

The
SIDECARIST

**HACKN'N and GRIN'N in the Ozarks
at the 2013 USCA National Rally.**

Story and photos, page 13

**Windshield
adjustment**

Story and photos, page 7



**The 10th Annual
East Central Iowa
Sidecar Rally**

Story and photos, page 11

BIGFOOT RALLY 2013

Story and photos, page 29



2008 Honda ST1300 w/EML GT2001 Sidecar

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We'd like your article & pictures!

Content deadline for Volume 37, Number 6 (November-December) is October 1, 2013. Our magazine, *The Sidecarist*, is a club publication. We depend on members sharing information about upcoming events and to provide stories and pictures about those events. The more people know about your event such as when it is and what a great time folks had, the more likely they will want to come to your event. So please share your experiences!

The preferred method of submitting photos is in JPEG format at 300 dpi or better. Written articles are preferred in Word or as PDFs. It is simplest if photos and stories are submitted via email and separate from each other. Submit photos and stories to editor@sidecar.com.

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A story of Human Nature

by Wally and Beth Walkington, Member 7838



Never stop believing in human nature...

My wife and I -- along with our best friends (who ride on two wheels) -- just recently finished a 4,500-mile, two-week trip pushing a Motorvation side car with a Yamaha Royal Star Venture.

I won't bore you with rain storm we drove thru in Springfield, Missouri, making our way to Joplin. The sand storm in Carlsbad New Mexico. The incredible winds on I-40 while trying to get to Flagstaff (the Venture was in 4th gear at the end of the throttle at 60mph!!).

I won't mention the breathtaking views of Monument Valley or the freaky views over the edge on the Million Dollar Highway.

Instead I will tell you about a little

town we stopped in the first night of the two week journey. A town called Joplin Missouri. Just an ordinary town that I have been through before, like many others in our great landscape we call home.

Our second stop was Amarillo Texas, and this is where the story began and ended. The following morning while packing to ride towards Carlsbad, I noticed something was missing -- a small white envelope. Half of our trip money.

In my rush leaving Joplin, (now almost a 500 miles away), I left it on the night stand at the motel.

That moment, I had my first feeling of what a heart attack might feel like. My wife picked up the phone and called the motel while our

friends and I looked on in disbelief. The manager answered and told her, yes his cleaning crew had found the envelope and he had tucked it away in his safe. He said he would hold the envelope until we were able to stop in on our return from our trip.

The moral of the story: Never stop believing in human nature and give your wife half the trip money to hold onto.

After she hung up the phone, I told my wife of 37 years "Next time I get a little out of hand, just mention the white envelope"

If you are ever in Joplin for the evening, stop at the Microtel there just off of I-44. It is very clean and reasonably priced.

Another summer in the sideview mirror

It was so good to see so many old friends and meet new ones at The National Rally. It was a great venue with lots to see and do. There were plenty of winding roads to ride and friends to visit. There are many to thank for their hard work especially Lee, Jena, Keith and Lynda and all their volunteers. Jim Kester spent the entire rally snapping pictures for our enjoyment in this magazine and Butch and Nancy made sure everyone got a personal picture to take home. There are even some great videos from Gary Jones so we can enjoy the Rally over and over again on the internet.

We had a Board Meeting at the rally where we counted the ballots. We managed to get 11 ballots returned which isn't very many considering the over 1000 available. I want to thank Dana Williams for acting as Election Chair and delivering the ballots. Officers re-elected were Joyce Canfield, President 11 votes, Don Banwart, Treasurer 11 votes and Kent Krepps, SW Director 7 votes. Other officers confirmed during the meeting include Colin Grussing, Secretary, Will Short, North Central Director and Stuart Pierce, South East Director.

Our Editor Martin proposed to help in securing more advertisers for our magazine. He is going to contact motorcycle dealers, travel interests and other motorcycle related vendors. His proposal includes a 10% fee for any advertisers he is able to secure. The Board approved his proposal by unanimous vote.

Also the board discussed the increased postage rates for mail to Canada and the possibility of raising membership fees for Canadian members. It was decided

that we leave Canadian membership at the current rate and examine them again next year. There was a motion to increase Associate dues effective Jan 1, 2014 from \$5.00 per year to \$10.00. The motion passed with unanimous vote.

We will be heading Southeast next year and Gerald and his volunteers are working on a destination. I'll keep you up to date as they progress. For long term planning, look for a South Dakota rally in 2015 and Colorado in 2016.

I know many of you have taken to the road this summer. I hope you will take the time to send in some pictures and a story. We depend on your contributions to make this magazine better every month.



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Warning: Writer is taller than you might assume

Well, I got a little sunburned, slightly chigger-bit and was nearly run over while taking pictures during the sidecar games, but I really enjoyed making the trek to Mountain View for the National Rally in June. With all the good natured ribbing and comradery, I came away with a sense that the USCA was less of a social group and more like a family -- albeit a family with a strong common interest. It was great fun and the closest thing I had to a vacation all summer.

My favorite part was meeting Joyce face-to-face for the first time. "You're not what I was expecting," she told me. "I thought you'd be older. Shorter. Balder." Every writer wonders how his "voice" will be perceived by his readers. Guess I'd better work on mine.

We've fine tuned *The Sidecarist* yet again for this issue. If you've already thumbed ahead, you'll notice much more color spread across the center of the magazine. I took advantage of that printing

opportunity to present a colorful photo gallery of the national rally, beginning on page 13.

I'm always on the lookout for ways to improve the magazine, so I was particularly pleased to receive the following letter from USCA Member **Brian Kelmsley**. Your response to Brian's suggestions -- or any suggestions of your own -- are warmly welcomed.

Hi Marin,

First I want to thank you for the great job you are doing with the magazine. I appreciate it very much and am grateful for your service to the club.

I do have a couple things that I want to send along as input and of course I don't expect that it will change anything but I offer them as possible future consideration if other members feel the same.

One is the Circus font that the name is printed in. I get the feeling that even though a lot folks perceive

sidecars as a clownish vehicle, the font kinda serves to extend that perception should anyone other than a club member read the magazine.

The other small issue is: I don't quite understand why the only two or three places that offer sidecar and trike training, need two pages of attention. If it is just a filler, I understand, but I wonder if there is anything else that could use that space other than repeating the same thing for every course offered.

I would be greatly interested in some stuff about sidecars in Australia, Asia or Europe if we can get anyone to submit something. We lag pretty far behind in sidecar use, compared to some of the rest of the world....

Just a couple ideas and once again, please don't take it as anything but a little member input,

Thanks Martin,

Brian Kemsley
#5803

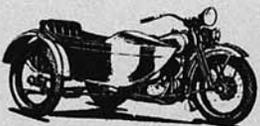
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Windshield adjustment

I've never cared for tall windshields and with the sidehack I decided to make it more like the bikes. My wife rides her own bike, so concern with someone else in the car is simply not going to happen -- barring an incident where someone needs carried somewhere.



I've done several windshields before and my first one was the scariest. It's like, "Oh poop. What if I . . . ? Well it is only plexiglass.

First thing is to use some good masking tape to line up where you want the piece removed. If in doubt leave a bit more as you can always take it off more plexiglass but putting it back on doesn't work very well.



Pic 1 (above) is of the full shield with the tape in place. The top piece of tape was in case the bottom one was a bit too much. Turns out the top one was just what I wanted.

Pic 2 (left) is of the type blade to use. Metal cutting.



Pic 3 (left) is of my trusty scroll saw, hand-held type one each.

Pic 4 (bottom) is of the piece cut off. When you make the cut don't dilly dally.

Cut like you mean it. Slow cuts will break blades, put marks on the glass, and generally frustrate you into another new piece of glass.

Saw it like you stole it is what I'm saying.



Pic 5 (right) is of the sandpaper and block I used to smooth up the cut and to radius the corners.

Below you see the finished job.

*There you have it.
Easy as eating pie - -*





Sidecars Unlimited presents the 10th Annual East Central Iowa Sidecar Rally on Saturday, September 7. The event is hosted by the National Motorcycle Museum, Anamosa, Iowa. Stop by and look over this interesting variety of motorcycle sidecars at no charge, or for just \$5 you can be part of the Rally.

The registration fee includes door prizes and Rally registration plus a ride at noon out onto the scenic winding roads of east central Iowa. The bike show includes a variety of sidecar rigs and trophies will be awarded. There are also awards for the best Hard Luck Story, a Mileage Award for the participant who rode in from the greatest distance, best old rig and best homemade rig awards. Bring the kids as there's also a Youngest Rider Award and, of course, an award for the Oldest Rider. Solo bikes are also welcome. Event organizer John Dennis of Sidecars Unlimited says,

“This is an event for sidecar enthusiasts and motorcyclists in general to gather, swap stories and just enjoy themselves. We make it fun for the whole family. Event hours are 10:00 am - 4:00 pm and when you attend you get the added

Sidecars Unlimited presents The 10th Annual East Central Iowa Sidecar Rally



bonus of seeing the great new Dirt Track Heroes display at the National Motorcycle Museum.”

Mr. Dennis can be reached at 319.846.2619 if you need more detailed event information.

Remember that when you attend the Rally you can also check out the National Motorcycle Museum with over 400 motorcycles, bicycles, toys and thousands of pieces of artwork, even a restored gasoline station.



Museum Director, Jeff Carstensen offers, “We’re happy to host the East Central Iowa Sidecar Rally at the National Motorcycle Museum. Sidecar operators are a special breed, and the bikes are technically interesting.

With the exception of a few high tech designs, sidecar rigs do not lean; they are steered around corners. Geometry of the setup is critical, and this event lets owners discuss their rigs. Sidecars remain uncommon so events like this rally bring enthusiasts together so they can swap stories and learn what’s new. It’s always fun, but also a rolling classroom.”

Sidecars may be one of motorcycling’s best inventions. They extend a motorcycle’s people carrying capacity, make a motorcycle into a family vehicle, even allow a bike to carry packages for delivery. Sidecars have been around since the ‘teens.

As soon as motorcycle frames got stronger, engines more powerful and the Model T showed up as competition, motorcycle and sidecar manufacturers stepped up their pace. Today the aftermarket industry offers many options, even complete low profile chassis kits.

If you need more information about the National Motorcycle Museum, check out the website, www.nationalmcmuseum.org, or call 319.462.3925.

For additional Sidecar Rally details, call the Rally promoter, John Dennis at 319.846.2619 and learn more about this family event



I trust everyone enjoyed the 35th U.S.C.A. National Rally...

Our thanks to the local Mountain View community for laying out the "Welcome Mat" for us, facilitated by our Co-Hosts, **Keith & Lynda**.

And here's a big thanks to the folks that contributed not only their time but also their \$\$\$ to our group:

Butch & Nancy (TN) gave not only their time/photo equipment, but also donated the photo paper.

Barbara & Larry (LA) not only assisted with registration, but also donated tea/lemonade/plates/cups, etc.

Jim & Kathy (AR) spent a weekend scouting the off-pavement ride in advance.

Jim & Brenda (TN) donated lots of time/postage sourcing door prizes from various suppliers.

Jim (AR) taking taking lots & lots of action photographs.

Jena (LA) mixing up her pulled pork sauce.

And the **Arkansas Bikers for Children** for their participation in the Sidecar Show & Poker Run.

See you next year...if not sooner!

50,000 (s)miles from Mike Chatsworth

2006 Ural Tourist reaches milestone



**WHAT DO YOU HAVE WHEN
YOU TAKE 65 SIDECAR
RIGS WITH MORE THAN
180 PEOPLE AND MIX
THEM ALL TOGETHER
WITH FRIENDLY PEOPLE IN
MOUNTAIN VIEW, AR?**



**HACKN'N and GRIN'N in the Ozarks
at the 2013 USCA National Rally!**

*story and photos by Jim Kester
additional photos by Gary Jones*

Besides the good food and fellowship, the five-day rally included activities ranging from an off-pavement ride to sidecar games. The gravel roads and state highways around Mountain View provided plenty of opportunities for riders to enjoy themselves.

The rally began with an informal meet and greet for early arrivals Wednesday.

Thursday morning, several sidecar pilots took their rigs for a 60-mile, off-pavement exploring ride in the nearby Ozark-St. Francis National Forest. The rally got into full swing as volunteers arranged t-shirts, registration materials and refreshments. After, registering at rally-central on the Stone County fairgrounds, members renewed old friendships and planned activities for the remainder of the day.

The small Ozark town is known for its folk culture and music. The town square surrounding the Stone County courthouse in downtown Mountain View provided opportunities to shop for crafts, music CDs and other items of interest.

Thursday evening drivers and riders loaded up for a short ride to the Stone Drive-In theater, one of only three remaining drive-in theaters in Arkansas. After everyone got their rigs parked, out came the ice chests, folding chairs and mosquito repellent. A lot of visiting went on as the group watched the sun to go down and waited for the movie, "Superman" to start. According to the owner Bobby Thompson, his parents Walter and Ruby Thompson opened the theater in 1965, and it has been family-operated since.





Friday morning small groups enjoyed riding the curves on State Highway 87 on the way to visit Blanchard Springs Caverns. The caverns offer some colorful views with lighting that highlights the spectacular geological formations. After the tours everyone rode down to the base of the rock formation where the springs exit from the caverns. A shaded, paved walkway led to the opening where a small waterfall could be seen. Some of the group decided to clamber over the rocky area to get a close-up view of the falls while others remained on the shady walkway and talked about their tour of the caverns.



With lunch on your own, several riders headed over to the small community of Fifty-Six for lunch at Cody's Restaurant. A waitress explained the town is actually named for the school district. A dozen other rigs ventured up the renown Push Mountain Road for lunch at the Full Throttle Grill.

Friday afternoon, some members visited the Ozark Folk Center park where many of the Ozark arts and crafts are shown and demonstrated. They concluded the day by attending the evening music show with musicians, singers and dancers.

Saturday started off with a big breakfast at the First Baptist Church hosted by the church's youth group. Speakers explained the day's activities including the poker run, bike show and the sidecar games. Gerald and Patricia Hensley extended an invitation to attend the 2014 USCA rally in the southeast region and asked members to visit

continues next page

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with them after the breakfast about preferences for the rally.

After breakfast, everyone moved their rigs to the Stone County courthouse square for the “Show and Shine” bike show and selection of the “Peoples’ Choice” and “Mayors Choice.” People voted for the top awards by placing \$1 bills in envelopes taped to the headlights of the motorcycles. The money from the contest was donated to the Arkansas “Bikers for Children” to use for their support of the Arkansas Children’s Hospital physical therapy department.

The Arkansas Bikers for Children poker run got under way at the end of the bike show.



Everybody gathered on the Stone County fairgrounds for the sidecar games Saturday afternoon. The games were a hoot with lots of participation and several members trying their skills in the blindfold-driver slalom course, Miss Piggy toss and the road kill scoop. The blindfold-driver slalom was perhaps the most entertaining as judges and volunteers dodged the rigs from time to time. Since some of the rigs gathered the dried, mown grass during the contests, there was some discussion that maybe the grass might have been baled for hay!

After the games members lined up for the annual rally group photo. This year’s rally drew sidecarists from 27 states and three Canadian provinces

Following the group photo, the door prizes and awards were presented at rally central.





A barbecue dinner, complete with Jena's special sauce, served by the Mountain, Music and Motorcycle Festival committee, ended the day's activities.

Sunday morning members of the Christian Motorcyclists Association held a church service for members. Following the service the CMA members participated in a "Blessing of the Bikes" for riders who requested it.









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Ural Motorcycles are like Ural riders – no two are alike



I had ridden by the lonely motorcycle underneath the covered porch many times. Holopaw and 441 South is a very popular road for motorcycle riders, either separately or in a group. One day on a ride between here and there, I stopped in Holopaw at Holopaw Corvette and Ural Motorcycles to find out the real story. Please join me for the rest of the story about the proprietor, Gene Langford, and how Holopaw Corvette and Ural came to be.

Born in 1939 in Portsmouth, Ohio, Gene moved at the age of 12 to Miami, Florida. He assures me that this is absolutely true: he went from Ulysses S Grant Junior High to Robert E Lee Junior High. After graduating from high school Gene joined the US Navy as a Machinery Repairman. After his discharge from the Navy Gene rode his new

Triumph motorcycle to Miami and went to work for Eastern Airlines. He married Rebecca Langford, and they had six children. He transferred to Orlando Florida from Miami and worked in Orlando for another seven years.

When Gene transferred to Orlando, he drove through Holopaw and thought how wonderful it would be to live in this very rural environment. He convinced his wife, Rebecca, that living in the woods and country far from any store or mall would be a good thing. Holopaw is one of those places when you need to go to town; you make sure you have a grocery list. He was either very successful or is still extolling the virtues of Holopaw as they have lived there for 25 years.

The Eastern Airlines mechanics strike forced Gene to seek alternative

income to make ends meet. He turned a hobby into a vocation and began restoring and customizing Corvettes, hence the Holopaw Corvette. There are two Corvettes on the yard, both non-running and relegated to the “someday” category. When the Ural moved in the Corvette moved out.

In 1997 Gene went to Bike Week in Daytona and saw and fell in love with the Ural motorcycle and sidecar. Gene describes this generation of Ural as “100 % Russian and 50 % junk”. I remember meeting a man who owned one of the early 650 cc models and he described it as being too slow to outrun its poor brakes. But Gene was not deterred. He became a Ural dealer in 1998 and has never looked back. He is now the oldest and longest-lasting Ural dealer in Florida. Urals now feature disk brakes, electronic ignition, Keihin carburetors and many other modern features. The “50% junk” feature has been removed.

While I was at the shop I saw customers being greeted and taken care of with the greatest courtesy and a great sense of humor. Gene is a friend to all and there are many good laughs there during the day. He has a full-time mechanic, Ken Lawrence, who is becoming the Ural expert that Gene is now. There are many things unique to Urals and all Urals are unique. No two are exactly alike. Many bikes get adjusted and tweaked on with never

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EVENTS CALENDAR 2013

For additions and corrections, contact the United Sidecar Association Publicity Chairman, Bruce Stephens, 841 Summit St., Bethlehem, PA 18015-3957, or stephens.bruce.d@gmail.com. Please copy and distribute freely.

All Year Long – Ride for Kids - Events are held around the country during virtually every month, and folks should visit the web site at <http://www.pbtfus.org/rideforkids/>, or call 800-253-6530, for more information. Sidecars are always needed.

3rd Sunday of every month, the Illinois Chapter of the USCA will hold an informal get-together. All sidecarists and solo motorcyclists interested in sidecars are welcome. Located just north of Elwood, IL at Mr. B's Bar & Grill, 23956 Hwy 53 South (old route 66 about 6 miles south of Joliet, IL. Meet at 11:AM. Questions call Terry Strassenburg 815-427-6959.

September 6 - 7, 2013 – The 27th Annual So-Long Summer Sidecar Campout hosted by the Hoosier Hacks, will be held at Muscatatuck County Park southwest of North Vernon, Indiana. There will be no fees except for camping, which will be paid to the campground host. There are no planned activities, just a relaxing weekend. Info Fred Huntman, 101 Pioneer Ct, Mooresville, IN. 46158. 317-831-8105 or f.huntman@sbcglobal.net.

September 7, 2013 – 10th Annual East Central Iowa Sidecar Rally at the National Motorcycle Museum in Anamosa, IA. www.nationalmcmuseum.org. Contact John Dennis, 519 Williams Blvd, Fairfax, Iowa, 319-846-2619 IOWASIDECAR@AOL.COM. The Rally is from 10 - 4 and the registration fee is \$ 5.00. There is an \$ 8.00 charge to see the Museum.

September 15, 2013 – 42nd Griffith Park Sidecar Rally – Upper Parking Lot #2, Merry-Go-Round, Griffith Park, Los Angeles, CA. USA – Contact Doug Bingham, 15838 Arminta Street, Unit 25, Van Nuys, CA 91406, 818-780-5542, Fax 818-780-5542, sidecars@sidestrider.com – Sunday 9 AM – 3 PM, spectators free. More details see www.sidecar-industry.com

September 21 - 22, 2013 - Sidecar Racers Association East – Shannonville Motorsports Park, Ontario, Canada. Pro-Track. RACE. For more info see www.sidecarracers.com.

September 21 – 22, 2013 – Sidecar Racers Association

West, Chuckwalla Valley Raceway in Chuckwalla Valley, CA. CVMA. Two races. For more info see <http://www.sra-west.us/>

September 27 – 29, 2013 - New England Moto Guzzi Club and Northeast-3-Wheelers Rally. To be held at Camp Stanica, Rt. 181 Palmer (Bondsville) MA. Pre-registration before Sept. 1st \$40 after \$45 Children ages 6 to 12 \$20 Five years and under Free. Rally includes, 2 nights camping, Friday nights stew, Sat. and Sun. morning breakfast, and Sat. night supper. Plenty of room for RV's at no additional cost. Must be self contained. Cabins with bunks are available on a first come basis for an extra charge. Day fees are welcome with an option to purchase meals. A Saturday lunch is also available. All motorcycles are welcome. For more information and directions please call Butch Cross at (413) 519-0015, Donna Griggs at 860-749-3393 cell 413-531-1586, or Dale Cochran at (413) 596-8295.

October 3 - 5, 2013 - Razorback Sidecar Rally at the Sveda Terrapin Ranch, 1182 Cedar Grove Road, Arkadelphia, Arkansas 71923. Exit 78 off I-30, ¼ mile south on Hwy 67 over Caddo River Bridge, turn right onto Old Military Road, 2 ½ miles and turn right at Cedar Grove Church. Bull, lies and tire kicking begins on Thursday, hot dogs around the campfire Friday evening, breakfast ride, sidecar games, sidecar judging, dinner and awards on Saturday. Rally fee \$20 adult, \$10 children 12 and over, RSVP by Oct. 2nd. Camping available on Rally premises (tent or camper) NO HOOKUPS. Other hotels and campgrounds are in the area. Contact: Elmer at (870) 562-4748.

November 2 – 3, 2013 - Sidecar Racers Association West. Las Vegas Motor Speedway in Las Vegas, NV. WERA. Two races. For more info see <http://www.sra-west.us/>

2014

May 4, 2014 – T.T. 375 Mile Extreme Endurance Race – To be held in Lake Tahoe, CA. Hosted by the Motor-Scooter International Land-Speed Federation. For more information see www.meetup.com/beach-citys-scooter-

club/events/96655032/?a=socialmedia , or Alan Spears msilsf@yahoo.com . Motor-scooters with sidecars are eligible for this event.

September 20 – 21, 2014 – Golden State 850 Mile Extreme Endurance Race – Crescent City, CA to San Diego, CA. Hosted by the Motor-Scooter International Land-Speed Federation. For more information see www.meetup.com/beach-citys-scooter-club/events/96655032/?a=socialmedia , or Alan Spears

msilsf@yahoo.com . Motor-Scooters with sidecars are welcome to enter this event.

If any members would like to come over for a holiday, the VMCC Isle of Man Section would be pleased to help with any queries. More can be found on our Section web site and entry forms will be available from the end of December www.vmcciom.org click on Manx Rally. Regards Tony East, Secretary. Vintage Motor Cycle Club Isle of Man Section.

Gene Langford (continued from page 21)

a bill to pay. I have never seen a level of customer service like his. Maybe this is what keeps Holopaw Corvette and Ural in business today.

There are several models of Urals in the showroom. I guess I could call it a showroom. There is none of the regular showroom gloss or chrome accessories. The attraction is the bike and the mystique of the Ural and man who sells them. This is a great place to spend a day people watching and learning. There are several used bikes but not very many. Gene says not many people ever sell their Urals. They keep them and ride them because they make a very personal statement. I did some looking when I had some time and found people willing to trade for a Ural or looking to buy a Ural. Only one person was selling a Ural and that just happened to be Gene with an ad on Craigslist. You have to be a Ural person to be looking for a Ural.

Gene also sponsors a Florida Ural Rally. At least, he provides a place for them to meet. On November 16, 2013, Ural riders will migrate to Holopaw to renew acquaintances with each other and Gene at the Holopaw Ural Gathering (HUG). Last year there were over 50 Urals and over 200 people attending. Gene likens Ural riders to Ural

motorcycles. “There are no two alike”. If Gene is indicative of a Ural rider, that should make a clear statement about individuality at an Ural rally. I definitely intend to be there although I do not have a Ural. This event will effectively double the population of Holopaw for at least one day.

Gene has seen many failed attempts to become a Ural dealer at other locations. Gene says they do it for all the wrong reasons. He does it for love. Love of meeting new people and love of the Ural motorcycle. The failed dealers were doing it for money and missing the essential point of being a Ural dealer. His customers are his friends and he treats each one as a friend. Ken Lawrence does his wrenching and Gene makes the dealership a great place to visit. Everyone remembers an old-time dealer who always had time for a customer or a visitor. This is that place and Gene is that dealer.

Gene has a wealth of great stories and memories. Pictures and hats hang on his wall. Gene has been to the Ural factory in Russia. The Russia visit began in Beijing China and took four days by rail to Russia. Once there, Gene spent eight days riding Urals and being treated like Russian royalty. Hanging around

Gene’s shop and office are evidence of his other collections. Hats are everywhere, from his original sailor hat from 1956 to hats from Russia and China. Sidecar models are in cases and include models from England and a model by Lego.

Gene says he is the richest man in the world. He walks to work, loves his job and meets interesting people every day.

Holopaw Corvette and Ural is located at 5100 Holopaw Road, St. Cloud FL 34773. The telephone is 407-892-1901. The e-mail is holopawural@hotmail.com or www.uralfla.com. The Holopaw Ural Gathering is November 16, 2013 at the shop on Holopaw Road.

The author of this article is Laurence Toews. Email is ltoews@cfl.rr.com. Phone is 321.543.2739. Address is 9818 Caroline Park Drive, Orlando FL 32832. Laurence is a USCA sidecar member #8391. He rides a 2011 Harley Davidson Road Glide Ultra with a California Sidecar. He is retired from the United States Navy and employed by the US government with Homeland Security. He is married and has a son.

SIDECAR TRAINING

For additions and corrections, contact the United Sidecar Association Publicity Chairman, Bruce Stephens, 841 Summit St., Bethlehem, PA 18015-3957, or stephens.bruce.d@gmail.com. Permission to copy this list is granted.

Upon demand - Ironstone Ventures offers an Experienced Sidecar / Trike Education Program at Acton and Seekonk, MA. For class registration and info call Joe Proia at 508-278-0172, or email joe@ironstoneventures.com.

Upon demand – Sidekarz LLC intends to provide individual and small group three wheel training as requested, starting May 1. Contact information at www.sidekarzllc.com or phone (570) 765-7147.

The list of the safety-training courses nationwide can be found on the Evergreen Safety Council website: <http://evergreenmotorcycletraining.org/sidecar-training/>

1st. Weekend of each month – Pineywoods Riders Academy offers the Sidecar/Trike Education Program. For more information contact Marcus Renfroe at 3415 East Denman Ave., Lufkin, TX 75901. 936-637-7555 or 936-674-6767, fax 936-637-7530. Marcuscycleshop@aol.com

September 13 - 15, 2013 – Apex Cycle Education Sidecar/Trike Class, Apex's Woodbridge, VA Training Site. Contact Apex Cycle Education. Email: info@apexcycleeducation.com or phone: 571-201-7661 Go to www.apexcycleeducation.com and click on Trike/Sidecar Training for more information about the training and additional classes through Apex. Class Schedule: (Approximate) Friday 7:00 p.m. - 10:00 p.m., Saturday & Sunday: 7:45 a.m. - 5:00 p.m.

September 13 – 15, 2013 - Motorcycle Safety League of Virginia, Inc. Sidecar/Trike Class, Rappahannock Community College (Saluda, VA) contact David Valededez at 804-333-6749 or dvaldedez@rappahannock.edu for more information or to register for the class. Class Schedule: (Approximate) Friday 7:00 p.m. - 10:00 p.m., Saturday & Sunday: 7:45 a.m. - 5:00 p.m. For other classes or locations, contact The Motorcycle Safety League of Virginia, Inc. at 1-888-826-7584 or www.learn2ride.com.

September 23 – 25, 2013 - Motorcycle Safety League of Virginia, Inc. Sidecar/Trike Class, Bayside Harley-Davidson (Portsmouth, VA) contact Doug Gilliam jgilliam1@cox.net for more information or to register for the class. Class Schedule: (Approximate) Friday 7:00 p.m. - 10:00 p.m., Saturday & Sunday: 7:45 a.m. - 5:00 p.m. For other classes or locations, contact The Motorcycle Safety League of Virginia, Inc. at 1-888-826-7584 or www.learn2ride.com.

September 27 - 29, 2013 - Motorcycle Safety League of Virginia, Inc. Sidecar/Trike Class, Danville Community College (Danville) contact Mark McFaddin at 434-797-2222 ext.6421 or mmcfaddin@dcc.vccs.edu for more information. Class Schedule: (Approximate) Friday 7:00 p.m. - 10:00 p.m., Saturday & Sunday: 7:45 a.m. - 5:00 p.m. For other classes or locations, contact The Motorcycle Safety League of Virginia, Inc. at 1-888-826-7584 or www.learn2ride.com.

September 27 - 29, 2013 - Motorcycle Safety League of Virginia, Inc. Sidecar/Trike Class, Northern Virginia Community College (Loudoun): contact Claire Wynn at 703-450-2551 for more information. Class Schedule: (Approximate) Friday 7:00 p.m. - 10:00 p.m., Saturday & Sunday: 7:45 a.m. - 5:00 p.m. For other classes or locations, contact The Motorcycle Safety League of Virginia, Inc. at 1-888-826-7584 or www.learn2ride.com.

September 28 – 29, 2013 – Motorcycle Safety Center of Virginia offers a Sidecar / Trike Endorsement course at the Ashland, VA Training Center. Contact MSCV at 804-368-0989 or www.mscv.org/courses-offered/sidecar-or-trike.

October 18 - 12, 2013 – Apex Cycle Education Sidecar/Trike Class, Apex's Woodbridge, VA Training Site. Contact Apex Cycle Education. Email: info@apexcycleeducation.com or phone: 571-201-7661 Go to www.apexcycleeducation.com and click on Trike/Sidecar Training for more information about the training and additional classes through Apex. Class Schedule: (Approximate) Friday 7:00 p.m. - 10:00 p.m., Saturday & Sunday: 7:45 a.m. - 5:00 p.m.

October 26 – 27, 2013 – Motorcycle Safety Center of Virginia offers a Sidecar / Trike Endorsement course at the Ashland, VA Training Center. Contact MSCV at 804-368-0989 or www.mscv.org/courses-offered/sidecar-or-trike.

November 30 – Dec. 1, 2013 – Motorcycle Safety Center of Virginia offers a Sidecar / Trike Endorsement course at the Ashland, VA Training Center. Contact MSCV at 804-368-0989 or www.mscv.org/courses-offered/sidecar-or-trike.

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tfhansen@bajabb.com

Regional Director Guidelines

- Member of the USCA
- Represents the membership and maintains contact with local sidecar clubs or associations within the region.
- Recruits State Representatives.
- Coordinates meets and rallies within the region.
- Promotes sidecar safety.
- Obtains access to trade shows.
- Recommends sites and clubs to host our National Rallies.

State Rep. Guidelines

- Member of the USCA.
- Contact person for other sidecarists and willing to promote the USCA in motorcycle expos and events in their state.

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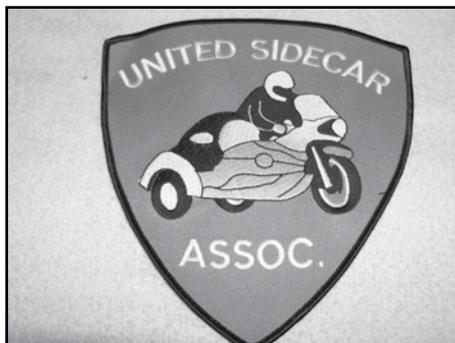
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The Sidecarist

September/October 2013

NORTH TO ADVENTURE



story and photos by Tom Wells

Petey and I left home just a bit west of Reardan, WA mid-morning (to us anyhow, some people might think it was still early morning) on Thursday, July 25 and headed north on SR 231.

A great morning for a ride. Just cool enough I had on my lightest leather jacket. Much appreciated through the canyon. Through Ford, Springdale and Addy. 231 comes onto SR395 just a ways south of Chewelah.

We rode on to Colville and turned east on SR 20 enjoying the familiar scenic views all the way. At Colville we headed east on SR 20 enjoying more scenic but not nearly so familiar views.

North on SR 31 at Tiger through Ione and Metalene Falls. Reaching the

boundary at the Nelway crossing, I pulled to a stop confident that I had the necessary paperwork for both of us to cross into Canada without any problem. The Canadian customs agent ask for my passport and Petey's health certificate and I reached in the document pouch where I keep the papers for the rig certain that I'd put them there.

Not! They weren't there.

OK... I figured they must be in my bag with my clothes and other items I'd stuffed there. Opened the trailer and felt down both sides of that bag feeling for the plastic baggie containing my passport, the health certificate and my Canadian money. Not finding what I was looking for, I was beginning to stress a bit and think perhaps it had been left behind as I packed the small trailer I tow with the bike.

The customs agent asked for my drivers license. That was easy enough. At least I hadn't left my wallet behind. I suppose though it might have been a good thing to carry a chain drive wallet so as to not walk off leaving it behind.

He asked if Petey had a rabies tag. I assured him he did. He asked if I had any weapons. No. Any alcohol? Yep, six beers in the ice chest. "Enjoy your stay." He said. Whew.

A few miles later it dawned on me that I'd put the baggie with our documents and money in the pouch in the sidecar beside Petey. Duh!! Easier to get to than the document pouch for the bike. So when we reached Salmo, I pulled into the Subway ready for a sandwich to share with Petey.

Reached in the pouch to find no

continues next page



baggie once again. Damn!! I'm not that old. Shouldn't be this forgetful at only 66!! (Which by the way I know now isn't nearly as old as I thought it was when Dad was 66 and I was 36.)

Well, no lunch yet but that's OK. Even though it was 1:00PM and seemed breakfast at 5:00 AM was fading into history, we didn't have far to go.

On through Nelson, being hung up for a while for one way traffic for construction on a rather long bridge, on to Toad Rock Motorcycle campground. There we met Mary Laird, owner of the fabulous campground, and who I'd e-mailed with and talked with on the phone off and on since February, and got moved into Cabin #7. A fine "home away from home".

It didn't take much unpacking and sorting things out to find the baggie containing our important papers and Canadian money. Quite a relief because I knew the US customs probably wouldn't be quite as friendly about the situation as the guy had been when we were north bound. And that we'd be better able to afford to stick around.

The next three days (four total counting Thursday) were amazingly fun for both Petey and myself. He because of Mary's dogs who own the campground and are very sociable, and the other sidecar pups who were there like Kirby, who was our campground neighbor and a standard poodle cross similar to Petey, and Angle, a ridgeback. And others. Although all the dogs got along very well, it seemed Buck, one of Mary's dogs and Petey became fast friends.

If we weren't riding along Kootenay Lake to Kaslo or Sandon, Petey would be hanging with Buck at any opportunity. And if we weren't riding along the lake or to Kaslo or Sandon, I guess I'd be doing the same.

Visiting with anyone and everyone. Or trying to resolve an issue with my bike not wanting to start. Finally pulled the solenoid apart and cleaned the contacts solving that annoying problem. Only to find a bit of another but not nearly so annoying.

Came home the same way we went up but this time with no lights on the trailer. I thought perhaps they'd begin to work but it didn't happen. Had to be extremely cautious when turning. Crossing back into the US at Nelway once again was more of a process than the earlier crossing.

The lady customs agent had more questions, wanted both my passport and drivers license, looked in my ice chest (which by now only contained a few water bottles and the water from our melted ice) and she had me open my trailer so she could poke around and ask more questions.

Oh well, at least all was in order and

once more we were south bound, headed home. And once more a fantastic rally fades into history to become a treasured memory.

Tom Wells and Petey (below) are both glad they found their papers and didn't have to sneak back across the border



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Stoking the fire at the Bigfoot Rally. Story and photos begin on page 29



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