

United Sidecar Association

American Sidecarist No. 25

August 1978

NATIONAL COORDINATOR/EDITOR

Bill Espe

SECRETARY

H. A. Kendall

19201 Centre Avenue

Homewood, Illinois 60430

CHAIRMAN/TREASURER

Ed Johnson

NATIONAL COORDINATOR - BILL ESPE

Perhaps 50 percent of our recent membership growth of late has been the direct result of Bill Espe's untiring efforts to promote the cause of sidecaring throughout the length and breadth of the United States. More, if you include his indirect efforts. Wherever there is a Rally, you will usually find Bill. A trifle cantankerous, perhaps, but with an ever willing hand to aid a fellow sidecarist in trouble in a very positive manner.

His efforts have been recognized. The Executive Committee is pleased to announce elevation of his status from Committee-at-Large to the inner circle of the Executive Committee. He is also officially recognized as our National Coordinator, a task he was doing for us in any event without recognition. Bill will promote the establishment of local sidecar chapters of the U.S.A. in addition to finding suitable National Rally Locations. Adding to his load, he will continue on the Editorial Staff.

Bill will feel a trifle lonely at the top. All members are urged to direct their letters to him for inclusion in the "American Sidecarist." If he cannot supply the answer you may rest assured he will direct it to someone who can.

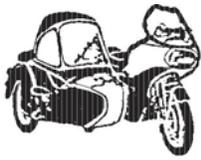
Bill, the best wishes from the Executive Committee are extended to you.

H. A. Kendall (for the Committee)

COVER DESIGN

Joe Rybacek (Woodstock, Illinois) has submitted five simple and effective cover designs for your consideration. Why not drop Bill Espe a line and indicate which design, if any, you feel captures the spirit of the **American Sidecarist**. Do not be afraid to embellish or submit your own design. The final cover may be a composite (of several of your ideas). Perhaps it may include a logo of your local chapter (or the chapter you are trying to start). All it takes is a little creativity.of efforts.

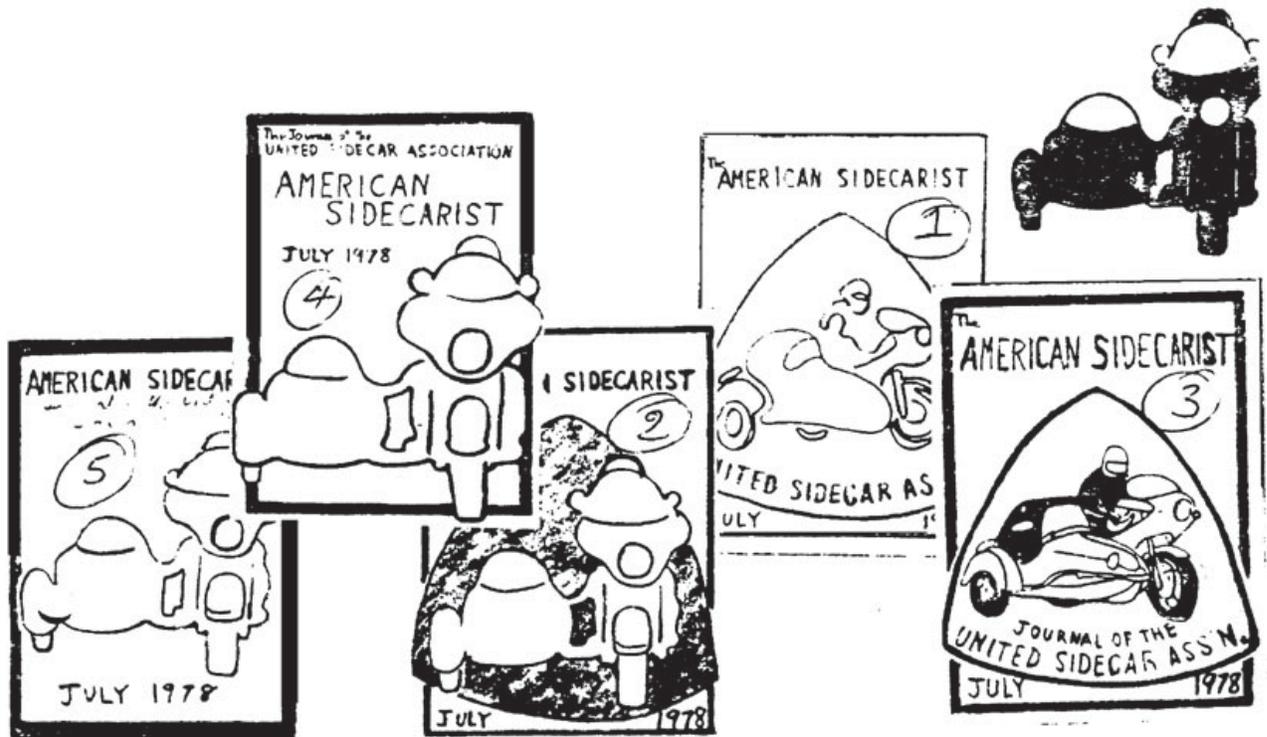
See designs, over.



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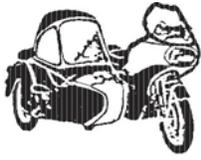
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Suggested Logos for the USA

Tell Bill Espe which you like best, if any

Send in your own if you cannot pick from above



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NATIONAL ASSOCIATION OF AMERICAN SIDECARISTS

Some members are still promoting the "great need for one national sidecar club." If a member feels the need is so great there is no reason he cannot form one. (See 3rd Wheel News, July 1978.)

I would like to stand on the track record of the U.S.A. and pose the question, "Is yet another organization necessary?" or "Should you support those who have done so much for you and will continue to act for you?"

Number One in Fights against Unfair Treatemnt at the Tollways

We were the first to recognize and correct the great Tollway ripoff in Illinois, and in all other States that ripped you guys off. We were successful in getting the ludicrous charges reduced. In Florida, the American Motorcyclist Association beat us to it but then they cannot be everywhere at the same time. The A.M.A. relies on us to help them as they must rely on all A.M.A. chartered clubs and all A.M.A. members to support them. They cannot do everything or be everywhere.

Number One in Opposition to Mandantory Lights-on Laws

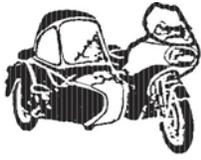
The U.S.A., in conjunction with the A.M.A. and with ABATE has put great pressure on the Illinois Legislature to weaken its mandatory lights-on law. While we have not yet gotten this restrictive and hazardous law repealed, we have now received assurances from he Vehicle Laws Commission in Illinois that they will not oppose a repeal as they have so adamently done in the past. We will re-introduce legislation this Fall to kill the lights-on law in Illinois. If anyone wants to help kill this law in their own State, we will be happy to give you all kinds of assistance.

Number One in Development of Motorcycle Sidecar Skill School

The U.S.A. has instituted the first motorcycle sidecar skill school in the U.S.A. so that novice sidecarists can learn what sidecaring is all about safely and without getting killed or maimed in the process. You may expect to see similar schools made available in many, many States throughout the U.S. At the moment 24 States offer motorcycle safety training programs but not a single one even touches on sidecar safety and handling.

Number One in Charitable Runs with Sidecars

The U.S.A. has arranged a drive against Hemophilia. The proceeds you collect will be' used to help Hemophiliacs in your own home State. It will not just help the Hemophiliacs in Illinois.



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NATIONAL ASS. OF AMERICAN SIDECARISTS, Cont.

In view of our record, it should be apparent that if the United Sidecar Association is to be restricted solely to the Chicago Region, it would be totally counter-productive for all sidecarists and for sidecaring in general throughout the United States. We already have one great National Sidecar Club. As our slogan states, its "ALL THE WAY WITH THE USA." We will continue to work with and through any association that shares similar views in promoting sidecaring, motorcycling and safety in all motorcycling endeavors.

The U.S.A. is not trying to win any popularity contest. The 3rd Wheel has already tried that. Charlie Lipton pointed out in the July Third Wheel News that the 3rd Wheel fell into the trap of "getting members" in the past and that this served no one but their own treasury. Their problem in handling numbers has never been a problem to the U.S.A.. Our Treasury is small and will stay that way. As the U.S.A. grew - it provided for all its members, especially for those far removed from the Chicago area. Its principals are well travelled. They appreciate that if you wish to have the support of members from other areas, you must give them a reason for wanting to belong. One of the Founding Fathers has put together two other very successful motoring associations - one International, the other National.

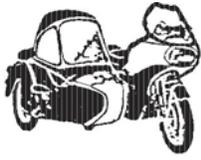
Although based in Chicago, our principal monthly meeting is now rotated throughout Illinois to allow greater exposure to be able to better listen to our members and to find out what they want. Action is underway for local chapters throughout the U.S.A. for the U.S.A.

Why are numbers necessary? The reason is quite simple. If you seriously want to do anything for sidecaring and if you have ever testified before any State or Federal Agency as an individual, you are politely listened to - period. But, if you speak for a visible membership comprising many members from many States your credibility increases far beyond your numerical numbers. We have achieved already recognition and credibility. We can carry out your programs essential for sidecaring.

If you have seen the papers recently, you will find that the EPA, the NHTSA, the A Medical A, the IIHS, to name but a few, are all doing their damndest to destroy motorcycles and motorcycling. Unless you are prepared to stand up and be counted for your right to enjoy the highway safely in your own individual fashion, you will find that you will soon be forced to hang up your sidecar.

Your support is essential for your own survival. Without definitive and identifiable reasons to exist we are just another nameless social club like other clubs that have bloomed, faded and died or are dying. We do not have the time to engage in senseless arguments. There are too many serious issues at stake. We will not stoop to badgering other clubs' members to see if so and so said such and such on one date or another and would he retract that statement, please, so that another club would look bad.

Above all, we appreciate all the solid support we have been given from so many sources. We are proud of the solidarity of our members. And we will continue to work for and with all of you. You are worth it. Enuff said?



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NATIONAL ASS. OF AMERICAN SIDECARISTS, Cont.

Growth of The U.S.A.

Evidently we are doing all the right things in spite of our blunders. And, much of it stems from the time Bill Espe joined the U.S.A. in March 1978. Our organization began in September 1976, stabilized at around 25 members in Chicago-land by early 1977. It was barely a year later when Bill joined us in March 1977 that it all came together. It is no wonder that Bill is known far and wide as "Mr. Sidecar."

With Bill came several of his associates. But, it takes more than a few friends to make a solid viable organization. It needs a purpose. It needs a driving force. It needs dedication. It needs lots of hard work. It needs to be visible. And, it needs, above all, the support of its members. And, that is exactly what you have and what you have given us. The growth pattern has settled down at an average rate of 100 new families per annum. And, you have made this possible. We will encompass 200 families by year's end and will double this by 1981.

Where are the members coming from?

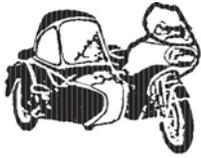
From the BMW Club, from the Moto Guzzi Club, from the Laverda Club, from the Retreads, from the Vintage Clubs, from other sidecar clubs and so forth. Do we want them to forsake their old loyalties? Emphatically NO! We give those clubs a new dimension - and we are all brothers under the skin even though we drive those three-wheeled things.

Why are they coming?

They all share a common interest in sidecaring. In the U.S.A. they find an organization from which they can get answers such as how to set up their sidecar, what type of sidecar is best for their machine, what is the best outfit, where can they buy it, how to get insurance, how to drive it safely, where can they find other sidecar enthusiasts, who can straighten their bent frame and so on and so forth. We have demonstrated our credibility and it has been rewarded.

Our Treasury and your Support

Our treasury barely covers expenses as this is truly a non-profit organization. Everything you put in is given back to you. All your leaders are dedicated enthusiasts. But, our success is not due to leadership alone. We could not carry out our programs unless we had your support. And this you have given without restraint. We have asked your support to write to the Tollway Authorities, to your Legislators to the EPA and to the NHTSA. You have responded and enabled us to achieve results far beyond our numerical numbers. Yes, the committee is proud of all its members. But, we need your assistance for we cannot do it alone.



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Expansion and Committee members Needed

As the club expands we will need more committee members to serve you properly. At the moment there are several vacancies. We know there are many sidecarists out there who ask not what can I take out of the U.S.A. but what can I put into the U.S.A. Drop Bill, Hal or Ed a line. Say what you can do and what interests you the most. It may be a local coordinator or a publicity spokesman, or a legislative analyst, or an events organizer, or an emergency contact, or garage or shelter in a storm, or technical advice. If you have anything to offer that will actively promote sidecaring in your area or throughout the U.S.A., that is exactly what we want. Tell us what you can do and let us decide how it will fit into the overall program. It is by pulling together in strength and unity that we will continue to be recognized as the leader in promoting safe sidecaring as a sport, recreation, hobby and means of safe transportation.

No matter how large the U.S.A. grows and no matter where our membership leads us, we will not forget we owe our beginnings to a small group of dedicated Chicagoans who saw the need and did something about it. And, we will always pay tribute to the band of Chicagoland enthusiasts who met monthly through rain, snow and sun, to organize and plan the development of the U.S.A.

SO YOU WANT YOUR OWN CHAPTER?

With our family membership approaching the 200 mark many want their own local chapter for their own local runs and events. The membership is generally divided as follows:

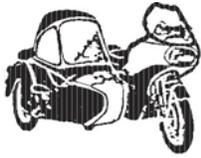
1. Illinois - 44 members.
2. Texas, Missouri, Pennsylvania, Wisconsin, Iowa, Michigan, Ohio, Minnesota - all with six to eight member families each.
3. Massachusetts, North Dakota, Montana, New Hampshire, New Jersey, Colorado, New Mexico, California, Indiana, Virginia, Connecticut and New York - with one to four member families each.

In at least eight states we should be able to have a local chapter operable within the next six months. All you have to do is WANT a chapter STRONGLY enough.

Three outfits are the minimum number to really do anything with. The first thing to do is to contact those in the State nearby and visit awhile. Then, decide who wants to take on the responsibility of pulling it together. This should be a very loose informal affair with the emphasis on fun and runs. Short or long trips together, participating jointly in other club rallies, and so forth. But do NOT forget to in-form the American Sidecarist of your activities.

As National Coordinator, Bill Espe will be the man to get in touch with. You will usually find him on the road and he may just pop in.

As your chapter enlarges we will show you how to expand slowly and constructively. As a group you can participate in community affairs and improve the overall image of motorcycling and motorcyclists to the public. A very exciting calendar of events is planned for 1979 and your support and active participation is essential.



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A local chapter for sidecaring in the Chicagoland Area

To return to the suggestion for a local chapter for sidecaring in the Chicagoland Area, this is an excellent idea and our By-Laws and Constitution do NOT prohibit it. All we need is a volunteer to serve as leader of the local chapter. He would be responsible for its organization, local meetings, runs, etc. In fact, we encourage the formation of a local chapter. The local leader would organize an initial meeting and select his officers. Meetings and runs would be given publicity in the "American Sidecarist." The local Chicago chapter will be given all the courtesy normally extended to any other chapter of the U.S.A. Now, who will volunteer to get this kicked off?

Another man's work on democracy:

Liang Ch'i-chao was considered a radical in 1899 when he wrote these words:

"...Protecting the people is to treat them as infants. Caring for the people is the same as tyranny in that it invades the people's right to liberty. The people prize their independence, they treasure their rights. They are not to be interfered with."

They are the writings of a man in exile from a paternal government, and speak to the problems of democracy in his new society.

Liang was a student of Bentham and both were students of the Mills. He was read in de Tocqueville. This was written in response to just such an article as appeared in the earlier Newsletter.

I think that his words are more true today than ever. I pray that the American people do still prize their independence. Ride safely, Charlie (Lipton), 3rd Wheel

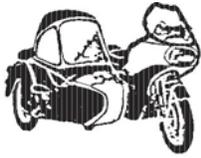
Committee Positions Open

As you all know, the success of any Organization ultimately depends not on what you can get from the organization but upon how much you as an individual, are prepared to put into it.

This is not MY Club. It is YOUR CLUB. It is OUR Club. All the members of the U.S.A.

Hal and Lee Kendall, two of the co-founders, will be moving to Houston in mid October. The Club has sufficient strength to allow Hal, Lee and Pup-Pup to be temporarily inactive. But it will mean that, until Hal and Lee get settled once more, you will all have to put forth a little extra effort.

Bill Espe will be putting the "American Sidecarist" together, getting it printed and posted in addition to being National Coordinator. Bill cannot pull stories out of the air. Keep him inundated with your letters, what you have done and where you have been. And, keep those technical tips a-coming. We all want to see YOUR particular sidecar. Black and white glossy photos, please. They reproduce much better.



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Committee Positions Open, Continued

With nearly 200 family memberships, we need assistance to keep up with who is who. We need - a Membership Secretary - to collect dues, issue membership cards, dues reminder notices. Who has just a little time to spare?

Club Paraphernalia Sales Person

We need - a club paraphernalia Sales Person - who will keep club stocks - patches, pins, buckles, T-Shirts, etc., etc., re-order supplies when necessary, ship items to members and so forth.

Technical Advisor

We need - a Technical Advisor - who can answer questions relating to sidecar hookups, couplings, repairs, alignment and so forth.

Publicity Chairman

We need - a Publicity Chairman - who will issue press releases of activities, keep the trade magazines informed, prepare club advertisements and so forth.

Manufacturer's Liason

We need - a Manufacturer's Liason - who will interface with manufacturers, keep us advised on who has what.

Legislative Advisor

We need - a Legislative Advisor - who can keep up with laws related to sidecaring activities in various States and through whom any member can coordinate legal matters.

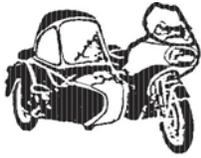
Inter-Club Representative

We need - an Inter-Club Representative - who can coordinate activities of other clubs that we participate with.

We need those willing to share the responsibility of organization.

As you review the positions listed, you may feel you can share one or more functions. This applies to all existing Committee Members. Remember, as we grow in strength, unity and numbers, so we must share in the organization. Your reward will be the satisfaction of a job well done.

Perhaps you will direct your responses to Bill Espe as our National Coordinator!!!



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Letters

FROM SIDESTRIDER:

I am getting ready for the Griffith Park Sidecar Rally. I am enthusiastic about tl growth. Each year there is more interest. Last year this event got coverage by Channels 4 and 11. It helps when you have a friend that works for NBC. I am enthusiastic that this local event created news interest. This will bring sidecars to public notice and bring forward more enthusiasts. - **Doug Bingham**

SIDECAR SKILL COURSE - September 17, 1978 - 09:30 A.M.

Northeastern Illinois University, 5500 N. St. Louis Avenue, Chicago, Illinois, 60625

ANOTHER U.S.A. FIRST!!! H. A. Kendall

In the hands of a novice, piloting a sidecar can be a truly nerve shattering experience, more so for the novice passenger. In conjunction with the Motorcycle Safety Program of the Northeastern Illinois University, the United Sidecar Association, will sponsor the first ever Sidecar Skill Course for novice sidecarists.

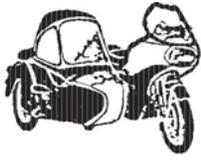
The Motorcycle Safety Program at the University is part of the Illinois Department of Transportation's Motorcycle Training Program which teaches and encourages motorcyclists to handle a motorcycle safely in the jungle of traffic and solitude of rural countryside. The Motorcycle Safety Foundation (a group funded by the five major motorcycle manufacturers) provides the safety program curriculum for the "Motorcycle Rider Course."

Hal goes back to a Motorcycle Rider Course

The Secretary of the United Sidecar Association, Hal Kendall, is currently enrolled in a Motorcycle Rider Course at the Bloom Trail Township High School facility. "I am very enthusiastic with the program material and the competence of the instructors. After many years of handling a big three-wheeler, I have again been shown the joys of a nimble two-wheeler."

Classes consist of people from late teens to early forties, although enthusiasts in their early seventies have graduated from the course. After instruction and hand-on motorcycle experience, they rapidly gain confidence and become quite skilled riders. I hope I can pass the test which requires considerably more skill than the rubber stamp licenses often handed out like gum at out many State's "testing centers."

More advanced riding schools are planned. Incidentally about \$500,000 of Federal funds partially support the Illinois Training Program while the big five provide the motorcycles for class usage.



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SIDECAR SKILL COURSE , Continued

Several organizations are very interested to see if a sidecar skill training program is practical or needed. The Northeastern Illinois University have made their facility at 5500 N. St. Louis Avenue, Chicago, available to us for a pilot program (they have a practice lot about 3/4 mile long by 750 feet wide).

The purpose of the program is several-fold.

- 1) To see whether such a program is useful.
- 2) To see how best to implement the program.
- 3) To obtain ideas from the most knowledgeable and skilled people who can assist - the active riding members of the United Sidecar Association.
- 4) To provide a way for people who have the desire, but not the opportunity to ride in a sidecar.
- 5) To provide a way for motorcyclists who have basic motorcycle riding skills to learn how to control a sidecar-equipped motorcycle SAFELY.

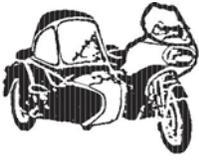
All who are interested in participating should show up at 9:30 A.M. Spectators are also welcome. And, bring your friends. We will be looking for sidecarists willing to allow a student to use his outfit at the test center under very controlled conditions.

- * Anyone wishing to allow his machine to be used **MUST HAVE LIABILITY AND PERMISSIVE INSURANCE**. A waiver will be available upon registration.
- * Anyone wanting to gain skills on a sidecar rig **MUST** have a valid Illinois State License for a motorcycle.
- * The motorcyclist **MUST** have the prior consent of the outfit owner for permission to either ride or pilot the rig.
- * The owner will maintain the right to stop any motorcyclist from using his rig.

Tremendous interest in this pilot program has been shown to date. This includes Dr. Hartman of the Motorcycle Safety Foundation, Gary Winn of the American Motor-cyclist Association and Lewis Buchanan, of the National Highway Traffic Safety Administration. And, possibly some positive publicity from our local and national media.

So come on out.

Make plans to participate - either as a spectator, participant, or outfit doner.



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SIDECAR SKILL COURSE , Continued

The tentative program is:

9:30 to 10:30 - Registration and Introduction

10:30 to 11:00 - Setting out the course.

11:00 to 12:00 - Basic theory -

Difference between solo and sidecar riding.

Types of sidecar riding.

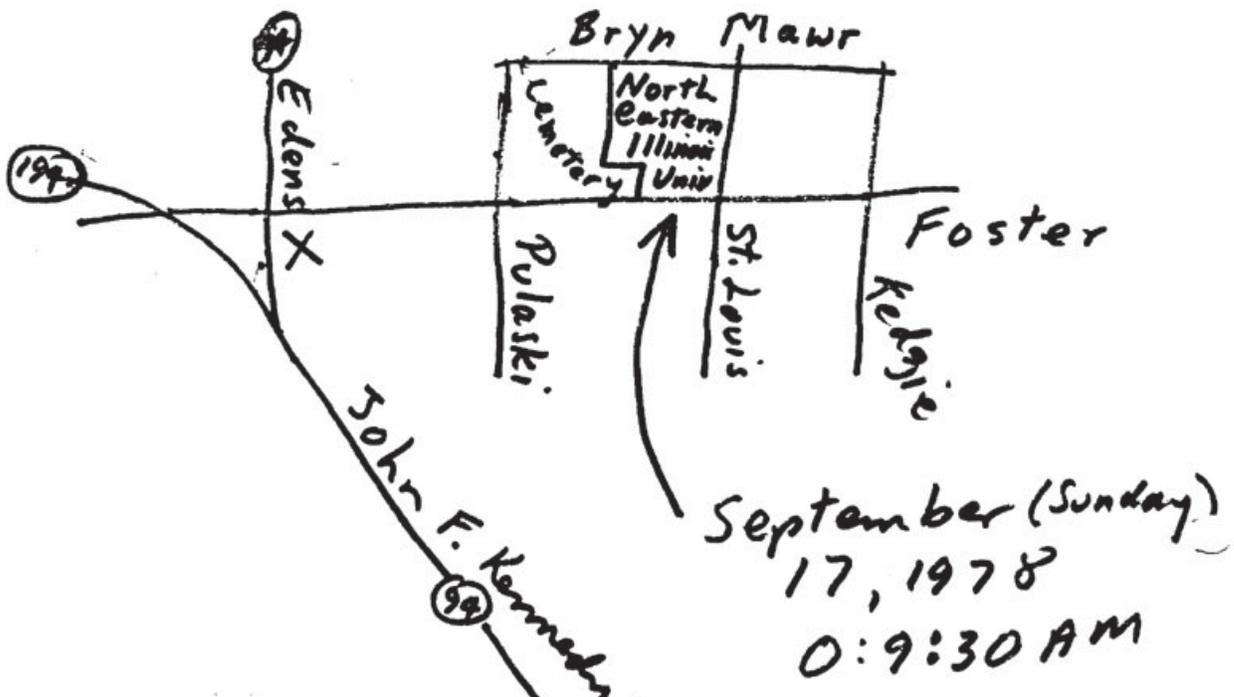
Turning - braking - load distribution.

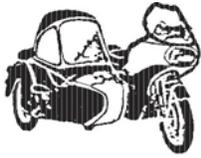
Right handers and left handers.

12:00 to 12:45 - Lunch break.

12:45 to 1:00 - Preparation for riding skills.

1:00 to 4:00 - Riding instruction.





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Christmas Party

We have heard rumors that some disgruntled members of another organization have been spreading the word that funds for our Chicago Christmas Party will come from members' dues. While incorrect, this may be our fault as we did not explain it when we made the announcement in July.

Contrary to the policy of other local organizations who use out-of-state members dues to finance turkeys, door prizes and other goodies for the benefit of local members, the U.S.A. has never used members' dues for any purpose other than for the good of the membership at large. The cost of any newsletter. (plus postage) is the biggest single expense of any club. If you look at what you get for your \$5.00 you will readily see that it barely covers your newsletter postage. And, a club **MUST** have funds to operate. No, not a single penny of your dues goes for promotion of any free turkeys or other door prizes for any Christmas Party or any other party. By the way, just ask yourself who pays for the reproduction of the newsletter? And who gives you such a complete newsletter that you can use and not just a few reprints and a lot of politics.

While we are on the subject of Christmas parties, U.S.A. Christmas parties are not the exclusive prerogative of the U.S.A. in Chicago. The brotherhood of the U.S.A. extends to all sidecarists everywhere at all times but more especially so at Christmas time. All sidecarists whether they belong to a club or not are welcome to share our Christmas Party in Chicago. And this invitation is extended to all sidecarists in the United States. We would ask that sidecarists who plan to attend let us know so we can make the necessary arrangements.

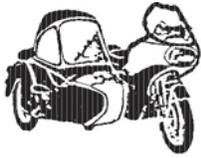
Any U.S.A. member anywhere in the United States who would like to have a gathering of sidecarists in his own locality for Christmas should let Bill Espe know. We will get you publicity for the event. You pick the location, time and meeting place. The only restrictions we ask are:

1. This will be restricted to sidecarists or those who have a desire to see the cause of sidecaring advanced, or who have a genuine interest in promoting safe motorcycle operation. It must **NOT** be restricted to the U.S.A. members.

2. All Christmas parties will be self supporting. Other than the cost of letting people know that the party will take place in your area, the U.S.A. will not be responsible for turkeys or door prizes.

3. Any fees charged at any party anywhere will remain at the local area for promotion of sidecaring and will not be passed back to the U.S.A. in Chicago. Local fees if charged, can be used for purchase of turkeys or door prizes if you believe these are necessary.

4. There must be no coercion to force any member attending a U.S.A. Christmas Party to become a member of the U.S.A. This is a time to extend our feelings of fellowship. If individuals who come wish to join, they will be welcome. Application forms will be sent to all who wish to sponsor a Christmas Party. Please let Bill Espe know what you plan to do so we can coordinate your activities.



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U.S.A. RUNS

One of the benefits of an organized club such as the U.S.A. is the ability for members to join together on a run so that we can share the joys of the road together. From information that has trickled in via back fences, over the past year, our runs have not been too successful for several reasons. By discussing the reasons we can correct and remedy the errors we have made. We would also ask, as a courtesy, that instead of tearing down, by backyard gossip, rumors and inuendos, you direct your constructive criticism to the Committee. so that they may take positive action to give you what you want. Your letters will be printed, thus sharing with all members the benefit of your knowledge.

1. Lack of Planning.

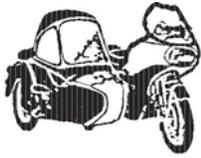
This has already been noted. Henceforth no run will be held unless it has been detailed and given adequate publicity for at least two months. All pertinent information regarding routing, location, directions, etc., will be in the "American Sidecarist" at least a month prior to the event. If you wish to include any event by any organized club, be sure to let Ed Johnson know. He will correlate with other activities and see that Bill Espe has this for the Newsletter.

2. Behavior of Run Participants.

Please do not forget that the U.S.A. is an A.M.A. chartered club and a club in good standing in the community. When you travel on a U.S.A. Club sponsored run the community at large judges you as a motorcyclist and as a club. Irresponsible behavior is hazardous to club members, gives the club a poor image and disenchant club members who wish to participate in a safe and orderly fashion.

Some runs have been very well handled while others have been a fiasco. The behavior of the group is the direct responsibility of the Run Leader. By observing a few simple guidelines your pleasure on these runs will be increased manifold.

- a) All participating members will check their machines over prior to the run to insure they are as mechanically sound as possible. Also check fuel, air, oil, chain maintenance, brake fluid, etc.
- b) There will be one Run Leader who is responsible for each run. The Run Leader's responsibilities will include, but not be limited to the following:
 - 1) He will inform the group of his proposed routing and estimated times to key points. The rear guard will be given a copy of the routing in sufficient detail to arrive at the destination unaided.
 - 2) He will organize each member in the group according to his skills. Any less experienced members will be immediately behind the leader. Other members will be arranged with increasing skills toward the rear. If possible, an expert solo rider should maintain the rear guard so that he can cut through and readily inform the leader of any emergency.



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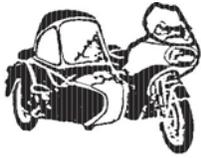
U.S.A. RUNS, Continued

- 3) The leader will, before setting off, determine any particular problems that may occur such as, who has a leaky fuel tank or leaky tires, who has a small fuel tank, who has weak kidneys, and so forth. The leader has the responsibility of leading the group safely and comfortably to their destination. The U.S.A. will not allow itself to be used to satisfy any individual's ego trip which may endanger any of its members,
- 4) Throughout the run the leader will maintain a pace that will not exceed ANY applicable speed limit and that will not exceed the ability of any member's ability to keep up. The leader will insure the safety of his total group at all times and especially when overtaking. He may, at his discretion, pull over to the side in a safe place at any time and take a head count before proceeding. Typically, he should do this when passing through any toll booth or when changing from one route to another. He will make whatever rest and pit stops are necessary.
- 5) The leader will respond to any emergency by any member. In a serious emergency which causes the member to pull over and stop for any reason, the member immediately behind will pull over also. The rear guard will break rank, try to ascertain the difficulty, then proceed forward to contact the leader. All other members will maintain rank but will contact the member in front by continuously flashing headlight. When the leader is aware of the emergency he will pull over in a safe place and confer with the rear guard as to the best way to solve the emergency. All members will pull over and await instructions. If a member in difficulty can, he should break rank and contact the leader directly.
- 6) Generally, common sense and a large dose of road courtesy for your fellow members and for all road users will create the proper atmosphere. This will encourage those who wish to ride with us to ride, enjoy the ride, and ride again. We have had some good rides.

We have had some good rides, let's have better rides. ,

This is not meant to offend - nor should anyone take offence or act in a childish manner should it be apparent that runs you have led in the past differ from the above guide-lines. You do NOT hear about your actions - we, the rest of the membership and the Committee - certainly do.

Just try a little harder the next time to accept a little of the responsibility it takes to be a good leader. Good Run Leaders are made not born and sincere efforts are very much appreciated.



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MOTORCYCLISTS RIDE FOR HEMOPHILIA

We offer our profound appreciation to the Tri State Travelettes and The Eez Alongs, two motorcycle clubs that rode on the day of our Bike-A-Thon using their own routes and obtaining their own sponsors. These American Motorcycle Association sanctioned clubs are made up of families who enjoy and propagate safe motorcycling.

Our deep gratitude goes to Mrs. Claire Sutter, President, and Mrs. Annette Weidner, Immediate Past President of the Travelettes, and to Mr. Tomme Mayne, President and Mrs. Marilou Streicher, Publicity Director of the Eez Alongs for their warm and cordial acceptance of our efforts to be of greater service to hemophiliacs.

In addition to the above mentioned clubs, the United Sidecar Association will be riding for Hemophilia from August 15 thru September 30th, nationwide. Our thanks to Dr. H. A. Kendall for working so diligently to make the arrangements for this ride. The U.S.A. will be using our sponsor sheets to garner their sponsors.

Should you see motorcyclists riding for hemophilia wave and say thank you, They more than deserve our appreciation.

FROM HEMOPHILIA NEWS JOURNAL

"One trouble with the world today is that there are too many people in it who are willing to put in their oars but not willing to row."

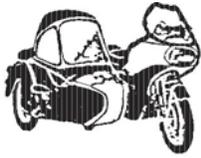
USA - DRIVE FOR HEMOPHILIA - 1978

As mentioned in the "American Sidecarist" the United Sidecar Association, Inc., will conduct our Drive for Hemophilia from August 15 to October 15, 1978 (Note the extended deadline to accommodate our many members who plan to go to Aspencade and do not want to be left out).

All proceeds should be turned in to Ed Johnson, Chairman of the U.S.A. at 510 E. 162nd Street, South Holland, Illinois 60473.

Remember, if you wish the proceeds you collected to be returned to your State to help your own Hemophiliacs, simply indicate this on the Sponsor Sheet included with this Newsletter.

We DO NOT want any funds to come out of YOUR pocket unless you personally wish to contribute to this cause. NOR do we want you to go on a special run just for this purpose. But, try to get sponsors in your own area, friends, relatives, store keepers, cycle shops, etc., to sponsor a ride you PLAN to do in any case. Just have fun - and do something worthwhile while doing so. Do not twist your sponsor's arm. Indicate about how far you plan to go. At his discretion he may sponsor a part of a single ride - or he may sponsor you for several rides. Perhaps a group will jointly sponsor you. It is YOUR thing. Do whatever is best for you. All we ask for is results.



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USA - DRIVE FOR HEMOPHILIA - 1978, Continued

Now the Good News

We will get an honorable mention with the A.M.A. - AND - perhaps an award for the finest A.M.A. chartered club. Also, you will receive a brand new U.S.A. patch - not the oriental ones we had initially that shrank on washing and no two were the same but beautiful machine made patches we have just ordered. That is, if you collect \$5.00 or more.

And, you will also receive a Hemophilia patch for your participation, and an AMA pin. And, the opportunity to win:

- a) Case of Oil (Amoco)
- b) Full Face Helmet
- c) Riding Jacket (Harvey Cycle)
- d) Tire (Carlisle Tire Co.)

All major prizes are subject to confirmation.

Dominick's Food Stores have pledged to set aside September 11 and October 16 as their special days to assist the United Sidecar Association in their Drive for Hemophilia.

You always buy food. Simply present the Dominick's card (enclosed) at the checkout register at ANY Dominick Food Store on either or both of the above dates after you have done your shopping. Dominick's will donate an amount equal to five percent of your normal register receipt (less taxes) to the Hemophiliacs on your behalf. Not a penny from your pocket - just a special effort to purchase your normal groceries on those dates at a Dominick Food Store.

**PLUS - other valuable prizes.
ALL WINNERS TO BE ANNOUNCED.
GOOD LUCK AND GIVE IT ALL YOU'VE GOT**

July 31, 1978

Members of the United Sidecar Association
c/o Mr. H. A. Kendall, Secretary
19201 Centre Avenue
Homewood, Illinois 60430

Dear U.S.A. Members:

As an organization such as yours grows, it is natural to become concerned with other people's needs, and if we as motorcyclists are to establish ourselves as an integral part of today's world, we must respond to more than just our own. I must join with the Hemophilia Foundation in expressing our appreciation for choosing the AMA's "Ride Against Hemophilia" as your charitable recipient.

I believe even more important than the improved public relations

is the fact that you will come out of this charitable exercise with a new understanding of brotherhood. The United Sidecar Association is a brotherhood of motorcyclists and motorcycle clubs who share and enjoy like interests. The Hemophilia Foundation is also a brotherhood, but its purpose is not to share an enjoyable pastime, rather it is there to help sustain life in those unfortunate enough to have a medical condition called Hemophilia.

At one Hemophilia conference I was at, I talked with a little boy who was very interested in knowing what it was like to ride a motor-cycle. It soon became apparent to me that he had a very intense desire to ride, but he realized as a Hemophiliac he would never be able to take that chance, for a spill that might cause a small bruise on other children could bring him long term excruciating pain and irreparable physical damage or worse yet, death. Like this little boy, you will find amongst many Hemophiliacs that their hearts and desires are in the right place but they simply do not have the freedom to partake of the many activities which we as motorcyclists enjoy and take for granted. I hope you will keep this in mind while you are obtaining pledges and participating in your upcoming "Ride Against Hemophilia" event. Remember there is a brotherhood of Hemophiliacs that need your support just to sustain life.

Ride Safe,

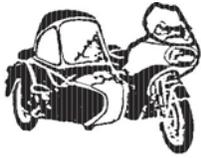
Ken Reid

Road Riding Manager

KR:mh

cc: Richard Newton, N.H.F.

Kathy Wanta



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U.S.A. Runs in Chicagoland

1. Regular Meetings (2nd Saturday of each month)

September 9, 1978 - Woodstock, Illinois

October 14, 1978- Monee, Illinois

2. Sunday Runs

August 13 - Cookout and.Swim Party, Michigan City, Indiana

Meet at Ed Johnson's home at 9:00 A.M. - leave at 9:30 A.M.

510 E 162nd Street South Holland, Illinois (312-333-9167)

September 10 - Cookout - Tabor Hill Winery, Bridgeview, Michigan

Meet at Ed Johnson's home at 9:00 A.M. - leave at 9:30 A.M. September 17 - Sidecar Skill Instruction Program for Novices.

Conducted by the U.S.A. in conjunction with the Northeastern Illinois University

Meet at 9:00 A.M.

October 29 - Cookout - Fullersburg Woods and Environmental Theatre,

Cook County Forest Preserve Tour

Meet at Joe Veleta's home at 9:00 A.M. - leave at 9:30 A.M.

3422 South 61st Avenue Cicero, Illinois (312-652-5314)

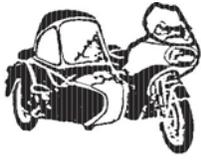
3. Special Events Ride for Hemophilia - your choice of run.

August 15 through October 15. Aspencade - October 3-7, 1978

Contact Til Thompson (505-257-2919) P. O. Box 970

Ruidoso, New Mexico

By the way, if anyone just happens to be in Billings, Montana on Saturday 2 August 26, stop and visit the Motorcyclist Doctors Association Convention at the Holiday Inn. There you will find Hal Kendall presenting two technical papers to a very select, powerful and influential audience which will include Ed Armstrong, Illinois ABATE spokesman; Gary Winn, Legislative Analyst of the A.M.A.; Roger Hull (I believe); Lou Buchanan, Head of the NHTSA, and many, many others who can directly influence the course of motorcycling in the U.S. One paper will be on the effectiveness of mandatory lights-on laws while the other paper will deal with the inability of many... motorcycles to physically comply with the lights-on laws. Copies of both papers are available upon request (enclose \$1.00 for postage and handling, please). Both are very comprehensive. Ed Armstrong will present a paper on the EPA's stand to have whisper quiet motorcycles. All-in-all it is a very, very excellent program.



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Schedule of Events -

Northwest Sidecar Pilots - August 27 - Sunday

Mt. Baker Day Ride. Meet at the Country Kitchen, Everett, Washington, 1520 - 41st Avenue and Colby. Exit 192 off 1-2 - 8:00 A.M.

Contact Bill Powell - 7290 E. Harrison, Port Orchard, Washington. 871-0849

NEWS FROM ALL OVER - Letters

Herschel Waldorf, Director, N.M. Retreads Area 'C'

I'm sorry I've taken so long to answer your letter but we've been away most of the time since I received it. We've just been home long enough to check the bikes over, do the laundry and leave. We'll be leaving for Mesa Verde, Colorado this week-end but I'm trying to catch up on some letter writing before then.

I'm sorry I won't be able to help with the booth but will try and locate someone in this area if I can. Maxine and I are Aspencade "officials" this year and also will have the Retread Booth so we'll be pretty well tied up.

In answer to your question about the Guzzi automatic, I really don't know what to say as we don't have the headlight law here but it has a "car" type battery and I think it should do the job. I really like it for the sidehack. I moved the sidecar from the BMW R75/5 to the Guzzi and like it better as there is no way you can make a "jerky" start and it's just enough heavier to make it work better I believe. My present side-car is a Jupiter and I like it very much (after I got rid of the crummy upholstery that came in it, also the cover). I reupholstered, put in carpeting and made a nice cover and now it looks and feels much better.

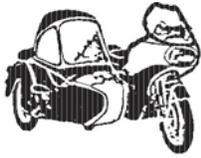
We enjoy the Newsletter a lot. We don't have too many sidehacks close around here and I don't leave mine on all the time since my wife started riding her own bike. When she rides her bike I usually take the sidecar off and pull a Time Out trailer. I have the sidecar fixed up so it's only about a five min. job to either hook it up or unhook' it.

I hope to see you at the Aspencade. We will have a sidecar tour and a noon meal for those going on the Tour. I believe Til has already written U.S.A. about it. Ride safe, and smile a lot.

Bob Hensel - No. 101, Simsbury, Connecticut //

I was happy to find the T-shirts are available, People won't know we are around if we do not advertise,

A similar letter was received from Joe Ginger, No, 20, Freeport, Illinois



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Pure Stodge Invitational by Bill Espe

The Pure Stodge Rally was held at Iowa City on June 9-11 at U.S.A. members Keith/Christina Dempster's. This was the U.S.A.'s first invitational and we were well represented too. Al Sheely, Polo, Illiniis came to give support and left immediately after we arrived to attend a wedding; Bob Kramel, California, Missouri; Connie and Howard Brown, Dubuque, Iowa; Scott, Janet and girls, Edina, Minnesota - he's the one with a Coupe Royale/Honda combo; Tom Wegman, Iowa, City, Iowa - he was in charge of fun and games; and Bill and Delores Espe, Minneapolis, Minnesota.

New members who joined were Dave Clark, Webster Groves, Missouri and Mae and George Glascock, St. Louis, Missouri. Welcome to the U.S.A. None of us could forget Dale and Bonnie Pearson who came with their beautifully restored Indian Combo, many oohs and aahs. It was a beautiful unit.

It was good to see all of our friends again and thanks for their support of the U.S.A.

A special thanks to Keith and Christina Dempster for the invitation to a well run Rally. We know all the hard work that goes into making the Rally a success and we could see all the work you did. The steaks were done to a "T." Our compliments to the Chef.

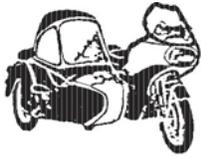
Missing from the Rally this year was Bob Globus (check his knees). There were 18 U.S.A. sidecar people in attendance. Count them. Not bad for our first invitational.

AND - NOW - On to The Aspencade - our second U.S.A. Invitational. Let's show our-' two-wheeled friends what sidecaring is all about. Come on down to New Mexico and meet the big guy - Til Thompson and enjoy the highest class motorcycle convention you'll ever attend. Bill Espe

Bill Espe's 2500 mile trip via sidecar

I am physically exhausted after this 2500 mile trip via sidecar, but it was very fruitful. I wore my colors on both days but because of the high humidity I had to take them off for comfort. I noticed that when dressed all in black with polished boots and white laces, a crowd would gather around me to see what I had to offer. Of course, I offered them the "U.S.A." I could have obtained more members but the heat was stifling and I just couldn't get to all of them. Will have a rundown on this trip later.

You guys are sure nice to me and De . You've given us more compliments in 7 months than we got for 7 years in you know where.



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From Ron Rennie To Bill Espe

First of all let me, through you, thank Hal Kendall for the membership card and the two issues of the American Sidecarist. "Yes, I am planning to attend Aspencade, probably with several other riders of Kenna Sidecars and look forward to meeting other members then. Don't forget that the A.S.A.; Griffith Park Sidecar Rally takesplace in Los Angeles a couple of weeks after Aspencade. The weather will be nice and warm (that has already been arranged) and there will be over 200 outfits in attendance with camping on grass just two miles from downtown Los Angeles.

I do not have any black and white pictures taken at Griffith Park, so I am enclosing two photographs showing a Kenna sidecar fitted to a CB750, although they have been fitted to other bikes including BMW, GL1000and Yamaha XSII00. Unfortunately I am just about out of brochures and am in the process of putting together a new one; in the meantime I would be pleased to send individual enquirers photostat copies of what I do have.

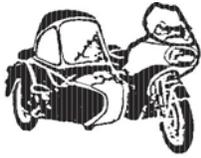
There are a number of topics on my mind concerning sidecars which I will probably write about in future issues of Sidecarist News but this month I would like to concentrate on insurance. While it is of no immediate concern to me, as explained last month, I have satisfactory coverage, I think this is a problem to sidecarists in general. I have filled in a number of those enquiry forms we receive from companies claiming to specialize in motorcycle insurance. With one exception, they have all declined to quote for sidecar coverage. The one that did quote a figure wanted \$67 on top for sidecar coverage that was already nearly twice what I am paying at present.

In view of the success of your committee with the Toll Booths (whatever they are) maybe they should now turn their attention to insurance. Perhpas a survey of all members to discover their experiences with Insurance Companies would be a good first step. When an appraisal of the results may leave us in a position to make a rational approach, hopefully to several companies to obtain satisfactory insurance at reasonable rates for USA members.

It won't be easy and it will mean a lot of work for somebody but if the goal is achieved it will be a benefit to all members. Best wishes to all.

Open Invitation to the Lynn Andersen Party

I AM very much looking forward to the bachelor party for Lynn Andersen on Thursday August 17 at my:apartment. It should be quite a get together for the, members of USA and other friends of Lynn's: My address is 1106 Arnold Court and my apartment is on the top of a three flat.



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August 6 - Union Railroad Museum Run

Diane Vuletich and Amy, passengers in Ed Johnson's Harley Davidson, Marilyn Johnson on her Suzuki GT500 and David and Glenna Hambrick on their Yamaha 750, met at Terry Strassenburg's home to begin the trip to the Union Railroad Museum. Joining them were Hal and Lee on their outfit.

After a fast and furious trip up the Tollway during which Ed and Marilyn ran out of fuel and Ed was hassled by a Toll Collector (he had to pay \$0.45, asked for and received a complaint form which Hal will process), we arrived safely at the correct Tollway Exit.

We were met by Derryl Dover (Moto Guzzi Convrt), Howard and Connie Brown from Dubuque, Iowa (Moto Guzzi Convrt w/Jupiter) and, of course, Joe Rybacek (Moto Guzzi Eldorado w/Milray). Karl Lieb showed up and showed off his VW powered Harley (fantastic and beautifully sculptured).

Our congratulations Joe, and thanks for being an excellent Run Leader, for a well organized outing and for a fabulous time. Let's have more events like this.

SALE- WANTED - EXCHANGE

Restoration of antique and classic - Tom Pelletiere, 1029 Woodlawn, Des Plaines, Illinois 60016
(312) 298-6359

1938 Indian Chief (\$3250), 1941 Indian Scout (\$2995), 1939 SS-80 Brough Superdome - basket case (\$2500) - M. F. Egan, 10772 Pine, Los Alamitos, Ca. 90720 (213) 596-6241.

1961 BMW R27/250cc - R. W. Ames, Box 124, Limestone, Maine 04750

1976 H-d w/sidecar - R.R. 4, Box 130, Effingham, Illinois 62401 - (217) 536-6516.

1938 Indian Sport Scout - 1940 Indian 4 w/sidecar - Fairview Heights, Illinois - (618) 397-3081

WANTED

Sidecar suitable for '78 Yamaha XS750 - Contact: David Hambrick 255 Durham Drive Steger, Illinois 60475 (312) 754-7647

FOR SALE^

1968 BMW/2 with Hollandia sidecar w/windshield and cover, bags, fairing, leg shields, s/c gearing - will separate \$2,000 FIRM

1972 BMW R75/5 with windjammer fairing, craven bags (scratched), corbin, gentry dual touring seat, new-tires - needs hi-10 beam switch 29,000 miles \$1,400 or-Best Offer. Charles Gilman, 704 R Dakotah Street, Bethlehem, Pa. 18015 (215) 867-4877 mornings or evenings.

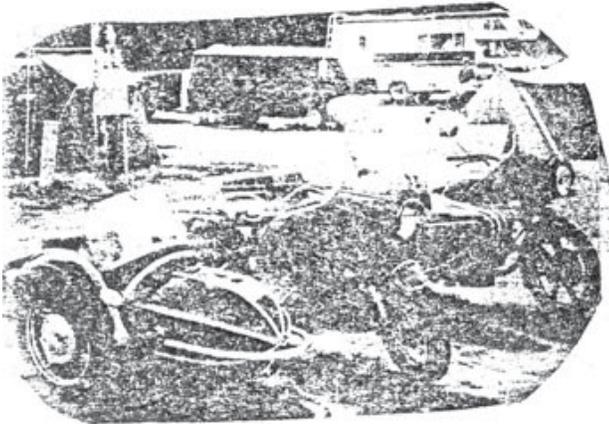
Public Auction September 23/24) 1978

Orange County Fairgrounds "" - Costa Mesa, California

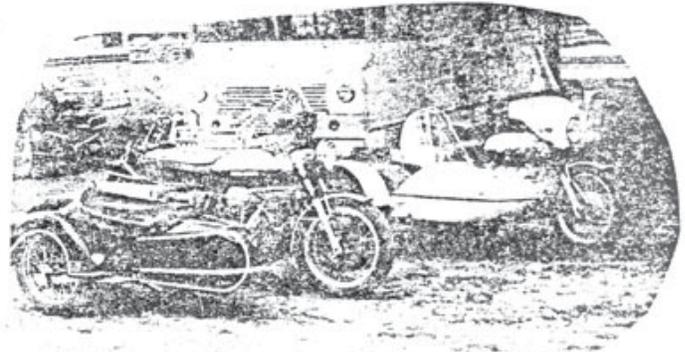
Information. (213) 433-4704 or (213) 502-2132 OR Write Vintage Motorcycle Ac`tion Co., F. O. Box 3526, Long Beach, California `90803

3rd Wheel Rally - Menomonie, Wisconsin

No official report but rumor has it all had a good time.
Photos courtesy Terry Strassenburg and Joe Ginger.

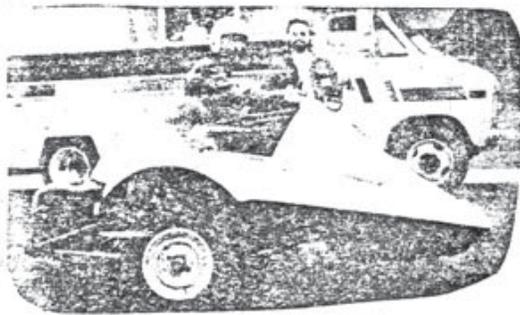


Terry Strassenburg & Larry Lydon
(U.S.A. 3 and 4)

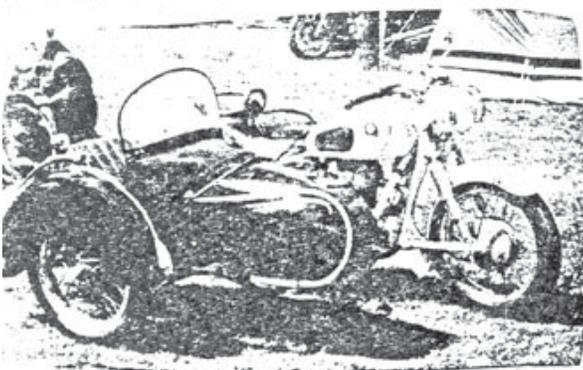


Fred & Marianne Werhand (U.S.A. 67)

Marianne took the 2nd long distance women's
trophy coming from Newport Richey, Florida.



Vetter Terra Plane with Guess Who?



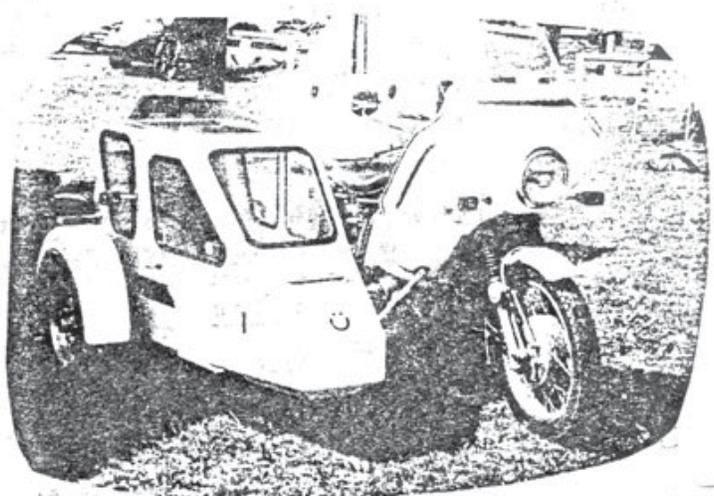
Dave Olson - MACMC

From Larry Lydon

Just got back from the 3rd Wheel Rally.
it. I'll bring pictures next meeting.



Group Photo



Duncan and Janis Gerbrandt (U.S.A. 48)

It was great. Too bad you and Lee couldn't make