



# United Sidecar Association

**Newsletter No. 20**

**March 1978**

PRESIDENT  
Al Johnson

SECRETARY  
H. A. Kendall  
19201 Centre Avenue  
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TREASURER  
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## March Meeting

We had excellent weather for our March 11 meeting. And, in addition to all our regulars, we were delighted that Tom Rutter was able to join us. Glad you could make it Tom. Paula has taken charge of getting our T-shirts. They should be ready within four-six weeks (or longer). Get your check books ready.

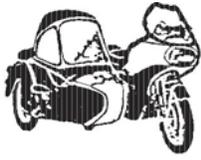
## Tollway Saga in Illinois

This year has seen exciting development and rapid progress. Some of our hard work has begun to pay off. For those following the Tollway Saga in Illinois, you know we pay the same rate for 3 wheels as does a ten-wheeled 3-axled truck. Yet in the New York/New Jersey Tunnel, a 3-wheeled-motorcycle (with sidecar) pays just one half, that's right, just 50 percent of the rate for a four-wheeled passenger car!

Road Rider made an error in their last issue in stating that Illinois had repealed the surcharge. No way! What they have done is spent a mini-fortune trying to justify their position. Thanks. Keep the pressure up.

Representative Richard F. Kelly of Hazelcrest (1733 W. 170th Street), Illinois 60429, introduced House Bill, HB2631, .on March. 1, 1978, to repeal this present inequality and to enjoin the Illinois State Toll Highway Authority from discriminating between 2- and 3 -wheeled motorcycles on the Illinois Tollway.

Now is the time to contact Rep. Kelly and tell him you support this measure and you really want this inequity removed. And, contact your own Representative or Senator. Tell him how you feel and ask him or her to support Rep. Kelly when it comes time to debate and pass on this bill. It may need to go through both Houses and still has to be approved by the Governor. BUT, THIS IS DEMOCRACY IN ACTION and you are a very vital part of it. Your voice really counts.



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## Tollway Saga in Illinois, Continued

Here is a letter recently received from the ISTHA:

“I have requested the Office of the Attorney General of Illinois to examine whether it is legally permissible to make an exception to our toll rate schedule and charge motorcycle sidecar combinations less than the 3-axle rate.

“I have recently been informed that the Bond Indenture which forms the basis of a contract between Bondholders and the ISTHA would not allow such an exception. Further, I have been informed that this would amount to a reduction in tolls.

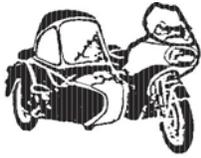
“While we recognize that it is possible to change our toll rate structure, we would have to obtain a certificate from our independent traffic engineers and consulting engineers that such a change would be in the best interest of the Bondholders as well as the Authority. Our Traffic Engineers are currently making a toll rate survey and I will ask them to examine this issue.” March 2, 1978.

**NOTE: We are not asking for a reduction in tolls. We are asking only that the existing surcharge be removed and that we be treated as equals with automobiles. But, Enough of the soapbox.**

## The 3rd Wheel, Inc.

Almost all of you know Bill and Delores Espe who founded the 3rd Wheel, Inc. Bill and Delores are dedicated campaigners who have been promoting sidecaring throughout the length and breadth of the U.S.A. since the beginning of 1971. At first, membership growth was very slow indeed. Whoever wanted to have anything to do with a three-wheeled, unbalanced device on which only one wheel would steer, another to power the contraption, and yet another just did not do too much of anything. Anyway, Bill persevered. He believed there were others out there, somewhere, who felt as he did, and he organized the first Mid-America Sidecar Rally for sidecarists in 1975. This was an immediate success. It was repeated in 1976 and in 1977, with each Rally more successful than the one before. There were 75 sidecars at the first Rally, 90 at the second and a whopping 129 at the third. The 3rd Wheel had 210 family memberships by mid-1976, 282 by mid-1977 and perhaps 350 by year's end. The sidecar family group had finally arrived.

Most of the growth was from outside the home territory due in large part to the Mid-America Rally and actually accounted for perhaps 80 percent of active membership. Thus, the vast majority came from outside Minneapolis which caused the 3rd Wheel to prosper while a minority met each month.



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## **The 3rd Wheel, Inc., Continued**

On several occasions we, and others, had urged the formation of a National Sidecar Club to serve the interests of all members everywhere and this is what Bill and Delores tried to get across to their committee. Likewise, the U.S.A. Committee had seriously considered supporting the 3rd Wheel with one-half of our own dues if they could truly provide the advantages of a National Sidecaring Association. But, alas, such was not to be.

It was reported that some officers of the 3rd Wheel, at the Directors Meeting in November 1977, voiced an opinion that they were not interested in anyone that does not live in the Minneapolis-St. Paul, Minnesota, area and if they saw these members once a year at the Mid America Sidecar Rally, that was enough.

According to the By-Laws, members could not write in for the support of the officers, nor could they express their views in writing. They had to be physically present. But then, By-Laws can be changed. Still, this was not the organization that Bill and Delores felt they had put together and they felt they had little option left but to leave.

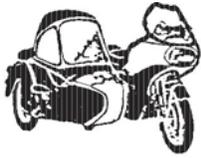
Bill had made preparations for the 4th Rally to be held at Menomonie, Wisconsin, while still an officer of the 3rd Wheel and so this Rally will still be held as planned by the 3rd Wheel.

We have heard from Dennis Sanders of the 3rd Wheel, that yes, the 3rd Wheel is alive and well and they have their old P.O. Box. Their Newsletter will be coming out on schedule, albeit delayed a month, and yes, the 3rd Wheel Rally will be held on schedule on July 27, 28, 29, 30, in Menomonie. And yes, the 3rd Wheel will take an increasing interest in out-of-state members.

We have brought Bill's expertise and experience into the U.S.A. and although he came in naked, he is well known and respected by many. He did not bring with him the 3rd Wheel membership to the U.S.A. Those who care to join with us will do so on a wholly voluntary basis. You are free to choose to support us or not as you wish.

He did not bring the 3rd Wheel Rally into the U.S.A. We have a full program of runs and rallies for 1978, already planned and in progress. Perhaps one or more of these may become a cornerstone for us as the Mid America Rally was for the 3rd Wheel.

He did not bring the 3rd Wheel treasury with him into the U.S.A. Although our treasury is modest, we have cut expenses to the bone as reflected by our very low financial balance but we have always found a way to keep the cupboard from going bare.



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## The 3rd Wheel, Inc., Continued

He did not bring the 3rd Wheel Newsletter with him into the U.S.A. We already had an extremely interesting news journal but your current secretary/editor is extremely overworked. The cover is not meant to lead readers into believing the U.S.A. is affiliated with the 3rd Wheel. Future editions will have a cover distinctive to the American Sidecarist.

All Bill brought was Bill (and of course, Delores).

## WE'D RATHER SWITCH THAN FIGHT

For the past 7 years we have worked diligently, untiringly and ceaselessly to create the largest sidecar organization in North America, none of which could have happened without you the membership responding to our efforts. With this basic background we now wish to report the following situation which has led to our departure from the 3rd Wheel.

For the past year we have been saddled with officers who are only interested in local members and local events. When asked about the disenfranchisement of the out-of-town members, their response was "Have they come to any meetings?" AND "The direction of this club is decided on by participating members." Letters were not proof to warrant opinions.

The two big bones of contention were a ballot and the Newsletter. They reported the Newsletter was dull, uninteresting and repetitious and was giving too much publicity to out-of-town members. It was a constant hassle to keep it from becoming a blurb sheet with nothing but local happenings as "this is where the action is." We have presented - a ballot that would be sent in the Newsletter with persons who stated their intent to 'hold office with their qualifications and what they intended to do to help promote the 3rd Wheel. This was answered by "we want a local, social club and anyone wishing to vote must come to the election of officers and do so." Now how does this give the majority of the membership a voice in whom they wish to represent them? The local meetings have become a constant fight between these two factions - those who want to remain local and those who feel they must represent the entire membership. They usually load the meetings so that whatever they wanted was acted on and passed. Members have dropped out because of the hassling and arguing that takes place at these meetings.

We are new executive officers in the United Sidecar Association, Inc. We feel that they will represent the total membership. We thank you for the support you have given us in the past and hope you will continue to support us in the future. We welcome questions and comments and we will do our best to help you in the sport of sidecaring..

Bill and Delores Espe



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## **Northwest Sidecar Pilots**

7290 B. Harrison, Port Orchard, Washington 98366 Bill & Wanda Powell

Received your letter explaining the addition of Bill Nape to your staff. I have met Bill and agree that he will be a great asset to your association. I am sorry that he is leaving the 3rd Wheel but under the circumstances I suppose it was for the best.

We are a new club starting our 3rd year of organization. We have been growing over the past 2 years, as we are strictly family oriented and we think this has appealed to a lot of family oriented motorcycle riders. As sidecars are difficult to come by here. in the Northwest, we have been involved with matching sidecars to bikes and starting people off on the right foot in sidecar touring. As we both know if a bike and sidecar is not set up properly and the people oriented to a different type of riding, it can be a very miserable experience for all; concerned.

I will be looking forward to receiving your association news letter and would like to take this time to welcome any and all your members to any and all of our events. .If you are ever in the Northwest, please stop by or call. We will always have a space for your sleeping bag. I hope to hear from you again. Good riding in 1978. Good luck with your association.

## **DUES - 1978**

Many of you may be amazed at the sudden turn of events as indeed we were. Are you a member of the 3rd Wheel, of the U.S.A, of both, or neither?

For those who have paid their dues for 1978 in 1977 to the 3rd Wheel, as many have, you are still members of the 3rd Wheels

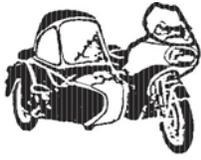
For those who have paid 1978 dues to the U.S.A. you will continue to receive the "American Sidecarist," as our News Journal will be called (Thanks, Terry). And, many have elected to join us on a purely voluntary basis.

For those who have not paid 1978 dues to the U.S.A. but wish to join and continue to receive the "American Sidecarist," please be sure our Treasurer has your dues before April 15.

For those who have not paid 1978 dues to the U.S.A. and have no wish to join, do no more. We felt it was your due to receive a full explanation of what was happening.

And, finally, for those who have paid 1978 dues to the U.S.A. and wish to withdraw because of the confusion, your dues will be tearfully refunded for we feel we have lost a friend.

And, above all, safe sidecaring H. A. Kendall



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## **1978 Northwest Sidecar Pilots - Schedule of Events -**

Contact Bill Powell, 7290 E. Harrison, Port Orchard, Washington 98366 - 871-08149.

### **June 14 - Bainbridge Island Tour.**

Tide leaves at the IGA parking lot at 9:30, two miles north of the Ferry on the main highway. Take the 8:30 Seattle/ Winslow Ferry. Bring lunch.

### **June 18 - Road Rally. Ride leaves it 10:00 am from Sambols on 196 in Lynwood.**

### **June 25 - Mystery Ride. Meet Kingston Wash. 9:00 am.**

Use the Kingston-Edmonds Ferry. Bring camera, warm clothing and lunch

### **July 1-14 - Saturday through Tuesday =**

Northwest Sidecar 14th of July Campout & Picnic Come and relax, fish, clam, hike, meet and talk with other sidecar people, or just plain sleep. Bring the whole family. \$3.50 approximately per night per family. Located on the Kitsap Peninsula at Penrose Point State Park in Longbranch, Washington. Take Highway 16 out of Tacoma to Purdy. Follow the signs-to Penrose Point State Park. There are motels and restaurants available. Phone: 871-08149 or 857-14806.

### **July 16 Gig Harbor ride. Leave Olympic Village,**

Gig Harbor, Washington. Leave at 10:00 am bring lunch.

### **July 30 Fort Steilacoom Ride.**

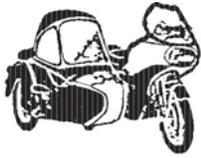
Meet at the Tacoma Mall theaters, 38th and 1-5, at 9:00 am - bring lunch.

### **Aug. 12 Saturday and Sunday. Mt. Rainier Ride. Please call on this ride, or write.**

13 Al Benoliel, 1837 155th S.E., Bellevue, Wash. 98007, 7146-1222.

### **Aug. 27 - Mt. Baker Day Ride. Meet at Country Kitchen,**

1520 141st Ave. & Colby, . Exit 192 off 1-5, Everett, Wash, at 8:00 am



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<u>State</u>	<u>Charge</u>	<u>Motorcycle</u>	<u>MC w/ SC</u>	<u>Car</u>	<u>Official</u>
Illinois	By axle	2-axle	3-axle	2-axle	D.J. Kennelly, Jr.
New Hamp	By axle	2-axle	2-axle*	2-axle	C.H. Mullins
Penna	By type	Class 1	Class 1	Class 1	E. Cerilli
Maine	**	Class 1	Class 1*	Class 1	P.B. Flaherty
Indiana	By type	Class 1	Class 1	Class 1	E.C. Peterson
Texas	By type	Class 1	Class 1	Class 1	G. Francis,
Kentucky	Axle/Type**	Class 1	Class 1*	Class 1	C.E. Brown
Golden Gate	type/axle	\$1.00	\$1.00	\$1.50	D.W. Lushring
Oklahoma	type/axle	Class 1	Cia as, 1*	Class 1	R. Anschutz
Connecticut	--	Class 1	Class 1	Class 1	L. Korsonsky
Ohio	type/Axle**	Class 1	Class 1*	Class 1	J.B. Morrison
Florida	By axle	Class 1	Class 1*	Class 1	R.W. Stevens
Kansas	By axle	Class 1	Class 1*	Class 1	M.M. Boner
Massachusetts	--	--	Car rate	Car rate	K.C. Pearson
NY/NJ	Type	\$0.75	\$0.75	\$1.50	L.J. Lewis
Virginia	By axle **	Class 1	Class 1	Class 1	A.G. McCabe
Maryland	axle/type	2-axle	2-3 axle	Car	A. Smith

\*\* Toll reduced after USA got involved w/ Toll Authority and urged them to reduce toll for SC.

\* Has identical toll equipment as used by the Illinois Tollway Authority



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Tollway Situation, Continued

## Illinois Tollways Spezial (Continued)

