised details and photos. It required very modest machining capabilities. If you need one, call him at (409)732-2821, or write him at PO Box 130, Columbus, TX 78934.

We will keep you informed of tire availability as it becomes available. Appreciate all members for being our eyes and ears. Perhaps we could start a regular Shopping Column Corner for such items if you perceive a need. Could be a place for distributors to keep us informed of items we look for such as turn-buckles, mounts, wheels, shocks, dampers, fork braces, auxiliary fuel tanks, communications gear, helmets, riding apparel, gloves, bags, trailer hitches, and so on. Drop a line if you see any merit and we will pursue it if there is a perceived need by our membership.

I must remind all potential sidecar owners that fitting a sidecar onto a motorcycle is not the work of an hour or so, in spite of some who advertise such claims. Each machine must be looked at on an individual basis. Some require more or less

# From Where I Sit..

fitting. The modern machine is getting more and more complex. To get at the main frame, for there is no other place to mount onto, requires more and more time. The days of the "universal" fitting is about over. Get the purpose mount from the sidecar manufacturer for your specific make, model, and year. Accept no substitutes. Or else, be prepared to spend some time with your local expert welder/machinist.

The addition of a sidecar transforms that machine into a vehicle with unpredictable handling characteristics, with greater or lesser consequences. In some cases, the unit may behave very well; in others not so well, or in a few cases, very poorly. From what I have heard, it is a very singular situation. One bike of a particular brand, model, and year, fitted to a particular sidecar, was very smooth; another, same brand, model, and year, and fitted to a similar sidecar, behaved as a dog. There is so much we do not know about sidecar theory so it remains somewhat of an art. By your contributions to the Sidecarist in telling of your experiences, what you did, what did you expect, and what happened, you make a very valuable contribution to all current and future sidecarists.

Please continue to send us your letters and articles. We now have scanning and computer lay-up facilities so if you use a word processor we can easily set it up from your floppy disk if you save in ASCII or DCA/RFT format (or in most any language). This saves considerable time and effort as it can easily be set up direct into a typeset style. (Note: some major publications give you a premium of up to 25% of your writing fee if you send them a computer disk with your hard paper copy.

In our case, zero x 1.25 = = zero.) See you at the next rally,

*Hal Kendall*

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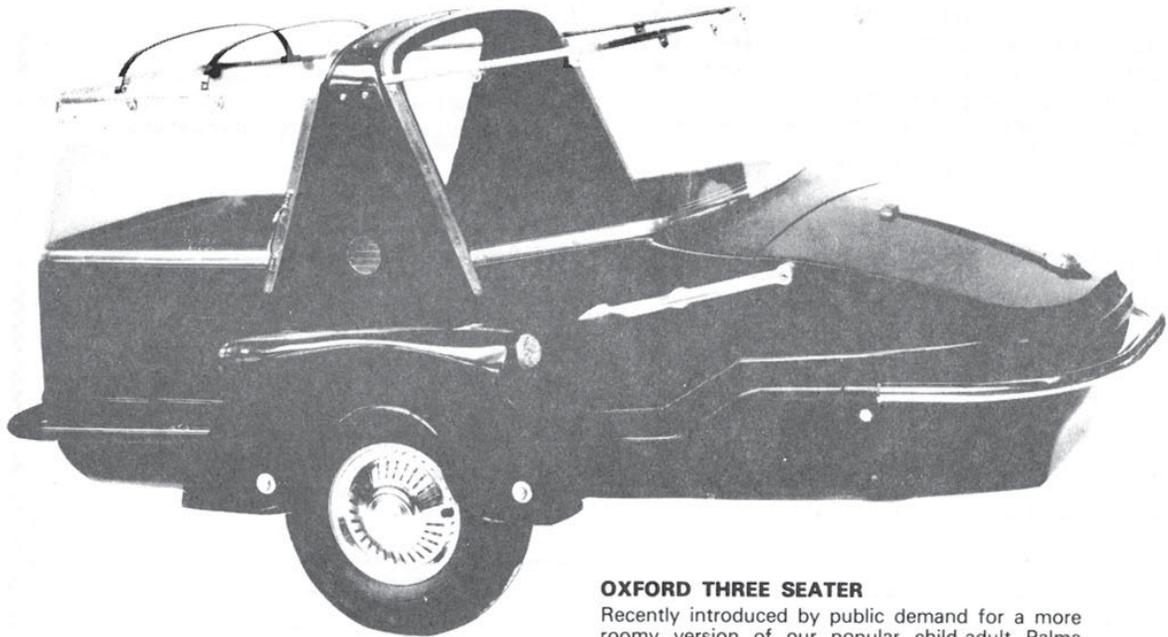
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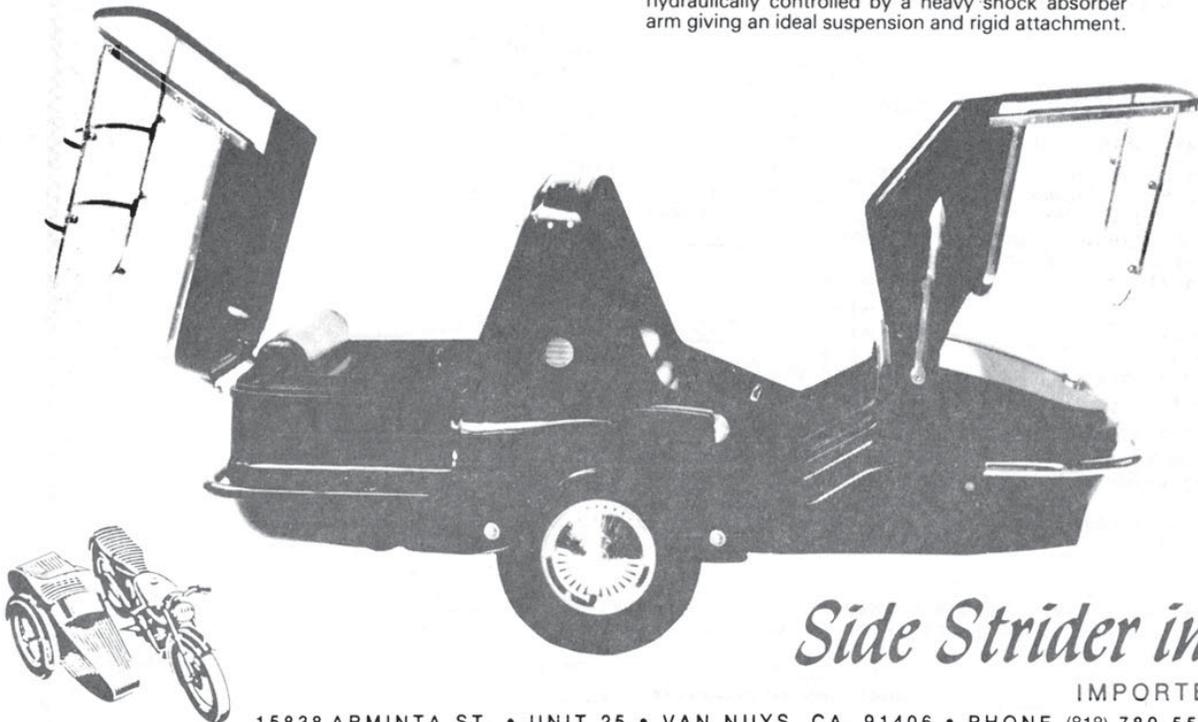


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# Membership

## Membership Update

Hello again. First, I would like to thank everyone for your cooperation and support after my last column. The Original purpose of this column was to explain what I do and why, and maybe how you can help. The title, Membership Registrar, basically means that all membership related activities are handled by me. As I mentioned in the last column, before I took over, and before the management firm, there was a membership secretary and a computer company. My job has combined these two functions.

Basically, I think the terms for both jobs are self explanatory. The membership secretary function combines renewals, new members and address changes. Renewals should be pretty simple, however, it doesn't always work that way. I think the biggest renewal problem is; Where did you send your check and application? We have had several addresses, although the current P.O. Box has been the same for over two years. I actually got an application sent to Charles Elred, this week. Charles did the membership in 1980, I think. I get three to five pieces of mail monthly, sent to either the Van Nuys, P.O. Box, or the management firm.

I send out renewal notices with my home address all over them, and still they get sent to the Illinois P.O. Box. The same problems of address also appears in address changes and new members. Perhaps the new member problems will always occur, but I do hope our membership sends address changes and renewals to the proper address. I have a cut-off date of 20 days before the issue is due out. For example: If the SIDE-CARIST has a date beginning June 1st, my cut off would be the 10th of May. This means any mail received after May 10th, would be processed for the next issue.

Lets say on April 1st, you decided to renew your membership. You fill the appli-

cation, write a check and mail it off to the Van Nuys, P.O. BOX. Doug Bingham, picks up the mail and puts it in a bulk envelope to me. When he gets enough to fill it, he mails it off to me. For arguments sake, we'll say he gets you renewal on the 10th. On the 30th, he has enough to send off to me. I get it on May 1st, no problem, you made it But, what happens if you write the check on April 1st, and don't mail it until the 15th? If you mailed it to me, it would be processed before the May 10th cut off. However, if you mail it to Van Nuys, or the Illinois P.O. Boxes, then it probably wouldn't reach me until after the cut off date.

The above scenario happens a lot Then, I get a call from you, wondering what happened? The next problem, and no less of a common, is that the application never gets processed. There are a lot of reasons why this happens Sometimes, I never receive them, other times I make an error in recording it. Normally, when this happens, I just forget to change the date. Now that I am a one man show, I usually do all the renewals and the new members just before I print the labels. With all this work coming all at once, I do sometimes make mistakes.

I do hope the above makes it clear why you need to use the correct address. It makes everyone's job easier if the paperwork is sent to the right place. If you ever hear anyone complaining about anything to do with their membership, please contact me A.S.A.P. I can't help anyone if I don't know there is a problem first. I am here to help whenever I can. Be here for next issue's column. Safe sidecaring.

Jim Krautz

# Advt

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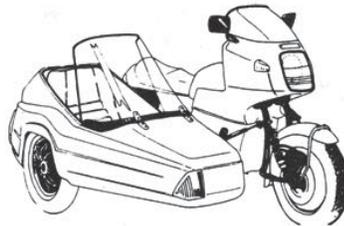
EML kits for BMW Twins '74 to present include an entirely new main frame with all sidecar lugs permanently fixed. Only the BMW kits require a new mainframe while other listed bikes retain the original frame.

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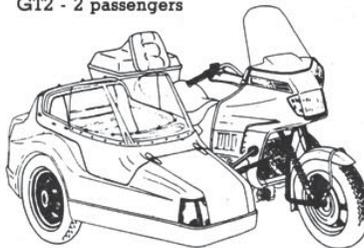
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## EML USA

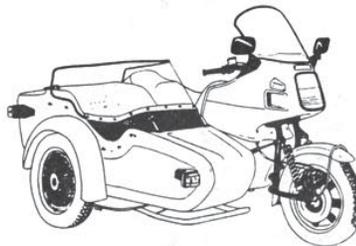
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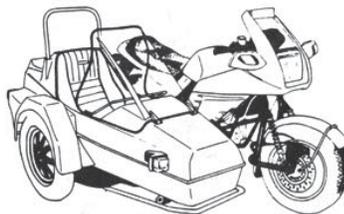
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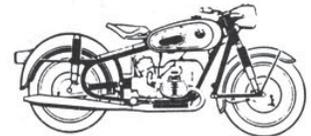


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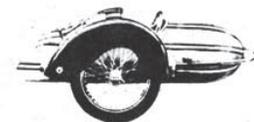
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If you are looking for any 1/2 part, give us a call and we will run the number and see if we have it in stock, or can get it for you. Lots of the 1/2 parts are still available from BMW, so give us a chance.

**Don't forget Plugs, Points, Condensers, Gaskets, H-4 Bulbs (Kits), Foot Peg Rubbers, and Air Filters. SPRING IS COMING!**  
**So get your bike ready this winter!**

Steib



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# Letters

## BRASS MONKEY

In reference to the Lean-out column in the April - May issue, by Bob Anderson, as those who attended already know, this years 16th Annual Brass Monkey Sidecar Rally, held in Death Valley, was one of the biggest, and possibly the best, ever. Close to 50 people camped at the rally site. The area was top notch. And lastly, the weather cooperated beautifully.

We hold our rally each year at precisely the same time: Washington's Birthday Weekend. This time of year is very unpredictable in the southern parts of Arizona and California. If one stays low, his chances of icy weather are lessened. For years, we camped in the mountains and encountered some super cold conditions.

The old style reasoning: Lets make this affair real brutal and see who's stupid enough to show up... well, age, wisdom, common sense and popular demand have found us locating low. Average temperature rise of 25-35°. Believe it or not, most of us are liking it. Rain or shine, snow, sleet, etc., we have the event when and where posted.

Considering the number of sidecars in this part of the country, it's a shame so few want to participate in the low key type events, such as this. We value and welcome new faces with open arms. We will always be a small rally and that's what makes it so unique and friendly.

David Tenpenny #229 Tuscon, AZ

## ON RIDING

Since this is a Sidecar Organization about riding /driving sidecar outfits, think we need an Editorial on riding!

The April issue had...

1. A story on "Starting Over Again", where the author writes about setting an outfit up to trailer it.
2. A "12th Anniversary USA Party" where most came by car.

By the way, I recall Hal Kendall showing up at a MSF "Bikers Roundtable" in MO, several years ago, in a car.

Seems to me we need to get back to riding.

I ride at least 30,000 miles a year -- but little on sidecars because of the work involved in riding them. I only took two sidecar trips in the past 90 days -- one to the south of France, and the other to the German version of the Elephant Rally, near Passau. To the second Elephant Rally in Austria, I rode my Vespa. My sidecaring started in 1958 with a used BMW R51-3 with a Steib S350 chair.

John R. Grinsel #986 APO, NY

## From the Mailbag -

### HAK

Sure appreciate your many letters telling us just how long it takes to get the Sidecarist to you. Takes closer to three weeks to a month; not the 7 to 10 days the PO promised. This means we will close the editorial deadline promptly, no more waiting for late coming letters or advertisements. If it is not in the hands of the editor by issue editorial deadline it goes into the next issue.

Next year we will close the deadline two weeks earlier, but for this year the deadlines will remain as posted. We will do our best to get to the printer one or two weeks earlier, however.

From Kenneth Crewell of New York: ..took 17 days to reach me. We have problems as we live on a rural delivery route. Neighbors tried to assist by picking up themselves and delivering voluntarily. It worked, so the PO shut that down. Complaints at local level do little good. We can complain to a higher level but it does little good.

Took a month for Les Leach and Tom Larkin, both of California to receive their issues. Tom said he went to his main PO and asked for an explanation. The nice lady at the bulk office said each bulk station could hold mail up to 48 hours (if they don't loose it), then onto the next stop. Katy to Houston, to Dallas, to . to LA to

# Letters

Long Beach. Pony express begins to look good. Can't fight the system.

So it seems to take up to a month to reach either the West coast or the East coast. We will take this into account in future planning.

To all those wrote we appreciate your response. HAK

## Letter from South Africa

Dear Hal:

I had the opportunity to take my rig to the Flexit factory in George, a trip of 1250 miles. Mr. Hannes Myburgh fitted the correct brackets and attended to the alignment. It was an effort well worthwhile as the rig now handles like a dream.

Hannes, the designer of the Flexit, said my rig was one of three early prototypes; the production models are more elegant, lighter, stronger, and with more passenger comforts.

Hannes, a professional sidecarist, demonstrated the rig can be leaned with ease as he demonstrated it at 100 mph with me as passenger in the sidecar. The photo may be of interest to other members.

Sincerely, Mike Donaldson Hoedspruit



## THE WAY WE WERE: TEN YEARS AGO...

1979: Nice article on EML Sidecar Installation by F&H Hartman.

"The Wessex Reborn".

HAK had an article on "Checking Your Loading"

HAK had another on bathroom scales.

A "Chaplains Chair" column from Gil Frydel.

## FIVE YEARS AGO...

1984: A letter from Martin Franitza in West Germany, giving some details on the Nachbau.

Alignment Dimensions,

A column by J.R. Ewing on Toe In.

A Member Profile on Lynn Nathan written by her husband.

"ABC Uses Electric Powered Sidecars" is about equipment used in filming street events like footraces, etc.

"Adding A Step To A Harley-Davidson, SC".

If members wish to have a past issue, send request and \$2.00 (U.S.) for each issue (to cover postage and handling) to: John C. Kliefoth, 21650 - 125th Way, Sun City West, AZ 85375.

## DEADLINES, ISSUES, DATES:

<u>Vol.</u>	<u>Issue</u>	<u>Cover dates</u>	<u>Ed.deadline</u>
13	No.5	15 Jul.-31 Aug.	1 Jun.
13	No.6	1 Sep.-14 Oct.	15 Jul.
13	No.7	15 Oct.-30 Nov.	1 Sep.
13	No.8	1 Dec.-14 Jan.'90	15 Oct.89

# Advt



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# Machines

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### VINCENT H.R.D. BLACK SHADOW

By Vaughn M. Greene

What makes sidecaring so much fun? Sure, a good sidecar is important. Of greater importance, though, is to have a motorcycle specially set up for hauling a side hack. Trying to jury rig an under powered, standard motorcycle, to a sidecar, can be a disappointing experience. On the other hand, if you can get a machine specifically designed for sidecar use, it is a real joy. Only a handful of such motorcycles have ever been put on the market, such as Zundapp, Moto Guzzi, Amazonas and Vincent. Vincent? Wasn't that the super speed, crotch rocket of the roaring 50s? Whoever heard of a Vincent hooked up to a sidecar?

It may come as a surprise to most people that Vincents were designed with sidecars purposely in mind. Vincents have been known mainly for setting world speed records with their touring solo models. The company's slogan, proudly displayed on all official stationary was "The World's Fastest Standard Motorcycle - this is a Fact, not a slogan". Yet, Phil Vincent and Phil Irving, designers of the Vincent, went to extreme pains to make their motorcycle the perfect sidecar power-source. In fact, many of their ideas have never been equaled to this day, despite the factory going under in 1955. Let us examine these novel features, and hope modern manufacturers take note.

In 1948, the Series "C" range of Vincents were brought out. Not counting the 90 mph single cylinder "Comet", the range consisted of the 110 mph "Rapide", the 125 mph "Black Shadow" Sports bike, and the 150 mph racing "Lightning". Not shabby figures today.

All were powered by the same 1,000cc Vee twin engine. What made the Series "C" range notable was an entirely new front fork called the "Girdraulic". Phil Vincent was deeply distrustful of the new telescopic front fork which was introduced just after the war. After all, he was selling machines which could CRUISE over 100 mph, and therefore, didn't want to chance strength to some new fangled idea. (In 1952, three standard "Black Shadows" set eight new world speed records, including going for 10 hours at 99.2 mph, at Montlhery, France.)

One of the Vincent company officials attended the annual Earls Court Motorcycle show in London, just after the war. He was dismayed to find he could twist the brand new telescopic fork of a famous British motorcycle, with his bare hands. When Mr. Vincent heard this, he determined to stick to the tried and true Girder fork design. To replace the elderly Brampton girder forks used on the Series "B" range, a new concept was needed.

When the new Girdraulic fork was brought out, it had four unique features which have never been equaled in any other motorcycle. These features were:

1. It was the strongest motorcycle fork ever built.
2. It was completely adjustable for wear, merely by adjusting some nuts.
3. The fork springs and hydraulic damper could easily be removed with a wrench and screwdriver (try that on your teles sometime), and
4. By loosening several nuts, the front fork could immediately be swung from solo to sidecar trail, or vice-versa.



**Aussie rig. Note high exhaust pipe for river crossings. Sidecar is loaded for exploring trip near Woomera Rocket Range, Australia, with extra food, gas, water and ammunition. Handlebar is stock Vincent H.R.D. Black Shadow.**

# Machines..

Anyone who has driven a sidecar, knows that the front forks MUST be set for sidecar trail -- if not, the unit is tiring and dangerous to drive. Very few manufacturers have ever made custom forks with altered trail. The Vincent company went one further -- here was a fork with interchangeable trail -- which could be quickly done by the owner himself, without special tools. Further, when the forks were slid in to the sidecar position, the spring boxes were automatically preloaded for extra weight.

Since the hydraulic damper and spring boxes were on the outside of the fork, it was an easy task to remove them for repair. The factory provided a series of heavier springs for sidecar use, for both the front and rear forks. As bizarre as it may sound, it was also possible to replace the hydraulic damper with yet another set of springs, for carrying ultra heavy loads. This was true of the rear fork as well, since the front and rear dampers were identical, and could be exchanged in an emergency.

The front fork was immensely strong because the main blades were heat treated alloy forgings, provided by the Bristol Aircraft Co. Phil Irving said they were miles overstrength, and in fact, the forks were "scooped out" on the racing singles. Being finished in Pinchin Johnson's black stove enamel, as was the entire motorcycle, the forks were extremely handsome.

The rear fork was equally unique, and of particular value to sidecar men. It was the proud boast of the Vincent H.R.D. Co. that is was the only company in the world never to have built a rigid frame motorcycle. That is right -- all Vincents had rear suspension since 1929. While all other manufacturers were struggling on, into the 50s with "Plunger Suspension", "Sprung Hubs", "Swing Arms" and the like, Vincent had long since perfected the "Monoshock", now so popular on Japanese machines. The Vincent rear fork was immensely strong, as it consisted of a double set of triangles, pivoting on Timkin tapered roller bearings which never wore out. (How's yur plastic bushings holding out, Bunky?)

Incidentally, both wheels were also fitted with Timkin Tapered roller bearings -- a feature rarely found on any motorcycle.

Like the front fork, the rear unit literally crawled

with unique features. For example, the end of the fork was fitted with hand chain adjusters. By loosening the rear axle -- without the use of tools -- the chain tension could be immediately adjusted by hand. The dual seat was the first one fitted as standard to any British bike, and pivoted on the rear fork. By a principle of geometry to complicated to explain here, when a passenger sat on the rear of the dual seat, the rear springs were automatically preloaded. Another unusual feature:

The dual seat was equipped with twin hand operated friction dampers. Thus the spring rate could be stiffened, or the rear end locked up rigid. This was of great help to sidecar types who love to skid the rear wheel around corners. The front fork was also fitted as standard with a heavy duty friction damper -- a must to prevent wheel wobbles on sidecars.

As if this wasn't enough, there were other features of the Vincent motorcycle which made it the ultra sidecar hauler. As an example, all Vincents (including the singles, which used all the same parts) came equipped with three, built-in, sidecar attachment points. None of this sliding clamp nonsense you see today. On all Vincents, the wheels could be quickly removed - without the use of tools. For this reason, a Vincent sidecar rig could be built using identical size wheels on the cycle and sidecar. If a flat occurred, the spare would fit any wheel.

The Vincent was the only motorcycle in the world equipped with four brakes -- that's right, there was a brake drum on each side of each wheel. In an age when British motorcycles were famous for their anemic anchors, motorcycle magazines usually named the Vincent as having the worlds best brakes. Stopping times of 21 feet from 30 mph were recorded -- not bad even by today's standards.

The rear chain sprocket was mounted on the rear brake drum. Since the Vincent had two rear drums, it was therefore possible to carry two sprockets of different sizes. With the ability to remove the rear wheel in one minute without tools, a rider could therefore quickly gear up or down for different road conditions.

I knew a fellow in Australia, who bolted FOUR sprockets on his rear wheel -- two on each drum. Sure, the chain run was distorted by about 3/16 in., but it

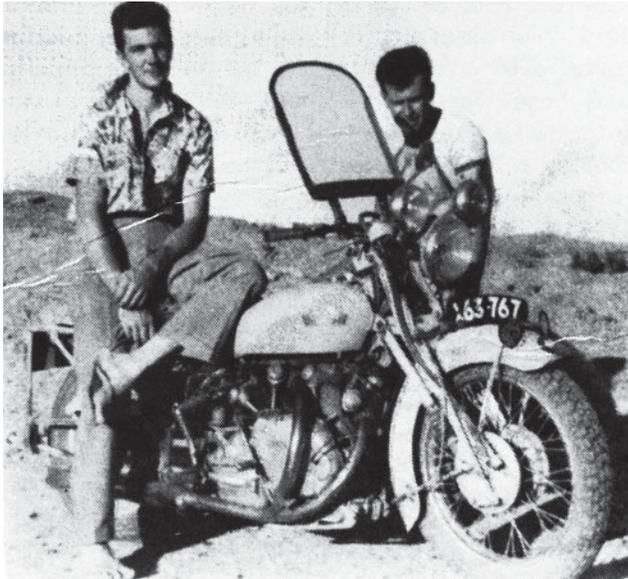
# Machines..

didn't seem to hurt anything. The different ratios came in handy for hunting wild Dingo Dogs in the outback. This fellow used the same sidecar for hauling lumber to build his cabin, and for dirt track racing.

I could go on and on, listing features that were a dream for sidecar owners. For example, all four brakes could be adjusted by hand, from the saddle. The motorcycle can be broken down into three parts, in less than ten minutes, and easily stuffed in the back of a VW Beetle. The reason for this is -- amazingly -- the Vincent does not have a frame. The advantage is you could have three mechanics working on three sections (front fork, rear fork, engine) at the same time.

The machine was, almost devoid of chrome, but, had plenty of stainless steel, for longevity. The battery was quickly removable without tools. The twin kick stands drop down to form a front stand.

So, what happened? Why didn't Vincent take the world by storm? Why didn't sidecar riders line up in droves to buy these super machines?

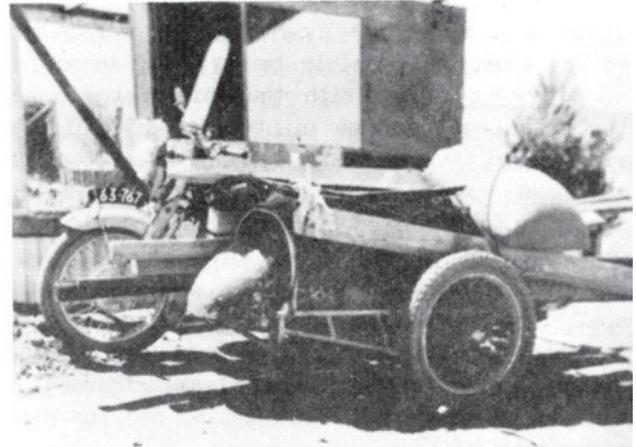


**The glass windscreen has a motorized windshield wiper and twin spotlights are for hunting gazelles at night. Note rubber covers on spring boxes and speedo cable, to keep out dust, and weld on crankcase from "rock bashing" while chasing wild Dingo Dogs.**

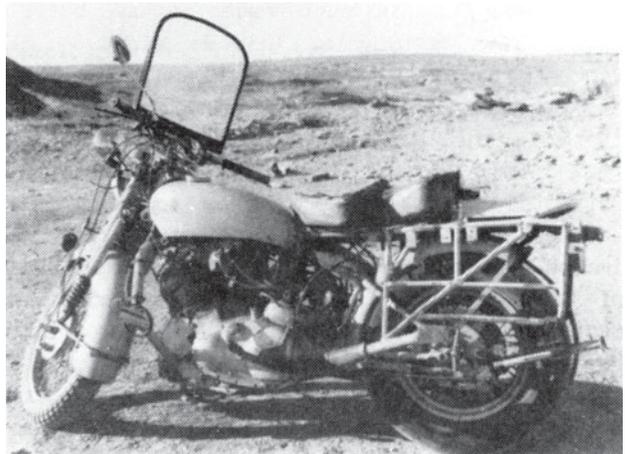
The author states, "I can't remember the names! The V.O.C. owner was Ken --? We'll pass any info along to Vaughn Greene.

In 1951, a private detective named Tony Rose, drove a Vincent Black Shadow 100,000 miles in one year and wore out four sidecars! In 1954, a private owner named Robert Burns, set a new world's speed record for sidecars, of 155 mph, at Christchurch, New Zealand. This was a stock, unsupercharged, overhead valve, twin Vincent. A year later, the company was dead. In 1955, motorcycles were viewed with suspicion in the United States, and a sidecar rider HAD to be a freak. In Japan, they were barely learning what a motorcycle was.

Unfortunately, in Europe, the motorcycle boom collapsed. The newly prosperous middle class was switching from sidecars to cheap, ugly, little four wheel econo-boxes. It was a sign of the times that class and quality were dropped for convenience.



**Hauling cement, lumber and iron, while building a cabin in the Australian outback.**



**Vincent wheel is a 350x18, this Aussy rig has a 16 in. rear wheel with four rear sprockets. The special rack could hold four, 3-gallon gas cans. Front sidecar mount is quite visible.**

# 'tec Session

## EFFECT OF LEAD

By Hal Kendall

More often I see sidecar outfits with the sidecar wheel placed further and further forwards. Sidecar wheel lead is the number of inches the sidecar wheel axle is ahead of the rear wheel axle. This warrants a brief explanation of why a little lead is good, but too much is not necessarily good.

Historically, the axle of the sidecar wheel was in line with the rear wheel. This is good from the standpoint of steering but not stability. Whether you turn to the left or the right, there are no side scrubbing forces on the sidecar tire.

On sharp right-handers at speed, the location of the sidecar wheel is relatively academic as the sidecar wheel may be just off the ground; certainly, the load on the sidecar wheel is greatly reduced.

As motorcycles became more powerful and faster it was found that outfits with zero lead had a tendency for the nose of the sidecar to dip, and to flip over in extreme circumstances. This even happens to experienced sidecarists on occasion. Lead was increased slowly over the years, mainly as the result of experience and different rear wheel suspension systems.

Rigid frames could get by with just minimal lead of 2 to 4 inches. The small lead allowed for maximum spacing between the front and the rear mounts.

When sprung hubs and plunger frames became standard so the optimum lead was increased to between 6 and 8 inches. The amount of lead required was found to be a function of the degree of softness of the rear suspension.

Now that most bikes have swinging arm suspension, the amount of lead required increased to between 10 and 12 inches. The more the lead the greater the stability on sharp hard left-handers, but the greater the steering effort to turn to the left at any speed, and to the right at slow speeds.

I have seen a lead of 18 inches or more on speedway rigs where the outfit always turned away from the sidecar, and always on a clay-gravel track. Then I saw a few street rigs set up that way.

The reason for the street rig set-up was because the sidecar fitted was designed for a smaller bike. The frame was physically too small to get the proper lead. It does make some sense, however, as the large bike has a large overturning mass on left-handers. The added stability is therefore a plus with a super light sidecar. This is not a good combination.

Other machines with large lead are the rigs set up for the handicapped. Here the driver sits in his wheelchair in the sidecar.

The cycle controls are mounted forwards so the sidecar wheel is forward for better weight distribution. From what I hear, they are very hard to steer, and tire life is poor.

For normal street rigs, a lead of 10 to 12 inches appears the best compromise, but there are always exceptions for individual rigs.

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# S/C ??

## MYSTERY H-D HACK

By Bob Anderson

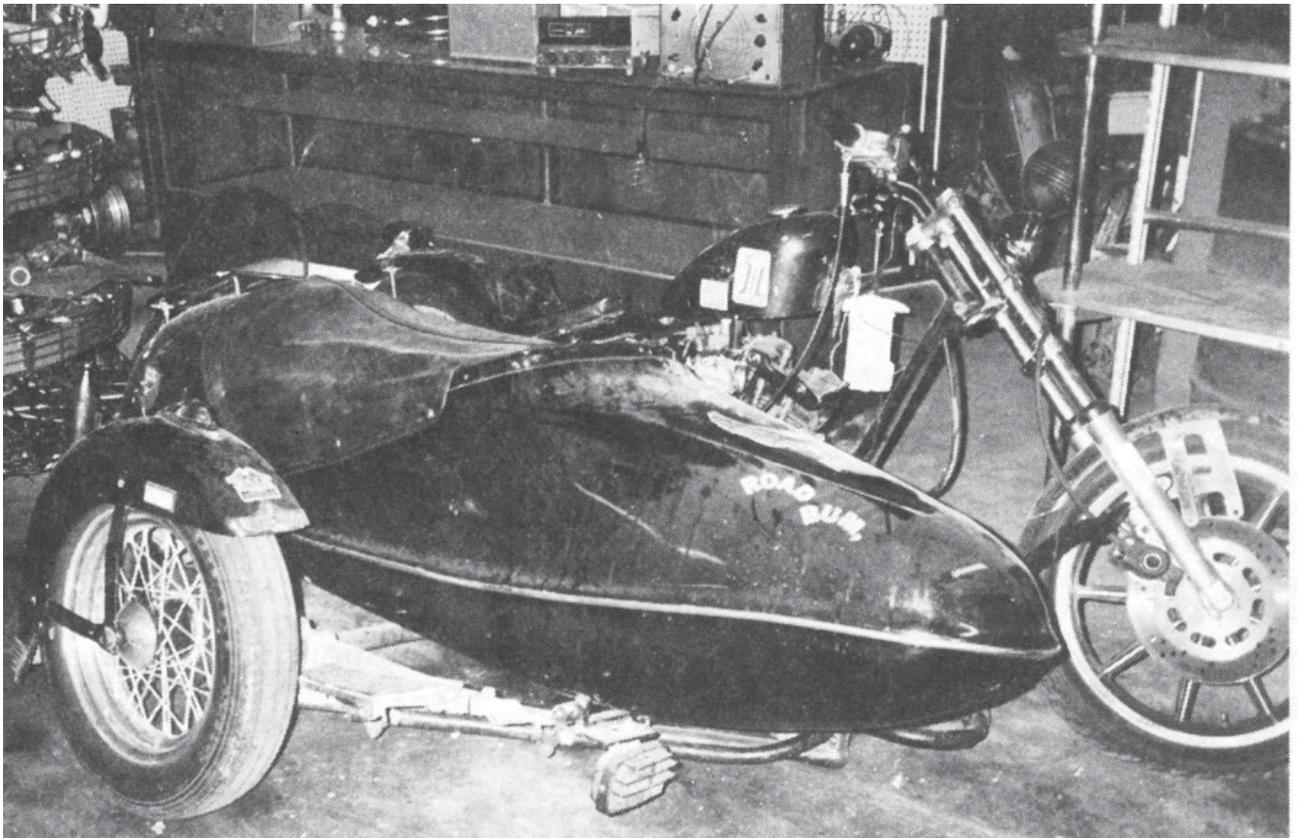
I was three days out of home in southern California, waiting out a storm that had overtaken me in Minnesota. I was actually there to camp, but had a day to kill, before the campout started. So, being there on a Harley, I decided the thing to do was hit the local Harley dealership and add a T-shirt to my collection.

It was one of those un-planned on things, but the conversation eventually got around to sidecars. Vince, my host, commented on the fact that he had a Harley-Davidson combo, but back in the shop, he had a weird one.

Now, you have to appreciate the fact that the Albert Lea H-D dealership has been there since 1929, and in that time, a lot of stuff collected, back in the shop. And currently, the shop was being cleaned up.

Vince wheeled away another motorcycle, then removed some other junk, and here sat this dusty hack, next to an equally dusty drag bike, but not paired up to it. He didn't know for sure, what it was, and neither did I. It was definitely on a H-D sidecar frame, but the fiberglass body was unlike the current production items.

So, I took a quick photo of it and told Vince, I'd try to get him some answers. How about it? Anyone out there know about the body, or anything on this hack in particular? I'd like to know. Vince is at: Bergdale Harley-Davidson, 1100 So. Broadway, Albert Lea, MN 56007.



# Advt

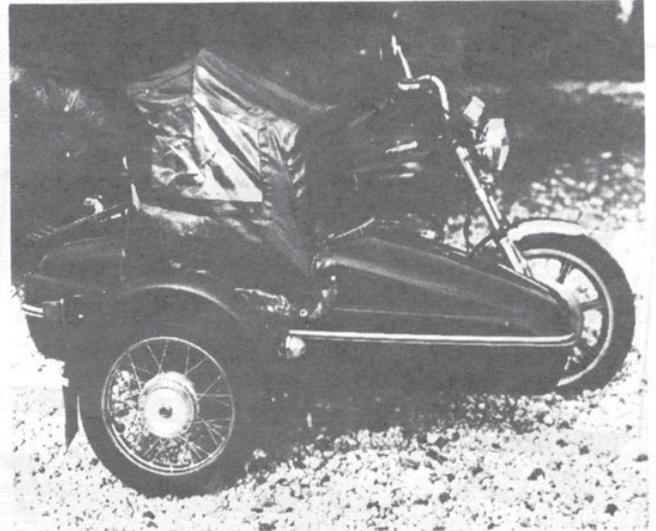
## SIDECARS by

# Velorex

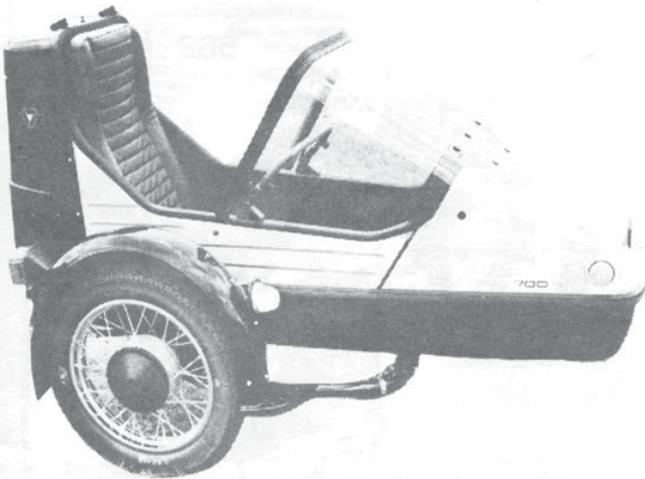
### SPECIFICATIONS

Length: 6' 1 1/2"	Weight:	154 lbs.
Width: 30"	Leg room:	46 1/2"
Height: 46"	Hip room:	20"
Wheel: 16"	Ground clearance:	8"
Tire: 3.50 x 16	Electrical system:	12v

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### SPECIFICATIONS

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Height: 42"	Hip room:	20"
Wheel: 16"	Ground clearance:	8"
Tire: 3.50 x 16	Electrical system:	12v

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# S/C Manufacturer

## D.B. SIDECARS REMEMBERED

By Leslie McCoig

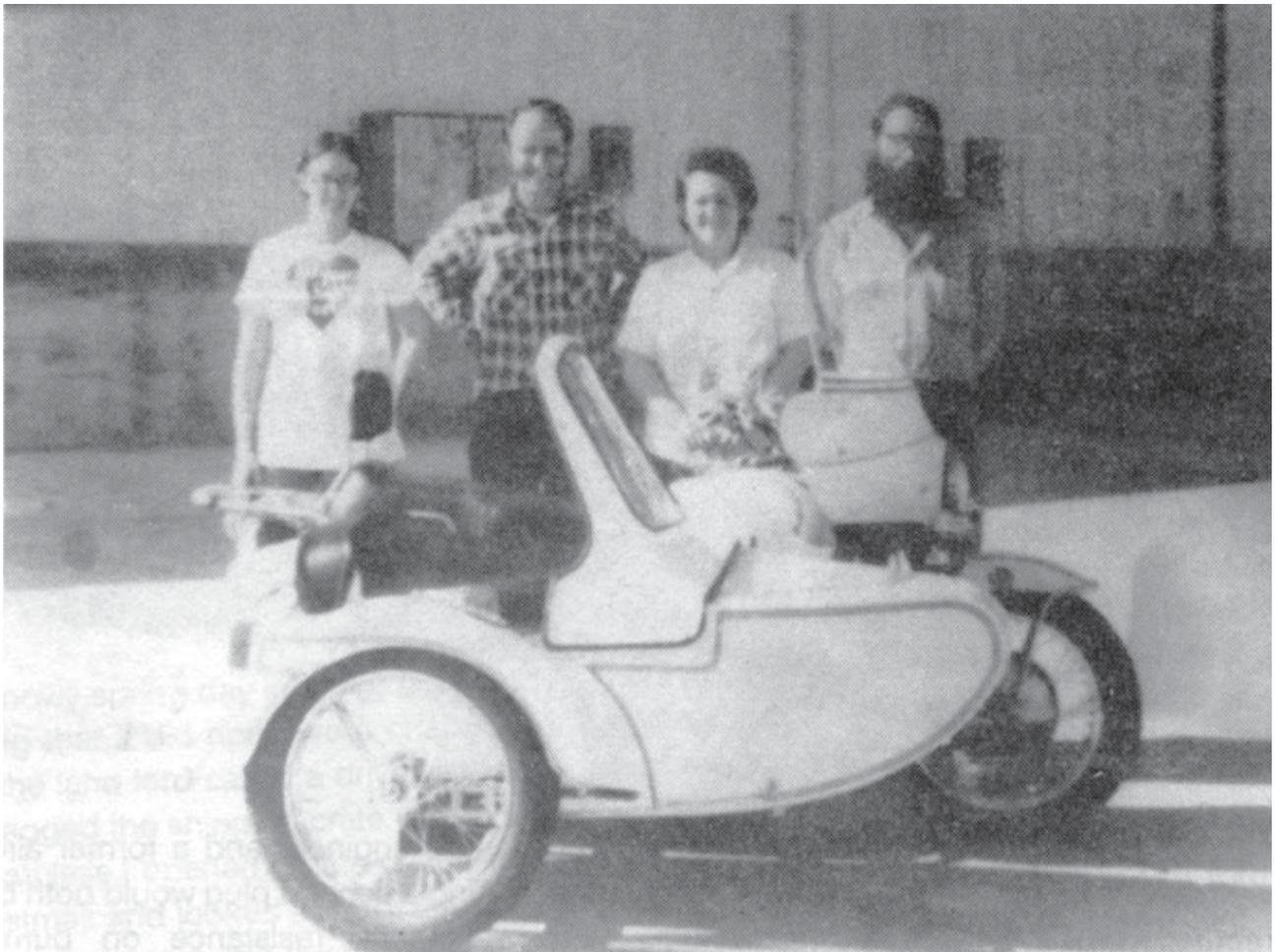
D. B. Products, Inc. began making cycle accessories such as saddlebags, fairings, floorboards, and so forth in Tulsa, OK in 1970. Danny L. Brown, the owner, decided to produce a nicer sidecar than was then available in the mid-seventies. During the '74-'75 winter, he fabricated his first prototype which somehow wound up in Pennsylvania. The next pair were floor models, while the fourth was sold to a customer, Jack Slater.

This was also the last sidecar built. Competition with overseas makers proved too tough and Brown sold out in 1977.

The business lingered until 1981 under two different managements.

Jack knew the value of a well built sidecar and it was only ill health and wheel chair confinement that finally persuaded Jack to sell it to Leslie. Leslie embarked on a six year hunt to find the home of DBP. When located, he had been within a block or so on many occasions, just a block over and down from the Desert Hill Motel.

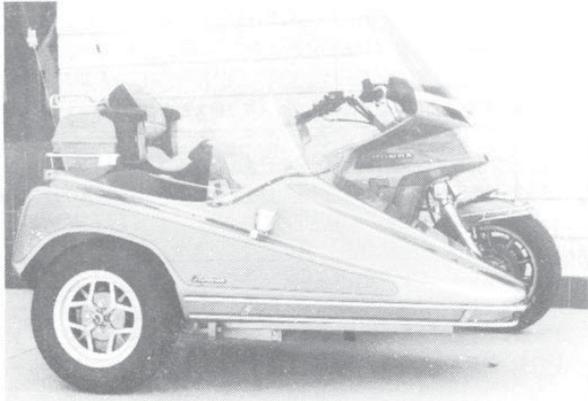
Jack has seen many different rigs at many rallies over the years but has seen nothing yet that he feels is a suitable replacement. With the three point attachment it would be an ideal candidate for Vern's adjustable control unit. The DBP's will long be remembered by their few lucky owners.



Jack (at the front wheel) with Dan (in the plaid shirt) surrounded by co-workers.

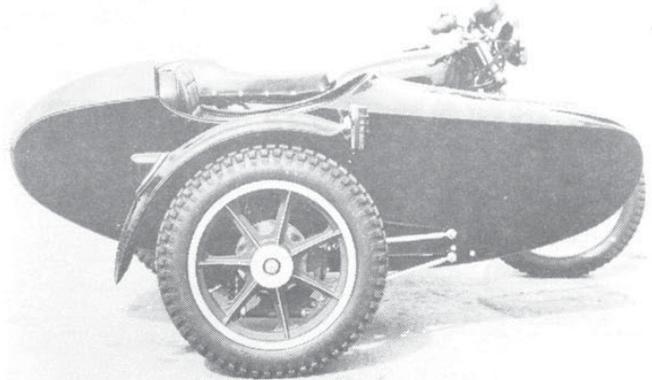
# Advt

## MOTORVATION ENGINEERING SIDECARS



### Formula II

The Formula II is the state of the art sidecar, with a modern aerodynamic design. The wide track, designed for today's big touring bikes, not only adds stability in right hand turns, but permits a 28" sofa style seat, which removes easily for cargo or sleeping, and accommodates two people side by side. The optional adjustable (while driving) torsion handle eliminates sidecar pull to the right. Options include, custom color match, front flip up access for easy entry and exit, convertible top, a sophisticated independent disk brake system, extra fuel systems 10 and 4 gal., front tube bumper, rear light bar bumper, fold down rear luggage rack. Motorvation has mounting hardware for all motorcycles 500 cc and larger.



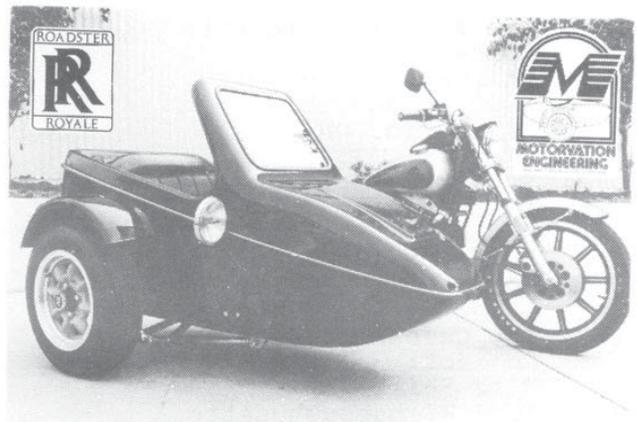
### Spyder T-1

The Spyder T-1 is the classic looking single seat sport sidecar in Motorvation's line of sidecars. It represents the best of both traditional styling and current technology. The Spyder T-1 uses the same state of the art mounting hardware that permits quick removal, and easy re-installation of the sidecar. The interior is fully appointed, with a 15 inch contoured seat, vinyl upholstered side panels with convenient pockets built in. The interior of the Spyder is completed with an up grade automotive cut pile carpet. The leg room in the Spyder is 52 inches. The overall length is 74 inches. The locking trunk has holds about 3.5 cu. ft. of cargo. Options include color match paint, a wrap around lexan windscreen, independent disk brake system, tonneau cover, 5 gal. fuel system, chrome folding foot step and a sidecar cover. The Spyder T-1 is recommended for bikes of 500cc. and larger.



### Coupe Royale

Here is a sidecar which incorporates the advantages of a car with the use of a motorcycle. The Coupe Royale is a fully enclosed, weather protected sidecar with a removable gull wing style door. With the door removed and stored behind the seat, the Coupe has the breezy feel of a T-top car. The Coupe is roomy and comfortable with plenty of leg and head room. The wide seat will accommodate an adult with a child or even three small children. The interior is fully finished with carpet and upholstery. The suspension is an adjustable torsion bar. The optional adjustable (while driving) torsion handle eliminates sidecar pull to the right. Options include color match paint, independent disk brake system, 4 or 12 gal. fuel systems, chrome footstep, tonneau style door cover, rear fold down luggage rack, seat belts and a sidecar cover. The Coupe is recommended for motorcycles of 1,000cc. and larger.

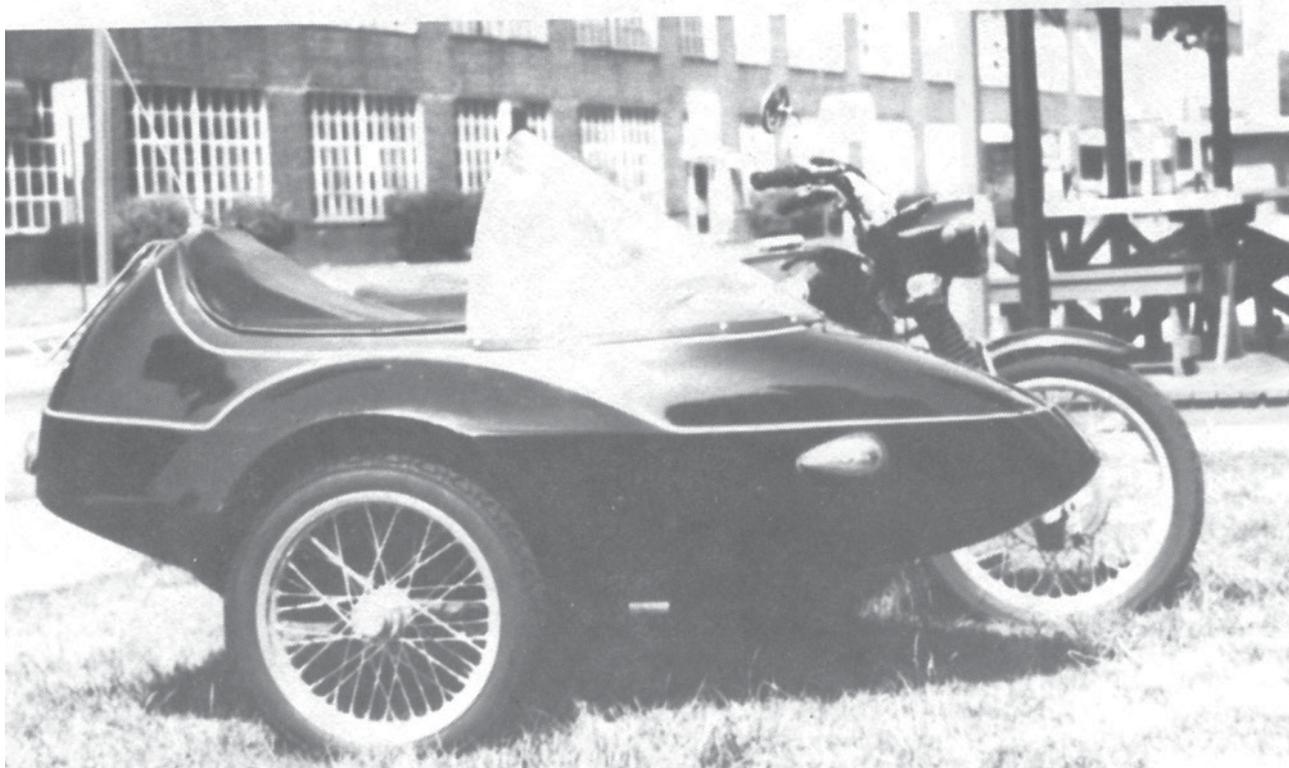


### Roadster Royale

The Roadster Royale is the convertible version of the Coupe Royale sidecar. It shares the styling, dimensions, suspension, and options of the Coupe Royale. In addition, the Roadster Royale offers the feel of a convertible sports car. The optional convertible top is supported by a pair of removable chrome top bows, which fit securely into the body of the sidecar. The top snaps to the body and the windshield frame. The side curtains have plastic windows in them, and can be unzipped and folded back behind the support bows to have the sides open while driving. Motorvation's mounting hardware permits removal of our sidecars in about 10 minutes. And remounting is no problem, as all the components are precision machined, the sidecar goes back up exactly as it was removed. The Roadster is recommended for motorcycles of 750cc. and larger.

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# Rig Test



## MY FRIENDSHIP W/ AN R75

By Joseph C. Dille, Lansdale, PA

My rig was a 1971 BMW R75/5 with a 1982 California Friendship sidecar. My reason for buying a BMW was their uniqueness and the reputation for reliability. My reason for wanting a sidecar was the same as many people, the need to carry a companion. In my case the companion is Bulk, a 70 pound black Labrador retriever.

The bike was (ab)used when I purchased it in November 1981. The previous owners had put no less than three coats of paint on it, the last coat must have been applied with a brush and touched up with a mop. All of the spokes were rusty, in fact corrosion seemed to cover the whole bike. However the price was right and it looked like it was going to be a long cold winter ahead. After taking my new purchase home I tried to gather all the information I could on improving the performance and reliability.

My first and probably best move was to become a member of the BMW Motorcycle Owners of America. They publish a very useful news

letter, which provided me with all sorts of useful information. Each issue was filled with helpful hints about servicing the bike and BMW specific advertising.

The next thing clever thing I did was to become a member of the USCA. The SIDECAR-IST was a fountain of facts, especially for someone who knew nothing about sidecars. To this day I look forward to receiving both publications.

The first modification I made to the bike was to install dual plugs and an electronic ignition. As a newly graduated mechanical engineer and a former aircraft mechanic I knew that adding a second plug would both boost performance and improve knock resistance on pump gas. The BMW combustion chamber benefits quite a bit from this modification since it is hemispherical with the original spark plug located way over to one side.

During my initial test ride of the bike I was dismayed by the way the transmission shifted. I was sure that BMW subcontracted its transmission work out to John Deer. The engine was also slow revving and the torque effect was pronounced.

# Rig Test..

When I disassembled the engine I found the culprit. It seemed that the stock flywheel was fabricated by drilling some mounting holes in a sewer cover. This prompted me to give the flywheel to a machinist friend to have him surgically remove some metal.

Both modifications worked quite well. Shifting was markedly improved and the dual plugs improved the performance. I had a unique chance to do back to back testing of the before and after results of my work since my dad owned the same bike but unmodified.

I chose the California Sidecar Friendship model because it was lightweight, good looking and relatively low cost. Although it was not available when I made my purchase I recommend the USCA sidecar catalogue to anyone who is deciding which type of sidecar to buy. When I ordered the sidecar from the factory I managed to talk them into supplying the sidecar with a wire wheel instead of the standard mag-type wheel.

The sidecar arrived on a snowy spring day in a big, big truck. In fact the truck was so big that it did not have a chance to make it up mule trail that the land lord called a driveway. So for the next two hours I dragged the shipping crate up the hill to my apartment. Still breathless I opened up the crate like a kid with a new toy on Christmas and looked at all of the parts and read the few instructions that came with the unit.

Mounting the sidecar to the bike went well. The first step was ignoring the warning in the BMW manual that said that sidecars cannot be mounted to any BMW made after 1969. After much head scratching I figured I had enough pieces in the universal mounting kit to make a solid four point mount. I mounted one of the clamps as high as I could under the steering bearings. The second was just under the seat on the main frame. The third mount went in front of the engine on the right down tube. The fourth went as far back as I could get it on the lower part of the frame just behind the transmission. The last mount had a threaded rod that allowed both rails of the frame to be clamped so that they would both shared the load.

It took most of an early spring Saturday using trial and error to get all the mounts in position. It was already too dark for me to do a proper job of aligning the body on the frame and drilling the mounting holes. I decided at that moment that it was a perfect time to give myself my first sidecar driving lesson. So with the mounts in place and almost tight I set off with just the bare frame attached to the bike.

The first few laps in the gravel driveway went moderately well.

I felt pretty confident as the weight of the bike leaned over onto the sidecar. Then reality suddenly set in as I started to make right hand turns. All I could think of was when I was 9 years old and the first time I rode an adult three wheel bike. My ride lasted about 15 seconds as I found out that countersteering was useless and I rode helplessly into the owners fence. Would history repeat itself? Only this time at highway speeds?

I was soon doing figure eights in the parking lot. My confidence was building as I tried to forget 10 years of two wheel motorcycle experience. I decided a good destination for my maiden voyage would be to Paul's house about 2 miles away on back roads. The trip over there went well. I cruised at 20 mph on the straights and about 10 mph for the left handers. The right handers were carefully negotiated at walking pace. Remember I did not have the weight of the sidecar body on the frame yet. When I arrived at Paul's house I found out that he had gone out. Disappointed I turned around and headed back home.

On the way back I started to get a little cocky. My speeds increased and I was going a little too fast around a gentle left hander when I hit a series of pot holes with the third wheel. As the wheel fell into the hole I felt like I was losing my balance and I turned the bars to the right to keep from falling. This of course caused the sidecar wheel to come up and my partially completed rig to head off the road. The sidecar frame hit the dirt berm on the side of the road and the upper mount came off the bike and the others rotated causing the bike to fall over away from the sidecar.

# Rig Test..

I learned two lessons:

1. Never ride with out the weight of the body on the sidecar.
2. Always tighten the mounting bolts all the way before riding.

There I sat on the side of the road looking over the damage and wondering how to get this mess back home. The sidecar frame was fine and the only damage to the bike was a little dent in the muffler. Luckily I had some tools so I finished removing the sidecar frame from the bike. I moved the frame over to the side of the road and placed it in a small snow bank. I rode the bike back solo and hopped into my car to retrieve the rest of my rig.

When I returned to the scene of the accident I could not see the sidecar. I looked and looked and I could not see any sign of the frame. I started to think was it this turn here or that one. These pot holes look like the ones but so do those. I was starting to think that it was all a bad dream when Paul and his wife came around the corner and saw me wandering around the side of the road.

I explained the situation and then all three of us started looking. Paul spotted a trail in the snow that went off into the woods. We walked back about 20 yards and found the frame just as I left it. It seems that someone had wanted the frame for himself and placed it back in the woods until they could return with a more suitable vehicle. We went back to Paul's house and had a beer and laughed at the whole situation.

After mounting the body on the frame I realized how pitiful the stock lighting was. Two round red lights with dual filaments that were wired together in the back and one stinky little marker in the front right side. The wiring harness was a complete joke with only two wires and a connector that did not lock together. I replaced the front marker light with a front turn signal from a 1968 Volkswagen. The new light matched the curves of the body and provided both the turn signal and marker light functions. I replaced the outer rear light lens with a amber one to function as a turn signal and the other as a brake and marker light.

I used a 7 pin military type locking circular connector to electrically mate the bike to the sidecar. I added an extra 12V line to the cable to power the radio that I planned to install. I also routed the wires to both of the right side bike turn signals to this connector. For the rare occasion (Slow ride events and state inspections) that I ride solo I carried a extra plug that fitted into the bike side connector that would re- activate the right side turn signals. This system was very clean and worked well.

My first long trip was with Bulk to the 1982 USCA rally in Mercer Pennsylvania. I was pleased when Doug Bingham gave his approval to the solidness of my mounting job during the sidecar mounting and alignment clinic. The toe in and sidecar wheel lead was just right, but the bike was leaned in toward the sidecar about 2.5 degrees. Maybe this was the cause of my sore arms. All things considered Doug's evaluation was reassuring since the national rally was the first time I had ever seen a sidecar mounted to a bike close up.

At Doug's suggestion I leaned the bike out a little by taking one turn on the turn buckles. This made a great improvement in handling and my arms were less sore on the return from the rally. It took most of the summer to get over my solo bike instincts and as I did I leaned the bike out a little at a time until I had about 3 degrees of lean out. This happened at about a degree every other week. This process took me so long that my friend at work started to mark on his calendar every time I came in and said that I had finally gotten the alignment perfect.

Over the first summer I made three important changes to the bike. The first was mounting a steering dampener from an old Volkswagen bug, the kind with a threaded end. I used a couple of muffler clamps along with the tie rod ends from a cub cadet garden tractor to make an appropriate mounting that would swivel with the steering. This helped keep the steering steady during acceleration in bumpy left hand corners. The second was the addition of a Metzeler block-K tire. This tire lasted almost twice as long as a regular motorcycle tire.

# Rig Test..

The last modification was adding a small subframe to help support the sidecar. The original mounting scheme worked well but I felt that the lower rear mount could have been located further back to give better triangulation and reduce the load on this mount. I acquired a used mount from an acquaintance at the National rally who got it with a sidecar that he planned to mount on a Moto Guzzi. I do not know who made this subframe. The subframe mounted directly to the engine mounts and thus engaged the frame at the strongest point. The forward mount was roughly in the same place that I had it prior to the subframe but the rear mount was moved backward to just ahead of the passengers foot rest. The subframe stiffened the whole rig up especially during braking.

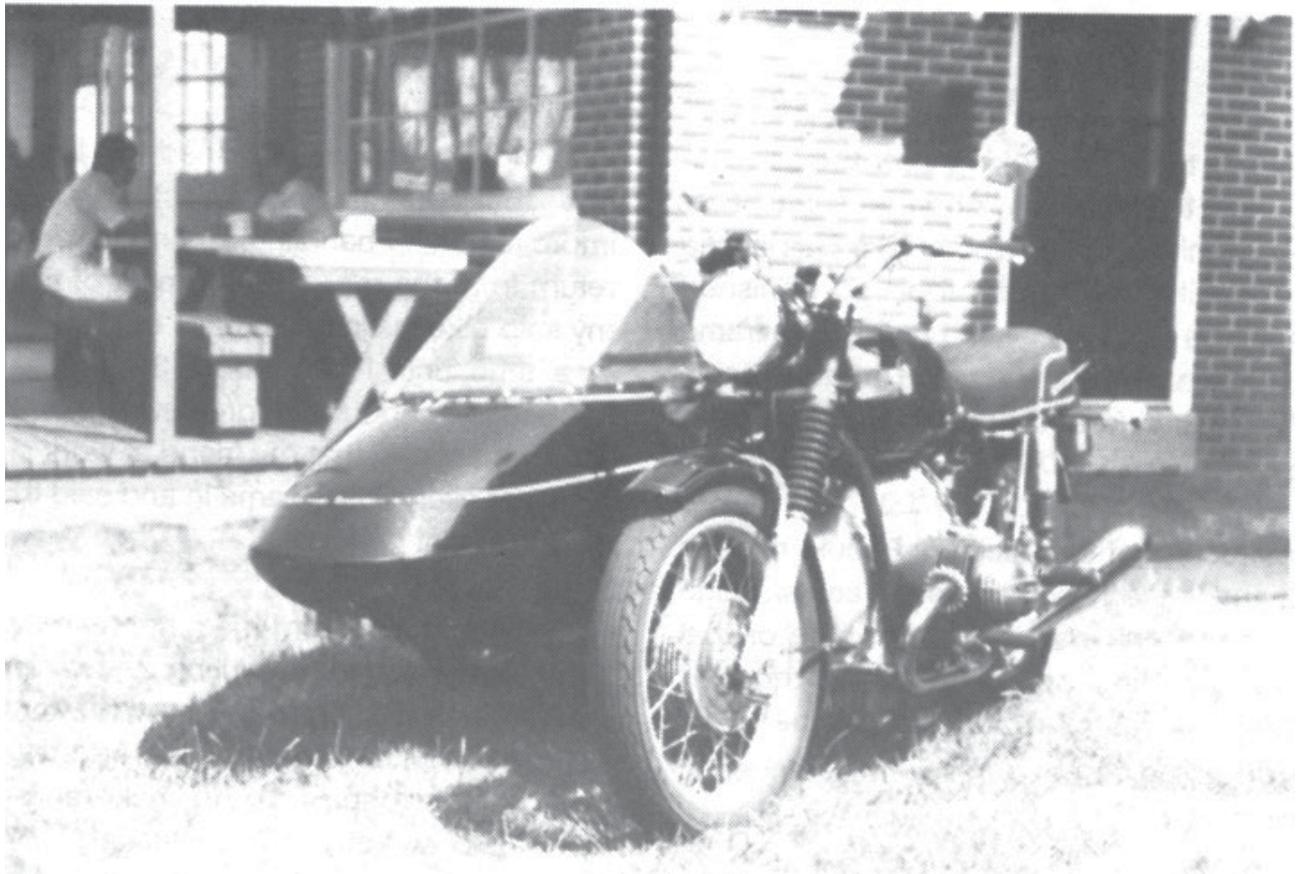
I owned the rig like this for about four years and 24 thousand enjoyable miles. I finally decided to sell my baby in order to move up to a bigger rig

that could carry more and had better brakes. I sold the side car to a gentleman out on long island who eventually put it on an Amizonas motorcycle with a VW engine. The bike was restored to it's original configuration and is alive and well in up-state Pennsylvania. The block-K tire was sold very quickly to someone out in Oregon (I was still receiving calls about the tire 2 months after the add stopped).

In retrospect the whole experience worked out very well. I learned a lot about sidecars, sidecaring and the wonderful people involved in the sport. I had a roadworthy rig that carried Bulk, my wife and all of our stuff all over the east coast. In the end I got most of the money that I had invested back.

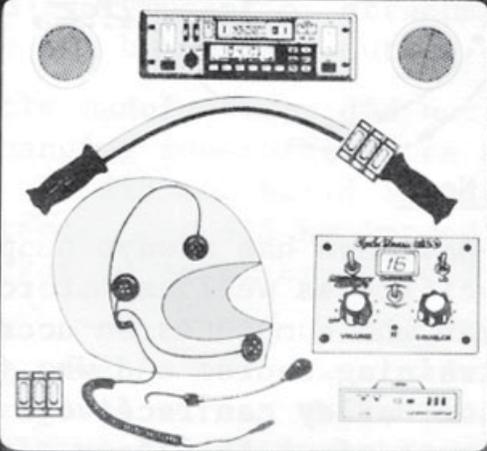
P.S. The bigger rig with good brakes is a 1986 BMW K100 with an EML GT, Bulk and I love it.

Ride Safe, Joseph C. Dille, USCA #2054D



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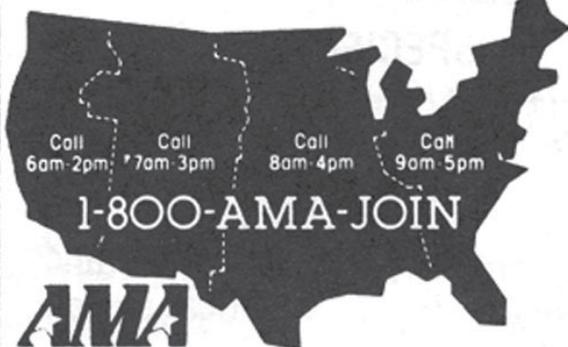
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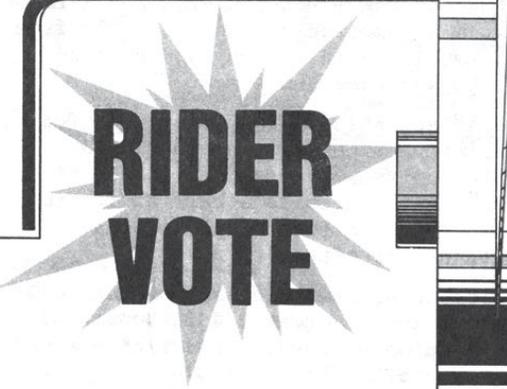


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# 'tec Report

## ADJUSTABLE REAR STRUT

by Leslie McCoig, Aurora, MO

Leslie was tired of being beaten to pieces with his sidecar rig and decided to do something about it. He built a rubber bushed adjustable rear support arm. Works great. Also allows you to adjust for sidecar height so may be adapted from cycle to cycle easily. Suitable for three point mountings as designed.

### Some notes about the drawings:

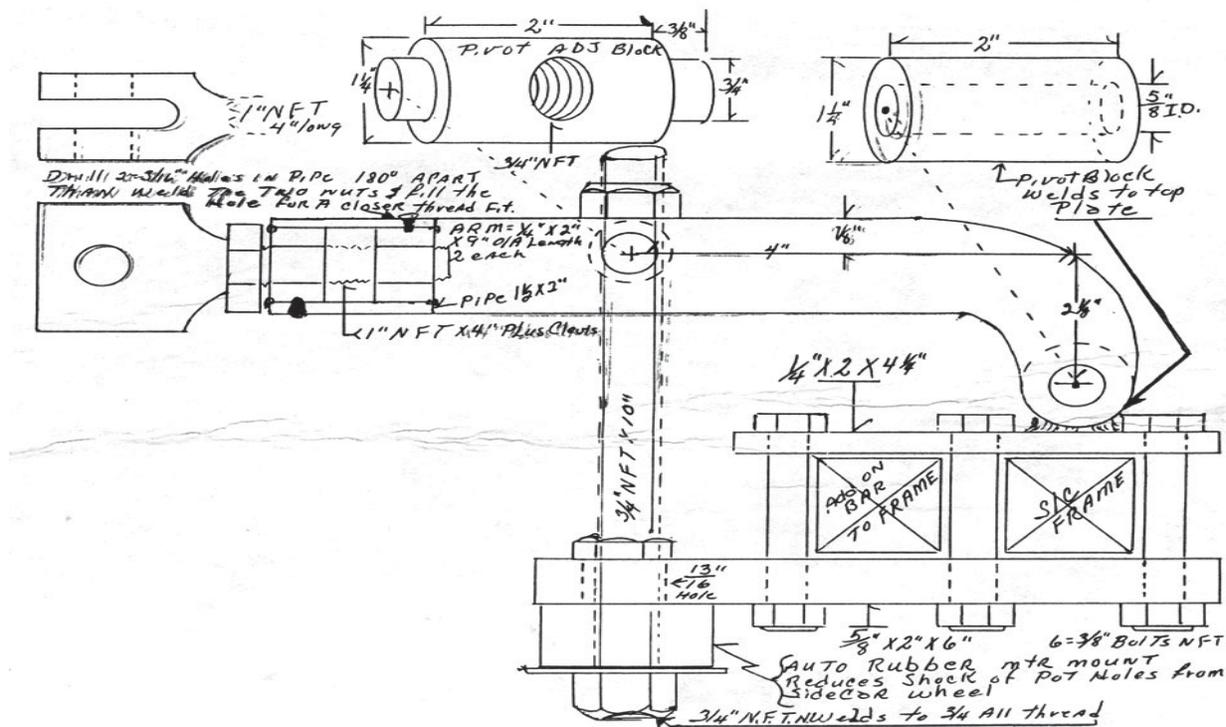
1. Drawing is very complex. If you want to build a similar device, suggest you contact Leslie direct at 727 Roosevelt, Aurora, MO 65605 for additional information.
2. Designed for a sidecar frame with a box section frame.
3. Support extension bolts onto the sidecar frame.
4. Control arm assembly attaches to support extension by means of a pivot block.
5. Control arm is made of two 1/4" x 2" x 9" O/A lengths (steel).
6. Control arm is adjusted by the vertical 3/4" all threaded rod.
7. Lower nut is welded onto the threaded rod.

8. Use auto rubber motor mount on support washer between lower welded nut and support extension.
9. Turning the threaded rod will adjust height of sidecar at that mount.
10. Two 1" NFT nuts are welded into each end of a piece of 2" x 1-1/2" pipe about 3" long.
12. Clevis fitting at motorcycle end of control arm consists of the pipe described in (10), welded between the pair of control arms, after the pivot adjustment block is installed.
13. Clevis fitting is a piece of 1" NFT rod, 4" long, welded to two flats which accept the spade support attached to the motorcycle frame.

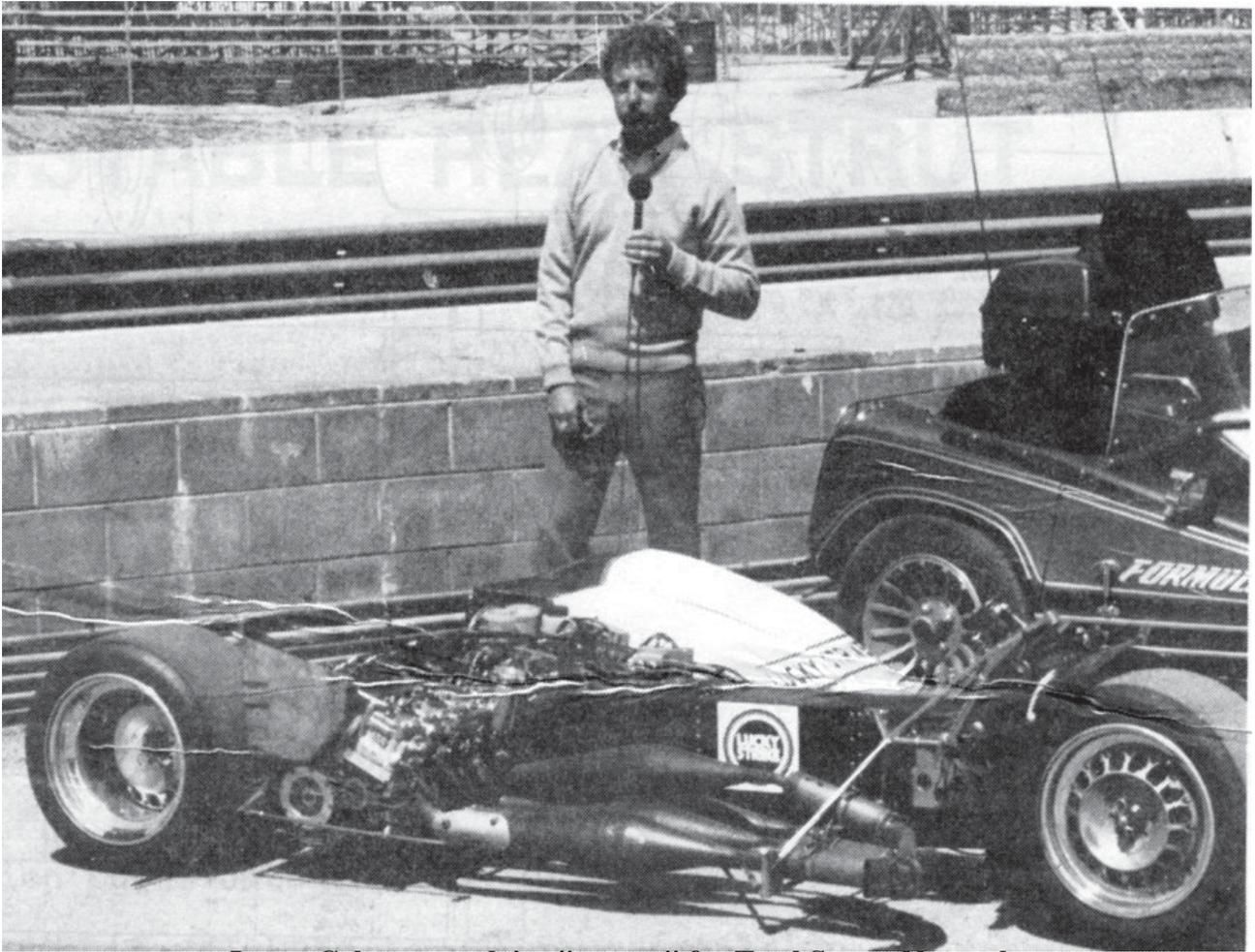
**Note: Drill two 3/16" holes in the pipe, 180 degrees apart, in the pipe, before welding nuts into the pipe. This gives allows you to weld the nuts in place easier and gives a better fit.**

**Note: After the pivot adjustment block is installed between the control arms, weld top plates of 5/8" x 2-5/8" to each end of the control arm to keep them together.**

**Note: DO NOT ATTEMPT TO BEND A PIECE OF STRAP IRON for the control arm. The outer end will be thin and weak. Cut these arms from a sheet of steel plate.**



# Racing News



Larry Coleman explains "worms" for Total Sports Network.

## LAGUNA SECA GP

By Larry Alger

There was a true international feeling as I walked through the sidecar paddock area. Different languages, from French to Japanese, could be heard. Everyone was scurrying about to make the changes they hoped would shave off seconds of lap time before the next session. The sidecar teams were small and the riders themselves seemed to be more involved in the tuning, and the session to session changes of the machines, much more than in any other motorsport I've ever encountered. This fact (and the language barrier) made it almost impossible to corner the racers for spur of the moment interviews between practice sessions.

Sadly, there was no American entry, although two Canadian entries did carry the three wheel racing banner for North America. The Canadians though were at a major disadvantage as they fielded older style,

"conventional" racing outfits. (the conventional rig has the motor beneath the rider while the other European outfits, with state of the art racing chassis, have the motor positioned to the side of the rider) Try as they might, the Canadian's lap times lagged by as much as 20 seconds behind the fastest competitors from Europe. The teams from Canada hung in determinedly, always giving the racing all they had!

I had no prior first hand knowledge about these machines as I wondered about in the paddock area. In the early practice most of the teams kept their tents drawn so spectators had a hard time of "sneaking a peak" at the "worms". I also found trying to eavesdrop on team conversations impossible as most of the teams conducted their business in any language but English. But, I continued from sidecar tent to sidecar tent, without much luck in striking up conversations with the racers and team members.

# Racing News..

Then I stopped at the Avon Tire service area to talk to them about the racing tires they supplied for the outfits. They were kind enough to take the time to "educate" me about this different form of racing. The head designer for Avon, George Cole, spoke at length about the different tire applications for the "worms".

Also I learned from George, that many of the top riders played important roles in the sidecar design and some were even the final constructors of their Grand Prix sidecar outfits. In fact George took me over to the tent of the Steve Webster Team, the 1987 and 1988 world champion sidecar team (winning on Avon Tires of course) and introduced me to the champs. This gave me a chance to further my "education" about the "worms". Both the Sidecarist and I owe a debt of gratitude to George Cole for taking the time to answer my questions and point me in the right directions.

George lent me insight on not only the tire construction, but on the factors surrounding tire choice for any given racing day, or particular session for that matter. The "worms", require different tires at all three legs. All three tires are 13 inch. The type of tire fitted to the front wheel of a GP sidecar outfit will be a 8.20/20.0-13 size, and will have the softest compound of any of the three tires. The front needs to be the stickiest for good steering, while the sidecar tire is always 9.20-20-13, a bit wider than the front tire. Not only is the compound harder than on the front, but air pressure is critical here as well.

The racers slide the rigs around turns a great deal, so the sidecar wheel must grip when needed, but also be able to slide without skipping. Not only does the tire compound need to be harder for good wear and to support the rig through a sliding drift, but the air pressure needs to be just right to make the sliding technique work. The air pressure is varied not only according to the individual track and the conditions found there, but the pressure must be adjusted even from session to session according to the weather.

The racers use lower pressures for twisty courses like Laguna for more grip, and higher pressures for courses like Hockenheim that have long straights where tire drag must be reduced to achieve higher top speeds. The rear tires are also chosen in size and compound for type of track the racers face.

A small rear at 9.20 will be substituted for the normal rear 10.20 on high speed tracks to reduce drag and to reach higher top speeds on those faster tracks.

George said that the riders using Avon Tires had come to Laguna expecting hot weather. What they got was fog and misty overcast that kept temperatures down in the fifties and sixties, not the eighties to ninety degree temperatures they'd expected. Even the temperatures within sessions changed so much (one session began at about 55 degrees and finished at almost 80) that the air pressure of the tires was simply a guessing game. And those who made the best guess turned the fastest times.

The fastest sidecar teams at Laguna Seca were (no surprises here after watching two full days of practice) number plates through 5. Although the Rolf Biland (#2) team from Switzerland, the Egbert Streuer (#3) team from Holland, and the Alain Michel (#4) team from France gave good, close chase to the #1 and #5 sidecars, It was Webster (#1 from England)) and Edloff (#5 from Switzerland)) who consistently turned the fastest times throughout the sidecar sessions. In fact, Egloff managed to just edge Webster for the pole in the final grid position by about 1/2 second by turning in a lap timed at 131.972 for the fastest qualifying time. The top spots were all close, the first five teams' gridding times were within 1-1/2 seconds of each other.

All through the weekend the sidecarists were pressing each other as hard as they could, and one slip for a half of a second could have meant the margin between pole position and third or fourth grid spot. It was very close racing indeed, filled with bold and daring moves!

Congratulations to the champions Webster/Hewitt for the win at Laguna Seca. And thanks to all the Grand prix sidecar teams for coming over to race the first ever, three wheeler GP in America. I know I enjoyed every minute of the show they put on, and I feel the crowds of fans took these unique moto-men to heart. Thanks to the USCA and the Sidecarist for allowing me to be up close to all the action at the Laguna Seca GP and for the privilege of reporting to you the USCA members.

# 'tec Report

## NEW LIFE FOR AN OLD RIG

By Hal Kendall

A long time friend and active sidecarist called me the other day. His rig was in trouble. The sidecar in question saw early days on two other motorcycles. The mounts certainly saw much better days. A reputable H-D dealer installed the rig but their specialty is H-D's, not an early Californian Commuter.

The Commuter, 120 pounds, is for smaller bikes in the 250 to 550 cc range, not the Suzuki GS850 to which it was fitted. The weight balance ratio is 0.2, far less than the recommended 0.30 to 0.35 recommended. Balance problems on right-handers would be anticipated. This was not his problem as he had manfully struggled with this beast for almost three years and had added much ballast besides. He had extreme problems.

The years, and the various mountings to fit different bikes had taken their toll. The mounts had been hacked at to make them fit into tight places, the mounting blocks were butchered and had holes drilled in them with through lock bolts installed so they would not fall out. One, the lower rear, had a through bolt that prevented the locking stud from tightening on the frame member. No amount of torque would ever tighten it.

The original 8 x 400 trailer tire and wheel was exchanged along the way for a 18 x 300 motorcycle tire and wheel. This increased ground clearance had further the increased over-turning tendencies of an already seriously under balanced rig. In Bill's defense, he cheerfully accepted the limitations of his rig and always drove within the limitations thereof. The rig had more front end wobble with the trailer tire than with the narrow cycle tire. He tried a damper but found he did not really need it. He removed it after it broke and never replaced it. The suspension reflects the by-gone days. He never had an accident. But what a way to go. He had never enjoyed the pleasure of a well balanced and well set-up rig. For him, the rig handled - well - okay. Were't they all supposed to handle like that?

He finally called me when the H-D shop threw up their hands and asked what to do. The mounts kept slipping. There was no easy fix, no band-aid solution, no "just tie this with wire and you're fixed in thirty seconds." An analysis of his problems and their solutions just may help another novice sidecarist.

By way of background, he came to me some months ago with a problem of not being able to get the front strut to stay in adjustment. The lock nuts had not been tightened down so the stud threads and the nut threads on the strut took all the force generated on each change in direction. They also had not been treated with a metal lubricant. The combination of wear and corrosion wore the internal and external threads.

We fixed that by welding extra nuts on the ends of the strut and welded new studs in place of the old worn studs. Also added new lock nuts and a metallic thread lubricant sealer before putting it back together. The rebuilt strut was as good as new, but about two inches longer. The minimum length was too much for the set-up but could be taken up by adjusting the upper front mount. More on this later.

At the time I did not want to criticize the other mounts too much as sidecarists are sometimes offended when you tell them their mounts are less than desirable. I made some general comments that one day we would need to really study them.

Now the entire rig was sloppy. He agreed that a fresh approach was needed and was now willing to do the job correctly. This is what I found.

### Upper front mount.

A sturdy connection across both down tubes of the duplex frame. Not bad. Always try to use both sides of the frame whenever you can. Located 8 inches below the headstock. Would be better to have been mounted a tad higher but this would mean re-locating the horns. If accessories need to be relocated, do it. The most important thing is to build a solid mounting system.

# 'tec Report..

Place the accessories where you will afterwards. In this case, it was not critical so the mount stayed where it was.

## **Lower front mount.**

This was a bad one. Used a 2 inch wide strap on the bend where the frame turned from vertical to horizontal. Worst possible place. Never mount a flat strap on a bend. It cannot be tightened properly. It will slip and rotate. A half of the back of the strap had been cut away which did nothing for its ability to hold. The mount could not be tightened properly so the threads of the stud and the mounting block were stripped. The fitting was an early ball mount, no longer used in the new design.

## **Recommendation:**

Replace entire mount with a new one and update with the clevis mounting instead of the ball. Mount on the flat vertical frame section (there is just room) just above the bend.

## **Rear lower mount.**

This was also a bad one. The strap had been cut away at the back. A bolt was installed across the strap. The mounting stud bore down on the bolt, not on the frame. The block that should be between the stud and the frame was between the clamp and the frame. No way could this mount could be tightened properly. Another bolt held the block to the strap to prevent it falling out.

## **Recommendation:**

Replace the entire mount with a new one and upgrade with the clevis connection to replace the ball connection. Mount it further back to clear the brake cylinder. Install with the clamp block between the stud and the frame.

## **Rear upper mount.**

This was the worst. The mount was a piece of flat strap bent over the odd shaped frame behind the rear shock mount to form a U piece. A bolt through the narrow end secured the spade. It was loose. No amount of tightening of the bolt

would make this connection firm.

## **Recommendation:**

Fabricate a mount behind the shock by reinforcing the section and welding. Install the mount in the reinforced section.

## **Other recommendation:**

Interchange the front strut (minimum adjustment length of 16 inches) with the rear strut (minimum adjustment length of 14 inches). We took the rig to an expert in the Houston area who confirmed the recommendations. My friend ordered the necessary parts from California Sidecar.

While we waited for the parts to arrive, Bill kept visiting the motorcycle shop and drooling over the new lines. Eventually he could stand it no more. Traded the old 850 in for a new 1400 Vee twin Suzuki Intruder. Now to install the sidecar on the new bike.

New fittings were obtained which included California special mounts for this machine.

An original clamp fitting was kept for the front upper, but the front lower was customized to install under the driver footrest support. A very tasty piece of engineering and very solid. Uses a modified Heim joint.

The lower rear also was customized to fit, as was the upper rear. All mounts were excellent. Lower rear also a modified Heim joint. No more small disconnect balls for this setup.

## **First installation was a disaster.**

Upper front clamp, which pointed forwards, not directly towards the sidecar, turned under the loads. Toe-in was a whopping 9" with leanout at minus 5 degrees to compensate. Lead was a massive 18".

With suggestions from self, the shop reclaimed the original upper front mount from the trash can where they had carefully stored it and

# 'tec Report..

that made the upper front mount work fine. Toe-in was reduced to about 3/4", while leanout when loaded was about 1 degree. Still the excessive lead remains.

With an added 30 lbs of ballast, I now felt the rig could be safely driven and took it for a test drive. Power from the 1400 is great. First gear is so low that no reduction in gearing is necessary. Clutch could be fed out quickly with no tendency to stall, and no need to open throttle past a high idle. Acceleration was brisk. Changing gears through the four speed tranny was a cinch. Brakes not too bad. Rig was light and responsive and could be thrown though its paces with deftness.

No steering damper was installed, and none was necessary. The rig showed no tendency for the dreaded front wheel wobble often noticed in some rigs.

Also there was no vibration from the massive twin. Shakes, yes, as each power pulse is definitely felt. Much like a gentle massage.

The excessive lead problem is not so easy to cure. We have some thoughts on it and will try soon. May involve lengthening the sidecar wheel suspension arm.

All in all, not a bad rig now. All mounts firm and secure. Rig handles very well. Even a new sidecar body may be in the works.

Two observations: even a bike as simple as the Intruder does not lend itself to universal mounts. If you fit a sidecar to a new bike, first see if the sidecar manufacturer has a set of custom mounts for your particular year, model, and make. You will be much happier than trying to force a mount to fit that was never intended to do so.

The other is that even motorcycle shops know little of the basic details of mounting a sidecar. If possible, go to a shop that specializes in sidecar mounting. Be sure you read up on the Sidecar books available from the USCA bookshop. **Hal Kendall**

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# the Law

## SIDECARIST AND THE LAW

By Hal Kendall

The USCA is all for rights for the sidecarist and his freedom to drive, safely, as he wishes, as long as he does not interfere with the safety and rights of others.

With more and more states imposing helmet laws, we will not take any issue with such laws, except as they interfere with your rights as a sidecarist. We strongly encourage the use of all related safety apparel where appropriate. This includes, but is not limited to leather boots, kidney belts, body armor, leather gloves, face shields, and helmets. You only have one body and one set of limbs.

On the other hand, we feel it is up to you as responsible adults to determine what is appropriate and under what conditions, for you and for those you are responsible for. Again, as law abiding adults, we will not deliberately challenge any existing law, nor encourage any to commit any unlawful act to challenge legitimate authority.

What we will do, if a situation arises that restricts our legitimate driving style, is to seek to redress the wrong through the use of appeals to the appropriate government agencies, or through legislation. No other course of action is possible.

We will not condone test cases of any law, although we may act as a friend of the court and send the court a statement of our position. For example, when the State of Washington banned children from riding on a motorcycle if under 12 years old, we got a relaxation from this for children under 12 who were in the sidecar, and who had a seat belt or a child restraint harness fitted.

The other example that comes to mind is requiring helmets on the heads of children seated in the sidecar in those states with mandatory helmets, either for children or for all passengers. If helmets are available and they are required they should be worn. They should also be worn even if they are not required by mandate.

But what do you do if your child has a head size smaller than 6-3/4? First, try and see if a cycle helmet is acceptable in your state for this purpose, or perhaps the Lil' Bell Shell II may be your answer. They go down to

size 5-1/2 and weigh only 8 oz. Check with your own state, preferably in writing if in doubt.

We want to know about any case of harassment if stopped for your un-helmeted child if in a sidecar, and there are no helmets available to fit, such as for infants or for toddlers. Sidecars are for family transportation, have been so since 1903.

Bottom line: we will work with the authorities on any safety issue. We have no problem with related safety child restraints if that allows us to continue to drive in our fashion.

On another issue, in 1981 the USCA, in conjunction with the CHP and the California DMV, obtained a relaxation to the motorcycle license requirement. As we left it in 1981, we were sent a letter on June 1, 1981 by a Mr. Robert Norris of the DMV that you could operate a motorcycle sidecar outfit if you had a Class 1, or a Class 3, or a Class 4 license.

This was later amended to exclude the Class 4 category. If you drive a motorcycle with a sidecar attached, you better be sure you have a Class 3 license. If you detach your sidecar and drive solo, you better be sure you have a Class 4 endorsement added to your Class 3 license. Furthermore, if you went to a station for a test on a motorcycle outfit you would receive a Class 3 license. Mr. Norris was charged to determine an appropriate sidecar skill test.

From what we here, at least one sidecarist in California has been stopped and fined (\$280) for not having a license that says you can operate a two wheeled motorcycle.

They had a class 3 license. Something is not right. We are investigating why the ball was dropped in the City of Santa Rosa in California. We also understand that Pennsylvania also has a law that allows you to operate a sidecar outfit with an auto license. With 50 states and 50 sets of laws, we cannot monitor all without your help.

Does New York still require that you have TWO headlights on at all times if you have a sidecar attached? Can your outfit supply the required lighting charge to supply two headlights in slow traffic in the city without the battery running down? Please drop Hal a line on any of the above or related topics.

# European News

from our correspondent,  
**Richard Lilly.**

## **Bookshop**

Richard advises of Joyce Miller's book "Our Sidecars", for ten pounds sterling. Those interested should write to Joyce Miller, 1 Barton Cottage, Sutton, Cullompton, Devon, EX15 1NF, England. The USCA tried to get some of these books for our bookshop but could not get them at any attractive prices to stock them..

Also available is Martin Franitza's fourth book on leanable sidecars. Contact Martin as follows: Martin Franitza, Brunnsteinstrasse, 3, Erding, Fed. Republic of Germany 8058. His latest book is all about leanable sidecars. In German, of course.

## **Catalysts**

Catalysts are the coming thing for the Austrian motorcycle. An Austrian company, Sebring, now offers a catalytic exhaust system for the BMW K100; the Yamaha FJ 1200; the Kawasaki GPZ 750, GTR 1000, and the ZX 10; the Honda CBR 600; and the Suzuki GSX-R 750 and 1100. Others will follow. They will sell in West Germany for \$300 to \$400.

Currently, nasty exhaust emissions are reduced by 50 percent. Units are easily mounted by the owner. The catalyst is built in. Performance reduction is slight. BMW is conducting tests at the University in Berlin. BMW may offer as standard on the K models in 1990.

## **Moto Guzzi**

Moto Guzzi will bring out a fuel injected model in 1990. It may be a two cylinder model or a four.

## **Honda 1500 / Jeaniel**

Richard read of a test of a Honda 1500 mated to a Jeaniel. Looks great. The reverse should be a big plus. But the sidecar is difficult to get into and impossible to get out of due to the

fitted top. It is sold as a "two-seater" but in reality, suited for a small adult or pre-schoolers. Looks great with the Honda. It is WIDE, with a track of 55 inches. The sidecar lifts easily because it is relatively light, but it is controllable. The wheel base is also long at 66 inches. Runs straight as a result. Almost too large for the narrower European highways.

## **Jawa / Velorex 562**

The older traditional models are making a reappearance. Jawa has come out with a fender reminiscent of the old Steib. Their Velorex 562 is a classic design.

## **Remscheid, West Germany - Steib lookalikes**

Remscheid of West Germany will fabricate a model of a Steib LS 200, S350, or TR 500 for you, all in pressed steel like the original, complete with the sidecar body, fender, sprung seats, polished aluminium lights, and spoked wheel. Beautiful. Hemler has the largest supply of parts for older BMW's.

## **Timmermann's Indian**

If your fancy turns towards the Indian, visit Timmermann's in Berlin. He has several models, some with sidecars, and keeps a supply of spares. Probably purchased in the mid-fourties.

## **FINANCIAL STABILITY**

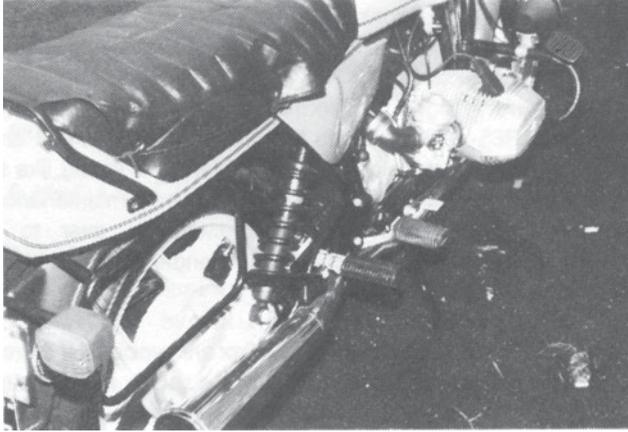
Mitch keeps an eagle eye over our treasury. He is not pleased. Cash in hand is down almost \$2000 from this time last year. Membership income, about the same. But book and para sales down, so are pre-registration funds. After reviewing, I feel we are in good shape and no drastic action planned at this time.

We must maintain a good stable base if we are to survive. Check your library. Is your bookshop complete? Can you use some of our para as gifts? Have you sent in your pre-registration yet?

# 'Tec Report

## STARTING OVER AGAIN

By Mitch Goldflies, MD, Chicago, Illinois  
Chapter 4: Motorcycle Selection & Modification.



For several years I alternate between a Harley-Davidson and a BMW motorcycle as a summer fix-up project. In 1987 I decided that it was time I bought a new motorcycle that I could ride instead of spending the summer trying to make one run. Since I already owned a Harley FLH sidecar outfit I decided to buy a more current BMW than the /2 and /5 that I had previously owned. I wanted a BMW motorcycle with adequate brakes and enough power to cruise the highways.

A "K" bike was not a traditional enough BMW for me. In 1987 the only 'Fi' bikes available were the R65, R80 and the R80RT. The R80RT was eliminated because my size 12 boots did not fit around the fairing lowers. The dual disc front brakes on the R80 were too grabby at slow speeds. The R65 felt just right. The price was also right.

It is interesting that people tell me the R80RT would be a much better choice than the R65 for a sidecar outfit. The unladen weight of a R65 is 452 lbs.; a R80 is 463 lbs.; and a R80RT is 500 lbs. With accessories my BMW R65 weighs 475 lbs.

When compared to the R80 the R65 engine has a 20% less displacement (797.5cc vs. 649.6cc) and Max. torque (42.8 lb-ft at 4000rpm vs. 34.6 lb-ft at 3500rpm.). However the R65 develops peak torque at lower engine rpm which is an advantage when attached to a sidecar. The R65 has a higher compression ratio (8.7:1) than the R80 (8.2:1). The R65 shares the same final drive ratio as the R80RT (3.36:1) which is lower than the R80 (3.20:1). 0 to 62 mph. acceleration is 6.8 sec. for the R65; 6.0 sec. for the R80; and 6.4 sec. for the R80RT.

Beemers, like Harleys, lend themselves to self expression by their owner. The parts interchangeability between models and years are a plus. The motorcycle modifications I made the first year were both cosmetic and functional. The modifications included a switch to narrow \*S" handlebars; \*S" fairing; engine guards; saddlebags; and a tank bag. When the weather became colder I added an accessory outlet in order to plug in my electric vest.

I developed a love-hate relationship with my Beemer. Riding solo on the highway with my feet on the passenger pegs; tucked behind the fairing; at 4200 rpm. in fifth gear is a great experience. (Note: I have to travel this fast on the highways to just keep up with the flow of traffic.) It is a great stress management activity for me. As long as the activity lasts less than 90 minutes; I do not mind numb palms; my neck stays flexible and strong; and I do not mind being blown around like a top. Part of the problem is the "S" shaped handlebars and the fairing.

In 1988 I made more improvements in the R65's function and appearance. The engine was rebuilt with high performance pistons, valve and carburetor jet modifications. The result is more low rpm engine power. A preload kit for the front forks and a stainless steel front brake line improved braking feel and fork function.

# 'Tec Report

A set of driving and fog lights improved lighting at night.

Oil temperature and voltmeter gauges added more information on engine function. Soft grips decreased some of the palm numbness. Highway pegs on the engine guards reduced some of my thigh muscle spasm. An air seat cushion reduced some of my buttock pain. The motorcycle was painted Henna Red with black pinstriping. The motorcycle now is more like a R65S than a stock R65.

The motorcycle now looks great; handles great; but I am only able to ride for 90 minutes before my legs, back and hands start to ache. For this reason my Beemer will never be a great touring motorcycle for me. Overall, I like the motorcycle and plan to keep it. When I decided to create a BMW sidecar outfit as an alternative to my Harley outfit for teaching range exercises in the Sidecar Safety program my R65 seemed like a great choice.

Considering the motorcycle's weight (475 lbs.) and the engine work performed to increase power I should have no problem with a 165 lb. sidecar (35% motorcycle weight). The modified front forks and integral fork brace should be able to handle the added load of the sidecar. I usually ride solo and the rear shock absorber should be adequate.

I have only a single disc brake on the front fork so I plan to order the sidecar with a sidecar wheel brake to provide adequate braking ability. A steering dampener has been ordered to limit front fork wobble. I will use a subframe for attaching the sidecar to the motorcycle frame since BMW has not recommended attaching sidecars to their motorcycle frames since 1970. At this time I do not plan on switching to 15" wheels or a leading link front fork. That conversion will not allow me to use the motorcycle for solo riding if I desire.

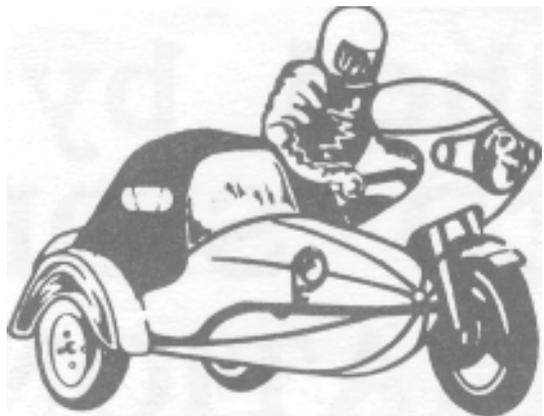
There are a few questions yet to be answered. I am not sure that the 'S' handlebars will provide enough leverage for steering the sidecar outfit. This should be easy to change if it is a problem. A bigger problem is the single sided swingarm. I know of R65-Velorex outfits that seem to handle well and have not to date developed any problems. I would like to retain the single sided swingarm for ease of maintenance. However others have suggested switching over to a reinforced double sided swingarm to handle the lateral load applied to the rear wheel.

I am still concerned about front fork flex and wobble. If there is a problem I will most likely make the outfit a dedicated sidecar outfit and switch over to 15" wheels and a leading link

front fork. Another problem that I may have is excessive battery drain during range exercises. The R65 has an alternator rated at 280 W. Below 3000 rpm the R65 charging system is not great. With the extra current drain of the sidecar lights I may get into trouble. One solution is a cut-off switch for the sidecar light that could be used to switch off the sidecar lights during range exercises. I could also install the larger capacity 30 Ah battery instead of the standard 20 Ah battery.

Whatever happens will be interesting and a learning experience.

**Next Chapter: Sidecar Rigging.**



# Campout

## RIGS GATHER IN MINNESOTA



May 19-20th, an IBMC (Int'l. Brotherhood of M/c Campers) campout took place near Wells, Minnesota. As is often the case, a few members showed up with their rigs, some of whom, are also USCA members. Leave it to Clarence Kessler, to make sure that such an occasion merits a group photo, as you see above.

From near to far are the rigs of Bill Jones (Motorvation/Honda), Wilmot, SD; Mike Guritz (Velorex/Suzuki), Fairmont, MN; Laurel Donnafield (Goodwin/Honda), Hot Springs, SD; Clarence Kessler (California II/Honda), Hot Springs, SD; John Ayers (Terraplane/Yamaha), Topeka, KS; Mike Stone (California II/Kawasaki), La Crosse, WI.

Not shown is the rig of Paul Plasters (H-D/H-D), Rockford, IL, who was out touring at the time. Thanks for lining them up, Clarence!--B.A.

# Manufacturers & Services

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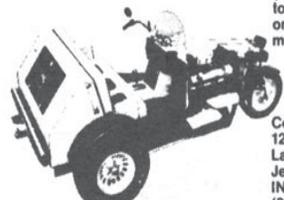
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# Coming Events

July 13-16, 9th New England Sidecar Rally, Wilsons Mills, Maine. Pre-registration before June 30, 1989, \$30 per adult (over 17yrs.). Three nights camping, assorted meals, awards, Carl T. Johnson, RFD #1, Box 490, New Sharon, ME 04955. (207)778-2524.

July 28-30, Bigfoot National Sidecar Rally, Hidden Valley Campground, Hwy #1, Canoe, B.C., Canada. Canoe is situated 3 mi. east of Salmon arm on Hwy #1. Pre-registration deadline, June 30th. Adults \$15/kids to 15 \$10/kids to 5 \$5. US registrants use bank draft or MO payable in Canadian Funds. Info: Bigfoot Sidecar Club c/o Duncan Reid, 6280 Taseko Cresc., Richmond, B.C., V7C 2N5 Canada.

August 4-6, Wisconsin Sidecarists, 4th Annual Antiago, Wisconsin, Campout, Langdale County Veterans Memorial Park. Allen Schultz (414)968-2092; Ken Shadick, Park Ranger (715)623-6214.

August 6, Mid-Ohio Vintage Tourist Trophy ride and races, depart 8a.m. from Honda Hills MX Park, Linnville, Ohio. Info: Dick Klamfoth (614)228-0690.

August 6, 1st Annual Rocky Mtn. M/C Jamboree, 12 mi. so. of Durango, Colorado, on hwy 550. Info: Ratbike Willie, 505 Busch, Houston, TX 77060.

August 7-13, 49th Annual Black Hills Motor Classic, Sturgis, South Dakota. Info: Sturgis C of C, P.O.B. 504, Sturgis, SD 57785. (605)347-5941.

August 11-13, Sierra Sidecar Spectacular VIII at County Fairgrounds, Mariposa, California. Info: Dan Doyle, 1310 Gold Rush Way, Penryn, CA 95663, or see ad in this issue.

August 12-15, ASF 4th Rally, next to Limoges in Saint Pardoux, France. Campsites Available. Next to Lake. Exhibition by stuntman Eric Miazga, with an original basket sidecar. Dance/disco. Fun Fair. Fireworks. Info: Marc Thouret, Sidecar Club of France, Residence Les Vikings, Batiment Danemark App. 21, 50100 Cherbourg, France.

August 17-21, Rochester Peacemakers, Lost Weekend XII, KOA campground. Canandaiga, New York. Info: Linda Sharpe (716)225-4677.

August 18-20, The Great Lakes Sidecarists, Cycle-More Campground, US31 & Gender Rd., Interlochen, Michigan. Info: Shirley (616)276-9091.

August 26, Cape Cod M/c, 2nd Annual Twi-Lite Run. Alma Nolin, (508)771-2261; Bill Golliff (508)394-4410.

September 1-3, Danish Sidecar Club, 12th International Sidevorgnstref (Sidecar Rally), Ravnso-Hytten at the Ravn-Lake, north of Skanderborg, Denmark. Children and adult games, sightseeing, evening campfire. Info: Paul Christensen, DSK, Panbovsj 4, DK-6470, Skdals, Denmark.

September 1-4, Mirror Lake Campout, 3 mi. south of Kaslo, B.C., Canada. Info: Duncan Reid (604)272-2286.

September 1-4, Texas M/C Showoff. Lake Somerville, TX, area. Ratbike Willie, 505 Busch, Houston, TX 77060.

September 3, Northern Illinois Sidecarists, 5th Annual Bathtub Derby (sidecars only), AMA Road/Poker run, South Holland, Illinois. Info: Ed Johnson (313)333-9167.

# Coming Events

September 4-8, Americade, Estes Park, Colorado. Info: P.O.B. 2205, Glens Falls, NY 12801, or for event info call: 1-800-44ESTES. [Note: USCA again plans to participate with a booth, etc. Members interested in helping should contact Clarence Kessler: P.O.B. 764, Hot Springs, SD 57747.]

September 8-10, Great Lakes Sidecarists Fall Rally, Tri-Lakes Campground, Marshall, Michigan. Info: Barry Alexander (313)231-1397.

September 15-17, Hoosier Hacks, 3rd Annual So Long Summer Campout, Wyandotte Woods State Recreation Area, Corydon, Indiana. \$2.00 per rig + \$2.00 passenger + \$9.00 camp fee/night. Info: Rob Valdez ((317)545-6342; (317)257-9771.

September 22-24, Ears Across The Border Campout, corn and weenie roast, Fern Hill Campground, Anacortes, Washington. Info: Duncan Reid (604) 272-2286.

November 11-12, Arizona's 1st Annual Winter Rally, White Tanks Mtn. Park (near Phoenix, Arizona). \$5.00 registration, group camping, no-events, just tire kicking fun. Info: Arizona Sidecarists, P.O.B. 4943, Apache Junction, AZ 85278 or call (602)981-5156.

November 25, TRA Barstow to Vegas, Death Valley Tour, starting at Desert Suzuki, Barstow, California. Info: Gil Rojo (818)336-2893. [Note: This runs at the same time as the B to V Dual Purpose Ride and the B to V off road race. Three events at once.]

January 1, 1990, 23rd Annual Polar Bear Ride. Noon. South Suburban BMW, 2725 Chicago Rd., South Chicago Heights, Illinois. Info: Marty Potasky (312)754-6466.



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# Classifieds

**Sidecarist Classifieds are \$4 for members and \$5 for non-members for two issues.**

## 1st Time Ads

### For Sale:

1978 XS/750 Yamaha with Velorex sidecar, Windjammer fairing, AM/FM/Cassette/CB, 26K miles on bike, less than 1K on sidecar. Good first rig. \$1,500.00. Patrick Thompson, RR1 Box 365, Grape Hollow Rd., Holmes, NY 12531. (914)855-5298.

1983 FLHT (3,000 miles) with color matched '79 H-D car. Tonneau and bike cover, driver backrest, trailer hitch, garage kept. Trailer available. \$8,000.00 Gary Moore, P.O. Box 53, Clallam Bay, WA 98326. (206)963-2830.

1986 Harley-Davidson sidecar with mounts to fit 1982 or newer FXR. \$2,500.00. Buddy Burbeck, 704 No. 15th St., Moorhead, MN 56560. (218)233-6766.

Vetter Terraplane sidecar with mounts to fit Honda Goldwing. Like new condition. \$1,500.00 or best offer. Dale King, 981 Fern Rd., Hudson, WI 54016. (715)386-7151.

### Wanted:

Goulding sidecar, or parts, or literature - also H-D 45 parts, military and civilian - also new Ural parts - Larry Kirschner, P.O. Box 237, Gardiner, NY 12525. Home (914)255-1046, work (914)297-1616.

## 2nd Time Ads

### For Sale:

1988 Motorvation Formula II LTD, torsion handle, disc brake, front flip up luggage rack, tonneau cover. List \$4,700, sell \$3,700. New Nov. '88. 1,524 mi. perfect. Roger A. Jones, 2721 E. Lawndale St., Mesa, AZ 85213. (602)835-5828.

1948 Indian Chief with sidecar. Excellent condition. Will deliver within 500 miles. \$9,500.00. Clyde Bennett, 120 Melba Dr., Vallejo, CA 94589. (707)648-0562.

1981 Honda Interstate, always garaged, 27M miles, perfect cond., many xtras-FL BDS-stereo-lots chrome-aft. mkt seat cover-near new tires, serv. manual. \$2,995.00. Lionel Mattos, 1451 Corte De Rosa, San Jose, CA 95120. (408)268-7766.

1981 Calif. Sidecar Friendship model, \$1,000, or with '83 Suzuki GS1100GD, 7,300 miles, Vetter fairing, cruise control, luggage rack, \$3,200. Rodney Immel, 31 N. Peters, Fond du Lac, WI 54935. (414)923-1841.

1983 Equalean sidecar, black, very few miles, spare tire included, \$1,000. or best offer. Ray Parzych, 144 Pleasant St., Southbridge, MA 01550. (508)764-4283.

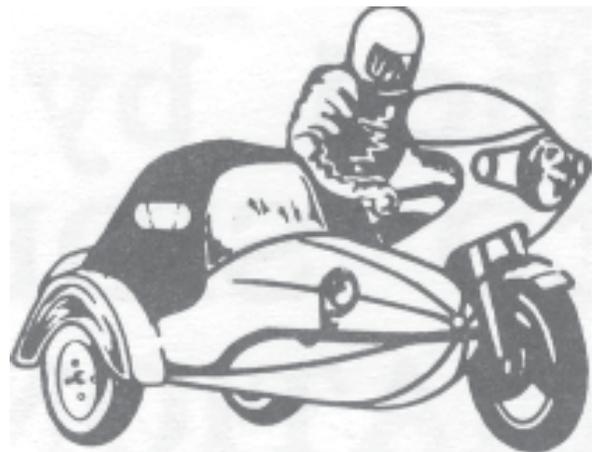
1984 Moto Guzzi California II, 16K with Velorex sidecar. \$4,200.00. Robin Mallick, RD #1 Box 2, Masontown, PA 15461. (412)583-2562.

Motorvation Spyder T1 sidecar. Has fuel tank and brake, needs work. \$500.00. Mark McCaw, 17849 Valerio St., Reseda, CA 91335. (818)881-8017.

1985 BMW K100RS, 14K, saddle + tank bags, Corbin seat \$4,700.00. Spirit of America sidecar \$450.00. Joe Walano, RR 5 Box 314, Lockport, IL 60441. (312)301-9149.

### Wanted:

Sidecar, inexpensive or fixer upper for a '78 GL1000. I will pick up. I have the fever. Call David Edinger, San Antonio, TX. (512)659-3929. 600 Mitchell, Schertz, TX 78154.



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1. **Sidecar Operating Manual.** This is the basic text, to guide you through from riding solo to driving a sidecar. Used in sidecar clinics, this contains the sidecar skill test. The text assumes the reader has basic motorcycle skills. Extensively revised.
2. **Riding With A Sidecar.** This is the German (BVDM) sidecar teaching manual translated from German courtesy of Harley-Davidson. Uses sidecar technique analysis using model studies, otherwise similar in concept to sidecar operator manual. Royalty fee \$1.00 to BVDM included.
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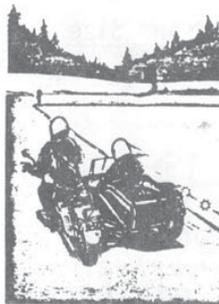
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Note: Special offer of (3) or (4) with (1) or (2). The full **Sidecar Manual** by Hal Kendall is being revised and updated for late 1988 publication. That manual is now out of print!  
 \*\* Available after July, 1988

Note price reduction to reduce inventories for items (1), (3), and (4).

### "RIDING WITH A SIDECAR"

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## UNITED SIDECAR ASSOCIATION

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**This listing good for one year and will be updated upon renewal or upon request.**

Rates for 12 months from date of application/renewal:  
 U.S. & Canadian Membership: New **\$20.00**, Renewal **\$18.00**  
 All Overseas Membership: New **\$24.00**, Renewal **\$22.00** <extra for postage >  
 Optional: Add \$ 2.00 donation to the **Sidecar Safety Training Program**

Send check or money order **PAYABLE IN U.S.FUNDS ONLY** to: **USCA, Inc.**  
**Mr. Jim Krautz,** Phone # after 6PM PST 818-366-3179  
**USCA Membership Registrar,**  
**17116 Goya Street,**  
**Granada Hills, CA 91344**

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Membership in the United Sidecar Association Inc.,  
Is Open To All Persons Interested In All  
Aspects of Sidecaring. For further information  
please write to: Mr. Al Roach  
USCA Membership Contact,  
130 So. Michigan, Villa Park, IL 60181 U.S.A.