



United Sidecar Association

Newsletter No. 22

May 1978

PRESIDENT

Vacant at this time

SECRETARY

H. A. Kendall

19201 Centre Avenue

Homewood, Illinois 60430

CHAIRMAN

Ed Johnson

TREASURER

T. Strassenburg

18461 Martin

The State of the Club

The club continues to grow and strengthen with membership now at 117. We had set our sights too low when we considered only the U.S.A. for the United Sidecar Association. The world is now our oyster with members from Mexico, Canada, and Sweden. The hands of brotherhood and friendship encircle the globe.

COMMITTEE MEETING - May 12, 1978

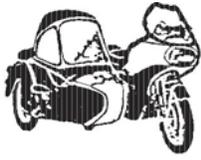
The Committee turned out in full force at Terry's home to officially welcome Bill Espe and son Jerry to the United Sidecar Association.

The rain storm left Homewood knee deep in water, however Hal and Lee, Paula, and Ed Johnson joined Terry and Becky. Joe Veleta started out but was turned back by cloud bursts. Al Johnson was excused because of work commitments.

Bill briefly reviewed history and highlights of the 3rd Wheel since it began as a dream by Bill and Delores, several years ago, to unite sidecaring and sidecarists across the United States. Bill spoke with anguish of his departure from the 3rd Wheel and how he now feels he is among those who share his interests more fully.

A National Association for Sidecarists was discussed. We are such a group and will continue to work with other sidecaring and motorcycling groups as we have done in the past. With reluctance, Hal informed the Committee that Al Johnson has requested to be relieved of office temporarily because of circumstances not related to club issues, which the Committee accepted. His duties will be shared among remaining officers during his absence.

Keep the letters coming in - any subject about yourself, your outfit, legislative issues, tours, etc.



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Your story is of great interest to your fellow sidecarists.

LEGISLATIVE UPDATE

1. EPA - Noise Restrictions

EPA is trying to impose very severe noise restrictions on motorcycles. Express your feelings on this to us, and the EPA, and your Senator or Representative.

2. Lights-on - HB3133

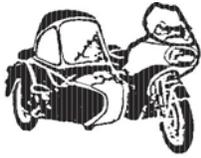
Lights-on - HB3133 has passed the House and now goes to the Senate. Briefly - it will change the TYPE of violation from a "Moving" to an "Equipment" violation if you do not have your lights on in the daytime. It also deletes the work "Driving" from the daytime lighting requirement but leaves the "visible from 500 feet" in.

Many motorcycles DO NOT have a small driving light. Those that do have a 3 or 4 watt bulb that cannot be seen 500 feet away on a bright sunny day. No help to those whose machines cannot physically comply.

Let me know the make and model of any machine that cannot keep the battery charged when operated in the city with the headlight on. We plan to introduce an amendment to kill the lights-on law in the daytime when this bill is in the Senate Committee. Also, ask your Senator whether he would sponsor an amendment.

3. Tollway Situation - HB2631

Tollway Situation - HB2631 - The Illinois Tollway Authority wants us to table our bill if they



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remove the punitive surcharge. We will do so only if they commit in writing that they will treat us like any other vehicle and if they put it into effect. At this time they have failed to do either.

The tollway still responds with the standard reply that "a Harley Davidson sidecar wheel is 3 inches ahead of the rear wheel." This is not the issue. The issue is, sidecars and three-wheelers are NOT treated in a uniform and impartial manner as required under the statute that created the Tollway Authority. Keep the pressure on.

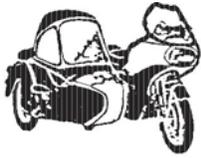
1979 MID-WEST NATIONAL SIDECAR RALLY

The 1979 Mid-West National Sidecar Rally will be held somewhere near the junction of Missouri, Arkansas, Tennessee and Kentucky during the June-July-August period. This location, central to our members and member sidecar clubs, is convenient to the central, south and southeast States.

Members in the four States mentioned can assist by letting us know of desirable rally spots, facilities, access, who to contact, etc. All members can assist by telling us:

- a) Do you want a rally?
- b) When is the best time, second choice, third?
- c) How many days - 2, 3, 4?
- d) What functions do you want?
- e) What facilities do you want?
- f) Where do you want the rally?

The U.S.A. is pledged to provide the service you want. Tell us your needs so we can fill them. Why not drop a line to either Bill Espe, who will be organizing the rally or the Secretary.



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OPEN LETTER TO BILL ESPE

May 12, 1978 Ed Johnson, Chairman

This evening I arrived at the home of Terry Strassenburg, Homewood, Illinois, one of the Founding Fathers of the United Sidecar Association., for a Committee meeting.

The drive, in a cloudburst, took longer than usual because of the many water crossings. The ardors of the trek over were soon forgotten, in the pleasure of meeting Bill Espe ' for the first time in person. He had Amtraked down from Minneapolis to Milwaukee and . his son Jerry had driven him in for the meeting.

Our Agenda was immediately set aside, and the floor given to Bill. The man who had done it, made an organization of sidecarists national, was in our midst. Let him talk, and this he did long and well.

Welcome Bill, to the Executive Committee of the United Sidecar Association, in the capacity of Editor and Rally Director. It is the mutual desire of the U.S.A. and Bill to organize sidecar riders on a national basis.



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LETTERS

From Chuck and June Dutton, Gay Mills, Wisconsin

We would like to reply to the request for comments concerning the U.S.A. and 3rd Wheel becoming one association.

In organizing two separate groups and "throwing darts" at each other, we are acting as though there are millions of potential members for each association and we don't need each other. Unfortunately, this is not true. There are not that many sidecar enthusiasts in the United States and even less who would join an association, this number being reduced even further when they see the squabbling going on. "United We Stand" is the only answer to an effective and forceful sidecar association, with resultant effective legislative action when needed, such as the tollway problem.

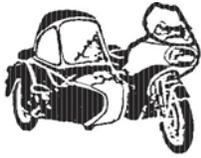
We were members of the 3rd 'Wheel for several years but chose to join U.S.A. this year because of the future hope that a rally would be held in the northern Illinois area. We are from the Chicago area and a rally there would give us an opportunity to visit relatives as well as attend a rally. While Menomonie is an attractive location, it is located quite far north for the convenience of sidecar riders in the Midwest and most of the 3rd Wheel activities are centered around Minneapolis.

We can see no reason why there can't be a strong national sidecar association with affiliated clubs, chapters, or whatever you choose to call them, who could organize their own local activities. Why not bury the tire irons and join handlebars for a united sidecar association? It would be of benefit to all concerned.

From Rob Spinozzola and Cecilia Younce, Detroit, Michigan

We are interested in touring this year from Detroit through the Midwest, California and Mexico in August through January. Currently we are preparing to purchase a R75/5 and a comparable sidecar. However, we have encountered extreme difficulty concerning hard facts about the proper bike/hack weight/size relationships.

A Detroit BMW Dealership suggests only the Steib or the Hollandia BMW sidecars because of the weight and balance to the BMW. Also the Russian Ural. However, we were considering seri-



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ously the Velorex but it only weighs 156 lbs and which the dealer, in referring to light sidecars in general, says is dangerous without proper ballast. We are hoping that perhaps your membership would have experience in this problem and could send literature or index information where we could research the problem ourselves. We've been to every large bookstore and library around but without any luck in finding any sidecar information. Perhaps you folks could help!!!

LETTERS, Continued

From Glen and Susan Burgess to Bill and Delores Espe

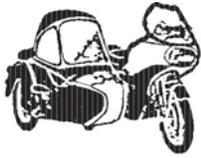
I'm sure that this will be among the hundreds of notes that you' a received in regards to your move from the 3rd Wheel.

I can still remember meeting you the first time, at Aspencade, sitting at your table taking new memberships into the 3rd Wheel, the first club of its kind that I'd ever seen. You were so happy and excited about the organizing of a sidecar organization. At that time you calked of a national organization. I was looking forward to that day, along with you and hundreds of others.

It was a pleasure and an honor to be a small part of the 3rd Wheel group. The work you and all the rest did was terrific. We were only sorry we could not be closer so we could be more involved in the activities. They sounded like so much fun.

With the growth of out-of-state members, I agree it is time to do something that will benefit the over-all membership. I agree with the local members as. well, for I respect their wishes for a local club, BUT I am more concerned for the out-ofstater like myself. I'm glad to see your concern for our needs and desires and have decided to further the sidecar and sidecar people on a national basis through the United Sidecar Association.

After some thought of my own and of my friends, I'ie sent my money for membership' in to this organization. I too, am proud to be a sidecar owner and interested and concerned about their future. I



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would like to be a part of the move to have a national organization, perhaps with chapters at a local area or something.

I've received news from the United Sidecar Association and I like what I read. They seem to be a good organization and their goals seem to parallel yours and ours. "MAKE THE SIDECAR PEOPLE KNOWN." We are present, let us be acknowledged.

If there is anything we can do for you and the club, please call on us. We will be glad to serve. Our best wishes in all that you two do and may our roads cross in the future. Your friends forever.

Runs and Meetings

Poker Run (May 21)

The Run Committee decided not to compete with the Illiana Lucky Wheels M.C. Poker Run scheduled to be held on the same date as our run. You are invited to attend their rally. Those attending may meet at the Plantation House between 9-9:30 AM. We will leave between 9:30 - 10:00 AM in convoy to the I.L.W.M.C. Club House on U.S. 30 to be there by 11:00 AM.

Pure Stodge Rally (June 9-11 - Iowa City)

Please advise the U.S.A. Secretary who plans to attend this invitational rally. August 6, 1978

Union Railway Museum.

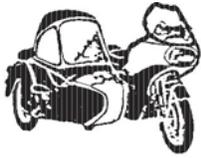
We will leave from the Plantation House, August 6 at 9:30 AM travelling via Tollways to the Huntley Exit (Route 47). Hope we can resolve the tollway issue before then,.

Jow Rybacek will be waiting at the exit ramp around 11:30 and will lead from there. Those in the area may join Joe Rybacek at the Tollway exit.

This is the week following Menomonee. If you are cruising the area, you may wish to take in the Railway exhibits before returning. Check with Joe regarding camping in the area. (Joe came down through pouring rain to the May meeting to give us this information).

Aspencade (October 3-7 Ruidoso, N.M.)

The U.S.A. will have a booth at the largest motorcycle rally in the United States. Special U.S.A.-Aspencade pins will be available exclusively to U.S.A. members and to any who attend the Rally (surplus funds from the sale of the pins will help our ailing kitty - details later).



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Please let the U.S.A. Secretary know if you plan to attend Aspencade and whether you can assist in manning the booth. Several volunteers would be of great assistance.

JOINT L.O.C.(USA)/U.S.A. RALLY - April 16, 1978

The weatherman smiled fondly on the joint United Sidecar Association./Laverda Owners Club (USA) Midwest Rally. At our watering trough (the Planation House) in Monee, bright and early were Terry and Becky Strassenburg (on their BMW solo), Don Weir on the only captive 650 Laverda in the U.S. (as far as we know) from Madison, Wisconsin, and Doris and Larry Lydon. At least Larry maintained our name by actually driving a BMW/Bender-Florin-Steib outfit to a sidecar rally. Hal and Lee arrived in their Jensen-Healey so that Puddles could enjoy the picnic.

Ron Millard on a 1000 Jota Laverda from Washington, Illinois, joined us at the Plantation House as did Dean Hilborn from Saginaw, Michigan, on a 1000 3CE Laverda **and** Gerald Fraker from Toledo, Ohio, drove up in his Trans-Am (he left his 750 SF and SFC Laverdas at home).

A quick breakfast - then on a pleasant ride to Kankakee where Jim Lake of the Freedom Riders joined us on his Honda 400-4. Jim was brought up-to-date on legislative activities in Illinois.

JOINT L.O.C.(USA)/U.S.A. RALLY - April 16, 1978, Continued

Back to the Plantation House where Jim Ellis (Laverda 750 SF) and Jeff Weaver (Laverda 3C) joined us from Madison, Wisconsin. (Jim visited England when Lee and Hal were there as officials of the ILOC.)

The L.O.C.(USA) AGM took place after lunch. Most Illinois L.O.C. members were conspicuous by their absence. We hope they can make the next AGM.

LATE NEWS EXTRA

One brand new Thompson Cyclecar will be available in the Chicago area some time this summer for a lucky U.S.A. or 3rd Wheel member. It will be covered with Amoco Chemical's polyester water-based industrial paint - deep red - high lustre. Best offer over \$750. More details later. (Fittings for BMW - fitted with 14 inch wire wheel.)

Contact Hal Kendall.

AMA

Dear AMA Member,

You are receiving this letter as one of the many who returned our government relations questionnaire earlier this year. You said then that you would like to be on our hot list if ever we needed, to call-on you.

HERE'S YOUR CALL! WE NEED YOU NOW!

As you probably know, EPA has released proposed noise regulations for motorcycles. In addition, EPA has begun a nationwide public relations campaign against motorcyclists. They are making an effort to convert a simple technical and economic discussion to an emotional uproar. It's a rotten tactic, and they are using your taxes right now to put you down just because you are a motorcyclist.

Here are some examples:

* EPA has a man from their Chicago office on the road, meeting with city councils and encouraging immediate noise ordinances. The law he is recommending sets standards that are a full four years in advance of his agency's own proposed standards.

* EPA is distributing press information that states that motor-cycle noise causes loss of hearing, high blood pressure, birth defects, and viral infection.

* EPA is quoted as saying that anyone who opposes their regulations is obviously a "Hell's Angel."

* EPA has also suggested that the only reason we ride motorcycles is because we like to make noise. They say if this weren't true, we would all just own mopeds.

PLEASE WRITE! PLEASE WRITE NOW!

Do a letter in your own words, but you may want to include the following ideas:

* That you are all in favor of quiet motorcycles, but that the proposed EPA standards will provide only marginal improvement at a cost of more than \$200,000,000 annually by 1985.

Debate is loud over proposed motorcycle noise standards

By HELEN HUNTLEY,
St. Petersburg Times Staff Writer

The roar of a motorcycle down a quiet residential street sends some people's blood pressure soaring, but it's soothing music to other folks' ears, federal officials found out Friday.

A public hearing on proposed nationwide noise-control standards for motorcycles attracted both motorcycle lovers and haters, arguing their views with equal vehemence.

People who enforce local and state noise-pollution laws endorsed the U.S. Environmental Protection Agency's proposed regulation or complained it wasn't strict enough. Florida's existing standards for motorcycle noise are more strict than the proposed federal rules.

"This is a license to pollute," said Robert M. Jones of the Hillsborough Environmental Protection Division. "There is no reason bikes today can't be fast and quiet."

However, motorcycle riders turned out to argue that the federal government was wasting its money going after their cycles.

"These proposals have the power to put people out of business," said Beverly Hempstead, a motorcycle dealer. "The average cyclist is a quiet, law-abiding person."

Bill Long, president of the Florida district of the American Motorcyclists Association said noisy motorcycles are safer. If motorcycles are too quiet, people driving air-conditioned cars with the windows rolled up won't know they are there, he said.

"IT'S GETTING CLOSE TO you can't do a thing in this country unless you have the approval of the U.S. government," he said. Long said he drives an \$8,000 Harley-Davidson and he likes the way it sounds.

The federal regulations would require newly manufactured street motorcycles and small off-road motorcycles to be no louder than 83 decibels (measured from 50 feet away) by 1980. The standard would drop to 80 decibels in 1982 and to 78 in 1985.

(A decibel is a measure of noise that increases geometrically. A jet plane passenger experiences about 120 decibels during takeoff. Industrial workers are generally protected from prolonged noise of more than 90 decibels.)

However, the federal standards are not as strict as existing Florida regulations.

If the federal standards go into effect, Florida would not be able to require stricter standards of motorcycle manufacturers. The job of cracking down on noisy motorcycles out on the street still would belong to state and local officials.

"If we set standards at existing levels all we're really doing is legalizing the noise," said Jesse Borthwick of the Florida Department of Environmental Regulation. He said the noise limit should be set at 80 decibels in 1980.

"IN ADDITION TO BEING a nuisance, the noise contributes significantly to the deterioration of the quality of life," said Dorothy Lott of the Lakewood Civic Association.

John Fletcher, a professor at the University of Tennessee, said motorcycle noise can cause hearing loss (most likely to the riders) and other health problems.

Many persons who came to speak at the hearing were retirees, but not all of them were anti-motorcycle. Two white-haired men testified that they had been riding cycles for more than 50 years.

"I think some of this is a witch hunt," said Floyd Frantine, a retired teacher.

The St. Petersburg hearing, held at the Ramada Inn South, was one of three the agency is holding before it decides whether to adopt the regulation. This hearing had a twist, however. Through a telephone hookup arranged by WUSF-FM Radio, people could call in their comments. Although there were problems with the equipment, 13 people got to have their say by phone during the one-hour call-in — most of them against the regulations.

"WE'VE GOT TOO MANY regulations," complained a retired colonel who called. "We have to have a little joy out of life."

Another caller said motorcycle noise is music to his ears. Others suggested that the agency ought to be tackling other noise problems, such as trucks, air conditioners, lawn mowers, barking dogs, garbage trucks and Air Force jets.

Charles Elkins, the agency's noise-control director, said the agency is working on other noise problems, one at a time. Regulations requiring new trucks to be quieter went into effect this year. The agency also is producing a pamphlet on how to train dogs not to bark.

Those who could not attend the hearing, but who would like to express their opinions on motorcycle noise, may send a letter before June 1 to: Motorcycle Noise, EPA, Washington, D.C. 20460.