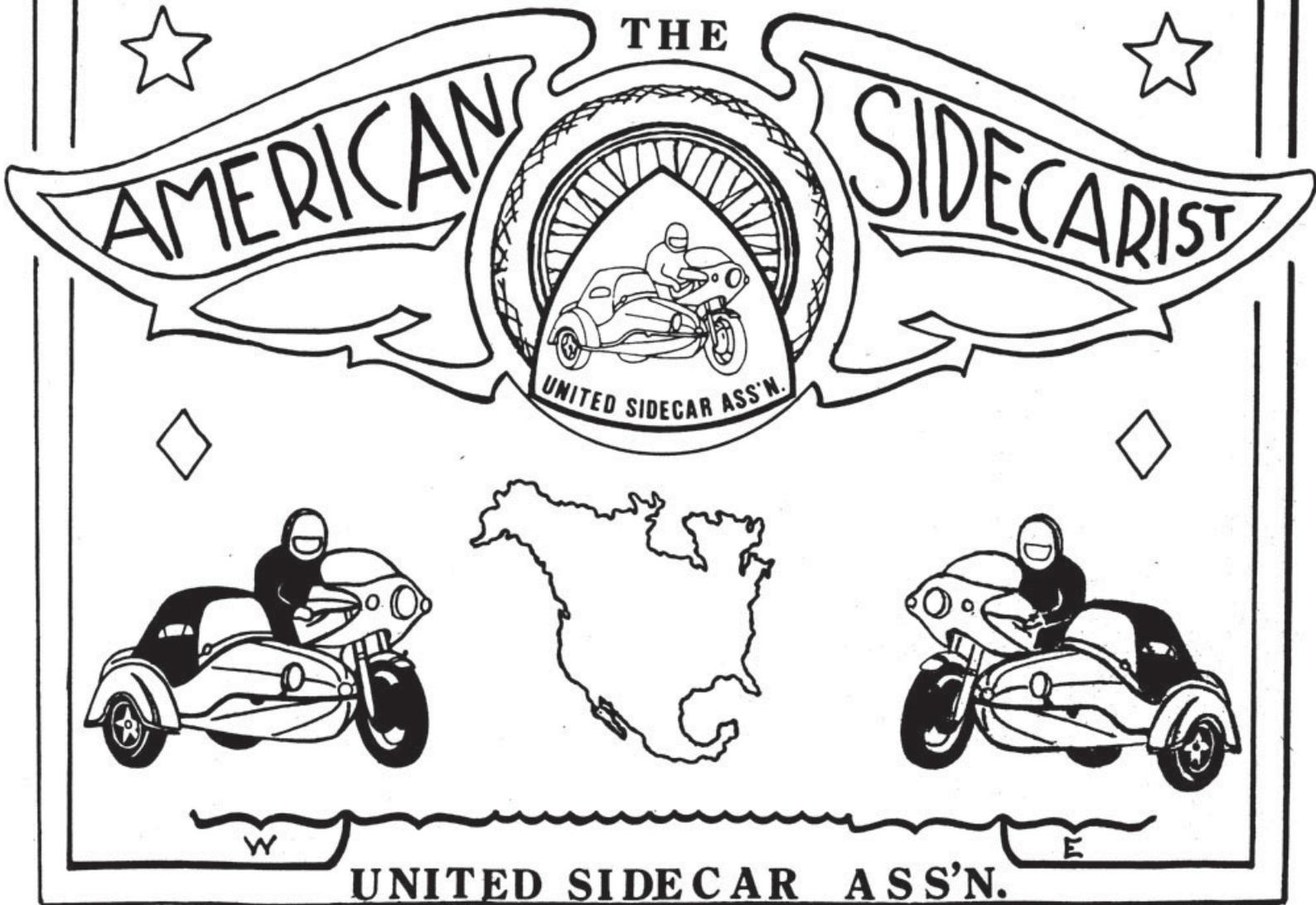


NOV 1978



UNITED SIDECAR ASSOCIATION, INC.

ASSOCIATE EDITOR/NATIONAL COORDINATOR

BILL ESPE

1019-26TH AVE. NE

MINNEAPOLIS, MN 55418

TO: _____

“ALL THE WAY WITH THE USA”

UNITED SIDECAR ASSOCIATION, INC



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A.M.A. Membership and Numbers

Would all members between U.S.A. Number 20 and U.S.A. Number 140, please be sure to include their A.M.A. number when they send in their renewals. We need this information when applying for our annual A.M.A. Charter. We, unfortunately neglected to ask for this information on your application form.

Although A.M.A. membership is not a requirement for membership in the U.S.A., nearly 50 percent of our members are also A.M.A. members. This certainly speaks for itself. If anyone would like to join the A.M.A. and/or receive their own copy of the "American Motorcyclist," you can obtain application forms either from Hal Kendall at his new Texas address - 1621 Palomino Lane, Kingwood, Texas 77339, or by contacting the A.M.A. at Box 141, Westerville, Ohio 43081.

Report from the Secretary

The USA's executive secretary, Hal Kendall, Ph D, reports that he is still getting some reports from sidecarists being ripped off at some of the tollway booths in America. Hal requests the following: pay the toll, be polite, sign a complaint form, send oopies of the complaint together with the date, time, location, name of the operator, address of toll headquarters, rates for motorcycle, car and trailer. Send this to Hal's new address at 1621 Palomino Lane, Kingwood, TX 77339

Also from Hal - You people insured with or contemplating State Farm Insurance, the company states that the rates remain the same for a combo as for a combo pulling a trailer.

LET 'EM WEAR 'EM OR MAKE 'EM WEAR 'EM by Bill Espe

And still more articles on mandatory helmet laws. A new one by Phil Philcox, of Touring Bike, harps about the incident in Michigan where bikers get into it over the pros and cons of helmets and mandatory laws. Three went to the hospital and four went to jail. Philcox said he wasn't going to take sides as he didn't want to go to jail or the hospital - can't say as I blame him but that doesn't help or answer the question. It's just not fair that we bikers can be legislated against, but we can't legislate against our tormentors. Perhaps the government will finally see the truth as printed in their own service magazine, DRIVER, December 1977 issue.

The article goes on to state the following facts, figures and statements by the Utah Highway Safety Division, who put complete motorcycle accident information into computer form and asked for some answers. Here they are: 85 % of the cycle accidents in Utah involved persons with less than 5 years experience; 82 % had less than 2 years experience; 75 % had less than 1 year experience on the particular bike they were riding at the time of the accident. In other words, they were not familiar with that particular machine.

A big plus factor for cyclists vs motorists, 75 % had never had a mishap; 90 % had never had their license suspended; 96 % had never had a driving while intoxicated (DWI) conviction. It was further found that if your skull was going to be crushed in an accident the helmet would not necessarily prevent this from happening. This, from a statistically verifiable analytical procedure that the helmet is not significantly related to the severity of head injuries. It all comes back to the same old slogan, "Let those who ride, decide." Legislators should not try to pretend they know what's best for the motorcyclists to wear on their heads, unless they are bikers themselves. Things don't really look too bright for the future of motorcycling with the government getting more involved, so enjoy it while you can, and write your Senators and Congressmen and tell them how you feel.

As for the lights on States they have never really said what happens to the cyclist when the light on his cycle goes out!! Naturally, he gets a ticket! On a recent 2500 mile trip to Vermont from Minnesota and return with a sidecar, I never used my light during the day except when I found opposing traffic in my lane and this quickly cleared the lane. I have noticed that when running with lights on you get no respect as motorists quickly realize it's only a motorcycle and they do as they please. Without lights on they are more cautious as it takes more time to figure out who and what you are.

Motorcyclists are smart enough to know when to use their headlights in the day time. They don't need a mandatory law to make them do it. Such laws make criminals out of normal law abiding citizens. Use your lights as conscience and discretion dictate.

Ms Joan Claybrook, Director

National Highway Traffic Safety Administration "Washington, D.C.,

We have been apprized of your speech to the Motorcycle Safety Foundation given in Washington on April 19, 1978 and frankly we are dismayed. The patently erroneous statements and implications publicly expressed further the decline of the creditability of your office and suggest you wish to see motorcycles and particularly motorcyclists, banned for reasons not readily apparent, the least of which is safety and the environment.

If you check your records more closely you will find that in 1976 the fatality rate was only 6.6 deaths per 10,000 registered motorcycles. Only a few years ago the fatality rate for all vehicles was 11.5 (1941) and it was over twice that in earlier years. In 1960 the fatality rate for motor-cycles was 12.7, I believe even you will agree that the reduction in the fatality rate from 12.7 to 6.6 in only 15 years is a major step forward. After all, it took that long to reduce the fatality rate for all vehicles from 11.7 to 6.6.

Your statement that "motorcycling is the most hazardous form of personal transportation" taken in conjunction with your statement that, "Eighty to 90% of all reported motorcycle crashes result in injury or death," is grossly misleading. Most "injuries or deaths" are minor bruises and sprains; only rarely does a death result. The chance of the accident being a fatal accident was only just over two percent in 1976.

The chance of any motorcyclist even getting into an accident in 1976 was only about 2,8 percent. The chance of any motorcyclist ever getting killed in that year was only 1 in 1600. In other words, if the motorcyclist drove for 16 years there is only a one percent chance of being killed.

You decry the Honda 6 cylinder machine, yet that was the direct result of your ever increasingly stringent rules and regulations. The Honda 6 has a displacement of only 1000 cc. The Harley Davidson, Indian, Henderson, Vincent, BSA, Ariel and dozens of other manufacturers have built machines of 1000 cc and even 1200cc's almost since the evolution of the motorcycle nearly a century ago. Why the fuss now? In any event, the percentage of muscle bike is very, very small and insignificant. And, just because a machine has the potential to travel at 135 mph does NOT mean it will be driven at 135 mph!

Your anti pollution and noise restrictions, current and proposed, take and will continue to take such a toll on usable power that the machines have to have more and yet more power to achieve even a reasonable performance when the regulations you devise all finally take effect.

Your selected statements from advertisements of the Motorcycle Safety Foundation supporting companies are in singular bad taste. Why didn't you quote from Suzuki's Ad: "Ride Safely: wear a helmet, eye protection and appropriate riding apparel," or from Honda: "This (a smoother operating engine) results in a 'lighter, more responsive, better handling machine,'" and again from Honda: "Always wear a helmet and eye protection when riding;" or from Kawasaki: "Kawasaki believes in riding safely. Check local laws before you ride;" or from AMF (Harley-Davidson): "We believe in safety first. Always ride with lights and helmet. Help keep insurance costs down."

If you are serious in wanting to reduce motorcycle accidents and fatalities, or in fact, in making the highways safer, you will encourage safety education in all its aspects to begin in early grade school (and not by some disinterested Physical Ed Trainee). You will toughen up licensing requirements for all classes of road users (so that those privileged to operate actually know HOW to drive on the highways). You will remove operating privileges from those who demonstrate they are unfit to drive, you will remove reckless and dangerous drivers from the public highways, you will repair the unsafe streets and highways and remove man-made and natural obstacles, you will refrain from generating the endless senseless regulations which are counterproductive, and you will refrain from senseless rhetoric more reminiscent of a carnival barker. We would like to believe you really have safety as your number one goal. We have yet to see any indication that this is so.

We will work with you if you promote any positive safety programs. Sincerely, Hal Kendall

FROM THE CHAPLAIN'S CHAIR

"The fear of the Lord is the beginning of wisdom: a good have all they that do his commandments: his praise endureth for ever." Psalm 111:10

"And hereby we do know that we know him, if we keep his commandments. He that saith, I know him, and keepeth not his commandments, is a liar, and the truth is not in him." I John 2:3-4

"If a man say, I love God, and hateth his brother, he is a liar: for he that loveth not his brother whom he hath seen, how can he love God whom he hath not seen?" I John 4:20

"Whosoever hateth his brother is a murderer: and ye know that no murderer hath eternal life abiding in him." I John 3:15

God delivered to Moses what we normally call the Ten Commandments as His rules for our general conduct on earth. In his teachings, Jesus explained and amplified the commandments so that we could better understand their meanings.

Most of us are aware of the Ten Commandments, but none of us is capable of easily keeping them. Some of them, we tend to feel we can automatically honor, and among those is the commandment "Thou shalt not kill." It is doubtful that anyone who may read this message has actually killed anyone, except perhaps in the line of duty as a member of the military during wartime, but read again what John reported in chapter 3, verse 15 of his first epistle.

There are many who do things against us in our daily lives, and often our first impulse is one of anger toward such a person. That is the feeling of hatred, and accordingly classifies us as murderers.

As motorcyclists, we are often the objects of people enacting special rules and laws governing our actions and perhaps reducing our enjoyment of our motorcycles. Especially during the last decade, there has been much argument and criticism aimed at such lawmakers. We usually tend to hate what they are doing to us, thus making us guilty of breaking one of the Lord's commandments.

We really should express our love for those persons and offer our personal assistance to see that such rules or laws will be so planned as to increase our safety but not impede our enjoyment of the freedom offered by our machines.

Our ire is usually quick to surface when someone else on the roadway tries to take over the road, such as forcing the motorcyclist into danger, etc. This is another situation in which love can conquer enemies. If possible, explain to the person what he has done and why it endangered you; remember that everyone makes mistakes, and we cannot learn better methods unless there is someone willing to teach us the right way.

If we really wish to please our Lord, the first step must be to exhibit love to Him and to others. Travel always with love in your hearts, and it will tend to quell the anger and hatred which might try to surface.

Gil A. Frydell Club Chaplain, United Sidecar Association

POLAR BEAR RUN (A Brief History) by Ed Johnson

On January 1, 1968, Ed Davidson, and Ed Johnson got together for a ride on NEW YEAR'S DAY. At eight degrees below zero, they made exactly eight miles. The first formal run, January 1, 1969, left GEORGE'S SPORT CYCLE CENTER at 1:30 PM. Now the Polar Bear Run was sponsored by George's Sport (Motor) Cycle Shop and the Pullman Hacker Motorcycle Club, Inc., Ed Johnson was a principal of both organizations. Five members of the Pullman Hacker Motorcycle Club (PHM/C) and six guests attended the 1969 Run when the temperature was a biting 10 degrees below zero. In 1970, it warmed up to 27 degrees and twenty-six motorcycles paraded for about twenty five miles. The Polar Bear Run was first sanctioned by the A.M.A. in 1971 and commemorated with a patch (twenty-three were purchased). A white polar bear on a colored background with the color changed each year, make this a very attractive patch. On one occasion the polar bear was not white (explained later). A sign-up sheet with 17 names on it was found for the 1972 Run. The patch for that year had a black background. Pictures are available but few details were recorded for the 1973, 74 and 75 Runs. According to the pictures we were enjoying ourselves.

Interest and attendance reached a peak in the 1976 Polar Bear Run. It was our best and worst year. Everything went right and everything went wrong. An eleven mile ride was laid out on back roads to and from picturesque Blue Island, Illinois - the first mistake - there should have been an alternate course. The weather warmed up to a balmy 48 degrees and ninety-eight motorcycles with 130 motorcyclists and passengers showed up for the Run. One guy even showed up with a Chopper and in the tight cornering decided to wipe himself out and to take others with him. Not knowing how many people would be there, the Blue Island Police Department was not notified that 98 motorcycles would be coming down their street on New Year's Day, so their Squads were stopping these groups of motorcycles. A few comments before we leave 1976. I had a phone call from Walter Mosby, a black man, and president of the UFO M/C, Chicago Heights, Illinois. He had a flat tire on the way to the Run so I sent the store truck out to take care of the situation. He showed up and rode in the Eighth Annual Run. He had not missed any previous Runs. Shortly after this he was murdered while asleep in an easy chair, by members of his own family. To tie this story in, the Polar Bear on the Eighth Run was brown to honor this local "great."

The other event, I remember well was a scathing letter from a Run participant. According to him, many things were wrong, including the guided tour past the St. Francis Hospital in Blue Island. He said he would not ride in this ill organized Run again. He was right! The missile came from none other than Tim Colburn, one of our present committee members, and a technical advisor of the United Sidecar Association, Inc. We were not acquainted then - and guess what? Tim, myself and Sid Smith are working in concert on this year's run.

I missed my first Polar Bear Ride in 1977. The Run now was by the United Sidecar Association, Inc. The focal point of the run was the home of Joe and Alice Hanes, Crete, Illinois. Attending on motorcycles were Hal and Lee Kendall, Terry and Becky Strassenburg, Rosco Anderson, Jeff Witkowski, Tim Colburn, Marty Bachano. In eight degrees below zero -- these people are stalwarts. The 1978 Run met at Lassen's and rode to Frankfurt. In last year's run were Tim Colburn and Hal and Lee Kendall. Ed and Al Johnson saw them off.

Hosting the 1979 Run are Tim Colburn, Sid Smith, Ed Johnson. We will meet at Lassen's Tap, Homewood, Illinois at noon on Monday, New Year's Day and leave at 1:00 for Frankfurt, Illinois. A pit stop will be made at the Restaurant that hosts the BMW Group and then back home to Lassen's. Pub to Pub and back to Pub. Even if you don't ride, come to Lassen's anyway, as this will also be the occasion for the first regular , meeting of 1979. Looking forward to seeing you at the 11th Annual Polar Bear Run.

Letters

From Richard H. Mac Carsey, Jr., 901 Gordon Terrace, North Cape May, NJ 08204

I just had to sit right down and drop you a line and tell you what a fantastac job you have done for sidehackerists (How do you like that neet word). I know what you have gone through. I have experienced the same thing, trying to charge me for 80,000 pounds when my hack rig comes no where near that weight.

I have a '63 Harley Davidson with '63 hack. I experienced my first ride with my hack going south in Maryland into Virginia via the Chesapeake Bay Bridge and Tunnel, where they asked if I had 3 axles, and I said I have 2, to get by with the regular fee.

Just a short note to let you know that there are people who write to tell you that you have done a fantastic job for motorcyclists and sidehackers.

Would you have windshield parts for a 1963 Harley Hack? I need the two end pieces shaped like the sketch below - know what I mean?

Seems I had them at one time. They must have vibrated off sometime. How about a spare wheel carrier for a 1963 Harley Hack? I would appreciate any information you may have.

Once again, Mr. Hal Kendall, I appreciate what you have done in and around the country.

Thank you for your time and effort.

If anyone can help Richard, please write direct to him.

Dear Bill and friends in USA

Want to thank you for the nice card, patch and pin. It shows that sidecar people are something special when they will take the time to do something like that during a busy convention like the Aspencade.

I am harpy to report that good progress is being made with the leg. I'm still on crutches but they will fade away in time. I'm not to work or do any standing to speak of any more, if I am to keep the leg, but after a period of 28 years with Federal Civil Service(this includes army time) I guess it was about time to retire anyway. All I have to do now is adjust to retirement and I don't think that will be a problem at all. Sidecar interest here in the Las Vegas area isn't very good but as soon as I'm able I'm going to do something about that. I think the United Sidecar Ass'n is meat and I'm happy to belong. The "Tech" section is always good, like the last one on hook-up of the Indian - only problem is - where do you find a Indian sidecar like that and in that good shape? Mlore later- and thanks again.

Jordon Pennington #146

FOR SALE - WANTED

FOR SALE: '73 KB Honda 750 Watsonian Monza sidecar; 31,000 orig miles \$1850. Patrick M. Krepps- 1301 Hendrix, Alamogordo, NM 88330. 505-434-1995.

FOR SALE: 1978 New Ural sidecar, blk, in crate w/BMW hook-up- \$950./ David Aycock-3813-38th ST, Lubbock, TX 79413. 792-8474.

FOR SALE: Valorem sidecar w/windshield & tonneau cover w/fittings. Approx 500 mi on sidecar, like new. Fitted to BMW R60 and a Moto-Guzzi 1000 Convert. Works good on either. \$500. Seward and Connie Brown- 2657 Shiras Ave., Dubuque, IA 52001. 319-588-1884.

WANTED: ZUNDAPP BELLA US VERSION SCOOTERS

R 154 K w/kickstarter 1957, Suburbanette 1957 Condition not too important.
Bill Espe-1019-28th Ave. NE, Mpls, MN 55418. 612-789-6237.

FOR SALE: 1972 BMW R75/5, blk, Wixem fairing, Enduro elephant bags, new rear shocks, Dunlop K 91s extras w/Velorex M560 sidecar (1978), added ballast. \$2350.
Will separate. Rob Spinazzola #105- 4762 Second, #301, Detroit, MI 48201. 313-832-1577.
Bill Glendenning - U.S.A, Member 240 is looking for a skirted fender to fit an Indian Deluxe Sidecar, (612) 457-6869

WANTED: Steib to /2 lower front bell mount. Also a BMW work-light. Also /2 Heinrick fairing and lowers. ~./ Lowed]. Sites- 4695 Grove City Rd, Grove City, Ohio. 43123.

FOR SALE: 1972 Moto-Guzzi 850 w/1973 Spirit Eagle sidecar w/two(2) fairing/Bates bags, tour pack w/brackets. \$500. for sidecar- \$900. for bike. Mike Woolery-2919 Como Ave., SE, Minneppolis MN. 612-331-2552(between 7am-3:30pm)

FOR SALE: 1978 Thompson Cyclecar; like new; used only 3000 miles: Phone 402-371-5953 or 402-371-8063. \$700.00 Gene Lorang 100 E. Omaha Av.- Norfolk NE. 68701

FOR SALE: 1968 R60f2 BMW, 37,000 miles, Wixom Enduro elephant bags, new Denfield luggage rack. VERY CLEAN \$1500.00. Also a Vetter Phantom full fairing, best offer. C. Schneider #114, P.O.Box 27081, Riverdale, IL 60627.

FOR SALE: 1972-3.? Cycle-Mate sidecar, white, good shape, \$500.00.
Dave Clark- 535 Forest Green Dr., St. Louis, MO 63119. Phone- 314-961-7568.

FOR SALE: 1964 BMW R69S. Very good condition, 22,000 miles, standard tank, safety bar, folding luggage rack, small tear in seat, excellent front K81 tyre, needs new rear tyre. priced right; deliver moderate distance. #89- Gil Frydell. P.O.Box 277, Sidney Ohio 45365. Phone- 513-492-1389.

WANTED - Marc Pauls U.S.A. Member 96 is looking for a Busmar Astro and mounts, for same.
3249 North Lawndale Avenue Chicago, Illinois 60618

WANTED - Eagle Sidecar - Luggage rack, wide windshield, carpeting, color matched Contact Dale Buske - (612)238-2122