

Ray's Peak Copy

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MAY 1998

FROM THE PRESIDENT'S DESK:

It's been three weeks since we did the last MARC newsletter, but it seems like only three days ago.

The Saturday April 18th MARC meeting and Baker to Vegas meeting has to rank right up there with one of the largest meetings we've ever had. Over 70 members & visitors showed up for the meeting and the latest updates and planning for the B 2 V. Most of the questions were answered, however I found out later by some comments that were made that the new members and those visitors who had never worked this event before didn't really know what questions to ask. The one thing that really was different about this meeting was that the room was almost full well before the 8 AM meeting start time. And because there was so much to cover for the race, the meeting went until 10:30 AM. This worked out fine as there was not a waiting line for trying to get into the Lake View Café as there usually is. After packing the van with all the chairs, tables, etceteras it takes to run the meeting, we stood around in the parking lot for another hour checking out ham radio gear on the various 35 motorcycles. It was a picture perfect day, 78 degrees and clear skies made for some good riding weather.

After the meeting KA7QQV Don, WB1CFQ Roger (both from the Oakland area) WB6BNJ Brian, KC6ZOZ John and myself ventured to the Davis residence to work on Roger's ham radio installation. Roger had everything installed, but was having a problem with audio coming into his helmet speakers. I sat in a nice easy chair and watched the experts go at it. By 6:30 PM they had figured out the problem along with some other modifications and additions,

Don and Roger were on their way back north. I rode about 30 miles with them to test the equipment and enjoy a little of the nice weather. Look for an article in this or a future newsletter about the very sanitary job Roger did on his installation. I understand it worked very well for the whole Baker to Vegas portion that Roger and Don worked. That would mean at least 12 straight hours of riding and using the radio.

Oh, yes the Challenge Cup Relay Race (120 mile race)..... There were 2003 teams entered, 197 actually competed. One LAPD team ran the race in 13 hours 40 minutes & 23 seconds and won the OPEN class race. But the big news was the team from Great Britain. They ran the race in 12 hours 21 minutes flat and obviously won the GUEST category. Their first time. Because of some technicalities they could not compete in the OPEN class. Now remember there were 197 teams with 20 runners each plus several substitutes (they all have to be sworn peace officers) that makes 4334 runners plus 7,000 support people which includes the runners support and all the ham radio clubs in So. California. Good Sam people ran the baton exchange points. Six MARC families provided radio relay stations, rest stops with food with their motorhomes. This is not the official final count, but as near as I can tell we had 25 MARC motorcycles with Ham radio, 23 non-member motorcycles with CB /or Ham radio along with 23 MARC members manning relay stations, Operation center and motorhome rest/food stops. So this made at least 75 people that KE6UAM John had to coordinate for all these positions. John was sweating it out to the last night before the race, but it all went off like a well made Swiss watch. Thanks to John and each and everyone of the

volunteers who did such a spectacular job at this years Challenge Cup Relay Race.

At the Award ceremonies centered at the new MGM Grand convention hall, MARC was praised not once but three times by the Master of Ceremonies for the job we did at this years race. MARC was again presented with a beautiful 13" by 15" plaque, which will be displayed at our MAY Anniversary meeting.

On the same weekend was the Tour de Cure event (benefiting the diabetes foundation). That event was held Saturday April 25th, see KD65NXC John's report later in the newsletter.

N6KBI Ken & KE6WCA Sue's IIF net, met with some problems when he blew two tubes in his amplifier. And then there was the time change. See Ken's IIF report later in the newsletter, too. "NOTE THE TIME CHANGES"

The Wednesday night 440 nets are purring along nicely. We're getting more and more check-ins all the time. Now that almost everyone has made the change over from 2 meters to 440, things are looking up. We are pretty much assured of at least 30 check-ins with just those MARC members belonging to the SCARA system.

By the way we will need a volunteer to do the MARC 440 nets this summer while Ray & Bonnie are both gone. Anyone interested, please contact Ray or Bonnie at (949) 551-1036(note the area code change). If no one comes forward, we will have to cancel the 440 net for the summer.

Saturday May 9th is the SIXTH "MARC" Anniversary meeting. Our anniversary meetings have grown each year as last year we had 80 members & visitors present for the annual meeting and picture taking. We hope we can attract even more for this year.

We are offering a Kenwood TM-V7A Dual Band 2M-440 radio as this year's Super Raffle Prize. We had hoped to add another ham radio to the super raffle but we have not yet sold enough tickets to pay for the V7A. The Anniversary meetings are always the largest and most fun. There will be banners, a huge cake, plus many other special door prizes that we have been saving for this meeting. Be sure to "MARC" your calendars for this one.

On Thursday May 14th Ray will be flying to Dayton Ohio for the 1998 Hamvention. I will again be in the Comet booth on the main floor. I would love to be able to talk to many more MARC members then I did last year. Last year was great, but this year could even be better. "SEE YOU IN DAYTON"

Sunday May 18th we (the Comet owners, employees & myself) will be getting home from Dayton. That is also Ray's 66th birthday.

KM6IK De Witt and myself will spend a couple of days getting packed and the motorcycles ready, as we plan to depart on Thursday May 21st on the Route 66 ride. We were going to go for it later but a couple of developments force us to leave earlier than we had originally planned. We "may" be back by the June 13th meeting, but don't count on it.

Don't forget there is the GWRRA Region 1 & F Rally in Reno, NV from Tuesday May 19th through Friday May 22nd. We were going to try to make it, but those developments I mentioned changed all of that.

Saturday June 6th is the June SCARA meeting.

Saturday June 13th MARC meeting.

Saturday June 13th is also the official start of the Historic Route 66 Ride. Groups are leaving from both Santa Monica, CA and Chicago IL simultaneously.

Sunday June 14th is the GWRRA Chapter "R"s Swallows Run. MARC members in Chapter "R" and some of the other So. CA Chapters provide motorcycle mobile communications for that event. Each year GWRRA chapters try to put on at least one run to help replenish their individual chapter treasures.

Sunday June 21st is Father's Day. It would be nice if I could again spend it with my daughter & grandchildren in Oviedo, FL. However that maybe unlikely, as we have some conflicting dates at that time. However we will be there after Wing Ding in Huntsville, AL.

The next two newsletters will be for two months each June/July and August/September. It's almost riding season folks, and De Witt and I are hoping to get an early start this year.

MARC now has three letters sitting here on our office desk asking for our assistance with

three different events. These will be presented to the full board and then the staff for their input. We will take a good look at these to see if we want to participate and the charity events meet the MARC criteria for us to participate. We need to get our calendars out and take a look at events we already do and compare the dates of those asking for our help.

Hey, we have another new member with a new motorcycle. KF6JTN Dean and his xyl KF6KTH Beth are the proud owners of a brand new Honda Pacific Coast. It is a bright fire engine red and he has his Kenwood TM-V7A cool face dual band radio mounted. What a terrific job he did. I know as I talked to him and he also stopped by the house to show me the installation. What a clean installation along with a lot of little trick additions. He promised to write an article on his installation. It will premiere in a future newsletter and on the MARC Website

Did I mention we need volunteers for the 440 net responsibilities. We plan to be gone most of the summer, motorcycling with the LAPTOP on board.

Anyone want to go for a ride. Like I said, De Witt and myself hope to start the Route 66 ride Thursday May 21st. Then after that there is the Route 6 ride from Cape Cod, MA to Bishop, CA. The longest single road in the US. Then on to the Confederation Bridge to Prince Edward Island, you know, way up there in Northeastern Canada. Then Wing Ding in Alabama and on to Florida to see my daughters family. The last big ride of the summer will be the SCMA Three Flags Classic, leaving from Tijuana, Mexico to Penticton BC, Canada.

Checking over my last years 41,000 miles, seems the route never went across any of the South Central states. Of course just going to Wing Ding will cure that.

Did we also mention that we needed one Three Flags ticket for a MARC member who wants to go. Help us out here, please.

As we always try to do, we would like to encourage our MARC members to support our advertisers. They of course donate many great door prizes we have at our meetings and also pay for advertising in our newsletter. It all adds up to help keep the MARC dues down as low as they are. So please, give our advertisers your support.

We want to thank WA9FFL Paul for his continuing efforts to get a MARC chapter going in the Northern IL/Southern WI area. Thank you Thank you.....

We may again get a chance to start a MARC chapter up in the San Francisco Bay area. WB1CFQ Roger & KA7QQV Don were talking about trying again to boost interest in a MARC chapter in the area. Roger & Don came down for the April MARC meeting, returned home then they came back the following weekend and

rode the Challenge Cup Relay Race for 12 hours straight as a motor patrol officer and communicator.

You talk about dedication, boy, now that's an example of real dedication and camaraderie. Thank you Roger & Don.

Thank you goes out to Gordon KD6MDL & Jean KD6MDM for taking the time to come from Sacramento with their motorhome as a R & R & Relay on Leg two for the CCR. Thank you Gordon & Jean.

Again let me thank all "MARC" MEMBERS WHO WORKED THE CCR (Baker to Vegas) this year. We heard many comments from runners, van drivers, race directors and other ham radio operators about the professional manner in which everyone conducted their selves. It's a real tribute to all your efforts. "THANK YOU AGAIN"

"SAFE RIDES AND CLEAR FREQUENCIES"

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MARC #/Home # 949-551-1036
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ORANGE CO. MS-150K

At this point in time we have no new information. Our next meeting is on May 13th and the info will be in the June newsletter.

John Edwards KC6ZOZ
kc6zoz@juno.com

LOVE RIDE 1998

We have had no meetings at this time set up for MARC. We are looking to the latter part of May.

Gary Rutherford KE6PSD
imanimal@csnsys.com
Pattie Lynch KE6RDL
psychob@csnsys.com

INLAND EMPIRE MS-150K

There is no report as far as money raised for the MS 150 K. With the MS Walk-a-Thon the week-end right after they had not yet tallied the results.

Pattie Lynch KE6RDL
psychob@csnsys.com

HAVE YOU EVER:::

Ridden up to a stoplight, go brain-dead and forget to put your foot down and have the bike start to fall over??? Or worse, actually fall over???

1998 RIDE FOR KIDS

Remember to set aside Sunday the 17th of MAY for the "HONDA RIDE FOR KIDS".

MARC will again provide the Communications and Motorcycle Escort duties for this annual event which benefits the Pediatric Brain Tumor Research Foundation.

There will be a sign up sheet available at the May meeting. We will need your name, call, phone #, and T-shirt size—please indicate if you will be riding a motorcycle and if you will have a passenger. (Unless your passenger is ALSO a "ham worker", there may or may not be T-shirts for them. We'll play that by ear.)

The new meeting location for participating MARC members will be Denny's Restaurant located at 18620 S. Western Ave. This is immediately at the Western off-ramp of the Northbound 405. We will meet at 0630 to "DRESS" the bikes and don our equipment. There will be coffee, juice, bagels, donuts, etc., available when we arrive at the Honda Headquarters. However, if you want to eat a more formal breakfast—plan on arriving at Denny's about an hour early. In any event be ready to put on signs at 0630. We will then depart for Honda Headquarters with an ETA of 0700.

As far as the overall operation; We will need Motor Officer Escorts, Operators to act as "Shadows" utilizing Handhelds, Net Control and Message Center personnel. Assignments will be rotated so that everyone gets in on the action and no one has to work too hard.

We will again provide personnel to act as "Road Guides" into the "Facility".

The Ride itself will be the same as it was last year. However they are hoping to increase the speed and cut down on the "clapsed time." Our MARC Motorcycles will provide "Ride Control", "Motor Officer Escort", and Emergency Road Assistance" as needed.

The "Message Center" will be located in the "Center of Things" this year. It will be used as the "Hub of Communications" and as the "Central Information Booth." The Honda Security People and the "Task Force" people will provide us with one of their radios. We will operate them and be a station on each of their frequencies, as well as our own MARC channel, providing a "link" for any cross communication as necessary. Our MARC "shadows" will also be utilized in various roles, and the "escorting" of VIP's to the Press Area.

We will "WEAR" our own MARC shirts and Caps this year rather than "Ride For Kids" shirts so that people will be able to identify us as "communicators".

Although you could finish right after the Main Parade Ride, plan to stay for lunch and view some of the attractions and activities that will be going on. You'll be glad you did. There will be two motorcycle drill teams performing this year.

Remember this is the event that we would like you to "support" not only with your participation but with money as well.

Please use your collection kit and let's see if we can put MARC on the money list this year.

Billy Hall
billyn6edy@aol.com
Dave Hoffman
wingmant@earthlink.net

N6EDY
KC6ZHG

CHALLENGE CUP RELAY RACE

Well, WE GOT THERE - WITH A BIG BANG!!

There are those people, especially those who work closely with me, who think I am never at a loss for words. Those of you who worked so well and so hard at the '98 CCRR have changed all that.

What a GREAT crew!!! What a great job you did!!!

There is no way I can thank you adequately for exposing your equipment, risking your necks and doing what LAPRACC feels, and I know to be, was an outstanding job on the race.

I will be acknowledging my and LAPID's appreciation individually by letter as soon as we get the 600 spots we have to fill for the Police-Celebrity Golf Tournament under control and assigned.

Thank you, Thank you, Thank you!!!!

I hope that MARC will continue to be identified with this event. You are appreciated and respected by everyone connected with it and you did a great job adding to the safety and good order of the race. I know I want to ride it next year.

I think they finally realized that you were doing the business out there and behaved better this year than any of the prior 13 times I have done this.

"You done real good!!!"

John Willson
Motor Squad Coordinator
johnke6uam@juno.com

KEGUAM

HF NET REPORT

This may be too late but we just got the computer back from the hospital!!!

April was not a good month for HF as the amp had decided to go south and even with replacing the tubes I am not getting out on 20 meters very well.

I have had only 25 check-ins all month and since time is OUT I have not listed each

contact. I am still having fun running the net but sure miss the big antennas in CA.

Still haven't found a house to buy but we only want to go through that one more time. Today we will take a tour of the local area to have another look-see.

73 to all from
Ken Edwards
ken6kbi@goodnet.com

N6KBI

IL/WI

Well the Illinois/Wisconsin area is starting to thaw out, meaning it is time to ride!

Our meetings are the second Saturday of each month, at the Union 76 Truck stop restaurant on US 20, 9 miles East of Meringo, IL. If you are arriving via I-90, exit at the 36.5 37 mile exit, and go around the corner to the large Union 76 just East of the intersection. The meetings start at 10:00 AM.

Norm has asked if any one would like to go to Elkhart to the motorcycle races... If so contact Norm, or me to advise.

Norm has also suggested we try to meet up with groups doing the "RT 66" tour. If someone could let us know the time schedules, we will try to work it out.

Last month, we decided to have a work day to assist each other in installing radios on bikes. The date picked was Saturday the 25th of April. No one contacted me or showed up. If enough interest is shown, we will try to reschedule it.

At the Greater Rockford's tri-annual drill last Saturday, there was one MARC motorcycle sitting in the staging area. Others have another opportunity on May 17th to be exact. It is the American Lung Association's annual Bike-a-Thon, and I am asking for help. If you can assist, please let me know via internet, Ham radio or telephone (815)399-9233.

But what ever else you do Illinois and Wisconsin people-ride them cycles. Winter will be here again before you know it! 73 all-from Illinois, the state where the weather changes 3 or 4 times a day.

Paul Plasters
peplasters@rockford.com

WA9FFL



THE TOUR de CURE

It was a dark and stormy night, the sunrise was late due to the heavy overcast skies. It was misty, even a light rain was falling in places.

"Oh excuse me, Snoopy, that's your line!"

But all the above is true. Saturday commenced in a foreboding manner... I was afraid that some of the volunteers for this event might see how bad the weather looked and back out. Well, no way, everyone showed up and on time too! Mijo & I arrived at Fairmont Park at about 0515 hrs and began to set up the base station. No power available so the radio was plugged into a 12 volt deep cycle boat battery. The sun shade (?) was erected and with Mijo holding a flashlight I assembled the base station antenna and raised it. All was ready for operation.

At about 0545 Susan, KF6NCF arrived to help Mijo with the base station duties. Right behind her was Shady, KF6NMK, ready to hit the road.

Our GWRRA friends were there in mass, and were thrilled to get the "Tour de Cure Official Escort" signs that Bonnie made up for us. I was due out at 0630 to tail gun the 100 milers. Before I could leave, Conrad KC6PHI rode into the park on his trusty steed. I briefed him on his duties on the 50 mile ride, gave him a copy of the route sheet and was about to be off when none other than Ron, KF6GXG, came putt-putting in on his Harley, bringing a bit of sunshine with him. He was ready to do the 25 miler. We were all there, definitely more than I expected on a cold, wet morning.

After a short briefing, Ron was ready for his 25 mile duties.

Shady picked up the directions that I had hastily jotted down on a sheet of paper (not 100% accurate, according to him) and departed Perris Lake for his relay duties. It was a good thing I gave him a road map of the local area.

It was at this time that I learned that the ADA had received a telephone call at 1600 hrs on Friday, just before the ride. And guess what? the Riverside Amateur Radio Club finally let them know that they would not be participating in the event this year. Thanks for the advance notice guys! MARC was the "long range" communications for the event.

The weather was improving minute by minute. I was off on my 100 miler (200 before I finished). We found that there was quite a bit of sand on the road, due to the recent rains that we had been having. This proved to be the undoing of at least two of the bicycle riders, one on the 100 miler and on the 25 miler. Both were injured when they fell off their bicycles. Of course, our MARC riders were on scene to gather

information and notify control of the accidents and injuries. All traffic was passed to the ADA staff expeditiously by Mijo and Susan. By this time, Shady had completed his relay duties at Perris Lake and had moved to Lake Matthews. He said that it was beautiful there. Believe it or not, I had three people drop out of the 100 mile ride before we passed the 5 mile mark. It was quite humid and they were having trouble breathing and keeping up with the pack. Several times, I was on the CB and racing ahead trying to find a SAG wagon to pick up stragglers so they could be ferried ahead to catch up. It sure would have been nice to have one of our non-motorcycle MARC members riding in each SAGs so that, we on the motors could contact them and direct the SAGs to the needed location. (Perhaps next year)

Communications with Mijo and Susan at Fairmont Park base were excellent. MARC simplex worked for miles and miles, then when that was out of range, I switched to Santiago and ran that frequency until I met up with Shady at Lake Matthews, where I was able to return to simplex. Now, it was a different story for Conrad and Ron. Conrad had a few problems with both frequencies, as part of his ride was on the opposite side of a large hill from the park. His 5 watts from the hand-held (wired to the motor) with a mobile antenna just wasn't quite enough; 10 watts from a mobile set probably would have been better. Nonetheless, it did work and the base operators were able to copy almost all of his transmissions. Ron only had 2 meters on his Harley but, as he was on the 25 mile ride, (12.5 out and 12.5 back) was able to communicate most of the time.

It was very close to 1430 hrs when I finally finished my "tail end charley" duties (where were you DeWitt?). I was very surprised to find the entire MARC Tour de Cure volunteer staff still at the park waiting for me. Even though, they had finished for hours (well, maybe not that long!). Ask to see their Tour de Cure T-shirt with the MARC logo on the back of it. We chatted for a while and then most were off for home knowing that MARC had done another "EXCELLENT" job. There was nothing but praise from the cyclists and the ADA staff. Even the regional director from the ADA was there and he said that the escort provided by MARC and the GWRRA working together was the best that he had ever seen on such an event.

And a special thank you to our Chapter CAIM friends. At the scene of one of the accidents, after all the motorcycles and bicycles were back on the road, I was approached by one of the CAIP Officers who had been there investigating the accident. He told me that the motorcyclists who

assisted were the most professional that he had had the pleasure to work with in a long time and that their quick action probably prevented the accident from escalating into a more serious situation. He was also impressed with the coordination and communications provided by our MARC riders and the base personnel at Fairmont Park.

Once again a big "Thank You" to all those who came out to help Lonnie Casper of CAIM and I with this event.

John Reynolds **KD6NXC**
Coordinator, ADA Tour de Cure
johnkd6nxc@aol.com

TOUR de CURE ++

As we were doing our duties at the Tour de Cure last Saturday, Karen Holthe, director of the ADA Orange County office approached Susan and I, and told us how impressed she was with the work we were doing. She also asked if we might consider helping provide communications for her ride. However, it takes place on May 16th, and I believe we are doing the Ride for Kids that day. I told her I would give you her phone number and that you would get in touch with her. She is at 714-662-7940. Thank you so much!!

Mijo Reynolds **KF6BEB**
Net Control for Tour de Cure

Just a little note from the National Motorists Association News:

The Australian government has repealed its controversial rule which required that motorcycles registered after 1992 have hard-wired lights. Created in 1992 as an alleged safety measure, the law was found to have no discernible safety benefit by two separate, independent reports commissioned by the Australian government. Motorcyclists "down under" will again be able to use their lights to communicate to other road users and use their lights at their discretion, which will ultimately enhance safety.



FROM YOUR 50/50 LADY:

MIJO KF6BEB

(Mijobeb@aol.com)

Hoppin' down the Bunny Trail found little eggs with \$5 collectors as: 4/1-KD6MVN Mark, 4/8-KD6FHN Ray(\$5) , 4/15-WB6RSD Ron(\$5), 4/22-WH6BJ John and last but not least 4/29-KM6NP Michael(\$5). To collect you have to respond on the net or you can be an early-bird check-in and come to the next meeting to reap the \$5.

If you go back thru the newsletters there will be some MARC members who are 50/50 winners quite a few times. This month we had N6EDY Billy, KE6GYC Michael & KD6OFQ Bonnie. (Yes Bonnie splits her winnings with Ray)

Other door prize winners were:

- (1) \$40 gift certificate from Huntington Honda--N6EDY Billy
- (2) NISSEI hanging earphone donated by Comet- KC6PHI Conrad
- (3) DENSI MIC donated by NCG(Comet)- N6QZT Mike
- (4) Code deck donated by Electronic Times--???
- (5) Jerry Ziliak General Theory donated by Electronic Times--???
- (6) "MARC" shirt donated by MARC--KE6UUD Bill

DOOR PRIZE DONATORS WERE:

"MARC", Mike Naron, Billy Hall, Ray & Bonnie Davis, DeWitt Morgan, Heather Williams.. Thank you all so much..

Boy what a pair of ticket pullers: KD6NXC John & KD6OFQ Bonnie...They tried to do good.

Now let me tell you our waitress Billi had her hands full with 70 odd people to wait on. She kept the cooks busy tossing the MARC orders at them. Fantastic job Billi.... "Thank You so very much."

We also would like to THANK the Lake View Cafe for all their kindness and patience in serving the MARC group.

*****SPECIAL-----SPECIAL*****SPECIAL
For the MAY ANNIVERSARY MEETING there will be a TM-V7A MOBILE RADIO for our GRAND PRIZE RAFFLE. Tickets on sale at the meeting for a \$1 ea. Get your tickets at the May meeting.

COMMENTS FROM THE SECRETARY/TREASURER:
BONNIE KD6OFQ(zyp@juno.com)(zypkd6ofq@earthlink.net)

We found the following new members in the Easter basket: 4/17 KB9ISE Deb Schall from Milwaukee, WI, 4/18 KD6EEI Ron Moran from Yucaipa, CA, 4/18 WB6BNJ Brian Warshaw of Claremont, CA., 4/28 KF6PRZ David Pais & KF6PSA Sandy Pais from San Diego, CA, 4/28 WD4EBG Raul Pla from Miami, FL, 4/29 KB0VIC John Barnett from Lakeville, MN, ... 5/1 KC0COP David Walker of Aspen, CO, 5/1 KB3KV Wayne Albert of Greensburg, PA. WELCOME ' to "MARC", we hope you enjoy our meetings, charity events, newsletters and just plain old friendship. We as MARC are here for you if you need assistance in technical radio or motorcycle questions, moral support, just whatever your needs might be, we will certainly try to fulfill them.

THIS IS JUST A LITTLE REMINDER TO OUR BOARD & STAFF--IF YOU CAN'T BE AVAILABLE FOR THE NET JUST

LET US KNOW SO WE WON'T CALL FOR YOU AND KIND OF STUTTER WHEN WE DON'T GET A RESPONSE. WE THANK YOU SO MUCH.

I really want to "THANK ALL THE MEMBERS WHO MANNED THE BASE STATION" for the CCRR. You did great even though it started out slow, nothing like last year but we still wrote quite a few citations. I think all personnel got to write at least one. In Fact EVERYBODY did Very GOOOD. We had a lot of first timers out there but you would not have known it with the professional attitude they gave forth.

Now let's see we do have five new hams at least that I know of: KF6QPA Deb Bowers, KF6QPD Willie Douglas, KF6QPH Matthew Morgan, KF6QPK Michael Read & KF6QPL Ron Read, Jr. I guess you can tell they all took the test at one place(Electronic Times)

"IN MEMORY"

Holding you close in thought and hoping that time will ease your Sorrow we of MARC express our deepest sympathy to Michael Mercado & Family and to the Ron Read Family in your recent loss.

THIS IS AN ALERT NOTICE: THE AREA CODE HERE AT THE DAVIS HOUSEHOLD WILL CHANGE FROM (714) TO (949) AS OF APRIL 18TH. THE REFERRAL NOTICE WILL BE GOOD FOR SIX MONTHS ONLY. SO TAKE NOTICE....

Now a get well to all those who have had recent surgery, going through surgery, and on the healing list. This means you, too Dollie.

Newsletter items for June will be due June 3rd, 1998.

Thanks to all members who sent material in for the May newsletter. A special thanks to KC6ZOZ John & KF6HJT Teri Edwards & KD6FHN Ray who helped me finish up the April newsletter. Sure makes for faster finishes.

"HAPPY MOTHER'S DAY TO ALL MOTHERS IN ALL FORMS."

A Mother laughs our laughter, sheds our tears, Returns our love, Fears our fears, She lives our joys, cares our cares, And all our hopes and dreams she shares.(Julia Sommers)

Hello to all MARC members from the E-MAIL Check-in Lady!!!!

I'm really excited about the latest Quarterly Check-ins... We continue to improve in the amount of responses that I get back.. This quarter we have had 137 individual check-ins. Not 100% yet but we are doing better each time. The new system seems to be working like we hoped it would. Remember folks that your responses help Bonnie and I keep all the addresses straight and accurate and the records up to date.

If you do have a new or change of E-MAIL address during the quarter, we would appreciate your notifying me, dollieb@earthlink.net, along with Ray KD6FHN, DeWitt KM6UK and Bonnie KD6OFQ to insure that the change will be made in all the pertinent places.

THANKS EVERYBODY FOR YOUR FANTASTIC COOPERATION THESE PAST TWO QUARTERS!! PLEASE KEEP UP THE GOOD WORK!!

73 and 88 where appropriate.

DOLLIE

dollieb@earthlink.net

KD6ERC

ACTIVIST REVIEW

A publication of **AMA**

This Month: AMA Board takes action against discriminatory helmet bills, Congress tells NHTSA to get out of lobbying business, and more...

March 19, 1998

AMA Board Votes to Oppose Discriminatory Legislation

The American Motorcyclist Association's (AMA) Board of Trustees has voted to oppose any legislative initiatives that place further government restrictions on motorcyclists while loosening current state helmet-use requirements.

This action by the board, taken at its February 21 meeting, was in response to a growing number of bills being considered by various state legislatures, most notably in Kentucky, Florida and California, which would require motorcyclists to obtain health insurance in order to legally operate a motorcycle without a helmet. The trend of trading additional governmental mandates for more relaxed state helmet laws began last year, when motorcyclist rights advocates in Texas accepted additional health insurance requirements in exchange for legislation weakening that state's helmet law requirements.

The AMA believes that by accepting health insurance mandates in exchange for the ability to ride helmetless, the supporters of these bills are conceding--erroniously--that motorcyclists, and the costs related to their potential injuries, are a drain on taxpayer dollars. In fact, studies completed by the University of North Carolina's (UNC) Highway Safety Research Center have shown these claims to be false.

UNC researchers examined health-care costs between helmeted and unhelmeted riders, as well as motorcyclists

and other motorists, and found that motorcyclists are just as likely to be insured as other motor-vehicle operators, and the costs of their injuries are actually slightly lower than other accident victims. Additionally, the presence or absence of a helmet was not shown to affect injury costs.

The AMA Board of Trustees resolution states: "The American Motorcyclist Association reaffirms its position in support of voluntary helmet use. The AMA opposes provisions conditioning rider choice on economic criteria such as, but not limited to, additional insurance coverage, which is based on the negative and incorrect view that motorcyclists are a social burden. The AMA believes that accepting such requirements is contrary to the long-term interests of motorcycling."

"We have supported, and will continue to support, helmet-law repeal efforts that allow adult motorcyclists to evaluate safety issues for themselves," notes Robert Rasor, vice president of AMA government relations.

"But under no circumstances will we accept the notion that motorcyclists, helmeted or unhelmeted, constitute a financial burden of any sort on society. The facts don't support this claim, and we will oppose any legislative provisions based on claims like these."



Senate Highway Bill Amended to Include NHTSA Lobbying Ban

The Senate highway reauthorization bill, titled the Intermodal Surface Transportation Efficiency Act of 1997 (ISTEA II), was amended yesterday to include language curtailing helmet-law lobbying efforts by officials of the National Highway Traffic Safety Administration (NHTSA).

Last year, representatives of the AMA and the Motorcycle Riders Foundation (MRF) learned that NHTSA had signed a \$149,000 contract to produce a media package intended to persuade state legislators to enact mandatory helmet laws. Additionally, it was learned that NHTSA officials had actively lobbied many elected state officials in support of maintaining mandatory helmet laws for adult motorcyclists.

In a discussion, noted in the Congressional Record, between two of the amendment's co-sponsors, Sens. Carol Moseley-Braun (D-Illinois) and Ben Nighthorse-Campbell (R-Colorado), Sen. Moseley-Braun pointed out that NHTSA's lobbying campaign was in conflict with the stated intent of Congress. Two years ago, Congress approved legislation to remove federal mandates penalizing states that did not enact mandatory helmet laws.

"At that time, Congress determined that the issue of motorcycle safety was



"Also, ABATE of Illinois, ABATE of California, and the MRF should be recognized for their hard work in promoting the adoption of this amendment. This is just one more example of what can be accomplished on Capitol Hill through cooperative effort."

New Jersey Approves 65-mph Speed Limit

The approval of this legislation leaves only two states, Connecticut and Hawaii, plus the District of Columbia, still at 55 mph.

Green Sticker Payback

Fine demonstrated that the state had never even entered the loans on its books, saying that this lack of bookkeeping was evidence that the state had no intention of ever repaying the money. So Fine asked that the court force the state to do exactly what OHV enthusiasts



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BB / *Los Angeles Times* Sunday • April 1998

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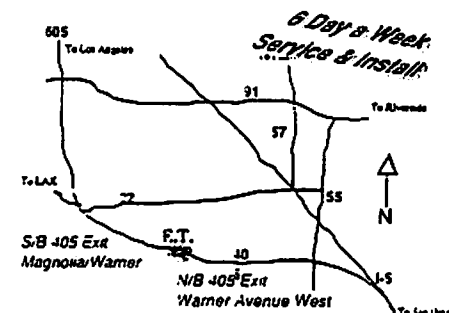
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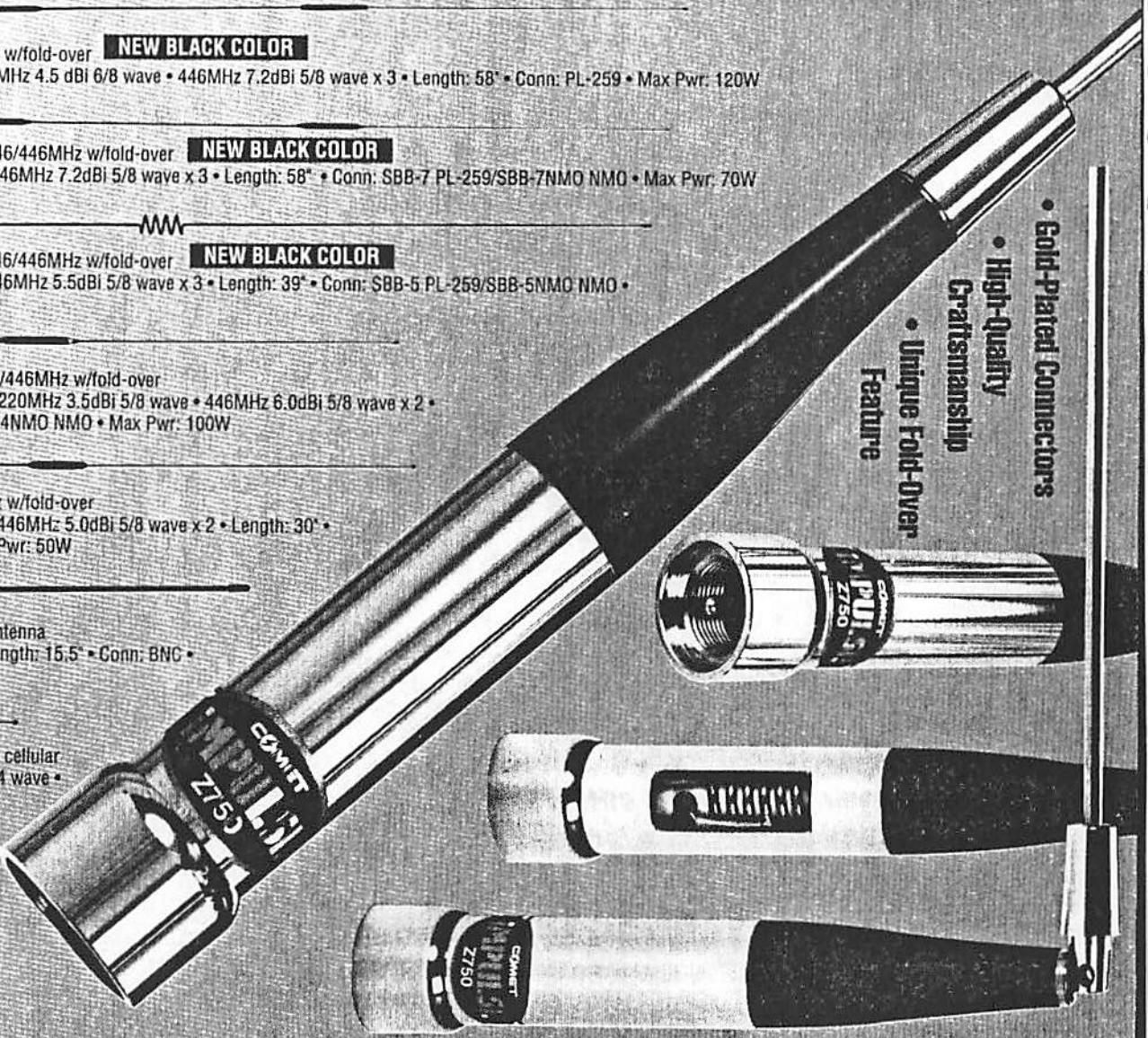


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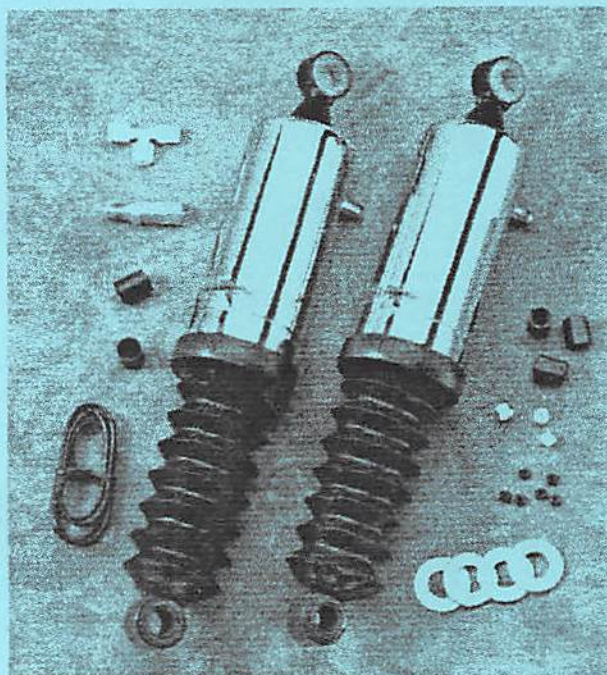
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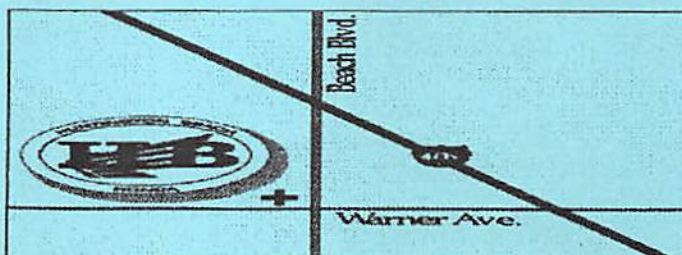
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