

United Sidecar Association

Newsletter No. 24

July 1978

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Bill Espe (Pro Tem)

SECRETARY

H. A. Kendall

19201 Centre Avenue

Homewood, Illinois 60430

CHAIRMAN/TREASURER

Ed Johnson

VICTORY AT LAST

Effective June 26, 1978, the Illinois Tollway have agreed that all motorcycles, including those with sidecars, be charged a uniform two axle rate. They suggest, for safety reasons, that you use the manual lanes. On occasion, a malfunction in the gate mechanism has caused the gate to fall onto the head of an unprotected cyclist and this also happened to a person in a convertible. They have requested we use the manual lanes and on behalf of the Association I said we would spread the word. Now that we have achieved victory, try to comply with this request.

Paula, Tim, Hal and Lynn met at the Tollway Authority to receive advance notice of the change in toll procedure. Our reception was most cordial.

"I'M PROUD TO BE AN AMERICAN SIDECARIST"

We have the tune (after "I'm Proud to be an Okie from Muskokee").

We have the pride to be an American.

We have the pride to be a Sidecarist.

What we do not have are the words to go with the tune.

All you creative artists out there in sidecar land drop your Secretary a few lines, whether in the form of a song or not so we can jointly compose our National Theme Song to be sung at campfires, rallies, while travelling and so on. Surely we can do better than Okies from Muskokee (no offense intended).

The best entry will be eligible for an American Sidecarist T-shirt; runner's up will receive the coveted American Sidecarist patch.

This contest will close August 31st, so we can have our theme song ready for the Aspencade.



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

EAST-WEST TOLLWAY . OAK BROOK, ILLINOIS 60521

NEWS RELEASE

The Illinois State Toll Highway Authority has announced the following procedure clarification to all of its toll collection personnel regarding the collection of tolls from motorcycles with sidecars.

All motorcycles with sidecars will be charged the same as a two axle vehicle, and validated in the collector's records as a Class 9 transaction, or unusual-sized vehicle.

Under no circumstances will motorcycles be allowed to use the automatic lanes. This decision is for the safety of the cyclist. The safety of all tollway patrons must remain the Authority's primary concern.

CONTACT LORETTA H. McKEATING

June 26, 1978

Chicago Tribune - Monday, June 26, 1978

15-cent victory for three-wheelers

IT WAS ONE of those hard-won victories that took scores of letters and hundreds of hours.

The state attorney general's office got involved, as did a state legislator and a group of motorcycle enthusiasts.

And it was all over 15 cents.

Actually, the commotion was over the fact that the Illinois tollway fee for motorcycles with sidecars was 15 cents higher than for autos, explained Halcombe Kendall of Homewood, who spearheaded the drive for uniform tollway rates.

Kendall, an engineer, is the founder and secretary of the United Sidecar Association.

HE SAID MEMBERS of the group found they were often charged 45 cents by tollway operators—as much as drivers of large trucks pay—and 15 cents more than drivers of cars and cycles without sidecars. Some tollway operators insisted that the cycle with sidecars are, in fact, three-axle vehicles rather than two, and thus, under regulations, must pay the higher rate.

But Kendall and his group, which included state Rep. Richard F. Kelly Jr. ID., Hazel Crest D, held out for the 30 cent fee.

Kendall said officials of the attorney general's office agreed and told him Friday that tollway operators had been sent letters instructing them to charge the cycles with sidecars only 30 cents.

18 city/suburbs Chicago Sun-Times, Monday, June 26, 1978

Drop 15c surcharge - Cycle sidecars win in fight with Tollway

By Dennis Byrne

Halcombe A. Kendall of suburban Homewood has been carrying on one of those one man campaigns against a government bureaucracy.

At issue is 15 cents.

For the last 18 months, Kendall has written hundreds of letters to the Illinois State

Toll Highway Authority in quest of what he said were his rights—and his 15 cents. His campaign has tied up the authority's legal staff and Management for countless hours. The Illinois attorney general's office and at least one state legislator also got involved.

BUT UNLIKE OTHER quixotic characters who fill the news columns, It appears that Kendall has won his fight.

The fight centered on how much people who own motorcycles with sidecars must pay to use the tollways. Kendall contended that they should have to pay only 30 cents, while tollway officials insisted that some motorcycles with sidecars should pay 45 cents. For months, the tollway had its way.

The reason for the extra toll is that motorcycles with sidecars have three wheels, with the third on some sidecars is set back or ahead of the other two wheels by a few inches. In effect, this constitutes a third axle and

because tolls are based on the number of axles, tollway officials argued, some sidecar owners had to pay 45 cents—the toll for three-axied vehicles—instead of 30 cents.

"That's ridiculous," huffed Kendall, who owns a sidecar and who is the founder and secretary of the United Sidecar Assn., a group of about 150 sidecar owners.

"A TWO-WHEEL CYCLE pays 30 cents. A three-wheel cycle like the police use pays 30 cents. A cycle with sidecar wheels in line pays 30 cents. But a sidecar with an offset of just a few inches pays 45 cents," Kendall lamented.

"The tolls should be uniform. Instead, the driver of a motorcycle sidecar, which weighs 600 to 900 pounds, has to pay the same as a 10-wheel truck (with three axles)," he said.

Kendall said eight other states had similar rules, but that they were quickly changed after his group pointed out the unfairness. "But does that happen in Illinois?" he asked, "Oh, no," he said, referring to his 18-month, long fight. "They believe that (the rules) were created by God and not the people."

A tollway spokesman explained that the agency is required by state law to charge by the number of axles, which

was considered to be the most equitable method. Classifying tolls by a vehicle's weight just was impractical, she added.

KENDALL WON OVER at least one state legislator, Rep. Richard F. Kelly Jr., (D-Hazel Crest), who has introduced a bill that would require uniform rates for sidecars "I just feel that the tolls should be fair and equitable," Kelly said.

However, the bill didn't appear to be going anywhere and Kendall called The Sun-Times. Only a few days after the newspaper called tollway officials to inquire about the problems, a memo was issued to tollway supervisors, ordering the uniform fare for sidecars immediately.

Another tollway spokesman said later that it really wasn't a big deal because there are only 50 motorcycles with sidecars registered in the state.

But Kendall was delighted at the sudden turn-around. "We fought for 18 months. Three months ago they promised that they would do something, but they hadn't."

But, he added cautiously, "I'll believe it when I see a copy of the memo or something in writing."



GREATER ILLINOIS CHAPTER

THE NATIONAL HEMOPHILIA FOUNDATION

327 S. LaSalle St.,-Rm. 1648 • Chicago, Illinois 60604 • Tel: (312) HARRISON 7-1495

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EXECUTIVE DIRECTOR

William Rushakoff

June 26, 1978

H. A. Kendall, Secretary
United SideCar Association
19201 Center Avenue
Homewood, Illinois 60430

Dear Mr. Kendall:

I was delighted to read in today's Sun Times of your victory over bureaucracy.

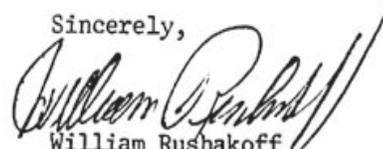
Your position was right even though the number of people affected was small and you are to be congratulated for your determination in seeing it through.

Hemophiliacs have a similiar problem and our involvement for them makes us so very cognizant of what you went through. I do hope you will soon "see it in writing."

Would it be possible for you to arrange a time for us to get together, either personally or at one of the United Side Car Association meetings to explain Hemophilia to you and discuss a possible event we may cooperate in conducting or your interest in coordinating your efforts with one of ours.

We would consider it a privilege if you could allocate time from your busy schedule and to congratulate you personally.

Sincerely,



William Rushakoff
Executive Director

Ervin D. Zander, V.P. Special Services and William Rushakoff, Executive Director of the National Hemophilia Foundation were special guests at the July 8th U.S.A. Regular Monthly Meeting.

Upon completion of regular club business, Mr. Zander and Mr. Rushakoff spoke to a gathering of about 12 U.S.A. members regarding The Hemophilia Foundation .

The United Sidecar Ride for Hemophilia - 1978

I am sure you are all aware that the American Motorcyclist Association promotes rides for Hemophilia each year. Hemophiliacs, like motorcyclists, are another minority group that is misunderstood by the public at large. There are about 850 hemophiliacs in Illinois and about 60,000 in the United States.

A hemophiliac does not bleed copiously following a nick while shaving. Usually, most injuries come from bruising and joint inflammation. They can lead a reasonably normal life if they have available a product made from human blood. This product costs about \$60.00 per 2 oz bottle and a single injury may require several treatments per day for several days. Annual treatment per hemophiliac may lie between \$6,000 and \$25,000.

You are not asked to contribute directly but to find one or more sponsors who will contribute to Hemophilia while you do something you would normally do and enjoy doing.

August and September have been set aside as our "Ride for Hemophilia" months. Sponsor sheets will be sent out next month. Here is how it will work.

On your next trip to a meet, rally, race, what have you, try to find one or more sponsors who will donate \$0.01 per mile to Hemophilia. After your rally, tell him how many miles you travelled and get him to write a check to the "Hemophilia Foundation." His contribution is tax deductible. Although the U.S.A. is based in Illinois, you can get credit to your home state Hemophilia Foundation or the one closest to you. When sending the checks to us, tell us if you want the credit to apply to the Illinois Foundation or your own Foundation.

In supporting this cause, you will be joining the hundreds of A.M.A. Chartered Clubs in this worthy cause. Drop your Secretary a line if you need further details. Remember, now is the time to line up your sponsors. The official period begins August 15 and terminates September 30. Let's pull together on this and win the A.M.A. prize for the best united effort.

WHAT IS HEMOPHILIA?

Hemophilia is a disorder of the blood's clotting mechanism affecting primarily males and transmitted through the unaffected female. About one out of every 4,000 American boys will be born with the disease. Of all known genetic diseases, hemophilia has the highest known mutation rate, with as many as one-third of new cases occurring with no prior family history of the affliction. It strikes all racial, national, and socioeconomic groups with equal incidence; it is definitely not a disease of royalty alone.

WHAT IS BEING DONE?

Research has uncovered a way of isolating and concentrating a clotting factor from the blood plasma of healthy donors. With continuing infusions of the clotting factor, most hemophiliacs can lead a relatively normal, self-sufficient life. Despite scientific breakthroughs, treatment is expensive (concentrate medication alone can cost as much as \$22,000 a year per hemophiliac).

We....Foster clinical and basic research into prevention and treatment.

....the expansion of psychological and social services.

....prepare educational materials for both professional and general groups, as well as for patient and family.

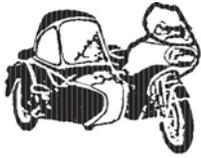
....sponsor a summer camp for Hemophiliac youngsters.

The camp is held the last two weeks of June, for boys aged 7 to 14. Staffed with a full-time resident pediatric hematologist, and medical assistant, a camp director, and one counselor for every four campers. Some senior and all junior counselors are hemophiliacs.

Your contribution will help us to

- Expand our services to the increasing Hemophilia population
- Contribute to ongoing research programs
- Increase attendance at our summer camp
- Provide for visits to our families upon request
- Provide a program to deal with emotional problems

Contributions are tax deductible - Payable Hemophilia Foundation.



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Motor Cycle News (U.K.) Tests a Kawasaki Z 1000 w/Squire (MCN 3/8/78)

The Z 1000 built to U.K. specs can still top 110 mph with a Squire sidecar attached and is the quickest outfit yet tested by MCN. Squire, a sidecar hardly known of in the United States, is the largest European sidecar maker. Last year they produced more than 1000 single seaters and hope to double that figure this year. They now have a child/adult model.

Like a Watsonian and the Stieb, the child/adult Squire has an external tubular chassis with the body secured by rubber mounts and independent wheel suspension. An auto GT Corbeau seat provides adequate seating comfort and a close fitting windshield minimizes wind drafts. The child section is behind the main seat in the section normally reserved for a luggage boot. Fitted with a hardtop and a wrap-around rear perspex windshield, it has the appearance of a Station Wagon.

A detachable flexible hood with flexible side windows fits over the passenger for protection from rain. The unit retails for around \$1,050 in England. Interestingly, insurance premiums in the U.K. are REDUCED for outfits, not increased as in the U.S.A.

The Z 1000, while good on top end, lacked acceleration at the low end. Perhaps a sprocket change is in order? The steering was decidedly heavy but the outfit handled well. The large engine, light sidecar, and narrow wheel track (44") caused the wheel to be lifted with ease. Ballast while riding alone is definitely recommended.

According to Squire, loads of up to 1000 pounds are placed on connections while cornering away from the chair but this is taken into account in the design.

CLUB EVENT

BMW DUPAGE LTD'S 2ND TEENY WEENY RALLY - June 11 - 2:00 - 6:00

Featuring: Bavarian Beauty Contest; Live Music and Entertainment; Prizes and Awards; Free Eats. Contributor: Ed Johnson

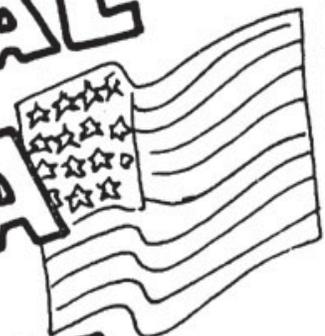
Members attending: Terry and Beck Strassenburg, Larry and Doris Lydon, Craig, Barbara and Joel Schnieder, Dorothy McCadden with Jack riding "shotgun," Ed Johnson. Craig was put in the lead and did an excellent job of maneuvering his group to Downers Grove, 11. Terry did a beautiful job of restoring his Hollandia Sidecar which put him in the "winner's circle." And then there was good, old "ballast" Jack holding the hack down and enabled Dorothy to be a winner. So, what else is new? We gained a new member - Roger Cigelske. To his BMW is attached a brand new Ural Sidecar and what a classic style this is. Also, a commercial to Frank Tople.

Class A Sidecar BMW - Won by U.S.A. member Terry Strassenburg.

Longest distance female rider (not passenger) - Won'by U.S.A. member Dorothy McCadden.



4th ANNUAL MID-AMERICA Sidecar Rally



AT THE DUNN COUNTY FAIRGROUNDS
MENOMONIE, WISC.

JULY 27th THRU THE 30th

\$15.00 PRE-REGISTRATION - \$20.00 AT THE GATE - (PER FAMILY)
PRE-REGISTRATION CUT OFF WILL BE JULY 20th

OPEN TO SOLO RIDERS AND NON CLUB MEMBERS

EVERYONE
IS WELCOME!

THURSDAY 27th
SIGN-IN ARRIVALS
MINI-TOUR

FRIDAY 28th
SIGN-IN ARRIVALS
ROAD TOUR • FRIDAY NIGHT
GENERAL CLUB MEETING •
SLIDES/MOVIES

SATURDAY 29th
MORNING - KIDS GAMES
AFTERNOON - BIG KIDS GAMES
EVENING - PRIZES, AWARDS
SLIDES/MOVIES

SUNDAY 30th
MORNING - FREE
PANCAKE BREAKFAST
(2 BREAKFASTS PER REGIST.)
MINI TOUR

SPONSORED BY THE 3RD WHEEL INC.

PHONE:
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PLEASE ADDRESS INQUIRIES AND
PRE-REGISTRATIONS TO:
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5541 KNOX AVE NORTH
MINNEAPOLIS, MN 55430



United Sidecar Association

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U.S.A. Roster (Continued)

127. Roger Cigelske, 2440 63rd Street, Downers Grove, Illinois 60515
128. Dennis C. Ryan, Route 1, Box 68, Hinckley, Illinois 60520
129. W. H. (Bud) Meldahl, 3688 Garden Court North, Oakdale, Minnesota 55109
130. Dave Clark, 534 Forest Green, Webster Grove, St. Louis, Missouri.
131. Mae Glascock, 313 Ruggler Road, St. Louis, Missouri
132. Frank J. Scaglione, 1159 Bradford Drive, Point Pleasant, New Jersey 08742
133. W. R. (Bill) Ballou, 67 River Road, Adnover, Massachusetts 01810
134. Donald Coburn, 3560 State, Route 5, Cortland, Ohio 44410
135. Mike Stanisci, 4805 Wedgview Drive, Hurst, Texas 76053
136. John B. Johnson, 441 South 22nd Street, Fargo, North Dakota
137. Gerald E. Espe, 2505 E. Bennett Avenue, Milwaukee, Wisconsin 53207
138. Irene Shumway, Route 4, Forest Park #37, Bozeman, Montana 59715
139. George W. Itzel, 580 Yale Avenue, Baltimore, Maryland 21229
140. Rick Allen, P. O. Box 248, Stanfield, North Carolina 28163
141. S. Alkana, Jr., 98 C Street, Southfield, Mississippi 48076

FOR SALE - EXCHANGE - WANTED

1972 850 Guzzi/Watsonian Outfit - Rare Dustbin Fairing/Wexpr Saddle Bags 13,500 Miles - Sidecar Front End and Rear End Week Days at (412) 835-0025/0030

Wheel Assembly for older style Eagle S/C, Edward N. Mellinie 113 Wellington Court, Rocky Mount, North Carolina 27801

1973 Yamaha w/International S/C - \$1,450 - will separate, Dave Whitehead, 3932 Phillips Avenue, Paducah, Kentucky 42001, (502) 442-5818 (Home)/(502) 442-6121 (Office)

1939 Harley Davidson U-74 w/sidecar, police lights, bags, siren, etc. - \$2,900, Also Pre 1936 body with door and windshield - no rust - \$450. Also Sidecar frame (1945) with attachments. Rich Allen, P. O. Box 248, Stanfield, North Carolina 28163

I have found a Goulding sidecar through the Ad in your paper. I want to thank you all for helping me locate one. Chester Zawalich, 4780 N. 161 St., Brookfield, Wisc.