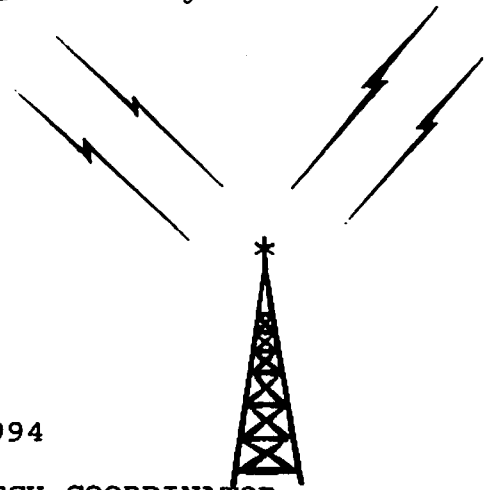




MOTORCYCLING AMATEUR RADIO CLUB

Ray's Desk Copy



BOARD:

RAY DAVIS	KD6FHN
BILLY HALL	N6EDY
DEWITT MORGAN	KM6UK

MEMBER-AT-LARGE:	
DANNY VELDERRAIN	KD6FLP

DECEMBER 1994

PRESIDENT:	KD6FHN	RAY DAVIS
VICE PRESIDENT:	KD6MVG	TERRY LEWIS
SEC/TREASURER:	KD6OFQ	BONNIE DAVIS
NEWSLETTER:	RAY/BONNIE DAVIS	
STORE:	TERRY LEWIS	
50/50:	KD6SBZ	PAT LEWIS

TECH COORDINATOR:
KN6P CARROLL WALKER

PACKET COORDINATOR:
KC6ZHG DAVE HOFFMAN
@ WF60.#SOCA.CA.USA.NA

MARC RIDE CALENDAR:
KD6LAA PAUL BLUMSTEIN

DISASTER SERVICE COORDINATOR: KM6UK DEWITT MORGAN
HF NET CONTROL: KC6NDC STEVE YOUNG

FROM THE DESK OF THE PRESIDENT:

ACTIVITIES & EVENTS CHRONOLOGICALLY BY DATE, HOPEFULLY AS BEST I CAN:

On the weekend of Oct 1st & 2nd 18 members showed up to provide motorcycle communications for the Multiple Sclerosis two-day 150K bicycle ride. They were KM6UK DeWitt, KC6ZHG Dave, KD6MPB Mel, KD6KSP Mack, KD6MVG Terry, KD6SBZ Pat, N6EDY Billy, KC6NFF Steve, KE6LGG Ruth, KE6LGH John, KD6VBO Butch, KE6JWE Carey, KE6CFO Ralph & his XYL Cheryl, KD6RLH Walt, WA5CJP Paul, KC6ZHO Camille, and myself KD6FHN. This year it went from the 57 Fwy & Katella in Anaheim to the San Mateo Camp ground south of San Clemente on the first day, then on to the finish at the AM TRAC Station in Del Mar on Sunday. The weather was perfect for the bicyclists, cool temperatures, no wind & few hills. Look for many changes for next years event. The director of the Orange Co. Chapter of M/S told me today that their net was \$105,000 after expenses. A job well done by MARC members. We were invited back again for next years event already. We all received beautiful M/S T-shirts, too.

At the October 8th MARC breakfast meeting we had a large turn out that packed the room for the 1st meeting at the new location. A lot was accomplished at the meeting. The most important event was the donation of \$240 to the MARC treasurer from the Peacemakers Motorcycle Club by MARC member N6TKQ John. The money actually came from the Challenge Cup Relay Race Committee from 1994 for MARCs participation in that event. For the 1995 race we will probably be working more with the ham radio operators directly and working with the Peacemakers also as route controllers.

On Monday Oct 10th I called De Witt to see if he wanted to go for a little ride. When he asked "WHERE", I told him Cedar Keys, FL for the IBMC campout. In the background I heard his wife Anita say she was already packing his clothes, so De Witt didn't have a choice. He still had to change oil & pack. We left that afternoon about 4 P.M. I got into Cedar Keys about 6 P.M. Thursday. De Witt turned North on 59 at Slidell, LA, to see his family near Atlanta, GA. We set a time, place & day to meet back at Slidell the following week. I went on to see my daughter and three grandchildren N.E. of Orlando. I won the distinction of having traveled the furthest for the IBMC campout. What I would have much preferred would be meet some of our fellow MARC members from that area. A high percentage of the IBMC campers came down from GA. On the way over we missed the storms that caused all the flooding in Texas. On the way back we had to detour North 70 miles to miss the flooding and fires in the area. We took our time coming home. We spent one day touring the Alamo and the River walk in San Antonio. The next day we took a really long detour down to Big Bend National Park. The weather was so nice for October we rode most of the time in our long sleeve T-shirts.

On Sunday Oct 23rd we were coming into Phoenix when I happened to pick up KB5RWS Blair(a fellow MARC member) on the ZIA net work. He was also motorcycle mobile East bound, East of El Paso, TX. We got to talk about 10 minutes before we lost him in Phoenix. What a thrill it is to hear other MARC members motorcycle mobile while out traveling.

On Saturday Oct 29th nine MARC members provided motorcycle mobil communications for the American Heart Association "Heart & Sole" Classic, 25 K bike ride, 10 K run & 5 K walk. Six thousand people signed up to do one of the three events. This is by far the fanciest, best organized events we participate in each year. There were hundreds of volunteers who provided all the needed help. The committee meetings for the 95 event are already in progress. The MARC members who volunteered their time were UK DeWitt, MVG Terry, SBZ Pat, EDY Billy, NFF Steve, ZHG Dave, N6MHN Rich, N6QZT Mike, KN6QK Jerry, FHN Ray. We also received beautiful T shirts for this event. Thanks for your participation one & all. By the way, this event raised over \$286,000 for Heart Research.

The very next day on Sunday Oct 30th, nine MARC members arrived at the La Quinta Inn to help with the Tom & Marcie Smith Memorial Motorcycle Ride to Benefit the Orangewood Home for Abused Children. Thanks to N6EDY Billy who was MARC's liaison officer for putting together such a nicely organized, smooth running event. The figures are not official but I was told that about \$800 was raised and over 500 toys were collected. Those MARC members who worked or participated in this charity were CFO Ralph & his XYL Cheryl, MVN Mark, EDY Billy, FHN Ray, OFQ Bonnie, QK Jerry, QZT Mike, IKX Dick, MHN Rich, AHS Linda and HUS Jim. Hope I didn't miss anyone.

On Thursday Nov 3rd Bonnie & I left for the IBMC Campout at Lake Havasu, AZ. We left about 10 A.M. pulling our Bushtec trailer loaded with camping gear and MARC supplies. It was 45° and very windy going out to Laughlin, NV where we had reservations for Thursday nite. I was so cold when we got to Laughlin I got in a tub of hot water for two hours. When we got up the next morning it was 39° and I was coming down sick with something. So I called FLP Danny in Prescott Valley, AZ and told him we were going to cancel out and head back home after it warmed up some. Danny had to ride towing his trailer through several inches of snow as he left his house to get to the main road. But he said he & his xyl Eleanor made it to the campout and back O-K. Other MARC members present were N6BVP Mark, N7TTH Judith, N6LSA Tom & his XYL KC6YTI Gail, N7ZAL Bob. There were others too, but we didn't get their call signs or names, sorry.

The "BIG" event we have all been looking forward to came to pass on Sun. Nov 13th. What a job KC6OXK Barry did organizing the "LOVE RIDE". Can you even imagine the logistics involved when you know you've already sold 24,000 packets for the ride. Yes, folks, 24,000. They said approximately 21,000 participated. I know I'm convinced and so were the other MARC members, 26 in all, who were as follows: OXK Barry, CFO Ralph & XYL Cheryl, FHN Ray, IKX Dick, MHN Rich, MVN Mark & MVO Debbie, NDC Steve, NFF Steve, NXC John, OAU Jim R, QK Jerry, PCO Jim & XYL Sue, QZT Mike, SCT Chuck & XYL Connie, UK De Witt, USO Burt, VBO Butch & (son)VBP Chris, MPB Mel, RLH Walt, IEM Hugh & "Waiting on their call was Gary & JJ." Non MARC members Peter Fonda, Jay Leno, Bruce Springsteen were the celebrities. One MARC member KD6LAA Paul who does the MARC Ride Calendar for the newsletter, raised \$7,000 this year for second place, he came in first place the past two years, this was for the Muscular Dystrophy Assoc. A total of \$1,070,000 was raised for MDA for this event alone. MARC members really got a chance to show their importance and what they can contribute to an event of this magnitude. Again, we have already been asked to return next year, plus they've ask for a MARC member to be a member of their organizing committee for 1995.

To date, from the 1st of January 1994 MARC members have participated in the raising of more than \$2,000,000 for all the charity events this year. Makes me very proud and happy for all MARC members who have participated in charity events as I know several MARC members have provided communications in their own communities, TTH Judith, BVP Mark, ZLX Hearld, NXC John, just for some. There are more out there but we don't happen to have the info.

Radio Shack was suppose to have a Dual Band 2M-440 radio out by this Xmas according to the manager of our local store, but it hasn't shown up as yet. In Radio Shacks quarterly magazine called "Radio" summer edition, MARC got another plug from member WB6NOA Gordon West in his article. It's always nice to have such influential friends advertising a club for you. THANKS GORDON.

The new antenna (FL67S-Dual band 2M-440, about \$89) that NGC Corp(Comet) loaned us has been getting high praises from those who have tried it. It was loaned to us after MARC members using the SB-7 Dual band 2M-440 were disappointed by its lack of durability on the Three Flags 5,000 mile trip this year. The

Comet FL67S is really built rugged. It also has better moving performance because of its large diameter all stainless steel construction.

In case you don't notice it, there is no MARC Ride Calendar in this issue. The reason is because we took a poll at the November breakfast meeting and found only one person who uses it out of 30 or so members present. If members are not using it, then it is a lot of wasted time and effort on KD6LAA Paul's part to continue with it. We hope by not including it this time we will create some feed-back from our members about it and other constructive input to the newsletter.

I can understand why our out-of-state and international members could get tired of hearing about our trips to IBMC campouts, charity events worked and some of our trips with other members. So I am asking, begging if you please, to send MARC news about what you are doing as individuals, couples or clubs, either motorcycling or amateur radio. We want to include everyone in our wonderful world of motorcycling and amateur radio and put your contributions in the newsletter. It would be of much pleasure reading of our out-of-state and international members experiences in the MARC newsletter. Having the ladies participate is an added asset.

KC6NDC Steve is, as always doing a terrific job on his Tuesday nite HF nets. I have been unable to hear him sometimes, but I can hear others coming back to him and relaying for him from time to time. We sent newsletters to Japan and Cuba along with 20 others this month from Steve's HF contacts. Great job Steve, you deserve a lot of credit for the MARC success story.

The MARC Wednesday nite nets on the WB6RSD 146.985 repeater are having large numbers of check-ins. It's such a pleasure to do the net and have so many members call in. I know we all have busy schedules and tend to forget the MARC net sometimes so those of you who have not been checking in, this is a special invitation to come join the fun on Wednesday nights at 8 P.M. "DO IT"

We are in the process right now of researching where to get a MARC banner, stickers, patches and small antenna flags made with the MARC logo on them. Hopefully by next spring when we start going to rallies, we'll have them to display.

Also we have had many requests for sweat shirts with the MARC logo, so we ordered some in the same ash color as the shirts. They are a 50/50 blend of cotton & nylon, quite heavy & double stitched. We had three brands to choose from, Hanes, Fruit of the Loom & Lees. We selected Lees which was higher in price but better color, weight & stitching. I suggest you buy one size larger than normal because of shrinkage. Even a 50/50 shrinks somewhat. I know, all my old sweat shirts now fit me like tights. Bonnie says it is partly because I've gained a few pounds since I retired 3 1/2 years ago. BAH HUM BUG!!! They will be on the order blank elsewhere in newsletter.

There will probably be a newsletter out in January & February as far as we know, before going back to a bi-monthly schedule during the riding months.

MARC members usually are still gathering on Saturday mornings at Huntington Honda at Beach & Warner in Huntington Beach. Sometimes the regulars can't make it, but look for the guys wearing the ash colored shirts & or caps with the MARC logo on them. Sometimes members show up not wearing the MARC attire so if you are a new member or just there to check out MARC members & motorcycles ask around to see if any MARC members are present. We've had as many 12 to 15 members show up for the free coffee, rolls & doughnuts. On the second Saturday of the month no one shows up, hopefully they are at the monthly breakfast meeting.

I also want to thank RLH Walt for the work he is doing on the MARC QSL cards.

The annual Motorcycle Show will take place on December 9th thru the 11th, several MARC members are planning on attending after our meeting on Saturday the 10th of December. Anyone wanting to go along is quite welcome, the more the merrier.

Last but not least a reminder of this months meeting is December 10th at 8 A.M. at Dennys at Lincoln and the 55 FWY in the City of Orange.

MOTORCYCLES



"Can I see something in an eight reindeer powered engine?"

"SAFE RIDES & CLEAR FREQUENCIES"

73 RAY DAVIS KD6FHN

714-551-2010



"...a new fork...new brakes...a new battery...a new rear tire..."

INFO FROM YOUR 50/50 LADY PAT KD6SBZ

STARTING IN JANUARY WE WILL BE TOSsing THE 94 ROSTER AND START OUT NEW WITH THE 1995 ROSTER OF PAID MEMBERS. THIS MEANS YOUR NAME WILL BE RE-ENTERED EVEN THOUGH YOU WERE CALLED IN 1994 AS LONG AS YOU ARE A PAID UP MEMBER AND EVEN ON THE WAITING LIST.

THOSE WHO WERE DRAWN SINCE THE LAST NEWSLETTER ARE AS FOLLOWS: 10/5 KM6UK DE WITT \$5 (COLLECTED), 10/12 KD6AHS LINDA (SHE WAS IN SACRAMENTO), 10/19 KN6HT DARRYL, 10/26 KD6AHS LINDA (MIS-COMMUNICATION), 11/2 KE6FLU KARL, 11/9 KE6CFO RALPH, 11/16 N6EDY BILLY \$5, 11/23 KC6PHI CONRAD \$5, 11/30 KD6FHN RAY \$5. WE HAVE THREE WHO WILL BE COLLECTING AT THIS DEC. MEETING. ENJOY GUYS!!!!

JUST SOME GET WELL THOUGHTS TO ALL WHO ARE ON THE REPAIR LIST.

TO PAULA KD6VGH HOPEFULLY THE ROAD AHEAD WILL GET SMOOTHER, TO SUE (N6KBI KENNY'S XYL) WHO IS HAVING A LONG STRUGGLE WITH HER BACK, TO LOUSIA (N6EDY BILLY'S YL), TO JUDY (KN6P CARROLL'S XYL), TO PAT KD6SBZ WHO HOPEFULLY IS GETTING HER BACK IN SHAPE WITHOUT SURGERY, TO MEL KD6MPB ANOTHER WITH BACK PROBLEMS, AND TO ALL THOSE OUT THERE WITH THE FLU BUG. I SAID I FELT LIKE GETTING UP AND GOING FOR A LONG VIGOROUS WALK MAYBE THAT WOULD TAKE THE BUG AWAY!

OUR PRAYERS ARE WITH EACH AND EVERYONE OF YOU.

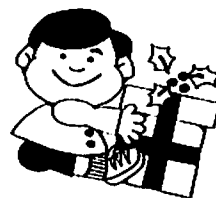
I WANT TO WISH EACH "MARC" MEMBER AND THEIR FAMILIES A MERRY CHRISTMAS AND A HAPPY PROSPEROUS NEW YEAR AND TO THE WHOLE WORLD.



Help Enroute to Disneyland

"While riding my motorcycle to Disneyland in California, I threw a chain and thought I was totally out of luck," comments "Doc" Palmer, N6OSN. "I got on my 2-meter handheld, a Radio Shack HTX-202, and received immediate help from the Motorcycling Amateur Radio Club president, Ray Davis, KD6FHN. He knew what I needed, and got me set within an hour," added Palmer.

BONNIE KD6OFQ



Power and range..did you know?

At VHF, a one-watt radio talks approximately one mile on flat terrain. Doubling the power increases your range by only 33%, but doubling your antenna height increases range by 50%.

The 1-10-100 Rule: One watt will talk ten miles to a hundred foot antenna (hills, buildings or any other obstructions can reduce range by 20% to 66%).

-ExpressRadio Notes

Time marches On...

MARK NELSON, AA6DX

Everything is farther away than it used to be.

It's twice as far to the corner, and they've added a hill.

I've given up running for the bus, it leaves faster than it used to.

It seems to me they're making the stairs steeper than in the old days.

And have you noticed the small print they now use in the newspapers?

There is no sense in asking anyone to read aloud anymore. Everyone speaks in such a low voice, I can't hear!

MURPHY'S LAWS

(As Applied To Motorcycling)

The fact that your keys are in your pants pocket only becomes apparent after your gloves are on.

Nothing is harder to start than a bike being shown to a prospective buyer. The only part needed is the one on permanent backorder.

If the part you ordered isn't on backorder, the dealer ordered the wrong part.

Universal fit accessories are so named because they fit no bike in the universe.

For an accurate guess of how long it will take for a part to come in, add the figures of the parts man's guess and multiply by two. For instance, if he says two or three days, multiply five by two and wait ten days.

Any loose nut or bolt will remove itself at the least opportune moment. Quick fixes are so named for how long they stay fixed.

The tool needed next is always at the bottom of the tool box.

If you have a flat tire on the road, you left the tire repair kit at home. If you have it with you, the glue has evaporated. If the glue hasn't evaporated, it must not be very good anyway.

Clean windshields are to bugs what aircraft carriers were to kamikaze pilots.

When riding double, always make sudden moves. This allows the passenger less time to counteract them.

The most common and least effective method of impressing women is to miss a shift when leaving a stop light.

Get in the habit of looking mean on your bike. This gives you one less thing to think about when a car pulls out in front of you.

(Reprinted from ABATE of ND Newsletter)

densel**BJP-514****MOTORCYCLE SWITCHING SYSTEM
FOR HAND HELD TRANSCEIVERS****Features:**

High quality noise cancelling "ECM" type microphone

Quick and easy installation - microphone & earphone attach to helmet

Manual PTT (Push to talk) switch attaches to handle bars

SPECIFICATIONS:

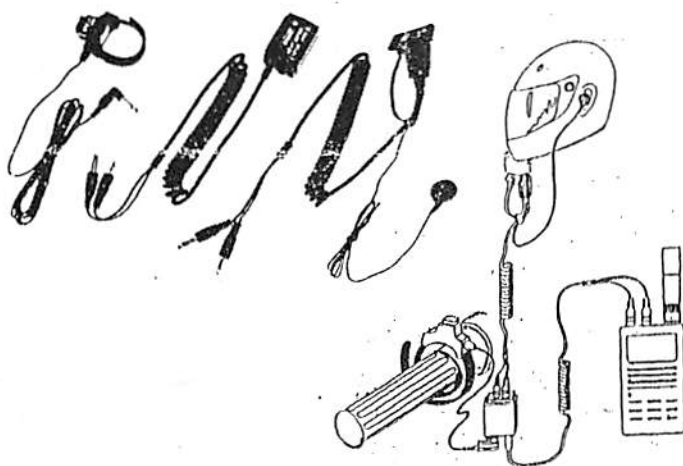
MICROPHONE: 1K ohm (ECM)

EARPHONE : 32 ohm (Dynamic)

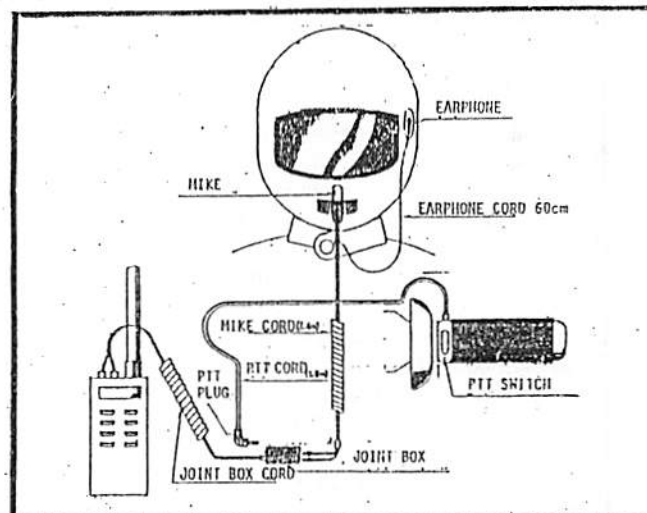
BP-20 PTT Switch

BJP-514
MIC-PTT Joint Box

BII-512 MIC

**COMET**
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1275 North Grove Street
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1-800-962-2611(714) 630-4541
FAX (714) 630-7024**AMATEUR RADIO****Rooftop antennas help hams
tap into worldwide frequencies****By GORDON WEST**
Special to the Register

Ham operators with rooftop aluminum antennas can easily tune into any worldwide frequency for disaster-message updates.

"I have handled emergency communications like the Mexico earthquake and typhoons in the Philippines over worldwide ham frequencies with the clarity of a mobile-phone call," said Dan Fort, AA6LM, of Costa Mesa.

"When a major disaster hits — like the Northridge earthquake — cellular phones, power and telephone lines go down, and that is when ham radio operation easily steps in for emergency traffic handling," he said.

Emergency disaster calls, as well as information about a worldwide disaster live from the scene, can be found on the ham radio 20-meter band at 14.275 MHz.

"This frequency is part of the international amateur radio net-

work, an organization specifically geared for emergency communications on worldwide channels," said Ralph Myra Jr., N1FJL. "We also send powerful-signal amateur radio bulletins that are easily received on the West Coast."

If you have a ham set or short-wave receiver, tune into 14.275 MHz at 6 and 7 a.m. and 2, 5 and 7 p.m. During a worldwide disaster, 14.275 MHz is active almost all of time with relief traffic.

Hundreds of Orange County amateur operators are members of radio traffic nets, ready to handle messages into and out of disaster areas when other communications might fail.

Gordon West, WB6NOA, writes about amateur radio for national publications. Write him in care of The Orange County Register, P.O. Box 11626, Santa Ana, Calif. 92711. His column runs every other Tuesday.

"Lane Splitting" by Motorcyclists Called Legal - and Safe**By CAROLINE LEMKE**
TIMES STAFF WRITER**Dear Street Smart:**

Is it legal for motorcyclists to ride between cars? So often, I have seen motorcyclists zip between the lanes on both surface streets and freeways. This seems completely unsafe for both the motorcyclist and the car/truck driver. Surely, this can't be a legal maneuver.

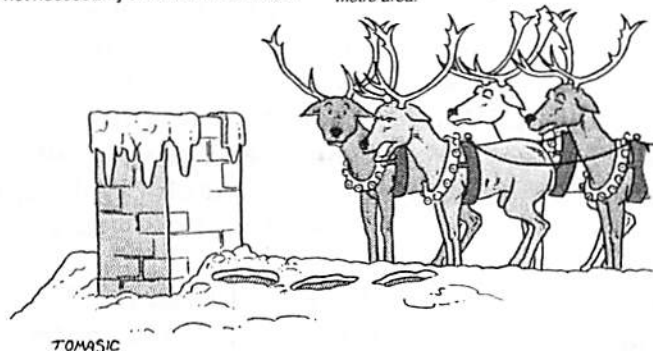
S.A. Kern
Irvine, CA

It's called lane splitting and, yes, it's legal, said Sam Haynes, a spokesman for the California Highway Patrol in Sacramento. Also, the CHP believes lane splitting is not necessarily an unsafe maneuver,

In 1992, there were two attempts to address the lane splitting issue legislatively, Haynes said. Neither proposal passed, but if they had, the CHP and Caltrans would have been required to study the safety aspects of lane splitting, he said.

"The feeling generally here is that lane splitting can be done with relative safety and when it is not done safely, there are vehicle code sections already in the book that can be used to cite someone, such as for unsafe passing and unsafe speed," Haynes said. "There doesn't appear to be a major need for a law that specifically addresses lane splitting."

Editors Note: Lane Splitting is currently legal only in California, Washington D.C. and the Boston metro area.



TOMASIC

"All I know is if Fatso would get himself a motorcycle, all of us could be sittin' at home in front of a warm fire right now!"

Radio Tips: The Joys of FM Simplex

When you want to talk to someone on FM, repeaters seem like the natural choice. This is understandable. Repeaters usually offer wide coverage, allowing you to speak with hams who might otherwise be out of range of your station.

But repeaters have their downsides, too. When you and your buddy are chatting on the system, no one else can use it. Have you ever had to wait in line to use a pay telephone while the fellow just babbled endlessly? Well, then you have some idea of what your fellow hams are suffering through while you are enjoying your conversation. Your dissertation on the mating habits of opossums may be driving them up the wall, but they must wait until you've exhausted the topic. Of course, they can break in and ask that you take your discussion elsewhere, but most hams are too polite to interrupt.

Also, you may want to discuss something that's a bit personal or controversial. Amateur Radio communications are never private, but hanging out your personal laundry on a repeater is the ham equivalent to appearing on the Oprah Winfrey show. Wouldn't it be nice to take your conversation to a venue that's a little less "open"?

Simplex to the rescue! If you and your friend are close enough to communicate without the aid of a repeater, why not do

Table 1

Popular FM Simplex Frequencies

Note: This is only a partial listing. See the *ARRL Repeater Directory* for a complete list.

6 Meters:	52.525 MHz*
	52.540 MHz
2 Meters:	146.49 MHz
	146.52 MHz*
	146.55 MHz
	146.58 MHz
	147.42 MHz
	147.48 MHz
	147.51 MHz
	147.57 MHz
1.25 Meters	223.50 MHz*
	223.70 MHz
	223.80 MHz
70 cm	446.00 MHz*
*National Simplex Frequency	

so? Just find a quiet simplex frequency and go to it. You won't have to worry about tying up the repeater and you'll certainly enjoy more privacy. There are plenty of popular simplex frequencies to choose from, so your chances of finding a clear frequency are excellent (see Table 1).

A word of warning: don't pick just any quiet frequency for your simplex communications. Just because you can't hear anything, it doesn't mean the frequency isn't in use. VHF FM users share their bands with satellite operators, packet enthusiasts, CW/SSB operators (the so-called *weak-signal* stations) and so on. Imagine the grief you'd cause if you struck up a conversation right on top of an SSB operator who was trying to make a long-distance contact. Or on a satellite frequency. Or on a packet bulletin board frequency. I think you get the point! If you're unsure about the activity on your favorite band, check the latest edition of the *ARRL Repeater Directory* (contact your dealer, or see the Publications Catalog elsewhere in this issue). The *Directory* describes VHF/UHF band plans in detail. If you stick to the simplex frequencies shown in the table, or those listed in the *Repeater Directory*, you'll be safe.

If you prowl the FM simplex frequencies often, you will encounter some DX from time to time. FM isn't the best mode for direct, long-distance communications, but when the band is open you may be able to talk to other FM operators hundreds of miles away. It pays to scan the simplex frequencies from time to time. You never know what you'll find!—
WBRIMY

Q57. December 1993

10 Guidelines for new passengers

- 1) Don't get on the bike before I give the okay. I may not be ready for the weight shift, and we could fall down.
- 2) Both of our bodies steer. However, it is okay for you to move up and down, forward and back.
- 3) Don't move side to side. If you move forward, remember that there's a gas tank right in front of my crotch; please leave me room!
- 4) When I lean my body, you can lean with me, or stay in line with the bike; DON'T counterbalance to compensate for my lean.
- 5) You can hold on to me, either at my shoulders, or around my waist. If you prefer, you can hold onto the bike, although doing so is not as stable. At the very least, be ready to grab hold without lunging.
- 6) If we encounter bumps, put some of your weight onto the footpegs to save jarring your spine. When I shift my weight onto the pegs, do likewise.
- 7) As we stop, don't take your feet off the pegs when I do. You could get wrenched when I start up again.
- 8) Don't get off the bike before I give the okay. I may not be ready for the weight shift, and we could fall down.
- 9) If you're serving as navigator, a squeeze or tap on my right side means a right turn; on my left, a left turn.
- 10) Whether or not you're helping me navigate, a squeeze or tap with both hands or arms means, "slow down" or "stop." I will do so as soon as possible.

MOTORCYCLE CONSUMER NEWS December 1994

This article was taken from the "WORLD RADIO" magazine. November 1994 in the Amateur "HI" section which is a contest corner for funny or strange experiences.

John McFadzean W6TRP was the winner, who combines his hobbies for the best of two worlds.

Amateur radio and motorcycling have been two of my favorite hobbies for a long time. Some years ago I decided to combine the activities and install a two-meter radio on one of my bikes. The idea may not have been a "first," however, it could have been one of the first motorcycle mobiles to hit the streets.

After a few hours of installing the radio, mounting a mike and earphone in the helmet, and mounting a convenient push-to-talk button on the handlebars, I was ready to make a test run. I asked my wife, Shirley, who is a licensed ham, but never did like the dangers of motorcycling, to listen to my test transmissions as I cruised around a few blocks from home.

Returning a few minutes later I asked, "Well, how does it sound?" "Just great!", she replied. "Now you can make your own call for an ambulance." (John will be receiving this newsletter)



Activist Review

AMA BOARD establishes fund to fight discrimination:

The American Motorcyclist Association (AMA) Board of Trustees has allocated \$100,000 to develop and implement a strategy to combat discriminatory health-insurance policies that target motorcyclists. Recognizing the potential long-term impact that such discrimination could have on motorcycling, the Board voted to approve the special allocation during the annual budget meeting in late August at AMA headquarters. The fund will be administered by the AMA's Government Relations Department, and a detailed plan to address the health-insurance issue will be presented to AMA Board at its November meeting.

ACTIVE REVIEW WANTS YOUR SUGGESTIONS:

The AMA Communications Department is evaluating proposals to increase the effectiveness of our legislative newsletter. If you have suggestions on what changes you would like to see incorporated, please send your ideas to the American Motorcyclist Association, Dept. AR, P.O. Box 6114, Westerville, OH 43081-6114

MILE-HIGH HOV LANES:

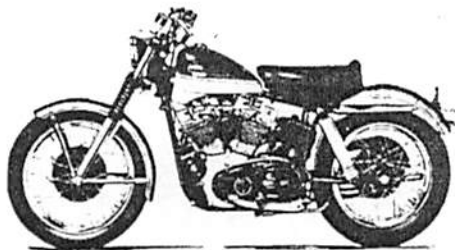
Thanks to the hard work of the Colorado Motorcycle Dealers Association (CMDA) signs will soon be posted in the Denver metro area advising motorcyclists that they are permitted to use the city's high-occupancy vehicle (HOV) lanes. Jerry Abboud, executive director of the CMDA, worked with state Department of Transportation officials to get the signs erected. There had been some confusion among law enforcement officials concerning motorcycle access to the HOV lanes. The signs, which should be erected by the end of September, should eliminate any further confusion.

HERE'S MUD IN YOUR EYE:

Have you been pelted with debris from passing dump trucks? Does your state require drivers of loaded dump trucks to cover their cargo? If you have had this problem, contact your local highway patrol and ask them if a tarp law is in effect in your state. Then write a letter to the law enforcement agency in the area where the problem occurred and forward a copy to AMA's Government Relations Department. We will follow up to ensure that the tarp law is being adequately enforced in your area.

SPARTANBURG UPDATE:

The response from readers has been overwhelming to last month's American Motorcyclist report on the outrageous events at a Red Cross charity event in Spartanburg, South Carolina. Unfortunately, the response from South Carolina officials has been somewhat less encouraging. It seems that officials involved in the fiasco are having a difficult time getting their stories straight. In case you missed last month, here's what we're talking about: On Sunday, September 11, some 500 motorcyclists participated in a charity ride to raise money for the Red Cross in Spartanburg. When they arrived at the Spartanburg Fairgrounds for a concert at the end of the ride, they ran into a paramilitary police crackdown involving more than 100 police officers and members of the South Carolina National Guard, video cameras, surveillance helicopters, canine units and much more. Each and every motorcyclist in the ride, including a local judge, a bank vice president and several officials from a nearby BMW manufacturing plant, was stopped and searched. All of the riders were required to hold up their drivers licenses next to their faces while a police officer recorded the images on videotape. Every piece of luggage was opened and examined. The AMA and the American Civil Liberties Union are initiating a lawsuit addressing the civil rights violation that day in Spartanburg. We will be seeking to find out exactly who was responsible for this incident. We also hope to protect other motorcyclists from similar harassment in the future. Watch for more information next month.



901cc Harley-Davidson (ohv V-twin
'Sportster CH') 1965



GREG HARRISON

HATEFUL

Is it just me, or is there something really ugly going on?

Remember the days when we called each other motorcyclists, rather than half of us calling the other half scum because they ride the wrong brand or style of motorcycle? Remember when the fact that we rode was more important than what we rode, or how we rode, or where we rode? Remember when intolerance was something we endured from non-motorcyclists?

If you do, you probably remember our accomplishments back then.

Think about it.

Back in the 1970s, when there wasn't a single state offering rider education, novice motorcyclists often got their first experience in the hostile environment of the road, inches from traffic, curbs and utility poles. So motorcyclists worked together to find a solution. Experienced riders put themselves and their money on the line, agreeing to pay a little more for a license plate so new riders would get the training they needed. Today, we have rider-education programs in 42 states, and motorcyclist fatalities have dropped nearly 50 percent.

Back in 1986, the Insurance Institute for Highway Safety tried to kill sportbikes in the U.S. Using flawed research and a giant public-relations campaign, the group convinced a U.S. senator to introduce a bill that could have done away with everything from Ninjas to Nighthawks, from GSXRs to BMW K's.

Remember how the AMA asked motorcyclists like you to band together on that issue? Remember how enduro riders, cruiser riders, touring-bike riders and sportbike riders looked beyond their own interests to fight this legislation? Remember when the senator told the AMA he was abandoning the proposal due to the "overwhelming negative response" he'd received from "American motorcyclists



across the country?"

I can think of several other good examples in which putting aside our differences made a difference. Remember the defeat of the bike ban in Brockton, Massachusetts, the passage of the National Trails Funding Act, the elimination of bizarre helmet penalties in Iowa, the reinstatement of Maryland's rider-training program?

I'd like to think that camaraderie still exists among motorcyclists. Unfortunately, I keep running into evidence suggesting I'm naive.

It's bad enough when we get letters from members saying they're going to cut up their AMA cards because the bike pictured in a touring story has the wrong name on the gas tank. And it's even scarier when road riders start aligning themselves against off-road riders, and vice versa.

But the most disturbing sign I've seen is an editorial in a recent issue of the BMW Motorcycle Owners of America (BMWMOA) News magazine by a writer who clearly hates other motorcyclists.

Writing under the pen name of Louis Cypher (or Lu-cifer, get it?), Doug Jacobs takes a number of really hateful shots at the AMA and at the

range of motorcyclists we represent.

Jacobs' point, buried between accusations that we are the "whores for hire" for "poser-heavy Harley-Davidson," seems to be this: Every responsible motorcyclist should quit the AMA because it refuses to fix the problem of loud motorcycles... by which he means Harleys.

It's beyond me how Jacobs came to his conclusion. The AMA has been a leader in promoting the use of quiet motorcycles for over 50 years. Early issues of this magazine prominently featured "Muffler Mike," a character created to represent responsible riding in the 1940s. Much more recently, we've won awards for our national "Un-rider" campaign, which targeted all types of irresponsible motorcycling; received a federal grant for the "Pro-Rider" program that took on the noise issue; and invested tens of thousands of dollars in advertising specifically aimed at the noise problem in 1994 alone.

Maybe Jacobs isn't aware of all that because he isn't even an AMA member. However, his venom hardly stops with the AMA and Harley riders. Even while inviting them to join in an AMA boycott, Jacobs manages to offend "sportbike-riding squids" and "bigger-than-Montana Gold Wing riders."

What worries me is that if Mr. Jacobs' attitude represents a trend, sometime in the near future we may run into another bike ban or well-organized insurance-industry campaign against a particular type of motorcycle. Or perhaps we'll need to build broad-based support for programs like rider education or trail funding.

Only this time, we may find ourselves fighting the battle with a self-absorbed army of motorcyclists interested only in the type of riding they happen to do... and to hell with everybody else.

That scares me. ■

AMERICAN MOTORCYCLIST

PACKET RACKET CORNER: KC6ZHG DAVE

MSG # TR SIZE TO FROM @BBS DATE TITLE

36793 B# 1691 INFO VE3FGU ALLUS 941118 MOTORCYCLE NET ACTIVE
FORWARDING PATH: WB6OMC K6VE WA2NDV WA2JVM WA2SNA WA2AWG KA2MSL N2LKA
WA2SNL KA3FMO WA7NTF KB7CNN KB7WE VE7DIE VE7ROB VE4KV VE3DAX VE3RZR
VA3BBS VE3FJB VE3YRA

FROM: VE3FGU@VE3YRA.#SCON.ON.CAN.NA

TO: ALL@ALLUSA

THE AMATEUR RADIO MOTORCYCLE NET IS STILL ACTIVE ON THURSDAY NIGHTS AT 2100 EST ON 3967 KHz PLUS OR MINUS QRM. NET CONTROL STATION IS VE3GFU.

MSG# TR SIZE TO FROM @BBS DATE TITLE

24893 B# 2701 INFO VE3GON ALLUS 940923 HONDA GOLDWING OWNERS

FROM: VE3GON@VE3DTV.#SCON.ON.CAN.NA

TO: INFO@ALLUSA

I AM LOOKING FOR INFO ON CONVERTING THE HELMET HEADSET ON A HONDA GOLDWING TO BE USED WITH A HANDHELD. AT THE MOMENT ANY HANDHELD. IF ANYONE HAS ANY TECHNICAL INFO ON THIS OR SCHEMATICS IT WOULD BE APPRECIATED. I HAVE HEARD ONE PERSON ON A GOLDWING WHO WAS USING HIS HELMET HEADSET WITH A 2 METER RIG. UNFORTUNATELY I DID NOT CONVERSE WITH HIM TO FIND OUT HOW HE DID IT.

SEND ANY REPLIES TO VE3GON @ VE3DTV

TXN

GIL VE3GON

MSG # TR SIZE TO FROM @BBS DATE TITLE

38077 PN 863 KC6ZHG KC9OO — 941125 GOLDWING/RADIO HELP
FORWARDING PATH: K6VE K6VE WB7TLS W4DPH WA0CQG AA9AW WD9ESU WA9KEC
N9BYS W9ZMR

HI GUYS FROM THE WINDY CITY. NEED SOME HELP:

1. LOOKING FOR ANTENNA MOUNT(CB OR AM/FM) FOR 1989 WING.
2. NEED HELP INTERFACING HONDALINE HELMET MIC TO ICOM 27A 2M RIG.
3. WHO'S GOING TO WINGDING AND PLANNING ON PASSING THRU CHICAGO AREA?

ANY HELP WOULD BE APPRECIATED.

THANKS, de JON KC9OO@W9ZMR.IL.USA.NOAM

FROM: BSEYMOUR@TM.COM

DATE: THU, 17NOV 94 14:14:35 PST

TO: KBIKER@NETCOM.COM

SUBJECT: HELMET RADIO

HI, DAVE--

I WAS WONDERING IF YOU COULD GIVE ME ANY GUIDANCE ON THIS IDEA I HAVE.

SINCE I RIDE ANY OF FIVE MOTORCYCLES, IT IS NOT FEASIBLE TO EQUIP EACH ONE WITH A SEPARATE RADIO. WHAT I AM CONSIDERING IS MOUNTING A SET OF LOUDSPEAKERS AND A MICROPHONE INSIDE A FULL-FACE HELMET AND MOUNTING MY VERY SMALL HAND-HELD ON THE OUTSIDE. WITH THE EXCEPTION OF A PTT SWITCH, THIS SYSTEM SHOULD BE ENTIRELY SELF-CONTAINED.

I REALIZE THAT MY BATTERY LIFE, POWER OUTPUT, AND ANTENNA CHOICES WILL BE LIMITED, BUT I AM WILLING TO TRY THIS.

DO YOU THINK THE ELECTRONIC TIMES AD78 ADAPTER HARNESS(THE RADIO IS A KENWOOD TH-47A) IS A GOOD CHOICE FOR THIS PROJECT? YOU USE A J&M HEADSET. IS THIS FROM J&M? WOULD THIS BE A GOOD SET FOR ME TO USE? ALSO, HOW DID YOU MOUNT THE KENWOOD MIC CARTRIDGE IN YOUR HELMET? FINALLY, DO YOU HAVE ANY SUGGESTIONS ABOUT HOW TO HANDLE THE PTT?

THANKS, DAVE.

<<<<<BIL SEYMOUR>>>>> <<<<WA6MOD>>>>>(REPLY TO:bseymour@tm.com)

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GWSM	J & J Goldwing Side Mount Antenna Adapter Converts Honda Stock antenna mount, to accept ham or CB antennas that use a standard HF style Connector. Provided with 10' 50 ohm coax and easy 15 min assembly instructions.	24.95
AFMCB	J & J AM/FM/CB Antenna Adapter Converter Converts Single CB antenna to provide Combination reception from the one antenna.	26.95
GWHT-1	J & J Hand Held Radio Bracket Fits Honda GoldWing. Attaches to left hand control post, via Replacement Mount and Stainless Steel Screws. Unit will secure any Hand Held Radio or Scanner with belt clip.	36.95
GWHT-2	J & J Hand Held Radio Bracket Fits all motorcycle handlebars. Attaches directly to handlebar with an all aluminum surrounding bracket and stainless steel screws.	44.95
AD78	J & J Adapter Harness for Kenwood Hand-Helds This all custom adapter allows for conversion, via the speaker and mic plugs, to many popular Helmet Speaker/Mic assemblies.	39.95
ADAO	J & J Adapter for Yaesu & Icom Hand-Helds Same as the AD78 for Yaesu and Icom Radios. (Will fit others call with your specific application.)	39.95
GWHF	J & J Handle Bar Full Size Radio Bracket Fits Honda GoldWing. Attaches to the underside of the handle bars and provides a removable crossbar bracket. The bracket provides a flat area of approx 10" x 3" to mount any manufacturers or aftermarket radio bracket. Unit will secure any radio under 10 lbs.	64.95

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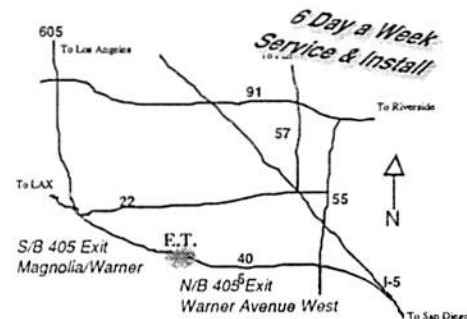
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