



# The Sidecarist

UNITED SIDECAR ASSOCIATION



RENEE & KEN WEINGART  
JANUARY 25, 1953

When I first came across my first and only wife, she was an ideal prospect for a single ex-sailor: Petite, cute and her folks owned a liquor store. Plus she liked my Harley. After a year of motorized courtship, we announced our intentions.

A mutual friend, a part-time cartoonist drew 3 8x10 drawings as a gift. The 1st, a fellow on a motorcycle chasing a sweet young 'thang'. The second, a gal lassoing the biker and the 3rd, a the couple riding off in a sidecar rig.

We used the last one as a wedding announcement. Since neither family understood motorcycling, most considered it some tasteless advertisement, and tossed it into the trash. As time passed, they were astonished to learn that we had wed 'in secret', and demanded to know why we never told them.

The surviving copy of the announcement got us off the hook and we were grudgingly accepted into both families. Oddly, it was only 2+ years later that we bought the hack.  
How did that cartoonist know?  
- Ken Weingart

This is what it's all about!

**From:** Dana Shifflett  
**Sent:** Sunday, September 26, 2004 8:01  
**Subject:** yer Kansas rally

I took Judy to your rally in Council Grove, primarily for the purpose of having her "try on" some sidecars before I take the plunge myself. We met with several good folks, and she rode in a Motorvation Spyder (?), a BMW/Ural, and a MZ/Velocette factory

rig. She is now agreeable to getting a sidecar, especially if I can find one with a roof, power windows and seat, AC and CD, but a Velocette will do nicely. Thanks everyone for the help and a good time.

--- Dana Shifflett  
Newton, Kansas (3 syllables)

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## Saturday at the Arboretum

Daniel D. Hough, USCA Virginia Rep.

What do you get when you mix 3 sidecar motorcycle rigs, 18 young adults with cerebral palsy, enthusiastic workers and a unique park with 9 miles of scenic roads? You have a fun Saturday afternoon in the park, of course! When United Cerebral Palsy (UCP) board member Robert Baldassari, otherwise known as "Biker Bob", first called me to consider giving some special kids a ride, I wasn't sure what to expect. The UCP of Washington and Northern Virginia staff and board members had been very creative in finding ways to spread joy into the lives of these young people. These are our "consumers", Robert insisted. The group had done helicopter rides, airplane rides, gone horseback riding, swimming--you name it. Because of

states. There's a greenhouse complex and a wide variety of plant collections. For plant-lovers and gardeners, this is a place you ought to go and see. Yet it's low-key, so much so that even a gas station attendant two blocks away had never heard of it. It was scenic, had no through traffic



Bob meets some of the United Cerebral Palsy staff



Dan, Eric and Bob at the National Grove

the debilitating nature of cerebral palsy, a 2-wheeled motorcycle ride wasn't very practical. Sidecars would work well.

Several emails later, Robert, UCP Creative Think Tank Manager Arthur Williams, USCA Maryland Rep. Bob Montague and I had a plan to meet the folks at the Arboretum on Saturday afternoon, June 12. Right in the middle of Washington, DC is a large, beautiful flower and tree park known as the U.S. National Arboretum (USDA). Near the picnic area is the National Grove of State Trees--each unique tree represents one of the



Some of the consumers and their helpers

(speed limit is 20 mph in the park) and possessed well-maintained roads. Perfect for the event. Bob and I were fortunate to have a third sidecar pilot, Eric Phe-

bas on his Yamaha with Cal II double-wide, join us in the cause. Bob rode his Victory Cal I combo and I had long-time family heirloom "blackberry blue", a BMW R100 and Ural outfit.

Up rolled the buses from UCP and out rolled the consumers, eager to check out the rides. I'm not sure if the UCP helpers or the consumers were more excited. Often the helpers would ride along as passengers and hold the hands of our special passengers so that they would feel secure. At any rate, they all got a chance to ride, experience the sunshine, smells and fresh air of the park and everybody had a great experience. Big grins on the faces of the consumers were all

the thanks any of us needed. It was well worth giving up a Saturday afternoon. I'm not sure if we ought to dub this event as UCP I or Arboretum I, but it's something us Washington area sidecar folks ought to do again. Anyone game?

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## From Where I Sit

Hello everyone, I would like to first take the opportunity to hope that everyone is planning a large family gathering for Thanksgiving, and a real special gathering for your Merry Christmas and a Happy New year. With riding season limited, and the rig spending more time in the garage, this is the time that I can ponder the past riding season, and start making plans for the next one.

I will tell you that the Keystone campout was wet, but Harry and the Keystoneers' put on a great get together, and did I mention that it rained by the buckets full. So Long Summer campout hosted by the Hoosier Hacks was wonderful as always. The So Long Summer campout was the first sidecar event that Jean and I ever attended back in '93 and to date the only sidecar event that we attended on a solo bike. We have attended this rally every year, we have watched young children grow up and bring their children to this campout and most of all we have made many good friends that we look forward to visiting with.

I am excited about going back to the mountain for the Hack'd reunion, Chris and Gary are working over time moving, I think that this is the third time in two years, maybe they will get settled in soon. I understand that the driveway is now paved, and I am sure that it will be a great reunion.

Now I will take time to address some issues from this year. First, you will notice from the treasurer's report (last issue) that the USCA is financially solid, (that means that I do not have to start everything off with a money pitch).

The new board is beginning to work well together, we are working thru some old issues such as updating the constitution, and finding that Al Roach our secretary and membership registrar has in fact kept the cooperate papers up-to-date with the state of Ill. (there was a rumor that we had lost our charter.) Thanks Al Roach for all that you do for the USCA.

I want to also address Ken Askey's letter to the editor in the last issue of the Sidecarist on the national rally at Bean-Blossom. First, I hope that everyone that attended had 'an otherwise totally enjoyable rally' to quote Ken. 2<sup>nd</sup>, I want to mention the 'the very disappointing spectacle put on, by two board members no less'. This disappointing spectacle and the parties involved is being researched by a Blue-ribbon-committee, appointed by the president, of general-members and a board member. As of this writing no decision has reached my desk. However I do apologize to all that were offended by this 'disappointing action' and do agree with Ken's thoughts on that matter.

The last statement that Ken made was, "We keep hearing that the club is 'To be given back to the members' whatever that means!" Well Ken that means that we are putting treasurers reports in the Sidecarist so the general members know how the board is spending your money.

It also means that the board meetings are no longer closed and off-site, general members are welcome to come and hear what the board is working on. This statement also means that the USCA can put on less expensive ral-

lies because we are not expecting profits from the rally to keep the USCA operating.

This is all part of my campaign promises when I ran for president, I ran as a general member for the general membership. I have tried to keep the information going to the members, I have attended sidecar rallies and talked to many sidecarists about what they like or dislike about the USCA and what improvements could be made. I have worked hard to improve the USCA during my term, I can see light at the end of the tunnel, and can see more folks joining this club, and can see the moral of the general membership improving. This is what I mean when I say give the club back to the members.

I was also honored at Bean-Blossom during the general membership meeting when I mentioned that the office of president would be up for election next year, and over 100 signs "KENNEDY 05" appeared. Thank you for all your support the last two years. If I am nominated, I will run and will serve the general membership to the best of my ability.

The positions that are up for election in 2005 are the President, Treasurer, Southeast Director, Western Director and the Midwest Director. Information will be forthcoming on nomination and the election process in the next issue of the Sidecarist. USCA members participation would be greatly appreciated.

Back to more important things, enjoy this issue, have a good Thanksgiving and a Merry Christmas.

YIC

*John H. Kennedy*

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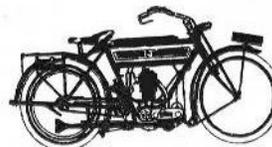
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# Sidecar sport in Europe

By Otto Hofmann, #6585



On my recent visit to my home country, I had the opportunity to attend some very interesting sidecar events.

First, on the last weekend in April, I witnessed a sidecar motocross world championship race in Aufenau/Germany. Besides the competition, I was, of course, interested in the technical aspects. The entire world elite was on hand, including last year's world champion Willemssen (Holland) with his copilot Stupelis (Latvia). A variety of technical approaches were used, which all seemed to work: Two-stroke singles, four-stroke singles, right-hand sidecars, left-hand sidecars, leading link front forks, telescopic front forks and any combination of the above.



Horst Ullrich with a project

Top: Sidecar motocross Above: Don't try this at home

What all of the hacks, though, had in common: The sidecar was never an attachment to the motorcycle, but an integral chassis with three wheels was provided. An attached frame

would never have endured the unbelievable pounding these outfits went through, often jumping 30 — 50 feet in the air. The race was run in two heats, and the overall winner was (of course!) the world champion, with the German champions HappichlWeinmami ending up in second place.

The following weekend we attended the "Donauring Revival", a remake of a

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once popular motorcycle road race, but now for vintage machines up to 1957.

The hottest competition, very exciting for the spectators, just like it was in the old days, again was provided by the sidecars.

Most of the hacks were BMWs, which ruled the world championships in the old days.

While in Germany, I also had the opportunity to visit with Horst Ullrich, who builds some of the finest Enduro sidecar outfits in the world. Horst showed me his latest developments; another outfit had just been shipped to a customer in Switzerland, for participation in the next Paris-Dakar rally. All his outfits use frames completely developed by him.

I also enclose a picture of a flat-track competition outfit, which I had taken on a previous visit. These races are being run counter-clockwise, therefore the extreme camber of both, the cycle and sidecar wheels.

Unfortunately, the HIM, the top ruling board in motorcycle sports, in its infinite wisdom, has decided to eliminate sidecar races from the world championship in 2004. This is despite the fact that they remain immensely popular with the spectators; the reason given is transportation expense.

The result is that now the German International Championship has assumed its status and every racer of rank now races in Germany, providing some of the

*(Continued on page 8)*



Left: Not the usual. Top: the "Donauring Revival" Center: Two in the corner. Above: A Brit bike



(Continued from page 7)

best racing anybody can watch at any place. One would have to see it to believe it, how these "three-wheeled Formula 1 cars" with up to 200 hp are being pushed through the corners.

I sure would like to see sidecar road racing returning to this country!



Left: A Horst Ullrich rig ready to race. Right: Flat trackers!

## The Canadian Rally in Kingston Ontario

By Georgia Tretyak

We were going to the Canadian rally in Kingston at the Rideau campground. (7-29-04) We left home (Lawtons, New York) around 7:15 and headed up north. It took about 4 hours to get to Cape Vincent, where we boarded a ferry. Some how they got 2 motorcy-

cles (one was ours and has a sidecar on it) and about 6 cars crammed onto a little ferry.

When we got to Wolf Island and got off the ferry, we had to go through customs. We had to show our birth certificate and another piece of I.D. the next

ferry (to get off the island) was 7 miles away. We got on a huge ferry. With all the cars and motorcycles on there was still room. On the side of the ferry there were coins, that had been thrown on the side.

When we got to Rideau campground, it was spectacular. Once we found

where the Canadian sidecar club was we found out, they were near the water. Therefore, we set up camp in a nice shady spot not by the water. We cooked hotdogs for dinner and the USCA president (John Kennedy) came to visit us and ask us about our trip and was telling Dad about the ISOK rally the week before. Soon we registered and got our packet. There were 3 pins, a schedule, ads for the next rally, wristbands and brochures for places of interest. They had a fire going, but we took a walk around the campground. It was neat to see all the campers and what they would put up on their lawns.

(7-30-04) The next day we awoke to birds chirping and geese squawking. We went up to the pavilion and got coffee. We went to Tim Horton for breakfast. It took us along time to actually find the place, but we did. Afterwards we went to look at the stores.

Once we got back, we decided to move because of too many mosquitoes, trees, and birds around us. We moved our tent and stuff near the Jean and John Kennedy, Connie and Larry.

(Continued on page 9)



Georgia Tretyak at the USCA National earlier this year.



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We had 4 guys pick up the tent and bring it over to our spot. We got set up and got a picnic table.

Soon afterwards, our friends Diane and Hoppy Hopkins arrived. The day before they had gone to see an elder friend of theirs. Hoppy mowed the lawn for her, and they then took her out for dinner in the sidecar it was her first sidecar ride.

Earlier before, a group of people had gone to see a museum in West Port where there were many shops. We stayed at the campground to help Hoppy and Diane set up. Later we headed off towards Kingston to find a place to eat. We ate at a McDonald's, but parked 4 blocks away. In addition, we had to walk up hill to get there and down hill to get to the bike. After lunch, we went on the 401 to get back to the campground. It was starting to get cloudy, mom had gone to take a nap, and dad went to take a shower. Then it started to rain. A woman that was on the other side of the trees as us was talking about how we'd get thunderstorms tonight and tomorrow morning. Soon it started to rain harder and we had to bring in all our stuff. They couldn't have the bonfire because there was a big thunderstorm that night. Therefore, we sat underneath our canopy and later went to bed.

(7-31-04) The next day it continued to rain. Our coats were soaked, even though they were "waterproof". We had doughnuts, cookies, popcorn, orange juice, and gingersnaps for breakfast.

Later my friend Kristina, her mom and her brother and I went to the near-by mall (The Bay). We both got pink purses jackets and candy. When we left the mall, it was still raining. Her mom got us potatoes wedges for lunch. When we got back, it started raining harder. So, we stayed under the canopy for awhile.

Later we went to watch boats go through the canal locks. It was pretty cool, because one moment they were eye level with you then the next moment they had to look up to see you. Afterwards we went back to the campground and decided to go to Denny's for dinner.

Later we went to the bonfire. They had 50/50 raffle and Linda Willis had

won. Around 10 or so, we decided to go back to camp.

(8-1-04) We went to Denny's for breakfast and came back to start letting things dry. Everything from our clothes, sleeping bags, towels to our money was wet.

Later we had to get ready for the cruise. Everyone had to line up in a row. Then bunches of people were taking photos of all the bikes on a ladder, so they could get all the bikes in.

Hoppy and Diane had packed up so they could start back to New York after the cruise.

The cruise was a tour of the 1,000 islands. After the cruise, we would have dinner out on the patio. When we left, and went up the hill you could see all the bikes and sidecars in line. It was just so beautiful. You could see all the colors, shapes, and sizes of the bikes and sidecars. It shows how beautiful a group of motorcycles and sidecars can be. The person leading us was communicating with the person in the back with the CB radio they said that we were about 3km long dad was listening on our CB.

Once we got there, we got our tickets that said "special" on them. The ride was spectacular, it was a triple Decker boat.

Once we were seated, I was by Jean Kennedy. It was a beautiful day to see the islands. Then we moved to the top level. We saw Boldt castle it was built on an island that the people had shaped in a heart and it was beautiful.

People passed by us and waved in boats. A newly wedded couple went by on a boat with the American flag and a just married sign, raised their champagne glasses to us and waved. After the boat ride, we had dinner. It was a buffet and all the food was delicious.

Hoppy and Diane left for New York from there and we left to go back to the campground.

That night they started the fire around 8. I went to the pool for an hour and then went down to the campfire. They were doing door prizes and you needed a ticket. Of course I didn't have one and couldn't because I was late.

So around 9:30 we got ready for bed and started packing up.

(8-2-04) We got up around 6:15, way too early for me. I took a shower while

dad was getting packed up. When I got back it was 10 to 7 by then.

After we got packed up, we said bye to everyone that was up. I got my friends e-mail addresses and many hugs. Next time we'll see them is in 362 days. In Sarnia which is closer to us.

The way back would be enjoyable. I was somewhat happy to go home to my house that has a solid roof that doesn't leak like our tent in that down-pour. However, I didn't want to leave my new friends, it would be along time until I'd see them again.

When we went on the big ferry, it was windy and a little chilly. Besides that, the sun was out. There were 9 bikes (4 solo bikes, 4 motorcycles with sidecars and 1 with a sidecar and trailer) and we all stayed in line till the next ferry, which was small and you could've fit at least 3 of the small ferries onto the big one.

When we got onto to Wolfe Island we ate lunch at Captain Jack's with friends of ours, Beverly and Wayne. Then we went to Tibbet's point lighthouse thanks to mom and dad who like to see lighthouses. It was not open but the gift shop was. We got postcards and a Christmas ornament.

Then around 1 we left to go home. Cape Vincent was a really nice place to visit.

Once we got on the highway, it started to get hot. We stopped to get gas and drinks, and then continued on our way. We were around 156 miles away from Buffalo, and we live 27 miles south from Buffalo. So around 183 miles away from home.

We got home around 6:15. We ordered a pizza for dinner, instead of mom having to cook and me wash the dishes.



## 2004 AMC Meet in Oley, PA Ron Patterson



The annual Antique Motorcycle club meet in Oley, PA. was held on April 23-25, 2004 under sunny skies and enjoyed a very large turnout. Triumph was this year's featured marque and more than 50 Triumphs were registered for the judging.

I counted over sixty sidecars of every

possible description, and the most attractive was the red 1948 Triumph "lefty" shown in the judging area (figure 1). Another beautiful restoration was the Indian "Woodie" rig (figure 2). The rig which made the greatest impact on everyone was the 1942 750cc Zundapp

from the Afrika Korps, complete with machine gun, ammunition cases, blackout lights, hand grenades and German helmets (figure 3). Lefties were much more common in the days of the early machines and there were many Harley lefties like the one shown in figure 4 in addition to the British rigs. Harley Servicar 3-wheeleres were everywhere, illustrating the various commercial and



Figure 3: German Zundapp from the Afrika Korps



Figure 1: 1948 Triumph "Leftie" rig in the judging area



Figure 2: Outstanding Indian "Woodie" restoration



Figure 4: Early Harley "Leftie" rig

government applications. Figure 5 shows a servicar in use for many years with the Fort Lee, NJ police force.

There was a large turnout of vendors selling everything from brand new antique parts to tires to complete custom built sidecar rigs (figure 6). One of the most important reasons for the AMC meet is to sponsor a huge flea market and swap meet for antique motorcycle aficionados and every imaginable precious old part is there for someone to discover. The large young man in figure 7 is contemplating rigging this (obviously too small) old Velorex chair

(Continued on page 11)



Figure 5: Harley Servicar from Fort Lee Police Force



Figure 7: Taking home a Velorex to start a new life



Left: Figure 6: Vendors selling everything from tires to sidecars

Above: Figure 8: The author contemplating a restoration project

*(Continued from page 10)*

to his Triumph at home. Even the author in figure 8 sees the potential of a great restoration project in the rusty old Harley rig he is trying on for size. This stuff is contagious! One grizzled old gentleman told me how he picked up an old speedometer here many years ago and subsequently located all the other parts to go with it and brought the resulting restored motorcycle to the AMC meet last year!

If you're not afraid to catch the antique fever and you are anywhere in the area next April, stop in. Anyway, it's always a great place to see a lot of old sidecar rigs that you've never seen before.

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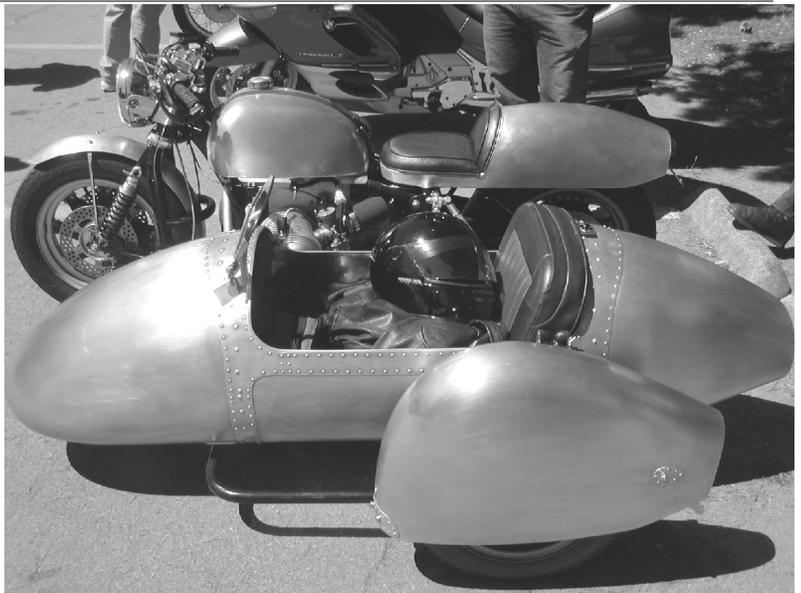
## 2004 Vasona Park Picnic (Los Gatos, CA)

Here are some pictures of a race sidecar with what looks like hand beaten aluminum body work. I didn't talk to the owner, but a fellow who did had this in his notes:

Robert Grauer and a custom built BMW sidecar rig. The frame is a highly modified R65 with a R100 engine. The front wheel is EML and most of the rest is home built. This is one "short" bike.

The rear swing-arm was pretty amazing, with an Ohlins shock under the motor!

- Darryl Richman notes and photos



*side-car (sid'kar')* n.

*1. An extraordinary form of transportation that brings diverse people together for a multitude of reasons, the most prominent being sheer enjoyment!*

- *United Sidecar Association (USCA)*

**We** are the United Sidecar Association, an independent, not-for profit organization of diverse people from all walks of life who share a common interest – motorcycles with sidecars. The USCA was founded in 1976 in the Chicago area, but has grown to include members throughout the USA, Canada, and, in fact, throughout the world.

**Our** leadership consists of an elected board of directors comprised of a president, vice-president, secretary, treasurer, and five regional directors. We also boast a strong volunteer staff that provides support on many levels; volunteers help in administrative tasks, and can serve as state representatives. We are truly an organization as strong as its members, and welcome anyone who may want to offer their time and talent.

**Our** activities revolve around motorcycles and sidecars. In the early part of the 20<sup>th</sup> Century, long before family values became a slogan, motorcyclists attached sidecars to cycles so they could take family and friends with them on their adventures. This same spirit is what we foster and is the energy behind what we do.

**USCA** activities are planned around family and friends. We enjoy going to ral-

## The United Sidecar Association

lies, touring, camping out, or even just calling up a friend to go on a casual ride. People are what we are about.

The Annual USCA National Rally is the highlight of the year, where activities are planned to include both young and old enthusiasts; field events include a sidecar obstacle course, games, and going on day tours as well as quiet time to renew old friendships. We also enjoy improving our skills by learning to pilot our rigs safely.

**While** we may enjoy doing things together and for each other, we don't stop there. We recognize the fact that there are things we can do as sidecarists that no one else can do in quite the same way, and we prove it by participating in charitable events like Toy Runs, the Ride for Kids, and the Muscular Dystrophy Association rides, to name but a few.

**The USCA** is about people. Making

new friendships, keeping old ones alive, and helping others, all while enjoying our motorcycles and sidecars. And you don't even have to own a rig to be a part of it, as membership is open to anyone expressing an interest in our sport.

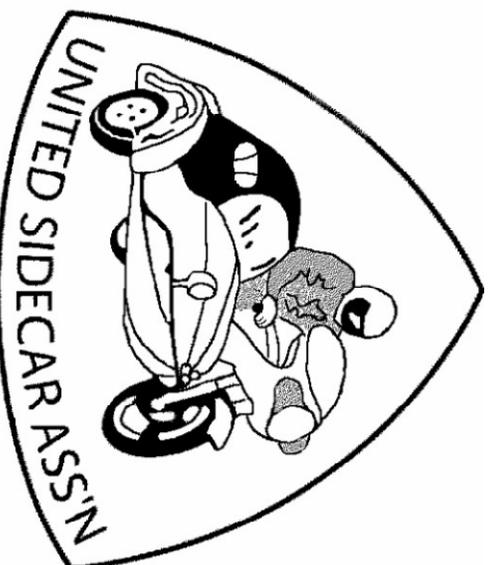
**We're** very proud of our bimonthly magazine, *The Sidecarist*. This publication furnishes information about sidecars, sidecar vendors, and up and coming events and activities taking place in both the US and Canada. Of course, the many stories, articles, and pictures submitted by our readers keep us connected in a way that makes this magazine priceless.

**We** also have a great website that provides up to the minute access to sidecar events, links to sidecar sources, contact information for sidecar enthusiasts in your area, and technical information about our sport, as well as discussions about anything related to sidecars. You can join in existing discussions or start your own if you don't see what you are looking for.

**Check us out at: [www.sidecar.com](http://www.sidecar.com)**

**Membership** in the USCA is open to anyone expressing an interest. Members can choose to be as active as they wish. If you're on the fence about sidecars, our magazine, *The Sidecarist* and our web site are good places to go for information.

**Please join us!**



**USCA Membership Application/Renewal**

**What are your sidecar interests?**

- Touring
- Camping
- Rallies
- Around Town
- Taking your pet along
- Extending your riding years
- Unique or antique vehicles
- Sharing motorcycling with your family
- Sharing motorcycling with special needs friends

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Phone \_\_\_\_\_

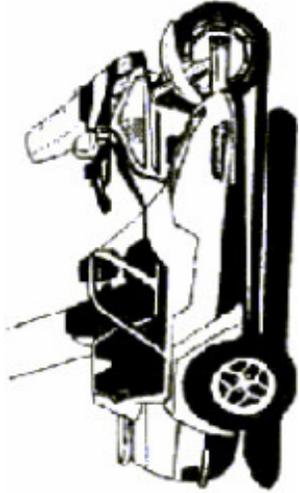
E-mail address \_\_\_\_\_

Your Age \_\_\_\_\_ USCA Number (renewal) \_\_\_\_\_

Associate Member's Name (18 yrs or older, same household) \_\_\_\_\_

Dues are payable in US funds according to the following schedule:

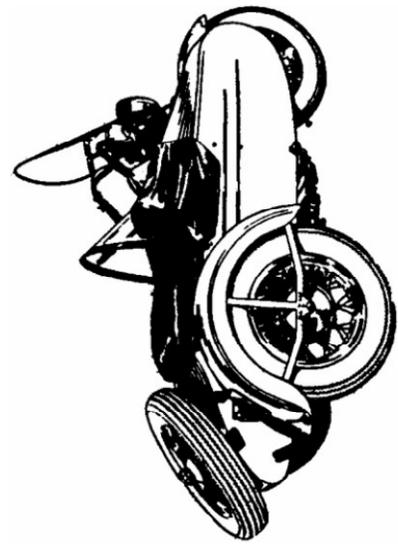
- New Member US or Canada \$30 \_\_\_\_\_
  - Renewal US or Canada \$25 \_\_\_\_\_
  - New Member International \$40 \_\_\_\_\_
  - Renewal International \$35 \_\_\_\_\_
  - Associate Member (either) \$5 \_\_\_\_\_
- Total:** \_\_\_\_\_



Please make checks payable to the USCA.

Mail completed application and funds to:

Al Roach  
130 South Michigan  
Villa Park, Illinois 60181  
USA



*side-car (sid'kar') n.*  
**1. A one-wheeled car for a single passenger, attached to the side of a motorcycle**

*The American Heritage Dictionary, 2<sup>nd</sup> College Ed*

**About the USCA and Membership Application**



## Election Survey

## 26th National USCA Rally Finances restated

Here are the results of the survey that was included on the ballot form. Note that the Yes/No votes don't always add up to the same number as not everyone answered each question. Thanks to Bob Davis for crunching the numbers and summarizing all the comments.

Note: T-Shirt sales had been left out of the earlier accounting.

### Member Survey

	Yes	No
Do you have Internet Access in your home?	82	13
Do you have some other Internet access that you use?	37	56
Do you go to the USCA's Web site, Sidecar.com?	70	24
Do you object to "banner ads" on sidecar.com if they are sidecar related and help pay for the site?	8	85
The 2005 rally is planned for Washington State. Would you travel to Washington State for a National Rally?	34	52
Would you consider having two "national" rallies, one in east or central and one in the west a good thing?	77	14
Would you attend a weekend regional rally if it was held two states away?	70	19
Would you attend a weekend regional rally if it were held in neighboring state?	87	4
Do you feel that you are getting a "good deal" for your membership dollar?	81	5
Would you like to see a complete annual membership directory published?	77	18
Would you "opt out" if such a directory were published?	6	86

### INCOME

Registrations	\$7,128.00
New memberships/renewals	445.00
50/50 drawing (net)	165.00
Raffle proceeds (Net)	721.25
<b>T-Shirt Sales</b>	<b>309.00</b>

**TOTAL \$8768.25**

### EXPENSES

Campground fee	\$2,000.00
Caterer	2,700.00
Insurance	275.00
Volunteer hats	375.00
Rally pins	528.00
Misc expenses	1,294.52
ED Johnson memorial fund	165.00

**TOTAL \$7,337.52**

**NET INCOME FROM RALLY: \$1,430.73**

### Question 1: Of the changes you've seen in the USCA in the past two years, what do you like or not like?

- I like the new president. He seems to care about the members. The rest do not.
- That the president rides.
- I do not like the fact that I am not made aware of what the board is doing to improve my club and/or issues they are voting on!
- Election ballots must be secret.
- More tech

- Have not been a member long enough to notice a change in the past year.
- Not enough space
- Like the fact that USCA allowed Assoc. Member.
- The new sidecarist is an improvement
- I do not like to hear that our officers do not support the president
- Having John Kennedy for Pres was a big plus
- Like that it is changing
- The quality of the sidecarist. No negative comments. You are doing an excellent job.
- Less grumbling and more positive action.
- Membership too new to form an opinion.
- I have been away from sidecars until recently.
- Positive: financial solvency-new look of sidecarist. Negative: political infighting
- I'm new and happy
- I think that Bob Anderson was best for our editor
- I like most of the changes, but do wish Bob Anderson was still a part of all this
- Better layout of "The Sidecarist"
- Like: the new magazine format
- Sidecarist is much better
- New member?
- I like the improvements in the sidecarist
- Like the new format for USCA

(Continued on page 16)



(Continued from page 15)

- I don't like all the fighting among the officers and board of directors
- I've only been a member since 10/03
- I like the mag
- Like the changes
- Would like to see rally closer to the West Coast
- The improving willingness to forget past problems and make good attempt to forward the club
- Don't know
- I like the fact that the board can meet virtually by email& chat. I'd like a regular update of what they are doing.
- new member
- Like: increased interest in member input, availability to have contact with members (email & phone #)& elected officers. Editorials and members pictures.
- The Sidecarist seems to be thicker, this has to be good. John Kennedy's article is always interesting.
- This is my first year as a member
- Posting Hal's books on the internet was a generous gesture.

**Question 2: Do you believe the USCA is headed in the right direction?**

Yes: 39, No: 3

- Needs to grow
- Don't know
- Hope so
- Maybe
- Slow but sure
- Yes, being visible at local rallies & charities through the support and commitment to volunteer work our members can offer.
- Promoting USCA and networking upcoming events
- Mostly. I believe all positions should be volunteer and without pay. I'd like to see all our oars moving in the same direction.
- Yes. The safety record of sidecars and our training could be promoted through motorcycle rights organizations, IE ABATE or MRF. This would get us some good press and keep us in the loop in case some Ralph Nader Type legislator starts trying to regulate us.
- Where else is there to go?

- Not sure, no real direction of any kind I can see yet.
- For the most part
- Slowly, but yes. Effective leadership shows, as does ineffective. A big thanks to those who are putting forth the effort.
- Because of the boards lack of information reported to the members I have no idea what direction the USCA is headed in.
- I do not know the direction they are headed for----nor the goals they have set for us.
- We have the right president but he needs support from us all.
- I see no improvement in communication. Claude seems to be the only one who encourages others.

**Question 3: In what state would you like to see a future national rally?**

31 states were listed. Some responses listed up to 4 states, and all were included. Based on postmarks, or return address labels, I saw that

California 9	Utah 2
Illinois 2	Arizona
Iowa 2	Tennessee
Minnesota	Idaho
Arkansas 4	Washington
Vermont	New Mexico 3
Pennsylvania 5	Missouri 2
Ohio 2	Kansas 3
New York 4	Colorado 5
Wyoming 3	Kentucky
Michigan	Texas
Maryland	Oklahoma
Virginia 3	Indiana
North Carolina 3	Alaska
Oregon 3	Montana
Nevada 3	Maine

many people wanted the state they reside in, or a neighboring state for a rally

**Question 4: What event or activity would you like to see added or eliminated from the rally?**

- Add sidecar operator training
- All day class on sidecar rigging

- Charity Ride for Kids....good exposure, and good PR for motorcyclists in general
- There should be no BOD meeting open to the general membership. It should be a closed meeting as directed in the bylaws. Only the general membership meeting should be open.
- Swap meet, increased vendor presence
- Do not want to have S/TEP classes at the rally
- I would like a paper copy of the board minutes, and a financial statement made available annually at the national rally for the past 12 months
- Eliminate the pie eating contest and the beer tent.
- More manufacturers products
- More group touring
- More tech or "how to"
- More tech sessions (by members, or vendors)
- Add free beer!
- A consistent children's night
- Skills competition along the MSF format
- Saturday night dinner

**Question 5: What would you like to see the board work on in the coming year?**

- Getting more sidecar operators in the sport.
- Quality rallies.
- Increase membership and get out of debt. (ed. We are! Over 11K!)
- Schedule national rally site and date 2 years in advance. Hold rally in July to avoid conflicts with school year. We start school in early August, and northern tier states often have snow days that cause them to run to the end of June.
- Enhancing membership
- Encourage more state clubs. I have no idea who is a member in my state.
- Peace
- Getting regional reps to have at least two rallies or get-togethers per year.
- More communication in a professional manner and working together and notification of events of smaller sidecar clubs.
- How about a sidecar hall of fame?
- East and West rallies
- More media coverage for major

(Continued on page 17)



(Continued from page 16)

events such as national rally to get more sidecar exposure to a larger audience.

- More regional rallies
- 2 national rallies
- Recruiting more members
- Getting the state rep jobs filled in completely.
- Promoting small rallies like the one in Carlsbad- A great get together.
- List of manufacturers of hookup universal hardware.
- Work together for the membership
- Communication! Encouragement to become involved with the club.
- Becoming a cohesive unit and working for the clubs benefit rather than individual recognition.
- Operating on principals and not personalities!
- Cohesion
- Complete the revision of the bylaws and constitution. Set tasks and goals for the regional directors and state representatives.
- Getting along with the officers
- At the La Crosse rally I heard a few disgruntled members complaining about the recent past. We shouldn't dwell on the past – we should learn what we can from it to help us look forward. Being disgruntled doesn't help anything. Be grunted!
- Complete and publish the bylaws
- Maintain your present focus

**Question 6: What would you like to see more of or less of in The Sidecarist?**

- Enjoy it now
- Color pictures! Stories of different rigs and the nuts and bolts of how they were put together. Off road rigs!
- More letters to the editor. A rotating column from a different board member each month.
- More rigs. I'm a gear-head and I like to see the technical aspects: attachment alignment and modifications.
- More regulatory warnings. I think most people would be shocked to see what is going on by people who would like to regulate us into extinction.
- Trip reports and rally coverage.
- I would love to see more pages with tech type articles and ride reports Larger overall content in each issue.

- More pictures of members and their rigs
- I would like to see where my dues are being spent and what issues the board is discussing.
- I would like to see the simple articles that the members write! Down with the techno babble!
- Less stories of trips, more sidecar products
- More historic, tech aspects. Less on trips
- Pictures and sidecar trips
- More.
- Support of sidecar industries ie: Profiles of manufactures, dealers, and installers
- More technical articles
- More members experiences
- MORE TECH ARTICLES
- Less model sidecars. More pages photos articles on individuals who have made a significant impact on sidecar-rigging; factory visits (sidecar)
- I think you are doing a very nice job
- More setup or tech articles
- How to repair m/c or sidecar and adjustments
- Tech tips/ riding stories. List good roads in each region to ride.
- I really enjoy reading The Sidecarist, more tech articles if possible.
- More pictures
- Doing just fine- but, maybe occasional lite tech article- or, on road hints and so on.
- Description of rigs and tech stories
- It's pretty good now.
- No change
- More pictures/color
- I like to read real stories by real people about their s/c and travel stories
- Sidecar racing High performance sidecars
- More articles on maintaining the rigs
- More new product reviews, more installer and fabricator interviews
- Less racing
- More tech and safety
- More letters to the editor
- I would like to read more about different makes of sidecars and their unique features, comments and opinions from "old timers" who have owned a few, like JR Lewis. Wish I knew how to get in touch with this biker. Would like a complete list of sidecar dealers and manufacturers. We are lost when ads just publish a dot com for follow up. I

run across names in this publication that I haven't seen before and have no way to get in touch. Social security doesn't buy us current technology. Your turn will come! (ed: yikes! Check out JR's contact info on page 2 - he is the Texas State Rep.).

- More tech articles
- Just the way it is
- I always enjoy reading about sidecar racing, high-performance sidecar rigs, and machines in general. I realize it takes volunteers to submit material. Perhaps there are "experts" in the organization who may be able to do these subjects from time to time.
- More on sidecar training
- More sidecar manufacturing on a list
- Satisfied right now

**Question 7: Any other comments are also welcome.**

- Have an annual east rally at the same place and time of year every year.
- I would like to have the editor to return an email when emailed. (ed: Double yikes! Please try me again or call. The mail doesn't always get through)
- I'm still waiting to get my first rig. This is all a new learning experience.
- All National rally sites must be handicapped accessible.
- Add cell phone column to the contact list.
- Great job
- All officers should be required to have email or a toll free number, because Al Roach has neither, I was not able to contact him when I had a question on my membership expiration date. Online membership renewal would be nice. Most organizations I belong to have this feature.
- I think you're all doing a great job. Steve Woodward is doing a great job with the sidecarist. Thanks Steve!
- Like to see rally prices kept low as possible.
- Would like to see the "political" issue and the "contact list" become an additional, separate issue-mailed to all members.
- Keep up the good work!
- I would like to attend more rallies but find my time at a premium. I could not get to the LaCrosse National even though it only a two hour ride. I will be

(Continued on page 18)



(Continued from page 17)

a visitor, not a participant at a rally next weekend only 10 miles away. This is not what I want but is how it is. Someday I tell myself this will change. We'll see!

-Have the Rally in July because June interferes with Families that have school children.

-Remember the association only survives on what the members contribute.

-Nice to see new input but wonder where they were for the ten years I tried to edit the publication!?!

-Give Claude Stanley a raise!

-There's not enough room here.

-The board needs to adopt a method of voting so the vote is truly a secret ballot.

-Eliminate the solicitation of wares by dealers on Sidecar.com forums/want ads. They should BUY advertising!

-Thanks for the opportunity for comments

-As a relative newcomer to the sport I offer this: It was not easy getting started in sidecaring: from getting info on what is available out there, to gathering all the bits and pieces necessary to assemble a roadworthy rig, to teaching myself to drive it took almost 1 year. I'm not sure what the answer is, but if we're going to attract new blood.....it should be easier.

-When I got into sidecars in '75, I found that sidecarists one of the nicest people out there. It doesn't matter if you ride a Harley or a wing or a beemer or a crotch rocket or a vintage classic.

There's a lot of people out there on 2 wheels that are kickin around the idea of a sidecar. If they knew what a nice bunch of people we are, they'd come to a rally or a ride and see something they liked and they might buy one or at least join the club. Even if half the bikes at a rally are on 2 wheels, so what?! It's not about how many wheels you have, it's about people.

The best thing I get from my membership dollar is knowing that I'm a member of the nicest, most helpful people out there. We are a class act! Let's exploit that and get the word to everyone!

## Board Meetings

### August Board Meeting

Editor's note: These notes for the August board meeting are abridged from Joyce Canfield's posting on sidecar.com.

A Board meeting was held on July 12. It was the August Board Meeting. Here is the announcement: "The board of the USCA will meet in the chat-room at racedis on monday night at 8 pm." The time was changed to 8:30 because of the time zone difference East to West. Some of us were there promptly at the designated time. I was ejected by Yahoo somewhere around 9:30 with the meeting just being called to order. Since neither The MW Director or I could get back into chat, I can only report the motions, and votes. A fax was presented containing a proxy from Al Roach giving The President his vote. (Note here: proxies are not allowed according to our Constitution) so evidently after I left there must have been some rules announced. The ability to vote was based on a Board Members presence in the Chat room and the polls section would close 15 minutes after the meeting was adjourned. The issues presented along with the vote count are as follows:

POLL QUESTION: Are you in favor of Claude Stanley as owner of racedis and that he be invited here as moderator?

#### CHOICES AND RESULTS

- yes, 5 votes, 100.00%

- no, 0 votes, 0.00%

POLL QUESTION: Steve Woodward on racedis as non voting observer (editor's note: this hasn't happened yet.)

#### CHOICES AND RESULTS

- yes, 3 votes, 100.00%

- no, 0 votes, 0.00%

POLL QUESTION: DO you accept Dave's volunteer as a state rep?

#### CHOICES AND RESULTS

- Yes, 6 votes, 100.00%

- No, 0 votes, 0.00%

POLL QUESTION: Have monthly board meeting the first Monday of the month starting in Sept. At 8:30 pm est. Meeting to be not more than one hour.

### CHOICES AND RESULTS

- yes, 4 votes, 100.00%

- no, 0 votes, 0.00%

POLL QUESTION: Motion to reinstate Al Roaches pay as registrar for 6 months so a BRC can return to the board with suggestions

### CHOICES AND RESULTS

- yes, 4 votes, 80.00%

- no, 1 votes, 20.00%

Al Roach continues to be paid at the rate of \$200.00 per month. Anyone desiring to serve on this Blue Ribbon Committee please contact your President John Kennedy.

Many suggestions for an improved way to meet were presented but to date have fallen by the wayside.

"The Sept board meeting is set for the first Monday in September at 830 Central time. It will be in the chat room. Hopefully we will have an agenda posted. The polls will be open during the meeting and close fifteen minutes after the meeting is adjourned. This way even if you get bounced out of the chat room you can still go to the poles and vote."

### September Board Meeting

(as provided by VP Colby Cousineau)

Hello USCA Members

This article contains the content of the Sept. 6 Board of directors meeting.

The meeting was attended by President John Kennedy, Vice President Colby Cousineau, Treasurer Robert Montague, North East Regional Director Chuck Tretyak, Midwest Regional Director Dave Szuklerek, and Central Regional Director Joyce Canfield.

Absent from the meeting were Western Regional Director Jay Geise, Southeast Regional Director Spencer Bennett and Secretary Al Roach.

The meeting was called to order By President John Kennedy.

Not having any old business the Board moved on to new business.

The first motion was brought by Colby M. Cousineau and seconded by Chuck Tretyak.

(Continued on page 19)



(Continued from page 18)

The motion content was that vote proxies from one Board member to another Board member be accepted by the Board of Directors, long as the proxy is received in writing, containing a legal signature, the proxy letter will be sent by U.S. mail or fax to Claude Stanley, meeting moderator, who will enter said letter in the files to be kept as a permanent record.

The motion carried by a simple majority. Colby Cousineau, Chuck Tretyak and Robert Montague voted yes to the motion.

Joyce Canfield and Dave Szuklerek voted no.

The second motion was brought by Chuck Tretyak and seconded by Joyce Canfield.

The motion content was that the Board renews the USCA's charter in the BMW/MOA.

The motion carried by a positive vote by all board members including President John Kennedy, who was voting Al Roach's vote Proxy.

The third motion was brought by Dave Szuklerek and seconded by Chuck Tretyak.

The motion content was that a five-dollar discount be given to USCA members at a USCA sanctioned rally at time of registration. The rally host will then send the original rally registration form to Dave Szuklerek. Upon re-

ceiving the original forms, Dave will verify membership numbers as being member in good standing, then will forward the number of said members to the Board for approval. Upon approval the Board will direct the Treasurer to reimburse the rally host the correct amount of money.

The motion carried on 5 yes votes cast by Chuck Tretyak, Dave Szuklerek, Joyce Canfield, Robert Montague and Colby Cousineau.

The sole no vote was cast by John Kennedy

The final motion was brought by Colby Cousineau and seconded by Bob Montague.

The content of this motion was that The USCA spends not more than one thousand dollars to purchase a complete computer system to include a printer, a scanner and software to be used by the registrar. All equipment and software purchased by the USCA shall remain property of the USCA.

The motion carried on 5 yes votes by Chuck Tretyak, Dave Szuklerek, Joyce Canfield, Robert Montague and Colby Cousineau. The sole no vote was cast by John Kennedy.

President John Kennedy appointed a committee to work on revisions to the Constitution and By Laws of the USCA. Chairing the committee will be Colby Cousineau and he will be joined by Chuck Tretyak and Joyce Canfield.

The next scheduled Board of directors meeting will be held at 8:30 pm Pacific daylight time on October 4<sup>th</sup>, 2004.

If any members have any suggestions for subjects for the Board of Directors to address, please send them to your district representatives and they will bring them before Board. If you have trouble contacting your district Reps, please contact President John Kennedy or Vice President Colby Cousineau

The next article from me will be the January 2005, so I will take this opportunity to wish you all health and happiness until then,

Colby M Cousineau Vice President

Editor's note: Where Colby mentions John Kennedy casting a vote - this refers to the Al Roach proxy as the president votes only to break a tie vote.

## Join the USCA



get  
The Sidecarist  
every other month  
[www.sidecar.com](http://www.sidecar.com)



Left: Spectators at the games: Georgia Sidecar Club's 10th Annual Howdy Summer Rally.

Above: Hack'd Magazine was there as was USCA President John Kennedy.

More pictures and the write up on page 27.



## On the road with Stub Davis

Editor's note: The last installment from Stub ran in the May/June issue of *The Sidecarist* & ended "to be continued in the July/August issue. So here it is, finally, in the November/December issue. Thanks to Stub for contributing to *The Sidecarist* & many thanks to associate editor Barry Irvin for creating this "reader's digest" installment.

Journal # 1. Early March in Ft. Stockton, Texas

"Get away from my bike," yelled the truck driver. I looked up into a smiling face. "Man that's some bike," he said as he jumped down from his Freightliner cab.

Earlier I'd pulled into a reserved space for truckers at the rear of busy restaurant. Since I was hauling a trailer, I needed to find an easy in and easy out parking space. I realized I needed more practice backing up but I didn't want to do my practicing in front of an audience (I'm a bit sensitive to ridicule). I'd finished breakfast and was ready to leave when I met Raphael. He was short, well built and very talkative. I told him I was retired and at the beginning of last year decided to hit the road on a motorbike, seeing friends, meeting new folks, and experiencing a large piece of this vast country.

"You bet, it's big," he said, "and seems even bigger at the end of a long, tiring day. But it gets lonesome too." He looked wistful for a moment. "I wish I could find a woman who'd like to be my partner. I've seen a few drivers who team up with wives and girlfriends." He looked back at his cab. "Yeah, that would be nice. Sure gets lonely sometimes."

I asked if he owned his own rig and he said he had for the last few years. "It's more responsibility, for sure. I've got payments on the truck, maintenance, insurance, road taxes, fuel, and tires, but even so I make more money and I'm my own boss. I've been doing this for eleven years. I've worked for others before I bought my own rig, four years ago, and now the only guy I need to talk to is the dispatcher for the freight company I'm hauling for."

We talked about other rigs. I asked him, "What's the difference between your Freightliner and a Peterbuilt for example?" His answer: "Other than a fancy price, and a fancier cab, very little. The engines and transmissions are the same. They look prettier but they don't last any longer than my Freightliner. The key is constant maintenance. Stay with the schedule and the rig will last a very long time."

"Do you get a chance to sightsee much?" I asked. "Not at all," he said. "I have to make time and with weather and traffic delays I'm really pushing. Doesn't leave any free time at all."

He smiled a lot but was intense about his work. "Let me tell you," he said, "it would be nice to have a partner to split the driving." He thought about that for a minute and then shook my hand and climbed into his cab.

\*\*\*

This Florida boy was almost out of his depth. Snow began to fall in large wet flakes, cutting visibility to fifty yards or less. Traffic crawled as Sunshine climbed in second gear to the top of the pass. A large sign appeared out of the gloom. I was almost 9000 feet above sea level and the temperature, in sympathy, dropped steadily, bottoming out at 27F. Unfortunately my heated clothing was tucked away in the trailer. Who knew

the temperature was going to plummet? I was feeling the cold but I was too busy staying on the road to care. Actually that's not quite true. My right foot got so numb it was impossible to feel the rear brake pedal.

This crazy adventure began much earlier in the day as I left my friends Tom and Anita Hansen in Carlsbad, New Mexico (I'd met them last year at the Carlsbad sidecar rally). I'd spent the last few days eating, talking, sightseeing and generally enjoying their company. It had rained during the night with much lightening and thunder. Folks in these parts were quite happy to see the wet. It's not an area of the southeast New Mexico that sees much precipitation. Fortunately the rain stopped as I packed up, said my good-byes to two very hospitable people and

motored off to Tularosa, 150 plus miles northwest of Carlsbad. Riding north on 285 I reached Artesia, a not very interesting oil town, then turned west on Route 82 for Alamogordo and Tularosa.

The wind began to blow and I had to fight the bike's tendency to change lanes. It was getting colder so I stopped and changed into my Belstaff top. At Tom's, I struggled into the Belstaff bottoms. I can't draw them over my boots, so putting them on while on the road is a big deal. The wind increased and the temperature began its slow spiral downward. Time passed and I arrived at the foothills of the Sacramento Mountains. The road twisted and turned upward, moving Sunshine closer and closer to the cloud base. My warm breath condensed against the cold face shield, making it difficult to see. Cracking it open helped but the cold air was most unpleasant.

As Sunshine climbed it began to snow and her windshield became solid with frozen slush. I slowed considerably, anticipating icy conditions. Traffic began to backup behind me but there was little I could do. Finally, after many minutes climbing through a very active storm, I reached the top. A sign proclaimed I was in the Lincoln National Forest, 8760 feet above Florida, entering the village of Cloudcroft, which I'm told boasts one of the highest golf courses in the nation. Golf was never further from my mind. The temp gauge read 27 degrees. I should never have looked. Then I really began to feel the cold. It would be sixteen long, long miles down from the summit, but I knew the lower I rode, the warmer it would be. Of course that's all relative. When I reached Alamogordo, 25 minutes later, the temperature had only risen to 37F.

At the lower altitude it was raining but I was delighted. I stopped for fuel and walked around stomping my feet to get the circulation back. "Where the hell did you come from?" a man asked. He looked at my tag. "Florida! My, my! You're sure out of your element, aren't you?"

*(Continued on page 21)*



(Continued from page 20)

I could hardly speak. I just nodded and made my way to the warm interior of the building.

\*\*\*

The small sign, taped to the Pharmacy door, drew a chuckle. "If we're closed, just slip the money under the door."

By rights, I should have been grinding my teeth in pain, but I could still appreciate one of Life's tiny, exquisite moments of humor.

I'd hobbled into the local pharmacy to find a potion that would relieve a condition almost unknown to me. CONSTIPATION! I will not bore you with details other than to say my bound up back muscles were squeezing the bejaabers out of my lower colon. So I hobbled down the aisle looking for any magic elixir that would gently (and quietly) return my system to its wonderful, normal state of being.

There were many choices. Actually six. Some even stated on the package that the action was gentle (although they didn't say quiet). Laxatives are not one of my life's studies. One promised immediate aggressive action. Whoa! I'm not sure my condition needed anything so drastic; certainly not if it was anything like a root canal. Another box promised almost immediate relief but there were stipulations. In other words, I shouldn't have eaten within the last forty-eight hours. I had to read that again. Of course I'd eaten within the last forty-eight hours. I'd eaten ten minutes before I'd entered the store. Just because I couldn't go doesn't mean I shouldn't eat. Am I supposed to starve because I can't eliminate?

I narrowed my choice to two products, One, a salt solution and the other a ready-to-use mineral oil enema in its own plastic bottle with a long, long, long tube ending in what the company called a "COMFORTIP." Now there's a contradiction in terms. There were simple drawings on the carton in the event the purchaser had no idea at all what to do with that long, long, long thing. I must be in a time warp. This experience would be most assuredly outside my safe, happy, comfortable little world. I limped to the counter, paid my bill and with Carla's wonderful help

was able to slowly get back into the front passenger seat, groans and all.

My last journal entry saw me leave the mountain and make my way to the home of Carla Jennings and Psyche Duran, two wonderful gals (sisters of my dear friend Johnny Badkin in New Jersey). I'd planned to stay three days. Until I did something silly to throw my back out. Three days turned into two weeks. It was initially an annoyance until I walked around a small hill (locals call it a mountain. I guess it would be if you take into consideration that Tularosa is 5000 feet above sea level). It then erupted into the "grand mal" of backaches, if I may borrow a phrase. I've had backaches in the past but this was big time. Three trips to a chiropractor and so far, one trip to see Karen, the Massage Therapist. Maybe it will be two trips to see Karen. Only time will tell. I just might need a tune-up before I embark on another leg of my journey.

Carla and Psyche drove me to Alamo-gordo's Home Depot to pick up a back brace. I wasn't walking well, more like the Tim Conway shuffle. You know, four steps a minute. We looked all over the store until finally I had to sit. Carla found a salesman to do the walking for us. He was all over the store, muttering every time he passed, "I know we stock 'em." As it turned out they were on a shelf within arms reach of where we were sitting.

You're probably curious about the resolution of my "other problem." I tried the liquid first. It was gawd awful, but within several hours success was achieved.

Consequently, I have an unopened mineral enema bottle that I will send to anyone, postage paid, if you but call or write. The box has two drawings that will help the

uninitiated find a peaceful (although not necessarily quiet) resolution to their problem.

So ends another chapter in the exciting life of a "traveling man."

\*\*\*

I was as hungry as a newborn and a wedge of pie sounded scrumptious.

I'd just ridden by the "Daily Pie Cafe," located on a wide stretch of US 60, in the small hamlet of Pie Town. Interest-

ing name for a tiny, dusty little speck, fifty or so miles from the Arizona state line. A quick U-turn and within moments Sunshine turned into the Cafe's graveled parking lot.

"Whatcha got that will put a smile on my face?" I asked Marlene, the waitress. I walked over to the display case filled with good looking crusty pies. We both doubled over, scrutinizing the pies lining the shelves.

"This one's Cran-Apple Crumb, that one is Crazy Plum," She almost cooed as she pointed at each pie. "We have Pecan Macaroon...Peach Crumb...Peanut Butter...Key Lime...and...Apple."

I was drooling (not something a senior citizen wants to admit) in anticipation of a slice of America's favorite desert, well, certainly, my favorite desert. "I'll take a piece of the Apple, and a cup of hot tea, please."

Now there's a wonderful combination.

I'd stopped drinking coffee on general principles a while back and just recently switched to tea. Probably because tea was my drink of preference when the kids were young; watching my friend Alan Lake consume several morning cups to start his day also got me thinking about it.

Marlene slid a large slice of warmed, thin crust apple pie across the counter. There was a little heart shaped cookie sitting on top of the crust. For a few indescribable moments I gave myself over to an emotional, physical, and spiritual high...

It was sensational!

My second piece (yes, there was a second piece) was New Mexico's answer to a Florida staple...Key Lime pie. Quite different in texture, a little cheesy perhaps, but a taste extravaganza nonetheless. I asked Marlene how the town got its name and she said she'd heard that someone years back had set up a place for weary travelers to rest and offered home baked pies. It worked for me. But I'm getting a little ahead of my self...

I'd left Carla and Psyche, my dear lady friends in Tularosa, early Wednesday morning and rode to Socorro, about 120 miles north and west. My back was still tender considering that for more than two weeks I was sure I

(Continued on page 22)



(Continued from page 21)

was Quasimodo's twin. Persuaded by a few leftover twinges I found a room to stretch out. Feeling much better the next morning I stopped at Pete's Place for eggs n' tators and then pointed Sunshine towards the Plains of San Agustin, home of the Very Large Array radio astronomy telescope. I've wanted to see this facility for many years and now I had the chance.

The VLA, operated by the National Radio Astronomy Observatory (NRAO), is a facility of the National Science Foundation. Astronomers around the world submit proposals for use of the facility. Once accepted there is no charge for use of the array and it's associated data analysis computers. Observations are generally run 24 hours a day, 7 days a week. As explained in the visitor's brochure, weak radio waves from celestial objects are collected by 27 antennas connected together to form one large telescope. These giant, 82 foot diameter dishes can be crowded together, within 2,000 feet of the array center, or stretched out to a distance of 13 miles that provides the best resolution or finest detail.

Pretty damn impressive. "Contact", a novel written by Carl Sagan, was turned into a movie of the same name featuring Jody Foster. The production company used the location for a 5 day shoot. There were small signs erected along walkways pointing visitors in the proper direction. One cautioned folks to stay on the paths and watch for snakes. Ugh!

My next stop was Pie Town and didn't that turn out to be surprise?

To be continued...

### 2004 US Sidecar Racing SRA-West

Vince Ho



Frank Riolo/Dennis Cruger (Team Excalibur US LCR-Kawasaki ZX11) leading defending champion Rick Murray/Mark Paget (Team RGM LCR-Suzuki GSXR1100) and William and Eric Becker (Team Becker Motoworks K&K Drifter GSXR1100)

July 24-25 Spokane (double points):

Race 1:

Frank Riolo-Dennis Crueger LCR-Kawasaki ZX11 Rick Murray-Mark Paget LCR-Suzuki GSXR1100 Bill Becker-Eric Becker K&K Drifter-Suzuki GSXR1100 Michael Gibson-Brian Whitley Fiddiman-Suzuki GSXR1100 Dave Quinn-Jamie Bowden Taylor-Kawasaki ZX11 Doug Dano-James Cornell Sutherland-Suzuki GSXR1000 Mike Schmidt-Jerry Walker CSR-Yamaha SRX800 Gary Woolf-Brian Morasmith Woolf-Suzuki GSXR1000

Race 2:

Frank Riolo-Dennis Crueger LCR-Kawasaki-ZX11 Rick Murray-Mark Paget LCR-Suzuki GSXR1100 Bill Becker-Eric Becker K&K Drifter-Suzuki GSXR1100 Michael Gibson-Brian Whitley Fiddiman-Suzuki GSXR1100 Dave Quinn-Jamie Bowden Taylor-Kawasaki ZX11 Mike Schmidt-Jerry Walker CSR-Yamaha SRX800

Schmidt-Walker started late and was a lap behind at the finish.

August 14-15 Alabama Skip Barber (double points)

Race 1:

Frank Riolo-Dennis Crueger LCR-Kawasaki-ZX11 Jean-Guy Ratcliffe-Steve Brown CSR-Honda CBR900 Bill Becker-Eric Becker K&K Drifter-Suzuki GSXR1100 Rick Murray-Mark

Paget LCR-Suzuki GSXR1100 Gary Woolf-Mike Schmidt Woolf-Suzuki GSXR1000 Leon VanOrsdale-Bernie Thomas Baker-Honda CBR1100 Roy Janes-"Colin" Windle-Suzuki GSXR750  
DNF: Wade Boyd-Christine Blunck Bevens-Suzuki 1200  
DNF: Steve Stull-"AJ" Murray-Kawasaki ZX10

Race 2:

Frank Riolo-Dennis Crueger LCR-Kawasaki-ZX11 Jean-Guy Ratcliffe-Steve Brown CSR-Honda CBR900 Bill Becker-Eric Becker K&K Drifter-Suzuki GSXR1100 Rick Murray-Mark Paget LCR-Suzuki GSXR1100 Wade Boyd-Christine Blunck Bevens-Suzuki 1200 Gary Woolf-Mike Schmidt Woolf-Suzuki GSXR1000 Leon VanOrsdale-Bernie Thomas Baker-Honda CBR1100 Steve Stull-"AJ" Murray-Kawasaki ZX10 Roy Janes-"Colin" Windle-Suzuki GSXR750

Frank Riolo/Dennis Crueger again beat the visiting SRA-East Canadian champions JG Ratcliffe-Steve Brown. Controversy at the second race when flag marshals mistakenly waved "stop the race" flags as opposed to the FIA salute. Leon VanOrsdale stopped, but Gary Woold went on. Nevertheless the result stands and Gary got to keep his positions after discussion with the officials. There was an extremely enthusiastic crowd turnout for the sidecars.



(Continued on page 24)



## “Motorcycling Through History, During The Golden Age Of Postcards”

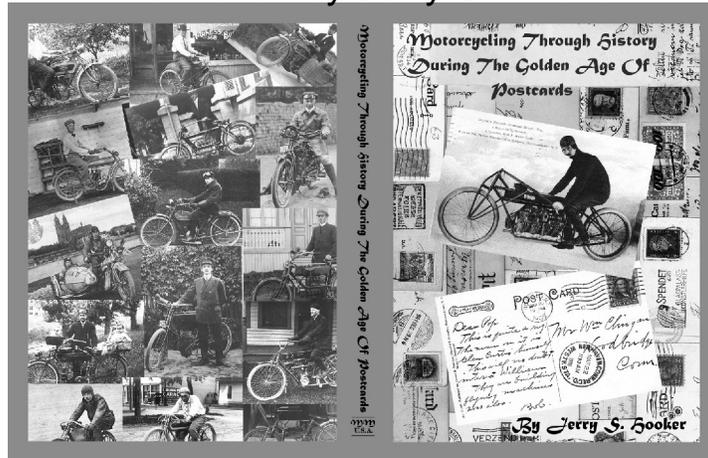
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**Ed Youngblood**  
“Motohistory.net” “An impressive scholarly work”.

**“Midwest Book Review”**  
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(Continued from page 22)  
September 17-18 Las Vegas

### Road America 2004, US sidecar championship Vince Ho

Race 1:

Rick Murray-Mark Paget LCR-Suzuki GSXR1100  
Bill Becker-Eric Becker K&K Drifter-Suzuki GSXR1100  
Doug Dano-James Cornell Sutherland-Suzuki GSXR1000  
Gary Woolf-Brian Morasmith Woolf-Suzuki GSXR1000  
Steve Stull-"AJ" Murray-Kawasaki ZX10  
Leon VanOrsdale-"Eric" Baker-Honda CBR1100  
Roy Janes-John McEwen Windle-Suzuki GSXR750  
Tom Chavez-Gary Reid K&K Drifter-Suzuki GSXR1100  
DNS: Dave Quinn-Jamie Bowden Taylor-Kawasaki ZX11

Race 2:

Rick Murray-Mark Paget LCR-Suzuki GSXR1100  
Bill Becker-Eric Becker K&K Drifter-Suzuki GSXR1100  
Doug Dano-James Cornell Sutherland-Suzuki GSXR1000  
Dave Quinn-Jamie Bowden Taylor-Kawasaki ZX11  
Leon VanOrsdale-"Eric" Baker-Honda CBR1100  
Tom Chavez-Gary Reid K&K Drifter-Suzuki GSXR1100  
Gary Woolf-Brian Morasmith Woolf-Suzuki GSXR1000  
Steve Stull-"AJ" Murray-Kawasaki ZX10  
DNF: Gary Woolf-Brian Morasmith Woolf-Suzuki GSXR1000  
DNF: Roy Janes-John McEwen Windle-Suzuki GSXR750

Attending members voted to cancel the round in Phoenix, so the next race will be in Infineon AFM race October 2. Championship leader Riolo/Crueger opted not to compete in Las Vegas.

Invited by Ratcliffe, Murray-Paget, Becker-Becker, and Woolf attended the SRA-E event in Mosport between Alabama and Las Vegas and received 5 points for entry.

Championship positions top 5:

Drivers: Riolo 503 Becker 473 Murray 472 Woolf 284 Quinn 257

Passengers: Crueger 503 Becker 473 Paget 472 Bowden 257 Cornell 218

The 2004 SRA North American Championship in Road America is not part of the SRA-West rounds. It is a one off shoot out between American and Canadian teams for the North American Title.

SRA-West members automatically receives 5 points. No championship points were awarded for the actual race. SRA-West (US) vs. SRA-East (Mostly Canadians).

	June 6	Elkart Lake's "Road America" 2004	Sidecar race. All class's
1	#21	Frank Riolo - Dennis Crueger CA	<b>"North American Champion"</b>
2	#1	Jean Guy Ractliffe - Steve Brown Ont	F1 RIG
3	#211	Kelly Bell - Eric Rude CA	F1 RIG
4	#3	Ewan Brown - Sean Novoa Ont	F1 RIG
5	#2	Craig Barr - Chris Shaw Ont	F1 RIG
6	#55	Paul Mirfield - Paul Boyd Ont	F1 RIG
7	#9	Mike Sharett - Peter Essaff ME-NH	F2 RIG
8	#73	Clark Wallace - Ian MacRae Ont	F2 RIG
9	#119	Pierre Rochat - Etienne Que	F1 RIG
10	#35	Peter - Judy Demerski MA	F1 RIG
11	#65	Mike Schmidt - Jerry Walker OR	F1 RIG
12	#515	Rob Guilemette - Allen Whittaker Ont	VINTAGE
13	#714	Steve Jowett and Glen Powell Ont	VINTAGE
14	#4	Paul and Marie Whittaker Ont	VIN
15	#98	Marcus Poisson - Kyle Cox RI - ME	VINTAGE
16	#123	Peter and Deb McKinstry Ont	VIN
17	#88	Brian Brama - Ralf Scholtes Ont	VINTAGE
18	#7	Willy Kenny - Gary Green IL - Ont	VIN
19	#8dnf	Doug Dano - James Cornell CA	F1 RIG
20	#69dnf	Ian and Sandra Bruce Ont	VINTAGE
ns	#100	Bryan Rigby - Darren Peg Ont	F2 RIG
ns	# 51	John and Nicole Puckett CA	F1 RIG





## Toy Sidecars



The matchbox toy is one of the original matchbox series (No. 4). It is a Triumph T110 with a sidecar mounted on the left side--made in England as were all the original Matchbox series. I have had this toy since I was a child--I bought it in 1954 or 1955 when I lived with my parents in Frankfurt, Germany. Except for some dust it is in perfect shape. I didn't get my first real

sidecar rig until 2001, but I guess the seed was planted many years before. I have always found sidecars intriguing and that interest may well stem from one of the few toys from my childhood that has survived the decades.

The other pic is a Betty Boop special. I found for Shari last year. She is a Betty Boop fan and this has found its

way into her collection.

If there are old matchbox toy collectors out there I have some others, still in their original boxes I could share. They are mostly WW II military vehicles.

Tony George  
1426 Chandler Rd

## Oops and other stuff

The author of "Chasing the big dogs" in the last issue is Michael **Currin**, not Curren as I decided. Sorry Michael and thanks for your contributions!

**Julio Gomez and others** have sent me copies or links to the New York Times story on high performance sidecarist Roger Symington. Julio suggested we reprint, but the NYT wants \$100, so you can go read it on the web instead.

**Vern Goodwin** sent info about a book on the Sturgis Rally. It's on line at [www.sturgisstory.com](http://www.sturgisstory.com) (Sorry - for you off line folks, send 28 bucks to: Dimensions Press, 421 17th Ave S., Brookings, SD 57006)

**Club Newsletters** are fun to get and read and provide a window into local events. **The Georgia Sidecar Club** newsletter is **Sidetracks**. Reading about their "Howdy Summer" rally keeps that rally near the top of my "I gotta get to that one" list. **The Hoosier Hacks** have a newsletter again and

I've been lucky to get the last couple of issues. Their August issue features "Kevin's Trips for Dummies or A Roudabout Way to Get to the Hack'd Invitational." Straddling the border, **The Bigfoot Sidecar Club** publishes **Footnotes** and I see I missed their 22nd rally this year. But I love their disclaimer: "*Opinions expressed in Footnotes are those of individual contributors and do not necessarily reflect the opinions of The Bigfoot Sidecar Club, nor its' officers, members, or anybody living or dead, North or South of the US/Canadian blue line, nor those that don't understand the finer points of hockey, nor those that own and admit that they own (much less drive) a minivan manufactured by foreign or North American domestic company, nor by those crazy enough to believe that three wheels are more stable than four. None of this material is copyrighted since we can't figure out if we'd use U.S. copyright law or Canadian copy-*

*right law or some UN sanction yet to be declared by people we don't know.*"

That about sums it up, doesn't it?

I even got a copy of the spring edition of The Chair from the Canadian Sidecar Owners Club. (and I hope they let me know if they aren't getting The Sidecarist.) Color pictures! Cool.

In the sharp eyes department, USCA Nevada State rep Norbert Monohan points out that the picture of the best Ducati in Hal Thompson's article looks suspiciously like a Velocette 500! Hal agrees, but pleads fuzzy memory. Your editor simply ducks.

*Steve*



A great time and great roads too! Read all about the 10th Annual Howdy Summer Rally on page 27.

## Not your everyday sidecar - sidecigarette?

Stephen Lee



The idea came to me a year or so ago - I have a race team called 2-Wheels and am involved with Cooked Goose Racing who race Moto Guzzi's for Land Speed Records (LSR). We currently hold most of the Production Pushrod records for 1,000cc and 1,500cc class.

Anyway, most of the time if you need tire work done quickly the tire guys are always the other end of the pits and it's hard work carrying a wheel/tire + spare etc on a scooter to get 'em changed. Also, the start line might be a half a mile away and we might need to jump the bike etc. So I designed the bike & sidecar such that I can get two

motor cycle wheels on it - it also is the exact size for a Rubbermaid Tote which will hold a battery, jump leads, basic tools etc. - a Coleman's cooler also fits perfectly and goes down really well at tailgate party's. As you can imagine, everyone in the pits are envious, as are those who see it at swap meets etc., or when were camping.

I purposely put a diamond plate deck on the sidecar secured with four stainless steel eye bolts which I bungee everything to. As you can imagine without any weight on the car it's very unforgiving - even those supposedly "sidecar experienced" who ride it

for the first time come unstuck on a right turn - it's a Kodak moment...

This particular one is the 2nd one I have built and I'm really pleased with it - just made a little wooden seat/housing that bungee on for my 2yr old who loves going for a ride in it. I have also found it great in the yard - I load up the car with bags of mulch, garden trash etc. to haul around.

If any readers want more info contact  
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## Georgia Sidecar Club 2004 10<sup>th</sup> Annual Howdy Summer Rally By Arthur Rhoades

The Georgia Sidecar Club 10<sup>th</sup> Annual Howdy Summer Rally was held the 2<sup>nd</sup> weekend of June at the "World Famous Two Wheels Only Motorcycle Resort" in Suches, GA. Attendance for the event was average, (approximately 70 people total – about 15% of those were kids) and the weather was great.

My wife Kathy and I decided to bring 3 of our grandkids along this year (plus our daughter Katie), and to make a week of it. We headed north to TWO on Monday, staying off the Interstate and made the 200-mile trip without getting rained on. I rode the Harley FLHTC/Friendship III rig along with 2 grandsons, and Kathy trailered her 250 Honda Rebel/Cozy rig with our daughter and granddaughter in the van. Early that evening, Harry Walters, President of the Keystone Sidecar Group pulled in, and set up camp. Folks would continue to trickle in throughout the rest of the week. We had attendees from

Georgia, Florida, Alabama, North Carolina, South Carolina, West Virginia, Kentucky, Ohio, Indiana, and Pennsylvania. Some of the more well-known rally goers were Hack'd Magazine editor/owner Chris Dodson, sidecar installation expert Gary Haynes, and USCA President John Kennedy (along with his wife Jeanne).

This year marked the 10<sup>th</sup> year of our get together so we added a few extras in an effort to mark this milestone. Friday evening the Georgia Sidecar Club provided grilled burgers and hotdogs. There was such an abundance of food, that we did it again for an early lunch on Saturday. Saturday afternoon was the bike show and sidecar games. Georgia Sidecar Club's own Wakeford took top honors in the show with his antique Nimbus rig. Wake at 78 years old was also awarded the oldest rider award. Georgia Sidecar Club member Bill Kurtz simply dominated the sidecar games. A luau was provided for the Saturday night dinner featuring a smoked 110-pound pig surrounded by pineapples, strawberries, and grapes. It was served with a variety of side dishes that were scrumptious as well as plentiful. It was truly a work of art to behold not to mention delicious. The folks at TWO really outdid themselves with the Saturday night luau. Saturday evening also included raffles and awards. I did not keep track of all of the award recipients, but I have already hit the high spots. I believe that I am safe in saying that all that participated as well as the spectators enjoyed the bike show as well as our own twisted version of the sidecar games.

On Saturday afternoon, between the games and dinner, Gary Haynes put on a first-rate tech session. If you ever get the chance to attend one of Gary's tech talks, be sure not to miss it. Gary is very knowledgeable when it comes to

rigging sidecars. He also has a way of presenting the information so that it is easily understood by the novice, while holding the attention of the more seasoned sidecarist. Gary ended his presentation by answering questions from the group. I have had the good fortune to be able to attend a number of sidecar tech sessions, some given by Gary, and others given by the late Jim Dodson. I have always come away from them with some new information, and highly recommend that you sit in on them whenever you get the chance.

In between activities there were plenty of scenic, twisty mountain roads to enjoy. To the best of my knowledge, the Georgia Sidecar Club 11<sup>th</sup> Annual Howdy Summer rally will be back at TWO next year, 2<sup>nd</sup> weekend in June. Y'all come!!!

We headed home on the super slab with 2 girls in the hack and Kathy with the boys in the van. Even made it home before the rain hit!

PS... Georgia Sidecar Club Vice-President Eddie George organizes 4 campouts a year on the middle Friday of the months with 5 Fridays. These are not rallies, and there is no admission fee. Just an informal sidecar gathering. What happens at these campouts depends on the weather, and who shows up. You reserve your own campsite or lodging. This is an open invitation. All sidecarists or solo bikers interested in sidecars are welcome to attend. The next "Middle Friday Campout" will be held October 15-17<sup>th</sup> at Oak Mountain State Park, just south of Birmingham, Alabama. For this campout there is a group ride planned to Barber Vintage Motorsports Museum in Birmingham. The park phone numbers are:

Office (205) 620-2520

Campground (205) 620-2527

Toll Free 1-800-252-2725

Oak Mountain is a big park with lots of activities, so come and enjoy.



Sara Rose Rinaldo was 11 months at this year's rally. Editor Arthur Rhoades reports that Sara took her first sidecar ride at age 3 months!

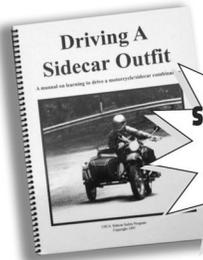


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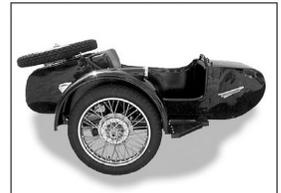
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## Canadian Sidecar Owner's Club

President - Brian Brama - 905/836-0095

Membership - Linda Willis - 519/824-1506

Newsletter - Corey Wormington - 519/357-3881

web site - [www.csoc.20m.com](http://www.csoc.20m.com)

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# USCA Books and Paraphernalia

## Books

1. 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.
2. 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.
3. 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, race car builder, motorcycle retailer and sidecar builder. This is a great addition to any library and a must for collectors. 236 pages, hardcover with over 200 photos.

## Description

Description	Quantity	Price	Total
Riding With A Sidecar	_____	\$10.00	_____
Sidecar Operator Manual	_____	\$5.00	_____
They Called Him Pop	_____	\$45.45	_____
USCA Logo T-Shirt (grey w/ navy logo) M L XL	_____	\$10.00	_____
USCA Logo T-Shirt (grey w/ navy logo) XXL	_____	\$12.00	_____
USCA Logo Sweatshirt (grey w/ navy logo) M L XL	_____	\$15.00	_____
USCA Logo Sweatshirt (grey w/ navy logo) XXL	_____	\$17.00	_____
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USCA Logo Golf Shirt (natural color) XXL	_____	\$22.00	_____
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USCA Screened Logo Jacket (navy color w/ white logo, f/b) XXL	_____	\$27.00	_____
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USCA Logo Cloisonné Pin w/ screw on back <b>**NEW VERSION**</b>	_____	\$5.00	_____
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 Dave Sasenick, 5039 Denise Way, Floyds Knobs, Indiana 47119. Ph. 812-923-1082. [sasenick@epowerc.net](mailto:sasenick@epowerc.net)  
 Rev. 9/04 - really!



### Check out the new items this month!

Embroidered logo jackets and caps,  
 Logo golf towel, 26th National T-shirts & mugs



## The Classifieds

(a reasonable number of ads per issue are free to members. Please include your membership #)

### Classified First Time Ads

### Classified Second Time Ads

**Unrestored 1934 Harley Davidson package truck box** that I would like to see go to a good home. It has great patina, excellent original interior wood and original company pinstriping/title. Willing to work with someone restoring a H.D. Asking 2K. Gabe Griffin 714-231-0753 or email anytime at GGriffin@CI.WESTMINSTER.CA.US

**2003 Ural Tourist 750**, 225Km, like new with extras. Asking \$7,500 OBO. Will sell sidecar separately. Kevin Derksen #6717 (507) 235-6465 (MN)

**1994 Honda CP1000/Vetter Terraplane sidecar.** 40K on Honda with custom seat, bar risers and windshield. Sidecar set up by Vern Goodwin with his last electric lean. Body surrounded by tubular frame. top half opens for entry. Has seatbelt and locking storage behind seat. Wife no longer likes to ride due to lower back fusion. \$5800. Lyle #540 (303) 647-2083. Sedalia, Colorado

**1982 Honda Custom 900 with Terraplane**, already mounted and ready to ride. The bike has a dual range transmission (5 speeds high range, 5 speeds low range). Great condition, color matched. At 82, it's time for me to clear out some of my toys. \$4,500 complete! Contact Jim Scott, 317/786-6850 – home, 317/506-5145 – cell. jamesjlscoott317@aol.com

## Coming Events



### BUTTERFLY RALLY

A rolling rally. Four Days. 600 Miles.

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Watch this space.

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**Chris Dodson**, Editor

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 Buckhannon, WV 26201 Fax: 304-472-5507  
 Email: hackdmag1@yahoo.com

## Jim McManus - Long time USCA VP

(from Claude Stanley on sidecar.com 9/7/4)

It was reported at SCT that long time USCA Vice President Jim McManus had an accident recently. It was the day before labor day and after church. They were heading to a GWRRA chicken bar-b-que. Not far from their house a woman did not see him and pulled out in front of Jim as he was coming down a hill. He was being followed at the time by his wife Marilyn.

Jim could not miss the car and hit it in the side. He was thrown from the rig. Help was there immediately from people who came upon the accident. There were those from church and also some GWRRA folks that prayed at the scene before the emergency personnel arrived.

Jim was airlifted to Hamot Hospital in Erie, Pa.

I spoke to Jim this morning and The good news is that he will be going home tomorrow (Sept.8)! He is in good spirits and said to tell everyone he will be fine.

Jim does have two broken wrists and some cuts and bruises. It could have been worse and we should thank God that Jim will have a full recovery.

Our prayers are with you Jim, Marilyn and family and trust your recovery will be swift.

If you wish to send cards send to:

Jim McManus  
 714 Forest Ave.  
 Jamestown New York 14701

Please send in your event listings early so that we can be sure to include them. Event listings should be sent to the editor:

**The Sidecarist**  
 c/o Steve Woodward  
 17308 NE 13th Place  
 Bellevue, WA 98008-3835  
 sidecarist@sidecar.com



## Sidecar Operator's Right-side Pain

Ken Smalley

A sidecar operator can sometimes get a severe pain in the right side. Some hack drivers think it's because of compensating for the leftward lean-out of the motorcycle. They are incorrect – there are two reasons for this pain, depending on whether or not the hack has a passenger.

With passenger: Passenger beats severely on driver's right kneecap when too close to mailboxes.

Without passenger: Severe pain emanates from rear pocket (wallet) after hitting those mailboxes with sidecar.

Moral: Watch your clearances on the right side!  
(Or left side in the UK and Japan)



The two guys giving the thumbs up are Bill Kurtz (driver) and Frank Cabeza (passenger). They were enjoying our own not too serious version of sidecar games at the Georgia Sidecar Clubs 10th Annual Howdy Summer Rally - Arthur Rhoades - Story on page 27

## USCA Membership Application/Renewal/Emergency Contact Update

Date \_\_\_\_\_ Membership# \_\_\_\_\_ AMA# (optional) \_\_\_\_\_  
 Name \_\_\_\_\_ Phone# \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 e-mail \_\_\_\_\_

Dues are based on 12 month membership, not calendar year.  
 All amounts are in US Dollars. Please make checks payable to the USCA.

US & Canadian Memberships	New \$30	Renewal \$25	_____
Associate Member*	5	5	_____
Overseas Memberships	40	35	_____
Optional Donation to the Sidecar Safety Training Program			_____
		Total	_____

Please send to:

Al Roach, USCA Membership Secretary  
 130 South Michigan  
 Villa Park, IL 60181-2526, USA.

First years' dues include a USCA memento and your subscription to The Sidecarist, the news journal of the United Sidecar Association.

\*Associate members enjoy all rights and privileges of members, but don't get a separate copy of The Sidecarist.

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