



United Sidecar Association

Newsletter No. 10

July 1977

PRESIDENT

Al Johnson

SECRETARY

H. A. Kendall

19201 Centre Avenue

Homewood, Illinois 60430

CHAIRMAN

Ed Johnson

TREASURER

T. Strassenburg

18461 Martin

Homewood, Illinois 60430

Meeting - June 11, 1977

Eleven members attended, including Larry Lydon on an unusual three wheeler.

The earlier meeting time at the Cuckoo (Plantation), Monee, seems to fit the schedule of most members. Next Meeting: July 9 at 11:00 A.M. - same place.

100 mile Poker Run

Al Johnson went on a 100 mile Poker Run into Indiana and had a very good time. Anyone who would like to participate in a Poker Run should contact Al.

Repeal of the lights-on law

Hal went to Springfield to testify for the repeal of the lights-on law in Illinois with Ed Armstrong of ABATE. The Committee Meeting was cancelled. The following week two other members of ABATE rode down to testify. After much fillibustering the committee broke down and a sub-committee was formed to meet sometime in the Fall and "discuss" it further.

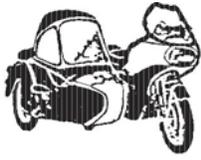
Our New York Member, Leon Karlak, wrote an excellent letter to the AMA supporting the AMA stand on safety and that lights on at all times has only a marginal effect at the best, and can be lethal at night if the bike has only marginal lighting ability and all the battery reserve is used up in daylight, leaving only very poor lighting at night. Keep your letters of support coming in.

Leon has the following to say on the AMA position regarding mandatory daytime headlights.

1. He agrees with the AMA that the effects of driving with and without lights on during the daytime as it affects safety should be monitored closely.

2. The AMA points out that if some ride with lights on and some with lights off it could cause a motorist to misjudge a motorcyclist's direction of travel by 180°. Leon pointed out that this would only be true on a non divided two lane road. On a multi-lane and divided highway, this is not a problem. (Editor's Note: On divided highways with limited access, I totally fail to see how a headlight on in the daytime serves any useful purpose).

The AMA claims there is little distinction between the stop and tail light intensity and more rear end collisions could result. Leon observes that this applies to all vehicles, not just motorcycles. (However, if the voltage is pulled down it would affect motorcycles more than other vehicles if the alternator capacity is inadequate).



United Sidecar Association

Newsletter No. 10

July 1977

4. The AMA points out that Federal Safety Regulations do not cover voltage generator systems and continuous operation of Electrical components. Leon does not want to see any further legislation. (Neither do I. But, the manufacturer is obligated, by his stockholders to produce the minimum performance equipment he can get by with. It is only by sensible regulations imposed on the manufacturer that any improvement will come about. We have complained to the manufacturers till we are black and blue to no avail. But, if the State or Federal Government enjoin the manufacturer from selling shoddy, inferior or substandard merchandise he will find a way to improve the model tomorrow.)

5. The AMA points out that the first item damaged is the front end of the motorcycle. It is up to the motorcyclist to prove that his equipment was functioning PRIOR to the accident. Leon agrees and feels the burden should be on the automobile driver to watch out for the motorcyclist. After all, pedestrians do not have to carry a headlight in the daytime. In New York, as far as no fault insurance is concerned, a motorcycle is considered the same way as a pedestrian.

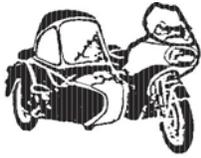
6. Safety councils shout that motorcycles are hazardous - and must be equipped with warning devices - even though 60% of the accidents on cycles are not the fault of the motorcyclist. Many owners of large machines turn their lights on whether required or not so there is no need for compulsion. Leon agrees. The motorcyclist should not be put on the defensive. It is up to the motorist to take more care and drive properly or for him to stay off the road.

7. The AMA concludes with an exhortation for better education for motorists and motorcyclists. The motorist must be taught to see and respect a person, a cycle, or a motorcycle - not just a light. Leon agrees and I add my full endorsement.

Leon points out that the use of headlights in the day time can be unsafe. It takes four times longer to judge the rate of approach of a single light than the rate of approach of a dark object. This was the conclusion of a Ministry of Transportation Study in England in 1975 where tests were done to determine the absolute degree of depth perception. The eye cannot see the edge of the circle of light and hence cannot measure the rate of increase in size which is equivalent to the approach velocity. With two lights, such as on a car, the situation is reversed. Perhaps they will want us to install headlamps on stalks, three feet on each side?

The fact that it is possible for a motorist to see a motorcyclist two miles up the road is of no consequence. The point is - what will he do when he is within 50 yards of you. Ask Tony Swan, Associate Editor of Cycle World (July 77). Betty pulled out in front of his Gold Wing with its brilliant light on. Seems she had a hard day at the office and just wanted to pull into her driveway and relax with a well deserved martini! I have found the judicious use of air horns works miracles. Lights, as far as I can tell, have absolutely no impact.

Let's have your comments, support or rebuttal.



United Sidecar Association

Newsletter No. 10

July 1977

Personalities in the News

Ed Johnson

Ed bought his first Harley Davidson in 1937 (Model J D). He is an AMA Referee and a life-time member of the AMA. An AMA expert Enduro Rider, Ed has seen 13 years in the motorcycle trade. He is the owner of Georges Sport Center and a licensed Insurance Agent. He was affiliated with the Chicago Eagles Motorcycle Club for many years and a founder and secretary of the Pullman Hackers M.C. Club. He is also a member of the Tri-City M.C. Club of Coal Valley, Illinois.

A sidecar was added in 1949 when his first daughter was born.

On the subject of "Bikes" - all have good points; all have bad. No one bike is any better than another. It depends a lot on the individual dealer."

Ed's first impression of Japanese bikes was "they are made in Japan," until he began to work on them "and found out how well they were built but U.S. & European street bikes handle better than Japanese bikes

A few bikes stand out in Ed's mind, including a 1945 80 cu in Indian Chief with a Goulding Sport Sidecar and a 1949 BSA 30/50 he used for Enduro Runs.

In closing Ed said, "We are brothers because we share a common interest."

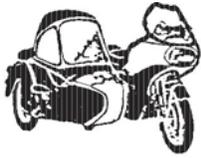
Indy 500

Penny and Paula went to the Indy 500. In her own words, Paula's adventures follow:

We left home on the 27th at 9:30 and by driving at 50-55 (breaking in new overhaul) arrived at Clermont Park at 2:30. Camp was set up next to the "Red Devils" from Clinton, Ohio. The Red Devils had sharp red levis with red shirts and gold trim.

Sidecar List

Sidecar List - Pages 5 & 6, prepared by Barton A. Taylor, 813-596-2824



United Sidecar Association

Newsletter No. 10

July 1977

Saturday

Participated in the 2 hour Parade with 6 Red Devils **in** front and 6 behind. We finished at a Farm 10 miles outside Clermont with drinking and dancing, etc. Later we left for the Band Concert at another Camp Ground. More dancing, drinking and dining. Back to Home Camp at midnight with more parties in progress until 3:00 am.

Sunday

Sunrise services at 7:30 am. The Sermon and Organ playing were beautiful. Breakfast at the Indy 500 M.C.. Club House, then the Indy 500 M.C. escorted 75 bikes to the Camp Ground for a Field Meet. Penny goofed up her lines on the Musical Sidecars Event but we came in 4th (out of 7) as the rest were too drunk to stand. The women riders took the trophies for largest bikes, best dressed riders and longest distance travelled. Back to Camp for the Race and Lunch and of course, another Party (had 4 beers).

Monday

Broke Camp and said farewell to the Red Devils **over** coffee (they drank mine and I theirs, while we exchanged **addresses**), then at 11:00 - on our way back to Hammond, after a wonderful, happy and funfilled week end at the Indy 500.

UPCOMING EVENTS

Road Run - June 25 - Illinois Pathfinders M.C. Club,

1340 Ogden Ave., Downers Grove, Illinois 60515 8:00 pm Allan Cycle Sales - (312) 969- 3996

Regular Meeting - July 9 - (Cuckoo's Nest - Plantation), Monee 11:00 am

Road Run - July 16 - Gasoline Cowboys —

4835 Wabansia, Chicago, 60639 7:00 pm - Downers **Grove** (312) 626-574.5

Sidecar Rally - July 29-31 - The 3rd Wheel, Menomonie, Wisconsin

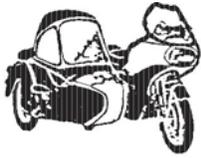
Display - July 30 - Old Car and Cycle Display-

Sugar Grove Corn Boil, Sugar Grove, Illinois.

National 500 - August 26-28 - The Vintage Motorcycle and Old Timers Club,

Club Park, Clermont, Indiana.

Hal Kendall, Secretary
United Sidecar Association



United Sidecar Association

Newsletter No. 10

SIDECAR LIST

July 1977

USA

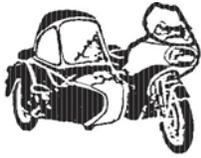
AMERICAN EASY RIDER
 CENTAUR
 CUSHMAN
 CYCLE CAMPER
 CYCLE MATE
 DRYER
 ESSIX
 FLXIBLE
 FREEDOM
 GOULDING
 HARLEY-DAVIDSON*
 HITCHIKER*
 INDIAN
 INTERNATIONAL
 MILLRAY
 P-C*
 RAMBLER
 SIDE-KICK
 SIDE STRIDER...
 "BINGHAM MK I"*
 "BINGHAM MK II"*
 "RS"*
 SIMON
 SPIRIT...
 "SPIRIT EAGLE"*
 "AMERICAN SPIRIT"*
 VETTER
 "TERRAPLANE"
 THOMPSON "CYCLECAR"*
 THOR
 UNIVERSAL
 YALE
 ZEPHYR*

COUNTRY UNKNOWN

A.C.A.P.
 CLIPPER
 J.G.M.
 STAR

ENGLAND

B-K-W*
 BLACKNELL...
 "DERBY"
 "CARRINGTON"
 "BULLET"
 BORET*
 B-S-A...
 "20"
 "22"
 BUSMAR...
 "YORK"
 "CRUISER"
 "LANCASTRIA"
 COLLAPSIBLE
 CANTERBURY...
 "BELL" (BOAT)
 "CRUSADER"
 "VIKING"
 "SAXON"
 "INVADER"
 CARMOBIL
 CHATER-LEA
 COOPER*
 COSSACK
 MILFORD
 GARRARD...
 "S-90"
 "SILCHESTER"
 "GAZELLE"
 GRAHAM BROS.
 HAGON*
 KERSWELL
 M-G-F*
 MONTGOMERY
 PUMA*
 R-G-M*
 RUMBLE
 SUNBEAM A22/50
 SWALLOW
 "JET 80"
 "COMMANDO"
 "COMET"
 WINDLE*



United Sidecar Association

Newsletter No. 10

SIDECAR LIST

July 1977

ENGLAND (cont.)

WATSONIAN...

"MONARCH"
 "COLONIAL CABRIOLET"
 "KWIKFIT"
 "KENILWORTH"
 "MAXSTROKE SALOON"
 "BAMBINI"
 "AVON"
 "ALBION COUPE"
 "FLIGHT"
 "ASCOT"
 "PALMA" *
 "MONZA"
 "MONACO"*

GERMANY

B-M-W (STEIB)...
 "STANDARD" (EARLY)
 "STANDARD" (LATE)
 "SPEZIAL"
 BUSCH*
 HOREX (STEIB)
 STEIB...
 "LS-200"
 "S-350"
 "S-500L"
 "TR- 500"
 "LT-200"
 "RS-1"
 "S-501"
 WW-2 STD. MILITARY
 WW-2 TWO SEATER

EAST GERMANY

M-Z
KALI

ITALY

LAMBRETTA
VESPA

SWITZERLAND

CAT *
HANISH*
HOFFMAN
S -R- S *

NETHERLANDS

E-M-L
HOLLANDIA

INDIA

GLOBE...
"GS-200"*
"-350"*+

JAPAN

SANSHIN (BOAT)

RUSSIA

JUPITER*
URAL 66

CHECKOSLOVAKIA

JAWA "VELOREX"

FRANCE

F-N
PRECISION

CANADA

G.E.P.

DENMARK

BENDER...
"LV"
"UM"
NIMBUS