

THE SIDECARIST

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



Inside:
Rally Notes
Rally Reports
Member Profiles
And More!

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**September, 1990
October, 1990**

The Sidecarist

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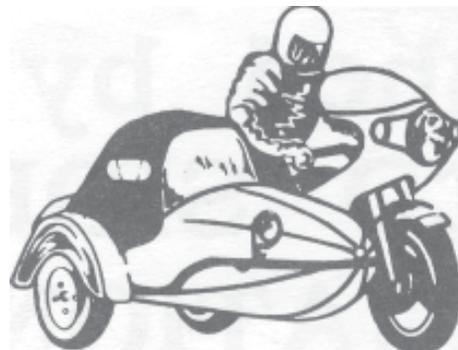
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COVER:

Lined up for the sidecar games at the National Rally.



From Where I Sit

Rally Notes from the President

Another year has come and gone, National Rally-wise. We could not have picked a more delightful place. It was a real delight to meet near the sea shore and enjoy the delights of Oregon. No doubt many took advantage of the triple rally spread, from Big Foot, to Mariposa, and we will read of their exploits in this and future issues. So we have seen California, Canada, Illinois, Georgia, and Oregon, to mention but a few places. Not too soon to plan for Indiana next year. When you do, please give a thought to the dedicated volunteers who put in long hard hours in planning each and every detail over the past two years. That is how long it takes to fit the pieces of the jig-saw together. But not everything goes as planned and there is the occasional snafu. Don't throw too many bricks, unless you are also volunteering your name to aid in planning the next rally.

A big round of applause to Mike Phillips and his willing crew, and a welcome aboard to Greg Tenbrook who will serve as the Rally Director for 1991. If you would like to assist in next year's activities, why not get in touch with Greg. He needs to know who he can count on next year. We are also looking for locations for 1992 and 1993. If you have a particular spot in mind, why not drop Larry Lehr a line telling him where you would like to go and why you think it should be selected. All letters will be used to assist the Executive Committee in the final selection, while the best letters will be published in the Sidecarist. You may be asked to put on a rally if you volunteer.

The Perpetual Bugbear — Money

As Marge pointed out in her last editorial, we will be looking very closely at our financial situation. Costs are rising, and the token dues increase last year was but a drop in the bucket. It should have been substantially more but it was in line with our policy that we will be a lean mean machine, and conserve your funds as best we can. But we did make a big screw-up. We thought we could allocate \$2500 per issue for

each issue of the Sidecarist and hoped the increase in quality, news content, and readability would attract more members, keep existing members, and draw new advertisers. Unfortunately, net income remained about the same, while costs increased. As anyone in business knows, such a situation cannot continue.

We are faced with several options:

- a) increase membership dues;
- b) reduce the number of issues each year;
- c) pull more members;
- d) reduce the number of members who do not renew;
- e) reduce the cost of production; or
- f) fold up the shop.

Some factors we have a little control over, others we have none. At the AGM we decided to adopt a little of each. We cut the budget of the Sidecarist production by \$400, and we elected to increase dues by \$5.00 at year's end; we will see how finances stand at year's end as to whether to cut the Xmas issue. This will be a very drastic step as we seemed to get along very nicely with our 6-weekly production schedule. Each month is simply too much for our limited resources, yet bi-monthly seems too far between issues. So far our stable membership has been effectively at 1350 to 1400 which is nowhere near enough to cover expenses. We need a sustained membership in excess of 1500 to 1600 to be effective.

Local Membership

The Chapter Directors reported that only about half of their members were US CA members. There is no compulsion for a local member to join the National, nor should there be. But if we could raise the level of participation from 50 percent to just 60 percent -- we would have the necessary support to go ahead into 1991 with a dues increase.

From Where I Sit..

What IS it that we do for you?

The Chapter Directors said, why should we support the National? They do nothing for us. Perhaps it does not seem like it but we have made it possible for you and your members to enjoy various technical manuals your members enjoy such as Riding a Sidecar, the Sidecar Operators Manual, the Sidecar Catalog, and so forth. Individual chapters simply cannot put forth the time effort to create such manuals from their limited resources. Also our training programs. This effort was done by the backing and support of the National so that all can learn safe sidecaring and you benefit directly from these programs.

We also offer free printing of your fliers you can distribute. The leaders say, we did not know you did this, besides, that is not a benefit to us. Perhaps not, if your Chapter is large. It should be self-sustaining, but what of the smaller Chapters? It could be the ticket they need to get started.

Your Chapter also gets a substantial discount of books and para if purchased by the Chapter. The Chapter may use the discount proceeds to assist in defraying local costs. Yet to some Chapters even this is no benefit as they do not take advantage of it. But not all Chapters or members are equal. No one is, certainly not in the real world. Always, some will benefit more than others.

Who are the Chapter Directors anyway?

Another gripe heard was the lack of knowledge of who the current Chapter Directors are. This list has been published several times will appear again shortly. No excuses for it not appearing every few issues. Jim Schwind has been quite active in developing lot of sidecar driving programs in his area. Perhaps he just has not had the time to get this to Marge. Do I hear a volunteer who has the time necessary?

Cut the National Chapter Director some slack. You sure are really tough on these guys and have burnt out several these past few years.

Still another gripe was the lack of a USCA

membership roster for local areas. These we try to get into the hands of the local Chapter. Directors about every six months. Seems we sent out the last update in February or March of 1990. If there is an real urgent need for specific information to be updated more frequently, perhaps John Dagu nis can cut you one, but remember he is a very busy guy also. Just ask the former registrar about how difficult it is to try to keep up with all hands.

Again, in response to your requests, we have changed a insertion of your fliers in the Sidecarist. It was set so you paid just 25 percent of the regular cost up front, then if you felt your rally was a success, you paid another 25 percent. You wanted a maximum one free page in any one year, and subsequent inserts of the same size insert at half price. Frankly, I fail to see this is much different but if it makes you happier, and this is what it is all about, then that is what you will get. We do listen to what it is you want.

No more trade booths

You also expressed your disapproval of our exchanging advt space in return of trade booths (we had given a page in two or three issues in exchange for USCA booth spaces worth about \$3000 plus) which have had considerable success in some cases, but only limited success in others.

Again, we listen to you so these trade-outs have been cancelled. However, if the Sidecar Manufacturers, or an individual Chapter wishes to promote a specific trade booth, we will continue to work with them.

Jim Krautz, our Trade Booth Coordinator, tendered his resignation for this position so this position is now closed until a need arises for reinstating this position.

We're listening

We do listen to you, and where we can, we do change to meet your wishes. After all, you, the membership, are what it is all about. But we cannot help you unless you tell us what it is you

From Where I Sit..

want us to do for you. You tell us what you would like us to do to help your local chapters. Our aim has always been to give grass roots support.

The MSF's attitude toward sidecarring

To respond to a few current issues, the MSF definitely does NOT discourage sidecars, although there may be a few individuals in responsible positions who make outrageous statements based on their personnel beliefs or prejudices.

What is true is that I have been invited to present a paper on our Sidecar safety and Training Programs to the MSF Safety Conference to be held in Orlando, Florida from October 31 to November 3, 1990.

For details, contact Rene Barge at (714)727-3227. This Conference will attract hundreds of safety specialists from dozens of countries.

Give us strength!

We applaud Spencer Bennett's feeling that we must become stronger. That we can only do by building our Association up to where we really do represent the majority of sidecarists, instead of just about two percent. The slimmer we are the more we will be pushed around. On the other hand, we have vivid evidence of what ignorance can do to our sport.

Pop Dryer Award

As most know, Rick Kyielta was last year's recipient of the coveted Pop Dryer award. Rick was responsible for finding a way we could get out training programs from out of the closet and into practice. This award is given to the individual who has done the most in the previous year to actively promote safety and training of sidecar programs.

We are looking for another recipient for 1990-1991. If you can offer a candidate, please send his name on to Ed Johnson who is the Coordinator, and tell Ed why you think he should receive this award. Again, the best letters will be published in the Sidecarist.

The AMA Heritage Museum

While on awards, as a Chartered AMA club, it has been proposed that we share in the AMA Heritage Museum. Sidecars, after all, have been around since 1903. No doubt there will be several classic and antique examples when the Museum is completed.

We can show our appreciation to the AMA in a positive way. Donor blocks will be on permanent exhibition in the Museum foyer with the names of donors or organizations who contribute \$500; with a medallion if the donation is of \$2000.

Several USCA members have volunteered to donate sums of \$50 each, on behalf of the USCA, so we can get a permanent marker. Of course, your donation does NOT have to be \$50. It could be \$5, or \$500. Your donation may be individual, or on behalf of your Chapter.

Those wishing to make a donation should send a check, made out to the USCA-AMA Heritage Fund, to our AMA liaison officer, Jeff Spasato. Checks will be collected, and turned over to the AMA for this purpose.

Constitution and By-laws Revision

Jeff has also been busy revising the Constitution and By-laws and a draft copy was presented to the Executive Committee at the AGM. We hope this will be finalized before the end of 1990. If anyone would like an advance copy to comment on or make suggestions before it is finalized, please send a very large envelope, plus sufficient return postage to Hal Kendall.

That's about all for now. See you at the next rally.



Hal Kendall.

Letters

Dear Sir:

On May 31, 1990 I received my annual renewal notice for the United Sidecar Association for the upcoming year's activities.

I will not be renewing my membership as a matter of principle. In the last couple of years I have seen an alarming trend developing that I cannot condone and will not support. That is the practice of giving discounts to someone strictly on the basis of their age. These so-called senior discounts have no merit and place the burden of cost on the working class of our country. I am not against charity for those in need but I am against someone that retires with a golden parachute getting discounts for everything from meals in a restaurant to rooms in a hotel and every other conceivable service in the market place today just because he has reached the aged of 65.

I think history has shown that the people reaching retirement age in this country have lived through the best of times it had to offer. They have allowed our country to be raped by big business looking for the almighty dollar. They have allowed our wilderness lands to be destroyed and our air and water to be polluted. Now they expect their grandchildren to pay the cost to clean up the environment they are left with, and to subsidize their high life retirements.

Someone who owns and rides a motorcycle with a sidecar is not poverty stricken and should not be a burden on those who still have to work and try to save a little aside for some recreation.

The AARP is a big and powerful lobbying force in this country. If they have their way, not only will they have enjoyed the best years this country had to offer, but by the sweat of their sons and daughters they will keep their standard of living high as the workers of America find it harder and harder to make ends meet.

Jack Wilson Mishawaka, IN

Dear Jack:

Sorry you feel you cannot be charitable to your elders, but that is your privilege. True, they have lived through the "best of times," but they have also lived through the worst of times.

The trend you refer to, of helping those less fortunate than ourselves, did not begin in the last couple of years, as you state, but was in fact an integral part of our organization beginning in 1976. Several truly dedicated sidecarists are on welfare and are living in very dire circumstances. Names can be cited. They have done more to promote our goals and our existence than others in more comfortable surroundings.

Additionally, it is not a right. Those who are able to pay their full dues do so, and gladly. Some also make a sizeable contribution to the cause of sidecaring. Those who cannot do not. They ask, what can I do; not what can you do for me!

However, this is a democratic organization, run by the members for the members. If you do not like the way we run things, just tell us. If this is the wish of the majority we will certainly change. The way to get change is from the inside. So if you feel this is a point worth pursuing, renew your membership and get support from the majority of the membership, and senior discounts are history.

Hal Kendall

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Letters

Dear Marge,

Instead of increasing the dues, I would go along with cutting back on the summer issues.

I assume most of us are out riding and would get more enjoyment from the off-season issues. They would be packed full of vacation and rally stories and pictures.

In this part of the country our winters can be long and I for one look forward to my sidecar stuff delivered to my igloo.

Tom Anguish London, Ontario, Canada

Dear Tom:

As noted in Hal Kendall's column this month, we found you to be in the minority—but we hope you won't be too disappointed. We are looking into other ways to bank up the budget and to avoid cutting back on issues of the magazine. The dues increase was moderate, especially when we consider that it does include the magazine.

We are looking forward to keeping the magazine at 8 issues per year, with perhaps even the addition of an annual directory to include the Emergency and Friendship Directory, a list of Chapter Directors, a guide to sidecar installers—for which we have been collecting names and addresses—and other information.

Our intent is to retain the rally coverage in the summer issues, when they happen, along with technical information. In the winter issues, there will be more emphasis on the technical aspects when folks can't ride.

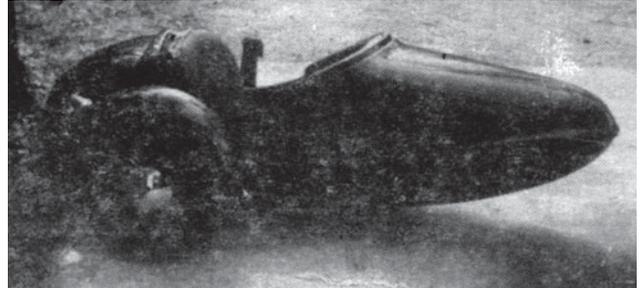
We also have to consider our overseas members in places such as Africa and Australia, where the seasons are turned around!

Thank you for your interest.

Marge Ann

What is it?

No, there's no prize involved—just a curious owner. Richard Renfro is that owner, and he doesn't know what he's got—when it comes to this particular sidecar, anyway!



If you have an idea, either write us at The Sidecarist or write Richard at 1501 Weems Road, locust Grove, GA 30248. When the issue is settled, we'll let you all know what it is!

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Oil

OIL

By: J.R. Ewing

Let's talk about oil: motorcycle oil. Agree out front that cleanliness is next to Godliness, for let me tell you about dirty oil.

Of all our enemies — oil enemies — contamination is sneaky-worst. You don't see it or feel it. Gasoline washed down past piston rings, condensed water vapor from storage exposure or as a residual by-product of combustion. >> HYDROGEN EMBRITTLEMENT.

Water vapor and combustion products combine to form sulphurous acid. Summertime, you probably ride often enough with the oil temperature above the 185 - 190 degree range to keep the contaminants scavenged: blown out the crankcase breather. Cool weather is another condition: the oil cooler which is helpful protection in high summer heat should be covered, taped over so that the oil temperature will rise. Hot oil sheds the sulphurous acid.

An example of acid damage which you have all seen occurs to rear chains. Exposure to battery acid vapors (due, no doubt, to a carelessly routed battery vent tube) produces white fuzz on the chain: frosting with a border of rust. You had best get that chain off before it breaks and goes through the crankcase, for it is going to break. Under that white deposit the steel is now glass-hard, easily shattered. The blow that breaks it? When it strikes the tooth on a sprocket.

Ball and roller bearings throughout your gearbox and engine, the shafts, crankshaft journals, camshafts and followers - all of these are especially at risk to attack by sulphurous acid, for it will pass up plain old cast iron and go for the goodies.

Hardened parts are only hard-skinned. The hardening process extends only a little way below the surface. Below that is a soft core that will dampen vibration, twist a little, bend a little, "forgive" insults. The soft core is absolutely necessary. Anything hardened all the way through will break.

Which is exactly the fate of our hardened surfaces, once attacked by acid. The acid degrades, gives up its hydrogen composition. The hydrogen enters the surface of the metal and makes that surface stiff, crystal-hard. Like a file which is rigid-hard, it will not

bend: only break. The thin skin of treated metal over a soft core would normally ripple, "float" on the softer core. Now brittle, it cracks, breaks up, sheds from the part it should protect. A roller bearing journal acid-damaged, looks like a tough mouse nibbled on it.

Parts inspection time, if a shaft has wafer-thin black lines along it coinciding where the rollers lay, replace it. These are not yet the main event, but they are the handmaidens of doom. A ball bearing that spin-"rumbles" should never be trusted.

Diagnosis: debris from this type of failure will not necessarily show up in the oil drain pan. The tiny metal flakes love to migrate to inside corners and stay there out of the mainstream. but we know what's happening when you come in: "John, it was running good as ever when I first took it out this Spring, but lately it is beginning to vibrate. I wonder if it's my imagination . ."

And the answer is, "Yep, you're right on. The main bearings are out of it. I heard you coming across the driveway!"

The moral: storage time, run the engine, ride it, get it hot. Drain the oil, install two quarts of new (your crankcase does not have to be four-quart full). Run the engine again to circulate and distribute fresh, clean oil. THEN LEAVE IT ALONE. Don't go out and start it once a week.

Although I use synthetic oils, endorse synthetic oils, I do not believe they are best for storage purposes. Early on when we were first seeing engines that had been run on "pure" synthetics, we noticed rust damage on bearing caps, rocker arms and shafts, things that were splash or throw-off lubricated and which during periods of nonuse drained oil-free.

Later synthetics were represented as petroleum based, or synthetic mixed with conventional oils. I don't know the truth of the matter, don't claim to know, and will still listen to you if you have anything to offer. But I suspect that conventional plain old multi-grade motor oil from a discount auto store is superior as far as rust protection is concerned. And that is what we are looking for during winter storage.

J. R. Ewing, 309 Teal Rd., Lafayette, IN 47905

Originally published in "Hoosier Hacks"

Bad Press

Bad press brings out the best in us

In its August issue, Motorcyclist magazine published what many sidecarists would consider to be a scathing review of our beloved sport. We have requested permission to reprint the article, but as of press time had not received the permission.

In the article, the author (who is obviously an inexperienced driver) argued that sidecars are unstable and difficult to handle, that they can be damaging to a motorcycle frame, and that they aren't a solution to the "growing family" problem many solo riders have. He/she views sidecars as "neither fish nor fowl," and suggests a number of reasons for buying one —among which was "maybe you just have fun arriving on something that's cantankerous to operate and absolutely different from anything else on the road and don't care about giving up some practicality in exchange."

Also published were reviews of the new Harley Davidson motorcycle/sidecar combination, and they were not altogether favorable. One reviewer said that if one had to have a sidecar, the Harley rig was the one to have. And he closed by saying that "I admire sidecarists and appreciate them, but that's a long way from wanting to be one."

Various sidecarists who also subscribe to that publication have written responses. It is our hope that these responses will be carefully read and published, and that the one-sided review of our sport will be mitigated somewhat. As sidecaring grows in popularity, we need more education of drivers and potential owners rather than scare tactics and articles by people who aren't really sure how to operate a rig.

Below are responses to the article written by various sidecarists.

"Dear Editor:

Regarding your article 'The Truth About Sidecars.' Who was the writer? Whose truth? Who says 'sidecars incorporate the worst of both'? What is wrong with being 100% legal when it comes to traffic and parking? I am still able to park my sidecar in spaces cars won't or can't. If you own a 1500 Wing then you already have reverse. When I lived in Portland, I discovered a sidecar rig gets better traction in snow and ice than the average car.

Sidestand??? What happened to the ever reliable centerstand for a solo? Have you read the Hurt report? Most solos do not escape through the hole as you implied. Riding a sidecar changes your image and cars see you, so you are not as vulnerable as a solo. Unbalanced handling? According to who? A motorcyclist (except most Southern Californians) willingly subjects himself to the elements whether he has a sidecar or not. What is wrong with providing some protection for the passenger? I have yet to see a sidecar which could not be fitted with a seatbelt. Many sidecarists install seatbelts, use their child's carseat and put a bicycle helmet on the child for added protection.

Sidecars are a perfect solution for the motorcyclist like myself who doesn't want to give up motorcycling. A sidecar allowed me to bring my small boy along to share the sport I so much enjoy. Ask my 15 year-old, he was 16 months old when I bought my first sidecar. If your rig is equipped with the proper suspension, the driver will not feel the three-bump effect as you suggest. If you bolt up a sidecar and do not adjust the toe-in, you blew it. A properly set up rig should go straight down a level surface at any speed. The crown in the road may alter this.

Acceleration and braking comments are correct. How many of your readers understand countersteering? I'm sure after teaching MSF and other motorcycle safety courses that most solos do it, but they do not understand it.

Bad Press..

What's odd about pointing the front wheel where you want to go? The biggest problem with righthanders is that people become nervous when they realize the sidecar wheel is up in the air. How many rigs/operators do you actually know who have flipped a rig in a righthander? I can't think of one. I know of several who have panicked and ridden off the road.

Unpredictable handling? This article was clearly written by a panic stricken beginner. You learn your limitations and abide by them. Your statement about seeking instruction is 100% valid. Most of the things you commented on become void if proper instruction had been given first. I have 110,000 miles on my current sidecar bike. All frames should be checked regularly for breaks and cracks. I am on my third clutch (heavy duty springs area big help). Tires are a problem. I have 17" rear wheels and find that 10,000 miles is the upper limit with proper tires. Many switch to 15" car rims adapted for their motorcycle. These tires cost about half the price of a motorcycle tire and last over twice as long.

Why would anyone ride a sidecar rig? The main reasons are children, significant others, the pure love of sidecars. I currently own two sidecar rigs and two solos. The solos seldom get used unless the sidecars are down for repairs. I have several friends in wheelchairs who have adapted their sidecar for their special needs. These have electric shift buttons and hand brakes. They normally sit themselves on the bike and then fasten the chair to a platform between the bike and sidecar. I have seen one of the platform type rigs you referred to.

I feel that a properly set up sidecar rig does not give up practicality. This is one man's opinion, 13 years and 160,000 miles of sidecar experience later. You listed the membership registrar of the USCA and Hack'd magazine as sidecar information sources. Were they aware of this article or that they would be used as information sources for such a negative article???

Safe Sidecaring,

Jim Krautz, Chapter Director

Southern California Sidecar Experience'

"Sir,

I am very disappointed with the articles published in the August 1990 issue on the Harley-Davidson sidecar, the sidebar 'Off The Record' and the accompanying 'The Truth About Sidecars.'

These articles do nothing to encourage a person to investigate sidecaring. The 'Truth' article states 'They aren't even a great solution to the growing family that doesn't want to give up motorcycling.' Why is it that more motorcyclists are putting sidecars on their bikes to take the family along? Sidecaring certainly is booming in the Midwest, and I have heard the same from other parts of the country.

There is mention of the need for training but little else. The United Sidecar Association has had for two years now a course in sidecar operation. The Sidecar Safety Program uses USCA-certified instructors to take would-be, novice and experienced sidecarists through a course that teaches the basic fundamentals of sidecar handling. I am including a copy of the current training schedule for your information.

Please, don't do any more damage on your part to the sport than what others are trying to do to motorcycling itself. If an article involves sidecars, please do some research on the subject before you write about it. Sidecaring is not for everyone, but that does not mean you should not try to experience it either.

Sincerely,

John Dauginas

USCA Membership Registrar"

"Dear Mr. Friedman (Editor/Motorcyclist):

I would like to reprint your article on the Harley-Davidson road test, and the sidebar (Motorcyclist, August 1990) in our Sidecarist magazine and invite genuine sidecarists to comment on it. My phone is ringing off the hook from our members expressing serious concern

Bad Press..

about your article. All responses will be forwarded to you.

Hundreds of thousands of motorcyclists will forever retain false and misleading notions of sidecaring as the result of the sidebar associated with the Harley-Davidson test article. 'The Truth About Sidecars' contains mostly half-truths and old wives' tales typical of the uneducated novice, with only rare truths. If believed it will set back sidecaring and ban it like the 3-wheel ATV. The picture of the sidecar about to capsize (on point of balance) while taking a mild right-hander has no place in any credible motorcycle news journal. One does not drive a car in this manner.

We expect your articles to be written by persons knowledgeable with the topic matter, and that road testers are skilled with the type of machine tested. The test came out as how an inexperienced or novice would react, yet it was written as if the drivers were authorities. The sidecarist population numbers about 75,000 to 100,000. They do not suffer the problems your amateurs describe. The attached article [entitled 'What is the TRUTH About Sidecaring` by Hal Kendall], if published, may undo a small part of the harm already done.

We encourage motorcycle magazines to bring us sidecar road tests, but, please, use only skilled sidecar drivers as testers, or clearly indicate that the riders were novices at the sport and you are sharing their inexperience.

Your articles did not bring out that to drive a sidecar correctly requires knowledge such as obtained at our sidecar skill schools. Such training is required for any vehicle, whether on two, three, or four wheels. Perhaps your testers may be fortunate to attend such a school before their next published test.

Sincerely,

Hal Kendall, President,

United Sidecar Association"

Who to write to.

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, 390 Hallson Lane, Ben Lomond, CA 95005. To access modem, whether IBM (ASCII) or Mac, call (408) 336-2476 evenings PST and set up compatibility with Marge Ann.

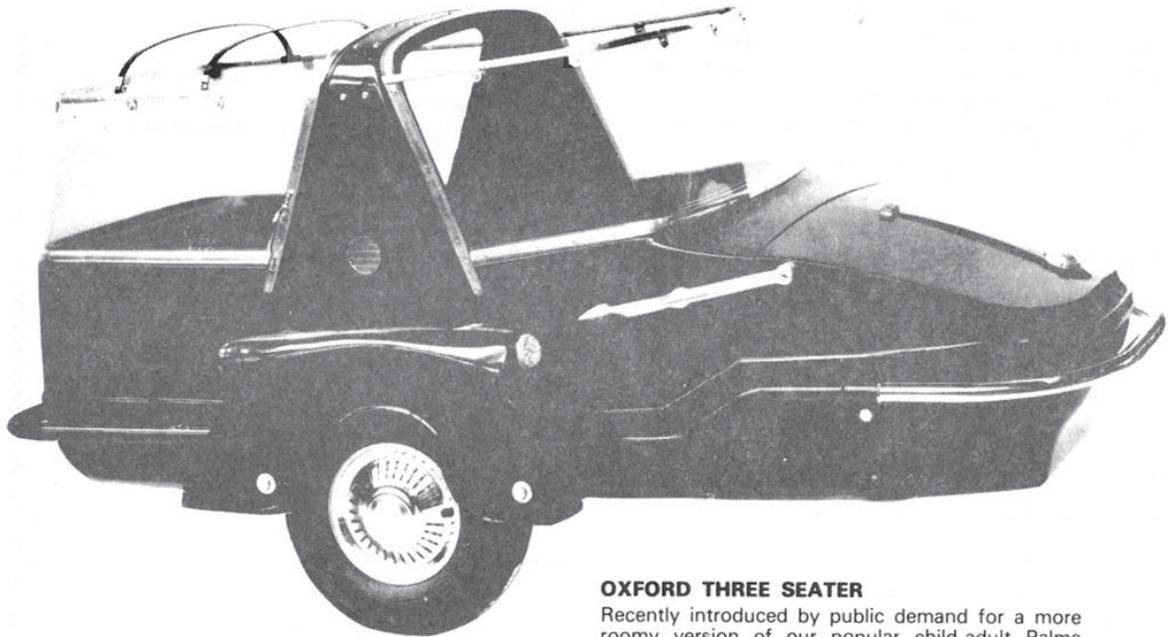
All typed or handwritten regular features such as letters, classifieds, chapter news, manufacturers and services and coming events should be sent to Neil Jameson, 390 Hallson Lane, Ben Lomond, CA 95005.

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.

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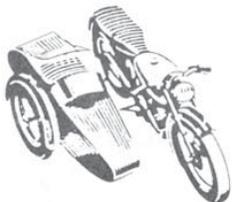
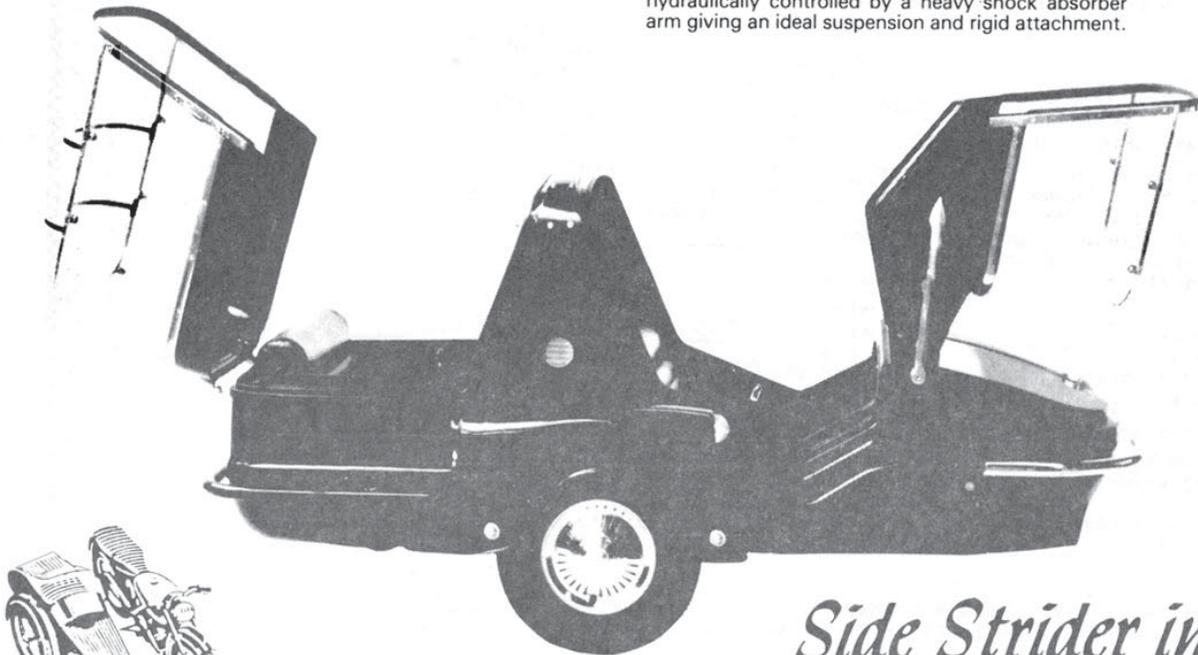


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Marge Ann Wimpee, West Coast Editor, 390 Hallson Ln., Ben Lomond, CA 95005

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Sincerely

Marge Ann Wimpee, Editor, Sidecarist

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Rally

The Rallies of Summer of 1990

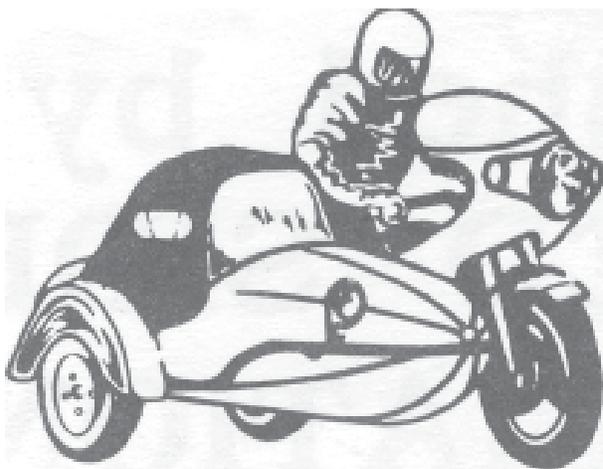
It's that time of year again ••

. . . when tons of rallies happen one after the other. This year the West Coast had the privilege not only of hosting the usual summer rallies, but the 1990 USCA National Rally as well. Phone calls were made, letters swapped, and schedules rearranged so that rally-goers could attend any or all of them and not miss a minute of the fun.

Sidecar enthusiasts trooped through rain and blistering sun, fog and dark of night to attend the rallies. Folks came from the East Coast, the Southeast, the Mid-West. Some flew, some came on two wheels, some came on four wheels, and some came on all fours but the unusual combination of big rallies so close together was a time not to be missed.

And there were plenty of them who, even after braving the rigors of the micro-climates on the West Coast, headed East for Sturgis and the "Granddaddy of them all." More on that later.

We had a great time at Bigfoot but it's not written up here. Truth is, the mosquitos got into our camera and turned the film black! So while we await pictures from other attendees to run in our next issue, let's concentrate on . . .



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Rally

Santa Cruzin'

Beginning in Santa Cruz in late June, Northern California sidecarists met for an overnigher held this year at Roaring Camp & Big Trees Pacific Railroad — a park where 1880's steam locomotives ply the foothills of the Sierra Nevadas. The rally began four years ago in the Jamesons' back yard, and has been to Big Basin State Park, Henry Cowell State Park, and Cotillion Gardens campground. Roaring Camp worked out great — not a campground, but with gates wide open to sidecarists as the only overnight residents, along with a lot of ducks, geese, ground squirrels and who knows what else lurking in the woods.

Saturday attendees could ride the train to the beach or just loaf around the picnic tables. Most of those who came were from the San Francisco Bay Area with Dan and Marlene Doyle (who live near Sacramento) thrown in for good measure. Not everyone stayed the night, and some came just for the Sunday morning ride.

On Sunday morning, there was a breakfast ride to Alice's Restaurant, a famous haunt of motorcyclists of all stripes. Up winding coastal Highway 1 they went, then cut inland to Alice's where there had to be at least one of everything — as there is almost any Sunday in good weather. Plans for Santa Cruzin' next year include a fun run: a combination of Rotten Russ's Red Rabbit Run and Neil's Mystery Ride (cum Mariposa). Will we see you there?



Jim Ledbetter just couldn't seem to leave the office at home. Yup, it plugs into the bike's battery.



The Parrotts and the Endicotts board the 1880's steam train for a sightseeing tour.



Simone Wilson, left, and Toni Cannizzaro had to miss Mariposa but they had a great time at Roaring Camp — is that because Toni is a lacto-ovo-fishy-chicky vegetarian and we had pizza for dinner?



Clyde and Angel Bennett show Russ & Gladys their exquisite color-matched rig.



Jamie Smith sits still — for a moment.

Rally

The USCA National Rally

From the heat and blazing sun of British Columbia - and parts east and south ('cause there ain't no west of Coos Bay unless you're a fish!) - into the fog and drizzle of the Oregon Coast they came. The entire Sunset Bay campground had been reserved for the rally, and was it a gorgeous site. Each space had a paved driveway and a fire pit, along with a picnic table. The sites were, for the most part, enclosed by hedges, so everyone had their own little yard though many chose to camp two and three to a site.

Five days of activities is a tall order, but Mike Phillips, the 1990 National Rally Director, and his crew from Sidecars by the Sea filled it. Some went fishing, some snooped out the beach. There were gardens and a light-house, and hiking trails to be explored. There was a wild animal park ... and tons and tons of tire-kickin'.

Six men spent almost the entire rally in class — first they became instructors under the tutelage of Ed Johnson, then they taught an SSP class to nine others. Jim Dodson, editor of Hack! d, became a master instructor — capable of teaching others to be instructors. Hal Kendall led a tech session which adjourned to the grass as sidecar game-players took over the black-top. Jack Fassel led the games, with a lot of whooping and hollering from onlookers. There was a two-day Executive Committee meeting (see "From Where I Sit" for updates), a meeting of chapter newsletter editors, and a meeting of Chapter Directors.

Saturday night there was an awards ceremony after the General Meeting, and a truckload of door prizes. After four days of "freezing" weather, the favorite prize was a USCA sweatshirt!

Some of the awards read like a replay of Bigfoot, but hey! That's what it's all about! The oldest sidecar driver was Kalman Saufnauer, who had made 2800 miles alone on a '75 Goldwing with '81 California sidecar. The oldest passenger was Helga Kussman, who rode 2700 miles from Alberta, Canada in a 1987 Velorex attached to an '82 Honda GL1100. The youngest driver was Kent Armstrong of British Columbia, Canada, riding an '83 Harley with an '80 Harley, wife Sherry up and two toddlers strapped in.

Since Rick Highfill stopped off and picked up his

family on his way to the rally from Bigfoot, his daughter Rochelle Highfill won the youngest passenger award at 13 months. Two month-old Jennifer Rystrom might have been in contention, but since they arrived in a car they couldn't compete. Daddy Joe Rystrom says he's buying a hack next month, and that's the main reason he came to the rally. Welcome to the ranks.

A 50 year-old driver and a 49 year-old passenger is not THAT old, but added to a 21 year-old bike with a 37 year-old sidecar, it adds up to the Total Age Award for Alan and Carol Huntzinger of San Jose, California with their 1969 BMW/53 Steib combination. The Huntzingers also took the Oldest Rig Award.

Richard Krammes braved a charging bull and a couple of near-misses with deer on his way (through rain from West Virginia to Nebraska) from Virginia. Richard also got his picture on the front page of the local newspaper in Oregon, but he wasn't there to claim the Long-Distance, Direct Route prize so it went to Bill and Diane Wilson, who rode 4651 miles with their child on a 1990 Honda 1500 SE with a 1990 California Friendship III. They not only color-matched the rig, but they had color-matched riding suits.

The Long Distance Tour Award went to Richard and Zonie Renfro of Locust Grove, Georgia. They'd gone 5254 miles by then on their '86 Suzuki Cavalcade/ '88 Motorvation combination, replete with stunning mural paint job.

The Long Distance Solo award nearly went to Jess Davis on his 1989 Harley Davidson, but he claimed his buddy, John Harrison, lived 40 miles further. John, driving a 1989 Yamaha Venture Royale, took the award with 2876 miles. Terry Strassenberg had gone 2661 miles while his wife, Becky went 2708 — where she was for those extra 40+ miles? The Solo Female award went to Geneva Davis, an adventurous soul if there ever was one.

When it came to the Hard Luck Award, there were lots of sad tales of woe (the Armstrongs ran out of diapers and Kiara had Traveler's Complaint!) tons of flat tires and blown clutches; tearstains on the entry forms, people being overcharged for parts and so on, but the two-page entry by the Thomases touched the hardhearted judges' to the quick and they were given the award.

Rally..

The USCA National Rally, Cont.



Jess Davis, Geneva Davis and John Harrison relax during the general meeting.



A young passenger is Rotten Russ' Red Rabbit



Alexis and Clint Carson of Wrightwood, CA, Jessica Naquin of Chino Hills, CA and Jamie Abbott of Wrightwood. They're piled into the Naquins' bright green Watsonian Oxford, attached to a '79 Wing.

A sheepish Jerry Kotanko accepted a mosquito trophy done up in seashells by trophy-maker Carolyn. The trophy was given for the great job done on the Bigfoot Rally the week before, and attendees offered him, en masse, a "Fort Langley Salute" — swatting the nasty bugs away as we had



done all weekend!



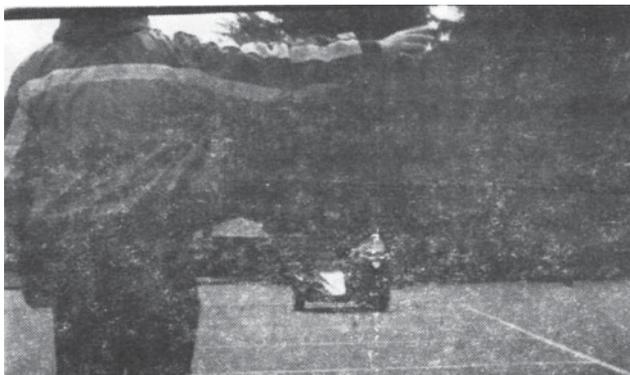
Some folks wear their sidecars.



That's Hal Kendall in the baseball cap!

Rally..

The USCA National Rally, Cont.



Tom Lievsay tells a student where to go — in this case, a right turn for the whip change — during SSP classes at the National.

Hal Kendall holds forth in the tech session as Bernie Doll looks on.



Newest graduates of SIP — Sidecar Instructors — with their teachers, Ed Johnson and Jim Dodson, and range assistant, Nancy Wright. Jim Dodson now has completed the Master Instructor course and can teach others to be instructors. Nancy is certified to do all but coach and and evaluate.

Back row: Dale Claussen, Tom Lievsay, Ed Johnson, Jim Dodson, and Neil Jameson.
Front row: Richard Krammes, John Williams, Nancy Wright and Jack Fassel.



SSP graduates: not in order, Bill Dierix, Medford, OR; Harold Baldwin, Seattle WA; Elijah Richardson, Sylmar, CA; Michael Burch, Lakebay, WA; Jack Zollars, Lancaster, CA; Edward Tetrault, Tenino, WA; Brian Walker, Tigard, OR; Debra Thomas, Richland, WA; and Jeffrey McLaughlin, McMinnville, OR.

Rally..

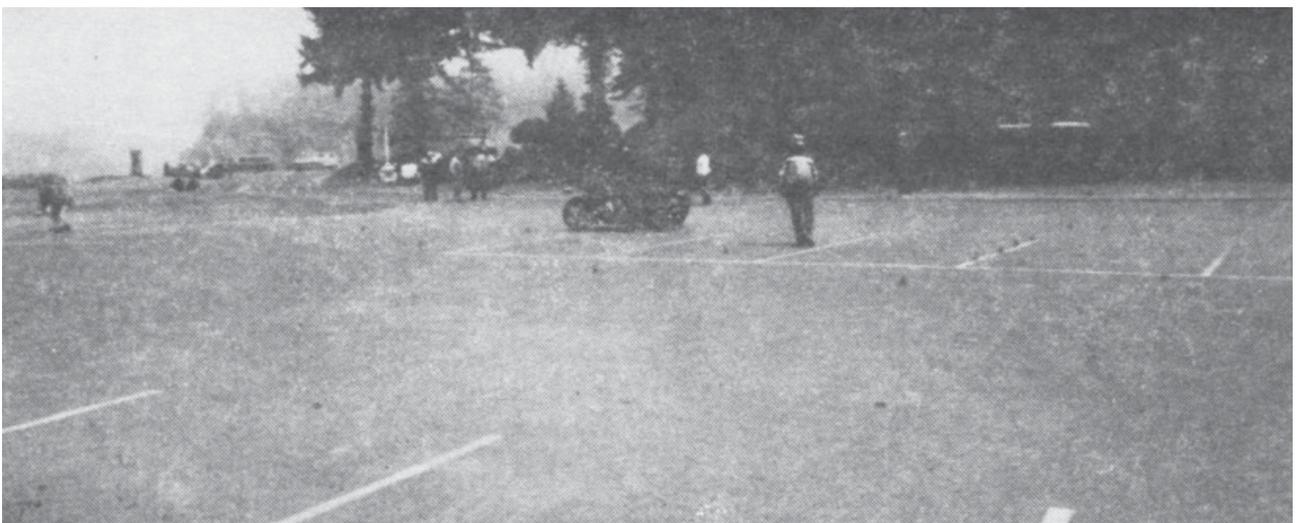
The USCA National Rally, Cont.



"Honest, I didn't order the fog!" could be what Mike Phillips is saying as he begins to pass out awards at the National. Seen in the background are Trevor and Pam Quick who flew to the rally from England and had a jolly old time renewing acquaintances with the likes of Dan and Marlene Doyle who had met them years before on their own turf.



The Ruell family (Charlene, April and Joe) show off their trophy for winning Ranger's Choice. Their '87 Harley Davidson/'89 Harley Davidson has not less than 20 coats of paint on it, and undoubtedly deserved the award.



Instructors set up the course in the fog for their students.

Rally

Sierra Sidecar Spectacular IX

They came, they saw, they rode around in circles. Sierra Pacific chapter's famous Sierra Sidecar Spectacular, held annually at Mariposa near Yosemite in California, was another smashing success. While it was the end of the summer rallies for many, still others were plotting their routes to Sturgis!

The hard luck award went to Mike Naquin, who somehow lost his wife in the fray. The Senior Sidecar Rig Driver went to 79 year-old Eric Grant, whose wife, pictured on these pages, drove her own rig.

Senior Sidecar Rig Passenger was Blondie Goguen, age 73, of Magalia. The Youngest Sidecar Rig Driver went to Jim Ellison, 25, of Pasadena, and

Youngest Sidecar Rig Passenger was Alex Richardson, 1 year 8 months, of Sylmar. He and his brother, Carl, were also at the National with their parents.

Tom and Blondie Goguen also took the Total Age award, where the ages of the driver, passenger, cycle and sidecar are added together. But the Oldest Sidecar Rig award went to Dave Malloy of Cupertino, California whose '52 Vincent/'54 Steib was the rally showpiece.

Richard and Zonie Renfroe, who by the time Mariposa arrived had driven 6544 miles, took Long Distance Tour and Long Distance Direct Route. The Long Distance Two Wheeler award went to Brody Brodbeck who came 1372 miles on his Harley Davidson from Aurora, Colorado. So did we have a good time or what? See you next summer!



Sheldon Fern and his Suzuki Rotary /Sweet Chariot found an impromptu passenger in Laura Barr of Mallorca, Spain. They teamed up to take third in the sidecar games.



Head Umpire Alan Huntzinger who led the games.



Dan Doyle and Neil Jameson check out the broken clutch holding up the Mystery Ride.



Margaret Grant arrived on her own rig. The Windex bottle at the windshield keeps the driver cool on the return to Porterville, CA.

Rally..

Sierra Sidecar Spectacular IX..

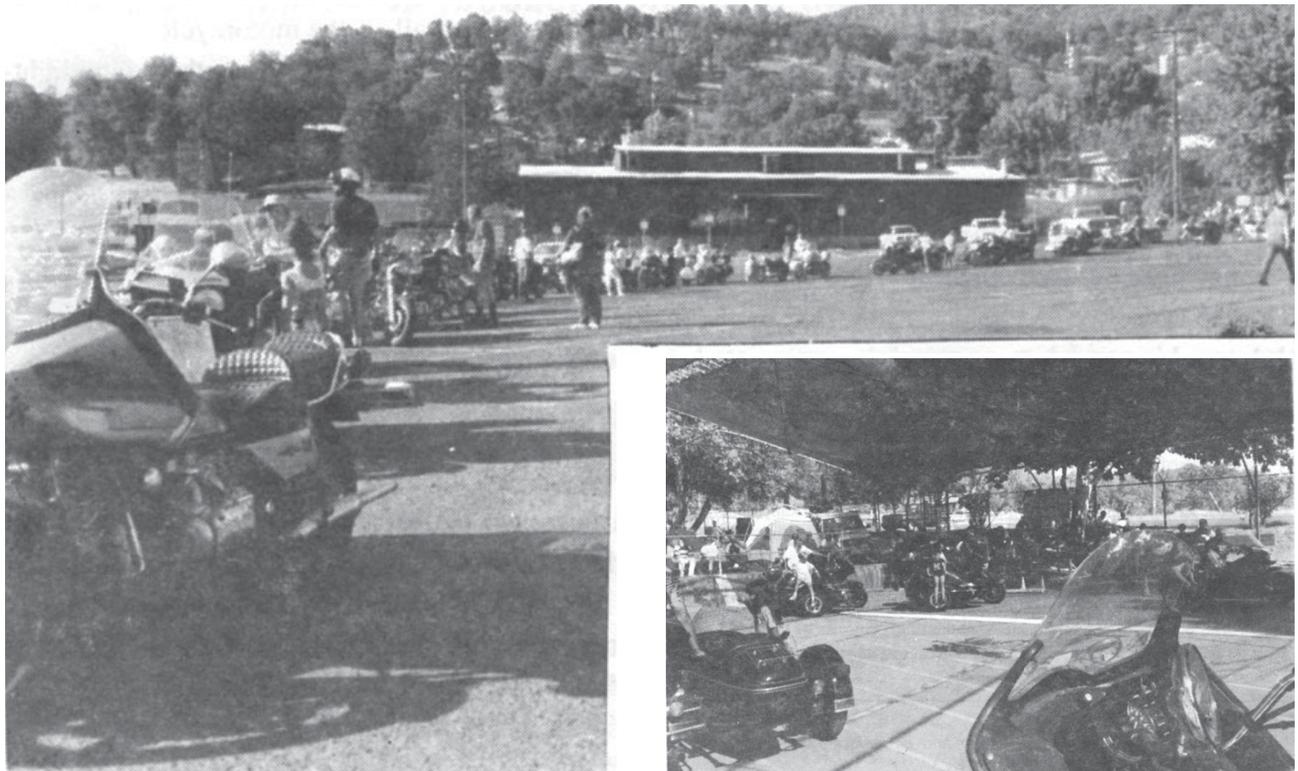
••• also known as Mariposa!



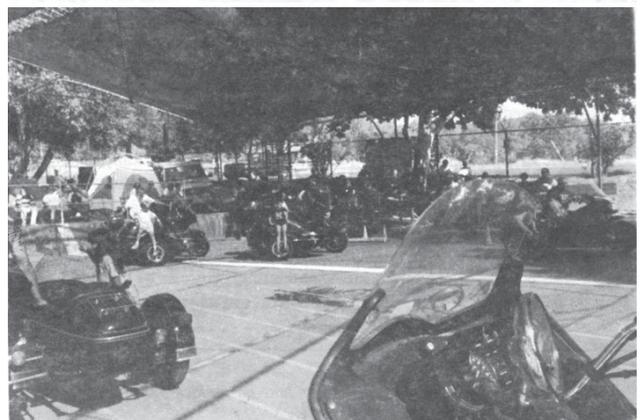
Gladys shows off her new chapeau that holds all the rally pins she's collected.



Jim Sontag, Motorvation Engineering, held the tech session.



Lining up for the Saturday night dinner ride.



It was musical water balloons as the kids bail out of the sidecars and race for the diminishing supply of water balloons.

Wildlife

Wildlife Among Sidecarists

Intrepid reporter Linda Monohan — a Nevada resident — offers her impressions of the wildlife (and we don't mean around the campfires!) at the 1990 National Rally in Oregon. Linda missed one adventure with critters: ask Jack Fassel's daughters about the Monster Mole Caper and their fearless dad, the Great White (Red?) Hunter next time you can pin them down.

By Linda Monohan

I had one of those ESP premonitions as we toiled through the entry gates of Oregon's Sunset Bay State Park and saw a big black crow flying ominously overhead — with cooked spaghetti noodles dangling from his mouth. I had been forewarned but I didn't heed the advice. The advice was to lock things up tighter than a spinster's lips.

Everything — food, dirty socks, Harley bandanas — there was no limit to what those winged scavengers would attack. I left just one plastic bag on the picnic table and returned to find it filled with holes and the contents (crackers, chips, Harley patches) gone. Linda and John Hurt were camped across from us and the rotten birds dug their pointed beaks through an egg carton and then pierced each egg. That meant a breakfast of Cheerios instead of chorizos.

The birds didn't come alone and they didn't come quietly. They brought all their friends for the feast and the fearless flock shrieked with a loud, continuous clatter. You needed no wake-up alarm, as the incessant racket started at 6 a.m. each morning. The crows also left us their calling cards — bird droppings — all over our tent, table and — worst of all — the motorcycle.

There were other sights and sounds particularly unique to this area of Oregon's rugged coastline. Nearby was the Arago lighthouse that sounded its foghorn about every 10 seconds, night and day, for the whole week. My husband will never complain about the hourly chime of our grandfather clock again!

It was pea-soup foggy most of the time so we never did get to see the lighthouse, but we certainly knew it was there. Its blaring warning horn sounded much like the eerie musical tones in "Close Encounters of the Third Kind." It conjured up images of large-headed sea creatures crawling menacingly out of the nearby frigid ocean water . . . But, on one wonderful night, the ceaseless fog horn was muffled by the melodic sounds of a lone harmonica played by a



talented sidecarist on Loop B. We don't know his name but we certainly appreciate his music!

There were some other peaceful aspects of outdoor Oregon. Like the big-eyed deer that tip-toed into our campsite and ate the ripening wild blackberries. I followed her back into her dense forest home through the fern covered trails that criss-crossed the beautiful coastal campground. We also saw a hungry raccoon eating juicy Oregon grapes and huckleberries.

As we hiked through the surrounding woods we came upon lots of giant-sized slugs. I saw some six-inchers oozing across the moss-covered trees. Our next-door camper Susan climbed a hill to rescue her daughter Jessica and inadvertently put her hand on one of the slimy slugs. Ugh! Susan is still trying to sandpaper off its residue. But there were NO mosquitos. That brightened the day for all those happy campers just down from the Canadian Bigfoot Rally. This well-bitten group of sidecarists devised their own special mosquito salute in honor of Canada's "national bird" and demonstrated it at the Saturday night awards ceremony.

It was foggy, but it was fun. The North Ben K-Mart got lots of motorcycle business as we changed from shorts to sweats. But there were plenty of nearby hot showers and the campsites were large and beautiful. Best of all, as always, were the good visits with old friends.

The sights and sounds of camping at the 1990 "Sidecars by the Sea" National Rally will be remembered long after our saddle sores have healed. Motorcycle camping makes for a most unique and special vacation. Our big thanks to the Cascade Sidecarists for hosting such a great party.

And we have a pretty good idea who that lone harmonica player was — no names, but his initials are probably Sheldon Fern . . .

Profile

Richard and Zonie Renfro

The USCA's East of the Mississippi Goodwill Ambassadors

By Marge Ann Wimpee

When I first met Richard and Zonie Renfro of Locust Grove, Georgia at the Bigfoot rally this summer, my first thought was, "Oh, heck! There goes my chance at the long-distance prize!" Then we got to talking, and I thought, "Hey! I like these folks!"

By the time we got to the National at Coos Bay, I was trying to figure a way to get them into an official position with the USCA. I cooked up an office and approached the other EC members. Come to find out, there had previously been just such a position — Goodwill Ambassador — ably filled by Connie Brown for as long as she could.

The Committee agreed, the Renfroes agreed, and so we have our new East of the Mississippi River Goodwill Ambassadors.

Their sole responsibility is to do what they've already been doing so well everywhere they go — representing the USCA, encouraging membership, listening to people and spreading the word.

Richard and Zonie (that rhymes with 'Donny') have been married 18 years and have seven children and seven grandchildren.

Richard has been riding for 30 years — his first bike was a Simplex — and Zonie just started riding when she met Richard. They took some time out to raise that passle of kids, but got back into riding seriously in the last five years — coinciding with Richard's retirement.

He's one of those people who set a goal and met it: Retirement by age 41. He was an electrician for 21 years and did heavy construction. Zonie became his bookkeeper, and he claims he couldn't have met that goal



without her. Richard says Zonie is the thinker, and Richard is the doer. In other words, "She thinks up things for me to do!" says Richard.

He still does jobs every once in a while, like when he sees a new rig he just has to have. At present, he has six sidecars — three on the road. He buys, sells and installs sidecars; not to make a living, but to help people out.

They toured this summer in a beautiful Motorvation attached to a Suzuki Cavalcade, with an extraordinary paint job. There are waterfalls, lakes, deer, mountains ... all painted on a blue background. Black and white photos couldn't do it justice, but the odds are you'll see them on the road. They travel all year around, and they always takes the sidecar rig on trips while he rides solo around town. In the 1989-90 season, they put 30,000 miles on that rig!

The Renfroes are heavily involved in the Southeastern Chapter of the USCA and helped put on the 1989 National at Stone Mountain. They belong to Retreads and AMA, and he was the Georgia state rep for Le Mans America. Zonie writes for the Southeastern Chapter's newsletter, and we're looking forward to some stories in The Sidecarist from Zonie's pen.

Profile..

Richard has taken the experienced rider course and the Sidecar Safety Program course. They are firm believers in wearing helmets, taking the SSP, and the tiered licensing program Georgia has — Richard feels that drivers should only be licensed to drive what they can handle.

As Goodwill Ambassadors, Richard and Zonie will be promoting a truer image of sidecarists than they sometimes meet.

"We're not second class motorcyclists!" he says. "Don't wait until you 'can't hold up a solo bike to get a sidecar. Sidecars are a step up, not a step down." He says he feels safer on the sidecar rig because of its stability in gravel and water, and the increased visibility the larger rig affords.

I know what Richard meant when he said that Zonie was the thinker, while he is the doer. She has already come up with a number of great ideas for the USCA — awards, paraphernalia doo-dads, etc. — that we're working on.

They've begun promoting safe sidecar-ing at home — 18 month-old grandson Andy gets excited when he hears his "Papaw" ride up. He runs out, shouting "Booden-Booden!" in imitation of the motorcycle's engine. Start 'em young, Richard and Zonie. We look forward to great things from you, because you're great people.

Richard and Zonie can be reached at 1501 Weems Road, Locust Grove, GA 30248, phone (404) 957-9167.



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Rally

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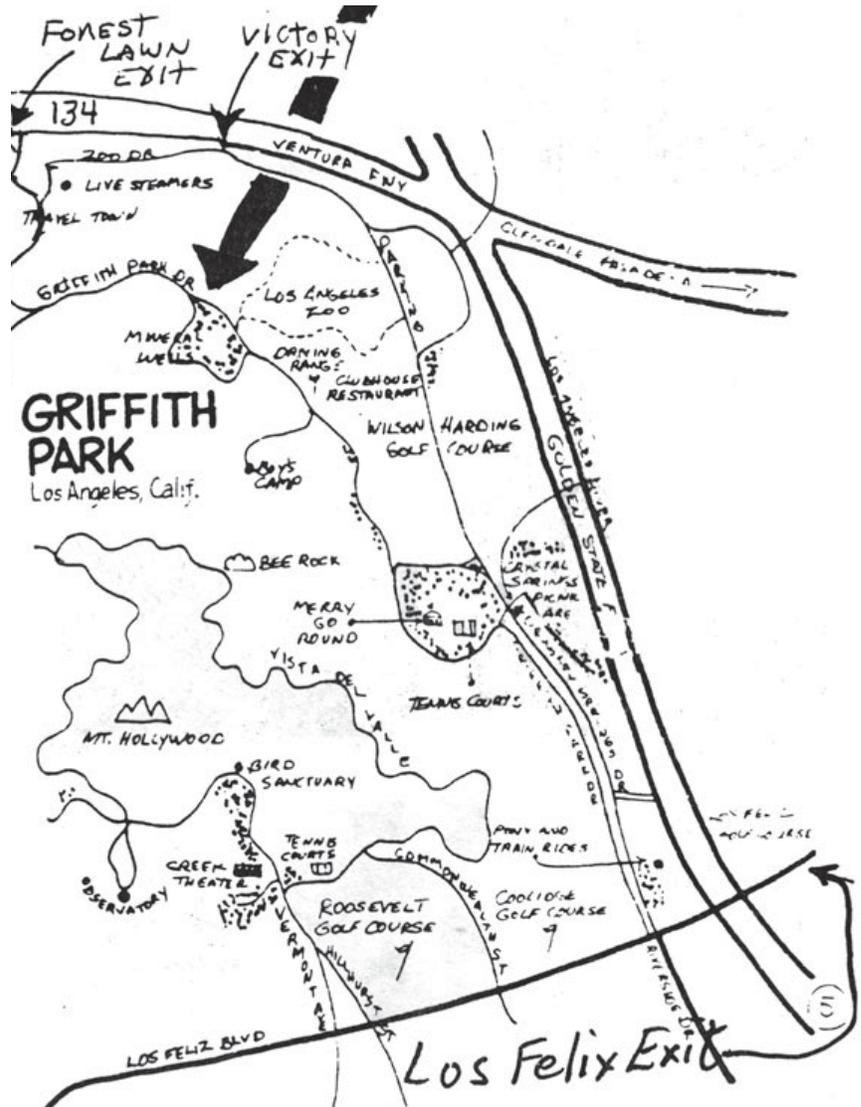
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DEADLINES

Deadlines for Editorial Copy

If you have promised a story or wish to have pictures or a press release published, please note the following deadlines.

Volume 14 D-line Press Mail

7 Oct. 16-Nov. 30 Sep. 14 Sep. 18 Oct. 2

8 Dec. 1-Jan. 15 Nov. 1 Nov. 6 Nov. 13

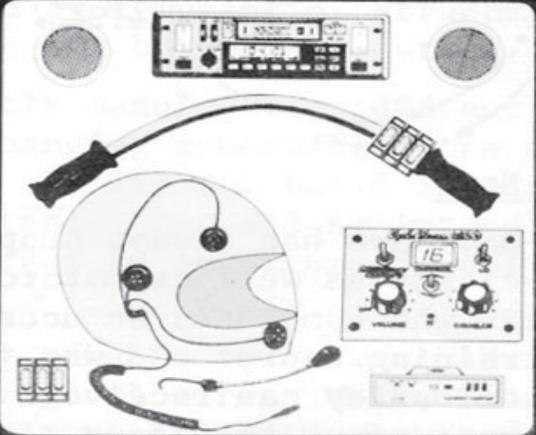
Let us know if you're receiving your issue of the Sidecarist late. We THINK we have the bugs worked out, and will be sticking to this calendar religiously.

Attention Sidecar Installers!

The MCA is composing a directory of sidecar installers who are willing to assist, either as professionals or individuals, those who need help installing their sidecars properly. We particularly need installers familiar with Motorvation sidecars to respond. If you wish to be listed, please write us at:

The Sidecarist
Installer Directory
390 Hallson Lane
Ben Lomond, CA 95005
(408) 336-2476

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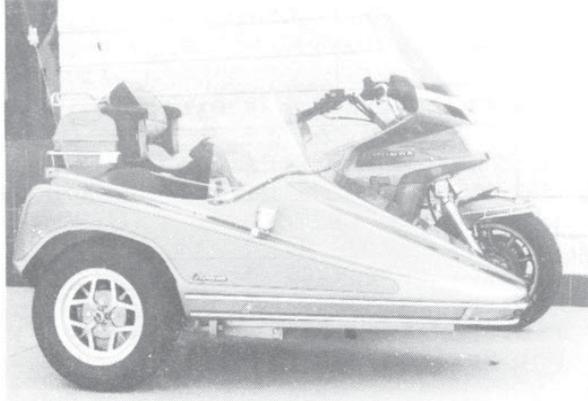
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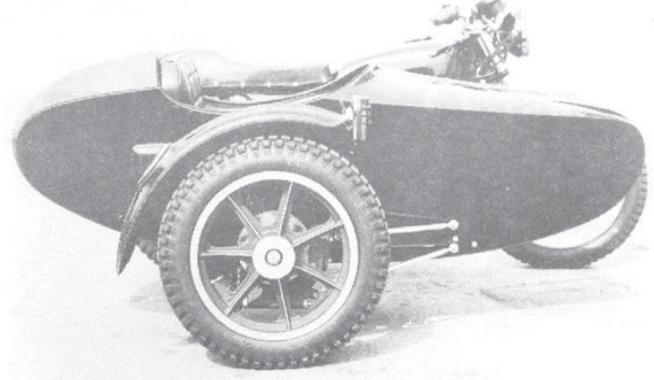
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MOTORVATION ENGINEERING *SIDECARS*



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.



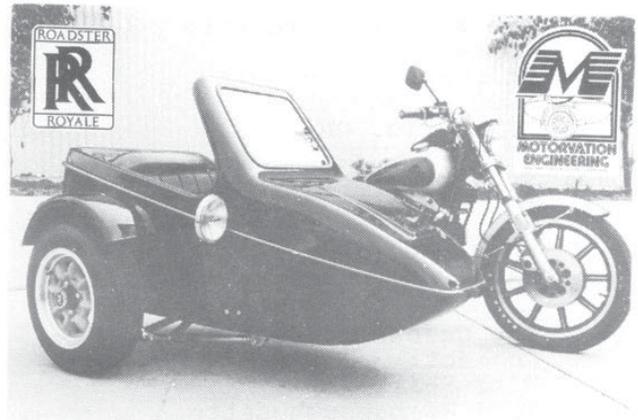
Spyder T-1

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 bowes, which fit securely into the body of the sidecar. The top snaps to the body and the windshield frame. The side curtains have plastic windows in them, and can be unzipped and folded back behind the support bowes to have the sides open while driving. Motorvation's mounting hardware permits removal of our sidecars in about 10 minutes. And remounting is no problem, as all the components are precision machined, the sidecar goes back up exactly as it was removed. The Roadster is recommended for motorcycles of 750cc. and larger.

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

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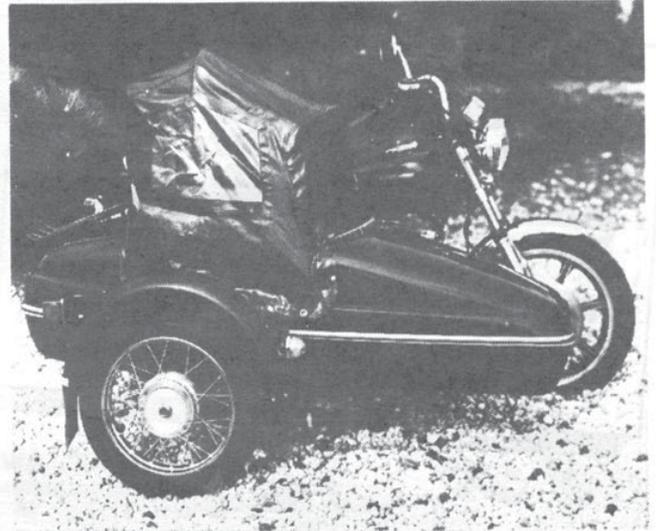
SIDECARS by

Velorex

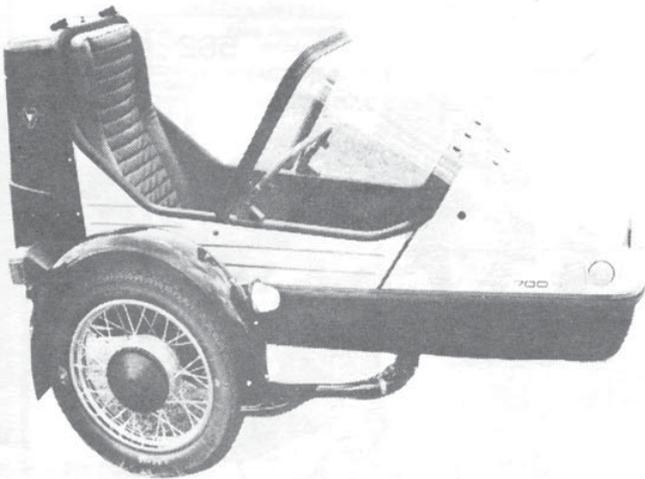
SPECIFICATIONS

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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SPECIFICATIONS

Length: 6' 4"	Weight:	172 lbs.
Width: 33"	Leg room:	40"
Height: 42"	Hip room:	20"
Wheel: 16"	Ground clearance:	8"
Tire: 3.50 x 16	Electrical system:	12v

MODEL # 700

Designed with a universal mount that fits any motorcycle over 400 cc.
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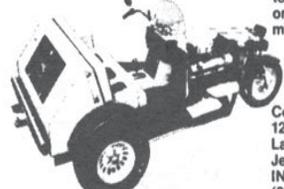

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Coming Events

September 1, 2: Iowa que Motorcycle Club National, Davenport, IA

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

September 7, 8, 9 Pennsylvania Annual Allegheny Sidecar Campout, Kinzua Pleasant Acres Campground, Lewis Run, Chili & mashed potatoes dinner Fri., Sat. breakfast run to Bradford, PA 8 am, Sat. noon run to Kinzua Dam & Blair Clothing Outlet Store in Warren PA 1:30 pm pping?), Sat. eve. supper run. Sun. am donuts, worshipservice by Christian MC Assoc. \$8/night camping plus \$3/person age 5 & over for expenses. \$9 with hook-ups. act hosts Art Massey, 280 Congress St., Bradford, PA 16701 (814)362-6868 or Jim arilyn McManus , 417 Falconer St., Jamestown NY 14701 (716)665-6335

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

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

October 27, 28 S. California Annual Griffith Park Sidecar Rally ad this issue.



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- 73 BMW R75-Windjammer, 39K mi, Krauser Bags, JUPITER STEEL SIDECAR, \$2800. Day, (714)987-8966, Eve. (714)982-2273
- 75 GL 1000 FRIENDSHIP I, 22M, mags, Gem Pelican color-match, full dress Barnet. Excellent condition. \$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 GUZZI 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)
- 86 WATSONIAN CAM-BRIDGE 2 place sc, new tires, \$2600 -with 81 GL1100 GOLDWING \$4800, Leading Link 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 mout hdwr \$1500. Roger Linneman, Topeka KS (913) 273-8553.
- 1982 SUZUKI GS1100E, 7800MLS VELOREX X562 with hood \$2500. R. MacKenzie, Point Lookout, NY 11569, (516) 431-0240
- 1987 GOLDWING W/MO-TORVATION FORMULA II, colormatched, includes torsion bar, adjuster, disk brake, convertible to plug, gauge, rack, step and light. Only 14K miles. \$9500. Call (619) 249-4860 Robert Carson.
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USCA Goodie Order Form



	Quantity	Price	Total
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USCA Vinyl Logo Decal / Sticker		\$1.00	
USCA Official Coffee Mug		\$8.00	
USCA Logo Baseball Cap		\$8.00	
USCA Logo Belt Buckle		\$7.00	
USCA Logo 3" embroidered patch		\$3.00	

USCA Clothing Order Form:

	Quantity and Size:					Color:				
	SM	Med.	Large	XL	XXL	White	Blue			
What is available:										
Adult Tee Shirt									\$10.00	
Kid's Tee Shirt									\$7.50	
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Your Name: _____ Total for para/cloth: _____

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USCA

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Date of Application: _____ Membership # _____ AMA # _____

Name _____ Phone # _____

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 ____

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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 if there have been changes.

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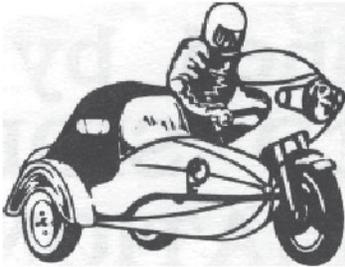
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