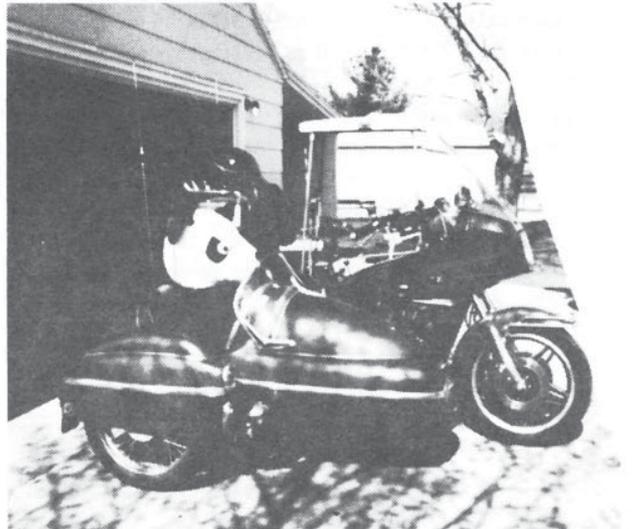
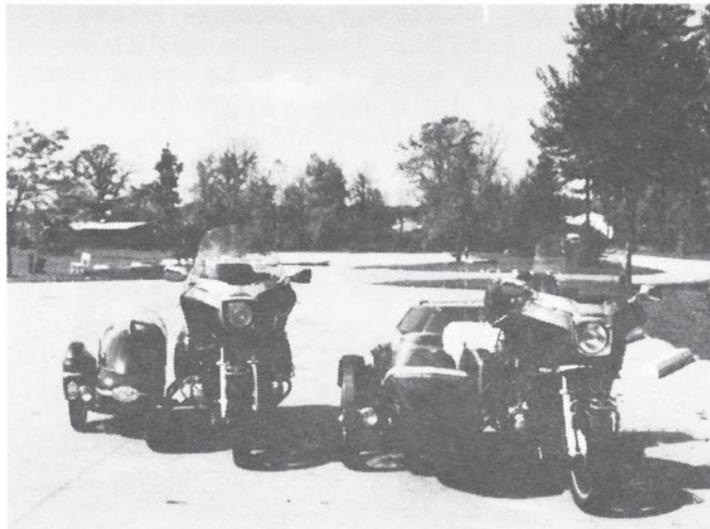
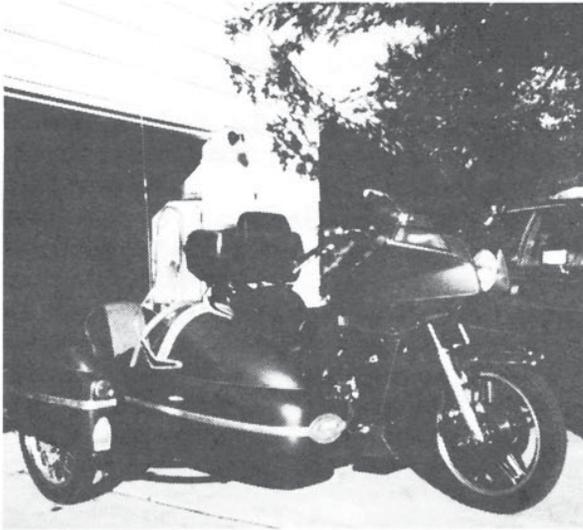
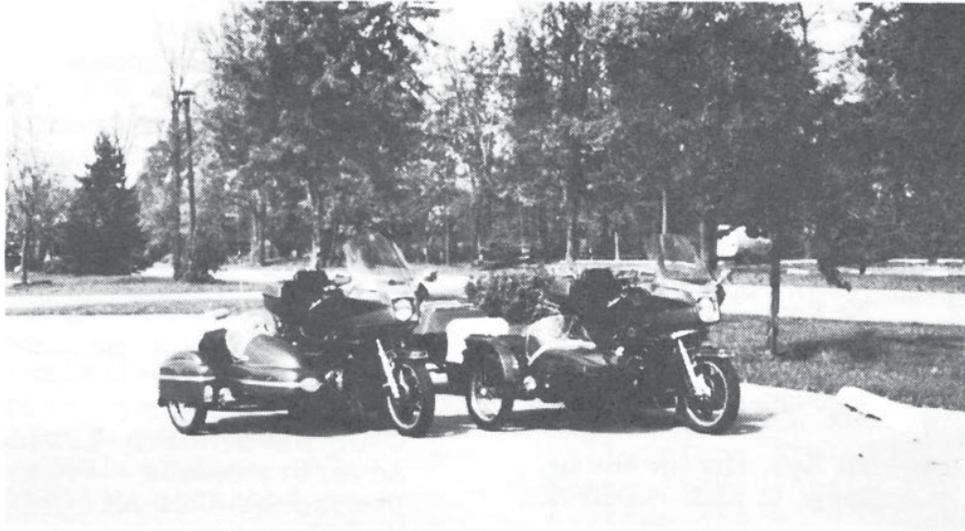


THE SIDECARIST



Volume 12, No.2,
March 1, 1988 - April 15, 1988.

The Sidecarist

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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.

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Contributors to this issue: Lou & Ila Hallet, Bryce Lee, Ron Bigger, Clarence Kessler, Joseph Harty, BMWMOA, Hal Kendall, CSOC, Claude Stanley, Mitch Goldflies, John Ewing, Poul Christensen, Northern Illinois Region(USCA), Hamilton (ON)Spectator, The Toronto Sun, Dan Doyle.

From where I sit (as Pres)

Ron Bigger - I trust you will be up and around soon. You have been doing a sterling service trying to bring the Chapters together but you cannot do it alone. Chapter Directors - wherever you are - please step forward and be counted. Your local members depend on you. Please work with Ron. Even if you are tired and worn out, please drop him a line and tell him so he can open up that slot to another volunteer who has, perhaps, more interest. As long as that slot is taken we, the committee, and the grass roots members depend on your local leadership. Now let us try and get it all together.

Now the good news to all active bonafide Chapter Directors which unfortunately will be limited to the six who have responded to Ron's plea for input. Others shall be added to this list as they come out of the woodwork and be counted. All Chapter Directors who make purchases from our Book and Para Shop will be given a flat 25 % discount on any orders placed for their Chapter, including items for themselves. Every month Ron will send a list of active Chapter Directors to Dan.

If you are on the list, you and your Chapter get the discount. If not, you don't. The discount is our way to help you raise some local funding. You collect the local orders from your local members at the posted prices and send these to Dan. Dan checks the active list from Ron. If your name is there, then your order is filled and the discount given.

The discount applies to any items the Chapter Director may want as either samples for display or for his personal use as long as he is active and is on Ron's list. So members, bug your Chapter Directors and Chapter Directors, get out there and SELL.

And if you need extra back issues of the Sidecarist to hand out at your meets for your guests and friends Just drop HAK a line and advise him what you need. Do not waste them; these are yours for the asking. Also blank application and order forms for the Bookshop and for Goodies.

This offer extends to ALL members who wish to promote the United Sidecar Association. Ron Bigger has also designed very attractive name tags which may be worn with pride by any USCA

National or Executive officer. The cost is about \$5. Please contact Ron for details. Originally intended for the Chapter Directors but any Officer may order.

Ron also reports much activity on the Club affiliation scene. Three clubs joined this last month. Let's welcome them onboard. And a Regional Director for the North East. Details later.

I assume the address changes have not been confusing. A Central P.O. Box appeared to be a good idea and it is for official business and for those who are unable to contact the Association otherwise. The postal service has proven somewhat unreliable and you can get faster response by going to the proper officer directly. However, letters to the editor, articles, want ads or clarifies should go to the P.O.Box. Mail to Canada is slow very erratic, and costly. If the need arises an envelope shall be sent to Bryce on a weekly basis.

The main complaint is members popping on and off the membership list. **Give Jim a break.** Is your address correct/valid? Is your membership information correct? **DO NOT ASSUME** the Post Office will notify us when you have moved. That takes many months. **Tell Jim before you move.** If you advise him not to tell anyone else he won't but you will get your Sidecarist without delay. If your back issues are not complete as long as you were an active member, just tell HAK what you are missing. He will find a way to complete your issues.

While we are proud of all our members we are especially appreciative of those who go that extra step such as J.R. Ewing, David Hough, Bob Kunze, Mitch Goldflies, Clarence Kessler and all those who have given us superbly written articles to share. It takes time and effort to do this and the pay is lousy. There are so few factual articles on the sport of sidecaring and so many myths. These efforts are truly appreciated by all. Keep up the work. Bryce is continually amazed at the response he is getting however I don't hear many complaints from him for the work submitted.

Bryce shall be leaving our ranks as Editor as his term of office expires by mid-April for the June 1-July 15 issue. We have lined up another Editor, Bob Anderson, a freelance writer. Bob will take over

From where I sit (as Pres)..

for the issue after the rally. Please continue to give him the support you have given Bryce and myself.

We also appreciate those who go that extra mile. Due to a computer goof-up an active member, Robert Haines of Columbus, Ohio was not getting his Sidecarists. After waiting patiently for several months he wrote us but his letter got lost in the system. When I learned of this I sent him the back issues and asked him to contact Jim. Apparently we got his membership information, his street address, and the State correct. The town and Zip were incorrect. Robert responded with a most generous donation to the cause. Our many thanks for your patience, understanding and generosity. If you feel something is not correct, do not hesitate to get in touch with Jim.

We would like to bring the Emergency Contact List up to date for the June 1-July 15/88 issue. We have discovered that numerous names of towns, Zips, and phone numbers in the last Emergency List published were out of date. You've moved, changed names, or phone numbers; AND HAVE NOT ADVISED the emergency contact director!

If you are a new member and would like to be on this list, please get this information to Don Schwanke. If you have been a member for more than a year, please review last year's list in the June/July issue. If your entry was incorrect please get the corrections to Don and give him the new information. It helps if you told him the correct information. In future we will combine this information with our application and renewal forms after Jim fires up his new computer this year which would make it easier to update. But this cannot be done until after the 10th Anniversary Rally.

I must apologize for the delay in the Sidecar Catalog. It is finished, according to the printer however I am unable to find said printer. Texas is big! He has not been paid! A regular printer would charge us an arm and both legs. I am now revising the Sidecar Manual in response to your requests. Considerable information has been added since it was originally published. Look for it towards the end of 1988.

In the interim I recommend the text Riding with a Sidecar. Ed, that title was originally Leitfaden für Freunde des Gespannfahren which translated to A Manual for Enthusiasts of Riding with a Sidecar or

abbreviated as above. Don't take it so hard. If it makes you feel better you can change the title on your copy to Driving a Sidecar Outfit. We shall keep this in mind when we reprint the publication.

For the first time the U.S.C.A has had THREE booths at Motorcycle-ATV Expos in one season. Larry Alger of Motovation took the booth in Anaheim, Barry Alexander of the Mid-West took the booth in Detroit, while HAK was suckered into the booth in Houston.

The aching feet. Why not plan to drop by one of our booths next season for a chat? Better yet, why not relieve us for a spell so we can also get to enjoy the show and the exhibits? The exhibits will be better organized for the next season with Jim Krautz in charge for Anaheim and with Barry Alexander getting more time to plan..

The 10th Anniversary Rally is coming along fine with Terry Strassenberg at the helm; please get your advance registrations in now. There is an application in this issue! A superb program is offered with much to see, do and old friends to meet and new friends to greet. So put this on your calendar now. We shall have our Annual General Meeting where you can bring up your gripes and we will be delighted to receive constructive criticism on any topic. There will also be a local Chapter Directors meeting as well as a Technical Meeting and a Sidecar Skill Clinic.

As predicted, a preliminary look at the fiscal books for last year revealed our worst fears. The FIVE month giveaway program of membership by the Management Association was made manifest by a reduction in membership income of about \$10000 in lost revenue. It adds up. According to Mitch our membership income for the past five months, the only months we have ANY accurate records, showed \$7000 or equivalent to an income of \$17000 annually. But according to Jim we have a firm 1500 members or the equivalent to an income of \$27000 from this source. The effects of this should disappear in the next few months so the worst is over. That we were able to function at all is a glowing tribute to those dedicated members who WILL be named: Bryce, Jim K., Ed, Terry, Dan, and Ron. You all owe these individuals a BIG vote of thanks. Have fun.

Hal Kendall

Editorial

In the membership area please note that we have incorporated the emergency contact listing into the application. When renewing or when applying for membership you must indicate your area of preference on this list, otherwise you will not appear on the emergency contact list. The emergency contact list will be updated when you renew, continuation of your name on the list will not be automatic, you must indicate each time you renew whether you wish to remain on the list. The list published last summer was not current, many addresses had changed and we were not advised.

If you have moved or changed location for whatever reason, please update our information and get it off to Jim Krautz pronto. In the goodies section please note that there are now two books available regarding Watsonian. The catalogue is a reproduction of a 1922 Watsonian publication very well done. The history book is a well-illustrated annotation of the Watsonian Sidecar Company by John Proctor from the earliest days to the present; price is \$5.00 plus \$1.00 for postage.

The 1988 10th Anniversary rally plans are well in hand. Terry Strassenberg reports all systems are a "go". We want to see as many members attend this rally as possible, it is our 10th, a true celebration.

If you will permit me to quote; Romans 16:17 from the New International Version of the Holy Bible: "I urge you, brothers, to watch out for those who cause divisions and put obstacles in your way that are contrary to the teaching you have learned. Keep away from them." This is prompted by rumblings I have heard via the grapevine of dissension within our ranks.

Please note that we are now out of a difficult period in U.S.C.A. history. If you perceive a fault or a transgression please advise either myself or a member of the executive in writing. We are here to maintain a form of continuity as well as to serve the USCA and the sidecar community as a whole. As sidecarists we are few but together we are greater. Let us stick together.

Until next time....

Bryce Lee

The Cover This Issue:

The two sidecar rigs pictured on the cover of this issue are owned by Ila and Louis Hallet of Green Bay, Wisconsin.

Ila's rig consists of a 1980 Honda GLI, 1100 and a 1974 Jawa/Velorex Sidecar, both painted in General Motors Bright Blue, the same colour as on the 1985 IROC Chevy Camaro. The bike was purchased in early June of 1986 as a wreck, by July 4/86 the bike was operational and had the sidecar installed. Andy Panda goes wherever the sidecar goes.

Louis Hallet's rig is a 1981 GLI 1100 acquired also as a wreck, rebuilt, attached to a 1970 Hitchhiker Sidecar and this rig is painted the same blue as Ila's rig. Louis's rig has more chrome than his wife's rig. Louis also hauls a cargo trailer with his rig.

Lou is a motorcycle mechanic, specializing in Gold Wings; his shop is located at 1316 Hastings Street, Green Bay, WI.

DEADLINES, ISSUES, DATES

DEADLINE FOR MATERIAL TO BE IN EDITOR'S HANDS

VOL.No. ISSUE No. COVERS DATES

12 No.3 Apr.15-May 31 March 01,1988.

12 No.4 Jun.01-Jul.14 April 15,1988.

Bob Anderson, takes command from here!

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.

Editor's Notes

THE LUGGAGE RACK

NOTES FROM THE EDITOR

The USCA Sidecarist has a new editor. Bob Anderson has agreed to become editor of this illustrious publication. The first inkling we had that Bob Anderson was even remotely interested was after I'd had a conversation with Clarence Kessler in Hot Springs South Dakota in early January of this year. He indicated to me that Bob Anderson might be interested, all we could do was try. I then rang Hal Kendall to advise Hal of Bob's possible availability as editor. The rest is now history, Bob takes over after the issue dated June 1-July 15.

Being editor has been a lot of hard work; I agreed to do the job gratis, in order that the USCA could recover from the financial and management disaster that befell our group. The U.S.C.A. is now solvent. My copy of Motorcycle Sport for February 1988 arrived in the post the other day. An article on sidecar wheels powered by the rear motorcycle drive wheel. A very descriptive article about a Heddingham XL sidecar and a Moto-Guzzi. Since I own what I believe (at this writing) the only Heddingham XL in North America it was interesting to note what somebody else sees in the same design of chair. My chair was number 5 or 6, the article describes number 3. Keith Wash is swamped with orders for sidecars at present. He makes a good hack, as well as the excellent "Unit" leading-link fork system.

In that same issue is a book review by "One Track" on Flywheel, Memories of The Open Road by Tom Swallow, Arthur H. Pill and the members of the Mulberg Motor Club, Stalag IV B Germany 1944-45. The book is a facsimile reproduction of six of the best issues of the publication during the latter days of WW2. The authors have donated all of their royalties to the Red Cross; the book is great, I purchased a copy for myself as a pre-Christmas present last year and was not disappointed. Give yourself a gift and pick it up, or see if perhaps your local public library has a copy. Superb reading, as well as a look at transportation history and of a time never to return.

My other major hobby is railways, their history, their development, the folklore about them and constructing models of same. Basically if it involves steel

wheel on steel rail I am interested regardless of the method of propulsion. When I get a note from somebody I look up the location of the sender on reference maps and make notes to perhaps visit the writer next time I am in the area to take pictures of railway installations, be the location in North America or elsewhere. This issue should be in your hands around the first of March, spring is just around the corner we hope; have you sent in your application for the USCA rally? An application is in this issue. Hopefully I shall see you at our rally. Ride Safe.

Bryce Lee

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Potporry

A HELMET ON THE SHOULDER

Friends, The result we seek is a universal "distress signal" among motorcyclists at no cost to anyone with no profits for anyone.

After considering several other plans, and receiving the approval of this proposal from many motorcycle individuals and organizations, the following Nationwide campaign is hereby encouraged:

A helmet on the shoulder of the road, preferably some distance toward oncoming traffic, to indicate to fellow cyclists that a motorcyclist is in trouble and would like some assistance.

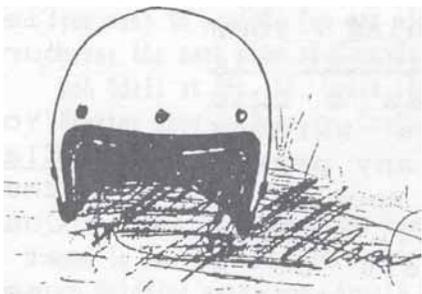
Most touring motorcyclists wear or carry helmets. In the case where a helmet is not used, any article of motorcycle equipment or apparel which obviously does not belong on the shoulder of the road will suffice. We feel that in bad weather, a cyclist in trouble would gladly endure a wet or cold head to gain assistance. The use of this signaling method does not make it necessary for a rider to purchase and carry special equipment.

Hopefully we can initiate something that will, both from a safety and a convenience standpoint, benefit all of us. Please help to make this a universal signal by spreading the word, and by stopping to offer assistance when you see a helmet on the shoulder.

BMW Motorcycle Owners of America

Post Office Box 128

Florissant, Missouri 63032



Note from the USCA President

This issue I am addressing the Sidecar Manufacturers whose responsibilities are manifold.

We have recently witnessed the devastating impact that Congress and the Consumer Safety Associations had on the 3-wheeler ATV industry which are now virtually banned out of existence. Not because there was anything basically wrong with the ATVs but because they were operated beyond their design capabilities by inexperienced persons who ignored the suggestions of the makers.

We, collectively, must do everything in our power to see that we do not gain such notoriety.

Are you supporting training efforts for your customers and for the sidecar industry at large?

How?

Motorcyclist Injured in fall

The Toronto Sun, Monday January 18, 1988

BAMAKO, Mali (AP) — A French motorcyclist was seriously injured in a fall yesterday, the 17th leg of the Paris-Dakar rally, with two other Frenchmen registering the fastest times in the motorcycle and car-truck divisions, organizers said.

Jean-Claude Huger was reported to be in a coma after hitting his head in a fall with his BMW near the end of the 876-kilometre leg, said rally organizers. He was to be returned to Paris from a Bamako hospital.

Meanwhile, Stephane Peterhansel finished first in the motorcycle division on his Yamaha, and Patrick Tambay, in a Range Rover, finished first among cars and trucks.

Italian Eddi Orioli and Finn Ari Vatanen continued to hold the overall leads in the motorcycle and car-truck divisions, respectively.

The rally, which started Jan. 1, ends Jan. 22.

Advt

Motovation Engineering Sidecars

Formula II

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

The optional adjustable (while driving) torsion handle eliminates sidecar pull to the right. Options include, custom color match, front flip up access for easy entry and exit, convertible top, a sophisticated independent disk brake system, extra fuel systems 10 and 4 gal., front tube bumper, rear light bar bumper, fold down rear luggage Motorvation has mounting hardware for all motorcycles 500 cc and larger.

Coupe Royale

Here is a sidecar which incorporates the advantages of a car with the use of a motorcycle. The Coupe Royale is a fully enclosed, weather protected sidecar with a removable gull wing style door. With the door removed and stored behind the seat, the Coupe has the breezy feel of a T-top car. The Coupe is roomy and comfortable with plenty of leg and head room. The wide seat will accommodate an adult with a child or even three small children.

The interior is fully finished with carpet and upholstery. The suspension is an adjustable torsion bar. The optional adjustable (while driving) torsion handle eliminates sidecar pull to the right. Options include color match paint, independent disk brake system, 4 or 12 gal. fuel systems, chrome footstep, tonneau style door cover, rear fold down luggage rack, seat belts and a sidecar cover. The Coupe is recommended for motorcycles of 1,000cc. and larger.

Spyder T-1

The Spyder T-1 is the classic looking single seat sport sidecar in Motorvation's line of sidecars. It represents the best of both traditional styling and current technology. The Spyder T-1 uses the same state of the art mounting hardware that permits quick removal, and easy re-installation of the sidecar. The interior is fully appointed, with a 15 inch contoured seat, vinyl upholstered side panels with convenient pockets built in.

The interior of the Spyder is completed with an up grade automotive cut pile carpet. The leg room in the Spyder is 52 inches. The overall length is 74 inches. The locking trunk has holds about 3.5 cu. ft. of cargo. Options include color match paint, a wrap around Texan windscreen, independent disk brake system, tonneau cover, 5 gal. fuel system, chrome folding foot step and a sidecar cover. The Spyder T-1 is recommended for bikes of 500cc. and larger.

Roadster Royale

The Roadster Royale is the convertible version of the Coupe Royale sidecar. It shares the styling, dimensions, suspension, and options of the Coupe Royale. In addition, the Roadster Royale offers the feel of a convertible sports car. The optional convertible top is supported by a pair of removable chrome top bowes, which fit securely into the body of the sidecar.

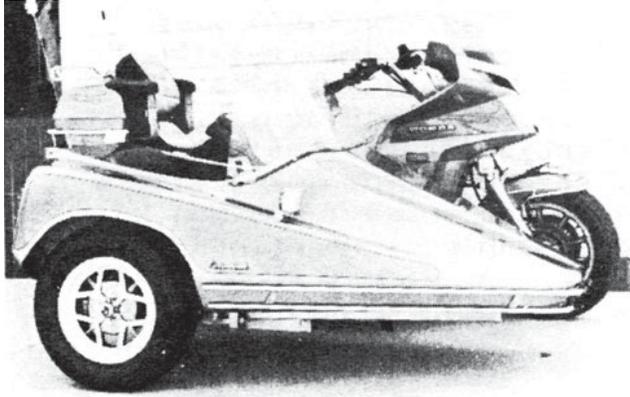
The top snaps to the body and the windshield frame. The side curtains have plastic windows in them, and can be unzipped and folded back behind the support bowes to have the sides open while driving. Motorvation's mounting hardware permits removal of our sidecars in about 10 minutes.

And remounting is no problem, as all the components are precision machined, the sidecar goes back up exactly as it was removed. The Roadster is recommended for motorcycles of 750cc. and larger.

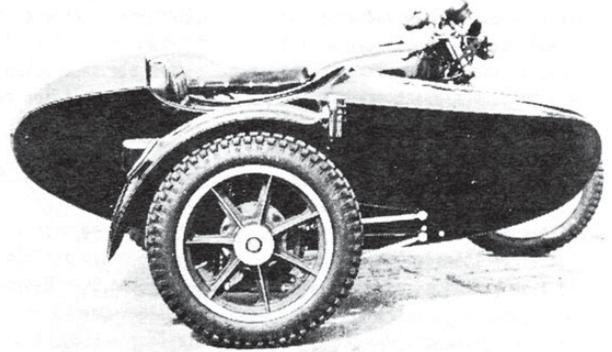
3702 Clifton Pl., Montrose, CA 91020 (818) 248-9631

Advt

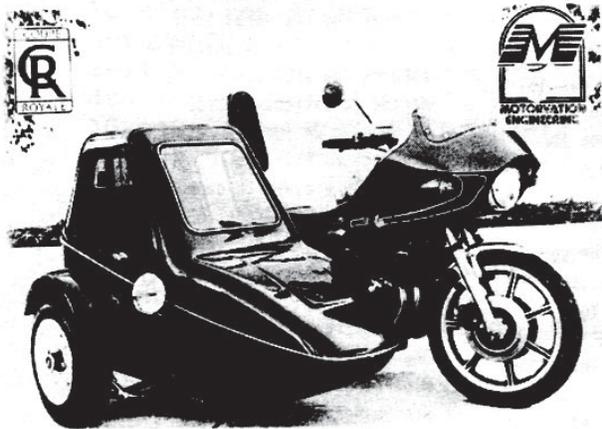
Motovation Engineering Sidecars



Formula II



Spyder T-1



Coupe Royale



Roadster Royale

3702 Clifton Pl., Montrose, CA 91020 (818) 248-9631

Letters

Sir:

The President of the USCA should publish a statement in The Sidecarist to all manufacturers, importers and distributors of sidecars requesting them to send to Jim Krautz the name and address of each person who inquires about a sidecar, Jim should then send an explanatory statement about the USCA and a sample Sidecarist to each individual. The letters could be a form letter but hand signed. In this way we could gain additional interested members and also act as a resource base for information distribution.

Robert .Kunze, Shawnee OK.

Bob:

Great idea! It will probably be put into effect sometime in 1988. Incidentally, if any member wants a few extra back issues of the Sidecarist for local distribution, drop HAK a line. They may not be the latest issue. HAK/BL.

Sir:

I read in the Sidecarist, with great enthusiasm of the biggest in the west motorcycle show slated for Anaheim, CA.

I went and was very disappointed to say the least. Comments to the Harley-Davidson man about putting a smooth 4 cylinder motor with built-in reverse under the Harley gas-tank met with deaf ears. I was probably talking to the wind. Then I visited BMW and noted their four and three cylinder machines and then the Honda booth with a 6 cylinder 1520 cc engine with reverse. Here too they could not have cared less, non-descript salesmen, no brochures and a 'who gives a d---' attitude. Why do these companies even bother? Take a lesson from Daytona Beach

Boys or better yet go to the annual Ham Radio Convention in Dayton Ohio to see how merchandising, selling techniques and competitive pricing brings scores back year after year. Free goodies everywhere. A California motorcycle show without sidecars is not for me!

Arthur S. Cohen, Col.Polanco, Mexico DF

Arthur:

I agree with you about Daytona Beach and also about the Dayton-Ohio Ham Convention, an excellent way to obtain electronic goodies and see some articles for which to save money, the whole city of Dayton participates, I've attended at least three times. And from your experience in Anaheim it would appear the motorcycle industry may have become complacent with their success; oh, one should never tell a Harley man his machine needs a smooth engine; Harley riders are into vibration and a unique noise. BL.

Hal:

Thank you for your inquiry regarding my membership problems. The situation has been resolved. I want to commend Jim, Doug and you for your outstanding work and effort in overcoming the numerous problems confronting the association after the so-called management/consulting team dropped the ball. You guys give so freely and willingly of your time that I just want you to know it is appreciated by a number of members. I have always felt that the U.S.C.A. was one of the few bargains remaining in motorcycling---where one can count on extra value for one's money (dues).

David Forsyth, Oceanside, 1:E, '3205a:

David:

On behalf of Jim, Doug, Hal and the other executives of the USCA, thank you. B.L.

Sir;

Being a new member I take pen in hand in Winchester, Virginia. Sunday, November 6 at 8:00 AM the 1987 Blue Knight Special started easily, with my wife Claudette, on the back of the Harley and my daughter in the Blue Knight Special sidecar, we take off to Chesapeake, Virginia. It was 18 degrees crossing the Blue Ridge Mountains at Paris, Virginia, and that is not counting the wind chill factor! Four hours later, arrival at Chesapeake, Virginia and the Blue Knights Toy Run. It was the first time we had our 1987 FLHTC and Harley-Davidson

Letters..

sidecar at this run; we were awarded with the trophy for travelling the longest distance. The Blue Knights is a law enforcement officers motorcycle club.

Stuffed animals for the toy run are purchased from the sponsoring chapter and delivered to a children's hospital while the motorcycles are riding in a parade formation. At 5:30 PM we bundled up for our return to Winchester (with the temperature again 18 degrees!) thus completing a cool 638 mile trip. We had a great time with good company for a good cause.

Martin B. Gavis (38946), Shenandoah Chapter, Virginia IV Blue Knights, Inc., Winchester, VA 22601.

Martin:

Many thanks for your letter and congratulations on your award. Ride Safe. B.L.

Dear Jim Krautz:

Regarding Hal's explanation of how the dues got mixed up and why the USCA gave everyone a 5-month extension, it was not the fault of the USCA. The company that goofed should be responsible, not the USCA. I brought my cheque for the difference in dues to the USCA rally where I had hoped to meet you and Hal, however I had to leave early so missed you both. Enclosed is the cheque. Trust other members will have the foresight to do likewise.

Whitey Hewitt, Williamstown, NJ.

Whitey:

The financial bind we were in back last April 1987 has been resolved thanks to your support and the support of your fellow members. HAK

Potpourri

Kurt Zautner of Geneva, Ohio is looking for Dnepr tune up parts. Our USCA records indicate the following are/were Dnepr dealers:

Great Lakes H-D, Mentor, Ohio.
Wayne Schiwitz Honda-Yamaha, Huron, Ohio.
Ralph Broyles Yamaha, Dayton, Ohio.
Cycle Surplus, Minneapolis, Minnesota.
Scooterville BMW, Raleigh, NC.
Valla Cycle Center, Winchester, Virginia.
Wetco Industries, Chatsworth, CA.

Can anyone advise if any of the above dealers are still extant and offering Dnepr parts? Drop a line to the Homewood box number if you have information to this effect.

GLIMPSES:

Many members may recall Paula Scheidler and her dog Penny who are very staunch USCA charter members. Paula was a regular at many of our early rallies with her Harley-Davidson and Velorex sidecar while Penny rode in the sidecar.

Paula was rear-ended a few months ago while driving her car and is still recovering from back, neck and shoulder injuries. Her many friends wish her a rapid and speedy recovery. Please drop Paula Scheidler a line at 539 Hoffman Street, Hammond, IN 46327. HAK.

Joe Davis of Centerville Iowa, suffered a stroke on Dec.15.87 and is now in the V.A. Hospital, at Knoxville, Iowa. Joe has been a member of the USCA since 1979 and is 76 years of age. Drop him a get-well card to his home address: Joseph W.Davis, 815 E.Walden, Centerville, Iowa 52544. His wife Marian informs me that Joe is in the rehabilitation unit Ward B120, Veterans Hospital, Knoxville, Iowa 50138. This hospital has special facilities for stroke victims. Joe could really use some cheering up, as he is really depressed. Members, please respond to his wife's request; my note is off to him tonight. Either address will get mail to him. Our best wishes and prayers go to Joe Davis, his wife Marian and the family.B.L.

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.

March 20th., The A.M.G.D.I. Presents: The 5th Annual American Cancer Society Run Starts At 10 AM From Aloha/Beaverton Motorcycle 18950 S.W. Shaw Road, Aloha, Oregon 97007/ all AMA/ non AMA members welcome, sidecar and solo trophies available, all proceeds go the the American Canacer Society. For further information please contact: Bill McCracken, 6023 Southeast Munroe, Milwaukie, Oregon, 97222, Phone 503-653-1612 NB: The AMGDI is a newly affiliated club with the USCA via Ed Taylor, our new Northwest Chapter Director.

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

July 1,2,3,4. The First Annual Blue Ridge Mountain Rendezvous at Luray, Virginia, in the heart of the beautiful and historic Shenandoah River Valley. Poker runs, food, self-guided tours, field events, vendors, seminars, trophies and awards. For further information please contact: Mr. Joseph A. Harty, c/o Southern Rider, P.O. Box 7174, McLean, Virginia 22106. Phone (703) 532-1038.

July 14,15,16,17. The 8th New England Sidecar Rally - Wilsons Mills, Maine. Contact: Carl T.Johnson, RFD#1,Box 490, New Sharon, Maine 04955 (207) 779-2524.

August 5,6,7. Clarence Kessler Presents The 6th Annual Black Hills Campout At Hot Springs, South Dakota. Information contact: Mr. Clarence Kessler, P.O. Box 764, Hot Springs, SD 57747.

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

Notes to S/C Dealers

NOTES TO DEALERS & MANUFACTURERS

Hal Kendall

Are you advising your customers that the sidecar and motorcycle must be compatible, weight-wise or power-wise, and it is just as foolish to fit a 100 lb sidecar to a 800 lb motorcycle as it is to fit a 300 lb sidecar to a 300 lb NOTHING SHOULD BE TAKEN FOR GRANTED!

Are you providing full, clear, and detailed mounting instructions to your customers and also advising that certain types of motorcycles require certain types of sub-frames to make the marriage successful? Also that the warranty of the motorcycle can be materially compromised when a sidecar is added?

Are you cautioning your customers that a sidecar rig does not handle like a solo cycle and that this warning must be extended to any person who may ever have reason to "test ride" the outfit such as when it may be left at a dealers shop for repairs to the motorcycle? It is essential that only drivers knowledgeable and skilled in sidecar operation EVER drive a sidecar outfit.

Are you advising your clients that certain modifications must be made to their motorcycle if they wish to get the optimum handling response from their outfit? This list may include wheels, tires, spokes, gearing, suspension, trail, steering damper, added ballast, fork brace, rakes, and so on.

If the answer to all the above is "yes" you get the full support of the sidecar fraternity. If not, perhaps we may be able to assist your efforts.

Business Cards

The Business Card Section needs updating. You advised that you did not get a request for a renewal which also includes your subscription to the Sidecarist. Jim Krautz is now handling this and probably has already contacted you. If not, please get in touch with him. Your space advts are handled by Jack Fassel whose address is listed on the inside cover. How can you sell if we do not know what you have to offer? Our

deep appreciation to our regular supporters. As you know, we also accept merchandize for our rally in lieu of cash if this eases the burden.

You are welcome to use the Classifieds at any time to sell the rigs you take in trade. Just send these to the Editor at the Homewood PO Box. Please use the commercial rate.

The Editor is always anxious to receive your notes for the Industrial News Section for new developments or products or personal changes or interesting rigs or personalities. Again, send these to the Homewood PO Box. Include photos where appropriate.

Afraid we are falling behind in providing info for the NADA Appraisal Sidecar Guide. Is Jawa the only company who plans to continue offering sidecars for 1988? Why is there no listing for 1987 models from Equalean, Good One, Harley-Davidson, HitchHiker, or Motovation? We rely on you to keep NADA supplied and why not take advantage of all this free publicity.

Contact Don Christy, Jr., NADA Appraisal Guides, PO Box 7800, Costa Mesa, California 92628. Don't forget to keep John Klieforth supplied with your brochures so we can provide them to those who are interested in your products. His address is on the inside cover. We can also use your brochures at the USCA exhibit booths. This last season we had THREE. In Anaheim, Detroit, and Houston. We are there to promote sidecaring in general and your brochures will be available to interested person IF we receive them.

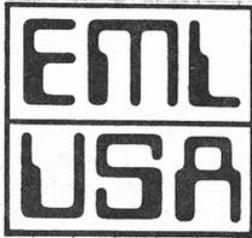
You can help us by including USCA application forms with your responses to inquiries. And we can also make available back issues of the Sidecarist. Send these requests to Hal Kendall

I need updated info to revise the Sidecar Manual and the Sidecar catalog so I will be contacting you. If you are not included THIS time it will not be because we did not try.

Let's get it all together for our common good and mutual survival. I will probably get some flack over these comments but you can't make an omelet without cracking some shells.

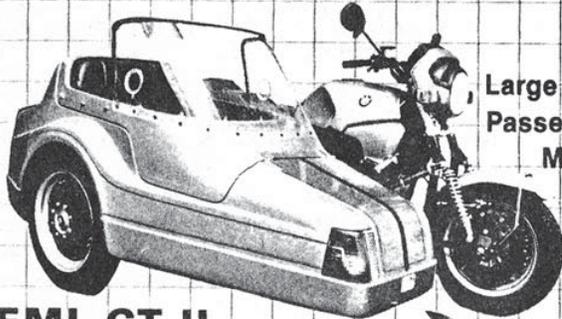
Hal Kendall

Advt



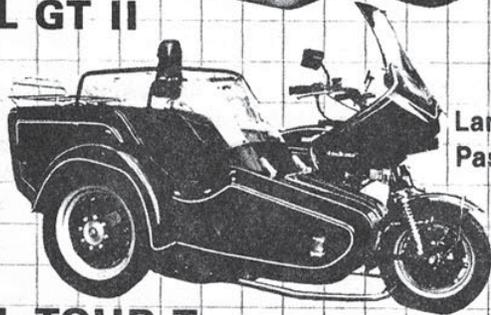
THE SIDECAR THAT PERFORMS SO YOU DON'T HAVE TO!

BONNEVILLE TOP SPEED RECORD HOLDER EML/K100 RS BMW,
FOR STREET LEGAL SIDECARS.
2 Persons - 130.789 mph - Aug. '85



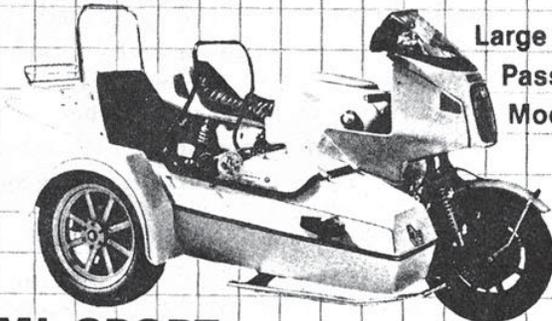
Large Two Passenger Model

EML GT II



Large Single Passenger Model

EML TOUR T



Large Single Passenger Model

EML SPORT

EML Sidecar kits or complete units available for:

- ▶ BMW R and K series,
- ▶ 1000, 1100, and 1200 Honda's,
- ▶ Moto Guzzi,
- ▶ 1100 and 1300 Kawasaki's,
- ▶ Suzuki 850, 1000 and 1100 shaft drive models, as well as the new Suzuki Cavalcade,
- ▶ Yamaha 1100, and more motorcycles for the 1987 season.

— EML DEALERS —

ALOHA BMW
18960 S. W. Shaw
Aloha, Oregon 97007
1-503-642-2269

ANDY PELK BMW
16146 Eureka Road
Southgate, Michigan 48192
1-313-284-5656

BMW OF DAYTONA
484 S. Yonge St.
U. S. Hwy. 1
Ormond Beach, Florida
1-904-677-9511

BMW OF DENVER
2415 W. Evans Ave.
Denver, Colorado 80219
1-303-936-2317

BMW OF FORT WORTH
816 S. Sylvania
Fort Worth, Texas 76111
1-817-429-2182

CALIFORNIA BMW
2490 Old Middlefield Way
Mountain View, California 94043
1-415-966-1183

CYCLE WORKS OF BARRINGTON, INC.
126 N. Cook St.
Barrington, Illinois 60010
1-312-381-8050

EUROPEAN MOTORCYCLES, LTD.
600 Hwy. 1 West
Iowa City, Iowa 52240
1-319-338-2568

R.K. BMW, INC.
203 N. Hurlville Rd.
Deptford, New Jersey 08096
1-609-228-5275

ROCHESTER BMW
5555 Hwy. 14 East
Rochester, Minnesota 55904
1-607-281-2555

REES MOTORS, INC.
109 Noblth St.
Shelbyville, Tennessee 37160
1-615-684-2953

CYCLE WORKS OF INDIANAPOLIS
5432 N. Keystone
Indianapolis, Indiana 46220
1-317-257-1281

PARTS

SALES

INSTALLATION/PAINTING

For color catalog please call or write:



EML USA, 4011 FOREST PARK BLVD., ST. LOUIS, MO., 63108, 314/531-4010

subsidiary of BMW MOTORRAD of ST. LOUIS, INC.

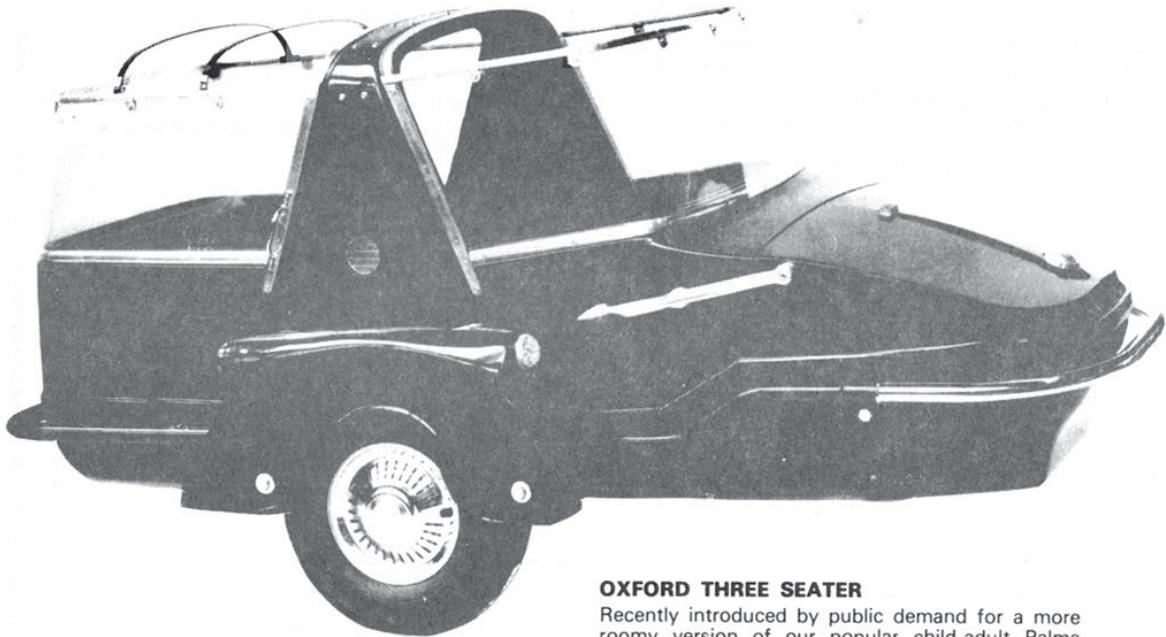
Call For Dealer Nearest You!

Ask For Bob Odell
Dealer Inquiries Invited.

EML USA Is The Only Factory Authorized Importer In The U.S.!

Advt

For Highest Quality and Finest Value
Sidecar manufacturers since 1912

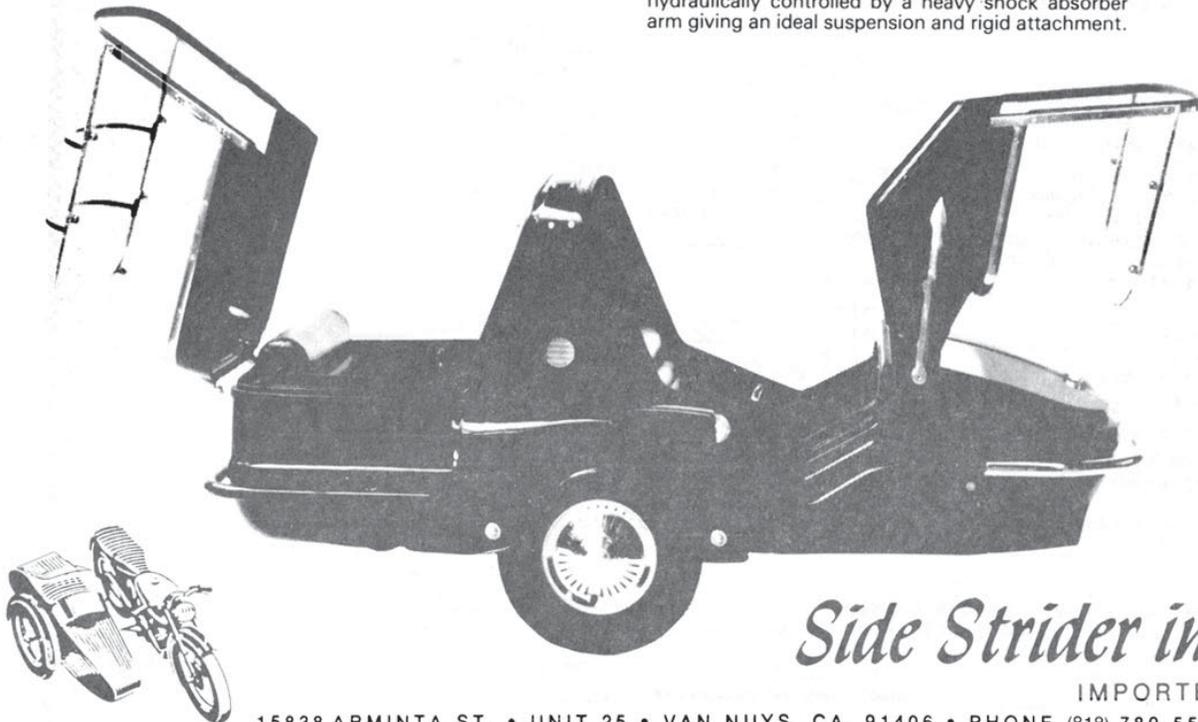


Watsonian
SIDECARS

OXFORD THREE SEATER

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

The chassis is a specially strengthened wide version of our well established Super Silk having a glass fibre detachable guard, a car size 10 x 5-20 tyre which is hydraulically controlled by a heavy shock absorber arm giving an ideal suspension and rigid attachment.



Side Strider inc.

IMPORTER

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

Survey

To All Members of The United Sidecar Association:
Please complete and return the Motorcyclist's Palm Numbness Questionnaire to Mitch Goldflies as soon as possible. Feel free to make copies for distribution to your friends. The questionnaire is situated in the Sidecarist in such a way as to be easily removable. Hopefully we shall have an extensive follow-up article from Dr. Goldflies with the results of this questionnaire. The editor has had numbness problems on the right(throttle)hand off and on during his motorcycling career and I know of others who experience similar problems. This is a help us, help you solution. Please do your part. Thank you.

Please mail survey to:

Sports Medicine Limited
6445 North Central Ave.
Chicago, Illinois 60646

Thank you again:

Mitch Goldflies, M.D.
Motorcycling Doctor's Association

Motorcyclist's Palm Numbness

Motorcyclists develop numbness in their palms while riding. The purpose of this survey is to determine whether certain factors may contribute to palm numbness. Results of the survey will be published in your club's newsletter. We are asking your assistance in compiling the survey information. The information, hopefully, will benefit all motorcyclists.

Palm Numbness Survey

Age: _____ Sex: _____ Years Riding: _____

(Check or complete in appropriate space)

Club Affiliations: HOG _____ BMWMOA _____ USCA _____
MDA _____ UMI _____ Other. _____

Motorcycles:

Brand: Bike #1 _____	Brand: Bike #2 _____	Brand: Bike #3 _____
Model: _____	Model: _____	Model: _____
cc's/cin _____	cc's/cin _____	cc's/cin _____
miles per yr. _____	miles per yr. _____	miles per yr. _____
Handlebar:	Handlebar:	Handlebar:
touring _____	touring _____	touring _____
street _____	street _____	street _____
sport _____	sport _____	sport _____
Footpegs:	Footpegs:	Footpegs:
standard _____	standard _____	standard _____
forward _____	forward _____	forward _____
rearset _____	rearset _____	rearset _____
Sidecar: _____	Sidecar: _____	Sidecar: _____

Symptoms: Finger numbness

Right Hand: Thumb _____ Index _____ Middle _____ Ring _____ Little _____
Left Hand: Thumb _____ Index _____ Middle _____ Ring _____ Little _____

Constant During Riding: _____ At Work: _____

At Night When Sleeping - Wakes You Up: _____

Numbness Occurs After:

Bike #1	Bike #2	Bike #3
30 min. _____	30 min. _____	30 min. _____
30 min.-1 hr. _____	30 min.-1 hr. _____	30 min.-1 hr. _____
1-2 hrs. _____	1-2 hrs. _____	1-2 hrs. _____
greater than _____	greater than _____	greater than _____
2 hrs. _____	2 hrs. _____	2 hrs. _____

What Do You Do To Stop Symptoms ?

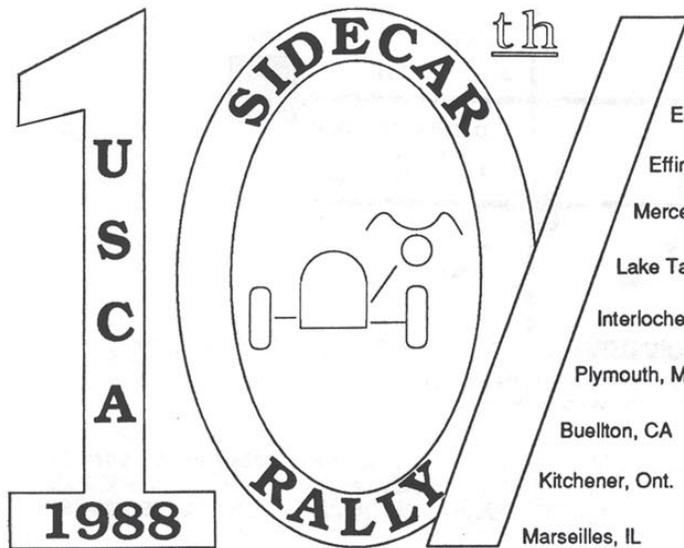
Shake hands _____ Change handlebar position _____
Wear padded gloves _____ Use padded handlebar grips _____

Treatment By Physician: Medication: _____
Injections: _____ Splints: _____ Surgery: _____

In addition to your club's newsletter, in which magazine would you like to see this survey and article on palmar numbness in motorcyclists ?

Road Rider: _____ Easyriders _____ Rider _____
Motorcyclist _____ American Motorcyclist _____

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

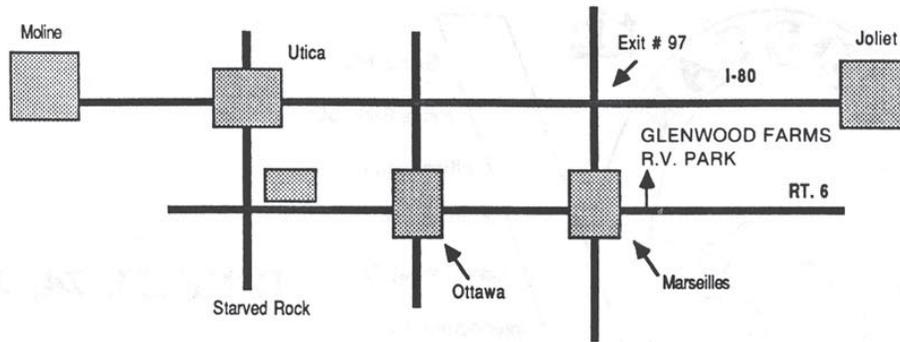
SURREY MOTEL
 Rt. 23 N.
 Ottawa, IL
 815/433-1263

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

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Winner need not be present

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Annual Sidecar Raffle Ticket

1988 Drawing



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Maximum Retail Value of \$2600.00

DONATION \$1.00

Winner need not be present

Raffle

<p>Name _____ Address _____ _____ Zip _____ Phone _____ Donation \$1.00</p> <p>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.</p>	<p>Name _____ Address _____ _____ Zip _____ Phone _____ Donation \$1.00</p> <p>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.</p>
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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

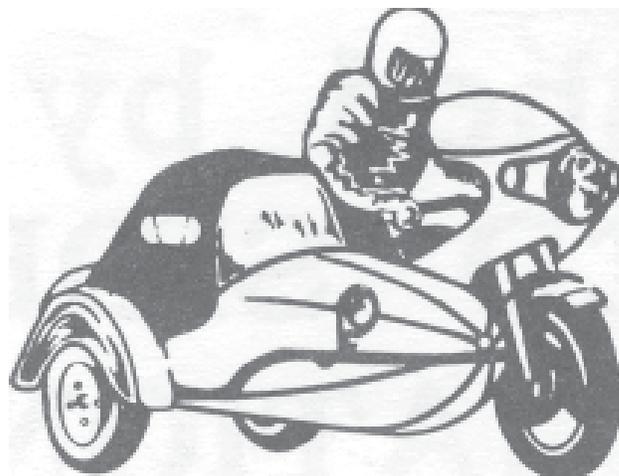
date the photograph was taken and the name of the photographer if possible.

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.



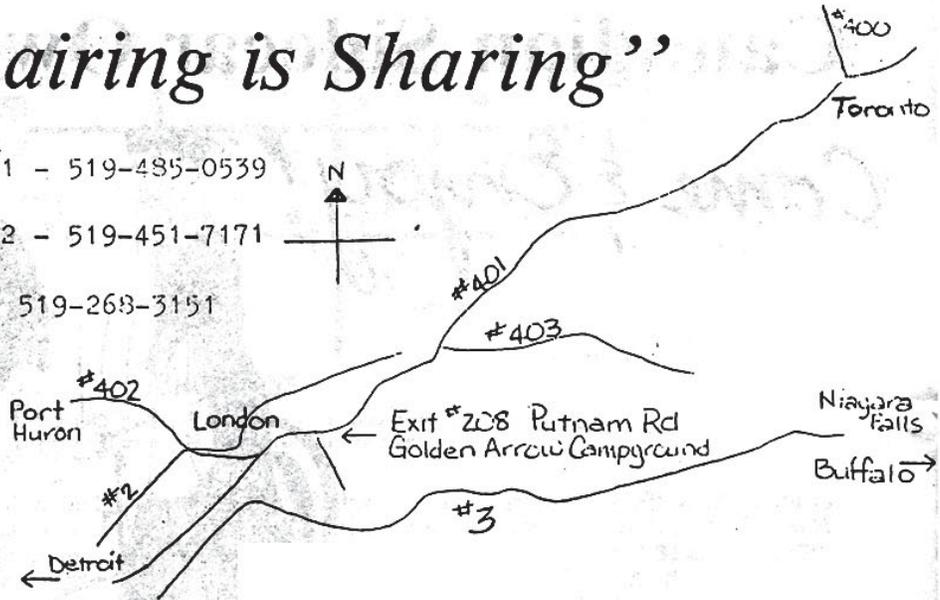
Rally

“Chairing is Sharing”

Jetset Motel - #401 - 519-485-0539

American Motel - #2 - 519-451-7171

Maple Ridge - #2 - 519-268-3151



Advance registration must be post-marked no later than June 8, 1988. ADVANCE REGISTRATION GUARANTEES YOU A BANQUET MEAL AND RALLY PIN.

Adult (16 and over) - \$38.00

Youth (includes pin and banquet) - \$10.00

3rd/4th passenger per a.c. (any age) - \$10.00

Infants & preschoolers free but no pin!

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CHAPTER

Written request for refund must be post-marked no later than June 8, 1988.

PRE-REGISTER NOW!!!

I/We hereby declare that I/we will not hold the Canadian Sidecar Owner's Club and/or Golden Arrow Campground responsible for any loss, damage or injury that may occur while in attendance at the C.S.O.C. 1988 National Rally.

Driver signature _____

Passenger signature _____

OF PEOPLE ATTENDING _____ AMOUNT ENCLOSED _____ CAMPING Y / N

Send cheque or M.O. to:

Vaughn Blackmore, Appin, Ont. NOL 1A0, CANADA

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Received _____ Reg.# _____ Camping _____ Paid _____

Rigs for the Handicapped

SIDECAR SETUP FOR A HANDICAPPED PERSON **Steering Characteristics.**

Last issue we focused on brakes and braking. This issue we emphasize steering, handling characteristics, and tire wear.

The biggest complaint we hear from owners of sidecar outfits set up for the handicapped is HEAVY steering and RAPID tire wear. An inspection of a few rigs suggests some possible causes. The sidecar wheel lead is very large with the wheel appearing to be about half way between the front wheel and the rear wheel. This position, no doubt, is to provide support to prevent the rear wheel from rising on hard left-handers because the driver is located quite forward so he can grasp the controls firmly. The controls are also located quite forward as they are moved from the motorcycle directly to the right. This very large lead will create very heavy steering and also promote rapid tire wear.

By moving the controls rearwards the sidecarist would also be moved rearwards and the sidecar wheel lead could be reduced. This would reduce steering effort and improve tire life. The steering could be moved back by including a right-angle pivot arm which could even provide a mechanical advantage. Steering effort could be reduced further by reducing the front wheel trail to around two inches. The front forks should be made more laterally rigid by a fork brace. Better yet, install a heavy duty Earles front fork setup. A damper may be required for the steering.

Tire life can be improved tremendously by fitting wheels that will accommodate auto tires which has been done by many serious sidecarists.

The construction of any single purpose vehicle is a serious matter. The machine must very easy to operate and must be safe.

The operator must be skilled in the handling of the rig in question. The safety of the public at large must also be protected.

Legislation and Insurance.

Many states require that the "operator sit astride the vehicle on a permanent seat or saddle". Obviously, this is just not possible. While we would not expect any trooper to cite a handicapped sidecarist for this breach of civil or vehicle law still the possibility exists that this could happen. What happens if the sidecarist becomes involved in even a relatively minor accident through no fault of his own? Even if he has liability insurance, would this be honored by his insurance company if they thought they could find a loop-hole?

As the handicapped sidecarist is a true sidecarist their problems are our problems. Please share with us your experiences so we can assist as required.

10th DSK JUBILEE RALLY

The Danish Sidecar Club held its tenth International Sidecar Rally in Denmark on the last weekend of August. They were lucky and had one of the most sunny weekends of their rainy summer. Their very successful event brought over 220 participants from several countries. The rally was in Ravnso at a little sea in the forest.

The first guest came Friday noon and a very soon lots c' people were dropping in and tents were rising everywhere"! Saturday started with a guided tour, visiting an old railway museum. After returning to the camp they had a round of games for children and adults, with a lot of fun by everyone.

The evening started with a prize-giving ceremony after which they danced until midnight. After cleaning the area Sunday morning they left the hut hoping they will all return the following year.

1 Poul Christensen, DSK

Tires

Tire Discussion

Hal,

It seems there has been a lot of discussion about tires recently (more than usual anyway) so I thought I would drop you a line about our outfit.

We have a '78 GL1000 with '84 Velorex attached. The bike itself is stripped down with only a homemade windshield, solo seat, touring trunk (ala backrest) and tank bag. The front forks have progressive suspension springs and a fork brace. The front tire is an Avon 3.50-19 triple duty sidecar tire that seems to be doing real good for us. The sidecar stock spring was way too soft as the outfit would pitch and roll a lot and differences in road camber would really make the thing a bear to handle especially with a passenger on board.

We played around with leanout a lot to the point of being radical. Thought of running a torsion bar below the sidecar frame and link to swingarm of hack with adjustment by driver as required by road camber, passenger weight, etc. (similar to Mctorvation set up); but haven't got around to it yet. What we did do was replace the sidecar coil spring with one from a H-D we got out of a dealer's pile of parts that were taken off bikes for one reason or another (junk pile). I think we gave \$5.00 for it. This has been on for close to 10,000 miles now and seems to work quite well. We run a 3.50-16 Carlisle Trials tire on the sidecar wheel. The rear suspension on the bike is beefed up with 140-190 lb spring progressive suspension coil over shock units (not air units). The ride height adjustment on these seems to work quite well to alter the leanout of bike (so to speak) for loading in the sidecar, etc.

Now the rear tire deal:

For the past year and a half or so, we have used a B.F. Goodrich 4.50-17 antique car tire (we're on our second one now). The tires are usually available through Coker Tire in Tennessee. These tires seemed to work quite well at first (except for the tall gearing).

I want to emphasize the drastic change in handling in wet weather as the pad begins to show wear. The tread pattern on these tires is "outdated" so to speak from the outset and once it begins to wear down it does not dissipate road water properly at the tire contact patch. The tread still looks good, but its effectiveness on wet road is practically nil. I am speaking of straight line driving with loss of traction or hydroplaning which is caused when the contact patch of a tire is actually raised above the road surface by a film of water between the tire and road. Modern tire treads push this water out the side of the tread to minimize hydroplaning, Hydroplaning is a potentially hazardous situation, Don't get me wrong, I enjoy sliding around and getting as crazy as the next guy, but when you are expecting it or doing it on purpose is different. What I am speaking of here is just a simple lane change with having to apply practically full opposite lock just to keep from ending up in somebody's cornfield or worse, Before I give up on the tire, I am going to try some small diagonal grooves in it to see if it will cure the problem.

By the way, we did try increased lead to keep the rear wheel more heavily loaded on left-handers but it did not make any difference for the situation at hand.

We went to Kitchner again this year and it was great meeting old friends and making new ones. Everyone involved did a super job.

Claude Stanley

R.D.1, Box 172-S

Middleburg, PA 17842

Tires, JR Responds

Tire Selection - J. R. Ewing

Mr. Harold Senseing of Stevens, PA wrote asking for additional information on tires in response to JR's earlier article on this topic. JR was delighted to respond.

As an editorial comment, when you submit an article to the Sidecarist it is assumed you are somewhat of an expert on the topic because of your experience.

Do not be surprised if your articles are taken seriously and you may be asked for additional information, as in this case. JR, we appreciate your response and for allowing us to share with all members. His response follows:

Valid tire information for sidecar outfits is minimal and the experiences you share are invaluable.

Harold, you specified "optimum" tires which narrows the field considerably and does eliminate some very good tires for the money. The best is really a compromise between stability, quality control, wet pavement holding, mileage expectations, and an indefinable something called "feel".

Included among the quality tires are Michelin, some Continental's, Metzler's best, and the Avon, better known in Europe. JR has never seen a "bad" Michelin tire. They consistently balance with little or no added weights. When properly mounted they will spin with minimum run-out. Michelin has a reasonable balance between traction and mileage.

When a sidecar is permanently mounted it makes good sense to install "rear" tires on both the front wheel and the rear wheel of the motorcycle. The rear tire should be of normal size and mounted conventionally while the front tire should be of normal size but mounted in a reverse rotation mode.

A "rear" tire normally features a tread design with short heavy and buttressed blocks less inclined to transmit unnecessary excitement to steering. The "front" tire has been fine tuned to

be ultra quick and ultra responsive and tends to self-steer into corners. These tires, while excellent for the design purpose intended, can become very spooky for the sidecarist. The rear tire is not so responsive and does not overreact.

A sidecar outfit does not maintain a vertical posture. It rocks from side to side whenever the sidecar wheel hits a pothole. The degree or so of movement can initiate unwelcome steering responses if the tire on the front wheel is hypersensitive.

Do not fit oversize tires. Not even just a little oversize. The tire is a balloon of fabric and rubber trapped within a cup-shaped wheel rim. If it could it would like to escape and do no work. A larger tire hangs out further on either side and can deflect more before the rim can exert control.

It may be first necessary to install a wider rim if a larger tire is to be fitted. This is very important on a solo bike and critical for a sidecar outfit. (According to the TRA the design rim width for a M100 tire is 2.5", for a M130 is 3.00" and for a M150 is 3.50". It also varies according to the series, whether it is a series 80, or 90, or 100. There are some alternative rim widths. Check with your tire distributor if there is any query - HAK).

If the rim is changed to a wide steel auto type rim you may consider the use of steel belted auto tires. The extra mileage is fantastic. We have heard of auto tires exploding or bursting the alloy rim when fitted to the narrow motorcycle rims. (All explosions reported occurred with very wide tires of 145 or larger. None have been reported for the smaller 125 or 135 sizes - HAK). Installation is difficult and the potential danger is great if not fitted correctly.

In order to get longer mileage the manufacturers have responded with harder rubber compounds which have their own problems. But we often go to considerable lengths to get better mileage.

Tires, JR Responds..

Once I fitted a 16" wheel and a Harley style tire to my 1978 Honda Goldwing. Didn't want to fit as the tire rubbed on the drive-shaft housing but the judicious use of a welding torch and a hammer soon caved in the housing and the rubbing stopped. The tire looked good, ran quietly, and a uniform wear tread pattern was soon established. It did a good job on the Harley-Davidson.

But when the brakes were applied the outfit slid clear through the intersection. The tire was removed and another substituted that had a more open tread and better traction that was noisy and unattractive. Just could not love it the same.

A year later that first tire was taken down from the attic, carefully mounted and balanced, and re-installed. Just as before I again slid through the first wet intersection. That tire was useless as a wet weather tire. Just goes to show how stubborn we can be in trying to overcome inanimate objects.

A Michelin M-66 is a good rear wheel tire, and not too bad a front tire if you want the tires to match. But for the front I prefer the Continental K-112 which normally fits the rear wheel of a solo. It does all the important things a tire is supposed to do. It rides smoothly and softly. And it goes where you want it to go without a mind of its own. It is excellent on wet pavement and superior on the loose stuff like gravel on top of the pavement. The performance is consistently excellent. Worth getting even if difficult to obtain.

I attended a tire seminar before Thanksgiving where they featured two kinds of beer and thick roast beef sandwiches. After the speaker warmed up and removed his coat he was quite good. He freely admitted that the industry was having trouble with the tires fitted to the BIG touring bikes, especially the Gold Wing. Of machines driven to motorcycle rallies some 80 percent were over-loading the rear tire. They were also underinflated.

The so-called experts often give conflicting advice. But there should be no question as to how much pressure the tire should be inflated to. It should be the recommended pressure for the MAXIMUM rated loading that is stamped on the wall of the tire. (The exception is if the rim is rated at a lower pressure than the maximum pressure the rim is able to withstand predominates - HAK).

It is very easy to overload the rear tire especially when a sidecar is fitted. Just add your weight, the weight of a pillion passenger, plus all those chrome goodies you fitted on the rear, plus all that junk you've got stuffed into those cavernous panniers and monstrous rear top box. It all adds up. Remove it. Get the weight down and off the rear wheel. Stuff it in sidecar if you can or leave it behind.

Another point to consider is how to minimize the excessive heat; because the maximum loading of the tire was based on cool air being able to flow freely around the tire and fender. The front tire is properly exposed to cooling air but how does cool air get to the rear tire when you can hardly see the tire save for an inch or so above the road surface. The balance of the tire is covered up with decorative engine side covers, panniers, and all those chrome goodies you've added. It also gets the hot air from the exhaust, from the radiator and from the engine. Remove those decorative side covers from the motorcycle and allow the tire and the engine to breathe!

We can get along with the tires available to us if we recognize their limitations and take appropriate countermeasures. Any sidecarist who can drive across the continent to attend a rally, then pitch his tent in a storm force gale should be able to handle a little problem like the care and feeding of a tire.

Keep the rubber side down

J. R. Ewing Lafayette, IN

HAK Responds

Hal Kendall Replies to Jim Wolcott--

'One on the Side', RIDER, January, 1988

Without wishing to detract from Jim's article on sidecaring I would be remiss not to point out some hidden and not so hidden safety issues in his article.

Jim, unfortunately, has mixed novice driving techniques with advanced highly specialized racing techniques which must be fully explained or accidents and fatalities can and will occur as a novice tries to put a technique into practice for which he has neither the experience, nor is his machine suitably prepared. I am, of course, referring to his treatment of right-handers.

Many are the letters we have received from novice sidecarists saying ".I got into a right-hander and the wheel began to lift so I accelerated as I had been told to do and the sidecar lifted higher and higher. Before I knew it I was in the bar-ditch on the other side of the road. What did I do wrong?. Many are the variations of this theme. That sidecarist was lucky. Our files tell of similar cases where the sidecarist was seriously injured and in few cases with fatally consequences. One incident wiped out a complete family, husband, wife, and child. To us, thus is very, very, serious. Our very lives are at stake!

Let us make one thing perfectly clear. When you accelerate you go faster. You increase the forward velocity. Centrifugal force (or 'CF') is generated on every vehicle when it is making a turn. The force is in a direction away from the turn and acts thru the center of gravity (or 'CG'). The overturning pivot line for a right-hander is between the front and the rear wheel. The sidecar wheel begins to lift when the product of the CF times the height the CG is above the ground is equal to or exceeds the product of the mass of the vehicle times the horizontal distance the CG is from the line between the front and rear tires. This is the same physical law that applies to any two track vehicle. The same force applies to a solo motorcycle except that the soloist leans the machine into the turn and uses gravity to compensate for the CF generated. The product mentioned is also known or referred to as a torque.

The CF is a function of the velocity (squared) divided by the radius of curvature. As the velocity is

increased so the CF gets larger and larger. This occurs whether the sidecar is still on the ground or already in the air.

A similar analysis can be made for left-handers but the critical speed for a left-hander for the same radius of curvature is about double that for a right-hander. The math is just a little more difficult for left-handers because it involves sidecar wheel lead, motor-cycle wheelbase, and other factors.

If one wants to drive safely, one must drive within his own limits of expertise, the limits of the vehicle, and the limits of the road surface he is currently driving on. One must therefore accept that a righthander **MOST** be taken **SLOWLY** and with **CARE**.

The racing procedures outlined really have application only on the race track, or by a truly experienced or seasoned sidecarist and then only on a properly set-up outfit; not on a street machine to which a sidecar has been fitted. Such a machine will have near race-bred suspension on ALL wheels, will have an extremely low centre of gravity, will probably have small diameter auto wheels fitted with auto radial tires, will have a reduced front end trail, will have a race-bred engine with at least 70 bhp or more on tap, will have the gearing increased, numerically, to get the power to the rear wheel as required, while the driver will know whether he has to drop down one gear or two to break the rear wheel traction loose and under what conditions. It is a pure myth that the "motorcycle is driven around the sidecar". Just ain't so. Under racing conditions the rig can be driven under full power-slides to the left and to the right. But let's leave these techniques to the professional. We do **NOT** teach such techniques at any of our basic sidecar skill clinics.

Having said this, there are certain things one can do to feel more confident on right-handers. As Jim mentions, weight balance is extremely important. The sidecar must be properly balanced for the machine to which it is fitted. If not, some ballast of between 50 to 90 pounds is generally required. The ballast is more effective if attached firmly and as low and as close to the sidecar wheel as possible, and just behind the sidecar wheel.

Attention must now be given to the suspension of

HAK Responds..

both the bike and the sidecar so that the rig will corner essentially flat and not wallow or roll on hard turns.

Next comes the body english and throwing one's weight out as far as one can. This is more effective if begun before one enters the turn. It helps a little, but do not expect miracles from just this alone.

A tap or slight pressure on the front brake is also effective as this tends to put pressure on the rig to turn it to the right. It can be used during the turn. But do not apply too strong a pressure.

Another technique is to apply the sidecar brake but only as long as the sidecar wheel remains in contact with the road. This is done before the turn to get the rig set for the turn. Be sure the sidecar wheel is not locked should the sidecar wheel become elevated.

Applying some throttle while in the turn will also help to set the complete power equation.

But the most important thing is to scrub off the speed BEFORE you get to the right-hander and to NEVER allow yourself to get into a situation you cannot get out of.

To put your passenger on the pillion and leave the sidecar empty is to risk your life and his. If mama must ride on the back while the younger is in the sidecar then additional ballast in the sidecar to maintain the correct weight balance and you can still get there safely.

As you gain experience and modify your rig and your technique so that it and you perform as a dedicated sidecar machine so you can begin to bring more advanced driving techniques into play such as dropping down a gear or so and broadsiding thru a right-hander.

A skilled sidecarist on a properly set-up and properly balanced rig will ask no quarter from a solo rider thru any windy trail. But don't ask the novice to follow in his footsteps. The right-hander is what gets the novice and even some not so novice drivers who find they can easily get in over their heads. Never drive someone else's technique. Pick your pace and stick with it.

USCA BOOTH ANAHEIM NOVEMBER 28-28, 1987

Larry Alger of Motovation was the driving force behind the OSCA Trade Booth at the HBJ ATV Expo in Anaheim, California show. According to Larry the show was a huge success and over 200 OSCA membership applications were handed out to an enthusiastic public. Better prepare yourself for an onslaught of new members, Jim,

While Larry displayed a Motovation sidecar he was selling the USCA, the brotherhood, the friendship, and the training programs. We are delighted the manufacturers are behind us in promoting the cause of sidecaring and hope to see more involvement by other manufacturers as we get more exposure at further trade shows.

But we need more USCA volunteers. It gets very tiring working a trade booth single handedly. With more volunteers the booth workers can get out and see the other exhibits and enjoy the experience. Without help it is damn hard work. The name of the principle booth sponsor is given. Please contact them if you want to assist. You may also get a free pass. As we go to press the next show at Coco Hall should be under way. Contact Bob Odell at EML, St. Louis (314)531-4010. Then it is the Houston show in February. Contact Hal Kendall(713) 493-5255.

Art Cohen, our member from Mexico, came up to visit our booth and to see the new motorcycles on display. Doesn't that 1500 cc Gold Wing make you drool? Hope we see you on the road and at our rally later this year, Art. To the many hundreds who stopped by the booth, a big thank you. And a big thank you to Larry from the USCA committee.

Chapter Corner

Carl T. Johnson

Regional Chapter Coordinator

I have the pleasure of announcing the appointment of Carl T. Johnson. RFD#1, Box 490, New Sharon, Maine 04955, (207) 779-2524, to the new position of Regional Chapter Coordinator with the states for which he is responsible to be worked out later.

Ed Taylor,

Northwest Chapter Director

Below is the introduction of Ed Taylor, the new Northwest Chapter Director, U.S.C.A.:

I am writing to introduce myself as the newly appointed Northwest Chapter Director, for Washington, Oregon, and Idaho. My name is Ed Taylor, from Seattle, Wa.. My wife Georgene, and daughters Amy and Kimberly have been active sidecarists since 1982. Our club affiliations are the Cascade Sidecarists of Portland, Oregon; The Bigfoot Sidecar Club of Langley, B.C., Canada; the famous 'un-club', Northwest Sidecar Pilots; the Moto Guzzi National Owners Club; and of course the USCA.

The recent years have seen our sidecar community increase steadily. Five years ago The Northwest Sidecar Pilots were the recognized club for the northwest. Their first gathering in 1977 was at Yakima, Wa., and was 3 or 4 couples and their kids. This past spring saw over 120 for the 10th. anniversary.

The northwest now has the Cascade Sidecarists and The Bigfoot Sidecar club to add to our activities. Sidecars have served to erase the border that separates us from Canada. Activities in both countries are attended regularly in this area. An agreement was reached this year to alternate hosting the Bigfoot Rally. This coming year it will be hosted by the Cascade Sidecarists on August 19 - 21 near Mount St. Helens, Wa.. We have a very special program scheduled for this rally. Formal announcements will be distributed soon.

The location is one of the most scenic areas available and will make this one of the most remembered events ever!

Memorial Day weekend traditionally has been the kickoff of our camping season when the Northwest Sidecar Pilots and the MGNOC meet at the Yakima K.O.A.. This is not an official, organized event but we all turn out and enjoy the chance to renew acquaintances and make a tour of some of Washington state's finest winerys.

I'm looking forward to working with you to inform and assist both current and new members. Feel free to contact me and share your ideas on sidecaring. Write: Ed Taylor, 115 n.w. 159th., Seattle, WA. 98177. Phone 206-364-6236.

Ron Bigger

National Chapter Director, USCA

Notes From Australia:

The Sidecar Owners Club of Sydney, Australia recently held their Third Annual Sidecar Rally. It featured a gymkhanna and events for children, men, women, solo, and sidecar outfits. Many trophies were presented.

Their rally, like sidecar rallies worldwide, is to promote friendship through sidecaring. Expect to see more of what is happening in Australia as we expand our membership and interests.

European News

NOTES FROM DENMARK

Poul Christensen is the newly appointed Chairman of the DSK, the Danish Sidecar Club. He is also their Overseas Contact Person.

Poul is 29 years old and works as a moulding press toolmaker. Does real fancy items in plastics. He drives an old BMW 51/3 with a Yelorex sidecar; also a newer BMW R100RS with a custom sidecar.

Those wishing to contact the DSK should write to Poul at: Panbovej 4, Kirke Horup, 6400 Sonderborg, DENMARK.

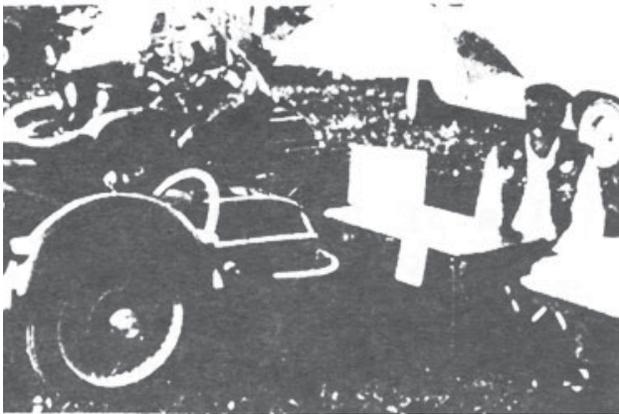
Club News - NIR

Antique Classic Motorcycle Show and Swap Meet, Woodstock, Illinois. September 27, 1987

This year the Midwest Antique and Classic Motorcycle Show and Swap Meet had its best weather and turnout ever. This was not true of our N.I.R./USCA as far as attendance was concerned. We had only about half of the participants from our group that we had last year.

Hosts Joe/Kris Rybacek found another place for our breakfast brunch. The Country Kitchen closed down. The new location, Michele's on Highway #47 close to the Fairgrounds where the events are held has more attractive surroundings and the food is just as good as was available at the other restaurant.

Ed Johnson



Harvest Wiener Roast, October 11, 1987

It was good to have Brad/Gert Jackson, now of Little Rock, Arkansas area, here at our annual Harvest Wiener Roast. It was their home in Lockport, Illinois that served for a number of years at the site of this event.

Thanks to Bob/Joan Janick and their recent acquisition of a home in Justice, IL with a huge back yard, we now have a new place to hold our event, and it was held here today. Bob and Joan have invited us back again this next year.

The weather was cool but clear today keeping most inside in a cleared garage area for the festivities. Assorted dishes were brought by the ladies, and each brought their own meat.

Brand new members, Joe Walono and Alan Padgett were on hand as well as one of the corporate founders of the USCA, Terry and his wife Becky Strassenburg. It is the mixture of old and new that seems to be so effective today in cars, furniture and of course the NIR/USCA.

Ed Johnson



Club News - NIR..

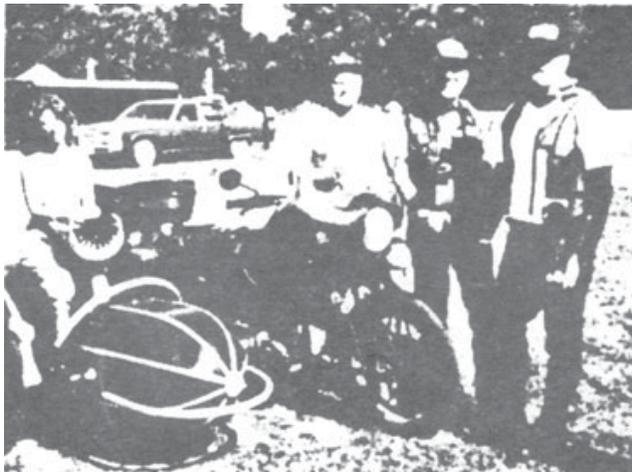
11th USCA Anniversary Party 2nd Sidecar Safety Course

Home of Ed/Marilyn Johnson, South Holland, Illinois, November 1, 1987

Unseasonably warm weather greeted the approximately 50 members, guests and children of the N.I.R./USCA that gathered to commemorate the eleventh anniversary of the founding of the USCA. Two of the three founders, Terry Strassenburg and Ed Johnson and three of the original corporate members were there. The latter were Tim Colburn, USCA #9, and Joe Hanes, USCA #6 and Jim Rubens, #12. Two new members attended their first event of the N.I.R./USCA Bob Ketchham and Chris Biddlecomb.

Our scrapbook person, Gert Jackson, who handled this job admirably since the N.I.R./USCA was founded in 1981, had left this area. In her place we are fortunate to have Barb Schmal. She volunteered at the Annual General meeting held in conjunction with the Anniversary Party today.

Ed Johnson



The second Sidecar Safety Course, under the newly organized program was held at Momence, Illinois September 26, 1987. The lead instructor was Dr. Goldflies, his assistant was Ed Johnson. Nineteen of the twenty enrolled completed the classroom and hands-on training course for would-be sidecarists. They will receive certificates of completion from Northern Illinois University, De Kalb, Illinois from the administrator of the sidecar courses. The sidecar school was held in conjunction with the Chicago Region BMW Owners Association Rally. Students completing the course were from Kansas, Wisconsin and Iowa.

Ed Johnson, Illinois,



Brad and Gert Jackson Going Away Party, Sherwood Inn, New Lenox, Illinois

Part of the backbone of the early USCA, and now N.I.R./USCA, have left their area. No longer will we be able to have our fine Harvest Wiener Roasts at the country property of Brad/Gert Jackson. They have moved to Arkansas. These pictures were taken at their going away party.

Ed Johnson

Industry News

Can-Am motorcycle demise silenced a stellar performer

A LITTLE bit of Canadian motoring has quietly passed into history. For about 15 years Canada has its own motorcycle.

But in September the giant Quebec firm, Bombardier, pulled the plug on its Can-Am division of off road motorcycles.

For a while the Can-Am motorcycles were among the best in the world, competing and often beating the famous Spanish bikes like Bultaco, Montessa and Ossa.

In the early years the two-stroke Can-Ams developed a powerful reputation for rushing horsepower and reliability. They took on and beat the best in the world. World speed records were being set.

The bikes were produced at the Bombardier plant in Valcourt, Que., in the Eastern Townships.

Not long after the 1973 birth, a factory motocross team was formed and did well in the wonderful new sport of supercross.

Things looked bright at Can-Am.

Lots of development bucks were coming in from the parent company, research was going on, sales were up and dealerships were being formed

But by 1976 a cloud was forming on the horizon.

The public's interest was turning away from the dirt bikes to extremely well-built Japanese four-stroke sport and touring bikes.

As off road bike sales generally started to drop, Can-Am was finding that costs were going way up to keep the bikes competitive but still affordable.

The bikes drifted away from the more popular events. Only the tiny hardcore enthusiasts in little-known events such as enduros, cross-countries and hare scrambles were willing to put out the bucks for the still high-quality machines. Right up until the end, Canadian riders were being loyal to the brand

But it didn't help.

Can-Am's plans to market a two-stroke street bike came right during the time of toughening U.S. exhaust emission laws. Two-stroke engines, always dirty because they burn a mix of gas and oil, appeared doomed for street motorcycles. So that project was dropped

Business in the big-market U.S. were also appearing precarious because politicians were starting to make noise about restricting the places where off-roading biking could occur. The politicians were selecting a population concerned about environmental damage and noise.

Rotax

Finally, there was, is, the growing popularity of the quieter and cleaner four-stroke, three- and four-wheeler fun machines. By the early 1980s sales by Can-Am and other dirt bike makers were way off.

Bombardier Inc., a Canadian giant that makes locomotives, subway trains and snowmobiles, among other things, had had enough.

In 1982 it contracted with a new British firm, Armstrong Competition Machines, to continue making the bikes. Manufacturing moved to the U.K

But by September of this year both Bombardier and Armstrong agreed to call it quits.

Heart of the high-performing Can-Am was its engine, called a Rotax. It was, and still is, built in Austria by a Bombardier-owned company.

It will continue to be supplied to off-road motorcycle-making firms such as Aprilia in Italy, Matchless in England, Jawa in Czechoslovakia and possibly Harley-Davidson in the U.S.

At one time, Bombardier developed a military bike for Nato. And now, says Cycle Canada magazine, the firm is working with Harley Davidson on a bid for a U.S. military contract

The Bombardier-made Rotax engine is still being used by specialty builders such as ATK in California for high-class enduro and motocross bikes.

Bombardier, by the way, spent a lot of time over the past two years drawing up plans to produce a three-

Industry News..

cylinder, four-wheel drive car at one of its Eastern Township plants.

To be called Venus, the minicar would have had Daihatsu of Japan drive trains

The firm envisioned its plant would dwarf the Hyundai plant in Bromont, Que. where 1,200 people will work when production begins next year.

But, like the Can-Am bikes, the Venus project has also been dropped by Bombardier.

The firm blamed the rising value of the yen against the Canadian dollar — up 75 per cent since the project began several years ago. That meant bye-bye to any Japanese link.

For the record, taxpayers put a fair amount of money into this latest car project — \$3 million each from Quebec and Ottawa Bombardier put in \$7.5 million.

Motivation Engineering

Spyder T-1, Roadster Royal, Coupe Royale

In response to demand Motivation Engineering is bringing back the Spyder T-1, Roadster Royal, and Coupe Royale under their banner with an updated chassis design. If memory serves, the Spyder was first introduced as the Simon back in 1973 while the Royal was introduced in 1977.

The Royal models are heavier units for the larger displacement motorcycles, the open Roadster is nearly 200 lbs. in weight while the fully enclosed coupe is 300 lbs. in weight. Reintroduction of these units gives the sidecar buyer a choice of four separate models from Motovation.

Turn to Motovation's display ad in this issue or call Larry Alger at (8181 248-9631.

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

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

FOR SALE:

1982 Dnepr(Neaval), sidecar wheel not driven, entire rig runs well, reliable, overall good condition, less than 3000 miles. \$2500. Firm. Would deliver in Westchester County area of New York state. Call Richard Buckingham, on weekends only at 914-636-6094. [2xm]

1982 Dnepr(Neaval), sidecar wheel not driven, entire rig runs well, reliable, overall good condition, less than 3000 miles. \$2500. Firm. Would deliver in Westchester County area of New York state. Call Richard Buckingham, on weekends only at 914-636-6094. [2xm]

1981 Harley Davidson Factory Sidecar Rig, Red Colour, Under 5000 miles; Excellent Condition Price \$7500.00. (318)742-7466, NO COLLECT CALLS! [4xm]

Cycle Kamp V.I.P. Motorcycle Trailer Camper, Sleeps 4. Excellent Condition.\$1500. (619)376-2616 after 6PM(PST). Lake Isabella,CA [2xm]

1984 BMW R100 & EML Double Wide Sidecar, Burgundy Colour, All Full Dress. 19,000 miles, \$8000. Luverne Baldwin, Rt.8, Box 16, Harrison Ark.72601 (501)741-5781 [2xm]

WANTED:

Wanted to Purchase-SIDECARS! Send pictures, prices to P.O.Box 271, Crete, IL 60417 [2xd]

Sidecar Suitable for BMW R80/GS. Contact William R. Cotton, 2721 Davis Ranch Road, Bellvue, CO 80512.11xm)

Pelco Leading Link Fork Kit to fit BMW R90/6. Will Pay Premium Price For Perfect Condition. Contact Hank Hartman(609)398-4332.[2xm]

SECOND 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

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)

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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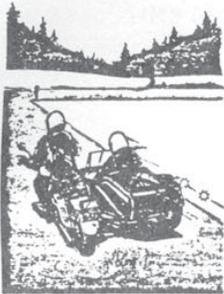
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THE UNITED SIDECAR ASSOCIATION, INC.

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.

PROFESSIONALLY, HAL IS RESPONSIBLE FOR DRILLING OIL WELLS FOR A MAJOR INTERNATIONAL OIL COMPANY.



Sidecar

by Hal A. Kendall, Ph.D.



their history, design, handling, road tests and mounting details

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2. Riding with a Sidecar	5.00	_____
3. Sidecar Section 4	2.00	_____
4. Sidecar Section 5	2.00	_____
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Motorcycle Make and Model _____ cc _____ Year _____

Sidecar Make and Model _____ Year _____

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

Canadian Membership: New \$22 Renewals \$20

(Extra charge is to cover postage)

Overseas Membership: New \$24 Renewals \$22

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*.

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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 _____		
_____	Belt Buckle	\$7.00	_____				
_____	3-inch Patch	\$3.00	_____				

Prices include postage Total for Order: _____

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