

# *THE SIDECARIST*



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UNITED SIDECAR  
ASSOCIATION, INC.*

**OCTOBER  
NOVEMBER  
1988**

# The Sidecarist

## Contents

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Oct. 16 - Nov. 30 , 1988

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### COVER

Southbound in Spearfish Canyon, on US85, between Spearfish and Cheyenne Crossing, west of Sturgis, South Dakota. The Kessler's rig cruises along behind a Harley rig. Photo: Bob Anderson.

# From where I sit

## Notes from the President

As I was doing the sanitization of the records prior to Jim firing up on his new computer I took the opportunity to do a little research and analysis. After the first year or so when we were a small local club in Illinois we took off at about 350 to 400 new members each and every year. Fantastic. At that rate we would be up to 20,000 members in 50 years! Sorry, folks, it just does not happen that way.

Of the initial 100 members, we still have one in five who are behind us 100 percent. The rest have fallen by the wayside for various reasons.

Of each new group of 100 members, about one in three drop out after the first year. Of those, one half remain the third year. Soon it is down to the one in four or five who are died in the wool dedicated sidecarists. So our losses about equal our gains and we are, in effect, a mature association. Do not expect that we will get to the point of competing with the BMW or the Honda owners. We will not. We will, however, have lots of fun along the way.

We remain disturbed by the loss of those who drop out as we feel we have lost a friend. We would like to reduce our losses. If you can think of how we we can retain our friends, why not drop us a line.

Better yet, why not support your local Chapter Leader. Get in the act and have some fun, kick tires. Our local Houston Chapter meets at a hamburger joint. Always a joyous event. It does not need to be complex. Would have been better had it not been so hot.

So when Jim sends you your renewal notice, normally about three months before it actually runs out, drop him a check before it slips your mind. We really do hate to pull your name from out of the active list and place in the inactive file.

Now for this one, you can blame me and me only. The entire mail lists were completely re-written by yours truly as I took a very active

part in the delicate computer transfer. Look carefully at your mail label. This is your official record. Pay careful attention to the address and zip. If not correct, do not call me. Drop Jim a line as he now has all the computer files and the active list. He will take care of you and curse me.

Also advise Jim on the emergency contact program. With the new system we were able to go back and eliminate all the dead-wood, a feature we were not able to do with the old system with the records in fifty plus files. This resulted in deleting about 200 ex members so we now have only 100 in this system now. We have a good handle on members up to member number 3000, except for those who moved. Your old telephone number was deleted.

So if you are on the list and have moved within the last two years, please give Jim your new telephone number.

No longer will we have a separate file for the membership records and for the emergency contacts. We will now maintain only one file which will contain your membership records and your emergency information which Jim will maintain.

And if your membership number is greater than 3000, and you want to be on the emergency contact system for the June-July issue of 1989, please give Jim that information.

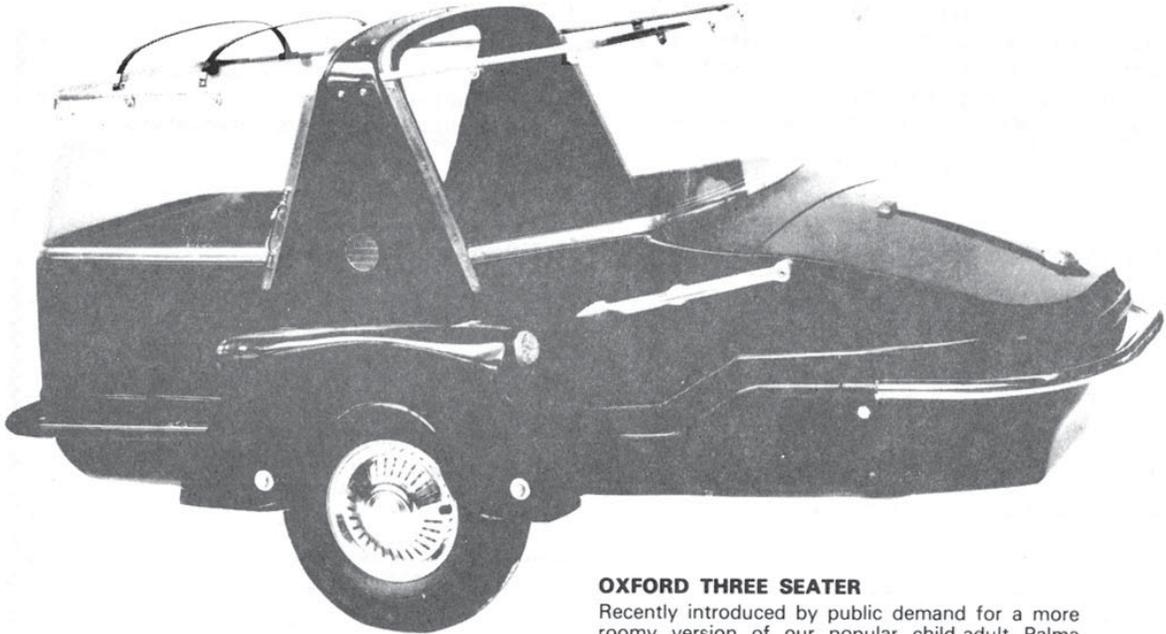
For the record, all that is published is your first name, telephone number, state, zip, and town. Your last name and your street address is not.



**Hal Kendall**

# Advt

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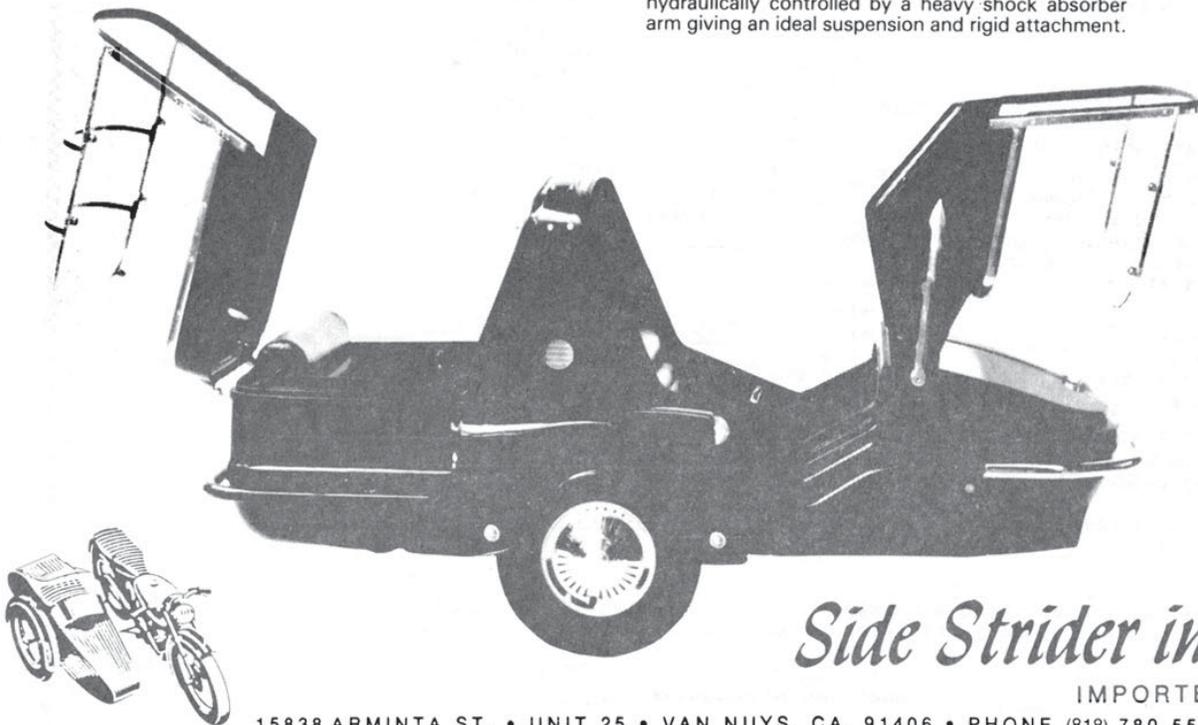


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# Editorial

## Lean-out

The measurement of years, for me, has become the motorcycles I had, the places I went with them, and the people that were involved.

1988 saw good times, and bad times. On the positive side of the ledger, I was fortunate enough to be considered for the job of editing the SIDECARIST; I was able to trade in a bike I didn't particularly like, and get a new one that I like a lot more; I was able to take over half a dozen trips, cover a dozen states, and more than 14,000 miles. I was able to visit distant family and friends.

On the negative side, I lost one of my closest local friends, and am staring at the politics of a major election.

I don't much like politics. Not because I don't believe in politics, or voting (I always vote and write plenty of letters to politicians!), but because every time I turn around, some mis-directed do-gooder is trying to make me take care of myself.

The problem is, usually the politicians and their supporters, are the very people who have been living off the taxes that I have payed. It is always amazing to me, just how many people there are out there, that get jobs (or welfare) off of my taxes, and try to come back to tell me how I should live my life.

If it ain't apparent by now, I tend to take a bit of pride in the fact that I have been able to support myself through my adult years. Not in what some folks would refer to as "style", but OK by me. I've payed my bills, lots of taxes, have never been on the dole and have treated myself to a new bike, now and then, as a self reward. And a couple of sidecars.

I have fought back the urge, here, to get into the political arena and tell you who to vote, for, or not to. But what I would like to say, is to make sure you vote. Look at the issues and consider the politicians. And take a hard look at who is trying to help you spend your taxes. And on

what. Do they represent what you really believe in? Or would they try to use the resources you have worked for, against you?

Enough of that. Back to the good times of 1988, the motorcycles, places and people.

Besides my own machines, I had the opportunity to put miles on three test bikes for RR, this year. And one of those machines, a 1200 H-D Sportster, I took to Sturgis, on less than a half-week's notice, instead of my own V65 Honda. Sturgis, and some of the rigs that were there, are in this issue. And some trip info.

The V65, earlier, was up to a H-D bash in Mtn. Home, ID, then the hack rig was down to Kerrville, TX, and earlier, up to the central CA coast, where the issue #4 cover was shot. Most recently, my 370 Suzuki thumper was up to the CA High Sierra, and immediate plans are for my KLR650 to make a UT trip.

So far, I have pushed wheels as far East as Fergus Falls, MN, to visit family, as far North as Pelican Rapids, MN, West to Pt. Lobos, CA, and South to Del Rio, TX.

And soon, there will be the Griffith Park Sidecar Rally, where, cracked fairing or not, I will take the 650/hack rig.

See you there?

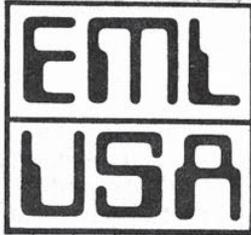


**Bob Anderson**

## DEADLINES, ISSUES, DATES:

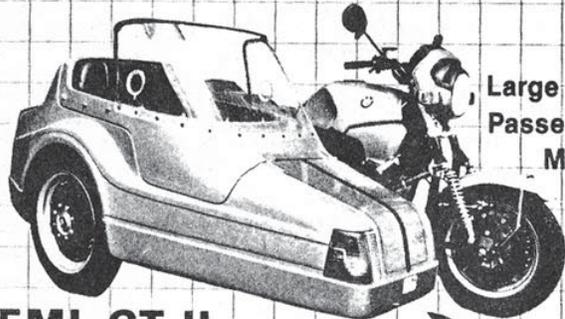
Vol.	Issue	Cover dates	Ed. deadline	date
12	No.8	1 Dec.-14 Jan.	'89	15 Oct. '88
13	No.1	15 Jan.-28 Feb		1 Dec. '88
13	No.2	1 Mar.-30 Apr		15 Jan. '89

# Advt



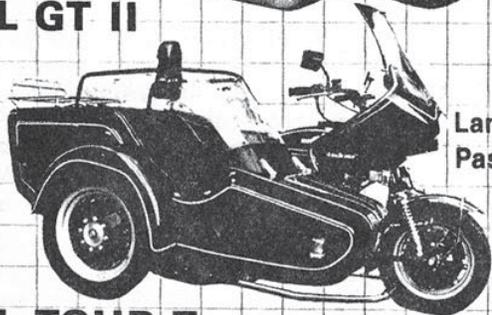
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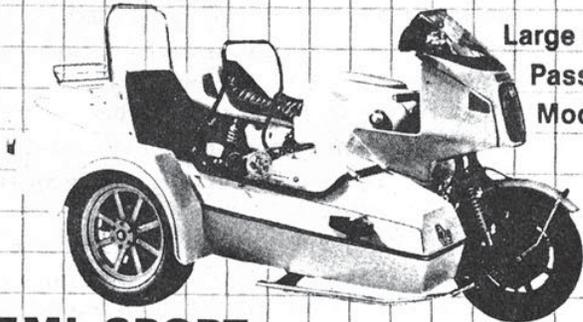
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- ▶ Yamaha 1100, and more motorcycles for the 1987 season.

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# Letters

## SEVERAL THINGS TO SHARE

I am probably like many other members and readers, I've been meaning to write to you for some time and never quite got around to it. Now that I finally am, I have several things I'd like to share with you.

First of all, I applaud all of you that enthusiastically work so hard to keep the organization and publication going. If I can't even find time to write you a letter (due to full time job, moving, family, other interests) how can you do what you do? Anyway, I appreciate your efforts and immensely enjoy the SIDECARIST. It gives me a link with the rest of the sidecaring community, especially since I live in a somewhat isolated area and am probably the only hack-rider within a 100 mile radius.

Before acquiring my sidecar (my loving wife surprised me in July of 1983, with a Jawa Velorex, for my birthday!), I had been strictly a solo rider since 1972, although there was history of sidecaring in my family. My grandmother and grandfather told me their tales, back when they were first married, in 1920. He bought a used 1917 Harley-Davidson sidecar outfit, and that's all they had to use (all they could afford).

When they had their first child (my aunt) he brought Gram and the baby home from the hospital in the sidecar (I regret to say that no photos were taken or preserved from that time). Anyway, when I got married in 1982, my thoughts started turning to sidecars. We went to a local AMA rally and talked to a few sidecarists there, to learn more about this whole new reality.

Among other things, one fellow proclaimed that his sidecar made his outfit a "divorce-free" motorcycle. After reading Hal Kendall's manuals, the Velorex Owner's manual, and a substantial amount of trial and error, I got the hack hooked up to my 1980 Honda CX500, and off we went to Nova Scotia, on vacation.

It was a great trip, and a completely new way of biking for me. I liked the novelty of it and it was definitely more comfortable for both of us along with more luggage space. My wife could read, nap and was probably the only person to cross over the George Washington Bridge, while knitting in a sidecar.

I have to concur with others about the hassle on the New Jersey Turnpike, with the tolltakers. On the way up, I was charged for "three axles", more money than a big old Cadillac was charged, which infuriated me. On the way home, I paid in a lane with the sidecar facing away from the tolltaker, gave him exact change for two axles, and took off. He started to yell something, but we just laughed and kept on going (and it sure felt good).

On the way, we stopped in Connecticut, to visit my grandmother (my grandfather had since died). It wasn't hard at all to talk her into a ride, although somewhat of a challenge to get her in. She was 88 years old and hadn't ridden in a sidecar, since she was a young bride. With no helmet law, she let her gray hair fly and was waving to everyone in town, as we cruised Main Street. Needless to say, she had a great time and it was a memorable event for all.

On to Nova Scotia. When buying tickets to board the ship in Bar Harbor, another couple were there with a motorcycle and trailer. They were complaining about how much extra they had to pay (due to the trailer), which was more than a full size car (sound familiar?). But this time I was lucky. I only had to pay a motorcycle fee (less than a car)... no extra charge for the hack. Anyone who hasn't gone to Nova Scotia, should. It's really beautiful, and a great place to motorcycle (just hope for clear weather).

The next year, we attended the USCA Rally in Interlochen, Michigan. Up to that point, we had only seen a handful of sidecars in all our travels. Needless to say, I really enjoyed the camaradery and all the events. It was amazing to see all the many different types and styles of sidecars. I also appreciated seeing the work of L&W Body, from Duncannon, PA, that builds replicas of old chairs. The gentleman showed me his well made rendition of a 1917 Harley-Davidson sidecar, like my grandfather's. I wish I had the time and money to set one up!

Anyway, after that, we moved and bought an old farmhouse in the country. Therefore, time and money have been short, and sidecaring was turned down to a more local level. However, several events have been highlights during this time.

First, due to my job (USDA Soil Conservation

# Letters..

Service) I was involved in providing Congressman Jim Olin (D, VA, 6th District) with a tour of a local farm. My wife and I were to meet with him and his wife, along with a number of other dignitaries, at the

Buckhorn Inn, outside of Staunton, for lunch, then leave for Highland County, to tour the farm. I said to myself, "why not?" and shined up the hack outfit, stuck an American flag in the fender, and we headed for the Inn. After the lunch, we went outside and everyone in the group started looking and asking about the sidecar. Naturally, I offered anyone a ride, and Jim Olin immediately said, "Pass me the helmet". So, with my boss, my boss's boss, and his boss all trailing behind in a van, and my wife riding with Mr. Olin's wife, I led the pack over three mountains to the farm. All went well, and any Congressman that rides in a sidecar has got my vote!

The next summer, with no children of our own yet, we enrolled in the Fresh Air Program. This is a wonderful program where the organization arranges for underprivileged youth, from inner city ghettos, to stay with families out in the country for two weeks. We received two little girls, five and seven years old, who came from New York City, to experience Blue Grass, Virginia, where sheep outnumber people 5:1.

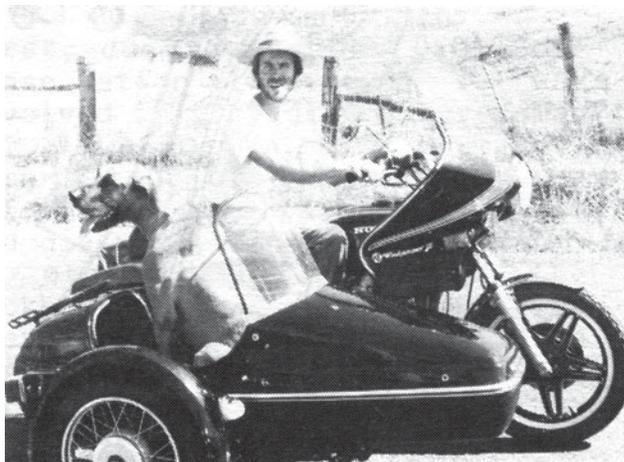
Besides seeing and touching farm animals, and picking fresh vegetables from the garden, I added to their onslaught of new experiences by riding them in the sidecar. They loved it. And with the two of them in the chair, and my wife and I on the bike, I set a new personal record for number of people carried on the outfit. Everyone that saw us smiled, including the local policeman, so I guess it was OK. We took them camping on top of the mountain, and their list of "firsts" grew by leaps and bounds... first time camping, cooking hotdogs over a campfire, toasting marshmallows, and yes, going to the bathroom in the woods.

The newest passenger to enjoy riding in the sidecar is Miller, our 120 lb. Great Dane. He loves it, although he insists on sitting and riding backwards. I gave up trying to turn him around. Let him ride the way he wants to. I've ridden him the last two years in the local parade that kicks off the county fair.

Although my sidecar is not permanent on my bike (I appreciate the advantages and disadvantages of

both solo and hacked), I do really enjoy it when it's on. I hope to meet some of you on the road in the future.

Roger N. Canfield #2668C Blue Grass, VA



Miller, our 120 lb. Great Dane

# Letters..

## INTERESTED IN INFORMATION

My name is Frank Colabufo. I have begun to build a motorcycle-sidecar equipped to accommodate a wheelchair, using a Honda 750.

I would be interested in any information you may have with this kind of project. I would especially like to see this type of sidecar-motorcycle, and would appreciate and contacts you may have.

I have contacted commercial manufacturers of this type of equipped sidecars, but they do not answer any questions about their manufacturer or production.

I look forward to hearing from you as soon as possible. Thank, you for your assistance with my project.

Frank Colabufo, 1722 Aztec Lane East Mt. Prospect, IL 60056.

[An article on such a sidecar, appears in the Oct.'88 AMERICAN MOTORCYCLIST. Also an address for the National Handicap Motorcyclist Association (NHMA): Bob Nevola, NHMA, 32-04 83rd St.1 Jackson Heights, NY 11370 - B.A.]

## ONE MAN'S OPINION

### Things outstanding at the Illinois sidecar Rally.

The smell of manure, septic systems, sulfur water, strong winds, dust and heat. Campsites over 100° and no shade. Gripe, gripe, gripe.

But a bunch of nice people, good sports and good coffee.

Carl Sorensen #955S High Falls, NY

## USCA CLASSIFIEDS

July 5th, '88

The ad which pertained to the BMW R60 with Steib S500 Sidecar, featured in the June issue of the SIDECARIST, has been sold. If the ads are not already made up for the next issue, please cancel. I think your magazine is the "greatest", keep it up. I am always looking forward to the next issue.

Bill Beswick #2939 Laguna Hills, CA

[Publishing leadtime being what it is, the "next issue" was long gone, by the time this letter was received, on July 6th. Fact is, editorial deadline had been June 1st, over a month before, and that particular issue with your 2nd time ad (V12 N5), was shipped to the printer on June 20th. To alert other classified advertisers, it has been noted that just prior to, and following, published editorial deadlines, there seems to be a flurry of last minute ads sent in. About 50% hit the USCA SIDECARIST POB, after deadline, and wind up being held for the following issue.

Actually, there is a good reason for this, production-wise. Before the SIDECARIST can be put together (not unlike a jig-saw puzzle), the sizes of the various pieces have to be established. Most critical, yet variable, is the back of the book, which includes classified ads and coming events. While coming events are sort of predictable (they grow and shrink with the seasons), classifieds are not. There has to be a firm cut-off, so that an inch count of copy can take place, which in turn, establishes what advertising will have to be mixed with the copy to make the pages work out. Once that is all figured out, then the center of the book can be planned and adjusted with variables like photos.

So, that is why editorial deadlines become so important. I can't really start an issue until that deadline "closes", and once it does, the classifieds and events listings are the first things I jump on, to begin production. So, take note of the Deadlines, Issues & Dates, that I try to include in each issue - B.A.]

# Letters../Historical

## PLANNING TO BUILD A LEANER

Dear Sir,

At present I am planning to build a sidecar for my Suzuki GS850G, and would like it to be the leaning type if possible. There is little or no technical information of this nature in this country, apart from a local outfit in the Cape, called "Flexit", who are very expensive, as they have a captive market, and of course, the monopoly. Their help is not forthcoming. Possibly, their original plans came from the USA, anyhow?

A while back we were watching an American TV program called "Chips", when we noticed one of these leaning sidecars. If you could possibly assist me with technical data on the following items, it will really be appreciated.

- a.) Technical data on sidecar linkages, especially the leaning type.
- b.) Chassis construction, wheels, suspension, etc.
- c.) Bearing in mind that I intend building the actual car out of marine ply, I would appreciate some general sizes, weights and other technical data, such as alignment, toe-in, etc.

Any assistance you can give me with this project will really be appreciated and I am prepared to cover any costs involved, ie: postage, plans, etc.

Yours faithfully,

Mike Donaldson. Warden, Giraffe Private Nature Reserve P.O. Box 81, Hoedspruit 1380, Eastern Transvaal, Republic of South Africa

Dear Mr. Donaldson,

A few individuals have built leanable sidecars but it does require a lot of effort. Vern Goodwin has an electrical adjustable lean arrangement, which shows considerable promise, and probably can be adapted to most rigs.

Suggested sidecar weight for a 850 Suzuki

is from 165 to 235 lbs. A full leaner has only two lower mounts, an adjustable leaner has two lower and one mid-upper, a rigid usually has four mounts. Stay on the main frame, with as much distance between mounts as possible. Toe-in is typically 0.5 to 1.0 in., leanout of 2° and lead of 8 to 12 inches.

Will send your letter on to the editor and it is possible you may get other responses in the SIDECARIST, a copy of which is enclosed, which has an order blank for the bookshop. Included is a Sidecar Catalog, which shows over 100 sidecar rigs in current production, around the world, and a list of addresses of manufacturers. An application form is also included should you wish to join our Association.

Sincerely, Hal Kendall

## THE WAY WE WERE TEN YEARS AGO...

1978: "Trucker Travels" article about a semi-trailer type truck driver named Eugene Hess, traveling thousands of miles on at cycle, during his summer vacation. His rig is a R60/sidecar/camper.

Lots of remarks about Ms. Joan Claybrook (remember those days?). A tribute to the late Julius Kegel. An article on mandatory helmet laws. Sidecar lighting-running (rear, front and sides) stoplights, headlights and turn signals.

## FIVE YEARS AGO...

1983: Report on Mid-America Sidecar Rally, by Monica Loberg, with several excellent photos. Always a slim issue, because everyone is out riding instead of writing articles for the newsletter.

If members wish to have a past issue, send request and \$2.00 (U.S.) for each issue (to cover postage & handling) to: John C. Kliefoth, 21650 - 125th Way, Sun "44"- City West, AZ 85375.

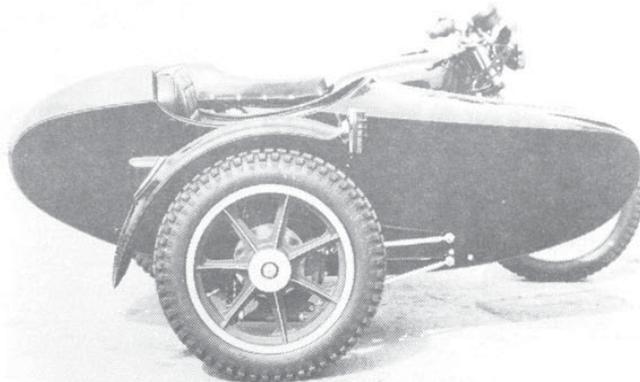
# Advt

## MOTORVATION ENGINEERING SIDE CARS



### 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 rack. Motorvation has mounting hardware for all motorcycles 500 cc and larger.



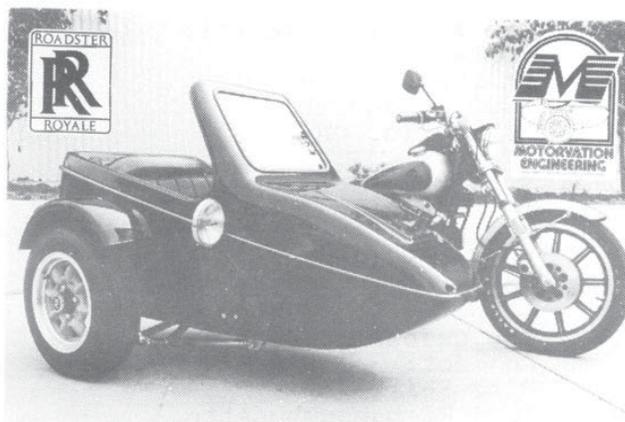
### Spyder T-1

The Spyder T-1 is the classic looking single seat sport sidecar in Motorvation's line of sidecars. It represents the best of both traditional styling and current technology. The Spyder T-1 uses the same state of the art mounting hardware that permits quick removal, and easy re-installation of the sidecar. The interior is fully appointed, with a 15 inch contoured seat, vinyl upholstered side panels with convenient pockets built in. The interior of the Spyder is completed with an up grade automotive cut pile carpet. The leg room in the Spyder is 52 inches. The overall length is 74 inches. The locking trunk has holds about 3.5 cu. ft. of cargo. Options include color match paint, a wrap around lexan windscreen, independent disk brake system, tonneau cover, 5 gal. fuel system, chrome folding foot step and a sidecar cover. The Spyder T-1 is recommended for bikes of 500cc. and larger.



### Coupe Royale

Here is a sidecar which incorporates the advantages of a car with the use of a motorcycle. The Coupe Royale is a fully enclosed, weather protected sidecar with a removable gull wing style door. With the door removed and stored behind the seat, the Coupe has the breezy feel of a T-top car. The Coupe is roomy and comfortable with plenty of leg and head room. The wide seat will accommodate an adult with a child or even three small children. The interior is fully finished with carpet and upholstery. The suspension is an adjustable torsion bar. The optional adjustable (while driving) torsion handle eliminates sidecar pull to the right. Options include color match paint, independent disk brake system, 4 or 12 gal. fuel systems, chrome footstep, tonneau style door cover, rear fold down luggage rack, seat belts and a sidecar cover. The Coupe is recommended for motorcycles of 1,000cc. and larger.



### Roadster Royale

The Roadster Royale is the convertible version of the Coupe Royale sidecar. It shares the styling, dimensions, suspension, and options of the Coupe Royale. In addition, the Roadster Royale offers the feel of a convertible sports car. The optional convertible top is supported by a pair of removable chrome top bows, which fit securely into the body of the sidecar. The top snaps to the body and the windshield frame. The side curtains have plastic windows in them, and can be unzipped and folded back behind the support bows to have the sides open while driving. Motorvation's mounting hardware permits removal of our sidecars in about 10 minutes. And remounting is no problem, as all the components are precision machined, the sidecar goes back up exactly as it was removed. The Roadster is recommended for motorcycles of 750cc. and larger.

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

# USCA Rally

## Rally News

By Terry Strassenburg

The late Andy Worhol said, "Everyone becomes a star for 15 minutes." I feel lucky because I was a star for four days.

It took one year of planning, another year to pull it together and the help of over 35 dedicated people.

The following is a summary of the 1988 USCA Sidecar Rally, held at Marseilles, Illinois.

One hundred sixty nine sidecar rigs arrived, along with 36 solo bikes, carrying 309 adults and 72 kids; not a large rally, but a rally where everyone seemed to enjoy themselves. The only problems encountered were a burning picnic table and a twisted ankle, both of which, were accidental.

### SIDECARS REGISTERED

Jawa/Velorex	25
EML	18
Harley-Davidson	18
Watsonian	16
California	15
Motorvation	11
Terraplane	8
Steib	6
Ride-By-Side	6
Eagle	5
Homemade	4
Good One	3
Hannigan	3
Ural	3
Jupiter	2
Bender	2
Ultra	2
Gazzelle	2
Bingham	2
Squire	2
Hitchhiker	2

One each of the following: Equalean, Zepher, Gemini, International, Neval, Smittys, Moturist, Auburn, Astro, Easyrider, Aerolite Vista, Spirit of America, Milray

### BIKES USED TO PULL THOSE SIDECARS

Honda	72
BMW (post '70)	28
Harley-Davidson	24
Suzuki	10
BMW (pre '69)	9
Yamaha	8
Kawasaki	7
Moto Guzzi	5
(Don't know)	2

One each of the following: Ducati, Laverda,

### AND HERE'S WHERE WE CAME FROM

IL	96
MI	36
IN	35
WI	34
OH	19
ONT	18
MO	17
NY	14
MN	13
IA	12
KY	8
PA	8
CT	7
CA	7
NE	6
KS	5
NC	5
FL	4
GA	4
QUE	4
AL	3
TN	3
TX	3
Sweden	3
AR	2
England	2
NS	2
OK	2
SD	2
WA	2

One each from: AK, MD, NH, OR, & SC

# USCA Rally..

## **SIDECAR GAMES WON BY:**

### **BLIND FOLDED GAME**

1st Place

Driver	Passenger
James Mackay	Terry Clark
Akron, Ohio	Beloit, Wisconsin

2nd Place

Terry Clark	James Mackay
Beloit, Wisconsin	Akron, Ohio

3rd Place

William Kurtz	Gary Williams
Riverdale, Georgia	Guntersville, Alabama

### **POKER GAME**

1st Place

Terry Clark	James Mackay
Beloit, Wisconsin	Akron, Ohio

2nd Place

Donald Gibson	Rebecca Downing
Kent, Washington	Dousman, Wisconsin

3rd Place

Keith Miller	C. Schrader
Colchester, Illinois	

### **GOLF GAME**

1st Place

Dale Tracy	Jeanne Tracy
Eden Prarie, MN	Eden Prarie, MN

2nd Place

Keith Miller	C. Schrader
Colchester, Illinois	

3rd Place

Terry Clark	James Mackey
Beloit, Wisconsin	Akron, Ohio

The awards on Saturday night, were special to me. It marked the first time I felt at ease in front of a crowd. The awards given out on Saturday night, went to:

### **ROAD RIDERS GRAND TOUR AWARD**

Dan Doyle, Penryn, California

### **LONG DISTANCE**

Ivan Lundgren, Sweden

### **LONG DISTANCE - MALE**

Ron Bigger, Aloha, Oregon

### **LONG DISTANCE - FEMALE**

Brenda Kerr, Fowler, Ohio

### **SHORTEST DISTANCE**

Frank Grachen, Maperville, Illinois

### **OLDEST MALE DRIVER**

Alfred Neumann, Deerbrook, Wisconsin

### **OLDEST FEMALE DRIVER**

Paula Scheidler, Hammond, Indiana

### **OLDEST PASSENGER**

Janice Neumann

### **YOUNGEST DRIVER**

Dennis Foust, Hartland, Michigan

### **YOUNGEST PASSENGER**

Todd Rogers, Waterloo, Ontario

### **OLDEST RIG DRIVEN TO RALLY**

Rodney Dabe, Country Club Hills, Illinois

### **SOLO AWARDS**

#### **LONG DISTANCE FEMALE DRIVER**

(East of Mississippi)

Marilyn McManus, Jamestown, New York

#### **LONG DISTANCE MALE DRIVER**

(West of Mississippi)

John Kissel, Bloomington, Minnesota

#### **LONG DISTANCE FEMALE DRIVER**

(West of Mississippi)

Bonnie Pettit, Florissant, Missouri

#### **DOOR PRIZES DONATED BY**

San Jose BMW, San Jose, CA

Midwest Action Cycles, Schaumburg, IL

HACK'D Magazine Portland OR

Schaumburg Honda, Schaumburg, IL

Intersport Fashions West, Fullerton, CA

Illinois Kawasaki, Desplains, IL

Luftmeister, Paramount, CA

Steier's Kawasaki, Elgin, IL

BMW North America, Montvale, NJ Ride-By-

Side, Hartland, MI

Bob's Used Parts, Wheaton, MD

Harley-Davidson, Milwaukee, WI

Hannigan Fairings, Oakville, ONT

Vern Goodwin, Eagle, NB

Competition Chemicals, Iowa Falls, IA

Capital Cycle Corp., Sterling, VA

Al Roach/Cathy Bednar, Villa Park, IL

Parabellum, Paso Robles, CA

ROAD RIDER Magazine, Mission Viejo, CA

So. Suburban BMW, South Chicago, Heights, IL

Motorvation Engineering, Montrose, CA

# USCA Rally..

Special thanks go to all the people who worked their butts off before the rally, and in the 100° heat, to see that this rally came off with as few problems as possible.

## Our hats are off to:

Ed Johnson, Marilyn Johnson  
Bob Janick, Joan Janick  
Ron Gardner, Pat Gardner  
Joe Rybacek, Chris Rybacek, Teresa Gardner  
Roger Mattson, Beth Mattson  
Gary Kraus, Jim Rubens  
Veronica Zurek, Delores Zurek  
Mitch Kozel, Denise Kozel  
Wes Stoginski, Al Roach  
John Dauginas, Cathy Bednar  
Ardis Foust, Shane Harvey  
Donald Radtkey  
Lennie Slattery, Lynn Slattery  
John Fell, Mitch Goldflies  
Jim Zikuda, Bob Thies  
Helen Strassenburg, Kyle Strassenburg ...and a very special thanks to my wife Becky, a very special lady who spent a lot of time tying loose ends, living with a phone glued to her ear; standing by me when the pressure went up, my nerves frazzled and my temper showed. Somehow, she kept her cool. For this, the USCA and the rally participants owe you a debt of gratitude, for without you, there would have been no 1988 USCA Sidecar Rally.

## MOVING?

Please notify us six weeks in advance - attach your mailing label, fill in your new address in the coupon to the center right, and send to: USCA/NEW ADDRESS, 17116 Goya St., Granada Hills, CA 91344.

## RENEWALS

Renewing on time saves the USCA money and a lot of extra work. Please check your own mailing label and if your dues are coming up, send your remittance to: USCA/RENEWAL, 17116 Goya St., Granada Hills, CA 91344.

Your expiration month & year are just above your name on the mailing label.

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# USCA Rally..

## MI VIEW OF THE USCA 10th NATIONAL RALLY

By Ray and Gloria Kimball.

We just wanted to write to let all our friends from Illinois, know that we feel they did a tremendous job of putting on the Rally for us.

We left home early morning, June 23rd, headed for Marseilles, Illinois, to the USCA Rally. We thought by leaving early we could beat the heat. Ha, \$ HA!! It kept right with us, making it necessary to stop a couple of times for breaks and relaxation... then it proceeded to beat us to the campground to await us there. One thing for sure, the folks from Illinois, gave us all a warm welcome!. Too warm, in fact!! All kidding aside, there is an awful lot of hard work and planning to put a rally together and they really did go out of their way to make things run smoothly. Marseilles, is in a beautiful area with lots of interesting places to visit. We did most of our sightseeing in the morning and evening hours, when it was somewhat cooler. Wish we could have gotten in a lot more long rides while there, but just couldn't get away from that trusty old fan! (Got up to 109°).

We were really pleased to see that there was so much going on for the children. They all appeared to have a great time, especially playing games and doing arts and crafts, and were always busy and well behaved despite the extreme heat. It helped a lot that there was a place to swim and cool off. The adults took advantage of that cool water a lot, too!

The campground was easy to find and a welcome sight when we arrived. We were very fortunate to find a partially shaded spot to park our truck and camper, and had electricity and water close by. Most everyone who knows us is aware that we aren't the hardy and totally roughing it, type, so we usually trailer our motorcycle and sidecar, when we go any distance. Ray says he had enough tenting and sleeping on the ground in the Army, and isn't about to do it again if he doesn't have to! You folks who tented in that heat without shade, have our deepest admiration.

We were most surprised and happy to see Trevor and Pam Quick, from England, whom we'd first met at last year's rally in Kitchener, Ontario, Canada, where we had enjoyed visiting with them. In fact, it was great to meet and visit with all our sidecarist friends, both old and new. And we always look forward to seeing and visiting with J.R. Ewing. We only wish we knew 10% of what he knows, in relation to sidecaring. We were glad to see the vendors there and receive some very helpful information during our visits with them. Especially Peter, from California Sidecar, Ron Plender, from Harley-Davidson, and Bob Odell, from Sidecar Restorations. We appreciated Harley-Davidson provided motorcycles and sidecars for test rides, last year and this. That makes us want to own one the more!

We would have liked to participate in the games and sidecar school, but couldn't due to the heat and sun. Ray had to stay under his umbrella most of the time, so he wouldn't get sick from being in the sun. (We noticed many others doing likewise.) It's pretty difficult to operate a motorcycle one-handed, while holding an umbrella, even if it does have a sidecar.

On Friday evening is was a treat to gather together to visit and partake of the hot dog roast. Special thanks should go to the hardy souls who endured the heat to cook all those hot dogs over the hot charcoal. That's dedication!

After a most enjoyable time at the Rally, when we didn't think things could be any better, they WERE! Needless to say, the 10th Anniversary Rally of the USCA is one we'll always remember in a very special way, because of the incredible conclusion, for us. We still can't believe that Gloria could be so fortunate as to be the winner of the grand prize of a new sidecar. Guess it won't really sink in until it's actually here. What a tremendous mixture of emotions! One doesn't know whether to jump and shout for joy, or cry. All we can say is that we are truly thrilled, and want to thank everyone involved.

Looking forward to seeing all of you next year in Georgia.

# USCA Rally..

## A DREAM RALLY... AND A DREAM MACHINE

By Pam and Trev Quick.

Trev and Pam Quick wish to report on the unforgettable hospitality which they enjoyed at the United Sidecar Association Rally, this time at Marseilles, Illinois. We have a long standing love of America, and of sidecarring. The 1988 Rally combined the best of them both. We were lucky enough to have the use of a Harley-Davidson Tour Glide Classic rig, from H-D which our friend, Al Schultz arranged for us.

We had been staying with Al and Marlene Schultz, and we arrived with them at the Rally on Thursday afternoon, to be met by lots of friendly people. Some we had met at Kitchener, last year (or even at the Federation/Watsonian Rally in England, in 1987), and we also made lots of new friends. Just like at an English rally, everyone was so busy talking, it was 9:15 p.m. before the Schultzes, Quicks and Jim Mackey, sat down to eat!

Friday morning, coffee at the control tent, the start of a lovely day of sidecarring chat and, for us, the viewing of so many lovely and distinctive American rigs. The organisation (hats off to all the hard working organisers) throughout, was five star, and whoever provided the permanent supplies of coffee, iced water and lemonade, deserves a citation, or the Congressional Medal, or something. A real life saver!

There were various interesting events for the children, but I must admit we missed most of the "formal" events as we were too busy kicking tyres (is that the right expression?).

We did overhear some of the sidecar clinic, which was very interesting and, I'm sure, most useful to a lot of folks. We also got to meet with John Dauginas, who was attempting to report on the Rally generally. You have my sympathy, John, it's a very difficult job.

Saturday, we had a brief trip out, in temperatures of 105°. People kept telling us this was freak weather, but since it was pretty much the same at Kitchener, last year, who's kidding who? Back at the site, I where we took advantage of an impromptu shower (behind the water cart!), we then prepared to appreciate the Rally dinner; ample supplies of nice food, and served outside. This would have been impossible in Good Olde (wet) England. This was followed by the prize giving and raffle draw. The longest distance award went to a lovely Swedish family, which had bought a Harley-Davidson outfit, and were staying for about seven weeks... lucky them!

It was a super end to a great Rally, though many of us met briefly at the pancake breakfast on Sunday.

A particular thankyou to the friendly Harley owners, who took us to their hearts. Finally, whoever found and chose this site, thank you. A very, very attractive site indeed. See you next year?



# Rally

## 8th NEW ENGLAND S/C RALLY

By Carl and Cindy Johnson

The day has finally arrived. After waiting months, all through the winter and spring, we are going to be seeing the family again... sidecar family, that is. It's Wednesday morning, July 13, 1988, the day before the 8th New England Sidecar Rally officially begins. Carl and Hannah, with a truckload of Rally gear, are lucky enough to be headed up to Wilsons Mills, to set up for the Rally and start the reunion early. Cindy, the unfortunate, waves good bye on the sidecar, then heads off to work, with a change of clothes, so that she can leave straight from work for Wilsons Mills at 4:30p.m.

After chomping at the bit for eight hours, the end of the work day finally arrives and 75 miles later, Cindy reaches the Aziscoos Valley Camping Area. After taking a quick count, it's discovered that 12 sidecars and eight solos are there, a day ahead of the Rally. Has the Rally begun a day early?

Wednesday's brisk night air precludes a bright sunrise. On Thursday, the Rally is officially opened by the visit of a young bull moose to the campground. Everyone is alerted and we all gather quickly, to watch him swim across the Magalloway River, shake off to excess water and saunter away across the field. He is the first of many to be sighted by rallyists during the next four days.

Registration opens at 9:00a.m. with everyone anxiously in line so as to be able to get started on one of the two most gorgeous (that's "gaw-jus", in Mainiac) and fun observation runs ever put together. Joe and Jeanne Lourey are responsible for conspiring together, with results that thrill the rallyists with splendid scenery, and at the same time, tickle their brains for the trick answers, while touring the countrysides of Maine, New Hampshire and Quebec.

All day long, family is arriving from near and far... husbands, wives, children and friends

from ME, NH, VT, MA, CT, RI, NY, PA, NJ, MD, MI, AK, TX, ONT, QUE and N.B. Through it all, the rains come and go, and the coffee goes with it as well (two days' worth!). The reunion is off to a great start as we all wander around under the big main tent, catching up on winter happenings and meeting new "family" friends.

Late in the afternoon, the weather cooperates for the local Future Farmers of America group, as they barbecue half-chickens and serve up potato salad, maple syrup shakes, punch and ice cream, so the travel worn arrivals don't have to cook. The first evening ends with the traditional gathering of the clans around the bonfire.

Thursday night we sleep much warmer and wake to a picturesque mist, wrapped around the surrounding mountains, while the coffee pot steams away from 5:30 a.m., and on. Those people who aren't cooking have two choices: Eating at the Rally food concession, or the local Trading Post Restaurant.

While late Rally arrivals are registering Friday morning, others are signing up for what is being termed the best New England Sidecar Rally T-shirt yet upon returning from the aforementioned J & J Lourey observation runs, families are gathering for the first afternoon of children's field events. It begins with Jennifer, Hannah and Cindy assisting "Sheila" in herding the kids through the fun and games. Once the young children have completed the first day's games, the older children proceed to the play area to show off their expertise in the sidecar and solo field events. Back and forth they go as a number of the contestants are forced by Dave Kilton, Paul Murray and friends, to endure several run-offs due to their professional performances.

Friday evening begins with the awarding of funky certificates, printed in calligraphy by Hannah Johnson, for outstanding features such as longest beard, rattiest sidecar, first to pre-register from all the various states and provinces, most gadgets, and on and on. But wait folks, this isn't the end as there's ice cream too... 10 varieties are

# Rally..

most graciously carved out and literally hand delivered by Carl and Cindy. Carl then has to dash over to thaw out his fingers at Dave Washburn's first evening concert, held at the bonfire sing-a-long. Thank goodness for Dave's portable keyboard, or a lot of us would be embarrassed at having to fill in the blanks with our humming, during the old and new tunes!

Saturday morning arrives with the weather uncertain, as to whether it wants to rain or clear off and let the sun shine through. So, it does both, and ends with a hot, sunny afternoon for the final children's games, and a repeat of the older children exhibitionists at the sidecar and solo field events. The afternoon rushes full speed ahead to the 5:00 p.m. line-up for the sidecar/solo parade, being held solely for the self-serving exhibitionists that we are all. Up to the Trading Post to make a U-turn, back by the campground, after passing two lone, unsuspecting pedestrians, down to the two-room schoolhouse we go for the final U-turn back to the campground.

Enjoying ourselves immensely, we quickly disembark from our rigs and fall into two lines, to partake of the delicious bean-hole beans. The beans have been in preparation since Friday morning, when the fires were started in six granite-lined pits by our campground hosts, Norman and Muriel Littlehale, along with a small group of their friends.

Three kinds of beans are accompanied by cole slaw, rolls, punch, and oodles of home-made pies.

After what would ordinarily be the grand finale awarding of trophies, children's games ribbons and announcements of the children's gumball guess winners, the evening ends with talk and good cheer. V

As each of the Rally groups are packed and ready on Sunday morning, they head down the road to the Grange Hall. Here, they fill up on scrumptious pancakes and sausage, cooked by a repeat crew from Saturday night's supper. One by one, as they finish their breakfasts, out sidecar family friends head back to the campground for

church services, or simply depart 'til we meet again at the next Rally.

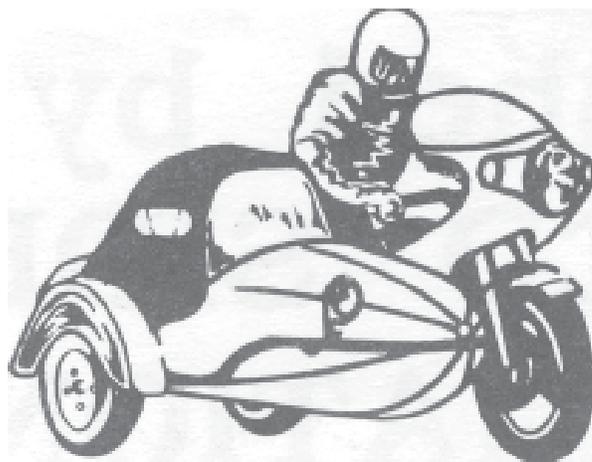
Oh yeah, Carl says don't forget about the motorcycle safety clinic presented by Dave Kilton, of Machias, Maine, the food concessioner, Warren Bennett, and his relatives cooking all weekend, for those of us too lazy to cook or run down to the restaurant, the sidecar alignment tune-up clinic, thanks to Eric Crompton and his wife Ann, from Montreal, Quebec, VCR movies for the young and old, sidecar literature available at the browsing table from sidecar manufacturers, elaborate pinstriping by Dave Davies, from New York, and last but not least, the many, many moose from Wilsons Mills, Maine!

## RALLY STATISTICS:

223 people, 71 sidecars, 35 solos, 2 pedestrians, 223 moose... maybe not, but we're not aware of anyone who missed out on sighting these stately creatures.

## MOTO GUZZI NATIONAL OWNERS CLUB

MONTHLY NEWS LETTER OF TIPS, STORIES RALLIES ETC. NATIONWIDE. \$18.00 for couple membership OR \$19.00 FOR SINGLE MEMBERSHIP. CONTACT: MGNOC, R.R.#1, Box 136, Ellsworth, KS 67439. (913)472-4988.



# Rally

## Griffith Park - 1988

Mineral Wells, October 22-23,  
Glendale, CA

### SATURDAY NIGHT, 22ND

Clyde Earl will show movies of motorcycle racing, W.C. Fields, and something for everyone. Movies end at 10.00 pm which is the curfew for entering the park. Camping, sans showers, available.

### Motels near the park:

Rega Lodge Motel, 200 W.Colorado  
St,(818)246-7331

Vagabond Hotels, 120 W.Colorado  
St,(818)240-2700

Golden Key Motor Motel, 123  
W.Colorado St,(818)247-0111

### SUNDAY, 23RD (the main day)

Arrive early in your sidecar. Bring family, friends, and a picnic basket. Browse among the glorious sidecars from past to present. Meet old friends and make new. Enjoy a day of leisure. Prizes will be drawn after lunch.

### GENERAL INFORMATION

9.00 - 3.00 pm

Rally fee: \$ 5.00 per sidecar.

Passengers and spectators free.

Free solo bike parking.

Reserved parking within the rally for classic, antique, special interest, and racing sidecars.

Rally T-shirts and hats.

Refreshment stand with drinks and food at nominal cost.

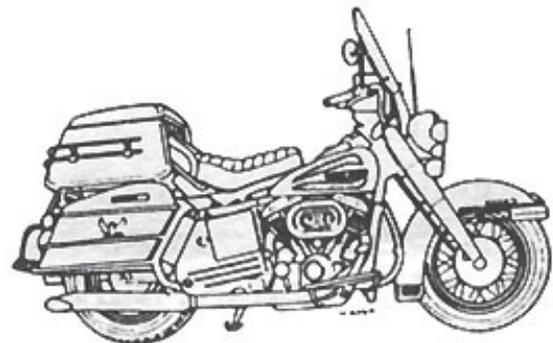
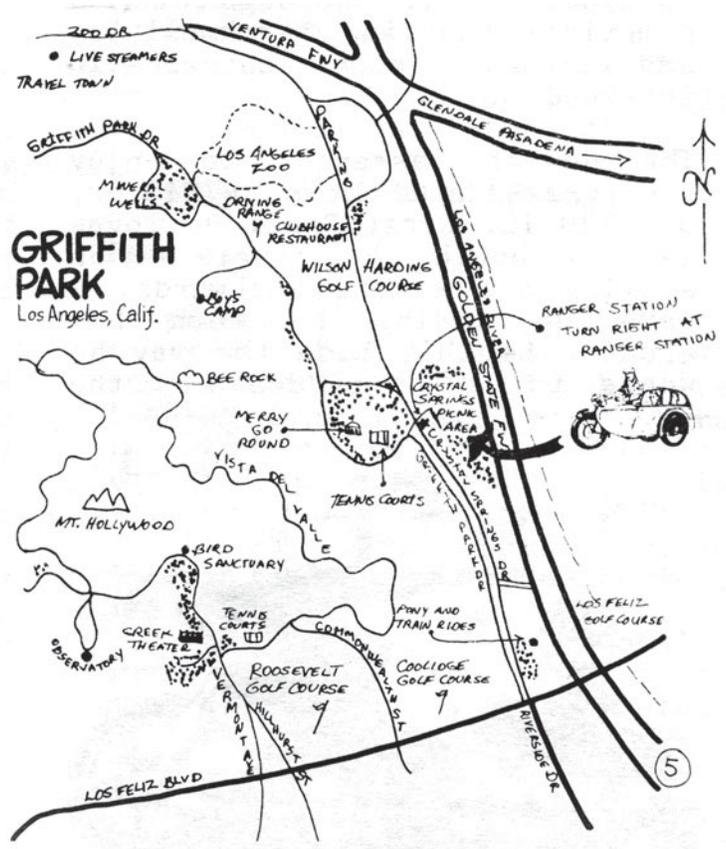
No awards, games, or sidecar judging.

### HOW TO GET THERE

Location is near the intersection of the Golden State Freeway with the Ventura Freeway in Glendale, CA. To get to the southern entrance, go north from Los Feliz into Riverside Drive which turns into Crystal Springs Drive.

Turn right at the Ranger Station and follow the short road to the rally.

Contact Doug Bingham at (818) 780-5542, or Jim Krautz at (818)366-3179 for additional information.



# Advt

## High Performance Handling Package Aerolink Front Forks/Aerolite 15" Wheels

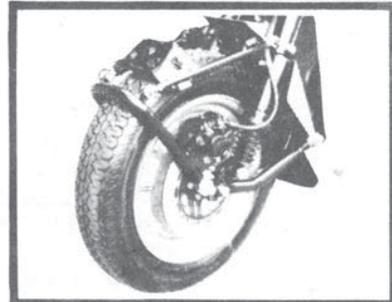


A new high performance state-of-the art **handling package**, developed jointly by California Sidecar and Peter Smith of Aerolite Sidecar Products, is now available from California Sidecar. Combining advanced styling and innovative technology the **handling package** consists of:

### Aerolink Front Forks

**Aerolink front fork-** Precision engineered earlestype design using rod ends & innovative mounting adaptors for various applications. The progressive floater linkage for the braking system results in controlled anti-dive without suspension lock-up, the optimized trail & rolling radius together with tuned suspension, automatic damping & air assist, result in probably the ultimate front end for sidecar use.

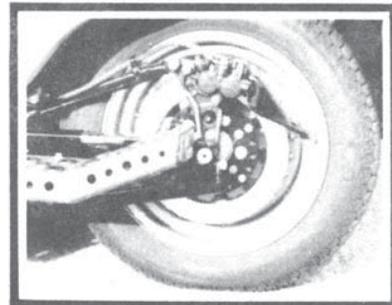
(Options include: chrome package • color matched fenders • non-air shocks.)



### Aerolite 15" Wheels

**Aerolite 15" Wheels-** Polished or finished spun aluminum wheels and adaptors for light weight & strength. Large footprint, flat-section radial tires for high mileage, improved traction, handling and ride. Smaller overall diameter results in lower gearing & center of gravity together with decreased fuel consumption.

(Options include: color anodized wheels & adaptors • zerk fittings in hubs • chrome valve stems & caps.)



#### AEROLINK FORK SPECIFICATIONS

**Fork Legs:**— Tapered box section for torsional strength, no flex & light weight. Provision for steering damper mount.

**Fork Tube Adaptors:**— Precision inserts within tube for various model applications.

**Swing Arm:**— Drop center type with tapered ends & rectangular torque tube. Pinch clamp ensures positive location for axel. Extra long arms for smooth ride & small trail variations.

**Caliper Linkage:**— Simple yet effective system of tubes form a boxed parallelogram to prevent lateral wheel movement & give full floating braking with controlled anti dive. Caliper mounts retain original directional force.

**Bearings:**— All pivot points utilize precision high strength rod ends with an integral nylon/fiberglass bearing surface for no maintenance & low wear properties.

**Fasteners:**— All SAE grade 8 & socket head.

**Shocks:**— Progressive suspension "magnumatic" type. Dual rate springs, six stage automatic damping. Air assist. Rebuildable. Black or show chrome finish.

**Fenders:**— Rear & side sections conform to fork profile. Front unit styled to suit many applications. Fiberglass construction.

**Brake Lines:**— Uses OEM hoses. Braided available.

#### AEROLITE 15" WHEELS

**Wheels:**— 3½ x 15 forged aluminum racing wheel from "Centerline". Polished or satin.

**Tires:**— 135 x 15 radial "Uniroyal 280".

**Adaptors:**— 6061 aluminum machined for your discs, axel & bearings. Grade 8 fasteners for shaft or belt drive spline carriers.

Prices & Specifications are subject to change without notice

For More Information Call: (714) 891-1033



**CALIFORNIA SIDECAR, INC.** 15161 Goldenwest Circle, Westminster, CA 92683

# Rally

## 48th ANNUAL BLACK HILL MOTOR CLASSIC (Sturgis)

By Bob Anderson

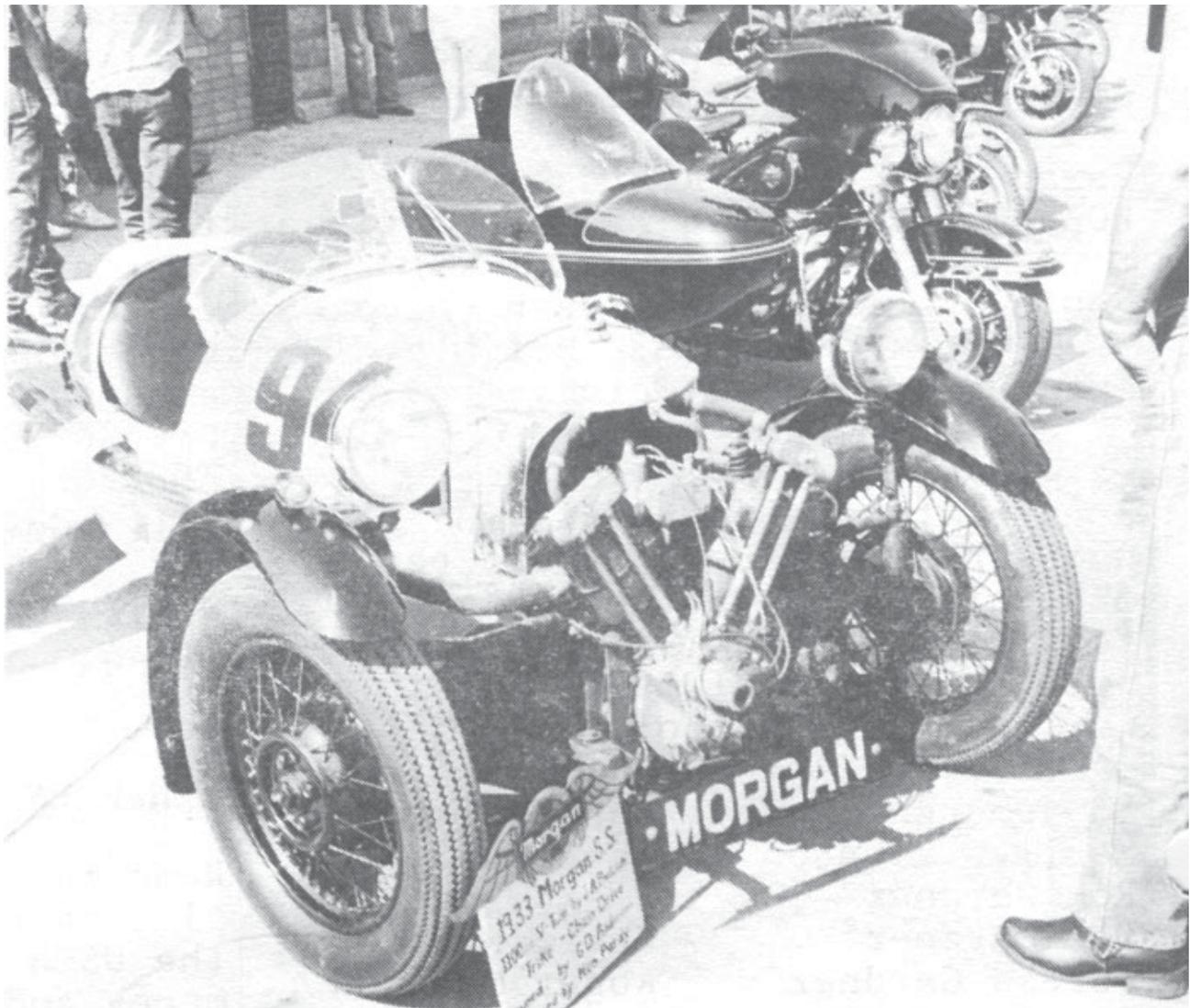
My first view of Sturgis, South Dakota, was a bit different this year. Not many bikes, and a main street full of pickup trucks. Problem was, I was in one of them, the 1200 Sportster I was riding, was on a trailer behind the truck, headed for Black Hills Harley-Davidson.

Two days before, I had left southern California, only to wind up, 1,400 miles later, with a dead battery, about 25 miles north of Sturgis, a week before the Classic got underway.

A week later, things were a bit more normal. The Sportster had a new battery, I'd been back to Minnesota, and was now back at Sturgis, the bike 1,400 miles older for it.

Sturgis used to look "big", when you looked at three, going or four, blocks of motorcycles, parked solid along each curb and double deep down the center of the street. This year, day one, saw five to six blocks. Sturgis was big! And that was just August 8th - Monday, with six days to follow.

Sturgis is one place where H-D sidecar rigs almost become common place. Of course, when you park next to a 1933 Morgan three-wheeler, nearly anything seems common. Of course, there were H-Ds with all kinds of sidecars, adding to the flavor of the week. A CBX/Velorex set another mood, while more conventional rigs still drew looks from bikers just generally curious about hacks. Walk around or stand and watch, there were lots of hack rigs to see at Sturgis #48. Bob Anderson



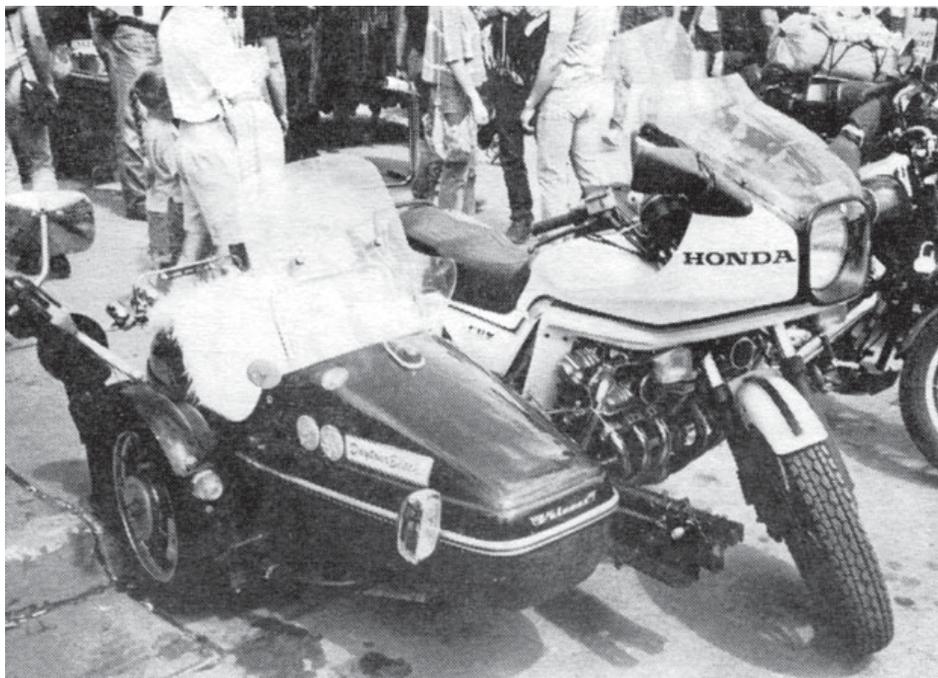
# Rally..

## 48th ANNUAL BLACK HILL MOTOR CLASSIC (Sturgis)



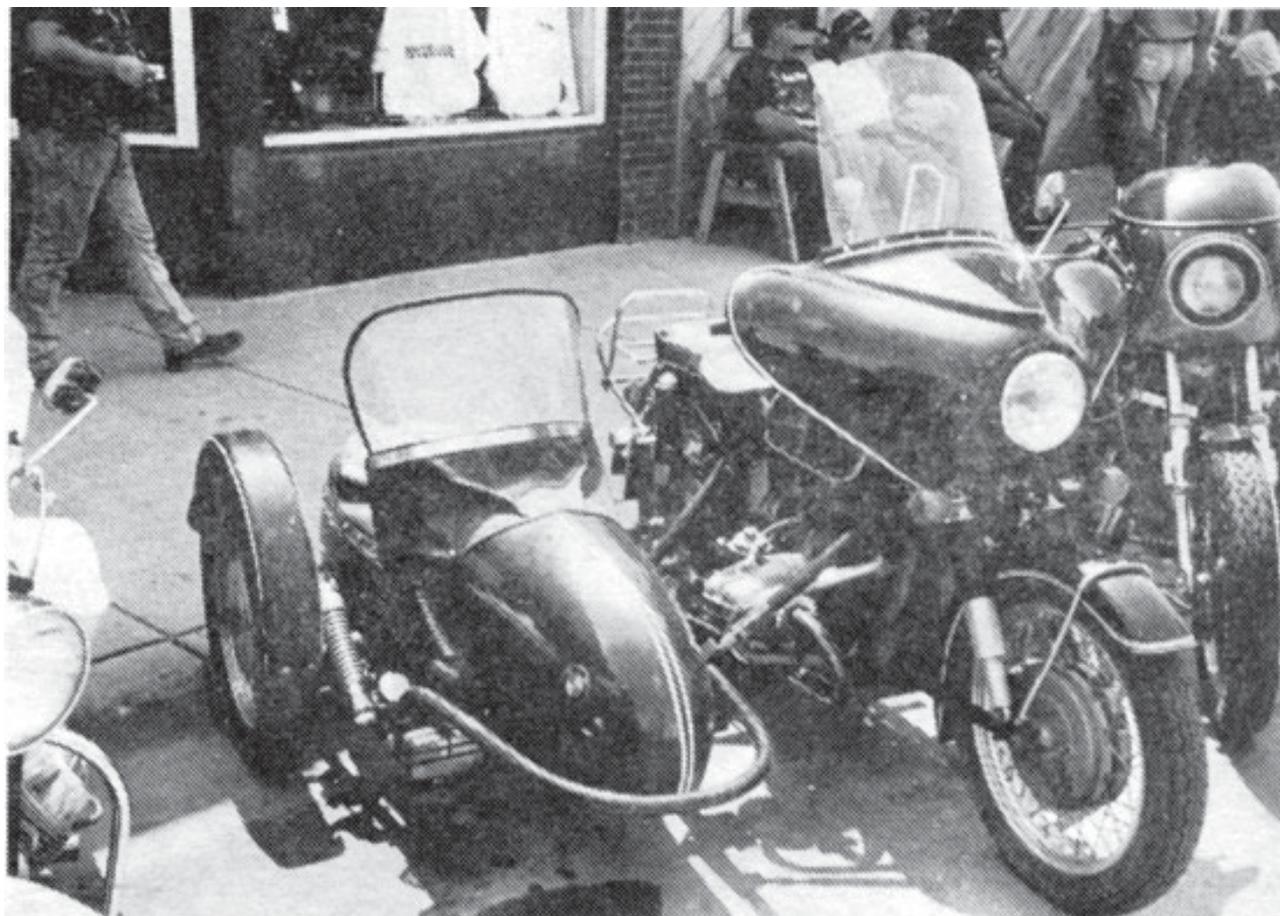
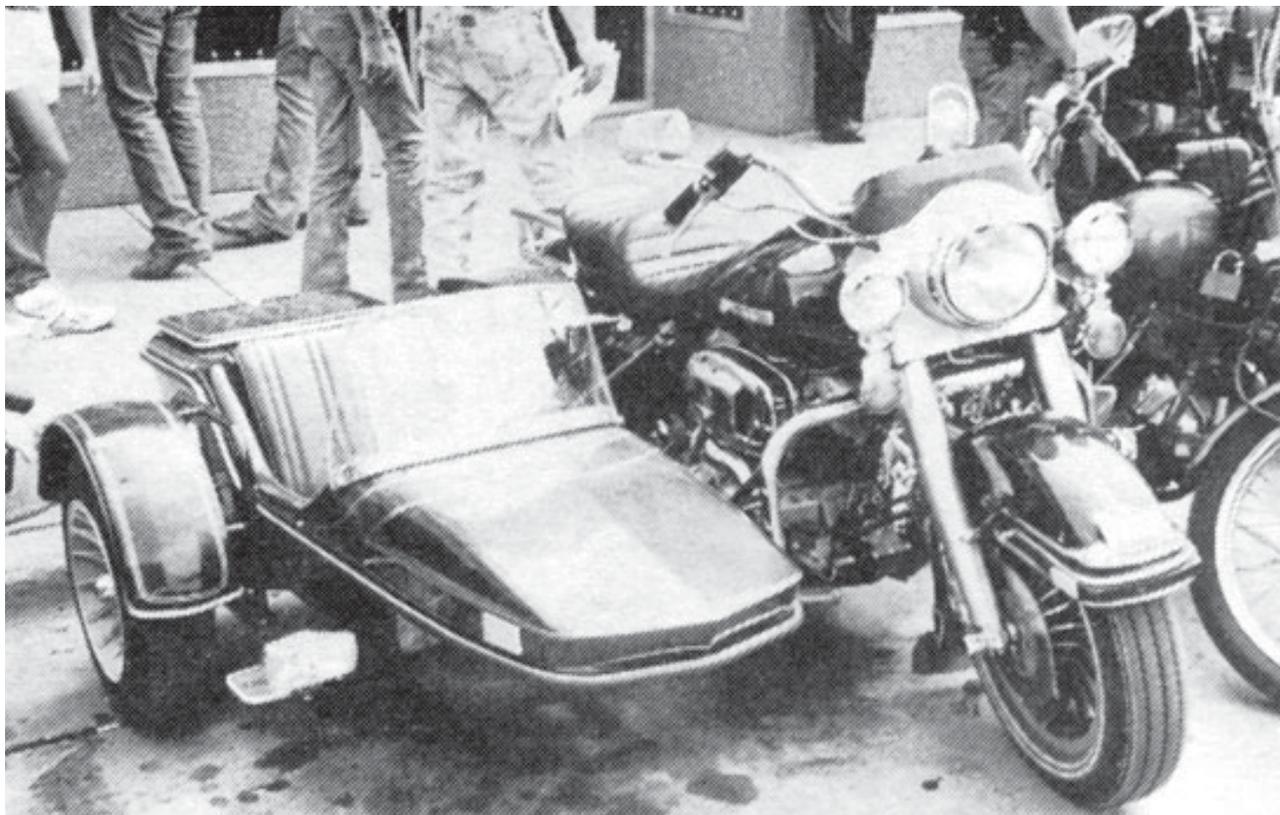
# Rally..

## 48th ANNUAL BLACK HILL MOTOR CLASSIC (Sturgis)



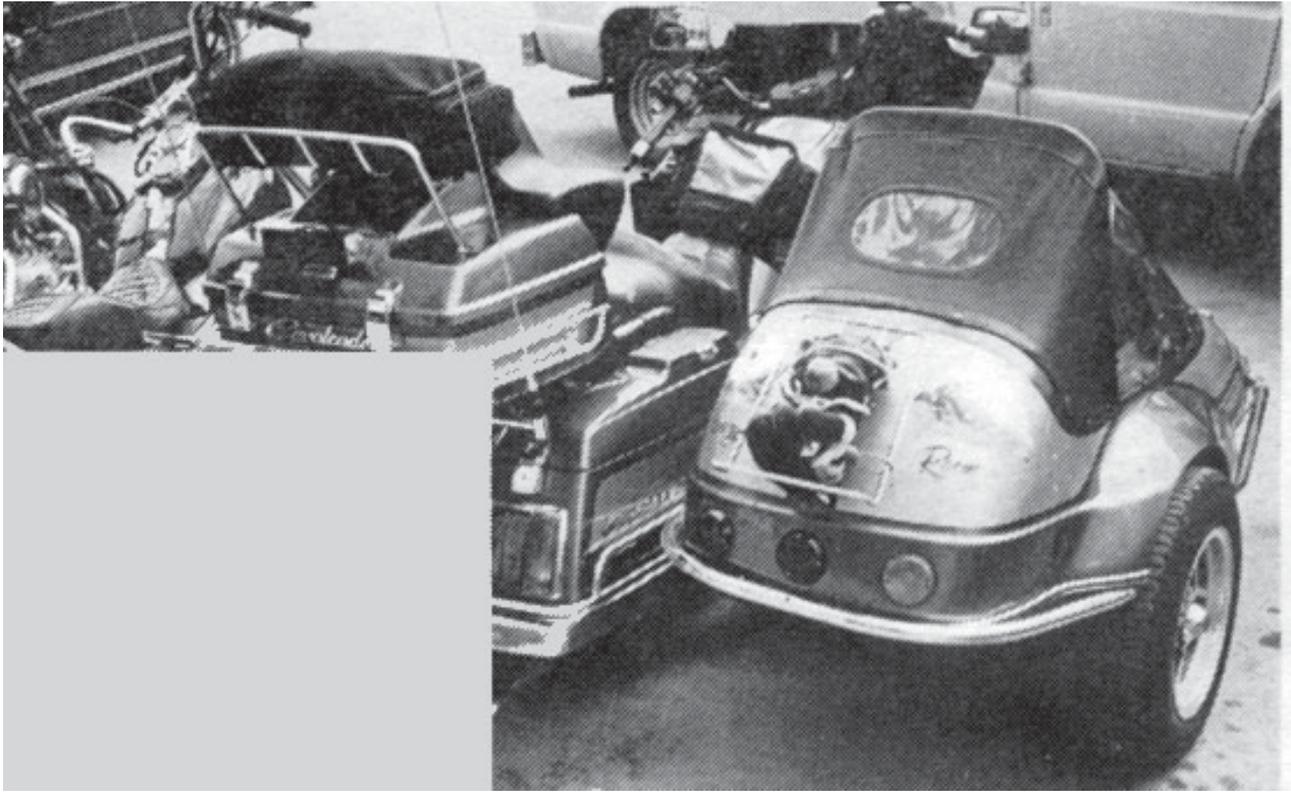
# Rally..

## 48th ANNUAL BLACK HILL MOTOR CLASSIC (Sturgis)



# Rally..

## 48th ANNUAL BLACK HILL MOTOR CLASSIC (Sturgis)



# From Europe

## From France

by Marc Thouret, Cherbourg, France

This month the ASF (the French Sidecar Club) introduced a supplement that is mainly a fun issue which includes games for the younger members and technical tips for the more serious. An interesting concept.

The subject of leading links vs standard forks is not confined to the USA as they have a full debate on the same issue.

### Upper triple tree modification

A variant to the modification of the triple tree is to lock the fork tubes in a rotating device such as a modified Heim joint where the fork tube passes through the lower and the upper triple tree, and to provide an eccentric device to move the position in the upper tree forward and back. Looks quite complicated and not as simple

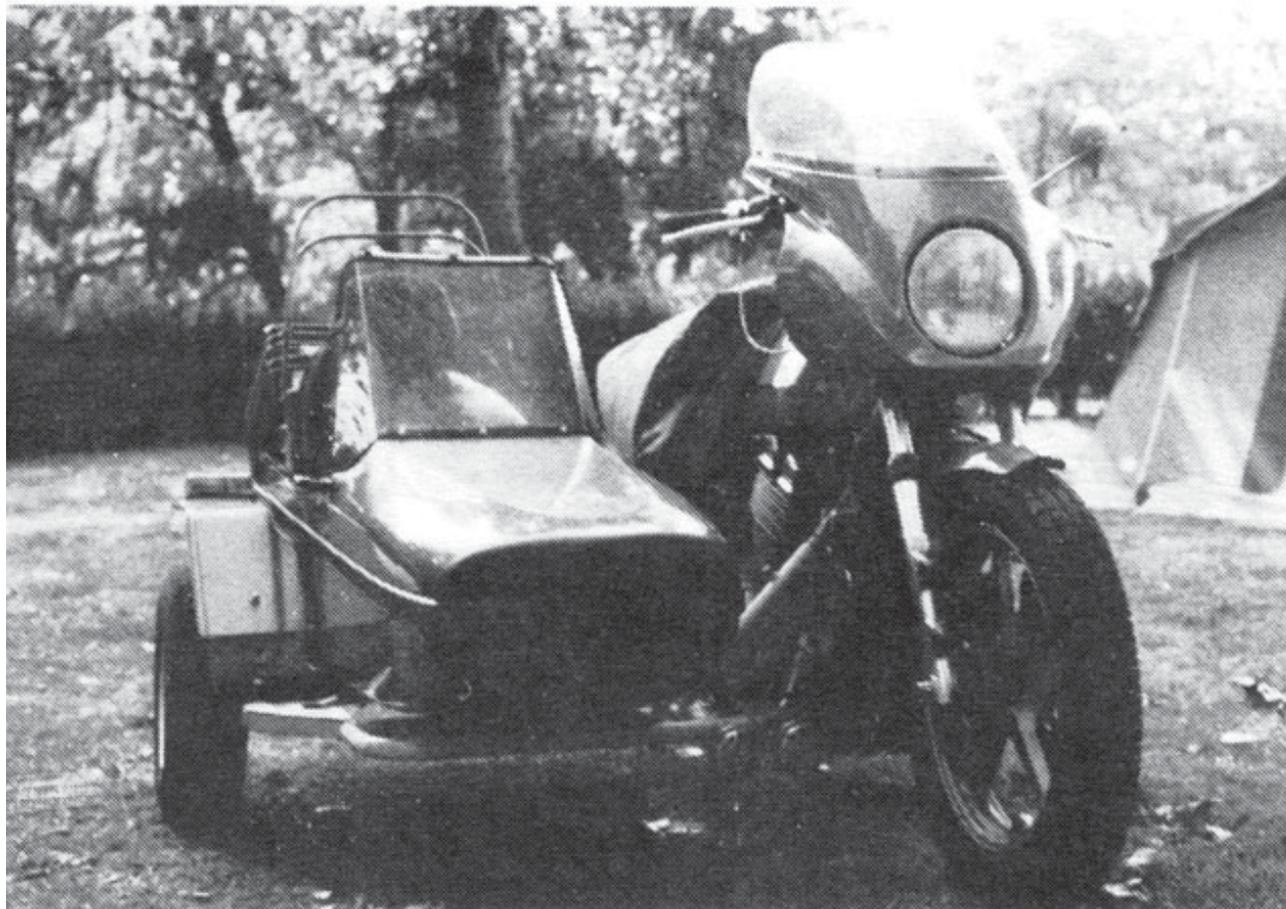
as just relocating the position of the center hole in the upper tree. Still, all ideas must be explored as that is how improvements are made.

### FOSC Annual Rally

Many of the French sidecarists attended the Annual Rally of the Federation of Sidecarists in England which this year was held at Tirley, Gloucester from August 26 to 29.

### Laverda - GEP Sidecar Rig

Italian bikes are quite popular as chair pullers even though they are quite expensive. The photo shows a Laverda attached to a French made GEP. The Laverda factory must be having a fit as examples of Laverdas fitted with sidecars have been identified in America, England, Germany, Australia, and now France. (Why, I don't know. They are fast, powerful, light, and have a strong frame. - HAK)



Laverda 1000 with GEP sidecar

# Everything Else

## Dal Smilie seeks 4th term on AMA Board of Trustees

USCA member, Dal Smilie, of Helena, Montana, is seeking his fourth term on the AMA board of trustees.

Smilie is a former racer and now touring rider and sidecarist.

He is currently secretary of the AMA board, president of the American Motorcycle Heritage Foundation and national treasurer of the BMWMOA. He is the United Sidecar Association's AMA liaison.

Smilie represents the AMA's Northwest Region, which consists of Alaska, Washington, Oregon, Northern California, Northwest Nevada, Idaho and Montana. Nomination forms are contained in the October issue of the AMERICAN MOTORCYCLIST magazine. Ballots will be found in the December AM.

Smilie is the only sidecarist on the board.

## S.R.A. contact

Doug Bingham wrote to tell us that another S.R.A. contact address was, Gary Carlson, 25885 - 22 Mile Road, Mt. Clemens, MI 48045, (313) 949-9138.

Also that Larry Coleman of Kal Guard and Mike Taylor of Barnett Clutches, are active in sidecar road racing out west, and there is rumor circulating around that Osie Aver, a BMW dealer up in Chico, CA, is talking vintage sidecar road racing.

Speaking of vintage stuff, this will be the 11th year for The Olympia Toyrun, an effort of the Olympia Chapter of ABATE of Washington, and the Salvation Army, to collect toys for needy children at Christmas. The Toyrun takes place each year on the first Saturday in December, from noon till 3:00p.m. For more information, call Mary Hiatt, 1988 Toyrun Chair (206)352-0772, or Ralph "Moostache Man" Imler (206)352-2084.

## Jerry's Kids

While going on about good causes, we are proud that Ardis Foust and family, of Hartland, MI, signed up to ride for Jerry's Kids en route to the USCA National Rally. Ardis was able to raise almost \$100 through pledges for the cause of MDA. USCA hopes to hear from other members who were able to contribute pledges to MDA.

## Pop Dryer incapacitated

With regret, we advise those that don't all ready know, that Pop Dryer broke his hip and has been confined while he recovers. Those wishing to visit or send him a card may do so at 4164W. Washington, Indianapolis, IN 46241, or call him for a chat at (317) 241-9926.

Pop is one of our dearest and oldest members, who raced hacks professionally long before most of us were around.

Get well soon, Pop.

## In Memorium

In a serious note, the SIDECARIST editorial office recently learned of the Passing of USCA Rally Director Terry Strassenburg's mother, in early August. We are sure that all who know Terry and his family join in extending sympathy to him at this difficult time.

## Gov. Michael Dukakis

From the AMA Government Relations Department, "Legislative Update": Dukakis on motorcyclists -According to an article that recently appeared in the MOTORCYCLIST'S POST newspaper, presidential hopeful and Massachusetts Gov. Michael Dukakis has a long history of imposing mandatory laws on the citizens of the state.

Regardless of what public opinion tells him. Case in point is his veto of a 1976 legislative

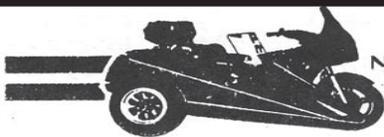
# Everything Else..

proposal that would have made helmet use in Massachusetts voluntary. As the bill awaited his signature, a state Senator arranged an informal meeting between the governor and several concerned parties, including the publisher and editor of a motorcycle newspaper, a police officer, a state employee and an executive for the Coca Cola Company. Upon their arrival at the governor's office, they were met by an aide to Dukakis who informed them that the governor had no time for "second class citizens". So, remember, that come November, know the candidates you're voting for, and most important, exercise your right to vote!

## Heavy-duty/high output motorcycle stators

Heavy-duty and high output motorcycle stators are now available for your local shop to install in your Honda 650, 750, 900, 1100 and GL; Kawasaki KZ Escort, Police, GPZ and Voyager; Suzuki Cavalcade; Yamaha Venture. All stators are hand-wound and in some cases, up to 30% more output than stock. Warranty for in-shop installation is 30 days and prices range from \$50-65, plus freight and COD charges, exchange basis. Have your favorite shop contact Gary S. Gifford, Cycle Rewind, 2801 Forest Park, Garland, TX 75040.

Gary sez they have been rebuilding stators and starters since 1986, are nearing 1,000 units on the market and have had less than a 1% warranty return ratio. If you live in, or near, TX, here's a list of his customer shop outlets: DFW Cycle, Mansfield; Mr. Motorcycle, Sansom Park; L&L Cycle, Dallas; Dallas Honda, Dallas; American Kawasaki, Garland. Sounds like a good deal for folks who don't quite have the juice to run the kitchen sink in the hack.



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January 27-29, 1989  
**GREAT AMERICAN MOTORCYCLE & ATV SHOW**  
 Cow Palace, San Francisco, California  
 In conjunction with the California Indoor Championships

February 10-12, 1989  
**GREAT AMERICAN MOTORCYCLE & ATV SHOW**  
 Rosemont/O'Hare Expo Center, Chicago, Illinois

February 24-26, 1989  
**NEW YORK INTERNATIONAL MOTORCYCLE SHOW**  
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**GREAT AMERICAN MOTORCYCLE & ATV SHOW**  
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# EXPO

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Start the year off right with this great show. This is a three day feast for motorcycle enthusiasts to buy, buy, buy.

### Autorama

**Cyclerama — Detroit February 16-19, 1989**

Held in conjunction with Autorama in Detroit, Cyclerama gives attendees an opportunity to view the latest in motorcycles, apparel and accessories for 1989.

### Ocean Center

**Motorcycle & ATV Expo — Daytona Beach March 9-11, 1989**

Cycle Week and the Motorcycle & ATV Expo are naturals together. An entire week filled with the excitement of motorcycle enthusiasts from all over the world. This show is filled with exciting features, show specials plus much more.

### Houston Astroarena

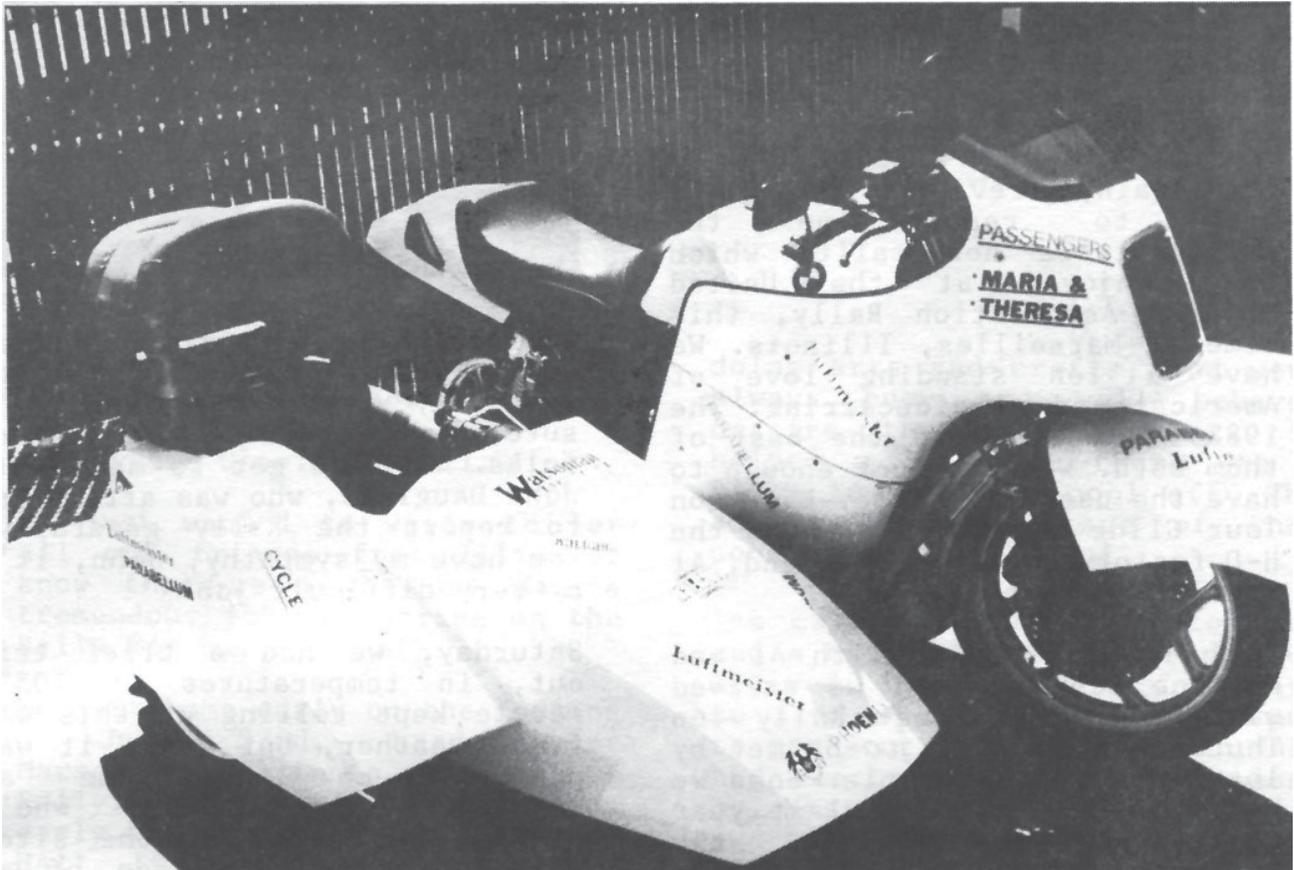
**Motorcycle & ATV Expo — Houston March 17-19, 1989**

This is the 20th annual Motorcycle & ATV Expo in Houston. Held in conjunction with the Supercross Race.



**For more information or questions contact Edgell Expositions at 714-250-8060,  
FAX 714-261-9790, TELEX 681407.**

# Racing



## Record Holder Strikes Again

Skip and Pam Baker, who organized the new world land speed records for the stock street sidecar rig category last year have done it again. This time at the drag strip and the new class is now officially sanctioned.

The event was held at the Baylands Raceway Park in California where Skip reached 113.92 mph in 13.798 seconds on his BMW Luftmeister K100 with a Bingham MkII sidecar. Under the new rules, the sidecar must have a passenger which is unique for drag events.

They also plan to attack the records they set. Reporting on the event to be held at Bonnaville during speed week of August 14 through 20 will be a TV crew from San Francisco for the Evening Magazine.

Sponsors include Parabellum, who furnished the fairing; Michelin, the tires; Bingham, the chassis and sub-frame, Kal-

Gard, the lubricants; and Mike Corbin, the seat. Pam and Skip will compete against each other with Maria Briggs and Theresa Kincaid serving as their passengers.

Maria will also passenger in the another rig driven by Loran Briggs in an assault on the 750 cc class. Loran's rig is powered by a Kawasaki 750 Turbo and his sponsors include Pirelli, Kal-Gard, and Bingham. This stock machine recently turned 97 mph with an ET in the mid 14's and with Maria as passenger. Loran was a pit crew member last year and knows what to expect at Bonnaville.

Pit crew members will include Bud Kincaid, Dan Doyle, and Neil Jamison who will also serve as relief driver if required.

This event will be over by the time this publication reaches you.

# Industry News

## SR 1200 by E.P.

### An Electrical Reverse for your Rig

It is no longer necessary for you to find an old Harley-Davidson or Indian, or a WW II vintage R 75 BMW or a Russian Neval or even a Gold Wing 1500 if you want to get a reverse gear for your outfit. One company that offers a reversing attachment for your rig is E.P. Sales & Service of Columbia, MO.

A drive wheel, fitted onto a frame located at the back of the rear wheel, is brought into contact with the rear wheel when needed. It is driven by a 1/2 HP 12 volt electric motor (18 amp max) located in the rear saddle bag through two universal drive shafts. Safety devices prevent operation if the machine is in motion.

The unit can move the rig one foot in two seconds, up a 5 degrees incline. Retail: \$595, FOB Columbia, MO. Details and complete specs, call Emmett Politte at 1-800-541-8101, or (314) 442-9898.

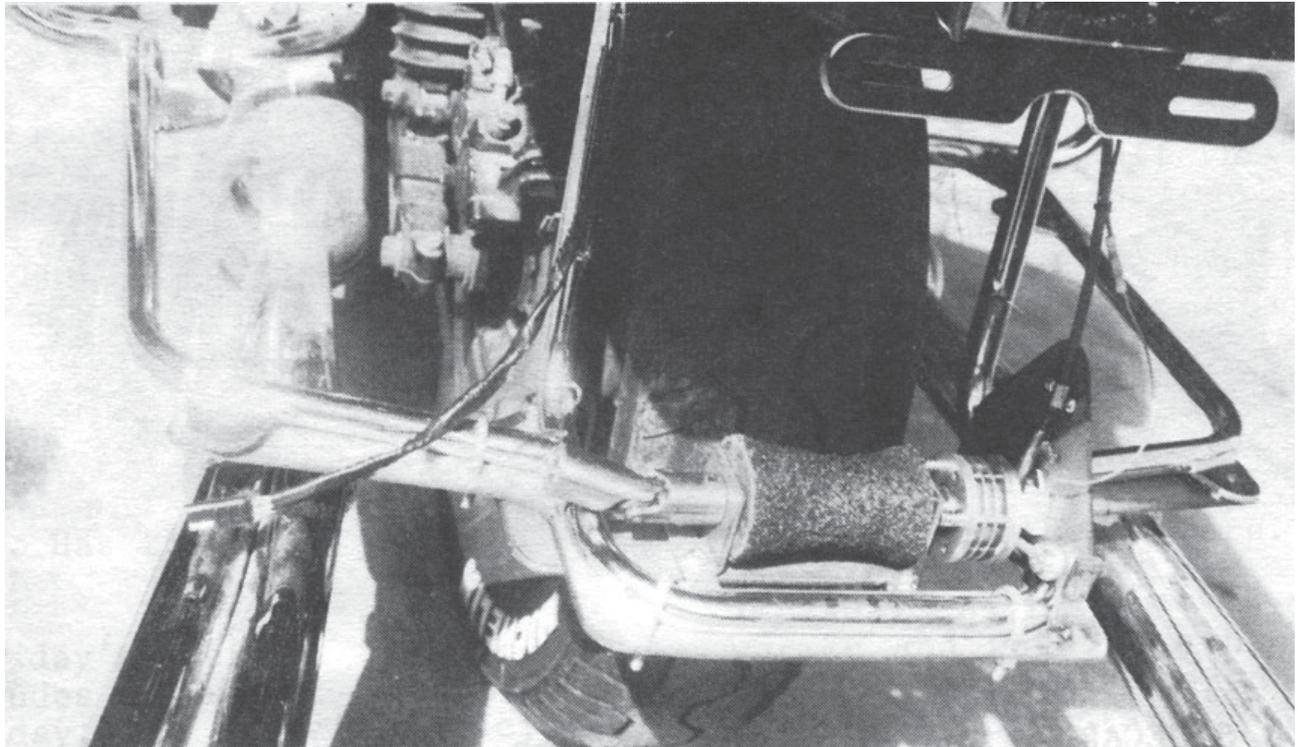


Photo: Unit fitted onto an Aspencafe 1200. Electric motor, fitted inside the left saddle bag, drives the drive wheel through universal shafts.

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# Industry News

## STARLITE SIDECAR

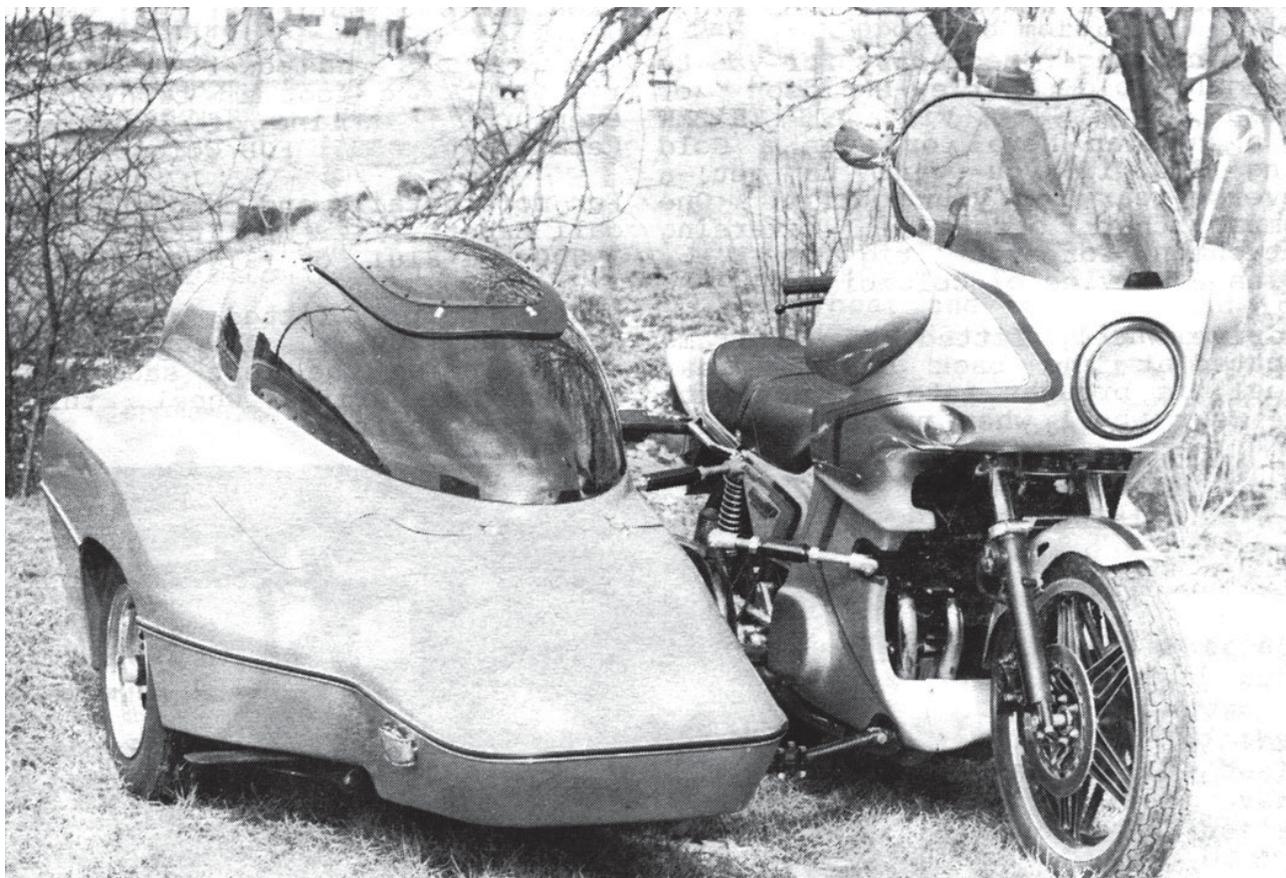
by the Hannigan Fairing Company

The Starlite, according to Michael Woodward, of The Hannigan Fairing Co., was designed to give motorcyclists with bikes as small as 650ccs a chance to own one of their sidecars.

Their original hack was the Astro, and the Starlite incorporates many of the former's features, in a smaller package. 1988 prices start at \$2,375.00 (U.S.), and U.S. orders must include an additional 8% duty, plus a brokerage fee of \$20.00 per shipment. Some of the standard

features include a two-inch tubular steel frame that doubles as an extra gas tank, air shock suspension with leading link swingarm, four-point mounting hardware with turnbuckle upper mounts and a weight of 205 lbs.

Options include a brake kit, sun roof and custom color match. Shipping is freight collect with a crating charge of \$140.00, or a customer may ride to the factory and have the sidecar installed. Prices subject to change. For more information, contact The Hannigan Fairing Co., 1212 Speers Road, Oakville, Ontario L6L2X4, Canada, or phone (416)825-1900.



**The Hannigan Starlite**

# Manufacturers & Services

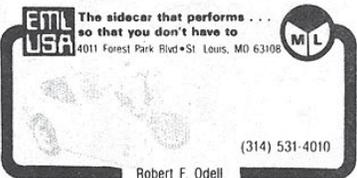
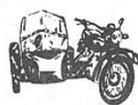
Business card advertising is available to either USCA members or non-members. Rates per year are \$30.00 for USCA members (include member #) and \$50.00 for non-members. At present publishing interval of six weeks, an ad runs for 8.66 issues for the above fees.

To have your ad included, send your business card, and payment to: Jack Fassel, Advertising Manager, 15755 Oakridge Ct., Morgan Hill, CA 95037.

Please allow adequate mail delivery time for ads to be included on run sheet and be forwarded to editorial offices.

Black on white cards preferred. Color cards can cause smudges. Revised art may be sent directly to editorial address, below.

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# Coming Events

October 1-2, Sidecar Instructor Class to be held at McHenry County Community College, Crystal Lake, Illinois. Northern Illinois, University, De Kalb, IL, and the United Sidecar Association Sidecar Safety Program. MSF instructors are welcome, sidecarists or not, and experienced sidecarists are also welcome if they have had experience as teachers or trainers. \$50.00 fee, check payable to Northern Illinois University, Information: Ed Johnson, National Training Coordinator, 510 E. 162nd St., South Holland, IL 60473. (312) 333-9167.

October 22-23, Griffith Park Rally, Glendale, California. Location is near the intersection of Golden State Freeway (I-5) with the Ventura Freeway (134). Southern entrance; go north from Los Feliz into Riverside Drive which turns into Crystal Springs Drive. Turn right at the Ranger Station and follow the short road to the rally. Rally fee: \$5.00 per sidecar. Saturday night camping prior to 10:00p.m. curfew for entering the park (be in before then!). Sunday is main day, 9:00a.m. - 3:00p.m. Refreshment stand with drinks and food at nominal cost. T-shirts and hats available. Passengers and spectators free. Free solo bike parking. No awards, games or sidecar judging. Information: Doug Bingham at (818)780-5542, or Jim Krautz at (818)366-3179.

January 1, 1989, 22nd Annual Polar Bear Ride, South Chicago Heights, Illinois. South Suburban BMW, 2725 Chicago Road. Noon, New Year's Day. No Admission Charge. Information: Marty Potasky (312)754-6466.

June 22-25, 1989, USCA 11th National Rally, Stone Mountain Park, Georgia. About 16 miles east of Atlanta. Information: Send S.A.S.E. to Larry Lehr, 2444 Swanson Ct., Marietta, GA 30066, or watch for details here when we get them.



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# 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:

1980 Honda CX500D w/80 Velorex 562. Garaged & well maint. Orig. owner. Sidecar purchased new in 1986. Seat belt, running, brake & headlights. Vetter fairing. Samsonite bags. \$2,000. Alan Tucker, L.A., CA eves & weekends (213)391-8097.

1984 BMW Rt-100 with EML DW sidecar, \$5,900. Both in good condition. Maroon color. 24,000 miles. Call (501)741-5781. LuVerne Baldwin, Rt.8 Box 16, Harrison, AR 72601.

1981 Calif. Sidecar Friendship model, \$1,000, or with '83 Suzuki GS1100GD, 7,300 miles, Vetter fairing, cruise control, luggage rack, \$3,500. Rodney Immel, 31 N. Peters, Fond du Lac, WI 54935. (414)923-1841.

1978 Hondamatic 750, needs gas tank. With Globe torpedo nose sidecar (scarce), \$1,000 or best. Will split. White. Jon Burns, 801 Basin Drive, Fernwood On Topanga, CA 90290. (213)455-3209.

1977 BMW R100 w/Ural s/c. Lots of new parts incl. tires & battery, \$2,900. Also 1974 Jawa Velorex s/c w/mounts & brake in good condition, \$650. Bob Henig, 11800 Dewey Road, Wheaton, MD 20906. (301)942-1087.

Must sell 1981 900cc Honda, full Honda fairing, type II radio, 22K with 1987 Friendship II, \$4,550.00. John F. Boyd, 107 Ratliff, Madisonville, TX 77864. (409)348-6350.

Motorvation Spyder TI sidecar w/fuel tank & lexan windshield. Great condition. Mounted to BMW R60/2 1966 w/Earles forks. Good rig, together or separate. \$2,300. Reggie Johnson, 302 W. Sherwood Terrace, Ft. Wayne, IN 46807. (219)456-7111.

New Jawa Velorex 700 sidecar. 10 miles. Color, silver. Include steering damper. \$750. Gerhard Hollstein, 31 West Vine Street, Hatfield, PA 19440. (215)368-3439.

Sidecar Spirit of America or Sidestrider MKI rigged for BMW R90. Good shape. \$800.00 OBO. S/c is BMW Red. Includes 4 point mounts. Low Miles. A. Delsi, 8155 Foothill Blvd., Sunland, CA 91040. (818)353-4278.

## Wanted:

Progressive rear shocks for 1982 Honda GL1100, also a Motorvation steering damper for GL1100, will consider other mfg. Gene Lambert, 455 Pucker Rd., Waterloo, NY 13165. (315)568-6168.

Gas tank to fit in '87 H-D hack, 3 to 5 gal. capacity, or where to purchase. Also pump to transfer fuel. E.J. Salentine, 6371 Tess Corners Dr., Muskego, WI 53150. (414)422-1625.

Harley sidecar with hardware to fit 1979 FLH. Willie Kesner, RR1, Highland, IL 62249. (618)8874869.

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# Classifieds

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

## For Sale:

1988 Motorvation Formula II LTD color 85 Honda Sandy Beige cony. top, luggage rack, lean out lever, brake, chrome mounts, \$3,000. Over \$4,000 invested. Rex Burge, 101 W. 7th N., Mt. Olive, IL 62069. (217)999-4151.

1981 Honda GL1100 full dress w/ Custom Dressers, 40,000 mi. With 1983 EML T w/all eqpmt. Black and beautiful. \$6,500.00. With matching trailer, \$500.00 R.L. Queen, Rt. #1, Box 110, Chase, MI 49623. (616)745-3888.

Hitchhiker sidecar. Mounting hardware for '87 Gold Wing. Black color. \$500.00. Will deliver 400 miles. James Wyse, 1921 S. 7th St., Springfield, IL 62703. (217)528-3336.

2 new 1986 Travelite campers. 2S soft top-\$1190. 123 Hard top-\$1490. Save over \$500. 1 1983 soft top used only by dealer (ex) \$975. Harold Germain, Box 592 Rte. 374, Dannemora, NY 12929. (518)492-2558.

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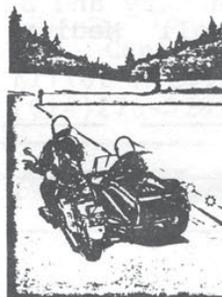
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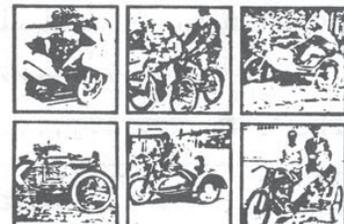
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### UNITED SIDECAR ASSOCIATION



# Sidecar

by Hal A. Kendall, Ph.D.



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

## UNITED SIDECAR ASSOCIATION

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## UNITED SIDECAR ASSOCIATION GOODIES

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### COFFEE MUGS

### COFFEE MUGS

### COFFEE MUGS

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