

# ***THE SIDECARIST***



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

**FEBRUARY  
MARCH  
1987**



# The Sidecarist

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Please notify the Association of a change of address at least six weeks beforehand if possible, so you will receive your magazine promptly.

Address for editor, new membership, renewals,  
or change of address is:

United Sidecar Association, Inc

P.O. Box 8119, Van Nuys CA 91409-8119

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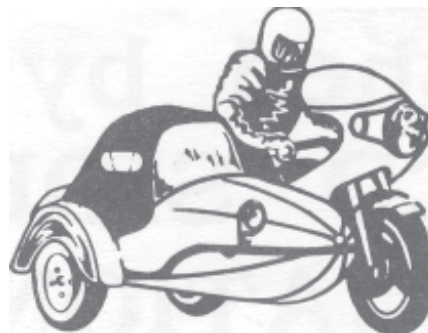
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## COVER:

Seattle Socialites out collecting Dogwoods,  
1919 - From the Kinney Collection, 19812 S.  
E. Bybee Rd., Camas, WA 98607. Historical or  
Fine Arts prints available from the K-O  
Collection. This print is X-53.



# Notes from the President.....

Running an Association with volunteers (your Executive Committee and others), is one heck of a job and as always, there are the chief complainers who, I think, mean well - but .... well ....

They complain first before investigating. I mean, such as not even a basic investigation. They just shoot from the top of their head - a total reactionary type. They shoot off their mouth. They have no idea of what is going on. They don't ask. They just run down the street screaming foul! - whatever!

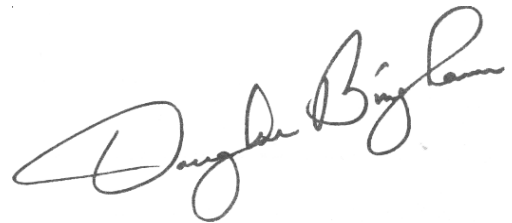
I'm sure the medical profession have labels for this sort of behavior - and quite honestly I have a few of my own ... Not much you can do with folks who react - it would be nice if they would stop and think what kind of damage they might do - or worse yet - what an ass they look like to others ....

If there were to be additional rules in this Association - I'd like to suggest one ....

\* Thou shalt not criticize others who are working in this Association - your complaint will be considered only if your involvement is of a working nature within the Association at the time of the complaint.

Anyway, the point of all this is --- All of you super people who have taken the time to drop a card or letter expressing your own personal appreciation of the work being done - and the understanding that goes along with the goof-ups -

HEY THANKS --- it makes it all worthwhile.



## USCA NATIONAL COMMITTEE

Connie Brown - Ambassador

Ed Johnson -- AMA Liaison

Al Roach - Membership Contact

Don Swanke - Emergency Contact

Jim Rubens - Historian

Les Garlinghouse - Latin American Correspondent

# **In Memorium - Howard Brown**

## **"HIS SOUL GOES SIDECARING ON"**

**The USCA owes much to the Browns, Connie and Howard, who served in a voluntary capacity as Membership Secretary during our formulative years. Connie was later posted as our Roving Ambassador (of Goodwill) at Large.**

**The Browns were often seen at our rallies and at other rallies, always promoting friendship and caring among the brotherhood of sidecarists.**

**Although contacting emphysema in later years, Howard continued to attend as many functions as possible with Connie, his ever attendant helpmate at his side. Howard passed away on December 10, 1986.**

**Howard was born in Traverse City, Michigan, in 1912, and served in World War II as a Naval Engineer. He entered the Naval Reserve after hostilities ended and, later, the U. S. Coast Guard. Howard leaves a son and three daughters, twelve grandchildren, and five great-grandchildren.**

**Those wishing to remember and respect Howard are invited to send a memorial contribution to the American Cancer Society.**

**Howard, sorry to see you go, but we know you will be attending the Big Rally in the Sky where there is no illness or pain, only peace and tranquility.**



# From where I sit

## FROM WHERE I SIT

**Hal Kendall**

One Thousand Nine Hundred and Eighty Seven. This is a new year. The last year was not so great for many. To name but a few who were affected - the President and the Iranian arms deal - American hostages - Nicaraguan Contra Rebels - Colonel North fiasco; the ever mounting Trillion dollar U.S. debt; the oil glut created by OPEC that drove even the multi-national oil companies to their knees; the resultant two million recently unemployed oilfield and related workers; the consequent layoffs of the major steel companies who provided massive quantities of steel no longer needed by oil companies who could not drill because it was not economical to do so; the oil producing states such as Texas which now face a \$6.8 billion deficit because of the downturn in the oil industry, etc., etc.

Even the United Sidecar Association was not unscathed. Our membership was stagnant, a reflection of the times. For the first year the Annual Rally did not even break even but showed a substantial loss. We also had some difficulties with computer services which resulted in some members being accidentally dropped or dunned a second time. We now have a Management Service to handle clerical details and will see how this works out over the forthcoming months.

Due to a computer foulup in the transfer all membership records had to be reentered manually. Computer systems are not necessarily compatible. You did not receive your renewal notices so our finances withered. Please, if you know your membership has expired send in your renewal sub so we can continue our service. All records should be straightened out shortly.

We lost our editor who brought us the Sidecarist in a timely fashion for the past two years.

Our new editor, Stroker Burnett, is neither new to editing nor to the joys of motorcycling. He will, no doubt, elaborate on his credentials.

Suffice it to say he has been the editor of "Daimler's Folly," the news journal of the Texas Motorcycle Roadriders Association for many years, and has been an active motorcyclist for longer than he cares to remember.

Stroker's close proximity to me will allow me to provide more input to the Sidecarist if required.

I would like to remind our members just what we can and cannot expect from our editor, or from any editor. You read in your Sidecarist exactly what you put into it - nothing more; nothing less. If you do not contribute the Sidecarist will get slimmer and slimmer and perhaps even disappear. The more you contribute, the more it will grow. You will see in it exactly what you want to be in it because you will put it there. No editor is expected to create material. The editor is, "however, expected to organize YOUR material, to an informal and easy style for all to read, and to suggest to you what specific type of material may be needed in forthcoming issues or special editions.

But you say you cannot write expertly. We do not want professional articles. We could not pay for them in any case. Each of you has a story to tell and one that others want to read about. Many members have no other contact with other sidecarists except what they read so avidly in these pages. Tell your story just as you would if you were telling it to other sidecarists in your family room around a fire or in your rear yard around the Barbeque.

What do they want to read about? Why you chose your sidecar. How does it perform. Your most memorable ride. The last sidecar gathering you attended. How you fitted your sidecar. What modifications you made to your sidecar or to your motorcycle. Why? What did you expect it to do? What did it do? What problems you had fitting your sidecar. How did you overcome these. Your trailering experiences. Have you changed gearing, tires, wheels, trail, front end, suspension and so on and if so, what changes resulted. Performance details - stability - wobble

# From where I sit

experiences - braking - frame modifications - flexible rigs - antique rigs - sports events - safety notes - accidents - why, how, and how could they have been prevented. Your thoughts on existing and forthcoming legislation - and so forth and so on.

## YOU GET THE IDEA?

We will also bring you historical articles, biographies of noted sidecarists and of those in their golden years and contemporary sidecar articles from foreign or domestic motorcycle journals.

You can contribute by a letter to the Editor, by a short or long article, or by requesting technical advice pertaining to sidecaring. The editor is well connected. If he cannot provide an answer he is in touch with several noted sidecarists who can. And keep those photos coming in. Sharp black and white photos are preferred with lots of contrast and try to keep those shadows off the subject.

All local chapter directors should see that notices of upcoming events in your area are published in a timely manner, preferably two or three months ahead if possible. Then follow this up by telling your editor how the event went. Be sure to take your camera along. We all want to share in those events.

It has been a long, long time since we saw news releases from sidecar manufacturers. How can you sell your products if we don't know what you have?

You may wish to continue to send your letters to our P.O. Box in California (they will be redirected to Texas).

Or you can send your letters, articles, and requests for information direct to Joe. His address is:

Joe R. "Stroker" Burnett, 8607 Reamer Street, Houston, Texas 77074

Why not drop him a line today and welcome him aboard.

**\*\*HELP\*\*      \*\*HELP\*\***

## MEMBERSHIP UPDATE - HAK/JK

Some members have reported they appear to have been dropped from our rolls while others report they have continued to receive their SIDECARIST, even though their membership has lapsed. True. We apologize. Keeping track of members increases as membership exceeds 20 (# of fingers + toes). We suffered through the computer system in Dallas (occasionally extending memberships accidentally, then correcting the extensions), then suffered through the Management Consultant phase who were going to be more accurate but went belly-up, and we finally located competent help.

Jim Krautz and his able helpmate, Sue, have undertaken the task of marrying the computer records from Texas, plus the computer records from California, and updating all records. He needs your help.

To ensure, as far as possible, all paid members have received their SIDECARIST, we have provided a generous mailing list. We hope we got everybody. Our apologies if we did not. If you did not, please don't complain. Simply advise Jim you were left off the list. No proof necessary. Your word is gold.

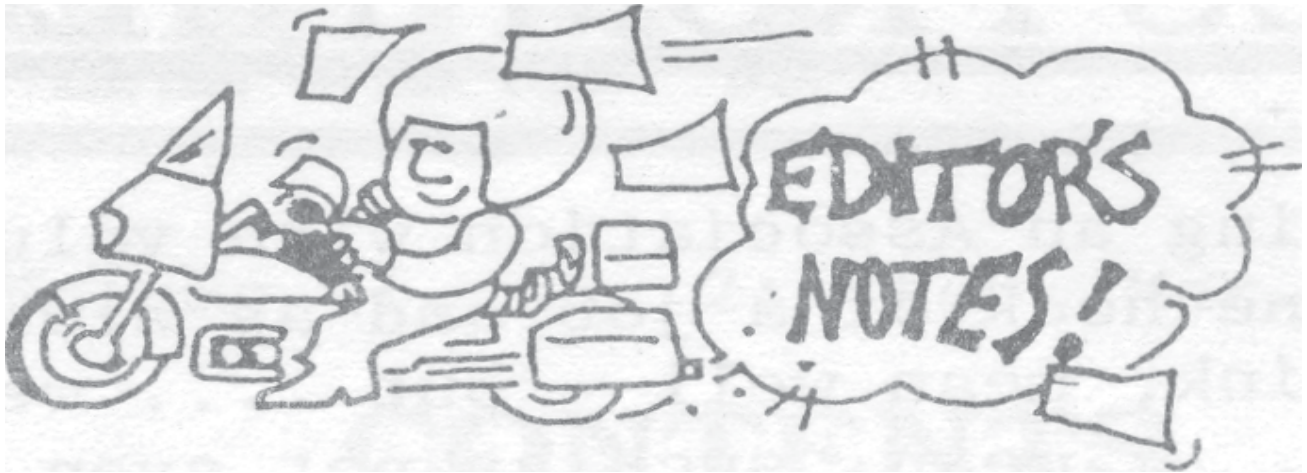
Your expiration date should be on the label. Please advise Jim if it is not correct. Do not blame us in the future if you do not do your job - NOW.

You can contact Jim, c/o the Van Nuys Box Number, or contact him direct at 17116 Goya St., Granada Hills, CA 91344.

**Please help us to help you better.**



# Editors Corner



I am your new editor. My name is Joe "Stroker" Burnett and, before I hear any snickering from the back of the room, my nickname comes from being the owner of a "bored and stroked" Indian Scout back in 1947. Now that I have dated myself, I will acknowledge that I have been riding two-wheelers for some 44 years. This probably gives you pause to wonder why, in the name of reason, is a two-wheeler attempting to edit a magazine dedicated to sidecarists.

First, I just happen to like motorcycles, and the number of wheels is of little interest to me - after all, we are "motorcyclists." Second, I have been editor for TMRA's publication, DAIMLER'S FOLLY, for some 12 years, and I could see no reason to not expand my horizon and see what sidecaring is all about. My first (and last) attempt to drive a sidecar outfit was about four years ago, this being a Velorex sidecar mounted to a 1981 Honda Gold Wing. After four or five attempts to get the thing to stop turning right, to no avail, I gave up and haven't lei been on another one since. In any event, you can bet your boots I'll learn.

My plans are to generate interest in the sport of sidecaring, to assist the organization in growth, and to pro-

vide a decent newsletter for the membership of USCA. I would encourage participation from our members in the form of letters or any other contributions of a worthwhile nature to the newsletter. In the interest of conserving space, I ask that you limit your letters to a maximum of two pages, including photographs.

As membership increases, so will finances, and the size of THE SIDECARIST can then be expanded. I hope that you will bear with me in my early attempts to get my thinking and my experience geared to sidecaring. I am going to make errors which are obvious to you, but, at this time, not to me. In fact, I might follow Hal Kendall's third manual on the techniques of sidecaring with one of my own, i.e., what I don't know about the sport. That one would be a cup of tea.

I will do my best to serve you — that is about all I can promise.

**Stroker**

# Letters

**NOTE: THE FOLLOWING IS A LETTER TO MOTORCYCLE INDUSTRY IN RESPONSE TO THEIR ARTICLE IN THE DECEMBER 1986 ISSUE ABOUT INTERVIEWS WITH 25 MOST PROMINENT PERSONALITIES IN THE MOTORCYCLE INDUSTRY...**

I just read the December, 1986, issue of MOTORCYCLE INDUSTRY and opinions of the Top Guns. All have very similar opinions regarding entry level bikes and more customers. I may be wrong, but wives and children could all become new customers and, if they became involved, maybe hubby gets a new bike instead of leaving his riding days behind.

There seems to be fewer riders, so what about sidecars? They seem to be a dirty word among dealers and most riders. Think about it. The young rider gets married, hopefully his wife likes to ride, or at least doesn't hate it, so he keeps his bike and they use it some - or a lot. Then come children and now the wife is at home, and only he rides the bike. Now they aren't together and she doesn't like it because he is gone and she's at home. Maybe she really likes to ride, but can't, because of the children, and people don't like to hire a baby-sitter so they can just ride across town and back, or only for an hour or so.

Again, the sidecar--keep him riding. Maybe if she really likes to ride bikes, she will buy her own, and hubby and she can have the sidecar for the kids. Some wives really like to ride. Some could use it for shopping and take the child. This is looking way down the road, but these children who ride in sidecars and on bikes are potential customers...

If hubby can't ride because the wife is left at home with the kids, he may quit riding. Then there is little chance that the wife will ever be a rider, and less of a chance that the kids will ride. You have lost one, and maybe several riders or customers.

Keep them interested-the wife can go along or even ride her own.

Keep them interested-when the kids become 6 to 8 years old, they may buy small bikes which are traded for bigger bikes.

Keep them interested-the kids will need bigger bikes. Maybe the wife needs a new bike? Maybe hubby? More customers because of the sidecar.

Keep them interested. When these kids grow up and get married, the cycle starts over. They get a sidecar and their kids like it. All kids like sidecars.

Keep them interested - or lose them.

My father was an Indian dealer and had sidecars. We used to go for rides in the evening and on weekends. He had friends (customers) who had sidecars and would sometimes go along and bring their wives and kids-everybody had fun!

I got older and got a sidecar for my Indian so I could ride in the winter. Then I got married and had kids, and they rode in the sidecar. I never had to quit riding.

Now my kids are married and their kids ride in their sidecars. Some of their kids have small bikes now. The others probably will. Some will probably go on to bigger bikes as they get older (more customers). The cycle starts over.

Consider dirt bikes with dirt hacks. They're a ball! You don't have to ride over your head to have fun. Take the kids in the hack to the woods. Mom loves it because Dad and the kids are together having fun, and Dad has his dirt bike (more customers). Mom and the kids can go, if she likes the woods as some do, for a Sunday afternoon in the woods with the dirt-hack -wife, kids, a picnic, a fun day, a ride, and a day together.

Keep them interested.

A Sunday afternoon tour with your road bike and sidecar, wife and kid -maybe other families come along with bikes and sidecars - more riders, more sidecars, more customers...



# Letters

Keep Dad and the family riding or you could lose them all.

Sidecars may not be a big profit item, but they could cause a lot of sales:

1. They could keep Dad from selling his bike and not riding.
2. They could lead to a bike for Mom.
3. They could lead to small bikes for the kids (more customers).

These are all sales (more customers) because of sidecars, OR, they could be lost.

Sidecars are a lot like smoking. You're not good at it at first and don't know if you like it, then after a while you're okay at it. Later, you find you are hooked and will always have a sidecar, and that they are hard 4 to give up.

Keep them interested - a lot of these kids are old enough for bikes now, but if Dad quits riding, they probably won't ever start.

A strange thing happens when you put on a sidecar - people wave that wouldn't before. The police hardly notice you. You get a new image with a sidecar. This all comes with it, and you have it until you take it off. You are now a nice guy.

Think about it. Keep them interested!

Vern Goodwin, 545 F Street,  
Eagle NE 68347



# Letters

## Dear Editor:

After reading "Then There Were Three," in the December issue, I decided to share with other readers, especially expectant parents, our experiences with traveling with our new baby. Articles like these should help hesitant new parents decide what is right for them as far as traveling by motorcycle.

Shauna was born March 25th - two weeks later she was taking her first ride in the sidecar. To start off, Shauna rode in her Dyn-o-mite carseat on the floor of the sidecar while I rode in the bucket seat. We just rode around the Phoenix area trying to get her acclimated to the ride. Apparently she had no problem, as she fell right off to sleep. We rode around for three months this way. Then we decided it was off to bigger and better things.

The 4th of July weekend was approaching, so we started to plan. We decided to head up to Springerville, AZ, to the White Mountain area (about 4 hours from Phoenix). Our next big decision was what to take with us.

Here we had this little bundle of baby and neither Doug or I were sure what to take. So we made a list - diapers, clothes, formula, more diapers and don't forget the baby swing! Lucky for us, we have a Time-Out tent

trailer. (What we really needed was a semi.) The weekend came and went without a hitch. People at the campground were very supportive of what we were doing. (Not that it really mattered, but it was nice not to have any negative feedback.) Upon arriving home, Doug and I came to the conclusion that most kids are adaptable to anything we can put them through. It's the parents who need the practice.

Our next major trip was going to be a two weeker to Durango, Colorado - 500 miles from Phoenix. I had decided that I was tired of riding in the sidecar (I could never see what was to the left of me besides a bike), so it was time to get Shauna off the floor and onto the seat. So, at 5 months, she progressed from the floor to the

bucket seat. A few short trips and we were ready for Durango.

Again, packing for Shauna was our major concern. We were going in September, so weather in the mountains was going to be cool. By contrast, we were leaving 100° temperatures. We needed a variety of clothes, a few toys, baby food, formula and diapers. Once again, the baby swing accompanied us on this trip. (I'm getting used to wearing only one pair of jeans throughout an entire trip so Shauna will have enough room for her accessories.)

We made it to Durango in two days.

Shauna was wonderful the whole two weeks. Our return trip was made in one day so as not to arrive in the Phoenix sun. By the way, it rained almost the whole way home. Shauna did well for her first 500 mile day trip.

When Shauna was 7 months old, we bought a Graco GT 100 carseat. It has a 5-point harness system and a very accessible lever for the reclining positions. Doug removed the regular bucket seat from the sidecar, made a box about 4 inches high and mounted it to the floor using the existing holes for the regular seat. We then mounted the carseat on the box. It is a permanent mount - until you're ready to re-install the regular bucket seat. I'm able to lean over and recline Shauna to a sleeping position when she doses off.

The main thing to remember about traveling with a young passenger is to make longer gas stops so they can stretch their legs and expend some of their cooped up energy. Take lots of little toys and be sure that any toys to be played with are tied on somehow - including baby bottles!

If anyone would like to talk to us further about our experiences, we would love to be of some help. Please write or call.

Pam Kennedy (Doug and Shauna) 201 W. Wickieup Lane, Phoenix, Arizona 85027, (602) 581-3829



# Letters

**Dear Editor,**

This picture proves beyond any doubt that the Northern Illinois Region/USCA "tries harder." Time - December 1987; Place - San Blas Islands off the coast of Panama.

I tried to talk this Cuna Indian gal into joining the USCA but unfortunately she only understood Cuna Indian and Spanish languages.

Anyway, we made a deal in which I bought one of her T-shirts with a Nola design and she took my N.I.R./USCA T-shirt in partial payment.

Note our N.T.R. T-shirt on the display clothes line in back of this gal.

Regards,

Jim Rubens, Tnlipt\_ Tilinniq



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## REGISTER FOR EMERGENCY AND FRIENDSHIP CONTACTS (USCA MEMBERS ONLY)

The USCA is asking for volunteers from the members for the EMERGENCY AND FRIENDSHIP CONTACT SYSTEM. These listings are for emergency help, sidecaring socialization, or both, depending on your preference.

The Emergency Only category is to provide aid during a breakdown, accident, theft, etc. The Friendship Only category is an open invitation for sidecarists passing through to stop and say Hi.

Yes! I would like to volunteer for emergency contact, sidecaring socialization, or both:

State: \_\_\_\_\_ Town: \_\_\_\_\_ First Name: \_\_\_\_\_

Phone: \_\_\_\_\_/\_\_\_\_\_ Membership: \_\_\_\_\_ Number ZIP Code: \_\_\_\_\_

EMERGENCY ONLY ☐ FRIENDSHIP ONLY ☐ BOTH ☐

Send this form to: Don Schwanke, Big Springs - Rt. 1, P.O. Lecompton, KS 66050

# The lighter side

## SIDECAR DELIGHT

by Donald Oosterveen - USCA

Driving a sidecar, oh what a trip!

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

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

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

Now I have two seats in my limousine.

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

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

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

My sidecar, when it's rolling, pulls to the right,  
And pushes to the left while stopping for a light.  
So now I ride roads with only right bends,  
And only green lights, so the going never ends.

I have one problem I'm sure ain't unique.  
Brackets keep slipping from their tighten seat.  
If ever I got my 'car' set up right  
I'm going to weld that sucker up tight.

I think my rear tyre is made of 'real' butter.  
In just a few miles I'll be needing another.  
The front used to last twice as long as the rear,  
But with the sidecar it's replaced twice a year.

So why do I think sidecars are so great?

**Answer - There isn't a road I can't navigate.**

Our kids (we have two) can be part of our fun.

Be it camping, or touring, or just a fun run.

Cars stop at a cross road and let you pass through.

Not like the old days when they didn't see you.

People are friendly and some stop just to chat.

The 'Hell's Angel' image is now off my back.

I don't have to balance when I come to stop.

We have plenty of storage when the urge hits to shop.

There are rallies to go to from coast to coast  
That's one of the things my family likes most.  
The two wheeling feeling, but with fewer risks  
Is the major advantage and should top this list!

**(DEDICATED TO EVERYBODY WHO KNOWS WHAT I'M TALKING ABOUT, ESPECIALLY VERN GOODWIN WHO ENCOURAGED ME TO GET INTO THIS UNIQUE FORM OF TRANSPORT.)**

First published in the "Outlook," the news journal of the Federation of Sidecar Clubs of England.

**THE TROUBLE WITH TODAY'S ECONOMY IS THAT WHEN A MAN IS RICH, IT'S ALL ON PAPER. WHEN HE'S BROKE, IT'S CASH!**



# Letters

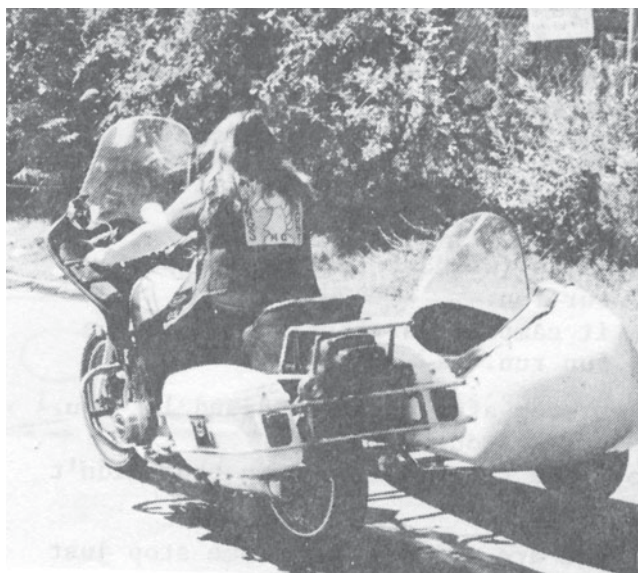
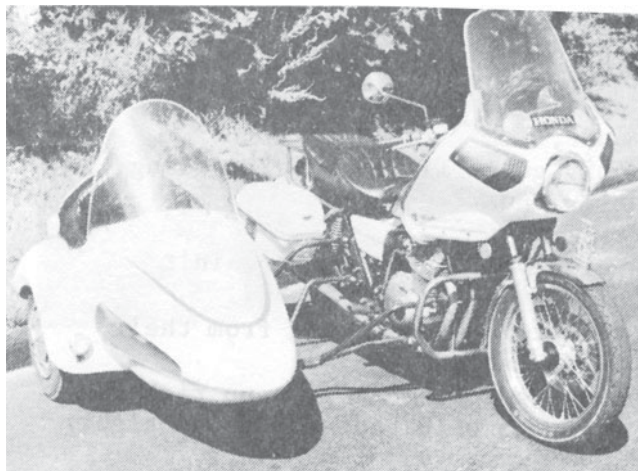
**Dear Editor,**

I own a Suzuki GS750, a 1977 with a sidecar but I do not know what it is.

Can anyone help?

Thank you. Good luck!

Pat Wagar, 395 Cabot Street #1 Bui, MA  
01915



**Would any reader who can identify the above rig please drop the editor a line. - HAK**

**Dear Editor**

Thank you very much for keeping me as a USA member beyond my membership expiration. Thank you also for sending me the December Sidecarist, which arrived yesterday.

There is more interesting reading in one Sidecarist than in any two motorcycle magazines. Could it be that we are more interesting and interested as a group? My dues are enclosed.

Thanks,

Fred Schussler, Aurora, Illinois

**Dear Fellow Sidecarists:**

After breaking so many sidecar windscreens on my Harley, I decided to make my own out of Lexan as the bike's windscreen is made. Lexan is practically unbreakable. It bends, springs back and does not crack.

After pricing a new one in Mexico and finding that one without the chrome trim costs \$125.00, I made moulds and an oven and now make high quality windscreens.

I changed the design so that the replacement windscreen is not so sloping and now matches the angle of the windscreen of the bike. It also is higher and wider at the top with more wrap around to give more protection.

I am in a position to produce these in limited quantities at a price no higher than the original product costs you in the U.S., if there is a demand for them. Is there?

Sincerely,

Arthur S. Cohen, Ibsen No. 72

Col. Polanco , Mexico DF, 11350 Mexico

# Letters

## Should I Get A Sidecar?

Dear Hal,

I'm in a quandry over obtaining another sidecar. I'll take the time to provide background and then ask you some questions.

First of all a few years back I did belong to the American Sidecar Association but dropped out when I sold my sidecar. I have not wanted to join again until I get another rig.

About 1983, I had a Suzuki GS850 and I mounted a Velorex to it but was not content with it when I had a passenger in it. It handled satisfactorily empty, but not with a passenger. I spent many, many, many hours aligning it and must assume that I never did get it correct. Only once did I make a trip of any distance. My wife and I rode about 300 miles and it was terrible. I was exhausted from holding back the left handlebar. That's when I sold the rig.

Strangely enough I still did like the idea of a sidecar. Since then I've sold the GS850 and acquired an '82 Honda GL1100 Aspencade. - it had only 10,000 miles on it when I bought it. My wife really enjoyed the sidecar. I didn't really object except for the handling and therefore we're thinking about getting another one. However, I'd like to get one that will handle properly and I don't want to spend days mounting and aligning it. I would rather pay someone who knows what he is doing to mount and align it for me. Unfortunately, I don't know anyone like that.

Every Harley rider that I have met has assured me that the Harley and Harley sidecar handle without problems. I had doubts about that, but in 1985 a dealer in Tulsa let me ride, with my wife in the chair, a brand new Harley with a Harley sidecar. It did in fact handle perfectly. I could release the handlebars and the rig continued straight with just a very slight drift to the right; my speed was about 50 mph. I was pleased with the handling, but not the price - \$13,000. However, I left the choice up to my wife. She didn't want it because of the Harley vibration.

I wasn't too thrilled about that myself.

I have thought about riding to California, if I could ever get the time and visiting the manufacturers there. I had in mind specifically the California Friendship Sidecar. I must state though that I am extremely hesitant about spending that kind of money and then being dissatisfied. Hence, my letter to you.

Now for the questions. Is there a rig, a preferred one in your opinion, that is a best match for my Aspencade?

Is there a knowledgeable dealer in Houston or it's vicinity? I have a daughter that lives in Alvin and we do infrequently get down there.

Do you know of a knowledgeable dealer anywhere that is closer to me or Oklahoma City?

I didn't mention it earlier, but if I get a rig, I don't want it just to run around locally. I want to be able to use it, without exhaustion, for touring i.e., hundreds of miles; let's say at least 300 per day. For example, this fall, my wife and another couple that we ride with are planning a trip to the Grand Canyon and then on into Utah. If I could I'd like to make that trip with a sidecar.

Finally, I would appreciate any comments or suggestions that you would care to make.

Robert G. Kunze, Shawnee, OK

## Late News

### There IS a sidecar dealer in Houston.

He is an agent for Velorex but will attach any sidecar to any motorcycle, or align any rig. He has alignment fixtures, welding facilities and machining capabilities. He can attach mounts to motorcycles with rectangular frames or with cast alloy frames. Fitting and alignment with no machining required begins at \$75. Custom mounts higher.

Contact Ron or Roy Land of Land's Cycles, 1102 Freeport St., Houston, Texas 77015 or phone (713) 453-5108 (Tues through Sat.).



# Letters

## Hal Kendall replies to Bob Kunze

**Dear Bob:**

Pity you were not aware of my Sidecar Manuals when you mounted the Velorex on your Suzuki GS850. The Velorex is not a bad medium weight sidecar and several of our members use the Suzuki GS850 as a chair pulling machine.

The basic problem you experienced and one that is often made but easily corrected, is one of alignment. A properly balanced and aligned sidecar rig should handle very well, whether loaded or empty; at least mine does. But correct alignment is something of an art. And while one sidecarist may think a certain rig handles perfectly, another may find it not to handle so well. The problem is further compounded by the fact that, unlike a solo motorcycle or an automobile, it is almost impossible to "test drive" a rig to see if it is your cup of tea.

I recall, many years ago, a dealer installed a Steib onto my 650 Triumph and I set off from Pittsburgh, PA to Tulsa, OK. By the time I reached St. Louis, MO, all the rear tread on my Triumph had been worn off and it felt as if my arms were almost torn out of my shoulders.

You guessed it - that dealer had done a lousy job of aligning my rig and I did not test drive the rig sufficiently before I set off. But, that was a quarter of a century ago - when I, like you are now, was in reality, a neophyte sidecarist.

The rig should be aligned so that, with the rig loaded as you would normally have it loaded, it should pull neither to right or left on the type of roads you normally drive on and your normal rate of speed. Note all the qualifiers.

If the rig is set up for a flat road, when you drive on a highly crowned road it will tend to climb down or you will have to pull to the left to counteract the pull to the right. The opposite is true if the rig is set up for a highly crowned road and you drive it on a flat road. (Flat roads are your normal freeways and most suburban streets;

highly crowned roads are sometimes found in rural areas.)

If the rig is set up for relatively slow urban roads, the rig will pull to the right at freeway speeds due to the higher drag and wind forces on the sidecar at the higher speeds so you would need to pull to the left to counteract this effect. Likewise, if you set your rig up for freeway speeds you will find it pulls to the left in slow urban traffic but this is generally less noticeable.

Further, if you set the rig up to handle easily when empty, it will pull to the right when loaded and you will need to compensate by pulling to the left (which you found out, but you did not know why).

The alignment is done quite simply. The sidecar wheel should toe in somewhere between 0.5 and 1.0 inches, while the motorcycle should lean out between one and two degrees. The precise value can only be determined by trial and error for that particular rig vis-a-vis your particular driving style. However, once you find the combination that pleases you, you can fairly well lock it in place unless your driving style changes radically.

Some prefer a three point mount such as found on the "Terraplane," or the "Good One" which makes lean out quite easy to change. Vern Goodwin even has an electric turnbuckle to allow you to change lean out while on the move. The lean out on the older Terraplane is changed by a thumbwheel on the central upper turnbuckle.

For my riding style I like for the rig to steer neutrally at high speed with a moderate sidecar loading. This is a fair compromise I have found satisfactory for my driving style. Besides, if there is a slight pull at low urban driving, such trips are usually short and the pull is not too great. It is the long high speed trips on freeways where it must be comfortable.

A Harley outfit is a good rig, when set up correctly, regardless if it has a Harley sidecar or another comparable middle heavyweight sidecar.

# Letters & Alcohol

Again, any rig, if misaligned, will be very hard or heavy to drive.

We have several members in Oklahoma, but I do not know of any dealers in that state. However, there is an excellent sidecarist and shop not too far away who may be able to help. He is Perry Bushong of BMW of Fort Worth, 816 S. Sylvania Avenue, Fort Worth, Texas 76111. Or call him at (817) 429-2182. He may have a new or used sidecar in stock, or he can fit whatever you wish.

You may also visit with Vern Goodwin at P. O. Box 131, Eagle NE, 68347 or (402) 781-2142. Another lead would be BMW of St. Louis at (314) 531-4010.

As far as the California Friendship, many have been sold, with not a few on Gold Wings. That is a fairly popular combination. In short, any middle-heavy sidecar will work quite well with your Aspencade. But, it must be fitted stoutly and aligned correctly to your normal driving style. Then it will be most suitable for those long trips to the Grand Canyon and to Utah. Many of our members drive across country, some pull trailers to hold their camping gear.

I would recommend joining the USCA and becoming familiar with my sidecar manuals which are available from our club store. A copy of the Sidecarist and an application form are included.

Good Luck and I trust we will see you on the road.

Hal Kendall

## Alcohol-In-Fuel

Certain driveability complaints such as hesitation, lack of power, stall, no start, etc. may be caused by an excessive amount of alcohol-in-fuel. The complaints may be due to fuel system corrosion and subsequent fuel filter plugging, deterioration of rubber components such as the accelerator pumps and/or air-fuel mixture leaning effects.

Various types and concentrations of alcohols are used in commercial gasoline. Some alcohols are more detrimental to fuel system components than others. If an excessive amount of alcohol in the fuel is suspected as the cause of a driveability condition, the following procedure may be used to detect the presence of alcohol in the fuel. In this procedure, water is used to extract the alcohol from the fuel. However, the specific type of alcohol is not determined.

The fuel sample should be drawn from the bottom part of the tank so that any water, if already present, can be detected. The sample should be bright and clear. If the sample appears cloudy or contaminated with water as indicated by a water layer in the bottom part of the sample, this procedure should not be used. The fuel system should then be cleaned.

### Testing Procedure:

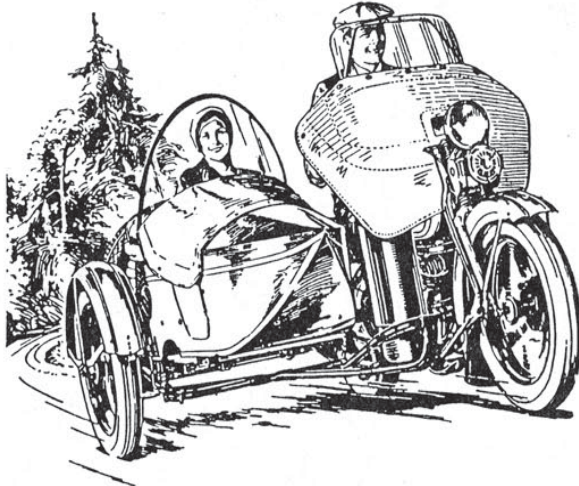
1. Using a 100 ml cylinder with 1 ml graduation marks, fill with fuel to the 90 ml mark.
2. Add 10 ml of water to bring the total fluid volume to 100 ml and install a stopper.
3. Shake vigorously for 10 to 15 seconds.
4. Carefully loosen stopper to release pressure.
5. Close the stopper and shake vigorously again for 10 to 15 seconds.
6. Carefully loosen stopper to release pressure.
7. Put the graduated cylinder on a level surface for approximately 5 minutes to allow adequate liquid separation.

If alcohol is present in the fuel, the volume of the lower layer, which would now contain alcohol and water will be greater than 10 ml. For example, if the volume of the lower layer is increased to 15 ml it would indicate at least 5 percent alcohol in fuel. The actual amount of alcohol may be somewhat greater because this procedure does not extract all of the alcohol from the fuel.

# Rally

JULY 23 - 24 - 25 - 26

BINGEMAN PARK  
KITCHENER, ONTARIO



# THE 1987

UNITED SIDECAR ASSOCIATION

## ANNUAL SIDECAR RALLY

Spend four delightful days in picturesque south central Ontario at the first truly international edition of the Annual USCA Sidecar Rally...Enjoy the recreational offerings of Bingeman Park, a water theme attraction which is this year's rally site...Visit the Dion Pioneer Village and Heritage Community and the Joseph Schneider Haus, outstanding historic displays of early Mennonite and other settlers, in Kitchener...Take a ride to Niagara Falls, less than two hours away, and go for a trip on the Maid of the Mist...but above all, come to the rally, see old friends, meet new friends, and have a good time!!!!

### MOTELS WITHIN ONE MILE OF BINGEMAN PARK

Barons Motor Inn	519-744-2215	907	Victoria	St.N.	Kitchener
Cadillac Motel	519-742-4982	1545	"	"	"
Canuck Motel	519-743-4165	1263	"	"	"
El Rancho Motel	519-743-4167	1271	"	"	"
Kitchener Motel	519-745-1177	1485	"	"	"
Mayflower Motel	519-745-9493	1189	"	"	"
Shamrock Motel	519-743-4361	1575	"	"	"

### MOTELS ONE TO THREE MILES FROM BINGEMAN PARK

Journeys End Motel	519-894-3900	2899	King	St.E.	Kitchener
Riviera Motel	519-893-6641	2808	"	"	"
Holiday Inn	519-893-1211	30	Fairway	St.S.	"
Best Western, Conestoga	519-744-5242	1333	Weber	St.E.	"

### THE 1987 USCA RALLY INCLUDES

Tours-Guided and Self Guided  
Field Events for Sidecars and  
Solo Bikes  
Sidecar Clinics  
Vendors Tent  
Saturday Night Awards Dinner  
Door prizes  
50/50 Drawing  
Campfires  
Rally Pins  
Camping for all three nights

### FEATURES OF BINGEMAN PARK

Watertheme (Bring your swimsuit)  
Bumperboats-Wavepool-Waterslide  
Go Carts-Mini Golf-Driving Range  
Hot Showers-Lots of Motels and  
Food Within Two Miles-On the  
Outskirts of the City of  
Kitchener

BINGEMAN PARK IS LOCATED AT 1380 VICTORIA STREET NORTH IN KITCHENER, ONTARIO. THE TELEPHONE NUMBER AT THE PARK IS 519-744-1555. FOR FURTHER INFORMATION CONCERNING THE RALLY, PLEASE CONTACT THE HOSTS OF THE 1987 USCA SIDECAR RALLY, KERRY AND MARLENE WATSON, AT 519-623-8516 OR 69 BISMARK DRIVE, CAMBRIDGE, ONTARIO N1S 4E7 CANADA.

## USCA RALLY REGISTRATION

Operator \_\_\_\_\_ Age \_\_\_\_\_  
Passenger \_\_\_\_\_ Age \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State/Province \_\_\_\_\_ Zip/Mail Code \_\_\_\_\_  
Sidecar \_\_\_\_\_ Year \_\_\_\_\_ Bike \_\_\_\_\_ Year \_\_\_\_\_ USCA No. \_\_\_\_\_  
Miles home to rally \_\_\_\_\_ Total trip miles to rally \_\_\_\_\_  
Do you plan to camp? \_\_\_\_\_ AMA No. \_\_\_\_\_ Expires \_\_\_\_\_

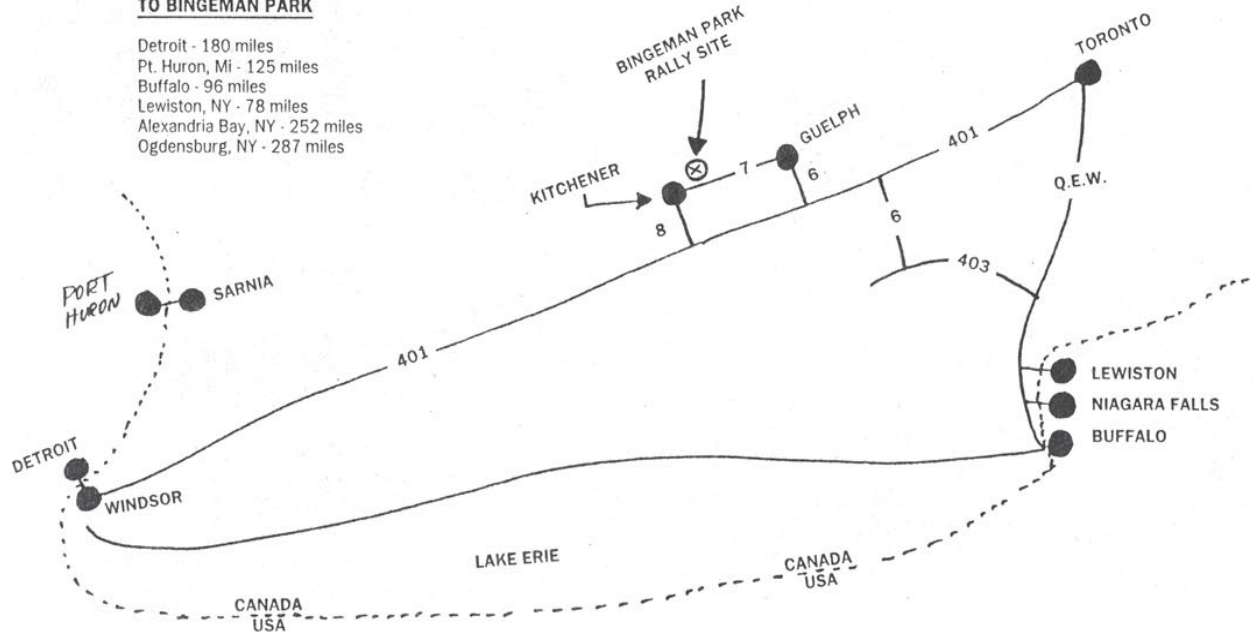
**ANYONE INTERESTED IN SIDECARS IS WELCOME — BRING A FRIEND!**



# Rally

## DISTANCES FROM BORDER TO BINGEMAN PARK

Detroit - 180 miles  
Pt. Huron, Mi - 125 miles  
Buffalo - 96 miles  
Lewiston, NY - 78 miles  
Alexandria Bay, NY - 252 miles  
Ogdensburg, NY - 287 miles



## REGISTRATION INFORMATION

Advance registrations must be in U.S. funds and must be postmarked by June 30, 1987.  
Registration fees, which include camping and the Saturday night indoor awards dinner, are as follows:

### Advance Registration:

Age 17 and over - \$30 U.S.  
Age 12 thru 16 - \$18 U.S.  
Age 6 thru 11 - \$ 5 U.S.  
Age 5 and under no fee

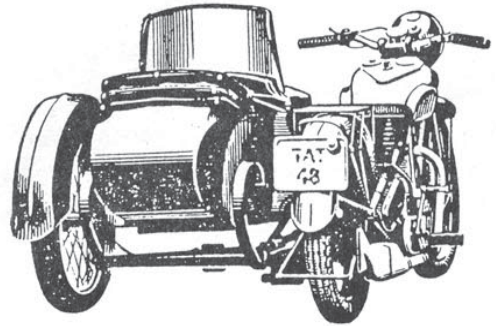
### Registration at the Rally\*

Age 17 and over - \$45 Canadian  
Age 12 thru 16 - \$30 Canadian  
Age 6 thru 11 - \$ 8 Canadian  
Age 5 and under - no fee

\*Subject to change should there be a significant change in the exchange rate.

TO REGISTER IN ADVANCE, SEND CHECK OR MONEY  
ORDER IN U.S. FUNDS PAYABLE TO USCA, INC., TO:

ED JOHNSON  
510 EAST 162nd STREET  
SOUTH HOLLAND, ILLINOIS 60473



Number age 17 and over: \_\_\_\_\_

Number age 12-16: \_\_\_\_\_

Number age 6-11: \_\_\_\_\_

Check or money order for \$ \_\_\_\_\_  
in US currency enclosed.

Signed \_\_\_\_\_  
(Operator/Rider)

Signed \_\_\_\_\_  
(passenger)

FOR USCA USE ONLY

Registration No: \_\_\_\_\_

Date REceived: \_\_\_\_\_

Amount Paid: \_\_\_\_\_

SIGNATURES ON THIS FORM RELIEVES 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 1987 USCA SIDECAR RALLY.

# Raffle

United Sidecar Association Annual Rally <b>Raffle</b> Ticket 1987 Drawing DONATION \$1.00 WIN A S/C OF YOUR CHOICE FROM THE USCA Winner need not be present	United Sidecar Association Annual Rally <b>Raffle</b> Ticket 1987 Drawing DONATION \$1.00 WIN A S/C OF YOUR CHOICE FROM THE USCA Winner need not be present
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13



# Raffle

NAME _____ ADDRESS _____ _____ ZIP _____ Phone: _____ <small>DONATION</small> <b>\$1.00</b> PLEASE MAIL TO: <b>United Sidecar Association, Inc.</b> <b>P.O. Box 8119</b> <b>Van Nuys, CA 91409 U.S.A.</b>	NAME _____ ADDRESS _____ _____ ZIP _____ Phone: _____ <small>DONATION</small> <b>\$1.00</b> PLEASE MAIL TO: <b>United Sidecar Association, Inc.</b> <b>P.O. Box 8119</b> <b>Van Nuys, CA 91409 U.S.A.</b>
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# S/C Manuals

## Sidecar Manuals - HAK

Most sidecar enthusiasts are familiar with my two Sidecar Manuals - but did you know why and how these manuals evolved?

Early in the game I started to receive letters from neophyte sidecarists who said "I went into a right curve and had my little boy (5 years) in the sidecar. The guy I bought the rig from told me not to worry about right handers, just turn the power on and drive the motorcycle around the sidecar. I have a 450 Honda. The sidecar (an American Eagle) started to lift. I went faster. It lifted more. I went faster. Now it was way up in the air. The next thing I knew I was in the bar ditch on the other side of the road with my kid rolling down the ditch ahead. What did I do wrong?"

I sat down and wrote long letters to the individuals to try to explain the mysteries of sidecaring. I got writer's cramp. Sidecar information was desperately needed. None was available. So I wrote the Sidecar Manual. You financed it. Printing costs are high and the fledgling USCA had little funds. You bought copies upon my promise to deliver. Sidecar manufacturers and dealers made modest donations. The income received was used to pay some of the printing bills. Later the sale of the manuals was dedicated to produce new manuals and reprints. That was how the Sidecar Operator Manual for use in sidecar instruction clinics was financed - from the proceeds of the sale of the Sidecar Manual - not from the USCA treasury or from dues.

For the past two years I have been working on a translation of the German Sidecar Manual. While it supports much of my own writing it goes much further with more technical explanations and even analysis and model testing of motorcycle-sidecars. Harley-Davidson very generously provided me with the initial rough English translation but there was much to do to put

it into easy to read motorcycle language.

Martha Barnes of Florida typed all the many manuscripts it took to get it from the rough-rough stage to the finished product we hope to bring to you shortly. But, there is still a problem - financing.

We need to raise about \$1500. Unfortunately, the book fund disappeared a year or so ago when it became apparent we needed more funds for the general USCA kitty.

Sales from the manuals contributed several thousand into the kitty. At the moment our kitty is not in good shape. We lost money on the last rally. And, since we made the decision to utilize a management firm to assist in clerical details, our finances went further downhill. While this is only temporary, it will take a little while to build up the kitty as the renewal program gets back on track. But it will not generate sufficient funds to produce the new Sidecar Manual in a timely fashion.

Again, if many of you will support our efforts with a \$5.00 donation, and if the manufacturers will come through with their pledges, we can get the manual out before the big sidecar rally in Canada in June. Checks should be made out to "United Sidecar Assn.," and sent to 711 Plainwood Drive, Houston, Texas 77079. All funds received will be put toward the printing of the manual.

Please be sure to include your name, address and membership number. The manuals will be delivered as soon as printed. Expect them between April and May, that is, if we get sufficient support and finances.

Hal Kendall

# SRA News

## SRA News

The team of Bruce Lind and Jack Hart will not be racing in 1987. Bruce will continue to race in solo trim; Jack wants a year off. Paul Carroli from Canada is back with the SRA.

The Sanair of May 30-31 is cancelled. However, the race at Mosport on May 16 and 17 will be a National. Regional events will not offer prize money, only trophies. This is to generate funds for the National.

The team of Keith Root and Jim Murray (passenger) made several exciting wins on ice at Gladwin in upper Michigan on January 24-25. These were AMA National wins in the 500cc class on a Y-Z490 with studded sidecar and also in the heavy weight open class on a Kawasaki 1000cc studded sidecar. They now carry a No. 1 plate for both classes.

Ian Fillery showed his rig off in the Toronto Bike show.

Those wishing to know more about the SRA should contact Gary Carlson at 25885 22 Mile Road, Mt. Clements, MI. 48045.

## 1987 Racing Schedule (National Series)

May 16-17 Mosport, Canada

July 25-26 Shannonville, Canada (Molson Week. End)

August 15-16 Westwood, B.C,

Sept. 5-6 Shannonville, Canada

The above schedule is 100% finalized. Series includes money, trophies and used as the point series for the #1 plate.

May 2-3 Shannonville (Regional) (Trophies only)

## Tollways in Mexico

Dear Hal,

What are you guys in the States complaining about with tolls? Here in Mexico I am the only private party that rides a Harley sidecar and in my honor they made a special rate between Mexico City and Cuernavaca. A car pays \$500 pesos but a sidecar outfit or a motorcycle has to pay \$550 pesos - Crazy!

Best wishes

Arthur S. Cohen, Ibsen No. 72, Col.  
Polanco Mexico, D.F. 11350, Mexico

Arthur,

We can't win them all. Just as soon as Mexico becomes the 51st State, I will personally, address the toll problem in Mexico - Promise.

Hal

(filed here by mistake - Ed)

## FOOD BREAK FOR SHAUNA KENNEDY, (5-1/2 MOS. OLD), IN DURANGO, CO



Shauna is a future SRA champion

# Industrial News

## Hannigan sidecars @

Perry Bushong, Ft Worth, TX

The Hannigan sidecars from Canada are now available in America. Perry Bushong of Fort Worth, TX is handling the sleek classic beauty. For details, contact Perry at BMW of Fort Worth, 816 S. Sylvania Avenue, Fort Worth, Texas 76111, or call (817) 429-2182.

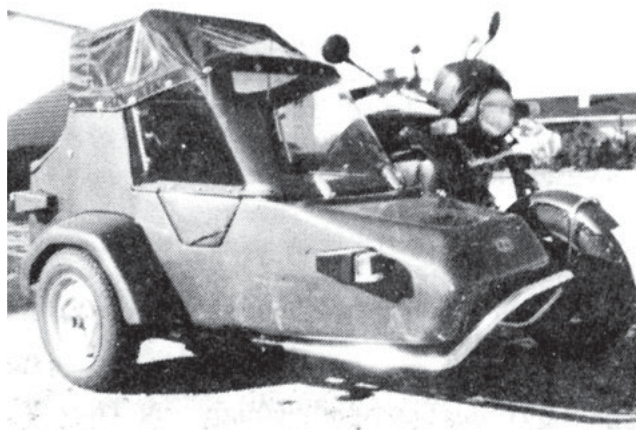
## EZS Sidecar Outfit

The EZS sidecar outfit is produced by a former employee of the EIS, Company. Stan Vorgias has just received a 1987 K100 two passenger model. He was hooked after a test drive.

For those who want a sidecar that offers distinction, consider the EXS, the enthusiast's choice of European sidecars. Available in one or two passenger models with mounts for BMW K series and twins.

Mounts and leading link fork kits are also available for other fine machines.

For a quote contact: Stan Vorgias, 10005 Fair Lane, Union, IL. 60180 or call after 6:00 pm (815) 923-2521.



## 15" Wheel Conversion

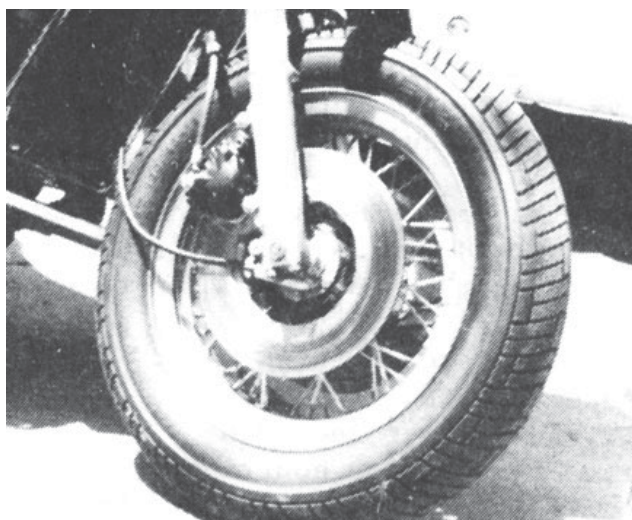
Woody's Wheel Works

The 15" Honda rimmed Laverda hub rear wheel conversion was performed by Woody's Wheel Works in Colorado for Hal Kendall. Also shown is a front wheel conversion for a Wing. Woody specializes in Honda Wing wheel conversions but there is not a wheel known that Woody cannot convert.

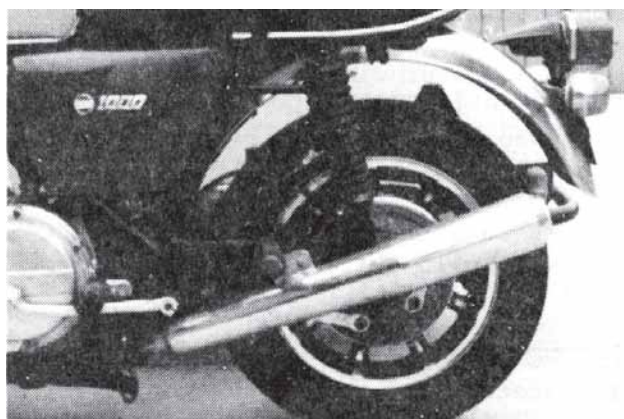
For more information contact Woody at (303) 455-3578, or write 2411 N. Federal Blvd., Denver, CO 80211.

Current address: 8/9/2005

2225 S. Platte River Dr, Denver, CO, 80223-4017 Toll free # 1-866-936-0232



15" front wheel by Woody's Wheel Works



Hal's 15" rear wheel by Woody



# Pot Pourri

## La Carrera

### The Second Annual Classic

Saturday, April 11, 1987

There is still time to enter the 150 mile race from Ensenada to San Felipe across the Baja Mexico. Two sidecar classes are available, less than 600cc and over 600cc.

Contact Doug Bingham (818) 780-5542 for details. An entry fee of \$195 and a late fee of \$50 (for entries received after March 20) is required. This fee includes registration, competition license and liability insurance. A class will be complete with the minimum of three entries. Helmets, leathers and boots must be worn. Hotels are available in San Felipe and Ensenada.

Additional information from La Carrera  
(213) 464-5720 or (818) 703-5080.

## Vern Goodwin's Shop Then



## Vern Goodwin's Shop Now - 2005

# Pot Pourri

## Hertz Discounts for USCA Members-HAK

Members have asked, because of our identifiable purchasing power, wheth,-- it is possible to obtain some kind ck, break for services and/or products. The answer is yes.

To get the program kicked off we have made arrangements with Hertz for a discount on their rent cars (5 to 10% off) and also for a discount off their prices on used cars purchased from Hertz - see Ad elsewhere.

A discount card is included in all new membership kits, and all membership renewals.

However, if you cannot wait for renewal time just drop a line to United Sidecar Association, Attention - Hertz Discount Program Department, P. O. Box 8119, Van Nuys, CA. 91409, and please be sure to include a return stamped and addressed envelope.

## Emergency Contacts - USCA H.A. Kendall

The Emergency Contact scheme began several years ago to assist sidecarists travelling across the United States. They can receive a friendly cuppa or may really need assistance or may just want to see a friendly face when the journey gets too rough. This list is most useful to you just before the Annual Rally. We tried to get it to you last year but a foul up in communications nixed that. This year for sure - with your cooperation.

If you can provide any service, please send your name to Don Schwanke, (near Big Springs), Route 153, Lecompton, Kansas 66050. You will be listed by State, town, first name, phone number (with area code please) membership number and postal zip code. Also, whether you have shop/repair facilities, or can just offer a friendly chat. Your full name and full address will not be used (in case the list falls into the hands of the enemy).

The USCA Contact List will be printed as a pullout so you can take it with you on your journey; it will also have dealers and manufacturers of sidecars listed and will include the USCA local chapter directors.

Please be sure you get this information to Don no later than April 15 (U.S. tax deadline also) so he can get it compiled and sent back to the editor in Houston before the April 30 deadline. Why not do it today? Last minute entries can be sent to the editor but try not to be late.

## HERE WE GO AGAIN - H.A. Kendall

Just when I thought I had seen every type of sidecar setup, it is "here we go again" - how could anyone hook up a rig like that! Joe "Stroker" Burnett, our new editor, stopped by the other night on a Honda CX650. And, guess what? - a Velorex sidecar had been hooked to it prior to Joe purchasing it. When Joe queried the former owner as to why there was a rust ring on the right exhaust header pipe, he was told, "That was where one of the sidecar mounts was."

That is possibly the worst setup I had ever heard of. I had seen sidecars hung to the frame extension designed for a rear pillion passenger footrest. Another no-no. And an upper rear mount located just three inches above the lower rear mount. No triangulation and another no-no. And mounting clamps that rotate, slide, twist, or crush the frame. All no-no-no's.

With so much sidecar expertise available, it is almost criminal to see such horrific hookups. It is up to each of us who know better to look for, search out, and pass the word to those whose rigs are incorrectly hooked up.

An improperly aligned outfit will only wear out tires, arm muscles, and tempers, but a poorly hooked up machine can kill the driver, or others, when the mounts fail and break.

# Tec' Note

## HAVE YOU CHECKED YOUR SPOKES LATELY?

H. A. Kendall

I recently changed out my stock 18" Laverda spoke wheel for a 15" Laverda/Honda composite wheel (that is another story). The stock wheel had served faithfully for over 12,000 miles of heavy duty sidecar use. It has survived fitting 18" tires from a 4.10 to a 4.50 auto balloon with a 27.5" rolling diameter. The larger rolling diameter adds considerable lateral stresses when cornering hard. And hard corner I do.

I traditionally power through on left handers, delighting in the squeal of laying rubber from all three wheels. It would be a mild understatement to say that Laverda never designed nor engineered their wheels with me in mind. Surprisingly it came through this ordeal unscathed, or so I thought, until the day I replaced it for the 15" Laverda/Honda composite wheel.

I was about to put the wheel up in the attic so I would have it on hand should one day I decide to "return to stock." It was quite grubby, coated with an estimated 1-1/2 lbs of spent chain lube/road dirt mix, the result of using the rig in winter months and cleaning the rig biannually.

I thought it best to clean the wheel up a bit before storing it. Westley's Bleche-White does an admirable job in cutting through the grime. Mothers Mag and Aluminum Polish can be used after the grime is removed to bring back the original lustre. While this was going on all spokes looked to be in good shape and of uniform tautness. But while working on cleaning the spokes rather aggressively, one spoke came away at the wheel spoke flange. Spokes are funny things. Once one goes the adjoining spokes become overloaded and will fail prematurely. The result can be a wheel collapse and a nasty accident.

So - check those wheels carefully, at least once annually, more often if you use your rig under severe conditions. Check for wheel ovality and for truism, also for spoke tightness. If the tire

is removed, be sure the spoke end does not protrude through the rubber protector ring so the spokes do not chafe the tube.

If one or more spokes are broken consider upgrading the spokes to the next heavier gauge, or use a two step spoke with a heavier section near the wheel. And, unless you are very mechanically adept, use the services of a professional wheel builder such as Buchannans Frame Shop. Often they can cross lace your wheel to provide far more rigidity and strength than the manufacturer even thought about.



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# Coming Events

**NOTE TO PUBLICITY CHAIRMAN:** News about events and other announcements of a timely nature must be on my desk at least two and one half months prior to **SIDECARIST** cover date. Please send all information to: **Terry Strassenburg, 18461 Martin Ave. Homewood, IL 60430. 312/799-1289**

If you don't, see a listing for your area contact Ed Johnson and he will put you in touch with your state director. After your meet, don't forget to send in those pictures and facts. Your pictures may wind up in the **SIDECARIST** and be the envy of those who didn't attend.

May 16 - 18, CSOC Ontario East Chapter 'Presents, "spring Fling", :tarts off the year with an event to take -lace somewhere in Ottawa Valley. Contact; Osie Shanks, 651 Trafford Crescent, Oakville, Ontario, 060 3T4

May 23 - 24, CSOC Ontario West Cheater has an exciting event that's sure to please one and all. Contact; Osie Shanks, 651 Trafford Crescent, Oakville, Ontario, L6L 3T4.

May 29 - 31, 5th Annual POW WOW, Sponsored by the NIR/USCA. Come and camp at the campground where the 1988 USCA sidecar rally may be held. No rally fee is charged but there is a day-use fee and camping fee payable to the campground. Location; Lake Alexander Campground, McMence, IL. Three miles south of Momence on Rt. 114. Contact; Ed Johnson, 510 E 162nd St. South Holland, IL 60473. 312/799-1289.

June 5 - 7, Campout with the Wisconsin chapter at Elkhart Lake, WI. During the Road America Motorcycle Races. Contact; Allen Schultz, S 30 W 29455 Williams Way, Waukesha, WI 53186

June 6, Bread and Honey Festival. Streetsville, Ontario, Canada. Contact; Osie Shanks, 651 Trafford Crescent, Oakville, Ontario, L61 3T4

June 12, 13 & 14. The Great Lakes Harley Roundup V. For riders of the last surviving American motorcycle. A full weekend of events are scheduled for such as: Road Runs, Scavenger Hunt, Silver Pitch for MDA, Bike Show, Field Events, Tug-of-War (Sportster Riders vs. Hog Riders), Motorcycle Movies, and Tire Kicking. \$30.00 per person or \$50.00 per couple - deadline June 1st. Located at Cycle-Moore Campgrounds, U.S. 31 S. & Gonder Rd., Interlochen, MI 49643. For more info, Contact: 616/276-9091

June 21, Church Parade, CSOC Central Ontario Chapter has planned an early morning breakfast, followed by a non-denominational church service in early pioneer setting, then a ride to a special event. Contact; Osie Shanks at above address.

June 26 - 28, Sidecar Olympics, Calgary may have the winter olympics, but the CSOC has the Summer Sidecar Olymaics. This is one event you can't afford to miss. Contact; Csie Shanks at above address.

June 28, Wild Life Refuge, Peoria, IL Sponsored by the NIR/USCA. Contact Ed Johnson, 510 E. 162nd, South Holland, IL 60473. 312/799-1289

July 10, 11, & 12. The Great Lakes Jap Wrap. Just for riders of Japanese motorcycles. All the same events as the Harley Roundup, except with an oriental flavor. Located at Cycle-Moore Campgrounds, U.S. 31 S. & Gonder Rd., Interlochen, MI 49643. For more info, Contact: 616/276-9091

July 17 - 19, Mid-America Heritage Fest. New Ulm, MN. Sponsored by 3rd Wheel, Inc. Contact; 612/755-2286

July 23-26, 1987. USCA Annual Rally at Bingeman Park in Kitchener, Ontario, Canada. Hosted by Kerry and Marlene Watson. Call 519/623-8516, or write to 69 Bismark Drive, Cambridge, Ontario N1S 4E7, Canada, for further information

July 31 - August 2, 1987. Sierra Sidecar Spectacular VI in Mariposa, CA. Call or write Dan Doyle at 916/6632201 or 1310 Gold Rush Way, Penryn, CA 95663 for added information

# Coming Events

July 31 to August 3rd, CSOC auebec chapter will have their first annual rally. They have planned a great event, so let's have as many as possible turn out to support them. Contact; Osie Shanks, 651 Trafford Crescent, Oakville, Ontario, Canada, L6L 3T4

August 2, Blackberry Farms, Aurora, IL Sponsored by NIR/USCa. Contact; Ed Johnson, 510 E. 162nd St. South Holland, IL. 60473. 312/333-9167

August 7 - 9, Second Annual Antigo Campout sponsored by USCA. Wisconsin chapter. Hack games, fishing, swiming and fun. Potluck food and campfire. Contact; Allen Schultz, S 30 W 29455 Williams Way, Waukesha, WI. 53186

August 14, 15 & 16. Great Lakes Sidecar meet, European and Vintage run. Road runs, field events, scavenger hunt, Saturday night dinner, Sunday pancake breakfast and more. Patches, 50/50 and seperate trophies for each class. 14.00 per person before 8/8. \$17.00 after that date. (camping extra at \$2.00 per person per night) Located at Cycle-Moore Campground, U.S. 31 S. & Gondor Rd. Interlochen, MI 49643. For more info call 616/276-9091


September 23, 24, 25, & 26. Tit Thompson's ASPENCADE MOTORCYCLIST CONVENTION '87. Demo Rides, Poker Runs, & Mini-Tours. Located in Columbia, Missouri. Contact: ASPENCADE '87, 3035 West Thomas Rd., Phoenix, AZ 85017, or, 800/237-5450

November 6, 7 San Diego Daze, Havasu Nites IV Sidecar Rally. Located at Echo Lodge Resort, Parker Dam, CA. Sponsored by the Southern Fried California Chapter and hosted by Jack Fassel. For more info watch this section or contact Jack at; 13110 Old West Ave. San Diego, CA 92129 619/484-2010

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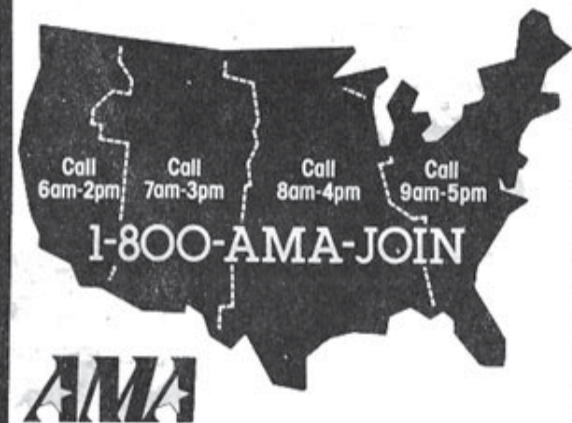
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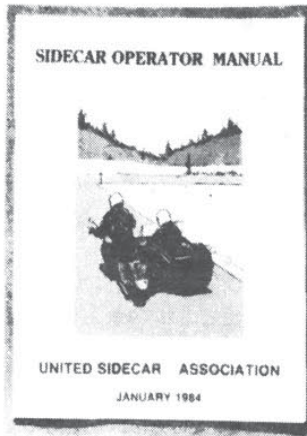
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- 12) Sidecar operator skill test; starting on hill; sharp turn; turning and stopping; turning speed judgment; quick stop - straight; quick turn; quick stop - curve.
- 13) U.S. sidecar manufacturers and distributors.

### SIDECAR MANUAL

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

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| Why a Sidecar                    | Matching a Sidecar to a Motorcycle | Advice for the Novice |
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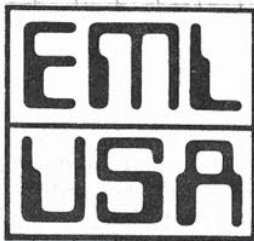
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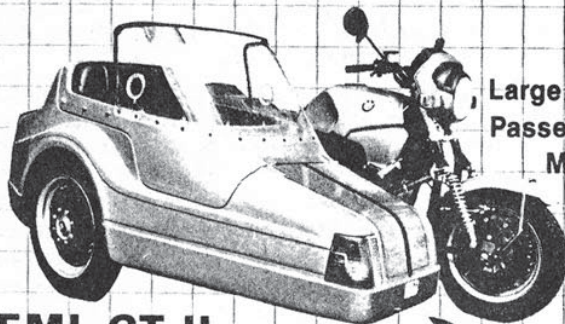


# Advertisement



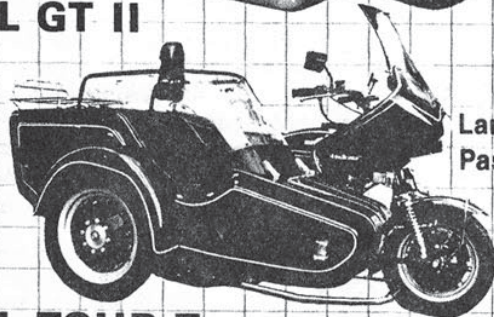
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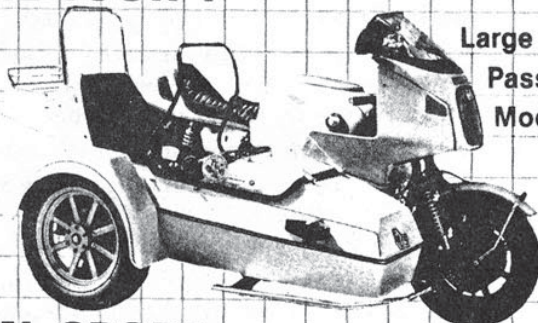
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# Application Form

## MEMBERSHIP APPLICATION OR RENEWAL

(Please print clearly or type)

Date \_\_\_\_\_ New Application \_\_\_\_\_ or Renewal \_\_\_\_\_ Membership No. \_\_\_\_\_

Name \_\_\_\_\_ Phone: \_\_\_\_\_

Address \_\_\_\_\_ Home \_\_\_\_\_

\_\_\_\_\_ Zip \_\_\_\_\_ Business \_\_\_\_\_

Name of Spouse \_\_\_\_\_

Professions \_\_\_\_\_

\_\_\_\_\_

Age \_\_\_\_\_ Spouse's Age \_\_\_\_\_ Children's Names and Ages \_\_\_\_\_

\_\_\_\_\_

Motorcycle Make and Model \_\_\_\_\_ cc \_\_\_\_\_ Year \_\_\_\_\_

\_\_\_\_\_

Sidecar Make and Model \_\_\_\_\_ Year \_\_\_\_\_

\_\_\_\_\_

Other Motorcycle Club Affiliations \_\_\_\_\_

\_\_\_\_\_

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

U.S. Membership: New Members \$20 Renewals \$18

Canadian Membership: New \$22 Renewals \$20

Overseas Membership: New \$24 Renewals \$22 (Extra charge is to cover postage)

Send Check or Money Order to: United Sidecar Association - Membership  
P.O. Box 8119 Van Nuys, CA 91409-8119 U.S.A.

Please make payable to the UNITED SIDECAR ASSOCIATION, INC.  
First year dues include decal and patch. All dues include subscription to *THE SIDECARIST*.

## CLUB PARAPHERNALIA ORDER FORM

Quantity	USCA Item	Price, each	Total	Quantity	USCA Item	Price, Each	Total
_____	Pin, Lock Type	\$3.00	_____	_____	T-Shirt	\$8.00	_____
_____	Vinyl Decal	\$1.00	_____	_____	Sizes:		
_____	Cap	\$8.00	_____	Adult	S _____ M _____ L _____ XL _____		
_____	Necklace (without chain)	\$3.00	_____	Child	S _____ M _____ L _____		
_____	Belt Buckle	\$7.00	_____				
_____	3-inch Patch	\$3.00	_____				

Prices include postage

Total for Order: \_\_\_\_\_

Please make check or money order payable to the UNITED SIDECAR ASSOCIATION, INC.

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P.O. Box 8119 Van Nuys, CA 91409-8119 U.S.A.

Name \_\_\_\_\_ Membership Number \_\_\_\_\_

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Name \_\_\_\_\_

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City \_\_\_\_\_

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membership  
number

expiration  
date

000312B

43 EXP 07/84

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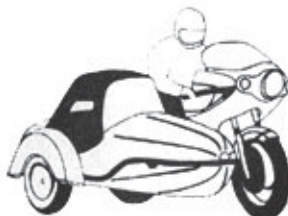
VAN NUYS

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SAMPLE MAILING LABEL  
showing your membership number  
and expiration date. Both of these  
numbers are important to our Mem-  
bership Secretary, Charles Eldred.  
Renewing on time saves the associa-  
tion money, and Charles, a lot of  
work. Please check your own label  
and if your due date is coming up---  
send your dues to: Charles Eldred  
182 Kimball Ave. Battlecreek,  
MI 49017 (Please make check or  
money order payable to the United  
Sidecar Association)

If Addressee moved, please forward.  
Forwarding and return postage guaranteed.  
Address correction requested.

PLEASE DELIVER TO :



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OPEN TO ALL PERSONS INTERESTED IN SIDECARING.  
CONTACT CHARLES ELDRED, FOR INFORMATION