

# THE SIDECARIST

The official news journal of the United Sidecar Association, Inc.



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# The Sidecarist

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Larry DeVos, Clarence Kessler, Ron Thompson, K. L Martin, Marilyn McManus, Richard Renfroe, J.R. Ewing, Ed Johnson, Larry Lehr, Marge Ann Wimpee.

## COVER:

Happy Holidays!

# Editorial

## From the West Coast

### The Winter Doldrums?

Is it just us, or did the winter doldrums set in a little early this year? Sidecarist mail has slowed down, the frantic phone calls around the deadline have stopped, ads for folks wanting to sell, trade or buy rigs have dwindled. Even the Executive Committee Newsletter, which has run into multiple pages in the past, has shrunk to one — including the budget information and requests from Hal for news from everyone on the committee, none of whom seem to have "gotten it together." Is no news good news? Let's hope so.

### The Financial Report

The Financial Report for the month ending September, 1990 shows that, while income is down since last year, so are expenses. Projections are that if we get some additional support from Chapters and Manufacturers in the form of new members and renewals, we can probably leave the dues structure alone.

### AMA Heritage Museum plaque.

Still looking for support for the AMA Heritage Museum plaque. We have received some donations, including one from a sidecar manufacturer. Donations will continue to be accepted until the end of November: Send your check to Jeff Sposato, Vice President, United Sidecar Association, Inc., P.O. Box 2498, Littleton, CO 80161-2498. And be sure to tell him why you're sending a check.

### "Time to Renew" stamps

Al Roach says that the "Time to Renew" stamps we've begun using have been working, and that renewals are coming in faster. That's what we're looking for — continuous membership, no interruption in service, no freebie issues going out.

### The summer of 1990

The summer of 1990 was a particularly frantic one for us, what with starting a new business, taking over paraphernalia sales, and attending three major rallies plus hosting one.

We met a lot of interesting people and are hoping for follow-up on stories for The Sidecarist. We're also excited about the 1991 National — by all accounts, those Hoosiers really know how to throw a party. Pre-registration has begun; see the center of the magazine for details.

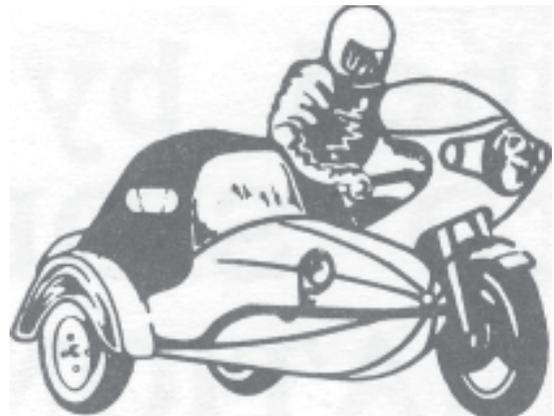
### WHAT EARTHQUAKE?

For those who have asked, our house is still a shambles after the earthquake — but that's only if you don't care to live with a Baggie for a roof, a blanket where the fireplace and living room wall used to be, and a deck that wants to move next door. But hey! The motorcycles are doing fine and staying dry (especially since we're also in the seventh year of a drought) and what more could we ask?

### The E&PC

It has been a year now since we became editors. There have been some growing pains and there will continue to be some, we're sure. We're on our third printer and the budget has been cut, but these things are temporary.

What counts — to us — is the feedback we get from you. And it seems to be very positive. We listen, and we want to hear from you. Tell us the good and the bad, but more importantly let us know what you're up to this winter!



# Letters..

**Dear Marge Ann:**

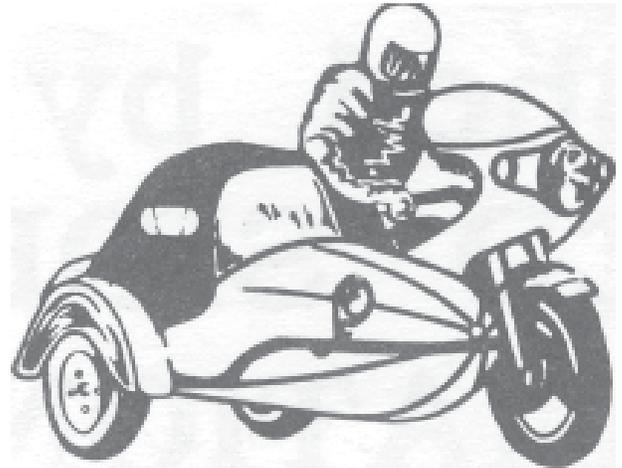
As a past editor of The Sidecarist, involved in the day to day problems of producing a publication on a shoestring, I too can emphathize with our current problems of production and related costs. It was with Hal Kendall that I originally envisioned The Sidecarist being produced every six weeks. Monthly was too frequent, and bi-monthly not frequent enough, and we could afford to publish with the proposed frequency!

With our current economic crisis, it would be best to increase our fee cost; membership in the US CA is low in cost, in return for the quality of publications and other benefits. Increasing the dues may be the only reasonable form of long term compensation that we can utilize. The proposed increment of \$5.00 may have to be increased again, and again. Without a large membership base, more money will have to be obtained to continue our quality membership.

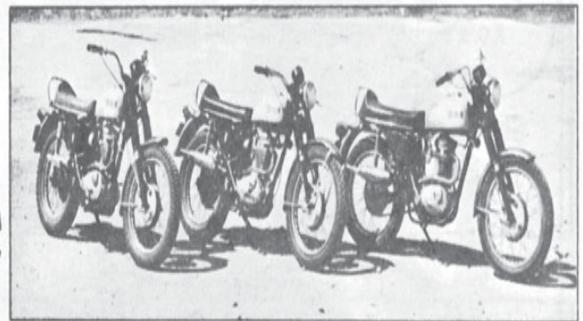
I can speak with authority of John Ewing's writings; John's background as a motorcycle dealer for over 30 years qualifies him as a reliable source of information. He knows how to set up a sidecar and he has seen what will happen if the sidecar and related bits and pieces are not assembled correctly.

Ride Safely, Bryce Lee,

Burlington, ON L5S 1J9, Canada



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# SSP

## SSP Graduates

Chicago Region Rally, BMWMOA, held a Sidecar Safety Program. Graduates, pictured below, include Charles Blair, Brian Findlay, James Fousek, Tom Johnson, and Gabriel Rudavicius.

Also pictured is the Official School Trailer, whose Official Job is to carry the Official Cones, Bullhorn, Paperwork, Fire Extinguisher, First Aid Kit, and More Paperwork.



**Ed Johnson with the Official Bullhorn.**

# Tires

## TIRE WEAR

**J. R. Ewing**

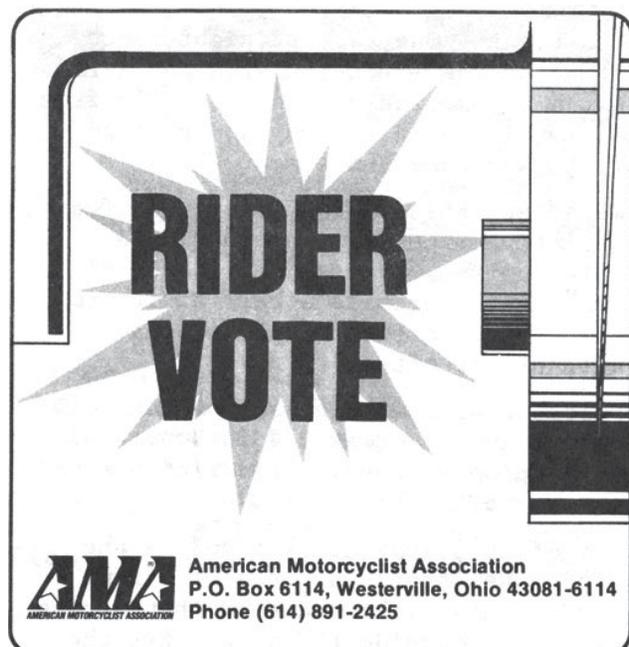
Interpret the message from the tires, for they will tell you exactly what is going on with your sidecar alignment.

A tire that is sliding a little sideways (as at least two of ours must) provides evidence of which way it is sliding and of how severe is this undesired action.

The tread block or rib will wear to a sharp edge on one side, to a rounded edge on the other. Even on a mildly-slipping tire, this difference may be found by passing your flattened hand across the tread. Your palm will slide smoothly in one direction, be grasped and slightly held onto as it is passed in the other direction. This is ACROSS the tire, NOT in the direction of rotation.

Stress fractures appear in tread surfaces, parallelling the line of rotation. Worst case is when the tread heats up, softening the surface, wiping and rolling the melted rubber to one side where it clings as "feathers".

Suspect that the sidewalls of the tire slightly distort, lifting the outside edge of the tread but loading further the inside edge (toward the car). Describe it in your own terms. A lot of understanding is available from a study of tires.



**RIDER  
VOTE**

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Phone (614) 891-2425

Pop Dreyer's sidecar is unique in that the sidecar wheel is not captured, as is yours and mine, but allowed to swivel in a manner much similar to front forks. The wheel is free to find its own alignment, and chooses to run straight down the road. This is the line of least resistance.

Terminology: when we say "toe-in", do we mean the angle of the wheel to the motorcycle frame, or the angle of the wheel to the forward thrust on the road? Pop's sidecar wheel has a changeable angle to the cycle, a constant zero angle to the path down the road. WE measure and pre-set the angle of the wheel to the cycle: it remains constant, but the angle of the wheel to the road is only nominally within our control, and changes constantly as we ride.

The tires tell you all of this, and mercilessly, how well you have done. The bike's rear wheel pushes things, the bike to the front and the sidecar back toward the right. The tread wear tells you so.

Now, how about requiring the sidecar tire to do a part of the work? Help in down-the-road alignment chores? And THAT is another story!

**See full size drawing for 4.5" tire, over**



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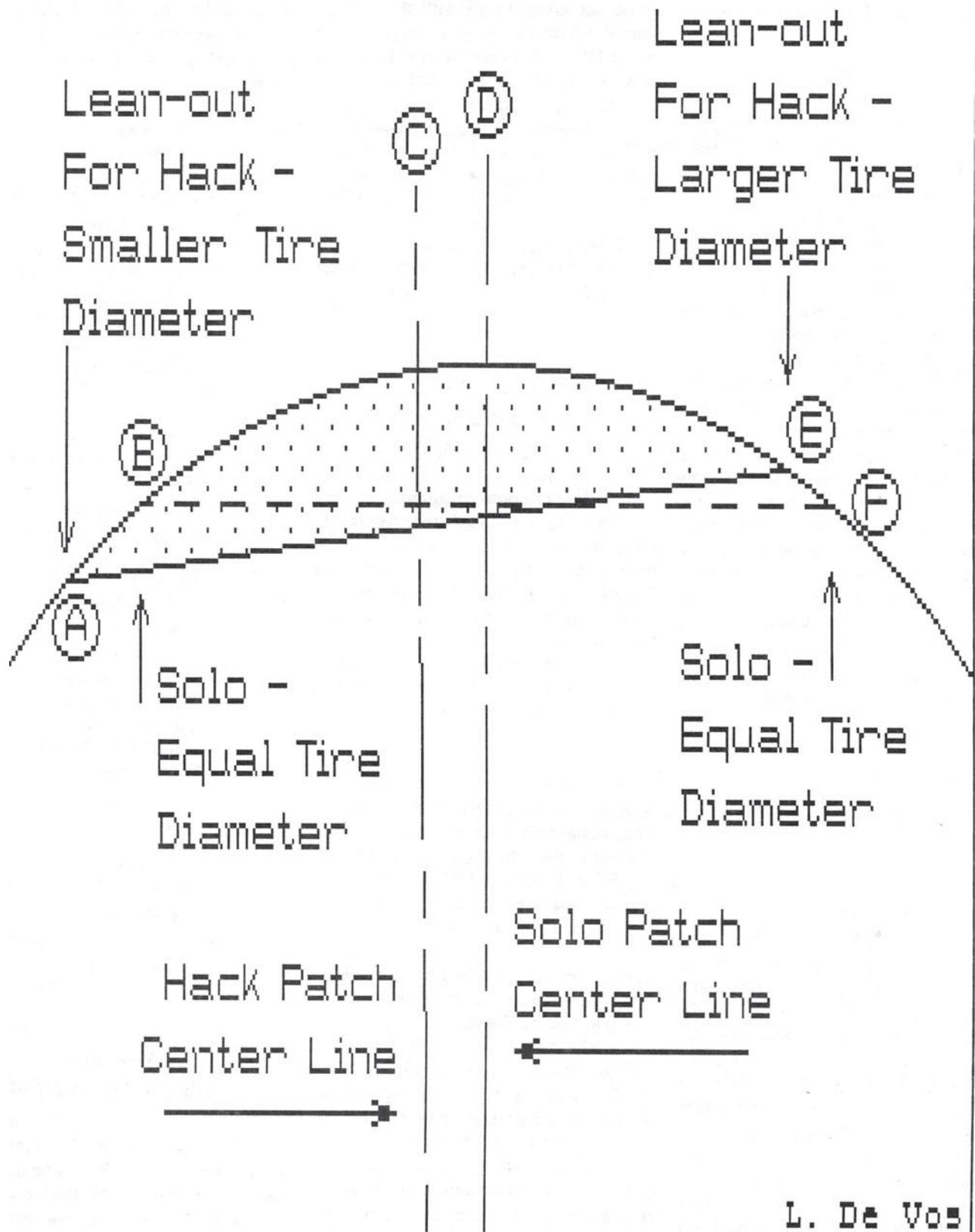
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# Tires..



Full-size Drawing For 4.5" Tire

# Chapter Corner

## Nebraska, North Dakota, South Dakota, Wyoming — Clarence Kessler, Editor Sturgis

Nearly all of our group attending the Black Hills Campout went to see the happenings at Sturgis at least once. Bob Anderson, Foyil Harris and I went to the Hall of Fame Induction Ceremonies Breakfast for the new Heritage Museum. It was nice to be part of this historical occasion.

After the breakfast we visited the museum with its impressive display of old motorcycles. We had to park about a mile from downtown and walk. Once we got to the main street, the sidewalks were so crowded that it was impossible to get anywhere. We ended up walking in the street, dodging motorcycles for about a block, until we decided to walk some side streets. The official guess is that 300,000 people came through.

All was well until Saturday evening when a couple of the color wearing gangs got into it and there were some shootings and knifings at a bar. When we were up there it was such a congested mess that we did not go back later in the week as we usually do.

## Americade West

The organizers of Americade have put our Sidecar group into their literature again this year. We will do some seminars and sidecar tours. Several of the USCA members who were present last year wrote to me and said they would be there again. It would be nice if our chapter were well represented. Be there if you can.

We got the Estes thing over with no great problem. Had a good time there. The new hack company called Champion had their 1500 Wing and new Escort hack at a booth. California Sidecar also had a selection of their hacks at a booth. Goodwin was there, but he screwed up by doing what he should not have done and slid his hack into a ditch and bent up the front end of the bike pretty good. Fortunately, he and his wife got away with only bruises and scrapes. They were

hurting for the week though. He was playing amateur and they both were riding the KAW 1000 instead of her in the hack and it fell on him.

The seminar turned out well with an interested group of 36 people. We combined our tour with some of the staff who wanted to ride down a scenic canyon near Estes and asked our group to go with them. They wanted to have a few more in the group. We enjoyed the whole week as we did not have to work a booth and had some time to do other things for a change.

Jeff Sposato rode up from Denver on his hack one day and came back with car or pickup the next day for a few hours. Working man and had to be back. Nice fellow whose company we enjoyed.

Hope you all had as good a riding season as we did. Hack got pushed down the road for 14,000 miles since March.

## Hoosier Hacks - Indiana Region — Larry DeVos, Editor So-Long Summer Campout

The annual "So-Long Summer" campout was a success — as usual, according to Larry's newsletter. Seems they had a "frog-strangling" front move in and soak everyone on Friday, but the rest of the rally was cool and sunny.

They gathered people from eight states: Indiana, Kentucky, Illinois, Michigan, Georgia, Arkansas and Pennsylvania.

Many kudos to the new USCA Goodwill Ambassadors, Richard and Zonie Renfro, who kept the group in stitches with their unique brand of descriptions and humor. They signed up new members and sold paraphernalia, and generally had a great time.

Ed and Marilyn Johnson worked the Sidecar Safety Program, assisted by Bob Nelson and Larry De Vos. There were nine in the course — Howard Denney, Murrell Farquer, Richard and Katie Garrett, Gary Haynes, Larry Hurley, Amy Pennbaker, Bill Sorbo and Frank Tharp.

# Chapter Corner.

Kathy Huntman, Linda Nelso and Debbie Bickwermert headed up the children's entertainment, keeping the kids busy for quite a while so parents could visit.

There was a tech session with J.R. Ewing, after which awards were made, then everyone headed out to dinner —" over 40 rigs down country roads to descend on a large, competent cafeteria sporting an astonishing selection of excellent food."

And what's this about having to rescue the Renfroes before the Sunday Walnut Grove meeting? A broken spring? Too much weight in the form of Zonie's shoes? All the fellows wanted to blame Zonie — but it was probably Richard's tools that broke the spring.

## Awards

Oldest Combo: Ed & Ida Modglin, 1964 BMW/1953 Royal

Newst Combo: Richard & Katie Garret, 1990 GoldWing/California

Oldest Bike: Ed & Ida Modglin

Oldest Hack: J.R. Ewing, 1951 Steib

Farthest from Home: Richard & Zonie Renfro, 576 miles

Closest to Home: Charles & Teresa Pritchard, 16 miles

Most 29+ Driver: George Arrington

Youngest Male Driver: Greg TenBrook

Youngest Female Driver: Amy Pennebaker, AR

Most 29+ Passenger: Ruth Arrington

Youngest Female Passenger: Ryan Aguilana

Most People In/On Rig: Keith Miller, Illinois  
Most Animals (Live) J.R. Ewing, 2 dogs

First Arrival: Richard & Zonie Renfro

Last Arrival: Bob & Martha Brewer

Long Distance: Amy Pennebaker, Arkansas

Long Distance: George & Audrey Wolfe, PA

**Vol 14 Number 8**

## Wisconsin

— Allen R. Schultz, Editor

## Chicago Motorcycle Show

The Wisconsin Chapter is planning a replay of their successful charter bus ride to the Chicago Motorcycle Show on January 19, 1991. It'll be a package deal — for information call or write Allen Schultz, S30 W29455 Williams, Waukesha, Wisconsin 53188, (414) 968-2092.

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# Newsletter



**By Larry DeVos, 2208 S. Jefferson, editor,  
"Hoosier Hacks" Muncie, IN 47302  
More in ID & "Fill 'Er Up!"**

Last time we were looking at how to make each issue unique. How you number and date an issue should do the trick. But "tricky" is what you can get if you get careless here. So let's look a bit more at this "issue" before moving on to what you put in a newsletter.

To recap: you have a newsletter name at the top of page one, you have your name and address somewhere (return address is good for starters), you have the date at the top of page one, and you have volume/issue near the date. So far, so good. Placement suggestions will come later. Now, let's get back to that volume/issue matter.

It's normal to identify issues with a volume number and an issue number. Usually we start with volume one, issue one. Volumes can run for a year, or some other time period or number of issues. A calendar year is neatest, easy to figure. Might as well start now - this will help make your baby look professional, and will probably be something you'll want to add later anyway — when it will be one \*%#@ of a job to go back and figure out where you are.

For those of you who are already in this condition and with only a fairly few issues behind you, a convenient cop-out is start now (or in 1991) with volume two, considering all the earlier ones volume one.

For the issue number, just go from "One" each volume. Along with that, including months or seasons is good if you plan on publishing regularly. HINT: make Winter your first issue of the year, if you choose seasons. Problem with seasons: if you decide to miss an issue, or put out an extra one, then what? So, I'd say month of publication is better.

However, do you want to reassure your readers, and avoid bothersome questions later? Then include the months since the last issue — especially if you publish now and then. Say your last issue was January — then the next issue might be the February — October one. That way, no one asks about the March issue, or what happened to the ones before October.

What happens if you have to put out two in one month? Hey, are you trying to make the rest of us look lazy? But if you do, the issue number will be different, and just date it November, Part B.

Finally - KEEP a copy of all your issues - the original is best. File it in a notebook, or somewhere very safe. Even if it's a quicky. NOBODY but you ever sees that copy. AVOID lending it to ANYONE - use it to make copies you may need later. Enshrine that collection, whatever you think of it. You'll find that it's a valuable resource later. And it's also quite nice to look through once in a while to see how much you really have improved. It's also a "history" of your region and members that get mentioned.

## WHAT DO YOU FEED YOUR BABY?

News articles and photos, usually. We'll take up photos down the line a bit, since they're more technical, and usually not used in early or simpler newsletters. If you use a photocopier for your newsletter, photos will do fairly well just straight, black-and-white better than color. It gets a bit technical if you use another reproduction method.

What's news to your members? Well, that can vary some region to region. Certainly not reproductions from SIDECARIST or HACK' D or other magazines - they're copyrighted and normally off limits to other publications. We'll consider such material later. So for now, you make some decisions on what your people would like to read.

"LIKE" is a major key here. Complaints about meetings, activities, the newsletter, etc.

# Newsletter./Coming Events

should have no place in your publications — people don't want to read about that, and your material gets pitched. Unless, of course, you are an acclaimed humorist, and get people rolling on the floor with your adverse views.

If you're established, you may know already what pleases your readership, and may be getting some contributions. That's great! For others, there's uncertainty. But since we're a specialty group, anything to do with sidecars is pretty safe. When are you going to meet next? What will you be doing? How do readers get there? What happened at the last meeting?

OK, your region doesn't have meetings. Doesn't ANYTHING happen? Who are the members? What do they ride? Any of them sort of experienced setting up or modifying rigs? Can you talk to any of them and get some details on experiences? Any old timers who could weave you some tales of yore? For a while, expect to do the writing yourself, from notes you make as they talk. Surely you ride some yourself - tell of your adventures. Seed the minds of your readers.

One source of material is from other newsletters. Get on an exchange program at least with any nearby region with a newsletter, and swipe some material from them — it's OK, if you have an understanding with the other editor(s). There are also lists of coming events that you can use — especially if they are attractively close to your area. If you have any non-US CA members, this may be the only way they know of some events. Some two-wheel activities welcome hacks with open arms, even if they're the wrong brand. Try to get on mailing lists for flyers, report their contents in your events list.

Next time, we'll look into writing articles - so simple, and so intimidating! In the meantime, I'd sure like to hear from you - it's OK to tell ME your problems, or what you'd like to see covered here.

## Wisconsin/Illinois

The Wisconsin Chapter is planning a replay of their successful charter bus ride to the Chicago Motorcycle Show on January 19, 1991. It'll be a package deal — for information call or write Allen Schultz, S30 W29455 Williams, Waukesha, Wisconsin 53188, (414) 968-2092.

## Arizona/Southern California

The 1991 Brass Monkey Rally, "The Oldest Unorganized Organized Rally," will take place on February 15, 16, 17, and 18. There are no dues, no meetings, just lots of fun.

The rally will take place at Joshua Tree National Monument in California. For information, call Jack Zollars (805) 945-2397 or Dave Tenpenny (602) 883-8275.



**Winner of the Sidecar Show — Barbie Ferrin  
and her pink Goldwing with color-matched  
Kenna sidecar  
From Sidecarist, V14 No. 2  
Americade West**

**See next page**

# Memorium

## **Sidecarists have lost a great friend**

**The USCA lost one of its most dedicated sidecarists on July 26, 1990. Barbie Ferrin was involved in a head-on accident as she was leaving Rochester, Minnesota on her way to Sturgis.**

**Barbie always traveled with her dog Suzie, who was not injured in the accident. Barbie's long-time friends and riding companions, Dave and Shirley Fuller, were traveling with Barbie at the time of the accident. They have taken Suzie to live with them.**

**Barbie Ferrin was a long-time motorcyclist and sidecarist. Her most recent sidecar outfit was also her pride and joy. It was a pink GoldWing with color-matched Kenna sidecar that won first in the sidecar showing at Americade West last year. A picture of Barbie and the outfit was in the Americade West write-up, March-April 1990 Sidecarist, also previous page.**

**Barbie was well known at rallies across the country. Many will miss her as we did at Estes Americade this year. Motorcycling was Barbie's main hobby. She had been a professional dancer at one time and was known to enjoy dancing at benefits and social events. Barbie also at one time owned a club in Las Vegas. She led an interesting life, but motorcycling was what she enjoyed most.**

**Barbie was a widow for many years. She never remarried after losing her husband, Glen. He was an Air Force pilot and was killed while testing an airplane.**

**Barbie Lee Ferrin is buried at Woodlawn Cemetery in Las Vegas, Nevada. Farewell, Barbie, we will miss you.**

**— Clarence Kessler**

# Rally

## From the cockpit of the National Rally Director

It's official! The USCA 1991 National Sidecar Rally will be held July 11-14, 1991 at the Old Mill Run Park Campground in Thorntown, Indiana. Thorntown is about 30 miles northwest of Indianapolis via Exit 146 off 165, then 6 miles west on State 47. Your Rally Host will be Greg Tenbrook of the Hoosier Hacks whose address is P. O. Box 313, Sharpsville, IN 46068. You can call Greg at 317-963-6345.

The 1990 National Rally in Charleston, OR is history now and we have to jump into the 1991 mode. There were mistakes made in both the 1989 rally in Atlanta and in the 1990 rally.

Our Chapter has had a great deal of discussion on lessons learned at the '89 and '90 rallies, and we obviously made mistakes at both of those rallies. But a consensus of opinion is that paying attention to details is a primary formula for success.

We feel that the attention to details is critical to the success of any rally — national, regional or local.

Listed below are some, but most certainly not all, of the details that are essential for putting on a good rally for the participants.

Timely and accurate advertising in the Sidecarist, Road Rider, marquis organization publications, etc. Also in every motorcycle shop and aftermarket shop within 200 miles.

Ensuring that confirmations are sent timely when people preregister.

Ensure that plenty of activities are lined up for both adults and children. No one will be able to attend all of them, but give attendees choices.

Additionally, the where, when, why, what and who of each activity should be clearly set out in the program.

Go through dry runs for registration, T-shirt sales, paraphernalia sales, etc. We received many compliments at the '89 rally because our registration went smoothly, primarily because we practiced.

Ensure that letters go out to potential vendors and do not charge vendors a site fee. We feel that on-site vendors should only be charged the normal registration fee for attending the rally. They should also be asked to donate an appropriate door price.

We strongly suggest that FREE coffee and lemonade be available all day, every day of the rally, and be where it is easily found.

Do not charge spectators to attend or look at rigs.

Ensure that there is a covered area for committee meetings and a place where everyone can get in out of the sun or rain.

Make sure you have a styrofoam or some other soft material for your map board so that map pins will stick easily.

Have an assistant rally host who is in on everything important!

If you possibly can do it, have a snack bar of some sort. This was a very popular feature at the '89 rally and appreciated by all. It was also a real money maker!

I need to stop now or Marge Ann will throw this epistle into the round file. Obviously there were many other details which need attention.

The important point is that attention to even the most minute details can make the difference between a successful rally and a not so successful rally! See ya in Indiana!

**Larry Lehr**

# Maintenance

## If it sticks, don't beat on it

by Richard Renfroe

How often has this happened to you? Go out on a bright sunny morning, get on your bike, fire it up and take off for your favorite place to ride. Get to the first stop sign, pull in on the clutch and BANG! the clutch cable breaks. Another good day of riding shot to !@#\$\$%^&\*!

They just don't make 'em like they used to . . . or do they?

Ask yourself, when was the last time I lubricated every moving part on my bike? You say, but I just changed the oil and aired up my tires last week.

That's a good start. Now let's finish the job.

Do this: Make a mental count of all the moving parts on your bike. How many did you come up with? 5? 10? 15 or ?? Let's start with a few and see how many there are. Speedometer cable, speedometer drive gears, wheel bearings, steering head, fork oil, clutch cable, brake and clutch levers, throttle cables, tach cables, choke cables, shifter pivot points, foot brake pivot points, carburetor parts that move, etc., etc., All these can benefit from a shot of slickum every now and then.

What about behind the motor? I know you say, Yeah, but my bike has shaft drive and it doesn't need any attention. WRONG! When was the last time you changed the 90W oil in the secondary gear drive and differential? How about the splines on that rear wheel drive? What about checking those swing arm bearings? And if your favorite ride has chain drive, how about cleaning and lubing it and adjusting the tensioners so it runs smoothly instead of like a Mexican jumping bean? How about the pivot points on the side stand and center stand?

With a little extra care your bike will serve you for a long and happy time, but with a lot of neglect it will definitely balk on you at the least expected time. A well-maintained machine will be of more value when you want to trade it in on that new 47-valve wonder at your local bike shop.

A little slickum goes a long way if used at the right time and in the right place. At one last thought: When you work on your bike, do keep a record of the date, mileage, work done, etc. You'll be surprised at how much time and mileage can accumulate before you realize it.

I use stick-on labels in my service manual with dates, mileage, oil brand used and jobs done and check it often for reminders on what needs to be done.

So if it sticks, don't beat on it — oil it!

Reprinted from Southeastern Chapter United Sidecar Association Newsletter, August 31, 1990

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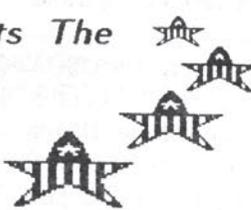
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# Rally

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# Rally

## 1991 USCA National Sidecar Rally - Old Mill Run Park Thorntown, Indiana - July 11-14, 1991

Advanced Registration  
(no later than May 31, 1991)  
Age 16 and over: \$29.92  
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Registration at Rally  
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Direct miles driven from home to rally \_\_\_\_\_ Total miles driven from home to rally \_\_\_\_\_

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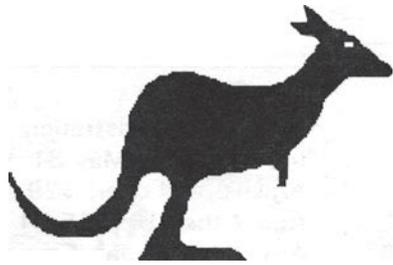
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# Overseas



## News from Aussieland

*Ron Tompson, a retiree who lives in Alice Springs, Northern Territory, Australia, is a long-time motorcycle enthusiast and sidecar racer. He recently restored some Vespa scooters purchased from the Australian post office, and is interested in mounting a sidecar to his Vespa. Anyone who can help Mr. Tompson out in this project is asked to write him at P.O. Box 160, Alice Springs, N.T. 0871, Australia.*

The following is an account of his restoration of the Vespas, and we are following his sidecar project closely. The article is reprinted from Australia's Classic Motorcycle magazine, No. 16, with permission.

## Three Not-So-Italian Vespas

by Ron Tompson

A total of eight Vespa scooters were acquired by tender from Australia Post about nine years ago by Tom Day who slaves in the mailroom at our local post office here in Alice Springs.

Fortunately our climate does not encourage rust, because these machines resided at the side of Tom's house for about six years until his "she who must be obeyed" said shift 'em.

The first was moved to my place, some 500 yards away, with the query, "want to get it going?"

Well, I looked at this machine at all angles for about six months before a spanner was lifted on the project.

What a sorry state the body was! Being ridden by non-owner postmen and having both fore and aft carriers loaded with mail, dropped at regular intervals and ridden over gutters did not do a lot for the sheetmetal bodywork!

With all the non-standard bolt holes welded closed and dents taken out of the chassis, it looked as it had just come off the assembly line!

A light sandblast with sieved Todd River sand (yes, I know sheetmetal panels shouldn't be sand-blasted), primed and several coats of acrylic lacquer, rubbing back between coats, in GMH Kingston Cream gave the chassis and panels a really nice finish.

Extras added to the machine were an extra large glovebox behind the legshield and a five litre tank fitted over the spare wheel.

The only part that really needed to be replaced was the gear selector which was to be expected from so many gear shifts in 38000km on a postman's round!

With the machine re-assembled and new cables and electrical harness it was duly registered for civilian use.

Tom like it so much that he brought a second scooter over to be restored.

This machine was a later model, had a rectangular headlight, and the engine had slight differences but nothing that caused concern.

Most of the restoration was done by Tom himself with my guiding hand. Number two is now registered for road use.

The third machine was given to my youngest son Allan for him to restore under guidance, as his first motor bike.

He made quite a good job of it and liked to be different from his elders by finishing it in two tone metallic green. This one is now being ridden with a "P" plate and a carrier on the back, just to stop him hacking with a chick as pillion!

Earlier this year a couple of photos of these machines were sent over to the Vintage Vespa Club in the UK and from the remarks from them that they they looked like the India Vespa "Bajaj Chetak" set me wondering just what we really had, so I began to ferret out some facts on the Australia Post scooters.

I can only write about the scooters in possession here and am not familiar with any others in Australia (yet).

The first enquiry was to Scooters India Ltd., Lucknow, India. Yes, wrong address, but the staff there had the good grace to forward my enquiry to Bajaj

# Overseas..

Auto Ltd. at Poona, India.

Nice replies from both firms.

Bajaj Auto gave the following details: "We are manufacturing scooters in India since 1960, initially, with technical collaboration with M-s Piaggio of Italy.

"However, we are manufacturing scooters under our own brand 'Bajaj' since 1970 onwards. The scooters referred to us by you are not of our manufacture and we only export 'Cl'etak' scooters to Australia and that was much later." Unquote.

So it seems any Chetak scooters in Australia can be dated as early seventies' models onwards.

That takes care of the India Vespa.

In the meantime, contact was made with a retired Australia Post Transport Section employee.

He put forward the information that Australia Post Vespa scooters in South Australia were supplied by Pitman Motorcycles of Adelaide.

Contact was made with Pitman, now known as Yamaha Pitman, and their spare parts manager, Mal Sharpe, was interested enough to go through their old records to reply with the following information in his letter:

"All scooters supplied to Australia Post from April 1972 (and maybe earlier) were assembled by East Asiatic Co. Ltd. in Singapore. The chassis panels were imported from Italy and assembled in Singapore. All engines were fully imported assembled from Italy and fitted to the Singapore built chassis. The machines were imported into Australia by Pitmans Motorcycles P-L, for Australia Post. The Vespas were imported in batches of 80-100 per contract, and although supplied directly to Australia Post, could remain in

their store for up to six months before being issued for service. . ."

Information was also included related to engine numbers.

Australia Post in South Australia dropped the Vespa in favor of Japanese makes.

Apparently these Vespas were disposed of by tender when they reached 38000km or two years in service, not a real high figure, but a lot of starts and stops on a postman's round.

The number of Vespas that Australia Post had in service nationwide is not known, but the number must have been considerable.

When our scooters were dismantled for restoration, there was plenty of evidence that they were genuine Italiano, chassis and engine parts bore the Piaggio trademark either cast or stamped on them.

Although there are minor variations in the engines of ours, they are simplicity itself. Piaggio certainly got it right in the beginning.

These two strokes are the first I have had any experience with, all previous motorcycles had been four strokes of British manufacture.

The Vespa 150 Super is just the bike for an elderly gent! TQF



That's Ron in the middle.

# Overseas..

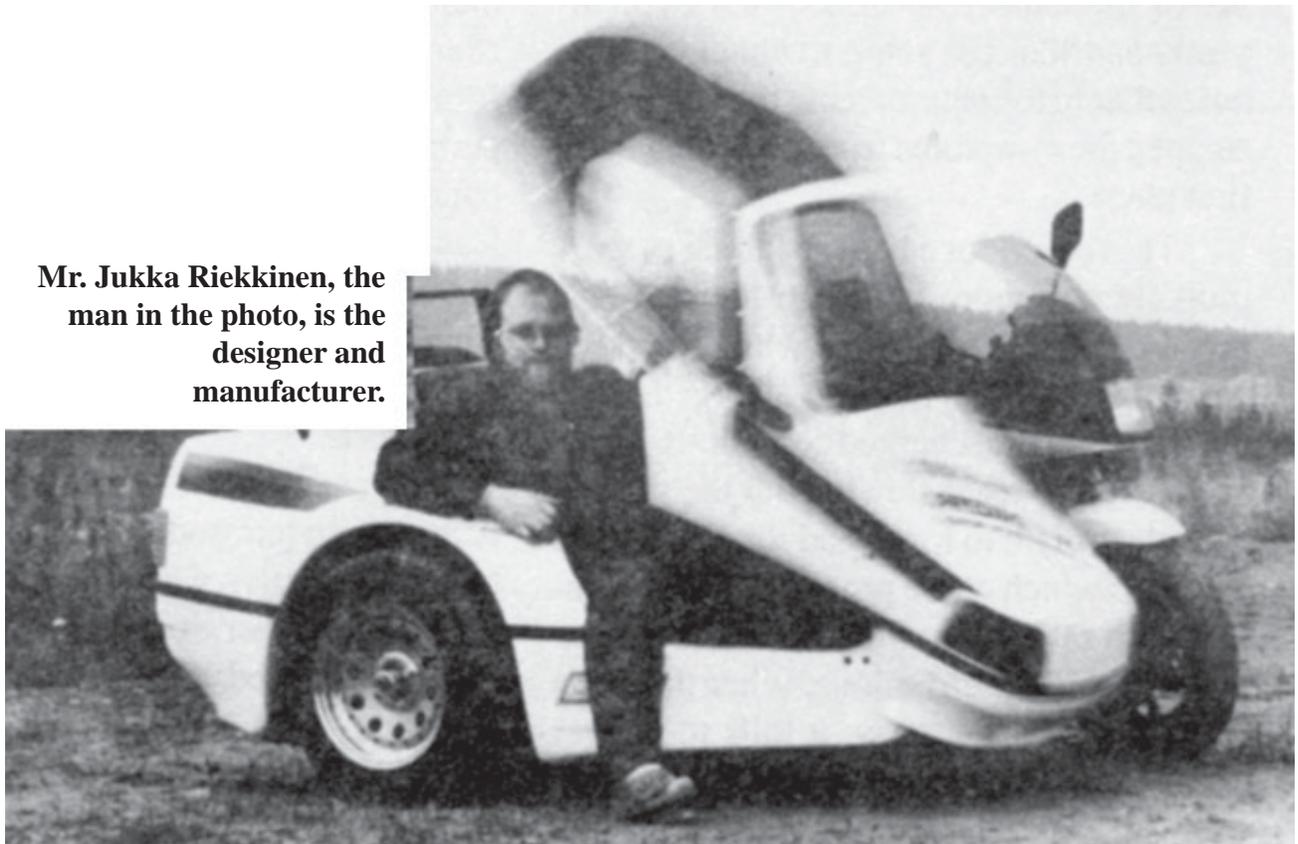
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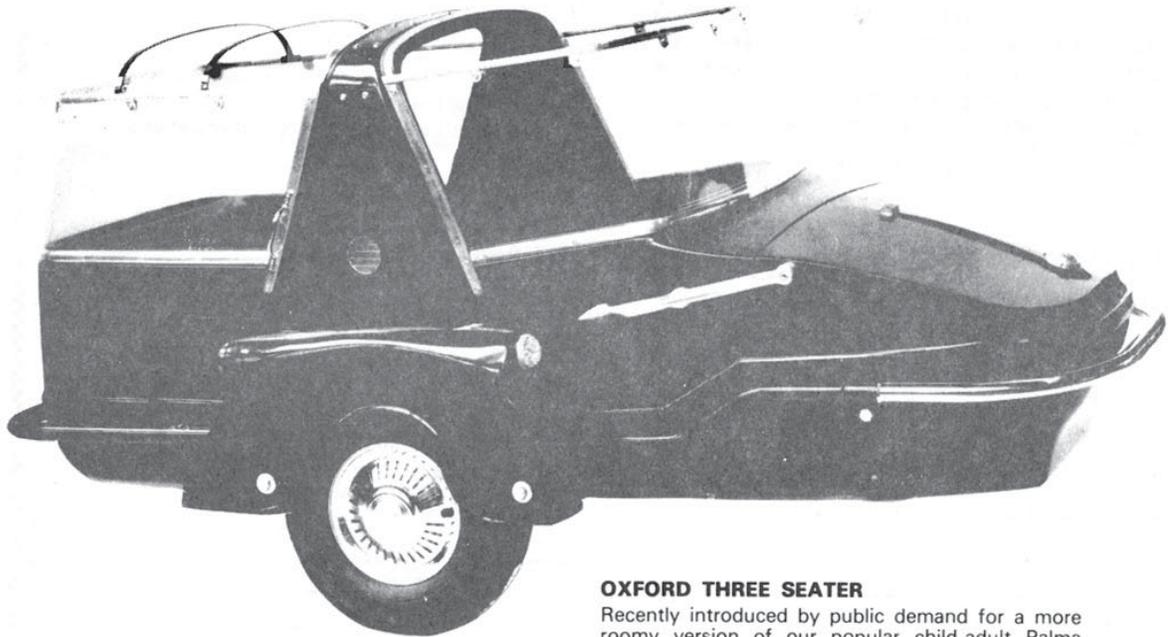


**Mr. Jukka Riekkinen, the man in the photo, is the designer and manufacturer.**



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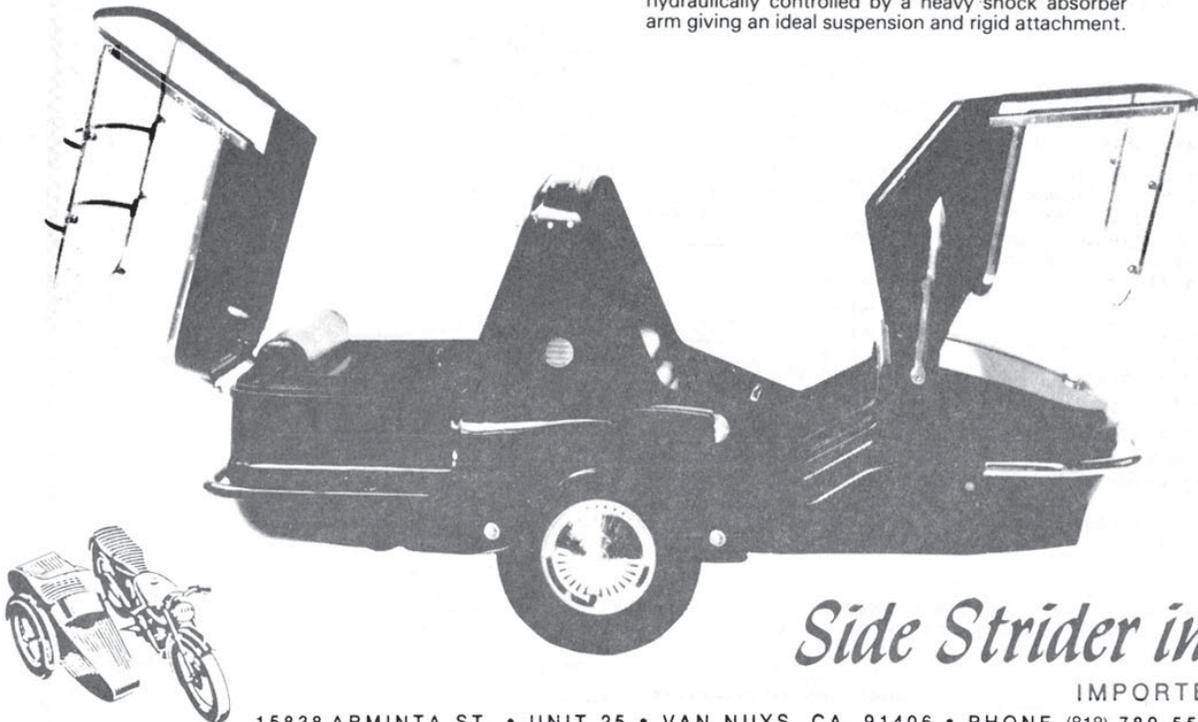


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# 'tec Session

Advice from across the Atlantic.. .

## Adding a little EDTA can add years to your battery's life

I am a graduate chemist and a vintage and classic car enthusiast. For 20 years I have been "reviving" batteries of friends and colleagues with "EDTA." I can provide some "EDTA" if they are unable to obtain it locally or easily — the inclusive price of \$5 including air mail to treat two batteries barely covers my cost. My main interest is in passing on a piece of "specialized" knowledge to any interested enthusiasts.

K.L. Martin, 19 Brookmead, Meppershall, Shefford, Bedfordshire, SG17 5SA, England

## Prolonging the Useful Life of a Lead-Acid Battery

Very few lead-acid batteries are replaced because they stop working, in almost every case the battery is replaced because it doesn't work well enough any more. What is not generally realized is that something can be done at this stage which may well prolong the useful life of the battery — quite often by many years, and that the same treatment carried out earlier in the battery's life may well have stopped the symptoms from occurring in the first place.

The reason for a battery failing to work properly any more is due to the chemical processes which take place within each cell when the battery is not fully charged. Even the slightest of discharged conditions allows both plates to react slowly with the sulfuric acid electrolyte to form lead ions. It is these lead ions which cause problems. They combine with sulfate ions in sulfuric acid to form highly insoluble lead sulfate. When this coats the plates of the battery, it fails to deliver enough power to be of use. The battery may well be thoroughly serviceable in every other way—only the "sulfating" stops the battery delivering enough power to be of use.

The sulfating can be effectively removed, or prevented, by adding to each cell a chemical called tetrasodium ethylenediaminetetraacetate (often abbreviated to EDTA). This chemical forms coordination compounds with many metal ions, including the lead ions formed in the discharge cycle of a battery. The compound formed by lead ions and the EDTA ion is not particularly stable in the acid medium of a battery, but when it breaks down again any lead sulfate regenerated tends to drop to the bottom of the cell where it lays harmlessly since it doesn't conduct electricity. Any regenerated EDTA ions are free to continue their work.

As can be seen from above, treating a battery with tetrasodium EDTA is likely to be most effective when the battery, for one reason or another, spends periods when it is not fully charged, and so contains too many lead ions.

This is likely to occur if the motorcycle is used for just short trips, is infrequently used, or has at any time suffered from an inefficient charging system. Treating with the chemical can also help keep an original battery in use, and can help in bringing back into use a stored battery. It is also a once-only treatment, lasting the life of the renovated battery.

To treat a battery with tetrasodium EDTA you simply take a level tablespoon full of the powder, divide it up and add to each cell. This assumes an average-sized motorcycle battery, but the exact amount is in no way critical. What you should then do is agitate the battery frequently for a few days (normal use will do), and then give it a thorough charge to build up on the cleaned plate areas. On the assumption that sulfating has been affecting the performance of your battery, an increased performance will be noted from here on.

Over the past few years, many thousands of European and American car enthusiasts have used tetrasodium EDTA with great success on their batteries. You may wish to do the same on your motorcycle batteries by purchasing some of the chemical.

# Rally

## Raindrops Keep Falling On My Head . . . 2nd Allegheny S/C Campout

By Marilyn McManus

**To all our friends at the Allegheny Sidecar Campout:**

**The East is lush and green,  
With much beauty to be seen,  
We owe this to a great amount of rain  
Which at a campout is a pain.**

**However, it's not the weather that makes things fun,**

**It's the people, when it's all said and done.  
Thank you for taking the time with us to spend,  
We appreciate you all, and look forward to seeing  
you at June's end.**

The East had a lot of rain during the spring-summer of 1990. At all of the sidecar rallies we attended we encountered some inclement weather, but never for the entire weekend. We were hoping it would be different at the Second Allegheny Sidecar Campout, September 7-9, 1990, but it was not to be so.

Kinzua Pleasant Acres Campground, Lewis Run, Pennsylvania, was the site of the Second annual Allegheny Sidecar Campout. 70 people were registered, 10 of which were children. There were 27 sidecars and nine solo motorcycles. People came from as far away as Illinois, Quebec, Massachusetts, New Jersey, Ohio and Ontario, as well as New York and Pennsylvania. 15 of the people attending were from Canada,

Friday night Art Massey, host, prepared a chili and mashed potatoes supper served with Italian bread, succini bread, homemade brownies as well as coffee and lemonade.

The rain stopped Friday night and the weather was beautiful all day Saturday. The breakfast run left at 8 a.m., and we all enjoyed an inexpensive breakfast at the Lighthouse Restaurant in Bradford, PA - 90¢ for a blueberry pancake, \$3.60 for a ham and cheese omelette!

After breakfast some of the motorcyclists went with Bill Morrison to the air and antique car show at the Bradford Airport.

At 1 p.m. Jim McManus led us on a scenic route through the Allegheny National Forest past the Kinzua Dam to Warren, PA where we went to in two directions. Some of us went to Blair shopping, the New Process outlet clothing store, where we found things for 50¢, \$1.00, \$1.95, \$4.95 etc. A person really had to look to find something in his or her size. If you were a really small person or a very large person you had better luck finding clothing the rightsize. I got my daughter, Dori, a scarf for 20¢.

While some of us were shopping, the rest were visiting the Buckaloons Recreation Area. A slide presentation was given on the Allegheny National Forest research.

A delicious barbecued chicken dinner was served at the Kinzua Fire Hall Saturday night. 78 people were at the dinner. After dinner, the motorcyclists picked up their dishes and took them to the counter to be washed. This really pleased those who put on the dinner and gave them a good impression of us. Door prizes were given out after dinner — 51 of them.

Beginning at 5 a.m. Sunday morning, the rain started and poured for the rest of the day. Fortunately, the campground has a large pavilion we could all gather under for our morning coffee, juice and doughnuts. Two lay evangelists of the Christian Motorcyclists Association brought a worship service. Hal Fischer of Cheektowaga, NY, sang a solo and Bob Schell of Erie, PA, brought a message.

We packed our gear wet; it was probably the last camping trip of the year for most of us, and one by one we headed out.

The Third Allegheny Sidecar Campout will be held June 21-23, 1991, at Kinzua Pleasant Acres Campground, Lewis Run, PA.

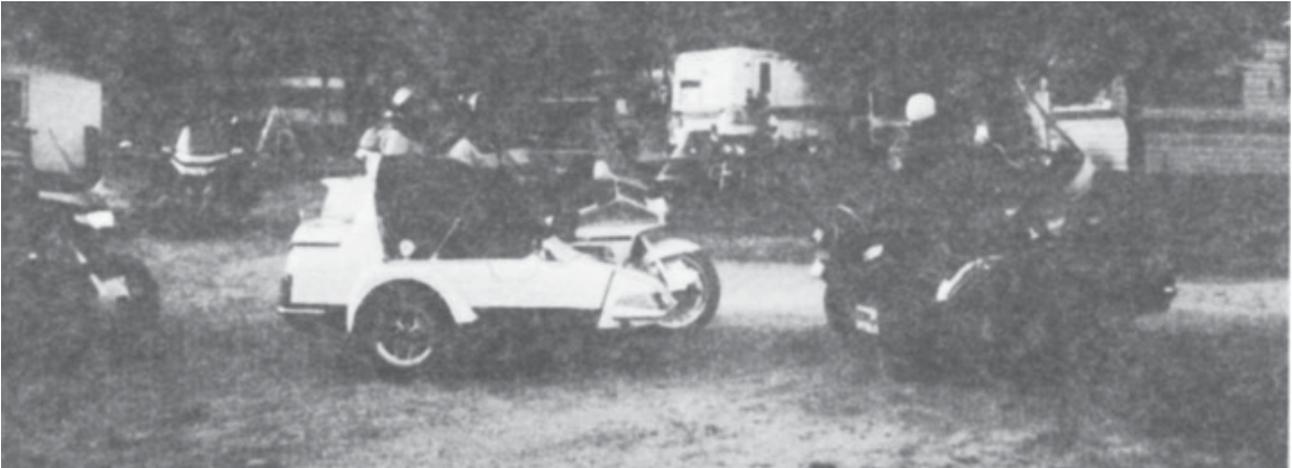
Yes, we'll have Art's famous chili and mashed potatoes dinner Friday night, the breakfast run to the Lighthouse Restaurant and a dinner ride Saturday night. We will also have a scenic ride on Saturday. We know you'll see lots of friendly faces and have a good time, so a .. Come on over!

# Rally..

**Raindrops Keep Falling On My Head .. 2nd Allegheny S/C Campout..**



**Lining up for Saturday's ride**



**Jim & Marilyn McManus, Art Masset, Co-hosts of the Allegheny S/C Campout**



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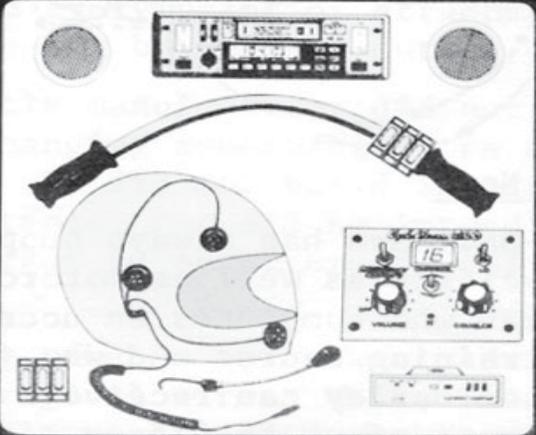
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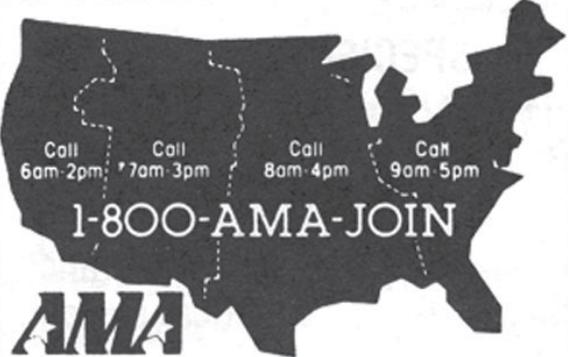
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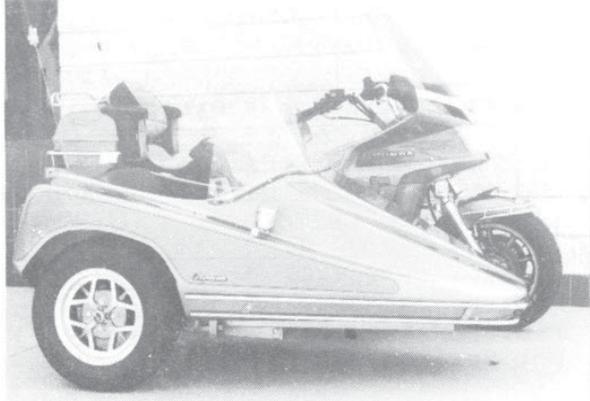
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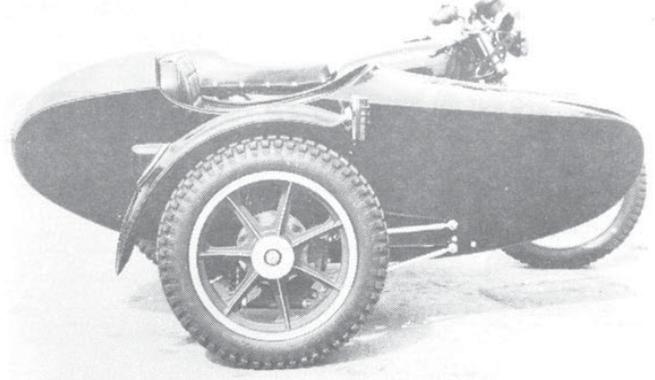
# Advt

## 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.



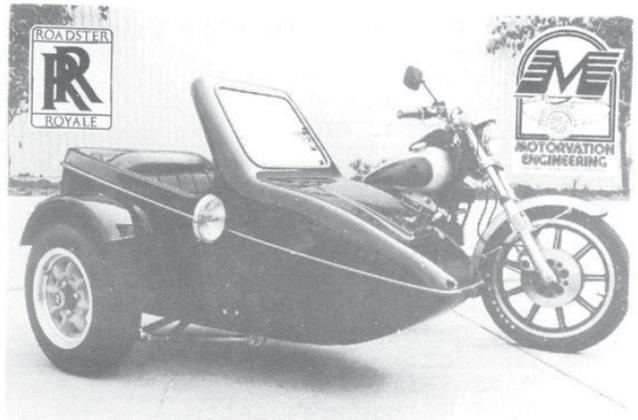
### Spyder T-1

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 bowes, 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 bowes 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.

3702 CLIFTON PL., MONTROSE, CA. 91020 (818) 248-9631

# Advt

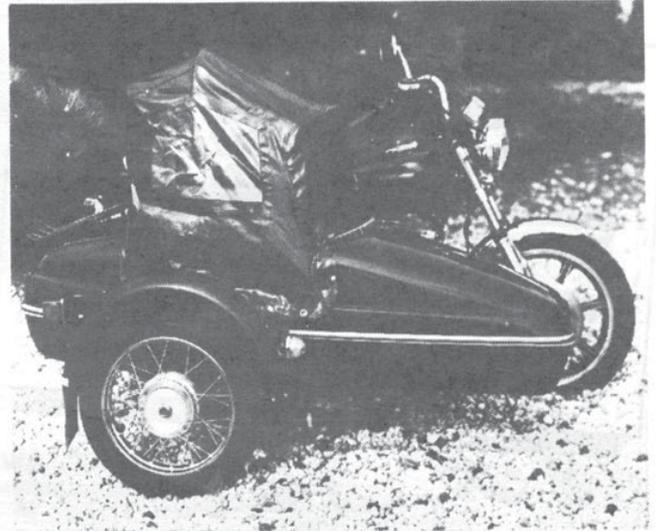
## SIDECARS by

# Velorex

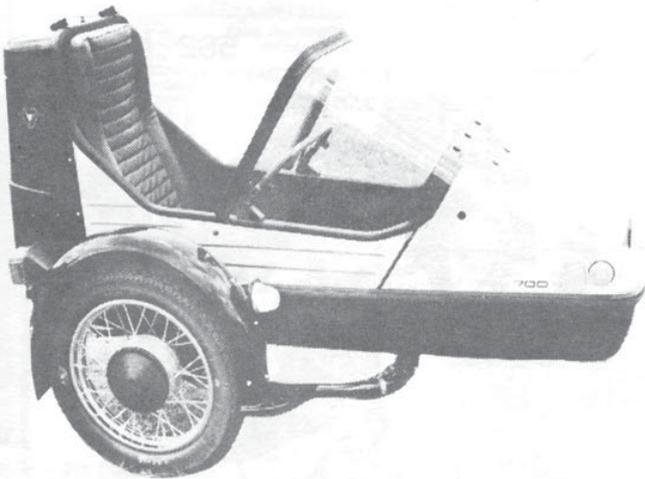
### SPECIFICATIONS

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

MODEL # 562



*The energy saving motorcycle sidecar . . . practical, comfortable and reliable.  
Another fine JAWA product continuing the tradition of high quality and dependability.*



### SPECIFICATIONS

Length: 6' 4"	Weight:	172 lbs.
Width: 33"	Leg room:	40"
Height: 42"	Hip room:	20"
Wheel: 16"	Ground clearance:	8"
Tire: 3.50 x 16	Electrical system:	12v

MODEL # 700

*Designed with a universal mount that fits any motorcycle over 400 cc.*  
A guaranteed tradition of high quality and dependability, this sleek styled space - aged sidecar will enhance any motorcycle and give you years of pleasurable cycling with your favorite person.  
If you are looking for the best sidecar in the world, remember Velorex.

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# Manufacturers & Services

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ALLEN R. SCHULTZ State Director S30 W29455 Williams Way Waukesha, WI 53188 Phone 6-9 PM 414-968-2092

 **James "Pat" Sheehy**  
**HitchHiker Sidecars, Inc.** Motorcycle Sidecar Mfg.  
1665 Cumberland Rd., S.E. (Rt. 40) London, OH 43140 614-852-5373

**hack'd**  
THE MAGAZINE FOR & ABOUT SIDECARISTS  
JIM DODSON - Publisher/Editor  
P.O. Box 17640 Portland, OR 97217 503-289-5220

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**Canadian Sidecar Owners Club**  
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# Classifieds

## MC/SC FOR SALE

1982 SUZUKI GS1100E, 7800MLS VELOREX X562 with hood \$2500. R. MacKenzie, Point Lookout, NY 11569, (516) 431-0240

1970 BMW 75/5 with homemade sidecar frame and platform. Will separate. \$900. Call Buddy Burbeck, 704 N. 15th St., Moorhead MN 56560

1955 NIMBUS M/C WITH SIDECAR. Like new. One owner, very rare collector bike. Asking \$6500. Write: Erling, Box 114, Vickers Heights, Ontario, Canada POJ2ZO.

'88 FLH w/88 SIC. Color-matched silver blue with all options. Low miles, excellent condition. Rocky, Beverly Hills, FL (904) 746-6917.

'89 H-D FLHTC LOADA/MOTORVATION II top, lug rack, lights, extra chrome, step, fully serviced. Comfortable, glitzy and shiny black. 6K miles. \$12,000 firm. (708) 577-2163.

1965 BMW R27, 13,200 miles, all original except muffler. With new California Sommuter sidecar. Also 1923 Cleveland Single, Restored in 1980. Runs Good. Louis Wille, 220 Market St., Momence, IL 60954, phone (815) 472-4864.

1981 INTERSTATE 1100, 41,500 miles with VETTER SIDECAR and SHORELINE TRAILER. Been in storage for last two years. Asking \$3500. Don Liston, (919) 670-2411 (N. Carolina)

## SIDECARS FOR SALE

CALIF. SIDECAR tilt nose , glove box, outside trunk entry, rack, plus many other extras. Electric lean mounts for GL1200. \$1400 firm. David G. Gust, 465 Cambridge Dr, Geneva, IL 60134 (708) 232-7647

1978 VELOREX 700-S, driven only 1000 miles. Like new, complete with hardware. Asking \$1000. Write: Erling, Box 114, Vickers Heights, Ontario, Canada POT2ZO.

## WANTED

CALIFORNIA SIDEKICK SIDECAR for scooters. Also Vespa Scooters and sidecars. Looking to buy or trade. Paul Drake, 16991 SE 58th Ave., Summer-field, FL 32691 (904) 347-5686.

FOR INDIAN SPORT SCOUT 1934: Want information (Catalogues, spare lists, photos, etc.) about original sidecar. Eduardo Re, Via Fabio Filzi 47, Milano, Italy.

## OTHER NOTICES

'87 TRAVELITE CYCLE CAMPER. Has canopy, spare ties. Sleeps 2 adults, 1 small child. Phone (317) 395-3660 after 4 p.m. Indiana time. \$1500 or best offer.

GIFTS AND COLLECTABLES. Sculptures, steins, toys, cards, more! Color catalog \$1.00. MANX USA, Dept. M4, P.O.Box 6427, San Mateo, CA 94403, 415-343-8660

MOTORCYCLE VIDEO/BEST OF 1990. 60 min. VHS entitled "Motorcycling on the 10 Best Highways in America." Secrets & tips. Where the roads are, how long. Ideal gift. \$24.95 + \$2.50 shipping & handling to Alpine Adventure Films, 3575 S. Fox, Englewood, CO 80110.

**Sidecarist Classifieds are \$4 for members and \$5 for non-members for two issues. Please use the form on the next page to order your ad.**

**Your ad reaches  
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enthusiasts all over  
the world. And it's  
cheap. So send it in.**



# Bookshop

## USCA Books and Paraphernalia

### BOOKS & CATALOGS

<b>1. Sidecar Operating Manual:</b> A basic text, extensively revised, to guide you safely in the transition from solo riding to sidecar driving. Used in sidecar instruction clinics. Assumes rider has basic m/c skills.	<b>1A. Sidecar Operator Manual:</b> Original manual. Contains all pertinent material. Excellent for novice sidecarists.	<b>2. Riding with a Sidecar:</b> English translation of the German BVDM sidecar training manual, includes s/c model testing and frame analysis. A must for the serious sidecarist.	<b>3. Sidecar Catalog:</b> Descriptions and photos of over 100 sidecar rigs currently available from around the world. Includes addresses of manufacturers and distributors.	<b>4. Watsonian Sidecars: 75th Anniversary</b> Authored by John Proctor. An extensive history of Watsonian from the early concept in 1912 to the Eighties. Includes many photos and interesting highlights.	<b>5. 1922 Watsonian Sales Catalog</b> Published by Martha Franitza in recognition of Watsonian's contributions in sidecaring.	<b>6. Sidecar Manual: Sections 4 &amp; 5</b> Covers front suspension, dampers, gearing, custom modifications, adjustable trim, theory of turning, front end and related systems.
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You say you didn't get to go to the 1990 National Rally? And all your sidecarring friends are sporting those snazzy T-shirts? And you're still wearing the 1989 National Rally T-shirt?

Well! Don't feel left out any more! We have absolutely tons of them in jillions of colors and every size imaginable . . . and on SALE! For a mere \$5.00 each, you can have your very own 1990 National Rally T-shirt. Just send the bucks (\$5.00 per T-shirt plus \$2.00 shipping) and tell us what color you want (as long as it's red, yellow or black) and size you want (as long as it's an adult size) and we'll gladly send you your very own.

	QUANTITY	PRICE	TOTAL
1. Sidecar Operating Manual (New)		\$7.00	
1A. Sidecar Operator Manual (Old)		\$4.50	
2. Riding with a Sidecar		\$6.50	
3. Sidecar Catalog		\$6.50	
4. Watsonian Sidecar 75th Anniversary		\$6.00	
5. 1922 Watsonian Sales Catalog		\$4.00	
6. Sidecar Manuals 4 & 5		\$4.00	
USCA Enameled Pin with lock clasp		\$3.00	
USCA Vinyl Logo Decal/Sticker		\$1.00	
USCA Official Coffee Mug		\$8.00	
USCA Logo Baseball Cap		\$8.00	
USCA Logo Belt Buckle		\$7.00	
USCA Logo 3" Embroidered Patch		\$3.00	
<b>T-Shirts And Sweat Shirts</b>			
Adult T-Shirt		\$10.00	
Kid's T-Shirt		\$7.50	
Adult Crew Sweat Shirt		\$19.50	
Kid's Crew Sweat Shirt		\$16.00	
Adult Hooded Sweat Shirt		\$25.00	
<b>1990 RALLY T-SHIRT</b>		<b>\$5.00</b>	

Total for books, paraphernalia, clothing, add \$2 Shipping (\$3 Overseas)

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# Goodies

## Goodies from the USCA Para Shop

Get your USCA Tee Shirt or Sweat shirt in white or navy blue. Mix-em or match-em. Outstanding value in heavy duty 100 percent cotton tees and sweats. **Place your order today.**

Specially commissioned for the USCA, be the first in your area to get your USCA china coffee mugs in black with a silver logo. Ideal for Christmas and other special occasions.

USCA Logo enameled pins with locking clasps, vivyl USCA Logo decals, and USCA Logo 3 inch embroidered patches, and don't forget your USCA belt buckle, and your USCA Logo baseball cap.

### USCA Goodie Order Form



USCA Enameled Pin w/ lock clasp

USCA Vinyl Logo Decal / Sticker

USCA Official Coffee Mug

USCA Logo Baseball Cap

USCA Logo Belt Buckle

USCA Logo 3" embroidered patch

Quantity	Price	Total
	\$3.00	
	\$1.00	
	\$8.00	
	\$8.00	
	\$7.00	
	\$3.00	

**USCA Clothing Order Form:**

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What is available:										
Adult Tee Shirt									\$10.00	
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Adult Crew Sweat									\$19.50	
Kid's Crew Sweat									\$16.00	
Adult Hooded Sweat									\$25.00	

Your Name: \_\_\_\_\_ Total for para/cloth: \_\_\_\_\_

Your Address: \_\_\_\_\_

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**Prices include handling and shipping.**  
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# USCA

## Membership Application/Renewal/Emergency Contact Update

Date of Application: \_\_\_\_\_ Membership # \_\_\_\_\_ AMA # \_\_\_\_\_

Name \_\_\_\_\_ Phone # \_\_\_\_\_

Address \_\_\_\_\_

City, State \_\_\_\_\_ ZIP \_\_\_\_\_

Occupation \_\_\_\_\_ Spouse's name \_\_\_\_\_

Children's names \_\_\_\_\_

	Motorcycle #1	Sidecar #1	Motorcycle #2	Sidecar #2
Manufacturer				
Model				
Engine size (cc) or # of seats in sidecar				
Year of Manufacture				
Year Purchased				

Include additional information on a separate sheet.

Other motorcycle club affiliations \_\_\_\_\_

Motorcycle interests: Touring  Rallies  Racing  Legislative  Other \_\_\_\_\_

**Emergency and Friendship**  
**Complete if you wish to be included in the Annual Directory**

First name: \_\_\_\_\_ Emergency Only \_\_\_\_\_ Friendship Only \_\_\_\_\_ Both \_\_\_\_\_

Please include any update information when you renew.

Annual dues based on 12 months membership:

US and Canadian Membership:    New \$22.00 \_\_\_\_    Renewal \$20.00 \_\_\_\_

Overseas Membership:    New \$32.00 \_\_\_\_    Renewal \$30.00 \_\_\_\_

Optional Donation to Sidecar Safety Training Program: \$ \_\_\_\_\_

Please make your check or money order in US currency only, please, payable to the USCA, Inc.

Please send to the USCA Membership Secretary, Al Roach, 130 South Michigan, Villa Park, Illinois, 60181 USA or phone (708) 833-6732 for additional information.

First year's dues include decal, patch, and your subscription to The Sidecarist, the news journal of the USCA.

Please include Emergency Contact Information on this application and renewal form if there have been changes.

# THE SIDECARIST

The official news journal of the United Sidecar Association, Inc.

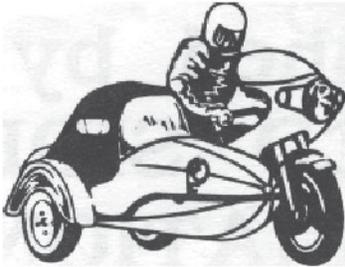
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Contact: Al Roach, Membership Secretary, 130 S. Michigan, Villa Park, IL 60181  
for application forms or include \$2.00 for sample news journal