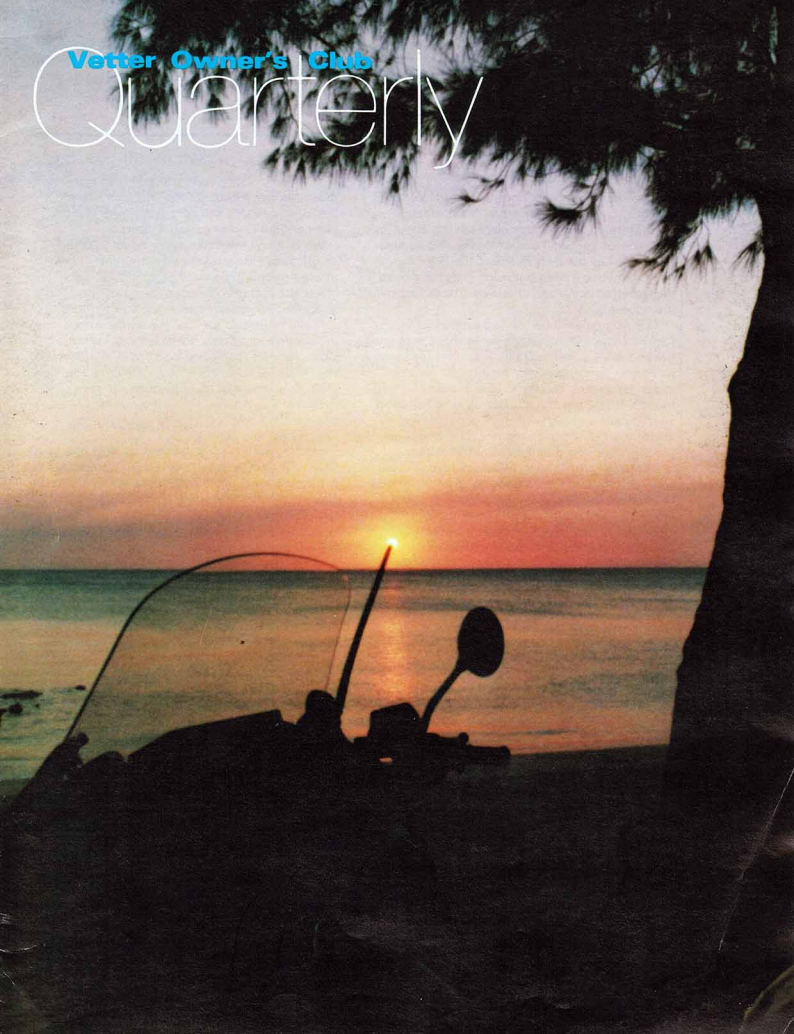


Veteran Owner's Club
Quarterly



Written for and about you

The Big Tour Fantasy

When you're into biking, working for Vetter is like the kid in the candy store. Most of us got through the dreary winter days talking about our fantasies of the Big Tour we'll take this summer. Everyone has his own image of the Big Tour. It can be anything from following a winding road through tree-covered mountains to cruising over the open plains.

This August we'll be touring on down to Loretta Lynn's Dude Ranch in Tennessee for our Second Annual Vetter Rally. From the response we're getting on our Rally Hotline, we will be joined by several thousand of our closest friends. If you are still wondering how to spend your vacation in 1981, why not plan to meet us in Hurricane Mills this summer. This could be the Big Tour you dreamed about all winter.

Wherever your touring fantasies lead you, be sure to write and tell us about it. We love to hear about our Club Member's trips, and we read every letter we receive. Send us your stories or photos, you'll receive a Vetter Owner's Club T-Shirt if we print what you send.

In this issue, we've got a great "Roadsides" with W. Neal Fisher. Neal joined us in Colorado last year at our first Vetter Rally. This spring he toured from Connecticut down to Key West, Florida, and back up the Gulf side of the state. In fact, we wonder if Neal ever dismounts. He

drove his story to us all the way from Connecticut. Some people will do anything for instant fame and an Owner's Club T-Shirt.

We've also included a story about RIDESAFE, an advanced motorcycle rider training course offered by the Illinois Motorcycle Rider Program. We feel it is becoming increasingly important for motorcycle riders to be professionally trained in view of the rising numbers of motorcycle accidents. In fact, 12 of Vetter Corporation's marketing personnel signed up for the RIDESAFE advanced rider training course in 1980. You will have an opportunity to meet the RIDESAFE team and sign up for some of their experienced rider courses at our Rally in Tennessee this summer.

Starting with our September issue of the Quarterly (Vol. 2, No. 1), and in conjunction with our First Anniversary of the Vetter Owner's Club, we've made some changes in membership requirements and, "Oh, No!" put a price on the Quarterly. But, also starting in the next issue, we will announce some exciting plans we've made for our members. We can't give you the details yet. It could be a contest with Vetter Accessories as prizes, cash rebates just for being in the right place at the right time, or you might have the chance to be a Vetter Test Rider. You'll just have to wait and see.

Vetter Owner's Club

MEMBERSHIP in the Vetter Owner's Club is automatic with the purchase of any major Vetter Accessory. Complete and return the Warranty Registration/Vetter Owner's Club Application form included with your purchase. A Membership Card, Vetter Owner's Club Arm Patch, and a Vetter Decal will be sent to you. You will also receive a FREE one-year subscription to the Quarterly. Your first of four issues will always begin with the next issue printed after your membership is established, so be sure to return your Warranty/Membership form each time you purchase another major Vetter Accessory.

All owners of previously made Vetter Accessories are welcome to join the club. These owners may apply simply by filling in and returning the application form printed on the inside back cover of the Quarterly or by requesting an application by mail. As members, they will receive all of the club materials and rights of membership. However, a \$2 subscription rate must accompany their application form.

All members who have not purchased a major Vetter Accessory during their membership year will receive an application form for membership renewal shortly after they have received their fourth Quarterly. A \$2 subscription rate for the Quarterly must accompany this application when returned.

NON-VETTER OWNERS may subscribe to the Quarterly also. Vetter enthusiasts not owning major Vetter Accessories will use the same application form printed in the Quarterly or request an application form by mail and will mark the Non-Vetter owner box on the application. A subscription rate of \$2 must be returned with the application for a one-year subscription. Vetter enthusiasts who subscribe will receive Vetter product information and a Vetter Decal. They will also receive a renewal application after their fourth Quarterly has been mailed. Sorry, persons not owning major Vetter Accessories are not eligible for Vetter Owner's Club membership.

Vetter Owner's Club Quarterly

Vol. 1, No. 4 June, 1981

Vetter Corporation President: Rick Binet
Owner's Club Coordinator: Rusty Sandberg
Quarterly Editor: Joyce Deckert
Art Director: Julie Mullen



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Cover

Our cover photo was taken by W. Neal Fisher on Sanibel Island, Florida, this spring. The story of Neal's Atlantic coastline tour begins on page 4.



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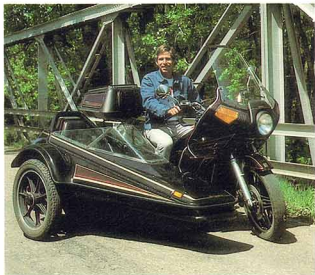
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Roadsides

If you have never been touring before, you will probably be ready to pack up your gear after reading W. Neal Fisher's Roadsides. This spring Neal, of Willimantic, Connecticut, and a friend, Ric Nadeau, followed the Atlantic coastline from Connecticut to Florida.

Neal, 25, currently works for the West Hartford Fire Department. He said he didn't get into biking until three years ago, although he had always been interested.

When Neal drove his story to us, we decided he couldn't go back to Connecticut without trying Illinois catfish and touring the back roads in a Terraplane. We all look forward to seeing Neal at this summer's Rally in Tennessee. He shouldn't be too hard to spot. He's the guy with the license plates that say VETTER.



Atlantic Coastline Tour

On Sunday morning, March 29, Ric and I fired up our full Vetter-dressed '81 Gold Wings and headed south. Our destination was Florida, and our objectives were to tour the Atlantic coastline of Florida, go as far as possible on U.S. 1 to Key West, then head north again on the Gulf side of the Sunshine State. The bikes performed wonderfully, as did the Vetter equipment, which had only one operator-induced failure.

First stop was a KOA in Manning, South Carolina, a mere 800 miles south of our origin. The next morning we awoke to a cloudy sky and as we straddled our scoots, Ric's famous last words were, "I don't think we'll get any rain." It rained so hard that we only drove 400 miles, making Ormand, Florida, by 8:30 p.m.

When we stopped on U.S. 95 to put our rain gear on, we met a fellow biker from Allentown, Pennsylvania, astride a '77 Harley. Ted had no fairing, no bags, but ear plugs to "keep the wind out of my ears." He was a true masochist and drove all the way with us to the Florida information center. After a couple of complimentary glasses of fresh orange and grapefruit juice, he continued south on 95 and Ric and I turned toward the coastline. The rain subsided to a drizzle, and this northernmost coast of Florida was very enjoyable.

After a ferry ride across St. Johns river, we picked up A1A, which is the coastline road. A1A has many faces. Portions of it are devoid of human habitation—just dunes, sawgrass, and ocean. Other parts are metropolitan jungles with more condominiums and retirees than Betty Crocker has recipes. Other sections are spring-break hangouts for half the nation's college students. A1A from Jacksonville to Daytona is one of the unspoiled areas. A cruise through St. Augustine interrupts the dunes for a moment and this is an interesting locale. Ponce de Leon landed here looking for the Fountain of Youth. The Spanish architecture gives you a sense of being in a foreign country.

After spending the night in a motel (we didn't feel like making camp in the rain), we headed



Daytona Beach

for the beach once again in dry, but cloudy, weather. By the time we reached the ocean, the sun had burnt off the haze. We drove by Tomoka State Park and wished that it had not been raining the night before because the terrain and wildlife are fantastic and would have enhanced tenting. At this time, we didn't know that the sun would shine for the next two weeks, or three bottles of Coppertone Shade Six down the road.

Our spirits lifted as the sun grew hot and high. I can't explain how great it is to cruise up and down Daytona Beach, the surf breaking, the wind in your hair, stereo tuned to WDIZ. Yes, you can drive ON the beach of Daytona, about 20 miles worth. The speed limit is 10 mph, which is murder on an air-cooled bike, but the Wings handled it like champs. Helmets are not required on the beach, but watch out for the Daytona cops. During spring break, when they say 10 mph, they mean it. It's no fun checking out the Daytona P.D.'s Kawasaki 1000's while the cop's writing you a ticket.



Daytona Beach

If you get hot and want a dip in the ocean, just park your bike to the side of the hardpack, preferably the high tide side. (For obvious reasons.) A flattened can is a must under your kickstand. While cruising the beach, watch for pedestrians, Frisbees, and soft sand at some of the access roads.

We secured a campsite at the Nova Family campground on Herbert Street, showered up, then headed back into town. Daytona is famous for airbrushing and I dropped my dungaree jacket off at the T-Shirt Connection for beautification.

Neither of us felt like making the disco scene, so for a change of pace we walked to the Boot Hill Saloon right across from the graveyard on Main Street. About a dozen Harleys were parked outside and inside held all the leather and tattoos you would expect. All the walls are covered with photos, articles, and other Harley related momentos; providing hours of interesting reading.

After two days we loaded our putts and faced south again. A1A from Daytona to Cape

Kennedy is nice, and a side trip through the Merritt Island National Wildlife Refuge enhances this part of Florida. Supposedly, there are 4,000 alligators living in the refuge, but we didn't see any. A1A merges with U.S. 1 in Titusville where we took a left into the Kennedy Space Center. After the bus tour, which is only \$3, we continued south to Stuart where we camped in Sandspruit County Park. Tents were not needed, and we awoke the next morning to another beautiful day. Once again we were southbound on A1A. A drive through Palm Beach gave us a glimpse of how the other half lives. We stopped at a gas station and the attendants were wearing white shirts and bow ties.

Just south of Palm Beach is Lake Worth. They have parking spaces for bikes, public showers, and fantastic beaches. We delayed here for a few hours to soak up some rays and enjoy the ocean.

That night we camped at a KOA in Fort Lauderdale right next to the airport. Fort Lauderdale is another coed gathering spot, but the beaches are out of this world. The following day we resumed our relentless trip southward. If you're ever in this area, avoid Miami. Miami Beach is one big condo, and Miami is one big traffic light. Do yourself a favor and hop on Florida's turnpike; you won't miss a thing.

Finally we reached the Florida Keys via toll bridge and began island hopping. If you like bridges, you'll love this ride. But before zooming across the Seven Mile Bridge, stop in the Seven Mile Grill in Marathon. I had fresh grouper chowder, fresh fried grouper with French fries, cole slaw, and two ice cold drafts for about six bucks. I was so impressed, I even purchased a Seven Mile Grill T-Shirt to add to my collection.

One of the highlights of the trip was snorkeling on the coral reefs 10 miles off Key West. The fee of \$18 included equipment and boat charges.

Whatever you do, don't miss the sunset; it's truly spectacular. About 500 people gather to watch it while musicians and artists entertain the crowd. There were even jugglers and tightrope walkers, but the real show was the sun. When it finally dipped below the horizon, it received a standing ovation!



Neal aboard the "Coral Princess" off Key West.

(continued on page 13)

Customer Service Tips



Packing Up

Load distribution and the amount of weight to be carried should be considered when planning a touring trip. Stay within the motorcycle manufacturer's weight limits, which can be found in the owner's manual.

Load saddle bags equally with heaviest gear, the lighter items should be carried in the tail trunk or on the luggage rack because concentrated weight here can cause handling problems.

Cameras and other more fragile equipment should be carried in a tank bag, which provides the smoothest ride sitting atop the gas tank and is easily accessible.

Heavy gear to be carried in the pockets of your fairing should be evenly distributed also, but if you have a Fair Warning Radar Detector, be sure that nothing metallic is placed in front of it as this will affect its range and sensitivity.

Pack clothing in plastic sacks to ensure their staying dry.

Fasten the load securely with elastic cords or ropes. A loose load can catch in the wheel or chain. If this happens, the rear wheel may lock up and cause the motorcycle to skid.

Check the load every so often, when you are stopped. Make sure it has not worked loose or moved.

What causes buzzing on my Vetter Sound?

If you experience a buzzing noise after you've installed a Vetter Sound and tape deck, check the tape deck door. We have found that airflow through the door will cause the buzzing noise.

NOTE: Do not leave the tape in your tape deck if you are not playing it. The tape will get a slack in it from the bike's vibration. When you do push it in, it will try to take up the slack too quickly and the tape may break.

How can I repair cracks in my Vetter fairing?

If your fairing is damaged, it can be repaired with our Hotcha Repair Kit. It comes with pieces of ABS and may be used to repair cracks. The ABS can be warmed in your oven and formed into reinforcement pieces to be bonded to the inside of your fairing with the special adhesive. Instructions are included. Shelf life on the adhesive is 6-8 weeks, so it is advisable to wait and order it when it's needed.

Why don't you offer a Tail Trunk for the Honda CX500?

The reason we do not offer a luggage rack and Tail Trunk for the Honda CX500 is because we have found through testing that weight carried on a luggage rack or in a Tail Trunk mounted on this bike causes wobble. We also strongly discourage owners of this bike against attempting to adapt another luggage rack for this purpose.

Do you plan to produce Lowers for the Quicksilver?

At this time, there are no plans to produce either Lowers or Vetter Sound for the Quicksilver.

What are the differences between Windjammer V and Windjammer IV?

Windjammer V differs from Windjammer IV in numerous ways, the headlight mask and graphics (striping) being the most obvious. But beyond that, the exterior of the WJV has been reshaped to give the fairing a more streamlined appearance, especially with the Lowers attached. The Windjammer V Lowers wrap around the front of the fairing, offering more wind protection than does the Windjammer IV Lowers. WJV and WJIV Lowers are not interchangeable.



Snoopy, eat your heart out!

Here's my big chance at instant fame and an Owner's Club T-Shirt. As soon as we get home, I'll drag my typewriter out and create a masterpiece for the Owner's Club Quarterly.

The folks at Vetter say the Quarterly is written for and by us, the riders with interesting stories, tips, or photos to share. They didn't say you had to be human.

Deep down, I always knew I could write a story just as well as those writers in the other cycle magazines. But just to be safe, I dropped a letter to the Owner's Club Quarterly gang and they gave me some helpful tips **before** we started our tour.

It wasn't nearly as complicated as I thought it would be. If you think you have an interesting story to share, write to Owner's Club Quarterly, Vetter Corporation, Rantoul, Illinois 61866. They'll give you all the information you need.

P.S. I can't wait until that poodle with the little pink sweater sees me in my Owner's Club T-Shirt.

Rally 2

"Vetter Rally Headquarters, can I help you?"

If you are among the hundreds who have called on our Toll Free Rally Hotline during the past few months, those were probably the first words you heard.

The voices belong to Rose and Sandy, the Hotline team who try to answer any questions you have about the Rally. As Rally time approaches, the calls are keeping them busy, but their enthusiasm never lags.

We will try to answer the most frequently asked questions we receive concerning the Ranch, camping and eating facilities, activities, seminars and entertainment. If you have any further questions, just call our Vetter Rally line and ask for Rose or Sandy!

When we were selecting our Rally site, we considered all the suggestions we received at last year's Rally. The site we found has something for everyone. Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee, offers over 6,000 acres of rolling hills, grassy fields, and tree-shaded camping. We have been down to the Ranch, and the camping facilities are excellent. Water and electricity are available for campers. Restrooms, tile-floored showers, a grocery store, and a laundromat are located in the camping area.

There is no extra charge for Rally participants to use the swimming pool and tennis court. For an additional fee, the Ranch offers horseback riding and trout fishing. Bring your collapsible fishing pole. State fishing permits are available at the Ranch.

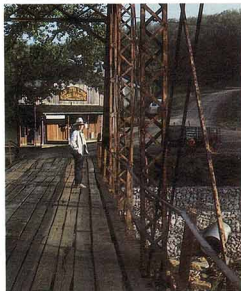
If you just want to get away from it all, there is plenty of room on the Ranch. The countryside is criss-crossed with miles of paved back roads. Fifty miles of hiking trails lead out from the main camping areas into the tree-covered hills.

A rustic, open-air restaurant on the Ranch serves breakfast, lunch, and dinner. A friendly staff serves a full menu, including steaks cut on the Ranch. The grocery store on the Ranch and those in Waverly are stocking up. There will be food concession stands serving hot food during the Rally also.

You will have a chance to win a Vetter Terraplane in our Grand Prize drawing just by attending the Rally! Over \$5,000 in door prizes will be awarded to this year's Rally participants. Five Fair Warning Radar Detectors will be given away as Second Prize, and ten Third Prize

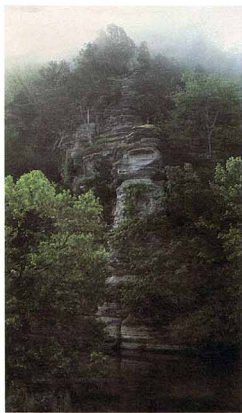


Above: Canoes can be rented on the Ranch. Right: Stagecoach Hill offers a store and gameroom. Below: Across Hurricane Creek lies the western town of Hurricane Mills.



Below: Across grassy fields are available for camp





Above: Standing Rock, near the Ranch.
Below: Robert and Elaine Bell, of Ohio.



the avail-
g.



winners will receive Vetter Sounds.

Prizes will also be awarded for a wide variety of field events. Rally participants will be able to compete in a Best Bike Contest, Downhill Coasting Ride, Slow Ride Contest, and Blindfold Race. Craig Vetter will be there to host his High Mileage Fuel Economy Run. There will also be several games including Walking the Line and Hanging the Clothes. Prizes will be awarded for these events also.

And would you believe some of our field announcing will be done by none other than the voice of Winston Pro Series announcer Dave Despain!

Several informative seminars are scheduled with guest speakers who are tops in their fields.

Craig Vetter of Vetter Design will speak on the history of Vetter Corporation, including a slide show followed by a discussion on fairing design and development.

Steve Karsten and his team from RIDESAFE will offer a one and one-half to two-hour workshop on survival strategy and motorcycle dynamics.

Doug Bingham, president of the United Sidecar Association, will discuss sidecars and what they have to offer the motorcyclist.

A representative from the American Motorcyclist Association will explain the functions of his organization.

And if that isn't enough to keep you busy, we've lined up three days and nights of top country artists to keep you completely entertained.

Jerry Clower, known as the comedy world's G-rated humorist, will open Wednesday night's show. Clower has been named "Country Comic of the Year" for the last three years by all major music trade publications.

Charly McClain, blending an updated country sound with traces of other contemporary musical styles, will follow Wednesday night. In 1980, Charly was selected "Most Promising Female Vocalist" in the Music City News awards.

On Thursday and Friday, Timothy P. and Rural Route Three will bring you to your feet with downhome country music. Featured in the Clint Eastwood movie, "Every Which Way But Loose," this five-piece band performs a wide variety of tunes, including cuts from their two albums.

We know you won't want to miss Friday night's Vetter Rally program and major prize awards. But hold onto your seats, because Livingston Taylor will put the finishing touch on our Rally entertainment with his lively stage presence and facility with song styles.

We think you will agree, this year's Vetter Rally has everything you've been looking for in a summer motorcycle vacation.

See you at the Rally!

STATE MOTORCYCLE EQUIPMENT REQUIREMENTS

NOVEMBER 1980



MOTORCYCLE INDUSTRY COUNCIL, INC.

This information is provided by the Motorcycle Industry Council Government Relations Office. The chart will be updated annually as State Legislatures continue to pass and/or amend motorcycle equipment requirements. Please contact the Motorcycle Industry

Council offices listed below for additional information concerning motorcycle equipment requirements or for additional copies of this chart.

STATE	SAFETY HELMET	EYE PROTECTION	REARVIEW MIRROR	BRAKES	HANDLEBAR HEIGHT	PASSENGER SEAT	PASSENGER FOOTRESTS	PASSENGER HANDHOLD	ENGINE GUARDS	HEADPHONES PROHIBITED	TURN SIGNALS	SPEEDOMETER/ODOMETER	HEADLIGHT DAYTIME USE	PERIODIC INSPECTION
Alabama	•	•	•	•-12	•	•	•	•						
Alaska	•-5	•-k	•-11	•-13	•-17	•	•	•						
Arizona	•-4	•-j	•	•-12	•-17	•	•	•						
Arkansas	•	•	•	•-12	•	•	•	•	•					•-23
California	•	•	•	•-13	•-19	•	•	•	•	•-b		•-i		•-25
Colorado	•	•	•	•-12	•	•	•	•						
Connecticut	•	•-j	•	•-13g	•-17	•	•	•						
Delaware	•-1,7	•	•	•-12	•-17	•	•	•		•			•-e	•-25
Dist. of Col.	•	•-j	•	•-13	•-17	•	•	•				•-20		
Florida	•	•	•	•-13	•-17	•	•	•	•	•				
Georgia	•	•-j	•	•-12	•-17	•	•	•	•	•				
Hawaii	•-1,4	•-j	•	•-12	•-17	•	•	•						
Idaho	•-4	•	•	•-12	•	•	•	•						
Illinois	•	•	•	•-12	•-17	•	•	•	•					
Indiana	•	•	•	•-13	•-17	•	•	•						
Iowa	•	•	•	•-12	•-17	•	•	•						
Kansas	•-4	•-j	•	•-12	•-19	•	•	•		•-b		•	•-h	•-25
Kentucky	•	•	•	•-12	•	•	•	•						
Louisiana	•-4	•-j	•-10	•-12	•-17	•	•	•						
Maine	•-3	•	•	•-12	•-19	•	•	•						
Maryland	•-1,4	•-j	•-11	•-12	•-17	•	•	•				•-#		•-24
Massachusetts	•	•-j	•	•-12	•-17	•	•	•	•					
Michigan	•	•-2j	•	•-13	•-17	•	•	•						•-25
Minnesota	•-4	•-j	•	•-12	•-19	•	•	•						•-25
Mississippi	•	•	•	•-12	•-14#	•	•	•				•-20#		
Missouri	•	•	•	•-12	•	•	•	•						
Montana	•-4	•	•	•-13	•	•	•	•						
Nebraska	•	•	•	•-12	•-16	•	•	•						
Nevada	•	•-j	•-11	•-13	•-17	•	•	•						
New Hampshire	•-4	•-j	•	•-12	•-17	•	•	•		•				
New Jersey	•-1	•-j	•	•-12	•-19	•	•	•						
New Mexico	•-1,4	•-j	•	•-13	•-17	•	•	•						•-25
New York	•-1	•	•	•-13	•-17	•	•	•				•-21f		
No. Carolina	•	•	•	•-12	•	•	•	•						
No. Dakota	•-1,4	•	•	•-13	•-17	•	•	•						•-25
Ohio	•-4,8	•	•	•-12	•-17	•	•	•						•-25
Oklahoma	•-4	•-j	•-11	•-13	•-15	•	•	•				•-20		
Oregon	•-4	•	•	•-12	•-19	•	•	•		•-b				•-25
Pennsylvania	•	•	•-#	•-13	•-19	•	•	•	•	•-b, #		•-20a		
Rhode Island	•-1,6	•-6j	•	•-13	•-17	•	•	•						
So. Carolina	•-4	•-j	•	•-12	•-17	•	•	•						
So. Dakota	•	•	•	•-12	•-17	•	•	•	•-9					
Tennessee	•	•-j	•	•-12	•-17	•	•	•						
Texas	•-1,4	•	•	•-13	•	•	•	•						
Utah	•-2,4	•	•	•-12	•-19	•	•	•				•-22		
Vermont	•-1	•-j	•	•	•-17	•	•	•						
Virginia	•	•	•	•-13c	•-17	•	•	•						
Washington	•	•-j	•-10	•-13	•-17	•	•	•	•					•-25
W. Virginia	•-1	•	•	•-12	•-17	•	•	•						
Wisconsin	•-5	•-k	•	•-12	•-18	•	•	•						•-25
Wyoming	•	•	•	•-12	•-17	•	•	•						

- Requirement in law
- 1 Reflectors
- 2 Where speeds exceed 35 mph
- 3 Under 10 years
- 4 Under 10 years
- 5 Under 10 years
- 6 Under 21 years
- 7 Possession by all wear under 18 years
- 8 Noise limiter devices
- 9 Over 750cc if operator under 18 years
- 10 Left side
- 11 Left and right side
- 12 One wheel
- 13 Both wheels
- 14 12" above fender point
- 15 12" above fender point
- 16 15" above fender point
- 17 15" above seat
- 18 30" above seat
- 19 Handgrips below shoulder height
- 20 Speedometer
- 21 Speedometer with both mile and kilometer calibrations
- 22 Clutch
- 23 Annual emissions inspection
- 24 Upon transfer of title
- 25 Reason
 - a If originally equipped by manufacturer
 - b For motorcycle manufactured after 1/1/73
 - c For motorcycle manufactured after 1/1/74
 - d For motorcycle manufactured after 4/1/74
 - e For motorcycle manufactured after 1/1/80

- f For motorcycle manufactured after 9/1/80
- g For 1974 or later model year motorcycle
- h For 1977 or later model year motorcycle
- i Manufacture requirement for motorcycle manufactured after 1/1/78
- j Except if equipped with windshield
- k Except if equipped with windshield 15" or higher
- Required by inspection regulations
- Many state inspection regulations require that any equipment installed on a motorcycle must function properly even though the equipment is not required by law.

Although this chart appears information from the most authoritative source available as of the date shown above, the Motorcycle Industry Council is not responsible for accuracy or completeness.



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(202) 872-1081 • Telex 89-108

Information concerning equipment requirements in Canada can be obtained from the Motorcycle & Allied Industry Council (MNAIC) at 416-299-0500, West Suite 802, Toronto, Ontario Canada M5H 1Z2.

RideSafe



RIDESAFE, an advanced motorcycle rider workshop offered by the Illinois Motorcycle Rider Program since 1980, is an eight-hour rider clinic designed to help experienced motorcycle operators increase their level of proficiency in both routine riding competencies and collision avoidance skills.

According to University of Illinois Project Coordinator Steve Karsten, the RIDESAFE course is based on the findings of the Hugh H. Hurt, Jr., research team. Hurt is Professor of Safety and Principal Investigator of Motorcycle Accident Research at the University of Southern California's Institute of Safety and Systems Management. The report presents preliminary findings from on-the-scene, in-depth investiga-

tions of 899 motorcycle accidents and the analysis of 3,622 motorcycle-involved traffic accident cause factors, relates the effectiveness of safety equipment and protective devices, and identifies accident injury prevention.

Although the report itself is a few hundred pages long, Steve said there are several main points that experienced riders should note.

One of the most important discoveries made by the Hurt team was the number of motorcycle riders who have learned to ride without formal training.

Ninety-two percent of the riders involved in the accidents were self-taught or taught by friends or family.

(Continued on page 12)

Steve said many riders deprive themselves of valuable accident-preventive training by not taking rider training courses. During the pre-crash phase of an accident very basic human reactions take place. The great majority of motorcycle riders have not had effective or regular training to prepare them for avoidance actions.

Overbraking at the rear wheel and underbraking at the front wheel is a common combination of errors. But foremost in these data is the fact that 32.0 percent of the riders did NOTHING in the way of evasive action in the pre-crash time. Both front and rear brakes were used in only 17.1 percent of the accidents. The execution of evasive action was correct in only 15.5 percent of the accidents. RIDESAFE helps the rider develop these critical skills of evasive maneuvering and braking.

In 50.8 percent of the accidents, the right-of-way of the motorcycle was violated by the other vehicle. The typical accident occurs when the automobile in oncoming traffic turns left into the path of the motorcycle. The greatest part of this accident cause factor is related to the failure of the automobile driver to "see" the oncoming motorcycle. This dominant cause pattern emphasizes the need for motorcycle and rider conspicuity.

The line-of-sight from the motorcycle rider to the other vehicles was determined and recorded as a "clock face." 43.5 percent of all accidents had a pre-crash line-of-sight of 11 o'clock. This is typical of an automobile just beginning to turn left in front of the motorcycle. The areas requiring the greatest rider attention are the 11, 12, and 1 o'clock positions. The percentage of motorcycles involved in these accidents that used headlamps was low, indicating it is an effective countermeasure for conspicuity.

Steve recommends that you get to know your motorcycle before starting out on a long tour. More than half of the accident-involved motorcycle riders had less than five months experience with the accident motorcycle, although

their total street riding experience was almost three years.

According to the Hurt report, full facial coverage helmets show the lowest incidence of head and neck injuries. The greater coverage corresponds to the greater surface of protection.



RideSafe's steering control course

Steve and the RIDESAFE team will be at the Vetter Rally this August in Tennessee and will offer several of the advanced rider training courses. A one and one-half to two-hour workshop on survival strategy and motorcycle dynamics will be offered free to Rally participants. Topics will include: pre-ride inspection, defensive riding, conspicuity, human factors, handling and stability, tires, load distribution, wobble, and tour preparation.

A two-hour course on collision avoidance will also be taught. There will be a \$10 fee for this course which covers the techniques of countersteering, progressive braking, controlled skids, and coordinated shifting.

A steering control course will include counterweighting; posture and positioning; clutch, throttle and brake control; turning speed judgment, adverse terrain, cornering lines, and visual aids. This course will have a \$10 fee also.

A Motorcycle Operator Skills Test (M.O.S.T.) will also be set up free for Rally participants. This course tests the rider's skills with the use of electronic timing and signal equipment. The rider's abilities at turning sharply, normal turns and stops, judging turning speed, stopping quickly in straight lines and curves, and avoiding obstacles will be recorded.

There will also be a one-hour discussion and demonstration on sidecars.

Steve and his RIDESAFE team hope you have a safe and fun summer of motorcycling. If you have any questions concerning the RIDESAFE program, write to: Motorcycle Rider Program, University of Illinois, 1206 South Fourth Street, 117 Huff Gymnasium, Champaign, IL 61820. Or call, (217), 333-6239.

Ride Safe and we'll see you at the Rally!



Students study braking and countersteering

After two enjoyable days in Key West, we did the flip-flop up U.S. 1 to Florida City and took a left into Everglades National Park. The Everglades is actually a freshwater river six inches deep and 50 miles wide. During the dry season, November to April, the wildlife gathers in the deep spots and you can watch alligators on the Anhinga Trail. We were surprised when one crossed the sidewalk right in front of us.

We picked up State Route 27 North in Florida City and turned west on U.S. 41. It was nighttime, but we decided there probably wasn't anything to look at anyway and drove to the KOA in Naples.

Again the sun rose in full force. After breakfast we were approached by folks who wanted to talk about the bikes. This happened every day, and we picked up some good tips while shooting the breeze with these people.

After a quick stop in Fort Myers Beach, we continued north to one of the "tips," Sanibel Island. The toll is \$2, but it's worth it. The beaches are full of shells and a close inspection of a handful of sand reveals that it's really tiny bits of shell. We viewed another beautiful sunset in Captiva, then headed back to the mainland and stopped at another KOA in Sarasota.



Sanibel Island

The most spectacular bridge of all was the Sunshine Skyway (U.S. 257), from Terra Ceia to St. Petersburg. It's the closest thing to a mountain in all of Florida.

After breakfast at Michaels in Brooksville (highly recommended), we went for a dip in the river that borders Rogers Park. The water was crystal clear and refreshing, a nice change from the salt water. However, feisty little horseflies put us back on the road.

The space shuttle was to be launched the next morning, so we turned east on State Route 50. It was interesting driving through meadows and farmland which suddenly gave way to endless orange groves. We turned south on State Route 535 and toured Lake Buena Vista in Walt Disney World.

We paid the 50 cents parking fee to park at Disney World, drove to the Contemporary Hotel,

parked between car spots, and lounged at the pool for about two hours. We spent the evening at Rosie O'Grady's Good Time Emporium enjoying the Dixie Land Band. This entertainment stop provides free coffee before you leave, and after three cups we hopped on 50 East again for the short drive to Cape Kennedy to see America go back into space on the wings of the space shuttle, Columbia.



John F. Kennedy Space Center

U.S. 1 was packed on both sides of the road, but it was easy to park our Wings between cars. People were everywhere: sleeping in cars, sleeping on the ground, partying, or just walking around. It reminded me of a line waiting to buy tickets to an Elvis Presley concert. We all watched the sunrise and waited nervously for the 6:50 a.m. blast-off. However, a computer threw a monkey wrench in the works, and at 10:15 the launch was scuttled. Needless to say, we were very disappointed.

We cruised up U.S. 1 to Daytona and hopped on the beach for about 10 miles. We stopped at the Kings Inn and discussed the situation while sitting by the pool. Not knowing when the shuttle was to be launched, and being slightly homesick, we left for Connecticut that night.

To overcome our disappointment, we decided to head west on U.S. 64 out of Richmond, Virginia, to Skyline Drive. About 20 miles out of Charlottesville we spotted the Appalachians and our spirits picked up immediately. Camp was made at the Safari-Monticello Skyline Campground. We watched the shuttle launch in the morning on Ric's television. Yes, he carries a five-inch TV with him.

Skyline Drive was a joy. The road is 105 miles of twisting curves and scenic overlooks. The speed limit is 35 mph, but I managed to scrape my floorboards at least a dozen times. All northeasterners should definitely tour this road enroute to the Vetter Rally in Tennessee. I know I'll be back.

Rain was encountered again on the final leg through Pennsylvania and New York, but the last 80 miles in Connecticut were dry.

Final outcome: 4,150 miles, one great tan, one great time.

Letters to Vetter

Dear Editor:

Please add my name to your mailing list. As a Vetter products owner/user, and an avid rider, I enjoy your magazine and the feeling of "family" that it imparts. No arguing of which bike is best, just friendly shared experiences, photos, and camaraderie.

In addition to my motorcycle listed on the application, we have another that is fully Vetter equipped, with the Windjammer IV, Tail Trunk, and Saddlebags.

I started the "Vetter Experience" when I traded bikes for my new one and specified the Windjammer before I took delivery of the bike. My "new" bike is a 1976, and I traded for it in 1976. I've had many hours, and thousands of enjoyable miles, riding behind the Windjammer all over the country, from the Atlantic Ocean here at Kennedy Space Center to the Rocky Mountains out West. For my money, Vetter is the only way to go.

Thanks for such great QUALITY products, and your great "family" publication.

Respectfully,
Edward R. Wirth, Jr.
Titusville, Florida



Photo from Bob Vogel

Dear Vetter:

Just a line to let you know I'm very pleased to see the Vetter Quarterly magazine.

While touring in our first year, 1980, I can remember doing a 180° head turn when a Vetter dressed cycle came down the opposite lanes of the Interstate. Vetter's equipment has that good looking design that stands alone from the rest.

It only took me the off season to outfit my GS750E with the Windjammer Lowers, Vetter Sound, and The Set-Up.

1981 will be my year to receive all the admiring looks down the road.

Thanks again,
Bob Vogel
McKees Rocks, Pennsylvania



Photo from Christopher Champagne

Greetings:

This is my dog, Bear. He is a two-year-old mixed breed who loves meeting new people, catching Frisbees, and of course, motorcycling! Bear got his first ride as a young pup. We were living in Harrisburg, Pennsylvania, during the time of the accident at Three Mile Island.

At that time, I was just putting the finishing touches on the Honda 305 Dream which I had spent the entire winter working on. I was living alone and was determined to take with me the two things I cared about most, my dog and my motorcycle. Fortunately for Bear, he was still quite small; he rode in a small cage of wood and chicken wire. As you can see here, he has taken quite a liking to biking!

Sincerely,
Christopher Champagne
Dunbar, Pennsylvania

Dear Sirs:

You seem to be interested in reader's experiences with Vetter equipment. My first came in 1978. I have ridden various types of bikes since 1971, but had always endured the weather and the bugs without any special equipment.

All of my riding had been in the southwestern British Columbia area and all was short distance riding.

I decided to change that in early 1978 and bought a new Honda 750K. I put on a luggage rack, but no other equipment. I strapped a pack saddle to the back and started down the western coast.

I endured all kinds of weather through Washington, Oregon, and into California. I stopped when I got to San Diego, but as I'd endured such a beating by the wind on the

coast and the large trucks, I didn't think I'd ever make it home.

I, therefore, went into a San Diego Honda Dealership and had my first Vetter Windjammer installed. I couldn't believe the difference it made.

I found I could ride hours longer each day with much less wear and tear on the body. I cruised comfortably up through Nevada, Utah, Idaho, and through eastern Oregon and Washington and into Central B.C.

I did that trip solo and stretched it over two weeks. It was truly an experience I'll never forget as it was the first long distance touring I had done. The experience helped me in deciding on my plans for 1980.

Again, I went and purchased a new Honda 750K, but this time I had a Windjammer and a full set of luggage, a cruise control, and an alarm system installed.

My fiancée and I took the month of May off and drove down the coast by almost the same route I had taken in 1978.

We highlighted the trip by staying in Las Vegas for a week and getting married on the strip.

Our return home became quite a concern as Mount St. Helens erupted as we were riding up through Idaho and cut off our planned return route up into Alberta. We had to return to the coast and were lucky enough to make it through before the mountain went off again.

I must say that the Vetter equipment functioned perfectly and has made me a believer in fairings.

Yours truly,

Dave Burnett

Nanaimo, B.C., Canada

Dear Vetter:

One of the best investments that I've ever made was my Vetter Phantom fairing. I bought it ten years ago and it's been on my 750 Honda ever since. Besides the great look it gives the bike, it allows me to ride about eight or nine months out of the year.

The quality of the product is nothing short of amazing. Its finish is still as bright and shiny as when I got it. Nothing on the fairing or its hardware has ever broken, failed, or come loose in well over 45,000 miles of service. The only repairs that I've had to make were to replace the nylon windshield screws and repair a crack in the fairing when I dropped the bike once. The fairing itself is a real show stopper. Countless people have asked me about it and admired it.

In any case, you make a fantastic product, thanks Vetter. Like the gentlemen said in the Quarterly, "Vetter is better."

Sincerely,

Ronald Bower

Oakland, New Jersey



Photo from Ron Bower

VETTER OWNER'S CLUB APPLICATION

PLEASE PRINT

NAME (last, first, middle) 26-55		TELEPHONE 56-65
ADDRESS 21-50	CITY, STATE, ZIP 51-80	

Bike Make _____ Model _____ Year _____

Check Vetter products you now own and furnish serial number of each product:

<input type="checkbox"/> Fairing _____	<input type="checkbox"/> Lowers _____
<input type="checkbox"/> Terraplane _____	<input type="checkbox"/> Tail Trunk _____
<input type="checkbox"/> Non-Vetter Owner Please complete motorcycle information above.	<input type="checkbox"/> Saddlebags _____

Why will an estimated 8,000 people join us for the 2nd Annual Vetter Rally?



Four days of motorcycle touring enthusiasm

Four days of motorcycle classes, seminars, field events and exhibitions

Four evenings of great country entertainment including national recording artists

Four days and nights of camping at one of the best equipped campgrounds in the U.S.

Four days of motorcycle touring in and around the hills, woodlands, lakes and rivers of west-central Tennessee

And best of all, it's all included in your entry fee. The entry fee to join us in Tennessee this summer is \$35 for riders with major Vetter Accessories, \$45 for Vetter enthusiasts without our Accessories.

Please join us.

For additional information or registration call toll free:

National 800-637-6053 Illinois 800-252-1160