



# The Sidecarist

UNITED SIDECAR ASSOCIATION



It was an emotional moment when Chris Dodson of Hack'd magazine was announced as the recipient of the first annual Hal Kendall 'Excellence in Sidecaring' award at the ISOK Sidecar RON DEE VOO in August of 2005. More RDV coverage on page 25. (Janice Rinaldo photo)

Welcome to Wagner's Cycle Shop  
Our newest advertiser in The Sidecarist is also our first banner advertiser at sidecar.com.

Wagner's has a very active yahoo group too. Go to [groups.yahoo.com](http://groups.yahoo.com) and then search on "wagnerscycle"

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<p align="center"><b>Guidelines for Regional Directors:</b></p> <ol style="list-style-type: none"> <li>1. Member of the United Sidecar Association.</li> <li>2. Represents the membership and maintains contact with local sidecar clubs or associations within the Director's region.</li> <li>3. Recruits State Representatives.</li> <li>4. Coordinates meets and Rallies within Region.</li> <li>5. Promotes the Sidecar Safety Program.</li> <li>6. Obtains access to Trade Shows.</li> <li>7. Recommends sites and clubs to host National Rallies.</li> </ol> <p align="center"><b>Guidelines for State Representatives:</b></p> <ol style="list-style-type: none"> <li>1. Member of the United Sidecar Association</li> <li>2. Contact person for other sidecarists and to promote the USCA in any motorcycle Expo or event in their state.</li> </ol>		<p align="center"><b>Thanks to our contributors!</b></p> <p align="center"><i>We hope that everyone in the USCA will contribute an article to The Sidecarist sooner or later. For now, we appreciate these folks who did: Will Short, Bud Amy, Ron Patterson, Claude Stanley, Hal Kendall, Gail Perszyk and Janice Rinaldi.</i></p> <p align="center"><b>WE'D LIKE YOUR ARTICLE TOO!</b> Content deadline for <b>Volume 30, Number 1 Of The Sidecarist (January-February) is <u>12/1/2005</u></b></p> <p>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.</p> <p>All material submitted © copyright, United Sidecar Association, Inc., 2005.</p> <p>Send requests for replacement of magazines damaged in the mails to: Al Roach, 130 S. Michigan, Villa Park, IL 60181.</p> <p>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.</p>

## Harold & Will's Big Adventure III Will Short

### **Day 9 – June 23. Temps high 60's to high 80's. Watson Lake, YT to Whitehorse, YT – 294 miles.**

At our first gas stop of the day –Swift River – we were told to watch for our first sighting of a forest fire. At the rest stop twelve miles west we saw a line of fires across the face of the mountain further west. The smoke was blowing the other way so we didn't suffer from having to breathe smoke – yet. But on day 33 when we were coming home, we rode through the area again. The fire had changed direction and burned down to the highway, jumped the highway and burned more. The road had to be closed.

The bridges on the Alcan proved challenging. Many were steel grid type decks. They are a challenge for solo bikes but are also very un-nerving on a sidecar rig. On day nine we encountered grid bridges many times.

The day ended in Whitehorse, YT. Whitehorse is a very cosmopolitan city with a Yukon touch. It is the provincial capital and has been a trade center for the area since the gold rush days.

There is much history here.

It was too hot to camp (does that

sound like an excuse?) so we found an air conditioned motel. The room was small but it had a kitchenette – but no coat hangers. Strange! Really strange!

**Side Note:** Whitehorse was the jumping off place for many of the gold rushers. One means of getting to the gold fields was the via the Yukon River and a sternwheeler. The sternwheeler Klondike was used to transport miners and their food and equipment to Dawson City and places between. The first time miners were not allowed to go into the gold mining territory without a year's worth of supplies. Without the river the men carried the food and equipment on their backs or by dog – either sled or dogs carrying packs.

### **Day 10 – Temps 60's to 90's. Whitehorse, YT to Skagway, AK – 125 miles**

We gave up on going north to Inuvik, NWT because of forest fires, which closed the highways leading to Dawson City. Actually it was roads from Dawson City to Tok, AK, which were very dangerous. The fires burned across the road leading from Dawson City, YT through Chicken, AK to Tok.

Because we cancelled plans to go

north we decided to go south to Skagway. This was one of the most interesting parts of the whole trip. The geology along the highway to Skagway went through several distinct changes in about 100 miles. There were rolling hills with trees right up to the road. Then there were sand dunes and then there were mountains and lakes followed by mountains with different geological structures followed by more changes in structures until you reach Skagway in a steep valley at the end of a fjord. The mountains on each side of the fjord were high and steep forming a deep harbor where large ships can dock.

We camped again. The campground was along the railroad track on the east side of town. The airport was along the west side of town and was only about 4 or 5 blocks away. Fortunately the trains didn't run all night – just the parties.

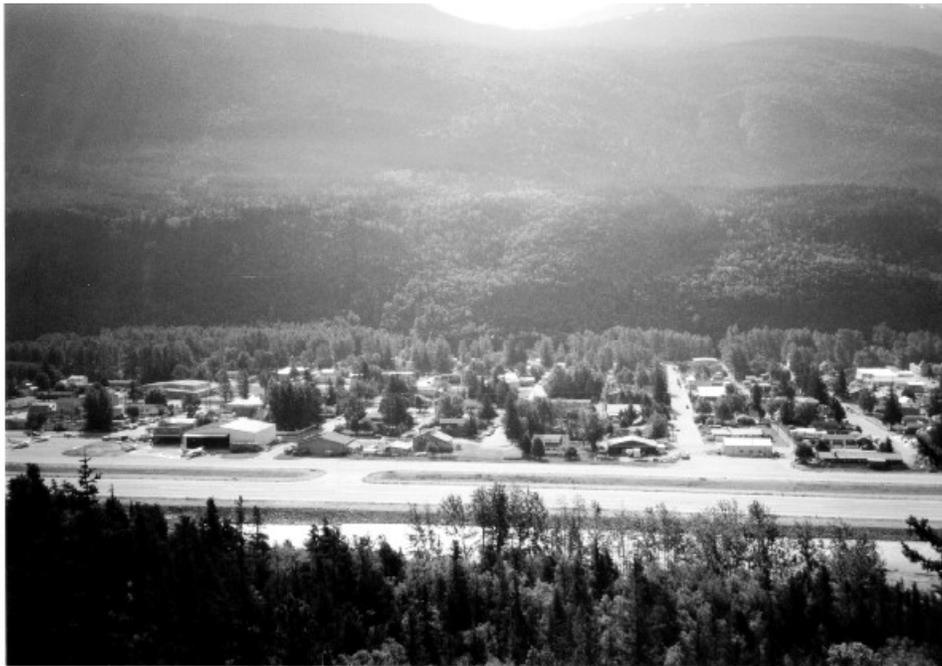
**Observation:** Red bandanas (over the eyes) and earplugs make almost any campground livable – except for parties. (The parties were still going at 4:30 am.)

### **Day 11 – June 25. Temps 60's to 80's. Skagway, AK back to Whitehorse, YT – 140 miles (Lots of sight seeing miles)**

**Side Note:** Skagway was another jumping off place for the miners. But most of the “jumping off” really took place at Dyea (pronounced Di-ee) where a mud flat allowed unloading of boats. This is the place where the miners carried their food and equipment up Chilkoot Pass on their backs or the backs of dogs or horses or whatever they could find. The horses didn't work very well. They tended to die in the cold and consequently the dogs – big dogs were used to pack the stuff up the pass and on to the gold fields.

We visited the gold rush museum (and ran into the Michigan couple on the street outside) and followed the gravel road to the old Dyea site. We tried to get tickets for the ferry to Haines but it was full and there were no guarantees that we would be able

*(Continued on page 6)*



Skagway from the Dyea road. The airport in the foreground, White Pass and the Yukon Railroad on the other side. About five blocks.

## President's Message Joyce Canfield

Rally and riding season here in the Central US is coming to an end for 2005. I hope everyone has been able to make the most of the great weather and to put some miles on their rigs.

Your Board of Directors has been working on several things and I hope you take the time to read that part of *The Sidecarist*. The most exciting, I think, is the Sanctioning of Regional Rallies. We now have 7 Regions and the real possibility of having a Sanctioned Rally in each one of them. The rules are pretty easy to follow and these rallies can be as big or small as you want. Even if you have never seen another sidecar in your area it seems people like to travel. If you have an idea for a rally site or want to plan something, please contact your Regional Director and we can and will help you get something rolling in your area.

Advertising at [sidecar.com](http://sidecar.com) is now a reality. Wagner's Cycle Shop is the

first to step in with a small ad and I'm looking forward to more to follow. We have a great webmaster Bob Stock, who has volunteered his time to help support us and a big Thank You Bob!

But there are still costs associated with a web site and with some advertising dollars we can make the web site self supporting. We are a non-profit organization and view these ads more as a service to the sidecar world and not a money making endeavor.

Tod Parks the Southeast Regional Director came to the rescue when we were in need of having some tri-fold brochures printed. Tod donated the printing and mailed all Board members a nice supply of 2 color tri-folds. They are very professionally done and are being distributed to all state reps. It is so nice to have something I am proud to hand out.

The list of State Representatives is growing and I am happy to say that we are getting some volunteers in areas

that have been lacking. If you don't see a rep in your state and you would be willing to give us a little time and effort, please contact your Regional Director.

Elections will be upon us again and the positions of Vice President, Secretary, and the Regional Directors for the Northeast, South Central and Northwest will be open for nominations. This is your chance to make changes or to support someone already in office. It is time to start thinking.

Enjoy the Holiday Season!

*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.*



### New State Reps!

There are a four new names in the State Representative directory on page 2 of this issue.

New volunteers include **Bud Amy** in Louisiana, **Gail Perszyk** in California, **Dick Bullock** in Idaho, and **Vernon Wade** in Oregon.

Thanks to all these great folks for stepping forward and offering to help out the club. Why not be next?

### Regional email lists

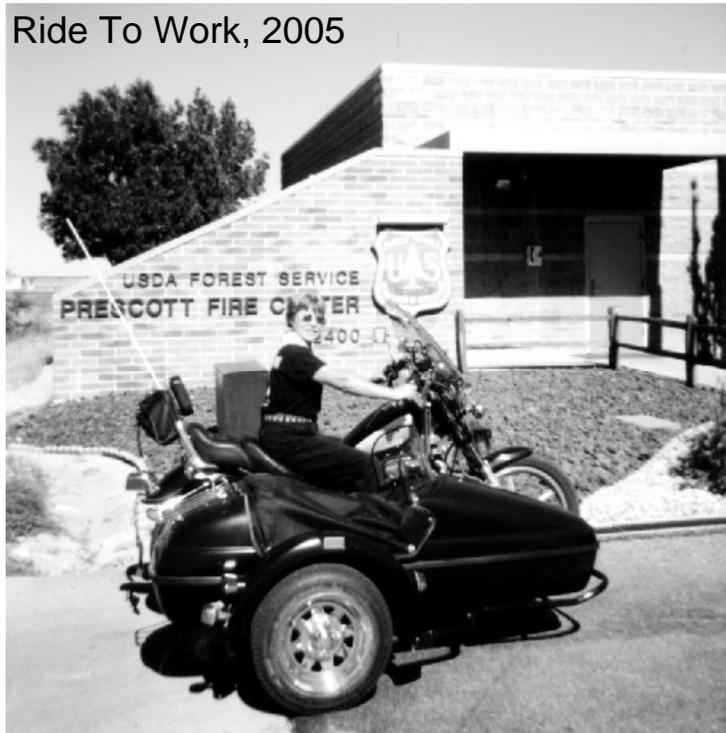
Several region directors have established Yahoo groups to make it easier for members to find each other and share experiences and rides.

Groups include USCACENTRAL, USCANORTHEASTREGION and the newest, USCAWEST.

To get connected, go to [Yahoo.com](http://Yahoo.com), click on groups and then search on the name of the group you want to join.

You will need a free Yahoo id. See you online!

### Ride To Work, 2005



Carla Sartwell on Ride To Work day: "Since April when the sidecar was put on my 1993 Virago 1100 I have driven almost every-day to work. As a long time rider, I can say I love the sidecar. The Photo is in front of the USDA Forest Service where I work as a Fire Supply Technician in Prescott, Arizona."

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to go on stand-by status. We went back to Whitehorse the way we had come. There is no other way unless you fly.

While getting gas to leave town we ran into the couple from Michigan again.

The trip from Skagway to Whitehorse is a trip through two countries and two provinces – US and Canada, BC and Yukon.

We arrived back to Whitehorse and the same air-conditioned motel we had stayed at two nights before. Different room – still no hangers.

**Day 12 – June 26. Temps high 50's to mid 80's. Whitehorse, YT to Beaver Creek, YT – 300 miles**

We awoke to smoky skies and cool temperatures - cool enough that an extra layer was required a few miles out of Whitehorse. We stopped at Takini Crossing to put on an extra jacket. Takini Crossing is one of the places where the miners would cross the Takini River on their way to the gold fields in northern Yukon.

**Side Note:** After World War II the Alcan Highway was leveled and straightened. Later it was leveled and straightened some more. This means the mileposts don't match any more. Milepost 1000 isn't one thousand miles from Dawson Creek now. It is much shorter. But now add the confusion caused by the metric system, and you are doing math in your head all the time.

There are pieces of the old road still around. Just out of Whitehorse we spotted one. We didn't get a chance to ride it but we saw both ends of a loop of road south of the new highway. We also came upon several stretches of construction where the new road is being rebuilt and straightened some more.

We now began experiencing very heavy smoke. Most of time the visibility was less than a mile and the scenery was obscured. What we didn't miss out on was the wildflowers. Fireweed is the first flower to return after a forest fire and we witnessed places where the fireweed went on for miles into the burned out forest. It is brilliant purplish red. I guess I should call it magenta.

Beaver Creek was the place we

stopped for the night. The smoke was bad and it was nice to be somewhere that it couldn't reach us. We found a motel. Tents leak smoke – you know. (Is there a pattern of avoiding camping here?) While unloading our bike we picked up the sound of a helicopter. It flew in front of our motel, made a u-turn at the east end of the parking lot and flew in front of us to land at the west end of the parking lot. Firefighters got out. We must have been close to one of the fires but we didn't know how close.

Beaver Creek has personality. A wrecked Super Cub rests behind the truck stop across the highway – a bent prop, bent wingtip and a missing landing gear. This isn't an airport; it is a truck stop. There must be a story here. I'm still curious. Buckshot Betty's Café is next to the truck stop to the east and the 1202 Motel/RV Park and Café is to the west. (1202 stands for milepost 1202 on the Alcan).

**Observation:** Seldom is everything on the menu still available. And it won't be available until the next truck comes.

**Day 13 – June 27. Temp's 64 – 80+. Beaver Creek, YT to Delta Junction, AK – 233 miles**

We met some very interesting characters in Beaver Creek, YT. We were loading the bikes for the day and a gentleman came up and asked which of us was from McPherson County Kansas. (Note: Kansas has a sticker in the upper left corner of the license indicating the county.) Harold confessed to being from McPherson and commented that the inquirer must have been from McPherson too because he pronounced it correctly – McPherson not McFearson. (Residents of McPherson seem a little sensitive about that.) The gentleman turned out to be a semi-retired

college professor, who was also from McPherson – a professor of story telling. He confessed to being the Kansas Grand Champion Liar. There is a competition for that you know. He was a very interesting fellow to visit with. It took us a long time to quit listening and get on the road.

Let's finish another story here. Remember the John Deere tractors from day seven? I was eavesdropping on a conversation about old tractors being discussed by some fellow riders at our first fuel fill across from our motel. I butted in and mentioned the two old John Deere's that we had seen on the road earlier in our trip. One of the guys said that he had come across the fellows on the tractors and had visited with them. It turns out they were from North Dakota and had shipped their tractors to Alaska and were driving them home. They were in fact, "driving their tractors on the Alcan." So far we hadn't made it out of Beaver Creek.

**Observation:** Not all the gas pumps at any gas station are functional.

We also spent some time visiting with a guy who had spent three days in Chicken, AK due to smoke and forest fires. They were not able to leave because the authorities had closed the road (note – road is singular. There is only one road into or out of Chicken.)

This morning we reached an inter-



Delta Junction, Alaska—the end of the Alcan.

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mediate goal – the Alaska border. We have many more miles to go. Alaska is a very big place with very few roads.

**Observation:** If you die in Alaska you have to go through Tok Junction to go to either Heaven or Hell.

At lunchtime in Tok we encountered a pair of ladies on bikes. They were Alaskans – so they weren't all that far from home. They wanted to visit - as so often happened.

The moose that we saw that day made the right decision to go back into the ditch rather than to cross the road.

We arrived in Delta Junction by 3 p.m.

Delta Junction is the official end of the Alaskan Highway. There is a marker for the end similar to the one in Dawson Creek at the beginning. We went to the visitors center, bought the post cards and had our picture taken by the marker. (Isn't that what tourists are supposed to do?)

**Day 14 – June 28. Temps low 60s to low 80s. Delta Junction, AK to Fairbanks, AK – 120 miles**

We were on our way by 8:30 Alaska time. The smoke was so thick that we couldn't tell where the sun came up. We passed through a town of some note just before Fairbanks – North Pole, Alaska. This fact was of great interest to my granddaughter. (Did you see Santa Claus? No - Kathlynn, but I saw his workshop through the smoke.) We arrived in Fairbanks so fouled up in directions (from smoke and the angle of the sun) that we could hardly tell our right hand from our left. (Okay – this is an exaggeration but I turned the wrong way twice.) We found a library parking lot to re-orient ourselves and were getting out our maps of Fairbanks when a local fellow came up and told us that we looked lost. We were! He was a rider and was very helpful. He too was hard to quit listening to. He visited at length about his bikes, his father bikes, old cars and his various jobs. He had worked at Prudhoe Bay for the pipeline company. He had some interesting insights about riding north to the Arctic Circle. He also guided us to the downtown visitors center and other local



Entering Alaska - WE MADE IT!

sights. We check out local accommodation, at the visitor's center but when we go there – well.

**Observation:** The pictures of motels look better than the real thing. We end up going to the Super 8 again.

We spent the afternoon at the Pioneer Park, just a few blocks away. The Alaska Air Museum is a part of this park. We asked the right questions again and one of the volunteers – Corky Chorchoran, took us under his wing. When he found out I was from South Dakota he pulled me over to an OX-5 engine from a Jenny airplane that he had bought at an auction in Alcester, SD. He also had lived in Rapid City so he had South Dakota stories that we had to listen to. Again, it was hard to quit listening. We tried to ride the train at the park, to rest our legs. The mayor had sent the train crew home. The air is "too dangerous to breath". What about us tourists? Isn't the air dangerous for us too?

Connected to the park was a Salmon Bake. We decided to try it out. The highlight of the evening was two conversations after dinner with riders who wanted to visit. The people thing is what makes travel fun!

**Day 15 – June 15. Temps 54 to 86. Fairbanks to Livengood and back through Fairbanks to Nenana, AK – 241 miles.**

The day started with breakfast at the northern most Denny's in the world, next door to the Super 8. One of my former students now lives in the Fairbanks area and I called her to have breakfast with us. She and her brothers were all students from our Appleton, MN days. A further connection is that her mother is on our email list

since she attended graduate classes with my wife. We hear from her mom several times a week. It was good to renew old acquaintances. It turns out that she now rides an old Triumph and drives an old pickup truck. Ah! My kind of people.

We loaded up and headed for Coldfoot, AK – north of the Arctic Circle. The map shows several places where we should be able to buy gas.

**Observation:** Not every place shown on the map is still open. If they are - they may not sell gas but they all sell souvenirs.

The Pipeline is visible, on occasion. Every few miles we were able to see it. But if you want to get up close and personal - just out of Fairbanks there is a visitor's center where you can buy pipeline souvenirs and walk right up to the pipeline.

The first 70 miles was all paved and fairly good pavement at that. Livengood, AK should have been a place to buy gas. The sign says "No Services". Interpreted that means "We might have gas, but we don't want to sell it to you!" This means that we must make a decision. Keep going on rough gravel road and hope that there is a place to buy gas, or turn around and go back to Fairbanks. In a fit of good sense, we turned around. This decision provided me with an opportunity to test how far I can go on a tank of gas. Since I had a small can of gas on the luggage rack of the sidecar – I knew I could make it to Fairbanks. I made it to within two miles of a gas station on the north edge of Fairbanks before the bike coughed and I stopped and pour in my stash of gas.

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Fairbanks's air was still too thick to breathe and too thin to plow so we decided to head south. We heard that the air is easier to breath south of Denali Park. Nenana was our goal for the night.

We checked in to the Tripod Motel for the night, one of the more interesting motels of our travels. Two rooms but no door on the bathroom. The TV didn't work. Our cell phones worked, but you had to walk out into the parking lot to get a signal.

**Side Note:** Nenana has lots of things named Tripod. What is this Tripod thing? Another one of those traditions so easily established in Alaska. It seems that Nenana, in the early days, was very dependant on barge traffic on the Tanana River for commerce. When the river was frozen – river commerce ground to a halt. Someone in his or her infinite wisdom came up with an idea. Build a Tripod out of poles. Tie a rope from the top of the tripod to a clock on shore. When the river “breaks up” in the spring, the tripod shifts and jerks the rope signaling the river is now navigable. You sell chances on the “break up time” and the winner gets a pot of money. This sounds like the product of cabin fever and a bored but fertile mind. Nenana now, is a stop on the Alaska Railroad and has an airport capable of handling jets, but the tripod thing goes on.

To be continued in the next issue.

## Colorado Sidecar Enthusiasts at the Edgewater, Colorado Heritage Day parade August, 2005



Above and below: Left - Long time Colorado State Rep Paul Woods with his Goldwing/California sidecar setup. Right - A sweet 1954 HD Panhead with a (Liberty?) sidecar. Happy Beers sent in the photos, but didn't mention the Panhead owner's name.



Below: There's Happy in the sidecar, so I guess Paul took this picture?

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## Been wanting to, so I finally got everything together and did it... Bud Amy

I've been riding bikes for a few years and have put about 100K on 'em in the last 8 or 10 years. I've seen a few "hack" rigs around, but didn't pay too much attention to them until my daughter and her kids moved down here (Louisiana) about a year ago...

I have a sport-touring bike, an R1100RS BMW and I am not comfortable riding 3 to 9 year old kids on the pillion. They constantly ask me to take them for a ride, but I say "No" and spend the next few hours with a bad conscience, 'cuz I feel guilty for not taking them. That started me thinking about a sidecar rig and the more I considered it, the better the idea appealed to me.

I started going through all the "for sale" ads and looking for websites for hack riders. I found out very quickly that I knew nothing about sidecar rig do's and don't's, good rigs and so-so rigs, desirable features, sizes, mountings, best bikes to rig up for hacks, worst bikes...yada, yada, yada. I bought books, talked to guys with hacks, looked at pictures, websites, e-mailed companies, individual owners, posted notes on a couple of boards and from the replies, realized I didn't know enough to ask the right questions. I did begin to get an idea of the costs of rigs and the ones I really wanted were in the "oh-my-God" range. I had the impulse to go ahead and settle for less than I really wanted, but, mercy, I didn't know enough about 'em to know what I really wanted. So the project went on hold for a few months. That is until I got a call from 'The Marshall'.

The Marshall is a friend of mine from northern Louisiana and is the Marshall of Ruston, La. He looks like one; tall, slender, straight-forward, a great friend and as dead solid an honest man as I have ever known. He rides a BMW GS with a lot of miles on it and he'll put a lot more on it; he has it rigged up for long distance riding (the only kind of riding he knows) and doesn't mind riding 400 miles to a dealer he likes to have it worked on!

Anywho, he called me, or I called

him, and during the conversation talking about bikes, he mentioned that a Guzzi dealer in El Dorado, Ark had a really nice '75 R90/6 BMW he took in on trade from a rider that had transmission problems on a trip to a rally. The rider was from Kentucky and wanted to get home, so he traded it in instead of taking the time to repair it. Mike praised the bike.....original paint in nice condition with original bags and windshield fairing,

**I did begin to get an idea of the costs of rigs and the ones I really wanted were in the "oh-my-God" range.**

no scratches or dings, new tires and on and on. The only problem was that he hadn't been able to get the title from the owner. The price was right for the bike, but I had the RS and didn't really consider it worthwhile for a second bike.

A few weeks later, the idea of the hack popped up again and I thought about the bike up there and called a few friends and asked them about the R90/6 and its possible use for the conversion for a sidecar rig. All spoke highly of the bike, but mentioned the weak transmission those bikes had in '74 and '75. I called a friend up in Colorado that has a shop and is highly regarded for his expertise. Matt Parkhouse does know his older airhead bikes and recommended the bike for a sidecar rig. He also happened to have a transmission to fit that bike; suddenly I had half the rig available! I called the Marshall and asked him to make an offer to the dealer (he knew him well) to buy the bike on an "as-is-where-is" basis and the dealer accepted the offer. OKAAAY, halfway there! RIGHT? Ha ha.



Bud Amy with his BMW/Ural setup

So back to the phone where I called a few more gurus in the hack world and found out the car I wanted would have cost 3 times the cost of the bike, used, if I could find one. Time to back up and settle for something less expensive. I started looking for a good used Russian Ural sidecar and placed ads in the websites in the "wanted" sections. I had a couple of hits the first week and worked it down to a Ural sidecar in Connecticut. The price we finally negotiated was right, so I started looking for a way to get it down here to Louisiana.

I called Perry, at the Fort Worth BMW dealership, who, I was told, had a lot of experience with this sort of thing and, again, was highly recommended for sidecar conversions. After talking with him far longer than he wanted to talk to me, I was further convinced that I didn't know what questions to ask and didn't know enough to get the job done. He recommended I send the whole mess to him and he would sort it out and call me back with an estimate and we would go from there.

The Marshall and I went up to El Dorado, where we looked over the bike. I ended up giving him a check for it, with the proviso that I was buying it without a title and that I would have to get one. Okaaaaay.

I called back the Ural owner, worked

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out the cost of shipping the car to Fort Worth and sent the check. Next, a friend visiting from Texas was going to bring his bike to Fort Worth and kindly offered to haul my bike to Perry for the "marriage". So I called Perry and warned him that "things" were coming at him from several directions. I sat back and waited for all the arrows in my mental map to converge in Cow Town and I waited for a week...then two...then three. Couldn't stand it any longer and called Perry.

Everything had arrived. He looked it over and told me he would get the bike back into running shape and then we could discuss what I wanted to do. I told him about the transmission and that I would have the four speed sent to him from Matt Parkhouse to use if the original couldn't be fixed. I then called Matt, sent him a check and the address, and waited for another couple weeks.

I finally called Perry again, and he gave the list of what he thought I should do and an estimate of the cost. I gave him the go-ahead and told him to do what he thought should be done and I would check with him every few days to inquire about the progress. And waited...again.

He sent the car out to be refurbished, repainted, and have brakes installed...it didn't have any when it came in. It also needed a new windshield, toneau cover, tires, bearings, and lights. In addition, the chassis was removed, cleaned, and repainted to match the bike; this completed the "buggy", as my grandkids called it.

The bike was rebuilt with a 4 speed, new clutch, pressure plate, throw-out bearings, triple clamps, brakes, a higher ratio rear end (that I swapped out with the guy that brought the bike to Perry), running light, new front and rear discs and brake shoes, etc.

With both pieces completed, the marriage was made in Fort Worth. In addition, Perry recommended adding brake lights, a steering dampener, heavy-duty shocks and springs, carbs rebuilt, plus new cables all around and a new tire on the sidecar. I agreed with everything and it had done.

Finally, Perry said the bike was completed and ready. Mercy! I had spent

so much time daydreaming about using the rig, that I called my bestest buddy, and we made plans for him to drive me to Fort Worth to pick it up the next weekend. I was planning to drive it back to Louisiana.

We arrived at the Fort Worth BMW before they opened and waited for someone to show up. At 08:00, they were there, on time. I walked around the show room acting as disinterested as I could, waiting for Miss Mary, peering into the shop and around the place for a white hack. When she showed up, I introduced myself and asked about Perry. He had gone down to south Texas for the weekend and wouldn't be in to give me a quick checkout on riding a hack.

Miss Mary took me to the other building where my hack was located. I walked in there and among 10 or so other rigs was mine...all white and beautiful. Have you ever seen something that was so pleasing just to look at? This rig was one of those objects that was so esthetically pleasing. All I could do was just stand there and look at it. I hadn't known what I would end up with and that first look justified all of that effort and money. If I had never been able to ride it, it would have been worth everything just to look at it; like a piece of sculpture. I was actually reluctant to sit on it or even touch it! Carney was standing next to me and asked, "Is this it? Man, it's beautiful!"

The guy in the shop said, "Let's roll it out and take it around the lot". I hesitated because I couldn't convince myself that it was mine and I couldn't touch something that nice that belonged to somebody else, but Carney and the guy pushed it out of the shop to a carport outside. I looked it over and inspected it and when he handed me the keys and showed me where the ignition switch was, I still didn't want to start it. He turned on the fuel, choked it, turned the key on and cranked it off. I was standing along side and just stood there and listened to it idle. I really didn't want to get on it and ride it. Again, I felt as if I was looking at a fine painting or piece of sculpture; I didn't need to touch it or hold it...just to stand there and admire it...

Ol' Carney, always the adventurer, volunteered to take it around the back

yard. He got on it and put it in gear. The mechanic with us pointed to his truck about 50' away and said, "Don't hit my truck!" Carney let out the clutch with throttle and it turned to the left and

She asked me how much time I'd had on hacks and I told her, "Zero, zilch, zed, nada.... none." She looked at me and said that she didn't recommend my trying to drive it home. I told her I had no trailer, so I had no choice....

... I had to decide to either drive the rig, or return another day to trailer it home. I made the dumb decision to drive it home. Remember, I didn't know enough about it to realize how dumb and dangerous it would be to hit the open road.

headed straight for the truck. He did shut it down about 15' away, though, and stared at me and said, "Hell, this ain't like riding a bike!" Okaaaay.

I went back into the office, paid the bill, and arranged for insurance coverage. I also got all the papers I would need to get it registered in Louisiana. Miss Mary asked me if I had a trailer to load it on and I told her that I wanted to ride it back home. She asked me how much time I'd had on hacks and I told her, "Zero, zilch, zed, nada.... none." She looked at me and said that she didn't recommend my trying to drive it home. I told her I had no trailer, so I had no choice. She thought about it for a few moments and told me to meet her at the shop, and she would run me through a quick course in the empty

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lot. I went out and finally got on the bike, cranked it up, and waited for Miss Mary.

She took me out to the field, laid out a couple of traffic cones and made me ride patterns around the cones for a half hour or so, start, stop, accelerate, brake, etc. Then she directed me out to the street in front of the dealership and had me go around the corners; she had me accelerate, brake hard, shift, u-turn, and generally tried her best to discourage my driving the 450 miles back to Louisiana. I noticed weather coming in from the west and couldn't delay leaving much longer. I had to decide to either drive the rig, or return another day to trailer it home. I made the dumb decision to drive it home. Remember, I didn't know enough about it to realize how dumb and dangerous it would be to hit the open road.

So we found an empty 5-gallon soap jug, filled it with water to add weight to the chair, and left ahead of a monster of a storm. (It hit 20 minutes later with severe storm warnings and flash floods all over the DFW area)

It didn't take me long to realize that I had made a humdinger of a mistake! I was all over the road: into the right lane with throttle and toward the left shoulder when I chopped the throttle. All of this was in the "go home" traffic at 5 o'clock!! I was afraid to the point of shaking, but I was committed (or should have been!), and wanted to get on country roads away from traffic as soon as I could.

One hundred and twenty five miles later, in the heart of the east Texas backwoods, I decided I'd had enough. My arms and shoulders were cramped from the strain, and my hands were almost frozen into claws from my death hold on the grips. I stopped at a service station, filled up, and looked across the street. There stood a cheap motel, and I told Carney I was finished for the day. He sighed a breath of relief and said, "I'm glad. I've been expecting to see my best buddy get killed since we left the shop in Fort Worth. I am tired from the strain."

I was dreading the next day's ride. That rig had me spooked! It was nothing like anything I had ever ridden.

Regular bikes let me know what's happening and they're self-stabilizing. This thing was doing stuff I knew nothing about! I didn't know what it was going to do next, and I was reacting without knowing what I was doing. Right hand curves scared the hell out of me and when the chair came up a little on the suspension on parts of the road that leaned to the left, my heart would beat so hard with fear of the car coming over on top of me that my legs would get weak. I had fear, fear on the borderline of panic! People, it weren't a happy ride. Not a'tall, not a'tall. I had to pull on to the shoulder about every ten miles or so to just to light a cigarette and work the cramps out of my hands, arms and shoulders. It was at this point that I decided that those daydreams of loading up my gear and having a couple weeks' trip through the west was not going to happen. All I wanted to do was to get this weird thing and myself under the carport at home in one safe piece.

Finally we came to the place where Carney had to turn off and make his own way home and I had to continue on...alone. He volunteered to follow me, but I declined. There wasn't

People, it weren't a happy ride. Not a'tall, not a'tall.

anything he could do to help me, so I sent him on his way and I continued on. By this time, I was getting a little more at ease. Not much more, but I was at least not in the complete fear mode anymore. Maybe I had lapsed into fatalistic despair, waiting for the inevitable catastrophe when this weird thing decided to do something I couldn't correct.

I got it home, safely, about noon. I went into the house, made a cup of Cajun chicory coffee, sat down and tried to relax and work out the cramps. I didn't even go out and look at it. You know what people do when they get out of a new car or motorcycle or airplane: they can't walk away without looking back at this wonderful new thing they have. I didn't even go out until the next day to unload my jackets, helmets and clothes.

The next day, I checked the oil and

cranked her up and let her idle. I stood there and listened to that boxer smooth up and idle, ticking over like only a BMW 247 engine can. I shut her down before the engine could heat up. I pushed it out on the covered wash rack next to the fence that separates me from the bayou. I washed her down, dried her off, and put on a light coat of wax. Pushed her back into the covered garage, and then I just looked at her feeling the same way when I first saw it: so pleasant just looking at it.

Over the next couple weeks, I rode it on lonely back roads trying to get a feel of what it was doing, and learning how to react. Soon I was able to relax and speed up a little to about 60, and began to trust that the car wouldn't come over on me in a right turn. It took me about two weeks to gain enough confidence to take the grand kids for a ride around the subdivision. I picked them up at school and brought them the block and a half to their home.

It took a couple more months before I would take anyone on busy streets or highways, still unsure of my ability to guide, drive, control it. And then Cissy of Brownwood, TX called me and asked me to go to Sipapu, NM to the rally in September. I thought about it and decided that I could probably handle it if I stayed on the back roads and off the slabs. I loaded the rig with everything I thought that I would need to ride for a week. Mercy, that rig could handle a lot of stuff. In addition to the camping gear and clothes, I added a complete tool kit with sockets, end wrenches, Haynes manual, torque wrench, spare tubes, points, bulbs, grease and a scissor jack rated at 1500 lbs.

I left out before dawn and headed west for Texas. This time I didn't have to stop for cramps in my hands and shoulders every twenty miles. I could now do about sixty to seventy before I needed to take a break. Riding these things is more work than riding a two-wheeler. So about eight hours out I was within a couple hours of Brownwood. I stopped and checked over the bike and was startled to find that the rear tire on the bike was BALD. I mean no tread, none, nada, zip. I wasn't sure I would make it to Brownwood! 2200

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miles on a brand new tire and it was bald! The chair tire was gone also!!

I slowed down to about 50 mph and limped into Brownwood, and after a good cup of Cajun chicory (I've converted most of my friends to real coffee), I got on the phone looking for a tire and asking why this tire was gone after 2200 miles, with the hack tire looking like it wouldn't be able to last another thousand! The front tire still looked new, though. I had no luck till after several calls I found a dealer in Abilene that had tires and would check the chair/bike alignment; that could be causing the problem. He had some experience aligning hacks.

So, early the next morning, Cissy and I loaded the bikes for the trip and headed out for Abilene, arriving just after lunch. We took the rig to the shop, where we found long straight angle iron, string and blocks of wood ready for us. The first measurement made in the rough showed that I had about 5.5 inches of toe-in. Too much by over 4 inches. We were able to adjust it to within 1.5 inches. Better, but not perfect. Still, we were running out of time and decided to try that. He put on a couple of Chinese tires, the only ones he had to size and we thanked Ronnie Roberts and the crew at RPM and left to make a few miles north to Childress for the night.

It seemed to ride better and I could see no abnormal wear on the tires. However, our problems were not over for the day. 35 miles south of Childress, as it was getting dark, we got into a construction zone and came upon a large truck going about 45 miles per hour. We followed him through the zone, as well as the loud banging noise he was putting out. I followed him allowing about 200 feet separation, when an extra loud bang came from the truck and I saw something in the road in my lane, just before I ran it over. Next thing, Cissy said she saw sparks under my bike. I went on for about another mile and decided to check the bike out. I pulled over to the side of the road, got out the flashlight, and looked under the bike. I had oil coming out of a hole in the pan!! We were still about 10 miles from the little town. I added a pint of oil to the engine

and headed out. I wasn't going to find help in the middle of nowhere so I decided to get someplace with people and lights.

By the time I'd found a quick mart along the way, it looked like I had lost maybe a half pint of oil. Thinking about it and checking the dipstick, I estimated I would lose about a quart of oil in about 15 to 20 minutes. I was about 1/2 quart down, so I went into the store and bought a couple quarts, added to a little above the full mark, and went headed for Childress. We stopped once again, and I added the other half-quart, which got us to Childress. By this time, everything was closed, so we got a room and I found a dirt spot at the end of the motel, dug a hole in the sand under the pan, and shut it down for the night.

Next morning, I checked the oil stick and it was empty. I pulled the oil drain plug and emptied the rest of the oil and pushed the bike in front of the room. I used a mirror and tried to see the size of the hole and saw a small split. I called a couple of dealers in used parts and no-one could get me an oil pan in less than two days. I made a cup of

**By the time we got there, I was very comfortable with that weird riding thing. I didn't have a name for it yet: I was waiting for it to tell me its name.**

coffee and thought it over. I sent Cissy to find a pint of acetone or MEK, roll of towels, and some JB Weld, both the long cure and the fast cure. When she got back, I used the phone number on the carton and called one of the chemists at JB and asked them which one I should use, figuring it may have to stand 300 to 325 degrees F. He told me that the fast would be no problem at that temp. So it was out to the bike, clean up some of the damage to the cooling fins on the pan, clean up the area with MEK and mix up the JB. I used my finger to squeegee some of the JB into the two-inch crack and built up the area with a little more. I would have liked to have removed the pan

and done it right, but no one could get me a gasket sooner than second day, and I did not want to have to wait if the gasket wouldn't come off without breaking up.

We waited for 4 hours, added oil, and cranked it up to see if it would leak. I rode it around the block and came back and looked for leaks. No leaks. Great! On our way about noon toward Amarillo, stopping every fifty miles or so to check for leaks, we made our way toward Sipapu. We stopped that night in New Mexico, at the town where we would turn north to go through the mountains to the rally. Since it was getting dark, we decided to shut it down and finish up in the daylight.

Next morning, I checked the ground under the pan and had several drops of oil. I didn't need to add any so we went up to the rally and had a great time. By the time we got there, I was very comfortable with that weird riding thing. I didn't have a name for it yet: I was waiting for it to tell me its name.

Had a great time at the rally and saw a couple of hacks there. We talked to a lot of people and met new friends. The rig drew a lot of attention and I answered questions and said, "I don't know...I'd just gotten into sidecars and didn't know a lot about them." I talked to Matt Parkhouse and his wife Joanna; it's always a pleasure to see those two. I hope to take a ride in the rig and visit them again in Colorado Springs.

When it was over, we pulled down the tents, loaded up the bikes, and carried a lot of Cissy's gear in the sidecar. Those things can hold a lot of "stuff". We left and headed back for Brownsville, TX and then to Opelousas, La. When I got back to the "camp" on the bayou, I unloaded all the gear and put it away. Made a cup of coffee and decided I felt a great deal more relaxed riding that thing and would take more trips when I got the chance.

I checked the tires and saw that the back tire on the bike was worn very unevenly: the right side of the tire was almost smooth and the left side looked brand new! Well now, I could afford to have the rig built, but I wasn't sure I could afford tires. This would be the

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fourth tire I would buy in the first 3600 or so miles!!! I made a few phone calls, ordered the Ural book from Dauntless on rigging and riding a hack, and decided that I had too much lean out. I knew I had a lot because of the riding position and comments from riders following me. So I took half of the lean out adjustment and tried that. Better, but no cigar. Went to my BMW dealer, Hebert's, in Baton Rouge, and bought another rear tire for the bike.

Not long after that, I caught the old "gotta go" fever and decided to head out to see friends around the south. I called Vetch in Mississippi and he said he was heading for the BMWMOA national rally in Charleston, WV. Called a buddy in Barlow, KY, but he was already heading out to the rally. Called a couple of others and, yep, heading for Charleston, WV. I decided that I should head up there too. It was close to a

thousand miles, maybe a little more, but I figured I could make it in two days there and two days back, and enjoy three days at the rally. I looked up the rally info in the BMWMOA mag, called the school and reserved a room at a dorm in the camping area, loaded up the bike with clothes, gear, camping stuff (in case of unusual circumstances). Great to have the room on the rig to carry all that extra stuff!!

Started early and made it up there in two hard day's riding. It isn't a problem on my two wheeler to run a couple of 600 to 700 mile days, but it is a chore on a sidecar rig. After 400 miles or so, I've about had enough. How far I go depends on how much pain I can stand! Especially with a rig that is not in perfect alignment.

Got to the rally, checked in, moved in and drove the rig to the parking lot. Again, a lot of attention and questions. Most of the comments were about how

pleasing the rig was to look at, and did I ride all the way from Louisiana?

"Sure, no big deal, it just took a couple of days."

The first day, I saw Vetch, Jean, Cissy, the Smiths, and the others that I had wanted to visit. Enjoyed the attention, the vendors, bought a few doo-dads, and just sat around and told tales and listened. Watched all the people coming and going, admired the bikes, met new friends from all over the country, and generally had a good time. On the last day, I packed up and started home by taking all the little back roads; some were very interesting. Found and rode through many mountain back roads and towns. I feel the same thing every time I get back from a trip: I should have taken more time to enjoy the trip and seen all the interesting things and people along the way.

Oh well, maybe the next time.

## The Evolution of Project Bluebird Ron Patterson



Bluebird ready to fly

Most of us don't realize when the sidecar bug bites that we are undertaking an open-ended process. In my case it was more of a nibble than a bite, and it took considerable study, sidecar rally attendance and finally the Sidecar Operator Training course to confirm the affliction. Once infected, there appears to be no antidote for the irresistible lure of these unique classical machines, the nostalgia, and the promise of motorcycling happily through one's declining

years.

I realized early on that you don't acquire a sidecar motorcycle. You create one! I also understood that as a pensioner with a very young high-maintenance wife that this was going to require a lot of compromise, prioritizing, and patience. Bluebird, thus far, has been a very rewarding creation. It has been more than three years since I first mated a 2002 Velorex Model 562 sidecar with my blue 1994 Yamaha SJ600 SECA II, which had been my faithful companion for more than 40,000 miles. The Velorex sidecar, as well as being the most affordable, had a smooth low profile with minimum wind resistance, and was just the right size at 33% of the bike weight.

The bike experiences a number of changes, which facilitated a comfortable metamorphosis into its new life as a

sidecar rig. A cast read sub frame was anchored in six places to support the GIVI Monokey hard luggage and top case. This strengthened and stabilized the rear portion of the bike frame. Stiffer Progressive fork springs with pre-load spacers and higher viscosity fork oil were installed. A SUPERBRACE fork brace was also installed to further stabilize the front suspension. A new Yamaha rear monoshock

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was installed and set for maximum load. (This subsequently proved to be inadequate and required replacement.)

The front and rear wheel bearings were replaced, and the front and rear sprockets were replaced and a high-quality chain was installed. New heavy-duty touring tires were installed and balanced.

Galfer brakes and braided steel brake lines were installed to achieve better braking response. The rear brake pedal was moved up and the right engine crash bar was removed to provide clearance for the application of the new bike sub frame. The right rear plastic cover panel below the passenger seat was cut out at the frame cross member to accept the rear upper sidecar attachment strut.

Upgrades to the cockpit included a YAMAHA tank bra, a GIVI touring windscreen, wiring and socket for a WIDER electric vest, and an ECLIPSE tank bag. No engine modifications had been made except for better carb. jetting.

The sidecar was prepared prior to attachment by cutting the windscreen down to 30% of the original height to further reduce wind resistance. The brake shoes, anchors, and activation mechanism were removed to reduce the sidecar unsprung weight. All sidecar electrical connections to the tail lamp, running lamp and front and rear turn lamps were removed, tinned and reconnected. A disconnect plug was applied to the wiring interface between the bike and the sidecar.

The Velorex decals were removed and the upper body and fender of the sidecar were undercoated and painted to match the Yamaha blue of the bike. After clear-coating the finish, Yamaha factory decals were applied.

The rigging was completed in June of 2002 at Adamson's Susquehanna Cycle in Red Lion, PA. A heavy square steel tubing sub frame was designed and constructed to strengthen the lower frame of the bike and support the lower rear sidecar strut anchor far enough back to achieve the desired sidecar wheel lead. Bob Adamson, an experienced professional welder, did all of the welding, which included: welding the sub frame, plates and gus-



Above: Givi upper rear subframe

Below: Bike lower subframe



sets to the bike lower frame and rear upper frame; welding all of the strut anchors to the bike frame; and welding a five-inch steel channel extension to the front of the sidecar frame to relocate the sidecar anchor point for the front upper strut far enough forward to assure good strut triangulation. All welds were cleaned, sanded and color-matched to the blue and black paint of the rig.

Four Velorex threaded adjustable mounting struts were used. These use clevis and eyebolt interfaces at all connection points. The anchor eyebolts are located at frame cross braces or engine mounts.

In the three years and 20,000 miles following the initial rigging the need for a number of upgrades has been identified, prioritized and applied, as permitted.

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ted by my economic environment. The first was the need for a sidecar stoplight. A truck lamp was installed and wired into the spare leads in the interconnecting wiring harness. An LED type lamp was used to avoid any appreciable increased load on the bike electrical system. An LED-type lamp was also substituted for the standard #1157 stop/tail light on the bike. The right turn indicator bulbs had already been removed, so the total electrical load was actually less than that of the solo bike.

The new YAMAHA rear monoshock, even on the stiffest setting, proved to be inadequate for Bluebird, who fluttered and dived under hard cornering. To remedy this, Works Performance was commissioned to design a custom rear suspension appropriate for Bluebird. The resulting design had about a 30% stiffer spring rate, a wide range of pre-load and rebound adjustment, and a nitrogen reservoir, which was mounted out of sight under the bike seat. When installed and tuned in, this reduced sag and rear deflection under load and greatly improved Bluebird's handling and cornering ability.

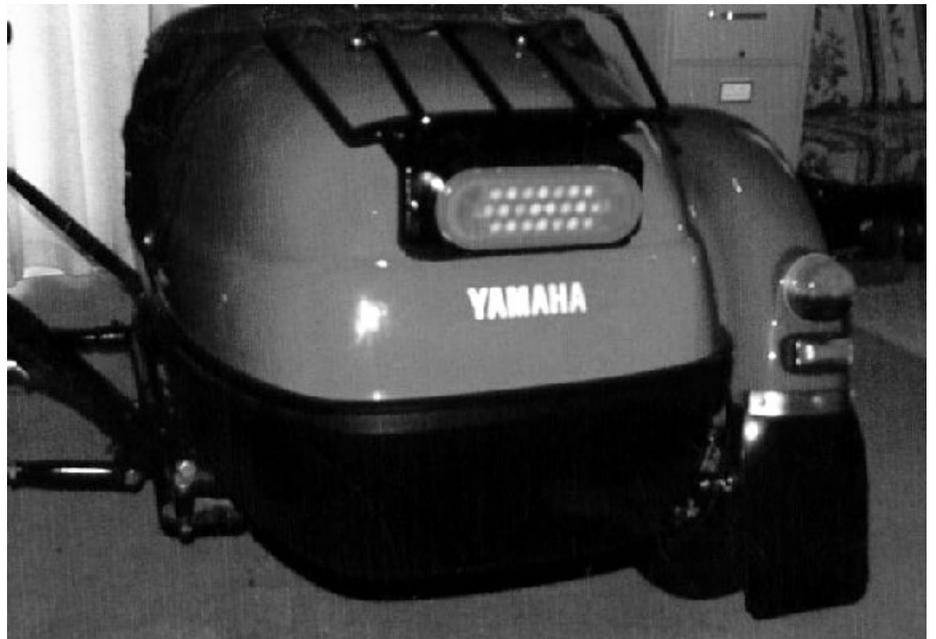
The YAMAHA factory failed to provide the swing arm grease fittings shown in the shop manual. The labor involved in taking the rear suspension and swing arms apart to inspect and lubricate the swing arm bearings represented about 90% of the job, so it was decided to go ahead and replace these bearings to avoid possible future "wear wobble".

The sidecar wheel lead of slightly less than seven inches was chosen to avoid unduly heavy steering effort. However, Bluebird and I are attracted to mountainous roads like the Skyline Drive and the Blue Ridge parkway (over 3,000 curves, one-way!). I am sure all of that shoulder exercise during these annual migrations slowed the inevitable progress of my arthritis, but it still became increasingly obvious that a significant reduction in front wheel trail would make a happier pilot as we flew into the future. Therefore, my ongoing discussions with Peter and Dona Smith in Kamloops, BC focused on a January 2005 date for obtaining and installing a STERITE kit to remanufac-



Above: Sidecar frame front extension

Below: High intensity truck stoplight



ture my triple trees. The modified triple trees reduced the standard wheel lead from 3.9 inches to 1.5 inches. A stabilizer (modified VW hydraulic steering damper), supplied with the modified triple trees was installed between the left engine crash bar and the bracket above the brake caliper.

A higher-viscosity (25 w) fork oil was included in these modifications. New steering head bearings were installed and tightened to remove any play, without restricting turning. The result of

these steering modifications and the subsequent fine-tuning of toe-in and lean-out was light, hands-free neutral steering with absolutely no wobble at any speed, or during acceleration or deceleration.

Although Bluebird has never experienced over-heating, I suspect that the extra load of hauling the sidecar in recent years may have accelerated somewhat the gradual deterioration of the surface coating on the exhaust

(Continued on page 16)

(Continued from page 15)

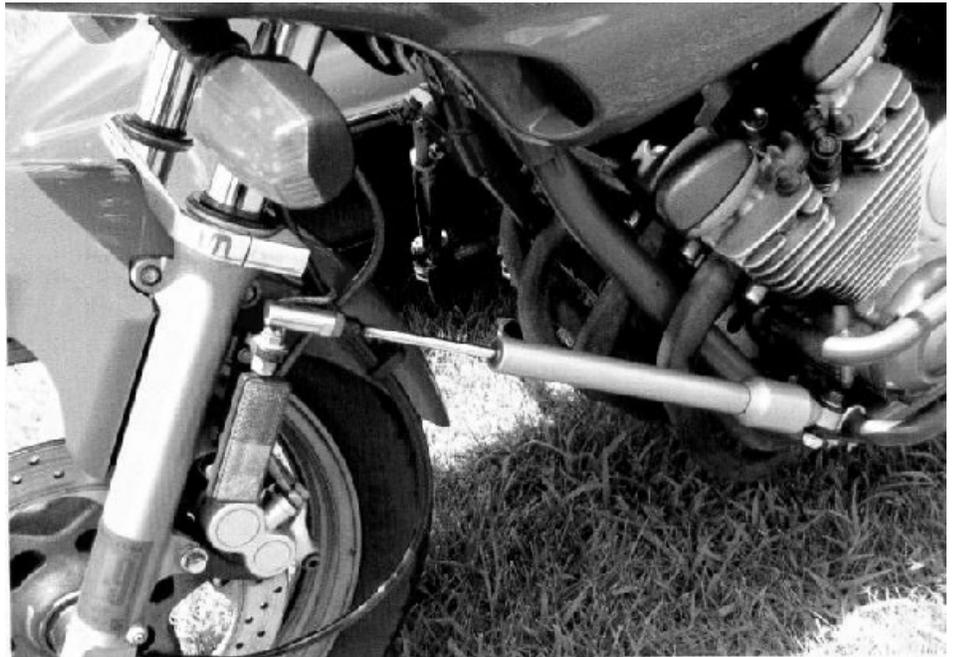
headers. Therefore, the headers were removed and thoroughly cleaned and an automotive 1500-degree manifold paint was applied. To set this special high-temperature paint it was necessary to sure the manifold paint at 600-700 degrees. I got in touch with the director of the Art School at West Chester University who specialized in pottery, and is incidentally a motorcycle enthusiast with three Harley Davidsons and an old Triumph. He graciously agreed to cure the painted headers in his pottery kilns. This restored the factory matte-black appearance and provided rust protection.

A modestly lower gearing (4% reduction) was achieved by fitting a low-profile 60 series rear tire. A further reduction in gearing is planned for the future to move the engine RPMs up higher in the power band for improved performance and reduced strain on the engine and power train. The standard 48-tooth rear drive sprocket will be replaced with a 52-tooth sprocket to give an additional 8% improvement (overall 12% lower gearing than the original solo bike gearing). Custom-made steel sprockets are available from Iron Man Sprockets in Nevada.

The normal sidecar ballast when running without a passenger is 60 pounds. Ballast is conveniently provided by flat, 12x12 2-1/2 inch brick stepping stones for patio walks, available at Home Depot. These are carried as far to the rear as possible, behind the seat on the floor of the carpeted sidecar luggage compartment.

In spite of some published reports to the contrary, sidecar rigs do not necessarily eat tires. If the rig is properly designed and correctly aligned, one can expect tire mileage nearly comparable to that of a solo bike. My last two sets of bike tires were replaced after only 8,000 miles due to nail punctures, but with about 40% of the tread remaining. The original sidecar tire now has well over 20,000 miles and shows very little noticeable wear. Experience has shown that maintaining proper inflation (the pressure stamped on the tire sidewall corresponding to maximum load) contributes greatly to good tire mileage as well as optimum handling.

Bluebird has evolved into an agile,



Above: Steering damper and fork brace

Below: Sidecars are for grandchildren!



well-balanced rig that is a joy to pilot. She is, as are most rigs, a unique expression of her owner's passion and pride. She lives in my office and has never leaked a drop of fluid on our rugs. We have traversed the country together without a mishap or break down, and she has been the catalyst for countless new friendships along the way.

Sidecars have their own special way of doing that.

A summary of Bluebird's vital statistics:

Bike Weight	450 lbs.
Sidecar Weight	150 lbs.
Total Weight	600 lbs.
Sidecar Wheel Lead	7 in.
Track	46 in.
Ground Clearance	6 in.
Trail	1.5 in.
Sidecar Toe-in	1/8 in.
Sidecar Lean out	1 degree
Sidecar Forward Tilt	2 degree
Wheels:	
Front Cast (tubeless) 17 x 2-1/2 110/80-17	40 psi
Rear Cast (tubeless) 18 x 3-1/2 140/60-18	41 psi
Sidecar Spoked (tube) 16 x 2 3.50 x 16	39 psi
Rated Horsepower @ 8500 rpm	61hp.
Transmission	6 speed
Cruising speed	70 mph
Average gas mileage	50 mpg
Tank Capacity	5 gal.

A partial list of the suppliers who have facilitated the evolution of Bluebird:

Sidecar: VELOREX, USA	Ronkonkoma, NY (631) 588-8484
Front Suspension: PROGRESSIVE SUSPENSION	(877) 690-7411
Fork Brace: SUPER BRACE	Hunting Beach, CA (800) 322-4783
Brakes: GALFER	Giocar Goleta, CA (800) 658-6633
Luggage Rack, Windscreen: GIVI	Chapel Hill, NC
Custom Paint: Grand Sport Auto Body	Uwchlan, PA (610) 458-1670
Rigging: Susquehanna Cycle	Red Lion, PA (717) 417-2828
Rear Suspension: Works Performance	Conoga Park, CA (818) 701-1010
Triple Tree Mods: Side Effects	Kamploops, BC (250) 573-2364
Custom Sprockets: Dirt Tricks	Minden, NV (775) 783-1750
Installation and Svc.: Cyclemax	Honeybrook, PA (610) 942-9060

## 27th National Rally Recap

Man, it was a nice rally! **Thanks again to Jay and Tara Giese for organizing a great rally in a wonderful location along the Columbia River!**

There were more than 221 rally attendees. I say "more than" because the registration data I have to look doesn't record more than 1 passenger for each entry and I know there were a bunch of sidecars with three or four people total. There were folks at the rally from 20 different states, provinces and countries.

Best of all, the rally made some money for the club:

Income	
Registration, T-Shirt & Cup sales	\$6,721.80
Expenses	
Rock Creek Facility	\$1,229.25
Food	\$781.05
Supplies	\$369.16
T-shirts	\$1,882.75
Logo Cups	\$208.74
Rally Insurance	\$185.00
Registration refunds	\$70.00
Rally pins	\$25.00
Tolls	\$2.00
	\$4,752.95
Net Profit	\$1,968.85



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## Carrying a passenger Claude Stanley

(originally posted at Sidecar Talk: the home of the Internet Sidecar Owner's Klub)

The topic of passengers on the rear of the bike on a sidecar outfit seems to come up from time to time. Generally the advice is that it is not a safe practice but this stance should be qualified. First of all there are two reasons this is so often said. Both of them are valid but NOT cast in stone. Motorcycling, sidecaring, and many many other sports have their dangerous side. If we can recognize what these alleged dangers are based on we may be able to deal with them in a safer manner.

The first reason for passengers said not to be a good idea on the bike is how it can unbalance the rig. Lets say, hypothetically, that a long time motorcyclist gets a sidecar hooked up to his machine. He takes it out and practices some until he feels pretty confident on it. After a little time 'getting used to it' he comes home to finally take his wife for a ride. She climbs on the rear of the bike because it is familiar to her and off they go. All is fine even though it feels a little different to him until they get to that right hand turn on the road near their house. Then he suddenly finds out that he is on A DIFFERENT MACHINE than he was when he was by himself. The sidecar comes up very quickly ,...yadda yadda, and the story may be okay, at best, from there but maybe not.

Yes, we have had fatalities reported under this same scenario. One we had a while back was a newbie on a Sportster with a Velorex who came home picked up his wife, after he 'got used to it' ,put her on the rear of the bike and put two small children in the sidecar. The family sadly perished when they

crossed the centerline in a right hander. HE WAS ON A DIFFERENT MACHINE!! The thing was balanced totally differently and maybe the suspension was not up to the additional weight and he had no experience or maybe even any idea of what could happen. Sad but true.

So, does this mean that a passenger cannot be placed on the rear of the bike? No, it does not, but there are limits to what can be done and how. Heck, there are world travelers who ride two up on their bike and use the sidecar for storage. The rig is, however, set up in such a way as to be balanced. The other example is how about a sidecar jockey who weighs 125 pounds compared to a sidecarist who weighs close to three hundred. Can both of these people operate a sidecar safely? Sure they can. So, if that is true can the 125 pound rider add a 125 pound passenger and still be safe? Yes, but to do so he needs to be aware of the difference he may need to have in his setup to be safe to make it stable. He also needs to know how it will handle.

It is when a rider goes back and forth with a passenger on the rear or when he does not think or have the knowledge to know what effect the weight can do that we see the potential for disaster.

Reason number two that we see advice given that is negative to having a passenger on the bike is that the passenger will be affected by centrifugal force differently than on a solo machine.

When a solo bike leans into a turn it

does not tend to throw the passenger towards the out side of the turn. Most, if not all, of us rode solo bikes and most probably still do. Can we relate to how it feels when you get a passenger on a solo bike who just doesn't 'go with the flow' in the turns? Sure we can. IT is upsetting isn't it. Well on a sidecar rig the passenger has to know that he or she will be 'pushed' towards the outside of the turn due to the cornering forces in action. If they do not know this they tend to lean the wrong way from cornering forces or even slide off the seat if not ready. What does this do? It surely does nothing good for the already unbalanced rig. It can surely make a bad situation worse in a right hander. In an extreme case the passenger, due to lack of knowing what is going to happen can be pitched off the rig. We have all probably been to rallies or seen film clips where the girl fell off the back of the bike doing the wheelie or whatever? Same deal in a way.. the passenger has to be ready to hang on if on the back of a sidecar rig. The passenger is STILL ballast in a way and can be really negative ballast if she or he is hanging off the left side of the bike trying not to fall off the darn thing in a right hander!!

[Editor's note: This topic is addressed in "Driving a Sidecar Outfit", a publication of the Sidecar Safety Program.

Hal Kendall also talks about carrying passengers in his "Sidecar Operator's manual which can be found online at [sidecar.com](http://sidecar.com) under "Links and Books." ]

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## Toll Roads, Revisited

### Hal Kendal, USCA #2

The bottom line on the New York State Thruway:

Not only do we get our rate at the auto rate, but we also get a 50% reduction IF we use the E-ZPass system.

Note: I will not go around looking for trouble - but I will actively respond to any complaint brought to my attention. However, do not expect overnight results. This case began in the beginning of August. It is now a month later. Well, not too bad.

The problem:

When Ken Hansen, a sidecarist, was overcharged, back in August this year returning from Canada over the Grand Island Bridge, he approached me regarding the dispute. Their Public Affairs department tried to justify their inequitable rates, then a spokesman further got behind that tired cliché of the "well, your axles don't line up!"

So I laid out the situation to the Executive Director, Michael R. Fleischer, and just got a response from his office stating that the "cash toll for a motorcycle with a sidecar is identical to a passenger toll (Class 2L), however, a motorcycle can take advantage of the E-ZPass system and pay one half that of a passenger car, regardless of the number of axles. Contact the E-ZPass at 1-800-333-8655)"

See William D. Rinaldi's letter below, and my letter to the director that began this enquiry. I suggest that patrons print this letter and carry it with them should they anticipate future travel over this toll-way - just in case. We used to do that back in the OLD DAYS!

Hal's letter to the Authority:

August 9, 2005

Michael R. Fleischer,  
Executive Director  
NYS Thruway Authority  
Administration Building  
PO Box 189  
Albany, NY 12201-0189

Dear Mr. Fleischer:

Re: Toll Collection for Motorcycles with sidecars

I sincerely regret having to bring a problem relating to sidecars to your attention since I felt this had been resolved several years ago. No doubt many changes have been made and agreements made in former years need to be reconfirmed.

The problem strikes at the very heart of your classification system and at the issue of the fairness and uniformity and equitability of the toll structure and its application as it applies to a motorcycle with an attached sidecar.

The most recent case to point. Our member, Mr. Ken Hansen was returning to the US from Canada on August 1, 2005 over the Grand Island Bridge on a motorcycle with sidecar. He handed him a \$1.00 bill fully expecting to re-

ceive his \$0.25 cents change. Instead he was told – "We have to charge EXTRA because of the SIDECAR!"

Say what?

A motorcycle with a sidecar is defined as a motorcycle in the state of New York, and in fact in all states. The addition of a sidecar does not alter the classification of the motorcycle from its being a motorcycle.

In seeking a clarification from your office for this unreasonable charge he was further informed by an unnamed spokesman from your Department of Public Affairs that "If the sidecar's axle is not lined up with the drive axle of the bike, the vehicle is considered a 3LOW."

At no time was there any determination made to ascertain whether the sidecar axle was in fact lined up with the drive axle of the bike or not, but in any event, this is not, and never has been a valid argument for ANY Authority to charge an inequitable, non-uniform, and unlawful toll charge on a specific class of vehicle as will be shown further.

In correspondence with a J.R. Lewis of the NY/NJ Tunnel system in March 2, 1978 we had by letter confirmation that the toll for a motorcycle, or without a sidecar was charged at \$0.75 rd. trip while a car was charged at \$1.50 rd. trip. See attachment.

In a further update, we had confirmation of rates of NY St. Thruway 3/6/78 that a motorcycle solo with or without a sidecar was classified the same as for a car, at the Class 1 rate, regardless of the location of the sidecar axle – which we shall discuss shortly. This was not the initial policy but the policy was changed after due diligence was given to our arguments. We also note that the toll collectors required additional training, as they could not understand the clear policy relating to sidecars as a Class 1 vehicle.

By letter, 7/31/80, we also had confirmation that a motorcycle solo with or without a sidecar was classified at the rate of \$0.50 on the following bridges, the Rip Van Winkle Br., the Mid-Hudson Br., the Newburgh-Beacon Br., and the Bear Mountain Br., with an additional \$0.25 if the motorcycle was pulling a trailer.

As you might gather, we try to keep tabs on ensuring that a just and uniform and equitable toll is charged to our vehicles as some Authorities have rather strange ways of trying to deal with our old vehicles. They are 3-wheel motorcycles with a front wheel and two rear wheels. One rear wheel is on the back of the motorcycle; the other is on the sidecar. The two form a rear "axle" which in some cases may be offset an inch or so, often called a "lead". However, this effect of this lead must be weighed against the device used to validate the machine used to determine axle count, as the toll collector no longer performs this function physically.

In the first place, the tire does not make a line contact but rather a patch contact. Thus, as long as the first tire (sidecar) has pressure over the treadle while the second

*(Continued on page 20)*

(Continued from page 19)

tire (rear) is coming on and before the first tire has left, then only a single axle count will be recorded even though the axles may be separated by a physical distance of several inches. Should the Authority charge for three axles then when only two were recorded then the Authority is leaving itself wide open to charges of overcharging.

In the second place, the Authority is not using the single treadle (single treadles have not been used for decades) but the more sophisticated treadles that can determine whether the vehicle is approaching from an angle of up to 16 degrees from straight on, or is in fact reversing. These sophisticated treadles, because they can read offset angles, also determine that only a single axle has proceeded if it is within a few inches offset. Thus, there should be no reason for the Authority to believe that they cannot get an accurate determination of axle count by assigning the motorcycle with a sidecar with its correct 2-axle count.

Finally, the toll must be reasonable, uniform, and equitable, certainly within its class. To try and stipulate that two almost identical 3-wheel vehicles, both of 700 pound weight, but one with the two rear wheels exactly in line is charged at one low rate, but the second, with the two rear wheels just an inch or so different is now charged at a very much higher rate is totally absurd. So absurd that neither the legislatures of the States of New Jersey nor the State of Illinois thought it anything to laugh at and bills were introduced to correct the situation. Fortunately, that was not required as the Authorities did find a way to make the rate uniform. Indeed, all authorities agree that a small motorcycle, with or without a sidecar, should pay no more than a car, and that the rate for all motorcycles should be the same, with or without a sidecar. (1000 pounds max MC, versus 7000 pounds max auto)

All we request is that a motorcycle with a sidecar be allowed to travel on your thruways at the same rate as a motorcycle, the same as it is on virtually all state turnpikes, tunnels and bridges in the US. We do not mind additional charges if we pull a light trailer.

We have never dictated to the Authority how to accomplish the achievement of a uniform toll rate for a motorcycle with a sidecar. Each Authority seems to have found its own way to handle this, some being quite novel. Some humorous. Only in the end result. To this end we seek to work in harmony with the Authority.

Sincerely

Hal Kendall, Founder, Advisor,  
United Sidecar Association,

The response from the Authority:

**New York State Thruway Authority**  
**New York State Canal Corporation**  
200 Southern Blvd., PO. Box 189,  
Albany, NY 12201-0189

September 8, 2005

Hal Kendall  
United Sidecar Association, Inc.  
711 Plainwood Drive  
Houston, Texas 77079

Dear Mr. Kendall:

Executive Director Michael Fleischer has asked me to respond to your letter dated August 9, 2005 concerning the proper classification and tolls for motorcycles with sidecars.

The cash toll for a motorcycle with a sidecar is identical to a passenger car toll (Class 2L).

Motorcycles are however eligible for a discount through the E-ZPass program. The Motorcycle E-ZPass Discount Plan charges customers one-half of the Class 2L passenger car rate regardless of the number of axles. To take advantage of this discount plan, please contact E-ZPass at 1-800-333-8655.

Thank you for contacting the Thruway Authority. I encourage you to share this information with your members.

Sincerely,

William D. Rinaldi  
Acting Director of Operations  
WDR:sm

Available now!

## FOLLOWING THE YELLOW LINE



*Across America on a Hack*

STUART DAVIS

Long time and much appreciated contributor to The Sidecarist, Stuart "Stub" Davis has compiled his tales from the road into a book: Following The Yellow Line available now from Trafford Publishing. You can reach Trafford through email to purchase: [orders@trafford.com](mailto:orders@trafford.com) or order online: [trafford.com/05-0159](http://trafford.com/05-0159) or call toll free 1-888-232-4444.

Excerpted from Stub's web site:

A news photographer for 20 years with the Bergen Evening Record in Hackensack, NJ, Stub came back to motorcycling and eventually sidecars after losing his wife to cancer. After selling his home in Stuart Florida, he "...flush with funds bought a Gold Wing and Hannigan sidecar." Since then, he "...can't image a more wonderful way to live my final years than blasting down a motorway or riding slowly along country roads surrounded by God's exceptional beauty."

If you've been to a sidecar rally lately, odds are good you've run into Stub. He's hard to miss with that big yellow 'Wing/Hannigan/Trailer combination!

Of course, the journey continues and you can stay up to date by browsing to [www.followtheyellowline.com](http://www.followtheyellowline.com). Do it!

## Don't Forget to Wear Clean Underwear! Gail Perszyk

Remember mom telling you, "Always wear clean underwear – you could be in an accident"? Well, mom was right, on at least one count. Accidents do happen. It is a chance we all take. It would be great if wearing clean underwear would prevent those painful happenings, but it doesn't seem to work that way. In fact, when one is involved in an accident, the police or paramedics do not immediately check to see the whites of your underwear before rendering assistance. Looking at your underwear is the last thing on their mind. What they need to do is ascertain and treat your accidental condition. If you are not lucid, their job is more difficult. If you're not talking, they can't know if you have a medical condition, heart disease, diabetes, allergies, etc. They will have to make potentially life-altering decisions based on NO information.

Life altering decisions, with no information! Whoa! This cannot be good! You are right, but not all news is bad news. The good news is there is an information system available; it is cheap, and simple to use. It is called a



Medical Information Carrier (MIC). The system includes a waterproof form with listings for medical conditions and emergency contacts, and a 1x2 vinyl packet. Jot down the information, slip it in the packet, and attach it – no, not in your underwear, remember I told you the paramedics don't check there – attach the packet on the left rear of your helmet. (See photo of packet & slip). Wear this packet, and clean underwear, make mom proud. You can even list her as Person to Contact in an emergency.

On second thought, maybe Mom is not the one you would choose in an emergency. According to a recent

study, 75% of people carry no details of who they would like telephoned following a serious accident. A British ambulance company has come up with a workable solution. They call it ICE, which is an acronym for In Case of Emergency. It works like this. Enter ICE into your mobile phone book, and then log the name and number of the person who should be contacted in case of an emergency. If you have more than one contact, then enter ICE1, ICE2, etc.

According to Bob Brochie, veteran paramedic who hatched the plan last year after struggling to get contact details from shocked or injured patients. "It's difficult to know who to call. Someone might have "mum" in their phone book but that doesn't mean they'd want them contacted in an emergency." I think he is right, and I am going to go program my phone for those emergency numbers. I am also going to order the Medical Info Carrier. There are several sources for the MIC. White Horse Press, and Cycle Gadgets are two. Ride Safe, SOG

**hack'd** **The Magazine For and About Sidecarists**

**Chris Dodson, Editor**

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## USCA Board Actions

**Please let any current board member know how you feel about any issue that concerns the club!** The board includes the President, Vice President, Secretary, Treasurer, Regional Directors and the SSP representative. Contact information is on pages 2 and 3.

### **Motion by Tom Hansen, second by Steve Woodward, to adopt proposed amendment as published in the last issue of The Sidecarist for Internet 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.

Yes votes:

Tom Hansen - Western Region  
Bob Madigan - Midwest Region  
Tod Parks - Southeast Region  
Al Roach - Secretary  
Dave Szkudlarek - Treasurer  
Chuck Tretyak - Northeast Region  
Steve Woodward - SSP

7 Yes votes, the motion carries.

### **Motion by Tom Hansen, seconded by Steve Woodward, to adopt proposed amendment as published in the last issue of The Sidecarist for Realignment of States:**

This motion will allow the realignment of states into seven (7) regions instead of the five that are currently in place. It is based on geographic considerations. The effect of this realignment will be to allow enhanced personal contact with USCA members in the two largest geographical regions, the Central Region and the Western Region. It has additional, but limited, effect on the Southeast Region.

Proposed Amendment to Bylaws and Standing Rules of Order: Realignment of States:

Realign the Southeast, Central and Western Regions as follows;

Divide the Western Region as follows:

- Northwest Region; WA, OR, ID, MT, WY, 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., NJ, NH, NY, PA, 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. Under this proposal we would not fill the current Central Vacancy until the realignment issue is resolved. If it passes, fill as follows:  
North Central: Board appointment until 2007 (a two year term)  
South Central: Board Appointment until 2006 to fill out the remaining term. At that time, regular election procedures will apply  
Southwest: Move Tom Hansen, current Western Region Director into this position, filling out the remaining term until it expires in 2007  
Northwest: Board appointment until 2006; at that time, regular election procedures will apply.

Yes votes

Tom Hansen - Western Region  
Bob Madigan - Midwest Region  
Tod Parks - Southeast Region  
Al Roach - Secretary  
Dave Szkudlarek - Treasurer  
Chuck Tretyak - Northeast Region  
Steve Woodward - SSP

(Continued on page 23)

(Continued from page 22)

7 Yes votes, the motion carries.

**Motion by Tom Hansen, second by Dave Szkudlarek, "Sanctioned Regional Rallies."**

**INTENT**

- It is the intent of this motion for the officers and board of directors of the USCA to encourage and support USCA Sanctioned Regional Rallies.
- A region may or may not have a regional rally during any given year.
- The Regional director may or may not host the Regional Rally. It shall be up to the individual director to decide. He or she shall not be required to host a rally.
- Further, if the director decides not to host a Regional Rally, any other rally host may petition the director for approval of the otherwise independent rally. If the director approves, the director is required to get board approval. Only after a majority of the board is satisfied that all requirements will be met, will the otherwise independent rally become a Sanctioned Regional Rally.
- Failure of the rally host to meet all requirements listed below will result in the denial of USCA reimbursements.

**MOTION:**

- The USCA Board has the right and responsibility to define what constitutes an official "Sanctioned Regional Rally".
- The Board should have the definition of a "Sanctioned Regional Rally" in writing and adopt it as official policy.
- Support is limited to providing liability insurance for the rally and reimbursing the rally host for offering a \$5.00 discount on rally fees for the paid up USCA members attending. No other financial support is implied.
- This policy is intended to support (and limited to) ONE USCA Regional Rally per Region per calendar year. It may be revoked by board action at any time.

**USCA REQUIREMENTS REGARDING SANCTIONED REGIONAL RALLIES:**

**FAMILY ORIENTATION**

- A "Sanctioned Regional Rally" is to remain family oriented.
- A Sanctioned Regional Rally must include at least one event for kids.
- A Sanctioned Regional Rally will not include wet T-shirt contests, dirty videos or any activities that would be objectionable to the general membership.

**INSURANCE**

- Any "Sanctioned Regional Rally" will be required to have liability insurance in the amount (to be determined) with the USCA being named as "additional insured"
- Support: The USCA Board will pay the insurance fees and obtain the policy without involvement on the part of the rally host.

**PROFITS**

- The rally host will keep all profits.

**DISCOUNTS**

- A USCA member, upon presentation of his membership card at registration of a "Sanctioned Regional Rally", will be given a \$5.00 discount as a value added token of appreciation for his/her membership dues.
- (This section provides that the discount will be given ONLY to those holding a FULL membership and who present a CURRENT USCA membership card at the time of registration.
- Associate members and family members not holding a FULL membership card are not eligible for the discount.)
- If a discount is given at a "Sanctioned Regional Rally", a record must be kept and submitted to the USCA Treasurer for reimbursement to the rally host.

**SUPPORT:**

- Upon receipt and approval of the list of paid up USCA members, the USCA board will reimburse the rally host for the discount given, not to exceed \$5.00 per current USCA member.

- Only one check will be written and that check will go to the rally host. The intent of this action is also to ensure that the rally host will not suffer the loss of revenue.

End of Motion

Yes votes

Tom Hansen - Western Region  
 Tod Parks - Southeast Region  
 Al Roach - Secretary  
 Dave Szkudlarek - Treasurer  
 Chuck Tretyak - Northeast Region  
 Steve Woodward - SSP

6 Yes votes, the motion carries.

Not voting: Bob Madigan - Midwest Region

**Motion by Steve Woodward, second by Tom Hansen, concerning "Sidecar Safety Donations" as follows:**

1. Stop collecting donations to the Sidecar Safety Program (SSP) and/ or donations for "sidecar safety training program" by removing this line from the membership application/renewal form.
2. Return any donations that show up on "obsolete" forms
3. Defer the decision on what entity should receive existing donations until such time there is a consensus (not a majority) on that issue."

End of motion

Yes votes

Tom Hansen - Western Region  
 Bob Madigan - Midwest Region  
 Tod Parks - Southeast Region  
 Al Roach - Secretary  
 Dave Szkudlarek - Treasurer  
 Chuck Tretyak - Northeast Region  
 Steve Woodward - SSP

7 Yes votes, the motion carries.

**Motion by Tom Hansen, second by Bob Madigan that we accept Steve Woodward as Vice President of the USCA for the remainder of the current term. (Steve will exercise the vote of the Vice President, but not the vote of the SSP Board member.)**  
End of Motion

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Yes votes

Tom Hansen - Western Region  
Bob Madigan - Midwest Region  
Tod Parks - Southeast Region  
Al Roach - Secretary  
Dave Szkudlarek - Treasurer  
Chuck Tretyak - Northeast Region

Abstaining

Steve Woodward - SSP

6 Yes votes, the motion carries.

**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 of the result of that vote.

There are two proposals for your review:

**Proposed Amendment: Membership Renewal (Arrears)**

Background:

- The Constitution of the United Sidecar Association, Inc. states (in part); Section II Membership, Article B. Dues...“A member may reactivate membership by paying all dues outstanding.”
- This may be a deterrent for members wanting to “come back”. It would be wrong to charge a member who dropped out, say ten years ago, \$250.00 to renew his membership.
- It is our position that former members should be welcomed back with open arms upon receipt of renewal membership dues (currently \$25.00).

Proposal:

- Change the wording of the Constitution of the United Sidecar Association, Inc. Section II Membership, Article B. Dues as follows:

- Drop the wording: “A member may reactivate membership by paying all dues outstanding.”
- Add the wording: “ A member may reactivate membership by paying renewal membership dues. There will be no penalty attached to his/ her absence.”

**PROPOSED Amendment Full Board Members/Liaison Board Members**

Background:

- First there should not be any board votes allowed that affect the general membership without the person(s) being voted into office by the membership.
- Voting Board members should be a representative of the majority who elected them.
- This is the only way that things can be kept fair to the membership and the only way that ANY outside special interests etc. can be controlled properly.
- People who are a Liaison to a group and lobbyists are a fact of life and sometimes they are even desired BUT they should be kept in check by the elected board members.
- Any other option promotes chaos and also an unfair situation within the democratic process that we are trying to uphold for the USCA.

Proposal: Full Board Members / Liaison Board members:

- Voting United Sidecar Association Board members are to be defined as those who were elected to represent the general membership by a vote of the general membership.
- No board member shall have a vote granted to him or her if he or she was not elected by a vote of the general membership to represent any given area or position related to the defined purpose of the United Sidecar Association.(No Board member shall hold more than one position on The Board or have more than one vote at any time.)(edited J.C.)
- Although there may be board

members who are included on the board or directors as a "liaison" representing varied other interests related indirectly or directly to the USCA, at the discretion of the current board, these members will not be allowed to vote as a general board member.

- Liaison board members may be added or dismissed at anytime at the discretion of the serving board of directors by a majority vote of the board.
- If a vacancy exists in the Voting Board Members listing it can be filled by a member in good standing after accepting a nomination and receiving a majority vote by the current Board members. THIS WOULD MAKE HIM OR HER A FULL BOARD MEMBER WITH THE ABILITY TO VOTE IN BOARD DECISIONS.
- Here is a list of voting board member positions. No other members will have the right to vote in any board decisions. Only one vote per member is allowed. If a member happens to hold more than one position he or she will still only have one vote.
  - President(as defined in the constitution)
  - Vice President
  - Secretary
  - Treasurer
  - All Regional Directors (Area Reps)

End of proposal



# Ron-Dee-Voo II-The Wandering Rinaldos Trip to the Rally

By Janice S. Rinaldo

Just let me start out by saying we had a GREAT time, although there were a few glitches as my family traveled from Dacula, GA (sounds like Dracula without the "r") to Weikert, PA for the Internet Sidecar Owners Klub (ISOK) Rally on August 4<sup>th</sup>-8<sup>th</sup>. In case you are not already a member of this Yahoo group, I highly recommend joining. They chat about everything from technical sidecar information to steel wool sleeping bags. Check out the website at: <http://autos.groups.yahoo.com/group/SCT/>.

As you already know, Sidecar owners can be a very eclectic bunch. This rally was no exception to that rule, and I got to meet a lot of great folks and visit with some that have come to our Howdy Summer Rally here in GA.

Well, the bad news first. *My Ural done blewed up*. I tempted fate and lost. My goal was to ride 750 miles to the rally from my home. Noel (my oldest daughter) was in the tub with me and everything was running great for about 150 miles. Right around Spartanburg, SC Natasha let loose and we ended up trailering her the rest of the way. This was not going to deter me

from having fun, although I had to hang my head in shame. Let's just say the "I told you so" people didn't kick me while I was down. Urals are not made to ride the interstate for 750 miles!

My posse consisted of hubby Chuck, Noel, baby Sarah Rose and my Mom, Jeanne. Jeanne lives in the Philadelphia suburbs and owns a 32' Class A RV, so we were camping in style! This was a good thing since it was hotter than...well you

get the point. If anyone attended the Harley Davidson 100<sup>th</sup> Anniversary party at Atlanta Motor Speedway a few summers back and remember the scalding heat, the first day was reminiscent of that misery.

After spending a few days at the Twin Grove KOA, just North of Harrisburg, PA, we headed out on Thursday morning to the Rally Site. It was a beautiful ride along the Susquehanna River, turning off into Amish Country. We got set up just in time for Chuck & I



Janice with Noel and XXX with their rig "Natasha"

presented by Al "Fly" Butterfield and Claude Stanley. This was a great training session for new riders, and a good refresher for riders with more experience. Although I could not ride for the field practice, Claude invited me to be his monkey. It was a whole new perspective riding in the sidecar. I was also able to spend some time observing Fly as he critiqued the riders. I could see exactly where folks were having problems mastering their skills, and know what I need to practice once

Natasha is back on the road! Thursday night Arthur Cohen & his lovely wife provided dinner. This couple came all the way from Mexico City and then bought everybody dinner! What nice folks. After dinner most of the crowd headed out for an ice cream run, but the only thing my gang wanted was relief from the heat. The rally was held at the Union County Sportsman's Club, which is adjacent to Penns Creek (a top 100 trout fishing spot in the country). We heard a rumor that there was a local swimming hole, so we set out to find it along with our new found friends Ann Smith and her

The Rally site for the 2nd Internet Sidecar Owners Klub Rendezvous in Weikert, PA

(Continued on page 26)



(Continued from page 25)

nieces Rachel & Stephanni (they rode in from Ohio). Once we found a few locals to point us in the direction of the rope swing, we were in heaven. Taking a cool dip and watching the kids have their first rope swing experience was wonderful.

After reviewing the options for local rides and site seeing, we headed out Friday morning to Penn's Cave. It was a ride on the back of the Harley for me, Ann and her nieces in their rig, and Mom toting the kids in the truck. The weather was a little rainy, but it helped reduce the heat from the prior day. The countryside was a combination of rural farmland and forest. We were welcomed to the cave by a field of sunflowers as we turned into the property. Penn's Cave is the only cave you access by water. There were lots of trout in the water-and there I was without my fishing pole! The cave was COOL-both figuratively and literally. Worth the trip, everyone enjoyed it.



Above: Coolin' off at the swimming' hole. Below: A visit to Penn's Cave.  
Bottom: Rich Maude of Rich's Cycle Upholstery



Back at the rally site there was a lot of activity, with lots of riders coming in for the weekend. A whole bunch of Ural riders came in together, so I felt better knowing some of my own tribe was there, even though my bike was out of commission. Rich Maude, of Rich's Cycle Upholstery, was kind enough to come evaluate my Natasha, and he agreed it was something fatal that would not be a quick fix.

After dinner Friday night, I took the kids back to the swimming hole. Mom & Chuck headed out to County Fair, which was being held right in town (I don't even remember seeing a traffic light in town). They enjoyed the band Ricochet and got their ice cream fix. I did want to see the tractor pulls, but had a good time with the kids anyway. After swimming we had our first experience using pay showers, which was only a buck and a quarter. I felt like a car at the car wash. Back at the pavilion several of the rally goers were gathered sharing songs, stories and jokes while Mr. Lee Balloons was entertaining the kids. What a great way to end the evening!

Saturday morning we all had to be up bright and early for breakfast at the

(Continued on page 27)

(Continued from page 26)

Sportsman's Club. Yummy! There is one way to tell ya ain't in Georgia no more--no grits were served on the buffet. Since I was raised a Yankee in New York, this was a pleasant surprise since I don't much care for grits. Mom even got to ride on a trike--thanks Little John, you made her day. Chuck and I headed out on the hog to see "Bill's Old Bike Barn," a motorcycle museum in Bloomsburg, PA. It was about a fifty-mile ride each way and it was nice riding weather. Bill has quite a collection of items, and lots of them are sidecars. We met up with a few other rally attendees from Rochester, NY and we all headed back together for the ever-popular sidecar games. John Kennedy and Fly were the UN-officials for these events; which included a great competition of sidecar golf. The first contestant ran over the ball and popped it! Once the game of golf got going again the competition was tough. I am proud to say that it was two ladies who took the gold for the event, Ann and her niece Stephanni. Score one for the girls!

After dinner it was time for the door prizes and the awards ceremony. Everyone was enjoying the camaraderie and a few good laughs. Chris Dodson was presented the Hal Kendall Award of Excellence, and it was very emotional for her. Even made me cry. The Red Green Family was decided upon, as this is a competition in honor of Red Green, the icon of ISOK. If you don't know who Red Green is, well, hmmm...let's just say he has a good sense of how to rig things, as all sidecar owners are all accustomed to. Somehow I ended up with the "Youngest Rider" award, but not sure how since my bike didn't make it the whole way, and I certainly am not young. I think the event was attended by a bunch of fibbers, because my Oil of Olay does help, but 37 doesn't make me the youngest anything.

It was time to pack it in, and get ready for the ride home. Thank you to everyone who helped put this event on and made it a special time for us to remember. Natasha is in the shop in Abbeville, SC, and will be back on the road in a couple of weeks. She will have a complete rebuild, and we will



"Bill's Old Bike Barn" <http://www.billscustomcycles.com/>

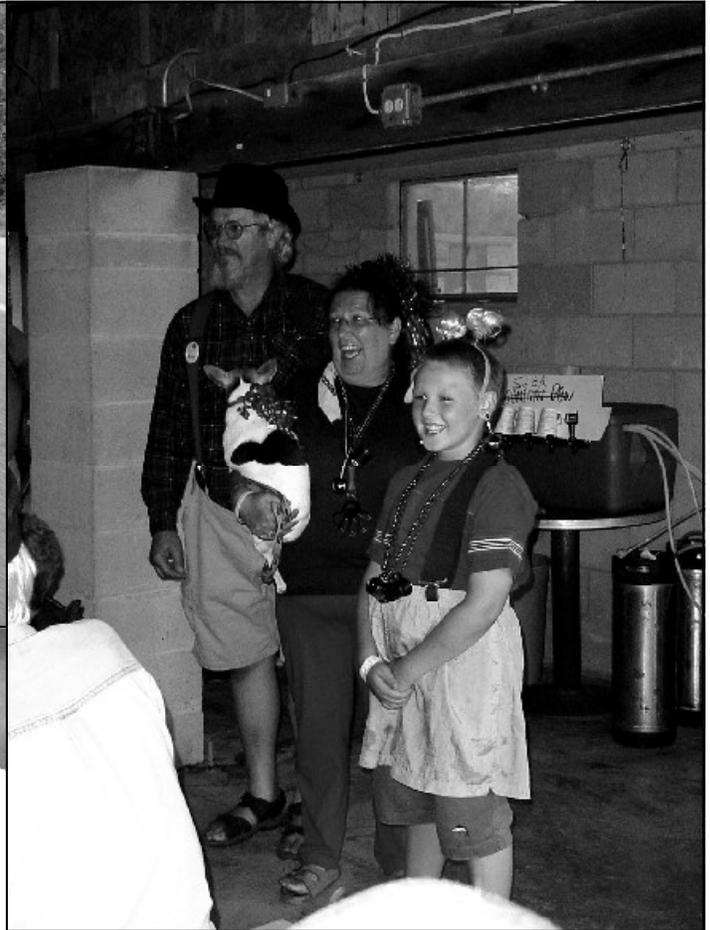


Sidecar Golf

as one again, except back in the break-in period. See you all on the road!

- Janice





Top left: Giving an Amish farmer's rig plenty of room

Top right: The Red Green award winning family

Above: The view from Claude Stanley's Hack.

Right: Bob Zinda has been relocated!

(Janice Rinaldi Photos)



That's Al "Fly" Butterfield impersonating an Amish. Fly and former USCA President John Kennedy held a training class at the Ron Dee Voo.

(Janice Rinaldi Photo)

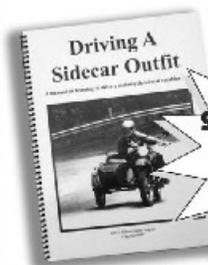


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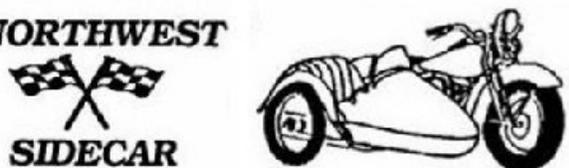
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## Coming Events

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Bruce D. Stephens  
841 Summit St.  
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FAX(610)866-6339  
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### USCA Membership Application/Renewal

What are your sidecar interests (check all that apply)

- |  |  |   |  |
|--|--|---|--|
| <input type="checkbox"/> Touring   | <input type="checkbox"/> Camping                             | <input type="checkbox"/> Rallies                            | <input type="checkbox"/> Around Town                           |
| <input type="checkbox"/> Taking your pet Along                           | <input type="checkbox"/> Extending your riding years         | <input type="checkbox"/> Unique or Antique Vehicles         | <input type="checkbox"/> Sharing motorcycling with your family |
| <input type="checkbox"/> Sharing motorcycling with special needs friends | <input type="checkbox"/> List me in the friendship directory | <input type="checkbox"/> List me in the Emergency directory |  |

Name: \_\_\_\_\_ USCA # \_\_\_\_\_

Address: \_\_\_\_\_ Age: \_\_\_\_\_

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Phone: \_\_\_\_\_

E-mail: \_\_\_\_\_

Associate Member's name (same household): \_\_\_\_\_

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- |  |      |       |
|--|------|-------|
| <input type="checkbox"/> New Member US or Canada   | \$30 | _____ |
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| Total:   |      | _____ |

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Right: Rigs at the Ron Dee Voo Story: page 25.

Below: John Kennedy, "Fly" Butterfield and USCA Northeast Director Chuck Tretyak - your "Un-Officials" at the Ron Dee Voo Rally games. (Janice Rinaldi photo)

