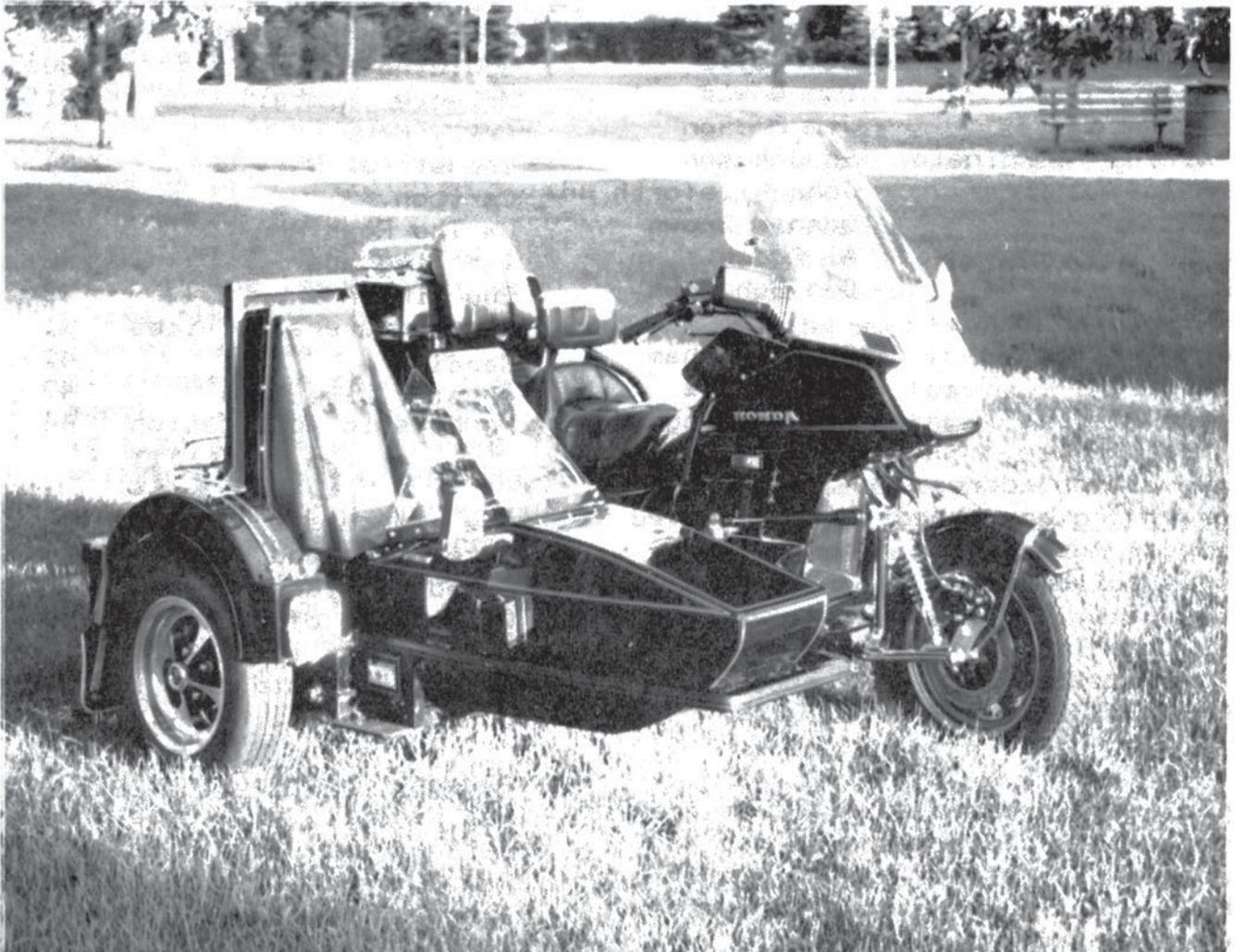


# *THE SIDECARIST*



**DEC.1,1987 to JAN.15,1988**

**VOLUME 11, NO.7**

# The Sidecarist

## U.S.C.A. Executive Committee

President & Executive Secretary: Hal Kendall  
V. President & Rally Director: T. Strassenberg

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## Opinions expressed

Opinions expressed in articles are those of the contributors and do not necessarily reflect viewpoints of the USCA or its Committee.

## Mailing address

The mailing address for all matters concerning any aspect of the United Sidecar Association Incorporated, also known as U.S.C.A. Inc., is as follows:

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

## Contents

### Volume 11 No. 7

### Page

From Where I Sit (HAK)	3
Editorial (BL)	4
Deadlines	4
Letters	5
Member Services	6
Go With The Flow. No Sir!	7
EML GT II	8
USCA Rally-Vi Shanks	9
The Limeys Are Coming!	10
1st International Rally, J Dobson	13
Sidecar Mounting (HAK)	18
Right-Handers (HAK)	19
USCA Rally poster	23
Goulding Notes:	25
Submission Guidelines	26
Melanie Kimball	27
On the Road w/ Hap Jones	28
Rally News	29
Industrial News	30
Collapsible SC, & Watsonian Book	31
Oxford 3-Seater & Motovation II	32
E&F Register & Coming Events	33
Classified	34
Chapter Directors	36
Manufacturers/Services	37
Bookshop	38
Membership Application	39

## COVER

The immaculate 1984 Honda Interstate and Gazelle sidecar owned by Clare and Donna Van Wyngaarden of Burlington Ontario was typical of the of sidecars seen at our 9th Annual rally.

Persons Contributing to this issue: Hal Kendall, Vi & Osie Shanks, Jack Fassel, John Klieforth, Pam & Trevor Quick, Doug Bingham, Bryce Lee, Robert G. Kunze, Jim Dodson, Ray & Gloria Kimball, Ed Johnson.

# From where I sit (as Pres)

All indicators are that the USCA is going to be OK. The manufacturers, working through the USCA, are discussing minimum standards of mountings and other safety criteria. John Klieforth is the USCA's new sidecar manufacturers/suppliers information officer; his job will be to supply brochures and similar material from files of manufacturers and distributors to whoever requests same.

He will also have lists of tire availability, steering dampers etc. The success of this particular program depends upon you...it will be judged successful if we receive many requests, it will be disbanded if no one requests anything.

Bryce Lee, our editor, has come up with a solution to the problem of frequency of issues. Issues will be issued at the rate of one issue every six weeks, it works out to 8.7 issues per year. This eliminates the change from bimonthly and back to monthly. It also allows us to keep within our restrained budget.

The new national and executive committee members are now doing jobs that previously had been done by outside agencies. Being solvent again has allowed us to replenish our depleted paraphernalia stocks and as well our book supplies; our first "new" publication will be The Sidecar Catalogue which will list and pictorially illustrate sidecars from A to Z, literally, and then some. The publication will be updated yearly and will be distributed worldwide.

I was disappointed about the lack of response from some of the sidecar manufacturers. Those that did support this project by financial assistance, photographs, or brochures were American Jawa, Harley-Davidson, EML St. Louis, Koch, Sidestrider, Good-one and Motorvation. Sorry if I missed any who did support the project.

To those who did not support, all I can say is this. if you expect us assist you selling sidecars, then send us current brochures or information or something about your product line, however small. We can not represent your products if we do not have the correct information!

Our new address and post office box in

Homewood Illinois may be used to contact any executive or national committee member as well as the editor of The Sidecarist..address the letter to the attention of the individual concerned. DO NOT USE the box in Van Nuys, California...all mail must go to the address in Homewood, Illinois. In this way if some executive leaves or is replaced, there is no loose mail floating around in the USPO..

Our membership is now on the increase once again and we now need more involvement at the local level. If you can help, contact Ron Biggar, National Chapter Director.

Doug Bingham reports a very successful 75th Anniversary for Watsonian at the National Motorcycle Museum this past August. The rally, held in conjunction with Federation of Sidecarists (FOSC) rally saw over 500 outfits attend. There will be an article about this rally in the Jan.15-Mar.30 issue of the Sidecarist.

The various training programs encouraged and sponsored by the USCA are very successful, under the continued tutelage of Ed Johnson. Elsewhere in this issue is a list of recent graduates of the sidecar training course. For more information about these courses, contact Ed Johnson at the Homewood Box address.

As this editorial is being written, Christmas and 1988 are three months away; on behalf of the various committee members of the USCA may I wish you a safe and pleasant Christmas and a Happy New Year.



**Hal Kendall.**

# Editorial

By the time you read this editorial, winter will have most of North America in its grip, and it is rumored that the current winter might be the worst for cold and snow in 50 years. Sure hope not, too many things to do with a motorcycle and sidecar to have to cram activities into something less than 12 months. On to other things. Fellow Canadians; yes, the newsletter editor lives in Canada, you now are eligible to pay the same as the rest of the North American membership. This is not a result of free trade talks, rather as a result of the executive meeting held in Kitchener Ontario this past July. And speaking of the rally, my own hearty thanks for a very good time to Kerry Watson and his committee. The weather was humid Southern Ontario for July, however the humidity and temperature was a bit higher than normal...my apologies to those of you who may have suffered.

The Sidecarist is your publication. I have historical articles on hand. However, current news and sidecar related activities are what make a publication topical and of interest to its members. Drop me a line and advise me what you want in the Sidecarist...one of the qualifications of an editor is to be able to feel the pulse of his readers, unless I know the likes and dislikes of the reader this is often downright impossible, so let me know.

Two new areas planned are a page devoted to your rig or combination if you prefer. A black and white photo is preferred, with you the owner/operator and those who ride with you in the photograph; combined with a brief history of your sidecar activities and any special features of the rig. Another section, will be called "Soap-box". A chance to vent your spleen if it were...keep it clean, and to a page or less; remember, This is a family publication. If I think it is too negative, I'll telephone you. For both of the above, read the guidelines, published elsewhere. I need your telephone number since I usually like to confirm specific details before publishing.

We have a new address for everything to do with the United Sidecar Association in Homewood, Illinois. Please use only this address for all

mailing unless otherwise directed. In this way if an officer for some reason leaves, mail is not left to float around the continent for months on end.

The Sidecarist, as described in Hal Kendall's column is now on the basis of an issue every six weeks. This issue in your hands is dated Dec.1, 1987 to Jan.15, 1988. The next issue will be Jan.16 to March Have a look elsewhere in this issue for deadlines through the end of next December.

Enjoy life, its too short to do otherwise, ride safely,

**Bryce Lee, Editor**

## DEADLINES, ISSUES, DATES

VOL.No. ISSUE No. COVERS DATES

### DEADLINE FOR MATERIAL TO BE IN EDITOR'S HANDS

12	No.1	Jan.15-Feb.28	December 1,1987.
12	No.2	Mar.01-Apr.14	January 15,1988.
12	No.3	Apr.15-May 31	March 01,1988.
12	No.4	Jun.01-Jul.14	April15,1988.
12	No.5	Jul.15-Aug.31	June01,1988.
12	No.6	Sep.01-Oct.14	July15,1988.
12	No.7	Oct.15-Nov.30	Sept.01,1988.
12	No.8	Dec.01-Jan.14.89	Oct15,1988.

Note:After Vol.12 No.8 we may go monthly

# Letters

**Sir:**

My family and I recently attended the USCA rally in Kitchener, Ontario. The Saturday before we were to leave for home our motorcycle failed us; fortunately at the campgrounds and not on the road. Cesar DaSilva, to us was a God-send. Mr. DaSilva tore our BMW apart while other people were packing to leave the campground. The problem was the drive shaft universals. Cesar had no direct access to /2 BMW parts.

Cesar contacted Neils Peterson of Acton, Ontario, on a Sunday no less, and then drove our family the 35 miles to Acton, with my husband driving the limping bike behind. Cesar then confirmed that Neils was able to repair the BMW. Only then did Cesar return to the rally site. We owe Cesar many, many thanks, and our deepest gratitude for all he did for us. Mr. Peterson is a wonder! Working nonstop save for a few minutes for lunch Neils worked from 11 AM to 7 PM on our bike; actually taking parts from his own bike to ensure our speedy recovery. Many thanks to Mrs. Peterson for the continuous flow of coffee.

Our final thanks goes to our rally host Kerry Watson. Since we returned to the rally site too late on Sunday to pack, we remained overnight. Kerry stopped by on Monday morning to ensure that we were our way safely. A greater bunch of people you could not find anywhere.

Thank You All...

David, Mary Jane, and Eddie Heyer, of New Tripoli, PA 18066.

(The editor can confirm Cesar's generosity and also the expertise of Neils. I have seen both men work miracles with machinery. BL)

HAK recently received a delightful telephone call from Dorothy Metzler of Clinton, NJ. Thanks to the "Sidecarist" and all of our sidecar friends she has now found a good home for the leading link forks, the sidecar and the Goldwing from the estate of her dear departed husband.

**Sir:**

Six years ago, living in Chicago, we purchased a Moto Guzzi with a Velorex sidecar, later we purchased a Gold Wing with a later model of Velorex, then everything was sold when we moved to Springfield, Illinois. We missed the fun of the sidecar and USCA.

Early this year we purchased a new Gold Wing. We looked and enquired about sidecars, the only sidecar company nearby was Hitchhiker in Lafayette, Ohio, 400 miles away. A letter was written, Mr. Pat Sheehy telephoned me, he answered a lot of questions, and we ordered one his sidecars.

We took the motorcycle on a trailer to Ohio, delivered the bike to Mr. Sheehy by 9:30 AM and started for home just after 2:00 PM. I drove the bike, my wife in the sidecar and our daughter drove the truck and trailer behind us...for protection since I was re-learning how to pilot a rig after six years.

Hitchhiker did an excellent setup, no pulling to the right or left, and a very pretty sidecar as well! The other thing I liked, the purchase price was \$500 to \$1000 less than similar sidecars. At the "Springfield Mile" this year we saw numerous motorcycles and dozens of sidecar rigs, ours was the only Hitchhiker..Pat Sheehey has a first class operation.

Since we had the sidecar installed in mid-August of 1987 we have put on some 3500 miles, more than I have done in the last 10 years by motorcycle. My wife and I are having the time of our lives. Meeting people, on the road and in rest areas make me happiest about owning a sidecar. If you need assistance and are in the area, do not hesitate to call. I have a trailer to accommodate most rigs; my work schedule is nights hence I am available during the days and evenings; sleep is usually secondary in emergency situations. Both of us look forward to many years of good sidecar riding.

Jim & Helen Wyse, Springfield, IL 62703.

It is good that you have a combination you are satisfied, and I am pleased Pat Sheehey and Hitchhiker were able to be so helpful. Have you considered placing your name in our emergency book listing and perhaps joining Help'N'Hands? Best Wishes for the future. BL.

# Member Services

## S/C Manufacturer's Info Officer Appointed

**John C. Klieforth**

John C. Klieforth of Sun City West, Arizona has been appointed to the new position of Sidecar Manufacturer's Information Officer. John will keep a small supply of brochures on hand and available to members on request. We will do our best to keep John supplied with the latest brochures but you may need to settle for photocopies if we run out. See current list >>>>>>>>>>

John will also have a current list of sidecar manufacturers. We hope to expand this service to include specialities such as who has special tires for sidecars, who supplies steering dampers and so forth, You ask us for what you need. If you need it, in all likelihood others also probably need similar information. So we will attempt to obtain and make this information available.

Of course with any service, there is no free lunch. So please include some money to defray the cost of postage, photocopying, envelopes with your request. The success of this program will depend on the number of requests.

Send your request to: John C. Klieforth, USCA Sidecar Manufacturers Information Officer, PO Box 1353, HOMEWOOD. IL. 60430-0353. Be sure to include money to cover postage.

## Is your address label Correct?

Have you checked your address label to see if it is correct??? If not, and your membership renewal is also due, please contact membership NOW. Thank You. It cost us, and therefore you money if you do not keep us advised of your correct mailing address.

It also costs us, and therefore you, to chase after you and remind you that your dues are not current. Please renew before your membership expires.

<u>Manufacturer</u>	<u>Products</u>	<u>Location</u>
Austel	M/C	England
Bike Mate	S/C	S. Africa
Bingham	S/C	USA
California Sidecar	S/C	USA
EML	S/C	Neth./USA
Equalean	S/C	USA
Gazelle	S/C	Canada
Globe	S/C	India/USA
Hannigan	S/C,Fairings	Canada
Harley-Davidson	M/C,S/C	USA
Hechand	S/C	France
Hedingham(Unit)	S/C,Forks	England
Koch	S/C	Germany
Lamiteam (Finntour)	S/C	Finland
Motorvation	S/C,Trailers	USA
Neval(Dnepr)	S/C	USSR/UK
Pearson	S/C	USA
Peikert	Fittings	Germany
Regent	S/C	England
Falke	S/C	Germany
Sirako	S/C	Sweden
Sidestrider	SA::	USA
Smittys	S/C	USA
Squire	S/C,Trailers	England
Tomco(Special)	S/C	USA
Ultra	S/C	USA
Velorex(Jawa)	S/C	USSR/USA
Vern's(Goodone)	S/C,Fittings	USA
Vintage(H-D)	S/C	USA
Wasp	S/C,Forks	England
Watsonian	S/C	UK/USA

# Road Show

## GO WITH THE FLOW? NO SIR!,

**Robert K. Kunze. Shawnee. OK.**

I pulled back the choke, turned the ignition key and pressed the starter button. The engine turned over and died. Again I pushed the starter button, rrr,rrr,rrr,rrr, and then quiet. I was probably lucky.

The temperature was ten degrees above zero Fahrenheit and a fifteen mile per hour wind was blowing making the wind chill factor minus horrible. I was ready to ride however my iron steed was not. I was lucky because by late afternoon of the same day the temperature had dropped another ten degrees and had the bike started that morning, it probably would not have started that evening, after work, thus stranding me thirty miles from home.

Crazy? Maybe. I have been riding thirty miles to work each day for the past several years including each winter day when there wasn't snow or ice on the road. Discomfort appears only when the temperature drops below thirty degrees: past experience has shown that I can stay on the bike for upwards of an hour, probably longer.

I am not trying to prove anything. I started late in life to ride motorcycles and after the first two weeks of riding regretted that I'd not learned to ride thirty years earlier. There and then I resolved to ride until to became too cold to ride...and this seldom happens because I ensure that I am dressed for cold weather riding, and I do not utilize any electric warming devices!

Before you are told how to ride in cold weather, two things must be explained.

First, although born and raised in the north-east my body is unusually sensitive to cold. In my office if the ambient temperature is less than 72 degrees Fahrenheit, I must wear a sweater because of the wind chill factor created by the air handling system while my fellow workers are complaining about it being too warm! Secondly, living now in Oklahoma, winter gets cold.

Frequent winter temperature readings are in the low teens and twenties and combined with the almost constant wind tends to make it more chilly than the thermometer really reads. The wind blows so much here in the winter that when the wind does not blow, one misses it! These two facts are to assure you that I am talking about cold weather and to let you know that I am one of those strange creatures that is not bothered by cold.

No individual can remain exposed to cold weather indefinitely whether one does or does not ride a motorcycle. The critical aspect of protecting oneself from cold when riding a motorcycle is to stop the air flow, completely sir! After you have stopped the air flow, then the problem becomes one of retaining body heat.

On the motorcycle, if you ride in the winter you should use a full fairing or the biggest windshield you can find. At sixty miles an hour in thirty degree weather, the wind chill factor disappears off of most published wind chill charts! It is said that a wind chill factor below minus forty doesn't feel any different than a temperature at just minus forty. I am unable to prove otherwise, however I'd rather not try by riding in the winter without a full fairing on my motorcycle.

Several items of apparel are necessary for winter riding and should be chosen for quality. This does not necessarily mean higher cost. Let us start at the top.

In the winter I ride with a full face Kiwi helmet, model K10, for which I paid \$100. It is the only helmet of many that I investigated and that includes some that cost upwards of \$300 that does what needs to be done. Even the Kiwi has a minor shortcoming. The Kiwi is the correct helmet for three reasons. First it is an extremely comfortable fit. Secondly the face shield may be easily manipulated while wearing heavy bulky gloves or mittens. Thirdly, and most critically, the Kiwi has a superb ventilation system. The vent openings are in the chin piece and the air channels make a ninety degree turn upwards,

# Road Show...

within the chin piece and exhaust directly and immediately behind the face shield, and the vent openings function as an extremely efficient face shield defroster. You are aware that cold air is moving within the helmet, but it is never uncomfortable and it is not directed at your face.

The minor short coming of the helmet is the intake vents; the vents are so low on the chin piece that one is not able to use a "Throat Coat/Apple Warmer" type of device because it would cover the vents. There is a solution.

As it was impossible to use a covering device around the throat, it was a simple matter to design my own collar. It was difficult to purchase the same type of material as used on throat coats so I had to settle for a piece of nylon. I also purchased some 1/2" foam (quilt batting will do as well), and a strip of Velcro for a total of about \$4.00. The foam was cut to a width of about 6" and then with my helmet on, I wrapped the foam around the bottom of the helmet allowing about a two inch overlap. I then cut the foam to that length. At the center of the foam strip I then glued (I used Elmer's) a second layer of foam about seven inches long. The foam subassembly is now encased in the nylon and sewn closed. Now, allowing for the overlap, sew two generous strips of Velcro to the collar.

When worn, the thicker front of the collar is pushed up into the bottom and inside of the helmet it comes from inside to outside the helmet on the sides. All of this is secured at the back with the Velcro strips. It sounds complicated and it works well. The helmet intake vents are not blocked and the extra half inch of foam in the front blocks air flow in the open bottom of the helmet. To Be Continued in the January 16/ March 30, 1988 issue.

Next Issue DEADLINE is December 01, 1987.

The issue will have articles on sidecars in Cuba, Germany, Great Britain, and the USA. Put a photograph of your sidecar in "Family Album".



## EML USA, GT II Sidecar

EML USA, the exclusive factory authorized importer for EML Sidecars in the United States is proud to introduce the newest edition to the EML family of sidecars: the all new GT II!

This unit is a revision of the very popular GT Family Tourer. The GT Sidecar has a large - seating capacity for two children or one adult and one child. There is enough trunk space to pack for weeks on the road, and each unit comes complete with luggage rack, disc, brake and a convertible top. Like all EML units, the GT II comes complete with a handling package for the motorcycle that includes leading link front forks, 15" wheels and tires; and the correct suspension components for a sidecar. BMW Kits come with new mainframes. The result is the very best handling sidecar made today!

EML USA sells kits or complete units ready to go. All EML sidecars are made for the following motorcycles: R and K series BMW's, all 1000, 1100 and 1200 Hondas, Suzuki 1000 and 1100 shaft drive models, and the new Suzuki Cavalcade, Moto-Guzzi, Kawasaki 1100 and 1300, and Yamaha 1100. For more information, contact your local dealer, or call or write for a color catalog. Dealer inquiries invited.

EML USA, 4011 Forest Park Blvd., St. Louis, MO 63108; (314) 531-4010



# 1st Int. Rally



## "International Rally"

What's in a name? One notice called it, "North America's First International Sidecar Rally." Another named it the "CSOC/USCA Rally". Still another, "The USCA International Sidecar Rally." Also "The CSOC International Rally': They were all wrong and at the same time all right. It was an "International Rally" in as much as two countries, Canada and the the United States collaborated on it. The rally was in fact, "The 9th Annual USCA Rally", which in fact was held in Canada, July 23 to July 26, 1987.

It was not hosted by the Canadian Sidecar Owners Club, but by USCA members living in Canada, who also happen to be CSOC members. Regardless of what it was called it was without a doubt an extremely successful sidecar rally of international proportions with sidecarists from many countries taking part.

The site of the rally was Bingeman Park located on the banks of the Grand River three miles from downtown Kitchener, Ontario. Initial plans were started in 1985 when USCA president Doug Bingham approached CSOC president Osie Shanks and under the able direction of Kerry Watson, two years of hard work culminated in the event. The attendance of 421 people at the rally included 179 sidecar rigs, 22 solo machines and 90 day visitors from both the USA and Canada as well as the Netherlands and Great Britain. The four days of the rally were filled with a variety of activities for both adults and children.

The children (all 92) enjoyed the 300 balloons donated by the editors of Hack'd magazine. Thanks Jim. The weather was putrid, very hot and humid, typical mid-July weather for Southern Ontario. Rain, winds and thunder smashed through the area Friday night, we were later to find record winds of 100 kilometers an hour had been recorded. Some people had their tents blown down, and some got wet but everything worked out satisfactorily.

The CSOC provided a bus that was late in arriving to take the rally goers to the banquet, however when we did arrive, over 420 people sat down to a meal fit for a king. Two types of chicken, schnitzel, cabbage rolls, German sausages, oven-browned potatoes, honey carrots, sauerkraut, three types of salads, rolls, coffee, tea, cherry cheese cake, apple strudel and everybody had seconds!

After dinner a lot of awards and prizes were handed out. Joe Svesko of Erie, Pennsylvania won the "Globe Sidecar" donated by Doug Bingham, and Cyril Bone of London Ontario won the 50/50 draw. I along with my husband Osie attended the meeting at which the new executive was voted in. From the United States, Hal Kendall as President, Terry Strassenburg as Vice Pres and Rally Director, Mitch Goldflies as Treasurer, Jim Krautz as Membership Registrar, Jack Fassel as Advertising manager and Bryce Lee of Canada as Sidecarist Editor.

# 1st Int. Rally...

The Canadians who were instrumental in putting the rally together were Kerry and Marlene Watson; their committee members were Roy & Linda Vallinqa, Clare & Donna Van-Wyngaarden, Wayne & Cathy Quinn, Cesar & Marilyn DaSilva, Rene & Mary Benardino, and members of the Waterloo Touring Club. Last but by no means least thanks to the many unnamed CSOC members who helped make this rally the best ever. Terry Strassenburg will have his work cut out for him in 1988 for the 10th anniversary rally in Illinois.

Vi Shanks, Editor of The Chair, Canadian Sidecar Owners Club.

## 9th Annual USCA Rally

### Door Prize Donations

AC DELCO

STERLING DRUG COMPANY

STETSON CANADA

BRYCE LEE

STREETSVILLE AUTOMOTIVE

CANADIAN IMPERIAL BANK

UNITED SIDECAR ASSOCIATION

STURGESS HONDA

M.A.CANDY

MACDONALDS RESTAURANTS OF

CANADA LTD

JOHN C. BUTLER

HAMILTON FIRE DEPARTMENT

MAL MEAT SHOPS

MR. JOHN SCHNEIDER ROWNTREE,

WHITMAN GOLDEN

HACK'D MAGAZINE (JIM DODSON)

## THE LIMEYS ARE COMING

Speaking as Vice President of the Federation of Sidecar Clubs and also as a member of the Editorial Team for the Outlook of the FOSSC, I would like to say how much "my husband and I," that is Trevor and Pam Quick, from England enjoyed the recent United Sidecar Association Rally, held At Bingeman Park, Kitchener, Canada.

It was reassuring to see that sidecar rallies are the same the world over...a splendid site, full of impressive and interesting rigs and tons of like-minded people doing their own things like crazy. We felt at home the minute we arrived (except for the weather, which appeared to be going mad and felt more like tropical Africa!), indeed, ever the little furry creatures (gophers? ground hogs?) were rather reminiscent of the ever present English moles, though moles are smaller, dig under your tent and leave mole hills of earth rather than holes for you to fall into.

Joking apart the event at Bingeman made us feel proud to be part of the sidecar world, people who we were meeting for the very first time were so welcoming, we felt as if we had known for years. It was great to meet people again that we had either already met or had come into contact through our magazines, (From an organisers point of view, most things seem to have been thought of...) the Supper Runs are new to us and seemed a very good idea, punctual and well handled.

Security was well looked after, always a worry with a potentially public site. A lot of thought had gone into the whole thing. All "official events seemed to run to order, except for one campfire that got "rained off" in a big way...and Trevor and I were very impressed by the scale of the rally dinner. We collected a lot of addresses of new friends to keep in contact with and Trevor promised to send someone a "pattern" for his sidecar screen(he has a Watsonian Monaco, just like us).

# 1st Int. Rally...

The "rigs" were noticeably different from England...there were more standard front end setups where we are used to the small front wheel leading link fork conversions. Another difference is that our sidecars tend to be larger and more "closed in" because the different climate. Also at the USCA rally there were some gloriously colour matched rigs, our outfits tend to be in rather dark and sedate in colour, also partly due to the rigours of climate and winter weather etc.,

We also noticed that in North America too, for sidecar work that Japanese machines and BMW are king though there were some noticeably lovely Harleys about. We hope that it wasn't for the same reason that you don't see British bikes at British rallies...these days they're not MAKING any British bikes which is very sad indeed.

Another similarity with British rallies, as well as the organised games etc., is the never ending succession of folks taking photographs,

and stopping to talk, admire each other's bikes and sidecars and make general conversation, technical and otherwise. The only regret Trevor and I have is that we could not bring Kermit, our own sidecar rig over...far too expensive, however we were made no less welcome (in a H...z rental car) in lieu of the sidecar. Kermit is bright green ...like a frog!

Yet another thing in common with British rallies is that children are very welcome and are catered for games with games etc...we LOVED the idea of the games with the parachute, 'indeed we are thinking of pinching the idea for own rally. Anyone wanting any information about English sidecar or planning a trip to England(with or without a bike), Trevor and I would be only too glad to help out. Please contact us as Trevor and Pam Quick, 18, Kenilworth Grove, Basford, Newcastle under Lyme, Staffs ST5 OLE, ENGLAND. Our telephone number is 782- 613022. Many thanks for your kind hospitality this past summer.

**Trevor and Pam Quick, FOSC**



**Some Saturday Visitors To The Rally**

# 1st Int. Rally...



**The 1987 United Sidecar Association Rally Committee And Their Families**  
From left: Marlene Watson, Tyler Watson, Linda Vallinga, Cesar DaSilva, Marilynn DaSilva, Mark DaSilva, Rene Bernardino, Mary Bernardino, Jeff Bernardino, Kerry Watson (Chairman), Roy Vallinga, Annette Van Wyngaarden, Erin Vallinga, Christine Vallinga, Donna Van Wyngaarden, Brian Van Wyngaarden, Clare Van Wyngaarden. (B. Lee photo)



**Executive Members of The USCA who attended the rally. From left: Hal Kendall, Terry Strassenberg, Ed Johnson, Dan Doyle, Vi Shanks, Osie Shanks. (B. Lee photo)**



**Lining up for the bus that took hungry people to the banquet.(B. Lee photo)**

# 1st Int. Rally...

## 1st INTERNATIONAL SIDE CAR RALLY

By Jim Dodson, USCA #1447D

1987 marked the first time that the Canadian Sidecar Owners Club, (CSOG), and the United Sidecar Association, Inc. (USCA) got together to share each other's Annual National Rally, thus culminating into "North America's 1st International Sidecar Rally."

The international flavor increased as one's senses tried to become familiar with the area. The rally campsite was usual fare consisting of a semiarid level field used for things like; overflow spaces for RV's when the adjacent camping area is full; a 4 Wheeler Exposition and of course sidecar rallies. You know, the type where you bring your own shade and try to figure out how far you want to camp from the facilities by the direction of the prevailing winds.

Even though you had to check the color of the currency and try to figure the percentage difference later, upon checking in, it wasn't until after you had set up the tent, etc. and got to wandering around that the international quality really appeared. Sidecarists from practically everywhere it seemed! So many different accents I was amazed the English language accommodated them!

There were guys there from both the Arctic and Antarctic circles, lots of folks from Europe, including Pam Quick, the Editor of THE OUTLOOK, the newly facelifted publication produced by the Federation of Sidecar clubs that is headquartered somewhere in the British Isles. And Hal Kendall who flew directly from Bogota, Columbia to accept the leadership position of the USCA personally.

There were more different kinds of outfits represented than I knew the names of. Rigs and various components ranged in age from decades to only hours. And I never thought I'd get to meet so many subscribers to HACK'!

The new Harley-Davidson FLHTC outfit I was test riding sort of flew down those highways with the newly increase, speed limits, making my arrival at the rally site, Bingeman Park, on the north side of Kitchener, Ontario, a day early.

There was already about 20 rigs there with their occupants in different stage of setting up camp. Without a cloud in the sky and the thermometer somewhere in the 90's, the first act on my part was to erect my canopy, but in the time it took I'd carelessly taken my T-shirt off, resulting in a sunburned back. Up till that point only my snozolla had suffered a similar fate. If I remember I was going through a nose peel per week.

Among the first people I met, Ed Johnson appeared like an angel of mercy with a glass of iced tea. Ed's diligent efforts are really paying dividends in the realm of sidecar instructions, but I'll get into that under its own heading.

You couldn't ask to meet a more cheerful couple than the Rally hosts, Kerry and Marlene Watson. They simply bubbled with helpful enthusiasm! A special thanks in behalf of all the kids who got one of our ballons to Marlene for help obtaining the helium gas.

The good humored efficiency with which the different volunteer rally committees worked was a marvel of human ingenuity. To be commended here would be only a token gesture, but, one deemed necessary.

As listed in the Rally pamphlet they are:

Clare and Donna Van Wyngaarden Registration.

Roy and Linda Valinga -Kids Games

Wayne and Cathy Quinn - Self-Guided Tours

Caesar and Marilyn Da Silva - Sidecar Games

Rene and Mary Bernardino -Security

If you were still prone to do some riding there was lots of places to go and things to see in the immediate and surrounding areas. The town used to be named Berlin so there is lots of German imagery.

Explorations were enhanced by several maps being included in the rally packet and a special 'Ride About Tour' sheet passed out that listed sundry locations that were chosen for both their curious names and anonymity. The purpose being to retrieve some article of confirmation which would be judged, with the winner' to be given an appropriate prize at the Saturday night Banquet dinner. There was a social ice-breaker given each adult depending on your gender.

# 1st Int. Rally...

Guys obtained a metal nut and the gals got a bolt, and somewhere amongst the various thread dimensions there were three matching pairs. A special prize awaited if your nut and/or bolt matched. A whole slew of other nice awards were presented, including the oldest (69) and youngest (16) sidecar driver, oldest (69) and youngest (7 months) sidecar passenger, various distinctions for longest distances, and the winners of the sidecar games and other categories.

Depending upon your taste in cuisine you could go on a guided supper run both Thursday and Friday evening. There were all kinds of places close by to choose to spend your time and money. Lots of eateries, etc., and the strength of the U.S. dollar provided many good bargains at retail sales. And then there was one of the premier tourist attractions only 200 miles away - NIAGARA FALLS. You gotta decide for yourself whether the Canadian or the American side looks the best!

On Friday the weather changed. According to news reports a tornado touched down not far from the Rally. All I know was that a friend and I had gone to search for a store that still had some ice for sale and before we got back the rain started descending in sheets of water. So much that the Harley was choking for air as I pressed my eyeballs closer to the back of the fairing. The only redeeming quality of so much water was that it wasn't cold.

Just about the time the volume of rain started to slacken the winds came up with some 60-70 mph gusts, putting the hurt to everything not securely anchored, including my canopy. But since we were already soaking wet we just opened up another bottle Molson and laughed at each other.

The storm passed by and people once again started mingling around "meeting new friends, finding old friends and getting caught up on things, comparing sidecars," etc., as recommended by the hosts.

In conjunction with the FLHTC model I rode for a test ride article, Ron Plender, Harley-Davidson's Director of Service, rode a new FXH Police Model sidecar outfit. These new Harley Davidson units marked the first time that the company had complete outfits for people to go on a test ride in recent history! Harley Davidson Management felt that the time had

arrived for experienced sidecarists to be given the chance to test ride a new Harley outfit.

According to Ron "only five people who signed up didn't get to go for a test ride." What was originally anticipated for about a 15 minute test ride per person elapsed over Friday and Saturday into over 7 hours with 27 test rides being taken, mostly by couples and not entirely male maneuvered.

Knowing the right person I was able to finagle a test ride of the mount Harley Davidson makes for law enforcement personnel use. A number of subtle differences became apparent between it and the civilian model I was test riding. The sidecar mounting bracketry wasn't as flexible, the buggy springs supporting the sidecar body weren't as stiff, the floor boards on the motorcycle were closer making it much easier to rise up off the saddle when getting ready to cross bumps in the road.

Unlike, the FLHTC, the FXRT saddle lent a cooler ride because of the air space present between my thighs and the absent cross over header exhaust pipe. The Sportster style front-end and larger diameter front wheel brought on a much sportier responsiveness not felt on the touring model. (See Test Ride article in HACK'd Vol. 4 #2)

About a fifth of those attending the rally were children, providing further knowledge that one of a sidecar's major functions is its ability to bring the whole family. Along with the planned activities broken down by age categories and subsequent prizes awarded, the facilities at Bingeman Park centered around various water theme amusements that kept the youngsters entertained with a minimum of supervision while Dad continued to BS with the guys.

The Saturday night awards banquet was held in the park's ballroom to an overflow crowd which finally got started after more tables were set up and the shuttle bus made several trips. People were encouraged not to ride their rigs because of parking limitations at the ballroom, and special security was provided to watch the campgrounds while everyone was away. The German ethnic food was served buffet style with the Burgermeister dictating which tables to go to which line first.

# 1st Int. Rally...

By the time people were going back for second heapings and/or coffee and dessert (apple strudel and cheesecake), a fellow from California named Dan Doyl had started handing out awards by presenting the Rally Hosts Kerry and Marle an engraved silver platter. Many more awards then followed; but if you sat through them and remembered to bring your door prized tickets with you there was a good chance of winning something. And then for the truly adventurous the infamous 50/50 raffle was only upstaged by the brandnew Globe Sidecar winner at \$1.00 a chance. What a deal, eh? Was that a Canadian or American dollar?

This year's Globe sidecar was donated by Side Strider, Inc., ie., Doug Bingham. Doug, having served the organization as its President almost since the inception of the United Sidecar Association has had a shift of priorities and is no longer the President of the USCA.

Probably because I didn't ask, I don't know how the CSOC selects their officers, but the USCA Executive Committee had met, deliberated, and announced the new roster of officers for 1997/88. Hal Kendall, the new President of USCA, has also agreed to retain the position of Executive Secretary. (boy, is he a glutton for work or what, eh?) and he's quick too! Within the stack of mail awaiting my return home he'd sent me the officer roster

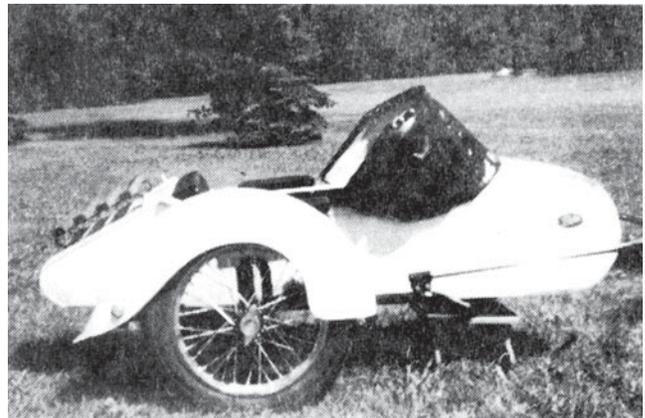
Other announcements I remember included one by long time sidecarist and organization worker, Terry Strassenburg, who has already started working on next year's National Rally for the USCA to somewhere in his home state of Illinois. And again because I failed to ask and it wasn't announced I can't repeat any like information for the CSOC.

Back in camp there were the usual night owls, but even these thinned when it started raining. Nothing terrible, just a nice patter to put you to sleep.

Sunday morning people were up early deciding whether to go get some breakfast; attend the services offered; or start packing up. The good-bye's go so quickly, then everybodys dispersing to their destinations and perhaps considering next year's get together.



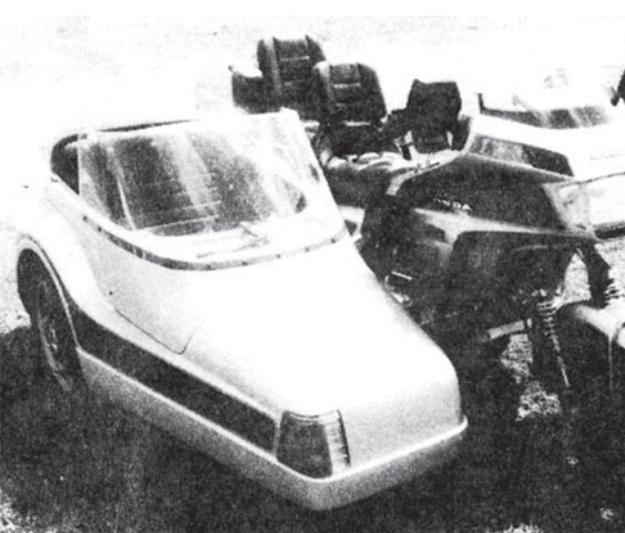
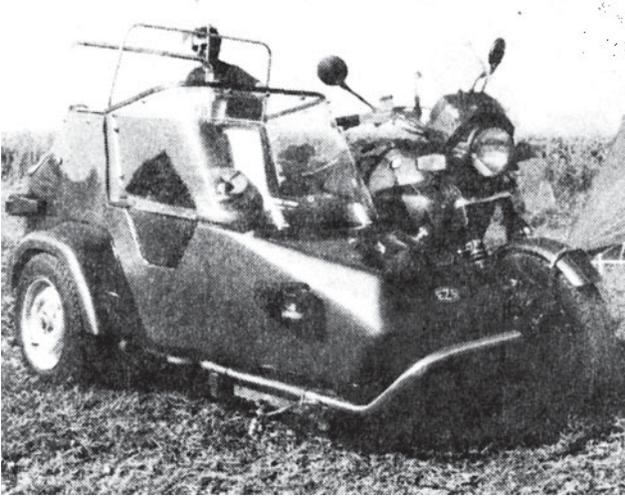
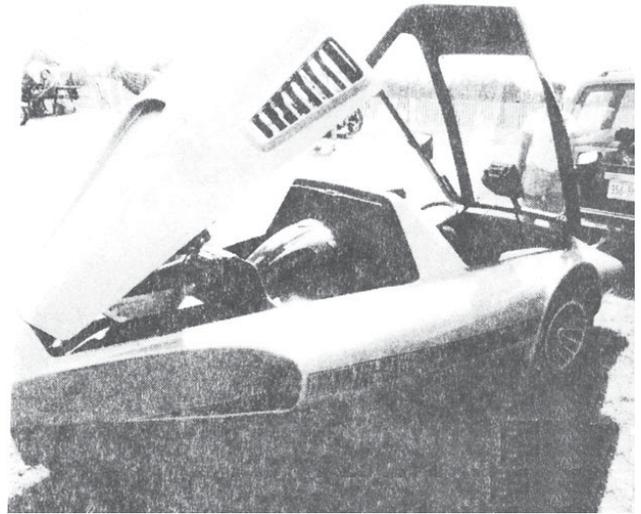
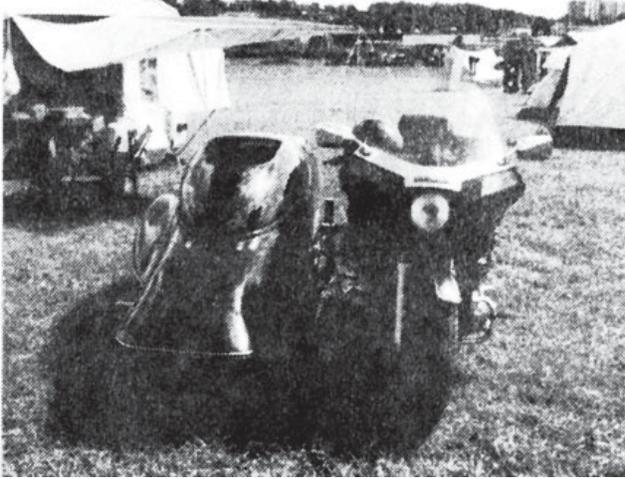
**Kerry Watson, 1987 USCA Rally Chairman**



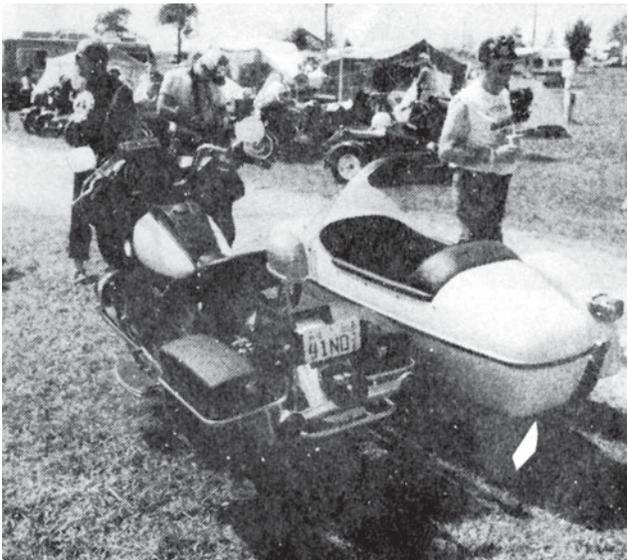
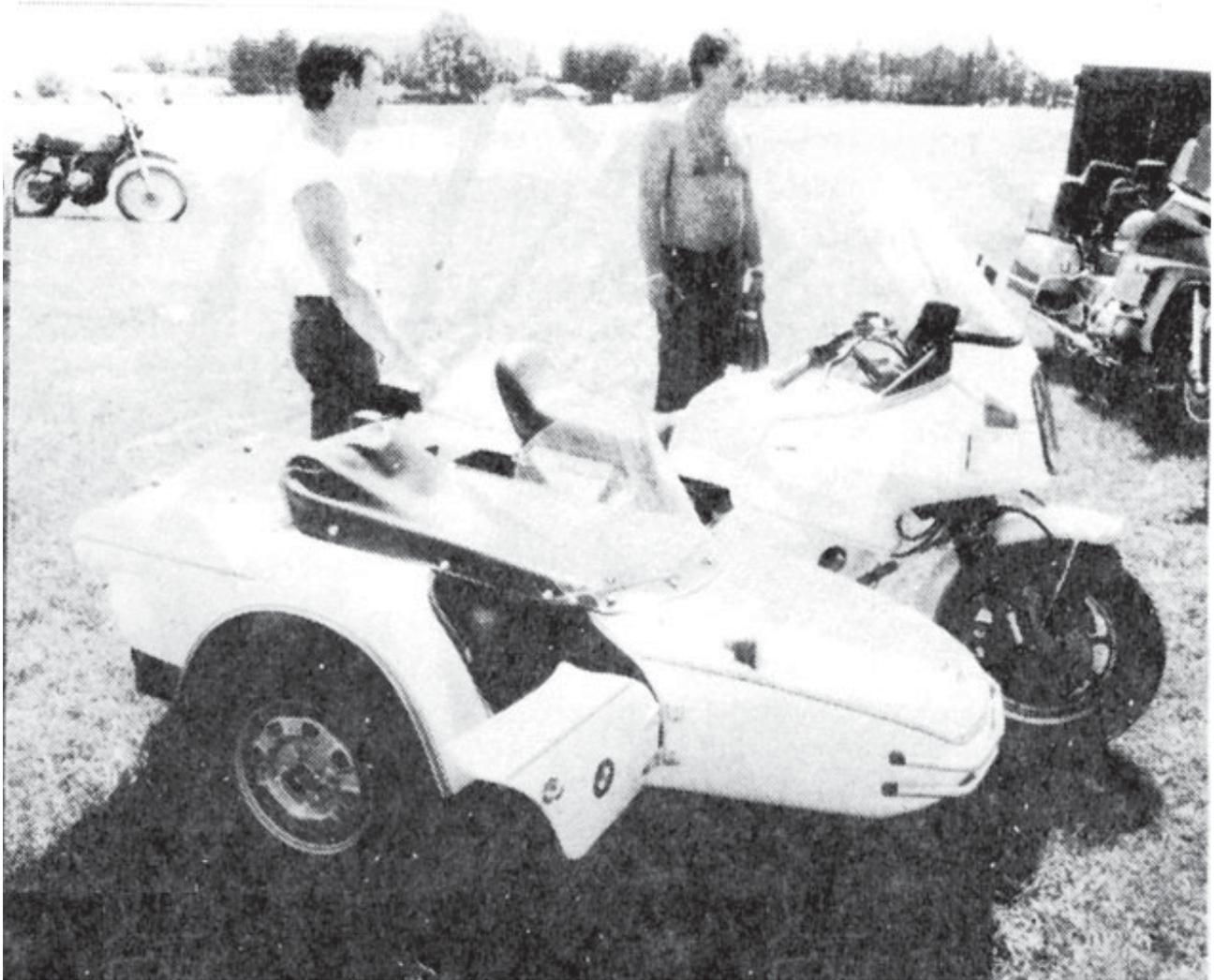
## **USCA S/C RAFFLE WINNER**

**Mr. Joe Sresko, Jr., of Erie Pennsylvania was the winner of the Globe LS200 as donated by Side Strider of Van Nuys, California at the recent 9th Annual USCA Rally held in Kitchener, Ontario Canada. Joe has two big Harley-Davidsons which are too heavy for the Globe Sidecar. Joe may have a classic BMW fitted to the Globe for the 1988 Rally in Illinois. We shall see.**

# 1st Int. Rally...



# 1st Int. Rally...



# Mounting Survey

## Sidecar Mounts Survey

Hal Kendall

We are becoming increasingly concerned with the rumors we pick from the grapevine of more and more sidecar mounts failing, either by slipping, rotating, loosening, breaking, or pulling apart.

If one reads over USCA manuals you find we stress the absolute necessity of having firm substantial mounts that fit only on the main frame, and preferably where the frame is crossbraced nearby to other side of the frame.

We have heard that some ignore our suggestions and have fitted mounts on such things as rear footpeg extensions, exhaust mounts, exhaust pipes, crash bars and bag guards. None of these are structural members. The loads imposed when cornering are tremendous.

We also have the full assurance of the manufacturers that if an their mounts fail in any of the ways mentioned above they will find a way to rectify the situation. But at the moment, all we have grapevine rumors. We need specifics to act.

At stake is your health and welfare. To date I have not heard of a case where a mounting failure involved third party damage or loss of life or limb. Usually these problems happen at walking speeds on a sharp left hander. But moments previously one sidecarist whose lower mounts both pulled out was travelling at highway speeds on the crowded Houston freeway.

For the purposes of this survey we are interested in any mounting failure, whether the mount rotated, shifted, worked loose, pull apart or broke. And, let's also include frame breakage or a bent sidecar wheel axle or its bending or breaking, or sidecar wheels bending, or breaking or if the sidecar wheel suspension freezes or if it collapses or breaks. Be very specific on what was done and what failed, and describe the machine and the sidecar.

It is not the purpose of this survey to embarrass any manufactu but only to collect a data base of what works and what does not Some mounts may be very suitable for a smaller machine but may overstressed for a larger machine. So, if you have had any failures, please advise what they were in some detail.



**SAFETY???** Hell, we ride for fun! But we're no fools. We know we need to see and be seen.

**American-made** reflective protection, good looks and durability all make sense to us. Our **SEE-ME** vests are a natural choice so we can have more fun longer, especially at night.

There's over 20 **great looking** fabric and stripe color combinations available, including our favorite, **Midnight Black**. It's easy to get the style and visibility that's right for you. A pretty good deal, we think, at less than forty bucks apiece.

Get complete details and **samples** of the new '87 fabric and reflective stripe colors by sending \$2.00 (refundable with order) to:

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Dept.  
5435 Lawler Avenue  
Chicago, Illinois 60630  
(312) 736 9821



Dealer inquiries invited. Conspicuity Incorporated

# Righthanders

## Watch Those Decreasing Right-Handers!

Hal Kendall

A sidecar outfit, because of its eccentricity and peculiar geometry, must be driven within its inherent stability limits if it is to be driven safely and prudently. I recall, some ten or so years ago, beginners to sidecaring would write or phone -

"I went into a right-hander at a moderate speed when the sidecar wheel came up and I went left across the road ...."

Unfortunately, this still occurs today. The results can be amusing or tragic according to circumstances. Specific instances brought to my attention include:

- went down into a bar-ditch and got entangled in a mess of thorny brambles. No loss of life, limb or property but it sure did damage the driver's pride and his skin.

- my two youngsters were in the sidecar. The rig flipped over on a right-hander and they bounced like basketballs down the grass verge. Just a few bruises, fortunately.

- from an accident report in an upper central state. The sidecar driver, with his wife on the pillion and a young boy of eight in the sidecar, crossed the center line of a two lane highway directly into the path of an oncoming pickup truck. All occupants of the sidecar rig were killed instantly. Closer investigation by yours truly revealed that the incident occurred while the sidecarist was proceeding up a hill which curved slowly to the right in a decreasing bend radius. The pickup truck, proceeding in the opposite direction had just crested the brow of the hill and was commencing its descent.

- more recently, another sidecarist on a heavy touring rig but unladen, entered an increasingly tight right hander at a moderate speed when the chair lifted and he crossed to the left side of the road, across a gravel verge,

then down a cliff face. The rig, driverless, continued for about 50 yards while the driver's fall was arrested by a barbed wire fence. He sustained severe but not critical injuries.

What do all these incidents have in common? They all occurred because the driver failed to take into account the limitations of his own skill levels and the limitations of his rig in negotiating a right-hander.

No two driver/rig combinations are alike. Each individual must determine for himself what the cornering limits are and not exceed those limits. The limits may be self imposed, rig imposed or technique imposed. No matter - those are the safe limits for that individual.

What do I mean? One sidecarist might have a skill level that will allow him to do what seems like impossible maneuvers with a rig that a newbie would be afraid to do with the same rig on the same road. Never attempt to drive using someone else's technique. You will only kill or maim yourself. Use the technique that you are comfortable with. If that means slow down for right-handers, then do so. That is your means to staying alive. And that is the best part of sidecaring. For others who have mastered the art and are more adventuresome there are other techniques I shall discuss but never use any that cause any concern.

Sidecaring has an almost spotless safety free accident record. The above incidents, while forming a definable pattern, do not happen too often. They were all avoidable. In all cases the driver was fairly new to sidecaring as you all once were. In all cases, the driver was unaware of the limitations of his vehicle and was caught by surprise when the predictable (by experience) occurred and was unaware of the consequences. Or perhaps he was caught by some odd notion that when the sidecar wheel lifted, as it will when it is turned in a right-hand turn, that somehow this turned his two-track vehicle mysteriously into a single track vehicle and so he had to resort to

# Righthanders...

countersteering? Such a notion is ridiculous - no sane racing driver ever uses this just because his front wheel loses contact with the ground which is the direct equivalent.

No, should your sidecar wheel become elevated just a bit you would continue to steer normally, just as any race car driver would continue to steer normally. To do otherwise, or to deliberately turn the handlebar, and consequently the front wheel towards the left, would of course make the entire outfit steer directly to the left, just as it would the race car or any two-track vehicle.

There is nothing unsafe about a sidecar rig. When driven with restraint and within its limits, it has one of the safest records of any vehicle. Have you ever watched sidecar racing and witnessed the near impossible feats performed by the experts? Did you realize that until the mid sixties the racing sidecar rig could easily pass for a street rig? By the same token, any vehicle can overturn when driven beyond its limitation. I recently saw a massive truck designed to transport concrete laying on its side wedged under a bridge in Houston with its wheels turning lazily. Later found out this was not an uncommon occurrence. Again, this was due to the driver not driving within the stability limits of the vehicle he was in. And we think that a 100,000 pound concrete mixer as being fairly stable.

Anyone new to sidecaring or interested in getting into sidecaring should first understand the basics of how to make right handers and left handers, safely. The first consideration is the weight of the sidecar with respect to the weight of the motorcycle and rider.

## Balance

As a rule of thumb, the empty sidecar weight should be about 25 to 35% the weight of the motorcycle. Thus, for a small bike of 300 to 400 lbs a sidecar of 125 to 150 lbs would be a good combination. But to fit it to a

800 to 900 lb grand tourer, is not so good. A sidecar of between 225 to 300 lbs is desirable for the heavier machine. Likewise, do not expect good performance if you fit a 300 lb sidecar to a 450 lb bike. It must be balanced.

A lighter than optimum sidecar can be fitted to a heavier bike, however, if sufficient weight ballast is carried on the sidecar. The weight should be low, toward the sidecar wheel and just behind the wheel. This practice, however, is not as good as the lighter sidecar may not be strong enough to withstand the large stresses that can and do occur, especially on cornering.

It may last for a while then the frame may bend or twist or the sidecar wheel axle may bend. The best solution is to fit the right weight sidecar first time around but many lighter sidecars have been fitted to heavier cycles with apparent good success and ridden safely.

## Balance Test

A good field test I have found is to stand to the left of the cycle, place the left foot on the left foot peg and place the left hand on the left handlebar and the right hand on the right handlebar. Then pull yourself to the standing position on the left footrest.

Now, sharply push down on the left handlebar while pulling sharply up on the right handlebar while swinging your body weight away from the cycle.

Try this with a Gold Wing with a Watsonian Oxford, or a Hedingham XL, or a Motorvation Coupe. You cannot get the sidecar wheel off the ground, or if it comes, it comes up only a few inches then hits the ground sharply. That rig has excellent right hand stability.

# Righthanders...

But try this with a Full Dress Harley with an empty Spirit Eagle. The rig will lift easily and it will virtually undrivable.

On the first rig I would feel very comfortable; on the second, I would not consider a drivable rig. But such rigs as the latter do exist and are driven daily. The problem is that such a rig can be driven safely if modified by ballast but what do you do when the unexpected occurs and you need to make a sharp maneuver to the right with an empty chair?

Given that you have selected the correct sidecar, weightwise, is that sufficient? No. You would be surprised that about 50 percent of the civilians (non-sidecarists) would tell you that the sidecar will lift if you take a left-hander too fast!

A sidecar outfit, like any vehicle, obeys basic laws of physics. When you turn to the right you create a force to the outside of the curve, or to the left, not toward the center of turning. This force acts through the center of gravity of the vehicle. Your pivot line on a right hander is the line between your front and rear wheels of your cycle. This force increases with the square of your velocity. Thus, at 40 m.p.h. it is four times that generated at 20 m.p.h.. This force also increases as the radius of turn is reduced. So a 100 ft. radius turn has twice the force as a 200 ft. radius turn.

As you slowly accelerate through a given radius turn you will gradually feel the effective weight on the sidecar wheel get less and less until it just floats, then it will continue to climb until it gets to an unstable position. Normally, the sidecar can be safely driven with the wheel at a controlled several inches off the ground, with a little experience. But you must know this and practice, preferably on a deserted parking lot until you are confident your machine will do what you want it to do. You will be steering normally UNTIL the sidecar wheel has climbed so high as to get into the UNSTABLE position. This almost NEVER occurs in NORMAL street driving. Remem-

ber, you are driving a two-track vehicle and two track vehicles MUST be steered normally at all times.

The problem is if you don't know what can and will happen and you are totally unprepared you may panic and do the wrong thing.

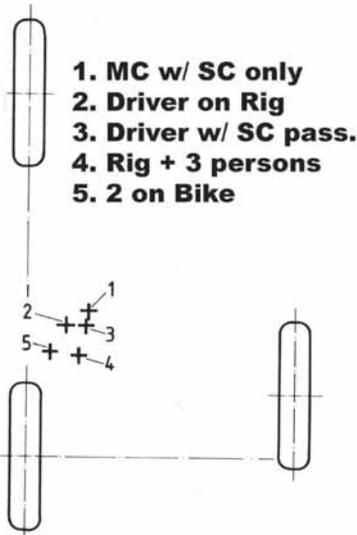
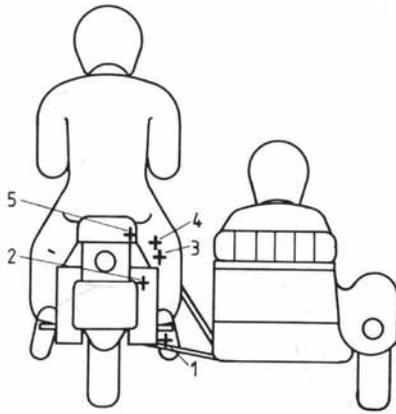
Techniques that you will learn in a sidecar clinic or school, in addition to slowing down before entry will include one or more of the following: the application of the sidecar brake to set the rig up just prior to the curve (but not after the sidecar wheel has lost ground contact), the feathering of the front brake, or the opening of the throttle, and the leaning or throwing of body weight over into towards the sidecar. This in addition to the adding of ballast in the early days of learning to drive a sidecar.

To drop the chair, straighten the wheel or reduce speed, preferably the latter.

Never attempt the racing method of power sliding accelerating by dropping down a gear or so and breaking the rear wheel loose. We do not advocate racing techniques on public streets.

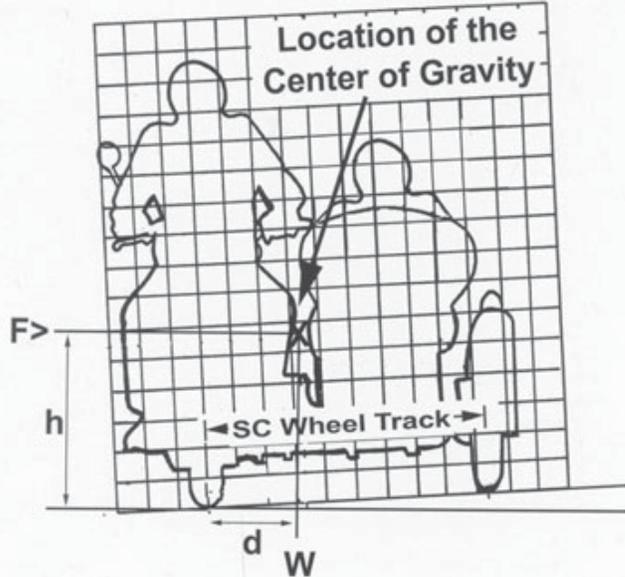
Always practice in quiet areas and preferably not on public streets. Sometimes such areas are hard to find. The busy highway is not the place to try new methods. It does not forgive the inexperienced rider. With practice you will find you will build confidence on those right-handers until you can keep up with your riding buddies. But do not be bashful to stay in the novice class until the art is mastered. So, on right-handers, slow down and practice and practice until your confidence tells you, you can handle any unexpected situation.

# Righthanders...



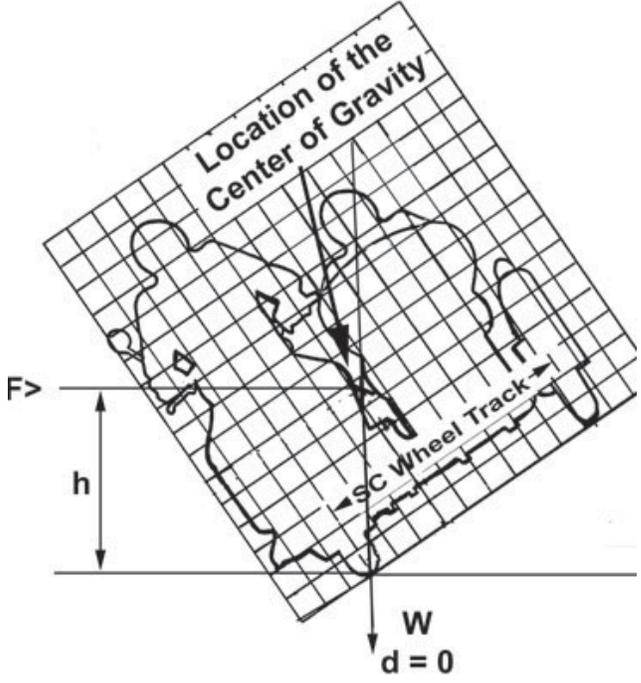
- 1. MC w/ SC only
- 2. Driver on Rig
- 3. Driver w/ SC pass.
- 4. Rig + 3 persons
- 5. 2 on Bike

2. Rig during aggressive right-hand cornering - note - SC wheel "light" also that "d" is positive!  
Normal steering condition prevails



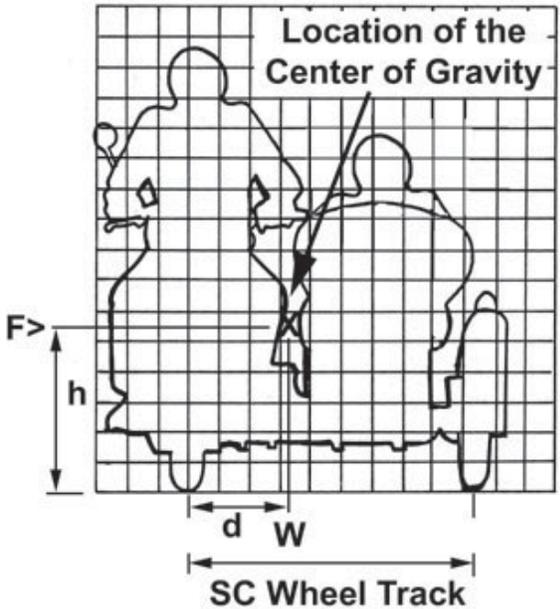
Note: W = combined weight

3. Rig in "countersteering" mode  
d = zero; rig is "flying" mode  
rig is totally unmanageable for street



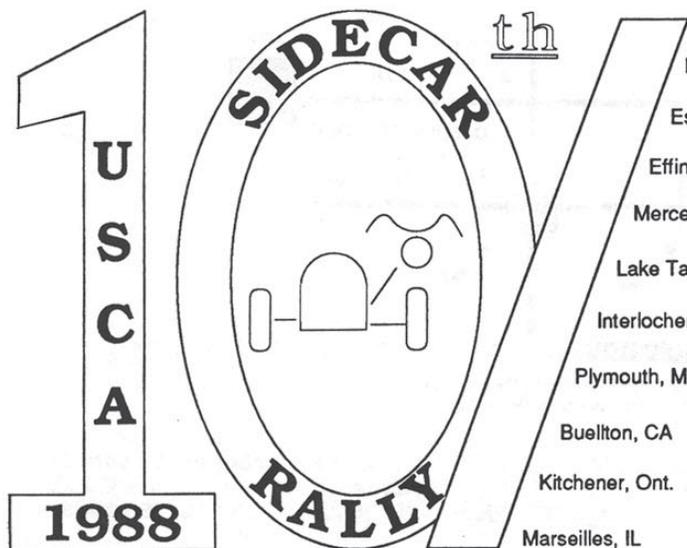
W = combined weight

1. Rig at rest, or when SC wheel is "heavy" on right-handers.



Note: W = combined weight

# Rally



Bland, MO  
 Estes Park, CO  
 Effingham, IL  
 Mercer, PA  
 Lake Tahoe, CA  
 Interlochen, MI  
 Plymouth, MA  
 Buellton, CA  
 Kitchener, Ont.  
 Marseilles, IL

**JUNE 23, 24, 25 & 26**

**Glenwood Farms R.V. Park  
 Marseilles, Illinois**

**THE SIDECAR RALLY INCLUDES**

Self-guided Tours  
 Field Events  
 Sidecar Clinic  
 Saturday Night Awards Dinner  
 50/50 Drawing  
 Campfires  
 Rally Pins  
 Camping All Three Nights  
 Swimming

Being Given Away are Grand Prizes of:  
 A New Jawa Moped  
 Donated by: Marty Potaski at: South Suburban BMW

Cargo Trailer Color Matched to your Bike  
 Donated by: Motorvation Engineering

**MOTELS IN AREA**

**OTTAWA INN**  
 1-80 & Rt. 23  
 Ottawa, IL  
 815/434-3400

**ANNIE TIQUE'S HOTEL**  
 378 S. Main  
 Marseilles, IL  
 815/795-5848

**SANDS MOTEL**  
 1215 LaSalle  
 Ottawa, IL  
 815/434-6440

**PRAIRIE LAKE LODGE**  
 R.R. 2  
 Marseilles, IL  
 815/795-5107

**SURREY MOTEL**  
 Rt. 23 N.  
 Ottawa, IL  
 815/433-1263

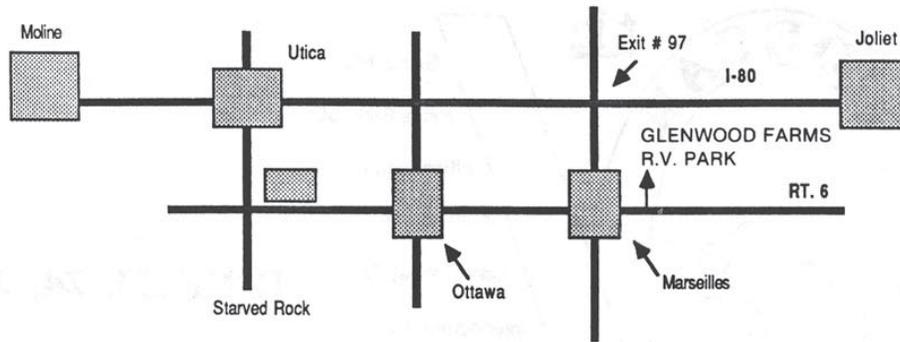
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## USCA RALLY REGISTRATION

Operator \_\_\_\_\_ Age \_\_\_\_\_  
 Passenger \_\_\_\_\_ Age \_\_\_\_\_  
 Passenger \_\_\_\_\_ 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



## DIRECTIONS

Exit #97 on I-80, go South 3 miles to Rt. 6, then turn Left.  
Glenwood Farms R.V. Park is one mile on Left.

Glenwood Farms R.V. Park is located at 551 LaSalle St., Marseilles, IL. The phone number at the park is **815/795-2195**. For further information concerning the rally, please contact the hosts of the 1988 USCA Sidecar Rally, Terry & Becky Strassenburg at, 18461 Martin Ave., Homewood, IL 60430. Or call **312/799-1289**.

## AREA MOTORCYCLE SHOPS

**ILLINOIS VALLEY SUZUKI**  
836 2nd  
LaSalle, IL  
815/224-3406

**ROLLING THUNDER**  
(American & British)  
520 1st.  
LaSalle, IL  
815/224-4474

**GARRETT'S H-D & KAWASAKI**  
R.R. 3  
Streator (Kangley), IL  
815/672-7152

**LEIPOLD HONDA & YAMAHA**  
Ottawa Twp.  
Ottawa, IL  
815/433-0713

## REGISTRATION INFORMATION

Advance registrations must be in U.S. funds and must be postmarked by May 30th, 1988. Registration fees are as follows:

### Advance Registration:

Age 17 & over	\$30.00
Age 6 thru 16	\$10.00
Age 5 and under	Free

### Registration At Rally:

Age 17 & over	\$35.00
Age 6 thru 16	\$10.00
Age 5 and under	Free

To register in advance, send check or money order in U.S. funds payable to USCA, Inc. to:

Ed Johnson  
510 E. 162nd St.  
South Holland, IL 60473

## ALL MOTORCYCLISTS WELCOME

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

Number age 6 to 16 \_\_\_\_\_

Number age 5 and under \_\_\_\_\_

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

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

Signed \_\_\_\_\_  
(Passenger)

FOR USCA USE ONLY

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

Dated 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 1988 USCA Sidecar Rally.

GLENWOOD FARMS IS OFFERING THE USCA A SUNDAY MORNING PANCAKE BREAKFAST FOR \$2.50

WOULD YOU BE INTERESTED? \_\_\_\_\_

# Historical

## HISTORICAL NOTE:

A Goulding catalogue reprint has surfaced in Australia that shows a Goulding sidecar attached to a motorcycle having a 1925 licence plate. What is significant is Goulding's claim inside said catalogue stating "The latest production of GOULDING is the result of twenty7five ypars experience in the manufacture of motorcycles and sidecars..." Advertising license, perhaps? This would imply that Goulding developed the sidecar at least a year or so beforp the sidecar was developed in Britain. And we can celebrate the first 100 years of the sidecar 13 years from now.

We are seeking independent confirmation of when Goulding built his first sidecar. Goulding later moved to America and built sidecars for Indians and Harley-Davidsons around the late thirties. Goulding also claimed title to the use of "The Third Wheel", at least as early as 1925. More exactly, "The Third Wheel" was (and is) used by a motorcycle club in America (Bill Espe and John Hughes, cofounders-1971) and by an English sidecar club ( the mid-1950's).

And the Third Wheel Sidecar Company in Alameda, California produced a model called "The Third Wheel".

The sidecar is no longer in production. However, a Mills-Fulford Ltd. catalogue of 1935 also states that their Millford Sidecars were "first built in 1899" and they claim 35 years of experience in "Chassis and Body Design". However, this is not confirmed by the motorcycle press.

Again, does anyone have any independent evidence of when the first sidecar was built and when?

Some quotes from the Goulding catalogue of 1925: "Think of the pleasure possibilities of the Third Wheel-A pal and a gun or rod out to the hills or the furthestmost beaches for all roads are open to the Third Wheel." The Goulding Slogan - "Fit and Forget"

Note: Goulding had built an average of one sidecar per day for each year of his first 25 years of sidecar manufacturing. His 1925 model included the use of a working ball joint! **Hal Kendall.**



**1947 Harley 74 with matching red Goulding sidecar (Wonder Chassis). Bought new in 1947 from Dot and Earl Robinson by Joseph Jurgelonis. Bruce Johnson 2nd owner.**

# Guidelines

## FOR SUBMISSIONS OF ARTICLES

### The Magazine For Sidecar Enthusiasts

EDITORIAL Contributions are invited relating to motorcycles with sidecars attached, old or new. Articles may be on any of a variety of topics including historical accounts, technical, personality profiles, tours, rallies, shows and races of major significance, industry news, etc.

All articles pertaining to a particular model or marque should be extremely well researched, compiled, and composed in such a way as to not sound like something that has been said many times in the past. A well-detailed story, full of supporting facts and figures makes for a better article than shallow rambling prose.

ARTICLES may run from a few lines to ten pages, typed double-spaced on 8-1/2" x 11" paper (A4 size). No payment is possible at this time, however a complimentary one year membership is possible for substantial contributions.

PHOTOGRAPHS must be sharp, properly composed and uncluttered. Black and white glossies (3-1/2" x 5" or 5"x7" or 8"x10") reproduce best. Colour prints, colour slides/transparencies, "instant" photos be they colour or black & white, newspaper clippings or similar will not be published, nor will fuzzy, or dark photos. The decision of the editor on the suitability of photographs for reproduction is final. The Sidecarist is unable to reproduce colour at this time. Place a typed or neatly printed self-adhesive sticker on the back of the photo and ensure the description of the subject is complete. Include the

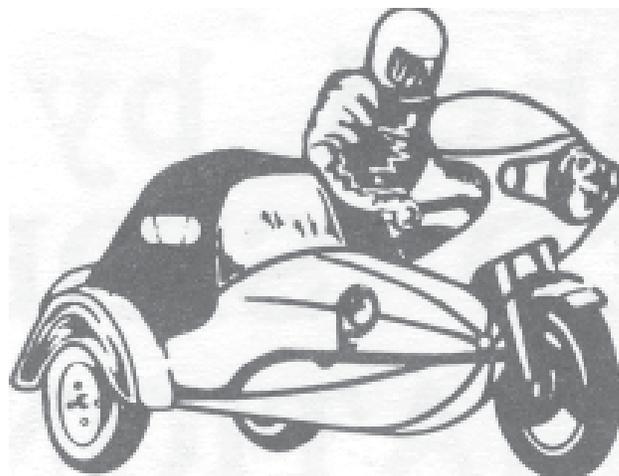
date the photograph was taken and the name of the photographer if possible.

NEWS submissions should be brief, to the point and current. If photos accompany the news item, please ensure that The Sidecarist has reproduction rights, otherwise rules as above.

DEADLINES: for all submissions is two months prior to the cover date of the issue. This is important particularly for dated events such as rallies or club runs. The publication is mailed during the week preceding the cover date of the issue.

ALL SUBMISSIONS must be accompanied by a return address or your article will not be returned. Identify each page or photograph submitted with your name, address and a telephone number where you may be contacted during the day and in the evening. The editor & publisher assume no responsibility for material submitted; we reserve the right to edit for clarity and space.

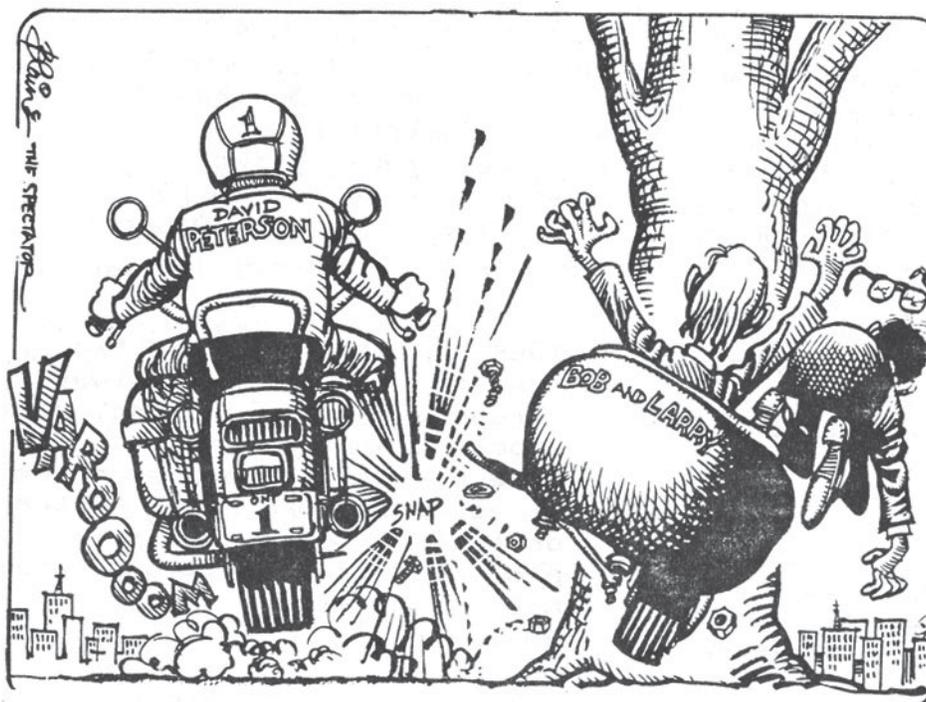
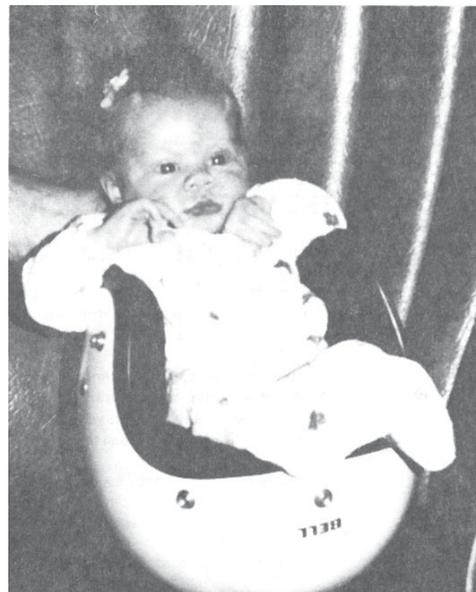
Send all material to: The Editor of The Sidecarist, P.O. Box 1353, Homewood, IL 60430-0353 U.S.A.



# the Lighter Side

**"BUT GRANDPA - IT DON'T  
FIT THE OTHER END YET"**

**Melanie Kimball is the  
granddaughter and youngest  
sidecar passenger in the  
family of Ray & Gloria Kimball,  
6523 South Wash Ave., Lansing,  
Michigan 48911. USCA #1621K.**



During the Ontario Provincial Elections held during the closing weeks of September 1987, Liberal Leader David Peterson won the largest plurality of any elected party in Ontario's history. He soundly defeated both Bob Rae of the New Democratic Party and Larry Grossman of the Progressive Conservative party.

Mr Grossman resigned as the leader of his party election night, Mr. Rae kept his own Toronto seat by only 150 votes. This political cartoon in the Hamilton, Ontario paper "The Spectator" illustrates the election results.

# Historic

## On the Road

### Hap and Company

When Hap Jones and the San Francisco Motorcycle Club (SFMC) do something, it usually ends up being quite extraordinary. And on May 26, 1987, Hap and the bay area crew celebrated the 50th anniversary of the opening of the Golden Gate Bridge. Hap, as we told you last issue, was the first person across the bridge on a motorized vehicle back in 1937.

Therefore, it only made sense this year that he was allowed to lead a parade of vintage motorcycles (provided by the San Francisco Motorcycle Club, established in 1904) and autos across the span. After 800,000 pedestrians crossed the bridge (flattening its arch shape and splaying the bridge 7 inches in each direction), Hap, now 86, took a 1924 Henderson sidecar rig across the bridge with Helen Clifford (above), a member of the Henderson family, riding along.

They were escorted by riders on a '37 Indian Chief and a '37 Indian Four. A number of other riders dressed in vintage attire and on classic machines also made their way across the bridge, and, from what we saw, stole the show. Good work. SFMC!

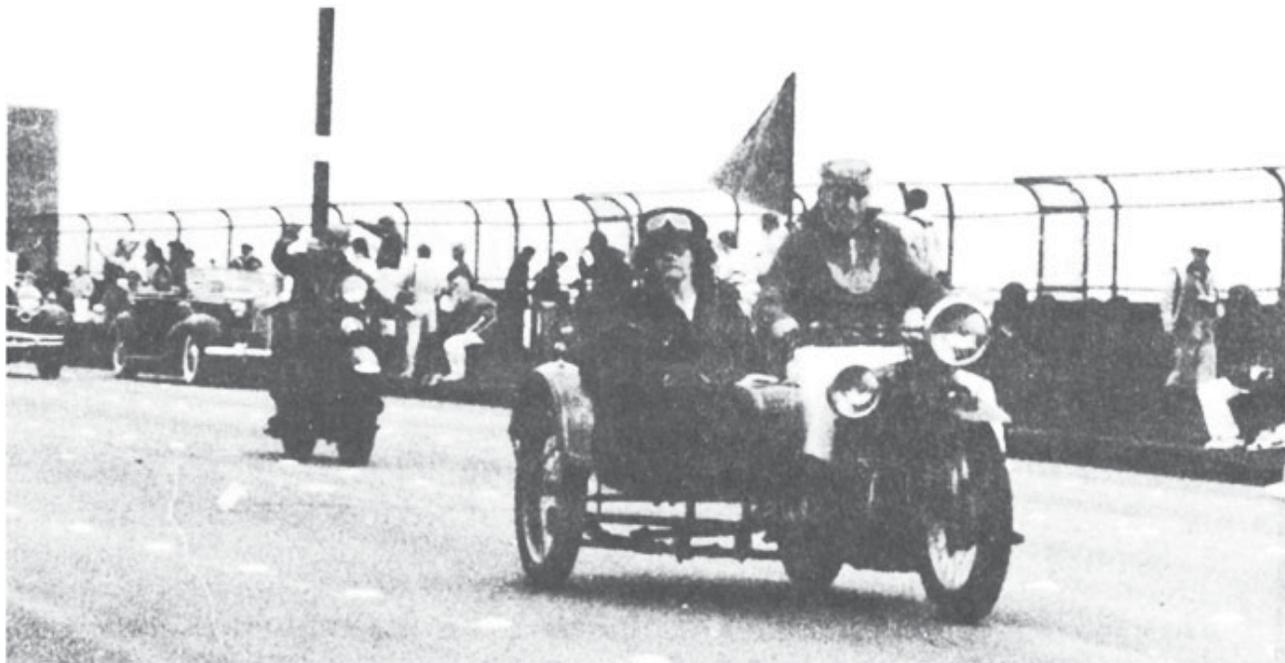


Photo by Fred Johansen



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# Rally

## 10th ANNUAL S/C RALLY

sponsored by:

**UNITED SIDECAR ASSOCIATION, INC.  
JUNE 23 - 24 - 25 - 26, 1988**

We'll bet there's a part of Illinois you didn't know existed? Illinois is flat, right? Corn and soy beans, right? Sometimes it seems you can see a bend in the road on the horizon but never seem to get there, right? Well do we have a surprise for you.

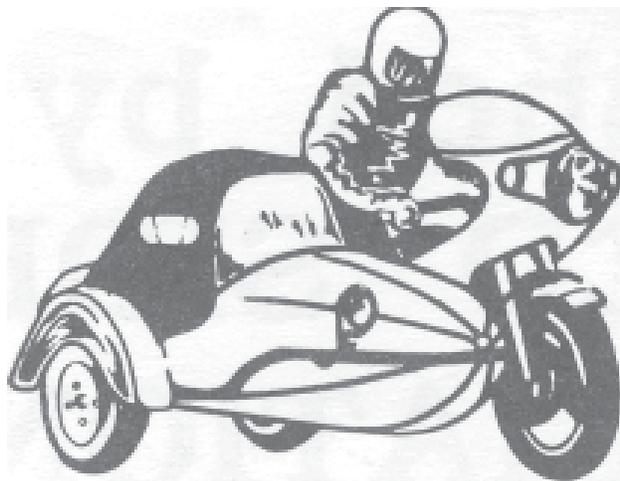
Our 1988 version of the U.S.C.A. Annual Rally will be held in Marseilles, Illinois, Near the Illinois River.

Steeped in French and Indian tradition, this area was originally cut by the Great Ice Sheet of 10,000 years ago. Luckily, none of that ice remains, but it has left in its wake a prime location for a sidecar rally.

So start planning your 1988 vacation now, come early and stay late, you won't be

**RALLY HOST:** Terry Strassenburg 18461 Martin Ave. Homewood, IL 60430 (312) 799-1289

**LOCATION:** Glenwood Farms R.V. Park, 551 LaSalle St. Marseilles, IL (815) 795-2195



## CANADIAN SIDECAR OWNERS CLUB

**1988 RALLY JULY 16 - 17**

AT GOLDEN ARROW FAMILY CAMPING  
BETWEEN LONDON & INGERSOLL,  
ONTARIO EXIT NO.208, HWY 401.(15  
Miles East of London)

For Further Information Please Contact:

Vaughn Blackmore, P.O. Box 75,

Appin, Ontario,

Phone #519-289-2253

Additional information in future issues of the  
Sidecarist

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# Industrial News

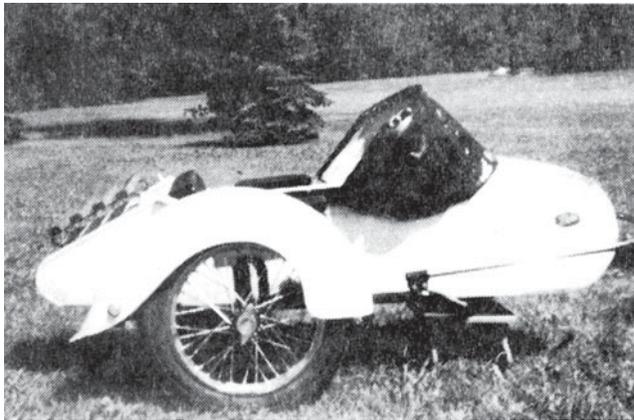
## Steib LS-200 (Replica)

by Side Strider

Side Strider of Van Nuys, California re-introduces a replica of the famous Steib LS-200. The sidecar, shown attached to a BMW, is manufactured in India, has an all metal body, spoked wheel, and the classic European look. Will fit BMW's, Guzzi's, British bikes...looks great on Yamaha singles too.

Sidecars are ready for shipment in crates. Send cashiers or certified check for \$1395, to Side Strider Inc., Unit 25, 15838 Arninita Street, Van Nuys, CA 91406 or telephone 818-780-5542. California residents add sales tax.

Globe all metal bodies are also available, ready to mount on a flat sidecar chassis. Write Sidestrider Inc. for more details.



## MOTORVATION'S FORMULA II

is the fourth sidecar that we have developed and manufactured. The FORMULA II has almost ten years of experience of building sidecars behind it.

The FORMULA II has as a stylish wedge shape that accomodates a 28" wide sofa style seat for passenger comfort. The ride of our sidecar is uncannily smooth due to the large torsion bar suspension. The best part of the FORMULA II is how it handles. With the available torsion bar adjuster, right hand pull can be eliminated with a simple move of the adjusting handle.

The mounting system for the Formula II is a 4-point rigid mount. Clevis struts form the upper mounts and adjustable ball and collet mounts are used on both of the bottom mounts.

Starting under \$2000.00 from Motorvation Engineering, 3702 Clifton Pl., Montrose, California, 91020 or telephone 818-248-9631. Our base sidecar THE FORMULA II is the finest sidecar at an affordable price.



# Late News

## Collapsible Sidecar

### Side Strider

A very rugged on/off road combination has been developed by Doug Bingham to Military Specifications. This unit as illustrated features a "collapsible" sidecar so you can fold it up and drive the rig as a solo machine.

When you get to your camping/fishing or hunting retreat you unfold the chair and lock it in place. It is then driven as a rigid.

Note - this is not designed as a flexible sidecar setup. Units are available in either civilian or military trim.

For information and ordering details on this contact: Mr. Doug Bingham, Side Strider Sidecars, Unit #25, 15838, Arminta Street, Van Nuys, CA 91406. or phone 818-780-5542.

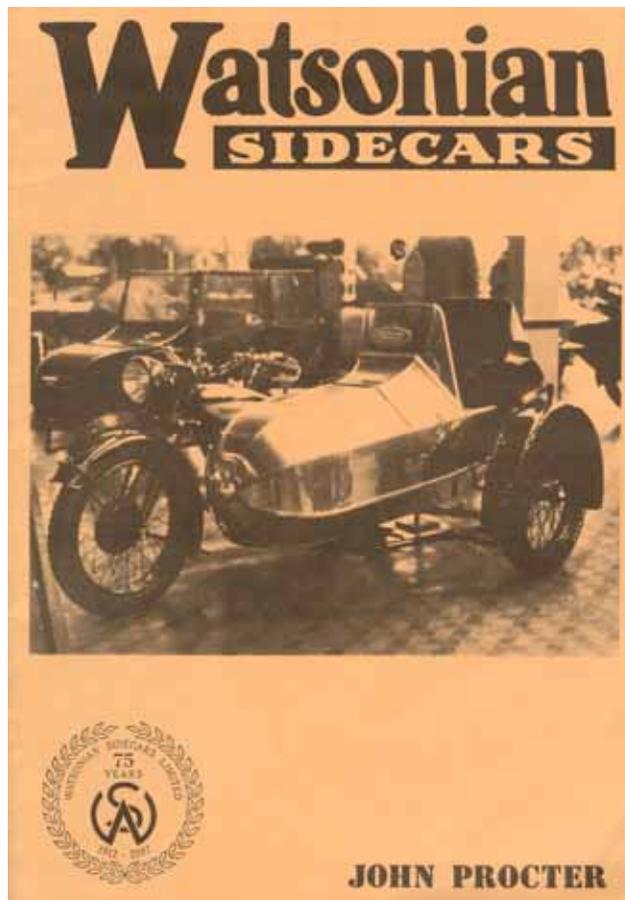


## PRESS RELEASE

### New Watsonian Sidecars

A publication describing the products of this 75 year old company from its beginnings to the present day.

Authored by John Proctor, it is available from Watsonian Sidecars Ltd., Northwick Park, Brockley, Near Morden-In-Marsh, Glos. GL56 9RF for \$5.00 Money order U.S. Funds please.



# Industry News



## OXFORD THREE SEATER

Recently introduced by public demand for a more roomy version of our popular child-adult Palma model, the new OXFORD will provide generous seating for an adult and up to two five-foot passengers in either the front or rear compartments. Entry is made simple by heavily hinged front and rear dashes which carry the fully protective screens, full weather protection is by front and rear hood covers and special ventilation louvres are provided.

The chassis is a specially strengthened wide version of our well established Super Silk having a glass fibre detachable guard, a car size 10 x 5.20 tyre which is hydraulically controlled by a heavy shock absorber arm giving an ideal suspension and rigid attachment.

## Side Strider, Inc

15838 ARMINTA ST. • UNIT 25 • VAN NUYS, CA. 91406 • PHONE (818) 780-5542

*the ROLLS ROYCE of Side Cars*

**FORMULA II**  
by **MOTORVATION ENG.**

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

A black Formula II sidecar with a canopy and a motorcycle front end. The sidecar has a large front windshield and a smaller rear windshield. The motorcycle front end is visible, including the headlight and handlebars.

# E&F Register & EXPO

## 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

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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 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.

### USCA EVENTS

January 1, 1988 - 21st Polar Bear Run South Suburban BMW 2725 Chicago Road S. Chicago Hts, IL 60411, Contact: Marty (312) 754-6466 Ed (312) 333-9167

# Classifieds

**WANTED - FOR SALE - EXCHANGE - These ads run for two consecutive issues for a small fee. A handy form is included for your convenience. FIRST TIME ADS**

1970 Honda 750cc, 12,000 miles c/w with Jawa Sidecar, all matched, excellent condition, \$3000.00 Ring 518-883-3431 days or 518-883-5989 evenings.

Stock 1969 Fiberglass Harley Sidecar, ready to hook up, excellent condition. \$2000., firm. Dennis Yeager, 4496 High Street, Loran, Pearl City, Ill 61062. Ring 815-443-2369

1978 Honda Goldwing c/w Motgirvation Royal Coupe(heavy model). Best Offer. John Lane, 218 South Kansas, Weatherford, OK 73096.

Vetter Terraplane Sidecar, Blac Mounts for 1982 Honda Solgwing, \$1500. John Dixon, P, OBox 550, 728 Center Street, Lewiston, New York. Ring 716- 754-2224.

1985 Watsonian Flight model sigecar. Mounts for 1980 Harley FXEF. \$500. or best offer, contact Herb Perrine, 228 E. Wright, Shepherd, MI, Ring 517-828-5244

Harley-Davidson FXRT 80 & 1986 Harley-Davidson Sidecar tc,.M black with gold trim v..?00G, Also, 1970 BMW R75/5, tiat:k colour \$900.Contact Buddy Surbek, 704 N.15 Street, Moorehead, MN 56560, Ring 218- =-8766.

Thompson Cyclecar, Good Condition, \$1000. or best offer. Stella Branstrom, 8114 Oso. Canoga Park, CA 91306 or ring after 5PM Pacific Time, 818-718-0922.

1984 BMW R100 "Last Edition", less than 1000 miles, always garaged, factory fairing, bags, clock, engine guards, after-market fork brace/center & sidestands. Like new. Fitted protective cover. The last proper big twin. \$4100. Pete Nelson, Box 6147, Los Osos, CA 93412.

1986 Hedingham XL Sidecar, Unit Sidecars large version sidecar, first of this type of Hedingham in North America, own a unique sidecar, matt black gelcoat finish, complete with wrap-around tilting wind-screen, top tonneau cover, disc brake with all fittings, cast aluminum 15" wheel with 125 SR15 Uniroyal Radial Tyre, Black upholstered interior, sidecar 400 miles. Fittings for attachment to a motorcycle not included in purchase price. Price \$3500.00 Canadian funds. Cash or certified cheque only. Contact: Bryce Lee, 1377 Eden Place, Burlington, Ontario, L7S 1J9, Canada or ring 416-639- 3012 and leave message.

## MOTORCYCLE GIFTS FOR CHRISTMAS

Unusual gifts for your favourite biker including replica antique sidecar toys, our famous Biker Bear teddy bear, our unique HARLEY DINOSAUR tee shirts, hand-made sculptures, hard to find accessories and more. Contact: MANX USA, Dept.M-4, P.O. Box 3193, San Mateo, CA 94403.

WANTED: Military Motorcycle w/ or w/o sidecar. BMW w/ or w/o sidecar, prefer pre-1968 machine. Sidecar boat w/ or w/o frame; also frame only. Ural Sidecar, solo seats for BMW. Jim at 818-912-5277.

For 1976 Ural Sport: lowerball clamp "claws" or collet clamps complete mounting set required to fit 1-5/32 inch ball. Contact R.D.Benson, 943E Parson Dr., Port Hueneme CA 93043.

HELP REQUIRED! Eckhard Schulz of Midland, Ontario is looking for an importer into the United States for his BMD Sidecar Unit. The BMD utilizes Russian and German components(see page 10, Aug-Sept 1987 Sidecarist). Contact Eckhard directly at 400 Colborne Street, Midland, Ontario L4R 2K4, Canada.

# Classifieds

**WANTED - FOR SALE - EXCHANGE - These ads run for two consecutive issues for a small fee. A handy form is included for your convenience. SECOND TIME ADS**

## FOR SALE:

1983 Honda Silver Wing Interstate & California Sidecar, both in excellent condition. 9000 miles, too many options on both to list, must be seen to appreciate-\$5000. For more info call Dave at 312-584-6704 after 6 PM.

One stock 1969 fiberglass Harley Sidecar, ready to hook up. Excellent Condition. \$2000. Firm. Call Dennis Yeager, 4496 High Street, Loran, Pearl City Il., 61062. Phone: 815-443-2369

Watsonian Palma-2 seater, black, new tyre plus spare mounted on back c/w cover. Trailer hitch, s/c mounts included. Good Condition. Would consider exchange for larger Cambridge sidecar. Charles Boyd, 2547 Julie Ct., Santa Rosa, CA 95401 Phone: 707-523-1945.

1985 Harley metal sidecar, good body, never wrecked.\$2000.OB0. Will consider trade on H-D bike or basket case(no sportsters). Butch Ruth, 417 Fava Dr. Greenville, MS 38701. Phone:603-334-6054, after 5PM and on weekends.

1955 Duna Sidecar, Imported from Hungary. All aluminum body, torsion bar suspension , 19" steel wheel with center-lock hub c/w knockoff, frame has BMW-type claw mounts with four point mounting, interior is original white leatherette with red piping, perfewct winshield, apron, tonneau cover and rugs.

Electrics fit pre-1970 BMW motorcycles. Outside adjustable (by driver or passenger) suspension by means of large ball and level. Body is solid, no rust-out, minor dings, some retoration begun; is weight and size of typical Steib LS200 or S250. \$1500. OBO. Contact: Ronald Slabon, P.O. Box 67, Exeter, NH 03833. Ring 603-778 8550 evenings.

## FOR SALE

1982 FLH White With H-D Sidecar Excellent condition - \$7000 Firm

1976 R90S BMW - Krauser Bags Elec, Ignition, Air Shocks, Air Caps, Dual plugs, new Day-Glow Orange Paint -

1986 new carbs, exhaust - \$2000, Firm

1969 XLCH H-D Basket Case - \$2000 Firm

Steve Hubek (614) 852-4910 - Ohio

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MA MASS.	CARL/CINDY JOHNSON	RFD # 1 BOX 530	NEW SHARON, ME 04955
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MN MINNESOTA	OPEN	*	
MS MISSISSIPPI	SPENC/MARY BENNETT	961 CHARTER OAK DR.	SOUTHHAVEN, MS 38671
MO MISSOURI	OPEN		
MT MONTANA	DEL SMILIE	1127 5th AVE.	HELENA, MT 59601
NE NEBRASKA	VERN GOODWIN	3737 LEWIS AVE.	LINCOLN, NE 68521
NV NO. CA.	DAN/MARLENE DOYLE	1310 GOLD RUSH WAY	PENRYN, CA 95663
NV SO. CA	JOHN/SUE BABER	18800 WELLHAVEN	CANYON COUNTRY, CA 91351
NH NEW HAMPS.	CARL/CINDY JOHNSON	RFD # 1 BOX 530	NEW SHARON, ME 04955
NJ NEW JERSEY	JIM REBISZ	7 E. 25th ST.	SPRAY BEACH, NJ 08008
NM NEW MEXICO	SHIRLEY MOLINE	BOX 459	LA LUZ, NM 88337
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SD SO. DAKOTA	OPEN		
TN TENNESSEE	SPENC/MARY BENNETT	961 CHARTER OAK DR.	SOUTHHAVEN, MS 38671
TX TEXAS	A.C. WEISINGER	6621 W. 43rd ST.	HOUSTON, TX 77060
UT UTAH	OPEN		
VT VERMONT	CARL/CINDY JOHNSON	RFD # 1 BOX 530	NEW SHARON, ME 04955
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WY WYOMING	OPEN		
BC BRIT. COL.	JERRY/NANCY KOTANKO	6115 216th ST RR11	LANGLEY, BC CAN V3A 6Y3

\* = ED JOHNSON HAS BEEN APPOINTED AS REGIONAL CHAPTER COORDINATOR

# Manufacturers & Services

These services appear lean. When I called several of the manufacturers listed they were a) out of business, b) did not know their cards were listed, c) had changed address or phone number. This service to manufacturers, dealers and others, can only be continued if current. Cards listed are believed correct. If your card is not here, send card, plus \$50.00 to the USCA, 711 Plainwood Drive, Houston, Texas 77079. If you paid for a card and it is not listed, send new card and advise period card was to be listed (\$50.00 per 12 months). Our members refer to these cards constantly!

**JAWA**  
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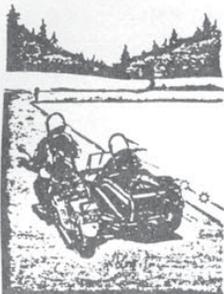
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### "RIDING WITH A SIDECAR"



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#### ABOUT THE AUTHOR

THE SIDECAR OPERATOR MANUAL WAS COMPILED AND EDITED BY HAL KENDALL, Ph. D., OF KINGWOOD, TEXAS.

KENDALL IS THE CO-FOUNDER AND EXECUTIVE SECRETARY OF THE UNITED SIDECAR ASSOCIATION, INC. HE IS ALSO THE FOUNDER OF THE INTERNATIONAL LAVERDA OWNER'S CLUB, AND THE CO-FOUNDER, EXECUTIVE SECRETARY, AND PRESIDENT PRO-TEM OF THE ASSOCIATION OF JENSEN OWNERS.

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