

Volume 31
Number 2
March -
April, 2007



United Sidocar Association

The Sidocarist



Richard McCulre has developed unique advertising. Page 19.



Boone in June! The national is coming into focus. Everything you need to know. Coverage starts page 22.



President Joyce leads the toy ride - St. Joseph, MO. 11/5/2006



This is one pampered rig! Project Bluebird - page 16

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Welcome new advertisers - Adventure Sidecar - Thanks for joining us.

Thanks to our contributors.

We hope that everyone in the USCA will contribute an article to The Sidecarist sooner or later. For now, we appreciate the folks who did! See page 35 for "how to".

We'd like your article too.

Content deadline for Volume 31, Number 3
Of **The Sidecarist** (May - June) is April 1, 2007

Guidelines for Regional Directors

- Member of the United Sidecar Association.
- Represents the membership and maintains contact with local sidecar clubs or associations within the region.
- Recruits State Representatives.
- Coordinates meets and Rallies within Region.
- Promotes Sidecar Safety.
- Obtains access to Trade Shows.
- Recommends sites and clubs to host National Rallies.

Guidelines for State Reps

- Member of the United Sidecar Association.
- Contact person for other sidecarists and to promote the USCA in motorcycle Expos & events in their state.

Opinions expressed in articles in THE SIDECARIST, are those of our contributors and do not necessarily reflect the viewpoints, of the USCA and its appointed or elected Board members & staff.

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Send requests for replacement of magazines damaged in the mail to: Al Roach, 130 S. Michigan, Villa Park, IL 60181 or email to membership@sidecar.com.

Letters, articles & photos should be sent to the editor, preferably electronically via email (sidecarist@sidecar.com). If you want your pictures back, please include a SASE with sufficient return postage.

2006 Brass Monkey Held at Death Valley - Jack Zollars

[Editor's Note: The 2007 Brass Monkey rally was scheduled for the President's Day weekend in San Felipe, Baja, California, Mexico. Here's hoping that

- a) Jack will send another report,*
- b) I'll remember to publish it in a timelier manner... and*
- c) Jack will include some captions!]*

The 2006 Brass Monkey was held in Death Valley on the Presidents Day holiday weekend, Friday thru Monday in the middle of February, 2006. I arrived about 1 PM Thursday so as to get the premium spot to set up camp and have water close by etc. etc. Upon arriving said spot was taken by some other campers in a large trailer. They were friendly and said they would not be upset with motorcyclists camping all around them. The President's Day weekend is a very popular holiday in Death Valley and as the day passed the campground host asked me how many I was expecting for the rally? I said I didn't know, but



probably 15 to 30 and they would be in tents, campers and trailers. So they told me that the rules for campers were 4 per site with 2 cars. OK by me. Friday came along and other campers kept coming and we had 32 in all by the end of Saturday evening. The campgrounds hosts came to me Friday and said forget the rules; pack them in and save other sites for the other campers as much as we could. Well, you know how it is, we packed 32 bikers into 5 sites and this included tents, one 35'

trailer, one 14' trailer and one camper, not to mention Bob Anderson's pickup with bed in back.

Friday was spent getting settled and renewing old friendships and sitting around the campfire and lying to one other. We had sidecars from California, Arizona, Oregon and some visitors from the BMW rally held in another campground on this date. They came and ate with us and talked sidecars. All in all it was a good group.

Friday night the wind blew and 3 or 4 tents blew down. Phil Frederico from Anaheim, did the experienced thing, when his tent blew down he just rolled over and over until the tent was tight around him and slept till morning.

Saturday dawned bright and cloudy and windy and rainy and all in all was a rotten day. By evening when I, as host, began preparing dinner for all, the weather had calmed



President's Message - Joyce Canfield

Spring is just around the corner. Since I write this in the grips of another cold wave, it is hard to actually think "Spring". The only thing I notice now is that the days are getting longer and there are plans being made all over the country for rides and rallies. I really hope you get out and ride to at least one. You won't be sorry!

I've endured several "State of the..." messages recently. I think it might be a good idea to present my take on "The State of Our Club."

The Board of Directors tackled some important issues this year. Most of them needed to be addressed for quite some time. Some issues with our Constitution and By Laws were reconciled. The Safety Fund donations that we had in our treasury were dispersed in an orderly manner. The Registrar was placed under a yearly contract as a private contractor. They have also addressed the need for State Representatives to personally contact new members by recording email addresses in our database.

Our magazine, The Sidecarist, has undergone a couple of facelifts this year. The first was the introduction of new software and then an upgrade and the second was a move to better paper. The results have been most favorable. We have been able to attract more advertisers along with an increase in quality articles. I can't say enough good things about our editor who continues to work toward improving the magazine and our club.

The web site, sidecar.com, continues to be one of our biggest assets. We have close to 3000 users there and it gives new sidecarists the ability to participate in conversations with experienced riders. We have been able to turn something that was once a financial burden into a self supporting entity by introducing advertising there too. It is the first contact most of our new members have with us and my hat is off to the former officers who had the vision to register our domain name at a time when websites were something most of us just read about.

We are financially sound. We no longer spend more than is received and have a reserve which ensures a brighter future for the club.

Membership renewals are still of concern but renewals were up in 2006 by 8% over 2005. New memberships have remained constant at around 180 per year. The growth of the club has always been a concern and at least there has been an improvement.

The State of the Club is "IMPROVING".

There are several things that are currently under discussion by your Board to help us prepare for the future of our club. We want to make the membership process easier with the ability to actually join or renew at our website with a credit card. We want to move our banking account to a bank that can provide access all over the country so that no matter where our officers live they can perform their duties. We want to initiate some standard business guidelines to safeguard the future of the club.

The Future of the Club is "BRIGHT".

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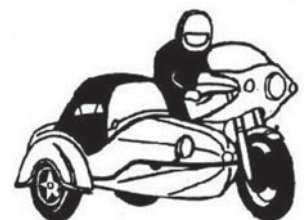
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A handwritten signature in cursive script that reads "Joyce".



down and we were able to eat the hot dogs, beans, chili and some treats followed by peach cobbler furnished by Jim & Nancy Murphy from Kingman, Arizona. Jim cooks in dutch ovens and as always it was outstanding. A member from Mariposa, California who rode a beautiful BMW rig came with his dog Blue. Old Blue would look at us with big eyes and not really begging but usually got a hot dog. You may remember this rig from Stevenson, Washington at the 2005 USCA rally



At the dinner Saturday night, I had a lot of help with serving and cooking as I was recovering from a prescription medicine whose side effects almost put me in the ground. So, thanks to all who helped and because of the help the rally was, I think, a good one.

Monday dawned nasty and cold again and most of us just packed up and headed home.

[Another editor's note: You never know what kind of weather you will get in Death Valley during the winter. In January of 2007, we experienced t-shirt weather for the 12th annual "Death Valley Daze", an Internet BMW Rider event that expanded this year to include adventure riders - so lot's of BMW GS bikes, KTMs, KLRs and, of course, many of the Ural off-road crowd, all having a great time.]



Adding A Third Wheel by Sev Pearman

[Reprinted with permission from *Minnesota Motorcycle Monthly*. Check them out on the web at www.motorbyte.com.]

First part in a series on sidecar attachment

One of the best things about the influx of sidecars here at *Minnesota Motorcycle Monthly* is the discussions it has started. All sorts of people, not just riders, are curious about our hacks. Parents have asked about their suitability for shuttling the kiddies, tradesmen have wondered about the carrying capacity. Don't forget that a hack is a great way to bring your deer home. Best of all are the queries from grandfathers and grandmothers who want their grandchildren to experience a fun, non-threatening introduction to our wonderful world of motorcycling.

Regular readers already know that two MMM staffers have purchased complete Ural rigs with their own money, which says something based on the meager paychecks we receive from the publisher. In addition, two other riders in the MMM circle have chosen to "Ride Russian." All of these owners are happy with their machines and continue to pile on the miles.

While Ural continues to refine their bikes and sidecar rigs for the US market, MMM has found that many riders love their current machine and are reluctant to change brands. These riders are curious about

a hack but do not want a second machine or a dedicated sidecar outfit. These people wonder about the suitability of adding a sidecar to their existing motorcycle. Their questions include:

- "Can you install a sidecar on any motorcycle?"
- "Is it difficult?"
- "Can I do it myself?"
- "Is it easily removable for a return to solo riding?"
- "Do I need a different license?"
- "Do I need special training?"

In this series of articles, we will examine the pros and cons of adding a sidecar to a "solo" bike and the special considerations that should be considered.

Can you install a sidecar on any motorcycle?

With a few exceptions, yes. Only Ural and Harley Davidson continue to design their frames to handle the extreme stresses created by running a sidecar. It is very easy to marry a Ural sidecar to a Ural bike. Most people dispense with this option and simply order the two together. While H-D doesn't offer pre-assembled combos like Ural, they do offer a sidecar sold as an optional dealer-installed "accessory."

All other motorcycles present different challenges. As utility



has given way to weight-reduction in motorcycle design, the ability to easily accept and carry a sidecar has gone by the wayside. Even my beloved '69 Triumph TR-6C Trophy came with frame lugs should one want to mount a chair.

If your bike has a traditional tube frame, mounting a car is pretty straightforward. Slightly more challenging are recent sport bikes and tourers with perimeter frames. While sidecars can be mounted to bikes with this type of frame, you will have to fabricate custom mounting points.

Most challenging are bikes that use the engine as a stressed member and/or bikes that are covered in bodywork. Stressed-engine machines have little-to-no frame to speak of. On these machines you will need to make points to accept the four struts that reach out from the sidecar. If your motorcycle is built like this, search the internet. You may find vendors offering kits for your specific machine. If not,

you will need to either fabricate the points yourself, or trust your design to a motorcycle-friendly (and preferably sidecar-knowledgeable) machinist.

Bikes covered in ABS bodywork are another headache. You will have to cut many of the panels to accept the strut hardware. This pretty much creates a dedicated bike + sidecar combo. If you ever desire to sell the motorcycle separately, you'll need to buy new body work [ka-ching] or find a used set and have it repainted. This is more work and expense than most riders want.

Is it difficult? Can I do it myself?

A sidecar is easy to physically install, but very tricky to install correctly. You need to balance three structural relationships between the sidecar and motorcycle tug. We'll explore this in detail in a upcoming article. If you are patient, can follow instructions, and can keep an open mind about motorcycle handling dynamics, you can probably install and 'tune' a sidecar onto your machine. If you have trouble doing routine maintenance or need help installing bolt-on accessories, we recommend finding a sidecar specialist to help you. Nothing is scarier than a driving maladjusted sidecar.

Is it easily removable for a return to solo riding?

Yes! If you have only one machine and want to ride it 'solo,' you simply disconnect any wiring and/or fuel

connections, unclamp the struts from the bike, and be on your way. Carefully note the strut adjustment settings, as this will speed up re-attachment. Serious sidecarists modify their bike to reduce trail. This makes an outfit easier to steer and extends tire life. If you do modify the trail measurement of your motorcycle, then riding the bike solo is not recommended. As an aside, pre-1970 BMW models with leading-link Earles forks came with adjustable fork links. You could switch fork pivot positions which allowed both solo and sidecar operation.

Do I need a different license?

No. All US states and Canada recognize a motorcycle endorsement for sidecar operation. [Editor's note: Washington State requires a separate endorsement for sidecar operation. A motorcycle endorsement is not required for sidecar operation in California, just ask the Governor! Delaware's web site refers to a motorcycle as a two wheel kind of thing, but elsewhere seems to define it as including three wheelers...]

Do I need special training? Is it required?

No. Do we recommend it? Yes. Sidecars are neither motorcycles nor are they cars. They have unique handling properties. They accelerate and brake differently than solo motorcycles. The technique for right turns is completely different than that for left turns. In the 1960s, the West German Army published a study that showed the safest sidecar operators were those who learned to drive a motorcycle

sidecar rig before learning to drive anything else. Operators who had no motorcycle experience but knew how to drive a car were involved in a greater number of accidents. The worst operators of terms of crashes and injuries were those who had a previous motorcycle license before learning how to operate a sidecar.

MMM highly recommends the excellent Driving a Sidecar Outfit (MMM #71) This manual was written for complete novices and quickly teaches you the basics of sidecar operation. Comprehensive Safety Systems in South St. Paul offer sidecar/trike operation classes. The Washington State-based Evergreen Safety Council also offers group and individual sidecar instruction.

Sidecars are fun and practical. You can mount them to a variety of motorcycles. You don't have to be an engineer to mount a car onto your bike, but help is recommended for wrench-ophobes. It is easy to remove the sidecar and related hardware from your bike should you desire to ride the bike solo.

Next issue: MMM selects and purchases a bike/tug for our project.

RESOURCES

Harley Davidson Motor Co.

Harley-Davidson sidecars (dealer installation only) www.harley-davidson.com

IMZ-Ural

Ural motorcycle sidecar rigs and www.imz-ural.com

Side Strider Sidecars

Sidecars, installation, mounts and literature. Doug Bingham — 818.780.5542 www.sidestrider.com

Dauntless Motors

Sidecars, installation, mounts and literature. Jay Geise — 866.638.1793 www.dauntlessmotors.com

Texas Sidecar Company

Sidecars, installation, mounts and literature. 903.640.2149 www.texasidecars.com

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Comprehensive Safety Systems

TC Metro-based sidecar instruction and literature 651.552.0682 www.comprehensivesafety.org

Evergreen Safety Council

Sidecar instruction and literature www.esc.org

Motorcycle Safety Foundation

Motorcycle instruction and literature. 800.446.9227 msf-usa.org

Driving a Sidecar Outfit

Excellent operator's manual for all sidecars. Available from above sources as well as online.

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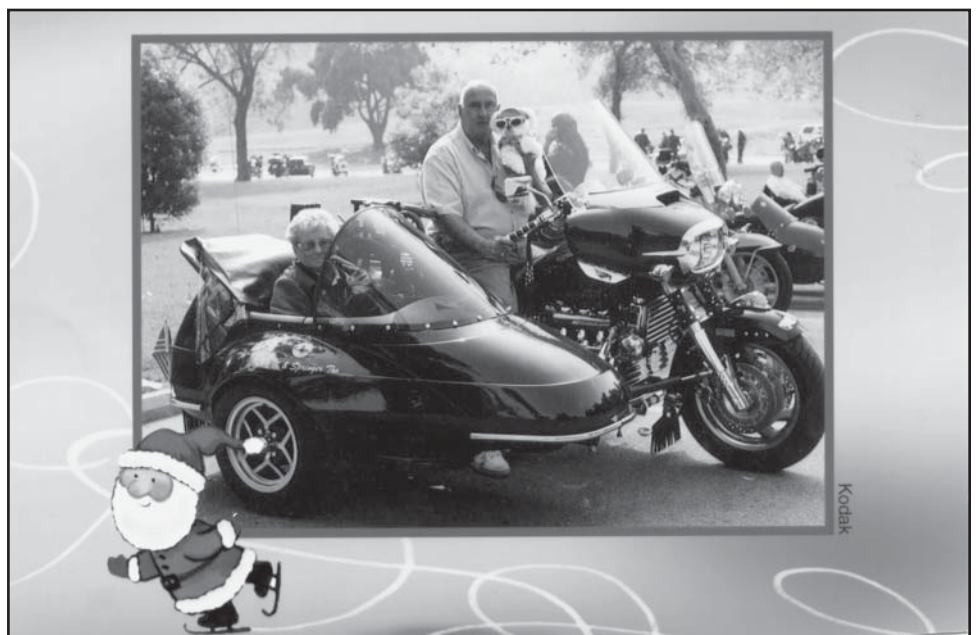
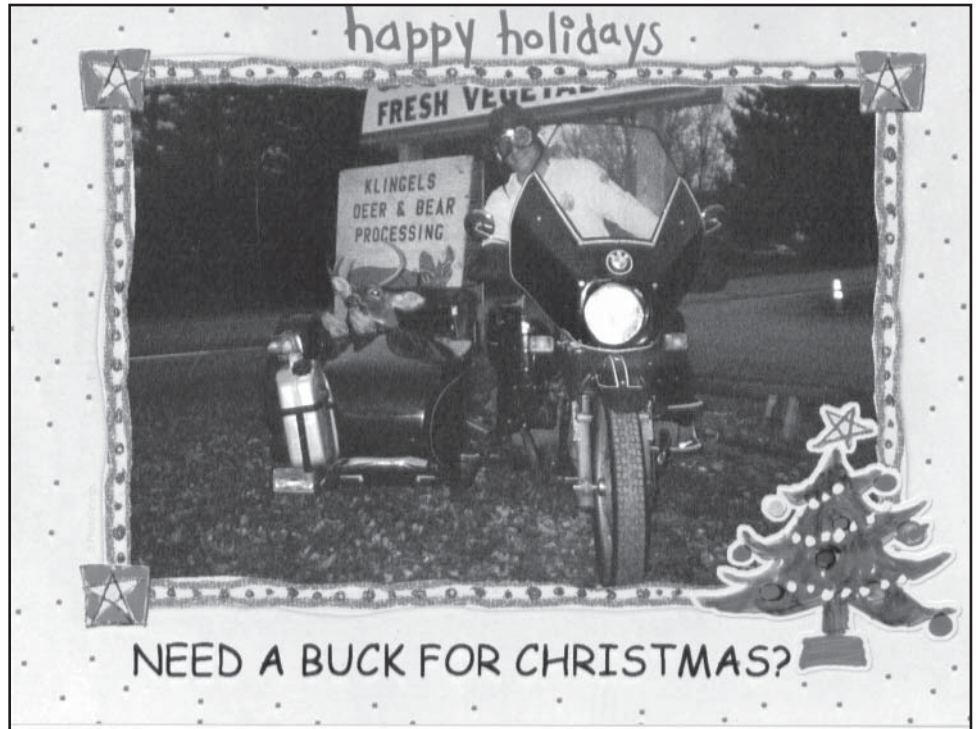
Originally published in MMM #81 Decemember 2005.

Photo courtesy of Harley Davidson.

Happy Holidays from Gary Possinger

Gary Possinger of East Stroudsburg, PA, USCA # 7123, sent in this Christmas card with the following note:

I shot this 8 point buck on opening day of our dear season in Pennsylvania, aka the Pocono Mountains. So I took some pictures of my buck before taking him to a deer processing store and had my Christmas cards made up!



Ginny and Bob Sullivan of Mesa, Arizona. Give them a call if you are looking for some riding company in the Mesa area. (602) 981-9890 (Tom Hansen photo)

Thank you Northwest Sidecar - Stan Miratello

I want to express my appreciation of Lonnie Cook and his wonderful wife Judy, of Northwest Sidecar.

My steering was off because my damper was screwed tight by a friend. As a consequence, my steering pulled to the right and I hit the right curb.

I called Lonnie Cook of Northwest Sidecar in Marysville, WA and I got there the next day. After inspection, Lonnie said "Call your wife to pick you up", which I could not do. I said I'd drive it home. Lonnie said he would not let me drive the rig in its present condition. Lonnie started measuring and fabricating and he spent a few hours working; when all was done, he road tested the hack and told me to go. I yelled at him "how much?" and his reply was \$20, which I knew was his way of joking.

Driving home on the slab, my goose handled like a dream. Lonnie does not say much and he is a gentleman. I would highly recommend Northwest Sidecar. Lonnie and Judy are to be commended for their kindness to me.



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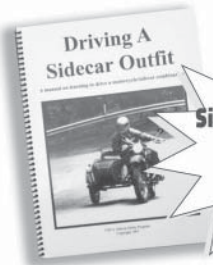


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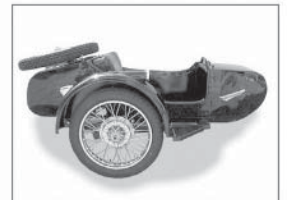
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Our Mexico Adventure - Avanell and J.R. Lewis

Our Mexico Adventure started with an uneventful trip from Crockett, Texas to Zapata, Texas - 535 miles. We went to Falcon Dam on Wednesday November 15th to get our visa papers and stickers for our bikes at the port of entry on the Mexico side of the dam. We returned the next day to meet with 15 people on 8 bikes and a chase truck. It was 44 degrees as we entered Mexico, no real problems, we just got stopped at the last check point to examine our bikes and papers. The first 3 hours of travel was slow due to large pot holes, big enough to hide a dog, all over the road (A BAD ROAD!)



Crossing Facon Dam

The 2 wheelers could miss a lot of them but the one trike, our sidecars and the chase truck were not so lucky. After a stop in Sabinis Hidalgo for gas and lunch, we left the desert and started into the mountains and it turned cool again. About 20 miles outside of Momclova, the Mexican Motorcycle Highway Patrol met us. Our friend John Cannon from the valley drove the chase truck and had made

arrangement with the rally officials for this to happen. They escorted us into town with lights flashing and moving between 70 & 80 miles per hour.

At most U.S. rallies you receive a colored arm band or name tag ID to enter the rally. Not so here, we were tattooed with a large colorful wash off sticker on the right side of the neck. They come off in a few days, but not so with Avanell's. It was 10 days later with a kitchen dish scraper before it came off! Trying to hide that thing for days after returning to the states was not fun... It might have looked good on a young person but being 76 years of age, it is a little late to start tattooing.

Friday we lined up to be escorted to the upper desert and mountains on a scenic drive. First stop was a small winery, where the samples were

refreshing. Then it was on to a spring fed lake that was so clear you could see the fish, which we were told are the only species of this kind in the world. We had lunch there, not sure what was in the stew but ate it anyway. The next 2 hours we were led back to town at 70 to 80 miles hour. They really know



Rally Registration

how to move a bunch of bikes. All streets were blocked as we went through several small towns.

Just the two of us did a little riding out of town to see the country at a slower pace. Never saw so many picture phones in my life. A car would pull up beside and they would ask you to slow so they could take your picture. Our sidecar rigs were the only ones at the rally of about 500 bikes. If you have never been to Mexico, I will explain a little about "topes." They are the equivalent of the largest speed bump you have ever seen in a shopping mall. Most of our bikes dragged



Line up for the lunch ride

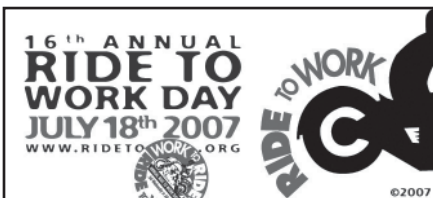
high center on them. There are 2 or 3 as you enter each town and again as you leave. Some times they are not marked very well or they have forgotten to mark the last one, that is when you feel like a motocross rider as you fly up in the air, which happened several times to Avaneil. As most of you know, she leads most of the time because J.R. gets lost a lot.

[Editor's note: There are an equal number of topes and topes signs in Mexico, just not necessarily in the same place!]

On our way back, the clouds were gathering as we stopped to admire the mountains and rest a few minutes. We were able to miss most of the rain. It was a great trip with lots of good memories. We have gone to Saltillo several times in March. Just the two of us on some of the loneliest roads. We'd love to have some company with us on our next trip.. How about going with us?



The ride home



Carl Vogel's Electric Sidecar

Someone posted a link (at sidecar.com, I think) to an article in the Milwaukee Journal Sentinel which was titled "The hog that hums - Electric bike has no vroom but plenty of voltage". A little research yielded the following from Carl Vogel:

"The sidecar had a 6HP diesel generator in the back that runs on Biodiesel or Veggie oil. The generator produces electricity to recharge the electric motorcycle. You can also plug directly into it for 220/110 AC power. The motorcycle and the sidecar took about 3 months to build. This motorcycle is the second one. The first bike took 2 years to build. The second motorcycle was built in 2003. The first was finished in 2001. The motorcycle must have over \$25K invested into it. The sidecar cost about \$3500 to build with the generator."



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 Home of the "Electra Cruiser"



One Night Stand - Ron Miller

Down here in southeastern New Mexico, we are lucky enough to be able to ride all year round, but with the approach of fall, the rally season draws to a close. We sidecarists are spread pretty thin in this state, where there are only 15 people per square mile, so when the rallies cease, we don't often meet.

With this in mind, Tom Hansen, our state representative, and his wife, Anita, sent out an invitation to all sidecarists to join them, at their home, for what he described as a "one night stand". They promised a BBQ dinner, an evening of tire kicking and lie telling, and breakfast for those who could stay over.

Jenny and I accepted the invitation with pleasure. We had been on quite a few rides with Tom, and looked forward to seeing him and Anita again. Not only that, but I had recently renovated an old Pearson sidecar, and attached it to my Guzzi V1000SP, and I was anxious to show it off.

The Guzzi didn't make a very good first impression. We arrived in Carlsbad without incident, but after stopping at a store to pick up some essential supplies, the Guzzi refused to start. The battery was stone dead. I phoned Tom, and in a flash, he was there to give us a start. Once at his home, he put it on charge for us, so that we would be able to make the 70 miles home OK.

Having got the bike settled, Anita rustled up some lunch for us. This was not on the program,

but Anita wasn't fazed for a minute. We had intended to eat at a restaurant in Carlsbad, before arriving at the house in the afternoon, as the invitation had stated, but the Guzzi's problem had changed everything.

After lunch, the other guests started to arrive, and eventually there were eleven of us, including a solo riding friend. They had come from as far away as Las Cruces, Magdalena and Alamogordo, for each, a journey of about 200 miles from the other side of the mountains, experiencing temperatures in the 40's on the way. The afternoon in Carlsbad was sunny and bright, with just a hint of fall coolness in the air. (Cool, for us, means that the temperature is below 80!) We admired the array of rigs drawn up in the drive, and visited a custom car show just down the road, within easy walking distance.

Back at the house, Tom and Anita were attending to the BBQ, in between chatting with us. I had brought a DVD with me, which caused some amusement. Back in the 70's, when even I was comparatively young, I had been involved in the making of a movie of motorcycle touring, and one of



L to R, Ted Karas, Karl Utrecht, Ron Miller, Glenn Gray, Jenny Miller

the cameramen had given me a bundle of out-takes, which I had recently had transferred to the DVD. So there I was, in a red suit of leathers, (into which I would love to be able to squeeze today), cavorting round the Swedish countryside. The comments were mostly unflattering, but what else would I expect from my friends?

Then we heard the mess call. What a spread! As well as the BBQ brisket, done to perfection using Tom's secret recipe, there was a huge selection of side dishes. (I asked his dogs about the recipe, but unlike Duke, who is ready to sell the Bush secret to anyone, they would not divulge!).

I have shed 45 pounds in the last year or so, mainly by eating sparingly, but faced with this feast, I ignored my conscience and stuffed myself so full of food that I couldn't eat another bite..., until they brought in the desserts! My daughter Jenny,

who weighs about 100 pounds soaking wet, ate so much we wondered where she was putting it all.

Then we waddled outside for a bull session. Tom and Anita have a charming little garden, complete with classical statuary and a pergola, tucked away around the side of the house. By now it was dark, and so decidedly chilly that some of us had even put on sweaters, as we set our chairs round a cute little outdoor wood stove and told tall stories.

Around 10pm, full of food and good cheer, I found my eyelids getting heavy, and we made our way up to the beds that our hosts had put at our disposal. I slept very soundly, awaking to the smell of coffee drifting up the stairs. Now, as a dyed-in-the-wool Limey, I usually drink tea, but I have to admit that tea does not have the pervasive aroma that coffee has. I followed the smell downstairs, where it mingled with the wonderful odors of frying eggs and bacon. Why don't the perfume manufacturers produce scents like these?

After lingering over breakfast, we reluctantly got our gear together, said "Goodbye" to our friends, and fired up the Guzzi. We had another bright cool day for an enjoyable ride home. What a great way to spend a weekend! Thank you, Tom and Anita. Good fellowship! That is what makes sidecaring such a rewarding activity.

Carl Vogel's "Electra Cruiser" more on page 13



On parade in Cheesehead country



Check out the doggles...



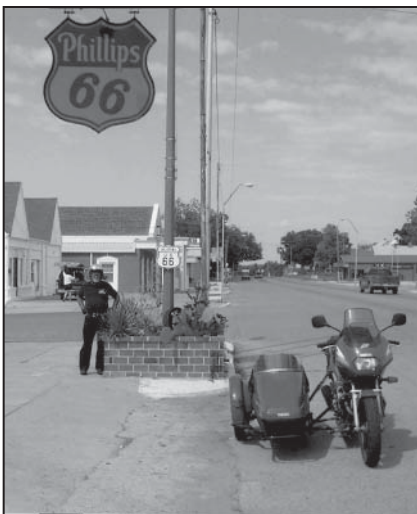
L to R: Jenny Miller, Glenn Gray, Carl Cox, Bob Elder, Rich Arimoto (holding Nikki)



Almost ready to roll

Project Bluebird: The Next Decade - Ron Patterson

When I acquired Bluebird, she had in two years accumulated only 3,000 miles before her mother retired. Six years later, she celebrated her maturity by mating with a new 2002 Velorex sidecar. Since then she has enjoyed numerous enhancements in steering, gearing, suspension, braking and lighting to achieve the poise and agility she now exhibits.



Road Test – The Mother Road

The most recent enhancement involved optimization of her gearing by fitting a larger 52 tooth rear sprocket. This, in concert with the 60-series low profile rear tire, gave an overall 12% lower gearing to move the rpms up into a more desirable range of the powerband. My riding buddy, Jim, and I road tested this new configuration by riding from our homes in Pennsylvania to California via the Mother Road, Old Route 66, this September.

The resulting improvements in drivability were beyond

expectations. Acceleration from a stop was smooth and strong without strain or hesitation, and moving through the gears to 6th gear was quick and precise. In those places where we were obliged to run for a time on an Interstate highway, Bluebird cruised comfortably between 60 and 70 mph and accelerated responsively. The lower gearing did not change the typical 50 mpg gas mileage, since there was now less strain on the engine. We even flew easily over the mountain passes in New Mexico and Arizona without downshifting. I must thank Hal Kendall for pointing me to the Internet site that ultimately led to the supplier (Dirt Tricks in Minden, NV) who custom designed the special high strength steel sprocket required.

Bluebird ran flawlessly

through cities, plains, deserts and mountains on the Route 66 tour. She had carefully prepared for the trip in various other regards: valve adjustment, new fuel filter, complete fuel system service, new air filter, oil filter, tires, spark plugs, final drive chain

and lubrication of all moving parts. The only thing that did not respond to the extensive pre-ride preparation was the cam chain adjustment to tune out the chain noise which had become more noticeable this past year. Although this does not compromise performance, it indicates significant wear on the cam chain adjusters and a worn and somewhat elongated cam chain.

Upon returning from the successful Route 66 California trip, the cam chain issue was assessed and it was determined that the replacement of the cam chain, sprocket, and adjusters would require major surgery. It would be necessary to remove the engine, split the engine cases, and do some considerable disassembly. If the engine were so completely taken apart, it



The transplant operation at Cycle Max in Honeybrook, PA

would seem prudent to rebuild various other internal parts such as the valves, pistons, camshaft, oil pump, clutch, etc. because the engine and drive train had now gone more than 72,000 miles. Since this would be a multi-thousand dollar undertaking, it seemed to be time to consider alternatives.

One very interesting alternative to rebuilding was the possibility of replacing the entire engine, clutch, transmission, generator, and starter package with a “new”

(very low mileage) unit. The search for an appropriate donor bike netted a total of seven candidate Yamaha SECA II's. Quite by accident, the eighth candidate appeared and it was Bluebird's twin: the same model, same year, and even the same color, with only 3,000 miles on the odometer! It had been resting in P & F's Motorcycle Salvage Warehouse in Dover, DE, where it had been delivered by the insurance company after experiencing some significant road rash during an emergency landing.

The complete donor bike was purchased for less than one third of the cost of a partial rebuild of Bluebird's engine. The transplant surgery was performed in the operating room at Cycle Max of Honeybrook, PA by Ed Miller, who has been Bluebird's family doctor for many years. The result was to effectively turn the clock back a decade to Bluebird's original 3,000 mile youth when we first met, and position us for the next decade together.



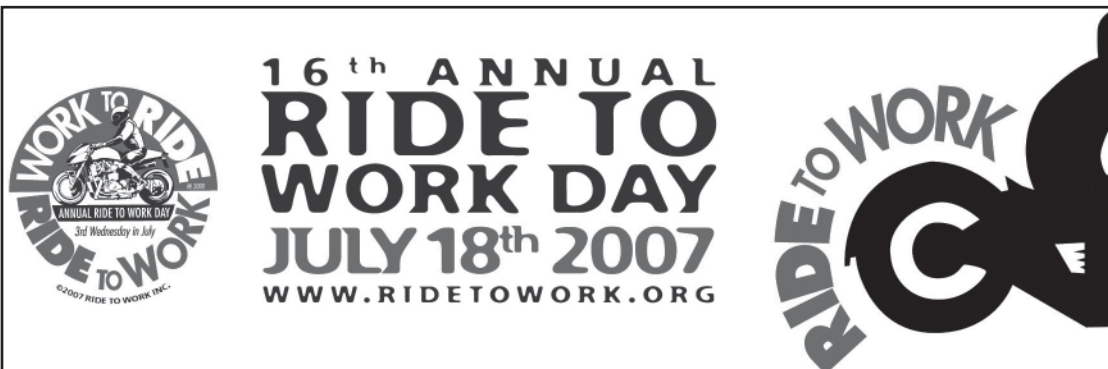
Escorting Santa is a serious business! Freedom of the Road Riders Toy Run - St. Josephs, MO 11/5/2006

2007 Ride for Kids Schedule

This is a great event that deserves your support. Check them out at

www.pbtfus.org/rideforkids/history

April 22, 2007	Albuquerque, NM Road Ride	August 5, 2007	Hudson Valley, NY Road Ride
April 29, 2007	Houston, TX Road Ride	August 5, 2007	Wisconsin Road Ride
May 6, 2007	Los Angeles, CA Road Ride	August 12, 2007	Pittsburgh Road Ride
May 6, 2007	Triangle Area, NC Road Ride	August 18, 2007	Salt Lake City, UT Road Ride
June 3, 2007	Atlanta, GA Road Ride	August 19, 2007	New England Road Ride
June 3, 2007	Richmond, VA Road Ride	August 26, 2007	Michigan Road Ride / Dual Sport
June 10, 2007	Colorado Road Ride	August 26, 2007	Asheville, NC Road Ride
June 10, 2007	Cleveland, OH Road Ride	September 9, 2007	Puget Sound, WA Road Ride
June 10, 2007	Southern California Dual Sport	September 16, 2007	Birmingham, AL Road Ride
June 23, 2007	Knoxville, TN Road Ride	September 16, 2007	Philadelphia, PA Road Ride
June 24, 2007	San Francisco, CA Road Ride	September 16, 2007	St. Louis, MO Road Ride
July 8, 2007	Indiana Road Ride	September 23, 2007	Baltimore/Washington, DC Road Ride
July 15, 2007	Chicagoland, IL Road Ride	September 30, 2007	Las Vegas, NV Road Ride
July 15, 2007	Utica, NY Road Ride	October 7, 2007	Dallas/Fort Worth, TX Road Ride
July 22, 2007	Minnesota Road Ride	October 7, 2007	Sacramento, CA Road Ride
July 22, 2007	Kansas City Road Ride	October 14, 2007	Phoenix, AZ Road Ride
July 28, 2007	Marysville, OH Road Ride	October 21, 2007	San Diego, CA Road Ride
		October 21, 2007	Louisiana Road Ride
		November 4, 2007	Sarasota, FL Road Ride



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you saw it
in
The
Sidecarist!

Mech Advantage - by Mototrekker

Q: Now that I've attached a Ural sidecar to my Moto Guzzi I need more horsepower. Is there an easy way to get it without effecting reliability?

A: Horsepower. We all have some and we all want more, right? Well, not really. What we want is more torque. Horsepower will give us a nice top speed but torque is what pulls our hack around. Torque is like a big lever pulling you from a stand still to whatever speed you want to travel. Horsepower is an expression of torque over time and is what keeps the hack moving. To get more torque out of an existing design you need to push the crankshaft with more pressure or change the way the pressure you have acts on the crankshaft. Changing the stroke, the distance from the crank center to the rod center, is the most physically direct way of doing that but is also the most mechanically difficult. The next best way is to increase the compression. High compression pistons don't seem to be available so, depending on which model MG you have, more displacement is the way to go. Check with MG Cycle Parts (mgcycle.com). They have some big bore conversions for different models and would be the place to go.



*USCA Florida State Rep
Richard McClure figured out a
great way to promote the club
at events.*

*Note the convenient
availability of tri-fold
membership application
forms...*

Way to go Richard!



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Correction: Dave Olsin took this photo of Amy and Vernon that ran in the last issue of The Sidecarist on page 8.



The Secretary Sez - Gail Perszyk

Here is a synopsis of board actions through January 30, 2007.

NEW BUSINESS

Subject: Motion: NW Regional Rally 07. 12/2/2006 motion submitted by Vernon Wade and seconded by Gail Perszyk reads as follows: "I move the board recognize The First Ever Rally June 14~ 17, 2007 at Hayden Lake, ID as the officially sanctioned USCA NW Regional sidecar rally for 2007." Respectfully submitted, Vernon Wade, USCA NW Regional Director. (End of motion) Mr. Wade provided additional information: The State Reps in the Northwest have been lining up to do regional rallies up here! Preliminary plans are for one in Idaho, Montana, Washington, and Oregon in successive years. Billie Leonard, USCA Idaho State Rep (replacing Dick Bullock who did a heck of a job getting things going), is the rally chair for 2007 and all reps have been working together doing the leg work to get this one put together. It is exciting to see this level of enthusiasm for sidecars emerge in our corner of the world & it would mean a lot for the board to give it's blessing to this rally. A rough draft of the rally webpage with more information can be found here: adventuresidecar.com/firstever1.htm.

The poll conducted Dec. 2 to Dec. 9, 2006, yielded the following results: Nine members voted Yes. Tod Parks did not

vote. The motion carries.

Subject: Letter of Resignation: Dec. 29, 2006 President Canfield submitted the following: Piero has submitted his resignation as NC Director effective Jan 1, 2007 with the following. "I'll not renew my USCA membership as long as the Membership Registrar position remains a paid position. In the meantime I'll continue to do my best to promote our great organization with other or potential sidecarists." President Canfield extends the following: "Thank you for your service to the USCA Piero!"

Subject: Motion: Proposed Amendment: Business of the Association. 1/30/07 motion submitted by Tod Parks, and seconded by Tom Hansen reads as follows:

Duties of the Board: The treasurer and president shall be empowered to open and maintain a checking account with a national bank of their mutual choice that operates in the states our treasurer, president, vice-president and secretary reside, as well as in our state of Incorporation. Business of the Association shall be amended by:

D. The treasurer shall prepare and sign all checks. Then forward to the President if available, or in the absence of the President the Vice-President to be co-signed. In the absence [sic] of the President and Vice-President,

the Secretary will be the co-signer. In the absence of the Treasurer the check is to be prepared and signed by the President, who will become the Acting Treasurer until the Treasurer is again available, and co-signed by the Vice President. In the absence of three or more of the above officers the remaining board shall appoint existing [sic] board member(s) to temporarily [sic] fill the position(s) of the missing officer(s) specifically for the purpose of disbursing funds as needed for the ongoing activities [sic] of the USCA until the absent officer(s) are again available. In all cases two signatures, that of the Treasurer, or acting Treasurer, and a second officer will be required for the disbursement to be considered valid.

E. Four signature cards shall be obtained and filled out by the President, Vice-President, Treasurer and Secretary. At such time that convenience [sic] and accessibility [sic] dictate, the Treasurer and President, at their joint discretion [sic] may move the account to a bank that better suits [sic] the USCA's needs. The full board must be notified at the time the new account is opened and signature cards obtained from the Treasurer, President, Vice-President and Secretary at the new bank. This Amendment will be published to the membership for 30 days before a vote is taken.

Treasurer's Report

Ending / current balance \$19,477.03
 Income/Expense
 11/1/2006 Through 1/31/2007

INCOME

Web & Sidecarist Ad's	1,600.00
Ads, Books, Paraph	82.20
Assoc Memberships	120.00
Contributions & Misc (a gift)	25.00
Membership	5,230.00
TOTAL INCOME	7,057.20

EXPENSES

Al Roach – Salary	600.00
Misc. Expense	0.00
Misc. Expenses Sidecarist (new software for sidecarist)	603.79
Postage, UPS, FedEx	624.89
Printing and Mailing Sidecarist	4,504.95
Supplies & Misc	7.97
Telephone	83.97
web site	69.98
TOTAL EXPENSES	6,495.55

- Dave Szkudlarek

Election Update

We still have some Board openings. I have listed below the nominations that have been made and accepted. Oh by the way it is OK to have more than one person nominated. I think that is why it is called an election!

President: Joyce Canfield

Treasurer: Dave Szkudlarek

Directors

Southeast: No nominee

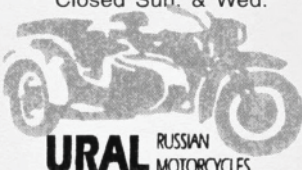
Midwest: Al Butterfield (Fly)

Southwest: Tom Hansen

North Central: No nomination

- Richard McClure
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Terry S. Crawford

The Grandfather National (The USCA's 29th Annual Rally!) June 21-24, 2007 Grandfather Mountain Campground

- All motorcyclists welcome with or without sidecars
 - Come enjoy the mountains, the roads & the people
-

One sidecar per form, please! USCA # _____ (Optional age info for awards)

Circle one: Female Male

Driver's Name: _____ Age: _____
 Address: _____
 City: _____
 State/Zip: _____
 Passenger: _____ Age: _____
 Passenger: _____ Age: _____
 Passenger: _____ Age: _____
 Rig Information: _____
 (Year, Motorcycle brand/model, Sidecar brand/model)

Members pre-register by June 1 and take \$5 off!

	Number	Cost
Members (by June 1)	_____	X \$20 = _____
Members (after June 1)	_____	X \$25 = _____
Prospective members	_____	X \$25 = _____
Children (10 to 15)	_____	X \$15 = _____
Children (under 10)	_____	X \$0 = _____
		Total: _____

Mail with check made out to "Rally 07" to:

**Tod Parks
616 Briarcliffe W
Elgin, SC 29045**

The 29th Annual USCA Rally: The Grandfather National

As the date gets closer, more details are falling in place for the '07 USCA Grandfather National to be held June 21-24 at Grandfather Mountain Campground near Boone, NC.

Rally fees:

- Adult: \$25
- Children age 10 to 15: \$15
- Children under 10: Free
- Members may pre-register by June 1st and receive a member discount of \$5. All pre-registered folks will also be eligible for a special door prize only available to pre-registered members.

What's included:

The rally fee covers all the food and events for three days.

There will be two group lunch rides, one on pavement, and one incorporating some of the wonderful dirt roads in the area.

Dinner plans include a chili pot and nachos for Thursday arrivals, a hot dog roast on Friday, and a catered Southern Style pork and chicken BBQ for Saturday Night.

Kids' activities and sidecar games are in the works.

We're also working on some bluegrass pickers for the evenings.

What's NOT included:

Camping: Basic camping in the group area is \$5 per person per night payable directly to the campground on arrival and requires no reservations.

RV sites, cabins & private campsites are available and must be reserved!

Call (828) 963-PARK (7275), or go to www.grandfatherrv.com.

A limited number of sites are being held next to the group area for the USCA. As the campground fills these sites will be released to regular campers, so don't be disappointed and reserve your RV site or cabin early!

When calling to reserve a site make sure you let the campground staff know you are with the USCA.

This is a busy time of year in the Boone area, and the campground's RV sites and cabins will be full. We will not have a space problem for group tent campers as the group area is quite large. Numerous motels are also nearby and we will have more info on these at sidecar.com in the near future.

About the area:

Grandfather Mountain campground is in Foscoe, North Carolina, less than 10 miles from Blowing Rock, a town similar to, but a little larger than Nashville TN, Valle Crucis, a small historic town, Banner Elk, a ski town, and Boone a slightly larger tourist and college town.

Both Boone and Blowing Rock have numerous rooms from motel 6 to grand lodges, and a full range of restaurants.

The campground is close to the Blue Ridge Parkway, Grandfather Mountain, Linville caverns, Mt Mitchell, and numerous other activities including Horseback riding, river rafting, hiking and shopping.

It is across the street from a quick mart gas station, 300 yards from a diner style restaurant, 2 miles from Smoketree Lodge, and 4 miles from Grandfather Village, with a Supermarket, Eckerd drug store, several small shops & restaurants.

A Best Western is about 7 miles towards Banner Elk. There are various mom and pop motels in the area.

Grandfather Village is on the Continental divide at just over 4000 ft. The campground is downhill but still over 3000 ft. above sea level.

The campground is large and spread out next to a river, next door to a small town park with free swimming in the river, and great views from the group area of Grandfather Mountain.

Web resources:

- grandfatherrv.com
- visitboonenc.com
- www.blowingrock.com
- www.grandfather.com
- www.vallecrucis.com
- www.smoketree-lodge.com
- bannerselk.com
- bannerelk.org
- banner-elk.com

2007 USCA National Rally – Lodging Information - Jon Cheney

As previously reported, the USCA national rally for 2007 will be held at the Grandfather Campground, at the base of Grandfather Mountain, near Boone, NC. For those who don't camp, we offer information on other lodging facilities in the area.

Boone is in the Appalachian Mountains of Northwest, NC, approximately 55 miles west of I-77, 45 miles north of I-40 (at Hickory, NC), and 50 miles east of I-26 (at Johnson City, TN). It's also less than 10 miles from several access points to the Blue Ridge Parkway.

The **Grandfather Campground** is on NC Hwy 105, about 10 miles southwest of Boone, near the Foscoe community. Primary lodging and attraction areas are Boone, Banner Elk, and Blowing Rock.

Home to Appalachian State University, **Boone**, with a population of about 14,000, is the area's commercial center. Within a mile or two of the intersection of NC 105 and US 321/221, there are many motels, hotels, and restaurants. There are also a Wal-Mart and several auto parts stores, pharmacies, grocery stores, a hospital, etc. Lodging in this area is 8 to 11 miles from the campground. Hwy 105 between Boone and Grandfather Campground is 2-lane. Although the pavement is somewhat rough in several places, the curves are gentle, and this route should be an easy ride after dark.

Banner Elk is a village of less than 1,000, and is only 6 miles or so from the rally site. With a small shopping center about 3 miles south of the campground on Hwy 105, then restaurants and lodging in the village itself, 3 miles northwest of 105 on Tynecastle Hwy (NC 184), this is another short and easy ride.

Blowing Rock (pop. 1,500) is southeast of Boone on US 321/221. Lodging in this area is about 15 miles from the rally site on the easy roads, but going over the mountain on the twisties will save about 4 of those miles. 105 back to Boone, then 321/221 (4 lanes) to Blowing Rock is easy; the twisties are pretty challenging.

Another area of note is the very small **Valle Crucis**. Home to the Mast General Store, one of the region's top attractions, Valle Crucis does not have any motels, but does offer some attractive bed-and-breakfasts. Valle Crucis is 2 miles north of Hwy 105, between the campground and Boone. The intersection is well-marked, and there is a stoplight.

The closest lodging to the rally site is the **Smoketree Lodge**, only 1 mile south on 105, between the campground and the turn-off to Banner Elk. Manager Amy Burnette is offering a 10% discount to rally attendees. Just mention the "USCA" when registering. There is no restaurant on site, but all rooms have furnished kitchenettes.

The nearest pet-friendly property is the **Best Western Mountain Lodge in Banner Elk**. Please see the listing for more details.

About the lodging listings

Properties are listed in increasing order of distance from the rally site, with separate listings for hotels/motels and for B&Bs.

There are also two major resorts in the area, Hound Ears Club (www.houndears.com), off 105 near the rally site, and Chetola (www.chetola.com), in Blowing Rock. They are not listed due to their higher rates, but either would be convenient.

This is a tourist area, so most properties will have pools, refrigerators in the rooms, and other amenities. Some properties are non-smoking only. At least one property, the Willow Valley Resort, is not air-conditioned, but offers tennis and golf. Some properties have restaurants on site. Many properties offer cabin and cottage rentals.

We didn't have enough space here for much detail, so please check further into the properties of interest.

I've driven past each of these properties, but have not inspected them, so I'd encourage anyone with Internet access to use their favorite search engine to find independent reviews.

Also, most properties will have separate rates for weeknights (Sun – Thur) and for weekends (Fri & Sat).

Rates and discounts were those available from various sources at list compilation (January, 2007). Please contact properties directly for current and accurate information.

B&B listings here, Motel next page



Vernon Wade
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check website or phone for schedule & prices
info@adventuresidecar.com http://adventuresidecar.com

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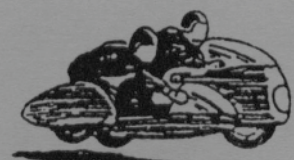
B&B Property Name	Miles from Rally Site	Address	Area	Phone(s)	Web Site (all www.)	Rates Fri & Sat
Mountainside Lodge B&B	7	1709 Broadstone Rd., Valle Crucis, NC 28691	Valle Crucis	828.963.4006 877.687.4333	mountainsidelodgebb.com	\$120 to \$190
Perry House B&B	7	153 Klonteska Dr. , Banner Elk, NC 28604	Banner Elk	828.898.3535 877.806.4280	perryhouse.com	\$79 to \$129
Banner Elk Inn B&B	7	407 Main Street East, Banner Elk, NC 28604	Banner Elk	828.898.6223 888.487.8263	bannerelkinn.com	\$100 to \$250
Valle Crucis B&B	7	2171 Broadstone Rd., Banner Elk, NC 28605	Valle Crucis	828.963.2525	vallecrucisbandb.com	\$159 to \$220
Mast Farm Inn	8	2543 Broadstone Rd., Banner Elk, NC 28604	Valle Crucis	828.963.5857 888.963.5857	mastfarminn.com	\$195 to \$450
Taylor House Inn	9	4584 Hwy. 194 South, Banner Elk, NC 28604	Valle Crucis	828.963.5581 800.963.5581	taylorhouseinn.com	\$135 to \$225
Maple Lodge B&B	15	152 Sunset Dr., Blowing Rock, NC 28605	Blowing Rock	828.295.3331 866.795.3331	maplelodge.net	\$90 to \$190



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Richard Diana Steve



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The Magazine For and
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Property Name (mi. from rally)	Address	Phone(s)	Web Site (all sites www.)	Rates Sun - Thur	Rates Fri & Sat Available	Discount	Pets	Breakfast included?	Closest Restaurant
Smoketree Lodge (1)	11914 NC Hwy 105 S, Banner Elk, NC 28604	828.963.6505 828.963.6515 800.422.1880	Smoketree-Lodge.com	\$75 to \$105	\$75 to \$105	10% for AAA/ AARP or for "USCA"	no	no	approx. 1 mile
Hidden Valley Motel (2)	8725 NC Hwy 105 S, Boone, NC 28607	828.963.4372	hiddenvalleymotel.com	\$50 to \$65	\$75 to \$100	no	no	no	2 miles
Best Western Mountain Lodge at Banner Elk (6)	1615 Tynecastle Hwy. (Hwy. 184), Banner Elk, NC 28604	828.898.4571 877.877.4553	bestwesternbannerelek.com	\$80	\$130	10% AAA/ AARP; 12% military	yes +\$10 per night, and limited rooms	no	on site
Willow Valley Resort (6)	354 Bairds Creek Rd., Vilas, NC 28692	828.963.6551 ext.00	willowvalley-resort.com	\$70 to \$125	\$70 to \$125	no	no	no	approx. 2.5 miles
Little Main Street Inn and Suites (7)	607 Main Street East, Banner Elk, NC 28604	828.898.6109 800.851.4397	littlemainstreet.com	\$98	\$129	10% AAA/ AARP	yes, on pre- approval	no	nearby
Highland Hills Motel (8)	2748 Hwy. 105 South, Boone, NC 28607	828.264.2277 800.948.5276	highlandhillsmotel.com	\$68	\$98	10% AARP, leo, military	no	no	Hotel/Motel
Super 8 (8)	2419 Hwy. 105 South, Boone, NC 28607	828.264.4133	super8.com	\$80	\$120	10% AAA/ AARP	no	yes - continental	1 block
High Country Inn (9)	1785 Hwy 105, Boone, NC 28607	828.264.1000 800.334.5605	highcountryinn.com	\$49	\$89	10% AARP	not in motel, but in 2 cabins	yes - continental	on site
Comfort Suites (9)	1184 Hwy. 105 Boone, NC 28607	828.268.0099 877.424.6423	choicehotels.com	\$95	\$125	10% AAA/ AARP	no	yes - continental	adjacent
Hampton Inn Boone (10)	1075 Hwy. 105, Boone, NC 28607	828.264.0077	hamptoninn.com	\$109	\$179	10% AAA/ AARP	no	yes - continental	adjacent
Red Carpet Inn (10)	862 Blowing Rock Rd. (Hwy 221), Boone, NC 28607	828.264.2457	boonelodging.com	\$58	\$88	rates quoted are already discounted	\$10 for the first night, \$5 each additional night	no	adjacent

Property Name Address (mi. from rally)	Phone(s)	Web Site (all sites www.)	Rates Sun - Thur	Rates Fri & Sat Available	Discount	Pets	Breakfast included?	Closest Restaurant
Scottish Inn (10) 782 Blowing Rock Rd. (Hwy 221), Boone, NC 28607	828.264.2483	bookroomsnow.com	\$69	\$69	rates quoted are already discounted	\$10 first night, \$5 each additional night	no	1 block
Greene's Motel (10) 1377 Blowing Rock Rd. (Hwy 221), Boone, NC 28607	828.264.8845	greenesmotel.com	\$49	\$79	no	no	yes - continental	within one or two blocks
Best Western Blue Ridge Plaza (11) 840 E. King St. (Hwy 421), Boone, NC 28607	828-266-1100 888.573.0408	bestwesternboone.com	\$69	\$135	rates are group rates - mention "USCA"	no	yes - deluxe continental	within several blocks
Country Inn and Suites (11) 818 E. King St. (Hwy 421), Boone, NC 28607	828.264.4100 888.201.1746	countryinns.com/boone	\$100	\$150	10% AAA/AARP	no	yes - deluxe continental	within several blocks
Holiday Inn Express (11) 1943 Blowing Rock Rd., Boone, NC 28607	828.264.2451 888.465.4329	ihotelsgroup.com	\$109	\$159	10% AAA/AARP	no	yes - continental	across the street
Fairfield Inn and Suites by Marriott (11) 2060 Blowing Rock Rd., Boone, NC 28607	828.268.0677 866.871.7425	marriott.com/property/propertypage/HKYFI	\$64 to \$74	\$114 to \$144	10% AAA/AARP	no	yes - deluxe continental	within several blocks
Alpine Village Inn (15) 297 Sunset Dr., Blowing Rock, NC 28605	828.295.7206	alpine-village-inn.com	\$49 to \$69	\$69 to \$99	possible - ask	\$10 for small dogs, \$15 for large dogs	no	within several blocks
Blowing Rock Lodge (15) Hwy. 321, Blowing Rock, NC	828.295.6000 800.606.9160	blowingrocklodge.com	\$59	\$79	no	yes, in 2 rooms. +\$10	yes - continental	nearby
Blowing Rock Days Inn (15) 8412 Valley Blvd. (Hwy. 321 Bypass), Blowing Rock, NC 28605	828-295-4422	daysinn.com	\$89	\$99	10% AAA/AARP	no	no	on site - breakfast only; others nearby

2007 USCA National Rally – Area Attractions - Jon Cheney

The area around Boone, NC is a popular tourist destination. Winter skiing gives way to a variety of outdoor activities in warmer weather, including fishing, rafting, horseback riding, hiking, camping, golf, tennis, and hang gliding. And of course, motorcycling. There are number of specific attractions to be enjoyed, too, all within a short ride from the rally.

The main attraction for motorcyclists will probably be the roads, which range from gentle to full-workout.

The **Blue Ridge Parkway** goes right through the area, intersecting with Hwy 221 at several points. This is one of the great motorcycle roads in the country, and the Linn Cove Viaduct, an elevated roadway that crosses an environmentally fragile portion of Grandfather Mountain, is the most-visited part of the Parkway. Great roadway and scenery make the Parkway worth the trip all by itself.

US Hwy 221 between Hwy 321 at Blowing Rock and Hwy 105 at Linville is about as twisty as you want. There are a number of areas to pull off and stop on the west side of the road, but only one offers a really scenic overlook. No guard rail on the open side. The rock comes very close to the road in a couple of places on the east side, and actually overhangs the road at one point. No problem for your sidecar outfit, but you may have to stop

and wait for oncoming traffic to clear if you're in a tall vehicle like an RV. There can also be congestion around the entrance to the Grandfather Mountain attraction (note: this is not the entrance to the Grandfather Campground, which is on the other side of the mountain on Hwy 105, about 9 miles away by road).

Hwy 181 between Morganton and the Blue Ridge Parkway is known as The Winding Stair, climbing 2,800 feet in its 25 miles.

From the sweeping four lanes of Hwy 321 to the rugged back roads, whatever your riding style, there's a road in the area that will accommodate it.

Grandfather Mountain (www.grandfather.com) (800-468-7325) is a privately-owned attraction and nature preserve that includes the highest peak (5,964 feet) in the Blue Ridge Mountain range. Featured are mountain scenery, environmental habitats, a nature museum, walking and hiking trails, and the Mile High Swinging Bridge, which is actually a suspension bridge for pedestrians. There is an entrance fee: \$14 for ages 13-59, \$12 60+, \$6 for ages 4-12, and children under 4 get in free.

To get to the Grandfather Mountain entrance from the rally site, take Hwy 105 south to Linville, then Hwy 221 south (left turn) toward Blowing Rock. The entrance is on the left after a couple of miles (one

mile south of the intersection with the Blue Ridge Parkway at milepost 305). It's about 9 miles from the rally site.

Please note that the Grandfather Campground rally site is outside the attraction, on the other side of the mountain. You don't enter the attraction, and pay the fees, to get to the campground and the rally.

Further south (about 10 miles) on Hwy 221, in the community that bears its name, **Linville Falls** (828-765-7818) is a 90-foot waterfall that plunges into the Linville Gorge Wilderness area. No admission is charged.

Keep heading south on 221 about three miles and you'll find **Linville Caverns** (www.linvillecaverns.com) (800-419-0540). The only underground caverns in N.C., they offer spectacular formations created by the streams running under Linville Mountain. Admission from \$4 to \$6 per person is charged for those over age 5.

The Blowing Rock (www.theblowingrock.com) (828-295-7111) is billed as NC's oldest travel attraction. It's a cliff overhanging the Johns River Gorge, and gets its name from the fierce wind updrafts. It's on Hwy 321 south, just beyond the town of Blowing Rock (about 15 miles from the rally site). Admission charge of \$1 to \$6 for those aged 4 and older.

Tweetsie Railroad (www.tweetsie.com) (800-526-5740),

on Hwy 321 between Blowing Rock and Boone (12 miles from the rally site), is a family, old-West-based theme park that features rides and live entertainment. The centerpiece activity is a ride through mountain scenery behind the historic steam locomotive. A one-day ticket is \$21 for children 3-12, and \$29 for adults.

Very close to Tweetsie on Hwy 321 is **Mystery Hill** (www.mysteryhill-nc.com) (828-264-2793), where balls roll, and water flows, uphill. Included are the Hall of Mystery with science exhibits and hands-on experiments, the Appalachian Heritage Museum, and the Native American Artifacts Museum. Admission is \$6 to \$8 for those 5 years and older.

The **Mast General Store** (www.mastgeneralstore.com) (828-963-6511) in Valle Crucis, NC - seemingly unchanged since its opening in 1883, this is what you see in your mind's eye when you think of country general store. They carry an astonishing variety of old-timey

mercantile goods, traditional clothing, modern outdoor outfitting items, and candies. There are Mast stores in other locations, including Greenville, SC and Knoxville, TN, but this is the original. It's very much a working store, so there's no admission, but it would be difficult to go through without seeing something that you've just gotta have.

To get there from the rally site, go north on Hwy 105 toward Boone about 5 miles, then turn left onto Broadstone Road toward Valle Crucis. There's a traffic light at the well-marked intersection. After about 3 miles, the Mast General Store Annex will be on the right. Keep going a quarter of a mile and the original store will be on the right. Then come back and visit the Annex after you've been through the main store.

Grandfather Mountain is home to the annual Highland Games and Gathering of Scottish Clans (held in July). If your heritage or interest is Scottish, you may want to visit the **Everything Scottish** store

(www.everythingscottish.com) (888-606-5458), about 7 miles from the rally site, in Linville, NC.

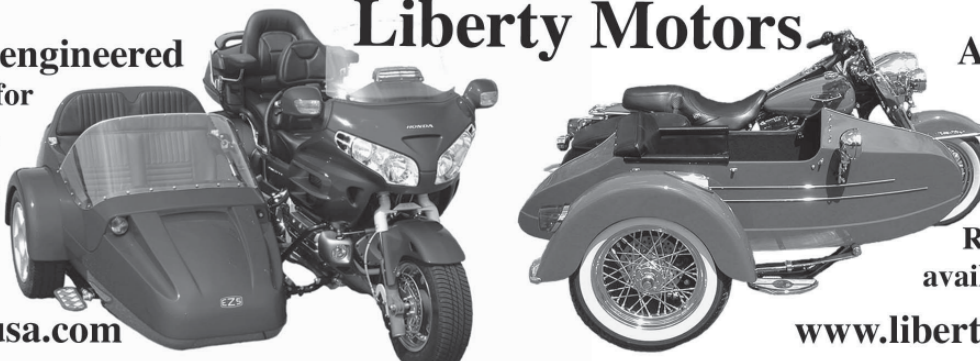
Much farther away, but of particular interest to motorcyclists, is the **Wheels Through Time Museum** (www.wheelsthroughtime.com) (828-926-6266), with one of the most extensive collections of vintage American motorcycles to be found anywhere. And everything runs. Presentation is excellent, and the folks are extremely friendly and knowledgeable. This is a special place that deserves your visit. Admission \$6 - \$12 for those 5 years and older.

Wheels Through Time is in Maggie Valley, NC, about 100 miles from the rally site. There may be a group ride over during the rally; if not, or if that would be a longer day than you'd like, please consider stopping over on your way to or from the rally.

This list of attractions really just scratches the surface of all there is to see and do. Come explore!

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Coming Events

March 2 - 4 Florida's "Y'll come" Sidecar Rally – Silver River State Park that is just outside of Ocala, FL. You will need to make your own reservations; there are no fees to attend. And the sooner the better as there is a lot to do near by this time of the year. This is open to anyone, non-members, hack or solo bikes, we don't care. The state park website is <http://www.floridastateparks.org/silverriver/default.cfm>. The rally site <http://autos.groups.yahoo.com/group/Yllcome/>. Contact Richard McClure rmm4479@msn.com, cell 757-946-5262.

May 3 - 7 The Butterfly III Rolling Sidecar Rally - A rolling rally throughout the deserts and mountains of New Mexico and Arizona for sidecarists and friends. It will start in Silver City, NM and end in Springerville, AZ. Guided by a resident of the area. No Fee. Deadline for registration is, March 31, 2007. Must register with the organizer, must have fully licensed and insured vehicle, must sign release, must make own lodging and meal accommodations. Motel pricing and contact information will be sent to all that register. For more details, contact Tom Hansen, 112 W. Blodgett, Carlsbad, NM 88220, 505-885-5250, tfhansen@cavemen.net.

May 6 - Annual Triangle Area, NC Ride for Kids – Sponsored by the Pediatric Brain Tumor Foundation of the **30 The Sidecarist March - April, 2007**

United States – Start location is the Ebenezer Recreation Area on Beaver Creek Rd., 2.4 miles south of Hwy. 64 at Jordan Lake (between Raleigh and Pittsboro). – Registration opens 7am and closes 9:15 am, ride begins 9:30 am sharp rain or shine – The ride will loop back to the Jordan Lake Park. After a light lunch, participants will enjoy a Celebration of Life program that features interviews with young brain tumor survivors—the Ride for Kids® “stars” of the day. Award presentations to top fundraisers and distribution of premiums will follow. Grand prize: Honda motorcycle. There are rides in other cities throughout the U.S. during the year, from February through November. For a full schedule and a Ride for Kids registration kit, go to www.ride4kids.org. Sidecars are needed to give the young brain tumor survivors rides. Contact Jon Cheney at 1115 North Peak Drive, Kernersville, NC 27284, 336-996-0415, jcheney@triad.rr.com

May 25 - 27 Memorial Day Weekend Open House for Sidecars at Hack'd Headquarters near Buckhannon, West Virginia. No fees just come visit and put up a tent. More information at www.hackd.com or 304-472-5507.

May 25 -28 Memorial Day Weekend~ 20th Vintage British Motorcycle, Sidecar and Teardrop Rally – Live Oak Campground, near Lake Cachuma just 15 miles north

of Santa Barbara, CA. USA on highway 154 next to the golf course. – A \$150 pre-paid fee includes campsite, showers, activities and 9 meals. – The rally is family oriented with field events for motorcycles and one for bicycles, a motorcycle show, rides in the area, lots of awards and prizes. Deadline for registration is May 15 – No gate reservations accepted. No dogs allowed. We are featuring pre-unit Triumphs this year. – For more information, contact John or Donna at The British Connection, 9530 Cypress Street, Lakeside, CA 92040, 1-888-627-2559, Fax 619-443-1839, or, jmulrean@cox.net

May 25 - 28 30th North West Sidecar Pilots Camp Out Yakima KOA Campground (just off I-82 exit 34 east towards Moxee about 1 mile), 1500 Keys Road, Yakima, WA 98901, USA. Phone 800-562-5773 for RV reservations to reserve your space, no reservations are required for motorcycle/tent camping and will be collected on site. Contact hosts Sherry & Chris Smith jcsa@wavecable.com or call 360-275-2757.

June 1 -3 Skunks in 'da Woods Sidecar Rally at Pioneer Village Museum, Cameron Wisconsin. All are welcome. For more information contact Kevin Hahn 715-458-0894 or hahnda2@gmail.com or <http://www.cwizard.com/skunk/>.

June 8 The 7th Annual Informal Gathering of Sidecars, at the Americade Tour & Rally - Lake George, NY. USA - We will gather Friday between 3pm and 6pm, on the grounds of the Adirondack Camping Village, www.adirondackcampingvillage.com (New Location), to kick tires, share stories, take pictures, ask questions, see and be seen, etc. All sidecars and future sidecarists are welcome, new, antique, high performance, home built, one off. Door prizes and surprises. On Thursday June 7th, there will be a leisurely ride through the Adirondacks for all sidecars. We will leave from the Prospect Mountain Diner parking lot at 9am. Come with a full tank of gas and an empty bladder. For more information, contact Bruce 610-866-1611 or B_L_Stephens@netzero.net.

June 9 4th Annual Northern California Sidecar Club Rally & Picnic. To be held at Oak Shores Park on the shore of Lake Berryessa. 5800 Knoxville Road, Napa. Open to all sidecarists, regardless of affiliation. There is no charge for this event, we only ask that everyone bring their own food and drink, plus a little extra to share. We will be supplying the charcoal, condiments, and have a few extra hamburger patties and hot-dogs for those who forget, or get hungry. Although there is no camping at Oak Shores, there is an excellent campground a few miles away at Lake Solano for those who wish to camp, as well as motels in the

neighboring towns. For more information, contact Don at mowtow@earthlink.net or Jim at jimlowe@oco.net.

June 20 - 24 7th Annual Gathering of High Performance Sidecars in the Blue Ridge Mountains (Maggie Valley) of North Carolina. Most are staying at Applecover Inn and RV Park 4077 Soco Road, Maggie Valley, NC 28751. For more information, go to <http://hometown.aol.com/sidebike99/HP/Sidecars.html> or contact Roger Symington Sidebike99@aol.com

June 21-24 29th Annual, United Sidecar Association National Rally – To be held at the Grandfather Mountain Campground in Fescoe, NC. All motorcyclists welcome with or without a sidecar. Members pre-registration fee by June 1st: \$20, members after June 1st and all non-members \$25, children ages 10-15, \$15, children under 10 free. All rally registration fees made out to “Rally 07” and mailed to Tod Parks, 616 Briarcliffe W, Elgin, SC 29045. Rally fee covers all food and events for three days. Dinner plans include a chili pot and nachos for Thursday, hot dog roast on Friday, and a catered Southern Style pork and chicken BBQ on Saturday. Bluegrass pickers are being planned for the evenings. Basic camping in the group rally area is \$5 per person per night payable directly to the campground on arrival and requires no reservations. RV sites, cabins & private campsites are available and must be reserved through

the campground. A limited number of these sites are being held next to the rally area for the USCA, when calling to reserve, mention you are with the USCA rally. Motels are close by see page 26. There will be lots of family fun! Vendors welcome. Complete information is on line soon at

www.sidecar.com

For now, check out everything you need to know starting on page 22 in this issue.

July 14 – 15 Black Dog AMA/Suzuki National Dualsport Ride. Staged around Mt. Hood, Oregon. More information and sign up forms can be found at: http://www.blackdogdualsport.com/bd_events.htm, or contact tawmn@blackdogdualsport.com.

July 18 16th Annual Ride to Work Day.

August 2-5 ISOK Sidecar Ron-Dee-Voo IV – International Sidecar Rally Hosted by the Internet Sidecar Owners Klub at the beautiful Union County Sportsman’s Club and Wildlife Sanctuary. Located near Weikert, PA in scenic central Pennsylvania. Interstate 80 to Lewisburg, PA exit (Rt. 15 south). Rt. 15 south to Rt. 45 west to Rt. 235 to Laurelton. In Laurelton, turn right at four way stop. Rally site is a couple of miles out on the left. Look for the signs. Motels are within 20 miles of site. Adults \$40, children (9-12) \$10, adult day pass \$10 (includes admission only), children 8 and under no charge

but must be accompanied by an adult. Pre-register by June 30 and receive 5 dollars off rally fees. All sidecars and solo's interested in sidecars welcome. Pets are allowed. Rally fee includes, three nights camping (RV Spots are available at no additional charge), Dinner rides Thursday and Friday, Saturday morning breakfast buffet and Saturday evening awards dinner (Note Friday morning breakfast will be available for additional charge). Hal Kendall 'Excellence in Sidecaring Award' presentation for 2007. Rally fee includes sidecar games with trophies, awards, children's activities, 24 hour coffee, tours, door prizes, Dual sport ride, Red Green Fest consisting of video's and a Red Green and/or supporting cast dress up contest. The ISOK Annual Door Prize, 60/40 drawing (YOU get the 60%), Sunday morning worship service. Important Note: There will be a sidecar skills test program on Thursday, Aug 2nd. Be sure to indicate if you plan to attend. There will be an additional ten-dollar fee specifically for this training to cover literature and expenses. Watch Hack'd Magazine, The Sidecarist, BMWON, <http://autos.groups.yahoo.com/group/SCT>, <http://www.sidecar.com> and other sites for updates and more info. Send pre-registration and sidecar skills test fees by check or money order with self addressed stamped envelope to: Claude Stanley, 760 Diebler Lane, Middleburg, PA 17842, PH. 570-837-5182, or EMAIL: cstanley@sunlink.net Be sure

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to indicate what the money is for. Feel free to call with any questions. THIS IS THE BIG ONE...SEE YOU AT THE RON DEE VOO !!

August 17 - 19 Keystone Sidecar Group Kampout - Kalyumet Campgrounds 814-744-9622, Cook Forest, PA. USA – Take exit 62 off of I-80 (Clarion) take Route 68 E to the center of Clarion (2 miles) to Cook Forest Road – 9.5 miles to the campground. Required registration deadline August 8th. For more details contact Harry Walter at 412-963-8327.

August 25 The Rat Dog Dualsport Ride. Sidecars are welcome. For more information, http://www.blackdogdualsport.com/rd_events.htm or tawmn@blackdogdualsport.com.

August 26 Annual Asheville Ride for Kids – Sponsored by the Pediatric Brain Tumor Foundation of the United States – Start location is the Biltmore Square Mall in Asheville, NC, ½ mile south of Exit 33 off I-26 on NC 191 – Registration opens 7am and closes 8:45 am, ride begins 9am sharp rain or shine – Ride travels through scenic countryside, with police escort, to the lovely mountain town of Lake Lure. Celebration of Life program at endpoint includes award presentations to individuals, chapter/clubs and festivities. Grand prize: Honda motorcycle. Free beverages and light lunch. Rides in other cities throughout the U.S. during the year, from February through November. For a full schedule and a Ride for Kids

registration kit, go to www.ride4kids.org. Sidecars are needed to give the young brain tumor survivors rides. Contact Jon Cheney at 1115 North Peak Drive, Kernersville, NC 27284, 336-996-0415, jcheney@triad.rr.com.

September 9 ScaredyCat Dualsport Rally, Detroit Lake, Oregon, just east of Salem. This is an easy dualsport ride targeted at larger, adventure bikes and sidecars. Two-uppers, newbies, foot draggers, old people (that want to have fun) or anybody else. Why? Because we want to and it's fun. For more information http://www.blackdogdualsport.com/sc_events.htm or tawmn@blackdogdualsport.com.

September 14 - 16 Sidecars In The Flint Hills. All motorcyclist welcome. – Council Grove Lake, Canning Creek Cove Group Area S-2, Council Grove, Kansas. Door prizes, awards, guided and self guided tours, rally meals with camping included. Pre-registration \$25 USCA Members, non-members \$30.00 at the gate \$5.00 more, children up to 15, free. For more information and directions, contact Joyce Canfield, 5201 Cook Road, St. Joseph, MO 64505, 816-232-2726, cell 816-390-4132, or, jhcn92@yahoo.com. –<http://www.geocities.com/jhcn92/FlintHills.html>

October 5 - 7 HACK'd Reunion, on the mountain, Hosted by HACK'D Magazine and The Sidecar Magic Shoppe. near Buckhannon, N. Central WV. Pre-registration

The Classifieds

\$25.00 per person. Cut off is September 3, 2007. \$30.00 per person thereafter. Mail to HACK'D, P.O. Box 58, Buckhannon, WV 26201. NO DOGS ALLOWED. Please call ahead about other forms of transportation other than sidecars. Call 304-472-5507 or contact upcomingevents@hackd.com.

October 28 36th Griffith Park Sidecar Rally – Crystal Springs picnic area, Griffith Park, Los Angeles, CA. USA – Contact Doug Bingham, 15838 Armintha Street, Unit 25, Van Nuys, CA 91406, 818-780-5542, Fax 818-780-1587 – Sunday morning Rally. Saturday night October 27, party. More details see www.sidecar-industry.com.

1st time ads:

1968 BMW R69S with Globe sidecar. White with black pin striping. 31k mi. on overhauled 1978 R100/7 motor. Large tank and dual seat, dual disc brakes, new battery and starter, newer clutch and carbs, deep oil pan, tonneau cover for sidecar, old and new owner's and repair manuals, special tools, all service records. \$8,000. Call Dan at (209)524-5315 or Sealord45@aol.com for more info and picture.

1994 Honda CB1000/ Vetter Terraplane sidecar setup by Vern Goodwin with his electric lean. 42K miles on bike, 32 with sidecar. A toggle

switch mounted above the left handgrip is activated by pushing to get the bike to lean left and pulling to lean right. No ballast needed in sidecar when empty. Honda can be ridden solo since no modifications were needed to frame or forks and it has stock gearing. Sidecar has a custom windshield, two interchangeable seats and a seatbelt. \$3300. Woodland Park, CO is the nearest town. Contact Lyle at (303) 647-2083 or oxie04@isp.com for more info or pictures.

2nd time ads:

2000 GL1500SE with Hannigan Astro GT sidecar, black, 2 new batteries, 25K on bike, 7k with the sidecar. Bike has Hondaline chrome rails, hitch & CB. Sidecar has power blower, ground effects, lighted spoiler, roof bag & cover, electric lift seat, heavy spring and was professionally installed. \$18,500. Price includes new bike tires of the buyer's choice dealer installed. Delivery possible. Contact Merle or Nancy at 419-878-8433 or email to 3wheels@Earthlink.net for more info or pictures.



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Side-car



TRANS MOTO

Manufacturer

1-866-666-8969

WWW.TRANS-MOTO.COM



USCA Paraphernalia

(Shirts sizes S to XXL)		Qty	Cost
Logo Long Sleeve Denim shirt	\$29.00	x _____	= _____
Logo short sleeve shirt	\$25.00	x _____	= _____
Logo hat	\$14.00	x _____	= _____
Bumper sticker	\$2.00	x _____	= _____
USCA embroidered patches	\$7.00	x _____	= _____
USCA windshield decal	\$1.00	x _____	= _____
USCA Pin	\$5.00	x _____	= _____
USCA Embroidered SS Shirt	\$30.00	x _____	= _____
Riding With A Sidecar	\$10.00	x _____	= _____
Sidecar Operator Manual	\$5.00	x _____	= _____
Shipping & Handling (if required)	\$8.10		= _____
		Total	= _____

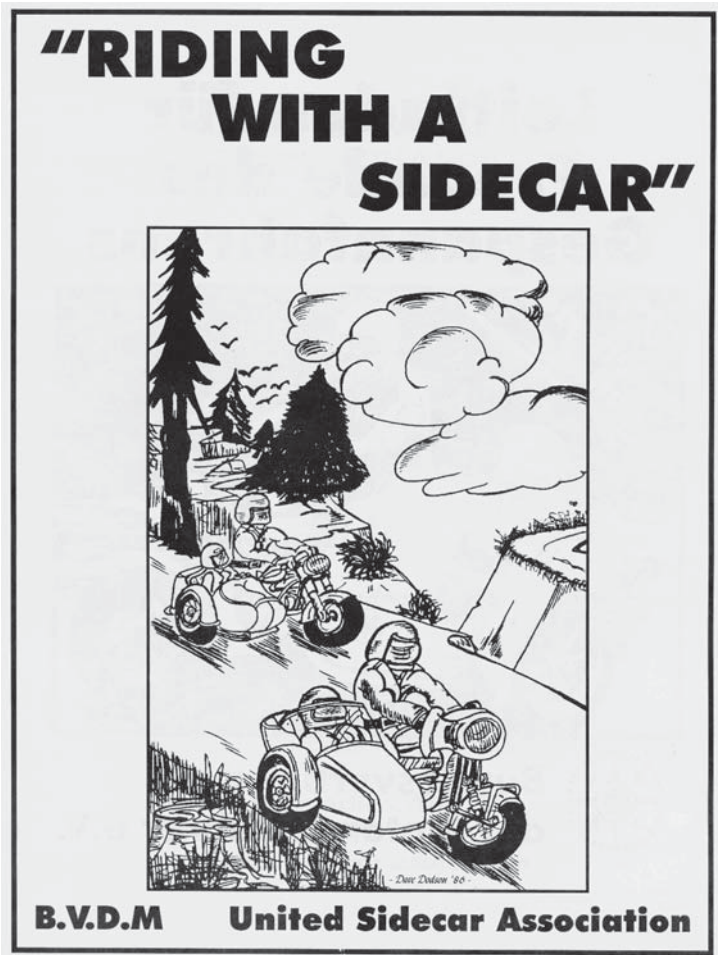
Shipping/ handling: Include SASE for stickers and decals. All other orders, include \$8.10 (domestic)

Send Check or money order payable to USCA in US funds to:

Bob Davis
618 Eastwood Dr.
Gastonia, NC 28054



Right: Jenna Davis shows off the new hat.
Below: got your copies yet?



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Got an article for The Sidecarist?

Just got back from a great ride or a neat rally? Let's hear about it! Submit an article for publication in The Sidecarist. It only takes two things: words and pictures.

Words: You can write it up in your word processor or just type it out in an email message. No computer? Got a typewriter? Typewritten material can be scanned reasonably well. I do draw the line at handwritten material as that means I have to either retype what you send or talk my wife Julie into doing it. Either way, it's not pretty, and it's very time consuming.

Not sure about what you have written? Talk to me - we can edit the story together to get the effect you are looking for.

Pictures: If you've got a digital camera, you can send me the electronic images. (Note: send them to me the way they came from the camera. That way, usually, I can get the print quality we are looking for at a size that everyone can see. Also, if you don't edit the photos before you send them, it's my fault when they don't look good and not yours!) Only have "hard copy" photos? You can send those to me and I can scan them. If you want them back, be sure to let me know and include postage please!

That's all there is to it. Share your experience with the rest of us!

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"/> Taking your pet along | <input type="checkbox"/> Extending your riding years | <input type="checkbox"/> Around Town |
| <input type="checkbox"/> Sharing motorcycling with special needs friends | <input type="checkbox"/> Unique or Antique Vehicles | <input type="checkbox"/> Sharing motorcycling with your family |

Name: _____ USCA # _____

Address: _____ Age: _____

City, State, Zip: _____

Phone: _____

E-mail: _____

Associate Member's name (same household): _____

- List me in the friendship directory
 List me in the emergency directory

Please make checks payable to "USCA" and mail completed application to:

Al Roach
 130 South Michigan
 Villa Park, Illinois, 60181, USA
 membership@sidecar.com

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

- | | | |
|---|---------|-------|
| <input type="checkbox"/> New Member US or Canada | \$30.00 | _____ |
| <input type="checkbox"/> Renewal US or Canada | \$25.00 | _____ |
| <input type="checkbox"/> New Member International | \$40.00 | _____ |
| <input type="checkbox"/> Renewal International | \$35.00 | _____ |
| <input type="checkbox"/> Associate Member (either): | \$5.00 | _____ |
| | Total: | _____ |

First year's dues include a USCA memento and your subscription to The Sidecarist. Associate members enjoy all the rights and privileges of members, but don't get a separate copy of The Sidecarist.

United Sidecar Association

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Oh yeah - there will be games at this year's national too. This shot from the 2006 national in Arkansas. Bob Davis and daughters followed by Kit and Brian Kemsley - Al Olme photo