

THE SIDECARIST

Inside:
Vincent Daze
Sidecars in Mexico
The EBM* Tour
And More!



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The Sidecarist

Contents

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Mailing address

The mailing address for all matters on any aspect for the United Sidecar Association:

Attn of: _____ U.S.C.A. Inc.,
P.O. Box 1353.
Homewood, IL 60430-0353, U.S.A.

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CONTRIBUTORS

Larry Alger, Spencer Bennet, Larry DeVos., John Dauginas, Vaughn Greene, Neil Jameson, Tom McIntyre, Billie Stone, Jack Zollars

COVER

'Four Generations — Before the Helmet law'. Tom McIntyre took his mother, Lorraine Kelly (riding pillion), his grandmother, Helen Klien (in the sidecar), and his son Zephyr (on great-grandmother's lap) for one lost spin in his BMW R/69 with Ural sidecar before the California helmet law went into effect.

From the President

Well the time is finally here! Let's vote! Let's make speeches! Let's wave campaign posters! It's time now to try voting for your own USCA officers. We have a national association that performs a unique service and a lot of you have expressed your desire to help the USCA grow by bringing in new ideas and "blood" through the election process. Running for election and voting is easy!

The first step in the election procedures involve the nomination of officers and directors to run for office. Below is what that involves, and I hope everyone that has desired to participate in these elections will do so.

Nomination Procedures

The following positions are open for nomination: President, Vice-President, Secretary, Treasurer, five Directorships, one each for West, Central, MidWest, Northeast and Southeast, and the Director of the Sidecar Safety Program. The states assigned to each director are described in the Standing Rules of Order. The duties of the officers and directors are described in the Constitution, but for sake of simplicity:

President

Runs the meetings. Represents the USCA to other organizations. Votes as a Board member only to break tie votes. Can sign checks.

Vice-President

Fills in when the President cannot attend. Can sign checks.

Secretary

Keeps meeting minutes, receives membership requests (and forwards the money to the Treasurer). Prints mailing labels for The Sidecarist. Can sign checks.

Treasurer

Receives dues from the Secretary, pays all bills. Should be signing checks, with any one of the above as the second signatory.

Director

For the area represented, helps keep local sidecar clubs or associations informed of National activities. Keeps both ears open to the

membership and represents them at all meetings.

If you'd like to run for any one of the above positions, all you need to do the following:

1. On one sheet of paper, give your name, address, USCA membership # and the position that you are running for. Then have three (3) other members of the USCA print & sign their name and give their membership number.
2. On another sheet of paper, put your name and the position that you're running for, followed by a position and background statement. We ask for a limit of 150 words. Please print or type this information.
3. Find a recent picture of yourself, preferably a head shot. (This is optional, but does help others recognize you.)
4. Send all the above to: USCA Nomination Committee Larry DeVos, 248 Jefferson St., Muncie, IN 46222
5. IMPORTANT! Be sure to have your materials sent (postmarked) to the Nomination Committee no later than July 1, 1992.

The members of the Nomination Committee will review your materials, check the word count of your statement and the validity of the petition. They will then forward the materials on to the Editor, who will then publish them all in one special edition of The Sidecarist.

For those of you that think that we should have kept the 'old way' of doing things, think about the chance you'd have to actually choose who you'd want running things and the thought that this becomes an organization that is driven more from its membership.

I hope all of you find this procedure and process easy and clear Remember, we are just giving elections a try! This is not a major issue but one that many members thought would bring the USCA some freshness.

Let's give each other support and happy campaigning!

Sidecars

Sidecar? Not on MY Bike? Well, Maybe..

Larry Alger

Southern California Sidecar Experience

I remember like it was yesterday, my first motorcycle. I was 15 years old, underage and not conforming to the law or my parent's wishes. The bike was only \$35, kinda beat up, and I just had to have it. I kept it over at an older friend's house so my parents wouldn't know. The bike was a Triumph Tiger Cub, a single cylinder oil leaker, that needed about a half hour's work for every hour of riding. Eventually (about 2 months later) I was caught by the parents (better than the police), forced to give the bike away, and grounded till my next birthday. Oh well.

An even more vivid memory for me was my first sidecar. It really wasn't my idea. I had a 1971 Honda 500/4 at the time. It was a nice little bike. It went around corners well, was quick up to about 60 miles per hour, and like all my motorcycles before and since, I loved that machine.

The sidecar was a Spyder T-1. It was a single seat, classic style sidecar. The Spyder kinda looked like the best of the old Harley sidecars. That Spyder had a black gel coat finish, trick suspension, Morris mag wheel, extra fuel system (a fiberglass 5 gallon tank under the sidecar seat) and a brake for the sidecar wheel. I thought it looked good, but not on my bike. See, I'd become involved with Motorvation Engineering, the manufacturer of the Spyder and other sidecars, when my long-time friend Jim Sontag bought the business in 1979.

Since I have always been drawn to motorcycles, I naturally found myself hanging around Motorvation. Jim thought I should try to sell some sidecars and make myself some side money. I was resistant at first, but thought "What the hay, it might be fun." Jim had a Coupe Royale mounted to a '76 GL equipped with the link front end we used to make. I rode it around the block a couple of times.



Larry Alger

I had the classic response to to the initial sidecar experience. "Why would I want to ride with a sidecar, after all I loved two wheels." That's when Jim said maybe I should start with a smaller sidecar, the Spyder T-1 (since I was a mid-size rider by preference anyway). Jim said, "Bring your Honda out this Saturday and we'll mount the Spyder on it." That's when I said, "Not on my bike you don't." Jim persisted, and I relented. That's how I got my first sidecar.

We mounted the Spyder to the Honda that Saturday. I had to admit it looked good, but I was still skeptical, after all I was a canyon racer and Griffith Park terror at heart. I tentatively took the rig over to the school parking lot to get acquainted with my new hack. As I practiced, I began to get the feel for left hand turns. Soon, I was pitching the sidecar left and locking up the back brake of the 500 to spin around backwards and do all kinds of tricky moves. Still the right-handers were very weird.

Sidecars..

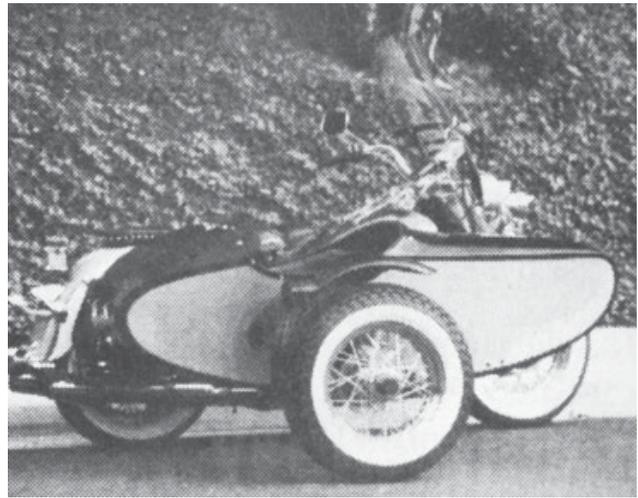
At first, there was nothing as uncanny as the feel of a sidecar getting light. Just after the sidecar lifts off the ground, pushing the bike left, there is an initial reaction of "Oh my God, I'm gonna eat it." But again with a little practice, I got to the point I could put the sidecar in the air and still navigate. Damn, I was hot. I could do something that almost no one else could do. And boy, did it look trick. I was ready for the streets, look out world, here comes Larry, the sidecarist.

I was a little cautious at first, riding between the shop in Reseda and the house in North Hollywood. But something strange was happening. Everywhere I went with the 500/ Spyder, people stared at me. I loved it. I was the center of attention whenever I rode the hack. Bolder and bolder I grew until at last, the freeway seemed like it would be no challenge at all.

I still remember the big right-hander at the Highland off-ramp of the Hollywood Freeway. I came in a little hotter than I should have, and before I knew it, the Spyder was up in the air and the Honda's center stand and rotor cover were banging up against the high, left curb of the off-ramp. Boy, that incident scared the stuff out of me! I was lucky though, no damage that a buffing wheel and a little black paint couldn't fix up. That big right-hand curve gave me something else, I got the experience that every new sidecarist shares about right turns, the unexpected lift. "Oh, that's how it works! I see now! Well I guess I better cool it until I get a little more road time under my three wheels."

That was a lot of years and many, many tens of thousands of miles ago. Yet I still remember it like it was yesterday. But I have come to understand that a sidecar is an unique experience that, with practice and development of technique, is perhaps the most forgiving thing you can ride. After all, how many motorcyclists didn't have a few exciting moments when we first tried two wheels?

I now get much more out of touring because of my sidecar. In fact I wouldn't get out on the road for a long trip without it. The sidecar lets me relax and enjoy the trip more than a solo machine ever can. Although the sidecar can be a little more work than a solo on some roads, I never have the worry of getting out of control and going down. Also, there is almost no blind spot in other vehicles on the road for a motorcycle with



"Not on my bike you don't."

a sidecar. This means the ultra heighten vigilance needed by solo riders just for survival is decreased a lot in sidecaring. I'm not saying you can go to sleep, but let's face it, if you can't fall over, and if the four wheeled driver's attention is drawn to you, it's a lot more secure than having the possibility of going down waiting for you around every curve, or meeting a 4,000 pound collision at every uncontrolled intersection. The sidecar does attract attention, most everyone smiles or waves as you go by.

People will talk to you about the sidecar wherever you go. It's fun and it attracts comment. The sidecar seems to take the "macho" image out of the motorcycle. It also turns the "biker" into someone who's no longer a threat. It will bring together more kinds of people than anything else I've ever seen. I once had an older couple in a convertible Rolls-Royce stop and ask me some questions about the rig, and while I was talking to them, several teenagers with spiked hair and some really far out attire stopped and voiced their approval of my outfit. It was amazing.

I hear it all.

"Riding a sidecar is more like driving a car, isn't it?" I say, "Hey what's this between my legs? It's not a Honda Civic, it's a Honda GL."

Can a sidecar come off when you're driving, like in the movies?"

Sidecar..

"No, but you can get a sidecar off in about 15 minutes." Riding in the sidecar must feel spooky, like you're hung out in space, right?"

Wrong, riding in my sidecar is more like being a passenger in a high-performance sports car. The rigid mount makes the passenger feel secure, many people feel more secure in the sidecar than sitting on the back of a solo bike."

"My kids wouldn't like riding in a sidecar."

"When you own a sidecar, kids love it. In fact, when you add a sidecar to your bike, it's like Dad owns his own personal Disneyland ride."

Some wives tell me, "I've been riding behind my husband for 30 years, I'd never be able to adjust to not holding on to Fred."

"Never is a long time, say about half an hour. After the first 30 miles or so, wives and girlfriends realize what they've been missing."

They say, "I could never go to sleep in the sidecar, I have to see everything that goes by." Then the husbands tell me the wife was "ZZZZZZZZZZZZ" on the second or third trip.

A lot of guys tell me, "I'll get a sidecar when I get too old to hold the bike up." Well no matter how old or young you are, if you ride your bike more than a few hundred miles a year (and even occasional riders are not immune), there will come a time when it won't be an issue of being able to hold up the bike, because something else will cause the bike to go down or come so close you don't know why it didn't. The experts say there's only two kinds of motorcycle riders, those who have been down and those who are going to go down. Well, I'm here to tell you that the third kind of motorcyclist rides a sidecar. Believe me, when you add a sidecar you can decrease your "motorcycle disaster index" by about 85 percent. With the odds that much more in your favor, motorcycle touring is a far safer, and a more enjoyable sport. And for me, much of that extra enjoyment has come from touring with my sidecar.

Back on my feet, but not back on the road

In January, my faithful Pig Dog (1982 Dodge St. Regis, surely one of the most sturdy, heavy, and HUGE cars on the road) and I were involved in a serious accident. I survived—Pig Dog did not. It got folded in half. So did I, but unlike steel, I can wear a back brace and get along.

No sooner did I limp back to work (sitting down is still a pain in the back. . .) than I was diagnosed with adult onset asthma, triggered by the stress surrounding the accident (my first) and the asthma is still not under control: I'm allergic to my house, my office, my clothes, my pet, Neil, the front yard, the back yard, indoors and outdoors, and I now carry a little respirator machine around. Two bouts with pneumonia, one with walking pneumonia, and three cases of bronchitis have not helped. And that's only in five months.

Upshot? The Sidecarist is late. Really late. But I'm getting better, I have the next issue all planned out, and hopefully we can get back on schedule. I, however, am to stay out of the sidecar until we get it under control (my lungs, not the sidecar!) Now, more than ever, your input is needed since I can't cover rallies easily. Write me! Call me!

—Marge Ann

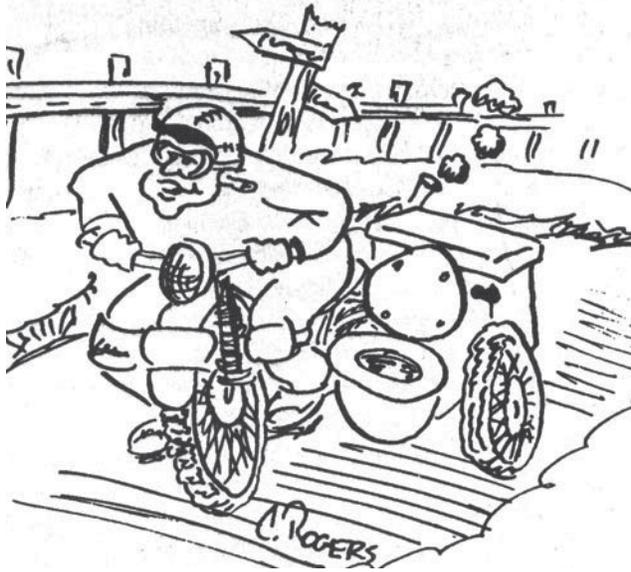
Historic Bikes

Vincent Daze

By Vaughn Greene, Sierra Pacific Chapter

After WW II, the most powerful motorcycle available in England was the Vincent-HRD. As such, it was quite popular with sidecar owners. While in the Vincent Owners Club, I heard many tales about the rigs, and I thought I'd share a few.

One owner, needing a new toilet, drove his Vincent Sidecar rig down to the local hardware store, purchased a new commode and placed it in his side car. On the way back home, another owner saw him and asked the purpose of the "throne". "T.F.F.O." replied the first. (T.F.F.O. is Britishese for "Too Fast For Owner.")

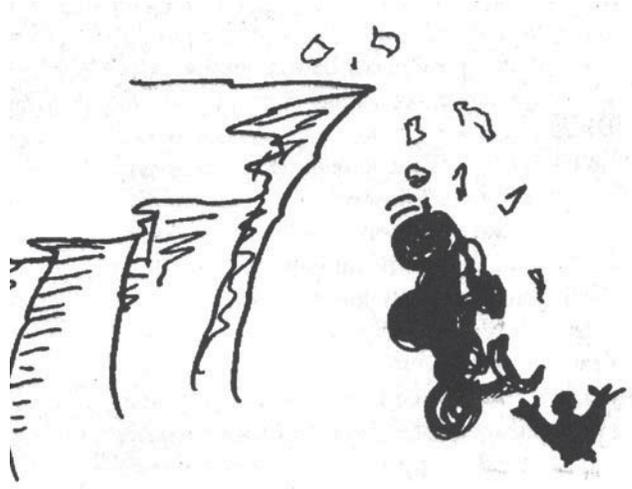


Another Vincent sidecarist was going down the highway one bleak winter day when he hit a section of ice frozen over the asphalt. Instantly his rig flipped around 180 degrees and he was rapidly travelling backwards. Not to be flustered, our hero calmly steered the rig by watching the dividing line at what was to his rear, until he could slow the skidding rig down.

During the War, one of the Vincent company employees got 127 mpg from his rig by using smaller carbs and driving a steady 30 mph.

In 1954, Vincents created a sensation at the Earls Court Motorcycle Show by unveiling the world's first fully enclosed motorcycle - the Series D Black Prince.

Unfortunately only about 200 were ever produced. It looked quite similar to the Honda "Pacific Coast" of today. The editor of the Vincent magazine "M.P.H." was so taken of his new Prince, he built a fibreglas sidecar to match and glued it to the fibreglas body of the Prince. Unfortunately, as he was driving it to be shown at the annual rally, some clot pulled in front of him and the sidecar was totally destroyed.



Around 1952 a private detective named Tony Rose decided to prove the strength of the Vincent by driving 100,000 miles without an overhaul, on his Black Shadow. To do this he had to drive 10,000 miles a month and wore out four sidecars in the process! On Christmas Eve he came sailing through a Welsh village, cape flying and singing Christmas carols at the top of his voice. Onlookers all thought THEY were mad. Tony often took his screaming brats with him in the sidecar. If you knew how he drove, you know why they were screaming. Incidentally, one head had to be lifted at 87,000 miles to replace a broken valve spring, otherwise the engine was not touched for 100,000 miles! Some years back, the same bike passed 250,000 miles!!

Sometimes the club would put on night rallies — not a bad idea, which I think some of our clubs here could copy. The idea was the sidecars would compete on a time-distance course going through a number of villages, and returning to the starting point at some precise time.

Historic Bikes..

On one rally, about 2 o'clock in the morning, a sidecar rig pulled up to the rally marshals at one check point.

"Good morning sir, may I have your rally card", says the marshal.

Sidecar driver, "But I don't have any card."

Hmmf, replies the marshal, "How do you expect to get to Tunbridge Wells unless I punch your card, buster?"

"But", wails the sidecar driver, "I'm going to High Wycomb."

At this the marshal is about to explode, until someone shines a flashlight on the rig and sees a fat silver gas tank with the word NORTON on it. Laughs all round.

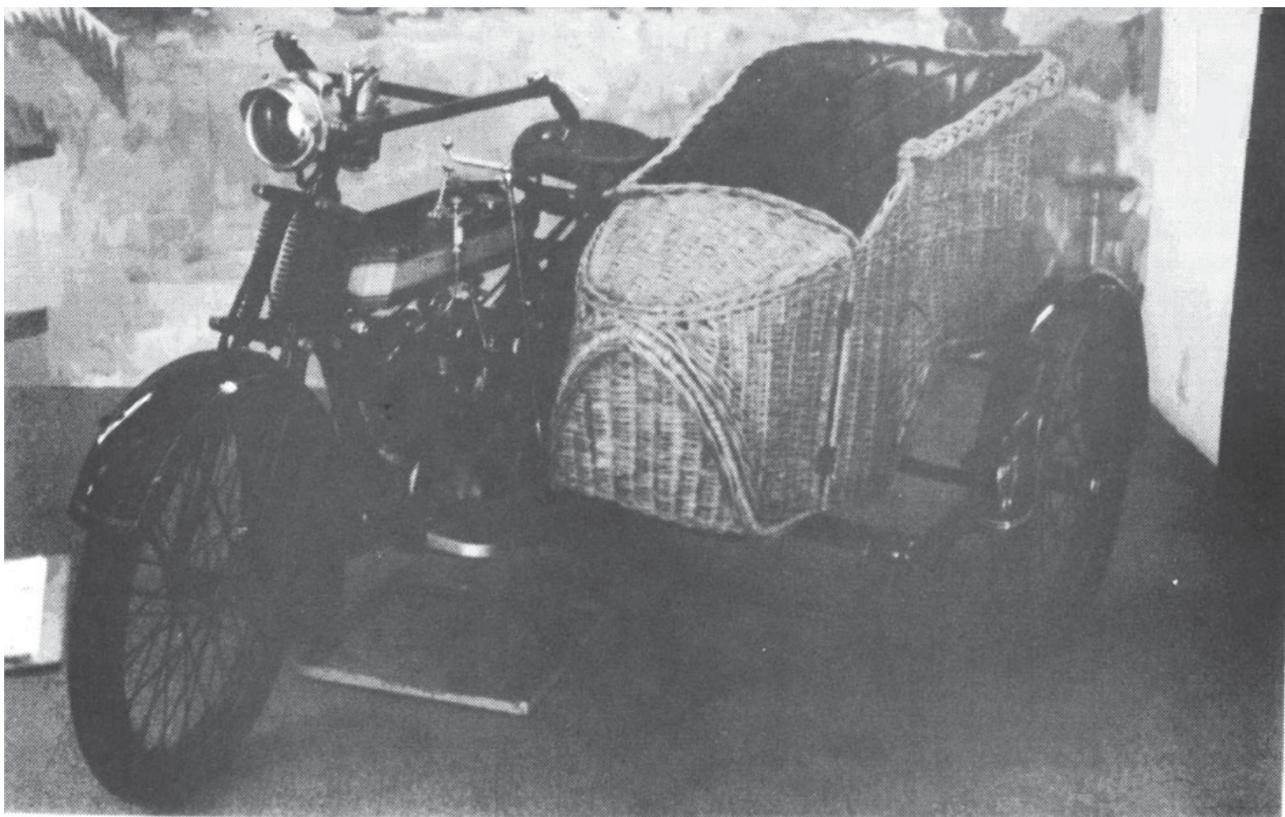
A friend of mine living in the Outback of Australia, used his rig for hunting antelope and Dingo dogs. To do this, he equipped the bike with a high level exhaust, up to the saddle, so as to could cross rivers. He had a special frame that held four 5 gallon gas cans. The rear wheel was a 16" car wheel with FOUR sprockets. Since the Vincent rear wheel can be reversed, this gave him four extra gear ratios, although it did pull the chain slightly out of alignment. Several different "chairs" could be quickly attached using Q.D. fittings. One sidecar was used only to haul lumber to a cabin he was building. The bike itself had all cables duplicated for safety. A glass windshield was used with an electric wiper. This same rig was also raced at the local dirt track, with a special racing "chair". A spotlight was also carried so as to spot the shining eyes of Dingo dogs which were shot with rifles carried in scabbards.



Vincent's set many sidecar speed records, some of which still stand to this day. In 1955, they held the World's Solo and Sidecar speed records. One German tried to compete in this field by building a Vincent which had the sidecar wheel driven directly out of the engine crankcase. The rider sat in front of the engine with an Earls Fork in front. Unfortunately, it was never used. Another unique rig was in the 1948 I.S.D.T. (International Six Day Trial). The Vincent Company built a special rig in which all three wheels were identical, so that the spare would fit any wheel. The driver, incidentally, had one leg. Another one-legged Vincent rider was Maurice Brierly, who set several speed records. Brierly was an engine designer and later helped Saab develop some of their auto engines.

Incidentally, the Co-designer of the Vincent, Phil Vincent, is nearly 90 years old and still lives in Australia. In 1931 he drove an HRD sidecar around the World! About that time Phil Vincent bought the HRD Co. and formed Vincent-HRD Cycle Company. Vincent motorcycles were all designed with sidecars in mind, and came with built-in mounting plates, front forks instantly adjustable to sidecar trail, and a kickstarter which could be fitted on either side of the machine. Special pistons, carbs, wheels, handlebars and sprockets were available just for sidecar use! Ah- if only we could get service like that today!

S/C Museum



**A vintage Harley-Davidson V-Twin with “correct” vintage wicker chair.
Most New Zealanders would trade all their kiwi for a Harley.**

New Zealand: EBM* Tour

By Neil Jameson

Sierra Pacific Chapter Director

Thirty years ago as a rather randy young sailor, I visited Australia and New Zealand on R&R from VietNam. I returned in sedate luxury to really see those beautiful countries this spring. How different it was to stay in nice hotels and ride around in coaches and limousines: The main difference was, however, that this time I had my mom along — no sailor's bars or houses of questionable repute!

Few sailors take the time to visit museums while on liberty. But my mother and I were on the "Every Bloody Museum" tour, and I found a couple of treasures that even California sailors, fresh off the ranch, would write home about.

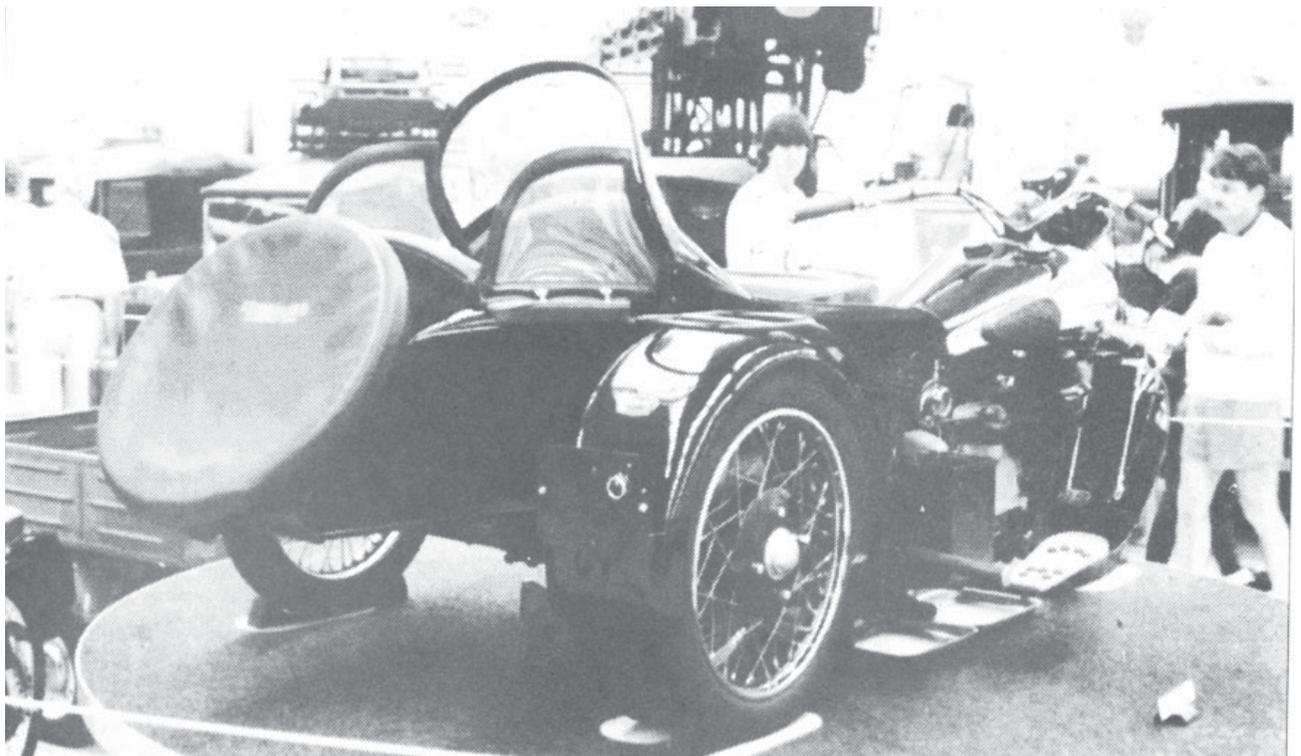
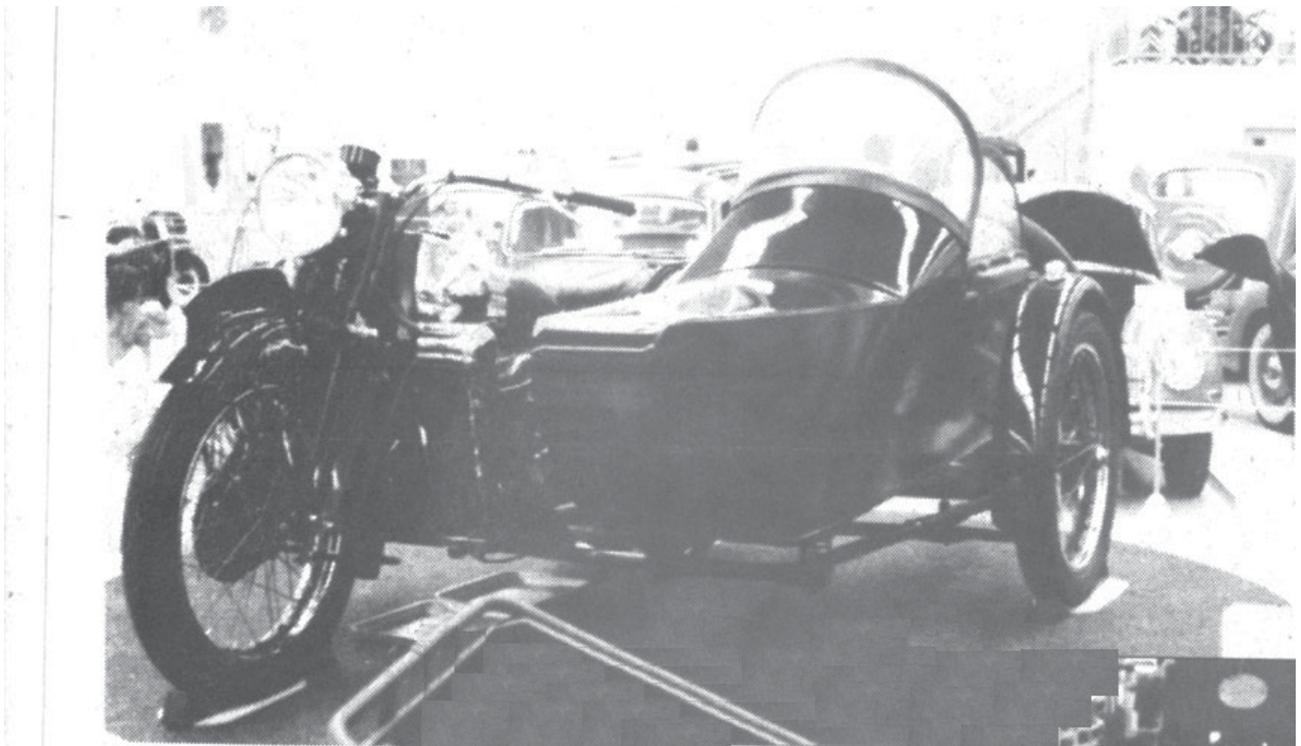
Every town, no matter the size, had some form of War Memorial museum, which included a variety of artifacts from the Boer War through VietNam. There were museums of natural history and native art, and most all had a motor vehicle wing.

I saw fully-restored World War I vintage armored vehicles, aircraft, motorcycles, horse-drawn artillery, and some vehicles you've never heard of before. [I highly recommend stopping at every little museum you have time for in Australia, New Zealand and Tasmania.

Take lots of film.

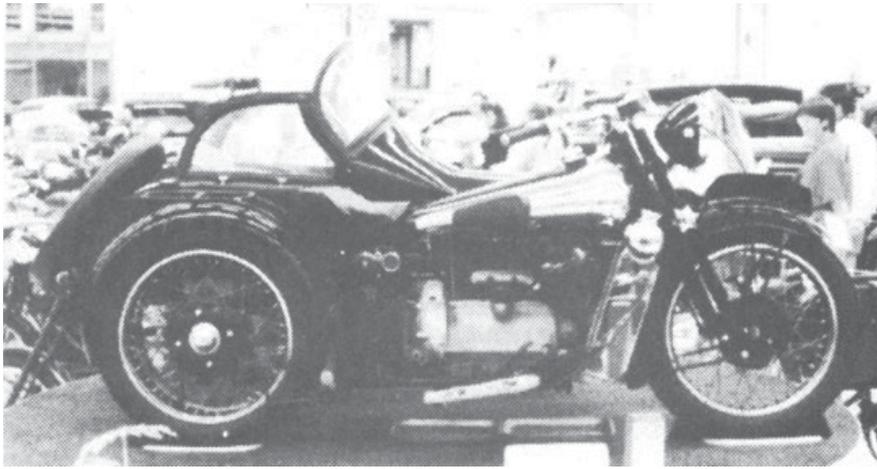
*** Every Bloody Museum**

S/C Museum..

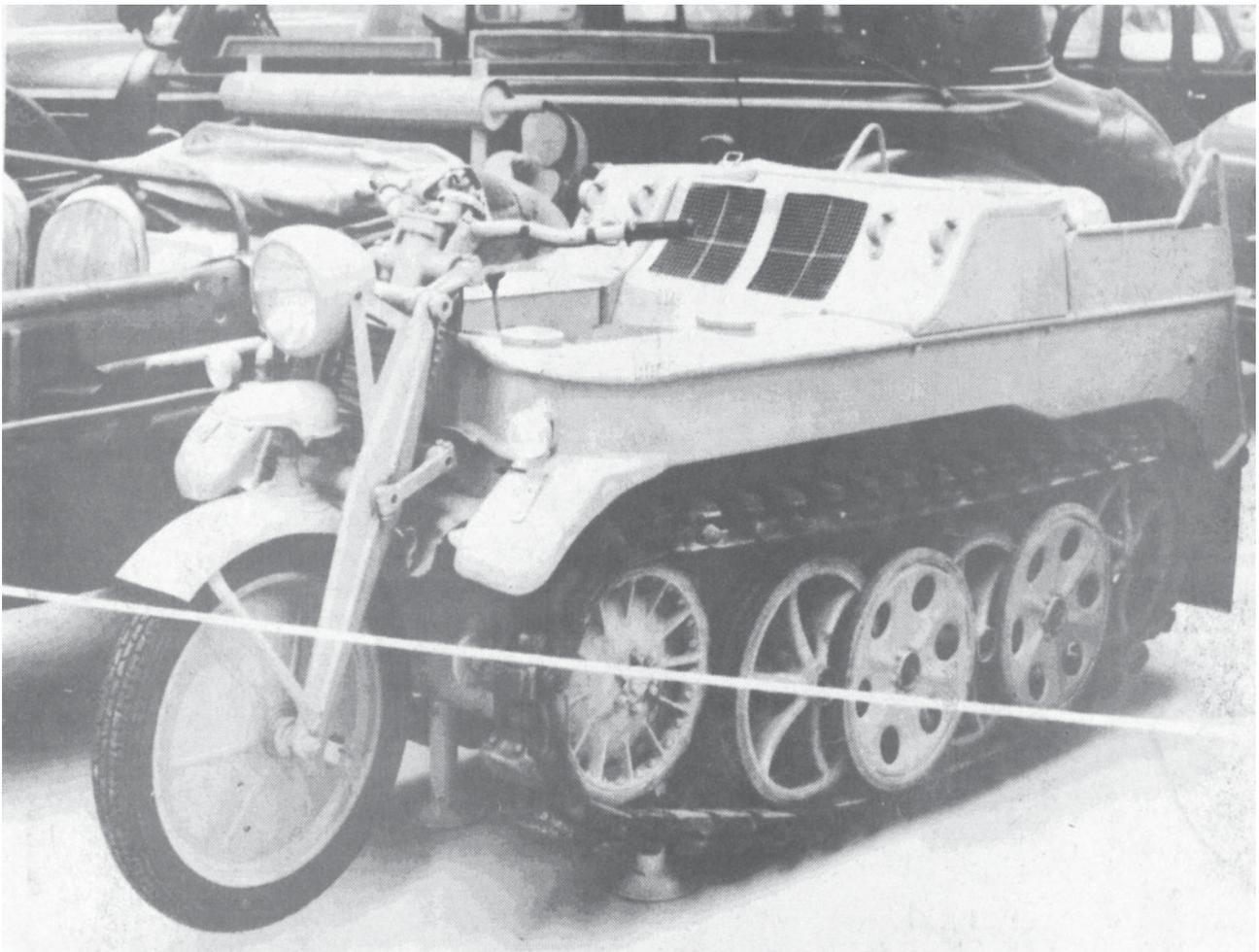
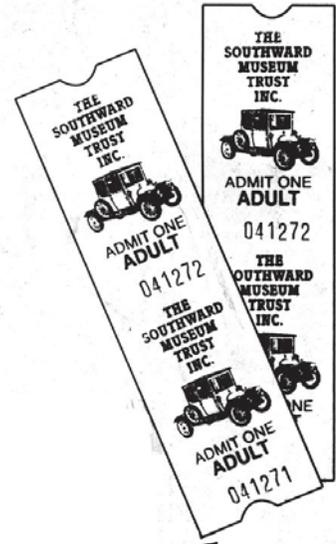


A Brough-Superior sidecar rig, with dual rear wheel drive and other recorded unusual options: gas tanks, controls, floor boards, etc. (They had two of these.)

S/C Museum..

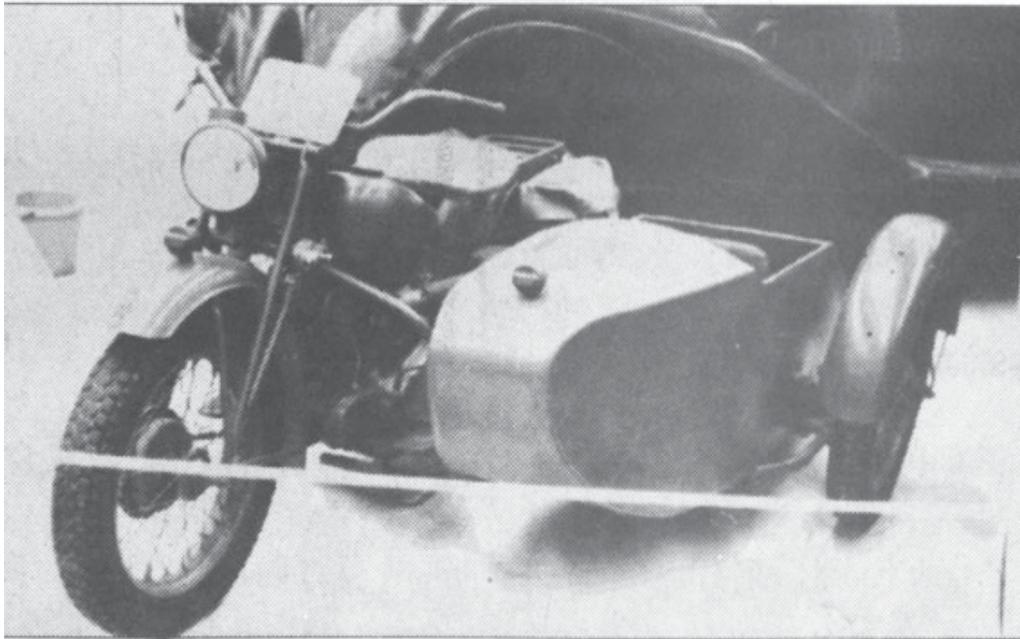


Brough-Superior sidecar rig

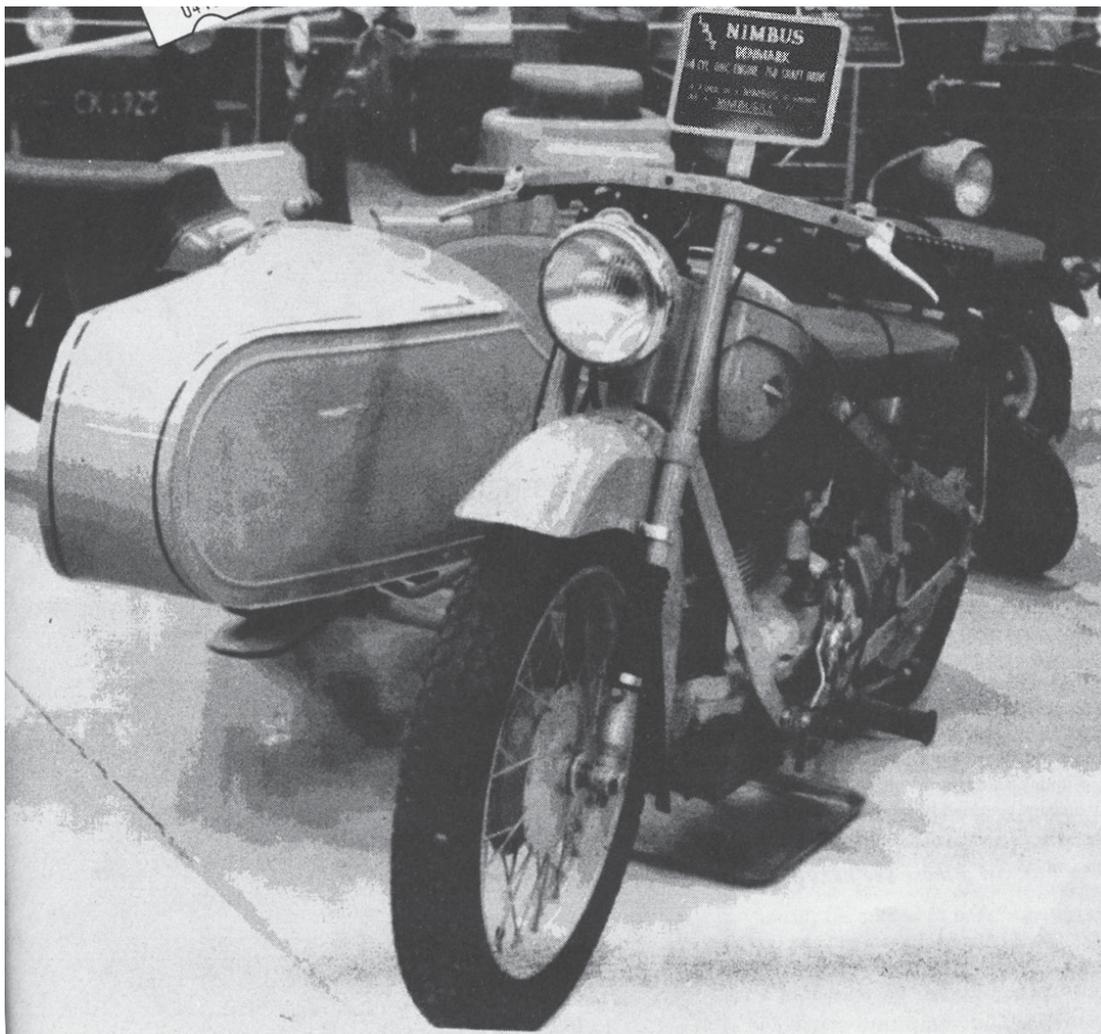


A World War II German motorcycle track-laying vehicle. There were a variety of experimental uses, but not — as is popularly believed -for desert use, though it is khaki-colored. It was mainly used to tow aircraft in and out of hangars.

S/C Museum..



A World War II Indian with Indian sidecar, used for courier duty. In New Zealand, when one hears a motorcycle coming down the street, it's usually a Triumph or Norton.



1937 Nimbus from Denmark. It has an in-line 4-cylinder engine, as in Indian. The sidecar is probably a BMW copy.

Rally

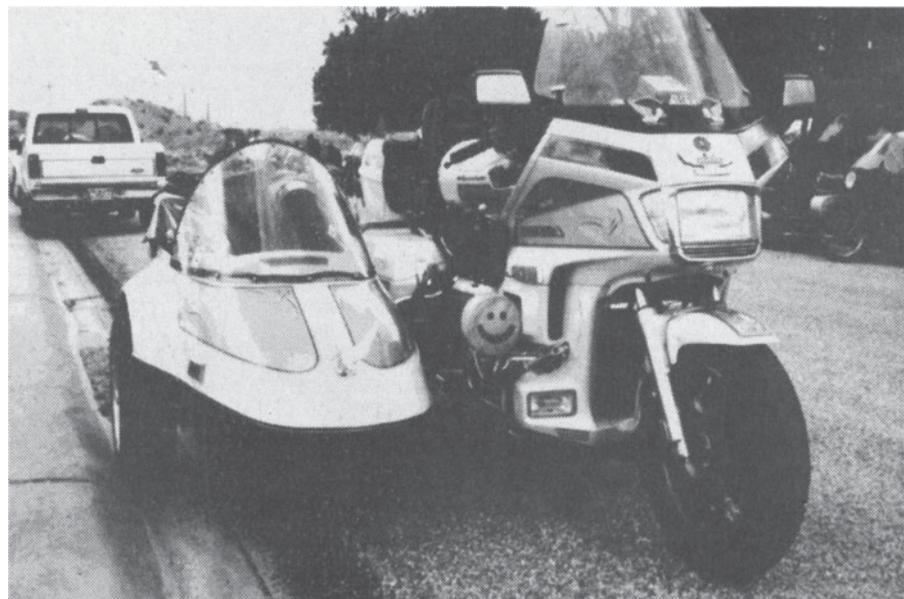
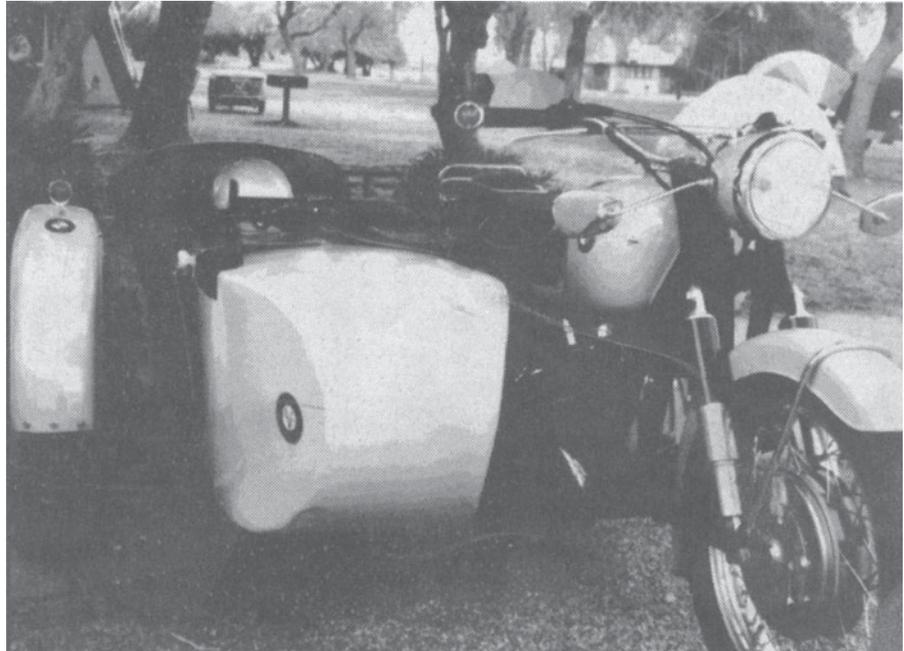
Brass Monkey Rally - 1992

By — Jack Zollars

The Brass Monkey rally for 1992 has come and went. We have returned to our home base and hung our tents out to dry and once again realized that we did indeed have a good time.

The 92 Brass Monkey has held at Bullhead City, Arizona. Dave Tenpenny herded us all into the Davis Dam Campground and he really did a good job of herding. The campground is a county run camping facility and was very very nice. Not only did good ole' Dave convince the powers in charge that we deserved to camp on the grass area that clearly had a sign that said "No Tent Camping"! but also the entrance station didn't bother each and every day-tripper that came along on Saturday and Sunday. The hot showers and the picnic tables were first rate. Nice job once again Dave!

Fast Eddy from Tenino, Washington; Comedian Larry from Olympia, Washington; Jack Z and Jack R from Lancaster, California arrived on Friday, approximately 1:30 pm (Western Standard Time) and as usual, Art and Catherine waited for everyone to arrive. Art and Catherine came in their 4 wheeler and they did camp with us; so I guess they are as tough as the rest of us that came on 2 or 3 wheels.



Saturday saw us preparing for the storm that had drenched Southern California during Friday night. It arrived in Brass Monkey Country at approximately 3:00 PM and with a gust of wind that demolished our dining canopies, the storm departed about 7:30 pm. It was a good medium-heavy rain and other than that the weather was wonderful. A few of us sat in Fast Eddy Pavilion (2 room tent) and thought about playing UNO but without the head Uno-er (J. Fassel) we just couldn't get into the manly mood.

Sunday morning went to Kingmans, Arizona and returned through Oatman.

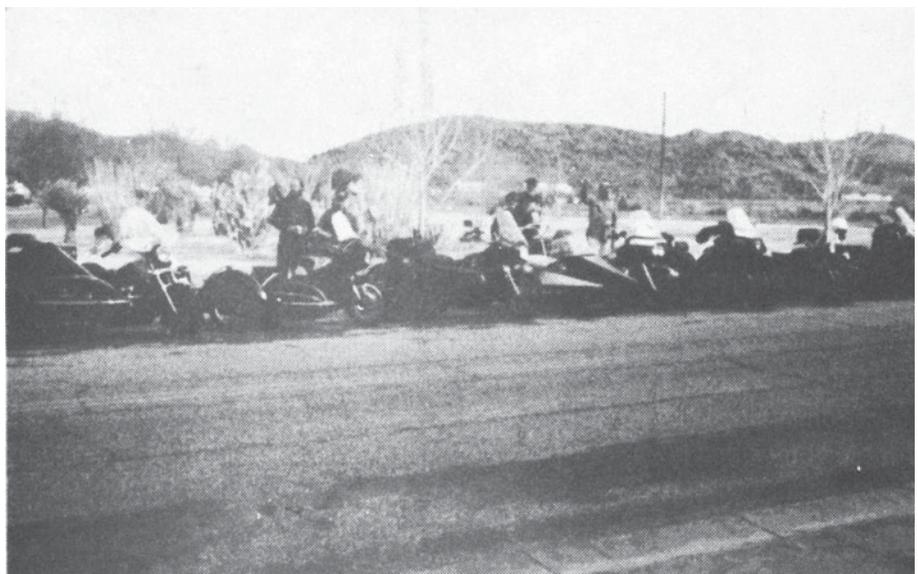
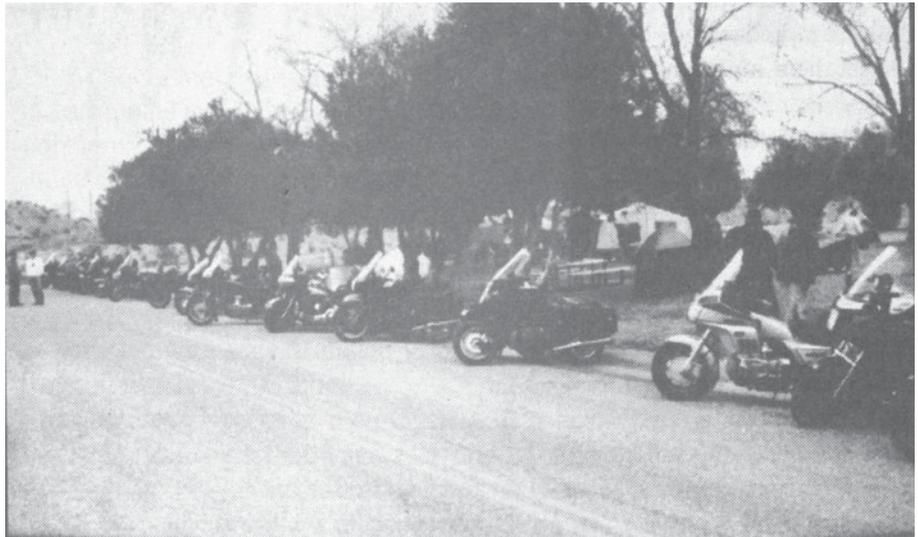
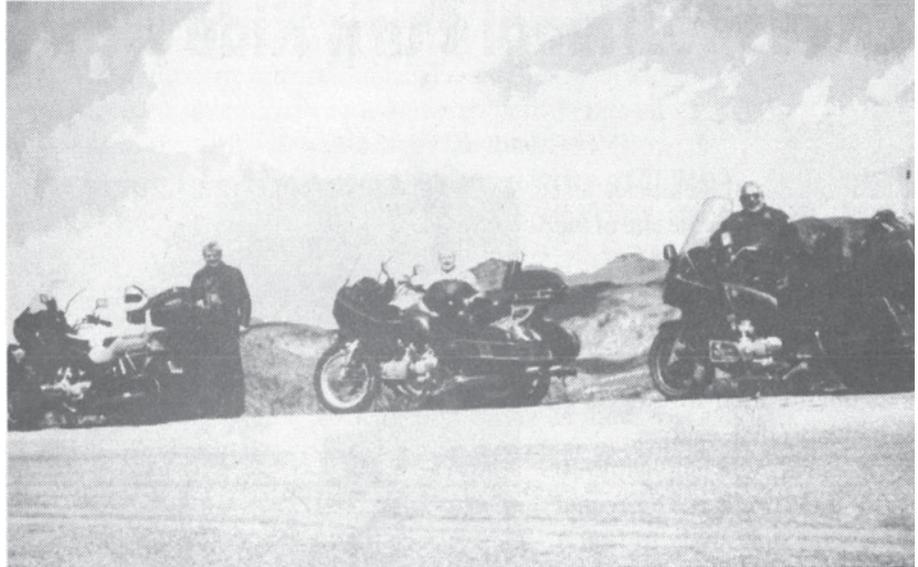
Rally..

Brass Monkey Rally - 1992..

Oatman is an old gold mining town in the hills just east of Bullhead city. EWhen Fast Eddy, Funny Larry and Jack Z arrived, the parking was full. We finally parked our Rigs, walked around the town, got some lunch, tried to kiss the burros and headed back to Bull Head City. We cooked our steaks on Sunday night and most of the big gamblers headed for the casinos on the Nevada side of the Colorado River. I don't remember anyone bragging to much on Monday so I guess Laughlin casinos struck again. But, after all it is a recreational thing to do!

All in all a good time was had by all and next year will be the 20th annual and talk around the old campfire was that we will probably go back to El-Golfo de Santa Clara. In 1990 those that went to El-Golfo had a really good time and maybe we can recreate that experience. 1993 will be the same weekend- Presidents Birthday weekend, usually the third week in February so keep reading this magazine for the dates.

Final note by actual count: "Left" Coasters outnumbered the zoners. Keep the third wheel turning and be good to each other. Jack Z.



M/C Ride

Mammoth Caves National Park Ride

Mammoth Caves National Park is located in Central Kentucky just north of the City of Bowling Green, which is famous for being the site of the Corvette Manufacturing Plant as well as being in a beautiful area.

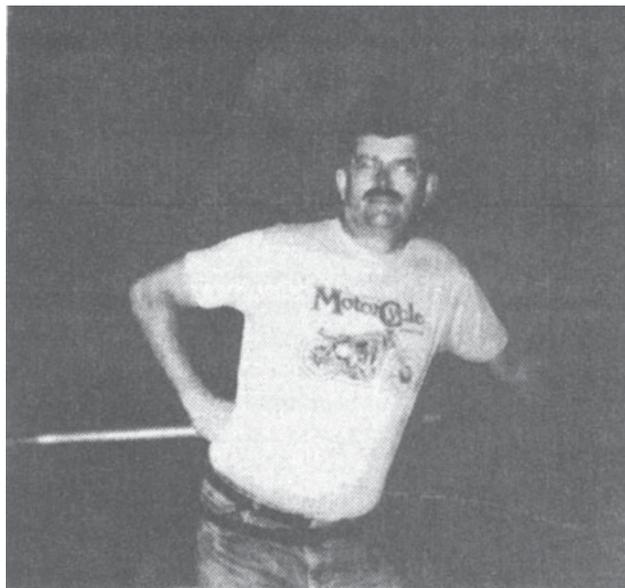
We arrived in the late afternoon and immediately thought the rig had broken as this very strange noise seemed to be coming out of the motor and the wheels and the front end and... Turns out it was the seventeen (or seven) year locusts coming out and parting like a mad dog for their two weeks in May. Sure do make a lot of noise for such relatively small critters.

We checked in the campground and spent a restful night among the 10 million (or so it sounded) locusts. The next morning we arose early and wandered up to the showers, located in the General store, only to find it closed until 8 AM. Since it was now 6:30AM, this presented something of a problem- especially to Bill who cannot function until he has had his shower. In any case, we returned at 7:45AM and found a long line waiting to get in - which we joined and at 8 AM sharp we were admitted to the magnificent store. Another group stood in line with us and when we were admitted to the store we offered to let them in the shower line ahead of us to which they replied: "no need, we're staying at a real campground!" Talk about a serious putdown! Class distinctions rear their ugly heads even amongst campers.

After our shower we broke camp and loaded up the bikes so we could get on the road right after the tour of the caves. We took the "Historic Tour" - weaving through the natural entry to mammoth caves depicting the early manufacturing and mining sites of the early settlers of the area. It clearly gave us a feel for what they did. The tour was very informative and took about 3 hours.

Other tours were available that ranged from one hour to all day and they even had an underground boat tour when the ground water level was low enough to permit it. This is the sort of place you could spend a day or a week at and have a great time!

After the tour we had a late lunch at the park restaurant and found the food and service to be very good and the prices reasonable. The park service also had a hotel at the park but we did not check rates or availability. The Campground price was \$6.00 with two tents on the site. Showers were \$.75 extra. The park was enjoyable and the caves were great! If you are in the area you should stop off -if only for the one hour tour - it's well worth seeing this marvel of nature!



Potourri

Update on the 1992 Rally

The main door prize will again be a trailer from Motorvation, to be given away at a drawing. Our dinner on the evening of the 11th will be put on by the Iowa Pork Growers Association — Iowa Pork Chops barbecued on the grill! We have also made plans to have demo rides on Friday and Saturday by Ames Cycle.

— Bruce Schaeffer, 1992 Rally Director

Info wanted on heater

In the Fall 1991 issue of Hack's on page 21 there was a picture of Bob Frederick's rig that was taken at the USCA National Rally, July, 1991. It says that Bob has a VW gasoline pulse jet heater mounted in his sidecar. Any info I could receive on this installation, I would appreciate.

Tim Scott, 54 Phillips Rd., Canterbury, CT,
06331, 203-3763031

Spyder H-D Classic Sidecar

Motorvation engineering introduces the spyder H-D classic model motorcycle sidecar. Because of the incredible popularity of the new, but classic looking Harley Davidson models, such as the, heritage softail and new Harleys with Springer front ends, leather saddle bags and even wire wheels, we have decided to reissue our own "classic Model sidecar", the Spyder H-D classic. Believe me it is "heavy duty". It is designed to look as if it was built long ago but is constructed with state of the art sidecar craftsmanship and technology. It can be mounted on any motorcycle. It can even be moved between motorcycles. But best of all it handles much better than the actual "old fashioned sidecar that Grandfather used to have."

The Spyder H-D classic can do this because it utilizes aircraft style clevis and eyebolt mounts, as used on jet engines, which makes it easily removable in minutes to allow solo riding and is absolutely rock solid and safe when the sidecar is reinstalled. The shock, provided by progressive suspension, is an adjustable magnumatic air & spring chrome unit.

We will install either a custom chrome Inc. 16" Star Hub Wire wheel or modify a Harley 16" Mag Wheel to match the wheel of your motorcycle for storage, there is a 3.5 cubic foot trunk with lockable lid behind the seat and optional 5 gallon fuel system with electric fuel pump. For additional braking we offer an optional independent brake system using performance machine master cylinder and caliper and we've saved the best for last. It is priced considerable lower than many other sidecars available today.

If you are interested, you can receive free printed information with photos or our low cost video explaining everything about our sidecars you want to know, just call 818-248-9631 or write: Motorvation Eng. - 3702 Clifton Place, Montrose, California 91020. Thank you.

Montana Firecracker S/C Rally July 3, 4, and 5

The rally will be held at Campground St. Regis in beautiful St. Regis, Montana. It's located on Interstate 90, approximately 90 miles east of Coeur d'Alene, Idaho.

Rally fee is \$10 for adults — and includes T-shirt and pin! There's no registration fee for children under 15 if camping with their parents.

Camping fees are \$7.50 per night per person.

There may be an additional fee for RV hookup.

All fees payable at the Rally registration table.

Glacier National Park is located around 215 miles north. Yellowstone National Park is approximately 365 southeast, and the Grand Tetons are just south of Yellowstone. Beautiful Lake Coeur D'Alene Idaho is less than 90 miles west.

Information on what to see will be available at Rally registration.

Rally is being put on by Panhandle Sidecarists and is hosted by Jim Krautz and family. For more information, contact Jim at (208) 1687-2535, or write to N. 950 Circle S. Trail, Rathdrum, Idaho, 83858.

Rally

Central Iowa Sidecar Association & Venture Touring Society of Waterloo, Iowa
Host the

1992 USCA National Sidecar Rally Evansdale, Iowa — July 9-12, 1992 Iowa Two & Three-Wheel Motorcycle Rally

Rally Features

Primitive (No electricity) Camping Thursday - Saturday
Rally Pin
Friday Night Band
Saturday Rally Supper
Fishing

Campground Attractions — Some have fees

Rally Excitement
Rally Vendors
Daily Door Prizes
Old & New Friends
Sidecar Clinic
Sunday Church Service
Sidecar Show
Tires to Kick
Sidecar Safety Course
Meal Rides with Friends
Poker Run
Sidecar Games
Kids' Entertainment
Women's Activities
Beach Swimming with Lifeguard

Area Attractions:

Water Slide
Grout Museum
Riverboat Gambling
Roller Skating
Dog Track Racing
Rensselaer Russel House Museum
Imaginarium
John Deer 2-Cyl. Expo
Amana Colonies
Bily Clock Museum
Ice House Museum
Hartman Reserve Nature Center
Antique Acres

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Waterloo
319/234-7411

Heartland Inn
1809 LaPorte Rd.
Waterloo
319/235-4461

Pine Tree Motel
1515 LaPorte Rd.
Waterloo
319/235-7083

Super 8 Motel
1825 LaPorte Rd.
Waterloo
319/233-1800

Rally

1992 USCA National Sidecar Rally

Deerwood Park — Evansdale, Iowa — July 9-12, 1992

Advanced registration (no later than May 31, 1992)		Registration at Rally July 1 and later	
Age 16 and over	\$27.00	Age 16 and over	\$30.00
Age 7-15	\$6.00	Ages 7-15	\$8.00
Age 6 & under	FREE	Ages 6 & under	STILL FREE
Saturday only Dinner & Camping	\$15.00		

Operator/Driver _____ Age _____ \$ _____
 Address _____ Phone _____
 City _____
 State/Province _____ ZIP _____ Country _____
 Passenger _____ Age _____ \$ _____
 Registration must be in U.S. funds. Total (checks payable to Sidecars 1992) \$ _____

Are you Camping Motel

Direct miles driven from home to rally _____
 Total miles driven from home to rally _____
 If you did not drive to the rally, total direct miles from your home to the rally _____

Motorcycle Year _____ Make _____ Model _____
 Sidecar Year _____ Make _____ Model _____
 USCA Membership # _____ USCA Club/Chapter _____ AMA# _____

Signature(s) on this form relieve(s) the United Sidecar Association, Inc. and its officers and volunteers from any liability for property damage, bodily injury, theft, motor vehicle accident, or any other injury to persons attending the 1992 USCA Sidecar Rally in Evansdale, Iowa.

Signed _____ Signed _____
 Operator/Driver Passenger
 Signed _____ Signed _____
 Passenger Passenger
 Signed _____ Signed _____
 Passenger Passenger

MAIL YOUR REGISTRATION AND CHECK (BEFORE MAY 31) TO: Dick Garrison, 926 W. 6th St., Waterloo, IA 50702

Travels

The Sidecar Goes to Mexico

By Billie Stone

There is always a first time — in this instance there were two `firsts" — first time we had ever gone on a guided tour and first time a sidecar rig had gone on one of the Poncho Villa Motor Tours!

But this was definitely not a first for us to visit either the Mexican mainland or the Baja Peninsula. We drove our Porsche to Mexico City in 1966. We drove our Meyers Manx dune buggy the length of Baja in 1968 and in 1972 we drove the length of Baja in a VW Bug, crossed to Mazatlan, down to Guadalajara and then back up to Nogales.

The plan this time was to have everyone in the group meet in Nogales, Arizona on March 18 and take off for Mexico on the 19th. we left home in Ridgecrest, California on March 15th, taking a leisurely trip down sightseeing and visiting friends. Snow and rain were both predicted, but we managed to avoid both.

All members of the tour met for a briefing by Ed Culberson, the tour leader, about 7:30 in the morning. John Harrison was to be second in command. The morning was not pleasant — a very strong, cold wind and the sky was cloudy. The group consisted of 16 motorcycles and 28 riders.

Three couples were from New Zealand, one couple from Canada and the rest from all over the US — Florida, Michigan, Minnesota, Washington, Texas, Arizona and California. Bill told Ed that he would like to ride last in the column as the sidecar rig did not maneuver quite as quickly as the single bikes — and we did have quite a long column when we started out. Later on in the trip, the members would separate out and more or less travel on their own.

The group left the hotel at 8:00 and arrived at Mexican customs at 8:20 where Ed had all our papers to present to the customs officer at once. This took about 30 minutes, but even so, much faster than if all 16 parties had gone in. While waiting, the rain started, so everyone had a good opportunity to put on rain gear.



Ed was fluent in Spanish so was able to take care of any problems that came up on the trip. Bill and I knew a few words and phrases, but the rest were mostly limited to "No" and "Si".

Travels..

The rain continued on and off to some degree most of the day. Our first stop was in Magdalena where we visited Father Kino's shrine. The stop was short as we needed to cover about 260 miles that day.

We stopped at a local restaurant for lunch. Ed ordered bowls of native soup with tortillas. No one was eager to eat it at first until Bill and I started to eat ours. So many stories circulate about the native food not being safe to eat. But it is a well known fact that Mexican soup is almost always good and always safe to eat. The sign over the restroom was "W.C. Solo Clientes". As there was no lock or a light inside, one had to look well before closing the door and it was also necessary for some one to stand guard. This was about the only Mexican restaurant that we visited.

Ed was fluent in Spanish so was able to take care of any problems that came up on the trip. Bill and I knew a few words and phrases, but the rest were mostly limited to "No" and "Si".

We spent the night at the Posada de San Carlos not far from Guayamas. Our room looked right down on the beach and San Carlos Bay.

We left San Carlos on Wednesday, March 20—

this was special for me — it was my 72nd birthday. Bill gave me a birthday card before breakfast and I was very glad to know he remembered — especially while traveling. Our ride on this day was about 150 miles to Alamos, which is a National Park. It is one of the oldest towns in North America as Coronado's army camped there in 1530. The gold, silver and lead mines ran out 70 years ago and the town went declined, but then many tourists discovered it and many have moved there and rebuilt the old buildings — but always to the specifications of the government. I was entranced with the flowers at this time of year — literally covering buildings and rock walls. Various colors of bougainvilleas, orchid tree and many I did not know.

Everyone parked in front of the beautiful old hotel — Casa de los Tesoros — and dashed in for lunch as we were told they were waiting for us. After lunch the men were told to "secure" their motorcycles in the courtyard. All went well until Bill tried to get the sidecar rig in through the doorway — it was four inches too wide! So Bill was told to leave it in front of the entryway so that those inside could watch it.

The group then divided into two and guides took



Travels..

us on a walking tour. Our guide, Jose Trinidad, spoke excellent English, was very knowledgeable as to the history of the town, and had a sense of humor. We visited the restored homes, school, market, prison and church. Bill had a little Mexican boy, Manuel, shine his boots after we arrived. Manuel followed our group all over town and every time Bill called him by name, he was corrected on his pronunciation.

The group gathered on the courtyard patio for happy hour before dinner. A group of Mariachis came out and played for us and then went away. Suddenly they came back accompanied by the owner of the hotel, her brother, the guide and two other Mexican people — first they sang "Happy Birthday" in Spanish and then in English accompanied by the Mariachis. Then I was presented with a little cake with one candle burning on it. Up until the the people on the tour had called me the "chair-lady" but for a few days after this party I was called the "Birthday girl".

We had an excellent dinner, slept well and were up to accept the tray with coffee and orange juice at 7:30 am! Then we went in for a "hearty" breakfast. I said I did not want bacon, but got it anyway!

We drove over and parked in front of the beautiful old church for a group picture. We were told to leave town by a back street as there was a Fiesta going on along the main street, and as the streets are extremely narrow, there was surely not room for all of us.

The landscapes, the towns, and villages, the customs and the people themselves are all very different and interesting. I rode with camera and notebook in hand.

We arrived in a fairly good sized town, Los Mochis, in the afternoon after traveling about 130 miles. We were to leave the motorcycles here and go on a train up to Copper Canyon, so everything was taken to our rooms and the motorcycles were covered and secured.

Most of us went on a short walking tour of the area around the hotel — most got food for the train trip as it would be long and food was not assured. Then everyone packed a small bag for the overnight trip and all the extra gear was stored in one room which Poncho Villa paid for.

We were up at 3:30 and went down to the lobby. The restaurant had opened by that time so some did eat breakfast. We all boarded a bus at 5:15 and drove quite a ways out to the train station where we boarded at once and began our journey up the mountain at 6:05. This was a record for something to happen "on time" in Mexico. The very long trip was smooth and fairly comfortable. My main complaint was the windows were so terribly dirty that it made taking pictures out of the train difficult. I gathered from a book that we were to go through 73 tunnels and over 28 major bridges. It took from 1912 to 1961 to construct this railroad over the mountains — some are 12,000 feet high.

After climbing pretty steeply in places, a lot of beautiful scenery and the passage of 7 or 8 hours (I got confused as there was a time change on the way) we arrived at our "station", a covered platform. We were met effusively by our hostess who managed the Hotel Mansion Tarahumara. Maria and her assistant got us and our luggage on board a very elderly bus and we rattled and jolted a short way to the hotel where we were directed to our rooms. Ours was in a new section and I'm not sure it was completely finished. But it did smell nice as it was built of logs and was very clean. Our only heat was a fireplace which of course went out early and the room was very cold. We slept well however, as there were heavy blankets.

Copper Canyon is known as being many times larger than our Grand Canyon. We learned that actually the "canyon" consists of five. We were quite disappointed in the lack of color which we have seen in the Grand Canyon. However, the sun did not shine while we were there and that may have been the reason. The area is also known as the home of the very primitive Tarahumara Indian Tribe. We encountered the women sitting on the patio of the main building as we entered to register. They had their baskets and pottery spread out about them and each woman had one to three children with her— often a small infant in a sling about her shoulders. She rarely smiled and spoke only the prices of the items she had to sell. All the while they continued to weave their baskets.

After lunch, Jose, the guide, took us up the mountain to look down on the canyon. Then we followed a foot path down to an Indian home where many of us bought pottery or baskets. The "home" was

Travels..

made of rock and wood and was only one room tucked under a hanging cliff.

The group met for a Happy Hour in the "lounge" just above the dining room, where our guide — now musician — entertained us with guitar and song. Few lingered after dinner as it had been a long day!

Morning came and the prospect of a shower! Unlike some of the fancy hotels, there was plenty of hot water, but the room was so cold and the tile floor so slippery—besides I had forgotten to pack a shower cap!

After breakfast we walked down to some seats on the hillside and were entertained by some Indians. Two men played instruments — they have set aside their homemade ones for a modern violin and guitar — while a third man put strings of butterfly cocoons around his ankles which rattled while he danced. Then two of the men gave a demonstration of a game they often play — sometimes for days. A wooden ball about the size of a tennis ball is kicked up and down the mountains, hands cannot be used. It is essentially a race between the contestants. A couple of women showed that they also play the game.

Following this entertainment, we had a choice of

going horse back riding or boarding the old faithful bus and ride to another village and view of the canyon. We chose the bus. The view of the canyon was much the same, but the Indian settlement was a little larger. The group that went on the horseback ride were disappointed as the horses were trained to walk at a certain pace in a certain position, so the riders just had to sit there and be taken where the guide was going.

We were back at the hotel by noon where some had a snack and we all packed for the return trip to Los Mochis. It seemed much longer going down the mountain as it became dark and we could not see anything. The train was also hot and full of fumes, so everyone was glad when we pulled into the station. But we were not to have a good night's rest! A party a few doors down started about four o'clock and lasted until eight in the morning, and their door was open, so it bothered people way down the hall as well.

We were up at 7:00 on Sunday and for the first time the sun was shining like it might remain all day. After a good breakfast the motorcycles were uncovered and everything was in good order, but there had been a heavy dew so there was some mopping up to do. One of the men, Bob, did not feel too good, but decided he



Travels..

could ride. However when we stopped for lunch the driver of the chase car took over Bob's motorcycle and a lady from Texas drove the car. As we laid over in Mazatlan, Bob recovered. Otherwise the "revenge" did not bother us.

After driving through an interesting and prosperous agricultural region,, we arrived in Mazatlan. We had rooms in a beautiful big hotel right on the beach. All the motorcycles were parked right out in front of the hotel in the courtyard, but we did not worry about them as there was a guard on duty at the entrance at all times. Bill parked the sidecar rig right next to the guard house as the guard took a fancy to it and was happy to keep his eye on it.

We had a fantastic dinner at the outdoor restaurant, complete with a very good orchestra which was good for dancing. Breakfast the next day was in the outdoor restaurant right on the beach. The day was perfect and we enjoyed watching the para-gliders in action. We shared a taxi after breakfast with another couple and went to the aquarium. Then on the way back to the hotel we stopped and spent time in some of the local shops.

Tuesday morning, was a lazy one—we walked the beach, people watched, shopped and packed as we were planning to board the ferry in the afternoon to go across to La Paz on the Baja Peninsula.

We all arrived at the ferry landing at three O'clock, but did not start across until five. Again, we had to pack a small bag as we would be sleeping on the ferry and no one is allowed in the hold after the ship is closed up. The men drove onto the ferry and began the fun of tying them down—we were more fortunate than the others as the sidecar held the motorcycle up.

We were not allowed to go directly up to our quarters from the hold, and as the motorcycles went on first, we walked the length of the ferry, out and around through the ferry building and then finally onto the boat itself. We were quite surprised to find our staterooms quite roomy and comfortable

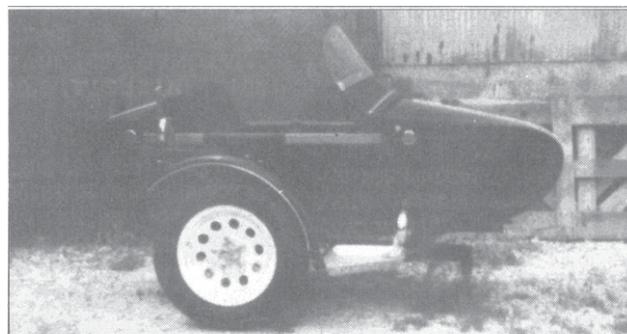
The Gulf of California was very smooth, so the crossing was uneventful and we docked at the La Paz termina. We all grabbed our luggage and hurried off the boat and around again to get the motorcycles. But even

though they were the very first to come off, they were not allowed to get off until "the powers that be" decided it was time. They were all off finally at 12:00 and then began the repacking process again!

Eventually everyone was out on the highway and traveled the 15 miles to La Paz where we stayed outside of the hotel proper in beautiful cabanas in a parklike area.

Thursday was our day to leisurely ride down to Cabo San Lucas. One of the couples from New Zealand, Dave and Shirley, joined Bill and I for the day. Bill and I saw the tip of Baja in 1968 when it was just a small fishing village and there were miles and miles of clean beautiful beaches—not anything or anybody on them! There were 2 hotels when we were there in 1972, but we were not prepared for the complete change—I almost cried. Condos, people, traffic, shops and trash—everywhere. We could not even get down to the water.

We did have a very good lunch and then started back up the Pacific side of the peninsula back to La Paz. We were able to get down to the water in one place and found it to be deserted except for a young couple that arrived after we did. Evening found everyone back in La Paz and nearly all ate at a new little restaurant across the street that had only been open two days.



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Travels..

Friday we turned up the Baja Peninsula. The road in general was better than on the mainland. Bill had done his best to dodge some of the bigger holes, but the fact that he had 3 wheels to watch out for, I still got a few good jolts in the sidecar. The road was no longer a two wheeled dirt trail that seemed to go wherever the driver wanted to. Now the road was pretty straight and well paved. The very good road signs and guard rails amazed me. Town names, mileages, warning signs, etc. were all entirely new to this road.

Just before we arrived in Loreto, we drove through the mountains to see the very bright blue color of the Gulf. The wind was blowing a gale, so no one walked on the beach that afternoon.

We had a very good dinner at the hotel. It was our good fortune to have a retired drama teacher in our crowd and he kept everyone entertained with his rhetoric and singing. Even the Mexicans in the dining room were laughing.

Saturday we drove the new road out of town and never did go near the Old Mission there which was one of the first ones built. It is still being used.

In contrast to the day before, the scenery was wonderful. We saw the Gulf in many places, there were many large and interesting varieties of cactus, and we drove through two fairly good sized towns—Mulege and Santa Rosalia. Santa Rosalia which is an old mining town. The green metal church which was built in France by Alexander Eiffel is still being used there.

We arrived in San Ignacio early in the afternoon. A number of us toured the church there. The town "square" has not changed since we were there last, and we were able to find the "hotel" where we stayed in 1968.

We spent a couple of hours in places, so we did not travel as fast as we had planned. Bill always drove at a pretty fast speed, but the solo bikes usually did pass him. It was not quite as easy to dodge pot holes, wandering cattle, and slow moving Mexican vehicles with the sidecar.

We were now really in "cactus land"—we stopped and I took pictures of well over a dozen varieties. The very interesting Elephant tree and the "Boojum" Cactus grow here.

A number of the group stopped at a "new" gas station-restaurant in an area called Santa Ynez. We realized that a ranch that we had stayed at in 1972 was very near, so we broke from the group and went over there for lunch. The "bunk house" where we had stayed had been painted, but in general it was much the same as we remembered. We sat at the same picnic table just outside the kitchen and had tortillas, eggs, beans and coffee. A couple of little pigs came running out from the back--we HAD "gone back" in time!

We arrived in San Quintin much earlier in the afternoon than we had thought as it had been one of our longest riding days-365 miles.

We shared a breakfast table Monday morning with a couple that had separated from the group the day before and had gone down to Scammon's Bay to see the whales. Had we known that we would have only been about three hours later getting to the hotel, we would have taken the trip, but one never knows—and one does not travel after dark in Mexico as the natives do not believe in using headlights and there are often people and animals of all sorts on the roads.

The countryside that morning was becoming more agricultural and there were more small communities. We had only been riding for about an hour when Ed came riding back asking everyone to stop as one of the riders had a flat tire. This was the first real problem any of the riders have had with their machines, so we felt very fortunate. Bill always does take an adequate number of tools with him, seeing as we had the sidecar to carry more. Another fortunate circumstance was that it happened in a fair sized town, so it could be taken to a service station and be fixed. We had ridden hundreds of miles where there was not much other than cactus!

While the owner of the motorcycle was working on his tire, three little 4 year old Mexican girls came out to watch. Bill took Polaroid pictures of the group and gave each of them one. They disappeared and quickly came back—one was carrying a little brother for a picture. After this was taken, they again disappeared and soon came back, another girl carrying a little sister! Film supply had about to run out by then! Fortunately, by that time the tire was fixed and we were back on the road.

Travels..

We arrived in Ensenada at two in the afternoon. As there were shops right across the street, a number of the group spent some of the afternoon over there.

Our last group dinner that evening was quite a gala affair. The evening was climaxed by Milt reading a couple of poems that his wife, Betty, had composed while riding on the back of the motorcycle. We were also entertained by the harmonizing of Milt and Bruce.

Tuesday was the last day. Everyone would be crossing back into the United States and going their own way. Nearly all were down in the parking lot by six getting the final packing done and getting in just a little more conversation. One of the men from New Zealand had bought two hats in Mexico —one was a very large and ornate sombrero. These hats had been riding in the chassecar, but now they had to be tied onto the back of Mike's motorcycle!

We were in line about 45 minutes at customs. We had breakfast in San Diego and then headed for home where we arrived at 3:45 that afternoon. We had traveled 331 miles that day and a total of 3394 miles for

the entire trip. We drove 2000 miles in Mexico.

As far as I know we did not have any trouble with our two "firsts". No one in the group complained that the sidecar "rig" held them up or interfered in any way in the progress of the tour. Even though we stayed in the back most of the time, there was no problem of our keeping up with the group, and we had no parking problems with the group. We did have one bit of difficulty in Mazatlan when the leader went down a narrow street along the waterfront. The traffic was so heavy that only about one half a lane was open which was enough for the solo motorcycles—but it was not wide enough for the sidecar "rig", so we did get sort of "lost in the shuffle".

Thinking back, there was "one" complaint. One man said he liked to ride in the back as he liked to stop and take pictures. His wife liked to wave at the Mexican people who always waved and smiled back. After riding in the back for a while, she noticed that the people were more interested in the sidecar "rig" and waved and yelled at us. So she told her husband she did not want to ride on the back — she wanted a sidecar.



Ed Aide



By Larry DeVos
editor, "Hoosier Hacks"

2208 S. Jefferson
Muncie, IN 47302

Fashion Lines - More on Dressing Baby

Really, there is nothing wrong with keeping Baby rather basic, and it does keep matters simple for Papa. But most editors eventually want to step up a bit with Baby's looks. And just as with any child, doing Baby prettier usually means Papa works harder.

A few issues ago I promised more on line length, however, some events got me sidetracked into other matters. Let's look a bit at that now, using a typewriter (and computer) to add a bit of zest, and slicker appearance.

ATTRACTIVE LINES

If you use a pica typewriter, it has 10 characters per inch, for a line of 85 spaces across the page. An elite typewriter uses 12 characters per inch for a line of 102 spaces. An inch margin both sides gives a line length of 65 or 78 characters per line. Since the human eye begins to have trouble shifting to the beginning of the next line at about 60 characters, we push our readers into a bit of discomfort for reasons they don't know. If you use margins under one inch, the lines are still longer, and the discomfort is even stronger.

So, newspapers, magazines and many newsletters use multiple columns with shorter lines, AND narrower margins. The margins make up for some or all the space between columns, so it is possible to get more on a page with columns.

Using 1/2" margins with a two or three character space between two columns gives a line length about 36 pica or 43 elite characters — much nicer to read. Just set your left margin

for 1/2", the right margin at the center, then a space or two left of that. After you finish typing that column, move the right margin to 1/2", the left margin to center plus a space or two to the right. Continue with your typing.

The shorter line takes a bit to get used to it — it drives the typist up the wall at first because that little bell seems to ring just as you get a line going. It also calls for more hyphenation, or eliminating all your nice long impressive words. Do keep your dictionary handy to look up where to break words. A good eraser or ample correction fluid or correction tape also helps. I prefer tape — no crumbs, no waiting to dry - but it does flake sometimes.

Keep at it — it will pay off with Baby flitting around looking much more professionally dressed, and the short lines will be second nature after a few pages.

SETTING UP THE PATTERN

Presumably you do a "rough draft", written or typed, before you do the final copy for duplicating. When you're done with that, pick what you feel is the middle of the article, add another line or so, and put that in the first column. Then the second column should be a little shorter than the first. Custom and optical principles make that preferred over a longer second column.

When you do more than one article, you have two choices: split each into two nearly-equal columns; or carry the first article into the second column, continue with the next article. If you have more than one page, you might prefer the second choice. However, you'll soon discover both methods can have problems that can result in uneven results.

KIDS AGAIN - SCISSORS AND PASTE

So, we go to paste-ups. Remember how much fun you had as a kid cutting pieces of paper and sticking them together? Well, you can relive your childhood! This method simplifies the typing, in that everything goes into

Ed Aide..

one-column form, straight down the paper. If you want to economize on paper, reset the typewriter and do a second column on the sheet — but unless you're good at the reset, I bet you'll soon go for the single column.

Since you are now going to cut up the paper and stick it to another sheet, you may want to type quite close to the left edge, so you'll have a nice straight edge to work with. When pasting up, the human eye perversely follows a crooked cut line instead of the straight typing margin.

Using paste-up allows you to arrange articles in shorter two-column sections or run them continuously down the columns, or use both by using boxes for the two-column sections. For two-column boxes, shorten your lines a couple characters, to allow room for the box lines. This makes for a nifty-looking layout (arrangement of material on a page).

More work — sure. But what a product! Your imagination can work wonders on your pages, and make a newsletter that's the gnat's knuckles.

STICKING STUFF

Several products help the cut typing pieces to stick to the layout sheet. But in case you change your mind, select something less permanent than Elmer's. I suspect you'll be changing your mind quite a bit. Besides, you'll find that those pesky pieces of paper won't always land where you want them. Also, keep ANY adhesive covered ALL the time you're not digging into it — it dries out rapidly.

A common adhesive is the "library" paste you used in school. Three problems: it takes a while to dry enough to continue handling the sheet; it's fairly permanent; it has a strong tendency to wrinkle paper, unless weighted while drying, and the wrinkles can give you fits come duplicating time. It also can become lumpy, making bad copy unless you scrape the lumps off your application.

Rubber cement is a common gunk used for layout. It smells bad. Get at least twice the volume of thinner — the cement thickens fast, no matter how tight the lid. Start with a small jar with a built-in brush, then refill it as you need more. Apply it rather thinly, not generously. If you stay away from the edges, you won't get squish-out, which makes a dark edge around your copy and shows upon duplication.

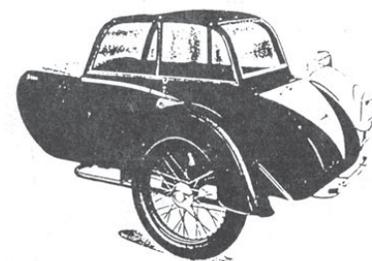
Preferred, if you can find it, is layout wax. It's a sticky wax that doesn't dry out, holds the material rather well but allows easy strip-off for repositioning even weeks later, then sticks some more. Normally applied hot with an expensive roller machine, it is available in an inexpensive stick for cold use.

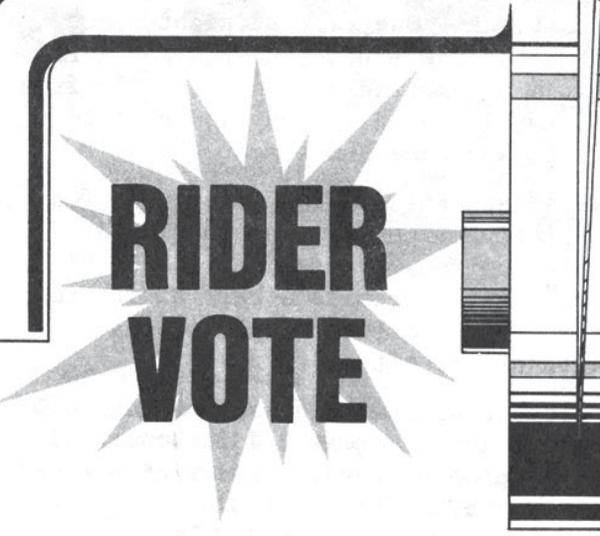
Hold the paper at two corners with one hand, tip the stick slightly away from those fingers, and stroke across the paper. Near the other end, lift the stick and continue moving beyond the paper. Make as many strokes as necessary to coat much of the paper — it does not have to be a complete covering. Keep the application fairly thin — you don't need much.

Flatten out any high or thick spots, turn the paper over and put into place. Rub gently but firmly into place. If the copy would smear with rubbing, use other paper over the top, holding firmly in place.

You MAY find the stick wax at an art or graphics art store. I got mine from: Communication Resources, 1425 West Maple St., PO Box 2625, North Canton, Ohio 44720, tel. 1-800-992-2144 - call for their catalog. My stick is still going after four years.

Now that Baby's getting stuck up, there are more things you can do for her. Next time!





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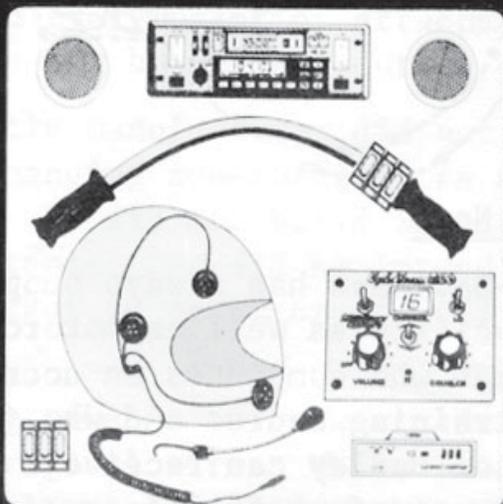
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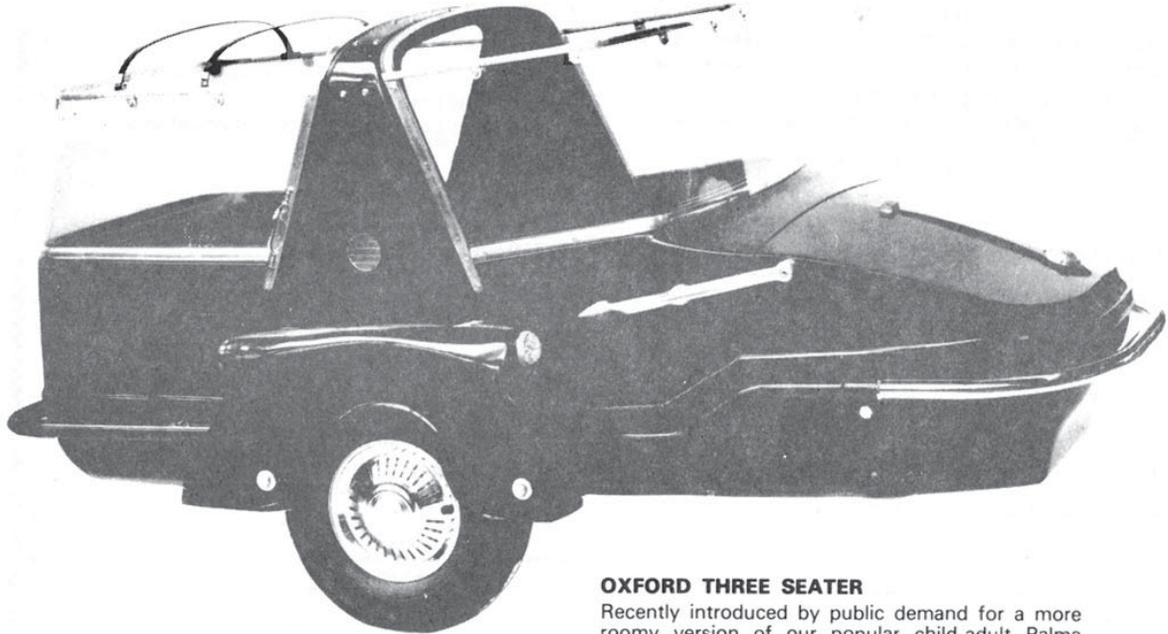
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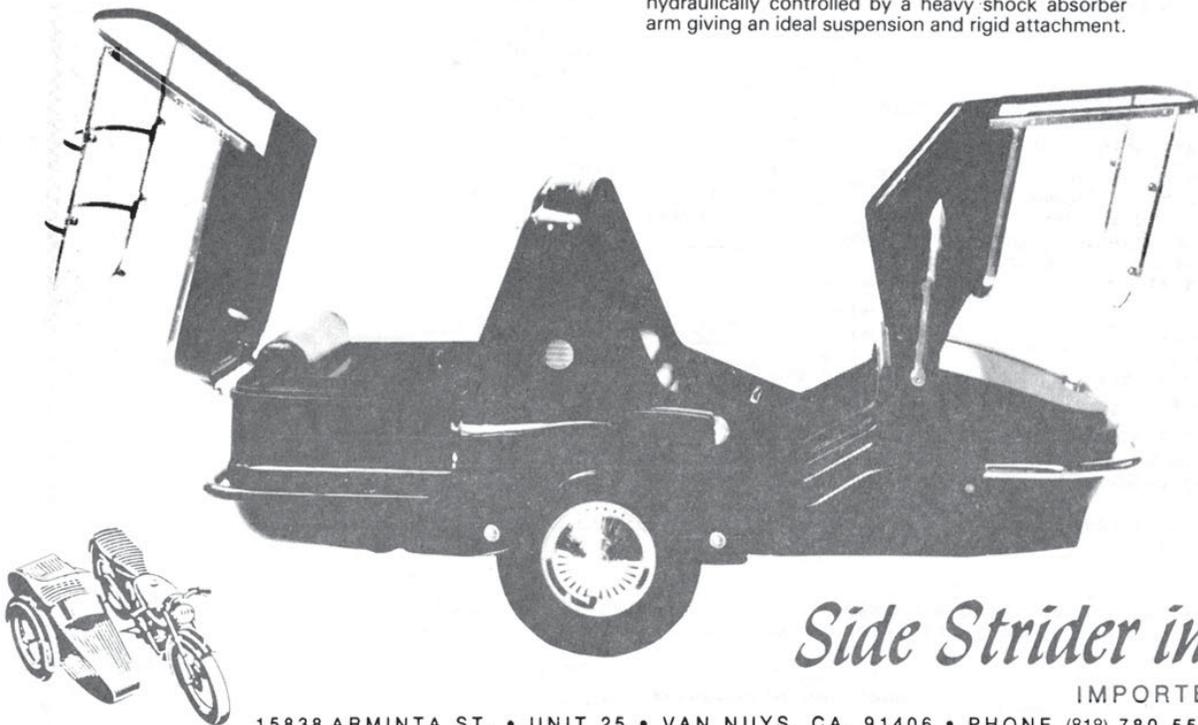


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North Lands Campgrounds

We need info on good campgrounds with inexpensive motels nearby (5 miles) for our '92 Northlands Campout. Prefer one within 10 miles of Northern "I" system highways (41, 43, 90, 94 and perhaps 51). Send info to Al.

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Chapter Director: Neil Jameson 390 Hanson Lane, Ben Lomond, CA 95005, 408/336-2476

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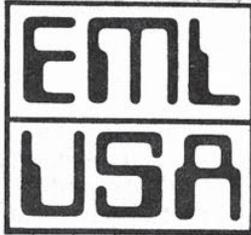
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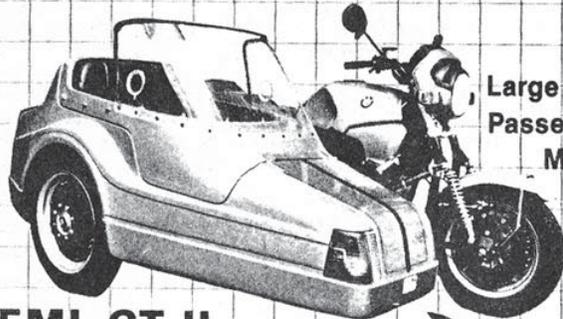
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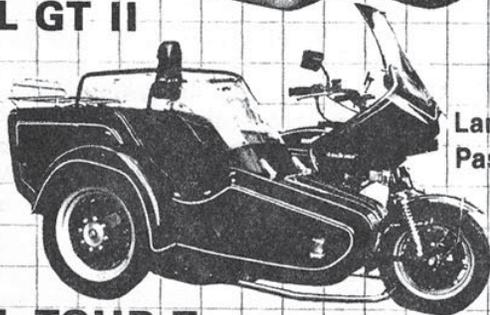
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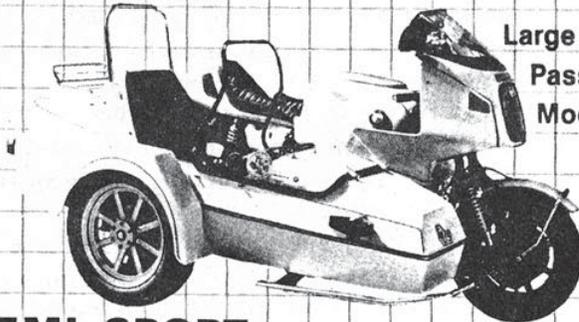
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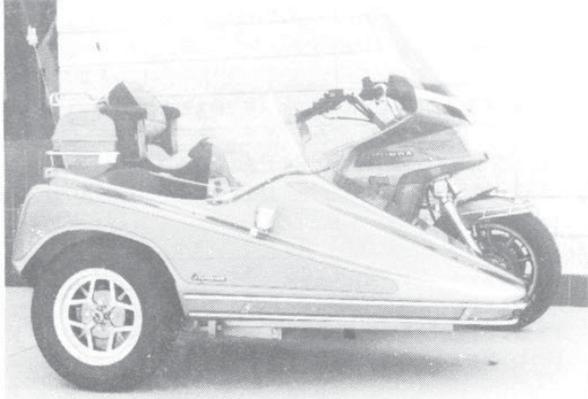
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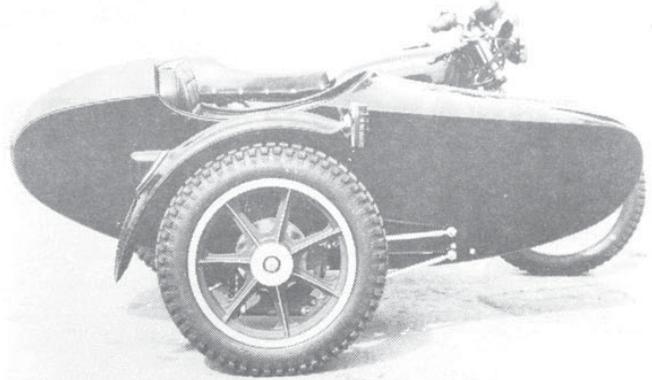
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The Formula II is the state of the art sidecar, with a modern aerodynamic design. The wide track, designed for today's big touring bikes, not only adds stability in right hand turns, but permits a 28" sofa style seat, which removes easily for cargo 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.



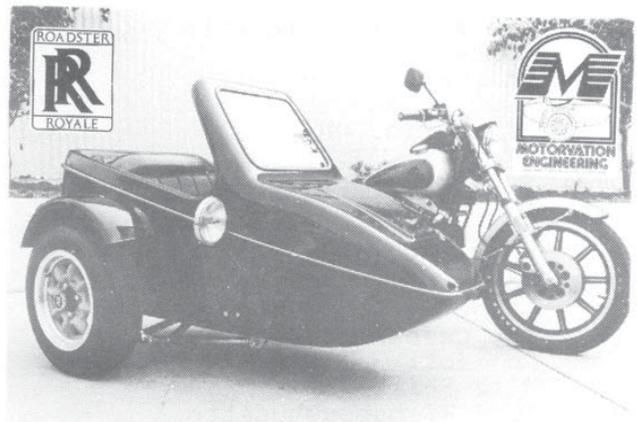
Spyder T-1

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.

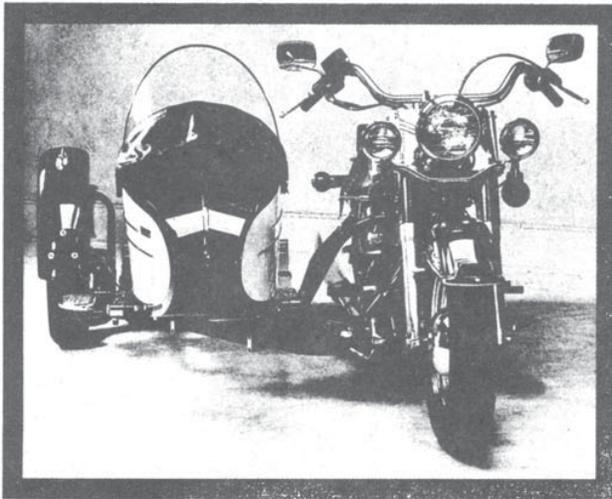
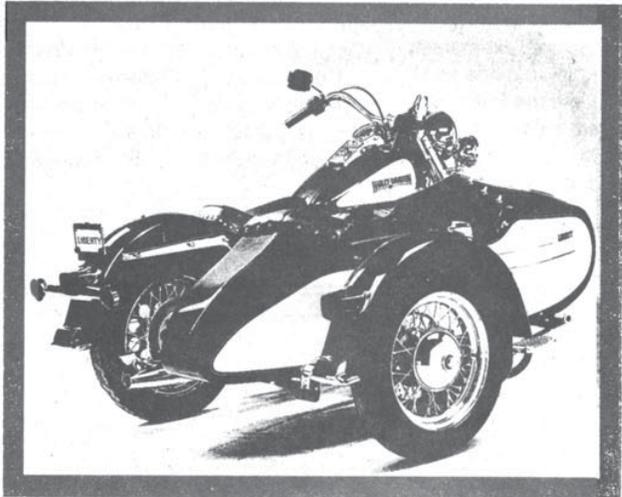
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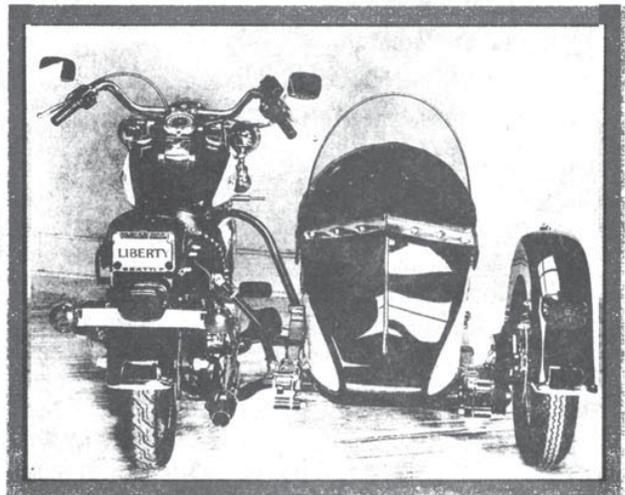
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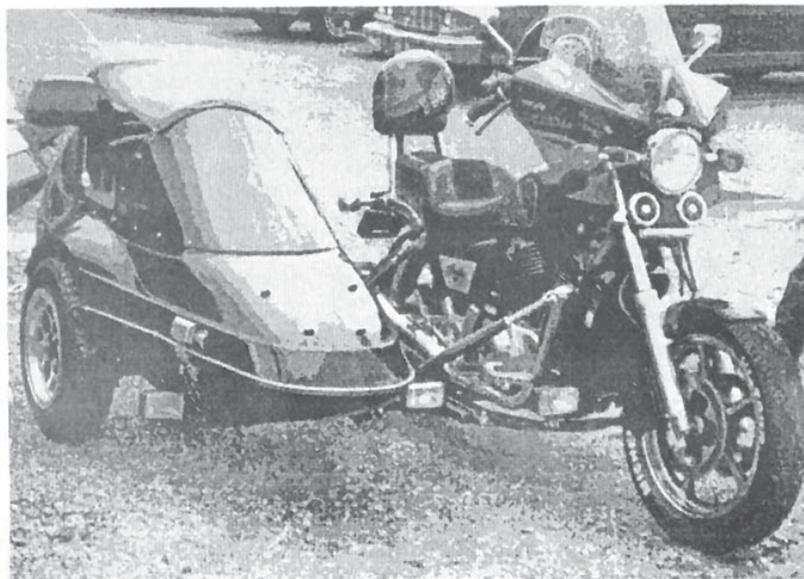
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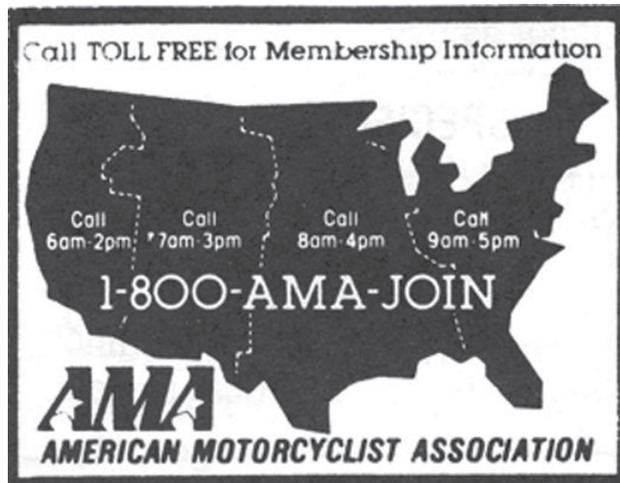
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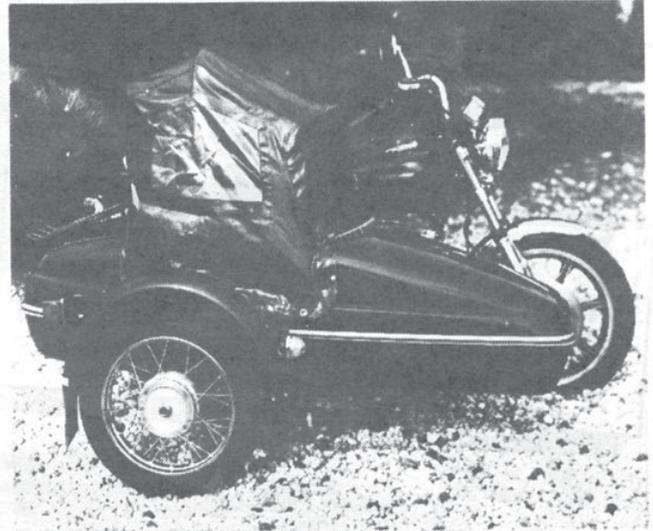
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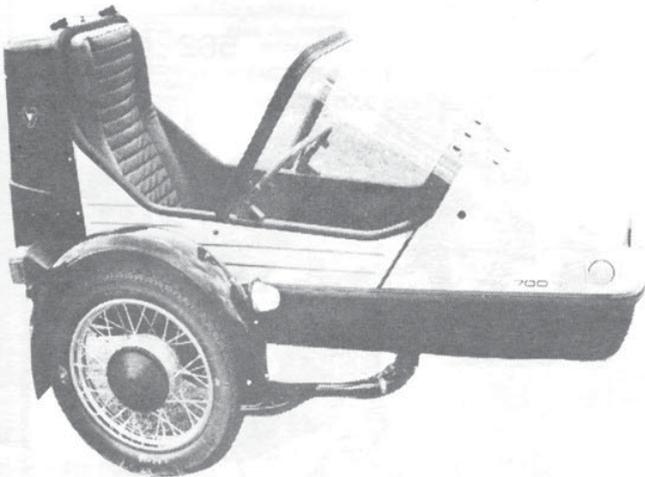
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Length: 6' 1 1/2"	Weight: 154 lbs.
Width: 30"	Leg room: 46 1/2"
Height: 46"	Hip room: 20"
Wheel: 16"	Ground clearance: 8"
Tire: 3.50 x 16	Electrical system: 12v

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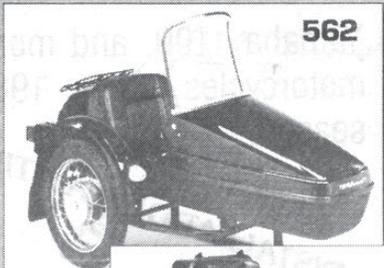
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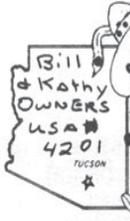
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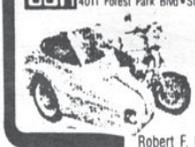
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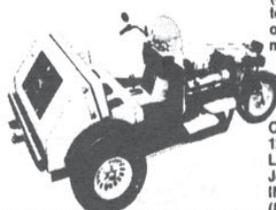

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