

United Sidecar Association

Newsletter No. 14

October 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

UP-COMING EVENTS

September 25 Fifth Annual Antique & Classic Motorcycle Show

McHenry County Fairgrounds - Woodstock, Illinois
Info: Fred Dauer (815) 338-4141 Dave Olson (815) 633-3869

September 27-30: Aspencade Motorcyclist Convention

Ruidoso, New Mexico
Info: Til Thompson, P. O. Box 970, Ruidoso, N.M. 88345
(The 3rd Wheel will have a Section of their own)

October 22-23 Sixth Annual Criffin Park Rally, Los Angeles, Ca.

Info: American Sidecar Association, P. O. Box 8119, Van Nuys, California 91409

December 10-11 : Annual Brass Monkey Sidecar Rally

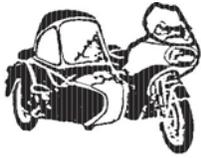
Idlewild, California
Info: Art Jacobson, 5645 N. Cambell Avenue, Tucson, Arizona 85718

NEW MEMBER WELCOMED

The United Sidecar Association welcomes our latest family of sidecar-ists, Thomas and Marcia Wegman who own "Things and Things and Things" Stor in South Clinton, Iowa City. Of course, they buy and sell things and things.

They bring to the Club, a 1950 Vincent Rapide tied to a 501S Steib, in addition to a 1957 Panther 650 mated to a Busmar/Astrol II. (double adult - enclosed), but, their pride. and joy is a 1935 Boat which may be fitted to the 1935 Brough Superior SS80.

Tom just returned from a Vincent Summer Rally in Canada, also enjoyed. by his 12 year old daughter. A hearty welcome to the Wegmans.



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THE ILLINOIS TOLLWAY

Representative Richard Kelly of Hazel Crest has promised to sponsor a bill in the upcoming legislation to treat motorcycles with sidecars more uniformly on Illinois Tollways. As you know, we now pay a 50 percent surcharge over a 2 axle car, truck or bus and as much as a 10 wheel 3 axle truck or a 6 wheel 2 axle truck and 4 wheel single axle trailer.

You may not be aware that the recording pressure plate is 10½ inches wide. Therefore, if your lead is less than this both the sidecar axle and the rear wheel are on the pressure plate at the same time and only TWO axles are recorded, not three. But THREE axles are charged.

Were you aware that the Tollkeeper has no knowledge whatever of whether he (or she) has undercharged, overcharged or charged just right? The computer is located in a separate building often remote from the Toll Booth. The Tollkeeper guesses at the correct toll. Any time he undercharges he is supposed to make it up out of his pocket (but they are allowed a certain float). If he consistently overcharges, do you really believe the excess REALLY goes into supporting the Tollway Authority?

A sponsor has been found. But, if you want this excess charge removed, you must act. Sit down and write a post card or letter and send it to me so I can tell Representative Kelly he has your support. And, also call your own local Representative and see what assistance Kelly can count upon when he brings this to the House.

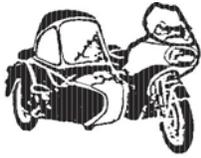
One reason that the lights on law is still upon us is that we have been content to sit back and let everyone walk over us. The next time you are on the Tollway, just sit by the side awhile and watch those cars go by at 30 cents a throw while you pay 45 cents. If we work together, we can stop this unequal treatment.

REPEAL OF THE LIGHTS ON LAW

We lost the first round but not the battle. One reason we lost was because motorcyclists failed to rally behind those proposing the repeal. We need your help unless you want more and yet more restrictive laws encroaching upon your freedom to ride your motorcycle as you wish.

With your help, we will be better prepared for the next onslaught. If you would like to have the freedom to ride with or without your light during the daytime, please drop me a line. It does not matter in what form it is as long as I have some evidence that I speak for you. A post card will do.

I do not disagree with you turning your headlight on during the daytime if you feel this is a good idea, as long as you do not insist that I do the same. But, if you feel you must compel me to turn my light on because you feel it is a good idea, then tell me so and why.



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REPEAL OF THE LIGHTS ON LAW (Continued)

The AMA, who are 100% into safety, is 100% opposed to mandatory lights on laws. With your help, we may get this law repealed next session. And, remember, many cannot physically operate with lights on continuously.

John Maddock (25) had ridden motorcycles for 10 years and was riding his 1952 H-D (1200cc) whose engine spluttered when lights were on in continuous city driving. (Other early Harley riders tell me of similar experiences.) Just around sunset, on May 8, John was struck down and killed by a truck (on East Boulevard, Charlotte, North Carolina) that decided to turn left in front of him. The driver was not even given a citation.. Had John not been forced to keep his light on during the day when it was not necessary, he could have used his light at night when it was required and would still be alive today. **Is this really a safety law?**

Only with your support can this deadly law be repealed. After you have dropped me a line, ask your buddies to drop me a line also. Your life could be at stake.

INSTALLING A SIDECAR ON A SLASH SIX -

By Terry Strassenburg
PART I

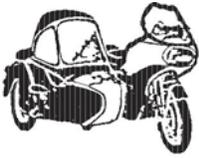
Recently I saw a letter someone had written to the 3rd Wheel asking for information on installing a sidecar on a R90/6. Because I have made this union, I answered him and explained how I did it. Later, at the 3rd Wheel Rally, I met a man who came on a R90/6 just to see how other people were mounting sidecars.

Because of this, I know there are people who would like to, but are afraid to, because the Owner's Manual says not to, and they don't know how to (HUH?)

I started with a 1975 R90/6 purchased in January with the help of Tim Colburn. The 900 BMW is a real thoroughbred. When I first took it for a ride I thought it was downright scary.

When I purchased the Slash Six, I knew in advance that you are not supposed to put a sidecar on that frame. Supposedly, it cannot stand the side forces. But, it was what I wanted and was willing to pay the piper.

In April I purchased a 1969 R69S with a 1969 Hollandia Sidecar in Pennsylvania and drove it home. The sidecar was removed and the R69S sold.



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INSTALLING A SIDECAR ON A SLASH SIX (Continued)

I then ordered a "sub-frame" or "helper-frame" from Sidecar Restora-tions in St. Louis, Missouri, for \$73.00. The sub-frame was not a direct bolt-on item, but should have been.

In its standard form, it kept the sidecar at a strange angle. Some changes had to be made. The rear of the sub-frame had to be cut and the ball joint moved closer to the bike's frame. Then the front ball had to be lowered to get the nose of the sidecar down. The difference between the bikes is the frame; the R69S has a low frame and the Slash **Six sits** higher.

With the sub-frame mounted and the sidecar attached by the ball joints only, I started lining up the top braces to see where I wanted to weld the tab to the bike's frame. These tabs come with the sub-frame. The rear tab was welded about 2½ inches behind the gas tank. The front of the plastic sidecover had to be trimmed away then re-installed. The front tab was welded at the point where the neck gusset meets the frame down tubes. In this area, I could retain my windjammer bracket with no modifications whatsoever. Of course, the bike was stripped down to prevent fires and the frame was wrapped in wet rags to keep too much paint from burning off.

A word of warning! Make sure the welder is familiar with motorcycle frames. (If you do not know a good frame welder, I will put you in touch with mine.) All sidecar loading forces go into those two welds. Make sure he uses "stainless steel welding rods." Do not let him tell you it is not needed. It will cost a little more but you're laying your life on the welds, not him. Heli-ark welding is better but very few welders have the equipment.

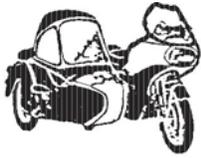
Remove your battery, gas tank and seat. Have a ground clamp placed as close to the area to be welded as possible - do not let the current flow through any bolted together areas, aluminum or bearings. The current can blow your diode board or fry your neck and swinging arm bearings.

Do not attach the sidecar to the rear sub-frame that is bolted to the main frame. This section, which has shocks mounted on it is too weak and will break.

In my set-up, I had to extend the sidecar bracket by four inches and the front sidecar bracket by three inches. These brackets extend to the top of the frame. Remember this is the taller Slash Six frame. The brackets were cut in half and extended with pipe of the same outside diameter.

ALIGNMENT -

This is much simpler than most think. Unless you are using "universal" fittings (and I curse the man who first used the word universal), it is very easy, albeit time consuming.



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INSTALLING A SIDECAR ON A SLASH SIX (Continued)

With the bike sitting on the wheels and the sidecar attached by the ball joints only, check the sidecar wheel toe-in. Set it up for about 1k inches across the front of the bike. Lean the bike out slightly and stand behind it and eyeball it for about one-quarter inch lean-out. Then attach the upper braces.

Now, take it out for a ride. How does it feel?

A few "common sense" things to remember. If you have too much toe-in, the sidecar will push the bike to the left. This will be compounded when braking and lessened when accelerating. Too much toe-out will have the reverse effect. The sidecar will pull the bike to the right.

Move the toe-in adjustment

Only an 1/8th of an inch at a time until the bike does not pull at all on a slightly crowned road at about 45-50 mph. After the toe-in is set, then adjust the bike's lean-out until the bike sits straight up on a slightly crowned road and loaded for normal use.

WIRING -

Cut into the headlight to make connections, not under the seat.

To be continued in the next issue

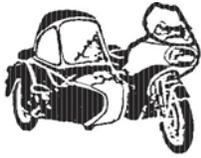
SEPT. 10, 1977 Meeting

Present: Ed Johnson, Marilyn Johnson, Dianne Vuletich, Marc Vuletich, Amy Vuletich, Tom Ruiter, Paula Scheidler, Al Johnson.

Paula suggested a Christmas Party. A date was chosen, either December 3rd or December 4th. Places suggested were Copper Palace, Rubes Sportsman Club, Lawlers, Log, Chablet.! We are looking for a private room. Dinners would be individually chosen and each person would pay for their own drinks.

Let us hear from other members - what is your pleasure?

It was suggested that all possible participate in the upcoming Fifth Annual Antique & Classic Motorcycle Show at the McHenry County Fair-grounds, Woodstock, Illinois. September 25th is the date. Terry Strassenburg has invited all members (and others) to ride along with him.



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ANNIVERSARY -

By Terry Strassenburg

One year ago this month, an infant was born. As with most infants, even the healthiest, the clock can stop and another life that might have been destined to greatness, ceases to exist. In this case, the infant is the **United Sidecar Association** - our initials **being U.S.A.** - our colors could only be Red, White and Blue.

On September 24, 1976, I helped to give birth to this Association. It has been quite an experience!

Hal Kendall came from the "Federation of Sidecar Clubs" and the "International Laverda Owners Club." Edgar Johnson came from the "Pullman Hackers." I came in with nothing but the desire to meet other sidecar owners. We put our heads together in "Lassen's Tap" in Homewood, Illinois, and after one year, it is still not a sure bet.

We have a few things planned, but we need help. We need members to come to the monthly meetings and make suggestions on how to run your Association. We kick around ideas of patches, pins, runs and is is always the same people, scuffing their shoes.

Hopefully, this Association will experience a long and fruitful life, but, it needs active members to push it from 1977 into 1978.

September, with many on vacation or out of town, may be a bad month - but there is no excuse for October. See you at the Cuckoo's Nest (Plantation) in Monee on October 8th!

Hal Kendall, Secretary
United Sidecar Association