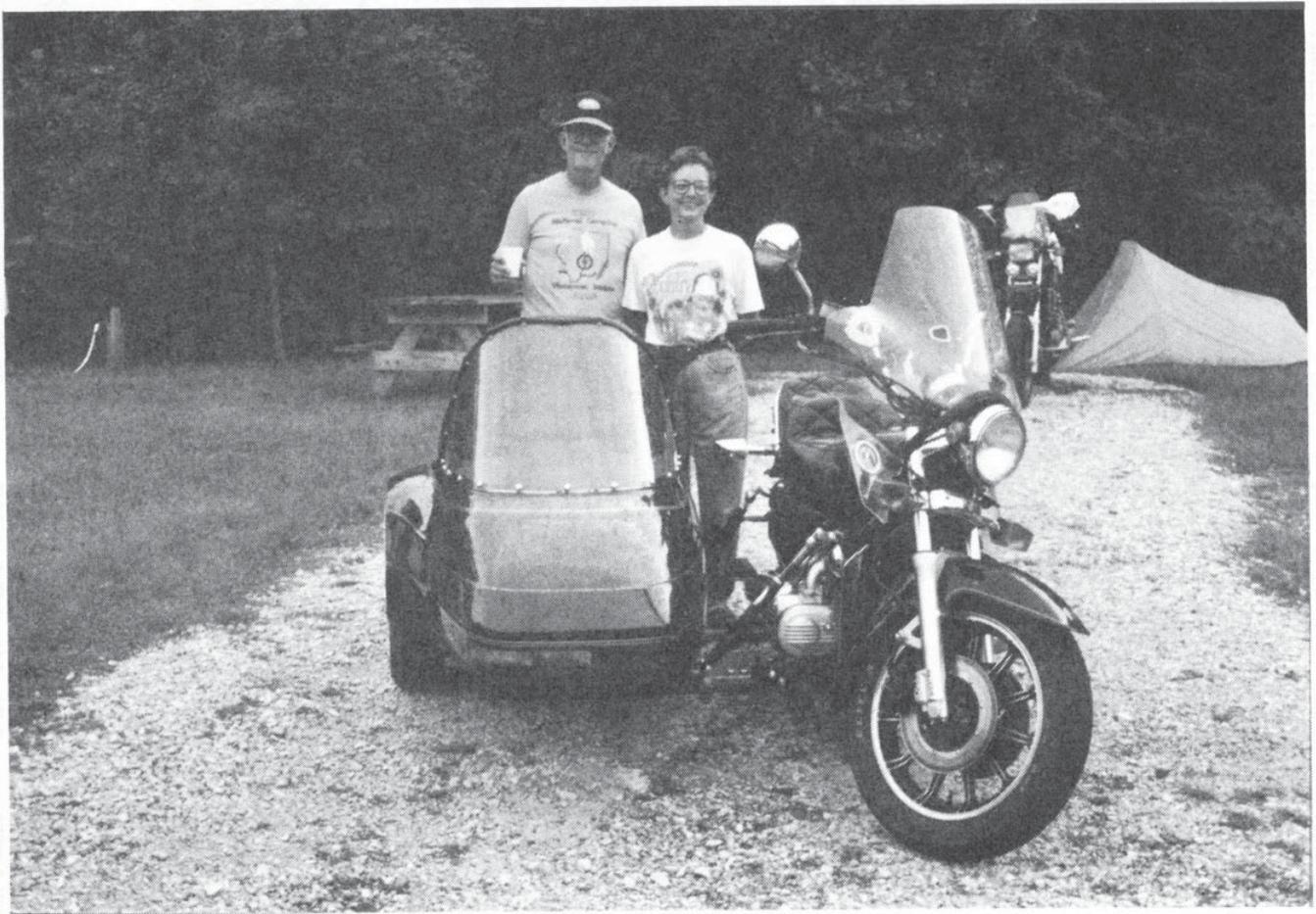


THE SIDECARIST



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**SEPTEMBER
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1997**

The Sidecarist

Contents

Sep. 1 - Oct 31, 1997

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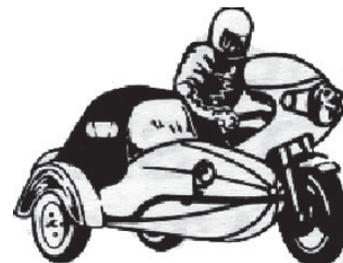
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COVER

Clarence and Lois Penninger, members of the Northern Illinois Sidecarists, are USCA members #5094 and also IBMC members. Ed Johnson's camera caught them at the 1996 IBMC National with their rig. See page 7.



Lean-out

It only took me about 20 years, but I finally got up to the Yakima sidecar Unrally in May, and then the Mariposa Sierra Sidecar Spectacular in June... even if I had missed the first 15 of those.

Naturally, I can't elaborate on having made either on a sidecar rig, but I did ride to both on solo bikes. And yes, the 13 year old rig is still in the garage here, thank you. And the old sidecar frame is still in the side shed unattached to anything.

But there is the first part of a new sidecar rig sitting in the garage... more on that later if I don't fill this page up first.

I had a late test bike dumped on me prior to the Yakima Unrally... a 1998 Honda Shadow 750... so I packed my rain gear and headed north... needing the stuff.

My appearance at Yakima was somewhat brief, which is why I offer "proof" in the form of a photo taken by David L. Hough. That is a nice young lady on the left (who's name escaped us all), with Rolf Immo-Gabbe in the center in a funky hat, and the "editorin-disguise" on the right with said test 750 at the far rear right... and Hough just had to get HIS rig in the foreground. It's Hough's fault the nice lady didn't get her name in print... which I am thankful for as being lowly editor. "It ain't my fault".

A rather funny episode starts here, as I was just doing a fast visit with other obligations requiring a return 200 mile trip to where I had started that morning, back over the 4,000 ft.-plus mountains. It had been so cold over US12 and White Pass, that I was electing to shoot over the south route to Maryhill and on down the Columbia River Gorge... until David announces that he is packing up and will head back west with me.

So I have to wait for Dave to pack (nagging all the while) and when he finally fires up his rig then I have to wait for him to gas it!

Off we go back west on U512, with the weather turning even lousier than when I came over earlier in the morning!

The road construction areas are wet and cruddy and I am embarrassed that I am slowing Dave down with his rig. Finally, down at Packwood, I led him into

a swell cafe to get coffee, burgers and thaw out. Both of us had wondered about the SNOW PLOW we had seen going east a few miles before! (4,500 ft. pass.)

As it turns out, I had the last laugh as Hough is as c-c-c-old as I am and I figured guys from up this way were tougher than I was.

We split up soon afterward, but not before I picked up the tab. This will come back to haunt Dave.

Fast forward a month and I am pulling into Mariposa on my PC800, opening a cold one while Dave is sweating doing a SSP class. I bugged him enough to get him to spring for the catered dinner that night, which is saying something when you are dealing with a thick-skinned (cheap) BMW rider.

You have to act fast in advance to cover yourself doing stuff like this, so I was out of the Mariposa bash first thing the next light, before Dave ever got the chance to get breakfast out of me. He would have probably intercepted me, but word was, he had a plush room in town, while the rest of us sweated half the night in our tents.

For your enjoyment, we have both some coverage on Yakima and Mariposa in this issue... and I didn't even have to get the film out of my camera!

More on Mariposa in another issue... but we just had to share the Russian passenger packing techniques you will find later this issue.

About the "first part of the new rig"... well, I'm out of space and will go into that later.



Letters

WHERE ARE WE?

Dear Editor:

Where are we?... well, I know where we aren't! We aren't in the '97 USCA Emergency & Friendship Directory. We probably got lost in the shuffle of moving from Florida back to California. Hope you can re-instate us at LOMPOC CA (805)733-4646 YES YES PAULJACQUIE. Aside from our move back to our old stomping grounds at Lompoc (near Vandenberg Air Force Base, where I was stationed in the '70s), the big news is that Jacquie is now a bonified, certified, duly licensed sidecar driver. She climbed off her Virago, mounted our Goldwing/Escort combo and away she went. She took to it so naturally that I wondered if she hadn't been slipping in some sidecar time while I wasn't looking.

It is great to be back in California. This has got to be one of the best areas for motorcycling anywhere. Last Sunday, May 10th, we had the pleasure of having lunch at the Danish town of Solvang, near here, with Doug Bingham and his

lovely wife, along with a dozen or so sidecarists from the Van Nuys area. Doug took note of the "Triumph" hat I was wearing and talked about his recent trip to England and visit to the Triumph factory. Since I am the proud owner of a new Trophy 1200, I was hanging on every word and found it reassuring to hear what great lengths Triumph is going to, to make a quality product.

The gathering of rigs was about as diversified as I have seen; V-Max/Watsonian, Valkyrie/Spyder, Honda/ Homebuilt, etc... it was a group of friendly, interesting people and we enjoyed their company. Doug, who I understand is one of the owners of Watsonian, sent us a neat package about their sidecars and the annual Griffith Park Sidecar Rally, which he has hosted for the last 25 years. I think we have met "Mr. Sidecar" himself!!

Paul and Jacquie Graybill #5240, Lompoc, California.



Letters..

ENCLOSED ARE \$2.

Dear Al Roach,

Enclosed are a couple of bucks. Let me tell you why. Two weeks ago I had occasion to give a woman who had been severely injured in a motorcycle accident, a ride in my Ural rig. It was her first ride since the accident, apprehensive but ready for the adventure. Sidecars, it seemed, were a possible way for her and her husband to resume this great sport. I think both are sold on the idea now.

To encourage them, I passed along my recent issue of the SIDECARIST. The articles and notes about touring and rallies and equipment were wonderful. I think the USCA Friendship List will be the clincher as they make the decision to start riding again.

Anyway, enclosed are a couple of bucks to replace the news journal I passed along. I have also included \$13.00 for the Sidecar Operating Manual (new) and shipping.

Fred Blumers #5603 Appleton, Wisconsin

[Thanks to YOU, Fred, for going out of your way to spread the word on sidecars and the USCA. However, remember that the articles in the SIDECARIST are only possible because members go to the effort to send in the material. We're always interested in receiving articles and photos about members, their rigs and where they ride them -- ed.]

MADE CONTACT.

Dear Editor:

I have made contact with the man that bought out HitchHiker Sidecars. He does NOT use the name HitchHiker (for legal reasons) but it is the same sidecar.

He is Interstate Motors, 1-606-331-4201, located in Kentucky, down by Cincinnati. I called him about a new windshield for my HitchHiker. He said he is just getting started at the present time.

Eugene Pinkie Shelbyville, Kentucky

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EAT,
SLEEP,
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ONE & TWO PIECE
ROADCRAFTERS,
PAGES 4-7



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GLOVES,
PAGE 22

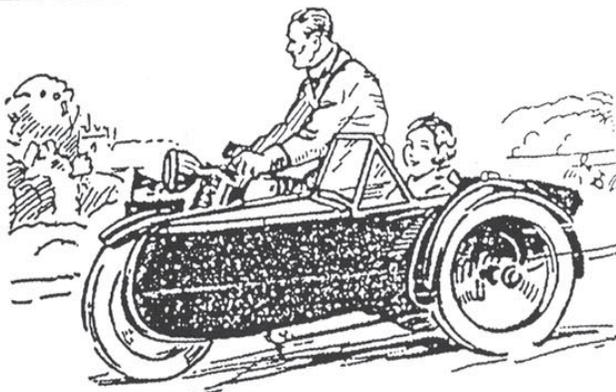
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Rally

**SIDE STRIDER
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THE 26TH ANNIVERSARY GRIFFITH PARK SIDE CAR RALLY

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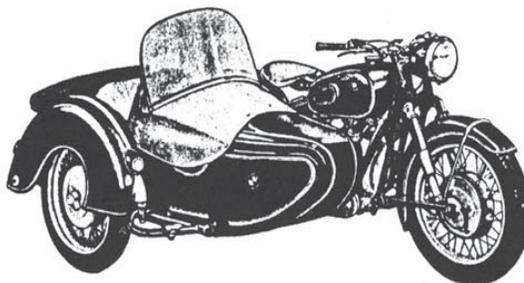
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Learn all about sidecars and see some of the best--and most unusual--sidecars in the world at this year's Griffith Park Sidecar Rally.

Rally

IBMC NATIONAL

By Ed Johnson

Northern Illinois Sidecarists, Clarence and Lois Penninger, John Williams, Bob Evans and Ed and Marilyn Johnson, attended the IBMC (International Brotherhood of Motorcycle Campers) National Rally, at Richmond, Indiana, in August of 1996.

I envisioned pit toilets, primitive camping, men and women bending, over open cooking fires, possibly even starting these fires with two sticks as we learned to do in the Boy Scouts. Guess what I found?

First there were more people eating in restaurants than cooking their own food, showers and flush toilets were available, and electricity and water were available within fifteen feet of our campsite.

Our two neighbors, Tom and Joe Sinopole, were delightful to know. Quite amusing when one, I won't say which one, was spinning his wheels in the gravel, unable to go forward. He had forgotten to unlock the device holding his wheel.

Marilyn and I enjoyed a trip to town, taking in a tour of "Grouseland", the home of William Henry Harrison, built in 1803-1804.



Chow time, general meeting and a group photo.



Kwik Kamp rig belonging to Marilyn and Ed Johnson.

Rally

CHICAGO BMW MOA

By Ed Johnson

For the past three years the Chicago Region BMWMOA Chapter has held their rally at the Palace campground in Galena, Illinois, as they did this last August of 1996. The campground is unique in that it also has a motel on the grounds. This is great for people who don't camp. It is one of the cleanest, most attractive campgrounds that I have ever seen. This is beautiful, rolling countryside, close to the Mississippi River.

Galena means lead in Latin, and this tells you the derivation of the name of the town of Galena. The home of General and President U.S. Grant, is a great tourist attraction here. This town has the largest registry of 19th Century buildings in the United States. Galena is second only to Springfield, Illinois, as a choice for tourists. The population is 4,000, but swells to 20,000 during the peak tourist months.

Everything about this rally was first rate, and the weather also cooperated. Many Northern Illinois Sidecarists attended.



August and Marleen Goettl, of Mankato, Minnesota, with their children Jeremy age eight, Tyler age six and Logan age 15 months. Their rig is a BMW K100/EML which they have owned since 1991.

Outfits

MARILYN JOHNSON'S RIG

By Ed Johnson

A happy Marilyn Johnson!, taking delivery of her newly installed Escort sidecar at Waterman, Illinois, from rigger Kurt Liebhaber. Her sidecar experience is approaching 200,000 miles.

It is hooked up to a brand new 1995 Classic BMW, recently purchased from South Suburban BMW dealer Marty Potasky, South Chicago heights, Illinois. It will be returned to Kurt at a later date to install a Unit leading link fork.

A sidecarist since the 1940s, when she gave up her solo motorcycle for a "rig" to carry her first born, Dianne, she has piloted:

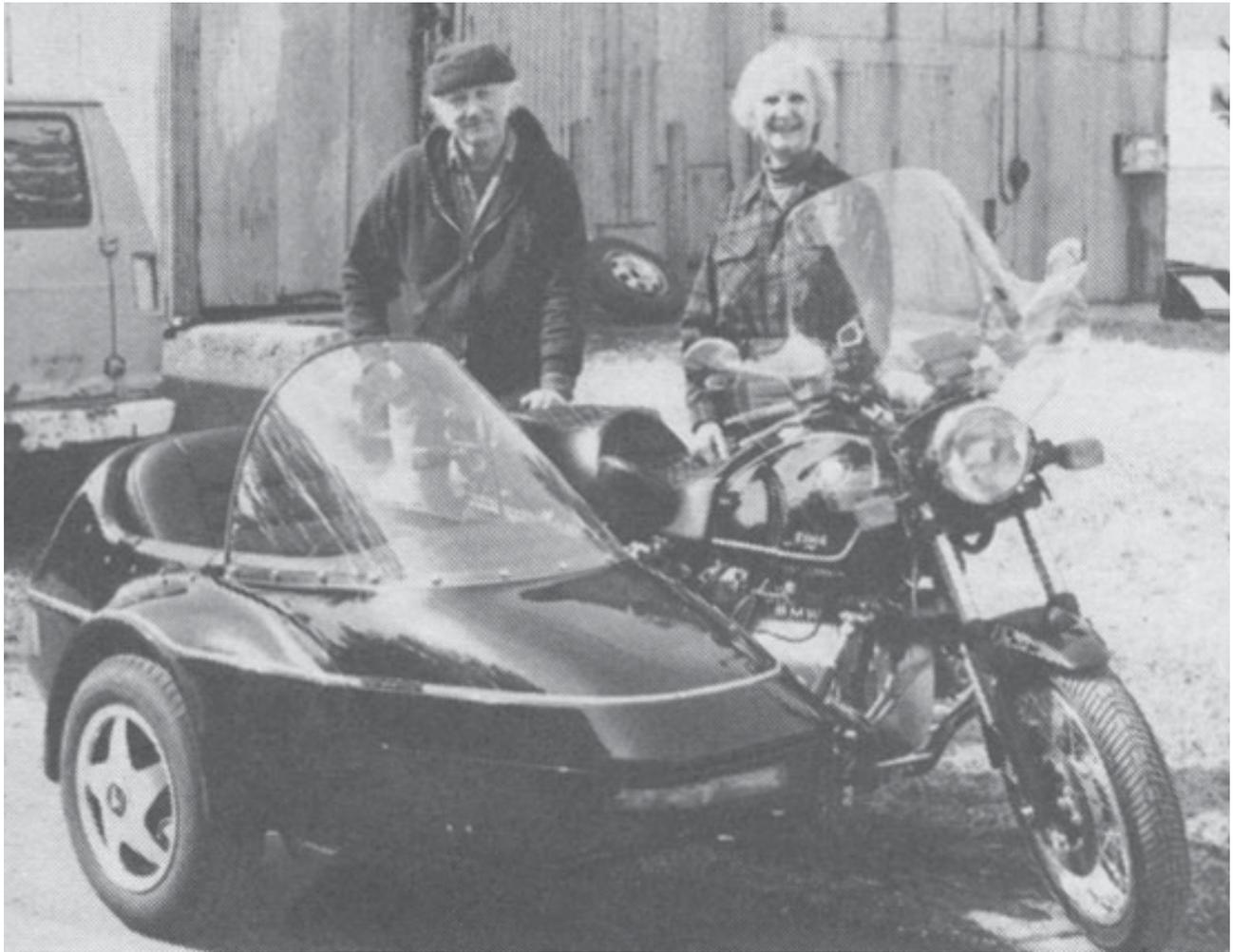
1947 Harley/Harley sidecar,

1953 Harley/Harley sidecar,

1976 BMW R60/Jupiter sidecar,

1976 BMW R90/Ural sidecar,

1980 BMW R80/Bender sidecar.



Marilyn Johnson taking delivery of her newly installed Escort sidecar

Everything Else

SIDECARIST SEEKS RE-ELECTION ON AMA BOARD.

AMA Vice Chairman, Dal Smilie, is seeking re-election to the AMA board. Smilie is best known for his government relations efforts over the years, his interest in the museum and memorabilia collecting and sidecaring. He is the only AMA board member who is into sidecars. He has ridden two wheelers about 500,000 miles also.

Official nomination ballots will be found in the October AMERICAN MOTORCYCLIST which should hit your door during the first week in September. Later official election ballots are found in the January AMA magazine which arrives the first week of December.

BATHTUB DERBY CANCELED.

The Northern Illinois Sidecarists have canceled their Bathtub Derby (Poker Run), scheduled for August 31, 1997. There is a possi-

bility that the site chosen for the start of the event would be closed that day.

On the broader picture, the run will not be resumed in the coming years, the N.I.S. questioning the need for another poker run.

The original intent of the Bathtub Derby was to conduct a timed road run, but interest in this type event did not exist. Besides, insurance companies covering your motorcycle do not want you to participate in events involving speed, and a timed road run is obviously in this category.

RAM AT MARIPOSA.

Below, Dan Inizany of Russian American Motorbike Company (1-800-487-8725), brought a RAM Dnepr rig to the Sierra Sidecar Spectacular in Mariposa, CA, and demonstrated to new SSP instructors, standard Russian passenger loading.

David L. Hough gets the photo credit, but since he is in the hat in the center of the photo, perhaps the self-timer gets the credit. Word is, these crazies attempted to fly the chair in reverse, although Guinness wasn't there to record it.



Photo: David L. Hough

Industry News

LATEST URAL MODELS.

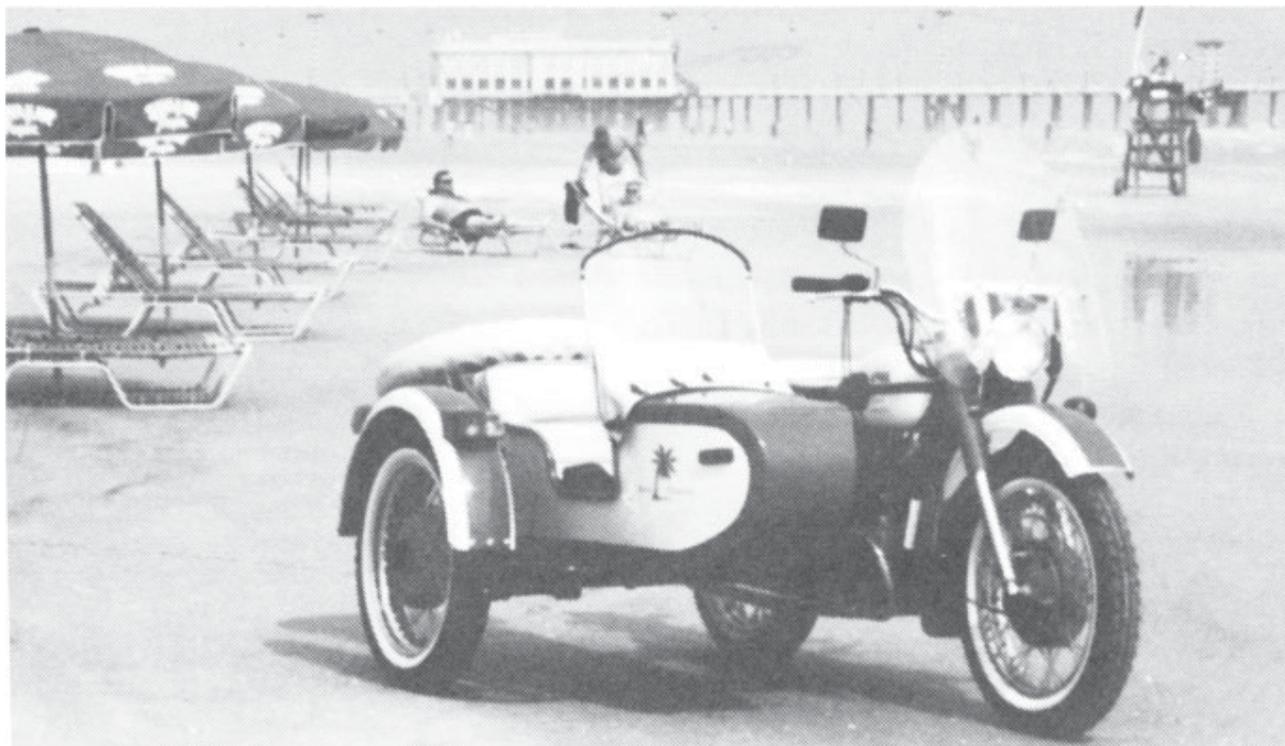
Pictured here is the Ural Deco Classic, one of two new offerings from Ural America.

Standard features include a two tone green and sand colored paint design, dual exhaust, single tractor seat, white wall tires all the way around, plus a rear fender rack and spare tire cover. Suggested prices begin at \$7,095 plus the usual shipping, set up, etc.

Ural is also offering what they term the "Vendor", basically their sidecar rig with a steel utility box instead of a passenger sidecar, and an add-on compartment for use as package delivery, espresso cart, etc.

The brochure we were sent listed three prices and illustrated an Estro Espresso machine installed, as well as an 1800W Honda generator.

For more information contact Ural America at: 1800-832-2845 or 8146 304th Ave. SE, Preston, WA 98050.



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Show

1st Annual Copper Tops Rideable Art Show Sebatopol Chicken Ranch, California

By Neil

Reprinted compliments of the Sierra Pacific Sidecarists, June, 1997, newsletter.

This past May, Roger Vise and a passel of his cronies — who call themselves "the Copper Tops" because of hand-beaten copper hats they all made for themselves — put on a Rideable Art Show and I had great difficulty in deciding if the people or the vehicles were more interesting or even if it was art, not to mention how one would ride some of the machines on display. Several sidecar members attended as viewers or exhibitors, and some of their dark side talents that we normally don't see at sidecar events showed up here.

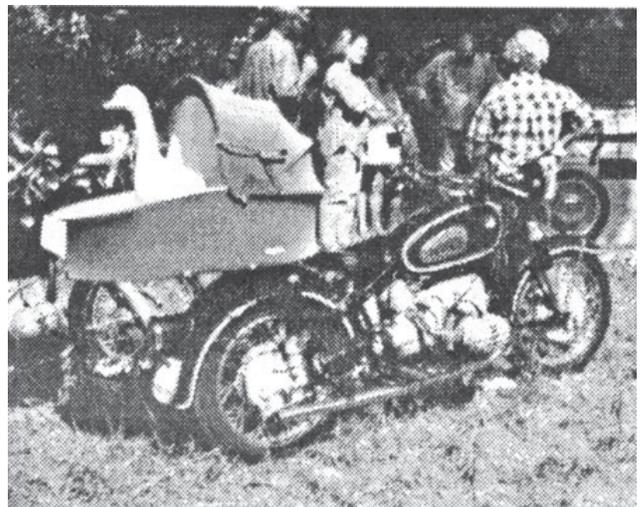
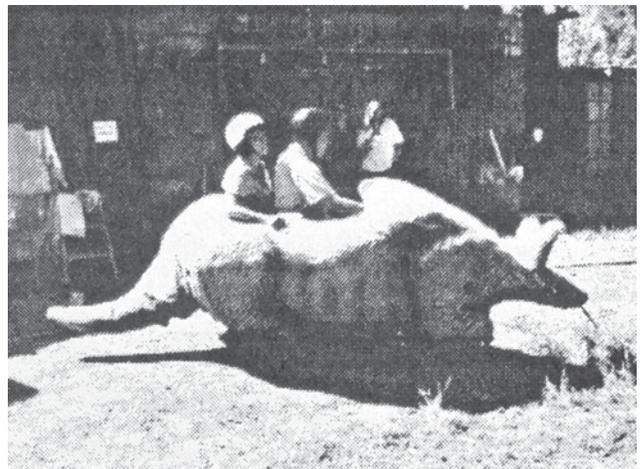
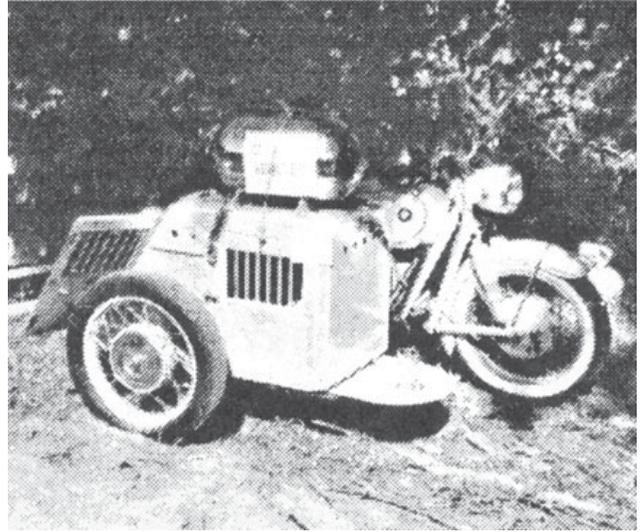
There was everything from old restored Rovers and Cadillac campers to antique bicycles covered with seashells. There were also many antique motor bicycles and brass and copper plated Indian and Moto Guzzi motorcycles. Roger's custom Dodge panel truck of recent movie fame was also there and hopefully will make it to Mariposa.

It was hard to decide which was the strangest of vehicles, so I settled for the strangest of uses. In the sidecar category, it was The Chicken Coop, which is an R/60 BMW with mono cock chicken cage/sidecar side rig. Ray (owner/builder) has a pet rooster (large barred Plymouth Rock) which chased a poodle around the event with a gleam in its eye. The rooster rides in the sidecar rig and roosts on the top of it at events.

Most unique in the rideable art was a soft sculpture Aardvark. The eyes were the headlights, the anal orifice (ahem!) was the taillight. The ears flopped and the tail wagged as they drove along. I was admiring it and telling them what a great, unusual piece of art this was, and they said, "Hell, this is nothing! You ought to see our rabbit!"

Last but not least was Mother Goose in her pram, aboard a BMW.

All in all it was a great show followed by a wonderful barbecue. A strange time was had by all and we look forward to many more annual events.



Enduro

BONEHEAD ENDURO



Start of the Bonehead Enduro, in Snoqualmie, Washington.

By David L. Hough

For several years now, the Vintage Motorcycle Enthusiasts in the Seattle area have sponsored the Bonehead Enduro, an early spring ride into the Cascade mountains. And for several years I have missed the event, due to schedule conflicts, engines being overhauled, and what not. Bob Gerend, CEO of Ural America Inc. agreed that we both would make this event a high priority for 1997, especially since the Bonehead is right in Ural's backyard.

The idea of the bonehead is to ride into the back woods and find "bones" with your number on them. Actually, there aren't piles of real bones at the checkpoints, but rather a plastic bag containing several hundred numbered cardboard "bones", with an information sheet to get to the next check. With a bit of luck, you can extricate a semidry route sheet to direct you to the next check, or sometimes to an "informational" check

that directed us back the same way we'd bumped in, to find the real checkpoint.

Finding a cardboard "bone" in a plastic bag hidden under a bridge or behind a tree wouldn't be much of a problem on a sunny day, but in a serious rain it becomes more of a challenge. First, there's the problem of finding the road. I'm not talking just about finding the correct road by it's forest service number, I'm talking being able to see any road.

A northwest drizzle has a way of soaking everything to the point where water is pouring off the inside of your helmet. Drifting down those muddy, gravelly logging roads, I alternately tried wiping off the water and mud with my gloved finger, raising the faceshield to wipe the waterfall off the inside of my Fog City inner shield, and riding with the shield up to take the stinging rain with my glasses, which were also gushing water.

Enduro..

BONEHEAD ENDURO..

Even my special Smith's anti-tog coating was overwhelmed. Pull off your waterproof gloves to try picking a sheet of paper out of a plastic bag without turning it to paper mache', and discover that there's more water inside your gloves than outside. I'm not complaining, you understand, just explaining how it was. There's a reason why we call this part of the world "The Pacific Northwest".

The Bonehead encourages vintage riders and machines,. According to the rules, either the machine is to be pre-53, or the rider pre-42. My BMW outfit only dates back to '80, but I'm a '37 vintage myself. For the Bonehead, no one seems to pay much attention to checking ID.

The VME guys and gals just try to bring out their old iron for this run, whether it's an appropriate bike for offroad excursions, or old enough, or not. There were a few nostalgic old "desert sled" singles snorting around, but it was pretty amazing to also see vintage bikes such as an Excelsior 4, an Indian, a variety of "old" Japanese "scramblers", and even an Italian scooter risking crankcases and paint. Consider the implications of a 12-inch Lambretta wheel rolling into a six-inch chuckhole.

Big Bad Bob managed to talk another six Ural owners into joining us for this year's Bonehead, and all finished except one clever guy who chickened out at the end of pavement and went home. So, including my BMW/Ural, it was 6 for 7.

Consider the salesmanship of talking otherwise sane adults into climbing into a Russian sidecar rig for a ride up into rough logging and mine roads typically still buried in snow or disappearing into mudholes, while being hosed down by a freezing drizzle. The Urals all made the run with no failures other than a roofing nail in a front tire. A roofing nail up in logging country? Maybe it came along for the ride all the way from Snoqualmie. The Urals seemed to be right at home in the Bonehead conditions.



Big bad Bob and some of the Ural crowd.



Nothing like a little ride on your Excelsior.

Enduro..

BONEHEAD ENDURO..

Yep. We managed to make the run and survive to talk about it. The good news was that there was absolutely no dust on those unpaved roads this year. Remember those images of Lee Marvin slogging through the winter mud, wind and rain in the film Paint Your Wagon? Coulda been us, only with sidecars splashing up the creek instead of a stagecoach.

For that matter, some of us were riding in the "throw caution to the winds" style of Lee Marvin, too. Going in, I left a bit early, and just piddled up into the hills to the first checkpoint. But on the way out, I got the urge to crank up the wick a bit, splashing through the muddy slop at goodly speeds, hanging off, drifting all three wheels through bumpy turns, and generally having a good time. (as long as the rig and I were covered in mud already, why not have a little fun?). There are more than a few motorcyclists who think of sidecars as old, slow, and in the way, and I did my part to dispel that myth.

My "old" BMW R100/Ural rig in it's "new" enduro getup got up and went the distance, including a road paved with "Alaska" pea gravel (4-6" jagged rocks) and a short foray into and out of a bog to retrieve the "Mud Bone".

Last winter I had new Sun rims spoked up with heavy gauge stainless steel spokes on BMW hubs by Buchanan. Both front and rear are 18" dia. wide alloy rims with tubed dual sport tires. I can carry a "spare" rear wheel on the sidecar and swap between a "street" tire or the "enduro" tire by changing wheels.

I made a new high mounted fiberglass front fender to match, but hadn't gotten around to that aftermarket deep oil pan that left only 7" ground clearance. I didn't think I'd touched down anywhere, but doing a little maintenance the week after the Bonehead, I discovered that I had left a corner of one of my oil pan fins up there somewhere. Make a note: put the stock oil pan back on, and get a bash plate installed, Dave.



Looking for "Bones" under the Sasquatch bridge.



Dave and his 1980 BMW/Ural outfit, in its new "Enduro" configuration.

Enduro..

BONEHEAD ENDURO..

The Bonehead ended back at Snoqualmie in a warm room with hot chili and dogs plus cheese and some noxiously-good onions, followed by a raucous awards ceremony in which everyone got some sort of "bone" award.

As it turned out, I got the "Old Bone" trophy for oldest rider. "Big Bad Bob" Gerend is younger than me by almost a year. There was a rumor some antique old 62-year-old guy had started the run, but never came out of the woods. If he's still up there next spring, I'll cheerfully relinquish the trophy.

I know the Bonehead took us up into some spectacular Cascade mountain scenery. Maybe next year there will be blue skies, the mountains will be out, and my faceshield will be clear enough to get a better look.

Of course, the realist in me suggests that the concept of the Bonehead leans towards endurance. Without the rain, all that mud and slop will turn to dust.

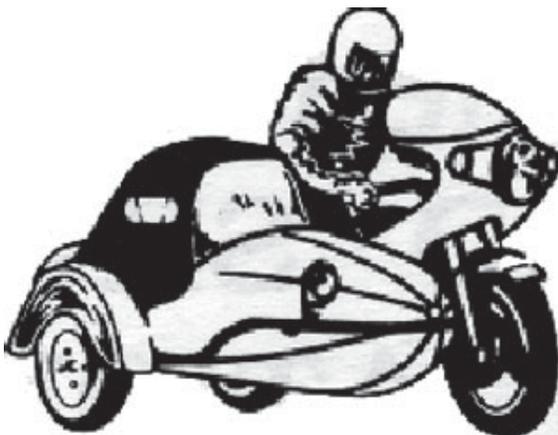
If you'd like to join us on next year's Bonehead Enduro, it's usually the second Sunday in April, and always seems to start at NW Custom Cycle, 150 Meadowbrook Way, Snoqualmie, WA. (Snoqualmie is north of Interstate 90, approximately 30 miles east of Seattle. You could also give the ride coordinator a call to confirm the date: Bill Farley (206) 7823731



Official "Bonehead" garb.

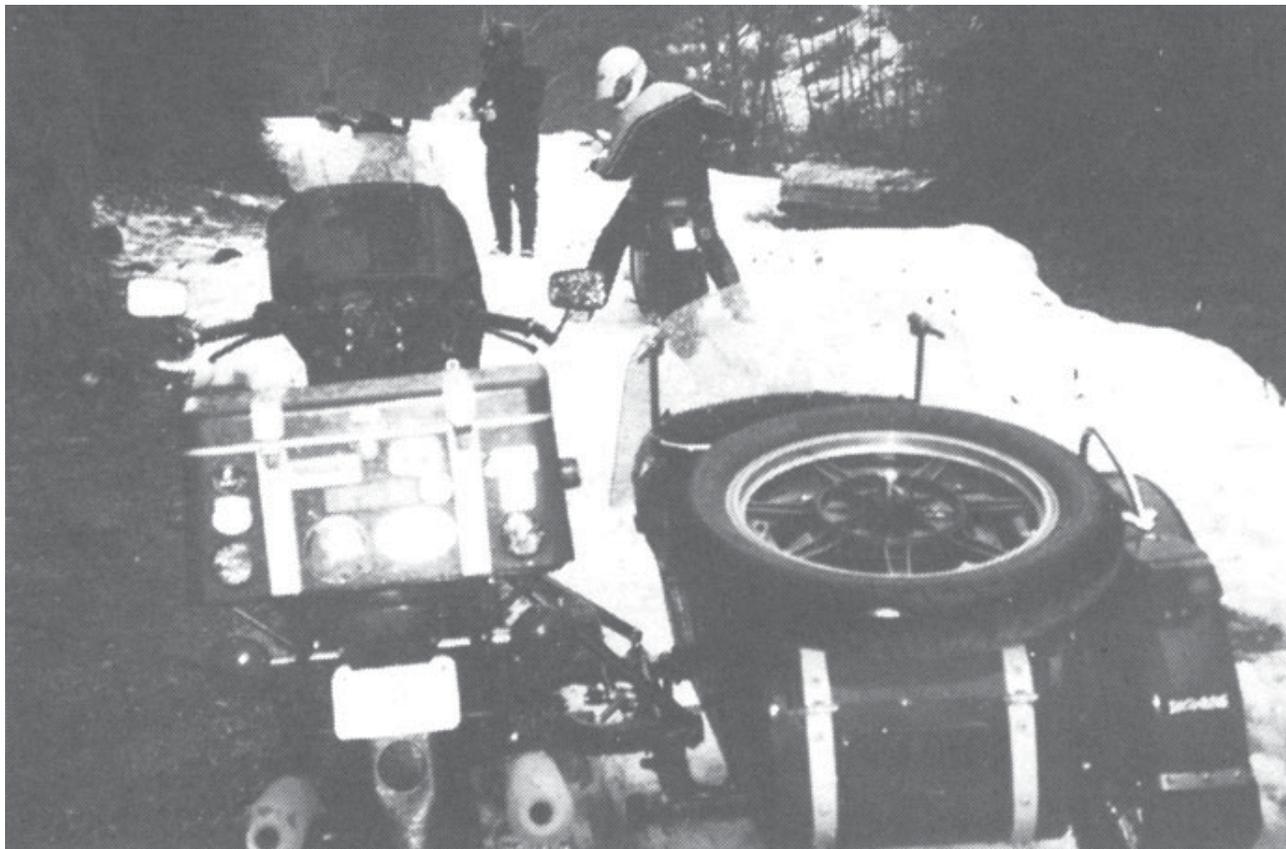


Stopped for a rest during the Bonehead.

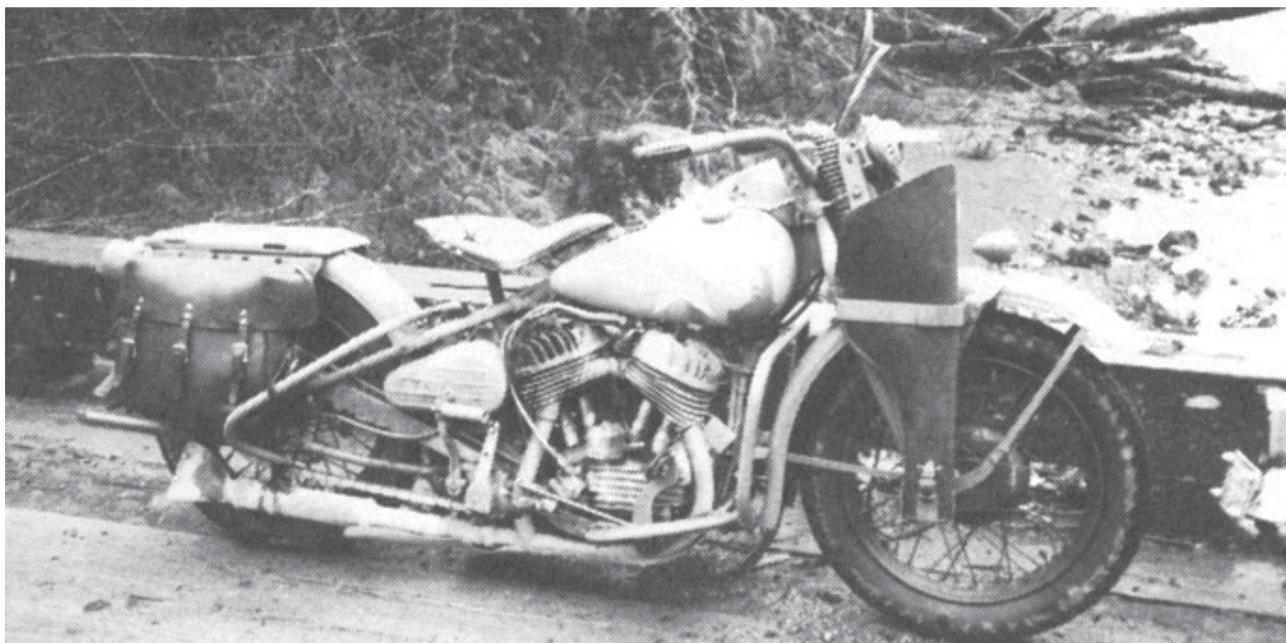


Enduro..

BONEHEAD ENDURO..



The "Snow Bone" checkpoint.



1940s H-D WLA, complete with scabbard for Thompson submachine gun.

Rally

YAKIMA UNRALLY



Happy hackers, Tom and Kathy Serpa with their FLH/Velorex outfit.

By Judy Cook

On Friday, May 23rd, my husband, Lonnie and I, locked our back door at 11:00a.m. and started out from Marysville, Washington, for the four day Memorial Day Weekend Unrally at the Yakima, KOA campground. It was the 20th year of the rally, put together by the Northwest Sidecar Pilots.

This event was projected as being unstructured, club affiliation unnecessary, family oriented, solo bikes welcome and "things to do" optional. It sounded like a chance to get away for a few days in a pleasant spot, where we could meet sidecarists and other friendly folks.

After logging several years and lots of miles on the buddy seat, lately I've been riding a la cart, in the comfort of a sidecar. It suits my lifestyle these days: however for this Memorial Day trip, we wanted to take some shop equipment along. So we drove our truck and trailered our sidecar outfit.

I stuffed my camera bag with old cassettes and we sang OUT way through the mountaintops.

On the way over, we drove through Snoqualmie, admiring the old train graveyard, a lengthy display along the roadway, of ancient engines, cars and other railroad equipment. We then passed Mount Si at 12:25, and five minutes later entered 1-90, right on schedule.

At 2:30 we crossed Manastash Ridge summit, elevation 2,672, at mile post eight. After a tailgate lunch for two at Indian John Rest Stop, we went on through acres of sage and rain. Later at camp, I didn't hear one word of complaints about getting wet, from the folks who rode over via their sidecar rigs. Riders know to expect anything, even on Memorial Day Weekend, and they are prepared.

Next we crossed North Unptanum Ridge at 2,315 foot elevation, and South Unptanum

Rally..

YAKIMA UNRALLY..

Ridge, at 2,265 foot elevation, remembering long times past when trips like this weren't such an easy sail as they are now... then down the hill into Yakima.

We entered the campground to see many tents already set up in the grass. After Tara and Jay Geise gave us a welcome wave and got us registered, we pulled into a site near the entrance, just in time to display our rusty tent building skills to the early arrivals resting in lawnchairs.

Note -- Things to take along next time:

1. Something to pound with that's more sophisticated than a rock.
2. Mustard.
3. A wool shirt (and hope that I don't get any of item 2 on item 3).
4. Binoculars ("What are those birds?").
5. Dishwashing soap (a nice person gave me a shot of his so I washed his pan for him.)

This list will be replaced by a new list of the things I forget next time out.

By definition, the Unrally is very unscheduled which provided an opportunity for us to exchange information with many of approximately 50 registrants, by Saturday count. Lonnie and I began to meet our neighbor tent campers, looking over and discussing the many different motorcycle / sidecar



Lonnie Cook (L.) helping Tom and Sharon Smotherman align their Harley/Velorex 562E rig.



Harley/California outfit belonging to Gwen Funner.



June Clark with her Honda/Watsonian.

Rally..

YAKIMA UNRALLY..

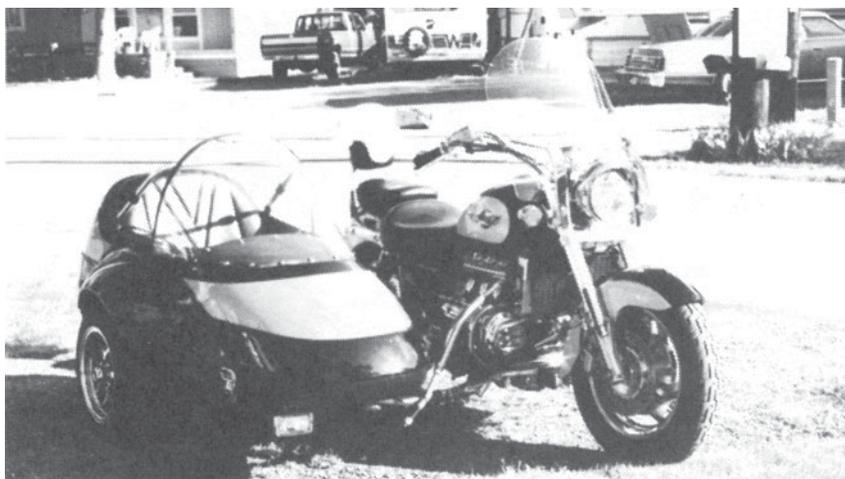
outfits and the methods of setup. We saw outfits built by their owners, some large multi-seaters, new rigs, old ones, and project photos of others in progress.

We had some sun, some rain, but no one seemed to mind, whether in camp or riding off to explore the Yakima area. I did more talking and walking than I did riding.

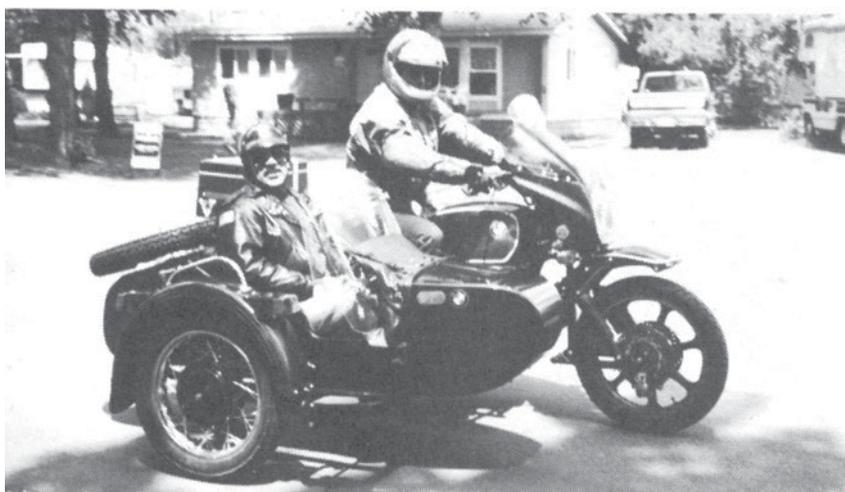
As a female, passenger-only rider, I was impressed to see many women confidently driving their own sidecar outfits. Some were riding with their groups but some came and went on their own. We spent time with June Clark, who boasts 136,000 miles on her Honda/Watsonian rig.

We kept the coffee pot going and as we gathered around the picnic tables, I listened to entertaining stories of extensive trips. We also enjoyed Ian Kennedy's tour photos and the beautiful pictorial books of Australia.

We made new acquaintances, saw familiar faces, and we were pleased to see happy customers with their sidecars that had been installed in OUT shop in Marysville, which are now custom painted and accessorized. Lonnie had a free alignment clinic with hints, tools and gauges available for those with handling problems. One couple who had wrestled their Harley/Velorex rig all the way from Denver, Colorado,



New Honda Valkyrie/California Sidecar outfit.



Lonnie Cook in the boat, David Hough driver, heading out to handling session.



"BMW intensive care unit".

Rally..

YAKIMA UNRALLY..

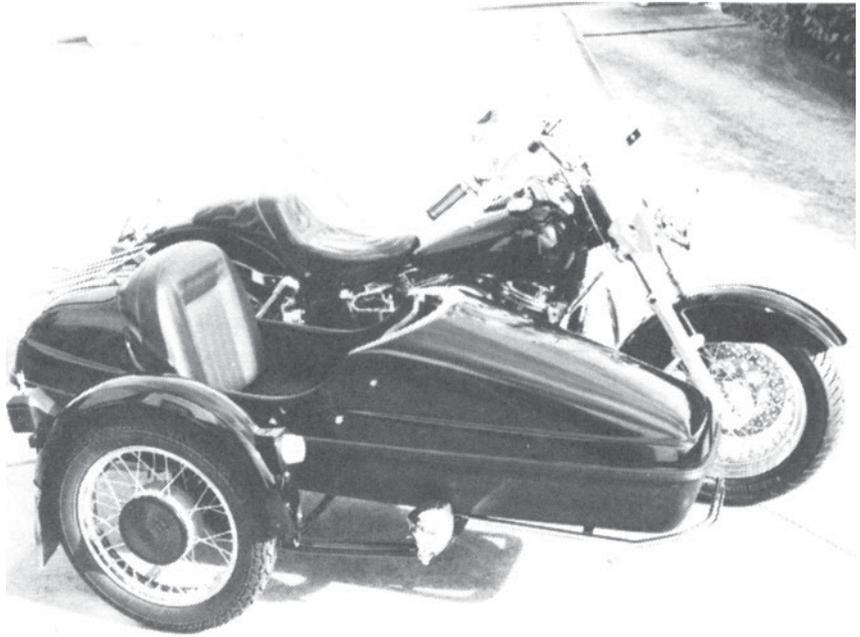
were glad to take advantage of this. They were very frustrated at that time, but when he called from Alaska, the following week, he was ready for the next long trip.

In addition to KOA offerings there were optional group doin's with the Northwest Sidecar Pilots, newsletter, handouts, and of special interest to me, sidecar safety and training news from the Sidecar Industry Council. There was also an unscheduled, supervised training session and range practice for beginners, courtesy of David Hough.

We left camp at noon on Sunday, with several others; some going off on a side trip and some, like us, heading for home. Tom and Sharon Smotherman, with their little dog Rosie, in her leather jacket, helmet and goggles, going north to Alaska, and Jan and Ian Kennedy, south to Mexico, with their group.

On our way home we passed a hardscrabble 90's farmer in his 280SL Mercedes roadster, with a bale of Alfalfa hanging out of the trunk. "Way to go!"

During the campout I had kept eyes and ears open to glean what I could from knowledgeable others. it was an educational bonus to a relaxing, outdoor weekend, and -- I just couldn't resist -- I got the T-shirt. See you all next time!



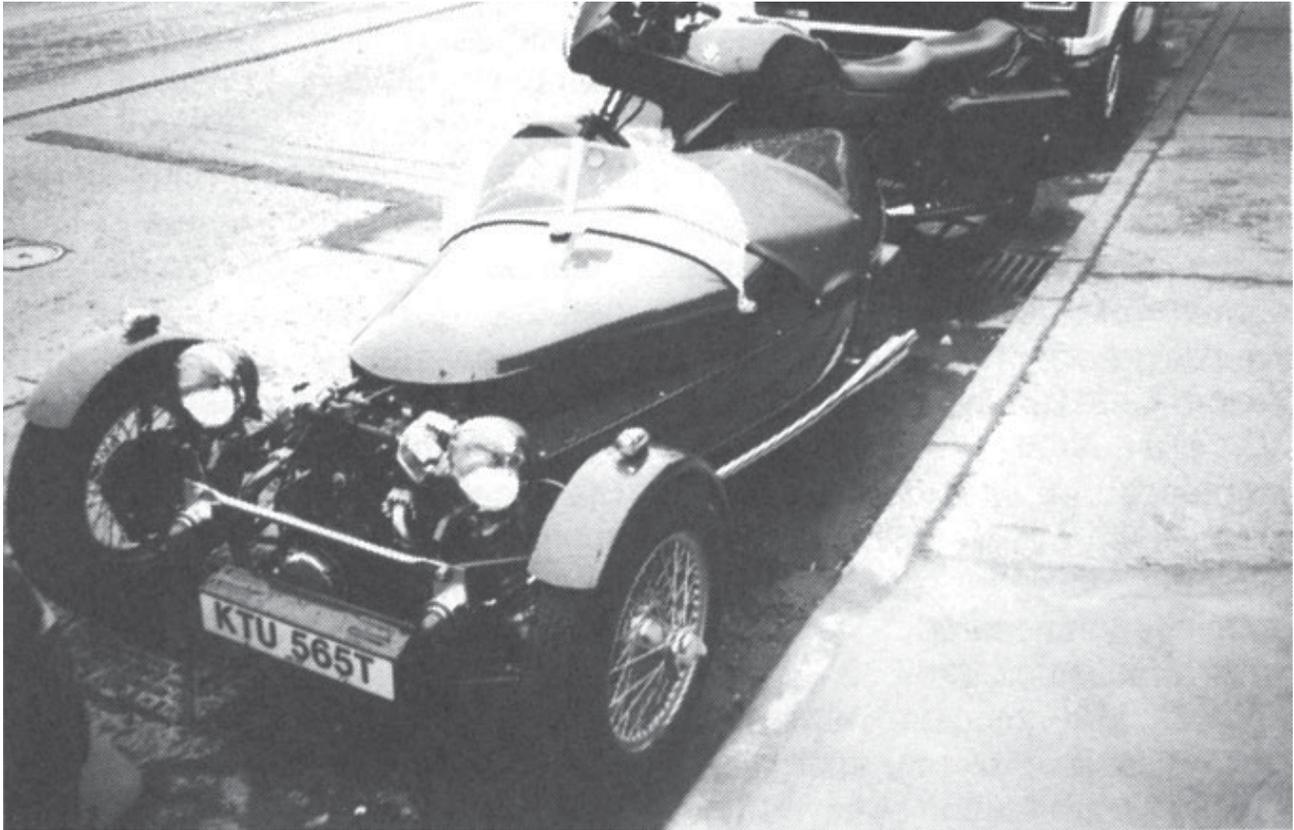
1950 H-D Pan/Velorex display rig of Judy and Lonnie Cook.



Linn Dean (center) owner of Harley/700S Velorex, Nancy Rutter (R.) driver, David Hough behind rig, at sidecar handling session.

Races

ISLE OF MAN RACES



This has nothing to do with sidecars but it is powered by a 500cc Honda V twin (CX500) and was at the I.O.M. TT. It looks like a miniature Morgan three wheeler.

By Spencer Bennett, Photos by Mike Dale

Mike Dale and I had planned the trip to the Isle of Man, and the Tourist Trophy (or TT as the locals call it) races, for three years. The TT had its beginning in 1907, and has gone on, except for wars, since then. It is the grandfather of the open road race circuits and every inch of it is on roads that are used as part of the regular street system. At 38.2 miles, it is also one of the longest lap races in the world, with races limited to three, four, or six laps. Spectating is also somewhat different from what I was used to, in that the spectators are allowed to sit or stand right next to the road, which means riders will sometimes be passing within two feet of you at 150 mph! Quite a spectacle.

Mike and I left Memphis for London via Dallas, due to some significant pricing advan-

tages offered by American Airlines. The trip over was marred by a diversion into New York, to drop off an ill passenger, that turned into an eight hour delay -- nothing we could do but watch the crowd at JFK Airport and wait. Called the motorcycle rental people and arranged to delay bike pickup one day. We finally got to London about 24 hours after we boarded the aircraft in Memphis. We took the train to Victoria Station and a cab (yes, one of the black ones) to the hotel and were soon sleeping the sleep -of the exhausted.

We woke up the next morning (May 26, 1996) feeling a lot better than we thought we would. After breakfast we went back to the room to plot our route to the bike shop and turned on the television to find that the Italian Grand Prix was being telecast live, much like baseball or

Races..

ISLE OF MAN RACES..

football in the States. We watched the sidecar races and the 125cc races and then had to strike out for Raceways Rentals. We took the subway and arrived about ten minutes early for our 1:00p.m. pickup. As it was Sunday, one of the Raceways people had to come in on his off day to get us set up, and we didn't want to hold him up any more than we had to.

We were out of there by 1:30 and decided to put a few miles on so as to get used to the "wrong side riding". We rode out to Windsor on the M-4 Expressway, which is like an interstate except they pass on the right and slow traffic keeps left, and then picked up the secondary roads to visit Runnymede. When we came back into London on the secondary roads, we managed to get lost and wound up in downtown London, which is plenty congested even on a Sunday! We made several swoops around the hotel before we finally got to it, one of those you can see it but can't touch it experiences. Then Mike told me those signs with a number surrounded by a red circle were speed limits, not some sort of a route marker as I had supposed. Not a good day for my riding, but I got through it OK and we were mobile once again.

Monday morning, May 27th, we were up and on the road at 7:00 in an attempt to avoid the London traffic, and it seemed to work. We rode from London to Heysham, where the ferry leaves from, by way of Scotland and the Lake Country. Not a direct route by any means, but a very enjoyable one with great two lane roads and beautiful scenery. The Lake Country was especially breath taking, as were the sheep which await you in the middle of the road around blind corners -- puts the excitement right back into motorcycling!

We managed to get in a little more than 500 miles on what is, at best, a 300 mile run -- that's serious Doo-Dahing. We got to Heysham about 6:00 p.m., gassed the bikes and took them to the ferry dock. We left the bikes there after checking in and got dinner at a local pub where we waited

until loading time. Began Queing up, as they say over there, at about 9:00 p.m. and actually got on the ferry about midnight. The variety of the equipment being ridden to the TT, was beyond anything I have witnessed. The TT is the premier sport bike event in this part of the world and those attending rode everything from Bimoto's to MZ's with a strong dose of big Honda and Kawasaki sport bikes.

Ducati's were also well represented as were the vintage British marques. Each bike is loaded into its slot and then tied off to those around, so it takes a while to get the 600 or so solo bikes ready to go. The sidecars go on with the automobiles and take almost no time. As soon as we were tied down, we found a couple of chairs on the passenger deck and were soon fast asleep.

I woke up at 5:30 a.m. as the ferry was docking in Douglas, Isle of Man. Unloading went much more smoothly and quickly than the loading and we were soon on our way to the Metropole Hotel, which was not yet open -- so we went for a ride up the coast road to Ramsey and then back down the TT course through the mountains. The temperature was about 45° F and a light mist was falling -- just a beautiful morning for a ride! But I would not have cared if it had been freezing with snow falling -- I was riding a motorcycle on one of the greatest race courses in the world -- and that alone kept me warm! When we got back to Douglas, the hotel was open and we got checked in, got breakfast, got warm and took a nice long nap for most of the day. Got up in time to do a little sightseeing in Douglas, but it was still raining and we had big plans for Wednesday -- the first day of practice.

We were up at 4:30 a.m. to make the 5:15 practice session. We went to Governor's Corner in Douglas, but practice was delayed by rain for about an hour and then was limited to one slow lap due to rain on the mountain. We did get to see them come through Governor's Corner at a respectable, if untimed, pace.

Races..

ISLE OF MAN RACES..

Returned to the hotel after a tour through the paddock, and after breakfast I did some maintenance on my bike's tail light and walked down to the local Honda shop to see what was going on. As you might imagine, they had about as much work going on as they could stand! After noon, we headed down to Castletown and the Vintage Racer's Concourse. The vintage bikes had raced the previous weekend on the "short course" of 4.5 miles at Castletown, and were all slicked up for the concourse. There were several very nice "kneelers" powered by everything from a Hillman Imp (some sort of small automobile I'm told) to a Vincent V twin, and including the Triumphs and Nortons as well. There were several really well done solo racers on display but the sidecars stole the show for their sheer audacity -- and the friendliness of the racers had to be experienced to be believed.

After the concourse and race awards were presented, we rode down to the southern tip of the Isle of Man and the city of Port Mary, over some very narrow and very scenic roads. Second gear and 4,000 rpm was the max allowable and it was a total blast at that speed. We then rode back through Port Erin, where we picked up the mountain circuit and up the race circuit to Glen Helen Corner, where we set up next to the radio commentator's box for the evening practice.

The roads were dry for this session and the racers took full advantage of it by setting new lap records for the 600cc and supersport 750 classes. I saw one rider actually brush the wall in a left hand corner at full song and recover from the bobble! The sidecar practice began at 8:00 p.m. and the racing sidecars once again proved to be completely captivating. This was only the second practice session for the sidecars and they were pushing hard to take full advantage of it. There were 17 chairs in the practice session and by the second lap they were rolling very well! The practice concluded at 9:00 and we had dinner at the pub at Glen Helen, which is a habit we readily adapted to, prior to riding back to Douglas and to bed at 10:30 -- totally exhausted.

Thursday morning we slept late, 7:30, due to no early practice sessions. The weather was cold and wet and my tail light was still not working, so it seemed a good morning for maintenance. Walked down to the Honda shop to get what parts I thought I might need and ran into a passenger from one of the racing sidecars. I had met him when I came across their garage on one of my walks through Douglas, and he asked if I would like to use their space to work on my bike? A dry, warm workshop with tools --- how could I refuse? I gathered up my motorcycle and Mike, and spent several hours trying to troubleshoot the wiring, finally winding up rewiring most of the tail light and brake light circuits to get them working. Finally got through about 2:30, and left for Ramsey to watch the 2:00 p.m. practice. Got to Ramsey about 3:00 and watched practice from Parliament Square. It was a good practice session with some fog on the mountain late in the day, which showed things down somewhat. After the practice we rode the circuit back to Douglas for dinner and then to bed after another very full day of motorcycling. The sidecar team that allowed us to use their workspace, tools and minds, were from McGowan Kirk Kawasaki, in Aberdeen, Scotland, and truly showed that sidecarists are friendly folks all over the world!

Friday was another practice day which saw me at Bray Hill at 5:00 a.m. This is about a mile from the start and is a long downhill with a very slight right hand turn at the bottom. The bikes come down the hill at 140 plus and are about three feet away from the sidewalk -- quite a show. The temperature was about 40°F with a strong wind. "Biter cold" to quote the radio TT announcer, but practice goes anyway. Lost two riders during practice on section just before Glen Helen -- one was 600cc class and one was production 750. Tough course!

After practice and breakfast, we rode the course from Douglas to Douglas with a stop at "Murray's Motorcycle Museum" on the moun-

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ISLE OF MAN RACES..

tain. Murray's is a privately owned and operated museum the houses unusual motorcycles of various types and ages, most of which have something to do with the Isle of Man or the TT -- but not always. Conditions of the exhibits range from concourse to junk -- in no particular order. Very Manx and well worth the two Pound entry fee. We also stopped at Creg-Ny-Baa to watch the late practice and managed to get a spot on the balcony of the pub right at the corner. The bikes come down a long straight to CregNy-Baa, brake hard for a 90° right turn, then full on power for the next straight! The sidecars were really amazing to watch on this section. Got back to Douglas at about 9:30 and over a pint in the hotel pub we learned that three "civilians" (non racers) had crashed during the day -- one because he was leaned over too far in a corner and an oncoming car (in its own lane), took his head off. The other two just went off the road at speed. Quite a bad day for the tourists.

Saturday was the first day of racing on the mountain course and the pre-race traffic was absolutely awful. Only way to move was to "white line" and then you had to watch constantly for those overtaking you. The Ducati's and Moto Guzzi's were not bad as you could hear them coming, thanks to their loud pipes and air cooled (noisy) engines. The big Kawasaki's and Honda's were a different matter as they were very quiet and most of their riders, the Germans especially, were very fast and skillful. Your first indication was when they blew by you with a whoosh! The Manx call them "whispering death" because of this characteristic.

We got to Glen Helen Corner at about 1:00 p.m. and got set up on the hill next to the radio booth again. The Formula I race was delayed for an hour due to very heavy rain at the start line, but finally got going at 3:00. Great racing, although the staggered start does make scoring an exacting task to keep current. The winner of the Formula I race was Phillip McCallen on a RC45 Honda.

The sidecars finally got going at about 6:30 after another rain delay. The sidecars were the most amazing to watch -- they fielded 27 for this race and while the start is staggered, they do bunch up, and watching them pass each other in the corners is just unbelievable. Sidecar 33 pulled in at Glen Helen on Lap Two, minus his passenger -- seems he fell off just before the corner before Glen Helen. Medics reported he would be OK, but did have some broken bones. Passengering is tough work!

The race continued with David Molyneux and Peter Hill setting a new lap record at 110.63 mph (avg.), and winning the race by one minute and 50 seconds over second place Rob Fisher and Boyd Hutchinson. Molyneux/Hill also set a new total race record speed for sidecars by averaging 109.81 mph for the entire race. After the race was over we got dinner at the pub and let the worst of the traffic die down before we rode back to Douglas, averaging probably 40 mph on a 500cc solo bike, where Molyneux/Hill had averaged 109 mph on a 600cc sidecar -- kind of puts their feat on the pedestal it deserves.

to be continued.

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Races..

ISLE OF MAN RACES..



This is what you look like after riding all day, loading till 2:00a.m. and waking up at 5:30a.m.



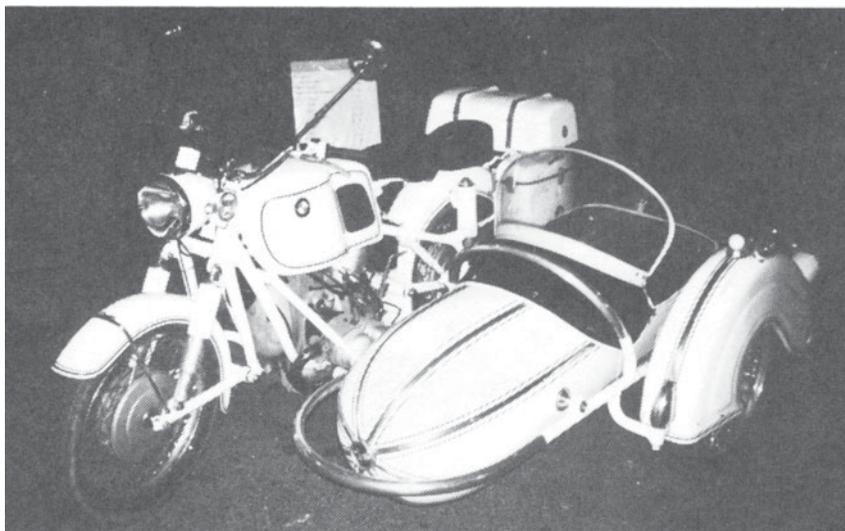
Spencer performing a bit of maintenance in London.



Typical tie-down of motorcycle in ferry hold.



This sign reflects the Manx attitude toward crowd safety and control -- a nice change from U.S. over regulation.



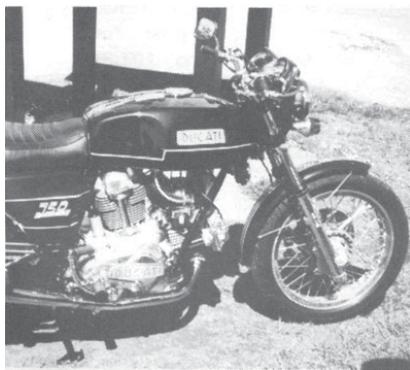
BMW/Steib rig seen in Douglas.

Races..

ISLE OF MAN RACES..



Mike Dale tries out the seating on the Yamaha powered first place finisher at Castletown.



Ducati street bike, as opposed to sport bike, seen at Craig Neesh, typical of equipment seen during TT week.



View of vintage sidecars at the Castletown concourse.



Typical Manx roadway as seen by motorcyclist -one lane, no markings, two way traffic and sheep.



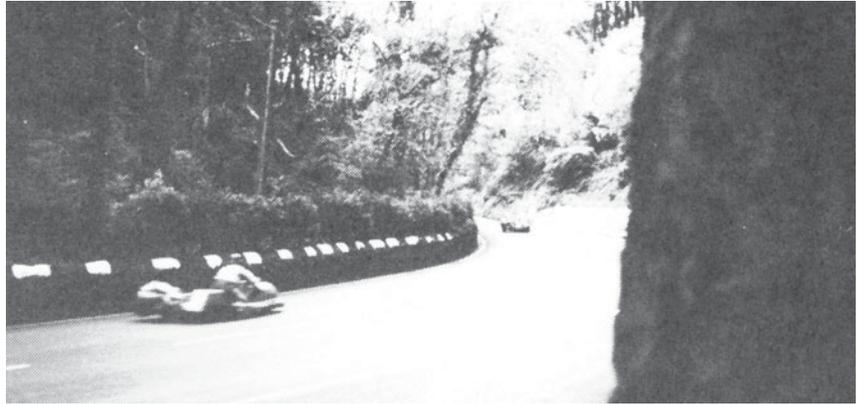
View of Crag-Ny-Baa corner -- bikes drop down to about 50 mph from about 140 mph to make this right hander then roll on to another 140 mph straight.

Races..

ISLE OF MAN RACES..



Phillip McCallem at speed just before Creg-Ny-Baa corner -- bikes are rolling about 120 mph here.



View of the Glen Helen #2 corner with rigs at about 80 mph.



Late model (40s?) Douglas twin seen at Murray's Museum.



"Please drive on the left" in German -- seems the German tourists get mixed up, wander to the right and run into oncoming traffic.



Rig in lower corner is out of race due to losing passenger at previous corner in Glen Helen.

Outfits

S.C.F. BRIDGESTONE

By Ed Johnson

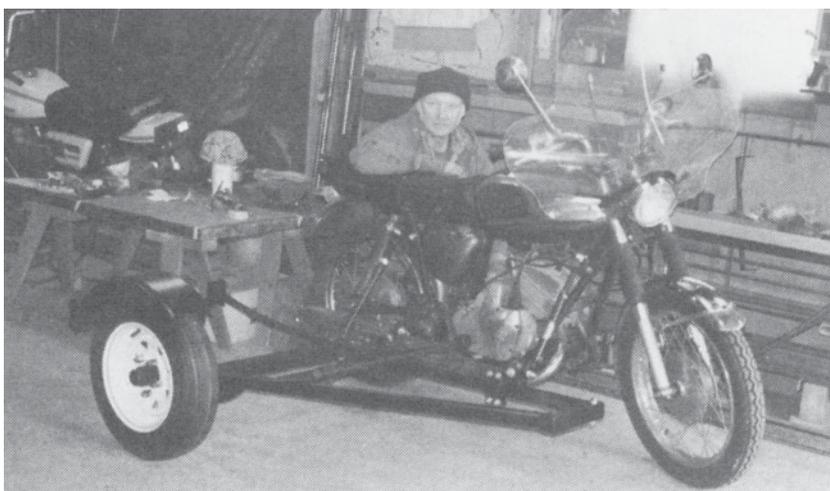
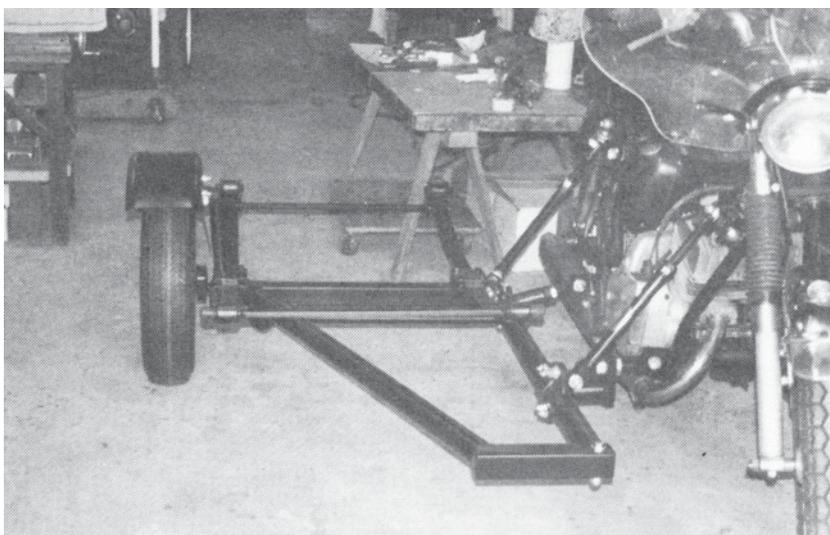
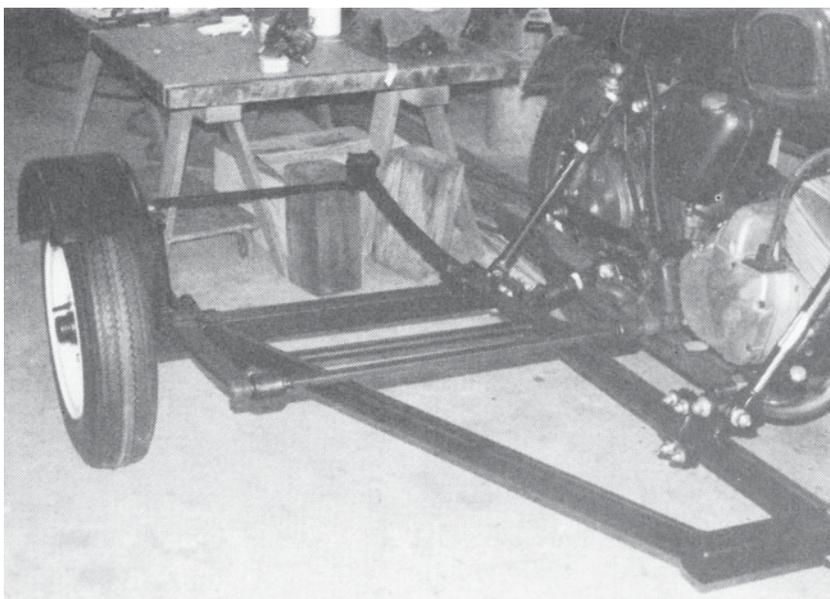
Prior to 1970, you could find many Harley-Davidson sidecar frames without the chassis. The bottoms had rusted out because care had not been taken to clean under the mats for example, as water formed underneath. Also, the flower pot effect, sidecars left outside for long periods had moisture remove the paint and the resulting rust destroyed the thin steel bottoms.

An industry developed that replicated the metal Harley sidecar bodies. Kurt Liebhaber, of Waterman, Illinois did this. The Harley-Davidson Motor Company, since 1970, manufactures the sidecar chassis out of fiberglass, and a supply of sidecar frames does not seem to exist.

One thing that should be taken into consideration when restoring a sidecar, is the condition of the tubes that make up the frame. Rust forms inside these tubes and eventually, in the case of very old frames, the framework becomes flexible.

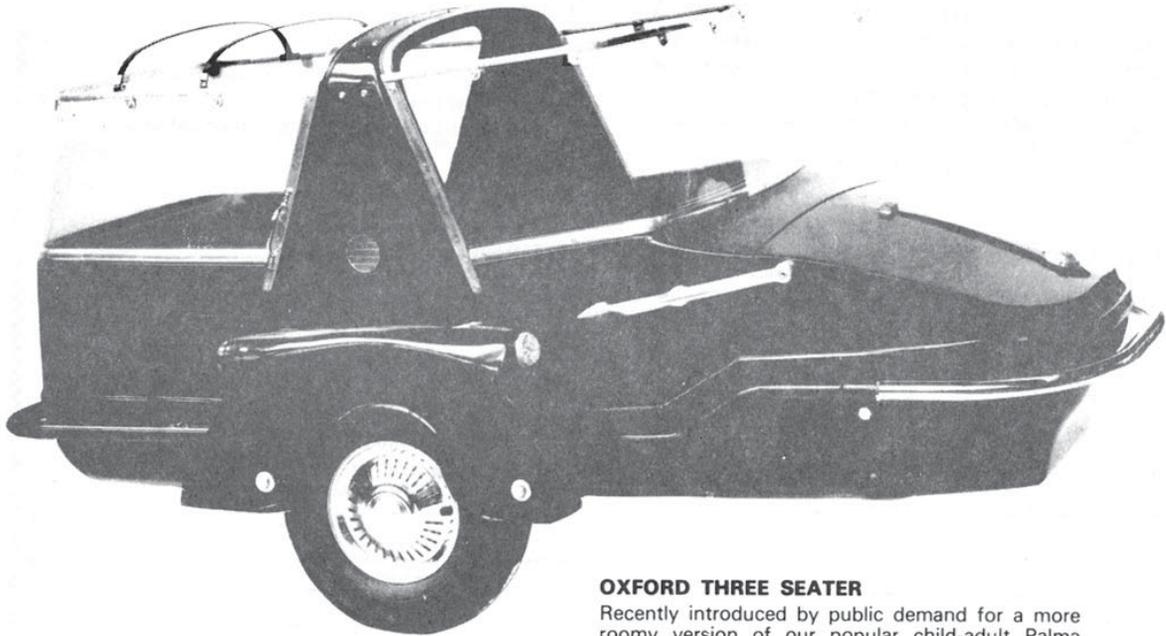
Kurt was recently commissioned to attach a Goulding sidecar to the motorcycle pictured. Upon examination, he found the frame unsuitable because of its rusted condition. His specialty is manufacturing frames for sidecars, hence, the name of his company, S.C.F., Side Car Frames. Pictured is the frame he made for the Goulding chassis.

Venerable old Bridgestone 350cc two-stroke is still running! The editor dates himself by not only recognizing the 350, but having ridden with a friend in Minnesota, who owned a 175 with the rotary gearbox.



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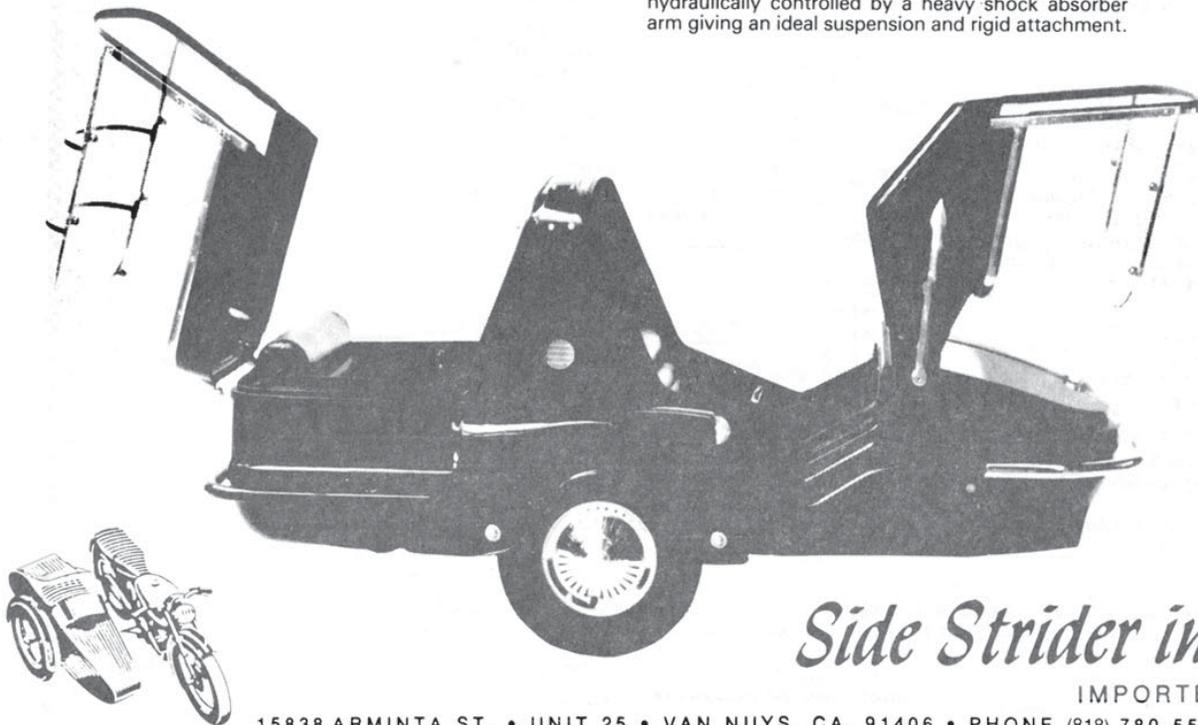


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INSTRUCTOR CORNER

By David L. Hough

Driving A Sidecar Outfit

Our new book, *Driving A Sidecar Outfit* is finally available. We're able to offer it for \$19.95 plus \$3 S&H per order, which is a very reasonable price for an illustrated textbook which can be used in a variety of ways, and also bring in a modest income for the Sidecar Safety Program. This is the book to have on hand for those motorcyclists who ask you "Say, are those sidecar rigs much different to ride from a regular two-wheeled motorcycle?"

If you're about to sell your old rig to a neighbor, do them a favor and leave a copy of *Driving A Sidecar Outfit* in the seat. And if you're just in the process of learning to drive a "chair" yourself, just get a copy. This is the first sidecar book which starts with the basics and works up through advanced exercises, step-by-step. And even if you've been driving a three-wheeler for hundreds of thousands of miles, you'll probably find some little detail you hadn't thought about, and perhaps even learn a few new tricks.

If you are a certified sidecar instructor, we'll provide special Instructor versions of the book for \$9.95 plus \$3 S&H. The Instructor versions are printed single-sided, and punched with three holes to install in a three-ring binder. The standard version is printed back-to-back with a comb binding to make it easy to open flat so you won't lose your place while you're studying it. USCA members can order the book from Al Roach by check or money orders in US funds only. USCA books, Al Roach, 130 S. Michigan, Villa Park, IL 60181. Instructors can order the special instructor version from David L. Hough, 93 Thunder Road, Port Angeles WA 98362. For anyone ordering quantities of 10 or more, we'll discount the shipping, too. Telephone (800) 634-9321.

We're making arrangements for Printwerk Graphics & Design (Dyer, Indiana) to market this book throughout North America, so that motorcyclists who haven't yet joined the sidecar ranks will hear about it and have the opportunity to learn firsthand how sidecar outfits work.

Mariposa Instructor Course

We completed the Sidecar Instructor Course prior to the Sierra Sidecar Spectacular rally in June, certifying six new sidecar instructors, who turned around the next day and taught the *Driving A Sidecar* class to 11 sidecar students, some of whom had never operated a motorcycle before, and several who had never driven a sidecar before. One student elected to drop out prior to the advanced exercises, but the other 10 completed the entire class. This was the first time we've offered an instructor course which included novice training. The official text is our new book *Driving A Sidecar Outfit*. Although the book includes a brief Instructor Guide section with very general information about conducting training, we've written an expanded guide for certified USCA instructors. The Expanded Guide served as our primary reference for the instructor course.

We welcome the new instructors: Jennifer Joel, Alan Huntzinger, Tom Ridyard, Jay Giese, Henri Van Wandelen, and Don Paulhus.

Instructor Recertification

Sidecarists who are also MSF instructors know that instructor certification isn't permanent. MSF certification is normally for three years from the date of training. If an MSF instructor doesn't teach the minimum number of hours as a lead instructor during a specified time frame, they will usually be restricted to assistant instructor status. And if they don't manage to even assist with a class, they will eventually lose certification.

By comparison, SSP sidecar instructors were not given a specific time or teaching experience requirement as part of their certification. The result is that we currently have lots of SSP instructors on the books who were once trained and certified, but haven't been teaching. Since we're now talking about major considerations such as liability insurance and getting State Motorcycle Safety administrators to think about sidecar safety, the time has come to get more serious about Sidecar Instructor certification. We're not trying to prevent anyone from teaching who really wants to teach, but it isn't to our advantage to maintaining records on those who aren't interested or aren't active

SSP..

any more. From here on out, we will limit certification to a specific time frame. The instructors who completed the Mariposa Instructor Course were certified for five years. At the end of that five years, we will review the training experience and offer a method to renew certification. If it isn't obvious, instructors who don't teach won't automatically be recertified.

OK, what about current SSP instructors? If you are currently certified to teach the SSP, and you have taught or assisted with at least two SSP courses over the previous three calendar years, you may consider yourself certified for the advanced section of the curriculum only, but not the entire Driving A Sidecar class. The Advanced section of the new course is very similar to the previous Sidecar Safety Program classes, and the suggested name (per the Expanded Instructor Guide) is Advanced Sidecar Driving. Current SSP instructors can assist with any courses, providing the lead instructor in charge has the appropriate certification.

If you wish to teach the entire Driving A Sidecar class based on our new curriculum, we prefer that you complete a fresh certification course. Our plan is to provide some sort of recurrent instructor training within a few years, to allow instructors to update their certification, similar to the way state motorcycle training programs update their instructors. That would also provide a good opportunity to issue curriculum revisions.

Classroom Training Aids

So far, we haven't made much progress in making training aids available. I did put together a tray of slides for the Mariposa class, and brought along some MSF videotapes. Jay Geise (Kent WA) made some "vuefoil" transparencies. One problem is, if we were able to provide really good classroom graphics, we'd have to get much more serious about how to use them. The other problem is getting a TV and VCR or overhead projector to a remote training site. At Mariposa, we did use the slides (I hauled a slide projector around for 2,000 miles) but we basically used just the text in class.

Be forewarned that it's not easy to give a classroom lesson based solely on pages and pages of written words, but that's often what a sidecar instructor is

required to do.

We do have the various form masters available, for such boring but necessary details as registering students and signing waivers.

Forms needed to conduct classes are considered part of the Expanded Instructor Guide, and can be obtained from SSP Curriculum Development, David L. Hough, 93 Thunder Road, Port Angeles WA 98362.

Lesson 4 in the text is Driving In Traffic, a sidecar equivalent of one of the modules in the MSF Experienced RiderCourse (for two-wheelers). The ERC includes a videotape "Street Strategies" which is basically about avoiding collisions, and is equally useful for sidecar drivers as for other motorcyclists. We have suggested in the Expanded IG that this segment of the MSF videotape can be used with (or in lieu of) Lesson 4, assuming you have a TV and VCR handy. MSF videotapes are intended for the sole use of MSF-certified instructors, one reason why we especially encourage sidecar instructors to also be MSF certified. MSF course materials are available only through the MSF offices, although if any SSP instructor has difficulty, we can probably assist.

Lesson 7, Alcohol Awareness is intended as a brief classroom dialogue, but can also be successfully covered by simply showing the MSF videotape Riding Straight. Riding Straight, item 512 (\$22.50) is not restricted to MSF instructors.

Some MSF training aids are available from Garrett Diversified Services. GDS handles all the "bells and whistles" for state training sites using MSF courses, such as cones, clipboards, stopwatches, etc. Garrett Diversified Services can be reached at (714) 505-0950. We haven't made any special arrangements with GDS, but you can give them a try for things like mini-cones. Please do not imply that you are an MSF instructor if you aren't, and don't offer MSF materials such as decals to sidecar students unless your training course is actually sponsored by a training site using MSF curricula.

Range Cards

Tom Van Horn (302 Glen Hwy, Madison WI 53705-2624) has been working on range cards for the new curriculum. Tom and I decided it would be best to

SSP..

divide the range cards into two sets, one set for the novice exercises, and one set for the advanced exercises. Tom provided some "quick and dirty" sets for the Mariposa IP, and is looking for more economical ways to laminate the pages. Lamination is very expensive where low volumes are involved. We want to get the cost down to something more reasonable, similar to the cost of MSF range cards; \$11 for the MRC (novice) and \$7 for the ERC (advanced). Tom is continuing his search for a better, less costly product, and we'll report here when he finds the right stuff. We all owe Tom a big "Thanks" for assisting with this vital project.

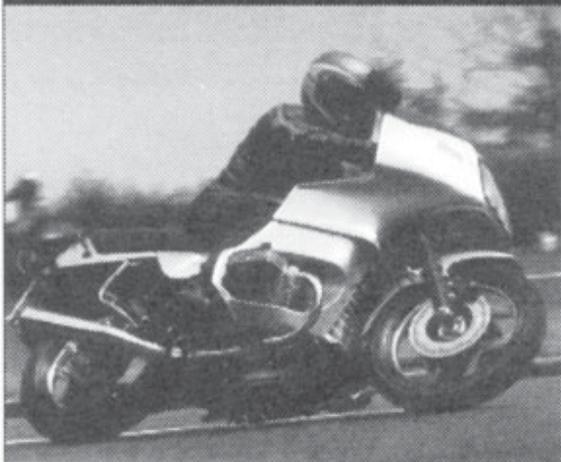
1998 Instructor Course

We would like to offer another Sidecar Instructor Course next year, preferably just prior to a big sidecar or motorcycle rally at the eastern side of the continent. The basic scenario would be just like the Mariposa

event, with a two or three day Instructor course, followed by a two-day Driving A Sidecar class for novice sidecarists. I'm open to suggestions for a suitable venue, and of course will also need assistance in making arrangements and signing up novice students. June, 1998 may seem like a long way off, but it takes about six months to get the word out and make plans. If you've got ideas, I've got a telephone: (360) 452-0901

We really need to get all instructors updated and recertified to provide novice training. I continue to get telephone calls and letters from people who would like to take a novice sidecar class. It would be much easier for me to do the next instructor course here in the Seattle area, but I suspect the instructors in mid-America and the east coast would prefer to have me do the next one further east.

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September 12-14, 1997, Hoosier Hacks, So Long Summer Campout, Muscatatuck County Park, North Vernon, Indiana. 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)4726146.

October 25-26, 1997, 26th Annual 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.

February, 1998, 25th Annual Brass Monkey Sidecar Rally. Info: Jack Zollars (805)945-2397 or Dave Tenpenny (502)883-8275.

March, 1990, Daytona Speed Week.

April, 1998, Doo-Dah Rally, Info: Spencer Bennett, 961 Charter Oak, Southaven, MS 38671. (601)3934887.

May, 1998, Western Reserve 6th Annual Sidecar and Motorcycle Campout. Info: 8181 Munson Rd., Mentor, OH 44060. (216)255-7016, John.

Race Schedules

Leading Links

Oct. 4-5 Viewfinders G.P. Nov. 1-2 Prospectors G.P.

Info: Leading Links, Mike Burns, (213)254-0688.

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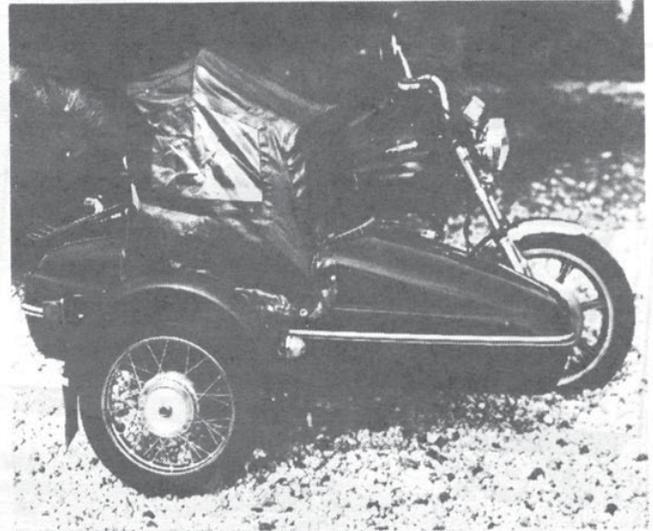
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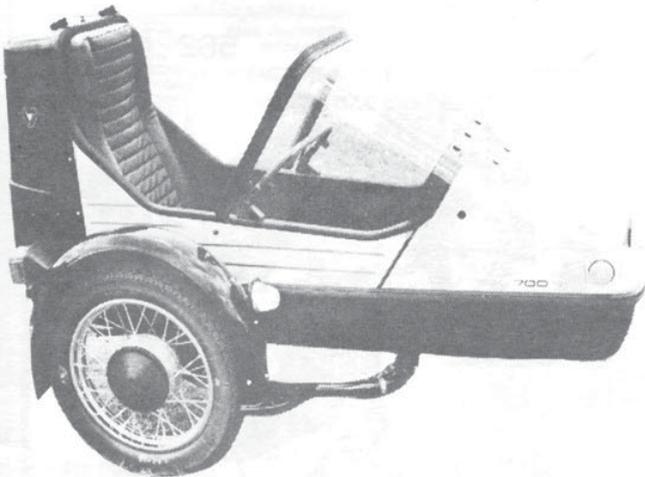
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Tire: 3.50 x 16	Electrical system: 12v

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1996 Velorex 562E sidecar, used very little, with mounts, \$750 negotiable. Call James at (830)665-6498. James Hall, RR 1 Box 155F, Devine, TX 78016.

2nd Time Ads

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Vetter Sidecar w/brake, looks like new inside and out, low miles, garaged, \$1,695 OBO. Will sell complete w/1981 Goldwing, 24K mi. for \$4,995.00. Ed Paxton, 4141 Heartwood Rd., Lexington, KY 40515. (606)2723192.

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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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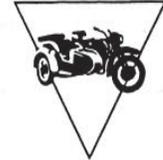
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