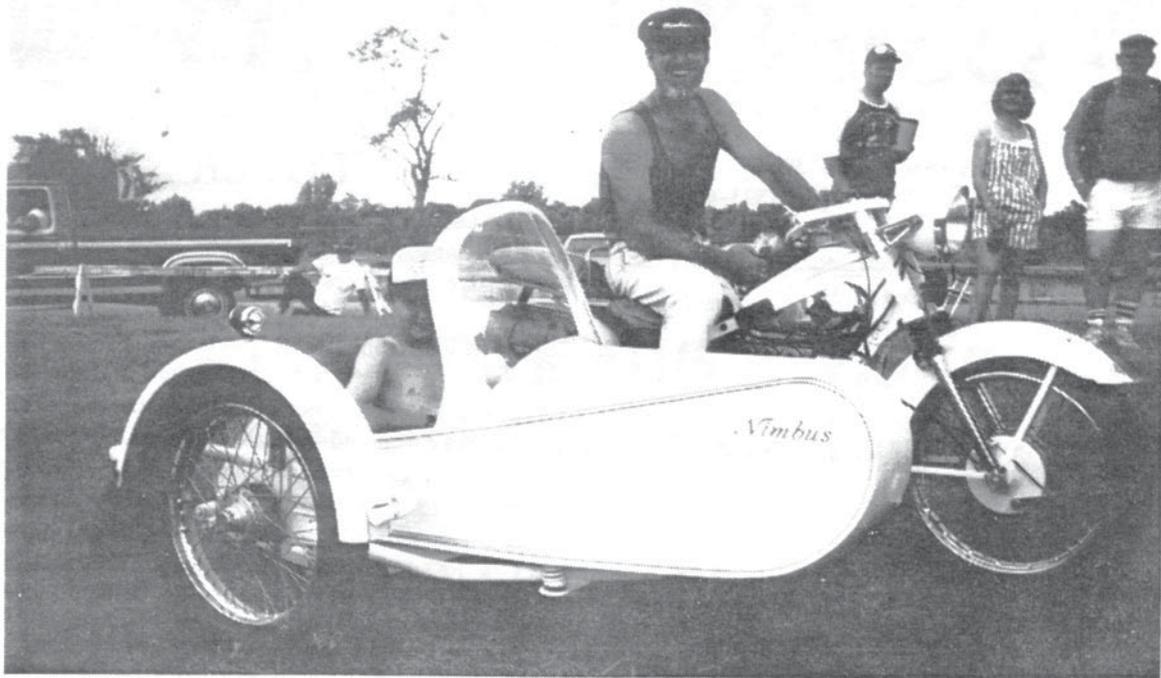


THE *SIDECARIST*



Published by the
UNITED SIDECAR
ASSOCIATION, INC.

SEPTEMBER
OCTOBER
1992

The Sidecarist

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Sep. 1 - Oct 31, 1992

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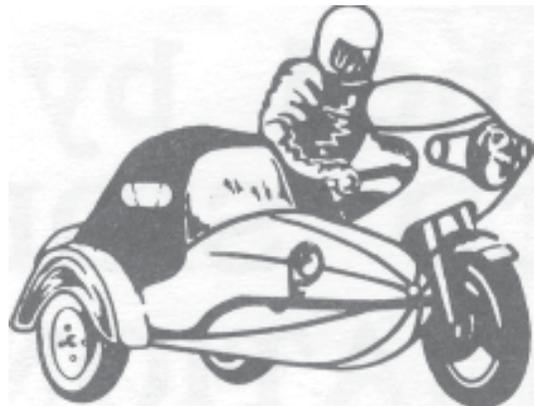
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CONTRIBUTORS

Greg TenBrook, John Dauginas, Ed Johnson, Bruce Shaeffer, Pam & Trevor Quick, Jim Fousek, Bob Anderson, Thos. Cooper & Sons.

COVER

Erling Lauersen and grandson Ryan, from Thunder Bay, Ontario, Canada, with 1955 Nimbus rig. Photo: Greg TenBrook.



Lean-Out

Dear Sidecarist,

The SIDECARIST and USCA owe you an apology and a bit of an explanation, since it has been quite a while since you have seen an issue of the SIDECARIST.

Down here in the San Diego area, the last issue to show up was at the end of January. A recent mailing of a May-June issue went out, but it has yet to get through the mail to here.

Marge Ann Whimpee, editor of those issues, has been up against some health problems, in addition to an automobile accident. The results have been a gap in SIDECARIST publication.

Through May and June, some decisions had to be reached, and the results are that I am taking back the job of editing the publication.

Please note the change of address back to the old POB 191 in Lakeside, which is the same as it was back in mid-1988 to mid-1989.

As I write this, it is the morning of 16 July. Two mornings back, I showed up at Marge Ann's offices and loaded up a VW bus full of SIDECARIST material, and began the 521 mile trip down to Lakeside.

Most of the boxes are still in the VW bus, but I had a priority box of unopened letters, some of which were classified ads and checks. As of today, letters of explanation will have gone out to each of these people, however, it is quite possible that some material may have been misplaced or even lost.

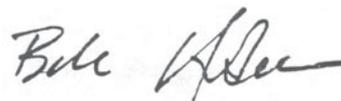
Therefore, if you sent something and have heard nothing back, it might be a good idea to write again and let me know what I should be looking for or what needs to be done concerning your particular situation.

My hopes are to have this issue into production by 10 August and into your hands, early in September. After that, immediate projections are for a 14 September deadline for a November 1992 issue, followed by a 16 November deadline for a January 1993 issue.

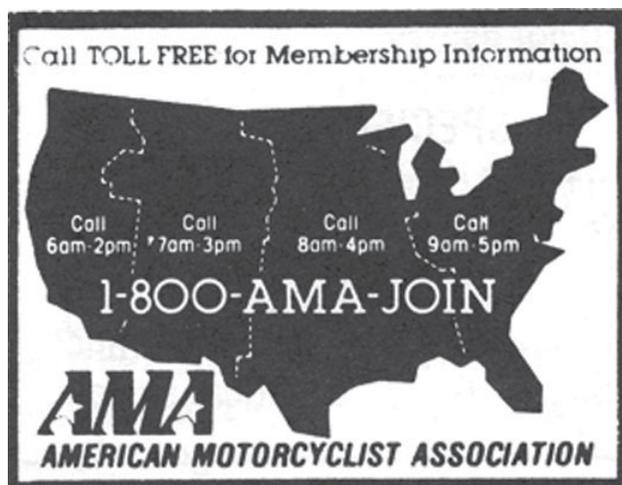
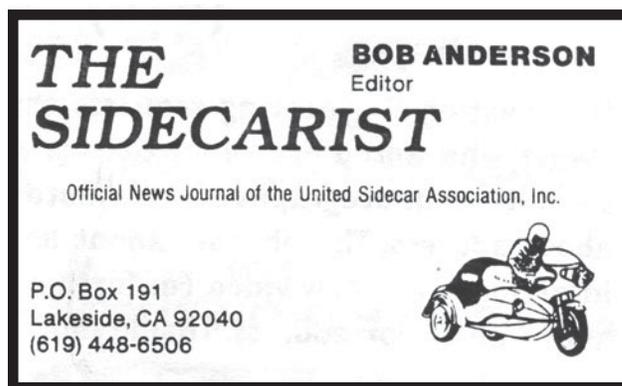
My philosophy has always been that the SIDECARIST is your publication. As a USCA member, it is your tool for asking questions, passing along knowledge and sharing experiences. So, start sending your material in.

I know there will be a bit of confusion, at first, between the Ben Lomond and Lakeside addresses, but we hope to get material forwarded as best we can.

Sincerely,



Bob Anderson editor



Deadlines

Issue Date
November, 1992
January, 1993

Deadline
September 14, 1992
November 16, 1992

Advt

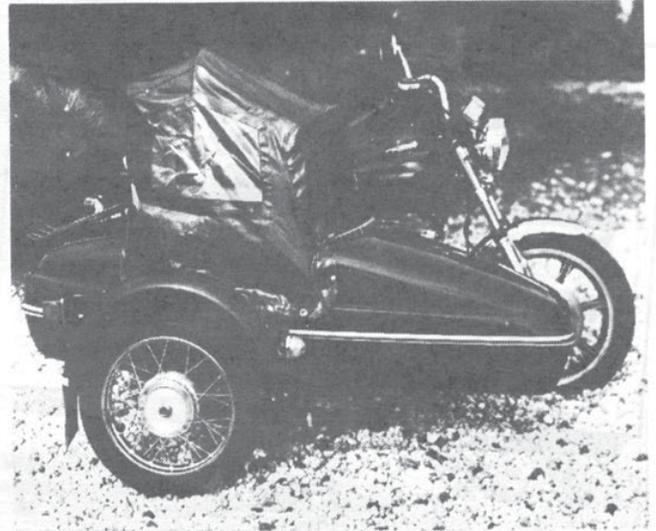
SIDECARS by

Velorex

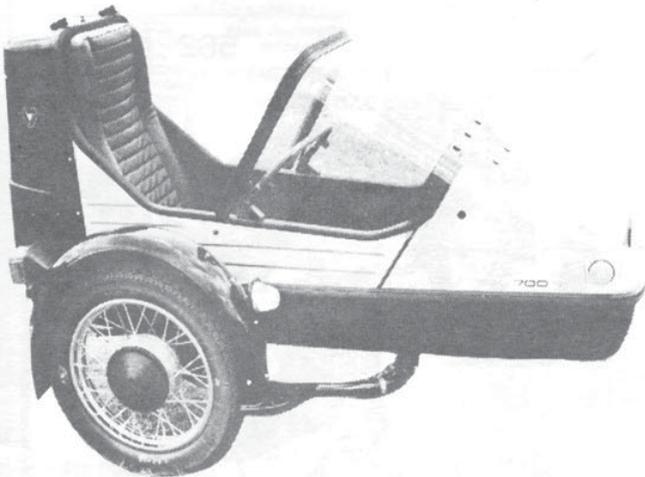
SPECIFICATIONS

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

MODEL # 700

Designed with a universal mount that fits any motorcycle over 400 cc.
A guaranteed tradition of high quality and dependability, this sleek styled space - aged sidecar will enhance any motorcycle and give you years of pleasurable cycling with your favorite person.
If you are looking for the best sidecar in the world, remember Velorex.

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Dealer Inquiries Invited

Vote!



Whether it's at a rally, or not, sidecalists usually have opinions on sidecars, hookups and handling. The same should be true of how the USCA runs. This is your chance to do it.

Membership Update

John Dauginas, Past Acting President

This election article, first ran in the May-June issue of the *SIDECARIST*, however, it has become apparent that many USCA members never received this mailing, so most of the details will be repeated here, along with an extended voting deadline.

It's now time to try voting for your own USCA officers. We have a national association that performs a unique service, and a lot of you have expressed your desire to help USCA grow, by bringing in new ideas and "blood", through the election process. Running for election and voting, is easy!

The first step in the election procedure involves the nomination of officers and directors to run for office. Below, is what that involves, and I hope everyone that has desired to participate in these elections, will do so.

Nomination Procedures

The following positions are open for nomination: President, Vice-President, Secretary Treasurer, five Directorships, one each for West, Central, MidWest, Northeast and Southeast, and the Director of Sidecar Safety Program. The states assigned to each director are described in the Standing Rules of Order. The duties of the officers and directors are described in the Constitution, but for the sake of simplicity:

Vote!

President

Runs the meetings. Represents the USCA to other organizations. Votes as a Board member only to break tie votes. Can sign checks.

Vice-President

Fills in when the President cannot attend. Can sign checks.

Secretary

Keeps meeting minutes, receives membership requests (and forwards the money to the Treasurer). Prints mailing labels for the SIDECARIST. Can sign checks.

Treasurer

Receives dues from the Secretary, pays all bills. Should be signing checks, with any one of the above as the second signator.

Director

For the area represented, helps keep local sidecar clubs or associations informed of National activities. Keeps both ears open to the membership and represents them at all meetings.

Director, SSP

This directorship is to give board representation of the Sidecar Safety Program, which has been established as a separate entity from the USCA, but is still funded by member contributions.

If you'd like to run for any one of the forgoing positions, all you need to do is the following:

1. One one sheet of paper, give your name, address, USCA membership # and the position that you are running for. Have three (3) other members of the USCA print and sign their names and give their membership numbers.

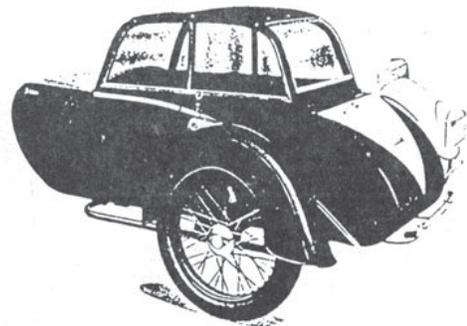
2. On another sheet of paper, put your name and the position that you're running for, followed by a position and background statement. We ask for a limit of 150 words. Please print or type this information.
3. Find a recent picture of yourself, preferably a head shot. (This is optional, but does help others recognize you.)
4. Send all the forgoing to: USCA Nomination Committee Larry DeVos, 248 Jefferson St., Muncie, IN 46222
5. IMPORTANT! Be sure to have your materials sent (postmarked) to the Nomination Committee, no later than December 1, 1992.

The members of the Nomination Committee will review your materials, check the word count of your statement and the validity of the petition. They will then forward the materials on to the editor, who will then publish them all in one special edition of the SIDECARIST.

For those of you that think we should have kept the "old way" of doing things, think about the chance you'd have to actually choose who you'd want running things and the thought that this becomes an organization that is driven more from it's membership.

I hope all of you find this procedure and process easy and clear. Remember, we are just giving elections a try! This is not a major issue, but one that many members thought would bring the USCA some freshness.

--John Dauginas, Past Acting President



SSP



SSP, College of DuPage, Glen Ellyn, Illinois.
Ed Johnson photo.



**SIDECAR SAFETY PROGRAM, COLLEGE OF DUPAGE, GLEN ELLYN, ILLINOIS
May 23, 1992, the following students completed the SSP:**

Berkes, Mary E., Sandwich, IL

Cepek, John K., Bridgeview, IL

Frantz, Ruth B., Sugar Grove, IL -

Hopkins, Terry A., Naperville, IL

Jacobson, Kenneth E., Villa Park, IL

Johnson, Jeanine A., South Holland, IL

Koza, Brian K., Lombard, IL

McKelvey, Loran E., Rockton, IL

Ortlund, Dennis A., Niles, IL

Osborne, James R.Sr., Chicago, IL

Osborne, James, R. Jr., Posen, IL

Perry, Bartley T., Joliet, IL

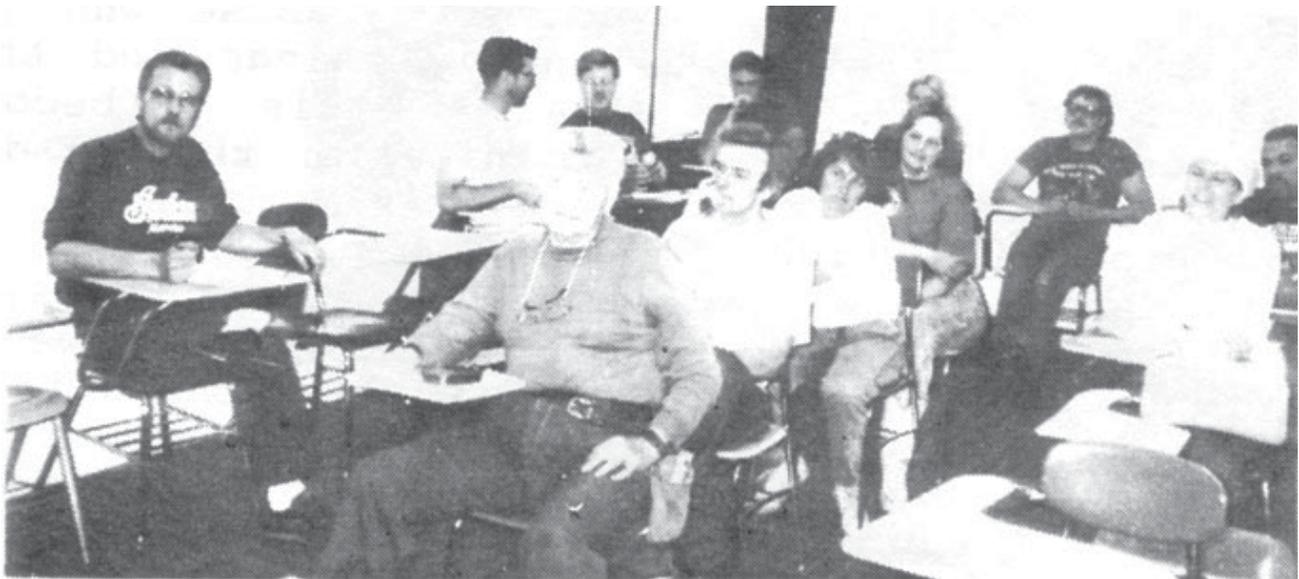
Rotto, Thomas, Chicago, IL

Rusin, Joan A., Lansing, IL

Sasenick, David A., Louisville, KY

Summers, Sharon R., Posen, IL

Course instructors:Ed Johnson, Jim Zikuda, Steve Kames, Kurt Liebhaber, Mitch Goldflies.



SSP, College of DuPage, Glen Ellyn, Illinois. Ed Johnson photo.

SSP.



At the GWRRA Wing Ding, Madison, Wisconsin. Ed Johnson photo.

SIDECAR SAFETY PROGRAM, BMW NATIONAL, DU QUOIN, ILLINOIS.

July 18, 1992, the following students completed the SSP:

Bovard, Karen, Omaha, NE

Burnett, Mary, Nashville, TN

ale, Michael K., Memphis, TN

Greer, Katherine L., Austin, TX

Hill, Thomas J., Odenton, MD

Jeffries, Stephen E., Woodstock, IL

Langley, Elden, Waynebore, TN

Leydon, Joseph J., St. Louis, MO

Mosk, Neal, Flagstaff, AZ

Palmer, Ben D., Baltimore, MD

Robinson, Mark W., Lockport, NY

Stodghill, Jane, Cape Ltirondiac, MO

Course instructors were: Al Blacconeri and Jim Fousek.

SIDECAR SAFETY PROGRAM, GWRRA WING DING, MADISON, WISCONSIN

Participants of the 14th GWRRA Wing Ding, July 27-30, 1992, held at the Dane County Fairgrounds, Madison, Wisconsin, were given an opportunity to take the SS course for the first time.

On Tuesday, July 28, 22 qualified motorcycle riders attended the one hour of classroom. The group was divided into two parts, three hours of range exercises being held in the morning and three in the afternoon.

All the drivers were mounted on Goldwing outfits. Sidecars attached were: Vetter, California, HitchHiker, EML, Escort and Motorvation.

Pete Woodruff, Director of Education for the GWRRA, did a fine job of organizing this event. All sidecar drivers had registered in advance. A trailer, mobile classroom, complete with video equipment, slide projector, overhead projector and chairs, was brought to the site by the Indiana, GWRRA group. (over)

SSP..

SIDECAR SAFETY PROGRAM, GWRRA WING DING, MADISON, WISCONSIN..

The course was conducted by Ed Johnson, Kurt Liebhaber and Marilyn Johnson, USCA, assisted by instructor Bill Noss of the GWRRA Education Division. All 22 students passed and received a completion card from the USCA.

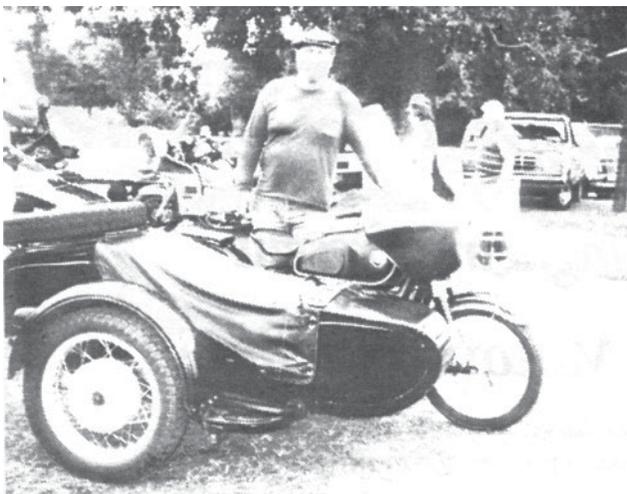
They were:

Bowen, Joyous S., Shawano, WI
Brown, Edward W., Roseville, CA
Casper, Monna J., Idaho Falls, ID
Craddock, Alan, Southfield, MI
Davis, Neil A., Lexington, KY
Dixon, Robert I., Bellevue, MI
Gantz, Stan, Silver City, NM
Hardesty, William N., Coshocton, OH
Johnson, Sandra K., Claremore, OK
Kerr, Lewis J., Tulsa, OK
Konkol, Michael L., Milwaukee, WI

McDaniel, Jane, Plainfield, IL
Muzzillo, Louis, Hudson, IN
Portelli, Fred M., Ocala, FL
Rowe, Walter E., Lodi, OH
Rowland, Les D., Wichita, KS
Ruegsegger, Connie S., Berkley, MI
Rugsegger, Roland J., Berkley, MI
Sowell, Norma J., Jenks, OK
Wainwright, Horace C., New Bern, NC
Wilks, Jim W., Wichita, KS
Wisely, Faye, New Bern, NC
-- Ed Johnson



Graduates, SSP National Rally, front, staff, L to R: John Williams, John Dennis, "Squiggy" Al Blacconeri, Jim Fousek, Ed Johnson. Rear, students, L to R: Mike O'Brien, Lewis Kerr, D. Collum Jr., Vic Hari, Bill and Hellen Holder. Jim Fousek photo.
SEE OVER...



Jake Jacobs, Mulege, Baja California, Mexico. Ed Johnson photo.



Sidecar School - Jim Fousek photo.

Rally



Getting ready for field events.

USCA NATIONAL RALLY 1992

By Greg TenBrook

Photos by the author unless noted otherwise

I was able to get away from work for a day and a half to go to the 1992 USCA National, but without the wife, kids and sidecar. I went on my trusty 1975 BMW solo bike.

Upon my arrival in Evansdale, Iowa, at around 6:30p.m. Thursday, the registration tent had already closed. Before I could find a campsite, I ran into Spencer Bennett and the Do-Dah Sidecar Club from the Memphis area, and went out to supper with them.

After eating, I went back to camp to set up before dark, locating fellow Hoosier Hacks members, Fred Huntman and Phil Bickwermert, and set up next to them in what we thought was an ideal area. The camp ground was a city park in which we had a large group of locals next to us.

I spent the evening looking up old friends and meeting a few new ones. It was nice to be able to relax

at this year's rally. At about Midnight, it started sprinkling lightly and was enough to send everyone to bed for the night. Our non-motorcycling neighbors next to our camp were rude, obnoxious and loud. I just put in my ear plugs and went to sleep. I found out later, the group was told to be quiet at 2:00a.m.

I got up at 5:00a.m., took a shower and then went to breakfast with Phil, Chris and troublemaker Keven.

The demo rides were Friday and Saturday, but I did not get the details on how many people took advantage of this unique opportunity. There were several vendors set up, and a local motorcycle dealer from Ames, brought a new Coldwing with six miles, a Venture, a Voyager and a full dress Harley. That was a very generous gesture, indeed. I did try the Harley and it was very enjoyable.

I noticed Jim Dodson of HACK'D magazine, taking different rigs out for test rides, including a Nimbus rig from Denmark.

Rally..

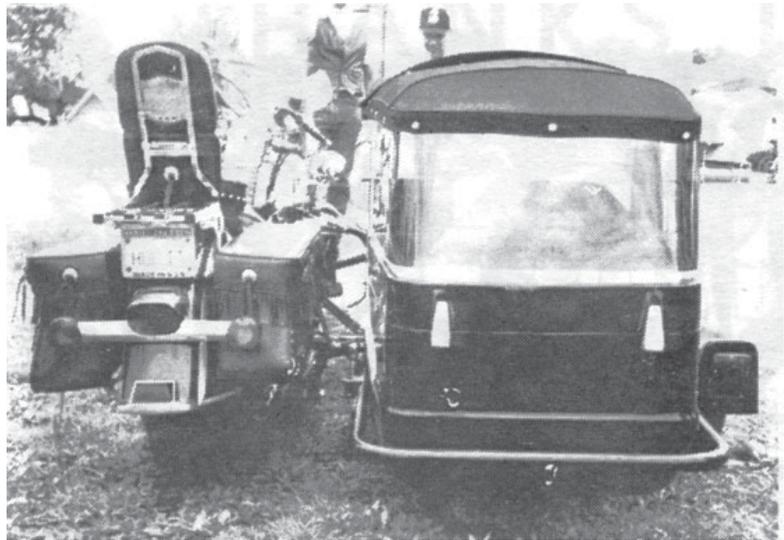
There was plenty going on at the rally and all you had to do was look at the schedule. If you wanted to see some old farm equipment, there was a John Deere convention going on in Waterloo, that was many times bigger than the sidecar rally. There was also a dinner ride that many went on.

A fellow I met during the day, could have been a candidate for the hard luck story. On his way from California, on his BMW/California Friendship rig, he blew his transmission in Nebraska. He bought another BMW in perfectly good condition, removed the transmission for his rig, then shipped the rest of the bike back home.

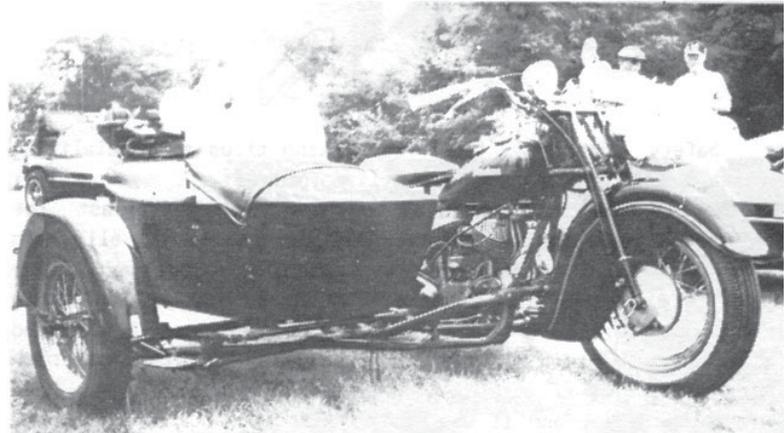
The weather had been good all day Friday, with no rain. A local news crew had been to the rally earlier in the day, so I found a camp with a TV and we watched 40 minutes of news to see six seconds of the rally and that was it. There must have been too much other news to devote any more to the sidecarists.

I made it back to camp at 1:30a.m. Saturday, and our noisy neighbors were more numerous and more noisy than the night before. I put in my ear plugs and went to sleep. Found out they did not get quiet until 4:00a.m. I was up and showered by 6:30a.m. Then, Fred, Phil and I decided it was time to pay back our noisy neighbors. At 7:00a.m., when all the sidecarists were awake, we three started up our cycles and Fred and Phil tuned to the same radio station then cranked the radios up full blast. Fred took off riding in between their tents blowing his horn. Joe from the Crossroads club, got involved and started howling and imitating Fred Flintstone with loud Yabba Dabba Do's.

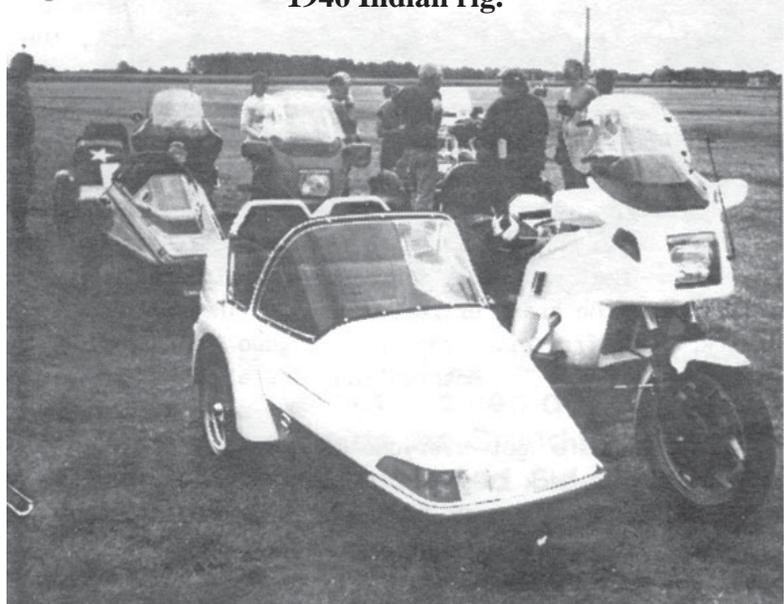
One of the rally workers unknowingly helped our cause when they were announcing the pancake breakfast over



1992 Watsonian Oxford mounted on Harley Heritage Softtail. Painted and rigged by Kurt Liebhaber of SCF.



1946 Indian rig.



Getting ready for the Sidecar Safety School with instructor Al Blaconeri.

Rally..

their bike P.A system. Donna F. told them to make sure those people knew of the breakfast so they rode next to their tents and blared away. Later that morning, the noisy non-motorcycling campers packed up and went home. It was quiet there for the remainder of the rally.

The pancake breakfast was very good and popular, if you did not mind the wait, and many people took advantage of it.

There was a poker run scheduled along with a bike show, Sidecar Safety School, tech session and field events. Even though I was on a solo bike, there were events I could participate in. Fred Huntzman was my passenger and helped me win a few trophies. I helped Fred win blind man's bluff with Fred driving his rig. There was a lot of activity going on at the rally and it was nice to have the free lemonade and ice water available.

A full time announcer at the main shelter area, did a good job of keeping everyone informed.

The Iowa pork chop dinner was very good and the serving line went quickly. The awards ceremony went smoothly and did not take very long. There were lots of door prizes, with the grand prize being a Back Pack Trailer, graciously donated by Motorvation Engineering.

George Wolfe got everyone's attention going back to his motel, when he lit up the back tire of his six-cylinder CBX with straight pipes and Wolverine sidecar.

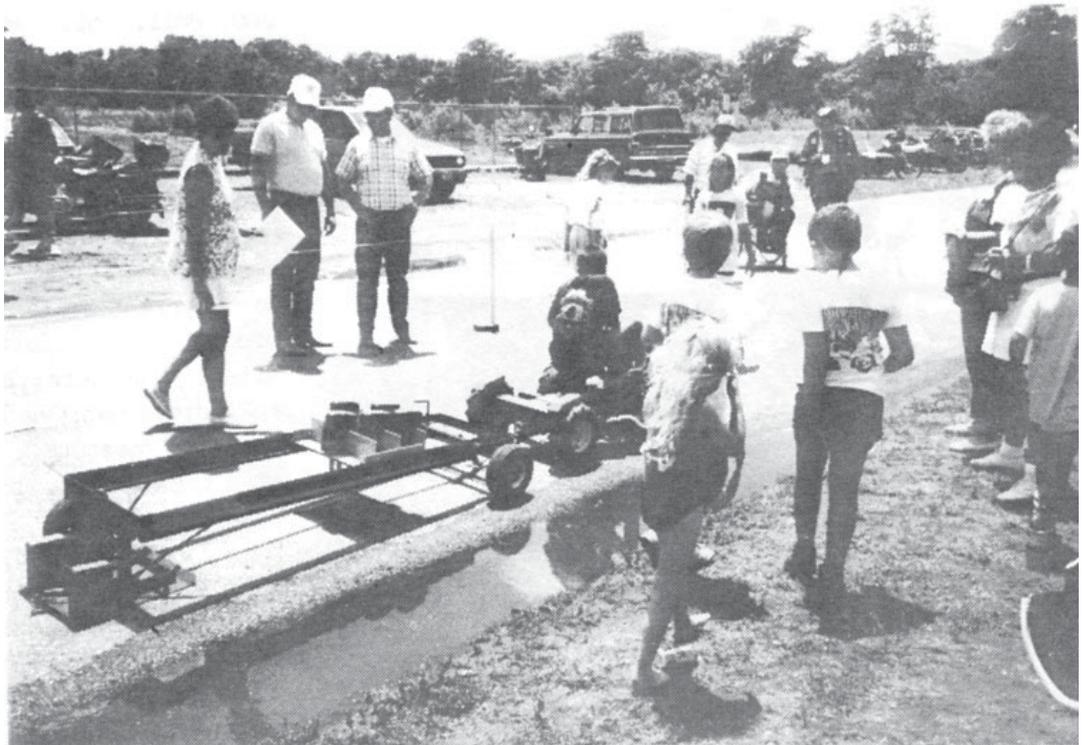
The rally was winding down with only Saturday evening left for kicking tires and socializing until morning.

The weather forecast for Sunday was not good at all, with rain scheduled for all day. Sunday morning I had just got everything out of my tent and it started pouring very hard. I had to pack up my wet tent in a very hard rain. I was not really upset, since we had such good weather for the rest of the rally.

Bruce, Dick, the rest of the Iowa Sidecarists and VTS club, did one heck of a job and put on a great rally. Everyone made you feel welcome and the rally workers were enjoying themselves. I would not hesitate to go to another rally there.

There was a professional video man taping the rally and there will be a video available for sale as soon as it is edited.

Art and Carol Massey, with Jim and Marilyn McManus of Allegheny Sidecar Campout fame, have decided to host the 1993 National in Pennsylvania, August 5-8.



The Kid's Tractor Pull. Bruce Shaeffer photo.

Rally..

USCA NATIONAL -1992

THEY RODE FROM:

Top Five

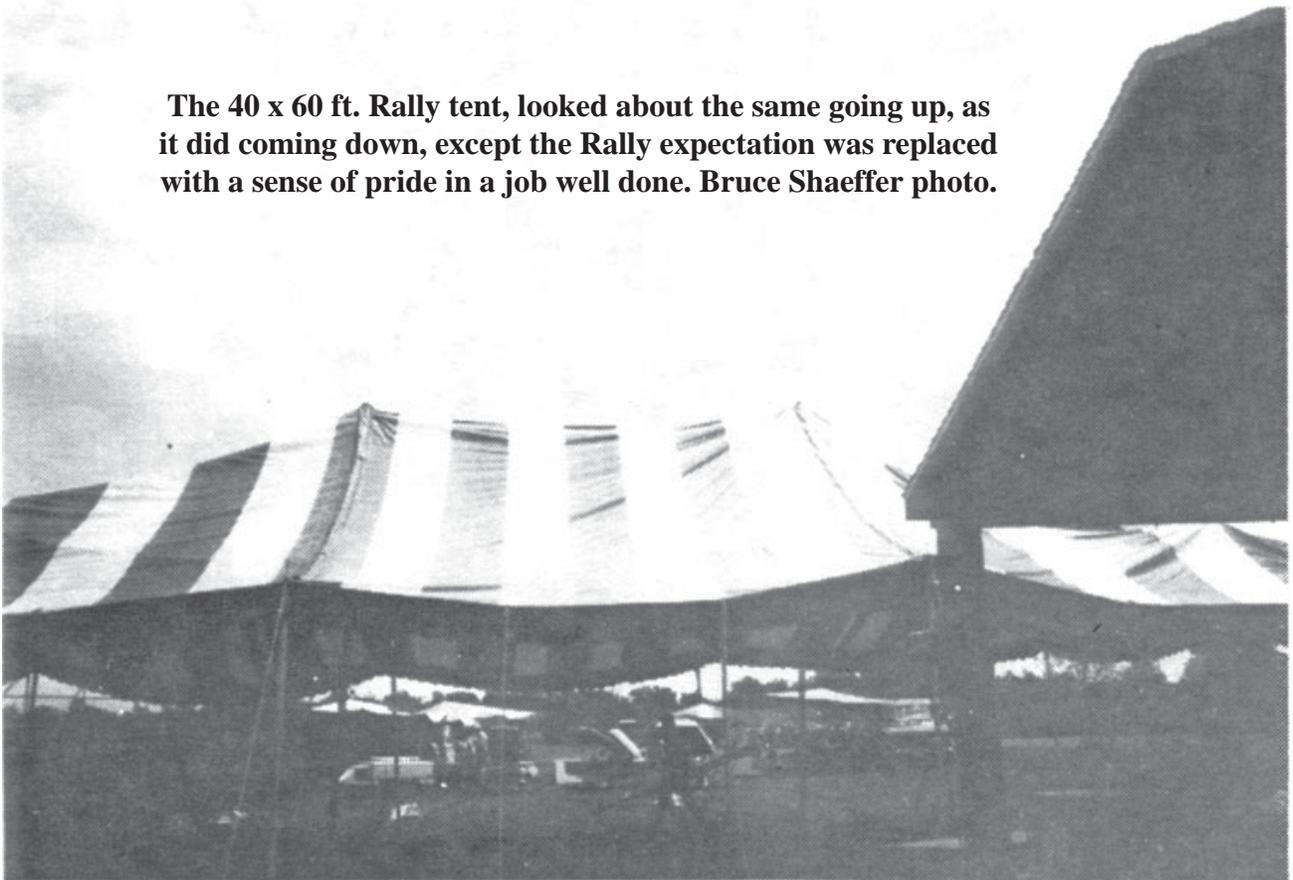
#1 Illinois	40
#2 Iowa	24
#3 Indiana (tie)	18
#3 Wisconsin (tie)	18
#4 Minnesota	12
#5 Kansas (tie)	8
#5 Missouri	8
Alberta, Canada	2
Arizona	2
Baja CA, Mexico	1
California	5
Florida	1
Kentucky	4
Maine	1
Maryland	1

Michigan	4
Mississippi	1
Nebraska	1
New Mexico	1
New York	1
North Dakota	2
Ohio	6
Oklahoma	5
Ontario, Canada	4
Pennsylvania	4
South Dakota	1
Tennessee	3
Staffs, England	1
Texas	1
TOTAL	181

WHAT THEY RODE

BMW	32
Harley-Davidson	33
Honda	73
Indian	1
Kawasaki	6
Moto Guzzi	7
Suzuki	8
Trike	2
Yamaha	13
Car	6
TOTAL	181

The 40 x 60 ft. Rally tent, looked about the same going up, as it did coming down, except the Rally expectation was replaced with a sense of pride in a job well done. Bruce Shaeffer photo.



Rally..

USCA NATIONAL -1992

THE SIDECARS WERE

Wichita Aero	2
Dryer Indy Police	1
SCF Custom	1
Hedingham	2
Homemade	1
Bender	1
Ural	5
EML	12
Champion Escort	5
Ultra	5
Velorex	13
Gayel	1
Good One	5
Harley-Davidson	14
Friendship	24
Motorvation	15
Spirit America	1
Goulding	
Sport Rocket	2
Watsonian	4
Java	2
Vetter	9
Easy Rider	1
Wolverine	1
Hitchhiker	2
Stier	1
Steib	1
Ride-by-Side	2
Spyder T-1	1
Coupe Royale	1
Astro	2
Squire	1
Barnsly	1
Heritage	1
TOTAL	140



Summary: there were 319 registered, plus 26 workers for a total of 345.

Well, the Rally is over, the tent is down, the park cleaned up and we hope everyone had a safe trip home.

We want to thank everyone who came to the rally and made it the successful rally that we think it was. This is not a sure fact, but we were told it was the second largest rally that USCA has held (hope that is true). Any way, we sure do think so and it was because of you people all over the USA, Canada, Mexico and England, that made it possible.

We do hope that someone steps up and takes on the 1993 rally, as it is a full year's job to get it all up and running. We will give all the help we can to whoever takes on the job, just let us know.

A Rally Video is available from my son, Ed Shaeffer, and may be obtained by contacting him at JEM Video Productions, P.O. Box 285, Shellsburg, IA 52332, 1-800-551-6649. The cost is \$20 plus \$2 shipping and handling.

We would like to thank everyone in the Central Iowa Side Car Association, for all the help in getting the job done, and most of all, the Venture Touring Society #2. Without Hal and Georgia Nolting and their club, we never would have made it, for sure.

Again, many thanks to all and hope to see you next year at the 1993 USCA National Sidecar Rally.

Bruce Shaeffer Evansdale, IA



Mike Dale of Memphis, TN, borrowing Spencer Bennett's rig for the Sidecar School.

Rally..

CONTEST WINNERS, 1992 NATIONAL RALLY, EVANSDALE, IOWA.

Oldest solo rider - Carl Sorenson - 75 years young.

Oldest couple - George & Ruth Arrington - 73 & 77 years young.

Longest distance female - Mary Weidel - 747 miles.

Longest distance male - Gerry Barnes, Alberta Canada - 2,375 mi.

Youngest passenger - Jim Tures - 2 years old.

Coloring Contest

Jason Will - 14	12-14 age group
Ryan Lauersen - 9	8-11 age group
Eyia McCalment - 6	5&6 age group
Joe Magin - 4	4 year olds
Amanda Greene - 2	2 year olds

Pedal Tractor Pull

Vaughn Etringer	9-10 year olds
Stacy Greene	7-8 year olds
Megan Greene	5-6 year olds
Trisha Etringer	3 year olds

Poker Run

1st - Carl Heinicko - Flush
2nd - Connie Coe - Full House
3rd - Francis Marqueling - Three of a kind (Aces)
Joel Mattson (tie)

Low - Leverda Muname

Bike Show

1st Nancy Garnache -

Harley-Davidson - bike only

2nd - Terry Huckens & George Vignovich - bike only,:

Honda Goldwing, Moto Guzzi

1st - Erling Lauersen - Nimbus bike and sidecar

2nd - Dick Huckens - Honda Goldwing - bike and sidecar

Field Events

Sidecar Ping Pong

1st - Dick Huckens - 23.9 2nd - Keven Heiser - 28.87 3rd - Nancy Garnache - 29.38

Sidecar Hot Dog

1st - Dave Coffman - 18.84 2nd - Dori Greene - 19.28 3rd - Kevin Heiser - 22.06

Sidecar Ride The Rail

1st - Jeff Tures - 3.8, 2nd - Erling Lauersen - 4.1 3rd - Fred Huntman - 4.5

Blind Driver

1st - Dori Greene - 24.93, 2nd - Fred Huntman - 41.23 3rd - Bob Farris - 41.94

Solo Bike Slow Ride

1st - John Painier - 33.5 2nd - Nancy Garnache - 26.0 3rd - Al Marten - 24.7

Solo Bike Cracker/Balloon

1st - Cathy Marten - 14.09 2nd - Al Marten - 20.1, 3rd - Greg TenBrook - 29.44

Solo Bike Ping Pong

1st - Al Marten - 22.0, 2nd - Bob Farris - 24.91 3rd - Cathy Marten - 27.5

Solo Bike Hot Dog

1st - Bob Farris - 18.22 2nd - Greg TenBrook - 22.06 3rd - Richard Evans - 23.15

GRAND PRIZE WINNER

Motorvation Trailer

Francis Marqueling, Ft. Wayne, IN.

Ed Johnson

Rally..

A REPORT FROM TREVOR & PAM QUICK, USCA MEMBERS AND FAR, FAR, EAST REPS OF THE EAST WISCONSIN CHAPT.

We were asked by Ed Johnson if we could write an article for The SIDECARIST about the 1992 Annual Rally, which we recently attended. And this, we will gladly do. I would just like to say, if you are looking for a list of results, this is not the place to find it, as this is really just a personal view of the Rally. We are also heavily biased, because we always enjoy ourselves so much, meet so many friends and are made so welcome!

We did wonder, when we first got the flier, exactly what was meant by "primitive camping". Well, even though we arrived on the Tuesday night before the

Rally officially began on Thursday, we were quite happy with the wait. The open showers amused me, and I learned to control the seriously HOT water.

We chose to pitch camp under a small clump of trees, which overlooked the central field where

the events and gatherings took place. And we managed to find a spot for almost all of our Wisconsin friends, Jack from Kentucky and Jim and Chrissy Dodson. It became a little home away from home, during the Rally.

But arriving very early, you get to see almost everyone as they arrive, and you do not miss a thing. The time flew by. There seemed so many people to talk to, and so much to do. The organizers had thought up a whole lot of things to do, on and off site. The only reason we did not participate in any of the self guided tours, poker runs, or visits to the John Deere Expo, was that there was so much to see and do on site that we did not want to miss any of it! We only left the site to eat.

As in every other year, we were impressed with the friendliness of everyone. It was particularly good to see the organizers coming to the

rescue of Jess and Jeep from Missouri. they found themselves with a problem, which the good organizers solved immediately by lending them a tent. Everyone was happy, thanks guys!

Thursday was mostly arrivals, though we took the time to look around then, and during the rest of the event, at the various trade stands.

On Friday, I attended the Newsletter Editor meeting, and as always, was impressed by the real keenness of everyone. Many of you struggle along single-handed, and you all seem far more "computer literate" than us over here [in England]. We tend to rely more on typewritten proofs, which are then sent to a professional printer. Of course, one of the problems in the USA, is the sheer distance between interested parties! But I am sure all your enthusiasm will have good and productive results. Keep up the good work.

We then watched some of the kid's tractor pull and other games, including the "Watermelon eating without hands" contest. Messy, and great fun. We did not indulge in any of the demo rides, but lots of other people seemed to be enjoying them. From what I heard, the supper rides were popular. We never got to go on one as we kept dining out with separate lots of friends. On the Friday night we had a cook out, at the invitation of Keven and Lori from Illinois. They did all the hard work... we just bought the wine! We sat, eating and talking happily, throughout Friday evening.

The live music was just so perfect from where we sat, that we never got so far as going right up to where everyone else was gathered, and I am sure we missed some fun, but we were lost in a real good atmosphere... and a few more folks drifted up to join us.

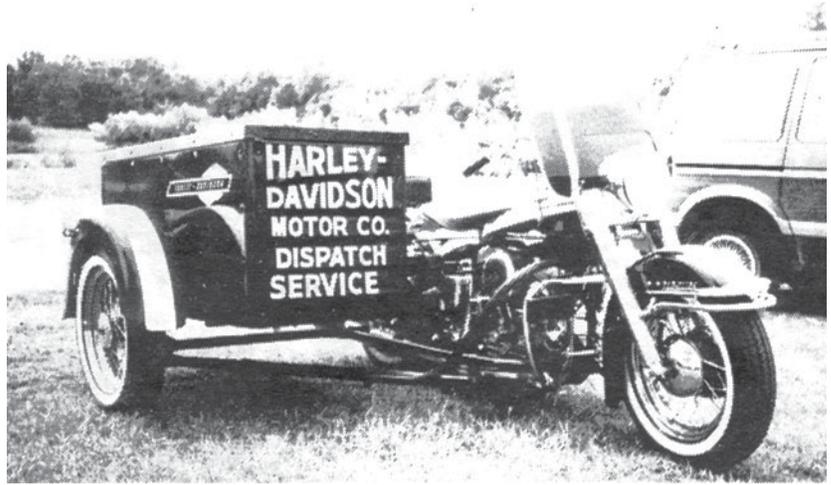
It was just how a rally should be and on the most perfect summer evening too. When people at home wonder what it is that we see in side-cars, and why we always go to a rally so far away in the USA, I shall always think of that Friday night, and also of the slogan: "If I have to explain, you'd never understand".

Rally..

Saturday was another day full of effort and hard work by all the organizers... we saw the kids enjoying themselves, and we intended to see the sidecar safety school, but we never made it. Too busy talking! We voted in the "People's Choice" sidecar and solo show, but really it was unfair... all those rids and solo bikes were a true credit to their owners and riders, and it was very difficult indeed, to have to pick one.

We managed to get to watch the field events, very well throughout, and to us, they went on for just about the right length of time. The Weenie Bite was the most fun to watch. Oddly enough, no one seemed to want to eat the complete weenie afterwards. Can't imagine why. But it was just a plain weenie, not nasty ketchup, mustard or worse, in the interest of clean clothes! Another fun to watch was eating a saltina biscuit (lots of spluttering), then blowing up a balloon and sitting on it to burst it. But all the events were well done and well run. Congratulations to all involved.

The Rally dinner went off smoothly. I think every one managed to get seated without too much of a problem and the pork chops were really delicious. We wandered away for a few minutes after that (talking again) and missed some of the prize ceremony, but it seemed to go off smoothly and I hope everyone was pleased with their awards. Speaking as a rally organizer myself, along with Trevor, of course, I would like to congratulate all involved and thank them.



Nice old Harley Combo.



Kevin Bickwermer from Plainfield, IN, in the tractor pull contest.

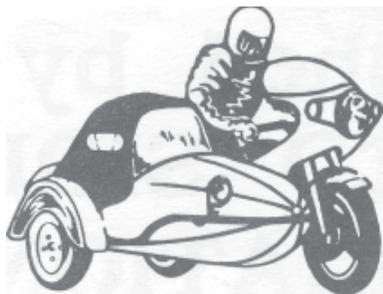


At the Sidecar School.

Rally..

The final Sunday morning was memorable. My goodness it rained. Some wise souls left very early. The rest of us, tempted by that delicious coffee and those fabulous doughnuts, drifted over to the marquee, where we enjoyed our goodies, and then got well and truly caught in the deluge. Even the preacher at the church service commented that "HE must think some of you need Baptizing". But there was a good atmosphere, even from the folks that faced packing up in the extreme wet, followed by, presumably, a WET ride home. So everyone got to say good-by, waving at everyone covered in wet weather gear (hard to recognize, after all those days of seeing folks in shorts).

This was Our sixth consecutive USCA Rally. They have all been highly enjoyable and memorable, and this one was equally so. It is great to see people whom perhaps you only see once a year, at "The Annual", so speaking personally, Trevor and I really hope that we can see all you good people again in 1993, wherever it is. Here's to you!



Steve and Ryan Clark, of the Sidecar Connection, with their CMW Sidecar.

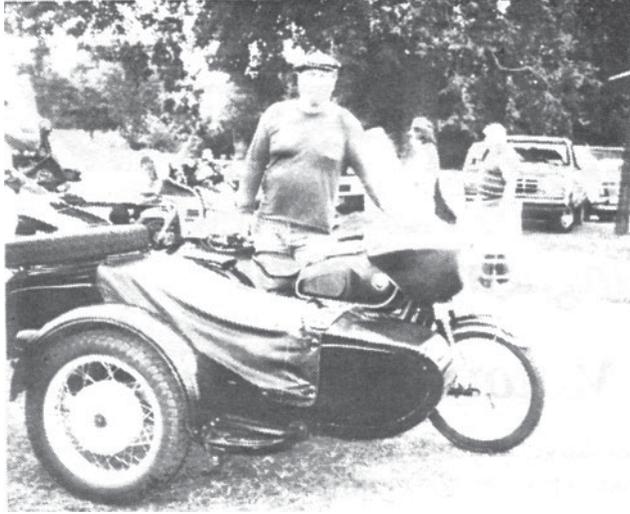


George Stevens, Maryland, watches Honda scooter rig go by.

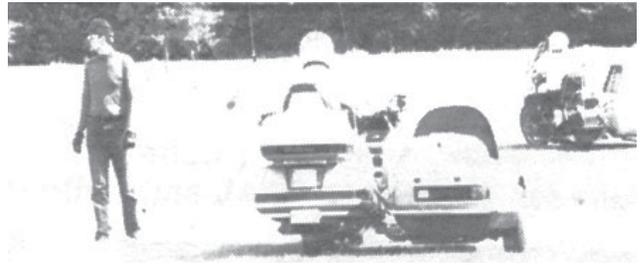


Al Blacconeri giving last minute instructions for Sidecar School.

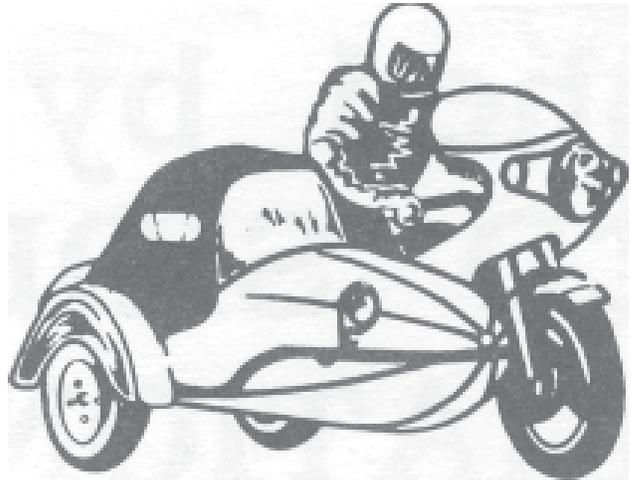
Rally..



Jake Jacobs, Mulege, Baja California, Mexico. Ed Johnson photo.



Sidecar School - Jim Fousek photo.



Graduates, SSP National Rally, front, staff, L to R: John Williams, John Dennis, "Squiggy" Al Blacconeri, Jim Fousek, Ed Johnson. Rear, students, L to R: Mike O'Brien, Lewis Kerr, D. Collum Jr., Vic Hari, Bill and Hellen Holder. Jim Fousek photo.

Membership

REGIONAL DIRECTORS APPOINTED AT NATIONAL RALLY, EVANSDALE, IA.

Accepting the positions are, Spencer Bennett, Southeast Region, 961 Charter Oak, Southaven, MS 38671, (901)393-4887.

Rodger Mattson, Central Region, P.O. Box 612, Jenks, OK 74037.

Spencer heads a sidecar club in his area and has organized and headed activities for the local BMW club.

Rodger is a Reverend and has just moved into the state of Oklahoma, called to a church there, leaving the state of Illinois.

A regional director represents the membership and maintains contact with local sidecar clubs or associations within the director's region.

An example of this would be the Heartland Flyer, distributed by Ed Johnson, listing sidecar rallies, or campouts, each year in the states of Indiana, Wisconsin, Ohio and Michigan.

This pretty well rounds out the positions needed to administer the affairs of the USCA. However, these are appointments, and all members of the Board will have to stand for election, when the machinery is set up.

The concept of regional directors is the crown jewel of the new Association's Bylaws, as adopted in 1992. Each person in this position is now a member of the Board of the USCA. This decentralization will make the USCA a more democratic organization. Local needs will be addressed better, this way.

Candidates are solicited for the Northeast Regional Director, Western Regional Director, President of the USCA.

Ed Johnson



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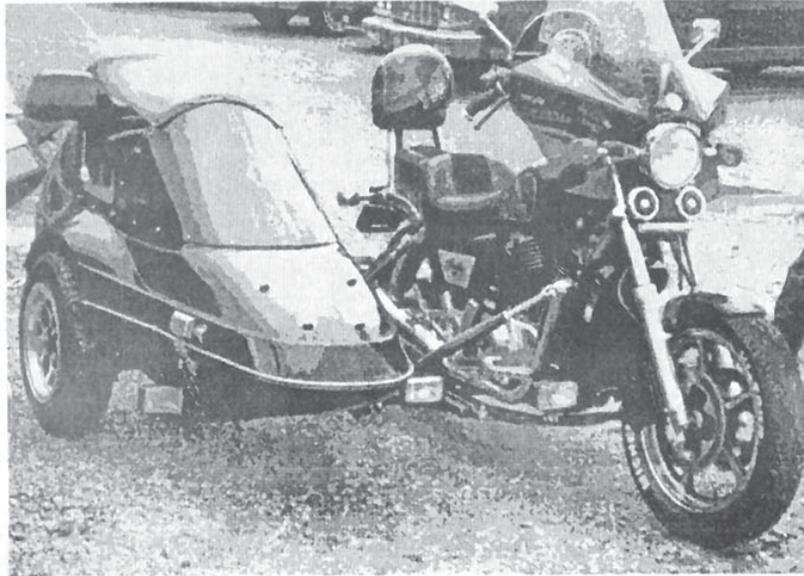
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Houston Cyclorama

November 26 - 29, 1992
Houston Astro Hall
Houston, TX

Anaheim International Motorcycle Show

December 11 - 13, 1992
Anaheim Convention Center
Anaheim, CA

San Francisco International Motorcycle Show

With the AMA/Budweiser Indoor Motocross Nationals
January 8 - 10, 1993
Cow Palace
San Francisco, CA

Seattle International Motorcycle Show

January 15 - 17, 1993
Washington Trade & Convention Center
Seattle, WA

St. Louis International Motorcycle Show

January 22 - 24, 1993
Cervantes Convention Center
St. Louis, MO

New York International Motorcycle Show

February 5 - 7, 1993
Jacob Javits Convention Center
New York, NY

Chicago International Motorcycle Show

February 12 - 14, 1993
Rosemont/O'Hare Expo Center
Chicago, IL

Detroit Cyclorama

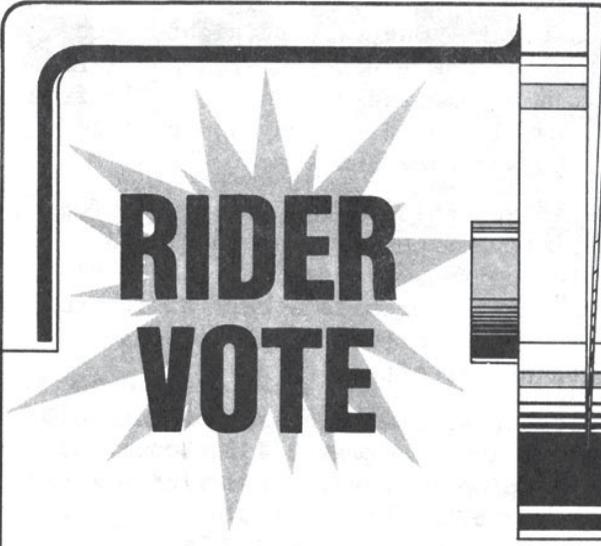
February 19 - 21, 1993
Cobo Hall
Detroit, MI

Philadelphia International Motorcycle Show

February 26 - 28, 1993
Valley Forge Convention Center
Philadelphia, PA

Daytona International Motorcycle Show

March 4 - 7, 1993
Daytona International Speedway
Daytona Beach, FL



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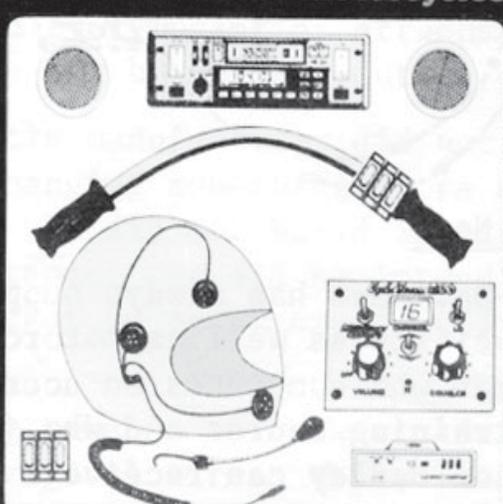
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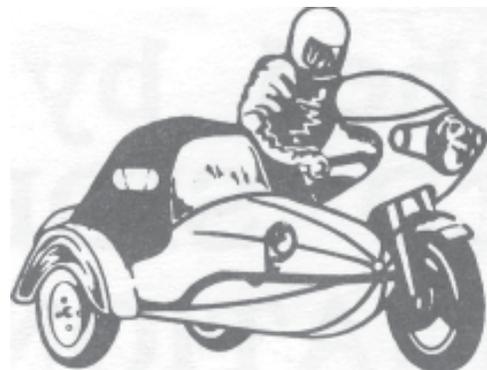
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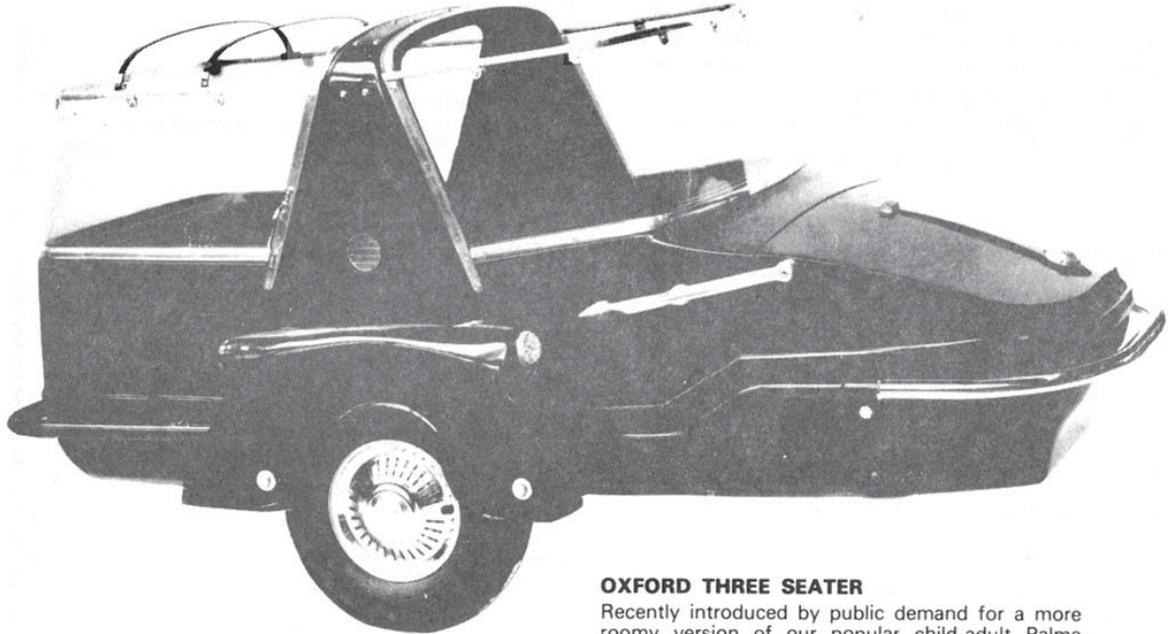
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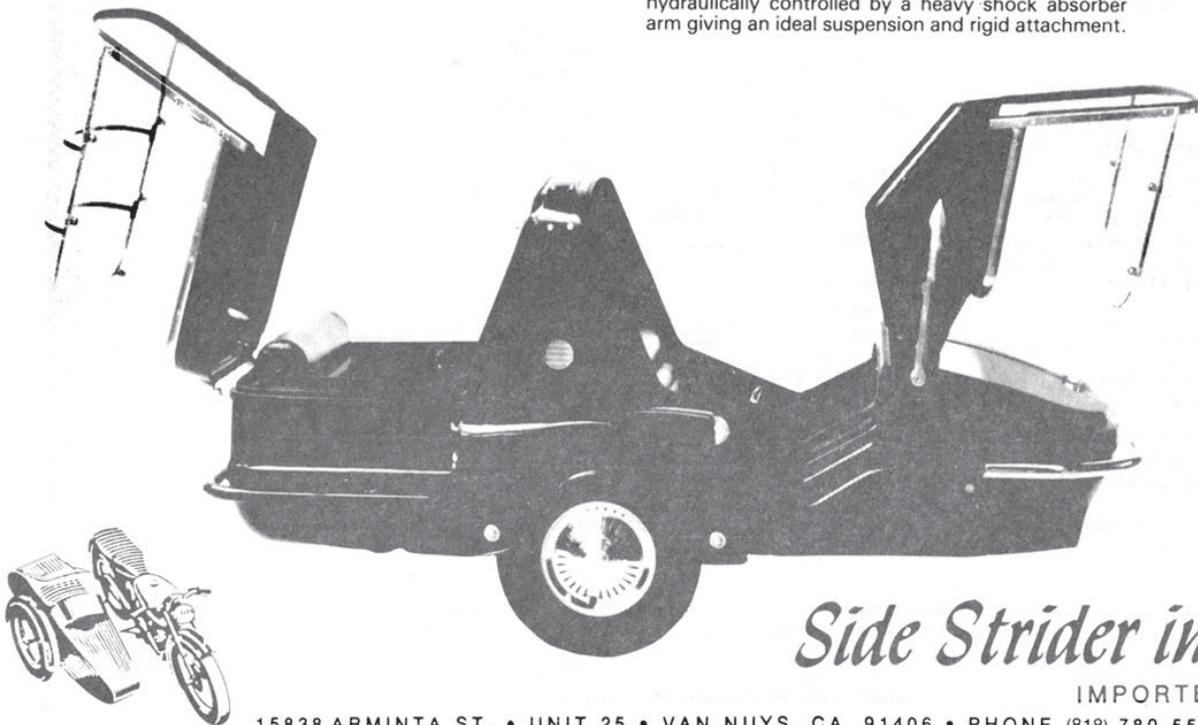


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September 11-13, So-Long Summer Sidecar Campout, Fortville, IN. American Legion Park, 1-mi. No. of Fortville on Rt. 13. \$3.00 rally fee. Camping, \$5.00 per night. Info: Hoosier Hacks, Fred Huntelman, 1-317-831-8105.

September 19, 20, 10th Annual Ears Across the Border, Burlington, WA.

October 10, 11, Sidecar Instructor Preparatory School, McHenry County Community College, Rt. 14 & Lucas, Crystal Lake, IL. \$75 tuition + \$15 for Sidecar Instructor Manual. Info: Ed Johnson, Coordinator, SSP, 610 E. 162nd. St., So. Holland, IL 60473, (708)333-9167.

October 16-18, First Annual HACK'D Invitational campout. Jim and Chris Dodson are hosting this campout in Buckhannon, WV, free of charge. Early arrivals are encouraged to join in on work parties. The Dodson's are making no promises, but hope all attending will enjoy the 40+ acre rural setting with creek frontage, free firewood and Fall foliage. Directions: Six miles north of Buckhannon, WV, turn east on Hackers Creek Rd., off Rt. 20 at Hodgesville, and follow the signs.

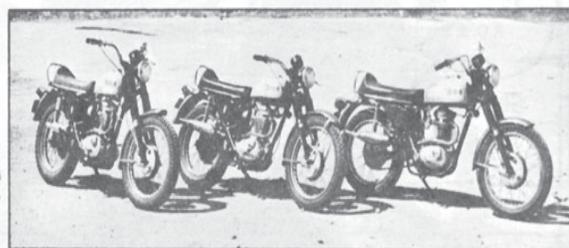
October 17, 18, 2nd Annual Redbud Express Campout. Mary Wiedl, 4106 NW 34th St., Oklahoma City, OK 73112

October 24, 25, 21st Annual Griffith Park Sidecar Rally, Mineral Wells area, Los Angeles, CA. Information: Doug Bingham, 15838 Arminta St., Unit 25, Van Nuys, CA 91406. (818)780-5542.

October 24, 25, 3rd Annual Pop Dryer Memorial Run. Check with Hoosier Hacks, Larry De Vas, 2208 S. Jefferson, Muncie, IN 47302, (317)284-7379.

March 19-21 1993??, Washington's Birthday, 1993, 20th Annual Brass Monkey Sidecar Rally, El Golfo, Sonora, Mexico. Information: Dave Tenpenny, 2671 W. Tolosa Cir., Tucson, AZ 85701.

August 5-8, 1993, USCA 1993 NATIONAL RALLY, Pennsylvania area. Details to follow in next issue. Information: Art & Carole Massey, 280 Congress St., Bradford, PA 16701.



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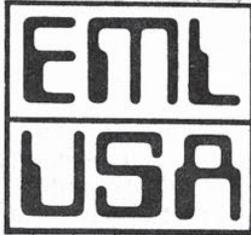
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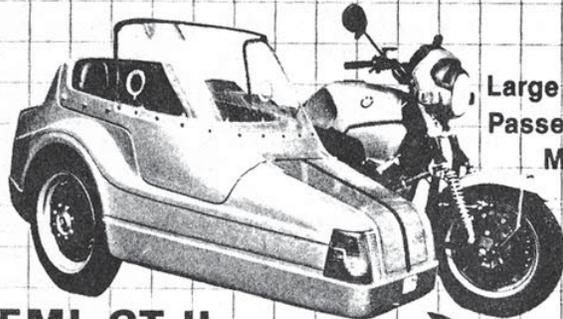
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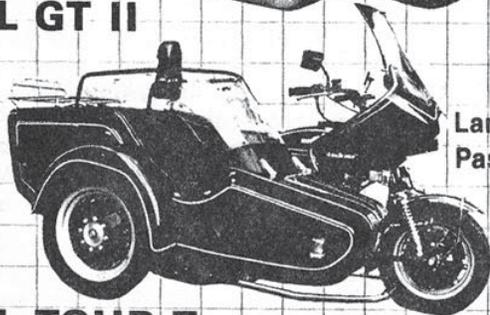
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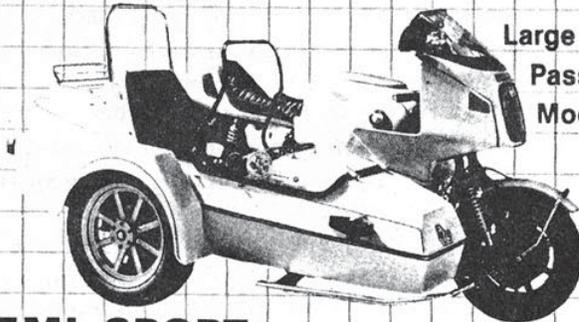
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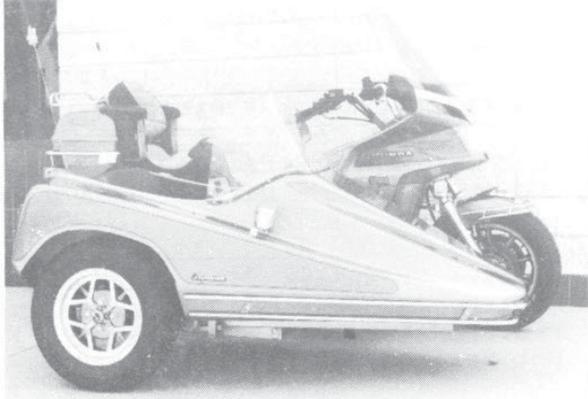
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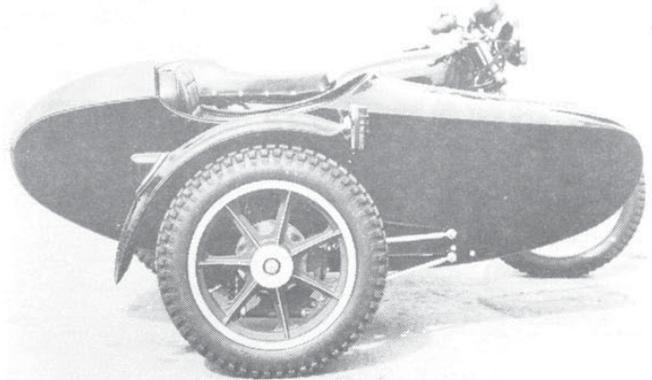
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Formula II

The Formula II is the state of the art sidecar, with a modern aerodynamic design. The wide track, designed for today's big touring bikes, not only adds stability in right hand turns, but permits a 28" sofa style seat, which removes easily for cargo or sleeping, and accommodates two people side by side. The optional adjustable (while driving) torsion handle eliminates sidecar pull to the right. Options include, custom color match, front flip up access for easy entry and exit, convertible top, a sophisticated independent disk brake system, extra fuel systems 10 and 4 gal., front tube bumper, rear light bar bumper, fold down rear luggage rack. Motorvation has mounting hardware for all motorcycles 500 cc and larger.



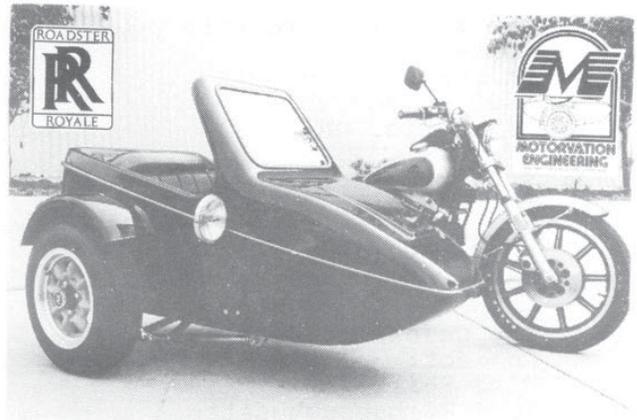
Spyder T-1

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



Coupe Royale

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



Roadster Royale

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

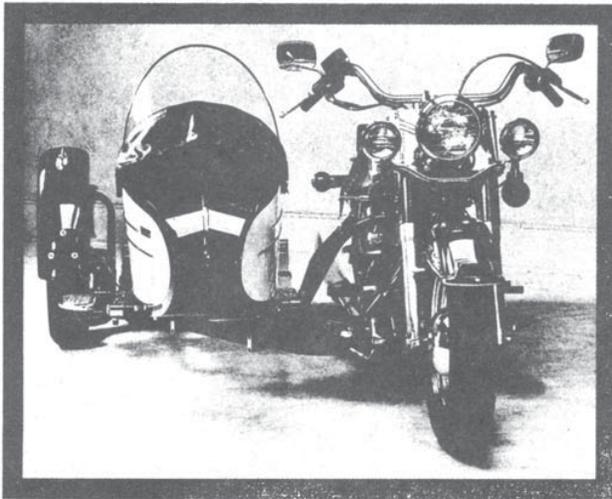
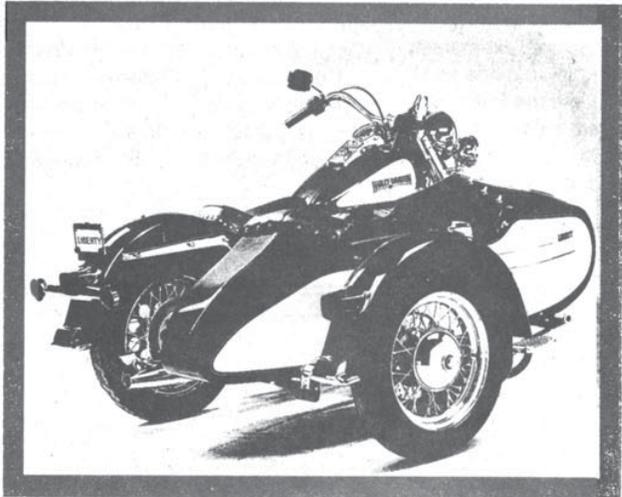
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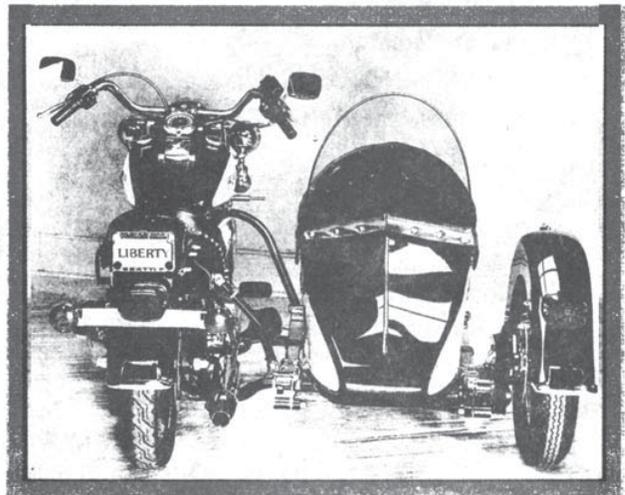
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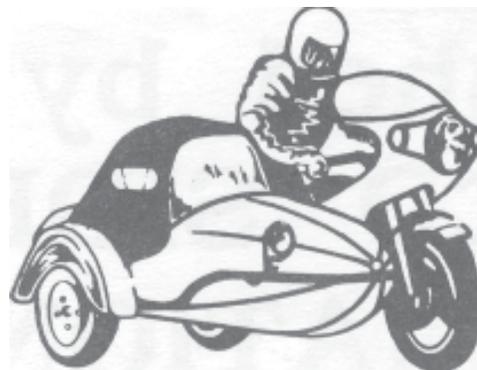
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