

# United Sidecar Association

**Newsletter No. 16**

**December 1977**

PRESIDENT  
Al Johnson

SECRETARY  
H. A. Kendall  
19201 Centre Avenue  
Homewood, Illinois 60430

CHAIRMAN  
Ed Johnson

TREASURER  
T. Strassenburg  
18461 Martin

## November meeting

The November meeting was the best meeting to date with 17 dedicated enthusiasts attending. Those present included Jeff Witkowski- Tim Colburn, Becky, Terry, and Kyle Strassenburg, Jim Rubens, Alan and Craig Johnson, Joe Hanes, Pam and Richard Zinsmeister, Alvin Schwarz, Lee and Hal Kendall, Joe Veleta, and Phyllis and Ken Gibson.

Ed Johnson sent his apologies (work) while Paula arrived six hours late (her blasted tenants gave her hell again). All present enjoyed up to three hours of animated conversation and sharing mutual interests. Jim, we truly appreciate your faithful attendance, especially the distance you travel, and hope you can stay longer some time.

## The Christmas Party

Based upon the show of strength at the meeting and from our membership at large, we expect at least 25 to 30 to attend the Christmas Party. Paula, after research-ing nearly a hundred prospective places, finally settled upon Blake's Alley located at 3623 South Archer, Chicago.

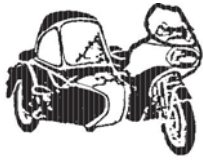
If coming from the South, proceed North on the Dan Ryan, take the Cermak exit, then make a sharp left U turn before Cermak, then bear to the right to get onto Route 55 going West to Damen Avenue, then exit South. Make a right onto Archer Avenue. Proceed about four blocks to Blake's Alley. If coming from other than the South, come South anyway, then follow above - otherwise you are on your own.

The Date: Sunday, December 4, 1977

The Time : Try to arrive around 2:00 pm Parking facilities in the rear.

No set charge - pay for what you order - but please bring a small grab-bag gift (\$3-5) for adults and a smaller (\$1 or \$2) if you bring children.

Open to all members of the U.S.A., their families and relatives. Also to any special friends who share the love of the sport. If you were not at the November meeting, please advise Hal Kendall prior to November 20, how many will be in your party.



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## IN MEMORIAM

With regret, I must advise U.S.A. members that a fellow sidecar rider and enthusiast has met an untimely end. Many of you were close friends of or knew Robert Atherton of RR No. 1, Earlville, Illinois 60518.

Bob with Barbara, as co-pilot, were driving one of their pair of BMW/Steib outfits on Sunday, September 18, when a motorist suddenly pulled across Bob's lane immediately into his line of travel. The unavoidable resultant collision resulted in fatal injuries for Bob and left Barbara with a badly broken leg. Bob passed away on September 20. Barbara has now recovered from the injuries but the **tragic** and needless loss will last a long time.

Paula, on behalf of the United Sidecar Association, conveyed our personal expression of sympathy and help to Barbara. She met and knew Bob from the 3rd Wheel Tour. "He was a grand person to know. Everyone who knew him would say the same. He loved riding as his numerous trophies show. I am very proud to say I knew Bob."

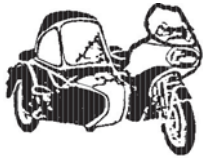
### **"Dear Members of The United Sidecar Association**

"I want to thank you so much for the card and money in memory of Bob. The money will be put with the rest which is going to be used for equipment in the new Department of Mendota Community Hospital where my daughter is night supervisor.

"I certainly enjoyed my visit with Paula and Penny and really appreciated her coming all the way up from Hammond, Indiana.

"Thanks to all members who were so thoughtful as to think of us."

**Barb Atherton**

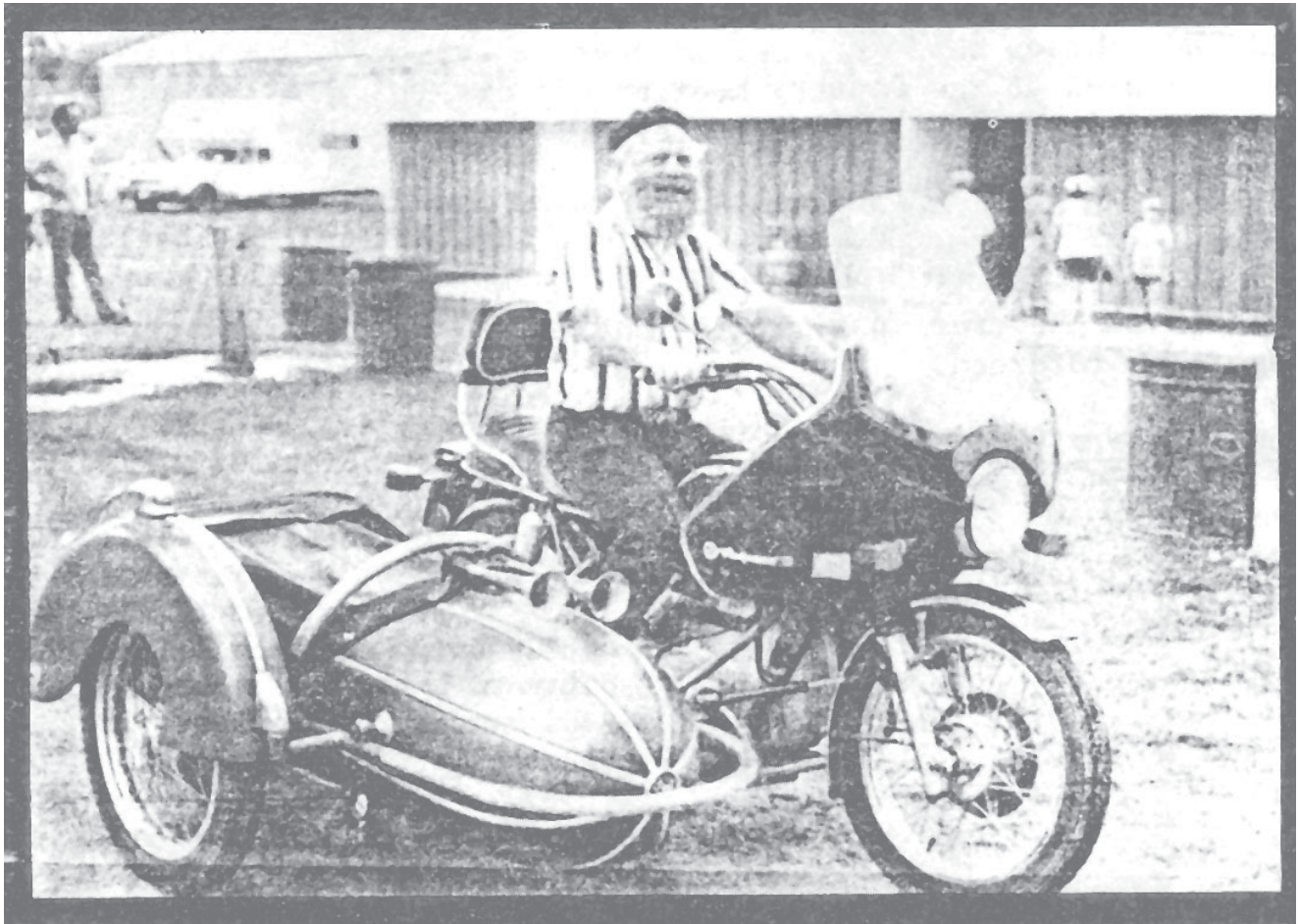


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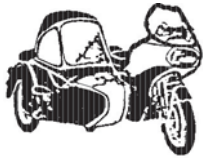
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**Memories of the Ones we've loved  
Still cast their gentle glow  
To grace our days and light our paths  
Wherever we may go.**



**Robert Atherton, departed September 20, 1977  
Missed by all - Rest in peace**



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## The Turnpikes Again

We have received a letter from Mr. W. A. Rusch, Executive Director of the International Bridge, Tunnel and Turnpike Association. He states:

“We have checked our toll rate records and contacted a number of our members to inquire about this subject. We find that, from the information available to us, TOLL RATES FOR MOTORCYCLES, WITH OR WITHOUT SIDECARS ARE THE SAME AS THOSE APPLIED TO PASSENGER VEHICLES.” Mr. Richard E. Blakley is one of the Directors of the I.B., T.&T. Assoc. He is also the Executive Administrator of the Illinois State Toll Highway Authority, headquartered in Oak Brook, Illinois.

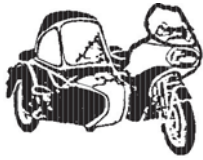
Perhaps one or more of you can ask Mr. Blakley why we are being charged 50% more than a passenger vehicle and the same as 10-wheeled truck! To date some 55 AMA clubs (about 2500 members) in Illinois have expressed sympathy to us being ripped off and will support us if we need to go to legislation to correct this rip-off on a minority group. With this backing, let's do something ourselves. Representative R. F. Kelly, Jr., of Hazel Crest will prepare a Bill if he has support from you. Kelly says that Representative Benedict Garmisa is also sympathetic and Benedict just happens to be on the ISTHA Board of Directors (Chairman, I believe). Drop Senator Kelly a line if you want to see this rip-off terminated. Also, drop a line to your local Representative or Senator. Kelly's address is: 1733 W. 170th Street, Hazel Crest, Illinois 60429.

Someone has suggested bringing a class action against the ISTHA to the tune of, say, \$10 million, for these excessive rip-offs. Please express your thoughts on this.

## The Helmet Law Revisited

A helmet is good protection - especially in the cold Illinois winter weather. But, that is not the point. Just because the law was found to be unconstitutional, not only in Illinois but also in Michigan, Louisiana and other States, does NOT mean you should NOT wear one. It is the right to wear one, and for the right reasons that matters. It is interesting to review the reasons why the law was proven unconstitutional.

In the Donald Fries famous court battle against the State Of Illinois (No. 41624 opinion filed May 28, 1969), Donald claimed the Statute was “unduly restrictive upon the individual freedom for a motorcyclist to choose to wear or not to wear a helmet.” The Statute is intended only to secure the safety of the wearer of the headgear **in** the event of an accident. If it is directed toward the safety of the individual rather than the safety of the public, then the Statute is beyond the authority of the Legislature acting under its police powers.



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## The Helmet Law Revisited (Continued)

If the **evil** sought to be remedied by the Statute affects public health, safety, morals or welfare, a means reasonably directed toward achievement of those ends will be held a proper exercise of the police power (36 Ill. 2d. 530). However, "the Legislature may not, of course, under the guise of protecting the public interest, interfere with private rights" (413 Ill. 83,91 .

Our Statute required both the operator and each passenger on a motorcycle to wear protective headgear. In the case of the passenger, protective gear serves no function in safeguarding the motoring public..., its effect on other motorists is most obscure.

The manifest function of the headgear requirement in issue is to safeguard the person wearing it from head injuries. Such a laudable purpose, however, cannot justify the regulation of what is essentially a matter of personal safety. "We hold that portion under which Statute he was convicted to be beyond the police power of the Legislature, in violation of Section 2 of Article 11 of the Constitution of the State of Illinois and of the 14th Amendment to the Constitution of the United States, and therefore unconstitutional."

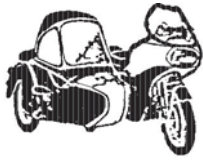
Now fellow motorcyclists (and ladies too) does this not have a parallel with the current lights on law? Why is a truckster not required to comply but a motorcycle with sidecar must comply? Why is a motorcycle over 150cc forced to comply but a motorcycle of less than 150cc or a moped or a bicycle or a pedestrian not required to comply?

If a pedestrian or a moped operator wishes to switch his light on he should be allowed to do so. But, why should I be forced to have a light burning on my sidecar outfit if a truckster is not required to do so? Who gets hurt if I am run down by a car? If the motorist is not hurt then how does having my light on safeguard the motoring public? The regulation is directly related to personal safety and therefore, no matter how laudable the intent of Legislature, the Statute is beyond police powers and therefore is contrary to the 14th Amendment of the Constitution.

Now fellows, by repealing this law you strike another blow for freedom. If you believe a light on is good for your personal safety, turn the bloody thing on - but - do not inflict your views on me and force me to do likewise. By running my light continuously you could leave me blind or stranded at night. Or worse - force me to drive at night with such a low powered beam I cannot see and might get killed. My alternator is insufficient to run continuously with good lights on at all times.

The AMA is backing a repeal this law in Illinois. Contact your Representative. Find out where he stands and if he will support the AMA position. This battle has been going on too long. Let's kill it so we can go about our other business of enjoying our bikes while we still have a chance.





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## NEWS FROM MEMBERS

### From Ercell S. Anderson (Villa Park, Ill.)

Sorry I have not made any meetings yet - good thing the rest of the membership are not like me.

I picked up a '53 Steib which will be fitted to my 1959 Ariel 650 Twin.

Thank you for all your hard work keeping the club together and getting the Newsletter out.

Hope to make a meeting soon.

### From Leon P. Karlak (Lockport, N.Y.)

It has been a while since I've written to you about "lights-on" legislation. Aren't law makers fun to reason with?

Leon suggested we could beat the Tollway system by claiming we use the legal definition of a cycle (Sorry Leon, the IHSTA charges NOT by vehicle type BUT by counting the NUMBER of separate axles).

Leon enclosed a couple of articles I found most interesting. One was written by James Leonard: "Lights OUT!," April 1974 issue of Road Rider. This is **very** good.

Also, bikes made prior to January 1978, will NOT be required to be retrofitted with devices to cause the headlight to come on automatically when the engine is started. Leon is now the proud possessor of a used Ural sidecar for his R69S. It should be on the road by next June (it takes time to get all necessary parts to hang a sidecar to a bike).

Hal Kendall, Secretary.  
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