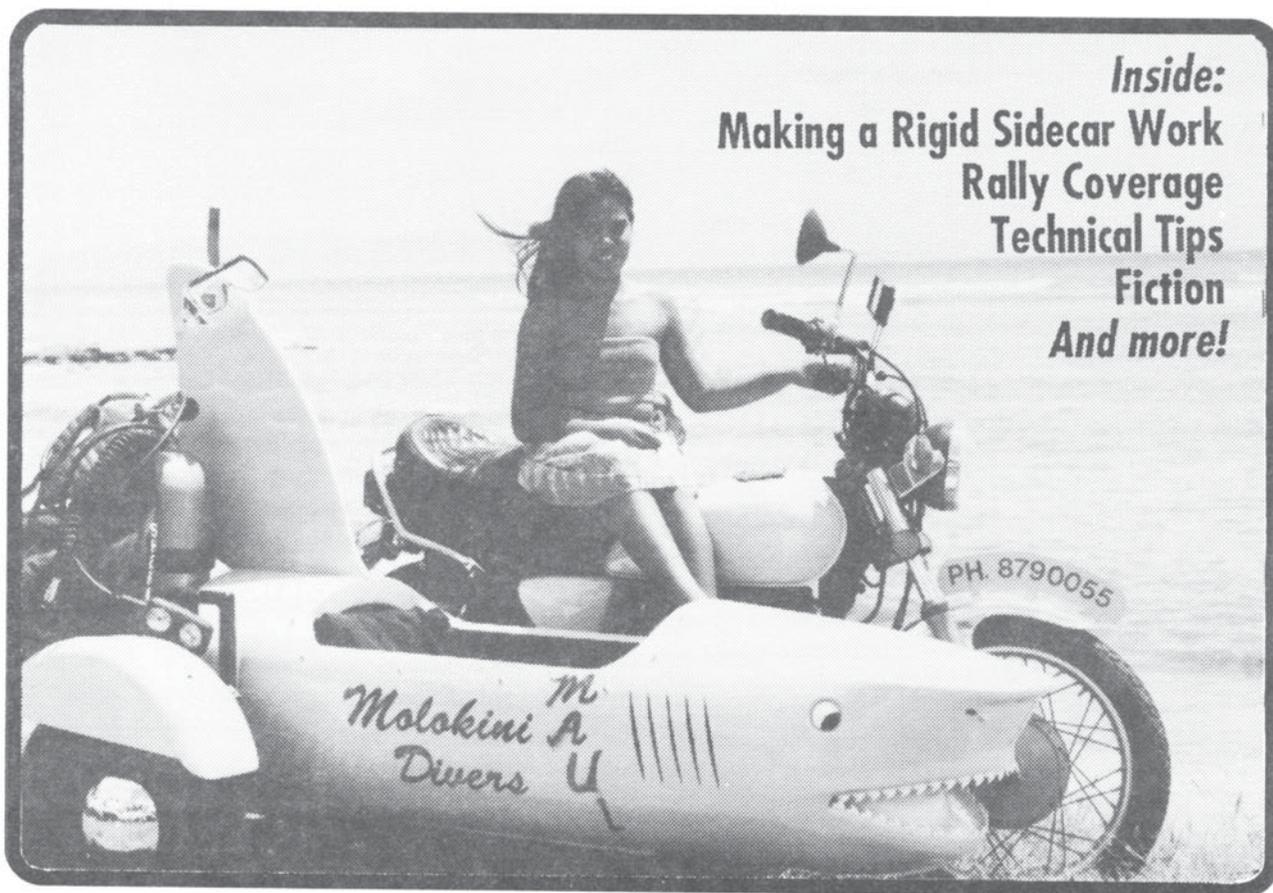


THE SIDECARIST



**Published by the
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**October 1990
November 1990**

The Sidecarist

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CONTENTS

Oct. 16 - Nov. 30, 1990

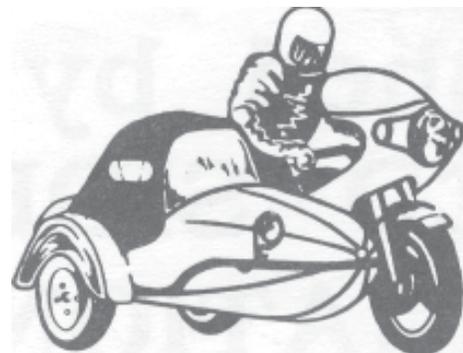
Volume 14 No. 7	Page
Letters	3
Triple Crown Rallies	7
Four Generations	9
Overseas	10
Editors Assistance	11
Sidestriker Advt	13
Making a Rigid Sidecar Work	14
Sons of a Biker	20
Rapid (City) Sidecars SSP	23
Retiring in style	24
19th GP Rally Poster	25
Rep's Rap - Livermore Honda	26
Sidecarist Issues	27
S/C Industry	28
Deadlines	29
Motovation Advt	30
Jawa Advt	31
Manufacturers & Services	32
Classifieds	33
Bookshop	35
USCA Goodies	36
USCA Application/Renewal/	37

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COVER:

A diver in Hawaii has built his own Shark Mobile, even though he has never seen another sidecar. Story on page 5.



Letters

USCA will be represented

We gratefully acknowledge substantial financial contributions from the following individuals, made on behalf of the US CA to the American Motorcycle Heritage Foundation. As a result of the selfless contributions of these individuals to the AMHF on behalf of the USCA, the AMHF will place a trophy in the Founders Foyer showing our support.

Mitchell Goldflies Vem Goodwin

Larry Lehr Hal Kendall

Neil Jameson Jeff Sposato

Any who wish to add their support and name to this worthy project in a tangible way should send their contributions directly to: Mr. Jeff Sposato, AMA Liaison Officer, US CA, Inc., P. O. Box 2498, Littleton, CO 80161-2498.

Dear Jack:

No deals for this "codger"

When, as a member of the Pullman Hacker Motorcycle Club Board of directors I assigned the treasury and the Corporation over to start the USCA, I was offered a lifetime membership. I did not take advantage of this and have continued to pay my dues in full each and every year to the present. No golden parachute for me, as I am still working diligently every year, at no stipend for the USCA.

Easy times? Jack, did you struggle through the Great Depression? How about the four years I did for our country in World War II? Pay your dues, Jack, please, as I am doing, as are many more old guys in the USCA, in full, except for a few impoverished. Thank you for voicing your opinion, as we need something to stir up interest in this dry rag.

Edgar N. Johnson, USCA #1, Age 70

Dear Mr. Kendall:

I saw your advt. in Road Rider Magazine so I thought I would ask you for help in solving my problems. HELP! !! !

I recently bought a sidecar from a gentleman I met at a bike show. The man I bought it from said there were a couple of pieces missing, no problem! He said ANY bike shop could get the parts I need, no problem. He said he had complete instructions for putting it together, but not right here. No problem, he said, he would find them at home.

Now the problems. First, I cannot locate the man I bought it from. He is in the military and was transferred to somewhere outside the galaxy. Second problem — the missing parts. I can only guess what is missing, because when I look at it, I don't know what I'm looking for. Problem three — I never got my instructions for putting this thing together.

I've been to very bike shop I have seen or heard about and they all tell me the same thing. "You can't get there from here, besides, what do you want one of those things for, anyway? Nobody else does!"

I have wanted a sidecar ever since I learned how to spell "bike." I've had five bikes and enjoyed riding all of them. They were four Hondas and one Yamaha. This sidecar thing is one of those "next year" things, now next year is here and I feel I'm no closer than I was umpteen years ago.

I've written sidecar outlets and told them all this, and in return I have received brochures advertising their products, but I still don't even have a decent picture of what it is supposed to look like, interior or exterior.

I would like to get this sidecar hooked up to an '86 Honda Shadow. Enclosed are some of the many pictures I have taken. I should have taken stock in Kodak. The car has a sticker on the window that says "United Sidecar Association."

Letters..

The car has nothing inside but a seat. The outside is covered with factory shipping primer, and the frame and tire, aside from being a little rusty, look like they have never touched the ground. The story I got is that I'm the third or fourth owner of it.

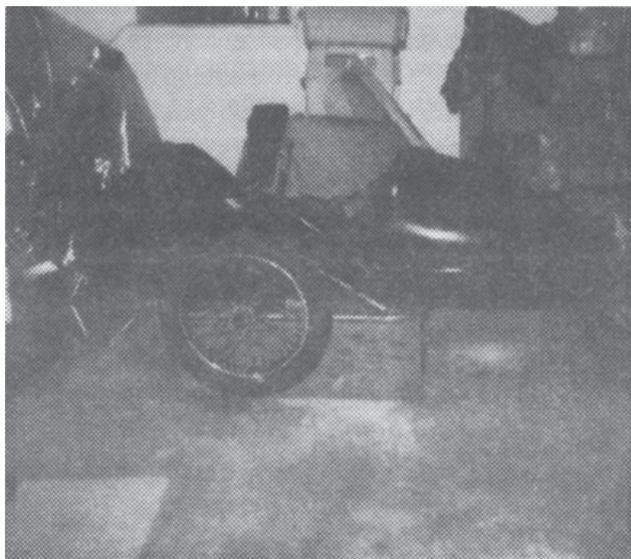
If I had to guess I would say the others took one look and believed you can't get there from here. I think I can, with just a little help that the others were afraid to ask for. I might just put it on the road where it was meant to be. Please send me all the help you can spare me.

Earl Kirby, 9211 Pt. Aux Chenes
Ocean Springs, MS 39530

Readers:

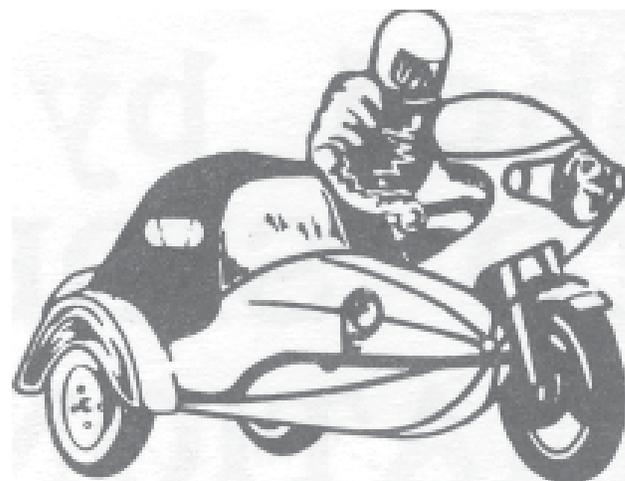
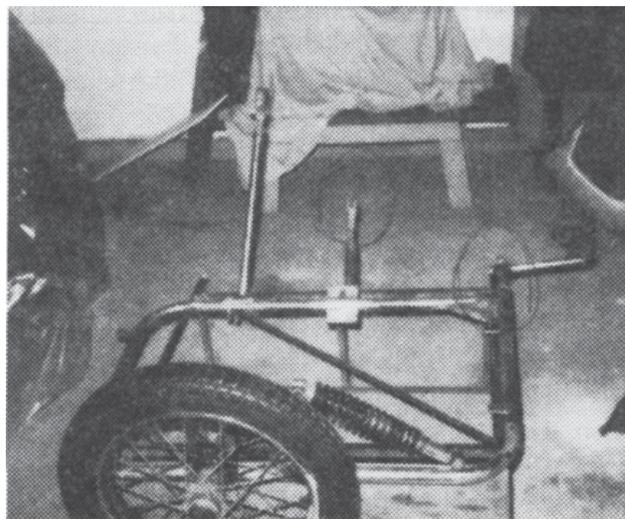
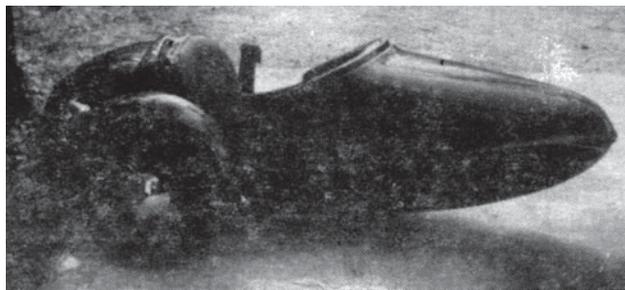
His rig appears to be an early California Sidecar Companion, but the wheel throws me. May a "Spirit?" Looks complete as far as sidecar fittings, but appears to need a complete set of universal fittings to connect the struts to the bike frame. Can anybody help this very serious future sidecarist?

Hal Kendall



Mystery Sidecar Revealed

Note: Both John Dauginas and Al Schultz say that the "Mystery Sidecar" shown last issue and belonging to Richard Renfroe is an International, made in Minnesota.



Letters..

Here today — Gone to Maui

**A tail of a long-distance sidecar-building
Hal:**

It's been a while since I first asked you on the phone "How do you build a sidecar?" Well, it took me two months of evenings to build, and now, many months later, I'm finally writing to thank you for your help.

I call it my "scuba mobile." It has two scuba tank racks in the back and the rest of the dive gear goes behind the seat.

I used one-inch tube steel for the frame and the body is fiberglass. The teeth are from a 14-foot tiger shark I caught off Guam, while the eyes are from the bottoms of Budweiser cans. Now I'm working on it being a submersible so when the road ends by the shore I can keep right on going!

The sidecar is powered by a 400cc bike, not enough power. It really deserves a Harley. So now I'm in the market for an old hog I can rebuild for my sidecar.

I don't know how sidecars are supposed to handle. I've never even seen one so I can only guess it handles properly.

Perhaps some day you or some other sidecarist will visit Maui and check out my scuba mobile.

Your driving sidecarist friend in Maui,

Frankie Cushing, Molokini Divers, Island Surf Building, 1993 South Kihei Road, #22, Kihei, Maui, HI 96753



Dear Frankie:

Delighted we were able to help. That is what it is all about. Yes, a 400 is too light for your application, but I would not consider a H-D, except a Sportster type model. A 750 Honda would be a better combo. You may try increasing the size of the rear sprocket which would give you more low-speed grunt, also to fit a block type trials rear tread for better traction in sand.

Rig should not pull to either side when on the level at 30 to 35 mph. If it pulls to the right, try to lean out bike a little, up to 2 degrees max. Also, toe-in of sidecar wheel should be 1/4 inch \pm 1/8 inch. Keep low, max of 3/4 inch. If too light on right-handers, add ballast; from the way it sits, do not believe that is a problem.

A very unusual and practical rig. May be used to promote the movie "Jaws" sequels!

Regards, Hal



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Letters..

Dear TAG

(John Dauginas)

Am a new owner of a "Honda GL 1200" and California Sidecar." I wish to replace the front and rear Michelins on the Honda. What tires would be best for this rig now? I do not intend to ride the Honda solo.

Your advice will be greatly appreciated.

Sincerely,

A. Elliott Barbour N. Ft. Myers, FL

Dear Mr. Barbour:

Congratulations on your purchase. I take it from your short description of your present tire situation that you are still running solo tires on the rig. Fitting a flat-profile tire to the Honda does require a major item. Cash. Sidecar specific tires are available from Metzeler and Avon, but only in 18- or 19-inch rim diameters, so that's out.

If I remember correctly, GL1200s used 16-inch rims front and rear. Steel wheels that accept the 135/145/155 series 15-inch automotive tire is a possibility. These may be available through EML, Unit Sidecars and other manufacturers. Bear in mind that the bike may be lowered by such a conversion, and will not only require re-alignment of the rig, but may also cause problems with ground clearance.

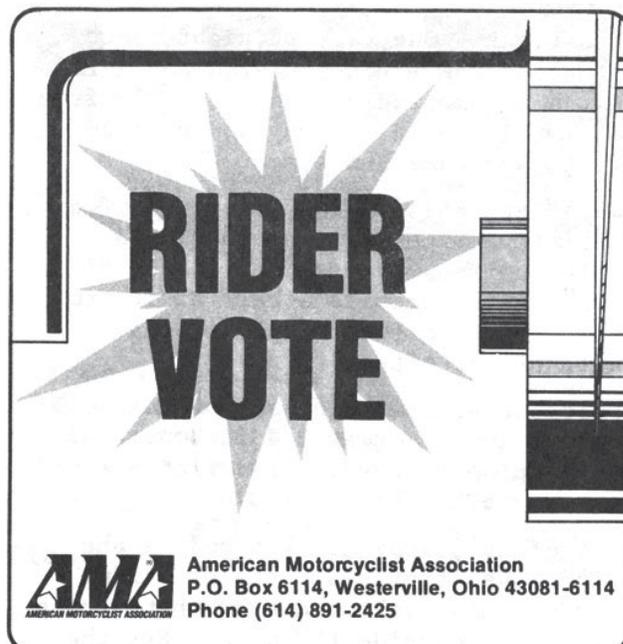
It may be possible to adapt Centerline solid-disc wheels to the Honda hubs, but I have no info available on who to call to attempt this.

Many sidecarists in your situation will use either a premium solo touring tire or a low-cost 'bargain' tire. My own experience shows that I can wear out two bargain rear tires for every premium tire. Be sure if you go the bargain tire route that you are not exceeding the load rating for the tire. Dunlop is rumored to be releasing a 6-ply sidewall tire, for heavy-duty and police bike use.

If available in your size, it should be a good choice. With that kind of sidewall, it will probably require popeye-like arms to mount.

Again, as you can see, there are never any hard-and-fast rules to sidecaring, just parameters to go by.

Regards, John Dauginas



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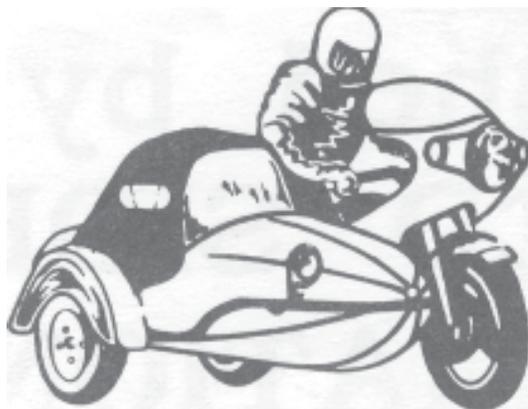
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Rally

THE TRIPLE CROWN

(OR, How to participate in 3 West Coast Rallies, and Live to Tell the Tale)

by Jack Fassel

After seven months of miserable weather (as defined by this ex-Californian), it was time to hit the road. After careful planning in January for the "July Sidecar Rallies", and some heated discussion with the better half on all the "fun" she and the kids would have, July arrived.

Before venturing forth to Fort Langley B.C. however, the old '81 Wing needed timing belts and-n-a-tune. The tune was easy, and after 14 hours, and three 6 packs of "Henrys", timing belts were "easy".

Portland to Vancouver is no big deal; and I especially like the part about riding through Seattle (aka LA North). Damn, I sure do miss those cluttered highways. After a brief exchange with the Canadian Customs chick (who also interrogated the daughters in the sidecar), it was off to find the campground in Fort Langley, the site of the Big Foot Rally.

There were lots of familiar faces, and lots of new ones. (Of course, many of those will write in too, so I won't list them here.) There were also lots of new, small faces with needles just waiting for some "southern meat" to bite into. I could have sworn I heard hysterical laughter coming from the bushes as we dawned our bug spray.

The Canadian hospitality has no rival. The company, the "real" Ales, the scenery, the "serious" food, Vancouver, etc.. etc. (I was obviously most impressed by the local brews, being a small brewer myself — for medicinal purposes only you understand.)

But enough (or this article will never be finished and Wimpee will cut the heck out of it and the entire "essence" will be lost); so back to Portland; uneventful, never unpacking the rig and trailer, and back to work for

two days.

The night before departure, we unloaded/loaded the machine in preparation for an early morning run to Coos Bay. (Nice plan anyway). During the final loading I noticed a strange fluid under the Wing. It wasn't oil. It wasn't coolant. Oh-oh; it was both! Maybe some trickster broke into the garage and left that stuff. Or maybe, the Wing was telling me that it was tired of playing second fiddle to the Harley. Or maybe, the water pump/seal was going. Bingo! (I'll take water pumps for \$50.)

But now, what to do? This marvelous mixture of fluids was dripping through the weep hole in step with the RPMs.

But now, what to do? The kids were already in the sidecar. This marvelous mixture of fluids was dripping through the weep hole in step with the RPMs. Debbie suggested that she take the Van and I follow on the Harley (to the National Sidecar Rally? Especially since Ed Johnson signed me up for the Sidecar Instructor Course and I was supposed to set up the field events? Without my rig?

So with a sincere look up above; a quick but earnest prayer to the Almighty (if the cameras were there, I would have won an Academy Award), we headed south; looking at the temperature; checking my boots; and continuing for 106 miles to Eugene. We stopped for lunch and I slowing looked under the beast. It was dry! (Do you believe in miracles? I do now.) Dry all the way down; dry there and only an occasional drip during the class. It was a catching type of drip though; Neils' Wing started doing the same thing.

Now the National wasn't in a bad place at all. The campground was fine. The company was fine (even some crazies from Arizona stopped in on their way to Alaska).

Rally..

The food was fine. The class was fine (I learned something too.) The sun however, in true Oregonian style was not to be found (except if you went inland a bit). And once back in Portland (no leaking), it was really difficult falling asleep without a fog horn in the background, or those damn crows diving after my goodies on the kitchen table, or those damn moles trying to dig up under my sleeping quarters.

But back to work for a few days anyway, then off to Mariposa (Dan's Rally in God's Country). This one though was a solo trip down on the Harley. 800 miles of smooth (?) sailing to Yosemite. There were a few nuts like me there who were at Big Foot and Coos (most either unemployed, independently wealthy, retired, on vacation, or just to need of an attitude adjustment). Lots of new faces; and lots more I've met somewhere before. (You know, it's getting harder for me to remember names — the faces I remember, but the names. . . Could it be age? Acid rain? Loose brain cells caused by smooth 800 mile rides? Whatever.

The first night's activities centered around the traditional UNO for money game (you guys bring your own cards next time ... I'm tired of losing with mine), and the following day, I thought a ride into Yosemite was in order for me instead of the organized lunch ride that Neil prepared. There's something about sitting in the creek in Yosemite with a cold one, gazing at El Capitan looking for Captain Kirk, only to be distracted by naked girls swimming behind you. Ha — God Bless America!

Dan always puts on a first rate show — dinner at the youth camp — door prizes up the kazoo — coffee pot always on — the fairgrounds - good sidecar games for the kids as well as us sidecar nuts (but Alan, no mustard next time).

Sunday morning came sooner than I expected and I prepared the night before to

leave by 6 AM. At 6 AM, Dan was waking people up and lit the Harley. No one should when you're burning daylight.

The 800 miles home in 14 hours really wasn't bad — despite the broken saddle bag mount (had to use bungy cords) — the leaking head gasket on the front cylinder — the "I'm not going to blinking anymore right turn signal — except when I want to" — and the stop at the Redding Liquor Barn for reasonably priced alcoholic consumables.

The triple crown. There's a million stories in the triple crown. This was just one of them . . . Where's yours?

Jack Fassel

There's something about sitting in the creek in Yosemite with a cold one, gazing at El Capitan looking for Captain Kirk, only to be distracted by naked girls swimming behind you.

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People

FOUR GENERATIONS

By Linda Nelson

How's THIS for a great variation of all those Four Generation photos?

Taken June 9 1990, the photo shows Linda Nelson at the helm of the GW and her mother Evelyn Keith, 68, on the bike, her grandmother Hazel Alig, 96, in the EML sidecar with Lindsey Nelson, 5. The two older women live in Dayton, Ohio; the younger two are from Kokomo, Indiana.

The occasion was the celebration of Hazel's birthday. Linda drove the four to the restaurant where other family members joined them for the celebration. Hazel enjoyed the ride, especially being able to get in and out of the sidecar with minimal assistance.

After the celebration, her solicitous son said she could ride back home in his more-comfortable car. "Oh no, I'm not," Hazel replied firmly, "I'M riding in the sidecar!"

Hazel's first motorcycle experience was in 1976, when she was 82. Bob Nelson gave her a ride on his Honda 360. She was thrilled with the ride, troubled only with mounting and dismounting the bike. Therefore, 14 years later, the step-in step-out access to the sidecar was more to her liking, and the ride was only slightly less exciting (Linda, not Bob, was driving!).

Congratulations on your birthday, Hazel, and best wishes for at least several more — complete with hack rides!



Hack: Hazel Aliz, 96; Lindsey Nelson, 5 Bike: Evelyn Keith, 68; Linda Nelson, (25-39?)

Overseas

Australia



Ulysses Club

Mature motorcyclists in Australia have an organization, formed in 1983, to meet their particular needs. Similar to the American Re-treads, the club is called the Ulysses Club. Their motto is "Grow Old Disgracefully."

The name of the club comes from a poem by Alfred, Lord Tennyson, which "tells how the great Greek hero Ulysses, now middle-aged and securely in charge of his kingdom of Ithaca, is getting bored with things around him and longs to go adventuring again with his shipmates of old."

They aim to provide companionship and support for the over-50 motorcyclist, provide an example that motorcycling can be "an enjoyable and practical activity for riders of all ages," and provide a sort of lobbying effort for older riders. They publish a quarterly newsletter and have an emergency and friendship directory as well.

The club has meetings, outings and social events all over Australia and attends other rallies on behalf of the club.

Riders over 40 can join as "junior" members. The membership fee is \$10 and subscriptions are \$7.50 for one year, or \$20 for three years. There are badges, pins, and T-shirts available.

For current information on the club, write to The Hon. Secretary, Ulysses Club, P. O. Box 155, Winmalee, NSW, Australia 2777.

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.

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.

Newsletter



By Larry DeVos

"EDAIDE" IS HERE!

"Editor's Delight — Assistance In Delivering Excellence!"

That's the hopeful promise of this column, conceived at Stone Mountain, "democratically" voted to me, and delayed by various personal problems, meditations, priorities, etc. But now we start.

Info herein, probably each issue, will be for any aspiring or struggling editor, not just for the USCA regional editors. Anyone can write me or another in the "committee", or any other editor, for answers to questions, for suggestions, etc.

Many months ago, in discussing with Hal Kendall the possible editorship of the SIDECARIST, we also discussed guidance for regional editors. At the 1989 rally, I met with Illinois editor Jim Rubens and Al Schultz, editor from Wisconsin, discussing what we "old-timers" could do to help. We thought a manual would help, along with fielding editor's questions. I got voted "Manual Coordinator" by 2 — 1 (but not as embarrassing as a 3 — 0!)

Later, Hal suggested a regular column, instead of a manual produced way down the road. So, still down the road a bit, here is the first of a series to offer help to editors — starting with the basics — pencil and paper. For the more technically advanced editors, Marge Ann Wimpee has prepared us an excellent manual — send me \$1.50, preferably stamps, for a copy.

As the columns cover various aspects of newsletters, PLEASE write to me with your questions, or your solutions. Over the years, I have experienced some problems or solutions, have heard or guessed at others, but I'm sure I've missed some. We can't cover here what we don't

know about — and that's NOT an editorial "we" — it also includes ALL youse out there!

I'll give direct answers to questions, and probably cover the topic for others in a column too. Or you can check with Al Schultz or Jim Rubens for their views — hopefully they'll share with me and we'll all benefit.

Jim and Al modestly disclaim any marked ability, but they have long experience with their fine newsletters — write any of us for sample copies. Our three publications are quite different, as are the newsletters from the few other regions that have them.

While I'm as modest and retiring as Al and Jim, I'd better give you a bit of my background. Besides the usual themes in high school and papers in college, I've edited and published (that's the duplicating and mailing part) a small technical magazine and a variety of small newsletters; worked as a printer; designed pamphlets, posters and other public relations items; did reporter/photographer work for some small-town newspapers. Reproduction methods I've used run from the old hand—set type up through most modern technics.

I've also been a teacher and librarian, besides many other things. (Did I hear you mutter something?)

SO — WHAT IS A NEWSLETTER?

Smaller than a newspaper, it is a "letter" to a limited audience, with "news" for them. It's NOT one of those letters about Pop's latest bout with gout or Granny's super supper for the clan. It's also NOT a platform for griping about poor attendance or nobody wanting to do things . . . that happens to every organization, and is not news. Besides, who wants to read that — just pitch it unopened!

Newsletter.

For USCA regions, it's SIDECARS: riding, rigging, modifying, meeting, etc., by-about-for members in a region. Sure, other items can incidentally get in — babies, weddings, landmark birthday bashes, etc. But it's basically about a region's activities as hackers.

HINT: the editor is going to be doing all the writing for a while, until people feel comfortable with it and see some quality — then bit by bit others will send in items, and the job gets easier. So, start out with quality content, even if it's a half page.

IDENTIFYING YOUR OFFSPRING

Pick a name. "Xxxx Region, USCA" seems popular, and is pretty safe. At our region's organizational meeting, not knowing any better, we came up with another name -- "Hoosier Hacks" — which then became the name of the newsletter. Pick what ever you want, and then keep it a while — it doesn't do to change names every couple issues! However, it's not graven in granite — for a reason, you or the group can change it.

Make a heading. Type it, hand draw it, have an artist do it. It can be the same size letters as the rest of the contents, or it can be larger. But it should have its own space at the top of the first (and only?) page. You don't even have to spread it clear across the page.

Identify EACH issue. That is, include at least a DATE: month and year is good; including the day can get you in trouble later on. Also, WHO put it out: your name, address, and phone if you like to talk with people. The phone really should be included — not many will call you.

A major problem occurs with some of the newsletters I get on my exchange program. On a couple of the small ones, and on one very nice one I get, there is no indication of who edits the thing, who the regional director is, sometimes not even a return address. You never know who might come by an issue and want to join your group (WOW!), send you an article (WHEE!), etc.

We'll continue this next time, and move on into contents — without which you don't have a newsletter. What do you put in, where do you get it, how do you write your portion?

In the meantime, if you you have questions or comments, my address is in the column heading. Jim and Al have addresses below.

NOTE: if you do a US CA newsletter and aren't on my exchange program, I'd like to add yours — please write.

Jim Rubens, 503 Lavina Lane, Joliet, Illinois 60435

Al Schultz, S. 30 W. 29455 Williams Way, Waukesha, Wisconsin 53186

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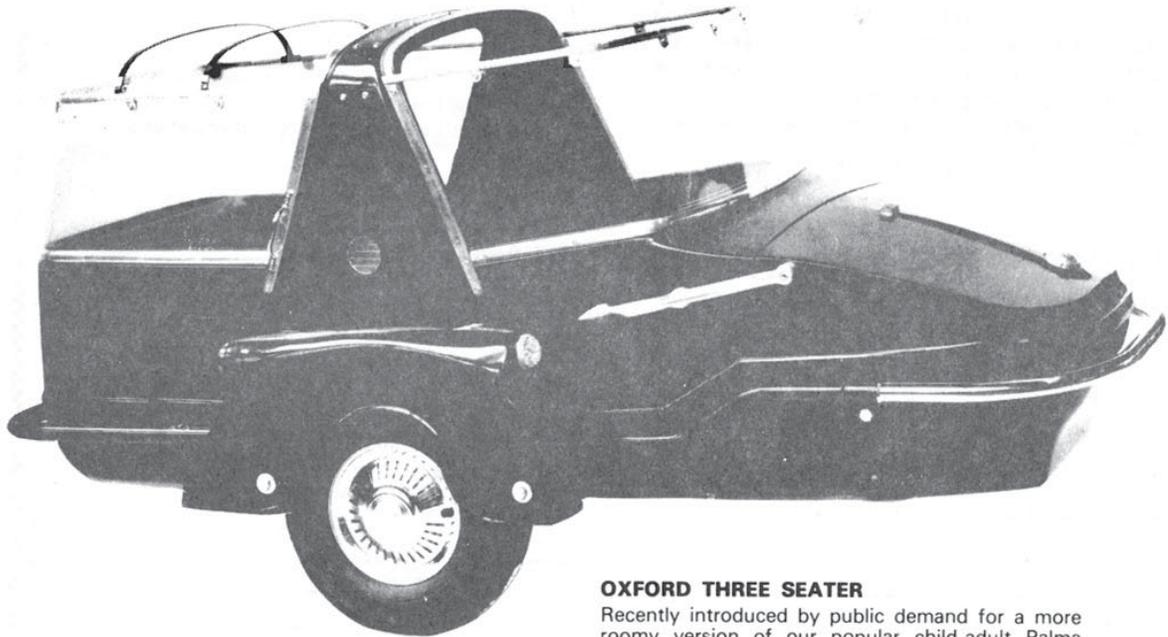
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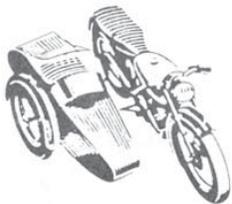
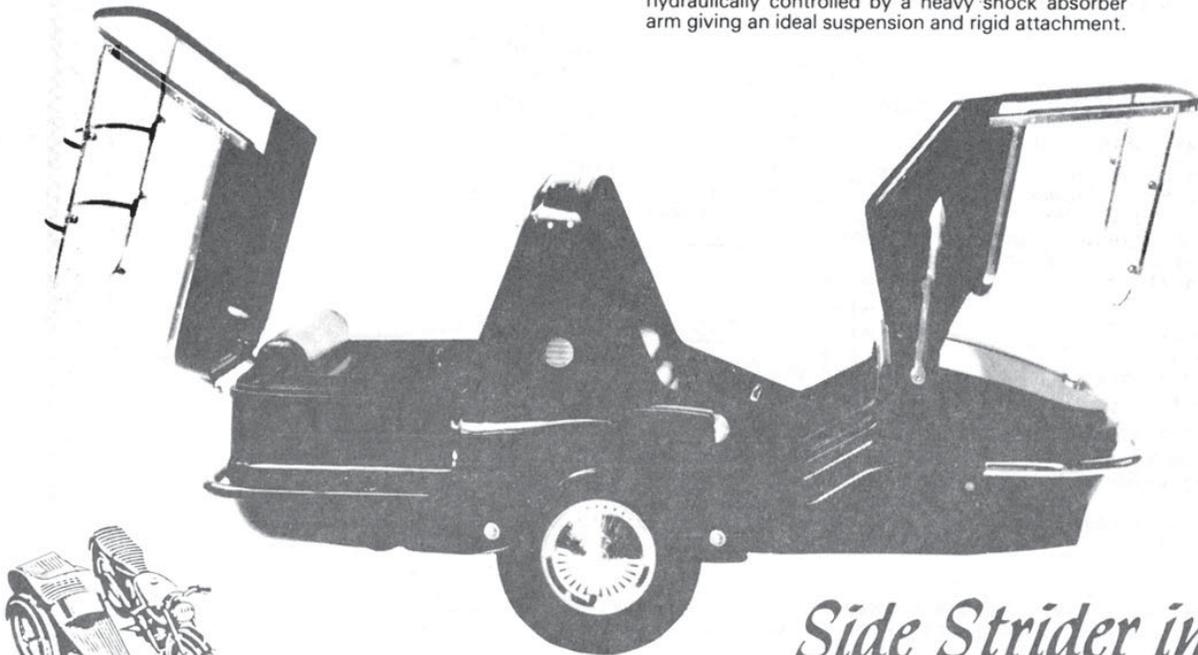


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'tec Session

Making a Rigid Sidecar Work

One Man's Opinion

My name is Jim Krautz. I have owned a sidecar for 12+ years and over 150,000 miles. Even after 12 years, I remember the basic lack of usable, easy to figure out information.

After 12 years of information gathering, I hope I can save others from the hassles I went through...

I am not selling anything. I am trying hard not to push any particular product. My aim is to point out problems and some possible solutions.

We just took out 1980 GL1100/Watsonian Oxford through some very twisty mountain roads. The entire 200 miles was enjoyed without problems or fatigue to me or my passenger. I enjoyed it because I love to show solo bikes that sidecars can handle. My wife enjoyed it because she wasn't being thrown around inside — in fact, she slept through a lot of it. How is this possible? Read on. The list of items I will cover is divided into two categories:

Major Items

1. Trail
2. Suspension
3. Frame/Sub Frame
4. Bike to Sidecar Mounts
5. Lean in/out
6. Toe-in

Minor Items

- A. Sidecar Wheel Lead
- B. Tires and Wheels
- C. Dampners

Major Items

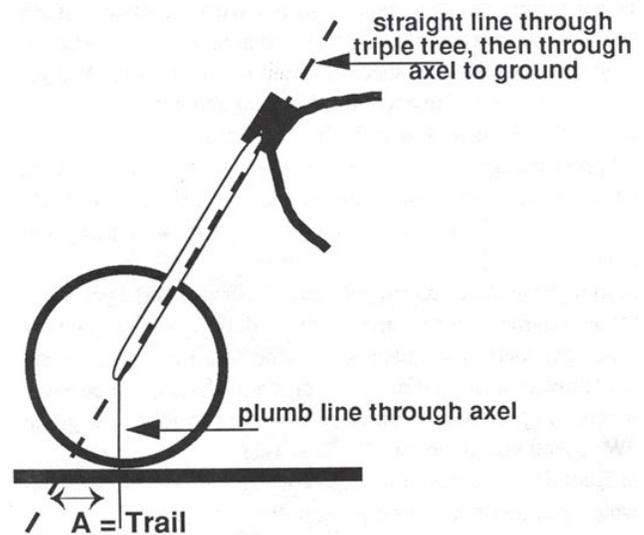
1. Trail

A 1980 Gold Wing has 5.3 inches of trail. Hook up a sidecar and you need to hire Hulk Hogan or a gorilla to turn the handlebars. It is possible to change trail, for as you reduce trail, the bike becomes easier to steer.

If you are a machinist or are good friends with a machinist, you can build a new triple tree.

At one time, a modification kit was available to use your existing tree and reduce trail by a couple of inches. This kit enlarges the hole in the top of the triple tree and puts a spacer in the hole to change the trail.

Some newer bikes, like the '85-'90 Gold Wings with less trail are easier to handle without the need for trail modification.



2. Suspension

Take a 650 pound bike, add a 300 pound sidecar and what do you have? A bottomed-out suspension! Add a lot of air to both front and rear and now you have rigid, or no suspension. How can you be sure your suspension needs help? First, put the recommended air in both front and rear.

Front

Grab your handlebars, pull up. Does your bike rise at least one inch? Press down on your handlebars. Does your front end dip easily? Then you need to improve your front suspension. Go to your local accessory store or motorcycle dealer, or look in your motorcycle magazines for telescopic fork modification kits. Such things as stiffer springs and improved dampening kits are available.

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Rear

Press down on your rear seat. Does your bike dip easily? Read on. A modification kit for your factory air shocks may be available. Stiffer springs for non-air shocks are another option. The next option is to purchase new shocks.

Note #1

Beware! If your rear springs are progressively wound, they may have a couple of inches of travel built in.

I do not recommend air shocks. I have had both, and I really think that non-air shocks are better for sidecaring. Progressive Suspension, for example, keeps various parts unassembled on hand. They will assemble to your specs within the range that they normally make. The problem here is that a heavy bike and sidecar rig, like mine, need stiffer springs than what are available from Progressive.

Find a shock manufacturer who makes shocks for motorcycle racers, both dirt and pavement. These shocks tend to cost a little more, are normally rebuildable, and can be built to your specific needs. I weighed my bike (total weight) and gave that figure to Works Performance. They made a set of rear shocks with double dampening and 400-pound progressively wound springs. Boy, do they work!

Leading link front end

Why use a leading link? Trail and front suspension problems previously talked about become history. Remember the English Greeves or the BMWs of the '50's and '60's with Earles forks? Those are both leading link front ends.

For those who still don't know, a leading link is a swing arm and shock setup which mounts where your fork tubes are now.

There are leading links now available for most bikes. Some have adjustable trail while others are permanently set at a maximum of two inches. When your shocks wear out, or if you want more dampening, you can get another pair. The two options mentioned under rear shocks are the same with a leading link. My shock builder made a real nice pair for my leading link.

3. Frame

Is your motorcycle frame heavy duty enough for a sidecar? Most large motorcycles have frames which are adequate for sidecars. Compare your choice of a sidecar bike with other bikes of similar displacement. If your frame tubing is the same or larger, then your frame is probably okay. Once installed your frame needs to be checked periodically for cracking or breakage. Sub-frames are needed if your bike's frame is not heavy-duty enough or if your bike is one where the engine is the frame in the front. Sub-frames are available from sidecar manufacturers or can be made anywhere steel and a welder are together.

4. Mounts

Where do I put them? What should they do? First simple rule: Rigid means rigid. Shake your bike. Does your bike follow or is it dancing to a different drummer?

Note #1

Do not try to attain rigid by welding all your mounts to the sidecar or bike. Welding a mount on either frame that then bolts to the struts which go between the bike and sidecar is okay. Welding that unit (instead of bolts) is not. You do achieve rigid, until the frame breaks near the weld. Sidecar mounts, though rigid, need some room for flex. My rig is rigid, but I know it flexes, and sometimes slips — and that's better than breaking!

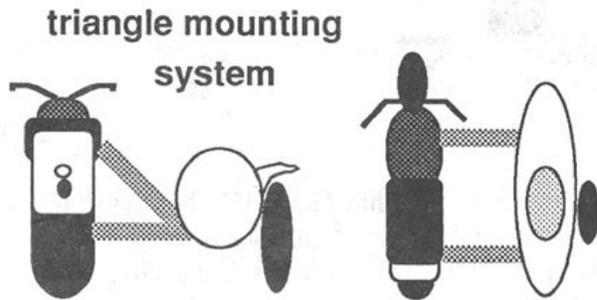
Note #2

If you shake your bike and it dips and does a dance, go back and read about suspensions.

Triangle mounting system

The basic problem with this system is that most bikes do not allow for triangle mounting system — the mounts to be this clean. What you want is a non-flexing (rigid) system.

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One of the major American manufacturers has left/right heavy duty sidecar mounts. These allow for lean adjustments without removing either side.

Note #1

Do not mount a sidecar to anything but your bike frame or sub-frame.

Mounting to crash guards, floor boards, saddle-bag mounts, etc. is asking for trouble. These are not designed to hold that added weight and stress and torque of a sidecar.

Note #2

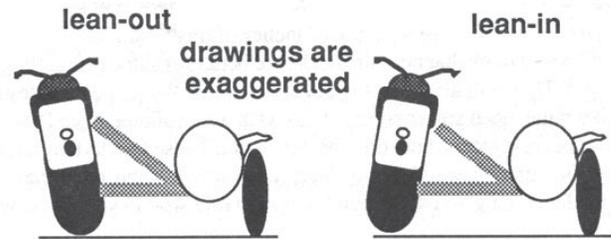
A good way to achieve triangle mounting and not have to cut your plastic is to add a sub-frame. Since triangle mounting is the best way to achieve rigid, this is a definite option.

Note #3

One manufacturer makes an upside down "L" for a front mount. These work as long as they do not flex. I have seen a double mount at the sidecar frame to gain rigidity. I have also seen a fifth mount added. Both ideas work well, but you should be aware of a possible flex problem.

5. Lean in/out

As most manufacturers agree, get the bike on flat ground (pavement) and it should lean out or away from the sidecar slightly. Using a level, it should read about one degree. Using a carpenter's square, it should read about 1/4 inch at the top. The rig is much easier to control with this lean out.



Note:

Recent H-D (2000?) requires lean-in-HAK

6. Toe-in

Using two straight lines (board, pipe, etc.) — one on your sidecar wheel and one on your motorcycle wheels, measure from outside back wheel rim to straight line, write it down. Measure outside front rim to straight line, write it down. If the front is less than the rear, you have toe-in. How much is best?

The more toe-in the more tire gets scuffed off and the less the rig wants to go to the right upon acceleration. Everyone has to see for themselves how much is best. Start at 1/2 inch and set the throttle at 40 mph. Take your hands off the bars and see how straight the rig goes. Heavy rigs such as mine often need one inch or more. Many light rigs are happy with 1/4 inch or less.

See diagram over...

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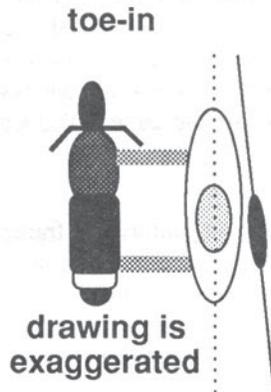
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Minor items

I called this group "minor" because the major group has a more significant effect on performance than this group does.

A. Sidecar Wheel Lead

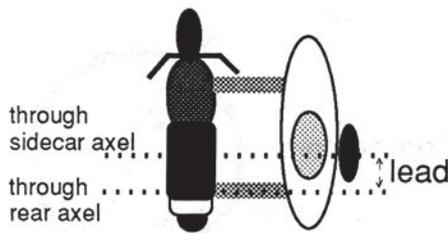
How much wheel lead do I need and why? Talk to all the sidecar manufacturers and you'll get that many answers to these two questions. My opinion is: Mount the sidecar where the triangulation mounting is best, with not more than 14" of lead and all should be fine. Many sidecar outfits over the years, notably BMW and Harley, had no lead at all.

Note #1

For safety's sake, pay attention to the nose of your sidecar. It should not protrude past the front wheel of the bike.

Note #2

If your bike and sidecar do not seem compatible when it comes to lead, a sub-frame becomes a real consideration for you.



B. Tires and Wheels

Are 15" best? I think so. Do I have 15"? No. Why? If you have mag wheels, finding a 15" is not real easy. However, if you don't care that the rear wheel you probably can't see is the same as the front, there may be another option.

I know one gentleman who took his rear mag to the motorcycle salvage store. He found a hub on a wire wheel that fit. He then bought the wire wheel for that hub. He found a 15" rim laced up and now has it on his rig. A 15" rim for those with spokes is available.

Tires are a very personal choice. Softer compounds tend to wear very quickly on sidecar outfits. Harder compounds are best, but which ones handle in all weather conditions?

A good touring tire made by a major tire manufacturer is normally best. If you have followed the major items, this is minor. If the major items are not correct, this becomes a major problem.

Put a good tire on your heavy sidecar rig with 16", 17" or 18" rims and expect to spend \$100. If you get 8000 miles, you are doing well. Now take the same rig, buy a 15" and mount a \$40 automobile tire on it for the next 20,000 miles.

C. Steering Dampner

Roll off the throttle and hang onto those bars. Many rigs shake on deceleration, especially from 30 miles an hour and down. A properly installed steering dampner will help if not eliminate this problem. A dampner needs to work freely and fully without taking away from your front wheel turning radius.

I like the VW steering dampner with an L on the end. They are cheap and have worked for me very well over the years. I then go to a bearing house with the dampner in hand. I purchase a heim joint (the bearings they use on diesel throttle linkage) to mount on the front forks.

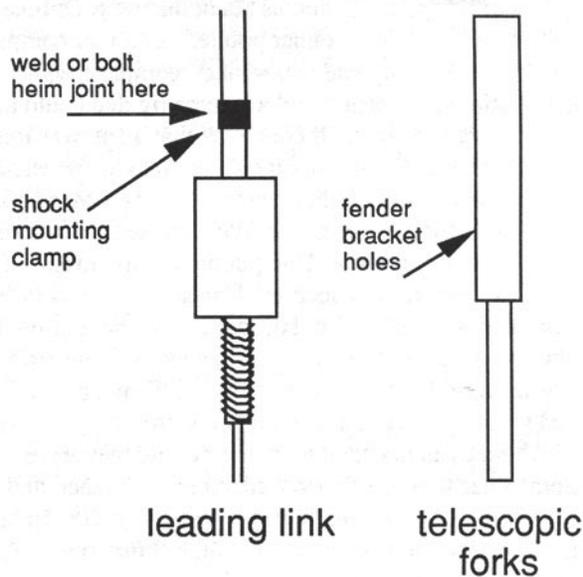
There are also steering dampners available from most sidecar manufacturers.

When I put the leading link on, and bought new shocks, I figured I could live weld or bolt without my dampner. Two of my friends rode the bike, then asked, "When are your heim joints and when are you going to put a dampner on it?" The shake was very little and

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easily controllable, but it was still there. My passengers remind me of the difference in ride when I don't have it on. A dampner definitely makes the whole ride smoother. The dampner hooks between the sidecar frame and front end. Mounting the dampner where shock fender mounting the front fender bolts on or above seems to work best.

The manufacturers I talk to believe that a dampner works best when mounted flat or parallel. Most people I talk to or hear about who don't believe in dampners usually had theirs mounted at the axel, and that's why they don't care for them. Please see illustration on how to mount below.



Note:

There can be too much damping, especially with VW type hydraulic dampers. A light controllable friction damper works extremely well under most circumstances located at the top of the triple tree. - HAK

Other considerations

The above article was written with the thought of how to convert a solo to a sidecar bike. Those of you who want one bike to be both solo and sidecar will have to weigh the effect each change will have on solo operation. I have ridden both telescopic forks and

leading link solo, with two inches of trail. It makes for a very quick-steering Gold Wing (a very heavy sport bike). However, the change was manageable for me.

Suspension changes, both front and rear, should be done with a thought towards both solo and sidecar operation. I have 100 solo miles on my 400-pound rear progressively wound springs. Because of the type of springs, the first two inches of travel is soft enough for a comfortable solo ride. Boy, these would have been great in my solo touring days when I always overloaded the rear end!

Your selection of tires may be altered because of your choice to have one bike for both. Those with 15" rims would not have the option of high-mileage, low-cost car tires since car tires are not designed to ride on the side of the tread like motorcycle tires are.

Conclusion

As the title of this article indicates, this is one man's opinion. I tried to point out and explain the problem areas I have encountered in the last 12 years.

I recommend the sidecar manuals available from the United Sidecar Association. These go into detail about handling as well as more in-depth detail about mounting. I wish to thank all those who have helped me over the years trying to figure out this thing called a sidecar. I would also like to thank those who have listened to me. A special thanks to Doug Bingham and John Baber who have listened and helped over the years. I have found that all sidecar manufacturers are willing to help regardless of what you ride.

A valuable resource, much more available now than when I started, are the many sidecar rallies around the world. The Sidecarist and Hack'd magazine are not only good resources in themselves, they will also tell you where a rally close to you may be. And please feel free to contact me at (818) 366-3179.

I will help or at least send you in the right direction. You see, it was sidecarists whom I didn't know that have been my biggest resource.

Safe sidecarring Jim Krautz

'tec Session..

Making a Rigid Sidecar Work: One Man's Opinion

Resource List

Resources - The following is a partial list of where items discussed in this article can be obtained. This is not intended to be an endorsement of any product or dealer. Items may be available elsewhere.

Leading link front ends

Sidestrider, Inc. Contact: Doug Bingham - 15838
Arminta St. #25, Van Nuys, CA 91406

(818) 780-5542

Imports Unit Leading Links available for most bikes, Watsonian Sidecars.

Sidecar Restoration: Contact: Bob O'Dell - 4011
Forest Park Blvd., St. Louis, MO 63108

(314) 531-4010

Imports EML Leading Links, Sidecars, 15" wheels — call for availability.

Lowell Neff - (602) 623-7699

Manufactures a Leading Link available for BMW and Gold Wing

Champion Sidecars of California: Contact: Pete Smith - 6082 Atlas Drive, Huntington Beach, CA 92647

(714) 897-9999

Manufactures leading links, sidecars, 15" rear sheels, sub-frames

Custom shock absorbers

Works Performance: 8730 Shirley Ave.,
Northridge, CA 91324

(818) 701-1010

Manufactures custom shocks to your weight and application by computer.

Custom shock absorbers, Cont.

Progressive Suspension, Inc.

(619) 948-4012

Available through most motorcycle shops. Call for dealer closest to you. Has pre-made parts, will assemble to your requirements.

15" Wheels

Sidecar Restoration (see above) (314) 531-4010

Champion Sidecars of California (see above)
(714) 897-9999

Motorvation Engineering, Inc.: Contact: Jim Sontag. 3702 Clinton Place, Montrose, CA 91020

Manufactures sidecars, sub-frames. Carries custom steering dampners.

California Sidecars, Inc.: Contact: John Gresh - 15161 Golden West Circle, Westminster, CA 92683

Manufactures sidecars, sub-frames. Carries custom steering dampners.

Information Jim Krautz, 17116 Goya St.,
Granada Hills, CA 91344 (818) 366-3179

The Sidecarist/United Sidecar Association, Inc.
Al Roach, Membership Registrar

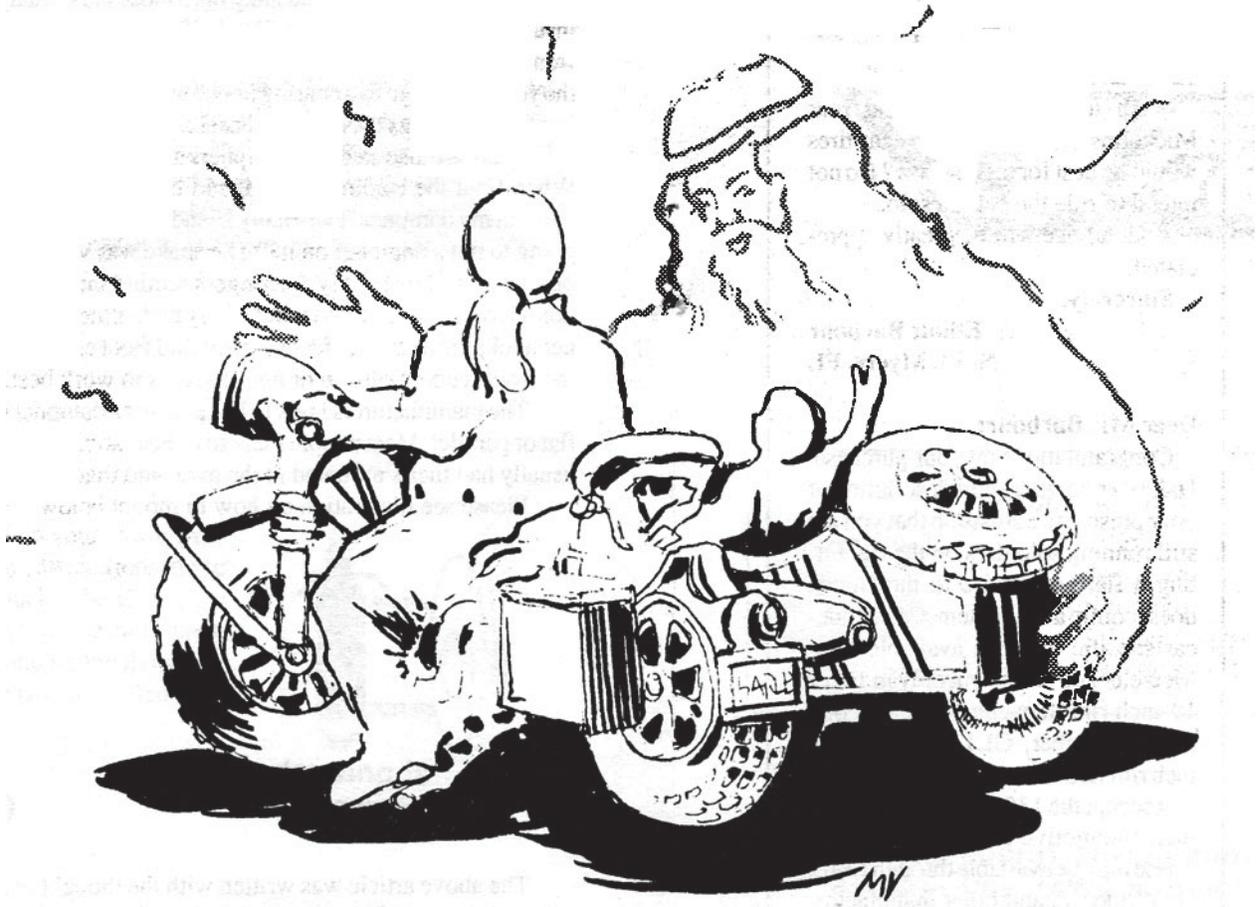
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Fiction



Sons of a Biker

by Linda Peeters

Though most people perceived my dad as smug and indifferent, I'd never describe him as being that way. Ordinary folks either pointed at him, or completely ignored him. See, my dad was a biker, complete with a mane of flyaway hair, bushy beard, and a sidecar rig that could be heard long before it was in sight. Of course all that went over like a fart in church. The small community we were living in seemed intimidated merely by my father's presence. There was absolutely no other basis for their behavior. We were strangers in their territory.

When Mom left us, Dad put me in this sidecar of his Harley, and that's where we ended up. Dad said we lived in Hicksville. My grandparents lived in Hicksville, too, but our mail was always addressed to Hillsville. I stayed at Grandma's while Dad was at work. Of course Grandma and Grandpa loved us, but my dad said he just couldn't stand being around them too much. I didn't really understand why, but he said they were too "pushy."

Sometimes they hardly ever talked to each other, and other times they argued. I never really heard what they were fighting about, but Grandma said she hoped I wouldn't turn out like her son did. I didn't get that.

By fall I was enrolled in the local school. We roared in on Dad's hack as usual, and from the leather saddlebags I got out my school supplies. As we walked toward the building everyone was staring at us, and it made me feel weird. Dad escorted me inside proudly though, with his big warm hand guiding me along.

Right in the middle of the crowded foyer he stooped down and hugged me. Then he looked right into my eyes. "Son, people around here may not ever accept us because of the way we look. Some people are just born and raised like that. They are ignorant, and don't see who we are on the inside, before they judge us from the outside. They can be very rude and cold toward us. I don't ever want you to be like that. People who judge people

Fiction..

from the outside have real problems on their insides. They are victims of their society, and afraid to be different. Their power lies in belonging to a crowd. Out power lies in being ourselves, with open minds, realistic goals, and personal values. I don't want you to be anyone but yourself, Son. If you're happy with who you are, it will show both inside and out. With time and patience you'll learn to deal with awkward times like these. Keep your chin up, and be proud of the unique qualities that set you apart from the crowd. You know, if we were meant to be like everyone else, we wouldn't have been give brains ... because it doesn't take brains to follow the crowd."

That was quite a pep talk for a little boy my age, but Dad always did treat me as an adult in a miniature body. Those words of wisdom sunk in throughout the years and eased me through some tough times.

Dad bought me a bicycle for my birthday. He must have run a million miles beside me before I finally got th hang of it. When I was able to pilot it on my own, Dad grinned from ear to ear. I guess I was pleased with myself, too.

Before long I had customized my bicycle. I taped brown paper bags on both sides of the rear fender, and one in front of the handlebars. With a crayon I neatly printed "HARLEY" down

the center of the front fender, and "DAVID-SON" on the back one. I taked sticks in place for my handbrake, clutch lever, and road pegs. I thought it looked great. Dad didn't really what he thought, but he did look surprised with my work.

Being a typical boy, I rode that bicycle hard. I wasn't satisfied to simply get from one place to another without popping wheelies, doing burn-outs, or leaving skid marks. I even set up a couple jumps ... and took several dumps before perfecting my technique. Each night I parked my bike next to Dad's in the shop, with an empty tuna can beneath it to catch the invisible oil leak.

"Boy, I hope I never ride behind you," Dad said one day as he was cleaning gravel out of my

arm. "You're gonna worry me to death when you start riding motorcycles."

He put a big band-aid on my most recent road rash and playfully messed up my hair.

Either Dad liked to worry, or he changed his mind, because that Christmas there was a mini bike under our undecorated tree. Again, Dad huffed along beside me, and grinned uncontrollably when I finally got it right. I customized that with some Harley stickers Dad said I could have.

As the years progressed rapidly, I either outgrew or wore out one bike after another. By the time I turned 16, Dad let me ride his rig by myself. I was kind of nervous, but proud as hell all at the same time. That was the first Harley I ever piloted, and it further reinforced my dream of owning my own.

I got a job after school and on weekends. Nearly every cent I earned I faithfully saved. Dad told me that if I were man enough to ride a Harley, I'd be man enough to get it on my own. He said that's the best way to separate the real bikers from the wannabes.

I already knew I wasn't going to change my mind. Dad knew it too, I'm sure, but he made me prove myself. Three years later I pulled into the yard astride my new Sportster.

Dad threw his arms around my neck and slapped my back. "I'm so proud of you, Son! You've turned into one hell of a man."

"I take after you, Dad ... thanks."

"Let's go ride," he said, blinking back a tear.

That first solo ride at my father's side was a dream come true for both of us. It further strengthened the already tight bond we had, and opened new doors. Dad and I racked up miles together every single chance we had. Our relationship was one that most fathers and sons merely dream about.

Dad never did remarry. Said he just couldn't bear to lose another woman like my mom. He was pleased with the woman I chose to be my wife. Dad was my best man.

Fiction..

Two years later, Dad was a proud grandfather. I named my son after him, and Dad took it from there. Not only did Dad lavish my son with love, but initiated my childhood all over again.

First there were the rides with Dad on the Knucklehead. Then there was the bicycled that Dad taught him to ride. Dad was just as pleased the day his grandson peddled around the circle drive as he was the first time I did. But this time Dad wasn't out of breath, thanks to the training wheels: "He's learned that faster than you ever did," he winked.

When the training wheels came off my sons's bicycle, Dad presented me with a box of band-aids. "Gonna need these," he smirked.

I was starting to wonder just who was raising my son. At the same time I knew there was nothing to worry about. I already knew Dad was a good father, and my son absolutely adored us both.

Dad had never been sick a day in his life that I recall. You can only imagine the shock I felt when I was called to the hospital intensive care unit.

"Your father has suffered a severe heart attack," the doctor told me.

I was numb. "Is he going to make it?"

"We don't know yet. There are complications that may hinder his chances of recovery."

"You've got to be kidding! My dad's been healthy as a horse."

"On the outside he does appear normal, but how long has he had heart trouble? We haven't any past records on your father. Who's his regular doctor?"

"He doesn't have a doctor. Like I said, he's never needed one for anything other than an occasional stitch or shot."

Finally I was allowed to enter Dad's room. He was awake, but appeared to be experiencing pain and had difficulty breathing.

"Where's my grandson?" were the first words out of his mouth.

"In school yet, Dad. How are you feeling?"

"Worse than ever," he gasped. "Thought it'd just go away like usual, but it got worse."

"You mean you've been having chest pains but didn't tell anyone?"

"Didn't want to worry you, Son."

"But Dad... I can't believe this is happening!"

"It's real, Son, but I don't want you to grieve when I'm gone. You've made me a very proud and happy man. I only hope you'll always remember that I tried my very best to be a good father. I realize I couldn't give you everything I wanted to. There's still very little I can leave for you . . ."

"Dad," I interrupted, "It wasn't the value of the material things you gave me, it was the value of the time you spent with me that is priceless."

"Yes, we have had a rewarding life together. I do want you to promise me one thing, though."

"Anything, Dad."

"I want you to keep my bike road-worthy and in the family. I want you to teach my grandson how to ride it, and pass it to him when the time comes. I've already signed over the title."

"You know I'll keep that promise, Dad, and you can bet your grandson will, too."

He smiled then. "He's going to be just like you, Son. Tell him I love him, and to always keep his chin up."

I reached for his hand and squeezed it hard as tears welled up in my eyes. "I'll tell him, Dad. We love you ... and Dad ... he's going to be just like you."

With the smile still across his lips, Dad took his last breath. His hand relaxed in mine.

Linda Peeters

Rapid (City) Sidecars

The SSP course at 1990 BMW MOA National in Rapid City - By John Dauginas

BMW's propel about 30% of USCA members' rigs. That's not an etched-in-stone statistics, but I presume that figure may be one of the reasons for low attendance at the 1990 USCA National. The rallies were on the same weekend.

A year ago, I accepted to be in charge of sidecar activities for the 1990 BMW MOA National. Tom Harbrecht and I held two seminars at the 1989 MOA York National titled Getting Into Sidecars. It was an introductory for solo riders looking at becoming sidecarists. We had a very good response. Tom caught up with me later at the rally, and told me that he's be Rally Chairman for 1990. He saw the sidecar potential in those two sessions and wanted an SSP course, tech session and sidecar rides for 1990.

A year passes, and although I've got my Guzzi/Heddingham rig ready to roll, it developed a spoke breakage problem at the real wheel. Rather than throw some extra spokes in the trunk of the sidecar and hope for the better, I rode solo. The wheel will visit Buchanan's this winter.

I came to realize that word had gotten out about my rig, as people who I had met at other rallies had problems recognizing me without it. They couldn't place my face when I was riding solo. It was like I'd grown a beard.

At the rally on Friday morning, we held the SSP course. Despite a lingering drizzle we had a full complement of 18 students, all of whom passed. No problems with the course at all. We may have lost a few spectators that were reeling in laughter with lead instructor Al Blacconeri's banter. Thanks to Al, kept fun in course, and we soon forgot about the rain.

Thanks to Al, Lee DeYoung and Tim Colburn for your instruction. Thanks also to Al and other sidecarists for the use of the rigs in the course. Myself? Assigned to paperwork and course demos.

List of graduates? Sure.

Ann Alexander, Cuyhoga Falls, OH

Loral Rae Dodds, Princeton, British Columbia Brock

Downey, Calgary, Alberta
Barb and Larry Glascock, St. Louis, MO
Kevin Goodwin, Carbondale, CO
Drew Ivancic, Bradfor, PA
Steve Kessler, Veron Hills, IL
Dave Lamour, Calgary, Alberta
Mike Le Moine, Arlington, TX
Richard Myer, Colorado Springs, CO
Ashley Owen, Aspen, CO
Frank Perez, Miami, FL
Joseph Pollman, Galena, OH
B. Lee Schumacher, Aspen, CO
Ken Smythe, Winnepeg, Manitoba
Dorothy Stuart, Leduc, Alberta
Vana Williams, Ardmore, OK

That evening, the Sidecar Workshop had about 35 attendees. Many of the SSP course graduates were there. With the help of Jim Gribbin and Spencer Bennett, we discussed sidecar rigging and handling anomalies with respect to BMW's. We had to cut the session short due to an impending parade ride to Mt. Rushmore. I hope that all who attended had their questions answered.

Saturday morning started with a drizzle, and kept a lot of rallyists in their tents or motel rooms. We did have sidecar rides, though. The weather cleared as we got started. Thanks to Spencer for loan of his rig.

A check with those at registration indicated nearly 275 sidecars at the rally. There were plenty of interesting combinations. The BMW K 100RS with the race-inspired sidecar that appeared in Cycle was there. That rig is up for sale, as the owner has fresh ideas on a new rig. The mysterious double-wide Velorex 562 was there, too. Mysterious? Because I kept trying to track down the owner, and never succeeded. Champion Sidecar was there, showing their new Escort. California Sidecar was there, too. They showed a GL1500/Friendship, a color-matched BMW K 1/Flexit on an active demonstration platform, and the Side-Bike Comete, which they are importing. Bob Hening (Bob's Used Parts) had a rig for sale at his booth.

Next year, the USCA and BMW MOA Nationals will be on different weekends. So I know I can, and will, "do" both.

Retirement

Retiring in style

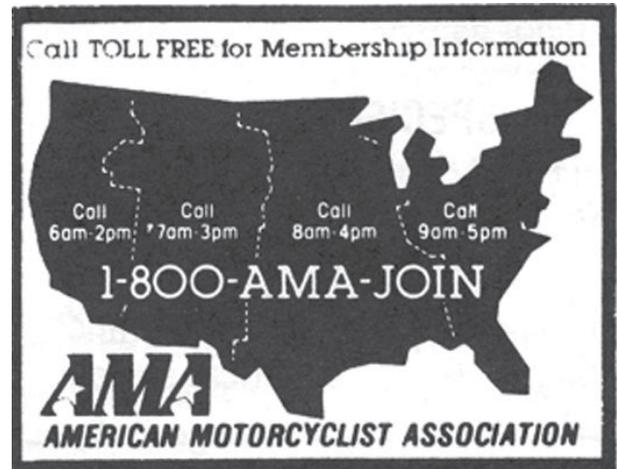
Kenneth D. Graybeal retired from the Seattle District, U.S. Army Corps of Engineers in June, 1990, after 28 years in the District.

For many years he was Chief, Soils Section, Geotechnical Branch. For more than 20 years of that period he carpooled with Richard Galster who was Chief, Geology Section.

Over the years they used a number of automobiles for the carpooling, but every once in a while they would remark to each other how nice it would be to have a motorcycle with a sidecar to use for carpooling. The idea never came to fruition.

When Ken retired, Galster arranged, through the help of Bill McFarland of Edwards Automotive in Seattle, for Ken to be escorted to his retirement dinner by David Hammontree of Renton in David's well-appointed motorcycle with sidecar.

Graybeal was most surprised and delighted and was greeted by many well-wishers upon arrival for his retirement dinner at the Lake City Elks Club.



Rally

WELCOME ... 19th ANNUAL GRIFFITH PARK SIDECAR RALLY OCT.27, 28 1990

Mineral Wells Area

SATURDAY NIGHT OCT 27

Movies something for everyone end at 10:00pm which is curfew for entering the park.

Over night camping Ok..

No showers

Motels in Gendale..

Rega lodge 818-246-7331
Vagabond 818-240-1700
Golden keg 818-247-0111
all on Colorado St.

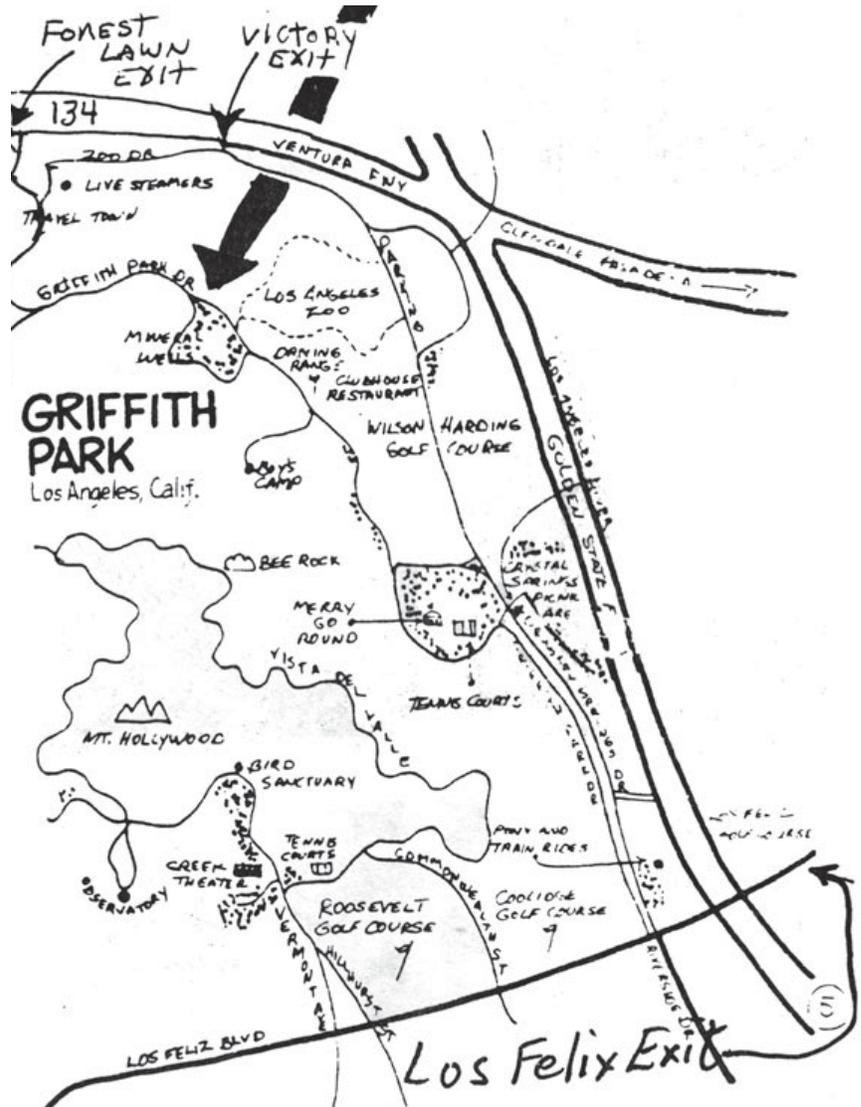
Sunday - Big Day

Arrive early

Bring family, friends and meet old friends and new browse among the sidecars past and present-enjoy a day pf leisure

Prizes and awards will be after lunch.

Refreshments...hot food, drinks, coffee nominal cost



General info...

Rally fee..\$5.00 per vehicle passengers and spectators free reserved parking within the rally for classic,antique,and special interest sidecars

Rally t-shirts will be for sale more info call Doug Bingham
Side strider inc, 818-780-5542



S/C Rep

Rep's Rap - Livermore Honda

by Skip Baker

There is a new Honda dealer in the North San Francisco Bay area that deserves our support. Marcel Fortney of the new Livermore Honda started riding when he was five years old. He advanced to trail riding, desert racing and then on to working for Yoshimura as managing director for six years. From there he went on to be Cycle Guide manager for three years.

When asked why he became involved in the sales end of motorcycles in today's down market, Marcel stated that he believes the market has hit bottom and is now on the upswing. "I have had a working career in motorcycles and felt there was a void in the TriCounty area that I could fill."

"We will bring back the days of coming into a dealer just to see what's new and exciting, have coffee and bench race without the pressure of trying to sell you a bike," says Marcel. Wouldn't that be a nice change for most of us?

Livermore Honda will allow demo rides after a screening has been done. Remember that allowing demos also raises insurance rates so a screening is a necessity. MSF is also stressed by Marcel as one of the ways to promote safe riding.

I asked if he would be willing to cater to sidecar folks and be willing to handle sidecar sales. As with most dealers, if not all, the response was "yes" — if the interest is there and the training allowed for his mechanics. To start with, he's willing to take a sidecar on a consignment basis to help the sport and to see how it goes. All you manufacturers remember that his is a business also, and you all must make a profit. This may be a powerful way to make some inroads to increasing sales as well as obtaining another outlet for yourselves. There's nothing better than a hands-on look!

There are a few more things that Livermore Honda has done to better serve the two-wheel crowd. They get a new and updated report from American Honda every Monday on what bikes are still in the warehouse that are for sale. This list includes bikes that are no longer in production but are still brand new. I know for a fact that not all dealers do this, even though there is a good and valid reason for it. They want to sell

their new inventory first — and who can blame them?

Marcel also carries a full line of fishing boats and has a large inventory to choose from. He has a line of jet skis to choose from as well. Take your bike in for service, then take your boat out to go fishing or your jet ski to play on the water!

Marcel Fortney knows tires also. He was with Pirelli Tires for some time and supported us at Bonneville with the use of tires. If you have any questions on tires, he's the man to talk to.

So folks, here's another dealer for us to get to know. He is willing to work with us and give discounts if we use his services. We attended his Open House and checked out his prices. We believe he has the most competitive prices in the North Bay. Give him a try.

The Place: Livermore Honda, 2330 Railroad Ave., Livermore, CA 94550, (415) 449-3944 FAX (415) 449-3364



THE SIDECARIST

Coming:

• *In the next issue of
The Sidecarist*
More "Ed Aide"

Chapter news from
Clarence Kessler, Al Schultz, Larry
Lehr, and
whoever else met their deadline
(these guys did!)

Technical tips from J.R. Ewing

And more from you!

Deadline: Nov. 1, 1990

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Who to write

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

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Material may be edited for clarity and space.

Contributors may submit articles in hand-
written, typewritten or computer format. If using
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using IBM/PC, save as text only (ASCII) on
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with all discs. Modem available.

Write The Sidecarist, 7354 Hallson lane,
Fel-ton, CA 95018 or call (408) 335-1994.

Back issues of The Sidecarist

Back issues of The Sidecarist continue to be
available from John Kliefoth, Sidecar Informa-
tion Officer, USCA, Inc., 21650 - 125th Way,
Sun City West, AZ 85375. Enclose \$2.00 to
cover shipping for each issue ordered.

S/C Industry

Sign on here!

Motorcycle Sign Language,

Problems may arise if you need to communicate with other drivers or our passengers at 55 mph — if it's your buddy, you probably have a code or a version of the standard motorcycle signs all worked out. But those of us in the USCA who do a lot of touring sometimes meet "strangers" while on outings and continue on down the road with them.

The publication by Blanc Kamp of interest to motorcyclists of every stripe. Entitled "Motorcycle Sign Language," it's a pocket-sized, fully-illustrated, guide to sign language for use on the road, based on sign language for the deaf and everyday gestures.

At \$3.75 plus \$1.75 for shipping and handling, it's a great thing to stuff in the saddlebag and practice when you stop for the night. Order from Ira Herman, Editor, University Editions, Inc., 59 Oak Lane, Spring Valley, Huntington, WV 25704.

Mounting video available

Motorvation Engineering announces the introduction of a VHS video tape showing Motorvation's mounting procedures for a Formula II sidecar and a Honda GL1500 motorcycle.

This is the first video tape which demonstrates sidecar mount placement and installation procedures. It also highlights sidecar alignment procedures.

Motorvation feels that combining this new tool for mounting with their written instructions will greatly assist sidecarists and motorcycle deal personnel to mount Motorvation sidecars more quickly and safely. Cost of the video is \$15 post paid, and \$7.50 for sidecar buyers at the time of order.

More information is available from Larry Alger, Motorvation Engineering, 3720 Clifton Place, Montrose, CA 91020, phone (818) 248-9631.



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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

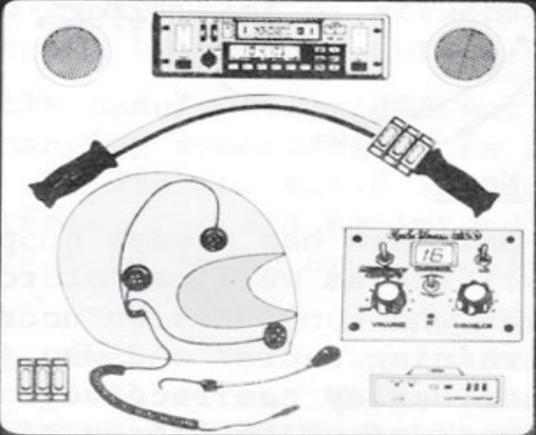
Let us know if you're receiving your issue of the Sidecarist late. We THINK we have the bugs worked out, and will be sticking to this calendar religiously.

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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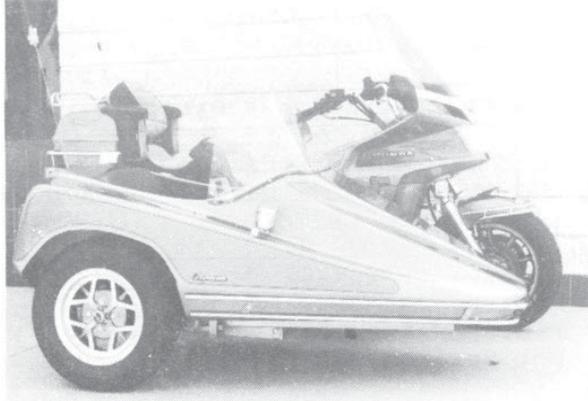
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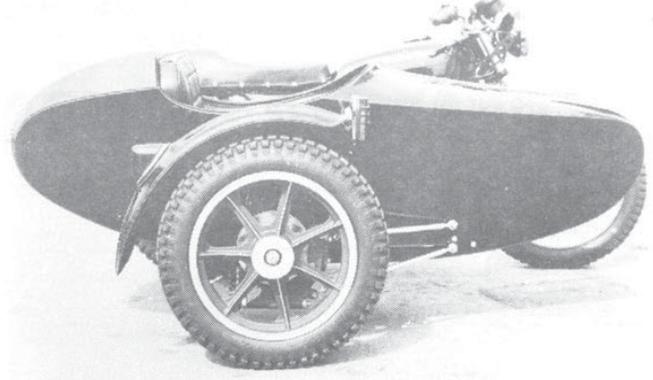
Advt

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.



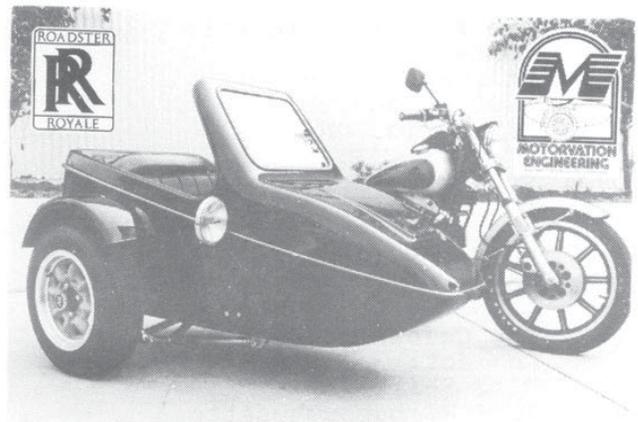
Spyder T-1

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

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

Advt

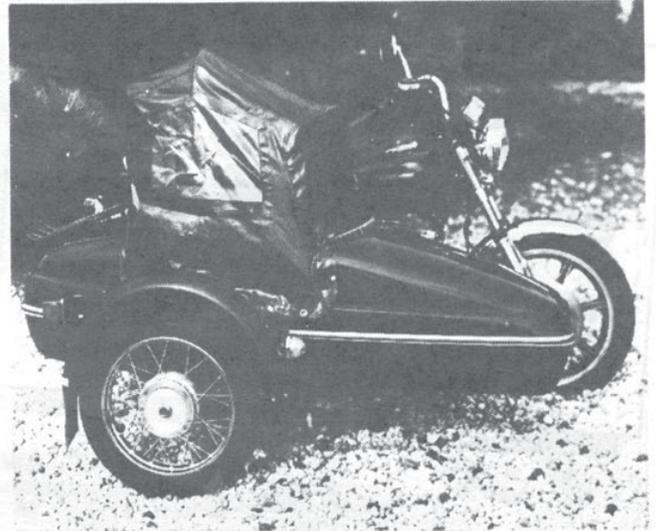
SIDECARS by

Velorex

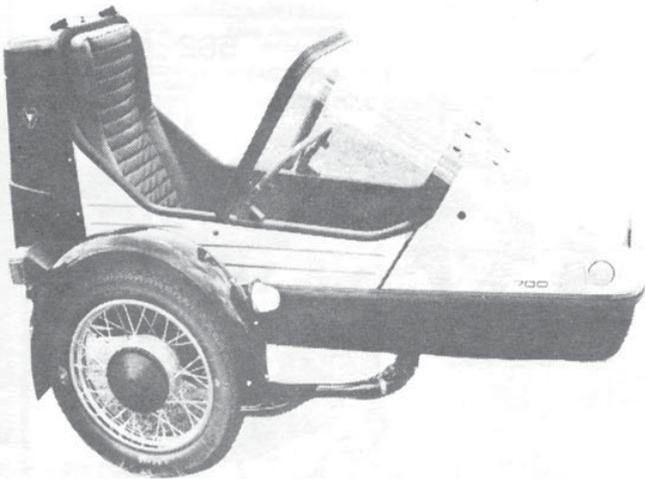
SPECIFICATIONS

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.
Another fine JAWA product continuing the tradition of high quality and dependability.*



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

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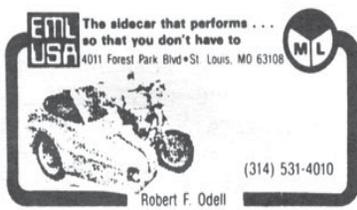
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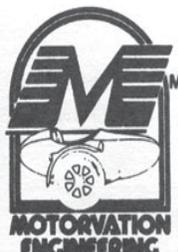
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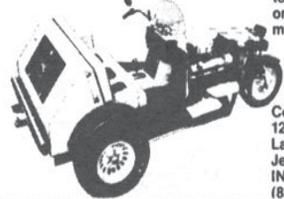
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Classifieds

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

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1982 SUZUKI GS1100E, 7800MLS

VELOREX X562 with hood \$2500. R. MacKenzie, Point Lookout, NY 11569, (516) 431-0240

1987 GOLDWING W/MOTORVATION

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.

85 BMW R1 OORT with 86 EML Tour T. All updates. First titled in 86. Would cost \$20K to duplicate. Yours for \$8995/BO. Pierce Felch, (201) 4698238. May deliver.

78 BMW R100/7 w/Spirit Eagle Flex-Mount sidecar. 60M, Good mech.,. Will deliver 250 miles. (203) 659-8168 Any Time. \$3200.

85 GOLDWING 86 CALIFORNIA SIDE-

CAR. Pur-chased rig new in 1986. Added fuel cell, leading link and progressive shock 1988. 24,213 miles as of 6-30-90. \$9500. Robert C. Haines, 456 E. Dunedin Rd., Columbus, OH 43214, (614) 261-1011.

1990 HARLEY-DAVIDSON FLHTC ULTRA

WITH SIDECAR. Two-tone red - Set up at factory. 3000 miles. Garage Kept. Extra chrome. \$15,900 (804) 656-2222. Dexter E. Amos, Rt. 3 Box 376, Gretna, VA 24557 (804) 6561797.

1980 HONDA GL1100 Goldwing w/ CALI-

FORNIA FRIENDSHIP I sidecar. Many extras (Clarence Kessler's old rig). Asking \$3600. F. Wheeler, 540 Main, Chadron, NE 69337 (308) 432-4501.

1984 ASPENCADE W/1988 CALIFORNIA

FRIENDSHIP II. 19,500 miles, many extras \$6500 firm. Call Ray Van Der Mei, 3803 Division, Wayland, MI 49348 (616) 792-2428.

1970 BMW 75/5 with homemade sidecar frame and platform. Will separate. \$900. Call Buddy Burbeck, 704 N. 15th St., Moorhead MN 56560

85 HARLEY-DAVIDSON WITH 86 SIDE-

CAR, color-matched, 30,000 miles. Dealer maintained. Many options \$9000. Call IRV, Trotwood, OH (513) 837-1578.

1955 NIMBUS M/C WITH SIDECAR. Like

new. One owner, very rare collector bike. Asking \$6500. Write: Erling, Box 114, Vickers Heights, Ontario, Canada POJ2ZO.

'88 FLH w/88 S/C. Color-matched silver blue

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'89 H-D FLHTC LOADA/MOTORVATION II

top, lug rack, lights, extra chrome, step, fully serviced. Comfortable, glitzy and shiny black. 6K miles. \$12,000 firm. (708) 577-2163.

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CALIF. SIDECAR tilt nose , glove box, out-

side trunk entry, rack, plus many other extras. Electric lean mounts for GL1200. \$1400 firm. David G. Gust, 465 Cambridge Dr, Geneva, IL 60134 (708) 232-7647

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SPIRIT EAGLE SIDECAR, very good condi-

tion, \$550 call 1-405-482-2625. Brian O'Hair, Altus OK.

CAL S/C COMPANION, '88, 1500 mi. Ton-

neau, damper, driving light, Sportster attach Candy Brandywine \$1450. Days, Don (215)398-5348, Allentown, PA.

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USCA Logo enameled pins with locking clasps, vivyl USCA Logo decals, and USCA Logo 3 inch embroidered patches, and don't forget your USCA belt buckle, and your USCA Logo baseball cap.

USCA Goodie Order Form



	Quantity	Price	Total
USCA Enameled Pin w/ lock clasp		\$3.00	
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	
Adult Crew Sweat									\$19.50	
Kid's Crew Sweat									\$16.00	
Adult Hooded Sweat									\$25.00	

Your Name: _____ Total for para/cloth: _____

Your Address: _____

Your Phone No.: _____

Your USCA No.: _____

Prices include handling and shipping.
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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 _____

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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.

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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.

THE SIDECARIST

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

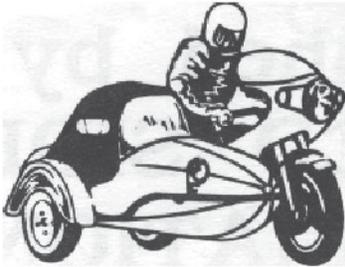
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