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AUGUST/SEPTEMBER 1998

FROM THE PRESIDENT'S DESK:

If you recall, I finished the June/July newsletter article on my laptop from a motel in Adair, IA the day De Witt & I finished the Historic Route 66 Ride in Chicago, IL. That was the evening of Saturday May 30th, Memorial Day.

Well a whole lot has happened since then. Everyone remembers that yours truly crashed his beloved Gold Wing (Old Faithful) East of Tucumcari, NM on Sunday May 24th. "Old Faithful" is gone and I am without a motorcycle. The first time in 51 years.

To fill everyone in on what happened after Saturday May 30th in Adair, IA, here goes. When De Witt & I got up Sunday morning, he had decided to head for CA and I decided to head for Mitchell, SD. There was already reports coming in about the terrible tornado that hit Spencer, SD just 30 miles East of Mitchell. I said the good-byes to De Witt and headed for Mitchell. I figured to be in Mitchell by noon and about 300 miles. From Adair on I-80 West to I-29 North to I-90 West. When I got to the Spencer, SD turnoff from I-90 I took off toward Spencer to see the damage. Of course, the National Guard, Highway Patrol & local Sheriff's Dept. were not letting anyone get close. But I had to try... There were rescue & news helicopters coming and going. A few days after I got to Mitchell, I did actually get close, within a few hundred yards and saw all the destruction.

I mean total destruction of that little town of 300 people. Having been raised in SD. I had seen the results of smaller, less destructive tornadoes, but nothing like this.

I spent five days in Mitchell and then headed for CA when I saw what I believed to be a clear opening all the way to CA. Boy, was I wrong about that. Now you have to picture "Old Faithful" that I had crashed on the Route 66 Ride and finished it. That De Witt and I had used all this duct tape to hold it together, and it was still going strong. It just looked like hell. The ride from Mitchell to Grand Junction, CO was another one of those real riding experiences. One that you will not soon forget, that will get you the most stupid rider award every time. Remember this is the first week of June in SD. It's supposed to be warm. Well I ride all day with a long-sleeved T-shirt, a heavy sweat shirt, heavy jacket and Levi's along with my light rain gear.

I get light showers all morning off and on and the high temperature to 58 going West on I-90 to 83 South to I-80-I-76 going into Denver. About 30 miles out of Denver I am talking to a guy coming East into Denver from the Eisenhower Tunnel, on a Denver two-meter repeater. He was saying that it was a little cool up there and a little rainy but no problem for a motorcycle. I should have asked him if he ever rode a

motorcycle. Big Mistake. I say to myself, well I don't have to go that way. I can go South out of Denver on I-25 and miss that mess.

When I get to the I-76/I-70 to I-25 interchange there is an eighteen wheeler tipped over two miles south of the interchange and all south bound lanes are backed up past the interchange. So I say, what the heck, head for Eisenhower Tunnel and no delays.

It had snowed that morning in Denver for only the fourth time in June in recorded history. I was also listening to an AM or FM station and still getting information via the 2-meter radio.

It was about 60 in Denver as I passed through. From then on it cooled down quickly as I proceeded West toward the tunnel which is at about 10,000 or 11,000 feet altitude.

As I got to Idaho Springs it began to rain and it was 38 degrees. By the time I got to the Silver Plume turn-off, the rain had turned to snow and it was 31.8 degrees. Now a little slush was beginning to build up on the road so I was riding with both feet down, letting them slide along like outriggers. The snow was freezing on the windshield so I had to stretch up to see over the windshield while keeping both feet down to stabilize the bike. As it turned out I could follow behind 2 or 3 eighteen wheelers and do okay as long as I kept the motorcycle in 5th gear. If I put it in

Fourth, the rear wheel would start to spin. The slush was building up on my boots and rain-gear and freezing.

The only encouraging thing I saw was, every once in awhile I would see a couple of motorcycles going the other way. Then I knew it was OK, that it must be better on the other side of the tunnel. When I finally got to the tunnel it was slick for the first 100 yards or so and then it was dry.

When I came of the West end of the tunnel, it was more snow and slush, but very soon after that as I went down the West side of the pass it began to warm-up. Then I saw it, blue skies ahead. It wasn't long until it had warmed up to 60 degrees and there were clear blue skies. Another close call, but Old Faithful and I had survived another harrowing experience.

I had come over 800 miles that day to Grand Junction, CO. The next day I went on in to the house in Irvine without further incident. Little did I know that it was to be the last big ride on Old Faithful. She now had 219,000 proud miles on her.

After getting home the insurance company was called and they came out and took pictures of the damages and an estimate from Huntington Honda did her in. Several days later the insurance company gave me an offer I couldn't refuse. It took me two days to strip all of the accessories off. Two days after that they came and took her away. I shed some mighty big tears as they chained her down on the flatbed truck. That 1990 Goldwing had been a big part of my life for eight years and now she will be gone forever.

I will be going in for hip replacement surgery sometime in late August so I see no reason to run out and buy another Gold Wing right away. If all goes well, I will start looking for another bike about tax time next year.

So now obviously, I am not going to be able to ride all those other rides I had planned.

NOW BACK TO THE REAL WORLD.

We need the reports from the two volunteers that took the two sets of ADONIS USA headsets for testing. The Vice President of the company called to ask how the testing was going and I had no answer for him. I had promised him that we would have the testing done by the time we had our August MARC meeting.

August is the month that we start getting ready for the upcoming charity events. And there is plenty to do before we head into October and November busy season.

It sounds like Ken N6KBI and Sue KE6WCA are not having real good results with the HF nets lately according to his reports on Tuesday nights after each net. See the HF report elsewhere in the newsletter. Hopefully things will improve when everyone gets home from vacation and the conditions get better.

Since we didn't have a MARC meeting in July, we were wondering if anyone showed up anyway. So far no one has come forward to say anything.

We did have a meeting on the 2nd Saturday of July, however, SCARA had their meeting at Flo's at the Chino airport that day, since we were not having a MARC meeting. There were 34 SCARA members there at one count of which 23 of them were MARC members. So I guess we did have a meeting of sorts. Don't go to Flo's to eat if you are on a diet. They have the best darn biscuits and gravy around. Even a half order is hard to put away.

Bonnie and I have taken the rest of the summer to relax a little. Now that she is back from her dad's place in Ohio and the motorcycle is gone, we are just taking a break.

Billy N6EDY and De Witt KM6UK have put together a group of MARC volunteers to do the Wednesday night 440 net. Everyone of these volunteers have done a spectacular job. They all say that they are a little hesitant to try it, but it sure doesn't sound like it. By the end of the net they sound like pros.

The next MARC meeting is this coming Saturday August 8th. Just thought I'd mention that.

On the first Saturday of the month, Saturday August 1st is the next SCARA meeting. But no place had been announced. By the time you read this, it will be history anyway. The September SCARA meeting is Saturday September 5th, Labor Day weekend.

The Orange County MS150 is going to be Saturday and Sunday October 3rd & 4th. Since there is not going to be a September newsletter that means there will not be another MARC newsletter before the MS150. So all the information will have to be put out over e-mail or at the August & September MARC meetings.

I sure wish I could have been riding more this summer. But my right hip wouldn't have allowed it anyway. I was having trouble getting on and off the motorcycle even before the Historic Route 66 Ride. De Witt and I did have a great trip together, but he can tell you that I was having trouble walking. At night he would have to put the bike on the center stand for me. So I guess it's time to just go have it fixed and get on with rehab so I will be ready for next summer, hopefully with a new Old Faithful.

"SAFE RIDES AND CLEAR FREQUENCIES"

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"TRAINING -IN DEPTH" **(From the Board of Directors)**

In the military, to fulfill the leadership positions in the event of some emergency or loss of personnel, we always trained in depth. Someone was prepared to come forward, pick up the pieces, assess the situation, and then "carry on" - Toward the successful completion of the mission.

We don't expect to lose any of our "coordinators" to a stray sniper bullet, or incoming artillery rounds - But we do need to prepare "in depth" for any number of emergencies that can, and do happen. As an example - What if the "mission coordinator" overslept, or got a flat tire on the way to the "meeting place". And there was no one there to make assignments and tell the members what to do.

With that in mind, the Board of Directors want to make sure that we have enough "Assistant Coordinators" to adequately "staff" any of the support missions that MARC participates in. Providing the mission "Coordinator" with enough "assistants", should "spread the work load", and make the job easier for all concerned. Further, it should provide a "cadre" of members who are knowledgeable about the present mission", and who can continue to function in the event of some unforeseen situation or emergency.

We do this to some degree now - But we wish to make it a "policy" that each "Coordinator" has at least one or two Assistants to help him perform the present mission - and to train "in depth" for "future missions".

Mission Coordinators should be on the "look out" for ways to utilize "assistants", and to recruit members to join the "task force" -And further, to keep everyone informed, and trained, so that they can perform each others jobs if necessary. Consequentially, MARC members who wish to be considered to serve on any particular "mission assignment" should convey that desire to the President, or to the "Mission Coordinator". Any such assignments will be made at the "discretion" of the Mission Coordinator and the President of MARC.

Billy **N6EDY**
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There are three ways to get something done—do it yourself—hire somebody to do or forbid your child to do it. (anonymous)

Most of the energy in the world has been used to move things around.(Orange CO. Register Trivia)

By De Witt Morgan, KM6UK

"WHEN I ASKED YOU IF YOU COULD DO WINDOWS.....
I WAS REFERRING TO SOFTWARE!"

This could be a very short report as HF activity has not been "active".

The month of June had nine check-ins on 20 meters and four on 40 meters and all 13 were six people AB5GR Ed, N0XCT Bob, K133KV Wayne, KA3HED Gerard, KD6FIIN Ray, and KM5HE Doug (a visitor) For the month of July, two check-ins on 20 meters-N0XCT Bob and K5RWS and one check-in K5RWS also made it on 40 meters.

It is a good thing that I had lots of other activities to keep me busy. We had our son and daughter and their mates visit for about two weeks and really got to show off our part of AZ. We visited the Grand Canyon, Sedona and the old town of Jerome. We went on picnics and several fishing trips that resulted in fresh trout for dinner. Prescott has a big todo every 4th of July and we all went to the "oldest rodeo in the world" along with a great parade not to mention the many fine eateries we tested out. I have been able to go on mini trips on the trike up to about 200 miles at a time so at least I got in the wind. On several occasions, after the kids left, Sue and I have ridden up into the pines and have had lots of enjoyment out of the beauty all around us.

Sue and I have also been busy designing our new home and are in the middle of getting bids and picking out lots of new house stuff. This both fun and frustrating. Many times we have talked about having all the gang up to the new place for a MARC breakfast. We miss all of you and the great friendships we have in MARC.

HELP!! If anyone out there has the Yaesu 101E or probably any of the 101 radios, I need to know **WHAT ARE THE PIN CONNECTIONS ON THE "ACC" PLUG.** I purchased an estate with the full 101 set-up but THE ACC plug is missing. I know that it must be in the radio in order for the radio to work.
ANY HELP WILL BE GREATLY APPRECIATED.....

I hope you all have had a good summer.

THE HF NET WILL BE OPERATED ON UNIVERSAL TIME. THIS MEANS THAT THE 20 METER NET (14.340) WILL START AT 00:00 HRS AND THE 40 METER NET (7.290) WILL START AT 00:30 HRS. FOR THOSE OF YOU IN THE CA. THAT IS 5 PM PDST AND 5:30 PM PDST.

73 de Ken N6KBI & Sue KE6WCA
ken6kbi@goodnet.com

Did you know that—A grasshopper has five eyes. (OC Register Trivia)

Hello All,

Well I rode the Harley yesterday to the Hamfest at Fox River Radio League. It was the first time I had ridden in a month, rather unusual for me, but I am under Doctors orders "No riding or driving" as I have injured my back, and am having quite a (painful) time with it.

Anyway, I rode to the "FEST" met up with James N9UZC, and Norm N9ZKS. We handed out flyers, talked up MARC to anyone that would listen, and in general enjoyed ourselves. At the same college, but on the other side there were hundreds of bikes, in a charity run for children. Norm took some flyers over, but said it was a mad house. He did however manage to find two hams and give them brochures. One was a Goldwing mounted Police officer. After the fest Norm rode to Rockford with Marsha and I to meet up with his wife and daughter. A short story but I enjoyed the day.

I was asked to query if your group uses a banner or?? We thought it might be easier to find us in such cases as today at the HAMFEST where we had a booth set up to promote MARC.

I have finished the (mechanical) installation of the dual band and antenna on the Harley and it works well. I still want to integrate the speaker into the main radio system, but will have to wait until I can bend over and lift etc. till back gets better. I have written up an article on the mechanical part of the installation which includes photos and a blueprint.

IL/WI MARC will meet the 22nd of August, at 8:00 AM at Cherry Vale Mall, at **BAKERS SQUARE** on the North West side of the mall. From there we plan to ride to AES in Milwaukee to see what radio equipment they have on display etc. from there?? Whatever the group wants...

For September, we plan on attending the Greys Lake super fest. This is one of the areas larger Hamfests, and is always a good one. We may have a MARC table there too, not sure yet.

The Balloon Rally I ask for help on each year is coming again in September. I always need help there if anyone is available. It is the children's homes only fund raiser, and if you like Hot Air balloons, it is a blast.

Marsha and I are leaving for Sturgis around August first. We are not going to stay so long this year, as it is getting so crowded. If anyone wants to meet, we will be monitoring the local repeaters when mobile.

73 Paul
peplasters@rockford.com

WA9FFL

Most of us are out and about at this time of year. I have thought of the preparing time and trip and then its the post time after the trip. We go around each day in our ruts as some of us call it. Schedules and time crunches, scurrying from one catastrophe to the next.

We have a goal to pay the house and heating bills. Then summer arrives or some break in the action. We prepare for the time away. Pack our bags and hope we don't need the tire pump. Yes, a little different than the average tourist. Packing a motorcycle is almost as much fun as riding. The challenge to get everything in there and the concern of what you didn't bring.

Trips are done all the time in the last part of this century. We take them for granted and it wasn't that long ago that our forefathers made one trip and that was just over the pond to this country.

Soon our rip/vacation is gone. Or is it??

I just returned from a small four day trip. Amazed that it's over and thankful again for the safety and joy of riding. Then the postlude hits. For instance, a week ago I was in my tent listening to the rain up on the North Shore of Lake Superior. Yes back in the rut but looking back or reflecting on how "time" slowed down.

So is it better to take that long trip? To me it seems that the short trips last longer in the mind than the big trips. Heading across country is great but soon we are stuck in another rut trying to get to that destination. Cutting into our sleep and eating patterns.

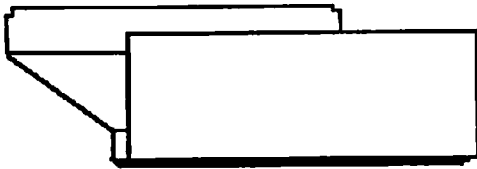
As I write this maybe I am learning something. The smaller trip, might be the vacation we all need. Even if the rain does come and tries to spoil an evening ride. It's that forced vacation time in the tent that slows us down to reflect. And the reflecting after our week is done and we are home again which gives that finishing touch to the week away.

TIM LINDSTROM
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(Minnesota where this year the mosquito is the state bird!!)

KB0RTZ



I took a sheet of Aluminum (approximately 1/16 inch) and bent it into the shape shown in the drawing attached.



If you can find a heat strip, and good plastic, you can bend one piece of plastic to form the front, top and back of the cover. that would be an improvement as the extra "angle" material obscures the view. Although, since it is only used in inclement weather, I guess the rain on the face shield is just as much of a problem.

The attached pictures should provide a good idea of the design features. Hope someone finds the idea useful. 73

Submitted by: NORM HUBER N9ZKS
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SPECIAL NOTE:

MARC HOME PAGE ADDRESS:
<http://www.calgary.shaw.wave.ca/~dpushie/marc/>

MARC WEBSITES:
<http://www.telusplanet.net/public/afriesen/marcmemb.htm>

HARLEY-DAVIDSON REUNION/RALLY

This Harley event is held every five years. It is segmented into three functions....The Ride, The Rally and the Reunion.

The Ride took place June 2nd to 9th. There were a total of six major groups heading into Milwaukee. The groups are California, Washington, Canada, New York, Florida and Mexico City via Texas. The six groups arrived on June 9th with an estimated 50,000-75,000 Harley riders.

The Rally is the 15th Annual Harley Owners Group rally at the Milwaukee State Fair Grounds, June 10 -12 with the Reunion on June 13th at Milwaukee Henry W. Maier Festival Park.

DAY ONE—TUESDAY JUNE 2ND

Riverside CA. to Kingman AZ.— 289 miles

Well, every trip starts with the first crank of the throttle. Left the house at 6 AM and arrived at Riverside HD for the 95th send off. The surprise is that Willie G. Davidson and members of the renowned Davidson family are leading the Southwest group. The first leg is from Riverside to Victor Valley HD, Victorville, CA. With Willie G and entourage in front and 200 behind them, the first leg was a little unorganized and chaotic—bikes everywhere and at all different speeds. At several times there were bikes in all four lanes careening up the Cajon Pass.

My group of three split away from the masses. From Victorville it was groups of 1-20 putt'n' down the road. Rides like this tends to encourage many that are new to motorcycling and/or are ignorant of touring. Like the guy who ran out of gas 30 miles to Needles and the lady passenger who got a heat stroke. She ended up riding in an 18-wheeler to Needles. We leave the herd at Needles and take Route 66 to Oatman where we had our first beer stop. It was hot, hot, hot around 95-100 degrees. Evening ended at Kingman HD with a rock n roll band, free BBQ featuring Buffalo burgers and free beer.

DAY TWO—WEDNESDAY JUNE 3RD

Kingman, AZ to Flagstaff, AZ 144 miles

Rides like this are fun because people stop and talk to you about the old bikes they had and the adventures they had. Kids wave at you with every passing car. The local news is featuring the ride so people are aware of why we are here. Several super-stations have reporters on the ride so daily events are being broadcast nightly. Our group also has riders from Milwaukee, New York, New Zealand, Australia and Germany. Most of the group is riding with the Harley-Davidson head honchos. A lot of riders want to say they rode with Willie G and have their pictures taken with him. The problem is the ride gets real crazy around the head of the pack as riders try to jockey to ride

next to Willie G. There is a structure around the lead motors with ride captains keeping the leaders safe from us riff raff.

At 7:30 AM we left Kingman AZ with around 200 bikes. We left the main group that stays on I-40 and jumped into Route 66 through Hackberry, Valentine, Hyde Park to Seligman. The first thing we noticed as we left Kingman was a steady 30-40 mph head wind. Old Route 66 turns into I-40 all the way to Flagstaff AZ arriving around 10:15 AM. We checked into our Motel 6 and then headed north on 89 to Cameron (great with the wind at our backs) and West into Grand Canyon National Park. What a big hole in the ground. We finished the day exiting the Grand Canyon on I-180 South back to Flagstaff with more wind. Traveled a total of 363 miles.

The Flagstaff Harley-Davidson dealer had an open house and the place next door was a biker bar and diner. We finished the day meeting many new friends and listening to a great blues band.

DAY THREE—THURSDAY JUNE 4TH

Flagstaff AZ to Albuquerque NM. —327 miles

The day started at 8:30 AM with high tail winds. Cool but not a hard cold. Fifty miles outside of Flagstaff we stopped at the Meteor Crater. It's another big hole in the ground but not as big as the Grand Canyon. The Grand Canyon was huge and majestic and breathtaking and it took millions of years to make. The Meteor Crater took five seconds to make and is amazing in a totally different way. It was created by sheer force. A huge impact!!

The ride on I-40 East to Albuquerque took us till 4 PM. We were on the remains of Route 66 passing Winslow AZ, The Petrified Forest AZ, Gallup NM, Grants NM and into Albuquerque NM. The big HD party at the Civic Center was full of food, beer and fund raising for the MDA. There were Indian dancers, a Mexican mariachi band, hard rock band, old potbelly bikers and biker ladies with very short skirts. What a mix!!

So far bikes are running fine. We travel around 70-75 mph. Fill our five gallon tanks every 160 miles. The latch on my Tourpak broke and the local HD dealer did not have one in stock. I'll look for one in Colorado Springs tomorrow.

DAY FOUR—FRIDAY JUNE 5TH

Albuquerque NM to Colorado Springs, CO 375 miles

Today started colder—around mid 40s. Left at 8 AM from Albuquerque, taking I-25 due north to Santa Fe. From Santa Fe we rode on a two-lane road, 285 north, along the Rio Grande River up to Taos, NM. Taos sits in a valley with towering snow-covered mountains on one side. Outside of Taos we take 522 north and cross into Colorado. Our beautiful blue skies and cloudless streets turn to solid overcast. By the time we get to Ft. Garland it starts to rain. We stop to put on our rain gear

then head east on 160 to Walsenburg. Now we are in fog-wet drippy fog with 50-75 foot visibility. We slow to 25 mph and ride 30 miles in the fog till we reach Walsenburg and I-25. From there it was 90 miles to Colorado Springs. After leaving Taos, we did not see one other Harley till we got back on I-25.

DAY FIVE—SATURDAY JUNE 6

Colorado Springs CO to Hays KS—321 miles

We are over half way there. Today was another short ride day only 321 miles. There was a 7 AM breakfast with Willie G and his family at a park near Pikes Peak HD. Around 1200 bikes left at 8 AM with Willie G. I-70 was a bikers highway.

This is the beginning of the Midwest flat lands. We leave the Rockies at Colorado Springs with heavy overcast. Pikes Peak is totally covered. The high flat plains are lush and green because of all the recent rains. The road is straight and we motor miles and miles through wheat fields, farms & ranches. There is something magical about a small group of Harleys riding close together. The engine has a resonating and peaceful roar as we move at 70 mph down the road, in and out of turns and corners. It's like a synchronized pack of wolves running through the canyons leaning to the left then to the right. Every little town we slow to 25-30 as folks wave as we pass through.

Our little group of three bikes left the main pack to ride off the interstate. We know we are going to be in large groups as we get closer to Milwaukee. So now we chose to leave the official route (interstates all the way) and pass through little towns and villages, eat at places like Mom's Diner. We took State 94 due east through Yoder and Punkin Center to Arroyo, CO. At Arroyo where we intersected US 40 through Kit Carson and Cheyenne Wells, CO. Around 11 AM we cross into Kansas and 35 miles past the border we cross into the Central Time Zone. At Oakley we went onto I-70 and finished the day with 110 mile ride to Hays KS.

The local radio is promoting the ride and the Harley group will be in town tonight. Hays, KS— a small berg on a freeway in a flat state. This is what we were expecting. The map shows a very little dot on the highway. Well this turns out to be the best evening of the ride so far. We kind of thought something was different when 30-40 miles outside of town we started to see groups of folks parked off the side of the interstate (in wheat fields & pastures & overpasses) yelling and waving as we rode towards Hays. This didn't happen five years ago until we got to Wisconsin. The local HD dealer and towns people went all out, hosting a German style Oktoberfest in June. The local park had a beer garden, BBQ, knockwurst, BBQ turkey legs, a hard rock band and much, much more. Beer was \$1 and the food was very reasonable but even better the entire town came out to welcome and meet the bikers.

Willie G and his family strolled around talking and relaxing with the people.

It was a wonderful small town event.

Tomorrow is a breakfast and an estimated 2500 bikes will leave to Kansas City, MO.

DAY SIX-SUNDAY JUNE 7TH

Hays KS to Kansas City MO-271 miles

Very short day. Started in nice cool weather leaving Hays around 8 AM with Willie G and the HD official ride leaving 3-4 minutes after us. Folks for 50 miles were crowding the 10 overpasses, pasture fields and sides of the roads watching the Harleys leave Hays.

The ride was short because of the afternoon Kansas City Harley Davidson Sportster Assembly plant party. They had tours, expensive food and a MDA fund-raising auction. It was interesting to tour the facility but the Harley coordinated food & activities were a disappointment.

DAY SEVEN-MONDAY JUNE 8TH

Kansas City MO to St. Louis MO-252 miles

Today beats the record for challenging weather. Woke up at 3 AM to rain outside the room. Rolled over, went back to sleep. Got up at 4 AM, on the road by 4:30 AM. Wanted to be in St. Louis by 10:30 AM, with the rain I might not make it.

I left the main group to visit one of my clients in St. Louis. Took 29 south out of Kansas City with pitch black, minimum visibility, lightening, thunder and heavy rain. When visibility got bad I pulled off and waited for the rain to slow down. This happened 3-4 times. After 7 AM (the sun was up) I only had to stop once for gas and once for directions. Speed was limited to 45-50 during the rain and up to 65 when rain took a slight break.

One of the things I got for this and future trips was a Gerbing Heated Riding suit. It consists of a jacket, pants, gloves, socks and a permanent mounted thermostat. The entire system is designed to serve as a fully heated heavy duty rain and protective riding suit. It worked great for cold weather and light moisture in Colorado Springs, I stayed warm and dry. Today was quite different with six hours of heavy, heavy drivin' rain—the waterproof gloves lasted 30 minutes before they were soaked; however my hands were always warm. The upper body stayed dry for two hours, the crotch stayed dry four hours before the water got to that area. By the time I got to St. Louis the only thing dry were the feet. The heating part of the suit works great even though some parts were wet. I'll have to figure out a better way to seal the neck area from run-off water.

I arrived at the hotel at 10:15 AM, checked into room, hung everything up to dry. Changed to dry clothing, walked over to Berg/Viasystems offices. It was my first visit to client's office. Each year Abracadabra spend 7-10 weeks with these folks via daily

phone, modem, e-mail and FedEx. Now we know their work environment and the faces and voices of the people who run the company.

Nine o'clock news says sporadic thunder showers in the morning and evening. Looks like I might be catching up with the HD Ride in the rain.

DAY EIGHT-TUESDAY JUNE 9TH

St. Louis MO to Milwaukee WI-367 miles

The St. Louis Gateway Arch is beautiful during overcast sunrise. Like most large cities in constant change, the roads and the bridge leaving St. Louis is in repair. I'm leaving early to beat the morning rush-hour traffic and on ST 64 I get lost in the detours. Somewhere next to the Arch-64 intersects I-70 and I find my way back onto I-70, cross the Mississippi river. I think I'm now in Illinois. The sky is overcast and the horizon looks even darker. No rain yet... I only have 367 miles to go today to get to Milwaukee and I want as much road time as possible before the rain starts. A few miles outside of St. Louis I-55 heads northeast to Chicago. I'm a day behind the Central HOG Ride originating in Mexico City via Dallas and St. Louis. By the time I get to Joliet, IL it is raining.

The interstate looks like the one in the famous car chase scene. But on my ride I didn't see any highway patrol.. It's funny what you think about when sitting on a motor puttin' along at 70. Many motors are going north with groups as large as 100 passing me. But as soon as it started to rain many pulled off the road. Being in the middle of a group 30 Harleys we are approaching Milwaukee, every overpass has folks with signs, banners and US Flags. Yes they are out there greeting us in the rain.

I pulled into the Wisconsin State Fair Grounds at 1:30 PM. Looks like they are ready for thousands but I walk directly up to the very first window and register for the 15th HOG Rally. It was raining hard with less than 50 bikes in the parking lot. Willie G and the HD bigwigs were to arrive at 2:30 PM.

The rally package consisted of a rally bag, T-shirt, pin and because I'm a lifer, a special add-on lifer's pin.

Tomorrow's forecast is morning and night showers with thunder storms throughout the day.

DAY NINE-WEDNESDAY JUNE 10TH MILWAUKEE, WI — RALLY DAY 1

HOG FEVER!!!!

Since I was at the 90th in 1993, I had some idea of what would happen. There wasn't much music at the 90th HOG rally but this year there are 4-5 stages with live music all day and into the night.

I met with the others who had not registered yet which took them 1 ¼ hours. What happens next is just one of those things you see only at a Milwaukee National HOG Rally—miles and miles of Harleys parked tire to tire, crash guard to footpeg as far as the eye can see. Motors were coming in 5-6 entry ways. Twenty to thirty thousand HOG members registering with the registration line over a mile long but moving quickly.

The fair grounds were packed with leather to leather bodies. We spent many hours watching the cash registers overflowing at the HOG Mall. These HOG members were here to BUY. You name it, they bought it...

The Opening Ceremonies were held with the National Anthem and a flyby of a P-51 Mustang followed by introductions, a parade of over 400 HOG Chapter flags circling the race track. The Opening ceremonies was followed by an European stunt rider who does wheelies on a dresser—finalized with a special Buell Challenge 5race won by Bruce Springsteen! We spent the night rockin', snackin', samplin' Milwaukee's finest libations.

DAY TEN- THURSDAY JUNE 11TH RALLY DAY 2

Thursday is HOG Day at the EAA (Experimental Airplane Association) Museum and Pioneer Airport In Oshkosh-100 miles north.

We're ready—plans to leave the house at 7:30 AM putt up to Oshkosh, go through the EAA Museum, watch the air show and putt back to the Powertrain Operations Tour the back to the HOG Rally for the evening libations.

Well s**t happens!!! **RAIN-RAIN AND MORE RAIN**, didn't stop all day. Only 2-3 thousand showed up at EAA. This is one of the best museums on flight.

There was very bad traffic which leads to a very frustrating day as we headed back to the house, of course soak and wet. The weather limited us seeing and participating in about half of the activities.

DAY ELEVEN-FRIDAY JUNE 12TH GOOD NEWS - BAD NEWS

My plans were to go to the big twin engine assembly tour then to Suburban HD to meet some friends and return for the closing Ceremonies. My friends battery goes dead, he gets help from a n old lady—but Hal's HD, the closest dealer couldn't work on bike until late Saturday afternoon so he purchased a new battery hoping the problem was a bad battery as the Big Parade was tomorrow.

The 15th Annual HOG Rally Closing was held inside the Milwaukee Mile Race track. **DAY TWELVE-SATURDAY JUNE 13TH
95TH REUNION CELEBRATION**

The Heart of Harley!!

At 4 AM on a deserted freeway hundreds of motors are lining up for a once n a lifetime

ride. Some of these were in line as of last night after the ceremonies.

The freeway electronic traffic sign starts countdown at 90 minutes. By 8 AM there are 52,000 HDs waiting for "showtime"!

The sound is incredible, people are marvelous, crowds everywhere, as we ride through (at 15 mph) downtown Milwaukee. We end up at the Summerfest grounds with an estimated 75,000. Non-other than Jay Leno was the Master of Ceremonies.

Food, food, beer, beer!!! Entertainment galore from country to blues to rock to comedy.

DAY THIRTEEN-SUNDAY JUNE 14TH
Milwaukee WI to Mitchell SD-574 miles

We depart at 8 AM headed west to Madison to Minnesota to South Dakota with occasional showers. We hear on the news of a tornado touching down 75 miles south of Sioux Falls. We don't want any part of that.

DAY FOURTEEN- MONDAY JUNE 15TH
Mitchell SD to Casper WY-587 miles

Still raining we try to leave at 6 AM. I-80 is a long run thru prairies, miles of lush green rolling areas, Badlands National Park, Rapid City to Mount Rushmore ending in Casper WY and still raining.

DAY FIFTEEN-TUESDAY JUNE 16TH
Casper WY to Beaver UT-611 miles

Weather all out of whack!!! No where to go but into foul nasty weather. Heading west on 220 turning south to Rawlins WY to Salt lake where the freeways are torn up in their preparation for the Olympics. Rain, wind, lightening, thunder then snow as we approach Beaver. I look like a little Sasquach bundled up with face mask, helmet and dripping wet all over the lobby. "Get out of those wet clothes, give them to me, I'll put them in the dryer for you" says Lynette the owner of the Stag Motel. "You are in Room 4, I'll bring you some hot coffee." **INCREDIBLE!!!**

DAY SIXTEEN-WEDNESDAY JUNE 17TH

Beaver UT to Home-501 miles

No snow on the ground but cold!! Leaving at 7 AM knowing we will sleep in our own little beds tonight we ride into St. George, UT-the morning warms up heading towards Las Vegas NV where it is in the low 90s. Another adventure ends—Five years till the 100th Anniversary of Harley Davidson. Yes you can bet I'll be there!!!

DEAN TANJI
dtanji@aol.com

KD6HEL

CAPITOL 1000

Just an update from the Long Distance Endurance World. The Capitol 1000 was held the weekend of June 6th & 7th, a 24 hour event, base route was 1050, with lots of bonuses scattered throughout Virginia and Maryland (ie, the Washington DC area,

hence the name Cap 1K). This event was the first to include a "Speed Bonus", more accurately, a lack of excessive speed bonus, as a major part of the scoring. Thus, the riders that traveled the most miles, ended up far down the list of finishers. This bonus worked as follows, you were allowed to average 60 MPH for the 24 hours, with 5 minutes deducted every 100 miles traveled for fuel stops, 10 minutes deducted for every bonus (figuring it takes time to collect the bonus), and 10 minutes deducted for the midway manned checkpoint. So for a rider going after 10 bonuses, the target distance was about 1265 miles. With a base route of 1050, that left 215 miles for bonuses. I will be working up a write-up, but basically, I did pretty good, kept a steady pace (shooting for a 53 MPH average over the 24 hours)> Only one mistake, I underestimated my total distance, traveled 1322 miles. The mileage penalty was a progressive scale, the more you overshot, the higher the penalty. So if you were over by 15 miles or more, it was better to take a late penalty (2 points per minute), instead of the 3 speed penalty. Each minute late allowed you to travel an additional mile without a speed penalty. I basically nailed that part of it, arrived within one minute of the absolute best time (to minimize the penalties).

I arrived 54 minutes LATE, (was one of the last to finish) and imagine my surprise when I finished 2nd (20 points from the top). I lost many more than 20 points, due to routing errors (got lost a couple of times:^^)). On the other hand, I would have lost a couple of hundred points, had I showed up on time.

Bill Kramer
wrkramer@juno.com
97, 99 Iron Butt Rally

KF4KYY

YOU DID WHAT?????????

As usual, perhaps trying to emulate MARC's founders in their love of riding, I jumped on my bike heading to that far northern region of Illinois. I was testing a theory that you can carry almost anything on a big bike, so I tied on a Vetter Windjammer I was delivering to Jim (N9UZZC). Some day I'll get a trailer. I left on time (TOO EARLY) and so arrived 30 minutes early. No motor cycles, but about 20 MGs gathering for a rally. One was a ham and we discussed the cars and hobby awhile.

I tried to get a hold of Paul (WA9FFL) a couple of times both on the Rockford repeater (didn't seem to be able to pick up the repeater) and by simplex with no success. At 10:30 as the MGs left I gave up on anyone showing up. At that point I heard a QSO on the Rockford frequency with such good clarity that I rechecked my settings for PL and found it miss-set. When I

corrected that, I tried calling Paul again and immediately got thru to him. He was 75 miles north of Rockford on his bike.
Great installation, Paul.

I headed for Jim's location at the Fox River Radio League's support of a Field Trial (Cross country horse jumping) I arrived at the location after a little searching. It wasn't hard to find the are, just a little difficult for someone who had never been there to find the net control before I came out of the woods and saw the antenna. I had a great time. The riders and horse are trying so hard, the support staff is working so hard, all to have a great show. As usual, the support of ham radio was appreciated by the participants and officials. We fill a need and can have a good time providing help.

We still have a problem getting the Motorcycle/Ham community to realize we are here and to join us. I'll try one more time - If you are reading this and you are in the area, what would you like to do. I enjoy riding. I like to ride thru areas like the Fox River valley looking at the scenery, homes and even the commercial glitz. I have no fear of long days in the saddle but I'd rather limit a day to 300-400 miles with some sight seeing. As a scouter and a ham I also appreciate the value of Public Service. Combining them all is fun and worthwhile. Try it, You'll like it!

NORM HUBER
nihuber@ice.net

N9ZKS

BATTERY CHARGERS

Hello all. In between trips now, I got your request for info.

I am now an authorized dealer for a line of battery chargers. I will try to send you some information when I can but in a word (or three), they are the "float" type and will not overcharge or evaporate the water out of a battery over long periods of time. They will maintain a full charge indefinitely so that you can use the battery without having to charge it up and opt to replace it every season. The units are made and sold to the pleasure boating community and no one at the factory seems to be aware there is a need for motorcycles.

Maybe we can be that distribution for them. I will fax you what I have and hope you can use it.

Will chat later, have a good week, I will be at the Honda homecoming later this week maybe some MARC people will be there.

Many thanks 88

CURT SEATON
curtseaton@worldnet.att.net

W1FSM

FROM YOUR 50/50 LADY:

MIJO KF6BEB

(Mijobeb@aol.com)

Ushering in the summer for the net drawing were: 5/20 KE6WVA Tom Tammone, 5/27 KD6TBP Jean Safarty, 6/3 KE6VDY Windy Foss, 6/10 KE6SUW Gerie Brink, 6/17 KF6HZJ Sue Hebb, 6/24 KE6KGQ Jim Appleby. Blasting for July were: 7/1 KC6NNG Robert Lafond, & 8 KD6MVJ Pam Mc Intosh, 7/15 N6EDY Billy Hall, 7/22 WA6HUS Jim Wissman, 7/29 KF6QPD Willie Douglas. 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.

The 50/50 winners for June were: Billy N6EDY, Michael KE6GYC and John KD6NXC. Hope you don't spend it all in one place.

Other door prize winners were:

- (1) \$40 GIFT CERTIFICATE from Huntington Honda--K6SWB Stu
- (2) SWR MINI METER donated by Comet- KD6NXC John
- (3) CODE DECK donated by Electronic Times--WH6BJ John
- (4) SPECIAL TOOL SET donated by John & Mijo-N6QZT Mike

OTHER DOOR PRIZE DONATORS WERE:

"MARC", Mike Naron, Billy Hall, Ray & Bonnie Davis, Rich & Linda Martin, Shapiro & Leventhal Thank you all so much..

We had two special ticket pullers this month: Sean(Teri & John Edwards grandson from Colorado) & Donald(Bonnie's nephew from New Mexico) Thanks Boys you did good....

Many thanks to Billi our waitress, we gave her a break since we had no meeting in July.

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

COMMENTS FROM THE SECRETARY/TREASURER:

BONNIE KD6OFQ(zyp@juno.com)(zypkd6ofq@earthlink.net)

"NO NEW MEMBERS IN JUNE"

WELCOME ING TO "MARC" FOR JULY WE HAVE:

KF6QHJ Rex Cheng of Redondo Beach, CA--KD5BA Al Fox & KC5ZCK Lois Fox of Enid OK--KG0LM Henry Zweighaft of Niwot, CO. 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. ****

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

Well I must say the "MARC" members who volunteered to do the net for the summer months DID "GOOD". Just like old pros. The volunteers were: John & Mijo Reynolds, Bill & Wille Douglas, Dave Hoffman & Susan Malaspino, Gwen Pryzbylo(Michael), Rick Bowers(Judy) and Billy Hall. We deeply appreciate your time and efforts.

DON'T FORGET THERE WILL BE SIGN-UP SHEETS AT THE AUGUST/SEPTEMBER MEETINGS FOR THE MS 150K & THE LOVE RIDE. THERE WILL BE NO NEWSLETTER UNTIL OCTOBER.

I hope you all enjoyed the month of July since there was not a meeting and you could have some off-time from MARC. My vacation was too short and cut short due to Ray's health problems. Yes I got to Vegas in two days and yes I put in one long day (1258 miles) but I wanted to avoid the July 4th traffic which meant no traveling so I stayed in Vegas with my babies.... The time here now has been kind of up-in-the air stuff.

I will be glad when Ray's surgery is over with and he is over the mend. Yes his surgery has been scheduled for August 28th, 1998. So we may not be available again for awhile when that happens and may need net volunteers again.

We are thinking of and love each of you that are in ill health, those who are needing surgery, those who are on the mend and those who have healed.

May the sky be blue above you,

May the sun come shining through,

And on every day hereafter may good fortune smile on you!

"THANKS A BUNCH"

Hey everybody, thanks for all your support on returning your E-mail check-ins.

We have 132 so far this quarter. But it's never too late to send them in. I'm still looking for 100% returns. If you haven't done it yet, PLEASE, just drop your name/s and call-sign/s to dollieb@earthlink.net

Looking forward to hearing from you soon, if I haven't already.

73 to one and all.

Dollie

KD6ERC

The Check-in Lady

dollieb@earthlink.net

UPCOMING 1998 MARC ACTIVITIES

%%%%%%%%%%

AUG 08, SAT- BREAKFAST MEETING

SEPT 12, SAT- BREAKFAST MEETING

OCT 3/4, SAT/SUN-ORANGE CO MS 150

OCT 10, SAT- BREAKFAST MEETING 8 AM

NOV 08, SUN-1998 LOVE RIDE

NOV 14, SAT- BREAKFAST MEETING 8 AM

DEC 12, SAT-BREAKFAST MEETING 8 AM



33 Collegeview Road, Westerville, Ohio 43081-1484

http://www.ama-motorcycle.org
Telephone (614) 891-2425
Fax: (614) 891-5012

May 14, 1998

Dear California AMA Member:

What would you do if you decided to purchase a home in a gated or common interest development (CID) and then found out that community rules prevent you from riding your street legal motorcycle to and from your home? Many of you, I am sure, would say forget it and look elsewhere.

But elsewhere in the future may be difficult to find. California currently has over 25,000 CIDs, and a number of these CIDs already ban motorcycles. The AMA believes that street-licensed motorcycles should be permitted the same access privileges as other passenger vehicles. Law-abiding citizens should have the right to select where they wish to live regardless of their chosen mode of transportation. To do otherwise is just another form of discrimination...plain and simple!

The AMA is determined to eliminate discrimination against motorcyclists. During 1997 and 1998, the AMA has attempted to halt the prohibition of street-licensed motorcycles in CIDs and to permit homeowners the right to ride to and from their own homes through legislation. AB-1268 successfully passed through the Assembly, but it is currently stalled in the Senate Committee on Local Government.

What Must Be Done

We are asking for the assistance of all California members, whether you ride on-road or off-road or whether you live in a CID or elsewhere. We need you to write and call your state senator and urge him or her to support AB-1268. Then we need you to call them on a weekly basis to thank them for their continued support or to politely urge them to reconsider their position. Senators in support of AB-1268 need justification to hold their position. Senators who oppose AB-1268 must understand how determined the motorcycling community is.

For up-to-the-minute information of the exact status of the legislation or for information on how you can further assist this effort, please call Dana Bell, Western States Representative, at (562) 438-6527 or danabell@compuserve.com.

Who to Write

When writing to your senator, address your letter like this:

The Honorable (First Name) (Last Name)
California State Senate
State Capitol
Sacramento, CA 95814

Suggested facts to incorporate in your letters and calls:

- AB-1268 applies only to street-licensed motorcycles.
- The bill will not affect a community's ability to regulate parking or storage of any vehicle type.
- Nothing in the bill restricts a community from regulating or controlling loud or obnoxious vehicles of any type, INCLUDING LOUD MOTORCYCLES.
- Motor vehicle policy is public policy! Motor vehicles are regulated by the state, and such policies should be made by the legislature, not private developers.
- AB-1268 does not apply to any CID with an existing motorcycle ban.

California Senate

Call the League of Women Voters if you are unsure who your senator is. Those indicated with an * are members of the Senate Local Government Committee.

Name	District	Phone Number A/C 916	Name	District	Phone Number A/C 916
Deirdre Alpert	39	445-3952	Barbara Lee	9	445-6577
Ruben S. Ayala*	32	445-6868	Tim Leslie	1	445-5788
James L. Brulte	31	445-3688	John R. Lewis	33	445-4264
John Burton	3	445-1412	Bill Lockyer	10	445-6671
Charles Calderon*	30	327-8315	Ken Maddy	14	445-9600
Jim Costa*	16	445-4641	Bruce McPherson	15	445-5843
William A. Craven*	38	445-3731	Dick Monteith*	12	445-1392
Raph C. Dills	28	445-5953	Richard Mountjoy	29	445-2848
Leroy F. Greene	6	445-7807	Jack O'Connell	18	445-5405
Tom Hayden	23	445-1353	Steve Peace	40	445-6767
Raymond Haynes	36	445-9781	Richard Polanco*	22	445-3456
Teresa P. Hughes	25	445-2104	Richard K. Rainey*	7	445-6083
Rob Hurtt	34	445-5831	Herschel Rosenthal	20	445-7928
K. Maurice Johannessen	4	445-3353	Adam Schiff	21	445-5976
Ross Johnson	35	445-4961	Byron D. Sher	11	445-6747
Patrick Johnston*	5	445-2407	Hilda L. Solis	24	445-1418
Betty Karnette	27	445-6447	Mike Thompson	2	445-3375
David G. Kelley	37	445-5581	John Vasconcellos	13	445-9740
William J. Knight	17	445-6637	Diane E. Watson*	26	445-5215
Quentin L. Kopp*	8	445-0503	Cathie Wright	19	445-8873

ACTIVIST REVIEW

A publication of **AMA**

This Month: Ruger reconsiders, Capitol Hill victories, a favorable court decision and more...

June 16, 1998

Motorcyclists to Benefit Under New Highway Bill

Motorcyclists had a long wish list when it came to the massive highway-funding project being debated in the U.S. Congress this spring.

Money for recreational trails? An end to bike bans on federally funded roads? Inclusion of motorcycles in planning for "smart highway" technology? A gag order preventing federal agencies from meddling in the state issue of helmet laws?

All of those were elements that motorcyclists hoped to include in the bill, which allocates spending and sets policy on national transportation issues for the next six years. And when the final version of the bill was approved and signed into law by President Clinton in early June, we got nearly everything we asked for.

The new law, officially known as the Transportation Equity Act for the Twenty First Century (TEA 21), provides \$270 million for recreational trails, including those used by motorcycles and ATVs, over the six-year period; guarantees motorcyclists access to roads built with federal highway funds, including HOV "commuter" lanes on congested freeways; ensures that motorcyclists' needs are represented in the development of the nation's Intelligent Transportation Systems; and curtails helmet-law lobbying efforts by officials in the National Highway Traffic Safety Administration (NHTSA).

"This legislation represents almost a

complete victory for motorcyclists," said Edward Moreland, AMA Washington representative. "We would have preferred stronger language in the final bill to ensure that federal officials stay out of the lobbying business. Despite this one shortcoming, though, motorcyclists stand to benefit greatly over the next six years.

"This victory," he adds, "is a direct result of the combined efforts of countless AMA members and other motorcyclist-rights activists, working together with our counterparts at the Motorcycle Riders Foundation. Everyone who took the time to call, write or visit their

elected officials should be commended for their hard work."

Sturm, Ruger Reverses Discriminatory Insurance Policy

After four years of denying health insurance benefits to helmetless employees injured in motorcycle accidents, Sturm, Ruger and Company, a Connecticut-based firearms manufacturer, will eliminate the helmet restriction and provide health benefits to all motorcycling employees.

In 1995, the AMA instituted a program called "Riding Ruger" intended to persuade the company to reevaluate its health insurance restrictions. The cornerstone of "Riding Ruger" was a call for all interested motorcyclists to purchase shares of Sturm, Ruger stock, then attend the annual stockholder meetings to

challenge the company's discriminatory policy. AMA representatives have attended the past four stockholder meetings to object to Ruger's unfair policy.

Simultaneously, a letter-writing campaign was mounted, and individuals, clubs and entire police departments pledged not to purchase Ruger firearms until motorcyclists were treated like other employees.

Motorcyclists pointed out, among other things, that the three states where Ruger maintains offices do not require adult motorcyclists to wear helmets; that the company's requirement for its motorcycling employees to wear helmets interferes in these employees rights to engage in legal activities while away from the workplace; and that the company has no similar policy regarding seatbelt use for motorists.

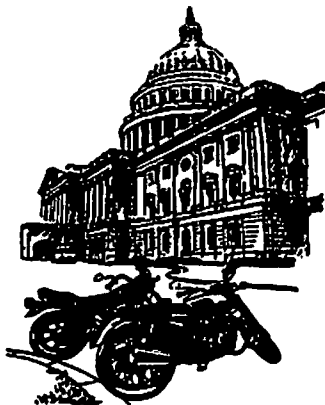
"We are very pleased that Ruger has decided to extend health care benefits to all their employees who ride," said Robert Rasor, vice president of AMA government relations.

"It took a lot of patience and hard work on the part of everyone who participated in the 'Riding Ruger' campaign, but that patience has now paid off."

Appellate Court Upholds Spartanburg Decision

The U. S. Court of Appeals for the Fourth District has upheld a lower court decision that found police in Spartanburg, S.C., guilty of violating the constitutional rights of 107 motorcyclists who were stopped and searched during a charity poker run there in September, 1994.

The class-action suit, originally filed in February, 1995 and supported in part



through a grant from the AMA, was brought on behalf of the motorcyclists who were subjected to searches at a charity ride benefiting the American Red Cross. The suit charged that Spartanburg Police Chief W.C. Bain Jr., who has since resigned his post, ordered officers to stop, search and videotape all motorcyclists as they arrived at the Piedmont Interstate Fairgrounds for a concert at the end of the ride.

The lower court found that while the searches violated the motorcyclists' rights under the Fourth Amendment to the Constitution, the act of stopping and requesting identification from motorcyclists at the entrance to the fairgrounds did not constitute unlawful action. The lower court also held that the request for identification and videotaping of event participants was not intrusive enough to violate the motorcyclists' rights.

However, the appellate court did vacate the lower court's decision to deny the plaintiffs damages. City officials have been ordered to pay nominal damages to the motorcyclists who were subjected to the searches.

"We hope this court decision will send a message to public officials that motorcyclists should not be arbitrarily harassed and treated as criminals simply because of their legitimate choice of transportation," noted Robert Rasor, vice president of AMA government relations.

"We are extremely pleased with the court's ruling, however the nominal damages awarded to the plaintiffs in this instance is inadequate to redress the humiliation these motorcyclists experienced at the hands of the Spartanburg police.

"If the U.S. Constitution makes no distinction between two wheels and four, neither should the public officials tasked with maintaining the peace."

AMA expresses concerns over proposed CARB standards

The California Air Resources Board's (CARB) proposal to further reduce street motorcycle emissions is potentially problematic and possibly unfeasible, AMA Legislative Affairs Specialist Eric Lundquist testified to the board in early July.

CARB has proposed revisions to current state standards which would require manufacturers to reduce street motorcycle tailpipe emissions by approximately 90 percent. CARB officials have said that they intend to pass the new regulation by October 1998 and plan to implement the new standards by 2003. The AMA and the California Motorcycle Dealers Association expressed grave concern over the feasibility of implementing such a drastic reduction in state emission standards.

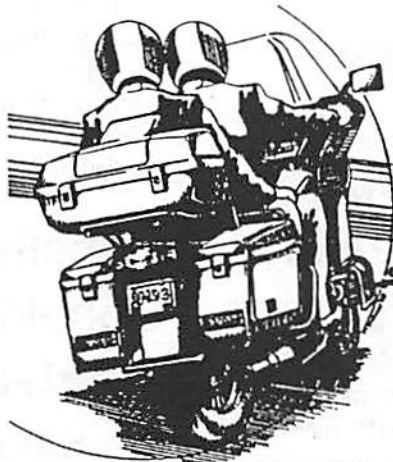
"We have every reason to be concerned with CARB's latest efforts to regulate motorcycle emissions," noted Lundquist. "The last time CARB moved to tighten motorcycle emission standards, their regulations severely limited the availability of off-road motorcycles in the state. In 1996 there were almost 100 dif-

ferent models of off-road motorcycles available in California. Today there are seven. We have to wonder whether their efforts in developing stricter on-road standards will result in a similar decline of available street models within the

state.

"Furthermore, there is no indication that the manufacturers could even meet these proposed standards, or that, even if they could, the reductions could be achieved without driving the price of a new motorcycle out of the reach of the average buyer. Finally, motorcycles account for less than 2 percent of California's motor vehicles, and their contribution to the state's air-quality problems is almost imperceptible. Given these facts, it is difficult to understand how CARB has arrived at their proposed standards or, perhaps even more importantly, why they are pursuing this course of action at all."

At the close of the meeting, CARB officials did indicate that they would consider a compromise standard below the proposed 90 percent reduction level. Further meetings are scheduled for later this summer.



 * **ATTENTION - - ATTENTION!!** *
 * *
 * ANYONE SUBMITTING *
 * NEWSLETTER ARTICLES *
 * THROUGH E-MAIL *
 * PLEASE SEND THEM TO *
 * ME AND TO ME ONLY *
 * NOT TO THE MARC LIST *
 * THIS WAY EVERYONE GETS *
 * THE NEWS FIRST HAND. *
 * SEND TO: *
 * zyp@juno.com *
 * IF YOU HAVE AN *
 * ATTACHMENT SEND TO: *
 * zypkd6ofq@earthlink.net *
 * *
 * THANK YOU ONE AND *
 * ALL FOR YOUR TIME AND *
 * EFFORTS IN SUBMITTING *
 * YOUR ARTICLES. *
 * *
 * BONNIE DAVIS KD60FQ *
 * *
 * *****

[illegible]

ORANGE COUNTY HONDA
777 N. MAIN STREET, ORANGE CA 92868
(714) 771-9777

[illegible]

One Solitary Life

HE WAS BORN IN AN OBSCURE VILLAGE, THE CHILD OF A PEASANT WOMAN.
HE GREW UP IN STILL ANOTHER VILLAGE WHERE HE WORKED IN A CARPENTER SHOP UNTIL HE WAS THIRTY.
THEN FOR THREE YEARS HE WAS AN ITINERANT PREACHER.
HE NEVER WROTE A BOOK.
HE NEVER HELD AN OFFICE.
HE DIDN'T GO TO COLLEGE.
HE NEVER VISITED A BIG CITY.
HE NEVER TRAVELED TWO HUNDRED MILES FROM THE PLACE WHERE HE WAS BORN.
HE DID NONE OF THE THINGS ONE USUALLY ASSOCIATES WITH GREATNESS.

HE HAD NO CREDENTIALS BUT HIMSELF.
HE WAS ONLY THIRTY-THREE WHEN THE TIDE OF PUBLIC OPINION TURNED AGAINST HIM.
HIS FRIENDS RAN AWAY.
HE WAS TURNED OVER TO HIS ENEMIES AND WENT THROUGH THE MOCKERY OF A TRIAL.
HE WAS NAILED TO A CROSS BETWEEN TWO THIEVES.
WHILE HE WAS DYING, HIS EXECUTIONERS GAMBLLED FOR HIS CLOTHING, THE ONLY PROPERTY HE HAD ON EARTH.
WHEN HE WAS DEAD, HE WAS LAID IN A BORROWED GRAVE THROUGH THE PITY OF A FRIEND.
NINETEEN CENTURIES HAVE COME AND GONE, AND TODAY HE IS THE CENTRAL FIGURE OF THE HUMAN RACE AND THE LEADER OF MANKIND'S PROGRESS.

ALL THE ARMIES THAT EVER MARCHED, ALL THE NAVIES THAT EVER SAILED, ALL THE PARLIAMENTS THAT EVER SAT, ALL THE KINGS THAT EVER REIGNED PUT TOGETHER HAVE NOT AFFECTED THE LIFE OF MAN ON EARTH AS MUCH AS THAT ONE SOLITARY LIFE.

Author Unknown

The Chatham Hill Foundation

Proof of Insurance: Not just a good idea -- it's the law

BY CSFA INSURANCE BOARD

Do you know that California requires all motorists to carry Proof of Insurance? This law, AB 650, has been in effect since Jan. 1, 1997. The following is a summary of the law and its requirements.

Proof of Insurance (AB 650)

What does the law say?

Effective Jan. 1, 1997, this law requires all motorists to provide evidence of financial responsibility to:

- o The DMV when registering or renewing a vehicle's registration.
- o A police officer upon demand when stopped for a moving violation or an accident.

Violations could result in a fine of up to \$1,000.00 for the first offense and up to \$2,000.00 for any additional conviction, and in addition a judge may order your vehicle to be impounded. Any person who knowingly provides false evidence may be fined and imprisoned for up to 30 days.

What should you do to comply?

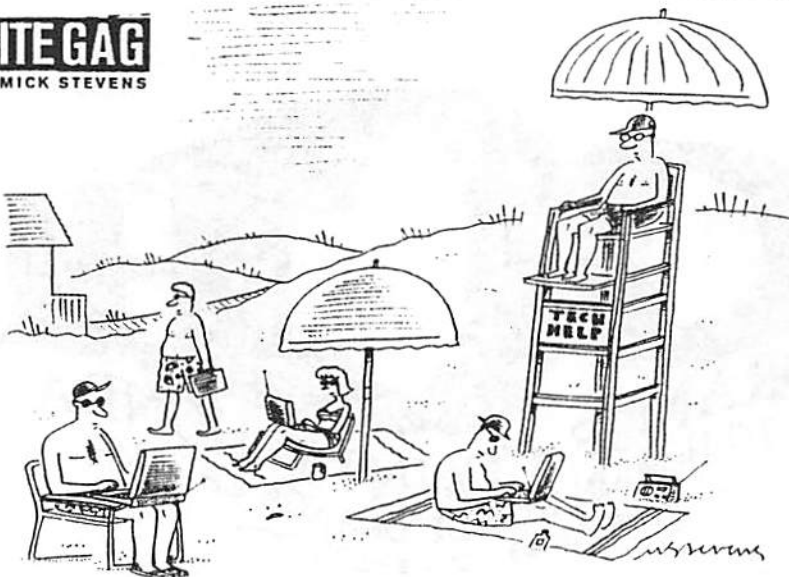
1. Send a copy of our Insurance ID card or policy declarations page with your DMV registration renewal fee.
2. Place a current copy of your Insurance ID card with your vehicle registration and carry it in your vehicles at all times.
3. If you have misplaced your insurance ID card, the following three items should be written on the back of your registration:
 - λ Your insurance Company's Name
 - λ Your Policy Number
 - λ Your Policy Coverage Dates
4. Always call your insurance company when you need to add new drivers to your policy.
5. Never allow "excluded" drivers to operate your vehicle(s).
6. Call your insurance company when you buy or sell a vehicle so your policy reflects accurate information.

Most companies automatically cover new or replacement vehicles purchased by you for up to 30 days from the date of purchase. Terms and conditions vary from company to company. Always call your insurance company as soon as you purchase a new or replacement vehicle.

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The California Fire Service.
Call Allison at (916) 442-2284 for rates & deadlines.

SITE GAG
BY MICK STEVENS



CH-32
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HT Antenna
Gain: 0dBi
Length: 1.75'
Conn: BNC

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CH-32
COMET ANTENNA

NEW Z750 • Dual-band 146/446MHz w/fold-over • Includes COMET exclusive theft-resistant lock!
Gain & Wave: 146MHz 2.15dBi 1/2 wave • 446MHz 5.5dBi 5/8 wave x 2 • Length: 39" • Conn: Gold-plated PL-259 • Max Pwr: 200W

NEW Z780 • Dual-band 146/446MHz w/fold-over • Includes COMET exclusive theft-resistant lock!
146MHz 6/8 wave 4.5dBi • 446MHz 5/8 wave x 3 7.2dBi • Length: 62" • Conn: Gold-plated PL-259 • Max Pwr: 150W

NEW SBB-15 • Tri-band 52/146/446MHz w/fold-over **NEW BLACK COLOR**
Gain & Wave: 52MHz 0dBi 1/4 wave • 146MHz 4.5 dBi 6/8 wave • 446MHz 7.2dBi 5/8 wave x 3 • Length: 58" • Conn: PL-259 • Max Pwr: 120W

NEW SBB-7/SBB-7NMO • Dual-band 146/446MHz w/fold-over **NEW BLACK COLOR**
Gain & Wave: 146MHz 4.5dBi 6/8 wave • 446MHz 7.2dBi 5/8 wave x 3 • Length: 58" • Conn: SBB-7 PL-259/SBB-7NMO NMO • Max Pwr: 70W

NEW SBB-5/SBB-5NMO • Dual-band 146/446MHz w/fold-over **NEW BLACK COLOR**
Gain & Wave: 146MHz 2.5dBi 1/2 wave • 446MHz 5.5dBi 5/8 wave x 3 • Length: 39" • Conn: SBB-5 PL-259/SBB-5NMO NMO • Max Pwr: 120W

CX-224/CX-224NMO • Tri-band 146/220/446MHz w/fold-over
Gain & Wave: 146MHz 2.15dBi 1/2 wave • 220MHz 3.5dBi 5/8 wave • 446MHz 6.0dBi 5/8 wave x 2 • Length: 36" • Conn: CX-224 PL-259, CX-224NMO NMO • Max Pwr: 100W

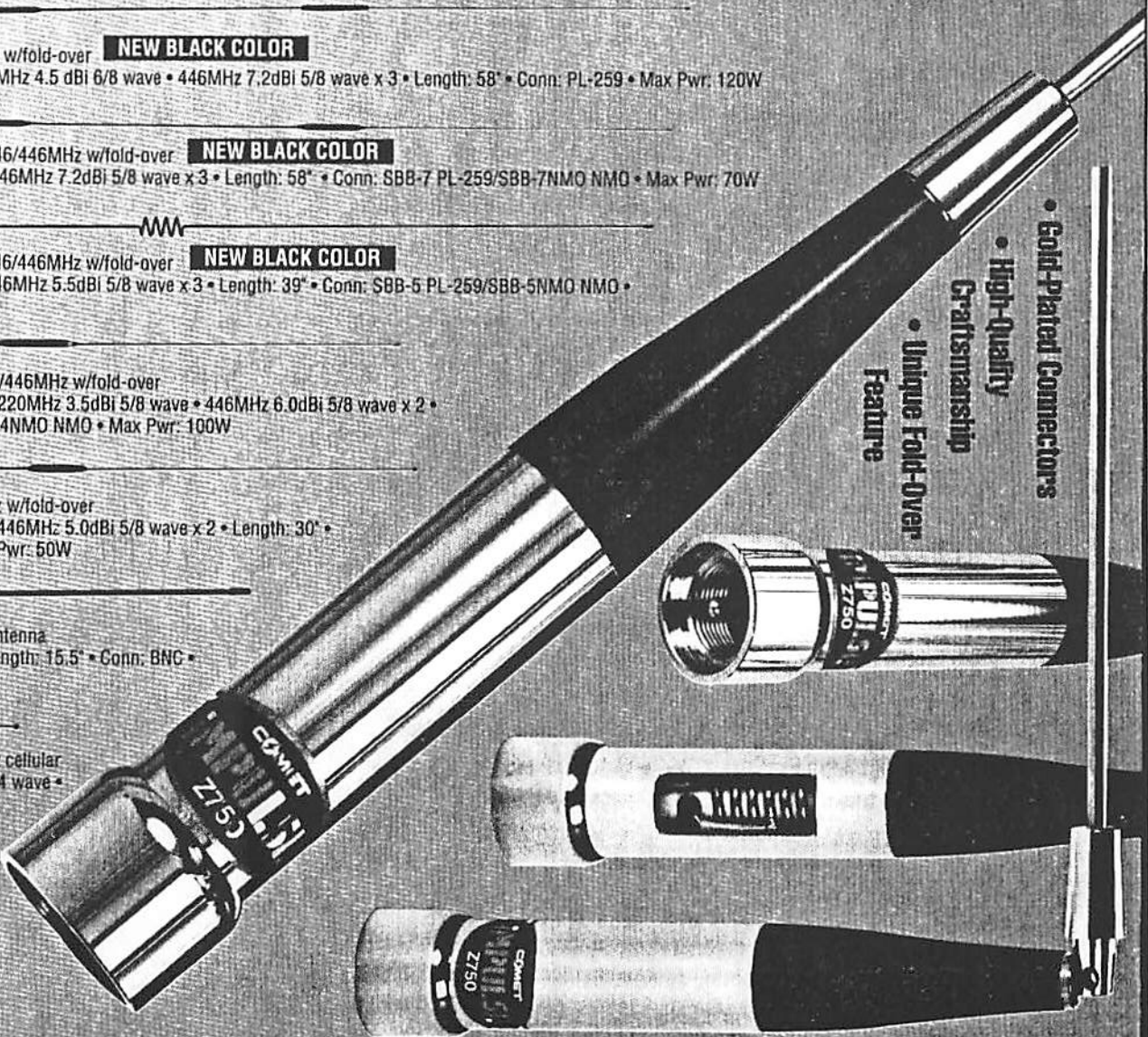
B-20/B-20NMO • Dual-band 146/446MHz w/fold-over
Gain & Wave: 146MHz 2.15dBi 1/2 wave • 446MHz 5.0dBi 5/8 wave x 2 • Length: 30" • Conn: B-20 PL-259/B-20NMO NMO • Max Pwr: 50W

SH-55 • Super Flexible 146/446MHz HT Antenna
Gain: 146MHz 1.5dBi • 446MHz 3.2dBi • Length: 15.5" • Conn: BNC • Max Pwr: 10W

B-10/B-10NMO • Dual-band 146/446MHz cellular look-a-like • Gain & Wave: 146MHz 0dBi 1/4 wave • 446MHz 2.15dBi 1/2 wave • Length: 12" • Conn: B-10 PL-259/B-10NMO NMO • Max Pwr: 50W

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Item	Description	Price
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GWSM	M & M Goldwing Side Mount Antenna Adapter Converts Honda Stock antenna mount, to accept ham or CB antennas that use a standard HP style Connector. Provided with 10' 50 ohm coax and easy 15 min assembly instructions.	24.95
AFMCB	M & M AM/FM/CB Antenna Adapter Converter Converts Single CB antenna to provide Combination reception from the one antenna.	26.95
GWHT-1	M & M 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	M & M 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	M & M 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	M & M 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	M & M 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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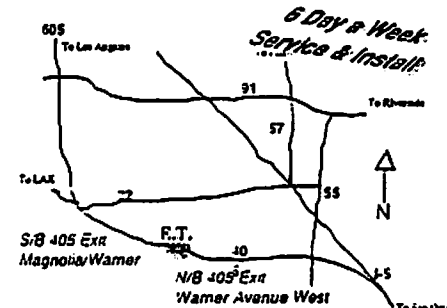
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AUG	4,11,18,25-"MARC"	HF NET(5 PM PDST 20 METERS 14.340 USB)	
	5,12,19,26-"MARC"	440 NET	
	8-"MARC"	BREAKFAST MEETING 8 AM(LAKE VIEW CAFE)	
SEPT	1,8,15,22,29-"MARC"	HF NET (5PM PDST 20 METERS 14.340 USB)	
	2,9,16,23,30 - "MARC"	440 NET	
	12-"MARC"	BREAKFAST MEETING 8 AM (LAKE VIEW CAFE)	
OCT	3 & 4-ORANGE COUNTY MS	150K	
	6,13,20,27-"MARC"	HF NET (5 PM PDST 20 METERS 14.340 USB)	
	7,14,21,28-"MARC"	440 NET	
	10-"MARC"	BREAKFAST MEETING 8 AM (LAKE VIEW CAFE)	

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