

THE SIDECARIST



*Published by the
UNITED SIDECAR
ASSOCIATION, INC.*

*JULY
AUGUST
1997*

The Sidecarist

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CONTRIBUTORS

Jack Zollars, Doug Bingham, Spencer Bennett, David L. Hough, Ed Johnson, Bob Anderson, Anchor Brewing Company.

COVER

December 1, 1996, at the Chicagoland Motorcycle Toys For Tots run and snowing lightly. Photo: Ed Johnson. See page 18.

Lean-out

I spent half of March, banging down the road on a test BMW F650ST... the BMW that isn't a BMW, but a collection of Austrian, Italian and Japanese parts, assembled in Italy, and sold with a BMW badge.

The major factor here, as far as I was concerned, was the reliability of the power-plant, a Rotax engine and transmission package, with some very close features to what my own KLR650 has.

I have little personal experience with Rotax engines. While I have heard nothing but good about Rotax, you don't exactly bump into a fellow rider with a Rotax powered motorcycle that you can talk to on an every day basis. It sort of reminds me of my early interest in British motorcycles, in a way, when I would get the chance to ask the occasional owner what they thought of the machine. After hearing their glowing reports I'd ask how many miles they had on their machine and the usual comment was about 5,000. That, in my mind, didn't tell me a thing about long-term reliability, so I had to go out and buy a bunch of Triumphs, a BSA and even a Norton, to find out for myself.

I'm sort of at the first stage of that with Rotax engines, at this point in my life. I want to know more.

The Rotax powered BMW did just fine for the time I had the machine (2,800 miles), bringing the miles up to a total 13,294 for that particular machine.

Rotax also supplies the engine/transmission for the MuZ Silver Star Gespann, although the engine features different design and size from the one in the F650ST. That is why I am always interested to share comments from USCA member William Bruton, of Houston, Texas, when he writes in with his next "report" on his MuZ Silver Star rig. Look in the letters section for those comments this issue.

I only put a few hundred miles on the MuZ Silver Star Gespann that I had the chance to ride, but I was impressed with the performance of the

outfit and the Rotax engine in particular.

The June, 1997, issue of CYCLE WORLD magazine has an interesting commentary on page 100 about the Ron Wood Hop-Up Kit for the Rotax engine in the MuZ. What's really interesting is that the Stage One Kit bumps the power up 14 horsepower over the stock 28, although at a healthy price of \$827. (Ron Wood Enterp., 755 W. 17th St., Unit D, Costa Mesa, CA 92627. (714)645-0393.)

I've long passed by the stage of squeezing more power out of something, but have to look at the other side of the equation, which is, the stock Rotax in the Muz rig must be in mild tune and under-stressed... offering the potential (at least) of some long life and reliability.

William reports that in two years of ownership, he is approaching 10,000 miles on his MuZ rig and is very happy with the outfit. His only gripes are that he doesn't like the short handlebars and wishes it came in the fire engine red paint that another MuZ solo bike is adorned with, as opposed to the silver that the Silver Star Gespann is painted.



Photo: David L. Hough

Letters

MuZ Parking BRAKE.

Dear Editor:

This letter's purpose is to report something to which you should alert the USCA members who ride a sidecar rig such as mine, the MuZ Silver Star, or one of the two Russian manufactured sidecar rigs.

About two months ago I had ridden the machine home from work on a Friday night without any problems. Two days later, a Sunday, I tried to move it out of the way to do something else. The rear wheel was locked solid. I called my two local experts in the Houston sidecar community, Robert Bolton and Hal Kendall. It mystified them and the only thing that it appeared it could be was internal problems in the wheel brake.

To make a long story short, I had it transported to the dealer, Peter Lawless, by AAA. He saw that the parking brake was partially engaged.

That was news to us three - the Department of Transportation requires a parking brake on motorcycles that are manufactured as three wheel vehicles. H-D sells the motorcycle and sidecar separately, therefore it isn't required. When I say "parking brake", some people refer to it on cars as an emergency brake. The manual for the MuZ identifies and discusses it.

William R. Bruton #1554 Houston, Texas

WHY IS IT SO HARD?

Dear Editor:

Enclosed is a check for two books plus new membership in USCA.

Why is it so hard to get info on different sidecars for sale? I've called about 20 so-called sidecar dealers. They have nothing to look at and don't even know the latest prices.

The manufacturers are just as bad. About five weeks ago I called about 10 sidecar manufacturers and got to talk to someone at about six of them. Out of the six, two sent me some pictures and prices.

The distributors don't even want to waste the time of day on the phone.

Now I know why you don't see many sidecar rigs around here. After getting stonewalled, they give up!

Richard Gustin (address missing)

KEYSTONE INFO..

Dear Editor:

[The following was take from the news letter of the Keystone Sidecar Club -- ed]

Jeff Thompson told us about the trouble he was having trying to get his sidecar hooked to his Harley-Davidson motorcycle. He said it took forever to get the Champion Sidecar from the state of California. When it arrived, the shipping price was a lot higher than they quoted him on the phone. He decided to pay the extra shipping and then tried to install the frame. He could not hook it up to his Harley because the first frame was for a Goldwing.

The second frame, Champion forgot to add the lugs. Jeff called again and finally the third frame was sent to him and he thinks this one may fit his bike. He said that Champion gives you so many excuses and takes so long to send what you need. Jeff had the shipping company looking for his sidecar and frames because Champion always told him it was shipped.

It is really frustrating when you can't get a good answer. If you plan on buying a Champion sidecar, please be patient, it sounds like you will have to be.

Keystone Sidecar Group Bethel Park, PA

LATEST SIDECAR RIG.

Dear Editor:

The riding season has begun! I insured my latest sidecar rig on March 1st and am getting in some nice riding weather.

I am the proud(?) owner of a 1975 Suzuki

Letters..

GT750, better known as the Suzuki Waterbuffalo. This fine three cylinder, two stroke, water cooled motorcycle is mounted to a Watsonian Monza sidecar. I really bought the Monza sidecar but, I was told that the bike had to leave with it. Seeing that it was mounted together, I really had no choice and the price was right. I have been riding the rig and kinda enjoy it in a strange sort of way.

Jerry Kotanko,

from Presidents Message, FOOTNOTES

Bigfoot Sidecar Club Langley. B.C., Canada

NORWEGIAN S/C CLUB.

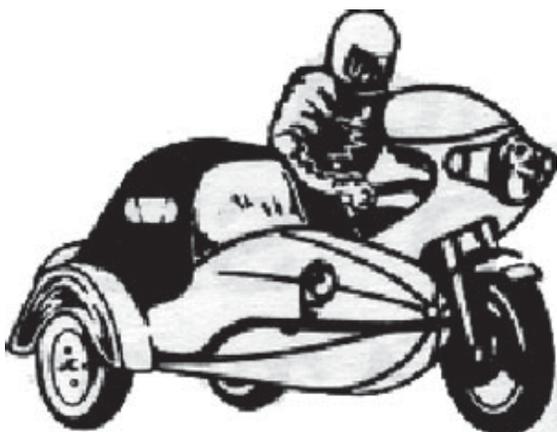
Dear Editor:

Here is a new newsletter. It is a while since it was published. My "Translation" got it delayed for more than I thought.

We got a new newsletter editor this autumn. Her name is Berit Seim and she is well known in Motorcycle Norway as she has been the editor for the NMCU-newsletter (Norwegian Motorcycle Union w/ 10.000 members) many years. In 1996 she has been driving sidecars for 20 years. This year she had a new Guzzi T3 with Squire.

We had one of the warmest autumn rallies remembered with possibilities to sit outside and drink beer and the meeting was held outdoors.

Sigurdur Bjarnason Lobergsalleen 1, N-5032 Minde, Norway



Call TOLL FREE for Membership Information

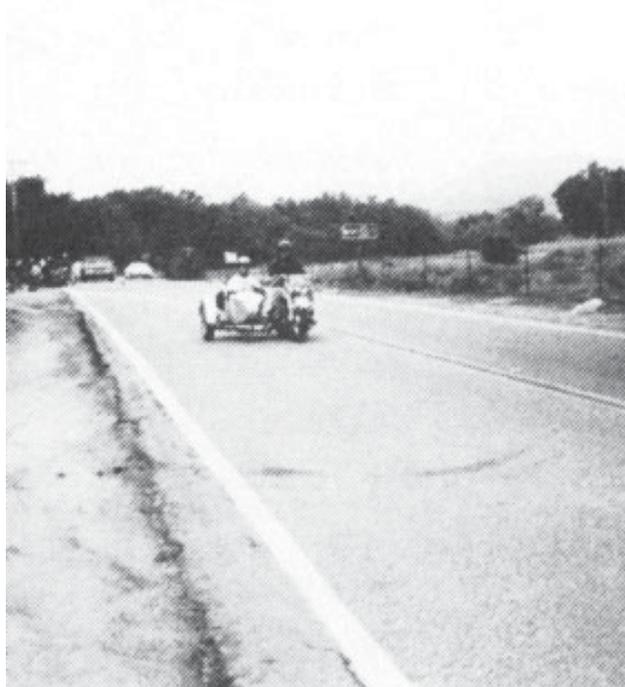
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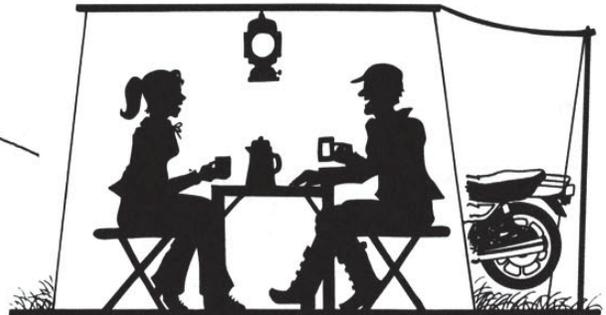
Rally

19th Annual USCA RALLY July 24-27, 1997



At Partridge Hollow

Points of Interest: Old Sturbridge Village, Springfield Basketball Hall of Fame, Springfield Museum of Natural History, Eastern States Exposition, (THE BIG "E"), Riverside Amusement Park, Stafford Springs Speedway, Brimfield "Famous" Antique Flea Markets, Mt. Tom Water Slide & Ski Area, Quabbin Reservoir, Scenic Mohawk Trail (Rt. 2), Bradley Air Museum, Norcross Wildlife Sanctuary, Audubon's Laughing Brook



**All Motorcyclists
Are Welcome!**

Rally..

The Sidecar Rally Includes

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

Registration Information

Advance registrations must be in U.S. funds and must be postmarked by June 1, 1997. Registration fees are as follows:

Advance Registration:

- Age 16 & Over \$25.00
 Age 15 & Under FREE

Registration at Rally:

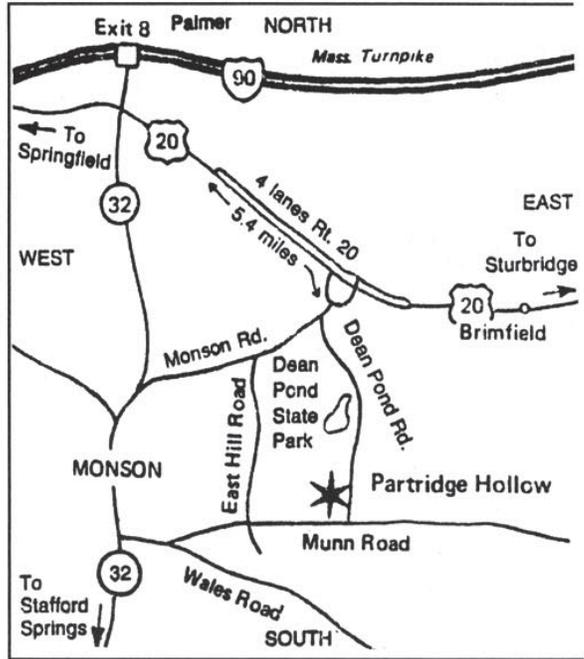
- Age 16 & Over \$30.00
 Age 15 & Under Free

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

Donald Nolin
 102 Linden Street
 Hyannis, MA 02801
 (508) 771-2261

**Anyone Interested In Sidecars is Welcome
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- RV's and Campers Welcome
- Hook-Ups Available



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 1-800-228-5151

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 Route 20, Box 480, Sturbridge MA 01566
 Tel: (508) 347-3327

PUBLIK HOUSE HISTORIC INN
 On The Common, P.O. Box 187, Sturbridge MA 01566
 Tel: (508) 347-3313 (800) PUBLICK

STURBRIDGE COACH MOTOR LODGE
 408 Main St., Sturbridge MA 01566
 Tel: (508) 347-7327

SHERATON INN STURBRIDGE AND CONFERENCE CENTER
 366 Main St., Route 20, Sturbridge MA 01566
 Tel: (508) 347-7393 (800) 325-3535

USCA RALLY REGISTRATION

Operator _____ Age _____
 Passenger _____ Age _____
 Passenger _____ Age _____
 Passenger _____ Age _____
 Address _____
 City / State / Zip _____

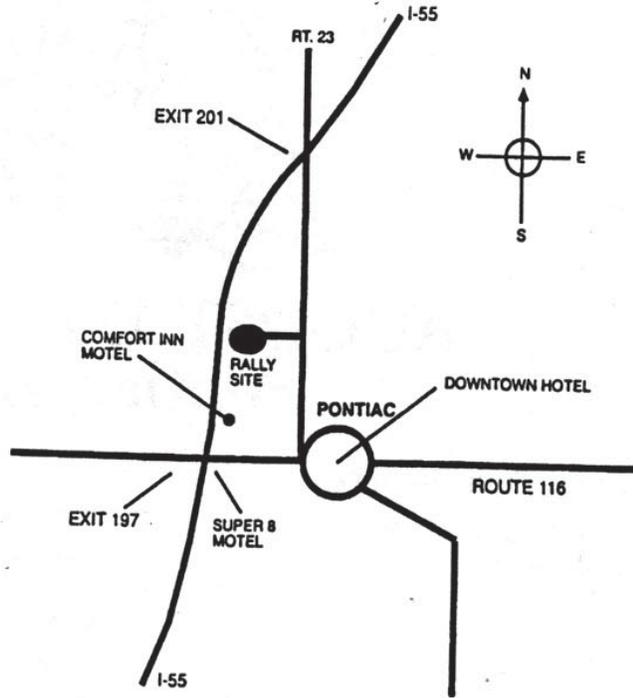
Rally..

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.

SSP News

SSP NOW TAX DEDUCTIBLE.

The United Sidecar Association, Sidecar Safety Program (SSP) Inc., has announced that it received final IRS approval of 501 (c) 3 status. This approval makes donations to USCA SSP tax deductible to the donor.

This IRS approval provides motorcyclists with the opportunity to directly support a true motorcycle safety program with tax deductible donations.

Make checks payable to USCA, Sidecar Safety Program, Inc., and mail those greatly appreciated donations to: USCA Sidecar Safety Program 703 First St. Manhattan, IL 60442.



David L. Hough

"POP" DREYER AWARD, '97

The family of "Pop" Dreyer have authorized the use of a memorial to the esteemed deceased sidecarist. It is a traveling trophy containing an oval identification logo from a sidecar he had built. The plaque reads: "Commemorating Excellence in Sidecaring in honor of Floyd "Pop" Dreyer. Each, year it is awarded to the individual, or institution that has contributed significantly to the United Sidecar Association, Sidecar Safety Program.

This year, 1997, the honor goes to David L. Hough, Port Angeles, Washington. He is a prolific author of articles for motorcycle magazines on both solo and sidecar safety issues. David is best known for his "Proficient Motorcycling" series. As a result of his work, the SSP now has a training manual, DRIVING A SIDE-CAR, of professional quality.

Recipients of the "Pop" Dreyer award:

- 1989, Rick Kieltyka
- 1990, Mitch Goldflies
- 1991, Kurt Liebhaber
- 1992, Jim Fousek
- 1993, Joe Rybacek
- 1994, Tim Colburn
- 1995, Jim Zikuda
- 1996, Hal Kendall
- 1997, David L. Hough

Industrial News

LIBERTY SPORT SIDECAR.

Pete Larsen of Liberty Sidecars, has developed and put into production, a sidecar specifically for Harley-Davidson Sportsters, from 1986 and on.

First news leak was in these pages one year ago, from our Washington spy. Now the specs are available and are:

Weight: 145 lbs.

Track Width: 44.5 in.

Seat Width: 19.5 in.

Length: 75 in.

Wheel: 19 in. OEM wire or mag with blackwall tire.

Suspension: Trailing arm,
Works Performance shock, dropout axle.

Frame: 1.75 in. round, black powder coat finish.

Mounts: Four-point clevis, bolts to stock XL series frame.

Body: Composite fiberglass with behind seat trunk, 180° fender with OEM matching taillight.

For more information, contact Liberty Sidecars, 3400 13th Ave. S.W., Seattle, WA 98134. (206)292-8420.

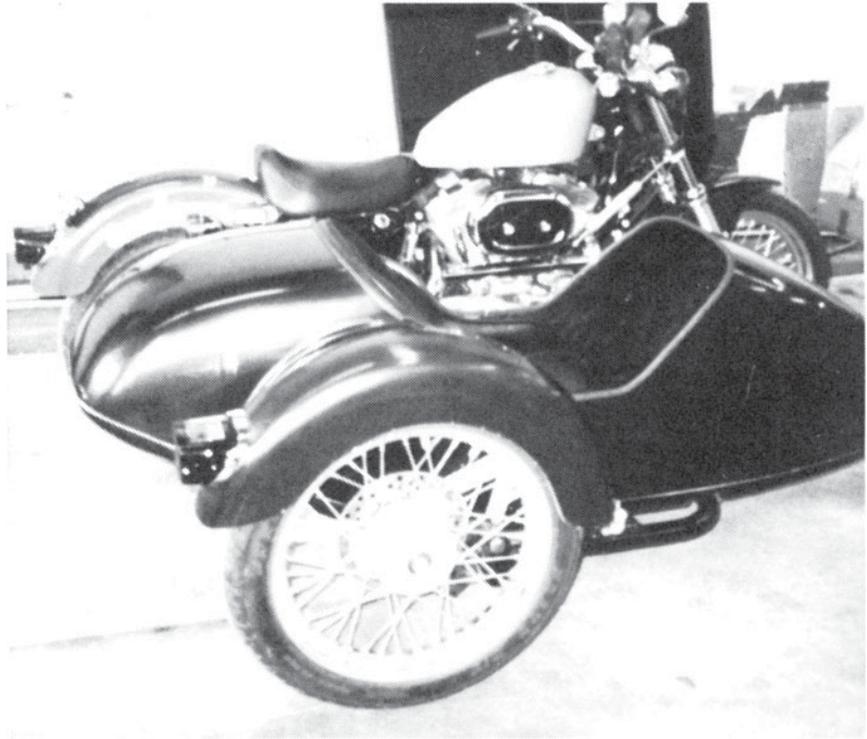


Photo: David L. Hough

TOMCO WHEELCHAIR CONVERSIONS.

Pioneered 20 years ago by Tom Terning, Rick Oliver of Tomco Conversions Inc, P.O. Box 30, Wilcox, PA 15870, has brought back the Tomco motorcycle conversion for wheelchair bound drivers.

The manufacturer states each rig is designed for an individuals capabilities. Relocated controls allow driver to pilot the outfit from the sidecar. Basic features include a folding ramp, wheel chair locks, lap belt, parking brake, two driving lights and windshield.

The TNT Model adds bumpers, running lights, electric reverse, second battery system and more.

For more information, contact Tomco at the previously listed address or call: (814)929-5164.

Everything Else

VINTAGE SIDECAR ASSOCIATION.

Word has come in about the attempted start-up of yet another sidecar club. As Gil Russell puts it, "We would like to start a loose club for vintage sidecars for fun, rallies and information in the Central New England area."

If interested contact Gil for more information at 288 Stafford Street, Charlton, Massachusetts 01507 or call (508)248-6928.

MOTO RETRO COMPANY.

Kit bikes are being offered by Moto Retro Company (400 Colborne St., Midland, Ontario, L4R 2K4, Canada) which the maker claims look like a BMW from 1940. Offered as either solo bike or bike with sidecar, the oVits require that you provide any late BMW engine from 500-1000ccs. Each kit bike includes a four-speed transmission with reverse gear, all controls and cables, solo seats, 12 volt wiring, kick and electric start. Rear drive units come in a choice of 1:3.89 or 1:4.62. For more information call: (705)526-2558.

HALL OF FAME INDUCTEES.

The voting is done and the results are in from the National Motorcycle Museum and Hall of Fame, located in Sturgis, South Dakota. This years' Inductees include: Dick Mann, Tom Sifton, Dick "Slider" Gilmore, E.C. Smith and the Jackpine Gypsies M.C.

Dick Mann won 24 National Championships from 1957-1971, was the Daytona winner in both 1970 and 1971, and Grand National Champion in 1971.

The late Tom Sifton, of Sifton Cam fame, was a hillclimber in the 1920s, the Champ in 1929, and a San Jose, California, Harley-Davidson dealer from 1929-1953. Sifton passed away in February, 1990, at the age of 86 years.

Dick Gilmore was instrumental in training medics to deal with motorcycle accidents, developing Two Wheel Trauma for EMTs in 1986, as well as Accident Scene Management.

E.C. Smith was involved as an AMA Official, in both racing and road riding.

The Jackpine Gypsies received their AMA Charter in 1937, and have been working to promote the Black Hills Classic at Sturgis, South Dakota, ever since, including Gypsy Tours, Hill Climb, Short Track, Vintage TT, Motocross Racing and Dirt Drags.

The Induction will take place on Wednesday, August 6, 1997, at 9:00a.m. at the Spearfish Holiday Inn off of 1-90 at Exit 14. Tickets are \$15 per person and include a breakfast buffet. Tickets may be reserved by contacting the Museum and Hall of Fame at P.O. Box 602, Sturgis, SD 57785, (605)347-4875.

MOTORCYCLE APPRAISAL GUIDE.

27 pages of sidecar listings are included in the Jan-Apr. '97 edition, available from N.A.D.A., 3186 K Airway Ave., Costa Mesa, CA 92626. (800)966-6232. Average wholesale and retail prices are included with alpha and chrono listings.

GROUND BREAKING.

Monday, April 14, 1997, at 1:00p.m. was the groundbreaking celebration for the new Excelsior-Henderson corporate headquarters and manufacturing plant.

The site is at the intersection of Hanlon Drive and Laredo Street, U.S. Highway 169, Belle Plaine, Minnesota.

Joining with Excelsior-Henderson Motorcycle Manufacturing Company in the celebration, were the State of Minnesota, the City of Bell Plaine and Ryan Companies.

Everything Else..

SIDECARIST WINS TOP MSF AWARD.

Dal Smilie, NW Region AMA Trustee, won the Motorcycle Safety Foundation's premier award, the Award of Excellence. Smilie has long worked on Montana, regional and national regulatory and legislative issues. He is one of the "ridingest" AMA Board members.

Smilie represents the NW United States on the AMA Board, that includes California from San Luis Obispo north, Washington, Oregon, Alaska, Idaho, Montana and NW Nevada.

AMA Trustees are elected each three years. Smilie will be running again this Fall. Watch for the nomination forms in the AMA's AMERICAN MOTORCYCLIST magazine in August.

Dal was instrumental in getting Montana's first rider funded safety program initially passed into law in 1989. He is currently serving his third consecutive term as the Governor-appointed Chairman of the Montana Motorcycle Safety Advisory Committee, a volunteer position.

Smilie, besides being a USCA member, works full time as Chief Legal Counsel for Montana's Department of Administrations.

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Our 100 page catalog is filled with revolutionary clothing like our famous Roadrafter suit and Darien jacket, along with several new Aerostich products. We also offer hundreds of useful specialized items that make motorcycling better. You'll find a select array of proven products of exceptional performance and quality.

DARIEN JACKET & PANTS, PAGE 8

SPIDERCO KNIVES, PAGE 88

GLOVES, PAGE 22

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Rally

*Keystone Kampout
Cook Forest PA
Aug. 15-16-17 1997
"ALL bikes welcome"*

Where: "Kalyumet Campground" I 80, Exit 9 (Clarion) take Rte. 68E Cook Forest Rd. 12 miles to campground. Follow the Keystone Kampout signs.

Motorhomes, tents, and campers are welcome. Water/electric hook ups.

Motels: Make your own reservations:

Days Inn Rt. 68 & 80 - Exit 9, Clarion (814-226-8682)

Comfort Inn - Exit 9, on I 80. (814-226-5230)

Holiday Inn - Exit 9, on I 80. (814-226-8850)

Super 8 Motel- Exit 9, on I 80. (814-226-4550)

Registration Guided tours, self guided tours, games, Friday night food 6PM - ? catered Includes: buffet Saturday, tloughnuts Sunday, Everything Goes Auction, door prizes, & 2 nights camping.

Please register by Aug. 10, 1997, no catered buffet after

Aug. 10, 1997 For more info. call: Harry Walter 412-963-8327

Driver: \$25.00

Passenger(s): \$25.00

Under 12 yrs: \$10.00

"Canadian registrations" please send registration form with T-shirt color, & size. Pay at Kampout, USA *cash* only. Thank You

Order your Kampout T-shirt and we will have your size and color for you for only \$10.00

REGISTRATION BY AUG. 10, 1997 IS REQUESTED

Driver: _____ \$ _____

Passenger(s): _____ \$ _____ Mail check or money order payable to:

Under 12 yrs: _____ \$ _____

June Sheridan

Total \$ _____

5924 Wallace Ave.

Address: _____

Bethel Park, PA 15102

T-shirt color: Denum Purple

T-shirt size: S M L XL XXL XXX

PLEASE BRING A FRIEND(S) AND HAVE A GOOD TIME!

Rally

BRASS MONKEY RALLY



On the road in Trona, California. Barry Beale on the left and Jack Zollars rig on the right.

By Jack Zollars

The 1997, Brass Monkey was held on February 14-15-16-17, 1997, at Death Valley National Park. Located approximately 280 miles from Los Angeles, California.

Death Valley runs north-south. It's more than 125 miles long, and four to 16 miles wide. Salt flats encompass nearly 200 square miles of the valley, with the sand dunes near Stovepipe Wells, accounting for another 14 square miles.

Although Death Valley sounds like the most inhospitable place on earth, it is in reality quite beautiful. In these modern times you may wonder how a name like "Death Valley" came to be. As the story goes, a lot of people coming to the gold fields of California, were looking for a short cut and wound up in Death Valley. As it happened, some of them died while making this long and trying trip in covered wagons and some of them on foot. After running out of food and eating their oxen and leaving their wagons behind, they finally crossed the summit of the mountains to the west of Death Valley, and one of them looking back said, "So long to the valley of death". From then on it has been known as Death Valley.

This year the Brass Monkey took all of the sights of Death Valley in stride on our mighty steeds. As near as I could count we had twenty-four sidecar rigs and eleven solo bikes at our encampment.

We had many of the regulars from Arizona and California. Jake Jacobs came up from Mulege, Baja

California, on his rig, making the trip with no trouble. He left on Tuesday and I caught up to him riding in Wildrose Canyon, entering Death Valley on Thursday afternoon. What a guy. Jake had left El Centro in southern California on Thursday morning and arrived in Death Valley that afternoon. He and I found the Texas Springs campground and set up our camp and from then until Saturday night the Brass Monkey folks kept coming.

Jack Fassel came from Portland, Oregon, on his BMW K-bike in one day. He slept good that night. As we all did, for that fact.

We had held the Brass Monkey in Death Valley in 1989, and camped in the camping area of Texas Springs. The weather was typical Death Valley in mid February. Thursday night a slight breeze blew, but Friday, Saturday, Sunday and Monday were perfect. No wind and hot days and warm nights.

Sight seeing was the order of the day and we all went our own way and saw whatever we wanted to see. Having been to Death Valley many times, everything I saw was compared to the last time I saw it and most of it is in fine condition, so I guess the Park Service is doing a good job.

Eight of us took in Dantes View, about 5,000 feet above Sea Level, and then drove to Badwater, which is 250 feet below Sea Level, and is directly below Dante's View, although it took us about 30 minutes to drive down to Badwater. The road doesn't go directly down the hill, thank goodness.

Rally..

BRASS MONKEY RALLY..

Death Valley Scotty's Castle was another sight. We arrived there early morning and only waited 10 minutes for our tour to start. In the parking lot of Death Valley Scotty's Castle, was a Vincent from the east coast with luggage and two helmets. I ran out of film and never did get to see who was riding it, but it was most certainly being ridden. If you ever get to Death Valley, you must see the Castle. The Park Service has rangers that conduct the tours and they dress in period costumes and carry on like we were living in 1900. Very clever and very well done.

Saturday night we held our traditional camp fire and told each other how great we were and had a grand old time. Dave Tenpenny passed around the Brass Monkey bottle of wine. This year he had purchased a fine vintage wine to use in the bottle. this bottle is a brown wine bottle with a monkey hanging onto it. When you attend the Brass Monkey, you will be offered a swig, so we do hope to see you there next year.

Speaking of next year, the Brass Monkey in 1998, will be held in Tucson, Arizona. Dave Tenpenny will host as he is building a new home/shop/RV park on his property. We will be there to break in the new place. A lot of talk from the folks from Tucson, that attended this year, about a pig roast and all kinds of things to do. I will be there and hope you can make it.

In 1999, the talk was for the Monkey to return to El Golfo De Santa Clara. This small fishing village is located 70 miles below the border in Mexico, due south of Yuma, Arizona. We have been there three times before and always have a great time. The people in El Golfo, fish for a living out of the Gulf of California, and it always reminds me of going to Mexico in the "50s".

In 2000, the talk was to return to Mulege in Baja California. The Monkey was held there in 1996, and was one of the largest turnouts I have attended. Of course, I have only been attending for 10 years.

This is the end of the 1997, Monkey report. Hope to see you next year in Tucson, on the President's Day Weekend in mid February, 1998.



HAK, Nancy and Jim (Kingman, Arizona) and Jim and Barry (Santa Maria, California).



Guest bedroom at Scottys Castle.



Courtyard at Scottys Castle.

Rally..

BRASS MONKEY RALLY..



Eight of us at Dantes View (5,745 feet), with a west view across Death Valley to the snow-covered Panamint Range and 9,064 foot Wildrose Peak.



Left to right, Barry Beale, Marcia and Roscoe Young of Ridgecrest, California, at Badwater, near the lowest point in the United States at -282 feet.



Overview of Texas Springs camping area.

Rally..

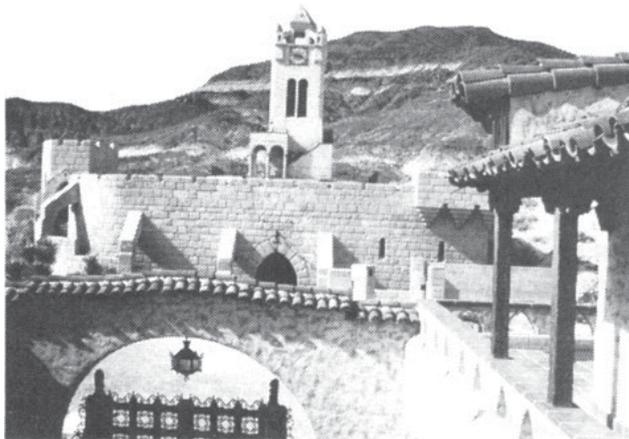
BRASS MONKEY RALLY..



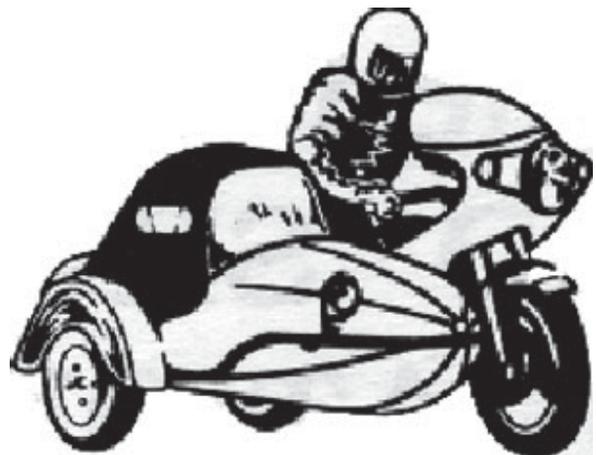
Barry Beale relaxing in his home built teardrop camp trailer. This one is third one he has built, and his 1984 GL1200 Std with California Friendship II.



Jack Zollars rig on left, Jack Fassel's K-bike on right.



The Chimes Tower at Scottys Castle.



Event

TOYS FOR TOTS

By Ed Johnson

The Chicagoland Motorcycle Toys for Tots was held on December 1, 1996. A wind chill factor of one above zero, drastically reduced the entrants this year to 2,500-3,000, as opposed to 17,500 riders last year. It was also snowing lightly. In all, about 9,000 toys were collected to be distributed to needy children.

The event starts at 83rd and Western Avenue, Chicago, Illinois, proceeding north on Western venue to Foster Avenue, then West to the Marine Corps reserve headquarters, a distance of seventeen and one half miles. Excellent police protection was evident at the main streets and most side streets. Assigned "blockers" from among the participants, covered the other streets. It takes 300 workers to put this on and Marilyn and I have been part of the inner organization since 1985. To get onto the main arteries, Marilyn and I had to cover twelve miles of snow packed country roads. This was my twelfth consecutive ride and Marilyn's tenth.

Sidecarists, represented by the Northern Illinois Sidecarists, and headed by Jack Wheeler, operate as a separate tier of the event and offer our services where needed. We carry dignitaries, communication people, still camera and video operators, carry and deliver goods, and furnish whatever else is needed that we are capable of doing.

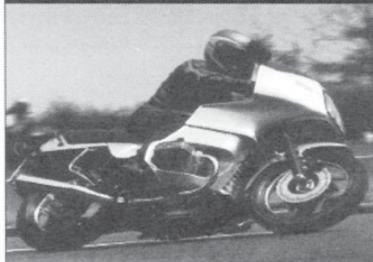


Ed Stimach rig with Santa's sleigh.



Santa's H-D when not using sleigh.

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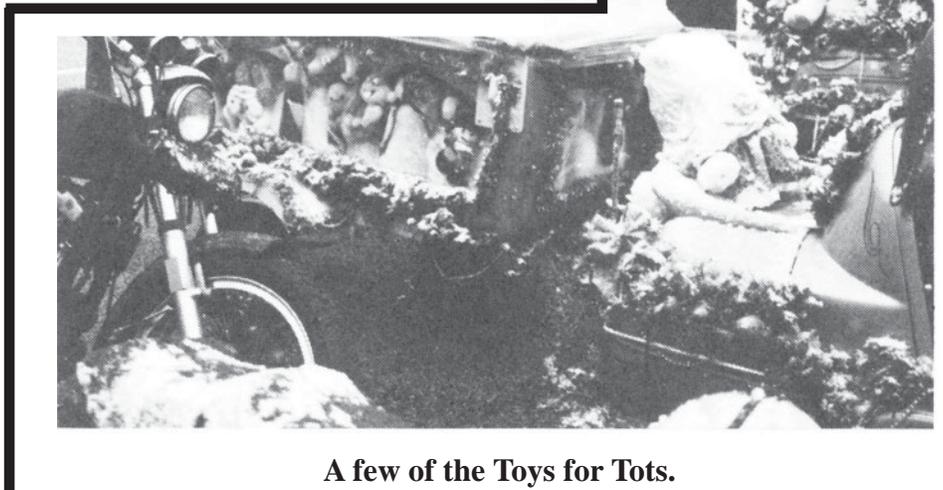
TOYS FOR TOTS..



**Jack Voss,
N.I.S. video
taker for run.**



**Marilyn Johnson
at start.**



A few of the Toys for Tots.

Event

N.I.S. CHRISTMAS PARTY

On Sunday, December 8, 1996, the Northern Illinois Sidecarists held their annual Christmas Party.

The Northern Illinois Sidecarists have held their annual Christmas Party at the Tollgate Inn, located in North Aurora, Illinois, for the past twelve years.

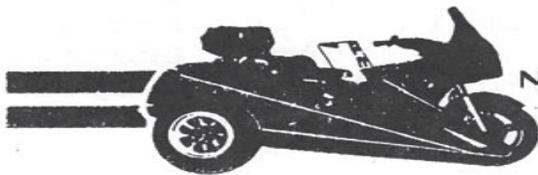
Don, the owner, has been sick and has not been able to spend much time at his business recently. With the boss sidelined, events at the restaurant did not go as well as they usually do.

The N.I.S. will be looking for another site for the annual party next year. Bob Janick, head of the local chapter of the NA 40 Touring Riders, joined the sidecarists, and brought his members to the party, making this our first joint Christmas party. Many of the club members present are in both clubs.

Attending were, Bob and Joan Janick, Terry and Becky Strassenburg, Jim and Donna Fousek, Pat and Gene Bohn, Joe and Judy Buchholz, Kurt and Emil Liebhaber, Rich and Marilyn Hansen, Ron and Pat Gardner, Ron and Judy Komarek, Charles Hall and Barb, Rob and Debbie Wentzel and daughter, Bob Saxer, Chuck Cassi, Roman, John Hettinger, Ed Otto, the Dunlaps, Blaine Newell, Ed and Marilyn Johnson and our guests, Jack and Rowena

Countryman. Marilyn Johnson became acquainted with Jack and Rowena at the Chicagoland Toys for Tots run and invited them to the Christmas Party.

Bob Janick is investigating a restaurant in his area with the thought of possibly holding the combined party in 1997.



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Event

POLAR BEAR RUN

By Ed Johnson

First sponsored by the Pullman Hacker M/C, the predecessor club of the United Sidecar Association, the Polar Bear Run became the first event hosted by the USCA. When the USCA went national, the local newly formed Northern Illinois Sidecarists took over the planning and execution of the traditional guided tour. Early sidecar drivers present this year, Ed Johnson, 1968, Jack Wheeler, 1969.

This year's ride, originating from Crete Harley-Davidson, Crete, Illinois, on January 1, 1997, was led by sidecarist, Jay Pfeilsticker. He took us on a scenic tour of 36 miles. It was unusually warm this year, 35° F, foggy and misty. 33 solo motorcycles and sidecars participated, a light turnout. The participants would rather have a cold clear day. In the kind of weather present this year, icing can occur, and many were warned not to come because of this possibility.

An interesting side note to the run this year, was the route went by the Plantation Restaurant in Monee, Illinois, the site of the first meeting with the Chicago BMWMOA members, 1976, organized by Hal Kendall, that resulted in the signing-up of the charter members of the USCA.

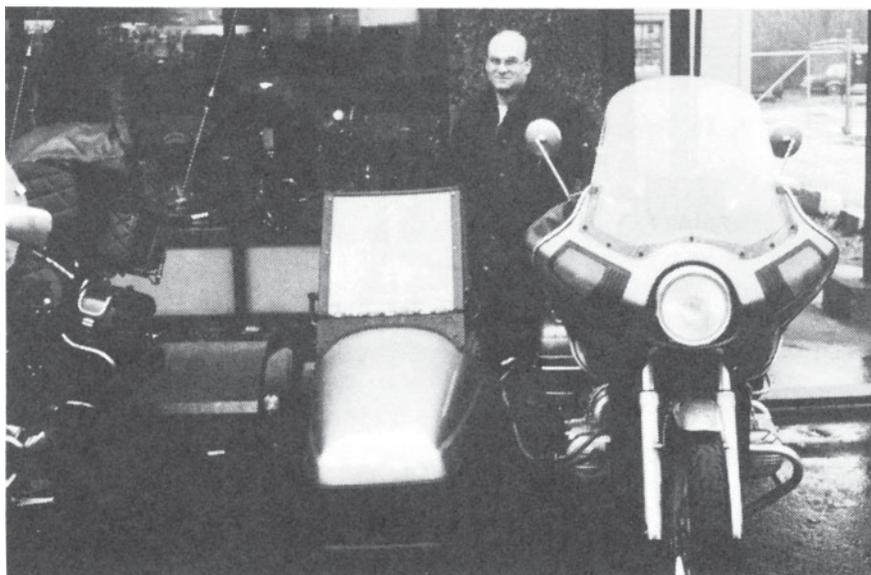
An AMA sanction has already been applied for, for the 1998, January 1st Polar Bear Run. It will again be held at the Harley-Davidson dealer's premises in Crete, Illinois.



Terry Strassenburg driver, passenger is father-in-law, Levis Robinson of Winchester, Tennessee.



Our leader, Jay Pfeilsticker with daughters Carrie and Jenny.



Blaine Newell of Northern Illinois Sidecarists.

Rally

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\$8 Camping per site, per night; electricity more

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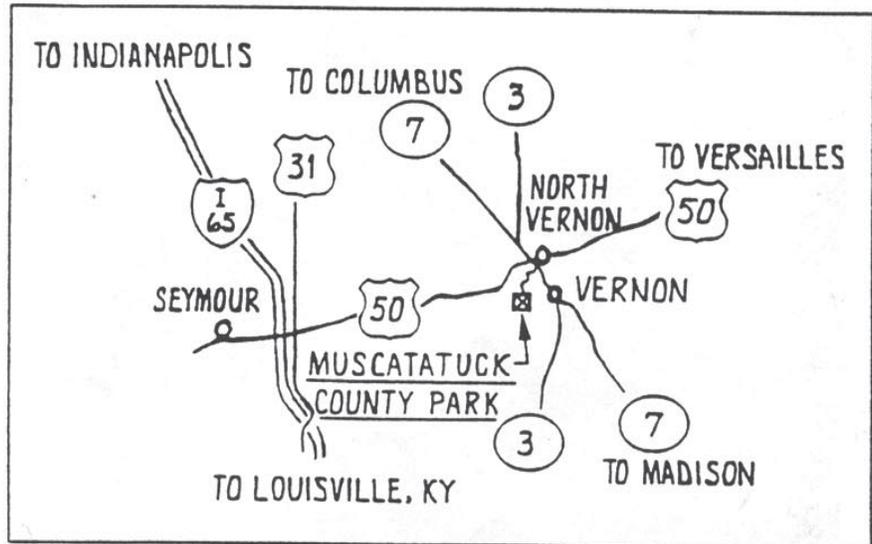
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Tech Session
*Certified Sidecar
Safety Course (\$)

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* 9:00 am Saturday morning. Must signify intent before Campout (or at registration!).

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15 Daniel St., Mooresville IN 46158

Expo

CHICAGO SHOW

By Ed Johnson

The annual Motorcycle Expo was held in Rosemont, Illinois, on January 17-19, 1997. The Northern Illinois Sidecarists sponsored an informal get-together at the Great Expoteria restaurant in the Rosemont Exposition Center. This is in the same building that holds the annual Motorcycle Expo. The breakfast on Saturday morning at 8:30, is a yearly tradition, dating back to the early 1980s.

For the 1998 show, arrangements have been made with the promoters, to allow \$2.00 off the ticket price, and an additional \$1.00 off if you are an AMA member and can show your card. We must have 50 or more people. In addition, tickets will be sold at the breakfast by a member of the staff of the promoter, allowing participants to go directly into the show without standing in line.

This year, members of the Northern Illinois Sidecarists and their friends and relatives, had to furnish 61 hours of work along with a two page ad for the national Expos, to obtain the booth space for the United Sidecar Association, that we have had since the early 1980s. The work consisted of helping the promoters of the show with exit polling and handling the give away item which was T-shirts. Next year, the advertising in our SIDECARIST, will be the only requirement for booth space.



A few of the people attending the Expo Breakfast, on Saturday morning.



The USCA/NIS booth at the Chicago Expo, with Kurt Liebhaber answering visitor questions.

Outfits

SUZUKI-SPUTNIK RIG

By Doug Bingham

On display at the 25th Annual Griffith Park Sidecar Rally, in Los Angeles, California, was the newly assembled rig of Lance Brown.

The rig features a Suzuki DR350 with leading link front end and steering damper, and a modified Sputnik 3 sidecar, featuring among other things, a hand hold, fender pad, lights, cut out passenger exit and room for extra tools and water.

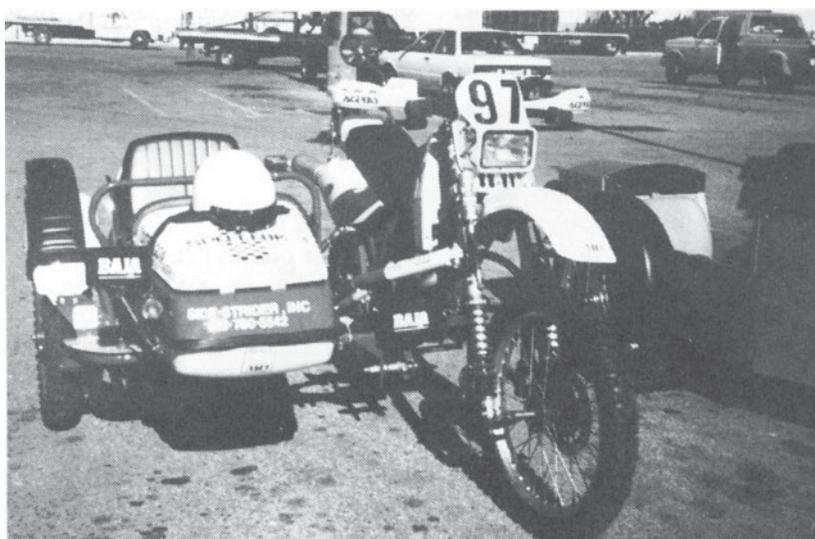
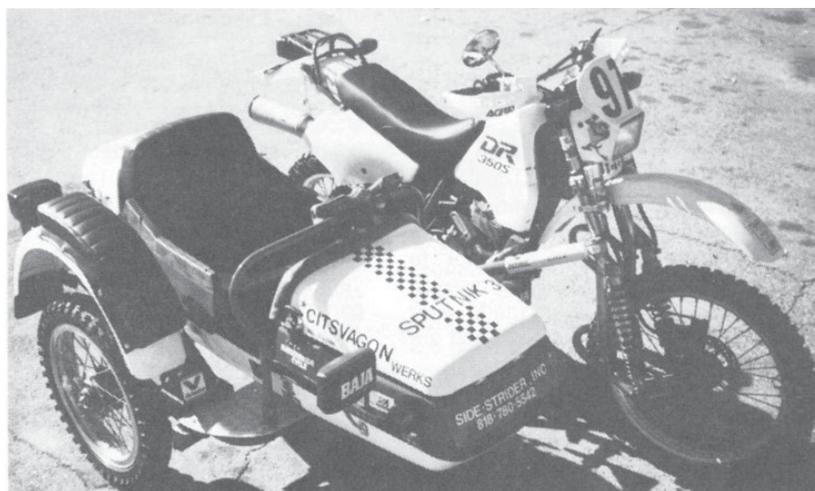
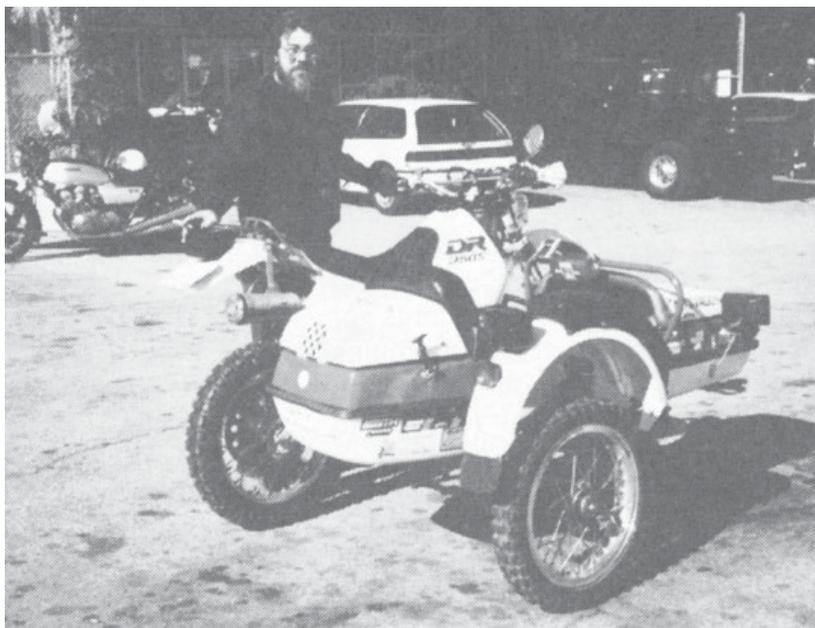
On November 29, 1996, Lance and passenger Rick, entered the rig in the LA to Barstow to Vegas dual purpose run, a two day affair that started this year from Riders Choice Cycle Shop in Lancaster, California, on the high desert.

Typically, the LA to B to V, covers 200-250 miles per day over a combination of paved and dirt roads plus various "trails", ranging from Jeep trails to sand washes.

Day One, this year, covered 225 miles and the rig was in good shape when the Barstow half-way point was reached that evening.

Day Two, trouble started on a fast 50 mile stretch of power line road when the rear wheel of the bike hit a rock, resulting in a flat. 20 miles after the fix, the sidecar wheel hit another rock, bending the sidecar swingarm to the point of the tire rubbing against the shock.

At the Baker check point, after 125 miles of rough roads and trails, the decision was made not to tempt fate and run the rig into the Vegas finish via the Interstate. The rig coasted into State Line, out of gas, fueled and made it to the finish.



Rally

BMW NATIONAL AT MORGANTON

By Spencer Bennett, Photos: Spencer Bennett, except where noted.



**BMW K-1100/EML and BMW R100/EML rigs seen at campground.
Both were very nice examples.**



**BMW K-100RS/EML rig owner by Bob's BMW of Jessup, Maryland.
Nice sport rig with several custom touches.**

Rally..

BMW NATIONAL AT MORGANTON..



**BMW K-100RS/ Hannigan, being admired by Walt Hill.
Rig is owned by Eugene McKinney of Westi Point, Mississippi.**

The BMW motorcycle Owners Association (BMWMOA) National Rally was held July 11-14, 1996, at Morganton, North Carolina. While this is a very brand specific rally honoring the BMW marquee, it is also a gathering of really friendly and outgoing people who go out of their way to make you feel welcome no matter what brand you choose to ride.

The Morganton site was at the county fairgrounds which provided great accommodations for the vendors and the tech sessions but left an awful lot to be desired in the camping venue. most of the spaces were on the side of a hill with no shade and almost no breeze -- not ideal for a July campout. The faithful made due, and the less dedicated made other arrangements, of which there seemed to be plenty -- with hotels readily available within 20 miles of the rally site.

This year's attendance was in the area of 6,000 people and that is a lot for a town to absorb for a weekend, but the people of Morganton, were more than up to the task and we were made to feel more than welcome everywhere we went.

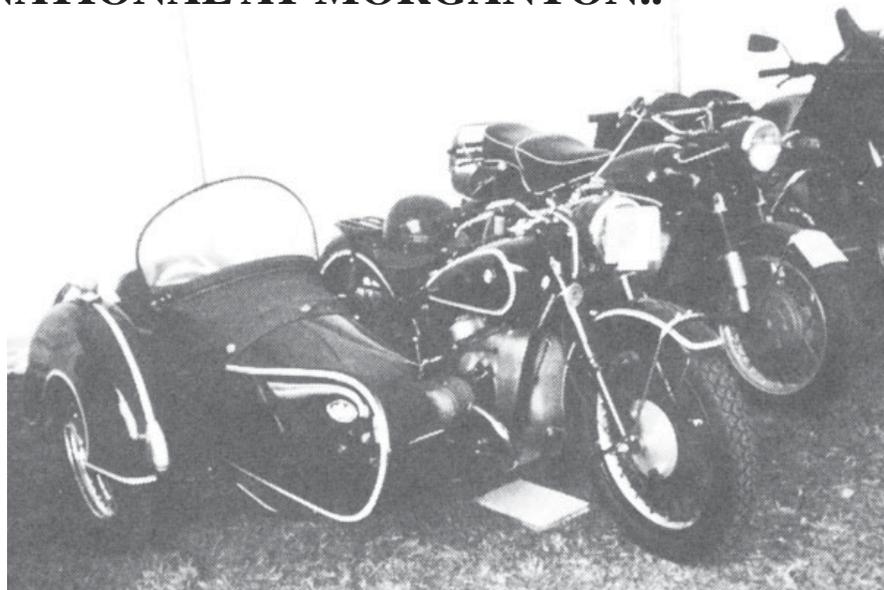
This year the number of sidecars seen at the rally was larger than in past years but there was no sidecar technical session, or operator's course on the program. Both of these have been offered in years past, and it is hoped that they will return next year to the BMWMOA National.

Should you get a chance to take in the BMWMOA National Rally, you should give it a try, if for no other reason than the chance to meet some really friendly people who epitomize what brand loyalty is all about.

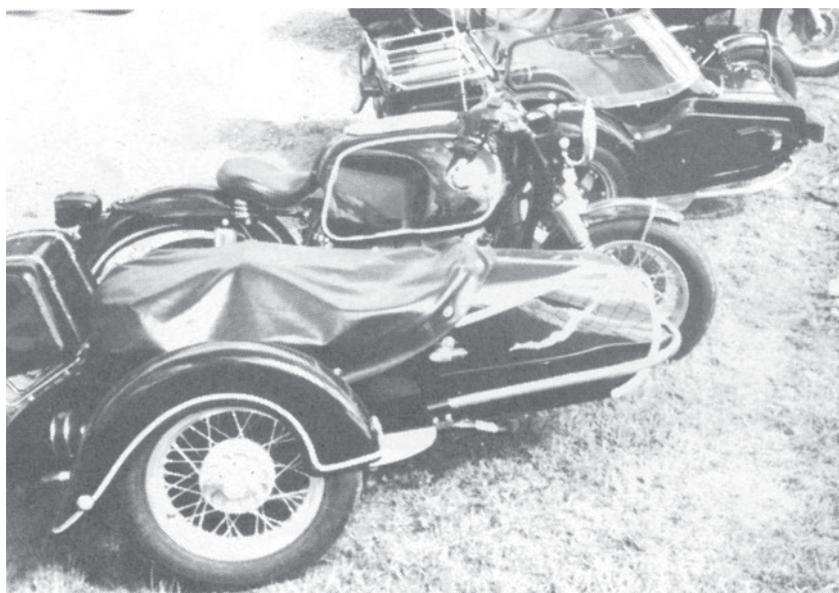
Rally..

BMW NATIONAL AT MORGANTON..

BMW R51/3/Steib outfit owned by Craig Vechorek of Starkville, Mississippi. Craig rode this one to the rally.



Tech session - Left to right, Bill Thompson, Spencer Bennett and Davied Masner, tackle a major oil leak on William Bray's R80/Velorex rig. Photo: Roseanne Cunningham.



Very nice BMW R100/Steib rig, updated with a R100 engine, 15 inch wheels, airshocks and large tank. Very pretty and fun too. Frame appears to be a /5 BMW with a /2 front end fitted.

Event

4th OF JULY PARADE

By Doug Bingham

For the past ten years, sidecars have been a visible part of the annual Fourth of July Parade, held in Newhall and Saugus, California. These smaller towns are located along I-5, just over the hills to the north of the Los Angeles and San Fernando Valley areas.

Sidecarists, John and Sue Baber have been the main organizers behind this effort.

These photos are of the 1996 parade, showing some of the sidecars that took part.

Sidecarists interested in participating in the 1997, or future, parades, may contact John Baber for more information by calling: (805)251-5051.



Susie Ellsworth of Burbank, with passenger.



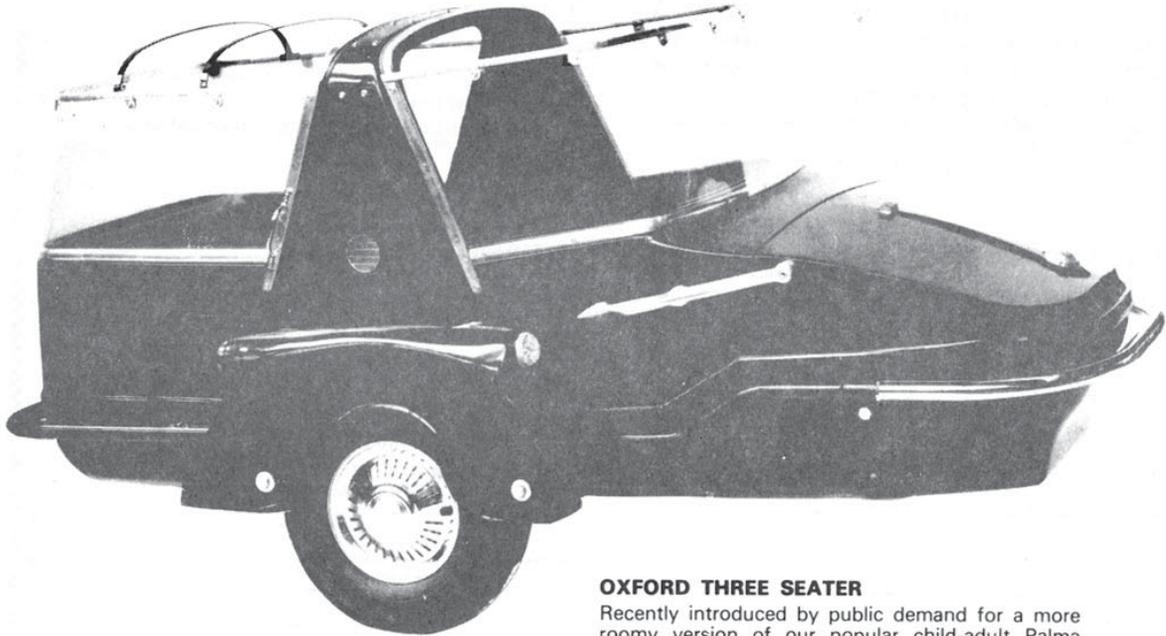
School bus rig of Mike Braverman, son of the late Bob Braverman who was editor of CYCLE GUIDE magazine.



John and Sue Baber riding in the parade.

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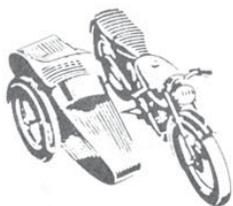
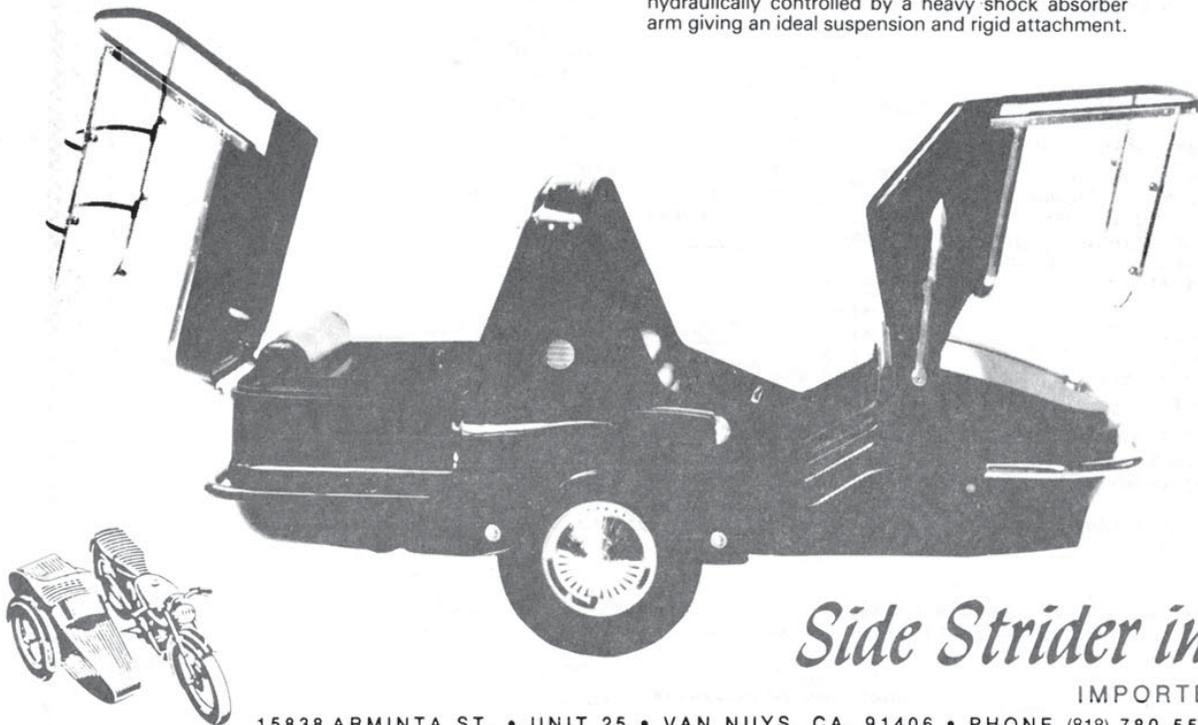


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INSTRUCTOR CORNER

By David L. Hough

Driving A Sidecar Outfit

By the time you read this, our new textbook should be available for sale. Whether you're new to sidecars or a grizzled old sidecar veteran, we encourage you to obtain a copy. All USCA instructors should get a copy, because this is the new SSP text for either a novice "learn to drive" class, or an experienced driving class. I've made arrangements for instructors to purchase quantities at a substantial discount, to make it easier and cheaper for you to provide copies to students.

We also recognize that sidecar installers and dealers become "instructors" because the new sidecarist doesn't know where else to turn. We encourage all professionals in the sidecar industry to provide a copy of Driving A Sidecar Outfit to each new owner, and coordinating with the USCA Sidecar Safety Program to help them find training. If no other training is available, our suggestion is to help your customers gain some skills in a parking lot prior to hitting the street. The exercises in the book have been made very simple and easy to set up, and are fully explained.

There are several advantages to using this book rather than just doing your own training off the top of your head. First, the lessons and exercises have been scrutinized by knowledgeable sidecarists and instructors, so you have some assurance this is the right stuff. Second, using a curriculum is a much less risky approach from the standpoint of liability. You aren't sticking your neck out so far if you use a nationally-recognized text rather than something your salesman just thought up. To make it more feasible for professionals to obtain quantities of the book, we are providing a substantial discount to members of the Sidecar Industry Council.

Even if you're not an instructor, you should have a copy of this book on hand. When a neighborhood motorcyclist asks you about sidecars, you can save a lot of breath by loaning them the book, which includes a lot of general information as well as driving techniques. If they ask for assistance in learning how to drive a sidecar, you can help them through the novice exer-

cises, using the book as a guide. Better yet, help a sidecar instructor set up a class for several new sidecarists, and volunteer to assist. You might even consider becoming a certified sidecar instructor yourself. We'll have more info on book prices later.

Sidecar Instructor Course

This is written prior to the June 18-21 Instructor Course in Mariposa, CA, so we won't have a published report about that until the next issue. If, by chance you should receive this prior to the course and want to attend, give me a call immediately. Tom Van Horn (302 Glen Hwy., Madison WI 53705-2624) is providing a great assist with making up new range cards. We're still working on the cards and trying to find an economical way to get them printed and coated. Tom also took the time and interest to think through the exercises and offer suggestions for managing the exercises. Tom's suggestions led me to write an expanded version of the Instructor Guide (IG) section of the book, and I intend to provide this information as an instructor supplement to certified instructors. I've sent out a few copies of this to interested sidecar instructors.

Expanded IG

When offering detailed advice about how to conduct driving exercises ("range management"), We're faced with the difficulty of providing enough helpful information, but not swamping the sidecar instructor with too much. I've tried to simplify the range management notes as much as possible, for a couple of important reasons. First, we have so few courses annually that instructors aren't likely to remember a lot of details. Second, we can predict that every course will be different in terms of entry level, types of rigs, number of students, etc. Instructors must be prepared to adapt the course to different needs. So, I think it is appropriate to offer helpful suggestions, but keep the details much simpler than in comparable Motorcycle Safety Foundation (MSF) courses.

It's my opinion that raw novices are doing good to remember leaning their shoulders while also doing all that other stuff: shifting, braking, etc. etc. So I've written the entire novice section through exercise 11

SSP.

with two basic concepts in mind: a weighted sidecar to prolong the introduction to steering reversion, and the driver keeping their butt planted firmly in the saddle. I think those two concepts make it easier for the novice to get through the exercises. On the other hand, I also think the "advanced" exercises should be done with an unweighted sidecar, since an experienced driver should expect to have the passenger step out once in a while.

I have suggested to Tom that we produce the range cards as two separate sets, one for novice, and one for advanced. The novice set is the sidecar equivalent of the MSF Motorcycle RiderCourse/ RSS, and the advanced set is the sidecar equivalent of the exercises in the MSF Experienced RiderCourse. A complete Driving A Sidecar class would incorporate both the novice and advanced lessons and exercises.

We're not quite ready to send out the new range cards for instructor review, but if anyone is in the process of planning a sidecar class, we'll try to provide a preliminary set for you to try. For any instructors currently planning a sidecar class, I can make available preliminary copies of the new IG, which also contains some helpful forms such as Student Registration (and tracking), course waiver, sample follow up letter, etc., and is growing daily. With the new forms, it will be easier to track student registration, fees, progress, and completion. My suggestion for reporting student training is to simply make a copy of this form after the course is complete, and send it to Ed Johnson.

The expanded IG should be of interest to other instructors, and we can make that available now. If you'd like a personal copy, write me a note.

MSF, SIC, SMSA

Instructors should know that in addition to a number of other hats, I am serving as Manager of the new Sidecar Industry Council, and that I've established a channel of communication with the MSF via Bob Reichenberg. Bob has agreed to be the MSF interface for sidecar training and licensing. As an example of what's happening, I've sent our USCA expanded IG to Bob, to solicit his input. Obviously, today's slimmed-down MSF won't be involved in producing sidecar materials, but they are interested in what we're doing, and recognize the need to make better sense out of the current licensing situation.

The Sidecar Industry Council was recently contacted by the state of Michigan, now in the process of "privatizing" driver licensing. Michigan is the first state to ask for help in determining an appropriate test for three-wheelers. While most states have adopted MSF training materials and tests such as the Motorcycle Operator Skill Test (MOST) or the MOST II for state programs and license testing, no one has developed the sidecar equivalents. To bridge the void, each state has attempted to come up with a bureaucratic solution for testing a sidecar or trike operator, and as a result every state is doing it a different way, sometimes an especially nonsensical way.

There seems to be little understanding among state training administrators of the unique operating skills required for driving a three-wheeler. Most sidecarists take for granted that the motorcycle handbooks and tests don't have much to do with sidecar driving skills--we just memorize 2-wheeler information and get the test over, while rolling our eyes at the misinformation.

It's time this mess got straightened out. The first step is to help educate state m/c safety administrators about sidecars. Trike manufacturers haven't been eager to get involved in the process, but it makes sense to me that trikes and sidecars share most operating skills and can reasonably be lumped together for purposes of training and licensing.

We have yet to think through whether "trikes" should be included in "sidecar" training programs, and Driving A Sidecar Outfit has been written for rigid, right-hand mounted motorcycle/ sidecar combinations, with little thought given to trikes. Some professionals in the sidecar industry would prefer to focus entirely on sidecars and ignore trikes. Others are already building and marketing trikes as well as sidecars and trailers. In my opinion, it would be preferable to include trikes in sidecar functions, rather than snubbing trike owners and encouraging them to form yet another organization with separate events and even more confusing operating and testing information. It's sort of a "join 'em if you can't lick 'em" situation. We must remind ourselves that there is safety in numbers when it comes to dealing with bureaucrats. At the moment, I'm open to communication with trike folks, although all of our information currently says "sidecar". Maybe one of these days

SSP..

someone will come up with a term that includes all three-wheeled motorcycles,

whether the configuration is one on the side, one in front, or one in back, and whether the operator sits on a saddle over the engine, or somewhere else in the vehicle, and whether the outfit is powered by a motorcycle engine or a car engine, etc. etc.

The first step in the "sidecar" licensing situation is information. The 1997 State Motorcycle Safety Administrators conference is being held in Denver (Denver Hilton South, Englewood) August 16-17. I have offered to make a presentation about the sidecar situation at this conference, with financial support from the Sidecar Industry Council. This could be the first step in getting sidecar licensing into a more sensible framework, and standardized across the country. The key would be for someone to develop an informational supplement to the MSF's Motorcycle Operator Manual (MOM) and a suggested Sidecar Operator Skill Test (I guess we'd call it the "SOST").

That "someone" is very likely to be the SIC and USCA, which probably means old David Hough, unless we've got some other curriculum and test developers out there who would like to help. If you have any good ideas about this, I'd appreciate some input.

Call, Write, FAX

Please keep me posted on any sidecar (or trike) training programs you are planning. I know I should know everything that's going on, but I lose track. Please put me on your press release list, for any training events.

Instructor Course '98

Put on your thinking cap and consider next year. If anyone would like to sponsor a Sidecar Instructor Course next year, it's time to talk, and start getting things on the calendar. I could probably arrange to teach it, if someone would do the organizing.

David L. Hough, 93 Thunder Road, Port Angeles WA 98362 (360) 452-0901

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Coming Events

July 11-13, 1997, 15th Bigfoot Rally, Knutsford Campground, Kamloops, B.C., Canada. Campground located approximately 5 km south of Kamloops on Highway 5A. Info: Bigfoot Sidecar Club, 6115 216th St. RR11, Langley, B.C. V2Y 2N6 CANADA. (604)534-6473.

July 11-13, 1997, AMA Vintage Days, Lexington, Ohio.

July 24-27, 1997, USCA NATIONAL RALLY, Partridge Hollow Camping Area, Monson, Massachusetts. Info: Alma and Don Nolin, (508)771-2261 or Dale Cochran, (413)782-2914.

August 1-4, 1997, CSOC National Rally, West Montrose Family Camp, RR1, West Montrose, Ontario, Canada. CSOC c/o Donna Rogers, 16 Norbert Place, Kitchner, ON N2K 1E6 Canada. (519)5761933.

August 4-10, 1997, Black Hills Rally & Races, Sturgis, South Dakota.

August 15-17, 1997, Keystone Sidecar Campout, Kalyumet Campground, Cook Forest, Pennsylvania. Info: J.J.S. and Associate, 5924 Wallace Ave., Bethel Park, PA 15102-3458. (412)833-1393.

August 24, 1997, BMW/Sidecar Picnic and Pot Luck, Rowden Park, Lapeer, Michigan, 1:00p.m. (North on M-24, across from Hospital, look for water tower). Bring a dish to pass. Info: Mid-Michigan BMW Touring Club, 6300 Church St., Marlette, MI 48453. (517)635-4865 Tom.

August 29-30, 1997, Mirror Lake Unrally, Kaslo, B.C. CANADA. Info: Bigfoot Sidecar Club, 6115 216th St. RR11, Langley, B.C. V2Y 2N6 CANADA. (604)534-6473.

September 12-14, 1997, Hoosier Hacks, So Long Summer Campout. Info: Hoosier Hacks, Fred Huntman, President, 15 Daniel St., Mooresville, IN 46158. (317)831-8105.

September 20, 1997, 6th Annual Sidecar BBQ. Info: Sierra Pacific Sidecarists, 390 Hallson Lane, Ben Lomond, CA, 95005. (408) 336-2476.

September 20-21, 1997, Ears Across the Border, Timberline Park, Concrete, Washington. Info: Bigfoot Sidecar Club, 6115 216th St. RR11, Langley, B.C. V2Y 2N6 CANADA. (604)534-6473.

October 2, 1997, 2nd official Sidecar Industry Meeting, HACK'D headquarters, Buckhannon, West Virginia. Info: P.O. Box 813, Buckhannon, WV 26201. (304)472-6146.

October 3-5, 1997, 6th Annual HACK'D Rally, HACK'D headquarters, Buckhannon, West Virginia. Info: P.O. Box 813, Buckhannon, WV 26201. (304)472-6146.

October 25-26, 1997, Griffith Park Sidecar Rally, Los Angeles, California. Info: Doug Bingham, (818)780-5542

December 6, 1997, Bigfoot Christmas Party. Info: Bigfoot Sidecar Club, 6115 216th St. RR11, Langley, B.C. V2Y 2N6 CANADA. (604)534-6473.

January 1, 1998, Polar Bear Run. Info: Northern Illinois Sidecarists, (815)4760327.

Race Schedules - Leading Links

Oct. 4-5 Viewfinders G.P. Nov. 1-2 Prospectors G.P., Info: Mike Burns, (213) 254-0688.

SRA East

July 4-6 Shannonville July 19-20 Lexington August 29-Sept. 1 Shannonville
September 26-28 Shannonville Info: SRA East, G. Green, 12 Cedar Crescent, Borden, Ontario LOM
1C0 Canada. (705)424-3679.

SRA West

July 12-13 Donner Pavement Hill Climb August 1-3 Tustin August 16-17 Willow Springs
Sept. 19-21 Portland Oct. 18-19 Willow Springs Nov. 8-9 Las Vegas
Info: SRA West, 3937 Ward Ave., North Highland, CA 95660. (916) 339-1778.

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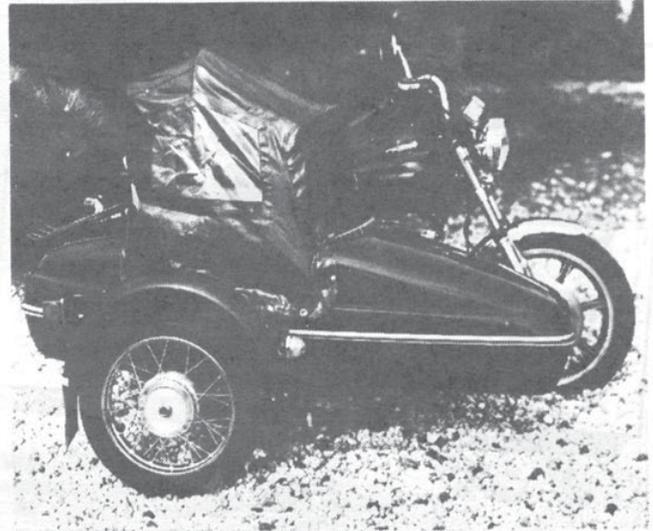
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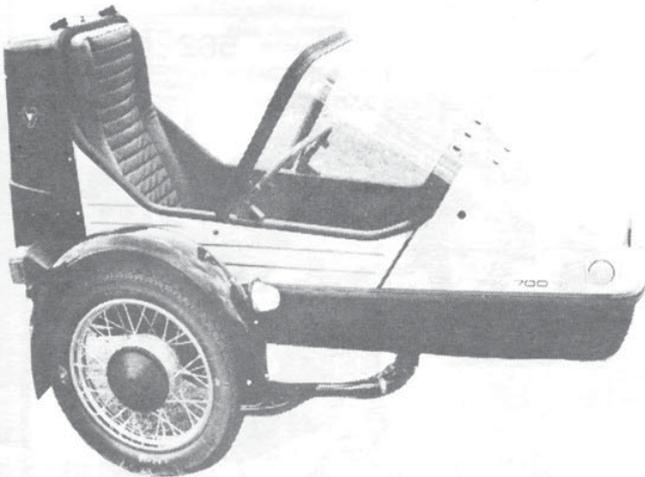
SPECIFICATIONS

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

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1988 Venture Royal w/ CA sidecar, loaded, immaculate, 22K miles, \$7,900. Phone (608) 934-5215 day, (608)934-5455 nights. Jim Shelton, P.O. Box 26, Juda, WI 53550.

1986 Honda Interstate with EML sidecar GTII, black, excellent condition, 42K, \$6,700, T. Sheridan, 5924 Wallace Ave., Bethel Park, PA 15102. (412)833-1393.

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Watsonian Monza, \$1,000.00. 20-25 years old. Needs minor work. BTRezise@ssvec.org
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1967 BMW R60/2 w/1991 Velorex 700, Metzeler Block-K, New battery, stereo cassette, soft top, black original paint, \$4,000-080. Mel Chernoff, 01 Placitas West Rd., Placitas, NM 87043. (505)867-3330.

82 1100 Asp 94K dependable VT ldng link prog susp uniden CB records FM 33K Mich tires aprvd rims trlr hitch Corbin seat \$4,500. David Hoeth P08 1011, Colbert, OK 74733. (405) 296-2485.

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