

United Sidecar Association

Newsletter No. 12

August 1977

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Next Meeting

August 13, Saturday - 11:00 - Same Place - The Cuckoo's Nest in Monee.

Sorry, no news about the last meeting as no-one informed the Secretary's Secretary. Call or write for your news and/or comments to be included. Write if possible.

Terry, you did an excellent job last month - thanks.

EDITORIAL

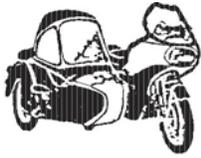
For the rest of this year, I will have very heavy commitments of teaching assignments overseas for Amoco but will continue to give you your news on a monthly basis. Please accept my apologies if you do not see me at any event.

Now we have a very nice club going - your contributions and support will make it a success. Every member is important. If you go to an out of club event we wish we were there also. Tell us about it - what you did - what kind of time you had and so forth. And, be sure to keep me informed of who attended a regular meeting and what happened.

MEMBER NEWS

Alice and Joe Haynes and daughter had a very exciting trip to a motorcycle convention and then on to California. On their return through New Mexico, Joe stopped to turn off the road and Alice failed to note that Joe had stopped. In the ensuing melee, Alice had knocked Joe for a loop leaving two very battered BMW's and three people decidedly the worse for wear. Joe's legs looked like they had been through a grinder, Alice lost some dental work and their daughter suffered a broken collar bone. Nothing too serious but it did dampen their vacation.

Joe purchased a 1970 Chevy Pick-up, and packed up the family and the remains of their now non-rolling stock and headed back home to Monee to lick their wounds. Family and machines are now being restored and Joe went back to work on schedule.



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The /5 BMW's are not the rugged beasts the earlier /2's of WW 2 fame were. They are no longer built like a tank. While they may handle well and out-perform many other makes, do not drop or crash into things. They are difficult and expensive to repair. Alice's bike, after a relatively minor collision with another motorcycle, was almost written off. The engine and transmission are okay (we think) but the frame and front end were written off. Joe's bike suffered loss of seat, saddlebag, exhaust and other bric-a-brac. Given a few more days (weeks) Joe should have both bikes back as new. Meanwhile Alice is content to potter around on her /2.

We have received several cards from Paula who is also off on a vacation. We know that she was in Indiana and Wisconsin and plans to be at the 3rd Wheel Rally in Menomonie. Safe riding and take care of Penny.

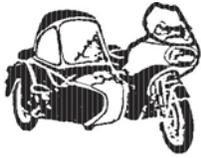
LIGHTS

For those who wish to comply with the lights on law but have difficulty keeping the battery in a full state of charge, take heart. While in London I contacted an inventor who has a solid state switching device which cuts the current required to operate your main headlight from 3.5 amps to 1.5 amps (QH low beam).

Other bulbs show similar reductions. The light is actually turned on and off so quickly that it appears to be on *continuously* (similar to the AC current you use in-your home). I have it on my outfit and it WORKS. Now, in town driving and in high gear, current has been reduced to the point where the weak alternator can handle the load. It totally satisfies the Illinois legal requirements, namely that the main headlight beam must be visible from 500 feet up the road in the daytime. Not that you must be able to see 500 feet down the road at*night time.

It is easy to install. Only two wires. Cut the line to the head-light and connect. A by-pass switch restores your full lighting at night when you DO need your good lights. Also, the unit is cheap (probably less than \$10.00). It also increases bulb life as the bulb never has to operate at a very high temperature, except when used in normal service.

If you are interested, let me know - but do not send money. Will contact the English inventor and see how many units he can produce and when.



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BACK TO THE TOLLWAY SITUATION

The Executive Director and his Assistant, now inform us that “the only strictly equal way to charge vehicles for use on the road was through an axle count.” They contacted Harley Davidson in Milwaukee who advised that the rear axles of their cycles and the axles of their sidecars are exactly 5 inches apart. The ISTHA observes that the rear cycle wheel and the sidecar wheel do not lie in a parallel plane (which of course they do - if the wheels were not parallel you would have excessive tire wear - one wheel to the left and one to the right, perhaps?). Therefore, they do have three axles:

I have noticed that the pressure plate is 10½ inches wide. Some automatic gates allow an outfit through on two axles; others trip the buzzer. The next step is a letter addressing our grievance to the Governor of this State. Are you tired of paying 50% more than a two axle car, truck or bus? Do you realize that motorcycles with sidecars are treated honorably in Pennsylvania and Maryland and not penalized as we are in Illinois? We are starting an around the States investigation to **see** if other States penalize the last of the honorable three wheel vehicles.

Send me your written comments, for or against - so we can get this penalty down to size.

Lights-On Law for motorcycles

The Sub-Committee to try to kill the Lights-On Law for motorcycles will convene August 16, in Room 1818 of the State of Illinois Building at 09:30 (AM), located at 160 North La Salle, downtown Chicago. Anyone who wishes to testify, pro or con, may contact the Secretary or just show up. It will be an open hearing. Now is your chance to stand up and be counted.

Hal Kendall, Secretary, USA

P.S.: You will get less of my opinions if you send me some of yours.

P.P.S.: Guess who has an alloy front wheel on their outfit besides Terry?