



NEWSLETTER

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FELLOW UNICYCLISTS: As we start our second year of existence as a not-for-profit organization we look back with pleasure on 1974 and the great progress we have made. Our membership now numbers over 300; Our National Meet in Marion, Ohio in August was a big success; the four issues of the newsletter were very well received; and our treasury is in a healthy condition.

Like most organizations we set our membership dues at the start at a figure we felt was commensurate with the cost of running the organization. Our major expense of course is postage and printing costs in connection with our newsletter. And, like most organizations we have discovered the current runaway inflation has resulted in our income from dues falling considerably short of our increased running expenses. However one of our members, Dr. Jack Wiley, wrote two fabulous books "The Unicycle Book" and "Basic Circus Skills" and they have been our salvation. The publisher, Stackpole Books, gave us permission to sell them through our newsletter. The income from sale of these books and two others: "The Juggling Book" and "The Drama Review" has resulted in our being able to publish an even larger than normal newsletter without going into the red. From the continuing sale of these books it appears we will be able to live with the present annual membership dues of \$3.00 at least until July and possibly until the end of 1975 without cutting back any on the newsletter. Original format for the newsletter called for six pages two sides which could be mailed for one unit of postage. The

Amount of material available for publication each issue far exceeds this however and your editor has been exercising his own judgement in regard to how many pages could be taken care of financially in each issue. As long as the income from sale of books and new memberships allows he plans to continue publishing more than the basic 6 pages two sides. For 1975 the outlook is bright. We are all looking forward to another fabulous National Meet this year in Pontiac Michigan August 16-17 under sponsorship of PONTIAC UNICYCLISTS.

A HAPPY NEW YEAR TO ALL FROM OFFICERS AND STAFF OF THE UNICYCLING SOCIETY OF AMERICA, INC.

JOE MOLE



PROFESSOR OF CYCLES

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Our feature story this issue is about another famous old time vaudeville performer Joe Mole who, though formally retired for the past twenty years, is very active and doing a great job with the youth of Westminster, California.

Since many of his vaudeville acts included unicycling your editor felt readers might like to hear about Joe and his cycles so obtained permission from the Los Angeles Times to reprint a feature story that appeared in that paper in 1970.

Time has a way of sneaking up on us and after losing track of Joe some years ago your editor attempted to reestablish contact a couple months ago but was unsuccessful in getting through to Joe in time for this article. However Velma F. Schuld, secretary of the Westminster Chamber of Commerce, Westminster, California was very kind in sending the following news of Joe Mole and his current activity in Westminster:

"Joe Mole is in very good health and still very active. Every week he entertains at a Westminster Convalescent Home, checks in with the Boy's Club twice a week and includes a stop at the Chamber of Commerce. He is very alert, drives his electric car all over Westminster with bike wheels, parts, etc. projecting out the back and is generally in a very happy mood. His memory is excellent and he can truly relate some wonderful stories, remembering exactly names of theatres etc. He is indeed a remarkable man".

The above news from Westminster was most welcome and it is very heartwarming to know that at 86 years of age this great man from show-biz is doing something about sharing his talents with the youth of the country. Our hats are off to Joe Mole and may his wonderful work continue for many years to come.

HEMISTOUR and BIKECENTENNIAL 76

An interesting card was received Dec. 17th postmarked San Miguel de Tucuman, Argentina from Greg and June Siple who, with others of a group, have just 2700 miles remaining of their 20,000 mile HEMISTOUR bike ride from tip of Alaska to tip of South America. They are making the trip on bikes but when Greg and June return they would like to learn to master the unicycle as Greg's two brothers Bruce and Doug have. Incidentally Greg's father Charles R. Siple in collaboration with Ken Downs and your ed. are responsible for the U-S-A Inc. emblem or logo that appears on our masthead. Greg is an artist like his Dad and in addition to riding "Hemistour" has recently completed some unicycling drawings for a bike magazine. If any members would like to read something about the incredible 20,000 mile ride the May 1973 National Geographic Magazine has a colorful story and pictures of the first leg of the journey from Alaska to U.S.A.

Immediately upon completion of Hemistour (about Mar. '75) Greg and June will return to U.S. to assist in BIKECENTENNIAL 76, the plans for which are well under way. As many as 10,000 cyclists may ride from Calif. to New York in 1976 as part of the 1976 Bicentennial celebration of our country. Routes have been surveyed and plans made to care for the needs of the mass of cyclists participating. It has been suggested that some unicyclists might also be interested in riding a part or all of the Bikecentennial 76. As yet nothing has been done about it but if some of you are interested you might start practicing long distance riding to get your callouses in the right places. If you would like more information on, or take an active part in, this historical event send your name and description of your interest, along with a stamped return envelope, to DAN BURDEN, BIKE-CENTENNIAL 76, 317 BEVERLY AVE., MISSOULA, MONTANA 59801.

In case some readers are not familiar with the name, Greg Siple is the father of the largest annual bicycling touring event in the United States TOSRV (Tour Of The Scioto River Valley). Each year for the past 10 or more an increasing number of cyclists have met in May at the State Capitol in Columbus, Ohio and cycled south some 105 miles on a Saturday and returned on Sunday. Last year's TOSRV had over 3000 cyclists and it's a better than even bet that many of them will be riding from California to New York as part of BIKE-CENTENNIAL 76.

R PART IV WEDNESDAY, NOVEMBER 4, 1970



WINNING EFFORT—Joe Mole poses on Victorian chair cycle with Edward Dunn holding first-place trophy won in Westminster

Centennial parade by Boys Club. On unicycles provided by Mole are, from left, Michael Dunn, Bob Alford, Ken Lackey, Cliff Dunn. Times photo by Hal Schulz

82 and Still Dealing in Wheeling

BY MARJIE DRISCOLL
Times Staff Writer

WESTMINSTER—At the age of 82, former vaudevillian Joe Mole is the big wheel in town.

After 65 years in show business I was finally 'discovered' — by the Boys Club," he said happily. "It just goes to prove that you can't keep a good cyclist down."

Not that the city fathers didn't try.

After Mole loaned a colorful assortment of one-to-six-wheeled cycles to the Boys Club and taught 34 members to ride them, city officials refused to let him ride along with them in the Westminster Centennial parade.

"They said I was too old but I fixed them," he chuckled. "At the last minute I put four kids in my Victorian chair cycle and pedaled them along the parade route."

"It was supposed to be the other way around—me in the chair and the boys doing the pedaling—but it worked out fine."

Mole is a short man, well-muscled from his many years of professional cycle and acrobatic work. He still likes to ride "everything but the unicycles."

"I fell in love with a bicycle when I was 12 or 13," he said, "and it proved to be a lifetime affair."

Cycles got him his first job as a telegraph messenger boy ("I lied about my age to get it") and led him, eventually, into vaudeville, night clubs and several motion pictures.

"My father was a stonemason and wanted me to be a plasterer and a gentleman," Mole said. "He was sure I'd become a bum fiddling with those crazy wheels, but he was wrong."

1-75 Please Turn to Pg. 12, Col. 1

LONG LOVE AFFAIR

82: Still Deals in Wheels

Continued from First Page

"Vaudeville had its ups and downs, but it was a great life. In the early days we were all like one big family — you were among your own people no matter what little town you were playing."

Mole was born Joe Mule (pronounced mew-lay) in a small Sicilian town near Palermo. He came to the U.S. with his family, in 1897.

"Nobody spoke English so we moved to a tenement in the Italian district of New York," he said. "It was a slum, a lot of rough kids, and when I went to public school everyone made fun of my name. The school changed it to Mole as if that was an improvement!"

But a name was a name and Joe was too busy with his cycles to worry about it.

"I went on a couple of six-day bike races but they were too rugged," he laughed. "I hung around bike shops learning repairs and I hung around theaters studying other acts so I could work out my own."

Repaired Bikes

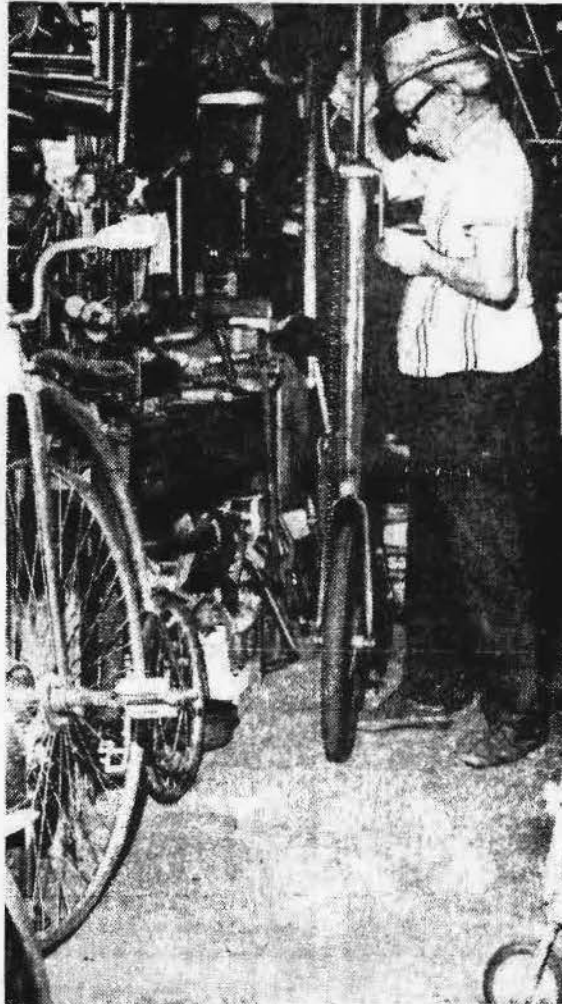
"Weekends I worked in the basement of the tenement, repairing other kids' bikes. I accumulated quite a little shop but one day someone stole everything."

"It broke my heart."

In 1908 Joe joined the Jessie Keller Bicycle Troupe and toured the country for several years before hitting the circuit with his own production.

"We had a great tour through Central and South America," he recalled, "but had to break up the act in Venezuela because of the approach of World War I."

"I had a wife and a baby by then—and a lot of other mouths to feed. The whole darn troupe, in fact."



'CYCLOMANIAC'—Joe Mole continues to live up to old vaudeville billing by working on cycles in garage-workshop, designing vehicles for Boys Club.

Eventually they made it back to New York. Joe said he had just enough carfare to get to the theatrical district and the old Cook's Place boarding house "where everyone stayed."

Slow Period

Getting a job was no problem—he'd joined the White Rats of America (an early union) previously—but getting back into the bigtime was.

I got involved in a strike and even did a stint with Doc Marshall's Medicine Show," he said. "It was a slow period, but it didn't last forever."

And vaudeville performers were noted for their optimism.

"Slow periods were a good time to work up new

acts," Mole said. "I worked out a new one with my little girl Chi Chi—she was the hit of the show." Chi Chi's debut at 22 months may have been premature, but so was her "retirement."

"She performed until she was old enough for school and promptly forgot all about it," her father said sadly. "I guess the theater wasn't for her."

But there was nothing else for the wiry, energetic cyclist who by then had also become a comedian. Vaudeville and touring companies were his way of life.

Mole was billed as the "Loose Nut on Wheels," the "Cyclomaniac," the "Screwball on Wheels"

and even as the "Professor of Bicychology."

He played big theaters (Proctor's Fifth Ave., the Keith and Hubert's Museum) and little ones and appeared with big names (Judy Canova, Will Rogers, Jack Dempsey) and little ones (that nobody remembers today).

He played with the old Barnum and Bailey Circus (and designed a lot of funny cycles for the clowns) and eventually, as vaudeville disappeared, drifted into nightclubs and movies.

"I played Groucho when he rode the cycle in 'The Big Store,'" Joe said. "I was so perfect that when I did the same act in nightclubs, people would say 'Groucho does that.'"

Joe Mole put his unicycles, tandems, chorus bikes and "giraffes" (high-seated unicycles) away 20 years ago after a rugged, coast-to-coast tour with the Gene Autry Show.

Vaudeville Mementos

Nine years ago he and his wife moved to Westminster where their small house is filled with mementos of vaudeville and every conceivable creation on wheels.

"I thought I'd be content to tinker in my shop and build cycles for my friends," Joe said, "but it wasn't enough so I offered my services to the Boys Club."

"They said I was a little

premature—it wasn't open yet—so I waited three years. This year I got my big chance, working on the centennial parade, and it was almost like the old days."

"I didn't get my name in lights, but I was on television. And the Boys Club took first place in the parade."

Where does Joe Mole go from here? Right back to his workshop, he said.

"The boys haven't the patience to learn trick riding or balancing acts so I'm going to design a new vehicle for them. I hope they'll be in next year's parade—and win again."



THE GREAT Y CIRCUS - REDLANDS, CALIFORNIA
Susie Van Dowerik trapeze heel hang with
Henn O'nean and Chuck Crow on Giraffes



STAFF PHOTO BY BENNIE J. GRANGER

LONG LEASH — Mark Sanders, 13, has found a way to enjoy his unicycle and walk his dog, Snoopy, at the same time. It may take a longer leash than usual, but Mark, the son of Mr. and Mrs. Lewis Sanders of Rt. 5, Taylors, doesn't seem to have any trouble balancing and leading Snoopy. **THE GREENVILLE NEWS**

Greenville, S.C. Aug 6, 1974

INDEPENDENCE REPEATER
Independence, Kans. 10/27/74



DURABLE PERFORMER — Andy Parish, son of Rev. and Mrs. Tom Parish of Neodesha, had a tough job in Saturday's parade — he rode his unicycle around the entire parade route without stopping. Needless to say the youth attracted his share of attention. (Reporter Photo)

TURN RIGHT CROSSOVER

(Doug Hines - Saratoga, Ca.)

Using compass points for orientation

Four cyclists ride single file North

At marked point or on command #1 rider #1 turns in a small $3/4$ circle to right and heads west passing behind #4 rider who has just passed point at that moment.

#2 rider follows #1 but only makes half circle and heads south

#3 rider follows #2 but only makes $1/4$ circle and heads east

#4 rider continues riding north

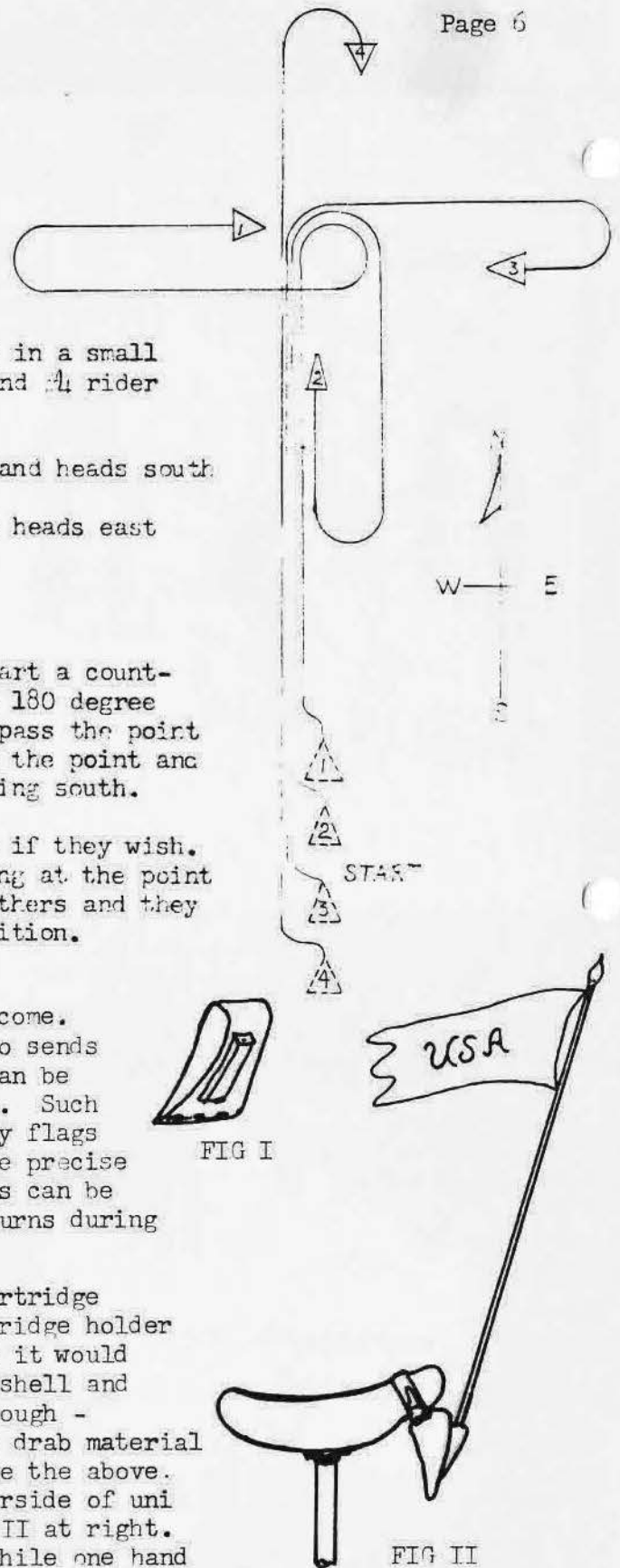
At the moment #1 passes behind #4 all riders start a countdown 5-4-3-2-1 and then all at same time make a 180 degree turn and head back towards the point. #1 will pass the point heading east followed immediately by #2 passing the point and heading north, then #3 heading west and #4 heading south.

They can now start another countdown and repeat if they wish. Upon command to "Pull Out" #1 instead of crossing at the point goes into a tight circle to right followed by others and they return to their single-file-down-the-street position.

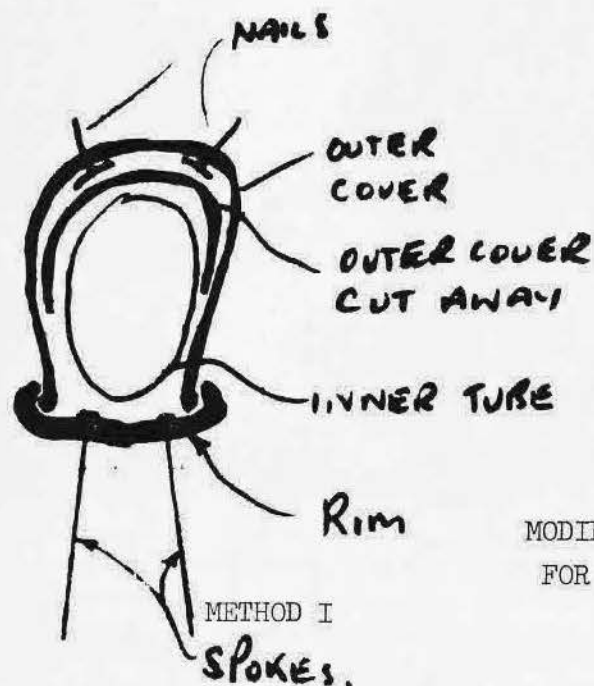
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Ideas for props to use in parades are always welcome. RAY BROUGHTON of "The Uniques" of Barberton, Ohio sends a clever idea for a banner or flag holder that can be quickly and easily attached to a unicycle saddle. Such holders make it easy for an entire group to carry flags or banners in a uniform manner and present a more precise appearance during drills or maneuvers. The flags can be swung from one side to the other to facilitate turns during a maneuver and add much to the presentation.

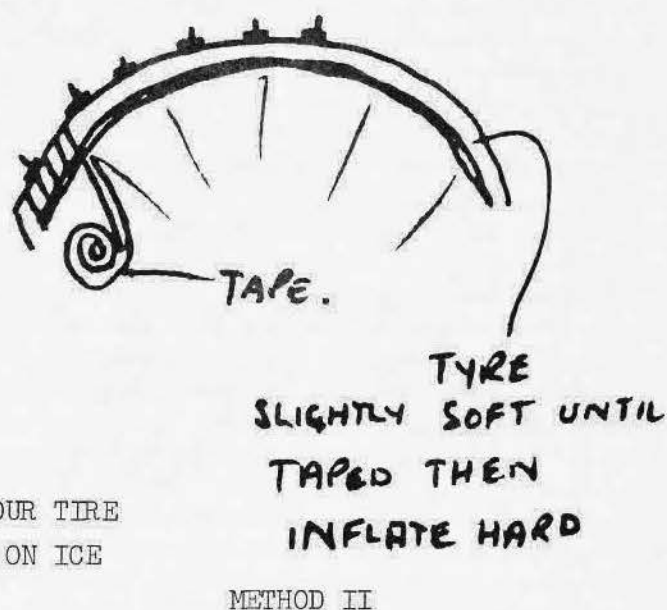
The Uniques made theirs from low cost surplus cartridge holders obtainable in Army Navy Stores. The cartridge holder they used was a side by side job that looks like it would hold two cartridges about the size of a shotgun shell and has a fold that the wearer's belt would pass through - (See FIG I at above right) By cutting the olive drab material in half vertically two holders were obtained like the above. In use this is simply fastened to the front underside of uni saddle with a rollerskate strap as shown in FIG II at right. The lower end of flagstaff fits into it snugly while one hand holds the staff above to steady or move the flag about as desired. During a parade the flag can be swung left or right in unison with others in the group to facilitate turns and presents a neat and colorful appearance. If you make use of this idea Ray cautions you to use light weight flags no larger than 4 ft. or you may encounter problems with the wind.



ROY RIVERS the professional unicyclist in England who was mentioned in the Human Interest story in last issue, and who has been performing at the Blackpool Wintergardens for some time, sends details on how unicycle or bicycle tires can be adapted to ride safely on ice. Some of our members who live in colder areas or those of you who wish to perform on ice should welcome this information. Incidentally in a film from Roy your Ed. was surprised to note that he doesn't bother to remove his skates when he rides his giraffe on the ice - just raises his saddle a couple inches. The sketches below are Roy's and will explain how to adapt your tire for riding on ice.



MODIFYING YOUR TIRE
FOR RIDING ON ICE



Here are Roy's instructions taken from his recent letter:

I ride the cycles on ice with the help of nails pushed through the tyres from the inside, points outwards heads inside. (large head felt roofing nails, galvanized) and the tube protected by part of an outer cover placed over the nails (see sketch) quite a job in its self but it works. The pedals are taped and I use ordinary skate on the pedal, no modification at all - its tricky but with practice can be as good as actual foot contact. The saddle has to be raised the depth of the skate 2" or more.

The cycle I ride on the table on the ice is standard Tyre with saddle raised. The table has spikes on bottom of legs to hold firm on the ice.

Overall it is very time consuming making the tyres as they don't last long but they do look just like an ordinary tyre to the public.

Another way is to tape the nails onto the tyre from outside. Its simpler but uses a lot of tape (see sketch) The tyre can be whitewalled afterwards. Its quite an effective method and has the advantage of still being rideable in the event of a puncture which are frequent due to massive stress on the innertube. Anyway you have the methods all you need is patience and an ice rink.

ROY RIVERS

On the subject of winter riding of a monovehicle perhaps some of our readers would like to construct a Uni-Ski such as the one built by Jenack Cyclists.

Years ago in Northern New York and New England boys and girls had what were called Jack-Jumpers. A Jack-Jumper was a short runner with a post and seat board on top and it was used to coast down snow-covered hills. Some were homemade - from a barrel stave ripped down the center and then cut in half. (one stave made runners for 4 Jack-Jumpers) a more stable and simple construction today is to utilize a child's discarded ski and mount a post and seat-board on the top of it just a little aft of center. A short piece of 2"x6" (about 18" to 20") mounted vertically on the top of the ski serves as a post and a piece of 1" plywood or solid board about 6"x1" makes an acceptable seat. This seat board can be padded and covered for additional comfort and appearance if desired. If the 3 $\frac{1}{2}$ " to 4" screws used to anchor the ski to the post have countersunk heads they will not interfere with the ski sliding over the snow and their slots can be filled with paraffin. Should you prefer to make the seatpost braces from tubing rather than wood and have a way of securing them you may do so.

The post and braces of the Uni-Ski shown at right were made of electrical conduit. At the top the ends of the braces were flattened, bent, drilled, and bolted to the seatpost and the underside of the seat. At the bottom the same was done but they were bolted to a heavy aluminum plate which in turn was fastened to the ski itself via the holes used formerly by the ski bindings.

After one or two trips down a long hill a unicyclist will usually get the feel for the balance and will find he can ride it without ever touching his feet to the surface. The flexing or straightening of one leg or the other diagonally out in front is the actual movement that controls the balance.

If you live in an area where there is snow a Uni-Ski can be a lot of fun and well worth the time and effort spent in its construction.



PARADE PROP - "Spinning Disk"

$\frac{1}{4}$ " Plywood
or
Masonite



TOP VIEW



FRONT VIEW

Spray with white or light color paint

Draw in spiral with magic marker pen

Staple decorative Ball Fringe around edge

Use 5/16" dowel sharpened in pencil sharpener for balance stick - 3 ft long.

Use Phillips head screw in exact center for bearing for point of stick

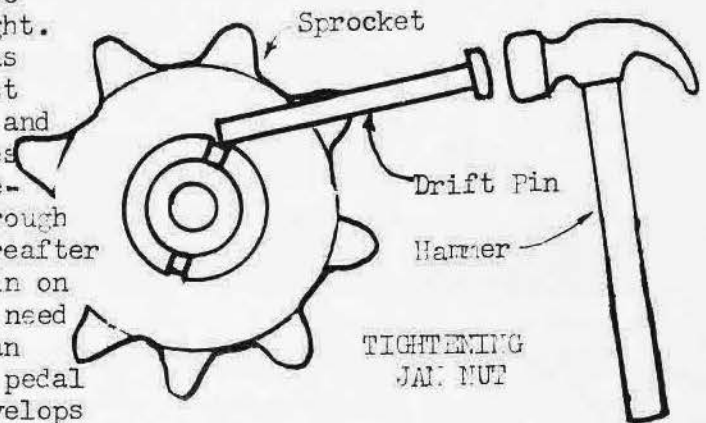


IN A PARADE

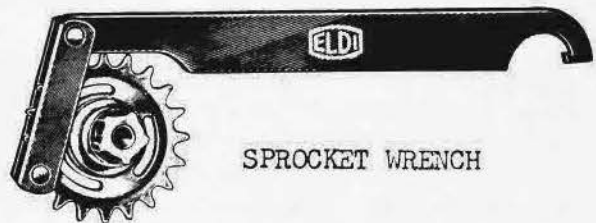
Hold it high
Look at it
Act like it was difficult to do

Q. The sprocket on wheel of my giraffe unicycle is always coming loose and it worries me - Is there any quick and permanent fix for this condition?

A. Yours is a problem that plagues many giraffe owners yet in most cases the solution is quite simple. The "Sprocket" or "Chain Wheel" on most giraffes is screwed onto the hub with a right hand thread followed by a jam nut that may screw onto the same thread or may screw onto a slightly smaller diameter shoulder that has a left hand thread, the latter usually being the case. The only time this sprocket is subjected to undue torque, that would cause it to loosen, is when the rider climbs on at a curb or uses a mounting block to hold wheel stationary while he climbs on. (another good reason for learning to scramble up onto your giraffe without aids) If you realize this and ride with your chain on the left side (opposite of a bike) you will note that you are tightening the sprocket each time you climb on at curb - so - to remedy your problem you need not disassemble your cycle or even go looking for special type wrenches to fit the sprocket and jam nut. Just back your cycle up to a curb and make like you were going to climb on. The leverage of your crank arm applied through the chain to the sprocket below, when you step on the pedal with the wheel against the curb, will tighten it securely. Now get a "Drift Pin" or long skinny metal rod or piece of metal of any type that you can place in notch of the jam nut as shown here at right. Use a hammer on other end of the drift pin as shown and it will tighten the jam nut against the sprocket to lock it. These chainwheels and jam nuts are often loose when the cycle comes from the factory so if you've felt any looseness while riding it might be well to go through this simple procedure and eliminate it. Thereafter as long as you ride your cycle with the chain on the left your problems will be over and you need not worry about it coming loose again. As an added bonus you will also find that if your pedal bearings get dry or other undue friction develops inside the pedals they will start to turn under your foot and make the condition evident. This is much preferred to having a pedal back out, drop off without warning and cause a bad spill - So The Secret Is: RIDE WITH CHAIN ON LEFT - TIGHTEN THE SPROCKET AND JAM NUT ONCE - AND FORGET IT



The sketch here at the right shows the type spanner wrench a bike shop uses to tighten the sprocket to the hub. The other end of this wrench is then used to tighten the jam nut. If you follow the instructions above you can do an even better job than this wrench and you can do it without disassembling your cycle.



- Q. The tire of my unicycle is always a little soft every time I want to ride it. Can you suggest anything short of having the bike shop replace the innertube to correct the situation - there doesn't seem to be any holes in it.
- A. Occasionally porous rubber in an innertube will result in a problem of this sort but most of the time it is due to dried out seals in the tire valve. Bicycle mechanics have a little trick that I've discovered works most every time. Get yourself a valve cap of the type with the little slotted top that you can use as a tool to unscrew the valve from the stem. Take out the valve, put a little saliva on the place where the two little seals are, roll it back and forth between your thumb and finger and then replace it making sure to screw it in tight with the forked valve cap. In close to 100% of the cases this will take care of the problem. This simple but effective solution could almost be classified as a "Trade Secret"

Q. What is the secret of being able to skip rope on a unicycle?

A. If you are at home enough on your unicycle to rock back and forth in place you should have little difficulty learning to skip rope. A gimmick is generally employed, by the way, to make things easier. Some performers utilize a fancy harness built into their costume - sort of like suspenders - and it serves to anchor them to the saddle yet is practically invisible. A three foot "Tie Down" or "Luggage Strap" such as sold in Camping equipment or auto supply stores will accomplish the same thing. To use it you simply place it around your waist like a belt but instead of buckling it in front you shove the ends down between your legs in front and secure the "S" hooks to the under side of your saddle. If you are wearing a jacket the gimmick will be hidden from the spectators. Your unicycle has now become a Pogo Stick and with a little practice you will find it quite easy to bounce up and down and even skip rope without losing your saddle. A balloon tire helps if you are planning to hop sideways up stairs etc. but the standard middleweight tire works O.K. for plain rope skipping.

Sketches at right illustrate two types of shock cords available. The elastic in the round braided straps is generally not as stiff as that in the flat black tie-downs so a shorter length should be selected if that type is used. The price of such straps at this writing is from 1 to 2 dollars.



Luggage Straps braided 28" long
w/hook ends



* * * * *

Q. Where can I purchase juggling clubs or rings? I would like to build up a unicycle act that combines unicycling and juggling.

A. The information included in this issue on pages 14-16 should be just what you are looking for. Juggling and unicycling do seem to be made for each other and each is a challenge to the other. For many unicyclists Juggling is the answer to "What can I do next?"

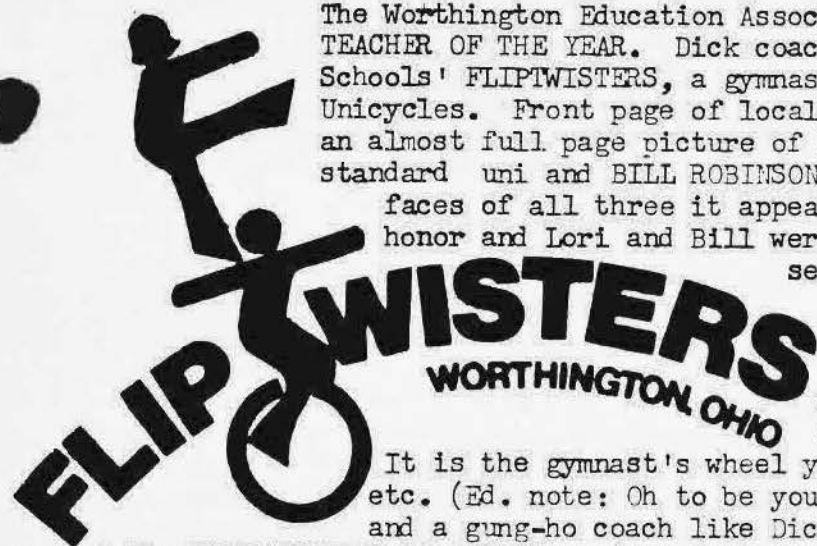
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Q. I'm a beginner - my socks and ankles are taking a terrific beating from the cranks of my unicycle - do you have any suggestions?

A. This is a very common problem among people who toe-out when they walk. There are a couple things that one can do to minimize trauma while learning to ride with the feet pointed straight ahead. First, a folded handkerchief can be placed inside each sock over the ankle bone. A rubber band on the leg just above will help keep it in place. Second, to prevent sock from getting torn an ankle cover or SPAT can be fabricated from a piece of automobile inner tube, a piece of naugahyde, a piece of canvas, or any type material that can withstand a little abrasion.

If you will place a piece of carbon paper under this page and transfer the full-size pattern appearing here to your material you can cut it out, install a set of "GRIPPER" fasteners where indicated by the four circles, and you will have an ankle guard that can be slipped on and off in a jiffy. It can be worn over the sock and folded handkerchief mentioned above, or padded itself, and will protect both your ankle and your sock.

NOTE: You may wish to check the position of the grippers on this pattern first, or perhaps install two rows of grippers to make it fit more than one ankle size. The ankle guard for opposite foot is made in same manner but grippers are installed in material in opposite direction. By concentrating on riding with knees and toes pointed straight ahead it will soon become habit and your troubles will be over.



The Worthington Education Association has chosen DICK MORROW as 1974 TEACHER OF THE YEAR. Dick coaches the Worthington Estates Elementary Schools' FLIPTWISTERS, a gymnastics group of note who also perform on Unicycles. Front page of local news media the COMMUNITY TIMES carried an almost full page picture of Dick standing between LORI HOUSER on a standard uni and BILL ROBINSON on a giraffe. From the smiles on the faces of all three it appears Dick was very happy to receive the honor and Lori and Bill were happy to have such a great coach. A second large and interesting picture in

the same paper was of Dick giving JOAN BROWN some coaching advice on another type mono vehicle, that is rapidly gaining popularity in schools and colleges, called The German Wheel.

It is the gymnast's wheel you stand inside of and do cartwheels etc. (Ed. note: Oh to be young again and have equipment like this and a gung-ho coach like Dick). Should any readers wish to see some of the FLIPTWISTERS IN ACTION a few of their scheduled 1975 shows are:
 Jan 11, Ohio State Univ. 7:30 PM (also local TV) Jan. 18 Otterbein College 7:30PM
 Feb. 8, Ohio University 3:00 PM and Feb. 22, Urbana College.

* * * * *

Last year, after seeing a young unicyclist's picture in a newspaper, your editor wrote to the boy Barry Lapworth in England. In subsequent correspondence with him it was learned Barry had been spotted by a Ringling Bros. Barnum and Bailey Scout, and after signing a contract was planning to come to America to perform with RBBB during 1975. In the Dec. 2, 1974 issue of a Weekly CIRCUS REPORT, published by Don Marcks of 525 Oak Street, El Cerrito, Calif. 94530, the following recent news appeared on Barry:

RBBB FIND: Ten year old bicyclist Barry Lappy, called a "WIZARD ON WHEELS" will be a featured act on RBBB for 1975. Barry performs on all sorts of bikes and unicycles, all made by his father. Barry started his professional career less than a year ago with Billy Smart's Circus and was discovered by Kenneth Feld while performing with the Hungarian State Circus.

If any readers would like to see an outstanding young performer on unicycles as well as bicycles keep your eye out for the 1975 Ringling Bros. Barnum and Bailey Circus and when it plays in your area go see Barry's fabulous act.

* * * * *

Two recent communications from Steve McPeak and Celeste who are performing with Circus Las Vegas in South America brings the news that their act is doing great. (It should - they perform on a highwire sometimes with unicycles up to 20' tall with Celeste on Steve's shoulders and the same with 10' stilts) Their first letter was from Lima, Peru where they worked at extreme heights (about 100 ft). On one occasion they had a chain break just as they were completing a trip across the wire but were able to grab rigging and avoid a fall. After Peru they played in Colombia and are now performing in Argentina. Upon their return in a month or two your Ed. hopes to get a photo or two of them in action for inclusion in an upcoming newsletter.

* * * * *

Ten year old BOBBY PUGH of Madison Heights, Virginia was interviewed about the middle of December for a feature article that should be appearing in their county newspaper about now. Bobby also rode his uni in the Amherst County Christmas Parade and will be performing again shortly in his school's 4H "Share-The-Fun" show. He is interested in collecting sew-on or iron-on patches for a shirt as part of a special unicycling costume. If any groups have an extra patch you would be willing to sell him its certain he will be happy to hear from you. His address is: Route 5 Box 603, Madison Hts. Va. 24572

THE PONTIAC UNICYCLISTS closed the '74 season with their 4th annual ROUND-UP held at the Pontiac Mall Oct. 20. Although their own highly skilled cyclists took most of the first place ribbons a few out-of-towners particularly the PAUL FOX UNICYCLISTS of Marion, Ohio went home with 1st place ribbons notably CATHY FOX with 1st place in Girls Trick Riding and 1st in Giraffe race, SHARON NOVIK and GREG MORAN 1st in their respective Pelay Race, and FRED MILLER 1st in Giraffe race. In summing up the year's activity the Pontiac unicyclists find they performed in a total of 103 parades and entertainments. An additional 40 were turned down because of conflicting dates. When one considers the season usually runs from about May to Oct. that is really a great deal of action and Bernie Grandall, his wife Pauline, and all those who helped with the club's activities are to be congratulated for helping boys and girls participate in such a great sport.

WALLY WATTS phoned your ed. from Edmonton, Alberta Dec. 26th and reports all is going well with his latest project - a 10 ft unicycle with geared drive atop which he hopes to set world's record for largest wheel uni ever ridden. Plans and construction are well under way not only for the cycle but for a starting stand and a trailer in which to transport the cycle. He hopes to have it completed and mastered in time for the National Meet in Pontiac next summer. He is also still thinking about a Round-the-world trip on his 42" wheel with which he thrilled us at our '74 Meet and upon which he rode the 4550 miles coast to coast across Canada in 93 days in 1973. He has proven he has the stamina, now all he needs is a sponsor. Since last summer's Meet Wally has kept busy and DONNA BERTIN of Fort Saskatchewan reports seeing him perform and meeting him there this past summer.

THE UNIQUES report they have completed a "Z" frame, ZIG ZAG, unicycle but that the 20" of snowfall in Ohio hasn't allowed them to do much with it yet. It is approximately 6 ft tall and they are looking forward to riding the strange appearing unicycle in parades next season. In their annual performance in St. Catharines, Ontario, Canada in October they were placed in #3 position this year. They were pleased to follow the color guard and honor band is what was a great parade with large crowd despite inclement weather.

Regular riding of a unicycle is apparently good training for other sports as evidenced by medal received by SALLY WHITE of State College, Pa. this past season. Sally was on the girls cross country track team and placed 9th out of 120 in the FIAA State Meet. Sally by the way received a Wagon Wheel unicycle for Christmas and is looking forward to having the kind of fun we all had on Bernie Grandall's and Wally Watt's 42" wheels at the National Meet last August. From the pictures of her that appeared in the last issue of the newsletter it is pretty apparent why she wanted one of her own.

BOB WET ("Spiffindifferus") the unicycling clown is departing the USA this coming April and will be touring with Hunt Bros. Circus next season. Last October, while still in the Air Force as commander of a missile launch crew, Bob produced his first variety show - "Halloween Hijinks" in Grand Forks, North Dakota where he has also been president of the Greater Grand Forks Community Theater. We wish SPIFFINDIFFERUS good luck and look forward to seeing him with Hunt Bros. Circus this summer.

FRANCIS SMITH one of our ardent unicyclists from Seattle, Washington recently visited KATIE CRITON and LOYD SMITH in Pasadena, California. Guess you would say Francis is one of our members who really gets around. In connection with his job with United Airlines Smitty Flies between Los Angeles and Hawaii and commutes to his home in Seattle.

About the time the first bad weather hit Long Island your Ed. received some cards from unicyclist DWARD RYSTRUM of Nebraska. One was postmarked Las Vegas and the second Honolulu, Hawaii. Dward is on vacation, lucky fellow, and reports the Schwinn and Bill Matthews unicycles are available there for \$54.95

FIRST PRIZE in recent photography contest sponsored by UNICYCLING magazine is a picture of a unicyclist going down in the mud. If you're looking for a Fun-ut unicycle, be sure to take a look at page 35 of the January 1975 issue of UNICYCLING magazine.

ST. HELEN'S UNICYCLISTS of Newbury, Ohio appeared on TV New Years day in the JUNIOR ORANGE BOWL PARADE in Coral Gables, Florida. Their unicycling gymnasts with the horizontal bar and their Drill Team's side to side maneuvering were particularly eye catching while their football unicyclists on the extra high giraffes, tossing a football between them as they rode, must have amazed spectators. They sure looked great on TV.

The following inspirational letter from Bob Starbuck, former riding master of a Salt Lake City Boys Club brings to light some of the side benefits unicycling offers to both cyclists and their mentors. Bob's employment necessitated his moving to California but his work with the boys in Salt Lake City will long be remembered. Here is Bob's letter:

Dear Bill:

Don't know if this story is newsworthy enough for the newsletter but it certainly thrilled me as your experiences with kids have thrilled and fulfilled you throughout the years you have been contributing your time and energy to the cause.

In 1962 I was teaching at night in the Utah Technical College. At end of the term I felt I could not continue the load (16 hrs per week) but wanted to do something with my spare time . . . especially working with youth. My activities brought me in contact with Red Taylor. Red is a long time boxing enthusiast and has coached and managed our teams in the Olympics and other foreign competition. He was then working with the Salt Lake County Recreation Department Boy's and Girl's Clubs. Red asked me to suggest a program that would grab the interest of the kids and also provide a good image for the kids in the community. That's when I thought of unicycling. We received cooperation from the local bike stores and introduced a unicycle to the Elks Boy's Club confident that we could teach them to ride it. Red had never ridden before, and I didn't really learn until some time later. . . . But we taught six kids who had never seen one before. The local bike store (Guthries) rebuilt that first one for us about six times . . . God Bless 'Em.

One of Red's proteges was a hard luck kid whose father had deserted, or was dead, and whose mother was indigent. The boy had a bad eye and was always in trouble . . . including reform school. Red and some of the Elks sponsored an operation for Ronnie's eye and a Mormon Bishop took him into his home. Ronnie was the first kid to learn to ride the uni and was really good. At seventeen he joined the Marine Corps and went to Viet Nam. We sent him a unicycle for Christmas and it was smuggled over in an Air Force plane from Hill Field. While it was enroute to Da Nang, Ronnie became a casualty but recovered and taught his buddies how to ride. The uni was hit a couple times and they hung a purple heart on it. The last we heard it was in the machine shop and the troops were trying to fabricate some new parts for it so they could get it back in combat. Ronnie is back home now, married, and doing great. Had he chosen extended time he would have been the youngest staff sergeant in the history of the Marine Corps. He learned underwater welding in the service, a skill much in demand in industry, and is assured of a bright future.

Sincerely, Bob Starbuck

* * * * *

Did you know George Hendee, founder of the Indian Motorcycle Co. was also one of the first in history to ride a single wheel? John Vanderpoel of Concord, Mass. writes the following fascinating account of Hendee's first public appearance on a unicycle about the year 1884 or 1885.

"In Springfield, Mass. where his father had a large mill, George learned to ride the Columbia "ordinary" with the perch and rear wheel removed. He did this in utter secrecy and one day approached the Commander of his bicycle club asking to be put on the program for the next indoor meeting of the club. Although asked repeatedly what he was going to do, George refused to divulge his secret. When the night came he mounted his wheel in a back room of the armory and rode out into the great hall, making a circuit of that room in complete silence. He was utterly crushed by the reception of his comrades. Only when he was dismounting in the back room and preparing to put his perch back on did the crowd realize what they had seen and surge in after him. He was dragged back into the main hall and performed that night until exhausted."

The above interesting story from John Vanderpoel sort of bears out the belief of many that the unicycle was probably discovered rather than invented and that it probably evolved from the Columbia "Ordinary" or "Penny Farthing" as they are often called.

If you are a unicyclist who has started combining juggling with your unicycling or if you have been juggling for some time but do not belong to any jugglers organization you may be wondering where good juggling props can be purchased. With this in mind your editor has done a little research and has come up with some facts and figures that may be just what you are looking for.

Most juggling props today are probably made by actual professional jugglers - or retired professional jugglers who know their stuff - and who take pride in building the type props other jugglers need, want, and will like. For this reason the clubs, rings, balls, etc. that they build are tried and proven designs and are often, as in the case of clubs, named after famous jugglers who use or used that type - such as the Harry Lind or the Bobby May model clubs. In addition to the very fine models for stage use some prop builders also make up less expensive practice models for the beginner juggler who isn't really sure yet if he is willing to put in the hours of practice necessary to become a truly fine juggler.

On the next page will be found a list of juggling prop builders or suppliers from various parts of the U.S.A. and an indication of what type props they offer along with approximate prices. Much of the information listed was obtained from the International Jugglers Association through the courtesy of their Public Relations Director Mr. Dennis Soldati. If some of our readers are seriously interested in juggling and would like to know more about, or perhaps join, that organization we suggest they send a stamped return envelope requesting information and a membership blank to:

Judy Burgess, Secretary Treasurer
International Jugglers Association
45 First Avenue Apt 5K
New York City, N.Y. 10003

As noted in our last issue (Oct. 1974) The International Jugglers Convention for 1975 is to be held in Youngstown, Ohio July 31 to Aug 3. Interested unicyclists are welcome to attend and, from the list of outstanding jugglers who have indicated they plan to be there, it appears this may go down as the greatest jugglers get together in history. If you think you can make it and would like additional information on the convention write to the convention chairman:

Mr. Dick Francis
2122 Windsor Avenue
Youngstown, Ohio 44502

At our 1974 National Unicycle Meet in Marion, Ohio last August IJA members Dick Francis, Ken and Carol Bengé, Paul Bachman, and John McPeak were in attendance. It was interesting to note that most of them are also experienced unicyclists. All of us had an opportunity to witness the versatility of John McPeak in his fabulous juggling act at the Coliseum that Sunday but only a few of our unicyclists witnessed the equally outstanding juggling that all of these jugglers were doing off hours at the Holiday Inn where most of them were staying.

When jugglers get together things really fly and your editor suggests that if it is at all possible unicyclists try to make the IJA convention in Youngstown, Ohio July 31 - Aug 3, 1975

Prices listed are as of 1974 & Subject to change.

BOB CASTLE, 921 North 7th Street, Seward, Nebraska 68434

Decorated Mouth Stick and Manuscript (use own ball) \$10., Vanishing Juggling Balls - set of three plus gimmick and instructions \$7.50, Manuscripts on "Messed Up Magic", "Clowning", and "Instant Juggling".

CLAUDE CRUMLEY, 3N305 Cardinal Street, Addison, Illinois 60101

Fiberglass props: Clubs - 10 oz. styled along lines of ... and, \$15 ea. Lt.Wt. 12" unbreakable rings \$6 ea., Custom built props 20" & 26" rolling globes, devil sticks, shakers. Also comedy top hat and cork clubs for kick-up work (a-la Garede)

HAMILTON FLOYD, 240 E. Rosewood Avenue, San Antonio, Texas 78212

Lariats: Various types and sizes from two "E-Z" 6' & 8' lariats @ \$2 and \$5 ea. to the "Floyd Texas Skip Lariat" @ \$20 made from abt. 18' of #12 solid braid nylon with special swivel honda, swivel handle, 2 stops weighted for balance, and a sliding stop (adjustable) that facilitates quick recovery if you foul up. Also Lariat Manual with basic tricks.

DICK FRANCIS, 2122 Windsor Avenue, Youngstown, Ohio 44502

Juggling Rings: White, unbreakable plastic, 1 1/2" outside dia., 1/8" thick, 1 1/2" grip, Identical in size, wt., and juggling properties to rings used by many Russian jugglers. Ideal for juggling 3 to 10 rings. \$6 each

JAY GREEN, 1565 East 9th Street, Brooklyn, New York 11230

American and European size clubs - plastic with rubber ends, decorated, in color, \$14 ea. Rings - approx. 12" dia., White plastic with red tape around outside edge \$5 ea. Also a custom torch similar to European club, with special end cap options.

JACK MILLER, 1895 N. Kansas Avenue, Springfield, Missouri 65803

Wood Clubs with hardwood handles and white enam. finish. Standard model set of three \$45. European model set of three \$37.50. Fire Torches 3/\$18. Rings - Plywood (gum taped and enameled) \$6 ea. up to and including 16" diameter. Asks that all orders include \$3 for insured parcel post - excess will be refunded.

STUART RAYNOLDS, 2716 Silverside Road, Wilmington, Delaware 19810

High Quality Fiberglass Clubs \$25 (replacement guarantee), Practice Clubs \$4 ea. Devil Sticks \$18.50 ea., Large (19 1/2") "Bicycle Type" hoops \$22 ea., Also other Scientifically Crafted Fiberglass Juggling Props to your specifications.

NOTES:

Not all prop builders contacted have been heard from and if additional information comes in it will be included in our April 1975 Newsletter.

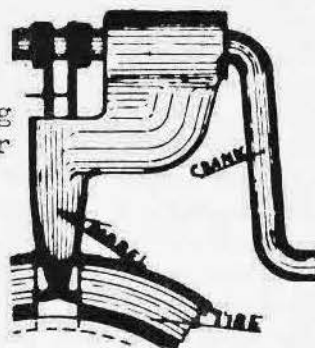
BEING PROFESSIONAL JUGGLERS THEMSELVES, (EITHER ACTIVE OR RETIRED) AND CARRYING ON THE PROP BUILDING AS A HOBBY AND SERVICE TO OTHERS IN THE PROFESSION, MOST PROP BUILDERS DO NOT PUBLISH A CATALOG NOR HAVE DESCRIPTIVE CIRCULARS PRINTED ON THEIR MERCHANDISE. HOWEVER IF ANY OF THE ABOVE LISTED PROPS SOUND LIKE JUST WHAT YOU HAVE BEEN LOOKING FOR, WRITE DIRECTLY TO THE BUILDER STATING YOUR EXACT NEEDS AND REQUESTING FIRM PRICES. AND, AS A POINT OF COURTESY, ENCLOSE A SELF ADDRESSED, STAMPED, RETURN ENVELOPE.

The large wheel unicycles of Wally Watts and Bernie Crandall were a big hit at the 1974 National Meet and many unicyclists are now busy building their own. The following information and suggestions on ways of constructing them, sources of rubber for tires, etc. may be of help to others who are mechanically minded and wish to tackle the job.

Wally constructed his big uni as follows: For frame, hub, bearings, and saddle he used a regular Japanese unicycle cutting the forks and extending them by brazing in sections of 1" stainless steel tubing slightly flattening the tubing to allow it to telescope over the cut ends and also to give more clearance for hub and crank arms. For better leverage a longer set of crank arms were obtained from a bicycle (About 7"). For wheel rim he used two CCM bicycle rims which he cut, opened up, and rewelded enough of the two to form a larger rim with 64 holes which came out to be close to 42" in diameter. For the hub he argon welded a stainless steel washer (about 6" in dia. and 1/8" thick) to each side flange of the original uni hub and drilled 32 holes in each to accommodate the spokes. For spokes he ordered 100 motorcycle spokes, cut them in half and welded in 8 1/2" of stainless steel 1/8" rod to make them somewhere near right length. Although he only used 64 the extras gave him a chance to experiment by trial and error method until he got the technique of making them perfected and the correct length. Rather than cut and reweld some which were too long he borrowed a spoke threader from a local motorcycle shop and threaded them a little more and cut off the excess that protruded through the rim. Incidentally in setting up the rims for welding he held the ends in proper alignment by screwing them to edge of piece of 3/4" plywood that had a notch cut out of the wood at point where welding was to be done - to prevent burning the wood. For a tire he checked with a rubber company in Edmonton and found an extrusion that somewhat resembled cross-section of a tire and procured a length sufficient to go around rim. He had to fabricate a special mold or press of his own to vulcanize the ends together but it worked and he stretched the tire onto his rim. For a saddle he used frame from original uni but padded it with 5" of Curon foam which is denser than poly foam and covered it with Herculon for long wear. Even with this he had to redo it a few times on his 4550 mile ride.

Wally's efficient method of utilizing a regular unicycle is probably the easiest, quickest, and least expensive approach to solving the Frame, Hub, Seat, and Bearing problems of building a large wheel uni. Since red and gray carriage rubber for tires is available from a number of sources listed on next page you might wish to design your rim to make use of same. Thin wall electrical conduit size 3/4" or 1" can be hacksawed in half lengthwise and a single 10' length will make two rims approximately 3' diameter which your Ed. feels is an ideal size, not only for ease of riding but to make efficient use of the carriage rubber which in some sizes comes only in 20' rolls. If such a rim is painted with scratch resistant epoxy paint it will be very serviceable. If you wish to build a stainless rim you can do as Paul Fardy of "The Wheelmen" did. He sliced a piece of chrome moly tubing, welded it end to end and shaped it into a large rim to rebuild an old fashioned penny farthing bicycle. Your editor is indebted to Paul by the way, and to another member of "The Wheelmen" Ed Berry of Hampton Bays, N.Y. for information on sources of carriage rubber for large wheels. A neat 35 1/2" rim can be efficiently fabricated from two 20x1 3/8" 40 hole steel bicycle rims. This size rim takes 1" rubber and has some advantages in construction. In straightening rims it is always difficult to get the very ends to assume the right curvature. By using the above you will note you can cut off four holes length from each end of each rim, prior to welding, to wind up with proper 64 hole completed rim. This lets you scrap the difficult to shape part and wind up with a more perfect circle. Paul Fardy suggests drawing large circles on a piece of 4'x4' plywood and using it to check out the roundness and also to plan the spoking so as to know what length spoke you need. We do not have space here to go into lacing (spoking) a wheel but perhaps your local bike shop can be of help. You will probably wish to use what is referred to as "Cross 4" type lacing which means each spoke crosses 4 others on way from hub to rim. From past couple months research your ed. has enough information to fill a book but does not have the time to compile or put it in print. However he will try to answer pertinent questions in future issues of this newsletter.

Carriage Rubber is usually installed on rims in one of two ways the most universal being by running a wire, abt. 12 gauge, thru the hole in center, pulling the ends to tighten the rubber on the rim, and either twisting or brazing the ends of wire. Extra is then cut off and gap in rubber worked together by rapping with a mallet. At right is sketch of typical wiring machine found in many older bike shops. Wheel chair repair shops also have this equipment.



TIRING TOOL

A small tool used with a vise for shops which have few calls for putting tiring on wheels

A second method quite common today is used with a type of red carriage rubber imported from England. Instead of having a hole in the center, a corkscrew like steel wire is molded right into the rubber the full length. To install the rubber is cut slightly long. Then a little of rubber is removed from each end exposing a little of the corkscrew like thread. The tire is then preloaded by giving each end a sort of unscrewing action. When the ends are placed together they then screw themselves tightly together and this secures the rubber to the rim.

If you do not have a place locally where you can purchase carriage rubber here are names of two places, one which handles regular type and one the English import. With the present wave of rising prices it is suggested you write first to get a firm price on the exact size you wish to order for your rim as the prices listed below are subject to change.

REGULAR CARRIAGE RUBBER: Dick Hammel, 970 Ray St., Huntington, Indiana 46750

Per ft. 5/8" 35¢, 3/4" 50¢, 7/8" 65¢, 1" 85¢, 1 1/4" \$1.15, 1 1/2" \$1.70 01742

IMPORTED ENGLISH RED RUBBER: John Vanderpoel, 119 Crescent Rd. Concord, Mass.

3/4" and 7/8" 80¢ per ft. - 7/8" size fits perfect on 27x1 1/4" clincher rims.



High Step Bicycle Co., P.O. Box 847, Milwaukee, Wisc. 53201 builds complete wheels for old fashioned high wheelers but hub is so wide it would be difficult to ride as a uni. However they will sell you the two 4 1/2" washers (36 hole ea) and 12" axle unwelded for \$12. Keep in mind you must still fabricate some type bearing system for lower end of fork. They also offer the following parts: 48" Black Baked Enamel Rim 72 holes @ \$61

1" Gray Cap Rubber @ \$1.10/ft., 1 1/2" \$1.35/ft.

1/3" spokes any length complete with nipple 50¢ ea.

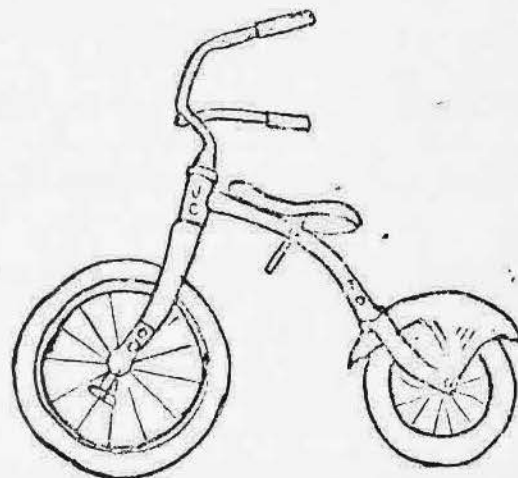
NOTE: Did you ever hear of "S" type spokes? Some old fashioned high wheelers used them and they worked great. Instead of having the swaged end at the hub flange they simply have an "S" bend as pictured at right and since the pull is at right angles they will take the strain without pulling out. You can make a simple jig to bend these by hand and it could solve the problem of that end of your spokes. For the other end of the spokes if you can get your local bike shop to order you some 105 gage spoke nipples and a 2.6x.45 MM threading die you can utilize regular #12 galvanized wire such as obtainable in Hdwe stores for spokes. (Your Ed. just purchased some for about \$1.50 for 33 ft coil - Mfg's label read Modern Wire Co., L.I. City, New York. It measures .105" perfect size for the 2.6x.45 MM thread (For those who might be interested this size would correspond most closely to the American Wire Gage size 4 and it has 56 1/2 threads per inch.)



For readers who are contemplating building a large wheel uni from a wooden wagon or buggy wheel Sally White sends in the following tips: Be sure the wheel you purchase does not have an aluminum hub as it is impossible to weld a steel plate or axle to it. Also be sure rim is truly centered (side to side) over the hub - on a wagon this would not matter but when confined inside a fork it must not be off to one side. If any of you other readers have tips of this nature please send them in to your ed. We will try to include more on large wheel construction in next issue.

HINTS ON KEEPING UP CLUB MEMBERSHIPS

The future existence of any club or unicycling group depends on a large degree on how new members are recruited and how interest is maintained over a period of time. One way to get beginners started early is to solicit new members from the Tricycle Group age 4-6. Jenack Cyclists for many years has had success with this system and in connection with their unicycling performances it was accomplished in the following manner: At a performance the announcer or emcee would call attention to fact that when boys and girls reach age 4 many of them are ready for something a little more challenging than a tricycle. As a result some of their Dads or club leaders cut the rear wheels off their tricycles and replaced them with a fork and a single wheel from another old tricycle. They now had a little Trike Bike. At this point in the performance some of the 4-6 yr olds rode out on their perky looking little trike bikes and their novel appearance always got a good response from spectators. The next announcement carried the theme a little further and explained that soon something even more challenging was desired. As a result the boys and girls next attached a padded block of wood to top of fork and front wheel and threw away the rest of the bike - and they now had a unicycle just like the big boys and girls. When some of them rode on with these shaky little cycles and did it without falling off the audience was really impressed. More important however was the fact that the kids were off to an early start with their unicycling activities. From these they progressed to more advanced trick and group riding, specialty cycles and props, and the tall giraffes. By recruiting them at such an early age some became excellent unicyclists and got in considerable activity before their interest waned or normal attrition such as leaving for college etc. took place. Rest assured the little four year old who has had public attention called to his or her riding of a perky little trike bike this year (perhaps riding with handlebars turned around or pedaling with just one foot and steering with just one hand) will be extremely anxious to perform as a unicyclist next year and will have an enthusiasm that is catching and a great asset to any club.



short

HOW RUMORS GET STARTED (A true life/story for unicyclists)

Quite some years ago your editor helped a young fellow, Emery Schneider, of Farmingdale, N.Y. learn to master the unicycle. The young fellow subsequently grew up and became a Suffolk County Policeman.

During lunch hours at Republic Aviation Corp. (now Fairchild Republic Co.) Farmingdale, N.Y. a group of ardent unicyclists have for several years met in one of the less crowded parking fields to ride their unicycles and get in a little mid-day exercise. One day a few years ago Henry Rippe, a more or less beginner in the group, got going a little too fast on his cycle and wound up falling off forward and scraping the palms of his hands as he landed. Just at that moment a Suffolk County Patrol Car was passing on the adjacent highway. One of the policemen in the patrol car was Emery Schneider. He sized up the situation and immediately pulled into the parking field, stopped the patrol car, got out his first aid kit, placed it on the hood of his car and proceeded to take care of Henry's scratched palms as the other unicyclists gathered around to watch. Guess what the rumor was that circulated about the plant the following week - it went something like this: "Did you hear what happened last week to those crazy guys and girls who ride those silly one wheel cycles during lunch hour every day? Well, last Friday the Suffolk Police pulled in, rounded up, and fingerprinted the whole bunch of them"

Once again we would like to remind readers that this is your Newsletter and we want to include what is of most interest to you and consistent with our aims which are:

To foster social and athletic interest in, and promote the healthy, wholesome sport of unicycling among youth and adults of the country by establishing voluntary standards of performance and sponsoring and overseeing local and national meets.

To disseminate knowledge and information on all phases of the sport to all interested parties throughout the country via a newsletter and information service.

Your suggestions are always welcome and many thanks to those of you who have sent in ideas and suggestions in the past.

In line with our aim to disseminate information and be of service we have made arrangements with a number of publishers and can now offer the following books which we feel will be of interest to unicyclists. The proceeds from sale of these books will help defray the costs of this newsletter. In addition to the books listed you will note we also still have back issues of the newsletter available at \$1.00 each or a complete set of 1974 newsletters plus the 1973 National Meet bulletin, for just \$3.00 postpaid.

We are still soliciting suggestions for designs for a new masthead and name for this Newsletter - send in your rough sketches or ideas to Newsletter Editor - Address below.

We would also like to know: Would you like to see a Novel Cycle category included in our 1975 National Meet in which prizes would be awarded for the most novel vehicles ridden? These could be unicycles, monocycles, walking machines, or other novel vehicles preferably of a monovehicle type.

Your Ed.

Bill Jenack

William Jenack, Newsletter Editor
Unicycling Society of America, Inc.
67 Lion Lane
Westbury, L.I., New York 11590

Dear Ed,

Enclosed find check or money order for \$_____ for which send postpaid:

No. of Copies	Name of Publication		Totals
_____	BASIC CIRCUS SKILLS by Jack Wiley	@ 6.95	_____
_____	THE UNICYCLE BOOK by Jack Wiley	@ 7.95	_____
_____	THE JUGGLING BOOK by Carlo	@ 2.95	_____
_____	THE DRAMA REVIEW NYU March '74 issue	@ 3.00	_____
_____	BACK ISSUES OF U-S-A Inc. NEWSLETTERS		_____
_____	Vol 1 No. 1 Jan. 1974	@ 1.00	_____
_____	Vol 1 No. 2 April 1974	@ 1.00	_____
_____	Vol 1 No. 3 July 1974	@ 1.00	_____
_____	Vol 1 No. 4 Oct. 1974	@ 1.00	_____
_____	SPECIAL All 4 plus '73 Meet Bulletin	@ 3.00	_____

SHIP TO: Name _____

Address _____

NOTE:

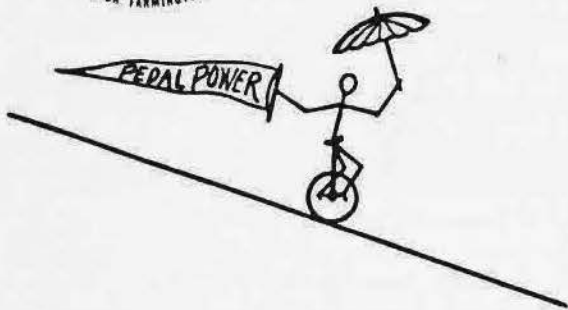
TOTAL \$ _____

Zip _____

If you do not wish to tear out this page of the newsletter simply send your own list of items you desire.



PRINTED MATTER



Dear Members: As a Not-For-Profit Corporation we are not in business to make money. However on the reverse side of this page you will find a number of related items we have for sale which may be of interest to you and which if ordered through your newsletter editor will not only be of service to you but will aid our treasury and enable us to publish a larger newsletter and to award more trophies, etc. at future uni meets

If you know of any unicyclist who might be interested in joining our organization please pass along the form below.

U-S-A Inc. - NEWSLETTER - 1-75

Your Ed. Bill Jenack

MEMBERSHIP APPLICATION: UNICYCLING SOCIETY OF AMERICA, INC. Date _____

Check type membership desired, fill in and send with appropriate amount to the Secretary-Treasurer Mr. Gordon Kruse, 30246 S. Stockton Dr., Farmington, Mich. 48024. Make checks payable to UNICYCLING SOCIETY OF AMERICA, INC.

_____ Member, \$3.00 annual dues includes subscription to quarterly newsletter (with quarterly expiration policy) plus membership card and voting privilege.

_____ Family Member: 50¢ annual dues - for members of the immediate family of a member, residing in same household - same benefits as member except the newsletter.

Name of applicant (please print) _____
Mailing Address _____ City _____ State _____ Zip _____

Age _____ (for statistical purposes) Phone No. _____

Field of Interest: Amateur _____ Professional _____

*Please include names of Family Members.

Signed _____ 1-75

1. _____	4. _____
2. _____	5. _____
3. _____	6. _____