

# *THE SIDECARIST*



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**SEPTEMBER  
OCTOBER  
1998**

# The Sidecarist

## Contents

Sep. 1 - Oct. 31, 1998

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Opinions expressed in articles are those of the contributors and do not necessarily reflect viewpoints of the USCA or its Committee.

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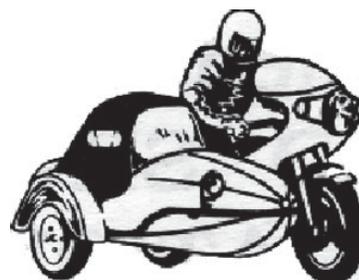
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### CONTRIBUTORS

Spencer Bennett, David Rogers, Doug Bingham, James D. Cain, Jr., David L. Hough, Ed Johnson, Bob Anderson, Boonville.

### COVER

On the Bonehead Enduro in Washington, headed for the "Snow Bone". Photo: David L. Hough. See the article on page 16.



# Flying The Chair

**Dear Fellow Sidecarists,**

We just finished an excellent four days, having hosted the first Sidecar Safety Program Instructor's Course ever held on the East Coast. You have been reading the advanced information about it in the Instructor's Corner, when you have read through the *SIDECARIST*. This was a real opportunity for Joyce and I, with the assistance of Northern Virginia Community College, Loudoun Campus, Sterling, Virginia, to show a bit of Southern Hospitality and an excellent range to train both instructors and another Advanced Sidecar Safety Class utilizing the new curriculum for the first time.

We graduated eight SSP instructors. A couple of us have been teaching the SSP program for a while, the rest were new. We had instructors from Illinois, Kentucky, New Mexico, Pennsylvania, Maryland, Georgia and Virginia, in the class. On the fourth day we taught a group of nine students from all over. All of the training, both for instructors and students, went extremely well, much of the credit due to David Hough, our SSP President, who functioned as the USCA Chief Instructor. Additionally, Joyce and I were able to sign up three new USCA members.

I can't help but think, as an active Sidecar Safety Program instructor and the National President of the USCA, that many people understand and value the quality of our training to come to it from all over the United States. I was very impressed with the quality of the instructors that were just trained and hope, with liability problems having been solved now, that we will see the SSP taking place in more locations across America.

If all of this information wasn't good enough, David Hough and I had talked about the USCA SSP and the possibility of having it accepted into the Motorcycle Safety Foundation National Curriculum and have been working to standardize the training material, instructor guides, and range cards across the U.S. to make them conform as much as pos-

sible to MSF standards. On June 23, 1998, I received word that the Virginia State Motorcycle Safety Program Coordinator had agreed to incorporate sidecar training into the MSF range of classes. This is excellent news for all of us, but especially to the SSP and David Hough, and of course, to Ed Johnson and Hal Kendall, without whom there would not be a USCA or a Sidecar Safety Program. We will see where it will take us from here, but subsidies from the state speak of demonstration rigs and many other things. Stay tuned.

By now the 20th National Rally of the USCA is behind us. I hope all of you that attended enjoyed yourselves and that you mark your calendars for the next National in the Great State of Georgia.

I had an opportunity to drive a BMW R100RT set up by ARMEC with a Tremola 2 sidecar this last week. What an outfit. Previously tested briefly by Jim Dodson at Daytona, I had been looking forward to my own test drive. WOW is all I can say. The sidecar was the best riding I have seen and the entire rig was simply confidence inspiring and had exceptional handling. The normal sidecar peculiarities have simply been engineered out of the rig. Sharp right hand turns at 35-40 miles per hour, while I was straight up in the saddle and the combination simply hugged the road and kept on going. If you were at the National Rally, you had a chance to see it yourself.

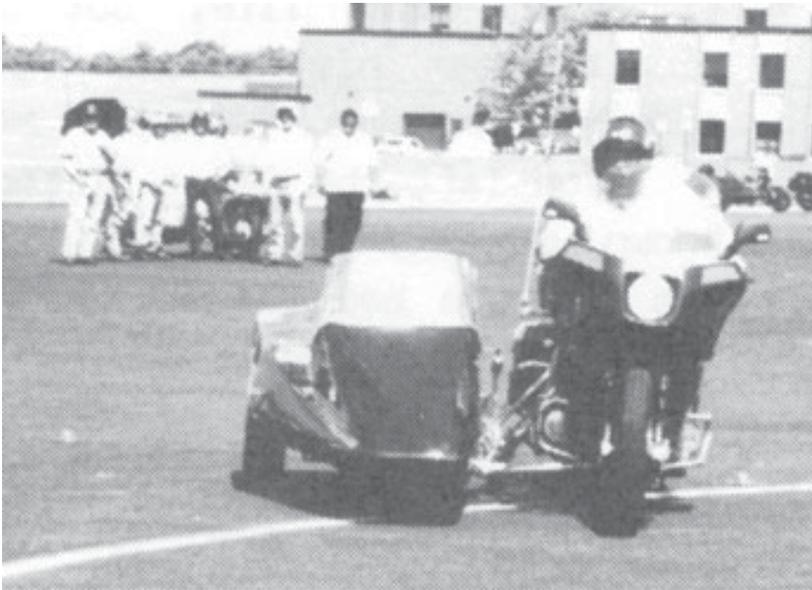
Until next time, keep those sidecars running.



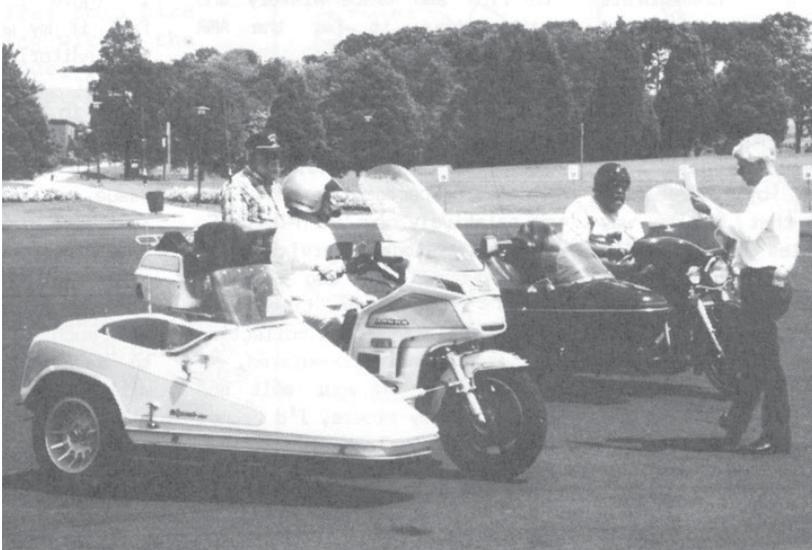
# Flying The Chair..



**Instructors  
discussing the tech  
inspection (L to R),  
"Too Tall" John  
Steinberger, David  
Sasenick, Cundiff  
Simmons, Daryl  
Curry, Jack Denton,  
Bill Beran, Jim Cain.**



**Instructors watch  
nervously as a  
brand new  
sidecarist tackles  
a quick swerve.**



**Instructor practice -- Vic  
Hari explains exercise to  
"students", Bill Beran  
(standing), Cundiff  
Simmons (Honda), and  
Daryl Curry (H-D).**

**Photos: David L. Hough.**

# Lean-out

Today is July 7th, 1998, and I am more than mid-way through working on this SIDECARIST. issue.

Tomorrow will mark the ten year anniversary of the death of my friend, Joe Christian. While Joe and I were not life long friends, he did represent a special kind of friend in my years following my demise from ROAD RIDER as a full staff member. Joe and I got out for some good rides and some good camps. Stuff you can't forget even if you wanted to. Joe's place... his El Cajon shop... was a haven for quite a few of us outcast types that needed a place to go hide and BS. I miss that.

Yup, Joe cashed in ten years back on the 8th of July and a month before... another eight years back in 1980, my Dad was gone. And this year I get a sister gone on 14 June. That June to July time slot is getting notorious. Not to mention that we just lost old Roy Rodgers, too.

I suppose if I could do anything to commemorate tomorrow's date it would be to go to Pinnacle Peak's steakhouse for steak and beer, but it would require the appropriate company... you don't observe times like this out in public by yourself... or at least that is the way I feel. Pinnacles was a favorite with Joe and myself, an excuse to not fix a meal in our own places, and perhaps shoot the monthly food budget... but the evenings were memorable ones.

In the final years, the big road bikes stayed at home in the garage, and we'd show up on our Honda Trail 110s... little motorcycles that we'd covered a lot of Colorado with... traversing high dirt passes following abandoned narrow gauge railroads, which were also a hobby to the both of us.

I've still got my old Trail 110, rarely ride it without remembering Joe, and I think the bike could probably find its own way to Pinnacles.

If you got back to Westerville, Ohio, for AMA Vintage Days, there is a chance you found yourself visiting the Heritage Museum. Inside the Founder's Foyer, if you looked close enough, you found a plaque with Joe looking at you, noting his 1988 Dud Perkins

Award for outstanding contribution to the sport of motorcycling. I forget when the award came toward the last part of Joe's life, but we didn't have him around long enough afterwards.

Joe left the AMA a little-known or used endowment which was to have been known as the Joe Christian Heritage

Award for Excellence in Motorcycle Journalism. Joe appreciated history and the award was to go to individual AMA members who used their motorcycles to ride and trace history and write about it for the AMA magazine.

Moving forward to the immediate present, the end of June found me at the Mariposa, California, Sierra Sidecar Spectacular 17, on my relatively new '97 H-D FLHTC, which my local service guys have dubbed the "bug bike"... seems like every time they get to service it, a collection of bugs has accumulated. I am not one of your spit and polish Harley riders, I'd rather get a bike dirty than clean it.

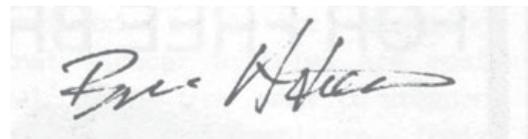
In any event, Mariposa seemed to have a good turn out with enough people that I knew in attendance that it seemed like "old home week". I was glad that I went and saw so many old acquaintances, although Mariposa displayed it's typical Summer climate, which means it got HOT!

People were riding back from the dinner ride and it was getting past sundown when the first mosquitoes came out... quickly making up my mind that yes, it would probably be a better idea to put the tent up rather than just flop on the ground. I was glad that I did, I got a pretty good night's rest.

No, you are not going to see any Mariposa coverage or photos in this issue because I don't figure that is my job. As much as possible I want to see the USCA membership write about these events and send in the information and give the people doing that the credit for coverage. I just view myself as the editor who tries to put a magazine together for the USCA membership from these submitted reports from MEMBERS. This is a membership publication for members. Yes, I'm a member but I work for all of you and I figure I bore people real fast if my work goes much past this editorial page.

Of course... if nothing comes in on the Mariposa Rally, then you may get stuck with some of my stuff in the next issue.

Yes, the "bug bike" is the first part of my supposed next rig. Took me ten years to save up for it and no telling how much longer it will take to save for the sidecar that will go on it. But it eventually will.



# Letters

## HELP IDENTIFY.

**Dear Editor:**

Can anyone help identify this sidecar and provide information about the manufacturer?

We have been riding since 1980, when we purchased a 1971 BMW R75/5. We enjoy touring and camping and also short distance rides. We belong to BMWMOA, Nebraska Nightriders and recently joined USCA.

At the BMWMOA National Rally 1997, in Texas, my wife LuAnn, became interested in sidecars after attending a sidecar seminar and talking to women sidecarists. It was her answer to wanting to ride and not being able to "touch ground" with short legs! We located a used hack and had it mounted with electric lean by Vern Goodwin, in Eagle, Nebraska.

We restored the bike, a 1978 R80/7, and sidecar recently and LuAnn is learning to drive the rig. We were told that the hack is a "Spirit of America" but have no other information about it. The car had no suspension, so I mounted it on a heavy steel plate, suspended with engine valve springs, which seems to work OK. The electric lean works great and [I] can not imagine riding a hack without it.

We are planning to attend the USCA National Rally in July, and hope to meet many of you there.

Anyone who can provide information about this sidecar, please contact;

Ken and LuAnn Magwire, Box 85,  
St. Libory, NE 68872 (308)678-6326

[Received your letter of 5/22/98 and thought we had your answer covered in our March/April 1997 issue, but on examining what was discussed about the Spirit of America Eagle, I see we have differing facts.

The Spirit of America Eagle (later to become the California Sidecar Commuter) had suspension on the sidecar wheel, and you have indicated

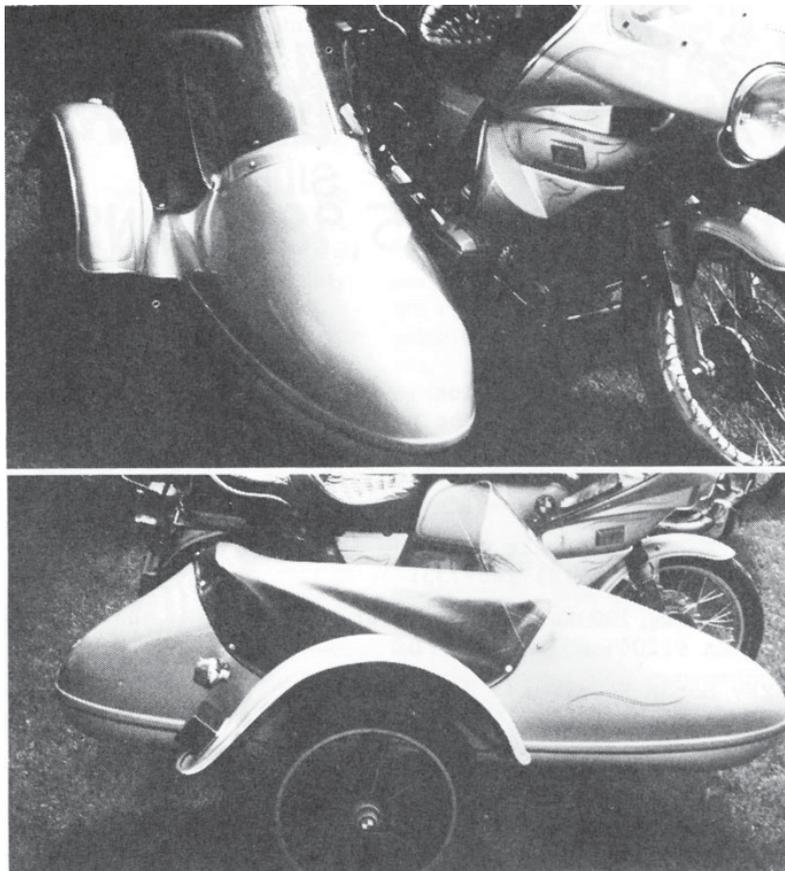
that yours did not have suspension and you went to the trouble to suspend the body on the frame.

You apparently have one of several copies of the Spirit of America, that their ads even made reference to in various publications from the mid-1970s era.

While I have no specific data, I can remember one "story" about a Texas company that "splashed" a body mold from the Spirit of America, and went around to dealerships supposedly selling these sidecars as the genuine article. It would seem to make sense that if this was the case, they would eliminate the complexity and cost of adding suspension.

Besides lacking suspension, your sidecar would seem to have a wider fender and a different taillight than the Spirit of America Eagle. I realize none of this helps identify your sidecar, but would seem to indicate that it is not a Spirit of America Eagle.

As space allows, I will try and run some of your photos along with your letter, in hopes of commentary from other USCA members, which might prove to be of benefit to you -ed.]



# Rally

## HOOSIER HACKS 1998 - TWELFTH ANNUAL - 1998 *SO-LONG SUMMMER* **SIDECAR CAMPOUT**

*For All Sidecarists, Families, Interested Persons*

**WHEN:** Friday - Sunday, September 18 - 20

**WHERE:** Muscatatuck County Park (SW of North Vernon)  
*Amid old towns, pretty country, neat riding roads*

**COSTS:** \$3 Rally Fee per registration (Individual, Family)  
\$8 Camping per site, per night; electricity more

Hoosier Hack Camp:

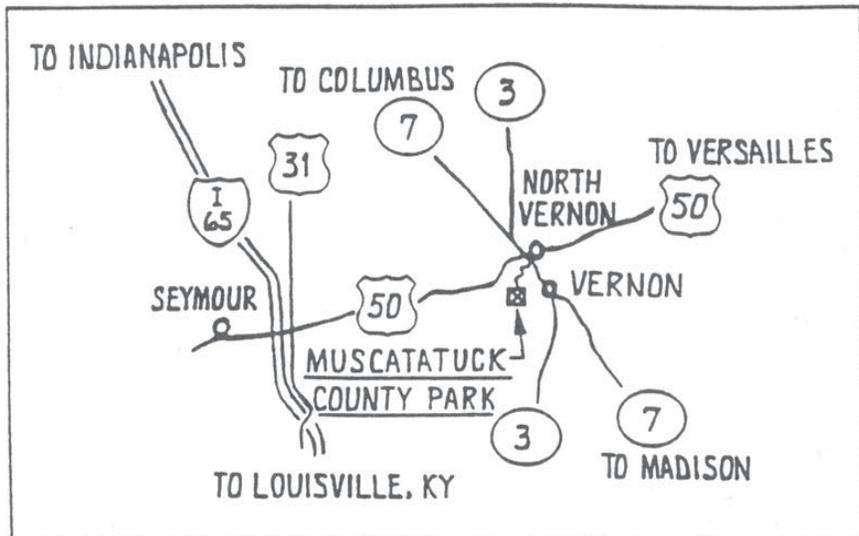
Coffee / Tea  
Hacks / Hackers  
Tech Session  
\*Certified Sidecar  
Safety Course (\$)

Park Has:

Water  
Showers  
Electricity

Nearby:

Motels, Hotels  
Restaurants  
Food, Other Stores



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

INFO. PRE-REG.: Fred Huntman, ph. 317--831-8105  
15 Daniel St., Mooresville IN 46158

# Rally

IF THERE'S ONLY ONE RALLY IN THE UNIVERSE IT'S THE  
27<sup>th</sup> **GRIFFITH PARK RALLY**

SIDECAR  
October 24-25, 98 • MINERAL WELLS

SATURDAY NIGHT

10 o'clock, which is curfew time for entering the park. Camping is available, but no showers. If you prefer a motel, here are a few just ten minutes from the rally site:

Rega Lodge Motel, 200 West Colorado St., Glendale, CA 91204 (818) 246-7331

Vagabond Hotels, 120 West Colorado St., Glendale, CA 91204 818-240-1700

Golden Key Motor Hotel, 123 W Colorado, Glendale, CA 91204 (818) 247-0111

## SUNDAY the MAIN DAY

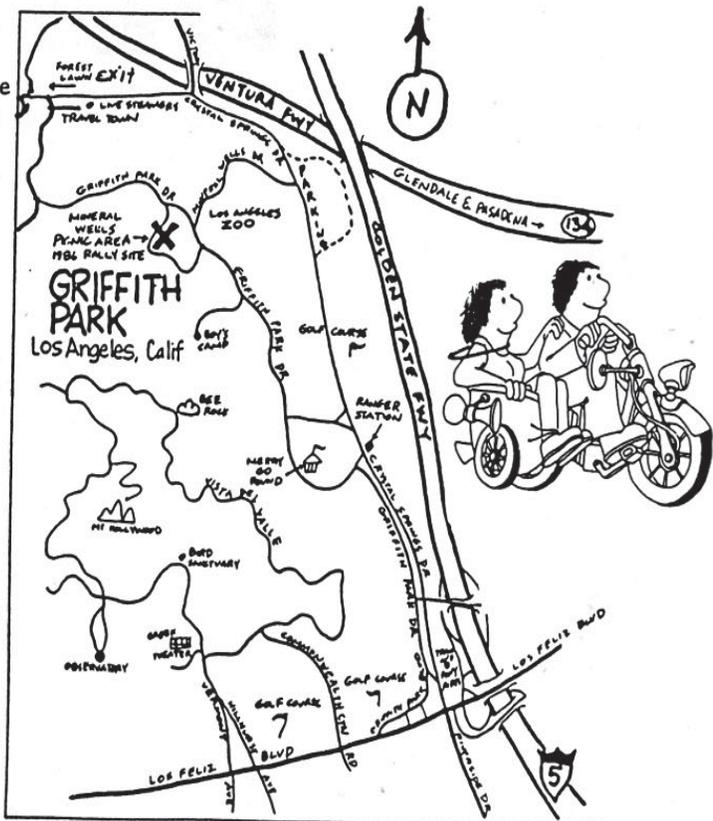
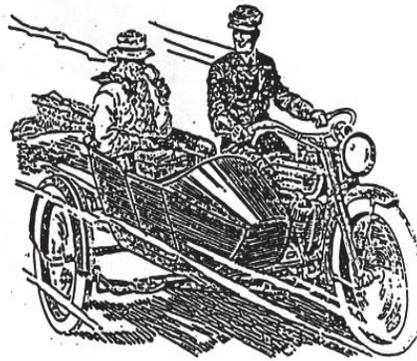
Lasts from 9 am to 3 pm, so arrive early, bring your sidecar, family, friends and picnic basket. Browse amongst the glorious sidecars of the past to the modern outfits of today. Meet old friends, make new ones and enjoy a leisure day. After lunch, we'll draw for prizes.

## GENERAL INFORMATION

Rally fee is \$5 per sidecar; passengers and spectators free. Free solo bike parking, reserved parking within the rally for classic, antique, special interest and racing sidecars. We'll have rally T-shirts and there will be a refreshment stand with drinks and food at nominal cost.

## WHY WE DO IT

There are no awards given at Griffith Park, no sidecar judging, no games. The GPSR is mostly a Sunday picnic, a chance to get together and check each other out. It's been nice and simple for YEARS. Many interesting outfits show up, and so do many interesting people - old friends and new. Questions, contact Doug Bingham, Side Strider, 15838 Arminia St., Unit 25, Van Nuys, Calif. 91406 - (818) 780-5542. FAX 818-780-1587



# S/C Clubs

## KNOWN SIDECAR CLUBS

Compiled by United Sidecar Association, P.O. Box 191, Lakeside, CA 92040. Corrections requested.

The Bigfoot Sidecar Club  
6115 216th St., RR11  
Langley, B.C. V2Y 2N6 CANADA

Canadian Sidecar Owners Club  
Gail Clarke  
40 Manitou Ave.  
Embrun, Ontario K0A 1G0 CANADA  
Phone: (613)443-9027

Georgia Sidecar Club  
Larry Lehr  
2444 Swanson Court  
Marietta, GA 30066  
Phone: (770)928-2111

Gonzo Touring Team  
Rev. Willie Nichols  
7217 Crescent Ridge Drive  
Chappel Hill, NC 27516

Hoosier Hacks  
Greg TenBrook  
882 Lanyard Drive  
Cicero, IN 46034  
Phone: (317)984-2403

Keystone Sidecar Group  
George Wolfe  
86 Ingram Ave.  
Pittsburgh, PA 15205

Mid Michigan BMW Touring Club  
Tom Morse  
6300 Church St.  
Marlette, MI 48453  
Phone: (517)635-4865

Northern Illinois Sidecarists  
Ron Gardner  
3400 W. Juniper Ave.  
Joliet, IL 60435  
Phone: (815)729-2694

NW Sidecar Pilots  
c/o Jay and Tara Giese  
17022 SE Wax Rd., Kent, WA  
98042-9122. (206)631-2236

The Northeast 3 Wheelers  
Sarge Gallo  
32 Rood St., Ludlow, MA 01056.  
(413)589-9261.

All Ohio Sidecar Association  
508 Trable Rd.  
Columbus, OH 43228

Sierra/Pacific Sidecarists  
Neil Jameson  
390 Hallson Ln., Ben Lomond,  
CA 95005. (408)336-2476

Sunflower Sidecar Club  
Floyd Turner  
2709 S. Santa Fe  
Wichita, KS 67216

Texas Hack Pilots & Classic  
Motorcycles  
816 S. Sylvania  
Ft. Worth, TX 67111

Western Reserve BMW Club  
Steven Dumek  
1917 Bathgate Rd.  
Madison, OH 44057

Wisconsin Sidecarists  
Al Schultz  
S.30 W.29455 Williams Way  
Waukesha, WI 53188

Norsk Sidevogn Klub  
Sigurdur Bjarnason  
Lobergsalleen 1  
5032 Minde, NORWAY

Sidecar Owners Club of Sydney  
Felix Wartmann  
P.O. Box 1069 Blacktown  
N.S.W. 2148 AUSTRALIA

National Handicap Motorcyclist  
Association (NHMA)  
Bob Nevola  
404 Maple Ave.  
Upper Nyack, NY 10960 (incl.  
SASE). (914)353-0747. E-mail;  
NHMA@aol.com.

Red Menace  
Dan Irizary  
P.O. Box 126, Graton, CA 95444  
(707)823-3473; dandnepr@aol.com.

Sidecar Racers Association  
c/o Mike Orchard  
1315 Fundy Court  
Oshawa, Ontario  
Canada L1J 3N5  
Phone: (416)579-6550

Sidecar Club of Victoria  
2 Sayers Lane  
Brighton 3186  
Victoria, Australia

Japan Sidecar Club  
Hajime Karasawa  
Sakunami Aza Iwayadou  
Nisi 16/45  
Aoba/ku Sendai  
MIYAGI 989/34 Japan

Belgium Sidecar Club  
Patric Beeckmaus  
Kruisstraat 39  
2570 DUFFEL  
Belgium

Dansk Sidevogns Klub (DSK)  
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Denmark

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Asko Pystinen  
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Finland

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02200 SOISSONS  
France

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D-63 450 HANAU  
Germany

The Federation of Sidecar Clubs  
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172 Woolaston Road  
IRCHESTER NORTHANTS NN9 7DH  
Great Britain

Netherlands Sidecar Club  
Dick Oudhuis  
Castorstraat 19  
OUDORP/ALKMAAR  
Netherlands

SSK  
Ove Gustavsson  
Hallonstigen 75  
S-612 00 FINSPANG  
Sweden

Vintage Sidecar Association  
Gill Russell  
288 Stafford St.  
Charlton, MA 01507  
(508)28-6928

# Rally

## POW WOW 1998

By Ed Johnson

Pow-Wow is defined by Webster as a social get together. Members from the various motorcycle clubs in the area join the local sidecarists in a campout.

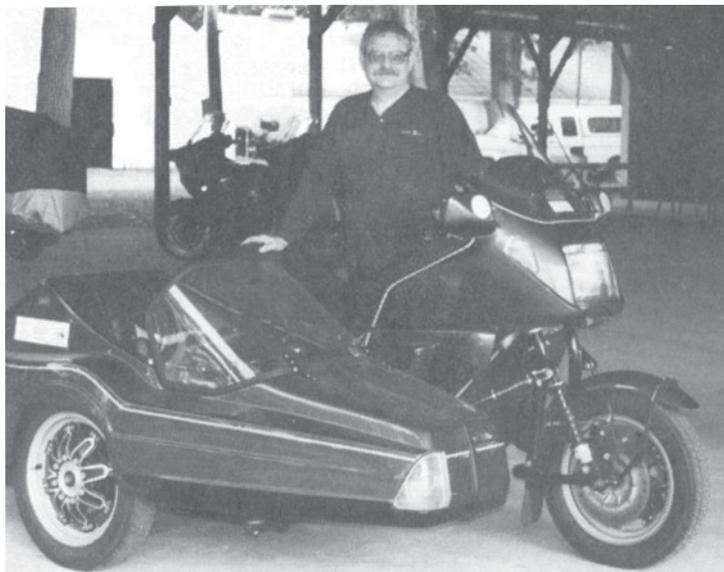
May 29-31, 1998, the Northern Illinois Sidecarists held their 16th Annual Pow-Wow at the Livingston County 4H Park, in Pontiac, Illinois.

The facilities at this campground are unexcelled, with a large pavilion and ample buildings for activities.

The program follows the same pattern every year: A wiener roast on Friday evening, followed by a group campfire. Saturday, a sidecar safety program, sidecar clinic, dinner ride, followed by "Fabulous Prize Bingo" in the evening. The number of prizes available exceeded the participants by a three to one ratio.

### Sidecars present:

California Friendship III, & II  
Escort,  
Harley,  
Veloorex,  
Hannigan (wide), & Astro GT,  
Bender,  
Hedingham XL,  
Ural and  
EZS.



# Everything Else

## Bigfoot Sidecar Club Editor

It should be pointed out that the Bigfoot Sidecar Club has had a new editor for several issues now, Fir. Cory Cassel, doing a nice looking job.

## Sidecar tires

Sidecar tires continue to be available for some motorcycle applications, such as the Metzeler Block K (400x18)... check with your retailer handling this brand. Avon also offers two types of tires for sidecars and more information may be had by calling their customer service line at (800)624-7470.

## Aerostitch Rider catalog

If you misplaced your Aerostitch Rider warehouse catalog, you can get a new one by calling 1-800-222-1994. Tell 'em you saw it in the SIDECARIST.

## Deadlines

DEADLINE	ISSUE
07 Sep.'98	Nov-Dec.'98
09 Nov.'98	Jan-Feb. ;99
04 Jan.'99	Mar-Apr.'99
08 Mar.'99	May-Jun.'99
03 May '99	Jul-Aug.'99
28 Jun.'99	Sep-Oct.'99

## SRA East 1998 Race Schedule

Sept. 4-7 Shannonville, ON Long Track E. Regional  
 Sept. 25-27 Shannonville, ON Pro Circuit E. Regional  
 Info: Gary Greene, 12 Cedar Cres., Borden, ON LOM  
 1CO, Canada.

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- SLOANS HONDA/YAMAHA: 2233 NW Broad St. Murfreesboro, TN 37130

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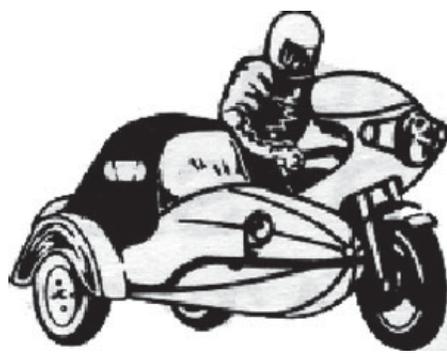
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# Museum

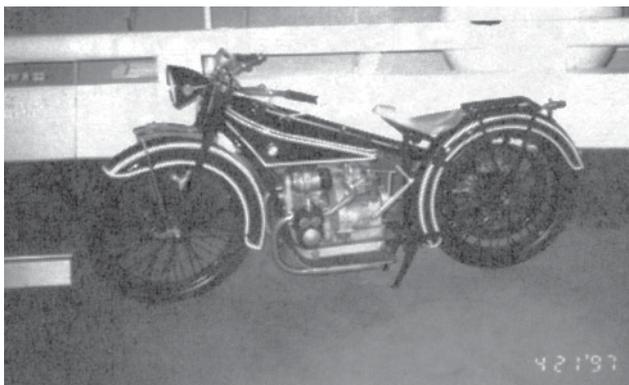
## BMW MUSEUM - MUNICH, GERMANY

By **Spencer Bennett**, Photos by **David Rogers**

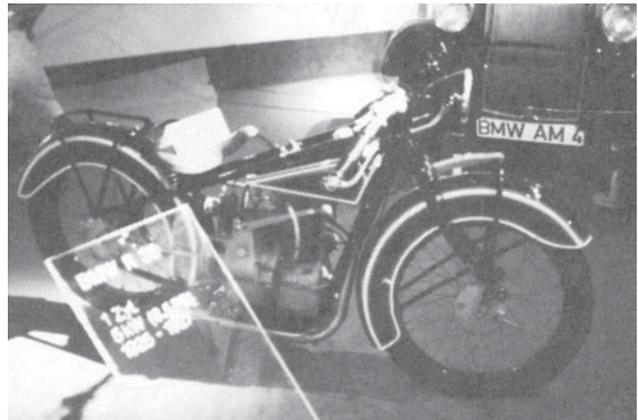
The BMW museum represents a cross section of BMW history with exhibits ranging from BMW aircraft engines to the latest BMW show prototypes. Since my interest was primarily motorcycles, this is what I concentrated on, but there are numerous automobile, aircraft and marine exhibits to cover the whole spectrum of transportation.

The museum is in a very unusual building that was built at the same time as the Munich Olympic Stadium, and was planned by the same architect. It is a self supporting body with a spiral ramp connecting the four platforms that grow larger as you ascend. The exhibits are placed along this spiral path so you are constantly moving up as you go from exhibit to exhibit.

The tour takes about four hours minimum, and could take all day if you wished to completely examine every display. This museum is very popular with both tourists and locals and is easily accessible via the Munich Municipal Train Service, which drops you off about a half block away. Cost of the tour was five Deutchmarks, with discounts available for members of BMW marquee organizations. It is a very pleasant way to spend a morning, or a whole day, and is a "must see" for motorcycle enthusiasts lucky enough to make it to Munich with a little spare time.



**The first BMW motorcycle, designed by Max Friz and introduced in 1923, has set the standard for all subsequent BMWs with its transverse twin engine and shaft drive.**



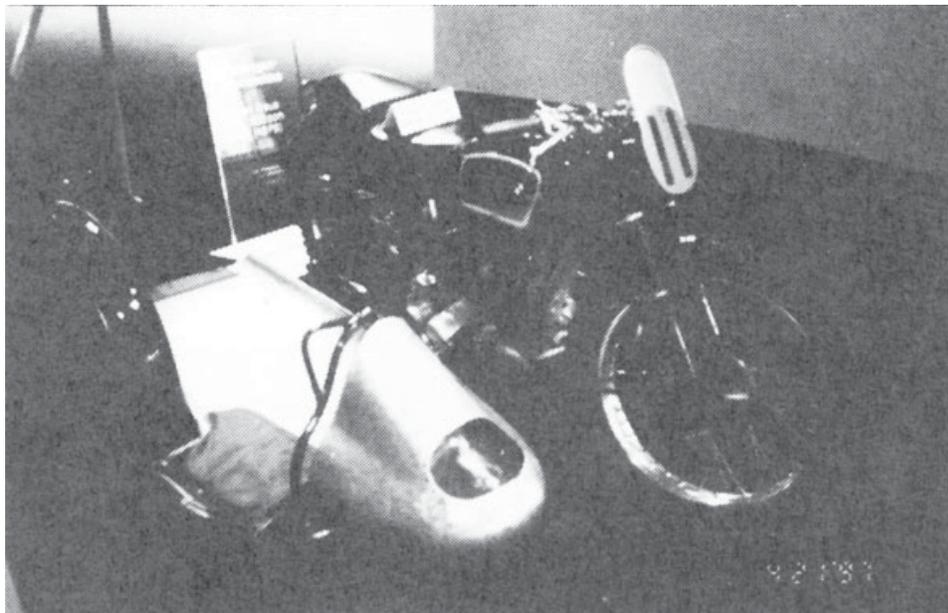
**1925 R39, single cylinder, shaft drive, shaft brake. This machine won the 250cc German Championship in 1925.**



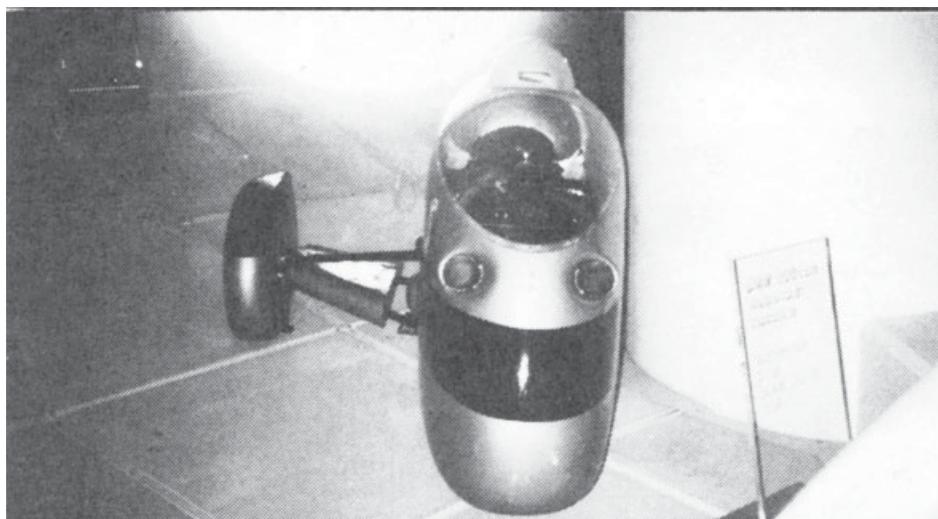
**This 198cc motorcycle was introduced in 1931 as an economy model. Average fuel mileage was 94.1 mpg and it would run 59 mph as well -though not at the same time.**

# Museum..

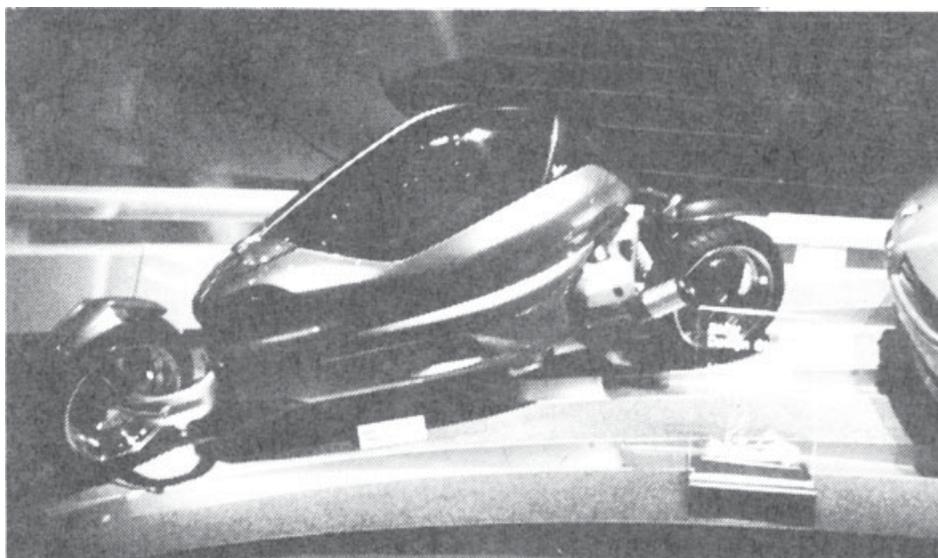
## BMW MUSEUM - MUNICH, GERMANY..



**BMW R75 sidecar motorcycle (1941 model) was developed for and used by the German Army in WWII. Its specialty was off road riding and it featured a dual transfer case which gave it eight forward and two reverse speeds.**



**1948 900cc racing sidecar used a reworked Army 750cc engine, enlarged to 900cc, and a R51 frame. One of a kind machine scored wins for BMW post war factory teams.**



**This 500cc "sidecar" machine set an absolute world speed record for three wheeled machines at 174 mph in 1954. BMW concept vehicle may show the future of motorcycles or sidecars (it is three wheeled).**

# Bike Test

## FATHERS DAY AT CENTURY MOTORCYCLES

By Doug Bingham

For years, it has been a tradition for many of us to spend Father's Day with other motorcyclists and sidecarists at Century Motorcycles, 1640 South Pacific Avenue, in San Pedro, California. Cindy, the owner, opens the doors with the kind of old motorcycle shop hospitality that you don't see everywhere these days.

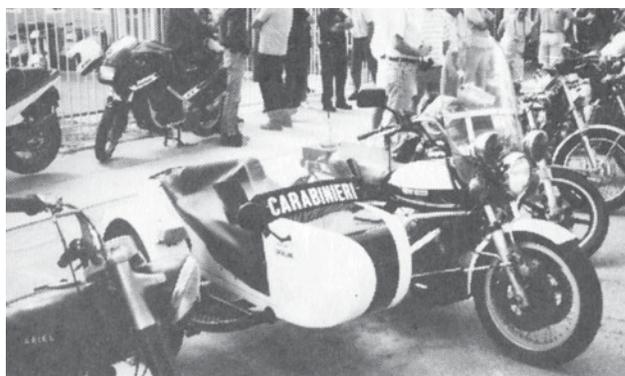


Inside of the shop



Lance Brown's street legal Barstow to Vegas combo

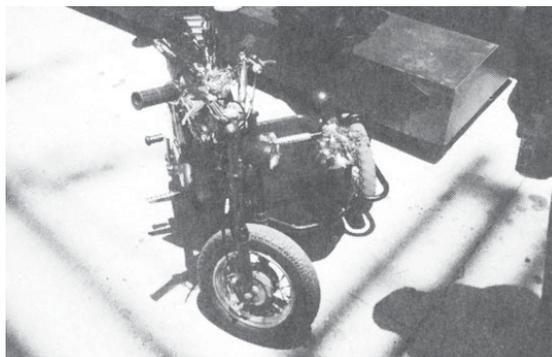
Century Motorcycles, 1640 South Pacific Avenue, in San Pedro, California.



"Uralini" rig of Miles Monnis,



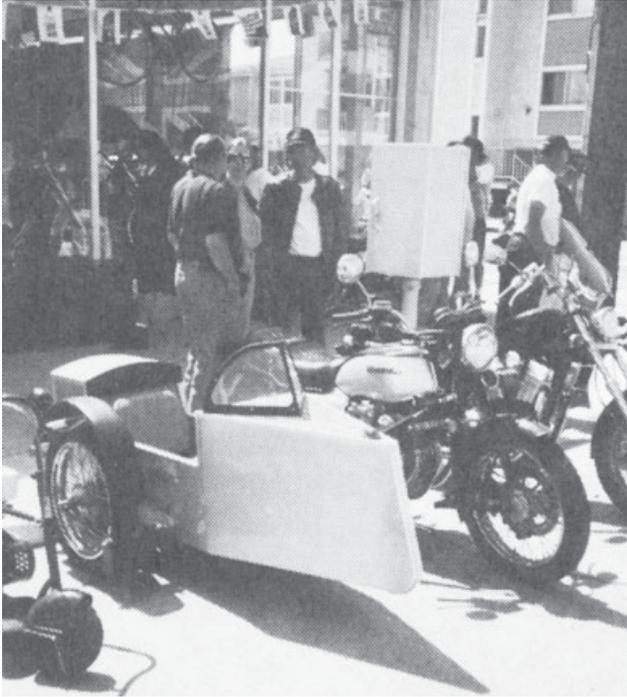
Cindy checking out Tom Ridyard street racer



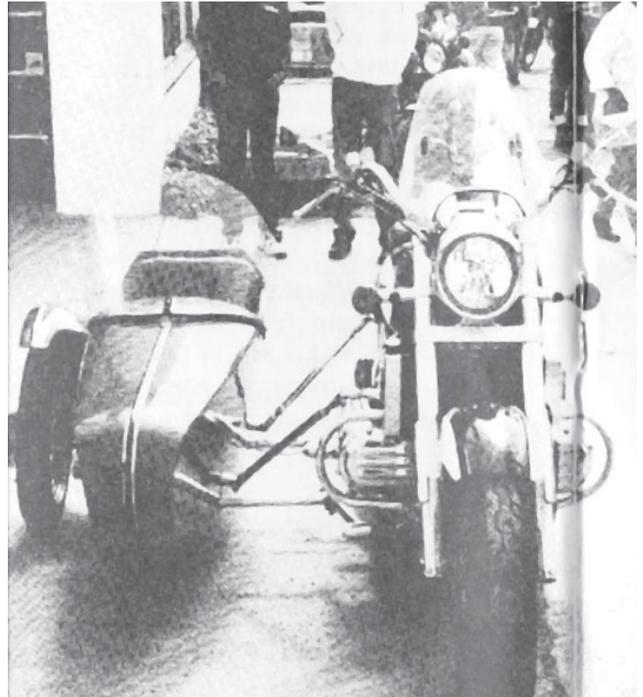
Cindy's pint-sized outfit,

# Bike Test

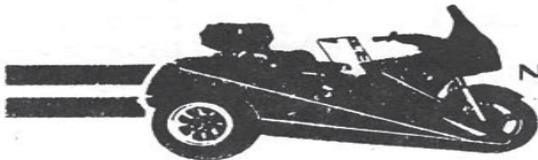
## FATHERS DAY AT CENTURY MOTORCYCLES



the Bingham "Launch"



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# Enduro

## BONEHEAD ENDURO

**The 1998 Bonehead Enduro**  
**A fine romp in the woods**  
**by David L. Hough**

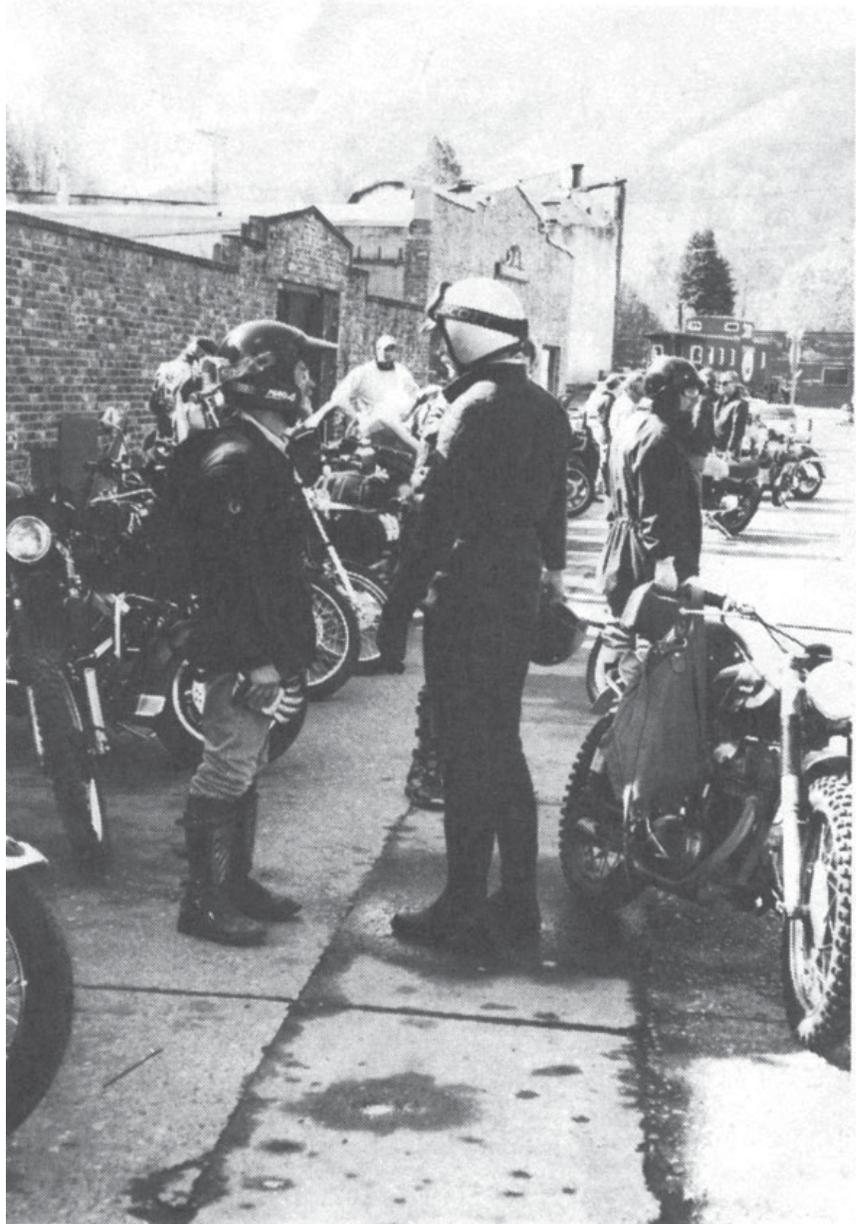
Last year I decided I'd participate in the Vintage Motorcycle Enthusiasts Bonehead Enduro. This isn't one of those high-zoot serious long distance rides like the LA-B-to-LV. This is just a romp in the woods east of Seattle, with a bunch of addled vintage bike enthusiasts. Last year, we were treated to some serious northwet drizzle, but this year the sky turned blue, much to the amazement of the local riders.

After all, on the way past Snoqualmie Falls to the start at Northwest Custom Cycle, I passed a small historical marker by the side of the road that I hadn't noticed before. I went back for a closer look:

**On this spot, July 4, 1903,**  
**The Sun shone.**

Last year, I didn't know the drill, and left before the official start, only to have to wait in a drenching rain at the Sasquatch Bridge for an hour until the checkpoint guy showed up with the bag of "bones". Bone #1 said to go back to the last bridge to find the first check.

This year, being older and wiser, I waited for a bunch of eager riders to depart, knowing that by the time I got to the first check, there would be a half-dozen confused riders wandering around in the woods near the checkpoint, looking for the pile of clues.



**The start... "What's that strange light from the sky?"**

On the Bonehead, you can pretty much do what you want to do. Jay Giese had been so intrigued by my description of sloshing around in the woods last year, that he decided to bring his R100/Ural rig, very similar to mine. Jay and I didn't start out together, but we soon connected and finished the event in company.

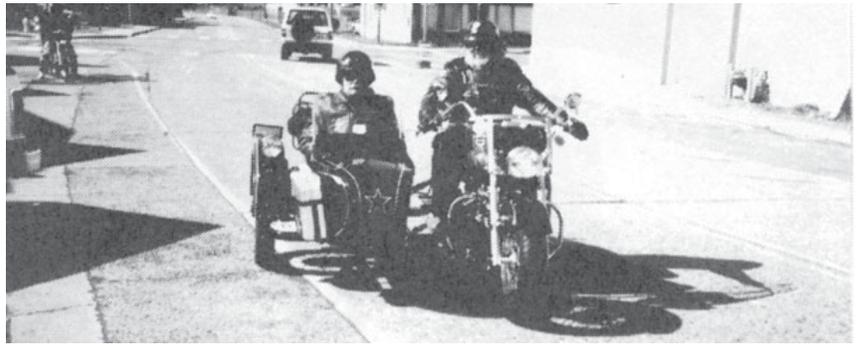
The Bonehead is supposed to be for old folks on old bikes. The official rules for the Bonehead are listed as bikes built before 1953, or entrants born before 1942. But everyone seems to know that no one checks ID or frame numbers. The emphasis is on riding some exotic, hopefully vintage machine that harkens back to

# Enduro..

the good old days of smoke, noise, drooling oil, and profanity-laced futile efforts to get it to fire. And when a Greeves or AJS or Ducati dirt bike does finally decide to start, the exhaust bark may jiggle your glasses off your nose, and the smoke might just make your hair shine if you make the mistake of standing downwind. It's a good thing the Bonehead quickly points away from civilization.

The Bonehead seems to have the same sort of check-points from year to year, except for slightly different locations. This year's "Mud Bone" wasn't far off the gravel forest road, and I figured I could slosh through without a lot of trouble, but I balked at the final mudhole. It wasn't just that the two-wheelers were up to their axles slithering around the edge, but because I noticed a foot-high stump right in the way on the other side, and I wasn't sure I could plow through the mud and then get the sidecar flying to clear the stump. I chickened out and hollered my number down to the two-wheeled guys who had ridden all the way.

The "Snow Bone" is always interesting. The road is an abandoned mine road that clings to the side of a canyon where there is a lot of shade, and all you have to do to find snow in April is keep heading uphill. After Jay and I helped extricate a vintage Harley-Davidson which was buried in



**Lonnie Anderson with his Harley/Ural and a passenger**



**The "Ural America" riders.**



**The 1998 Bonehead Enduro, "Ride what ya brung".**



**Heading for the Snow Bone.**

# Enduro..

old snow up to it's floorboards right in the middle of the narrow road, we tried a little snow, and both got stuck, along with Tom Spear of Ural America. But a Ural Sportsman with two-wheel drive churned it's way in and out with only a little difficulty and a lot of body english.

Honest, guys, I'm really thankful for the help pushing my BMW rig out of the slushy snow. I remember thinking, "boy, my rear tire sure doesn't have much traction. I'm keeping engine revs just at the pulling speed, and I can't feel any pull at all. Then after the outfit inched slowly forward, I looked down at the rear wheel, which wasn't turning, and realized I'd left the transmission in neutral. All the forward motion was being supplied by Jay and the other riders.

The run always seems to pause at the Sasquatch Bridge, where this year's amazing sunshine provided a good opportunity for a break and a good group photo. The Sasquatch is a logging bridge made of huge tree trunks laid side-by-side, and decked over with planks. With the forest beginning to warm up on it's first fine day of Spring, the river babbling dear, and the birds singing, riders were reluctant to head back to Snoqualmie for the finish, but it was time to return.

Everyone gets some sort of "award" at the Bonehead, and we older guys sometimes get a



**Jay, stuck at the Snow Bone.**



**A Ural outfit churning through the snow.**



**Jay Giese stripping off his insulation... # 33 is Hough's outfit.**



**Hoover in his Ural.**

# Enduro..

recycled trophy. One lucky rider always gets the Bonehead Trophy itself, which is Sasquatch size. It's always a relief when the organizers explain that the Bonehead Trophy will actually be presented at the next club meeting. That way, the winning rider can bring his flatbed sidecar along to haul the trophy home. I did think it a little insensitive that Tom Spear's dog Hoover didn't get a trophy. He rode the whole event in a Ural sidecar.

The Bonehead Enduro is just the right mix of serious riding and silliness to strike my fancy. I think I'll do it again next year. If you'd like to join us, it's usually the third Sunday in April, and starts at the Northwest Custom Cycle shop in Snoqualmie, about 30 miles east of Seattle. If you do choose to make the ride, be forewarned that the chili forged in the VFW hall for the post-ride snack will stick to your ribs, perhaps longer than you had in mind. However, Bonehead chili does make a pretty good tube sealer and tire balancer, if you can get the burned beans pulverized enough to pump into the valve stem.



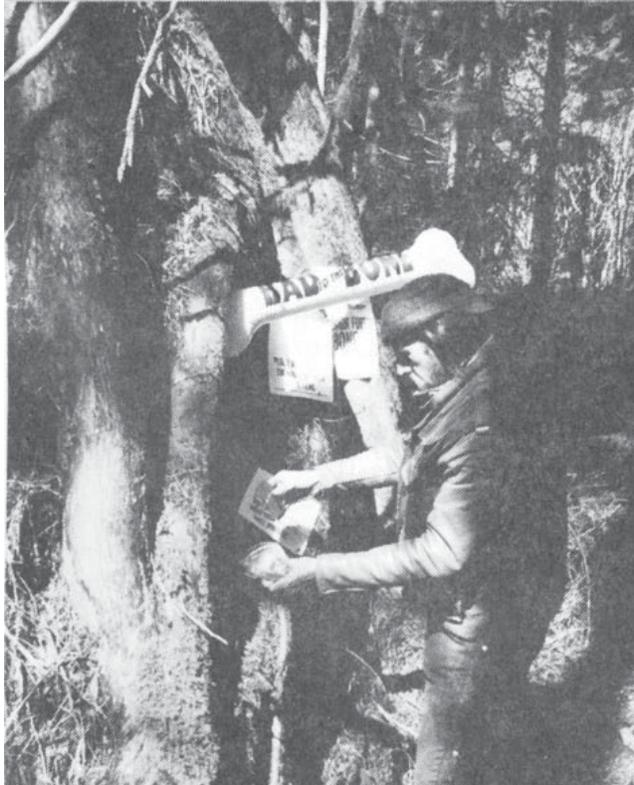
**Photo: This page, the author and his rig.**

# Enduro..



**Clockwise from upper left, Tom Spear and Hoover at the "Big Snow" bone.  
Don't worry, that snow will come out in chunks after five or ten miles.  
Pour the gas in the top, the oil runs out the bottom.  
This AJS rider was well within the age requirements.**

# Enduro..

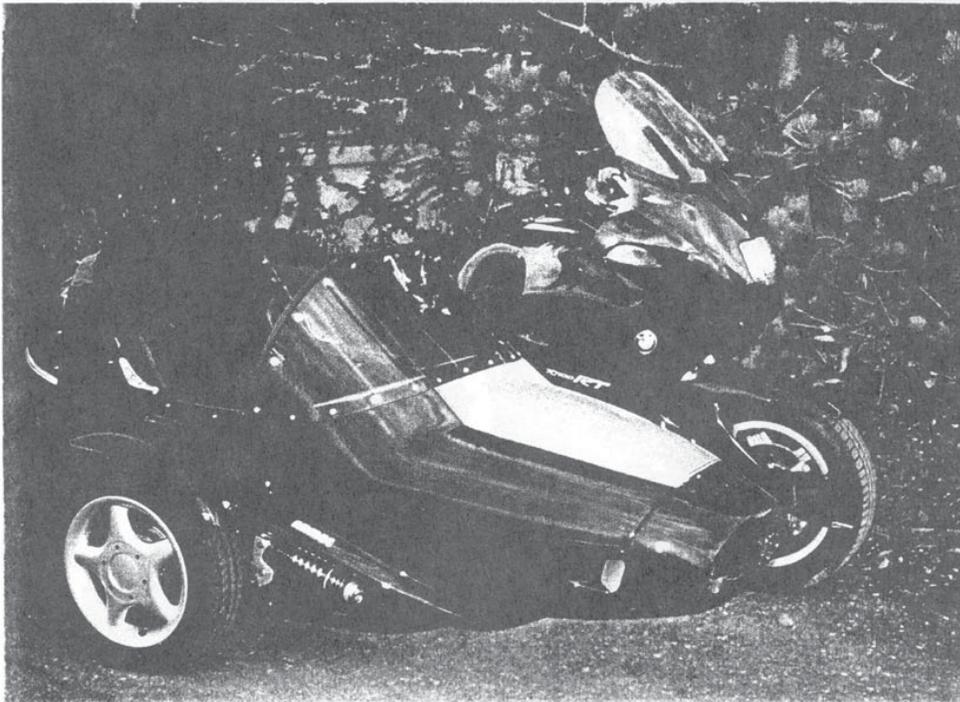


Clockwise from upper left, Up to the axles at the edge of the Mudbone hole.  
The Mud Bone.

Jay was smart... he brought his rubber boots for the "Dead Fish Island" bone.  
Picking up a "bone" at the "Deep Dark Forest" check.

# Industrial News

## Industrial News *BMW R850R / R1100R / R 1100 RS / R 1100 RT/ R 1100 GS TREMOLA I / II (Tremola 2 shown)*



**Motorcycle:** 2 cylinder boxer  
850cc / 1100cc 80 PS +  
shaft drive, eight valves, ABS  
3-way catalytic converter,  
five speed, dry clutch

Sidecar track	1340 mm
Sidecar wheel lead	365 mm
Overall width	1800 mm
Wheelbase	1550 mm
Height	1330 mm
Trail	30 mm
Bike wheels	Alum. Armec® 15" x 5.5"
Tires	185/55 R 15

Sidecar wheel	14" x 6" Aluminum
Sidecar tire	185/50 R 14

Empty weight	approx. 415 kg
(w/o aux. Tank)	(915lbs)
Total seats	Tremola 1: 3
	Tremola 2: 3 or
	3 1/2 or 4

### Support Frame Motorcycle

Sidecar chassis  
Sidecar Attachments  
Steering System/Suspension  
Brakes

Original BMW frame in steel tubing  
Armec® auxiliary frame  
Armec® Uni-frame  
6 - point ball joints and straight joints  
ALS® Armec-Lenk-System (Patented)  
Frontbrake - frontwheel double disc  
Footbrake - frontwheel/rearwheel/sidecar wheel (integrated)  
Emergency (parking) brake for sidecar wheel  
Rain cover and sun roof - rust proof tension bar  
Wind deflectors

### Options

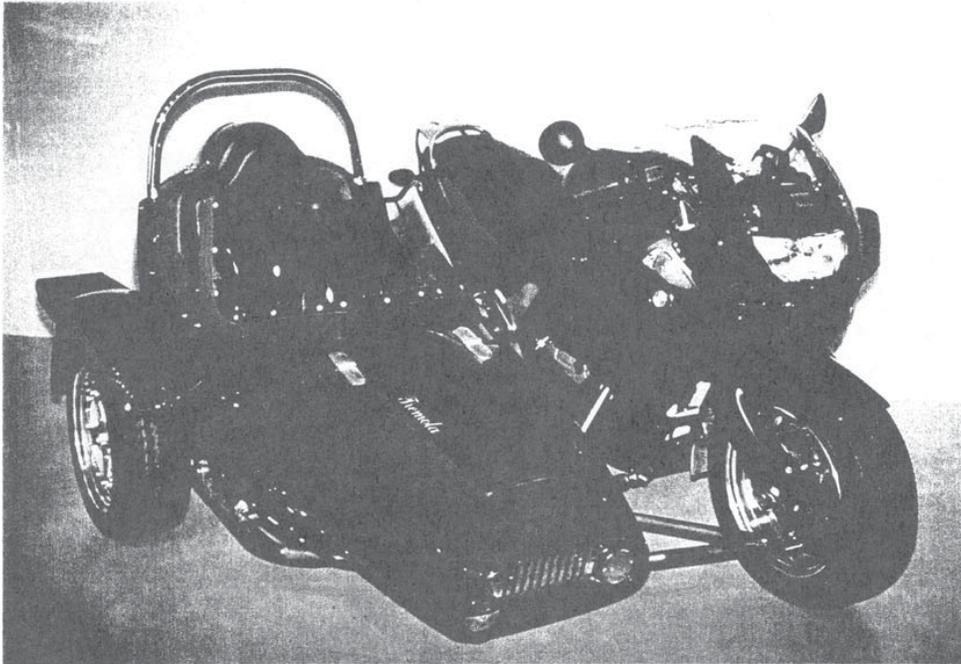
ABS-Brakesystem for Sidecar operation  
Low profile rain cover Tremola II  
Weather canopy - rust proof tension bar  
(Tremola I )  
Aluminum Tank (below boat) 30 liters  
High Handlebar  
Fender GS  
Trailer hookup  
Seatbelts children (shoulderstraps)  
Seatbelt adults (shoulderstraps)  
WP-Monoshocks (rear) heavy loads



# ARMEC

# Industrial News

## BMW K1200 RS - TREMOLA I / II (Tremola 1 shown)



**Motorcycle:** 4 cylinder in-line  
1200cc 130 PS, ABS  
shaft drive, sixteen valves  
3-way catalytic converter,  
five speed, dry clutch

Sidecar track	1340 mm
Sidecar wheel lead	365 mm
Overall width	1820 mm
Wheelbase	1650 mm
Height	1330 mm
Trail	30 mm
Bike wheels	Alum. Armec® 15" x 5.5"
Tires	185/55 R 15

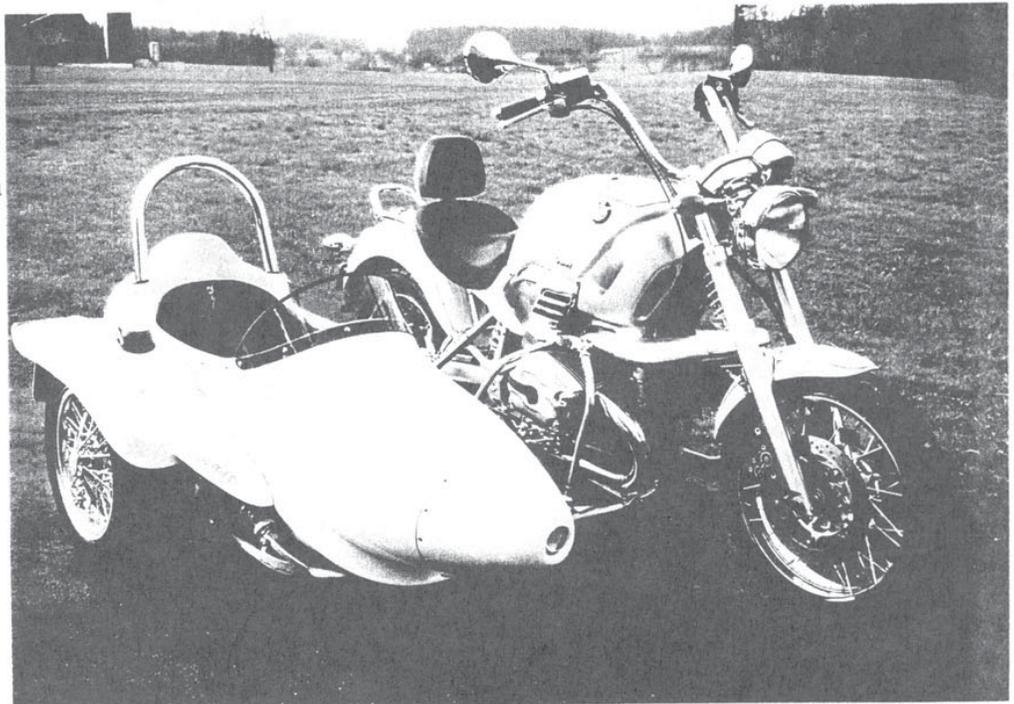
Sidecar wheel	14" x 6" Aluminum
Sidecar tire	185/50 R 14

Empty weight (w/o aux. Tank)	approx. 425 kg (937lbs)
Total seats	Tremola 1: 3 Tremola 2: 3 or 3 1/2 or 4

## BMW R1200 C (Cruiser) Bullet or TREMOLA I

**Motorcycle:** 2 cylinder boxer  
1200cc, ABS, eight valves  
shaft drive, 3-way catalytic  
converter, five speed, dry clutch

Sidecar track	1270 mm
Sidecar wheel lead	365 mm
Overall width	1700 mm
Sidecar length	2050 mm
Seat width	520 mm
Sidecar wheel	14" Spoke
Sidecar tire	185/50 R 14
Empty weight	approx. 300 kg (670lbs)
Total seats	3



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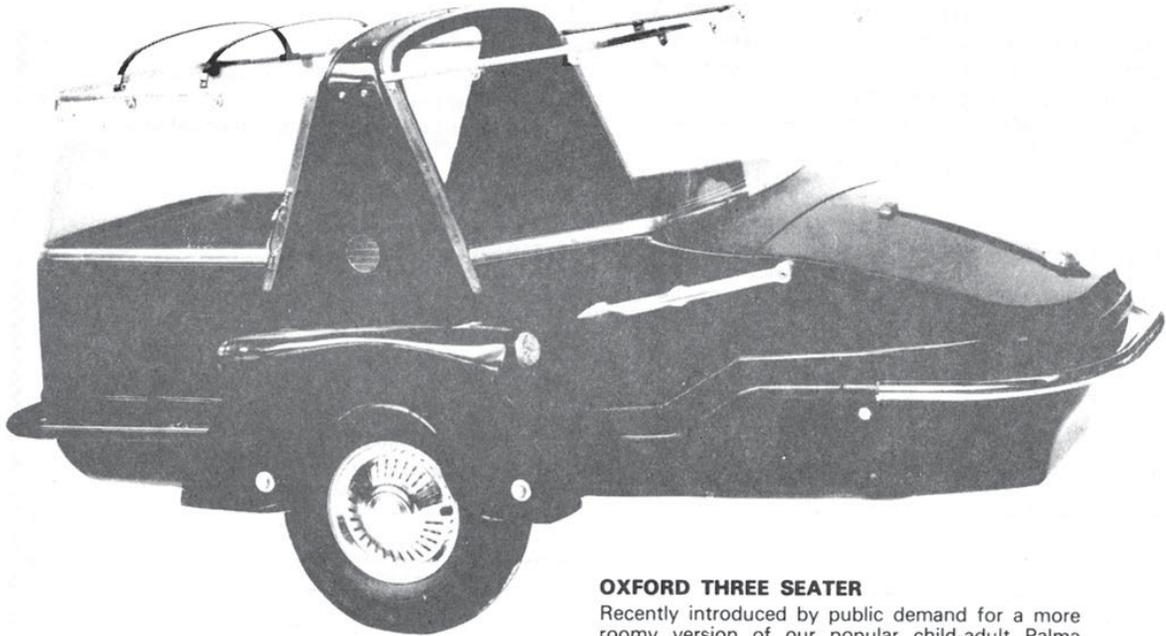
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Sidecar Attachment  
Sidecar Suspension  
Brakes  
Rollbar  
Sidecar Lights

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5 - point - chrome  
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parking brake for sidecar wheel  
Chrome  
H4 (front) and position lights / blinker

# Advt

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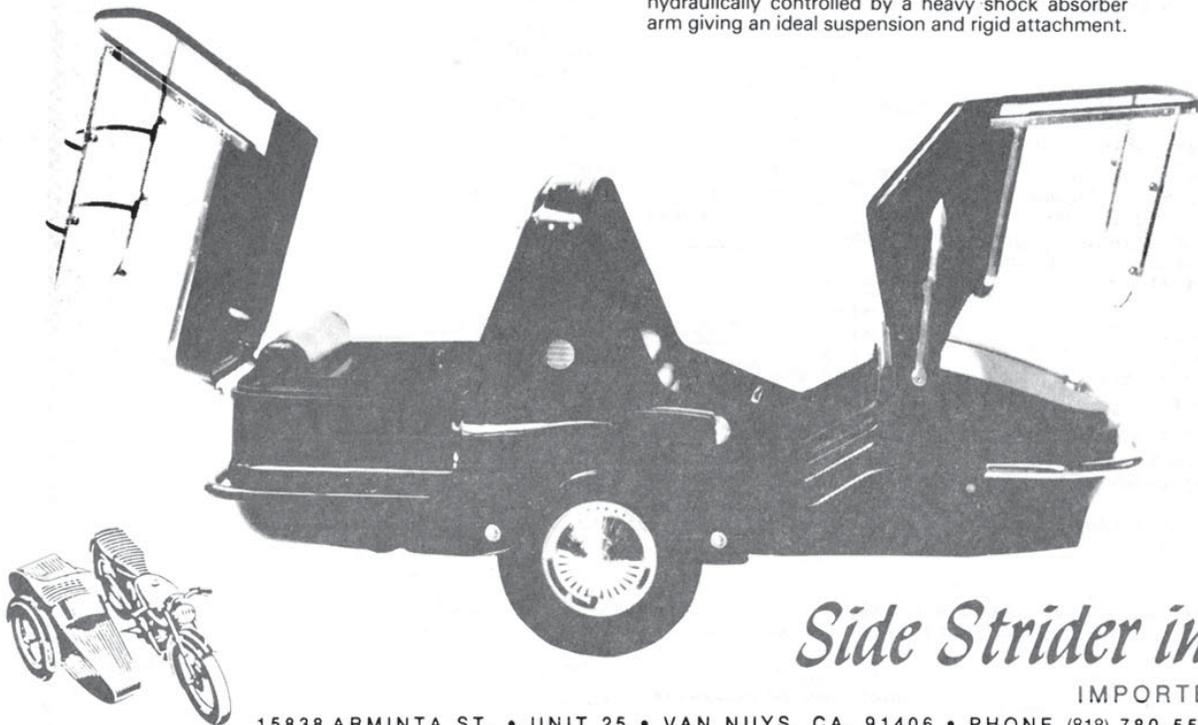


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# SSP

## INSTRUCTOR CORNER

By David L. Hough, USCA SSP Chief Instructor

### June Instructor Course

The Sidecar Instructor Preparation class at Northern Virginia Community College is now history. We recertified a couple of "old" SSP instructors, and certified some new sidecar instructors, several of whom are also MSF trained and teaching two-wheeled rider training courses at their state motorcycle safety sites. If you need the telephone numbers or addresses of your nearest SSP instructor, remember that our VP Ed Bettinger keeps the files. Instructors successfully completing the NVCC course are:

William (Bill) Beran, Albuquerque, NM

James D. Cain, Jr., Woodbridge, VA

USCA President

Daryl E. Curry, Largo, MD

Jack G. Denton, Jr., West Chester, PA

Victor L. Had, Gilman, IL

SSP liaison with the GWRRA

David P. Sasenick, Floyd Knobs, IN

Cundiff H. Simmons, White Stone, VA.

William A. ("Bill") Radtke completed the Advanced portion of the Instructor Prep before a medical emergency put him flat on his back.. The good news is that Bill was recertified to teach the Advanced Sidecar Driving portion of the course.

### Tough Instructor Prep Course

What goes on at an IP? It's sort of a four-day boot camp, focused on teaching people to drive sidecars and survive traffic. We spend a lot of time sweating through the classroom lessons, figuring out how to manage the paperwork, and practicing how to direct and coach driving exercises on the "range". Instructor Candidates are given assignments to organize a class, practice teaching lessons to their critical instructor "students", and dealing with difficult questions and "war stories". Once the instructors have practiced teaching on themselves, they teach a "real" class, all the way from novice through advanced.

Be aware that the NVCC IP was tougher than it's predecessors. Not everyone who registered made it to the course, and not everyone who participated gradu-

ated. We're not just being mean, we're raising the standards. We want sidecar courses and sidecar instructors to be at the same professional level as two-wheeler rider training. You can expect that it's going to get tougher to become a sidecar instructor, not easier. The dilemma for veteran sidecarists wishing to become instructors is that we appreciate experience, but you've got to teach the curriculum, literally "by the book". That's difficult when you've got all these other experiences and ideas begging to pop out of your mouth.

### Instructor Recertification

We've been beating around the bush for the past couple of years about recertification for "old" SSP instructors. We certainly appreciate the efforts expended by instructors to get us where we are today. But we're also jacking up the program by our bootstraps. We've intentionally made the Advanced exercises very similar to those in the old SSP course, but we've added novice exercises and classroom lessons similar to those in the (two-wheeled) MRC/ RSS and ERC courses taught at state rider training sites. Although the courses are based on the book *Driving A Sidecar Outfit*, we've learned that it is a lot more difficult to teach it than read it. Teaching the classroom lessons really is very exacting and very difficult.

The bottom line is that it would really be tough to teach either the novice *Driving A Sidecar* course, or the Advanced Sidecar Driving course for experienced sidecarists, without getting some training in how to do it.

We know that many instructors will focus on the Advanced Driving course, so our plan earlier this spring was to offer a recertification course for just the Advanced Driving class, in conjunction with the USCA National in Missouri. That plan included arranging to use the St. Joseph training site of the Missouri motorcycle safety program, purchasing quantities of range cards and textbooks, generating special instructor and student completion cards, and making plans to teach the courses in St. Joseph.

The response to both the Advanced class and the

# SSP..

Advanced instructor recertification course was underwhelming. It became apparent that few rally-goers were aware of the class or motivated to sign up, and few SSP instructors were interested in getting updated to teach it. Both courses were canceled.

One complaint about the need to get retrained is cost. Why should a current SSP instructor have to cough up 100 or 150 bucks to take a course, considering that many have been teaching for nothing or almost nothing. The answer is that it costs money to produce any course, and the SSP doesn't have the resources at this time to deliver instructor prep courses around the country. What's more, we know that many people will take an instructor course to gain knowledge and skill, with no intention of ever teaching.

The second big concern about having to get updated is why a current instructor who has been successfully teaching the SSP course for years needs any additional knowledge or skill. The fact is that the sidecar safety world is changing. We're not going to certify the "old" SSP class after June, 1999. You can continue to teach whatever you want after that, but not as a certified SSP instructor. If you want to teach the new course, you've got to be retrained, and we'll even give you a tuition break. We realize there are going to be "old" SSP instructors who just don't have the motivation, energy, or interest in learning to teach the new curriculum.

But we also know that there are MSF certified instructors who will be enthusiastic about teaching it, and willing to cough up the tuition to get trained. It should be obvious that instructors who are both MSF and SSP certified will have the definite advantage of instant accessibility to state rider ed sites. That could become an issue as more states consider incorporating sidecar training. Will the SSP require MSF certification as a prerequisite to sidecar instructor certification? No. That's the decision of the training site. We will continue to train anyone who applies, appears to have a serious interest in teaching, and pays the tuition.

## **A National Sidecar Program**

One of our long-term goals is to get our curriculum organized as well as the rider training programs produced by the Motorcycle Safety Foundation. That's a tall order, considering that we're volunteers, with

almost no funding, and we're spread all across North America. But even as volunteers, we've managed in just three years to come up with both an operations manual (Driving A Sidecar Outfit) and an instructor training course (the Expanded Instructor Guide) which are being looked at by various state motorcycle safety professionals.

We know that both the book and the training materials need work. But, even as raw as it is, our materials are good enough for clever instructors to teach. It's pretty exciting to see new instructors grin as a novice student masters one exercise after another, or a veteran sidecarist gains a new skill.

Up to last year, the Sidecar Safety Program had been offered almost exclusively in the Mid-West, because that's where most of the instructors lived. Now, we're expanding literally from coast to coast.

Ultimately, I'd like to see sidecar driving courses integrated into state rider training sites. Wouldn't it be great if a prospective student could just call their training hotline to sign up for a sidecar course, and the training site could get a subsidy for sidecarists, just like for two-wheelers?

One big advantage for sidecar instructors is getting paid for their efforts. If an instructor has to pay to get certified, and spend a day or two pounding the range setting cones, why should we expect him (or her) to teach a class for free?

Likewise, if a student pays good money for a sidecar course, shouldn't he (or she) expect a professionally run class, with fully certified instructors, good materials, and benefits such as the assurance that passing the course will qualify for a license or an insurance reduction?

## **What's Your Rider Ed Program Doing For Sidecarists?**

One of our new instructors came up with a brilliant logical argument for including sidecar courses in state training programs. If the state tacks a licensing surcharge on all motorcyclists to support rider ed, and the surcharge is also applied to sidecar drivers, then why aren't you (the state program) spending some of that money on sidecars?

Already, that argument has been posed to the state

# SSP..

of Virginia, with the result that as this is being written, the Virginia motorcycle safety program is seriously considering including sidecar courses. If this comes to pass, the most logical (and economical) approach would be for Virginia to use SSP-certified instructors and SSP curriculum to teach Virginia sidecarists. We certainly wouldn't be unhappy to see other states follow suit. We'll keep you informed of this exciting development.

One of the other arguments for sidecar training is that we have laws in the USA requiring access to those with physical limitations. Motorcycling is one industry which has done nothing to provide access to those with disabilities. At first glance, it is easy to assume that motorcycling is just a sport for those with full physical abilities, but sidecarists know that isn't true. We know of people with paralyzed lower limbs, and double amputees, and even folks who just happen to have short inseams, who all ride motorcycles. Motorcycles with sidecars, of course.

Frankly, I think it's time for the motorcycle industry to wake up to their responsibility to provide

access to motorcycling by those who happen to have physical limitations that make it difficult or impossible to ride a two-wheeled motorcycle. It wouldn't bother me to see someone bring a complaint against the industry for failure to provide access for the "handicapped". Perhaps we'd then see some changes in the way motorcycle manufacturers and importers deal with that third wheel. Wouldn't it make sense for every manufacturer to have one machine in their lineup specifically designed to attach a sidecar? (just like in the good old days when many motorcycles had sidecar lugs, and many companies built or at least marketed sidecars that would fit their machines)

We're very serious about this. If you have any specific knowledge of federal or state laws relating to access for those with physical disabilities, or experience in obtaining grants, contact Larry Lehr, USCA SSP Motorcyclists With Disabilities Project, 2444 Swanson Ct., Marietta, GA 30249 (770) 928-2111. This project has far-reaching potential to make sidecarring available to those who would like to motorcycle but are currently hung up on two-wheelers. If you've got some talent, we could really use it here.



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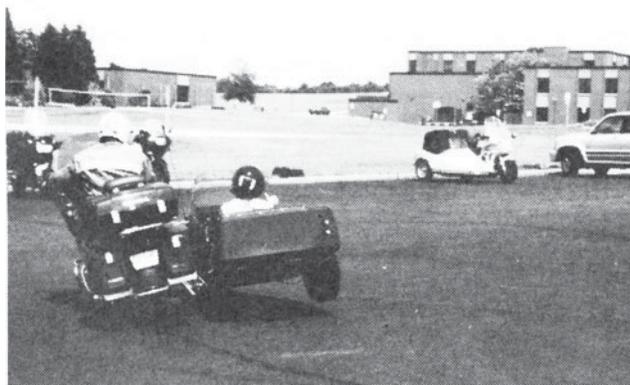
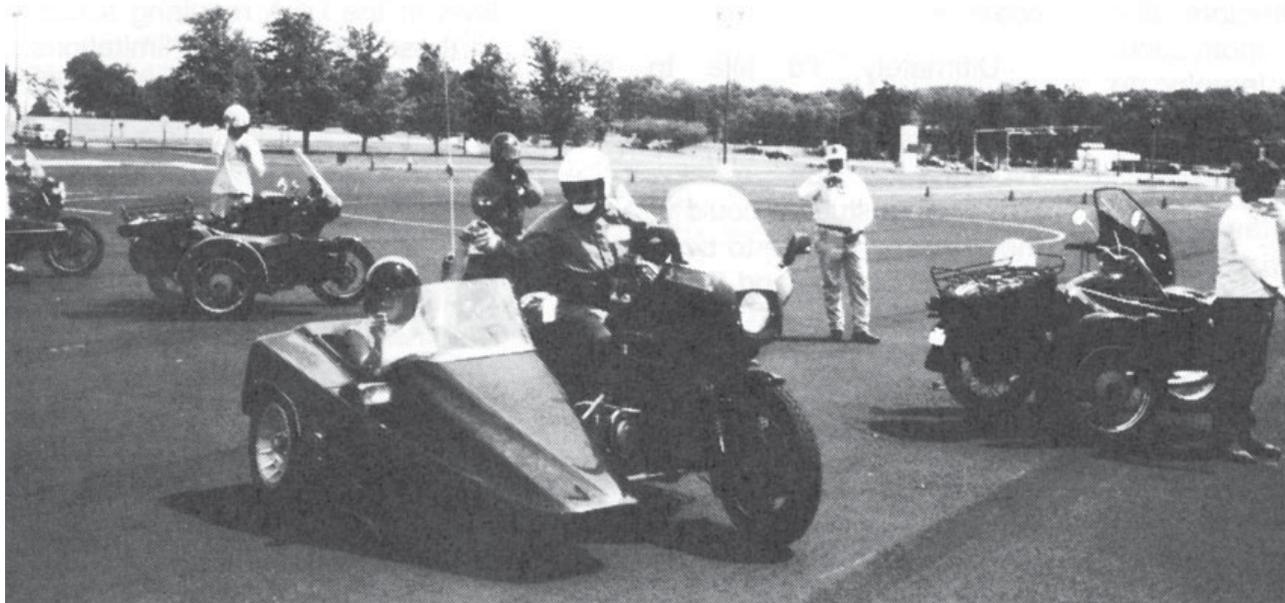
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# SSP..



**Photos, top to bottom: Chief Instructor David Hough takes Northern Virginia College Continuing Education Director Claire Wynn for her first sidecar ride in Jim Cain's rig. Oh yeah, I forgot to mention that we'd be flying the car, Claire.**

**Daryl Curry Demonstrates how to hang that butt off in a sharp left-hander.**



# SSP

## Sidecar Safety Program

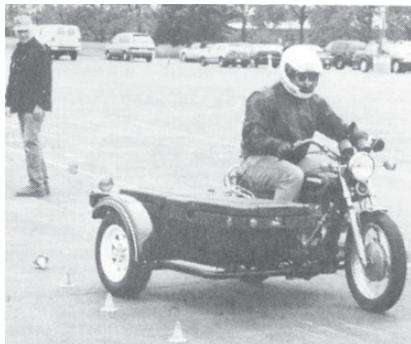
**By Ed Johnson**

A Sidecar Safety Program was held at College of Du Page, Glen Ellyn, Illinois, on May 23, 1998. Course instructors were Jim Fousek, Jim Zikuda, Kurt Liebhaber and Ed Johnson.

A total of 19 people were enrolled for the SSP, with 16 completing the program. The other three, although paid in advance, were "no shows".

The following completed:

Jeff Barrett, Perkin, Illinois.  
Ellen Benodin, Chicago, IL  
Charles Blogg, Commerce, MI  
Edward Dybala, Riverside, IL  
Joanne Dybala, Riverside, IL  
Scott Faust, Waukesha, WI  
Wayne Faust, Waukesha, WI  
Michael Kneebone, Chicago, IL  
Frank Lorbach, Burlington, WI  
Carl Oehler, McHenry, IL  
Edward Otto, Chicago, IL  
Bob Pavetto, Prospect Hts, IL  
Kenneth Peirce, Barrington, IL  
Jacolyn Schnute, La Grange, IL  
James Schnute, La Grange, IL  
Kenneth Smalley, Western Springs, IL



# Coming Events

September 4-7, 1998, Mirror Lake Unrally Campout, south of Kaslo, B.C. Canada. Info: Jerry Kotanko, 6115 - 216 St. R.R. #11, Langley, B.C. V2Y 2N6 CANADA. (604)534-6473.

September 18-20, 1998, So-Long Summer Sidecar Campout, Muscatatuck County Park, North Vernon, Indiana. Also Sidecar Safety Course, reservations required. Info: Fred Hunteman, 15 Daniel St., Mooresville, IN 46158, or (317)831-8105.

September 18-20, 1998, Autumn Rally and Annual General Meeting, Hemsedal, Norway. road 52 between Bergen and Oslo. Info: Sigurdur Bjarnason, Lobergsaleen 1, N-5032 Minde, Norway. Tel.+47 55 29 08 08.

September 25-27, 1998, Ears Across The Border, Concrete, Washington. Info: Jerry Kotanko, 6115 - 216 St. R.R. #11, Langley, B.C. V2Y 2N6 CANADA. (604)534-6473.

October 2-4, 1998, 7th Annual Invitational to benefit S.A.F.E. (Sidecar Advancement Foundation for Education) at HACK'D magazine headquarters, Buckhannon, West Virginia. \$20 per person Pro Tempore membership to S.A.F.E., Inc., RR5 Box 533A, Buckhannon, WV 26201.

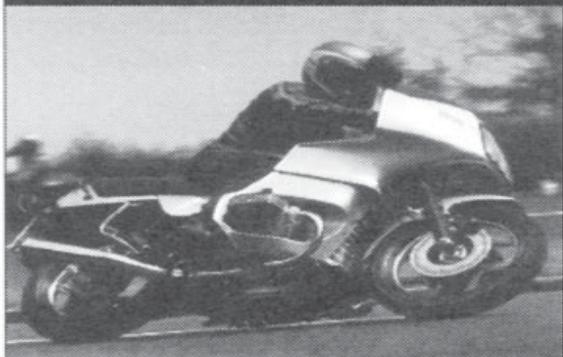
October 23, 1998, Sidecar Industry Council meeting in Los Angeles area, the Friday preceding the Griffith Park Sidecar Rally. Info: (818)7805542.

October 24-25, 1998, Griffith Park Sidecar Rally, Los Angeles, California. Info: Doug Bingham, Sidestrider, 15838 Arminta St., Unit 25, Van Nuys, CA 91406 or (818) 780-552.

November 8, 1998, Ride For Kids, Phoenix, Arizona, Phoenix International Raceway, 115th Ave., south of I-10 exit 131. Registration 8:00a.m., closes 9:45a.m., ride departs 10:00a.m. sharp! Organizers would like to see more motorcycles with sidecars, able to take a patient, family member or medical person along. Ride For Kids raises funds for research into pediatric brain tumors. Info: (800)2536530.

July 8-11, 1999, USCA National Rally hosted by the Georgia Sidecar Club at Bald Mountain Park Campground, Hiawassee, Georgia. Info: Larry (770)928-2111, Bill (770)979-2589, Eddie (706)654-2648.

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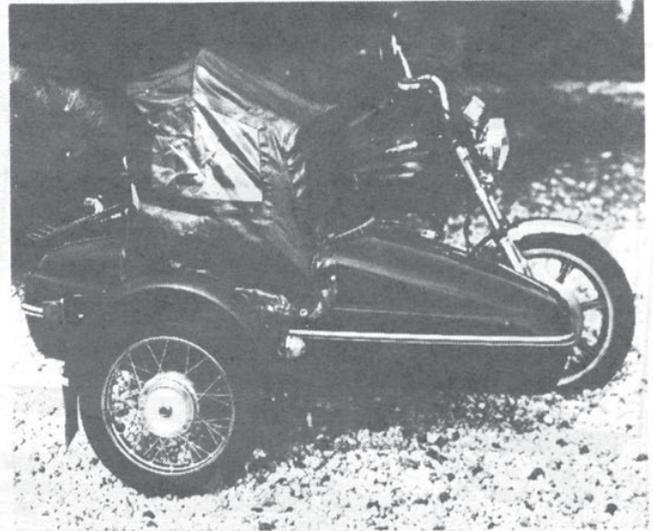
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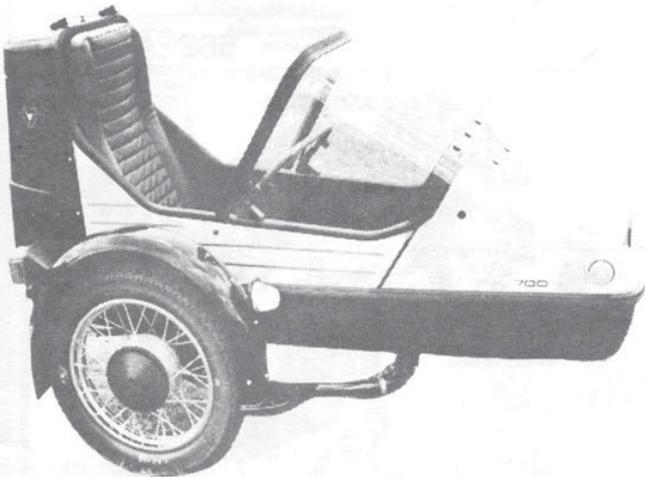
### SPECIFICATIONS

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"
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The textbook used since 1997 by the USCA Sidecar Safety Program for both novice and advanced sidecar driving courses. This book includes basic sidecar driving skills for the novice with no motorcycle or sidecar experience, plus advanced skills for the experienced sidecarist. Can be used as a do-it-yourself guide.

#### 2. Riding With A Sidecar:

English translation of a German manual originally published by the Federal Motorcycle Riders Association of Germany. Includes lots of theories, formulas, technical info and practical suggestions.

#### 3. Sidecar Operator Manual:

The original USCA sidecar text written by Hal Kendall (most recently revised in 1988) to assist an experienced motorcyclist to transition to sidecar driving. This is the text used in sidecar training prior to 1997.

							QUANTITY	PRICE	TOTAL	
1. Driving A Sidecar Outfit (new)								\$19.95		
2. Riding with a Sidecar								\$10.00		
3. Sidecar Operator Manual (old)								\$5.00		
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Occupation \_\_\_\_\_ Spouse's name \_\_\_\_\_

Children's names \_\_\_\_\_

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

Include additional information on a separate sheet.

Other motorcycle club affiliations \_\_\_\_\_

Motorcycle interests: Touring  Rallies  Racing  Legislative  Other \_\_\_\_\_

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

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