

THE SIDECARIST



*Published by the
UNITED SIDECAR
ASSOCIATION, INC.*

*MARCH
APRIL
1996*

The Sidecarist

U.S.C.A. Board

President: Larry de Vos

Vice President: Jim McManus

Secretary: Al Roach

Treasurer: Terry Strassenburg

Regional Directors

Northeast: Steve Clark

Southwest: Spencer Bennett

Midwest: Greg Tenbrook

Central: Rodger Matteson

Western: Alan Huntzinger

SSP Director: Ed Johnson

USCA Administration

Editor: Bob Anderson

Advertisng Mgr.: Selma J. Heaton-De Vos

Bookstore Manager: Marilyn Johnson

Bookkeeper: Marylin Johnson

Membership Register: Al Roach

National Rally Chair: Al Schultz

Historian: Jim Rubens

Opinions expressed

Opinions expressed in articles are those of the contributors and do not necessarily reflect viewpoints of the USCA or its Committee. Material is copyrighted, 1996. Articles may not be reprinted without written permission.

Mailing addresses

The mailing address for magazines to Al Roach, 130 S. Michigan Ave., Villa Park, IL 60181.

The mailing address for editorial materials to PO Box 191, Lakeside, CA 92040. Include self-addressed stamped envelope with materials if materials are to be returned.

Contents

Mar. 1 - Apr. 30, 1996

Volume 20 No. 2	Page
Leanout	3
Letters	4
Everything Else	6
USCA Rally Poster	7
"Going Some" 1913	9
Bathtub Derby	10
How I Built An Air Shifter	12
In Search Of Excellence	16
So-long Summer Sidecar	18
Sidecar Safety Program	21
Expo Poster	22
The Return Visit	24
24th Griffith Park Sidecar Rally	30
Instructor Corner	33
Side Strider Advt	36
Coming Events	37
Jawa Advt	38
Classifieds	39
Manufacturers and Services	40
Classified Ad Form	42
USCA Books and Goodies	43
USCA Application/Renewal	44

CONTRIBUTORS

Ed Johnson, Robert Bolton, J.R. Ewing, Billie Stone, David L. Hough, Bob Anderson, Rino Chasers.

COVER

Griffith Park Sidecar Rally, 1995. Politically Correct terminology or not, let a handicapped or physically challenged sidecarist show up and there is definite interest. If most of us don't outright wonder how we would cope under similar circumstances, we do have a mechanical interest in how they ride! Photo: Bob Anderson. See the article on page 30.

Lean-out

Producing a magazine is sometimes like going through time warps. For instance, when I put together the January-February 1996, issue, it was November of 1995. An issue before that, I was having to remember to pass along Season's Greetings to readers in September heat.

Yes, if you think lead times are a problem when it comes to getting your event listing or classified ad in, in time for the issue you want it in, well... you ain't half as frustrated as I am at times.

Yesterday was January 22, 1996, and I was trying to put together a report on the Griffith Park Sidecar Rally from last October, while it was raining and even sleeting a bit.

Just a week and a half before, I was finally getting around to washing the crud off the rig after the 300 mile trip to Griffith and back. Yeah, I know that's a long time, but there is a story behind it and I have to fill this page with something.

Griffith Park is the end of October, right? Well, a few other diversions and projects come up over the next couple of weeks then the deadline for the January-February issue hits.

I shipped the January-February issue on November 30, come home and here is a message. Come up and get a test bike. Next day, December 1st, my KLR650 is tucked away some 90 miles north in the MCN garage and I am on my way home with a new test Yamaha Royal Star.

"Oh, by the way, we need the test and bike back on the 15th". Mmmm. OK.

For the next week and a half I run around and try and find out something about the bike's specifications. I can't tell you much about a bike if I don't know much about it, can I? Well, the dealers don't know as much as I do. No body has more than basic sales brochure specs. Most of the dealers I try and visit for information, want to know where the heck I got the Royal Star when THEY can't get any!

Well, I eventually got hold of some info and had my test ready and then it rains and my editor gets sick, etc.

The bike return and test delivery get delayed a few days and on the 20th, I show up with the Royal Star to retrieve my KLR.

"Uh, why don't you take this Eliminator 600 instead, and have it and a test back in a couple of weeks."

I ride back home, wondering how I ever managed to get out any Christmas cards this year.

The Eliminator eventually went back on January 10th, two days beyond deadline for this issue to begin production.

This may sound odd to you, but when all the test bikes go back and I ride one of my own bikes back home, it's almost like "having the family all home again". I sort of wander around and look at the "fleet", then get to remembering that I need to check the battery on this one... I should run that one to pep up the battery... oh yeah, the hack needs washing.

Well it certainly did need washing, and in the process of crawling around and cleaning some nooks and crannies, I finally had to admit to myself that I sure could stand to install a new tire on the Watsonian Monza. The OEM British Lee item, was looking sad... even to me.

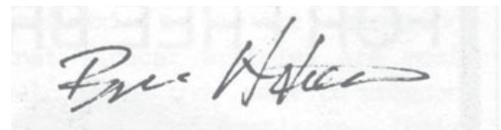
OK, who's got tires in a 5.20510 size? Answer, nobody, but they can all get one from "the warehouse". A few more calls determined who could get it when and what the best price was, and in the meantime, the hack fender got unbolted and the frame jacked up and the wheel removed and into the truck. A few hours later, the British Watsonian was now wearing a NanKang item.

How about that? A comparatively clean rig (as clean as mine ever gets) and a new tire after 42,000+ miles. A day later, it had warmed up to being another nice afternoon, and I jumped on the freeway with the rig and ran into town to harass the guys at the local Harley shop, and make sure the Watsonian would run with the NanKang. And it did OK.

As I relate all of this to you, I had to dash out to the garage to make sure I spelled NanKang correct. Know what? That tire looked awful low. So I got out the air gauge. Zero. Hmmm?

Is the Watsonian complaining, or is the British wheel and NanKang tire going back for further scrutiny by the fellows down at the local tire shop?

I probably should have left the Lee on the rig and never have washed it. It'll just rain on the rig anyway, when I take it to Griffith Park in a few months.



Letters

SHIFTING YOUR BUTT.

Dear Ed Johnson,

At the 1993, USCA National Rally, I took the Sidecar Safety Course, even though I have been driving a rig for 17 years. It was very informative and reinforced my good driving habits, while enlightening me to some bad habits, as well as providing some new techniques I should be using. One of the techniques that the instructors had the hardest time getting everyone to do was "shift your butt". It is a technique that is very important to keeping your rig safe and under control. Once practiced often, it comes quite natural. But now I think you (The Safety Foundation) must take the use of this technique beyond the classroom/practice range and educate the Law Enforcement Society as to the taught and accepted practice of "shifting your butt".

While using this taught and accepted practice on the Skyline Drive, in Virginia, (and well within the posted speed limit I might add) I caught the attention of an oncoming Authority Figure who immediately started flashing his headlights and waving his arm out his side window for me to slow down.

Sorry mister! I wasn't going that fast, it just looked that way.

Anytime someone (authority figure or Mr. Public) sees you leaning off your motorcycle, they automatically think you're hot-doggin it, and that is not the case. This has not been the only case of attracting attention from our law enforcement people, so now I carry a copy of the pages from the workshop handout which cover steering. If I get stopped, I can at least show them the written material which states this is the correct way to drive a rig.

Please give this issue consideration and do what you can to get the word out to our Friends In Blue. We (motorcyclists) get hassled enough without giving them one more reason to pull us over.

Bruce D. Stephens # 1956 Bethlehem, Pennsylvania.

Bruce D. Stephens,

"Shifting your butt", the hallmark of the USCA Sidecar Safety Program, the purpose: "Driver Active" means constantly adjusting the body position to enhance the maneuverability of the motorcycle and sidecar. In the SSP it is explained, and you are shown the effect of weight transfer of your body and the how it effects the handling of your "rig".

The effects of our USCA Safety Program, can be best demonstrated by observing how sidecarists handle their "outfit" before they take the instruction, and how they look after. This is best illustrated at our National sidecar rallies. I have seen this many times. The driver appears as though he is sitting on a case of eggs. The sidecar is driving him. After taking the course, he is now in command. he is driving the outfit.

If the motorcycle and sidecar are properly balanced, exaggerated movements would only be necessary if a sidecarist was exceeding the posted speed limits for the curve, if exercising a decreasing radius turn, or in case of emergency.

Ed Johnson #1 Manhattan, Illinois.

USCA SSP CONTRIBUTION.

Dear Ed Johnson,

A little while back, the "Southeastern Chapter - USCA" was disbanded. The remaining members voted to send the remaining treasury funds to the USCA for sole use within the Sidecar Safety Program. If possible, it would be preferred that the money help to set up some safety training within the Southeast.

Enclosed, you will find a check in the amount of \$420.00.

Best regards,

Gregg Stucke Alpharetta, Georgia.

Letters..

Dear Gregg,

Many thanks for the generous contribution of \$420.00 to the USCA Sidecar Safety Program. I want to personally thank you Gregg, Larry Lehr, and all the other members of the now disbanded USCA Southeastern Chapter. Please pass this on to the others you are in contact with.

Larry Lehr, is now working with the State of Georgia, to implement our program. And of course, these funds as well as what we have in the treasury, are available to him and to the other site coordinators.

Yours in sidecaring,

Ed Johnson #1 Manhattan, Illinois.

REMEMBERED THE NAME.

Dear Editor

Hi, on the bottom of page 33, Vol. 20 No. 1, the sidecar pictured is a "Pop" Dreyer tail fin model. He often used a Steib fender. I called Elmer and let him know.

Phil Sikora #1858 Warwick, New York

DEAR USCA AND FRIENDS.

I would appreciate information on other riders in S.E. Idaho. There are about a half dozen hacks here in Idaho Falls, I run into on occasion. I always promote the USCA.

Members are welcome at my home. Road-side assistance can be arranged in an emergency (I have a truck and trailer -- you may have to wait until I get off work, though!).

Idaho Falls has all the Japanese dealerships with a Harley factory dealer 20 miles south, in Blackfoot. BMWs I can help with as that's what I ride and restore (parts are available 1-2 days UPS, via Capitol Cycle, Washington, D.C., or Bent Beemer, San Francisco, California). P.S. Triumph/BSA? "Willcall--".

Keep up the good work.

R. Dean Benson #3692 4115 E. 65th S.,
Idaho Falls, ID 83406

THANKFUL READER.

Dear Editor

Howdy Hackers, I am a thankful reader of your publication, actually second hand through one of your members -- Cynthia "CJ" Vroman, Toledo, Ohio.

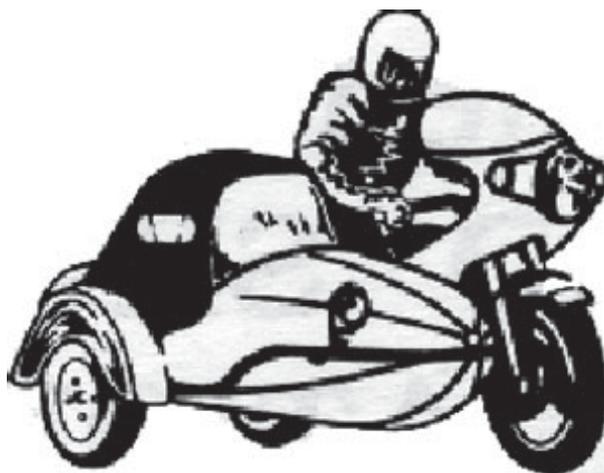
I have been riding a FXRP H-D for four years with a sidecar, and seven years prior, solo. I loved the addition of the car, in that my bike is a solo police cruiser, and the hack surely looks great. It was just the touch after a four-year-plus customizing effort which included 1,300 chromed items (mostly bolts).

The reason I write is to praise CJ, a certified bike mechanic. For four years she strongly questioned the 6-7 degree camber I put on the hack at the insistence of the local H-D shop. The bike never handled worth a darn, and frankly I would never have thought of more than a 10 mile cruise!

A couple of months ago, CJ stopped over with her tools and her back. We totally reset the car; we set out to put everything at vertical and horizontal planes. Now the bike is totally perfected. I really cannot say enough about the transmutation, other than -- see you all at Sturgis.

CJ Vroman is one member of yours who knows biking.

Dick Friedmar Toledo, Ohio



Everything Else



Press Release

Sputnik Sidecars

Sputnik Sidecars is pleased to announce the creation of a New Internet Site on the World Wide Web for Motorcycle and Sidecar Enthusiasts. WWW.BBB-Intl.com/Sputnik

Sputnik Sidecars has become the first sidecar company to put up an Internet Web Site, and has taken the lead in promoting awareness of the sport of sidecarring on the Internet. The Sputnik Web-site includes specs and pictures of Sputnik sidecars and a Sidecar Christmas Card/Poster available for free download. Names, addresses and phone numbers of all stocking Sputnik dealers are also provided. Attached to the site is Sputnik dealer BMW of Fort Worth's Web Page (WWW.BBB-Intl.com/Sputnik/BMW-FT-W.htm), featuring photos of one of their custom BMW/Sputnik rigs. Other Sputnik dealer pages are in the works.

As part of its continuing effort to promote awareness of recreational sidecarring and sidecar safety, Sputnik is sponsoring a Web-Page for The United SideCar Association (WWW.BBB-Intl.com/USCA). This site features useful information on the history and mission of this international enthusiasts' club, as well as information on USCA membership and the SideCar Safety Program.

Another sponsored resident of the Sputnik Web-Site is the Indian Motorcycle Museum (WWW.BBB-Intl.com/Indian). Located in one of the original Indian Motorcycle Company Buildings, the Museum hosts one of the world's finest collection of Indian Motorcycles, as well as an extensive gallery of photographs and memorabilia. Directions, hours, and details about the upcoming Indian Day are featured.

New Additions due for Spring HACK'd

HACK'd, the Magazine For and About Sidecarists (WWW.BBB-Intl.com/HACKD) is THE SOURCE for all the latest happenings in the world of sidecars.

Sidecar Racing Association

The Sidecar Racing Association (WWW.BBB-Intl.com/SRA) will feature photographs of the exciting and fast-growing sport of Sidecar Road Racing, and include schedules and results for both the East and West Coast Chapters.

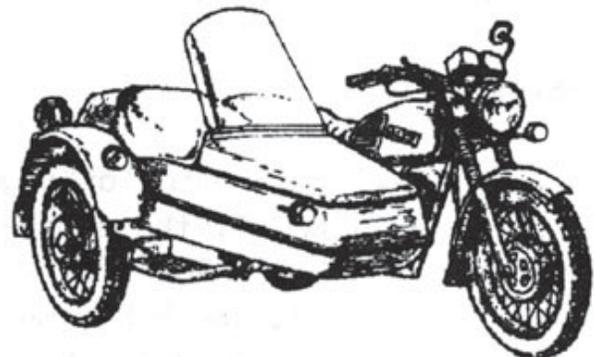
Sidecar MotoCross Racing

Sidecar MotoCross Racing (WWW.BBB-Intl.com/SC-MOTO) and Sidecar Dual-Sport (WWW.BBB-Intl.com/SCDUAL) will be represented through the combined efforts of the Leading Links M/C and Sputnik Sidecars.

Vintage Sidecar Racing and Sidecar Ice Racing!

It is the hope of all of us involved that this project will increase public awareness of the many recreational aspects of sidecarring in particular, and motorcycling in general.

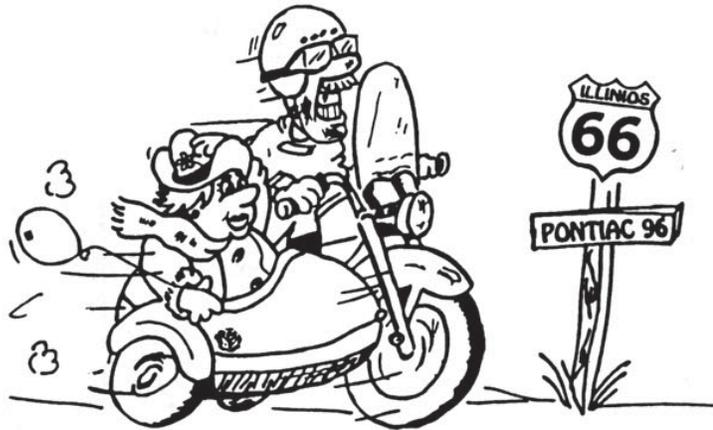
Matt Humphrey Sputnik Sidecars, BBB International/Sputnik Sidecars 198 Florida Street Springfield, MA 01109 800-258-4958



WWW.BBB-Intl.com/Sputnik

Rally

18th USCA RALLY



AUGUST 1, 2, 3, & 4, 1996
Pontiac, Illinois

MOTORCYCLE SHOPS IN AREA

CHUCKS HARLEY-DAVIDSON
 2027 Ireland Grove Rd.
 Bloomington, IL
 309-662-1648

SUZUKI/KAWASAKI
 2434 S. Main
 Bloomington, IL
 309-829-6383

GARRELS HONDA
 Rt. 116 East
 Pontiac, IL
 815-842-3175

MOTELS WITHIN 2 MILES OF RALLY SITE:

Comfort Inn	(815) 842-2777
Super 8 Motel	(815) 844-6888
Downtown Motel	(815) 844-5102
Pontiac Chamber of Commerce	(815) 844-6692

USCA RALLY REGISTRATION

Operator _____ Age _____
 Passenger _____ Age _____
 Passenger _____ Age _____
 Passenger _____ Age _____
 Address _____
 City _____ State/Province _____ Zip/Mail Code _____

RV's And Campers Welcome, But No Hook-up's Available

ANYONE INTERESTED IN SIDECARS IS WELCOME - BRING A FRIEND!

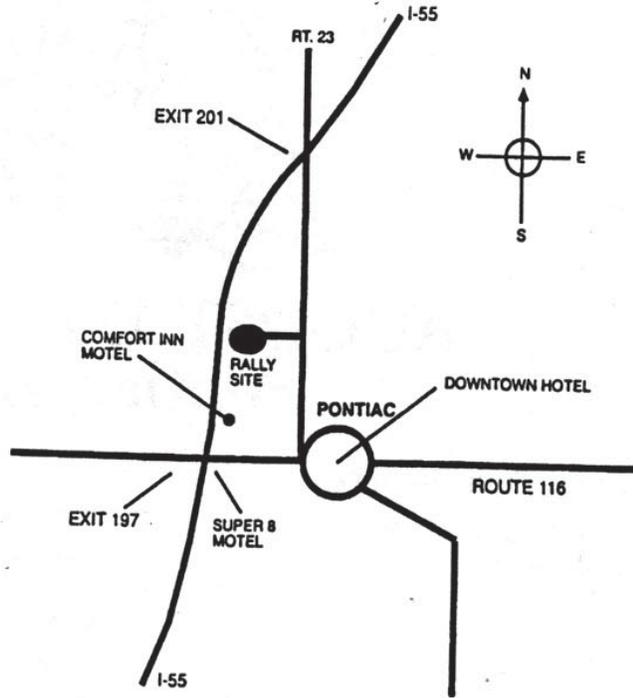
Rally..

THE SIDECAR RALLY INCLUDES

Field Events
 Sidecar Clinic
 50/50 Drawing
 Campfire
 Rally Pins to First 500
 Camping All Three Nights
 Awards
 Kids Games
 Door Prizes
 Vendors
 Free Coffee
 Optional, Sidecar Safety Program
 Church Service

LIVINGSTON COUNTY 4H PARK PONTIAC, ILLINOIS

Located north of Pontiac, IL just off Route 23.
 Take Interstate 55 to Exit 201. Ride south on
 Route 23 one mile to a side road.
 Follow the signs to the rally.



REGISTRATION INFORMATION

Advance registrations must be in U.S. funds
 and must be postmarked by July 15, 1996
 Registration fees are as follows:

Advance Registration:

Age 16 & over \$25.00
 Age 15 & under Free

Registration at Rally:

Age 16 & over \$30.00
 Age 15 & under Free

To register in advance, send check or money
 order in U.S. funds payable to USCA. 1996

Marilyn Johnson
 703 First
 Manhattan, Illinois 60442

ALL MOTORCYCLISTS WELCOME

Number age 16 and over: _____

Number age 15 and under _____

Check or money order for \$ _____
 in U.S. currency enclosed.

Signed _____
 (Operator/Rider)

Signed _____
 (Passenger)

FOR USCA USE ONLY

Registration No.: _____

Dated Received: _____

Amount Paid: _____

Signatures On This Form Relieves The United Sidecar
 Association, Inc. And Its Officers And Volunteers From Any
 Liability For Property Damage, Bodily Injury, Theft, Motor
 Vehicle Accident Or Any Other Injury To Persons Attending
 The 1996 USCA Sidecar Rally.

Book Review

"GOING SOME" 1913

"GOING SOME" 1913, is the kind of booklet that every one of us probably wishes we had, not because it is any glorious publication, but because it is a chronicle of personal family history that has managed to survive within one family line.

Historically, it is the account of the first coast to coast trip by motorcycle and sidecar, as well as the first such trip by a woman.

From a personal viewpoint, Dorothy G. Stewart and David L. Stewart, have assembled the publication from the diaries, articles and photos of their grandparents, LeRoy and Gertrude Snodgrass, who made the 1913 trip.

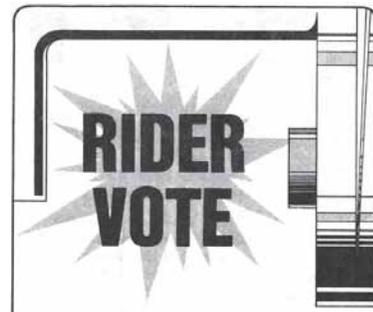
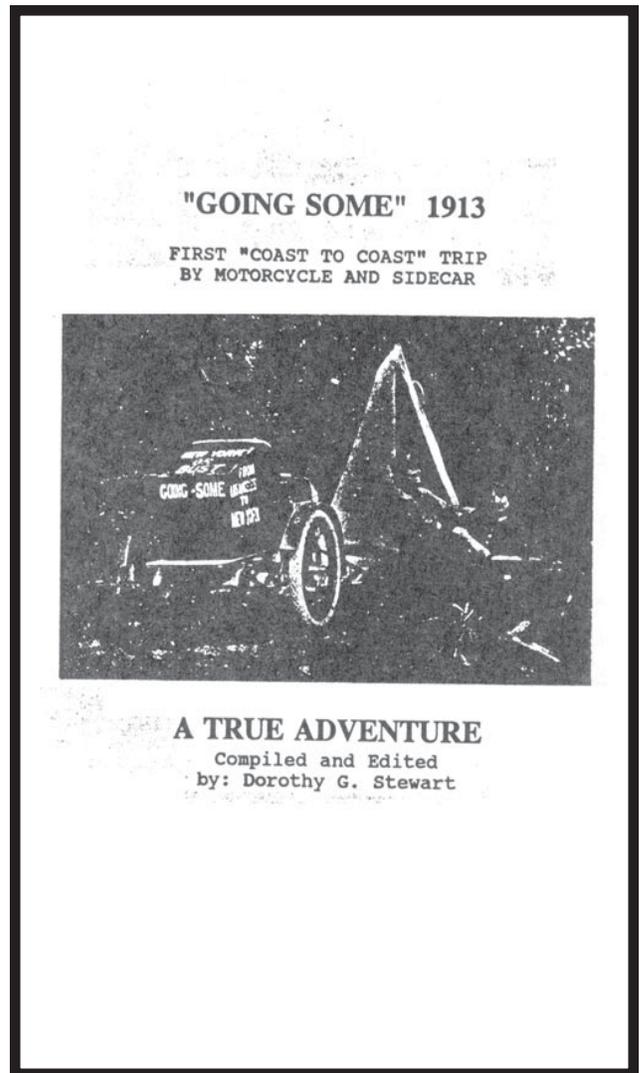
Articles, from which much of the text is taken, were written by LeRoy and appeared in: THE BICYCLING WORLD AND MOTORCYCLE REVIEW, September 23, 1913, and PACIFIC MOTORCYCLIST, July 17, 1913.

Chapters include notes on the actual rig, which was a specialty item in its own right, featuring a Henderson four-cylinder motorcycle, fitted with an Indian two-speed gear, and Superior sidecar, designed by LeRoy Snodgrass, himself.

From a historical viewpoint, it is an arm-chair adventure to follow the route with any old map, reflect on the modern highways we now have, and be startled at the bleak reality of the 1913 commentary on harsh conditions of the era, highlighted with over two dozen photographs, taken and printed by LeRoy.

The 5 x 8 inch paperback, contains 80 pages and is available from the sole distributors: D & D Enterprises, P.O. Box 394, Bridgeport, CA 93517. (619)932-7359. Cost was quoted at \$4.50 plus \$1.50 postage.

-- Bob Anderson



Join the
MOTOGUZZI NATIONAL OWNERS CLUB
Monthly newsletter of tips, stories and more. Several rallies and other activities are held nationwide.
Only \$18 for a Single Membership or \$19 for a Double Membership.
MGNOC
RR#1, Box 136
Ellsworth, KS 67439
(913) 472-4988

Rally

BATHTUB DERBY RESULTS



By Ed Johnson

The Northern Illinois Sidecarist's Bathtub Derby timed road run and poker run, took place on September 3, 1995, in Plainfield, Illinois.

Winners were as follows:

Timed Road Run

High Point, Sidecar, Mitch Kozel.

1st Place, Sidecar, Jim Gribbin.

2nd Place, Sidecar, Howard Fried.

3rd Place, Sidecar, Carl Heinicke.

Shower Derby, Solo Class Timed Road Run

High Point, Jay Pfeilstcker.

1st Place, Jim Osborne.

2nd Place, Joe Buchholz.

3rd Place, Tim Colburn

Poker Run

1st Place, Dot Atherton.

2nd Place, Judy Buchholz.

3rd Place, Karen Petro.

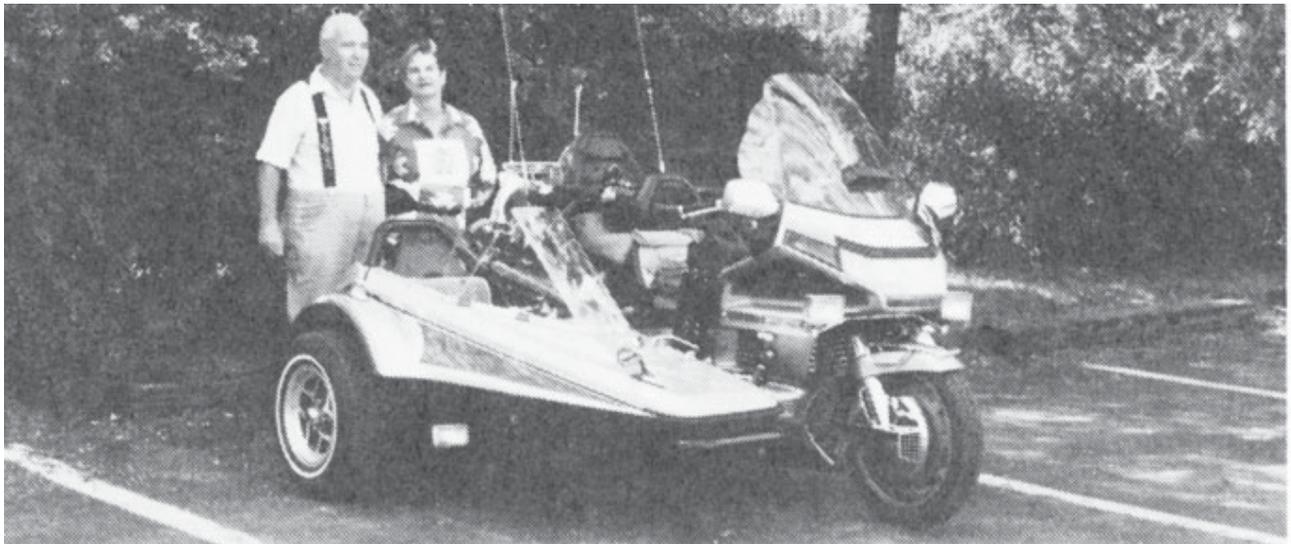
Bathtub Derby winning team with Derryl Kozel in car, Patti Winkler on back, Mitch Kozel at helm, lost only one point.



Bathtub Derby Winners (left to right) Jim and Chris Gribbin 1st Place; Howard Fried family 2nd Place; Carl Heinicke 3rd Place; Patti Winkler, Derryl Kozel, Mitch Kozel High Point winner.

Rally..

BATHTUB DERBY RESULTS..



Ralph and Dot Atherton with Goldwing/Terraplane. Dot Atherton, 1st Place Poker Run.

Jay Pfeilstcker with daughter as passenger, High Point winner in Shower Derby. Jay is saving for a Hannegan sidecar.



Left to right; Jim and Sharon Osborne, Donna Fousek, clerk of course, Jim Fousek, pathfinder, Marilyn Johnson, organizer, Al Roach, Becky and Terry Strassenburg, in charge of poker run portion, Jim and Chris Gribbin, 1st Place Bathtub Derby.

Bike Build

CHANGING A SHIFTLESS MAN INTO A SHIFTY CHARACTER

HOW I BUILT AN AIR SHIFTER

By Robert Bolton

While I was visiting a friend in Houston, a friend of his asked for help in unloading his new Goldwing three-wheeler conversion. He had lost his left leg just below the knee and was waiting for it to heal up before trying his new toy. While there, he started telling us how he was going to have a welder add a link to his heel-toe shifter so that he could shift the bike by hand. I mentioned that, if it were mine, I would rig some kind of air cylinder to shift the bike using the on board air suspension compressor and control it by a handlebar mounted switch. We unloaded the bike, drank a beer, and left. I didn't give it any more thought.

A few days later the man called me and asked if I would come up with a way to install an air shifter on his bike. He said that he checked with a race shop to see if they had an air shifter kit. They did, but it was designed for up-shifts only. I said that I would study it further and let him know. I looked for air cylinders, solenoid valves, airlines, controls, regulators, tanks, tubing and fittings. After talking with many sales-people, I decided that if he was willing to let me experiment with his three-wheeler, I would attempt it. I am writing this to spread the word and let people with a need, know that this type of modification can be done. This adaptation would also work quite well with a sidecar rig.

I guess that I should put in some form of disclaimer and tell you that this is not a project that should be attempted by someone that doesn't have a lot of mechanical experience. I have a personal shop with lathes, a Bridgeport mill, TIG and MIG welders, band saw, drill presses, etc., etc., you get the picture. I'm a terminal tool junkie (terminal because someday my wife will kill me and probably use one of my tools to do it). I don't want to discourage you, but I do want you to go into this with your eyes open. Everything that I did could be accomplished with a hand drill, hacksaws, files, oxyacetylene torch, brazing rod, taps, dies, etc., but it would be a bit more work and take a lot longer.

I decided to use a separate air system from the

bike suspension for two reasons. First, after some experimentation, I found that I wanted the air pressure to be more or less constant to keep the shifts consistent. Too much pressure and the shifts were too violent, too little and it wouldn't shift fully. Second, I wanted there to be a backup system in case the compressor died. I installed a fitting to allow the suspension system to feed the shifter system, in case of emergency, using Honda's accessory air hose. You can also fill the tank from any gas station compressor (at least from any station that still provides this service).

One prerequisite for this installation is a set of floboards with a heel-toe shifter. My air shifter adaptation does not keep the bike from being ridden normally, since there is no drag on the shifter until the cylinder is actuated.

The first air cylinder that I used was a 1-1/16-inch bore, double acting, single end rod type. This cylinder had plenty of power at 40 psi for down-shifts, but was marginal for up-shifts. The reason for this is that the piston area of the cylinder on the up-shift side was reduced by the area of the actuating rod. (On a subsequent shifter conversion for another person, I used a double shaft cylinder and increased the operating pressure to about 50 psi and eliminated the power differential between up-shifts and down-shifts.)

The air cylinder actuating rod clevis is mounted to an arm welded to the bottom of the shifter arm (the one that came with the heel-toe shifter and is mounted to the stock splined shaft, see drawing and picture). I made a pivoting mount with a bronze bushing for the rear of the cylinder, and mounted it to the inside of the mounting plate of the left floorboard, locating the pivot so that the rod of the cylinder is centered in its travel. I wanted to keep dirt out of the bushing and shaft of the cylinder, so I installed a rubber valve guide seal from a V-8 engine, Chevy I think, using a plastic cable tie.

I then fabricated a bracket for the solenoid valves and mounted them under the left side cover. I connected these to the actuating cylinder with 5/32-inch plastic tubing and quick connect fittings. The valves are controlled by a single pole, double throw, center off,

Bike Build..

CHANGING A SHIFTLSS MAN....

momentary, miniature toggle switch. Quite a mouthfull just to identify a switch, huh! I put this switch in a piece of stainless steel tubing with caps welded on the ends and mounted it to the left handlebar controls so that you could reach it with your thumb easily while pulling in the clutch. (I know. I know. The picture shows the switch on the right side handlebar. The only pictures that I took were of my second conversion and that is where the lady wanted it.) You could also use two momentary push buttons, one for up-shifts and one for down-shifts. Do whatever works for you, there is no right or wrong, only maybe's.

The compressor and tank unit was fairly straightforward. I used a 250 psi unit from Wal-Mart, a standard air compressor pressure control, and miniature regulator from W.W. Grainger, and a surplus stainless steel pressure tank about 4-inch diameter and 10-inches long. All of these components were mounted to two pieces of 3/4-inch plywood using hose clamps. I installed a drain fitting that fits through the bottom of the fiberglass trunk of the three-wheeler, to remove any condensation that accumulates in the system.

After I completed all of the work it was time for testing. It did not take long at all to get spoiled by not having to move your foot to shift. Pull in the clutch, flip the switch and let out the clutch. This is niiiiice. Finding neutral isn't even a big problem after playing with it and practicing awhile. The best part of all is that a biker is back on the road and riding again despite the loss of a leg. None of the installation is readily visible except for the toggle switch, the cylinder is completely hidden by the floorboards, and the compressor and tank assembly is hidden in the trunk.

Since doing this conversion, the owner has put many miles on his rig. After a few months he did lose his other leg below the knee. This still did not stop him. After receiving both of his prostheses, he rode out to my shop and I added an extension to his brake pedal and once again he is on the road. He did find one minor problem with this system. Since he can't feel with his prosthesis he has to remember to keep his shoe out from under the shifter since it could block its movement. He told me that he thought the shifter had quit working the first time that this happened.

I would be happy to correspond or talk with anyone who is attempting or has completed ' this type of modification. I will respond to all forms of communication. Just enclose a S.A.S.E. to cover postage or call on your nickel. Robert Bolton, P.O. Box 130, Columbus, TX 78934. (409)732-2821.

Materials List

Air cylinder: Bimba model 092DXDE 2" stroke stainless steel shaft with clevis from: Air-Dreco, P.O. Box 299444,

Houston, TX 77299-0444, (713)681-4601. To find a local distributor call Bimba Mfg. Co. at (708)534-8544.

Check valve: PNEU-TROL model CP108 from: see above.

Solenoid valves: (2) Humphries model 310 12 volt from: Stearns Corporation, 8399 Westview, Houston, TX 77055, (713)461- 1571.

Fittings: Legris series LF3000 5/32-inch quick connect push type from: see above.

Plastic tubing: U-V resistant (black) 5/32-inch from: see above.

Air compressor: from: Walmart.

Compressor control: model 4A086 from: W.W. Grainger, (800)3230620.

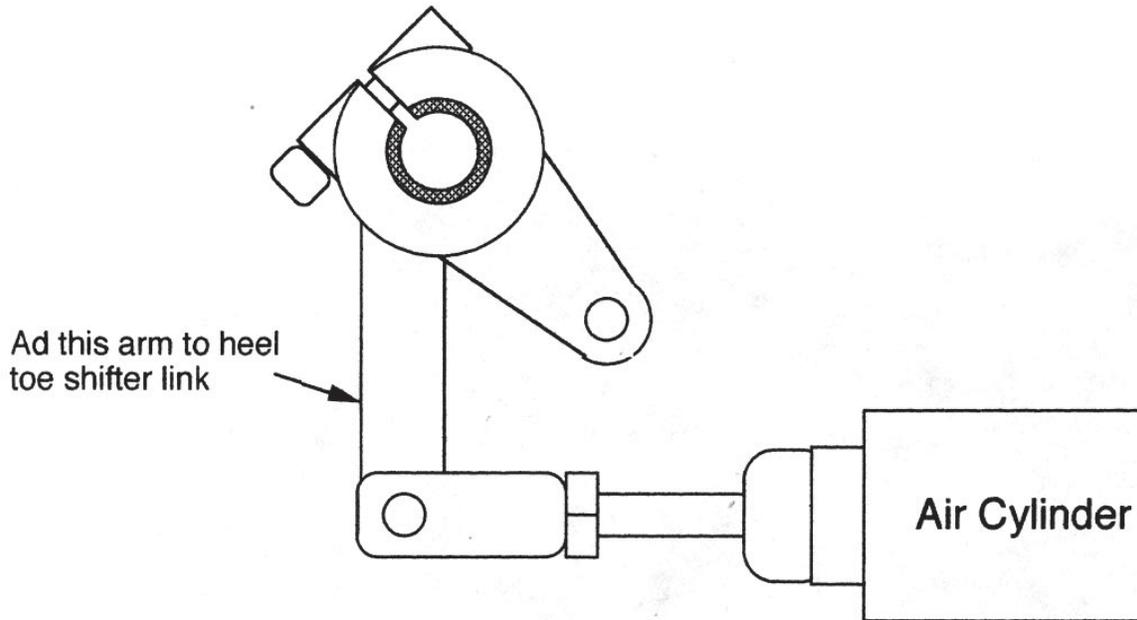
Pressure regulator: Wilkerson miniature series model 6Z952 from: see above.

Surplus air tank: from: anyplace you can find one.

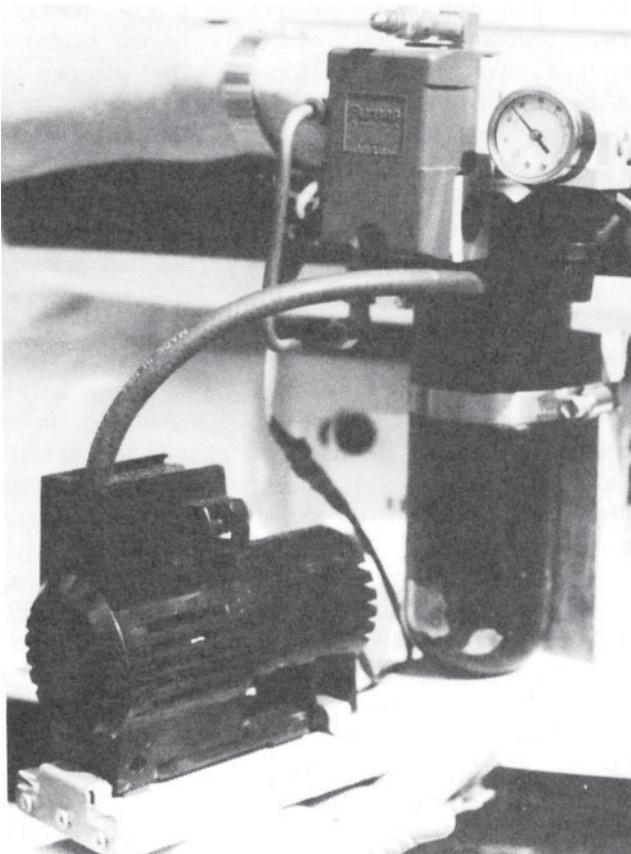
SPDT, center off, mini. momentary switch: from: any electronics supply house such as Radio Shack.

Bike Build..

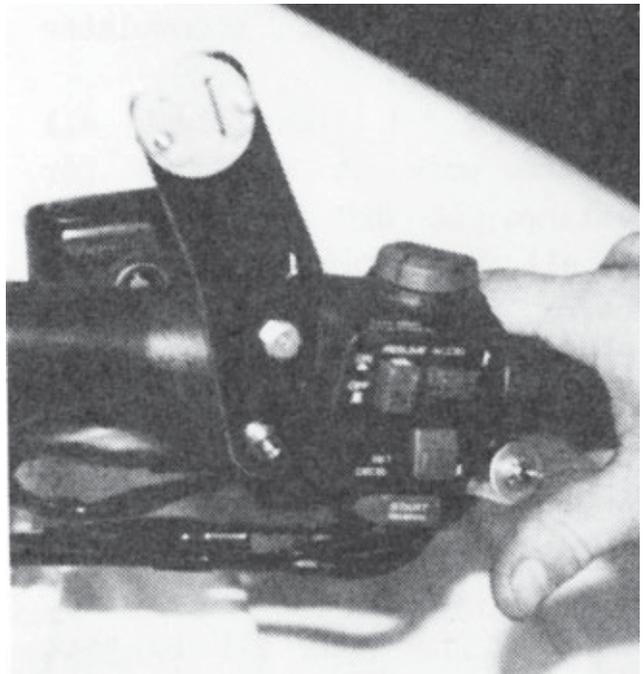
CHANGING A SHIFTLESS MAN...



Drawn By : Robert Bolton 5/6/95



Compressor assembly includes regulator and air tank, supplying pressure to solenoid valves;



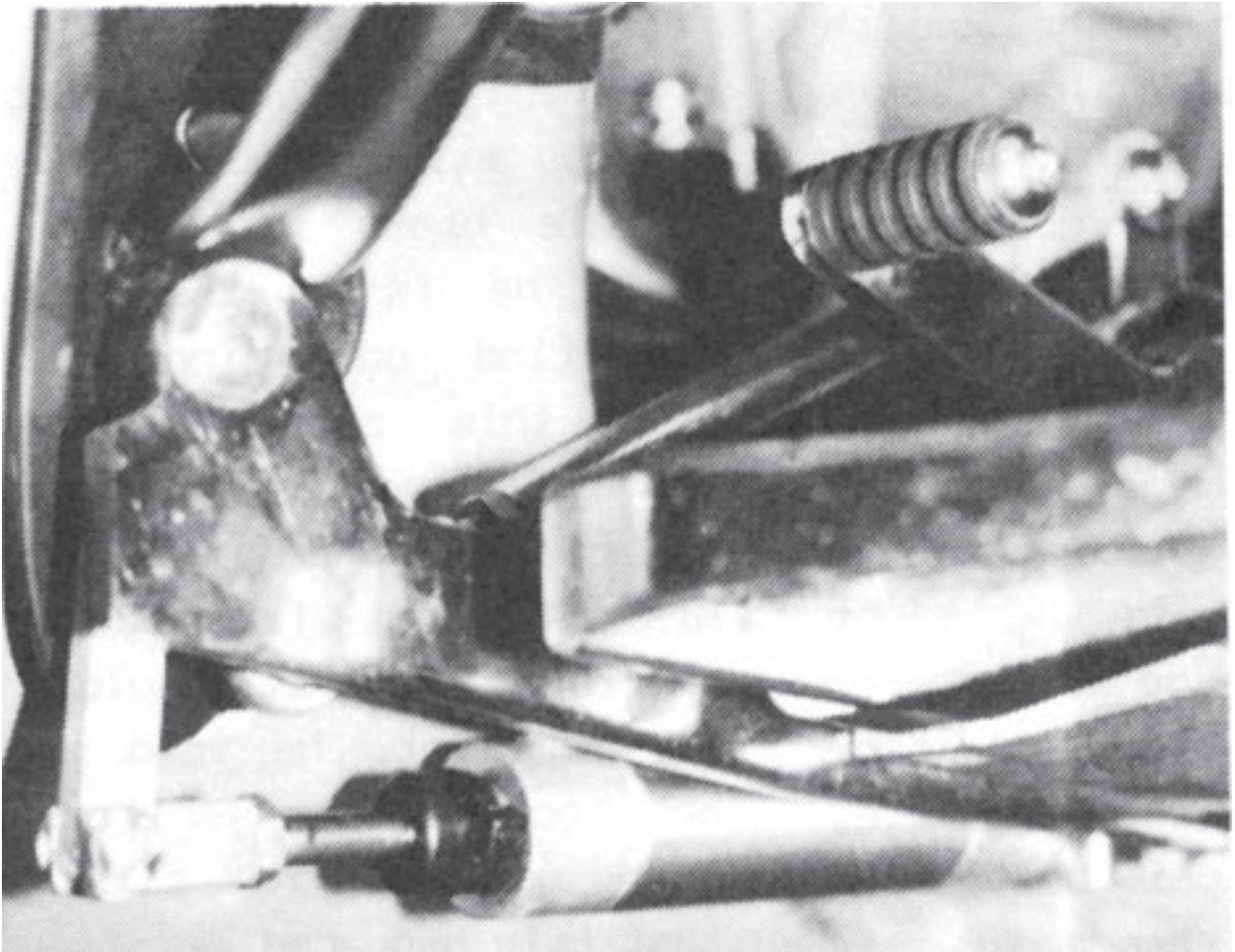
Shifter switch is mounted on handlebar;

Bike Build..

CHANGING A SHIFTLESS MAN...



Solenoid valves are located down in frame behind bodywork, are activated by shifter switch;



Air cylinder is mounted under floorboard, to shifter.

Shop Talk

IN SEARCH OF EXCELLENCE EASY STEERING

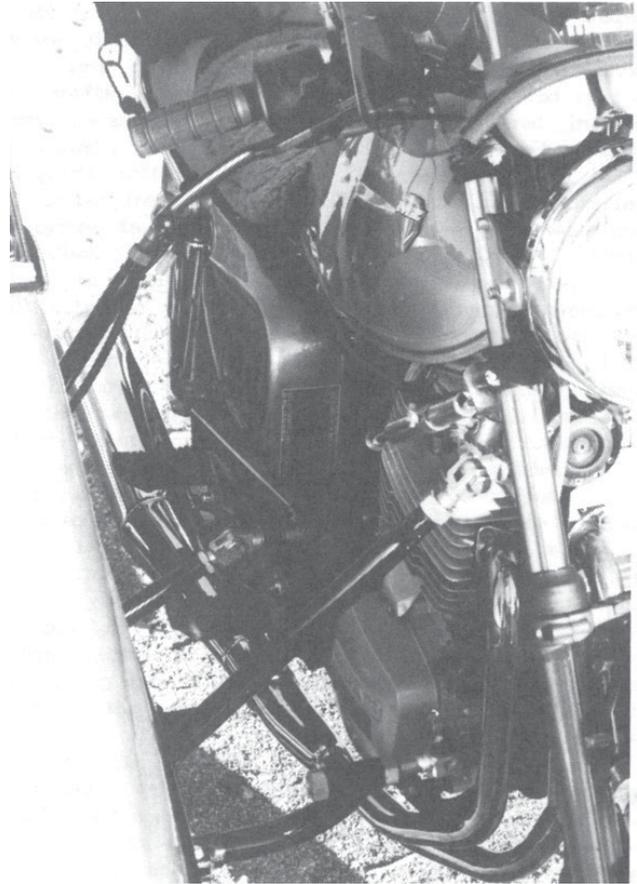
By J.R. Ewing

Easy steering has been the Holy Grail of sidecar-ists since nineteen oh whatever, when the counting began. The strategies have been many, most have crumpled to dust. The survivor, the one most effective of all, is a partner of brilliant design; it is a philosophy. Some of us, the best of us have realized that we have got to stop fighting with the motorcycle, battling to subdue it, ferociously determined to submit it to our wills. We have got to stop shaking our fists at the moon, shouting invective. We've got to work with this thing. Somehow, we have got to get through our heads what the motorcycle wants to do, how the sidecar naturally responds. Route that flow coming your way and this asymmetrical, illogical machine begins to purr content.

TRAIL of the front wheel behind the axis of the fork: the axis of all that turns is the line about which the whatchamacallit rotates. Our front fork rotates about an axis which flows downward centered in the frame steering head bearings. The fork not only turns, it swings. These play two parts in the orchestra; understand them and you are on your way.

That SWING lives at the rear end of a lever called: "trail". Many of us have been exposed to drawings of line and arrow, demonstrating how the trail follows behind the axis, the centerline of the steering bearings. We understand that like the caster, the little wheel under heavy furniture, if this feature can just follow the leader it should be comfortable and content. Fly in the ointment; it doesn't happen. The trail, the wheel that it positions, the caster is subject to disturbance unexpected, and what seemed tame and well trained becomes rebellious.

Well, we can handle that. Strategy of front rank is to increase the amount of trail, for it has occurred to us that the point at which the rebellion began has a progressive relation to speed. We're driving faster nowadays, so crank in more trail. There are rewarding strategies with the tires, we have learned that heavily massive wheels are a bummer; we play tricks with the preload of our steering head bearings. We fit steering dampers. These last two supplement one another, work



together, and it is a wise old veteran who knows how to balance them, giving each its due.

Tension (pre-load) of the steering head bearings is not a locked-in non-negotiable number. (many of us love to talk of this in foot-pounds, which is mechanic's language for "how tight?") This varies, and is not even consistent between a solo bike and a sidecar machine. CLEAN the threads of the crown nut thoroughly, and of the threaded stem, inspect for nicks and scratches, and grease carefully threads inside and outside so that you read only a compression load, NOT friction across threads, or a dinger. Solo bikes often like three to five foot-pounds on the torque wrench, but you'd better go to your Service manual. Some of them will surprise you.

Ball bearing steering was soft, silken smooth, but yielded to Timken tapered bearings decades back, for

Shop Talk..

IN SEARCH OF EXCELLENCE EASY STEERING..

the Timkens were vastly sturdier. Those Timkens, as the assembly preload is increased, the bearing stiffens its rolling response. Our immediate interest is that this can be overdone, for the stiffened resistance of the tapered roller bearing is there ALL OF THE TIME. It never goes away. You must overpower that resistance every tiny movement of the front fork, every minute evasion, every flutter of thought. This gets tiring, at the end of the day.

The solution to that is to fit a steering damper, for the damper lies doggo until the fork moves. There is just a hand laid on: no resistance at fork centered position, relaxed cruise down the road. The damper does not begin to resist until slightly after something happens; it forgives the very first beginning of steering motion. This is the nature of a damper, we have even so constructed dampers as to increase that area of forgiveness, for it is very nice to have a central area where things roll easily without conscious effort, wide enough for the tiny corrections that retain balance of a solo bike, to overcome tiny diversions of a sidecar machine. A machine that has no forgiveness is a monster to ride. Bearing preload is completely unforgiving, thus we use it wisely. We accomplish the rest with the steering damper. If adjustable, you have the best of both.

There is no secret except common sense. The ham-handed, the dull will advise you to "Put the biggest wrench you have on it and PULL as hard as you can!" That is an overreaction, a curse. "Get a bigger hammer!" The interplay between bearing tension and steering damper resistance is not entirely to be taught; it must be learned by the soul in the saddle. We can point you in the right direction. This is a part of the equation for easy steering. Obviously, if you handicap yourself with far too much resistance at the frame's steering head, locked in, full time, stamina will suffer.

A monstrous part of our steering woes comes down from TRAIL, a blessing overdone. We'd not ride our bikes without it, but the amount that is just right varies with the speed. If you are frightening yourself at 120 and hit even a modest bump with the front wheel,

the wheel must jump upward, continue forward, and return to earth again about instantly. The "jumped upward" and "return to earth" increase the distance traveled, so your wheel may have increased speed to 170 for just the moment. We know that when a wheel exceeds the speed which a given amount of trail was designed to stabilize, the wheel will go out of control and wobble.

"Control" we probably do not need maximum insurance at sidecar speeds. In fact, it is a liability. So we buy less insurance: reduce the amount of trail. Engineers are cursed with the necessity to make decisions: how much of this strategy can we use without losing our shirts on another? Compromise. Balance. Tradeoffs.

How much trail do you discard, how much to retain? I will not argue with another's formula for effortless steering. There is a big variable here, and it is YOU. Physical condition, muscle tone, alertness, determination to survive, skill level all enter into this. The manufacturer of the bike dialed in enough trail to master all of the risks except stupidity. We should probably think the same. We should probably keep within touch-base distance of the engineer's original intent. Thus I would feel nervous about reducing the trail dimension by more than half. Go to the service manual, determine what was there to begin with, and be conservative in modification.

Yup. Talked to all sorts of guys who reduced trail to two inches. Happy as a pig in mud. Works great! I have no idea if, how many, whether occasion has backfired. If the rest of the chassis was designed for four inches of trail, then I could be comfortable with two. If the chassis was designed for six inches of trail, I'd like to keep three. Deep waters.

The trail can be reduced by judicious swapping of parts, by modified fork bracketry and extended length stanchion tubes, by aftermarket forks of another design. Whatever, patience and very careful workmanship are in order. The life you save may be your own.

Note: Not a bad rationale, and one that is somewhat rationale - HAK - 12/4/2005.

Rally

SO-LONG SUMMER SIDECAR CAMPOUT

By Ed Johnson

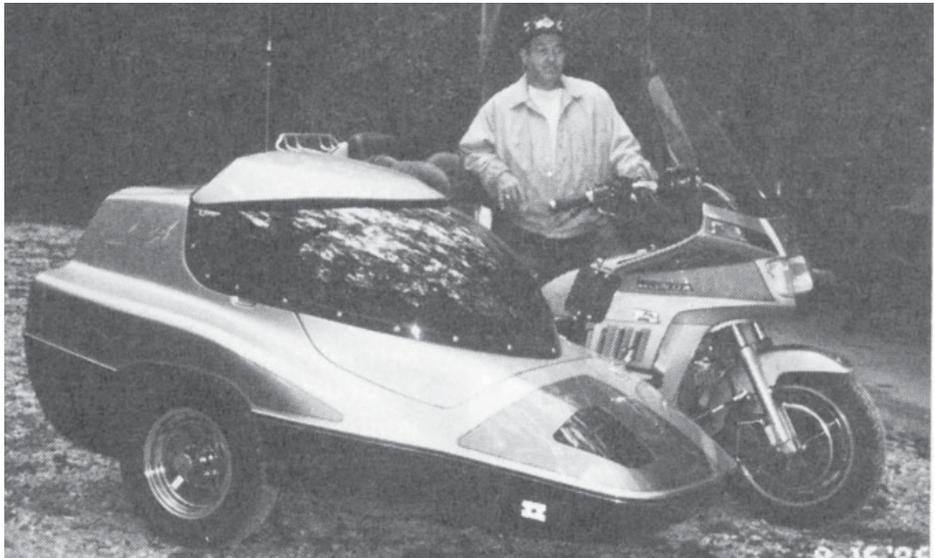
In 1986, I sent out post cards to the USCA members in Indiana, inviting them to a campout at Bear Creek Farm, near the Ohio border, and south of Fort Wayne, Indiana. 21 persons showed up. It was suggested in a meeting that they form a sidecar club. Although the ones present thought it would be a good idea, no one would come forward and offer to head the group.

That winter, one of the men at the meeting, Rob Valdez, decided to act. He sent out post cards to the Indiana sidecarists, offering to head a group if they would join. It all came together as the Hoosier Hacks, with Rob as the president.

Early meetings of the Hoosier Hacks were held at the Brothers Restaurant, Indianapolis. The early members: Marvin Perry, Phil Bickwermert, Bob Nelson, Fred Huntman, Bob Baumgardner, Bob Brewer and Greg TenBrook are still active in the club. Fred Huntman succeeded Rob Valdez as president and still holds the job.



**Bill and Betty Croasman, of Southport, Indiana, with '93 GL1500/
'95 Hannigan 2+2.**



**Ray Jenkins from North Bend, Ohio, with '85 Aspencade/'93
Hannigan Astro.**



**Lin McCalment with Ezra McCalment on '86 Voyager with Abram
F'cCalment and Patrick Lewis in '84 Watsonian Oxford, from
Camby, Indiana.**

Rally..

SO-LONG SUMMER SIDECAR CAMPOUT..



**USCA President Larry De Vos
and Scott Wallen.**



**Left Column:
Top Left: Bonnie Royal with
'79 Honda 750/'75 Bingham,
from Bluffton, Indiana.**

**CenterLeft : Ed Gorman
with '85 Aspencade/'81 Vetter
Terraplane, from Boonville,
Indiana.**



**Lower Left: Scott and Wendy
Wallen, with '83 Aspencade/
'83 California Friendship I,
from Valley Station,
Kentucky.**

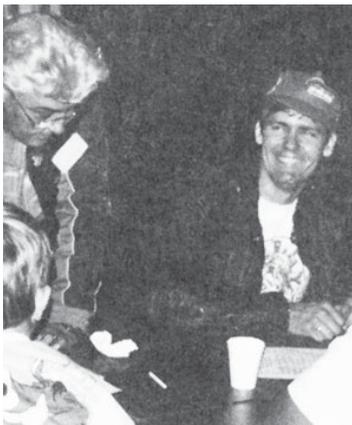
Rally..

SO-LONG SUMMER SIDECAR CAMPOUT..

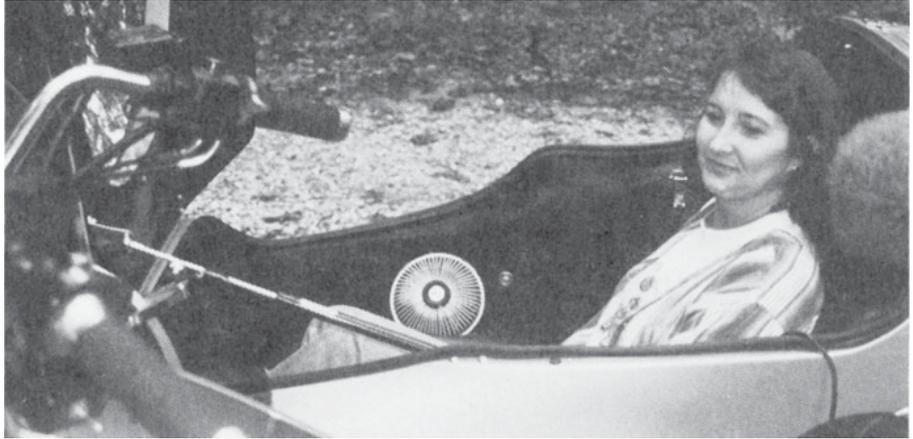
The first So-Long Summer Campout was held at Argo, Indiana. Since then the event has been held in Corydon, Boggstown and Fortville, Indiana, repeating locations in some instances.

The Hoosier Hacks is an affiliated sidecar club of the United Sidecar Association. For the last nine years they have sponsored the So-Long Summer Campout. This year the annual event was held at the Muscatatuck County Park, which is southwest of North Vernon, Indiana. Approximately 80 persons attended. Ohio, Illinois and Kentucky sidecarists were represented on the campout dates of September 15-17, 1995.

Curvy and hilly describe the roads "amid old towns and pretty country". Marilyn and I on our respective "rigs" thoroughly enjoyed the 620 round trip on the county and state roads of Indiana and Illinois. Good weather!



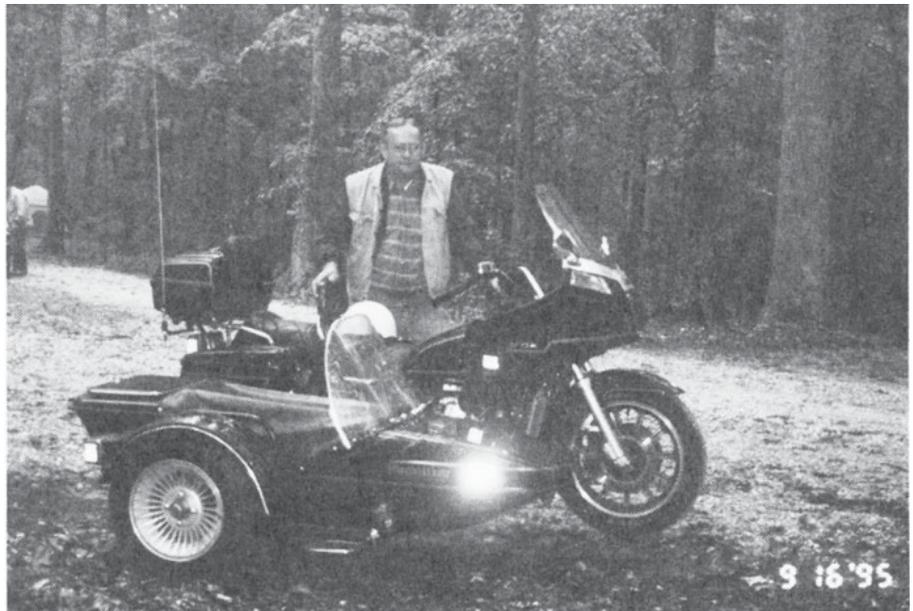
Greg TenBrook, USCA Midwest Director, handles registration. Greg was Rally Host for the IN National Rally.



Yes, that is a fan.



Kenneth and Marjorie Miller, from Van Wert, Ohio, with '88 GL1500/'95 Champion Escort and Escapade Trailer.



Jim Royal of Bluffton, Indiana, with '83 Goldwing/'85 HitchHiker 2+2.

SSP

Sidecar Safety Program

By Ed Johnson

A Sidecar Safety Program was held at the "So-Long Summer Campout", North Vernon, Indiana, on September 16, 1995.

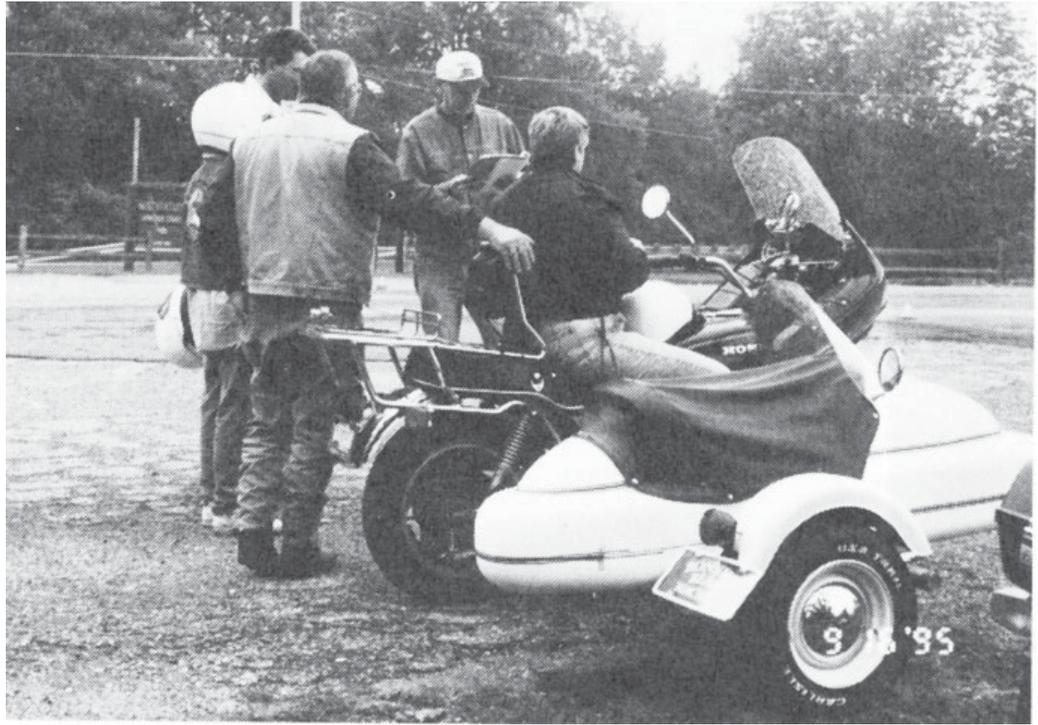
The staff outnumbered the students. Fred Huntman, instructor, was assisted by two range assistants, Phil Bickwermert and Bob Nelson, and they had a man placing cones.

Completing the course: Wendy Wallin, Norman Wallin, Kentucky residents, and Bonnie Royal from Bluffton, Indiana.

Because of wet grass, Fred opted to hold the course on a parking lot. Although small, it was managed safely.



Range exercises.



SSP discussion and instructions.



USCA SSP Students and Instructors, left to right, front; Bonnie Royal, Wendy Wallin. Rear; Fred Huntman, Instructor, Norm Wallin, Bob Nelson, Range Assistant, The last gentleman set the cones.

EXPO

**CYCLE
WORLD**
MAGAZINE

I N T E R N A T I O N A L

Motorcycle

(800) 331-5706

**SEE THE LATEST 1996 MODELS AND
ACCESSORIES FOR MOTORCYCLES, ATVS
AND PERSONAL WATERCRAFT!**

Exciting action features!

Vintage and classic bikes!

The 5th annual Cycle World Readers' Collection!

**Visit the Duke Video Theatre
presented by Cycle World!**

**WIN a new 1996 Suzuki DR200SE
Dualsport™ motorcycle!**

WIN the Arlen Ness customized Bud Bike III!

WIN a 1996 Yamaha Banshee-ATV!

and much, much more!

**AMA members receive an on-site rebate!
Please show your membership card at the box office.
Rebates given at the AMA booth.**

The Power

Produced and Managed by  Advanstar Expositions • Endorsed by the **AMA**

EXPO..

1 9 9 6 Shows

**BMW
BUELL
DUCATI
HARLEY-DAVIDSON
HONDA
KAWASAKI
SUZUKI
TRIUMPH
YAMAHA**

**ABUS Motorcycle Lock
Accel Performance Products
American Rider Magazine
Arai Helmets
Bridgestone Tire
Dow Canvas
Dunlop Tire
EBC Brakes
Hein Gericke/First Gear
K&N Engineering
Kendon Ind., Inc.
Khrome Werks
Michelin
Performance Machine
Pirelli
Progressive Suspension
Protech Leather
Russell Performance Products
Samson Motorcycle Products
Shoei Helmets
Slipstreamer
Storz Performance, Inc.
Travelcade/Saddlemen
Yuasa-Exide**

ANAHEIM
December 15-17, 1995
Anaheim Convention Center
Anaheim, California

BAY AREA
January 5-7, 1996
San Mateo County Expo Center
San Mateo, California

SEATTLE
January 12-14, 1996
Washington State Convention
and Trade Center
Seattle, Washington

CHICAGO
January 19-21, 1996
Rosemont Convention Center
Chicago, Illinois

OHIO
February 2-4, 1996
IX Center
Cleveland, Ohio

NEW YORK
February 9-11, 1996
Jacob Javits Convention Center
New York, New York

MICHIGAN
February 23-25, 1996
Pontiac Silverdome
Pontiac, Michigan

MINNEAPOLIS
March 1-3, 1996
Minneapolis Convention Center
Minneapolis, Minnesota

DAYTONA
March 7-10, 1996
*In conjunction with Bike Week
and the Daytona 200 by Arai*
Daytona International Speedway
Daytona Beach, Florida

DENVER
March 15-17, 1996
Currigan Hall
Denver, Colorado

Show times vary by market.
Call 800-331-5706 (CST) for
specific show times and
more information.

to Move You

Touring

THE RETURN VISIT



Liz, Fred and Bill, with alluvial fans in background, seen on ride through Artist's Canyon area of Death Valley, California.

By Billie Stone

Bill and I spent six days with Liz and Fred Simonson, in and around their home on Vancouver Island, in British Columbia, in August of 1994. We enjoyed seeing the lakes, rivers, trees and many domestic flowers.

Liz and Fred came down to Ridgecrest, California, on the desert, in May 1995, to see our part of the world. The contrast was striking. Actually, we did have some green at that time as it was spring and there were still quite a few wild flowers in bloom. We were also getting some water in the rivers and lakes, in and near the mountains, as we had a record snowfall which was melting. This was very welcome as this area had experienced a six to seven year drought and our nearest lake, Lake Isabella, which is 60 miles away, had gotten down to an 8% capacity.

Our friend's main objective for this trip was to see Death Valley. Bill and I often ride over there for lunch as it is only a two hour drive, but to do that for several days and try and sightsee, did not seem practical. So it was decided to take our 5th wheel trailer over to Death Valley and park it.

This posed a bit of a problem, seeing as how we wanted to have the motorcycles over there -- Liz and Fred each rode their own and we use our Honda Sabre with the California sidecar. So the men took off early pulling the trailer with our pickup, and after setting up camp in a nice spot in the Furnace Creek Campground, they returned home in time for lunch.

Then we all climbed on the motorcycles and headed back to Death Valley.

Fred was especially interested in the variety of wild flowers in the Wild Rose Canyon area. Most of the flowers were already gone from the Panamint Valley, which we rode through after heading east out of Trona, where the big chemical plants are.

We passed the dirt road that becomes quite steep in the eight and a half miles up to the Wildrose Charcoal Kilns. The 10 kilns are 30 feet in diameter and look like giant stone bee-hives. they were designed by Swiss engineers and built by Chinese laborers in the 1870s, for the purpose of making charcoal which was needed to operate the silver smelters, 25 miles away.

Touring..

THE RETURN VISIT..

The kilns were built in this area because it was the closest source of wood. As none of the drivers wanted to try their skill on that road, we bypassed it and continued on into Death Valley.

It was still quite warm down on the floor of the valley, but we did have air-conditioning in the trailer and there was quite a good breeze, so we were not uncomfortable sleeping.

After breakfast the next morning, our under the trees in the bright sunshine, we headed for Ubehebe Crater, which was about 55 miles north up the valley and then about six miles over to Scotty's Castle.

Ubehebe means "basket" in the Shoshone language. This crater is the largest and youngest of a group of volcanoes in northern Death Valley. It is estimated that the age of this crater may be measured in hundreds of years, rather than thousands. Some plants do grow up through the black cinder soil of the surrounding area. It is quite interesting to see the yellow Panamint daisies with a black background. There is not a profusion of plants so the area does have a stark appearance. The crater measures a third of a mile across at the top and is 800 feet deep.

We have never been to Ubehebe Crater when the wind was not blowing a gale. We went early that morning hoping that the wind might not be too bad at that time. It wasn't -- bad -- but it was not all that good either.

From there we drove over to Scotty's Castle. The legendary Walter Scott, who became Death Valley Scotty, still seems to have his spirit roaming around. To make this more realistic, the ranger who was our guide through the castle that morning, was built much like Scotty -- and of course, he was dressed as Scotty used to, which I am sure was done on purpose.

Scotty traveled with Buffalo Bill Cody's Wildwest Show as a trick rider. It is said that Scotty found gold in a mine in Death Valley, in 1905, but the site of the mine was never disclosed. Somewhere, Scotty met Albert Johnson, a wealthy insurance man from Chicago. Johnson had suffered a serious back injury in a train accident when 27 years old, which

made him handicapped the rest of his life. When Johnson also developed lung problems and his doctor advised him to go to a dry climate, Scotty persuaded him to come to Death Valley.

Frank Lloyd Wright, the architect, was chosen to draw the plans for a mansion. However, Johnson discarded these drawings as being too much like an Indian adobe village and what he wanted was a hacienda. So Matt Roy Thompson was contacted, as Bessie, Mrs. Johnson, had gone to Stanford with him and Bessie admired the buildings on the Stanford campus. Thus, the series of arches, red tile roof and Stanford lines were adopted. The original two story building was completely rebuilt and another two story building was built about 25 feet on north side of original. The two were connected by an open passageway on the second floor, forming an "H". The total size of the living quarters was about 12,000 square feet. A 56 foot chimes tower was built, as well as other buildings in the complex. I do not recall the number of rooms in the mansion, but there were 14 fireplaces, 14 bathrooms and four kitchens. A big pipe organ was installed in the music room -- a 15-rank theater-type model which could be played manually or by using rolls. It is played for visitors on tour through the castle and it is a truly wonderful sound.

The castle was furnished with items from Europe, or reproductions of such items.

Further construction stopped in 1931, as Johnson suffered from the 1929 crash. Many things planned were never finished including the 260 foot swimming pool.

The castle sits at the west end of Grapevine Canyon, which we rode through and across the flats to Nevada. We stopped in Beatty, Nevada, for lunch, and then stopped at the nearby ghost town of Rhyolite.

Rhyolite was one of the most flourishing towns in Nevada, between 1905 and 1908. The remains of big old buildings still line Golden Street, and the famous Bottle House, which was made out of 51,000 beer bottles, is still open to the public. For years, the grand railroad station in Rhyolite, was kept up and

Touring..

THE RETURN VISIT..

used. We ate there one time when it was a restaurant. But now it is closed, it is starting to decay and is surrounded by a fence.

Nearby, an artist of sorts from Belgium, has erected a number of weird figures. A penguin and a miner, a ghost and a bicycle, figures representing the Last Supper and other odd representations.

We rode over Daylight Pass, which has an elevation of 4,317 feet, and dropped back down into Death valley and Sea Level.

Mustard canyon was just north of our camp-ground. The low rounded hills are a bright yellow caused by the oxidation of iron. The action of bentonite clay that swells when wet and then shrinks when drying, has made a pattern on the hills of dark and light. The condensation of water leaving salt deposits has left white areas that resemble snow.

The next day we rode south of Furnace Creek and visited the Devil's Golf Course, Badwater, Artist's Drive, Mushroom Rock and Golden Canyon.

The ancient lake Manly has been estimated as being 600 feet deep. The last of the water evaporated 10 or 15 thousand years ago, leaving the deep salt deposit of Devil's Golf Course. Hard rock salt which is almost pure table salt, forms a jagged crust over the mud. The sharp ridges and spires may reach two feet high near the salt pools, however when we were there the surface had been recently "smoothed" off some by rain.

Badwater is that area in the valley that is 279.8 feet below Sea Level. In 1951, surveyors found that there were two spots west of Badwater that were negative 282 -- but these spots can not be seen nor are they marked. Areas lower than Death Valley may be found in Africa and Asia, but some argue that there is 7 to 10 thousand feet of sand and rock resting on the actual bedrock of the valley. If this were removed then Death Valley would definitely be the lowest land surface in the world.

The name Badwater came from the story that a mule refused to drink out of the pool. The water is not good to drink because of the salts in it, but it is not

poisonous. Epsom salt is very prevalent and too much of that would make anyone ill.

We took the nine and a half mile one-way road through Artist's Canyon. It was narrow, winding and often rather steep, but was paved. We saw excellent examples of alluvial fans on this ride. The clay hills were streaked and blotched with colors caused by the oxidation of minerals. The reds, pink and yellow come from iron, the green from a mica group of minerals and the purple from manganese. As we climbed up this canyon we had many splendid views of the valley floor showing the vast salt flats. We also had excellent views of Telescope Peak which has an elevation of 11,049 feet and is the highest in the Panamint Range on the west side of Death Valley.

We parked at the entrance to Golden Canyon, which is narrow with very steep walls. It got its name from the color of the walls when the sun shines on it. We walked a short ways back but did not care to go the entire one and one half miles.

We stopped to look at and take pictures of the Mushroom Rock. This is a freestanding pillar of basalt, or lava, which of course is from volcanic origin. There was quite a lot of the black rock in this particular area, but it was not noticeable in other places where we visited.

We returned to camp, had lunch and then rested in various ways -- some sleeping, some reading. Our camp was beside a row of Tamarisk trees that grew in twisted forms making them photogenic. The little chipmunks ran around the camp as I presume that they were used to having food thrown out for them. Later, Liz and I noticed a series of holes under one tree that apparently was where they lived, as we saw them dart in and out.

to be continued.

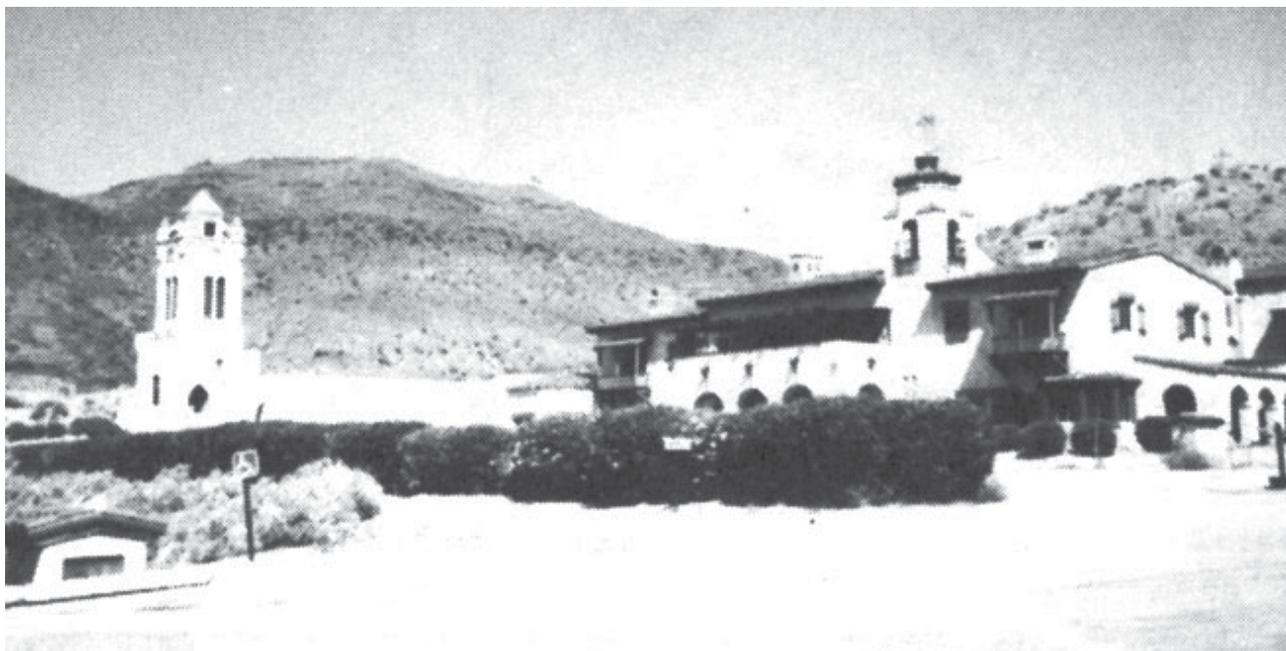
Photo album over,,,,,

Touring..

THE RETURN VISIT..



Ubehebe Crater at the northern end of Death Valley, is an 800 foot hike to the bottom and then you have to get back out.



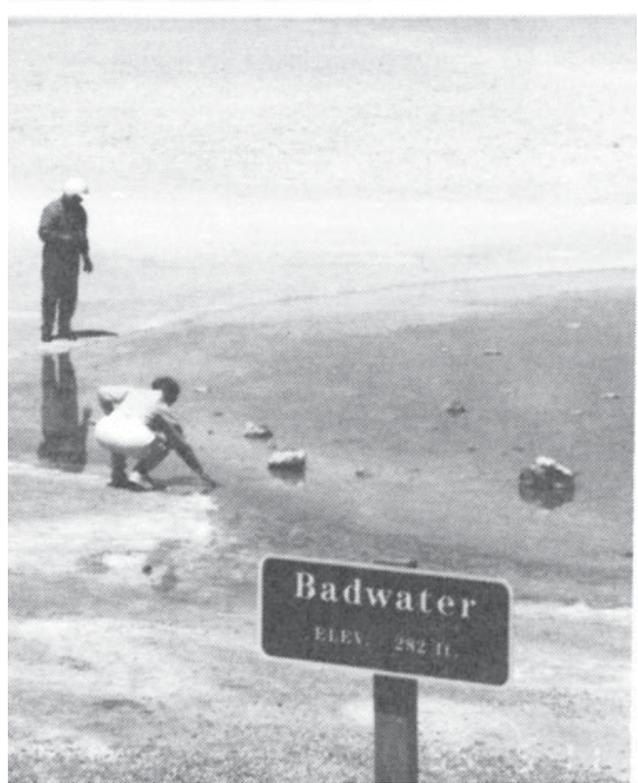
Scotty's Castle is a much easier walk.

Touring..

THE RETURN VISIT..



Fred and Liz Simonson inside Scotty's Castle, at one of the 14 fireplaces used to keep Death Valley Ranch cozy in the winter.



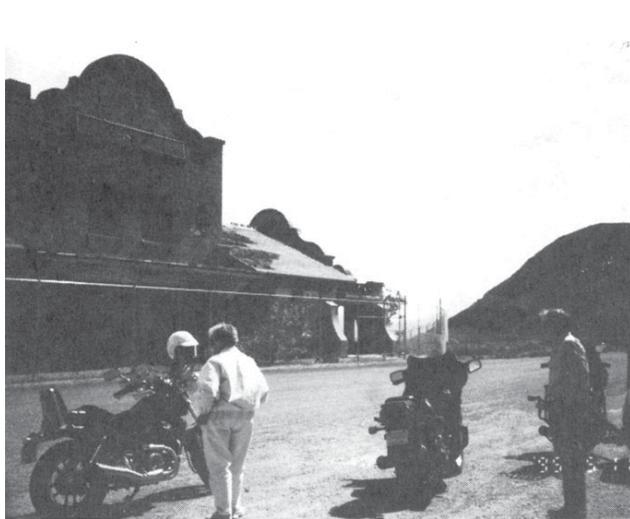
Fred and Liz check out Badwater. Streak at top of photo is Death Valley salt pan with base of far mountains behind it.



An artist's conception of the Last Supper, in Rhyolite.

Touring..

THE RETURN VISIT..



Liz and Bill parked near the old railroad station in Rhyolite, Nevada.

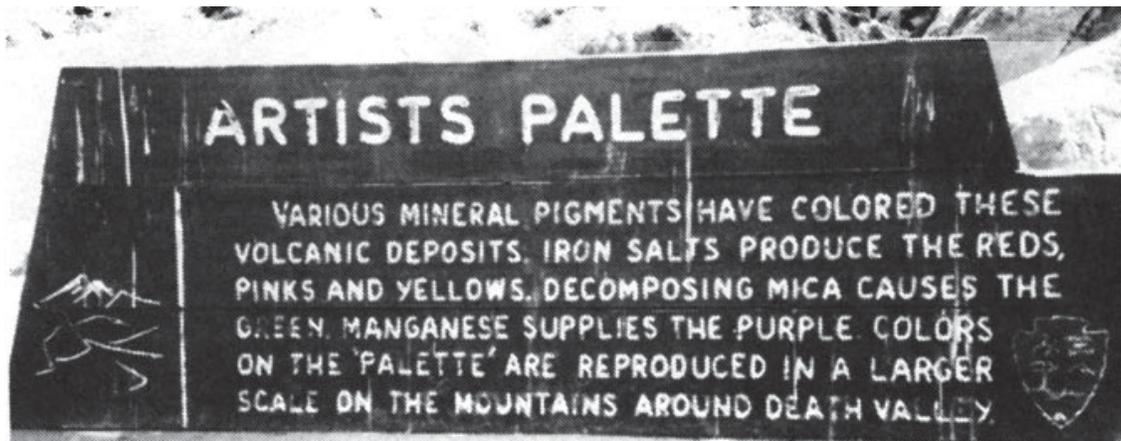


Entrance to Golden Canyon.



Mushroom Rock is visible just above the motorcycle on the right.

National Park Service sign at Artists Palette.



Rally

24th GRIFFITH PARK RALLY



A neat Honda CB160 with two seater taxi, next to a trials bike on a hack.

By Bob Anderson

October 28 and 29, 1995, saw the 24th Annual Griffith Park Sidecar Rally, being held in the Mineral Wells area of Griffith Park, in the greater Los Angeles, California area.

That's a lot of years for a sidecar event in the United States, and you need to understand that back in the early 1970s, rally host Doug Bingham, was nearly a lone driving force in sidecars. Sure, Harley-Davidson still offered sidecars for their motorcycles, but aside from a few imports, sidecar activity and manufacturing was nearly non-existent.

Doug felt that there should be some attention called to sidecars, and besides designing, selling and mounting hacks (in addition to racing them), he initiated the Griffith Park Sidecar Rally and has been organizing it ever since.

The Griffith Park Rally has since become a

place to show off your outfit, check out other rigs, Get information on sidecars and the USCA, as well as see some new sidecars that other manufacturers often show up with to display.

When it comes to sidecars, Griffith Park, in late October, is the equivalent to a small motorcycle expo... except the emphasis is on sidecars. Not to be mentioned as least, Griffith Park is also a fine display of not only vintage sidecars, but motorcycles.

This year, one gentleman had a very nice example of a Vincent Black Prince, which when you examined it, told you there was nothing "new" in body-work-enclosed motorcycles, such as the Honda PC800, or others. The shame of the Black Prince was that they "hid" one of the most handsome motorcycle engines ever built.

Griffith Park actually begins on saturday, and for the \$5.00 per sidecar entry fee, you can

Rally..

24th GRIFFITH PARK RALLY..

camp in the park saturday night, should you so wish. The last times I have tried that it rained, so this year I got smug and headed up early on sunday morning.

No matter. I got rained on for half of the 150 mile ride up from the San Diego area, while the campers at Griffith didn't get rain this year! Figures.

Sunday is the "main day" at Griffith. For many, it is a combination sidecar ride and picnic. After a rather slow start for the day's attendance, the sun burned off the clouds, people realized it was turning into a nice day and rigs began showing up in greater numbers.

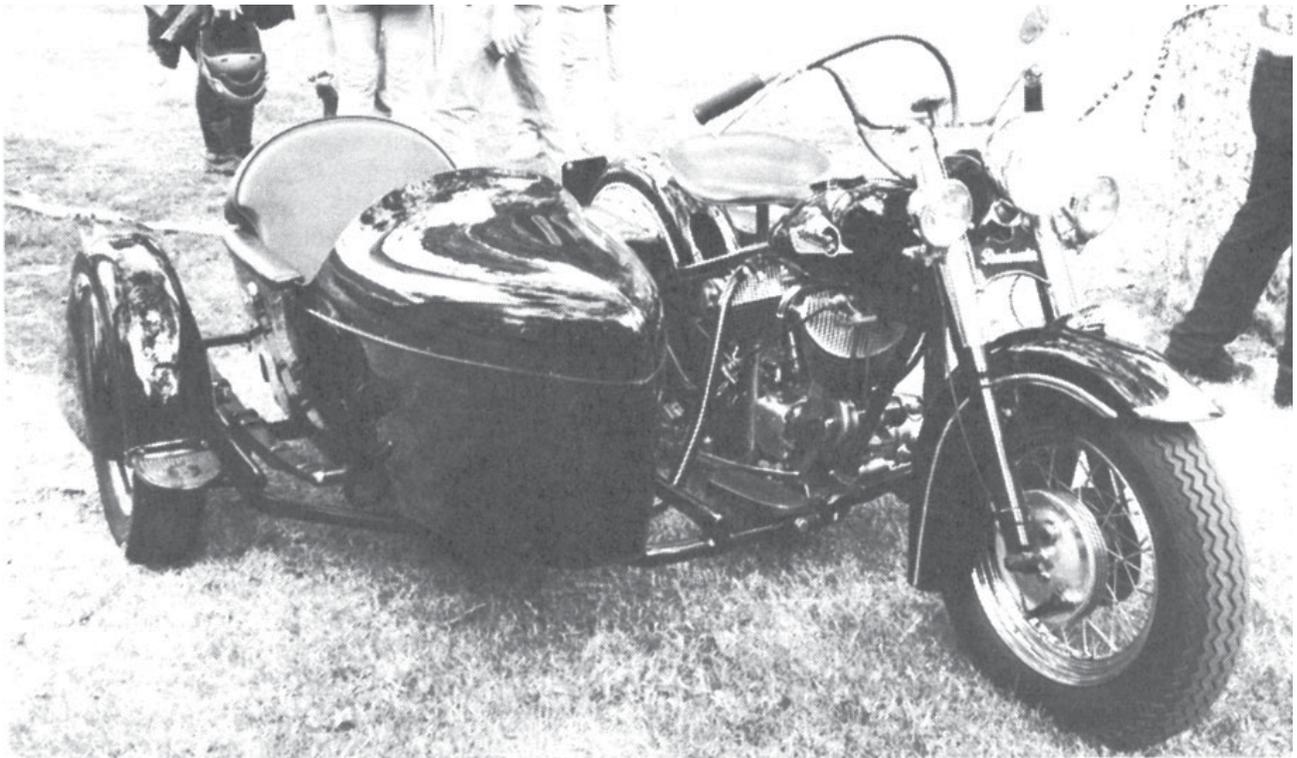
Lots of clean rigs showed up and I am sure my grubby old rig got more than one scowl and question about why the owner would show up on something so dirty... after all, it isn't raining or anything like that!

Well... they hadn't come up from San Diego!

Usually, a good 200+ rigs show up at Griffith Park, besides the weekend solo riders. Some of the solo riders park outside, for free, and walk in. Others pay and ride in. So, if you want to see everything, you not only wander around in the "official" area, but out on the surrounding roads.

Out there, at one point it sounded like six Harleys riding in, but when I looked, it was a grand-looking old car, reportedly with a V-12 engine. While 50 to 100 people left the rally to look at the car, Jay Leno left his car and walked in to look at the bikes and hacks, nearly unnoticed.

You never know what will show up at Griffith Park.



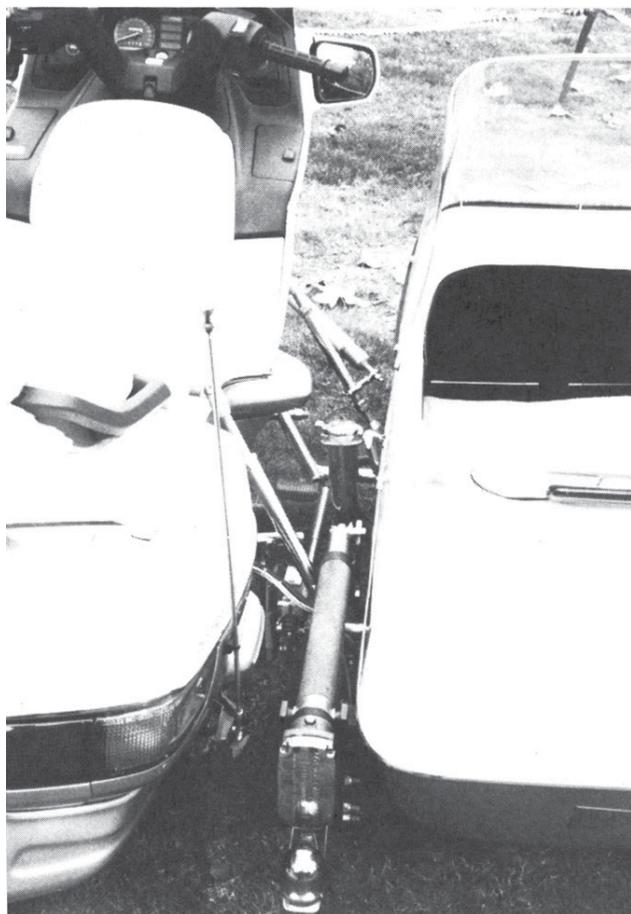
A nice example of an Indian Roadmaster and sidecar, oddly being ignored at the moment.

Rally..

24th GRIFFITH PARK RALLY..



"BMW Row". I haven't figured out if these guys want to be alone, or if nobody wants them with the rest of the rigs. Just kidding... just kidding...



Motorvation attached to a Honda Pacific Coast, with electric lean, auxiliary fuel tank and trailer hitch.



Rally Host Doug Bingham, thanks people for showing up and gives out donated door prizes.

INSTRUCTOR CORNER

By David L. Hough

Bob Gerend and I completed a one-day "Driving The Ural" course at the Ural Headquarters in Preston, Washington on November 19, 1995. We used the text and practice exercises as described in Driving The Ural, which was not yet published at the time. One of the students had about 6 mo. experience with his Ural, the others either had no sidecar experience or very little. Two students had no motorcycle experience at all.

One big challenge with novice sidecarists is to convince them of the importance of spending some time in training. While the entire Ural course would require at least 16 hours, it just isn't practical to assume people are going to commit to a two-day class. Since the text is also designed as a do-it-yourself learning experience, we condensed the class time down to 6 hours, including the "range" exercises.

By the end of the day, our novices were amazing themselves by not only being able to drive an outfit, but even managing such advanced techniques as controlling the outfit with the sidecar wheel off the ground. (Revised Range Exercise #9) All students were given a copy of the text to study at home.

SSP curriculum Changes

Ed Johnson and I have agreed on some changes to exercise 9. The objective of exercise 9 is to "demonstrate control of the sidecar by lifting the sidecar wheel and putting it back on the ground". Until now, drivers have been asked to drive around a large (60 ft dia) circle of cones, slowly increasing speed until the sidecar wheel just lifts off the ground. The concept is that the driver controls sidecar wheel lift by rolling off the throttle and squeezing the clutch.

Problems with the old exercise:

1. With a circle of 60-foot diameter, most outfits

need to get up to much higher speeds than we'd like to see on the range, in order to get the sidecar wheel off the ground. There is increased risk of equipment damage or even a serious accident.

2. The exercised doesn't address "steering reversion" when the rig is balanced on two wheels, which ought to be the real point of the experience. When a three wheeler gets balanced on two wheels, steering reverts from direct steering to countersteering. Not understanding this reversion is a primary source of right-turn accidents.
3. Because balance on two wheels is controlled primarily by steering rather than speed, rolling off the throttle may not bring the sidecar down.

The Solution:

The solution is to practice lifting the sidecar wheel and balancing the outfit at lower speeds, concentrating on steering (countersteering) rather than throttle control.

Separating the exercise into two parts allows the student to overcome fear of tipping over. Part 1 focuses on lifting and balancing the sidecar by countersteering. Part 2 focuses on countersteering to balance in a straight line.

SIDECAR RANGE EXERCISE

9 Controlling Sidecar lift Revised 11-1-95

OBJECTIVE

You will demonstrate control of the outfit as the sidecar wheel is lifted off the ground.

DIRECTIONS

1. Stage all students at Point A (empty sidecar)

Explain the following:

"There are times when you must balance the outfit with the sidecar wheel off the ground. For example, in tight, right-hand corners, the sidecar

SSP..

wheel tends to lift. A sidecar rig can be safely driven around a corner with the sidecar wheel off the ground, but you must learn the correct techniques. This exercise helps you experience the feeling of controlling the outfit when it is balanced on two wheels. It has two parts. In part 1 you will be driving slowly around a circle to practice lifting the sidecar. Then in part 2 you will practice balancing the sidecar in a straight line.

DEMONSTRATION

Demonstrate part 1, emphasizing slow speed (no higher than 10- 12 mph) and gradual spiral curve. "Fly the car" around for two laps with the wheel just off the ground. Return to staging area, indicate part 2 with two fingers, then demonstrate part 2. Drive just one lap with the car flying to get pointed towards the other end of the range, then steer off on a safe tangent. Emphasize slow speed and control by steering, not throttle.

PART 1

- a. On command, begin driving slowly around the right-hand circle. Don't speed up.
- b. Without increasing speed, gradually tighten the circle until the sidecar wheel lifts off the ground. See if you can drive all the way around the circle with the sidecar wheel balanced in the air.
- c. To bring the sidecar wheel down, steer more towards the outside of the circle. To lift the sidecar wheel, steer more towards the inside of the circle.
- d. You will be signalled when to return to the start area for part 2.

PART 2

"Remember, that when the sidecar wheel is off the ground, the outfit is balanced on two wheels, similar to a two-wheeled motorcycle. To

lean more towards the left, push harder on the left grip. To lean more towards the right, ease your pull on the right grip."

- a. On command, begin driving slowly around the circle, tightening the circle until the sidecar wheel comes off the ground. Concentrate on steering, don't speed up.
- b. With the sidecar balanced in the air, steer off the circle and ride towards the other end of the range. Pull harder on the right grip to pull the sidecar up and get it balanced.
- c. To steer more towards the left, pull harder on the right grip and lift the car a little higher. To steer more towards the right, ease your pull on the right grip and let the car come down a little. Bring the sidecar down, return to the starting area, and practice again until you are signalled to stop.

EVALUATION

1. Sits square in saddle with head and eyes up, looks in direction of turn.
2. Speed slow and constant. (speed no greater than 10 - 12 mph)
3. Balances with sidecar wheel up, continues around circle.
4. In part 2, lifts sidecar high enough to balance in straight line, controls direction by countersteering.

EXERCISE LAYOUT

A circle of cones 10 ft diameter at one end of range.

COACHING TIPS

Students tend to freeze on the grips and roll on the throttle when the sidecar comes up. Signal them to slow down. If the rig balances on two wheels but the driver can't seem to control direction, coach the student to point the front wheel opposite to the direction they want to go.

SSP..

If they can't seem to get the sidecar down, suggest "push on the right grip to bring the car down". If they can't keep the sidecar up, suggest "pull harder on the right grip".

NOTES:

Except for the physically-impaired, this exercise is conducted with an empty sidecar. With very heavy sidecar outfits (such as a L1500/Hannigan) lifting the sidecar may be difficult, or ground clearance may limit balancing in a straight line. Very wide, low outfits (such as K1100/GG Duetto or FJ1200/Comanche) may

slide the tires before the sidecar wheel will lift. With such rigs, drivers will seldom experience control reversion but counsel them to practice these exercises before driving other, lighter or taller sidecar combinations.

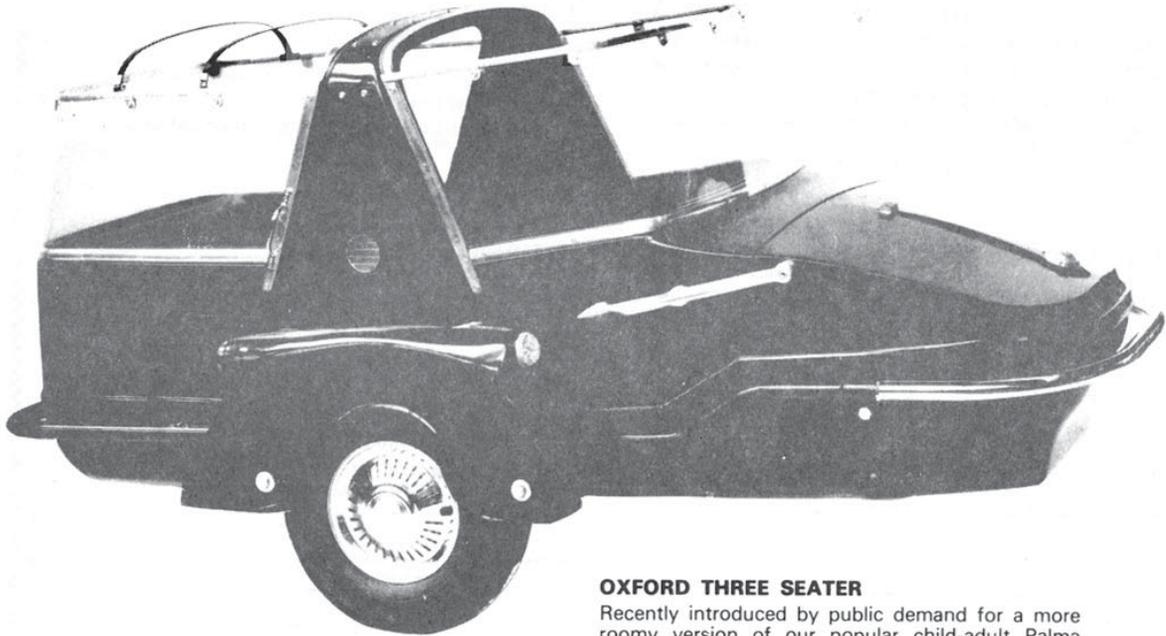
Two-wheel-drive combinations such as the Ural Sportsman lose driving torque when the inside wheel leaves the ground. The drivers of such rigs should attempt part 1, being coached to roll off the throttle to prevent spinning up the "flying" sidecar wheel as the outfit loses forward thrust. Countersteering works the same with two-wheel drive as with single-wheel drive.



Photo: Ed Johnson

Advt

For Highest Quality and Finest Value
Sidecar manufacturers since 1912

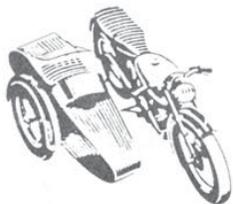
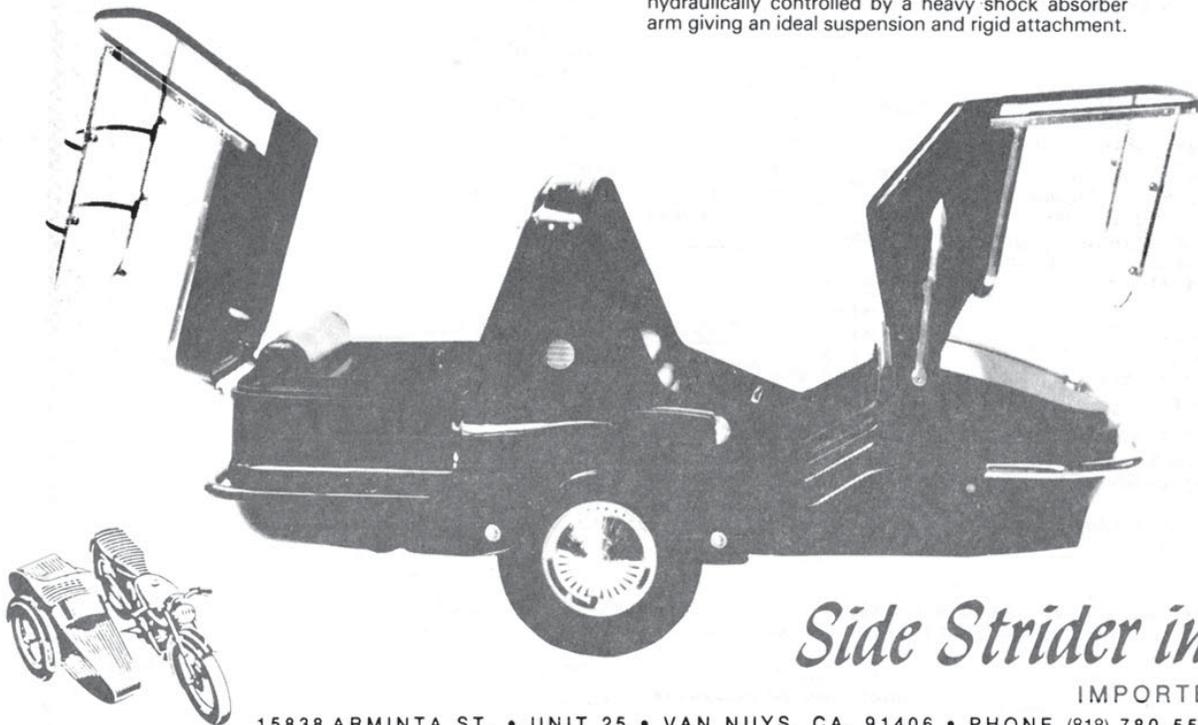


Watsonian
SIDECARS

OXFORD THREE SEATER

Recently introduced by public demand for a more roomy version of our popular child-adult Palma model, the new OXFORD will provide generous seating for an adult and up to two five-foot passengers in either the front or rear compartments. Entry is made simple by heavily hinged front and rear dashes which carry the fully protective screens, full weather protection is by front and rear hood covers and special ventilation louvres are provided.

The chassis is a specially strengthened wide version of our well established Super Silk having a glass fibre detachable guard, a car size 10 x 5-20 tyre which is hydraulically controlled by a heavy shock absorber arm giving an ideal suspension and rigid attachment.



Side Strider inc.

IMPORTER

15838 ARMINTA ST. • UNIT 25 • VAN NUYS, CA. 91406 • PHONE (818) 780-5542

Coming Events

- March 7, 1996, Indian Motorcycle Illustrated Daytona Rally, Klassix Auto Museum, 2909 W. International Speedway Blvd., Daytona Beach, Florida, 32124. Info: (904)2523800.
- March 8, 1996, Daytona Beach Boardwalk M/C Show, Daytona Beach, FL, 50 trophied classes. (319)462-4855.
- March 9, 1996, Hottest Custom Iron Show, Daytona Beach, Florida. Info: (904)252-3800.
- March 17, 1996, St. Patricks Day Ride and dinner. Info: Sierra Pacific Sidecarists, 1281 Avis Dr., San Jose, CA 95126. (408)2954506.
- March 31, 1996, Pine Grove Boy's Camp day ride. Info: Sierra Pacific Sidecarists, 1281 Avis Dr., San Jose, CA 95126. (408)2954506.
- April 12-14, 1996, Doo-Dah Sidecar Rally, Village Creek State Park, Wynn, Arkansas. Info: Spencer Bennett, 961 Charter Oak, Southaven, MS 38671. (901)393-4887.
- May 5, 1996, Sidecar Safety Program, 8a.m. to 6p.m. at Forest Park Community College, 5600 Oakland Ave., St. Louis, Missouri. Info: Gene Pettit, 1565 Central Parkway, Florissant, MO 63031-2527. (314)838-7010.
- May 15, 1996, Run For The Wall, leaving 9a.m. from TA truck stop at I-15/I-10, Ontario, California, and ending in Washington, D.C. Info: George (805)569-2498 or John (805)237-0790.
- May 17-19, 1996, Fourth Annual Western Reserve Sidecar Campout: Info: Western Reserve BMW Club, 8181 Munson Rd., Mentor, OH 44060. (216)2557016.
- May 24-26, 1996, Yakima Unrally. Yakima, Washington. Info: Bigfoot Sidecar Club, 6115 216th St. RR11, Langley B.C. V3A 6Y3. Canada. (604)534-6473.
- May 26, 1996, Rolling Thunder IX, Washington, D.C. Info: Artie Muller, P.O. Box 216, Neshanic Sta., NJ 08853. (908)369-5439.
- June 7-9, 1996, North East High Plains Drifters rally, 2 Rivers Campground, Central Maine. Pre-registration. Info: NEHPD M/c, Mike Marston, P.O. Box 35, Turner, ME 04282. (207)225-3065.
- June 21-23, 1996, Fifteenth Annual Sierra Sidecar Spectacular, Mariposa, California. Info: Neil Jameson, 390 Hallson Lane, Ben Lomond, CA 95005. (408)336-2476.
- July 12, 1996, NEHPD M/c 10th Anniversary, Fred Henne Campground, Yellowknife, NWT, Canada. Info: NEHPD M/c, Mike Marston, P.O. Box 35, Turner, ME 04282. (207)225-3065.
- July 12-14, 1996, Bigfoot Rally. Info: Bigfoot Sidecar Club, 6115 216th St. RR11, Langley B.C. V3A 6Y3. Canada. (604)534-6473.
- August 1-4, 1996, USCA National Rally, Livingston County 4H Park, Pontiac, Illinois. Info: Ed Johnson, 703 First St., Manhattan, IL 60442. (815)478-5609.
- August 2-5, 1996, Canadian Sidecar Owners Club annual rally, KOA campground, Lundy's Lane, Niagara Falls, Ontario, Canada. Info: (905)5637378 or (905) 358-7096.
- August 5-11, 1996, Black Hills Motor Classic Rally and Races, Sturgis, South Dakota.
- August 9-11, 1996, Tri-State Sidecar Campout and Craft Show. Info: Elaine, Rajswasser, P.O. Box 1476, Montague, NJ 07827.
- August 16-18, 1996, Keystone Sidecar Group Campout. Info: Harry (412)963-8327.
- August 17-18, 1996, Concours D'Elegance, Felton, California. Info: Sierra Pacific Sidecarists, 1281 Avis Dr., San Jose, CA 95126. (408)295-4506.
- August 30 - September 2, 1996, Mirror Lake Unrally Campout. Info: Bigfoot Sidecar Club, 6115 216th St. RR11, Langley B.C. V3A 6Y3. Canada. (604)534-6473.

Advt

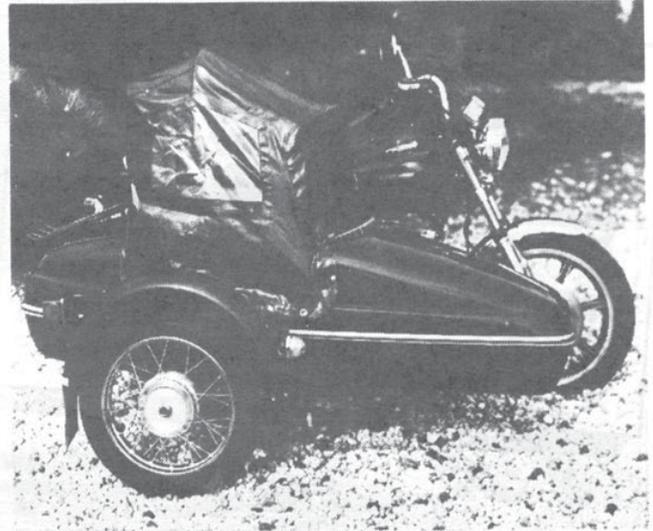
SIDECARS by

Velorex

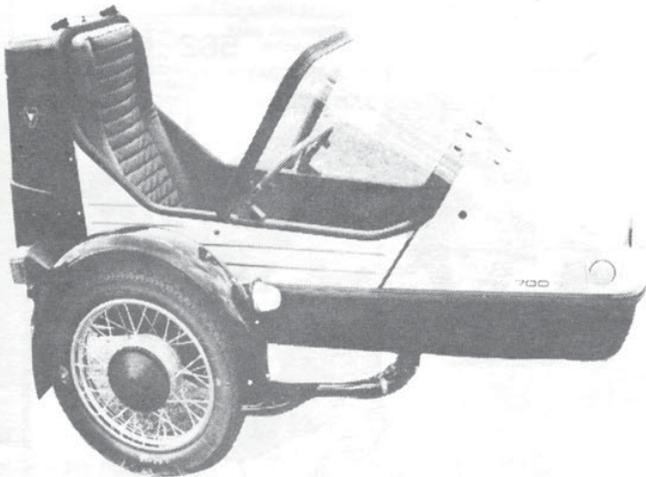
SPECIFICATIONS

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.*

JAWA

AMERICAN JAWA LTD.

185 Express Street, Plainview N.Y. 11803
516 - 938 - 3210 / Fax: 516 - 931 - 2650

Dealer Inquiries Invited

Classifieds

1st Time Ads

For Sale:

1982 CM450E, twin cyl., 6-speed, electric start, 32,000 mi. Everything OK, just doesn't get ridden much since I prefer 3 wheels. \$750.

Lyle L. Hammon, 14001 S. Hwy 67, Deckers, CO 80135. (303)647-2401.

Easy entry Vetter s/c with seatbelt, windshield and cover, mounted to '91 BMW K75 with fairing and Corbin seat. 32,000 mi. \$6,100 for both. Lyle L. Hartman, 14001 S. Hwy 67, Deckers, CO 80135. (303)647-2401.

1979 Honda Goldwing with Flexit sidecar, '83 carbs, air shocks, 3 Samsonite bags, Hang 2 seat, 3 helmets, intercom, can be seen in 96 Honda calendar. \$4,800 OBO. Warren A. Glynn, 3135 E. Ave. Q13, Palmdale, CA 93550. (805)947-5590.

1987 Guzzi SPII w/EML GT2. Painted Ferrari red last year. 27K miles, \$7,900. Will accept small sidecar as partial trade. Paul Pass, 11201 N. El Mirage Rd., El Mirage, AZ 85335. (602)583-9881.

1988 BMW KLT, 34,000 mi., mint cond. Color matched 1988 HitchHiker, completely restored '95 @ cost of \$3,000. Both \$6,995. sc only, \$2,000. Leave message. Forest Lemon, Winslow Farms, 736 Moss Creek Circle, Bloomington, IN 47401. (812)3320760.

California Commuter Sidecar fitted Suzuki Intruders (1400cc each) from 1981 through 1995. New SC axle and new four-point connectors installed in 1990 and 1991. External and internal walls of SC body need body work. \$500.00. Call Bill (713)434-8829. 14104 Natalie St., Houston, TX 77053.

1963 Harley-Davidson sidecar, includes all mountings and spare tire. Original factory paint, some rust. In use Asking \$5,000. Joe De Bruin, N.1663 Maloney Rd., Kaukauna, WI 54130. (414)766-3859.

1980 GoldWing 1100 with EML Sport-S sidecar, black, 14K miles. Trunk, KG saddlebags, s/c

tonneau cover, AM/FM cassette, Hondaline fairing. New: rear tire, Progressive air shocks, s/c windshield & convertible top. Looks, runs, & handles great. \$6,500. Call Gene (314)838-7010, 1565 Central Parkway, Florissant, MO 63031-2527.

1981 Goldwing, has leading link forks, mtd on 1977 Watsonian Palma sidecar. Good condition. \$3,500 or \$1,700 for sidecar only. Douglas Hasert, 4109 Boardman St., Minneapolis, MN 55417. (612)727-2611.

1980 Yamaha XS 400 SG 1,800 mi. New Velorex sidecar Mod. F. Fork 1200 ser. R. shocks. Maier S. farg. N. battery. Extra motor spare parts. \$3,000. Fritz Dorflein, P.O. Box 159, Valatie, NY 12184. (518)392-6377.

1980 CX500 Honda custom 21K w/Easy Rider sc, 6K on rig. Painted to match, many extras, great beginner's rig. \$2,200. Call Gary (812)897-4099. Gary L. Haynes, 2733 Hwy 62 W. Boonville, IN 47601.

2nd Time Ads

For Sale:

1990 GL SE Champion Escort, color matched, 8,000 miles, Robert Nagler, P.O. Box 144, Butte des Morts, WI 54927. (414)582-7617. Asking \$14,000.

1975 HD LE Sidecar. Completely rebuilt. Tonneau cover, old style full fender, custom head rest. All mounts for FL or FLH. \$4,000.00. Tom Partington, 553 Elm St., Marlboro, MA 01752. (508)624-0111.

Wanted:

Weber convertible top for 1995 Model TLE standard Harley sidecar Will consider comparable one. Charles R. Claflin, 145 Summer St., Woonsocket, RI 02895. (401)7690153.

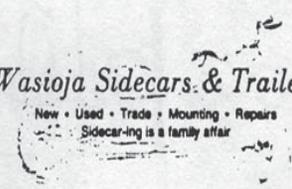
Wanted, brackets to mount Vetter sidecar to 1300 Kawasaki. Bill, 1-901-324-0954 work; 1-901-386-0973 home.

Manufacturers & Services

Business Cards

Rates: \$30/6 issues
USCA Members, \$50/
6 issues (one year),
non-members. Send
business card and
check (US funds only)
to: Advertising
Manager, Selma
Heaton-De Vos, 2208
S. Jefferson, Muncie,
IN 47302.

Wasioja Sidecars & Trailers
New • Used • Trade • Mounting • Repairs
Sidecar-ing is a family affair



KEN GREENE
(507) 635-5521

R1, Box 91
Dodge Center, MN 55927

CAMPGROUND

1-90 **BEST** **TRAV-L-PART** EXIT 33
Across America

ST. REGIS MONTANA

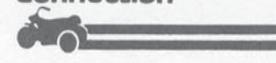
SIDEHACK SPOKEN HERE

**THE
SIDECARIST**



P.O. Box 191
Lakeside, CA 92040
(619) 448-6506

The New York
**Sidecar
Connection**



800

Sidecars
Restorations
CNC Custom Metal For H-D Sidecars
British & sidecar machine shop services (516) 538-8750

Nassau Road
Uniondale, L.I.
New York 11553

**THE
SIDECARIST**



P.O. Box 191
Lakeside, CA 92040
(619) 448-6506

MOTOGUZZI NATIONAL OWNERS CLUB
Monthly newsletter of tips, stories and
more. Several rallies and other activities
are held nationwide.
Only \$18 for a Single Membership or
\$19 for a Double Membership.

MGNOC
RR#1, Box 136
Ellsworth, KS 67439
(913) 472-4988

WATSONIAN
The World's Finest Sidecars
Since 1912



DOUG BINGHAM
International Sales Director

SIDE STRIDER, INC.
15838 Armenta Street, Unit 25
Van Nuys, CA 91406 U.S.A.
818-780-5542
Exclusive Agent USA/Canada

WATSONIAN SIDECARS LTD
Northwick Park, Blockley
Nr Moreton-in-Marsh
Glos. GL56 9RF U.K.
Blockley Std 0386-700-907

**WHO
TO WRITE**

Letters, articles,
POB 191, Lakeside,
CA 92040.

Subscription problems, extra issues,
damaged issues: Secretary, 130 S.
Michigan, Villa Park, IL 60181.

Ron Gardner

3400 W. Juniper Ave.
Joliet, IL 60435



1-815-729-2694

HitchHiker Sidecars, Inc.
Motorcycle Sidecar Mfg.



1666 Cumberland Rd., S.E.
Rt. 409
London, OH 43140

614-852-5373

Jack & Chris Copeland
913-733-2628



Sunflower Touring Specialties
RFD 3, Box 213
Waverly, Kansas 66871

Rain Gear • Chrome Specialties Dealer
Totes • Boots • Camp Gear • Mattresses
Catalog Available

Canadian Sidecar Owners' Club	Secretary & Membership Inquiries:	Ted Bielski 94 Longview Court London, Ontario, Canada. N6K 4J1
	Newsletter Editor:	Mark Denard R.R. #2, Bloomfield, Ontario, Canada. K0K 1G0

"Chairing
is
Sharing"

CHROMING • UPHOLSTERY • POWDER COATING



"THE WARK SHOP"
CYCLE PAINTER
SIDECAR SALES

808 WARK
614-374-4250

RT. 1, BOX 292
MARIETTA, OH 45750

hack'd
THE MAGAZINE
FOR & ABOUT
SIDECARISTS



P.O. Box 813
Buckhannon, WV 26201

304-472-6146

(815) 478-4908
(815) 478-4832 FAX



**Motorcycle
Insurance
Agency**

Illinois, Indiana
Wisconsin

PO Box 8
Manhattan, IL 60442-0008

Ed Johnson

S.C.F. • A TRADITIONAL STYLE IN METAL

Custom Mounts & Mounting • Sub Frames • Accessories
Paint Work & Pin Striping • Restoration • Metal Tubs



**KURT LIEBHABER
SIDECARS**



7558 McGirr Road
Waterman, IL 60556
Call Anytime 815-756-7001

Sales & Service • S.C.F. • Velorex • And Other Fine
Sidecars • New & Used • Send For Info Package

USCA Member & Sidecar Safety Program Instructor • 13 Yrs. Business Exp.

Bookshop

USCA Books and Paraphernalia

Books & Catalogs

<p>1. Sidecar Operating Manual:</p> <p>A basic text, extensively revised, to guide you safely in the transition from solo riding to sidecar driving. Used in sidecar instruction clinics. Assumes rider has basic m/c skills.</p>	<p>2. Riding with a Sidecar:</p> <p>English translation of the German BVDM sidecar training manual, includes s/c model testing and frame analysis. A must for the serious sidecarist.</p>	<p>3. Sidecar Catalog:</p> <p>Descriptions and photos of over 100 sidecar rigs currently available from around the world. Includes addresses of manufacturers and distributors.</p>
--	--	--

	QUANTITY	PRICE	TOTAL
1. Sidecar Operating Manual (New)		\$7.00	
2. Riding with a Sidecar		\$7.00	
3. Sidecar Catalog		\$7.00	
USCA Enameled Pin with lock clasp		\$3.00	
USCA Vinyl Logo Decal/Sticker		\$1.00	
USCA Logo 3" Embroidered Patch		\$3.00	
T-Shirts And Sweat Shirts			
Adult T-Shirt		\$12.00	
Kid's T-Shirt		\$10.00	
Adult Crew Sweat Shirt		\$22.00	
Kid's Crew Sweat Shirt		\$18.00	
Total for books, paraphernalia, clothing, add \$3 Shipping (\$4 Overseas)			

NAME: _____ PHONE NUMBER: _____

ADDRESS: _____ USCA NUMBER: _____

CITY _____ STATE _____ ZIP _____

PLEASE SEND CHECK OR MONEY ORDER IN U.S. FUNDS ONLY WITH THIS COMPLETED FORM
TO: AL ROACH, 130 S. MICHIGAN, VILLA PARK, IL 60181

USCA

Membership Application/Renewal/Emergency Contact Update

Date of Application: _____ Membership # _____ AMA # _____

Name _____ Phone # _____

Address _____

City, State _____ ZIP _____

Occupation _____ Spouse's name _____

Children's names _____

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

Include additional information on a separate sheet.

Other motorcycle club affiliations _____

Motorcycle interests: Touring Rallies Racing Legislative Other _____

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

First name: _____ Emergency Only _____ Friendship Only _____ Both _____

Please include any update information when you renew.

Annual dues based on 12 months membership:

US and Canadian Membership: New \$25.00 _____ Renewal \$22.00 _____

Overseas Membership: New \$35.00 _____ Renewal \$32.00 _____

Optional Donation to Sidecar Safety Training Program: \$ _____

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

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

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

Please include Emergency Contact Information on this application and renewal form if there have been changes.

THE SIDECARIST

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

USCA

Postage returns and postage due accounts to
the USCA, Inc.,

130 S. Michigan, Villa Park, IL 60181

Members: Please send address changes
and renewals to the above address.

**Bulk Rate
U.S. Postage
PAID
Kokomo, IN
Permit No. 59**

**FORWARDING POSTAGE GUARANTEED
ADDRESS CORRECTION REQUESTED**



Membership in the USCA is open to all interested in sidecaring.
Contact: Al Roach, Membership Secretary, 130 S. Michigan, Villa Park, IL 60181
for application forms or include \$2.00 for sample news journal