

THE SIDECARIST



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ASSOCIATION, INC.*

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The Sidecarist

Contents

Mar. 1 - Apr. 30, 1999

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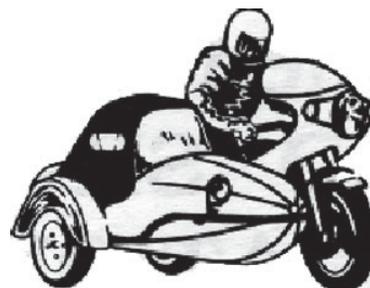
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COVER

BMW K-100 with "Good One" sidecar, and a very content passenger at the Kansas City BMW Club Land of OZ Rally. See the article on page 14. Photo: Spencer Bennett.



Flying the Chair

Writing this column in the week between Christmas and New Years, I can only hope that you and your families all had an excellent Christmas, happily celebrated the beginning of a new year, and are ready to do some sidecar driving in 1999.

Talking with another of my sidecar friends on Saturday, he and I had a long discussion about the USCA, the Sidecar Safety Program, and how they interact. His concern was that he felt that there was too much emphasis on the SSP in the SIDECARIST. Having heard that from him (and I consider him to be both intelligent and straight talking and concerned about the sport), I thought maybe I would spend a few lines discussing the subject.

First, I was a sidecar driver who did not have the skills to properly operate my rig in a safe manner. That led to the discovery of the USCA and the SSP. My wife and I drove from Northern Virginia to Northern Illinois, where Ed Johnson gave us our training over a weekend on the SSP training rigs. Because of our home location and the fact that we did well in the course, we were invited back six months later to become USCA SSP instructors which we did. Joyce and I then brought the training capabilities east, and a year later put on our first course. A year later I became a MSF instructor, got Northern Virginia community College to begin supporting the SSP on a regular basis and we began offering the course twice a year here in Virginia. Three years later I became President of the USCA. So, like all of us, I am here as a result of my experiences, having been an SSP instructor before I became President.

For those of you that may not know the relationship, the SSP is a separate arm of the USCA, set up independently as a non-profit organization. Both USCA and the SSP are non-profit organizations. I see the real value of the SSP as an educational arm of the sport. It is one thing to have a sidecar rig. It is quite another to know about and understand the special handling characteristics requiring mastery to be a successful sidecar driver. The SSP serves that purpose, helping lower the risk of sidecaring and making the sport more fun for all of us. The main reason I am so pleased with what is happening in Virginia, with the SSP program is, as I said in my last column, once people can try a sidecar without having to own one, I

believe we will have more sidecarists coming our way. So now you know.

Fun is the magic word for me. The thing I want most out of the USCA and sidecaring in general is fun. To me, one of the most interesting aspects of a sidecar is how much fun it is once the basic skills are mastered. I don't have to worry about what the weather is doing and what kind of traction I have because I have a three-point platform with a sidecar. I don't worry much about how much stuff I can take because between my motorcycle bags and storage in my sidecar, I can carry more than I need to, most of the time. And, if it is attention you crave, take a look at how many people are staring at us. No rude hand signals, just thumbs up by everyone from kids to Grandma. Want to carry your dog with you? No problem in a sidecar. Fun for the drivers, for our passengers, and for the entire family.

As I have mentioned in previous columns, you, our members, make sidecaring the most fun of all. Just meeting other sidecarists, admiring rigs, learning something new about tires, suspension, handling, touring tips, etc., makes sidecaring more fun for me and I hope for all of you.

Next most important thing, the sidecar web site. I am happy to announce that after nearly a year of trying to get things done on the web site, we have selected Matt Humphrey, the original owner of the domain name, as our Webmaster. As of this last day of December, 1998, we have begun the transformation of the site and by the time you get this column, the USCA, SSP, and Sidecar Industry Council should all have new sections on the web. Look for us at www.sidecar.com.

Please don't forget that we have an Instructor Prep Course in Virginia. If you live in Virginia, West Virginia, North Carolina and eastern Tennessee, and want to teach for us in Virginia, we will need new instructors for the 20 SSP courses to be offered all over Virginia in 1999. Contact me.

If you want to assist with the 1999 National Rally, be talking with the Georgia Sidecar Club. If you are interested in hosting the Year 2000 USCA National Rally, call me. Stay well. Ride safe.



Lean-out

I did the Seattle Motorcycle Show yesterday, January 2nd, 1999. First time for me in Seattle. Lots of times at Anaheim and Long Beach, and even once each at Houston and Daytona, back in the mid-70s.

Work the Shows and you more or less come to expect the norm for your given usual area, but you never know what the expectations are for another. Although I would suppose the exception would be Daytona Beach, which represents more than just a Show... it is a celebration of Winter being thrown out.

Seattle is roughly a three hour shot up the superslab from Rainier, tossing in a pit-stop or so. And typically, I can get cross country without much trouble, but get me into a city and I'll get lost. Hmmm. That Madison Street exit should come along soon..., oops... there it went without me. Well, drat, pick the next exit and take a tour of some of old Seattle, eventually stumbling across a car pool permit parking area with a vacant space which was legal on a Saturday and only about a three block hike from the Convention Center.

This all started out a bit different when I walked down the hill from above and right into the fourth level where the show was. Problem was, the ticket sales were down on the first level. Two lines to the booths, each about 100 feet long but moving nicely.

More than once, I was asked where the heck Rainier, Oregon, was. When you say right across the bridge from Longview, Washington, there are no further questions..., at least from people in Seattle.

I do shows "backwards". While most folks move right into the big manufacturer displays, front and center, I work my way around one edge towards the rear and the smaller booths which usually contain things like sidecars.

Sure enough, I eventually stumbled on Jay Giese, crammed into a booth with two sidecars, a Sportster and a table full of various literature. A question or two and I knew I was also looking for a Liberty rig and a rig in the H-D display, plus a display of Urals and that would be it, so far as sidecars go.

Jay was quick to point out that the Liberty rig was just a display in another area publication booth, and that owner Pete Larsen himself, was involved with moving his company that very weekend to new quarters. Jay is a USCA member, active in sidecaring in the North West and

also involved with the Sidecar Industry Council, whose literature also lists the USCA SIDECARST and HACK'D as sources of sidecar information.

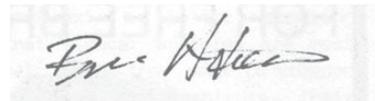
If this doesn't sound like much representation of sidecars at a big motorcycle show, consider the fact that at the last Anaheim show I attended, there may have been a factory sidecar hidden in the H-D display, and aside from that, one "sidecar company" had a booth... and all they were pushing was their line of motorcycle trailers. so, in comparison, the Seattle show was heavy into sidecars.

Since the morning had been foggy and more than one temperature display was flashing 30°, there wasn't exactly what you could have called an abundance of motorcycles out on the freeway headed for the show. But there looked to be a goodly turnout of motorcyclists attending the show.

Whatever show it is, we tend to look alike. there is always the leather jacket set who seem insistent with keeping everything on and there is the club or association set who have their matching identity vests. There are old geezers like myself, who are ignoring all the raz-a-ma-taz crotch rockets and seriously looking at the few offerings that I seem to be, which would fall into the category of standards. Then there is the assorted small packs of "dads" with kids in strollers, usually checking out the crotch rockets and dirt bikes... mom notably absent.

The Italian brands seemed to be out a bit more in force this season with displays from Ducati, Moto Guzzi and Laverda, and even Ural surprised me with a bit more prominent display than what I would have expected, but then, Seattle is their backyard. Triumph also fielded an impressive display, but as usual, the lions share went to the Big Four and Harley-Davidson.

H-D might have had their Twin Cam as big news but the things of real interest to me were the dressed out Valkyrie tourers at Honda and the new pushrod V-twin at Yamaha. Closer to my wallet size was the new small "cruiser" from Suzuki, the GZ250, and it's nice to see priced-right machines continued like the Savage 650, Nighthawk 750, Concourse and V Star. Did I mention the nice Victory display? Lots of bikes to see and lots of possibilities to think about as rig haulers.



Letters

WHAT ABOUT WALLACE AND GROMIT?

A while back, Al Roach, USCA membership Registrar, received back a membership renewal with a question written on it, asking what kind of sidecar that Wallace and Gromit used.

Well, that threw Al for a loop and he didn't know anything about it so he sent it onto your resident idiot editor (me) who also didn't know a thing. And then the blasted card with the member's name got lost in the shuffle.

Several months later, in comes the Sierra Pacific Sidecarists' news letter in early December, and lo and behold, there is a thing that Editor/USCA Western Regional Director, Alan Huntzinger, has tossed in, titled Christmas Ideas.

The real item of interest was the mention of the availability of Wallace and Gromit(TM) videos! These characters are the work of British animator Nick Park, Wallace being an inventor and Gromit his faithful dog.

A three cassette set is offered, runs one and a half hours, is Closed Captioned, stereo, and the third of the set features the two using a sidecar rig to rescue a group of sheep threatened by an evil sheep shearer, titled A Close Shave.

The only information included is that the set (#51779) costs \$24.99 and is available from: Signals, WGBH Educational Foundation, P.O. Box 64428, St. Paul, MN 55164-0428. Sounds like it might be a good idea to include a S.A.S.E. when writing to check if there are additional shipping charges.

Right beside the Wallace and Gromit video offer is another for Two Fat Ladies videos, Britain's television series hit about two cooks traveling around with a sidecar outfit cooking up good stuff. Each series is three hours on two cassettes, at \$39.95 each. Series 1 is #62324 and Series 2 is #62325.

Thanks for the information, Alan, and editorial apologies to the USCA member who's name I lost. -- ed.

VICARIOUS PUTTING.

Dear Editor

I have not met David Hough, but his article on the LA to Barstow to Vegas is the kind I open every magazine looking for but infrequently find. I guess it satisfies the need for vicarious "putting" and helps a great deal when your new FXD sits in the garage with only 184 miles on it.

I am a new member of USCA and David's article was in one of the first two issues of the SIDECARIST I received... having recently injured my back.., and I am learning at age 52 it must be said that things do not heal like they used to.

The back still says do not ride, no pot hole slaps to the old butt yet thank you. Being better is still a number of months down the road, so I polish the new bike, and the Goldwing and the Trail 110 also.

Bob Smith #0000 Austin, Texas

BOSWELL STURGIS INDUCTION.

Dear Editor

The thing that prompts me to start this letter is that the latest SIDECARIST showed up yesterday. As I was going through it I saw that you did an article on Sturgis and put in

stuff about the Induction ceremonies. Also noted that Cliff Boswell got a lot of print and was happy to see it. Naturally I was interested when I got to the part where you mentioned me being there. The way you sounded at the breakfast and having bailed out so early, I did not know if you would have anything to say.

Clarence Kessler #2653 Quartzsite, AZ

[You were too busy chowing down to notice that in between coughs, I was quietly sneaking around with my camera, getting some work done -- ed.]

Letters..

SMALL BLOODY WORLD - DOWN UNDER.

Ron Thompson is a Sydney Club member who I've been meaning to drop in on for a while, but Alice Springs in the Northern Territory is a fair way away. Eventually, I was able to put some time aside and take the kids to Ayers Rock for a look, and Alice Spring is just up the road (nearly a day's ride!).

Ron is into sheet metal fabrication and other light engineering (he built a biplane 20 years ago which is still flying), so his little Vespa outfit was not a major job for him. The body, fittings, accessories and modifications are all his own work, and it's very neat. In fact, much superior to anything I saw in India from the factories of Globe or Cozey!

Was socializing with the foreign motorcycle tourists at Ayers Rock, and met up with a "fabricator" (his words) by the name of Robert Bolton from Columbus (Houston) Texas. So I said, I know someone from there -- had a bit to do with Australia over the years (rode a rig from Sydney to Perth about the year I was born -- 58, when the roads in the middle weren't much at all), used to be Prez of the USCA, Laverda's, etc. So Robert's lady jumped in while we were umming and ahing with, you mean Hal Kendall, sure we know him. Small bloody world!

So all the best for the season to you all.

Graeme Posker, Overseas Contact Officer
Sidecar Club of Victoria, Inc.

Belgrave, VIC, Australia.

Note:

Robert was one of our staunch sidecar supporters of the Houston Chapter of the United Sidecar Association when we were more active. We used to meet once weekly, and once monthly go on local rides. Added 12-22-2005; HAK.

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ACCESSORIES UNLIMITED 2450N Lyons Ave. Newhall, CA 91321	RE-RUN MOTORCYCLE BROKERS Hwy. 11 East Strawberry Plains, TN 37871	KEN'S KUSTOM CYCLES 1511 Decatur Hwy. Fultondale, AL 35068
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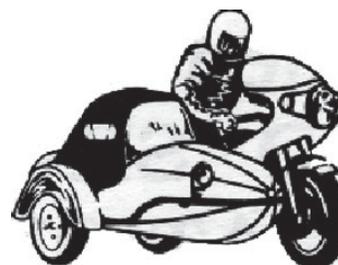
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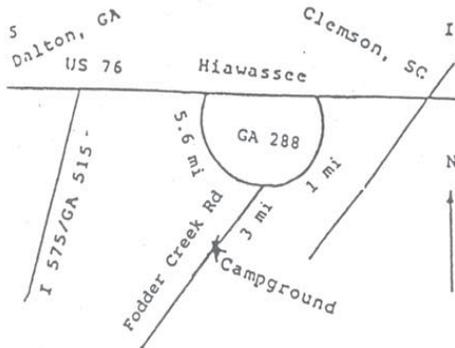
Rally

Y'ALL COME!!

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

United Sidecar Association

Bald Mountain Campground Hiawasse, 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)
- * RV Hookups (optional)
- * Fishing Pond
- * Game Room
- * Snack Bar
- * Paddle Boats
- * Playground
- * Swimming pool



Area Motels: (Call for rate information -Early reservations advised.)

Fieldstone Inn, Hiawasse	800-545-3408
Hiawasse Motel, Hiawasse	706-896-4121
Lake Chatuge Lodge, Hiawasse	706-896-5253
Young Harris Motel, Young Harris	706-379-3136
Holiday Inn Express, Hiawasse	706-896-8884
Mull's Motel, Hiawasse	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

Hosted by "The Georgia Sidecar Club"

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.



Industrial News

LIBERTY SIDECARS MOVE.

By the time this issue hits your mailbox, Liberty Sidecars of Seattle, will have a new home due to the Port District having some new ideas for the old location, as well as the need for a bit more room for their operation.

Pete Larsen and crew have packed their bags (and sidecars) and relocated to 2310 Rainier Ave. S., Seattle, WA 98188. You might make a note that their old phone did not go with them. The new number is (206)568-6030. The new FAX line is (206)568-6045.

Production now includes the

Liberty Sport sidecar listing at \$2,995, unpainted, F.O.B. Seattle + \$135 crating charge.

The Liberty Classic sidecar lists at \$4,995, unpainted, F.O.B. Seattle + \$160 crating charge.

Write or call for information on available options.



Liberty Classic Sidecar

NEW URAL RETAIL PRICE LIST.

Ural America had released a new retail price list with a notation that prices now include electric starter, bike set-up and 36 months warranty coverage on parts and labor.

Tourist Classic SCR 8.103-40; \$6,999

Sportsman Classic SCR 8.107; \$8,495

Deco Classic SCR 8.103-10; \$7,995

IMZ Bavarian Classic SCR 8.103-10; \$7,395

Deco Solo Classic 8.123; \$5,195

IMZ Bavarian Classic Solo 8.123; \$4,995

For more information contact Ural America at

1-800-529-6642 or www.ural.com.

<http://www.uralnw.com/index.htm>

<http://www.motorbyte.com/mmm/pages/2003/56/review56.htm>



Ural Tourist Classic

Industrial News..

BMW SHAFT BREAKAGES.

[The following is reprinted from the December/January 1998 issue of *OUTLOOK*]

My pal owns a K75RT and a Heddingham SS. I act as ballast, part-time driver and maintenance helper. One dry, bright weekday he went out on his own to meet some other octogenarian plus motorcyclists for a brew and chat on the shores of Loch Earn. On the way home he met with a nasty accident.

Negotiating a sharp left-hand bend, going uphill, he said the sidecar wheel lifted and he shot across the road into the path of an oncoming car. Due to the road configuration, neither vehicle was going very fast; even so, the car's front wheels ended up sitting on the sidecar chassis. My pal's leg could have easily been lost for the second time but he found it and put it back on.

After he came out of the hospital, we went round to the shop where the AA had taken the bike, to inspect the damage. We saw that the driveshaft and housing had snapped near the centre; so it was not the sidecar wheel lifting but the rear of the bike collapsing.

With a single sided swing arm, as on a K75, when the shaft and housing snap it is the only rear suspension unit that holds the rear wheel. A visual inspection indicated that part had become brittle and I assume that a crack developed causing a break on the next sharp bend.

The housing does not appear to be heavily built, but I do not know the material it is made from or the manufacturing process. The housing apparently twists on cornering and over the miles, will work harden, crack and break. The bike concerned had covered 53,000 miles, 33,000 of them as an outfit. It is mostly used on "A" and "B" roads of western Scotland. The owner has been riding since before WW2 and has learned to treat a motorcycle with tender loving care.

The first serious problem with the BMW occurred when the rear brake locked on whilst driving. According to BMW's literature, this cannot happen with ABS. The brake released itself, not to work again. The local BMW dealer quoted 800-900 Pounds to repair it -- hence the ABS was bypassed.

The K-series BMW makes a good sidecar bike, as far as engine, gearbox, clutch and non-ABS brakes

go. A double-sided swinging arm is required with the wheel attached

both sides; alternatively, perhaps a steel housing made with the correct materials and designed to meet the rigours of sidecarring.

All my spare pennies are being put aside to buy an outfit, but it will not be a single sided swinging arm BMW model. BMW do not recommend the fitting of sidecars to their machines and I completely agree with them.

After searching through many magazines and trade publications, listening to stories from motorcyclists, police and people in the motorcycle trade, single-sided swing-arm BMs have had a high number of failures.

Are BMW covering up this problem? What is being done to solve this weakness?

-- Mike Todd.



BMW K75 RT



Triumph Tiger & Heddingham SS

Rally

GRIFFITH PARK '98, A VERY GOOD YEAR



A great location + great weather + great people = a great time!

By Martin J. Filiatrault

Doug Bingham hosted a very good turnout at his 27th annual sidecar rally in Griffith Park, this year. Held on October 24th and 25th, it continued its reputation as the premier sidecar showcase. More than 300 people registered their rigs, plus an interesting assortment of trikes, mini-bikes and solo bikes of every kind. Dual-sport rigs were very numerous this year, including some spectacular Pike's Peak Hillclimb racers. The BMW contingent was there in force, as well as Harleys, Hondas, Yamahas, Suzukis and other marvelous vintage and contemporary combinations.

Faithful readers may recall that I rode my ST1100 to last year's event. I've since sold it as well as its replacement. I used this situation as an excuse to haul my wife, Amy's, partially completed rig to Griffith Park this year. I also talked

Amy into coming with me, and we also brought our youngest daughter, Naomi. We car-camped in my station wagon, and it worked out so well that I just might have created a new annual family tradition. They really enjoyed it!

There were a lot of other campers this year, too, and once again Doug arranged for a catering truck to serve us Saturday night and Sunday. I wish I had gotten the caterer's name... the service was quick, the food was good, and he gave out raffle tickets to everyone who bought dinner Saturday night, and raffled off some Hot Wheels toys.

Doug Bingham donated items for Sunday's door prize raffle, as well as John Baber, and Evan Bell from Iry Seaver's BMW. Jay Leno was noticeably absent this year... too bad; he missed a good time!

Rally..

GRIFFITH PARK '98, A VERY GOOD YEAR..



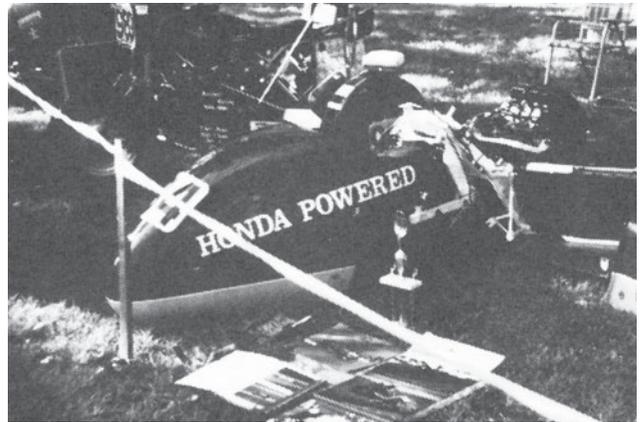
Jerry Krutzinger gives Cody a trials ride.



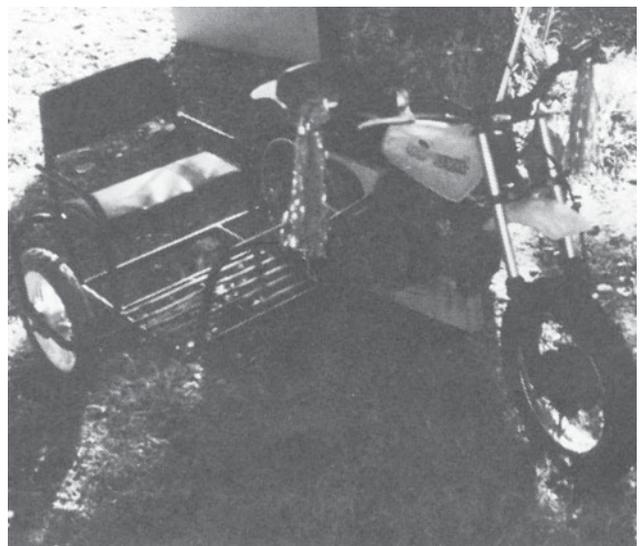
"Taco Bill" brought a selection of mini-bikes.



"Pocket worm" available in Europe, powered by a weed-whacker motor!



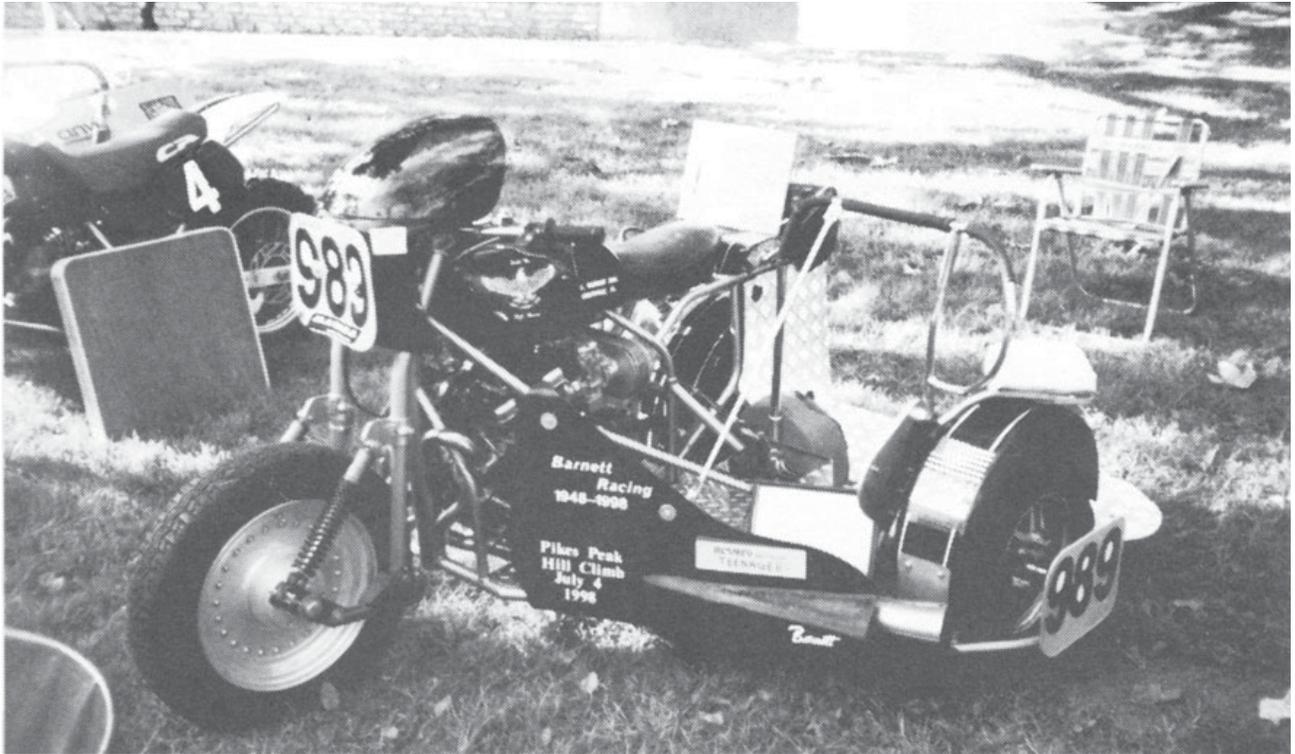
Mr. Bill's K&K Enterprises CBR900RR-powered racer.



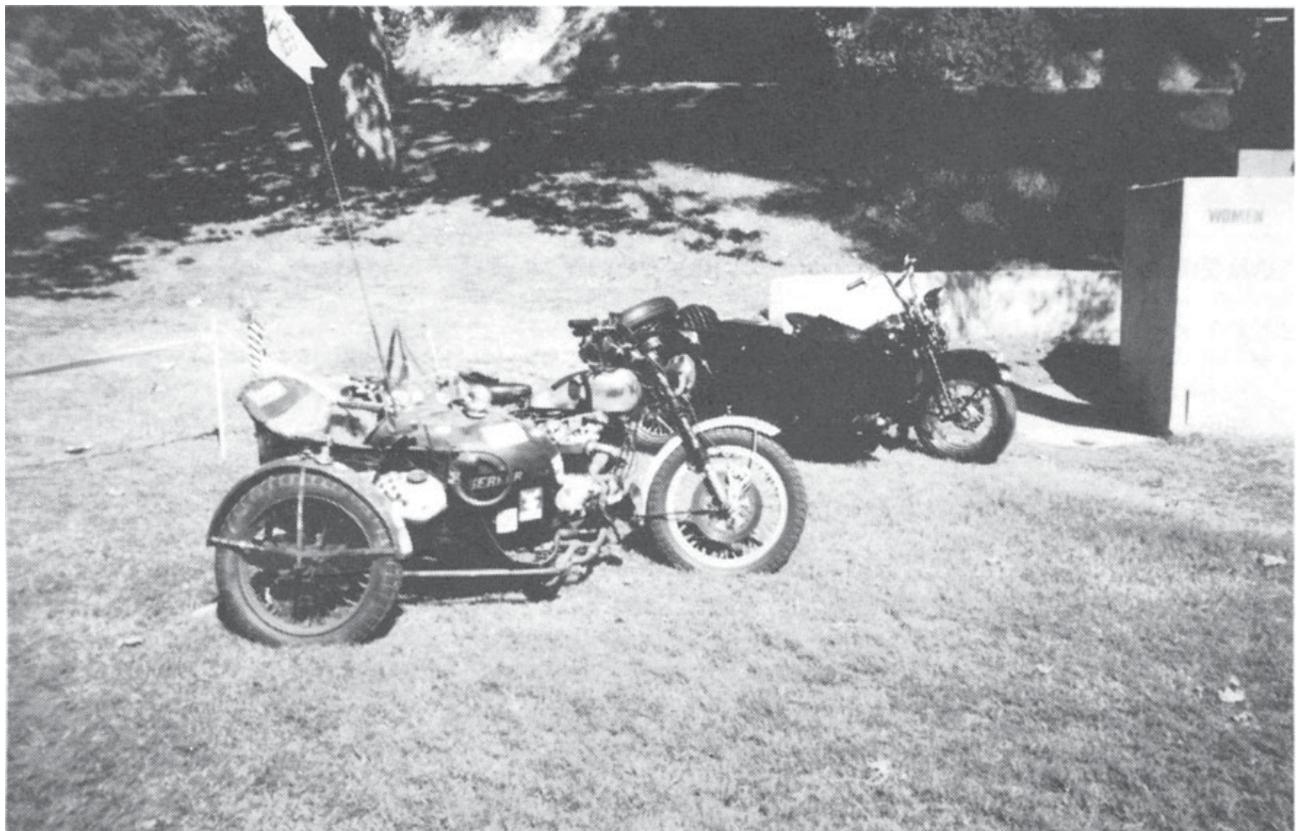
John Baber's slightly larger toy.

Rally..

GRIFFITH PARK '98, A VERY GOOD YEAR..



Bakker/Taylor's Barnett Racing Pike's Peak Hillclimb rig.

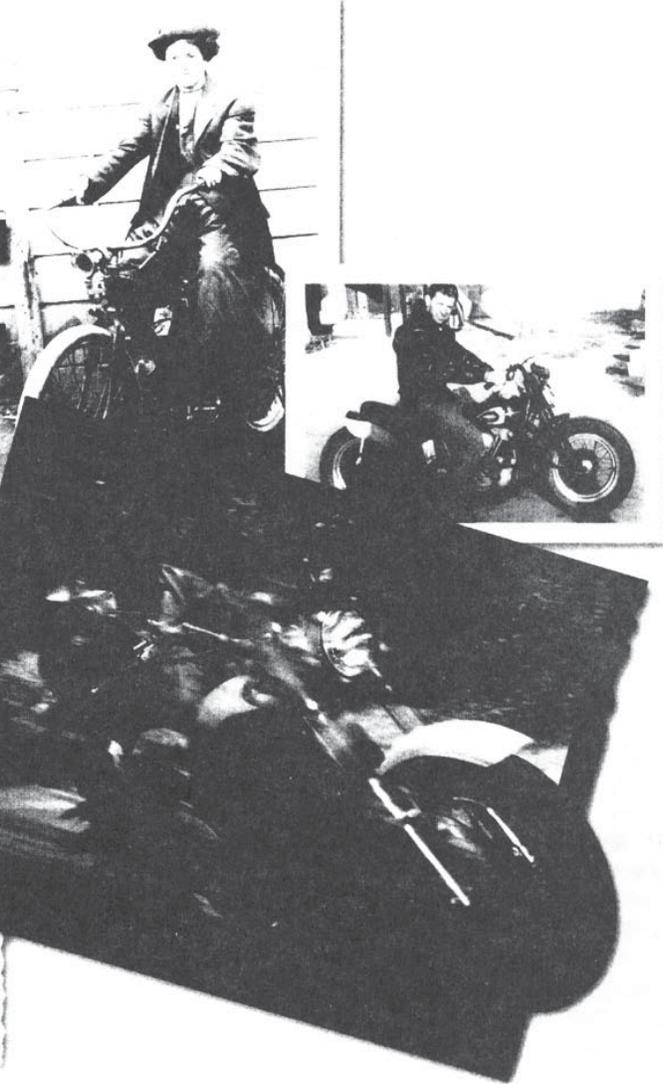
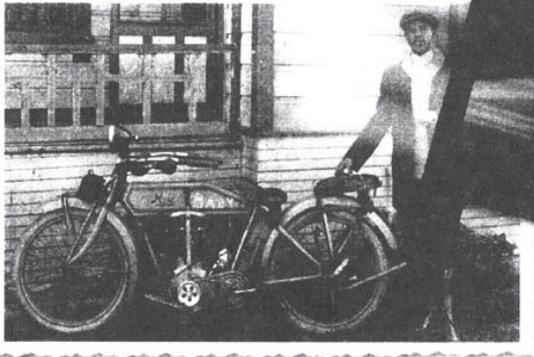


Griffith Park -- a study in contrasts!

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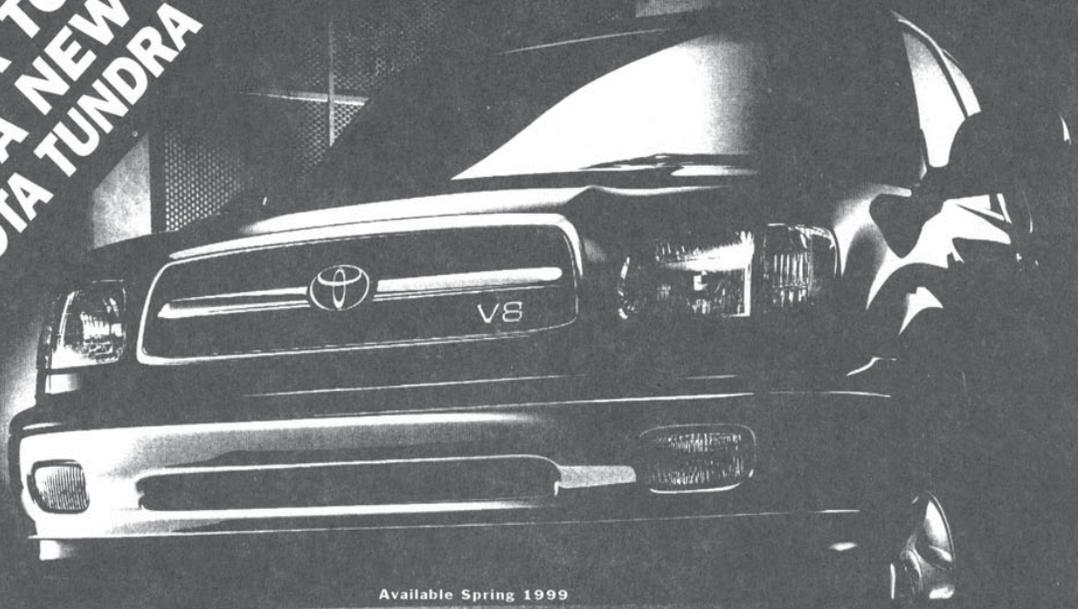
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Only one entry per person. Mailed entries must be received by April 1, 1999. Neither the sponsor or any of its agencies are responsible for illegible, lost, late, damaged, incomplete, postage-due or misdirected mail or entries. All materials submitted become the property of Advanstar Communications Inc. and none will be returned.

Winners will be selected in a random drawing to be held on or around April 16, 1999, from among all eligible entries received by TEAM Powersports, whose decisions are final in all matters relating to this sweepstakes. Winner will be notified by mail. Winner may not substitute or transfer prize but sponsor reserves the right to substitute prize with prize of equal or greater value, if advertised prize becomes unavailable. Prize is set to be delivered to winner in Fall of 1999.

Prize will be awarded. Odds of winning depend upon the number of eligible entries received. Winner will be required to complete, sign and return an affidavit of eligibility and liability release within 14 days of prize notification. In the event of noncompliance within this time period, prize will be forfeited and an alternate

winner will be selected. Any prize notification or prize returned to the sponsor or its agencies as undeliverable will result in disqualification and the awarding of that prize to an alternate winner.

Sweepstakes is open to all qualified registrants 21 years of age or older. Employees, immediate family members and contractors for Advanstar Communications, Hachette Filipacchi Magazines, Inc., Toyota Motor Sales, U.S.A., their affiliates, subsidiaries, wholesale distributors, advertising and promotional agencies, and all retail licensees are ineligible. Exhibitors in the 1999 Cycle World International Motorcycle Shows® Presented by Toyota Trucks are also ineligible. This sweepstakes is void where prohibited by law, and is subject to federal, state and local regulations. Winner is responsible for tax, license and registration fees.

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For the name of the prize winner, send a self-addressed, stamped envelope to TEAM Powersports Toyota Tundra Winner, 201 Sandpointe Ave, Suite 600, Santa Ana, CA 92707-8700 after May 1, 1999.



Rally

LAND OF OZ RALLY KANSAS CITY BMW CLUB



**BMW K-100 with "Good One" sidecar, and a very content passenger at Land of Oz Rally.
Photo: Spencer Bennett.**

By Spencer Bennett

The Land of Oz BMW Rally is sponsored by the Kansas City BMW Club and is held at the Lynn County Park near LaCygne, Kansas, on the first weekend in June each year. While primarily focused on the BMW Marquee, all brands are welcomed and it is becoming one of my favorites because of the good ride up, the welcome atmosphere, and the good camping at the rally site.

Mike Dale and I left Memphis and picked up Steve Hamilton at the breakfast stop in Jonesboro, Arkansas. An unusual cold front had moved through the night before and the temperature was in the lower 60's all morning -- really great riding but really unusual. The ride up through the more scenic parts of Arkansas and Missouri, was really great, with the Honda running great and the roads with just enough curve in them to make "working the rig" a pleasure.

We arrived in the late afternoon and soon were set up at a great location with a good view of the campground. Thanks to the lowered temperatures, the sleeping was superb.

Saturday morning dawned bright and sunny with the temperature warming up enough to make riding really pleasant. This rally boasts several activities to keep one occupied but we elected to take a ride down to the local "tourist attraction" at the site of the Marais LaCygne Massacre. This occurred in 1858 when some

Missouri pro-slavery people decided to come over to Kansas and shoot some abolitionists --so they did. Eleven local men were captured and taken to a ravine, lined up and shot. Five were killed, five were wounded, and one was missed completely. Seems the pro-slavers were not great shots! This incident was only one in the long and bloody history of the Kansas-Missouri border clashes that preceded the War Between the States. There is a marker and a museum located at the Massacre site with a local volunteer guide to show you around and answer questions.

After this sobering visit we ride into the actual town of LaCygne, where we found a car show in progress with many restored and "hot rod" automobiles lined up on the closed off

Rally..

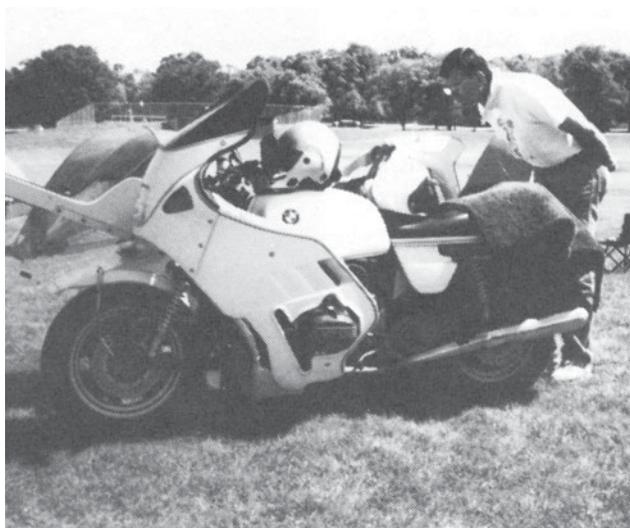
LAND OF OZ RALLY KANSAS CITY BMW CLUB..

main street. This provided a very pleasant way to spend the afternoon, especially as we were able to get lunch at one of the great local cafes. Nobody does basic meat and vegetable cooking as well as the Midwesterners!

We arrived back at the campground just as the evening meal was being served, and not being ones to miss an opportunity to eat, were soon deeply involved in the Kansas version of Bar-B-Que -- which was different but quite good! The meal was followed by the awards and

door prizes, no winners here, and then back to the tents for a pleasant evening watching the sunset and chewing the fat with rallygoers.

After another great night's sleep we awoke Sunday morning to find a very heavy dew, but a great sunrise! We soon were packed up, with Steve Hamilton coming in a close second in the tent packing race, and were heading on our way back to Memphis after a great weekend of riding, camping, fellowship, and feeding on everything we came across!



Spencer Bennett admiring an R-100/EML rig owned by Chris Biddlecomb of Huntsville, Alabama, Photo: Mike Dale.



Serious interpretation of the "cruiser image" performed by a BMW R50/2. Makes sense of the R1200RC! Photo: Spencer Bennett.



BMW R90/6 with early BMW leading link forks and Ural sidecar. Photo: Mike Dale.



Rally

AMERICAN EARTHEN TRAILS PROJECT '98



By Sidney Dickson

A honeymoon trip, off pavement, across the USA. Bridget and Sidney Dickson, of St. Michaels, Maryland, departed Van Nuys, California, in early September, on a month-long journey by motorcycle and sidecar, primarily on earthen trails, to their home on the eastern shore of Maryland.

The route took them via the San Bernardino Mountains, Mojave Desert, North Rim of the Grand Canyon, southern Utah, Burr Trail, Waterpocket Fold, Henry Mountains, Hovenweep Anasazi Indian Ruins, Durango/Silverton narrow gauge railway, and through 13,000 ft. Rocky Mountain passes such as Imogene, Engineer and Black Bear, the Great Plains of Oklahoma, Ouachita Mountains, Mississippi River levee, Kudzu jungles of Mississippi, northern Georgia and the Appalachian Mountains to Maryland.

The route utilized, to a great extent, paths and right-of-ways through such public lands as National Forest roads and county roads and is therefore, in those parts, suitable for the average

family car. This assembly of unpaved earthen trails enables dirt bikes, equestrians, mountain bikers, four-wheel enthusiasts, snowmobilers, as well as hikers, to enjoy long distance leisurely travel across our marvelous scenic nation.

Sidney had been exploring this route almost annually since 1989 when he first rode the general route aboard a KTM 350 EXC. Subsequent trips were aboard Honda 600XLR's, a Honda 650L, and in 1996, an ATK 605, his favorite machine for such travel.

Mrs. Dickson, Bridget, has not yet traveled widely in the U.S. She is an enthusiastic novice motorcyclist and an experienced equestrian and huntsman with 10 years experience managing the Wye River Hounds. She also spent 10 years managing and directing the Talbot County Humane Society.

Their machine for the 1998 cross-country ride is a Rotax-powered KTM with a Velorex sidecar fitted by Doug Bingham, Sidestrider, of Van Nuys, California.

Rally..

AMERICAN EARTHEN TRAILS PROJECT '98..

The goal of these trips is to demonstrate to the American traveling public the practicality of leaving the high-stress area of the pavement for the joys of relaxed travel through many parts of richly scenic land where old-fashioned ways of life still sway, where the path follows the earth's contours, where plastic money and reservations are forgotten, where travel consists of surprises (most pleasant) just around the next bend of the earthen trail.

Dickson's other previous motorcycle travels have taken him on numerous jaunts through Europe, the Middle east and across Africa. On dirt he has crossed Iceland, and raced with the Acerbis Incas Rally across Peru. Two round-the-world trips, 1968 and 1993, included Marathon Auto trips from London, England, to Sydney, Australia.

By trade, Sidney is a mover of large live trees. he is also something of a photojournalist. He was CYCLE WORLD's first overseas correspondent, writing from Germany, in 1963. he has contributed to or been written up by AMERICAN MOTORCYCLIST, RALLY MAGAZINE, DIRT BIKE, WASHINGTON POST, TRAIL RIDER, SOUTHERN LIVING, AUTOMOBILE MAGAZINE, NEW YOUR TIMES, BLUE RIBBON COALITION MAGAZINE, SYDNEY TELEGRAPH and numerous other regional and foreign trade publications.

Together his co-driver, Sue Low in the 1993 London/Sydney Marathon, Dickson produced a two-hour video, "Amazing Auto Race", utilizing fascinating in-car footage of racing and traffic across Europe, Turkey, India and Australia. In the 1968 race he carried a CBS cameraman who shot footage, narrated by Charles Kuralt, to a one-hour documentary shown nationwide in 1970, "Incredible Auto Race".

His first book, "Beyond Pavement", a how-to book for off pavement motorcyclists riding to destinations near and far, is slated to be offered in the Spring of 1999, by Whitehorse press, North Conway, New Hampshire.

Local enthusiasts often volunteer to guide Dickson on his journeys and support is provided by Acerbis Plastica, ATK Motorcycles, Sidestriker Sidecars, Michelin, Motion Pro, Spectro Oils and others.

Interested parties are encouraged to contact: S.H. Dickson, 8821 Dawson Road, St., Michaels, MD 21663., Phone (410)822-8044. Fax (410)745-5410.

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Race

AMA VINTAGE MOTORCYCLE DAYS AT DEL MAR

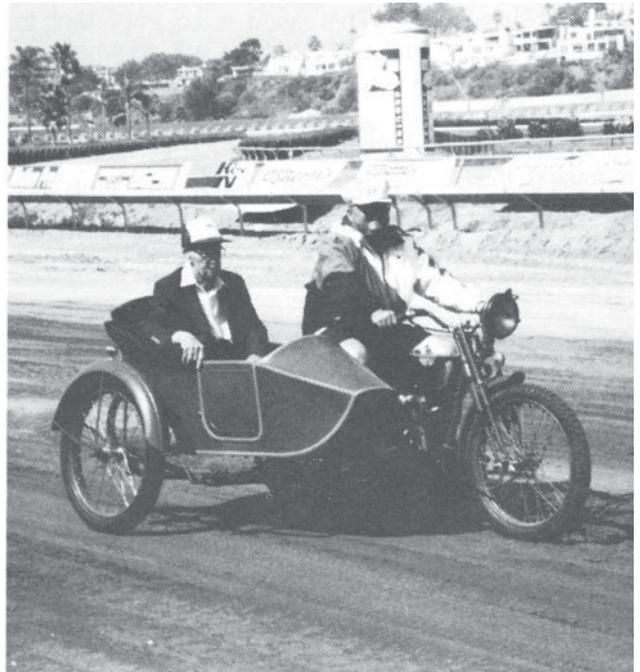
By Doug Bingham

October 10-11, 1998, was a big weekend for southern California motorcyclists at the Del Mar Racetrack and Fairgrounds, in San Diego County, nearly on the shore of the Pacific Ocean.

On Saturday the 10th, there was a Concours d' Elegance and various displays including sidecars, of course. USCA and SIC information was made available to those interested. That evening was the Skip Van Leeuwen Vintage Short Track race as well as party.

Sunday was the Del Mar Mile AMA Grand National Championship Finale Motorcycle Race, on the famous one mile thoroughbred track.

Lap of the Legends featured 102 year old Jim Davis riding passenger in a vintage Harley-Davidson rig, as seen in the upper right photo.



Jim Davis riding passenger in a vintage Harley-Davidson rig,



Walt Fulton Senior took a lap in Mike Braverman's rig and is pictured above with Walt Fulton Junior.



One featured sidecarist was that of Pike's Peak winner Scotty Whitney, in Harley hat.

Race

AMA VINTAGE MOTORCYCLE DAYS AT DEL MAR



Touring

FALL COLOR RIDE AND CAMPOUT

By Ed Johnson

A Fall color ride and campout was held on September 19th and 20th, 1998, jointly sponsored by the Northern Illinois Sidecarists and the

Chicago Region BMW Owners Association. The destination was the Mississippi Palisades State Park. Bob Saxer, N.I.S. member and ride organizer, started the run at his home in St. Charles, Illinois. He served coffee, bagels and doughnuts.

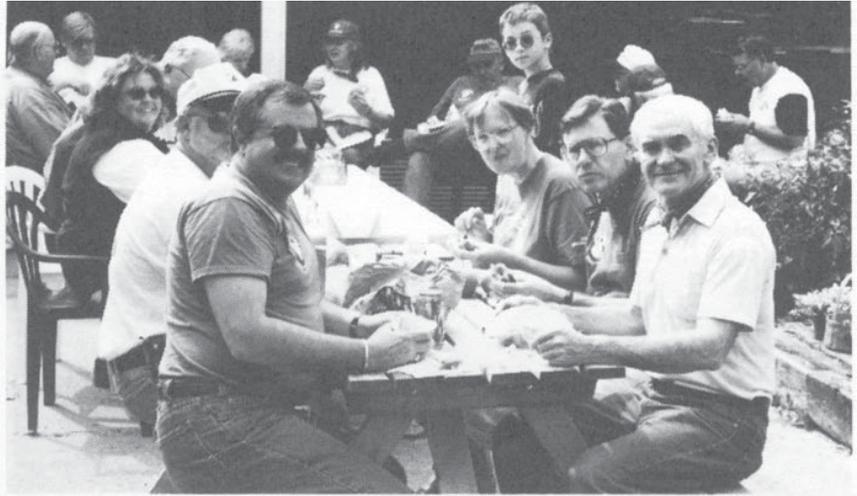
The next stop was in Waterman, Illinois, at the home and shop of sidecar installer, Kurt Liebhaber. We enjoyed a picnic lunch, hosted by Kurt and Teresa Liebhaber. His shop is as meticulous as his workmanship. Kurt is considered one of the best sidecar riggers in the United States. There were new and used sidecars, and a sidecar in the process of being attached, for the sidecar drivers and solo riders to view. The trike that he created from the ground-up, is his hallmark, and was on display. His firm, SCF, can create a new metal sidecar frame, and a metal car.

Five very attractive options were given to the participants: 1. Ride back on your own after lunch; 2. Ride back, the same day after you reached the Palisades; 3. Camp overnight in the park; 4. Stay overnight at a local motel; 5. Sleep in your sidecar.



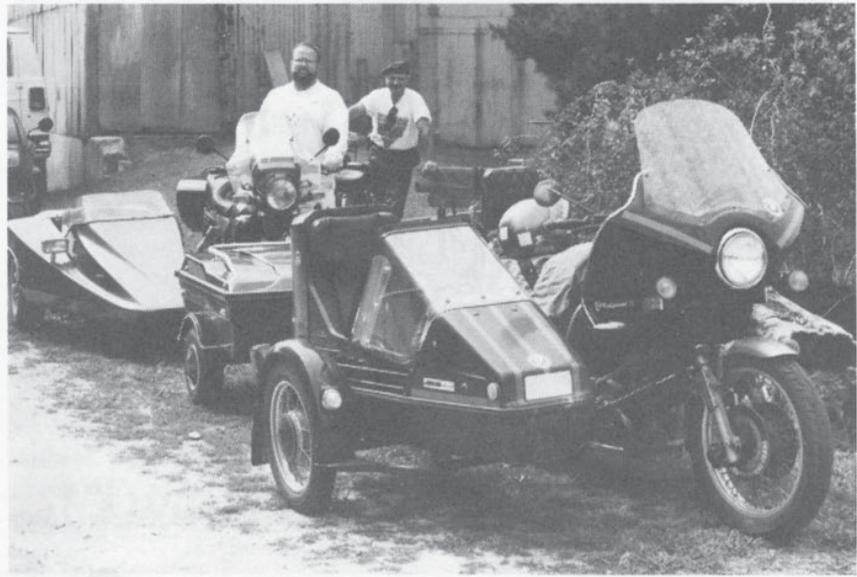
Touring..

FALL COLOR RIDE AND CAMPOUT..



Saturday night, dinner was held at a very nice restaurant just outside the main gate of Palisades State park.

Sunday morning we had breakfast as a group, in a local town eatery. Norm Phoenix lead the ride home through Galena, Rockford, and Apple River Canyon.



Event

N.I.S. PIZZA PARTY

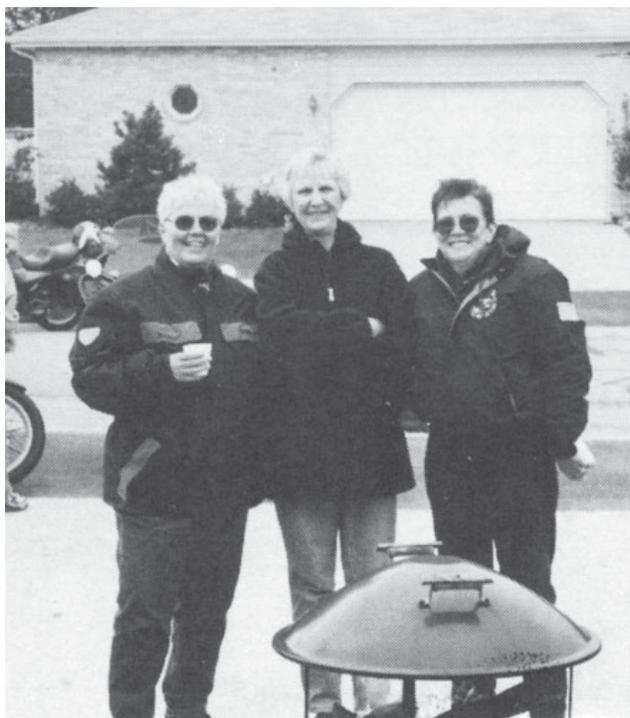
By Ed Johnson

The Northern Illinois Sidecarists enjoyed a pizza party on Sunday, October 18, 1998, at the home of Ed and Marilyn Johnson, in Manhattan, Illinois. A tradition revived by popular demand, the annual party had been dropped when we moved to Manhattan, Illinois, from South Holland, six years ago.

The N.I.S. treasury paid for the pizza. Attendees brought their own drink. Slightly under 40 people came to the party. It was held in the garage with a bonfire outside. The guests were invited to view Ed's sidecar museum and the event will again be held in 1999.



Becky Strassenburg, Terry Strassenburg (co-founder of USCA) and Jeanine Johnson;



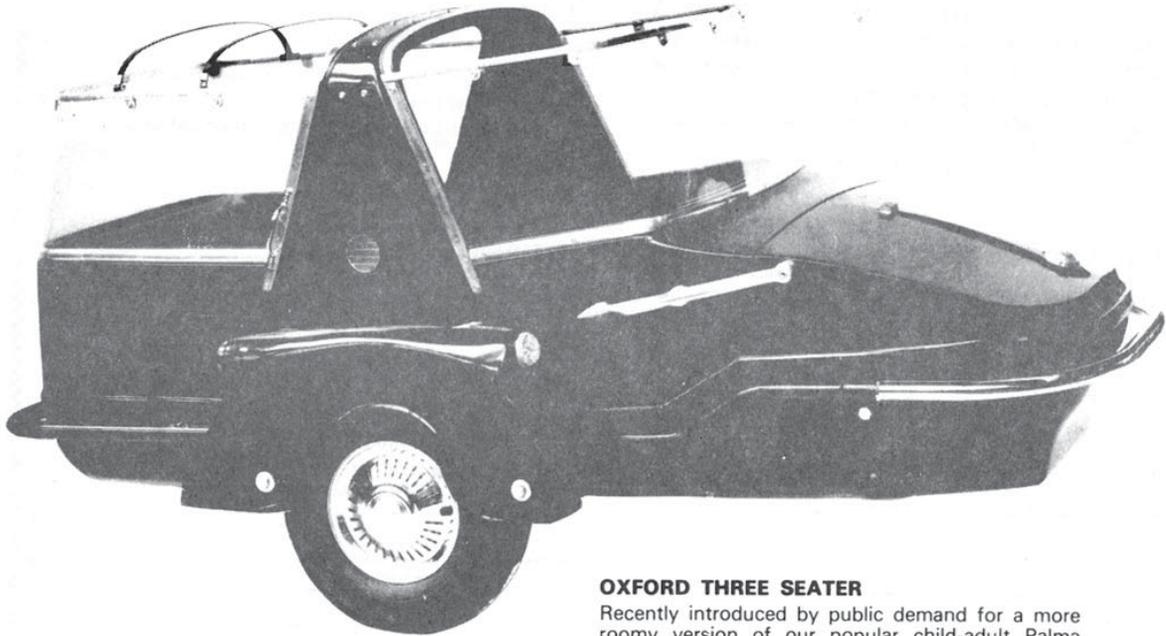
Judy Bughholtz, Marilyn Johnson and Rose Wells around the "campfire";



Al Roach (USCA Secretary and Membership Registrar), Bob and Joan Janick, Northern Illinois Sidecarists members.

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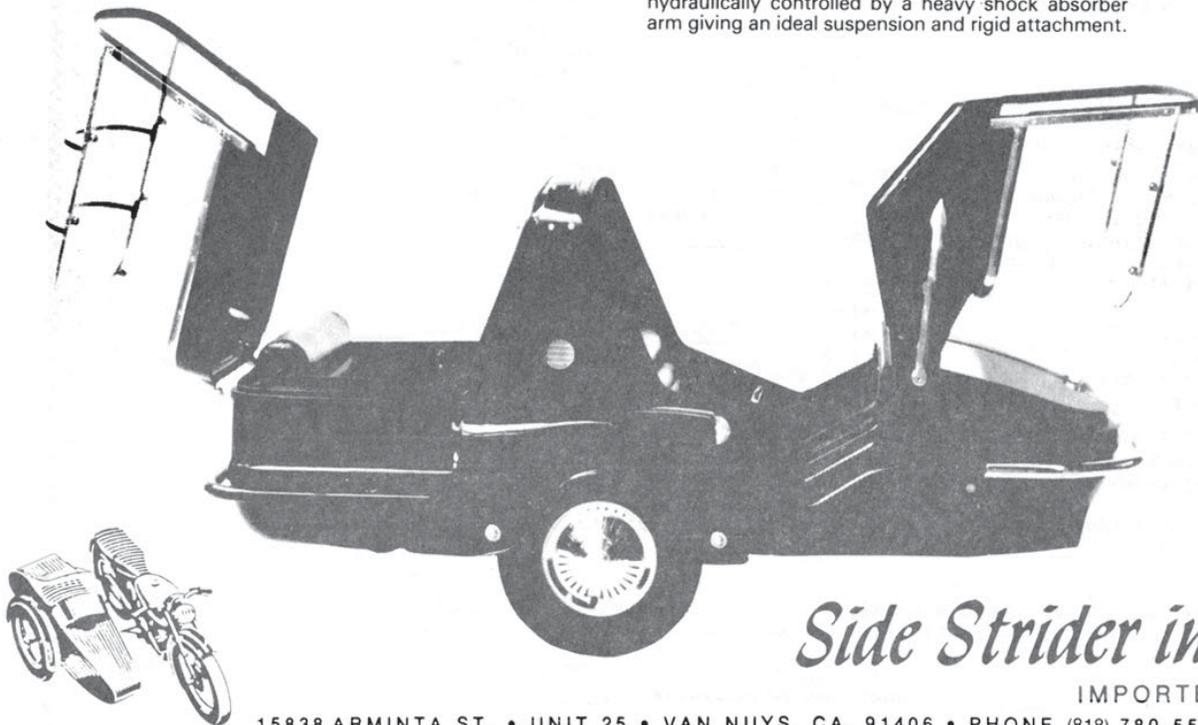


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INSTRUCTOR CORNER

By David L. Hough, President, USCA Sidecar Safety Program

Virginia Training Rigs

If you've been following this column, you're probably aware that the Virginia Rider Training Program is gearing up to include sidecar/trike training. Jim Cain and Cundiff Simmons have been assisting the VRTP to obtain suitable training rigs, along with a trailer and truck to transport the outfits to different training sites. The Virginia plan is for four complete training rigs in 1999, and additional outfits in 2000.

The current outfits are designed around the Honda 250 machines commonly used in rider training, with installation of Jawa Velorex sidecars. Kurt Leibhaber has agreed to assist the Virginia program in assembling the training rigs, by designing suitable mounts, subframes, and "idiot-proof" connections.

While 250cc-size sidecar rigs may seem to be a bit on the small side, remember, these outfits will be driven by novices in range exercises only. The Velorex is an ideal sidecar for this size machine, since it was designed originally for a 350cc 2-stroke combination. At this time, there is no plan to modify front end geometry. The only changes to the motorcycle will be to lower gearing by changing the countershaft sprocket, and increasing suspension preload.

The big advantages of using motorcycles which are already being used as training "loaners", should be obvious: maintainability, parts commonality, and "swappability" with machines in use as two-wheeler training bikes.

If you aren't involved in rider training, you may not know that major motorcycle manufacturers and importers have a loan program where training sites can arrange to "borrow" motorcycles for a limited time, and return them to the dealer in good condition to be sold. Mostly, these training bikes are in the 250cc size range.

While sidecar instructors are generally of the opinion that a 400cc or 500cc machine equipped with a leading link front end would make a better training rig, the reality is that the price per outfit would escalate too far up the scale to make them affordable. Remember,

these outfits won't be driven on the street, just around (and around) the practice ranges. What's more, next time you're wandering around your local motorcycle dealer showroom, try to find a "standard" 400cc or 500cc motorcycle that has a sturdy perimeter frame and little or no expensive plastic.

At some point in the future, we can evaluate Virginia's experience with the 250 training rigs, and see if it would be practical or necessary to come up with a "standard" training outfit based on a larger motorcycle.

Entry Level Sidecarists

Those in the sidecar industry are slowly waking up to the reality that motorcyclists are very slow to discover sidecars. Consider how many 2-wheeled motorcycles would be sold, if the prospective buyer had to purchase a frame, wheels, saddle, engine, and wiring bundles, and find someone to put it all together before they could take it for a ride. The prospective sidecarist is like that. Do we really expect someone to buy a motorcycle, a sidecar, and some fittings, and find someone to put it all together before they can take it for a ride?

As sidecar training becomes more available through state rider education programs, a prospective sidecarist can take the course and make a decision about whether a sidecar is fun enough to own one. That's one reason the motorcycle industry supports rider training—those students who pass the course on a Honda tend to visit the Honda dealer first. Students who pass the novice sidecar course are going to be thinking about sidecars as well as two-wheelers.

We suspect that there are a great many people who are drawn to the excitement of riding a motorcycle, but who are also clever enough to understand that two-wheelers have an inherently high risk. These folks are smart enough to realize that a three-wheeled motorcycle is probably more risky than a car, but also less risky than a two-wheeler. So for many people, learning that it is possible and practical to obtain a motorcycle sidecar combination, the door is opened to

SSP.

getting into motorcycling. And of course, we know that they will also get to see themselves as "sidecarists" too.

Look around at your fellow sidecar pilots. Do you see young people or old people? Most of us are older than the average motorcyclist, because we didn't find out about sidecars, or didn't have the opportunity to look at them, until years into our motorcycling experience. We're always looking for more sidecarists to sign up, and hope they will be around for a few more years. That will change for the better as more novice riders discover sidecars through rider training.

Instructor Courses

The next official sidecar instructor preparation course will be in Madison, Wisconsin, June 17 through 20, 1999. Preregistration is required. Vic Hari will be handling registrations and student coordination for this SIP. For additional information, contact Vic at 233 N. Hartwell, Gilman, IL 609938 (815) 265-4547; vichari@colint.com. This course will be conducted by Chief Instructors in training.

If you are currently teaching two-wheelers at a local rider training site, and you are also a sidecar enthusiast, consider becoming sidecar certified. While Virginia is currently the only state integrating sidecar training into its rider ed. program, we expect other states to follow.

As this is written, we are discussing the possibility of conducting additional instructor training courses in Virginia, to increase the number of sidecar instructors available to that program. We're looking at late March or early April. If you are in Virginia or in a nearby state, and interested in becoming a sidecar instructor, contact Jim Cain, 3616 Beaver Ford Rd., Woodbridge, VA 22192; (703) 590-1355; jcain2@csc.com.

Rider Training Politics

If you would like to do something for sidecars, consider a few hours of political activity once in a while. It's a way you can pay something back to the sport for the enjoyment you've received over the years.

The question we would like you to pose to your state rider training program is: "if you are collecting a training surcharge on licenses for motorcyclists who ride three-wheelers, when are you going to start

spending some of that money on training for three-wheelers?"

The problem is that state rider training programs have fallen into the trap of believing that motorcycles other than street two-wheelers don't count. But if your state law defines "motorcycle" as a vehicle having up to three wheels, then three-wheelers fall within the responsibility of the training program. Up to now, state programs have focused on two-wheeler training because they have accepted materials from the Motorcycle Safety Foundation. (and MSF materials ignore three-wheelers) Because of this focus, many state programs and local training sites have no knowledge about sidecars, so their first opinion is that sidecars (and trikes) are some sort of joke to be laughed at.

The message that needs to be drilled into existing rider training programs is: "If your charter is to train motorcyclists, you have a responsibility to train three-wheeled motorcyclists, too, whether you personally like sidecars or not."

Planning a sidecar class?

Over the past three years, we've gradually been easing the new Driving A Sidecar and Advanced Sidecar Driving courses into being. Effective July 1, 1999, the USCA Sidecar Safety Program will no longer certify sidecar courses other than these.

If your organization has been in the habit of offering a sidecar class every year, that's great, but this year you need to switch to the new courses We've offered at least one instructor prep course each year for the past three years, so instructors in every region will have had the opportunity to get updated by June, 1999.

When you do plan a sidecar course, please notify the SSP office of the details, so that we can get the names correct in our publicity releases sent to those who request information, and offer you helpful advice such as how to word publicity flyers, how to register students, and how to obtain liability insurance.

If you are conducting the novice Driving A Sidecar course for the first time in your state, you'll be giving a demonstration, whether you plan to or not. This is a prime opportunity to demonstrate to your state rider ed. gurus that our current sidecar training is comprehensive, efficient, and worthy of integrating

SSP..

into your state program. If you do invite your state rider training folks to audit the course, it's extremely important to conduct it flawlessly per the Expanded Instructor Guide. Our experience has been that if state motorcycle safety gurus see the course conducted well, they become enthusiastic about getting it integrated into their state program. If they see a flubbed course, they will be turned off forever, and the opportunity will be lost to get sidecar training integrated.

This issue is so important to the SSP that we will do whatever is necessary to ensure that our best instructors or Chiefs are available. Contact David Hough

If you have a club or organization that would like to sponsor a sidecar course—either a novice class or an advanced class—we can probably arrange for an instructor to teach it.

Which course you offer depends upon what local sidecarists are looking for. The Driving A Sidecar course for novices is ideal for family members in a

"sidecar household" who would like to learn how to drive the family outfit. This course assumes no prior motorcycle or sidecar experience.

Depending upon entry level, the novice course takes a minimum of one day for experienced motorcyclists, and two days for complete novices. The novice course includes as much of the advanced techniques as participants are able to handle.

The Advanced Sidecar Driving class is for sidecarists with some experience, who would like both accident avoidance strategies and better control of an empty sidecar in situations such as off-camber right-hand turns.

The advanced course takes most of a full day, similar to the Experienced Rider Course offered for two-wheeled motorcyclists.

If you would like an info packet to duplicate, send three stamps and a note to David Hough 93 Thunder Road, Port Angeles, WA 98362



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Coming Events

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

April 16-18, 1999, Doo-Dah sidecar rally and campout, Village Creek State Park, Wynne, Arkansas. Info: Spencer Bennett, 916 Charter Oak, Southaven, MS 38671. (601) 393-4887.

April 25, 1999, BMW motorcycle flea market, Winnebago County Fairgrounds, Pecatonica, Illinois. Info: Blackhawk Region BMW Assoc., (815)962-8911.

May, 1999, Yakima Unrally, Yakima, Washington. Info: Jay or Tara (206)631-2236. Jumbo Rally, Norway. Info: Sigurdur Bjarnason, Lobergsaleen 1, N-5032 Minde, Norway.

May 23, 1999, Advanced Sidecar Safety Program 8am-6pm, St. Louis, Missouri, Forest Park Community College, 5600 Oakland Ave., St. Louis, MO 63110. (314)644-9175. Cost \$64. Info: Gene and Bonnie Pettit, (314)838-7010, FAX 838-1599 or gebogiftwbell.net.

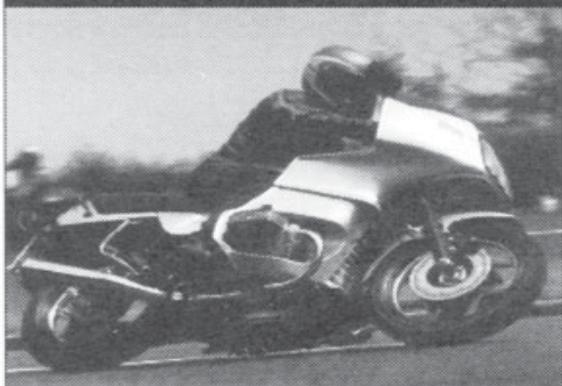
June 4-5-6, 1999, Pow Wow, Livingston County 4H Park, Pontiac, Illinois. \$6.00 per tent per night. Info: Northern Illinois Sidecarists (815)478-5609 or (815)476-0327.

June 25-26-27, 1999, Sierra Sidecar Spectacular, Mariposa, California. Info: Sierra Pacific Sidecarists, 390 Hallson Ln., Ben Lomond CA 95005 (408)336-2476.

July, 1999, Bigfoot Rally. Info: Bigfoot Sidecar Club, 6115 216th St. RR11, Langley, B.C. V2Y 2N6 CANADA. (604)543-6473. Holiday Rally, Norway. Info: Sigurdur Bjarnason, Lobergsaleen 1, N-5032 Minde, Norway.

July 8-11, 1999, USCA NATIONAL RALLY hosted by the Georgia Sidecar Club at Bald Mountain Park Campground, Hiawassee, Georgia. Info: Bill (770)979-2589, 1300 Compton Woods Dr., Loganville, GA 30249, Eddie (706)654-2648.

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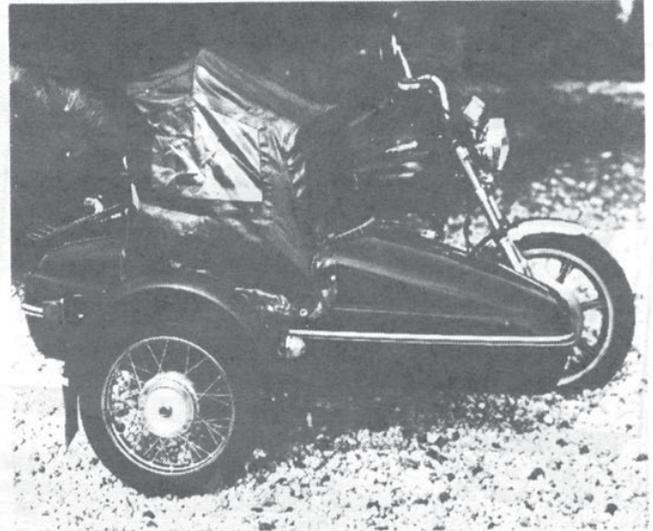
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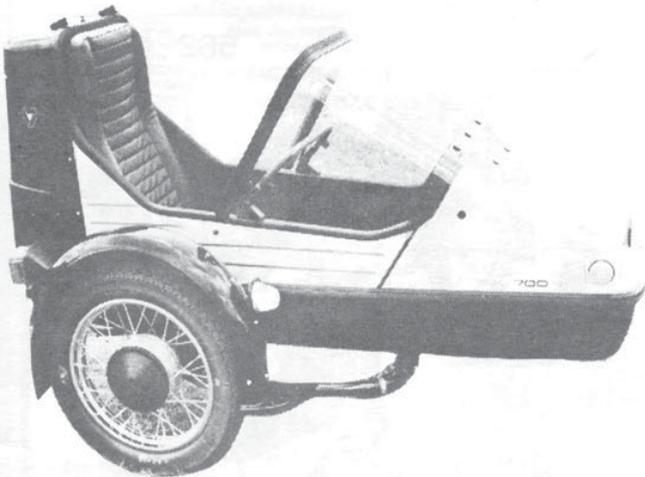
SPECIFICATIONS

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"
Tire: 3.50 x 16	Electrical system: 12v

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For Sale:

1981 Goldwing 1100 with EML Tour T sidecar, average condition, runs good, \$3,995.00. Carl Silverstein, 4204 Wild Plum Dr., Dallas, TX 75007. (972)394-2716.

Velorex 562 with new tire and spare wheel and tire, new w/s and tonneau cover, tilt open access, tilt frame, maroon, top \$850. Patrick Sprague, 4 Canaan St., Luray, VA 22835. (540)743-4874.

1993 Honda GL1500 with color matched Champion 1994 Escort sidecar, 14K miles, contact Wayne Heinzman, A446 North C Road, Phillips, NE 68865. (402)886-2223.

2nd Time Ads

For Sale:

1982 Vetter Terraplane sidecar, less than 1K, stored for years, black like new, must sell, \$2,500.00 OBO. Roy Hamley, 1119 Graybar Lane, Nashville, TN 37204. (615)269-3849

Velorex sidecar model 700S, black and silver with brakes and all mounting Hdwe. Incl. motorcycle sub frame, good condition, \$850.00 presently on BMW R75/5. Fred Tucker, 4204 So. Hwy A1A, Melbourne Beach, FL 32951. (407)676-4877.

New 96 Honda Asp w/Watsonian Cambridge (dbl wide) EZ Steer., aux tank, CB, back rest, driver boards, 15 in. rear wheel w/car tire, \$21,500.00. Carl Schantz, 3416 Stonewall Dr., Kennesaw, GA 30152. (770)974-3421.

Hannigan 2+2 sidecar, electric camber control, brakes, color matched to 90 Carmel Blue Goldwing. NE Ohio. Don Smedley, 2583 Oak Hill, Wooster, OH 44691. (330)262-7335.

1938 Steib 500S car with 1968 R60/2. 12,500 original miles on machine. Black. 1994 USCA National winner. \$4,900. Rod

Duncan, 10744 Wilson Road, Indianapolis, IN 46278. (317) 299-2055 days or evenings.

1995 BMW K1100LT with Hedingham sidecar (wide), 21,000 miles, Unit leading link fork, \$16,000.00 firm. Ed Johnson, 703 First St., Manhattan, IL 60442. (815)478-5609.

Wanted:

Sidecar, double wide only, any condition. Dennis Magnuson, 1638 Michigan Ave., So. Milwaukee, WI 53172. (414)768-7262.

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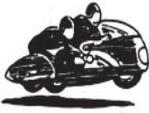
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USCA Books and Paraphernalia

Books and Catalogs

1. Driving A Sidecar Outfit:

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	
USCA Enameled Pin with lock clasp									\$3.00	
USCA Vinyl Logo Decal/Sticker									\$1.00	
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	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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Complete if you wish to be included in the Annual Directory

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

Please include any update information when you renew.

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Optional Donation to Sidecar Safety Training Program: \$ _____

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for application forms or include \$2.00 for sample news journal