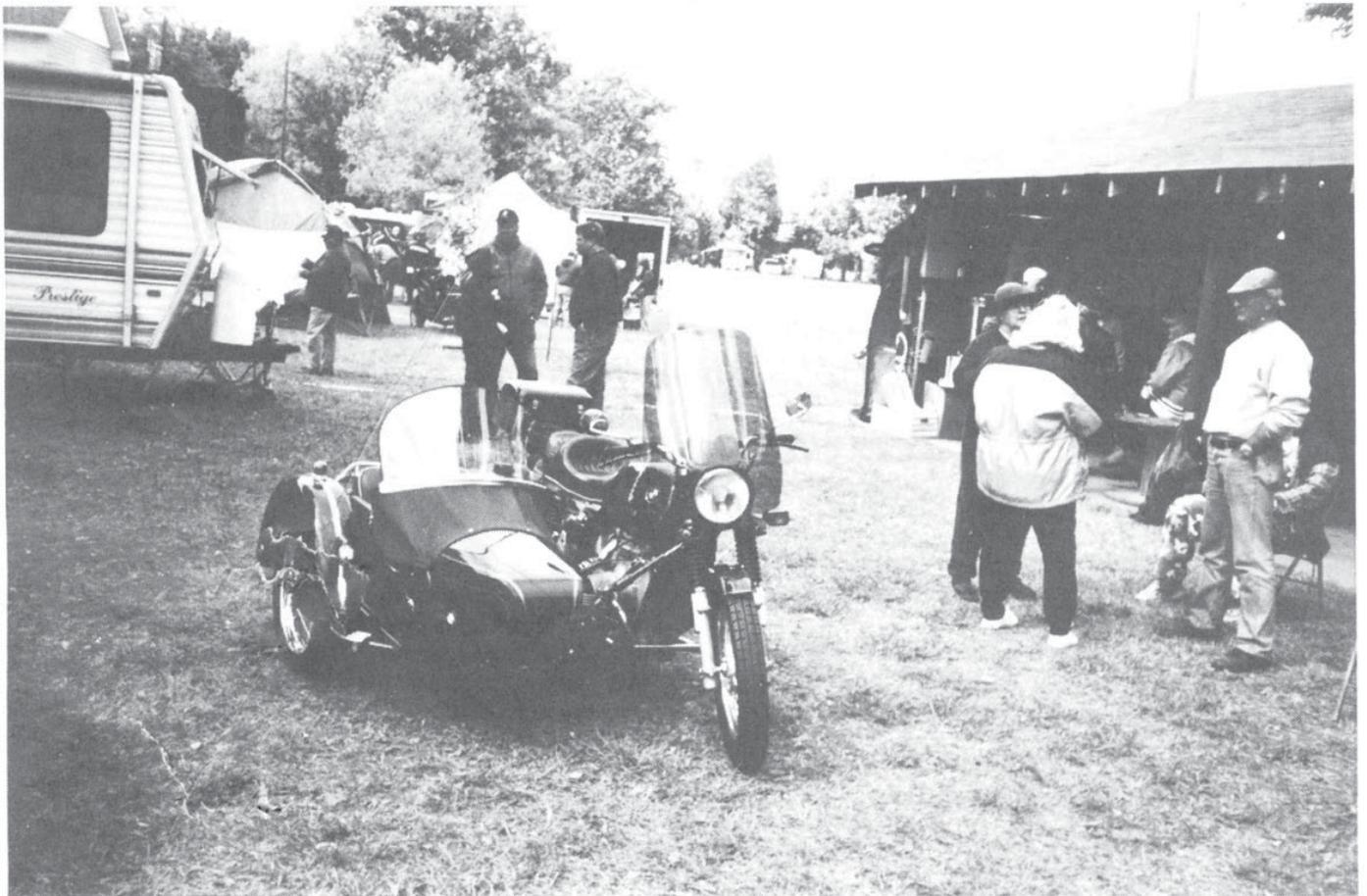


THE SIDECARIST



*Published by the
UNITED SIDECAR
ASSOCIATION, INC.*

**SEPTEMBER
OCTOBER
2001**

The Sidecarist

Contents

Sep. 1 to Oct. 31, 2001

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

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

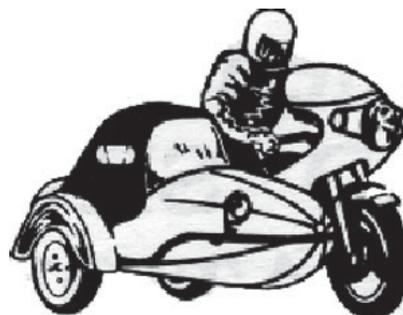
Volume 25 No. 5	Page
Flying The Chair	3
Lean-out	4
Letters	5
Return To Shiloh BMW Rally	7
Griffith Park S/C Rally Poster	10
How To Line Up A Sidecar	11
Everything Else	13
Roadside Adventure In New Mexico	14
Yakima Unrally	16
Yakima Unrally (2)	20
Pop Dreyer Book Review	21
Burned Out In Idaho/Montana	22
S/TEPing Out	26
Side Strider Advt	27
Coming Events	28
Classifieds	29
Manufacturers and Services	30
Classified Ad Form	31
USCA Books and Goodies	32
USCA Application/Renewal	33

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Spencer Bennett, Arthur Frisbie, Cliff Steimle, Jerry Kotanko, D. L. Richards, Dave Wendell, Jim Cain, Jr., Bob Anderson, India Ace.

COVER

At the Return to Shiloh BMW Rally 2000, the BMW R-100/Steib rig of Johnny and JoAnne Fine, of Memphis, Tennessee. See the article on page 7. Photo: Spencer Bennett.



Flying The Chair

As I sit here in the last days of June, it strikes me as somewhat unusual that I should be mentioning the fact that by the time you are reading this column the USCA National Rally will have already taken place nearly two months ago. But, as they say, that's journalism.

Hopefully the Rally was good and all of you enjoyed yourselves, hopefully we signed up many new members, and your club made lots of money for the USCA treasury.

Changing the subject a little, many of you who saw me at the National Rally noticed I did not have my sidecar with me. I simply ran out of time. The fine folks at Motorvation listened to my problem, diagnosed it, and asked me to send my sidecar frame and torsion bar to them, but thanks to the fact that I still have this thing called a full time job, I just didn't get it done in time. Maybe by the end of the Summer I will be up and running again.

Being the President of the USCA I get a fair amount of mail, both from the Post Office and from the Internet. Most of the mail is the same, asking questions about getting a copy of THE SIDECARIST, where to buy sidecars, what type of sidecar to buy, etc. Recently however, I received a most unusual letter. The outside of the letter bears the address:

Achampong Enock, PO Box 453, Komongo Asante Akim, Ghana West Africa

The letter enclosed reads as follows (with a little editing on my part to make it more understandable).

Dear James D. Cain, Jr.

I am a Ghanian boy, 15 years old who is very serious about the United Sidecar Association and because of that want to take it as my ambition in the future.

But please, I have to get something that will guide me to achieve success in sidecaring so I need your help for some United Sidecar Association magazines to read so I can gain more experience in the great sport of sidecaring.

Secondly, I need your maximum help in obtaining some pens and pencils to write and draw the subjects I studied in school because I find it very difficult to get pens and pencils to write and draw.

Last but not least, I need your maximum help for some United Sidecar Association badges, pictures, t-shirts, calculators, water colors, pen pals, and some caps in order to show my love and support for this sport of sidecaring.

Please James, when you receive this letter, try to reply quickly to me and let me know what is happening in the U.S. Please take me as your pen pal because I don't have any friends outside Ghana.

Please send my greetings to your organization, your members, and their families. Families are very important to us here in Ghana.

Please try to reply to me because this heart felt letter is the first that I have written (to a foreigner). Please James, try to give me some addresses of (American) children who might write to me as a brother in Ghana.

I end here with greetings again to you and your families in the USA. Thank you for reading this letter and God bless you all.

Your new friend in Ghana,

Acheampong Enock

So, if anyone feels so inclined, here is your opportunity to expand some horizons. I have not replied to the letter and I make no guarantees. What you read is all I know.

So what is happening in the sidecar world for all of you? We are eagerly looking forward to your articles. Something interesting happen to you at the National Rally you would like to share with your friends?

Did you run into a sidecar friendly motorcycle shop we should all know about? Did you have a nice Summer tour somewhere that we might like to hear about.

Bob Anderson said he doesn't guarantee you a Pulitzer Prize for journalism, but he does guarantee an article written by you will get printed in an issue of THE SIDECARIST. He also tells me you shouldn't worry about spelling or grammar. He takes care of all that for you. So what are you waiting for? Get on the computer, sit down at the typewriter, or grab a pen and paper and share your experiences with us.

I'm still waiting to hear about the type of sidecar related items you might like to see us carry in the USCA bookstore. We know about the pins, patches, and t-shirts and I still have a few hats left. What else would you buy to help put money in the USCA treasury? The slight profit we make goes right back in the club treasury for use for you the membership.

See you on the road.



Lean-out

My plans had been to ride the new Liberty rig down to the final Mariposa Sidecar Rally, in California, and say that I had at least shown up once with a sidecar rig. But things didn't turn out that way.

About June 5th I did something wrong and wound up with a painful sprained ankle. I got in one ride up to Liberty Sidecars in Seattle, to have a quick-disconnect brake line installed on the 7th, and a week later was still getting around on crutches and spending most of my time on the couch, foot elevated with an ice pack.

I had figured a good week of taking it easy should have the ankle doing well enough to make Mariposa, but when I tried to pack a few last minute items and check the fit of the crutches in the sidecar, it became obvious that any attempt at a trip was just going to result in a lot of pain and discomfort. Might as well stay in as comfortable surroundings as I could and wait out the ankle.

Mariposa came and went without me.

A week later, the ankle still complains about too much use, and the couch is still seeing a lot of use, but cabin fever is also setting in. There is an IBMC (International Brotherhood of Motorcycle Campers) campout up at Winthrop, WA.

I already knew the crutches would fit in the sidecar, so I packed the last minute items and hit the road at 7:08a.m. on Friday, June 15th, the forecast stating no rain until Sunday.

Right. I didn't get up to Castle Rock before I was in rain without the rain gear on. I tucked in behind the fairing on the Harley and sloshed on.

The last of the rain was gone before I reached Packwood and started up White Pass. It was a beautiful ride over the mountains, hardly any traffic, and one can always count on warm temperatures and damp jeans drying out fast, approaching Yakima... at least in the Summer.

I made a fuel stop in Natches, 160 miles out of the barn, continued on to Yakima, then took the scenic route through Yakima Canyon to Ellensburg. The ankle seemed to appreciate all the non-use, other than shifting gears.

There are two basic ways to get from Ellensburg to Wenatchee. I've already done one of them which is right up US97. Problem is, there is usually a strong headwind, and I've seen it blow hard enough that my solo H-D could barely maintain legal speeds in top gear... let alone with a sidecar

attached. They also joke that you know when you are in Ellensburg, because every one is walking at a slant against the wind.

The other way to Wenatchee is via the Interstate to Vantage, across the Columbia River and up to George, then north to Quincy. On a good day, the wind will help you up the grade, before you drop down to Vantage.

I'd never done the east side route, and while it is a bit longer, I thought I'd give it a try.

Highway 281 from George to Quincy is a two-laner through irrigated farmland, and Quincy has acres of fruit and produce packing plants. Also a fair amount of truck traffic, considering the east side doesn't put you over a 4,100 foot pass like US97 does.

A few miles west of Quincy, the highway drops off the flatlands and winds down into the Columbia River Gorge, arid volcanic cliffs rising above each side of the river. It's rugged looking country, remote, but an interesting ride. And normally hot during the Summer months. But not bad on this day. Whatever weather disturbance had rained on me earlier in the day had moderated the mid day heat and it was comfortable shirt sleeve riding in the 80s.

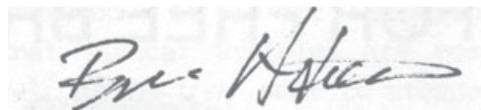
East Wenatchee had a surprising amount of traffic, but it was time for another fuel stop with another 128 miles covered. Past town, traffic thinned out with most of the vehicles across the river on US97 Alternate, the road I'd always traveled before. I was glad to be on the east side.

At Chelan Falls, US97 crosses over the Columbia, soon merges with 97 Alternate, and traffic picks up a bit. But not for long, as just before Pateros, the side road takes off for Winthrop, meandering up the Methow River.

It was a nice ride for that final 100 miles from East Wenatchee, even though the temperature had climbed into the 90s by the time I rolled into the campground in Winthrop.

After the tent was up and camp organized, I spent a lot of time sitting while I wasn't hobbling around on my crutches. I didn't do as much as I thought I would, but it had been a good ride with the rig.

And two days later, I'd have the same 390 mile ride.



Letters

CLUBS TRYING TO START.

Dear Editor

Please run this in THE SIDECARIST I'm trying to start a sidecar club. Gulf Coast Sidecar Association now forming in New Orleans, Louisiana. All sidecar enthusiasts (ownership not required) from Baron Rouge, Louisiana, to Pensacola, Florida, who are interested, please contact me.

Thanks!

George Young #6009 4500 S. Claiborne Ave. New Orleans, LA 70125 Pho: (504)899-2332 FAX: (504)891-1444

Dear Editor

It has been a long while since there has been an active sidecar club in the Oregon or southern Washington area.

For those of you that are quite a ways from Portland, Oregon, a few of us have had some local meetings, but realize many are unable to attend and may have interest in the club.

However, I've put out quite a bit of my own money on stamps and mailings and can't continue doing this. It's come down to either needing interested sidecarists to provide me with an e-mail address or two self-addressed stamped envelopes for further information on the club. Otherwise I won't make any more efforts at contact.

Sunshine,

Mary Wiedl #4000, P.O. Box 55232, Portland, OR 97238-5232
mary_wiedl@pngc.com

READER'S RIGS.

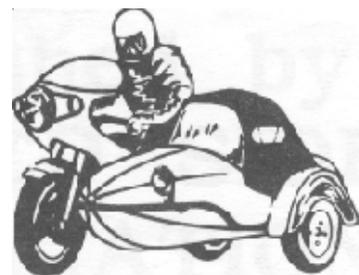
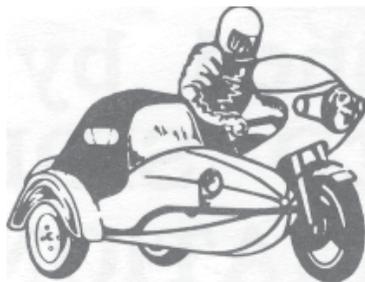
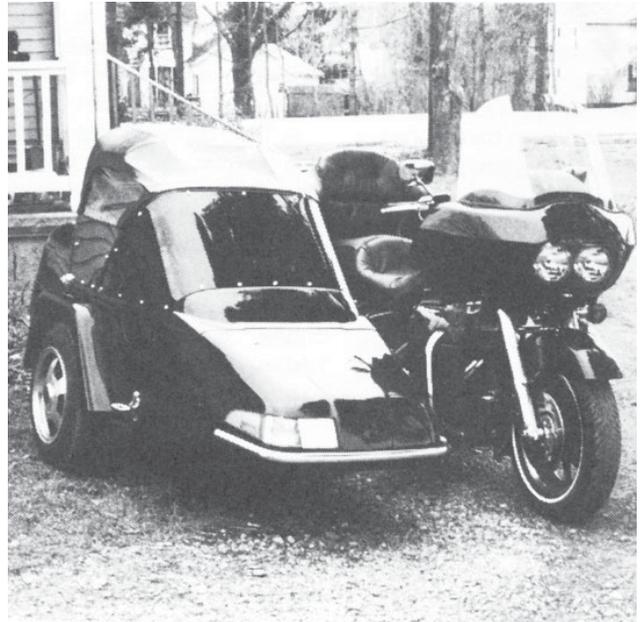
Dear Editor

After traveling on my 1972 FL Harley and 1969 H-D sidecar, we finally moved up to a 2001 Harley-Davidson Roadglide with Ultra package and a California Friendship III sidecar.

The bike was purchased from Jamestown H-D in New York. They also installed the sidecar. We received this on April 11, 2001, and have about 2,011 miles on it to date (5/6/01). We will be headed back to Kentucky again, for this year's rally and also to the Keystone Sidecar Kampout, and later to Nova Scotia to end the year for traveling.

Regards,

Chuck Tretyak #5244 Lawtons, New York



Letters..

OPEN LETTER TO CA S/C

Dear Kiki

Thank you for sending me your flyer, however I am unable to endorse your project at this time. I do not feel that your business is of the quality that our members expect.

Last year my husband and I tried to order a cover for my '87 California Sidecar Friendship II. After 13 years, the old cover was worn out. Several messages were left on the company answering machine. They were never answered.

When my husband finally got through, he was very specific about the model for which the cover was needed. When the cover arrived it was for the wrong model and included support bars that were inferior to what was already on the sidecar.

After several more calls, he finally got through and was given several excuses for the mistake. In the end, we sent back the cover at our personal expense and called our credit card company to void the charges. All this happened over a period of a couple of months.

We finally had a cover made locally that was finished a day before we left on an extended road trip. When the current cover wears out, we will probably not order a new one with your company.

So you can see why I am not excited about endorsing your project at this time. I doubt that you would want me to speak about California Sidecars to our membership at this time. I had a positive relationship with California Sidecar at the time I bought my sidecar. The company was extremely helpful and gave good advice when we were setting it up. At this time however, I am not sure about the staff or products of California Sidecar.

Sincerely,

Michelle Goldsmith #3906 Director, International Brotherhood of Motorcycle Campers Helper, Utah

SIDECAR FOR DAUGHTER.

Dear Editor

I am a new member and I love your newsletter. I am a welder fabricator, and I have just finished my own sidecar rig for a Harley-Davidson Sportster.

Last year I also built a sidecar for my daughter Rebecca, so she could ride her friends and dolls around in it. I hope you could use this photo in your news letter.

Thanks, Michael W. Aligata #6293
Newington, Connecticut



Rally

RETURN TO SHILOH BMW RALLY

By Spencer Bennett

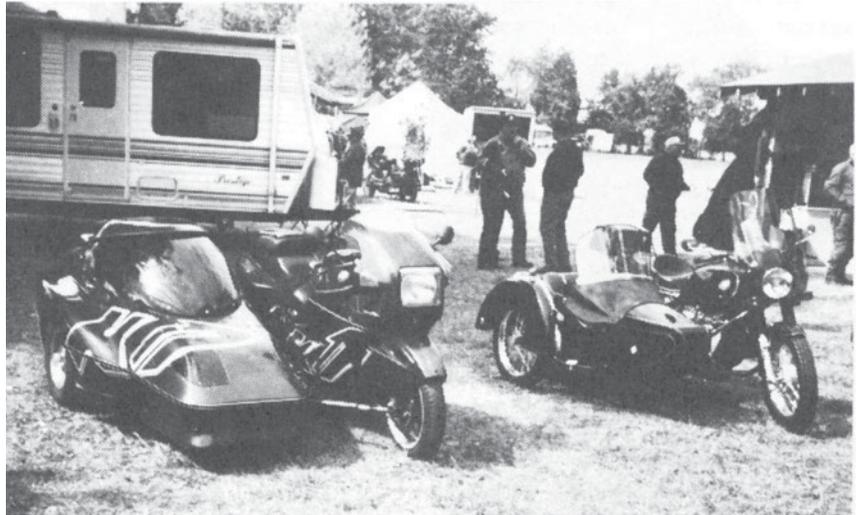
The 26th version of the Return To Shiloh BMW Rally was hosted by the BMW Riders Association of the Mid-South (BMW RAMS) on October 6-8, 2000, at the Tennessee Valley Authority campground, Pickwick Lake, Tennessee.

This year's rally weather started out with a great day on Thursday, for the rally set up. This was to change on Friday, with a front moving through around noon and dropping temperatures through the afternoon. This made for great campfires and sleeping on Friday night, but made for slow moving on Saturday morning.

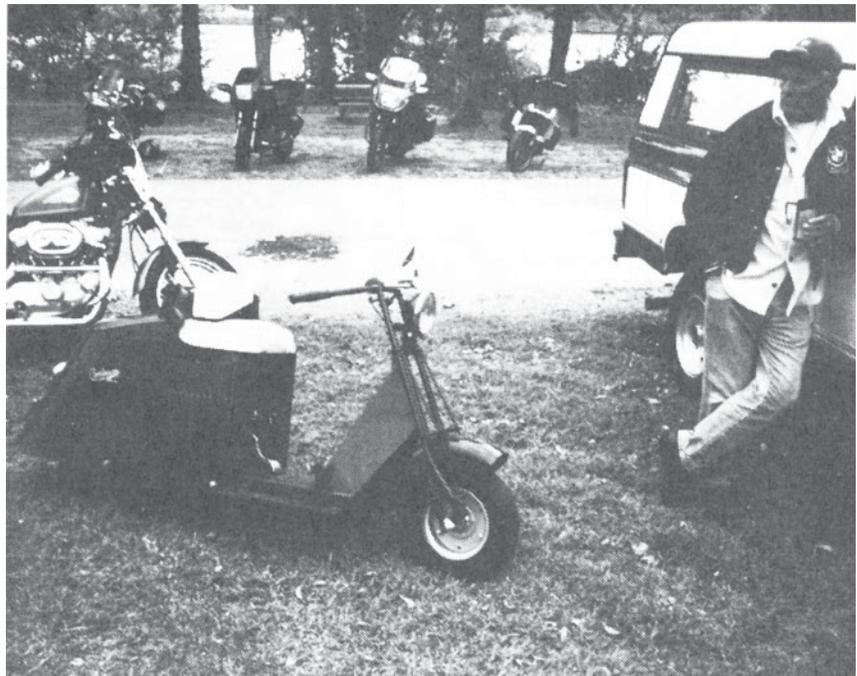
The Return to Shiloh Rally continues to be one of the best "regional" rallies in the South, with a good turn out of the things that make a good week-end out. This year was no exception, with a good turnout of both new equipment vendors and "flea market" (vendors of previously owned equipment) types, plenty of activities for those who did not get enough riding on the way there (these included self guided tours and dinner rides as well as field events on Saturday).

Technical assistance for those who made it to the rally but may need some help getting home, and a good deal of interesting equipment to look at and discuss. This year's weather did limit the number of attendees but did not dampen the enthusiasm of those who did make it!

Vol 25 Number 5



Two generations of BMW sidecar rigs showing two types of "classic" themes. K-1/Hannigan rig belongs to Butch and Nancy Turner of Memphis, Tennessee and R100/Steib rig belongs to Johnny and Joanne Fine of Memphis, Tennessee.



Cushman scooter seen at Return To Shiloh 2000, not a long distance ride, but it was ridden to the Rally!

Rally..

RETURN TO SHILOH BMW RALLY..

If you have no plans for the first weekend in October (October 5-7, 2001) and you enjoy camping with a group of BMW motorcycle (and sidecar) enthusiasts -- this would be a very good place to be. Look for me at the pavilion if you make it!

**Field Events
"slow race" at
Return To Shiloh
2000. Earl Davis
(in striped shirt) is
field event
"Miester".**



**Nice BMW/2
with 900cc
engine transplant
hooked up to
Ural sidecar, seen
at Return to
Shiloh 2000.**



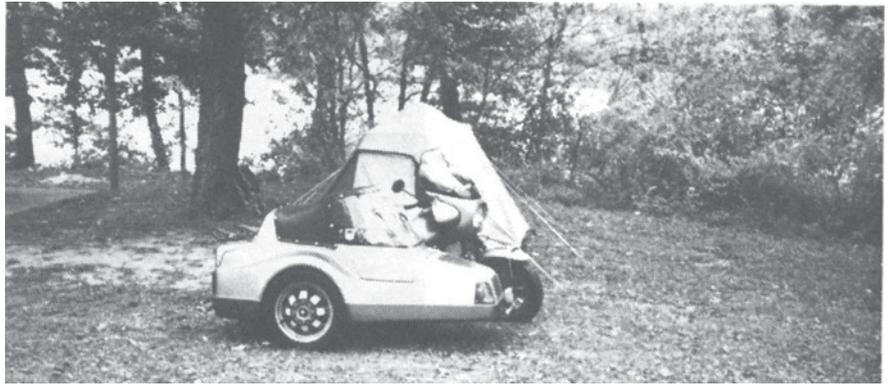
**Honda 305
Dream, circa
the 1960s,
seen at
Return To
Shiloh.**



Rally..

RETURN TO SHILOH BMW RALLY..

BMW/EML rig of George and May Glascock, of St. Louis, Missouri, seen at Return To Shiloh 2000.

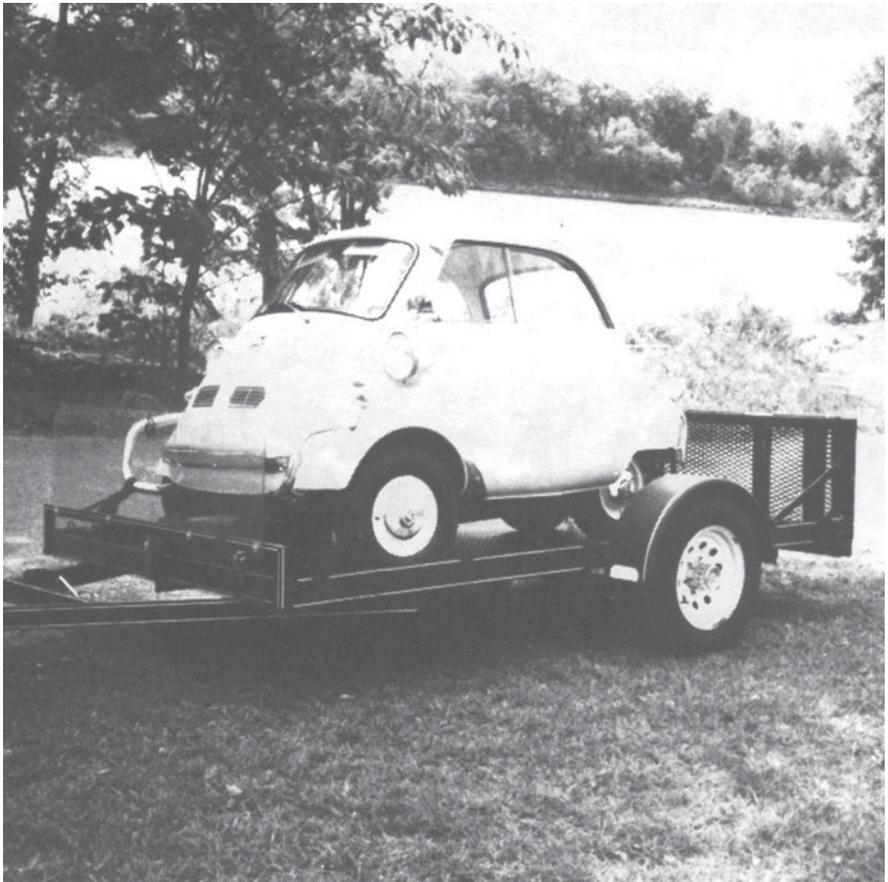


K-100/Hannigan sidecar rig seen at Return to Shiloh 2000.



It's not a sidecar, but it sure is cute. BMW single cylinder car belonging to Bob and Pat Garey of Pleasant Hill, Mississippi. Bob restored the car over the past year and was driving it at the rally on Friday.

In a happy coincidence, Bob has a BMW R-27 single of the same vintage (1957) as the car! Bob did not know this when he bought the car but found it out when he ran the serial number down.



Rally

30th anniversary **GRIFFITH PARK SIDE CAR RALLY**

Side Strider Inc. and Sidecar Industry Council presents the 30th anniversary

GRIFFITH PARK SIDE CAR RALLY

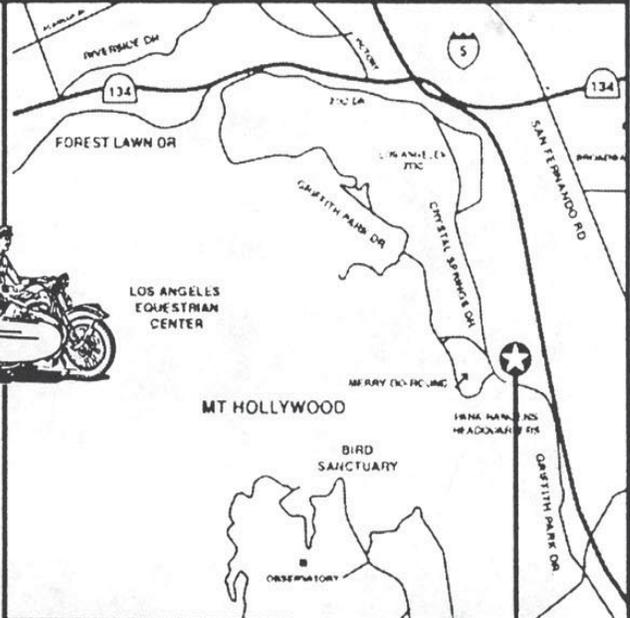
TIME: Sunday am

WHEN: October 20-21, 2001

WHERE: Crystal Springs picnic area
Griffith Park, Los Angles

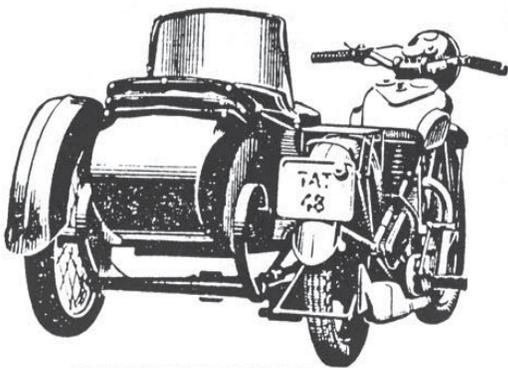
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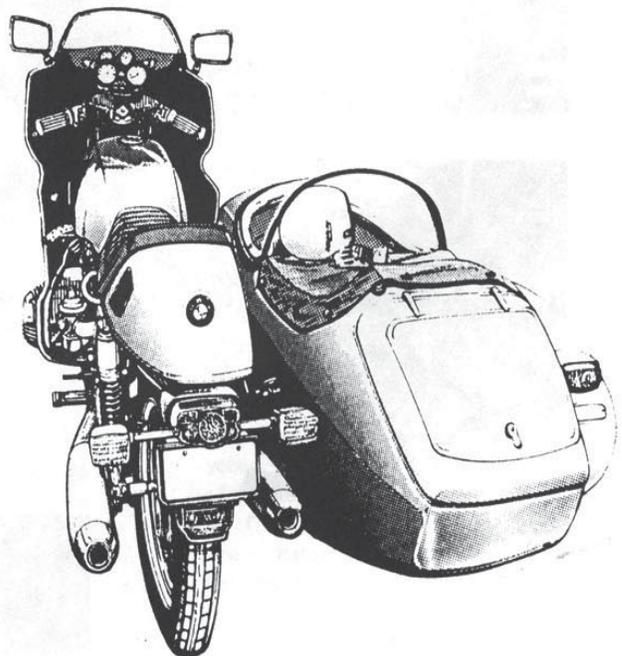
SPECTATORS ADMITTED FREE



How to contact the SIC:

Sidecar Industry Council
Attn: Daniel Yaryan
P.O. Box 8119
Van Nuys, CA 91405

www.sidecar.com



Shop Talk

HOW TO LINE UP A SIDECAR

By Arthur G. Frisbie

Bungee straight edge to motorcycle rear wheel. Do not rely on the tire. measure between the rim straight edge. I have seen tires over 1/8-inch bulged in or out.

Roll the motorcycle until a good spot is found, as in photo #1.

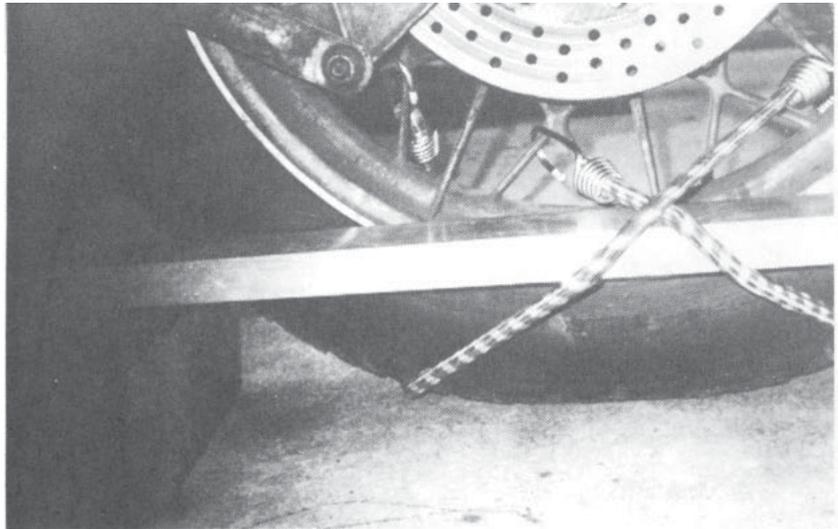


Photo #1

Then same on the sidecar wheel. You may have to jack it up to find a good spot, as in photo #2.

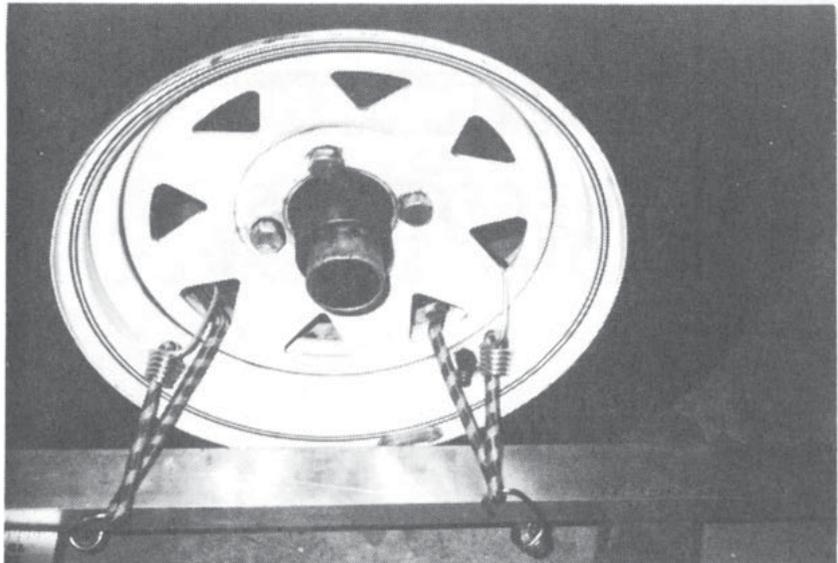


Photo #2

With two cheap dry wall squares, from discount store between \$15.00-17.00, measure across as in photos #3 and #4.

Continued over.....

I have less than 1/8-inch toe in, works fine.

The less toe in, the more mileage you can get from the rear tire.



Shop Talk..

HOW TO LINE UP A SIDECAR..

With two cheap dry wall squares, from discount store between \$15.00-17.00, measure across as in photos #3 and #4.

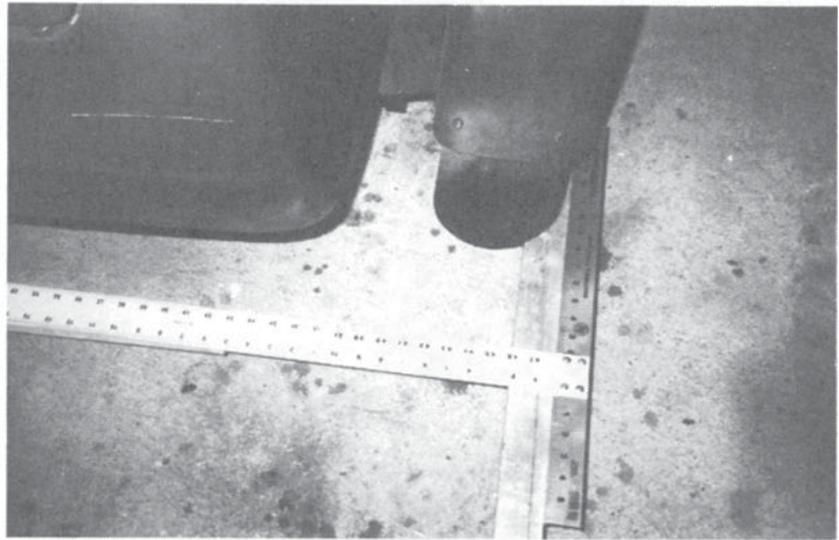


Photo #4

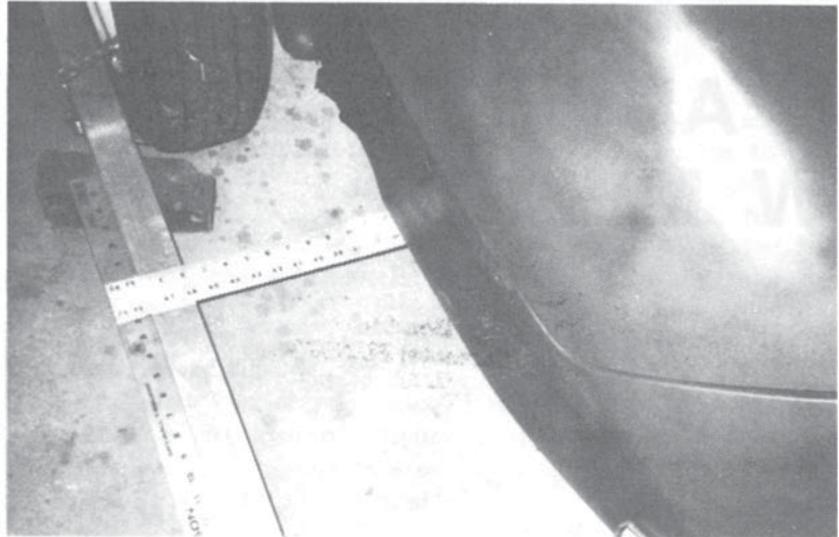


Photo #5

Then go to the front of the motorcycle and sidecar and do the same as in photos #5 and #6.

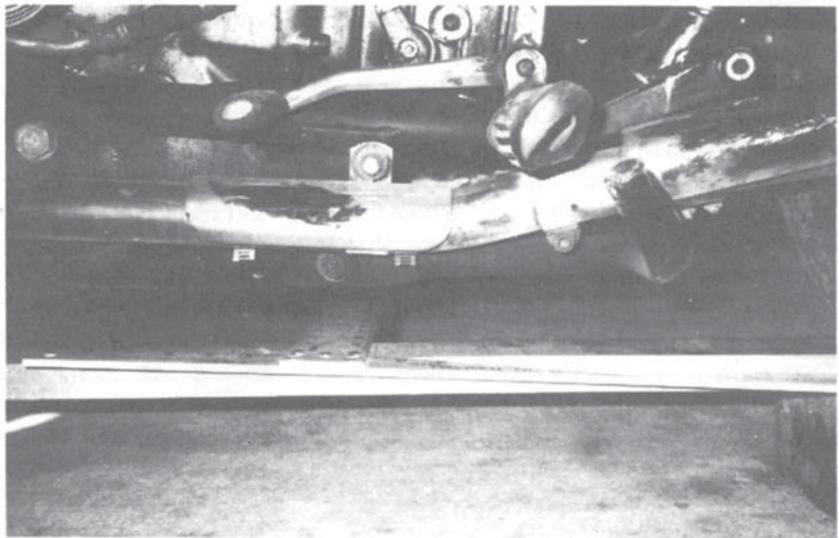


Photo #6

Everything Else..

HEALTH CARE DISCRIMINATION AGAINST MOTORCYCLE RIDERS LEGALIZED.

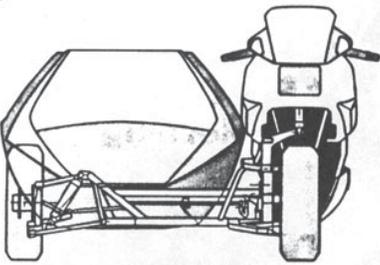
The June 2001 NCOM News & Notes states that "this revelation revokes the efforts of multitudes of motorcyclists who successfully lobbied Congress in 1996 to guarantee access to medical benefits for employees injured in motorcycle accidents. The new rules, which went into effect May 8, 2001, basically say that motorcycle riders and participants in other recreational activities cannot be excluded from health care coverage, but benefits can be denied if the employee is injured while participating in those activities.

"The root of the problem is the McCarren-Ferguson Act, passed in the 1940's to ensure that insurance benefits shall be regulated at the state, not federal, level.

"So, it's back to the drawing board for bikers rights advocates, who are already busy preparing the next legislative plan to protect riders' right to medical benefits... whether it be in Congress or State Houses across the Nation."

Sounds like a good time to write your state representatives.

guided tours



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01 May '01 Jul-Aug. 2001

25 Jun.'01 Sep-Oct. 2001

03 Sep.'01 Nov-Dec. 2001

05 Nov.'01 Jan-Feb. 2002

EAGLE EYES WATCH OVER BIKERS



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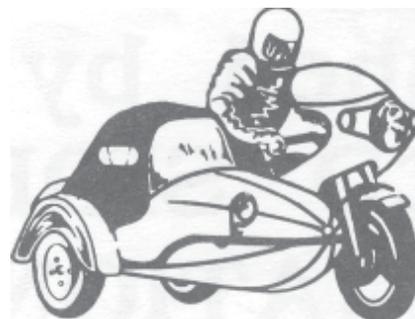
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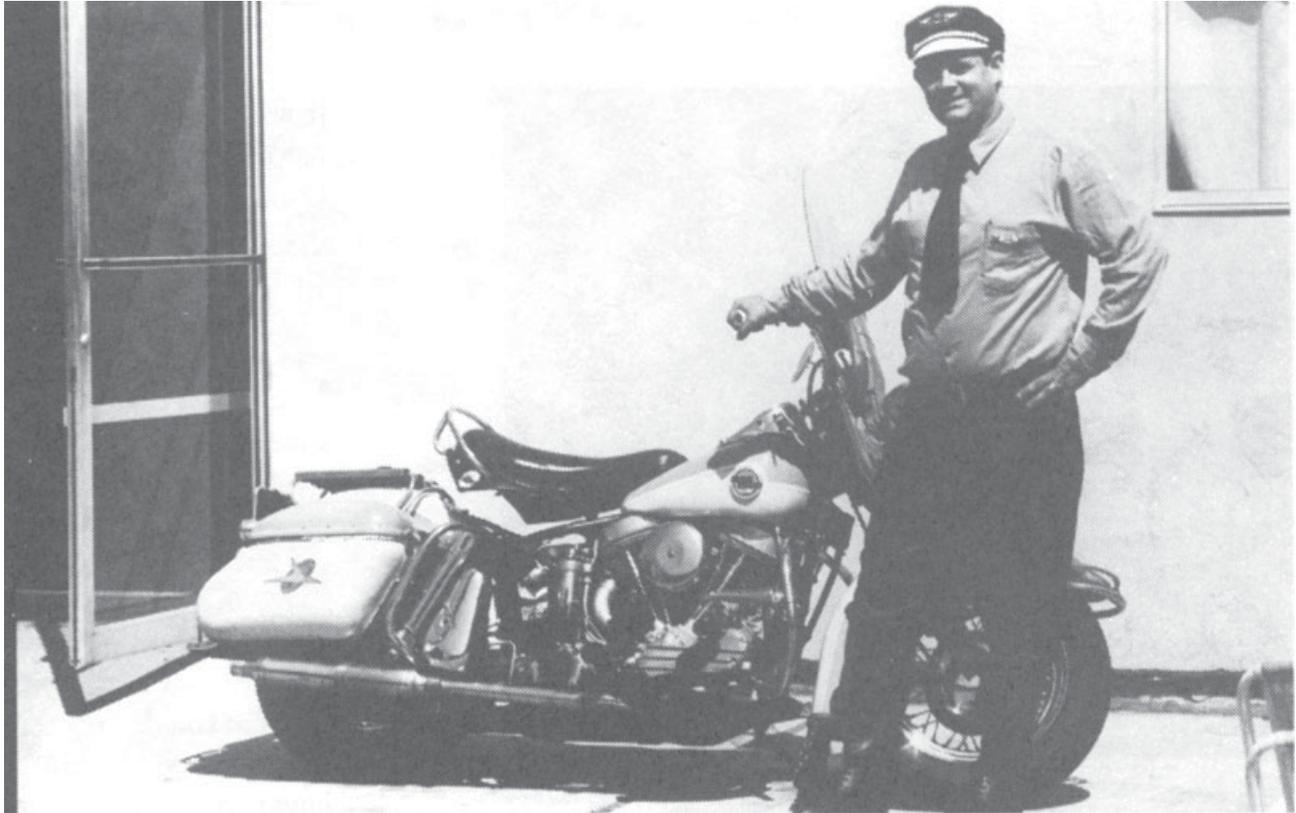
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Touring

ROADSIDE ADVENTURE IN NEW MEXICO



By Cliff Steimle

Last year I acquired a 1935 model "VD" Harley, flathead 74 (the old kind with the total loss oiling system). I spent the winter restoring it and have got it pretty well sorted out by now. I am really starting to enjoy it. I had to get used to its "karma" and the style in which it likes to be ridden. I rode it over to Arizona a few months ago on a thousand mile trip. By the way, Mormon Lake is completely dried up, a very dry year! I'd send you a picture of the bike, but I don't have one developed yet.

Now for my escapade this year. As usual, the plan was for me to ride my 1958 Duo-Glide to Kansas City from El Cajon, California, meet my flown-in family there, go on a weeks tour with them in the rental car, and meander the bike back towards home, catching the H-D dealer show in Denver on the way.

Left the shop about 2:00p.m., first night in Gila Bend. Next night in Springerville, Arizona. Next morning, July 3rd, 9:00, 150 miles east of my start on US60, 40 miles from anywhere, a tappet roller lets loose. Clank, clank, bang!! No problem thinks me. I are

a mechanic and I happen to have a spare tappet with me. A couple of hours to demonstrate my mechanical prowess and I'll be back on the road.

Confidently enough, in about two hours I had removed and replaced the tappets and guides, the cam cover, the camshaft and related pieces. I hurriedly put away all my tools (I carry them in the windshield bag, the saddlebags, the tool box and in my pockets), strapped on my helmet, I cranked 'er up, the lifters pumped up and then it STOPPED. Solid. I fooled around, took off my helmet, rolled it back and forth in gear. It always locked up in the same place! Sprocket? Chain? Bent shaft? After nervously searching for about a half hour, I finally figured out that it was the oil pump that had locked up. One of those hardened little needles from the tappet roller had lodged itself in the oil pump.

So, off came the cam cover again. And the pushrods, and the tappets and guides, and now too, the oil pump. All by the side of the road where the semis would rock the bike as they blew past.

Several kind souls stopped to offer help. "No thanks, I've about got it whipped", I announced, still

Touring..

ROADSIDE ADVENTURE IN NEW MEXICO..

confident in my goal of repairing the problem and continuing on down the road. But there I was, by the side of the lonesome highway, with the guts of my trusty steed hanging out for all the hi-desert sand to grind. From the next passer-by, I accepted some much needed water. It was very warm, but not oppressively hot. I worked and worked and worked with those little bitty keys and clips and finally got it back together. But alas, it was not to be. I had gotten the timing mis-positioned, and one of those microscopic keys had dislodged itself during re-assembly.

By this time it was about 8:00p.m. and the sun was going down. I had been at this hapless place for 11 hours and I was physically and mentally exhausted. I gave up. And waited for the next vehicle to come by, from either direction.

I saw a freight train go by, off in the distance. "Well, the place isn't totally uninhabited", I thought to myself. Finally, a mini-van approached. I waved both my arms in a crossing pattern to flag him down. He slid to the other side of the road and blew past me at over 70 per. Would I have stopped for me had the roles been reversed? I had a lot of time for soul searching. The sun dropped behind the distant peaks, and its orange rays streaked as far east as I could see. "A beautiful evening", I tried telling myself.

I had been waiting for over an hour, and only one vehicle had come this way. I was starting to feel desperate. I did NOT relish the thought of spending the night by this desolate highway. Finally, a car coming! A pickup. I stood out in the middle of the road and waved my arms with all the hope in my heart. He slowed and pulled up next to me, rolling his window part way down. I could see that he was alone and that the bed had some large covered machinery in it. I told him of my situation and asked for a ride somewhere. he told me there was nothing close around and that his pickup bed was full. I desperately replied "I'll just chain my bike to that signpost, and would greatly appreciate a ride to the nearest motel so I can get a good night sleep and call for some help tomorrow". He pulled his pickup over toward my bike and helped me load my gear into his truck.

On the 45 mile ride back to Mountainair, New Mexico, Warren told me of some people there who would possibly help me. He dropped me off at Tilley's Inn, giving me all the Gatorade, water and crackers that he had with him. Everything in town was closed up. That was my dinner. Thank you, guardian angel.

The night's rest sure felt good and the folks Warren had told me about WERE very helpful. They took me the 45 miles out to my motorcycle and brought it and me back to their house, let me use their garage, helped me and fed me. I finally got my machine repaired, albeit with no oil pump gaskets, and left the Ivy's home about 3:00p.m. It was July 4th and I finally felt "free" again. I made it to Clovis, New Mexico, that night, about 200 miles. The hot oil was squeezing out of the gasketless pump, dropping on the exhaust pipe, resulting in big-time smoke and under 100 miles per quart used. Not right, but runnable until I could get some place to get parts and fix it.

The next morning I loaded up, cranked up and rode six miles. The oil warning light came on. The return pump had stopped, the result of yet more debris in the motor, and the feed pump, still working, had drained the oil tank. I turned around and headed back to the Motel 6, and barely made it, with all four lifters clattering loudly. The kind dealer in Clovis, came and picked up me and the bike. He allowed me to store it there while I flew (yuk) to meet my family for our "car" vacation.

I returned a week later with a Ryder truck and took the wounded beast to Graves H-D in Lubbock, Texas. They let me use a stall and lift in their service shop and loaned me tools and materials to mend my hurtin' Hog. They also had the parts in stock that I needed. I thoroughly cleaned all cavities and passages, installed all new tappet rollers and gaskets, and carefully reassembled. It worked! I was finally able to resume my trip, see my sister in Dallas, visit Oklahoma, Missouri, Arkansas and Colorado.

[Cliff is the parts manager at Harley-Davidson of El Cajon, and an avid restorer of all kinds of motorcycles. He and his Duo-Glide have covered much of the United States on various trips -- ed.]

Rally

YAKIMA UNRALLY

By Bob Anderson

I should write something about Yakima 2001, just in case nobody else does.

Besides, on this 8th of June, I am hobbling around on crutches, with my foot acting up again. Seems as how the foot remembers a couple of crashes in 1991, and likes to remind me of that every so often when I ask too much of it.

I finally got to go to Yakima with a sidecar this year. And I got to ride both over and back without getting rained on. And I got to go when I wasn't limping around on a bad foot.

I headed out on the Harley with a two-week-old Liberty sidecar on it on Friday, May 25th, at 8:00a.m. Topped up on gas at Morton, Washington, at 9:17a.m., answered a few questions about the rig, and proceeded on over 4,500 foot White Pass on US12, and was into Yakima at 11:37a.m. A few other hackers had beat me in by a day or two, but I got to claim the first chunk of lawn on a totally vacant section of the Yakima KOA that had been reserved for the Northwest Sidecarists, by Jay and Tara Geise, owners of Dauntless Motors and hosts for the Yakima Unrally for a good number of years.



The crowd that had settled in by Saturday afternoon.



Rally host Jay Giese (far left), expounds on the merits of a rig he brought to sell.

Rally..

YAKIMA UNRALLY..

As that first afternoon progressed, along with temperatures pushing the comfortable zone and beyond, more rigs arrived and eventually the hosts. It was about then I learned that my timing was off a day and dinner plans were for the next two evenings... not this one. That was solved by Dave Hough remembering a steak house in Union Gap (a mere couple of miles down the Interstate at the next exit), so off we went with at least three of us solving the "what do we eat" situation for that evening.

Late evenings are not my territory, but mornings are mine. As usual, I was up between 4-4:30, hauled out the stove, pot and coffee kitchen, and as the sky dawned, wandered around taking tally of what was there, while absorbing caffeine.

I don't profess to know exactly how many people attended Yakima this year, but my early morning walk that Saturday, took in a tally of 16± rigs and 20 sign-ins in the log book. I don't bother counting solos.

I suspect that figure easily doubled by Saturday evening and probably possibly tripled.

The next rig in behind me had been a Canadian (never got his name, blast me) with an eye-catching Yamaha FJ1200/ Hannigan rig color matched, with Saskatchewan plates.



Honda GL/EML rig of Mary Weidl, and just visible at the right, a Suzuki Savage hooked up to a Velorex sidecar. The editor's H-D/Liberty hides in behind the EML rig.



Kawasaki Concours/ Motorvation outfit belonging to Jack Fassel, hiding in shade with a cold drink.

Rally..

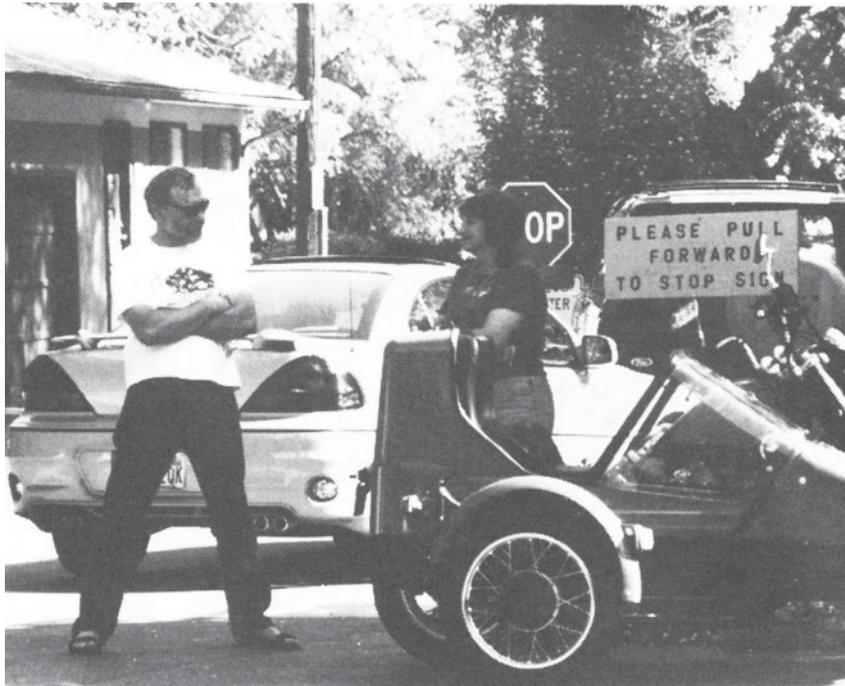
YAKIMA UNRALLY..

Two more Canadians had come in and camped next to us, one with a solo GS with personal engineering modifications, and the other, Butch Buechler of Airdrie, Alberta, with probably the most interesting rig to show up, a BMW R1100GS with "Convertible Sidecar", made by Sheldon Gerbrant, of Martinsville, Saskatchewan. The list of equipment is impressive, the most notable being the sidecar wheel that steers with the motorcycle front wheel.

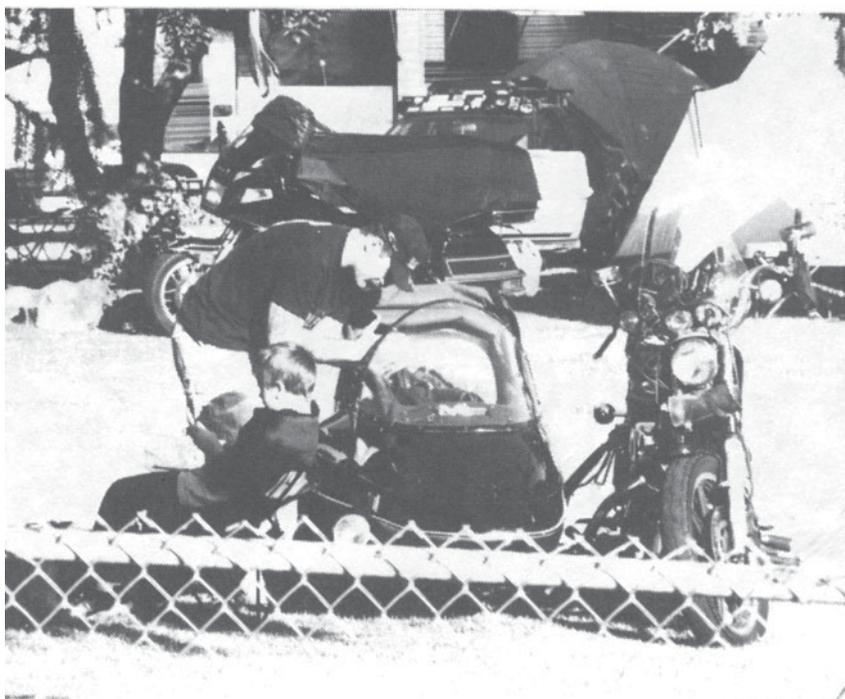
Then there was the Yamaha Roadstar with California Sidecar from Idaho, BMW/2 with larger motor and Steib S250, Yamaha Seca with Spirit sidecar, color matched yellow Honda Valkyrie/California, HarleyDavidson/California Friendship, Goldwing/Ural and Suzuki Savage/ Velorex, plus H-D/H-D.

I never managed to keep track of what all showed up Saturday afternoon, but I know I saw another H-D/Liberty go by. And Jack Fassel showed up with his Concourse/Motorvation.

Saturday night was cook your own dinner on the grills the hosts arranged to be brought in along with the hosts doing the footwork to shop and buy your choice of chicken or steak if you cared to chip in... and a lot of us did.



This lady had a Velorex hooked up to some variety of Honda cruiser bike.



Several rigs showed up attached to H-D Sportsters. Dad goes about digging the gear out of the hack, while son makes use of the chair that was recently dug out.

Rally..

YAKIMA UNRALLY..

Near dark, a few more riders came in and set up and I don't know if it was them, but around midnight I had to holler at a couple of late-night yakers that some of us were trying to sleep. Of course, that didn't do any good. Later, another fellow started singing to them and I think they eventually got the hint. Pretty bad when you get a couple of dummies that can't figure out that with a tent city around them, talking till 1:00a.m. isn't such a good idea unless you go off away from all those quiet tents.

I am tempted to get revenge... but I packed up as quiet as I could Sunday, fired up the stock-pipe-Hog as quietly as I could, and nearly idled all the way out to the Interstate before heading for home.

Had a good breakfast down in Union Gap, then headed south on US97 to the Columbia River Gorge, then west on Washington Highway 14 against the usual headwind, arriving at the barn at 10:15a.m. with no rain.



Two more rigs, a Yamaha Road Star with California hack from Idaho, and a BMW R1100GS with SG Convertible Sidecar, center hub steering with sidecar wheel steering proportional to bike wheel and lots more, from Alberta,



Nice color matched Hannigan pulled by a Yamaha FJ1200 from Saskatchewan, Canada. Behind, a /2 BMW with larger motor and Steib 5250 hack. Behind that, a Yamaha Seca with Spirit sidecar.

Rally

YAKIMA UNRALLY (2)

By Jerry Kotanko

The sun was shining as I headed south to Yakima. I headed down 15 to 405 but I didn't turn east onto Hwy 90. I kept going south through Puyallup to Eatonville. While in Eatonville, I thought I would look up an old friend -- Rev. Bill Pool.

I first met Bill and Florence Pool at the Yakima Rally in 1981 or 82. He was riding a 550 Honda four with a crude home built sidecar. At this time Rev. Bill was close to 73 years old. Nancy and I and our three kids spent lots of time with Rev. Bill and Florence. In 1983, along with Barry Bates, we all traveled together to the USCA National Sidecar Rally in Lake Tahoe. On this trip, Rev. Bill turned 75 years old and that same year, they attended the first Bigfoot Rally. Rev. Bill had many a story to tell and we enjoyed the time we spent with him. a few years later, Rev. Bill went on to the Big Rally in the sky.

In Eatonville, I spent some time looking for Rev. Bill's grave site. I checked the records in the town hall and even though many a town folk remembered Rev. Bill and his sidecar and that he had been buried in the Eatonville Cemetery, they had no record of it. I was told the record keeping wasn't so very good.

I headed south on Hwy 7 to Morton and turned east on Hwy 12. It was a perfect day for riding and I arrived at the Yakima KOA Camp at 5:15. I set my tent up in tent town (no Combi Camps here Del!!).

There was already a lot of sidecars and this was only Friday. With the weather so nice there would be a good turnout to this unrally. As time past, more sidecars arrived and I walked around to see who was already here. I saw that Norm Potruff and his family had arrived from Saskatchewan on a red and white Yamaha FJ1200 with matching Hannigan sidecar. Later on I met our newest member, Butch Buechler, coming in from Alberta on a '96 BMW R1100GS

with three 15" 185 tires, hub centre steering and sidecar wheel steering, proportional to the front wheel. This is a sharp looking rig and it was built near Saskatoon. Nathan (sorry can't remember last name) also from Saskatchewan, rode in with Butch on a solo BMW.

Saturday morning brought more sun and some of us rode to Mel's Diner for breakfast then headed off in different directions. Back at the campground more sidecars were arriving so I spent several hours walking around looking at the rigs and joining in on a few "BS" sessions. Ed Taylor and I went steak hunting as it was steak night at the campground. We had a great feast, did more walking and talking, then it was bed time.

Sunday morning, breaky at Mel's and then back to the campground in time to go on the ride. Wade Adams led the ride, winding through the wine country and farming community. We ended up at Fort Simcoe, spent a couple hours there and ride back to camp for the famous chili feed. Master Chef, Tom Daly, cooked up several pots of chili -- hot and extra hot -- enjoyed by all. More tire kicking and it was time for bed -- seems every year we are shutting it down earlier and earlier -- wonder if it has anything to do with age??!

Monday morning at the crack of dawn, rigs were leaving, some had a long way to travel. I packed up my gear, said goodbye to all, some went to Mel's for breaky, then headed for home.

Thanks to Tara and Jay Giese for hosting this UNRALLY again. You noticed that I didn't call it a "Not So Unrally" this year. I didn't get the count on rigs or people at the rally, but it was more than usual.

It was a great UNrally.

[Reprinted from the June 2001 FOOTNOTES, Newsletter for the Bigfoot Sidecar Club.]

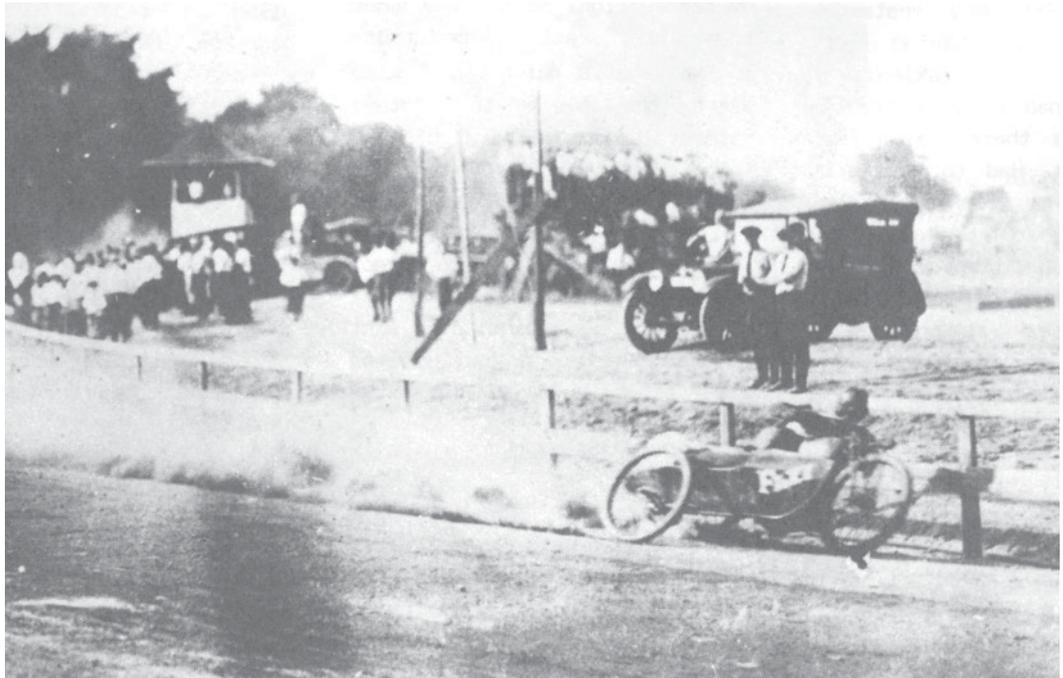
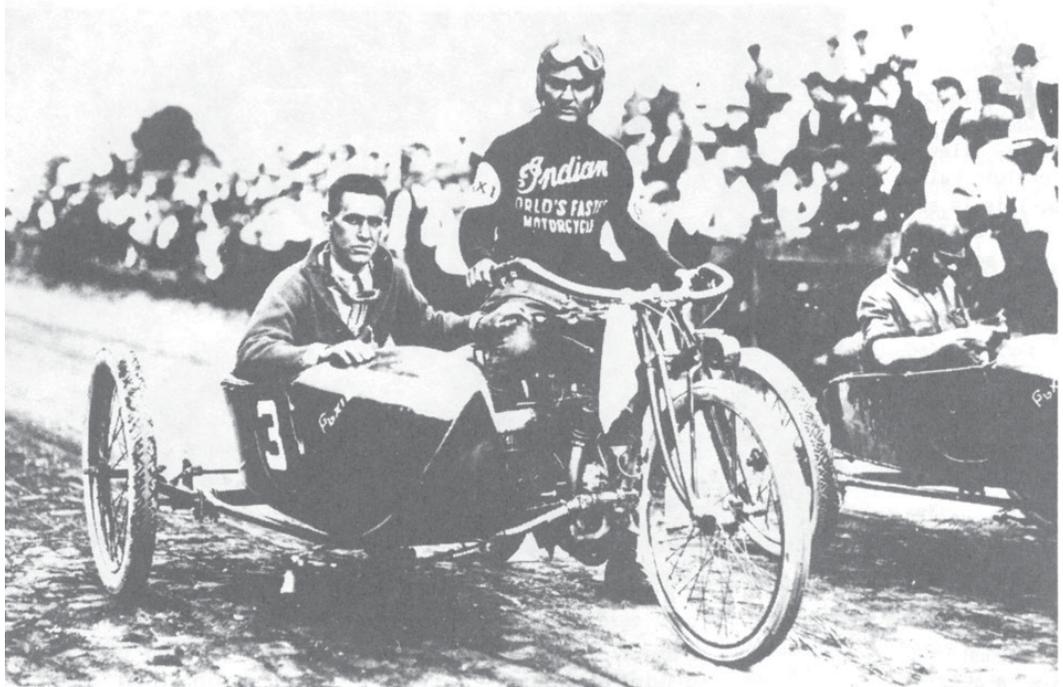
Book Review

POP DREYER BOOK

There is now a book in print about the legendary Pop Dreyer. the book is: They Called Him Pop. The Floyd "Pop" Dreyer Story, by grandson Mike Dreyer.

Many collectors will want this book in their library. The book chronicles the life of Floyd Dreyer, the sidecar racer. Read about his life as a sidecar racer, race car builder, race car builder, motorcycle retailer and sidecar builder. 236 pages, hard-cover, with over 200 photos.

The book is now available for a limited time through the USCA bookstore. the price is \$45.45 plus shipping and handling. Check out the order form on the back cover.



They Called Him Pop.

Touring

BURNED OUT IN IDAHO/MONTANA



Shoshone Falls on the Snake River, just a few miles east of Twin Falls, Idaho. This is as much water as I have ever seen, as the flow varies with irrigation needs.

By Bob Anderson

Aug. 15, 2000 6:59a.m. 45°

This time yesterday, I was riding along the Columbia River Gorge, watching the sun coming up over the cliffs and river, under the snow covered Mount Hood in the distance. That is becoming one of my favorite rides. Very beautiful.

I arrived home yesterday about 9:39a.m., having left the Motel 6 in Yakima, at 5:28a.m. I had my only problem of the trip there, which was no headlight. Had to partially unpack, open my trunk to refresh myself on where the fuse box was located, which turned out to be under the left side panel. That requires removing the left heat vent, then one screw to remove the panel over the fuses. The fuse was OK and the light came on when I put it back. Probably just a case of contact corrosion over eight-plus years and 51,950 miles.

The trip began on August 9th, a Wednesday, when I hit the road at 4:41a.m. It was a pretty uneventful trip over to Twin Falls, Idaho (594 miles) at 2:33p.m., the exception being a Jack in the Box lunch stop in Caldwell, where someone ripped off my temperature watch I keep on the handlebars. Easy pickings, but I haven't had problems with it in many a year. Bummer.

I get to the motel in Twin Falls and they don't have my reservation. So I get another room and call reservations to see what's going on. I also asked the clerk if another motorcycle might have checked in within the past hour, but they didn't know. Then I had them make a note that when D.L. Richards arrived, to direct him to the room I was in.

At that point, I went to my room and called the reservation line, the operator there having me call customer service 800# line. My main concern was not being billed double to my Mastercard for the room and to also complain about the reservation not being at the Twin Falls Motel 6.

After a lengthy wait on customer service, I was cut off, so had to dial again and wait again. Then when I got through to an operator, she took some of my information then cut me off again.

I was sitting there a bit upset at this point, waiting for the operator to call back, when up walks my friend, D.L. Richards! Seems as how he had arrived an hour before I had, and had booked into our room using my reservation #, and had had the desk clerk leave a note for me, which nobody apparently paid any attention to. His motorcycle was parked on the opposite side of the

Touring

BURNED OUT IN IDAHO/MONTANA..

Motel 6 facility, out of view from my side. We eventually got me moved to his room but Motel 6 will get a letter about this goof.

We hit a pretty nice steakhouse that night, then after breakfast the next morning, did our first tourist thing at Shoshone Falls, being the first and only people in. Lots of water going over this year unlike my last visit in 1992. Then back to the motel, pack up and hit the road.

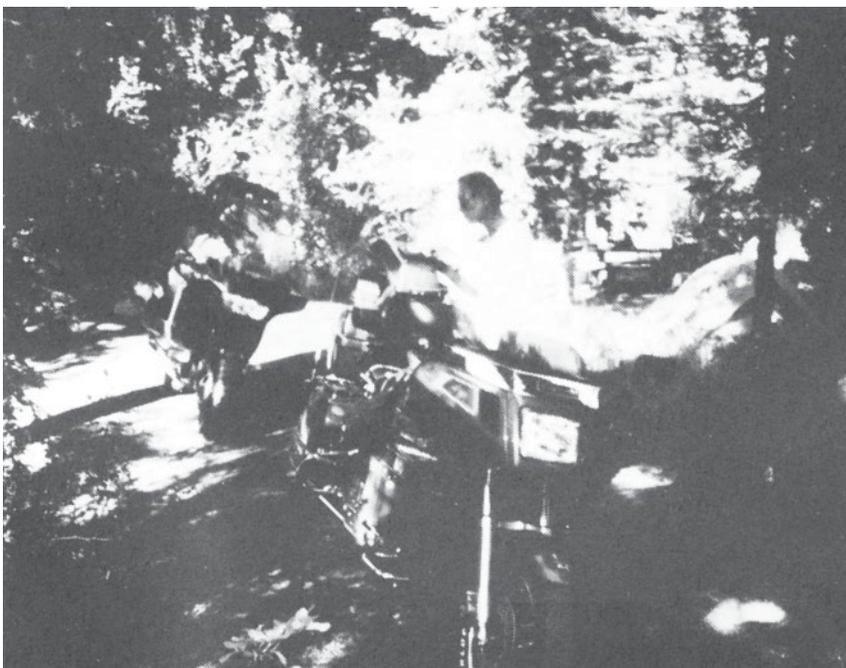
My friend came up with a better game plan than I had. Instead of riding back to Boise and up Hwy 55, we went north on Hwy 75 to Stanley, then west on a road that didn't show on my map. First part is Hwy 21 to Lowman, then a little un-numbered gray line to Banks on Hwy 55. Then we did 55 to McCall, spending the night in a campground east of Meadows, two miles up a dirt road. Nice place. \$5, vault toilets, hand pump well with OK water and a babbling creek to listen to. Baked potatoes and ham that night.

Next morning, breakfast in New Meadows, then up US 95 where we hit major road construction around Pinehurst. Got through in a convoy, then stopped above Riggins, approximately where I took photos on my first rode test for ROAD RIDER, in 1973.

I had not been that way again in 27 years. Same deal up at White Bird, where a new road bypasses the switchbacks I rode in '73.



Idaho Highway 75 heads north from Twin Falls, crosses 8,701 foot Galena Summit, then winds down into the headwaters valley of the Salmon River. Here, the road heads for Stanley, with the Sawtooth Range visible to the left.



D.L. Richards unpacks his Voyager XII as we set up camp a few miles out of New Meadows, Idaho, at Last Chance, a USFS campground, two miles up a mountain dirt road.

Touring..

BURNED OUT IN IDAHO/MONTANA..

Out of Grangeville, we took Hwy 13 to gas up at Kooskia, then headed for Lolo Pass on US 12. Beautiful ride up the Lochsa River, but a few miles short of the pass, they stopped us to run in a convoy through the forest fires going on there. In one place, the fire had come up the canyon, jumped the highway and was smoldering on both sides.

Plans got good and changed at Lolo, Montana. Big fires were burning south at Darby, and traffic was only being escorted south every three or four hours, with the next escort in late afternoon. We'd planned to go south and over to Wisdom to camp, but had to head north through Missoula, then east to grab a motel in Drummond. There, we were told all campgrounds, public and private, were closed to the south around Phillipsburg and Georgetown Lake.

Drummond made for a good stop, and next morning we tried the road down to Phillipsburg, did the tourist bit in the old mining town, then got on through Anaconda, and picked

up the Interstate to Whitehall, then headed down to Twin Bridges. From there it was into the old mining towns of Nevada City and Virginia City, to do the tourist bit again.

We'd planned the next night's camp around Jeffers and Ennis, but when we pulled into the ranger station at Ennis, more fire danger had them posting a notice that not



The author and his PC800, along the Salmon River, north of Riggins, Idaho, on US 95. Photo: D.L. Richards.



Eastbound on US 12, between Lowell, Idaho, and Lolo Pass, following the Lochsa River.

Touring..

BURNED OUT IN IDAHO/MONTANA..

only were no open fires (including charcoal) allowed, but you couldn't even use a camp stove (propane, etc.) outside of a trailer or RV. Motel time again.

Then next morning, when it was light enough, it was time for us to split up and head for home. We actually had a couple of extra days to use, but the fires had pretty well wiped out the chances of camping, so we gave up.

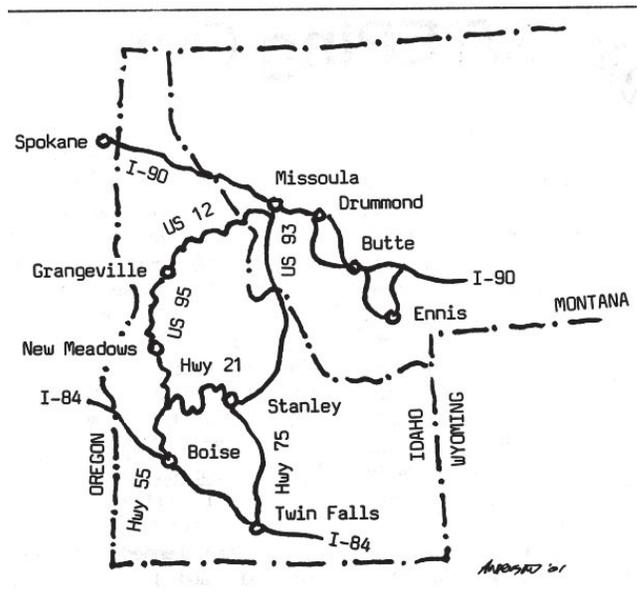
I never looked to see what time it was that we left the motel in Ennis, but I had been riding 50-60 miles when the sun finally came up behind me in the canyon on Hwy 2, west of the 287 junction. Just before that junction, 287 crossed a bridge being rebuilt, with a detour through some pretty deep gravel. I was wide awake after that! In the canyon, I sent several groups of deer scattering up the hillside, but no close calls.

Of course, where I got on the Interstate east of Whitehall by about six miles, a blasted truck with house trailer pulled on ahead of me and wouldn't do better than 55mph for the entire distance which was coned off to one lane with loose gravel. Naturally, when I blew around him after Whitehall, then he got it up to 70mph like I was running. Idiot!

It was a pretty chilly ride to my first gas stop at Deer Lodge at 6:45a.m. I was going to hit a regular cafe there for a good meal and to thaw out, but a few miles before town, a guy passed me towing a dresser Harley. Naturally, at Deer Lodge, he was just parking at the cafe... and not wanting to have to talk to a whimp... I went over to McDonalds for breakfast. Then I gassed and rolled out of there at 7:05a.m., set it mostly on 70 mph and was into Wallace, Idaho for gas at 10:04a.m. for another 195 miles.

Back prior to Missoula, the fire and smoke situation was at least twice as bad as we had seen it going east. Some of it was burning right down beside the Interstate, with nobody doing a thing about it.

As the morning warmed up, more and more bikes began passing me, running 75-80, I'd guess. Then everybody seemed to wake up and hit the road. I think all the Montana gamblers were heading back for



Spokane, and I think half of Spokane was heading for Seattle! I gassed at Moses Lake at 1:02p.m., then got out of the heavy traffic on I-82 down to Yakima at 2:45p.m. I booked into the Yakima Motel 6, covered the bike and enjoyed the good air conditioner in the room. It was probably about 4:30 when I walked two doors down for dinner in a Mexican restaurant, then came back to the room to watch the news.

Fell asleep before the weather ever came on and about 9:00 I was awakened by some kids yelling outside the room (!) and then in the room next to mine plus there was a dog in there barking (!!). I immediately called the office and said I wanted them moved or I wanted to be moved!

I was really mad, but finally got back to sleep and slept pretty good until 3:30a.m. when I got up and walked a block down to a Denny's for a quiet breakfast. Since they had partially occupied the room next to mine, the motel didn't put any one else in it that night which was good.

It was a 592 mile day from Ennis to Yakima, then about 200 miles on in home yesterday. The Uglycoast now has 52,169 miles on it and I will have to pull an oil and filter change, should check the rear end and possibly change it and the coolant. Total trip was 2,223 miles for me with a 51.49mpg average.

S/TEP

S/TEPing Out

By Dave Wendell

GENERAL INFO. The S/TEP Instructor Prep course held in Minnesota, went very well. We now have ten new Instructors, eight of whom are from Minnesota, one from South Dakota, and one from North Dakota. We also have another new Chief Instructor. Jim Blow of Fridley, MN, completed his qualifications during the Instructor Prep under David Hough's watchful eye. Congratulations to all!!

In the last issue I reported that S/TEP Instructor and South Carolina motorcycle safety state coordinator Ross McClellan had developed new testing criteria for 3-wheelers for the SC DIV to use. I was to have assisted in training the DMV examiners in early June. Unfortunately the SC program has run into some financial difficulty and the implementation of the new 3-wheeled testing was canceled. As I write this I'm not certain what is happening with the SC program.

However, I also reported that a S/TEP Instructor Prep course was being planned for both North and South Carolina. John Stokes, the NC state coordinator has moved ahead with his plans. I got a chance to put him through some exercises in early June when I updated S/TEP Chief Instructor Cundiff Simmons in Virginia. John has obtained a grant and as I write this is in the process of purchasing sidecars to attach to three of his Nighthawk training bikes. He is still planning an Instructor Prep for North Carolina in October. Dates, times, and locations will be on the S/TEP website as soon as he gets them to me. CI Cundiff Simmons will be running the show for the IP. If you're interested in getting certified please contact: John Stokes, Director, North Carolina Motorcycle Safety Education Program, Lenoir Community College, Greene County Education Center, 602 W. Harper St., Snow Hill, NC 28580, (252)747-7093. jnsqcu@wpmail. lenoir.cc.nc.us.

As I write this the National Rally is about a month away. Jean Kennedy, Al Olme, Jim Cain and I have all been in contact regarding holding a S/TEP course at the rally. As I'm sure you already know, despite over 50 people expressing interest in taking a course at the rally, it simply couldn't be arranged. Jean deserves a ton of credit for everything she did to set the rally up, working virtually alone. Al Olme went above

and beyond making every possible attempt to get a course held, but it just couldn't be worked out. The biggest issue was the course insurance. No insurance company is going to cover a course done on grass. The biggest concern is that the grass may be hiding a hole big enough to cause damage to a rig and/or injure a rider. Unfortunately, no one was able to locate a suitable parking lot in the vicinity of the rally site, nor could a suitable classroom be found. Al Olme volunteered to hold a seminar in place of a course. I sincerely hope it went very well.

Remember, if S/TEP training isn't available in your area, call your state coordinator today and ask why not!

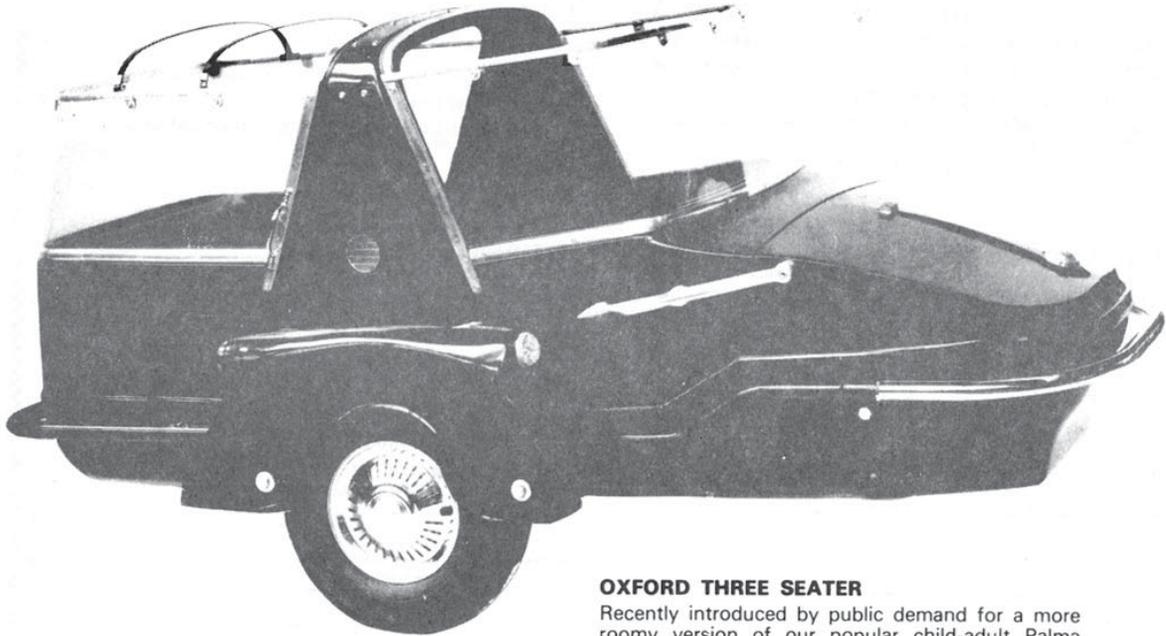
INSTRUCTOR INFO. All five S/TEP Chief Instructors have now been updated to the new curriculum. As I write this, CI Simmons in Virginia, is planning the first regional update for Instructors in his area. Hopefully, by the time you read this more updates will have been held and more of you will be ready to use the new curriculum. If you haven't had the opportunity yet, the new curriculum includes Instructor Standards and recertification requirements that were lacking in the previous version. It includes more than twice the number of transparencies for those visual learners; and the new range cards should make your job as Instructors much easier.

Although the State Motorcycle Safety Administrators conference is over two months away as I write this, I can't wait to get there. I had originally been asked to do a breakout session to provide more information about the S/TEP for state program administrators. However, the planning committee has now asked that I do TWO of them due to the number of requests for information they've received. They've also graciously donated a meeting room for a S/TEP Instructor update. I should be able to report in the next issue how well that went.

As always, if you have questions or need information please contact me at: Evergreen Safety Council, 401 Pontius Ave. N., Seattle, WA 98109. 1-800-521-0778 office, (360)434-5221 - cellular, or davellesq.org. Dave Wendell, Program Manager, Sidecar/Trike Education Program.

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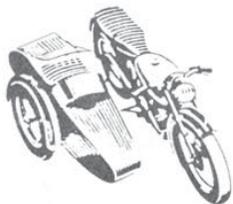
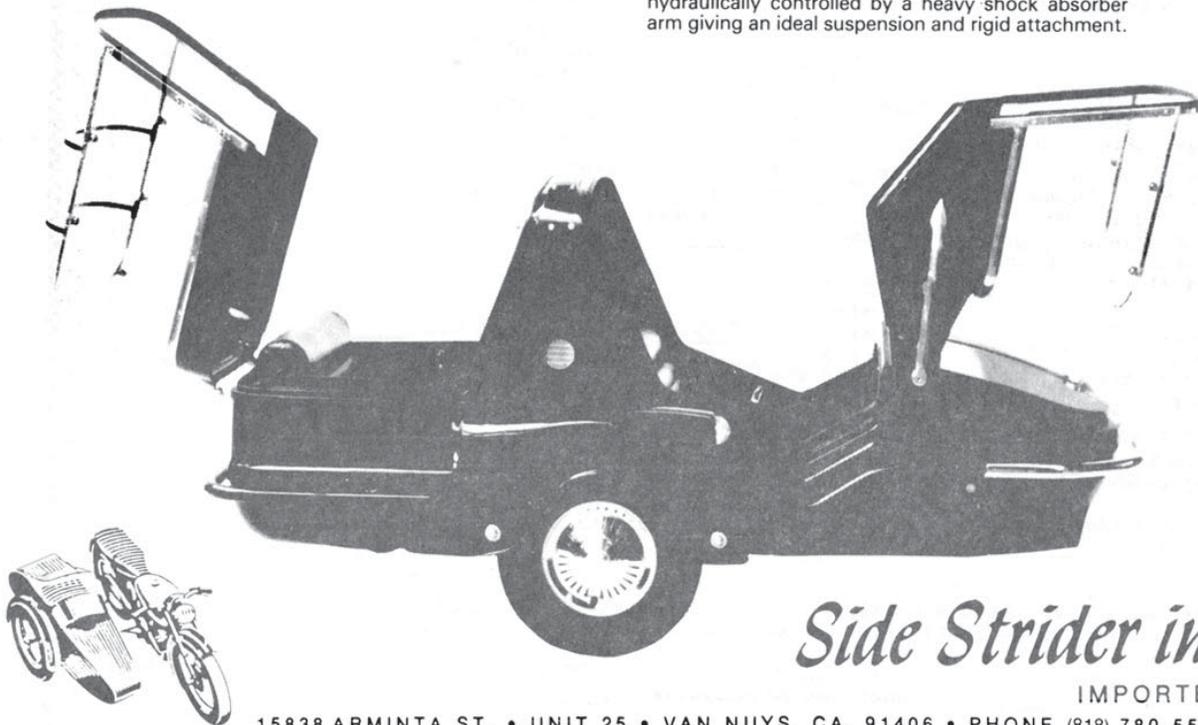


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Coming Events

Event listings should be sent to: USCA Coming Events, P.O. Box 132, Rainier, OR 97048-0132. Mail your event listing in advance of the listed deadline to assure inclusion. We can't include your event unless we know about it and have the listing on time. Rally organizers for general interest motorcycle rallies (non sidecar rallies) should specify if specific events and awards are included for attending sidecars. If not, these are the first listings that get dropped if space gets tight.

August 31-September 3, 2001, 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 14-15, 2001, Hoosier Hacks 15th Annual So Long Summer Sidecar Campout. Muscatuck County Park, North Vernon, Indiana. Info: Fred Huntman, (317)831-8105.

September, 21-22, 2001, Autumn Rally, Hemsedal, between Oslo and Bergen, Norway. Info: Sigurdur Bjarnason, Lobergsalleen 1, N-5037, Norway. tlf+47 55 29 08 08. e-mail sigurdur.bjarnasone capgemini.no.

September 21-23, 2001, Ears Across the Border, Timberline Campground, Concrete, Washington. Info: Bigfoot Sidecar Club, 6115 216th St., RR11, Langley, B.C. V2Y 2N6 CANADA (604)534-6473.

September 22-23, 2001, Northern Illinois Sidecarists Annual Mississippi Palisades Campout. Info: Bob Saxer, 704 E. Cedar Ave., St. Charles, IL 60174. (630)584-0548.

October 5-7, 2001, 10th Annual HACK'D Invitational, Buckhannon, West Virginia. \$25 registration fee. Pre-registration required by September 1, 2001, to: HACK'D, P.O. Box 813, Buckhannon, WV 26201. (304)472-6146.

October 20-21, 2001, 30th Griffith Park Sidecar Rally, Los Angeles, California. Info: Doug Bingham (818)780-5542.

December 1, 2001, Bigfoot Christmas Dinner Party. Info: Joan and Barry Baldwin (604)531-5160.

December 9, 2001, N.I.S. Christmas Party, Harners, North Aurora, Illinois. Info: Northern Illinois Sidecarists, Ron Gardner (815)476-0327.

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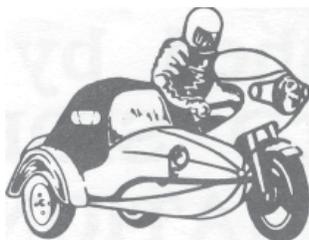
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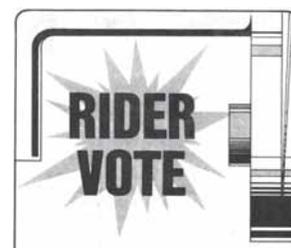
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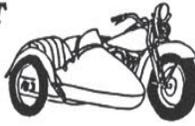
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USCA Books and Paraphernalia Books

- Driving A Sidecar Outfit:** The textbook used since 1997 by the USCA Sidecar Safety Program for both novice and advanced driving courses. This book includes basic 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.
- 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.
- 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 driving prior to 1997.
- They Called Him Pop, The Floyd "Pop" Dreyer Story:** New book by Mike Dreyer. The book chronicles the life of Floyd Dreyer the sidecar racer. Read about his life as a sidecar racer, race car builder, motorcycle retailer and sidecar builder. This is a great addition to any library. A must for collectors. 236 pages, hardcover with over 200 photos. Available for a limited time.

Description	Quantity	Price	Total
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Sweatshirt XXL		\$17.00	
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Golf Shirt (natural color) XXL		\$22.00	
Jacket (navy color) M L XL		\$25.00	
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Hats (USCA Logo)		\$9.00	
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Engine size (cc) or # of seats in sidecar				
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