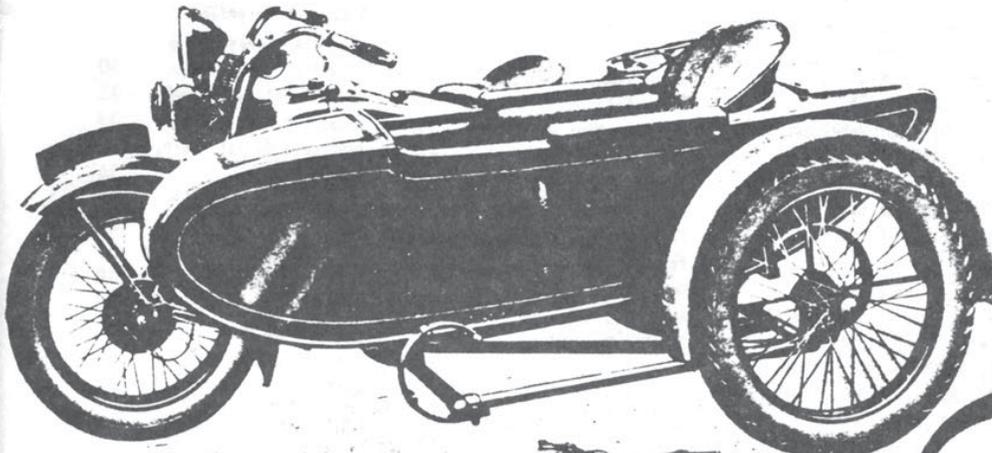
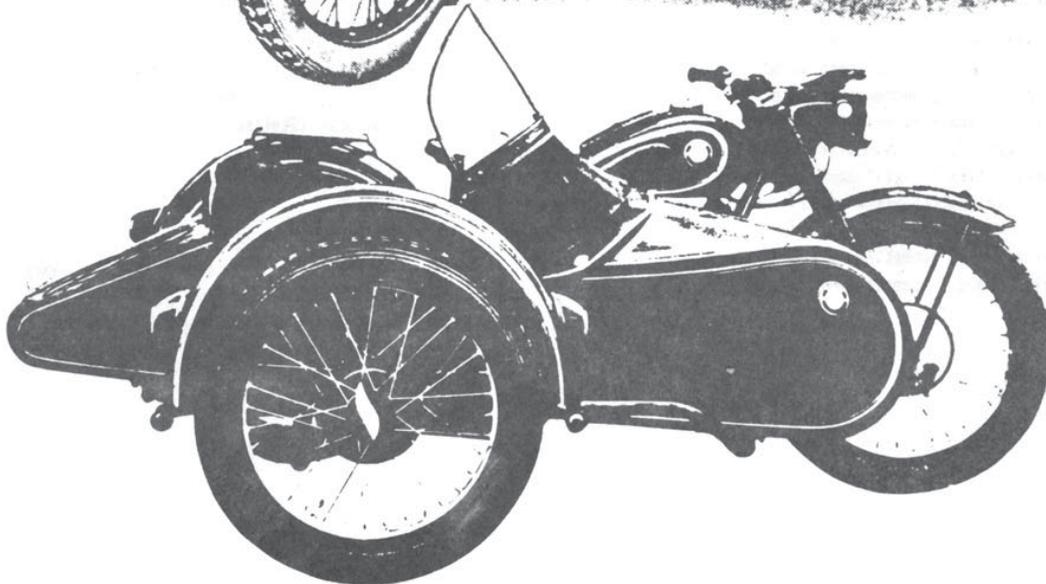
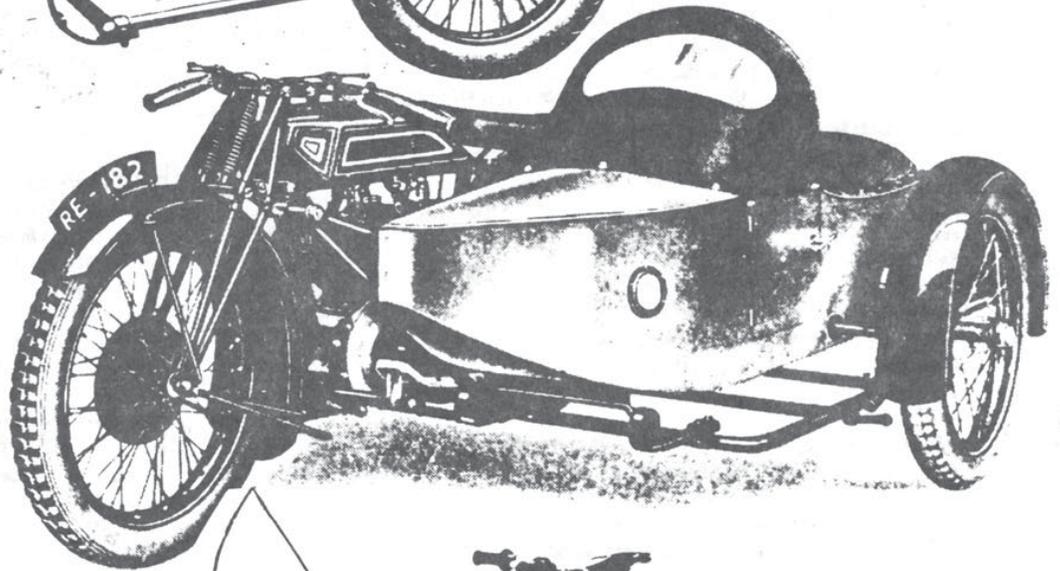


THE SIDECARIST



THE SIDECARIST,
JAN. 16/88-FEB. 29/88
VOL. 12, NO. 1



The Sidecarist

Contents

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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.

January 16 - February 29, '88

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COVER

Top: 1931 H-D Model 31 V.S. 1208 cc Semi-Sports Combination; Middle: 1927 Royal Enfield 976cc 'Sports'; Bottom: 1952 BMW Touring Model, 250cc, 12 HP c/v BMW 'Standard' Sidecar. (Sketches via VMCC)

From where I sit (as Pres)

Ed Johnson has thrown in his hat for the position of Secretary of the USCA, a slot left vacant when I was elected president. As you may know, Ed Johnson, Terry Strassenberg and myself go back to year ONE with the association. The original meeting is still celebrated each year at Lassen's Tavern in South Holland, Illinois where we met in 1976 and discussed the need for the association such as we have become.

Ed is extremely qualified for the position and other committee members strongly recommend his confirmation. As Secretary he will assume much of the routine correspondence duties that fell on my shoulders; this will allow me more time to direct the destiny of the USCA. In keeping with our democratic views and your reluctance to write; his confirmation will be by negative vote, that is, if you do not want Ed in this position or feel you are better qualified, please write direct to me in Houston and state your case. Otherwise, Ed will serve as secretary until confirmed as Executive Secretary at our 1988 National Rally.

Write anyway even if you have something good to say about Ed. Since his retirement he has the time to respond to Association activities. Just maybe he will sell you insurance. He certainly sold me (but not on insurance).

The USCA is somewhat akin to a mammoth oil tanker. It takes a lot of distance to change direction. So it goes with our post office box in Homewood, Illinois. At the time it seemed like a good idea, but like most ideas, difficult to attain.

So, in response to requests we are suggesting you write directly to the officer concerned, effective immediately except for all material going to the Sidecarist. Mail to Canada is slow, and may take upwards of three weeks to arrive. Canadians and executive members should of course write directly.

Speaking of the post office, are YOU getting your sidecarist regularly? If not, lodge a written complaint at your local post office

and advise Jim Krautz). Our membership mailing lists show good addresses, however there is still NO delivery in some cases.

You must help us to help you as we only find out about these things through the back door when we meet you at the rally site, and then you just bitch.

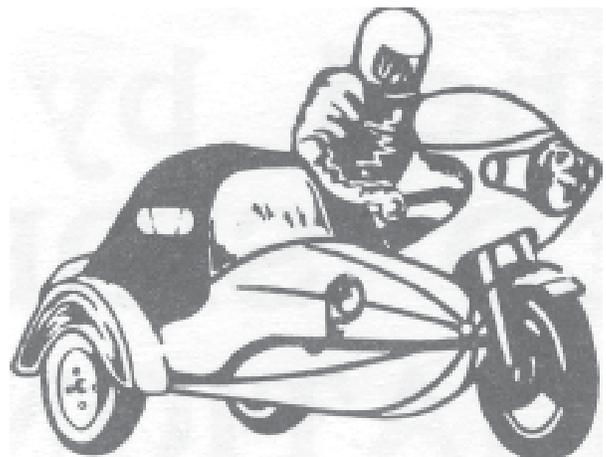
Don't forget to send your change of address to the Membership Registrar (Jim Krautz) at least six to eight weeks before you move so that we are able to keep addresses current.



Hal Kendall.

Contributors to This Issue:

HAKendall, Bryce Lee, Doug Bingham, Julian Dellar, Ed Johnson, Dale Gaffney, Mitch Goldflies, John Klieforth, Dal Smilie, John Ewing, Robert Kunze Kenneth Cloke, Rick Kieltyka, Ron Bigger, Jim Krautz.



Editorial

Happy New Year Sidecarists!

I know some of you have pets, be they four-legged, two legged with wings, or similar. The editor's cat, Tonga, is large, (14 lb.), black, and totally devoted to making herself known to all. Whether I am working on the computer or on the light table, Tonga feels that she must be the center of attention...cat on the computer keys is a common problem as is reclining cat on the light table. If your pet is a sidecarist, let us have some photos and a covering letter.

How many of you celebrate the New Year by venturing forth on your rigs on the first day of the new year? Let us know along with photographs especially those of you who have real (read snow & cold) winter.

I have taken the liberty of having my own column, The Luggage Rack, below, which will contain disconnected jottings and observations. This issue also has revised submission guidelines. We hope that spring is not far away. Registration forms for our 10th anniversary rally are enclosed.

Bryce Lee, Editor

THE LUGGAGE RACK SOMETIME DISCONNECTED NOTES FROM THE EDITOR

A number of readers are wondering how a Canadian became editor of an American publication devoted to the sport of sidecaring. Some three or so years ago when spending time with Hal Kendall in Houston, (I was in the Houston area on other business) our conversation centered around the setup of my proposed sidecar rig, and of the future of the USCA. At the time, the USCA was rolling along with little trouble.

I mentioned that I might be interested in being editor of the Sidecarist if the position came up; which it did last year. I volunteered on the basis of being in the position for one year ONLY. The one year term expires with the completion of the issue dated June 1, 1988. The USCA is now looking for an editor to take over after the issue dated June 1 to July 15 goes to press. The time of takeover would be about the first of May... to keep the frequency of issues intact.

If you are interested please contact Hal Kendall via the address on the inside front cover. Keep in mind the position requires about 30 - 50 hours per issue, dependent upon how much work is involved for you. More time is spent getting yourself organized at first; and the time factor is based upon this; a word-processor (computer) is desirable but not necessary. Some layout experience would be helpful but again is not required. Please if you have any inkling of being an editor, now is the time!

How's your head? An odd question, yes but then the reason is simple. I am unable to purchase here in Canada a large sized helmet to replace my Bell Tourstar. My hat size is 8-1/4, there is not a light-in-weight helmet in Canada available to fit my head size. All helmets of foreign manufacture labelled large or extra large sit on the top of my head like a cap on a mushroom. The importer for Bell into Canada is not interested (their words) in providing large size helmets; not enough financial return was one of the reasons given.

So, what does one do, smuggle across the international border or does one wait until such time as the importer gets their act together? It is also my understanding that individuals with small-sized heads have a similar problem. Anybody else out there have a similar problem and what was your solution?

In future "luggage racks" I'll make other comments on our direction. Remember, as a group we are endangered by politicians and insurance companies who would much rather see us eliminated totally rather than deal with us as a group.

How do you as an individual perceive yourself as a sidecarist, do you like what you see or would you want changes, and how would you bring such changes about? Food for thought perhaps. Let us hear from you.

Bryce Lee, Editor

Letters

Sir:

I wish to thank the hard working staff officers of the USA Inc. for their 'sweat and tears'. As an active duty member of the armed forces I rarely get to commit myself to any of my hobbies too deeply what with unusual hours at training, watches, and the constant travel make any type of continuous commitment out of the question.

Suffice to say that I have an avid interest in everything the USCA generat, and relish it with deep appreciation. I recently attended the Griffith Park Rally. Spent approximately four hours at the rally and shot two rolls of slide film.

It was a hour and a half ride to and from the rally and I really enjoyed the rigs...but the main reason I attended was for the dealer displays and to talk with them.

A friend, who attended with me expressly to talk with the promised (as per the Sept/Oct Sidecarist) attending dealers to no avail. I was totally disappointed. My friend came to purchase a hack. If there was a 'most unlikely' tour award, we'd have had it, I on my dressed BMW R100/7 streamlined Vetter fairing in white, my friend on his black and chrome H-D Wide Glide with straight pipes and dressed in full leather (comrades in arms?).

Although Sunday had been billed as main day and we throughly enjoyed the comradere we felt left out and are wondering if promised bashful dealers will ever come out of their closet!

As an ardent sidecarist (I own 3 BMWs, 2 hacks and a trailer) I'll visit Motorvation in the near future, for the purpose of converting my Ural lower mounts to the Motorvation system.

It has taken me a year of searching to obtain a replacement form of mounts. I am going to Motorvation a last resort. I'd had correspondence with Dr. HAKendall, who was informative and sympathetic..he sent se catalogue printed in German, sort of like putting salve on a fly, but thanks anyway Doc.

An explanation of events might also help at this point. This friend that attended the rally with me eventually purchased a Harley sidecar frame without a body and is constructing his own chair. I gave him a copy of Sidecar Sections 4/5 which was incorrectly posted to me when I had ordered 'Riding With A Sidecar (BVDM) a couple of months ago...I am still working on getting him into the USCA.

On a final note, I would also like to see more sidecar based events in the greater Los Angeles/Orange & Ventura Co areas for our members. At present I await shore order hopefully in this geographic area. Keep up the good work.

R.D.Benson, D3692, Port Hueneme, CA

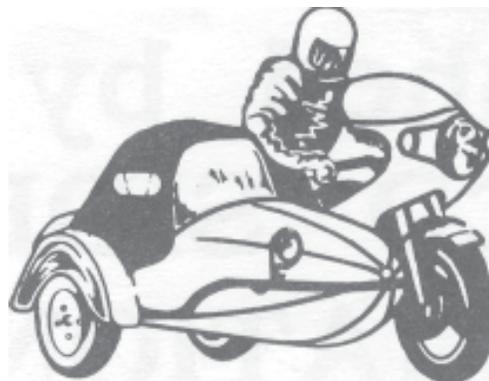
RD:

The USCA can not responsible for what people place in their ads, however methinks the dealers should made aware that they should have been at Griffit Park. They sure missed a BIG oppourtunity if they declined for whatever reason.

I have taken the liberty of sending a copy of your letter to Messers Bingham, Bigger, Strassenburg,and Klieforth; and hopefully one of these gentlemen might have some answers to your probems. Thank you for encouragement.

B.L.

Sections 4 and 5 are often included in an order of other Sections strictly for goodwill.



Letters..

Sir:

I join with Dr. Soldflies and Joe Ryback in extolling the virtues of the new USCA Manual 'Riding With A Sidecar.' The latest publication enhances the the basic work that Hal Kendall's previous works, the Sidecar Manuals 1-5 and the Sidecar Operator's Manual done so well. Harley Davidson Motor Company did the translation for us at no charge. The issue was reviewed and edited by Jim Dodson and Dave Dodson gave us a great cover.

There Is A Problem, however!

In the Sidecar Safety Program we use the term Driving a Sidecar, and our instructors have been trained to use this description. As Mitch Goldflies points out in his letter in the October/November issue, you pull right to go right, you pull left to go left when steering a sidecar. On a solo bike, you countersteer, that is push right to go left, and push left to go right, just the opposite of sidecars.

Many times I have heard from a solo rider this objection 'I cannot ride into the turns like I am used to, and I don't like riding a sidecar!' This solo rider has missed the point and it is our responsibility to meet this objection. This individual and others should be told 'you do not ride a sidecar, you drive the sidecar.'

Sidecar driving is another form of our sport, motorcycling, and can be every bit as challenging in learning to operate it properly, as a solo motorcycle.

Ed Johnson,(#1)

South Holland, IL 60473-2399

Agreed. B.L.

Note: The German text translated to "Riding" Point taken. HAK

Sir:

I think it would be a good idea to borrow a page from 'Easy Riders'; the page that tells the laws of all states and provinces in regard to protective equipment such as helmets, glasses etc. We should have a similar page in the Sidecarist devoted to laws affecting sidecars.

Even though I have been a solo motorcyclist for 35 years in my home state of Missouri; it was not until I purchased my own outfit consisting of an 1986 Harley Davidson XLH 883 and 1987 Yelorex 700 sidecar that I discovered the law is different for sidecars.

In Missouri outfits are not legally motorcycles, but are considered powered 3 wheeled vehicles and are exempt from mandatory helmet use for driver and passenger.

Mr.& Mrs. Robert Elam, #3842 Florissant, Missouri 63034

Note:

The 'laws' page from Easy Riders was borrowed from the AMA originally, without the appropriate credit according to Dal Smilie our AMA Liaison; and since EasyRiders is on our current mailing list maybe they would like to comment?

Are any of our members aware of similar variances in their local laws regarding sidecars? If so, send them to editor c/o of the Homewood box number. This will make an interesting column for future issues. Many thanks for this suggestion. B.L.

Sir:

Our family wants to thank everyone involved in putting on and attending the USCA Rally in Kitchenhr. Ontario for helping us to ha., one of our best sidecaring vacations.

Would anyone who knows the name and address of the family who had the white 'Zephyr Sidecar Rig' that was located on the north side of

Letters..

the rally campground please contact me. I would also like to get into contact with the gentleman travelling with his daughter, on his Sold Wing enroute to the Blue Knights International Convention in Toronto. We met at a motel; I seem to have misplaced both addresses. Finally I would like to thank Doug Bingham for a job well done after these many years and also for donating the Globe sidecar for the National Raffle.

Allen R. Schultz #950, S.30 W29455
Williams Way, Waukesha, WI 53188.

Alan:

thank you for your praise of the rally, hopefully the two individuals mentioned will contact you directly. B.L.

Sir:

We (my husband & I) enjoy your publication. We have been sidecarists as well as two wheelers for many years. Ken, my husband got his first bike, a Pope, at age 14, in 1924. After much tinkering he was able to get it to operate. I rode with him, and at my age 15, in 1928, I obtained a Harley Single. Through many years and many bikes we had many machines.

At present, his bike is a 1983 BoldWing Interstate with a California Deluxe Friendship sidecar and I have a 1981 SoldWing with a Vetter Terraplane. We took a tour to the Florida Keys last July, 1987 to celebrate our 57th wedding anniversary. Enclosed is our renewal.

Nola A. Henderson

Although no return address was given; of the three USCA members with the surname of Henderson, I would assume home base is Pt. Charlotte, Florida. My belated congratulations on your anniversary. Do we have any other members who have been together for longer? Drop a line to the editor. Mrs. Henderson, might we have a photograph of the two of you with your rigs?
B.L.

Sir:

I have been very busy for the last five and a half months with this new position and all of its ramifications, having written more letters than I have written in my life, as well as rearranged and reorganized lists until my new computer is old by now.

Along with all of this, I have become rather upset. I am sure you would also feel this way if you had written to 27 (count 'em) 27 different CHAPTER DIRECTORS. I have not had any returned by the post office, so I know there are more than just six functioning chapter directors out there! There have been many changes for the betterment of the USCA in the recent past while, so let's hear from you!

I need a chapter director for IOWA. You should not let financing be a deterrent, funds are available. Come on, let's get out of the mud. If the chapter directors who are reading this letter have not responded to my form letter please do so at your earliest convenience.

Ron Bigger, USCA National Chapter
Director, 20404 S.W. Rosa Rd., Aloha, OR
97007.

Note:

Ron's point is noted; send information to him directly. I would suggest chapters send in future listings of their upcoming events to the editor of the Sidecarist. It is always enjoyable to plan a trip visiting various sidecar events around the country and then do it. Help us help you. I have just spoken to Ron, (12.06.87) he is currently confined to a wheel chair with major knee problems and will be incapacitated for some time. Let's drop him a line and cheer him up. B.L.

The letter, over, came from the USCA Wisconsin Chapter newsletter, Vol.2, No.4

Letters..

Dear Allen (R.Schultz);

We have been visiting a couple every day since the first part of August. They had a motorcycle accident and are from New York State. They obtained our names from the GWRRA Gold Book.

At present, the couple, Eilene and Ron Sunderland are still in St.Vincent Hospital here in Green Bay. Eileen is only able to have short visits, her husband Ron is still in intensive care. Their family has been coming into town for a few days in shifts, however they have no family in Wisconsin, and Louis and I have been visiting them when no one else is able to visit.

Eilene just would like to have people just stop by and say hello. She says bikers are like a brotherhood with everybody helping when someone needs help. I shall close and let you know how these people come along.

P.S., The Sunderlands were riding solo, however are contemplating the purchase of a sidecar.

Louis & Ila Hallet, Green Bay, Wisconsin.

Dear Louis & Ila-

Your friendship and efforts to help these folks shows what wonderful people you both are, and sets a fine example for all the rest of us. While many of us in the Wisconsin chapter live too far away to visit, we hope by now (Oct.2.87) that the Sunderlands are well enough to receive get-well cards and letters. In the meantime, please convey to Eilene & Ron our prayers and best wishes for a speedy and complete recovery. Al.Schultz.Director Wisconsin Chapter USCA.

Further to the above letter and Al's reply, I contacted Ila Hallet in Green Bay and have the following encouraging information. The Sunderlands are scheduled to leave hospital in Green Bay Dec.16/87 to fly to Albany NY and thence to the Rehab Clinic of the St. Francis Hospital in Poughkeepsie, NY.

Their mailing and home address is Mr.& Mrs. Ronald Sunderland, West Road, Pleasant Valley, NY 12569. The village of Pleasant Valley is northeast of Poughkeepsie on Route 44, on the east side of the Hudson River.

The editor of The Sidecarist and all members of the USCA wish Ron & Eilene a full recovery and that you may be able to return to motorcycling in the near future. B.L.

NEWS NOTE

The Color Rite Distributing Co, offers a range of original equipment computer acrylic lacquer paints for the motorcyclist. The range currently covers 120 models from 1979 to 1987 for Hondas, Kawasakis, Yamahas, and Suzukis. Packaged for your convenience in 1/2 ounce brush applicator units, or in quarts for professional use.

Color Rite also handle a full line of primers, base coats, clear top coats and high heat paints. Said paints are suitable for covering both metal and plastic parts.

For more information, contact: Color-Rite Distributing Co., 2210 Wishire Blvd., Suite 240, Santa Monics, CA 90403. (800)-342-4537or(213) 451-2991.

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.

Your Committee

INTRODUCTION OF COMMITTEE MEMBERS:

Dr. Mitch Goldflies, Treasurer, U.S.C.A.

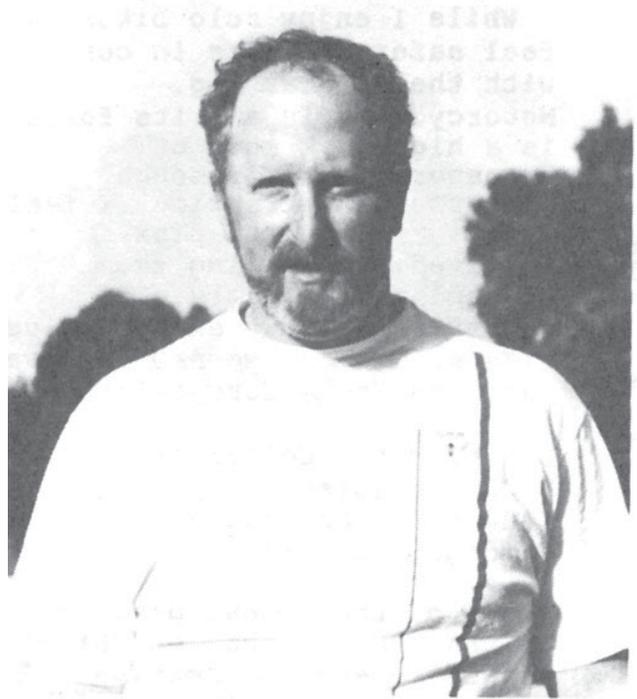
The story of being in the right place at the right time is particularly applicable in my case. I happen to frequent a Harley Davidson dealership which had a 1983 Harley FLH sidecar rig, with 70 miles on the odometer, sitting in the shop-room. The dealer gave up watching me drool over the rig and made me a deal I could not refuse.

My home is five minutes from Northeastern Illinois University where a sidecar course was taught on a regular basis. While the course was interesting, it concentrated on sidecar selection and rigging, operating instruction was minimal. I purchased the USCA manuals and learned, on my own, the intricacies of handling a sidecar rig.

I offered to teach a practical range session during the sidecar course. This gave me the opportunity to incorporate the instruction on sidecar operation, written in the sidecar manuals, into a format taught in the Motorcycle Safety Foundation Experienced Riders Course. With the support of the Columbus Hospital media department, I developed a sound-slide program.

With assistance from Ed Johnson and other members of the Northern Illinois Region Chapter, the new course was presented twice in 1986. Due to loss of funding at NIU for the motorcycle safety course, the 1987 courses were taught at local rallies. In the northern half of Chicago, the Northern Illinois University now sponsors and is working to revitalize the sidecar courses.

We plan on developing a video tape presentation which will include both the classroom and practical range sessions. Qualified Motorcycle Safety Foundation instructors will be instructed in a yearly course if they wish to add sidecars to their course curriculum. The Motorcycle Safety Foundation is not interested in sidecar education or the licensing of same, There is a definite grass roots interest in motorcycle education and we are responding to this need.



Dr. Mitch Goldflies, Treasurer, U.S.C.A.

As a member of the State of Illinois Motorcycle Safety Advisory Committee, I have become involved in establishing a Sidecar Operator's Examination, and am working on modifying the ALMOST Operator's Exam to accommodate sidecars as well as working on additions to the Motorcycle Operator's Manual concerning sidecaring.

My hobby is motorcycling, my profession is Orthopaedic Surgeon specializing in sports medicine. I am Chief of the section of Sports Medicine at Columbus Hospital and Director of The Columbus Hospital Running and Sports Medicine Centers.

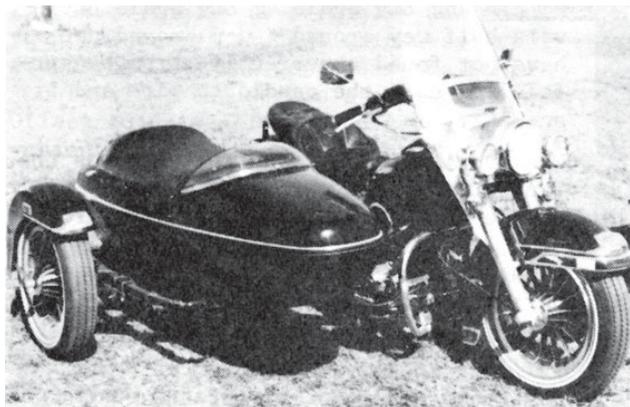
In addition I serve on the Board of Governors of the American Academy of Sports Physicians and am also a member of the Editorial Board of the American Running and Fitness Association. Motorcycle affiliations include the Motorcycling Doctors Association, the Harley Owners Group and Chicago area Chapter, The BMW Motorcycle Owners of America and Chicago Region Chapter and the United Motorcyclist of Illinois and the AMA.

Your Committee..

While I enjoy solo bikes, I feel safer and more in control with the sidecar rig. Motorcycling in all its forms is a high risk mode of transportation. Through education and practice, I feel one may reduce the risk involved. Abstaining from alcohol and drugs is also important. If we all practice risk management we may improve the image of motorcyclists.

Dr. M. Mitch Goldflies, USCA Treasurer.

6445 North Central Ave. Chicago, IL 60646.



Dr. Goldflies Harley-Davidson

Sidecar Manufacturers Information Officer

One of the newest positions in the USCA is that of "Sidecar Manufacturers Information Officer." As a volunteer I have recently been appointed to the position. Recently retired, I have been riding motorcycles since 1971. I am a member of the AMA, BMWMOA, CMA(both the national and the Phoenix chapters, the USCA, as well as many other non-motorcycle organizations.

At present I do not own a sidecar rig, however I am in the process of restoring a 1967 BMW R60 which could be a future mate of a Steib LS-200. While restoration proceeds, my current machine is a 1986 BMW R80RT.

Presently I am writing to all the sidecar manufacturers requesting brochures etc. to have as complete and current a selection of information as possible. I also have requested press releases of new products if they do have such information available. If you have any enquiries, please contact

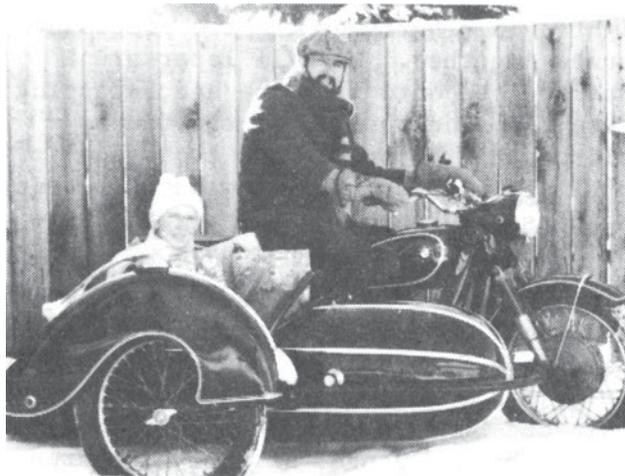
John C. Klieforth, 21650 125th
Way, Sun City West, AZ 85375.

AMA/USCA Liasion

I am well suited for the position of AMA Liasion as I am Secretary of the American Motorcyclist Association Board of Trustees as well as treasurer of the BMW Motorcycle Assn.(BMWMOA). I hope to be able to relate to those groups the fun of sidecaring and to be a effective voice representing sidecaring interests to them.

I have enclosed a photo of Jane and myself in our 1956 BMW R50 and 1953 5500 Steib.

Dal Smilie, 1127 5th Avenue,
Helena, MT 59601.



Dal Smilie, BMW w/ Steib

Tec Note

Sidecaring - Aligning Your Wheels

J. R. Ewing, Lafayette, Indiana

Dear Jack:

I expect you are weary of theory and anxious to install your new sidecar. Wind out your sails - this is not a how-quickly-can-you-do-it task. Too many judgement calls must be made a-long the way.

We must first align the wheels of the motorcycle as perfectly as possible. Bike wheels that do not track true will gobble tires and steer the outfit off the main line.

Only by chance will your bike shop align wheels "right on." You are still hooked on procedures outlined in the Owner's Manual. Owner's Manuals typically contain a fairy tale about aligning wheels using the marks on the swing arm. This method is inaccurate. It is not possible to precisely estimate a part of the distance between the marks. Besides, the marks themselves are not accurate.

The correct method requires a gauge such as a Renter Frame Aligner which is of a professional quality. An inexpensive homemade extremely accurate gauge can be devised as follows:

Equipment - An Iron Pipe!

One very straight piece of iron pipe - not a board, not a rod, not a broom handle. An IRON PIPE from a plumbing shop, sturdy and able to withstand some punishment.

We select this iron pipe by use of a string, ordinary white, such as a sales person may use to wrap and tie packages. Purchase a ball of it from hardware/supply stores. We will use it often.

Select a pipe with an approximate O.D. of one inch such as 3/4 inch nominal water pipe - sturdy pipes that are not a bear to handle.

One of us stands at each end of the pipe. We stretch a piece of string comfortably tight and hold that string closely alongside the pipe.

Eye the close association between the two, for this will reveal all of the pipe's faults. A taut string is a very, very straight instrument.

Imperfect? Roll the pipe one-eighth of a turn and try again. Repeat at intervals half way around the pipe. If we have not found a perfectly straight surface, discard the candidate pipe and try another.

When you have found one that matches the taut string test perfectly, test it again at one-hundred and eighty degrees from that location. If the pipe is truly right on, the string should perfectly parallel both surfaces.

Scratch a couple of marks to precisely relocate those two "good sides," and ask the plumber to cut threads on the other end. Ask for a matching "Tee" which is a short pipe with inside threads and an extra opening, threaded, along one side. Pipe threads are tapered and will tighten in a hurry as the two pieces are turned together. We will later grunt that the tee onto the pipe end, stopping where the side opening of the tee is split evenly by one of our two "good" parallel surfaces. You now have a sturdy inexpensive, beautifully accurate gauge for checking wheel alignment.

Use your string to check a section of electrical conduit, the same length as the pipe. Same drill - find a side where string and conduit match perfectly, check again one-hundred eighty degrees opposite. You now have a gauge for your sidecar's wheel.

Once home, go through the string alongside check again, Be absolutely certain where the two straight and parallel surfaces, lie and mark them permanently with a hacksaw cut across the end of the gauge.

Tie a knot in the end of your string. Placing the knot inside the gauge, pass the string out through the sawcut. Walk the string to the far end of the gauge and pull taut. You now have a way of checking the accuracy of the gauge at a later date. Taut string - check BOTH sides.

Tec Note..

In photo #1, a straight edge of our pipe gauge at the front wheel. The board you see is called "car siding" because of its railroad freightcar ancestry. A groove centers the length of the board; my gauge lies in this groove.

The straps securing the gauge to the board are conduit clamps. The woodscrews in the board may be partially backed out, then washers of various thickness are fitted between the gauge and, the board and finally, the screws are re-tightened. Offset adjustment! Bungee cords conveniently hook into the open side of the tee, are then led up and over the axle, brake caliper or brake disc.

Hold the gauge alongside the rear wheel with one hand while rotating the wheel with the other hand. Imperfections exist - a judgement call is made as to where on the tire the gauge should match perfectly.

The very first time you align your bike's wheels, re-check your work by moving the gauge to the opposite side of the tires, checking the rear at exactly the same point of rotation. Right on?

MARK THE CHAIN ADJUSTERS.

By turning an equal number of "flats" the adjusters will maintain correct alignment.

This (right hand side) positioning, shim at the front wheel, bungee cords, plus an extra bungee cord at the rear wheel will be used as an anchor dimension when mounting the sidecar.

A can of Golden Spectro oil and a piece of chalk. This should have been used on the front wheel before I got ahead of myself about the gauge. Learn this technique carefully, for it will be used later on the sidecar wheel where it must be SUPER CRITICALLY DONE "RIGHT ON."

With the bike's front end jacked up so as to clear the tire from the ground, Golden Spectro alongside to support and a piece of chalk, spin the wheel slowly and feed the chalk carefully to the side of the tire. We are not looking for a white line around the tire. We look instead for an

interrupted line indicating only the high spots. You now have visual proof of imperfection.

The most evenly marked section of the sidewall must be centered under the axle. Wrap around and pinch shut a very short piece of iron wire on the spoke nearest to straight down from the axle. (Use a nut on a string for a plumb bob.) If you have a composite or a cast wheel, set a tiny punch mark into the rim.

This indicator goes to the floor every time you fit the gauges to the machine.

With patience, it is very, very close to parallel to the centerline of the tire. We must be consistent in positioning the wheels and the gauges each time we work on the outfit or we will climb the walls with frustration.

Traditional descriptions of sidecar aligning procedures fall short. Perhaps we trusted boards more in the older days. When was the last time you were able to buy a good straight board?

It is not possible to take a "reasonably straight" board or wood lath, place it just anywhere alongside an imperfect wheel and tire, extend this careless line out to another tire with minor imperfections, add shims that were calculated from the numbers on the sides of the tires, and expect a finely tuned chassis.

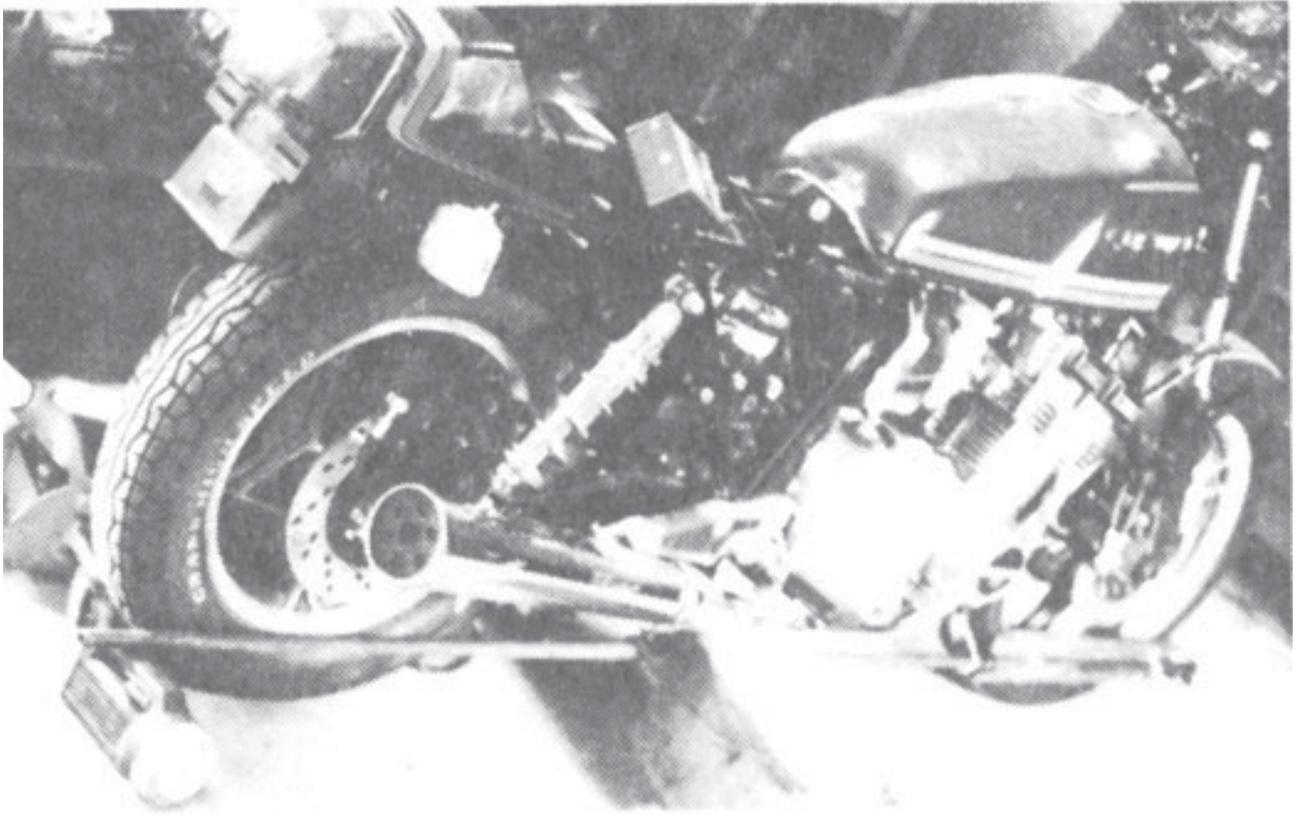
I know this is more work than you are accustomed to investing in aligning motorcycle wheels. Answer something for me, please - If you took your automobile to a frame shop for front end alignment, would you expect the workman to have bubble gauges, inclinometers, accurate bars and pointers, scales, calipers for checking castor? Camber? Toe-in? Ride height? Frame distortion?

Does your sidecar outfit deserve less?

John R. Ewing

See illustrations over

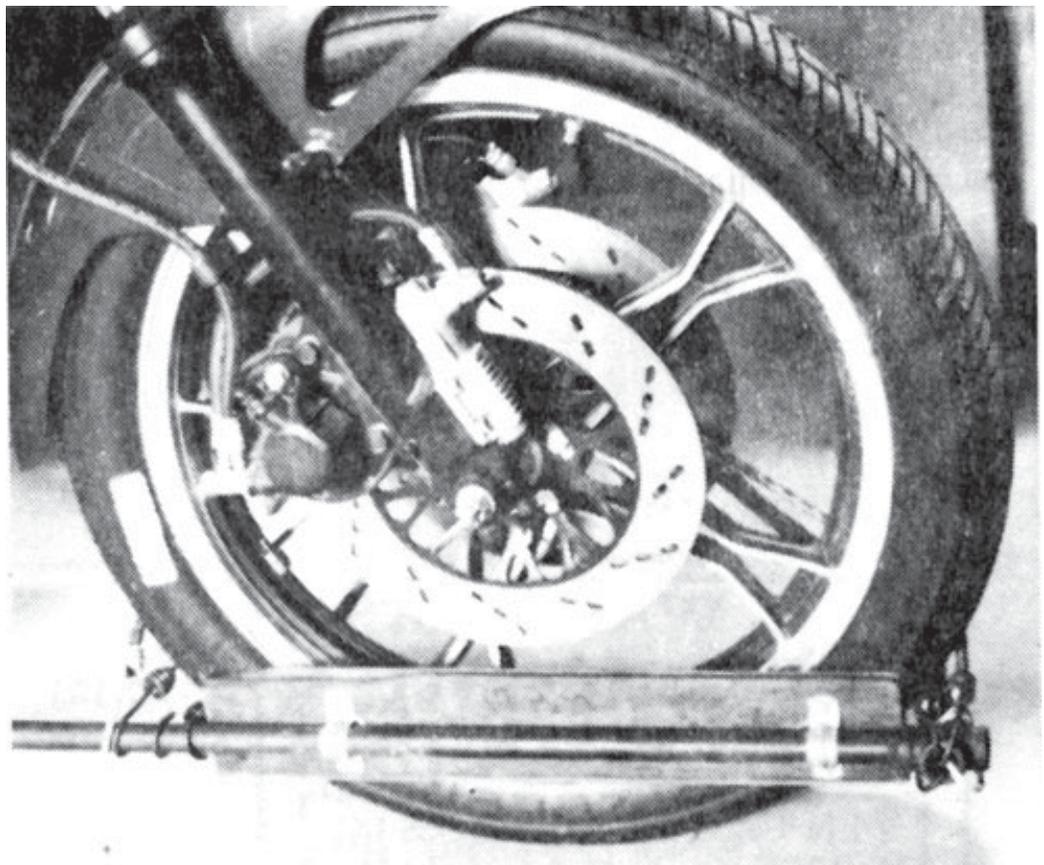
Tec Note..



Note shims at the front for the difference in the width of the tyres - "offset." Said shims are secured to the wheels by bungee type cords 5" to 6" from the floor. The gauge is 30 years old!

The board is 17mm thick requiring added washers under the just visible conduit clamps.

Bungee type cords must be only reasonably snug so as not to indent the tire sidewall, at 5" to 6" from floor in order to clear exhaust.



Special S/C Setup

SIDECAR SETUP FOR A HANDICAPPED PERSON

From time to time we run across a motorcyclist who has lost the use of one or more of his lower extremities but still wishes to operate a motorcycle. As long as he has good use of both arms (and has strong shoulder muscles) this is not too much of a handicap. Several outfits have been designed to be operated from a sidecar, the earliest we have a record of an outfit being operated from the sidecar dates back to the late 1920's.

As there are many ways to skin a cat so there are many ways to construct a suitable vehicle. However certain basics must be met.

The sidecar must be designed:

- * to accommodate the wheelchair
- * to be low and wide
- * to have a robust rear panel
- * It must meet all applicable safety codes

The rear panel must be designed to:

- * be easily operated to fold down
- * form a ramp
- * be strong enough for the sidecarist to wheel himself into the sidecar over the panel
- * be positively secured after the sidecarist is in the sidecar

All controls should be adapted to be hand operated and within easy reach.

The wheelchair should be positively locked in position when driving

Special consideration should be given to braking to ensure the vehicle can meet FMVSS 122. This requires either a split braking system or two independently activated brake systems. There can be no compromises on the brakes. If standard brakes are not satisfactory then enhanced custom brakes will be necessary.

The maximum speed of the vehicle must first be determined under FMVSS 122. This is done after loading the vehicle appropriately then observing the speed that the vehicle can attain at the end of a standing one mile under full power on a flat road. This should be done by a skilled professional sidecarist. The maximum effective speed is that speed, rounded to a multiple of 5, that is between 4 and 8 mph less than the maximum speed attained.

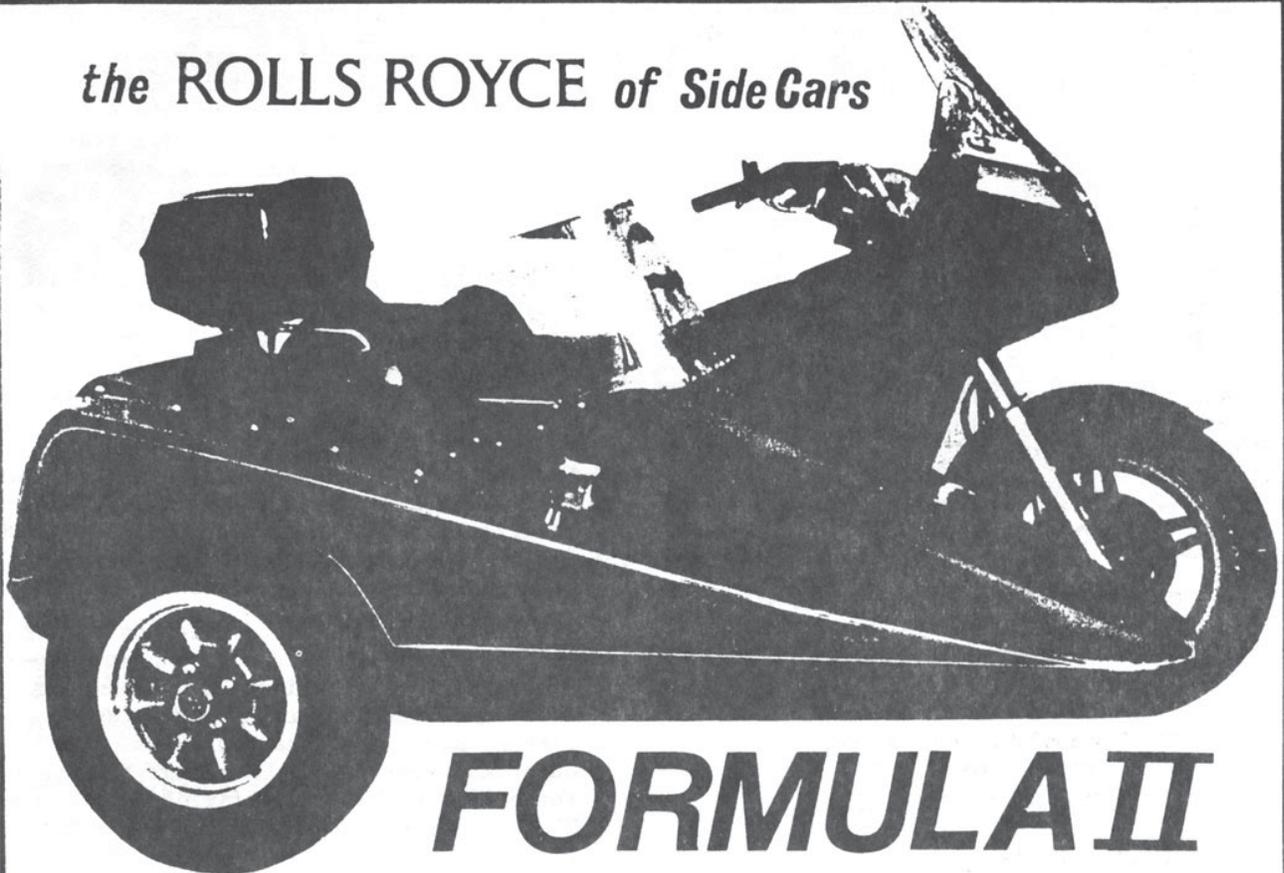
After the brakes have been preburnished to provide maximum effective braking performance the brakes should be capable of hauling the machine down to zero from the maximum effective speed in the following distances (or less):

Speed(mph)	Dist.(ft)	Speed(mph)	Dist.(ft)
15	11	70	264
20	19	75	303
25	30	80	345
30	43	85	389
35	58	90	484
40	75	95	540
45	95	100	598
50	128	105	659
55	155	110	723
60	185	115	791
65	217	120	861

While braking the force on the hand lever will be at least 5 lbs but not greater than 55 lbs while the force on the foot lever shall be no less than 10 lbs nor more than 90 lbs.

Advt

the ROLLS ROYCE of Side Cars



FORMULA II

by **MOTORVATION ENG.**

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

By popular demand, Motorvation Engineering of Montrose, California has made the Coupe Royal and the Roadster Royal back into production. These heavy duty class sidecars are favored by BMW & Harley-Davidson owners and those wanting a traditional style. Each style is mounted on a modified frame developed for the Motorvation Formula II.

Sidecarists now have a wider choice of sidecars suitable for heavier touring machines. For more information contact: Motorvation Engineering,

3720 Clifton Place,
Montrose, CA 91020
(818) 248-9631

Harley Sidecars 4 Sale in TX

BUD'S MOTORCYCLE SHOP in Austin, Texas currently has seven Harley-Davidson sidecar frames for sale, along with four complete rebuildable side-hack rigs featuring late-model shovelhead engines and two big-twin trike frames suitable for converting 74 inches and 80 inch Harleys to three wheelers.

In addition, Bud's has numerous sidecar bodies, sidecar and H-D parts in "new, used and abused" condition, and a mold for making fiberglass reproductions of early-model reproductions of early-model H-D sidecar bodies. All prices are negotiable. For details contact Bud Reveile, BUD'S MOTORCYCLE SHOP, 2608 East First Street, Austin TX 78702, or call (512) 472-8658.

Potporry

How is your Frustration Quotient?

Hal Kendall

I recently converted my motorcycle trailer to a garden trailer. Actually, it was an Allstate auto cargo trailer, the 4 x 6 had already been converted into a 4 x 4 by a rear end collision in Tulsa, but that is another story. The high pressure narrow highway tires caused deep ruts across the lawn. These were replaced by low pressure garden wheels and tires. These wheels had ball bearings in stamped cases made by Freeway of Columbus, Ohio. The wheel has grease nipple fittings on the INSIDE of the wheel stub so you overlook greasing the bearing: These unground bearings (cheap) have a nominal rated capacity of only 669 lbs.

With an OD of 1-3/8" for a 3/4" shaft, you really would not expect much more. Typically, I load the trailer to around 1500 lbs, only 5 times the rated capacity, so load failure is to be expected.

The first bearing failed after only four months. I tried to find more robust bearings. No luck - so I installed a new set. This time I decided to fill the cavity with grease. The grease nipples popped out. Not surprising. Although they were threaded, the hole they fitted into was not. They were simply hammered or driven into place.

A pause while I got new grease nipples, opened out the hole, threaded it, installed the nipples, then filled the cavity with grease. Perhaps they will last longer, perhaps not.

What does this have to do with sidecaring? Given five minutes, the garden wheels can be replaced for highway wheels and tires. Never use tires or wheels designed for low speed on any vehicle designed for highway use. They will not stand the high friction forces; they will burn out, and the tires may explode from stress caused by the subsequent heat buildup.

Technical Editors Appointed

Jim Gribben of Steger, Illinois and John Dauginas of Crete Illinois, both members of the Northern Illinois Region have been appointed to the positions of Technical Editors and are to be placed on the National Committee.

These gentlemen will be available to answer questions of a technical nature as they arise. If you have questions of a technical nature please address them to these individuals via the Home-wood box number and address.

1988 USCA Calendar

We had hoped to bring you a full blown calendar for 1988 with a different rig for every month. Unfortunately we did not get the word out soon enough (i.e. we started to get our act together too late.) So, your 1988 calendar is in the centerspread of this issue, (credit the computer of our Editor). Those who did order the full calendar have had their money returned to them.

A 1989 calendar will be on sale at the 1988 USCA Rally and will thereafter be available through our bookshop.

The Numbers Game

Jim Krautz came up with some very interesting statistics. Stable active membership is above 1500 membership families, up from a year or so ago. Since we began a decade ago we have retained 45% of our members.(an average loss of about 5% per year). California has the largest membership with nearly 300 members with Illinois second in line with just over 100 members. Other top states,not necessarily in any order are New York, Ohio, Michigan, Maryland, Pennsylvania, Texas,

Washington, Florida, Wisconsin, New Jersey, Indiana, Massachusetts. Most of the states have at least 10 or more members. For every 10,000 registered motorcycle owners in the United States, three are members of the United Sidecar Association (USCA).

Road Show - II

GO WITH THE FLOW?

Robert G. Kunze, Shawnee, OK.

(Part One was in "The Sidecarist" December 1,1987 to January 15,1988.)

The next requirement is a good touring suit. Many riders use snowmobile or ski suits and from the reactions of those that I know, they are fine for the warmer temperatures of say 35 to 50 degrees. I am really guessing at this inasmuch as I have never used such a suit. For a touring suit to be effective it must completely block air flow.

I use a Wheels-O-Man one piece suit; it is made of 200 denier heavy duty nylon and is coated with something unknown to me. I do know no moving air penetrates the suit; other suits may work just as well. There are no regrets with this light-weight comfortable suit. On occasion I have not completely closed a zipper and I became aware of this precisely with regard to both time and location. One feels air flow when it is cold.

Three years ago the suit cost \$140.00; were I to repeat the purchase today, a two-piece suit would be considered as well. In Oklahoma it is not unusual to go to work at 7AM with the ambient temperature being 40 degrees and to return home in the evening with temperature having risen to 65 or 70 degrees. Being able to shuck the touring suit pants would be helpful, and more comfortable.

The hands and feet; these extremities, are most subject to the kiss of cold. I have tried a variety of gloves and liners before I discovered the best combination. Lesser gloves and/or mittens will work if you also use "Polar Hands" or whatever each manufacturer calls their handle bar wind protection. I used these things, uncomfortably, until I discovered a pair of mittens distributed by Harley-Davidson. I purchased them for \$25.00 at a closeout sale, normally priced at \$49.50.

The mittens are very heavy leather, with even heavier gauntlets, lined with shearling. Shearling is the skin of a one year old sheep, complete with the wool. These mittens are used without any additional liner and without handle bar wind protectors as noted above. The gauntlet of the gloves cover my touring suit sleeve and thus permits no air to flow into the sleeve.

Next step is the ankles. Touring suit legs taper to the bottom and are closed to the bottom with zippers; there is

often enough slack between boots and pants to let air flow up the leg unless you fabricate leg wraps. Any kind of fabric will suffice, both heavy cotton or nylon will be satisfactory.

Make the wrap at least four inches wide and long enough to generously overlap when wrapped around your ankle over the suit leg and boot. Fold the material to a double thickness; sew the open side and ends closed and attach two Velcro strips. When wrapped half over the suit leg and half over the boot, no air flow should result.

Now for the feet. If you are not aware of cold air flow, try riding at twenty degrees. You can feel the air coming through the stitch holes where the sole is sewn to the boot. One pair of boots I own are almost air-conditioned compared to another pair which are by comparison not so cold. Assume that you can feel cold air, even if you are not aware of the cold. It does not take long for the feet to get cold. The solution is simple; wear rubber or plastic overshoes that stops the air flow. Cost is less than \$20.00.

Dressed as described the only air entering your cocoon is coming through the helmet ventilator.

Temperatures in central Oklahoma vary from 100 degrees plus in the summer down to minus five in the winter not taking into account winter wind chill factors. Between 65 and eighty degrees I wear a heavy, unlined leather jacket. From 50 to 65 degrees I wear an insulated vest or insulated underjacket with the leather Jacket. Less than 50 degrees I must wear a touring suit. Now, depending on the temperature I'll wear the insulated vest or insulated underjacket with the touring suit.

If you are not fortunate enough, as am I, to have a wife do the required sewing, you may do it yourself, with ease, by hand. It may take some trial and error on your part, but you can do it and do it effectively. Don't be afraid.

I am not advocating everyone should ride in the dead of winter; in my case I have to make up thirty years of riding and enjoy riding as well. If you have wanted to ride in the winter and have been turned off because of the cold, now you know how it may be done more easily. If you are willing to invest in electric gloves, vests and booties, you can be even more comfortable. If you are planning a long trip it should be obvious that you can add thermal underwear, heavier shirts or sweaters, or similar. Good luck. Keep your feet warm.

"Robert G. Kunze"

S/C Toys

SIDECAR TOYS FOR YOUNG AND OLD

Hal Kendall

Perhaps a little late for Christmas, but the toy industry has returned to the traditional sidecar to provide fun and joy for the young and old alike. But just as autos proliferate on the city streets and solo motorcycles are more abundant than are sidecar outfits, so the sidecar outfit is quite rare in the toy stores.

First there is the motorized military motorcycle by East and West (EWP Ltd) offered by Toys-R-Us, Item Number 3009, Stock No.170917 which sells for \$3.97. This is a pull string action motor and the sidecar is a detachable Manikins (ladykins? personkins?) of 3-3/4" which can be fitted but which are not included. Supposed to be a U.S. Army model.

Next there is Doom Cycle so you can fantasize in secret war games with your favorite Marvel Super Heroes. This is offered by Mattel and is made in Hong Kong. A companion model is the Turbo Cycle. The fairing tilts forward. The air cleaner key opens a secret compartment which is located at the rear of the sidecar seat (oops! the secret is out), the guns move in and out, the wheels roll and it makes a battle sound?. It also holds two figures such as any of the Marvel Super Heroes or the Marvel Super Villans (4-1/4" action figures) such as Captain America, Spider Man, Iron Man, Wolverine, Doctor Doom, Kang, Doctor Octopus, or the Magneto. The Doom Cycle is fairly well balanced in design. It comes with lavish decals. The driver operates it from the prone position like a road race machine. For daytime use only.

No headlights! Stock No. 7600. Retail at \$6.98.

Or, you can opt for the Piranha, one of the Mask vehicles offered by General Mills - CPG Products Corp. by its Kenner Products Div. Also made in Hong Kong. Mask is the acronym for Mobile Armored Strike Kommand where ordinary vehicles and men become an awesome fighting team to wage battle.

Venom, an acronym for the Vicious Evil Network of Mayhem. Illusion is the ultimate weapon. They borrowed the concept of the yacht sidecar from the fifties but the yacht is now a spring launched submarine with closing canopy. Also included is a Sly Rax of Venom with his stiletto mask and underwater helmet for underwater harpoon battles. The submarine comes complete with two front mounted water cannons and pop-out stabilizer fins.

Sly Rax cannot operate the submarine too well as he lies on his back and looks upward as he is propelled forward. The sidecar chassis has its own hidden ground torpedoes.

To add to your enjoyment you can surround the Piranha with other exotic vehicles, all from the Mask lineup, such as the Boulder Hill Playset in which an innocent appearing service station by day becomes an awesome battle-ready bunker complete with holographic stun cannons, anti-gravity howitzer, freeze rays, a launching landslide boulder, and a rotating anti-aircraft turret,

You can add the Condor in which a sleek motorcycle becomes a one man helicopter with hidden skid lasers, or the Jackhammer which can be converted from a sturdy 4 x 4 land

S/C Toys..

cruiser into an armored assault vehicle with a rotating anti-aircraft turret and also has reciprocating machine guns.

Other exotic vehicles in this lineup include the Gator, the Switchblade, the Rhino and the Thunderhawk. A Board Game competes your enjoyment. A poster and a comic book are included. And, you can subscribe to any of your favorite DC comics such as Superman, The Green Lantern, Tales of the Teen Titans, Batman, the Flash or Tales of the Legion of Super Heroes.

From the design standpoint, the puny motorcycle, a 650cc twin, is trying to pull a sidecar/submarine estimated at 2500 lbs. The massive frontal fairing is flimsily mounted onto the front forks. Although it appears aerodynamically perfect, unless the fairing was frame mounted it would probably be extremely unstable. However, with the massive sidecar/submarine and the puny engine it is doubtful if this machine could ever exceed a walking speed. The absence of brakes is therefore probably not an oversight. None would be needed.

The sidecar wheel appears it would support a load of only 150 lbs. This unit would not work in practice without substantial design modifications, For the Piranha, ask for Stock No. 37350. This unit retails for \$8.98.

The latest in the ever popular G. I. Joe series is the Mirage motorcycle offered by Hasbro Bradley. The Mirage is powered by a 1200 cc liquid cooled 24 valve flat 6 turbo charged engine. At least the power plant sounds interesting. And the frame is of carbon-fiber reinforced tubular

construction with a trailing mono-arm rear suspension. Also included are twin quartz-halogen headlights and a dual braking system. The Mirage ordinance includes a ten-round rocket launcher and an auto-guidance AXJ-10 ground launch missile system.

For those not familiar with the G. T. Joe series, there are about 50 different action figures and a wide variety of battle stations. The weaponry is formidable. Vehicles in this series include a Cobra ASP, a Cobra FANG, a Skyhawk VTOL, a Cobra Ferret, an Armadillo minitank, a weapon transport, a bomb disposal unit, a night landing marine assault craft, a Stinger, a Striker, a Snowcat, a self propelled cannon, a flying submarine and a Water Moccasin.

For special missions the Cobra Rattler ground attack jet or the assault copter dragonfly (XH-1), the bridgelayer or the hydrofoil may be useful. Or you may want to move up into the Sky-striker XP-14F combat jet, or the Killer Whale Hovercraft or the MBT Mauler Tank. The ultimate is the USS Flagg Aircraft Carrier.

You can even join the G. I. Joe team and receive your own official cap, T-shirt, dog tag, newsletter and much, much more. For more information write to G. I. Joe, P. O. Box 7043, N. Hollywood, Ca. 91609.

The Silver Mirage retails at \$4.98. Ask for Stock No. 6076. It must be assembled. This list is probably not exhaustive. Please let me know what comes onto the market.

How did I ever get into this?

Well, Merry Christmas.

Hal Kendall

True Grit

DALE GAFFNEY

A TRUE SIDECARIST AT HEART

Every once in a while we learn of individuals who, in spite of handicaps and misfortune are able to "keep on trucking." Such an individual is Dale Gaffney of Williamsport, PA.

Gaffney who is about 40 was an expert skydiver. He had completed more than 600 successful parachute jumps. His chute fouled on his last Jump and cleared at the 600 foot level. His impact with the ground resulted in initial paralysis in both legs and amputation of his left leg shortly thereafter.

Several years after the accident, in a magazine for paraplegics, he saw the famous motorcycle that Tomco designed to be operated from the sidecar. He used to be an avid motorcyclist before the accident and wanted to be riding again. The unusual vehicle was just what he needed. Soon, trips to Harrisburg PA and Washington DC were on his regular itinerary. His continued enthusiasm is an inspiration to many not so disadvantaged. In fact, he wanted to band together the several hundred people who utilize this unique form of transportation

. Since William Hampton's original article (written some three years ago but only published in "Rider" magazine for September 1987), misfortune has dogged Dale. His brother died, Dale suffered a stroke and lost 50% of his vision and he now lives with his parents who are not in good health. He also had to sell his outfit because he was no longer able to function to operate the rig.

William Hampton is working with the local blind people's association to get Dale on a computer with a large monitor so that he can do his correspondence more effectively. Dale would appreciate supportive letters from sidecarists. His address is 916 West 3rd Street, Williamsport, PA 17701.

By the way, while Dale was driving on the freeway in the driving rain, he spotted a motorcyclist whose machine had broken down. He stopped, got off his rig and rolled his wheelchair to the dead machine and corrected the problem. That is true grit in anybody's book!

S/C Rigs O/S

SIDECAR RIGS IN CUBA

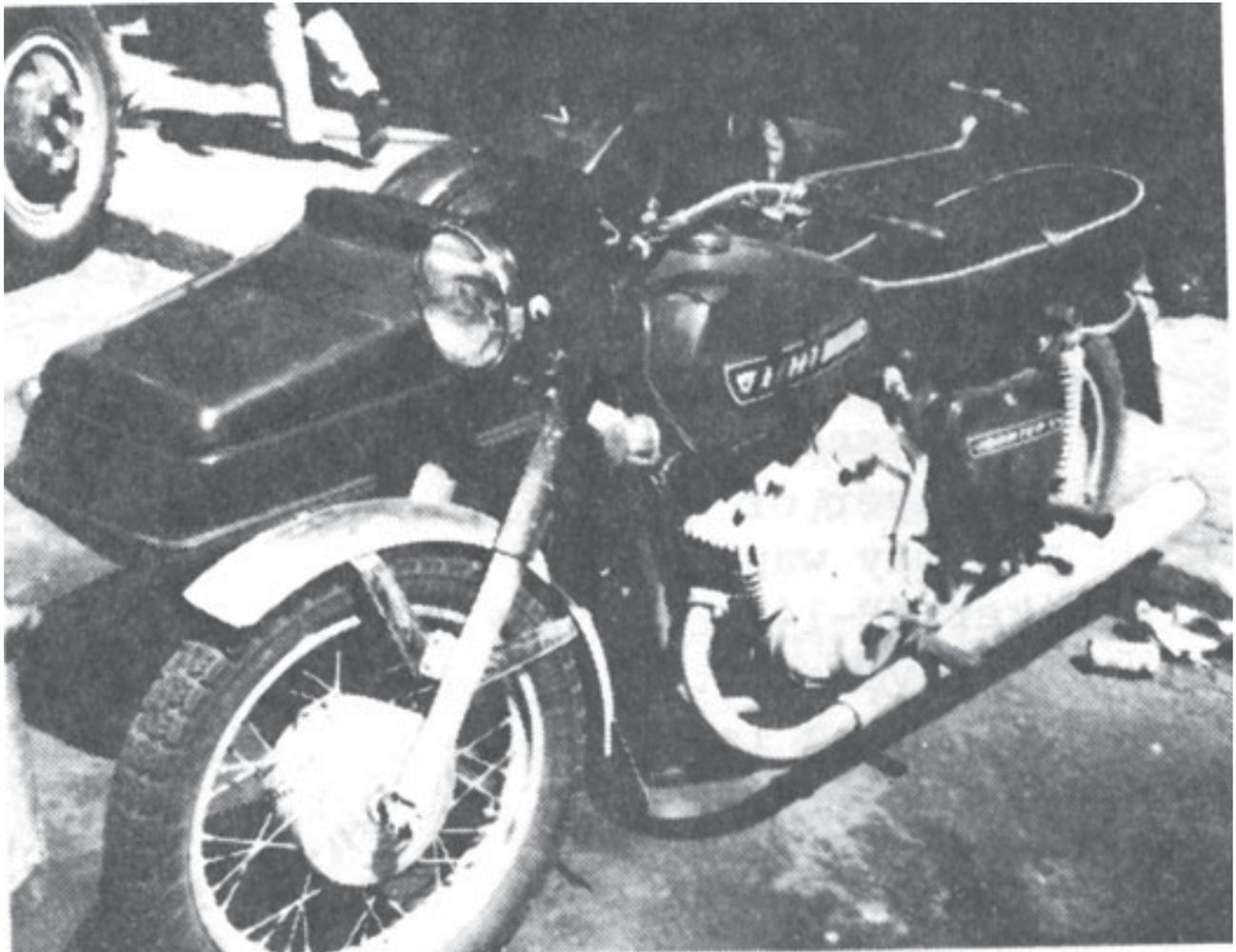
by Kenneth Cloke, Santa Monica, CA 90401

Almost everywhere I looked I saw sidecar rigs. Here in Cuba, the sidecar rig is a traditional way of life. They are used by military, civilians and farmers. Perhaps it is because the fuel supplies are limited or because cars and trucks are expensive to operate or maybe it is because Cubans just like to go sidecaring.

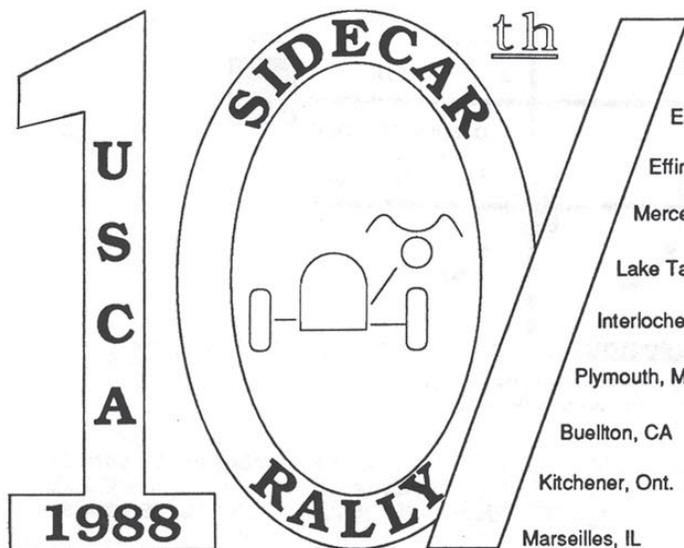
The rigs seen were not the high-powered sophisticated rigs of Europe, nor were they like English or American rigs. Since there is little evidence of a home grown sidecar industry, all rigs originate in Communist bloc countries such as Russia, Czechoslovakia, Hungary, and from East Germany. These rigs are all solid, dependable and unsophisticated with horsepower ratings from 17 to 35. These rigs could well last forever with little maintenance and are relatively inexpensive. Maybe we can get a chapter of the USCA in Cuba. Do we have volunteers?



Crossing Over



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

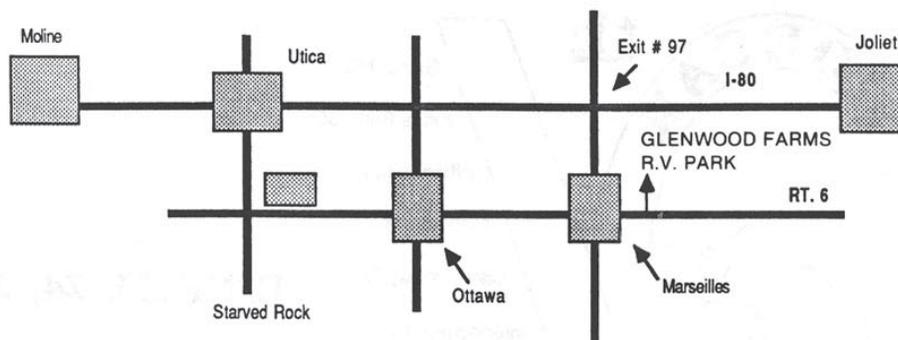
SURREY MOTEL
 Rt. 23 N.
 Ottawa, IL
 815/433-1263

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? _____

Raffle

United Sidecar Association
Annual Sidecar Raffle Ticket

1988 Drawing



*SIDE CAR OF YOUR CHOICE
Maximum Retail Value of \$2600.00

DONATION \$1.00

Winner need not be present

United Sidecar Association
Annual Sidecar Raffle Ticket

1988 Drawing



*SIDE CAR OF YOUR CHOICE
Maximum Retail Value of \$2600.00

DONATION \$1.00

Winner need not be present

United Sidecar Association
Annual Sidecar Raffle Ticket

1988 Drawing



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Annual Sidecar Raffle Ticket

1988 Drawing



*SIDE CAR OF YOUR CHOICE
Maximum Retail Value of \$2600.00

DONATION \$1.00

Winner need not be present

Raffle

Name _____
Address _____
_____ Zip _____
Phone _____ Donation
\$1.00
United Sidecar Association, Inc.
Please Mail To: P.O. Box 1353
Homewood, IL 60430-0353
Please mail before June 1st or bring ticket to 1988
Sidecar Rally.

Name _____
Address _____
_____ Zip _____
Phone _____ Donation
\$1.00
United Sidecar Association, Inc.
Please Mail To: P.O. Box 1353
Homewood, IL 60430-0353
Please mail before June 1st or bring ticket to 1988
Sidecar Rally.

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Houston

Astro Arena
February 5-7, 1988



MOTORCYCLE EXPO '88

- Hundreds of motorcycles, ATVs, accessories and apparel
- Register to win valuable prizes, including a Yamaha TW 200
- Free rider education seminars
- Preview the latest models for 1988
- See the best in touring cycle equipment
- See motorcycles of the future and collector cycles of the past
- Hundreds of gift items and accessories for purchase
- Exciting production show featuring motorcycle apparel

Participating Sponsor -
Houston Motorcycle and Dealers Association

Produced by **HBJ** Expositions and Conferences

Friday, February 5
Trade hours 1 pm-4 pm
Consumer hours 4 pm-10 pm

Saturday, February 6
Trade hours 10 am-1 pm
Consumer hours 1 pm-8 pm

Sunday, February 7
Trade hours 10 am-1 pm
Consumer hours 1 pm-6 pm

Endorsed by **MIC**

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

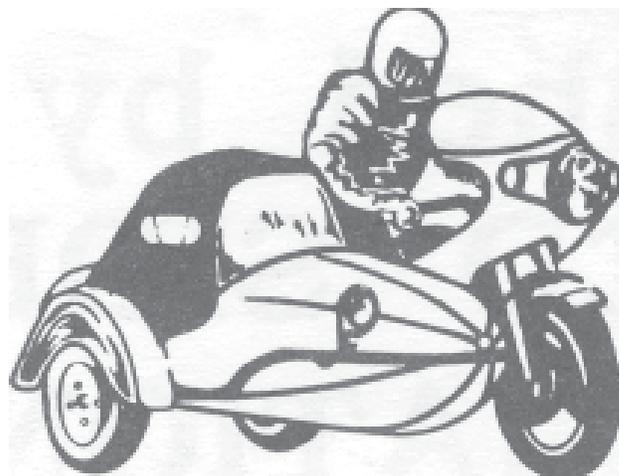
date the photograph was taken and the name of the photographer if possible.

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.

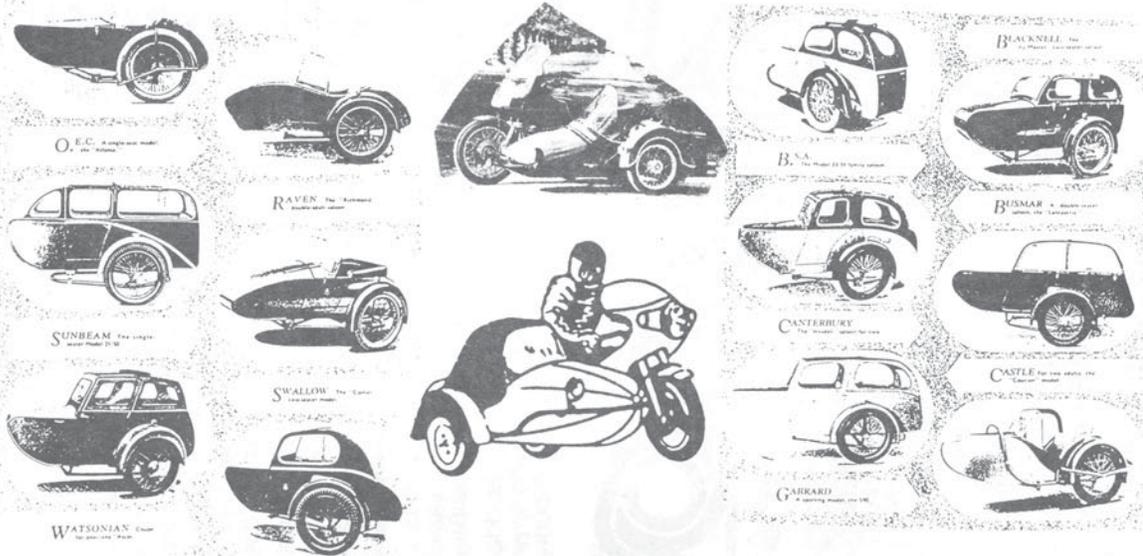
DEADLINES: for all submissions is two months prior to the cover date of the issue. This is important particularly for dated events such as rallies or club runs. The publication is mailed during the week preceding the cover date of the issue.

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.



1988 UNITED SIDECAR ASSOCIATION CALENDAR



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A Project

A Sidecar Rig for your Workshop

Daniel McManus of Long Beach, CA owns a street bike (a 1979 GS1000) and a Husquvarna dirt bike but no car or truck. Just how does one transport his favorite dirt bike from his home to his favorite desert canyon? Being a student of the California State University at Long Beach with a major in Mechanical Engineering, the answer was obvious. Why not carry the dirt bike on his GS1000? It would be easy if only there was a platform alongside the GS1000 and a wheel to support the platform. Ah ha! A purpose built sidecar! So Daniel discussed this with Dr. Unt, the Head of the Mechanical Engineering Department. Dr. Unt agreed and the project began under his guidance as an engineering project.

The first step was to locate background reference material which included the USCA "Sidecar Manual" and "Riding with a Sidecar."

The project quickly grew from the blueprint stage to the full size prototype where Daniel's skills as a master machinist and welder were put to good use (as were the machine and welding shops at the University).

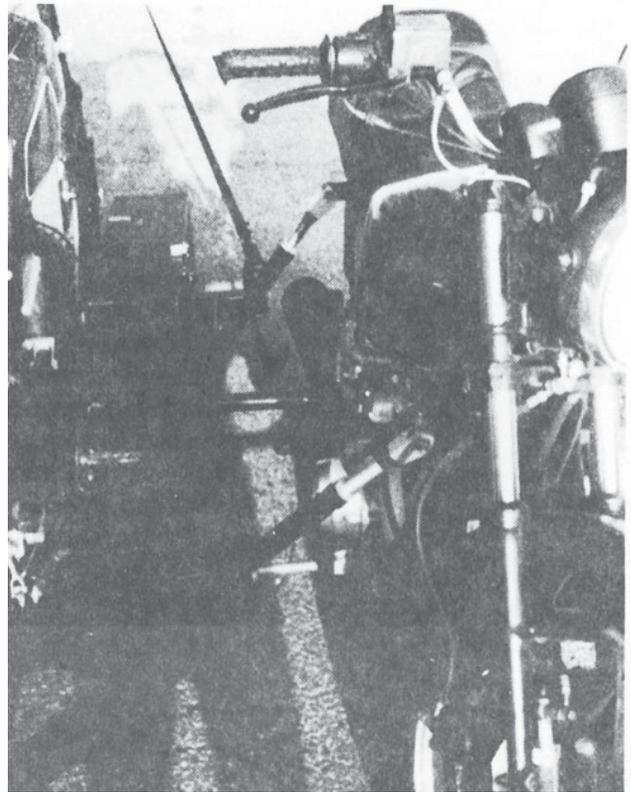
The basic frame and swing arm are of a stout 2 inch square MS tubing of 0.1 inch wall. The central bike ramp of 5" formed steel channel was bolted to the frame so the outfit can be converted from a motorcycle carrier to a passenger sidecar unit at a later date.

The adjustment connecting rods are of one inch steel tubing with 7/8 inch threaded rod used for adjustment. All frame mounts are bolt-ons for easy removal.

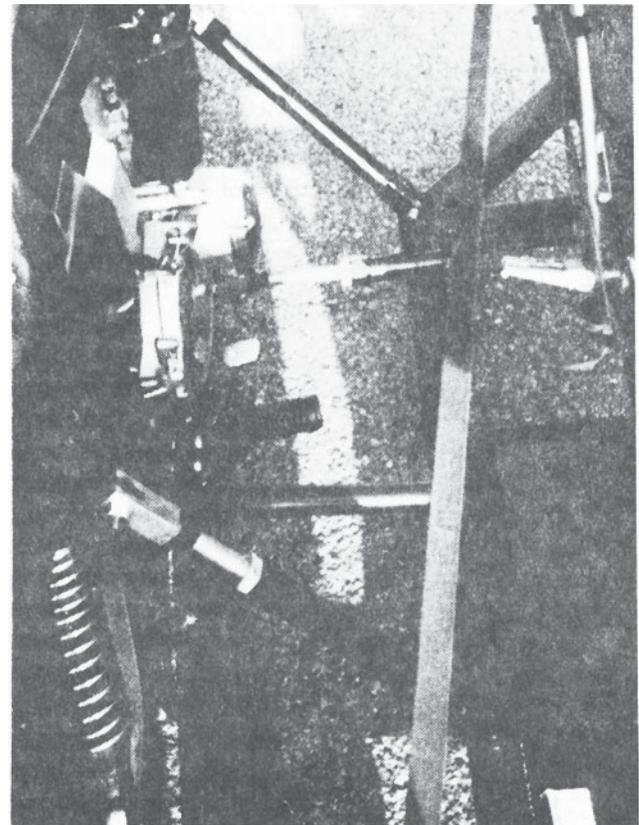
A heavy plate replaced the stock right front lower motor mount and is the lower front sidecar mount.

Underneath the steering head in the reinforced frame area are two threaded holes normally used for the attachment of crash bars. These served admirably for the upper front mount attachment point.

The right drive footpeg is located in the primary frame loop and this formed an ideal mounting point for the lower rear mount. The upper rear mount is attached to an attachment through the right top shock mount.



Front upper and lower mounting points.



Rear upper mounting point and massive clevis device.

A Project..

Only 1/2 inch high-strength bolts are used to connect the mounts to adjustable connecting rods and from the rods to the sidecar frame.

(Note - some sidecars use 3/8 or 5/16 low strength bolts here. The 1/2 inch bolts are evidence of sound engineering design. If in doubt, make it stout.)

Now for the sidecar details.

The rear wheel of a GPZ 750 (18 x 3 cast) formed the basis of the sidecar wheel. The hub was turned to allow installation of larger bearings with an ID of 25mm (or one inch). The axle is of extra heavy tubing with a 5/8" ID and a 25mm OD in a 4130 steel (90,000 psi minimum yield). This axle is at least twice as strong as the original axle. The wheel is shoed with a 130/90 MT 18 tubeless tire.

The wheel is mounted on a triangulated cantilever swing arm mounted over the frame and also of 2 inch square tubing. The swing arm pivots on oilite bushings on a one inch steel shaft. Bushing shoulders prevent lateral movement and reduce friction. A Yamaha SR500 rear shock is used kitted with a 900 Ducati spring. Other spring/shock combinations may be tried later.

Most welding was done with a MIG welder except for those in difficult areas which were TIG welded. All was finished in satin black. The net weight came out at 138 lbs. When loaded with the dirt bike-add 220 lbs.

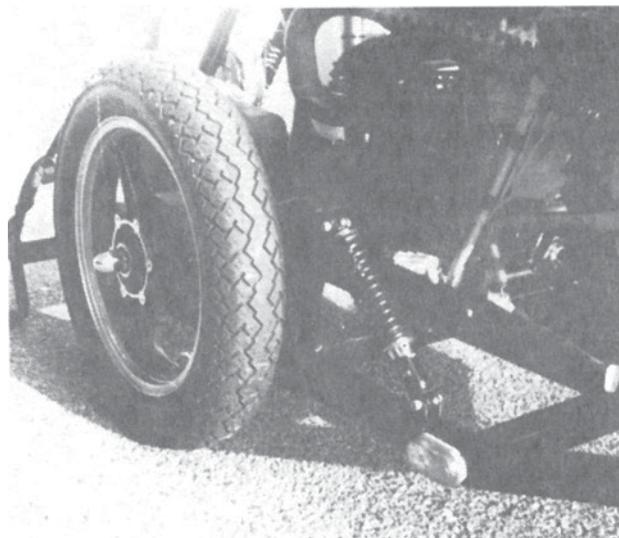
Initial testing showed the unladen rig not to like right handers; cured when weight was added to the frame near the sidecar wheel. The unit can be installed or removed in about 20 minutes. It handles well but is slower in turns than a solo. The next project planned is a performance oriented sidecar unit.

Daniel will be graduating in May 1988 and will continue sidecar development or motorcycle engineering. If you know of such technical challenges for this enterprising graduate why not drop him a line at: 6127 Gaviota Avenue, Long Beach, CA 90805

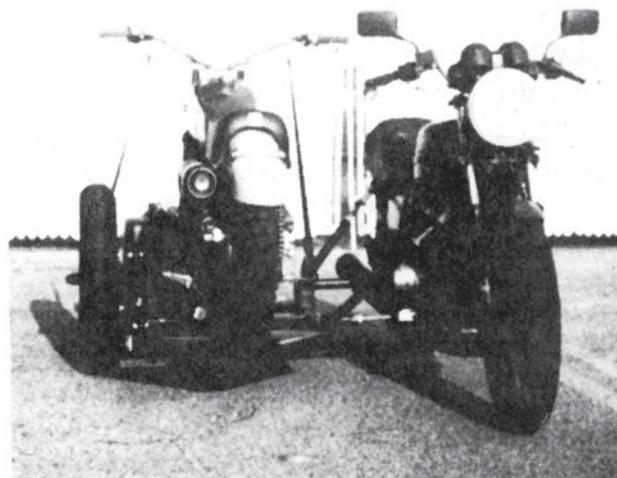
Daniel's plans to build his second sidecar unit have been temporarily upset. Increasing scholastic pressures of computer classes have mandated that Daniel buckle down on his studies and quit his part time job at the Douglas Aircraft Factory.

So his prized sidecar and the dirt bike must find new homes. The sidecar can be used for the purpose intended, or a passenger body could be fitted. See the "Classifieds" for details. Price seems very reasonable.

Dan offers this advice to those contemplating heavy college loads. Pick a pace you can maintain. If you strive to accomplish too much too quickly you can suffer burnout. Same advice to USCA officers.-HAK



Sidecar wheel, tyre, and cantilever suspension.



Rig is low, however clearance is adequate.

Advt



OXFORD THREE SEATER

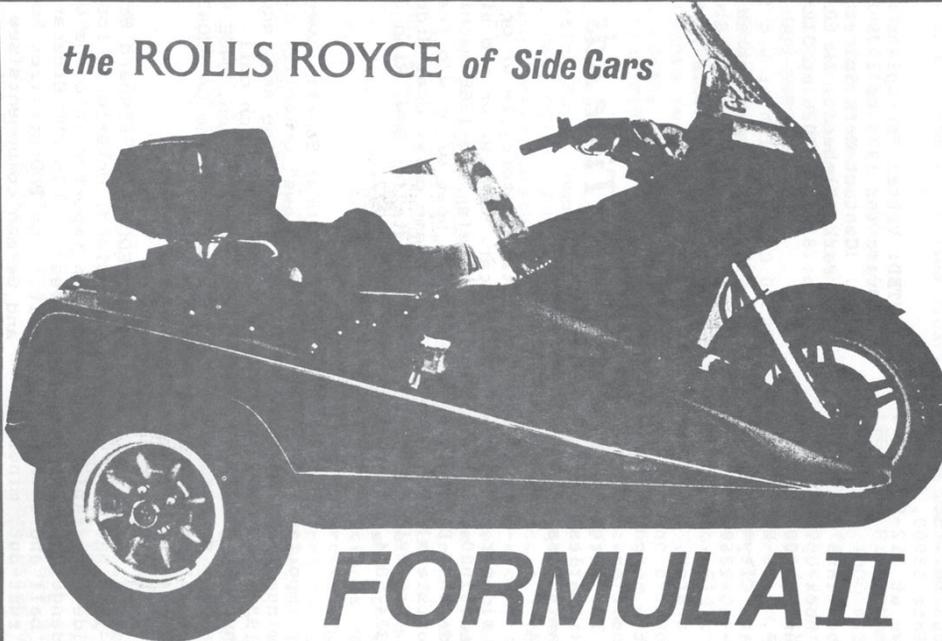
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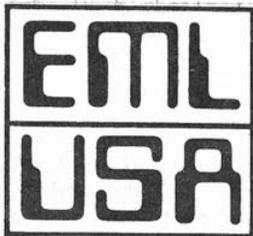
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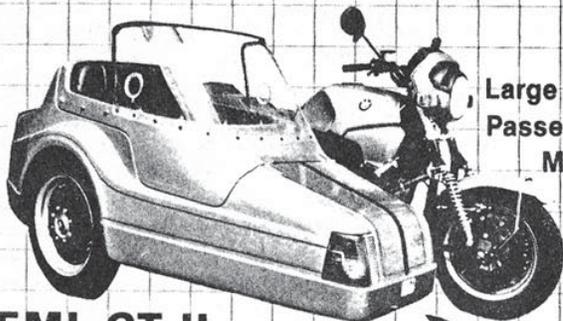
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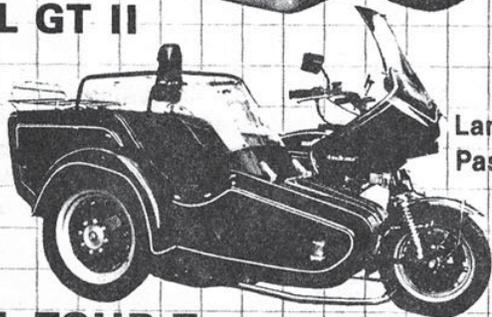
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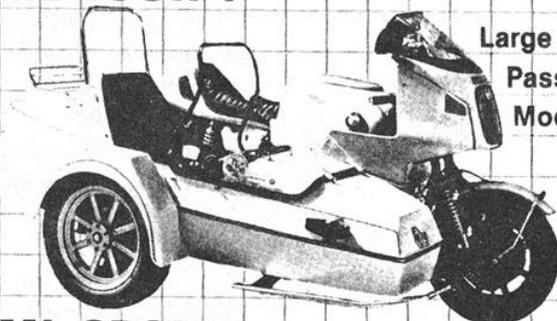
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THE 75th

75TH ANNIVERSARY OF WATSONIAN SIDECARS

To celebrate their 75th Anniversary, Watsonian joined with the Federation of Sidecar Clubs and the British National Motorcycle Museum to coordinate perhaps the most successful international sidecar rally in Britain for many years. By Saturday of the rally weekend, over 350 sidecar families were camped in the large field near the Museum with hundreds more arriving as day visitors both on Saturday and Sunday.

The various drivers and their passengers came from Holland, Belgium, France, Germany, Austria, Sweden, Japan, Ireland, Switzerland, and Australia. About 30 people came over from the United States as well. Jack Fassel of San Diego (and now San Francisco) brought his rig overseas to Milan Italy and toured the continent in style.

Current talk is to have an international sidecar rally in Europe, each year, starting with England, then moving across and around the Continent.

The British sidecarists took all willing visitors around town as passengers. It was great. A real special THANK-YOU to Pam Quick and the Fed who made all visitors who made all of the visitors to the rally feel so welcome. The Americans who went through the Motorcycle Museum thought they were in Heaven. Roy Richards, the director of the museum had placed the one-off special Watsonian Sidecar at the entrance to the Museum.

On the turntable at the entry turnstiles was the beautiful Norton-Watsonian racing rig. Just across the way was the cute Royal Automobile Club roadside service sidecar outfit in the traditional canary yellow; the rig was a BSA motorcycle with a Watsonian cargo box. Over 600 motorcycles are on display. The museum and the rally were great. Too bad you weren't there.

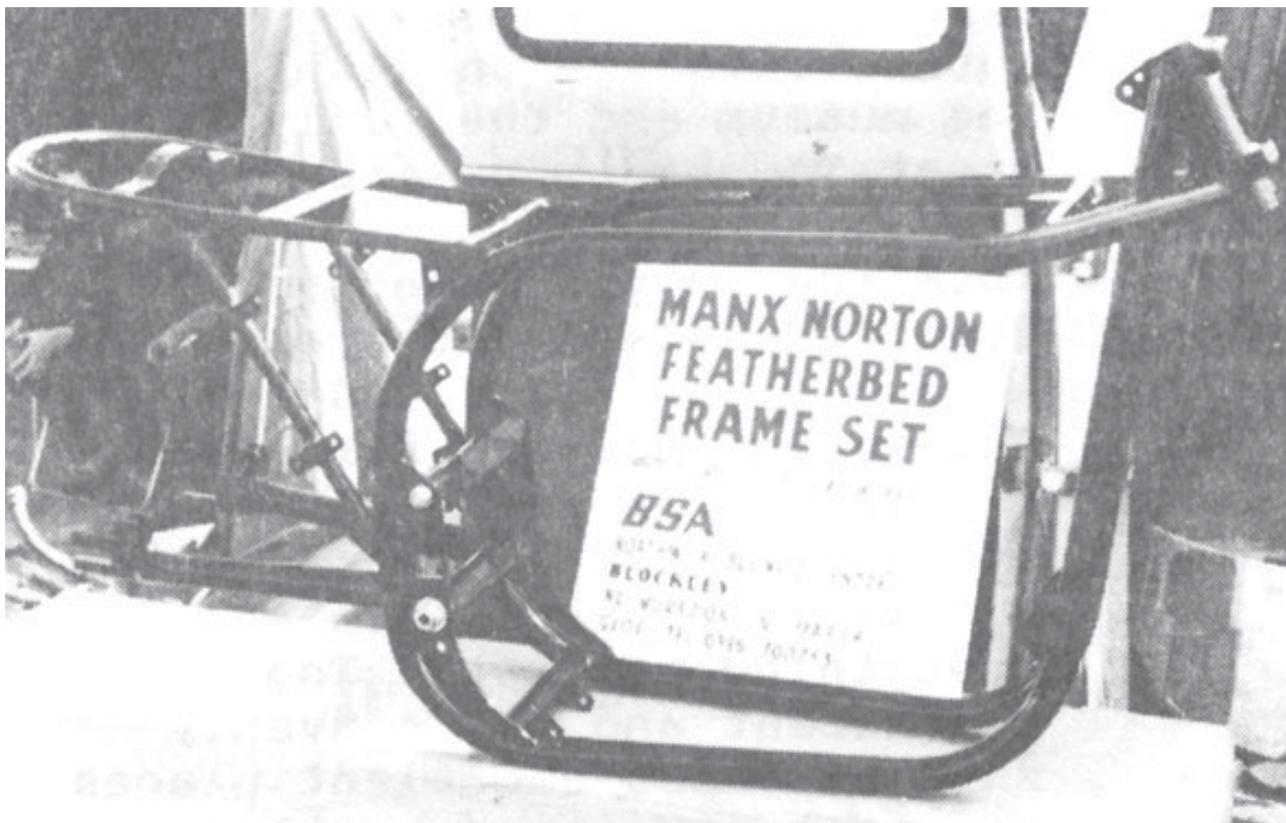
Addendum by BL

The editor spent a delightful day at the museum some two years ago and can attest to the wide variety of machines. The entire museum is typical Britain, superb layout, excellent presentation and everything correct. The restaurant and the souvenir shop are also excellent places to visit. Most any motorcycle book currently available is in the shop. When I was there, 100 quid disappeared quickly. Plastic money is a boon!



An early arrival at the rally site, with a Suzuki/Heddingham Combination.

THE 75th..



Simon Goodman is manufacturer of small BSA and Norton frame reproductions. Contact BSA Company Ltd., Units 98 & 99, Northwick Park, Blockley, Nr. Moreton-in-Marsh, Glos GL56 9RF England.



Cyril Heath (left) of Watsonian and Ed Johnson (USCA) at the open house of the Watsonian factory. (photo J. Rubens)

THE 75th..



Entrance to the National Motorcycle House



The village of Chipping Campden which is next door to the Watsonian factory.

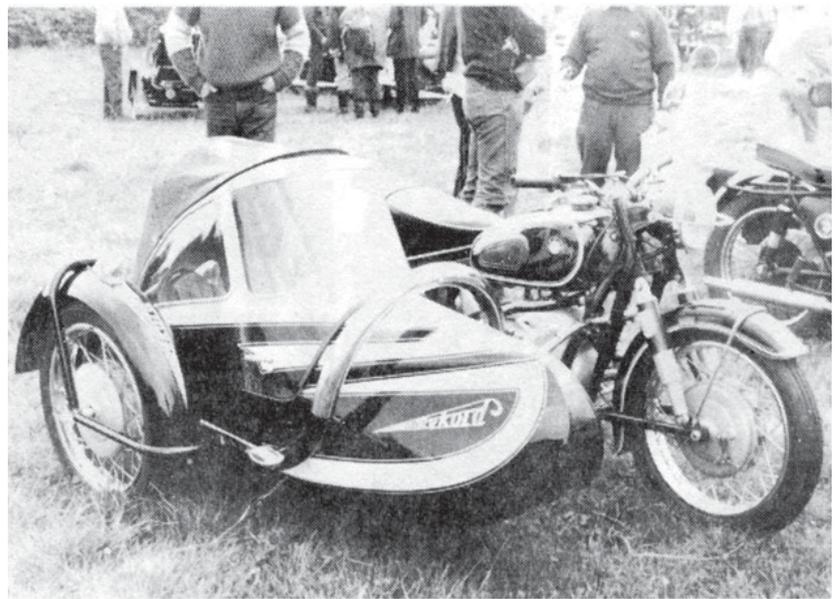


Bendie Goodman (arms folded), headed up the Velocette Company in days past.

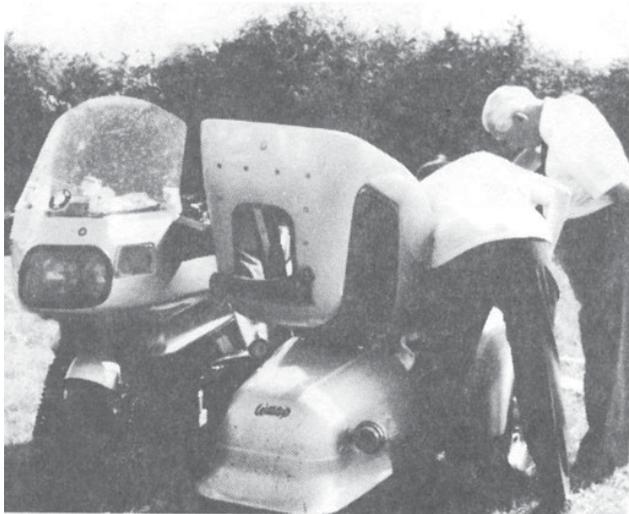
THE 75th..



**Our West German friend
Martin Franitza.**



**Best Sidecar, at the Watsonian rally was this BMW R69S and
1957 Rekord sidecar owned by Johann Puckmayr of Austria.**

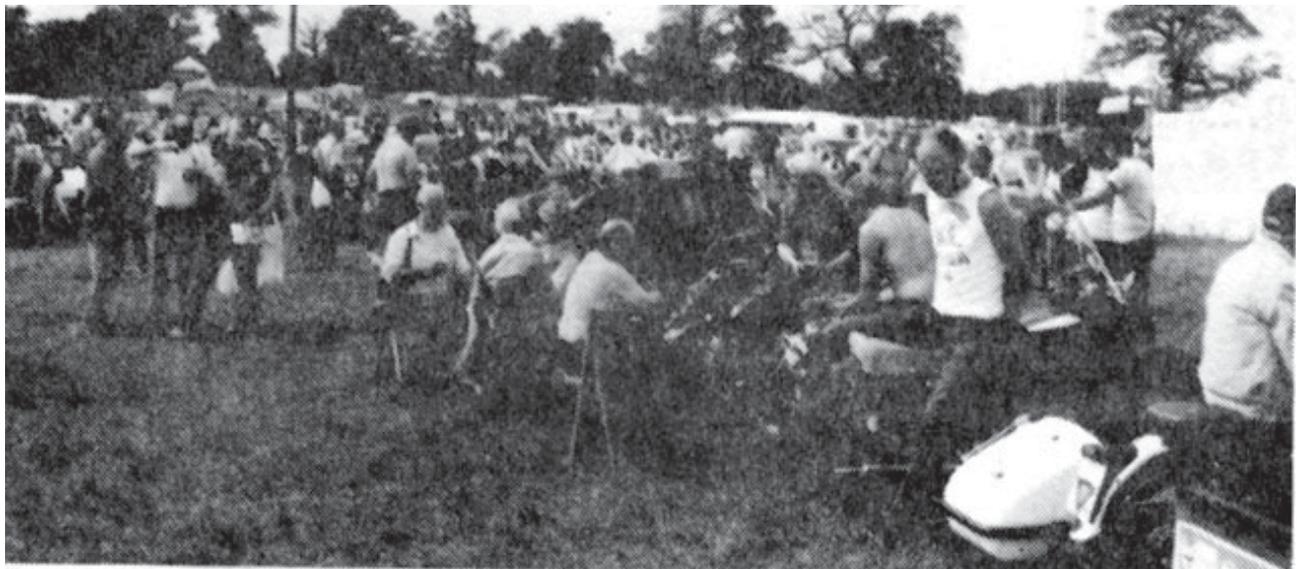
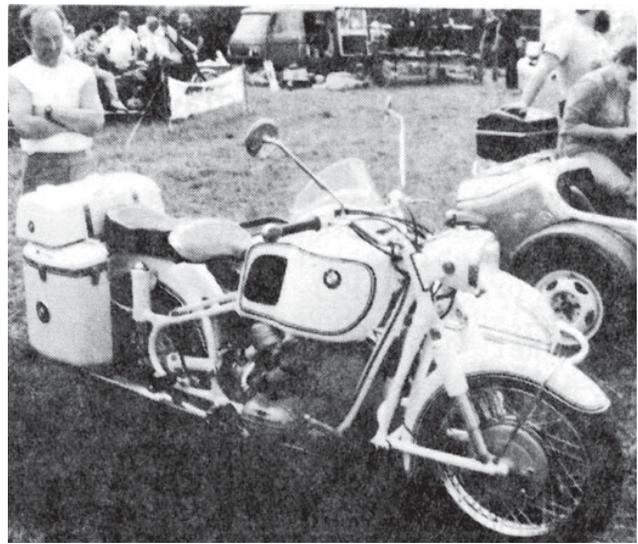
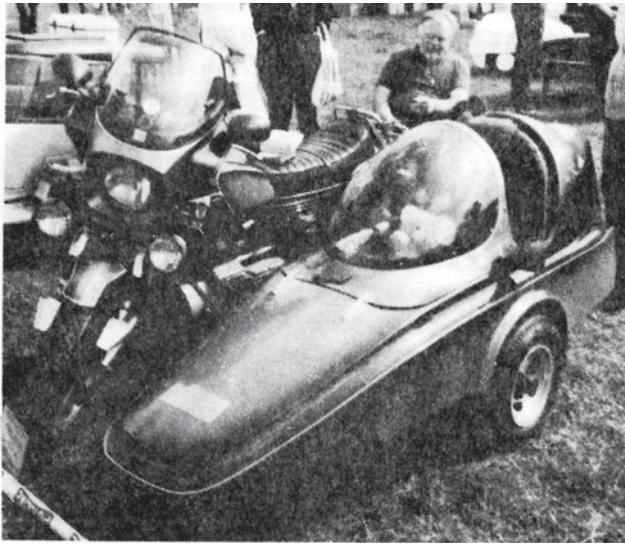
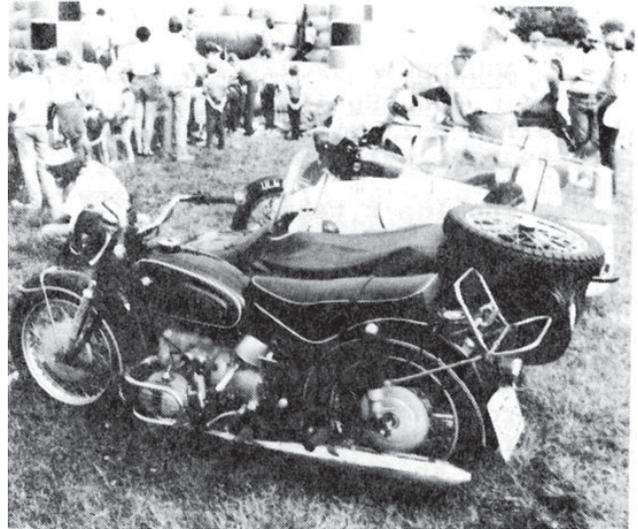
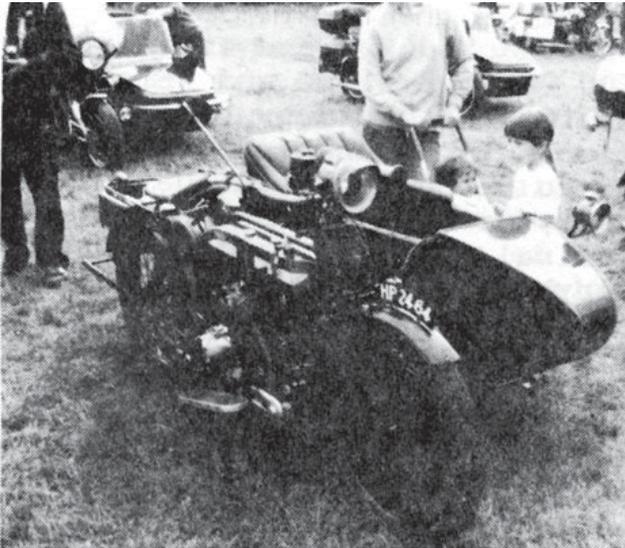


**Colin Bembridge of the FOSC showing Cliff
Bennett of Watsonian his WASP outfit.**



**Federation of Sidecarists Stand
(FOSC) at the rally.**

THE 75th..



Photographs of the 75th Watsonian Anniversary Rally on this page courtesy of Julian Dellar, Broxbourne, Herts, EN10 7DE, England.

by Ship

AQUADELTA RECREATION

**HOLLAND 1987. by Julian Dellar,
Broxbourne, Herts.EN10 7DE**

"It shouldn't take us too long to get to Sheerness." I said confidentially, "After all its only 75 miles", and I was right. it wasn't a problem except for two Americans who stopped for a chat near the Dartford Tunnel. Nice fellas, who were on their way to Prestwick to fly home. Well you know how motorcyclists talk, and we were late. A dash down the M2 and A429, brought us to the ferry, 20 minutes after the proposed meeting time; in mid September 1987. Soon we were loaded on to the Olau's line ship - the Olau Hollandia.

The first thing that impressed itself upon us as we reached the passenger deck was the available space. A few weeks previously I had travelled from Dover to Calais and there was hardly room to breath, let alone to sit down. Everyone settled themselves into various lounges and the eight hour journey started. As on most cross channel ferries there are the usual amenities such as duty free shop, restaurant, cafe, bars, lounge area. but because of the longer crossing time there are cabins for hire, a sauna, a fitness room, a casino and a swimming pool. A boon for parents was the kindergarten play area with a climbing area, video and vast quantities of the Lego game.

We reached Holland at about 7:00 PM local time and were met outside the docks by Wilf and a few of his friends. One outfit had to be pushed from the ferry, account a loose battery terminal. As one would expect, everybody gathered round to help and soon all was in order. We left in convoy, with Wilf and his compatriots acting as marshalls and had a non-stop journey to the site near Bruniisse about 40 miles from the ferry docks.

At "Aquadelta," a holiday complex, we signed in, and received the keys to our chalets; we also recived a brochure about the complex, however it was in Dutch so was of little use to me.

Saturday morning dawned bright and early as a majority of the rallyists explored the complex looking for the shopping area. The supermarket did a good trade but as you would expect it was a little expensive. Wilf had arranged a run to Zierikzee, about 10 miles away, which left the site at midday. We all parked together near the canal and had a few hours to explore this beautiful Dutch town. Zierikzee had a definite charm about it, the narrow streets making up the shopping area; wide avenues of trees lining a small harbour and some parkland; and small cafes along the canal where you could relax and watch the world go by and of course the inevitable windmills. It was delightful.

The main group of rallyists left with Wilf, to return to Aquadelta, again in convoy and I understand Wilf had a run in with the local constabulary. In Wilf's own words he received "a good telling off, one of the best he'd had" and as a result a police escort was assigned to us for the next day's run. I and another outfit decided to have a run around the island to have a look at the scenery. It may be surprising, but even though the country is flat it is still interesting, especially if the road passes along the top of a dyke.

I did not see much of Saturday night's entertainment but I understand that the group booked for the evening was very good. I stayed and listened for a while and enjoyed what I heard.

The Sunday run was to the Storm Surge Barrier of the eastern Scheldt River. Like the Thames Barrier in London, it is designed to control flood tides which threaten the hinterland; there all comparison ceases, this thing is huge! In the hazy sunshine of the afternoon it was impossible to see half of it. The entire system is several miles wide, with man-made islands, dams, locks and the massive gates which are lowered in times of trouble.

I was completely in awe at the size of the project, basically because it was difficult to comprehend it all. There was an excellent exhibition area, where all the notices were in four

by Ship..

languages. Audio visual displays, again in four languages, gave a detailed account of Holland's unending struggle against the sea.

Included in the admission fee was a boat trip to view the barrier from another angle. The entire display and structure is well worth a visit if you visit Holland.

Once everyone had returned to the car park we left and rode back, some taking the scenic route while others opted for a more direct route.

As nothing formal had been organized for the evening, people made their own entertainment; talking, having a drink etc.

It was an early start back to the ferry on the Monday, and I'm sure people wished they were staying longer, I certainly did however all good things must end. While we were on the return ferry, we were visited by a SeaKing helicopter of the Belgian Coast Guard which after lowering the ship's pilot (?), purchased some duty free

goods, either for themselves or for a lightship the ferry had just passed. The ferry also passed the hulk of the tragic "Herald of Free Enterprise" which was in the process of being towed to the breakers; it was a very sad sight. (it never arrived.ed.)

All too soon we reached Sheerness on the Isle of Sheppey on the north coast of Kent, and after saying our farewells we travelled home.

Even though it was a short weekend, there will be a lot for me to remember; it was a good rally and I think the Thorpes of the UK and Wilf of Holland deserve a very large pat on the back. If the Federation of Sidecar Clubs (FOSC) decides to organize another trip of this sort, count me in.

P.S., I did promise mention for little Sarah Tellwright whose method of propulsion brought her the nickname "Sufflebum", it caused much amusement on the ferry.

Julian Dellar

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

Press Release

Rick Kieltyka

College of Continuing Education

Motorcycle Safety Project

815/753-1683

OFFICE OF PUBLIC INFORMATION NORTHERN ILLINOIS UNIVERSITY, DE KALB, ILLINOIS September 1987

DE KALB -- The Northern Illinois University Motorcycle Safety Project recently announced its support for the United Sidecar Association (USCA) safety classes, which for the last year has operated without the support of a major training institution.

NIU's Motorcycle Safety Project for years has offered training classes for novice and experienced motorcyclists, motorcycle trail riders and all-terrain-vehicle riders. "This association with the USCA allows us to offer high quality training for sidecar operators," explains project director Rick Kieltyka.

"Sidecars, despite their similarity to motorcycles, handle very differently from motorcycles," says USCA member Ed Johnson. "The NIU Motorcycle Safety Project knows very well how to train motorcyclists. Our association with them now gives the project the expertise to train sidecar operators. We welcome their support.

"We anticipate offering a series of courses for cyclists interested in learning more about sidecars, most likely an orientation-type course for experienced motorcyclists.

"Sidecars have a variety of advantages over motorcycles," says USCA member Ed Johnson. "For starters, you don't have to park them when the snow flies. Also, I can safely carry two passengers when I ride; a motorcycle alone can legally carry only one passenger."

Registration information for the Sidecar Safety Program is available from the Motorcycle Safety Project, College of Continuing Education, Northern Illinois University, DeKalb, IL 60115-2860, or call the Project at 815/753-1683.

Press Release

Rick Kieltyka

College of Continuing Education

Motorcycle Safety Project

815/753-1683

Contact: Ed Johnson

312/333-9167

OFFICE OF PUBLIC INFORMATION NORTHERN ILLINOIS UNIVERSITY, DE KALB, ILLINOIS September 1987

CRYSTAL LAKE -- What's a motorcycle with three wheels? Depending on the configuration it could be a "trike," an all-terrain vehicle or the growing phenomenon of motorcycles with sidecars.

To help train new sidecar operators, the Northern Illinois University Motorcycle Safety Project is joining with the United Sidecar Association (USCA) to offer special courses for new and experienced sidecar operators.

The first such course will be offered at McHenry County College in Crystal Lake on Saturday, Oct. 3. The one-day course will be taught by USCA chief instructors, with all costs underwritten by the USCA.

"This program is new to us," notes project director Rick Kieltyka.

"We'll start by training instructors. When we have a sound teaching staff we will begin training new riders.

"We feel an instructor must be intimately familiar with the nuances of a vehicle to be credible and authoritative as a teacher," Kieltyka says. "None of our motorcycling instructors had much experience with sidecars. so we never even tried to offer classes. Now we have experts we can call on."

Course offerings that will arise from this new association will initially include presentations for cyclists interested in learning to operate a sidecar and instructor certification training.

For information on course offerings, call 815/753-1683, or write. Motorcycle Safety Project, College of Continuing Education, Northern Illinois University, DeKalb IL 60115-2860.

Press Release

Rick Kieltyka

College of Continuing Education

Motorcycle Safety Project

815/753-1683

Contact: Ed Johnson

312/333-9167

OFFICE OF PUBLIC INFORMATION NORTHERN ILLINOIS UNIVERSITY, DE KALB, ILLINOIS October 1987

DE KALB -- Motorcycle rider training in Northern Illinois has received a boost from Lubri-tech, a division of Hydrosol.

The firm will provide all the necessary lubricants and solvents for the Northern Illinois Motorcycle Safety Project, which provides safety training for novice and experienced street motorcyclists, for off-road motorcyclists and for all-terrain vehicle operators.

"Most of our training is free to the participants," said project director Rick Kieltyka. "Our primary funding comes from the Illinois Department of Transportation. Like every other agency, we are always being asked to do more without any increase in support.

"Lubritech's help will let us spend more of the money we get for safety related needs. In the past we've had to balance things like range markings against chain or cable tube. Now we won't have to scrimp on either."

Lubri-tech will supply the Project with chain lubricants, cable lubricants, various cleaners, polishes and tire sealants.

"Their help comes at just the right time," said project coordinator Bruce Biondo. "Last year we trained about 1,500 students. This year we're shooting for 2,500."

For course information, write Motorcycle Safety, College of Continuing Education, Northern Illinois University, DeKalb IL 60115-2860, 815/753-1683.

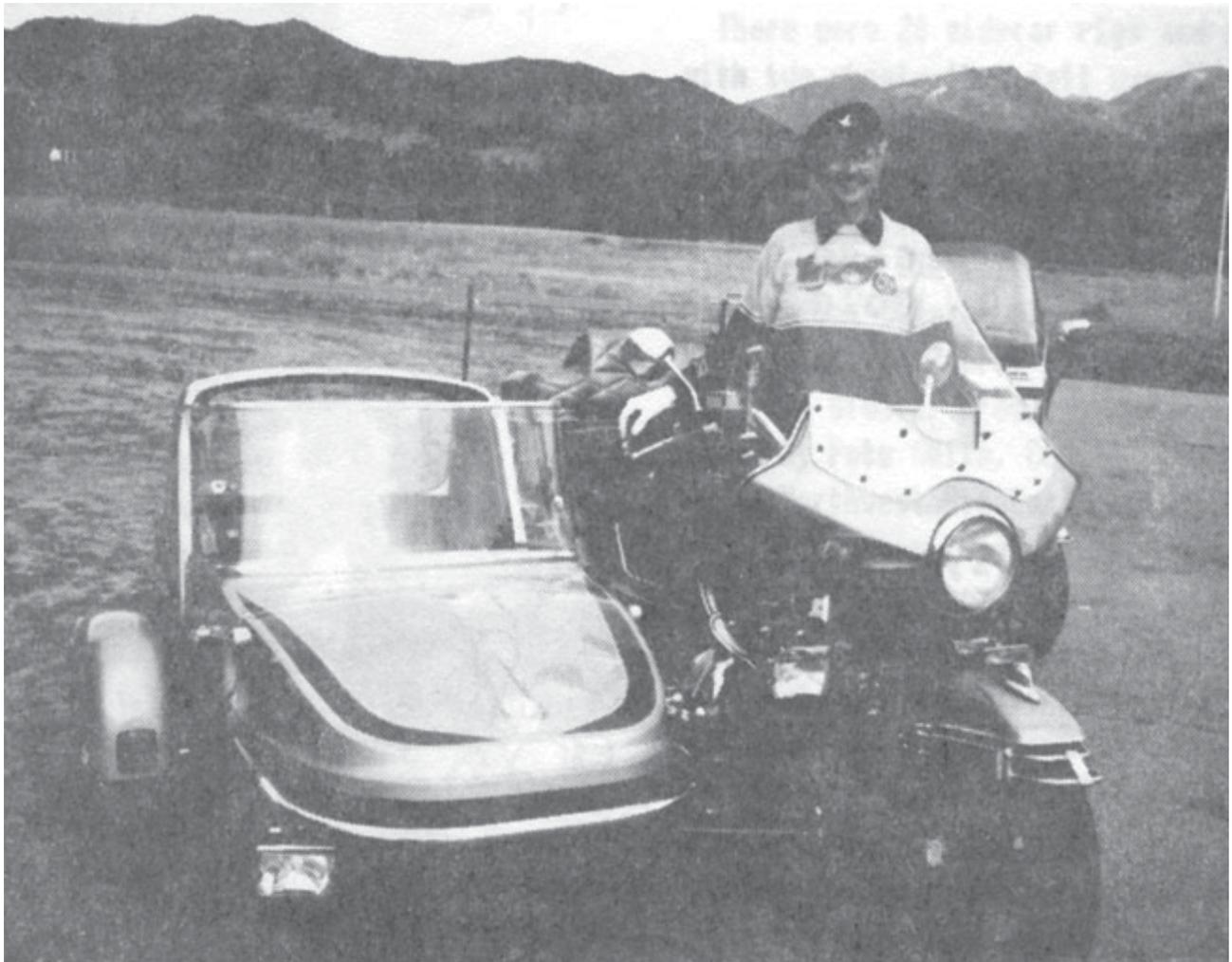
OHM

Press Release

WARNING

SENATOR GEORGE HART HAS SEEN FIT TO INTRODUCE A BILL (SB 492) TO THE STATE OF MICHIGAN THAT WOULD BAN YOU FROM TAKING ANY OF YOUR FAMILY MEMBERS WITH YOU UNDER THE AGE OF 16 YRS WITH YOU IN YOUR SIDECAR.

This bill has been referred to the Committee of State Affairs, Tourism and Transportation of which Senator Fessler is chairman. Please let Senator Fessler know how you feel on the issue by writing to P.O. Box 30036, Lansing, MI 48909.



Americade 1987 Estes Park Colorado -- 1st Place: Best Sidecar & Best Dressed Couple are Glenn and June Weaver from Colorado. Congratulations!

Coming Events

NOTE TO PUBLICITY CHAIRMAN: News about events and other announcements of a timely nature must be on the Editor's desk at least two and one half months prior to SIDECARIST cover date.

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.

February 13, 14, 15, 15th: ANNUAL BRASS MONKEY SIDECAR RALLY - The Brass Monkey Sidecar Rally is the oldest permanent, floating, informal winter sidecar rally on the entire North American continents, Location: Buckskin Mountain State Park, 10 miles north of Parker, Arizona on Highway 95. Camping: Already reserved for us; Hotels: Arizona Shores-(602)667-2685 Branson Hotel -(602) 667-3346 As always, solo riders are most welcome. For further information contact: David & Becky Tenpenny, 2671 West Tolosa Circle, Tucson, AZ 85746, (602)883-8275

May 27, 28, 29, WING INTO SUMMER The 1988 South Carolina GWRRA State Rally will be held in Clemson SC at the Ramada Inn (803)654-7501 and the Lake Hartwell, Anderson, SC KOA Host Campground(803)287-3163. Scenic Map tours to Blue Ridge Mountains, Friday night Bar-B-Que, Bluegrass Band and Hillbilly Wedding, Saturday night Awards Banquet, Grand Prize \$1000. Savings Bond, and assorted door prizes. Friday and Saturday Poker Runs, Safety Seminars, Bike Show with Sidecar class, Free hospitality room, Saturday Twilight Parade, 50/25/15/10 Drawing, Vendors, Pin Strippers, Rally Pins. For GWRRA members \$55. per couple, \$27.50 per person, after May 12, \$5.00 increment per person; For Non-GWRRA members, \$60.00 per couple, & \$30.00 per person, after May 12, this increases \$5.00 per person and \$10.00 per couple.

Send registration to S.C. GWRRA, c/o David Childress, Rt.4 Box 461D, Pickens, SC 29671 (803)878-4495, for camping & hotel information Lucille Crove, (803)836-8879, for Vendors Relations, Rayaons & Linda Walters(803)834-6290.

JUNE 23 - 24 - 25 - 26, 10th USCA ANNUAL S/C RALLY, 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

August 12, 13, 14, SIERRA SIDECAR SPECTACULAR VIII Mariposa, California, For further information please contact Dan Doyle, 13110 Gold Rush Way, Penryn, CA 95663. (916)663-2201.

August 18, 19, 20 & 21st, ANNUAL BIGFOOT RALLY, Barrier Dam Campground, 273 Fuller Road, Salkum, Washington 98582

August 18, 19, 20 & 21st, ANNUAL BARS ACROSS THE DORM , Fern Hill Campground, 572 Miller, Anacortes, Washington 98221.

For further information about the above two rallies, contact Ron Bigger, 20404 S.W. Rosa Road, Aloha, OR 97007, (503)642-5728

CSOC

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

Club News

To Those Who Could but did not, Sorry.

Time: the last full weekend in August 1987,

The Place: the northern Oregon coast; that is, Whalen Island, Tillamook County Park on Three Capes Scenic Drive off of Highway 101.

The Happening! The First Annual, Invitational Campout (Sidecars By The Sea), as sponsored by the Cascade Sidecarists.

The Weather: perfect, maximum 75 Fahrenheit by day to a minimum 50 Fahrenheit at night with NO RAIN OR FOG, with light winds and was sunshine all day long.

The gathering of people was just about the best one could ask for; 49, not counting the ones that came, saw and left in total AWE. This also does not count the four-legged furry things that ride in sidecars.

There were 20 sidecar rigs and many of those funny things with two wheels that fall over if you don't put your foot down. We also had several of the quad wheel rigs; including the mobile hose of Mike Phillips, President of The Cascade Sidecarists...his rig is down again. Shoot it, Nike!

Other than the Cascade Sidecarists, the largest club was the Bigfoot Sidecar Club showing up with 12

members and 5 stock rigs. The Aero, a non-production slick new idea from Aerolite Sidecar Products of British Columbia, Canada was shown by Pete Smith. Contact Ron Bigger for more info.

The Northwest Sidecar Pilots and the Moto Guzzi Club of Washington were in attendance and also a fair number from the Rose City Motorcycle Club also appeared. It is quite heart-warming to know that the two-wheelers could and did have the time and inclination to mingle with sidecarists.

The campfire would not have been complete without the melodic sounds Sheldon Fern and his harmonics and the S'mores. The skies put on a spectacular show as well.

Nothing was planned, however a few hardy souls did attempt to ford the cold waters in a vain effort to acquire, catch or otherwise capture the elusive crab for supper. This band of intrepid wanderers did however manage to extricate a bucket of mussels which were consumed in less time than it took me to write this.

There were too many different rigs to write about at one sitting. Suffice to say 'Thank's Gang' and that's got to worth a couple of 'Atta-boys'. In capsule summation, an outstanding event with the potential of becoming an annual international happening!

Ron Bigger, National Chapter Director, U.S.C.A.



Whalen Island, Tillamook County Park on Three Capes Scenic Drive off of Highway 101

Bits 'n Pieces

Instructor's Preparatory Course

McHenry County Community College, IL

Graduates of the Sidecar Instructor's Preparatory Course held at McHenry County Community College, Crystal Lake, Illinois, October 3, 1987 are as follows:

Jim Dodson, 4823 N. Yale Street, Portland, OR 97203 503-289-5220

Bob Gilbert Jr., 688 Claire Lane, Orange Park, Fl 904-264-4667

Pete & Jo Olson, 2375 West Lawn Avenue, Madison, WI 53711 608-231-2235

Joe Miller, 413 Cross St, North Mankato, WI 56001 507-345-1440

Jim Imoehl, W151 S6929 Cornell, Cir#7, Muskego WI 53150 414-422-0701

Dick Pagal, 530 North Avenue, Hartland, WI 53029 414-367-3883

Parsons Pilcher, 1640 Evers Drive, Mclean, VA 22101 703-734-8284

Larry De Vos, 2208 S. Jefferson, Muncie, IN 47302 317-284-7379

Greg Patzer, 1951 Dixie Drive, #4, Waukesha, WI 53186 414-547-5738

Lyle R. Mayes, 88 Menominee Drive, Edgerton, WI 53534-9311 608-884-9604

Joe Faulisi, 2657 W. Farwell, Chicago, IL 60645 312-465-3479

Pat & Susan Hutchins, 482 Weidner Road, Buffalo Grove, IL 60089 312-541-5931

Pat O'Brien, 1373 Mud Creek Road, Oregon, IL 61061 815-734-6855

Rick Kieltyka, College of Continuing Education, Motorcycle Safety Project, De Kalb IL 60115-2860
815-753-1683

Jim Zikuda, 25 W.57th Street, Westmont, IL 60559 312-964-5755

Ed Johnson, 510 East 162nd Street, South Holland IL 60473 312-333-9167

The above individuals received their certificates of completion as issued by Northern Illinois University of De Kalb, Illinois. The program consisted of classroom and range instruction using educational material and instructors provided by the United Sidecar Association.

Heartiest congratulations from the executive of the United Sidecar Association, and from the editor of The Sidecarist!

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

1979 BMW R100, El(6T2 sidecar, Luftmeiser fairing, 12,000 miles. Both tops, BMW saddlebags, other extras. \$7500.00. Send SSAE for photographs. Taylor, P.O. Box 41, Tovnsend, TN 37882 (2x13294)

More Class Than Nev, Lot Less Money And Only 1233 Miles! 1980 Harley Davidson Classic 80 FLH With Sidecar Plus Extras. \$10,700 Call 503-244-6684. (2m3693)

1986 EML/'76'lloto Suzzi T3. 5,000 miles in this complete restoration of bike and conversion. Many updates and performance mods. Alfa red with black and gold striping. A fast and beautiful 3-wheeled sports car \$7500. Contact: John Borella, RR2, Box 324, Danielson, CT 06239. Phone at wk (203)774-5535, at hm.(203)774-9094 E2x\$3720)

Sidecar Frame, cantilever suspension, sag wheel, tubeless tyre, mounts for 661000. All new & professionally done. Finances force sale.\$400.firm. Contact Dan McManus,6127 baviota Ave., Long Beach, CA 90805.(213)428-9614.(2xm)

1986 Equalean Sidecar with canopy, like new, matches Aspencade 2-tone blue colour. Rod McIntire(619) 421-7960 evenings (2xm)

UNIQUE MOTORCYCLE GIFTS AND ACCESSORIES. Unusual gifts for your favourite biker including replica antique sidecar toys, our famous Biker Bear teddy bear, handmade sculptures, hard to find accessories and more! FREE CATALOGUE! MANX USA, Dept.M-4, P.O. Box 3193, San Mateo, CA 94403 [4xdp)

WANTED: to Purchase-SIDECARS! Send pictures, prices P.O.Box 271, Crete, IL 60417

Sidecar Suitable for BMW R80/6S. Contact William R. Cotton, 2721 Davis Ranch Road, Bellvue, CO 80512.(2xm)

DEADLINE FOR MATERIAL TO BE IN EDITOR'S HANDS

DEADLINES, ISSUES, DATES

<u>VOL.</u>	<u>No.</u>	<u>COVER DATES</u>	
12	No.1	Jan.16-Feb.29	Dec 01,1987
12	No.2	Mar.01-Apr.14	Jan 15,1988.
12	No.3	Apr.15-May 31	Mar 01,1988.
12	No.4	Jun.01-Jul.14	Apr 15,1988.
12	No.5	Jul.15-Aug.31	June 01,1988.
12	No.6	Sep.01-Oct.14	July 15,1988.
12	No.7	Oct.15-Nov.30	Sept.01,1988.
12	No.8	Dec.01-Jan.14.89	Oct 15,1988.

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

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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

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, aftermarket 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.

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!

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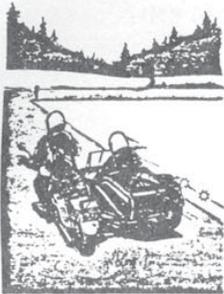
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SIDECAR MANUALS

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SIDECAR OPERATOR MANUAL



UNITED SIDECAR ASSOCIATION

"RIDING WITH A SIDECAR"



B.V.D.M. United Sidecar Association

SIDECAR OPERATOR MANUAL

1. Sidecar Operator Manual

This is Kendall's classical text to walk you through from solo riding to sidecar driving. For the novice or the experienced who may wish to share the delights of sidecaring techniques with family or friends. Used in Sidecar Clinics Contains sidecar skill test. Similar to MSF, MOM program but for sidecarists. Assumes basic motorcycle skills.

2. Riding with a Sidecar

This is the German Sidecar Manual by the BVDM, translated courtesy of Harley-Davidson and extensively edited by Hal Kendall. Outline and basis substantially the same as Kendall's original "Sidecar Manual," but includes sidecar technique analysis from model studies. More.

3. Sidecar Section 4

Part of the Kendall "Sidecar Manual." Contains modifications required, front suspension, dampers, suspension, gearing, etc.

4. Sidecar Section 5

Part of Kendall "Sidecar Manual." Contains adjustable trim systems. Theory of turning, more on front geometry.

NOTE: Special offer of (3) or (4) with (1) or (2). Kendall's full "Sidecar Manual" will be revised and updated for 1988. It is now out of print. Sorry folks.

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.

HAL'S ASSOCIATION WITH SIDECARS SPANS THREE DECADES. HE IS A DEDICATED CHAMPION OF ISSUES RELATED TO MOTORCYCLE SAFETY, OF BIKERS' RIGHTS, AND ON EQUALITY ON THE NATION'S TOLLWAYS FOR SIDECARISTS. HIS NUMEROUS ARTICLES AND MANUALS ON SIDECARING HAVE BEEN PUBLISHED IN ENGLAND, AUSTRALIA, AND THE UNITED STATES.

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3. Sidecar Section 4	2.00	_____
4. Sidecar Section 5	2.00	_____
5. (1) + (3), (1) + (4)	6.50	_____
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Application Form

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(Please print clearly or type)

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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 _____

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Canadian Membership: New \$22 Renewals \$20

(Extra charge is to cover postage)

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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
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_____	Vinyl Decal	\$1.00	_____	_____	Sizes:		
_____	Cap	\$8.00	_____	Adult	S _____ M _____ L _____ XL _____		
_____	Necklace (without chain)	\$3.00	_____	Child	S _____ M _____ L _____		
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