

# The Sidecarist



September -  
October, 2005  
Volume 29  
Number 5



Ride to Work Day was July 20th. Here's Northeast Director Chuck Tretyak posing with his rig in front of his work. Chuck reported: "Weather that day: Ride to work temp was 58 in the morning, sunny & low 80's on the way home."

Did you ride that day?  
Send in a picture!



At the national: "If you're a kid, you get a prize!" - Tara Giese (on stage) hands out the prizes. Rally stories and coverage throughout.

Left: Janee & Mom Lisa get ready to compete in the sidecar games at the National in Stevenson Washington.



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<b>Guidelines for Regional Directors:</b>		<b>WE'D LIKE YOUR ARTICLE TOO!</b> Content deadline for Volume 29, Number 6 of The Sidecarist (November-December) is <u>October 1, 2005</u>
<ol style="list-style-type: none"> <li>Member of the United Sidecar Association.</li> <li>Represents the membership and maintains contact with local sidecar clubs or associations within the Director's region.</li> <li>Recruits State Representatives.</li> <li>Coordinates meets and Rallies within Region.</li> <li>Promotes the Sidecar Safety Program.</li> <li>Obtains access to Trade Shows.</li> <li>Recommends sites and clubs to host National Rallies.</li> </ol>		Opinions expressed in articles in the SIDECARIST, are those of our contributors and do not reflect the viewpoints, unless otherwise credited, of the USCA and its appointed or elected Board members. All material submitted © copyright, United Sidecar Association, Inc., 2005. Send requests for replacement of magazines damaged in the mails to: Al Roach, 130 S. Michigan, Villa Park, IL 60181.
<b>Guidelines for State Representatives:</b>		Letters, articles and photos should be sent to the editor, preferably via email. If material is required to be returned to sender, please include a self-addressed, stamped envelope with sufficient return postage.
THE SIDECARIST - SEPTEMBER/OCTOBER, 2005		

**From Where I Sit.**  
**Past President, John Kennedy**  
(this column was to be in the July/August issue)

Spring has finally arrived, here in Kentucky and summer is well on its way. I have found a little time to exercise the bikes and have managed a couple of trips on the rig. Today, we just returned home from the Georgia Sidecar Club's - 'Howdy Summer' rally. It seems that the most notable guest there was the rain from the Tropic Storm Arlene. The rain came down by the buckets but it takes more than a lot of rain to slow down the Georgia folks when they have the help of the T.W.O. Motorcycle resort in Suches, Ga. Lots of Rain, lots of fun, great food, friendship and a great time was had by all that attended.

The USCA Nationals will be history by the time you read this article and hopefully everyone had a good time. I had to trade my wing for a Delta seat and flew out for a few days, a whole new experience for me, but sometimes work gets in the way of making a long trip. Hopefully, I had a loaner rig and

got to do some riding in Washington State.

The results of the 2005 USCA elections will have been announced at the nationals with the new officers taking office on July 1, 05. I want to take the moment to thank the general membership for their support for the last two years during my term as president. If I should be re-elected or not, I want to thank all that voted and supported and most of all for your friendship. [My crystal ball is fuzzy on the results at this writing]

Win or lose, no matter who wins, I ask that all support the elected staff and the USCA to continue the vision of moving sidecaring into the future. I also would like to congratulate all the winners in the elections on their positions and my hope for each of you is that you get the same respect, of like kind which that you gave to others.

I also would like to take a moment to tell you of some of the great opportuni-

ties to volunteer to help the USCA. First and foremost we need a host for the 06 National rallies. The board and I would be happy to help you make this an outstanding event!

Second, the USCA needs a paraphernalia person that is willing to help update and market new club items. Last but not least, we still have several states without representatives. If you like to go the motorcycle events and talk about sidecars this could be the job for you, it is easy just contact your regional director and step up to the plate.

President or not, I hope to see you on the road at as many of the rallies as time will allow, maybe we can play in the sidecar-games, have a meal and enjoy some really good sidecar conversations.

From the seat of my wing, and Delta,

*John H. Kennedy*

## Election Results

### **President**

Joyce Canfield 79  
John Kennedy 52

### **Treasurer**

Dave Szkudlarek 67  
Jean Kennedy 60

### **Southeast Director**

Tod Parks 105

### **Western Director**

Tom Hansen 70  
Steve Woodward 57

### **Midwest Director**

Bob Madigan 52  
Al Butterfield 39  
Larry Allen 28

132 ballots were cast  
814 members eligible to vote  
28 associate members  
Submitted by  
AI Roach, USCA Membership Registrar



Eddie George of the Georgia Sidecar Club with John Kennedy at the 11th Annual Howdy Summer Rally

## President's Message

### Joyce Canfield

First, I would like to thank everyone who took the time and made the effort to participate in the election process. I am very happy to be serving as your President and I hope over the next two years that the task of writing a column will become easier. I really never thought that I would be here.

The 27<sup>th</sup> National Rally in Stevenson WA is history. A big Thank You goes to Jay and Tara Giese and all their volunteers. The weather was perfect, the rally site very nice and I got to meet a bunch of great folks that I had only corresponded with via the internet. Let's work toward moving this rally around the country and becoming a truly National Organization. In order to make this a reality we need volunteers to find a suitable site and help get things rolling. It is not too soon to start planning for future years.

The new members of the Board have started their work. Those of you with internet access can actually see what we are discussing and the resulting votes on sidecar.com and the actions of the Board are going to be published here in every issue of The Sidecarist. Your part in this process is to watch, read and stay informed because, with

elections every year, you have the final say concerning who and how you are represented at the Board level.

Our Constitution has needed some attention. It was written in 1991, but it has some issues that need resolving. This was a task that has been on the table since the first USCA Elections in 2002. We tried but just could not seem to revise the entire document, so the next best thing is going to happen. Changes will be presented to you by Amendment. Amendment #1 addresses our ability to meet via the internet with some rules and procedures. The ultimate decision rests with you, if you disagree please contact your Regional Representative or any other officer.

There are now two open Board positions. The offices of Vice President and Central Regional Director will be filled by asking for volunteers. Both of these offices are up for election next year so these appointments will be to complete the current terms. If you think you have some time and would like to apply, please contact me.

I want to thank Bob Davis for stepping forward to operate our USCA Store. He has some new ideas and as

soon as he gets things set up I think you will be pleased. Volunteerism is the basis of our club and Bob is a great guy for taking this job.

Another project that is being done by Hal Kendall is to scan in old issues of The Sidecarist to preserve our history. Hal has just completed 1983 and has been sending me articles from that time. It is rather amazing to find that some sidecar and member issues have not changed. We also owe a rather large "thank you" to Hal for his donation of his Safety Manual cd's to every new USCA member, who desires one, for the next year. A coupon will be included in every new member packet and the cd's are also available for existing members for a small donation.

As long as there are great folks out there willing to devote time and effort, we will continue to move toward fulfilling the vision our founders had when they formed this Organization.



## Ride To Work Day, July 20, 2005

I have been reading about Ride to Work Day for years. I have often ridden to work but when Chuck presented the idea of "Ride your Rig to Work", I knew I had to participate. The morning was cool and I almost went looking for some long sleeves. There is never much traffic at 6:30 in the morning so the actual ride was pretty uneventful. For some reason when you ride your rig, there is always someone who wants a ride in the sidecar, but there had to be a reason. Donuts for Morning break, of course I'd make the donut run and take the other tech in the office along. We told them someone had to hold onto the donut box! As we rode out the drive I could see the entire office peeking out the window. Great fun! The trip home was hot, but that's July in Missouri. I'm looking forward to next year. - Joyce



## Getting There *IS* the Most Fun

Gail Perszyk

"Taking a trip," we told the neighbors, "going to Washington. We'll be gone June 18th, thru the 30th, so if you see strangers hauling our furniture away, call the cops." We were all set. Larry had worked on our itinerary for months, and I had done the same, researching affordable lodging. The plan was to avoid the interstates as much as possible, to see interesting places, to ride some great/twisty roads, to keep a promise to visit friends in Bel-fair, Washington, and to attend the USCA National Rally in Stevenson. We expected to have a good time. We were wrong. We had a great time!

The journey began right on schedule. The temperature was perfect for riding, and we headed to our pre-arranged meeting spot, where we picked up the two other riders making the trip with us, Mike and Mike. We were an eclectic group, a yellow Honda GL1800, (Larry, ride leader) a Triumph Bonneville, a BMW K1200LT, and riding drag, a Honda VTX1300/Velorex. All are good riders, so we zip along, headed northwest playing the highway numbers game, 118, to 101, to 192, to 154 to 101 to the 1. Hwy 1, with its expanse of blue ocean on one side and its golden brown hills on the other is a two lane artery for coastal towns such as Moro Bay, Cayucos, Cambria, and San Simeon, our evening destination. There isn't much at San Simeon, a few motels and restaurants, the wonderful ocean, and the nearby Hearst Castle. I like the ocean; here you can walk down to it. I have never visited the castle; I've heard it is pretty fancy.

Hwy 1 is fairly easy riding until after San Simeon. I've ridden this section before, and I know that once I've passed the area for viewing the sea lions lolling on the beach, the gentle golden grassy hillsides give way to a rockier and treed landscape. The road is going to start climbing and twisting. It does. I am glad I am heading north. I prefer the blind corner rock walls to the sheer drop to the water hundreds of feet below. The road

doesn't always climb, sometimes it drops dramatically to the bottom of a nearly sea level ravine, makes a sharp hairpin left, and climbs steeply up to make a blind right corner again. I believe there are about five of those really tight ones in a thirty-mile section, but who's counting, I am shifting, and leaning, and working my butt off. I don't try to keep pace with the solo

We expected to  
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riders, eventually we will all end up at the end of a line of cars. The double yellow is almost continuous. The highway, etched in granite, alternates between its bleached and barren run along cliff walls, to stealing sixteen feet from the evergreens staking their claim to the earth. The scenery is spectacular – rugged; deep water surges against sheer rock. Ragged Point and Nepenthe (near Big Sur) are two great

stopping spots along this route. Watch for them, they come up quick, as they are on the ocean side, claiming a piece of cliff top. There is no room for a long entrance.

Descending into Big Sur, Hwy 1 becomes tree lined, shadowy, and easier riding. It loses its two-lane personality around Carmel. Traffic congestion picks up, and we head to San Francisco and the Golden Gate Bridge. Northbound passage is free, (\$5 southbound) so you don't gotta pay to get outta town. Before you get too far out of town however, you must stop at the visitor viewpoint just across the bridge. From there, you have a great view of the bay, Alcatraz, the city skyline, and of THE Bridge. The bridge is massive. It is orange. It is suspended 220 feet above the water. It is truly grand. We crossed many bridges on this trip, short, long, those of wood, of steel, and of cement, some impressive, some not so. My favorites are the drawbridges, the distinctively green ones, the little ones with the bridge house, and the signs stating, "STOP HERE IF RED LIGHTS FLASHING!" Not so grand, they have their own authority and country character.

Day 3 found us leaving Rohnert Park in morning fog and traffic congestion. Both dissipate around Santa Rosa. We maintain a steady pace on the 101 as we head north. The highway oscillates between four, two, and two with passing lanes all the way to Eureka. At first, this lane adding and subtracting was unexpected, and seemed odd, but then it became the expected and the accepted. We didn't realize it at the time, but this is the character of the 101. We got to know this characteristic for many more days, but in the meantime, our destination was the Samoa Cookhouse for lunch. The Samoa Cookhouse (off 101 across the Samoa Bridge) was built in the 1800's as a chow house for the lumber mill workers. It has been in operation ever since. It serves three meals a day,

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From the north end of the Golden Gate Bridge

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and your meal choices are, eat it, or don't eat it. Served family style, our meal was gumbo soup, lettuce salad, corn, mashed potatoes, gravy, bread, beans with ham chunks, fried chicken, cake, beverage, and indigestion upon exiting the building.

Luckily, indigestion doesn't stop one from riding, so we continued north, enjoying the road as it winds through the trees seeking tiny little ocean coves. The coves look gentle, bright, and inviting, like a restful paradise, but we only get a short glimpse before we are back into tree dominated mottled corners. Eventually we veer northeasterly and head deeper into the Redwood National park. The coastal coves are replaced with small meadows. Prairie Creek Redwoods State Park beckons, so we leave the 101 for the Newton B. Drury Scenic Parkway.

What a wonderful road this is. First, you pass through a meadow with resting elk, and lots of warning signs – elk are wild animals. Then you enter what must be nature's cathedral. The road is dark, damp, and quiet. The speed limit is 45, but I cannot bear to pass so fast through such majesty. The bike rhythm is subdued and easy. We marvel at the

soaring redwood trees, the sublime conduits to the sky. The air is full of oxygen and fine mist. It touches your face like a benediction. I hope to pass this way again.

The Scenic Parkway leads back to Hwy 101, and we resume our traveling pace to the home (Klamath) of Paul Bunyan, and Babe the Blue Ox. Paul is 49 feet tall, talks, and has a parade wave. Babe just stands there looking large. The gift shop and museum are rather nice. Although Bunyan marks the entrance to the Trees of Mystery, we skip the tour and continue north.

As the highway nears Crescent City, we spot Tsunami Area, and Tsunami Evacuation Route signs, the first of many to be encountered along this coastline. The signs are a reminder that just the week before, Crescent City, had been on Tsunami watch and that in March 1964, eleven people were killed when a twenty-one foot wave hit the town. Thankfully, we had no such experience, and instead had time to explore the city (pop. 4006), climb to the Battery Point Lighthouse (access is tide permitting – we got just a little wet getting back), and to overnight in the Curly Redwood Lodge. Just about every inch of the lodge is

built from one curly redwood tree – headboards, doors (with handmade hinges), walls, closets, carports – you name it. The rooms are spacious and clean, and it was nice to have covered parking for the bikes.

We left Crescent City on the 101, and followed its track through the greenery, and the rhythm of its 2 lane, and sometimes passing lane, character. Somewhere after the town of Port Orford, Oregon, we picked up another rider. We gave him many opportunities to pass, but he never did. After a while, he became part of the group. It was okay with us, even though it is the first time we have ever had a Chrysler running drag. Mr. Chrysler stayed with us, mile after mile, all the way to Coos Bay. We lost him at a stoplight, or so we thought, but less than a minute after we pulled into Parker's Motorcycle Shop parking, (Triumph Mike needed a new tire) up drives Mr. Chrysler, a 60+, lone gentleman. Mr. Chrysler just wanted to tell us how much he enjoyed riding with us, and to convey his thanks for the best ride he had ever had on that road. It was a nice moment, and made the day more special for all of us.

Once Mike had his new tire, we pressed on. The weather had been cool and intermittently cloudy, but we had not run into any rain. The stop in Coos Bay must have delayed us enough to avoid a passing storm, but left the roadway wet. Wet enough to soak the cruiser riders from the knees down. (Next time we'll have mud flaps.) It was still a good ride, and we arrived at the Old Wheeler Hotel, in Wheeler, by 6:00 PM.

Ah, "The Old Wheeler Hotel." Think view of Nehalem Bay; think thick fluffy towels, scented soaps, and fresh strawberries for breakfast. All these things you will find at this delightful five-room hotel. Go there, stay there, you will absolutely love it.

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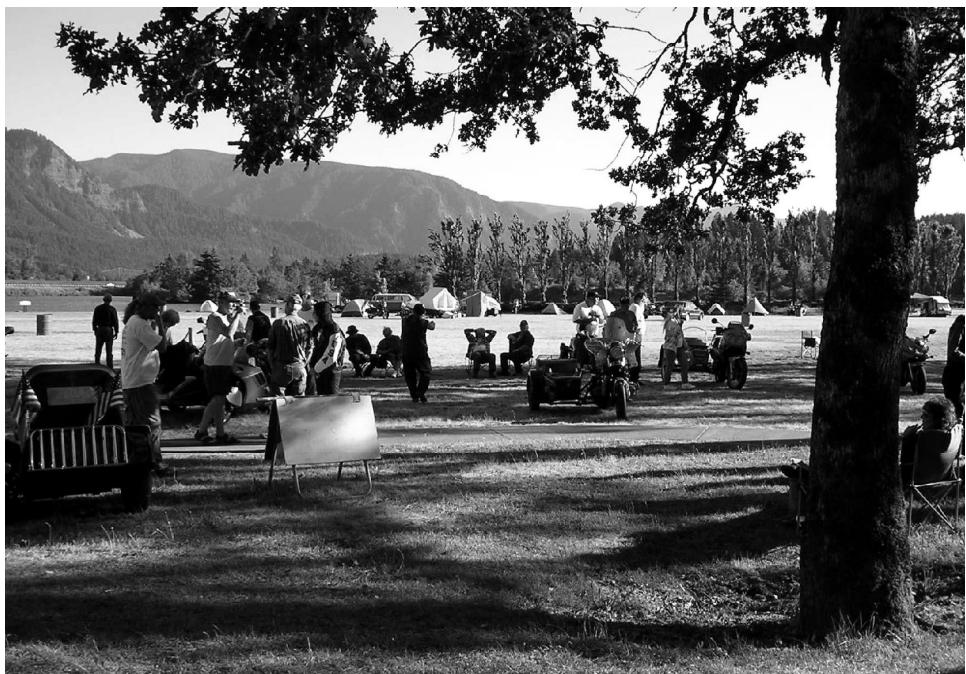
A rest stop in Prairie Creek Redwoods State Park. Gail & Rig on the left, husband Larry's 'wing on the right. In the middle, the two Mikes.

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The Old Wheeler would have been a nice place for a morning linger, but we had plans to meet our Belfair friend in Montesano, Washington for lunch. A look at the sky told us that we might run into rain. We did, just about the time we crossed the Columbia River.

The rain was steady, the road was twisty, and sloppy, but the raingear and the bikes handled it just fine. Traffic was light, and we were taking it easy, tailing a loaded logging truck that was making good time. I guess the trucker thought that he would do us a favor, so when he crested a hill he made room for us by running partially on the shoulder. The lead bike said, "He's making room, let's get by this guy." Three bikes make it before the next right hand curve. The truck engine rat-a-tats as compression fights to control thousands of pounds of truck and tree. The grade is down, and the road is snaky. Wheels blast a wall of water across the road in front of me. I do not take a hit, but I cannot see through it. The curve continues to the right. The wheels sling water, pelting the roadway in front of me. The truck is still trying to give me passing room, but not much, and even he probably doesn't know for how long. I weigh the options, hang off, roll on, and blindly blast through a wall of water, or not. I choose not. Eventually the road goes left enough for the water spray to go right, the trucker gives me room, and I squeak around. After that, the last 50 miles of wet riding seemed pretty blasé. By noon, the rain stopped, and the rest of our days stayed relatively dry.

The visit with our Belfair friends is great, and includes riding along Hood Canal, going to Port Townsend, Port Gamble, Bremerton, seeing deer grazing in a town yard, and a bald eagle perched in a tree. We could have stayed longer, but we wanted to attend the USCA Rally, so we leave the two Mikes and head for Stevenson. Due to a late start, we change our riding route, and take I-5 to Hwy 14. Hwy 14 is a must ride scenic route, which includes a grand view of Mt. Hood, a panoramic view of the Bonneville Dam, and a very close up view of Beacon Rock. The first time I went by Beacon Rock, I did-



The campground at Stevenson

n't get a very good look. Due to radio static, I thought the lead bike said, "There is a big rock right in front of my bike," so I scoured the road for hazards.

We arrive in Stevenson about five, check in with Glen at the Econo Lodge, unpack, grab a bite to eat, and then head to the Rally campgrounds, where we find out that the Saturday dinner had been held on Friday. Although we missed dinner, we had a chance to meet up with some of the good people that we had met at the Butterfly Rally. It was great to see Tom, Bob & Cheryl, Jim, Steve, and to meet Julie, Alice, and Joyce & Ron Canfield. Any rally that has these nice people attending has to be a great rally.

Saturday morning, we have to skip the rally activities, as we need to find a headlight bulb to replace a burned out one on the GoldWing. We don't want to miss out on any great scenery, so we take the Bridge of the Gods across the river, stop at the dam, take the Old Columbia Hwy, see all the beautiful flowing waterfalls, go to Crown Point, look up, down, and across the river, and then take country lanes to Gresham. From Gresham it is a short ride over to Marine Drive, which runs along the river, and by the airport. Eventually we end up at a Honda Dealership in St. Johns, which is located on

the Willamette River. St Johns seems like a long way to go for a headlight bulb, but we sure saw some pretty country, and had a great time riding it.

Heading back to Stevenson, we opt for the 14, and are we glad we did. Otherwise, we would never have found Natalia's Cafe located in the little town of Camas. What a fortunate find, as nowhere will you ever find better clam chowder or Ruben sandwiches than at Natalia's. The Cafe is located on Fourth Street. You won't forget the food, or the people. (hours 8 to 2).

We head back to the rally, where we check out some cool rigs, and hear that we missed a campground demonstration of rig flipping – no injuries, but the dog refused to get back in. From guest speaker Coach Rami, we learn the benefits of power napping, (Larry practiced some of that) elbow positioning, the importance of keeping hydrated, and that one should be careful not to pee in ones gloves, especially in winter.

Sunday morning, we leave Stevenson on route 14. It is a beautiful day for riding. Shiny green foliage and the sparkling river flank the road as we head east. We pick up railroad tracks along the way, and then pass through a series of twin tunnels, one for the train, and one for the road. There

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must be at least six of these tunnels sets. The tunnels are not very long and are bored through rock peninsulas that jut to the river. On the river, we see barges, and windsurfers. At a gas station we meet up with Bob & Cheryl. How fun to see them, and exchange "hi's" and "goodbye's" again.

Back on the road, we notice that the 14 starts to gain altitude, and with it, a new attitude. The term high and dry comes to mind. Yes, the greenery is being left behind, the land is dry, and the wind is hot. We are on a high plateau. To our right is a matching plateau. The river is a little ribbon way below us. It has a tiny bridge. Before

we make our decent to the river, we arrive at the Maryhill Museum, an oasis of green, trees, queenly furniture, sculptures, paintings, restoration storage, chess sets, and climate control. The Stonehenge Memorial, built by Maryhill founder Samuel Hill, is located about five miles further east. Its climate control is all natural.

From Stonehenge, we follow a little lane traversing its way down to the river. We cross the bridge into Oregon, climb out of the river valley, and head south on Hwy 97. The land, open range and farmland, stretches out in front of us. The sky remains blue with just a few fluffy clouds. The road does easy dips and rolls, and occasionally passes through the heart of a tiny town. We slow some to catch a view. The cruiser is in need of gas, so we stop at Shaniko. A cowboy with a nice hat quits tending bar-b-cue to hand me the gas nozzle. (In Oregon, you don't pump your own gas unless you are on a motorcycle, then they have to hand you the nozzle, and punch in your gas choice.) A couple stops by to chat, and then an older gentleman strolls over to look at the rig, and to recite a little ditty. It went something like this: "I had a motorcycle with a side, I took my sweetie Ruthie for a ride, by my side. I hit a bump at 60, and rode on ruthlessly." We all had a great laugh. Like those commercials, it was a priceless moment. We left the high plateau riding of 97 at Madras, where we caught Hwy 26 to Prineville. We spent the night there with Larry's sister, her

husband, and their delightful terrier type dog, named Jack. Jack is a whole story unto himself.

The next morning, the sky looked threatening, so I suited up in raingear. What I hadn't anticipated was the 50 degree temperature under cloudy skies. I believe I would have enjoyed the scenery more if I hadn't been so cold. At Bend, we pulled into a big parking lot, and I dug out thicker socks and an extra set of glove liners. I left, a happier woman. By the way, Bend has traffic circles, readin' and ridin' them warmed me up some too!

As we continued south, the rain held off, but the weather stayed cool. We had planned to visit Crater Lake, but due to reports of worsening weather there, and a late morning departure, we opted to save the Lake and the fifty mile side trip for another time, and head to Weed, where we were to meet the two Mikes. As it turns out, the two Mikes had run into torrential rains near Portland, Oregon. Wisely, they had found a motel, and were in the process of drying themselves and their gear, napping, and waiting out the storm. Cruiser Mike reported that his boots were so wet that they made little water bubbles when he walked.

Weed had sunshine, and the motel parking lot contained two bikes, and a sidecar rig, a beautiful red Victory Vegas/Texas Ranger owned by Daniel McDonald. (see *The Sidecarist*, Vol. 28, #4, pg 20.). We had a nice chat with him, and with the two other bikers. The other bikers, brothers, both retired firefighters from Burlingame (near San Francisco), were on a grand adventure. According to them, it started as a short trip to Colorado, but back roads and small towns just kept beckoning until they had traveled through eleven states. They were headed home with great stories to tell their very understanding wives. Their exuberance was better than caffeine.

The next morning, seeking real caffeine, Larry and I headed to the recommended, Hi Lo Café, and from there, we were on the road again. Snowy Mt. Shasta loomed on our left as we headed through town, located College Avenue, followed it to Stagecoach Rd., turned left there, and followed its two-

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Most of the 620 feet of Multnomah Falls on the Oregon side of the Columbia River

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lane track to Hwy 89 and McCloud.

McCloud was once a logging company town. The company owned everything, the houses, the stores, everything. When the mill closed, the company auctioned the houses off to the workers. McCloud claims Patty Hearst Shaw as a part-time resident. She has a very large estate (not acquired through auction) on the nearby McCloud River. According to the museum docent, Patty and family "are just like regular people, and you'd never know they are famous." Perhaps less known, but more interesting, is that the town water comes from an underground spring. The water is so pure that it requires no treatment plant. The local water fountains run continuously. In McCloud, it is good to drink the water.

We resume our journey on the 89. It cuts like a laser though the evergreen trees, and up. The trees, straight and tall, stay tight to the road and match each degree of climb. The symmetrical pattern is quite beautiful, and a little hypnotic. As we near Lassen Volcanic Park, the character of the land and the road changes, and we encounter more corners, and fewer trees. Once in the park, the road, now Lassen Park Rd., winds around Lassen Peak, travels through volcanic debris, along crater ridges, through snow, and past sulfur smelling steam vents. Pretty interesting.

Outside the park, we are back on 89, and we stay with it through all its twists until we intersect with Hwy 49, which has even more twists. There are many 25 mph corners. If you are riding here, you definitely want your rig to be set up right. When you are not making corners, you will notice that the terrain, while still treed, is getting drier.

After spending the night in Grass Valley, we twist it out a little longer on Hwy 49 until we reach Plymouth, then we head down into the valley floor, where the heat lays in, and the farmlands stretch out. Highway 99 is the major highway through this section, but we avoid it, and ride two lane roads where the traffic is light, the temperature changes near irrigated fields, and livestock grazes. We pass through an orchard. Leafy branches meet over the



Above: Larry poses with "The Logger" in McCloud

Below: Gail chugs through Lassen Park - almost July!



road, and create a quarter mile tunnel. It is lovely. Finally, at Merced, it seems expedient that we take 99 to our next destination, Fresno. Mike and Mike are waiting for us there.

Fresno marks the last night on the road. In the morning, we prepare for heat. After 3000 miles of riding, we finally need our mesh jackets. We still have 300 miles to go, and we know that they will be warm ones. Our Sahara vests are hydrated and ready. We wonder if we should be headed in the other direction, back to the vistas of green, trees, water, snow capped mountains, back to states where pumping gas is easier (no EPA sleeves), and where Java Hut/Coffee Shacks pop up everywhere. We think about it, (thinking, thinking, thinking)... but nah, there are still more vistas, and good roads ahead.

Perhaps in protest, Larry's bike refuses to open one saddlebag, the one with the maps. At this point, finding our way home didn't really require maps, but it did mean we had to travel more of Hwy 99 than we had intended. We leave the 99 at Bakersfield and head east on 58, until we reach Keene. The two-lane road out of there

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runs higher into the hills, and along a ridge until we overlook the Tehachapi Loop. Engineered in 1876, the Loop is a very cool way for trains to make the grade.

Our journey takes us through Tehachapi, past apple orchards, and smack dab through the middle of a windmill farm. Those white, three bladed wind turbines are huge. Whenever I pass by them, I am reminded of the lady who remarked, "It wouldn't be so windy around here if they would turn off those big fans". (True story) Leaving the big fans, we continue to Willow Springs, sneak along the backside of Lancaster and Palmdale, and head toward higher elevation on Hwy 138, otherwise known as Pear blossom Highway.

Pear blossom undulates its two-lane way past the Joshua trees on the valley floor, and then begins a twenty-mile climb. It passes Mormon Rocks (a geological formation, and old camp site), and joins ranks with Interstate 15, at Cajon Pass. Cajon Pass, formed by the overlapping of tectonic plates is a major north/south passageway for highway vehicles, railway lines (50 freight trains and four passenger trains pass through daily), and power lines. The San Andreas Fault runs at its southern base.

At the pass, the rest of our journey is literally all downhill from there. We part company with the two Mikes. They head southwest; we go southeast. They take the interstate. We choose, a short section of Historic Route 66. The "66" logo painted on the pavement is faded, but still legible. Riding is slower on the old route, but it suits us. We take pleasure in the journey, in the going. Our goal is not so much about the destination. It is the getting there that is the most fun.

We arrive home, June 30, 2005. Our furniture is still there. Would we do it again? You betcha!

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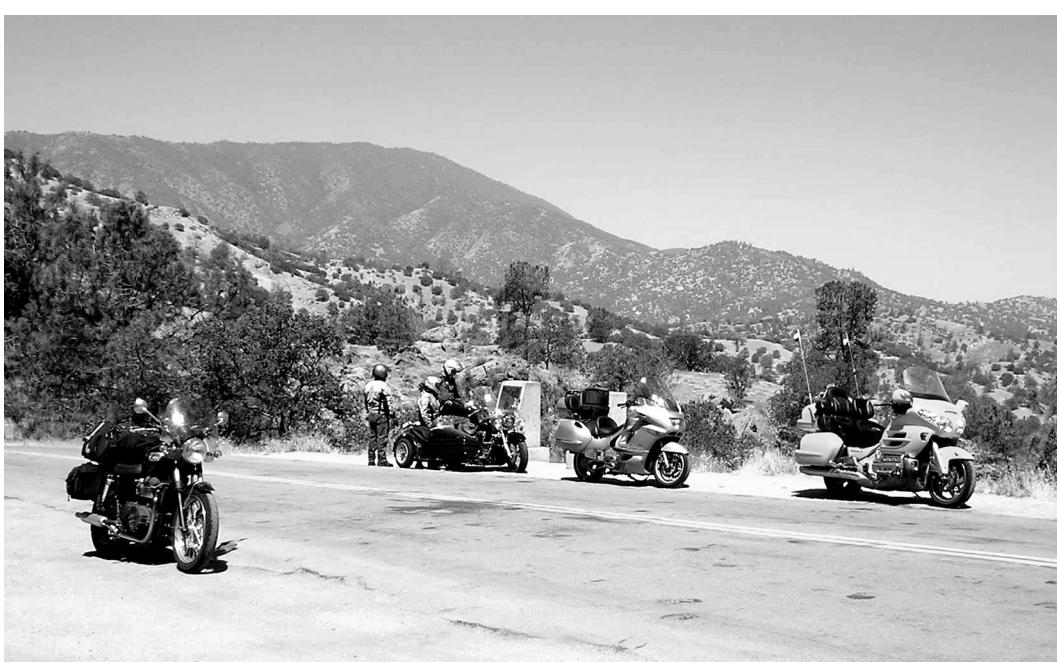
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S/STEP Novice Course offered by Adventure Sidecar  
October 8-9 - Hood River, Oregon

Bruce Henkelman, #7029, advises that this class will be offered at a cost of \$190 with a further discount of \$40 possible by including a Ural Dealer business card. So far, there are only two people signed up for the class and Bruce would really like to take it, so sign up today!

A registration form may be found at [www.adventuresidecar.com/registration](http://www.adventuresidecar.com/registration) or by calling (541) 386-2055.

More information about S/STEP classes is available also at [www.esc.org](http://www.esc.org).



Almost home: At the Tehachapi overlook

# The USCA Sidecar Safety Program

David Hough

Over the past couple of years, there has been lots of chatter about the Sidecar Safety Program on various Internet forums. Unfortunately, none of the "chatterers" have actually contacted the SSP to get the story straight. So, the following information might help you figure out what's true and what's imaginative keyboard pounding.

## Is the Sidecar Safety Program part of the USCA?

Legally, the "USCA Sidecar Safety Program, Inc." is a separate not-for-profit corporation, not a subgroup of the USCA. The SSP is chartered in the state of Illinois, with the stated purpose: "*to provide safety education for motorcyclists with sidecars*" Originally, the SSP was set up as a companion to the United Side Car Association (USCA), to assure that sidecar safety was represented, and communication maintained. The original plan was for the two organizations to function in a mutually beneficial relationship. To enable that, a director of the SSP was included on the board of the USCA, as defined in USCA By-Laws.

The big advantage to having separated corporations is to limit the liability involved in training. In other words, an accident during (or following) a training course wouldn't involve the USCA.

For a number of years, (the late) Ed Johnson served as both the SSP president and SSP director on the USCA board. When Ed turned over the SSP presidency to his successor, he also resigned from the USCA board. That happened to occur in the same time frame as a change in USCA leadership. Over the past several years the USCA board ceased to acknowledge the SSP representation, and stopped notifying the SSP of USCA business. However, the SSP currently has a director assigned as SSP/USCA liaison.

## How did the SSP get started?

Sidecar training was initially conceived by Ed Johnson and H. A. Kend-

all, and a training course was designed by Mr. Kendall, called the "Sidecar Safety Program", which was offered at Northeastern Illinois University in 1978. The Sidecar Safety Program was gradually expanded at the college under the direction of Dale McCormick and Marge Jennings, with Tim Colburn as the first instructor. Due to funding difficulties the program was later transferred to Northern Illinois University and managed under the NIU Motorcycle Safety Project by Rick Kielta. The initial concept was that instructors certified by the Motorcycle Safety Foundation would be able to teach sidecarists as well as riders of two-wheeled motorcycles. But it soon became apparent that there were significant differences that demanded additional instructor training.

To assist MSF certified motorcycle safety instructors to teach sidecarists, a Sidecar Instruction Program was developed by Ed Johnson, Dr. Mitch Goldflies, John Duginas, and Joe Rybacek, with the first "instructor prep" course offered in 1987. The new sidecar-certified instructors were included in a database managed by the USCA SSP.

The new course, known as the "Sidecar Safety Program" was offered at various venues, including USCA rallies, and taught by instructors certified by the SSP, until around 1995.

## Does the President of the SSP receive a salary?

No. None of the SSP officers or directors are currently paid salaries. All the officers and directors are volunteers, who donate their time and energy on behalf of sidecar safety. SSP By Laws allow reasonable compensation for the services of directors and officers, but that has never taken place. Officers have been reimbursed for expenses incurred on behalf of the SSP, including travel.

## Does the president of the SSP receive any income from the SSP?

No. The current SSP president happens to be the same individual who wrote the Driving A Sidecar book, but he donated it in entirety to the SSP. He does not receive any royalties or other payments from sales of the book or any other SSP products. All proceeds from the book go directly into the SSP treasury.

## Does the SSP have members?

No. The SSP does not have members—other than the officers and directors. There are no dues, and no regular publication. The officers of the corporation (president, vice president(s), secretary, treasurer) are elected annually by the board of directors. However, officers are required to serve until a successor is duly elected. The SSP president is the principal executive officer of the corporation, and is in charge of the business and affairs of the SSP subject to direction and control of the board of directors. The current president of the SSP is David L. Hough. Secretary/Treasurer is Tim Colburn. Vice President for ESC liaison is Dave Wendell. Director for USCA liaison is Steve Woodward. Other directors include S/TEP Chief Instructors Vic Hari and Cundiff Simmons.

## Is the SSP supported by the motorcycle industry?

No. The motorcycle industry does not provide funding for sidecar training or safety. The industry does provide generous financial support to the Motorcycle Safety Foundation, but the MSF has not shown any interest in including training for 3-wheeler motorcycles. The SSP does not receive any financial support from the Sidecar Industry Council, nor from the USCA.

## How does the SSP support itself?

The SSP is supported financially by payments and royalties for products, including sale of training programs, books, and other electronic media. Our

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principle current income is from sales of the book, "Driving A Sidecar Outfit", which is published by Printwerk Graphics in Indiana, and marketed nationwide. Driving A Sidecar Outfit was donated to the SSP and the SSP holds the copyright. Printwerk publishes and ships the book and deposits charges directly into an SSP credit account. The book is sold both retail and wholesale.

Printwerk Graphics, 1501 Joliet Street, Dyer, IN 46311 (800) 736-1117

### **Is there a real need for sidecar training courses?**

There are always two main reasons for motorcycle safety training: providing knowledge and skills to help riders manage the risks, and providing a way to introduce new enthusiasts into the sport. Sidecar training, especially training for novices with no prior motorcycle experience, provides a means to give new riders a way to experience sidecaring, and potentially to get involved as an owner, without having to buy or build a sidecar outfit.

The motorcycle industry recognizes the importance of training programs in bringing new participants into motorcycling, however the industry only supports products its members market, and the focus of motorcycling is on two-wheelers. The bottom line is that the industry spends millions of dollars every year promoting two-wheeled motorcycles, but spends nothing on three wheelers. Only a handful of sidecar importers, manufacturers, and installers support training as enthusiastically as the balance of motorcycle industry, but sidecar training remains a viable way to introduce others to sidecars.

### **Why did the SSP stop doing training at sidecar rallies?**

The SSP continued to offer training, but the priority changed. Sidecarists are a very small minority of motorcyclists—perhaps 2% to 5%. New sidecarists are widely scattered across the nation, and the numbers of sidecarists in any one area are seldom sufficient to warrant a training course. The solu-

tion proposed to the USCA in 1995, was to develop a training manual that could be used either as a "do-it-yourself" book for new sidecarists far from training sites, or as an instructor guide for teaching a course. The book "Driving A Sidecar Outfit" was written by a motorcycle journalist with a training background, and donated to the USCA SSP.

An instructor prep course was planned in conjunction with a sidecar rally in California. The course was a success, but that initial attempt to use only the textbook as an instructor guide made it very clear that it was not ideal for that use. There were too many unanswered questions for instructors, such as waiver forms, insurance, training aids, and class schedule.

To answer the myriad of instructor questions, the SSP Curriculum Development staff produced a comprehensive instructor guide for this vastly updated version of the "old" Sidecar Safety Program course. The "new" course was named "Driving A Sidecar". The course was in two parts. The second half of the course was named "Advanced Sidecar Driving". The concept was that a novice could take both parts together in a two-day course, or the second half could be presented to experienced sidecarists as a one day course.

A decision was made by the SSP to discontinue support of the "old" course, and require all previously certified instructors to take an update course to become recertified to teach the "new" Driving A Sidecar course. The rules for certification were also tightened, to be closer to MSF certification rules. Sidecar instructors would be certified for a limited time, and certification then extended based on actual teaching experience.

As agreed at the 1995 USCA national rally, information about the changes was published in a column in The Sidecarist called "Instructor Corner" to keep all instructors up to date on what was happening.

### **Why did the SSP stop doing sidecar training?**

The program became too successful to manage by volunteers. Around 1998, the Evergreen Safety Council (ESC) in Seattle offered to try a trial sidecar course. The motorcycle training manager was impressed both by the course presentation and by the significant differences between operation of two-wheeled and three-wheeled motorcycles. ESC decided to offer the Driving A Sidecar course on a regular basis, and that led to a proposal to procure rights to the curriculum from the SSP.

The result was a contract between ESC and SSP to transfer the entire sidecar training program to ESC. So, in January, 2000, Evergreen Safety Council took over nationwide administration of sidecar training. Since the operating dynamics of sidecars and trikes are very similar, and sidecar student numbers are often low, ESC decided to include motorcycle-based trikes in the course, and rename the course the "Sidecar/Trike Education Program" (S/TEP). ESC developed a student workbook to use in lieu of the larger "Driving A Sidecar" book that SSP instructors had been providing to students.

Instructors and chief instructors previously certified by the SSP were "turned over" to the ESC. Currently, the ESC assumes all responsibility for curricula, sidecar/trike instructor and chief instructor training, certification, student records, and course administration, on a basis that is very similar to the way the MSF administers two-wheeler training throughout the USA.

One of the Virginia instructors, Cundiff Simmons, recognized that a major key to sidecar training success was to get sidecar courses included in state motorcycle safety programs. He convinced Virginia to offer sidecar courses on a regular basis through the Motorcycle Safety League of Virginia, Inc., and arranged to have several sidecar training rigs built, with a trailer for transport to locations around the state. Ultimately, an enclosed trailer was built, capable of both transporting training rigs and serving as a remote classroom. MSLVI currently has a fleet of sidecar and trike training rigs.

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Following lobbying by the Washington Road Riders Association, the motorcycle safety laws were revised in Washington State to recognize the differences in operation between two-wheeled and three-wheeled motorcycles. Since July 2004, a separate license endorsement is required for sidecars and trikes in Washington. This is probably the ideal model for how sidecar training could be incorporated into the motorcycle programs in other states.

### **What was wrong with the original "Sidecar Safety Program" training course?**

The old course had some serious flaws: there was no comprehensive Instructor Guide. That made it difficult to train instructors, and virtually impossible to obtain liability insurance for training courses. There were safety problems with some of the exercises, and concern about conducting training on the uneven ground typical of rally sites. And there were no classroom training aids available.

The old course also assumed students would have prior motorcycle experience. But sidecar companies were reporting a high percentage of customers with no prior motorcycle experience. They requested a 3-wheeler novice course equivalent to the MSF's Motorcycle RiderCourse/Riding and Street Skills. The course needed a complete redesign to be appropriate for novice students.

The old course also had some instructor concerns. There was no mechanism to retrain and recertify instructors, and no end-of-certification time limit. There were instructors who were certified just to teach portions of the course, such as "rigging". The entire instructor training and certification process drastically needed an overhaul to bring it up to professional standards.

Another problem was financial. Sidecarists expect training to be subsidized just like other motorcycle courses, but the motorcycle industry has never been supportive of sidecars, and therefore the industry's training arm, the Motorcycle Safety Foundation, does

not support sidecar training. Nor do colleges or private organizations have the financial means to support sidecarist or instructor training.

At the direction of SSP president Ed Johnson, work was begun on improvements to the curriculum, to bring the course up to a quality standard that would be equal to MSF two-wheeler courses, tighten the certification rules for instructors, and also develop a textbook, all of which would potentially enable the procurement of liability insurance.

### **Did the SSP abandon the old Sidecar Safety course?**

One of the peculiarities of the "old" course is that sidecar instructors were never given an "end of certification" date. That is, an instructor once certified would theoretically be certified forever even if no teaching took place. The "old" course was not given away, sold, or abandoned, but it was declared that after a certain date the SSP would no longer "support" the course. In other words, the SSP would prevent any SSP certified instructor from teaching the "old" course, but the SSP would not support it with training aids, insurance, training rigs, instructors, etc. So, today the SSP still "owns" the old Sidecar Safety Program course, even though it is completely redundant, and uninsurable.

### **Did the SSP stop doing training entirely?**

Previous attempts to conduct formal training courses at USCA rallies did not result in sufficient interest to proceed. Quality training is expensive, and rally attendees are typically unwilling to pay the course fees necessary to ensure a certified instructor and insurance.

The current philosophy is that the majority of rally attendees go to socialize, not to spend a day and a hefty course fee taking a training course during a rally. Years ago, the only sidecar training available was at a rally. Now, with training now available at sites all across the USA, anyone seeking training can take it independently of a rally.

The SSP does provide educational seminars at rallies, and answers general questions about safety and training. SSP officers have delivered seminars on sidecar safety at national meetings such as the State Motorcycle Safety Administrators Conference, the Gold Wing Road Riders "Wing Ding", the BMWMOA International rally, and most recently at the 2005 USCA National in Stevenson WA.

While the SSP does not generally offer training courses, three of the SSP officers are S/TEP chief instructors who do teach instructors under contract to the ESC.

### **The Future of the SSP**

The SSP continues to offer its landmark training manual, "Driving A Sidecar Outfit", which has helped thousands of new sidecarists to become more proficient at three-wheeler control skills, and attract more enthusiasts into the sport. The SSP continues to publish it, both for new sidecarists who don't have sidecar courses nearby, and for sidecar installers and importers who provide copies of the book with each rig delivered as a means to manage liability.

The SSP is working on a growing textbook on "Sidecar Assembly", based on information gleaned from various industry sources, and is setting up a web site to provide information on-line.

The SSP also sponsors "sidecar friendly" articles for publication in motorcycle magazines. The seeds of a future sidecarist may be planted by a single photo or an article conveying enthusiasm.



## The USCA TODAY: UNITED WE STAND.

### Claude Stanley #3563

I feel a few things should be said in regard to the conflicts within the USCA in recent years. Yes, there have been some ego trips that were evident but overall much progress has been made. As many times as we have seen head butting and silly allegations take place and as often as we have seen seemingly bad stuff come and go many of us may have begun to wonder how stable this club actually is.

The truth of the matter is that the USCA is more stable today than it has been in the last decade or probably longer. It was not long ago that Jim Cain was our president. Jim took the job basically because no one else wanted it. He hung in there and did promote the club strongly where ever he was but the membership of the club was not active in the management process and things that needed to be accomplished fell by the wayside to a certain degree. Jim did a great job of dealing with the situation in many areas but it must have been difficult for him to do. He was, no disrespect intended, frustrated and getting burnt out inside.

Thankfully, it was not long before some new blood came into the system and we then began to slowly see improvements in many things that were not possible before. Yes, politics stink to a certain degree but if we look at the big picture we have come a long way from near bankruptcy. Very near I may add. We need to be very grateful for those who have stepped up to the plate in the last few years. We may not have always agreed with them but the overall results of their efforts have been dramatic.

Let's look at some good things:

- We have a newsletter today in 'The Sidecarist' that is a world better than it has ever been and is not creating any extra overhead to the club as it did before. It even has the potential of adding revenue to the USCA in the future through advertising and such.
- Our membership has grown a lot and people are becoming more and more active. Discussion sites

related to the USCA specifically, in addition to [sidecar.com](#), have sprung up for various regions of the country and are active and fun to get involved in.

- We have many State reps today that are more than just a figure-head.
- We have regional reps who are working hard to promote the USCA.
- The USCA treasury is a real treasury with some actual money in it to invest into the enjoyment of sidecarists and potential sidecarists everywhere.
- The National rally fees have dropped from what they were and the rally is now a money maker for the USCA. Go figure!

Yes, I could probably go on but the point we need to see is that the USCA is on the upswing folks!! These things and more were not due to the efforts of any one person but too many. BUT THINGS ARE GOING TO GET EVEN BETTER!!

Yes, there has been some 'ugly' but the results speak for themselves. The USCA has been simply going through some growing pains and airing its dirty laundry in the process. The USCA is a family oriented club, as it should be, but what family does not have its differences? With all of that being said we need to thank all of the ones who were willing to step into the pressure cooker in recent years by running for office. The infighting was too bad and really not necessary but I hope we can just let the past be past and carry on. Emotions can run high from many directions and for many reasons but IF good intentions are

feeding them then it all seems to work out in the end, or at least we can hope so.

Today the potential of the Club is very high and the surface of this potential has only been scratched. Let's support our newly elected officials when they are in office. Agree/Disagree and RE-elect or boot them in the next election but at least support them by responding to their calls for help and input. They have been elected to work in the best interests of all USCA members. We need to let them work and not be a hindrance to them. I do trust that the ones in office today will make it a point to lay aside any and all ego trips and simply work in the best interests of the general membership. I also trust that they will not let themselves be intimidated by any outside groups that may have their own interests in mind. I think my trust will not be unfounded.

This is the UNITED Sidecar Association. It should be UNITED and not divided. Face it folks we are all in this to have a good time with people who we share our interest in sidecars with.

There will be some give and take and that is fine but if we can let the board be the board and support them in a positive fashion our goals will be achieved.

United we stand!



Seen at the National: Dauntless Motors is bringing back the Kenna sidecar. I think this is the 2nd one they have made.

## Harold & Will's Big Adventure - Part 2

### Will Short

#### Day 3 – June 17. Temps 40's to high 50's. Broadus, MT to Lewistown, MT – 224 miles

We awoke – or maybe I should say – re-awoke to sunshine. After a breakfast prepared over two small Coleman stoves, we fueled up and headed west again. Not too many miles into our third day, the wind came up and the temperature dropped to the mid 40's. To add to the misery, it rained and then we ran into construction, which could at best be described as three inch and larger river rock, held together (I jest) by gravel. Our first goal of the day was Custer Battlefield National Park. We just had to survive the construction. Fifteen miles of construction compounded by a cold wind and drizzle made the first leg of the days ride rather un-nerving. We made the last five miles of the construction behind a pilot car in convoy with other vehicles. By the time we reached Custer Battlefield, the temperatures were now in the low 40's. The wind was blowing hard. (Not unusual for southeast Montana) Custer Battlefield Park is on top of a ridge and the wind and cold were even more noticeable. Harold was chilled and distracted and dropped his bike in the parking lot. The only damage was an inch and a half of clutch lever and his pride. Boy – are those panniers loud when they hit the pavement.

We didn't stay long. Only long enough to get our passports stamped and do a quick walk-through of the museum and warm up.

I loaned Harold my quilted jacket liner. With it he was at least marginally comfortable – if only he could move. He now looked like the Pillsbury Doughboy.

Billings was the next goal. Maybe we would find a clutch lever and a heated vest for Harold. No such luck. For the rest of the day we just tried to stay warm enough to ride safely and undistracted.

We ended the day in Lewistown and got the last motel room in town. The National Trappers Assn. and the Fraternal Order of Eagles were in town. I guess we benefited from what we will call "dumb luck". (We found a BBQ place and had some of the best food of our trip)

**Day 4 – June 18. Temps - high 40's to high 50's again. Lewistown, MT to Lethridge, AB – 412 miles**

It was another cold day. Lewistown awoke to 48 degrees but the sun was shining at least. The next stop was Great Falls. We hoped to find a clutch lever and a heated vest, but we were skunked again. There is no trouble riding the Strom with an inch and half of clutch lever missing, but it just doesn't look good. Evidently the lever isn't a high demand item at Suzuki shops.

#### Our first border crossing - Sweetgrass/ Couts.

Border crossings are always a crapshoot. Sometimes the border agent is stern and grouchy and sometimes they are even fun to talk to. This one was interesting. Harold passed through the guard station with no problem. Unbeknown to me, he left the border guard having answered questions that I had to give the same answers to. Since we last crossed a border into Canada together, my answers were supposed to match his. The border guard had a little fun at my expense and at times had to prompt me to get the same answers as Harold had given.

We stopped at the "Entering Alberta" sign to record the border crossing on film.

We had expected duty free stores where

Alberta map for \$2. (They don't give them away in Canada nor are they cheap.) The young ladies at the visitor's center directed us to the two banks in Milk River. On our way back to the bikes in the parking lot of the visitor's center, I witnessed a rather unusual spectacle - an older Goldwing trike pulling a full sized popup camper. The couple was from Pennsylvania and were on their way to Alaska too. (We know they made it because we saw them again in Anchorage.) This must have been quite a spectacle when viewed from behind. I asked the couple what motorists see when they approach from behind. She glibly replied – "A camper and two helmets."

Harold and I cruised on into Milk River and found the banks. We had hoped to exchange enough US cash to last us most of the trip, but there was a \$200 US limit on our exchange.

As I recall though, we came away with around \$270 CAN. We didn't feel so bad about only being able to exchange \$200. We did feel fortunate to make it to the bank by 4:00 pm since it was Friday afternoon and there was no chance to get cash until Monday. The Canadian banking sys-



We made it to Alberta. Alberta looks a lot like Kansas until you get further west.

we could exchange our US funds for Canadian but found none at the border. The next town didn't look very promising, but we had to try. On the edge of Milk River, AB, we found a visitor's center where we were able to purchase (yes – purchase) an

tem is not open on Saturday and the banks are only open until 4 p.m. on Fridays.

Our stop for the night was in Lethbridge. The Super 8 was well worn, but we didn't have to pitch the tents again. A check of

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(Continued from page 16)

the phone book showed a Suzuki and a Honda shop not far away.

It was too late to make a parts run, but we could do it in the morning.

**Day 5 – June 19. Temps - high 40's to high 60's. Lethridge, AB to Drayton Valley, AB – 359 miles**

In Montana, Harold would have given \$200 US for a heated vest. On this morning he found one for \$100 CAN (about \$75 US). That is the good news. The bad news is that it has no control. Well - that's not quite correct. You plug it in, and it heats up.

You unplug it, and it cools off. You plug it in, and it heats up. You get the idea. Nonetheless Harold could be warm without looking like the Pillsbury Doughboy. He put it on, but by noon the temperature was in the 60's and we were riding in sunshine. (Oh yes – we didn't find a clutch lever in Lethridge either.)

About 11 a.m. we rode into Nanton, AB, where we spotted our first aviation museum. The Lancaster bombers were based nearby during WWII with versions of it built in Canada. It was a very interesting museum operated by local volunteers who also restore these aircraft for display.

As we left the museum we spotted the Duck-in Drive-in just a block away, so we decided to do lunch before heading north again. I tried Poutine – French fries slathered with brown gravy. I expected a small plate of fries but evidently Poutine is a main course in Canada. It was more than enough for two hungry travelers who had also ordered burgers.

Calgary was our next city. It looks like any big city in the US except that the eight or ten lanes of the highways have stop-lights. You are sailing along at 55 to 60 mph and suddenly you are sitting at a stop-light. That works when you both clear the light together. I lost Harold at least once at one of these stops. It was doubly hard to find a place for him to stop to let me catch up. As I recall, the CBs were marginally useful that day.

Since the traffic was moving along and was quite heavy, we decided that it would just be easier to get gas further north. Balzac, AB, is not really on the freeway, but we needed gas so stopped there. There seems to be one main business in Balzac – the filling station/grocery store/tack shop. We returned to the freeway but decided to try the local scenery. The freeway scenery

was rolling cropland that resembles Kansas with farm crops punctuated with oil wells.

We left the freeway at Olds, AB, to try the "The Cowboy Trail"- highway 22. This highway was enough closer to the mountains that the scenery changed to something resembling northern Minnesota, northern Wisconsin or Michigan, but with oilrigs in the clearings.

Our stop for the night was Drayton Valley. The campground was bad. The Super 8 was good. The attached restaurant was convenient, but the food was marginal.

**Day 6 – June 20. Temps low 50's to low 80's. Drayton Valley, AB to Dawson Creek, BC – 376 miles**

We woke to clouds and rain but decided to brave it and set out for British Columbia. In 20 minutes we were running on dry

decided against it. The motel we found was old but serviceable. The city of Dawson Creek is surrounded by canola fields but looks very much like any other Midwest town. It even has a Walmart. My imagination (nurtured by "Sergeant Preston of the Royal Canadian Mounted Police") had a much different picture of the Canadian wilderness. (Does anyone else remember that old radio drama form the late 1940's and early 1950's?)

The Mile Zero visitors center featured much memorabilia having to do with the construction of the Alcan highway and also provided many tourist booklets with maps to help us find our way in BC. We didn't invest in an expensive road map of BC. (As I recall they were \$4 at the visitor's center.)



The official "Mile 0"

pavement and the day continued to warm up.

We began to notice that the terrain in Alberta, along with the local crops weren't a lot different than what we were used to back home. Every town, no matter how small, seemed to have a golf course. We don't golf, but we both found this phenomenon interesting. What was different is that we began to see signs warning us about moose on the road. We also saw an occasional buffalo ranch.

We crossed the border into British Columbia. Dawson Creek and the beginning of the Alaska Highway was our stop for the night. We checked the campground but

At the visitor's center we met a couple that bore the distinctive signs of motorcycle tourers. Their "helmet face" suntans and riding clothes set them apart from the crowd. They were from near Grand Rapids, Michigan where Harold's older son and family live. That was enough common ground to establish a relationship. We visited at length, took pictures for each other and visited some more. They were headed to Fairbanks, AK. (We know they made it. We saw them at Fairbanks and at Skagway and at Anchorage.)

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### Day 7 – June 21. Temps high 50's to mid 80's. Dawson Creek, BC to Fort Nelson, BC – 306 miles

While loading the bikes we were engaged in conversation by a fellow traveler who was on a family vacation. He was a rider who had owned a V-Strom and had ridden it to Mexico. He was very interested in Harold's experience with the V-Strom.

We set out for Fort Nelson, BC. The scenery was beginning to match my pre-conceived mental images of the terrain along the Alcan. We began to see wildlife to match the terrain. We saw a moose that made the wrong decision to cross in front of us. Luckily we missed her. Harold saw a second moose that day but I missed the event. Somewhere between Dawson Creek and Fort Nelson we came upon two old John Deere tractors traveling down the opposite shoulder. Harold keyed his CB and cracked, "I always wanted to drive my tractor down the Alcan." I mentally agreed but didn't answer. I stored the thought for future reference. To be continued – Day 13.

In South Dakota and Montana where the weather is usually hot in mid June - we froze. Now in the "frozen north" and we are having to peel off layers of riding clothes to be comfortable. This went on for a couple of weeks

In Fort Nelson we sort of camped - A cheap motel with a picnic table (?) on which to cook (?) and eat our supper. The motel had air conditioning and we needed it.

### Day 8 – June 22. Temps high 50's to mid 80's again. Fort Nelson, BC to Watson Lake, YT – 341 miles.

The new day started cloudy and threatened rain, but it didn't rain enough to make us stop and suit up.

We began to see more wildlife. A small caribou crossed the road in front of us. We climbed to Summit Lake and stopped for pictures. In the next few miles we were stopped at a spot where the rocks from the mountains needed to be cleaned off the road. Several stone sheep grazed along the edge of the road unaffected by us tour-

ists.

In the next few miles we spotted a red deer in the opposite ditch as well a horses and a mother bear and cub, (which I missed because I was more concerned about the tourists who stopped in front of me to photograph the bear and cub.)

Toad River was a good lunch stop. It proved more interesting than we first thought. It seems that traditions start easily and die hard along the Alcan. The restaurant in Toad River has 6000 ball caps stapled to the ceiling. It all started one day when a local, heeding the call of nature, left his cap behind. Another local stapled his cap to the ceiling. Now 6000 caps later, it is a tradition and a tourist attraction.

The Toad River airport, across the highway, looked like it would challenge the skills of any pilot who might need to land in or take off from this narrow valley floor. Just a few miles further we rounded a corner and found a DeHaviland Twin Otter parked next to the highway on the end of an equally challenging gravel airstrip.

Watson Lake, Yukon Territory (YT) was the site of a US Army Air Force base during WWII. Some lonely GI put up a sign indicating the mileage to his hometown. Now 48,600 signs later we have another tradition and tourist attraction – The Sign

Forest.

Watson Lake has little else to offer but is an important stop for the night for tourists.

Our motel was a huge disappointment. No AC. Lousy TV. The phone system wouldn't take our phone cards. There was no ice and to add insult to injury there were only three hangers in the closet of this very small room. The only redeeming thing of the stay was meeting "new" friends. Bob and Susie Patchett from Sandpoint, ID wheeled in on their Harley sidecar rig. They were as surprised as we were to see another sidecar rig. Susie enjoys digital photography. She takes hundreds of pictures a day. Bob carries a Laptop computer and downloads her work each day. We really enjoyed getting to know them and true to form – we saw them again in Anchorage.

**Observation:** Parking lots for motels, filling stations, and restaurants are so rough as to justify the need for an adventure bike.

To be continued in the next issue.



There are no shortage of directions at Watson Lake

## USCA West Coast Rally

Judie McQuarrie

Our trip began on Saturday the 18th of June in Fallon, Nevada. Mary riding her new Honda Valkyrie trike, Brenda and her cute little puppy, Mia on her Suzuki Volusia 800 with a champion sidecar , Troy driving a pick up with camper towing a trailer with his R1200 Beemer tucked neatly inside and Terry and I and our 2001 Harley with champion side car. I wanted to title this story our "Our Grand Adventure" but that seemed a bit tacky so as you can see I just let it title itself.

"I must say the treatment we got from the employees of Skamania's County Fair- grounds was above and beyond."

Our first night we spent at Summer Lake, Oregon. The camp sites aren't beautiful, but what they lack in beauty they make up in the best rest rooms and Artisan pool that I have ever seen. The cost is \$6.00 per person with no hook ups so the cost is great too. The water comes into the pool at 105 degrees which feels pretty good after riding over 8-1/2 hours. The only entertainment we had besides floating in the pool was watching a couple try and set up a new motor home. They really had no idea where to start and were really confused when after pulling in backwards the hook ups wouldn't reach.

The next morning we left with nice weather following us the entire way to Skamania, Washington. The road was great, lots of windy turns which dropped us right down in the gorge in Maupin, Oregon. We crossed into Washington over a beautiful bridge with a dam that was awesome to see. The trip from there was a short trip into Stevenson Fair Grounds. We set up camp and found that the lights in the bathrooms weren't turned on and no one was around, but we figured we could always take showers with a flashlight. Much to our surprise the



During the rally the maintenance man who had worked so hard to keep us happy with the showers and lights came over and asked if we could find time to give the kids of his daughters soft ball team rides...We gave rides to any child that stood in line and had their parents OK...And a few mothers wanted rides too..Never saw such big smiles in my life...this is where the love of motorcycles begins...Drivers were: Terry, Brenda, Santa and a guy from CA that I think his name was Jim...his was the red bike..



showers weren't working either...

We did find someone Monday morning to turn on the bathroom lights and turn on the water in the showers. Just about the time our first neighbors arrived from Crockett, Texas, Ava Nel and J. R. Lewis. I must say the treat-

ment we got from the employees of Skamania's County Fairgrounds was above and beyond. The weather was beautiful except for one day, the side trips kept us snapping photo's almost continually. The Bridge of the Gods is

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a sight to behold and I would highly recommend at least one trip over it. We took at least 5 trips back and forth. I just couldn't get enough of the sight straight down into the water through the grate of the bridge, sorta left a empty spot in the pit of you're stomach.

I made breakfast the next morning, Pancakes, bacon, and eggs and my first thought was of Swaybar. Think I still owe him a couple of pancakes. Rigs started pulling in on Wednesday morning and continued all day. Their were people from England, Canada, New Mexico, Washington, Oregon, Nevada, California and sure a few other states that I have forgot.

Jay and Tara once again put on a great meal on Friday, Spaghetti and meat balls and to top the night off a great Blue Grass band. Unfortunately a rig coming from Oregon crashed on its way down the Washington side of the gorge, which sorta put a gloom on the night. The sidecar games were a blast for me...was my first time so we didn't do well, but I did win the 50/50 so it wasn't a total loss. Troy, Mary and Brenda had to leave early Saturday morning so that Brenda could go back to work on Monday morning. Jim, Jo and their grandson left for Salem Saturday afternoon after we had breakfast at the Cascade locks

We loaded up Sunday morning and headed toward Portland on our way to the coast. We accidentally ran into the town that adopted the Spruce Goose so we stopped there for a few hours. The rain hit after that and followed us all the way to Lincoln City, Oregon. We looked around for a motel and found one named the Sea Echo Motel. They were so biker friendly they offered to let us put our trailer into their garage. They even offered to let us wash clothes in there laundry. We stayed there for two nights and did some sight seeing, I also did a little bit of winning at the Indian Casino. We headed off for Eugene spending two nights in Blachly, Oregon before heading for Eugene where we spent two nights with friends lounging in their swimming pool and relaxing. From there we headed home arriving home to the hot weather that hadn't been here when we left.



Looking East along the Columbia River, not too far from the Bridge of the Gods. - Gail Perszyk photo

## USCA Board Actions

Please let any current board member know how you feel about any issue that concerns the club!

### President

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### Vice President

#### Secretary:

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### Northeast Region Director

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### Southeast Region Director

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### Midwest Region Director

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### Central Region Director

Tom Hansen (505) 885-5250  
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tfhansen@cavemen.net

### Sidecar Safety Program Director (appointed by SSP)

Steve Woodward (425) 746-6860  
17308 NE 13th Place  
Bellevue, WA 98008-3835  
sidecarist@sidecar.com

Recap of actions taken by the current board:

**Motion by Tom Hansen, second by Steve Woodward to have a summary of all formal actions taken by the USCA Board to be published in each issue of The Sidecarist immediately following the Board meetings, subject only to deadline constraints.**

Yes votes:

Steve Woodward  
Dave Szkudlarek  
BOB MADIGAN  
Tom Hansen  
Chuck Tretyak  
Tod Parks  
AL ROACH

7 yes votes The Motion carries

**Motion by Tom Hansen, second by Bob Madigan to Accept Resignation of V-P Colby Cousineau.**

Yes votes:

Steve Woodward  
Dave Szkudlarek  
BOB MADIGAN  
Tom Hansen  
Chuck Tretyak  
Tod Parks  
AL ROACH

7 yes votes The Motion carries

**Motion by Tom Hansen, second by Bob Madigan to Accept Resignation of Central Region Director Joyce Canfield.**

Yes votes:

Steve Woodward  
Dave Szkudlarek  
BOB MADIGAN  
Tom Hansen  
Chuck Tretyak  
Tod Parks  
AL ROACH

7 yes votes The Motion carries

**Motion by Chuck Tretyak, NE Director, second by Al Roach, Secretary**

**The USCA will support the Sidecars in the Flint Hills Rally with a donation in the amount of \$200. Money is**

**to be used for rally insurance.**

Yes votes:

Steve Woodward  
Tom Hansen  
Al Roach  
Tod Parks  
Dave Szkudlarek  
Bob Madigan  
Chuck Tretyak

7 yes votes The Motion carries

**Motion by Tom Hansen, second by Steve Woodward to accept Hal Kendall's offer to provide new USCA members with a copy of his manuals on CD. A coupon will be sent with the new member packet indicating the offer. The new member will mail the coupon to Dr. Kendall who, in turn, will send the CDs directly to the new member. This offer is good from August 1, 2005 through July 31, 2006. This motion includes a requirement that a disclaimer accompany CDs which are sent to members as a result of this offer.**

Yes votes:

Tod Parks  
Al Roach  
Tom Hansen  
Dave Szkudlarek  
Bob Madigan  
Chuck Tretyak  
Steve Woodward

7 yes votes, The motion passes

### Proposed amendments to the USCA Constitution:

According to our current constitution:

"These By-laws may be amended or added to at any time, provided the amendment was submitted in writing to the Board, who after review of the amendment then posts notice of the change to the membership for a period of at least (30) days. If one-third or less of the membership disapproves of the change, the Board will then act on the amendment, which shall require passage by two-thirds vote of the Board. The membership will then be informed

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of the result of that vote.

There are two proposals for your review:

### Board meetings

1. The USCA Board of Directors (Board) may conduct the business of the USCA via the Internet. Internet Board Meetings SHALL NOT be considered special meetings. They will fulfill the requirements for "a minimum of one (1) Board meeting" as called for in the Constitution of the United Sidecar Association, Inc., SECTION IV. MEETINGS, Article A. \*

2. All regular business of the Board, including motions, seconds and subsequent individual votes may take place on the Internet (via e-mail, chat or by poll on a specified forum).

3. Any vote taken must be preceded by a written motion (submitted in writing by the person making the motion, transmitted via the Internet to the entire USCA Board), followed by a written second and placed before the entirety of the Board for vote. The vote by each individual Board member must be in writing (a poll is acceptable).

4. Each poll will be preceded by a statement that informs board members of the closing time of the poll. Board members will be given adequate time to log on and cast their ballot. In most cases the time given will be seven days from the time the motion is posted. Special circumstances may require more (or less) time, but in any case, the closing time shall be posted at the same time the motion is posted.

5. Definition of a quorum: A majority of available votes; each board member having one vote.\*\* A quorum of Board

members is required for a vote to be considered valid; otherwise the motion shall fail. Once a quorum is established, the motion will pass or fail based on a simple majority of the votes taken. (Bylaws and Standing Rules of Order of the USCA, SECTION IV, Article A.1.)

6. Exceptions requiring a two-thirds majority of the Board are outlined in the Bylaws and Standing Rules of Order of the USCA, SECTION IV, and Article A.1. a., b., and c. (see lead paragraph)

7. The ballot, showing how each member of the Board voted, shall be duly recorded for public viewing by the membership.

End of Proposed Amendment

### FOOTNOTES

\* Constitution of the United Sidecar Association, Inc., SECTION IV. MEETINGS, Article A. There will be a minimum of one (1) Board Meeting and one (1) General Meeting every calendar year. The President or majority of the Board may call a special meeting by posting notification to that effect to all active members at least eight (8) weeks in advance.

\*\*QUORUM: At the date of this writing, July 20, 2005 there are seven available votes, (Secretary, Treasurer, NE, SE, Midwest, West, SSP), therefore, at the present time it will take at least four votes to determine a quorum; upon filling the two existing vacancies, (Vice President and Central Region Director), there will be nine board members. At that time, a majority of five votes would be required to pass a motion.

In accordance to the By-laws and

Standing Rules of Order of the USCA, Section I, DUTIES OF THE BOARD, Article A. PRESIDENT, "Votes as a member of the Board only to break a tie vote."

### Proposal: REALIGN THE SOUTHEAST, CENTRAL AND WESTERN REGIONS AS FOLLOWS:

Divide the Western Region as follows:

NORTHWEST REGION; WA OR ID MT WY and AK The Canadian provinces of Alberta, BC, Saskatchewan and the Yukon Territory

SOUTHWEST REGION: CA NV, UT, AZ, CO, NM, AND HI

Divide the Central Region as follows:

NORTH CENTRAL: ND SD NE MN IA The Canadian province of Manitoba and the NW territories

SOUTH Central: KS MO OK TX Arkansas, Louisiana (gain AR and LA)

SOUTHEAST: MS TN AL GA FL SC NC (lose AR and LA to Central)

NE and Midwest remain the same (as follows):

NORTHEAST: New Jersey, Connecticut, Delaware, DC, Maine, Maryland, Mass., NH, NY, Penn, RI, Vermont, Virginia, West Virginia, the Canadian Provinces of Prince Edward Islands, New Brunswick, Newfoundland, Nova Scotia and Quebec.

MIDWEST: IL, IN, KY, MI, OH, WI AND THE US Possessions, The Canadian province of Ontario

Included in this motion is a requirement to add two Regional Directors to the USCA Board.

End of Proposed Amendment

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## 27th USCA National Rally, Stevenson, Washington, June 23-26, 2005

While it looks like the official rally report will have to wait until the November/December issue, we can tell you that there 237 people, including 13 new members at this year's national rally.

Irbit Motorworks (see back cover) sent a trailer to the rally with a couple of demo rigs that stayed pretty busy throughout the rally. Serial numbers 1 and 2 of the newly revived Kenna sidecar (see page 15) from Dauntless Motors drew lots of attention. Bill McMonies was there with his usual inventory of stuff you can't live without.

The weather cooperated! It wasn't too hot or too cold, it didn't rain and the wind only occasionally threatened to carry off unattended small children. Folks getting to the rally had lots of stories of driving rain (coming from the North) to strong headwinds (coming from the East).

Everyone seemed to enjoy the town and the town enjoyed us. Wildlife seemed unaffected. We executed a quick U-turn on our way from the hotel to the rally one morning so we could observe a deer with fawn munching on the front lawn of a house about 1/4 mile from the center of town!



Thom Sears get the sidecar game participants organized.

### Awards!

The oldest rider at the rally was Stan Miritello of Seattle, at 80 years young.

Oldest passenger was Edith Herberg. Youngest rider: Jenny Gray

Youngest passenger was Sasha Alfonso at three years of age.

Longest distance to the rally was West Virginia State Rep Kevin Klages.

Longest distance international were, once again, Pam and Trevor Quick from Newcastle England.

Long distance passenger was shared by Brandon and Linda Klages.

The Hard Luck award went to Joe & Cass Sevisto of Pittsburgh, PA who had major engine problems with his Harley.

The People's choice award was a tie between Mike Sesco with his Harley rig and Bob & Cheryl Elder' Honda/Hanigan combo. The 2nd place award went to Chris Smith with his TDM/Kenna rig.

The oldest rig at the rally was a 1963 unit owned by Mike Sebecca.

Sidecar games ended in a tie between Chris Smith and Dick McGrew



If I put it in the cup it's a point, but if I put it on top of the post, it's 5 points!

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while Bob Kitty came in 2nd. The games were organized by Thom Sears of Gig Harbor and included the passenger removing as many clothespins as possible from a clothesline while underway, a bean bag toss, a bolo wrap, dropping Styrofoam pink panthers into hoops (not as easy as it sounds with the breeze!) and a potato run that awarded

points for getting a potato on to a holder or more points for getting the potato on the post that held the holder!



June Clark accepts her volunteer certificate  
that awarded points for getting a potato on to a holder or more points for getting the potato on the post that held the holder!

### Volunteers!

There were tons of folks who helped out or contributed to the success of the rally.

Many thanks to Tom Mehren of Sound Rider ([www.soundrider.com](http://www.soundrider.com)) who gave a talk on all the great riding surrounding the area (was he ever right!).

Dave Hough of the Sidecar Safety Program hosted a couple of informal sessions while Coah Rami presented a two part session on injury recovery and riding off-road.



Albert and Ruth Menzi from Irbit Motorworks

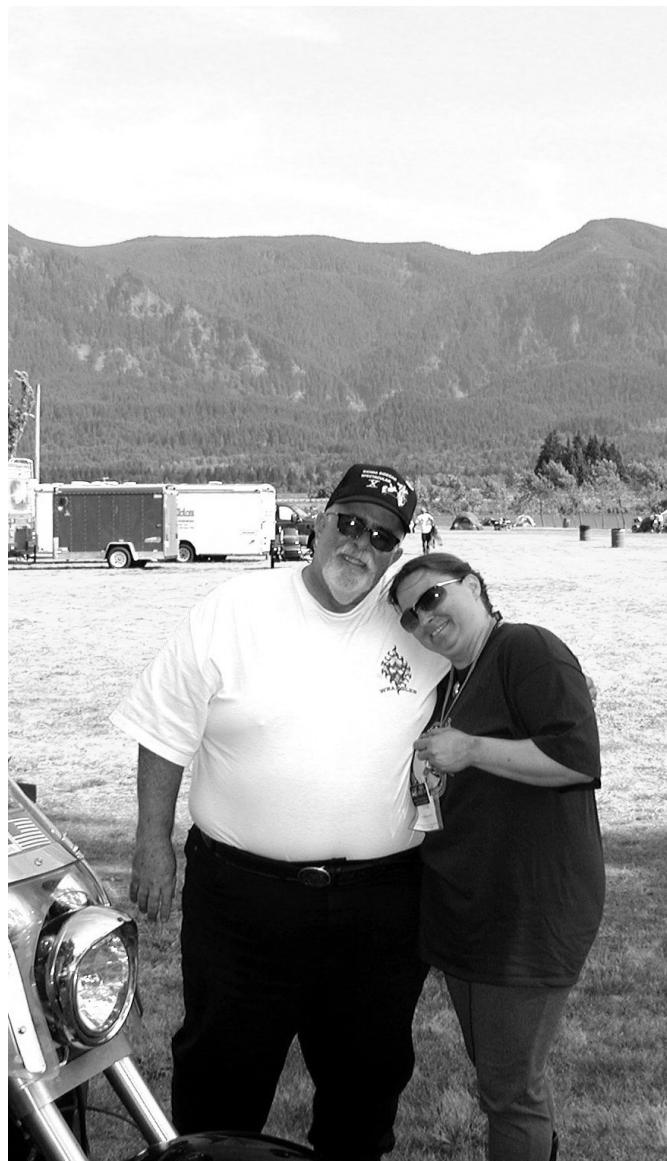
Rusty LaViolette did some great face painting for the kids.

Other folks who helped out included Vernon Wade (of Adventure Sidecar—[www.adventursidecar.com](http://www.adventursidecar.com)), Erin Jennings, Stan Miratello, Donna Hoftonamus, Bob Anderson, Doug Soderland, the Woodward family, June Clark (who almost single-handedly covered registration), Jerry Kotanko, of the Bigfoot Sidecar Club, Chris & Sherry Smith (hosts of the annual Yakima Unrally), J.R. Lewis, Mike Smith, Lisa Welch, Ronald McDonald, Thom Sears, Dave Hammertree and the Monohan family.

The 50/50 drawing was won by Judie McQuarry.

### Next year's rally

While Pam & Trevor Quick volunteered to host the 28th National rally, we're still looking for a good site. Know of one? Contact anyone on the board!



Tara Giese gets a hug from long time member Dan Doyle.  
Check out the rally setting!

## WEST COAST WINNER. - U.S.C.A RALLY 2005.

Trevor & Pam Quick

On behalf of Trevor Quick and myself (Pam), I would like to thank all concerned for another highly memorable USCA Rally. (Our 19th)

We arrived on the Thursday morning to be met by the most stunningly beautiful rally site, mountains on all sides and the splendid Columbia river at our feet. (Even if the wind did appear to be trying to blow us back home!) Some local person was heard to say "If it isn't windy in the Columbia River Gorge, its raining." In which case we were very *lucky* as we had no rain between Thursday and Sunday!

We pitched our little tent, when it felt as though it was trying to turn into a kite, and began our weekend of socializing with lots of the good folks who had traveled from as far as West Virginia, New Mexico, Nebraska, Montana, Colorado and Minnesota, as well as the slightly nearer California, Oregon and Washington. The posted events all seemed to go off very well and our grateful thanks to all (Jay Giese, Ronald Macdonald, Doug McLaughlin and Tom) who offered Trevor the use of their rigs. There was also an impromptu event when folks

offered people from the assisted living centre, a ride in their rigs. Nice.

There was a wonderfully laid back and friendly atmosphere all weekend, lots and lots of talking, some new members, and it was nice to catch up with old friends like Dan, Marlene, Jim, Mary, Joyce, Piero, and others and also to make some new ones in particular Ronald and Tom with whom we shared a couple of meals and lots of fun.

Hats off to whoever organized, prepared and served the rally dinners (and the ice cream!), in fact to everyone who made the rally **so** enjoyable. It was also a privilege for Trevor and I to be of some help to Thom and Ronald who were the prime organizers of the Sidecar Games, along with a host of other kind volunteers. The games were quite novel involving clothes pegs, bean bags, panther claws, bolas and potatoes. I hope everyone who took part enjoyed themselves as much as Trevor and I did in helping!

The Rally dinner was on the Friday, followed by live music. The Awards ceremony, hosted with great style, on

the Saturday. The Rally T shirts and coffee mugs were of pleasing shade of green, (like your shirt!) and a nice design. There were lots of opportunities for tours. We managed trip on the river on a sternwheeler, and then we drove all around Mount Hood, quite a lot on unsurfaced roads, causing much dust and grime to our previously fairly clean rental vehicle.

Though we didn't actively take part in many of the official 'posted' events we thoroughly enjoyed the atmosphere and the whole rally. Congratulations to you all, you did a superb job.

In a moment of madness at the Awards ceremony, we did offer to host the 2006 event in England. I'm just hoping real hard that no one calls our bluff!

In the last moments of the rally on the Sunday morning we were hugged by a Mountie. (you know who you are) and the 'Flying Alfonso's.'

Thanks again, we had a great, great time, in your vast and beautiful country.

Your English Friends, Trevor and Pam Quick.



Cheryl Elder or Roswell, NM with new Western Region Director Tom Hansen of Carlsbad, NM, John Kennedy of Lexington, Kentucky and Larry Allen of Jeffersonville, Ohio.



Rally Hosts Tara & Jay Geise



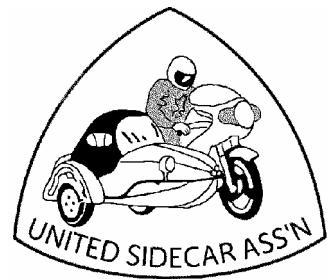
Above: "Engine Ed" McConaughey and dog Blue relax with Dean Hummer.  
Below, left: Bill McMonies. Below right: Jim & Kathy Benge of Spring Valley, CA with their '85 K100/ EML Spirit combo





Left: Looking east along the Columbia River. It was a great place for a rally!  
(Gail Perszyk photo)

Below, left: Dave & Elizabeth Repose of Lakehead, CA with their GS/EML rig



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Sidecarists**

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**Venice, FL 34293-2657**  
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## Canadian Sidecar Owner's Club

President - Brian Brama - 905/836-0095  
 Membership - Linda Willis - 519/824-1506  
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 web site - [www.csoc.20m.com](http://www.csoc.20m.com)

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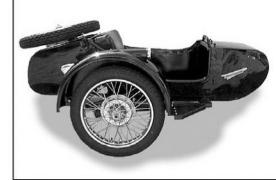
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## Coming Events

### **September 1 – 5**

#### **Bigfoot Sidecar Club Kootney Kampout**

Mirror Lake Campground, Box 540 Kaslo, B.C. VoG 1MO, Canada, 250-353-7102, 3 miles south of Kaslo B.C., 50 miles north of Nelson B.C Jerry Kotanko, 6115 – 216th Street RR11, Langley, B.C. V2Y 2N6, Canada, 604-534-6473, after 6pm, Fax 604-534-5909, nancyboris@aol.com

### **September 9-10**

#### **2nd Annual East Central Iowa Side-car Rally (9/9 – 1PM to -4 PM, 9/10 – 10 AM to 4 PM)**

The National Motorcycle Museum and Sidecars Unlimited are having the 2<sup>nd</sup> Annual Rally at the Museum in Anamosa, Iowa Information: John at Sidecars Unlimited at iowasidecars@aol.com (319) 846-2619 or Nancy at (319) 462-3925 or national\_mc\_museum@hotmail.com

### **September 9-11**

#### **Adirondack Motorcycle Get-Together. (Adirondack Surf 'n Turf/ Sidecar Rally)**

Paradise Pines Campground, North Hudson, NY. Saturday: All-you-can-eat Clam Chowder followed by Surf 'n Turf Dinner [Rib-Eye Steak & 8 oz. Lobster Tail] Weekend Package Pricing includes 2 Dinners. Cabins available. Reservations: Gina at (518) 532-7493 - Let them know you are with the Sidecarists! Information: Millie at (860) 688-1579

### **September 9 – 11**

#### **Hoosier Hacks 'So Long Summer Campout'**

Muscatatuck County Park, North Vernon, Indiana, USA. Fred Hunteman, 3331 East Daniel Street, Mooresville, IN 46158, 317-831-8105 or fhunteman@mw.net

### **September 10**

#### **The Rat Dog Dualsport Ride.**

Sidecars are welcome.

[www.blackdogdualsport.com/](http://www.blackdogdualsport.com/)  
[rd\\_events.htm](http://rd_events.htm) or The RedMenace at [vernon@gorge.net](mailto:vernon@gorge.net). Followed by the Lobos Horny Wolf Dualsport Ride on Sunday September 11th. Lobos at 503-656-5801

### **September 16 – 18**

#### **Georgia Sidecar Club "Eddie's Middle Friday Campout". Eddie George 706-654-2648.**

### **September 16 – 18**

#### **Sidecars In The Flint Hills**

Council Grove Lake, Santa Fe Trail Park Group Area S-1, Council Grove ([www.councilgrove.com](http://www.councilgrove.com)), Kansas. Joyce Canfield, 5201 Cook Road, St. Joseph, MO 64505, 816-232-2726, cell 816-390-4132, or, [jhc92@yahoo.com](mailto:jhc92@yahoo.com)

### **September 23-25**

#### **New England Moto Guzzi Rally. Partridge Hollow Campground, Monson, MA.**

Before 9/1/5 - \$32 Adult/\$19 child 6-12. After 9/1/5 – Adult \$38/Child \$19. Children under 6 free. Price includes a Friday night stew and Saturday night supper, a gift (for the 1<sup>st</sup> 70 registrations) and two nights camping. The rally is limited to 150 people. Info: Millie at (860) 688-1579 or Patti Boglish at (860) 623-0821.

### **September 23 – 25**

#### **22nd Ears Across the Border Side-car Rally**

Timberline RV Park Resort, 736 Wilde Road, Concrete, WA 98237, USA, 360-826-3131. Jerry Kotanko, 6115 – 216th Street RR11, Langley, B.C. V2Y 2N6, Canada, 604-534-6473 after 6pm, Fax 604-534-5909, [nancyboris@aol.com](mailto:nancyboris@aol.com)

### **September 25**

#### **Annual TOMA Ride for Burned Kids**

Toronto, Ontario, Canada.  
[www.fondtomafound.org/english/index.htm](http://www.fondtomafound.org/english/index.htm) . [www.csoc.20m.com](http://www.csoc.20m.com) or Marlene Verhoeven at 905-563-7378 or e-mail at [marlenev@sympatico.ca](mailto:marlenev@sympatico.ca)

### **October 1-2**

#### **Hack'd Magazine Reunion. Yes! We will be on the mountain again! Sidecarists and motorcyclists invited! Come to WV and experience the mountain! Information: Email Chirs: [hackdmag1@yahoo.com](mailto:hackdmag1@yahoo.com) or 304-472-5507**

### **October 23, 9:00AM—3:00PM**

#### **34th Griffith Park Sidecar Rally**

Crystal Springs picnic area, Griffith Park, Los Angeles, CA. USA. Doug Bingham, 15838 Arminta Street, Unit 25, Van Nuys, CA 91406, 818-780-5542, Fax 818-780-1587  
[www.sidestrider.com/event.htm](http://www.sidestrider.com/event.htm)

### **OCTOBER 28-30**

#### **Arkadelphia, Arkansas**

Sponsored by Wagner's Cycle Shop And Elmer Sveda's Tarrapin Ranch Location: 1182 Cedar Grove Road, Arkadelphia, AR

Directions: Exit 78 off I-30 Caddo Valley or Exit 73. Follow the signs !! Good Motels, RV and Motorhome Camping, Restaurants within 5 miles. Camping available on rally premises, tent or trailer - NO HOOK UPS. Saturday: Afternoon ride, meal and awards. Rally Fee: \$20. Adult, \$10. Children over 12

RSVP: by October 21. Contact info: Elmer Sveda 870-246-2067 or Wagner's Cycle Shop 870-356-2009, Bonnerdale felicia@wagnerscycle.us Russian URAL Motorcycles <http://www.wagnerscycle.us>

### **December 16 – 18**

#### **Georgia Sidecar Club Campout.**

Eddie George 706-654-2648

### **Ride for Kids**

Information: [www.ride4kids.org](http://www.ride4kids.org)

Sept 11 Puget Sound

Sept 18 Philadelphia, PA

St. Louis, MO

Sept 25 Columbia, MD

Birmingham, AL

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](mailto:sidecarist@sidecar.com).**

## Muscular Dystrophy Association—Ride to Camp Seymour Steve Woodward

On Sunday, June 26th as the USCA National ended folks headed for home in all directions.

For a few of us, the road home ran through Camp Seymour, near Gig Harbor, Washington. There we joined with a local HOG chapter and some other sidecarists to provide some excitement for the kids attending the camp.

We all formed up at a shopping center a few miles away and then made a grand entrance. The campers love the noise that the Harley's make, but they really like to see the sidecars, because they can ride in those!

David Hough and Thom Sears were there and we met Pete Larson of Liberty Motors with an almost finished rig for John Tardif of Seattle. John's pride and joy is a Honda Silverwing with a Liberty "Sport" sidecar that most often ends up on Harley Sportsters.

John's rig is extra special in that all controls are located on the left handlebar to accommodate John's disability.

Pete drove the rig down to the site with John riding passenger, but John was the one to give kids rides, and it was hard to tell who was having more fun, John or his passengers!

As usual, the camp organizers had mapped out a short course so our passengers could see a different view of the lake and get a sense of the road from the chair while not staying out so long that other kids despaired of ever getting their turn.

As the rides went on we found was to make it a little more exciting for the kids by sliding the car a little here or driving through a tent there.

The weather held off until we were headed home, only then did the rains come!

*Steve*



John Tardif takes a camper and aid for a ride in his almost done Silverwing/Liberty Sport Rig.



The kids like the noise of the Harleys, but they love getting rides in the sidecars!



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### Business card ads:

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**Thanks for coming!** Irbit Motorworks of America (Ural) sent Ruth & Albert Menzi to the National rally in Stevenson with a trailer of demo bikes that stayed pretty busy! Ruth & Albert are shown here with Greg Williams of Snohomish, WA.