

THE *SIDECARIST*



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ASSOCIATION, INC.**

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AUGUST
1999**

The Sidecarist

Contents

July 1 - Aug. 31, 1999

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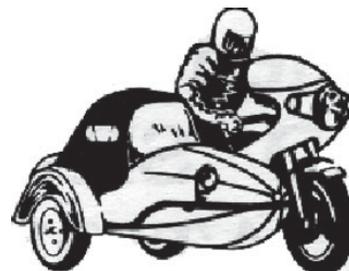
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COVER

Left to right, Pat Blackman's 1984 BMW K1100LT/EML, Bud Collins' 1982 Honda Goldwing/Ride-By-Side and Tom Morse's 1977 BMW R100/7/Ride-By-Side. See the article on page 16. Photo: Gordon Carlson.



Lean-out

In this issue, Mike Braverman takes us along for a ride on the Los Angeles to Barstow to Las Vegas dual sport run. I enjoyed typesetting Mike's article, because I was riding along with him in spirit, over much of the ground he covered. That's because I rode many of the routes he is mentioning, both by myself and along with Bob Carpenter, former editor of ROAD RIDER magazine. Some of the stuff I didn't cover on the LA to B to V, I had covered at other times, just exploring around in the desert, by myself or with a friend.

It was a few years back that I was doing all of this. If memory serves me correctly, my first stab at the B to V (before it was LA to B to V) was the "Roar of '84" road ride on my FT500 Ascot. By 1986 I had a XL600R, and rode the 180 miles to the Barstow start to participate in the last of the one day rides.

In 1987, it was a 150 mile ride to the start in Sunland, California, where Bob and I thumped up through the Angeles National Forest and out across the desert on Day One of the first two-day event. I had my 600R and Bob had a test KLR650. After an overnight in a better Barstow motel (Bob picked up the tab but before, I had stayed in some flop houses), we set off on Day Two and when we got to Vegas, Bob didn't want to stay and hit the road for the Los Angeles area, covering the miles with about one tank of gas on the KLR... the next day my ride home took two tanks.

Bob dug me up a test Transalp for 1988 to really test the machine, I took it through every "difficult" (vs. easy) section of the route, until the final leg into Vegas, where I was tired and just rode the highway in.

In 1989 I had corrected the fuel range problem and had my own KLR650. Bob was busy doing other stuff, but I rode the 150 cold miles to the start, and spent that and the next day running the two-day ride, covering some new ground that the ride committee had come up with, staying in flop houses again, and winding up with another cold 300-400 mile ride home.

Come 1990, Bob arranged for us to test both a Yamaha XT600 and a XT350. Bob wanted the 350 and I was curious about the 600 and comparing it to my own big-bore thumpers. I may have had the same long ride up to the start, but Bob was coming off the end of being sick. We took some of the rough stuff that year, but were getting to know certain sections that we had done before, and opted to by-pass them. When we hit Barstow that first night, he knew the better (cheap) motels and I had nailed down the location of a

wonderful Mexican restaurant.

Next morning (Day Two), we knew from the maps and roll charts that they were taking us up through some dusty, sandy roads we had ridden before, so we elected to by-pass that stuff, ride over Highway 58 and up US 395, then the Trona road, again picking up the route before it headed into Goler Wash and Death Valley National (then) Monument.

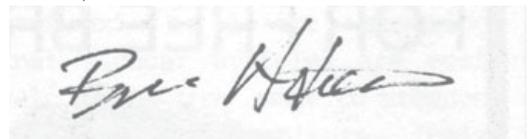
Up at Trona, Bob waved me over because the 350 was running poorly. The foam air filter was dirty beyond belief from one day of following the 600. We cleaned it up and continued through the mountains and Death Valley, finally arriving at Shoshone, where Bob was tired and elected to bail-out and head for home instead of Vegas. At the remaining check points, I would have to inform the crews of his leaving so the sweep truck wouldn't be out all night looking for him.

In 1991 our schedules wound up so we couldn't do Day One. We met at a Barstow motel and next morning looked at the route... figuring out all the bad stuff we had been through before that we didn't care to do again. Alan Girdler (former editor of CYCLE WORLD) was along that year with his wife who was riding her first B to V. Bob rode with them on the first excursion in to "kitty litter", but I by-passed it and followed their chase truck to the Ludlow check point. Way behind time, the trio finally showed up, one bike down and the worse for wear. Alan put the two bikes in the truck due to injuries and Bob and I continued the ride. That was nearly funny. I by-passed the next section figuring it too sandy from riding it before, but elected to ride the next section. In the year or two since I had ridden it, it had also gotten worse, but we were stuck. Had to go on.

Next check I said the heck with it and took the Interstate to the next to last check at what used to be Cactus Kates, across the road from Whiskey Peets at the State Line. Kates was boarded up and today, that is where the big roller coaster is at Wild Bills!

Next day, I rode home from Vegas the long way, down through Amboy, 29 Palms and Borrego.

What's this got to do with sidecars? Nothing except back then, the few that entered, rarely made it to Vegas on their own. Thanks, Mike. Good ride!



Letters

TALK & DEMONSTRATE RIGS

Dear Editor

This letter is in response to our President Jim Cain's message in the 1997 November-December issue of the *SIDECARIST*.

After receiving that issue and reading the quest for new members and maybe permitting trike owners to join USCA, I assumed our USCA membership was not increasing. I have been thinking about this scenario now, for over a year, and decided to respond.

I will address the membership with a question. Do you have any biker friends who have decided it is no longer safe for them to ride a two-wheeler? If this couple was considering a hack, what have you done in regards to helping them?

Let's assume now, in a very generous way, you took the friend's spouse for a ride in your wife's hack -- then you took the other spouse for a hack ride and also explained how you shift your butt on the left and right curves. Then you went even further while you were out on the ride and permitted your friend to pilot the rig for a while in a large, deserted, parking lot. Later, after the rides and try-outs, the couple purchases a trike.

Maybe you should have researched the scenario. If your sidecar rig would have been equipped with an electric leaner device between the bike and chair, you could have demonstrated how you could steer the, motorcycle with a switch on the handlebar. For example: comes a curve or a change of camber on the road, just switch on enough lean to be comfortable, then return to square one. In other words, you could have demonstrated to your friend that a sidecar rig with a proper leaner device, can be ridden almost like a two-wheeler. After all, motorcycling should be fun --right? Now go figure -- why your sidecar prospect is on a trike or gave up riding a motorcycle -- period.

During all the past years of motorcycling, I have never asked any sidecarist to let me try out their rig. But my first ride in a hack was in Craig Vetter's Terraplane and the pilot was Craig him-

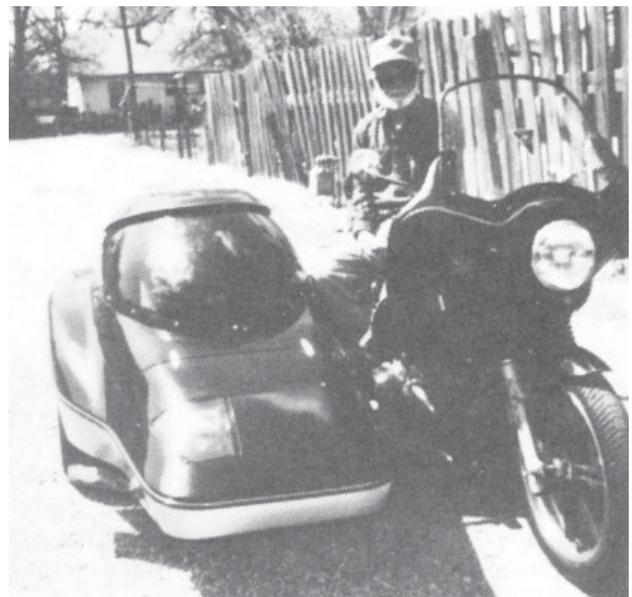
self. This took place in 1974, at Table Rock Park in South Carolina, at our 2nd BMWMOA National Rally. Then, many years later, our friend Tom Boone took me for a ride in his EML. Then he offered to let me pilot the rig back to our campsite, about 12 miles total. I accepted. He also took my wife for a ride. Later, I thought how brave this friend had been to let Me -- a novice -- pilot his rig while he rode in the sidecar.

In 1995 while at an IBMC campout in Kansas, a new friend, George Worley, let me pilot his 1500cc Honda with a Hannigan Sport. The rig was equipped with an electric leaner.

My wife and I are unable to ride two-up any longer. We purchased a hack and here we are with three years, two months and 32,000 miles of sidecaring to our credit and we LOVE it. Our decision to purchase a hack and be happy with it, we owe to these nice people who took the time to talk and demonstrate their rigs to us.

I have been thinking about the wording at the lower section of the *SIDECARIST* front cover, which reads: "Membership in the USCA is open to all interested in sidecaring." I would believe trike owners have the right to join USCA by the above quotation. All that is needed now is invite them to join up.

Cliff Smith #5564 Blackwell, Oklahoma



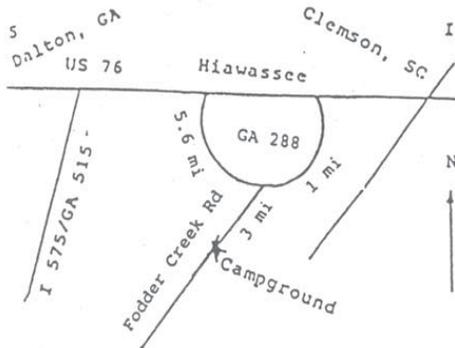
Rally

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

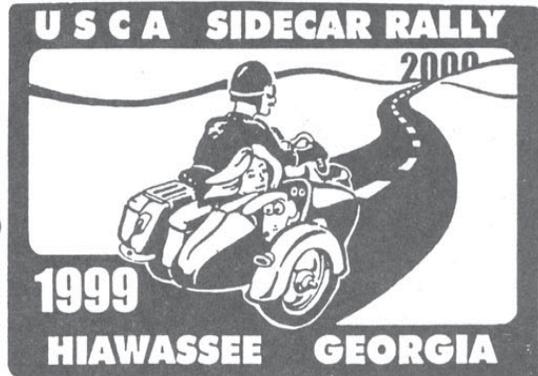
Campground Features

- * 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.



Rally



Canadian
SIDECAR
Wingham
OWNERS CLUB 1999
NATIONAL RALLY

JULY 30 & AUGUST 1&2

Location: Wingham Trailer Park
West End of John Street
(watch for signs!)
Wingham, ON
NOG 2W0

Early Registration Deadline: July 5, 1999
All forms must be postmarked no later than July 5!
Registration fee includes: Saturday Night Bar-B-Q



Coffee & Donuts
Lots of country roads
2 mapped rides
Children's games
Sunday dinner road trip
and more...

Rider's Name _____ C.S.O.C. Number _____

Co-rider's name _____

Address _____ Phone Number _____

Please register _____ Adult CSOC member(s) @ \$20.00/person (\$24 after July 5)
 _____ Adult non-member(s) @ \$24.00/person (\$28 after July 5)
 _____ Children 6-16 @ \$11.00/person
 _____ Children 5 & under no charge

Camping fees \$16.00 per family per night (includes water, hydro & swimming)

Fri. Sat. Sun. _____ @ \$16.00 = \$ _____ camping fees Cdn. funds

TOTAL REGISTERED _____ TOTAL REGISTERED \$ _____ Cdn. funds

TOTAL AMT. \$ _____ Cdn. funds

Make check payable to:

CANADIAN SIDECAR OWNERS CLUB
C.S.O.C. c/o Corey Wormington
Box 772
Wingham, ON NOG 2W0, CANADA
(519)357-3881
wormster@bmts.com

Run

1998 LOS ANGELES TO BARSTOV .. TO LAS VEGAS .. SIDECAR STYLE



In the previous issue, Walt Fulton (above) and Mike Braverman have covered the first day of the LA to Barstow to Vegas dual sport ride with Mike's "flying tiger" rig. It is Mike's second year running a sidecar rig on the ride and he thinks he is better prepared for the desert this year. We pick them up at the start of day two in Barstow.

By Mike Braverman

We left Barstow the next morning at sunrise and made our way past Calico Ghost Town and then Chimney Rock. It was very cold. I had just started into a fun sand wash section when I noticed the throttle was stuck open. We made it out of the sand onto a hard packed area and began to look over the bike. After a few minutes, our initial inspections showed nothing wrong; both cables appeared to be doing their job... opening and closing the throttle. I just couldn't bare the thought of ending our ride this way... just having completed only about 20 miles of the day's ride. This meant our first trailside repair was upon us. After removing the seat and gas tank, we got a closer look at the cables and linkage. Eventually, I found a small rock that had lodged itself against the stop where the throttle linkage would normally come to rest. After about a 45 minute delay, we were back on the road (so to speak).

After the sand wash, we found ourselves on a 50 mile stretch of power line road under a 30 mph speed limit because of the desert tortoise area we were in. As we left the reduced speed section, I picked up the pace a little bit (okay... a lot) and then

encountered another eye opener. We were traveling along at about 50 mph, just minding our own business, when out of nowhere (again) we found ourselves exiting stage left across the desert. We had hit a pretty good size rut and the front tire must have hit it at a slight angle. The only thing that kept me from leaving the bike (well, actually I had left the bike but stayed somewhere in the vicinity of above the bike with feet and hands flailing wildly) was that Walt had reached over and grabbed the back of my jacket and held me from coming off completely. After at least 150 feet of bouncing off the dunes and through the bushes, I somehow got my hands back on the bars and regained control of our 1000+ lb. sidecar rig and got back on course. Strike two. This must be where the footpegs completed their journey and ended up pointing down to the ground at a 45 degree angle. Another few miles and we came into the check point and spent over an hour removing the pegs and bending them back with the help of the Honda Factory support truck. Thanks guys!

From there, we were nine miles from Baker and our first gas stop. After fueling, we asked one

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Assistance for all riders at check point number one on day two, thanks to the Honda support truck and crew. Honda has provided this help as good will for many years.

of the officials about the upcoming section that was marked on the map, "use caution". He told us that section was absolutely the most fun of the whole two day ride. Hmmmm... let's see. Most fun must mean that it wouldn't be sidecar friendly. He assured us that we could make it through. By this time, it was after 12:00 noon and we had a decision to make. We could take the bail out pavement (like the other obviously clearer thinking sidecar teams) or try to catch some dirt at the end into Las Vegas, or we could continue on and bail out later if it started getting late. We decided to press on in the dirt. You see, last year I was only able to ride about half the course because of numerous mechanical problems. I really wanted to try and complete the course this year. This desire probably clouded my otherwise (up to this point) sketchy judgment even more (remember the previous two strikes?).

So off we went. Well, this section started out just like we were told. Great terrain and great scenery. it was at this point we encountered some

rain. We followed some train tracks and found ourselves rolling along; up and over and down through these washouts that were fairly soft. We would drift back and forth, up and down and I remember telling Walt that "as much as I hate to admit it... I guess that guy was right". It was without a doubt, some of the greatest terrain and views that we would encounter all weekend. This went on for several miles and then we hit the SAND. Strike three. This was like no sand I had ever ridden in. it had absolutely no bottom. because of the weight of our rig and our combined weights (mine factoring - quite a bit more into the equation than Walt's!), we spent the next 15 miles with the engine spinning close to redline to keep us flying along at a whooping five to ten mph. No wonder where that tank of fuel went.

After passing a caravan of Jeeps and 4WD's, we somehow got upside down. (Is there such a thing as strike four?) Apparently, my sidecar wheel hit a rather large mound of dirt and flipped us over.

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We luckily weren't moving too fast but fast enough that I couldn't stop the hack from coming all the way over. The next thing I knew I

was lying on the ground looking up at Walt who was on his hands and knees supporting the sidecar and straddling me and we were both under the sidecar. I wiggled my way out and helped Walt get free and we both just checked out the situation. We righted the hack and finished tearing off all the stuff that had broken (turn signals, number plates, etc.). The left handlebar was bent at a right angle and it put a crease in the left side of the tank. I turned the bars to the right and got on the seat and pushed the left handgrip with my boot and was able to bend it to the point where I could at least turn left again and took off.

We had managed to stay in front of the 4WD's and this proved to be a Godsend because before too long we found ourselves buried up to the spark plugs and had no choice but to sit and wait for the sweep truck. When the four wheelers went by, they stopped and offered to winch us out. So they pulled us out and somehow we got it moving and jumped on. Finally back on the road, we completed the sand section and made our way through the Dumont Dunes recreation area. We then came upon the Amargosa River and made several water crossings as we followed it along the base of the cliffs and then found ourselves picking our way through an ever narrowing canyon. We ended up having to actually pick up the bike in some areas to get by some big rocks that littered the trail. At this point, we dumped in the extra fuel that we were carrying. The sand had literally swallowed a full tank of gas and we were hoping to make it to the last remote gas stop.

We came upon the last challenging turnoff and thought we would take it for a couple of miles to get some good video footage with the helmet camera Walt had brought. We turned around and went back to the turnoff but this proved to be a problem as we ran out of gas again climbing over the Kingston mountain range (another strike?). We

turned around and coasted about a mile back down to a silver mine we had just passed. I went on foot to try to find some help or gas, but instead only found a pot bellied pig the size of my sidecar. With one eye on the pig I poked around to look for a gas can. No luck. By the time I got back to the sidecar, a couple of solo riders had stopped to donate a little gas to us so we could get to the next gas stop (or so we would have hoped). The pig even showed itself outside the mine, thus proving to everyone there I hadn't lost my marbles and seen something that wasn't there. While one of the helpful solo riders fought with the small open end wrench from his tool kit to try and adjust his chain, I pulled out a 15 inch adjustable wrench from my trunk and asked him if this would help. You should have seen the look on his face!

Aaaahhh... another sidecar plus.

We eventually made it over the crest and started down the other side. The bike had been running poorly for a while which didn't help the gas mileage. Apparently, something was affecting the gas flow and we had to run with it at full throttle to keep up any kind of speed. We came down out of the mountains and were starting to watch the daylight diminish as we hit a very sandy, heavily washboarded road. We knew we were getting close to the gas stop but unfortunately didn't quite make it. We lifted the sidecar up as far as we could to let whatever gas there was in the tank fall over to the left side where the fuel petcock was. It didn't help. We left a note on the bike with an arrow pointing to a ranch off in the distance that we had taken off toward to search for gas. By now, I was really tired and starting to feel the effects of having Walt and the bike on me when we flipped over. I tried to tell Walt that maybe one of us might want to stay back with the bike in case someone came by. No luck... I guess he didn't get my hint. We took off across the desert and walked to Two Hawks Ranch and luckily, ran into Lee Wilder who owned the ranch. Not only did he have a gas pump on the premises, he four wheeled us back to the bike. By now, it was

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completely dark. After gassing up the bike, he followed us till we were out the main dirt road that would take us to the gas stop. Thanks Lee! But by now, we had lost over an hour once again. That made a total of over three hours lost... OUCH!

Well, let me tell you that we got to the gas stop in about three minutes. That's how close we were when we ran out of gas the last time. Now I'm thinking back to our little side trip for some video footage on the challenging section. Boy, that better be some g00000d footage. The people at the gas stop said we were the last vehicle to come through. Everyone else had either already been through the check point or had been accounted for as they bailed out to Vegas at an earlier check point. Well, we got gas and limped into Las Vegas with the support vehicle from the gas stop behind us. We missed out on the last 30 miles section of dirt road, but all things considered, I was very pleased we got as far as we did. Quite an accomplishment with all that we faced that day.

As always, the sidecars put on quite a show. Perry got the sidecar award at the Saturday night awards banquet. Only six sidecars out of 300 bikes, and we got the largest picture in the CYCLE NEWS coverage and also got some coverage on the Moto World motorcycle TV show. I'm planning something new for next years LA to B to V.

If you'd like any info on dual sport sidecars, please contact me at:

Mike Braverman, 13691 Gavin Ave. #643, Sylmar, CA 91342. (818)364-5867.

<http://home.earthlink.net/~sidecarmike> (web site),

sidecarmike@earthlink.net (e-mail).

Or you can go to www.sidecarcross.com and click on the dual sport sidecar page for info.

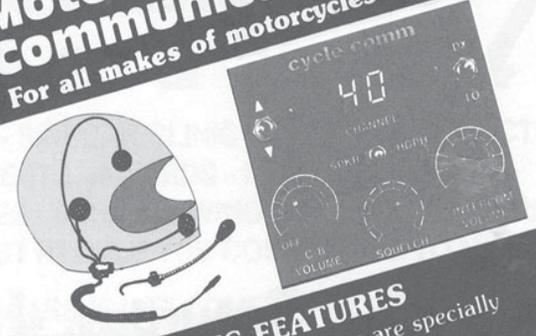
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Rally

BRASS MONKEY AT EL GOLFO, MEXICO

By Jack Zollars

The 1999 Monkey was held during the Presidents Day Weekend, February 19-22, and weather and turn out was excellent. After trying to count all who attended, and getting a different number each time, I averaged it out. Approximately 30 bikes with approximately 18 of them with hacks.

We had everything from restored BMWs to new BMWs, Gold Wings a bunch, we had hackers from Colorado, California, Arizona, Oregon and probably elsewhere, but I missed seeing their license plates. Had a couple of breakdowns but no one left behind and everyone took care of each other as always.

All in all a good rally.

The 1999 rally was held at El Golfo De Santa Clara, Mexico, 100 miles south of Yuma, Arizona. This was (I think) our fourth visit to El Golfo.

There had been some changes since we were last there. The cantina, formerly owned by "Carlos", has been sold to a very nice couple and Carlos has retired to his compound (below the Cantina). We got to talk to him Sunday morning before he went to work south of us, helping some friends set up some kind of a camp/cantina.



The author's "new" rig, a Kawasaki Tengai KLR650 thumper with California Companion sidecar.



Part of the Brass Monkey encampment on the beach of the Sea of Cortez, with the mountain range of Baja California just visible through the haze.

Rally..

BRASS MONKEY AT EL GOLFO, MEXICO..

My trip:

I left Lancaster, California, on Thursday, February 18 at 3:30p.m. This was the same day the wind was blowing big rigs over on Cajon Pass. As I was nearing Palm Springs... 110 miles and four hours later... I was running in third gear at 30 mph or so and fighting the cold wind and said to myself "At the Motel 6 I'm stopping!".

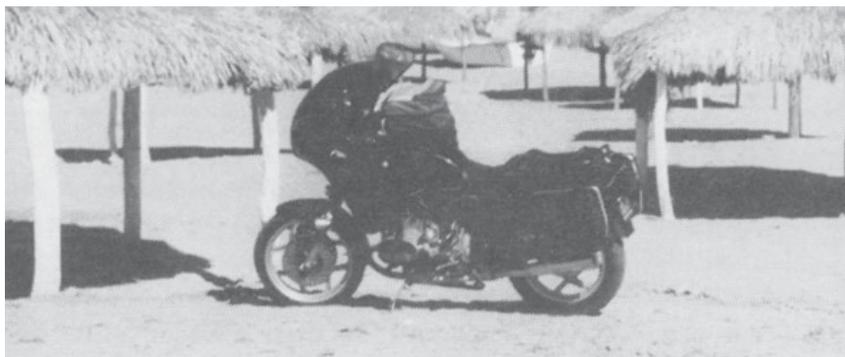
Well you know how it goes, I saw a motel and by then the wind had stopped. So I passed it by and a couple of miles later wind started again and then I did finally stop.

I was riding my new (to me) rig, a KLR650 with California Companion on the side. 650 pulls hack real good but not with a head wind like hurricane force.

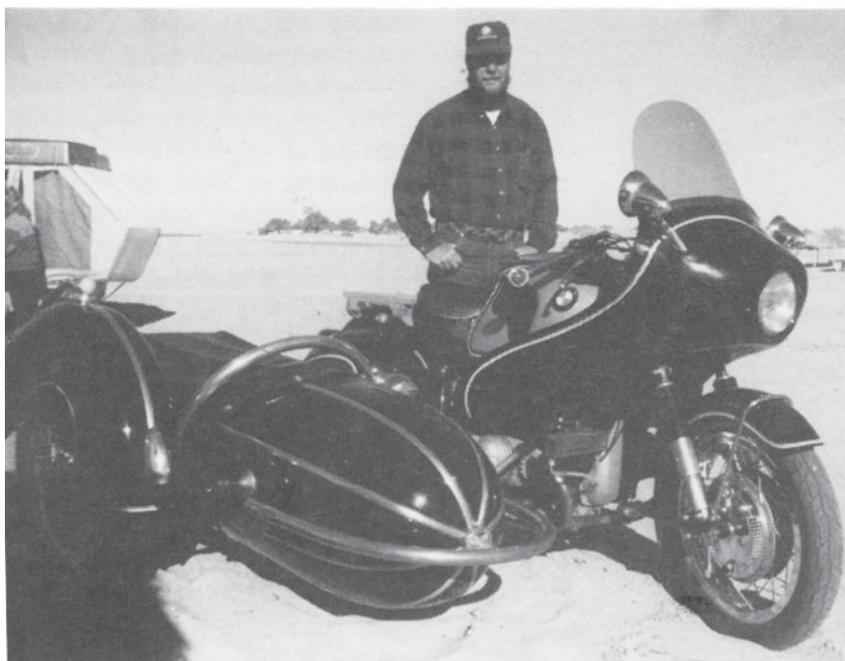
Friday morning at 9:00 I met up with Phil Frederico as planned at Salton Sea, and we headed for Yuma with a tail wind (HOORAY). We cruised along at about 70 mph and arrived in Yuma at 11:00a.m. California time, met with Frank and Marcia Lee, Jim and Nancy Murphy, from Kingman, Arizona. We all had lunch and headed south, arriving in El Golfo about 3:00p.m. and then discovered the tail wind was now making the task of erecting a tent a two or three person job, but we all got them up and tied down and slept very well.



Colorado BMW conversion/Ural;



Karen's BMW;



Dave Tenpenny.

Rally..

BRASS MONKEY AT EL GOLFO, MEXICO..

Saturday morning arrived with the wind dying down and the weather for the remainder of the event was ideal. Saturday we all met and renewed our friendships old and new, and as always, that is what makes the Monkey the Monkey as far as I'm concerned!!

Jake was there this year as he has been for many, many years and has extended the community of Mulege, Baja California, for the Monkey in the year 2000. We have been to Jake's before and the hospitality is unbelievable (yes, live able). Jake really took good care of us and I for one, can hardly wait. Hotels are available in Mulege, and camping (primitive) is available at the foot of Jake's driveway. I'll be camping below Jake's house as a lot of us did last time. A cantina is right next door. Beach across the road.

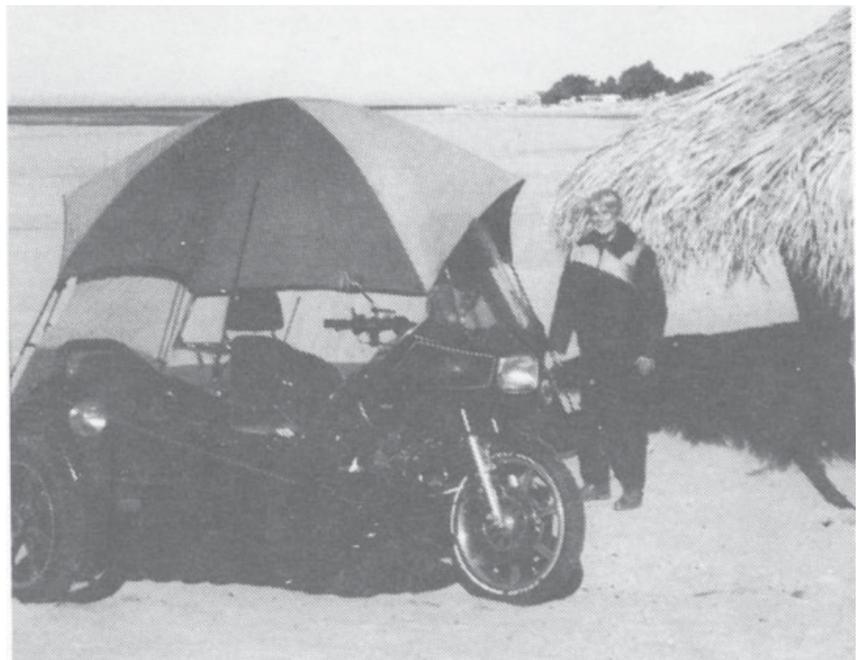
Remember Mulege is 700 miles from Tijuana, or shorter from Mexicali, if you ride the beach. Hope to see you all there.

On a sad note, Fast Eddie Tetrault, who made the Monkey since 1990, from Olympia, Washington, passed away January 1, 1999. His wife Zane, says his beautiful 1985 GL1200 SEI with Motorvation Formula II with all options is for sale.

Me, I'm going to Alaska, July 1999. Keep the rubber down.



BMW/EML;



Marcia Lee with Yamaha 1100/Vetter;

Rally..

BRASS MONKEY AT EL GOLFO, MEXICO..



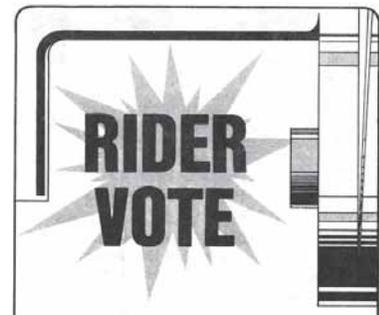
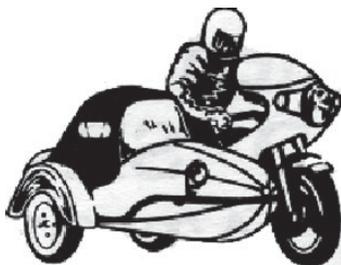
Cantina;



Jake Jacobs' BMW/Ural;



**Jim and Nancy Murphy with GL1500/
Motorvation, and Marcia putting in 20 worth.**



Event

MID MICH BMW AND RIDE-BY-SIDE SIDECAR 4th REUNION PICNIC



By Tom Morse

On August 30th, 1998, the 4th BMW/Ride-by-Side Reunion Picnic was held at Rowden Park, Lapeer, Michigan. The attendance was down from the previous year, due to the rain clouds doing a dance around the state. However, the spirit of the people attending was not dampened by the little bit of rain that did fall.

There was about 70 motorcyclists, 20 solo bikes and 30-plus sidecars. The highlight of the picnic was a 38/57/98 Chinese built BMW/sidecar. The Chinese copied the 1938 BMW and are using the rig in their military and police forces. The rig was bought in China by Stephen Mason and shipped to Lapeer, Michigan. The outfit was built in 1998 and titled as a 1957 to keep the government happy.

The Mid Michigan BMW Touring Club #53, started sponsoring this event with Chuck and Ardis Foust, of Ride-by-Side Custom Sidecar Company, four years ago. The club has 20 or more sidecarists as members, so they decided to register as a sidecar club with the United Sidecar Association.

The rich history that BMW has had in sidecaring made this a positive step for the club to make. The club is trying to fill the void left, when the Great Lakes Sidecar disbanded.

The mission of the picnic is to promote BMW motorcycles, sidecars, and, recruit new members. To teach motorcycle/sidecar safety, and to bring motorcyclists together for a good time, regardless of what brand they ride. With C.J. Foust of Ride-by-Side and Gary Haynes, to show how to hook up and ride sidecars, and members of Mid Michigan BMW Touring Club with over a million miles of sidecaring, there is a wealth of information to be learned at the picnic.

The 5th Reunion will be held August 29, 1999, at Rowden Park, Lapeer, Michigan, at 1:00p.m. The club has a pavilion reserved, so if it rains, come by four wheels.

For more information, contact Ride-by-Side, C.J. or Ardis, 10475 Maple St., Box 333, Hartland, MI 48353-0333, (810)632-7593 or Mid Michigan BMW Touring Club, Attn. Jann, 6300 Church St., Marlette, MI 48453, (517)635-4865.

Event..

MID MICH BMW AND RIDE-BY-SIDE SIDECAR ..



Photos, clockwise from above:

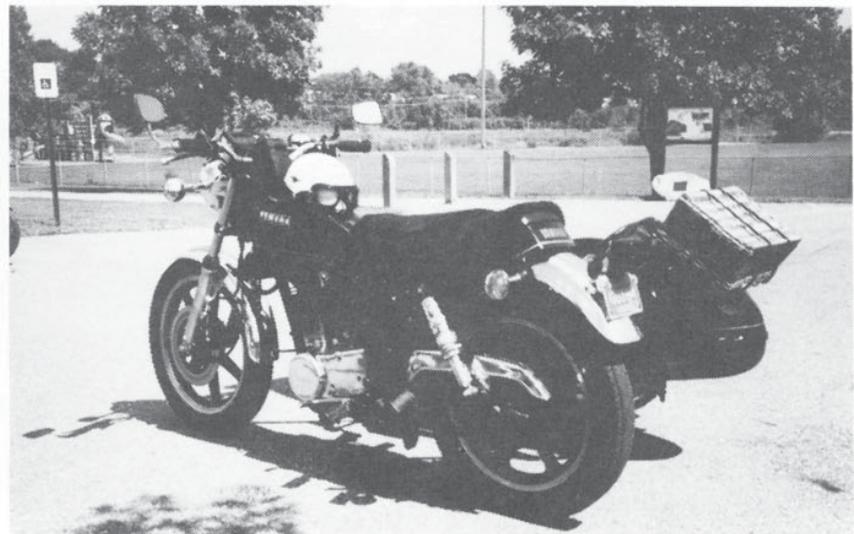
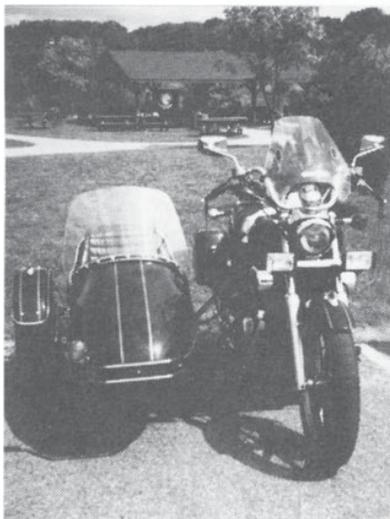
Pat Blackman's BMW K-bike/EML sidecar;
38/57/98 "BMW" Chinese rig of Stephen Mason;

Richard and Norma Kraus' 1990 Harley and
sidecar;

Egor Potter Yamaha thumper with Ride-by-Side;

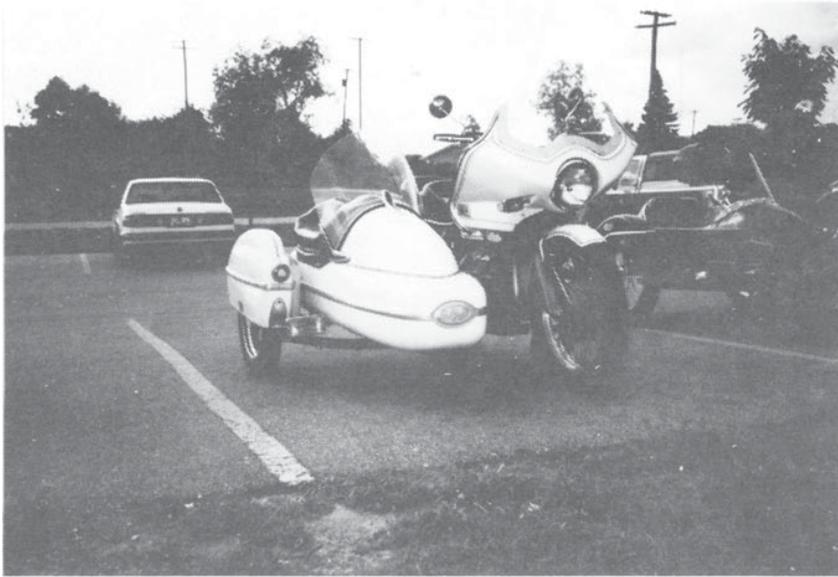
Chuck and Ardis Foust's 1989 Kawasaki Vulcan/
Ride-by-Side.

Photos: Clayton Kellogg.



Event..

MID MICH BMW AND RIDE-BY-SIDE SIDECAR ..



Photos, counter-clockwise from above:

Tom Morse's 1977 BMW R100/7 and Ride-by-Side.
Photo: Gordon Carlson;

1971 BMW R75/5 with 1971 Jawa sidecar belonging to Bud Collins;

Michael O'Shannick's 1982 GL1100 with Hannigan Astro;

1985 Honda Goldwing/HitchHiker belonging to Bill and Amy Temple;

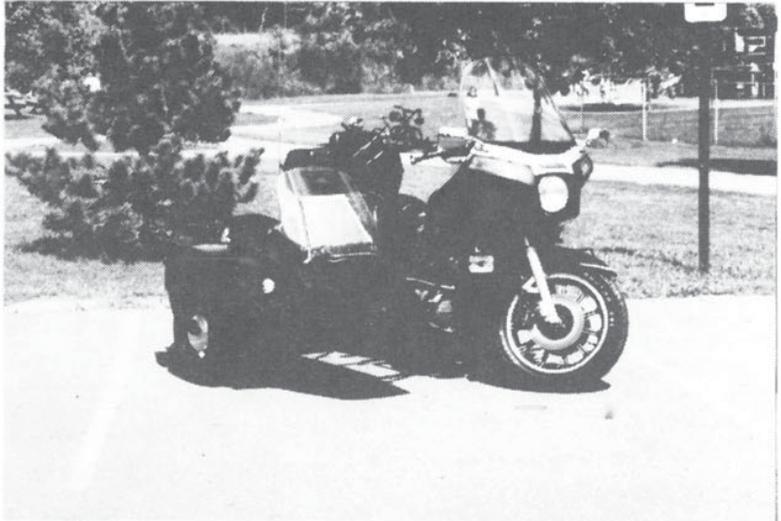
Mike Morey's Honda Goldwing/VW trike.

Photos: Clayton Kellogg.



Event..

MID MICH BMW AND RIDE-BY-SIDE SIDECAR ..



Photos, clockwise from above:

BMW K-bike with Ride-by-Side (didn't find owner);

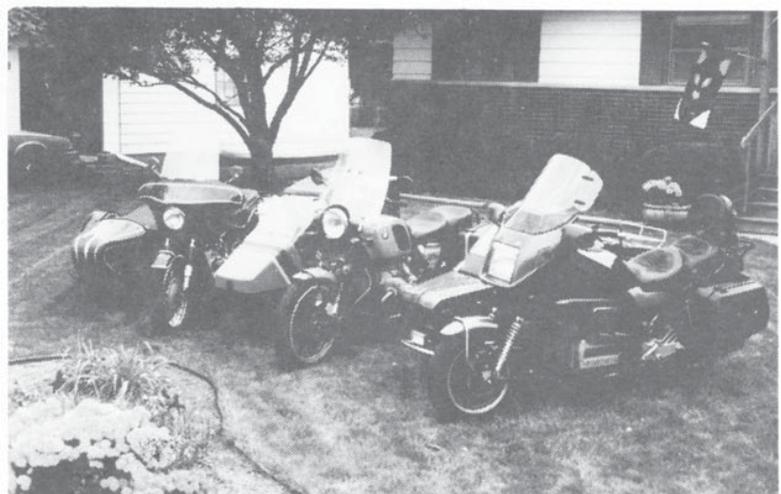
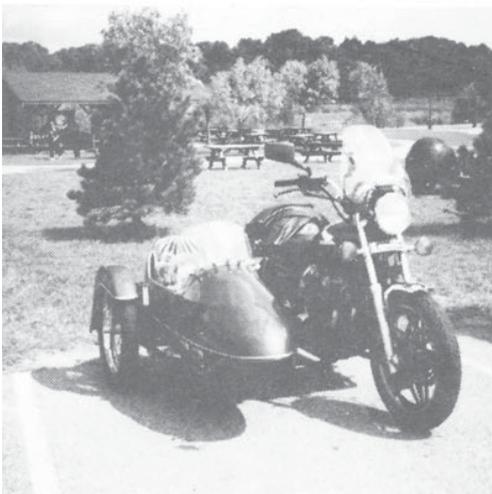
**Todd Morey's Goldwing with Bingham sidecar,
Photos: Clayton Kellogg;**

**Clayton and Geri Kellogg with their Honda
Goldwing trike;**

**1965 R69S with late 40s Hollandia sidecar, 1976
R90/6 with Velorex 700, 1985 K-100RT with EML
Tour T all owned by Lloyd and Norma Elmer,**

Photos: Gordon Carlson;

**Honda/Ride-by-Side with another lost owner,
Photo: Clayton Kellogg.**



Event

ANNUAL POLAR BEAR

By Ed Johnson

The 32nd Polar Bear Ride had fewer riders than most of the previous events. The temperature was 05 degrees F above zero at the start of the day, January 1, 1999, with a light sprinkling of snow. Only the most hardy came.

I have only missed five of the New Year's Day runs. And this was one of the five. I did not ride two of the Polar Bear Rides because of health reasons, and three because of economic problems.

Bob Janick, long time Northern Illinois Sidecarist member, led the charge with a Suzuki Cavelcade/Motorvation rig. The distance traveled was slightly under 30 miles. Afterwards, we had lunch at a restaurant in Sauk Village, Illinois.

Our point of origin, Harley-Davidson of Crete, Illinois, had moved to their new 17,000 square foot building on Interstate #394, and the Polar Bear Ride left from there.

An AMA Sanction has already been applied for, the year 2000 for the 33rd year running of the Polar Bear Ride.



With the beard, Jack Wheeler, who rode his first Polar Bear astride a Honda S90. Been at most of the rides since.



Tim Hurley, Mary Ellen Shimkus and John Clyborne.



A cold morning.



Big Lou and wife Ann, who head the Chicagoland Toys for Tots parade, and assist at the Polar Bear.



Marilyn Johnson helping at sign-in.



Our leader for 1999, Bob Janick and wife Joan.

Rally

URAL HOMECOMING

By Doug Bingham

The first Ural Homecoming Rally was held July 26-27, 1997, and centered around the headquarters of Ural America, in the Seattle, Washington, area. Dignitaries included Alexandre and Valentina Ivanov, president of the Russian company and wife, and export sales manager Nikolai Korestolov. All told, there was an impressive show of Ural rigs and everyone seemed to have a fine time of it.

This past year, the second Ural Homecoming Rally was held August 22-23, 1998, at Camp Waskowitz, Washington, located in the scenic Cascade Mountains.

One notable owner in attendance was Bob Gilmore from Pennsylvania, who rode his Ural outfit to both of these rallies. So much for the myth that Urals can't go the long distance, but Bob didn't say how long it took him. Another long distance owner in attendance was Fredda Cole from Massachusetts, and then there was Scott Norwood, who rode up from his home in Texas, "to beat the heat".



Ural owners in attendance did what most of us do at rallies... talk machines and trips, get together for group rides (in this case, through the very scenic Snoqualmie Valley), and of course there was a tech session and the ever popular sidecar games to see

which team was really good. Ural owners have their own newsletter called the STAR REPORTER, which featured a nice photo spread on this year's event, in the Winter, 1998, issue.

Rally..

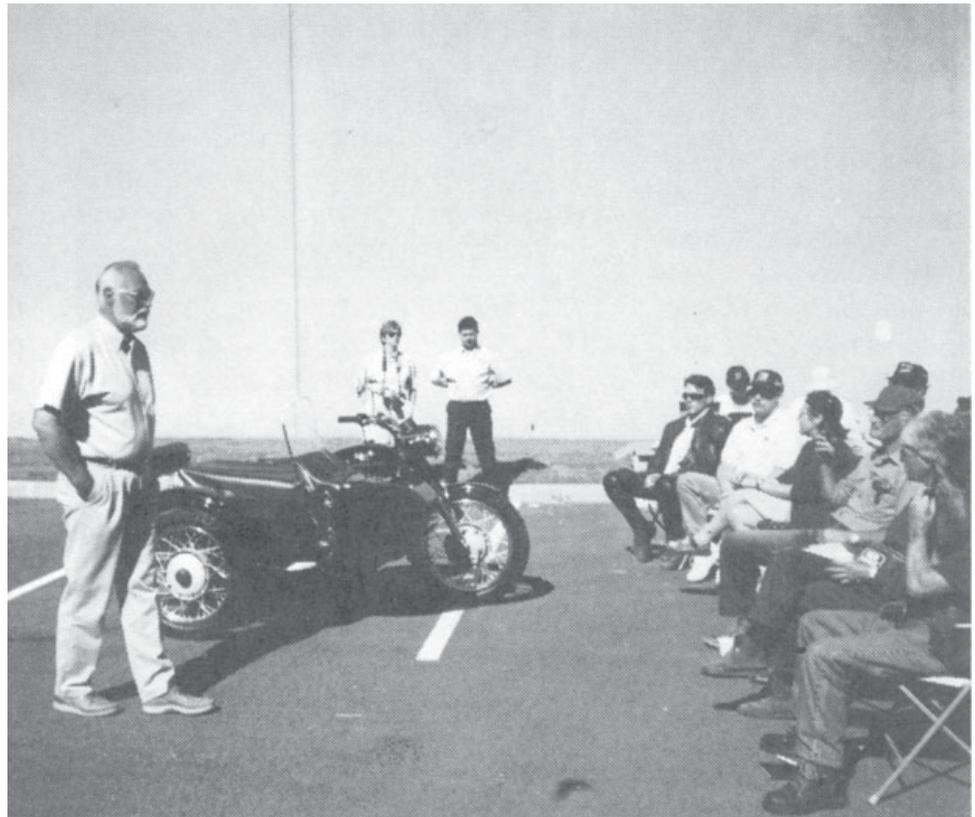
URAL HOMECOMING..

For more information about the publication, contact Ural America at P.O. Box 969, Preston, WA 98050.

Late word is that the 3rd Annual IMZ-Ural Homecoming Rally will be held August 21-22, 1999, again at Camp Waskowitz.

According to Ural America personnel, Camp Waskowitz is about nine miles up I-90 from the Preston headquarters of Ural America.

Attendees will have lots to talk about including numerous changes for 1999 models including electric starting, constant velocity carburetors, new air filter box and element, improved electronic ignition and Type 2 transmission.



Training Rig

IN SEARCH OF NEW SIDECAR RIGS

By David L. Hough

One of the big hangups that prevents many people from getting into sidecarring is finding an entry level outfit. Few people want to spend big bucks on their first rig, before finding out whether they like three wheels, or would prefer to limit themselves to two-wheelers. The novice sidecarist faces the same dilemma as a training site that needs sidecar rigs for student use. What outfit would you build, if you were limited to say, \$3,000?

For the standard "MRC/RSS" novice courses for beginning two-wheeled riders, the majority of training bikes are 250cc Japanese machines from various manufacturers. Dealers can loan bikes for training, later sell them as used, cost being absorbed by the importers.

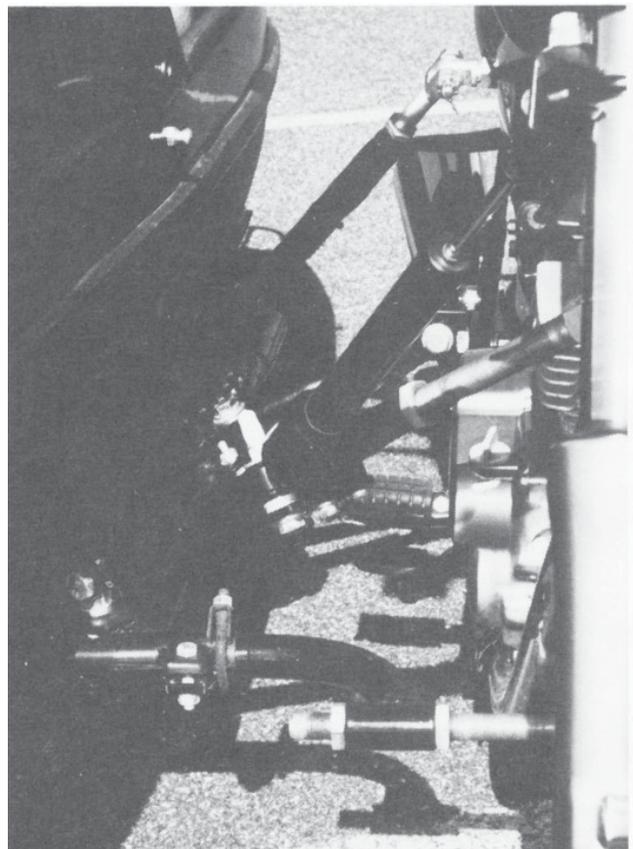
The Virginia Rider Training Program elected to buy a fleet of their most common training bike, the Honda 250 Nighthawk, attaching the lightweight Velorex 562 sidecar. VRTP contracted with noted sidecar assembler Kurt Liebhaber, to design suitable attachments to connect the stock Velorex to the Nighthawk. Kurt came up with a five-point mounting system plus VW-style steering damper, using as much of the standard Velorex hardware as possible. Kurt also designed a sub-frame for rear sidecar mounts to the motorcycle, strengthening the area from the transmission up to the rear frame behind the shock mount.

Chief Instructors and SSP staff are watching the results with interest, to see whether the Nighthawk/Velorex outfits stand up to the punishment of student use. The results in training showed the design to be quite acceptable. The only "failures" were bolts and locknuts which loosened, possibly needing thread sealant. The primary limiting factor of the Honda 250 Nighthawks wasn't the power, but the limited braking capacity of the smallish front drum brake. Since quick stops and skids are included in different exercises, it would be preferable to find a training bike with a more powerful front brake.

Selling the idea of sidecar "beginner" training to motorcycle safety programs is a tough enough job, without the added frustration and expense of building "one-off" training outfits. To that end, the Virginia

Rider Training Program is helping us learn some important lessons. Will the 250 Nighthawk/Velorex be the standard? That remains to be seen.

Since the Virginia Rider Training Program is the first in the nation to include novice sidecar courses in its motorcycle safety training, there have been some interesting discussions over the past year about entry level training rigs.



Training Rig..

IN SEARCH OF NEW SIDECAR RIGS..

Machines loaned to training sites are usually restricted to use for Motorcycle Safety Foundation rider courses, so they can't be used for sidecar training. But many training sites have discovered that it is cheaper for them to purchase their own machines and keep them for several years, rather than make expensive cosmetic repairs to loaner machines at the end of each year. For sites who own their own bikes, it is acceptable to use the same machines for either solo or sidecar training. Providing, of course, that a matching sidecar can be obtained.

The advantages of using the same bike for either solo or sidecar use is lower purchase cost, lowest operating cost, and commonality of parts, supplies, and servicing. And, as we've noted, training sites currently limit their beginner bikes to 250cc.

VRTP initially felt that steel plates loaded on the floor of the sidecar would be sufficient for the novice exercises, and preclude having to get passengers in and out of the sidecars. But training confirmed that carrying a passenger was better, both because more weight in the car provided less initial fear of right-handers, and because the passenger could learn a great deal by observing what the driver was doing. To make it easier to get into and out of the sidecar, windshields were removed. Current models of the 562 sidecar have a grab-bar/stiffener bridging the top of the cockpit, which made it difficult for larger students to squeeze into the car. VRTP is considering modifications to this grab bar to provide more leg clearance.

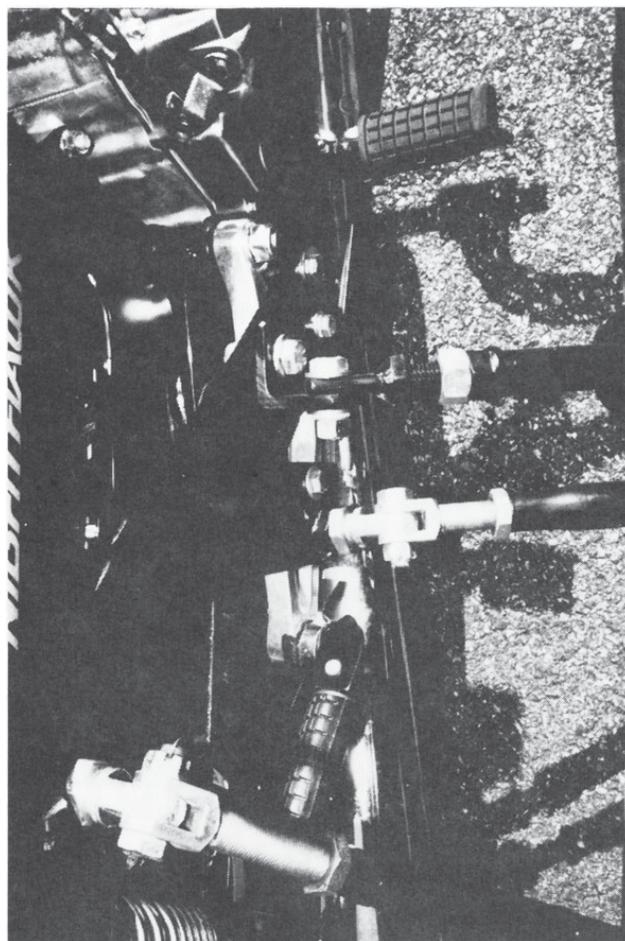
In the novice exercises, another student is carried in the sidecar for ballast. Some students are in excess of 250 lbs., which loads these tiny training outfits with almost 500 lbs. The 562 sidecar wheel/axle also was watched carefully during cornering exercises, especially with a heavier-than-normal passenger aboard. While considerable wheel/axle/swingarm flex could be observed, nothing broke or bent out of shape permanently. However, it was observed that the Velorex 562 was at its limits carrying a heavy passenger.

Because small rigs such as the Nighthawk/Velorex outfits are relatively light weight, stock steering trail is acceptable for range use. Yes, it would be

desirable to reduce steering trail, but that would increase the cost and make the machines unsuitable for solo use, if needed. Since students get frequent breaks when trading off the outfits, fatigue doesn't seem to be a problem.

The Evergreen Safety Council, the second largest motorcycle training site in Washington State, has decided to add sidecar courses to their program, and is in the process of trying to decide whether to duplicate the Nighthawk/Velorex rigs used in Virginia, or to build larger, sturdier training rigs.

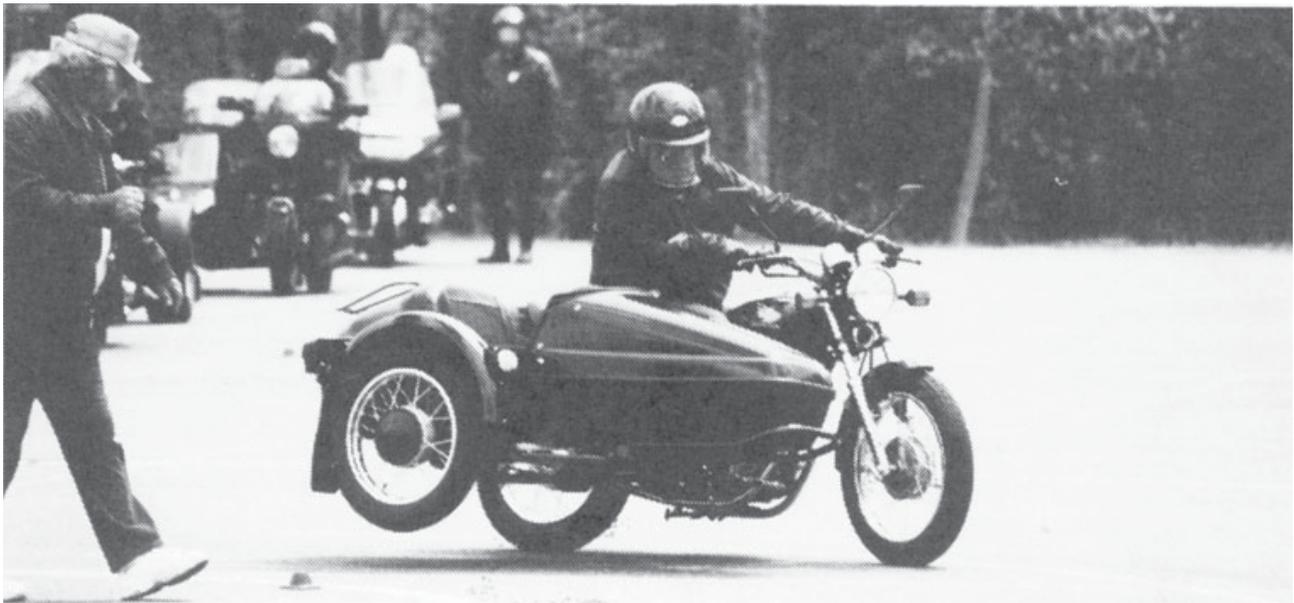
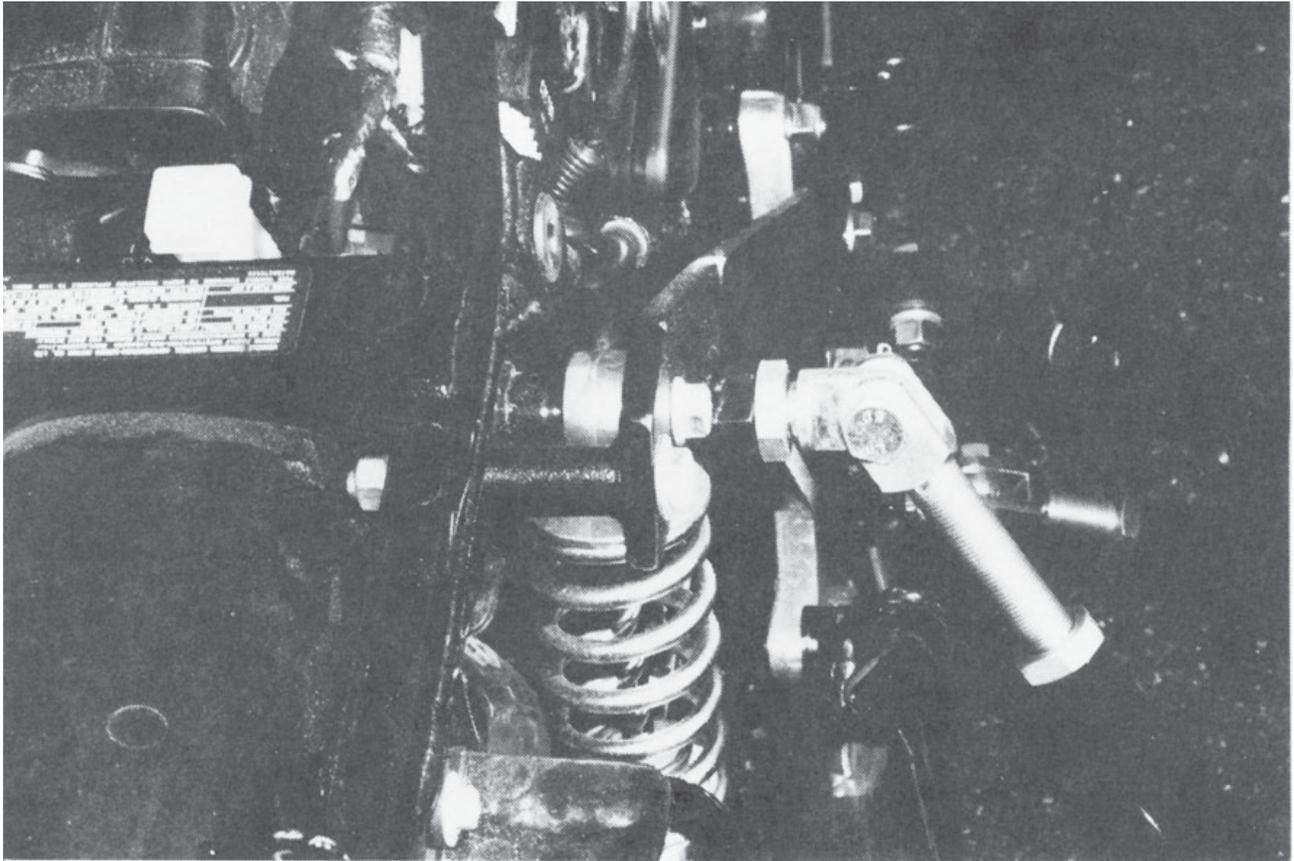
For sidecar training, it is possible to build a 250cc training rig using a lightweight sidecar, but the consensus among instructors is that a 400cc to 600cc machine would be better for sidecar use. Of course, obtaining middleweight machines would jack up the cost, and the additional weight would raise the question of whether the front end geometry should be altered for sidecar use.



Training Rig..

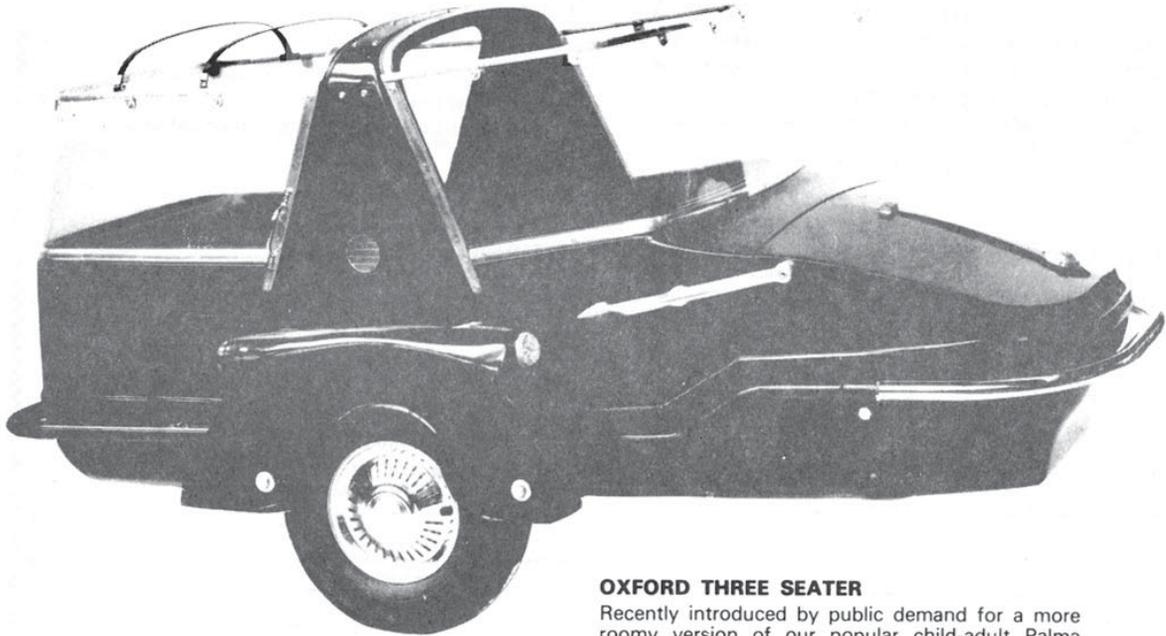
IN SEARCH OF NEW SIDECAR RIGS..

One of the problems facing all training sites is the scarcity of mid-sized "standard" motorcycles in the 450cc to 600cc range. There are several different 600cc sport bikes available, but none with broad torque curves, exposed double-cradle frames, and without plastic fairings in the way of sidecar attachments. There are a few middleweight "cruisers" available, but cruisers tend to have strange ergonomics such as forward-mounted footpegs which make sidecar exercises more difficult to accomplish.



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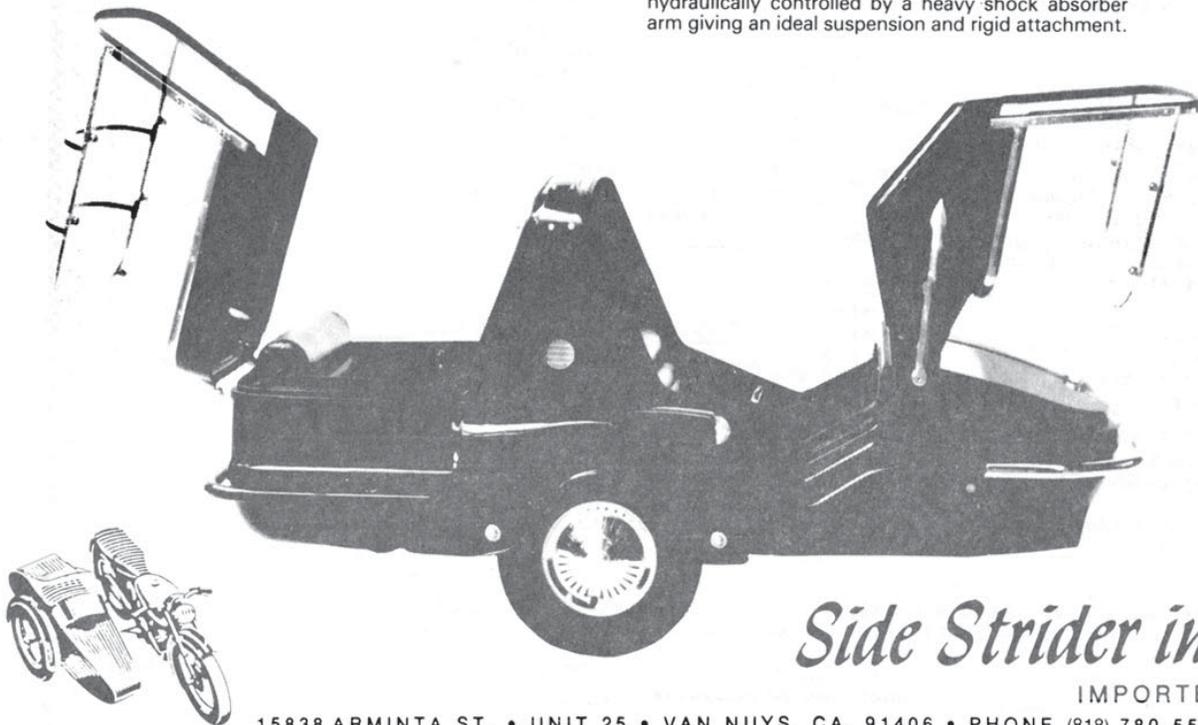


Watsonian
SIDECARS

OXFORD THREE SEATER

Recently introduced by public demand for a more roomy version of our popular child-adult Palma model, the new OXFORD will provide generous seating for an adult and up to two five-foot passengers in either the front or rear compartments. Entry is made simple by heavily hinged front and rear dashes which carry the fully protective screens, full weather protection is by front and rear hood covers and special ventilation louvres are provided.

The chassis is a specially strengthened wide version of our well established Super Silk having a glass fibre detachable guard, a car size 10 x 5-20 tyre which is hydraulically controlled by a heavy shock absorber arm giving an ideal suspension and rigid attachment.



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SSP

INSTRUCTOR CORNER

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

Too much "sidecar safety"?

If you're not a sidecar instructor, you're probably bored up to your visor with all this "sidecar safety" stuff.

But, before you dismiss what we're doing as non-essential, consider whether you'd like to see more sidecarists enter the sport. Would you like to see more motorcyclists discover sidecars? (and sharing the responsibilities of sponsoring rallies, writing articles, and serving as club and USCA officers)

And, are you for or against providing access to motorcycling by people who have physical limitations? Are you involved in sidecaring just to obtain the benefits, or are you willing to give something back to the sport?

"Sidecar Safety" is more than teaching sidecar drivers to avoid accidents. Yes, that's our focus, but we're also pleased when a new sidecarist gets a big grin on their face from learning that sidecars are fun.

And, think about this: We're introducing motorcycle safety instructors to sidecars. These people normally teach two-wheeled motorcyclists. Once instructors understand sidecars, they can offer truthful advice to students about options, such as the advantage of a sidecar for carrying children or pets.

What's more, as we convince more and more state rider training programs to include sidecar operation, more people will have access to trying out a sidecar rig in a training course. After all, should we think someone will decide to spend the big bucks for a sidecar outfit without taking one for a spin? The big advantage of taking a sidecar course at a local motorcycle training site is that the potential new sidecarist learns how to handle a rig. That provides a lot of confidence, and encourages the "newbie" to seriously think about getting a rig.

Yeh, we know that many veteran sidecarist

already know everything we're teaching, and that some of you are getting bored with this stuff. Well, if that's the case, why aren't you teaching? Think about getting certified as an SSP instructor, and giving novices the benefit of your knowledge and experience.

sidecar.com Internet site

Remember, the USCA, the SSP, and the SIC are sharing the Internet site www.sidecar.com. The SSP "page" contains information similar to this column, plus some "hidden" files which can be accessed by instructors with the correct code. To gain access to the hidden files, send an e-mail message to David Hough, pmdave@tenforward.com.

The latest version of the Expanded Instructor Guide is now active. Instructors can download and print out a copy. We will probably be issuing a revision about once each year. Before teaching a course, you should check the version number (it's actually the date). We'll explain up front what's been changed.

Eventually, we plan to have all the classroom graphics available for downloading also. That's still in work. In the meanwhile, we can provide paper copies suitable for making projectable transparencies.

Sidecar instructors who have been dodging computers and the Internet are advised to quit dodging, and get connected. We just don't have the time to write individual letters or play telephone tag with hundreds of associates.

The Internet gives us the advantage of communicating with everyone simultaneously, and allowing your responses to be read by everyone in the loop.

Sure, we can still write letters and publish columns (such as this), to help sidecarists understand what happened last month. But for quick, widespread news, we expect our internet site to be the communication tool of choice.

SSP.

If you're a little embarrassed about not understanding computers or getting connected to the Internet, help is available. Write or telephone any of the USCA or SSP officers.

Need Course Insurance?

If it hasn't come to your attention, the SSP now has a national, \$1 million liability insurance policy, based on review of our Expanded Instructor Guide by USIS ("John Ball")

This policy can only be applied to the Driving A Sidecar, or the Advanced Sidecar Driving courses. (The "new" curricula) It can't be used for the "old" sidecar safety program, or used by instructors who aren't currently certified to the new courses.

To obtain sidecar course liability insurance, send the details to the SSP office, including course site address, course sponsor, location of range (if different from classroom area), SSP instructor certification number, instructor address and phone, and number of novice or advanced students for this and any other proposed courses for the year. Your site will be added to the policy.

The cost for insurance is very reasonable: \$6 per novice student, or \$4.50 per advanced student, payable to the SSP Treasurer, Tim Colbum. You can make the insurance payment before class, or afterwards, but note "course insurance".

1999 Instructor Preparation Courses

The sidecar instructor preparation course at Central Virginia Community College in Lynchburg, Virginia, April 15-18 was a big success. Not only did the chiefs train a dozen new instructors, many of them caught the "sidecar bug" and are looking at rigs for themselves.

This was the first SIP sponsored by a state motorcycle safety program in the USA. The Lynchburg IP served as a catalyst to get three Honda Nighthawk/Velorex 562 outfits built, and a trailer to carry them to different training sites.

We are getting geared up for the Instructor Prep in Madison, Wisconsin, June 17 through 20, 1999. To register for this course, contact Vic

Had, 233 N. Hartwell, Gilman, IL 60938 (815) 265-4547 or 265-4579. Vichari@colint.com.

We are also planning a sidecar instructor preparation course for the Seattle, Washington area, September 11-12 and 18-19, 1999. This course will be sponsored by the Evergreen Safety Council, 401 Pontius Avenue N., Seattle, WA 98109. (206) 382-4090 or (800) 521-0778. Contact Dave Wendell for additional information.

Welcome New Chief Instructor

As a result of successfully planning and executing the SIP in Lynchburg, VA, Cundiff Simmons has been appointed an SSP Chief Instructor. Cundiff now has authority to train and certify sidecar instructors.

If you live on the East Coast, and are thinking about getting involved in sidecar safety, contact Cundiff at (804) 435-3813 c. h. simmons@juno.com. We would like to plan a sidecar instructor preparation course for Pennsylvania or Maryland in 2000. If you have ideas, contact Cundiff, or Jim Cain (703) 5901355. jcain2@csc.com

SSP/GWRRRA

For a number of years, the USCA SSP and the Gold Wing Road Riders Association have had an agreement to allow the GWRRRA to teach the "Sidecar Safety Program" at GWRRRA events.

As we change from the old "Sidecar Safety Program" to the new curricula, "Driving A Sidecar Outfit" (for novices) or "Advanced Sidecar Driving" (for experienced drivers), effective July 1, 1999, it's time to consider renewing our agreement with GWRRRA.

Vic Had is our SSP/GWRRRA liaison. As this is written, we're in the process of drafting a formal agreement. One of our goals is to ensure that SSP certified instructors are able to receive payment for teaching, if the course sponsor charges a fee.

We have offered to make a presentation about sidecar safety to the State Motorcycle Safety Administrators Conference this August in

SSP..

Milwaukee, WI. A number of state motorcycle safety coordinators have expressed an interest in finding out more about sidecar safety.

SSP separate from USCA

The Sidecar Safety Program is linked so closely to the USCA, that many people don't realize the SSP is an independent non-profit corporation, with it's own officers and directors, separate from the United Side Car Association

The SSP has continuing need for manpower, especially as we convince state rider training programs to include three-wheelers.

If you are ready to take on some additional challenges on behalf of the SSP, Contact David Hough.



Instructors and students at Lynchburg, Virginia. That's Cundiff Simmons and Jim Cain (beards, top row) and Vic Had (cowboy hat) with new instructors and their students

Coming Events

- 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.
- July 16-17, 1999, Bigfoot Rendezvous, Wallowa Lake State Park, Oregon. NE area of state, near Hell's Canyon. Info: Bigfoot Sidecar Club, 6115 216th St. RR11, Langley, B.C. V2Y 2N6 CANADA (604)534-6473 or Mary Wiedl (503)281-8528.
- July 23-25, 1999, Northeast 3 Wheelers 3rd Annual Family Campout, Chamberlain Lake Campground, Route 197, North Woodstock, Connecticut. Pre-registration deadline 6/27, adults \$16/20 at gate. Children 6-12 \$14/16 at gate. Price includes two nights camping, Saturday night cookout. Info: Don or Alma Nolin (508)771-2261.
- July 25, 1999, Hattie Larlham Foundation 6th Annual Benefit ride, Akron, Ohio. The Foundation cares for institutionally handicapped children and are asking for sidecars to attend this rally to give the children rides. Meet 9:00a.m. to 1:15p.m., ride starts 1:45p.m. sharp from corner Riverview and Smith Roads. Info: Bill Bobbs, ABATE of Ohio (330)425-7830.
- July 30 - August 2, 1999, 1999 Canadian Sidecar Owners Club National Sidecar Rally, Wingham, Ontario, Canada, near Lake Huron. Info: Corey Wormington, 156 Catherine St., Box 772, Wingham, Ontario, Canada NOG-2W0. (519)357-3881.
- August 8-15, 1999, Black Hills Motor Classic, Sturgis, South Dakota. Info: (605)347-4875.
- August 13-15, 1999, Keystone Kampout, Kalyumet Campground, Cook Forest, Pennsylvania. Adults \$30, under 12 yrs \$10. Registration deadline 7/31 - no catered buffet after. Cost includes two nights camping, buffet. Info: Nancy Stonis (724)339-3643.
- August 29, 1999, 5th Mid Michigan BMW & Ride-by-Side Reunion Picnic will be held at Rowden Park, Lapeer, Michigan, at 1:00p.m. The club has a pavilion reserved, so if it rains, come by four wheels. Info: Mid Michigan BMW Touring Club, Attn. Jann, 6300 Church St., Marlette, MI 48453, (517)635-4865.
- September 3-6, 1999, Kootenay Kampout, Mirror Lake, British Columbia, Canada, 5 km south of Kaslo. Info: Bigfoot Sidecar Club, 6115 216th St. RR11, Langley, B.C. V2Y 2N6 CANADA (604)534-6473.
- September 17-19, 1999, Ears Across the Border, Timberline Campground, Concrete, Washington. Bigfoot Sidecar Club, 6115 216th St. RR11, Langley, B.C. V2Y 2N6 CANADA (604)534-6473.
- September 24-26, 1999, Sidecar owners Club of Sydney Sidecar Rally, Australia. Info: 10 A/15 Campbell 8.C., Parramatta NSW, Australia.
- October 1-3, 1999, 8th Annual HACK'D Invitational, Buckhannon, West Virginia. \$20 registration fee includes some food and camping. Pre-registration required by September 1, 1999, to: HACK'D, P.O. Box 813, Buckhannon, WV 26201. (304)472-6146.
- October 23, 1999. Indian & Classic American Iron 3iketoberfest Rally, 10a.m. to 3p.m., open to all pre-1984 American motorcycles, original or customized. Trophied bike show, Klassix Auto Attraction, Daytona Beach, Florida. \$10 per person. Info: (904)252-3800.
- October 23-24, 1999, 3riffith Park Sidecar Rally, Los Angeles, California. Info: Doug Wingham, Sidestrider, 15838 Arminta St., Unit 25, Van Nuys, :A 91406 (818)780-1587.

Coming Events..

Race Schedules

SRA West

July 18, 1999, Willow Springs WSMC

August 21-22, 1999, Donner

Hillclimb AMA

September 19, 1999, Willow Springs

October 9-10, 1999, Portland

October 16-17, 1999, Seattle

Info: (916)339-1778.

A.S.C.A.

American Soc Competition Assn.

August 1, 1999, Glen Hellen

August 22, 1999. LACR

Info: Richard Myers ((909)941-6410.

SRA East

Info: Gary Green, 12 Cedar Cres., Borden, ON
LOM 1C0 Canada (705)424-3679

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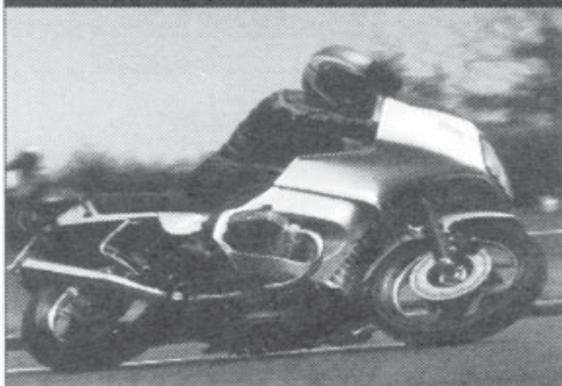
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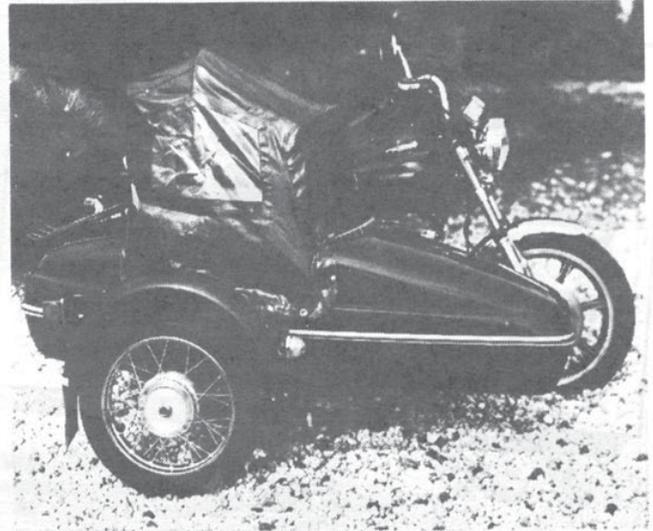
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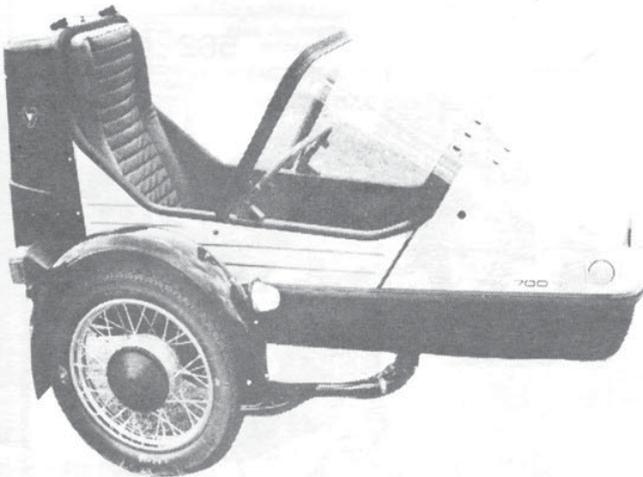
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Length: 6' 1 1/2"	Weight: 154 lbs.
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Height: 46"	Hip room: 20"
Wheel: 16"	Ground clearance: 8"
Tire: 3.50 x 16	Electrical system: 12v

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1998 Velorex sidecar used one season, 2700 miles, make offer. Richard J. Lichti, 5 Kraft Ave., Bronxville, NY 10708. (914)779-6923.

Vetter Terraplane, new tall tinted windshield, all brake comp. Stored many years, excellent shape. \$1750. Combi-Camp copy trailer, queen bed, good cond. \$950. Allen R. Schultz, 5.30W.29455 Williams way, Waukesha, WI 53188. (414)968-2092 eves.

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1974 BMW R90/6 w/HitchHiker, custom gas tank plus other options. \$4500. Call Walt (703)922-7249. WaltMichalski, 6221 Higham Dr., Alexandria, VA 22310.

1966 R60/2 Steib 5500 sidecar, sport tank, tach-drive scar gears, Hella spotlight/mirror \$14K, Award of Excellence winner. Karl J.W. Brohan, 1441 Brown lane, Roanoke, TX 76262. (817)337-0211.

1978 FLH 75th Anniversary Edition 1340cc Harley-Davidson with low miles. Matching sidecar. Black with gold mag wheels. Many extras. \$11,995. All original parts included. Joanne Wright, 1995 E. 8th N. #18, Mountain Home, ID 83647. (208)587-3456.

1981 Honda Interstate, burgundy California II sidecar, extras, leading link, 32,000 mi., garaged, \$4000 or BO. Call Jack (716)945-4812 days. Jack Cassidy, 1206 Kiantone Rd., Jamestown, NY 14701.

Watsonian Cambridge s/c, new top mounts for GL1500 or 1200. \$1500. Bill Neumann c/o Miracle Chemical, 1151B Hwy #33, Farmingdale, NJ 07727. 1-800-582-7414.

1996 GL1500A/Watsonian Cambridge (dbl. wide) 15" rear wheel, aux. tank, EZ Steer, CB, driver boards, back rest, 3400 mi., asking 18500. Carl Schantz, 3416 Stonewall Dr., Kennesaw, GA 30152. (770)974-3421.

1994 Motorvation Formula II Ltd, GL1500 pearl wht elec lean bumpers brake step tonneau and sidecar cover seat belt light excellent condition \$3500 OBO. Paul J. Ament, Sr., 9263 Northside Dr., Leona Valley, CA 93551. (661)270-1506.

1985 Honda GW Interstate/California I sidecar, Idglink, new s/c frame, extras, 5500 OBO days (503)288-1234 eve (503)261-8528 Mary. Mary A. Wiedl, 4404 NE Wygant, Portland, OR 97218.

1999 Formula II by Motorvation, pearl white for GL1500, 500 mi., loaded with everything. Health reasons force sale. \$4700.00 O.B.O. Paul G. Szymborski, 2979 S. 45th St., Milwaukee, WI 53219. (414)541-6290.

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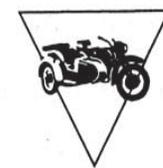
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Books and Catalogs

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	
USCA Logo 3" Embroidered Patch									\$3.00	
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Kid's T-Shirt									\$10.00	
Adult Crew Sweat Shirt									\$22.00	
Kid's Crew Sweat Shirt									\$18.00	
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Occupation _____ Spouse's name _____

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

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Other motorcycle club affiliations _____

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