

Ray's Black Copy

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NOVEMBER 1998

FROM THE PRESIDENT'S DESK:

This may be the shortest newsletter article ever for me. Since my hip surgery on Friday October 9th I have pretty much been confined to the house. Except walking 1/4 mile twice a day, going out to eat a couple of times and going down to Huntington Honda last Saturday. There isn't much for me to report.

However the MARC Board members and Bonnie did hold a meeting here at the house on Tuesday October 20th.

Effective January 1st, 1999, Ray is stepping down as President of MARC. You can call it because of health reasons if you want because I still have another (left) hip replacement surgery coming up sometime in the future. But it is time for someone else to step up and take this position. I have been doing it for seven years and I am tired. I will remain an active MARC Board member, the same as Billy and De Witt. See Billy's article about this in this newsletter.

Effective immediately, Ray will no longer be responsible for the 440 Net on Wednesday nights. However, I along with the other board members will take our turn with the other volunteers who are doing the net. As of now John KD6NXC has been coordinating it and/or doing it himself. Thank you for you for covering for me John, while I have been laid up. Personally as a

Board member I voted to discontinue the Wednesday night 440 net if we don't have someone come forward and coordinate the volunteers.

On the subject of membership donations. If your donation for 1999 is made before January 1st, 1999, \$10 is all that is required. If you wait until after January 1st, 1999, then it will be \$12. From January 1st, 1999, membership donation requirements will remain \$12 a year.

This increase was made because everyone's donations are due on each January 1st. There has been a problem explaining to new members how to prorate the \$10 requirement so the decision was made to raise the donation requirement to \$12 therefore it is a dollar a month no matter how you look at it. Those who have paid for years in advance at the \$10 rate, are just fine. Anyone wanting to pay their donations up for a year or two it will be \$10 per year as long as it is paid before December 31, 1998. If you don't understand the donation requirement, e-mail or call me at 949-551-1036.

The 1998 MS150 held Saturday and Sunday October 3rd & 4th is of course now history. Please see John KC6ZQZ's report on that event. The results were just fantastic.

The following Friday October 9th I did have total right hip replacement. I must

say it went much better than I had anticipated. I am recovering much faster than anyone had expected. Now I want to get the other one out of the way so Bonnie and I can get on with our lives. They used a new procedure in hip replacement that had only been done twice before in the world, according to the Doctor who did the surgery. Because of my good over-all health and good bone structure they decided to do this new procedure after they got a look at the damaged hip. The whole procedure was video taped & many still pictures were taken. This is the reason why the actual surgery took four hours instead of the usual 1 1/2 - 2 hours. None of the parts are glued and it's a combination of titanium, carbon chromium alloy steel and plastic.

I of course was not able to attend the Saturday October 10th meeting. See Bonnie's report on that.

Tuesday October 13th, I came home just four days after surgery.

Sunday October 25th was IDEC's Heart & Sole Classic. John KC6ZQZ was the only motorcycle needed for this years event. Good job John.

On Saturday October 31st, Bonnie transported me over to Huntington Honda to once again join other MARC members at the weekly meeting place for luscious coffee and doughnuts. It had been about four weeks since I had

been able to get over there. It was great to get together with so many of our members again. De Witt had pictures of his adventures in Puerto Rico while on his Red Cross assignment for three weeks. Thank you De Witt for sharing your adventures with us.

Sunday November 8th is the "LOVE RIDE". When you are reading this, it will also be history. The Love Ride is the largest money raised for a charity event that MARC members participate in each year. One year the Love Ride raised 1.7 million dollars for the MDA. Now that's what I call a charity event. Closest to the MDA event is this year's Orange County MS 150-K, raising approximately \$350,000 on October 3rd & 4th. See Gary KE6PSD & Pattie KE6RDL's report on this year's Love Ride. A **BIG THANKS TO** Gary KE6PSD, Pattie KE6RDL & John KID6NXC who worked to coordinate this huge event. Can you picture 20,000 Harley Davidson motorcycles in one place at one time. You have to see and hear it to believe it. It truly is rolling thunder.

The next MARC meeting will be held Saturday November 14th, again at the Lake View Café, starting at 8 AM. I will be there, although I may not run the meeting. It depends on how I feel. The meeting is still ten days away as of this writing, and if I continue to improve, I may be jogging by then!!!! Yeah right, if I can jog with a walker. Actually I can, it has four wheels on it.???

On Tuesday November 24th will be my next visit to the Doctor. Hopefully he will turn me loose so I can start with therapy. That's only three weeks away, times a-flying.

In the October newsletter I had asked if any of our MARC members had subscribed to one of the new (other than free) Juno programs. I wanted to hear from them so we could enlighten our members about the new programs. But evidently no member has started using it, as I never got even one reply.

Don't forget to get to the MARC monthly meeting and get your Super Raffle tickets for the Kenwood TM-V7A or the flat-bed scanner.

I want to especially thank John KD6NXC for coordinating the 440 Wednesday night nets. And John KC6Z0Z for being there every time Bonnie and myself while I have been recuperating. He has come over on several occasions to remove a bathroom door, so I could get in and out with my walker. He also lent his carpenter experiences by cutting two pieces of 4 x 4 wood and bolted it to the frame of my recliner so I could get in and out of it on my own.

Last but certainly not least, I have to thank that angel I have living here in the house with me. Bonnie has been so good to me and helpful during my recuperation. Thank you HONEY, I love you.

See you all at the November MARC meeting.

"SAFE RIDES AND CLEAR FREQUENCIES"

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"SOMETHING"

Hello all, just a little reminder about the MARC List. Please, Please, **DO NOT** post **VIRUS WARNINGS**, nor **CHAIN LETTERS** to the MARC List, or anything that starts out, "Send this to everyone you know" Those postings are not appreciated.

Humor is welcome on the list. But, remember that a LOT of our folks read the MARC List. Be sure that you don't offend anyone with your humor. We are **NOT** all adults on this list! We also have a lot of Christian Motorcyclist on the list. Also remember we have a Chapter in England, and many members in Canada. Yes, I do know that they have a sense of humor too, but lets not stress it.

Enough grousing about the list. I want to thank you folks for your posts. Especially you guys in the Midwest. We are seeing some great posts form there. Norm is especially prolific, and Paul, with his recent back surgery seems to have more time to write interesting posts. Thanks guys!

As usual, I am on the road. What is not usual is, Anita and I are on the road, out enjoying the central California coast. We are picking up some stuff from a retired fireman which he wants to donate to the Los Angeles County Fire Museum. Since he is 84 years old, the drive would have been a little much for him, so Anita and I are the **CAR.....**;

I was glad to see for myself that our President Ray, is doing so well. He stood for quite a while at Huntington Honda last Saturday without any signs that he had even had an operation, except for the walker. Way to go Ray!!

You folks remember, Spring is just around the corner. You'll be riding again soon.

Love ya,

De Witt Morgan **KM6UK**
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Answers to last months puzzlers?

What stays in the corner and travels around the world? A Stamp

What's the oldest engineering work devised by humans? The Bridge

WHERE HAVE YOOUUUU BEEEEEN?

This a question that I have been asking myself about **YOU** for the past two or three monthly MARC Meetings. I was on the dais for the last meeting and there were few of you there. It was a fun meeting, and I enjoyed visiting with my friends who were there, but I did miss **YOU**.

Why don't you "**MARC**" your calendar for the second Saturday in November, that's the 14th. Then come and join us at the Lake View Café for a delicious breakfast and a chat with friends. While you are at it, you can pick up a ticket or two for a chance to win the Kenwood TM-V7A (Blue Face) dual band radio or a flatbed scanner for your computer system. These two items are the grand prizes for our special December drawing. There will also be the normal door prizes and \$\$\$ from the 50-50 that Mijo runs each month.

We should have some good tales to tell from the Love Ride, the people and things O-O that we had a chance to see at Glendale and Castaic Lake Park. So come and join us for a fun meeting. I also plan to try and put together a ride at least every other month to such places as Dana Point and at Traders Village in Long Beach for us desert dwellers and then perhaps a ride to the Planes of Fame in Chino or the AF Museum at March for those of you who live at the beach. Perhaps a trip to the JP Getty Museum for a bit of culture. I am looking forward to your input on this subject, like when? After a meeting? On a Saturday before the meeting or the one after? Do we impose upon De Witt to set up another "no host picnic"? That was fun. Or what about another trip like the one we made to Julian? Perhaps we could try Big Bear in the Spring or a ride up the coast to Cambria and Hearst Castle?

I would like to do something to get this club back together and having fun again, so come join us on the 14th of November and give me your input.

JOHN REYNOLDS **KD6NXC**
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What did the zero say to the eight?

Nice Belt

What animal can jump as high as a tree?
All of them. Trees can't jump

To remove a stamp from an envelope—wet the stamp with a little water and place in microwave for just a couple of seconds on low to medium power. The stamp should peel off easily.

RAY RETIRING as MARC PRESIDENT

Because of health considerations, Ray has decided to step down as the President of MARC – effective the 1st of January 1999. The Board of Directors wishes to take this opportunity to express our gratitude to Ray and Bonnie for the outstanding job they have performed in helping to build and guide this organization into what it is today. There are now words adequate enough to express the value of the love, devotion, and dedication that has guided their actions during the years since MARC was formed. Ray's dedication to the office of president has been a significant factor in the transformation of MARC from a "fledgling group" – into a noteworthy and respected organization with the international membership. Thank you Ray and Bonnie for being there when we needed you.

Ray will continue to serve on the Board of Directors, and has agreed to act as a consultant helping the next President get established in his new duties.

Bonnie will maintain her position as Secretary/Treasurer & Newsletter Editor—in the same manner she has for the past six years.

The Board of Directors must now appoint a new President – and also someone to fill the now vacant Vice President position. The Board recognizes that Ray has been 'overly generous' with his 'time and efforts' during his tenure as President; And, has been performing so many functions that we may have to "farm out" some of those tasks to other members. In other words, the Board is aware that we will probably have to 'restructure' the office – to allow someone to accept this position. Anyone (of either gender) who would be interested in holding either of these two offices are requested to submit their desires to the Secretary (in writing) for the Board's consideration.

Considering the above 'restructuring', it has been determined that we need to appoint someone to serve as the '440' Net Coordinator. He or She (and the assistant/s) would be responsible to operate the weekly net. This would also include recruiting volunteers to operate the net on a specified date assignments. The Objective here is to spread the work load, and to provide training opportunities for Net Control Operators. Announcements and Reports will be made by the Board and Staff members during their turn at the mic – So the Net Control will be mostly concerned with the technical guidance and operation of the net. Please let Bonnie know if you are interested in any of these assignments.

We also have a need for someone to be the "Web Site Monitor". This would entail Monthly monitoring of our Web Site to make

sure that everything is still "up-to-date". All that really would be required, would be to keep the Web Site Trustee informed of any necessary additions, deletions, or changes and he would make the actual corrections.

Also in line with the restructuring would be to establish a committee of technicians to assist the Technical Coordinator and his assistant/s with the responsibility of handling the correspondence concerning requests for technical data, information, and support.

For the Board of Directors.....

Billy Hall N6EDY
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billyn6edy@juno.com

From the desk of your Orange County MS 150 Coordinator

I'm so proud to be associated with this group called M.A.R.C. and the people who were able to take time out of their hectic schedule to help with these charity events. The Orange County MS 150 ride over the weekend of October 3 & 4 was no exception. Helping that weekend driving SAG on Saturday and base station on Sunday was Ray KD6FHN. Bonnie KD6OFQ & Stu K6SWB operated the base station. Riding motorcycle-mobile was John KD6NXC, Dave KC6ZHG, Steve KC6NFF, Bill KE6UUD, Michael N6QZT, Billy N6EDY, Conrad KC6PHL, Bill WG6A, Ron KD6EEL, Gary KE6PSD and Mark KD6MVN. Driving their vehicles as SAG was Gwen KF6IXB, Gary KE6BIT and Norma KE6BIS. Working communication support was Mijo KF6BEB, Gayle KF6JJT, Sue KF6HZJ, Shady KF6NMK, Susan KF6NCF and Teri KF6HJT. Willie KF6QPD who rode the course bicycle-mobile and a special thanks to Michael KE6GYC a non- motorcycle rider that rode bicycle-mobile for M.A.R.C. as the sweep on the regular (150K0 course. This worked out very well as I rode motorcycle-mobile, Michael and I were able to communicate back and forth on simplex. I could cover the riders in the last three miles or so and if there was a problem with the last rider, Michael would let me know and I would return to their location and stay with the rider until a SAG vehicle arrived to pick the rider up. This would allow Michael to ride forward and start covering the last riders again.

There was a total of 860 riders on the course for the two-day event. I also wanted to mention the great party the MS had Saturday night. They had a great pasta dinner and about 30 sheet cakes for dessert. We had a live band for dancing until 10 PM. The party made for a great time to visit with my fellow MARC members and the bike

riders that stayed up just to have a good time. As of the last report from the OC MS 150 office they had raised \$320,000 with another \$30,000 dollars in pledges. This was overwhelming for the MS office, they were shooting for \$300,000 which was \$50,000 more than last year.

The ride went very well this year with NO big accidents. The motorcycles, Base station and SAG support vehicles were fabulous and they all worked together like clockwork. I also spoke with Tara at the MS office, she said she is planning on attending our November 14th meeting so she could personally thank the group.

So I hope to see all at the Love Ride on Sunday the 8th and at the meeting on Saturday the 14th.

Take care and ride safe

John Edwards
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KC6Z0Z

HF NET

Well everyone this was a VERY lite month in the world of MARC HF NET activity.

Twenty meters only had KB3KV Wayne in PA and AB5GR Ed in AR with 40 meters airing Ed AB5GR and Steve KC7TIL. So now you know why I say it was a very lite month. Part of the problem was the antenna system which kept giving me problems. I have now installed a new GAP Titan Vertical antenna and it seems to be working great (for a vertical).

Sue and I are still looking for an antenna farm but so far no luck.

I will continue to be at 14.340 at 00:00 Universal Time each Tuesday for the 20 meter net and at 00:30 UTC for the 440 meter portion of the MARC HF Net. I hope more of you can join in as there seems to be other groups moving onto the frequencies. With the small station I am running I will not be able to keep HF Net going if I am the only one on our frequencies!!!!

Looking forward to a very active
DECEMBER.

73 to all
Ken Edwards
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N6KBI

"Kindness: a language the deaf can hear,
the blind can see, and the mute can
speak." (Kathy McKeon Massachusetts)

**Same Ride
Different Mode**
WATCH FOR MOTORCYCLES

JULY 4TH RIDE

We decided to tour Maine and Nova Scotia over the holiday weekend and enjoyed an abbreviated tour of the NE. We certainly escaped the heat many of you had been complaining about. By the time we reached Maine, we both had the electric vests on full. After a day touring the coast of Maine, we decided to take the CAT (high speed ferry) from Bar Harbor to Yarmouth, NS(southern tip of Nova Scotia). This ferry travels at over 50 MPH, so it made for a good shortcut. The ferry ride was not as smooth as most expected. I guess about 10% were seasick. Amazingly, I escaped this sickness, even though I do not adapt to the water well. Good thing the ferry was going 50 MPH! At 25 MPH, I don't think I would have made it.

Once in Yarmouth, we traveled the "Lighthouse Tour" (up the East coast on NS) to it's capitol, Halifax. For those who have not seen it, NS is well named (means New Scotland). It was a nice change from the Maine coast, as no traffic, even on a holiday (USA) weekend. Lots of small fishing villages, very quaint.

I did misjudge the mileage some. The ferry touted that it saved over 300 miles. So I just added that to the mileage we had traveled to Bar Harbor from home (650 miles) and figured once we got to Nova Scotia, we would have 950 miles to go. Turned out it was 700 miles just back to Bar Harbor! We took our time up the NS coast, so that left a big final day as we pushed on home.

As a result of my miscalculation, Judy got in her first 1,000 mile day, as we had to get home Monday night.

73s

KF4KYY Bill & Judy Kramer
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LOVE RIDE 15

By the time you receive this newsletter, Love Ride 15 will have come and gone. Participants will have been entertained by Lee Rocker at Glendale and then treated to sky divers, trick riders and the sounds of both George Thorogood and the Destroyers and the Steve Miller Band at Lake Castaic. We will have also provided the safety support for the thousands of bikes raising monies for the Love Ride Foundation.

We'd like to thank all who have signed up for this years event and hope that those who were unable to work the ride will be able to participate in next years Love Ride.

For those of you with internet capabilities, be prepared for numerous reports of the activities of the ride, I'm sure those will have already begun by the time the newsletter hits your mail box.

Again, a big **THANK YOU** to all those who showed up in the early morning cold to provide service to this most worthy charity ride.

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KE6PSD

Pattie Lynch
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KE6RDL

NEED FOR MEDIA ADDRESSES

I need the street mailing address, and the E-Mail address for any publications in your area that might possibly be a potential target for MARC publicity releases. Please include motorcycle and Amateur Radio magazines, etc. etc.

Also think about the Company "newsletter" where you work - Consider that they just might publish an article, that stated that **YOU** participated in a MARC activity supporting some particular Charitable event.

I would rather have you duplicate something I already have - Rather than miss a publication altogether.

Billy Hall
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N6EDY

PUBLIC RELATIONS
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THREE FLAGS CLASSIC

This is Dean on the Three Flags Classic. Most days of the days we did not get into a hotel until late and none had data links on the phone. In Canada the 800 number did not work so the report is a few days late.

I'm leading a group of Harleys. My brother Dennis from Seattle and his friend Pete, Jim Valentine(my Four Corners Buddy), Erik "Herr" Fair and Michael "Tall Tale" Putnaam. We've all made it to the finish point, Penticton, Canada. Here are some stats:

There were 306 motorcycles entered with 300 individual entries. 289 male drivers---23 female drivers---2 male passengers---16 female passengers---143 Hondas---73 BMWs---54 HDs---11 Kawasaki's---4 Triumphs---3 Suzukis---2 Trikes and 1 Duck.

The official route mileage was 2,050 miles. The window at Penticton closed at 8 PM Monday. We finished with a casual 350 mile ride from Sandpoint, ID and got our passports stamped at 1:39pm. Our group of 6 only had one flat tire and an electrical short that had two of us sitting in the rain for 1.5 hours.

Most of us had a great ride. The guy that hit a bear near Trout Creek, Montana didn't. Neither did the couple that dumped their Goldwing with trailer in deep gravel on SR20. Several bikes went down in the rain and wet but all were able to continue.

Even though there were 306 motorcycles on the run, most of the time it seemed that we were the only ones on this Classic. We would not see other bikes for 4-6 hours. The part I liked best was riding for an hour at 80-85 mph in Montana(no speed limit). Just when I thought that we were really haulin' BMWs would pass us doing 110-120 mph. Quite a few bikes with auxiliary 5-7 gallon gas tanks. Even Harleys.. One guy on a BMW had a blender powered by a small chain saw motor mounted on the back of his bike. Whenever he stopped, he made margaritas.

Dean Tangi

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FUN TIME::::

Hi there, let's have some fun. After the meeting on 14 November '98, Captain De and I are going to ride down to Dana Point. We will stop somewhere down there for lunch, Mac D's, Taco Bell, Carl's or something, then ride over to the "Island" side of the Point and watch the boats sail in and out of the harbor.

How about it? Do you want to come join us? Everyone is welcome. The time that you leave Dana Point and the route home is totally up to you, stay as long or leave as early as you wish.

John Reynolds
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KD6NXC



NEW ENGLAND TOUR

Bev and I recently spent eleven days touring the Northeastern states. We traveled through fifteen states and Canada. That was fourteen new states and one new country for us. I will try and share some of our experiences with you. We left Newburgh, IN on August 27th about 2 p.m. and headed East on I-64. Somewhere in Eastern Kentucky we were cruising along when a man in a red pickup truck pulled along side and began honking his horn, we looked over and he gave us a big thumbs up and kept on going. We spent our first night in Charleston, West Virginia. Friday morning we headed to Gettysburg, PA. Gettysburg is one of those places you need to spend at least two days, we only spent about two hours. We looked around the museum at the visitors center and then took the short tour of the cemetery provided by the park ranger. We will definitely go back when we can stay longer. We headed towards Hanover on SR116, then got on SR216 and continued into Maryland. From Maryland we crossed the tip of Delaware and spent our second night in New Jersey. Saturday morning about 10 a.m. we arrived at Beverly's brother's house in Freehold, NJ. We visited a while then Mark took us to Point Pleasant Beach where we visited an Aquarium that was really interesting. Atlantic City and the board walk was next on the list, just to say we had been there. Sunday morning saw us on a ferry to Ellis Island and then on to the Statue of Liberty. Monday morning we left New Jersey and headed towards the New England States. In Connecticut, our first stop was Mystic Seaport where we saw an old time seaport village and toured an old whaling ship. They are building a replica of the Amistad there. We spent Monday night in Newport, RI where we took a walk along the ocean and toured the Breakers mansion. The Breakers was built by the Vanderbilt family in 1895 and has over 138,000 square feet of floor space, not too bad for a summer home. Tuesday afternoon we headed to Newington, CT where we toured ARRL headquarters. (for you non hams that is the American Radio Relay League). It was after 4 p.m. when we arrived and the tours were over so we just signed in and started looking around at the old equipment they

have there. It wasn't a few minutes later when the receptionist told us she was trying to find someone to give us a tour. She found Rick Lindquist, N1RL. Rick spent an hour with us and gave us a very nice tour. We then crossed Massachusetts and spent the night in Brattleboro, VT. Wednesday was spent touring Vermont and New Hampshire. We rode the Kancamagus Highway. This is a very nice ride through the White Mountains.

I had been talking with Jim Venne of Venco Wings about a voltmeter for the bike, since Jim is in Concord, NH we made arrangements to stop by Wednesday evening. Jim has a very nice digital voltmeter and I had him install one on the bike. I really like it and it does not take up any room, very easy to see at all times and no reflection in the windshield at night. After Jim finished installing the voltmeter, he showed me how bad the stock springs were with almost thirty thousand miles on them, so on went the progressive springs. I have read a lot about how much difference these springs make and they sure do, Beverly even noticed the difference. Jim has a nice shop and I found several things that I just had to have (safety stuff you know), among them was a set of electrical connection driving lights that were featured in Wing World. The lights are still on my "to do" list.

Thursday morning we headed towards Maine and drove up the coast to Kittery and Perkins Cove, where we enjoyed another nice cliff walk along the ocean. Beverly has a cousin that lives in Plainfield, VT and we stopped there for the night. After a supper of grilled chicken they brought out some Ben and Jerry's ice cream. Now we had noticed that there are a lot of ice cream shops in the New England area but not many Dairy Queens. Well, we discovered that this Ben and Jerry's stuff, when administered in the proper serving size, will get you by until you can find a DQ. We were told that the factory was just a few miles down the road so the next day we went there, paid our two dollars and took the tour. Ben and Jerry's has a very nice plant there that puts out 180,000 pints of ice cream daily. We then went to Burlington, VT where we rode the ferry across Lake Champlain to Keeseville, NY. We met a BMW rider from Houston, TX on the ferry. From there we went across New York to Clayton and the Thousand Islands area. The Thousand Islands area is very nice, we took the Uncle

Sam's boat tour and enjoyed it very much. Then we crossed the bridge into Canada and headed towards Toronto. We were on 401 West when everyone started slowing down and stopping, we had to get off the four lane and took a little detour, it took us about 1 1/2 hours to go nine miles. We wanted to stay the night in Toronto but couldn't find a motel. We had a lot of trouble finding our way back on to 401 West. After asking three people, we finally found one that knew how to get there. We spent the night in Milton, Ontario. We had originally planned to stop by Niagara Falls, but at one of our fuel stops we talked to one of the local folk and were advised not to go on a holiday weekend. Since we had already spent nine days on the road, we decided to save Niagara Falls for another time. We left Milton and entered the USA at Port Huron MI where we got on I-69 and returned to Indiana. We were gone eleven days and covered 3,270 miles, the weather was great, only rained two times and it was not a heavy rain. Traffic was heavy at times but we did not see any road rage. We will be going back to New England again when we can spend more time there.

Willie WD9FHA
Bev KB9PAE
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HAMS EXEMPT FROM CB LAW

Hams have won a total exclusion from a new local jurisdiction CB radio enforcement bill before the U. S. Senate. This is a measure give state, city and other local governments the power to enforce federal regulations over 11 Meter CB radio operators and the interference that they cause.

Senate Bill 608's original version had no protection for Hams, so the ARRL met with Senator Feingold to hammer out new wording.

The measure, as redrafted totally exempts Amateur Radio from its provisions. It was then presented as an amendment into Senate Bill 1618. That's the Consumer AntiSlamming Act which was approved 12 May.

It's not yet known when the entire bill will come up for vote in the House of Representatives. Feingold introduced the original version nearly two years ago, after receiving complaints from constituents of massive interference and the FCC's failure to act.
ARRL, Newslite

**ADONIS HP-100 HEADSET
(From RF LIMITED)**

I recently had the opportunity to test the Adonis HP-1000 headset for use with a Kenwood handheld transceiver. This is not a permanently installed headset that most full-dressed motorcycle riders are familiar with, but a clip-on type that makes it ideal for all types of motorcycles from the dressers to the scooters that do not have or do not want a permanent radio installation on their motorcycle or in their helmet.

The headset that I tried did not come with English instructions, but I found that they were not necessary. The components are self-explanatory and installing this unit was a snap. A piece of Velcro to hold the speaker in place, clip the boom mic on to the edge of the helmet and a couple of wire ties to hold the switch box to the handlebar-THAT'S IT.

This unit plugs directly into your HT and the helmet portion unplugs from the switch box.

There is enough wire provided to have your HT clipped on your belt or mounted in a convenient location on your bike.

Upon trying the headset on the road, the first complaint I had was that the PTT was not a momentary switch and I had inadvertently left the radio keyed up for awhile. I have been told that the problem has been addressed and all future units will be equipped with a momentary switch. Riding down the road at speeds up to about 40 mph both receive and transmit were very clear with little road noise. Over speeds of 45 mph the mic picked up a fair amount of road noise but was still very readable. The receive portion of the headset (i.e. speaker) was good at all speeds. The speaker gain switch was a plus but could not use the mic gain as it would pick up more road noise.

In summary, the only downside I found with Adonis HP-1000 was the sensitivity of the microphone at highway speeds. Overall this headset is a good portable or temporary setup, easy install and easy uninstall. It is a non-complicated unit that a rider can have setup and running in ten minutes.

ADONIS HP-TEST II

Although the Adonis HP-1000 is designed for motorcycle use, I mounted the unit in a bicycle helmet to try it out "Bicycle Mobile". As with the motorcycle helmet, installation was easy but I did have to make a small bracket to attach it. Again the headset worked with no problems. Willie KF6QPD will be riding in the MS150 on Oct 3rd and 4th with this headset and a Kenwood TH-78A on a Diamond Back Topanga mountain bike. We'll see which one lasts longer-the rider or the headset.

Bill Douglas KE6UUD
wbdoug@prodigy.net

ADONIS HP-1000 HEADSET TEST PART II, POST MS 150

The MS 150 is now history and I am proud to say both rider (Willie) and the headset(Adonis HP-1000) came through the entire ride with flying colors.

Willie rode both days in very good time for a rider who has not done a ride like this before. He even refused a sag ride to the next rest stop when he had a blowout and waited for a tire and tube to be delivered to him by a MARC rider (me) so that he could say that he rode the whole ride.

Willie communicated many times with net control calling in various problems and dilemmas including his own blowout. The HP-1000 headset worked flawlessly during this event. Even though this headset was intended for use on a motorcycle, Willie and I enjoyed setting up the bicycle with the radio and the headset and using it in this event.

Bill Douglas KE6UUD
Willie Douglas KF6QPD

~~~~~  
**Comment;; They even went to a IDEC (Irvine Disaster Emergency Communications) meeting and gave a presentation on the mounting of the headset on the helmet and how everything worked on the bicycle.**

**Very impressive to the group.....**

~~~~~  
CONCERNING CPR AND FIRST AID CLASSES

The Garden Grove Adult Education Program offers a series of all day (8 to 4:30) Saturday Classes covering CPR and First Aid. Both subjects are covered during each one day class period, and cards are issued. The cost for both classes (if attended on the same day) is only \$10 - an unheard of value.

You must physically go to the Office to sign up and pay for the classes. You will need cash and a picture ID. You may call ahead of time to see if there is an opening but you still need to go to the Office to sign-up, because they will not "hold a spot" for you. I strongly suggest that you do this as soon as possible as the classes fill up quickly.

The office and classrooms are located at the Lincoln Education Center at 11262 Garden Grove Blvd. (just east of Euclid St.) Telephone (714)663-6291.

As of 22 October they had openings for the following class dates; November 7, 14, 21; December 5, 12; January 9, 23; That's as far as they provided me, but I know they have continuing classes all year. So if what I gave you won't fit your schedule, you might give them a call later and see what they have.

Good Luck.....
Billy Hall N6EDY

~~~~~  
**IL/WI**

Hi Bonnie and MARC members;

Not world shaking news, but Saturday 11/7/98 Marsha will start using K9MIP, and I will start using the call K9PEP. We finally fell to the dreaded "Vanity Call" disease. We at first were going to get consecutive calls- When it came time to decide, we got our initials.

I have done nothing with the Harley since my surgery. I developed blood clots (DVT Deep Venous Thrombosis) and am under orders "no exercising etc." so I am mostly playing radio OP.

I have been Net Control for the H & W net on 14.265 for a turn each day since it started last Thursday. I guess I am not cut out for that kind of job, because when I hear the problems those people are having, I just want to do something for them, and I can do no more than deliver messages for them.

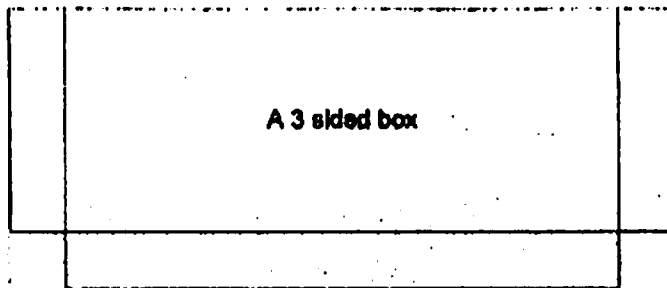
There has not been much activity here since my surgery in September and other circumstances beyond our control.

I did want the members that know me to know about the call changes.

**73 to all**  
**Paul Plasters      K9PEP**  
**peplasters@rockford.com**

~~~~~  
**"The days are very long, but the years are very short."
(Deena Mesnick Siegel--Needham, Massachusetts)**

fold at each line



**Ends folded to
abt. 89 deg. (less
than square**

**Bottom folded to
90 deg.**

The above is a piece of flat sheet metal (.030 aluminum) folded on 3 sides to fit my remote control head. The ends are bent in a bit more (say 89 degrees) to make it a tight fit. The bottom is bent at a straight 90 degree angle to keep the head from sliding out the bottom. This is then fastened to the dash surface, in my case, I screwed it to the regular FM Radio front cover. That piece will be cheap to replace if I ever decide to replace the Motorcycle. This could have been done with Velcro ETC I then cut a piece of Plexiglass into pieces and made a cover to fit over the Remote Control head in case of rain..

As I promised, almost a year ago, that I would write up about the new Harley Radio system as soon as I had it mounted, here it is.

The accompanying picture titled "BLOCK", is the antenna mount. It was machined from a solid block of aluminum, as in the picture (blue prints available if desired). It is firmly mounted on the "Tour Pack" rail. Inserted into it is the "Mast". The main purpose of the mast, is to raise the radiation point above my head. I made the mast out of polished stainless steel tubing 3/4 outer diameter to slip fit into the 3/4 hole in the Block, I made it 19 inches high with the impression that that was 1/4 wave length, and might add to the signal strength. I welded a stainless steel washer on top of the mast to accept the antenna mount. The antenna I am presently using, is made by MAXRAD, and is advertised as "not needing a ground plain". I think any 1/2 wave antenna might fit that category. I can not vouch that it is better or worse than any other, only that it works satisfactorily for me. The CO-AX, goes down the center of the tubing, from the mount, (I use NMO Motorola mounts, as a matter of personal choice.), to under the Tour Pack into a hole in the bottom of the Tour -Pack. Through this same hole, goes the remote control head cable, power and speaker leads. The actual radio, is mounted inside the Tour Pack. (photo included, rad3.jpg, excuse the glare on the MARC sign.) for protection, as well as to get it out of the way of every thing else. I fed the radio direct from the battery, so as to not upset any balance the on-board computer system might need. Presently I am using a "Radio Shack" amplified speaker, but as time allows I plan to integrate the speaker with the on board factory installed speaker system. I, also intend, to install a total sound system using some components obtained from Sierra Electronics. (they call it their "Clairion" system) components that will allow me to integrate all received signals (AM-FM-RADAR-HAM- and a "CB) into a headset of some sort, (presently using some J&M equipment). The picture titled # rad1.jpg (included), is a picture of the radio control head as mounted on the dash, (an Icom IC 2700, although any radio whose control head separates from the radio, should do as well) mounted in the Tour Pack. Picture #2 is of the control head, mounted on the dash of the motorcycle. Included is the present speaker, that will soon be integrated into the built in system. Picture (rd2ride.jpg) is of the complete Motorcycle, and if I can get to it in the next day or two (mounting the sidecar), picture #4 will be of the cycle with side car mounted. At present, I am unable to finish the many details of trimming it out, and hiding all the wires, due to recent back surgery. The rest will get done this winter after I recuperate!

Paul Plasters K9PPEP
peplasters@rockford.com

ADONIS USA

A DIVISION OF RF LIMITED

M.A.R.C.
Mr. Ray Davis
3 Lindberg
Irvine, CA 92620

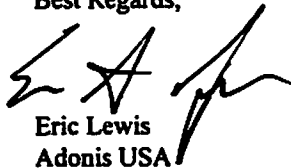
Dear Ray,

It was good talking with you on the telephone the other day. I would like to thank you and the other members of M.A.R.C. for your helpful and insightful evaluations of the HP-1000! In fact, after your evaluation, we worked with the factory to make a couple of modifications to the HP-1000.

The enclosed prototype features a momentary PTT system and larger wind screen. As always, I would be very appreciative if you or a member of M.A.R.C. could test this setup. I look forward to hearing your results, suggestions, and opinions on the modifications.

We are also working with the factory to produce a new speaker system and we are also testing new microphone elements. The new speaker system will incorporate a very small connector with the speaker wire. This will allow the end-user to upgrade to a 2 speaker system if desired. I hope to be able to get you a sample of the new speaker system very soon.

Thank You and
Best Regards,



Eric Lewis
Adonis USA

PO BOX 1124 • ISSAQUAH WA 98027 • USA
TELEPHONE (425) 558-9592 • FACSIMILE (425) 558-9704

WINDING DOWN

It has been a great year in the heartland. We had an early spring even though we had tornadoes and then snowstorms. Most of our summer was dry or if it did rain it was at night. Did get to do some small trips within the part Minnesota that I live in. Was hoping for a trip to the Carolinas but that will have to wait.

The BMW sits in the garage with its front wheel off and the forks sitting on blocks. Floor jack under the engine for more support as the water/oil pump needs some care. Yes its true beemers do break down. Thankfully I was close to home and am able to do most of the labor myself!

If this is the end of the riding season for me then I will be content. I have done over 9,000 miles in 5+ months. A new record for me! Although I admit looking at the upcoming events or the rallies I have missed does bother me. I am sure there are others out there that are going through the same thoughts as it is time to take each ride as maybe the last one.

Or is that a good thought for each ride? Keep that alertness in these late evenings when the sun has gone already! Enjoy that fall freshness and the scenery wherever you go!

ADONIS HP-1000
(From Illinois)

I've seen the notes on the Adonis 1000 headset. I thought it might be time to report on a system I picked up.

It is manufactured by a company which is called RF Limited (They may have changed their name) from Issaquah, WA. I got a catalog somewhere and decided to get one of the systems after I tried MMF's and it fell apart on the first ride. The catalog describes a number of "systems" made up of components such as PTT units, Mikes, Earphones, Earbuds, Splitters etc. that allow creation of units for automobile hands free and motorcycle or bicycle operation. They advertised that they had "control boxes" that would interface to various HTs and CBs. You could incorporate intercom into the unit. I even thought it might be the same manufacturer since they have a "new" product in an insert in the catalog identified as a "MM-1000 Motorcycle intercom with mobile radio interface."

I purchased a system for my Radio Shack HTX 202 which is installed feeding a 25 w amp. The system consists of a BJP-514 Control unit, a BP-20 PTT unit and a BI-512 Speaker/Microphone.

The PTT has a slightly curved back with Velcro and mounted easily to my left handgrip. A little care in mounting and hand positioning lets me use the turn signals without keying the mike. It has a good length of lead and allows positioning the control unit at a convenient location.

The control unit has a lead with two plugs which plug into the radio just like a speaker mike. I mounted it on the front of the radio with one of those new Velcro tie wraps which I used to hold the HT firmly on the mount which was described in a previous newsletter. The PTT and the Speaker/Microphone both plug into the control unit.

The speaker/microphone has a coiled cord terminated on one end—two plugs with different sized plugs to plug into the control unit. The other end of mine is terminated with a mike with a u-shaped springy metal device to hold it in place on the chin bar of a full face helmet. I have made this a little more difficult by using one of Shoei's Flip up chin bar helmets. This prevents the permanent mounting of the lead for the earpiece which is of the earbud style and because I have to open the chin bar to put the helmet on.

I ended up straightening the u-shaped mount and using it to hold the mike in place inside the chin bar. Then the internal wire for the ear bud broke is use after a short period rendering it useless. This may have been caused by the chance of pinching it and stretching it as I placed the earbud in my ear

and then put the helmet on and snapped down the chin bar. I reverted to the amplified speaker on the top of my "tank" plugging it into the control unit instead of the earbud.

The PTT appears to work well. The microphone is another story. It is much noisier than using an external mike held in my hand as I ride down the road. Someone has suggested I add a resistor in series with it to kill some of the gain. Both the bike engine and wind noise are very noticeable.

I may find a sturdy coiled lead of suitable length and use it to wire a better mike in the helmet and just plug into the control unit. I also am considering an open face helmet but I wonder if I would be happy during the "colder" weather in the winter here. (You riders in CA., quit telling us how the riding season is over.)

It is fairly flexible system, but if you ride all the time, commuting etc the constant donning, removing etc. may cause problems with durability. It also needs a good mike element.

73

Norm Huber **N9ZKS**
nihuber@ice.net

REFLECTIONS

The thoughts coming are some reflections after a ride on the 30th of August.

I was checking the brake fluid as I had replaced the pads on the BMW the day before. Removing the extra before it drips on some paint. My wife Karen came out and was heading for a meeting. As she strolled by she asked "Heading out for a ride?"

Now if that isn't an opening to go! I don't think her tail lights were out of the alley by the time I had locked up the house.... Now where to go? Well I figured if I keep rolling through all these stoplights then just head straight but if the light turns then take a right. Sooner or later I should be home.

The sky was blue and some clouds were drifting overhead as I headed north of the metropolitan area of the Twin Cities. Hot day but when the impending weather heading our way in three months I'll take it! Sunday riders were everywhere. Some wearing helmets most not. Lots of skin showing as I sweat by in my jacket wondering who is smarter.. Yes I know who.

As the miles added up I relaxed and watched the country unfold from the sprawl of the city to homes in fields to just farms. We do have lots of farms close to the metro. The march of mini acre homes are there, too. Good to get

out even for two hours and take a ride. But when I returned again for the millionth time I was thinking and thanking Jesus for another safe ride home.

No matter how hi tech our mounts are, how great the newest design tires we have, it is still in GOD'S Hand on keeping us safe! Yes we do have wisdom and know the limits but still there can be that surprise of a two-ton vehicle edging into our space.

Realizing then that if we recognize what GOD has for us and wants us to enjoy (even motorcycling) should make each trip a part of HIS plan. That there isn't anything that will surprise Him around that corner.

Encouraging us to go ahead and live on the edge will only give our lives that glow and sharpen our senses for the whole of our lives here.

After all when we look at the word GOD a three letter word. Still within that word is GO!

Go with GOD then and enjoy each ride, give Him the praise and He will direct you through the bumps, road construction and detours.

73

Tim Lindstrom **KB0RTZ**
kb0rtztim@juno.com

THE TIME IS NOW
(Author unknown)

If you are ever going to love me,
Love me now, while I can know
The sweet and tender feelings
Which from true affection flow.
Love me now
While I am living.
Do not wait until I'm gone
And then have it chiseled in marble,
Sweet words on ice-cold stone.
If you have tender thoughts of me,
Please tell me now.
If you wait until I am sleeping,
Never to awaken,
There will be death between us,
And I won't hear you then.
So, if you love me, even a little bit,
Let me know it while I am living
So I can treasure it.

"I complained I had no shoes 'til I met a man who had no feet."
(Dale Richards—Pearl City, Hawaii)

FROM YOUR 50/50 LADY

Mijo Reynolds KF6BEB

(Mijobeb@aol.com)

With fall swooping down on us in October with the falling leaves we had: 9/30 KN6P Carroll Walker, 10/7 KF6QPA Debbie Bowers, 10/14 KF6PSA Sandy Pais, 10/21 KE6NTD Sam Spiegel, 10/28 KC6NDC Steve Young. And guess what no winners.....I guess the Halloween Ghost scared them off the net.

Remember you have to respond on the net and come to the following breakfast meeting to reap your \$5.

With my heavy schedule at school it seems the seasons are passing us up.

Our October 50/50 winners KE6GYC Michael Pryzbylo and KC6PHI Conrad Sillars padded their billfolds with \$42 each.

The special door prize winners were:

(1) \$40 Gift Certificate donated by Huntington Honda—

KE6GYC Michael

(2) Royal Personal Shredder donate by MARC—KD6UZM Alvin

(3) Wallet donated by Shapiro & Leventhal—KE6GYC Michael

(4) Combo Hole punch donated by MARC—KD6NXC John

(5) Special made Bunny bag holder donated by Pattie Lynch—
N6MHN Rich Martin

Other door prize donators were Ray/Bonnie, "MARC", Shapiro & Leventhal, Mike Naron, John & Mijo Reynolds, Billy Hall, Dave Hoffman, Pattie Lynch. Thank you so much.

My My what a grown boy we had pulling our tickets non other than Rich Martin as there were no youngsters available at the meeting. Thanks a bunch.

SPECIAL RAFFLE FOR DECEMBER MEETING:

A TM-V7A(Cool Face) radio and an Image-Reader flatbed scanner.

Then we have a special children's drawing-age 0 - 16.

We will have to ask Billi our waitress how she enjoyed the "LOVE RIDE". She went to check out the dishes that were stalking the grounds and on motorcycles. Thanks Billi for your time and great personality at our meetings.

A Special thanks to the people who helped with the 50/50 tickets.

ITEMS OF INTEREST FROM THE

SECRETARY/TREASURER/NEWSLETTER EDITOR

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

The falling leaves dropped "MARC" not one new member.

Regarding the October meeting I want to thank KD6NXC John for running the meeting, N6QZT Michael and KD6UZM Alvin, KC6ZOZ John for assisting me with the setting up and everyone for getting the stuff tore down and stuffed in the van. We have a great family in our members. We love you all and need you all.

Membership: Look for your renewal forms in the December Newsletter and please fill out the blanks completely like the nine digit zip code. The Post Office is requesting we use the nine digits especially in quantity mailing. Also when filling in the e-mail specify upper or lower case such as the case may be.

POSITIONS OPEN: Please read Billy's article and send in your info to ME the Secretary in writing.

NEWSLETTER: I accept all articles and believe me they will get used maybe not in that months newsletter but they will appear as we have a special folder for all newsletter items. Please send all interesting articles to ME only so all members can enjoy them at the same time if you want them in the newsletter that is—

if not no problem. Tech articles—I try to spread them out so we don't have them all in one newsletter. Thank each and everyone of you sending the articles to me. I really enjoy reading them.

440 NETS: First I want to thank John Reynolds for stepping in at a moments notice for the coordinating of the nets and also for handling the "MARC" meeting—Now I want to thank all the volunteers who are handling **NET CONTROL**. Rick KD6TIQ, Gwen KF6IXB, Pattie KE6RDL, you all do such a great job and who says "You can't do it" wrong—just ask any of them.

HF NETS: We have to get behind Ken N6KBI and give him some action so we don't lose our positions on the frequencies we have been using.. I know there are more people out there qualified to check-in on those nets. If you can't hear Ken, usually there is someone out there who can relay your check-in. So please do try, I know sometimes the air waves do not cooperate.

COORDINATORS: If you should take a position to coordinate an event—remember you will need an assistant plus you have to be able to attend meetings, make reports and write a newsletter article. There is lots of things encompassed in being a coordinator and we have several qualified members who can lend you a hand until you know the ropes so to speak. Some events are a piece of cake others are more involved. I am always here for info.

SUNSHINE CORNER: We know life has it's way of throwing obstacles in our paths every day, giving some choices while others have no choices. We are here for everyone if nothing else just a shoulder to lean on or an ear to listen as we do "care" and "love" you all.

LAKE VIEW CAFÉ: We greatly appreciate the owners and staff for their generosity of their time in serving the MARC group. Thank you so very much.

QUARTERLY E-MAIL CHECK-INS

THANKS EVERYBODY!!!!!!

I REALLY APPRECIATE THE RESPONSE TO THE Check-ins, even though they were sent out much later than usual and in a bit of haste. I had to leave that day to go tend my friend Mel (K6GWC), who was hospitalized with a blood clot. He's doing fine now, I'm happy to report.

We are inching closer every time to that magical 100% mark. So far we have had 145 folks check-in. There were a few address changes and some additions since the last period, so the system seems to be working well.

IT'S NOT TOO LATE!!!! If you haven't checked in, send your name/s and call sign/s to: dollieb@earthlink.net

I WOULD LIKE TO WISH EACH AND EVERY ONE OF OUR MARC FAMILY A VERY HAPPY AND SAFE THANKSGIVING.

DOLLIE BATCHELDER KD6ERC

The Check-in Lady
dollieb@earthlink.net

UPCOMING 1998 MARC ACTIVITIES

NOV 08, SUN-1998 LOVE RIDE 15

NOV 14, SAT-BREAKFAST MEETING 8 AM

DEC 12, SAT-BREAKFAST MEETING

EVALUATION FROM A SCOOTER RIDER ADONIS HP-1000

The above headset was installed on a Honda Helix 250cc Touring Motorscooter with an Icom Model IC-W32A Dual Band HT.

An open faced helmet with a full-face shield was used and the Boom Mike and Speaker installed with ease. The installation looked quite professional. The clip that attached the Boom mike held well and made for easy adjustment of the mike. The speaker with the Velcro attached to the back held in place by pressing it to the helmet liner with no further help required to hold it in place. No problem was experienced with either of these attachments.

The switch box was attached to the left handle bar just ahead of the grip with the press-to-talk switch in a horizontal position and with the toggle extending back over the grip which allowed for finger tip operation. As this was a temporary installation for test purposes only it was not installed as it would have been with a permanent installation. The mounting bracket was removed from the back of the switch and a piece of self-adhesive Velcro was attached in it's place. This was used to mate with another piece of mating Velcro on the bars. It was further held in place by a tie wrap around the switch and bars. Together this made for a very satisfactory installation and held in place with no movement of the switch box.

One problem became evident with the press-to-talk switch from the start, that being the switch configuration of locking in both the receive and talk position. This I felt was quite annoying and difficult to use. A simple remedy was made by wrapping a rubber band around the switch box and under the cable outlets at the front of the box then the open ends were brought back and hooked to the toggle handle. As the receive position was outboard, when the switch was pulled to the talk position and released it returned to the receive position automatically. Problem solved!!!

Both the microphone and speaker gain switches showed very good gain characteristics with no noticeable distortion or overloading. Both functions proved very convenient when riding and controlling the speaker volume and adjusting the mic gain for various riding conditions.

As this test was performed on a Motorscooter with a top speed of 80 mph high speed wind noise tests were not able to be conducted. A top speed of 65 mph was attained while transmitting and receiving and at these speeds the speaker was easy to hear and the wind noise in the boom mic was reported to quite acceptable from the station I was communicating with.

An attempt was made to try the unit on my full face Shoei helmet, however, the boom mic clip would not open far enough to mount it on the helmet. This would create a problem with some helmets and I am not sure what the remedy would be without a modification of the mounting clip.

In conclusion, I thought the overall quality of the components used and the performance very good. Together with ease of mounting, ability to quickly change to most other helmets and the added features of the switch would make a very marketable product.

I would further think that this would also have applications in the upper end CB HT market.

With a price range of \$170-@200 I would consider it fair value.

Would I buy one? **YOU BET!!**

Gordon Lewis KE6IDG scootgordonidg@juno.com

ACTIVIST REVIEW (A publication of AMA)

NHTSA SEEKS TO AMEND DAYTIME RUNNING LAMP STANDARD

The National Highway Traffic Safety Administration(NHTSA) is moving to amend federal motor vehicle safety standards to reduce glare from motor vehicles equipped with daytime running lights (DRLs).

This action is in response to a petition from the National Motorists Association (NMA) seeking the prohibition of hard-wired DRLs on all vehicles for sale in the United States. The agency has also received numerous complaints from the public about glare from the lights, commonly found on some GM, Freightliner, Volvo, Volkswagen and SAAB vehicles.

On August 7, 1998, NHTSA proposed a three-step program that will reduce the intensity limits of DRLs on newly manufactured cars by as much as 78 percent over four years. The NHTSA is seeking public comment on the issue.

The first phase reduces the maximum light intensity of upper-beam DRLs, measured in candela (cd), from 7000cd to 3000cd within one year of the adoption of the final rule. Phase two mandates a 3000cd limit for lower beam DRLs, to be effective two years after publication of the final rule. Phase three further reduces 3000cd limits to 1500cd maximum intensity for all DRLs, effective four years after the publication of the final rule.

The effort to equip automobiles in the United States with DRLs originated with a 1987 petition from the Insurance Institute of Highway Safety (IIHS) to NHTSA. The AMA opposed this initiative based on the potential for motorcycle safety to be compromised. The impact of the loss of the unique conspicuity signature of motorcycles and the masking of motorcycle headlights by DRL-equipped motor vehicles had never been researched.

These same concerns were again brought to NHTSA's attention in 1996, when, in response to member concerns, the AMA requested NHTSA's Office of Crash Avoidance.

Research to study the impact of DRLs on motorcycle conspicuity. To date, NHTSA has not conducted this study. "The impact of DRLs on motorcycle safety remains a concern," said Sean Maher, AMA legislative affairs specialist. "While the proposed amendment is a step in the right direction, NHTSA continues to ignore the motorcycle equation. By their own admission, they have no data to show DRLs result in fewer crashes in the United States, but they've never stopped to consider whether DRLs may be causing more crashes—the motorcycle kind."

In addition to submitting comments in support of this proposal, the AMA will once again bring its concerns to NHTSA's attention and ask for a study. A copy of the notice of proposed rule-making can be viewed in the Government Relations section of the AMA's web site, AMADirectlink, at <http://www.ama-cycle.org>.



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1990 GOLD WING GL1500 SE  
(PACIFIC WHITE/WARM SILVER)  
COLOR-MATCHED TRAILER  
THE SEAT(S)/BACKREST(S) HAVE BEEN  
NEWLY UPHOLSTERED(APR'98) 79KMILES.  
EXTRAS INCLUDE:  
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TULSA WINDSHIELD WITH VENT  
CUSTOM TRAILER HITCH RECEIVER WITH  
HYPE HITCH—REAR CENTER TAILLIGHT  
ALSO ACTS AS BRAKELIGHT  
SADDLEBAG AND TRUNK RUNNING LIGHTS  
INTERNAL TRUNK LIGHT WHEN TRUNK  
OPENS-ILLUMINATED VANITY  
MIRROR(HONDA) IN TRUNK  
ADDITIONAL RIGHT-SIDE KICK STAND  
(HANDY WHEN PULLIN A TRAILER  
AUXILLARY 4.5 GALLON GAS TANK IN  
RIGHT SADDLEBAG—CB RADIO/ANTENNA  
SHORTWAVE ANTENNA MOUNT ON  
TRUNK RACK—HANDY-TALKIE  
MOUNT/CONNECTIONS LEFT HANDLEBAR  
ADDITIONAL CHROME  
TRAILER HAS EXTRA 4 CU. FT LOCKING  
POD ON TOP, WITH COMPRESSED  
NITROGEN STRUTS/CLOTHING BAG..  
ASKING PPRICE: \$7995 FOR M/C  
\$1595 FOR TRAILER.  
WILL SELL BOTH TO INTERESTED MARC  
MEMBER FOR \$9250  
CALL: GORDON (KD6MDL) AT (916) 427-5555  
Will not sell trailer separately, at least until bike  
is sold first.



I LEFT MY HF MOBILE ANTENNA ON MY OLD CAR-  
YOU DIDN'T HAPPEN TO CATCH IT?

## ORANGE COUNTY WELCOMES "MARC" MEMBERS ASK FOR JEFF FOR CLUB DISCOUNTS

100%



MIRACLE BABY  
CH-32  
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CH-32  
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146/446MHz  
HT Antenna  
Gain: 0dB  
Length: 1.75'  
Conn: BNC

- Gold-Plated Connectors
- High-Quality Craftsmanship
- Unique Fold-Over Feature

**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  
Gain & Wave: 52MHz 0dBi 1/4 wave • 146MHz 4.5 dBi 8/8 wave • 446MHz 7.2dBi 5/8 wave x 3 • Length: 58" • Conn: 8887 PL-259/SBB-7/NMO NMO • Max Pwr: 120W

**NEW SBB-7/SBB-7NMO** • Dual-band 146/446MHz w/fold-over  
Gain & Wave: 146MHz 4.5dBi 6/8 wave • 446MHz 7.2dBi 5/8 wave x 3 • Length: 58" • Conn: 8887 PL-259/SBB-7/NMO NMO • Max Pwr: 70W

**NEW SBB-5/SBB-5NMO** • Dual-band 146/446MHz w/fold-over  
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 8.0dBi 5/8 wave x 3 • 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 3/8" 146/446MHz HT Antenna  
Gain: 146MHz 1.5dBi • 446MHz 3.2dBi • Length: 16.5" • Conn: BNC • Max Pwr: 10W

**B-10/B-10NMO** • Dual-band 146/446MHz w/fold-over  
lock-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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\*\*\*\*THE Z750 & Z780 ARE RECOMMENDED FOR MOTORCYCLE USE. ALL THE OTHERS CAN BE USED ON CARS OR TRUCKS BUT ARE NOT RECOMMENDED FOR MOTORCYCLES. THE BEST ANTENNA TESTED IS THE COMET HP-32 FOR USE ON MOTORCYCLES.



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## MOTORCYCLE PRODUCTS

### PRODUCT AND PRICE LIST

| Item   | Description                                                                                                                                                                                                                                                                                                               | Price |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| BRM-1  | <b>J &amp; M Antenna Bracket (Rail Mount)</b><br>Fits Honda and all other 7/16" or 1/2" Bag or Grab Rails. Unit has 5/8" hole for antenna connector. All Aluminum with Aircraft Stainless Steel mounting screws.                                                                                                          | 15.95 |
| GWSM   | <b>J &amp; M Goldwing Side Mount Antenna Adapter</b><br>Converts Honda Stock antenna mount, to accept ham or CB antennas that use a standard HF style Connector. Provided with 10' 50 ohm coax and easy 15 min assembly instructions.                                                                                     | 24.95 |
| AFMCB  | <b>J &amp; M AM/FM/CB Antenna Adapter Converter</b><br>Converts Single CB antenna to provide Combination reception from the one antenna.                                                                                                                                                                                  | 26.95 |
| GWHT-1 | <b>J &amp; M Hand Held Radio Bracket</b><br>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 | <b>J &amp; M Hand Held Radio Bracket</b><br>Fits all motorcycle handlebars. Attaches directly to handlebar with an all aluminum surrounding bracket and stainless steel screws.                                                                                                                                           | 44.95 |
| AD78   | <b>J &amp; M Adapter Harness for Kenwood Hand-Helds</b><br>This all custom adapter allows for conversion, via the speaker and mic plugs, to many popular Helmet Speaker/Mic assemblies.                                                                                                                                   | 39.95 |
| ADAO   | <b>J &amp; M Adapter for Yaesu &amp; Icom Hand-Helds</b><br>Same as the AD78 for Yaesu and Icom Radios.<br>(Will fit others call with your specific application.)                                                                                                                                                         | 39.95 |
| GWHF   | <b>J &amp; M Handle Bar Full Size Radio Bracket</b><br>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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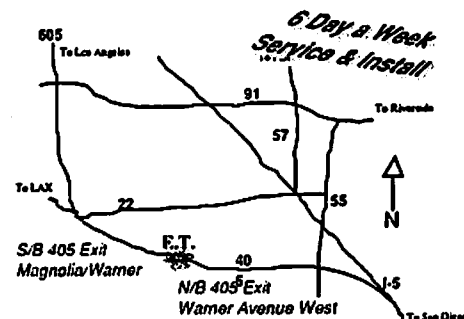
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8-LOVE RIDE 1998  
14-"MARC" BREAKFAST MEETING 8 AM (LAKE VIEW CAFE\*\*714-572-8521)  
26-A HEALTHY HAPPY THANKSGIVING TO ALL

DEC 1,8,15,22,29-"MARC" HF NET (5 PM PST 20 METERS 14.340 USB) (5:30 PM PST 40 METERS 7.290 LSB) LOOK UP BEFORE LOOKING DOWN\*\*N6KBI KEN  
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NOVEMBER 1998

NEXT MEETINGS:

NOVEMBER 14, 1998-8 A.M. AT LAKEVIEW CAFE,  
2099 E. ORANGETHORPE, PLACENTIA  
(ON CORNER OF LAKEVIEW & ORANGETHORPE)  
91 FWY/LAKEVIEW EXIT  
DECEMBER 12, 1998-8 AM AT LAKEVIEW CAFE,  
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