

THE SIDECARIST



*Published by the
UNITED SIDECAR
ASSOCIATION, INC.*

**NOVEMBER
DECEMBER
1998**

The Sidecarist

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

The mailing address for editorial materials to PO Box 132, Rainier, OR 97048. Include self-addressed stamped envelope with materials if materials are to be returned.

Contents

Nov. 1 - Dec. 31, 1998

Volume 22 No. 6	Page
Flying the Chair	3
Leanout	4
Letters	5
Lawrence Leland Leer - in Memorium	6
Nathaniel James Rubens - in Memorium	7
USCA Rally Poster	8
Everything Else	10
Keystone Sidecar Kampout	12
Sturgis Rally	13
Expo Poster	16
Into Hells Canyon	18
Motorcycle & Automotive Oils	23
MCC News Advt	28
Side Strider Advt	29
Instructor Corner	30
Coming Events	34
Jawa Advt	35
Classifieds	36
Manufacturers and Services	37
Classified Ad Form	38
USCA Books and Goodies	39
USCA Application/Renewal	40

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COVER

David Hough's BMW R100/Ural outfit above Hells Canyon, In Idaho, with the Oregon Mountains across the Canyon. See the article on page 18. Photo: David L. Hough.

Flying the Chair

If you have been reading my column in the SIDECARIST, you know that I have been concerned about the content of the magazine and have felt the need to create a publication that truly provides added value for sidecarists.

At the National Rally I had a good chance to talk with the Board of Directors, concerning content and we made the decision to make some changes during the year. We think these are areas we would like to include in your journal:

1. Regional news and activities coordinated through/by input from USCA Regional Directors.
2. Technical tidbits.
3. Touring tips.
4. Book and video reviews.
5. Reviews of sidecars (using a template).
6. An information exchange.

Now, having told you what we want to include in your newsletter, we can only do this with input from you the members of USCA and/or other interested SIDECARIST readers. If you have some good experience or ideas, let us know. If you've ever wanted to be an author, now is your chance. We need technical articles, items of interest to other sidecarists, and possibly lists of sidecar-friendly motorcycle dealers.

If you might be interested in helping design a template against which we can test sidecars, or want to sign up to be a tester, let us know.

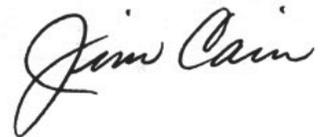
These changes won't happen overnight, but with your assistance we can begin to change the look and content of the magazine.

New subject -- our Website. The transfer of the domain name is the toughest thing I've had to do since Graduate School. We're now in verbal discussion with the domain name register and should have finally made the switch by the time you read this column.

At the USCA National Rally, I was approached by a gentleman who said he might be interested in handling the paraphernalia that USCA sells. Unfortunately, he forgot to give me his name. If you would please contact me, I would be happy to let you help the USCA.

What to expect in the next several issues of the SIDECARIST -- a driving review of the ARMEC Tremolta II sidecar and a biographical review of George Wolfe.

Last, but not least, we need your pictures and articles. It is very hard to put together the type of magazine you want without information. You are the experts. Help us help the rest of your fellow sidecarists.



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Lean-out

THE YAKIMA TUNNEL.

It was nearly 8:30 in the morning when I parked the motorcycle at the foot of the old grade leading up to the tunnel in Yakima Canyon, Washington. Between the highway department crews blocking off the old road, and numerous landslides from the hills above, I doubted if I could have even gotten over the rubble with my trusty Honda Trail 110 in low range... let alone my PC800 packed up with camping gear.

It was about a 15-20 minute walk, to cover the four-tenths of a mile. Weeds grew up through cracks in the old cement road surface, graffiti liberally applied here and there, while chunks of volcanic rock from the canyonside above, nearly covered sections of the abandoned route. Below, the Yakima River, railroad and new highway, stretched off toward Selah, in the distance beyond the mouth of the canyon, framed by old cement guard posts, hung with rusting and broken cables.

Steadily, the sun crept down into the canyon, the temperature warmed and the mouth of the old tunnel became larger.

In 1920, 78 years ago, my Dad and his brother Willie may have passed through this tunnel in their Model T Ford. I was curious enough that I was here with a copy of an old photo of Dad and the T at the mouth of the tunnel, to try and figure out if this was or was not that tunnel.

I don't know when the stretch of highway and old tunnel was bypassed with the newer road. However, USCA member Bob Freeman, who put me onto this particular tunnel as a result of my running the old photo in this column back in the September-October, 1995, *SIDECARIST*, states that he last rode through it 1992.

I took several photos for comparison, trying to use the old 1920 photo as a guide, but with the rubble that had caved in from the roof of the tunnel, it was hard to say if this was the same one. The far end looked to be smaller, which would indicate the tunnel was longer... but there was the chance that it would look larger without the pile of rocks on the old roadway. There was also the chance that the focal length of an old bellows type camera, might have tended to compress the perceived length, but I didn't know.



I hiked back down to the motorcycle to continue my trip to Minnesota, and figured when I got home, I'd have prints made and do some real comparing.

That has since been done, and as much as I'd like to believe I've found my tunnel, I don't think I have. I think the "mystery tunnel" is still a mystery.

Still, the search has been more fun than disappointing. A good excuse for a ride, to follow up the next lead. Any one else have a suggestion?



Eric Wilson

Letters

HELP OR HINDER?

With 153,000 miles on my 1989 Heritage Classic, I have experienced I think every kind of weather that has been dished out in this country.

To date, I still have the same question: Will a sidecar help or hinder me in regard to riding in snow? I'm referring to four to six inches of the beautiful white stuff. Traction does not seem to be much of a problem as stability is, or lack thereof.

I have yet to receive any information about sidecar usage except "park the bike" during the winter. This I cannot do as I have been without a car for three years now and unable to purchase one.

If you have any information regarding my problem, I would greatly appreciate it. Winter is just setting in here in the St. Louis area. I ride 104 miles a day round trip to work.

If there is a way to motor a little more safely by using a sidecar, I need to get more involved with it.

Thank you for your time and consideration in this matter.

Sincerely yours,

Joseph F. Carter St. Louis, Missouri

[Information was sent to Mr. Carter, explaining yes, a sidecar would add stability to his motorcycle, but also pointing out that in some cases, the cost of a sidecar exceeds the cost of a used car.

A tough call here. Yes, sidecars add stability under a variety of bad weather conditions, if the intent is to ride at any cost ed]

IDENTITY CRISIS.

Hi Bob,

Over the years I have mounted several of these sidecars that I mounted on Ken Magwire's bike [see page 10 in the September-October, 1998 issue].

All of the bodies I have seen have a hump for the suspension, but some have suspension and some don't. It was my

guess that it was a cheaper model?

You may be right, a mold may have been taken of their bodies and a cheaper frame built?

I hadn't heard of the Texas outfit, but I did think that the molds changed hands a few times and may have accounted for the change.

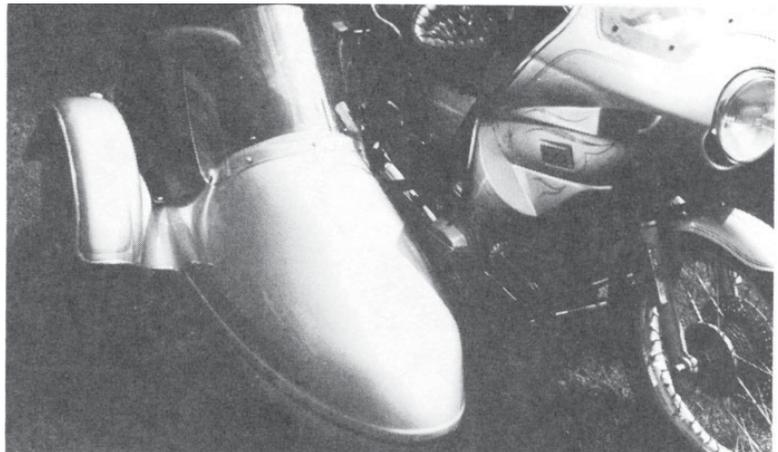
Vern Goodwin #675 545 "F" St., Box 131 Eagle, NE 68374

Interesting commentary you have on the Magwire sidecar and your observations on the bodies all with humps for suspension.

Vern, you probably know more about sidecars than I will ever learn, but I definitely remember the mention of the splashed molds and the crooked Texas outfit selling rip-off copies of the Spirit of America... both while working at ROAD RIDER and hearing commentary from the legitimate manufacturers/ advertisers, and I know I also heard the story from a Texan attending the old Aspencade at Ruidoso, New Mexico. He knew some of the dealers that had these copies unloaded on them.

As to whether Spirit of America made a cheaper variation... I doubt it because their ads of the era made a point of hyping the suspension. It would be interesting to know if Spirit of America ever put some kind of identity in a specific place on their sidecars. I know on the early Bingham rigs, he actually had a business card IN the fiberglass of the body, inside the body where it was not obvious.

In any case, an interesting topic, right? Thanks for your commentary -- ed]



In Memorium

In Loving Memory

LAWRENCE LELAND LEER

"LARRY"

19, Feb. 1932-22, Sep. 1998

In the fondest loving memory of our dear and good friend, 66 year old Larry "The Grand Poobah" Lehr. Born in Camas, Washington. Larry is survived by his mother, two brothers, one sister, 10 children, 23 grandchildren, four great-grandchildren, and his loving wife of 17 years, Carol Rabon Lehr.

Larry was a veteran of the Korean conflict where he lost part of one leg due to mortar fire, and was awarded the Purple Heart.

He was an avid motorcyclist, starting with a 250 cc solo bike in Korea, growing into a 1500 cc Honda Goldwing with a Watsonian sidecar.

He was a Sidecar Safety Program instructor, past director of the old Southeastern Chapter of the United Sidecar Association, and the host of the 1989 USCA National Rally at Stone Mountain, Georgia.

Most recently, Larry was the founder and president of "The Georgia Sidecar Club" and on the rally committee for the 1999 USCA National Rally.

Most of all, Larry was a good and true friend. He will be sadly missed by all who knew him, but not forgotten as long as his friends remember him. May he always have cool, clear riding weather, with the sun at his back and the wind in his face.

-- Bill Radtke

In Memorium

NATHANIEL JAMES RUBENS, 1920-1998

"Nathaniel James Rubens, age 78, Friday July 31, 1998 at Northwestern Memorial Hospital. Veteran WWII. Graveside funeral services for Nathaniel James Rubens will be Monday, August 3, 1998 at 2p.m. at Shalom Memorial Park Cemetery, 1700 West Rand Rd., Arlington Heights, IL. NO VISITATION. Arrangements by Fred C. Dames West Chapel. 3200 Black Rd., Joliet..."

The above notice was taken from the CHICAGO TRIBUNE, August 2, 1998. It tells the official story.

Jim Rubens was a charter member of the United Sidecar Association. He has supported the USCA for 23 years in both attendance, and in an official position. In the beginning when we were filling staff positions for the new association, I mentioned to Hal Kendall that we should have a historian. Hal asked Jim if he would take this position and received an affirmative response. Pictures, film and later video, have chronicled almost all the club events.

Jim Rubens also supported the Northern Illinois Sidecarists, serving as an admirable editor of the newsletter for 10 years, and never missing an issue, a total of 40. He refused to turn in expenses for preparation, and this had to be a substantial sum of money out of his own pocket.

Jim also donated a motorcycle and sidecar to the USCA Sidecar Safety Program.

As a personal friend, I found Jim to always be a kind and gentle person. Envy, spite, jealousy, adverse comments about people, things I am guilty of, had absolutely no part of his personality. We spent many hours reminiscing about our experiences as petty officers in the Navy for four years in WWII. I will miss him!

-- Ed Johnson

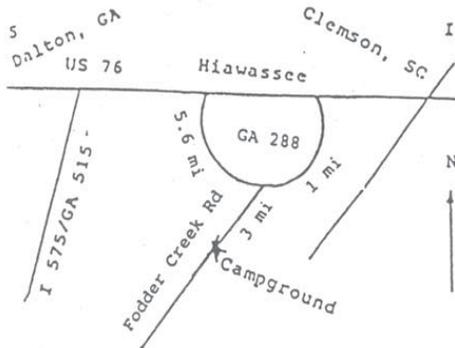
Rally

Y'ALL COME!!

July 8th - 11th 21st Annual National Rally 1999

United Sidecar Association

Bald Mountain Campground Hiawassee, Georgia



Rally Fee's

Advance Registration (Before June 30, 1999)	
10 and Over	\$ 30.00
Under 10	\$ Free
Registration at the gate	\$ 35.00
SSP Advance Registration	\$ 90.00

Rally Fee Includes

- *Vendors
- * Field Events
- * Door Prizes
- * Guided & self-guided tours
- * 50/50 drawings
- * Friday night Wiener roast
- * Saturday night Dinner
- * Sunday Morning Church service
- * Rally Pins (First 400 Registered)
- * Saturday Night Entertainment

Sidecar Safety Program Available (Limit to 12 people)

Pre-registration recommended

Area Attractions

- * Helen Ga., Alpine Village
- * Brasstown Bald
- * National Forest
- * Gambling
- * Indian Reservation
- * Atlanta Zoo
- * Cyclorama
- * Stone Mountain
- * Fernbank Science center

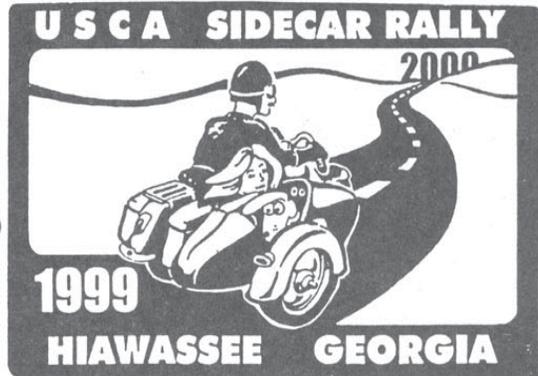
Campground Features

- * Tent Sites (most with water and electricity)
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- * Snack Bar
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- * Playground
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Hiawassee Motel, Hiawassee	706-896-4121
Lake Chatuge Lodge, Hiawassee	706-896-5253
Young Harris Motel, Young Harris	706-379-3136
Holiday Inn Express, Hiawassee	706-896-8884
Mull's Motel, Hiawassee	706-896-4195



Pay as you go camping. Recreation vehicle / tent camping fees are \$5.00 per person, per night. Water available most sites, electric on many. For attendees who register but do not camp, there is a one-time park use fee of \$6.00 per person payable when registering. Pins to the first 400 registered.

Send Advance Registration to: Larry Lehr 2444 Swanson Ct. Marietta, Ga. 30066

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All Motorcyclists Welcome

Operator/Driver _____ Age _____ \$ _____
 Address _____ City _____
 State _____ Zip _____
 Passenger _____ Age _____
 Passenger _____ Age _____

For Further Information Call: Bill Radtke 770-979-2589 Eddie George 706-654-2648

Rally..

The 1999 United Sidecar Associations National Rally Hiawassee, Georgia July 8th thru 11th

Directions from Atlanta Georgia: From I-285 Take I-75 North to the I-575 exit, I-575 North to Young Harris, Georgia. In Young Harris I-575 becomes US 76, follow US 76 into Hiawassee where your turn onto Georgia 288. Follow this to Fodder Creek Road, Approx. 3 1/2 miles down Fodder Creek Road, you will turn left into Bald Mountain Campground, follow the signs into the campground to the Park pavilion and the Registration area and complimentary refreshments table.

Lodging at Special Rates: We have a block of rooms reserved at a discounted rate at the following locations: ****Please contact the lodging of your choice directly and mention the 1999 U.S.C.A. Rally for the special rates, Early reservations are recommended.**

Area Motels

- ** Hiawassee Inn 193 E. Main St.
Hiawassee Ga. 30546
800-711-6961 or 706-896-4121
- ** Lake Chatuge Lodge PO Box 347
Hiawassee Ga. 30546
706-896-5253
- * Young Harris Motel PO Box 273
Young Harris Ga. 30582
706-379-3136
- * Fieldstone Inn PO Box 670-3499
Hiawassee Ga. 30546
800-545-3048
- ** Holiday Inn Express 300 Big Sky Dr.
Hiawassee Ga. 30546
706-896-8884 or 888-838-8892

Area Motorcycle Shops

- * Roswell Fun Machine 11270 Elkins Rd.
Roswell Ga. 30076
770-442-8460
- * Lawrenceville Honda 175 Park Access
Lawrenceville, Ga. 30245
770-822-0089
- * Blue Moon Cycle 5711 Woodvalley Trace
Norcross Ga. 30071
770-447-6945
- * Frazier's Cycle Sales 4699 Friendship Rd.
Burford Ga. 30519
770-945-6011

***** Distance to the 1999 U.S.C.A. Rally *****

Locations	Miles	Hours	Locations	Miles	Hours
Boston, Ma. _____	1175	_____ 21	Charleston, SC. _____	320	_____ 8
Chicago, IL. _____	816	_____ 16	Miami, Fl. _____	761	_____ 15
Dallas, TX. _____	892	_____ 18	New Orleans, Lo. _____	573	_____ 11
Indianapolis In. _____	531	_____ 13	New York, NY. _____	870	_____ 19
Phoenix, AZ. _____	1959	_____ 38	Memphis, TN. _____	494	_____ 10
Los Angeles, Ca. _____	2311	_____ 45	Birmingham Al. _____	250	_____ 5

*****USCA Registration Form *****

Are you camping? No _____ Yes _____ # of person Camping _____ X # of days camping _____ = \$ _____ Total

Motorcycle _____ Year _____ Make _____ Model _____

Sidecar _____ Year _____ Make _____ Model _____

Are you a USCA Member? Yes _____ No _____

How Many USCA Rallies have you attended? _____

Driver/ Operator Signature _____

Passenger Signature _____

Passenger Signature _____

Signatures on this form relieves the United Sidecar Association, Inc. and its Volunteers from any Liability for property damage , Bodily Injury, Theft, Motor Vehicle Accident or other Injury to persons attending the 1999 USCA Sidecar Rally.



Everything Else

MOTORCYCLE LICENSE WITH SIDECAR ATTACHED.

In the state of Illinois, can you take your motorcycle license test with a motorcycle with a sidecar attached?

Yes you can! Because of my age, I had to prove up again as a motorcycle rider to maintain the "M" classification on my automobile driver's license in June, 1998. It would have been the best thing to do for me to call the local license bureau station in Joliet, Illinois, and prepare them for my arrival on an outfit. I did not do this, preferring to test the system.

The examiner passed me on the automobile behind the wheel driver's test. I then showed her my outfit and asked her to give me the motorcycle test. She then took me to the motorcycle testing area, showed me a damp place on the concrete and told me that I would have to come back in the afternoon, as she could not conduct a test under these conditions. It was obvious that she was dodging the issue.

I returned in the afternoon of the same day and searched for my examiner. I found her at an information station, having switched responsibilities. She directed me to Paul. I told him that I was there to take the motorcycle test, sidecar attached. He said excuse me and was gone for approximately 10 minutes. My guess is that he was on the phone to the powers that be, asking for advice.

Paul then took me out to the parking lot that contained the motorcycle testing area, and proceeded to give me the test that came out of his head, or from instructions from headquarters. He first lined up five cones in a straight line, and asked me to start and stop at each cone, obviously a braking test. Next the examiner asked me to do three figure eights. I explained to him that I would have to shift my weight to keep the sidecar wheel down. I did not want him to think I was hot dogging. This was the turning test. The

last portion of the range examination consisted of checking my ability to shift gears. He had me choose a large circle to do this.

The motorcycle classification on my Illinois driver's license was renewed.

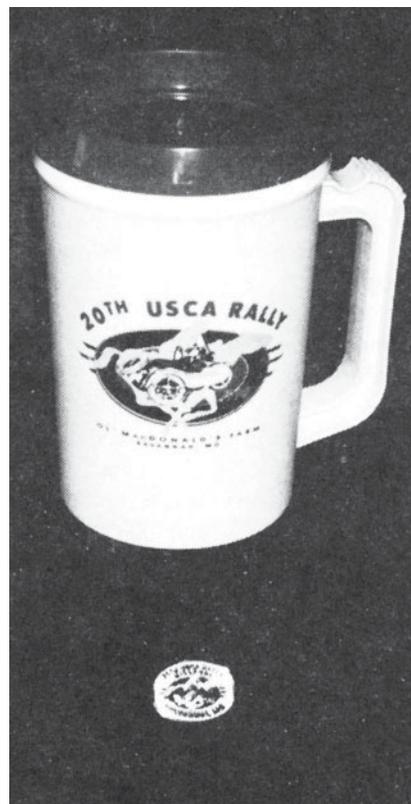
-- Ed Johnson

USCA RALLY MUGS AND PINS.

Joyce Canfield informs us that she has Rally mugs and pins left over from the

1998 USCA National Rally at St. Joseph, Missouri. She can sell a mug and pin combination for \$6.00 (US) including shipping in the United States. Write to her at:

Ron and Joyce Canfield, 5201 Cook Road, St. Joseph, MO 64505



Everything Else..

SIDECAR T-SHIRTS.

Joyce Canfield also sent along a photo saying, "I also found some T-shirts at Wal-Mart near here. I thought they were really neat shirts with a sidecar theme. Reminds me of my husband Ron. Might be something some of the readers would want to look for and purchase."

K.S.G. SEEKS NEW EDITOR.

The Keystone Sidecar Group of Pennsylvania, reports that after eight years of editing their publication, SIDEKICKS, the current editorial team of J.J.S. & Associate will be stepping down. Persons interested in helping produce the publication may contact them at 5924 Wallace Ave., Bethel Park, PA 15102-3458 or (412)8331393.



U.S. SENATOR BEN NIGHORSE CAMPBELL SUPPORT.

Winning the Republican primary election of Colorado, on August 11, 1998, by a landslide 704, it is reported that motorcycle supporters have contributed over \$50,000 to the Campbell campaign, the Senator being one of the top supporters of motorcyclist's rights in Washington, D.C. Donations may be sent to The Campbell Victory Fund, P.O. Box 639, Ignacio, CO 81137.

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Rally

KEYSTONE SIDECAR KAMPOUT

By J.J.S.

The Associate and I arrived at the Kampout around noon on Friday, August 14. The sun was out bright and it was a beautiful sight after last year's rain. There were already some people that arrived early and were enjoying just lounging around the campgrounds. The Group did not plan any activities on Friday, because we figured that people would be arriving most of the day.

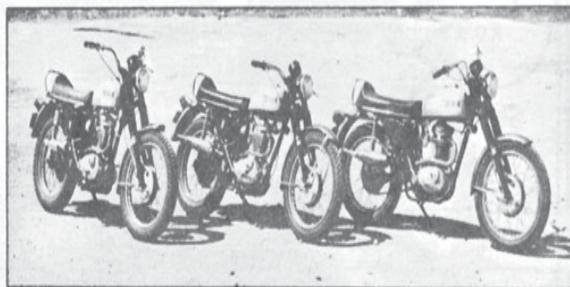
Later, the Group decided to go to Farmers Inn Restaurant and Gift Shop, RD #1 Sigel, PA, for dinner around 5:00p.m. This turned out to be a very interesting place and the food was excellent. The Farmers Inn had donkeys, horses, ponies, goats, sheep, llamas and many other animals to see. They had a nice gift shop and eating area. Most of our Group got to sit together. When the sidecars started to drive into the parking lot, many people that were standing on the porch, stared in amazement. We had a good turn out for dinner.

Many of the people that were at the Inn went down to the lower end of the parking lot to look at all the sidecars. I enjoyed watching the people that had never seen so many sidecars in one place before. On the way back to the campgrounds, the group ran into rain near Clarion, PA, but it did not last too long.

Saturday the weather was once again sunny and several more people arrived at the campground. An auction was held in the morning, with Eric Striegel as the auctioneer. Sidecar games were held in the afternoon and later in the afternoon we held our banquet in the large pavilion. After enjoying some good food and friendly company, the awards were given out. Some of the awards were for the Oldest Male Driver (Joe Vesco - 70 years old), Oldest Female Driver (Judy Craft), Youngest Driver (Kevin Klages - 40 years old), Peoples Choice (Mike and Diane Wright Harley-Davidson outfit), Longest Distance Sidecar Driver (Joe Dille), Longest Distance Solo (Carl Sammarco), Hard Luck Story (Rick Bush - his Ural outfit broke down on the dinner ride on Friday). An Award was given to Harry Walter for promoting sidecars. There were two games - Navigator Delight and Larry and Susan Learn won first prize, and ESP Game was won by Bill Brown. Our 50/50 winner was Calvin Carr, Rich Helgerman won the Harley-Davidson Figurine and Larry and Susan Learn won the afghan.

The Associate and I camped at the Super 8 Motel in Clarion and did not go back to the campgrounds on Sunday morning but the weather looked good for the travelers. We hope you enjoyed the Kampout and thank all of you who attended this year's event.

[Reprinted from the August, 1998, issue of SIDEKICKS, a publication of the Keystone Sidecar Group.]



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Rally

STURGIS



By Bob Anderson

The National Motorcycle Museum and Hall of Fame Inductees for 1998, including:

INDUSTRIAL CATEGORY

Harley-Davidson company founders, Arthur Davidson, William S. Harley, Walter Davidson, Sr. and William A. Davidson. Little needs to be said about these four individuals that hasn't been written about in books about The Motor Company.

COMPETITION CATEGORY

Joe Leonard, of San Jose, California, began racing on motorcycles in 1954, winning the Grand National Championship. He added the 1956 and 1957 championships, winning on both dirt tracks and road courses. In 1961 he closed out his two-wheeled racing career by winning three Nationals and finishing second in the final points standings. In nine years of AMA Grand National competition, he scored a record 27 wins, before going on to car racing.

LEADERSHIP CATEGORY

Ed Youngblood joined the American Motorcycle Association in September of 1970 as managing editor of the AmericanMotorcyclist. Since joining the staff at the AMA, he has served as Director of Government Relations, Acting Executive Director, Associate Executive Director, and became President of the AMA in 1981. He assisted in the establishment of the Legis-

lative Supporter Program in 1978, and more recently the American Motorcycle Heritage Museum and Vintage Motorcycle Days.

PROMOTION CATEGORY

Cliff Boswell (1905-1993), was born in Central Point, Oregon, earned a teaching degree at Santa Barbara, California, where he met his wife-to-be, Marge, and since 1941 the family has lived in Arroyo Grande, California. While Cliff was a teacher by profession, he was also a motorcyclist and camper, combining all these elements to not only write over 300 motorcycle touring and camping articles, but several books. Pick up nearly any motorcycle publication from the period of the mid 1950s through mid 1970s, and you probably saw his name. In his articles, he educated you about motorcycles, touring and camping. In effect he promoted motorcycle touring and camping and caused a lot of us to try it for ourselves. For years, he was the camping editor for ROAD RIDER magazine and also founded the IBMC (International Brotherhood of Motorcycle Campers), a group still active in the motorcycle community today.

Cliff Boswell was inducted into the National Motorcycle Museum and Hall of Fame this year in good company. Also inducted were the Harley-Davidson company founders, Joe Leonard and Ed Youngblood. Cliff's widow, Marge, and son, Carl, were supposed to be present and reportedly were underway

Rally..

STURGIS..

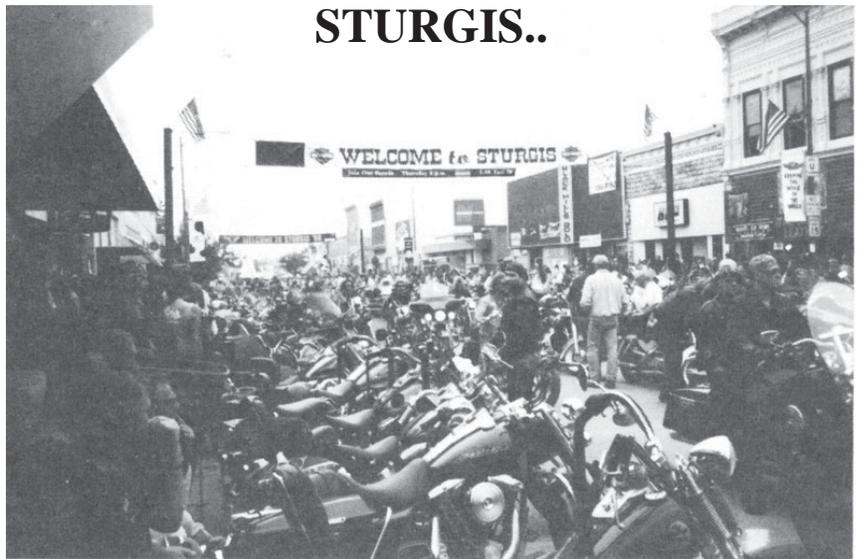
to the breakfast, but had not appeared when things got underway. South Dakota sidecarist and friend, Clarence Kessler, did the honors, accepting on behalf of the family and telling a bit about Cliff.

When I showed up, early, they wanted to know if I would do the speaking, but after I croaked at them a bit, Clarence commented; "I knew you had a cough but you didn't tell me your voice was gone!". Yup, after most of a week of coughing out in a Minnesota farm field where no one could hear me, I had ridden down to Sturgis the day before, with most of my voice gone.

The morning of the Induction Breakfast was reportedly the first clear, dry day of the week, and the motorcyclists were out early and RIDING! It's not unusual to see a lot of motorcycles out and about later in any given day, but the amount out early indicated this was a celebration of the arrival of good weather.

In Sturgis, I had spotted the "SideHack Saloon" the previous year, and since I arrived just past noon this year, I had to go check it out, before spending a couple of hours wandering around seeing what there was to see. Budweiser is good stuff, but not at \$2.50 a can with a bad, loud band annoying the patrons. Not many folks were in the SideHack, and I didn't stay any longer than I had to.

Over at the Motorcycle Expo, the Hannigan sidecar folks had their usual display. The new item was a modification of one of their smaller sidecars, basically with the side cut



Rally..

STURGIS..

off and the addition of a separate fender.

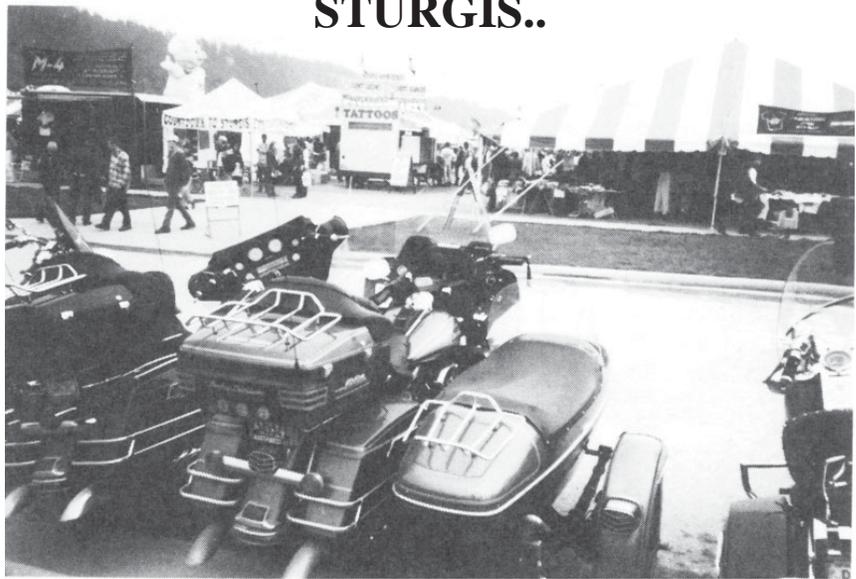
Besides the usual vendor displays outside of the Expo building, there was a new concentration of tents and food booths to the east, where one BBQ outfit was doing a record business and managing to tap out the Bud at one buck.

Over on Main Street at Rally Headquarters, the "I came from..." map had an impressive array of pins already stuck in it and I added mine just about where it should be, although Lakeside does not show up east of San Diego.

Nearly in front of Rally Headquarters, was one of the best "rat hacks" I've ever seen. Whatever the Harley-mounted chair was, it had the best collection of junk hung on it that you have ever seen... pots, pans, canteen, toilet seat, hot water bottle, wire, alarm clock, lunch bucket and on and on. A real class act. It's really refreshing to see something like that after all the people trying to impress you with spotless bikes they have trailered in. Speaking of which, one T-shirt they were selling stated: "I rode mine to trailer week".

From what I observed, most of the rigs in town were stock H-D items, although I know Clarence rode up on his Wing/California outfit, and I managed to snap a photo of a fellow with a left-hand-mounted Liberty sidecar on his Harley.

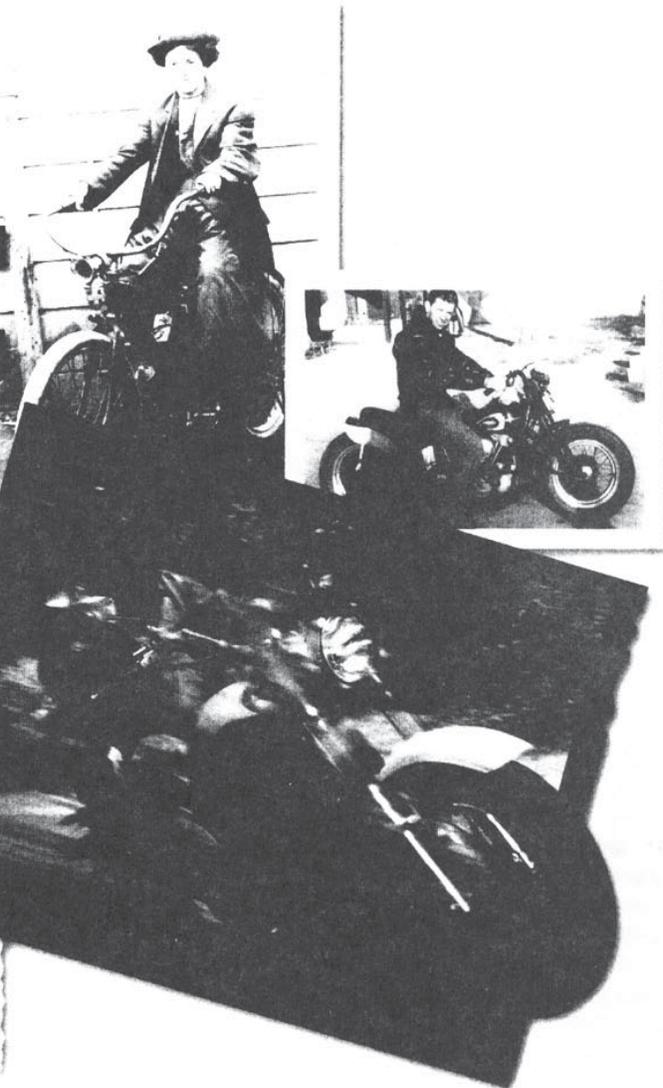
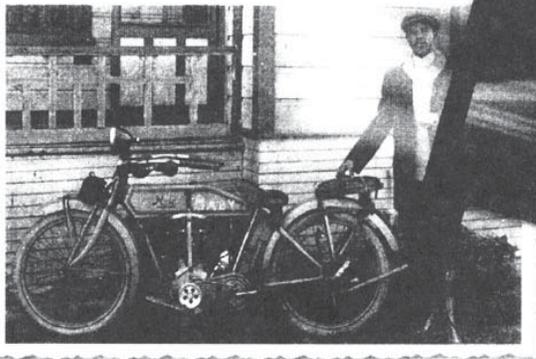
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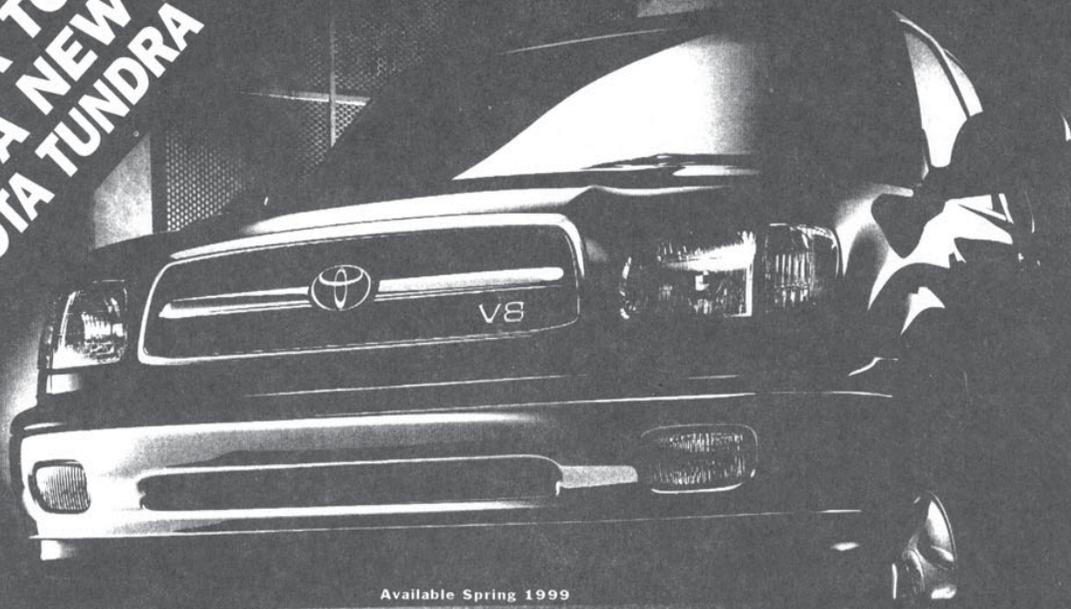


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M/C Run

INTO HELLS CANYON

by David L. Hough

For a number of years I've wanted to do a little exploring in the Hells Canyon area between Oregon and Idaho. I'd been to the little village of Imnaha that perches close to the west side of the canyon at the end of the road on the Oregon side. I'd crossed the Snake River from Clarkston, Washington to Lewiston, Idaho, where the river widens as it rolls out of the canyon to the north, between Washington and Idaho. And I'd ridden along Interstate 84 which crosses the River from Oregon to Idaho near Ontario a hundred miles to the south. But I'd never ridden into the canyon itself, or wandered through the Wallowa Mountains between Joseph and Hells Canyon. This is the land where Chief Joseph, with his entire indian band, outpaced the U.S. army on their flight towards Canada. No wonder! The landscape is a jumble of mountains and valleys with hills just right for mountain goats.

In July, 1998, the opportunity presented itself. I was in Montana, driving the same "dual sport" sidecar outfit I'd ridden to California in 1997 to participate in the LA-B-to V ride. Departing Missoula, after participating in the BMWMOA national rally, I had the choice of motoring west on the interstate, or heading southwest over Lolo pass, continuing south along the west side of Idaho, and wandering over to Hells Canyon for a look. My BMW R100/Ural "dual sport" sidecar rig allowed me to



carry a full load of camping gear and supplies, so I could be self-sufficient if I chose.

The ride from Missoula took most of the day, and I found myself in the small town of Council along Highway 95 just in time to catch a quick bite of dinner. At the local fast food hangout, I encountered two dual sport bikers who had just ridden in from Hells Canyon on an unpaved backroad which wandered north past remote ranches towards a ghost town in the Seven Devils Mountains. They had ascended a mysterious road

named "The Kleinschmidt Grade" which even locals hold in some awe. After all, Hells Canyon is over a mile deep, and only a mile wide at the top.

The optimistic rider felt I could make the campground at the bottom of the canyon before nightfall. His pessimistic buddy offered the opinion that I shouldn't even try the trip on my sidecar rig. I left the two arguing about whether a sidecar rig would make it, and headed towards the canyon. I was 25 miles into a full tank, but the only gas station in Council had

M/C Run..

INTO HELLS CANYON..

already closed.

The road towards Cuprum had fresh pavement for the first few miles, and then turned to relatively good gravel, passing by several remote ranches as it wound through Lost Valley. The ghost town of Cuprum apparently was a mining town, and I had looked forward to seeing a bit of history. But all I found was a gaggle of small aging buildings along a dusty single track road, with a feeling that the residents don't especially welcome visitors from the outside world. With the sun rapidly setting, I backtracked to the Kleinschmidt turnoff, shifted down to first gear, and dropped over the edge.

The Kleinschmidt was in better condition than its reputation, and the BMW rig took it all in stride, winding around the cliffs with the engine chuffing under compression and the brakes occasionally squealing from the dusty descent. Considering the steep drop of several thousand feet down the cliffs, plus a few nasty ruts and exposed rocks, I was glad to be on a stable three-wheeler. Within a half hour, I had dropped a vertical mile, and found myself back on the paved road at a relatively nice campground, complete with green grass and hot showers. A pretty civilized way to end the day.

Of course, you don't have to drive into the canyon on dirt roads. Idaho 71 is a nice paved highway from Cambridge to Oxbow Dam. You can cross the reservoir, and pavement continues as Oregon 86 to Baker City.



Looking over the edge, Idaho side, evening on the Kleinschmidt Grade.



West side of Hells Canyon (OR), eight miles north of Oxbow Bridge (campground on Idaho side just visible to right).



Climbing out of the canyon, Oregon side. That's the Kleinschmidt Grade on the Idaho side in the distance.

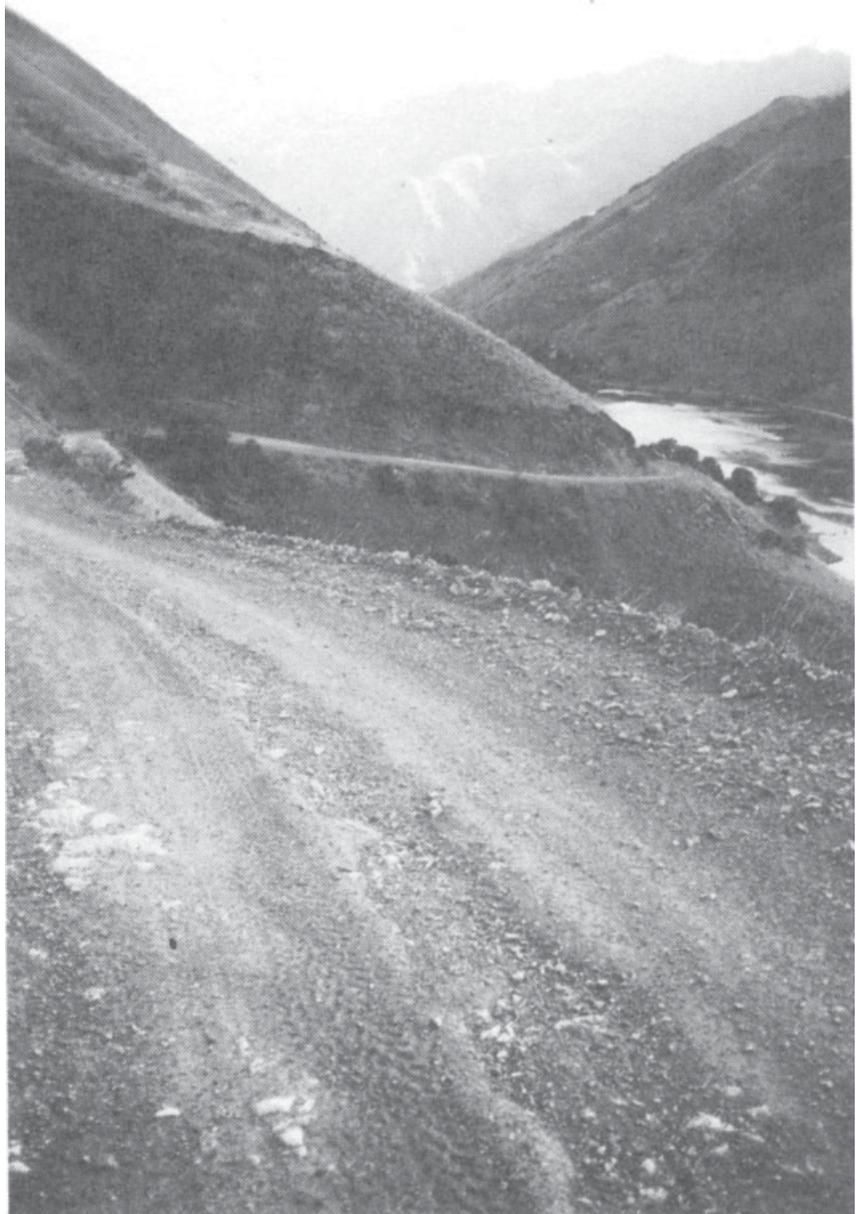
M/C Run..

INTO HELLS CANYON..

The paved road I'd reached along the Hells Canyon reservoir is listed as a "scenic byway", winding around the edge of the water a few miles north to the Hells Canyon Dam. I momentarily considered making the round trip to the big dam, and decided to return some other time for that visit.

Today, the canyon is submerged under several different reservoirs, the water harnessed for flood control and hydroelectric power. But with a little imagination, I could picture the Snake River tumbling through rocks at the bottom of a narrow slit in the earth so deep the sun only penetrates at high noon in summer. The Canyon below Hells Dam all the way north to Lewison is still much as it ever was. And there are jet boat trips up the Snake from Lewiston. I put a Snake river boat trip on my wish list.

Next morning I packed the tent, had a quick breakfast of cereal and instant milk, crossed the reservoir at the Oxbow bridge, and found fuel a couple of miles into Oregon. The easy way home would be to continue on Oregon 86 to Baker City, connecting with Interstate 84 north towards LaGrande and then west from Pendleton. But I'd heard about an unmarked road climbing right up the side of the canyon opposite the Kleinschmidt Grade. Two quad riders assured me this road was passable, although steeper than the Kleinschmidt. "Once you start up, don't stop, because it just



Kleinschmidt Grade heading down into Hells Canyon.

M/C Run..

INTO HELLS CANYON..

keeps climbing up and up until you reach the top". I figured if the old airhead couldn't pull the grade, I could turn around, slither back to the bottom again, and slink back towards pavement.

So, with a full tank of gas, I eased north on a gravel road along the shoreline. Sure enough, just where the quad riders had pointed, a dirt road pointed uphill. Apparently it was a power line access road, but not on any of the maps. The quad riders were right about the climb—this road kept climbing up and up. What they didn't know is that the road had taken a beating from the winter snow melt. Some steep sections had foot-deep ruts, which put the bike right on the edge of the cliff. The boxer engine heated up from the climb, but kept on pulling.

There were some spectacular locations where I would have liked to stop to take a picture, but didn't. For one thing, engine compression wasn't enough to hold the rig from chugging backwards downhill. For another, I didn't want to risk burning up the clutch in a remote location, all by myself. This wasn't some day ride from camp with the heavy stuff left behind--the outfit was heavily loaded with gear for the entire trip. Occasionally I found less-steep locations to stop at the ends of the switchbacks, let the engine cool down, and snapped off some pictures, with a wary eye on the outfit to check that it wasn't taking off on its own on a quick trip to the bottom.



Looking back from the Oregon side.

As the quad riders had assured me, this dirt road eventually reached the paved road towards Joseph, Oregon, which also accessed an unpaved road along the canyon edge to Imnaha. Both roads were closed due to severe washouts from last

winter's unseasonal snow melt, but there were detours via other forest service roads, some dusty, some "paved" with large crushed rock. Before noon, I had worked my way through the detours to the Joseph-Imnaha road, and cruised southwest to Joseph, a

M/C Run..

INTO HELLS CANYON..

small farm town with a big view of the Wallowa mountains. This is the spectacular area where the BMW Riders of Oregon used to hold the Chief Joseph rally.

By mid-afternoon, I had reached LaGrande, Oregon, where I visited myself upon an old friend and celebrated my dual sporting with a cold beer. The rest of the trip was just another ride home on boring paved highways. The old airhead BMW had thumped and snorted it's way through Hells Canyon without a whimper. I even picked up an interesting rock to bring home. From the top of the canyon, of course.

If you have a hankering for some wilderness scenery, this is real "dual sport" country, with lots of paved and unpaved roads to explore. There are a number of forest service, power company, and private campgrounds in the area, including the Hells Canyon campground where I spent the night. The campgrounds along the reservoirs are used heavily by boaters, who rarely use the tent sites. Joseph makes a good base for exploring, and Wallowa Lake has both a state park and private accommodations. On the Idaho side, there are a number of Scenic Byways.

If you'd like to take a closer look at this area, the Wallowa-Whitman National Forest map is excellent, detailed, and includes the Hells Canyon National Recreation Area, Hells Canyon Wilderness, Eagle Cap Wilderness, and Nez Perce National Forest (Idaho) on one side, and



Finally, a "level" place to stop. Oxbow Dam in distance, looking south on Oregon side.

the Umatilla National Forest to the east of Baker City and LaGrande (Oregon) on the flip side.

This huge map is available at a modest fee from Wallowa-Whitman National Forest, PO Box 907, Baker City, OR 97814.

Telephone (503) 523-6391.

Maps are also normally available from other ranger stations in Oregon and Idaho.

Report

Motorcycle & Automotive Oils

Round 2: Both the Players and the Playing Field Change

Reprinted from the August, 1998, issue of MOTORCYCLE CONSUMER NEWS, by permission.

by Fred Rau

IN FEBRUARY OF 1994, MCN published its ground-breaking report comparing several of the top brands of automotive oils to several of the premium motorcycle-specific oils. This study was aimed primarily at determining differences in viscosity retention when used in a motorcycling application, since the motorcycle oil producers were using a claim of superiority in this category as their primary marketing tool. All of the oils used in the testing were API, (American Petroleum Institute), rated SG, the most common rating available for sale at retailers at the time, though the industry transition to the newer SH rating had already begun.

Though MCN still stands firmly behind the results and conclusions of its original report that the motorcycle oils did not retain their viscosity any better than the automotive oils—it is also true that engine oil formulas and ratings have changed significantly in the ensuing years, raising questions in the minds of many motorcyclists as to what type of oil is really best for use in their machines. There are many claims and counter-claims floating around out there, mixed with a fair amount of rumor and hearsay, all fueled by over-zealous marketers looking for any edge they can find to make you believe their product is superior.

This, obviously, is where MCN needs to step in and attempt to clarify things. But first we need to make a couple of very important points:

1. This article will probably be criticized by some experts in the field as being incomplete or overly-simplified, and in a sense, they will be correct. To give you all the information available on this subject would require 40-50 pages of highly-technical chemical and engineering data, couched in scientific jargon about as easy to decipher as Sanskrit. MCN's job, as we see it, is to try to distill this information into something usable and understandable by the average motorcyclist.
2. The specifications and conclusions used in this



report are the latest and most accurate we could obtain, but it must be understood that the research associated with oil technology is in a constant state of flux, with new reports, findings and recommendations coming out almost weekly.

Background

In 1990, in response to growing worldwide concern about the environment, not to mention increasingly stringent mandates on emissions and fuel economy by the EPA, the AAMA proposed its new ILSAC standard for automotive oils. Its primary concern was that the API/SG standard for oils in use at that time did not necessarily assure performance for maximum engine efficiency. The proposal was presented to both the JAMA and the CCMC, and with their agreement the ILSAC/GF- 1 standard was established. In response, the API established its SH standard to qualify for the ILSAC standard. In simple language, these new standards were designed to produce oils with reduced viscosity and lower coefficients of friction, which would improve fuel economy and reduce exhaust emissions—goals particularly dear to the hearts of automobile manufacturers attempting to meet ever tighter EPA regulations. The SH rated oils began showing up on retailers' shelves in late 1993.

In 1997, the international standard was upgraded to the ILSAC/GF-2, and the API standard to the current SJ rating (the obvious alphabetical progression to SI

Report..

Motorcycle & Automotive Oils..

was skipped, so as not to cause confusion with the International System of Units, Systeme International d'Unites, or SI). A further upgrade to the ILSAC/GF-3 standard is planned for the year 2000. Each upgrade calls for ever-lower viscosity and friction, and in addition, the SJ rating only allows a maximum of 0.10% phosphorous for the low viscosity grades (0W-20, 5W-20, 5W-30, and 10W-30), down from the 0.12% allowed in the previous SH rating. The change in phosphorous level is in response to the AAMA's belief that lower-phosphorous motor oils will reduce emissions from the catalytic convertor-equipped gasoline-powered engines used in passenger cars and light-duty trucks.

The Fears

With the advent of the new ratings came certain fears. Particularly among engineers involved in the motorcycling industry. These were best expressed in a series of SAE technical papers produced by a team of experts from Honda, Kawasaki, Suzuki and Yamaha. In these papers the team noted that, among other things, in a motorcycling application, "The lubricant affects all of the functional components inside the crankcase." As we all know, this includes the transmission, clutch, alternator and starter clutch—all items which are not included in the general sump lubrication of an automobile.

Further fears were expressed based on the facts that motorcycle engines' maximum output routinely reach 1.5-1.8 times that of an automobile engine, and that rpm at maximum output is 1.3-2.0 times that of automobile engines. In addition to the higher output and higher revolutions, motorcycle engines are smaller and lighter weight than their automotive counterparts, resulting in a smaller thermal capacity, which causes engine oil operating temperatures to reach as high as 160°C (320°F).

Based on these facts, the engineers made a number of rather dire predictions of what could happen to motorcycles using the new lower-coefficient-of-friction oils:

1. That the starter one-way clutch, after being allowed to cool and sit idle for some time, may slide, making

it difficult to restart the motor and causing undue stress and wear on the starter clutch and bearings.

2. That since the new oils have a friction-lowering function at high temperatures, they may hamper the power transfer of the wet, multi-disk clutches used in motorcycles.
3. That back-torque limiters (devices unique to a handful of high-performance motorcycles, designed to eliminate rear wheel hop caused by excessive engine braking during downshifting), may fail to mesh due to increased friction reduction, sharply reducing their torque capacity.
4. That since it is already known that motorcycle engines consume a greater amount of oil during operation than automobile engines, and also that lowering of a lubricant's viscosity causes an increase in oil consumption, then it would stand to reason that the newer oils would increase the oil consumption of motorcycle engines.
5. That due to the fact that motorcycle transmissions are subject to high gear surface pressures and gear rotation speeds, the influence of lubrication viscosity on a motorcycle transmission's durability is high. Thus, the lower-viscosity friction-reducing oils could cause gear pitting. This situation could also be influenced by the reduction of phosphorous additives in the new oils, as phosphorous is an additive specified to produce a wear-reducing film for transmission gears.

The Realities

Though the engineers' fears seem well-grounded in factual knowledge, and are probably worthy of concern, in most cases, testing to date for each of these problems has been somewhat inconclusive. Item by item, the results are:

1. Starter clutch slippage: In the case of a starter test at normal oil temperature, there was no sliding of the one-way clutch. However, in the friction coefficient measurement test under varied oil temperatures and varied amounts of friction-reducing additives, the friction coefficient declined with a rise in oil temperature. So even though actual slippage was not observed, the tests indicate a strong possibility that

Report..

Motorcycle & Automotive Oils..

the starter clutch could slide at oil temperatures of 70°C (155°F) or higher.

2. Clutch slippage: Quick acceleration and deceleration test runs were performed over 400 times, and confirmed that the clutches did not slip. It was concluded in the report that the test motorcycles (Japanese four-stroke, in-line four-cylinder, DOHC, water-cooled, 750cc models, from various manufacturers) had sufficient power-transfer capability to overcome any negative effect of the lubricant.
3. Back-torque limiter clutch slippage: Though this condition could not be reproduced in testing, it was felt that, like the starter clutch indications, a strong possibility of greater slippage at high temperatures and under rapid deceleration existed.
4. Increased oil consumption: In testing with various oils, both those recommended by the OEMs and those not, no significant increase in oil consumption was noted, except when using oils with a viscosity index of 5W or lower. This is especially true of petroleum and semi-synthetic oils, due to the higher evaporation rates associated with lower viscosity indexes.
5. Transmission gear pitting: Like the oil consumption question above, tests indicated no discernible problem except when using the low-phosphorous oils having a viscosity of less than 10W-30. With all other chemistry being the same, for a particular oil, a lower-phosphorous percentage typically correlates to higher wear rates for gears. And this will be more true with petroleum products which characteristically possess lower flash points, due to their lower thermal load threshold. Brands that have larger frictional areas and high shock load, such as Harley-Davidson, will suffer more from low-phosphorous oils.

Conclusions

Though the preliminary test results were not particularly scary, they were at least worthy of concern—especially when you realize these are short-term test results, and that the relatively minor ill effects noted could be severely magnified by long-term usage. In addition, it should be noted that ongoing new-engine

tests being conducted by Honda, Yamaha, Kawasaki and Suzuki all seem to indicate increased problems with clutch slippage and gear pitting when using the new oil formulations.

It is not wholly accurate to say that all SJ-rated oils cannot offer as good protection as SG, as only the lower-viscosity and lower-phosphorous oils—indicated by a starburst symbol on the product—would have disadvantages to the higher viscosity grades of SG. Remember, only 0W-20, 5W20, 5W-30, and 10W-30 are limited to .010 maximum phosphorous, and are intended for catalytic converter-equipped automobiles (and most motorcycles are still not cat equipped, with the exception of certain BMWs, California-model Harley-Davidsons and a few small European brands). Si-rated oils of IOW-40 and higher viscosities are not required to have low phosphorous. And phosphorous is only one of many anti-wear additives available to the oil manufacturers (i.e. zinc-dithiophosphate, sulphur) so that an Si oil could be produced that will provide no significant difference in wear resistance to a SG/H oil. The real difference is in the SJ oils' efficiency, which was of primary interest to the automotive industry in assisting them in meeting EPA fuel-mileage efficiency standards. Which is why you see an industry trend to lower viscosity oils.

But, as we've mentioned, lower-viscosity oils are not a good idea for motorcycles, due to their higher operating temperatures and the thermal heating and shearing of polymers in those engines with shared transmissions. Anything you put in your engine that has less viscosity than a 10W40 is going to cost you more wear in long term/heavy use.

Obviously, the lower-viscosity, lower-friction SJ oils are not the best thing for motorcycle applications. In fact, several of the studies to date suggest that the older SG rating formulation was actually the best for motorcycles, which, strangely enough, was exactly the conclusion of MCN's oil article back in 1994. Without knowledge of an SJ oil's ASTM and SAE wear test performance, the higher viscosity (10W40, 20W50) SG or SH oils are the safest ones to choose.

Report..

Motorcycle & Automotive Oils..

We received further verification of MCN's earlier conclusions that most of the so-called "motorcycle specific" oils were no better (or even different) from their automotive counterparts. This came in the form of a report published by the vaunted Paramins Company (one of the largest manufacturers of oil additive packages) this past fall in its publication Paramins Post. That report stated: "Many motorcycle oils marketed today are nothing more than re-branded passenger car motor oils with no optimization for four-stroke motorcycle engines." We hate to say, "We told you so," but we did.

Where Do We Go From Here?

Luckily for all of us motorcyclists, the results of these tests and reports were not ignored by the petroleum industry. In April of 1996, a Motorcycle Oil Subcommittee was formed to begin work on developing a quality classification system specifically for motorcycle oils, and one year later, in April of 1997, actual development of the test methods to be used for the new classification got underway. The final draft of the new test methods was completed by December of 1997, and began going through a series of reviews in early 1998. After review and acceptance by the Material Technical Committee, the Standard Committee and the Standard Board, the new specification for motorcycle oils became effective in April of 1998.

Finally, a Motorcycle Oil Classification!

By the time you read this, the first oil products carrying the standard for motorcycle application should be reaching the marketplace. There are two specific standards for motorcycle oils: MA and MB. Basically, the difference is that MA-rated oils are designed for high-friction applications, and MB-rated oils are for low-friction applications. Industry experts tell us that the MB rating applies to practically all four-stroke motorcycles sold in North America.

Already, most of the major petroleum companies have indicated they will begin marketing oils with the new standard, meaning the motorcyclist will soon have a new, wide variety of products to choose from, all of which will be easily identifiable as motorcycle-specific oils. Expect to see Mobil, Pennzoil, Castrol and other

major brand-name motorcycle oils on the shelves of your local motorcycle and automotive parts counters very soon.

As for the companies who once had the motorcycle oil market pretty much to themselves, most are either already qualified for the new standard, or well on their way there.

In the meantime, several motorcycle oil producers deserve kudos for recognizing the problem early on and doing something about it. At about the same time, most of the motorcycle OEMs began changing the recommendations in their owners' manuals and notifying their dealers' service departments to avoid the new SJ oils, and to stick to the old SF or SG-rated oils.

Within a matter of weeks, we noticed that other motorcycle oil marketing companies had either abandoned the newly-rated SJ formulations and reverted back to their older SG-rated products, or just remained with their original formulations and dropped the API rating altogether until a new system could be developed.

The Bottom Line

At long last we have a standardized rating system for motorcycle specific oils. Motorcyclists will no longer have to guess which oil rating is best for their bikes, or try to decide what to use based solely on the advertising of the various suppliers. And even better, the new rating system is bringing a lot of new players into the motorcycle oil market, which, hopefully, should result in lower prices.

MCN applauds the petroleum industry for fairly rapid and decisive action in addressing the motorcycle oil problem, and recommends the new MB-standard oils. If the newly-rated oils are not yet available in your area, at least try to find and use an SF or SG-rated oil to use in the interim, and stick to a viscosity rating of IOW-30 or above.

The long-term question remains: Will the SJ low-viscosity and low-phosphorous (with a starburst)-rated oils fail the MA or MB tests?

Report..

Motorcycle & Automotive Oils..

UNDERSTANDING THE ACRONYMS

As with any scientific or engineering field, the field of oil technology is littered with acronyms that would make the Pentagon jealous. To help you understand the "who" and "what" we're talking about in this report, following are simplified definitions.

AAMA—American Automobile Manufacturers' Association

API—American Petroleum Institute

ASTM—American Society of Testing & Materials

C—Combustion-ignited (in SG/SH /SJ ratings, means: diesel)

CCMC—Committee of Common Market Constructors

EPA—Environmental Protection Agency

GF-2—Gasoline Fueled (rating for energy-conserving, lower-friction, oils)

ILSAC—International Lubricants Standardization & Approval Committee

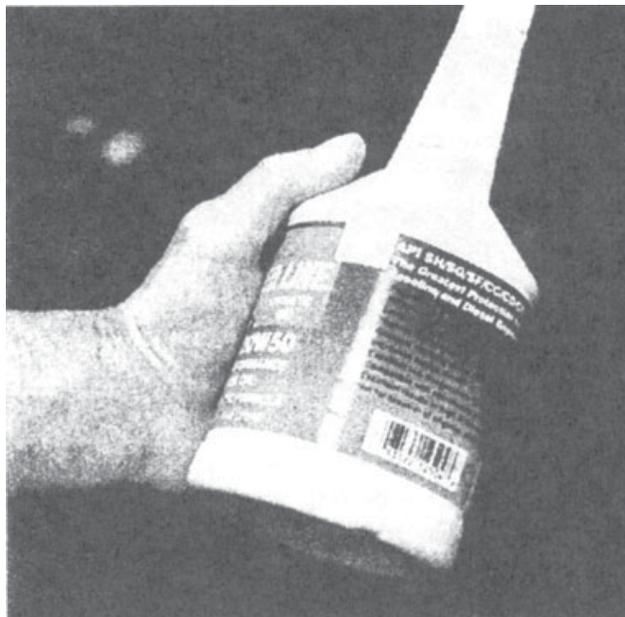
JAMA—Japan Automobile Manufacturers' Association

S—Spark-ignited (in SG/SH/SJ ratings, means: gasoline-powered)

SAE—Society of American Engineers (now SAE International, and includes most European and Asian Engineering Societies)

Note:

Until the new MB rating for motorcycles becomes available, be sure to check the API rating on whatever oil you're using. Go for the SG or SF rated oils, and avoid SJ oils with a starburst symbol. Buy viscosities of 10W-40 or higher, no matter the rating.



SOURCES

- Cliff Sherlock and Roy Howell, Redline Synthetic Oil Corp.
- Dave Wolman, Motul, U.S.A.
- Harold Tucker, Phillips Petroleum Company, Phillips 66 Lubricants Technical Director and company representative to the API Lubricants Committee.
- John Dunne, Spectro Oils of America, Specialty Products Manager.
- Paramins Company, pub. 4t (12/19/97), "Motorcycle Oil Specification Background." Paramins Post, Autumn 1997 edition, "Four-stroke motorcycles make good target for lube formulators."
- SAE International, technical paper series #961217, "Study on 4-Stroke Engine Oils for Motorcycles: Engine Characteristics and New-Specification Oils," from the International Spring Fuels & Lubrication Meeting, Dearborn, Michigan.
- SAE International technical report, "New Studies in Engine Oil Rheology and Tribology (SP-1182)," available from the SAE at (412) 776-484 L ; fax (412) 776-5760.

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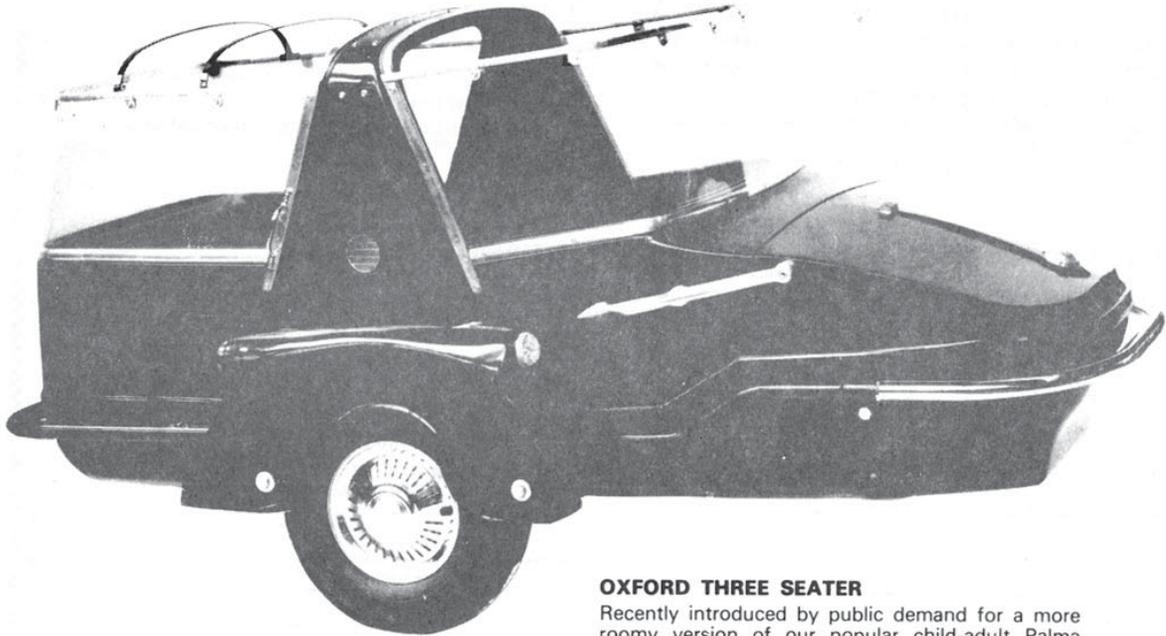
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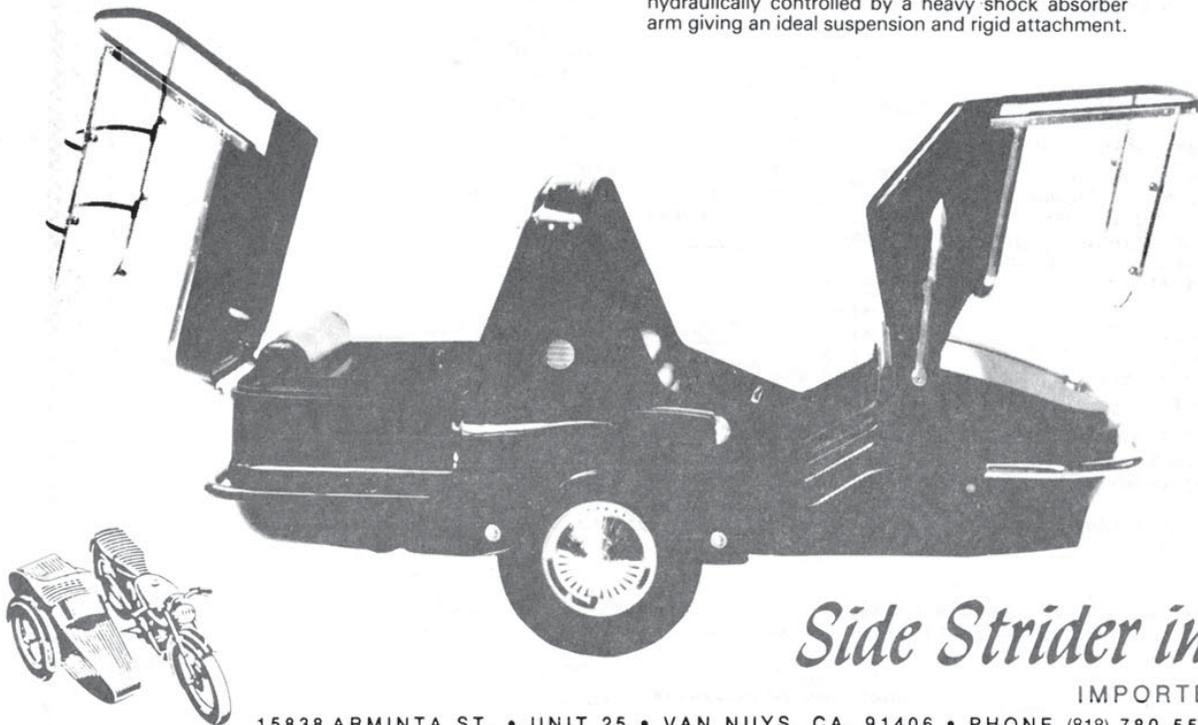


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INSTRUCTOR CORNER

By David L. Hough, USCA SSP Chief Instructor

A National Sidecar Program

While the Sidecar Safety Program has a rich history in Northern Illinois, one of our long-term goals is to get our curriculum and instructors available to rider training sites all across North America, similar to what the MSF has done. That's a tall order, considering that we're volunteers, with almost no funding, and we're spread all over the country. 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.

Recently, we made a request of the Motorcycle Safety Foundation (MSF) to make an administrative decision about sidecars. Remember, the MSF is funded by contributions from the major motorcycle manufacturers, most of whom don't produce sidecars or motorcycles designed to attach to sidecars. And the MSF has been so successful at producing and promoting motorcycle training, that MSF materials often appear as the total answer to motorcycling. The dilemma for the MSF is that the companies who pay it's bills don't wish to have any of their money spent on sidecars.

So, until now, the MSF has simply looked the other way when the subject of sidecars came up, and the materials produced by the MSF and adopted generally by state rider training programs have therefore ignored sidecars. But state programs continue to get questions about training for sidecarists, and state driver licensing departments are often in confusion over how to deal with the motorcyclist who wishes to be licensed for sidecars only, or wishes to take the motorcycle test on a sidecar. We've suggested to the MSF that it's time to make some tough decisions about how the MSF relates to sidecars (and trikes).

We've sent the MSF a copy of our Expanded Instructor Guide, and we've been promised that the MSF Board of Directors will look at our curricula and make some decisions. One scenario is that the MSF would decide to continue ignoring sidecars, but "bless" the SSP programs. That would make it much easier for state rider training programs to add SSP courses to their existing schedules. MSF approval of SSP materials and training methods would bring sidecar courses to the attention of training sites, and probably make it possible for sidecar training to be covered under the blanket insurance policies of the sites, at no cost to the SSP.

A different scenario is that the MSF chooses to ignore both sidecars and SSP courses. That would give the SSP the imperative to continue dealing with state rider training sites on a parallel basis, although this would make it more difficult for training sites to incorporate sidecar courses.

A third (and very remote) scenario is that the MSF chooses to adopt SSP materials into it's curricula, or re-write the materials. We can't second-guess what the MSF will decide to do, but it is very exciting that we've finally gotten to the point where they are considering what to do about sidecars. Regardless of the decisions, the outcome for sidecar safety will be positive.

July 98 Instructor Update

Our instructor update at the Missouri USCA National Rally was on/off/on-again. As rally time approached, we didn't have sufficient advance registrations for either an instructor update or an Advanced Sidecar Driving course, so both were "officially" canceled. Further, Sidecar Safety Program Chief Instructor David Hough had a conflicting business engagement in Texas, so canceling plans to provide the update at St. Joseph made life a little less hectic. However, by the time the rally rolled around, there was sufficient interest to provide an update anyway.

SSP.

Instructor (and USCA President) Jim Cain, with the assistance of newly-certified instructors Vic Had and Cundiff Simmons, demonstrated teaching the advanced portion of the new curriculum.

We're still in the process of collecting details about the instructor update and advanced students. If you did not receive a completion card, or there is a question about registration fees or refunds, please send a note to David Hough at SSP headquarters.

1999 Instructor Prep Course

As we explained in the last Instructor Corner, a sidecar Instructor Preparation course is sort of a four-day boot camp, focused on how to teach 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".

The next Instructor Prep course will be in Madison, Wisconsin, June 17 through 20, 1999. Tuition fees have not yet been determined, but are expected to be similar to the fees at the 1998 IP in Virginia: \$300 per student, discounted to \$150 for current SSP instructors taking the course as an update. We will provide additional details in future columns.

We would appreciate your spreading the word about this SIP course, especially to your local rider training site. We would like every rider training site in North America to have one instructor certified to teach sidecarists.

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, but the clock is ticking and the students are ready to ride.

Chief Instructor Certification

Chief Instructors are the folks who teach instructors how to deliver a class. The SSP has listed six Chief Instructors over the years, including Joe Rybacek, Ed Johnson, Mitch Goldflies, Tim Colburn, Jim Dodson, and David Hough. The current situation is that because Chief Instructor Dave Hough wrote the new curricula, he's the only Chief up to date on it. We urgently need to get current Chief Instructors retrained, and new Chiefs trained. The next opportunity for Chief Instructor training will be in conjunction with the Instructor course in Madison WI, June, 1999.

It should be obvious that teaching instructors requires a very extensive knowledge of the curricula as well as teaching talent. That's why one prerequisite to being trained (or retrained) as a Chief is having completed a Driving A Sidecar course, either as a student, or as an instructor in training.

Chief Instructor candidates will be required to plan and conduct an instructor prep course, including publicity, registration, course materials, and finances, all under supervision. Candidates for Chief Instructor who have expressed an interest to participate in the June, 1999 course are Jim Cain and Ed Bettinger. Current Chief Instructors who have completed one of the new courses and wish to participate should contact David Hough immediately.

"Old" Sidecar Course Phase-out

For the past three years, we've been encouraging Sidecar Safety Program instructors to take an update to learn how to teach the new curricula, Driving A Sidecar, and Advanced Sidecar Driving. Effective with the June, 1999 Instructor Prep Course, these two courses will be the only ones certified by the SSP until further notice. We have no control over what people teach about sidecars, but the only courses which may be identified as "USCA Sidecar Safety Program certified" after June 20, 1999 are the above. And to teach these, we will require current instructor certification, and recertification every five years.

SSP..

So, if you've been teaching the "Sidecar Safety Program" per the old curriculum, and you want to continue teaching sidecarists as part of the USCA SSP, it's necessary for you to get updated.

What you'll discover about the new courses is that we now include "beginner" training (which is considerably more involved than for experienced sidecarists), and that both the novice and advanced courses include more specific classroom lessons (which are very challenging to teach). While instructors will find the range (practice driving) exercises very familiar, the classroom lessons require considerable study and practice teaching to stay on track.

We realize that there are many SSP instructors who would prefer to teach only range exercises, or only alignment, or only classroom, or only experienced sidecarists. While we appreciate the specialties that individual instructors have made available, in the future we expect all USCA SSP instructors to be willing and able to teach either course in total, just as MSF instructors are able to teach either the Motorcycle RiderCourse or the Experienced RiderCourse.

Virginia Sidecar Training

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. Jim Cain and Cundiff Simmons are continuing to provide VA M/C Coordinator Bruce

Biondo with information and assistance about sidecar training and advice about training rigs.

Don't hold your breath until VA incorporates sidecar training. State programs are always excruciatingly cautious in implementing new ideas.

If it isn't obvious, MSF sanction of SSP curricula would be helpful in moving VA and

other states towards including sidecar training in their programs.

Johnson Gets Pop Dryer Award

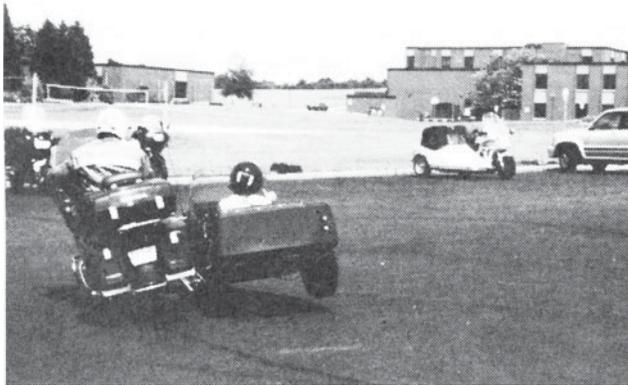
Ed Johnson was given the Pop Dryer Award for 1998, in recognition of his contribution to sidecar safety over the years. Ed, as President of the SSP, gave out this award to many others over the years, so it is highly appropriate that he finally receive it himself.

After all, as USCA President Jim Cain stated during the presentation at the USCA National Rally, "If it weren't for Ed Johnson, there wouldn't be a USCA Sidecar Safety Program." Thanks, Ed.



Meet Lars. He's the guy we send out if you don't send in your training reports.

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.



Coming Events

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.

December 4-6, 1998, CYCLE WORLD International Motorcycle Show, Long Beach Convention Center, Long Beach, California.

December 11-13, 1998, CYCLE WORLD International Motorcycle Show, San Mateo Expo Center, San Mateo, California.

January 1-3, 1999, CYCLE WORLD International Motorcycle Show, Washington State Convention & Trade Center, Seattle, Washington.

January 15-17, 1999, CYCLE WORLD International Motorcycle Show, Jacob Davits Convention Center, New York, New York.

January 29-31, 1999, CYCLE WORLD International Motorcycle Show, IX Center, Cleveland, Ohio.

February 5-7, 1999, CYCLE WORLD International Motorcycle Show, Rosemont Convention Center, Rosemont, Illinois.

February 12-14, 1999, CYCLE WORLD International Motorcycle Show, Minneapolis Convention Center, Minneapolis, Minnesota.

February 19-21, 1999, CYCLE WORLD International Motorcycle Show, Georgia International Convention Center, College Park, Georgia.

March 3-7, 1999, CYCLE WORLD International Motorcycle Show, Daytona International Speedway, Daytona Beach, Florida.

March 12-14, 1999, CYCLE WORLD International Motorcycle Show, America's Center, St. Louis, Missouri. For more information on the CW shows, contact Team Powersports, (800)854-3112. Schedule is subject to change. Groups of 20 or more are encouraged to contact Advanstar for information on receiving a \$2.00 discount on the admission price. Members of the American Motorcyclist Association who show their membership cards when purchasing their tickets are also eligible for a \$1.00 rebate coupon to be redeemed at the AMA show booth.

July 8-11, 1999, USCA NATIONAL RALLY hosted by the Georgia Sidecar Club at Bald Mountain Park Campground, Hiawassee, Georgia. Info: Bill Radtke (770)9792589, Eddie George (706)6542648.

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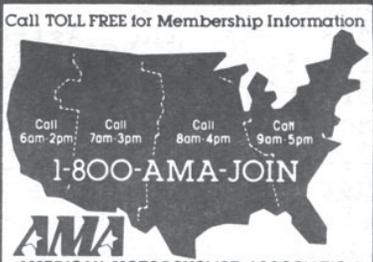
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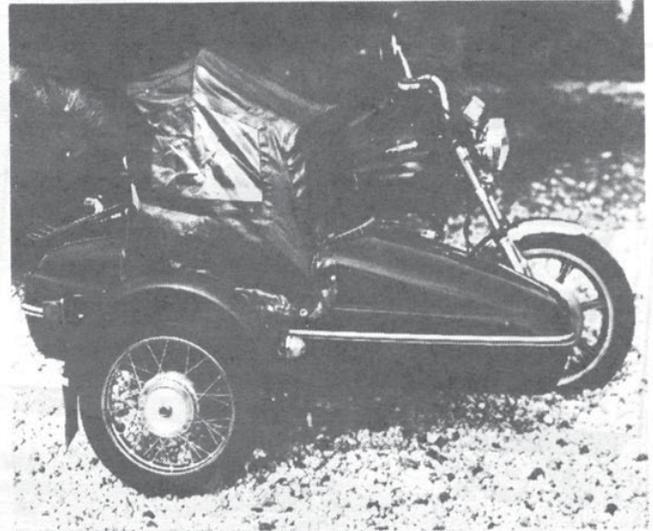
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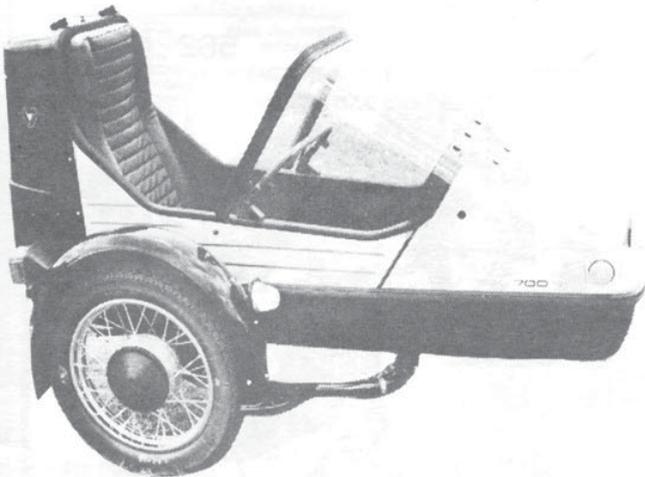
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Tire: 3.50 x 16	Electrical system: 12v

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1985 Honda GW Intst California I s/c (lrg s/c wheel), Ldn Lnk, Prog. rear, custom s/c frame, stator rplcd, new rear m/c whl, extras, \$5,500 OBO. Mary A. Wiedl, 4404 NE Wygant, Portland, OR 97218. (503)2818528.

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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.

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