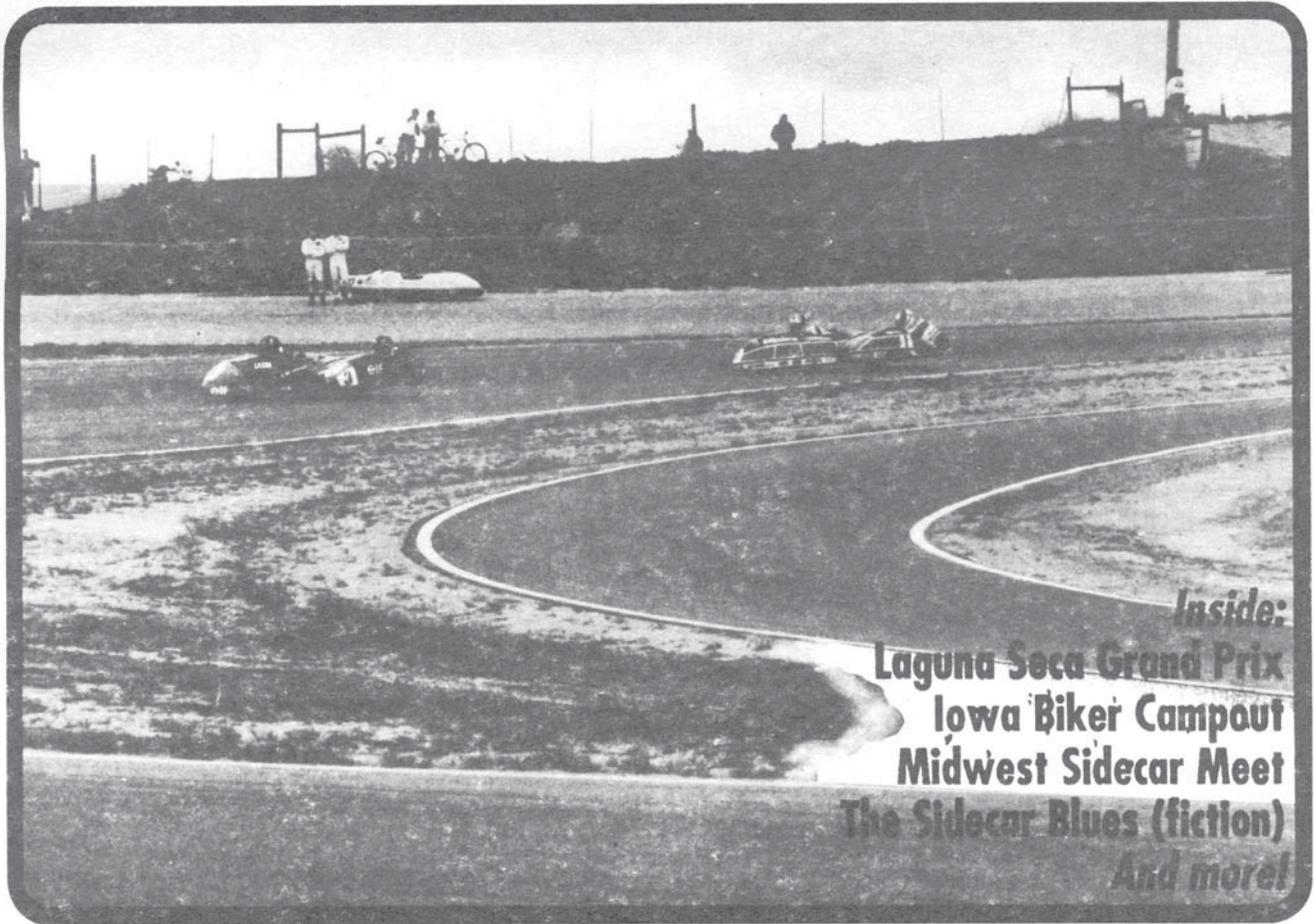


# THE SIDECARIST

The official news journal of the United Sidecar Association, Inc.



*Published by the  
United Sidecar Association, Inc.*

*July 1990  
August 1990*

# The Sidecarist

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## Contributors

J.R. Ewing, Marge Ann Wimpee, Larry Alger, John Watson, Zonie Renfro, Jim and Kim Schwind

## Cover

The one-two punch at Laguna Seca Grand Prix sidecar races. In a hotly-contested race, last year's first and second place finishers traded places for 1990. Story on page 10. Photos by Larry Alger.

# Editorial

## From the West Coast

It's the middle of the summer vacation season, and most folks are thinking about where to go, what do do for fun . . . and how to pay for it once they get there.

At The Sidecarist, and on the Executive Board of the USCA, we have the same kinds of thoughts. Ours, however, are concerned mostly with the "how to pay for it" angle.

Despite efforts to conserve, the USCA's reserves are getting a bit low and we're concerned. Since it's your organization, you ought to be concerned, too. There have been many generous donations by individuals and businesses, but we can't rely on donations forever. So many hands are out and — let's face it — not everyone has sidecars first on their list!

There are some suggestions floating around, and we need your input on those suggestions as well as more ideas.

How would you feel about cutting back on publication of The Sidecarist to seven or even six issues per year? Knock out the midwinter and/or mid-summer issues? The Sidecarist costs \$1.84 per issue to produce and mail, more for overseas. Multiply that by eight issues and you get \$14.72 of each \$22 membership, which doesn't leave much for other needs.

Advertising revenue helps, but there isn't enough of it. How many readers own businesses and could take advantage of The Sidecarist's current low advertising rates to reach our very targeted — and worldwide — market? Call us!

Manufacturers have been working with Skip Baker to get the word out about the USCA. California Sidecars is the first to come forward and say they'll buy a one-year membership for the new owner of each new sidecar they sell. And we thank them heartily and hope — for both of our sakes — they have a great year.

What about members who have dropped off the rolls? We know why some did, and hey! we can't please everyone. But what about the rest? Where did they go? Not everyone sold their rigs. They're still going to rallies and sporting USCA stickers, but we don't see their names on the list anymore.

Do we need to raise our membership dues? Do we need to ask for individual chapters to ante up, or quit giving them discounts on paraphernalia and advertising?

Hello? Hello?

**Marge Ann Wimpee**

## Who to write

Written contributions such as letters, features and articles relating to motorcycles with sidecars are encouraged, along with art work.

No payment is made for unsolicited articles. Please be sure that The Sidecarist has reproduction rights. Neither the Editorial and Publishing Team nor the USCA accept responsibility for material submitted. Material may be edited for clarity and space.

Contributors using Macintosh, no matter whether regular feature or special feature, should send discs to The Sidecarist, 7354 Highway 9, Felton, CA 95018. To access modem, whether IBM (ASCII) or Mac, call (408) 336-2476 evenings PST and set up compatibility with Marge Ann.

Discs in ASCII, 5.25" low-density, may also be mailed to Marge Ann Wimpee, c/o The Sidecarist, 7354 Highway 9, Felton, CA 95018.

All typed or handwritten regular features such as letters, classifieds, chapter news, manufacturers and services and coming events should be sent to Marge Ann Wimpee, c/o The Sidecarist, 7354 Highway 9, Felton, CA 95018.

Contributors using IBM PC, no matter whether regular feature or special feature, should send discs to The Sidecarist, 35 Waterford Way, Fairport, NY 14450. All typed or handwritten feature stories should be sent to Kim Schwind, 35 Waterford Way, Fairport, NY 14450. To access modem, whether IBM (ASCII) or Mac, phone Kim at (716) 223-7786 mornings EST and set up compatibility.

All inquiries for paid advertising, including classifieds, go to Marge Ann Wimpee, 390 Hallson Lane, Ben Lomond, CA 95005. Exchange advertising should be directed to Kim Schwind, 35 Waterford Way, Fairport, NY 14450.

# Bits & Pieces

## Museum and Hall of Fame

To open July 1, 1990 in Sturgis, SD

The National Motorcycle Museum and Hall of Fame, Inc. of Sturgis, South Dakota proudly announces the opening of the Museum and Hall of Fame located on South Junction.

The museum is set to open July 1, 1990 and there will be a joint breakfast with the American Motorcycle Heritage Foundation in Sturgis on August 6 at 9 a.m. at the Fort Meade Recreation Hall. Tickets are available through the museum for \$10 each, first-come; first served.

Three persons (names to be announced) will be inducted into the hall of fame. For more information, write to National Motorcycle Museum, P. O. Box 602, Sturgis, SD 57785.

## CANDIDATES NEEDED:

**Position: Vice President, Sidecar Safety Program, Director of Development**

Job Description: Fund-Raising. Secure from Federal Government #402 seed money.

Contact Ed Johnson, Exec. Secretary, Training Coordinator, 510 E. 162nd St., South Holland, LL 60473

Phone (312) 333-9167

## SIDECAR SAFETY COURSE

Waukesha County Technical College, WI

Final USCA SIDECAR SAFETY COURSE for 1990 in Wisconsin will be Sept. 29, 8 a.m. - 4 p.m. at Waukesha County Technical College, a mile north of the intersection of I-94 and Hwy. 16 on the West Side of Highway 16, north of Waukesha. Intensive introduction to sidecarring and sidecar riding.

Class is held "rain or shine." Pre-registration required. Fee \$28. For pre-registration forms or more info contact Greg Patzer, c to Rider Education Program, 418 S. Grandview Blvd., Waukesha, WI 53188.

## Chapter in Minnesota?

Minnesota folks interested in forming a chapter or at least getting together for some activities should contact Al Schultz, S. 30 W. 29455 Williams Way, Waukesha, WI 53188 or Jim Schwind

## Where is Rod Sullivan of SF?

Anyone know the whereabouts of Rod Sullivan of the East San Francisco Bay Area? Let the editors know if you do — some of his old friends miss him!

## Creation of the Sidecar Safety Program, SSP

Through George Tinkham, Attorney at Law, Ed Johnson is working to proceed in setting up a non-profit educational corporation to be known as "The Sidecar Safety Program."

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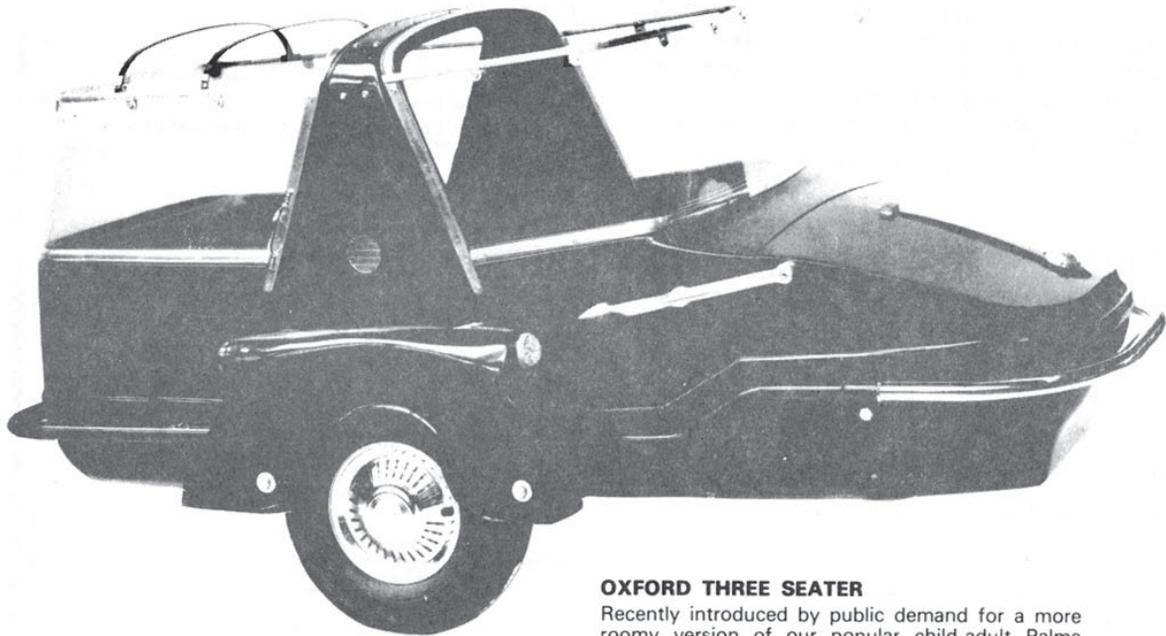
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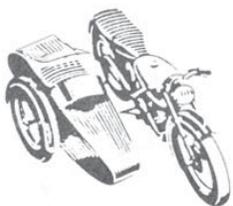
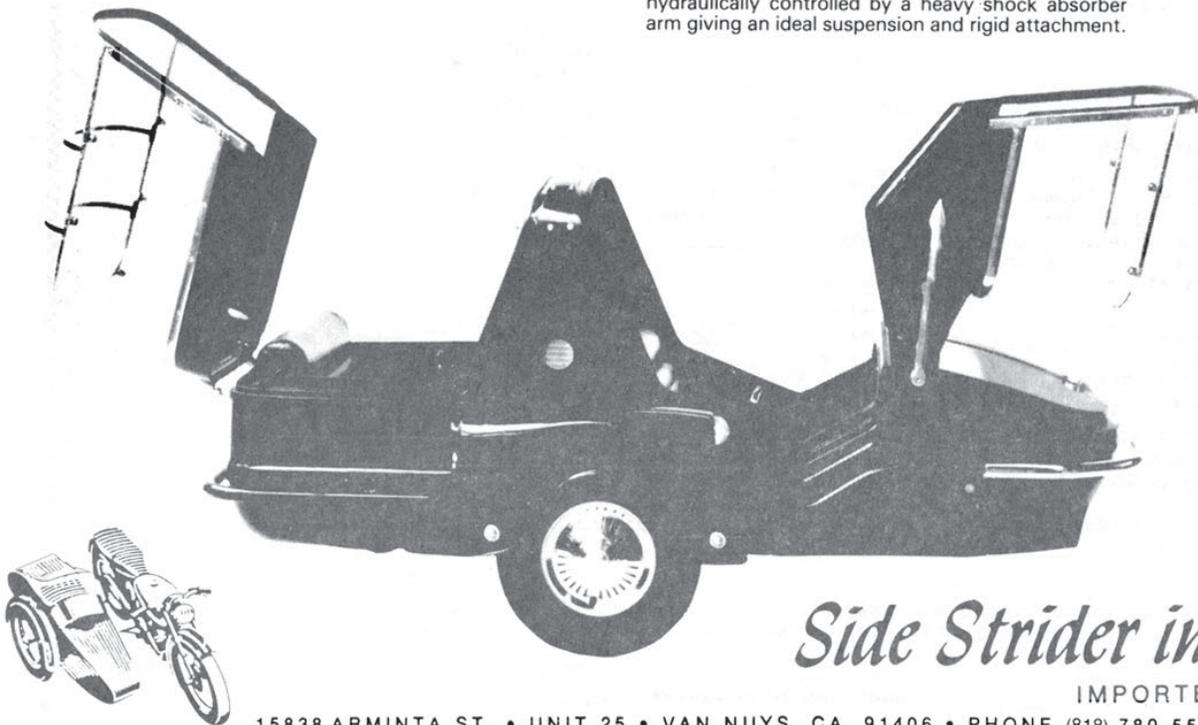


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# Letters

## Why does MSF discourage sidecars?

Dear Editor:

First I would like to say that in the short time that I have been a member, three months, I have not noticed that Hal Kendall whines. Mr. McNeil from Illinois seems to be the whiner.

I would like to get your input on a question that is bothering me. Why does the Motorcycle Safety Foundation discourage the use of sidecars under any circumstances? This statement was made by the Indiana director of driver's licenses and driver examiner Mr. James R. Dixon. Since I am getting into the sport I am a little surprised at this type of reaction to sidecars after all this time. I recently purchased a Watsonian GP Sport from Doug Bingham and after 78 years of building English sidecars, one would think that they would be more accepted as a safe means of transportation.

Rick Countryman, Muncie, IN

P.S. Keep putting out such a fine magazine.

## Convert to new format speaks

Dear Kim,

It was good to finally meet you and Jim at the Rider Rally in Richmond. I always like to have a face to go with the names in the magazine.

As I told you at the rally, I was one of the group of people who felt that Bob Anderson was doing the best job possible on the SIDECARIST and the talk of "upgrading" it was just a lot of hoopla.

Well - I was wrong! You and Marge Ann are doing a truly excellent job and the magazine has taken on a truly professional appearance since the change over. I would like to extend my thanks to both of you and say that I feel the improvements, while not always totally supported by all of us have been necessary and have improved the SIDECARIST and the Association.

Thank you for your work and dedication, and hopefully I'll see you on the road this summer.

Spencer Bennett

TN and MS Chapter Director, USCA

Southaven, MS

## Taking time for thank-yous

(To Al Roach)

Thank you for all you are doing on my behalf. Few will be the thank yous you will receive. Keep in mind, most of us do know how much work must be done in your job. We just do not take the time to let you know that we know.

Thank you again.

Robert C. Haines, Columbus, OH

## Man, did we blow it!

In the last issue, we were pleased to tip you off on Champion Sidecar's new rig. Trouble was, we inverted two digits in their phone number, and judging from the phone calls, the error was noticed by lots of folks.

So, once again, here is the correct phone number: (714) 897-9999

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# Letters..

## Don't apologize for being what you are

Dear Editors,

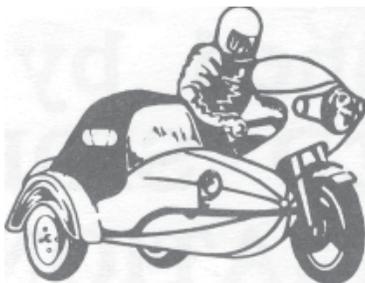
This letter is in regard to a distressing trend I am seeing in our membership and our Association officials that requires them to constantly apologize for our sport of sidecarring as well as motorcycling. This has shown up most recently as a plea from Mitch Goldflies and others to regulate ourselves severely before other do it for us, or to keep motorcycling alive and free by voluntary regulation.

This is pure balderdash and smacks of Neville Chamberlin's stance in 1939. The only way to ensure our rights and freedoms is to become stronger than the left wing namby-pambys who would take our freedoms away.

The way to do this in our money lubricated political system is to form a political action committee that can buy the appropriate politicians or to become associated with one that is already in place such as the American Motorcyclist Association.

Remember— trying to appease these people will only cause them to believe you are weak. You must attack them in the voting booth, in the media, and with the political contribution dollar if you are going to remain free to pursue our sport and our lives. We have done nothing wrong and we must refuse to be defensive about our chosen life or lifestyle. To do less is to surrender to the people who "knows what's best for us" and that is intolerable.

Spencer Bennett, 961 Charter Oak  
Southaven, MS 38671



## Let's give him the business!

Dear Editor:

I have been working with one of our local tire dealers for a supply of 135x15 radial tires. He has really been trying and now has a number of Michelin and Pirelli tires in this size.

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George P. Glascock , St. Louis, MO

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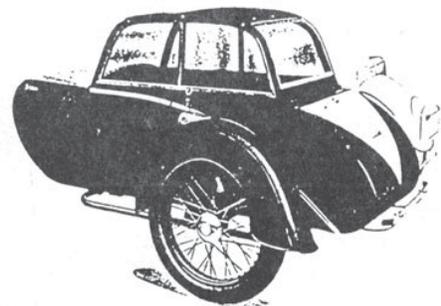
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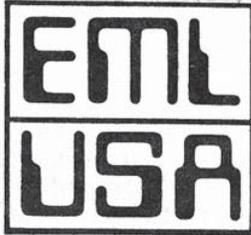
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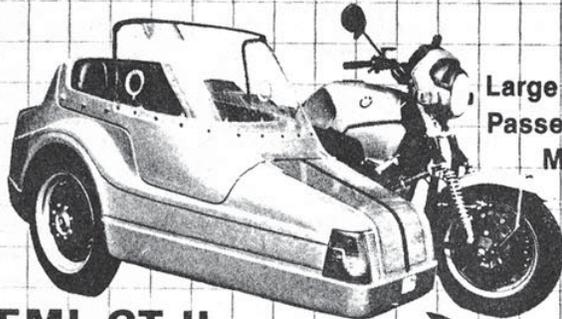


# Advt



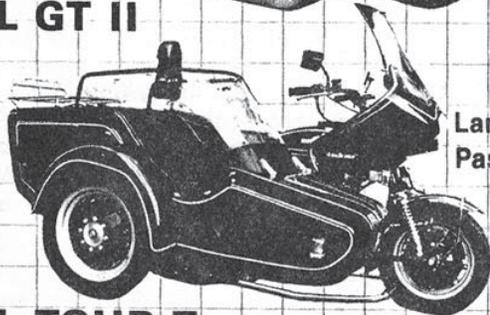
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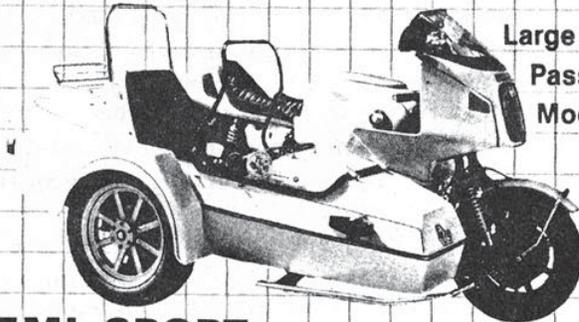
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# Glimpses

## Quad Hacking

(Four for the Road)

Let me share an experience with ya'll that involves some friends of ours from Center Point, AL.

Ron and Cynthia Drake have enjoyed solo biking for a goodly number of years. Recently, they realized there was a situation developing in their house that had to have a cure. It was the matter of their 13 year-old son Michael who wanted to ride with them.

After thinking this thing over for quite some time, Ron decided a sidecar was the answer. He looked around, studied the brochures, and the California seemed like just the ticket to him. So, after some calls to California, the deal was done and a plan was made.

The plan went like this: at the appointed time Ron would ride his beautiful blue Suzuki Cavalcade LXE to California, have the hack installed, get some additional training and experience over what he already had, and then Cynthia and Michael would fly out to Los Angeles, and they would all ride home to Alabama on the rig. That was a good plan.

They'd have a little vacation, go see the Grand Canyon, etc, etc. Now, in the meantime, come a conversation with Ron's 71 year old momma. This is a lady who has always been afraid of motorcycles. She never fussed at Ron for riding, but it sure wasn't something she wanted to do, and never did as - far as I know.

When she heard about the sidecar, the conversation went something like this: "You're getting a sidecar?" "Yes."

"And you say it's big enough for two people?" "Yes." "Hm, I might would like that."

So, when Cynthia and Michael flew out to meet Ron, guess who went along. Are ya'll counting? That's four folks, friends!

Now, you may be wondering how the Cade and the car held up. Great! Never a falter, never a failure. But what about Mother? She rode in the hack the whole time and Cynthia and Michael traded off riding behind Ron. Did Momma enjoy it? Let me answer that by telling you what happened later.

When they got back to Alabama, she stayed with Ron and Cynthia at their house for a short time. Soon, it was time for Ron to take her back to her own home. He said, "We'll go down highway so and so and pick up road such and such".

"No", she replied. "I mean, on what? In what?"

Well, the weather conditions not suiting Ron just right, he told her they'd go in the car, the four-wheeler. She was very, very disappointed. She wanted to go home in the sidecar: Looks like Granny's HOOKED ON HACKIN! Happy Wheelin'

Zonie Renfroe, Southeastern Chapter, USCA

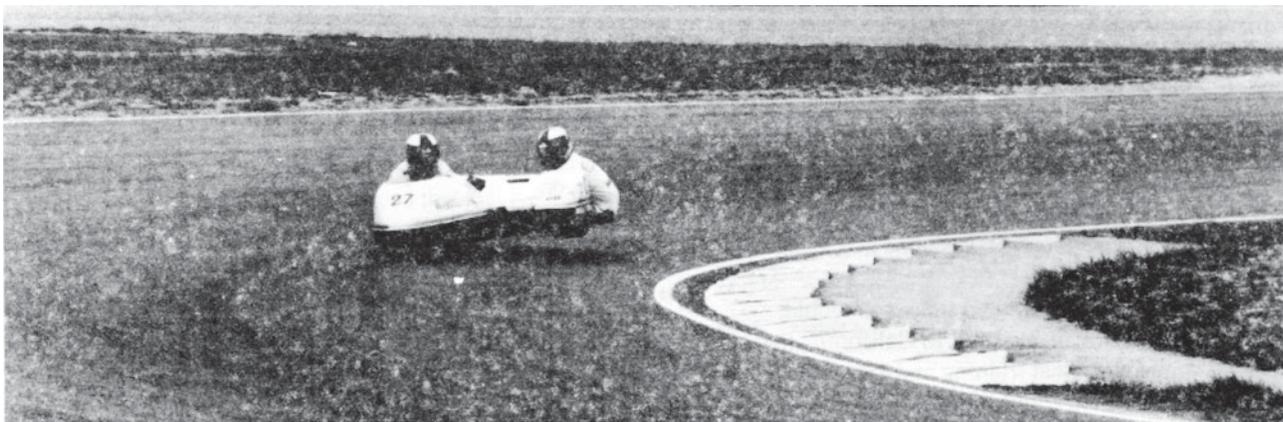
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# Racing



Turn 2 action with #27 Hans Hugh and passenger Adolf Hdahni, both of Switzerland.

## Side by side ... and neck an neck

### Grand Prix sidecar rigs put on a show at Laguna Seca in April

By Larry Alger

Everyone seemed to agree: It was the tightest, closest and most hotly contested racing of the weekend. The GP Sidecar rigs put on quite a show again for the second year in a row, entertaining the American Motorcycle Grand Prix crowds. And for the second year, the one/two finishers were the same, but this time the positions were reversed.

Last year's winner (and defending world champion) Steve Webster, from England, came in second to last year's runner-up, Alain Michel of France.

Both sidecar pilots shared something else this year — each was competing with a new passenger. For this season, the Frenchman Michel has been joined by an English passenger, Simon Birchall, and Webster has picked up fellow Brit Gavin Simmons. Both teams led the race, with the challenges for the lead coming in the first half of the race.

In fact, qualifying saw these two racers separated by only .003 (three thousandths) of a second. Michel/Birchall turned in a pole position lap of 1:31:932 on Saturday morning while Webster/Simmons set the second place qualifying mark of 1:31:935 in the last qualifying session. Talk about an even match-up! The GP fans couldn't have asked for any closer pre-race drama!

The starting grid for the race saw Michel/Birchall (#3 Fr/Eng), Webster/Simmons (#1 Eng/

Eng), and Biland/Waltisperg (#4 Swit/ Swit) in the front row. Then Steuer/DeHass (#2 Neth/Neth) and the Egloff brothers Marcus and Urs (#5 Swit/Swit) in row two rounding out the top five qualifiers. See fig. 2 for complete starting grid and entry list.

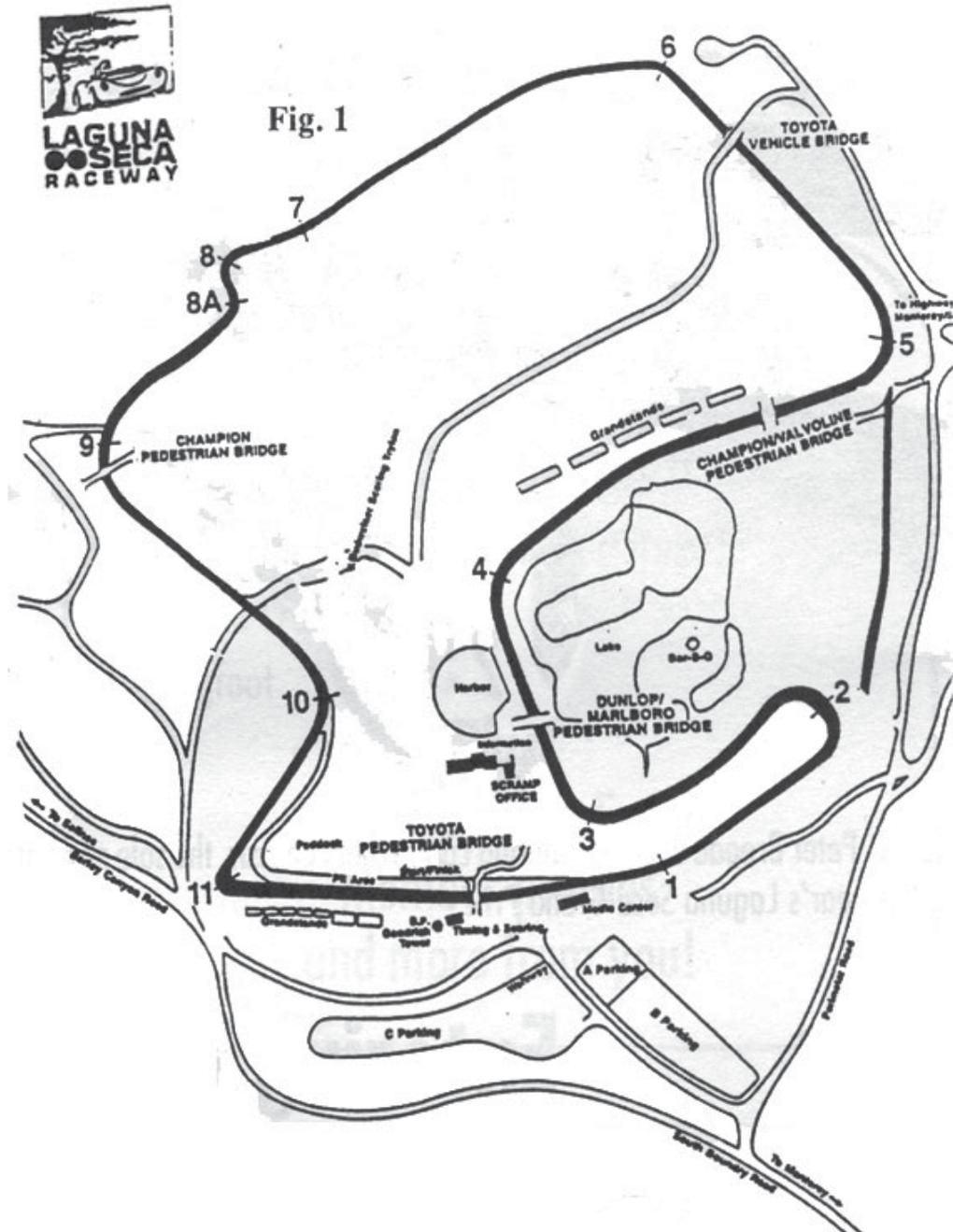
The race got off to a dramatic start. As Michel grabbed the lead. Biland, Streuer, Egloff and Progin took up positions behind. Webster, gridded number two, did not get off to a good start. In fact, he told reporters later he did not know what happened — he let out the clutch and nothing happened at first. He finally got off the start line in 13th place. He set off at a blistering pace, passing slower outfits almost at will even through the turns, and he had gained the fifth spot by the third lap.

The front five continued to give and gain ground through the next five laps and finally on lap 8 Webster contested for, and then took, the lead. But Michel passed Webster again on lap 10, and by lap 15 of the 30-lap race was pulling away from the rest. At the midway mark Biland was a close third to Webster's second and Egloff held fourth. In the last half of the race Steve Abbott and his passenger Shaun Smith of England put on an exhibition coming from behind to pass all but Michel and Webster. The two leading teams continued to pull away from the pack and finished 1 and 2 with 20.616 seconds between them.

All in all it was a great weekend of racing. Alain Michel took home the #1 prize for the sidecars in the tightest Grand Prix race of the meeting.

# Racing..

If you have the opportunity (or can make the opportunity —(what the hey!) be sure not to miss the USGP at Laguna Seca in 1991. Once again, thanks to the Sidecarist and the USCA members for allowing me to report this thrilling weekend of racing. Hope to see you at the National in Oregon or at Mariposa in July, and I hope to report again next year on this great event. Safe passage ... and wave as you go by!



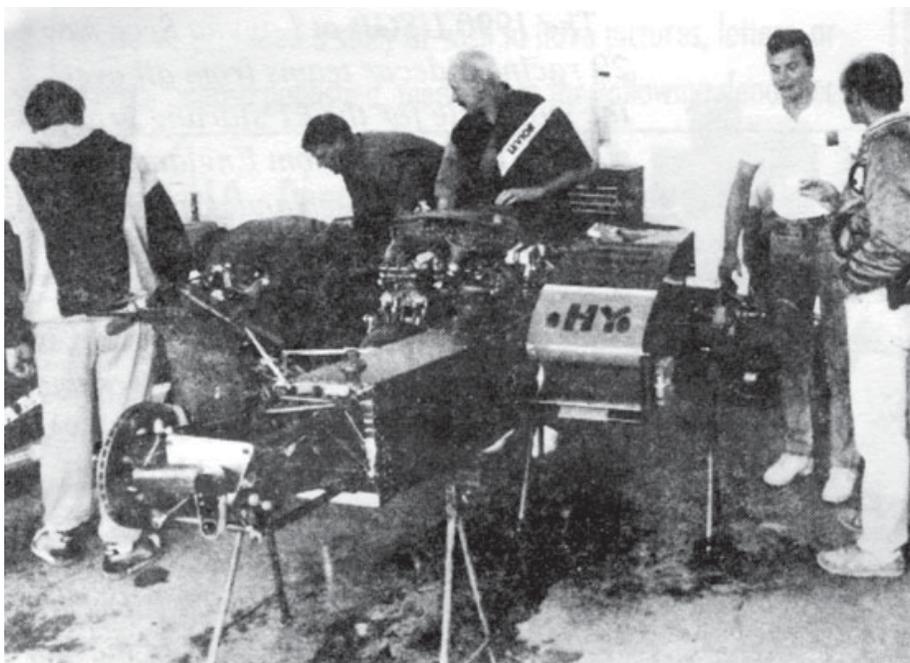
For those who haven't yet had the opportunity to see the course at Laguna Seca (Monterey, California), a map of the exciting course shows what those Grand Prix drivers navigate through. In the past, USCA members have been asked to lead "spectator parades" around the course — one lap, approximately 25 mph — in order to keep solo "hot shoes" in check. It's a thrill, even at a turtle's pace!

# Racing..

Breakdown of entries in this year's Grand Prix race at Laguna Seca.

## SIDECAR WORLD CHAMPIONSHIP ENTRIES,

No.	Rider	Passenger	Country Rider/Passenger	Entrant	Machine	USGP	USGP
						Final Position	Points
1	Steve Webster	Gavin Simons	England/England	Brown Group International	Krauser/LCR		
2	Egbert Streuer	Geral de Haas	Holland/Holland	Lucky Strike	Yamaha/LCR		
3	Alain Michel	Simon Birchall	France/England	Krauser, ELF	Krauser/LCR		
4	Rolf Biland	Kurt Waltisperg	Switzerland/Switzerland	Dow/LCR	Krauser/LCR		
5	Markus Egloff	Urs Egloff	Switzerland/Switzerland	BP	Yamaha/SMS 2		
6	Fritz Sialzle	Hubert StOlzie	Germany/Germany	Krauser Racing	Krauser/LCR		
7	Masai° Kumono	Eckart ksinger	Japan/Germany	TEC/Yamaha	TEC/LCR		
8	Baint Brindley	Julian Tailford_w	England/England	Dennis Trollope Racing	Fowler/Yamaha		
9	Steve Abbott	Shaun Smith	England/England	Mitregate	Yamaha		
10	Bernd Scherer	Bruno Hiller	Germany/Germany	Firma SchuH Gm_bH	LCR		
11	Derek Jones	Peter Brown	England/England		ADM/LCR		
12	Yoshisada Kumaaaya	Brian Houghton	Japan/England	Kumagayo Racing	Windle/JPX		
14	Alfred ZurbrUgg	Martin ZurbrUgg	Switzerland/Switzerland		Yamaha/LCR		
15	Theovan Kempen	Jan Kuyt	Holland/Holland	Ringelberg Racing	Krauser/LCR		
16	Rene Pro_gin	Brian Barlow	Switzerland/England		Krauser/LCR		
18	Barry Smith	David Smith	England/England	Jay Dee Racing	Windle/ADM		
22	Markus Basinger	Neter Markwolder	Switzerland/Switzerland	Swissauto Side-Car Team	Swissauto/LCR		
23	Billy Gallros	Mika& Melander	Sweden/Sweden	Streuer/Yamaha	—		
25	Wolfgang Stropek	Carl Baul	Austria/Austria		LCR/ADM		
26	Gary Thomas	Tony Strefen	England/England	Gary Thomas Racing	Krauser/LCR		
27	Hans Hugh	Adolf Höhni	Switzerland/Switzerland	Warsteiner	LCR		
28	Klaus KlaffenbOck	Christian Parzer	Austria/Austria		Yamaha/LCR		
29	Peter Breede	VGary Twenstrup	Denmark/U.S.A.	Tony Boiler Development	Yamaha/LWB		



Champ Steve Webster in white, chats with his crew members, including dad Mick at left.

# Racing..

## Entering a Grand Prix takes time & money

The 1990 USGP at Laguna Seca saw 29 racing sidecar teams from all over the world vie for the 21 starting grid positions. They came from England, Holland, France, Switzerland, Germany, Austria, Japan and even Bellflower California, USA!). The single entrant from the United States, Peter Breede, is a Toyota mechanic from Bellflower and together with his passenger, Gary Twenstrip of Hollywood, mounted his own private effort.

Peter fielded a Long Wheel Base Tony Bauer chassis powered by a Yamaha TZ500 motor. Even though he ran much slower than the European teams (21 seconds off the pole position) and did not qualify for Sunday's race, it was a great personal effort that the rest of the racers admired. With more time, testing and money, Peter would have been much more competitive. He looks forward to more sidecar racing next year and may even go to Europe if a GP sponsorship does not materialize here.

I spoke with Peter, originally from Denmark, at length. He told me that he'd only gotten this racing hack in late January, and had just a couple of hours' track time at Willow Springs to try and set it up. It's pretty near impossible to run with the teams that have major sponsorship when one is racing out-of-pocket.

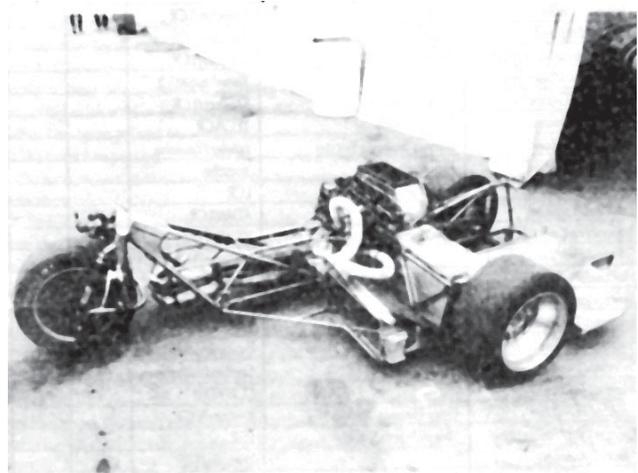
However, Peter feels that if he has the time and some additional support (he spent about \$12,000 to be there for the weekend), he could roll out a competitive machine. If anyone out there in Sidecar Land would like to get involved, please contact me (Larry Alger) at Motorvation Engineering, 3702 Clifton Pl., Montrose, CA 91020 (818) 248-9631 and I'll put you in touch with Peter.

One thing about the GP style sidecars is they have lots of room for the names of sponsors on the body work.

**Larry Alger**



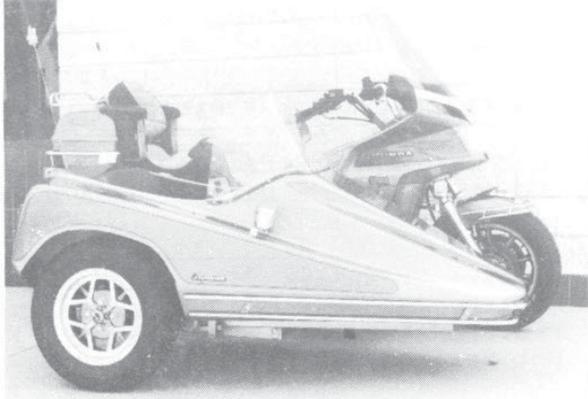
**Peter Breede with his Yamaha Long Wheel Chassis, the sole entrant from the United States in this year's Laguna Seca Grand Prix.**



**The chassis of Peter Breede's might machine.**

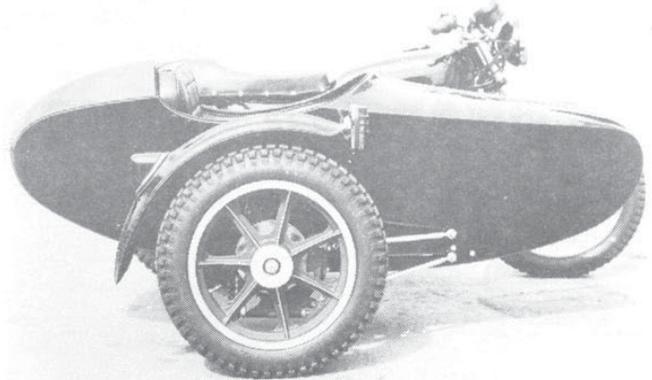
# Advt

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



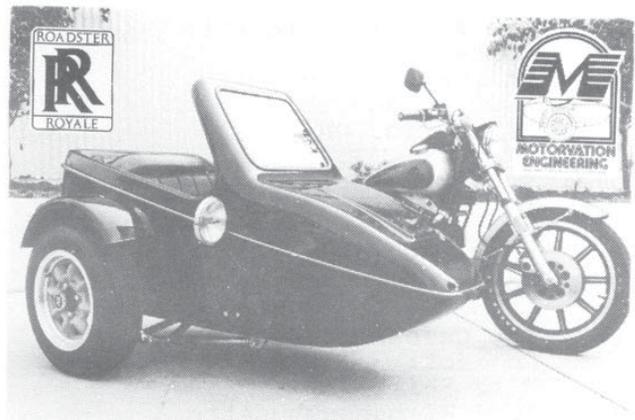
### Spyder T-1

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.

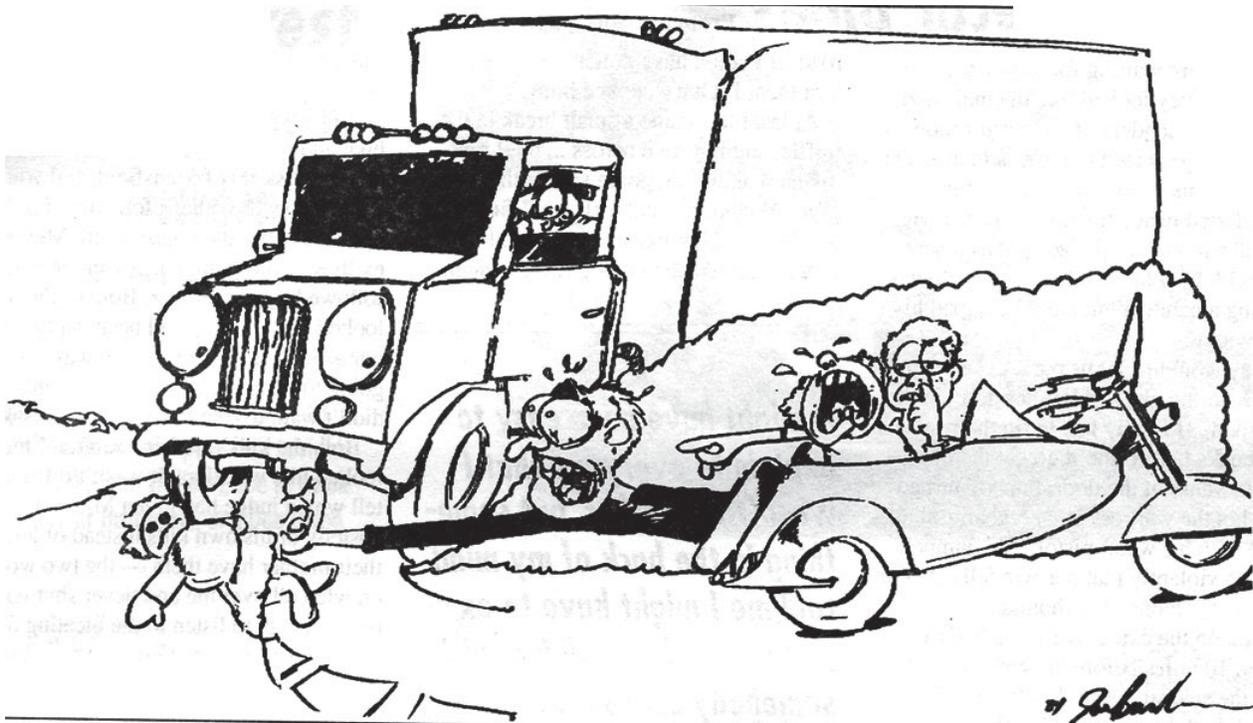


### Roadster Royale

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

# S/C Article



## The Sidecar Blues

by John Watson, Artwork by Joe Barcelona

Motorcycles have always been a big part of my life. Over the years, I've had nearly every kind of old Harley imaginable — including a flat-head 45, a '47 knucklehead, a Sportster, and an ancient, used-up Police three-wheeler. When I turned 35, I bought a '50 FL panhead with an LE Model sidecar, and having luxury transportation such as this, my thoughts finally turned to the prospect of getting married. It was about time I settled down and raised a couple of kids.

Up until then, marriage had never occurred to me because I'd always had too good a time leading the single life, but when a man notices his hairline is beginning to recede, and his Levi's seem tighter than usual when he puts them on in the morning, it's time to start thinking about getting a wife, a couple of kids to brag about, and continuing the family traditions.

The only tradition my kids would have to carry on is that they would own Harley-Davidson motorcycles and travel around seeing the country during riding weather. What the heck, isn't that what the American Dream is really all about?

My kids would also have to be obedient. I wouldn't ask for much besides that. I've always been amazed by bratty kids and the way they get away with murder whenever their parents aren't around. Still, I had no second thoughts when it came to taking care of my friend Michael's kids from time to time. He'd often leave his children, a little boy and girl, at my house for my girlfriend and me to watch when he went on weekend rides, and they seemed to be well-mannered. They always greeted him with big smiles on their faces when he came to pick them up, although they did seem a bit nervous when he'd ask, in a gruff tone, "Were they good while I was away?"

We had to admit they were nice, quiet children, and it was purely because of this that I finally made up my mind to marry Lil and start a family of our own. But that was before the weekend I promised to take Michael's kids to a little town outside Mansfield, Pennsylvania, to deliver them to Michael's ex-wife, whom he referred to as "The Dragon" and who lived with her mother.

Well, Lil got mad because I wanted to take the kids in the sidecar. They were excited about that. Kids love motorcycles.

# S/C Article..

**Traveling with children is a trying proposition at best. Traveling with children in a sidecar is hilarious, as John Watson points out in this fictional story.**

Anybody who rides can attest to that. They wave to riders on the road, and stop to gaze in awe at them when they're parked next to the curb. Every kid in America wants to grow up and ride a Harley. For these two, the thought of travelling a long distance in a sidecar was thrilling, and from past experience with them, I thought the kids would be no problem at all — that they would be easy to handle, sitting there beside me. No problem!

We'd only been on the expressway for about a half-hour when the first incident happened, and it should've told me the little darlings weren't all that Lil and I thought them to be. We were sailing along smoothly when something hit me on the side of the head and almost knocked me out. I whirled around on the seat and glared at the two kids — as soon as the bike stopped swerving all over the road. They were sitting at opposite ends of the seat, looking like little angels, and the boy said politely, "I'm sorry. I meant to hit my sister." It felt like he had hit me with a lug wrench. The fact is, he'd picked up a big rock before he got in and that's what had bounced off my head.

"Well," I said, "don't be throwing stuff around like that. We want to get there in one piece."

Less than 20 miles later, the girl stood up, put her mouth next to my ear, and shouted that she had to go to the bathroom. The suddenness of her loud voice so close to me nearly caused me to wreck the motorcycle a second time. We rode on for another 15 minutes until I saw a service station just off the main road. So I pulled in and let the girl get out. The service station owner, a big man with a mean look on his face, came out and looked at the motorcycle parked by his gas pumps.

"You gonna buy gas?" he asked belligerently. "No," I answered. "The little girl has to use the toilet." He glared at her. The kid was a copy of Shirley Temple at age three, with a cute round face, big blue eyes, and blonde ringlets.

"You gonna buy something?" he asked. I could tell immediately from his tone of voice that he wasn't fond of bikers.

"Not unless I have to," I replied.

"You have to!" he bellowed. "And move that piece of junk out of the way."

I didn't feel so good about that — the panhead was a fine-looking piece of restoration. Nevertheless, I moved the bike around to the side of the station, then went inside and bought a couple of candy bars. The girl came out and hopped into the sidecar.

"Do you have to go?" I asked the boy. He said he didn't.

Five minutes later, when we were just reaching cruising speed, the boy announced he had to go to the bathroom.

"Why didn't you go back there?" I snapped.

"I didn't have to, then," he answered calmly.

"Well," I suggested, "watch for some place to stop."

Thirty miles later, we saw a roadside restaurant off the main road. It was a classy-looking place, but I figured they wouldn't mind a little kid using their toilet. The name of the place was Little Caesar's, and each end of the name was punctuated with imprints of a man's hand done in black. I pulled up in front and stopped. The boy got out, followed by his sister, who was carrying her dolly.

# S/C Article..

**It might have been easy to explain to everyone that I wasn't the father, but something in the back of my mind told me I might have to explain what I was doing with somebody else's kids.**

"Leave the doll," I said. The girl started to cry. People sitting inside looked out the window and scowled at me.

"Okay, keep the doll," I said. "but you stay here in the sidecar while your brother goes. You just went back at the station."

"Daddy always told us to stay together," the boy said smugly. "Too many weirdos." He was a good-looking little kid with wavy hair and dimples, and one of those smiles that made you wonder if he was smirking or not. I told the girl we'd all go.

As we went through the door, a tall, muscular Italian suit-and-tie snapped his fingers and shouted, "Table for three, Angelina!" He looked like he belonged to the Mafia. He had a bulge under one armpit, and I could swear I saw the handle of a stiletto up his sleeve. I thought at first he was trying to be funny by imitating Marlon Brando in *The Godfather*, but a second look changed my mind.

"Uh," I said, "we only want to use the toilet." The waitress had come over to guide us to a table. She looked like a stand-in for Arnold Schwarzenegger. The minute she heard the word toilet, her jaw set like granite. She glared first at me, then the children, her eyes flashing pure hatred. The look she gave me almost burned the Harley emblem off my jacket.

I looked around. The boy had gone into the men's room, and the girl had gone into the ladies'. They came out, simultaneously, and the boy trotted up to me and said, "Did you know a tennis ball won't go down the toilet?" Then he added, "I've got an allowance," and disappeared at a dead run into another room of the place.

In the meantime, the little girl had wandered

over and had her chin resting on a table and was watching a fat man eat a huge plate of spaghetti. I rounded her up, and when I turned around, there stood the boy with a water pistol in his hand. Before I could say anything, he shot the Mafia-looking giant in the eye with it. I grabbed both kids and dragged them outside, expecting at any moment to feel a blade sink into my back.

The traffic was slow and miserable. I was having a terrible time maneuvering in and out of the traffic because the kids kept rocking back and forth and sideways, in spite of my pleas to them to stop. The boy was giving me advice on how to steer the bike, and then the girl started to cry.

"What's the matter now?" I asked.

"Sissy left her doll in the bathroom," the boy screamed over the noise she was making.

"Forget it," I said. "I'll write the restaurant and tell them to mail it to you at your new address."

"Don't listen to him," the boy told his sister. He turned to me. "What was the name of the place?" he asked. I couldn't remember for the life of me. "See!" he told her. "He's lying. You'll never see your dolly again — some witch will get it." The girl's crying turned to howls of torment.

"What was the address of the place?" the kid taunted me. "What was the telephone number? You can't even call them." He continued to heap fuel on the fire. "If you don't turn around and get it, somebody will steal it."

"So what if they do?" I said. "It's bald-headed, it only has one arm, and it didn't have any clothes at all." The little girl only cried louder. At the first exit ramp, I turned the bike

# S/C Article..

around and headed back to the restaurant.

This time when I pulled up in front and went inside, both the owner and the waitress were waiting for me by the entrance. They looked like the male and female commanders of a concentration camp. The boy shot the Mafia man in the nose with his squirt gun and the guy's hand darted inside his tuxedo jacket. He paused a moment, his face red as a beet, then withdrew his hand — slowly. It was holding a handkerchief and he wiped his face with it.

They wouldn't let us pass, even when I told them the girl had left her dolly in the rest-room. I finally had to tip the waitress five bucks before she'd go get the thing.

As we went out the door, the boy turned and shot the waitress in an embarrassing place with his water pistol. She jumped back so violently that her wig fell off. We ran like frightened greyhounds.

Back on the expressway, we hadn't driven 10 miles before the girl vomited all over the sidecar's seat. I pulled off the road, hiked down to a little stream, and brought back some water in a rusty can I found by the side of the road. Before I finished the cleanup job, I cut a small branch from a tree. I came back and stood in front of the two kids and swooshed the switch a few times to make it sing. Each time I did it, they both flinched and drew back. No words were needed; they had a pretty good idea of what I was trying to get across to them.

Half an hour later, the girl threw her doll at the boy and it flew past him and landed in the fast lane. The girl started screaming bloody murder, so I pulled onto the shoulder, turned around, and drove the quarter of a mile back until we were opposite where her doll lay. It had a rubber head, so it wasn't hurt much. Every now and then a car would run over it, and the doll would bounce up in the air — when that happened, the girl would let out a wail that sounded like the quitting whistle at Bethlehem Steel.

I left the kids sitting in the sidecar and

waited for the right opportunity. When a wide gap in the afternoon traffic came, I ran out and grabbed the doll. Then along came a sports car doing about 120 and took the dust off the seat of my pants. I ran into the center divider and waited. As far as I could see, the traffic was bumper-to-bumper and travelling fast. The girl was still bawling, and the boy was shouting directions at me about how to cross the road. If I could have gotten my hands on him then, I'd have choked him.

At last a small break in the traffic, and I hurried across ... no, I ran like a scalded cat, going so fast that one of my boots came half off, and I finished the dash looking like a chicken with a broken leg. The boy and girl were laughing so hard at my antics they nearly collapsed, and a man and his wife on a Gold Wing, passing a semi on the right so I couldn't see them coming, nearly ran over me. I skinned my hands and knees making a final dive to safety, but I had that doll, and I gave it to the girl with the instructions that if she so much as took one of her hands off it, I was going to teach her everything she needed to know about dissection.

We rode in silence until I spotted a Howard Johnson's in the distance. I got off the Harley and made the children get out and accompany me. We walked right through the lobby toward the bar, where I told the kids to sit down and don't move.

People stare at scruffy kids. I hadn't realized how scruffy these two were, and everyone was giving me dirty looks, as if I were the father, and a poor one at that. It would have been easy to explain to everyone that I wasn't the father, but something in the back of my mind told me I might have to explain what I was doing with somebody else's kids. I grabbed a stool where I could see them and ordered myself a shot of Wild Turkey. It tasted so good I had another, and by the time I was ready to leave I could have babysat two full-grown gorillas without losing my cool.

When we got back outside, I gassed bike

# S/C Article../SSP

and never stopped until we turned on the out-skirts of Mansfield, and you' never know the relief I felt when I pulled up in front of the house where Michael's ex lived. She came outside immediately followed by her mother. Both of them looked angry. They had been waiting for our arrival, and there was no way I was going to explain the delay. I certainly didn't want to relive the experiences.

Both the kids' mother and grand-mother looked like wrestlers. It wasn't difficult to tell why a judge had given Michael custody of his own kids instead of letting their mother have them — those two women crawled all over me and never shut up once, except to listen to the bleating of the boy, who told everything.

"He made Sissy throw up, Mama," the kid whined. "He wouldn't feed us and he cut a big stick and threatened to beat us with it and he tried to lose Sissy's doll an he got drunk and he was driving 90 miles an hour."

"Did he hit you, honey?" the grandma asked the little girl. She turned on me as I tried to beat a hasty retreat back to the bike to make my getaway. "You rotten cur," she accused, and she was still looking for a brick or something to throw at me when I burned rubber out of there.

The return trip was delightful and took hardly any time at all. I thought about Lil and marriage and kids all the way back and when I got home I went straight into the house and grabbed Lil. I threw her and all her clothes out of the front door onto the lawn. She was bawling, of course, but that didn't bother me none.

Women just can't understand it when men don't succumb to them and get married and have kids. I haven't had a regular girlfriend since, and that's not all — I'm not going to have one. And if anybody ever asks me why I'm still not married, I'll tell them.

**First published in American Iron, March, 1990; re-published by permission. American Iron Magazine, devotee to Harley-Davidson enthusiasts, is available by subscription (\$20 per yr); Box 1257, Morgan Hill, CA 95038-1257.**

## SSP's newest graduating class

### The class from the Rider Rally in Richmond Kentucky is off and running

Congratulations to the newest members of the Sidecar Safety Program sponsored by the United Sidecar Association in conjunction with Northern Illinois University.

These students worked hard at the course held at the Rider Rally in Richmond, Kentucky. We would like to thank the rally staff for their cooperation in setting up the program and providing us with excellent facilities. They have offered us space again in the fall at the New Jersey rally to be held in September.

Our thanks go to Ed Johnson who convinced us we could teach, and especially to Jim Williams who showed the home folks that those Northerners weren't all that bad.

#### Congratulations to:

Joyous Bowen of Shawane, Wisconsin  
Thomas Hart of Farmington Hills, Michigan  
Al Johnson of Howell, New Jersey  
Richard Refroe of Locust Grove, Georgia  
Don Goodyear of Tyler, Texas  
Richard Creager of Venice, Florida  
Ann and Emmett Busse of St. Albans, West VA  
Marilyn Dayton of Zephyrhills, Florida

While some of our class members were experienced sidecarists, others were newbies. The novices quickly caught on, making it hard to differentiate them from the experienced drivers at the end of the class.

Special thanks to Jim Williams who was gracious enough to loan his rig to our novices, giving them an opportunity to be bit by the sidecar bug. It was a successful effort as several class members promised to send pictures of their new rigs as soon as they bought them.

We hope that you will make an effort to join us in September or at any of the other schools offered throughout the country, including the Instructor Program offered at the National.

Safe sidecaring! **Kim and Jim Schwind**

# SSP

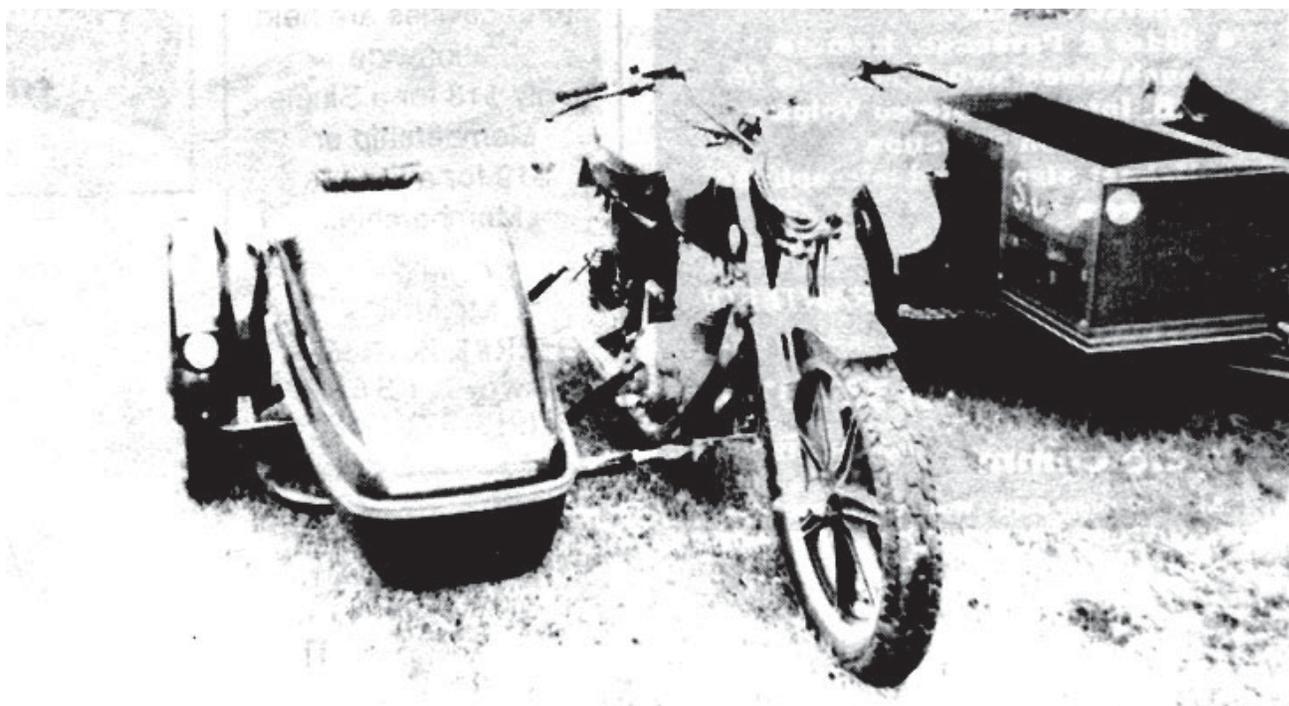
## Staff Box: Sidecar Safety Program Staff at Jersey Pine Cruisers M/C Annual Spring Rally



**Kurt Liebhaber's SR500/S.C.F.**



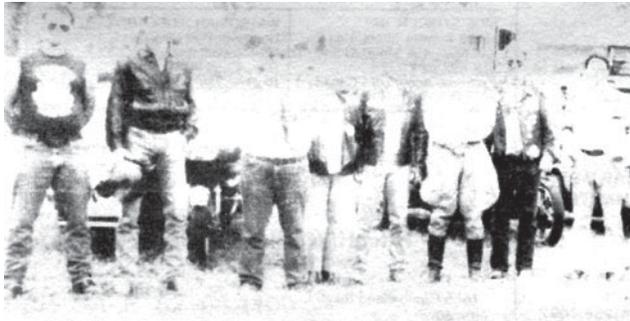
**L to R: Kurt Liebhaber, Assistant Instructor;  
Al Blacconeri, lead instructor;  
Steve Kames, demonstrations, tuner; and  
Ed Johnson, National Training Coordinator.**



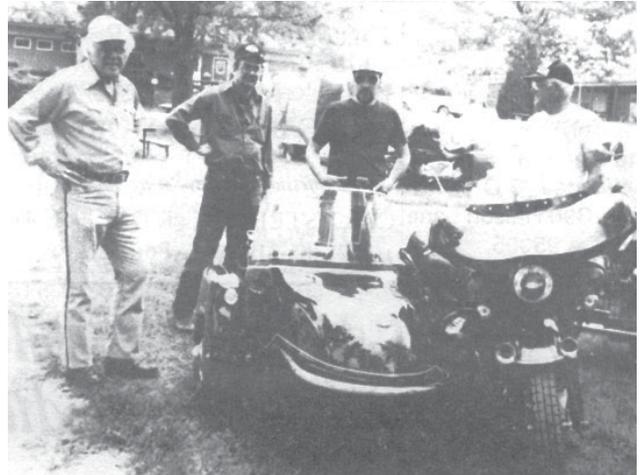
**The school bikes. SR500/Velorex, Jeff Witkowsky, outrigger;  
SR500/S.C.F., Kurt Liebhaber, manufacturer.**

# Rally

Midwest Sidecar Meet, Union, IL -- May 31-June 3



The graduating class of SSP at the Midwest Sidecar Meet



Drooling on Joe Rybacek's classic outfit, a Moto Guzzi/Watsonian, are (left to right) Dick Bork, John Williams, Joe Rybacek (Chief Sidecar Instructor), and Dan Ulvog.



Clockwise from left:  
The movers and shakers — Allen Schultz, Wisconsin Chapter Director; Greg Tenbrook, 1991 National USCA Rally Chairman (Indiana), and Larry DeVos, editor of Hoosier Hacks.

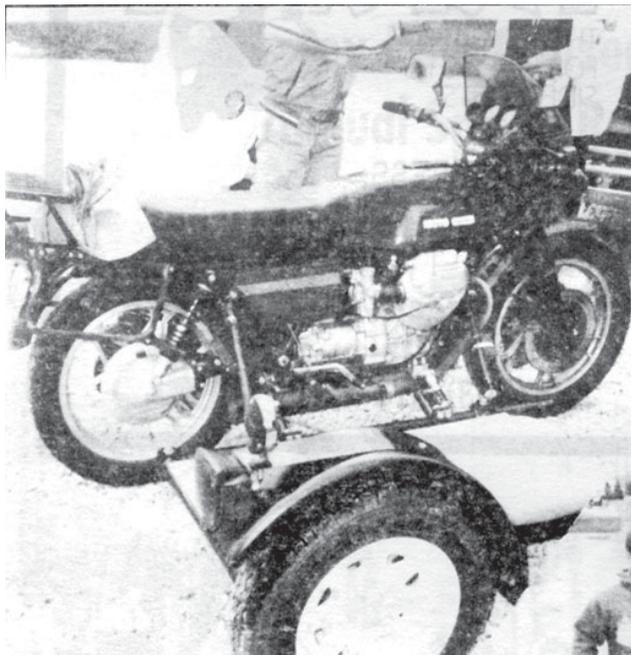


Art Prescott, age 77, a pioneer USCA member and his 1939 Harley rig ("Still Kicking — no electric starters on Harleys until 1965)

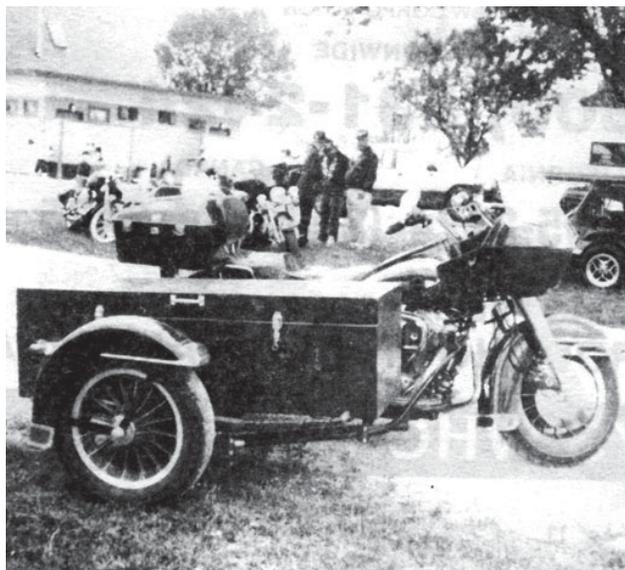
# Rally

## 1st Annual Iowa Biker Campout

May 18-20 at KOA Kampground, W Liberty, IA



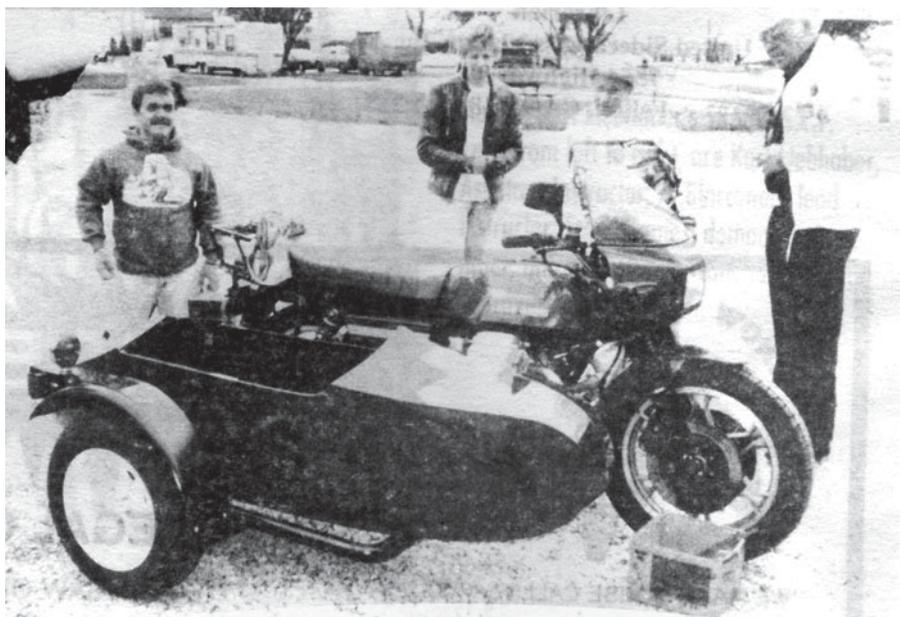
**Before:** Dave Davis of Tulsa, OK arrived on his red Moto Guzzi LeMans with sandbags for passengers. Dave drove 605 miles to the campout through terrible blowing rainstorms, then did it all in 12 hours to win the Long Distance Award.



**and After -** A proud Dave Davis, left below, with his Moto Guzzi/S.C.F. Sidecar. By Saturday evening, the sandbags had been replaced by Crandall Weaver, Kurt Liebhaber and Vern Goodwin. And how lucky he was to have three of the most talented sidecar builders/installers in the Midwest all working on his rig!

**Sounds like a good excuse for owning a sidecar, but**

Fred Mangel's rig. He hails from North Liberty, IA, and says this cargo box comes in real handy for hauling things when he doesn't have his Harley sidecar body mounted.



# Rally..

## 1st Annual Iowa Biker Campout

May 18-20 at KOA Kampground, W Liberty, IA



Fun and games — and food! The happy campers found lots of time to eat. From the left at the far end of the table are Melvin Dennis, John and Phylliss McDowell, and Dave Davis. On the right are Vern Goodwin, Richard and Roxan Bork. The Borks led the Wisconsin contingent to Iowa, including Bruce Shulke and Sandy Laffert, Marlene, Lisa and Allen Schultz; and Mark Sapanski and Hattie Schultz.



Too busy shopping (and scouting out Fudge Shops, per Al Schultz) to play sidecar games were Richard and Roxan Bork, Phylliss and John (Quacky) McDowell, Marlene and Lisa Schultz.

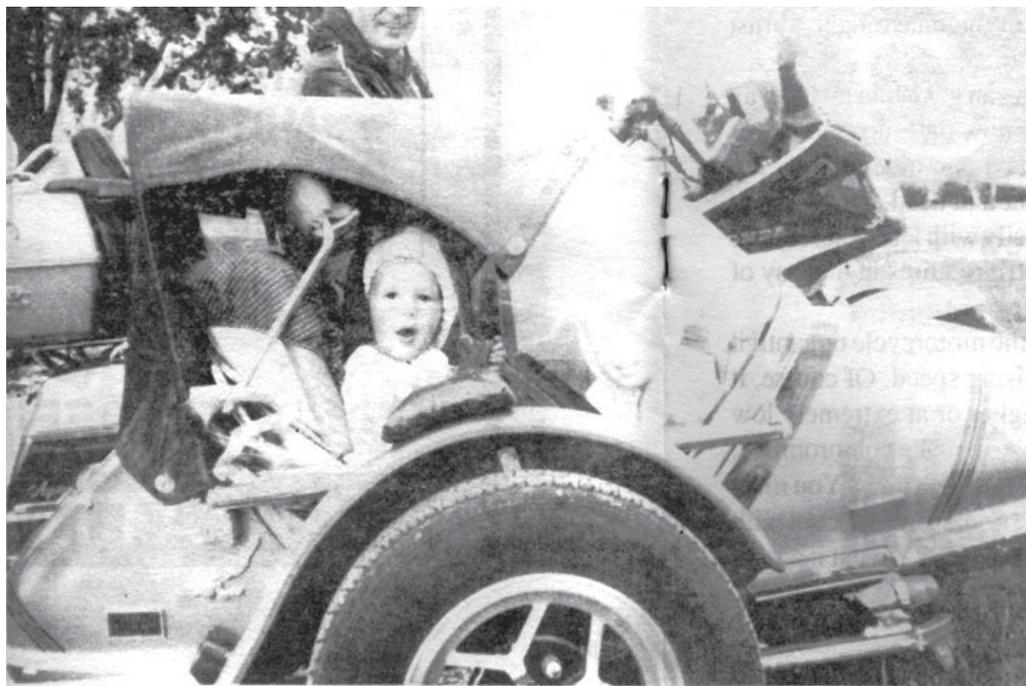
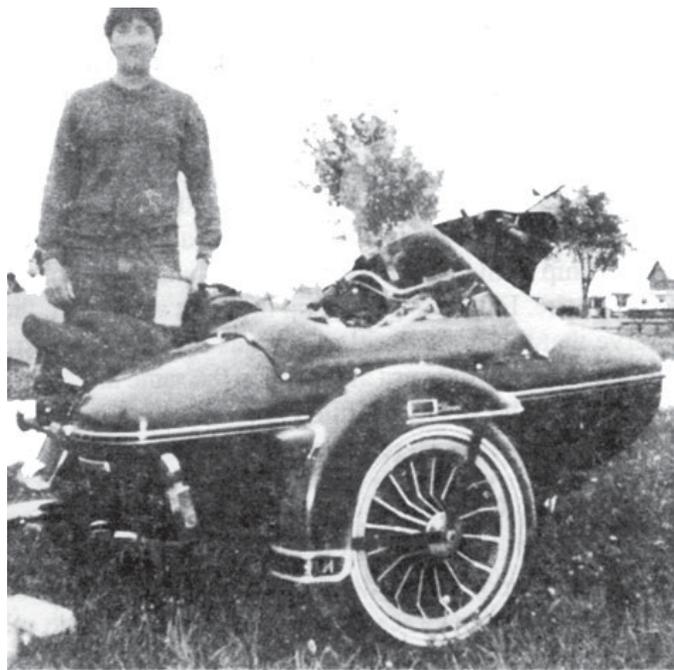
# Rally..

## 1st Annual Iowa Biker Campout

May 18-20 at KOA Kampground, W Liberty, IA

### Showpiece rigs, and live cargo

Wayne Skinner  
of Le Clair, IA  
owns this snazzy  
1981 Harley  
Davidson rig,  
replete with two-  
tone red paint  
job.



Jim Larson on  
his two-tone  
beige Gold  
Wing/modified  
Smitty, with  
lots of chrome.  
He has a  
waterproof top  
and child seat,  
and that live  
(and lively)  
load is Brian  
and Aaron.

Crandall Weaver couldn't have chosen a better location for the first annual Iowa Biker Campout — the motel was within a hundred feet of the campground, so those who elected to stay a little drier were close by. Terrible weather in the area probably kept many away, but the happy campers only had a few sprinkles and one short rain. Crandall had a great turnout and everyone had a great time. He's off to a good start, and is planning more organizational meetings around the state of Iowa. All Iowans who wish to give him more ideas — or help — or who wish to join the Iowa Sidecarists, please write him at 107 Fisher St., Hiawatha, IA 52233 or phone (319) 393-9720. — Al Schultz, Wisconsin Chapter Director

# Rally



**MARIPOSA  
COUNTY  
FAIRGROUNDS**

*MARIPOSA, CALIFORNIA*

**JULY  
27-28-29**

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## REGISTRATION FORM

DRIVERS NAME (LAST)		(FIRST)	(INITIAL)	AGE
HOME ADDRESS (STREET)		(CITY)	(STATE)	(ZIP)
PASSENGERS NAME	AGE	MAKE AND AGE OF BIKE		MILES RIDDEN TO RALLY
PASSENGERS NAME	AGE	MAKE AND AGE OF S/C		
DRIVER'S SIGNATURE		PASSENGER'S SIGNATURE		PASSENGER'S SIGNATURE

SIGNATURE ON THIS FORM RELIEVES THE FOLLOWING ORGANIZATIONS AND PERSONS FROM ANY LIABILITY FOR PERSONAL PROPERTY DAMAGE, THEFT, BODILY INJURY, OR MOTOR VEHICLE ACCIDENT THAT MIGHT OCCUR: THE SIERRA PACIFIC SIDECAR ASSOCIATION, THE UNITED SIDECAR ASSOCIATION, ALL RALLY WORKERS AND VOLUNTEERS, AND THE MARIPOSA COUNTY FAIRGROUNDS. PARENTS ASSUME FULL RESPONSIBILITY FOR THEIR CHILDREN.

**TWO-WHEELERS ARE ABSOLUTELY WELCOME - BRING YOUR FRIENDS**

# 'tec Shop

## The front wheel does what?

Sidecar Clinic by J. R. Ewing, Part IV

Images: Let us remove our rig's front wheel and instead suspend the bike on a magic thread; one that has no opinions, makes no resistance, allows the fore-end of our machine perfect freedom. We start the engine and place it in gear; as soon as power is sent to the rear wheel, the entire rig will spin circles around the sidecar. It will go nowhere. So that missing front wheel has got to be pretty important. It must be an intermediate agent in the power play, for nothing happens without it.

Granted, the front wheel gets its "go down the road" from behind. Stripped to its bare essentials, nitty-gritty, the sidecar becomes a parasite clinging onto the front wheel and following everywhere. Now we have an uncluttered idea of what is going on.

Of course, there are all kinds of struts involved and framework. If we were to over-simplify this image of a sidecar outfit, we would realize that the front wheel pulls a trailing load located to the rear and off to one side. And it could be pulled with a rope. A strong frame is obviously better and yes, the pulling wheel is propelled from behind.

Perform this experiment with your own motorcycle; use board-shims, a stack of magazines, something available to construct an adjustable platform for placement under your rear wheel, leaning left. (If it leans to the right, the shims go under the sidecar wheel. Also, your rear springs are too soft.) Carefully position the rear wheel straight up and down, then move up front and do the same with the front wheel — all it needs is to be steered to advantage.

Check your workmanship with a spirit level, or two plumb bobs, one on each side of the tire. Fingertip gently, tip the front wheel left, then right. Observe that the front wheel as soon as it is tipped off true center, tilts aggressively outward at the top in the same direction as it is being steered. The steering motion and the tilting motion go together. This is tremendously important, for we use this combination of actions to steer the sidecar and to pull it down the road.

Notice that immediately when the wheel is tipped off true center, it will fall further of its own accord. If it

does not, you have trouble. Brinelled steering head bearings may resist this natural fall-off. A heavy, carelessly routed clutch cable will stiffen the steering action, preventing fall-off. A mass of stressed electrical wiring will offer resistance. Whatever is at fault, find it and fix it. We want that wheel to, once slightly tipped, continue to fall off center — easily.

Images again: Surely you have pushed a wheelbarrow at some time in your life. The wheelbarrow has much in common with your motorcycle, for power is delivered at the rear (your feet), thrusts forward through frame and fork (your hands and the wheelbarrow handles), and pushes up front a wheel that tilts when it steers. Some jurist is going to write to me to tell me that the front wheels do not have to tilt in order to steer and yes — you are absolutely right.

But we are playing with the cards dealt us; one of them is an angled steering head. If we did not have it, we would go to great lengths to get it. Headangle and wheel tilt work together. We would find it difficult to bank (tilt) the wheelbarrow and NOT steer — the two actions dovetail so compatibly — similar to the cycle. The front wheel of your machine does not care whether you allow it to tilt leaning the motorcycle, or force it to tilt by crowding the rear wheel to the left. The results are the same.

The tilt is a dandy catalyst knitting together several other forces and interactions, making our sidecar outfit easy to steer. "Crowding our rear wheel to the left?" We know that is happening. The rear tire tells us so. But that tilts the front wheel? Rear tire skidding to the left: The motorcycle frame-chassis is no longer running straight down the road — it points slightly from rear-left to front-right. We compensate by steering very slightly off-center left and this, of course slightly tilts the front wheel.

We can crank in a bunch of sidecar wheel toe-in, more aggressively force the rear wheel offside-left, increase the bike's chassis deviation to the road, require more direction-correction at the front and induce more tilt into the front wheel. We have been doing this and it is very expensive. All of that aggressive toe-in, side-sliding of the tires and correction steering rubs off tire life, robs power and burns gasoline.

There is a better way. Leaning the motorcycle

# 'tec Shop..

requires no power at all. There are no gasoline-use penalties. The rear tire, instead of wearing funny-to-the-inside squares off and wears reasonably well. The sidecar tire just happily goes along for the ride. Tire mileage jumps upward significantly as soon as you give up excessive toe-in. We NEED front wheel tilt so that you can obtain easy self-steering of the sidecar rig. We can obtain that tilt by leanout of the bike, or by high number toe-in.

But high number toe-in does not steer easily. For the best part of a thousand dollars you can buy a fork that will help you to overcome difficult steering, or you can correct those stubborn alignment practices.

Start by sitting down and studying the motorcycle. The machine detests high-number toe-in, for this eats up the sidecar tire and the rear tire, breaks spokes and burns out wheel bearings. If you want severe case of sidecar arthritis, run high number toe-in. Lean-out of the motorcycle does not waste horsepower. It does NOT excessively sideload spokes or bearings. The minor stress increase by leaning left serves to counter-

balance some of the unavoidable thrust from the right due to our off-center sidecar.

The rear tire is SUPER happy, for now it can get a bite all the way across the tread. The front tire loves it, for now the sidecar is easier to pull. Somewhere between one-eighth and one-quarter inches is the toe-in dimension that most outfits want and need. A very few well-rigged machines will run most easily with less. There is one way to determine what YOUR sidecar outfit requires in the way of toe-in.

## LEARN TO READ THE TIRES.

Lean the motorcycle out until it self-steers, no hands, at your favorite cruising speed. Of course, it will pull one way or the other at much higher or at extremely low speeds. You are not the first engineer to have to make compromises. Buy all the books available. Read ALL of the magazines. You must increase your knowledge. Lock the garage doors and sit down with the motorcycle — study it. It will tell you EXACTLY what it needs, no legends!

JR Ewing



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# MC General

## NCOM'S 5th Annual Convention

The National Coalition of Motorcyclists held its 5th Annual Convention in New Orleans, Louisiana, May 9-13, 1990.

The theme of this year's convention was "Motorcycle Accident Survival," with workshops put on by the American Red Cross and Dick "Slider" Gilmore, an EMT.

There were also workshops on motorcycle safety, lobbying, personal injury, discrimination and insurance.

NCOM had set a goal three years ago to convince all states to proclaim May as "Motorcycle Awareness Month," and a head count at the convention showed 42 states participating.

The convention was dedicated to the late Malcolm Forbes, a past recipient of the Silver Spoke Award for Commerce. Silver Spoke Awards were given to four people who represent what is good and right about motorcycling.

### The honorees were:

Gilmore (Commerce), who goes around the country teaching paramedics the special needs of motorcycle accident victims in his "2-Wheel Trauma Seminar;"

Bob Frink (Media), owner and publisher of the Motorcyclist's Post since 1967, who gives service to all areas of the biking community;

Police Chief Paul B. Crow (Government), head of the Daytona Beach Police Department, who "has done more for Bike Week in two years than all the other leaders of the Daytona Beach Police Department put together;" and

Dan Haggerty (Entertainment), better known as Grizzly Adams, an avid supporter of motorcyclists' rights,..

A fifth surprise award was given to Ron Roloff, NCOM's Legislative Affairs Liaison, for his many years of service to motorcyclists in the United States.

Many hours were spent on what has been done and what can still be done to affect two pending Federal bills, S 1007 and HR3925.

Other subjects of discussion included supporting pro-motorcycle candidates for public office, and pushing for a set age for adult responsibility.

NCOM can be reached at 15910 Ventura Blvd., Suite 1719, Encino, CA 91436.

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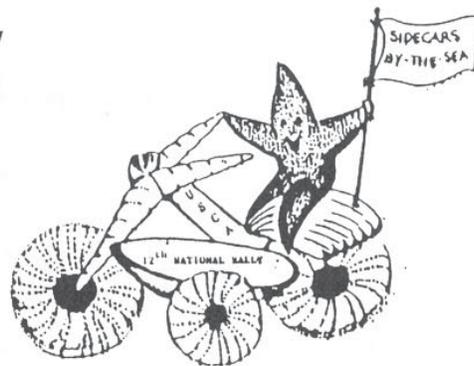
# Rally

## 1990 National Rally

**Come Sidecar the Pacific Northwest  
July 18-19-20-21-22, 1990**

**Sunset Bay State Park, Charleston, Oregon**

About 4 miles west of Charleston on Cape Arago Highway



The rally is set between the July 13-14 Bigfoot Rally near Vancouver, BC, Canada and the July 27-29 Sierra Sidecar Spectacular in Mariposa, California. You can tour British Columbia, Washington, Oregon, and Northern California. Ride up to Mt. St. Helens Crater. Travel through the Columbia River Gorge. Tour the Washington, Oregon and California coasts. Pilot around the Crater Lake rim. Sidecar California Highway One. ENJOY SEALS, SIGHTS AND SIDECARS!

**FUN DAYS, COOL NIGHTS — BRING WARM GEAR FOR THOSE COOL NIGHTS!**

### RALLY EXCITEMENT INCLUDES:

Self-guided map tours  
Sidecar clinic  
Sidecar instructors' school  
Sidecar swap meet

Sidecar games  
Special trophies  
Rally pins  
Door prizes daily  
Ocean fishing (salmon & bottom)  
Tidal pool nature walks  
Junior Ranger program for kids  
Campfires at night

Activities/games for kids  
Sidecar memorabilia  
T-shirts  
RRRRR (Russ's Rotten Red Rabbit Run!)

And other fun things for the entire family!

**ALL MOTORCYCLISTS WELCOME!**  
**DOOR PRIZES EVERY DAY!**  
**RAFFLE PRIZES!**

### ADVANCE REGISTRATION

Advance registration must be in U.S. funds and postmarked no later than May 30, 1990.

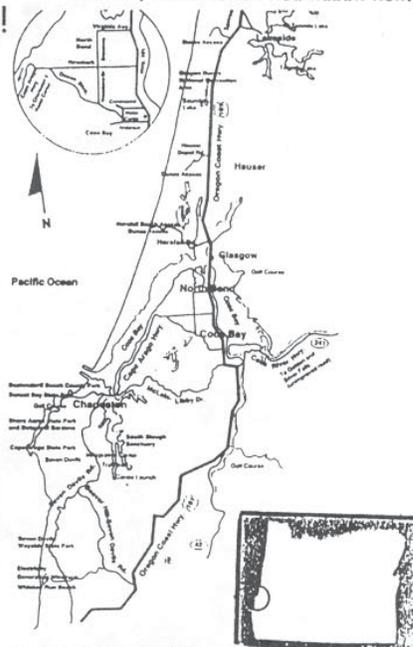
Age 16 and over	\$ 40.00
Age 6-15	\$ 15.00
Family	\$ 90.00

### REGISTRATION AT RALLY

Age 16 and over	\$ 45.00
Age 6-15	\$ 20.00
Family	\$100.00

### Area Motels & B&B's (call for rate info)

Bay Bridge Motel (503) 765-3151 — 10 mi.  
Capt. John's Motel (503) 888-4041 — 4 mi.  
Timber Lodge (503) 267-7066 — 10 mi.  
Blackberry Inn B&B (503) 267-6951 — 8 mi.  
Capt. Quarters B&B (503) 888-6895 — 5 mi.



Note: All prizes are fully paid for by the United Sidecar Association. They are donated to the winner FOB rally site. All costs of storing, insurance, taxes, transportation, customs, crating and so forth are the responsibility of the prize winner(s). If winner chooses not to accept the prize, it will be re-donated or otherwise disposed of at the discretion of the rally host.

### USCA 1990 NATIONAL RALLY REGISTRATION

OPERATOR/DRIVER \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY/STATE/PROVINCE/ZIP \_\_\_\_\_  
PASSENGER NAME: \_\_\_\_\_  
PASSENGER NAME: \_\_\_\_\_  
PASSENGER NAME: \_\_\_\_\_  
Signature \_\_\_\_\_

To pre-register, send US funds (check or money order — no cash — to:

Mike Phillips  
3838 N. Massachusetts  
Portland, OR 97227  
Phone (503) 288-3351

Signature(s) on this form relieve(s) 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 1990 USCA Sidecar Rally.

# Advt

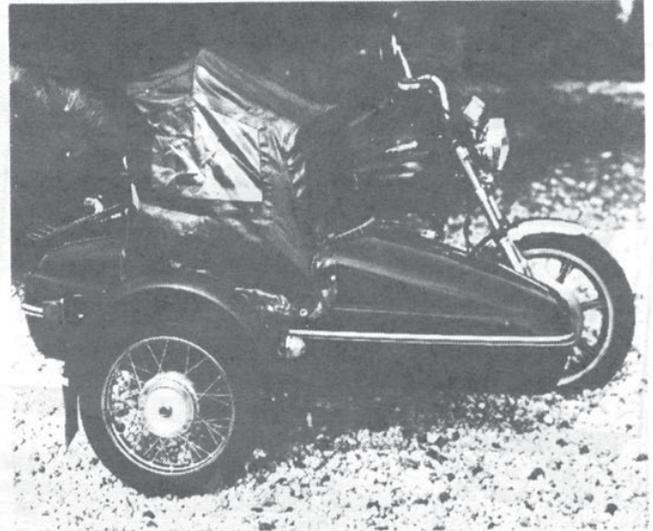
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# Velorex

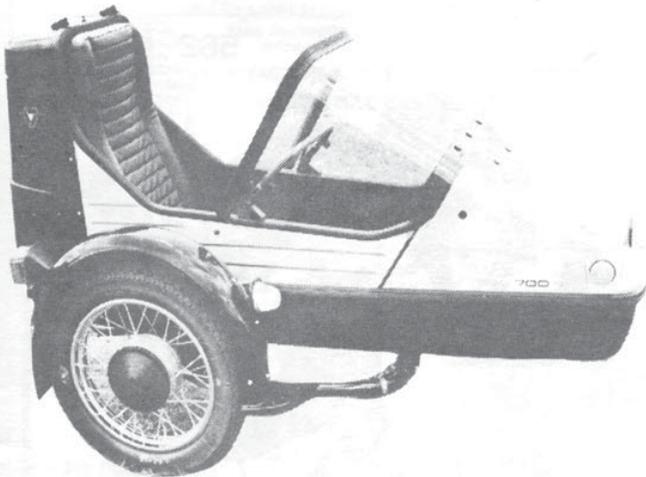
### SPECIFICATIONS

Length: 6' 1 1/2"	Weight: 154 lbs.
Width: 30"	Leg room: 46 1/2"
Height: 46"	Hip room: 20"
Wheel: 16"	Ground clearance: 8"
Tire: 3.50 x 16	Electrical system: 12v

MODEL # 562



*The energy saving motorcycle sidecar . . . practical, comfortable and reliable.  
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Length: 6' 4"	Weight: 172 lbs.
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Height: 42"	Hip room: 20"
Wheel: 16"	Ground clearance: 8"
Tire: 3.50 x 16	Electrical system: 12v

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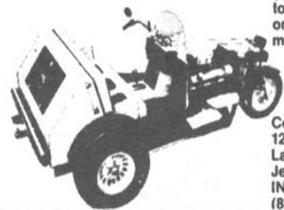
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# Coming Events

**Send your calendar items to: Marge Ann Wimpee, Editor,**

**The Sidecarist, 7354 Highway 9, Felton, CA 95018, (408) 335-7994 days, or (408) 336-2476 eves.**

July 14-16 British Columbia 1990 Bigfoot Sidecar Rally, Fort Langley, BC. F Salmon/chicken BBQ, rides, games. \$16/adult pre-reg., \$11 kids 6-15, \$6 kids 0-5. Additional camping fees \$4/adult, \$2/child at site. Motels available. Pre-rag by 6/15 (US registrants use bank draft or MO only). or info: Jerry Kotanko, 6115 216st RR#11, Langley, BC V3A-6Y3 Canada, (604) 534-6473 after 6 p.m.

July 18, 19, 20, 21, 22 Oregon National Rally in Coos Bay, Oregon. See ad this issue.

July 19, 20, 21, 22 Wyoming Wind River Rally, Riverton, Wyoming. Wind River Road Riders MC Club. Held in conjunction with Wyoming Centennial and Riverton Rendezvous Celebration. Reg. noon July 19. \$10 for adults, children under 12 free. For further info contact Jerry Forney, 212 Mesquite Circle, Riverton, WY 82501 (307) 856-7674.

July 19, 20, 21, 22 Maine 10th New England Sidecar Rally, tons of activities with group and nearby. Games, movies, tours, awards. \$25 per adult over 11 yrs., pre-reg., \$30 per adult after June 30, children free with paid parents. Send checks to Carl T. Johnson; RR#1, Box 490, New Sharon, ME 04955, phone (207) 778-2524

July 21 Pennsylvania Two-day get together in Amish country, Lancaster, PA. Meet between 1-5 July 21, sign in at motel and go for Dutch Smorgasbord. July 22 breakfast, professional tour of Amish Country by Dutch County Motorcycle Tours Package cost \$104 incl. 2 people, dinners, motel, breakfast & tour. Send \$50 deposit by May 31, 1990 to Charles Croll, PA Chapter Director, 1442 N. Gravel Pike, Perkiomenville, PA 18074, phone (215) 234-4897

July 27-28-29 N. California Sierra Sidecar Spectacular IX, Mariposa, CA. See ad this issue.

August 3-5, Wisconsin 6th Wisconsin Eagle Cave Moto Guzzi Rally at Eagle Cave Campground, Highway 60 at Rt. 2, Blue River, Wisconsin, 64 miles west of Madison (608) 537-2988. Cost is \$12 per person, \$2 for kids 15 and under. Registration includes camping with showers, rally pin, door prizes, awards, 50/50 drawing, coffe & doughnuts Sat. & Sun. morning, and the famous "Cave Dance" Saturday evening. For info. contact Neil Hemenway, 427 Putnam Dr., Eau Claire, WI 54701 (715)834-0375 or Wisconsin Moto Guzzi Riders, W236 N6498 Hillview Dr., Sussex, WI 53089 (414) 246-6316.

August 6-12, South Dakota Sturgis. The Grand-Daddy of them all. 50th Anniversary. What more can we say?

August 15-18 Ohio Inaugural AMA Homecoming at Athens, Ohio. For information, early registration benefits, write: Ken Reid, P. O. Box 6114, Westerville, OH 43081- 6114 or call (614) 891-2425.

August 17, 18, 19 New York • Adirondack Sidecar Rally located at Crows Nest Restaurant, North Hudson, NY on Rt. 9. Sponsored by Northeast BMW Club. Rally Reg. 4 p.m. Fri., Aug. 11, fee \$20 per person. Free camping, 2 meals, tours, field events, door prizes, awards, rally pin. Anyone welcome, with a sidecar or without. For info: Al Lewis, 136 John St., Hudson Falls, NY 12839, (418) 747-7249.

August 18, Wisconsin SHOW & SHINE, Waukesha County Expo Center, 1 mile south of 1-94 on Highway J to Northview Rd. Put on by the local Honda/Suzuki dealer Dick Gohr and put on with the help of Gold Wing Road Rider Chapter N and the USCA Wisconsin Chapter (and maybe the Hog Chapter and BMW Clubs). A portion of proceeds go to support repair costs of the Motorcycle

# Coming Events

Safety Courses at Waukesha County Technical College. There will be free sidecar rides for kids of all ages (I) and lots of music, with judged contests and races. Admission is \$3 (kids under 10 free with adult), with an additional \$5 for contest and race entry.

September 1, 2 Iowa Antique Motorcycle Club Notional, Davenport, IA

September 2 Illinois Bathtub Derby, South Holland, IL For info call Ed Johnson (312)333-9167

Sept. 7-9 Pennsylvania 2nd Annual Allegheny Sidecar Campcut, Kinzua Pleasant Acres Campground, Lewis Run, PA. Chili & mashed potatoes dinner Fri., Sat. breakfast run to Bradford, PA 8 a.m., Sat. afternoon run to Kinzua Dam & Blair Clothing Outlet Store, Warren PA 1:30 p.m. (SHOPPING?), Sat. eve. supper run. Sun. a.m. donuts, worship svc. by Christian MC Assoc. Cost \$8/night camping plus \$3/person age 5 & over for expenses. \$9 with hookups. Contact hosts: Art Massey, 280 Congress St., Bradford, PA 16701 (814) 362-6868 or Jim & Marilyn McManus, 417 Falconer St., Jamestown NY, 14701, (716) 665-6335.

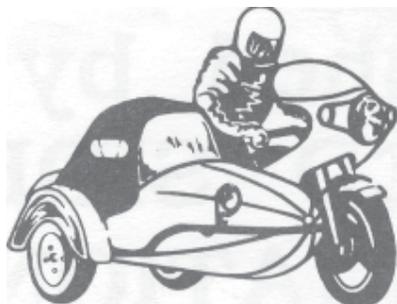
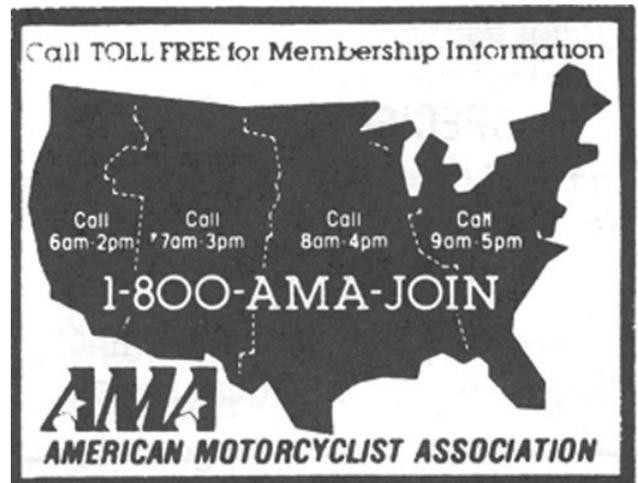
September 14,15 ,16 Indiana Hoosier Hocks So-Long Summer Sidecar Campout. For info. call Fred Huntman (317)831-8105

September 19-23, New Mexico 21st Annual Southwest Tour, "Golden Aspen Rally." AMA sanctioned. Rides, pins, prizes, tours. For info call 1-800-545-9013 or 1-800-421 0691 or write Golden Aspen Rally Association, Box 2427, Ruidoso, NM 88345.



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# Classifieds

**Sidecarist Classifieds are \$4 for members and \$5 for non-members for two issues.**

## MC/SC FOR SALE

1988 GOLDWING 1500/6 W/ MOTORVATION S/C & MOTORVATION TRAILER, champagne color-matched, all the extras incl. aux. fuel tank, radio/CB, custom top & side windows, chrome, lights, racks, etc. Call Warren Glynn (805) 947-5590 or 3135 E. Ave. Q-13, Palmdale, CA 93550. \$14,000.

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BMW URAL 1966/2 with R100S strong combination, looks and drives great, Earles fork, 12V, sport tank, bar end sigs., \$6000. Dick, Dallas, TX (214)341-1338.

FOR SALE 82 GL1100 VETTER SIDECAR f r. bgs., trnk, CB, AMFM, chrome aux., 4.6gal., 8 trek, AMFM, con. top \$3000 for all, will deliver! David, Piper City, IL (815)686-2773.

1988 HARLEY DAVIDSON WITH SIDECAR color matched, 6800 miles, loaded with options, like new cond. \$12,500. Call Rocky, Beverly Hills, FL (904) 746-6917.

79 KAW 1300 SIDECAR Front end, car tire on rear -spare engine and all stock parts incl. with or without MOTORVATION SIDECAR. \$3100 with, \$1300 without. Ed, Covina, CA (818)966-9672.

1973 BMW R75/5 w/ 1989 VELOREX. 8750 original miles on bike, Windjammer, tool kit and owners manual, \$3500 or BO. Mike, Pittsfield, ME (207) 9383240.

73 BMW R75-Windjammer, 39K mi, Krauser Bags, JUPITER STEEL SIDECAR, ex. cond. \$2800. D, (714)987-8966, E. (714)982-2273

75 GL 1000 FRIENDSHIP I, 22M, mags, Gem Pelican color-match, Barnet. Excellent \$3500. John Bollinger, 47 Del Ray Circle, Thousand Oaks, CA 91360, (805) 4930031.

HONDA CX500 CUSTOM, only 3500 miles, like new. With BINGHAM MARK I sidecar . \$1575 rides it away. Jack Bivins, Kingman, AZ (602) 753-9183 or 753-1133.

76 GUZZ: T3/87 VELOREX 563.33K on T3, 1K on S/C/ Hugon Sport Fairing, new Konis, new Metzlers. \$3600 obo. Alan James, eves (708) 616-0323 (IL)

RUSSIAN DNEPR SIDECAR OUTFIT, BMW engine, EML front solo seats. 1983. \$4000. 1965 BMW with VW 1600CC \$4000, URAL sidecar\$1500. Richard Elderkin, 286 White Ave., Middlebury CT 06762 (203) 758-9372.

86 WATSONIAN CAMBRIDGE 2 place sc, new tires, \$2600 — with 81 GL1100 GOLDWING \$4800, LL forks, trailer hitch, new wheel, rear and starter. Trade w. "Monaco." Doug Hasert, 4109 Boardman St., Minneapolis, MN 55417 (612) 727-2611.

1981 CALIFORNIA FRIENDSHIP I, color-matched to 85 GOLDWING, Silver, tint wind., lug rack, all mount hdwr \$1500. Roger Linneman, Topeka KS (913) 273-8553.

1981 SUZUKI cycle 650, 7500 miles, bags, radio, CB, Vetter fairing. 1982 FRIENDSHIP sidecar, color-matched. Well cared for. \$2600. Wentworth, WI (715) 398-6250.

1986 BMW WITH URAL SIDECAR. Color-matched black Vetter fairing, new tires. Chair has windshield and tonneau cover. \$2995. Excellent condition. W. S. Lawson, 3113 Floyd Ave., Modesto, CA 95355, phone (209) 551-1151.

1972 BMW R75/5 WITH VELOREX SIC. 33K miles, exc. condition. \$2500. Call J. Northausen, weekends at (203) 653-0657. East Granby, CT.

## SIDECARS FOR SALE

TERRAPLANE: I have several bodies for sale ortrade. Body shells are in good condition, comes in 3 parts, black, replacement parts available. 206-364-1410, William J. Worldey, Seattle, WA.

# Classifieds..

WATSONIAN MONACO single seat, glass body, 145SR10 radial, carpeted, cut down wind screen, roof and fender. \$1950, CDN Brian , Ont., Canada (416)824-6284

SIDECAR SALUKI 2 seater, glass body with 2 roofs - one enclosed with sunroof, one open - both flip up. Leg room adjustable. \$1950 CDN Brian Ont., Canada (416) 824-6284

1988 CALIFORNIA FRIENDSHIP II color matched for 84 Aspencade, Beige, all options + electric lean. \$2500 will mount & set up. Jack Burlington, WI (414) 7639369

SIDECAR — VELOREX 700SL. Brand new, never used. \$1300. Call (217) 5283336 (IL)

THOMPSON BLACK SIDECAR \$500 and old INTERNATIONAL (?) fiberglass sidecar, fits ? Heavy-duty chassis, shock absorber, \$500. Grand Rapids MI. Can ship via truck. (616) 4599803.

VETTER TERRAPLANE, excellent condition, on two full sets of Mowats plus many spares incl custom triving tonneau. Best offer Mike Theim (414) 261-6724 (WI)

SAVE THE DISASTER of trying to import through Doug. I have a 1982 WATSONIAN PALMA (2-seater), very good condition \$1600. Bob (608) 464-3920 Wonewoc WI.

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## History/Future/Deadlines

### The Way We Were

#### TEN YEARS AGO: 1980:

Exploded views of Watsonian chassis,  
Tribute to Eric Oliver,  
Sidecarring — A Lifetime of Experience

#### FIVE YEARS AGO:1985:

Fire Aero, Ultimate Sidecar Experience,  
Brace For for Handling and Safety,  
How I Built My Own Sidecar by R B. Rothe,  
Profiles on James J. Gnozzio and Alan Palmer,  
Best Chauffeur Job in Town by Jack Sand,  
Perry Mason Rides Again,  
Bingham's Barge.

Members desiring a back issue should send \$2 to cover shipping for each issue ordered to:

Marge Ann Wimpee, Librarian  
United Sidecar Association, Inc.  
390 Hallson Lane  
Ben Lomond, CA 95005

### Coming in the next Sidecarist

- \* 1990 National Rally in Oregon
- \* Mariposa (Sierra Sidecar Spectacular)
- \* Santa Cruz'n
- \* Bigfoot

Plus: Technical notes, usual features and news

**Be there or be square**

### Deadlines for Editorial Copy

Please note the following deadlines.

Vol 14

DeadL PressD MailD

Issue 6 Sep.1-Oct.15 Aug 1 Aug 7 Aug 14

Issue 7 Oct16-Nov 30 Sept14 Sep 18 Oct. 2

Issue 8 Dec1-Jan 15 Nov 1 Nov 6 Nov 13

DeadL = Deadline; PressD = Press Release

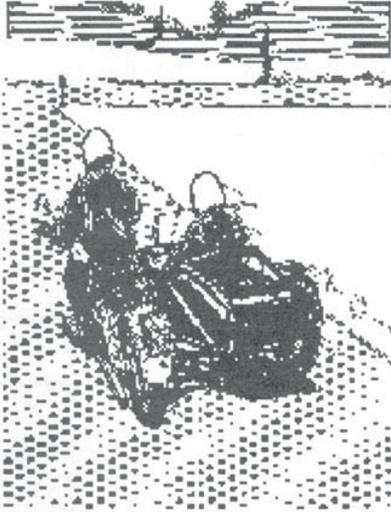
MailD = Publication Mail Date

# Bookshop

## Sidecar Manuals - from the USCA Bookshop

### 1. Sidecar Operating Manual:

A basic text, extensively revised, to guide you safely in the transition from solo riding to sidecar driving. Used in sidecar instruction clinics. Assumes rider has basic m/c skills.



### 2. Riding with a Sidecar:

English translation of the German BVDM sidecar training manual, includes s/c model testing and frame construction analysis. A must for the serious sidecarist.



### 3. Sidecar Catalog:

Descriptions and photos of over 100 sidecar rigs currently available from around the world. Includes addresses of manufacturers and distributors.



### 1A. Sidecar Operator Manual

Original manual. Contains all pertinent material. Excellent for novice sidecarists.

### 4. Watsonian Sidecars: 75th Ann.

Authored by John Proctor. An extensive history of Watsonian from the early concept in 1912 to the eighties. John includes many photos and interesting highlights.

### 5. 1922 Watsonian Sales Catalog

Published by Martin Franitza in recognition of Watsonian's contributions in sidecaring.

### 6. Sidecar Manual: Sections 4 & 5

Covers front suspension, dampers, gearing, custom modifications, adjustable trim, theory of turning, front end, related systems.

### Sidecar Manual

### Order Form

- 1. Sidecar Operator Manual (New)
- 1A. Sidecar Operator Manual (Old)
- 2. Riding with a Sidecar
- 3. Sidecar Catalog
- 4. Watsonian Sidecar 75th Anniv.
- 5. 1922 Watsonian Sales Catalog
- 6. Sidecar Manual Sections 4 & 5

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# Goodies

## UNITED SIDECAR ASSOCIATION GOODIES

*Hey!*

Bet those USCA sweatshirts would sure help keep you warm during this cold weather! USCA T-Shirts and sweatshirts are now available in both white and navy blue! Mix 'em or match 'em. In either case you'll look outstanding in these heavy duty 100% cotton tees and sweats. Place your order right now and they'll be on the way to you posthaste and forthwith, if not toute suite, ASAP or sooner! And wouldn't they make a nice Valentine gift?

We now also have the new USCA china coffee mugs in black with silver logo as well as a few left in cobalt blue. We know . . . it's tough to get used to the taste of coffee without that styrofoam tang, but do the best you can. They are dishwasher safe and look great.

And then there's this other good stuff . . . Standard issue, USCA enameled pins with locking clasps; vinyl USCA logo decals, and USCA logo 3-inch embroidered patches. And don't forget your USCA belt buckle! While they last, get your USCA logo baseball cap.

### USCA GOODIE ORDER FORM

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USCA Logo 3" Embroidered Patch								\$3.00	
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Kid's T-Shirt							\$7.50		
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Adult Hooded Sweat							\$25.00		
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If your order not received in six weeks, call (916) 663-2201 after 7:00 p.m., Pacific Standard Time and Dan will commiserate.

# USCA

## Membership Application/Renewal/Emergency Contact Update

Date of Application: \_\_\_\_\_ Membership # \_\_\_\_\_ AMA # \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State \_\_\_\_\_ ZIP \_\_\_\_\_

Occupation \_\_\_\_\_ Spouse's name \_\_\_\_\_

Children's names \_\_\_\_\_

	Motorcycle #1	Sidecar #1	Motorcycle #2	Sidecar #2
Manufacturer				
Model				
Engine size (cc) or # of seats in sidecar				
Year of Manufacture				
Year Purchased				

Include additional information on a separate sheet.

Other motorcycle club affiliations \_\_\_\_\_

Motorcycle interests: Touring  Rallies  Racing  Legislative  Other \_\_\_\_\_

**Emergency and Friendship**  
**Complete if you wish to be included in the Annual Directory**

First name: \_\_\_\_\_ Emergency Only \_\_\_\_\_ Friendship Only \_\_\_\_\_ Both \_\_\_\_\_

Please include any update information when you renew.

Annual dues based on 12 months membership:

US and Canadian Membership:    New \$22.00 \_\_\_\_    Renewal \$20.00 \_\_\_\_

Overseas Membership:    New \$32.00 \_\_\_\_    Renewal \$30.00 \_\_\_\_

Optional Donation to Sidecar Safety Training Program: \$ \_\_\_\_\_

Please make your check or money order in US currency only, please, payable to the USCA, Inc.

Please send to the USCA Membership Secretary, Al Roach, 130 South Michigan, Villa Park, Illinois, 60181 USA or phone (708) 833-6732 for additional information.

First year's dues include decal, patch, and your subscription to The Sidecarist, the news journal of the USCA.

Please include Emergency Contact Information on this application and renewal form

# THE SIDECARIST

The official news journal of the United Sidecar Association, Inc.

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